



The graphic features a teal background with a white network diagram of lines and nodes. A white box in the upper left contains the following text and icons:

 **PULASKI ROAD**  
Corridor Study

**Public Information Meeting #1**

July 28, 2021

**CONNECTING COOK COUNTY**  
Beyond Transportation

 HONORABLE TONI PRECKWINKLE  
PRESIDENT, COOK COUNTY  
BOARD OF COMMISSIONERS


JENNIFER (SIS) KILLEN, SUPERINTENDENT  
DEPARTMENT OF TRANSPORTATION & HIGHWAYS

A project delivered by the Cook County Department of Transportation & Highways

Thank you for joining us for the first Pulaski Road Study Public Information Meeting.

## Goals for Today

- Introduce Project and Project Team
- Provide a Project Overview
- Present Corridor Existing Conditions
- Review Results of the Public Survey
- Discuss Improvement Alternatives & Evaluation Criteria
- Identify Next Steps

A photograph of a road with a white text box overlaid on it. The text box contains the following text: "The purpose of today's meeting is to present the project, outline the improvement alternatives for consideration, and gather input on various decisions points needed from community members." The background of the image shows a road with a guardrail, trees, and a utility pole under a cloudy sky.

The purpose of today's meeting is to present the project, outline the improvement alternatives for consideration, and gather input on various decisions points needed from community members.

Within this presentation, we will introduce the project and project team, provide a project overview, present our work on the existing conditions and the results from the public survey, discuss the improvement alternatives for consideration, and walk-through next steps.

## The Project Team



This project is led by the Cook County Department of Transportation and Highways and its consultant teams, including the lead consultant Benesch, and subconsultants, Metro Strategies, 2iM Group, Rubino Engineering inc., and Ardmore Roderick.



Before we dive into all the work the project team has been doing, we will provide an overview of the study area, goals, and timeline.

## Study Area and Goals

Pulaski Road from 159<sup>th</sup> Street in Markham to 127<sup>th</sup> Street in Alsip

- Improving safety and mobility for all users
- Enhancing pedestrian and bicycle accommodations
- Rehabilitating aging infrastructure
- Accommodating projected 2050 travel demands

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The study area is approximately four miles from 127<sup>th</sup> Street to 159<sup>th</sup> Street, and the corridor includes the following municipalities:

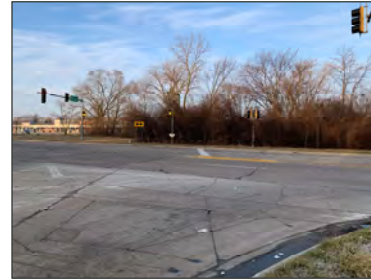
- Village of Alsip
- Village of Crestwood
- Village of Robbins
- Village of Midlothian
- City of Markham

The goals of the study include:

- Improving safety and mobility for all users
- Enhancing pedestrian and bicycle accommodations
- Rehabilitating aging infrastructure
- Accommodating projected year 2050 travel demands

## Study Background

- Pulaski Road is a vibrant corridor, extending through numerous communities and touching many land uses, from industrial to residential.
- The extensive use of the corridor has degraded its infrastructure and has impacted safety for all users.
- This study will evaluate and recommend various improvements to the transportation infrastructure, including the replacement of the bridge over the Cal-Sag Channel, roadway improvements and enhancements to pedestrian/bicycle accommodations.



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Pulaski Road extends through numerous communities and touches many land uses, from industrial to residential. The extensive use of the corridor has degraded its infrastructure and has impacted safety for all users. This study will evaluate and recommend various improvements to the transportation infrastructure, including the replacement of the bridge over the Cal-Sag Channel, roadway improvements, and enhancements to pedestrian/bicycle accommodations.

## Typical Phase I Process



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The typical engineering process includes three phases. The project team is currently in Phase I: Preliminary Engineering and Environmental Study, which is expected to last approximately 24-36 months. The graphic on this slide outlines the overall three step Phase I process, which includes both agency and community input throughout. The first step is to analyze the existing conditions to evaluate deficiencies and gather community input on the existing conditions, the second step is to take the analysis and community input received and develop proposed alternatives for consideration. This is where we are today. This meeting is a dedicated engagement activity to gather additional information to help the project team evaluate the proposed alternatives for consideration. Once evaluated, the project team will determine a single preferred alternative and then we will conduct another public information meeting focused on the details of the proposed alternative.

## Phase I Study Timeline



\* This timeline for design approval may change based on state and federal reviews of the proposed improvements.

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The graphic on this slide goes into further detail about the community engagement involved in this study. You can see in purple those three steps we discussed on the previous slide. The orange flags highlight the two public information meetings, and the blue flags denote that the project team will meet with our Corridor Advisory Committee four times throughout the project, two of those meetings have already been conducted to help the project team prepare the information you see today. This committee is a group of municipal representatives, local chambers of commerce, local institutions, park and environmental organizations, and transit agencies. This committee provides guidance and feedback to the project team throughout the study. As you can see the project team aims to obtain final design approval by fall of next year.





Next, we will review existing conditions.

## Existing Conditions Review



- 1 Roadway Configuration
- 2 Pulaski/Crawford Bridge
- 3 Multimodal Facilities
- 4 Traffic Conditions
- 5 Drainage Conditions

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During this section of the presentation, we will discuss five components of existing conditions in the corridor; the roadway configuration, Pulaski/Crawford Bridge over the Cal-Sag Channel, multimodal facilities, traffic conditions, and drainage conditions.

## Pulaski Road Corridor

- 4-lane arterial roadway with center median throughout
- Concrete pavement of varied condition
- Intermittent sidewalks
- 30-40 mph speed limit
- Varied surrounding land use
- Three structures
- Four stream crossings



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The Pulaski Road Corridor consists of a 4-lane arterial roadway with a center median and turn lanes at intersections. The concrete pavement condition varies, and sidewalk is intermittent. The speed limit is 40 mph through most of the corridor, except in Downtown Midlothian where it reduces to 30 miles per hour. Around the roadway the land use varies from highly industrial on the north end to residential and commercial south of the Cal-Sag with the Midlothian Meadows Forest Preserve at the southern end. The roadway also crosses over four waterways and under the I-294 tollway.

## Pulaski/Crawford Bridge over the Cal-Sag Channel

- Originally constructed in 1931, rehabilitated in 1971
- Parker-style truss bridge, eligible for listing on the National Register of Historic Places (NRHP)
- Steel truss main span extends 200-ft over channel, total bridge over 330-ft
- Carries 4 travel lanes with two sidewalks
- Frequent repair work required in recent years to maintain condition rating

