

The Plan For BURNHAM GREENWAY

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Forest Preserve District of Cook County

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City of Chicago

Calumet-Memorial Park District

Lan-Oak Park District

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The Plan For BURNHAM GREENWAY

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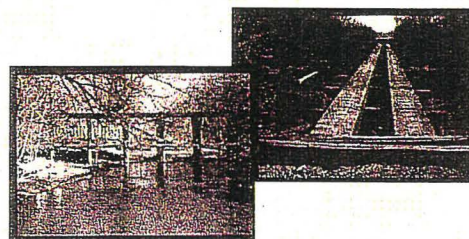
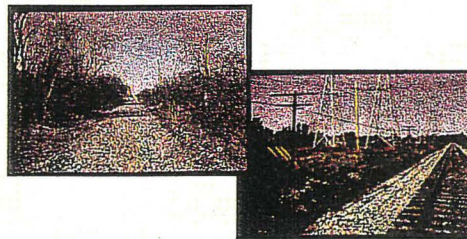
TABLE OF CONTENTS

The Vision	page 1
The Plan Purpose	page 2
The Partners	page 3
The Planning Process	page 4
Benefits	page 5
Regional Trail Connections	page 6
Design Guidelines:	
Details	page 7, 8, 9
Landscape Edges	page 10
Planting	page 11
The “Gap”	page 12
Cooperative Management	page 13
Features & Points of Interests	page 14, 15, 16
Key Map	page 17
Plans	page 18-36

Burnham Greenway

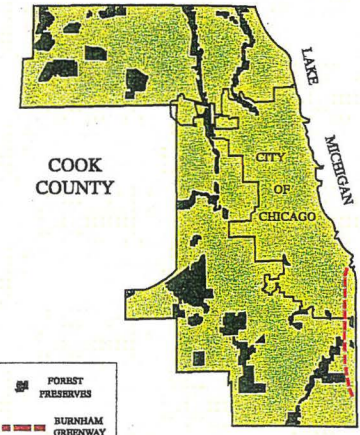
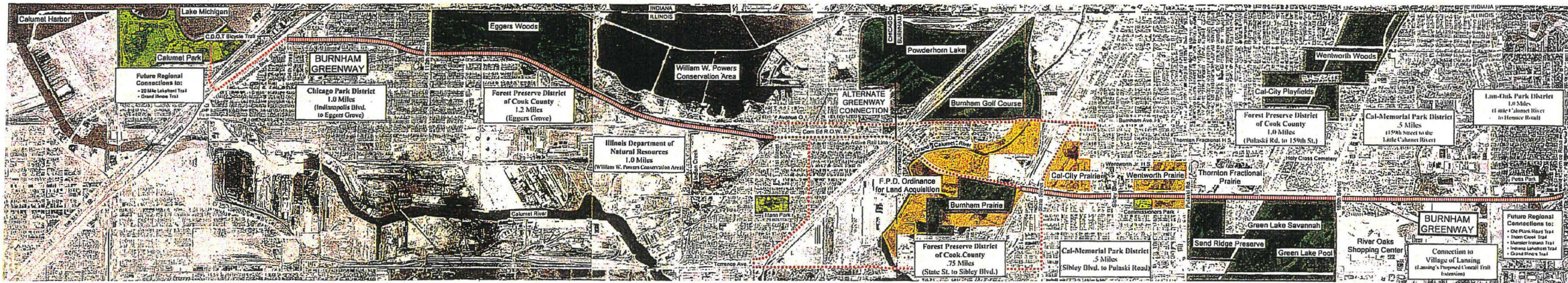
October 1, 1997

- Forest Preserve District of Cook County
- Illinois Department of Natural Resources
- City of Chicago
- Chicago Park District
- Cal-Memorial Park District
- Lan-Oak Park District



THE VISION

The Burnham Greenway is a proposed regional greenway located in southeast Cook County Illinois extending from the Indiana border north to Calumet Park on Lake Michigan. As an urban rails to trails project, this Greenway will be eleven miles long and vary from sixty to one hundred feet wide. Historically, the Burnham Greenway was an industrial railroad corridor used by trains to transport a variety of materials including industrial supplies to and from the local steel plants. Soon this narrow corridor will have new significance as a recreational bicycle trail connecting local parks, preserves and economic centers. As originally envisioned by Daniel Burnham at the turn of the century, the corridor will add to the region's open space network radiating toward the suburbs from Chicago's central core. The corridor will provide bicyclists, joggers and pedestrians with an opportunity to experience the outdoors. Like any true greenway, the Burnham Greenway will provide a myriad of benefits beyond recreation. Ecologically the Greenway will serve as a naturalized thread through an otherwise urban landscape. Aesthetically the Greenway will provide visual relief by serving as a permanent open space corridor. Economically the Greenway will offer a paved trail available for many uses including local recreation and commuting to and from the adjacent commercial centers.



