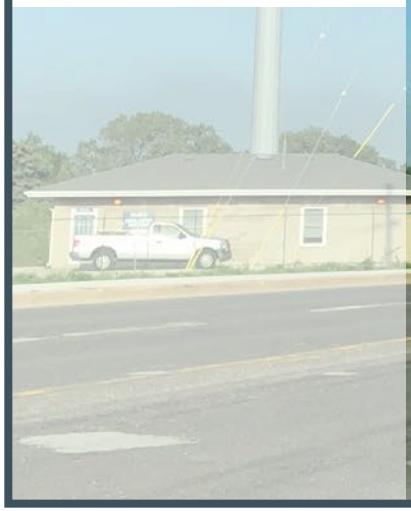
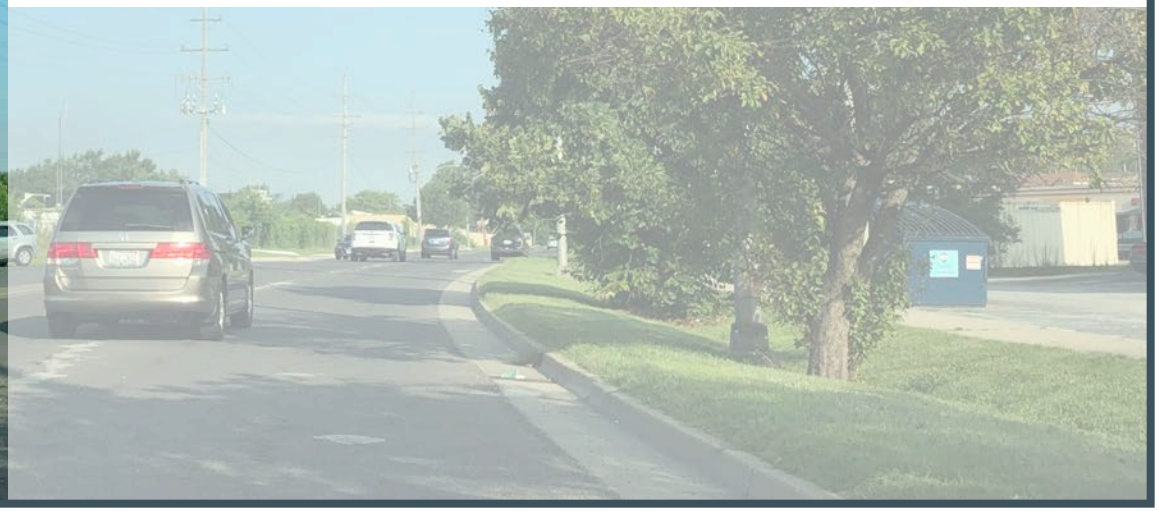
Calumet City

Dolton Road/ State Street Industrial Region

Dolton Road/State Street
CORRIDOR PLAN
August 7, 2020





The Dolton State Industrial Region (DSIR) Corridor Plan was prepared by Teska Associates, with support from Mott MacDonald.

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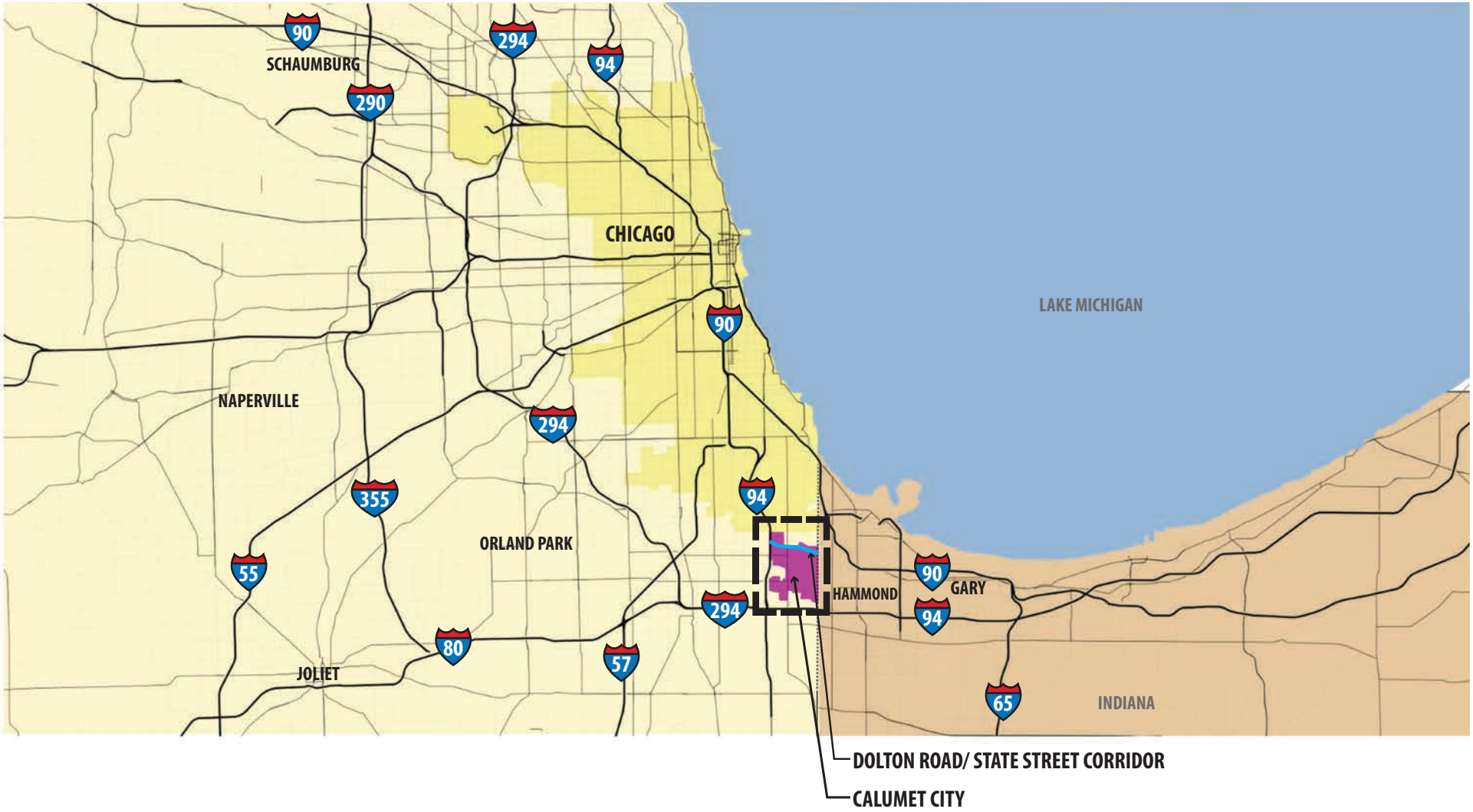


Calumet City

Dolton Road/ State Street Industrial Region

REGIONAL LOCATION MAP

Calumet City, IL

December, 2019

teska

1 INTRODUCTION

Calumet City is pursuing a corridor plan for the Dolton Road / State Street Industrial Corridor (DSIR) that is reflective of business vibrancy and community character. Spanning nearly three miles between Interstate 94 and State Line Road in Illinois, the DSIR Corridor serves some of the region's most successful industrial businesses, single-family and multi-family residences, commercial businesses and Forest Preserve open spaces.

The overall purpose of this corridor study is to make recommendations for roadway and right-of-way improvements to best serve the growing business community of the Dolton Road State Street Industrial Corridor. The goal of the study is to recommend solutions for a safe and efficient truck route while also meeting the community's goals of improving access to regional bike trails and enhancing the overall character of the corridor.

The corridor traverses the City of Calumet City and the Village of Burnham. As such, Calumet City staff has collaborated with Village of Burnham staff and leadership. Village of Burnham representatives have indicated that the corridor planning effort reflects current and past Village initiatives relative to complete streets, bike connectivity and corridor enhancements.

Both communities recognize the opportunities to develop Dolton Road / State Street as a vibrant mixed use corridor with regional connections to the market and natural open spaces.

Calumet City City Hall image credit: John J Watkins NWI Times

Calumet City Gateway Sign and Landscape, NW Corner of State Street and State Line

2 SUMMARY OF PAST PLANNING EFFORTS

The DSIR Corridor planning study builds upon past planning efforts by Calumet City and partner agencies. A brief summary of past planning efforts follows below:

Burnham Avenue Corridor Revitalization Plan
UIC Great Cities Institute (2019)

The corridor plan is the culmination of a public outreach program that addresses Burnham Avenue between State Street to the north and Michigan City Road to the south. The corridor plan includes an assessment of corridor demographics; existing land uses and zoning; and transportation and connectivity issues. Corridor recommendations address physical and policy improvements, including design enhancements to roadways and alleyways, private development opportunities, design guidelines, and business development initiatives such as the creation of a special service area and branding opportunities. Special focus is placed on reinforcing the intersection of Burnham Avenue and Memorial Drive as a community hub with pedestrian-friendly commercial uses. Burnham Avenue corridor initiatives may have an impact on the DSIR Corridor, including increased economic activity, connectivity and pedestrian uses.

