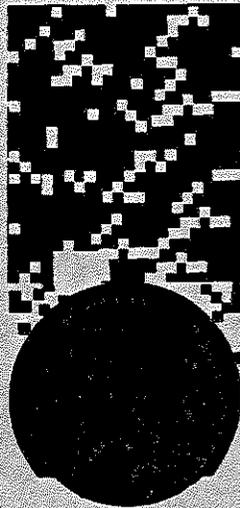


Strategic Regional Arterial

**Illinois Route 43
(Harlem Avenue / Waukegan Road)
from US Route 30 (Lincoln Highway) to Lake-Cook Road**

**FINAL REPORT
Volume II**



**Operation
GreenLight**

**Illinois Department of Transportation
April, 1996**

CHAPTER FIVE: PUBLIC INVOLVEMENT

The Process

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

Data Collection

The data collection task occurred in the first six months of the study. Each unit of government was contacted with a comprehensive check list of solicitation to gain data early in the study. During the next twelve months, additional material has been obtained due to updating, staff changes, and other reasons. The data collection letter is shown as Exhibit 5.1.

Advisory Panels

Advisory Panels were established to assist with the study by supplying input and review during all phases. The Advisory Panel for Illinois Route 43 was composed of communities and governmental units along the corridor in Will, Cook, and Lake counties.

- Village of Bedford Park
- Village of Bridgeview
- Village of Deerfield
- Village of Forest Park
- Village of Glenview
- Village of Lyons
- Village of Berwyn
- Village of Chicago Ridge
- Village of Elmwood Park
- Village of Frankfort
- Village of Harwood Heights
- Village of McCook

- Village of Morton Grove
- Village of Norridge
- Village of Northfield
- Village of Oak Lawn
- Village of River Forest
- Village of Summit
- Village of Worth
- City of Chicago
- City of Palos Hills
- Lake County
- North Central Council of Mayors
- Village of Niles
- Village of Northbrook
- Village of Oak Forest
- Village of Orland Park
- Village of Stickney
- Village of Tinley Park
- City of Burbank
- City of Palos Heights
- Cook County
- Will County
- Northwest Municipal Conference

Three Advisory Panel meetings were held. The first set, held June 9, 18, and 19, 1992, reviewed existing conditions and solicited input on issues, problems, and the vision for the route. The second set, held July 15 and 20, 1993, discussed preliminary concepts for development of the corridor and gained review and comments on how the concepts responded to the issues and problems. The third set, held February 22 and 27, 1995, reviewed the Draft Report which documents the study and recommendations for the Illinois Route 43 corridor. At each panel meeting, comments received were immediately documented on note cards on a wall display. This collection of cards grew as comments were obtained at each meeting. Also, oral and written comments were received, and many written comments were obtained several weeks after the meeting. The comments were implemented into panel meeting minutes. The panel meeting minutes are Exhibit 5.2.

Questionnaires

A questionnaire was distributed to the panelists, all attendees at Panel 1, and all who contacted the study team after Panel 1. This questionnaire was used successfully to obtain additional input from those who wanted to write vs speak, needed time to

document their ideas, or could not attend the panel meeting. The questionnaire is shown on Exhibit 5.3.

Newsletters

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

Public Hearings

The public hearing for Illinois Route 43 (Harlem Avenue/Waukegan Road) was held in Summit, Illinois on March 15, 1995 for the South and Central sections of the route. The public hearing for the North and Central sections was held on March 22, 1995 in Niles, Illinois. Public comments were documented as shown in Exhibit 5.5.

Exhibit 5.1
Data Collection Letter

(Draft: Data Request Letter)

(Date)

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

Dear Mayor/President (_____):

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

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

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

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

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

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

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

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

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

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

Mr. John Mick
Page 5

If you have questions regarding:

Land use and development in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Transportation and related facilities in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Very truly yours.

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

Exhibit 5.2
Meeting Minutes

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 9, 1992 - 9:00 A.M.

LOCATION: Glenview Village Hall
1225 Waukegan Raod

ATTENDANCE:

Mary Bak	Village of Glenview
Martin Becklenberg	Chicago Department of Transportation
John Coakley	Village of Niles
Bob Franz	Village of Deerfield
Richard P. Hohs	Village of Morton Grove
David Lothsteich	Village of Northfield
John Novinson	Village of Northbrook
Tom Poupard	Village of Northbrook
Larry Rayner	Village of Northfield
Charles Scheck	Village of Morton Grove
James W. Smirles	Village of Glenview
Rich Starr	Illinois Department of Transportation
David C. Seglin	Northwest Municipal Conference
Eugene Ryan	Chicago Area Transportation Study
Kathleen Rodi	Chicago Area Transportation Study
John Mick	Project Manager, CRSS
Mark Thomas	Corridor Manager, CRSS
Mary Hopkins	Programmer, CRSS
Nancy Pawlowski	Graphic Designer, CRSS

TOPIC ROUTE: Illinois Route 43 (North Presentation Area)

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

SRA System

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

SRA Studies

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

Team Overview

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

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

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

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

Corridor Presentation

CRSS:

CRSS discussed the Illinois Route 43 corridor and presented a corridor overview. The design concept was then presented with respect to how the concept fits into the corridor.

The presentation area of the Illinois Route 43 corridor was described as starting at the Kennedy Expressway and proceeding north following Harlem Avenue to Oakton Street, Oakton Street to Waukegan Road, and Waukegan Road to the Lake-Cook Road County Line.

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

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

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

CRSS:

1. Location of switch from urban to suburban cross section.

Comments:

- a. Concerns were expressed in reference to access to the Edens, the Kennedy and the Tri-State Tollway.
- b. Golf Road to the west is a future SRA route; a desire to provide Edens access via Golf Road was expressed, and it was felt this should be included in the Golf Road/Dempster Road SRA study.

2. Location of adjoining leg as Oakton, or other street, between Harlem and Waukegan was discussed. CRSS described the alternatives development as shown in the panel briefing booklet, and the intention to develop alternatives to be presented in the second panel meeting about where this adjoining leg should be.

Comments:

- a. Using Dempster to join Harlem may be a poor choice because of extremely high movements at both Dempster intersections.
- b. IDOT is currently conducting a Phase 1 resurfacing/upgrade study along Dempster.
- c. Many other streets were discussed to link Harlem Avenue and Waukegan Road. The representative from Niles asked that the team contact him as we make decisions. CRSS indicated newsletters would help them stay aware of the study's progress.
- d. The initial corridor issues collection field trip was described and additional information on issues was requested by CRSS from local representatives.
- e. Landfill in Northbrook is actually west of the west fork of the north branch of the Chicago River.
- f. Northshore Corporate Park is an issue shown on the aerials but not in the briefing booklet.
- g. There should not be a signal at proposed access for Techny development area. There will be a signal at new Kraft Development. There is no signal at Central Parkway in Morton Grove, there is a signal is at Emerson. ←

CRSS:

3. The Bethany Terrace retirement center with two adjacent SRA routes was discussed.

Comment:

- a. The only access to Bethany Terrace is via Waukegan Road the panelists do not want to modify access to include US Route 14.

CRSS:

4. The narrow bridge span at the Soo Railroad was discussed.
5. Access control along Morton Grove/Glenview/Northfield portion of the corridor was discussed. Information on future access and parking plans in this area was requested by CRSS.

6. There is significant available right-of-way at Willow Road. The Techny development was also discussed north of Willow Road.

Comment:

- a. Future access will have to be provided for Techny development.
- b. There is a future Cook County roadway development planned for the Volts Road intersection.
- c. There is a major recreational facility/sport complex adjacent to Northbrook Junior High School. This is a pedestrian bicycle issue.

CRSS:

7. There is narrow right-of-way through residential/forest preserve/commercial areas in Northbrook.

Comment:

- a. There is a common illegal U-turn maneuver happening on Waukegan Road for people driving east on the Edens Expressway who want to go north on Waukegan Road. No eastbound to northbound movement available at Edens Interchange.

CRSS:

8. The concept cross section could be modified to accommodate the needs of the corridor.

Comment:

- a. What types of traffic volume growth is expected along this corridor? Regional growth is expected to be approximately 23% over the next 20 years.
- b. Where does the traffic along the corridor come from, and where does it go? How is the Clean Air Act and "employee trip reduction" reflected in the traffic volumes?
- c. Based on the six county model generated by CATS, the study team assumes that a significant portion is through movement traffic, based on the concept that the SRA system was developed for mobility.
- d. Traffic does not direct the development of the concept cross sections. Traffic is used later to modify the section where the concept is not feasible.
- e. Morton Grove and Glenview wanted to know what happens after this meeting. Morton Grove/Glenview have specific needs:
 1. Need to encourage public transportation.
 2. Golf Road access..
 3. Soo Railroad bridge will be costly. They want to hear plans before the next panel.
 4. Parking on Waukegan is critical issue for commercial/business land use.

5. The panelists don't want raised median - need to allow left turn access (Oakton to Winnetka).
- f. South of Winnetka, there are small parcels, many accesses. North of Winnetka, large parcels with few accesses where the raised median works. Panelists explained that Morton Grove and Glenview are both urban - suburban section will not work there.
- g. In reference to location of adjoining leg between Harlem Avenue and Waukegan Road: Oakton is all residential; Waukegan to Howard is residential; Milwaukee to Touhy has strip centers; and Dempster is not good because of a very large existing left turn movement to northbound Waukegan. IDOT is planning a resurfacing project on Dempster.

Summary

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

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

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

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

CRSS



Mark Thomas

MST/ack

Attachments

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

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 19, 1992 - 9:00 A.M.

LOCATION: Bridgeview Village Hall
7500 S. Oketo Avenue

ATTENDANCE:

Ed Zabrocki	Village of Tinley Park
John Bourgeois	Village of Orland Park
Jerry Martin	Palos Heights President
Frank Passarelli	Alderman, Palos Heights
Greg Dreyer	Village of Orland Park
Charles Ploszek	Village of Bedford Park
Dan Kumingo	Village of Worth
Robert Roethel	Palos Heights BDC
James J. Butler	Consultant
Dan Weber	Forest Preserve District of Cook County
Rich Starr	Illinois Department of Transportation
Rick Boehm	Southwest Municipal Conference
Kathleen Rodi	Chicago Area Transportation Study
Mark Thomas	Corridor Manager, CRSS
Joy Schaad	Corridor Manager, CRSS

TOPIC ROUTE: Illinois Route 43 (South Presentation Area)

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

SRA System

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

SRA Studies

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

Team Overview

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

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

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

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

Corridor Presentation

CRSS:

All roadway facilities were described as fitting on a continuum between access and mobility. SRA routes should balance both, and the objective is to improve mobility.

CRSS discussed the Illinois Route 43 corridor and presented a corridor overview. The design concept was then presented with respect to how the concept fits into the corridor.

The presentation area of the Illinois Route 43 corridor was described as starting at US Route 30 and proceeding north following Harlem Avenue to Interstate 55.

The suburban six lane corridor was described as the design concept, and the alternatives development concepts were discussed to drive more energy into the input/communication process.

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

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

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

CRSS:

1. General existing corridor information was described including right-of-way width of approximately one hundred ft., and two lanes in each direction.
 - a. The existing conditions/issues description started at the south end of the corridor at the Lincoln Highway where adjacent agricultural land uses prevail.
 - b. In this area opportunity for coordinating future growth and comprehensive planning is available due to many planned developments.
 - c. Special event access will be a consideration at the World Theater Complex.

Comment:

- d. South of Interstate 80 Tinley Park Road is in plans for realignment to access Illinois Route 43 at the Oak Park Avenue intersection. The purpose is to improve spacing between the freeway interchange and access points along Harlem Avenue.
- e. Concern was expressed about the existing right-of-way (75 to 112 ft. in width) between 95th Street and Interstate 55 versus the proposed right-of-way (120 to 150 ft. in width). If the full width design concept cross section is recommended, many buildings (business and industry) will be acquired in this portion of the corridor.

The design concept is a starting point only. The cross section will be modified/reduced as associated impacts outweigh the cross section and other SRA attributes.

- f. Park Place Villas in Tinley Park will be located one half mile west of Harlem Avenue, not adjacent to Harlem Avenue.

CRSS:

- g. Several Phase I improvements are occurring along and adjacent to the corridor including: 159th Street and 111th Street intersection improvements; the Narraganset Corridor study between Harlem and Cicero; Harlem signal coordination between 151st Street and 175th Street; and the Interstate 55 to 127th Street six lane corridor study.

During the SRA study these projects will be considered existing information.

Comment:

- h. 151st Street should be extended from Harlem Avenue to Oak Park Avenue. Oak Forest is opposed to that alignment because it is currently the location of a bicycle path, and would prefer a cut through at 147th Street to 151st Street using an "S" curve alignment.

The Cook County Forest Preserve is opposed to the cut through as it would divide forest preserve holdings into smaller units. Taking of strips of forest preserve adjacent to existing roadway right-of-way is more acceptable but will require extensive study by all parties involved. (The Southwest Council of Mayors is in full agreement with the Cook County Forest Preserve's stance on this issue.)

CRSS:

2. The Tinley Park Mental Health Center was described as being an environmentally sensitive area.
 - a. The Northeastern Illinois Railroad Commission railroad bridge at Harlem Avenue is an example of many bridge decks and bridge spans along the corridor that will not accommodate the SRA suburban concept. A narrow (66 ft.) stretch of right-of-way was also described as a constraint in this area.
 - b. Many accesses around US Route 6 (SRA) were described as causing turbulence for through traffic movements. This concentrated shopping area could offer opportunities for access management procedures including consolidation, frontage roads, interparking lot access and providing appropriate spacing between access points.

Comment:

- c. Palos Heights is trying to develop their business district, and has taken on several projects to improve aesthetics along Harlem Avenue. The existing median treatment varies over short stretches in this area. There is a raised median between 124th Street and 127th Street only. A mountable median would provide consistency along the corridor and improve safety and aesthetics. ←

This median situation will be addressed in the SRA planning recommendation; however, the recommendations of the SRA study may not immediately (five years) address the situation. Palos Heights is therefore advised to take up this matter with IDOT outside the SRA planning process.

CRSS:

3. Industrial land uses along with business and residential land uses were described to the north of the Calumet Sag canal. Industrial and truck access will be considered.

Comment:

- a. Commercial access should be considered north of 103rd Street at WalMart and JD Hunt.

CRSS:

- b. An additional unused span at the Tri-State Tollway was described. If the bridge has a significant life expectancy the SRA suburban cross section could be modified to fit between the three spans.
- c. The vacant lot was described south of 75th Street as one of few places in this area where future development could accommodate the SRA planning process. The majority of this area around Bridgeview has dense business development adjacent to the roadway. Here, access management is important to maintain mobility.

Comment:

- d. The "on structure" portion of Harlem Avenue between 71st Street and 63rd Street is very hazardous (due to horizontal and vertical curvature and poor stopping sight distance). Accidents usually involve several vehicles due to the high speed of traffic flow. Freezing pavement could also be a reason for accidents.
- e. Access is also a major concern in this area. There is a parcel at the south end of the structure (70th Avenue) that could be used to access the CSX railyard. Currently CSX traffic accesses to the west of Harlem Avenue then crosses under the structure. Northbound trucks accessing the CSX railyard use 71st Street adjacent to sensitive Bedford Park residential areas.
- f. The Central/Narraganset corridor connecting 87th Street to 63rd Street was described as a project that could significantly reduce traffic/truck traffic on Harlem Avenue. The Phase I portion of this study is complete.

CRSS:

3. The north end of this presentation area (up to the Stevenson Expressway) was described as alternating between four and six lanes.
 - a. 116th Street to Canal Street - the median barrier should be removed to provide an access to the water reclamation district park. (Area with aeration falls next to the Calumet Sag canal).
 - b. Left hand turns are not allowed between 63rd Street and 65th Street. This restriction works well to move through traffic. The SRA study should look for more locations to implement this idea.
 - c. General discussion was made of how the SRA routes were chosen, and that there is a lack of local roadway networks that could reduce congestion on Harlem Avenue. A supplemental arterial system has been identified for study in the near future.
 - d. Lack of railroad crossings on the local network add significantly to Harlem Avenue congestion problems. There are no Belt Railway Company railroad crossings between Cicero Avenue and Harlem Avenue.
 - e. Coordination with local municipalities was requested in order to discuss priorities of the SRA recommendations.
 - f. Newer areas such as Orland Park and Tinley Park have an existing cross section, access control, and signalized intersections that nearly meet SRA suburban concept standards. Recommendation for dramatic improvements in this area are not anticipated.
 - g. Bicyclists are safe to the south of 183rd Street. If the Harlem Avenue corridor is ever recommended to accommodate bicycles, special facilities should be constructed north of 183rd Street.

Summary

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

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

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

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

CRSS



Mark Thomas

MST/ack

Attachments

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

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JULY 15, 1993 - 1:30 P.M.

LOCATION: Glenview Village Hall
1225 Waukegan Road
Glenview

ATTENDANCE:

Richard Hohn	Village of Morton Grove
Chuck Scheck	Village of Morton Grove
John Coakley	Village of Niles
Juh L. Noriega	Village of Niles
Carl Peter	Village of Northbrook
M. Marion	Village of Northfield
Nancy Firfer	Village of Glenview
Mary Bak	Village of Glenview
Gerald Smith	Village of Deerfield
Luann Hamilton	Chicago DOT
Keith Privett	Chicago DOT
Paul Schneider	Dames & Moore
Dave Porter	Dames & Moore
Cheryl Colello	Dames & Moore
Anna Mitchell	Dames & Moore
June Bautista	Dames & Moore
Liz McClain	Dames & Moore
Joanna Littrell	Dames & Moore
Rich Starr	Illinois Department of Transportation
David Seglin	Northwest Municipal Conference
Kathleen Rodi	Chicago Area Transportation Study
Michael Brown	Planning Resources, Inc.
Robert Giurato	Corridor Manager, Meridian
John Mick	Project Manager, Meridian
Joseph Bement	Civil Engineer, Meridian

TOPIC ROUTE: Illinois 43 North Panel 2 Presentation

GENERAL:

1. The purpose of this meeting was to present the preliminary recommendations of the route to the panel and city and village representatives and interested parties along the route. Corridor issues and opportunities were discussed with the intent of gathering input prior to a draft report submittal.
2. Robert Giurato, the Meridian Corridor Manager, welcomed all attendees to the Illinois 43 North Panel 2 Meeting. The project limits run from the Kennedy Expressway on the south to Lake Cook Road on the north.
3. Mr. Giurato spoke of the previous Panel 1 Meeting and what activities have taken place since

then. He stated that the purpose of the Panel 2 Meeting is to exchange information about the route with the panel members and interested parties prior to recommendations in a draft report. The next step would be a draft report submittal to the panel members at a Panel 3 Meeting. In the fall a Public Hearing would be held to gather any final comments. Then a final report would be completed. All recommendations would be subject to a screening through Phase I and II design criteria. It was noted that some of the recommendations on other SRA Routes are being used as guidelines by IDOT for current Phase I Studies.

4. Mr. Giurato described the cards on the wall that would be used in the presentation. As questions and comments were made throughout the meeting they were written on cards and taped to the wall. The audience was asked to clarify any misrepresented comments on the wall of cards. The cards would be used in completing the draft report.
5. Meridian described their approach to the project. The design concept cross sections for urban and suburban routes were overlayed on the Illinois 43 North Corridor. A charette was held by the consultant and subconsultants to discuss opportunities and impacts if the design standards were recommended. One issue that was apparent through the segments of both routes was that the desirable cross sections would have tremendous impacts upon existing land uses and environmental features. For this reason, reduced cross sections were recommended that would minimize impacts but provide increased capacities.
6. It has been recommended by IDOT at this time to continue with the SRA studies of both Illinois 43 Central and First Avenue.

CORRIDOR PRESENTATION

1. The important issue of removing the on-street parking was discussed at the meeting. The reality of having both 4 through lanes and curbside parking on Illinois 43 is impossible with the constrained existing conditions. Numerous adjacent parcels would have to be displaced. Meridian proposed that the on-street parking be moved to the sidestreets with newly configured angle parking where it is currently parallel parking. Three options were presented.
2. Option 1 recommends that selected sidestreets be converted to one-way with 45 degree parking in the first block of the sidestreet. It involves the acquisition of approximately 6 feet of parkway along the sidestreet and landscaping the end islands. This option will provide approximately 12 additional parking spaces more than currently exist on the sidestreets with parallel parking.
3. Option 2 is similar to Option 1 except that this alternative only requires the change to 45 degree parking in the first half block of the sidestreets. This alternative involves the acquisition of approximately 6 feet of parkway along the sidestreet and landscaping the end islands. This option is less disruptive to the existing parkways, however, it only adds approximately 6 additional parking spaces more per sidestreet.
4. Option 3 entails the conversion of the first half of the sidestreet to 90 degree parking. This option requires the acquisition of approximately 18 feet of parkway but allows two way traffic on the sidestreet. This alternative provides an additional 16 parking spaces per sidestreet where parallel parking exists on both sides. It is the most disruptive to the parkways.

5. A method to increase capacity and level of service on both routes without major right-of-way acquisition is to provide a 14 foot flush median that can provide storage for left turning vehicles. This will reduce the number of potential vehicular conflicts in the through lanes. Another method is to restrict left turning movements during peak hours or cul de sac selected sidestreets and funnel the traffic to major arterials where there are traffic signals.
6. It was noted that even if the recommendations were constructed for Segments 11 and 12 the facility would operate essentially at level of service F, a forced flow situation.
7. Meridian realizes that if the fully envisioned Techny Development is built, a wider facility would be needed in Segment 15.
8. Meridian looked at other roads besides Oakton Street to connect Harlem Avenue with Waukegan Road. The recommendations to Oakton Street will provide a facility capable of handling the dual SRA traffic.
9. Meridian is looking for reaction from municipalities about the recommendations that are being presented today. The best way to do this is to send a letter with your question or comment to Dave Seglin of the Northwest Municipal Conference.

Questions:

1. Did you consider the trees that will have to be taken out from the parkway with your recommendations?

Yes, we understand that the trees will have to be removed if there's any widening. We are concerned about the loss of that green area.

2. Who's going to pay for the off-street parking plan?

The state will not remove any on-street parking until there is such a plan that the municipalities agree upon. This plan will discuss financing of the project.

3. The traffic signal at Carillon Square was put in because of a court order agreement to consolidate access for the shopping centers on both sides of Waukegan Road. What was the reasoning behind the recommendation to remove the signal there and at Grove Street?

It was a matter of signal spacing. Meridian realizes that once a signal is in place its very difficult to get an agreement to remove it. Recommendations for Carillon Square signal may change to improving the synchronization with adjacent signals.

4. Did you look at connecting Harlem Avenue and Waukegan Road with Howard Street? It seems that the constraints are less along Waukegan Road with this other connection.

Yes, this was looked at but there are constraints along Howard Street like the village hall and the Illinois 21 intersection. The stretch of Waukegan Road seems to have less constraints but the impacts to Howard Street would outweigh this. Right now, Oakton Street seems to be the best connector.

5. On the current Dempster Street construction project the Village of Morton Grove has to foot the bill for the removal of the existing street lights. Will this cost be included in these recommendations?

There are no funds to do any of these improvements right now. The specifics for funding will not be discussed for some time.

6. Is Alderman Brian Doherty aware of your recommendation to cul de sac Nina Avenue? I'm sure that the community would be concerned about this.

The alderman was sent a copy of the panel book.

Comments:

1. There are areas along Waukegan Road where the mitigation of on-street parking to sidestreets will not be conducive to business' success. If it is possible the provision of curb protected parking that requires an additional 5 feet of right-of-way should be recommended.
2. In segment 11 the property on the east side of Illinois 43 between Albion and Howard is Niles. The street is Chicago but the businesses and properties are Niles.
3. One recommendation that Glenview had for Waukegan Road was the elimination of future curb cuts. I would like the state to be more supportive of us in doing that.
4. You're proposing a raised median from Dempster Street to Golf Road with left turning movement restrictions into all of the adjacent driveways. That will not make those businesses along there very happy.

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

Meridian Engineers & Planners, Inc.

Robert Giurato

Robert Giurato

cc: Rich Starr	IDOT
Joy Schaad	Meridian
Kerry Wigginton	Meridian
Robert Giurato	Meridian
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE

Minutes of Meeting
July 15, 1993
Page 5 of 5

Eugene Ryan
Meeting Minutes File

CATS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JULY 20, 1993 - 10:00 A.M.