THE PLAN PURPOSE

This Plan is intended to guide the consistent development and management of the Burnham Greenway including each of the nine individual sections. By referring to the concepts contained herein, the final bicycle trail will have a similar appearance, consistent rules and management regimes.

This Plan is intended to help answer the many difficult questions which will need to be answered before, during and after the trail is constructed. *How will the construction of the project features (e.g. the paved trail) be consistent from one jurisdiction to the next?* The design development details presented in this plan recommend a uniform asphalt surface. *How will the security and safety of the users be assured from one jurisdiction to the next?* By endorsing the “rules of the trail” outlined in this Plan, the officers patrolling the Burnham Greenway will enforce uniform rules along the entire corridor. *Who should a citizen call if they want to participate in a stewardship program?* This Plan outlines the landscape concept which relies on the use of volunteer stewards to maintain the proposed naturalized planting.

The audience for this Plan include interested citizens, community groups and elected officials. For organizations who are considering a similar multi-partner trail project, the Plan will serve as a resource to address the numerous issues. One common challenge is the proposed connections to adjacent recreational, open space and economic centers. Many of these are outlined in the ‘Adjacent Features’ section in this Plan. As additional funding opportunities become available, the Plan will be a guide for building trail connections to these features. Each of the six agencies are committed to working together to develop this public amenity according to these guidelines.



This photo shows an existing bridge structure crossing over the Little Calumet River between Cal-Memorial Park District and Lan Oak Park District.

THE PARTNERS

The following six agencies are responsible for the Burnham Greenway. The miles listed are Phase I only.

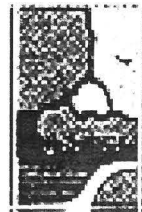


FOREST PRESERVE DISTRICT OF COOK COUNTY

- * 1.25 miles from 112th Street to 12100 South
- * 0.75 mile from Hammond Ave. to Sibley Blvd..
- * 1.0 mile from Pulaski Road to 159th Street

Mission Statement:

"...to acquire...and hold lands containing one or more natural forests or parts thereof or lands connecting such forests or parts thereof, or lands capable of being forested, for the purpose of protecting and preserving the flora, fauna and scenic beauties within such district, and to restore, restock, protect and preserve the natural forests and such lands together with their flora and fauna, as nearly as may be, in their natural state and condition, for the purpose of the education, pleasure, and recreation of the public..."



ILLINOIS DEPARTMENT OF NATURAL RESOURCES

- * 1 mile along the western edge of William W. Powers Conservation Area

Mission Statement:

"... to promote an understanding and appreciation of the state's natural resources and to work with the people of Illinois to protect and manage those resources to ensure a high quality of life for present and future generations."



CHICAGO PARK DISTRICT

- * 1 mile from Indianapolis Boulevard to 112th Street

Mission Statement:

"...to enhance the quality of life throughout Chicago by: becoming the leading provider of recreational and leisure opportunities, providing safe, inviting, and beautifully maintained parks and facilities, creating a customer-focused and responsive park system."



CITY OF CHICAGO

- * off street connector path linking the Lakefront bike route with the Burnham Greenway
- * 0.6 mile from 100th Street to 104th Street adjacent to Indianapolis Boulevard.

Mission Statement:

"...to provide people in Chicago with a safe and effective means of getting through the planning, maintenance and rehabilitation of Chicago's surface transportation infrastructure."



CALUMET MEMORIAL PARK DISTRICT

- * 0.5 mile from Sibley Boulevard to Pulaski Rd.
- * 0.5 mile from River Oaks Drive to the Little Calumet River

Mission Statement:

"To do the greatest good for the greatest number of people (1922). To provide programs and facilities that are of a quality that will enhance an individual's emotional and physical health, cultural and intellectual development, and fulfill a social need."