Calumet Trail Expansion
South Suburban Mayors and Managers (2019)

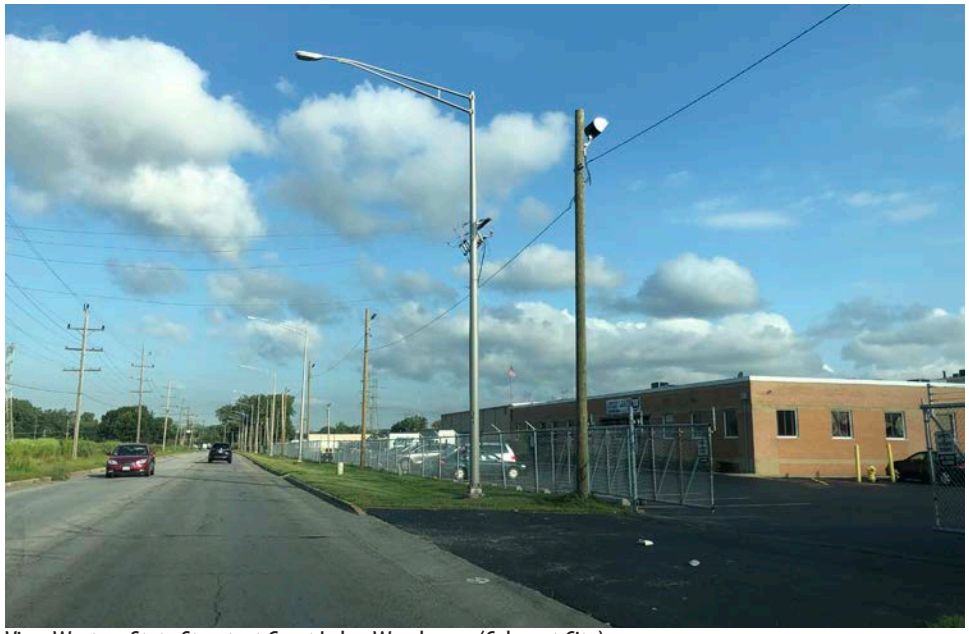
The Calumet Trail is a successful 26-mile long multi-use trail that stretches between Archer Avenue near Lemont, Illinois to the Burnham Greenway in Calumet City. Trail alignment plans have been approved by IDOT for the areas north of the DSIR Corridor, between Interstate 94 and the Burnham Greenway. The Burnham Greenway spans 5.3 miles from Calumet City north to Chicago. The Calumet Trail expansion is planned for public bidding in Spring 2020. As the trail project progresses, DSIR Corridor improvements should provide visible and functional connections between the corridor and trail through wayfinding signage, pavement crossings and designated bike access routes.

Sibley Boulevard / Torrence Avenue / State Street Tax Increment Financing (TIF) District Redevelopment Plan and Program
Calumet City (2019)

As a follow up to the City's comprehensive plan (adopted in 2015), the TIF District Redevelopment Plan (TIF Plan) encourages continued economic development within Calumet City. The plan builds upon the City's two existing Tax Increment Financing Districts to provide a framework for improvements and reinvestment within the project area over the next 23 years. The current TIF area encompasses the Sibley Boulevard, Torrence Avenue and State Street corridors. The plan documents recommended future land uses and development sites. The majority of the DSIR Corridor Plan falls within the TIF district and therefore eligible corridor improvements can be funded by TIF resources and appropriate. Eligible corridor improvements are detailed in the TIF plan. Eligible costs include, but are not limited to: planning studies, surveys, development plans, development site marketing initiatives, property acquisition, reconstruction and repair costs for existing public and private buildings and construction of public works improvements.

Calumet City Business Survey
Calumet City (2019)

Calumet City Staff initiated a survey to local businesses, the results of which were presented at the DSIR Corridor Stakeholder Meeting, August 15, 2019. Key takeaways suggest that local businesses are thriving in the DSIR Corridor, including over 900 full time and part time employees with trends towards expansion. Approximately 60% of businesses are headquartered in Calumet City and have been at their locations for approximately 40 years on average. Participating businesses reported a general satisfaction with access to highways and public infrastructure. Respondents reported concerns about area flooding and ingress/egress to facilities. DSIR Corridor improvements identify additional green space which can help to reduce surface runoff. In addition, clearly defined roadway edges and wayfinding signage can improve access to and from facilities.



View West on State Street, at Great Lakes Warehouse (Calumet City)

Strip Commercial at NE Corner of Bensley Avenue and State Street (Village of Burnham)

3 CORRIDOR PLANNING PROCESS AND PROJECT GOALS

The corridor planning efforts were guided by Calumet City Staff. Coordination with Calumet City's consulting engineer, Mott MacDonald, occurred throughout the planning process.

Corridor Stakeholder Workshop, August 15, 2019

Representatives from Calumet City, Teska and Mott MacDonald participated in a stakeholder workshop on August 15, 2019 at the Calumet City Public Safety Training Center, 24 State Street. During the stakeholder workshop, the team discussed corridor issues and opportunities with corridor businesses, including representatives from Meats by Linz, Doreen's Pizza, Gelita, Hasse Construction Company, Advance Products Inc., and Faure Brothers Corporation. Key issues and opportunities discussed during the meeting include:

1. Continue to support truck traffic along the corridor
2. Consider eliminating unused on-street parking
3. Accommodate pedestrians/bikes with an off-street multi-use path that is separated from truck traffic
4. Improve the overall appearance and condition of the roadway

Following the stakeholder workshop meeting, the corridor plan development included collaborations with City staff and Mott MacDonald via teleconferences and face-to-face design reviews. The following project goals were identified to guide the plan:

1. Address both sides of the corridor, including coordination with the Village of Burnham.
2. Accommodate automobile and truck traffic; Promote safer pedestrian and bicyclist access.
3. Reduce pavement widths and redefine roadway edges as practical to increase corridor green space.
4. Maintain existing utility poles and light poles to minimize impacts to infrastructure.
5. Build upon the City's gateway signage with additional wayfinding and community identity signs.
6. Promote a sense of place in the commercial districts through private property enhancements.

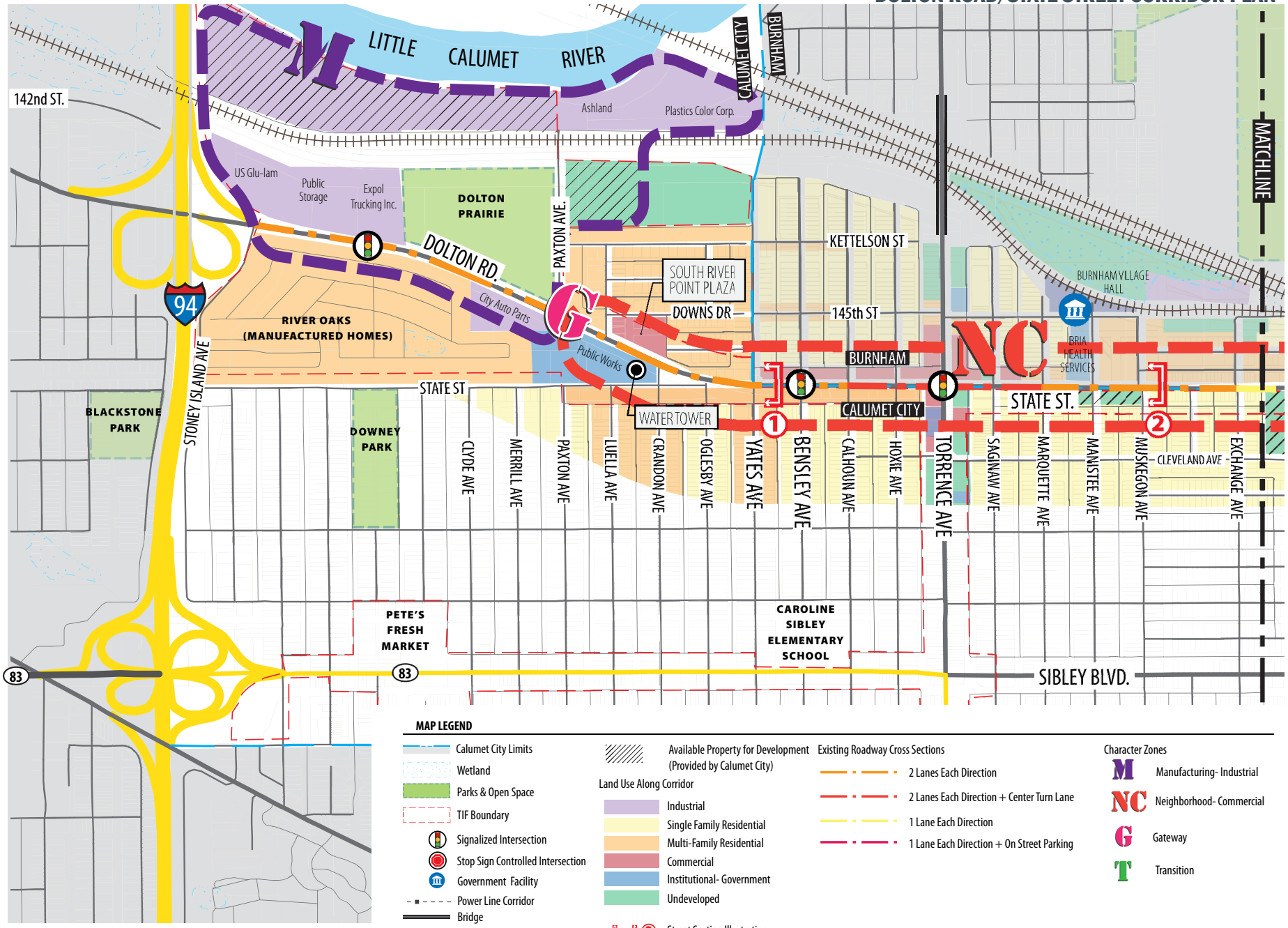
4 CURRENT CORRIDOR CONDITIONS

The Dolton Road and State Street Corridor serves as an important truck route and community access for businesses and residents of both Calumet City and the Village of Burnham. Approximately three miles long, the study area is an east-west transect between Interstate 94 and the Illinois-Indiana border at State Line Road. The roadway bisects the corridor in such a way that the land uses are generally divided with industrial land uses to the north, supported by the Little Calumet River and railroads, and residential land uses to the south of the corridor. A major variance to this pattern occurs between Paxton Avenue and Alice Avenue, where there is a residential and commercial area along the northern side of State Street.