LOCATION: Bedford Park Village Hall
6701 South Archer Rd.
Bedford Park

ATTENDANCE:

Greg Dreyer	Village of Orland Park
Gerrie Elzenga	Legislative Aide to Sen. William Mahar
Anne Zickus	State Rep.- Palos Hills
Lee D'Alessandro	State Rep.-Summit
Dan Weber	Forest Preserve District of Cook County
Larry Lux	Dames & Moore
John Hoefflerle	Village of Bedford Park
Frank Bilich	Village of Bridgeview
Rep. of Jade's Lounge	Bridgeview
Rep. of Jack's Cigarettes	Bridgeview
Vicky Matyas	Liaison Southwest Council of Mayors
Kathleen Rodi	Chicago Area Transportation Study
Jerry Lesnish	Burbank
Dan Kandich	Burbank
Lt. Peter Dubik	Bridgeview Police Department
Rich Starr	Illinois Department of Transportation
John Mick	Corridor Manager, Meridian
Joseph Bement	Civil Engineer, Meridian
Sherl White	Civil Engineer, Meridian

TOPIC ROUTE: Illinois 43 South Panel 2 Presentation

GENERAL:

1. The purpose of this meeting was to present the preliminary recommendations along ILL 43 to the panelists, village representatives and interested parties for addition input before the draft report is submitted.
2. Meridian explained the importance of the panel books and newsletters. These items are used to keep the communities posted of the projects process. The newsletters are published once every two months.
3. Mr. Mick(substituted for Corridor Manager Bob Giurato) described the snow cards that are used to document previous input from the first panel meeting. They will be used as a ongoing record of input from each Panel meeting.

4. Meridian discussed the entire SRA network composed of 1300 miles within a six county area. ILL 43 (south) runs from US 30 (Lincoln Hwy.) on the south to Interstate 55 on the north. The three basic types of SRA routes are rural, suburban, and urban. Ill 43 (south) is classified as a suburban route.

5. The remaining tasks of the SRA workplan was discussed. The purpose of Panel 2 meeting is to review preliminary route alternates. A draft report will be submitted prior to Panel 3 meeting which will be held this fall. This draft report will contain all the preliminary recommendations needed for the improvement of the route. Before the public hearing, which is a month after Panel 3 meeting, the panel will be given the opportunity to present any final input that can be used in the development of the final recommendations and report by early winter.

6. Mr. Mick discussed the several factors in alternative development. These factors are cross sections, intersection geometry, alignment, access management, traffic control, transit, pedestrian and bicycle overpass. A generalized view (year 2010) of the suburban cross section is proposed for three 12' lanes in each direction divided by a barrier median. Access and crossing will be planned at specific points. The median can vary from 18' to 46'. The cross section generally calls for 120' right of way. This cross section will be used throughout the route.

CORRIDOR PRESENTATION

1. The recommendations begin at Segment 1. This segment is from US30 to 175th St./South St. The important ideas in this segment are the typical cross section and rightin/ rightout and key access at local streets. The right of way of 150' will be shifted slightly to the east from US30 to Oak Park Ave. and shifted slightly to the west from 175th St./South St to 183rd St because of existing environmental problems. There is one major intersection located at US30.
2. Tinley Park Rd. and Oak Park Ave. are to be realigned so that they cross and meet ILL 43 at a four way 90 degree intersection which would provide safer movement for this area.
3. Segment 2 extends from 175th St. to 171st St. The same typical cross section is applied in this segment with rightin/rightout and local street access. The proposed right of way is 115'.
4. Segment 3 is from 171st. St. to 131st St. There is one key intersection at US6 which is another Strategic Arterial Route. The standard cross section is applied throughout this segment. A bike trail grade separation is proposed at 143rd street and 135th street for safety across this major corridor.
5. Segment 4 extends from 131st St. to Interstate 294. The cross section concept is the same as the previous segments. The right of way is 115'-120' for this enhancement.
6. There are some concerns in the vicinity of Palos Community Hospital and the Palos United Methodist Church. The properties have significant important parking spaces that will be affected by the proposed cross section. As the project moves forward in phases, there will be some coordination with local communities and businesses for parking and land use modification. There are three major intersections at ILL 83, 111th St., and 103rd St.
7. Segment 5 contains the US12/20 interchange that is perpendicular to ILL 43. This interchange will be well coordinated with three thru lanes in each direction.

8. This segment extends to the vicinity of Interstate 55. The same cross section is applied for segment 6 with rightin/rightout and well coordinated traffic signals. The traffic signals will be at 1/4 to 1/2 mile spacing. The signal at 84th will be eliminated because of the proximity to 83rd street. The signal was warranted by the State of Illinois. The major intersections are at 87th St., 79th St. and Archer Ave. This area is more developed than the south portion and will be taken in consideration before moving into the next phases.

Questions:

1. Cumberland and 1st Ave. the same street?

There are about four different names for this street over its entire length.

2. When will the recommendations for this study be constructed?

In general, there are about four phases to how the Illinois Dept. of Transportation moves a project forward to construction. The time frame will be about six years from now.

3. Will the new bridge at 71st street be widened to accommodate the proposed recommendations?

The existing structures do not require the wide barrier median therefore the bridge will not be widened. The reason for the barrier median is to control turning movements and to provide left turn storage for left turning vehicles. On the structure there are no turning vehicles or adjacent access.

4. Can the barrier median on Harlem Ave. be reduced?

Meridian recommdnes the barrier median to control access, but we will be flexible concerning input from the different communities..

5. What is the projected traffic volumes along this route within the next couple of years? What will be the alternative routes when ILL 43 is under construction? How long of an area will be constructed at the same time?

The traffic forecast is developed by Chicago Area Transportation Study. For this particular route there will be a slight increase in traffic volume in terms of construction. The projects are constructed in intervals of two to four miles at a time. During this time IDOT will plan for local access to be maintained and possible detour signs for alternative routes.

Comments:

1. The area between 71st street and 92nd street is 90 percent developed and there is no room for any right of way takes. The proposed roadway cross section which has 120' will affect the property of adjacent residents or businesses.
2. Funding for major utility relocation should be included in the costing for the SRA study or the states request for federal funding to help the communities.

3. Mannheim should be considered for these recommendations instead of Harlem because of the vast amount of space on each side of Mannheim Rd.
4. The communities would like to know if IDOT can provide Storm water retention in addition to the storm sewer system. Most of the major lines were put in either by the state or the counties and they are grossly undersized. This will effect the drainage for the proposed cross section.
5. Between 75th St. and 77th St. there is a small section at Narragast that can be extended to provide some relief from Cicero Ave. and Harlem Ave. going in the south direction.

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

Meridian Engineers & Planners, Inc.

Robert Giurato

cc: Rich Starr	IDOT
Joy Schaad	Meridian
Kerry Wigginton	Meridian
Robert Giurato	Meridian
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: February 22, 1995- 10:00 A.M.

LOCATION: Elmwood Park Village Hall
11 Conti Parkway
Elmwood Park, IL 60635-4597

ATTENDANCE:

John Litrenta	Village of Elmwood Park
Greg Kramer	Village of River Forest
Brian M. Gaseor	Village of Norridge
Mark Lucas	Village of Forest Park
Penny Anderson	Village of Riverside
Jean DiMonte	Village of Riverside
Bill McCloskey	Texor Petroleum
Chet Kendzior, Jr.	Village of Riverside, Village Manager
Sandi Radtke	NIPC
William Dunn	Representative from Berwyn
Jim Bodrick	Village of Oak Park, Village Engineer
Keith Privett	Chicago Department of Transportation
Rich Starr	Illinois Department of Transportation
Karen Romano	North Central Council of Mayors-Westchester
David Hunt	Chicago Area Transportation Study
Michael Goldberg	Planning Resources, Inc.
Robert Giurato	Corridor Manager, Meridian
Doug Knuth	Project Manager, Meridian
Sheri White	Civil Engineer, Meridian

TOPIC ROUTE: Illinois Route 43 (Harlem Avenue) Central - Panel 3

GENERAL:

1. The purpose of this meeting was to present the draft recommendations of the route to the panel, city and village representatives and interested parties along the route. Corridor issues and opportunities were discussed with the intent of gathering input to the final report submittal.
2. Rich Starr, IDOT, welcomed all attendees to the Illinois Panel 3 Meeting. The project limit for Illinois 43 Central extends roughly from Interstate 55 on the south to Interstate 90 (Kennedy Expressway) on the north.
3. Robert Giurato, the Meridian Corridor Manager, spoke of the previous Panel 1 and 2 Meetings and what activities have taken place since then. He stated that the purpose of the Panel 3 Meeting is to present the draft recommendations to the panel members and interested parties prior to the final report. The next step would be the public hearings which would be held to gather any final comments. Then a final report would be completed. All recommendations would be subject to a screening through Phase I and II design criteria.

4. The draft report recommendations for Illinois Route 43 was presented by each segment.
5. A method to increase capacity and level of service without major right-of-way acquisition is to provide a 10 - 12 foot flush median that can provide storage for left turning vehicles. This will reduce the number of potential vehicular conflicts in the through lanes. Another method is to restrict left turning movements during peak hours or cul-de-sac selected sidestreets and funnel the traffic to major arterials where there are traffic signals.
6. Grade separation of selected railroad crossings are recommended along both routes as suggested in the IDOT Design Concept Report. It was mentioned that these overpasses must be long enough to provide for the low grades that trains can traverse. Grade separated structures also may impact adjacent land uses and are very costly to build.

ILLINOIS 43 CENTRAL CORRIDOR ISSUES:

1. The important issue of removing the on-street parking along Illinois 43 Central was discussed at the meeting. The reality of having both 4 through lanes and curbside parking on Illinois 43 is impossible with the constrained existing conditions. Numerous adjacent parcels would have to be displaced. Meridian proposes that the existing on-street parking be relocated to sidestreets, alleys or vacant lots.
2. Another alternative for the parking situation is to provide on-street parking only within areas where the existing 73 ft. right-of-way. The cross section would provide for four 10 ft. lanes, a 10 ft. flush median, 9 ft. parking lane on the east side, and 7 ft. sidewalks.
3. The on-street parking recommendations presented today will be implemented over time with joint agreement with the municipalities.
4. A study of the Burlington Northern Railroad crossing was included within the draft report due to constant interest in the major impacts it has on the adjacent communities. Alternatives were presented to either provide a grade crossing over or under the railroad.

Questions:

1. Why not discuss the ramifications of the BN RR crossing in conjunction with this project?

The dollars that would be required and the implications locally is whether the Villages of Berwyn and Riverside want to relocate the businesses. It's not an improvement that can be done within the next 6 months or a year. The details on how it can be funded and whether it's accessible locally to make the improvements. Any solution for the BN RR crossing will require coordinated efforts from the Burlington Northern Railroad, IDOT, and local municipalities.

2. Is there a timetable for a Phase I project for the BN RR crossing?

No, we've sent the report out to the railroad and each municipalities. We have not gone beyond that point.

3. On the BN RR crossing, was there another study or consideration by the railroad depressing the grade of their crossings at these intersections?

That was one of the options, the railroad grades are significantly flat (usually at 1%), so lowering or raising the railroad profile will have major impacts for several miles in each direction. Other at-grade crossings that are parallel to Illinois Route 43 will also be affected by the lowering or raising the profile at the BN RR crossing.

4. The Village of Norridge has received some correspondence from IDOT concerning the reconstructing Harlem Avenue within the next 3 1/2 years from Cullom Street north to Higgins Road. This reconstruction consists of up grading existing conditions to two through lanes in each direction and a flush median (center lane) for turning movements.

IDOT Phase I people have discussed the initial proposals for this area.

Comments:

1. At a Burlington Northern Railroad meeting in December, options were discussed to improve their Cicero yard. The option included reconfiguring of the Metra lines in order to utilize their Cicero yards better.
2. The recommended cross section from Interstate 290 to North Boulevard is a five lane section except at the CNW RR bridge. This basically leaves a gap at this location. The existing roadway section at this location is four lanes and a center pier. It cannot accommodate a five lane cross section unless the structure is replaced. The Village of Forest Park recommends improvements for the CNW RR structure to be noted within the Illinois Route 43 draft report.
3. There is a recommendation to eliminate left turns, we have some areas in River Forest where there are single family residential properties fronting Harlem.
4. An arrangement was made several years ago between Oak Park and Forest Park to relocate the center line 8 ft. to the west of Illinois Route 43 from Division Street to Illinois Route 64 (North Avenue). This would allow for on-street parking along the east side of Harlem as well as accommodate four through lanes without any interference with traffic.
5. The Village of Oak Park has given IDOT a letter regarding the number of new developments to be constructed in Oak Park over the next several years. These new developments should be presented in the final report.

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

Meridian Engineers & Planners, Inc.

Robert Giurato

cc: Rich Starr
Robert Giurato
Elizabeth McLean
Pete Pointner
Eugene Ryan
Meeting Minutes File

IDOT
Meridian Engineers and Planners, Inc.
EJM Engineering
Planning Resources, Inc.
CATS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: February 22, 1995 - 2:00 P.M.

LOCATION: Bedford Park Village Hall
6701 South Archer Rd.
Bedford Park, IL 60501-0128

ATTENDANCE:

Greg Dreyer	Village of Orland Park
Gene Siegel	Mayor, Chicago Ridge
Vicky Smith	Liaison Southwest Council of Mayors
Mike Tracy	Legislative Assistance to Rep. Jack O'Conner
Scott Smith	Representative of Palos Heights
Rick Kastak	Representative of Palos Heights
Joe Johnson	Representative of Worth
Wayne R. Demonbreun	Representative of Worth
Rich Starr	Illinois Department of Transportation
Robert Giurato	Corridor Manager, Meridian
Sherl White	Civil Engineer, Meridian
Michael Goldberg	Planning Resources, Inc.
David Hunt	Chicago Area Transportation Study

TOPIC ROUTE: Illinois Route 43 (Harlem Avenue) South - Panel 3

GENERAL:

1. Rich Starr, IDOT, welcomed all attendees to the Illinois Panel 3 Meeting. The project limit for Illinois 43 South extends from US Route 30 (Lincoln Hwy.) on the south to north of Interstate 55.
2. Robert Giurato, the Meridian Corridor Manager, spoke of the previous Panel 1 and 2 Meetings and what activities have taken place since then. He stated that the purpose of the Panel 3 Meeting is to present the draft recommendations to the panel members and interested parties prior to the final report. The next step would be the public hearings which would be held to gather any final comments. Then a final report would be completed. All recommendations would be subject to a screening through Phase I and II design criteria.
3. The draft report recommendations for Illinois Route 43 was presented by each segment.

ILLINOIS ROUTE 43 SOUTH CORRIDOR ISSUES:

1. The recommendations begin at Segment 1. This segment is from US Route 30 to 175th St. The important ideas in this segment are the typical cross section of three through lanes in each direction, a raised median, and parkways. Other improvements include right in/ right out at key local streets. 191st St. and Oak Park Ave. are to be realigned so that they cross and meet Illinois Route 43 at a four way 90 degree intersection which would provide safer movement for this area.
2. Segment 2 extends from 175th St. to 171st St. The same typical cross section is applied in this segment with right in/right out and local street access.
3. Segment 3 is from 171st. St. to 131st St. There is one key intersection at US Route 6 (159th Street) which is another SRA Route. The cross section varies between two and three through lanes in each direction, a raised median, and parkways.
4. Segment 4 extends from 131st St. to Interstate 294. The cross section concept provides for two through lanes in each direction, a flush median, and parkways within the existing right-of-way.
5. Segment 5 contains the US Route 12/20 (95th Street) interchange that is perpendicular to Illinois Route 43. This interchange will be well coordinated with two through lanes in each direction.
6. Segment 6 extends to the vicinity of Interstate 55. The recommended cross section varies in this segment from two-three through lanes in each direction, a flush or raised median, and parkways.

Questions:

1. There is a big truck terminal located at 103rd St. and Illinois Route 43. Why four lanes instead of six lanes recommended in this area ?

The original cross section was reduced to four lanes instead of six lanes to avoid taking severe right-of-way.

2. What is IDOT going to do to mediate the traffic with the truck traffic from Southwest Hwy. to 95th Street?

We will review the truck percentages from Southwest Hwy. to 95th Street.

Comments:

1. The US Route 6 (159th Street) / Harlem Ave. intersection improvements were done last year. The Forest Preserve has already placed pedestrian activated signals at 143rd Street and 131st Street when the bike path was installed last year.

2. On the east side of Harlem Avenue, from Southwest Hwy. to 95th Street, this area has the biggest trucking company and traffic is currently backed up for blocks during the day.
3. Wider left turn lanes with a longer left turn signal should be proposed at the southbound approach at the 103rd St./ Harlem Ave. intersection.
4. The final report should propose right in/ right out only at 107th Street / Harlem Avenue intersection.
5. The right-of-way at 55th Street (Archer Ave.) and Illinois Route 43 (Harlem Ave.) should be checked for the proposed recommendations.

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

Meridian Engineers & Planners, Inc.

Robert Giurato

cc: Rich Starr
Robert Giurato
Elizabeth McLean
Pete Pointner
Eugene Ryan
Meeting Minutes File

IDOT
Meridian Engineers and Planners, Inc.
EJM Engineering
Planning Resources, Inc.
CATS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: February 27, 1995 - 10:00 A.M.

LOCATION: Glenview Village Hall
1225 Waukegan Road
Glenview, IL 60025-3071

ATTENDANCE:

Charles Scheck	Village of Morton Grove
Richard P. Hohns	Village of Morton Grove
Bob Pilat	Village of Niles
Jun L. Noriega	Village of Niles
Carl Peter	Village of Northbrook
Zalman Y. Alper	Alper & Alper Architects, Inc.
Mary Bak	Village of Glenview
Rich Starr	Illinois Department of Transportation
Robert Giurato	Corridor Manager, Meridian
Sheri White	Civil Engineer, Meridian
Michael Goldberg	Planning Resources, Inc.
David Hunt	Chicago Area Transportation Study
Jim Lou	Chicago Area Transportation Study

TOPIC ROUTE: Illinois Route 43 (Harlem Avenue) North - Panel 3

GENERAL:

1. Rich Starr, IDOT, welcomed all attendees to the Illinois Panel 3 Meeting. The project limit for Illinois 43 North extends from Interstate 90 (Kennedy Expressway) to Lake-Cook Road
2. Robert Giurato, the Meridian Corridor Manager, spoke of the previous Panel 1 and 2 Meetings and what activities have taken place since then. He stated that the purpose of the Panel 3 Meeting is to present the draft recommendations to the panel members and interested parties prior to the final report. The next step would be the public hearings which would be held to gather any final comments. Then a final report would be completed. All recommendations would be subject to a screening through Phase I and II design criteria.
3. The draft report recommendations for Illinois Route 43 was presented by each segment.

ILLINOIS ROUTE 43 NORTH CORRIDOR ISSUES:

1. The recommendations begin at Segment 11. This segment is from Interstate 90 (Kennedy Expressway) to Illinois Route 21 (Milwaukee Avenue). Throughout this cross section the existing 66 ft. right-of-way will be maintained with two through lanes in each direction, no median or a 14 ft. flush median, and 9 ft. parkways. Other improvements include cul-de-sacs at Nina Avenue and Highland Avenue which would provide safer movement for this area and to relocate existing on-street parking to sidestreets, alleys and vacant lots.
2. Segment 12 extends from Illinois Route 21 (Milwaukee Avenue) to US Route 14 (Caldwell Avenue). The existing 100 ft. right-of-way is maintained with two through lanes in each direction, no median or a 14 ft.-18 ft. flush median, and variable parkways. A local frontage road located between Cleveland Street to US Route 14 (Caldwell Avenue).
3. Segment 13 is from US Route 14 (Caldwell Street) to Illinois Route 58 (Golf Road). The proposed cross section consists of three through lanes in each direction, a raised median, and parkways. Other recommendations include median breaks at 1/4 intervals and the relocating of on-street parking to sidestreets, alleys and vacant lots.
4. Segment 14 extends from Illinois Route 58 (Golf Road) to Willow Road. The cross section concept provides for two through lanes in each direction, a flush median, and parkways within the existing right-of-way from Illinois Route 58 (Golf Road) to the Christian Heritage Academy entrance. From the Christian Heritage Academy entrance to Willow Road, three through lanes in each direction, a raised median, and parkways are recommended.
5. In Segment 15, the proposed cross section varies between two and three through lanes in each direction, a raised median, and parkways.
6. Segment 16 extends to the project limit of Lake-Cook Road. The recommended cross section varies between two and three through lanes in each direction, a raised median, and parkways. Median breaks are recommended at Woodhill Drive and Thornwood Lane.

Questions:

1. Will Shermer Road be realigned to a T intersection at Waukegan Road ?

A phase I study will have to be done to determine any realignment at this location.

2. In Segment 13 three through lanes are recommended instead of two through lanes. Is there a study being done to determine this recommendation?

There are two SRA Route in this segment, Illinois Route 43 and east-west Dempster Street and Golf Road. Projected traffic volumes are high within this stretch of Illinois Route 43.

3. Why is the raised median recommended within the cross section of Segment 13 ?

Due to projected large volume of traffic along this segment. The idea is to eliminate large turning movements across Illinois Route 43. We want to focus turning movements at the signalized intersections and at median brakes.

4. Will there be enough space for a sidewalk within the proposed cross sections ?

Yes, the parkways will accommodate a sidewalk.

5. What are the plans for Willow Road east of Illinois Route 43 ?

We are in the mist of a Phase I study of Willow Road.

Comments:

1. Some of the commercial access along the route will be affected by the raised median.
2. The recommended 1/4 mile median breaks is not enough for local access throughout Morton Grove..
3. Coordination between SRA Dempster Street and SRA Illinois Route 43.
4. Information on the proposed Techny trail from Dempster Street to Lake-Cook Road should be included in the final report.
5. The recommendation of eliminating the signal at Carillon Square will create vast safety issues and have an effect on the commercial dealers.
6. Voltz Road extend west of Illinois Route 43. It is named West Voltz Road. A median break should be proposed at Maple Avenue due to existing traffic access to the park district.
7. Techny Road should be realigned to a T intersection. This road is a major access location to the religious portion of Techny. Information should be included in the report to support this recommendation.
8. In Segment 15, proposed right-of-way acquisition will affect business and parking at the corner Shermer Avenue and Illinois Route 43.
9. At the intersection of Howard Street and Illinois Route 43, left turning movement is not prohibited at the northbound and westbound approaches.
10. In Segment 14, proposed directional signage to the Glenview Metra Station should state Metra/Amtrak Services.

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

Minutes of Meeting
February 27, 1995
Page 4 of 4

Meridian Engineers & Planners, Inc.

Robert Giurato

cc: Rich Starr
Robert Giurato
Elizabeth McLean
Pete Pointner
Eugene Ryan
Meeting Minutes File

IDOT
Meridian Engineers and Planners, Inc.
EJM Engineering
Planning Resources, Inc.
CATS

Exhibit 5.3
Questionnaire

STRATEGIC REGIONAL ARTERIAL STUDY Questionnaire/Comment Form

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

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

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

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

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

a. General:

b. Right-of-Way:

c. Existing Roads:

d. Transit:

e. Public Facilities:

Page 1 of 2

Illinois Route 43

QUESTIONNAIRE

Exhibit 5.4
Newsletters

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

Issue 1
July/August 1992

Illinois Route 43 Cumberland Avenue

Illinois Route 43 Overview

Illinois Route 43 is one of the longer SRAs in the study, running 44 miles, north from US 30 in Will County to Lake Cook Road. IDOT/CATS has divided this SRA into three presentation areas, north, central and south.

Illinois Route 43 is commonly called Harlem Avenue. However, from Oakton Street in Niles north to Lake Cook Road, Waukegan Road is the common designation.

Illinois Route 43 runs through three counties and 31 communities, directly intersecting or crossing over/under key arteries such as Ill 58/Golf Road, US 34/Ogden Avenue, US 12-20/95th Street, I-90/94, I-290, I-55, I-294, and I-80.

In the CRSS study, the north presentation area begins at the Kennedy Expressway/I-

90/94 near Irving Park Road and runs north to Lake Cook Road. The south presentation area begins at US 30/Lincoln Highway and runs north to the Stevenson Expressway/I-55. The central presentation area begins at the Stevenson Expressway and extends to the Kennedy Expressway on the north.

CRSS has provided briefing booklets to Illinois Route 43 north, south and central advisory panels. These publications explain the corridors in detail with aerial photographs, maps, work plans, milestone schedules, details of urban and suburban cross section design concepts, lists of alternatives development and questionnaires. Issues and ideas presented by those advisory panels are categorized into a special information card system and integrated into the planning process.

