

FINAL REPORT

STRATEGIC **R**EGIONAL ARTERIAL

CORRIDOR 4 - DOWNTOWN ROUTES
COLUMBUS DR./CONGRESS PKWY/LA SALLE ST./WACKER DR./
DESPLAINES ST./JEFFERSON ST./ROOSEVELT RD./
SOUTH LOOP CONNECTOR

APRIL, 1998

By:



DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

For:



**Illinois Department
of Transportation**



**Operation
Greenlight**

FOREWORD

This report deals with the "Chicago Downtown SRA corridor" composed of eight interconnected routes. These routes include Columbus Drive, Congress Parkway, La Salle Street, Wacker Drive, DesPlaines Street, Jefferson Street, Roosevelt Road & South Loop Connector. This Strategic Regional Arterial (SRA) report for "Chicago Downtown SRA corridor" has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Dames & Moore.

As a SRA route, "Chicago Downtown SRA corridor" 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 improvements, and documentation of the public involvement process including citizen comments.

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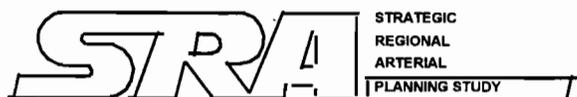
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EXECUTIVE SUMMARY

DOWNTOWN SRA

CORRIDOR



EXECUTIVE SUMMARY

The "Chicago Downtown SRA Corridor" is composed of eight interconnected routes. These routes include Columbus Drive, Congress Parkway, La Salle Street, Wacker Drive, DesPlaines Street, Jefferson Street, Roosevelt Road & the proposed South Loop Connector. The "Chicago Downtown SRA Corridor" has been analyzed separately for each route and as well as a corridor. Recommendations for long range improvements (year 2010) have been developed for each route section. A summary of the major recommendations is presented below.

Columbus Drive - Lake Shore Drive at Roosevelt Road to Ontario Street

- Develop three 10-foot lanes in each direction with painted median and parking on the west side from Roosevelt Road to Balbo Drive.
- Develop three 11-foot lanes in each direction with painted median and parking on both east and west sides from Balbo Drive to Jackson Boulevard.
- Develop three 10-foot lanes in each direction with painted median and parking on west side only from Jackson Boulevard to Monroe Street.
- Develop three 11-foot lanes in each direction with 14-foot barrier median from Monroe Street to Grand Avenue.
- Retain two 11-foot lanes in each direction with 14-foot flush median from Grand Avenue to Ontario Street.

Congress Parkway - Franklin Street to Columbus Drive

- Maintain the existing cross-section from Franklin Street to Wells Street.
- Develop three 11-foot lanes in each direction with 14-foot Chicago style planter median from Wells Street to State Street.
- Develop three 10-foot lanes in each direction with painted median from State Street to Michigan Avenue.
- Maintain the existing cross-section from Michigan Avenue to Columbus Drive.

- To improve through traffic movement, removal of the signal is recommended at the following intersections:
 - a. Congress Parkway & Financial Street
 - b. Congress Parkway & La Salle Street
 - c. Congress Parkway & Federal Street
 - d. Congress Parkway & Plymouth Court

La Salle Street - Wacker Drive to Lake Shore Drive

- Develop three lanes in each direction with planter/flush median from Kinzie Street to North Avenue. The existing on-street parking is recommended to be retained on both east and west sides of the route.
- The recommendations from the North Avenue & the Lake Shore Drive SRA study will be incorporated for the La Salle Drive improvements from North Avenue to Lake Shore Drive.

Wacker Drive - Congress Parkway to Lake Shore Drive

- Recommended improvements for upper and lower Wacker Drive will be incorporated from the Chicago Department of Transportation Study.

DesPlaines Street - Roosevelt Road to Ohio/Ontario

- Develop three lanes one-way southbound between Roosevelt Road and Lake Street. Separate on-street parking on both sides of DesPlaines Street.
- Develop three eleven-foot lanes one-way southbound with on-street parking on east side only. This recommendation would require a new exit ramp from Ohio Street feeder ramp to DesPlaines Street.

Jefferson Street - Roosevelt Road to Ohio/Ontario

- Develop four lanes one-way northbound between Roosevelt Road and Van Buren Street. Separate on-street parking on both sides of the Jefferson Street.

- Develop three lanes one-way northbound from Van Buren Street to Lake Street. Separate on-street parking on both sides of the Jefferson Street.
- Develop three eleven-foot lanes one-way northbound with no on-street parking from Lake Street to Grand Avenue. This proposed recommendation would require the extension of Jefferson Street to Grand Avenue.

Roosevelt Road - I-90/94 (Dan Ryan Expressway) to Lake Shore Drive

- Develop three lanes in each direction with a barrier/planter median from I-90/94 (Dan Ryan Expressway) to Lake Shore Drive. The existing on-street parking between DesPlaines Street and Canal Street should be restricted to off-peak hours only.

South Loop Connector - Cermak Road at Dan Ryan connector to Congress Parkway at Wacker Drive

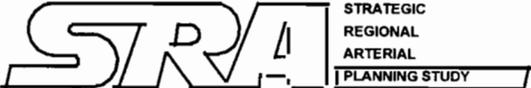
- Develop new roadway from Cermak Road to Taylor Street.
- Develop two lanes in each direction with a barrier/flush median from Cermak Road to Congress Parkway.



INTRODUCTION

DOWNTOWN SRA

CORRIDOR



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 (SRAs) is proposed, in the 2010 TSD plan, to address this need most effectively from both a traffic and funding perspective. As shown on Figure I-1, the SRA system is a 1,340-mile network of existing roadways in the northeastern Illinois region. These roadways create a network of 66 corridors intended to serve as a second tier to the expressway system.

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

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

From a traffic perspective, the configuration 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. Although desired typical cross sections have been developed, 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 SRAs was determined by the projected 2010 level of travel demand in the area.

This report is concerned with the downtown Chicago SRA corridor, which is illustrated on Figure I-1. This report deals with the "downtown Chicago SRA corridor" composed of eight separate but interconnected routes, each requiring its own analysis. Because of the relatively complex nature of the downtown corridor, this report is organized by individual route. Each section contains a description of the environmental conditions, with accompanying exhibits, existing conditions, with accompanying exhibits, and a discussion of the recommended concepts.

The Strategic Regional Arterial study is a conceptual study prior to Phase I study. The recommendations from this study can be used to acquire right-of-way for the roadway improvements and to prioritize projects by the Illinois Department of Transportation. This pre-Phase I study will be followed by a Phase I study, which will address details such as mitigation of existing landscaping, site rehabilitation after construction, type of curb and gutter, maintenance of traffic during construction, disposition of existing overhead utilities, lighting, potential noise problems, drainage and other issues of importance to local communities.

Functional Classification

The downtown Chicago SRA corridor is classified as an urban SRA corridor. The desirable cross section is two continuous lanes in each direction, separated by a raised median for access control.

Planning Framework

Long-range planning for the downtown Chicago SRA corridor takes into account many factors. These factors include regional transportation plans, established SRA design concepts, route type, adjacent land use and future development plans, public transit needs, and community concerns. The planning framework for this SRA study is briefly discussed below.

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 the downtown Chicago SRA corridor that is described in this report.

The Design Concept Report provides desirable cross-sections for each type of SRA route. Included are the number and widths of lanes, required right-of-way and median requirements. According to the Design Concept Report, an urban SRA requires 83 to 86 feet of right-of-way. Additional/new right-of-way is required along Desplaines/Jefferson Streets and South Loop Connector only. The rest of the routes in the downtown Chicago SRA corridor do not require additional right-of-way.

Organization of the Report

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

- **Environmental Conditions and Land Use**
 - This chapter discusses environmental and land use conditions which determine the nature of the corridor. It includes a description of wetlands, historical sites, and hazardous waste sites, as well as other environmental features located within the corridor. Land use, zoning, future developments, and access considerations are also addressed.

- **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 requirements, access management, and public transit. Cost projections for right-of-way and construction are also included.

- **Public Involvement**
 - This section documents the public involvement process undertaken for the SRA study, which included Individual Community Interviews, Advisory Panel Meetings, Newsletters, and a Public Hearing. These opportunities for participation allowed the general public and elected officials to voice opinions concerning the SRA study.

Corridor Study Area

The downtown corridor, is unique among the Strategic Regional Arterial corridors under study as part of Subset #4. This “corridor” actually consists of eight separate existing and proposed streets in the downtown Chicago area, each with its particular improvements opportunities and constraints.

The study area that encompasses these eight routes reaches from Cermak Road on the south to North Avenue, and from I-90/94 (Dan Ryan and Kennedy Expressways) on the west to Lake Michigan. This area includes the entirety of the Chicago central business district, a large proportion of the lake front parks and open space, developed residential and commercial neighborhoods to the north, and future development sites to the south. The study area is characterized by many significant features

including world renowned architectural landmarks such as the Sears Tower and Auditorium Theater, cultural institutions including the major museums and theaters, popular tourist/recreational facilities such as Grant Park where many special events are held, and several major sports arenas as well as Chicago's main convention center. The presence of these features within the study area in addition to the Loop business district combine to create tremendous pressure on the transportation system, including roads and public transit.

To address this issue, a number of transportation planning studies are underway within this study area. Other SRA studies have been or are being conducted for North Avenue, Lake Shore Drive, Michigan Avenue, and the Ohio/Ontario/Grand/Illinois network. A major project to relocate Lake Shore Drive from Balbo Drive to 23rd Street includes extensions of Columbus Drive and Roosevelt Road to the Lake Shore Drive. The potential effects of improvements recommended in these studies on the downtown SRA routes have been considered in developing 2010 design concepts.

A map showing the general location of the study area is provided on Figure I-1. Within the study area, the downtown SRA corridor #4 can be viewed as an integrated network that would improve traffic flow through and around the central business district. The routes which form a part of the downtown network and being studied under this subset are as follows:

Columbus Drive	Lake Shore Drive at Roosevelt Road to Ontario Street
Congress Parkway	Franklin Street to Columbus Drive
La Salle Street	Wacker Drive to Lake Shore Drive
Wacker Drive	Congress Parkway to Lake Shore Drive
Jefferson/Desplaines Corridor	Roosevelt Road to Ohio/Ontario
Roosevelt Road	I-90/94 to Lake Shore Drive
South Loop Connector	Cermak Road at Dan Ryan Connector to Congress Parkway at Wacker Drive

These downtown routes illustrated on Figure I-2, corridor map. Implementation of SRA improvement concepts could have the following benefits:

- Improved north-south traffic flow between the expressway system and downtown, and the expressway system and Lake Shore Drive, via:
 1. New South Loop Connector, Wacker Drive and/or LaSalle Street, and
 2. Columbus Drive

- Improved east-west access to the downtown area from the expressway system and from Lake Shore Drive via:
 1. Extended Roosevelt Road,
 2. Congress Parkway, and
 3. Wacker Drive

- To establish an integrated arterial system as an alternative to, but connecting with, the expressway system via the new South Loop connector, Roosevelt Road, and a north-south couple of Jefferson and DesPlaines Street.

Alternative concepts to achieve these objectives are discussed in the following sections of this report. A brief overview of the characteristics of each route in the downtown corridor that influence these concepts is presented below.

Columbus Drive (Lake Shore Drive at Roosevelt Road to Ontario Street)

Columbus Drive currently serves as a major access route to Grant Park, and parking is allowed on both sides through the park. The section between Balbo Drive and Congress Parkway is closed to vehicle traffic for about two weeks during June and July to accommodate the Taste of Chicago festival. The area east of Soldier Field/Field Museum will be opened up as part of the Lake Shore Drive relocation.

The northern section of Columbus Drive from Randolph Street to Grand Avenue provides access across the Chicago River and connect with Ohio/Ontario Streets which are also SRA routes.

The southern terminus of Columbus Drive at Lake Shore Drive will be reconfigured to join the relocated Lake Shore Drive. The eastern extension of Roosevelt Road will also intersect here. Therefore, it is recommended that the SRA designation for Columbus Drive be extended slightly south to account for these planned improvements.

Congress Parkway (Franklin Street to Columbus Drive)

Congress Parkway provides the main east-west access through and into downtown from the expressway system. Traffic flow is impeded by multiple signals and left turn movements, and the roadway is constrained in places by adjacent buildings. The current reconstruction/reconfiguration of Congress Plaza between Michigan Avenue and Columbus Drive is incorporated into the planning baseline for this route.

La Salle Street (Wacker Drive to Lake Shore Drive)

La Salle Street is a major access route from Lake Shore Drive to recreational facilities in Lincoln Park, and to the central business district. North of downtown the street is mainly residential in nature, and parking is permitted during off-peak hours. Other SRA studies evaluated improvements to LaSalle Street between North Avenue and Lake Shore Drive; these concepts are assumed to apply to this study, for which improvements are recommended only between Wacker Drive and North Avenue in this report.

Wacker Drive (Congress Parkway to Lake Shore Drive)

Wacker Drive is unique in that it carries both east-west and north-south traffic on two levels. It is necessary to Consider both levels of Wacker Drive in this study, because of the several interfaces between the upper and lower Wacker Drives is a significant planning factor. Wacker Drive features some of Chicago's most significant buildings, many hotels, the major train stations, and several cultural centers. As such, it is heavily used by both traffic (including taxis and tour buses) and pedestrians. It also provides a major intersection with Lake Shore Drive on the east and a complex interconnection with Congress Parkway and the expressway system on the south. Current conditions need improvements on upper and lower Wacker Drive.

DesPlaines Street (Roosevelt Road to Ohio/Ontario)

Because it is outside of the downtown area, DesPlaines Street provides a relatively uncongested southbound route between Grand/Milwaukee Avenues and Roosevelt Road. The function of DesPlaines Street could be greatly expanded by providing a direct connection with the expressway system at the Ohio Street feeder ramp.

Jefferson Street (Roosevelt Road to Wayman Avenue)

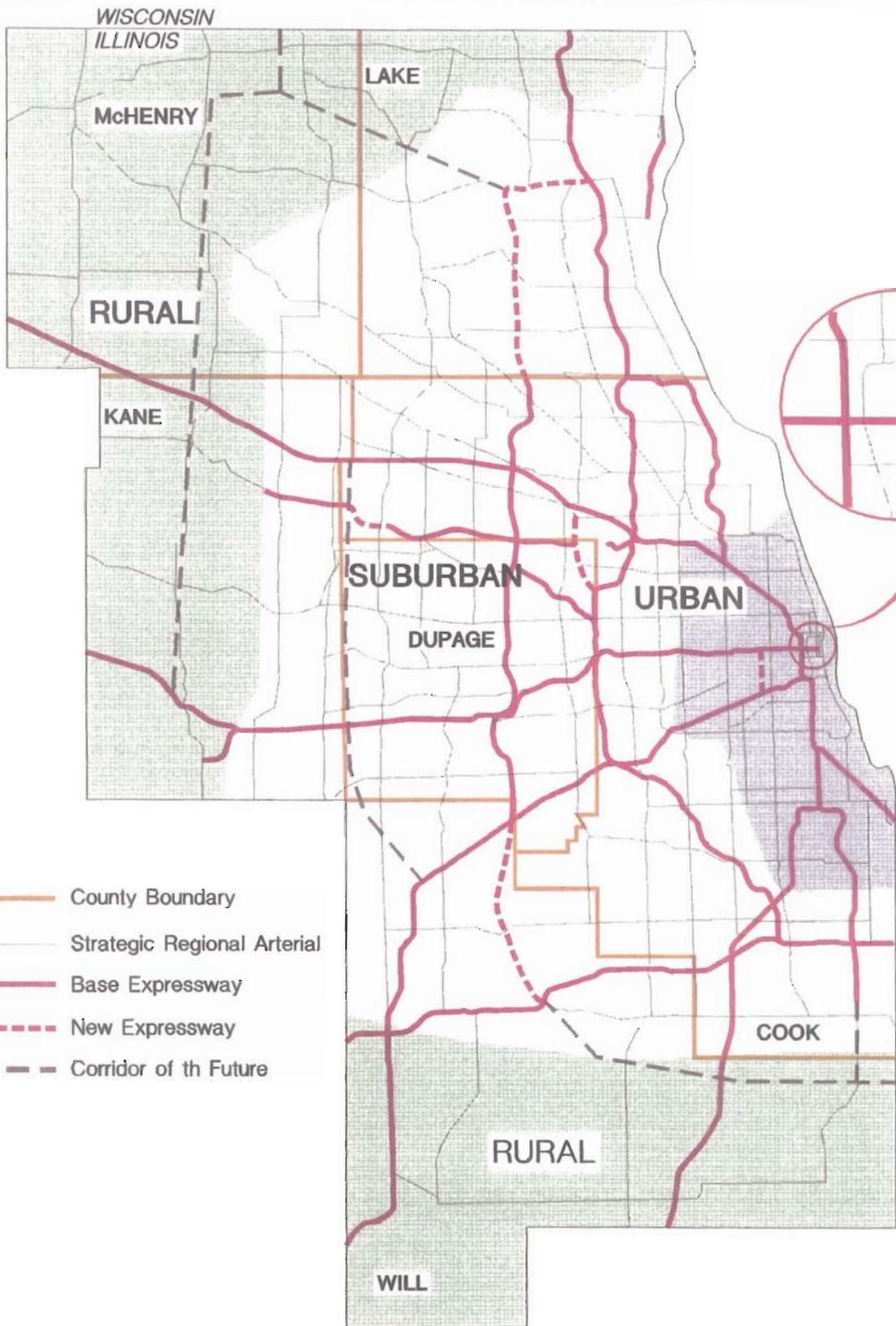
The configuration and function of Jefferson Street is similar to DesPlaines Street except that it is a northbound street. The two roads serve local commercial, industrial, and growing residential uses as well as through traffic. By functioning as a one-way couple with DesPlaines Street connected to the expressway system, Jefferson could become a part of the integrated arterial system.

Roosevelt Road (Dan Ryan Expressway to Lake Shore Drive)

Nearly the entire length of the existing section of Roosevelt Road is located on structures across other roadways, waterways, and rail tracks. A significant portion of this has been recently improved. Roosevelt Road currently serves as a main access route from the expressway system to Michigan Avenue and downtown. With its extension to the relocation Lake Shore Drive, its through traffic potential will be greatly increased.

South Loop Connector (Cermak Road at Dan Ryan Connector to Congress Parkway)

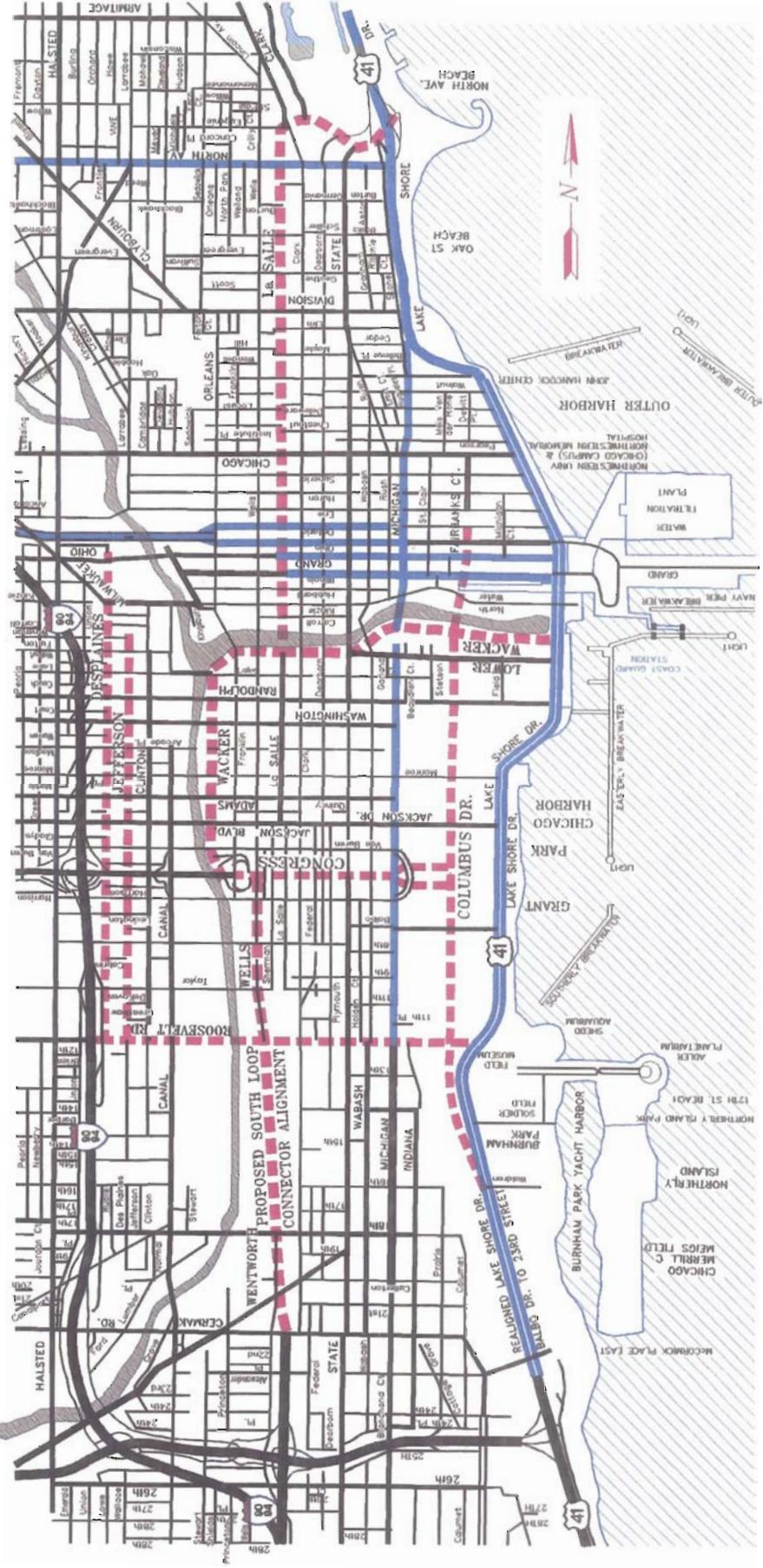
vii The proposed South Loop Connector will be a road through a currently undeveloped area east of the Chicago River between Congress Parkway and Cermak Road. Existing Wells Street on north and Wentworth Street on south can be used as part of South Loop connector. Land in this vicinity has a very high value and development potential, so that road improvements will need to be closely coordinated with city development staff. Conceptually, the South Loop connector would provide direct access from the expressway system south of downtown (at Cermak Road) to the remainder of the downtown SRA corridor.



LOCATION MAP - DOWNTOWN CHICAGO ROUTES

FIGURE I-1

COLUMBUS DR.\CONGRESS PKWY.\WACKER DR.\LA SALLE ST.\JEFFERSON ST.\ DESPLAINES ST.\ROOSEVELT RD.\SOUTH LOOP CONNECTOR

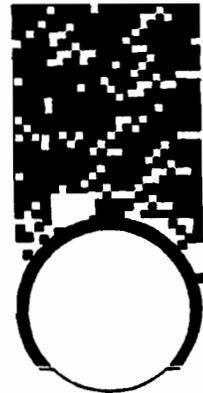


LEGEND : - - - - - SRA ROUTES THIS SUBSET
 _____ SRA ROUTES OTHER SUBSETS

FIGURE I-2
CORRIDOR MAP

SRA FINAL REPORT

CONGRESS PARKWAY



Operation
Greenlight

ENVIRONMENTAL CONDITIONS & 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. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

The Chicago Downtown SRA Corridor consists of eight individual but interconnected routes. These routes are: Columbus Drive from Ontario Street to Lake Shore Drive; Congress Parkway from Franklin Street to Columbus Drive; Wacker Drive from Lake Shore Drive to Congress Parkway; La Salle Drive from Wacker Drive to Lake Shore Drive; Jefferson/Desplaines Street from Roosevelt Road to Ontario/Ohio; South Loop Connector from Congress Parkway at Wacker to Cermak Road; and Roosevelt Road from Lake Shore Drive to Interstate 90/94. This SRA corridor is located entirely in Downtown Chicago. Environmental and land use information relative to each route are discussed in this chapter. Major features of the corridor are summarized in tables at the end of the chapter. Table I-1 lists sites identified as having underground storage tanks (USTs) and leaking underground storage tanks (LUSTs). Significant buildings and sites are listed in Table I-2. The only wildlife in the City of Chicago are seagulls, rock doves, pigeons, and Norway rats. Several CTA and RTA lines are running throughout this corridor.

CONGRESS PARKWAY - Franklin Street to Columbus Drive

The Congress Parkway corridor begins at Franklin Street and continues east to Columbus Drive. This corridor is a connector to the expressway system and is heavily traveled at all times. Congress Parkway has many significant buildings on both sides of the route for a major portion of this corridor.

Section 1 - Franklin Street to Michigan Avenue

Exhibit B4-CON

Environmental Conditions

Possible sites which may contain Underground Storage Tank sites (USTs) include an old gas station located on the southeast corner Plymouth Court and Congress Parkway.

Listed Leaking Underground Storage Tank (LUST) site include an Amoco gas station located on the northwest corner of Dearborn and Congress Parkway.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Land Use

The land use in this section of the Congress Parkway is primarily office/commercial.

Oscar D'Angelo Park is located on the southwest corner of Wells and Congress Parkway. City of Chicago Fire Department building is located 1/2 block north of Congress Parkway on Wells Street.

The subway runs under Congress Parkway. The Federal Prison is located 1 block north of Congress on Clark Street. Chicago Stock Exchange is located between Financial Street and LaSalle Street. Congress Parkway runs under the Stock Exchange. A federal building is located on the southwest corner of Congress Parkway and Clark Street.

The Harold Washington Library is located on the northwest corner of State and Congress Parkway. McCormick Junior College is located on the southwest corner of Wabash and Congress Parkway. A couple of statues are located on the north side of Congress Parkway at Congress Plaza.

The South Loop Historic Printing House Row District, roughly bounded by Taylor, Polk, Wells, State Street, and Congress Parkway, is listed on the National Register of Historic Places in Illinois. The Old Colony Building is a designated Chicago Landmark at 407 S. Dearborn Street and is also listed on the National Register of Historic Places in Illinois. There are many major buildings located along Congress Parkway. The Manhattan Building is also a designated Chicago Landmark at 431 S. Dearborn Street and listed on the National Register of Historic Places in Illinois.

The Leiter II Building is located on the northeast corner of State Street and Congress Parkway and is listed on the National Register of Historic Places in Illinois. The Congress Hotel is located on the southwest corner of Michigan Avenue and Congress Parkway. This building received an architectural award in 1962 and may have some historical significance. The Roosevelt Auditorium (1889) is located on the northwest corner of Michigan Avenue and Congress Parkway. This auditorium at 430 S. Michigan Avenue is a designated Chicago Landmark and is also on the National Register of Historic Places in Illinois.

Section 2 - Michigan Avenue to Columbus Drive

Exhibit B4-CON

Section 2 of Congress Parkway extends from Michigan Avenue to Columbus Drive. This section is 0.20 miles in length. Congress Parkway widens out from Michigan Avenue to Congress Plaza in this section.

Environmental Conditions

Underground Storage Tanks (UST's) and Leaking Underground Storage Tanks (LUST's) have not been identified in this section.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Land Use

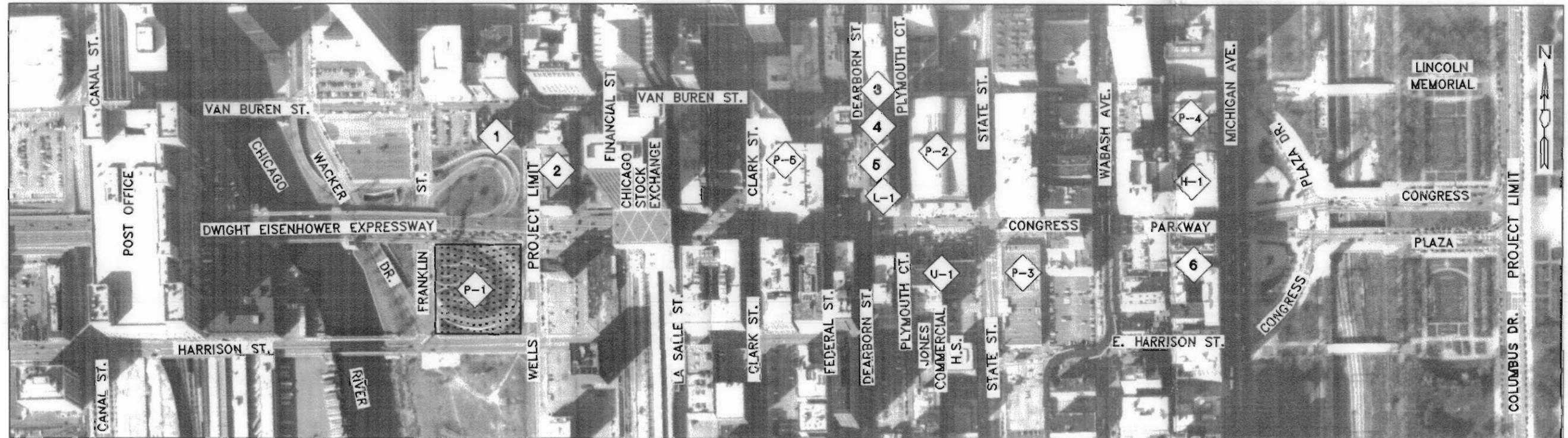
Congress Parkway in this section primarily passes through Grant Park. Metra train tracks run north-south under Congress Parkway east of Michigan Avenue.

**Table I-1
LUST and UST Sites
Congress Parkway**

Name	Location	Exhibit No.
Amoco gas station	NE corner of Dearborn St. and Congress Parkway	L-1 A4-CON
Old gas station	Between Plymouth Ct. and State St., S. side of Congress Parkway	U-1 A4-CON

**Table I-2
Significant Buildings and Sites
Congress Parkway**

Name	Location	Exhibit Number
<i>Schools</i>		
Jones Commercial High School	South of Congress Parkway, Between Plymouth Ct. and State St.	A4-CON
MacCormick Junior College	SE corner of State St. and Congress Parkway	A4-CON
Roosevelt University Fine Arts Building	NW corner of Michigan Ave. and Congress Parkway	A4-CON
<i>Other</i>		
Vogue Building	NW corner of Wells St. and Congress Parkway	A4-CON
Oscar D'Angelo Park	SW corner of Wells St. and Congress Parkway	A4-CON
Dixon Building	NE corner of Wells St. and Congress Parkway	A4-CON
Chicago Stock Exchange	Between Financial St. and La Salle St., Located over Congress Parkway	A4-CON
Federal Penetentiary	NE corner of Clark St. and Congress Parkway	A4-CON
Manhattan Building	NE corner of Dearborn St. and Congress Parkway	A4-CON
Plymouth	NE corner of Dearborn St. and Congress Parkway	A4-CON
6 Old Colony Building	NE corner of Dearborn St. and Congress Parkway	A4-CON
Harold Washington Library	NW corner of State St. and Congress Parkway	A4-CON
Roosevelt University Auditorium Theatre	NW corner of Michigan Ave. and Congress Parkway	A4-CON
Congress Hotel	SW corner of Michigan Ave. and Congress Parkway	A4-CON



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Amoco Gas Station
-  = Old Gas Station

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

-  = Roosevelt University Auditorium Theatre
-  = Oscar D'Angelo Park
-  = Harold Washington Library
-  = McCormick Jr. College
-  = Fine Arts Building (Roosevelt)
-  = Federal Penitentiary
-  = Vogue Building
-  = Dixon Building
-  = Manhattan Building
-  = Plymouth
-  = Gold Colony Building
-  = Congress Hotel

LEGEND

-  = PUBLIC FACILITY
-  = STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
-  = HISTORIC SITE
-  = L.U.S.T. SITE
-  = U.S.T. SITE
-  = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE

CONGRESS PARKWAY - ENVIRONMENTAL CONDITIONS AND LAND USE

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



Introduction

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

This information is summarized in several tables at the end of this chapter. Table II-1 lists structures along the route. Tables II-2 and II-3 provide accident rates at intersections and on route segments, respectively. Existing and projected average daily traffic are presented in Table II-4. The signalized intersections and the lane configuration at these intersections are presented in Table II-5.

Congress Parkway

The Congress Parkway corridor begins at Franklin Street and continues east to Columbus Drive, a distance of 0.79 miles. This corridor is a connector to the expressway system and is heavily traveled during working hours. Congress Parkway can be divided into two sections for detailed analysis as an SRA route.

Section 1 - Franklin Street to Michigan Avenue

Section 2 - Michigan Avenue to Columbus Drive

Congress Parkway intersects two other SRA corridors: Michigan Avenue and Columbus Drive.

Section 1 - Franklin Street to Michigan Avenue

Exhibit B4-CON

Section 1 of Congress Parkway extends from Franklin Street to Michigan Avenue. This section is approximately 0.59 miles in length. Michigan Avenue is an intersecting SRA route in this section.

Physical Characteristics

This section of Congress Parkway is characterized by three to four through lanes in each direction between Franklin Street and Dearborn Street, and three through lanes in each direction between Dearborn Street and Michigan Avenue. There are exclusive right-turn lanes between Franklin Street and Wells Street, and between Dearborn Street and State Street in the eastbound direction. The

EXISTING CONDITIONS - cont'd

existing pavement width is 99 feet between Franklin Street and LaSalle Street, and 102 feet between LaSalle Street and State Street. The pavement narrows to 62.5 feet between State Street and Michigan Avenue where buildings preclude widening. Median width in this section varies from 5 feet to 22 feet.

On-street parking is not permitted in this section of Congress Parkway. There are sidewalks on both sides of the street. The width of the sidewalk varies between 7 feet to 16 feet.

The existing right-of-way varies from 117 feet to 133 feet in this section. The roadway centerline is off-set with the right-of-way in this section.

There are two structures in this section of Congress Parkway. The Chicago Stock Exchange, structure number 016-0457, has a vertical clearance of 14.3 feet which is less than the required clearance per SRA standards. The vertical clearance under the "L" rail line at Wabash Avenue is 14.5 feet, satisfying SRA standards.

Traffic Control, Operations, and Safety

The existing Average Daily Traffic (ADT) along Congress Parkway from the CDOT traffic map ranges from 58,000 to 72,000 vpd. The speed limit within the section is 35 miles per hour (mph). There are five signalized intersections in this section of Columbus Drive. The signalized intersections within this section are listed in Table II-5.

Public Transportation

Exhibit TE-2

Most bus service crosses and is located at the east end near State, Wabash and Michigan Avenue. CTA Route #11 travels from State to Wells and then southbound on Wells. The remainder of routes travel east and west only for a few blocks to reach north-south arterials. Most notably, there is a high amount of service between State Street and Michigan Avenue. These intersections will experience related heavy turning movements. Bus stops are generally near side or mid-block. Existing transit routes and bus stops are indicated on exhibit TE-2.

The Rapid Transit CTA Blue Line has a station at LaSalle adjacent to the LaSalle Street Metra Station. This may necessitate additional stops of the number #11 bus on Congress across from stations. Since the CTA Route #11 travels only westbound, a far side stop on the north side will be recommended.

As indicated in Exhibit TE-2, CTA's train route "blue line" operates between LaSalle and Dearborn. CTA's train route "orange line" traverse across Congress Parkway along State Street. CTA's train

EXISTING CONDITIONS - cont'd

route “green line” traverse across Congress Parkway along Wabash Avenue. All the CTA train and bus routes are indicated in Exhibit TE-2.

Section 2 - Michigan Avenue to Columbus Drive

Exhibit B4-CON

Section 2 of Congress Parkway extends from Michigan Avenue to Columbus Drive. This section is 0.20 miles in length. Congress Parkway widens out from Michigan Avenue to Congress Plaza in this section.

Physical Characteristics

This section is characterized by three through lanes becoming dual left and dual right turn lanes in the eastbound direction between Congress Plaza and Columbus Drive. Congress Parkway has four lanes in the westbound direction. The existing pavement widens to 62.5 feet at Michigan Avenue. The pavement width is 174 feet from Congress Plaza to Columbus Drive with a 62 foot wide grass median. Congress Plaza Drive is a semi-circular roadway beginning at Michigan Avenue south of Congress Parkway and ending at Michigan Avenue north of Congress Parkway, as shown in exhibit B4-CON.

The existing right-of-way in this section varies from 102 feet to 276 feet.

Structure number 016-6163 is the bridge over the Illinois Central Railroad east of Congress Plaza Drive.

Traffic Control, Operations, & Safety

The existing ADT along Congress Parkway from the 1994 CDOT ADT map ranges up to 58,000 vpd. The speed limit in this section is 40 mph. The only major intersection in this section is Congress Parkway and Columbus Drive.

Public Transportation

Exhibit TE-2

Existing transit routes and bus stop locations are indicated on the Exhibit TE-2.

**Table II-1
Structure Inventory
Congress Parkway**

EXHIBIT LABEL	STRUCTURE NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	016-0458	Franklin Street & Wacker Drive	----	----	93'	344'	Modification not required
SN-2	016-0457	----	LaSalle Street/Chicago Stock Exchange	14.3'	110'	115'	Modification not required
SN-8	016-6163	IC Railroad	----	----	110'	246'	Modification not required

**Table II-2
Accident Rates at Intersections
Congress Parkway**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Wells Street	9400	71800	44	37	25	2.384
Clark Street	8500	71800	27	8	16	1.160
Federal Street	6500	58000	18	15	14	1.331
Dearborn Street	18500	58000	26	27	33	2.053
State Street	19900	58000	18	21	10	1.149
Wabash Avenue	11000	58000	22	18	17	1.509
Michigan Avenue	41600	42000	50	54	40	3.146
Columbus Drive	30000	42000	6	12	22	1.015

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

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
Franklin Street	Wells Street	0.08	71800	13	15	22	7.95
Wells Street	LaSalle Street	0.11	71800	40	32	53	14.45
LaSalle Street	Clark Street	0.05	71800	5	1	3	2.29
Clark Street	Dearborn Street	0.09	71800	66	61	61	26.57
Dearborn Street	State Street	0.09	58000	52	47	51	26.24
State Street	Wabash Street	0.08	58000	33	34	36	20.27
Wabash Avenue	Michigan Avenue	0.09	58000	47	30	35	19.59
Michigan Avenue	Columbus Avenue	0.2	58000	39	23	37	7.79

Table II-4
Existing and Projected Average Daily Traffic
Congress Parkway

LOCATION	EXISTING ADT	2010 ADT
Franklin Street to Clark Street	72,000	79,000
Clark Street to Dearborn Street	72,000	70,000
Dearborn Street to Wabash Street	58,000	70,000
Wabash Street to Michigan Avenue	58,000	42,000
Michigan Avenue to Columbus Drive	58,000	42,000

**Table II-5
Lane Configuration at Signalized Intersections
Congress Parkway**

Cross Street	No. of Through Lanes (along Congress Pkwy)		Turn Bays (along Congress Pkwy)		Remarks
	EB	WB	LEFT	RIGHT	
Wells Street	3	4	YES(3)	YES (2)	
Financial Street	5	4	YES (1)	NO **	recommended signal removal
LaSalle Street	4	4	NO	NO **	recommended signal removal
Clark Street	4	4	NO**	NO **	
Federal Street	5	4	YES(3)	NO **	recommended signal removal
Dearborn Street	4	4	YES(1)	NO **	
Plymouth Court	4	4	YES	NO **	recommended signal removal
State Street	3	3	YES(3)	YES(2)	recommended left turn lane
Wabash Avenue	3	3	NO**	NO **	
Michigan Avenue	3	3	NO**	NO **	
Congress Plaza Drive	3	3	NO	YES(4)	
Columbus Drive	2	2	YES(1)	YES(2)	“T” intersection

Note: **EB** - eastbound only; **WB** - westbound only

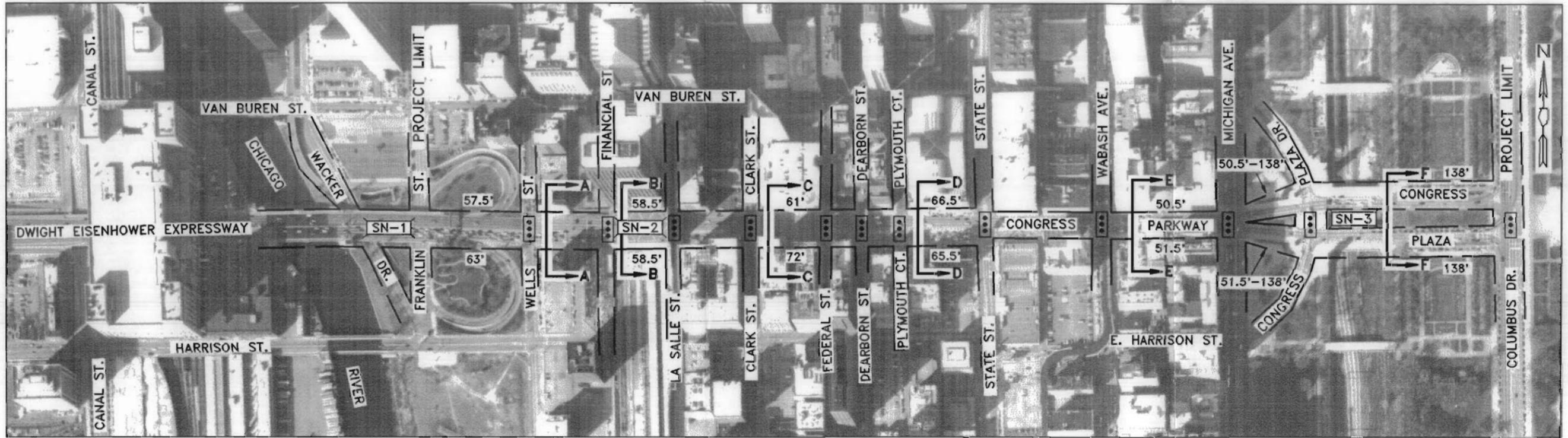
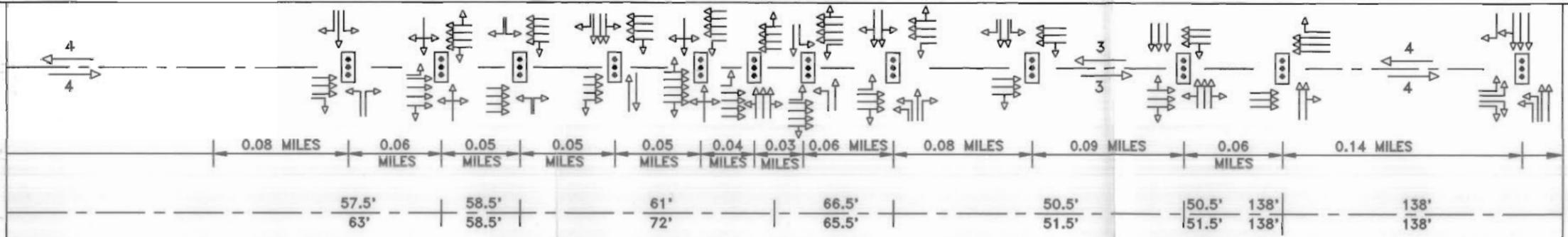
** - Curb lane is combined through/right turn lane

- (1) - left turn eastbound only
- (2) - right turn eastbound only
- (3) - left turn westbound only
- (4) - right turn westbound only

EXISTING LANE CONFIGURATION

SIGNAL SPACING

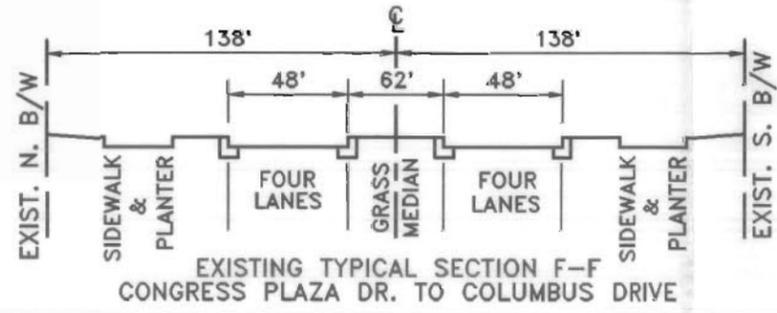
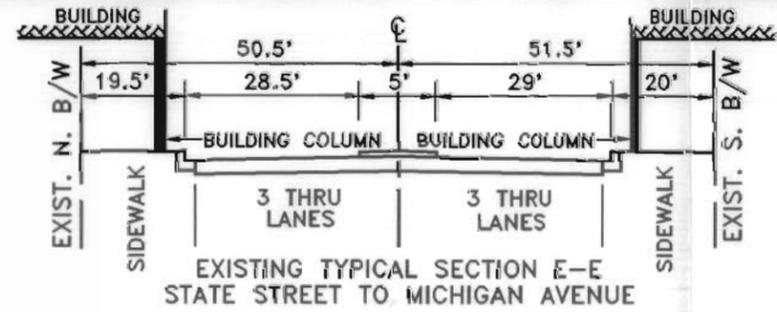
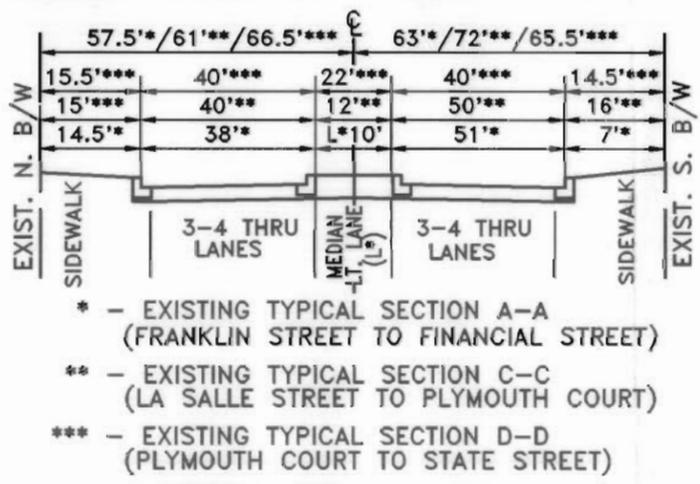
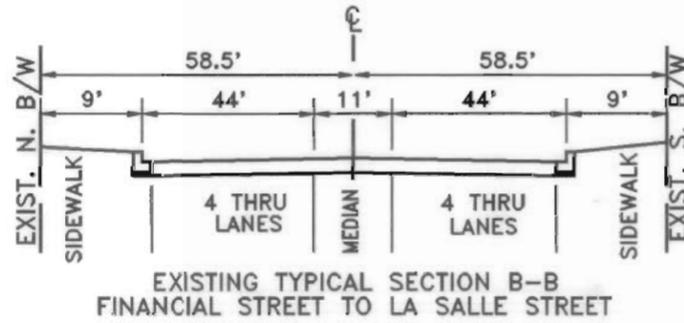
EXISTING R.O.W.



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DESCRIPTION OF EXISTING CONDITIONS:

- SN-1 = Structure number 016-0458
- SN-2 = Structure number 016-0457
- SN-3 = Structure number 016-6163



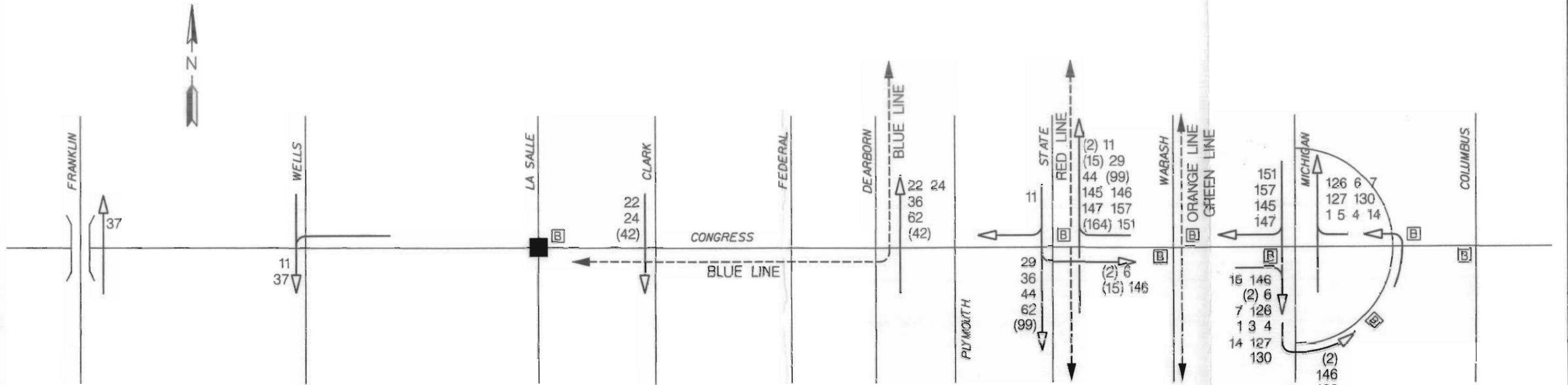
LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC SIGNAL
- = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION

CONGRESS PARKWAY - EXISTING CONDITIONS

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





LEGEND

- 70 → BUS ROUTE (CTA)
- (70) → PART-TIME BUS ROUTE (CTA)
- ← - - - → TRAIN ROUTE (CTA)
- STATION CONNECTION
- B BUS STOP

CONGRESS – from Franklin to Columbus.



RECOMMENDED IMPROVEMENTS

This chapter describes recommended improvements in design, operation, access management, and public transit for the SRA route Congress Parkway. The right-of-way and lane configuration for the proposed condition are presented on Exhibit C4-CON. Table III-1 provides estimates of construction cost for the various improvements.

- Major Features** :
- Three to four lanes in each direction (Franklin Street to Congress Plaza Drive), four lanes in each direction (Congress Plaza Drive to Columbus Drive)
 - No on-street parking (Franklin Street to Columbus Drive)
 - Primary downtown access to the expressway system.

Congress Parkway

The Congress Parkway corridor begins at Franklin Street and continues east to Columbus Drive, a distance of 0.79 miles. This corridor is a connector to the expressway system and is heavily traveled during working hours. Congress Parkway can be divided into two sections for detailed analysis as an SRA route.

- Section 1 - Franklin Street to Michigan Avenue
- Section 2 - Michigan Avenue to Columbus Drive

Congress Parkway intersects two other SRA corridors: Michigan Avenue and Columbus Drive.

Section 1 - Franklin Street to Michigan Avenue

Exhibit B4-CON

Cross-Section and Geometrics

The proposed cross-section for this section of the route satisfies the standard urban SRA cross section. According to the Design Concept Report the urban SRA routes shows a desirable four-lane cross section with 11 to 14-foot median and 12-foot sidewalk. Standard urban SRA cross section can be adopted for this section.

The proposed recommendations will provide a uniform cross-section and efficient through traffic movement by eliminating closely spaced signals. The proposed cross-section for this section of the Congress Parkway would provide three lanes in each direction with a barrier/planter median (see Exhibits XS-CON1 and XS-CON2). This recommendation would increase capacity, provide a consistent number of lanes, and eliminate some operational problem spots. These recommendations can be achieved within the existing pavement.

RECOMMENDED IMPROVEMENTS - cont'd

Franklin Street to Wells Street:

Maintain the existing cross-section.

Wells Street to State Street:

Provide three 11-foot lanes in each direction with 14-foot Chicago style planter median.

State Street to Michigan Avenue:

Provide three 10-foot lanes in each direction with painted median. (Building columns extend to the edge of the pavement).

Operations

Based on the traffic model, the projected 2010 ADT for this section of Columbus Drive ranges between 58,000 and 72,000 vpd.

Signalized intersections along Congress Parkway are closely spaced. The cross streets at the signalized intersections such as Financial Street, La Salle Street, Federal Street and Plymouth Court extend only few blocks north/south of the Congress Parkway. To improve the through traffic movement removal of signals is recommended at the following intersections. Access should be right-in/right-out only. Efficient coordination and synchronization of signals between Franklin Street and Columbus Drive should be implemented.

- a. Congress Parkway & Financial Street
- b. Congress Parkway & La Salle Street
- c. Congress Parkway & Federal Street
- d. Congress Parkway & Plymouth Court

A synchronized signal system should be developed for the overall network including crossing SRA routes such as Roosevelt Road, Congress Parkway, Lower Wacker Drive, Illinois Street, Grand Avenue, Ohio Street and Ontario Street.