A significant portion of this neighborhood falls within the limits of the Village of Burnham. There are two pieces of Forest Preserve District of Cook County property along the roadway, the Dolton Prairie and the Calumet City Prairie and Marsh Nature Preserve. Part of the study area includes lands within Calumet City's Sibley Boulevard/Torrence Avenue/State Street Tax Increment Financing (TIF) district.

Multi-Family Residential, NW corner of State Street and Yates Avenue (Calumet City)

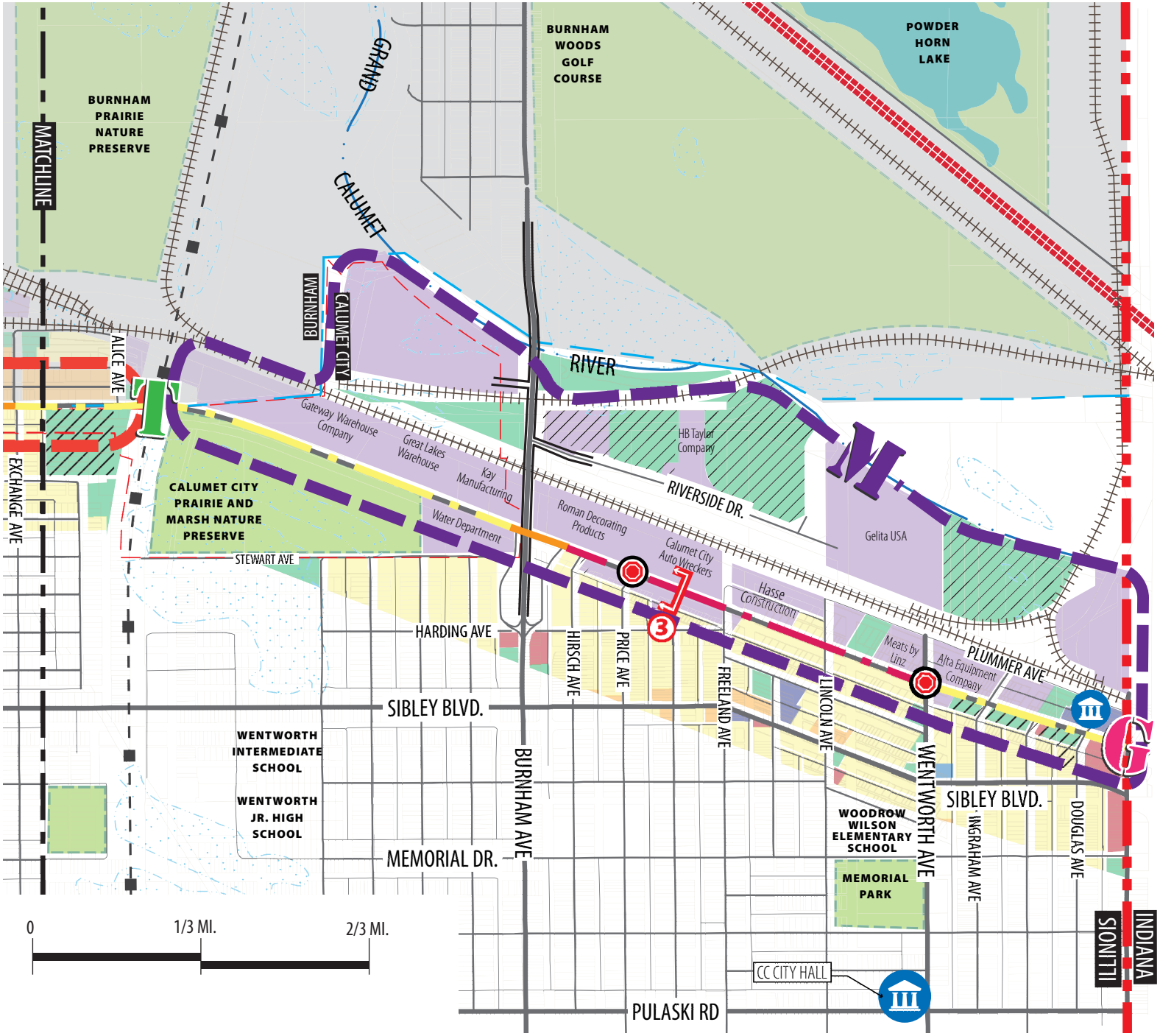
State Lumber Company, East of Freeland Avenue on State Street (Calumet City)



Dolton Road/ State Street Industrial Region

Dolton Road/ State Street Corridor **EXISTING CONDITIONS**

Calumet City, IL Page1 of 2 December, 2019



Existing Conditions Map, Page 2 of 2

DOLTON ROAD/STATE STREET CORRIDOR PLAN

Calumet City

Dolton Road/ State Street Industrial Region

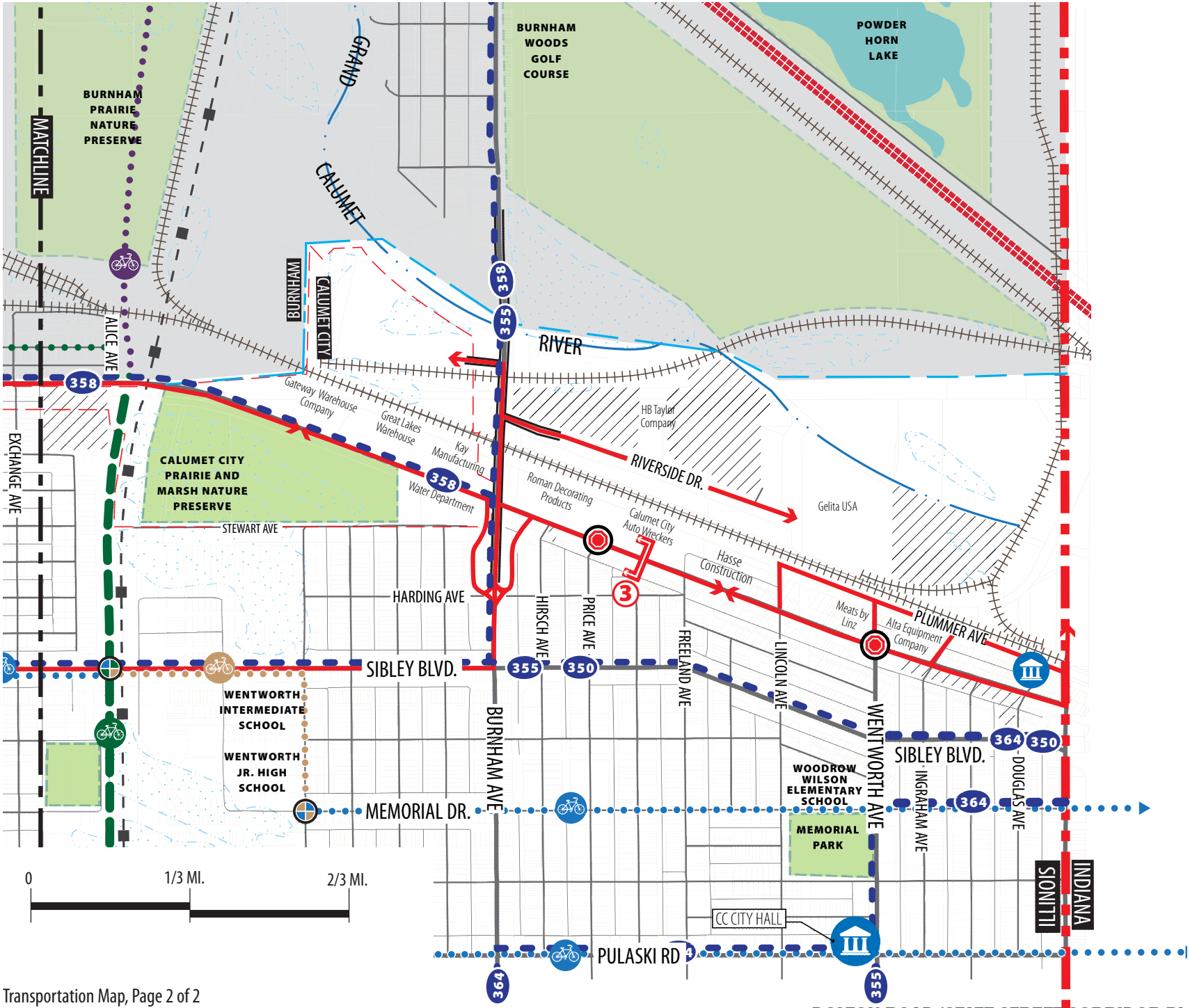
Dolton Road/ State Street Corridor

Calumet City, IL

TRANSPORTATION

December, 2019

teska



Transportation Map, Page 2 of 2

TRANSPORTATION

The study corridor is served by Pace Bus Routes 355 and 358 which connect Calumet City with the Metra South Shore Line at the Chicago IL, Hegewisch Station. Pace Route 350 rides along Sibley Blvd, south of the corridor, and connects to the Metra Electric line at the Harvey, IL 147th Street Station.