SRA System Overview

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

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

Strategic Regional Arterials (SRA) play a vital role in Operation Greenlight. SRAs are defined as the second tier of roads to the existing and proposed expressway network. The 146 routes totalling 1,340 miles in the SRA system were identified because they now sustain or will carry great numbers of cars, trucks and public transportation vehicles, often over long distances. SRAs

continued on page 5

Cumberland Overview

The Cumberland Avenue SRA covers 13 miles of Cook County and runs through 17 communities. The northern boundary is Interstate 90 in Rosemont and the southern terminus is Interstate 55 near Lyons.

The corridor intersects directly or runs over/under key roadways including: Illinois 19/ Irving Park Road, Grand Avenue, Cermak Road and the Eisenhower Expressway/I-290.

This SRA corridor is identified by several names along its length. Cumberland Avenue applies from I-90 south to East River Road. From East River Road to Grand Avenue it is Pueblo Avenue. It is called Thatcher Avenue from Grand Avenue to

Des Plaines River Road. From Des Plaines River Road south to 47th Street, First Avenue applies, and Illinois Route 171 is the designation from 47th Street to I-55.

CRSS has provided briefing booklets to the Cumberland Avenue/First Avenue advisory panel. These publications explain the corridors in detail, with aerial photographs, maps, work plans, milestone schedules, details of urban and suburban cross section design concepts, lists of alternatives development and questionnaires. Issues and ideas presented by those advisory panels are categorized into a special information card system and integrated into the planning process.

In this issue...

SRA Overview	1, 5
Corridor Overviews	1
Panel Meeting Summaries	2
Terms to Know	2
Corridor Maps	3, 4
Q & A	5
Note from the Editor	5
We're Here to Help	6
SRA Study Schedule	6

Illinois 43 Panel Meeting Summaries

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

The Chicago Area Transportation Study (CATS) also discussed the 2010 Transportation Plan and how the SRA system is one of the seven points in that overall plan.

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

Ill. 43 Corridor: The Illinois 43 corridor starts at US Route 30 on the south and proceeds north along Harlem Avenue, Oakton Street and Waukegan Road to Lake Cook Road. The corridor is divided into three presentation areas, south, central and north.

South presentation area: Harlem Avenue from US Route 30 to Interstate 55.

Central presentation area: Harlem Avenue north from Interstate 55 to the Kennedy Expressway.

North presentation area: Kennedy Express-

way north via Harlem Avenue, Oakton Street and Waukegan Road to Lake-Cook Road.

South Presentation Area June 19, 1992 Bridgeview Village Hall

Right-of-way issues along the corridor were discussed. The existing right-of-way is approximately 100 feet and carries two lanes in each direction. Proposed right-of-way is 120 feet. There is an opportunity to accommodate future growth in this area because many adjacent corridor properties are undeveloped. In addition, concern was expressed about the right of way between 95th Street and Interstate 55.

There was discussion concerning extending 151st Street from Harlem Avenue to Oak Park Avenue. Oak Forest would prefer a cut through at 147th Street. The Cook County Forest Preserve and the Southwest Council of Mayors is opposed to that because it would divide sections of Forest Preserve property.

There are many railroad bridges that will not accommodate recommended right of way guidelines. Lack of railroad crossings also add significantly to congestion.

In addition, the "on structure" portion of Harlem Avenue between 71st and 63rd Streets was described as being very dangerous. The high speed of traffic flow causes several vehicles to be involved when accidents occur.

Left hand turns are not allowed in some areas (63rd and 65th Streets). This restriction should be considered in other areas, as a means of improving traffic flow.

Central Presentation Area June 18, 1992 The Elmer Wolf Community Center River Grove

Cumberland Avenue is being considered as an alternative or supplemental route. A discussion of existing right of way vs. proposed right of way was presented on both routes.

Narrow sidewalks adjacent to traffic lanes are the result of narrow right of way widths and are a safety issue to pedestrians. Adjacent parks, schools and shopping areas will be reviewed in terms of pedestrian access.

Some areas prohibit peak hour parking but coordination of all areas along the corridor is necessary to improve traffic flow.

North Presentation Area June 9, 1992 Glenview Village Hall

Concerns were expressed in reference to access to the Edens Expressway, the Kennedy Expressway, and the Tri-State Tollway. The desire was expressed to provide access to the Edens Expressway via Golf Road, a future SRA route.

Location of the adjoining leg, between Harlem Avenue and Oakton Avenue, was discussed. Alternatives will be developed by CRSS and presented at the second panel meeting.

Right of way north of Willow Road was discussed, including access to Techny, the pedestrian bicycle path adjacent to Northbrook Junior High School, and the narrow right of way north of Shermer along the Forest Preserve.

Terms to know...

Actuation:

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

Class II Truck Route:

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

Delineators:

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

Demand Management:

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

Cumberland Avenue Panel Meeting Summary

June 18, 1992 The Elmer Wolf Community Center River Grove

This corridor was presented with the Illinois Route 43 central presentation area.

A number of parking and access concerns were addressed. One access consideration is the possibility of linking the route into the Illinois 43 corridor at the north and south ends.

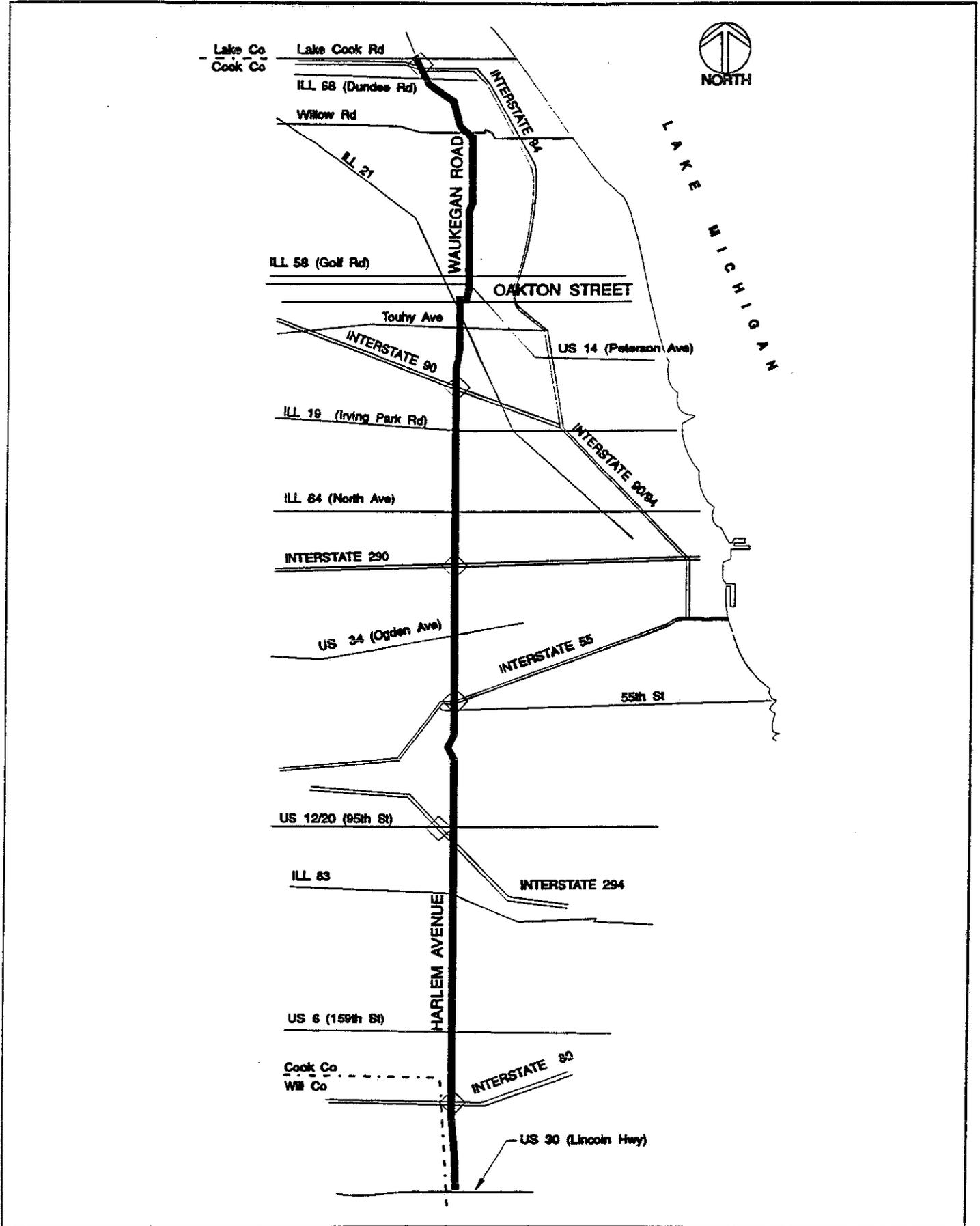
Several forest preserve properties border

this corridor. Consequently, access and right of way issues that may affect these properties were discussed.

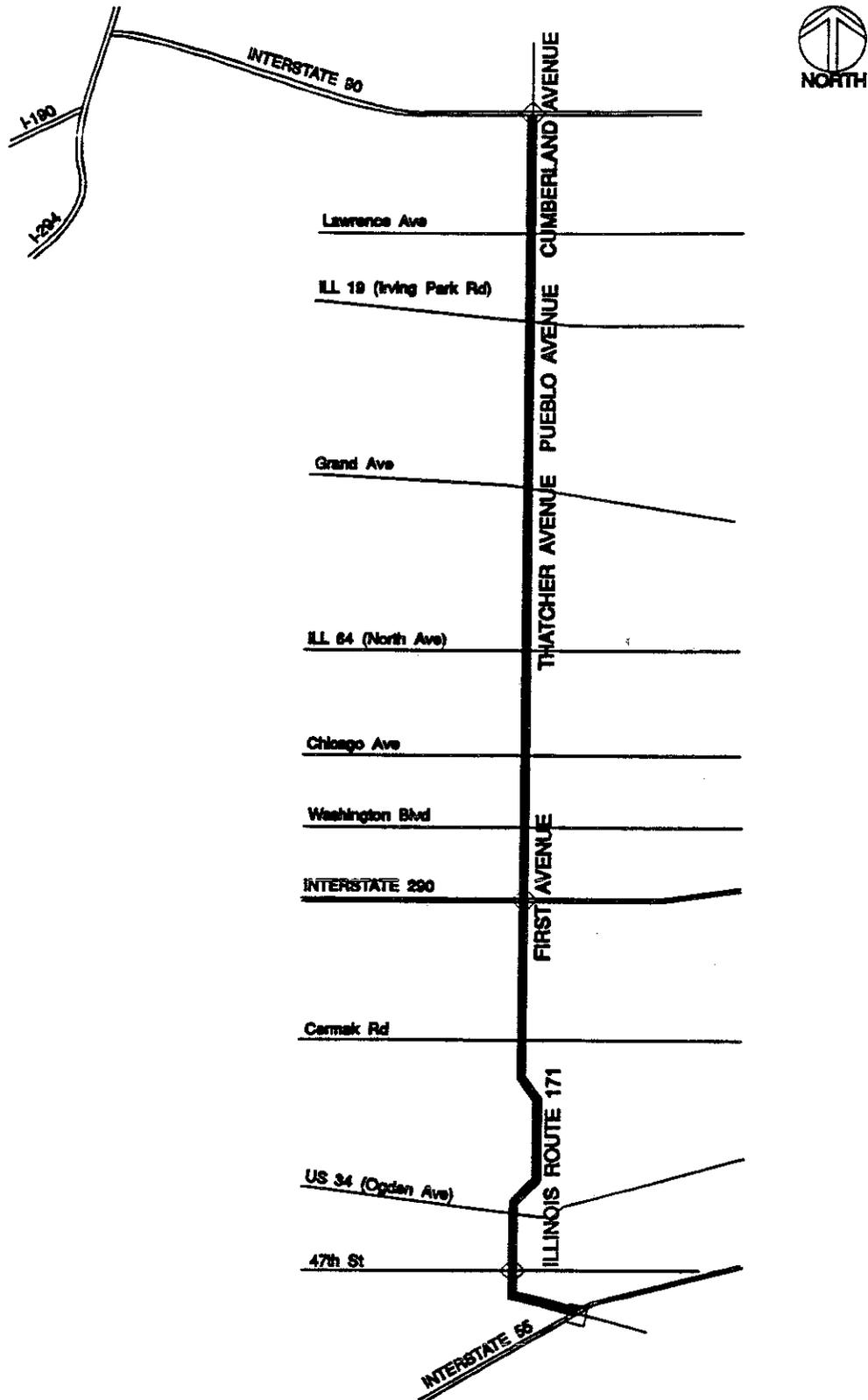
In Lyons, the several hundred feet drop at the Palumbo Quarry was discussed as being an important safety concern.

Safety issues for pedestrians are found throughout the corridor. Forest preserves and parks, schools and colleges, and shopping centers are some areas where pedestrian access is an issue.

Illinois Route 43



Cumberland Avenue



Q & A

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

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

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

A An EIS (Environmental Impact Statement) is conducted as one of many requirements to obtain Federal funds for specific transportation projects. It is conducted once a specific project has been well defined in the study (Phase 1) portion of a project's implementation. The SRA does not involve an EIS because it does not define specific improvements or define a specific project.

The environmental effort on an SRA is twofold. The team is identifying potential environmental concerns and opportunities - ranging from specific buildings/land uses that could be sensitive noise receptors to forest preserve property that could accommodate a bikeway to supplement the arterial street system. The team, as improvement concepts are developed, will be considering potential impacts due to the SRA and generalized mitigation to allow the environment and the SRA to coexist.

SRA Overview (continued)

serve traffic which overflows the expressway system or can't use the expressways at all.

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

- Illinois Route 43/Harlem Avenue/Waukegan Road from Lake Cook Rd to US 30 (44 miles)
- Cumberland Avenue/First Avenue from I-90 to I-55 (13 miles)
- US Route 41/Lake Shore Drive from Hollywood Avenue to Cornell Drive and 57th Street; Cornell Drive, Stony Island Avenue from Lake Shore Drive to I-94; and Coast Guard Drive from 57th St to 67th St (25 miles).
- Illinois Route 83 from Lake Cook Rd to US 45 (39 miles)
- Bell Road from Illinois Route 83 to Illinois Route 7 (6 miles)
- US Route 14/Hollywood Avenue from Illinois Route 43/Waukegan Road to Lake Shore Drive
- Illinois Route 47 from McHenry County/Wisconsin State Line to Kane/Kendall County Line (50 miles)
- Illinois Route 173 from Sheridan Rd. to McHenry-Boone County Line (48 miles)
- Renwick Road/Illinois Route 7/US 6/159th Street from Ill 59 to Torrence Ave (34 miles)

- Caton Farm Road/Bruce Road/Cedar Road from Ill 59 to US 45 (22 miles)

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

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

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

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

Note from the Editor . . .

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

Newsletters will be published every two months throughout the life of the SRA project. In each issue there will be a 'Terms To Know' section and a 'Q&A' column.

Beginning with the second issue, a guest column and an article discussing a particular discipline under consideration by the project team will provide views of different aspects of the project.

If you are not on our mailing list, please contact the appropriate person listed on page 6. Likewise, if you have a term/question you would like to see discussed, or if you have any comments about the newsletter, please send them to the contact person and note Attn: Kerry Wigginton.

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
North Presentation Area
Dave Seglin
 Northwest Municipal Conference
 1515 East Gold Road
 Des Plaines, Illinois 60016
 Phone: (708) 296-9200
 Fax: (708) 296-9207

Panel Coordinator
Central Presentation Area
 (Includes Cumberland Avenue)
Don Killmer
 North Central Council of Mayors
 Village Hall
 3200 Washington Boulevard
 Bellwood, Illinois 60104
 Phone: (708) 547-3500
 Fax: (708) 547-8093

Panel Coordinator
South Presentation Area
Rick Boehm
 Southwest Municipal Conference
 Village Hall
 P.O. Box 128
 Bedford Park, Illinois 60501
 Phone: (708) 458-2067; (312) 793-3470
 Fax: (708) 458-2079

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

Illinois Route 43/Cumberland Avenue SRA Study Schedule

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

Chicago Area Transportation Study

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

Addressee

Illinois Route 43 Cumberland Avenue

SRA Route Selection Process

Illinois Route 43 and Cumberland Avenue are being studied in tandem for consideration as Strategic Regional Arterial routes. The Cumberland Avenue corridor extends approximately 13.8 miles between the Stevenson (I-55) and Kennedy (I-90) Expressways. The Illinois Route 43 SRA runs 44.4 miles from US Route 30 /Lincoln Highway to Lake-Cook Road.

These corridors do not meet the spacing guidelines for SRA routes as described in the Strategic Regional Arterial Design Concept Report prepared for the Illinois Department of Transportation. This report states that, "Spacing of routes in the SRA system was determined based upon the projected levels of future travel demand within the different parts of the region, ranging from about three miles apart in the most densely developed areas to about eight miles apart in predominantly rural areas." The spacing guideline for urban SRA routes is three miles and approximately eight miles for rural SRA routes.

Starting at Lake Michigan, in the City of Chicago, the north-south SRA routes in the overall SRA system are Lake Shore Drive, Western Avenue, Cicero Avenue, and Illinois Route

43. These routes are three miles apart as specified in the Strategic Regional Arterial Design Concept Report discussed above. Proceeding west from Illinois Route 43, the next SRA routes are Cumberland Avenue and Mannheim Road. Similarly, the spacing between these two routes is three miles.

However, between Illinois Route 43 and Cumberland Avenue, the spacing does not meet the standard noted above. The spacing between these two SRA routes is about one-and-one-half miles.

At the time the system routes were chosen, it was not evident which corridor would best serve the approximately eight mile wide area between Cicero Avenue and Mannheim Road. While Illinois Route 43 is the longer route and serves a greater regional travel demand, Cumberland Avenue may be used to serve the area between the Kennedy and the Stevenson Expressways. It may also be determined that, for this corridor, both routes are needed to adequately serve the area.

It was decided that the choice should be made after a more detailed analysis by the project team. This decision will be based on three factors. The

ability to recommend feasible improvements, which will meet the SRA design standards without creating great impacts to the existing corridor, will be important to this decision. If the Cumberland Avenue route is chosen, it will connect back to Illinois Route 43 near the Kennedy and Stevenson Expressways. Therefore, the effectiveness of diverting proposed traffic from Illinois Route 43 to Cumberland Avenue and back to Illinois Route 43 again will be a determining factor. Finally, the public's response to and acceptance of the recommended improvement will be involved in the decision process.

The results of this analysis will be presented at the second panel meeting (scheduled for winter this year). After the second panel meeting, these findings, and the panel members' reactions to them, will be presented to the Chicago Area Transportation Study's SRA Subcommittee for a final decision.

In this issue...

SRA Route Selection Process	1
Land Use Concerns	1, 4, 5
SRA Concept Development Process	2
Terms to Know	2
Cumberland Avenue Initial Concept Thoughts	3
Illinois Route 43 Initial Concept Thoughts	3, 4
Q&A	5
We're Here to Help	6
SRA Study Schedule	6

Land Use Concerns

The Chicago metropolitan area has grown to be one of the nation's largest. Employment opportunities have expanded throughout the entire region, but are not always balanced with an adequate supply and mixture of housing in reasonable proximity

to them. Due to the trend of increased distance between housing and jobs, a high percentage of peak hour trips are by private automobile with only one person per vehicle. Individuals spend an increasing amount

continued

SRA Concept Development Process

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

Terms to know...

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

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

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

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

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

WB-50 (60) Design Vehicle - A large semi-trailer vehicle with a wheelbase dimension of 50(60) feet which is used to establish the minimum requirements of roadway design so that the roadway can safely accommodate such a vehicle.

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

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

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

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

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

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

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

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

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

Cumberland Avenue Initial Concept Thoughts

The Cumberland Avenue corridor, located in the near Chicago suburbs on the western edge of the city, extends approximately 13.8 miles between the Stevenson and Kennedy Expressways. Other names for portions of this north-south SRA route are Illinois Route 171, First Avenue, Thatcher Avenue, and Pueblo Avenue. Throughout its length, the Cumberland Avenue corridor is a four lane facility. In addition, the Illinois 171 portion of the route is a freeway type facility with right of way widths that exceed the desirable SRA suburban route widths. See also "SRA Concept Development Process" on Page 2.

This SRA route is classified as a suburban route with desired design characteristics that include a 45 mph design speed, "C/D" level of service, (See "Terms to Know", page 2) a minimum 120 ft. right of way, and three through lanes in each direction. The Cumberland Avenue corridor has been divided into seven segments to simplify the presentation of recommended improvements. This article will examine each segment of the corridor and will present important issues being considered in the concepting process as described in "SRA Concept Development Process" on Page 2.

Segment 1, which is 1.6 miles long, starts at I-55 and ends 0.4 miles north of 47th Street at the south end of Palumbo Quarry. This segment exists as a limited access type facility with over 200 ft. of right of way, consequently the recommended improvements should be achievable within the existing right of way. However, several bridge modifications will be required to accommodate the recommended cross section.

Segment 2 extends 2.4 miles from north of 47th Street to 26th Street. The existing right of way in this segment is 100 ft. except at the Palumbo Quarry where it is 80 ft. Issues in this segment include environmentally sensitive Cook County Forest Preserve holdings, pedestrian needs at the Riverside Brookfield High School, and narrow right of way near

the Palumbo Quarry. Special event access to Brookfield Zoo is another issue to consider. The structures over Salt Creek and the BN Railroad may be recommended for modification.

Segment 3 begins at 26th Street and continues 1.5 miles north to Roosevelt Road. The existing right of way in this segment varies from 70 to 115 ft. Considerations along this segment include the narrow right of way between the Riverside Golf Course and the residential area of North Riverside. Other issues are the emergency and non-emergency access needs of the Veterans Administration Hospital and the adjacent Miller's Meadows park land. A grade separation may be recommended at the CCR railroad crossing in this segment.

Segment 4 starts at Roosevelt Road and continues 2.5 miles north to Division Street. The existing right of way in this segment varies from 60 to 133 ft. The Forest Home and Waldheim Cemeteries, Cook County Forest Preserve, Loyola University Medical Center, Circuit Court Building, Proviso East High School and the Woodside Bible Chapel are adjacent land uses in this segment that could be impacted. In addition, the high pollution area around I-290 (Eisenhower Expressway) will be considered. In order to accommodate the recommended cross section, the I-290 structure may be modified. The close proximity of the Des Plaines

River is also a constraint in this segment.

Segment 5, which has a 100 ft. existing right of way, starts at Division Street and continues 1.6 miles north to Fullerton Avenue. While there are not many major constraints in this area, concepting will be sensitive to the needs of the Cook County Forest Preserve holdings and the Des Plaines River floodplain. Event access at the Maywood Park Race Track near North Avenue is another issue that will be considered. A grade separation may be considered at the Soo Railroad crossing and the bridge over the Des Plaines River may be recommended for modification.

Segment 6 starts at Fullerton Avenue and continues north 1.0 mile to Belmont Avenue. The existing right of way in this segment varies from 66 to 100 ft. Residential and commercial developments, along with the St. Joseph and Elmwood Cemeteries are adjacent land uses in this highly constrained area.

Segment 7 starts at Belmont Avenue and continues 3.2 miles to I-90, the north terminus of the Cumberland Avenue corridor. The existing right of way varies from 100 to 160 ft. except at the I-90 interchange where additional width has been acquired. Critical issues in this segment include impacts on adjacent Chicago and Norridge residential areas and Cook County Forest Preserve holdings.

Illinois Route 43 Initial Concept Thoughts

The Illinois Route 43 SRA runs from US Route 30 (Lincoln Highway) on the south to Lake-Cook Road on the north, a total distance of 44.4 miles. From US Route 30 to Interstate 55 and from Interstate 90 to Lake-Cook Road, the route is classified as suburban. From Interstate 55 to Interstate 90, the route is classified as urban. The desired design characteristics for a suburban route are as follows: 45 mph design speed, "C/D" level of service (See "Terms to know" page 2), a minimum 120 ft. right of way,

and three through lanes in each direction. The desired design characteristics for an urban route are as follows: 35 mph design speed, "D" level of service, a minimum 96 ft. right of way, and two through lanes in each direction. This corridor is divided into 16 segments. This article will examine each segment and present issues being considered as part of the SRA concepting process. See also "SRA Concept Development Process" on page 2.

continued

Illinois Route 43 Initial Concept Thoughts

Segment 1 starts at Lincoln Highway and ends at 175th Street, a total distance of 4.7 miles. The existing right of way varies from 66 to 130 ft. except at the I-80 interchange where it is greater than 150 ft. The new roadway widening will impact agricultural land, widen several bridges, and may affect adjacent parcels like the Tinley Park Mental Health Center property.