Access Management

Areas where access consolidation may be appropriate are identified in this report. Removal of signal is recommended at some of the cross streets. The proposed recommendation is right-in/right-out access at these cross streets.

Public Transportation

No changes are recommended for the bus stop locations in this section. HOV lanes are not recommended due to the limited ridership on this route. Signal pre-emption is not recommended.

RECOMMENDED IMPROVEMENTS - cont'd

Section 2 - Michigan Avenue to Columbus Drive

Exhibit B4-CON

Section 2 of Congress Parkway extends from Michigan Avenue to Columbus Drive. This section is 0.20 miles in length. Congress Parkway widens out from Michigan Avenue to Congress Plaza Drive and is called Congress Plaza east of Congress Plaza Drive.

Cross-Section and Geometrics

The proposed cross-section for this section of the route satisfies the standard urban SRA cross section. According to the Design Concept Report the urban SRA routes shows a desirable four-lane cross section with 11 to 14-foot median and 12-foot sidewalk. Standard urban SRA cross section can be adopted for this section.

The proposed recommendations will maintain the existing uniform cross-section with four lanes in each direction with grass median.

Michigan Avenue to Columbus Drive:

Keep three to four 12-foot lanes in each direction with varying median (maintain the existing cross section).

Operations

Based on the traffic model, the projected 2010 average daily traffic for Section 2 of Congress Parkway ranges up to 42,000 vpd.

Coordination and synchronization of signals between Franklin Street and Columbus Drive should be done for efficient through traffic movement.

Access Management

Areas where access consolidation may be appropriate have been implemented and hence we do not recommend any additional access consolidation for this section of the Congress Parkway.

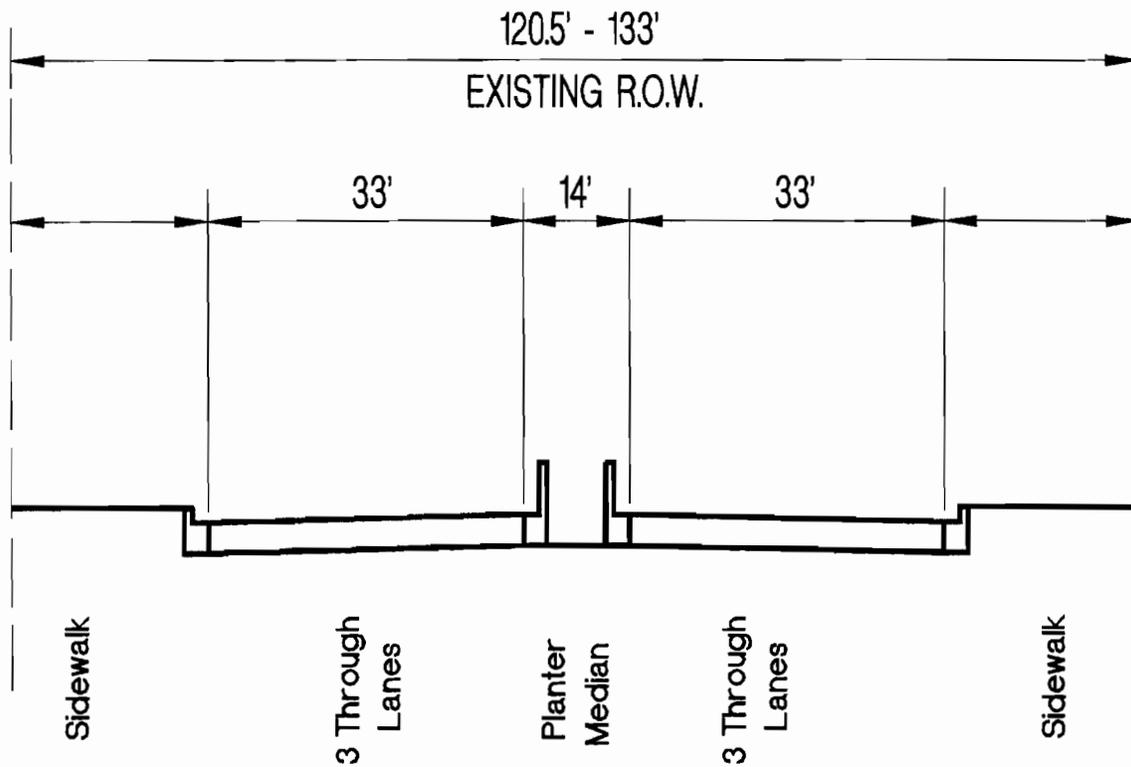
Public Transportation

No changes are recommended for the bus stop locations in this section. HOV lanes are not recommended due to the limited ridership on this route. Signal pre-emption is not recommended in this section. All existing bus stops along Columbus Drive should be provided with shelters.

Table III-1
Estimate of Construction Cost
CONGRESS PARKWAY
Franklin Street to Columbus Drive

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	\$2,124,000.00
Intersection/Interchange Improvement	\$1,700,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section I	\$3,924,000.00
Section II	
Roadway	\$720,000.00
Intersection/Interchange Improvement	\$1,200,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section II	\$2,020,000.00
Estimated Cost for All Recommended Improvements	\$5,944,000.00

RECOMMENDED CROSS SECTION CONGRESS PARKWAY

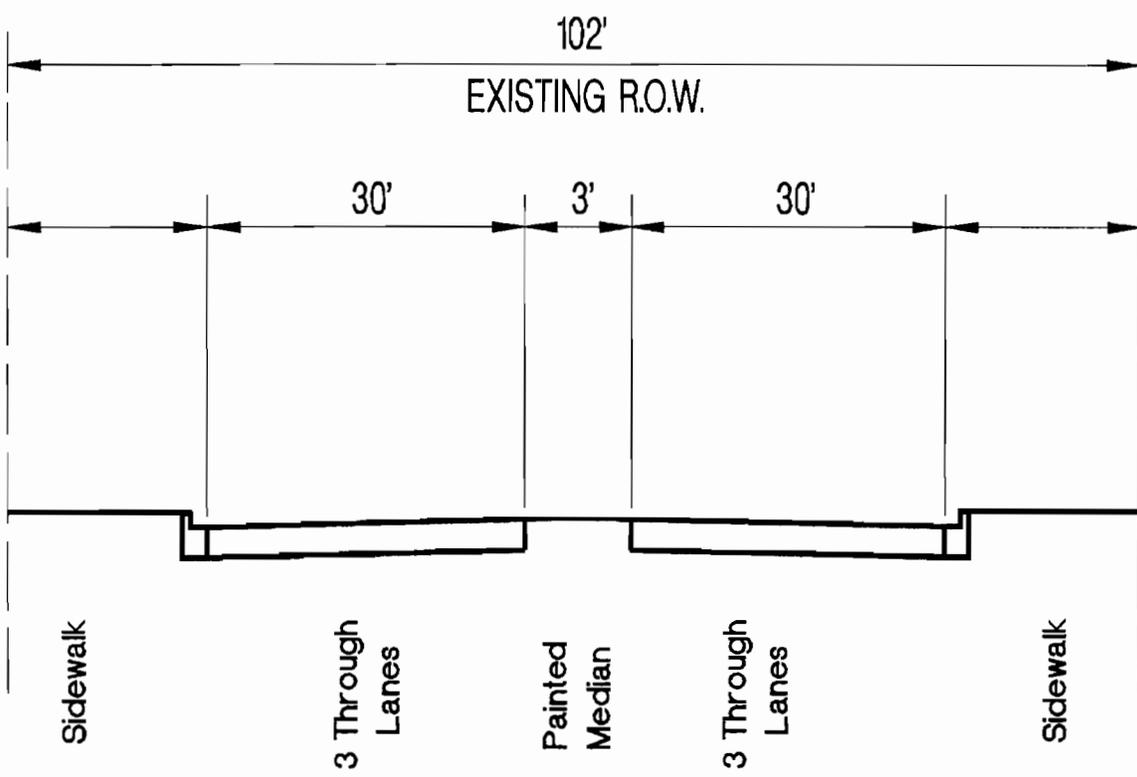


FRANKLIN STREET TO STATE STREET

EXHIBIT XS-CON1



RECOMMENDED CROSS SECTION CONGRESS PARKWAY



STATE STREET TO MICHIGAN AVENUE

EXHIBIT XS-CON2



SRA FINAL REPORT

COLUMBUS DRIVE



Operation
Greenlight

ENVIRONMENTAL CONDITIONS & 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. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

The Chicago Downtown SRA Corridor consists of eight individual but interconnected routes. These routes are: Columbus Drive from Ontario Street to Lake Shore Drive; Congress Parkway from Franklin Street to Columbus Drive; Wacker Drive from Lake Shore Drive to Congress Parkway; La Salle Drive from Wacker Drive to Lake Shore Drive; Jefferson/DesPlaines Street from Roosevelt Road to Ontario/Ohio; South Loop Connector from Congress Parkway at Wacker to Cermak Road; and Roosevelt Road from Lake Shore Drive to Interstate 90/94. This SRA corridor is located entirely in Downtown Chicago. Environmental and land use information relative to each route are discussed in this chapter. Major features of the corridor are summarized in tables at the end of the chapter. Table I-1 lists sites identified as having underground storage tanks (USTs) and leaking underground storage tanks (LUSTs). Significant buildings and sites are listed in Table I-2. The only wildlife in the City of Chicago are seagulls, rock doves, pigeons, and Norway rats. Several CTA and RTA lines are running throughout this corridor.

COLUMBUS DRIVE - Lake Shore Drive to Ontario Street

Columbus Drive is designated as a SRA route from the relocated LSD to Ontario Street in the City of Chicago. It begins at Burnham Park adjacent to Soldier Field and continues north through Grant Park.

Section 1 - Realigned LSD to Monroe Street

Exhibit A4-COL1 and Exhibit A4-COL2

Section 1 of Columbus Drive extends from Roosevelt Road to Monroe Street. It begins at Burnham Park adjacent to Soldier Field and continues north through Grant Park.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Environmental Conditions

Underground Storage Tanks (UST's) and Leaking Underground Storage Tanks (LUST's) have not been identified in this section.

Land Use

The south end of this section is primarily park land (Grant Park). Grant Park extends from Roosevelt Road to Jackson Boulevard. The Field Museum is located south of Roosevelt Road on the east side of Lake Shore Drive. Buckingham Fountain is located across from Congress Plaza on the east side of Columbus Drive. The Petrillo Music Band Shell is located on the northeast corner of Columbus Drive and Jackson Boulevard. The Chicago Art Institute is located on the northwest corner of Jackson Boulevard and Columbus Drive. The Lincoln Memorial Statue is located in Grant Park between Congress Plaza and Jackson Boulevard. The Art Institute is located between Monroe and Jackson Street on the west side of Columbus Drive. The arch from the old Chicago Stock Exchange Building is located on the southwest corner of Monroe and Columbus Drive.

Section 2 - Monroe Street to Ontario Street

Exhibit B4-COL2

Section 2 of Columbus Drive extends from Monroe Street to Ontario Street. Columbus Drive has three levels from Randolph Street to Wacker Drive.

Environmental Conditions

Possible sites which may contain Underground Storage Tank sites (USTs) include an old gas station located on the southwest corner of Ohio and Columbus Drive at 255 Ohio Street.

Listed Leaking Underground Storage Tank (LUST) sites include an Amoco Oil gas station located at 252 E. Ohio Street.

Land Use

The land use on Columbus Drive is primarily office commercial on the north end. A CTA bus turn around is located on the northeast corner of Columbus and Ontario Street.

An existing bike route is located along the east side of Columbus Drive in this section of Columbus Drive. Daley Bicentennial Plaza is located between Monroe and Randolph Street on the east side of Columbus Drive. The Standard Amoco Oil building is located on the northwest corner of

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

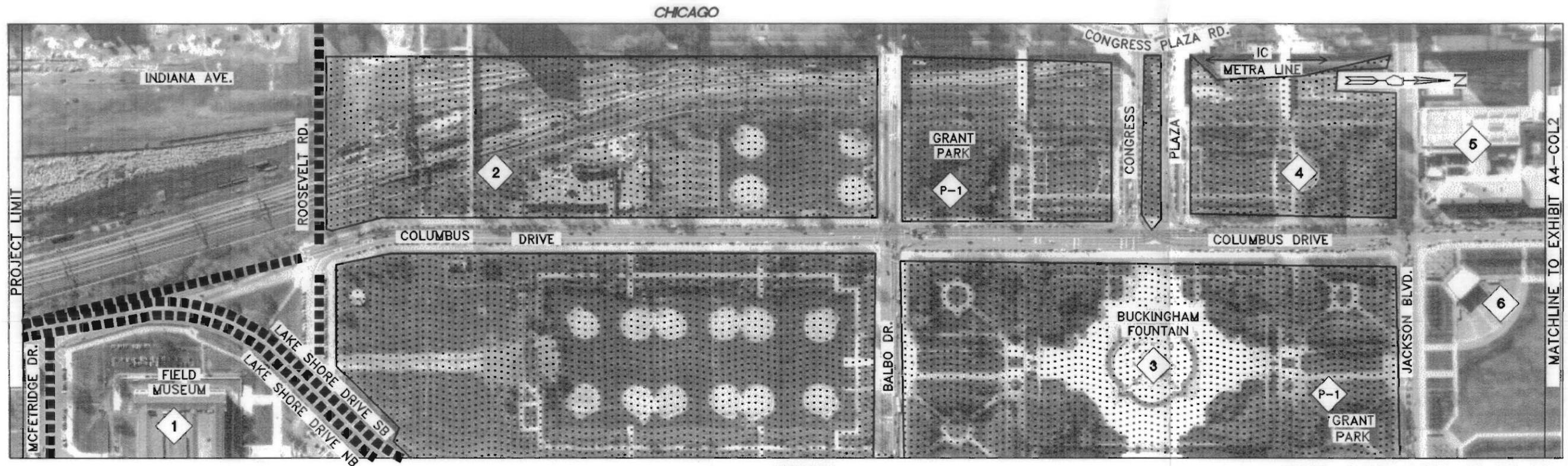
Randolph Street and Columbus Drive. Ogden Plaza Park is located on the northeast corner of North Water Street and Columbus Drive. A golf course and driving range is located between Wacker and Randolph Street on the east side of Columbus Drive.

**Table I-1
LUST and UST Sites
Columbus Drive**

Name	Location	Exhibit No.
Old Gas Station	SW corner of Columbus Drive and Ohio Street	L-1 Exhibit A4-COL2

**Table I-2
Significant Buildings and Sites
Columbus Drive**

Name	Location	Exhibit Number
<i>Parks</i>		
Grant Park	North of Jackson Blvd., E. side of Columbus Drive	A4-COL1
<i>Other</i>		
Field Museum	North of McFetridge Dr., E. side of Lake Shore Dr. NB	A4-COL1
Buckingham Fountain	Between Balbo Dr. and Jackson Blvd., E. side of Columbus Drive	A4-COL1
Lincoln Memorial	Between Congress Plaza and Jackson Blvd., W. side of Columbus Drive	A4-COL1
Art Institute	NW corner of Jackson Blvd. and Columbus Drive	A4-COL1
Petrillo Music Band Shell	NE corner of Jackson Blvd. and Columbus Drive	A4-COL1
Butler Field	NE corner of Jackson Blvd. and Columbus Drive	A4-COL1
Central Chicago Bike Trail	North of Roosevelt Road, W. side of Columbus Drive	A4-COL1
Goodman Theatre	South of Monroe Dr., W. side of Columbus Drive	A4-COL2
Chicago Stock Exchange Arch	SW corner of Monroe Dr. and Columbus Drive	A4-COL2
Daley Bicentennial Plaza	Between Monroe Dr. and Randolph St., E. side of Columbus Drive	A4-COL2
Standard Amoco Oil Building	North of Randolph St., W. side of Columbus Drive	A4-COL2
Prudential Building	North of Randolph St., W. side of Columbus Drive	A4-COL2
Golf Course/Driving Range	Between Randolph St. and Wacker Dr., E. side of Columbus Drive	A4-COL2



CHICAGO

CHICAGO

AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

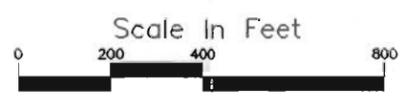
-  = Grant Park
-  = Field Museum
-  = Bike/Pedestrian Overpass
-  = Buckingham Fountain
-  = Lincoln Memorial
-  = Art Institute
-  = Petrillo Music Band Shell

LEGEND

-  = STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
-  = PUBLIC FACILITY
-  = ROADWAY REALIGNMENT
-  = PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE

COLUMBUS DRIVE - ENVIRONMENTAL CONDITIONS AND LAND USE

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





AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

L-1 = Old Gas Station

DESCRIPTION OF LAND USE:

CENTRAL BUSINESS DISTRICT

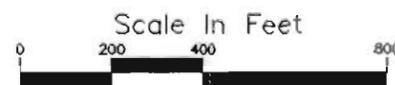
- H-1 = Chicago Stock Exchange Arch
- 7 = Goodman Theater
- P-2 = Daley Bicentennial Plaza
- P-3 = Prudential Building
- P-4 = Standard Amoco Oil Building
- P-5 = Golf Course/Driving Range

LEGEND	
#	= STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
H-#	= HISTORIC SITE
L-#	= L.U.S.T. SITE
P-#	= PUBLIC FACILITY
[Dotted Box]	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE

COLUMBUS DRIVE - ENVIRONMENTAL CONDITIONS AND LAND USE

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

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Introduction

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

This information is summarized in several tables at the end of this chapter. Table II-1 lists structures along the route. Tables II-2 and II-3 provide accident rates at intersections and on route segments, respectively. Existing and projected average daily traffic are presented in Table II-4. The signalized intersections and the lane configuration at these intersections are presented in Table II-5.

Columbus Drive

The Columbus Drive corridor begins at Roosevelt Road and continues north to Ontario Street, a distance of 1.90 miles. From the proposed Lake Shore Drive realignment study, Columbus Drive will have an on-ramp to southbound Lake Shore Drive after McFetridge Drive. Columbus Drive can be divided into two sections for detailed analysis as an SRA route.

Section 1 - Roosevelt Road to Monroe Street

Section 2 - Monroe Street to Ontario Street

Columbus Drive intersects other SRA corridors including Roosevelt Road, Congress Parkway, Wacker Drive, Ohio/Ontario Street, and Grand/Illinois Street.

Section 1 - Roosevelt Road to Monroe Street

Exhibit B4-COL1 and Exhibit B4-COL2

Section 1 of Columbus Drive extends from Roosevelt Road to Monroe Street. This section is approximately 0.97 miles in length. It begins at Burnham Park adjacent to Soldier Field and continued north through Grant Park. This section intersects two SRA corridors, Roosevelt Road and Congress Parkway.

Physical Characteristics

Section 1 of Columbus Drive is characterized by 2-4 lanes in each direction. Three lanes exist in each direction between Roosevelt Road and Balbo Drive. Two through lanes exist between Balbo Drive and Congress Plaza, and between Jackson Boulevard and Monroe Drive.

EXISTING CONDITIONS - cont'd

Within this section, cross-section varies from one cross-street to another. The existing pavement width is 67.5 feet between Roosevelt Road and Balbo Drive, 96 feet between Balbo Drive and Jackson Boulevard and 70 feet between Jackson Boulevard and Monroe Street. A three-foot flush median exists between Balbo Drive and Jackson Boulevard. There is no median from Roosevelt Road to Balbo Drive and from Jackson Boulevard to Monroe Street. The segment from Balbo Drive to Jackson Boulevard serves as a link connecting Lake Shore Drive to Congress Parkway and ultimately to the expressway system.

On-street parking is permitted on both sides of Columbus Drive between Balbo Drive and Monroe Street, but only on the east side between Roosevelt Road and Balbo Drive. There are sidewalks along this section of Columbus Drive. The width of the sidewalks varies from 25 to 27 feet.

The existing right-of-way distance varies from 107 feet to 146 feet in this section. The roadway centerline is not symmetrical with the right-of-way in this section.

There is a structure proposed in this section over the ICG Railroad tracks. This is part of the Roosevelt Road extension from Indiana Avenue to Lake Shore Drive which is to be built as a part of the Lake Shore Drive realignment.

Traffic Control, Operations, and Safety

The existing Average Daily Traffic (ADT) along Columbus Drive in this section ranges from 26,000 to 31,000 vpd. The speed limit within the section is 40 miles per hour (mph). There are five signalized intersections in this section of Columbus Drive. Major intersections within this section are Columbus Drive and Roosevelt Road, and Columbus Drive and Congress Parkway.

Public Transportation

Exhibit TE-1

The route exhibits substantial transit (bus) activity at both the north and south limits. There is no rapid transit on, or crossing, the route. Heavy activity is experienced at Illinois and Grand to service Navy Pier and the north Pier area (referenced Exhibit TE-1). Bus stops are generally located near side or mid-block in this section of Columbus Drive. Bus stop locations and CTA bus routes will be analyzed for recommended improvements.

Section 2 - Monroe Street to Ontario Street

Exhibit B4-COL2

Section 2 of Columbus Drive extends from Monroe Street to Ontario Street. This section is 0.93 miles in length. Columbus Drive intersects other SRA corridors including Wacker Drive, Ohio Street, Ontario Street and Grand Avenue.

Physical Characteristics

This section is characterized by three through lanes in each direction from Monroe Street to Grand Avenue, and two lanes in each direction between Grand Avenue and Ontario Street. The existing pavement width varies between 58 feet to 109 feet in this section. The existing pavement width is 109-feet between Monroe Street and Randolph Street, 91-feet between Randolph Street and Wacker Drive, 90-feet between Wacker Drive and N. Water Street, and 79-feet between N. Water Street and Grand Avenue. The median width varies between 9 and 14-feet. There is a raised median between Monroe Street and Grand Avenue. The median is flush between Grand Avenue and Ontario Street. On-street parking is not permitted in this section of Columbus Drive

The existing right-of-way is 80-feet between Grand Avenue and Ontario Street. The right-of-way varies from 109-feet to 119-feet between Monroe Street and Grand Avenue.

There are five structures within this section of Columbus Drive. Structure numbers 016-6154, 016-6334, and 016-6333 extend from Randolph Street to Lower Wacker Drive. Structure number 016-6101 is a bridge over the Chicago River. It is a movable cantilever bridge which allows the ferry traffic movement in the river. Structure number 016-6338 continues from the bridge across the Chicago River over the N. Water Street. These structures comply with standard SRA clearances.

Traffic Control, Operations, and Safety

The existing ADT along Columbus Drive from 1994 CDOT traffic map ranges up to 31,000 vpd. The speed limit in this section is 40 mph. There are nine signalized intersections in this section of Columbus Drive. The major intersections within this section are Columbus Drive/Lower Wacker Drive, Columbus Drive/Ohio Street, Columbus Drive/Ontario Street, and Illinois Street/Grand Avenue.

Public Transportation

Exhibit TE-1

The route exhibits substantial transit (bus) activity at the north end. Route #56, #122 and #123 (short length) operate on the middle level. Heavy activity is experienced at Illinois and Grand to service Navy Pier and the north Pier area (referenced Exhibit TE-1). A CTA bus terminal is located at Columbus and Ontario. There is no rapid transit on, or crossing, the route. Bus stops are generally located near side or mid-block with the exceptions of northbound at South Water. Particular attention should be given to geometrics at the intersection of Columbus Drive with Illinois Street and Grand Avenue.

**Table II-1
Structure Inventory
Columbus Drive**

EXHIBIT LABEL	STRUCTURE NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	016-6334	ICG Railroad	----	----	76'	1,049'	Modification not required
SN-2	016-6333	Lower Level Columbus	----	----	88'	1,113'	Modification not required
SN-3	016-6154		Upper Columbus/ Randolph Street	14.5'	115'	1,675'	Modification not required
SN-4	016-6101	Chicago River	----	----	90'	389'	Modification not required
SN-5	016-6338	East Northwater Street	----	----	90'	591'	Modification not required

**Table II-2
Accident Rates at Intersections
Columbus Drive**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Roosevelt Road	31000	19000	8	7	10	0.913
Balbo Drive	31000	22000	13	13	14	1.378
Congress Pkwy.	31000	42000	26	12	22	1.501
Jackson Blvd.	31000	10500	24	14	24	2.729
Randolph Street	26000	9800	16	3	3	1.122
Wacker Drive	26000	9800	16	17	20	2.704
Illinois Street	26000	9800	6	1	5	0.612
Grand Avenue	26000	9800	3	1	3	0.357
Ohio Street	26000	10500	3	5	3	0.550
Ontario Street	26000	15400	2	2	3	0.309

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

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
Roosevelt Road	Balbo Drive	0.41	31000	42	25	22	6.39
Balbo Drive	Congress Pkwy.	0.19	31000	18	18	21	8.84
Congress Pkwy.	Jackson Blvd.	0.18	31000	13	17	15	7.36
Jackson Blvd.	Monroe Street	0.19	31000	23	22	16	9.46
Monroe Street	Randolph Street	0.25	31000	12	9	8	3.42
Randolph Street	Wacker Drive	0.27	26000	28	29	41	12.75
Wacker Drive	N. Water Street	0.23	26000	18	11	20	7.48
Illinois Street	Grand Avenue	0.06	26000	1	2	2	2.93
Grand Avenue	Ohio Street	0.06	26000	4	4	2	5.85
Ohio Street	Ontario Street	0.06	26000	1	2	1	2.34

Table II-4
Existing and Projected Average Daily Traffic
Columbus Drive

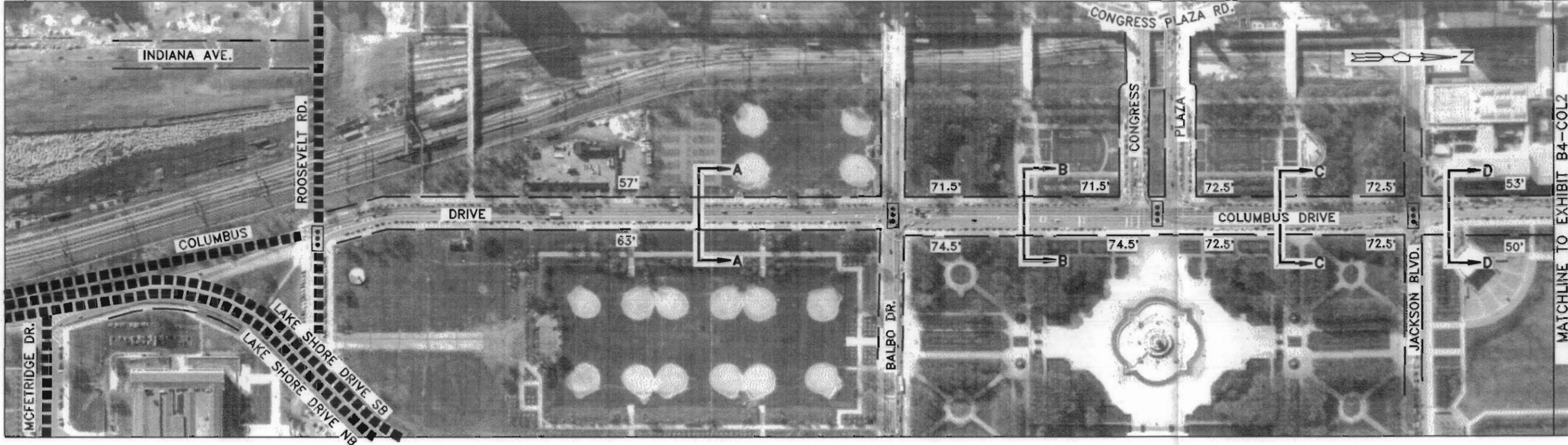
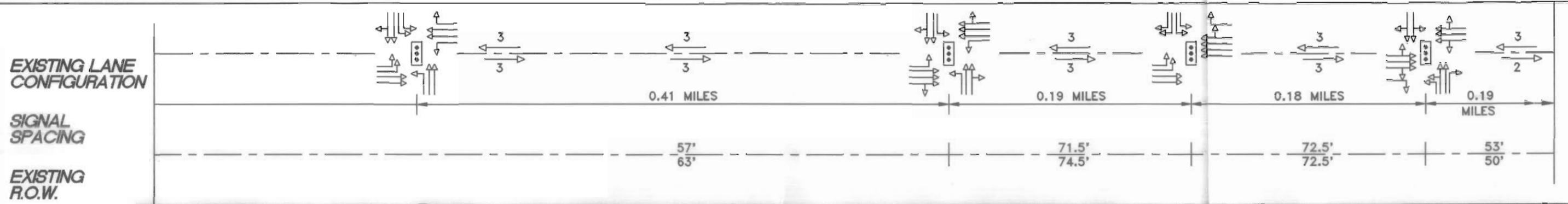
LOCATION	EXISTING ADT	2010 ADT
Roosevelt Road to Congress Parkway	31,000	39,000
Congress Parkway to Monroe Street	26,000	39,000
Monroe Street to Ontario Street	26,000	27,000

**Table II-5
Existing Configuration at Signalized Intersections
Columbus Drive**

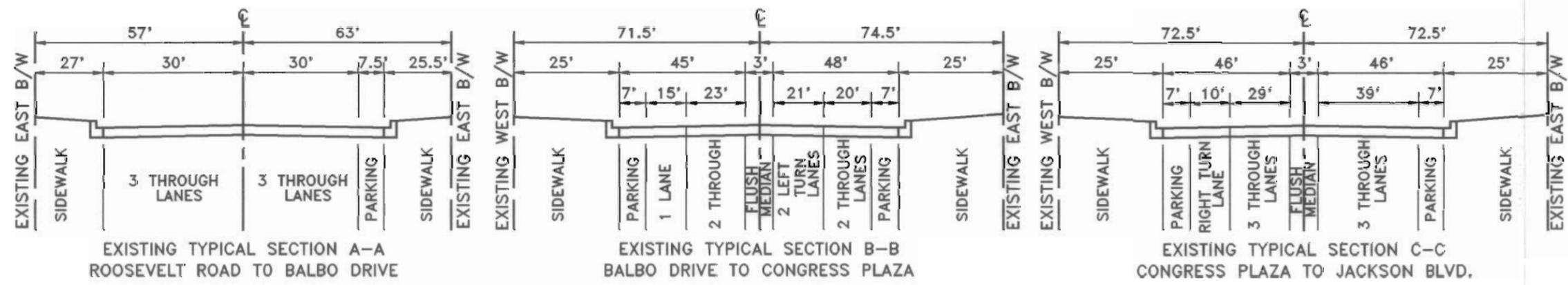
Cross Street	No. of Through Lanes (along Columbus Drive)		Turn Bays (along Columbus Drive)		Remarks
	NB	SB	LEFT	RIGHT	
Roosevelt Road	2	2	YES	YES(4)	
Balbo Drive	3	3	YES	NO **	
Congress Plaza	2	4	YES(1)	YES(4)	"T" intersection
Jackson Blvd.	3	3	NO	YES(2)	
Monroe Street	2	3	YES	YES	
Randolph Street	3	3	YES	YES(4)	
Lake Street	3	3	YES(1)	NO **	"T" intersection
S. Water St.	3	3	YES(1)	NO **	"T" intersection
Wacker Drive	3	3	YES	NO **	
N. Water Street	3	3	YES	NO **	
Illinois Street	3	3	YES(3)	NO **	
Grand Avenue	3	3	YES(1)	NO **	
Ohio Street	2	2	YES(3)	YES(2)	
Ontario Street	2	2	YES(2)	NO **	

** - Curb lane is combined through/right turn lane

- (1) - left turn northbound only
- (2) - right turn northbound only
- (3) - left turn southbound only
- (4) - right turn southbound only



DESCRIPTION OF EXISTING CONDITIONS:

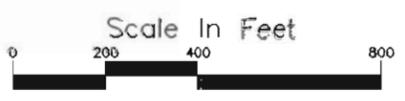


LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
- = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC LANE CONFIGURATION
- = EXISTING PUBLIC TRANSIT LOCATION
- = ROADWAY REALIGNMENT

COLUMBUS DRIVE - EXISTING CONDITIONS

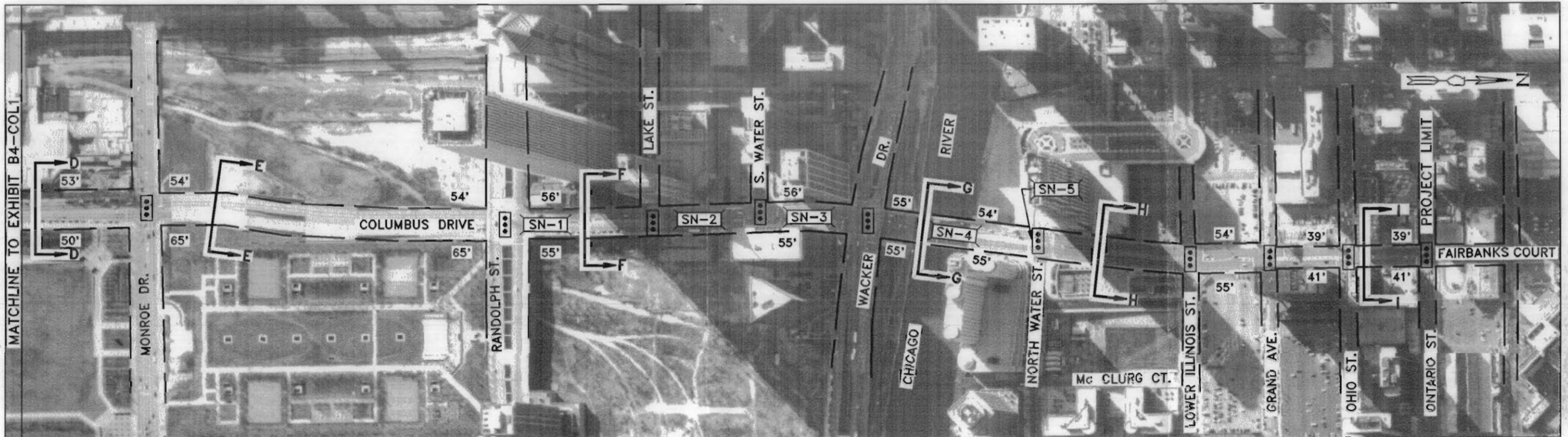
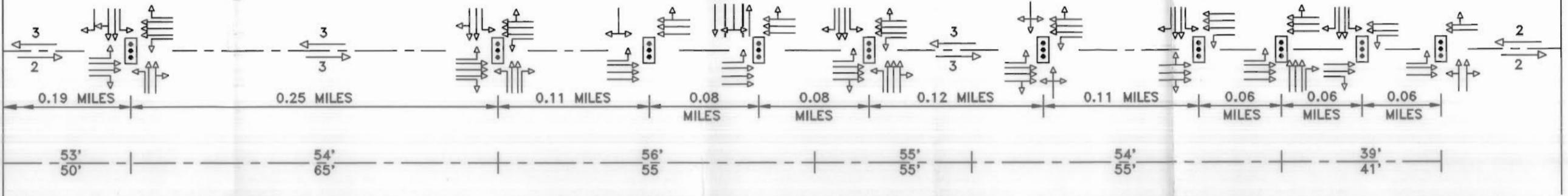
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



EXISTING LANE CONFIGURATION

SIGNAL SPACING

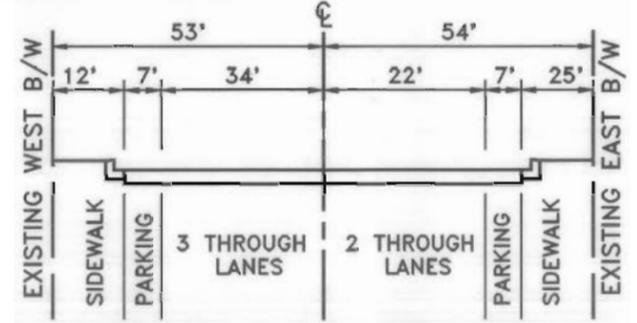
EXISTING R.O.W.



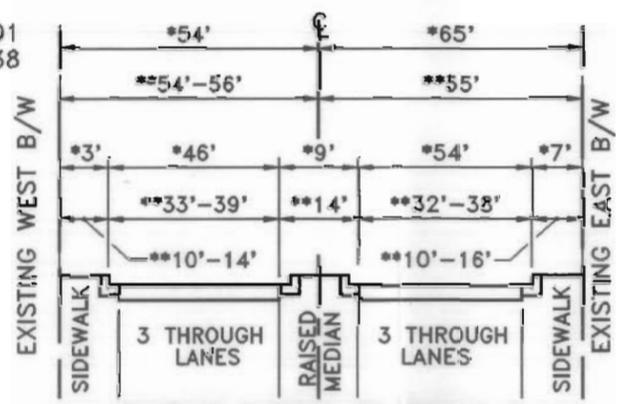
AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF EXISTING CONDITIONS:

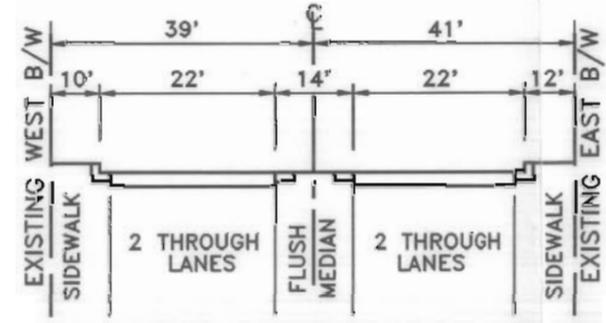
- SN-1 = Structure number 016-6154
- SN-2 = Structure number 016-6333
- SN-3 = Structure number 016-6334
- SN-4 = Structure number 016-6101
- SN-5 = Structure number 016-6338



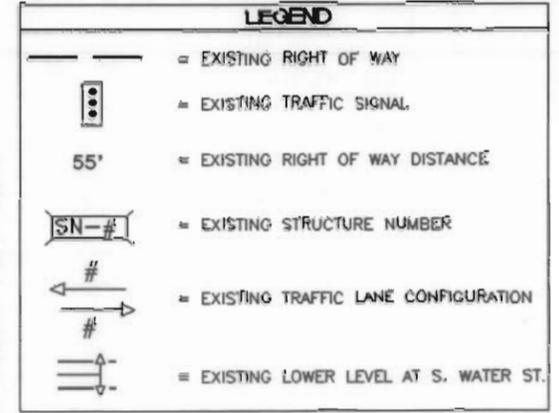
EXISTING TYPICAL SECTION D-D
JACKSON BOULEVARD TO MONROE DRIVE



EXISTING TYPICAL SECTION E-E
(MONROE DRIVE TO RANDOLPH STREET)
EXISTING TYPICAL SECTION F-F
(RANDOLPH STREET TO GRAND AVENUE)

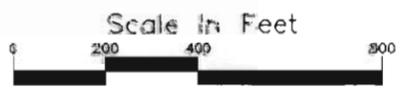


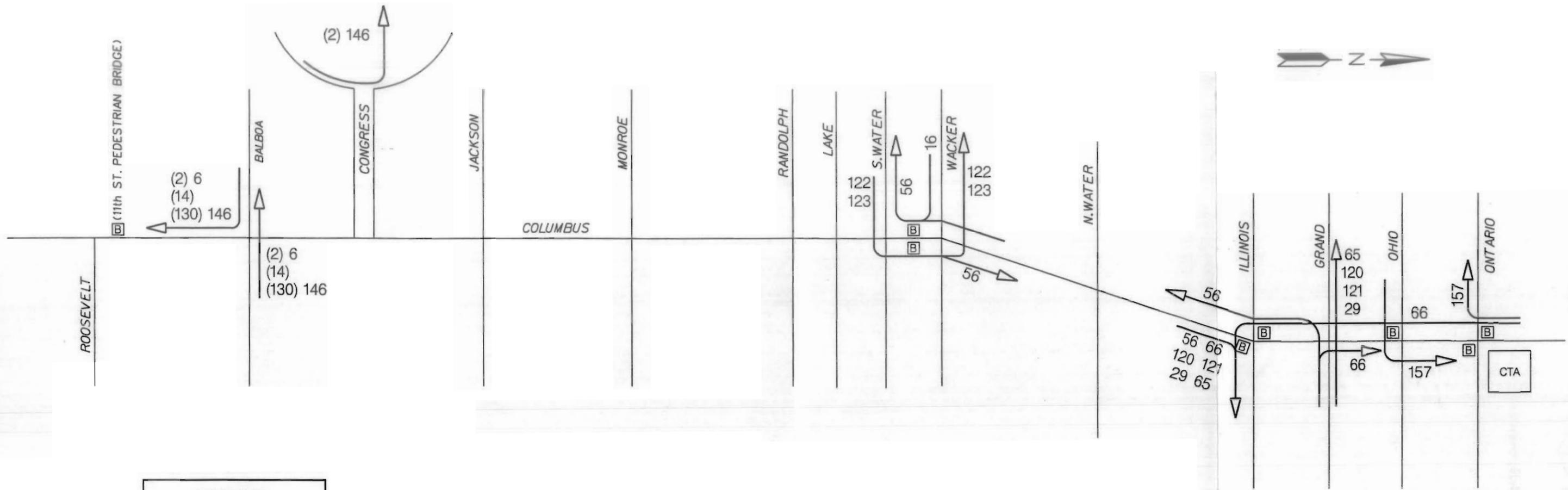
EXISTING TYPICAL SECTION I-I
GRAND AVENUE TO ONTARIO STREET



COLUMBUS DRIVE - EXISTING CONDITIONS

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





LEGEND	
→ 70	BUS ROUTE (CTA)
→ (70)	PART-TIME BUS ROUTE (CTA)
← - - - →	TRAIN ROUTE (CTA)
■	STATION CONNECTION
Ⓚ	BUS STOP

COLUMBUS DR. – from Roosevelt to Ontario.

RECOMMENDED IMPROVEMENTS

This chapter describes recommended improvements in design, operation, access management, and public transit for each route of the Chicago Downtown Corridor. Table III-1 provides estimates of construction cost for the various improvements. The right-of-way and lane configuration for the proposed condition are presented on Exhibit C4-COL. No additional right-of-way acquisition is recommended along Columbus Drive.

Columbus Drive - Lake Shore Drive at Roosevelt Road to Ontario Street

(Extension south to relocated Lake Shore Drive is recommended)

The Columbus Drive corridor begins at Roosevelt Road and continues north to Ontario Street, a distance of 1.90 miles. From the proposed Lake Shore Drive realignment study, Columbus Drive will have an on-ramp to southbound Lake Shore Drive after McFetridge Drive.

Major Features :

- Passes through Grant Park
- Two to four lanes (Roosevelt Road to Grand Avenue)
- Two lanes in each direction (Grand Avenue to Ontario Street)
- On-street parking: 82 parking places - Roosevelt Road to Balbo Drive, 65 parking places - Balbo Drive to Congress Plaza, 67 parking places - Congress Plaza to Jackson Boulevard, 68 parking places - Jackson Boulevard to Monroe Street.

Columbus Drive can be divided into two sections for detailed analysis as an SRA route.

Section 1 - Roosevelt Road to Monroe Street

Section 2 - Monroe Street to Ontario Street

Columbus Drive intersects other SRA corridors including Roosevelt Road, Congress Parkway, Wacker Drive, Ohio/Ontario Street, and Grand/Illinois Street.

Section 1 - Roosevelt Road to Monroe Street

Exhibit B4-COL1 and Exhibit B4-COL2

Cross-Section and Geometrics

The proposed cross-section for this section of the route satisfies the standard urban SRA cross section. According to the Design Concept Report the urban SRA routes shows a desirable four-lane cross section with 11 to 14-foot median and 12-foot sidewalk. Standard urban SRA cross section can be adopted for this section.

RECOMMENDED IMPROVEMENTS - cont'd

The proposed recommendations will have minimum change in the use of Columbus Drive for this segment. The proposed cross-section for this segment of the route could provide uniform number of lanes between Roosevelt Road and Monroe Street with minimum impacts. Providing a painted median between Roosevelt Road and Monroe Street is consistent with the Lake Shore Drive realignment study. Columbus Drive can be continued to be used for special events. The cross section can be provided within the existing pavement. The proposed six-lane cross-section will provide three lanes in each with an painted median (see cross-section Exhibit XS-COL1). The proposed recommendations envisions minimum change in the use of Columbus Drive. The existing on-street parking is recommended to be removed only on the east side between Jackson Boulevard and Monroe Street (33 parking places) to accommodate the intersection improvements. This recommendation would increase capacity, provide a consistent number of lanes, and eliminate some operational problem spots.

Roosevelt Road to Balbo Drive:

Provide three 10-foot lanes in each direction with painted median and parking on the west side only.

Balbo Drive to Jackson Boulevard:

Provide three 11-foot lanes in each direction with painted median and parking on both east and west sides.

Jackson Boulevard to Monroe Street:

Provide three 10-foot lanes in each direction with painted median and parking on west side only.

Provide underpass pedestrian crossing structure across Columbus Drive compatible with proposed Lake Shore Drive pedestrian concourse (SRA subset #3). (Grant Park elevation is approximately 15' below the elevation of Columbus Drive south of Buckingham Fountain). There are no structural modifications required in this section of the Columbus Drive.

Operations

Based on the traffic model, the projected 2010 ADT for this section of Columbus Drive ranges between 27,000 and 39,000 vpd.

The majority of the signalized intersections along Columbus Drive in this section satisfy the 2010 desirable Urban SRA Characteristics. Improvements are recommended to the intersection of Columbus Drive & Jackson Boulevard. The recommended improvements include a left turn lane on the north and south legs of Columbus Drive and the west leg of Jackson Boulevard.

RECOMMENDED IMPROVEMENTS - cont'd

A synchronized signal system is recommended for the entire length of Columbus Drive. All existing signalized intersections should be incorporated in the system. A synchronized signal system should be developed for the overall network including crossing SRA routes such as Roosevelt Road, Congress Parkway, Lower Wacker Drive, Illinois Street, Grand Avenue, Ohio Street and Ontario Street.

Access Management

Areas where access consolidation may be appropriate are identified in this report. Columbus Drive passes through Grant Park in this section and there are no unsignalized access points.

Public Transportation

Bus stop locations (and subsequent recommendations) are made after an analysis of route locations and CTA discussions. Geometrics at the intersections of Columbus with Illinois and Grand need to be analyzed. Parking restrictions should increase to a minimum of 100 feet from the intersections. The southbound stop at Illinois should be relocated to the far side. Spacing should be a maximum of quarter mile with appropriate signage. HOV lanes are not recommended due to the limited amount of miles utilized by bus routes along this route. Signal pre-emption is not recommended between north Water and Ontario.

The long range plan for this section of Columbus Drive is “bus only” usage. No changes are recommended for the bus stop locations in this segment. All bus stops should be provided with shelters.

Section 2 - Monroe Street to Ontario Street

Exhibit B4-COL1 and Exhibit B4-COL2

Cross-Sections and Geometrics

The proposed cross-section for this section of the route satisfies the standard urban SRA cross section. According to the Design Concept Report the urban SRA routes shows a desirable four-lane cross section with 11 to 14-foot median and 12-foot sidewalk. Standard urban SRA cross section can be adopted for this section.

The recommended cross-section for section 2 of Columbus Drive consist three lanes in each direction from Monroe Street to Grand Avenue (see cross-section Exhibit XS-COL1) and two lanes in each direction between Ohio and Ontario Street (see cross-section Exhibit XS-COL2).

Monroe Street to Grand Avenue:

Provide three 11-foot lanes in each direction with 14-foot barrier median.

RECOMMENDED IMPROVEMENTS - cont'd

Grand Avenue to Ontario Street:

Retain two 11-foot lanes in each direction with 14-foot flush median.

Operations

Based on the traffic model, the projected 2010 average daily traffic for Columbus Drive ranges up to 31,000 vpd.

Left turn lanes exist both in northbound and southbound legs at the signalized intersections. Coordination and synchronization of signals between Monroe Street and Ontario Street should be done for efficient through traffic movement.

Access Management

Areas where access consolidation may be appropriate are identified in this report. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. No additional access consolidation is recommended for this section of the Columbus Drive.

Public Transportation

The majority of the signalized intersections along Columbus Drive in this section satisfy the 2010 desirable Urban SRA Characteristics. Recommended improvements include relocation of southbound bus stop at Illinois Street to far side. Spacing should be a maximum of quarter mile with appropriate signage. HOV lanes are not recommended due to the limited amount of miles utilized by bus routes along this route. Signal Pre-emption is recommended between north Water Street and Ontario Street.

No changes are recommended for the other bus stop locations in this section. All existing bus stops along Columbus Drive should be provided with shelters.

Other Alternates:

Alternate A:

This concept essentially retains the use of Columbus Drive as an arterial route by allowing for regional traffic needs while maintaining Grant Park access. This concept would provide a uniform cross-section instead of the varying number of lanes that currently exist, and would retain on-street parking on the east side of Columbus Drive between Roosevelt Road and Monroe Street. By providing a painted median pedestrian access would not be controlled, and pavement can continue

RECOMMENDED IMPROVEMENTS - cont'd

to be used for special events. The Recommended cross section can be achieved using existing pavement.

Roosevelt Road to Balbo Drive:

Provide three 10-foot lanes in each direction with painted median and parking on the east side only.

Balbo Drive to Monroe Street:

Provide three 11-foot lanes in each direction with painted median and parking on the east side only.

Monroe Street to Grand Avenue:

Provide three 11-foot lanes in each direction with 14-foot barrier median.

Grand Avenue to Ontario Street:

Retain two 11-foot lanes in each direction with 14-foot flush median.

Alternate B:

This concept envisions a long term change in the use of Columbus Drive in concert with the relocation of Lake Shore Drive and development of open space in the vicinity of Soldier Field. The focus of this concept is on capacity and aesthetics. This concept would provide a uniform number of lanes instead of the varying number of lanes that currently exist. Construction of Chicago style planter median would improve pedestrian access control and enhance the aesthetics of Columbus Drive, but would reduce the flexibility of use of the pavement for special events. Major features of this concept are as follows.

Roosevelt Road to Monroe Street:

Provide three 10-foot lanes in each direction with 11-foot planter median. May requires sidewalk modification between Roosevelt Road and Balbo Drive.

Note: Between Roosevelt Road and Balbo Drive the pavement width is currently 70 feet. The LSD realignment study shows a pavement width of 67.5 feet. If this is the case, a sidewalk modification of 2 feet on each side would be required for this alternate.

Monroe Street to Grand Avenue:

Provide three 11-foot lanes in each direction with 14-foot barrier median.

Grand Avenue to Ontario Street:

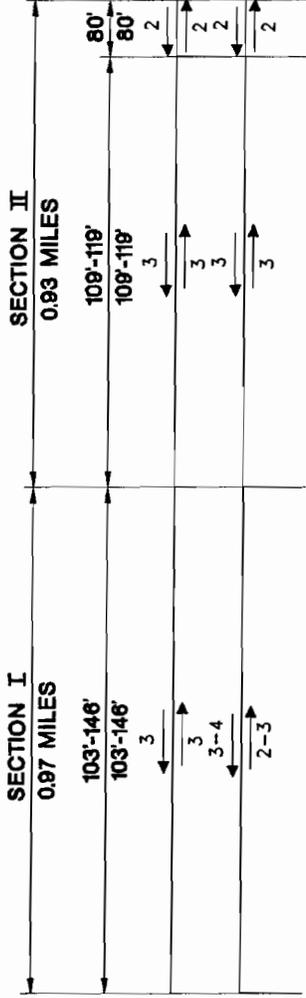
Retain two 11-foot lanes in each direction with 14-foot flush median.