Two major Chicago Southland bike trails, the Cal-Sag trail and the Burnham Greenway, connect within the study area. Calumet City has also planned for connections to trails in neighboring Hammond, Indiana, the Monon Trail and the Erie Lackawanna Trail, via proposed wayfinding signage and on-street bike routes.

Dolton Road / State Street includes the following functional roadway classifications per the Illinois Department of Transportation (IDOT):

- I-94 to Burnham Ave: Minor Arterial
- Burnham Ave to S State Line Road: Major Collector

Defining traffic patterns include the intersections of Dolton Road and Paxton Avenue, State Street and Torrence Avenue, and State Street and Burnham Ave, where trucks turn north to access industrial businesses. The network of railroads north of the corridor make access to overpasses a vital concern for businesses, especially those along Riverside Drive.

Pace Bus on State Street

Terminus of Burnham Greenway at State Street

5 PROPOSED CORRIDOR PLAN

VEHICULAR TRAFFIC FUNCTIONS

Proposed roadway and right-of-way improvements have been determined in consult with Mott MacDonald and Calumet City staff. Existing locations of streetlights and power lines have been taken into consideration and the changes proposed here do not require major relocations of either utility. Described as if traveling from west to east, the following roadway changes are recommended:

Dolton Road, I-94 to Marquette Ave

Reconstruct the existing roadway section, which includes 4 lanes of traffic (2 lanes in each direction). The roadway tapers to accommodate 5 lanes at the Torrence Avenue intersection. The Torrence Avenue intersection should be improved to better accommodate pedestrian circulation, including enhanced pavement striping, improved accessible curb ramps and pedestrian countdown timers at the traffic signals.

State Street, Marquette Ave to Manistee Ave:

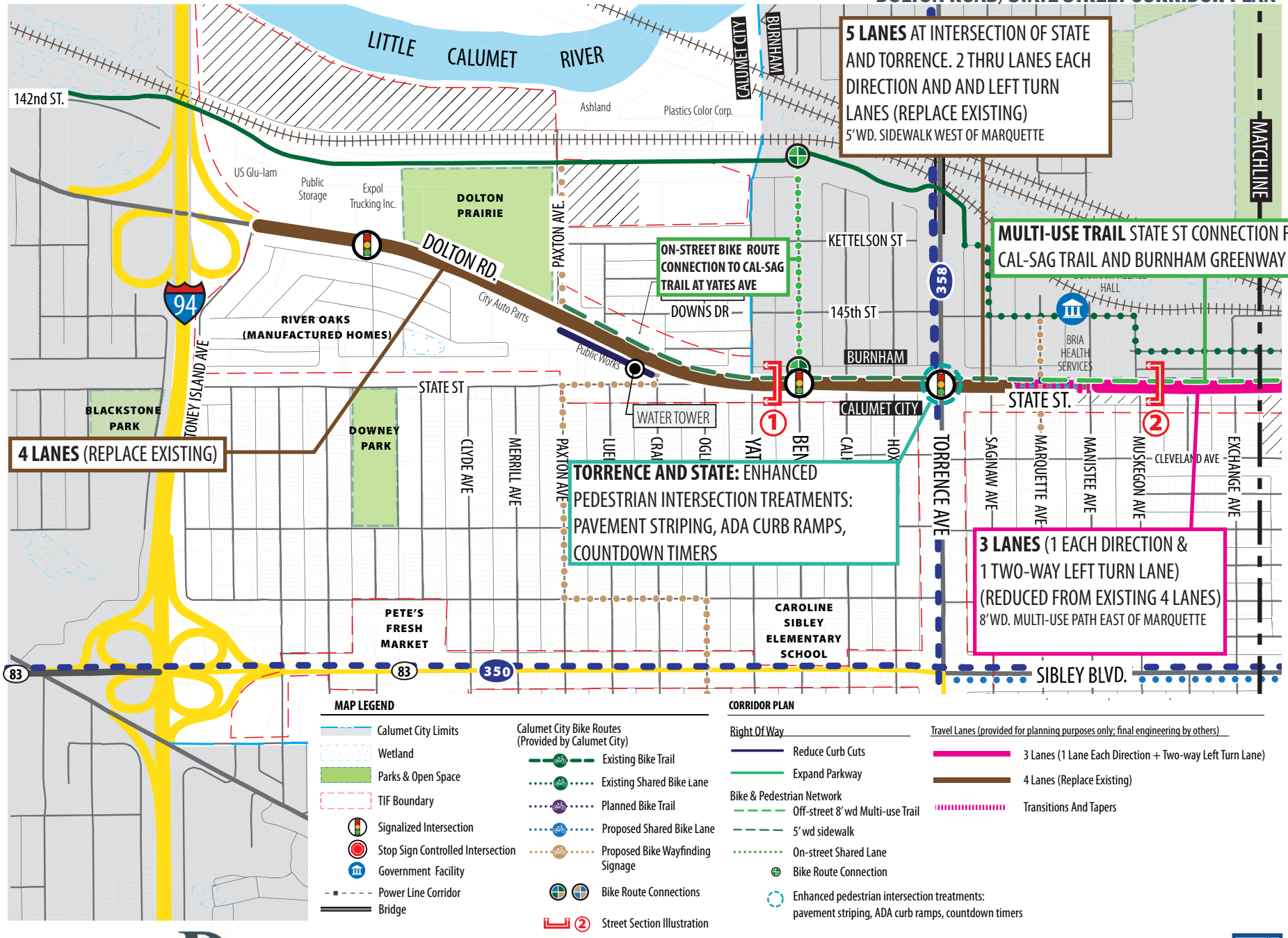
Between Marquette Ave and Manistee Ave, the roadway will transition from 4 lanes to 3 lanes (1 lane in each direction and a center turn lane), in order to accommodate turning movements at the important intersection of Torrence Ave and State Street. The proposed intersection concept includes dedicated right and left turn lanes and 1 through lane from each direction.

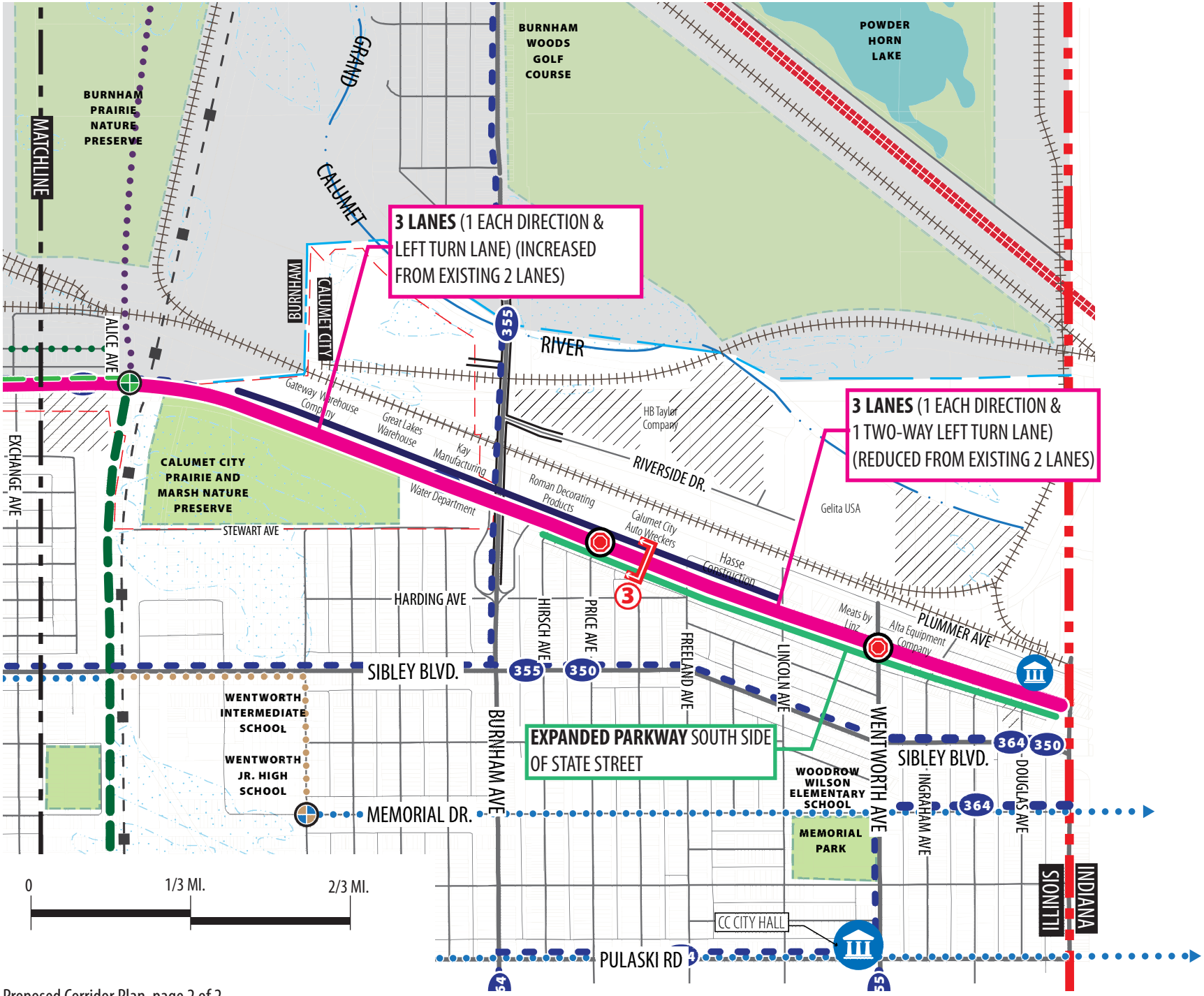
West of Marquette, State Street includes a 5' wide sidewalk. East of Marquette, State Street includes an 8' wide multi use path. The multi use path connects to the proposed Bike Route that extends north-south along Marquette Ave. Signal timing and crosswalk treatments will need to be addressed to ensure the safety of pedestrians and bikers at this intersection.