LAN-OAK PARK DISTRICT

- * 1.0 mile from the Little Calumet River to Bernice Road

Mission Statement:

"...to enhance the quality of life for all Lansing residents by providing clean, safe parks, well developed recreational facilities, and a wide range of recreational programs and activities for all ages at a reasonable cost."

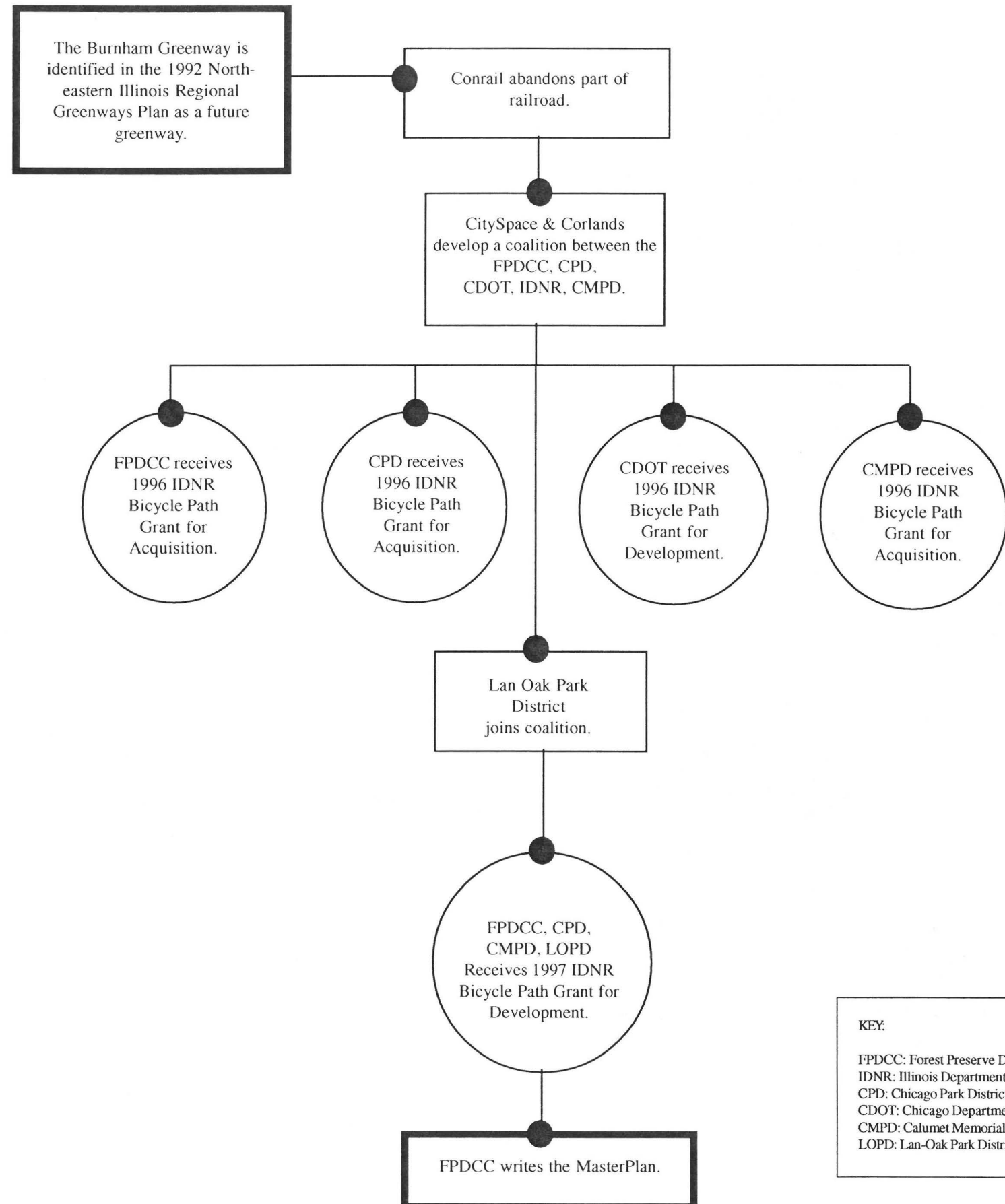
For their endless devotion to this project, the partners express sincere appreciation to the staff of the CitySpace and Corlands.