RECOMMENDED IMPROVEMENTS - cont'd

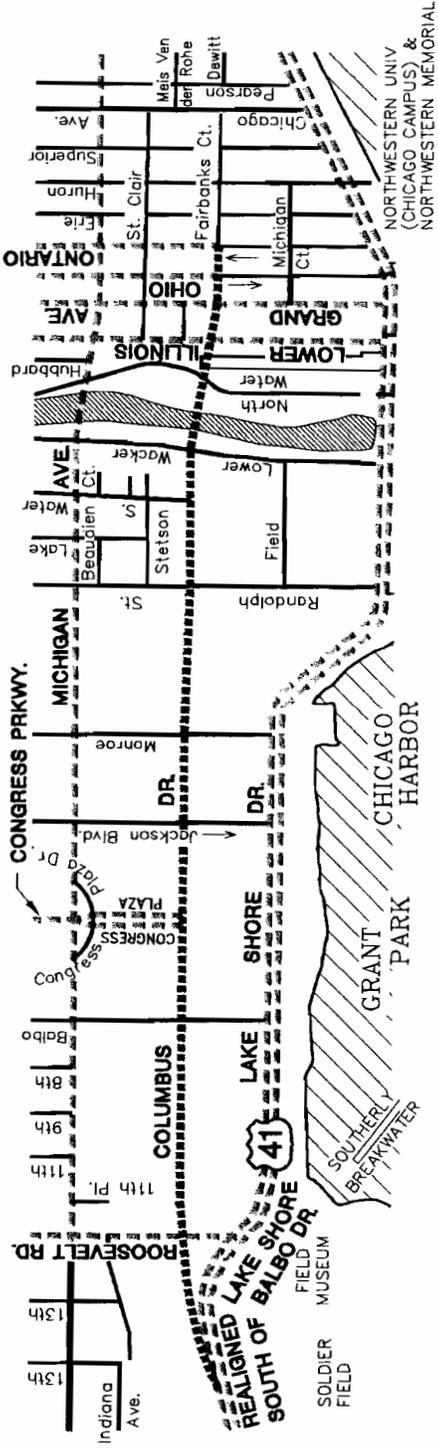
Eliminate on-street parking (282 parking places will be lost). Parking could be accommodated in the expanded parking areas near Soldier Field and Grant Park underground parking lots. Provide bus/shuttle service between Soldier Field parking lot and Congress Parkway at Columbus Drive. The main disadvantage of providing this alternate cross section is that, in case of special events, Columbus Drive cannot be used with the same flexibility between Congress Parkway and Balbo Drive as it is being used now.

Table III-1
Estimate of Construction Cost
COLUMBUS DRIVE
Lake Shore Drive to Ontario Street

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	\$3,495,000.00
Intersection/Interchange Improvement	\$1,400,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section I	\$4,995,000.00
Section II	
Roadway	\$1,600,000.00
Intersection/Interchange Improvement	\$450,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section II	\$2,150,000.00
Estimated Cost for All Recommended Improvements	\$7,145,000.00



PROPOSED TYPICAL R.O.W.
EXISTING TYPICAL R.O.W.
PROPOSED LANE CONFIGURATION
EXISTING LANE CONFIGURATION



LEGEND	
	SRA ROUTE UNDER STUDY
	CROSSING/PARALLEL SRA ROUTE
	INTERSTATE HIGHWAY

COLUMBUS DRIVE EXISTING AND RECOMMENDED CONDITIONS

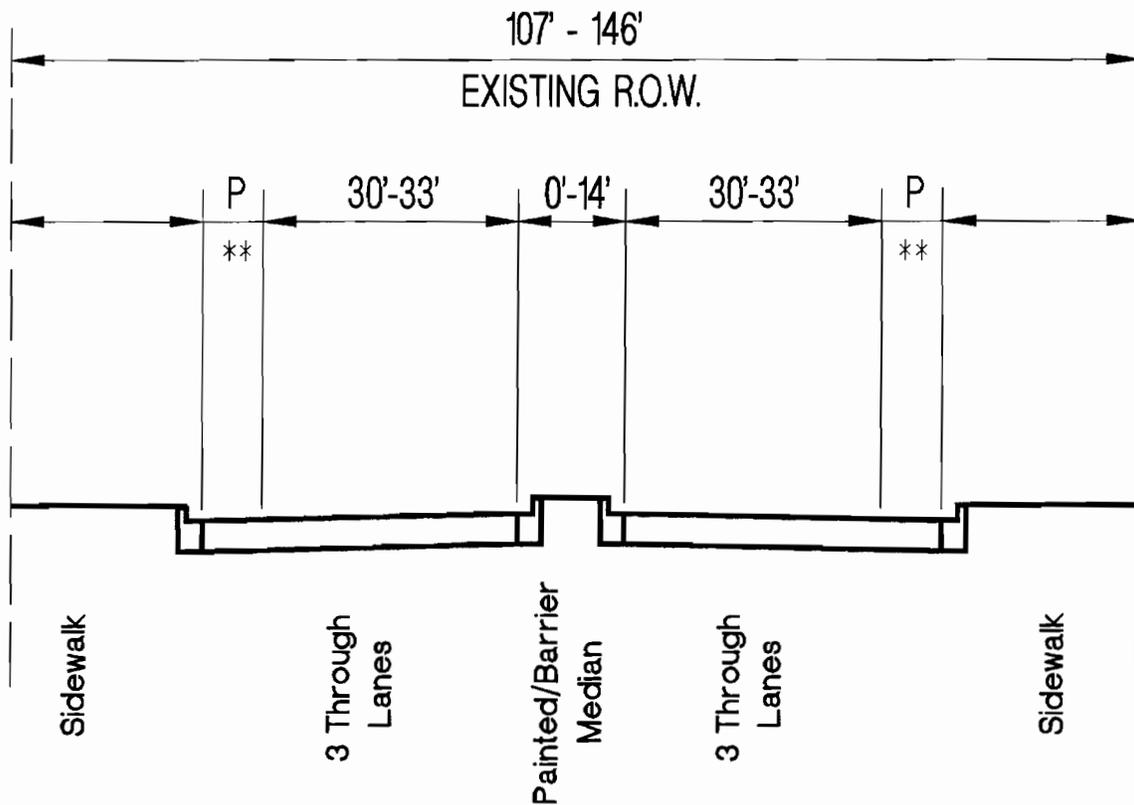
EXHIBIT C4-COL

STRATEGIC REGIONAL TRANSPORTATION STUDY

SRA

Prepared by D:\25 & MOORE\NCF in collaboration with IETRO Transportation Group and Eyrar Engineering Ltd. for the Illinois Department of Transportation

RECOMMENDED CROSS SECTION COLUMBUS DRIVE

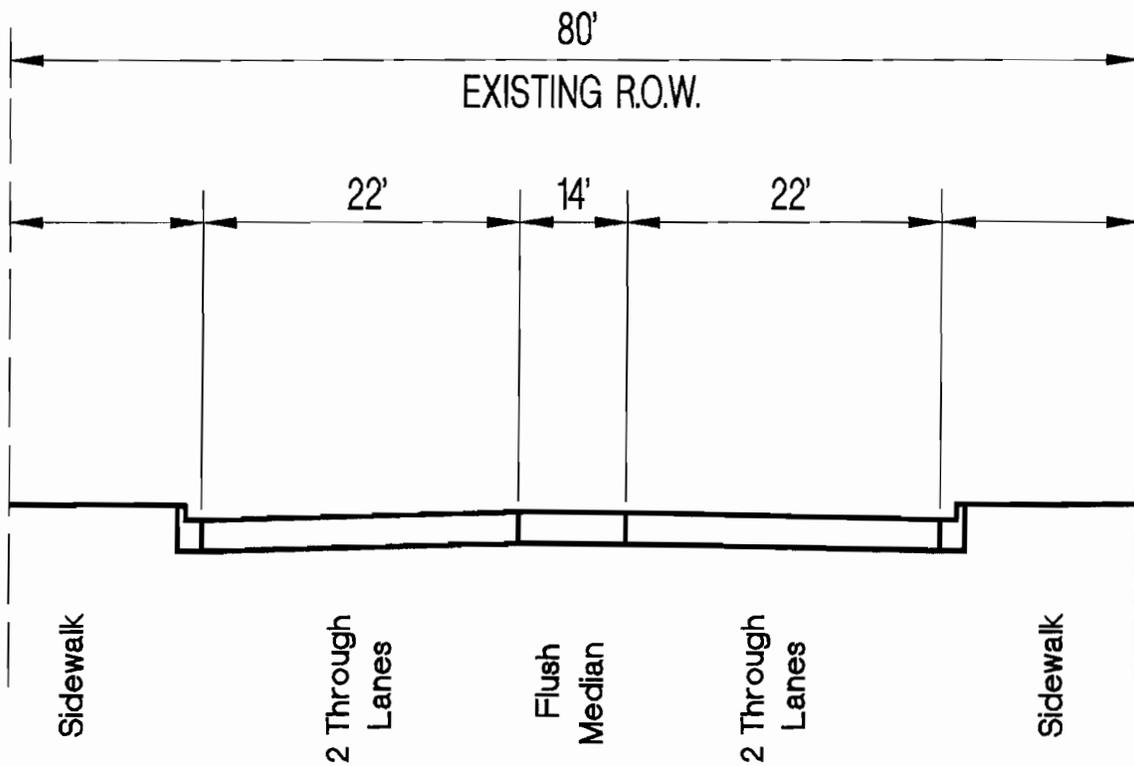


ROOSEVELT ROAD TO GRAND AVENUE

- ** - ON STREET PARKING PERMITTED
 EAST SIDE B/W ROSEVELT ROAD & BALBO DRIVE
 EAST & WEST SIDE B/W BALBO DRIVE & JACKSON BOULEVARD
 WEST SIDE B/W JACKSON BOULEVARD & MONROE

EXHIBIT XS-COL1

RECOMMENDED CROSS SECTION COLUMBUS DRIVE



GRAND AVENUE TO ONTARIO STREET

EXHIBIT XS-COL2

SRA FINAL REPORT

LA SALLE STREET



Operation
Greenlight

ENVIRONMENTAL CONDITIONS & 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. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

The Chicago Downtown SRA Corridor consists of eight individual but interconnected routes. These routes are: Columbus Drive from Ontario Street to Lake Shore Drive; Congress Parkway from Franklin Street to Columbus Drive; Wacker Drive from Lake Shore Drive to Congress Parkway; La Salle Drive from Wacker Drive to Lake Shore Drive; Jefferson/Desplaines Street from Roosevelt Road to Ontario/Ohio; South Loop Connector from Congress Parkway at Wacker to Cermak Road; and Roosevelt Road from Lake Shore Drive to Interstate 90/94. This SRA corridor is located entirely in Downtown Chicago. Environmental and land use information relative to each route are discussed in this chapter. Major features of the corridor are summarized in tables at the end of the chapter. Table I-1 lists sites identified as having underground storage tanks (USTs) and leaking underground storage tanks (LUSTs). Significant buildings and sites are listed in Table I-2. The only wildlife in the City of Chicago are seagulls, rock doves, pigeons, and norway rats. Several CTA and RTA lines are running throughout this corridor.

LA SALLE STREET - Wacker Drive to Lake Shore Drive

The LaSalle Street corridor begins at Wacker Drive and continues north to Lake Shore Drive. The LaSalle Street corridor is residential in nature on each side for most of its length and passes through Lincoln Park near the north end of the corridor. LaSalle Street can be divided into two sections for detailed analysis as an SRA route.

Section 1 - Wacker Drive to North Avenue

Exhibit A4-LAS1, Exhibit A4-LAS2, and Exhibit A4-LAS3

Section 1 of LaSalle Street extends between two SRA routes, Wacker Drive at the south end to North Avenue in the north. This section is approximately 0.97 miles in length. The LaSalle Street SRA route begins at Wacker Drive where it crosses the Chicago River via a bridge. This is a movable bridge which can be lifted for ferry movement in the Chicago River.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Environmental Conditions

Possible sites which may contain Underground Storage Tanks (USTs) include an Amoco gas station located on the northeast corner of Ontario and LaSalle Street; Erie LaSalle Body Shop located on the northwest corner of Erie and LaSalle Street; a Shell gas station located on the northeast corner of North and LaSalle Street; an old Amoco gas station located on the northwest corner of North and LaSalle Street; and an Amoco gas station is located on the southeast corner of Clark and LaSalle Street.

An Amoco gas station is located on the northwest corner of Grand and LaSalle Street and could be the Amoco Station which is listed on the Illinois LUST list at 530 N. LaSalle.

Land Use

The land use north of Chicago Avenue on LaSalle Street is primarily single family residential. However, the land use south of Chicago Avenue on LaSalle Street is primarily commercial. Parkway trees are located on both sides of LaSalle Street for its entire length.

The Red Murdock Building, located at 325 N. LaSalle Street, is listed on the National Register of Historic Places in Illinois. Traffic Court/CDOT Office Building is located at 321 LaSalle Street on the northeast corner of River and LaSalle Street. The Anti-Cruelty Society is located at 510 LaSalle on the southwest corner of Grand and LaSalle Street. The Chicago Police Department is located east of LaSalle Street on the south side of Chicago Avenue.

Catholic Charities is located on the southeast corner of Superior and LaSalle Street. The Moody Bible Institute is located on the west side of LaSalle Street between Delaware and Chicago Avenue. The Catholic Apostolic Church is located on the east side of LaSalle between Delaware and Oak Street at 927 W. LaSalle Street. The Greek Orthodox Church is located south of Oak Street on the east side of LaSalle Street. The Church of the Ascension Episcopal Church is located on the southeast corner of Elm and LaSalle Street. A memorial to Louis Sanford Schuyler is located on the west side of the church. The rectory for this church is located directly south of the church at 1125 LaSalle Street. Ruben Salazar Bilingual Center is located on the northeast corner of Wendell and Wells, one block west of LaSalle Street. LaSalle Street Church is located on the southwest corner of Elm and LaSalle Street. 1st St. Pauls Evangelical Lutheran Church is located on the northeast corner of Goethe and LaSalle Street. Low income housing is located between Elm Street and Division Street on the east side of LaSalle Street.

Hotel Marshall, a transient hotel, is located at 1232 LaSalle Street. The Swedish Club of Chicago, at 1258 N. LaSalle is listed on the National Register of Historic Places in Illinois. St. Paul's Lutheran Church is located on the northeast corner of Goethe Street and LaSalle Street.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

The Gold Coast Historic District, roughly bounded by North Avenue, Lake Shore Drive, and Clark and Oak Streets, is listed on the National Register of Historic Places in Illinois.

Section 2 - North Avenue to Lake Shore Drive

Exhibit A4-LAS2 and Exhibit A4-LAS3

Section 2 of LaSalle Street extends from North Avenue to Lake Shore Drive. This section is 0.54 miles in length and passes through Lincoln Park.

Environmental Conditions

There is a Shell gas station located on the northeast corner of North Avenue and LaSalle Street, an old Amoco gas station located on the northeast corner of North Avenue and LaSalle Street, and an Amoco gas station located on the southeast corner of Clark and LaSalle Street.

Land Use

The land use north of Chicago Avenue on LaSalle Street is primarily single family residential. However, the land use south of Chicago Avenue on LaSalle Street is primarily commercial. Parkway trees are located on both sides of LaSalle Street for its entire length.

Moody Church is located on the northeast corner of North and LaSalle Street at 1609 N. LaSalle Street. The Tomb of Couch is located just north of the Historical Society. A monument to Abraham Lincoln is located NE of the Historical Society. A garden plot is located directly south of the Abraham Lincoln monument.

Lincoln Park is located on both sides of LaSalle Street between Clark and Lake Shore Drive. Bike Paths are located throughout this park. Two underpasses for pedestrians and bicyclists are located under LaSalle Street providing access to Lincoln Park. The Park District Building is located at the east end of LaSalle Street by Lake Shore Drive.

The Gold Coast Historic District, roughly bounded by North Avenue, Lake Shore Drive, and Clark and Oak Streets, is listed on the National Register of Historic Places in Illinois.

**Table I-1
LUST and UST Sites
La Salle Street**

Name	Location	Exhibit No.
Amoco Service Station	Between Grand Ave. and Ohio St., W. side of La Salle St.	L-1 A4-LAS1
Amoco Service Station	Between Ontario St. and Erie St., E. side of La Salle St.	U-1 A4-LAS1
Erie-La Salle Body Shop	Between Erie St. and Huron St., W. side of La Salle St.	U-2 A4-LAS1
Shell Gas Station	SE corner of North Ave. and La Salle St.	U-3 A4-LAS2
Old Gas Station	NW corner of North Ave. and La Salle St.	U-4 A4-LAS2
Amoco Gas Station	South of La Salle Dr., E. side of La Salle St.	U-5 A4-LAS2

**Table I-2
Significant Buildings and Sites
La Salle Street**

Name	Location	Exhibit Number
<i>Churches</i>		
Catholic Charities	Between Huron St. and W. Superior St., E. side of La Salle Street	A4-LAS1
Moody Bible Institute	NW corner of Chicago Ave. and La Salle Street	A4-LAS1
Catholic Apostolic Church	North of Locust St., E. side of La Salle Street	A4-LAS1
Greek Orthodox Annunciation Cathedral	South of Maple St., E. side of La Salle Street	A4-LAS2
Church of the Ascension	Between Maple St. and Elm St., E. side of La Salle Street	A4-LAS2
Church of the Ascension Rectory	Between Maple St. and Elm St., E. side of La Salle Street	A4-LAS2
Church of the Ascension Episcopal Church	Between Maple St. and Elm St., W. side of La Salle Street	A4-LAS2
1st St. Paul's Evangelical Lutheran Church	Between Goethe St. and Schiller St., E. side of La Salle Street	A4-LAS2
Moody Church	NE corner of North Ave. and La Salle Street	A4-LAS2
<i>Parks</i>		
Lincoln Park	North of La Salle Drive	A4-LAS3
<i>Other</i>		
Traffic Court/CDOT Office	North of W. Wacker Dr., E. side of La Salle Street	A4-LAS1
Merchandise Mart	North of Chicago River, W. side of Wells St.	A4-LAS1
Anti-Cruelty Society	Between Illinois St. and Grand Ave., W. side of La Salle Street	A4-LAS1
Chicago Police Department	Between W. Superior St. and Chicago Ave., E. side of La Salle Street	A4-LAS1
Newberry Square	North of Delaware Pl., East of La Salle Street	A4-LAS1

**Table I-2
Significant Buildings and Sites
La Salle Street**

Name	Location	Exhibit Number
Newberry Library	South of Oak St., East of La Salle Street	A4-LAS1
Ruben Salazar Bilingual Center	SW corner of Maple St. and La Salle St.	A4-LAS2
Low Income Housing	Between Elm St. and Division St., E. side of La Salle St.	A4-LAS2
La Salle Transient Hotel	Between Elm St. and Division St., E. side of La Salle St.	A4-LAS2
1352 Architecture	Between Goethe St. and Schiller St., E. side of La Salle St.	A4-LAS2
Couch Tomb	East of Clark St., South side of La Salle Dr.	A4-LAS2
Bike/Pedestrian Underpass	South of La Salle Drive	A4-LAS3
Franklin Statue	North of La Salle Drive	A4-LAS3
Lincoln Statue	South of La Salle Drive	A4-LAS3
Garden Plot	South of La Salle Drive	A4-LAS3
Underpass	South of La Salle Drive	A4-LAS3
Cardinal's Residence	South of La Salle Drive, E. side of State St.	A4-LAS3
Dental Monument	South of La Salle Drive, E. side of State St.	A4-LAS3
Chess Pavilion	South of La Salle Drive, East of Lake Shore Drive	A4-LAS3



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Amoco Gas Station
-  = Amoco Gas Station
-  = Erie-La Salle Body Shop (Old Gas Station)

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

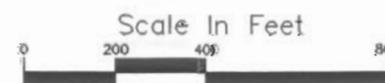
-  = Traffic Court/CDOT Office
-  = Chicago Police Department
-  = Merchandise Mart
-  = Anti-Cruelty Society
-  = Newberry Square
-  = Newberry Library

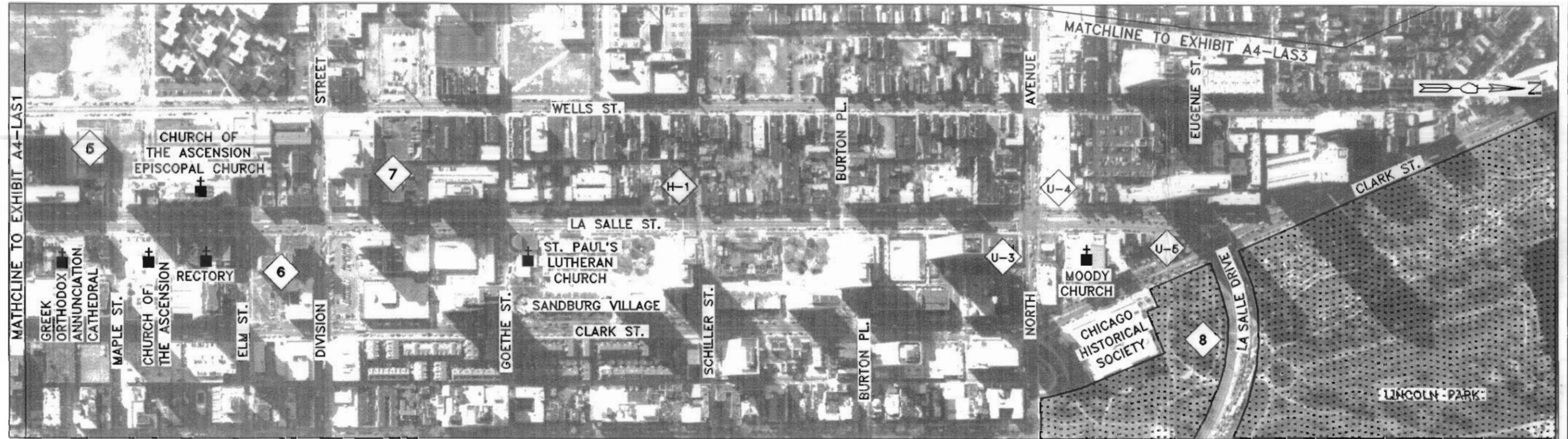
LEGEND

-  = PUBLIC FACILITY
-  = STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
-  = U.S.T. SITE
-  = U.S.T. SITE
-  = RELIGIOUS INSTITUTION

LA SALLE STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

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





AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Shell Gas Station
-  = Old Gas Station
-  = Amoco Gas Station

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

-  = 1352 Architecture
-  = Ruben Salazar Bilingual Center
-  = Low Income Housing
-  = La Salle Transient Hotel
-  = Couch Tomb

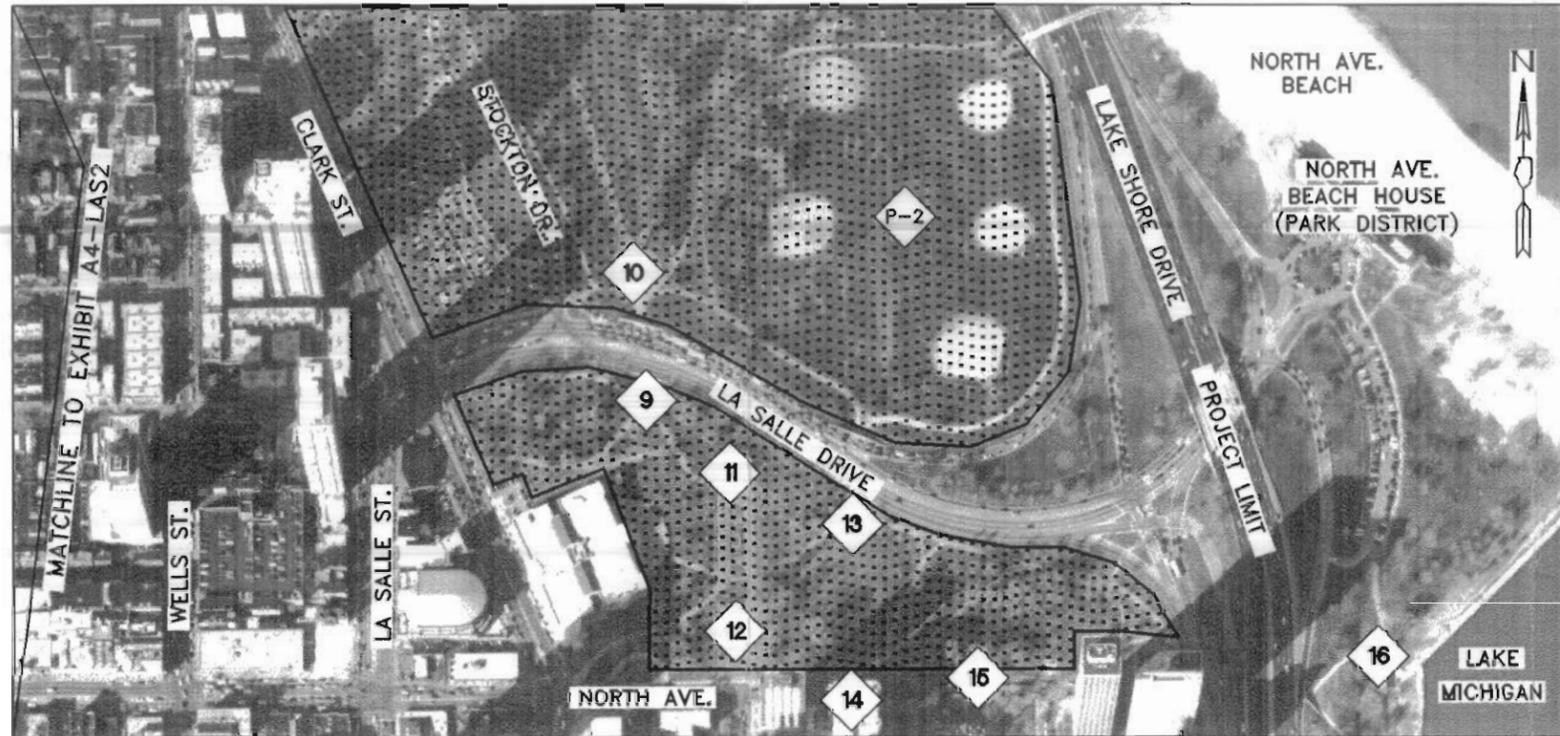
LEGEND

-  = PUBLIC FACILITY
-  = STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
-  = L.I.S.T. SITE
-  = U.S.T. SITE
-  = RELIGIOUS INSTITUTION
-  = PARKS OR PUBLIC OPEN SPACE

LA SALLE STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

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





AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

- | | |
|-------------------------------|---------------------------|
| P-3 = Lincoln Park | 13 = Underpass |
| 9 = Bike/Pedestrian Underpass | 14 = Cardinal's Residence |
| 10 = Franklin Statue | 15 = Dental Monument |
| 11 = Lincoln Statue | 16 = Chess Pavllion |
| 12 = Garden Plot | |

LEGEND

- P-# = PUBLIC FACILITY
- # = STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
- = PARKS OR PUBLIC OPEN SPACE

LA SALLE STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

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



Introduction

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

This information is summarized in several tables at the end of this chapter. Table II-1 lists structures along the route. Tables II-2 and II-3 provide accident rates at intersections and on route segments, respectively. The existing and projected average daily traffic are presented in Table II-4. The signalized intersections and the lane configuration at these intersections are presented in Table II-5.

LaSalle Street

The LaSalle Street corridor begins at Wacker Drive and continues north to Lake Shore Drive, distance of 1.51 miles. The LaSalle Street corridor is residential in nature on each side north of Chicago Avenue and passes through Lincoln Park near the north end of this route. LaSalle Street can be divided into two sections for detailed analysis as an SRA route.

Section 1 - Wacker Drive to North Avenue

Section 2 - North Avenue to Lake Shore Drive

LaSalle Street intersects other SRA routes including Wacker Drive, Ohio Street, Ontario Street, Grand Avenue, Illinois Street, North Avenue, and Lake Shore Drive.

Section 1 - Wacker Drive to North Avenue

Exhibit A4-LAS1 and Exhibit A4-LAS2

Section 1 of LaSalle Street extends from to SRA routes, Wacker Drive in the south to North Avenue in the north. This section is approximately 0.97 miles in length. The LaSalle Street SRA route begins at Wacker Drive where it crosses the Chicago River via a bridge. This is a movable bridge which can be lifted for ferry movement in the Chicago River. This section intersects SRA routes Ohio Street, Ontario Street, Grand Avenue, and Illinois Street.

Physical Characteristics

Section 1 of LaSalle Street is characterized by three to four through lanes in each direction, except between Kinzie Boulevard and Wacker Drive. There are two lanes in each direction across the bridge over the Chicago River. There is a slip ramp to a lower level parking area from southbound LaSalle Street south of Kinzie Boulevard. CDOT and the Traffic Court building are located on the east side of LaSalle Street between Kinzie Boulevard and the Chicago River. The existing pavement width is 56.5 feet across the Chicago River Bridge, 89.5 feet between Kinzie Boulevard and Ohio Street, 75 feet between Ohio Street and Burton Place, and 88 feet between Burton Place and North Avenue. There is no median on the bridge across the Chicago River, but median width varies between 9 feet to 23 feet north of the bridge.

On-street parking is permitted during off-peak hours on the east and west sides of LaSalle Street. Parking is not permitted from 7 a.m. to 9 a.m. southbound (west side) and 4 p.m. to 6 p.m. northbound (east side).

The existing right-of-way varies from 85.5 feet over the bridge, to between 108 feet to 123 feet in this section. The roadway centerline is symmetrical with the right-of-way between Ohio Street and North Avenue.

There are three structures in this section of LaSalle Street. Structure number 016-6032 is the bridge across the Chicago River. Structure numbers 016-6490 and 016-9704 are two pedestrian access structures near North Avenue.

Traffic Control, Operations, and Safety

The existing ADT along LaSalle Street from the CDOT traffic map ranges from 25,000 to 33,000 vpd. The speed limit within the section is 40 mph. The major intersections within this section are LaSalle Street/Wacker Drive, LaSalle Street/Ohio Street, LaSalle Street/Ontario Street, LaSalle Street/Grand Avenue, and LaSalle Street/North Avenue.

Public Transportation

(Exhibit TE-3)

The route is heavily traveled by transit riders utilizing four routes (two rush hour only). Route #11 travels only to Chicago Avenue turning eastbound. Route #135, #136, #156 travel the entire route into the downtown area. There is a significant amount of service on crossing streets. Of note is the convergence of five routes at Chicago Avenue. Particular attention should be paid to intersection geometrics, parking restrictions and bus leading zones.

EXISTING CONDITIONS - cont'd

The intersection of LaSalle and Chicago should be noted for possible geometric improvements and enhance parking restrictions to minimum of 100 feet from intersection. The existing transit routes & bus stop locations are indicated on the Exhibit TE-3.

Section 2 - North Avenue to Lake Shore Drive

Exhibit A4-LAS2 and Exhibit A4-LAS3

Section 2 of LaSalle Street extends from North Avenue to Lake Shore Drive. This section is 0.54 miles in length and passes through Lincoln Park.

Physical Characteristics

Section 2 of LaSalle Street is characterized by three through lanes in each direction. The existing pavement width is 89 feet between Clark Street and Lake Shore Drive. The exit ramp from southbound Lake Shore Drive merges with LaSalle Street east of Stockton Drive. The median is 6 feet wide between Clark Street and inner/local Lake Shore Drive.

On-street parking is not permitted along the entire length of this section.

Structure number 016-6189 is located in this section of LaSalle Street, where Lake Shore Drive crosses over LaSalle Street. The vertical clearance under the Lake Shore Drive overpass is 14.2 feet and does not satisfy the standard SRA vertical clearance requirements.

Traffic Control, Operations, and Safety

The existing ADT along LaSalle Street from the CDOT traffic map ranges up to 33,000 vpd. The speed limit within the section is 40 mph. The major intersection within this section is LaSalle Street and inner/local Lake Shore Drive. This intersection is very complicated and needs to be redesigned.

Public Transportation

The existing transit routes and bus stop locations are indicated on the Exhibit TE-3. This route is heavily traveled by transit riders.

**Table II-1
Structure Inventory
La Salle Street**

EXHIBIT LABEL	STRUCTURE NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	016-6032	Chicago River	----	----	56'	347'	Modification not required
SN-2	016-6490	Pedestrian Underpass	----	----	96'	62'	Modification not required
SN-3	016-9704	Pedestrian Underpass	----	----	95.6'	60'	Modification not required
SN-8	016-6189	----	Lake Shore Drive	14.2'	100'	132'	Modification not required

**Table II-2
Accident Rates at Intersections
La Salle Street**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Wacker Drive	33000	38000	15	12	9	0.463
Grand Avenue	33000	9200	4	9	10	0.498
Ohio Street	33000	16000	20	21	9	0.932
Ontario Street	33000	16000	12	16	7	0.652
Chicago Avenue	33000	12700	14	7	12	0.659
Oak Street	33000	11500	10	6	7	0.472
Division Street	33000	16700	14	16	10	0.735
North Avenue	33000	16700	17	13	17	0.864
Clark Street	33000	19000	7	2	9	0.316

**Table II-3
Accident Rates on Segments
La Salle Street**

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
Wacker	Kinzie	0.16	33000	25	35	22	14.18
Kinzie	Illinois	0.12	33000	19	17	6	9.69
Illinois	Grand	0.06	33000	7	9	3	8.76
Grand	Ohio	0.06	33000	7	15	10	14.76
Ohio	Ontario	0.05	33000	6	11	9	14.39
Ontario	Superior	0.17	33000	19	31	37	14.16
Superior	Chicago	0.07	33000	10	13	14	14.63
Chicago	Oak	0.26	33000	6	6	12	2.55
Oak	Division	0.23	33000	10	7	6	2.77
Division	Schiller	0.26	33000	53	55	52	17.03
Schiller	North	0.23	33000	20	35	26	9.75
North	Eugenie	0.12	33000	22	19	26	15.45
Eugenie	Lake Shore Dr.	0.34	33000	7	18	9	2.77

Table II-4
Existing and Projected Average Daily Traffic
La Salle Street

LOCATION	EXISTING ADT	2010 ADT
Wacker Drive to Ohio Street	33,000	34,000
Ohio Street to North Avenue	33,000	34,000
North Avenue to Lake Shore Drive	33,000	34,000

**Table II-5
Lane Configuration at Signalized Intersections
La Salle Street**

Cross Street	No. of Through Lanes (along LaSalle Street)		Turn Bays (along LaSalle Street)		Remarks
	NB/EB	SB/WB	LEFT	RIGHT	
Wacker Drive	3	3	YES	YES(4)	
Kinzie Street	3	3	NO**	NO**	Recommended left turn lane
Hubbard Street	3	3	YES(3)	NO**	
Illinois Street	3	3	YES(3)	NO**	
Grand Avenue	3	3	YES(1)	NO**	
Ohio Street	3	3	YES(3)	YES(2)	
Ontario Street	3	3	YES(1)	NO**	
Erie Street	3	3	YES(1)	NO**	Recommended left turn lane
Chicago Avenue	3	3	YES	NO**	
Oak Street	3	3	YES	NO**	
Division Street	3	3	YES	NO**	
Schiller Street	3	3	YES(3)	NO**	"T" intersection
North Avenue	3	3	YES	NO**	
Eugene Street	3	3	NO	NO**	"T" intersection
Clark Street	3	3	YES	NO**	
Stockton Drive	3	3	YES(11)	NO**	"T" intersection
Inner Lake Shore Drive	3	3	NO	YES(22)	

Note: **NB** - northbound only; **SB** - southbound only

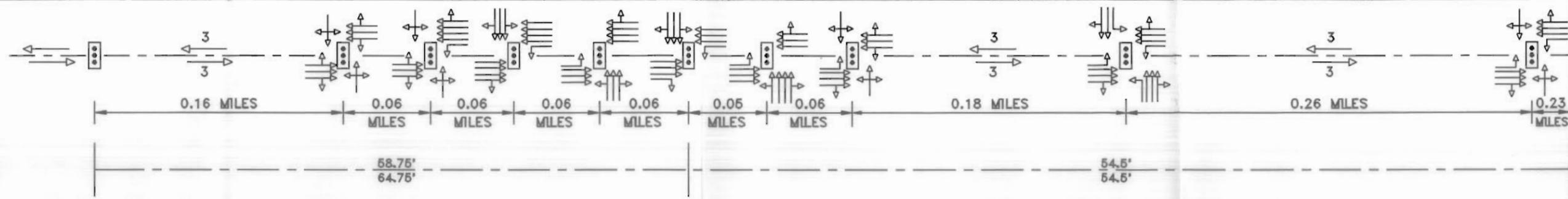
** - Curb lane is combined through/right turn lane

- (1) - left turn northbound only
- (2) - right turn northbound only
- (3) - left turn southbound only
- (4) - right turn southbound only
- (11) - left turn eastbound only
- (22) - right turn eastbound only

EXISTING LANE CONFIGURATION

SIGNAL SPACING

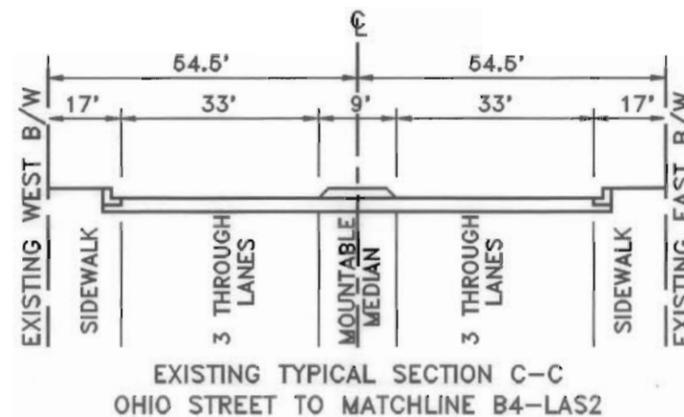
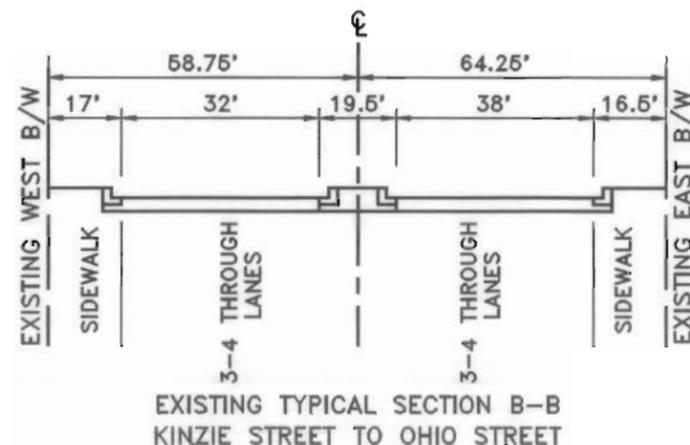
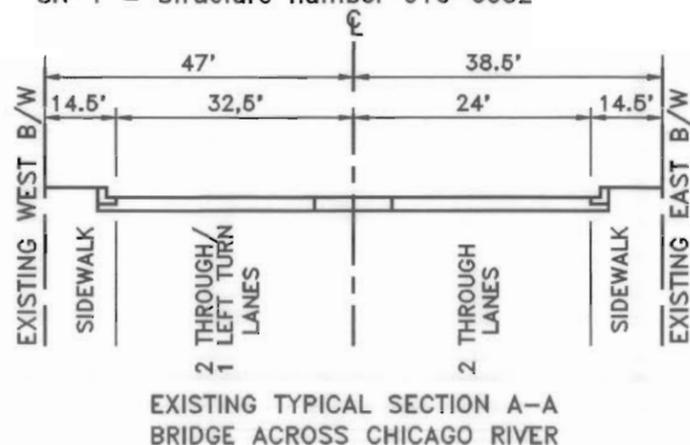
EXISTING R.O.W.



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-1 = Structure number 016-6032



LEGEND	
—	= EXISTING RIGHT OF WAY
54'	= EXISTING RIGHT OF WAY DISTANCE
⊙	= EXISTING TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
↔	= EXISTING TRAFFIC LANE CONFIGURATION

LA SALLE STREET - EXISTING CONDITIONS

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

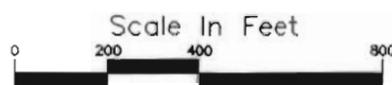
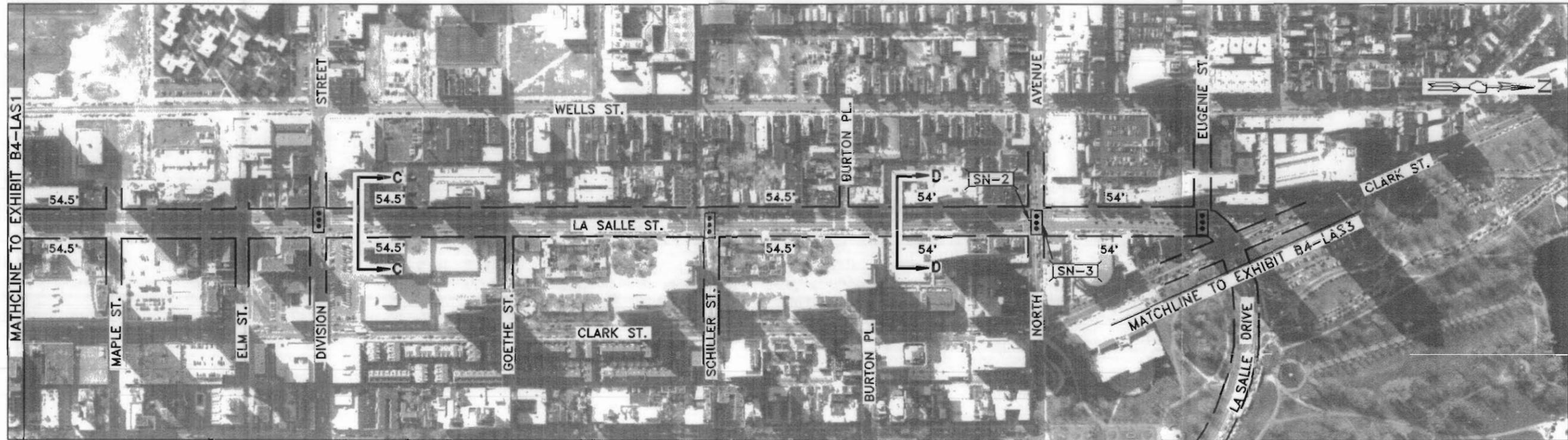
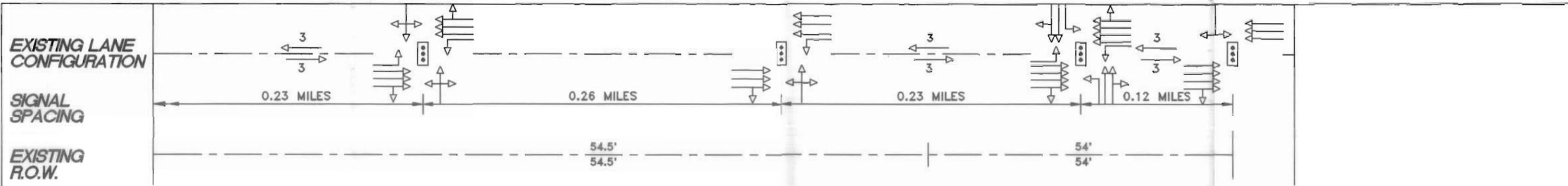


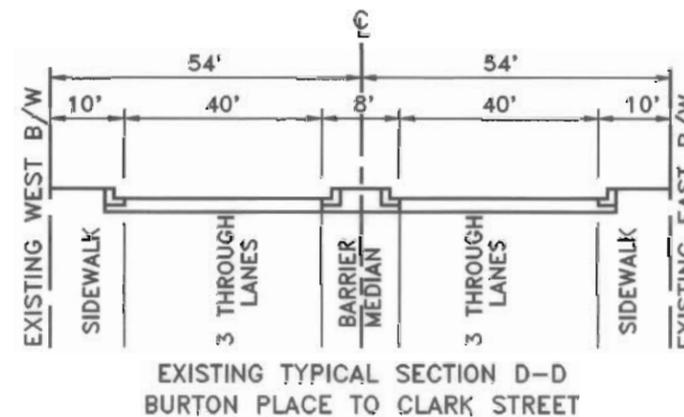
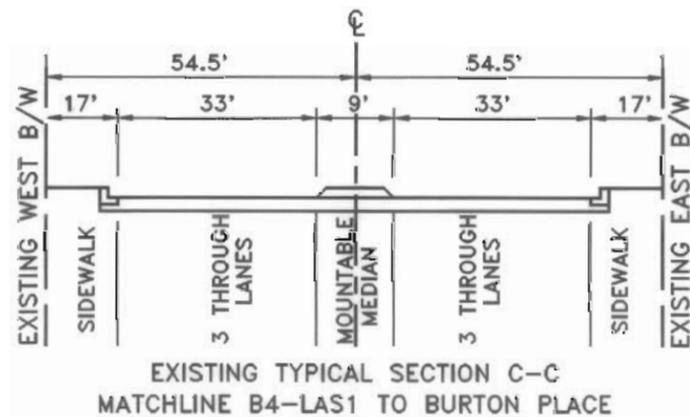
EXHIBIT B4-LAS1



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF EXISTING CONDITIONS:

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 SN-3 = Structure Number 016-9704

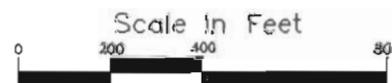


LEGEND	
---	= EXISTING RIGHT OF WAY
54'	= MILE MARKER
⊙	= EXISTING TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
↔ #	= EXISTING TRAFFIC LANE CONFIGURATION

LA SALLE STREET - EXISTING CONDITIONS



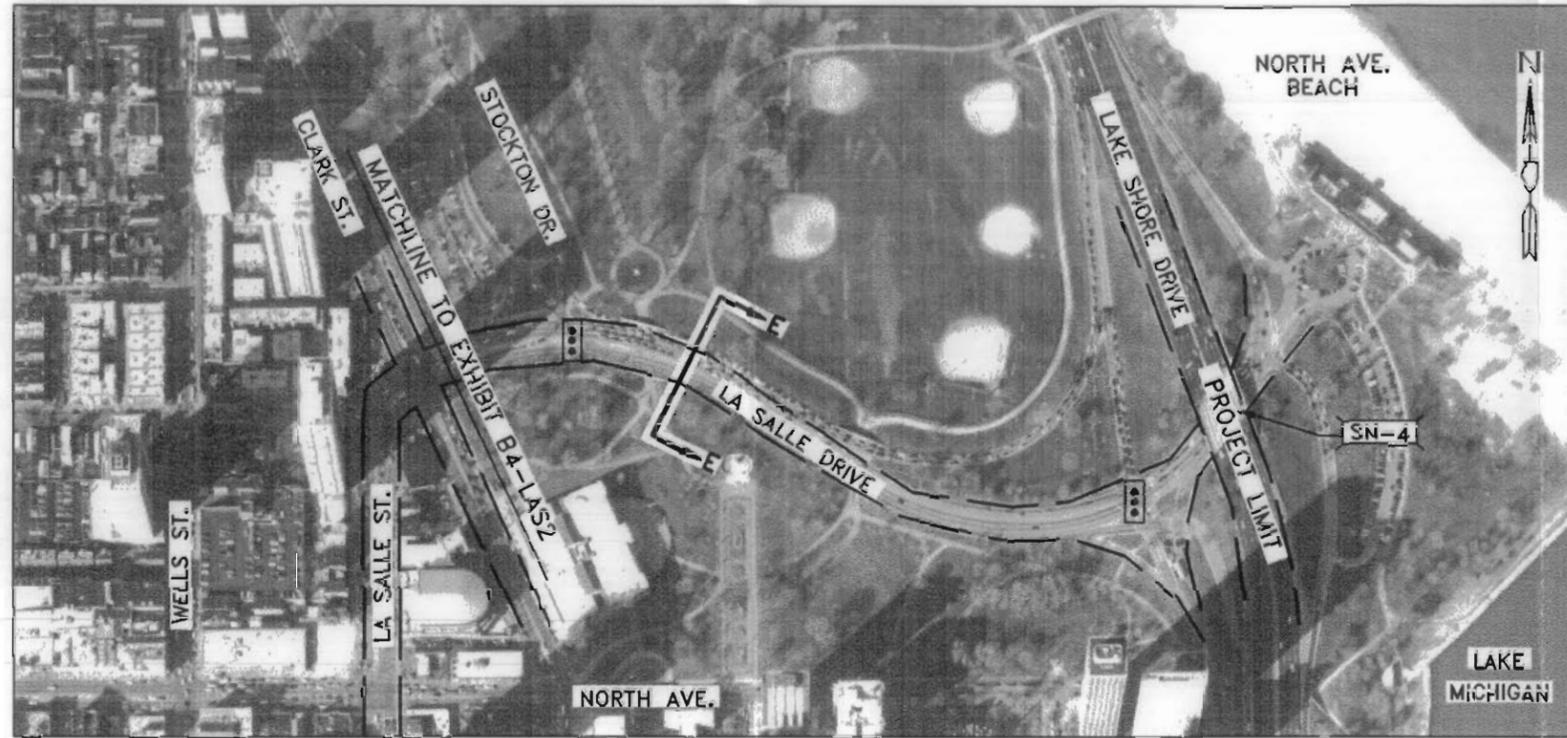
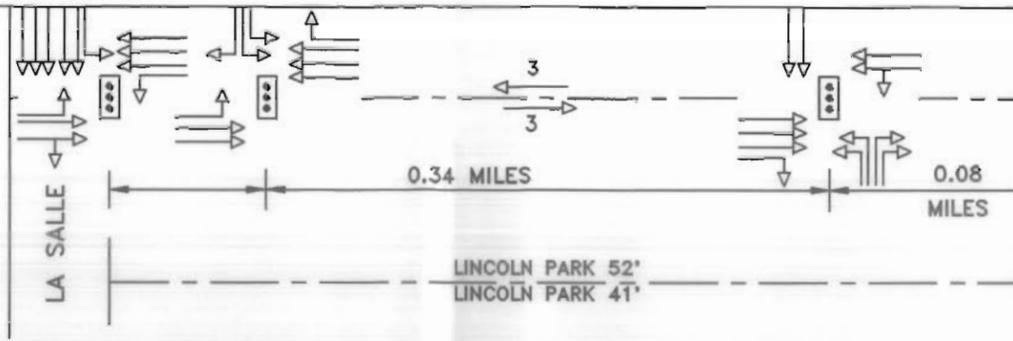
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

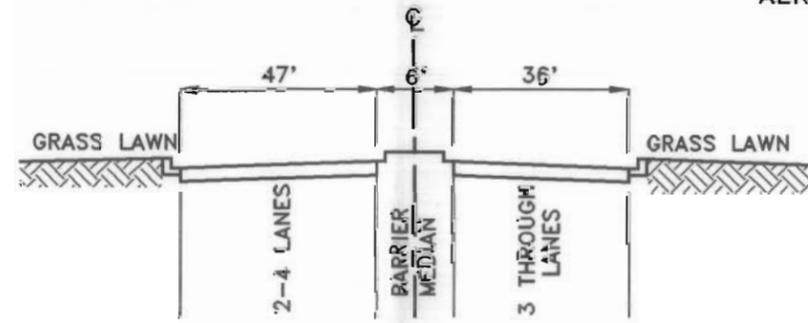
EXISTING R.O.W.