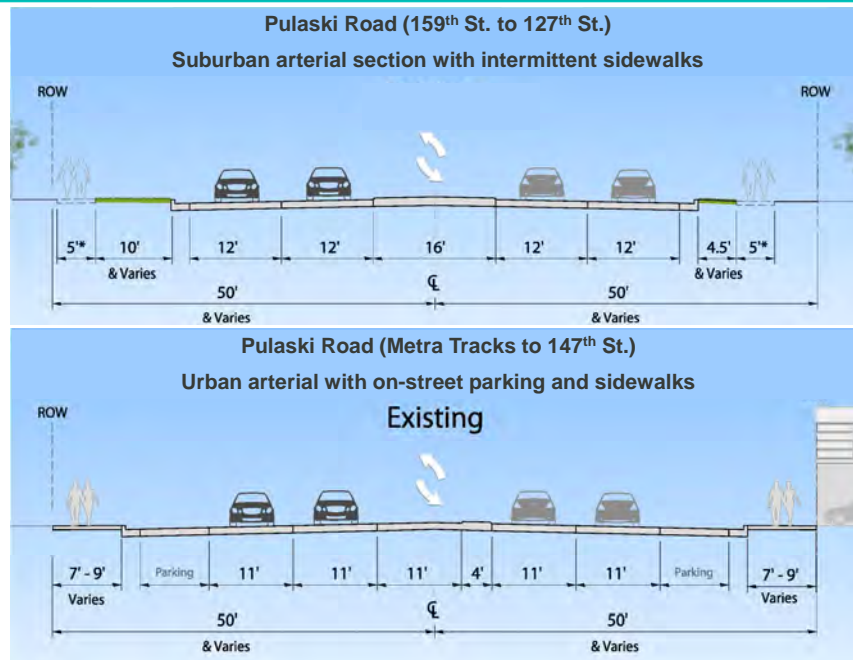


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The Pulaski/Crawford Bridge over the Cal-Sag channel is a key component in this project. Originally constructed in 1931, it has been rehabilitated and repaired frequently in recent years and is reaching the end of its useful life. The structure has been identified as a unique Parker-style truss bridge and is eligible for listing on the National Register of Historic Places. That is an important consideration for this study, as it qualifies the bridge as a historic resource, which is protected under federal law. Removal or modification of the bridge must be coordinated through the State Historic Preservation Office and completed in alignment with historic preservation guidelines.

The style of bridge is expensive and difficult to maintain, so improvement alternatives including both rehabilitation and reconstruction will be discussed today.

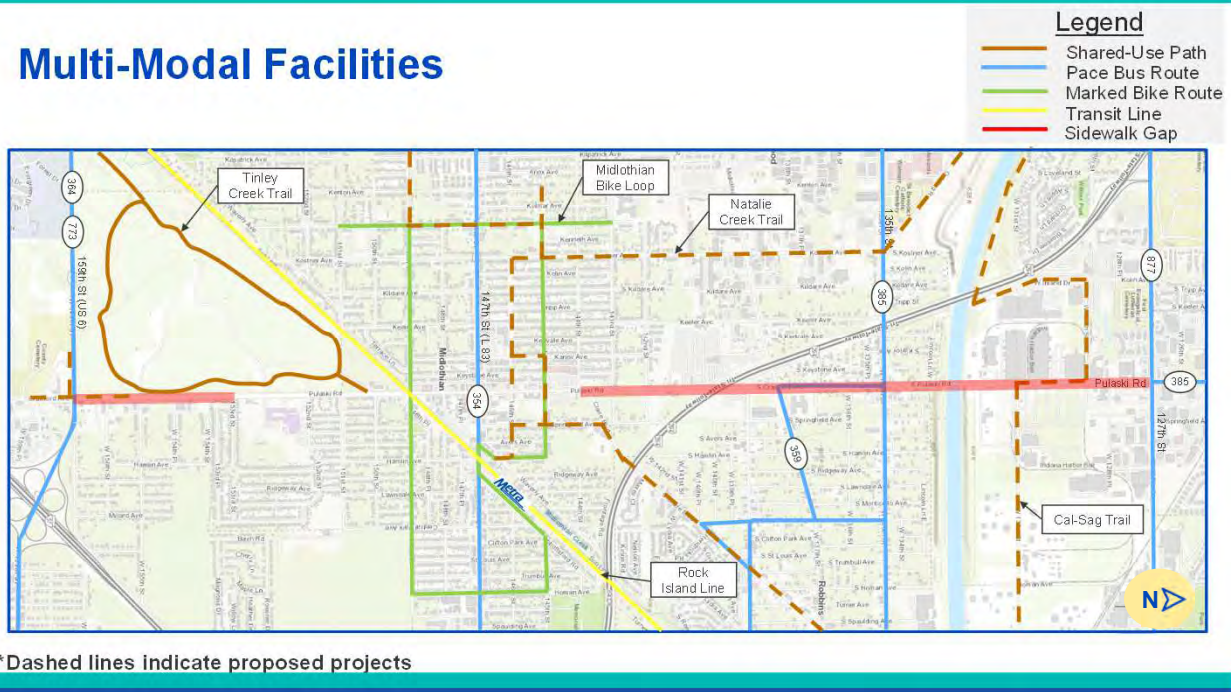
## Existing Roadway – Typical Cross Section



These images show you the typical roadway section – the majority of the roadway is the top section, with 12-ft lanes, a 16-ft center median and curb & gutter along the roadway with intermittent sidewalks on either side. This is a typical suburban arterial section.

The second image shows how the roadway changes in downtown Midlothian (from the Metra tracks to 147th Street) where the lanes are narrowed, and on-street parking is present. Also, wider sidewalks connect to stores and parking lots adjacent to the road. This is a typical urban arterial section.

## Multi-Modal Facilities



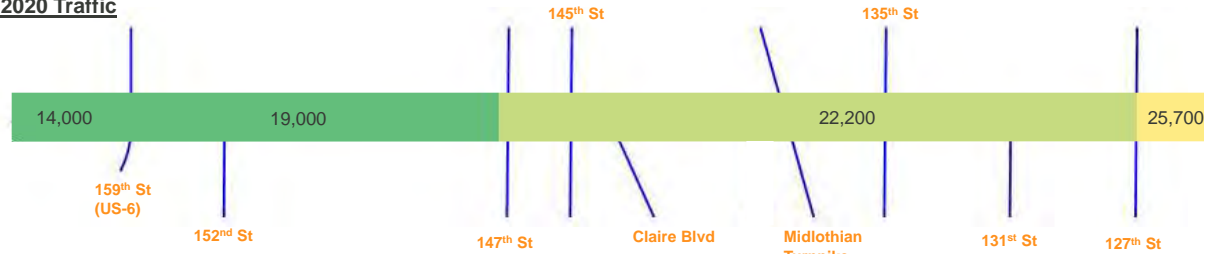
This map shows you the multi-modal facilities along the corridor. To align with Cook County's Long Range Transportation Plan, this study includes a review of multi-modal facilities to ensure that all modes of transportation are considered. As you can see, there are a number of regional trails along the corridor: the Tinley Creek Trail, Natalie Creek Trail and Cal-Sag Trail and Midlothian bike loop all connect to Pulaski Road. Additionally, a number of PACE routes and the Metra Rock Island line use the corridor. The red shaded area identifies sidewalk gaps, which is most of the corridor outside of Midlothian.

What this map demonstrates to us is a lack of north-south connectivity between these facilities, which primarily run east-west in this corridor.

