

STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION

COPY

THE CITY OF CHICAGO a municipal corporation, Cook County, Illinois,)

Petitioner)

v.)

NORFOLK SOUTHERN CORPORATION)

and)

INDIANA HARBOR BELT RAILROAD COMPANY)

and)

DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS)

and)

ARROW TERMINALS, L.P.)

Respondents.)

IN THE MATTER of the Petition for an Order of the Illinois Commerce Commission authorizing: the establishment of a new grade crossing at the intersection of 126th Place with the tracks of the Norfolk Southern Corporation in the City of Chicago, Cook County, Illinois, directing thereon the installation of automatic protection devices and construction of a proper crossing to be paid by the City of Chicago; the reconstruction of an existing grade crossing at the intersection of 126th Place with the tracks of the Indiana Harbor Belt Railroad in the City of Chicago, Cook County, Illinois, directing thereon the installation of cross bucks and reconstruction of a proper crossing to be paid by the City of Chicago; and the removal of an existing viaduct structure to be paid by the City of Chicago carrying a rail line no longer in use of the Indiana Harbor Belt Railroad over 126th Place in the City of Chicago, Cook County, Illinois)

RECEIVED
MAR 16 2001
Illinois Commerce Commission
RAIL SAFETY SECTION

No. T01-0018

DOCKETED

TO THE ILLINOIS COMMERCE COMMISSION:

NOW COMES the Petitioner the City of Chicago, a municipal corporation, by Mara S. Georges, Corporation Counsel, and hereby petitions the Illinois Commerce Commission as follows:

1. That the Respondents Norfolk Southern Corporation and the Indiana Harbor Belt Railroad Company in the operation of their facilities have certain tracks running in a generally north and south direction through the southerly portion of the petitioning City of Chicago.

2. That the Petitioner, City of Chicago, a municipal corporation (hereinafter referred to as "City"), proposes to realign and extend in an east and west direction a street known as 126th Place in said City ("126th Place Project").

3. That as an integral part of the 126th Place Project, the City proposes to have 126th Place cross the right-of-way and the single track of Norfolk Southern's River Line at Mile Post 3.6, a location which is about 3400 feet east of Torrence Avenue and 2800 feet north of 130th Street within the City of Chicago. This would necessitate the construction of a new at-grade crossing at this location, as shown on the plans designated as Exhibit A, which is appended hereto and by reference made part of this Petition.

4. That as an integral part of the 126th Place Project, the City also proposes to reconstruct the existing at-grade crossing of the single track of Indiana Harbor Belt Railroad at a point 1375 feet east of Torrence Avenue and 2700 feet north of 130th Street, where 126th Place crosses an existing rail spur that extends into Arrow Terminal's private property at about Muskegon Avenue (extended) within the City of Chicago, as shown on the plans designated as Exhibit A. It is the City's understanding that the proposed reconstructed crossing location would be on Arrow Terminal property, but that train operations are performed by Indiana Harbor Belt

Railroad. There is no Mile Post identification for this portion of this line.

5. That 126th Place on both sides of the proposed new crossing of the tracks of the Norfolk Southern Corporation and on both sides of the reconstructed existing crossing of the tracks of the Indiana Harbor Belt Railroad lies within the corporate limits of the City of Chicago.

6. That 126th Place east and west of the two points of crossing will, upon completion of the improvements as proposed by the City, be maintained by and at the expense of the City.

7. That the proposed 126th Place crossings will be constructed and reconstructed during 2001-2002 pursuant to agreements to be negotiated and entered between the City and the Norfolk Southern Corporation and the Indiana Harbor Belt Railroad Companies, respectively. The City has contacted both railroad companies by mail and phone conversations and has provided descriptions and drawings of the 126th Place Project. I have attached copies of the letters (without attachments) dated January 25, 2001 as Exhibits B and C. The City intends to execute these agreements before the commencement of any hearings in this matter, if possible.