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-4 = STRUCTURE NUMBER 016-6189

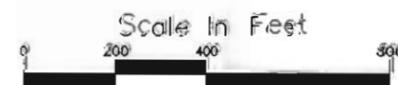


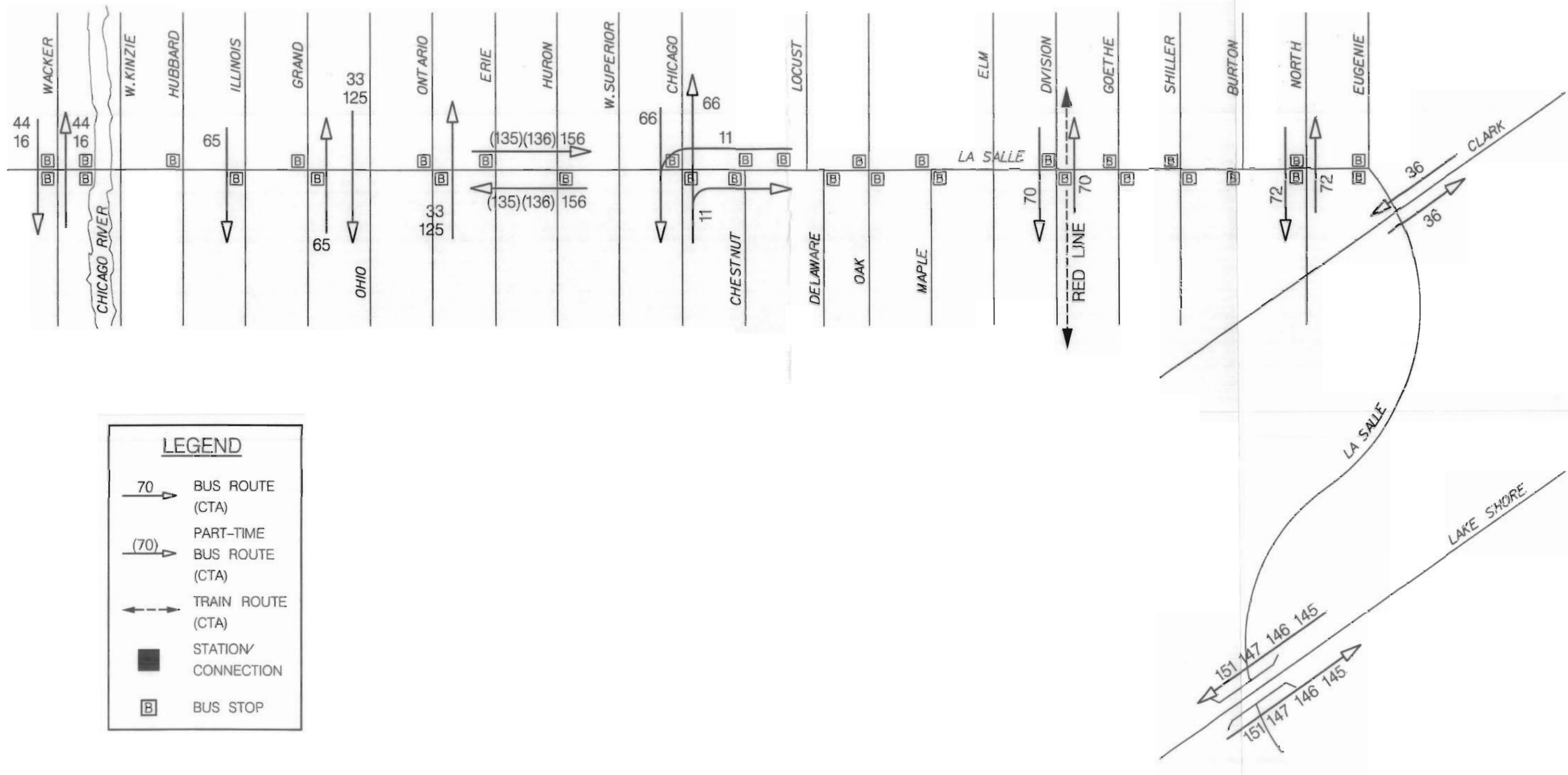
EXISTING TYPICAL SECTION E-E
CLARK STREET TO LAKE SHORE DRIVE (LOCAL/INNER)

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION

LA SALLE STREET - EXISTING CONDITIONS

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





LA SALLE - from Wacker to Lake Shore.

RECOMMENDED IMPROVEMENTS

This chapter describes recommended improvements in design, operation, access management, and public transit for each route of the Chicago Downtown Corridor. The right-of-way and lane configuration for the proposed conditions are presented on Exhibit C4-LAS. Table III provides estimates of construction cost for the various improvements.

- Major Features:
- Three to four lanes in each direction
 - Restricted on-street parking (Kinzie Street to Eugenie Street)
 - Slip ramp south of Kinzie Street to lower level parking
 - Access to LSD at north end

The La Salle Street corridor begins at Wacker Drive and continues north to Lake Shore Drive, a distance of 1.51 miles. The La Salle Street corridor is residential in nature on each side north of Chicago Avenue and passes through Lincoln Park near the north end of this route. La Salle Street can be divided into two sections for detailed analysis as an SRA route.

- Section 1 - Wacker Drive to North Avenue
- Section 2 - North Avenue to Lake Shore Drive

La Salle Street intersects other SRA routes including Wacker Drive, Ohio Street, Ontario Street, Grand Avenue, Illinois Street, North Avenue, and Lake Shore Drive.

Section 1 - Wacker Drive to North Avenue *Exhibit A4-LAS1 and Exhibit A4-LAS2*

Cross-Section and Geometrics

The proposed cross-section for this section of the route satisfies the standard urban SRA cross section. According to the Design Concept Report the urban SRA routes shows a desirable four-lane cross section with 11 to 14-foot median and 12-foot sidewalk. Standard urban SRA cross section can be adopted for this section.

There is no proposed recommendation to modify the existing cross-section of the La Salle Drive from Wacker Drive to Kinzie Street (including the bridge over Chicago River). The proposed recommendations will have minimum change in the use of La Salle Street from Kinzie Street to North Avenue. The proposed cross-section for this section of the route would provide three lanes in each direction with planter/flush median (see Exhibit XS-LAS1). The existing on-street parking is recommended to be retained on both east and west sides of the route.

RECOMMENDED IMPROVEMENTS - cont'd

Operations

Based on the traffic model, the projected 2010 ADT for this section of La Salle Drive ranges between 31,000 and 47,000 vpd.

The majority of the signalized intersections along La Salle Street in this section satisfy the 2010 desirable Urban SRA Characteristics. Improvements are recommended to the intersection of La Salle Street & Kinzie Street and La Salle Street & Erie Street. The recommended improvements include a left turn lane on the north/south legs of La Salle Street. A synchronized signal system is recommended for the entire length of La Salle Street. All existing signalized intersections should be incorporated in the system. A synchronized signal system should be developed for the overall network including crossing SRA routes such as Wacker Drive, Illinois Street, Grand Avenue, Ohio Street, Ontario Street and North Avenue.

Access Management

Areas where access consolidation may be appropriate are identified in this report. By providing a planter median cross street access will be restricted to right-in/right-out only.

Public Transportation

(Exhibit TE-3)

Along this section of La Salle Drive bus stops are located at various locations. A surprising number of far side stops are located both northbound and southbound. Because of this, no additional recommendations are made. Peak hour parking restrictions should continue and maximized along the route allowing for the curb lane to act as an HOV Lanes for transit. Signal pre-emption is recommended for the entire length of the route. Intersection geometry should be improved and parking restrictions should be enhanced at Chicago Avenue, moving the restricted area back to 100 ft. from intersection.

Section 2 - North Avenue to Lake Shore Drive

Exhibit A4-LAS2 and Exhibit A4-LAS3

Section 2 of La Salle Street extends from North Avenue to Lake Shore Drive. This section is 0.54 miles in length and passes through Lincoln Park.

RECOMMENDED IMPROVEMENTS - cont'd

Cross-Section and Geometrics

The proposed cross-section for this section of the route satisfies the standard urban SRA cross section. According to the Design Concept Report the urban SRA routes shows a desirable four-lane cross section with 11 to 14-foot median and 12-foot sidewalk. Standard urban SRA cross section can be adopted for this section.

The recommendations from North Avenue & Lake Shore Drive SRA study will be incorporated for the La Salle Drive improvements from North Avenue to Lake Shore Drive. The recommended cross-section for the La Salle Street is three lanes in each direction with varying median.

Operations

Based on the traffic model, the projected 2010 average daily traffic for Columbus Drive ranges up to 34,000 vpd.

Left turn lanes exist at the signalized intersections along La Salle Street. Improvements from the Lake Shore Drive SRA study that will be applied to La Salle Street include:

- a. realignment of Stockton Drive at its intersection with La Salle Street
- b. reconfigure the intersection of La Salle Street and inner Lake Shore Drive along with entrance and exit ramps to Lake Shore Drive.

Coordination and synchronization of signals from Wacker Drive to inner Lake Shore Drive should be done for efficient through traffic movement.

Access Management

Areas where access consolidation may be appropriate are identified in this report. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. No additional access consolidation is recommended for this section of La Salle Street.

Public Transportation

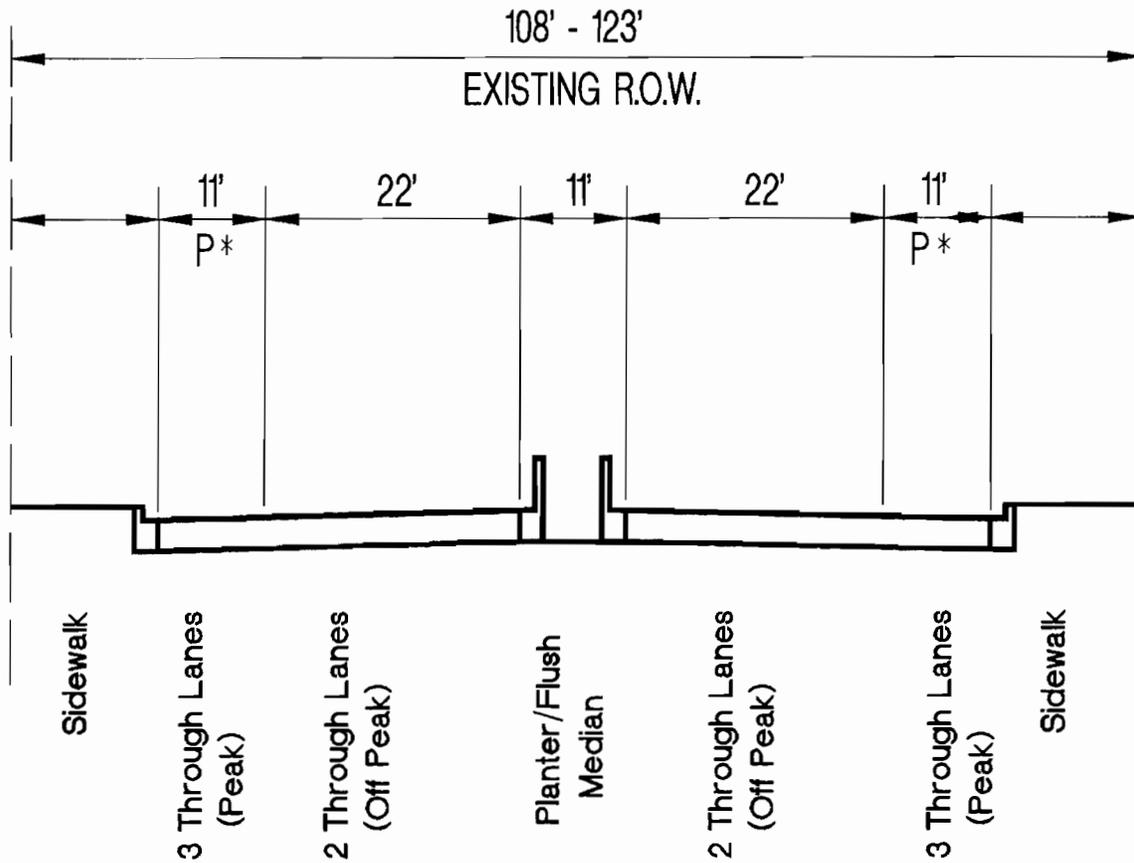
No changes are recommended for the bus stop locations in this section. All existing bus stops along La Salle Street should be provided with shelters.

Table III-1
Estimate of Construction Cost
La Salle Street/Drive
Wacker Drive to Lake Shore Drive

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	\$6,000,000.00
Intersection/Interchange Improvement	\$400,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section I	\$6,500,000.00
Section II	
Roadway	
Intersection/Interchange Improvement	
Structure Modification/Replacement	
Right-of-Way	
Transit Improvement	
Total Estimated Cost for Recommended Improvements - Section II	**
Estimated Cost for All Recommended Improvements	

** - Construction Cost Section II has to be considered from North Avenue & LSD SRA Study

RECOMMENDED CROSS SECTION LASALLE STREET



KINZIE STREET TO NORTH AVENUE

P* - PEAK HOUR PARKING RESTRICTION
 A.M. RESTRICTIONS SOUTHBOUND AND
 P.M. RESTRICTIONS NORTHBOUND

EXHIBIT XS-LAS1

SRA FINAL REPORT

WACKER DRIVE



Operation
Greenlight

ENVIRONMENTAL CONDITIONS & 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. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

The Chicago Downtown SRA Corridor consists of eight individual but interconnected routes. These routes are: Columbus Drive from Ontario Street to Lake Shore Drive; Congress Parkway from Franklin Street to Columbus Drive; Wacker Drive from Lake Shore Drive to Congress Parkway; LaSalle Drive from Wacker Drive to Lake Shore Drive; Jefferson/Desplaines Street from Roosevelt Road to Ontario/Ohio; South Loop Connector from Congress Parkway at Wacker to Cermak Road; and Roosevelt Road from Lake Shore Drive to Interstate 90/94. This SRA corridor is located entirely in Downtown Chicago. Environmental and land use information relative to each route are discussed in this chapter. Major features of the corridor are summarized in tables at the end of the chapter. Significant buildings and sites are listed in Table I-1. The only wildlife in the City of Chicago are seagulls, rock doves, pigeons, and norway rats. Several CTA and RTA lines are running throughout this corridor.

UPPER WACKER DRIVE - Congress Parkway to Lake Shore Drive

The Wacker Drive corridor begins at Congress Parkway. It continues north and then east to Lake Shore Drive. Wacker Drive branches out to two levels starting at the south end at Congress Parkway, and approaching Van Buren Street. Wacker Drive traverses north-south between Congress Parkway and Lake Street, and turns at right angles to traverse in the east-west direction between Franklin Street/New Orleans Street and Lake Shore Drive. Wacker Drive can be divided into two sections for detailed analysis as an SRA route.

Section 1 - Congress Parkway to Lake Street

Exhibit B4-WAC1

Section 1 of Wacker Drive extends from Congress Parkway to Lake Street. This section is approximately 0.72 miles in length. Upper Wacker Drive begins at Van Buren Street in the northbound direction, and upper and lower Wacker Drive merge in the southbound direction ending at Congress Parkway. There are 3 through lanes in each direction between Van Buren Street and

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Lake Street along Wacker Drive in the City of Chicago. This area is called Chicago's New East Side.

Environmental Conditions

The Chicago River flows along the west side of Wacker Drive and is used for canoeing and boating. The sediments on the bottom of the Chicago River are toxic and hazardous. There are no sites containing UST's or LUST's in this section of Wacker Drive.

Land Use

The predominant land use on Wacker Drive is office commercial, other commercial and historic sites.

The loading and docking facilities for almost all of the businesses along Wacker Drive are under the roadway. The Sears Tower is located on the northeast corner of Jackson and Wacker Drive. The Sears Tower does not have historical significance at this time, but in the future, it will be considered a significant structure. An empty lot is located on the northeast corner of Monroe and Wacker Drive.

The Chicago Mercantile Exchange Center is located between Monroe and Madison Streets on the west side of Wacker Drive. A federal office building is located on the southwest corner of Wacker Drive and Jackson Street at 300 S. Wacker Drive.

The Civic Opera House is located between Madison and Washington Street on the west side of Wacker Drive. This opera house, at 20 N. Wacker Drive, was built in 1928 and has cultural significance if not historical significance.

Chicago Merchandise Mart is located east of Orleans Street on the north side of Wacker Drive. The first post office, which is a historical building, is located on the northwest corner of Lake Street and Wacker Drive.

Section 2 - Lake Street to Lake Shore Drive

Exhibit B4-CON

Section 2 of Congress Parkway extends from Michigan Avenue to Columbus Drive. This section is 0.20 miles in length. Congress Parkway widens out from Michigan Avenue to Congress Plaza in this section.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Environmental Conditions

The Chicago River flows along the north side of Wacker Drive and is used for canoeing and boating. The sediments on the bottom of the Chicago River are found to be toxic and hazardous.

Land Use

The land use in this section is predominantly commercial.

The Chicago Mercantile Exchange Center is located between Monroe and Madison Streets on the west side of Wacker Drive.

The 1st Session of the Board of Trade convened at a location near Clark Street on April 3, 1848 and is plaqued accordingly. The bridge over Clark Street is plaqued as it was built in 1929. The Eastland Disaster, July 24, 1915, is marked by a plaque.

A plaque is located on LaSalle Drive which describes Hubbards Folly. The bridge over LaSalle Drive is plaqued as it was built in 1928. The walkway along the north side of Wacker Drive is named the Ira J. Bach Walkway.

The bridge over Wells Street is plaqued as it was built in 1922. A bike lane is located on Wells Street. The Wendella Boats are located at Orleans Street and are used for both commuter and pleasure rides. The bridge at Lake Street and Wacker Drive may have historical significance.

A deep tunnel project is located at Wacker Drive and Michigan Avenue. A golf course is located at Wacker Drive and the old Lake Shore Drive.

The bridge over Wabash Avenue at Wacker Drive is also named the Irv Kupcinet Bridge. Many boats load and unload at Wabash and Wacker Drive. A fountain is located at the intersection of Wabash and Wacker Drive. A 17th Church of Christ Scientist is located on the northeast corner of Wabash and Wacker Drive. A triangular piece of land located between State and Wabash Avenue on Wacker Drive has a monument and plaque and is believed to be city property which may be considered 4(f) land.

The Michigan Avenue Bridge and Wacker Drive Esplanade (1920), bridge and bridge houses, is a designated Chicago Landmark. Plaques of Chicago Greenway Committee are located along the north side of Wacker Drive, east of Michigan Avenue. The Michigan-Wacker Historic District, roughly bounded by the north edge of "the Loop" at Michigan Avenue and Wacker Drive, including the south and north banks of the Chicago River, is listed on the National Register of Historic Places

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

in Illinois. The 333 N. Michigan Building is pending historical designation. The building at 350 Michigan is also potentially historic as it was built in 1923. The site of Fort Dearborn (1912) is a designated Chicago Landmark and is located at the intersection of Michigan Avenue and Wacker Drive. The London Guarantee and Accident Building located at 360 N. Michigan Avenue is also pending historical designation. The building located at 75 Wacker Drive may have historical significance. The building at 35 E. Wacker Drive is pending recommendation for historical significance. The bridge at State Street is plaqued and was built in 1949.

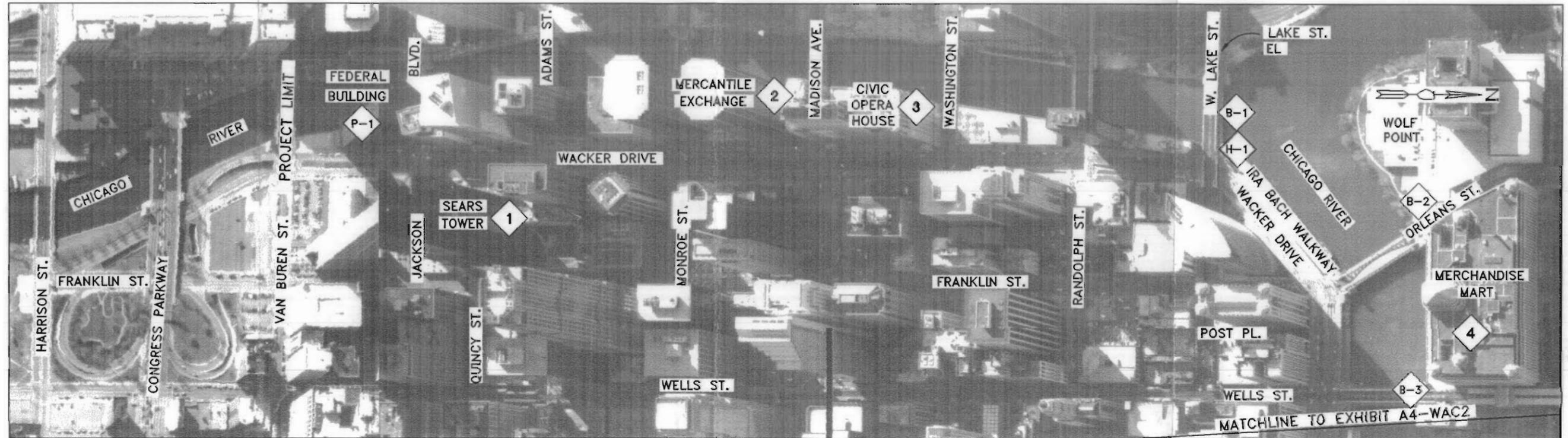
A bike route is located on Dearborn Street which intersects Wacker Drive. The Dearborn Bridge over the Chicago River was awarded Most Beautiful Steel Bridge in 1963.

**Table I-1
Significant Buildings and Sites
Wacker Drive**

Name	Location	Exhibit Number
<i>Churches</i>		
17th Church of Christ (Scientist)	SE corner of Wabash Ave. and Wacker Dr.	A4-WAC2
<i>Bridges</i>		
Lake St. Bridge (1916)	W. side of Wacker Drive	A4-WAC1
Franklin St. Bridge (1920)	N. side of Wacker Dr., W. side of Merchandise Mart	A4-WAC1
Wells St. Bridge	North of Wacker Dr., E. side of Merchandise Mart	A4-WAC1
La Salle St. Bridge	North side of Wacker Dr.	A4-WAC2
Clark St. Bridge (1929)	Between La Salle St. and Dearborn St., N. side of Wacker Dr.	A4-WAC2
Dearborn Bridge (1963)	Between Clark St. and State St., N. side of Wacker Dr.	A4-WAC2
State St. Bridge (1864)	Between Dearborn St. and Wabash Ave., N. side of Wacker Dr.	A4-WAC2
Wabash Bridge (1930)	N. side of Wacker Dr., between State St. and Michigan Ave.	A4-WAC2
<i>Parks</i>		
Chicago River Park (1975)	NW corner of State St. and Wacker Dr.	A4-WAC2
<i>Other</i>		
Federal Building	SW corner of Jackson Blvd. and Wacker Dr.	A4-WAC1
1st Post Office (1833)	Between W. Lake St. and Orleans St., NW side of Wacker Dr.	A4-WAC1
Eastland Disaster Promenade	SE corner of La Salle St. and Wacker Dr.	A4-WAC2
Hubbards Folly (1834)	SE corner of La Salle St. and Wacker Dr.	A4-WAC2
South Water Street (1834)	NE corner of Clark St. and Wacker Dr.	A4-WAC2
Site of 1st Chicago Board of Trade (1848)	NE corner of Dearborn St. and Wacker Dr.	A4-WAC2

**Table I-1
Significant Buildings and Sites
Wacker Drive**

Name	Location	Exhibit Number
Plaza Statue of Washington	South side of Wacker Dr., between State St. and Wabash Ave.	A4-WAC2
Children's Fountain	South side of Wacker Dr., between State St. and Wabash Ave.	A4-WAC2
35 E. Wacker Dr.	SW corner of Wabash Ave. and Wacker Dr.	A4-WAC2
75 E. Wacker (Arch)	S. side of Wacker Dr., between Wabash Ave. and Michigan Ave.	A4-WAC2
360 N. Michigan (Pending Historical)	SW corner of Michigan Ave. and Wacker Dr.	A4-WAC2
Site of Fort Dearborn	NW corner of Michigan Ave. and Wacker Dr.	A4-WAC2
333 N. Michigan (Pending Historical)	SE corner of Michigan Ave. and Wacker Dr.	A4-WAC2



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

-  = Federal Building
-  = 1st Post Office (1833)
-  = SEARS TOWER
-  = MERCANTILE EXCHANGE
-  = CIVIC OPERA HOUSE
-  = MERCHANDISE MART

DESCRIPTION OF BRIDGE STRUCTURES:

-  = Lake St. Bridge (1916)
-  = Franklin St. Bridge (1920)
-  = Wells St. Bridge

LEGEND

-  = PUBLIC FACILITY
-  = HISTORIC SITE
-  = BRIDGE STRUCTURE
-  = STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES

WACKER DRIVE - ENVIRONMENTAL CONDITIONS AND LAND USE

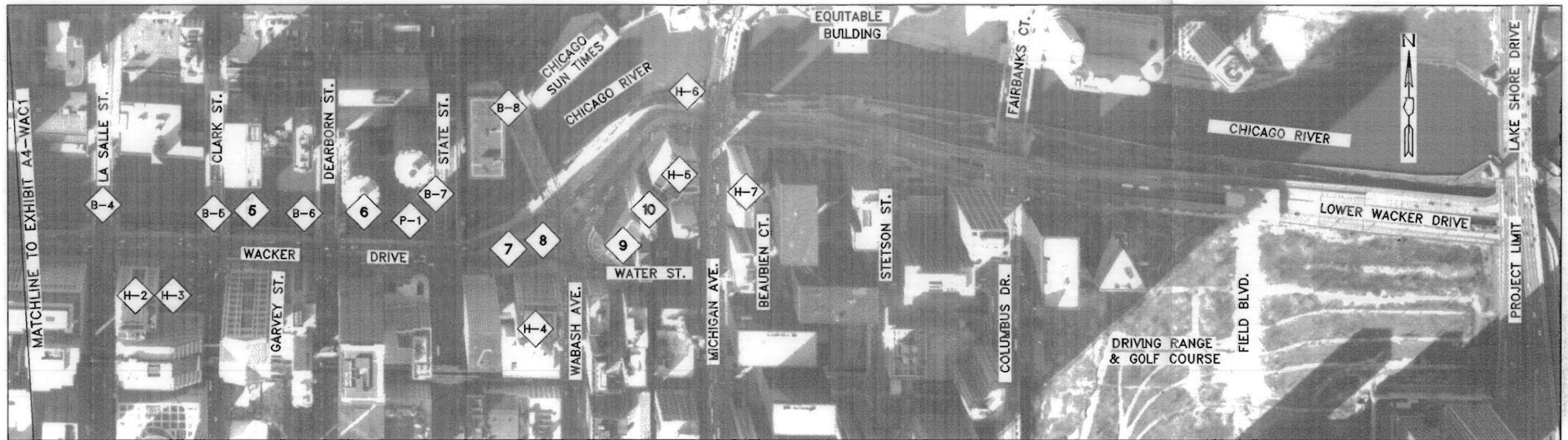
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A4-WAC1



AERIAL PHOTO DATE: 03-02-92

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

- H-2 = Eastland Disaster Promenade
- H-3 = Hubbards Folly (1834)
- H-4 = 35 E. Wacker Drive
- H-5 = 360 N. Michigan
(Pending Historical Consideration)
- H-6 = Site of Fort Dearborn (Hist.)
- H-7 = 333 N. Michigan (Pending Hist. Designation)

- P-1 = Chicago River Park (1975)
- 5 = South Wacker St. (1834) CBD
- 6 = Site of 1st CBOT (1848)
- 7 = Plaza Statue of Washington
- 8 = Childrens Fountain (1982)
- 9 = 17th Church of Christ Scientist
- 10 = 75 E. Wacker (Arch)

DESCRIPTION OF BRIDGE STRUCTURES:

- B-4 = La Salle St. Bridge (1928)
- B-5 = Clark St. Bridge (1929/31)
- B-6 = Dearborn Bridge (1963)
- B-7 = State St. Bridge Original (1864)
- B-8 = Wabash Bridge (1930) "Irv Kupcinet Bridge"

LEGEND	
	= PUBLIC FACILITY
	= STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
	= HISTORIC SITE
	= BRIDGE STRUCTURES

WACKER DRIVE - ENVIRONMENTAL CONDITIONS AND LAND USE

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



Introduction

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

This information is summarized in several tables at the end of this chapter. Table II-1 lists structures along the route. Tables II-2 and II-3 provide accident rates at intersections and on the segments, respectively. The existing and projected average daily traffic are presented in Table II-3.

UPPER WACKER DRIVE

The Wacker Drive corridor begins at Congress Parkway. It continues north and then east to Lake Shore Drive, a distance of 2.20 miles. Wacker Drive branches out to two levels starting at the south end at Congress Parkway, and approaching Van Buren Street. This SRA study pertains to both Upper & lower Wacker Drive. Wacker Drive traverses north-south between Congress Parkway and Lake Street, and turns at right angles to traverse in an east-west direction between Franklin Street/New Orleans Street and Lake Shore Drive. In this section existing conditions are for the upper Wacker Drive only. Existing condition information for lower Wacker Drive will be obtained from CDOT phase I study. Upper Wacker Drive can be divided into two sections for detailed analysis as an SRA route.

Section 1 - Congress Parkway to Lake Street

Section 2 - Lake Street to Lake Shore Drive

Wacker Drive intersects other SRA routes including La Salle Street, Lake Shore Drive, Michigan Avenue and Columbus Drive.

Section 1 - Congress Parkway to Lake Street

Exhibit B4-WAC1

Section 1 of Wacker Drive extends from Congress Parkway to Lake Street. This section is approximately 0.72 miles in length. Upper Wacker Drive begins at Van Buren Street in the northbound direction, and upper and lower Wacker Drive merge in the southbound direction ending at Congress Parkway. There are 3 through lanes in each direction between Van Buren Street and Lake Street.

Physical Characteristics

This section of Wacker Drive is a two tier roadway with access provided between the two levels. Section 1 of Wacker Drive is characterized by three through lanes in each direction with access to Lower Wacker Drive at Adams Street, Monroe Street and Randolph Street. Access to and from Lower Wacker Drive is provided in a northbound and southbound directions at Monroe Street and Randolph Street. Lower Wacker Drive can be accessed only in the northbound direction at Adams Street.

There is one lane merging from Lower Wacker Drive at Lake Street and Wabash Avenue in the southbound direction of the Wacker Drive. There are provisions for U-turns at cross-streets such as Jackson Boulevard, Adams Street, Madison Street and Washington Street. The existing pavement width is 83 feet between Van Buren and Jackson Boulevard, 104 feet between Jackson Boulevard and Randolph Street, 78.5 feet between Randolph Street and Lake Street. A 21 foot raised median exists between Van Buren Street and Jackson Boulevard. The median between Jackson Boulevard and Randolph Street is 32 feet wide and has access to Lower Wacker Drive. The median between Randolph Street and Lake Street is 13 feet wide.

On-street parking is only permitted to cabs. There are some loading and unloading zones along this section of Wacker Drive.

The existing right-of-way varies from 100 feet to 140 feet in this section. There are some significant buildings along both sides of Wacker Drive, listed in the Environmental Conditions Chapter.

Wacker Drive is a two level structure. Upper Wacker Drive is over southbound Lower Wacker Drive and has structure number 016-2444. Structure number 016-2443 is over Lower Wacker Drive along Upper Wacker Drive. East Wacker Drive goes over Lower Wacker Drive and has structure number 016-6143. Finally, Wacker Drive goes over Wacker Drive and has structure number 016-6138.

Traffic Control, Operations, and Safety

The existing ADT along Wacker Drive prorated from the 1979 CDOT ADT map ranges from 25,000 to 30,000 vpd. The speed limit within the section is 35 mph. The major intersections within this section are Wacker Drive/Ohio Street, Wacker Drive/Ontario Street, and Illinois Street/Grand Avenue. Additionally, the egress of vehicles from Lower Wacker Drive to the center lanes of Upper Wacker Drive presents a safety hazard

Public Transportation

Exhibit TE-4

This is an extremely transit intensive route with a good deal of service intersecting the north-south portion and leading into the downtown area. Likewise, the east west portion has a number of intersecting routes on major north-south downtown arterials such as Wells and State.

However, along north-south Wacker Drive, a number of the intersecting routes turn and travel for short lengths. For example, routes 120-123 (inclusive) travel only for a short length on upper Wacker and then descend to lower Wacker Drive thereby explaining the absence of bus stops on the east side (northbound Wacker). Accordingly, bus stops are interspersed along both segments (north-south and east-west). Southbound Wacker Drive is a different situation. As routes turn, or lower Wacker routes emerge, bus stops are located at Randolph on the near side, at Adams Street on the far side, at Jackson Street on the near side, and at Van Buren Street on the near side (reference exhibit TE-4).

Also, along east-west Wacker, there are more routes that turn onto Wacker Drive and run for varying distances. Therefore, bus stops are interspersed on both the north and south sides of the street.

The route intersects five rapid transit lines. However, the closest stations are located at Clark and Lake and State and Lake. Interline transfers occur along the route (by observations).

Particular attention should be paid to enhanced parking restrictions (100 feet) and intersection improvements at Van Buren Street, Adams Street, Jackson Street, Wells Street, State Street and Michigan Avenue intersections with Wacker due to the amount of transit movements.

Section 2 - Lake Street to Lake Shore Drive

Exhibit B4-WAC1 and Exhibit B4-WAC2

Section 2 of Wacker Drive begins at Lake Street, turning from a north/south direction to an east/west direction, and ending at Lake Shore Drive. This section is 1.28 miles in length. Upper Wacker Drive has a slip ramp to access Lower Wacker Drive east of Columbus Drive. Upper Wacker Drive terminates between Columbus Drive and Lake Shore Drive.

Physical Characteristics

This section is characterized by three through lanes in each direction, except between Wells Street and Clark Street, where it is two-lanes in each direction.

EXISTING CONDITIONS - cont'd

The existing pavement width varies from 72 feet to 101 feet in this section.

The median width in this section varies from 6 feet to 14 feet, except from State Street to Michigan Avenue, where it varies from 14 feet to 130 feet.

The existing right-of-way varies a great deal between State Street and Michigan Avenue. Right-of-way is approximately 112 feet for the majority of Wacker Drive, and widens to about 120 feet on the approach to Lake Shore Drive.

There are some scattered areas where on-street parking is restricted.

There are two structures in this section of Wacker Drive. The first is the overhead "L" structure crossing Wacker Drive at Clark Street. Also, Wacker Drive merges with Lower Wacker Drive east of Columbus Drive. Vertical clearances meet SRA standards.

Traffic Control, Operations, & Safety

The existing ADT along Wacker Drive from the CDOT traffic map ranges up to 30,000 vpd. The speed limit in this section is 35 mph. The major intersections within this section are Wacker Drive/Michigan Avenue, Wacker Drive/Columbus Drive, and Lower Wacker Drive/Lake Shore Drive.

Public Transportation

Exhibit TE-4

Along this section of Wacker Drive, there are several routes that turn on to Wacker Drive and traverse for a substantial distance. The transit routes and bus stop locations along the Wacker Drive are indicated in the Exhibit TE-4.

**Table II-1
Structure Inventory
Wacker Drive**

EXHIBIT LABEL	STRUCTURE NUMBER	DESCRIPTION	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	016-2444	Upper Wacker Drive over SB Lower Wacker Drive	----	----	72'	250'	
SN-2	016-2443	Upper Wacker Drive over Lower Wacker Drive	----	----	70'	3,150'	
SN-3	016-6143	E. Wacker Drive over Lower Wacker Drive	----	----	72'	299'	
SN-8	016-6138	Wacker Drive over Wacker Drive	----	----	72'	3,920'	

**Table II-2
Accident Rates at Intersections
Wacker Drive**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Van Buren	19000	11500	7	10	6	0.689
Jackson	19000	13700	38	36	22	2.681
Adams	19000	13000	31	30	34	2.711
Monroe	19000	13000	29	24	29	2.340
Madison	19000	10500	21	12	14	1.455
Washington	19000	15400	24	30	17	1.885
Randolph	19000	15400	22	12	11	1.195
Franklin/Orleans	19000	21000	2	6	5	0.297
Wells	15000	38000	35	41	50	2.171
LaSalle	33000	38000	15	12	9	0.463
Clark	85000	38000	10	6	8	0.178
Dearborn	18500	38000	9	2	5	0.259
State	19900	38000	9	14	17	0.631
Wabash	11000	38000	13	9	10	0.596
Michigan	41600	38000	22	19	20	0.700

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

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
Franklin	Wells	0.08	38000	39	44	44	38.15
Wells	LaSalle	0.08	38000	16	12	12	21.74
LaSalle	Clark	0.08	38000	5	1	4	5.44
Clark	Dearborn	0.08	38000	49	41	40	70.67
Dearborn	State	0.08	38000	50	43	44	74.47
State	Wabash	0.09	38000	35	41	29	50.74
Wabash	Michigan	0.14	38000	40	41	43	38.52
Michigan	Stetson	0.12	38000	46	45	53	52.19
Stetson	Columbus	0.09	38000	31	31	49	53.63
Columbus	Lake Shore Dr.	0.36	38000	18	23	19	7.25

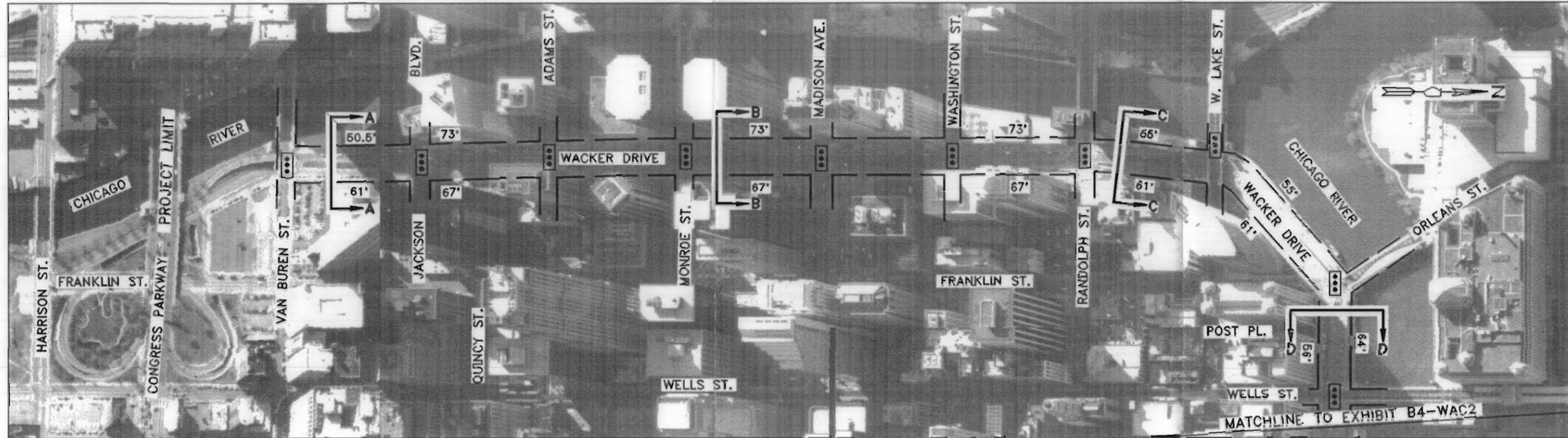
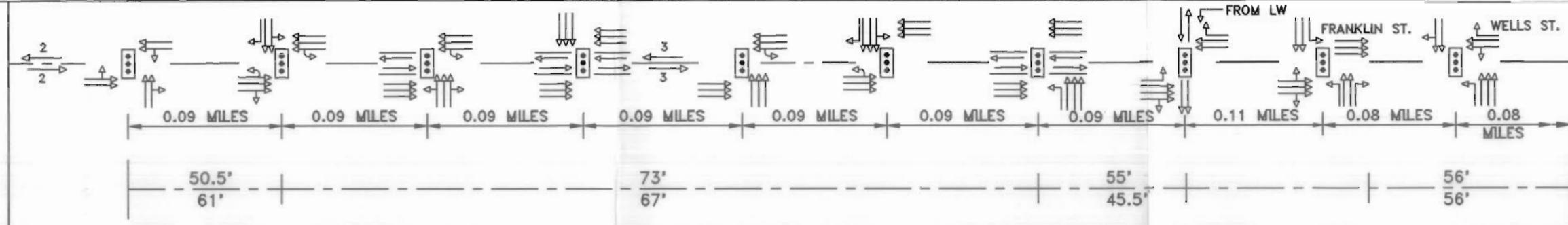
**Table II-4
Existing and Projected Average Daily Traffic
Wacker Drive**

LOCATION	EXISTING ADT	2010 ADT
Van Buren Street to Adams Street	25,000	43,000
Adams Street to Washington Street	30,000	50,000
Washington Street to Randolph Street	30,000	50,000
Randolph Street to Lake Shore Drive	30,000	24,000-50,000

EXISTING LANE CONFIGURATION

SIGNAL SPACING

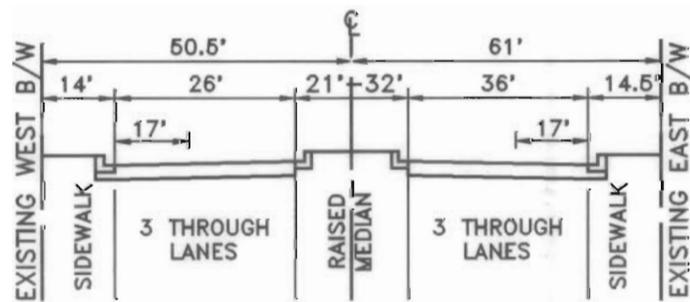
EXISTING R.O.W.



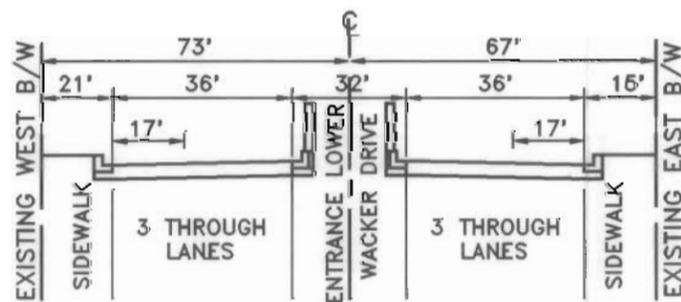
AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF EXISTING CONDITIONS:

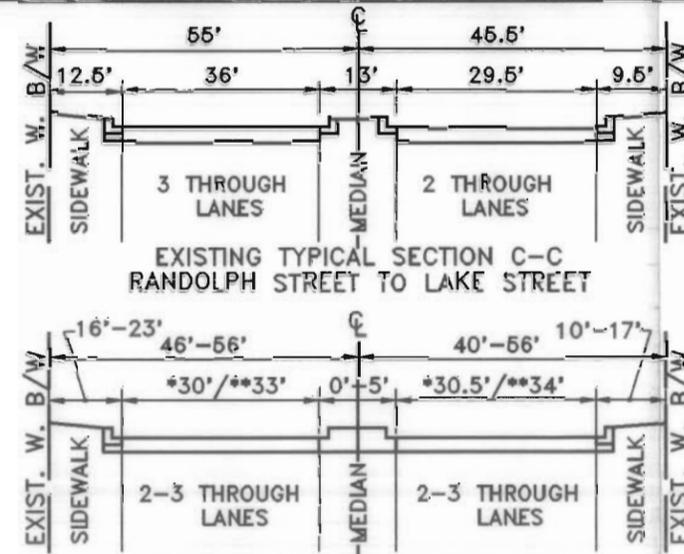
Upper Wacker Drive/Lower Wacker Drive/SB Lower Wacker Drive = 016-2443
 016-2444



EXISTING TYPICAL SECTION A-A
 VAN BUREN STREET TO JACKSON BOULEVARD



EXISTING TYPICAL SECTION B-B
 JACKSON BOULEVARD TO RANDOLPH STREET



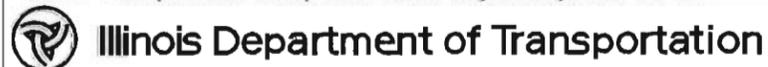
EXISTING TYPICAL SECTION C-C
 RANDOLPH STREET TO LAKE STREET

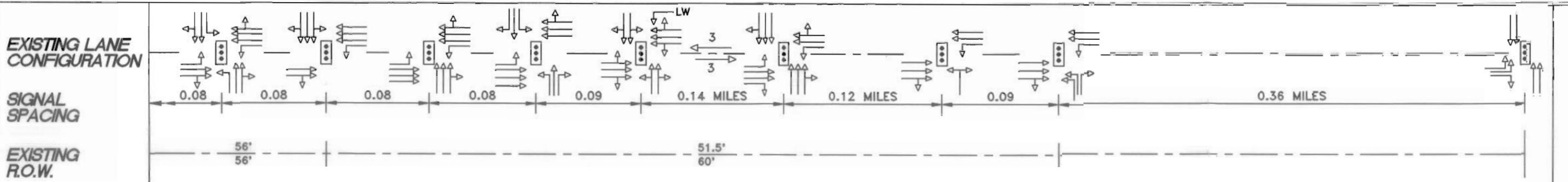
EXISTING TYPICAL SECTION D-D
 (LAKE STREET TO ORLEANS STREET, NO MEDIAN)
 ** (ORLEANS STREET TO CLARK STREET)

LEGEND	
	= EXISTING RIGHT OF WAY
73'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING ACCESS TO/FROM LOWER WACKER DRIVE
	= U TURN LOCATIONS
LW	= LOWER WACKER

WACKER DRIVE - EXISTING CONDITIONS

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

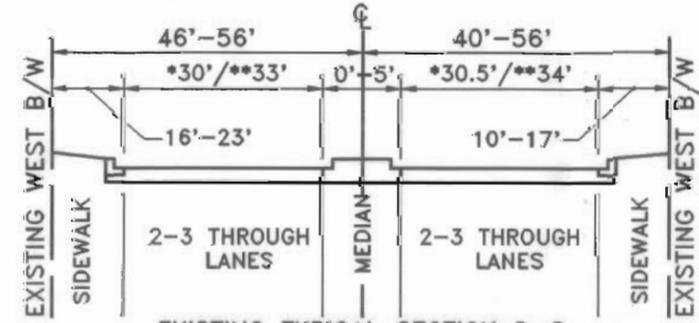




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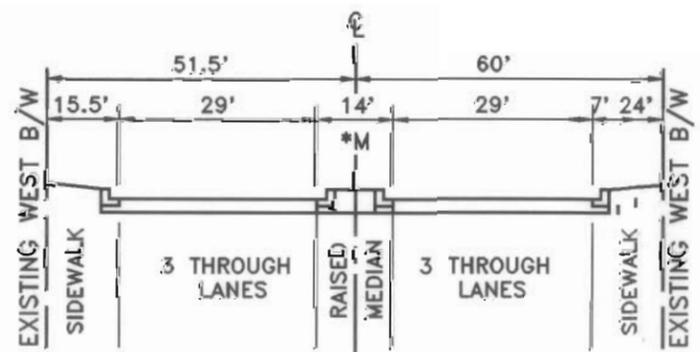
DESCRIPTION OF EXISTING CONDITIONS:

Wacker Drive/Lower Wacker Drive = 016-6138
 E. Wacker Drive/Lower Wacker Drive = 016-6143



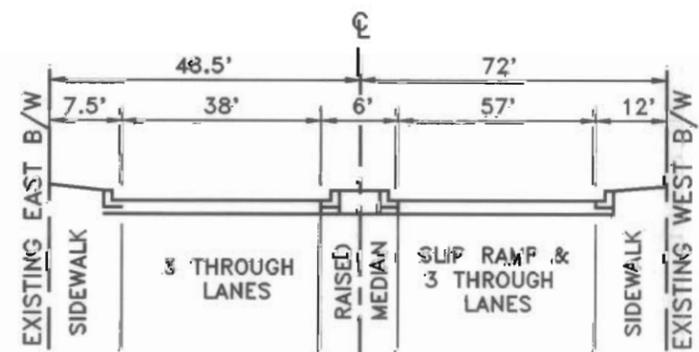
EXISTING TYPICAL SECTION D-D

* (LAKE STREET TO ORLEANS STREET, NO MEDIAN)
 ** (ORLEANS STREET TO CLARK STREET)



EXISTING TYPICAL SECTION E-E
 CLARK STREET TO COLUMBUS DRIVE

*M = BETWEEN STATE STREET TO MICHIGAN AVENUE
 MEDIAN WIDTH VARIES FROM 14' TO 130'

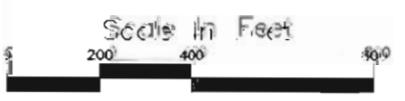


EXISTING TYPICAL SECTION F-F
 COLUMBUS DRIVE TO ENTRANCE TO LOWER WACKER

LEGEND	
	= EXISTING RIGHT OF WAY
60'	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
LW	= EXISTING LOWER WACKER DRIVE

WACKER DRIVE - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with
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RECOMMENDED IMPROVEMENTS

- Route Name** : **Wacker Drive** (Congress Parkway to Lake Shore Drive)
- Jurisdiction** : State of Illinois (Lake Street to Michigan Avenue - Upper Wacker)
(Congress Parkway to Lake Street - Lower Wacker)
and City of Chicago (rest of the Wacker Drive)
- Major Features** :
- Two to three lanes in each direction
 - Wacker Drive is a north-south route between Van Buren Street and Lake Street, turns right to become an east-west route between Orleans/Franklin Street and Lake Shore Drive.
 - Scattered on-street stopping/parking
 - Wacker Drive has two levels of travel lanes between Congress Parkway and Lake Shore Drive
 - Access to lower Wacker Drive between Van Buren Street and Lake Street and access to Lake Shore Drive at east end of Wacker Drive.
 - Many historic and significant buildings along Wacker Drive.
 - Median width between State Street and Michigan Avenue varies up to 130 feet.

Both upper Wacker Drive & lower Wacker Drive are being studied as Strategic Regional Arterial routes in this SRA study. City of Chicago, Department of Transportation is conducting a phase I study of the Wacker Drive to increase safety & improve operations along both upper & lower Wacker Drive. Some of the recommendations from Chicago Department of Transportation Phase I Study are listed below.

Upper Wacker Drive (Congress Parkway to Lake Shore Drive)

Van Buren Street to Jackson Blvd.

- Three lanes northbound & two lanes southbound.

Jackson Blvd. to Michigan Avenue

- Three lanes in each direction with separate left turn lanes.
- Abandon existing ramps providing access between upper & lower Wacker Drive between Jackson Street & Adams Street and Adams Street & Monroe Street.
- Abandon existing ramp to upper Wacker Drive between Monroe Street & Madison Street, Lake Street & Franklin Street, and State Street & Wabash Avenue.
- Abandon existing ramp to lower Wacker drive between Randolph Street & Lake Street.
- Proposed ramp to lower Wacker Drive (northbound) between Monroe Street &

RECOMMENDED CONCEPT SUMMARY - cont'd

- Madison Street.
- Proposed ramp to upper Wacker Drive (southbound) between Madison Street and Washington Street.
- Proposed ramp to upper Wacker Drive (southbound) between Washington Street & Randolph Street.
- Realign Wacker Drive between State Street & Wabash Avenue.

Michigan Avenue to Columbus Drive:

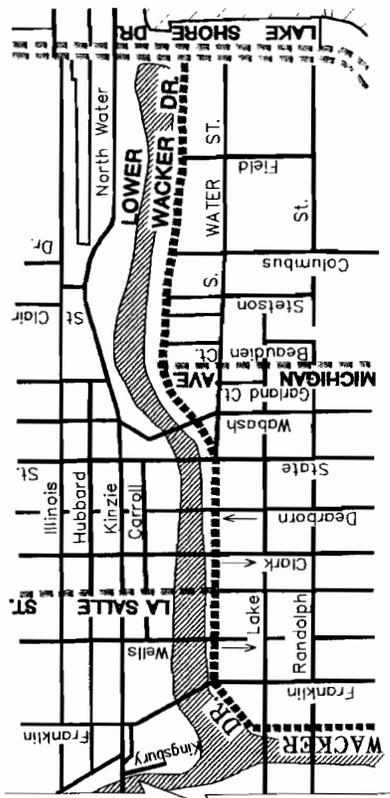
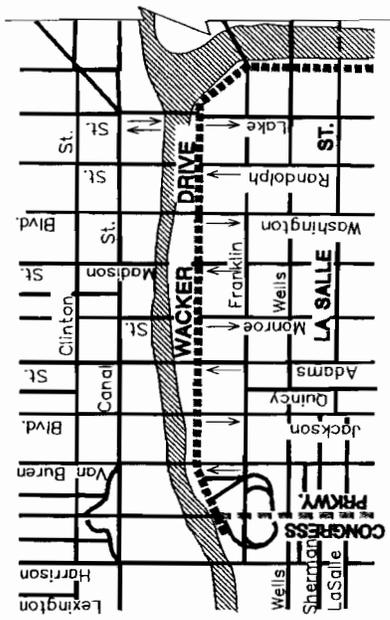
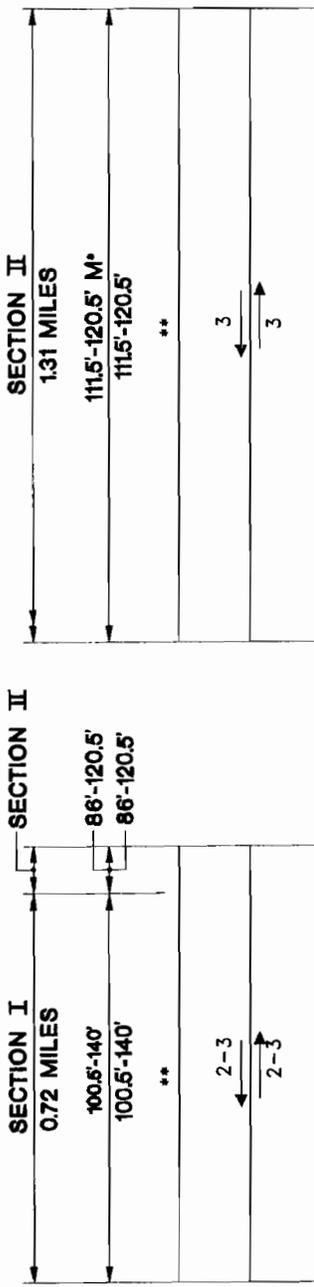
- Three lanes eastbound & two lanes westbound.