THE PLANNING PROCESS

The importance of the Burnham Greenway as a regional open space corridor was originally identified in the Northeastern Illinois Regional Greenways Plan, developed in 1992. Once Conrail decided to abandon this railroad, the CitySpace Project initiated round table discussions in order to permanently preserve the property as open space (the CitySpace Project is a Chicago open space initiative between the City of Chicago, the Chicago Park District and the Forest Preserve District of Cook County). The difficulty was finding a buyer for this land given that it runs through multiple government jurisdictions. In an unprecedented move, six agencies agreed to form a partnership to purchase and develop the Burnham Greenway. Meeting regularly to discuss this "rails to trails" initiative, the six agencies began working together to acquire, design, construct and manage 9 of the 11 miles. This Plan was prepared as a result of that process and serves as a long range development and management guide.

The acquisition of the land was made possible through a 1996 grant award from the Illinois Department of Natural Resources "Bicycle Path Program." The land was purchased from Conrail with assistance from CorLands - an affiliate of The Openlands Project - which acted on behalf of the partners in negotiating the acquisition. However, the acquisitions by the Lan-Oak Park District and the Illinois Department of Natural Resources were funded separately, and the City of Chicago already owned the land to be used for the CDOT segment. In 1997, four of the six agencies submitted another joint grant application through the same grant program to fund the bicycle trail construction. CDOT funded construction from the 1996 IDNR Grant Program. IDNR funded its project separately.

The six agencies are committed to building on this cooperative spirit, as new opportunities arise to improve the Burnham Greenway.



KEY:

FPDCC: Forest Preserve District of Cook County
 IDNR: Illinois Department of Natural Resources
 CPD: Chicago Park District
 CDOT: Chicago Department of Transportation
 CMPD: Calumet Memorial Park District
 LOPD: Lan-Oak Park District

BENEFITS

RECREATION

The Burnham Greenway will include a 10 to 14 foot wide paved trail extending from 100th Street near Calumet Park in southeast Chicago to the Indiana border in Lansing Illinois. The recreational benefits can be measured on a variety of levels. On the local level, the trail will be used for walking, jogging, bicycling, in line skating and more. On a regional level, the Burnham Greenway will provide a link to a variety of parks and forest preserves which are along the eleven mile corridor.

For people who want to visit high quality natural areas such as the Burnham Prairie, the trail will provide direct access as well as information regarding the region's ecology. On a state-wide level, the Burnham Greenway is a link in the Grand Illinois Trail - a 475 mile proposed trail loop in northern Illinois extending from Iowa to Lake Michigan.

ECOLOGICAL

The Burnham Greenway is an open space corridor providing a link to a number of high quality natural areas including sites identified on the State Natural Areas Inventory, the Forest Preserve District of Cook County's Land Acquisition Plan, and the CitySpace Plan. The project will literally expand critical habitat already protected by the Forest Preserve District of Cook County, the Calumet Memorial Park District, and the State of Illinois. Several of these include: Eggers Woods, Eggers Woods Extension, William Powers Conservation Area, Powderhorn Lake, Powderhorn Lake Extension, Burnham Prairie, Calumet City Prairie, Wentworth Prairie, Thornton Fractional Prairie, and Green Lake Savanna. While in substantial need of restoration, Indian Creek, the Little Calumet River, and the Grand Calumet River, are nonetheless important future habitats which are also linked by the Burnham Greenway. The Sand Ridge Nature Preserve - one of the select Illinois Nature Preserves - lies on the west side of the corridor at 15400 South. Much of the Burnham Greenway will be planted with seeds collected from these natural areas thus creating even more habitat.

AESTHETIC

The urban character of southeast Chicago includes buildings, roads, utilities and cars. Although forest preserves, parks and other open spaces exist, they are often spaces that are separate from many of the local neighborhoods. The Burnham Greenway will offer visual relief from these urban environments. Because of its length, the Greenway will have a positive visual impact throughout a variety of neighborhoods. The character will be parklike with shade and flowering trees, shrubs, prairie grasses and forbs, and some lawn areas. The unique linear character will have a pleasing appearance including the narrow paved trail to be built on top of the old railroad bed. Because the Greenway is adjacent to many existing parks and forest preserves, these spaces will in affect be "widened," buffered and permanently protected from the development of a more urban land use.