8. The City is planning the project improvements as part of the redevelopment of the Lake Calumet region. The improvements to be designed are part of a larger overall project to provide public infrastructure improvements. Torrence Avenue is being shifted approximately 110 feet to the east while 126th Place is being realigned from Torrence Avenue to Carondolet Avenue and extended from Carondolet Avenue to Avenue O. 126th Place will provide access for a proposed 150 acre industrial park located north of 126th Place between Carondolet Avenue and Avenue O. This industrial park will be centered around an access road called "Industrial Drive." Currently 126th Place crosses at grade only one set of tracks located to the west of Carondolet Avenue. However, with the extension of 126th Place, the City is proposing that there will now be two at grade crossings.

9. That 126th Place will cross the tracks of the Railroads perpendicularly (approximately) and at approximately the same grades as shown in Exhibit A.

10. That upon completion of the 126th Place Project, it is anticipated that on average the roadway will carry 9000 vehicles per day, including an estimated 700 tractor-trailer combinations.

11. That the establishment of the proposed crossing and the reconstruction of the existing crossing is in the public interest for economic development in the City and necessary to permit the free flow of traffic in an east and west direction through the developing industrial park. I have attached a copy of the Ordinance dated February 16, 2000 passed by the City Council of the City of Chicago providing authorization of the highway improvement as Exhibit D.

12. That the installation of automatic protective devices at the Norfolk Southern crossing and installation of cross bucks at the Harbor Belt crossing are necessary in the interests of public safety; that an asphalt surface or similarly effective crossing at the tracks of both crossings will best serve the anticipated use of the crossings by highway traffic; and that the reasonable cost thereof will be paid by the City of Chicago.

13. That as an integral part of the 126th Place Project, the City proposes to remove an existing viaduct structure carrying a rail line over 126th Place, 655 feet east of Torrence Avenue, at Bridge Number 522-162 of the Cal-Western Industrial Line of the Indiana Harbor Belt Railroad, the reasonable cost to be paid by the City. There is no Mile Post identification assigned to this portion of the line. Indiana Harbor Belt Railroad has informed the City that the rail line carried by this viaduct is no longer in use. The City intends to negotiate and execute an agreement with the Indiana Harbor Belt Railroad for the purchase and removal of the viaduct

before any hearings in this matter are commenced, if possible. The removal of this viaduct is in the public interest.

14. The City is not seeking funding from the Grade Crossing Protection Fund, the Norfolk Southern Corporation, the Indiana Harbor Belt Railroad or Arrow Terminals, L.P..

WHEREFORE, the Petitioner prays that the Illinois Commerce Commission, without the necessity of a hearing or, if the Illinois Commerce Commission deems necessary, set the aforesaid hearing with notice to the parties hereto and after such hearing, enter an Order:

1. Authorizing the establishment of an at-grade crossing of 126th Place with the single track of Norfolk Southern's River Line at Mile Post 3.6, a location which is about 3400 feet east of Torrence Avenue and 2800 feet north of 130th Street within the City of Chicago, as shown on Exhibit A

2. Providing the terms of, or approving an agreement to be executed between the City and the Norfolk Southern Railroad, for the construction of a new at-grade crossing at 126th Place, including an allocation of the cost and responsibilities thereof.

3. Authorizing the reconstruction of an existing at-grade crossing of 126th Place with the tracks at the Indiana Harbor Belt Railroad at a point 1375 feet east of Torrence Avenue and 2700 feet north of 130th Street, where 126th Place crosses an existing rail spur that extends into Arrow Terminal's private property at about Muskegon Avenue (extended) within the City of Chicago, as shown on the plans designated as Exhibit A.

4. Providing the terms of, or approving an agreement to be executed between the City and the Indiana Harbor Belt Railroad, for the reconstruction of the at-grade crossing at the 126th Place, including an allocation of the cost and responsibilities thereof.

5. Authorizing the purchase and removal of a viaduct carrying a rail line no longer in

use over 126th Place, 655 feet east of Torrence Avenue, at Bridge Number 522-162 of the Cal-Western Industrial Line of the Indiana Harbor Belt Railroad as shown on the plans in Exhibit A.

