



PULASKI ROAD Corridor Study

ImprovePulaskiRoad.org

Pulaski Road Project Recap

In 2020, the Cook County Department of Transportation and Highways (DoTH) initiated the Pulaski Road/Crawford Avenue Phase I Study. Extending from 159th Street to 127th Street, this study reviews improvements to address existing deficiencies in the corridor, including the replacement of the bridge over the Cal-Sag Channel, with the goal of improving safety for all users. The study will be completed in accordance with Connecting Cook County, Cook County's Complete Streets guidelines and Illinois Department of Transportation's (IDOT) Bureau of Local Roads and Streets Manual. Significant developments have occurred since Summer 2020 in the Pulaski Road Corridor Study project. Design alternatives were formulated during this period, and in June 2021, the Corridor Advisory Committee (CAC) convened to review public feedback and improvement alternatives.

A virtual Public Information Meeting was held in July 2021 to gather community input on proposed improvements. Since August 2021, the project team has been developing a preferred alternative that incorporates the community input that was gathered from both the CAC and Public Information Meeting. The project team has coordinated with stakeholders and advanced additional design work and analyses, including drainage and roadway geometrics. The project team has also begun coordination with the State Historic Preservation Office (SHPO) and IDOT regarding the historic preservation of the Cal-Sag Channel bridge, which is identified as a unique parker-style truss bridge that is eligible for listing on the National Register of Historic Places.

Additional information about the virtual Public Information Meeting #1 can be found [HERE](#).

Who Is Impacted

The corridor involves the following communities: the Village of Alsip, the Village of Crestwood, the Village of Robbins, the Village of Midlothian, and the City of Markham.

Benefits:



Improving safety and mobility for all users



Enhancing pedestrian and bicycle accommodations



Rehabilitating aging infrastructure



Accommodating projected year 2050 travel demands

How This Benefits You:

By addressing roadway and drainage deficiencies and preparing for the projected 2050 travel demands, the Pulaski Road improvements will create smoother rides for all, increase accommodations for bicyclists and pedestrians, and provide a safer experience for everyone.

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What We Have Heard

Since the project launch, our team has gathered feedback and input from the community in various ways, including via email, a project website, a public survey, and a public meeting. For more information on the project and to contact our project team, please visit our website at: ImprovePulaskiRoad.org or email the project team at: info@improvepulaskiroad.org

Thank you to everyone who has provided input thus far, including respondents of the public survey that was distributed in 2020 and the participants of the Public Information Meeting that took place in 2021. The survey gathered community input on transportation needs along the Pulaski Road Corridor, covering the replacement of the Cal-Sag Channel bridge, roadway improvements, and pedestrian/bicycle accommodations.

Forty-nine community members participated between July 27th and August 14th, 2020. The Pulaski Road Interactive Mapping Survey highlighted Traffic/Roadway Concerns as the top priority, closely followed by Pedestrian/Bicycle Concerns. The questionnaire revealed that 91% of participants live or work near the corridor and use it regularly, with 30% identifying Roadway Conditions as the top priority for improvement. The collected insights have informed corridor recommendations, integrating participant comments with technical analysis. To learn more about the results from the public survey, click [HERE](#).

During the virtual Public Information Meeting #1, held on July 18, 2021, community members asked about the following:

- Current roadway conditions
- Multi-modal facilities
- Future traffic projections
- Status of historic bridge
- Landscaped medians
- Noise impacts
- Land acquisition needs

Proposed Alternatives and Improvements

During the Public Information Meeting, the project team presented the alternatives for consideration, which were developed based on existing condition reviews, engineering and environmental studies, and preliminary feedback from our CAC and public survey. Using this information, the project evaluated the improvement alternatives for the corridor in a two-step approach.

The project team first focused on corridor-wide elements, such as the number of travel lanes, location of bicycle facilities, and median and curb types, to develop a consistent roadway section for the four-mile corridor. Subsequently, the project team identified locations with a specific need or unique context and developed localized alternatives for those locations within the structure of the preferred corridor framework.



Cars drive under the bridge on Pulaski Road while trucks drive along Interstate 294.

Corridor Wide Alternatives: Typical Section

The project team has proposed roadway improvements that include reconstruction of travel lanes and center medians, drainage system improvements, and additional turn lanes, as needed, near intersections. Sidewalk and bicycle facilities are also proposed throughout the corridor.

These proposed corridor-wide improvements meet the needs of public meeting participants who largely indicated that roadway conditions should be the priority for improving Pulaski Road. The recommended design may be adjusted to meet the needs and constraints of the corridor, such as modifying a consistent roadway section to maintain parking in municipalities that have expressed that as a priority.



The Original Maxwell Street South location, at the intersection of Pulaski and 135th.

Corridor Wide Alternatives: Bike Facilities

The project team has recommended a dedicated sidewalk along the east side of the roadway and shared use or dedicated bicycle and pedestrian facilities along the west side of the roadway. Bicycle facilities will provide connectivity north and south along the roadway and to regional paths such as the Natalie Creek Trail. The facilities may be adjusted to meet localized needs and constraints along the corridor, such as in downtown Midlothian and at I-294 (Tri-State Tollway) bridge.