Segment 2 extends 0.6 miles from 175th to 170th Street. Due to restricted right-of-way, which varies from 66 to 100 ft., throughout the segment, the suburban six lane cross section will have a more restricted improvement recommendations to avoid impacting residential developments.

Segment 3 travels 4.9 miles from 170th Street to 131st Street. The existing right of way varies from 100 to 140 ft. The recommended cross section may impact Forest Preserve District property.

Segment 4 runs from 131st Street to Interstate 294, a total distance of 4.1 miles. The existing right of way is 100 ft. except at the I-294 interchange where it is 130 ft. storefront parking and bridge widenings are issues in this segment.

Segment 5, which has sufficient existing right of way for a suburban segment, starts at Interstate 294 and ends at 92nd Street, a total distance of 0.9 miles. To accommodate the recommended cross section, several structures will need to be modified.

Segment 6 travels 5.8 miles from 92nd Street to Interstate 55. Along most of the segment, the existing right of way is 100 ft. However, it varies from 75 to 112 ft. between 71st and 79th Streets and is greater than 150 ft. at the I-55 interchange. One issue in this segment is existing building setbacks, and the impact of traffic on commercial/industrial access in Bedford Park.

Segment 7 runs 3.0 miles from Interstate 55 to Cermak Road. This is the first segment in the urban area. The existing right of way varies from 66

to 110 ft. One issue is the continued ability to provide on-street parking in this segment.

Segment 8 travels from Cermak Road to North Avenue, a total distance of 4.2 miles. Most of the segment has a 66 ft. existing right of way, but it widens to 100 ft. at North Avenue. Existing constrained right-of-way width with several historical areas exist along this segment and will be considered.

Segment 9 extends 3.0 miles from North Avenue to Irving Park Road. The existing right of way is 66 ft. One issue in this segment will be on-street parking.

Segment 10 extends 2.4 miles from Irving Park Road to Interstate 90. Offset intersections and commercial access will be two important issues in this segment.

Segment 11 travels from Interstate 90 to Milwaukee Avenue, a total distance of 2.5 miles. The highly constrained right-of-way width and adjacent residential land uses are key considerations.

Segment 12, which begins at Milwaukee Avenue and ends at Caldwell Avenue, is 1.5 miles long. The exist-

ing right of way varies from 66 to 100 ft. The choice of connecting route between Harlem and Waukegan Avenues is a major issue in this segment.

Segment 13 travels 3.0 miles from Caldwell Avenue to Lake Avenue. The existing right of way varies from 66 to 120 ft. as the segment progresses northward. The main issue in this segment is commercial access.

Segment 14 extends 1.8 miles from Lake Avenue to Willow Road. Along with future development issues, commercial access and parking will be key issues.

Segment 15 runs from Willow Road to Walters Avenue, a total distance of 1.8 miles. The existing right of way varies from 140 to 66 ft. The coordination with proposed development along this segment is an important issue to be considered.

Segment 16 extends 0.9 miles from Walters Avenue to Lake-Cook Road. The existing right of way varies from 66 to 100 ft. except at the I-94 interchange where it is greater than 150 ft. The adjacent forest preserve properties and the future configuration of the Interstate 94 interchange are two issues in this segment.

Land Use Concerns (continued)

of time traveling to and from work. The areas through which they pass may experience congestion, air pollution and noise associated with rush hour conditions.

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

1. Buildings Close to Edge of Pavement - This occurs frequently in older commercial areas. Adding lanes of pavement in these areas can adversely affect parking and loading activities that are essential to local businesses.

Where residential buildings are close to the pavement, the noise, pollution and congestion can detract from both the residential and the pedestrian environment.

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

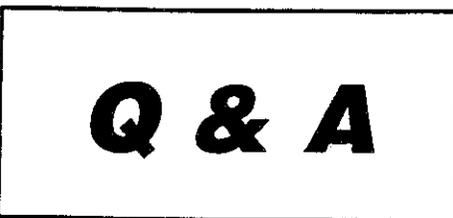
3. Frequent Driveways and Access Points Along SRA - High volumes of

Q What is the timing for SRA route decisions?

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

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

A IDOT has the responsibility of overall coordination of the different professional consultants efforts and the coordination of studies and recommendations where SRAs intersect. IDOT's District One office in Schaumburg has specific staff assigned to



manage the overall effort and perform these coordination activities. The first three consultants are also communicating with each other on a continual basis to coordinate study efforts and recommendations. A fourth consultant will be selected this winter.

Q Are funds for the SRA project included in the Intermodal Surface Transportation Efficiency Act of 1991?

A No. The SRA studies are funded by the Illinois Department of Transportation from the Operation GreenLight Program. Operation GreenLight is an action program meant to carry out the programs and projects identified in the 2010 Transportation Plan to address the region's current and future traffic congestion problems. Operation GreenLight funds the conceptual planning to develop the SRAs as a framework for future projects, both on the roadway and in the roadway's community adjacent to its right of way. No SRA projects are funded for detailed study or design.

Land Use Concerns (continued)

through traffic on SRA routes make it difficult for people to enter and leave the adjacent private properties. Turning movements frequently conflict with free movement along the SRA. Free access combined with high through volumes can present both safety and operational problems.

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

connects all parts of the region.

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

The study team has requested information from the 126 governmental units represented along the SRA 3 system. The study team is reviewing development proposals, comprehensive plans, zoning ordinances and conducting field reviews along each

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

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
North Presentation Area
 Dave Seglin
 Northwest Municipal Conference
 1616 East Golf Road
 Des Plaines, Illinois 60016
 Phone: (708) 296-9200
 Fax: (708) 296-9207

Panel Coordinator
Central Presentation Area
 (Includes Cumberland Avenue)
 Don Killmer
 North Central Council of Mayors
 Village Hall
 3200 Washington Boulevard
 Bellwood, Illinois 60104
 Phone: (708) 547-3500
 Fax: (708) 547-8093

Panel Coordinator
South Presentation Area
 Rick Boehm
 Village Hall
 14700 Ravinia Avenue
 Orland Park, Illinois 60462

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

Illinois Route 43/Cumberland Avenue SRA Study Schedule

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

▲ Cumberland Avenue
 ▲ Completed

▼ Illinois Route 43
 △ Target Dates

Chicago Area Transportation Study

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

Addressee

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

Illinois Route 43 Cumberland Avenue

Issue 3
December 1992/January 1993

PUBLIC INPUT OPENS THE DOOR FOR SRA SUCCESS

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

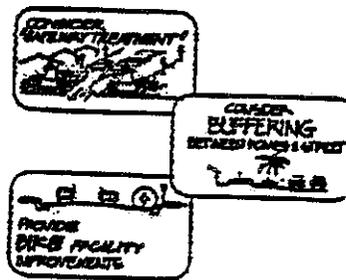
CRSS is using several techniques that will enable the study team (including the public) to document input and gain agreement from interested parties. One of these techniques was initiated in the first panel meeting and will continue to be developed in the 1993 panel meetings and public hearings. This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

The key elements of Programming are:

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

Programming occurs in an open meeting setting and often transforms an open public meeting into an energetic, interactive work session, where participants are encouraged to become more involved because their input is actively sought and added to a wall display. The process includes graphic analysis of issues, documentation and presentation to allow the most accurate feedback. The

process works particularly well during public meetings, because it provides tangible evidence that the public has been heard. All major study issues are addressed in these sessions. The analysis card technique is a method of recording information graphically. The information is intended to be displayed, discussed, and often edited during the informal meetings. The cards contain abstract diagrams and symbols along with written comments. The cards are sorted and assembled into a wall display for an ever-growing record of the project as it proceeds. The participants are encouraged to either correct the cards if they don't accurately represent their input or to draw their own card and add it to the display.



(Sample Analysis Cards)

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

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

1. The organization of the analysis cards demonstrates a logical thought process from left to right to show how information builds from goals to development and analysis of concepts.
2. The use of the analysis cards to show responsiveness to issues at subsequent meetings assures the public that their comments have been heard.
3. The informal nature of the analysis cards encourages input; the message that is given the public is that there is still room for input or compromise—the plan is not "set in concrete".

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

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

In this issue...

Public Input Opens the Door for SRA Success	1
Preparing for the National Highway System	2
Civil Engineering Discipline Review	2, 3
Q & A	3
We're Here to Help	4
SRA Study Schedule	4

Preparing for the National Highway System

By Eugene Ryan, CATS

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

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

The concept of designating an arterial system to supplement the expressway system was first discussed in northeast-

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

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

Not all intercommunity highway travel can be handled by the existing expressway system and expansion possibilities

are limited. The SRA system will supplement the expressway system in handling this type of traffic. Improvements to the system will be needed for it to perform this role. The SRA studies, including the one on this route constitute the first step in planning for these improvements. The intention is to develop a long range plan for each route in the SRA system.

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

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

Terms to know...

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

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

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

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

Civil Engineering Discipline Review

By Bob Giurato, CRSS

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

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

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

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

continued

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
North Presentation Area
Dave Seglin
 Northwest Municipal Conference
 1616 East Golf Road
 Des Plaines, Illinois 60016
 Phone: (708) 296-9200
 Fax: (708) 296-9207

Panel Coordinator
Central Presentation Area
(Includes Cumberland Avenue)
Don Killmer
 North Central Council of Mayors
 Village Hall
 3200 Washington Boulevard
 Bellwood, Illinois 60104
 Phone: (708) 547-3500
 Fax: (708) 547-8093

Panel Coordinator
South Presentation Area
Vicky Matyas
 P.O. Box 128
 Bedford Park, Illinois 60501
 (708) 458-2067

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

**Illinois Route 43/
 Cumberland Avenue
 SRA Study Schedule**

Task	Nov. 92	Dec. 92	Jan. 93	Feb. 93	Mar. 93
IDOT Review		▲●			
Revise Alternatives		△	○		
Panel No. 2			△	○	

Cumberland Avenue

△ Target Dates
 ▲ Completed

Illinois Route 43

○ Target Dates
 ● Completed

Chicago Area Transportation Study

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

Addressee

Illinois Route 43 Cumberland Avenue

Panel Meeting No. 2 to Discuss Route Alternatives

The SRA study team is interested in public input and believes the characteristics of successful public participation are early involvement, inclusiveness, and clear, accurate information. Early participation by representatives of all areas along the corridor allows panel members to have a hand in planning for the future of the corridor while the decisions are being evaluated. The appropriateness of panel participation is to be measured by how inclusive the process is; whether it involves the relevant participants and reflects the communities and corridor for which the plans in question are developed. Panelists are to bring their constituents' ideas and concerns to the panel meeting.

The Federal Highway Administration guidance on participation in transportation planning, written in 1978, remains apt today:

"If too much time elapses between the beginning of the [planning] process and the beginning of public involvement, several problems may develop: it may be difficult to still be flexible, rumors may have spread misinformation, local leaders may feel ignored and become distrusting. Early involvement saves time and agony for the planner."

Even when the final outcome is controversial, corridor wide participation helps prevent dissatisfaction, legal challenge, and stalemate.

The SRA public involvement procedures are intended to afford opportunity for effective participation. The three panel meetings and public hearing held along the corridor, help to insure participation and input from public agencies

and private organizations, as well as individuals.

Panel Meeting No. 2 is an informational meeting which will discuss alternatives developed since the first meeting. It will

Panel Meetings provide an opportunity to assemble a group of key individuals, familiar with a particular SRA route. The meeting will allow panel members and the study team to:

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

This process attempts to assure that possible economic, social, and environmental effects of recommended improvements will be fully considered in the development of corridor proposals. Decisions which are in the best overall public interest providing for safe, economic, and efficient transportation with minimal adverse effects will result from a process that is open and receives input from involved panelists.

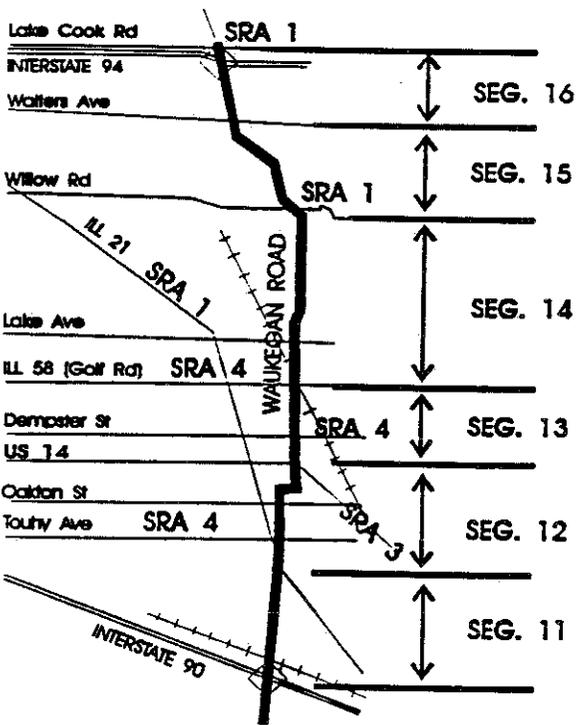
North Panel Meeting No. 2	
Time:	1:30 P.M.
Date:	Thursday, July 15, 1993
Location:	Glenview Village Hall 1225 Waukegan Road Glenview, Illinois
Central Panel Meeting No. 2	
Time:	10:00 A.M.
Date:	Thursday, July 15, 1993
Location:	River Grove Village Hall 2621 Thatcher Avenue River Grove, Illinois
South Panel Meeting No. 2	
Time:	10:00 A.M.
Date:	Tuesday, July 20, 1993
Location:	Bedford Park Village Hall 6701 S. Archer Road Bedford Park, Illinois

include an informal discussion, a formalized presentation, a group question and answer period, and, if questions still remain, additional informal discussion. The Department of Transportation encourages panelists to put their comments in writing, if possible. However, study team representatives present at the Panel Meeting will properly note all non-written comments and document them on a "wall of cards". These are then recorded in the Meeting Minutes and entered on the project file.

In this issue...

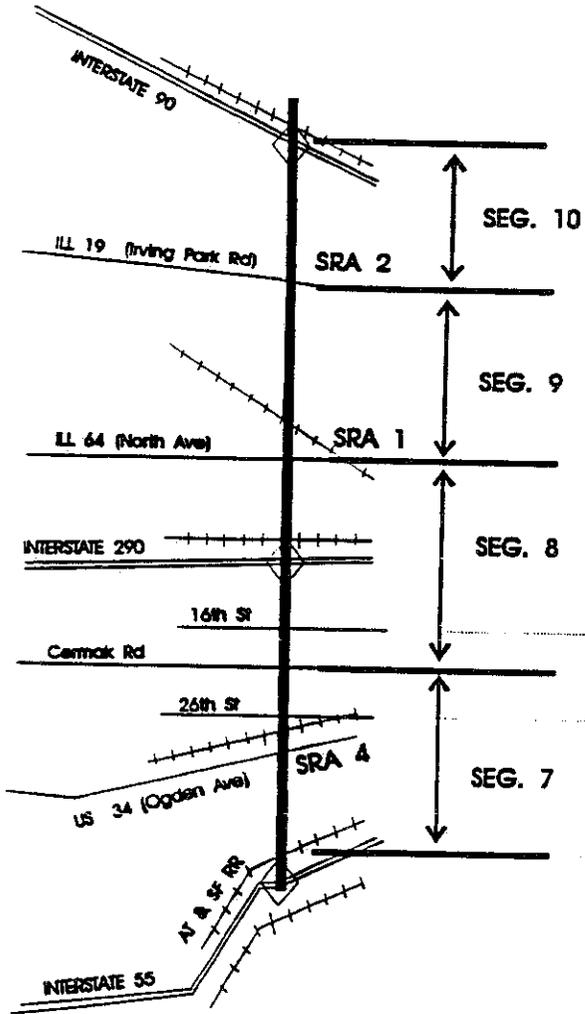
Panel Meeting No. 2 to Discuss Route Alternatives.....	1
Preliminary Concept Summary.....	2,3,4,5,6
Q & A.....	7
Environmental Impacts Assesed.....	7

HARLEM NORTH



THRU LANES		MEDIAN		PARKING	
EXIST	PROP	EXIST	PROP	EXIST	PROP
	4	None Left Turn Provision	18' Raised or Mountable	None	None
4	4 TSM Measures Only	0-18' Flush Raised or Mountable	18' Raised or Mountable	On Street Many Locations	Maintain or Remove / Mitigate Off Street
	6	0-18' Flush/Raised W/ Left Turn Provision	18' Raised	On Street Spot Locations	
		0-18' Flush Raised or Mountable	Harlem-14' Mountable Oakland-18' Raised Waukegan- None		Remove / Mitigate Off Street
4	4 TSM Measures Only	None	14' Mountable	Off Peak Spot Locations	

HARLEM CENTRAL



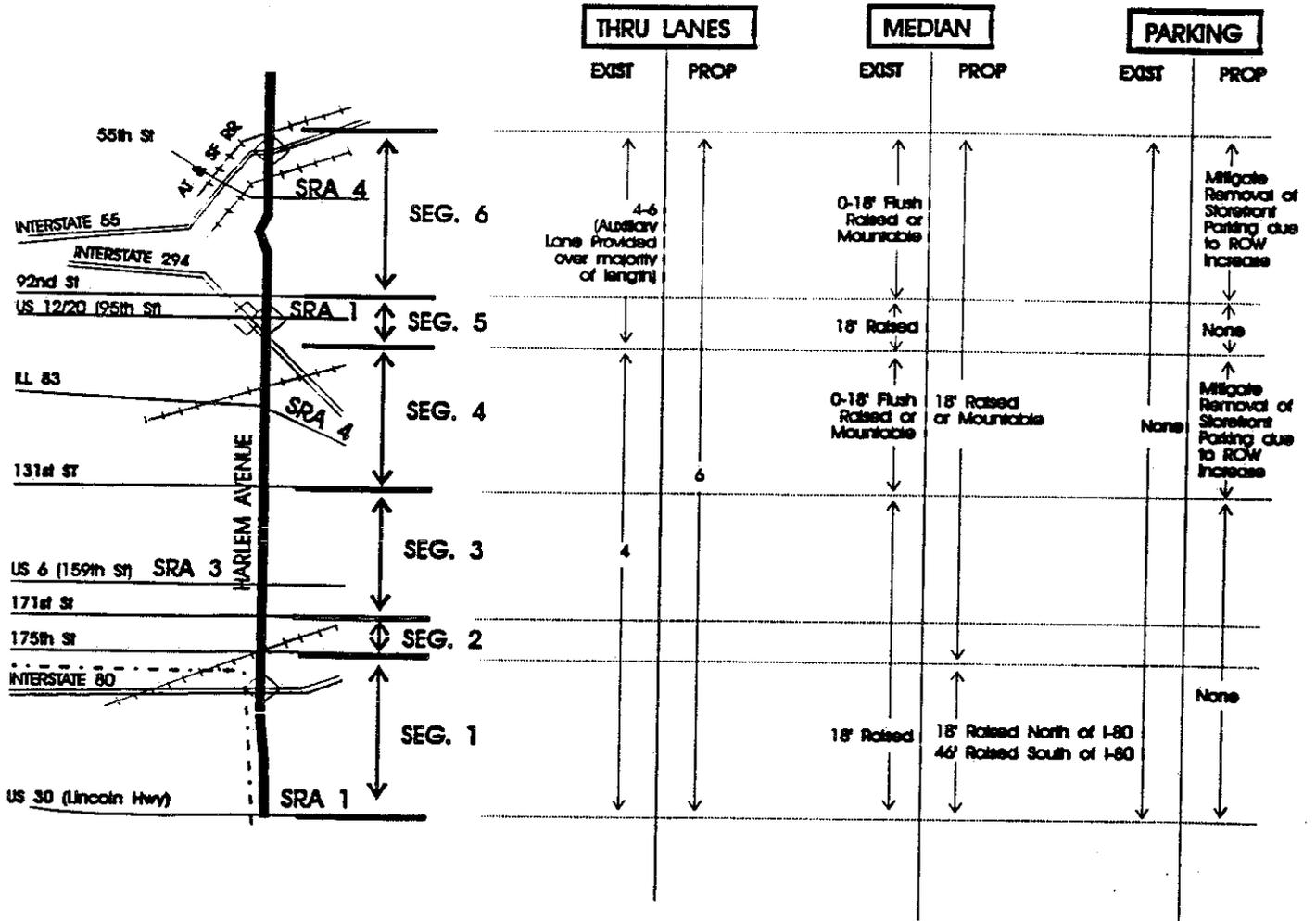
THRU LANES

MEDIAN

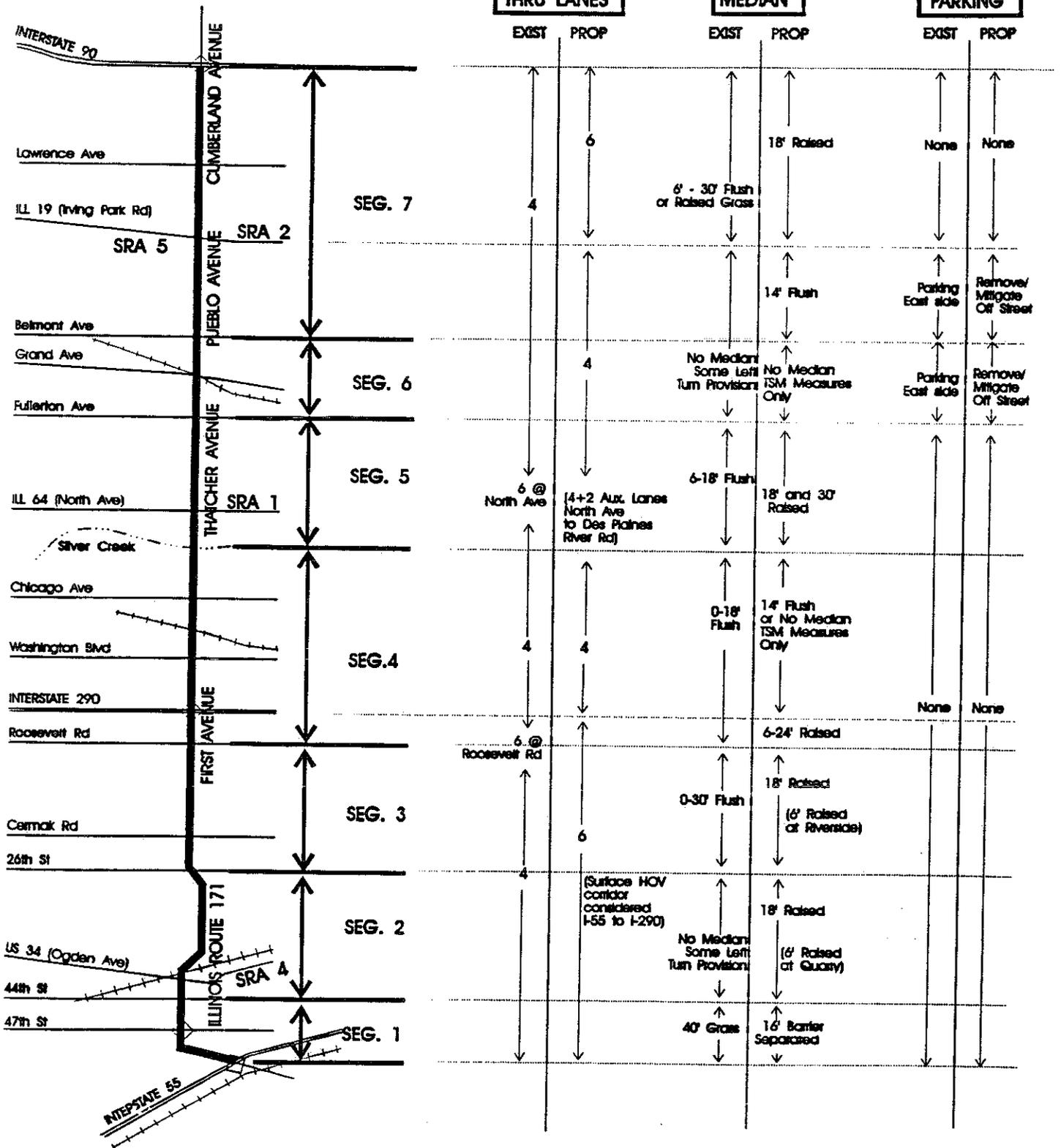
PARKING

THRU LANES		MEDIAN		PARKING	
EXIST	PROP	EXIST	PROP	EXIST	PROP
4 (One Lane NB Foster to Higgins)	4	0-18" Raised or Flush	14" Flush	East Side Foster to Higgins Only	Remove / Mitigate Off Street
2	4	None Some Left Turn Provision	None TSM Measures Only	On Street Parking Both Sides	Remove / Mitigate Off Street (Full Time or Peak Period)
4	4	None Some Left Turn Provision	None TSM Measures Only	East Side Division to North	Remove / Mitigate Off Street
6 @ Carmak	6	18" Raised	18" Raised	None	
4 (One Lane NB Off Peak 31st to Longcommon)	4	0-16" Flush	14" Flush	On Street Spot Locations	Remove / Mitigate Off Street (or maintain if 2 thru lanes prov in each dir)

HARLEM SOUTH



CUMBERLAND AVENUE / FIRST AVENUE



Illinois Route 43 and Cumberland Avenue/First Avenue Preliminary Recommendations

Illinois Route 43 is a primary north-south arterial in central Cook County and provides connecting links to Will and Lake Counties. As a major north-south urban/suburban arterial this SRA connects Interstate 80, the Tri-State Tollway, Interstate 55, Interstate 290, Interstate 90 and the Edens Spur to serve higher volume regional trips.