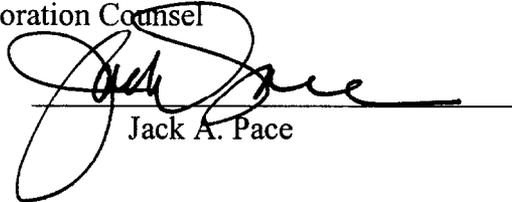
6. Providing the terms of, or approving an agreement to be executed between the City of Chicago and the Indiana Harbor Belt Railroad, for the purchase and removal of a viaduct carrying a rail line no longer in use over 126th Place, 655 feet east of Torrence Avenue, at Bridge Number 522-162 of the Cal-Western Industrial Line of the Indiana Harbor Belt Railroad as shown on the plans in Exhibit A, including a reasonable cost to be paid by the City.

Date: 3-15-01

CITY OF CHICAGO,
a municipal corporation,

MARA S. GEORGES
Corporation Counsel

By: _____



Jack A. Pace

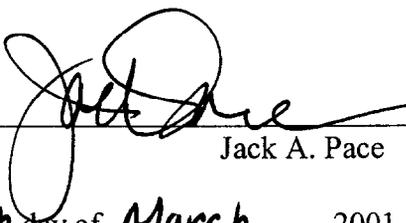
Susan J. Herdina
Deputy Corporation Counsel
Jack A. Pace
Assistant Corporation Counsel
City of Chicago Dept. of Law
30 N. La Salle Street, Suite 900
Chicago, Illinois 60602
312-744-9020/6997

VERIFICATION

I, Jack A. Pace, first being duly sworn upon oath, depose and say that I am an Assistant Corporation Counsel of the City of Chicago, Department of Law. I have read the attached Petition and the contents thereof are true and accurate to the best of my knowledge and belief.

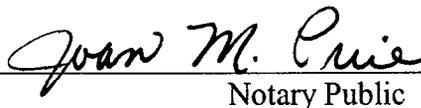
I do hereby certify that a copy of the Petition was duly served upon the persons listed on the attached service list by mailing the same to them postage prepaid in the U.S. Mail in Chicago, Illinois, or by Federal Express.

Given this day at Chicago, Illinois.



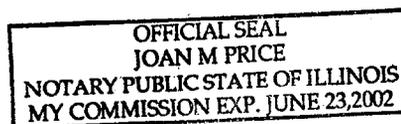
Jack A. Pace

Subscribed and sworn before me this 15th day of March, 2001.



Notary Public

Commission expires: 6/23/02



**126th PLACE PROJECT
SERVICE LIST
03/15/01**

Mr. Roger A. Serpe
Indiana Harbor Belt Railroad Company
111 West Jackson Blvd.
Suite 2215
Chicago, Illinois 60604-3503

Mr. Richard E. Boyle
Norfolk Southern Railway Company
5000 West Main Street
Belleville, Illinois 62223-4727

Mr. J. W. Hall
Division Superintendent
Norfolk Southern Corporation
17301 Michigan Avenue
Dearborn, Michigan 48126

Mr. Michael Stead
Illinois Commerce Commission
527 East Capitol Avenue
P.O. Box 19280
Springfield, Illinois 62794-9280

Mr. Chris Wuellner
City of Chicago
Department of Transportation
30 North LaSalle, Suite 1402
Chicago, Illinois 60602

Mr. Clyde Blackman
General Manager
Indiana Harbor Belt Railroad
2721 161st Street
Hammond, Indiana 46323-1099

Mr. Steve Caudel
Terminal Manager
Arrow Terminals, L.P.
2926 East 126th Street
Chicago, Illinois 60633

Mr. Kevin Sharpe
Director of Processing and Information
Illinois Commerce Commission
527 East Capitol Avenue, P.O. Box 19280
Springfield, Illinois 62794-9280

Mr. James C. Slifer
Director of Highways
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62794