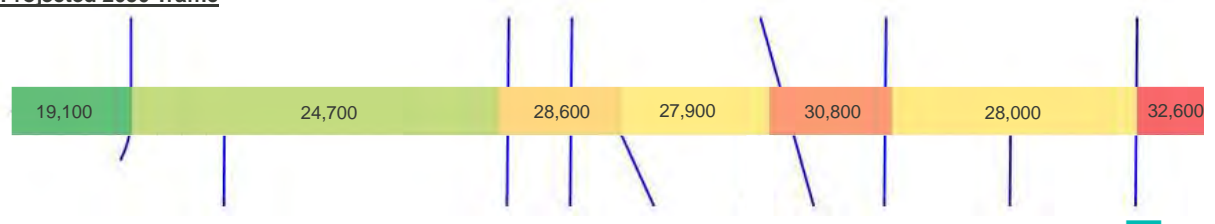
## Existing Traffic Conditions: Average Daily Traffic



### 2020 Traffic

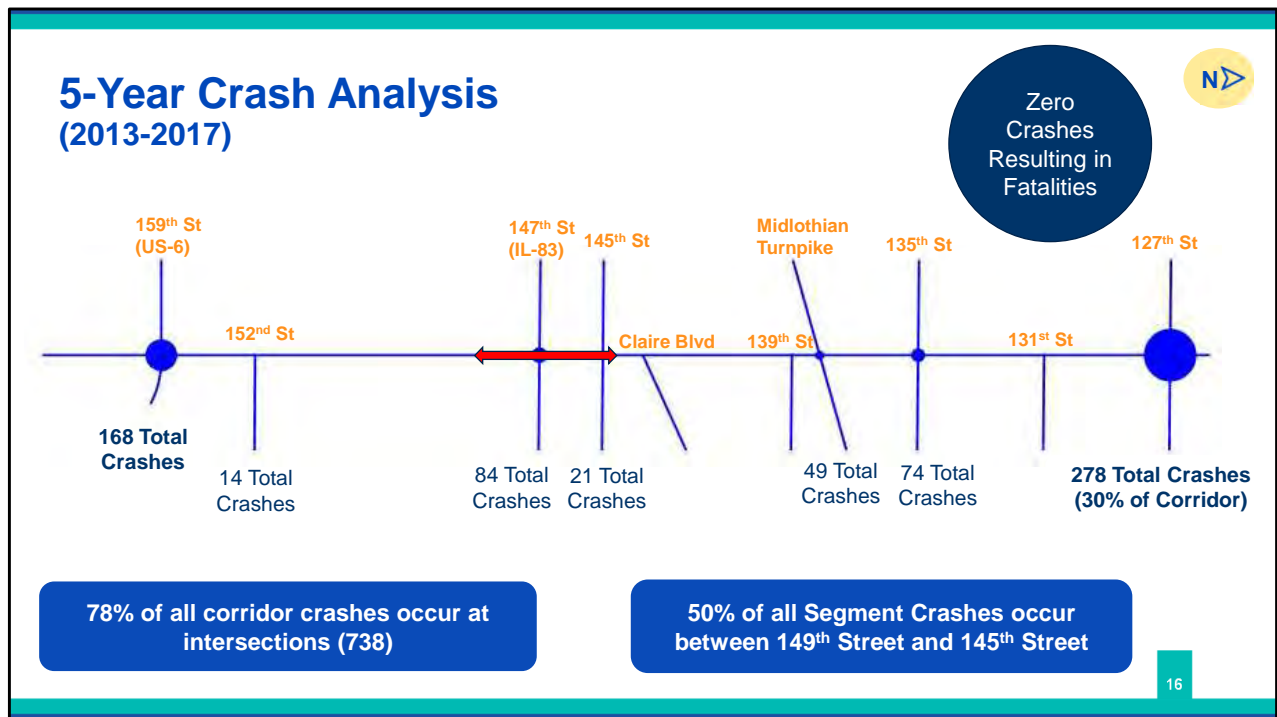


### Projected 2050 Traffic



Existing traffic ranges from 14,000 to 25,000 vehicles per day, with volumes higher at the north end than the south. Pre-pandemic traffic data was used along with growth projections from the regional planning agency to project traffic needs for the year 2050, which range from 20,000 to 30,000 vehicles per day. The 2050 volumes are used for long-term design of the corridor improvements.

As you approach 30,000 vehicles per day, you typically start to see the need for 3 travel lanes in each direction, instead of 2. The need for, and impacts of, widening the roadway is included in this study.



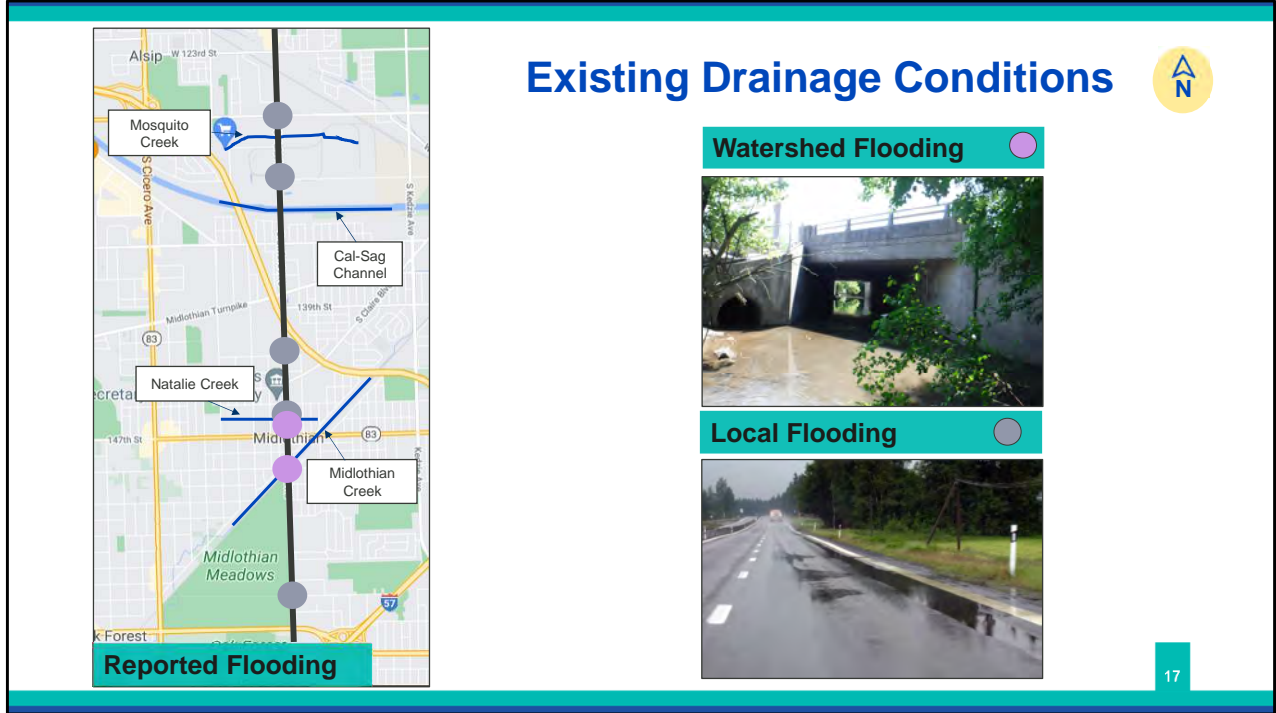
In the five-year crash analysis, we saw a total of 945 crashes, of which the vast majority occurred at intersections.

The intersection of Pulaski Road and 127<sup>th</sup> Street accounts for almost 30% of the crashes for the entire corridor.

The intersection at 159<sup>th</sup> Street and Pulaski Road had the second highest incidents of crashes – these will likely be improved by the IDOT intersection improvement project that is currently underway at that intersection.

The majority of non-intersection crashes occur between 149<sup>th</sup> Street and 145<sup>th</sup> Street, in downtown Midlothian, most likely due to the number of vehicles and access points along that section.