State Street, Manistee to Burnham Ave

The roadway is reconstructed as a 3-lane section—1 lane in each direction with a center two-way-left-turn lane. The multi-use path continues along the north side of the roadway until it meets the planned connection to the Burnham Greenway. Near Manistee Ave, residential rear and side yards abut the right-of-way. At these locations, property owners are encouraged to improve fencing and/or landscaping with trees and/or shrubs.

West of Exchange Ave is natural transition from the Neighborhood Commercial Zone to the Manufacturing Zone. The Burnham Greenway is a naturalized forested corridor that follows a former rail corridor as well as high frequency power lines. This green buffer provides a physical threshold between the zones. Burnham Greenway currently ends when it reaches State Street. Future plans extend this greenway to the north, including a proposed crossing at State Street. Special consideration for signage and crosswalk pavement treatments are required to support a safe crossing in this area.


LITTLE CALUMET RIVER
142nd ST.
Ashland
Plastics Color Corp.
US Glu-lam
Public Storage
Expol Trucking Inc.
DOLTON PRAIRIE
DOLTON RD.
PAXTON AVE.
CALUMET CITY
BURNHAM
MATCHLINE
94
RIVER OAKS (MANUFACTURED HOMES)
City Auto Parts
Public Works
TONEY ISLAND AVE
BLACKSTONE PARK
DOWNEY PARK
STATE ST
WATER TOWER
KETTELSON ST
DOWNS DR
145th ST
358
BRIA HEALTH SERVICES
CLYDE AVE
MERRILL AVE
PAXTON AVE
TORRENCE AVE
SAGINAW AVE
MARQUETTE AVE
MANISTEE AVE
MUSKEGON AVE
CLEVELAND AVE
EXCHANGE AVE
PETE'S FRESH MARKET
CAROLINE SIBLEY ELEMENTARY SCHOOL
83
350
SIBLEY BLVD.
5 LANES AT INTERSECTION OF STATE AND TORRENCE. 2 THRU LANES EACH DIRECTION AND AND LEFT TURN LANES (REPLACE EXISTING)
5'WD. SIDEWALK WEST OF MARQUETTE
MULTI-USE TRAIL STATE ST CONNECTION FOR CAL-SAG TRAIL AND BURNHAM GREENWAY
ON-STREET BIKE ROUTE CONNECTION TO CAL-SAG TRAIL AT YATES AVE
4 LANES (REPLACE EXISTING)
TORRENCE AND STATE: ENHANCED PEDESTRIAN INTERSECTION TREATMENTS: PAVEMENT STRIPING, ADA CURB RAMPS, COUNTDOWN TIMERS
3 LANES (1 EACH DIRECTION & 1 TWO-WAY LEFT TURN LANE) (REDUCED FROM EXISTING 4 LANES)
8'WD. MULTI-USE PATH EAST OF MARQUETTE
STATE ST.
MAP LEGEND
Calumet City Limits
Wetland
Parks & Open Space
TIF Boundary
Signalized Intersection
Stop Sign Controlled Intersection
Government Facility
Power Line Corridor
Bridge
Calumet City Bike Routes (Provided by Calumet City)
Existing Bike Trail
Existing Shared Bike Lane
Planned Bike Trail
Proposed Shared Bike Lane
Proposed Bike Wayfinding Signage
Bike Route Connections
Street Section Illustration
CORRIDOR PLAN
Right Of Way
Reduce Curb Cuts
Expand Parkway
Bike & Pedestrian Network
Off-street 8' wd Multi-use Trail
5' wd sidewalk
On-street Shared Lane
Bike Route Connection
Enhanced pedestrian intersection treatments: pavement striping, ADA curb ramps, countdown timers
Travel Lanes (provided for planning purposes only; final engineering by others)
3 Lanes (1 Lane Each Direction + Two-way Left Turn Lane)
4 Lanes (Replace Existing)
Transitions And Tapers



Proposed Corridor Plan, page 2 of 2

VEHICULAR TRAFFIC FUNCTIONS (CONT'D)

As the corridor moves into the a Manufacturing Zone, the roadway remains 3 lanes. Near the Calumet City Prairie and Marsh Nature Preserve, the Forest Preserve occupies most of the property along the south side of the roadway.

Curb cut reductions, Nature Preserve to Lincoln Ave.

Along the north side of State Road, between the Calumet City Prairie and Marsh Nature Preserve and Lincoln Ave, opportunities exist to reduce curb cuts. Curb cut reductions would improve the edge conditions of the roadway and minimize traffic conflicts along State Street. These modifications require coordination with property owners.

State Street, Burnham Ave to State Line Road

East of Burnham Ave the roadway will be reconstructed as a 3-lane roadway section (1 lane in each direction + 1 center turn lane). Existing conditions at this section of roadway is 2 lanes with on-street parking on both sides of the street. This corridor section is a manufacturing priority area, supported by significant truck traffic. In addition, residential properties exist along the south side of the roadway. The recommendation for this eastern corridor area is to remove on-street parking and reconstruct the roadway with a 3-lane section (1 lane in each direction + 1 center turn lane.) These improvements would result in increased parkway widths along the south side of the roadway. The expanded parkway is an opportunity to introduce trees, pedestrian lighting, signage and identity features to the roadway, and a buffered sidewalk for pedestrians. Additionally, this will improve the visual entrance to Calumet City from the east, as well as the overall look and feel of the corridor.

BIKE ROUTES

The Dolton Road/State Street Industrial corridor is in an area rich with regional bike facilities. The Cal-Sag Trail and the Burnham Greenway intersect the corridor and provide bicycle access to destinations throughout the Calumet Region. Within Calumet City, the Burnham Greenway connects the Calumet City Prairie and Marsh Nature Preserve with the Green Lake Family Aquatic Center, Green Lake Woods and the Sand Ridge Nature Center. Continuing south the Burnham Greenway links with the Thorn Creek Trail System. Planned signage and on-street bike lanes will link the Burnham Greenway to trails in neighboring Hammond Indiana—the Monon and the Erie Lackawanna Trails. There are also concept plans to connect this segment of the Burnham Greenway with the northern segment, which would create access to Calumet Park and link up to Chicago's Lake Shore path.

The Cal-Sag trail extends from Sag Quarries in Lemont, IL to the Burnham Greenway trailhead at State Street/Calumet City Prairie and Marsh Nature Preserve in Calumet City. At Sag Quarries the trail links to the Centennial Trail along the Des Plaines River and the I&M Canal Trail, which travels along the historic waterway all the way to the Peru, IL, where the canal meets the Illinois River. A system of bike friendly roads and trail connections can take a cyclist to Davenport Iowa, and beyond.

The segment of the Cal-Sag Trail within the Dolton Road/State Street Industrial Region corridor will be on railroad right-of-ways and side streets, connecting with the Burnham Greenway near Alice Ave. This plan proposes providing an additional link between these trails with the off-street multi-use path within the Dolton Road/ State Street right-of-way at key locations. This link would be more direct than the existing Cal-Sag Trail side street route, and will better connect the businesses and residents of this area to the network of regional bike routes.

PRECEDENT: OFF-STREET BIKE FACILITY

Washington County, Oregon image credit: BikePortland.com

The corridor plan proposes an off-street bike trail within the existing public right-of-way. An example of this facility is pictured above.

SIGNAGE PROGRAM

A signage program is proposed as a part of the effort to improve the overall character of the corridor. DSIR gateway features and wayfinding signature designed to complement the existing Calumet City gateway monuments will help to create a cohesive brand across the corridor, helping to create a sense of identity for the place and to attract businesses to the industrial region.