ECONOMIC

Currently, the only method to get to local shopping and other economic centers is on the local road network. Driving cars, riding buses, or bicycling on-street are some of the transportation choices available to people to commute to work. When complete, the Burnham Greenway will serve as an alternative transportation route. The 10 to 14 foot wide asphalt trail will be divided for two-way traffic crossing several major intersections including Indianapolis Boulevard on the north, 159th Avenue, and Bernice Road on the south. Some of the economic centers adjacent to the Greenway include the Landings and River Oaks Shopping Centers, several industrial complexes, and the retail strip along Indianapolis Boulevard in the community of East Side.

As a local resource, the Greenway will be a convenient recreational destination. Instead of consumers spending their monies at distant locations, the Burnham Greenway will compete so consumers spend those monies locally.

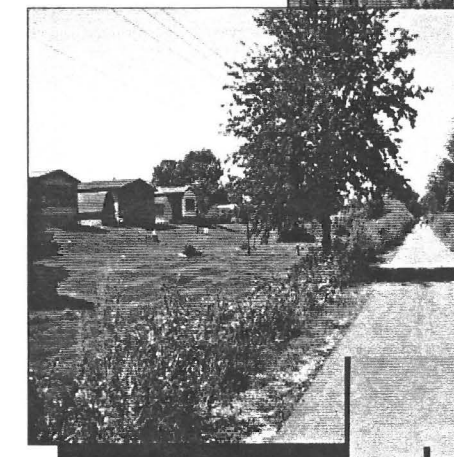


*BURNHAM GREENWAY
WILL OFFER
RECREATION*

*BURNHAM
GREENWAY WILL
EXPAND HABITAT*



*BURNHAM GREENWAY
WILL BE VIBRANT AND
COLORFUL*



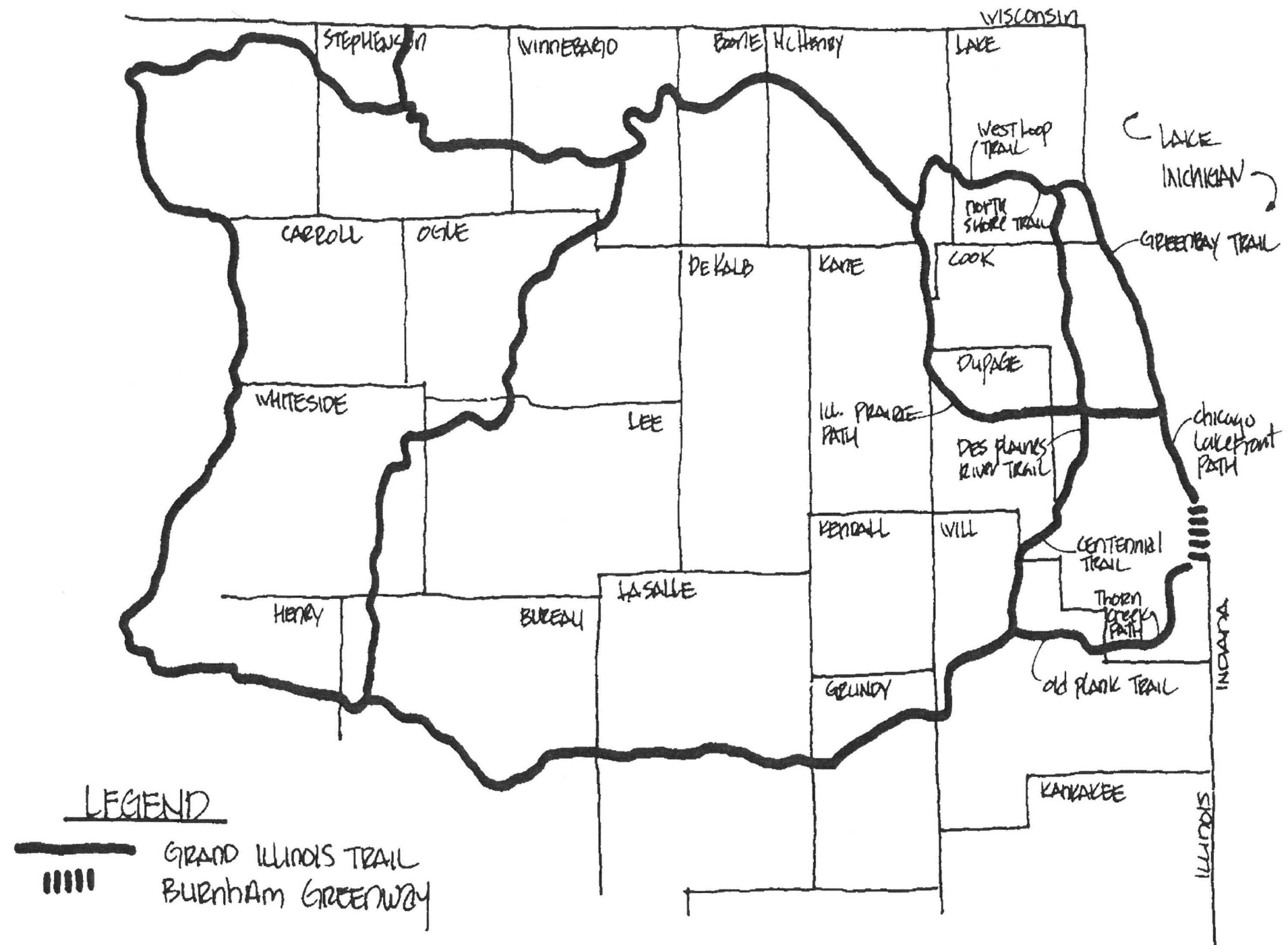
*BURNHAM GREENWAY
WILL BE A LINK TO
LOCAL ECONOMIC
CENTERS*



REGIONAL TRAIL CONNECTIONS

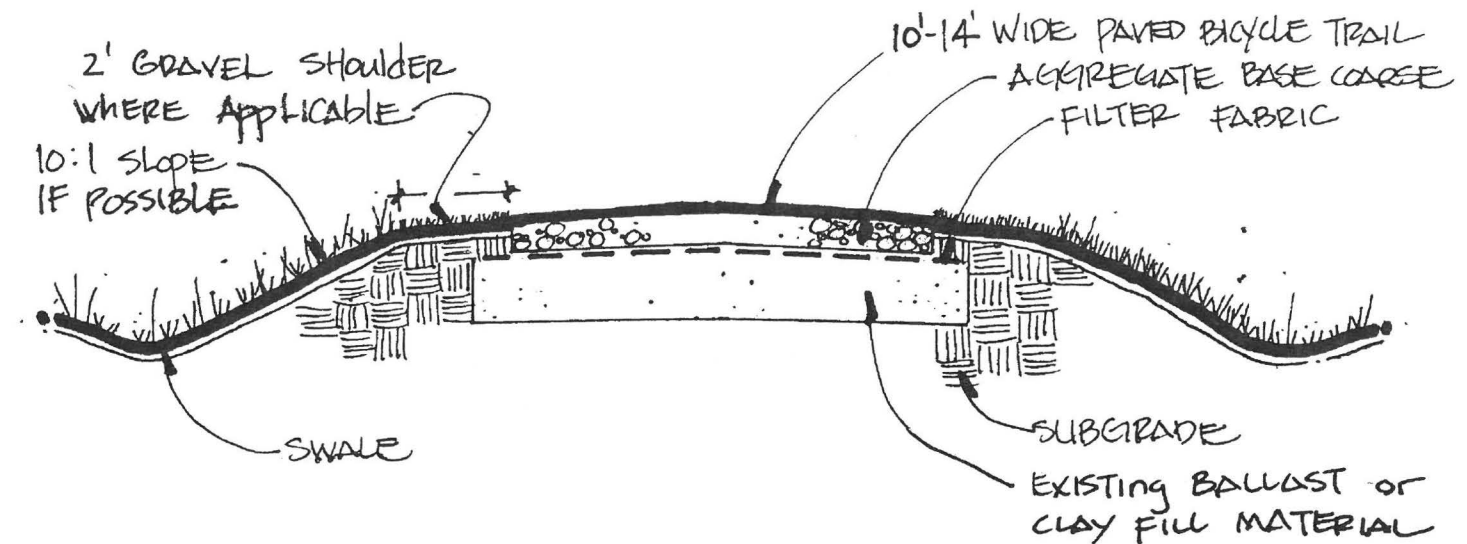
The Burnham Greenway has been identified as one of the key urban links to the Grand Illinois Trail. This trail is a proposed 475 mile loop that will travel through more than 15 counties in Northern Illinois. The Burnham Greenway will directly or indirectly connect to the following trail systems:

- * Thorn Creek Trail
- * Old Plank Road Trail
- * Chicago Lake Front Trail



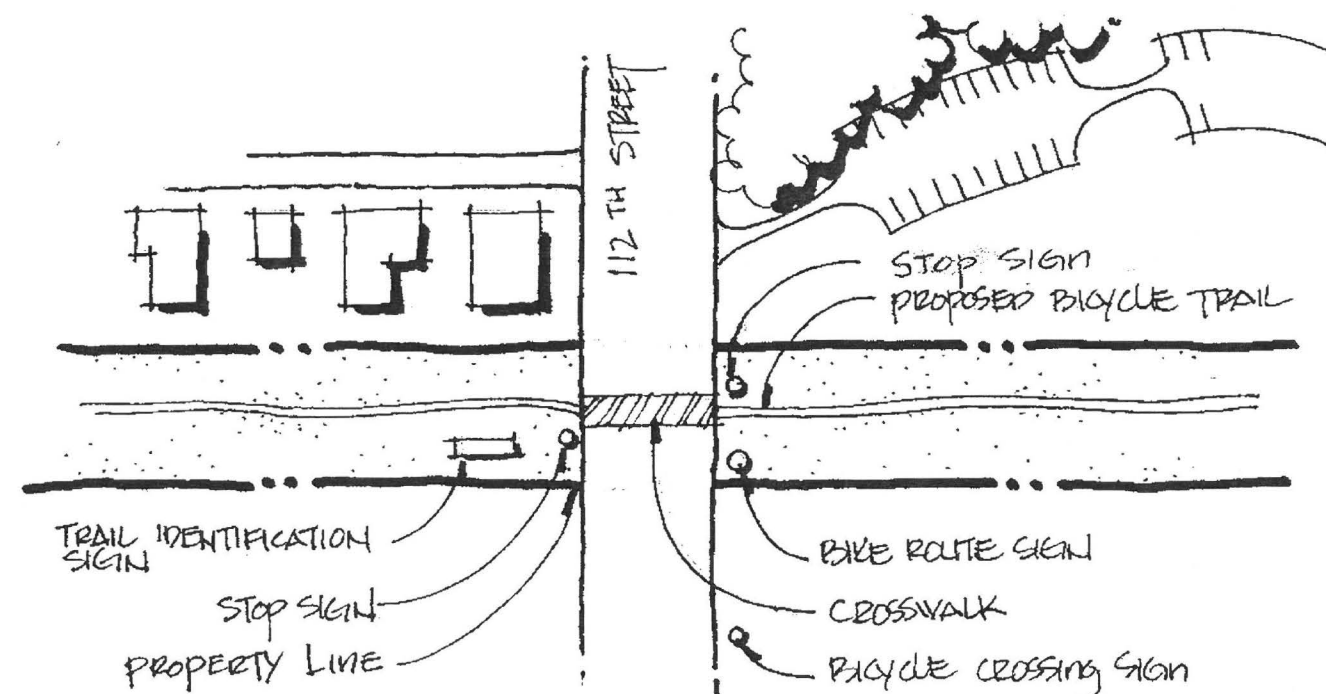
DESIGN GUIDELINES: Details

The following design details and plant lists are intended to serve as a guide for the development of the Burnham Greenway. The installation of the improvements depicted in this section will create a uniform development throughout each jurisdiction. The details simply depict general construction materials and critical dimensions. For example, the bicycle trail detail calls for an asphalt surface. This is important considering any bicyclist expects the trail to be of a uniform material regardless of jurisdiction. Each of the details will serve as a reference for the consulting engineer who will soon be commissioned by the partners to design the bicycle trail improvements. In the future, when a partner has to repair or add to the trail, the design guidelines will serve as a reminder on the renovation method and the original vision. These improvements will provide the public with a fun and safe recreational experience.