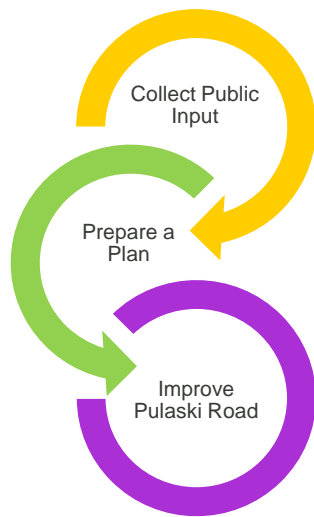




Existing flooding locations were documented through meetings with local stakeholders as well as the public survey. There are four waterways that cross Pulaski within our corridor and account for two types of flooding issues – local flooding and watershed flooding. Local flooding includes ponding on the roadway and manholes surcharging during storms. These issues can be resolved by the project through increasing pipe capacity and cleaning out drainage paths.

Watershed concerns extend beyond the limits of this project and cannot be fixed with the limited scope of a roadway project. Reported flooding along Midlothian Creek and Natalie Creek is regional in nature, and these issues will be coordinated with the Metropolitan Water Reclamation District to be addressed with regional flooding projects.

## Existing Conditions Public Survey 2020



Respondents' Priorities



Interactive Map Pins



Last year, as part of the existing conditions review the project team also conducted a public survey to gather additional information from the public and community near the corridor. As we discussed earlier, community input is critical to helping the project team better understand the corridor and the wants of those who use it. What we heard from the public survey is that of the options we provided as potential priorities, respondents were fairly even across the board; however, when looking at the categories themselves, corridor or roadway priorities make up over 60% of preferred priorities to improve Pulaski Road. As part of the public survey there was also an interactive map where participants could place a pin or comment on an existing pin. What we saw from the map was the majority of pins were about traffic and roadway concerns at the major intersections throughout the corridor and heavily focused on areas of poor roadway conditions and heavy traffic or congestion.

Pedestrian and Bicycle pins and comments were the next largest category and were spread throughout the corridor near the residential and commercial areas. These pins and comments focused on safety and access, specifically around desired areas to cross Pulaski Road.

The project team has focused the proposed alternatives for consideration around these two major themes. We will dive deeper into these alternatives in the next section.



We will now review the improvement alternatives.

## Design Alternative Considerations

Design alternatives presented today are high level concepts based on corridor, traffic and community needs. These concepts provide the project team with enough information to understand the general impacts associated with each alternative.

The prepared alternatives utilize standard dimensions from IDOT and DoTH design criteria to represent typical offsets, lane widths, sidewalk widths and shared use path widths.

Additional design details and impacts will be evaluated during the next stage of the study, after public feedback on the alternatives is received.

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Before we present the proposed alternatives, it is important to note that the alternatives we will show you today are high-level concepts based on corridor, traffic, and community needs. These concepts provide the project team with enough information to understand the general impacts associated with each alternative.

In general, the prepared alternatives for consideration utilize standard dimensions from IDOT and DoTH design criteria to represent typical offsets, lane widths, sidewalk widths, and shared-use paths widths.

Additional design details and impacts, including right-of-way and parking impacts, environmental impacts, as well as exact locations of the roadway, sidewalks, and shared-use paths, will be evaluated during the next stage of the study, after public feedback on the concept alternatives is received.

## Building Toward the Design Alternatives

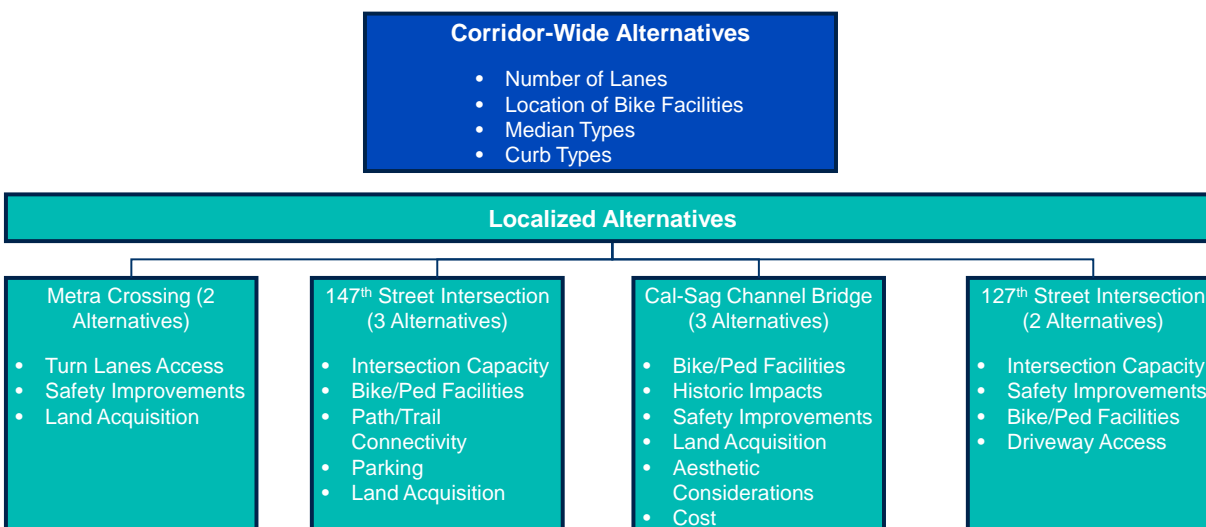


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As part of the Phase 1 process, the study is required to undergo a review of the environmental resources within the vicinity of the study area. These resources include special waste, biological, and cultural resources, such as historic bridges. The review of the existing conditions and environmental resources, as well as input received from the stakeholders and public survey guided the development of the Purpose and Need.

It is important to note that the feedback we received from the Corridor Advisory Committee and the public was that roadway conditions and pedestrian/bicyclist safety were the largest issues to address in the proposed alternatives. The project team paid specific attention to these concerns when developing the design alternatives.

## Proposed Alternatives



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Using that foundation, we looked at improvement alternatives for the corridor in a 2-step approach. First, we focused on corridor-wide elements, such as the number of travel lanes, location of bicycle facilities, median and curb types. These are the features that you generally want to be consistent along the four-mile corridor.

Then we drilled down to locations with a specific need or unique context and developed localized alternatives for those locations within the structure of the preferred corridor framework. First, I will review the corridor elements, and then we will go over the local alternatives.

## Corridor-Wide Alternatives: Typical Section



### Alternative 1 – Widen Pulaski Road

- 6 travel lanes with center median
- Additional turning lanes at intersections as needed
- Add sidewalks and off-road bicycle path
- Requires 10-20 feet of additional right-of-way along full corridor length



### Alternative 2 – Modernize Existing Typical Section

- 4 travel lanes with center median
- Additional turning lanes at intersections as needed
- Add sidewalks and off-road bicycle path
- Minimal impact to adjacent properties

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The primary corridor element is the number of travel lanes. As I mentioned previously, much of the corridor meets volume thresholds for a wider road, with three lanes in each direction. So, we developed concepts for both a “7-lane” section – that you see here on the left, and a “5-lane” section, which is shown on the right. Both options assume a center median that also functions as a turn lane at intersections, curb and gutter, and a sidewalk and path on either side of the roadway. When we analyzed the traffic more closely, we saw that most of the congestion is at a few major intersections, which can be mitigated through localized improvements. Also, the 7-lane section requires significant right-of-way impacts. We estimate 10-20 feet of right of way is needed along the full 4-mile corridor length, including demolition and relocation of 32 properties. Based on this the minimal operational improvement from the additional lanes does not appear to justify the associated impacts, so we



are recommending the 5-lane section moving forward.