Mr. Tom Ambler
Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191

Mr. Tony L. Ingram
General Manager, Northern Region
4600 Dearpath Road
Suite 201
Harrisburg, Pennsylvania 17110

Mr. John P. Kos, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60190-1096
Attn: Mr. Jim Skvarla

ATTACHMENT/EXHIBIT

**ITEM TOO LARGE TO SCAN
COPY AVAILABLE FROM FORMAL FILE**

January 25, 2001

Mr. J. W. Hall, Division Superintendent
 Norfolk Southern Corporation
 17301 Michigan Avenue
 Dearborn, Michigan 48126

Re: **Proposed At-Grade Rail Crossing**
126th Place at NS River Line
Chicago, Illinois

Dear Mr. Hall:

The City of Chicago proposes to extend a roadway improvement along 126th Place from Carondelet Avenue to Avenue O in the Lake Calumet Industrial Area as shown in yellow on the enclosed project location map (staging plan). The proposed roadway improvement will cross Norfolk Southern's River Line tracks at a location about 3400 feet east of Torrence Avenue and 2800 feet north of 130th Street. The roadway improvement will provide access to a new 150 acre industrial park development near 126th Place and Avenue O. At opening, the roadway is expected to carry on average 9000 vehicles per day, including an estimated 700 tractor-trailer truck combinations. Construction of the roadway project is scheduled to begin in June, 2001 and be completed by July, 2002. The proposed grade crossing is shown in greater detail on the attached exhibit sheet E-6 and roadway plan sheets C16 and C17.

Please review the enclosed material and advise us of the type and approximate cost of grade crossing protection and improvement that is warranted for the proposed grade crossing. Coordination has been initiated with the Illinois Commerce Commission, however, the City is not seeking funding from the ICC or NS for the grade crossing improvement. As time is of the essence, any efforts to expedite review would be greatly appreciated. Please call the project manager Chris Wuellner at 312-742-1986 if you have any questions or need additional information.

Sincerely,


 Bruce H. Worthington,
 Chief Engineer

c: Miguel d'Escoto, CDOT
 Chris Wuellner, CDOT
 Jack Pace, Law Dept.
 Dave Westbury, DPD
 Mike Stead, ICC
 Mark Mathewson, Mathewson & Mathewson



City of Chicago
 Mayor Richard M. Daley

Department of Transportation

Miguel d'Escoto
 Commissioner

130 North LaSalle Street
 Chicago, Illinois 60602-2570
 Phone: 773-744-3600
 Fax: 773-744-1200
 TTY: 773-747-7215

Website: www.cityofchicago.org

Exhibit C

January 25, 2001



City of Chicago
Mayor
Department of Transportation
Escoto
Commissioner
100
South LaSalle Street
Chicago, Illinois 60602-2570
744-3600
744-1200 (FAX)
747-7215 (TTY)
www.cityofchicago.org

Mr. Clyde Blackman, General Manager
Indiana Harbor Belt Railroad
2721 161st Street
Hammond, Indiana 46323-1099

Mr. Steve Caudel, Terminal Manager
Arrow Terminals, L.P.
2926 East 126th Street
Chicago, Illinois 60633

Re: **Proposed At-Grade Rail Crossing
126th Place at Arrow Terminals, L.P.
Chicago, Illinois**

Gentlemen:

The City of Chicago proposes to improve and re-align existing 126th Place from Torrence Avenue to Carondolet Avenue, and extend 126th Place from Carondolet to Avenue O in the Lake Calumet Industrial Area as shown in yellow on the enclosed project location map (staging plan). Currently, 126th Place crosses an existing rail spur that extends into Arrow Terminal property at about Muskegon Avenue (extended). The proposed re-alignment of 126th Place requires reconfiguration of the at-grade crossing as shown on the enclosed exhibit and roadway plan sheet. It is our understanding that at the proposed crossing location, the existing spur track is located on Arrow Terminal property, but that train operations are performed by Indiana Harbor Belt.