Cumberland Avenue/First Avenue is also a primary north-south arterial in Cook County. As a major north-south suburban arterial this SRA connects Interstate 55, Interstate 290, and Interstate 90 to serve higher volume regional trips. Cumberland Avenue/First Avenue and Illinois Route 43 offer access to a wide mix of land uses throughout the corridor.

The Strategic Regional Arterial (SRA) Design Concept Report has identified objectives for the SRA system and desirable design features for three classes of SRA facilities. The north and south sub-areas of Illinois Route 43 and Cumberland Avenue/First Avenue are classified as suburban SRA's. This classification recognizes the settings and functions of these routes as serving suburban type development and areas maturing into suburban development. The central sub-area of Illinois Route 43 is classified as an urban SRA due to the higher density of development and the greater constraints imposed on the SRA concept by the existing land uses.

A key objective of the SRA plan for both routes is to enhance its utility as a high quality arterial by providing consistent design features and capacity throughout the corridors, identifying and eliminating bottlenecks, improving intersection design and operations, coordinating and rationalizing access and parking conditions, more fully integrating transit services, and generally increasing the efficiency of traffic flow.

The Summary of Preliminary Concept exhibits in this newsletter illustrate the lane, median and parking characteristics for each of the sixteen segments along Illinois Route 43 and the seven segments along Cumberland Avenue/First Avenue. Three sub-areas or segment groups have been identified with the preliminary SRA recommendations tailored to balance the SRA design standards with the existing conditions and the projected future needs. Illinois Route

43 has north, central, and south segment groups with dividing lines at Interstate 90 and Interstate 55. Cumberland Avenue/First Avenue is part of the central segment of Illinois Route 43 but is listed separately.

The Illinois Route 43 North sub-area traverses the north edge of the City of Chicago along Harlem Avenue, the fully developed near north suburbs along Harlem Avenue, Oakton Street and Waukegan Road, and the rapidly developing suburbs near the Edens Spur along Waukegan Road. The City of Chicago and portions of the north suburbs are primarily residential with significant commercial, office and light industrial land uses along Waukegan Road. Future development along the northern portion of this sub-area is likely to consist of a similar variety of land uses. While a six lane cross section is desirable throughout this portion of Illinois Route 43, it is felt that in many locations a four lane facility, which could be provided with minimal right-of-way acquisition, will achieve SRA goals with lower impacts.

Illinois Route 43 Central extends along the western edge of the City of Chicago, through approximately twelve communities between Interstate 90 and Interstate 55. Existing development patterns in this sub-area include dense residential and commercial land uses with several parks, forest preserves and historic lands adjacent to the roadway. Four through lanes are currently provided along much of Harlem Avenue except in spot locations where two through lanes and on street parking is provided. The preliminary concept for the central segments would provide a consistent four lanes and rely on system management techniques (as opposed to major right-of-way acquisitions) such as coordinating signals, provision of turn bays, access management and the relocation of on street parking to near-by side streets and vacant lots to achieve capacity improvements. In several locations these management techniques have already been implemented.

Cumberland Avenue/First Avenue extends along the western edge of Chicago, through approximately twelve communities between Interstate 90 and Interstate 55. Existing development patterns in this sub-area include some areas of dense residential and commercial,

with long stretches of forest preserve and the Des Plaines River in the corridor. There are several high schools, hospitals, and cemeteries in this corridor. The preliminary recommendation provides for six lanes from the beginning of the route to Adams Street. The recommendation is to remain at four lanes to Irving Park Road and then six lanes to the end of the route. The right of way requirements have been minimized to save on forest preserve land in the corridor. A variety of techniques were used to accomplish this including one which would reduce the medians and eliminate sidewalks in certain areas.

Illinois Route 43 South traverses fourteen southwest communities, including the City of Chicago, with dense development in the northern portion of the sub-area and rapidly developing open lands near Will County. The development characteristics include agricultural lands, major commercial areas, forest preserve, many industrial sites, and scattered dense areas with residential and strip commercial developments. The preliminary recommendation provides a six lane cross section with an eighteen foot median. These improvements would be coupled with management systems such as special provisions for commercial vehicle access, coordination of traffic signals, development of transit interface facilities and consolidating access. In most areas a ten foot strip of additional right-of-way will be required on both sides of Harlem Avenue. A variety of mitigation measures such as alignment shifts, median treatment and parkway width reductions are proposed to reduce the impacts of the preliminary concept.

Taken together the recommended concepts in each segment would upgrade the level of service offered in the Illinois Route 43 SRA corridor. These improvements would integrate the routes into the SRA network and provide design consistency throughout the SRA system.

Detailed studies have determined that both Illinois Route 43 and Cumberland Avenue/First Avenue should remain SRA routes.

The preliminary concept for the corridor will be discussed at the Panel 2 meeting where local input will aid in the further development of the concept.

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

A. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) places a great deal of importance on planning and public participation at both the metropolitan and state levels. Several sections of the new law direct federal and state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs), in this case, CATS, to "provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with a reasonable opportunity to comment" at several junctures in the transportation planning process. In addition, Governors

Q & A

are directed to ensure that citizens are involved in developing the state TIP. At both the metropolitan and state levels, planning must be coordinated with the development of plans for attainment of national air quality standards.

Q. What is a TIP?

A. The Transportation Improvement Program (TIP) is a workplan which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected local governments, highway implementors, transit opera-

tors, and others, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every two years and is approved by the MPO and the Governor. At the state level, the TIP is to be reviewed and approved biennially. The TIP must cover a minimum of three years for a metropolitan area and two years for a state. Projects listed in the TIP must reflect the factors considered in the long-range process. Citizens must be given ample opportunity to comment on the program. Additionally, legislation states that the program shall be updated once every two years. C.A.T.S. is responsible for this area's TIP.

Environmental Impacts Assessed

by Joseph Bement, CRSS

Within this Pre-phase I study it is important to research and identify environmental features along each of the SRA corridors which may potentially be affected by improvements to the routes. Identification of environmentally sensitive characteristics was imperative in order to determine potential negative impacts. This list of environmental features will be used in a Phase I study where they will be verified and examined with respect to a given roadway design. It is in this phase that Environmental Assessments and Environmental Impact Statements will be performed, if they are required.

While each route varies in terms of overall environmental characteristics, each corridor was examined using several resources, including:

- Floodplain information was obtained from the Federal Emergency Management Agency (FEMA) in the form of Flood Boundary and Floodway Maps and Flood Insurance Rate Maps.
- Local land use plans, United States Geological Survey Maps, National Wetland Inventory Maps, and the Lake County Advanced Identification of Wetland Study were used in the identification of wetlands and bodies of water.
- The Illinois Department of Conservation (IDOC), the Division of Natural

Heritage, and the Illinois Department of Transportation (IDOT) provided lists of Illinois threatened or endangered species and natural areas along each SRA corridor.

- Prime farmland maps were obtained from the Department of Conservation of each county.
- Historic structures, landmarks, districts, and bridges were located from the National Register of Historic Places, Illinois Register of Historic Places, Illinois Inventory of Historic Structures, Illinois Inventory of Historic Landmarks, Historic Bridges of Illinois List, IDOT, county historical societies, field inspections, and local agency input.
- The Illinois Comprehensive Environmental Response Compensation and Liability Act Information System (CERCLIS) list provided information about sites along the corridors that have reportedly accepted hazardous waste or possess a record of accidental or illegal spills or disposal. Leaking Underground Storage Tank (LUST) Sites were identified with LUST Inventory Reports.
- The analysis of environmentally sensitive land uses included residential housing, schools, churches, cemeteries, parks, forest preserves, industrial developments, commercial buildings, hospitals, and recreational facilities. The

impacts of SRA improvements on these land uses with regard to air and noise quality may require further examination in the Phase I study.

After the initial concept was developed for each route by the SRA corridor manager, the environmental staff of planners and engineers reviewed the proposed improvements with regard to its potential impact upon the surrounding environmental features. While it is difficult to eliminate all potential effects of increased pavement widths, grade crossings, and intersection modifications, the information gathered was used to determine ways to modify the concept to minimize its impacts. For example, in an area with adjacent wetlands along the route, required land acquisition may be proposed for the other side of the roadway. In other environmentally sensitive areas, reduced median widths or landscaped medians with native prairie plants and seeding can be proposed. Mitigation of wetlands or other features may be required in roadway segments with constraints on both sides of the route.

Overall, the list of adjacent environmental features enabled the SRA corridor manager and environmental staff to develop a proposed concept that will improve the SRA network, identify important resources, and maintain the surrounding environmental characteristics.

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
North Presentation Area
Dave Seglin
 Northwest Municipal Conference
 1616 East Golf Road
 Des Plaines, Illinois 60016
 Phone: (708) 296-9200
 Fax: (708) 296-9207

Panel Coordinator
Central Presentation Area
(Includes Cumberland Avenue)
Don Killmer
 North Central Council of Mayors
 Village Hall
 3200 Washington Boulevard
 Bellwood, Illinois 60104
 Phone: (708) 547-3509
 Fax: (708) 547-8093

Panel Coordinator
South Presentation Area
Vicky Matyas
 P.O. Box 128
 Bedford Park, Illinois 60501
 (708) 458-2067

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

**Illinois Route 43/
 Cumberland Avenue
 SRA Study Schedule**

Task	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.
Panel No. 2	△					
Draft Report				△		
Panel No. 3					△	
Public Hearing						△

Cumberland Avenue

△ Target Dates

Illinois Route 43

○ Target Dates

Chicago Area Transportation Study

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

Addressee

Illinois Route 43 Cumberland Avenue



Panel Meeting No. 2 Provides Direction for Further Study and Concept Development

The Panel 2 discussions for the Illinois Route 43 and Cumberland Avenue corridors were conducted at three meetings in mid-July. The consultant team, led by Meridian Engineers and Planners, presented the preliminary recommendations for these Strategic Regional Arterial routes (see June/July Spotlight) to the panel members and to county, city, and village representatives as well as interested parties along the routes. Corridor issues and opportunities were discussed amongst the panel with the intent of gathering input prior to developing route recommendations and developing a draft report. During and after explanations of the routes and preliminary recommendations, several major issues and questions were discussed.

An issue that was apparent through the segments of both routes was that the desirable cross sections would have tremendous impacts upon existing land uses and environmental features. For this reason reduced cross sections were recommended that would ideally minimize

impacts but provide increased capacities in the existing corridors. The original suburban cross section concept, with a 120 to 150 ft. right-of-way, would require acquisition of approximately 50 ft. of adjacent property. The recommended right-of-way has been reduced in some of the heavily developed areas.

At the Illinois Route 43 South Panel Meeting, there were some concerns in the vicinity of Palos Community Hospital and the Palos United Methodist Church. The properties have several important parking spaces that would be affected by the proposed cross section. It was explained that as the project moves forward toward design and construction, there will be coordination with local communities and businesses for parking and land use modification.

The issue of the new bridge at 71st Street was raised. The proposed roadway recommendations include a wider right-of-way that would need to be accommodated. A wide barrier median controls turning movements and provides left turn storage for left turning vehicles but on this structure there are no turning vehicles. The existing structures do not require the wide barrier median so the bridge will not need to be widened.

It was suggested that Mannheim Road to the west be considered for

these recommendations instead of Harlem because of the large amount of space available on either side of the road. However, Mannheim Road already is an SRA, currently under study in the second SRA subset.

At the Illinois 43 Central and Cumberland Avenue panel meeting, the question was asked of why both routes are still being studied as SRAs when it would

Panel 2, cont., pg. 2

* * * *

The attendees included representatives of Orland Park, Bedford Park, Bridgeview, Palos Hills, Summit, Stickney, Riverside, Norridge, Maywood, North Riverside, Oak Park, River Grove, Morton Grove, Niles, Northbrook, Northfield, Glenview, Deerfield. If you or your agency have comments or wish to supply more information to the study team, please contact the appropriate panel coordinator on the back of this newsletter.

* * * *

In this issue...

Panel Meeting No. 2 Provides Direction.....	1
Municipal Data Requested	2
SRA Public Transit Considerations.....	3
Terms to Know.....	3



Panel Meeting No. 2... cont. from pg. 1

appear that First Avenue/Cumberland Avenue has less constraints and should be the sole SRA route. It was explained by the study team that both routes have expansion constraints with regard to proposed widening and the Illinois Department of Transportation is still studying both routes to find any additional capacity.

It was indicated that the off-street parking recommendation will not work in Riverside. The side streets where the parking would be redesignated at an angle are currently two-way streets with parking on one side. If the parallel parking that now exists on the one side of the side streets were changed to angle parking, there would not be enough room for two-way traffic. State Representative Jack Kubik agreed that the off-street parking proposal may not be feasible and that small businesses along Harlem Avenue will be greatly affected by the removal of on-street parking. These concerns will be reflected in new possible options for Riverside and other segments with similar parking issues.

At the Illinois 43 North panel meeting, the possibility of connecting Harlem Avenue and Waukegan Road with Howard Street was discussed. Although it seems the constraints are less along Waukegan with this connector, there are constraints along Howard Street, for example, the Niles Village Hall and the Illinois Route 21 intersection. The impacts to Howard Street outweigh the benefits of using the stretch of Waukegan Road so Oakton Street remains the best connector.

In areas along Waukegan Road, comments indicated that the mitigation of on-street parking to side streets might not be locally accepted. It was suggested that curb protected parking, requiring an additional 5 ft. of right-of-way, be recommended as an alternate. This suggestion will be reviewed when developing further recommendations concerning parking and commercial access as part of the draft report.

Concern was shown over the proposed

raised median from Dempster Street north to Golf Road. Left turning restrictions into adjacent driveways would adversely effect businesses along this section. As a result, other alternatives will be looked at that may lessen the impacts to neighboring businesses.

The issue was raised over the recommended removal of the traffic signal at Carillon Square in Northfield. The signal was installed as a result of a court order agreement to consolidate access for the shopping centers on both sides of Waukegan Road. Meridian explained that the recommendation to remove the traffic signal was a matter of signal spacing, and that later studies could investigate removal. Later recommendations for the Carillon Square signal may include improving the synchronization with nearby signals.

Along the Cumberland Avenue route, concern was shown over the removal of the traffic signal at the Grove Shopping Center and subsequent access constraints. The median cut at the existing intersection would remain and left turns would still be allowed into and out of the center. Vehicles could also exit onto Belmont Avenue and turn left from the signalized Belmont intersection just to the north. Although a signal warrant analysis is beyond the scope of this study, the signal removal is recommended because of the minimal spacing between the shopping center access and the Belmont Avenue intersection.

The question was raised of where additional right-of-way would be acquired for the proposed 6 lane cross section along Cumberland Avenue between 26th Street and Cermak Road. If this cross section were recommended, land would optimally be acquired on both sides of the route. However, because of potential constraints of the residential properties along the west, the majority of right-of-way may have to come from the east side of the road. The final recommended cross section in this segment is still under review.

The question was asked if IDOT will

make some adjacent land available for off-street parking facilities. If the state and municipalities can agree on an acceptable parking mitigation plan, then that may be possible. However, acquiring enough land in the vicinity of businesses is an issue; there were comments indicating that lots must be located within a half block of the businesses where on-street parking will be displaced. IDOT wants to work towards an acceptable plan and will not remove on-street parking until there is a plan the municipalities can agree to.

A question was raised asking when the recommendations of this study will be constructed. At present, no funds are available to implement SRA planning recommendations.

Meridian staff, IDOT, and CATS thanked all those who attended. The input was described as very valuable in further developing concepts for the corridors. Knowing the thoughts, suggestions, and especially concerns of those most affected along this route will help shape locally based recommendations for the Illinois Route 43 and Cumberland Avenue SRA routes.

Municipal Data Requested

We have not yet received municipal data request responses from the following communities:

Lyons	North Riverside
LaGrange	River Forest
Oak Forest	Elmwood Park
Summit	Northbrook
Oak Park	Chicago Ridge
Berwyn	Bridgeview
Stickney	River Grove
Worth	Bedford Park
Harwood Heights	

Materials needed include comprehensive plans, transportation studies, and related reports prepared by local and regional agencies. Information is still being collected, so please contact the Panel Coordinator to contribute your community's data to the study. Thanks!

SRA Public Transit Considerations

by Paul Byrne, EJM Engineering, P.C. and Joanne Schroeder, Vlecedes-Schroeder Associates, Inc.

The success of today's transportation network and the viability of its future depend on a "balanced system", one that provides a mixture of modes and optimizes mobility in terms of convenience, comfort, safety, and economy. In addition, public transit adds to the passenger carrying capacity of the arterial system. The balance of providing a well planned and integrated public transit system will help ensure mobility in future years. Public transit improvements can be accomplished through several transit considerations including signing, passenger facilities, bus-related improvements, pedestrian grade separations, actuated traffic signals, HOV lanes, and parking facilities. Following is a detailed description of each consideration:

Signing— Transit facilities should be easy to find for the potential transit user. All rail stations should be clearly marked with signs to aid potential transit users and directional signs to the station should be installed on the SRA.

Passenger Facilities— These are waiting areas equipped with shelters, heat, light, and seating where a multitude of transit operations intersect. Passengers use these waiting areas for transfers between buses or other modes of travel. Walkways should be constructed to connect these facilities to local businesses, shopping areas, residences, and bus stops.

Bus-Related Improvements— Different types of facilities may be appropriate for bus stops between urban, suburban, and rural bus service. Turnouts are recommended only in suburban and rural areas. Frequency of bus stops should be approximately one stop per block in urban areas, one stop per half mile (preferably at intersecting bus routes and at significant development) in suburban areas, and one stop per two to five miles (as public-private cooperative ventures at activity centers) in rural areas. The shoulder can be used as a turnout in rural areas. Near-side and far-side bus stops should be coordinated to minimize distance between intersecting services. Bus stops should be removed when conflicting with designated turning lanes. Parking restrictions provide additional space for buses and help facilitate bus movement. In addition, signal preemption should be installed for buses to provide higher volumes of bus service, quickly and conveniently.

Pedestrian Grade Separations— These crosswalk bridges and tunnels should be considered where transit stations are located across major streets from parking facilities, commercial areas, or public buildings. These facilities should be designed with a clear, unobstructed passage as well as light. This would improve safety and convenience for the pedestrians.

Actuated Traffic Signals— Incorporating traffic signals with phasing and timings that are responsive to the varying levels of traffic during the day will make transit stations more accessible and reduce delays. Left turn signals and lanes will help increase access to transit stations.

HOV Lanes— On certain SRA routes, these are designated lanes for high occupancy vehicles which include vanpools, carpools, buses, and other vehicles with multiple passengers. In urban and suburban areas, if the roadway occupies at least three lanes in each direction, then one lane can be designated as an HOV lane, or parking eliminations can be established to designate a curbside HOV lane.

Parking Facilities— Parking facilities at rail stations are under investigation for expansion where parking demand is at capacity. Preferential treatment for HOV users at transit stations and corporate campuses can be implemented. Provisions should be made to establish secure bicycle parking facilities, preferably with covered shelters, at rail stations and park-and-ride facilities. Also, locations for park-and-ride facilities are being identified at major express bus stops and at intersecting SRA's.

Terms to Know

Bikeway - A facility intended to accommodate bicycle travel for recreation or commuter purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Paratransit - Alternatively known as special transportation when applied to social service systems. Applies to a variety of smaller, often flexibly-scheduled and routed non-profit oriented transportation services using low capacity vehicles,

such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

Fixed-Route - Term applied to transit service which is regularly scheduled, operating over a set route. Usually refers to bus service.

Dial-a-Ride - Term for demand-responsive systems usually delivering door-to-door service to clients who make requests by telephone on

an as-needed reservation, or subscription basis.

Shuttle - Usually a service provided with a 20-or-less passenger vehicle connecting major trip destinations and origins on a fixed- or route-deviation basis. Shuttles can provide feeder service to main transit routes, or operate in a point-to-point or circular fashion.

Transit Dependent - Persons who must rely on public transit or paratransit services for most of their transportation. Typically refers to individuals without access to personal vehicles.

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
North Presentation Area
Dave Seglin
 Northwest Municipal Conference
 1616 East Golf Road
 Des Plaines, Illinois 60016
 Phone: (708) 296-9200
 Fax: (708) 296-9207

Panel Coordinator
Central Presentation Area
(Includes Cumberland Avenue)
Don Killmer
 North Central Council of Mayors
 Village Hall
 3200 Washington Boulevard
 Bellwood, Illinois 60104
 Phone: (708) 547-3500
 Fax: (708) 547-8093

Panel Coordinator
South Presentation Area
Vicky Matyas
 Village of Bedford Park
 P.O. Box 128
 Bedford Park, Illinois 60501
 Phone: (708) 458-2067
 Fax: (708) 458-2079



Produced by Meridian Engineers and Planners, Inc., formerly CRSS of Illinois, Inc. for the Illinois Department of Transportation

The change from CRSS to Meridian is a corporation change which maintains the Chicago office, original staff, their IDOT experience, and previous team and management practices.

**Illinois Route 43/
 Cumberland Avenue
 SRA Study Schedule**

Task	Jul.	Aug./ Sept.	Oct.	Nov./ Dec.	Jan.	Feb.
Panel No. 2	▲					
Draft Report			△			
Panel No. 3					△	
Public Hearing						△

Cumberland Avenue

- ▲ Completed
- △ Target Dates

Illinois Route 43

- Completed
- Target Dates

Chicago Area Transportation Study

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

Addressee

Exhibit 5.5
Public Hearings

**Summary of Public Hearing Stenographic Report
Illinois Route 43 (Harlem Avenue/Waukegan Road)
School District No. 104 Summit, IL
March 15, 1995 between 2:00 p.m. and 7:00 p.m.**

Parking Issues

The Village of Berwyn bans non-residential parking on most side streets every day to eliminate the use by commuters. During the April-October period on street parking bans are in effect until 4:00 PM one day per week (varying by location).

North of the Burlington Northern crossing in Riverside, Burlington road parking space is used by local businesses, Herrick Road has only limited time on street parking near Harlem Avenue (safer off-system road reworking in the late 1970-1979, produced a parking ban), and Addison Road space is used by commuters.

To eliminate parking on Harlem Avenue would be detrimental to our business owners and would force them out of business. They have no alleys and the landmark statue would be lost if the streets are widened.

Expansion of Harlem Avenue to three through lanes in each direction and to remove on street parking will effect the local business community in Riverside.

The Village of Riverside has no place for off street parking. We are a small village and opt for green parkways not black asphalt.

The present conditions of the sidestreets are not suitable for parallel or diagonal parking.

Roadway Design Issues

For the proposed improvements on Harlem Avenue, it is recommended that the pavement be concrete instead of asphalt. Asphalt was used in the past and does not hold up to the constant truck traffic.

Intersection Channelization/Access Issues

The intersections on Harlem Avenue should be concrete rather than asphalt to eliminate the washboard effect that always occurs with truck traffic.

The proposed cross section indicates a nine-lane wide intersection on Harlem. There is a problem with pedestrians being able to cross that road in its present condition.