## Corridor-Wide Alternatives: Bicycle Facilities



### Alternative 1 – Shared-Use Path

- Provides physical separation from vehicles
- Serves cyclists of all comfort levels
- Combines pedestrian and bicycle traffic
- Requires least amount of right-of-way



### Alternative 2: Bike Path with Sidewalk

- Provides physical separation between vehicles and cyclists
- Serves cyclists of all comfort levels
- Separates pedestrian and bicycle traffic
- More suitable for a central business district
- Requires more right-of-way than Alt 1



### Alternative 3: On-Street Bicycle Lanes

- Provides buffer space between vehicles and cyclists
- May include vertical separation
- Primarily serves experienced cyclists
- Requires most amount of right-of-way

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The next corridor-wide feature we evaluated is the location of bicycle facilities. To establish the north-south connectivity between the trails and destinations, it is preferable to have consistency in the pedestrian and bicycle infrastructure along the corridor. For an arterial roadway with this volume and speed limit, an off-street bicycle facility is generally recommended. We are considering two different types of off-street facilities:

Alternative 1 shows a shared-use path facility. This would be a 10-ft wide path for both pedestrians and bicyclists running adjacent to the roadway. This is a common application in a suburban setting, as it provides separation from vehicles which supports cyclists of all comfort levels and requires less right-of-way than other bicycle facility types. Based on the layout of the road and the trail connections, we are recommending this type of path be located on the west side of Pulaski Road for the corridor.

Alternative 2 is a similar application, providing off-street pedestrian and bicycle facilities, but it separates the pedestrians from the bicycles. This provides increased safety for locations where you have high pedestrian volumes combined with higher-speed bicyclists. It is most often used in urban settings, or central business districts. We are recommending that this facility be considered to provide north-south trail connectivity for bicyclists through downtown Midlothian, where the local businesses and Metra station increase the presence of pedestrians. It does require more right-of-way than the shared-use path, as it includes both a 5-ft sidewalk and an 8-ft bike path.

We also looked at on-street bicycle lanes though at this time we are not recommending them for the corridor. For this type of roadway, an on-street lane would need to include a buffer zone, separating the bicyclist from the cars, possibly with added vertical separation of a curb or flexible delineator. This required the most right-of-way and in general serves more experienced cyclists. On-street lanes also come with additional maintenance requirements, so for this corridor the off-street options are recommended over an on-street facility.

# Proposed Alternatives

## Corridor-Wide Alternatives

- Number of Lanes
- Location of Bike Facilities
- Median Types
- Curb Types

## Localized Alternatives

### Metra Track Crossing (2 Alternatives)

- Turn Lanes Access
- Safety Improvements
- Land Acquisition

### 147<sup>th</sup> Street Intersection (3 Alternatives)

- Intersection Capacity
- Bike/Ped Facilities
- Path/Trail Connectivity
- Parking
- Land Acquisition

### Cal-Sag Channel Bridge (3 Alternatives)

- Bike/Ped Facilities
- Historic Impacts
- Safety Improvements
- Land Acquisition
- Aesthetic Considerations
- Cost

### 127<sup>th</sup> Street Intersection (2 Alternatives)

- Intersection Capacity
- Safety Improvements
- Bike/Ped Facilities
- Driveway Access

Next, we will review the localized alternatives.

## Proposed Localized Alternatives

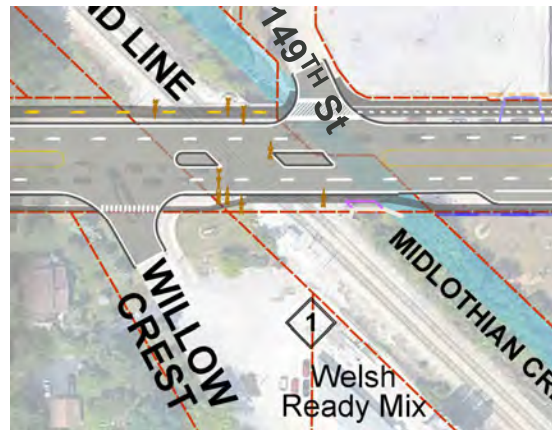


For a full overview of the corridor and alternatives, please view the videos and exhibits on the project website. The following slides are focused on four decision points on localized alternatives that require community input.

## Metra Track Crossing



Alternative 1 – Extended Center Medians



Alternative 2 – Maintain Existing Center Median Lengths

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The first localized alternative decision point is the Metra Crossing. This crossing is between Willow Crest and 149<sup>th</sup> Street. These two roads intersect Pulaski near the rail crossing, which is not ideal as a standard crossing would include a long center median for safety to avoid a potential back up of cars across the tracks. We have developed two alternatives at this location. The first is to extend the center medians to the standard length, which would restrict left turn access both into and out of Willow Crest, where it is currently fully allowed. It would also restrict left turns into and out of 149<sup>th</sup> Street. Currently left turns are allowed from 149<sup>th</sup> Street to northbound Pulaski, though left turns from Pulaski to 149<sup>th</sup> Street are prohibited.

Alternative two maintains the existing median lengths, which maintains the existing access configuration. Full access would be allowed to Willow Crest, and left turns would be allowed out of 149<sup>th</sup> Street. The only

difference from existing would be that the median shape is changed to physically prohibit left turns from Pulaski to 149<sup>th</sup> Street. Currently, only signage prohibits the turn.

We understand that restricting access to these roads may have negative impacts on the adjacent neighborhoods, especially Willow Crest, as it provides truck access to the Welsh Ready Mix facility. Therefore, we are considering both alternatives. It should be noted that coordination with the Illinois Commerce Commission, Metra and IDOT will be used in conjunction with public feedback when determining the preferred alternative design at this location.

Metra Track Crossing	Alternative 1	Alternative 2
Meets Standard Design Criteria	✓	
Improves Safety	✓	
Enables Full Left Turn Access at 149 <sup>th</sup>		
Enables Full Left Turn Access at Willow Crest		✓

In summary – Alternative 1 with extended medians best meets current safety and design criteria; however, it changes access which may have negative impacts on adjacent neighborhoods and streets.

Alternative two maintains the existing access configuration, but will require IDOT, ICC and Metra approvals as it does not follow the current median standard.

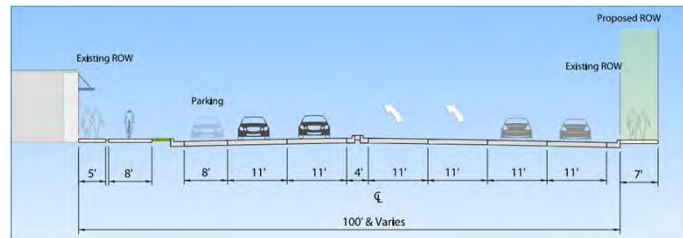
As stated previously, this is the first of four localized decision points throughout the corridor. These decision points highlight localized areas which have multiple design options. While these decision points will be evaluated to meet design standards and the needs of the area, community input is an important factor in the decision process. Particularly, on this decision point we are interested in the left turn use at these side streets.