The roadway improvement will provide access to a new 150 acre industrial park development near 126th Place and Avenue O. At opening, the roadway is expected to carry on average 9000 vehicles per day, including an estimated 700 tractor-trailer truck combinations. Construction of the roadway project is scheduled to begin in June, 2001 and be completed by July, 2002. Coordination has been initiated with the Illinois Commerce Commission.

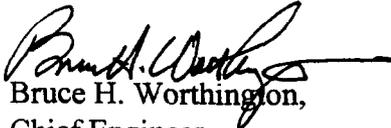
Please review the enclosed material and return any comments at your earliest convenience. We are especially interested in knowing how many trains currently cross 126th Place at the existing grade crossing, whether this volume of rail traffic is expected to increase or decrease in the future, and the type and approximate cost of grade crossing protection that might be warranted at this location.



Mr. Clyde Blackman, IHB RR
Mr. Steve Caudel, Arrow Terminals, L.P.
January 25, 2001
Page 2

Please contact the project manager Chris Wuellner at 312-742-1986 with your comments on the enclosed material, or if you have any questions. Your prompt attention would be greatly appreciated.

Sincerely,


Bruce H. Worthington,
Chief Engineer

c: Miguel d'Escoto, CDOT
Chris Wuellner, CDOT
Jack Pace, Law Dept.
Dave Westbury, DPD
Mike Stead, ICC
Mark Mathewson, Mathewson & Mathewson

WHEREAS, The State of Illinois, acting through its Department of Transportation (the "State"), and the City of Chicago (the "City"), acting through the Department of Transportation of the City ("C.D.O.T."), desire to implement a 2000 Road Program (the "Program") in the City; and

WHEREAS, The purpose of the Program is to provide for various improvements (the "Projects") which promote the safe and efficient movement of vehicular and pedestrian traffic within the City; and

WHEREAS, The City wishes to avail itself of federal funds authorized by the Transportation Equity Act for the 21st century and other federal legislation; and

WHEREAS, From time to time the City may provide funding for the Projects through the proceeds of its general obligation bonds or through other City sources; and

WHEREAS, From time to time the State may provide funds from State sources for the Projects; and

WHEREAS, From time to time the County of Cook (the "County") may provide funding for the Projects; and

WHEREAS, From time to time the City may receive funds for the Projects from other units of local government ("Local Government"); and

WHEREAS, The activities funded with federal, State, City, County or Local Government funds (the "Project Funds") include but are not limited to the acquisition of right-of-way, preliminary engineering, contract construction, force account construction and/or construction engineering/supervision of highway and highway-related projects; and

WHEREAS, The State administers and distributes certain of the federal and State funds; and

WHEREAS, To monitor effectively the expenditure of the Project Funds and to set forth the obligations of the City and the State, County or Local Government, the City will enter into project funding agreements or amendments thereto ("Individual Project Agreements") with the State, County or Local Government, as appropriate, for each new project and will amend various project funding agreements which have been executed prior to this ordinance and which require additional funding; now, therefore,

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. The preambles of this ordinance are hereby incorporated into this text as if set out herein in full.

SECTION 2. The Mayor of the City or the Commissioner of C.D.O.T. (the "Commissioner") is hereby authorized to execute, subject to the review of the Corporation Counsel and subject to the approval of the Budget Director, Individual Project Agreements or amendments thereto with the State, County or Local Government with respect to the Projects listed in the attached Exhibit A and Exhibit B, including Projects for which agreements have been executed prior to this ordinance and which require additional funding.

SECTION 3. The City Council hereby appropriates and authorizes for Projects the expenditure of the federal, State, County and/or Local Government funds in such amounts as may actually be received but not to exceed Three Hundred Eighty-five Million Dollars (\$385,000,000).

SECTION 4. The City Comptroller is hereby directed to disburse the Project Funds as required to carry out the Individual Project Agreements.

SECTION 5. The Commissioner is authorized to execute such additional documents, information, assurances and certifications in connection with the Individual Project Agreements as may be necessary or required by the State, County or Local Government, including provisions for indemnification and transfers of highway jurisdiction and maintenance between the City and other highway authorities. The Commissioner is further authorized to execute revisions relative to budgetary items within Individual Project Agreements, upon approval of the State, County or Local Government as long as such revisions are within the budgetary constraints as provided therein or by the City Council.