EXISTING GATEWAY SIGNS

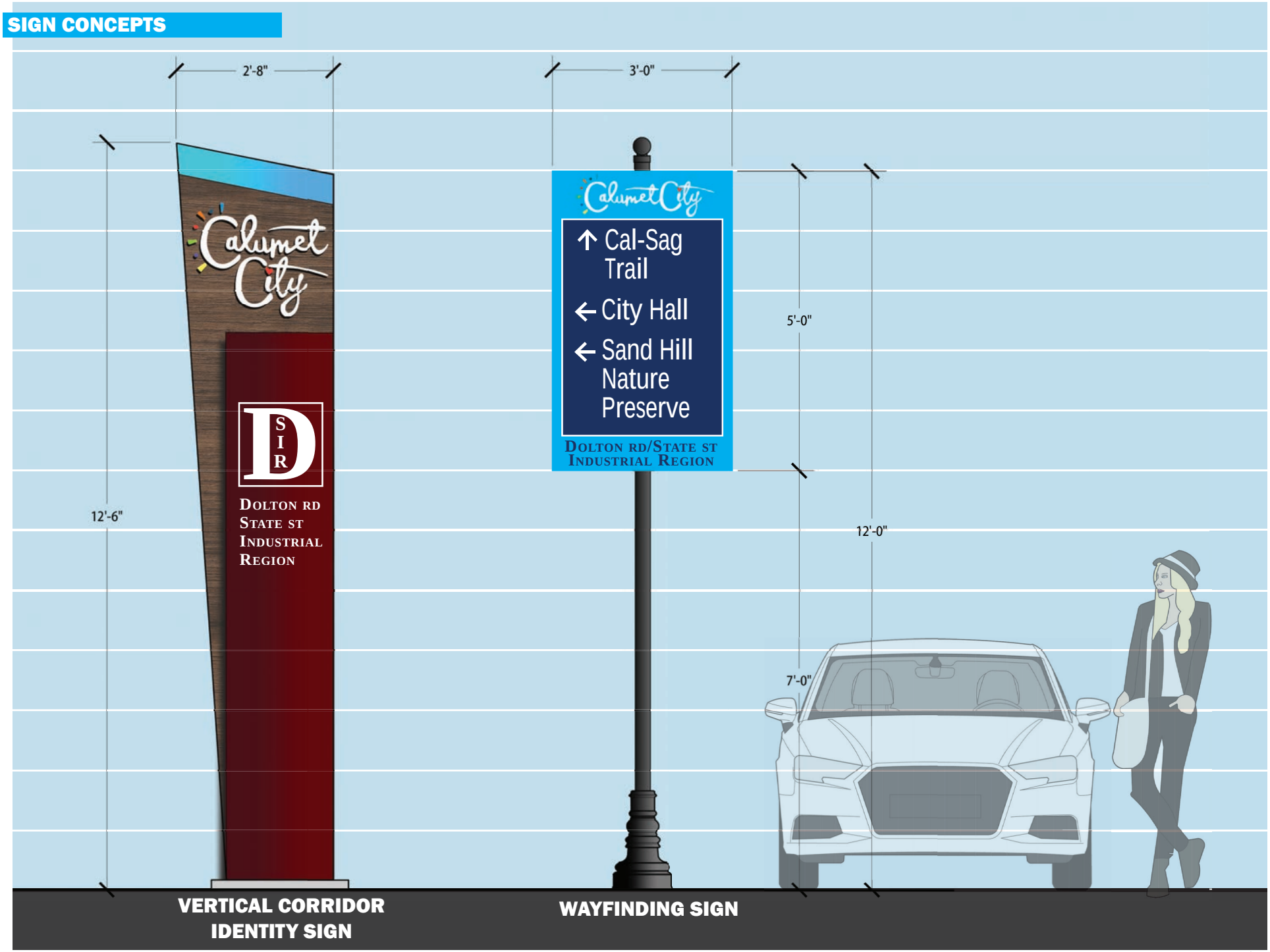
Precedent Sign Types

Wayfinding Signage, Lockport IL

Vertical Identity Feature, Wauwatosa, Wisconsin

Bicycle Route Wayfinding Signage, Ohio

SIGN CONCEPTS



VERTICAL CORRIDOR IDENTITY SIGN

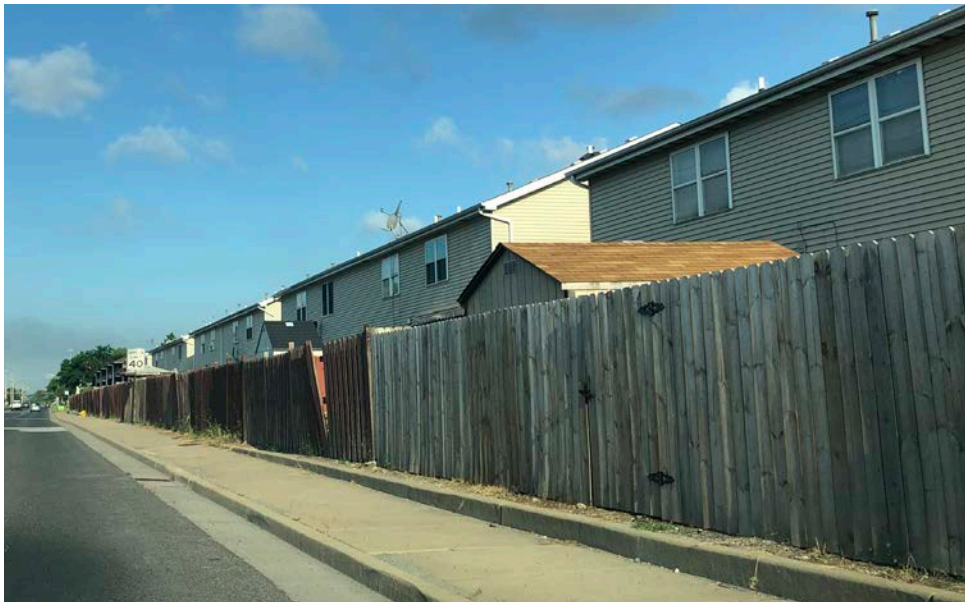
WAYFINDING SIGN

TYPICAL CORRIDOR SECTIONS

The existing roadway configuration varies from 5 lanes to 3 lanes, and in some places there is existing on-street parking. During the planning process it was determined that in some areas of the corridor, there is an excess pavement dedicated to automobiles. After evaluating existing and project traffic patterns, including considerations for potential interchange improvements at Dolton Road, the planning team determined that strategic reductions in travel lanes would improve the quality and character of the corridor without adversely impacting traffic flow. Corridor character improvements include defined roadway edges, widened parkways and interconnected sidewalks.

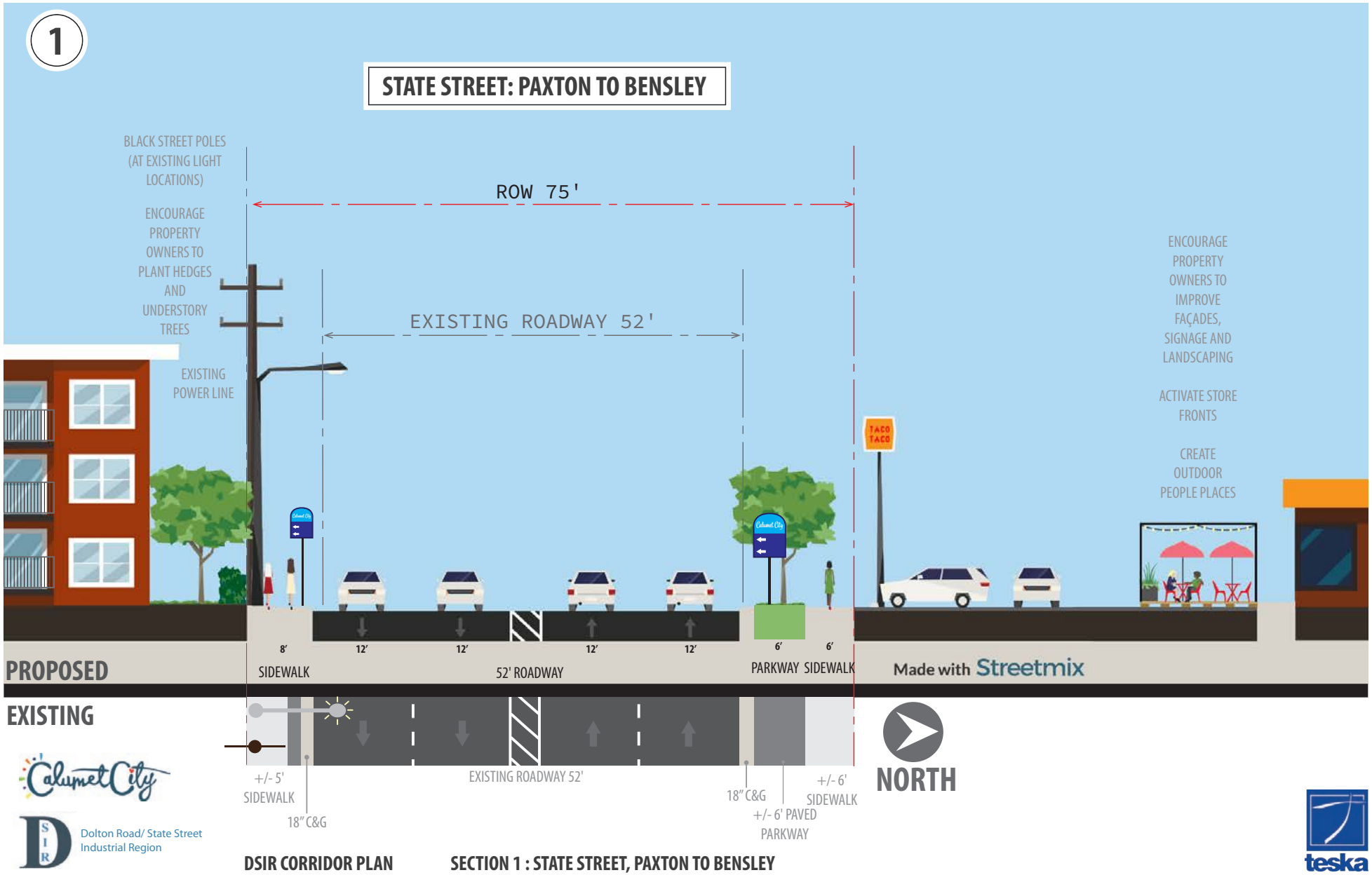
Increased parkway width provides more opportunities for planting street trees and incorporating identity and wayfinding signage in the right-of-way. Street trees have a very strong influence on the look and feel of a roadway and the overall community. By dedicating more right-of-way to green parkways, the corridor will be enhanced. In addition, the corridor would incorporate more pervious space, which can contribute to improved surface runoff in the watershed area.