Localized Alternatives

Feedback from the public meeting has been used by the project team in evaluation of alternatives at locations with unique constraints.

Metra Track Crossing

During the public meeting, participants were split on the importance of left turn access from Pulaski Road to 149th Street near the Metra crossing. With no clear preference among community members, the project team will evaluate the data collected, traffic models, and safety requirements to finalize the proposed improvements. Because this crossing involves a railroad, coordination with the Illinois Commerce Commission and Metra is required.



Cars wait for a Metra train to pass on Pulaski Road near 149th Street.

147th Street Intersection

Public meeting participants were split on prioritizing intersection capacity improvements and pedestrian/bike facilities at this intersection. Previous municipal feedback indicated that maintaining parking near this intersection is a priority as it is a primary commercial roadway in the Village of Midlothian. This input has been used to advance an alternative which balances use of the roadway between vehicles, pedestrians, cyclists and parking. Final design will require approval by IDOT, as 147th Street is under IDOT jurisdiction.

Cal-Sag Channel Bridge

When presented with the three alternatives for the Cal-Sag Channel Bridge, many participants were surprised that the structure has historic significance, noting that they were unaware before the meeting. However, understanding the historic nature of the bridge, community members and municipalities have indicated that the priority for addressing the bridge should be traffic safety and providing wider lanes and shoulders, if possible. The project team has evaluated multiple bridge structure alternatives that address traffic and safety needs. Because the bridge is a historic resource, any proposed improvement will need to be coordinated with SHPO. Coordination with IDOT and SHPO is currently ongoing to finalize proposed improvements.



A car drives along the historic Cal Sag Channel Bridge.

127th Street Intersection

Nearly half of the participants at the public meeting expressed feeling uneasy about the intersection, citing a troubling history of frequent accidents at that location. The primary alternative under consideration to improve safety at this location is installation of raised medians which will prevent left turns across lanes near the intersection. As 127th Street is under IDOT jurisdiction, final alternative selection will require IDOT coordination. Details of the proposed improvements will be presented to stakeholders and the public through a series of meetings in the Summer and Fall of 2024. Additional information on the proposed alternatives can be found on the project website [HERE](#).

Frequently Asked Questions

When will Pulaski Road be under construction?

The Phase I study is anticipated to be completed in 2025, followed by Phase II Engineering (detailed design) and right-of-way acquisition. The timing of construction will be dependent on plan readiness, land acquisition status and funding availability. Due to the size of the project, detailed design and construction may need to be broken up into 2 - 3 separate contracts. The earliest CCDOTH anticipates construction beginning is 2027.

Can this project provide a signal and crosswalk at 146th Street?

Sidewalks and/or shared-use paths are planned throughout the corridor limits. Analysis of this location determined that conditions to warrant a traffic signal are not met, and installation of a signal would have negative operational impacts on the corridor. The proposed design will instead support use of the protected intersection crossings at 145th and 147th Streets, with enhancements including pedestrian push-down counters, high visibility pavement markings, and ADA ramps.

Will this require acquisition of private property?

The project is working toward a proposed design alternative. When the recommendation is completed, the project team will better understand the potential property impacts, including acquisition. Before the next public meeting, all of those with properties who will be impacted will be notified, and there will be a project team representative at the next meeting to discuss individual concerns.

The project team's goal is to minimize impacts to property, including any significant impacts, such as full property acquisitions or relocations. Property impacts, including land acquisition and temporary easements, will be required to accommodate sidewalks or shared-use paths, grading and drainage; however, these are generally limited areas near the roadway and are not expected to significantly impact property owners.

How will parking be impacted throughout the corridor?

The project team is aware that the improvements, as shown, will impact parking in certain areas of the corridor, specifically around the 147th Street intersection in downtown Midlothian. The project team will continue to coordinate and develop more detailed designs which look into these areas specifically, taking into consideration safety, drainage, right-of-way impacts, and other needs.

The project team will coordinate with the local municipalities and community representatives to develop a safe alternative that considers input from the community.

What are the impacts of the Cal-Sag Channel Bridge being a historic structure, and what will the environmental impacts be of reconstruction or modification?

The Pulaski Road Bridge over the Cal-Sag Channel was originally constructed in 1931; it has been identified as a unique Parker-style truss bridge and is eligible for listing on the National Register of Historic Places. It qualifies as a historic resource protected under federal law (Section 106 of the National Historic Preservation Act of 1966). Any removal or modification of the bridge must be coordinated through SHPO and completed in alignment with historic preservation guidelines.

The environmental impact on the bridge will depend on the alternative chosen and feedback received from the SHPO. The project team conducted early coordination with the SHPO, and their initial preferred approach is to repair or rehabilitate the bridge. If repair/rehabilitation is our selected alternative, the work must be done in compliance with the Secretary of the Interior's Standards for Rehabilitation. They have also advised that any plan to remove and replace the bridge would result in an Adverse Effect to the bridge, which would require further coordination and preparation of a detailed Section 106 report.