Lower Wacker Drive:

- Van Buren Street to Lake Shore Drive:
- Two lanes in each direction with frontage road on south/east side from Van Buren Street to Randolph Street and from Franklin Avenue to Michigan Avenue.
- Abandon existing up & down ramps between Jackson Blvd. & Adams Street, Adams Street & Monroe Street, Monroe & Madison Street and Madison Street & Randolph Avenue.
- Proposed ramp from lower Wacker Drive to upper Wacker Drive in the northbound direction.

**PROPOSED TYPICAL R.O.W.
EXISTING TYPICAL R.O.W.**

**PROPOSED LANE
CONFIGURATION
EXISTING LANE
CONFIGURATION**



LEGEND	
	SRA ROUTE UNDER STUDY
	CROSSING
	SRA ROUTE
	INTERSTATE HIGHWAY

** - PROPOSED IMPROVEMENTS FOR UPPER & LOWER WACKER DRIVE WILL BE INCORPORATED FROM CDOT PHASE-I STUDY.

M* - MEDIAN WIDTH VARIES FROM 14' TO 130' BETWEEN STATE STREET & MICHIGAN AVENUE.

WACKER DRIVE

EXISTING AND RECOMMENDED CONDITIONS

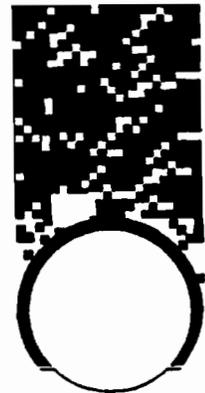


Prepared by: CH2M HILL & ASSOCIATES, INC.
METRO Transportation Group and Espartero Engineering, LLC for ILL.



SRA FINAL REPORT

DESPLAINES STREET



Operation
Greenlight

ENVIRONMENTAL CONDITIONS & 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. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

The Chicago Downtown SRA Corridor consists of eight individual but interconnected routes. These routes are: Columbus Drive from Ontario Street to Lake Shore Drive; Congress Parkway from Franklin Street to Columbus Drive; Wacker Drive from Lake Shore Drive to Congress Parkway; La Salle Drive from Wacker Drive to Lake Shore Drive; Jefferson/DesPlaines Street from Roosevelt Road to Ontario/Ohio; South Loop Connector from Congress Parkway at Wacker to Cermak Road; and Roosevelt Road from Lake Shore Drive to Interstate 90/94. This SRA corridor is located entirely in Downtown Chicago. Environmental and land use information relative to each route are discussed in this chapter. Major features of the corridor are summarized in tables at the end of the chapter. Table I-1 lists sites identified as having underground storage tanks (USTs) and leaking underground storage tanks (LUSTs). Significant buildings and sites are listed in Table I-2. The only wildlife in the City of Chicago are seagulls, rock doves, pigeons, and norway rats. Several CTA and RTA lines are running throughout this corridor.

DESPAINES STREET - Roosevelt Road to Ohio/Ontario

Section 1 - Roosevelt Road to Lake Street

Exhibit A4-DES1 and Exhibit A4-DES2

Section 1 of the DesPlaines Street corridor extends from Roosevelt Road to Lake Street. This section is approximately 1.31 miles in length. It begins at Roosevelt Road adjacent to a Dan Ryan Expressway interchange and terminates at Lake Street.

Environmental Conditions

Possible sites which may contain Underground Storage Tanks (USTs) include a gas station located on the southeast corner of Fulton and DesPlaines Avenue; a Toyota garage located on the northwest corner of Van Buren and DesPlaines Avenue, and an old gas station may have at one time been located on the southeast corner of Lake and DesPlaines Avenue.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Land Use

The land use along DesPlaines Avenue is primarily office commercial.

A bike path is located along DesPlaines Avenue.

Artwork of endangered species appears on the viaduct on the southeast and southwest corner of Hubbard and DesPlaines Avenue. Fridge and Fluid Company is located on the southeast corner of Grand and DesPlaines Avenue. The Salvation Army is located on the northwest corner of Grand and DesPlaines Avenue.

Catholic Charities is located on the southwest corner of Randolph and DesPlaines Avenue. St. Patricks Church is located on the northwest corner of Adams and DesPlaines Avenue. A convent is located just west of the church.

A fire department is located on the southwest corner of Gladys and DesPlaines Avenue. A pumping station is located on the southwest corner of Van Buren and DesPlaines Avenue.

University of Illinois (UIC) shipping and receiving is located on the southwest corner of Harrison and DesPlaines Avenue. The Illinois Department of Transportation's Kennedy Field Office is located on the northwest corner of Taylor and DesPlaines Avenue.

Section 2 - Lake Street to Ohio Street

Exhibit A4-DES2

Section 2 of DesPlaines Street extends from Lake Street to Ohio Street. This section is 0.50 miles in length. DesPlaines Street is a two-way street in this section.

Environmental Conditions

Possible sites which may contain Underground Storage Tanks (USTs) include a gas station located on the southeast corner of Fulton and DesPlaines Avenue; an old gas station may have at one time been located on the southeast corner of Lake and DesPlaines Avenue; and a Toyota garage located on the northwest corner of Van Buren and DesPlaines Avenue.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Land Use

The land use along DesPlaines Avenue is primarily office commercial.

A bike path is located along DesPlaines Avenue. The Blommer Chocolate Factory is located on the northeast corner of Milwaukee and DesPlaines Avenue.

Artwork of endangered species appears on the viaduct on the southeast and southwest corner of Hubbard and DesPlaines Avenue. Fridge Fluid Company is located on the southeast corner of Grand and DesPlaines Avenue. The Salvation Army is located on the northwest corner of Grand and DesPlaines Avenue.

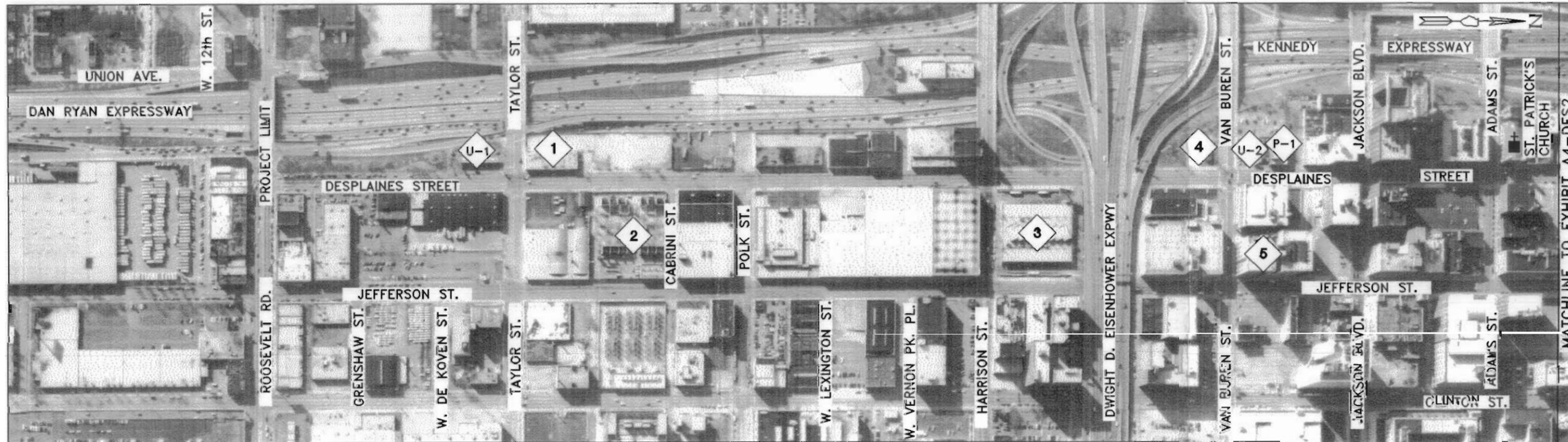
Catholic Charities is located on the southwest corner of Randolph and DesPlaines Avenue.

**Table I-1
LUST and UST Sites
Desplaines Street**

Name	Location	Exhibit No.
Amoco Gas Station	SW corner of Taylor St. and Desplaines St.	U-1 Exhibit A4-DES1
Downtown	NW corner of Van Buren St. and Desplaines St.	U-2 Exhibit A4-DES2
Amoco Gas Station	NW corner of Randolph St. and Desplaines St.	U-3 Exhibit A4-DES2
Gas Station	NW corner of Fulton St. and Desplaines St.	U-4 Exhibit A4-DES2

**Table I-2
Significant Buildings and Sites
Desplaines Street**

Name	Location	Exhibit Number
<i>Churches</i>		
St. Patrick's Church	NW corner of Adams St. and Desplaines St.	A4-DES1
<i>Other</i>		
Greyhound Bus Terminal	South side of Eisenhower Expwy., E side of Desplaines St.	A4-DES1
I.D.O.T.	NW corner of Taylor St. and Desplaines St.	A4-DES1
Com-Ed Substation	SE corner of Cabrini St. and State St.	A4-DES1
Pumping Station	SW corner of Van Buren Street and Desplaines Street	A4-DES1
Chicago Fire Department	NW corner of Van Buren Street and Desplaines Street	A4-DES1
James T. Icoe Building	NE corner of Van Buren Street and Desplaines Street	A4-DES1
Presidential Towers	NE corner of Monroe Street and Desplaines Street	A4-DES2
Federal Building	NE corner of Madison Avenue and Desplaines Street	A4-DES2
Blommer Chocolate Factory	NE corner of Kinzie Street and Desplaines Street	A4-DES2
Frigid Fluid Co.	South of Grand Avenue, E side of Desplaines Street	A4-DES2
Salvation Army Social Service Center	NW corner of Grand Avenue and Desplaines Street	A4-DES2



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Amoco Gas Station
-  = Downtown Toyota

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

-  = Chicago Fire Department
-  = I.D.O.T.
-  = Com-Ed
-  = Greyhound Bus Station
-  = Pumping Station
-  = James T. Icoe Building

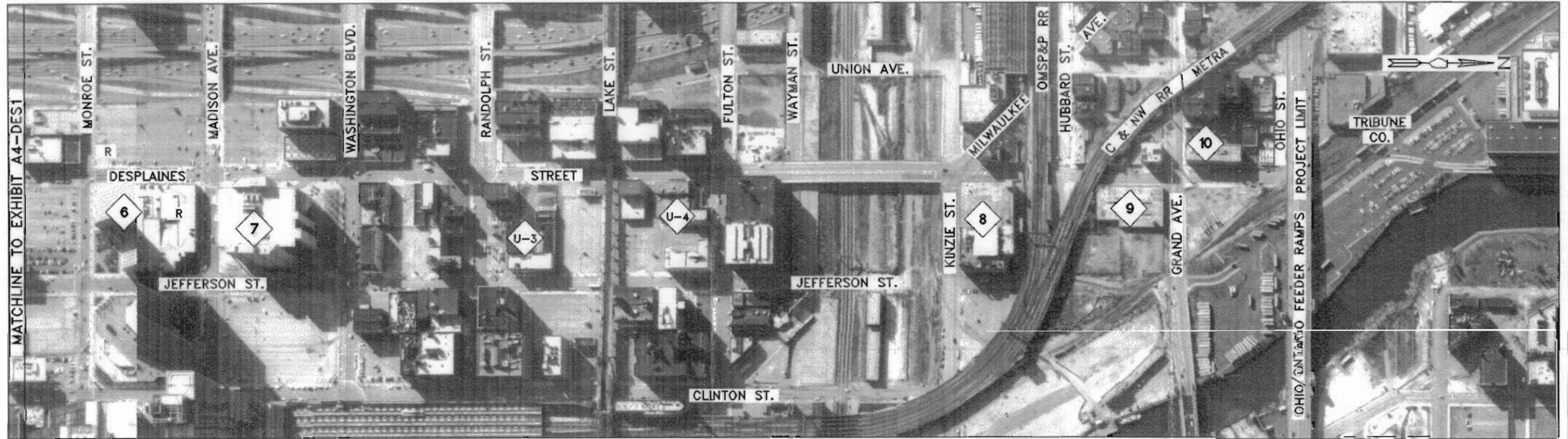
LEGEND

-  = PUBLIC FACILITY
-  = STATUES, FOUNTAINS, SHERIFF BUILDINGS AND MISCELLANEOUS STRUCTURES
-  = U.S.T. SITE

DESPLAINES STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

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





AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Amoco Gas Station
-  = Gas Station

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

-  = Presidential Towers
-  = Federal Building
-  = Blommer Chocolate Factory
-  = Frigid Fluid Co.
-  = Salvation Army Social Service Center

LEGEND

-  = STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
-  = U.S.T. SITE
- R = RESIDENTIAL

DESPLAINES STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

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



Introduction

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

This information is summarized in several tables at the end of this chapter. Table II-1 lists structures along the route. Tables II-2 and II-3 provide accident rates at intersections and on route segments, respectively. The existing and protected average daily traffic is presented in the Table II-4. The signalized intersections and the lane configuration at these intersections are presented in Table II-5.

DesPlaines Street

The DesPlaines Street corridor begins at Roosevelt Road and continues north ending at Ohio Street, a distance of 1.81 miles. Desplaines Street is a southbound one-way street between Roosevelt Road and Lake Street. DesPlaines Street is a two-way street between Lake Street and Ohio Street. DesPlaines Street can be divided into two sections for a detailed analysis as an SRA route.

Section 1 - Roosevelt Road to Lake Street

Section 2 - Lake Street to Ohio Street

DesPlaines Street corridor intersects Roosevelt Road, which is another SRA route in Subset #4.

Section 1 - Roosevelt Road to Lake Street

Exhibit B4-DES1 and Exhibit B4-DES2

Section 1 of the DesPlaines Street corridor extends from Roosevelt Road to Lake Street. This section is approximately 1.31 miles in length. It begins at Roosevelt Road adjacent to a Dan Ryan Expressway interchange.

Physical Characteristics

Section 1 of DesPlaines Street is characterized by three one-way through lanes in a southbound direction. Within this section, pavement width varies between 48 feet and 54.5 feet. The outer lane

EXISTING CONDITIONS - cont'd

width varies between 19 feet and 22 feet. The inner lane is approximately 10 feet wide.

On-street parking is permitted. There are sidewalks on both sides of DesPlaines Street along this section and the width varies between 12 feet and 16 feet.

The existing right-of-way varies in this section from 75 feet to 80 feet. The roadway centerline is symmetrical with the right-of-way.

There is only one structure within this section of DesPlaines Street. The Eisenhower Expressway, structure number 016-6154, is located just north of Harrison Street. This structure extends from the Kennedy Expressway across DesPlaines Street and Jefferson Street. The vertical clearance under this structure is 14.7 feet, which satisfies the standard SRA clearance requirements.

Traffic Control, Operations, and Safety

The existing ADT along DesPlaines Street from the CDOT traffic map ranges from 9,000 to 14,000 vpd. The speed limit within the section is 40 mph. The only major intersection in this section is Roosevelt Road/DesPlaines Street.

Public Transportation *Exhibit TE-5*

Existing transit routes and bus stop locations are indicated on the Exhibit TE-5. There are a number of intersecting bus services throughout the route. Three rapid transit lines cross the route, but no stations are located there. Intersection improvements should be made at Washington due to the large amount of through and turning movements of bus routes.

Section 2 - Lake Street to Ohio Street *Exhibit B4-DES2*

Section 2 of DesPlaines Street extends from Lake Street to Ohio Street. This section is 0.50 miles in length. DesPlaines Street is a two-way street in this section.

Physical Characteristics

This section is characterized by one lane in each direction between Lake Street and Kinzie Street, and two lanes in each direction between Kinzie Street and Ohio Street. The existing pavement width in this section varies between 48 feet and 56.5 feet. The median width varies from 5.5 feet to 11 feet in this section.

EXISTING CONDITIONS - cont'd

On-street parking is permitted between Kinzie Street and Ohio Street.

The existing right-of-way varies between 78.5 feet and 80 feet.

There are four structures within this section of DesPlaines Street. Structure number 016-2448 is an Eisenhower Expressway overpass. DesPlaines Street goes over the PC Railroad and has structure number 016-6336. Structure number #3 and structure number #4 are located underneath the C & NW Railroad tracks. The columns of structure #3 and structure number #4 are located in the median between Kinzie Street and Grand Avenue.

Traffic Control, Operations, & Safety

The existing ADT along DesPlaines Street from the CDOT traffic map ranges from 5,600 to 9,000 vpd. The speed limit in this section varies from 30 to 40 mph. DesPlaines Street has a two-way stop sign at Grand Avenue. This is a potential location for future signalization.

Public Transportation

Exhibit TE-5

Existing transit routes and bus stop locations are indicated on the Exhibit TE-5. Only one CTA route, #56 travels on Des Plaines in this corridor. This route operates at the north end between Milwaukee Avenue and Washington where it turns east to the central business district.

**Table II-1
Structure Inventory
DesPlaines Street**

EXHIBIT LABEL	STRUCTURE NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	016-2448	----	Eisenhower Expressway	14.7'	75'	287'	Modification not required
SN-2	016-6336	PC Railroad	----	----	55'	565'	Modification not required
SN-3	----	----	C & NW Railroad	15'	42.5'	----	Modification not required
SN-4	----	----	C & NW Railroad	15'	42.5'	----	Modification not required

**Table II-2
Accident Rates at Intersections
DesPlaines Street**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Roosevelt Road	8800	19000	6	6	4	0.526
Taylor Street	8800	10300	37	6	2	2.152
Van Buren Street	8800	14000	2	3	3	0.320
Jackson Boulevard	8800	13700	4	4	0	0.325
Adams Street	8800	12800	7	6	9	0.930
Monroe Street	8800	13000	2	4	5	0.461
Madison Avenue	8800	10500	4	4	0	0.379
Washington Boulevard	8800	15400	3	3	5	0.415
Randolph Street	8800	15400	6	7	2	0.566
Lake Street	8800	8300	8	7	7	1.175
Milwaukee Avenue	5600	13500	3	6	7	0.765
Grand Avenue	5600	9200	9	4	14	1.666

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

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
Roosevelt	Taylor	0.17	8800	4	9	5	10.99
Taylor	Polk	0.17	8800	2	0	4	3.66
Polk	Harrison	0.17	8800	6	3	4	7.94
Harrison	Van Buren	0.17	8800	10	3	3	9.77
Van Buren	Jackson	0.09	8800	3	3	2	9.22
Jackson	Adams	0.09	8800	6	5	2	14.99
Adams	Monroe	0.09	8800	4	4	8	18.45
Monroe	Madison	0.09	8800	6	2	8	18.45
Madison	Washington	0.09	8800	2	1	1	4.61
Washington	Randolph	0.09	8800	3	1	2	6.92
Randolph	Lake	0.09	8800	2	1	8	12.68
Lake	Fulton	0.09	5600	3	2	6	19.93
Fulton	Kinzie	0.16	5600	2	3	5	10.19
Kinzie	Grand	0.16	5600	3	5	4	12.23

**Table II-4
Existing and Projected Average Daily Traffic
DesPlaines Street**

LOCATION	EXISTING ADT	2010 ADT
Roosevelt Road to Jackson Street	8,800	19,000
Jackson Street to Adams Street	8,800	19,000
Adams Street to Randolph Street	8,800	19,000
Randolph Street to Kinzie Street	8,800	19,000
Kinzie Street to Ohio Street	5,600	12,000

**Table II-5
DesPlaines Street
Lane Configuration at Signalized Intersections**

Cross Street	No. of Through Lanes (along DesPlaines Street)		Turn Bays (along DesPlaines Street)		Remarks
	One-way Southbound*		LEFT	RIGHT	
Roosevelt Road	3		YES	YES(4)	“T” intersection
Taylor Street	3		NO**	NO**	
Polk Street	3		NO**	NO**	
Harrison Street	3		NO**	NO**	
Van Buren Street	3		NO**	NO**	
Jackson Boulevard	3		NO**	NO**	
Adams Street	3		NO**	NO**	
Monroe Street	3		NO**	NO**	
Madison Avenue	3		NO**	NO**	
Washington Boulevard	3		NO**	NO**	
Randolph Street	3		NO**	NO**	
	NB	SB			
Lake Street	NO	1	NO**	NO**	“T” intersection
Fulton Street	1	1	YES	NO**	
Kinzie Street	2	2	YES	NO**	

Note: **NB** - northbound only; **SB** - southbound only

* - DesPlaines Street is one-way southbound from Roosevelt Road to Lake Street

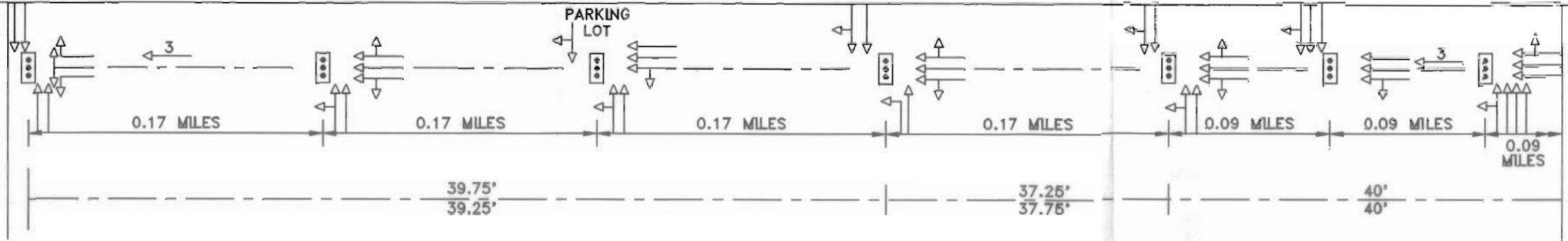
** - Curb lane is combined through/left/right turn lane

- (1) - left turn northbound only
- (2) - right turn northbound only
- (3) - left turn southbound only
- (4) - right turn southbound only

EXISTING LANE CONFIGURATION

SIGNAL SPACING

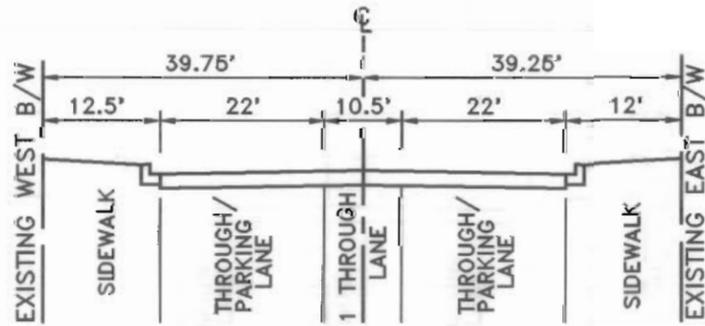
EXISTING R.O.W.



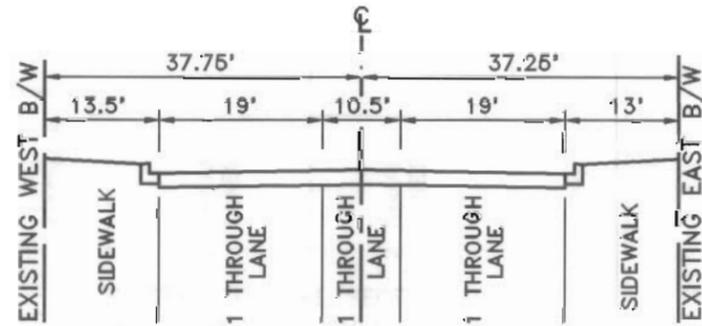
AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF EXISTING CONDITIONS:

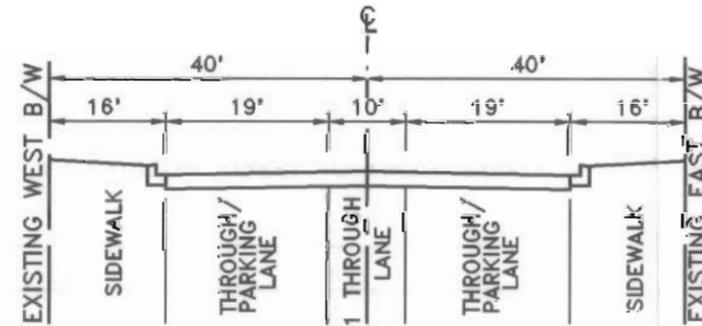
SN-1 = Structure number 016-2448



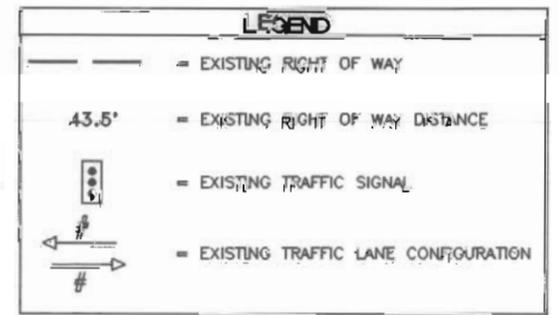
EXISTING TYPICAL SECTION A-A
ROOSEVELT RD. TO HARRISON ST.



EXISTING TYPICAL SECTION B-B
HARRISON STREET TO VAN BUREN STREET



EXISTING TYPICAL SECTION C-C
VAN BUREN STREET TO MATCHLINE B4-DES2

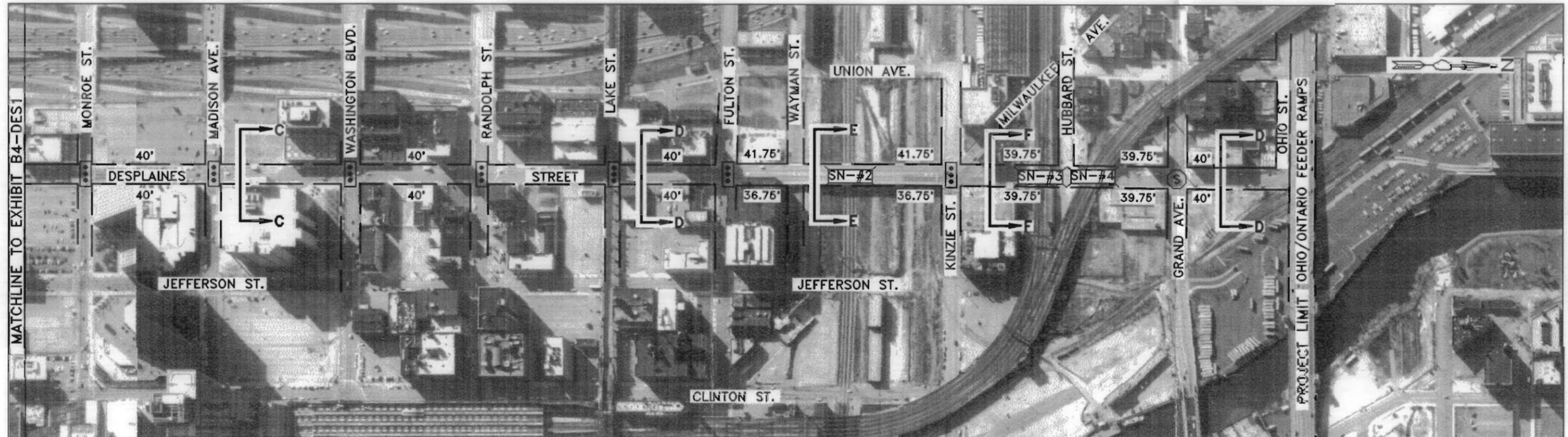
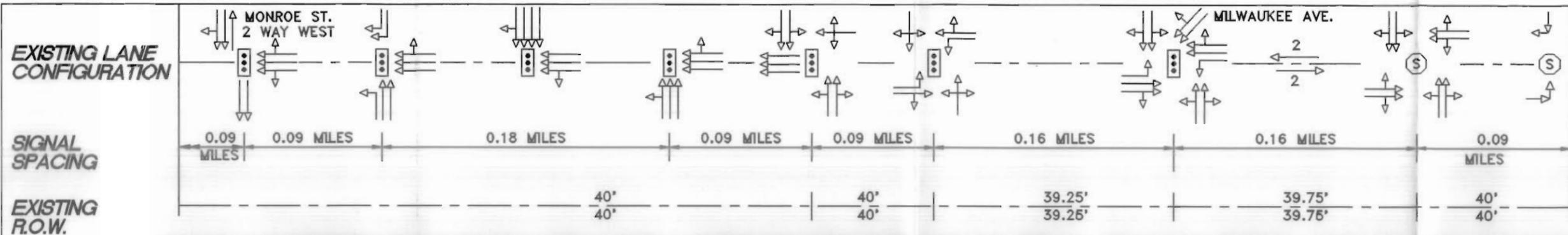


DESPLAINES STREET - EXISTING CONDITIONS

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



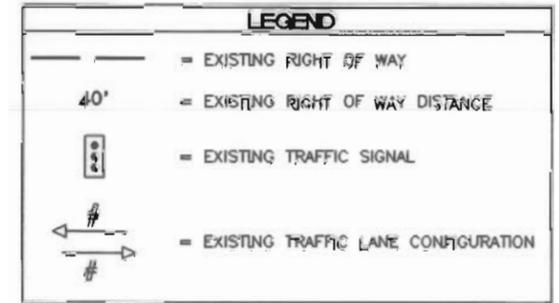
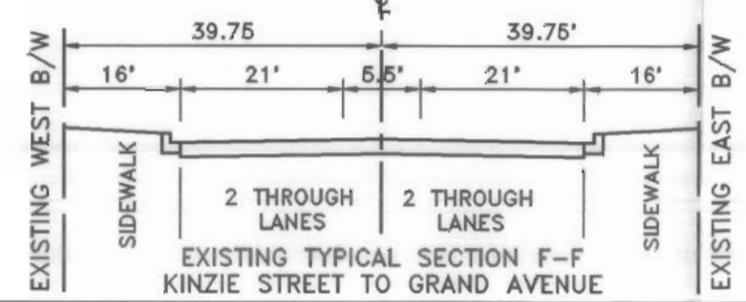
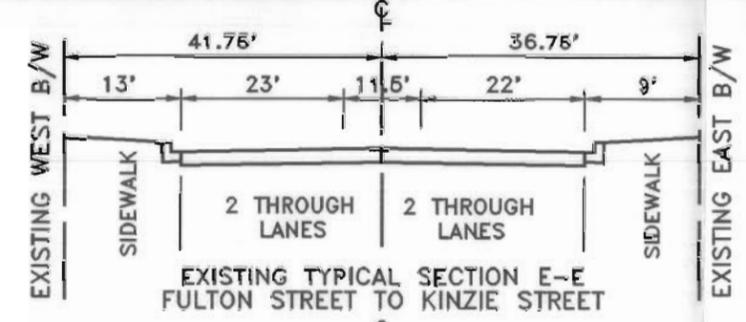
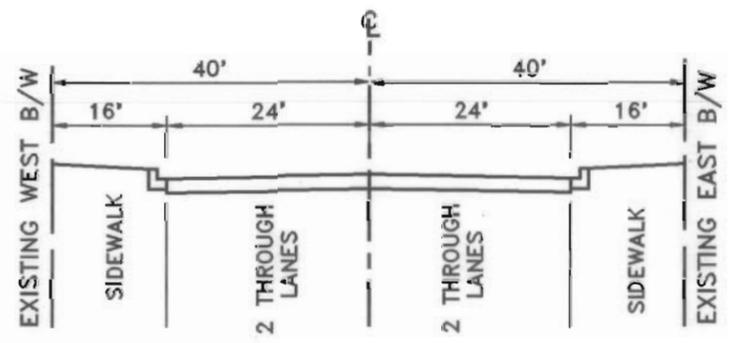
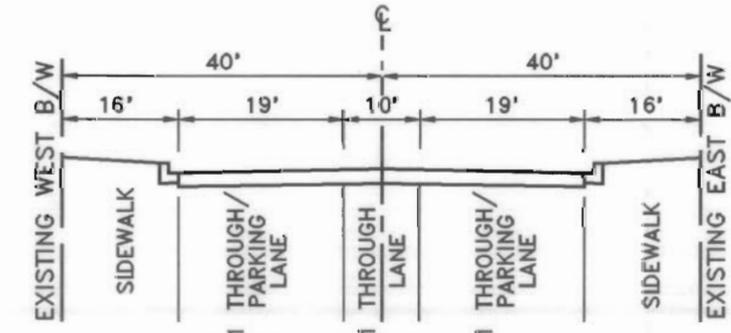
EXHIBIT B4-DES1



AERIAL PHOTO DATE: 03-02-92

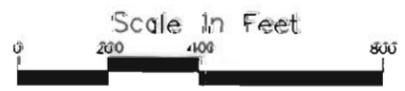
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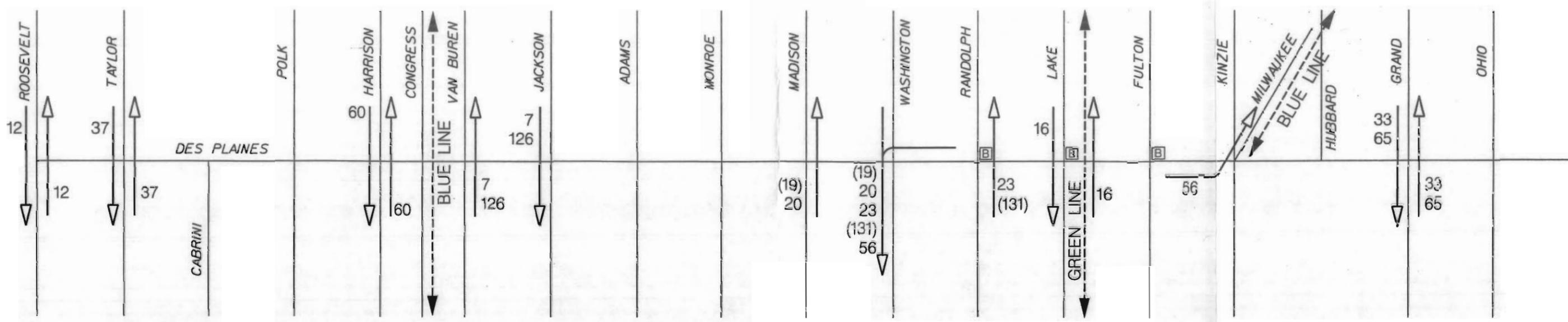
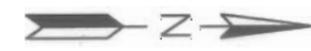
- SN-2 = Structure number 016-6336
- SN-3 = Structure number - C&NW R.R.
- SN-4 = Structure number - C&NW R.R.



DESPLAINES STREET - EXISTING CONDITIONS

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





LEGEND

-  BUS ROUTE (CTA)
-  PART-TIME BUS ROUTE (CTA)
-  TRAIN ROUTE (CTA)
-  STATION CONNECTION
-  BUS STOP

DES PLAINES - from Roosevelt to Ohio.

RECOMMENDED IMPROVEMENTS

This chapter describes recommended improvements in design, operation, access management, and public transit for DesPlaines Street of the Chicago Downtown Corridor. The right-of-way and lane configuration for the proposed conditions are presented on Exhibit C4-DES. Table III-1 provides estimates of construction cost for the various improvements.

- Major Features** :
- Three lanes one-way southbound, Roosevelt Road to Lake Street with parking in curb lanes (no on-street parking between Harrison Street and Van Buren Street).
 - Two lanes in each direction, Lake Street to Ohio Street. On-street parking between Lake Street and Ohio Street.
 - Standard vertical clearance under Eisenhower Expressway/ Congress Parkway

Integrated arterial concept :

There is a potential to provide an integrated arterial system by interconnecting DesPlaines Street, Jefferson Street, Roosevelt Road and the new South Loop Connector with the expressway system. These improvements have been discussed for each of these routes separately.

DesPlaines Street

The DesPlaines Street corridor begins at Roosevelt Road and continues north ending at Ohio Street, a distance of 1.81 miles. DesPlaines Street is a southbound one-way street between Roosevelt Road and Lake Street. DesPlaines Street is a two-way street between Lake Street and Ohio Street. DesPlaines Street can be divided into two sections for a detailed analysis as an SRA route.

Section 1 - Roosevelt Road to Lake Street

Section 2 - Lake Street to Ohio Street

DesPlaines Street corridor intersects Roosevelt Road, which is another SRA route in Subset #4.

Section 1 - Roosevelt Road to Lake Street

Exhibit B4-DES1 and Exhibit B4-DES2

Section 1 of the DesPlaines Street corridor extends from Roosevelt Road to Lake Street. This section is approximately 1.31 miles in length. It begins at Roosevelt Road adjacent to a Dan Ryan Expressway interchange.

RECOMMENDED IMPROVEMENTS - cont'd

Cross-Section and Geometrics

The proposed cross-section for section 1 of the DesPlaines Street would provide three lanes one-way southbound between Roosevelt Road and Lake Street (see Exhibit XS-DES1). On-street parking is recommended to be retained on both sides of DesPlaines Street.

The proposed recommendations would provide a direct connection between DesPlaines Street and Ohio feeder ramp via a proposed exit ramp. This would accommodate southbound traffic as a portion of the integrated downtown arterial system. A one-way couple with Jefferson Street would provide northbound access. This concept could provide an alternate access to relieve traffic congestion on the expressway for shorter trips within the central business district. New right-of-way would be required to provide an exit ramp from Ohio Street feeder ramp. By reducing speed on Ohio feeder ramp, a safer exit ramp can be built to access DesPlaines Street. An important feature of this proposed recommendation is to provide a new exit ramp from Ohio feeder ramp to DesPlaines Street.

Operations

Based on the traffic model, the projected 2010 ADT for this section of DesPlaines Street is 19,000 vpd.

Major cross streets along DesPlaines Street are signalized. DesPlaines Street is one-way southbound and separate left & right turn lanes are not required along DesPlaines Street from Roosevelt Road to Lake Street. A synchronized signal system is recommended for the entire length of DesPlaines Street. All existing signalized intersections should be incorporated in the system. A synchronized signal system should be developed for the overall network including crossing SRA route Roosevelt Road.

Access Management

Major cross streets are signalized and additional access consolidation is not required along this section of DesPlaines Street.

Public Transportation

Intersection improvements should be made at DesPlaines Street and Washington Street due to large number of through and turning movements of bus routes. HOV lanes are not recommended. Signal Pre-emption is recommended between Roosevelt Road and the proposed exit ramp at the Ohio feeder ramp.

RECOMMENDED IMPROVEMENTS - cont'd

Section 2 - Lake Street to Ohio Street

Exhibit B4-DES2

Section 2 of DesPlaines Street extends from Lake Street to Ohio Street. This section is 0.50 miles in length. DesPlaines Street is a two-way street in this section.

Cross-Section and Geometrics

The proposed cross-section for section 2 of the DesPlaines Street would provide three eleven-foot lanes one-way southbound with on-street parking on east side only (see Exhibit XS-DES2). Proposed recommendations would require an exit ramp from Ohio Street to DesPlaines Street.

Operations

Based on the traffic model, the projected 2010 average daily traffic for DesPlaines Street is 19,000 vpd.

Left turn lane do not exist at all the signalized intersections. Proposed recommendations include a left turn lane along southbound DesPlaines Street at the intersection of DesPlaines Street & Lake Street. Intersection of DesPlaines Street & Grand Avenue is four way stop controlled and should be signalized replacing the existing stop sign. Coordination and synchronization of signals between Roosevelt Road and Grand Avenue should be done for efficient through traffic movement.

Access Management

There is no proposed access consolidation for this section of DesPlaines Street. Access consolidation has to be analyzed when new commercial developments are proposed in this section of the DesPlaines Street. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report.

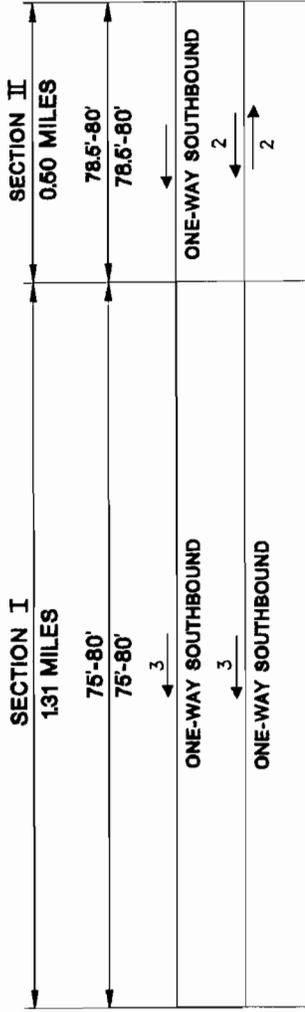
Public Transportation

Relocate bus stop at Fulton Street southbound from near side to far side (CTA has agreed to this recommendation). No changes are recommended for other bus stop locations in this section. All existing bus stops along Columbus Drive should be provided with shelters.

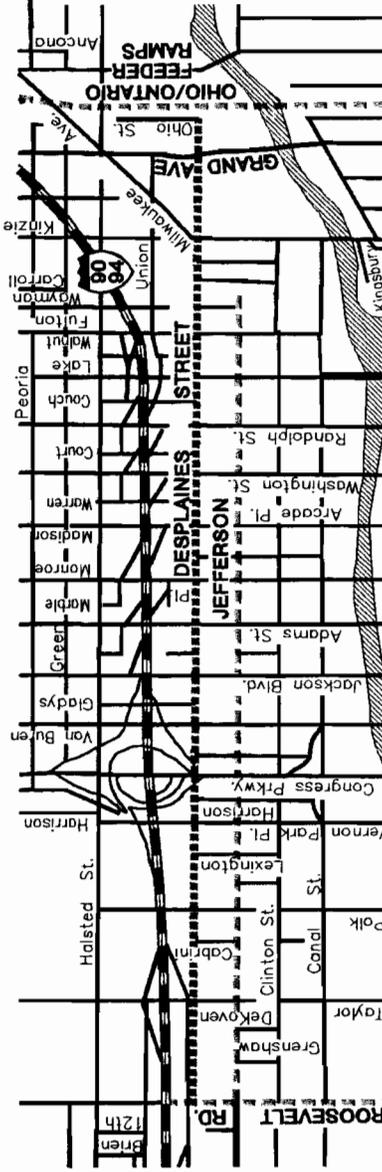
Table III-1
Estimate of Construction Cost
DESPLAINES STREET
Roosevelt Road to Ohio Street

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	\$1,050,000.00
Intersection/Interchange Improvement	\$600,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section I	\$1,750,000.00
Section II	
Roadway	\$2,400,000.00
Intersection/Interchange Improvement	\$7,200,000.00
Structure Modification/Replacement	\$2,000,000.00
Right-of-Way	\$9,000,000.00
Transit Improvement	\$500,000.00
Total Estimated Cost for Recommended Improvements - Section II	\$21,100,000.00
Estimated Cost for All Recommended Improvements	\$22,850,000.00

PROPOSED TYPICAL R.O.W.
 EXISTING TYPICAL R.O.W.
 PROPOSED LANE
 CONFIGURATION
 EXISTING LANE
 CONFIGURATION



LEGEND	
	SRA ROUTE UNDER STUDY
	CROSSING/PARALLEL SRA ROUTE
	INTERSTATE HIGHWAY



DESPLAINES STREET

EXISTING AND RECOMMENDED CONDITIONS

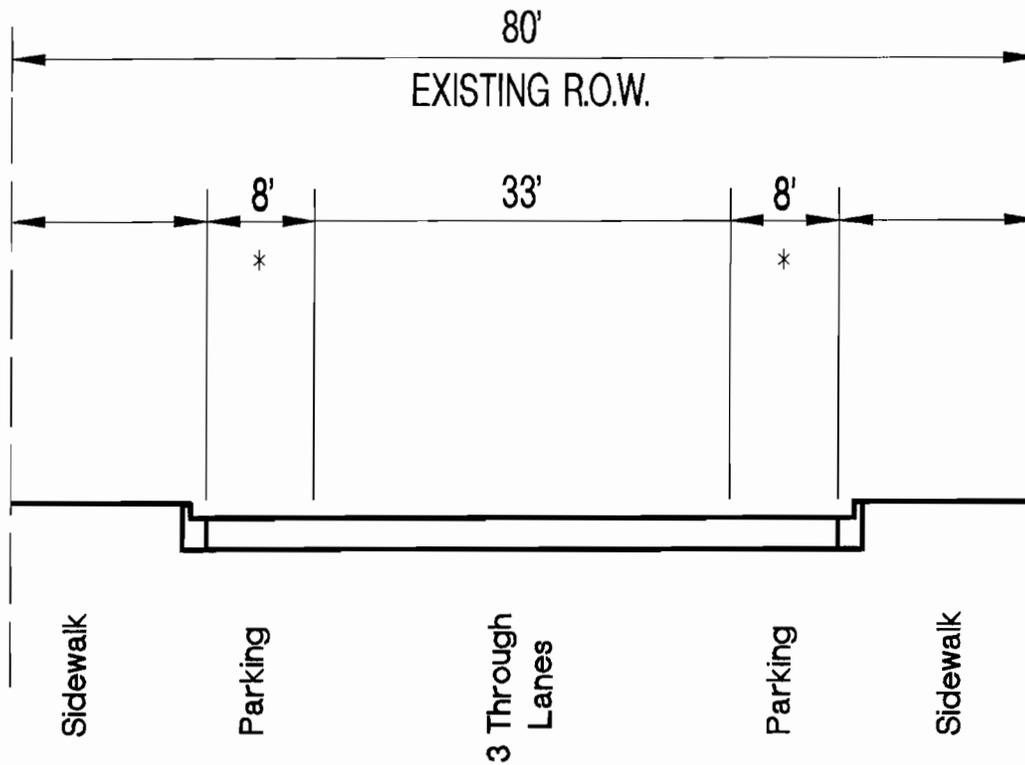
EXHIBIT C4-DES



Prepared by DAVES & MOORE, LLC in consultation with the Illinois Transportation Group and Bureau of Engineering, for the Illinois Department of Transportation



RECOMMENDED CROSS SECTION DESPLAINS STREET

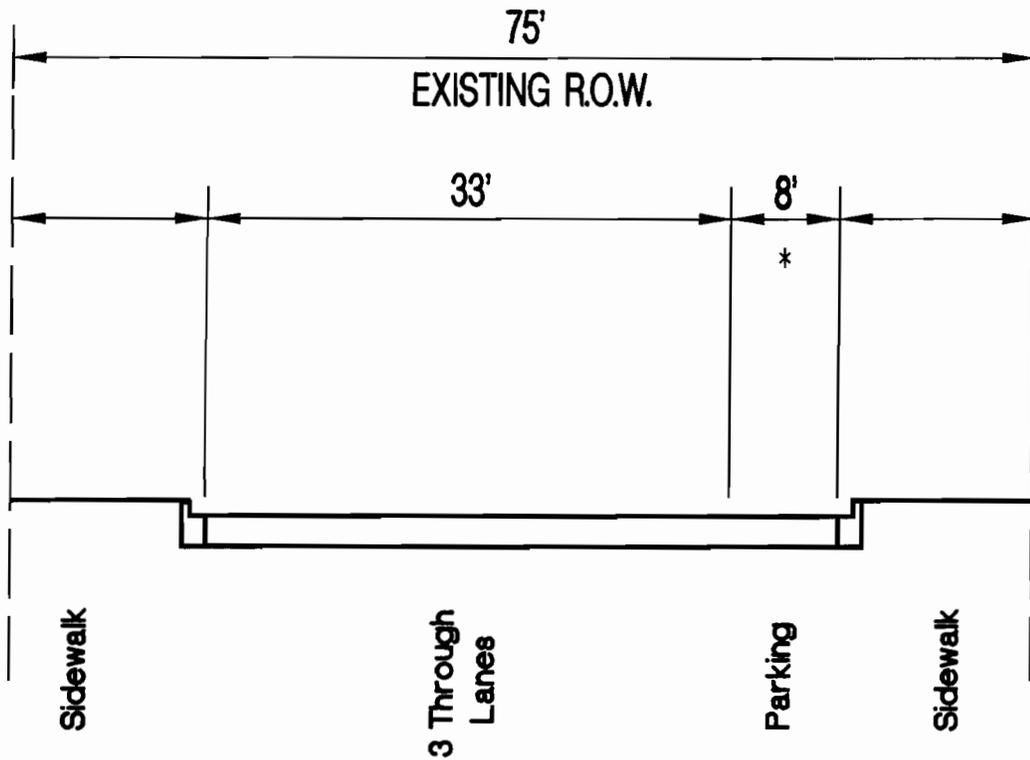


ROOSEVELT ROAD TO LAKE STREET

- * - ON-STREET PARKING IS NOT PERMITTED BETWEEN HARRISON STREET AND VAN BUREN STREET

EXHIBIT XS-DES1

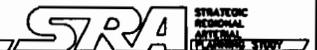
RECOMMENDED CROSS SECTION DESPLAINS STREET



LAKE STREET TO OHIO STREET EXIT RAMP

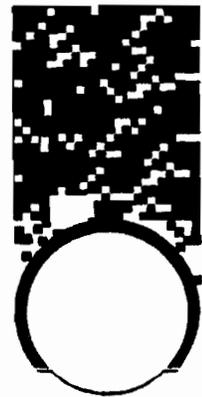
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EXHIBIT XS-DES2



SRA FINAL REPORT

JEFFERSON STREET



Operation
Greenlight

ENVIRONMENTAL CONDITIONS & 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. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

The Chicago Downtown SRA Corridor consists of eight individual but interconnected routes. These routes are: Columbus Drive from Ontario Street to Lake Shore Drive; Congress Parkway from Franklin Street to Columbus Drive; Wacker Drive from Lake Shore Drive to Congress Parkway; La Salle Drive from Wacker Drive to Lake Shore Drive; Jefferson/DesPlaines Street from Roosevelt Road to Ontario/Ohio; South Loop Connector from Congress Parkway at Wacker to Cermak Road; and Roosevelt Road from Lake Shore Drive to Interstate 90/94. This SRA corridor is located entirely in Downtown Chicago. Environmental and land use information relative to each route are discussed in this chapter. Major features of the corridor are summarized in tables at the end of the chapter. Table I-1 lists sites identified as having underground storage tanks (USTs) and leaking underground storage tanks (LUSTs). Significant buildings and sites are listed in Table I-2. The only wildlife in the City of Chicago are seagulls, rock doves, pigeons, and Norway rats. Several CTA and RTA lines run throughout the corridor.

JEFFERSON STREET - Roosevelt Road to Ohio/Ontario

This section of Corridor 4 begins at Roosevelt Road and continues south to Ohio/Ontario along Jefferson Street in the City of Chicago.

Jefferson Street is a northbound one-way street between Roosevelt Road and Harrison Street, and is a two-way street between Harrison Street and Wayman Street. Jefferson Street can be divided into two sections for detailed analysis as an SRA route

Section 1 - Roosevelt Road to Harrison Street

Exhibit B4 - JEF1

Environmental Conditions

Possible sites which may contain Underground Storage Tanks (USTs) include an Amoco gas station is located on the southwest corner of Taylor and DesPlaines Avenue; an auto body located on the

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

southeast corner of Lexington and Jefferson Streets; and an Amoco gas station located on the northwest corner Randolph and Jefferson Street.

Listed Leaking Underground Storage Tank (LUST) sites include Yellow Cab located at Jefferson Street and Roosevelt Road.

Land Use

A Greyhound Terminal is located on the northwest corner of Harrison and Jefferson Streets.

The land use along Jefferson Street is primarily office commercial. A Commonwealth Edison sub-station is located on the southeast corner of Cabrini and Jefferson Street.