By reducing the automobile travel lanes, an off-street multi-use trail can be afforded within the existing right of way. The multi-use trail is proposed along the north side of State Street between Alice Avenue and Paxton Avenue and will provide a more direct bike connection between the Burnham Greenway to the Cal-Sag trail. The off-street trail will also connect businesses to bicycle traffic.



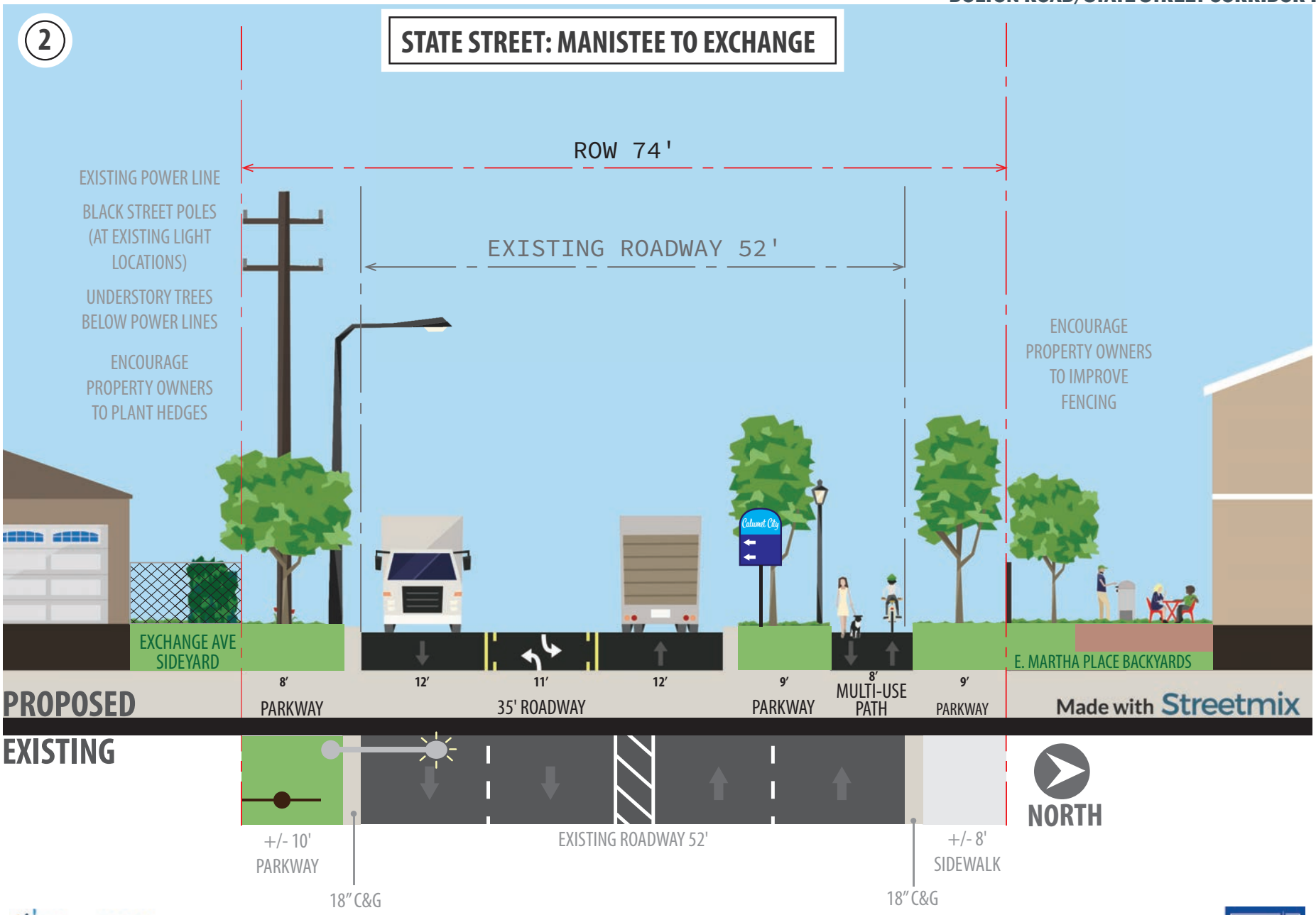
BEYOND THE RIGHT-OF-WAY

Enhancing the character of a corridor extends beyond the right-of-way. There are opportunities for improvements on the private property side as well. Encourage residential property owners to improve fences and landscape. Commercial property owners can re-think their parking lot arrangements and create outdoor people places, such as café-style restaurant seating. Non-structural changes to building facades can be cost effective and make a big impact on the look and feel of the overall corridor. Improved signage helps both the businesses and the corridor.