SECTION 6. Subject to the review of the Corporation Counsel, the Commissioner is authorized to execute agreements, including pass-through agreements and other agreements with another Local Government, for the reimbursement by the City of force account work with respect to the Projects described herein; ~~provided that said reimbursement costs in each such agreement do not exceed the force account budget line items contained in the Individual Project Agreement which relates to the affected Project.~~

SECTION 7. The Commissioner is hereby authorized to execute on behalf of the City, subject to the approval of the Corporation Counsel, any lease, easement or other document with private entities or Local Government for the temporary use of real estate adjacent to or adjoining the site of any Project authorized herein, for the purposes of staging, access or similar purposes, subject to terms and conditions, including indemnification, and to the extent reasonably necessary or appropriate, to implement or complete such Project.

SECTION 8. No later than the tenth (10th) day after the completion of each calendar quarter, the Commissioner shall file with the Committee on Finance and the Committee on the Budget and Government Operations, a compilation of all Individual Project Agreements entered into or amended by the City in the preceding quarter.

SECTION 9. The City Clerk is hereby directed to transmit two (2) certified copies of this ordinance to the Division of Highways, Department of Transportation of the State of Illinois through the District Engineer of District 1 of said Division of Highways.

SECTION 10. To the extent that any ordinance, resolution, rule, order or provision of the Municipal Code of Chicago, or part thereof, is in conflict with the provisions of this ordinance, the provisions of this ordinance shall be controlling. If any section, paragraph, clause or provision of this ordinance shall be held invalid, the invalidity of such section, paragraph, clause or provisions shall not affect any of the other provisions of this ordinance.

SECTION 11. This ordinance shall take effect upon its passage and approval.

[Exhibit "A" referred to in this ordinance printed
on page 25440 of this Journal.]

Exhibit "B" referred to in this ordinance reads as follows:

Exhibit "B".

This exhibit includes demonstration projects and other projects funded under the

Transportation Equity Act for the 21st century and other federal-, State-, County- or Local Government-funded programs. Projects eligible for funding under these sources include, without limitation, acquisition of right-of-way, preliminary engineering, contract construction, force account construction and/or construction engineering/supervision projects for:

Alleys

Area Improvements

Beautification

Bikeways

Bridges

Curbs and Gutters

Landscaping

Pedways

Quality Assurance

Sidewalks

Signage

Special Community Projects

Streets

Traffic Signalization

Transit

Vaulted Walks

Exhibit "A".