Chicago Fire Academy is located on the southeast corner of Taylor and Jefferson Street. The site of the origin of the Chicago Fire of 1871 is at Dekoven and Jefferson Street. Located on this site is a commemorative sculpture titled "Pillar of Fire" which was designed by Egon Weiner.

The Harold Washington Social Security Building is located on the northwest corner of Madison and Jefferson Streets. The Chicago Tribunes main distribution center and truck warehouse is located north of Grand Avenue on Jefferson Street.

Section 2 - Harrison Street to Wayman Street

Exhibit B4-JEF1 and Exhibit B4-JEF2

Section 2 of Jefferson Street extends from Harrison Street to Wayman Street. This section is 0.94 miles in length. Jefferson Street is one-way in the northbound direction between Harrison Street and Fulton Street, and two-way between Fulton Street and Wayman Street.

Environmental Conditions

Possible sites which may contain Underground Storage Tanks (USTs) include an Amoco gas station is located on the southwest corner of Taylor and DesPlaines Avenue; an auto body located on the southeast corner of Lexington and Jefferson Streets; and an Amoco gas station located on the northwest corner Randolph and Jefferson Street.

Listed Leaking Underground Storage Tank (LUST) sites include Yellow Cab located at Jefferson Street and Roosevelt Road.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Land Use

The land use along Jefferson Street is primarily office commercial.

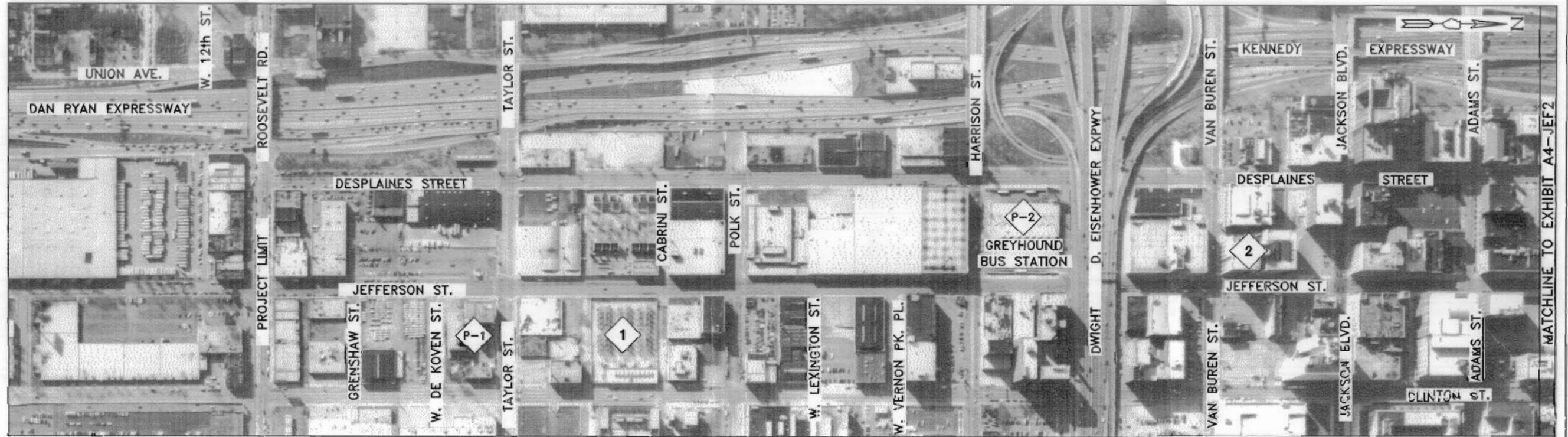
The Chicago Tribune's main distribution center and truck warehouse is located north of Grand Avenue on Jefferson Street.

**Table I-1
LUST and UST Sites
Jefferson Street**

Name	Location	Exhibit No.
Amoco Gas Station	NW corner of Randolph St. and Jefferson St..	U-4 A4-LAS2

**Table I-2
Significant Buildings and Sites
Jefferson Street**

Name	Location	Exhibit Number
<i>Other</i>		
DeKoven Chicago Fire Academy	Between W. DeKoven St. and Taylor St., E. side of Jefferson St.	A4-JEF1
Com-Ed Substation	North of Taylor St., E. side of Jefferson St.	A4-JEF1
Greyhound Bus Station	S. side of Eisenhower Expwy., W. side of Jefferson St.	A4-JEF1
James T. Icoe Building	NW corner of Van Buren St. and Jefferson St.	A4-JEF1
Presidential Towers	North of Monroe St., E and W side of Jefferson St.	A4-JEF2
Federal Building	NW corner Madison Avenue and Jefferson St.	A4-JEF2
Blommer Chocolate Factory	NW corner of Kinzie St. and Jefferson St.	A4-JEF2
Frigid Fluid Co.	South of Grand Avenue, W side of Jefferson St.	A4-JEF2



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

-  = DeKoven Chicago Fire Academy
-  = Greyhound Bus Station
-  = Com-Ed Substation
-  = James T. Icoe Building

LEGEND

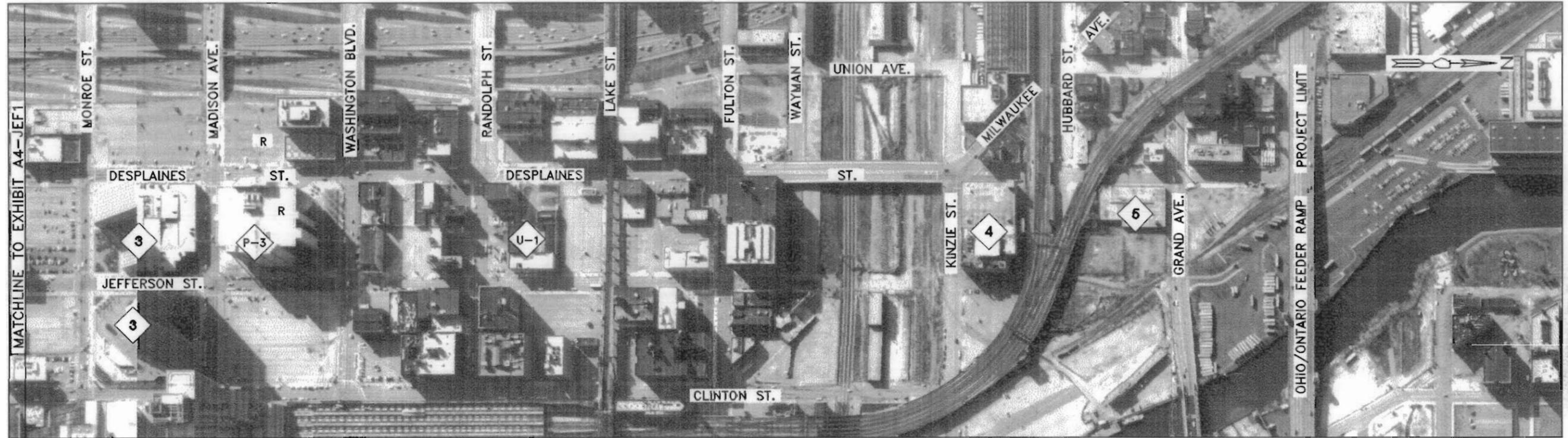


STATUES, FOUNTAINS,
SALIENT BUILDINGS AND
MISCELLANEOUS STRUCTURES

JEFFERSON STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

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





AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U-1 = Amoco Gas Station

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

- P-3 = Federal Building
- 3 = Presidential Towers
- 4 = Blommer Chocolate Factory
- 5 = Frigid Fluid Co.

LEGEND	
#	= STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
U-#	= U.S.T. SITE
R	= RESIDENTIAL

JEFFERSON STREET - ENVIRONMENTAL CONDITIONS AND LAND USE

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

 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A4-JEF2

Introduction

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

This information is summarized in several tables at the end of this chapter. Table II-1 lists structures along the route. Tables II-2 and II-3 provide accident rates at intersections and on route segments, respectively. The existing and projected average daily traffic are presented in the Table II-4. The signalized intersections and the lane configuration at these intersections are presented in Table II-5.

Jefferson Street

The Jefferson Street corridor begins at Roosevelt Road and continues north ending at Wayman Street, a distance of 1.40 miles. Jefferson Street is a northbound one-way street between Roosevelt Road and Fulton Street, and is a two-way street between Fulton Street and Wayman Street. Jefferson Street can be divided into two sections for detailed analysis as an SRA route.

- Section 1 - Roosevelt Road to Harrison Street
- Section 2 - Harrison Street to Wayman Street

Another SRA route that intersects with Jefferson Street is Roosevelt Road.

Section 1 - Roosevelt Road to Harrison Street

Exhibit B4 - JEF1

Section 1 of Jefferson Street extends from Roosevelt Road to Harrison Street. This section is approximately 0.51 miles in length. It begins at Roosevelt Road east of a Dan Ryan Expressway interchange.

Physical Characteristics

Section 1 of Jefferson Street is characterized by four one-way lanes in a northbound direction. The cross-section is uniform with a 60 foot wide pavement. The outside lanes are 19 feet wide and accommodate on-street parking. The two inner lanes are 11 feet wide.

EXISTING CONDITIONS - cont'd

On-street parking is permitted along this section. There are sidewalks along this section of Jefferson Street. The width of the sidewalks varies from 10 feet to 11 feet.

The existing right-of-way in this section is approximately 81.5 feet. The roadway centerline is symmetrical with the right-of-way in this section.

There are no structures within this section of Jefferson Street.

Traffic Control, Operations, and Safety

The existing ADT along Jefferson Street from the CDOT traffic map ranges up to 9,000 vpd. The speed limit within the section is 40 mph. The major intersection within this section is at Roosevelt Road/Jefferson Street.

Public Transportation

Exhibit TE-6

The existing transit routes and bus stop locations are indicated on the Exhibit TE-6. CTA bus Route #56 travels on Jefferson between Madison and Fulton (turns west on Fulton). Other transit crosses the route at various intersections or travels for 1-2 blocks (between Madison and Randolph) then turns. The route intersects two rapid transit lines but has no stations on it. Because of connecting or turning routes, but stops are not recommended for relocation. Specific focus on enhanced parking restrictions (100 feet from intersection) are recommended at Madison, Washington and Randolph.

Section 2 - Harrison Street to Wayman Street

Exhibit B4-JEF1 and Exhibit B4-JEF2

Section 2 of Jefferson Street extends from Harrison Street to Wayman Street. This section is 0.94 miles in length. Jefferson Street is one-way in the northbound direction between Harrison Street and Fulton Street, and two-way between Fulton Street and Wayman Street.

Physical Characteristics

This section is characterized by three one-way through lanes in the northbound direction between Harrison Street to Fulton Street, and two-lanes existing in each direction between Fulton Street and Wayman Street. The existing pavement width is 48.5 feet in this section. The outside lanes are 19 feet wide and accommodate on-street parking south of Fulton. There is no median in this section of Jefferson Street.

On-street parking is permitted between Harrison Street and Fulton Street.

EXISTING CONDITIONS - cont'd

The existing right-of-way is 80 feet within this section.

There is a structure within this section of Jefferson Street. The Eisenhower Expressway overpass is located just north of Harrison Street in this section and has structure number 016-6154. This structure extends from the Kennedy Expressway across Desplaines Street and Jefferson Street. The vertical clearance under this structure is 15 feet, which satisfies the standard SRA clearance requirements.

Traffic Control, Operations, and Safety

The existing ADT along Jefferson Street from the 1994 CDOT Traffic Map ranges up to 9,000 vpd. The speed limit in this section is 40 mph.

Public Transportation

Exhibit TE-6

The existing transit routes and bus stop locations are indicated on the Exhibit TE-6.

**Table II-1
Structure Inventory
Jefferson Street**

EXHIBIT LABEL	STRUCTURE NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	016-0461	----	Eisenhower Expressway	15'	81'	----	Modification not required
SN-2		----	Presidential Towers Pedestrian Crossover	16.5'	----	----	Modification not required

**Table II-2
Accident Rates at Intersections
Jefferson Street**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
Roosevelt	7500	19000	19	10	8	1.275
Taylor	7500	10300	5	1	2	0.410
Van Buren	7500	14000	2	3	6	0.467
Jackson	7500	13700	6	10	3	0.818
Adams	7500	12800	17	10	9	1.620
Monroe	7500	13000	9	10	14	1.470
Madison	8900	10500	6	4	8	0.847
Washington	8900	15400	21	42	11	2.781
Randolph	8900	15400	12	7	4	0.864
Lake	7800	8300	10	9	15	1.929

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

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
Roosevelt	Taylor	0.17	7500	9	1	8	12.89
Taylor	Polk	0.17	7500	2	3	1	4.30
Polk	Harrison	0.17	7500	3	3	2	5.73
Harrison	Van Buren	0.17	7500	6	4	5	10.74
Van Buren	Jackson	0.09	7500	4	1	5	13.53
Jackson	Adams	0.09	7500	7	8	3	24.35
Adams	Monroe	0.09	7500	9	0	4	17.59
Monroe	Madison	0.09	7500	7	1	5	17.59
Madison	Washington	0.09	8900	5	7	8	22.80
Washington	Randolph	0.09	9000	5	6	5	18.04
Randolph	Lake	0.09	9000	3	2	0	5.64
Lake	Fulton	0.09	8300	3	4	3	12.23

**Table II-4
Existing and Projected Average Daily Traffic
Jefferson Street**

LOCATION	EXISTING ADT	2010 ADT
Roosevelt Road to Van Buren Street	7,500	30,000
Van Buren Street to Adams Street	7,500	30,000
Adams Street to Washington Street	9,000	30,000
Washington Street to Lake Street	9,000	18,000

**Table II-5
Jefferson Street
Lane Configuration at Signalized Intersections**

Cross Street	No. of Through Lanes (along Jefferson Street)	Turn Bays (along Jefferson Street)		Remarks
	One-way Northbound*	LEFT	RIGHT	
Roosevelt Road	4	NO**	NO**	“T” intersection
Taylor Street	4	NO**	NO**	
Polk Street	4	NO**	NO**	
Harrison Street	4	NO**	NO**	
Van Buren Street	4	NO**	NO**	
Jackson Boulevard	3	NO**	NO**	
Adams Street	3	NO**	NO**	
Monroe Street	3	NO	NO**	
Madison Avenue	3	NO**	NO	
Washington Boulevard	3	NO	NO**	
Randolph Street	3	NO**	NO	
Lake Street	3	NO**	NO**	
Fulton Street	1	2	NO**	

Note: **NB** - northbound only; **SB** - southbound only

* - Desplaines Street is one-way northbound from Roosevelt Road to Lake Street

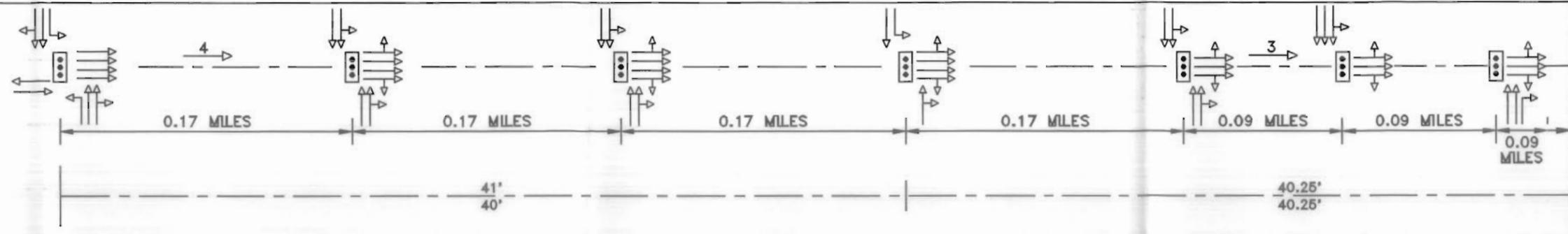
** - Curb lane is combined through/left/right turn lane

- (1) - left turn northbound only
- (2) - right turn northbound only
- (3) - left turn southbound only
- (4) - right turn southbound only

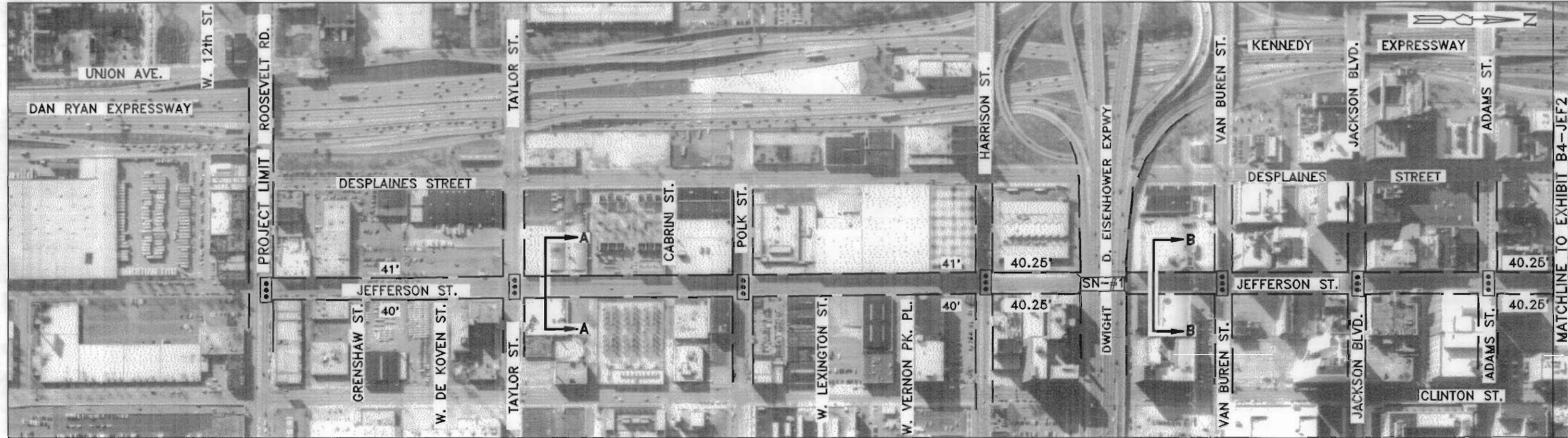
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



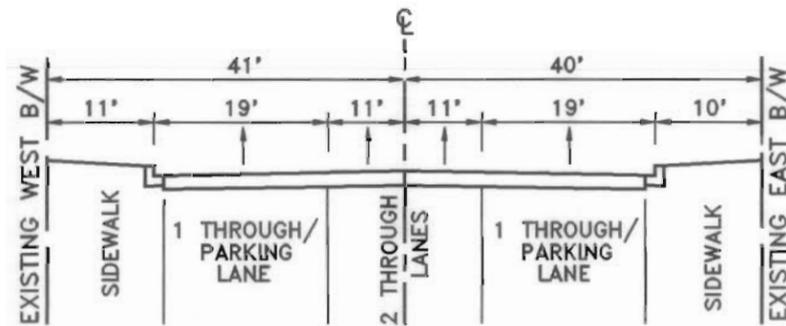
PROJECT LIMIT



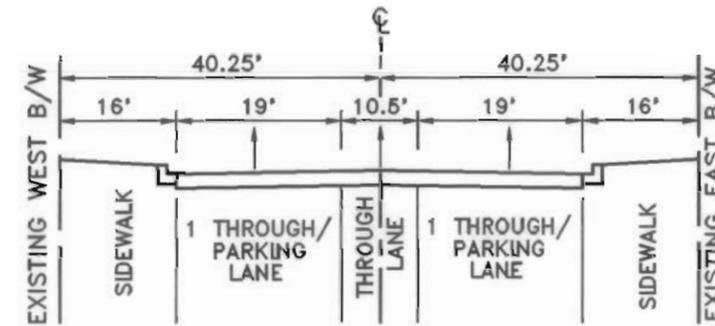
AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-1 = Structure number 016-0461



EXISTING TYPICAL SECTION A-A
ROOSEVELT RD. TO HARRISON STREET



EXISTING TYPICAL SECTION B-B
HARRISON STREET TO MATCHLINE B4-JEF2

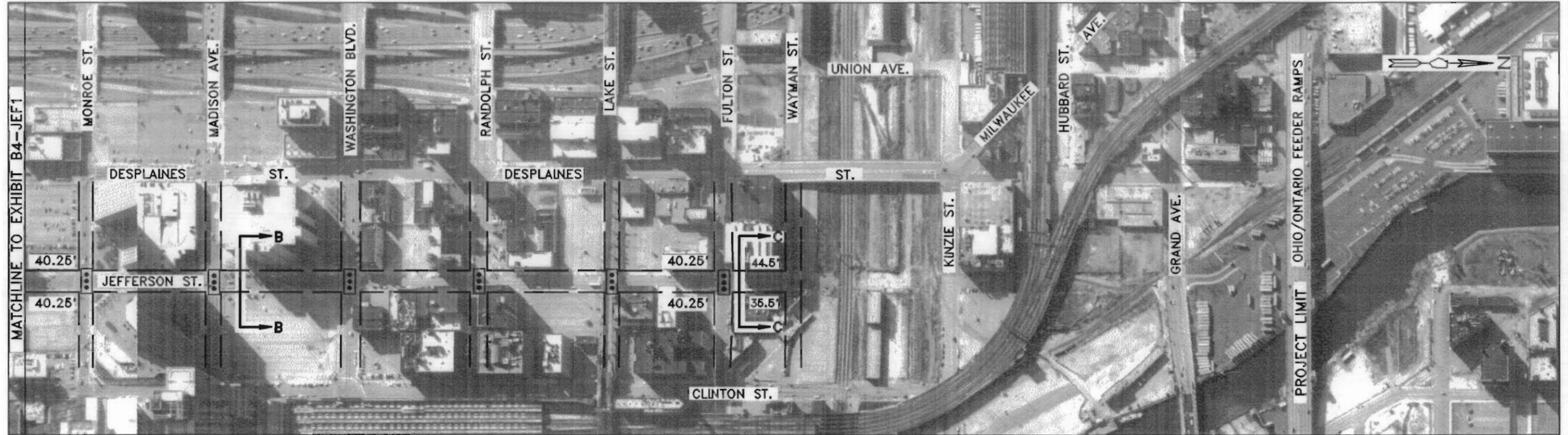
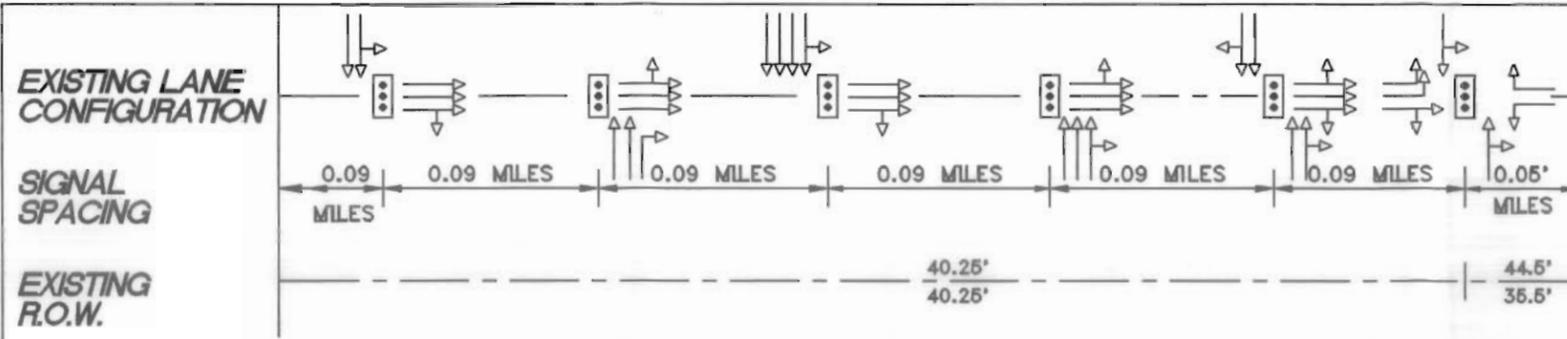
LEGEND	
	= EXISTING RIGHT OF WAY
40'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING STRUCTURE NUMBER

JEFFERSON STREET - EXISTING CONDITIONS

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

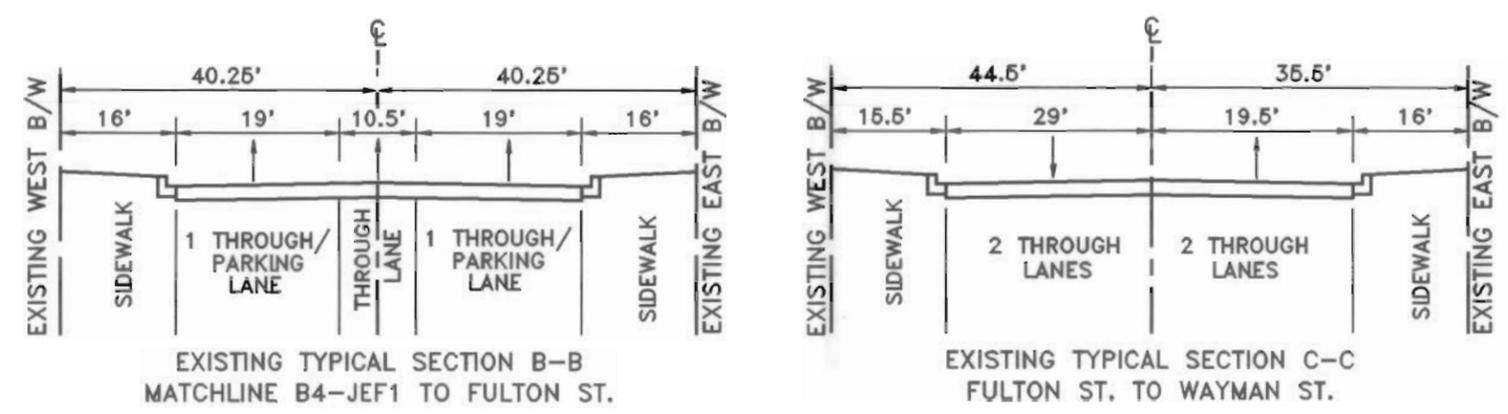


EXHIBIT B4-JEF1



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF EXISTING CONDITIONS:

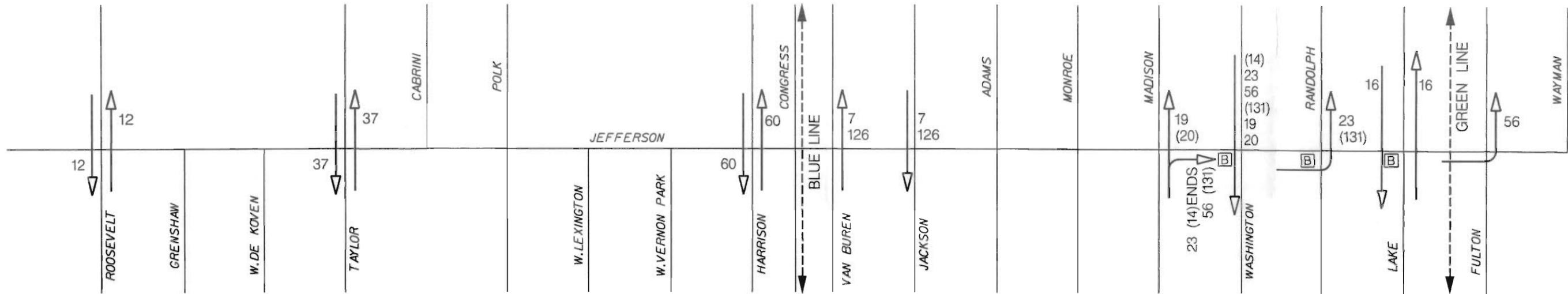
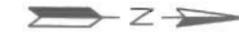


LEGEND

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

JEFFERSON STREET - EXISTING CONDITIONS





LEGEND

- BUS ROUTE (CTA)
- PART-TIME BUS ROUTE (CTA)
- TRAIN ROUTE (CTA)
- STATION CONNECTION
- BUS STOP

JEFFERSON – from Roosevelt to Wayman.

RECOMMENDED IMPROVEMENTS

This chapter describes recommended improvements in design, operation, access management, and public transit for DesPlaines Street of the Chicago Downtown Corridor. The right-of-way and lane configuration for the proposed condition are presented on Exhibit C4-JEF. Table III-1 provides estimates of construction cost for the various improvements.

- Major Features :**
- Three to four lanes one-way northbound, Roosevelt Road to Fulton Street, with parking in the curb lane (no on-street parking, Harrison Street to Van Buren Street and Madison Street to Monroe Street)
 - Two lanes in each direction, Fulton Street to Wayman Street. Jefferson Street ends at Wayman Street.

Integrated arterial concept :

With certain improvements, there is a potential to provide an integrated arterial system by interconnecting DesPlaines Street, Jefferson Street, Roosevelt Road and the new South Loop Connector with the expressway system. These improvements have been discussed for each of these routes separately.

Jefferson Street

The Jefferson Street corridor begins at Roosevelt Road and continues north ending at Wayman Street, a distance of 1.40 miles. Jefferson Street is a northbound one-way street between Roosevelt Road and Fulton Street, and is a two-way street between Fulton Street and Wayman Street. Jefferson Street can be divided into two sections for detailed analysis as an SRA route.

Section 1 - Roosevelt Road to Lake Street

Section 2 - Harrison Street to Wayman Street

Another SRA route that intersects with Jefferson Street is Roosevelt Road.

Section 1 - Roosevelt Road to Lake Street

Exhibit B4 - JEF1

Section 1 of Jefferson Street extends from Roosevelt Road to Lake Street. This section is approximately 1.22 miles in length. It begins at Roosevelt Road east of a Dan Ryan Expressway interchange.

RECOMMENDED IMPROVEMENTS - cont'd

Cross-Section and Geometrics

The proposed cross-section for section 1 of the Jefferson Street would provide four lanes one-way northbound between Roosevelt Road and Van Buren Street, three lanes one-way northbound from Van Buren Street to Lake Street (see Exhibit XS-JEF1 and XS-JEF2). Separate on-street parking is recommended to be retained on both sides of the Jefferson Street in this section.

The proposed recommendations would provide a direct connection between DesPlaines Street and Ohio feeder ramp via a proposed exit ramp. This would accommodate southbound traffic as a portion of the integrated downtown arterial system. A one-way couple with Jefferson Street would provide northbound access. This concept could provide an alternate access to relieve traffic congestion on the expressway for shorter trips within the central business district. Westbound access to the expressway system via Jefferson Street is possible using the existing Roosevelt Road, Taylor Street, Adams Street, Monroe Street and Randolph Street ramps. The proposed recommendations would extend Jefferson Street from Wayman Street to Grand Avenue (At Grade RR crossing with OMSP & P RR just north of Wayman Street, underneath C & NW/Metra south of Grand Avenue)

Roosevelt Road to Harrison Street

Provide four 11-foot lanes, one-way northbound, with separate 8 feet of parking on either side.

Harrison Street to Lake Street

Provide three 11-foot lanes, one-way northbound, with separate 8 foot parking on either side.

No on-street parking (Fulton Street to Grand Avenue)

Operations

Based on the traffic model, the projected 2010 ADT for this section of Jefferson Street is 30,000 vpd.

Major cross streets along Jefferson Street are signalized. Jefferson Street is one-way southbound and separate left & right turn lanes are not required along Jefferson Street from Roosevelt Road to Lake Street. Intersection analysis should be done for the extended section of Jefferson Street. A synchronized signal system is recommended for the entire length of Jefferson Street. All existing signalized intersections should be incorporated in the system. A synchronized signal system should be developed for the overall network including crossing SRA route Roosevelt Road.

Access Management

Major cross streets are signalized and additional access consolidation is not required along this section of Jefferson Street.

RECOMMENDED IMPROVEMENTS - cont'd

Public Transportation

No changes are recommended to the bus stop locations in this segment. HOV lanes are not recommended because of the low ridership. Signal pre-emption is recommended between Madison Avenue and Fulton Street. All bus stops should be provided with shelters.

Section 2 - Lake Street to Grand Avenue

Exhibit B4-JEF2

Section 2 of Jefferson Street extends from Lake Street to Ohio Street. This section is 0.50 miles in length.

Cross-Section and Geometrics

The proposed cross-section for section 2 of the Jefferson Street would provide three eleven-foot lanes one-way northbound with no on-street parking (see Exhibit XS-JEF3). Proposed recommendations would require extension of Jefferson Street to Grand Avenue.

Operations

Based on the traffic model, the projected 2010 average daily traffic for Jefferson Street ranges between 18,000 vpd and 36,000 vpd.

Left turn lanes do not exist at all the signalized intersections. Proposed recommendations include a left turn lane along southbound Jefferson Street at the intersection of Jefferson Street & Lake Street. Intersection of extended Jefferson Street & other major signalized streets should be signalized. Coordination and synchronization of signals between Roosevelt Road and Grand Avenue should be done for efficient through traffic movement.

Access Management

There is no proposed access consolidation for this section of Jefferson Street. Access consolidation has to be analyzed when new commercial developments are proposed in this section of the Jefferson Street. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report.

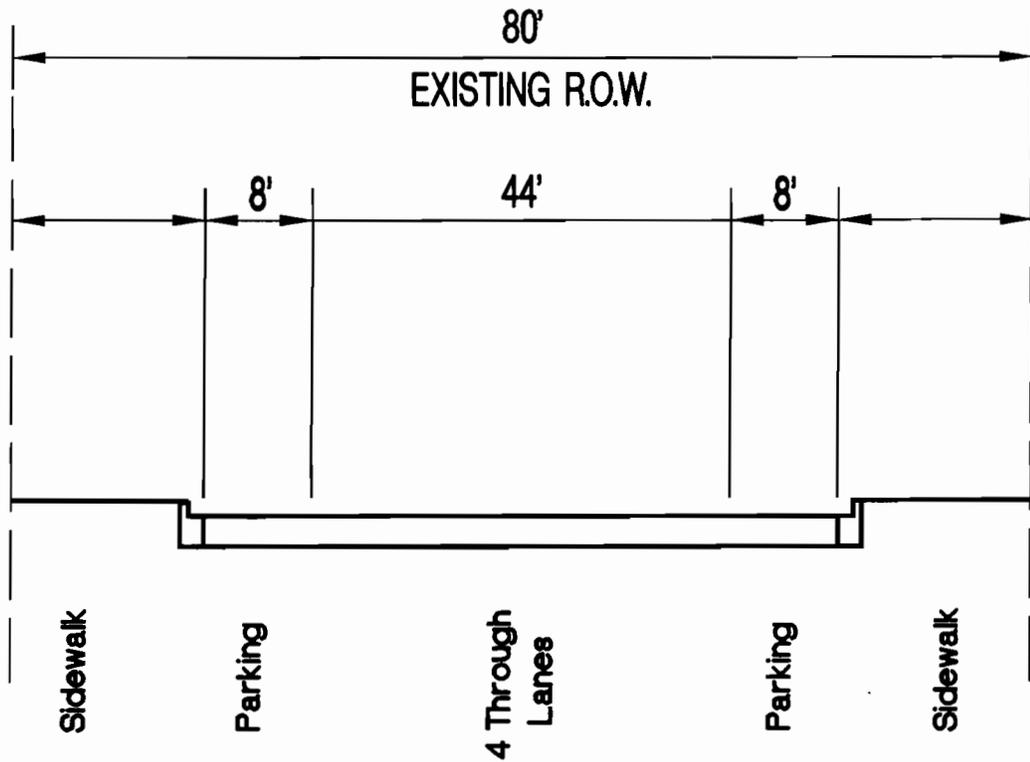
Public Transportation

No changes are recommended for the bus stop locations in this section. All existing bus stops along Columbus Drive should be provided with shelters.

Table III-1
Estimate of Construction Cost
JEFFERSON STREET
Roosevelt Road to Ohio Street

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	\$1,100,000.00
Intersection/Interchange Improvement	\$600,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section I	\$1,800,000.00
Section II	
Roadway	\$2,400,000.00
Intersection/Interchange Improvement	\$7,200,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$9,000,000.00
Transit Improvement	\$500,000.00
Total Estimated Cost for Recommended Improvements - Section II	\$19,100,000.00
Estimated Cost for All Recommended Improvements	\$20,900,000.00

RECOMMENDED CROSS SECTION JEFFERSON STREET

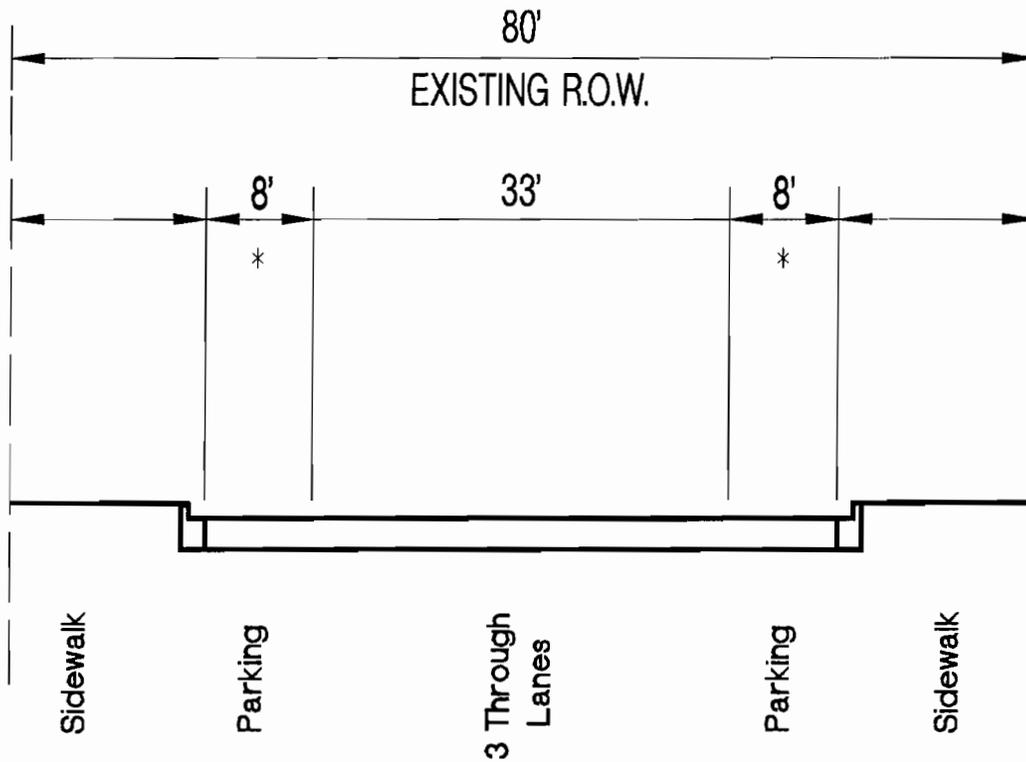


ROOSEVELT ROAD TO HARRISON STREET

EXHIBIT XS-JEF1



RECOMMENDED CROSS SECTION JEFFERSON STREET

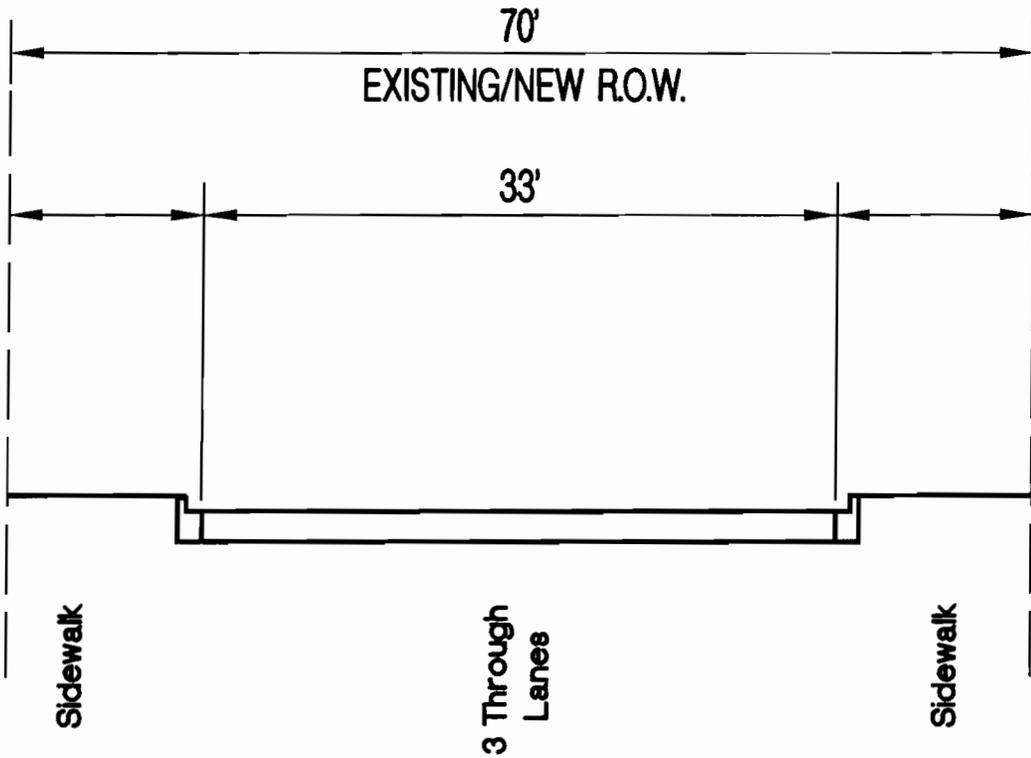


HARRISON STREET TO LAKE STREET

- * - ON-STREET PARKING IS NOT PERMITTED BETWEEN HARRISON STREET AND VAN BUREN STREET

EXHIBIT XS-JEF2

RECOMMENDED CROSS SECTION JEFFERSON STREET



LAKE STREET TO GRAND AVENUE

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EXHIBIT XS-JEF3



SRA FINAL REPORT

ROOSEVELT ROAD



Operation
Greenlight

ENVIRONMENTAL CONDITIONS & 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. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

The Chicago Downtown SRA Corridor consists of eight individual but interconnected routes. These routes are: Columbus Drive from Ontario Street to Lake Shore Drive; Congress Parkway from Franklin Street to Columbus Drive; Wacker Drive from Lake Shore Drive to Congress Parkway; La Salle Drive from Wacker Drive to Lake Shore Drive; Jefferson/DesPlaines Street from Roosevelt Road to Ontario/Ohio; South Loop Connector from Congress Parkway at Wacker to Cermak Road; and Roosevelt Road from Lake Shore Drive to Interstate 90/94. This SRA corridor is located entirely in Downtown Chicago. Environmental and land use information relative to each route are discussed in this chapter. Major features of the corridor are summarized in tables at the end of the chapter. Table I-1 lists sites identified as having underground storage tanks (USTs) and leaking underground storage tanks (LUSTs). Significant buildings and sites are listed in Table I-2. The only wildlife in the City of Chicago are seagulls, rock doves, pigeons, and Norway rats. Several CTA and RTA lines are running throughout this corridor.

ROOSEVELT ROAD - Dan Ryan Expressway (I-94) to LSD

The Roosevelt Road Corridor begins at I-94 and continues east to Lake Shore Drive. This route is a connector to the expressway system and is heavily traveled at all times. Roosevelt Road has few significant buildings on both sides of the route east of the Chicago River. Along Roosevelt Road, the area between Clark Street and Michigan Avenue is growing rapidly with the construction of many single family residences. Roosevelt Road stops at Columbus Drive and begins again west of the railroad yard.

Section 1 - Dan Ryan Expressway to Canal Street

Exhibit A4-ROSI

Environmental Conditions

Underground Storage Tanks (UST's) include a Midas Muffler and Earl Scheib repair shop located on the northwest corner of Clinton and Roosevelt Road.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

An Amoco gas station is located on the northeast corner of Clinton and Roosevelt Road and is probably the Amoco at 534 West Roosevelt Road which is listed as the Leaking Underground Storage Tanks (LUST's).

Land Use

The land use in this section of the Roosevelt Road is primarily Business Commercial.

Section 2 - Canal Street to Michigan Avenue

Exhibit A4-ROS

Section 2 of Roosevelt Road extends from Canal Street to Michigan Avenue. This section is of the Roosevelt Road including the bridge over the Chicago River which was reconstructed in 1994-95.

Environmental Conditions

Possible sites which may contain Underground Storage Tank sites (USTs) include an Amoco gas station located on the southeast corner of Wabash Street and Roosevelt Road.

There is no listed Leaking Underground Storage Tank (LUST) site gas station located on the northwest corner of Dearborn and Congress Parkway.

Land Use

The land use in this section includes South Loop Elementary School/Park east of Clark Street, south of Roosevelt road. Dearborn Park is located between Plymouth Court and State Street south of Roosevelt Road. Other significant buildings include Chicago Park District east of Clark Street, north of Roosevelt Road. Police headquarters building is located on the northeast corner of Roosevelt Road and State Street.

Section 3 - Michigan Avenue to LSD

Exhibit A4-ROS2

Section 3 of Roosevelt Road extends from Michigan Avenue to LSD. Roosevelt Road ends at Indiana Avenue before the railroad tracks. From the LSD realignment study, Roosevelt Road will be extended east of Indiana Avenue to LSD.

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

Environmental Conditions

Possible sites which may contain Underground Storage Tank sites (USTs) include an Amoco gas station located on the southeast corner of Wabash Street and Roosevelt Road.

There is no listed Leaking Underground Storage Tank (LUST) site gas station located on the northwest corner of Dearborn and Congress Parkway.

Land Use

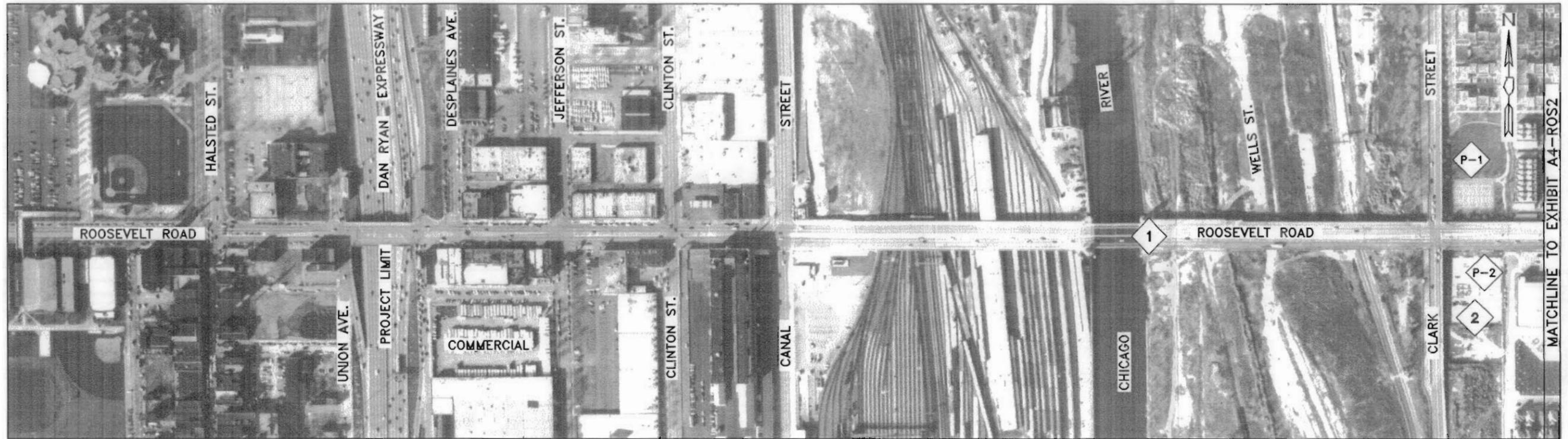
The Field Museum of Natural History is located on the southeast corner of Roosevelt Road and Lake Shore Drive.

**Table I-1
LUST and UST Sites
Roosevelt Road**

Name	Location	Exhibit No.
Amoco gas station	SE corner of Wabash St. and Roosevelt Rd.	U-1 A4-ROS2

**Table I-2
Significant Buildings and Sites
Roosevelt Road**

Name	Location	Exhibit Number
<i>Schools</i>		
South Loop Elementary School/Park	E. side of Clark St., South of Roosevelt Road	A4-ROS1
<i>Parks</i>		
Dearborn Park	Between Plymouth Ct. and State St., S. side of Roosevelt Rd.	A4-ROS2
<i>Other</i>		
Roosevelt Bridge House	E. side of Chicago River	A4-ROS1
New Residential Subdivisions	E. side of Clark St., South of Roosevelt Road	A4-ROS1
Chicago Park District	E. side of Clark St., North of Roosevelt Road	A4-ROS1
Police Headquarters	NE corner of Roosevelt Rd. and State St.	A4-ROS2



MATCHLINE TO EXHIBIT A4-R0S2

AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

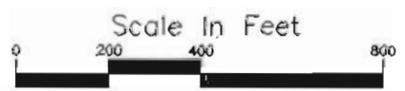
**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

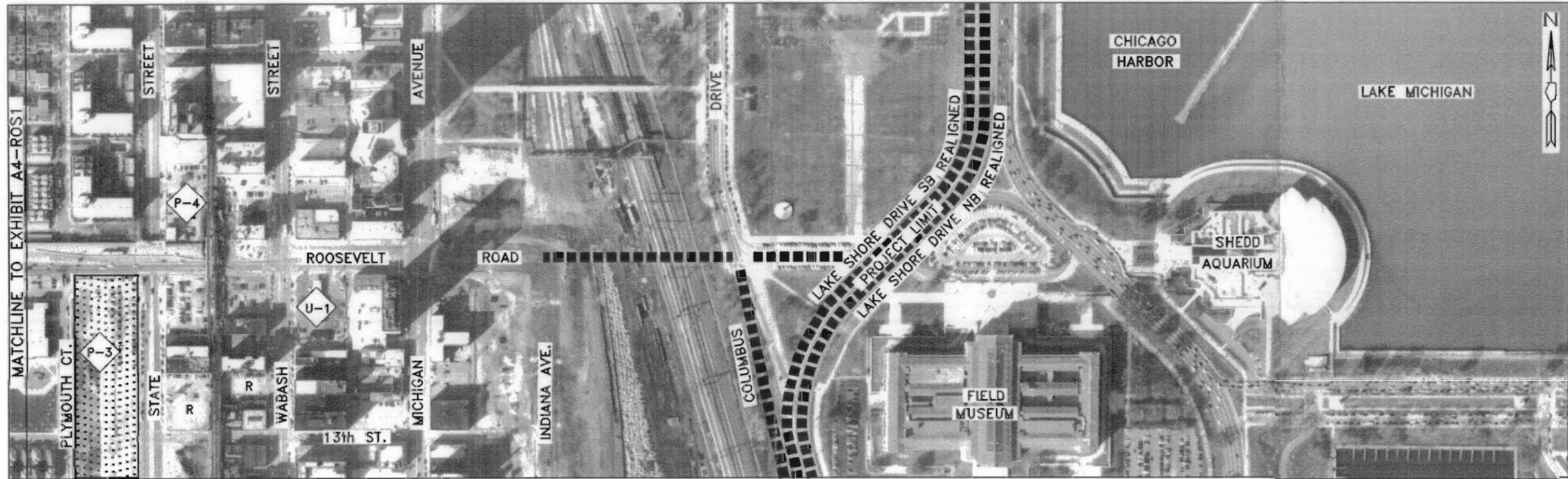
-  = Chicago Park District
-  = South Loop Elementary School/Park
-  = Roosevelt Bridge House
-  = New Residential Subdivisions

LEGEND	
	= PUBLIC FACILITY
	= STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES

ROOSEVELT ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

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





AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

U-1 = Amoco Gas Station

**DESCRIPTION OF LAND USE:
CENTRAL BUSINESS DISTRICT**

P-3 = Dearborn Park

P-4 = Police Headquarters

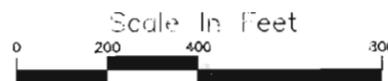
LEGEND

- P-# = PUBLIC FACILITY
- # = STATUES, FOUNTAINS, SALIENT BUILDINGS AND MISCELLANEOUS STRUCTURES
- U-# = U.S.T. SITE
- R = RESIDENTIAL
- [Dotted Box] = PARKS OR PUBLIC OPEN SPACE

ROOSEVELT ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

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

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A4-ROS2

Introduction

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

This information is summarized in several tables at the end of this chapter. Table II-1 lists structures along the route. Tables II-2 and II-3 provide accident rates at intersections and on route segments, respectively. The existing and projected average daily traffic are presented in Table II-4. The signalized intersections and the lane configuration at these intersections are presented in Table II-5.