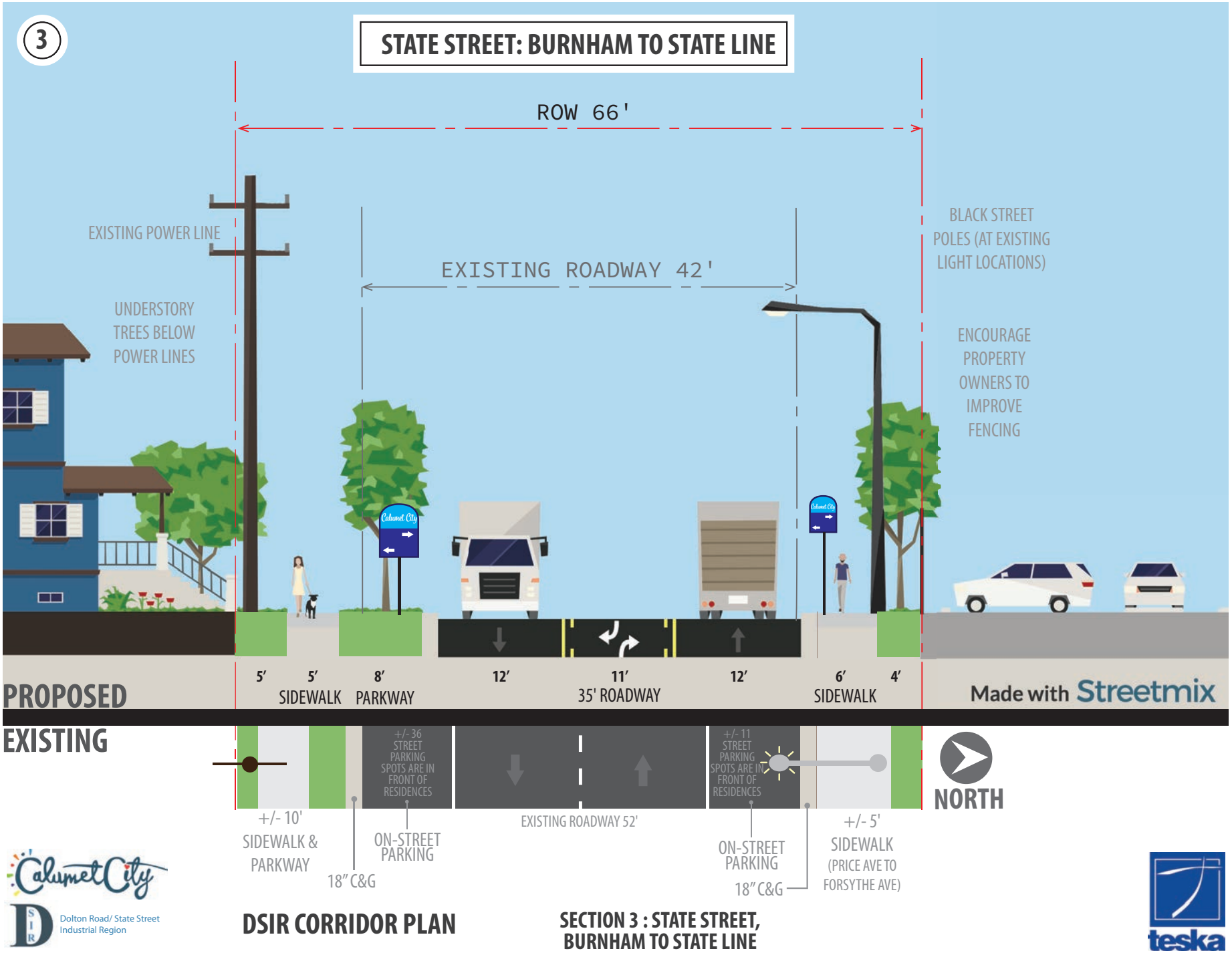


Dolton Road/ State Street Industrial Region

DSIR CORRIDOR PLAN **SECTION 1 : STATE STREET, PAXTON TO BENSLEY**



Dolton Road/ State Street Industrial Region



Calumet City

Dolton Road/ State Street Industrial Region

DSIR CORRIDOR PLAN

SECTION 3 : STATE STREET, BURNHAM TO STATE LINE

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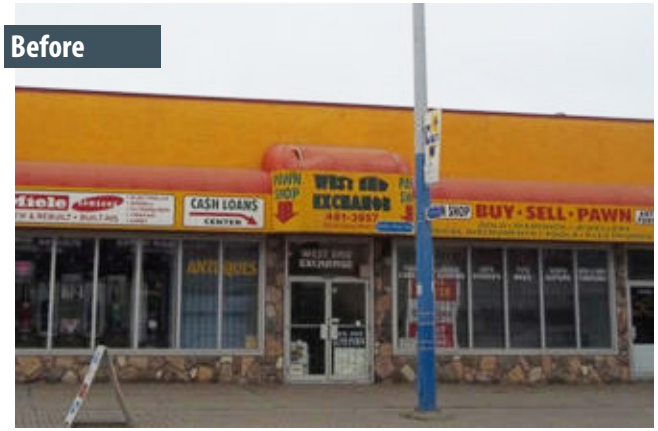
GALLERY OF DESIGN IMPROVEMENTS

Precedent: Facade Improvements

Before



After

City of Edmonton Storefront Improvement Program image credit: edmonton.ca

Non-structural changes to building facades can be cost effective and make a big impact on the look and feel of the overall corridor.

Precedent: Commercial Property Enhancements

plazaPOPS, City of Toronto Wexford Heights Business Improvement District plazapops.ca

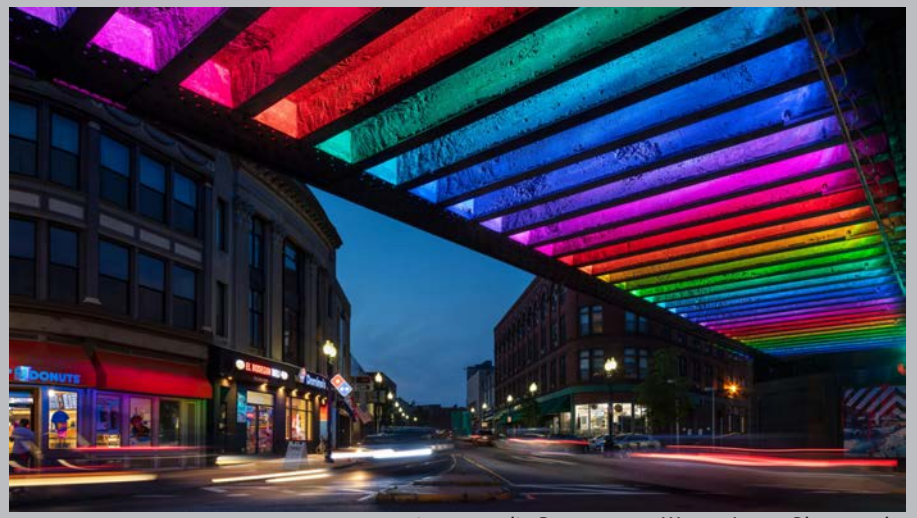
To reinforce the character of the corridor as a neighborhood commercial district, create people places such as outdoor seating and dining in existing commercial developments. This example in Toronto shows how an under-used parking lot can be transformed into a outdoor market.

High Visibility Crosswalks

Wide crosswalks with high visibility painted lines and pedestrian refuge islands will increase pedestrian safety.

Fabric Banners on Existing Light Poles

Precedent: Bridge Underpass Lighting Installations



Beyond Walls/ Lynn, Massachusetts image credit: Payette.com, *Warren Jagger Photography*

McKinley Village, CA image credit: Sacramento Business Journal

A colorful light installation to the underpass at State Street and Burnham Avenue would add vibrancy and interest to the corridor.

Corridor Furnishings

Bench, Dumor Model 160

U-Shaped bike rack wtih logo, Dero

Post top LED lighting, Sternberg, Millenia Post Top

A standard family of site furnishings can create a cohesive sense of place throughout the corridor. The City is encouraged to work with private businesses to install benches and bike racks where appropriate. Decorative pedestrian lighting can be incorporated into the design for multi-use path. Sample products are pictured above.

6 NEXT STEPS AND PRIORITY PROJECTS

Implementation of the corridor plan requires coordination between municipalities, agencies, property owners and stakeholders.

Dolton Road / State Street Phase 1 Engineering

Calumet City is leading the Phase 1 Engineering efforts, with engineering support and expertise by Mott MacDonald. The findings of the corridor plan are applied to the engineering documentation, including plans for edges of pavements, parkway areas, multi-use trail and sidewalks. The Phase 1 Engineering is intended to be used towards making applications to upcoming grant opportunities, such as the Surface Transportation Program (STP) and Illinois Transportation Enhancement Program (ITEP).

Village of Burnham commercial property enhancements, Torrence Avenue to Yates Avenue

The commercial properties located between Torrence and Yates Avenues abut the DSIR Corridor and provide a walkable commercial destination for the many multi-family and single-family residents in the area. Yet the quality and condition of these properties are not welcoming. Calumet City is encouraged to work with the Village of Burnham and private property owners to improve the character and appearances of these properties, including non-structural facade improvements, such as building repairs, signage, lighting and murals. Site improvements may include pavement repairs,

lighting and landscaping. Where appropriate, people places such as outdoor seating and dining can help to reinforce these properties as a neighborhood commercial district. The National Endowment for the Arts (NEA) offers Placemaking Grants which can provide assistance with such efforts.

Bicycle Trail Connectivity

Calumet City is encouraged to continue working with the South Suburban Mayors and Managers (SMMA) and Friends of the Cal Sag Trail to provide logical bike connections to existing and planned trail improvements. As the Cal Sag Trail expansion project is realized, the region will likely see an increased population of bicyclists and pedestrians along the corridor. A more walkable corridor, including a well-defined roadway, wayfinding signage and parkway plantings can help reshape the DSIR corridor as a corridor of choice for businesses and residents. In addition, commercial businesses can invite bicyclists through bike friendly amenities such as bike racks, bike repair stations and convenient food and drink options.

Gateway and Wayfinding Signage

Building upon the City's attractive gateway signs, additional community identity signs and wayfinding signage can help reinforce the DSIR Corridor as an attractive destination for businesses and homes. Community identity signs and wayfinding signs are low cost, high return, investments that contribute to the character and appearance of corridors. Additionally, these elements can be funded by the Transportation Alternatives Program (TAP), administered by the Chicago Metropolitan Agency for Planning (CMAP).

Parkway Tree Plantings

Parkway tree plantings should be considered in Phase II Engineering to improve the quality and condition of the DSIR Corridor and to promote health and vitality of the corridor. Street trees should be selected for their tolerance of urban conditions along Dolton Road / State Street. The Illinois Department of Natural Resources (IDNR) offers grant opportunities for urban tree plantings.

	Botanical Name	Common Name	approx. mature Height x Width
Understory Trees	Amelanchier sp.	Serviceberry	20' x 15'
	Cornus mas	Cornelian Cherry Dogwood	20' x 15'
	Crataegus crusgalli inermis	Thornless Cockspur Hawthorn	15' x 15'
	Malus sp.	Crabapple	20' x 20'
Parkway Trees	Acer x freemanii 'Armstrong'	Armstrong Maple	50' x 15'
	Acer x freemanii 'Jeffersred'	Autumn Blaze Freeman Maple	50' x 40'
	Celtis occidentalis	Hackberry	60' x 50'
	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	40' x 30'
	Ulmus x 'Morton'	Accolade Elm	60' x 40'
Sidewalk Trees	Gleditsia tricanthos inermis ' Shademaster'	Shademaster Honeylocust	50' x 35'
	Gymnocladus dioicus	Kentucky Coffeetree	50' x 50'
	Ginkgo biloba (male clone)	Ginkgo (male clone)	60' x 40'
	Quercus bicolor	Swamp White Oak	50' x 40'
	Zelkova serrata 'Village Green'	Village Green Japanese Zelkova	50' x 50'

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