STREET	LIMITS	SCOPE
1 130TH STREET/TORRENCE AVENUE	AND BRANARD	INTERSECTION IMPROVEMENTS (PH I & B) & ROW
2 18TH STREET	DAMEN TO HALSTED	STREETSCAPING IMPROVEMENTS/CONST
3 31ST STREET	AT ILLINOIS CENTRAL RAILROAD	VADUCT IMPROVEMENTS (PH B)
4 47TH STREET	AT LAKE SHORE DRIVE	ROADWAY & PEDESTRIAN BRIDGE IMPROVEMENTS/CONST
5 63RD STREET	WESTERN TO WALLACE	STREET IMPROVEMENTS (PH I & B)
6 80TH STREET	STATE TO SOUTH CHICAGO	STREET IMPROVEMENTS/CONST
7 80TH STREET	WESTERN TO ASHLAND	STREET IMPROVEMENTS/CONST
8 ADDISON STREET	LAKE SHORE DR TO KENNEDY EXPRESSWAY	TRAFFIC SIGNAL INTERCONNECT/CONST
9 ARCHER AVENUE	AT SOUTH PARK & AT ASHLAND	BRIDGE & VADUCT IMPROVEMENTS (PH B)
10 ARMITAGE AVENUE	CENTRAL PARK TO CICERO	STREET IMPROVEMENTS/CONST
11 ASHLAND AVENUE	AT 30 BRANCH CHICAGO RIVER	BRIDGE IMPROVEMENTS (PH B)
12 BARRIER FREE CYCLING CHICAGO	CITYWIDE	BICYCLE IMPROVEMENTS (PH I & B) & CONST
13 BICYCLE LAKE PAVEMENT MARKINGS	VARIOUS LOCATIONS	BICYCLE IMPROVEMENTS (PH I & B) & CONST
14 CHICAGO AVENUE	LARAMIE TO KENNEDY EXPRESSWAY	BICYCLE IMPROVEMENTS (PH I & B)
15 CLARK STREET	NO. & SO. OF ROOSEVELT ROAD	VADUCT IMPROVEMENTS (PH B)
16 DAMEN AVENUE	37TH STREET TO 47TH STREET	VADUCT APPROACH IMPROVEMENTS/CONST
17 DAMEN AVENUE	CONGRESS TO 14TH STREET	STREET IMPROVEMENTS/CONST
18 DAMEN AVENUE	NORTH & SOUTH OF INTERSTATE - 55	VADUCT IMPROVEMENTS/CONST
19 DUNSON STREET	CALIFORNIA TO KENNEDY EXPRESSWAY	STREET IMPROVEMENTS/CONST
20 EXPRESSWAY GATEWAY BEAUTIFICATION	VARIOUS LOCATIONS	BEAUTIFICATION IMPROVEMENTS (PH I & B) & CONST
21 FOREST GLEN AVENUE	AT CHICAGO RIVER (SO. BRANCH)	BRIDGE IMPROVEMENTS (PH I & B)
22 GRAND AVENUE	RULLERTON TO JEFFERSON	STREET IMPROVEMENTS (PH I & B)
23 HALSTED STREET	8TH ST TO 18RD ST	MEDIAN IMPROVEMENTS (PH I & B) & CONST
24 HALSTED STREET	AT NORTH BRANCH CANAL	BRIDGE IMPROVEMENTS (PH B)
25 ITS - CHICAGO TRAFFIC MANAGEMENT CENTER	CITYWIDE	STREET IMPROVEMENTS (PH I & B) & CONST
26 ITS - LAKE SHORE DRIVE VARIABLE MESSAGE	578 NORTH TO 678 SOUTH	STREET IMPROVEMENTS (PH I & B) & CONST
27 ITS - TRAFFIC VOLUME MONITORING	CITYWIDE	STREET IMPROVEMENTS (PH I & B) & CONST
28 JACKSON BOULEVARD	AT ILLINOIS CENTRAL RAILROAD	VADUCT IMPROVEMENTS/CONST
29 JACKSON BOULEVARD	AT KENNEDY EXPRESSWAY	VADUCT IMPROVEMENTS/CONST
30 JACKSON BOULEVARD	OVER USION STATION	VADUCT IMPROVEMENTS (PH B)
31 LAKE SHORE DRIVE	47TH STREET TO MAYES DRIVE	STREET IMPROVEMENTS/CONST
32 LAKE SHORE DRIVE	AT UEX SOUTH WORKS SITE	STREET IMPROVEMENTS (PH I & B)
33 LAKE SHORE DRIVE	146 TO 67TH STREET	STREET IMPROVEMENTS (PH I & B)