ROOSEVELT ROAD

The Roosevelt Road corridor begins at the Dan Ryan Expressway (Interstate 90/94) and continues east to Lake Shore Drive, a distance of 1.40 miles. Roosevelt Road is a major east-west route between the expressway system and Lake Shore Drive. As part of the Lake Shore Drive realignment project, Roosevelt Road will be extended east from Indiana Avenue over the Illinois Central Railroad tracks. Roosevelt Road can be divided into three sections for detailed analysis as an SRA route.

Section 1 - Dan Ryan Expressway to Canal Street

Section 2 - Canal Street to Michigan Avenue

Section 3 - Michigan Avenue to Lake Shore Drive

Roosevelt Road intersects five other SRA corridors: Desplaines Street, Jefferson Street, Michigan Avenue, Columbus Drive and Lake Shore Drive.

Section 1 - Dan Ryan Expressway to Canal Street

Exhibit B4-ROSI

Section 1 of Roosevelt Road extends from the Dan Ryan Expressway to Canal Street and is approximately 0.32 miles in length. This section intersects Desplaines Street and Jefferson Street corridors.

EXISTING CONDITIONS - cont'd

Physical Characteristics

Section 1 of Roosevelt Road is characterized by two through lanes in each direction. Within this section, the cross-section is uniform with a 78 foot wide existing pavement. A 13 foot flush median exist in this section of Roosevelt Road.

On-street parking is permitted on both sides between Desplaines Street and Canal Street.

There are sidewalks along this section of Roosevelt Road. The width of the sidewalk is 20 feet on the north side and 16 feet on the south side.

The existing right-of-way is 114 feet in this section.

A Dan Ryan Expressway interchange, structure number 016-0478, is the only structure within this section.

Traffic Control, Operations, and Safety

The existing ADT along Roosevelt Road from the CDOT traffic map is 19,000 vpd. The speed limit within the section is 40 mph. The major intersections within this section are Roosevelt Road/Desplaines Street and Roosevelt Road/Jefferson Street.

Public Transportation

Exhibit TE-7

Existing transit routes and bus stop locations are indicated on the Exhibit TE-7. Roosevelt Road is served by the CTA #12 bus between Michigan and the western terminus of the Dan Ryan (western route terminus). Therefore bus stops are located at various intervals on Roosevelt.

Section 2 - Canal Street to Michigan Avenue

Exhibit B4 - ROS1 & ROS2

Section 2 of Roosevelt Road extends from Canal Street to Michigan Avenue. This section was reconstructed in 1994 with two through lanes, bike lane, and a bus lane. This section is 0.79 miles in length.

Physical Characteristics

This section is characterized by two through lanes, a 4 foot wide bike lane, and a 12 foot wide bus lane in each direction. The existing cross-section is uniform with a 98 foot wide pavement. There

EXISTING CONDITIONS - cont'd

is a 14 foot raised median between Canal Street and Michigan Avenue.

On-street parking is not permitted.

The existing right-of-way in this section 118 feet.

Three major structures exist between Canal Street and Clark Street across the Amtrak and C & NW Railroads and the Chicago River. Wells Street passes under Roosevelt Road. The structure numbers are 016-6269, 016-6047, and 016-6126 respectively.

Traffic Control, Operations, & Safety

The existing ADT along Roosevelt Road is prorated from the CDOT traffic map is 19,000 vpd. The speed limit in this section is 40 mph. The major intersection within this section is Roosevelt Road/Michigan Avenue.

Public Transportation

Exhibit TE-7

Existing transit routes and bus stop locations are indicated on the Exhibit TE-7. The bus route connects with the CTA rapid transit Red Line Station at State Street and the Orange Line/Green Line Station immediately east of the State Street.

A number of routes intersect Roosevelt. This activity is especially heavy at the Columbus, Michigan and State Street intersections with Roosevelt. Existing transit routes and bus stop locations are indicated on the Exhibit TE-7. Intersection of State Street, Wabash Avenue and Michigan Avenue with Roosevelt Road need to be analyzed for transit improvements. These intersections will experience heavy loading and turn movements. Thus, parking restrictions should be analyzed.

Section 3 - Michigan Avenue to Lake Shore Drive

Section 3 of Roosevelt Road will be a new roadway that will extend from Michigan Avenue to Lake Shore Drive. This section is approximately 0.30 miles in length and intersects Columbus Drive and the Lake Shore Drive corridors. As part of the LSD realignment, Roosevelt Road will be extended from Indiana Avenue to existing Roosevelt Road east of LSD. At this time, Roosevelt Road does not exist between Indiana Avenue and LSD over Metra train tracks.

Physical Characteristics

Roosevelt Road extends between Michigan Avenue and Indiana Avenue and continues to become Indiana Avenue. This portion of Roosevelt Road is characterized by 2-3 through lanes in each direction. The section between Indiana Avenue and Columbus Drive will be built as a part of the Lake Shore Drive realignment. Within this section, the cross-section is uniform with a 68 foot wide existing pavement between Michigan Avenue and Indiana Avenue. From preliminary studies, three-lanes are proposed in each direction of Roosevelt Road between Indiana Avenue and Lake Shore Drive. A 25 foot landscaped median exists between Michigan Avenue and Indiana Avenue. A 35 foot median is proposed between Indiana Avenue and Lake Shore Drive.

On-street parking is not permitted in this section of Roosevelt Road.

A 15 foot wide sidewalk is proposed between Indiana Avenue and Columbus Drive on Roosevelt Road. The existing right-of-way between Michigan Avenue and Indiana Avenue is 113 feet.

Traffic Control, Operations, and Safety

The existing ADT along Roosevelt Road from the CDOT traffic map is 19,000 vpd, but the traffic numbers will increase rapidly after the extension of Roosevelt Road to Lake Shore Drive. The speed limit within the section is 40 mph. The major intersections within this section are Roosevelt Road/Columbus Drive, and Roosevelt Road/Lake Shore Drive.

Public Transportation

Exhibit TE-7

Roosevelt Road will be extended from Indiana Avenue to LSD as a part of LSD realignment, so there are no existing public transit services at this time.

**Table II-1
Structure Inventory
Roosevelt Road**

EXHIBIT LABEL	STRUCTURE NUMBER	OVER	UNDER	OVERHEAD CLEARANCE	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	016-0478	Dan Ryan Expressway	----	----	72'	165'	Modification not required
SN-2	016-6269	Union Station Tracks	----	----	84'	814.9'	Modification not required
SN-3	016-6047	Chicago River	----	----	75'	270'	Modification not required
SN-4	016-6126	B & O NY Railroad	----	----	70'	1,067'	Modification not required
SN-5	016-6499	S.State Street	-----	-----	----	----	Modification not required
SN-6	016-0482	CTA	-----	-----	----	----	Modification not required

**Table II-2
Accident Rates at Intersections
Roosevelt Road**

Cross Street	N-S ADT	E-W ADT	No. of Accidents			Rate
			1990	1991	1992	
DesPlaines Street	8800	19000	6	6	4	0.526
Jefferson Street	7500	19000	19	10	8	1.275
Columbus Drive	31000	19000	8	7	10	0.457

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

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
Interstate 94	DesPlaines	0.08	19000	14	11	16	24.63
DesPlaines	Jefferson	0.08	19000	9	12	12	19.83
Jefferson	Clinton	0.08	19000	17	20	12	29.44
Clinton	Canal	0.08	19000	9	11	10	18.02
Canal	Clark	0.46	19000	12	13	5	3.13
Clark	State	0.16	19000	3	4	2	2.70
State	Wabash	0.08	19000	5	8	4	10.21
Wabash	Michigan	0.09	19000	7	5	4	8.55
Michigan	Indiana	0.08	19000	2	0	1	1.80

**Table II-4
Existing and Projected Average Daily Traffic
Roosevelt Road**

LOCATION	EXISTING ADT	2010 ADT
Dan Ryan Expressway to State Street	19,000	26,000-44,000
State Street to Michigan Avenue	19,000	26,000-44,000
Michigan Avenue to Indiana Avenue	19,000	26,000-44,000

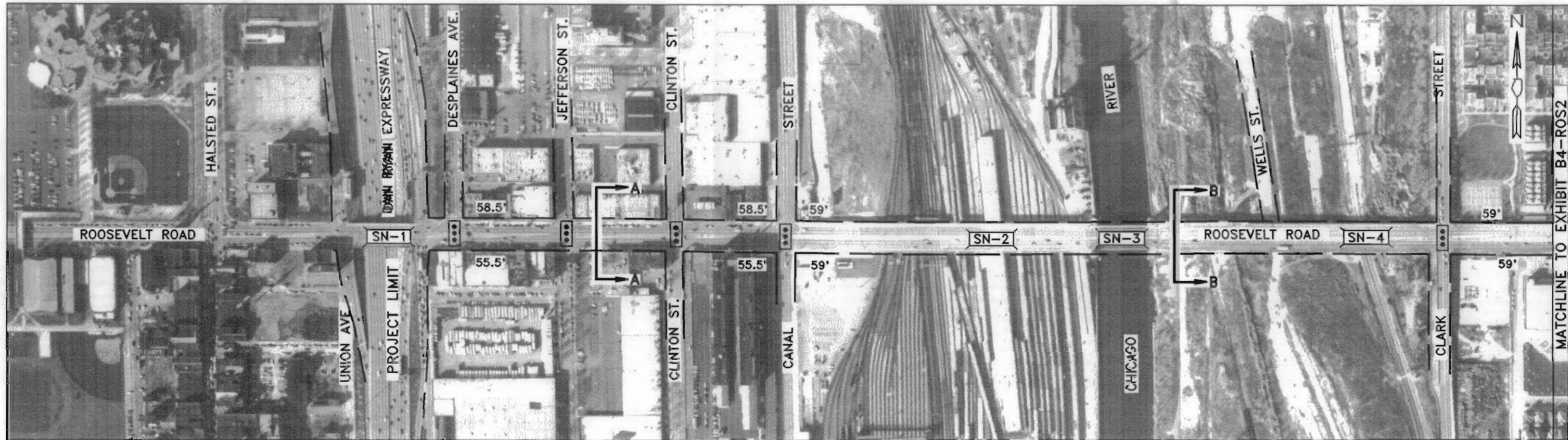
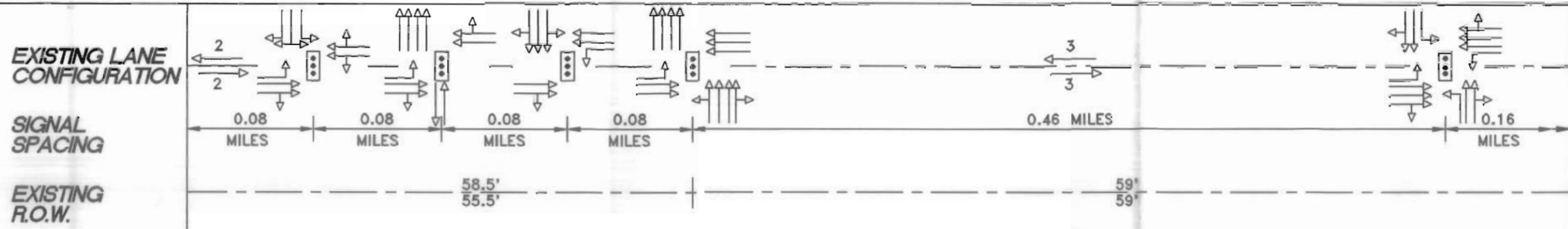
**Table II-5
Roosevelt Road
Lane Configuration at Signalized Intersections**

Cross Street	No. of Through Lanes (along Roosevelt Road)		Turn Bays (along Roosevelt Road)		Remarks
	EB	WB	LEFT	RIGHT	
DesPlaines Street	2	2	YES(1)	NO	“T” intersection
Jefferson Street	2	2	YES (1)	NO	“T” intersection
Clinton Street	2	2	YES (3)	NO **	
Canal Street	2	3	YES (1)	NO	
Clark Street	3	3	YES	NO **	
State Street	3	3	YES	NO **	
Wabash Avenue	3	3	NO	NO **	
Michigan Avenue	3	3	NO**	NO **	
Columbus Drive	3	2	YES(1)	NO **	“T” intersection

Note: **EB** - eastbound only; **WB** - westbound only

** -Curb lane is combined through/right turn lane

- (1) - left turn eastbound only
- (2) - right turn eastbound only
- (3) - left turn westbound only
- (4) - right turn westbound only

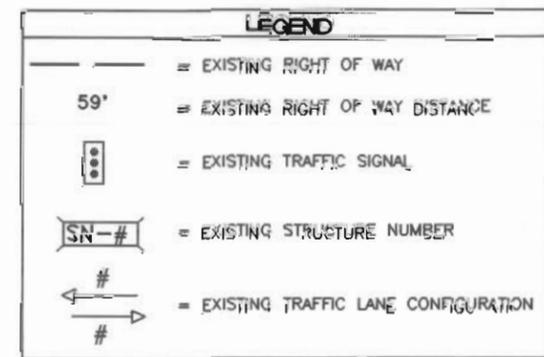
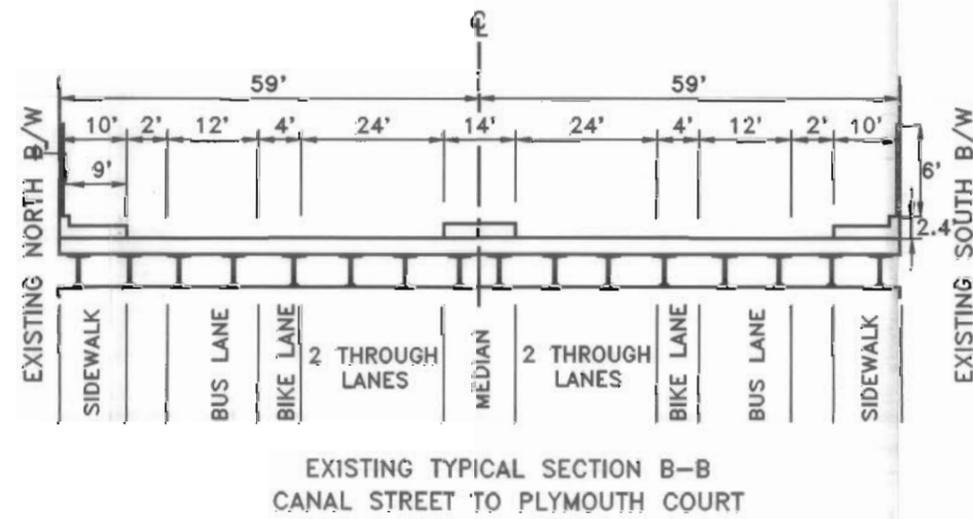
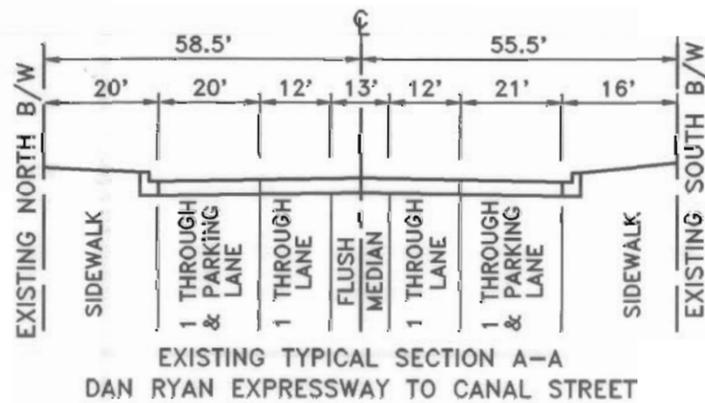


AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF EXISTING CONDITIONS:

- SN-1 = Structure number 016-0478
- SN-2 = Structure number 016-6269
- SN-3 = Structure number 016-6047
- SN-4 = Structure number 016-6126

NOTE: 4 ft. bike lane extends from Canal Street to Michigan Avenue in both directions.



ROOSEVELT ROAD - EXISTING CONDITIONS



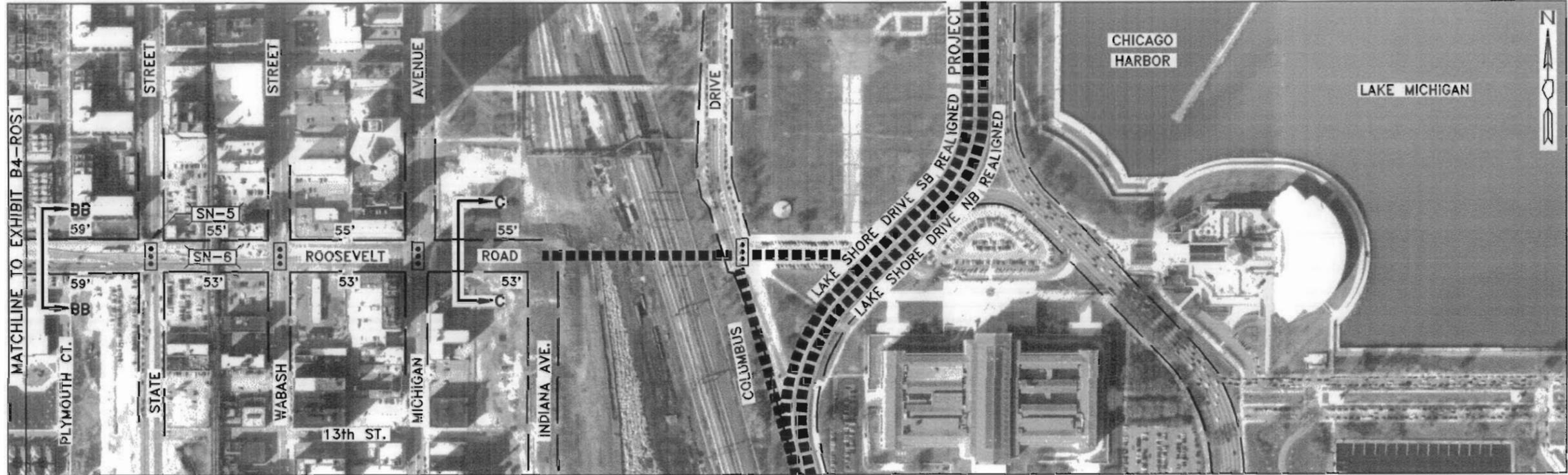
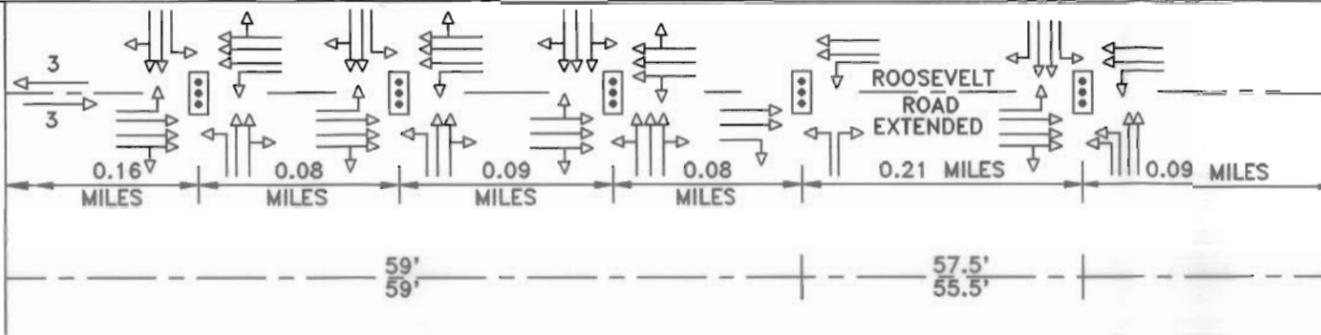
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



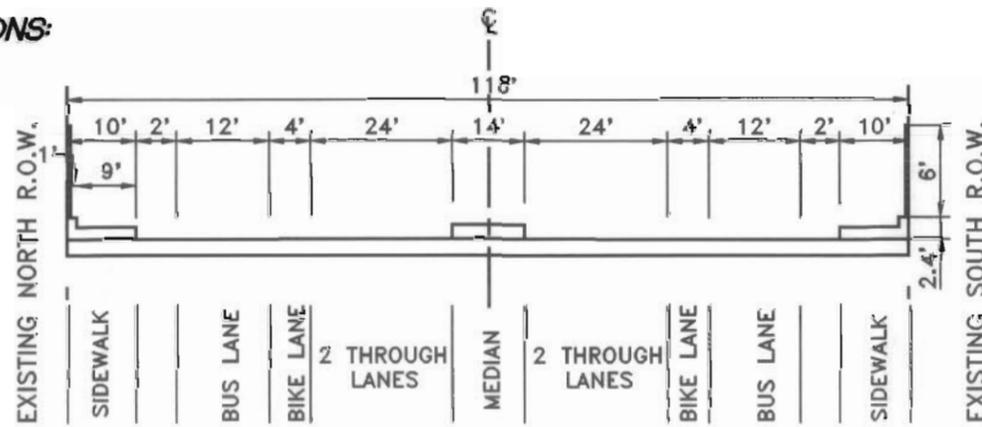
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DESCRIPTION OF EXISTING CONDITIONS:

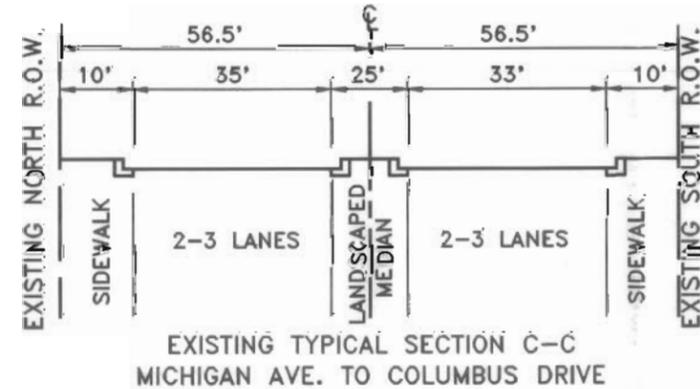
SN-5 = Structure number 016-6499
 SN-6 = Structure number 016-0482

NOTE:

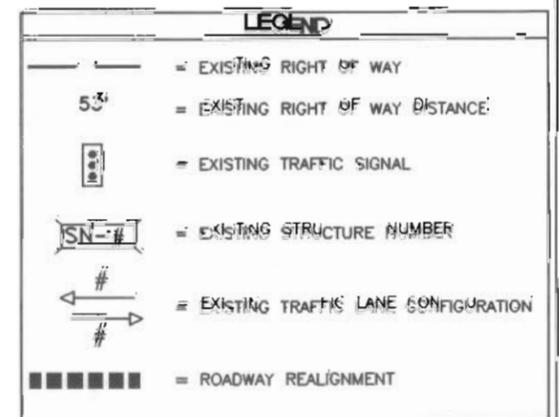
4 ft. wide bike lane extends from Canal St. to Michigan Ave. in both directions.



EXISTING TYPICAL SECTION BB-BB
 PLYMOUTH COURT TO MICHIGAN AVENUE

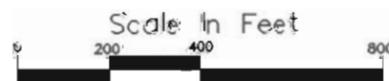


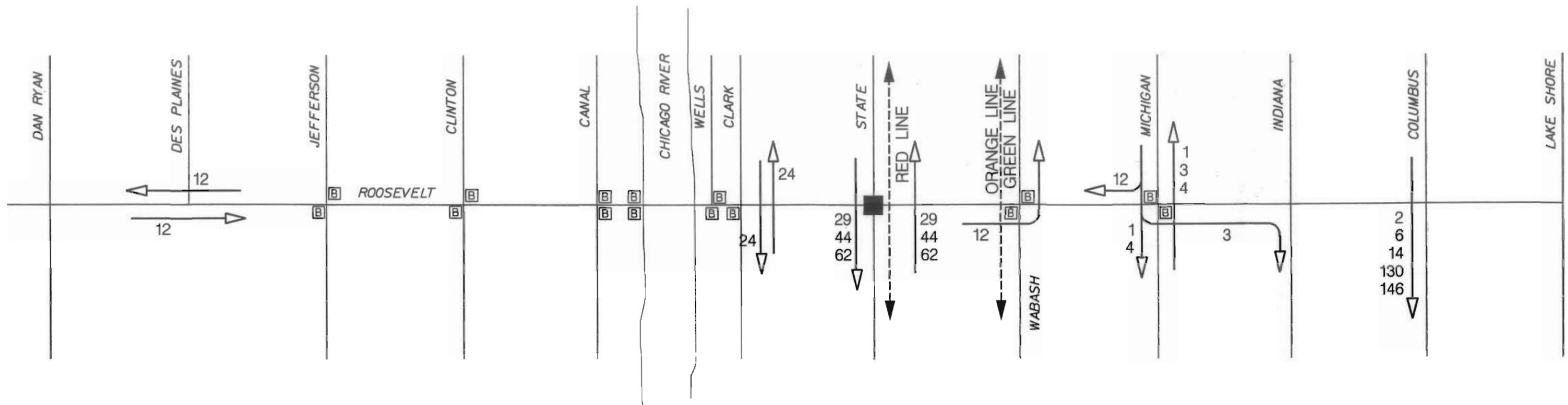
EXISTING TYPICAL SECTION C-C
 MICHIGAN AVE. TO COLUMBUS DRIVE



ROOSEVELT ROAD - EXISTING CONDITIONS

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





LEGEND

- 70 → BUS ROUTE (CTA)
- (70) → PART-TIME BUS ROUTE (CTA)
- ← - - - → TRAIN ROUTE (CTA)
- STATION CONNECTION
- BUS STOP



ROOSEVELT – from Dan Ryan to Lake Shore.

RECOMMENDED IMPROVEMENTS

This chapter describes recommended improvements in design, operation, access management, and public transit for the SRA route Congress Parkway. The right-of-way and lane configuration for the proposed condition are presented on Exhibit C4-ROS. Table III-1 provides estimates of construction cost for the various improvements.

- Major Features :**
- Two to three lanes in each direction
 - Roosevelt Road will be extended from Indiana Avenue to Lake Shore Drive as a part of Lake Shore Drive's realignment study
 - Existing on-street parking; 19 parking places between Desplaines Street and Jefferson Street, 17 parking places Jefferson Street to Clinton Street, 16 parking places between Clinton and Canal Streets.
 - Existing bus/bike lanes between Canal Street and Michigan Avenue
 - Roosevelt Road is located on structures from Canal Street to State Street.

Integrated arterial concept :

With certain improvements, there is a potential to provide an integrated arterial system by interconnecting Desplaines Street, Jefferson Street, Roosevelt Road and the new South Loop Connector with the expressway system. These improvements have been discussed for each of these routes separately.

ROOSEVELT ROAD

The Roosevelt Road corridor begins at the Dan Ryan Expressway (Interstate 90/94) and continues east to Lake Shore Drive, a distance of 1.40 miles. Roosevelt Road is a major east-west route between the expressway system and Lake Shore Drive. As part of the Lake Shore Drive realignment project, Roosevelt Road will be extended east from Indiana Avenue over the Illinois Central Railroad tracks. Roosevelt Road can be divided into three sections for detailed analysis as an SRA route.

Section 1 - Dan Ryan Expressway to Canal Street

Section 2 - Canal Street to Michigan Avenue

Section 3 - Michigan Avenue to Lake Shore Drive

Roosevelt Road intersects five other SRA corridors: Desplaines Street, Jefferson Street, Michigan Avenue, Columbus Drive and Lake Shore Drive.

RECOMMENDED IMPROVEMENTS - cont'd

Section 1 - Dan Ryan Expressway to Canal Street

Exhibit B4-ROS1

Section 1 of Roosevelt Road extends from the Dan Ryan Expressway to Canal Street and is approximately 0.32 miles in length. This section intersects Desplaines Street and Jefferson Street corridors.

Cross-Section and Geometrics

The proposed cross-section for this section of the route satisfies the standard urban SRA cross section. According to the Design Concept Report the urban SRA routes shows a desirable four-lane cross section with 11 to 14-foot median and 12-foot sidewalk. Standard urban SRA cross section can be adopted for this section.

The proposed recommendations for this section of the Roosevelt Road will provide a uniform cross-section with three lanes in each direction and a barrier/planter median (see Exhibit XS-ROS1). This recommendation would increase capacity, provide a consistent number of lanes, and eliminate some operational problem spots. These recommendations can be achieved within the existing right-of-way.

Operations

Based on the traffic model, the projected 2010 ADT for this section of Roosevelt Road ranges between 26,000 and 47,000 vpd.

The existing on-street parking between Desplaines Street and Canal Street should be restricted to off-peak hours only (no parking eastbound 7:00 A.M. to 9:00 A.M. and no parking westbound 4:00 P.M. to 6:00 P.M.).

Efficient coordination and synchronization of signals between Desplaines Street and Lake Shore Drive should be implemented. A synchronized signal system should be developed for the overall network including crossing SRA routes such as Desplaines Street, Jefferson Street, Michigan Avenue, Columbus Drive and Lake Shore Drive.

Access Management

Areas where access consolidation may be appropriate are identified in this report. No additional access consolidation is recommended for this section of Roosevelt Road.

RECOMMENDED IMPROVEMENTS - cont'd

Public Transportation

The following bus stop locations should be moved to provide a better transit service:

Canal westbound - move from near side to far side

Jefferson eastbound and westbound - move from near side to far side

CTA has concurred to the above recommendations. HOV lanes exist between Clark Street and Canal Street. This HOV lanes is recommended to be continued to Lake Shore Drive. Signal preemption is recommended between Michigan Avenue and Dan Ryan Expressway.

No changes are recommended for the bus stop locations in this segment. All bus stops should be provided with shelters.

Section 2 - Canal Street to Michigan Avenue

Exhibit B4 - ROS1 & ROS2

Section 2 of Roosevelt Road extends from Canal Street to Michigan Avenue. This section was reconstructed in 1994-95 with two through lanes, bike lane, and a bus lane. This section is 0.79 miles in length. Roosevelt Road is located on structures from Canal Street to State Street.

Cross-Section and Geometrics

The recommendations for this section of Roosevelt do not propose major changes to the existing cross section most of which has been recently reconstructed and landscaped. The proposed recommendations will maintain the existing uniform cross-section with three lanes in each direction and planter median (see Exhibit XS-ROS2). As part of the integrated arterial concept a connecting roadway with the proposed South Loop Connector should be developed to access the planned development area south of Roosevelt Road.

Operations

Based on the traffic model, the projected 2010 average daily traffic for section 2 of the Roosevelt Road ranges between 26,000 vpd and 47,000 vpd.

Coordination and synchronization of signals between Desplaines Street and Lake Shore Drive should be implemented for efficient through traffic movement. A synchronized signal system should be developed for the overall network including crossing SRA routes such as Desplaines Street, Jefferson Street, Michigan Avenue, Columbus Drive and Lake Shore Drive.

RECOMMENDED IMPROVEMENTS - cont'd

Access Management

Areas where access consolidation may be appropriate have been implemented and hence we do not recommend any additional access consolidation for this section of the Roosevelt Road.

Public Transportation

Existing bus stop at Clinton Street eastbound and westbound is recommended to be moved from near side to far side. CTA has concurred to the above recommendations. HOV lanes exist between Clark Street and Canal Street. This HOV lanes is recommended to be continued to Lake Shore Drive. No changes are recommended to other bus stop locations in this section. All existing bus stops along Columbus Drive should be provided with shelters.

Section 3 - Michigan Avenue to Lake Shore Drive

Section 3 of Roosevelt Road will be a new roadway that will extend from Michigan Avenue to Lake Shore Drive. This section is approximately 0.30 miles in length and intersects Columbus Drive and the Lake Shore Drive corridors. As part of the LSD realignment, Roosevelt Road will be extended from Indiana Avenue to existing Roosevelt Road east of LSD. At this time, Roosevelt Road does not exist between Indiana Avenue and LSD over Metra train tracks.

Cross-Section and Geometrics

The proposed recommendations for this section of the Roosevelt Road takes into account the extension of Roosevelt Road from Indiana Avenue to Lake Shore Drive. The recommendations for this section of the Roosevelt Road is to provide a uniform cross-section with three lanes in each direction and planter median (see Exhibit XS-ROS2).

Operations

Based on the traffic model, the projected 2010 average daily traffic for section 2 of the Roosevelt Road ranges between 26,000 vpd and 47,000 vpd.

Coordination and synchronization of signals between Desplaines Street and Lake Shore Drive should be implemented for efficient through traffic movement. A synchronized signal system should be developed for the overall network including crossing SRA routes such as Desplaines Street, Jefferson Street, Michigan Avenue, Columbus Drive and Lake Shore Drive.

RECOMMENDED IMPROVEMENTS - cont'd

Access Management

There are not many access points in this section of Roosevelt Road and no additional access consolidation is recommended.

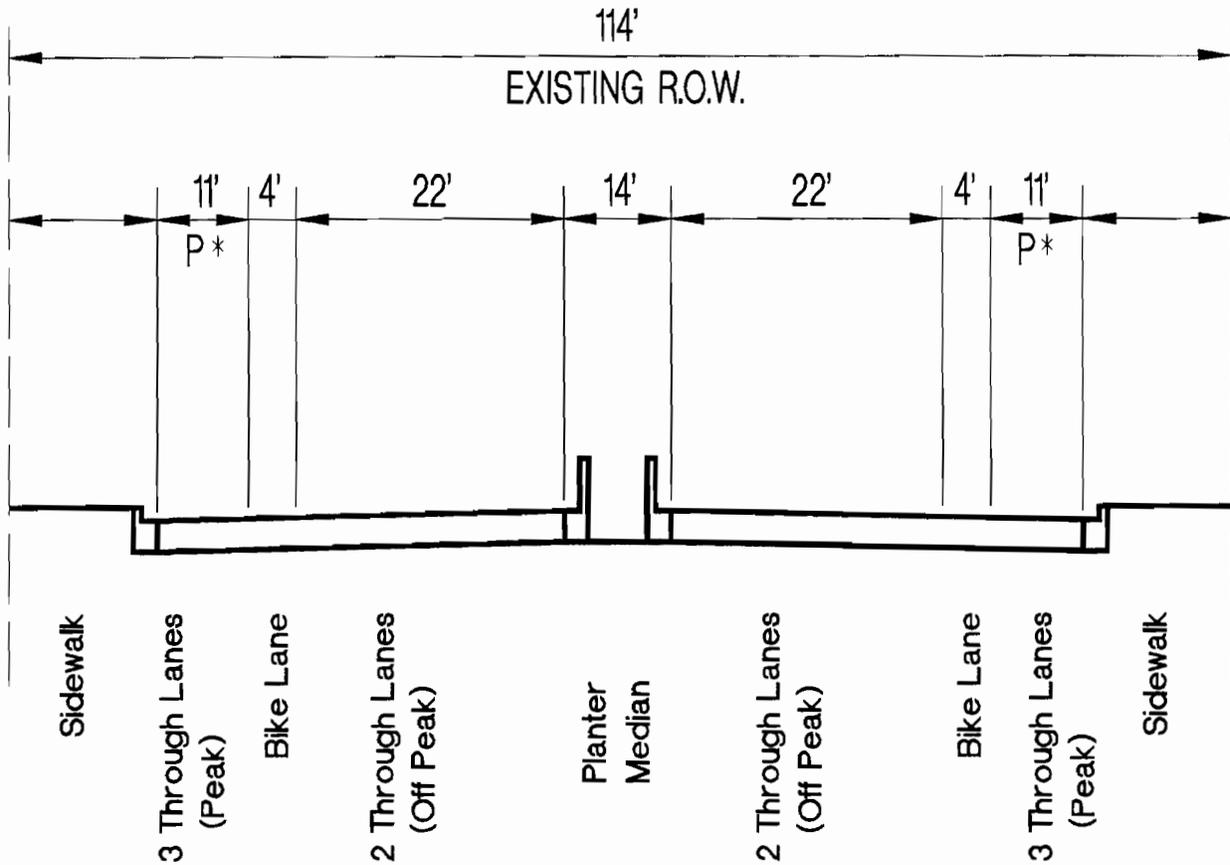
Public Transportation

No changes are recommended for the bus stop locations in this section. All existing bus stops along Columbus Drive should be provided with shelters.

Table III-1
Estimate of Construction Cost
ROOSEVELT ROAD
Dan Ryan Expressway to Lake Shore Drive

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	\$1,600,000.00
Intersection/Interchange Improvement	\$9,600,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section I	\$11,300,000.00
Section II	
Roadway	\$0.00
Intersection/Interchange Improvement	\$0.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section II	\$100,000.00
Section III	
Roadway	\$1,400,000.00
Intersection/Interchange Improvement	\$1,000,000.00
Structure Modification/Replacement	\$2,600,000.00
Right-of-Way	\$0.00
Transit Improvement	\$100,000.00
Total Estimated Cost for Recommended Improvements - Section III	\$5,100,000.00
Estimated Cost for All Recommended Improvements	\$16,500,000.00

RECOMMENDED CROSS SECTION ROOSEVELT ROAD

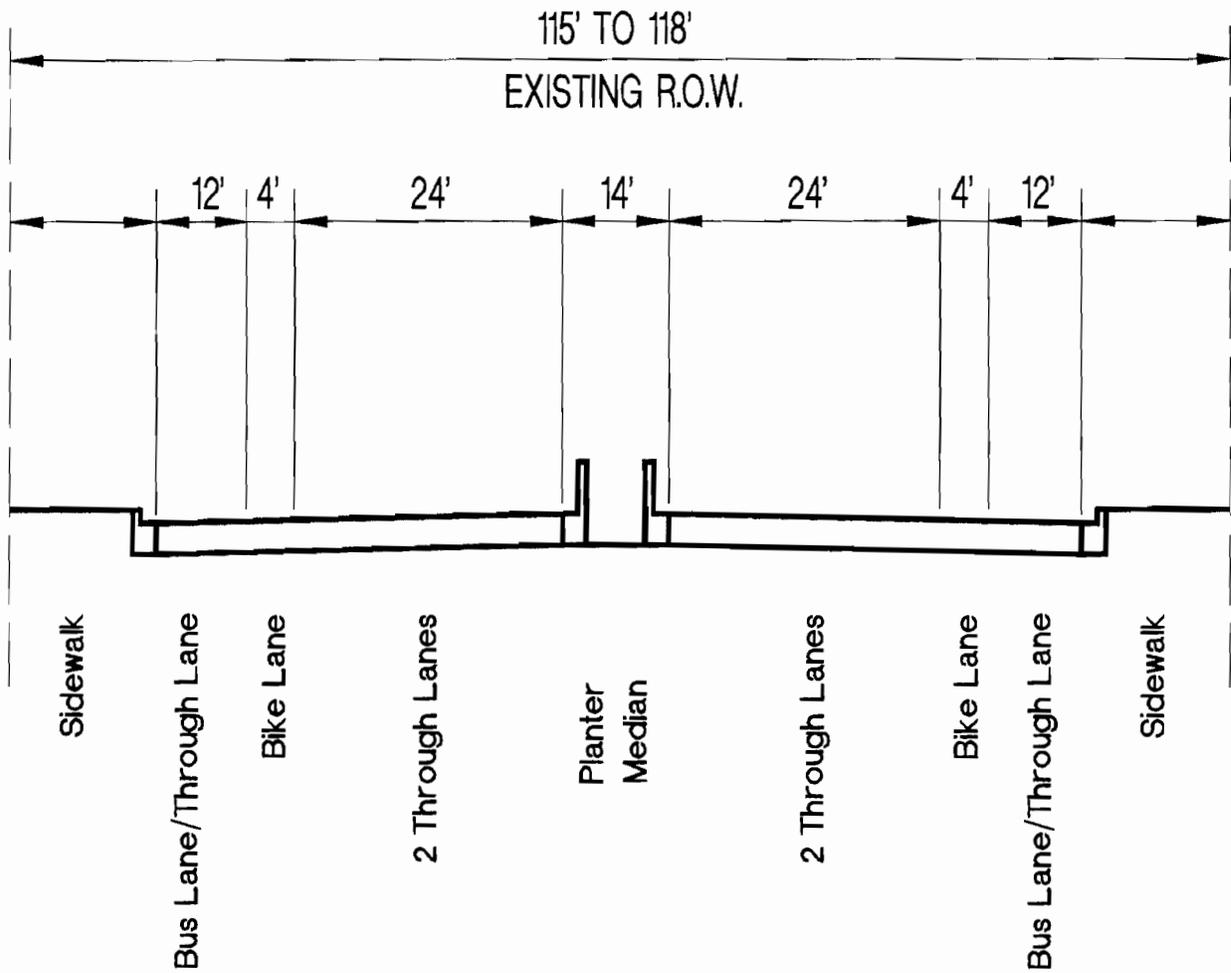


DESPLAINES STREET TO CANAL STREET

P* - PEAK HOUR PARKING RESTRICTION
 A.M. RESTRICTIONS EASTBOUND AND
 P.M. RESTRICTIONS WESTBOUND

EXHIBIT XS-ROS1

RECOMMENDED CROSS SECTION ROOSEVELT ROAD

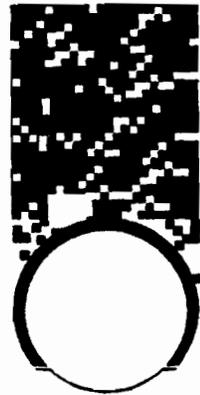


CANAL STREET TO LAKE SHORE DRIVE

EXHIBIT XS-ROS2

SRA FINAL REPORT

SOUTH LOOP CONNECTOR



Operation
Greenlight

ENVIRONMENTAL CONDITIONS & 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. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

The Chicago Downtown SRA Corridor consists of eight individual but interconnected routes. These routes are: Columbus Drive from Ontario Street to Lake Shore Drive; Congress Parkway from Franklin Street to Columbus Drive; Wacker Drive from Lake Shore Drive to Congress Parkway; La Salle Drive from Wacker Drive to Lake Shore Drive; Jefferson/DesPlaines Street from Roosevelt Road to Ontario/Ohio; South Loop Connector from Congress Parkway at Wacker to Cermak Road, and Roosevelt Road from Lake Shore Drive to Interstate 90/94. This SRA corridor is located entirely in Downtown Chicago. Environmental and land use information relative to each route is discussed in this chapter. The roadway alignment for the proposed South Loop Connector has not been finalized. Majority of the area where the proposed South Loop Connector roadway is proposed is vacant. There are existing buildings adjacent to the right-of-way at the north end along Wells Street.

South Loop Connector

The proposed South Loop Connector extends between the Dan Ryan Expressway at Cermak Road at the south end and the Congress Parkway at Wacker Drive at the north end. The proposed South Loop Connector will use the existing Wells Street roadway from Congress Parkway to Taylor Street at the north end, and connecting with the Wentworth Street roadway at the south end near Cermak Road. Presently, Wells Street ends at Taylor Street, while Wentworth Street ends at Archer Avenue.

Section 1 - Dan Ryan Expressway at Cermak Road to Taylor Street

Section 2 - Taylor Street to Congress Parkway

Section 1 - Dan Ryan Expressway at Cermak Road to Taylor Street

Exhibit A4-SLC1 and Exhibit A4-SLC2

Section 1 of the proposed South Loop Connector extends from Dan Ryan Expressway to Taylor Street. It begins at the Dan Ryan Expressway entrance ramp near Cermak Road and continues north

ENVIRONMENTAL CONDITIONS & LAND USE - cont'd

west of the Chicago River. The proposed alignment for this section has not been finalized thus far.

Environmental Conditions & Land Use

A detailed analysis of the environmental conditions will be done after finalizing the roadway alignment. The proposed roadway alignment has to be finalized between the City of Chicago, Department of Planning & Development and Chicago Department of Transportation.

Section 2 - Taylor Street to Congress Parkway

Exhibit B4-SLC2

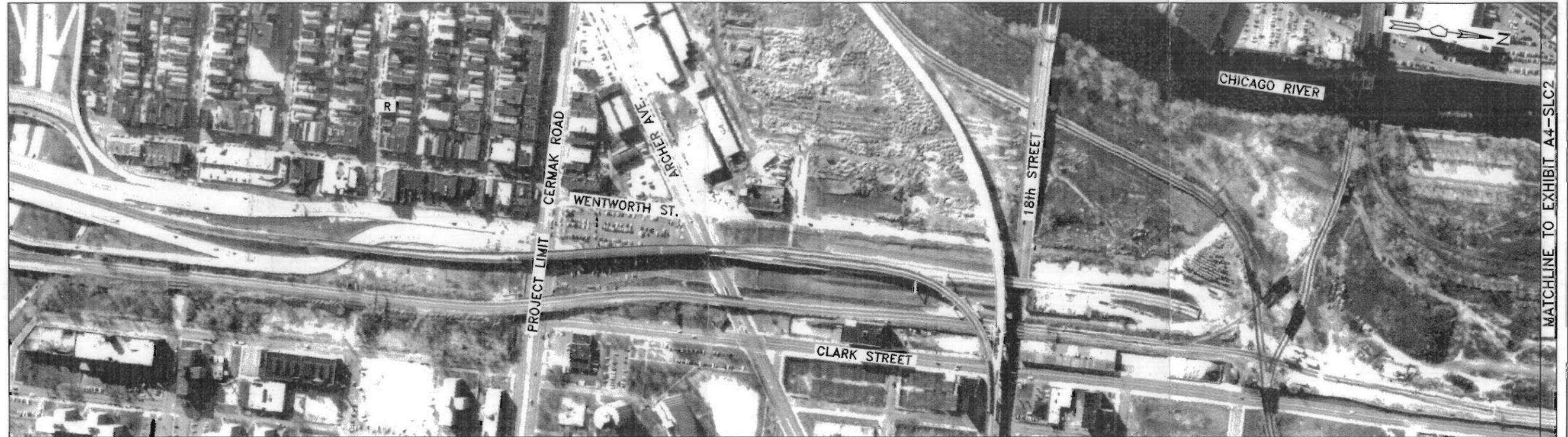
Section 2 of the proposed South Loop Connector is the existing Wells Street which extends from Taylor Street to Congress Parkway.

Environmental Conditions

Possible Underground Storage Tank sites (USTs) and Leaking Underground Storage Tank sites (LUSTs) have not been identified in this section.

Land Use

The land use on the South Loop Connector is a combination residential and office commercial. River City residential development is located on the west side of Wells Street between Taylor Street and Polk Street. Oscar D'Angelo Park is located on the southwest corner of Wells Street and Congress Parkway.



AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

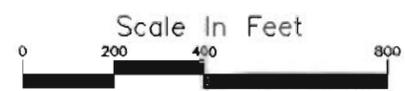
DESCRIPTION OF LAND USE:

LEGEND	
R	= RESIDENTIAL

SOUTH LOOP CONNECTOR - ENVIRONMENTAL CONDITIONS AND LAND USE

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

 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A4-SLC1

MATCHLINE TO EXHIBIT A4-SLC2

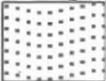


AERIAL PHOTO DATE: 03-02-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

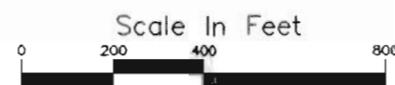
-  = Oscar D'Angelo Park
-  = Congress Subway

LEGEND	
	= PUBLIC FACILITY
	= STATUES, FOUNTAINS, AND MISCELLANEOUS STRUCTURES
R	= RESIDENTIAL
	= PARKS OR PUBLIC OPEN SPACE

SOUTH LOOP DETECTOR - ENVIRONMENTAL CONDITIONS AND LAND USE

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

 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A4-SLC2

Introduction

As part of the planning process, the SRA study includes a detailed evaluation of the existing roadway conditions. In this chapter, physical characteristics of each segment of the route are discussed including cross-sections, roadway structures, and other geometric concerns. The South Loop Connector alignment has not been finalized for majority of the route in this chapter.

Physical characteristics for the existing Wells Street from Taylor Street to Congress Parkway is discussed.

South Loop Connector

The South Loop Connector extends between the Dan Ryan Expressway at Cermak Road at the south end and Congress Parkway at Wacker Drive at the north end. The South Loop Connector will use the existing Wells Street roadway from Congress Parkway to Taylor Street at the north end, and connecting with the Wentworth Street roadway at the south end near Cermak Road. Presently, Wells Street ends at Taylor Street, while Wentworth Street ends at Archer Avenue.

Section 1 - Dan Ryan Expressway at Cermak Road to Taylor Street

Section 2 - Taylor Street to Congress Parkway

Section 1 - Dan Ryan Expressway at Cermak Road to Taylor Street

Exhibit B4 - SLC1 & SLC2

The proposed roadway alignment has to be finalized in this section of the South Loop Connector.

Section 2 - Taylor Street to Congress Parkway

Exhibit B4-SLC2

Section 2 of the South Loop Connector extends from Taylor Street Congress Parkway and is approximately 0.57 miles in length.

Physical Characteristics

Section 2 of the South Loop Connector is characterized by two through lanes in each direction between Harrison and Congress Parkway, and one lane in each direction between Harrison Street

EXISTING CONDITIONS - cont'd

and Taylor Street. Within this section, the pavement width varies from 41 feet to 46 feet with a painted median.

On Street parking is not permitted in this section of the South Loop Connector.

There are sidewalks along this section of the South Loop Connector. The existing right-of-way varies from 58 feet to 77 feet in this section.

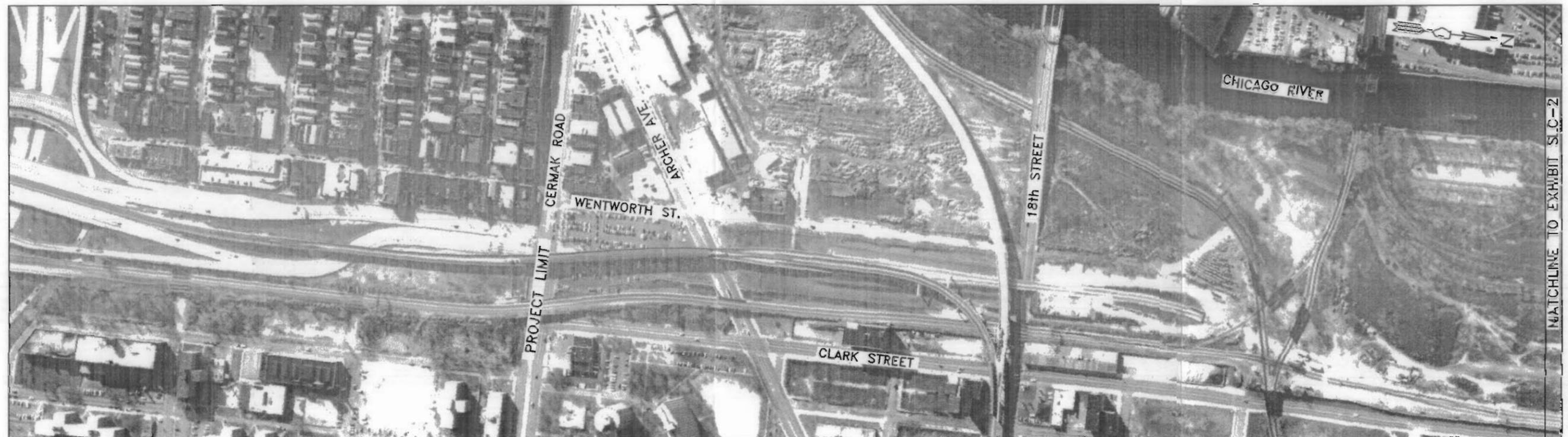
Traffic Control, Operations, and Safety

There are no available existing traffic numbers for this section at this time.