How will the study address drainage issues?

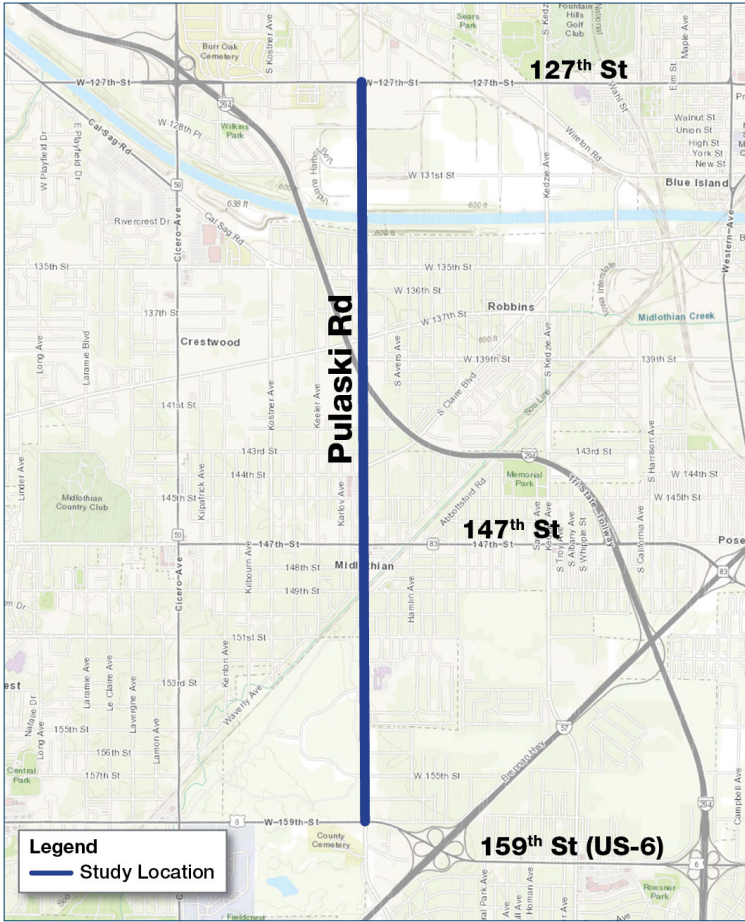
The project will include modernization of the entire roadway drainage system, which will address local drainage needs and minimize flooding due to roadway runoff. Regional flooding issues, such as those along Natalie Creek, are outside of the scope of this project.

What is being done to address the pavement condition along Pulaski/Crawford?

The project is developing a long-term solution to reconstruct the roadway. In advance of the full reconstruction, Cook County will perform full depth concrete patching at locations with greatest pavement distress as part of an upcoming pavement preservation contract, anticipated to start in 2024. This will provide a temporary improvement until the larger reconstruction project can occur.

Additional FAQ information can be found [HERE](#).

Project Map





Next Steps

Cook County will continue to review and refine the proposed improvements, as well as meet and coordinate with stakeholders and the CAC. We anticipate presenting preferred improvements to the public for comment during the second public information meeting in Fall 2024. Phase I is expected to be completed in early 2025, which consists of the development of the preferred improvements, final reports, and design approval of the preferred improvements.

Join our mailing list and sign up for our newsletter [HERE](#).

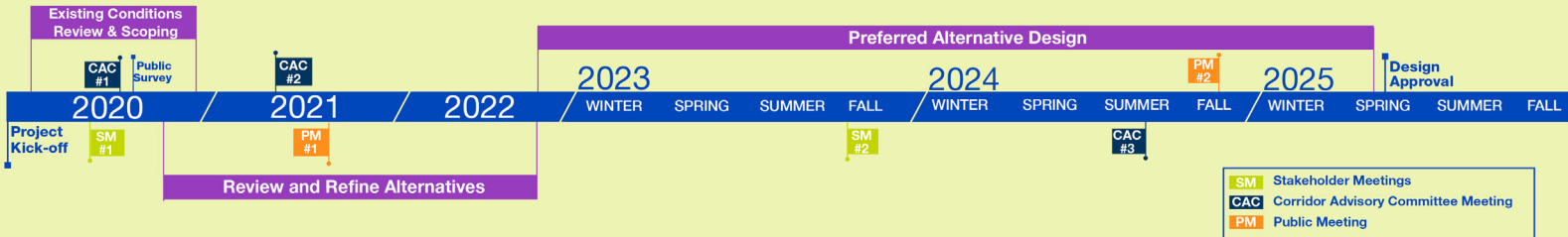
If you wish to provide input, ask questions, or express concerns, please connect with the project team by emailing, mailing, or submitting an online comment [HERE](#).

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Phase I Study Timeline



**CONNECTING
COOK COUNTY**
Beyond Transportation

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