34 LAKE SHORE DRIVE (QUEBEC LANING)	NO OF MONROE TO 30 OF BALBO	STREET IMPROVEMENTS (PH B)
35 LAKE STREET	CANAL STREET TO WESTERN AVENUE	STREET IMPROVEMENTS (PH I & B)
36 LAKEFRONT BICYCLE CORRIDOR #1	578 NORTH TO 678 SOUTH	BICYCLE IMPROVEMENTS/CONST
37 LAKEFRONT BICYCLE CORRIDOR #2	578 NORTH TO 678 SOUTH	BICYCLE IMPROVEMENTS (PH I & B) & CONST
38 LARAMIE AVENUE	AT POLK	VADUCT IMPROVEMENTS (PH B)
39 MILLENNIUM PARK BIKE STATION	MILLENNIUM PARK	BICYCLE IMPROVEMENTS (PH I & B) & CONST
40 MILWAUKEE AVENUE	LAWRENCE TO ONE	STREET IMPROVEMENTS (PH I & B)
41 MONROE STREET	AT CHICAGO RIVER (SO. BRANCH)	BRIDGE IMPROVEMENTS/CONST
42 MONROE STREET	MICHIGAN TO COLUMBUS	VADUCT IMPROVEMENTS/CONST
43 MONROE STREET	OVER THE KENNEDY EXPRESSWAY	VADUCT IMPROVEMENTS/CONST
44 MUSEUM OF SCIENCE & INDUSTRY	SCIENCE DR (8TH STREET) AT LSO	INTERSECTION IMPROVEMENTS/CONST
45 NEAR NORTHSIDE	VARIOUS LOCATIONS	TRAFFIC SIGNAL INTERCONNECT/CONST
46 NORTH AVENUE	ASHLAND TO HALSTED	TRAFFIC SIGNAL INTERCONNECT/CONST
47 RACINE AVENUE, 35TH TO 38TH &	37TH STREET, MORGAN TO RACINE	STREET IMPROVEMENTS (PH I & B) & CONST
48 RANDOLPH STREET	OVER KENNEDY EXPRESSWAY	VADUCT IMPROVEMENTS/CONST
49 ROOSEVELT ROAD	ASHLAND TO OGDEN	STREET IMPROVEMENTS/CONST
50 STONY ISLAND AVENUE	AT 79TH/SOUTH CHICAGO	INTERSECTION IMPROVEMENTS/CONST
51 TORRENCE AVENUE	OVER CALLMET RIVER	BRIDGE IMPROVEMENTS (PH B)
52 TORRENCE AVENUE, CALLMET RIVER -130TH &	13TH PLACE, TORRENCE - AVENUE O	STREET IMPROVEMENTS/ROW & CONST
53 TRAFFIC SIGNAL IMPROVEMENTS	VARIOUS LOCATIONS	TRAFFIC SIGNAL IMPROVEMENTS/CONST
54 TRAFFIC SIGNAL IMPROVEMENTS	VARIOUS LOCATIONS	TRAFFIC SIGNAL IMPROVEMENTS (PH I & B)
55 UEX SOUTH WORKS SITE	8TH ST & SOUTH CHICAGO AVE	STREET IMPROVEMENTS/CONST
56 UEX SOUTH WORKS SITE	HARBOR AVE & INDUSTRIAL PARKWAY	STREET IMPROVEMENTS/CONST
57 UEX SOUTH WORKS SITE	VARIOUS LOCATIONS	STREET IMPROVEMENTS/ROW
58 VARIOUS BRIDGES	CITYWIDE	STRUCTURAL INSPECTIONS
59 WACKER DRIVE	LAKE SHORE DR TO CONGRESS	VADUCT IMPROVEMENTS (PH B)
60 WACKER DRIVE	MICHIGAN TO RANDOLPH	VADUCT IMPROVEMENTS/CONST
61 WASHINGTON STREET	OVER THE KENNEDY EXPRESSWAY	VADUCT IMPROVEMENTS/CONST
62 WESTERN AVENUE	191ST STREET TO 115TH STREET	TRAFFIC SIGNAL INTERCONNECT/CONST
63 WESTERN AVENUE	ADDISON TO CERMAK	TRAFFIC SIGNAL INTERCONNECT/CONST
64 WESTERN AVENUE	CERMAK TO 96TH STREET	TRAFFIC SIGNAL INTERCONNECT/CONST
65 WESTERN AVENUE	HONARD TO ADDISON	TRAFFIC SIGNAL INTERCONNECT/CONST
66 WPA STREETS (SLEEPY HOLLOW PROJECT # 2)	VARIOUS LOCATIONS	STREET IMPROVEMENTS (PH I & B) & CONST