Overpass/Underpass

A structure over the Burlington Northern Railroad would be destroy the businesses and would disrupt local traffic patterns. A preferable alternative would be a 2 lane tunnel for the inner lane traffic to by-pass the intersection and surface lanes for the local traffic. Signs would then be used to alert the motorist to choose which lane they want.

The proposed construction of an overpass at the Burlington Northern Railroad would interfere with residential and business area near the crossing.

Congestion Issues

This project would seriously impact traffic in the Berwyn/Riverside area. We do not want more traffic, we do not want faster traffic. It would also cripple our business district and destroy our tax base as well as the character of our community.

The SRA recommendations for Harlem Avenue will cause a greater traffic buildup than what exists today. This plan should be viewed by every Village and Town along the route.

Socioeconomic and Economic Issues

On behalf of the business owners on Harlem Avenue in Riverside, we are against any improvements that are proposed on Harlem Avenue.

An overpass at the Burlington Northern crossing would cause too much economic stress to the village of Riverside.

**Summary of Public Hearing Stenographic Report
Illinois Route 43 (Harlem Avenue/Waukegan Road)
Niles College, Niles, Illinois
March 22, 1995 between 2:00 p.m. and 7:00 p.m.**

Parking Issues

The Morton Grove Chamber of Commerce does not feel that removing existing on-street parking is in the best interest of the local businesses. There is not enough off-street parking available or at this point in time no parcel of land available for parking development. Because of the numerous strip malls and convenient shops located along Waukegan Road in Morton Grove, the Chamber is concerned that a raised, unmountable median would deter accessibility and thus prevent growth and development to certain establishments.

On Harlem Avenue, between Touhy Avenue and Milwaukee Avenue, widening of the street by obtaining an additional four to ten feet on each side of Harlem Avenue may have a negative impact on private off-street parking spaces and company signage. This area has very narrow parkways and the concerns of the businesses must be taken into consideration, and encourage a design which does not harm business operations.

Pedestrian Safety Issues

Safe pedestrian and cycling use of the route is essential. Sidewalks are also essential for the effective operation of mass transit systems.

Environmental Issues

The Village of Niles sewer system is a combined sewer area. By widening the roadway, an increase in stormwater drainage will occur, overburdening the capacity of our sewers. A complete analysis and necessary improvements to the sewer system should be undertaken as part of this SRA project.

Roadway Design Issues

A median break at Maple Avenue should be incorporated into the final report.

The Village of Northbrook is concerned that the choice of a raised median from Maple Avenue to Dundee will create an unnecessary and impractical burden for the residents and businesses in this area. A cross section with no median and widening at the intersections is viewed to be a better plan.

Additional right-of-way in the area of Shermer Avenue and Waukegan Road will have a negative impact on the adjacent businesses.

The recommendation for a raised median anywhere north of Dempster Street and south of Churchill Street will be very detrimental to the adjacent businesses along the route.

Intersection Channelization/Access Issues

The Village of Niles would like to see detail design plans for the intersection of Howard Street and Harlem Avenue.

Signal interconnection at the main intersections along this route in Niles should be implemented. These intersections are: Touhy Avenue/Harlem Avenue; Milwaukee Avenue/Harlem Avenue; Howard Street/Harlem Avenue; Oakton Street/Harlem Avenue; Oakton Street/Waukegan Road; Shermer Road/Waukegan Road.

The Board of Directors of the Glenview Chamber of Commerce opposes the removal of the traffic signal on Waukegan Road at the Carillon Square Shopping Center and Glen Oaks Shopping Center entrance/exit. This is due to the negative effect it will have on the business as patrons and customers will be unable to make turns onto Waukegan Road in a safe manner. This will also increase congestion in an already congested area.

The Village of Northbrook would like for the SRA report to continue to incorporate signalization of the eastbound exit ramp from the tollway spur and provisions for both north and southbound turning movements at that point.

Space/Constraints Issues

Residential homes within Glenbrook Countryside on the east side of Waukegan, between Lake-Cook Road and Interstate 94 will be affected by the recommendation to widen ILL 43 to six lanes.

Aesthetic Issues

The Village of Niles would like brick or brick simulated pedestrian crosswalks and adjoining sidewalk area at the following intersections as part of their overall enhancement/beautification program: Touhy Avenue/Harlem Avenue; Milwaukee Avenue/Harlem Avenue; Howard Street/Harlem Avenue; Oakton Street/Harlem Avenue; Oakton Street/Waukegan Road; Shermer Road/Waukegan Road.

The widening of this SRA route will cause the removal of mature trees on Harlem Avenue between Howard Street and Oakton Avenue. The Village of Niles would like to explore alternative options, such as relocating the trees to an area not included within the project limits.

APPENDIX A

ILLINOIS ROUTE 43

AT

BURLINGTON NORTHERN RAILROAD

STUDY

FEBRUARY 1994

Prepared by:
Meridian Engineers & Planners, Inc.

Executive Summary

The Illinois Route 43 at Burlington Northern Railroad Crossing Study came up with four alternate improvements. These are as follows:

No Action

- Signal upgrading on the railroad.
- No change in Illinois Route 43 horizontal and vertical alignment.

Adjust Rail Profiles

- Raise or lower BNRR profiles at Illinois Route 43.
- No changes in Illinois Route 43 horizontal and vertical alignment.
- Several miles of retaining walls and new bridges required.

Raise Illinois Route 43 over Burlington Northern Railroad

- New highway bridge required.
- Several community streets lose all access to Illinois Route 43.
- Requires periodic shut-down to traffic on Illinois Route 43.
- No change in BNRR horizontal and vertical alignment.

Lower Illinois Route 43 under Burlington Northern Railroad

- New railroad bridge required.
- Several community streets lose all access to Illinois Route 43.
- Requires periodic shut-down of traffic on Illinois Route 43.
- No change in BNRR horizontal and vertical alignment.

The alternates studied have been summarized below into pro's and con's. They are listed below not in any particular order of importance.

ALTERNATE	PRO	CON
No Action	<ul style="list-style-type: none"> - Low cost - No property acquisition - No disruption to area 	<ul style="list-style-type: none"> - Only short term improvement - Will be perceived as having done nothing
Adjust Rail Profiles	<ul style="list-style-type: none"> - Leaves ILL 43 intact - Separates rail and auto - No property acquisition 	<ul style="list-style-type: none"> - Prohibitive cost - Not feasible to build
Raise ILL 43 over BNRR	<ul style="list-style-type: none"> - Separates rail and auto - Requires little property - Keeps most east-west movements - Improves traffic flow - Reasonable cost 	<ul style="list-style-type: none"> - Two years of construction with crossing closed - Removes parking permanently - Some disruption to east-west movements - Adversely affects market potential of commercial area from 32nd to 35th - Aesthetically intimidating
Lower ILL 43 under BNRR	<ul style="list-style-type: none"> - Separates rail and auto - Requires little property - Improves traffic flow - Reasonable cost 	<ul style="list-style-type: none"> - Two years of construction with crossing closed - Removes parking permanently - Some disruption to east-west movements - Adversely affects market potential of commercial area from 32nd to 35th - Aesthetically a problem

Illinois Route 43 at Burlington Northern Railroad Crossing

Need for the Study

The Burlington Northern Railroad crossing of Illinois Route 43 has been a major congestion point in the near west suburbs for many years (See Figures 1 and 2). It is located on the border between the communities of Riverside and Berwyn. Daily traffic volumes in 1990 were 26,900. Regional trends indicate that traffic volume will continue to increase. Just east of the route is a Metra station utilized by 800 commuters during a typical weekday. The large growth in far western suburbs such as Woodridge and Naperville has helped spur growth in commuter rail service. The three track mainline is also a heavily used freight corridor. Rail volumes in 1993 are 147 trains a day for a typical weekday. The result is an at grade rail crossing which cannot be used for over four hours a day during the week. There are also four tee intersections streets in this vicinity which are signalized. The area has been a bottleneck for many years. The area has been also a high accident location in the past years of 1988 and 1989.

Future projections anticipate a slight growth in traffic, year 2010 traffic volumes are estimated at 27,700. Rail traffic is always subject to changes in operations, but presently, the railroad predicts traffic to increase in the coming years.

The area presently does not have geometric deficiencies. The road is on tangent alignment and the vertical profile is minor near the crossing. The main problems on many highways, horizontal and vertical alignment, do not appear to be a factor at this location. It is considered an SRA urban section, and therefore design criteria are for 35 mph. Nevertheless, the effect of this crossing has lead to the need for a study of solutions to alleviate this problem. The study team looked at numerous solutions for this area. There are four ideas that were studied in some detail.

They are:

1. No Action Alternate
2. Adjust Railroad Profile
3. Raise Illinois Route 43 over Burlington Tracks
4. Lower Illinois Route 43 under Burlington Tracks

ALTERNATE 1

No Action Alternate

This alternate consists of making no major improvement either on Illinois Route 43 or the Burlington Northern Railroad. The existing signals would be investigated and modified as needed to efficiently move traffic. However, unless the Villages would consider some one way options with the cross streets at these four tee intersections, it is unlikely any signals would be removed or even modified significantly.

The Department has worked to upgrade signal timing on the crossing gates. These gates are scheduled to have more upgrading in the future. They can help lessen the time that the gates are down before the train gets to the crossing. The net savings of time will vary with the speeds of the approaching train.

As the vehicle traffic and rail traffic increase, the results of these modest improvements will decrease. The overall effect on the traffic flow will not change. Essentially, the situation will return to be as bad as the existing situation. The two major problems, accidents and delay, will not be addressed by this action. The other perceived problems experienced by commuters, residents, and business owners will not be taken care of in the "No Action Alternate."

ALTERNATE 2

Adjust Railroad Profile

The existing situation consists of three mainline tracks 14 ft. on center from Ridgeland on the east to First Avenue on the west. There are existing railroad track crossovers at Gunderson Avenue approximately one mile east of Illinois Route 43. There are two bridges 1.25 and 1.40 miles west of Illinois Route 43 carrying traffic over this railroad at the Des Plaines River and First Avenue. The railroad right-of-way varies from 100 ft. to 140 ft. in this stretch from Ridgeland to First Avenue. There are four passenger stations and 9 at grade rail crossings within the area affected by a profile change. The existing vertical profile shows a general rise from east to west.

The criteria for adjusting the railroad profile are to use a 0.5% maximum slope. Common Railroad AREA standards for rate of change on crest and sag curves will be used. The vertical clearance will consist of 21' 6" for rail overpass and 28' 0" for rail underpass. This is approximate vertical distance from top of rail to top of roadway.

The alternate consists of adjusting the railroad profiles and leaving Illinois Route 43 in its existing condition. One situation would be to lower the profile of the railroad and leave Illinois Route 43 in its present situation. The area of track affected will approach four

miles. The structures affected include 9 at grade signals, four passenger stations, three bridges, sidings, the freight yard on the east, and the rail crossovers. The amount of retaining wall of heights between 4 ft. and 30 ft. required, would be greater than seven miles. (See Figure 3).

The other situation would be to raise the railroad profile over Illinois Route 43. This alternate affects the same amount of area east of Illinois Route 43 and considerably less amount on the west. Nevertheless, the amount of affected area would equal approximately 2.5 miles. Numerous new bridges are needed, several miles of retaining wall, and a severe visual impact on the community are part of this alternate. (See Figure 3).

The effect of a change in railroad profiles is similar in both situations. (See Figures 4 and 5). The reality of railroad track construction means that the area would be under construction for several years. The effect on north-south traffic will be extensive as several cross roads would be out of service. The overall effect on commerce and development would be to bring it to a halt. This would essentially divide the community in two. Aesthetically, a lowering of the tracks would be welcome, while a raising would most probably not be acceptable due to the walled off affect.

The overall disruption due to a changing of profile would be difficult to evaluate. The sheer length of construction combined with magnitude of structures makes these alternates undesirable. The Metra station would not be usable, the freight yards on the east would be affected, and much of the railroad parking would be out of service during construction.

The effort to raise or lower railroad tracks is significantly greater than highways. The flat slopes, the tight right-of-ways, the closeness of the tracks, the existing commuter stations, the disruption to railroad operations, and the overall time of construction makes further study of lowering or raising the railroad unfeasible.

ALTERNATE 3

Raise Illinois Route 43 over Burlington Tracks

This alternate consists of constructing a grade separation by taking Illinois Route 43 over the Burlington Northern Railroad. Design criteria will include a 35 mph design speed and all applicable grade requirements. The proposed roadway would consist of 4-12' lanes with a 4' median, curb and gutter, and no shoulders. The vertical clearance for the project consist of 23'- 0" for the railroad and an estimated 5 ft. for the steel beams and deck of the bridge. The proposed design to bring Illinois Route 43 over the Burlington Northern Railroad is shown in Figure 6. The effect of this alternate will be felt by both communities.

Streets

Illinois Route 43 will change from a 62' ± existing pavement to a 52' wide pavement with no parking in the entire area of the bridge. The signals will be removed at the four tee intersections. Signals will remain at 32nd Street. The railroad crossing will be removed, but pedestrian crossings at Illinois Route 43 will remain as the sidewalks will not be part of the bridge. Utilities will be relocated depending on piers and abutments locations. Right-of-way takes are not required for this alternate. 34th Street, Quincy Avenue, Windsor Avenue, Stanley Avenue, and Burlington Avenue will not tie into Illinois Route 43. Herrick Road can be regraded to match Illinois Route 43.

34th Street will become a cul-de-sac and can be used to add parking which is lost along Illinois Route 43.

Quincy/Windsor and Stanley/Burlington will not tie in directly to mainline Illinois Route 43. They can remain in service and continue to provide east/west access in this area. They will not be able to cross the railroad tracks.

Commerce and Development

The final configuration of roads under the proposed bridge will be affected by the location of bridge piers. The road network into and out of the Metra station will be affected as there will be no direct access to Illinois Route 43. Upgrading of the residential network may be required with this construction.

The effect on utilities is likely to be significant. The amount of excavation needed to put in piers and abutments might require total reconstruction of all the utilities on Illinois Route 43. Relocation to the open areas on Illinois Route 43 or to the alleys behind the buildings will need to be addressed in the design of any type of overpass.

There will be short term and long term implications on commerce and development to the building of any grade separation over the Burlington Northern Railroad. The short term has to deal with the time of construction and the staging of construction for this work. The long term has to deal with the parking, the commercial appearance, the future viability of the area for commercial enterprise, and how the local population perceives the area. The construction is likely to take two years.

A project of this magnitude will have a major effect on the commercial and residential parcels in the short term. During construction, traffic will be diverted away from this crossing. For the long distance traveler, First Avenue becomes a likely detour. For people going on shorter trips, Oak Park Avenue and Des Plaines Avenue become likely choices. For people in the neighborhood, there are several railroad crossings east and west of Illinois Route 43. The ultimate result is that drive by traffic will be reduced to essentially zero in the construction zone, and to small volumes just outside the zone.

It is conceivable that traffic volumes will be lower on Illinois Route 43 from Interstate 290 to Interstate 55. The lowering of traffic can affect certain types of businesses. Gas stations and restaurants are two retail outlets subject to impulse buying which benefits from high volume, slow moving traffic. Most other businesses are destination types and are not significantly affected by volumes of traffic.

The existing area affected by the construction, from 32nd Street to 35th Street has 7 restaurants, 1 gas station, 1 bank, 5 hair salons, 2 medical centers, 5 office type facilities, and several other specialty type establishments (See Figure 7). In addition, several buildings have residences which are upper floors of commercial parcels. This land use review is based on a walk through of the area from 32nd Street to 35th Street on November 17, 1993.

All the parcels on the Berwyn side of Illinois Route 43 have alleys in the back or the side. This will allow the properties to have access. Many of these properties provide some type of parking for their customers, and do not depend on Illinois Route 43 parking.

The parcels on the Riverside side of Illinois Route 43 do not have defined alleys, but have some access from the back to the various side streets. The widths of these accesses are in the range of 12 ft. and not suitable for two way traffic.

The ability of commercial parcels to function during the construction will vary. All parcels will be accessible. All parcels in Berwyn will be able to access existing parking lots from either the alleys or existing side streets. Alleys may need to become one way due to narrow widths. Some of the storefront type parcels will not be able to change their main access, and will require customers to park in the back or on the side and walk around to the front. Since parking on Illinois Route 43 will not be reestablished in the construction zone, remodeling of parcels for better access will be required.

The property owners in Riverside will need to cooperate to connect access in the back. From Addison to Herrick, a rear alley type access is not feasible. From Herrick to Burlington Avenue, cooperation will be needed to establish a viable access. From Quincy to Lawton, through access is unlikely. From Lawton to Robinson, side street access is presently used.

Certain parcels (Arby's, Burger King, gas station) are unlikely to survive the anticipated two year construction. People will not drive extensively out of their way to frequent these places. The gas station will also lose permanent access to Illinois Route 43. The key for the other parcels to survive will be the ability to inform their clients that they are still in business. The staging of the project will require the closing of Illinois Route 43 from 32nd Street to 35th Street. Depending on the exact limits of construction, access may be limited in other areas.

Staging Plans are likely to be in two types. The detour for people on a regional trip will take them from Illinois Route 43 at I-290 over to the west at First Avenue, then south

along First Avenue, eventually tying back into Illinois Route 43 at Archer Avenue (See Figure 8). A closer regional detour will take traffic from Illinois Route 43, east along 26th Street to Oak Park Avenue, then south to Ogden Avenue, then west back to Illinois Route 43. Local traffic will be diverted two ways. Traveling southbound, then westbound at Addison/32nd Street, then southbound at Delaplaine Avenue, then eastbound at Robinson Avenue back to Illinois Route 43. Traveling northbound, then eastbound at 35th Street to Home Avenue, then northbound to 32nd Street/Addison, then westbound back to Illinois Route 43 (See Figure 9). This will allow local traffic to drive up to the affected areas, and continue using the commercial enterprises. Depending on the location of construction, certain cross streets in the zone can remain open. However, all traveling and parking along Illinois Route 43 will be eliminated during this period.

The effect on commerce and development of an overpass will be substantial. The estimated length of this elevated structure will be over 1,300 ft. with several hundred feet more of retaining wall. Due to vertical clearance requirements, the high point of the roadway will be approximately 30 ft. above the existing ground. This structure will tower over many buildings in the area (For more information on construction, See Appendix 1). The effect will be to restrict future development and hurt present development. Many of the commercial parcels will be blocked from view and therefore invisible to through traffic. People shopping on one side of the street will be required to walk under a bridge to shop on the other side (See Figure 10). Few examples exist of bridges over railroad tracks in a successful commercial area in the Chicago area. This type of construction is more suited to industrial areas. This area will have a difficult time attracting new shoppers to the area. The intimidating presence of an overpass is likely to keep existing owners from upgrading their facilities. The eventual result of this alternate is likely to be a stagnant commercial area, which will be difficult to market.

ALTERNATE 4

Lower Illinois Route 43 Under Burlington Tracks

This alternate consists of building an underpass at the Burlington Northern Railroad with Illinois Route 43. Design criteria will include a 35 mph design speed and all applicable grade requirements. The proposed roadway will consist of 4-12' lanes with a 4' median, curb and gutter, and no shoulders. The vertical clearance for the project consist of 14'- 6" for the railroad and estimated 7 ft. for the railroad bridge, roadbed, and track. The proposed design to lower Illinois Route 43 under the Burlington Northern Railroad is shown in Figure 11. The effect of this alternate will be felt by both communities.

Streets

Illinois Route 43 will change from a 62' existing pavement to 52' wide pavement with no parking in the entire area of the underpasses. The signals will be removed at the four tee intersections. Signals will remain at 32nd Street. The separate access will mean the

removal of the railroad crossing, and the replacement with a three track bridge. The pedestrian crossing will remain in this area.

Quincy Avenue, Windsor Avenue, Stanley Avenue, and Burlington Avenue will all be closed when the underpass is built. The vertical cuts at these streets is over 15 ft., so they will be cul-de-saced instead of regraded. 34th Street cut is approximately 10 ft., and attempts will be made to regrade the street. Herrick and Lawton will be regraded as needed to match the new Illinois Route 43 profile.

Several pedestrian overpasses will be needed to help connect both sides of this commercial area. All the streets cul-de-saced can be used to add parking lost when Illinois Route 43 is re-built.

After construction, traffic north of the tracks will now proceed in an east-west movement along Addison Road/32nd Street. Traffic south of the tracks will now proceed in an east-west movement along Lawton Street/Robinson Street/35th Street. A new set of signals may be needed at this intersection which will get increased amounts of traffic volumes. Both communities will need to input the other streets they would like to use as connectors.

Utilities

The effect on utilities will be significant. All utilities, underground and overhead, for 800 ft. either side of the Burlington Northern Railroad are likely to be relocated. The amount of excavation needed to put in the underpass is estimated at 24 ft. The footings for the retaining walls and the new railroad bridge will be deeper. Existing utilities along the railroad right-of-way will be similarly affected. The new underpass grade for Illinois Route 43 will be 15 ft. lower than the surrounding area. This will require a lift station to pump the storm water into an existing system along Illinois Route 43 or along one of the side streets in this combined sewer area. New systems will be required for storm sewer, sanitary, water main, gas, electric, telephone, lighting, and fiber optics.

There will be short term and long term implications on commerce and development. There will also be short term implications on the Burlington Northern Railroad, and all the other users of this rail line (Amtrak, Metra, Southern Pacific, Canadian Pacific). The short term has to deal with the time of construction and the staging of construction as well as effects on railroad operation. The long term implications have to deal with the loss of east-west streets, the loss of on-street parking, the commercial appearance, the future viability of the area for commercial enterprise, and how the local population perceives the area.

A project of this magnitude will have a major effect on the commercial and residential parcels in the short term. During construction, traffic will be diverted away from this crossing. For the long distance traveler, First Avenue becomes a likely detour. For people going from on shorter trips, Oak Park Avenue and Des Plaines Avenue become

likely choices. For people in the neighborhood, there are several railroad crossings east and west of Illinois Route 43. The ultimate result is that drive by traffic will be reduced to essentially zero in the construction zone, and to small volumes just outside the zone. It is conceivable that traffic volumes will be lower from Interstate 290 to Interstate 55. The lowering of traffic can affect certain types of businesses. Gas stations and restaurants are two retail outlets subject to impulse buying which benefits from slow moving traffic. Most other businesses are destination types and are not significantly affected by volumes of traffic.

The existing area affected by the construction, from 32nd Street to 35th Street has 7 restaurants, 1 gas station, 1 bank, 5 hair salons, 2 medical centers, 5 office type facilities, and several other specialty type establishments. In addition, several buildings have residences which are upper floors of commercial parcels. This is based on a walk through of the area from 32nd Street to 35th Street on November 17, 1993. All the parcels on the Berwyn side of Illinois Route 43 have alleys in the back on the side. This will allow the properties to have access.

The parcels on the Riverside side of Illinois Route 43 do not have defined alleys, but have some access from the back to the various side streets. The widths of these accesses are in the range of 12 ft. and not suitable for two-way traffic.

The ability of commercial parcels to function during the construction will vary. All parcels will be accessible with little extra walking. All parcels in Berwyn will be able to access existing parking lots from either the alleys or existing side streets. Alleys may need to become one way due to narrow widths. Some of the storefront type parcels will not be able to change their main access, and will require customers to park in back and walk around to the front. Since parking on Illinois Route 43 will not be re-established in the construction zone, remodeling of parcels for better access will be required.

The property owners in Riverside will need to cooperate to connect access in the back. From Addison to Herrick, a rear alley type access is not feasible. From Herrick to Burlington Avenue, cooperation will be needed to establish a viable access. From Quincy to Lawton, through access is unlikely. From Lawton to Robinson, side street access is presently used.

Certain parcels (Arby's Burger King, gas station) are unlikely to survive the anticipated two year construction. People will not drive extensively out of their way to frequent these places. The gas station will also lose permanent access to Illinois Route 43. The key for the other parcels to survive will be the ability to inform their clients that they are still in business. The staging of the project will require the closing of Illinois Route 43 from 32nd Street to 35th Street.

Staging Plans are likely to be in two types. The bypass for people on a regional trip will take them from Illinois Route 43 at I-90 over to the west at First Avenue, then south along First Avenue, eventually tying back into Illinois Route 43 at Archer Avenue. Local

traffic will be diverted two ways. Traveling southbound, then westbound at Addison/22nd Street, then southbound at Delaplaine Avenue, then eastbound at Robinson Avenue back to Illinois Route 43. Traveling northbound then eastbound at 35th Street to Home Avenue to 32nd Street/Addison, then westbound back to Illinois Route 43. This will allow local traffic to drive up to the affected areas, and continue using the commercial enterprises.