## 147<sup>th</sup> Street Intersection – Downtown Midlothian

### Alternative 1 – Full Build-out

- Capacity improvements
- Sidewalks
- Bicycle path (west side)
- Maintains on-street parking
- Full building takes required



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Our second localized alternative centers around the 147<sup>th</sup> Street intersection. At this location you have a constrained right-of-way due to the many businesses built out in the area. You also have a high volume of traffic, and wide sidewalks with no parkway buffer.

We developed three alternatives for this area.

Dual left turn lanes along Pulaski Road are proposed to increase the capacity at this intersection. This change will improve traffic operations and reduce vehicle delays at the intersection but will remove parking on the east side of the road, between 148<sup>th</sup> Street and 147<sup>th</sup> Street. It also requires a curbed median to be constructed near the intersection, which will limit left turning access to businesses nearest to the 147<sup>th</sup> Street. This is consistent for all three alternatives.

Our first alternative, shown here, was developed to optimize the transportation needs, so it also includes a new southbound right turn

lane which improves operation further but requires right-of-way acquisition at the BP gas station. This right turn lane is not included in Alternatives 2 and 3, which both aim to provide improvements within the existing right of way, however, if desired the right turn lane shown here can be added to Alternatives 2 and 3. As you will see, the key difference between alternatives is the pedestrian, bicycle, and parking accommodations on the west side of Pulaski between 149<sup>th</sup> and 147<sup>th</sup> Streets.

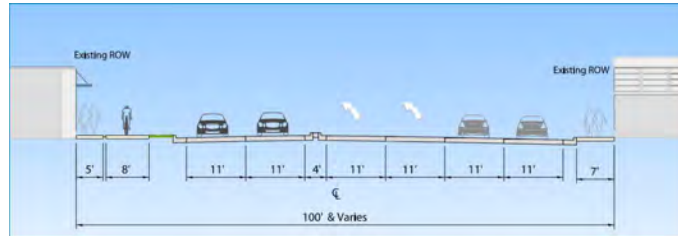
Alternative 1 provides sidewalks on both sides of the roadway as well as an exclusive bicycle path on the west side of the roadway. The primary purpose of the separated path is to provide north-south connectivity for commuter and recreational cyclists who may be traveling at higher speeds. By separating the path, the potential for crashes with pedestrians or open doors from adjacent businesses is reduced, which improves safety for all.

This alternative retains the existing on-street parking on both sides of the street south of the 147<sup>th</sup> Street intersection. Due to the increased width needed for this alternative, about 7 to 10 feet of additional right-of-way is needed and several existing properties on the east side of the roadway would be impacted – including full property acquisition of a vacant lot and the Former Chicago Sports and Cycle store.

## 147<sup>th</sup> Street Intersection – Downtown Midlothian

### Alternative 2 – Mobility Improvements

- Capacity improvements
- Sidewalks
- Bicycle path (west side)
- Removes some on-street parking



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In effort to reduce property impacts, we developed a second alternative for this area.

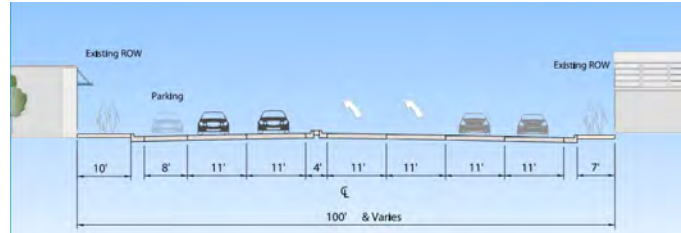
Sidewalks are still provided on both sides of the roadway as well as the exclusive bicycle path on the west side of the roadway. However, this alternative removes all of the existing on-street parking on the west side of Pulaski between 149<sup>th</sup> Street and 147<sup>th</sup> Street and retains only parking on the east side of Pulaski, south of 148<sup>th</sup> Street. This results in removal of over 30 parking spaces.

The benefits of this alternative are that it improves mobility and safety for all transportation users – vehicles, pedestrians and bicyclists. But it does remove local parking which can often be a priority for the local community.

## 147<sup>th</sup> Street Intersection – Downtown Midlothian

### Alternative 3 – Local Access

- Capacity improvements
- Sidewalks
- Maintains On-street parking
- No bicycle path from 149<sup>th</sup> to 147<sup>th</sup>



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Understanding the importance of parking to the local area, we developed a third alternative.

This alternative focuses on providing access to the local businesses through sidewalks and on-street parking.

The tradeoff in this alternative is that the exclusive bicycle path is removed, and the existing on-street parking is retained on the west side of Pulaski. The remaining area is not wide enough for bicycle and pedestrian facilities, so only a sidewalk would be provided. Bicyclists would be asked to walk their bikes for these from 149<sup>th</sup> Street to 147<sup>th</sup> Street, and the shared-use path will pick up again north of 147<sup>th</sup>.

Downtown Midlothian (149 <sup>th</sup> Street to 145 <sup>th</sup> Street)	Alternative 1	Alternative 2	Alternative 3
Improves Intersection Capacity	✓+	✓	✓
Provides Pedestrian and Bicycle Facilities	✓	✓	
Provides Regional Path/Trail Continuity	✓	✓	
Maintains West Side On-Street Parking	✓		✓
No Full Property Acquisition Required		✓	✓

In summary, each of the three alternatives address dueling priorities for the area. Alternative 1 attempts to address multiple priorities; however, this will require land acquisition and building demolition to accommodate the needed space. Alternative 2 aims to address the need for pedestrian and bicycle facilities as well as increases in intersection capacity making the intersection safer for all users; however, this alternative requires the removal of some of the on-street parking space. And finally, Alternative 3 attempts to focus on local access by maintaining the on-street parking, sidewalks and intersection capacity improvements; however, it would require cyclists to walk their bikes through this section or find alternative routes. The project team realizes that these are competing priorities and has developed the three alternatives for consideration to further evaluate which of these priorities best meets the needs and wants of the community.

## Pulaski/Crawford over Calumet-Sag Channel



Alternative 1 – Rehabilitate Existing Structure

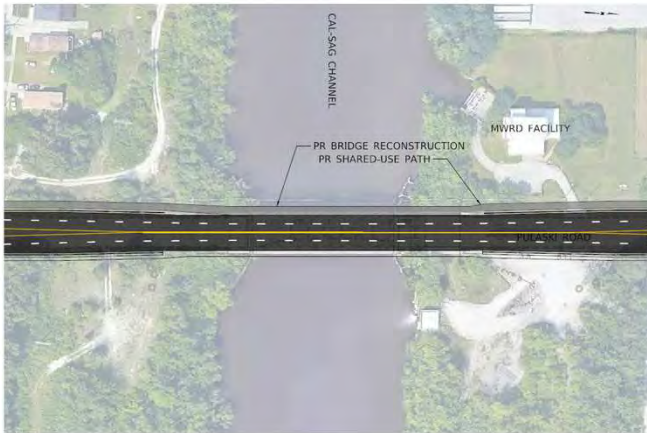
33

Our third localized alternative and decision point is at the Cal-Sag channel bridge. As noted previously, the existing structure is nearly 100 years old, and is reaching the end of its useful life. As one of the oldest structures of this type and one of three of its bridge type in Illinois, it is also a unique historic resource. On any transportation project, historic resources are protected under federal law, and the goal is to avoid or minimize impacts to environmental or historic resources. As an agency, Cook County is obligated to follow the process of evaluating the alternatives presented here. The improvement will need to balance the cost of extending the life of this structure with its historic and aesthetic contribution to the area.