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



MATCHLINE TO EXHIBIT SLC-2

AERIAL PHOTO DATE: 03-02-92

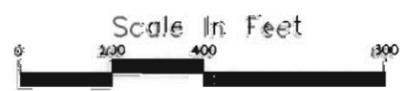
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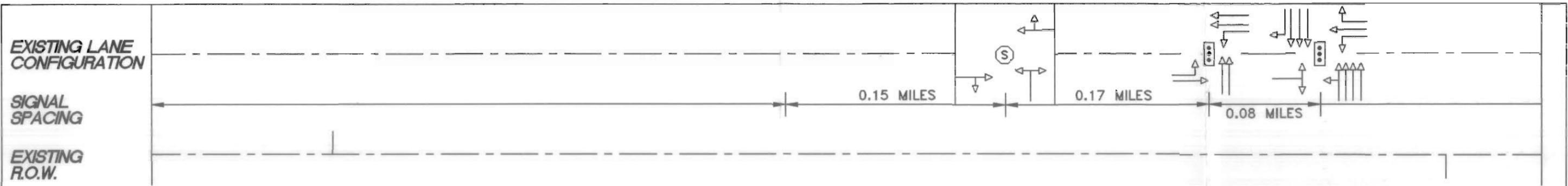
LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING PARKING

SOUTH LOOP CONNECTOR - EXISTING CONDITIONS

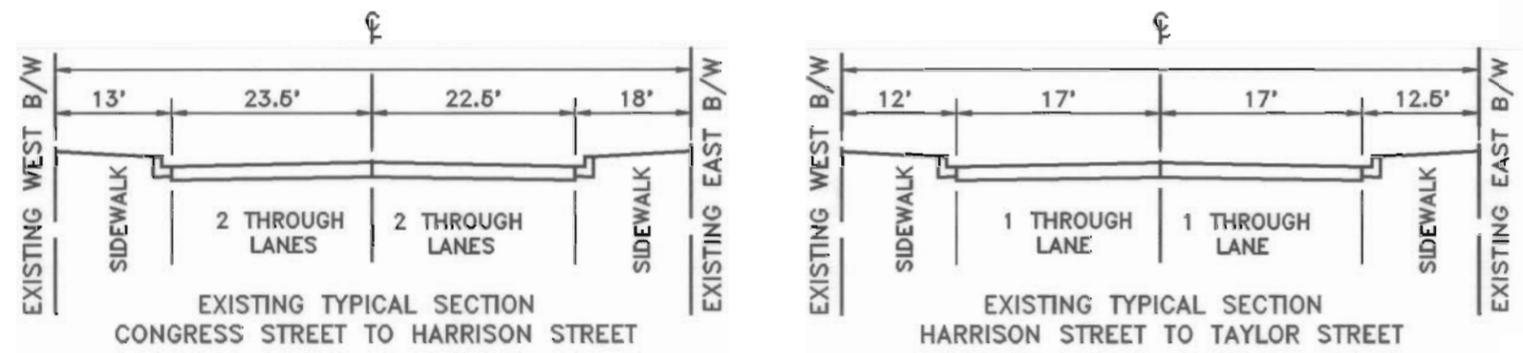
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Illinois Department of Transportation





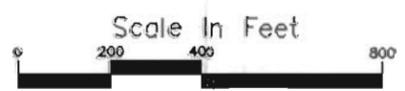
DESCRIPTION OF EXISTING CONDITIONS:



LEGEND	
---	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
Ⓢ	= EXISTING TRAFFIC SIGNAL
SN-#	= EXISTING STRUCTURE NUMBER
#	= EXISTING TRAFFIC LANE CONFIGURATION
Ⓟ	= EXISTING PARKING

SOUTH LOOP DETECTOR - EXISTING CONDITIONS

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



RECOMMENDED IMPROVEMENTS

This chapter describes recommended improvements in design, operation, access management, and public transit for each route of the Chicago Downtown Corridor. The right-of-way and lane configuration for the proposed condition are presented on Exhibit C4-SLC. Table III-1 provides estimates of construction cost for the various improvements.

- Major Features :**
- Currently undeveloped land
 - South Loop Connector is proposed to use existing Wells Street from Congress Parkway to Polk Street, a new alignment from Polk Street to Archer Avenue and part of the existing alignment from Archer Avenue to Dan Ryan/Stevenson expressway entrance ramps.
 - One lane in each direction exists between Congress Parkway and Polk Street, gravel surface from Polk Street to Roosevelt Road.

Integrated arterial concept:

With certain improvements, there is a potential to provide an integrated arterial system by interconnecting DesPlaines Street, Jefferson Street, Roosevelt Road and the new South Loop Connector with the expressway system. These improvements have been discussed for each of these routes separately.

South Loop Connector

The proposed South Loop Connector extends between the Dan Ryan Expressway at Cermak Road at the south end and Congress Parkway at Wacker Drive at the north end. The South Loop Connector will use the existing Wells Street roadway from Congress Parkway to Taylor Street at the north end, and connecting with the Wentworth Street roadway at the south end near Cermak Road. Presently, Wells Street ends at Taylor Street, while Wentworth Street ends at Archer Avenue.

Section 1 - Dan Ryan Expressway at Cermak Road to Taylor Street

Section 2 - Taylor Street to Congress Parkway

Section 1 - Dan Ryan Expressway at Cermak Road to Taylor Street

Exhibit B4 - SLC1 & SLC2

The proposed cross-section for this section of the route satisfies the standard urban SRA cross section. According to the Design Concept Report the urban SRA routes shows a desirable four-lane

RECOMMENDED IMPROVEMENTS - cont'd

cross section with 11 to 14-foot median and 12-foot sidewalks. Standard urban SRA cross section can be adopted for this section.

A new roadway has to be developed for this section of the South Loop Connector. The city of Chicago, Department of Planning & Development has done an extensive study of the proposed South Loop Connector. The final roadway alignment acceptable to CDOT & City of Chicago, Department of Planning will be incorporated in the SRA study. The recommended cross-section for the proposed South Loop Connector would provide two lanes in each direction with a 18-foot barrier median. A portion of the existing Wentworth Street has to be realigned to provide direct access to the Dan Ryan Expressway entrance ramps.

Operations

No traffic number is available at this time.

Access Management

Areas where access consolidation may be appropriate are identified in this report. Local agencies will be responsible for taking the lead role in implementing zoning and access policies which are consistent with the SRA planning report. Access consolidation should be applied, where possible, with median breaks allowing left turn access. In this section of South Loop Connector access to future developments and individual residences should be limited to "Right Turn Only" movements. By providing planter median cross street access will be restricted to right-in/right-out only.

Public Transportation

There is no proposed transit recommendation at this time.

Section 2 - Taylor Street to Congress Parkway

Exhibit B4-SLC2

Section 2 of the South Loop Connector extends from Taylor Street Congress Parkway and is approximately 0.57 miles in length.

Cross-Section and Geometrics

The proposed cross-section for this section of the route satisfies the standard urban SRA cross section. According to the Design Concept Report the urban SRA routes shows a desirable four-lane cross section with 11 to 14-foot median and 12-foot sidewalks. Standard urban SRA cross section can be adopted for this section.

RECOMMENDED IMPROVEMENTS - cont'd

The recommended cross-section for section 2 of the proposed South Loop Connector would provide two lanes in each direction with 14-foot barrier median.

Operations

No traffic number is available at this time.

The recommended improvements at signalized intersections include a left turn lane on the north/south legs of South Loop Connector. A synchronized signal system is recommended for the entire length of South Loop Connector. All existing signalized intersections should be incorporated in the system. A synchronized signal system should be developed for the overall network including crossing SRA routes such as Wacker Drive, Illinois Street, Grand Avenue, Ohio Street, Ontario Street and North Avenue.

Access Management

Areas where access consolidation may be appropriate are identified in this report. By providing planter median cross street access will be restricted to right-in/right-out only.

Public Transportation

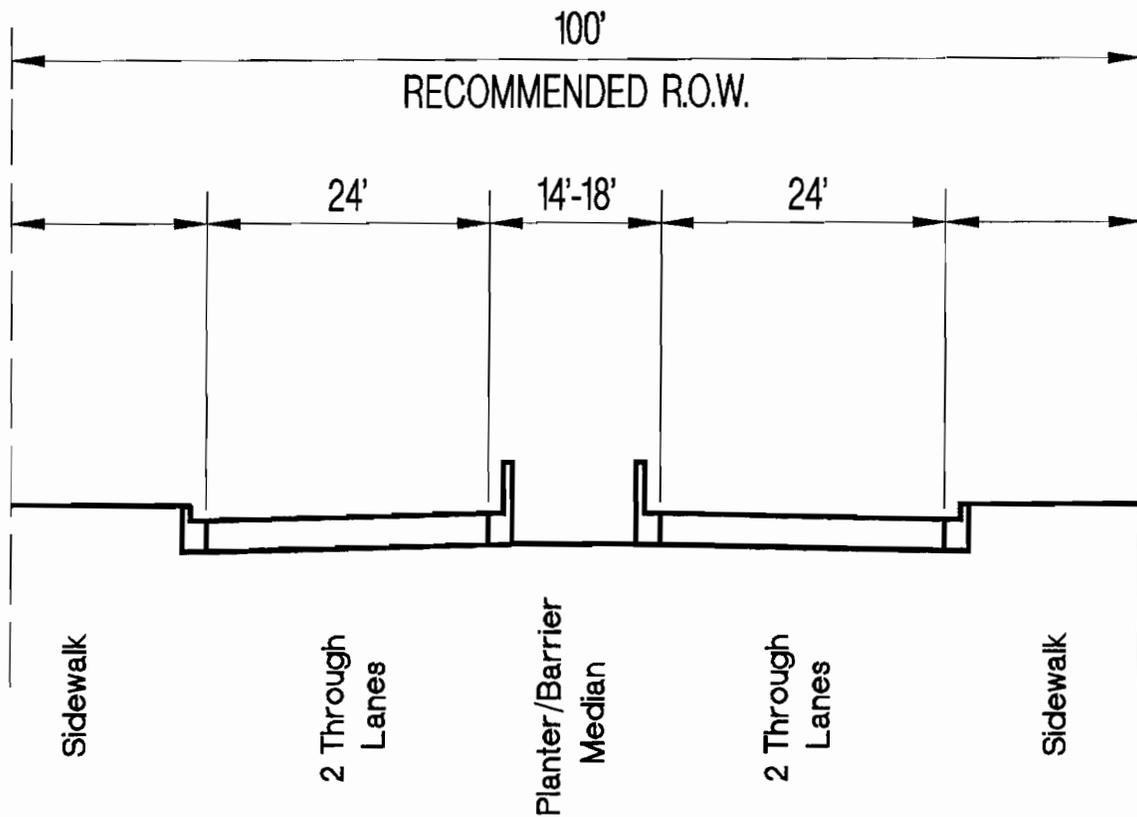
There is no proposed transit recommendation at this time.

Table III-1
Estimate of Construction Cost
SOUTH LOOP CONNECTOR
Dan Ryan Expressway at Cermak Road to Congress Parkway

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	
Intersection/Interchange Improvement	
Structure Modification/Replacement	
Right-of-Way	
Transit Improvement	
Total Estimated Cost for Recommended Improvements - Section I	**
Section II	
Roadway	\$2,100,000.00
Intersection/Interchange Improvement	\$5,400,000.00
Structure Modification/Replacement	\$0.00
Right-of-Way	\$0.00
Transit Improvement	\$500,000.00
Total Estimated Cost for Recommended Improvements - Section II	\$8,000,000.00
Estimated Cost for All Recommended Improvements	

** - Construction Cost for this section of the South Loop Connector will be estimated based on City of Chicago Department Planning recommendations.

RECOMMENDED CROSS SECTION SOUTH LOOP CONNECTOR



DAN RYAN EXPRESSWAY AT CERMAK ROAD
TO CONGRESS PARKWAY

EXHIBIT XS-SLC1

PUBLIC INVOLVEMENT

DOWNTOWN SRA

CORRIDOR



STRATEGIC REGIONAL ARTERIAL (SUBSET NO. 4)
Individual Community Interviews (ICI)

ISSUES SUMMARY REPORT
Corridor #4

Columbus Drive (Lake Shore Drive at Roosevelt Road to Ontario Street)
Congress Parkway (Franklin Street to Columbus Drive)
Upper Wacker Drive (Congress Parkway to Lake Shore Drive)
La Salle Street (Wacker Drive to Lake Shore Drive)
Jefferson/DesPlaines Streets (Roosevelt Road to Ohio/Ontario)
**South Loop Connector (Cermak Road at Dan Ryan Connector to
Congress Parkway at Wacker Drive)**
Roosevelt Road (Interstate 90/94 to Lake Shore Drive)

**SRA SUBSET #4 - Corridor #4 - Downtown Corridors
Issues Summary Report from Individual Community Interviews**

SUMMARY OF ACTIVITY

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

During the latter part of November 1993, the City of Chicago Department of Transportation Commissioner, Joseph F. Boyle, Jr., sent letters to each of the Aldermen within the City of Chicago whose wards were affected by the downtown routes. In addition, introductory letters were sent to each of the affected Aldermen on December 15th, 1993 by Mr. Aristide Biciunas, Executive Director of the Chicago Area Transportation Study (CATS). Following a meeting with the City of Chicago Department of Transportation personnel on January 13, 1994, telephone calls were initiated by Dames & Moore/MCE to set up meetings with the Aldermen of each of the wards, beginning on January 15, 1995. Each of the scheduled meetings was attended by Lawrence Lux of Dames & Moore/MCE, who served as the facilitator for the meetings, along with various members of the Dames & Moore/MCE staff who were involved in the corridor studies.

The following is a summary of the meetings attended:

<u>DATE</u>	<u>AGENCY</u>	<u>NAME</u>	<u>POSITION</u>	<u>D&M/MCE REPRESENTATIVE</u>
1-13-94	City of Chicago	LuAnn Hamilton Keith Privett Sandra King Susan Mea Richard Hazlett Kathleen Moore	CDOT CDOT CDOT CDOT CDOT CDOT	Mr. Lawrence Lux Mr. Michael Hurtubise Ms. JoAnna Litrell
1-25-94	Cook County Highway Dept.	Mr. Carl Kowalski Mr. Robert Hedrick Mr. Rich Starr (IDOT)	Supt. of Highways Dir. of Plan & Prog.	Mr. Lawrence Lux Mr. Chris Rops Mr. Mike Hurtubise Mr. Bruce Talbot Mr. Ralph Killian
2-16-94	City of Chicago - 2nd Ward	Madeline Haithcock Dorothy Hamilton Luann Hamilton Keith Privett	Alderman Administrative Aide CDOT CDOT	Mr. Lawrence Lux Ms. Joanna Litrell
2-18-94	City of Chicago - 42nd Ward	Burton Natusus Richard Hazlett	Alderman CDOT	Mr. Lawrence Lux Ms. Joanna Litrell

**SRA SUBSET #4 - Corridor #4 - Downtown Corridors
Issues Summary Report from Individual Community Interviews**

2-23-94	City of Chicago - 43rd Ward	Vi Daley Sue Lichter Richard Hazlett	Chief of Staff to Alderman Aldermanic Staff CDOT	Mr. Lawrence Lux Ms. Joanna Litrell
3-23-94	City of Chicago - 25th Ward	Mr. Ambruso Medrano Mr. Keith Privett	Alderman CDOT	Mr. Lawrence Lux Ms. Joanna Littrell
3-16 & 3-31-94	City of Chicago - 1st Ward	Mr. Theodore Mazola Mr. Richard Hazlett	Alderman CDOT	Mr. Lawrence Lux Ms. Joanna Littrell
4-1-94	City of Chicago - 27th Ward	Mr. Dexter G. Watson	Alderman	Mr. Lawrence Lux Ms. Joanna Littrell
7-6-94	City of Chicago	Barbara Maloof Mark Delin Carl Byrd Cheri Heramb Keith Privett Charles Riddle Bruce Worthington Tom Kaesor	CDOT - Comm Interface CDOT - Administration CDOT - Traffic CDOT - Planning CDOT - Planning CDOT - Highways CDOT - Traffic CDOT - Traffic	Mr. Mike Hurtubise Mr. Scott Duong Ms. Lisa Weesner Mr. Dan Drake Mr. Bruce Talbot
9-9-94	Chicago Park District	Mr. Edward Uhlir	Director of Architecture, Engineering and Planning	Ms. Lisa Weesner Mr. Sat Nagar Mr. Mike Hurtubise Mr. Bruce Talbot Mr. Scott Duong Mr. John Mick

During July of 1994 a meeting was also held between DAMES & MOORE/MCE and several representatives of Friends of Lincoln Park.

The individual community interviews are an attempt to solicit as much local opinion and comment as possible prior to initiating the technical aspects of the study. Interviews focus primarily on known local problems, future developments within the area and the involvement of the elected officials of the community in the planning process. The meetings served to promote a better understanding of the problems of the area and the political concerns with respect to those problems.

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

Within the City of Chicago, the SRA project is being coordinated with the Chicago Department of

SRA SUBSET #4 - Corridor #4 - Downtown Corridors
Issues Summary Report from Individual Community Interviews

Transportation. For each Aldermanic meeting, (except that with Alderman Watson), the department sent a representative who served as an observer to the discussion to become more familiar with the local issues of concern to the Aldermen. Follow-up information is being coordinated through the Department of Transportation.

Thank you letters were sent to each of the principal contacts with copies to the others in attendance following each of the meetings. This letter contained a tentative schedule for proceeding with the study.

OTHER STRATEGIC REGIONAL ARTERIALS AFFECTED

This corridor is actually a group of roadways contained within the Central Business District of the City of Chicago.

This corridor intersects with the following other SRA routes:

- | | |
|--|--|
| 1) Michigan Avenue
(SRA Subset #1) | 3) Ohio, Ontario, Illinois Streets
and Grand Avenue (SRA Subset #1) |
| 2) Illinois 64 / North Avenue
(SRA Subset #1) | 4) U.S. Route 41 / Lake Shore Drive
(SRA Subset #3) |

This corridor also intersects with the following major highways/expressways:

- 1) I-90 / 94 - Dan Ryan / Kennedy Expressways
- 2) I-290 - Eisenhower Expressway
- 3) I-90 / 94 - Chinatown Extension

ADDITIONAL INDIVIDUALS OR AGENCIES RECOMMENDED FOR CONSULTATION

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

- Dearborn Park Homeowner's Group
- Burnham Park Task Force (Barbara Lynn - 312-987-1980)

SRA SUBSET #4 - Corridor #4 - Downtown Corridors
Issues Summary Report from Individual Community Interviews

- Near South Planning Organization
- Russell Salzman
- Al Friedman
- Mayo Wolcott
- State Street Council
- Barry Adelman
- Jerry Roper
- Chinatown Chamber of Commerce
- Chinese-American Service League
- AMTRAK/Burlington Northern/METRA
- West Central Association, Mr. Bob Wiggs
- Advisory Board of Grant Park
- Downtown Hotel Association
- Mrs. Alice Harper
- Chinese Service League, Mr. Jerry Fogelson/Mr. Don Deporter
- Lake Michigan Federation, Mrs. Helen Romer
- Roosevelt Road Coalition
- Presidential Towers Association
- Carl Sandburg Village Association
- Friends of Lincoln Park

CORRIDOR OVERVIEW

This corridor actually consists of seven individual roadways within and adjacent to the Chicago Downtown area. The land uses within the corridor are widely, but are comprised mostly of either high density residential, high density office/commercial uses, or industrial uses. The land uses throughout the corridor can be summarized as follows:

<u>ROUTE</u>	<u>PRINCIPAL LAND USES</u>
Columbus Drive	Open Space/Recreational
Congress Parkway	High Density Commercial/Business
Upper Wacker Drive	High Density Commercial/Business
La Salle Street	High Density Residential/Commercial
Jefferson/Des Plaines	High Density Residential/Commercial/Industrial
South Loop Connector	Vacant
Roosevelt Road	Residential/Open Space/Vacant/Commercial

**SRA SUBSET #4 - Corridor #4 - Downtown Corridors
Issues Summary Report from Individual Community Interviews**

It should be noted that one of the routes, Columbus Drive, traverses through almost the entire length of Grant Park, which is devoted entirely to public open space. Another of the routes, South Loop connector, is a non-existent roadway that will be developed along a new alignment between approximately Congress Parkway at Wacker Drive and Cermak Road at the Dan Ryan connector. IDOT has classified all of the routes in this corridor as "urban" with a desirable cross-section of four lanes with channelized intersections at traffic signals. All of the existing roadways meet or exceed this criteria, however, channelized intersections are lacking along several of the individual corridor roadways.

Parking is sporadic throughout the entire corridor, however, it can be summarized according to the following table:

<u>ROUTE</u>	<u>PARKING</u>
Columbus Drive	Metered, Both Sides
Congress Parkway	Not Allowed
Upper Wacker Drive	Cabs, Tour Buses, Loading & Unloading Zones
La Salle Street	Metered, Both Sides
Jefferson/Des Plaines	Both sides in curb lane
South Loop Connector	N/A
Roosevelt Road	Des Plaines Street to Canel Street

In terms of priority, the most frequently heard problem along each of the roadways in the corridor appears to be the traffic and congestion problems that exist, particularly during peak hour periods. Issues regarding safety and roadway condition were the next highest priorities.

All of the downtown roadways within this corridor are either under the jurisdiction of the City of Chicago or the Illinois Department of Transportation. The roadways under the jurisdiction of Illinois Department of Transportation are upper Wacker Drive between Michigan Avenue and Lake Street, lower Wacker Drive between IKE and Randolph Street Congress Parkway west of Michigan Avenue and Roosevelt Road west of Michigan Avenue. Numerous projects are in the planning stages along virtually every one of the routes affected. For this study, it will be necessary to coordinate and integrate the projects already in the planning stages by the City of Chicago.

MAJOR ISSUES OF CONCERN

A number of issues of primarily local interest were identified which will be summarized on the following pages. However, several issues of major concern arose which warrant further discussion

SRA SUBSET #4 - Corridor #4 - Downtown Corridors
Issues Summary Report from Individual Community Interviews

and/or research:

- There appears to be a concern among those interviewed that one of the major problems has been the lack of knowledge about major improvements or changes among community members and failure to meet with community members regarding issues relative to the roadways within their districts prior to commencement of construction.
- Better communication needs to be developed between the various "planning organizations" since many of the organizations have separate missions, work independently, and often do not share ideas.
- Parking, or the lack thereof, was a recurring issue throughout all of the meetings.
- The Central Area Circulator project will have an impact on some of the routes within the corridor.

POTENTIAL NEW DEVELOPMENTS

Throughout the corridor, a number of potential new developments were identified which should be considered in the study.

- There is a proposed bus turnaround to be located at the North Avenue Beach.
- There is a proposed redevelopment in the Fullerton/Stockton/Cannon Drive/Diversey area.
- There is the possibility of a development north of Chinatown near Cermak road and the South Loop Connector which would be a residential development for senior citizens, possibly eight or nine stories.
- There is a new school under construction within the Chinatown District boundaries.
- There has been some discussion indicating that a new Riverboat Casino development could possibly be built west of the South Loop Connector and east of the South Branch of the Chicago River, somewhere around 18th Street.

SRA SUBSET #4 - Corridor #4 - Downtown Corridors Issues Summary Report from Individual Community Interviews

- There is a new development proposed north of Roosevelt Road between Clark Street and the Chicago River, across from the current River City development. The proposed development is a mixed use of ten acres each of multi-family and commercial, for a total of twenty acres.
- The realignment of Lake Shore Drive between the Field Museum and Cermak Road is in the final stages of planning. A public hearing for this project was held in October 1994. Some initial phases of construction are anticipated in late 1995. This project will have significant impacts on various downtown corridors including Columbus Drive and Roosevelt Road.

SUMMARY OF LOCAL ISSUES

A number of issues of local interest were raised during the interviews. To simplify these concerns, they are summarized by individual roadway throughout the corridor.

Columbus Drive (Lake Shore Drive at Roosevelt Road to Ontario Street)

- Traffic signals in the area between Randolph Drive and South Lake Shore Drive should be synchronized. Some consideration should be given to extending all of the SRA's between Lake Shore Drive and the Kennedy Expressway.
- There are significant pedestrian problems in the area of the Petrillo Band Shell and Buckingham Fountain. The pedestrian and vehicular traffic do not mix very well when there are large crowds for summer events in Grant Park.
- The intersections of Columbus Drive with Monroe Street and Columbus Drive at Randolph should be investigated to allow a safer mixing of pedestrians and vehicles.
- The north end of the Columbus Drive SRA, near the Illinois/Grand intersections are dangerous because of the lane drops which occur near the intersection.
- Consideration should be given to shutting down Columbus Drive between Monroe/Wacker and Roosevelt Road through Grant Park on weekends, to allow full access by pedestrians.

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Issues Summary Report from Individual Community Interviews

- The installation of one or more pedestrian overpasses/tunnels in the Grant Park area should be explored.

Congress Parkway (Franklin Street to Columbus Drive)

- Some consideration should be given to reducing the number of traffic signals along this corridor.
- The traffic patterns into and out of the Printers Row area need improvement.
- Addition of a landscaped median between Michigan and Wells should be considered.
- Traffic signal coordination should be evaluated.

Upper Wacker Drive (Congress Parkway to Lake Shore Drive)

- The feasibility of reducing the number of ramps and signals, should be studied.
- All traffic signals should be synchronized.
- A hazardous condition exists at Lake Street where the ramps from lower Wacker Drive merge into the west/southbound traffic along Wacker Drive.
- The signage between Michigan Avenue and Lake Shore Drive is very confusing.
- If any major work is contemplated anywhere along Upper Wacker Drive, the impact to lower Wacker Drive should be considered and improvements made whenever and wherever possible.
- The traffic signals at Lake Street and Wacker Drive are visually confusing, particularly on the northwest quadrant.
- East of Lake Street along Upper Wacker Drive, the median treatments are inconsistent, and some improvements should be studied.

La Salle Street (Wacker Drive to Lake Shore Drive)

SRA SUBSET #4 - Corridor #4 - Downtown Corridors
Issues Summary Report from Individual Community Interviews

- Improvements to the traffic flow through the Clark Street intersection at North Avenue should be studied.
- There should be strict enforcement of the parking prohibition in the area of Clark Street at North Avenue during both the A.M. and P.M. peak hours.
- Traffic signals should be synchronized and rehabilitated to provide left turn arrows at all signalized intersections.
- Parking prohibitions during peak hours should be studied along LaSalle Street.
- There are some complicated geometrics on the eastbound LaSalle extension to northbound Lake Shore Drive, which should be studied for improvement.
- The northbound ramp from LaSalle Drive to Lake Shore Drive has two lanes that merge into a single lane prior to entry onto Lake Shore Drive.
- A right turn lane would be helpful for westbound LaSalle at Clark Street.
- Southbound Stockton Drive at LaSalle has some geometric problems, particularly when making a left turn onto LaSalle.
- When exiting Lake Shore Drive westbound, the turning movement to Stockton Drive is a problem.
- Vehicles traveling northbound on Lake Shore Drive exiting to westbound LaSalle, who also desire to turn left onto Inner Lake Shore Drive, cause extensive traffic back-ups and substantial confusion to motorists unfamiliar with the area.
- There is a proposed bus turnaround to be located at the North Avenue Beach, which could be a problem, if parking at North Avenue Beach were prohibited as part of the construction.
- There is a possibility that some old graves exist in the area of Lincoln Tomb near the intersection of Clark Street and LaSalle Drive.
- Traffic signal timing and coordination should be studied for the entire length of LaSalle Drive.

SRA SUBSET #4 - Corridor #4 - Downtown Corridors

Issues Summary Report from Individual Community Interviews

Jefferson/Des Plaines (Roosevelt Road to Ohio/Ontario)

- Traffic in the area of Presidential Towers at Van Buren Street is a problem. Traffic signals should be synchronized along both streets.
- If the Ohio Street extension is intended to be the northern terminus of this corridor, substantial problems will exist between Lake Street and the extension, which will involve right-of-way, and impacts to the existing Milwaukee Avenue and METRA tracks.
- Installation of landscaped medians should be considered.
- Parking restrictions need to be explored near the Greyhound Bus Terminal development at Harrison Street.
- The condition of both Jefferson and Des Plaines warrants immediate attention.

South Loop Connector (Congress Parkway at Wacker Drive at Cermak Road at Dan Ryan Expressway)

- Access to and from the South Loop Connector at Archer Avenue should be studied.
- Any design of the South Loop Connector, particularly with respect to the retaining walls or other architectural features, should reflect the Chinatown neighborhood's ethnic heritage.
- At Cermak Road, the intersections of Wentworth, the Dan Ryan exit ramp, and Clark Street all occur within a three to six hundred foot space. These intersections are very complex with many conflicting movements. Improved operation of these intersections, should be studied.
- It is possible that a Riverboat Casino development could be built west of the South Loop Connector and east of the Chicago River somewhere in the area of 18th Street.
- Parking will be a major issue along the South Loop Connector.

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Issues Summary Report from Individual Community Interviews

- The “St. Charles Airline Railroad” a privately owned railroad facility, presents a problem in extending the South Loop Connector, south of Roosevelt Road. Unsuccessful discussions and negotiations have been conducted to acquire this property.
- Any ramps necessary for connection, at Roosevelt Road or at any other locations, should be trumpet type ramps, to minimize the amount of land that would be taken for construction of the ramps.

Roosevelt Road (Lake Shore Drive to Interstate 90/94)

- There is general support of the extension of Roosevelt Road from Michigan Avenue to Lake Shore Drive.
- The extension of Roosevelt Road should be coordinated with the consultant developing the plans for the relocation of Lake Shore Drive near Soldier Field.

POTENTIAL HISTORICAL SITES

The only potentially historical sites mentioned during any of the meetings, were:

- The possibility of some existing old graves in the area of the Lincoln Tomb near the intersection of Lake Street and LaSalle Drive.
- The Chinatown Arch at 22nd and Wentworth at the entrance to the Chinatown District.

POSSIBLE HAZARDOUS MATERIAL SITES

Two potential sites for hazardous material were mentioned during the interviews.

They are:

- The area near 18th Street east of the South Branch of the Chicago River, where the South Branch of the Chicago River originally was located.

SRA SUBSET #4 - Corridor #4 - Downtown Corridors
Issues Summary Report from Individual Community Interviews

- The old Santa Fe Railroad yards north of Archer Avenue near Cermak Road.

PROJECT DEVELOPMENT AND SCHEDULE

At the time of the interviews, the study schedule was expected to be as follows: during the Summer and Fall of 1994, the consultants will study these issues and will develop alternative concepts for presentation to IDOT and the City of Chicago. In early 1995, a concept meeting will be held with the Illinois Department of Transportation and representatives of the City of Chicago to review alternative preliminary concepts. Other alternative concepts may be developed during these sessions. The consultant will then take the information developed in this concept meeting and produce materials for discussion at an advisory panel workshop, to be held sometime in Summer 1995. The comments and information developed in this first advisory panel workshop will be reviewed, modified and incorporated into a preferred plan and presented at a second advisory panel workshop sometime during the Fall of 1995. The results of the second hearing will be incorporated into a preferred set of plans to be presented to a public hearing which will take place sometime in early 1995. Comments for the public meeting will be incorporated into the plan and the SRA feasibility study report, which will be presented to IDOT sometime mid 1996.

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

SUMMARY

CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DESIGN CONCEPT REVIEW MEETINGS SRA SUBSET #4, CORRIDOR #4 DOWNTOWN CHICAGO ROUTES

DATES: March 28, 1996
April 2, 1996

LOCATION: City of Chicago Department of Transportation

SUBJECT: Strategic Regional Arterial Study, Subset #4
Corridor #4 - Downtown Chicago Routes
Review of Proposed Concepts

ATTENDEES: **Illinois Department of Transportation (IDOT)**

<u>March 28</u>	<u>April 2</u>
Rich Starr	Rich Starr
	Wally Kos

City of Chicago Department of Transportation (CDOT)

<u>March 28</u>	<u>April 2</u>
Thomas Smith	Cheri Heramb
Keith Privett	Tim Martin
Tom Kaeser	Dave Harrington
	Keith Privett

Dames & Moore/MCE

<u>March 28</u>	<u>April 2</u>
Mohammad Hassan	Mohammad Hassan
George Schober	George Schober
Sat Nagar	Sat Nagar
Debra Duerr	Debra Duerr

Copies to: Attendees

The purpose of these meetings was to present and discuss the preliminary design concepts for SRA Corridor #4, the Downtown Chicago Corridor. This "corridor" consists of eight separate but interconnected streets, all of which are under at least partial jurisdiction of the City of Chicago.

DESIGN CONCEPT REVIEW MEETINGS
SRA SUBSET #4, CORRIDOR #4
March 28 and April 2, 1996
(continued)

Through a series of meetings between IDOT and Dames & Moore/MCE, several preliminary design concepts have been developed for each route that range from minor operational changes to major structural improvements. Before the first Advisory Panel meeting, CDOT needs to review the concepts and decide which should be carried forward and which are not desirable to the City.

At the meetings, IDOT representatives Mr. Starr and Mr. Kos provided an overview of the SRA program and status of the studies and implementation efforts. Mr. Schober & Ms. Duerr presented an introduction to the recommended concepts and Mr. Nagar presented the detailed concepts for various routes of the downtown Chicago SRA Corridor. These recommended improvements will provide better access between the downtown area and the expressway system and Lake Shore Drive by improving through traffic movements, and interconnections where possible. CDOT comments and suggestions are discussed below for each of the individual routes.

Ms. Heramb noted that there are a number of special interest groups who are concerned with downtown development and economic issues, and suggested holding a public informational meeting in the near future. She offered to provide a notification mailing list and help arrange a location.

It was also suggested that CTA be invited to the Advisory Panel. Mr. Kos said that the SRA program is receiving a lot of attention in the CATS 2020 planning process, and wondered if RTA was considering something similar.

Interconnected Arterials

With certain improvements, there is a potential to provide a loop bypass of downtown Chicago by interconnecting Des Plaines Street, Jefferson Street, Roosevelt Road and a new South Loop Connector with the expressway system. This may allow abandonment of some exit and entrance ramps on I-90/94 through downtown, and will require some structural modifications. Some aspects of this concept were not acceptable to CDOT and will be revised.

Des Plaines Street / Jefferson Street (Roosevelt Road to Ohio/Ontario)

One concept for Des Plaines Street would provide a direct connection between Des Plaines and the Ohio Street feeder ramp via a proposed exit ramp. This would accommodate southbound traffic as a portion of the downtown loop bypass concept. A one-way couple with Jefferson Street would provide northbound access. New right-of-way would be required to provide an exit ramp from the Ohio Street feeder ramp. A second concept includes no major changes to Des Plaines Street, with no new exit ramp.

DESIGN CONCEPT REVIEW MEETINGS
SRA SUBSET #4, CORRIDOR #4
March 28 and April 2, 1996
(continued)

The first concept for Jefferson Street would work in conjunction with Des Plaines Street Alternate 1 as a one-way couple that could be part of a downtown loop bypass system, and serve as a frontage road for I-90/94. Jefferson would need to be extended north to Grand Avenue using new right-of-way. Westbound access to the expressway system via Jefferson Street is then possible from Grand Avenue, if a new entrance ramp is constructed at Grand Avenue to westbound I-90/94. This would require modification of the entrance ramp from westbound I-90/94 to the Ohio feeder ramp. According to CDOT, this concept of providing a new entrance ramp from Grand Avenue to westbound Kennedy would not be feasible, and so will not be evaluated further. The second concept proposes no major changes to Jefferson, and motorists would continue to use existing I-90/94 entrance ramps.

Questions, comments, and suggestions were as follows:

- Mr. Smith questioned the feasibility of installing a ramp at this location on Ohio Street since 2-or 3-lane weaves would be required for motorists exiting the Kennedy express lanes, and the available weaving distance would require a 40-mph speed limit.
- Mr. Martin wondered whether this loop bypass concept was necessary since there is good expressway access just to the west. He was concerned that the level of traffic that might result on Des Plaines and Jefferson Streets, which already have a high proportion of truck traffic, might not be compatible with the City's land use development plans.
- It was felt that removing scissor ramps to I-90/94 would be opposed.
- CDOT asked if we had evaluated reopening Milwaukee Avenue between Des Plaines and Jefferson to provide a loop connection. We felt it was unlikely that drivers would travel on Milwaukee far enough to access the expressway system rather than using one of the existing entrances, e.g., Monroe or Randolph.
- Mr. Martin suggested that railroad tracks should be shown on the existing and recommended condition exhibits.

Roosevelt Road (I-94 to LSD) / South Loop Connector (Cermak Road to Congress Parkway)

The three concepts for Roosevelt Road do not propose major changes to the existing roadway, much of which has recently been improved and landscaped. The concepts include a link with the new South Loop Connector via a local access road planned for the development area to the south. Future

DESIGN CONCEPT REVIEW MEETINGS
SRA SUBSET #4, CORRIDOR #4
March 28 and April 2, 1996
(continued)

extension to Lake Shore Drive is assumed. The concepts differ only in parking restrictions and are consistent with City plans. The focus of these concepts is on aesthetics and efficient uninterrupted through traffic movement.

The objective of the South Loop Connector is to provide a southern connection between the expressway system (Dan Ryan and Stevenson Expressway at the south) with the central business district and expressway system on the north. This concept also allows connection with Roosevelt Road and a downtown loop bypass. The South Loop Connector will be a new alignment from Polk Street to Wentworth Street.

- Mr. Smith suggested verifying the City's plans for Roosevelt Road with Mr. Martin. Plans include extended median, a bikeway, and some parking retention. This will be checked.
- The Roosevelt Road SRA designation ends at Des Plaines Street on the west. It was suggested that the study be extended to Halsted Street. This would 1) offer an opportunity to evaluate problems at the Dan Ryan Expressway entrance, 2) relieve some traffic on Halsted, and 3) be compatible with the City's plan to narrow Halsted through Greek town.
- Both the city and developers are supportive of the South Loop Connector, although no specific alignment or right-of-way requirements have been developed. This will need to be coordinated with developers through the Planning Department. There are several rail lines that traverse this area, and more specific information on their location and use should be obtained. Mr. Martin offered to check his South Loop Connector files that contain some earlier alignment options. He also noted that Metra has updated the Chicago Terminal map, which show who uses which rail lines.
- Property owners and developers in the area were mentioned as CSX, Chinatown Square, La Salle Partners, Walsh Higgins, and Lakeside Bank.

Congress Parkway (Franklin Street to Columbus Drive)

The objectives of this concept are to provide a uniform cross-section and provide efficient through traffic movement by eliminating closely spaced signals and providing a Chicago style planter median. Several signalized cross streets extend only a few blocks north and south of Congress Parkway. This concept assumes that State Street will be open for automobile traffic north of Congress Parkway. The recommended cross section can be achieved within the existing pavement.

DESIGN CONCEPT REVIEW MEETINGS
SRA SUBSET #4, CORRIDOR #4
March 28 and April 2, 1996
(continued)

Apparently, there have been and are currently a variety of plans for Congress Parkway, both by IDOT and CDOT. It was not entirely clear what aspects of these are priorities or final decisions. Chris Wahlner was suggested as a contact.

- CDOT has a master plan for Congress Parkway which indicates planter medians and uniform number of lanes for the entire length. Dames & Moore/MCE will try to get these plans and incorporate the recommendations in this SRA study.

Columbus Drive (Lake Shore Drive at Roosevelt Road to Ontario Street)

The first concept for Columbus Drive essentially retains the use as an arterial route by allowing for regional traffic needs while maintaining Grant Park access. This concept would provide a uniform cross-section instead of the varying number of lanes that currently exist, and would retain on-street parking on the east side of Columbus Drive between Roosevelt Road and Monroe Street. By providing a painted median pedestrian access would not be controlled, and the pavement can continue to be used for special events. The recommended cross section can be achieved using existing pavement.

A second concept envisions a long term change in the use of Columbus Drive in concert with the relocation of Lake Shore Drive and development of open space in the vicinity of Soldier Field. The focus of this concept is on capacity and aesthetics. This concept would provide a uniform number of lanes instead of the varying number of lanes that currently exist. Construction of Chicago style planter median would improve pedestrian access control and enhance the aesthetics of Columbus Drive, but would reduce the flexibility of use of the pavement for special events. This concept would likely require moving the special events from Columbus Drive, and was not acceptable to CDOT.

The third concept envisions minimum change in the use of Columbus Drive. The existing on-street parking is recommended to be removed only on the east side between Jackson Boulevard and Monroe Street (33 parking places). This concept would somewhat increase capacity, provide a consistent number of lanes, and eliminate some operational problem spots. This concept could provide a uniform number of lanes between Roosevelt Road and Grand Avenue with minimum impacts. Providing a painted median between Roosevelt Road and Monroe Street is consistent with the Lake Shore Drive realignment study. Columbus Drive can continue to be used for special events. The cross section can be provided within the existing pavement.

- Removal of any parking on Columbus Drive seems to be difficult. It was suggested in both the

DESIGN CONCEPT REVIEW MEETINGS
SRA SUBSET #4, CORRIDOR #4
March 28 and April 2, 1996
(continued)

meetings that alternate parking locations should be identified to replace the parking places lost.

- Mr. Martin stated that planter median is not necessary between Monroe and Grand Avenue because this section is under structure for the majority of its length.
- Mr. Martin suggested that improved pedestrian access between Monroe and Randolph should be evaluated. Phil Levin, City of Chicago Planning, was suggested as the contact person.
- Mr. Martin stated that there is an existing long range plan for Columbus Drive which recommends "bus only" lanes between Roosevelt Road and Monroe Street.

Wacker Drive (Congress Parkway to Lake Shore Drive)

The primary objective of the first concept is to improve safety on upper Wacker Drive and to provide an access route to the central business district and Lake Shore Drive from the expressway system. Recommendations are aimed at enhancing through traffic movement, consolidating access between upper and lower Wacker Drive and providing better information to motorists (making Wacker Drive "user - friendly").

The primary objective of the second concept is also to improve safety on Wacker Drive and to provide an access route to the central business district and Lake Shore Drive from the expressway system, while maintaining parking along one side of Wacker Drive. Recommendations are aimed at enhancing through traffic movement by consolidating parking on one side and consolidating access between upper and lower Wacker Drive as well as providing better information to the motorists.

The third concept recommendations are aimed at enhancing through traffic movement by restricting (off peak) on-street parking along Wacker Drive, consolidating access between upper and lower Wacker Drive and providing better information to the motorists.

- After preliminary evaluation of upper Wacker Drive, it was recommended by both IDOT and CDOT that lower Wacker Drive should be studied instead as a SRA route.
- Mr. Smith stated that the land use along Wacker Drive does not permit implementing many recommended improvements along upper Wacker Drive.
- Mr. Martin stated that CDOT Department of Bridges has undertaken an extensive study on

Wacker Drive, and the SRA study should be coordinated with this structural study.

La Salle Street (Wacker Drive to Lake Shore Drive)

This concept provides a uniform cross-section with the same number of lanes in both directions and a uniform width median. Recommendations from North Avenue and Lake Shore Drive SRA studies will be applied to La Salle Street from North Avenue to Lake Shore Drive. The recommended cross-section can be achieved using existing pavement, except between Ohio Street and Burton Place (two feet should be taken from the sidewalk).

- Mr. Martin stated that CDOT Bureau of Construction should be contacted to obtain plans for the planter median construction along La Salle Street.

These meeting minutes are assumed to be accurate unless written comments are received within ten (10) days of receipt.

Sat Nagar, P.E.
Project Engineer



**CHICAGO DOWNTOWN SRA CORRIDOR
ADVISORY PANEL I WORKSHOP
MEETING MINUTES**

Date: August 1, 1996

Location: Chicago Department of Transportation
30 N. La Salle, Chicago, Illinois

Subject: Strategic Regional Arterial, Subset #4
Corridor #4 - Downtown Chicago

Attendees: Rich Starr - Illinois Department of Transportation
Sat Nagar - Dames & Moore/MCE
George Schober - Dames & Moore/MCE
Debra Duerr - Dames & Moore/MCE
Cheri Heramb - Chicago Department of Transportation
Thomas Smith - Chicago Department of Transportation
Keith Privett - Chicago Department of Transportation
Ken Dallmeyer - Chicago Transit Authority

Copies to: Attendees

The purpose of these meetings was to present the recommended design concepts for SRA Corridor #4, the Downtown Chicago Corridor. This "Corridor" consists of eight separate but interconnected routes. Mr. Schober began the meeting with an introduction of the SRA system. Mr. Starr presented an overview of the SRA routes and its objectives. Mr. Starr stated that the SRA routes in the downtown corridor are under the jurisdiction of the City of Chicago and the recommendations accepted by the City will be presented in the final report. Mr. Nagar presented detailed alternative recommendations for each of the eight routes. Mr. Nagar noted that the additional right-of-way is required to implement the proposed roadway improvements for the South Loop Connector, extension of Jefferson Street and Des Plaines Street. A hand out of the recommended concepts for various routes is attached along with these meeting minutes.

Columbus Drive

Mr. Dallmeyer stated that possibility of providing the pedestrian access continuity up to Michigan Avenue should be investigated. Ms. Casalino stated that number of parking places that will be lost with each of the recommended alternates should be indicated on the exhibits.

Congress Parkway

Mr. Nagar stated that signal spacing is a major obstacle to improve the traffic flow along Congress Parkway. There was no comment on the recommended improvements. Ms. Heramb stated that planters will be installed along Congress Parkway as indicated by Mr. Nagar in the recommended concepts.

LaSalle Street

There was no comment on the recommended concepts.

Wacker Drive

Mr. Nagar stated that the upper Wacker Drive has been analyzed as a SRA route, but we will be performing a preliminary analysis of the lower Wacker Drive. Ms. Casalino stated that CDOT is conducting a phase I study to do a major rehabilitation of the upper & lower Wacker Drive. Mr. Starr stated that the recommendations from the CDOT study will be incorporated in this SRA study. There was discussion about studying lower Wacker Drive as a SRA Route. It was agreed to designate both upper & lower Wacker Drive as a SRA route and incorporate recommendations from CDOT study.

Des Plaines Street/ Jefferson Street

Recommendations:

Mr. Nagar stated that several developments have been proposed at the north end of these routes. Mr. Dallmeyer noted that at-grade railroad crossing north of Wayman Street will create traffic congestion along Jefferson Street. Mr. Nagar stated that preliminary analysis of geometric concepts, indicated that it is not possible to provide grade separation. Ms. Casalino stated that coordination & synchronization of signals along Des Plaines & Jefferson will improve traffic flow.

Roosevelt Road

Three alternate concepts were presented for the Roosevelt Road improvements. These concepts vary only by parking options. Mr. Dallmeyer stated that a new Dominick's facility is being planned between Canal Street & Clinton Street on the south side of Roosevelt Road.

South Loop Connector

Mr. Nagar presented the recommended concept for this route and noted that the alignment has not been finalized for the proposed South Loop Connector between Taylor Street and Cermak Road. Mr. Dallmeyer asked whether it is possible to connect Wells Street directly with the lower Wacker

Drive. Mr. Nagar noted that the vacant parcel of land has to will be split and the right-of-way cost would be very high. Ms. Heramb suggested that Dames & Moore should talk to the City of Chicago Planning Department to regarding the land use along the proposed South Loop Connector.

Mr. Nagar stated that following the panel meeting there will be a geometric review and a second Advisory Panel Meeting and Public Hearing. The meeting was adjourned at 11:30 A.M.

These meeting minutes are assumed to be accurate unless written comments are received within ten (10) days of receipt.

Sat Nagar P.E.
Project Engineer

**CHICAGO DOWNTOWN SRA CORRIDOR
ADVISORY PANEL II WORKSHOP
MEETING MINUTES**

Date: May 29, 1997

Location: Chicago Department of Transportation
30 N. La Salle, Chicago, Illinois

Subject: Strategic Regional Arterial, Subset #4
Corridor #4 - Downtown Chicago

Attendees: Rich Starr - Illinois Department of Transportation
Sat Nagar - Dames & Moore
Mike Christian - Dames & Moore
Thomas Smith - Chicago Department of Transportation
Keith Privett - Chicago Department of Transportation
Mark Fialkowski - Chicago Area Transportation Study
Fred Deters - Department of Planning & Development
David Crow - Chicago Department of Transportation
John Henderson - Chicago Park District
Barb Malwf - Chicago Department of Transportation
Chris Slattery - Department of Planning & Development
Bob Loomis - Chicago Department of Transportation
Bob Anderson - City of Chicago, 2nd Ward

Copies to: Attendees

The purpose of this meeting was to present the recommended improvements for the Chicago Downtown SRA Corridor. This "Corridor" consists of eight separate but interconnected routes. Mr. Starr began the meeting with an overview of the SRA system and the objectives. Mr. Nagar presented detailed alternative recommendations for each of the eight routes. With the exception of the South Loop Connector, extension of Jefferson Street and Des Plaines Street, new R.O.W. is not required to implement the proposed roadway improvements. Recommendations & comments related to each route are presented below.

Columbus Drive

Recommendations:

- Three-lanes in each direction with painted median (Roosevelt Road to Monroe Street). barrier/planter median (Monroe Street to Grand Avenue)
- Two-lanes in each direction (Grand Avenue to Ontario Street)
- Existing on-street parking to remain, except between Jackson Boulevard & Monroe Street

Mr. Nagar stated that according to this concept 32 on-street parking places will be lost on Columbus Drive between Jackson Street and Monroe Street. The panel discussed issues regarding pedestrian underpasses across Columbus Drive. Mr. Nagar stated that the underpass across Columbus Drive will be an extension of the proposed underpass across Lake Shore Drive from the Lake Shore Drive SRA study. Mr. Nagar also stated that the ultimate improvements to the Columbus Drive include an exclusive bus lane in the north and southbound directions.

Congress Parkway

Recommendations:

- Three-lanes in each direction with barrier median (Franklin Street to State Street)
- Three-lanes in each direction with painted median (State Street to Michigan Avenue)
- Three to four lanes in each direction (Michigan Avenue to Columbus Drive)
- Eliminate closely spaced signals
- Efficient coordination and synchronization of signals

Chris Slattery stated that pedestrian safety is an important issue and safe pedestrian crossings should be provided along Congress Parkway. Mr. Smith also stated that the removal of closely spaced signals should be reevaluated. Mr. Nagar stated that the above-mentioned issues will be analyzed before publishing the final report.

LaSalle Street

Recommendations:

- Three-lanes in each direction with flush median, except existing/planned planter median locations
- Keep restricted off-peak on-street parking
- Coordination and synchronization of signals

Mr. Nagar stated that the recommendations from North Avenue & Lake Shore Drive SRA study will be incorporated for LaSalle Street from North Avenue to Lake Shore Drive. There were no comments on the recommended improvements.

Wacker Drive

Mr. Nagar stated that recommendations for upper and lower Wacker Drive will be implemented from Chicago Department of Transportation study.

Des Plaines Street/ Jefferson Street

Recommendations:

Des Plaines Street

- Exit ramp from Ohio Street feeder ramp
- Three-lanes, one-way southbound with separate on-street parking (Roosevelt Road to the proposed exit ramp from Ohio Street feeder ramp)
- Signalize Grand Avenue and Des Plaines Street intersection
An exit ramp from the eastbound Ohio Street feeder ramp to Des Plaines Street
- Coordination and synchronization of signals

Jefferson Street

- Extend Jefferson Street to Grand Avenue
- Entrance ramp from Grand Avenue to westbound I-90/94
- Provide three to four one-way northbound lanes with separate on-street parking (Roosevelt Road to Grand Avenue)
- Coordination and synchronization of signals

These two routes are seen as a one-way couple that could serve as part of the integrated arterial system. Chris Slattery expressed concern that the recommended roadway improvements along Des Plaines Street & Jefferson Street may not be supported politically. Mr. Smith stated that these are arterial streets and with minimum roadway improvements, these routes can be utilized completely.

Roosevelt Road

Recommendations:

- Three-lanes in each direction with barrier/planter median
- Restricted off-peak on-street parking (Des Plaines to Canal Street)

Chris Slattery expressed concern about removal of on-parking. Mr. Nagar stated that there is existing on-street parking available on Des Plaines Street, Jefferson Street and Clinton Avenue.

South Loop Connector

Recommendations:

- New alignment to be developed for a major portion of the route
- Two-lanes in each direction with barrier median
- Interconnection between South Loop Connector and Roosevelt Road
- The City's plan for an interconnection between Roosevelt Road and the South Loop Connector will be incorporated into the recommendations.

Mr. Deters stated that the City of Chicago Planning Department will be meeting with CDOT to finalize the recommendations on the proposed South Loop Connector. Mr. Nagar stated that both the SRA study and the CDOT planning study should be considered to implement the recommended improvements for the proposed South Loop Connector.

These meeting minutes are assumed to be accurate unless written comments are received within ten (10) days of receipt.

Sat Nagar P.E.
Project Engineer