Railroad construction is likely to be built with one run-around track. This will allow for rail traffic to continue moving uninterrupted as the bridge can be built one track at a time. The run-around track will cause the passenger station to be relocated or shut down during construction. As the total needs for the track run-around become known, the effect on the existing station can be determined and accounted for. Fortunately, there is a rail commuter station less than one mile east of this station which will help during commuter shutdown.

The effect on the appearance of the area will be a major factor. As soon as the proposed underpass begins, retaining walls are needed. Those walls will be on both sides of the street and will tie into the proposed bridge on all four sides. The top of the walls will have railings and be about 3 1/2 ft. high. This will allow for an unobstructed view across to the other side. The sidewalks will remain at store level as will the existing train station and platforms. The ability to access both sides of the street will be a major factor in whether this commercial area can remain viable. Due to the sidewalks, stores may still be able to do marketing in the front. Sidewalks should be wider due to a smaller width on the roadway and the elimination of parking on both sides. Noise will be a factor due to the acceleration needed to rise out from the underpass.

The effect on commerce and development of an underpass will be substantial. (For more information on construction, see Appendix 1). The estimated length of the underpass area is 1,300 ft. Due to vertical clearance requirements, the low point of the roadway will be 20 ft. below the existing ground. (See Figure 12). The effect will be to block the view of many of the commercial parcels and therefore make them invisible to through traffic. People shopping on one side of the street will be restricted from crossing except at defined points. The good news is that visually all the parcels will be visible to the pedestrian traffic. Aesthetically, the area can remain a pleasant one to shop in. The ability to attract new shoppers will need to be done with marketing instead of driving by. The owners of the parcels will need to believe the area is salvageable before upgrading their facilities. There are numerous underpasses in the Chicago area, and the effect on the commercial areas needs to be studied further.

Estimate of Cost

Each alternate has an anticipated direct cost of construction, and unquantifiable indirect costs. Alternates 3 and 4 have assumptions made as to the cost of acquiring right-of-way and access control, but there are no costs included for lost business during or after construction is completed and comparisons are made. The construction of Alternates 3 or 4 will most likely trigger some type of redevelopment in this area by both communities, so no costs were computed in our estimates.

No Action Alternate

The estimated cost of signal work will be less than \$1 million. It is doubtful if the communities would view this as an improvement. Therefore, there would probably be no improvement to the properties in the immediate area.

Adjust Railroad Profile

The estimated cost of adjusting rail profile will be over \$100 million. Even at this price, the cost to the communities would be greater based on the disruption. These alternates will not be given more consideration.

Raise Illinois Route 43 Over Burlington Tracks

The cost of this alternate is estimated at \$11.7 million. Included in the cost are complete reconstruction of Illinois Route 43, the staged roads, utilities, and \$1.5 million for acquiring several businesses and access control throughout the construction zone. No costs are determined for loss of business either during or after construction.

Lower Illinois Route 43 Under Burlington Tracks

The cost of this alternate is estimated at \$13.5 million. Included in the cost are complete reconstruction of Illinois Route 43, the staged roads, the railroad platform, utilities, and \$1.5 million for acquiring several businesses and access control throughout the construction zone. No costs are determined for loss of business to the community or the railroad during or after construction.

APPENDIX 1

CONSTRUCTION SEQUENCE FOR ALTERNATES 3 AND 4

Project Description

Construct a grade separation structure at Harlem Avenue and the Burlington Northern tracks in the Berwyn/Riverside area.

Existing Conditions

Currently, the Burlington Northern operates approximately 150 trains on three tracks crossing Harlem Avenue at grade. The crossing is protected by automatic gates, flashing lights and bells.

There are commuter platforms on both the north side and south side of the tracks with no center platform. A passenger shelter is located on the north side and an enclosed depot is located on the south side.

Stanley Avenue on the north and Winston Avenue on the south closely parallel the railroad tracks west of Harlem Avenue. Burlington Street on the north and Quincy Street on the south also parallel the tracks, but approximately 100 ft. farther away. This results in complex traffic patterns for eastward and westward vehicular traffic on these streets, combined with the north and south traffic on Harlem Avenue.

The Burlington Northern operates a freight-yard that starts approximately 1 mile to the east. Incoming trains sometimes block Harlem Avenue and adjacent streets as they stop and wait for the freight-yard congestion to clear.

Presently the three tracks are on a raised embankment approximately 5 ft. above the surrounding area. Various businesses are located on both sides of Harlem Avenue north and south of the railroad tracks. Railroad is skewed approximately 15° with respect to Harlem Avenue.

Temporary and Permanent Consequences of the Proposed Work

Temporary

- Circuitous detours for through truck traffic on Harlem Avenue.
- Short detours for local traffic on east and west streets.
- Business disruption during the construction period.
- Commuter platforms disrupted.
- East/west access between Berwyn and Riverside at the site will be limited.

Permanent Consequences

- Railroad/vehicular interference at Harlem Avenue eliminated.
- Business access affected along Harlem Avenue within limits of the project.
- East/west access between Berwyn and Riverside adjacent to tracks will be eliminated for vehicles and retained for pedestrians.

ALTERNATE 3

Illinois Route 43 over Burlington Northern Tracks - Structure Types

- Steel rolled sections or plate girders composite with cast-in-place concrete deck supported by cast-in-place concrete rigid frame piers and pile bent abutments.
- Prestressed Precast Concrete I-Beam composite with cast-in-place concrete deck supported by cast-in-place concrete rigid frame piers and pile bent abutments.
- Segmental cast-in-place or precast box girders supported by cast-in-place concrete piers and pile bent abutment.

Possible Construction Procedures

The structure will be approximately 1100' long and 59' wide. Economical span lengths could be in the 100' range. It is feasible to construct one-half of the bridge at a time with partial closure of Harlem Avenue allowing one lane of traffic in each direction. Construction activities will be confined to less than half of the right-of-way for Harlem Avenue, or approximately 35 ft. Movement of construction equipment such as cranes, concrete trucks, and pile drivers will be difficult due to the limited available space.

Complete closure of Harlem Avenue during construction will facilitate the construction and will result in an overall shorter construction period which is beneficial to the immediate surrounding businesses and citizens.

Stage construction sequence could be as follows:

- Identify and relocate utilities in the areas of substructure elements and foundations.
- Partially close Harlem Avenue in the construction area (2 lanes).
- Construct the footings, pier columns, caps, and superstructure for one-half of the bridge.
- Open one-half of the newly constructed bridge to traffic.
- Close remaining portion of existing Harlem Avenue in the construction area.
- Complete the construction of the second half of the new bridge.
- Open the second half of the new bridge to traffic.
- Complete sidewalk and pavement rehabilitation under the newly constructed bridge to be used by local traffic.

Non-Staged Construction sequence could be as follows:

- Identify and relocate utilities in the areas of substructure elements and foundations.
- Identify and sign alternate routes and detour for Harlem Avenue traffic.
- Close Harlem Avenue to traffic.
- Construct bridge abutments and piers.
- Construct bridge superstructure and deck.
- Open the newly constructed bridge to traffic.
- Complete sidewalk and pavement rehabilitation under the bridge.

ALTERNATE 4

Illinois Route 43 Under the Burlington Northern Tracks - Structure Types

- Single span, four steel through girders with floor system to accommodate a single track between girders supported by cast-in-place concrete closed abutments. This will require spreading of the existing tracks.
- Single span, two steel through girders with floor system to accommodate all three tracks between the two girders supported by cast-in-place concrete closed abutments.
- Two span, steel deck beams supported by a center pier in the median of Harlem Avenue and cast-in-place concrete closed abutments.
- Single span, steel deck plate girder supported by cast-in-place concrete closed abutments.

Proposed Structure

The proposed structure will consist of a single steel bridge span with ballast deck for each of the three tracks. The spans will be supported by reinforcement concrete abutments with no center pier in the roadway.

The roadway will be 52'- 0" wide from curb to curb and will provide 14' - 6" vertical clearance. A 2' - 0" wide curb on each side of the roadway will provide a clear opening of 56' - 0" from face to face of abutments. There will be no provisions for pedestrians at roadway level.

The roadway will slope upwards from below the bridge for approximately 700 ft. north and south of the track. Reinforced concrete retaining walls will support adjacent walkways that will provide access to the various businesses located along Harlem Avenue.

Construction Sequence

Run-around track on the north and staged construction of single span deck plate girder for each track.

Harlem Avenue will be closed to vehicular traffic for a major portion of the construction period. All work possible will be completed before Harlem is permanently closed for construction.

Preliminary Work

- Identify and relocate utilities as required.
- Provide accommodations for commuter facility on the north side.
- Construct temporary run-around track No. 4 on the north, temporarily omitting the portion at Harlem Avenue.
- Drive sheet piling, east and west of Harlem Avenue
 - at bridge site
 - at north and south approach to the railroad tracks

The above preliminary work will permit full or partial use of Harlem Avenue.

Construction

- Close Harlem Avenue completely and utilize pre-established detour routes.
- Complete temporary track 4 construction across Harlem Avenue.
- Work on railroad bridge and north and south approaches can be done simultaneously.

Railroad Bridge

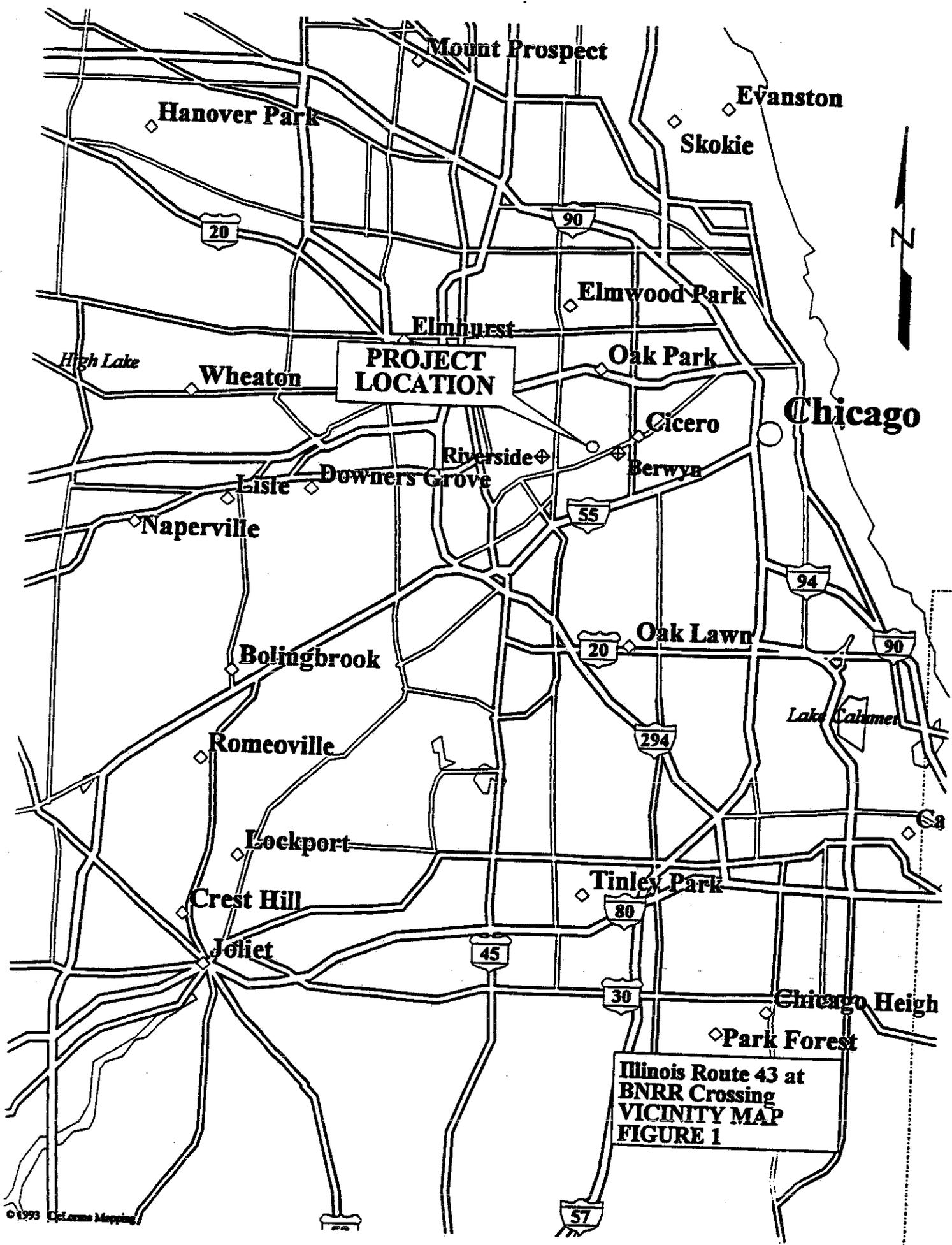
- Track 1 out of service and complete shoring.
- Provide temporary commuter accommodations.
- Operate railroad on existing track 2, 3 and temporary 4.
- Build new track 1 bridge.
- Restore rail traffic over track 1 new bridge.
- Remove temporary commuter accommodation and restore service at existing commuter facility.
- Track 3 out of service and complete shoring.
- Operate railroad on track 1, 2 and temporary 4.
- Build new track 3 bridge.
- Restore rail traffic over track 3 new bridge.
- Track 2 out of service and complete shoring.
- Operate railroad on track 1, 3 and temporary 4.
- Build new track 2 bridge
- Restore rail traffic over track 4 and restore commuter facility on north side.

North & South Approaches to Bridge

- Provide bracing for sheet piling driven on east and west side of Harlem Avenue in preliminary work.
- Excavate and construct retaining walls in pre-determined segment lengths - Last segment adjacent to railroad bridge.
- Construct drainage, pavement and other requirements.
- Complete restoration of ground level walks, drainage, etc. for local businesses.
- Reopen Harlem Avenue to vehicular traffic.

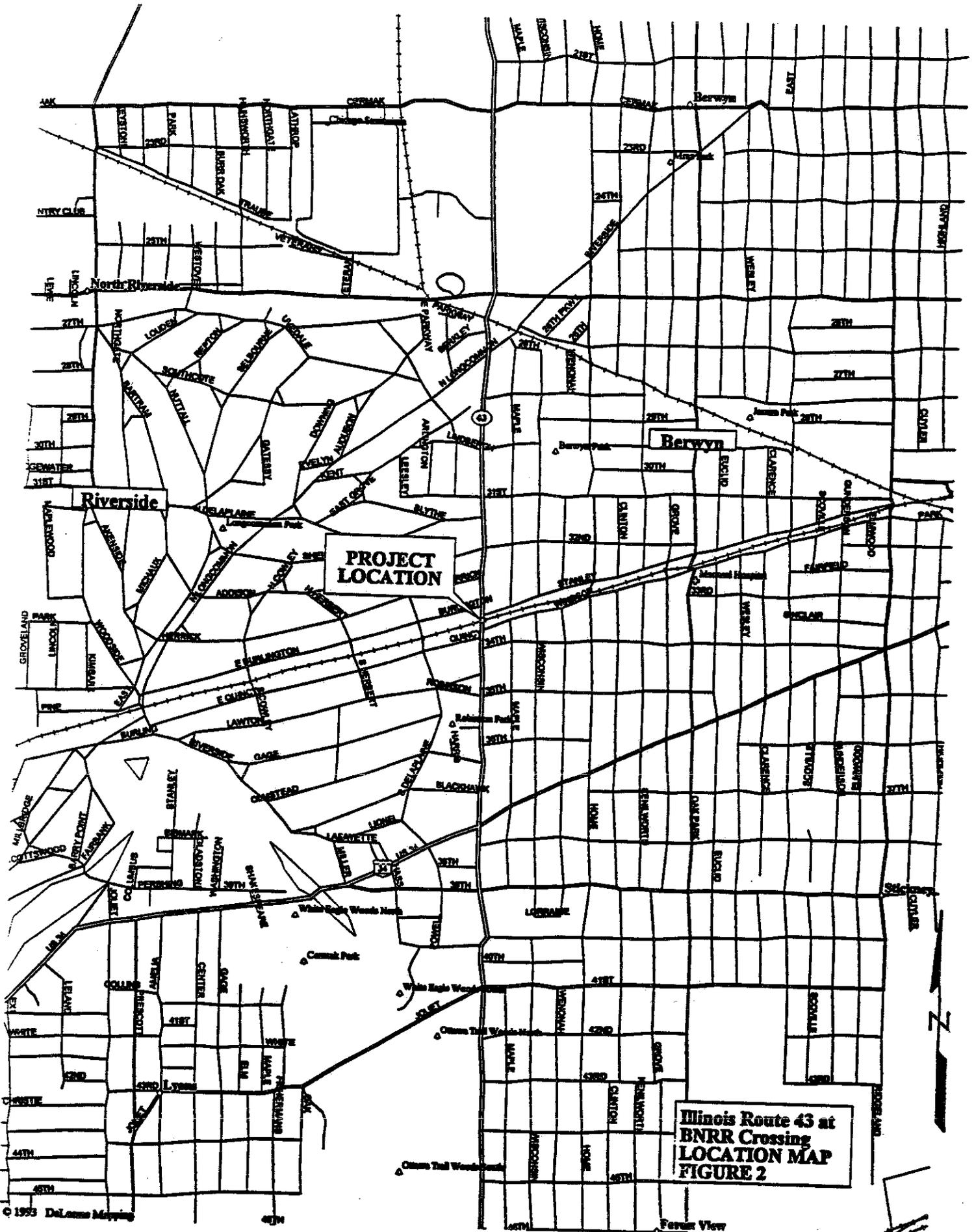
List of Figures

1. VICINITY MAP
2. LOCATION MAP
3. PROPOSED RAILROAD PROFILES
4. LIMIT OF AFFECTED TRACK
5. LIMIT OF AFFECTED TRACK
6. ILLINOIS ROUTE 43 OVER BNRR
7. EXISTING LAND USE
8. REGIONAL BYPASS
9. LOCAL TRAFFIC STAGING
10. TYPICAL SECTION - OVERPASS
11. ILLINOIS ROUTE 43 UNDER BNRR
12. TYPICAL SECTION - UNDERPASS



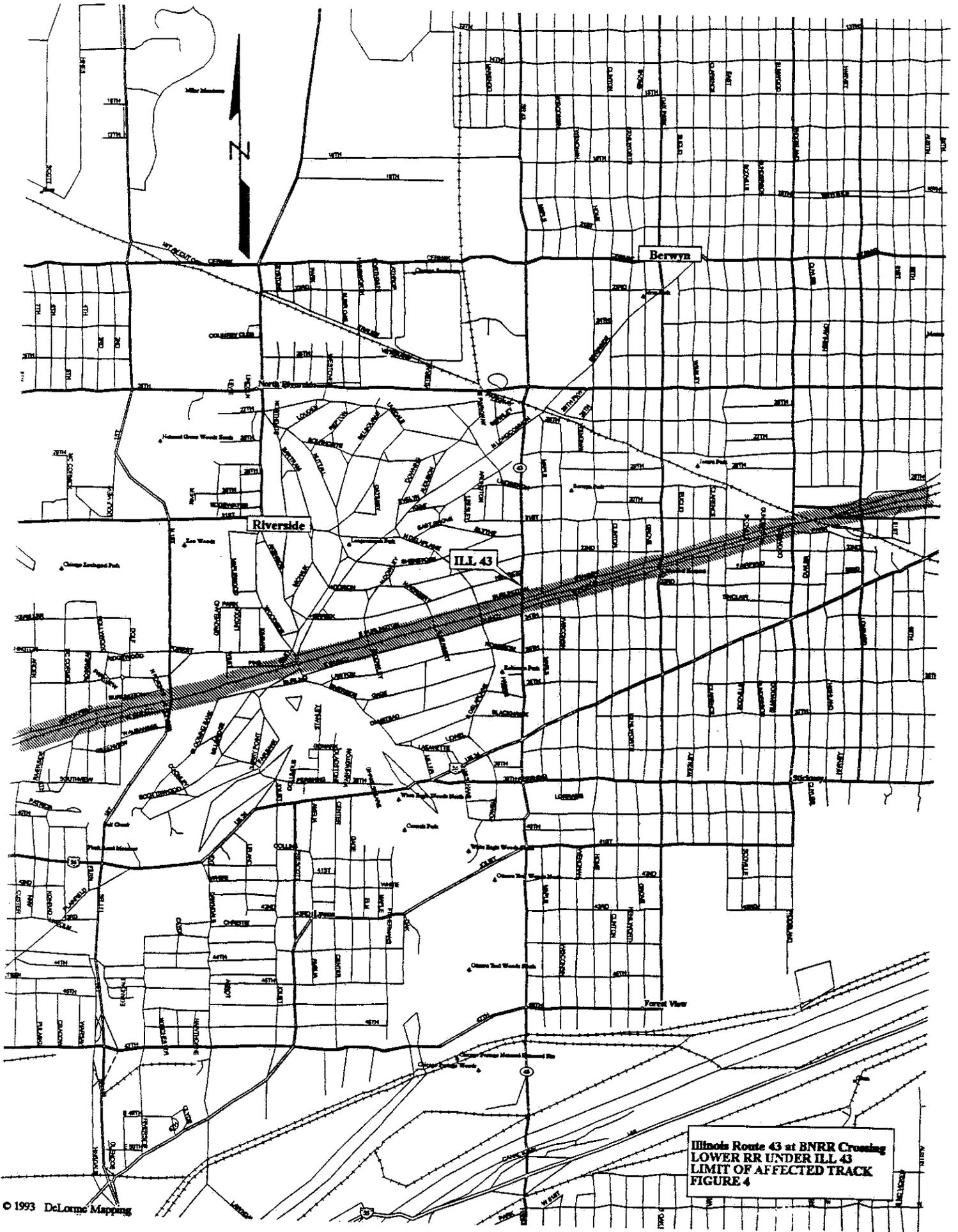
**PROJECT
LOCATION**

**Illinois Route 43 at
BNRR Crossing
VICINITY MAP
FIGURE 1**



PROJECT LOCATION

**Illinois Route 43 at
BNSF Crossing
LOCATION MAP
FIGURE 2**



Illinois Route 43 at BNRR Crossing
 LOWER RR UNDER ILL 43
 LIMIT OF AFFECTED TRACK
 FIGURE 4



©1993 DeLorme/Mapping

Illinois Route 43 at BNSF Crossing
 RAISE RR OVER ILL 43
 LIMIT OF AFFECTED TRACK
 FIGURE 5

LEGEND

- Population Center
- State Route
- Geo Feature
- ◇ Town, Small City
- ⊕ Hospital
- △ Park
- ▭ US Highway
- Street, Road
- Hwy Ramps
- - - Street, Road
- ▬ Major Street/Road
- ▬ State Route
- ▬ Interstate Highway
- ▬ US Highway
- + - + - Railroad
- River

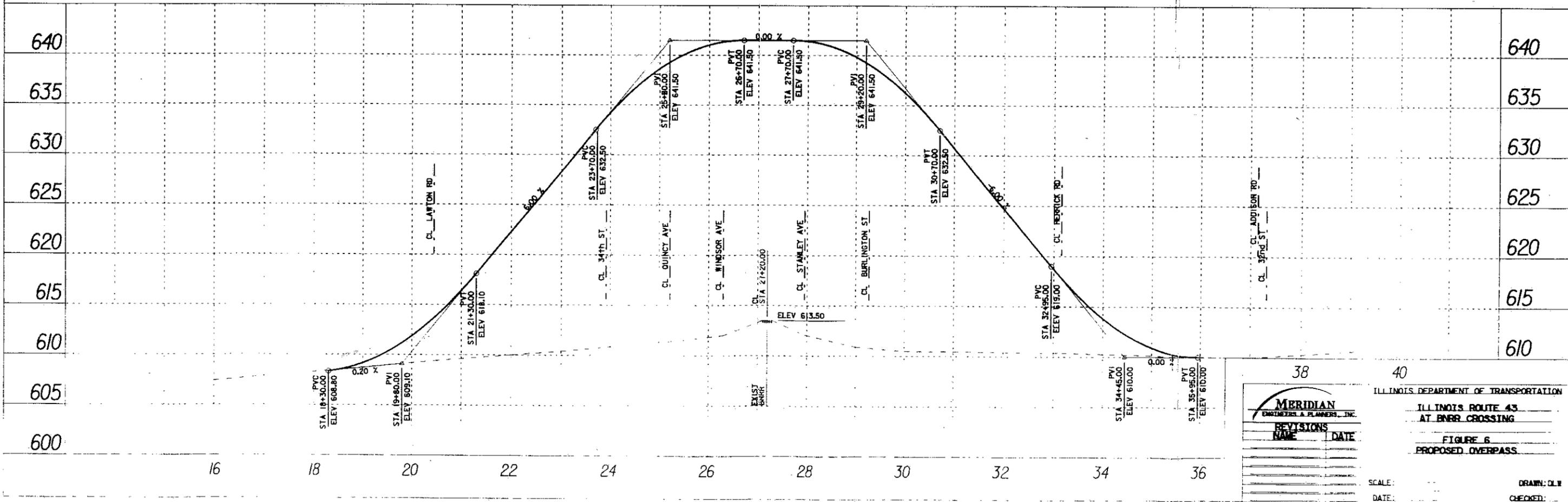
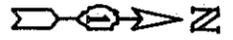
Scale 1:28,125 (at center)