The first alternative under consideration is major rehabilitation of the existing bridge. This would include replacement and repair of the deteriorated sections as well as widening of the west sidewalk to provide

a shared-use path. This alternative would have the least impact on the historic and aesthetic nature of the bridge. The drawbacks of this alternative are that it maintains the existing travel lane width, which is narrower than current standards, it maintains a high level of safety and maintenance burden for the County as a fracture-critical structure, and it is the most costly option from a life-cycle perspective.

## Pulaski/Crawford over Calumet-Sag Channel



\*aesthetic truss may be added

Alternative 2 – Reconstruct Structure

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The second alternative under consideration is replacement of the existing structure with a new girder-style structure. The roadway of the new structure would be about 3 feet higher than the existing roadway due to the change in structure type, and the bridge would be widened to meet current standards for lane widths, shoulders, sidewalks and shared use path. Crash barriers, aesthetic railings or even an aesthetic truss structures are options for visual enhancement of this alternative, but as it will remove the existing structure it would have a negative impact on a historic resource.

The primary benefits of this alternative is that it provides the greatest safety benefit and is the lowest cost from a life-cycle perspective.



## Pulaski/Crawford over Calumet-Sag Channel



Alternative 3 – New Roadway Structure with Conversion of Existing Structure

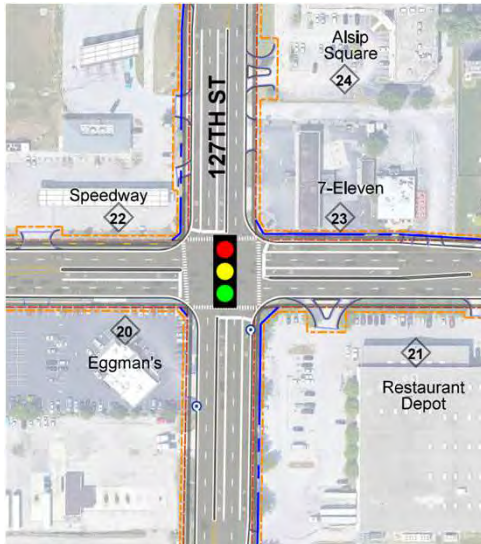
35

The third alternative under consideration is construction of a new structure adjacent to the existing structure to carry vehicles and repurposing of the existing truss structure to serve as a pedestrian and bicycle bridge. This would meet all current design criteria for roadway and multi-modal facilities, but it would introduce a curve into Pulaski Road, as the vehicles would have to go east around the existing structure. Using the existing the existing structure for pedestrians and bicyclists would avoid negative impacts to the historic nature and decrease the safety and maintenance burden of the structure type; however, the new roadway structure would be an additional structure to maintain. Additionally, the new roadway structure would be at a different elevation from the existing structure, so the view of the Canal looking east from the existing structure would be blocked by the new roadway structure.

Cal-Sag Channel Bridge	Alternative 1	Alternative 2	Alternative 3
Provides Pedestrian and Bicycle Facilities	✓	✓	✓
Maintains Existing Bridge Truss (Historic Resource)	✓		✓
Meets Standard Design Criteria		✓	✓
Does Not Require Land Acquisition	✓	✓	
Improves Safety		✓	✓
Cost	\$\$\$	\$	\$\$

In summary, the three alternatives, as at the 147<sup>th</sup> Intersection, aim to meet varying priorities of the area. Alternative 1 focuses on keeping the look and feel of the bridge with a major rehabilitation and widening the sidewalk for pedestrian and bicyclist connectivity; however, future maintenance of the bridge type makes this the most costly option. Alternative 2 is a full reconstruction of the bridge with a new type of bridge. This alternative is the least costly of the options and would provide a more modern structure with wider lanes, shoulders and pedestrian and bicycle facilities; however, would impact the historic nature of the bridge. If the community found the look and feel of the bridge to be a priority, there is an option to add a fake aesthetic truss structure, or other decorative elements. Alternative 3, aims to maintain the historic infrastructure and repurpose it for bicycle and pedestrian connectivity; however, would create a less direct path across the Cal-Sag channel for vehicles and would require impacts to properties.

## 127<sup>th</sup> Street Intersection – Intersection



Alternative 1 – Barrier Medians



Alternative 2 – Painted Medians

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Our last localized alternative is located at the intersection of 127<sup>th</sup> street in Alsip. At this intersection, the primary concern is for safety improvements. As noted previously, this intersection has highest number of crashes in the corridor. The crash history is likely due to the high traffic volumes and the many industrial driveways that are located close to the intersection.

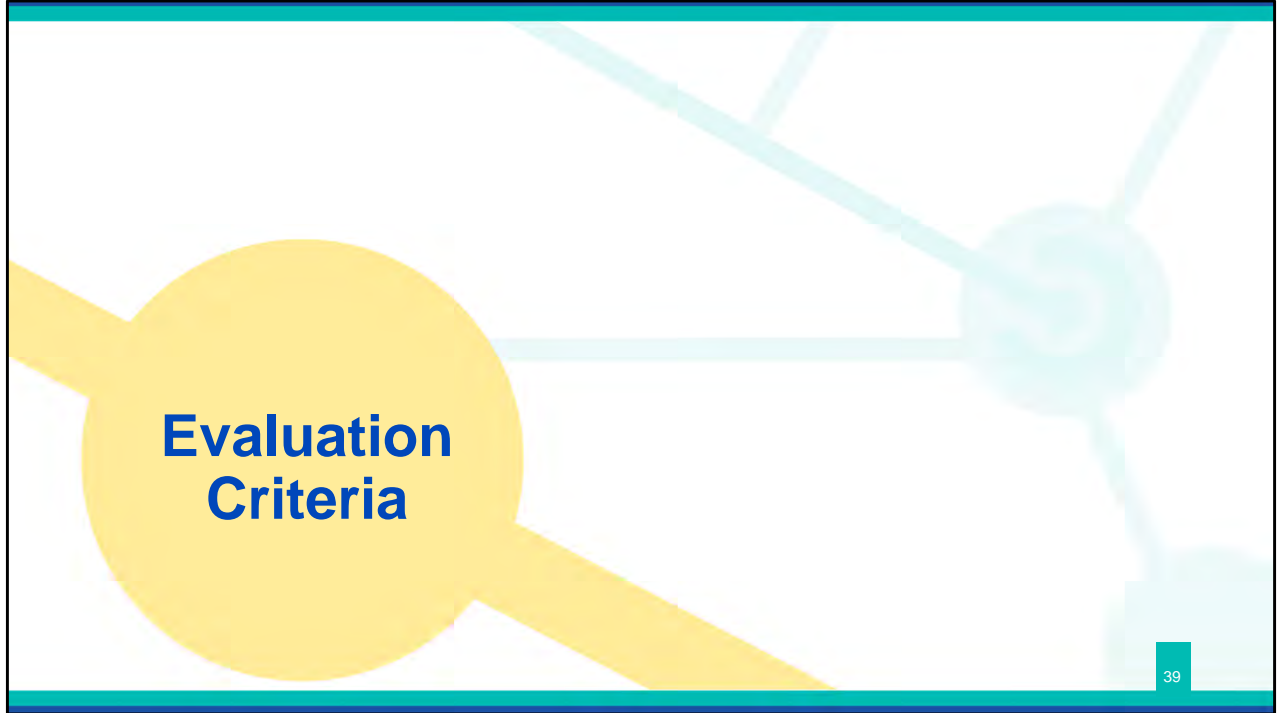
In order to provide safety improvements, we first looked at capacity and operational needs of the intersection. Both alternatives include the addition of right turn lanes and reconstruction of curbs to accommodate the large trucks moving through this intersection regularly. The first alternative introduces new higher curbed medians near the intersection. This median type will prohibit vehicles and trucks from crossing lanes of traffic near the intersection to enter and exit driveways, restricting access of driveways near the intersection to right-in/right-out. This will reduce

conflict points from left-turning vehicles and typically provides significant improvement in safety and crash reduction. Where barrier medians are proposed U-turns can be implemented.

The second alternative provides flush painted median instead of barrier medians. This is different than the existing median type, which is a low mounted median. It allows vehicles to turn across traffic into existing driveways, therefore maintains the current access configuration. This may be beneficial for business access but does not address the conflict points of the turning vehicles. Safety improvements at the intersection are limited to capacity improvements, improved striping and signage and signal upgrades.

127 <sup>th</sup> Intersection	Alternative 1	Alternative 2
Improves Capacity	✓	✓
Improves Safety	✓+	✓
Reduces Crash Conflict Points	✓	
Maintains Existing Access to Driveways		✓

In summary, Alternative 1 focuses on intersection improvements that aim to reduce crashes and increase safety and Alternative 2 focuses on maintaining business access.



Next, we will review the evaluation criteria of the alternatives for consideration.

## Evaluating the Proposed Alternatives

### Identified Needs

- Safety
- Mobility and Operational Efficiency
- Pedestrian/Bicycle Accommodations and Connectivity
- Upgrade Roadway and Drainage Infrastructure

### Potential Environmental Impacts

- Parks
- Trees
- Wetlands
- Historic Resources

### Potential Property Impacts

- Residential
- Commercial
- Recreational

### Accessibility

- Pedestrians
- Bicycles

### Cost

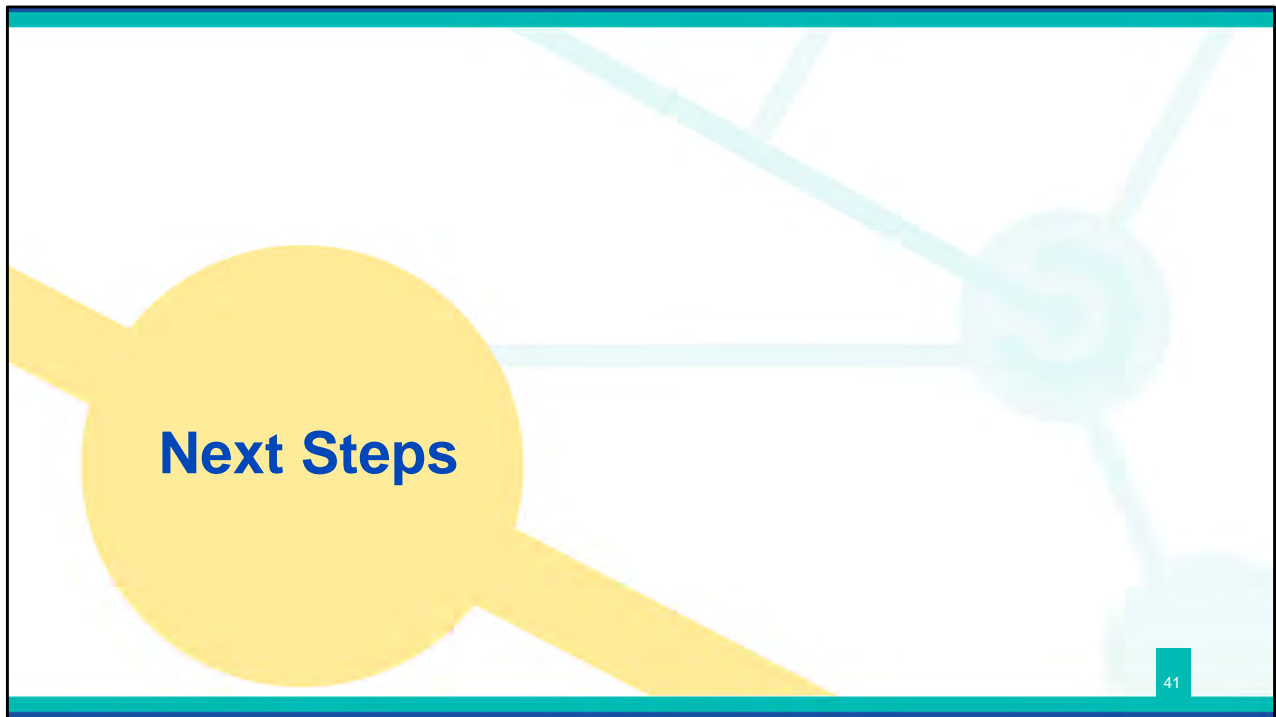
- Construction
- Maintenance

### Community Input

- Key Stakeholders
- General Public

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Listed here are the preliminary evaluation criteria for refining and finalizing a preferred alternative. The project team will consider safety, mobility and access, and pedestrian and bicyclist accommodations in conformance with the Americans with Disabilities Acts requirements. In addition, roadway and drainage needs, costs, and impacts to both properties and environmental resources within the study area will be considered. Your input will also be factored into the decision-making process.



Now we will wrap up with next steps.



## Next Steps

- Public comment period ends August 18, 2021
- Project team to review public comments and feedback and begin alternatives evaluation
- Alternatives' evaluation to occur through 2021
- Second public meeting to take place in spring 2022 (Preferred Alternative)
- Project updates to be provided via e-newsletter and on project website:

**ImprovePulaskiRoad.org**

**Please join us for the live Virtual Public Information Meeting at  
6:00 p.m. on July 28, 2021**

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Thank you for watching this presentation. We welcome you to review the project materials and provide comments. The official comment period will end on August 18<sup>th</sup>. The next slide will outline all the ways you can provide additional comments during that time period. If you have not already, we welcome you to register for the live virtual public information meeting on July 28<sup>th</sup>. We will take all feedback provided and evaluate the proposed alternatives for consideration presented today and conduct a second public information meeting to present the preferred alternative. In the meantime, the project team will provide updates on the project via an e-newsletter summarizing this meeting and the comments and responses received during the public comment period.

# Comment Period



Comments on the Public Information Meeting content will be accepted until August 18, 2021



Check out the project website: [ImprovePulaskiRoad.org](https://improvepulaskiroad.org)



Email the project team: [info@improvepulaskiroad.org](mailto:info@improvepulaskiroad.org)



Leave a message on the project phone line: (708) 277-9085



Mail in your comment form:

**Pulaski Road Study c/o Metro Strategies Inc.**  
17 N. State, Suite 850 Chicago, IL 60602

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You can provide comments by emailing the project team, leaving a message on the project phone line, or mailing your comments to the address on this slide.

## Thank you

Contact the project team:

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[ImprovePulaskiRoad.org](http://ImprovePulaskiRoad.org)

Thank you again for joining us for the first Pulaski Road Study Public Information Meeting.