2000 Feet

1000 Meters

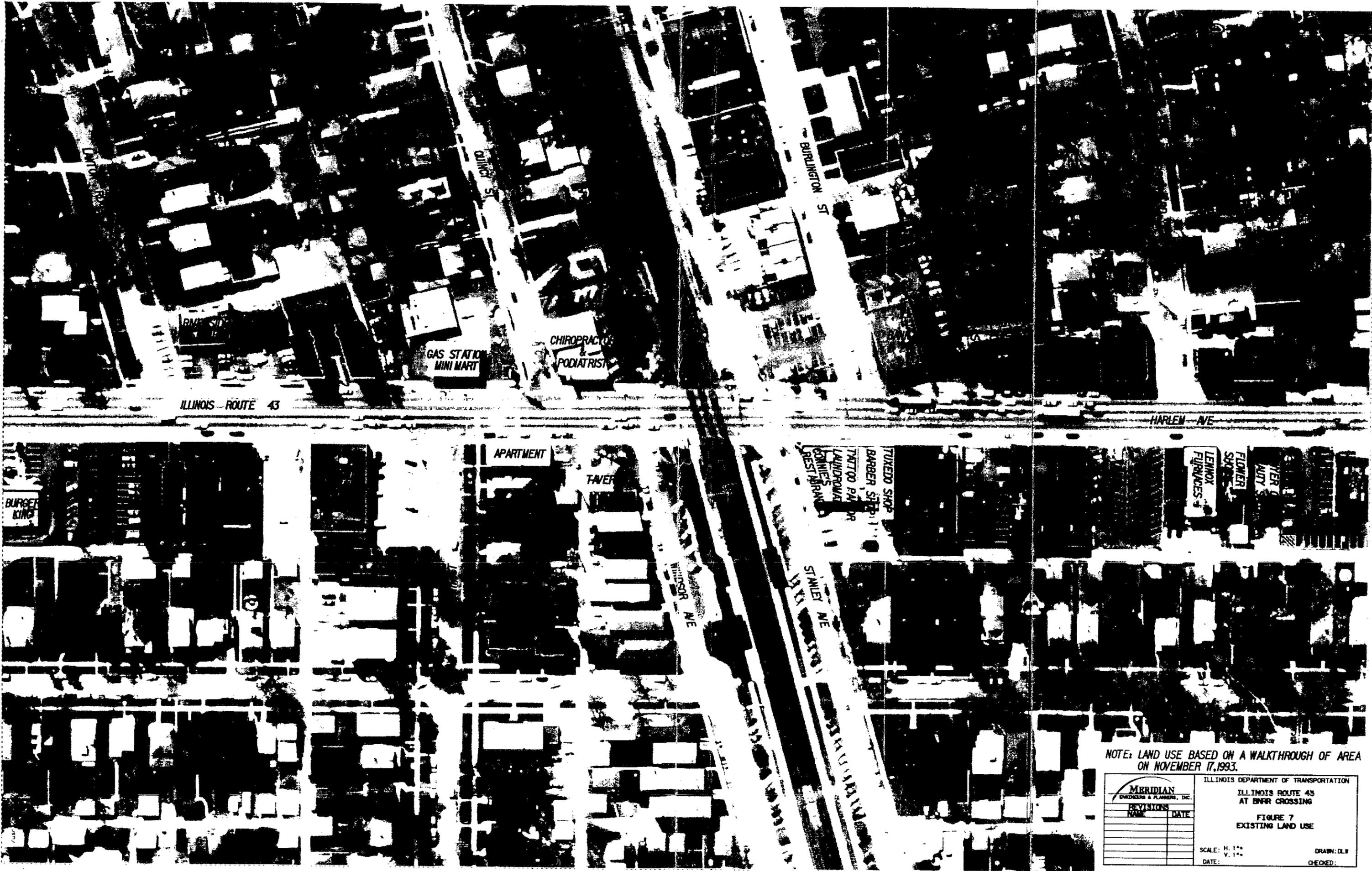
Mag 15.00
 Tue Dec 28 15:45:02 1993

☒ - LOSE DIRECT ACCESS TO ILL ROUTE 43



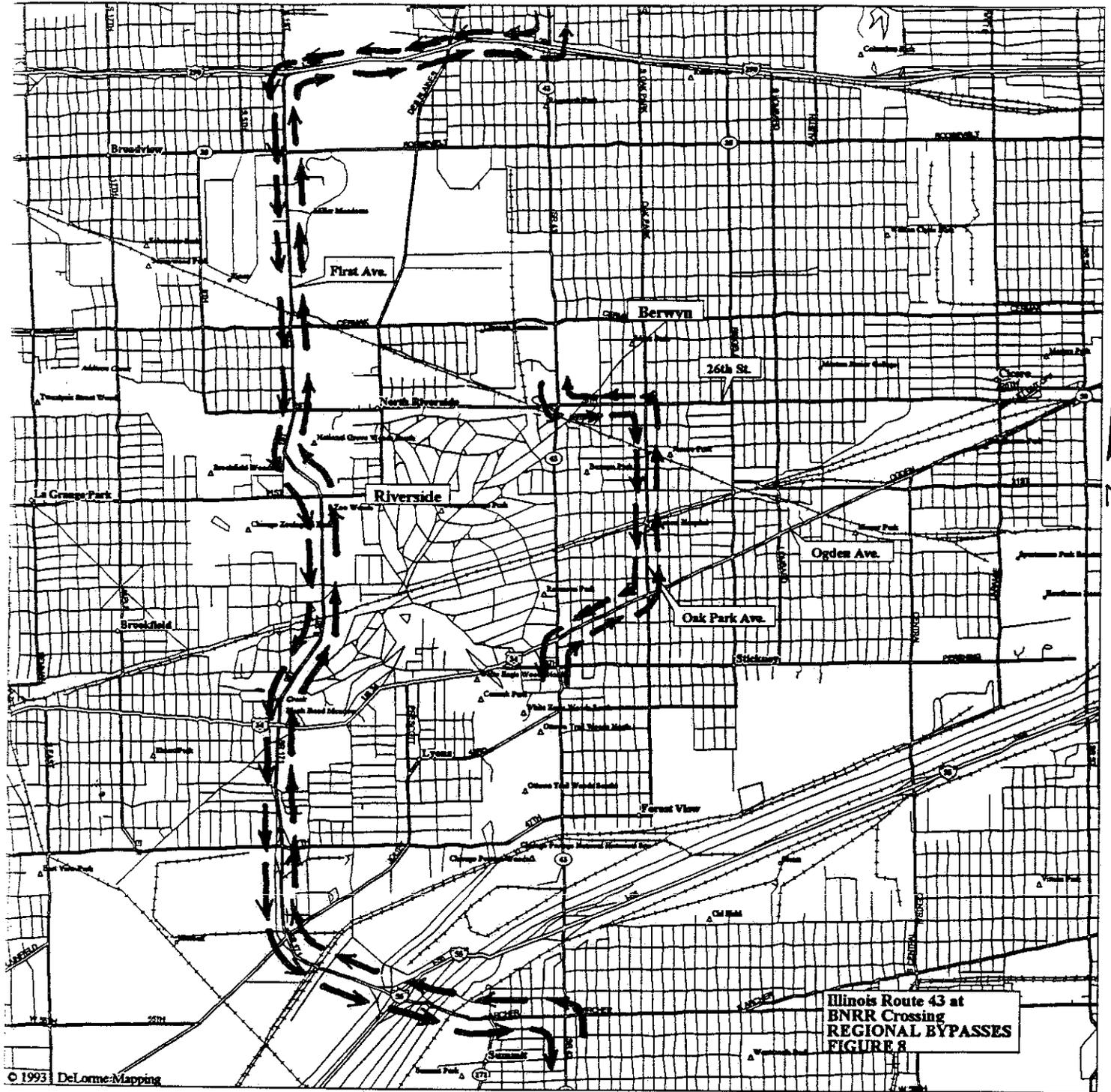
\usr\l\ar\at\ill\033-4\bridge\g\m\h\1.dgn

38		40	
MERIDIAN ENGINEERS & PLANNERS, INC.			
REVISIONS		DATE	
ILLINOIS DEPARTMENT OF TRANSPORTATION ILLINOIS ROUTE 43 AT BNR CROSSING FIGURE 6 PROPOSED OVERPASS			
SCALE:		DRAWN: D.L.W.	
DATE:		CHECKED:	



NOTE: LAND USE BASED ON A WALKTHROUGH OF AREA ON NOVEMBER 17, 1993.

		ILLINOIS DEPARTMENT OF TRANSPORTATION ILLINOIS ROUTE 43 AT BNSF CROSSING FIGURE 7 EXISTING LAND USE	
REVISIONS	DATE	SCALE: H. 1" =	DRAWN: DLT
		V. 1" =	CHECKED:
		DATE:	



LEGEND

- | | | | |
|---|----------------------|-------|--------------------|
| ○ | Population Center | — | Street, Road |
| ○ | State Route | — | Hwy Ramps |
| □ | Geo Feature | - - - | Street, Road |
| ◇ | Town, Small City | — | Major Street/Road |
| + | Hospital | — | State Route |
| △ | Park | — | Interstate Highway |
| ⌒ | Interstate, Turnpike | — | US Highway |
| ⌒ | US Highway | + | Railroad |

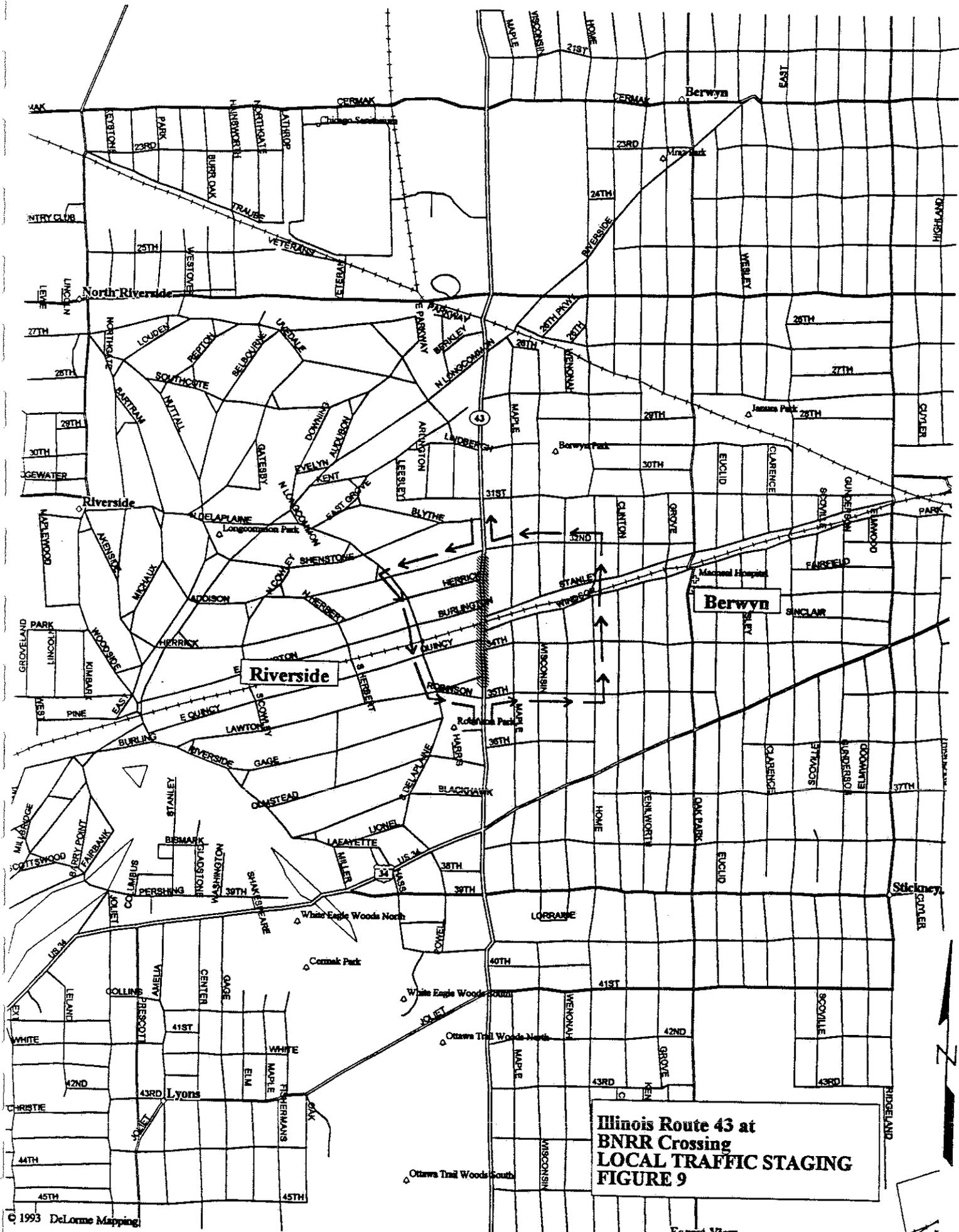
Scale 1:50,000 (at center)

5000 Feet

1000 Meters

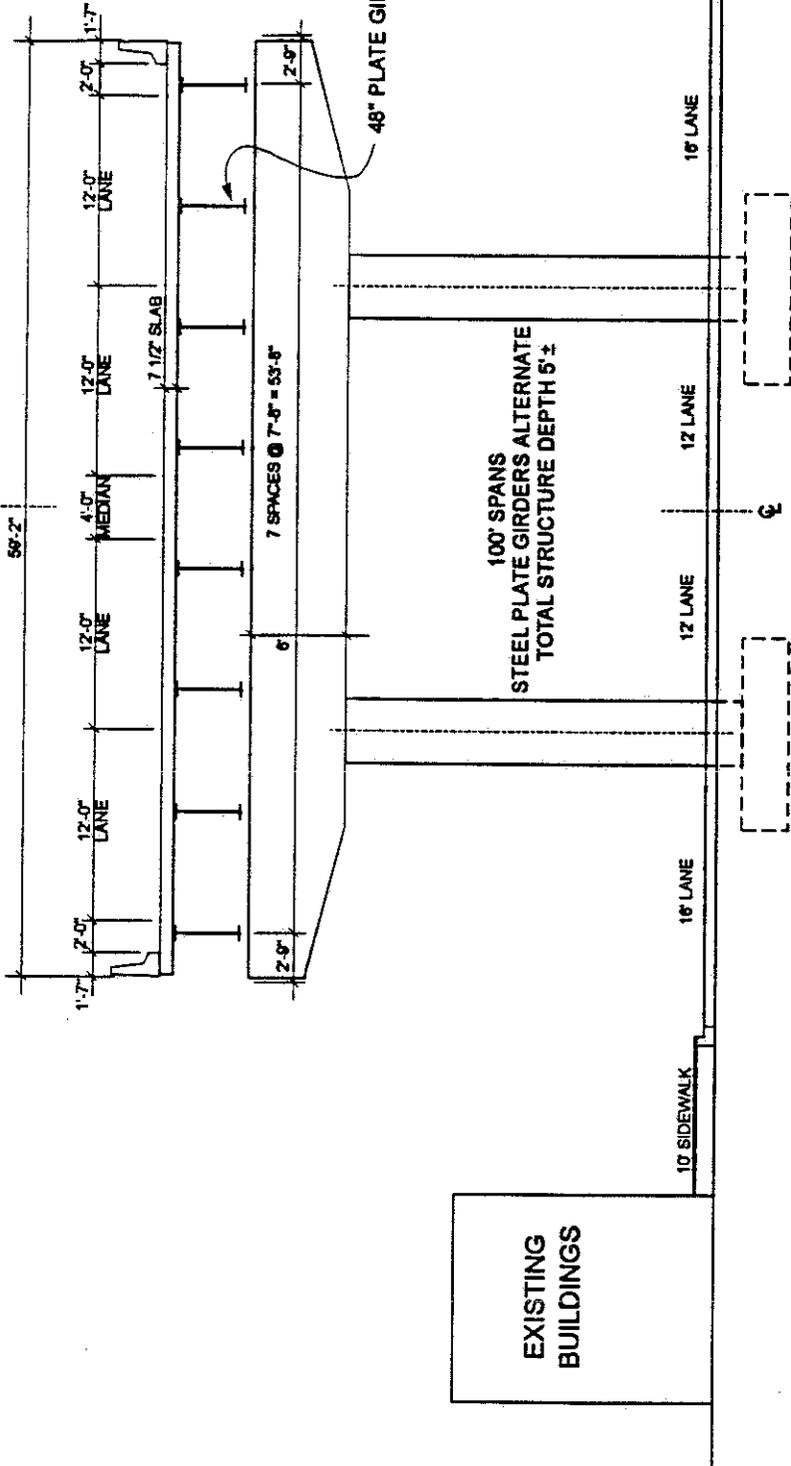
Mag 14.00

Tue Dec 28 16:14:11 1993



**Illinois Route 43 at
BNSF Crossing
LOCAL TRAFFIC STAGING
FIGURE 9**

HARLEM AVENUE

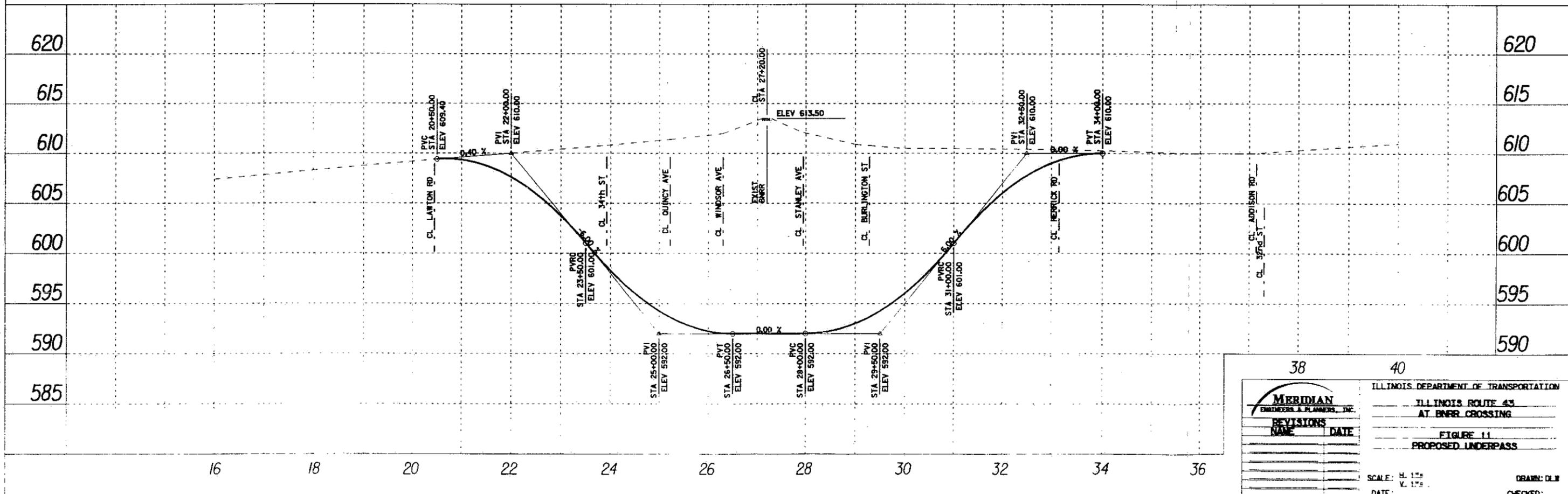


14'-8" MIN. VERTICAL CLEARANCE / ROADWAY
23' MIN. VERTICAL CLEARANCE / RR

CROSS SECTION — OVERPASS ALTERNATE
STEEL GIRDERS

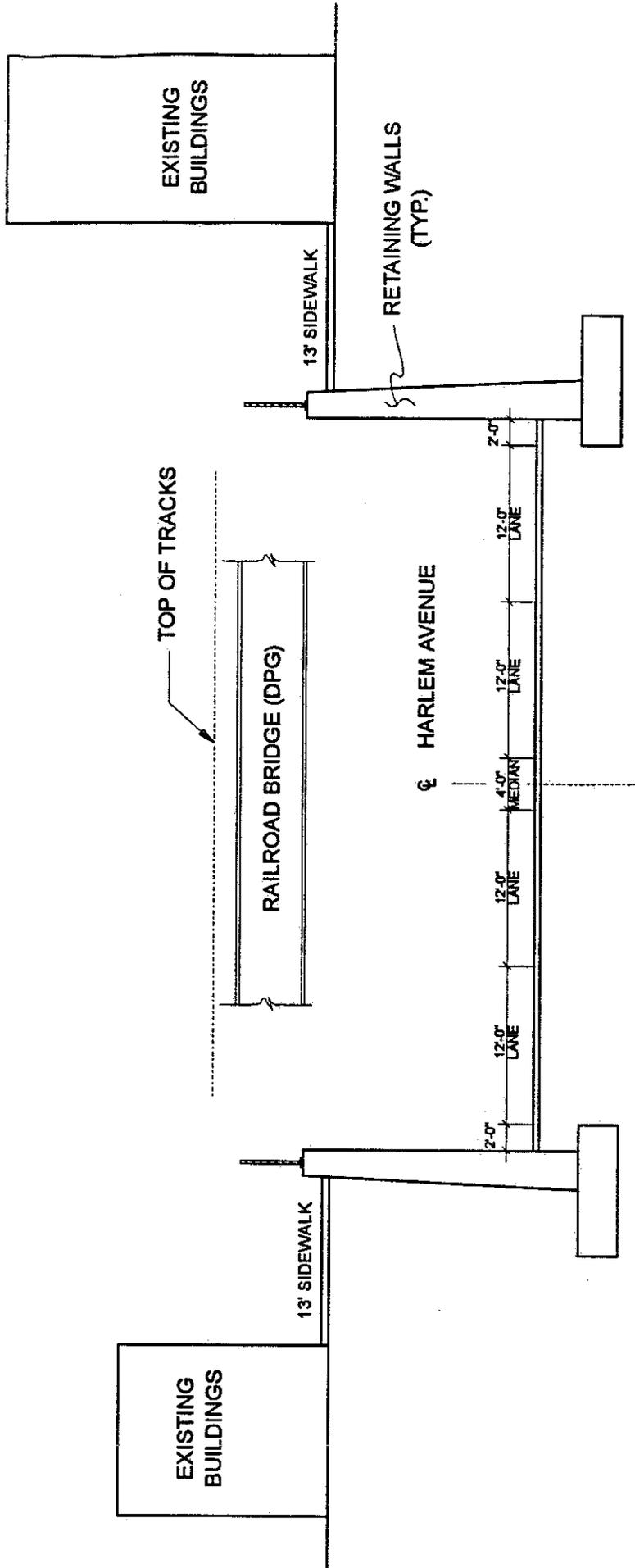
Illinois Route 43 at
BNRR Crossing
TYPICAL SECTION - OVERPASS
FIGURE 10

☒ - LOSE DIRECT ACCESS TO ILL ROUTE 43



4:usr_lv_sca1\02\033\43br_lage/exh1b2.dgn

38		40	
ILLINOIS DEPARTMENT OF TRANSPORTATION			
ILLINOIS ROUTE 43			
AT BRR CROSSING			
FIGURE 11			
PROPOSED UNDERPASS			
REVISIONS	DATE	SCALE: H. 1"=	DRAWN: DLW
		V. 1"=	CHECKED:
		DATE:	



14'-6" MIN. VERTICAL CLEARANCE

CROSS SECTION — UNDERPASS ALTERNATE

Illinois Route 43 at
 BNR Crossing
 TYPICAL SECTION - UNDERPASS
 FIGURE 12