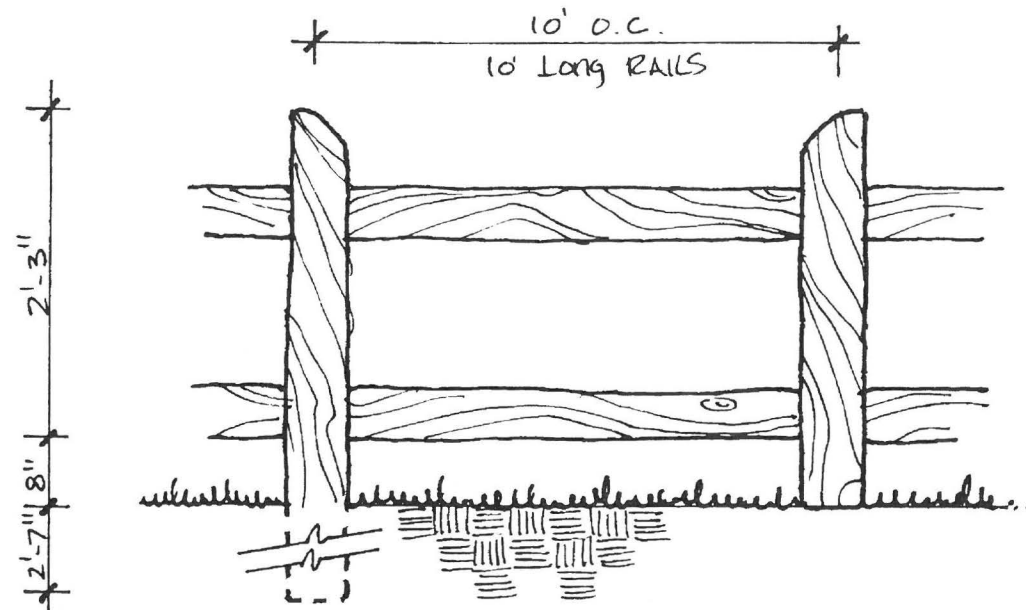
Bike Trail Cross Section

The 10'-14' wide paved bicycle trail shall consist of a bituminous concrete surface course 1 1/2" to 2" thick and an aggregate base course 1 1/2" thick (varies), utilizing the existing ballast in most of the trail. For areas that do not have ballast, an aggregate base course 6"-10" thick needs to be incorporated into the detail. The trail should have a 2' wide gravel shoulder path where applicable.



Bike Trail Intersection

A typical bike trail intersection consists of a painted crosswalk with appropriate signs at all applicable intersections. Trail identification signs, bicycle crossing signs and other important trail signs minimize any potential hazards when making a transition from one side of the street to the other.

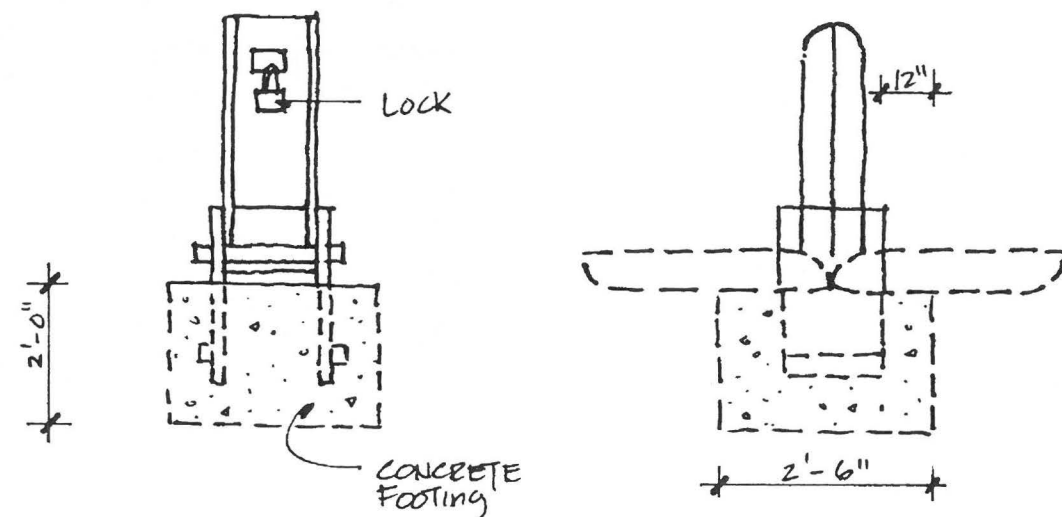


Fencing

A rustic type wood post and split rail fence. Material should be sound, straight grained, split Western Red Cedar.

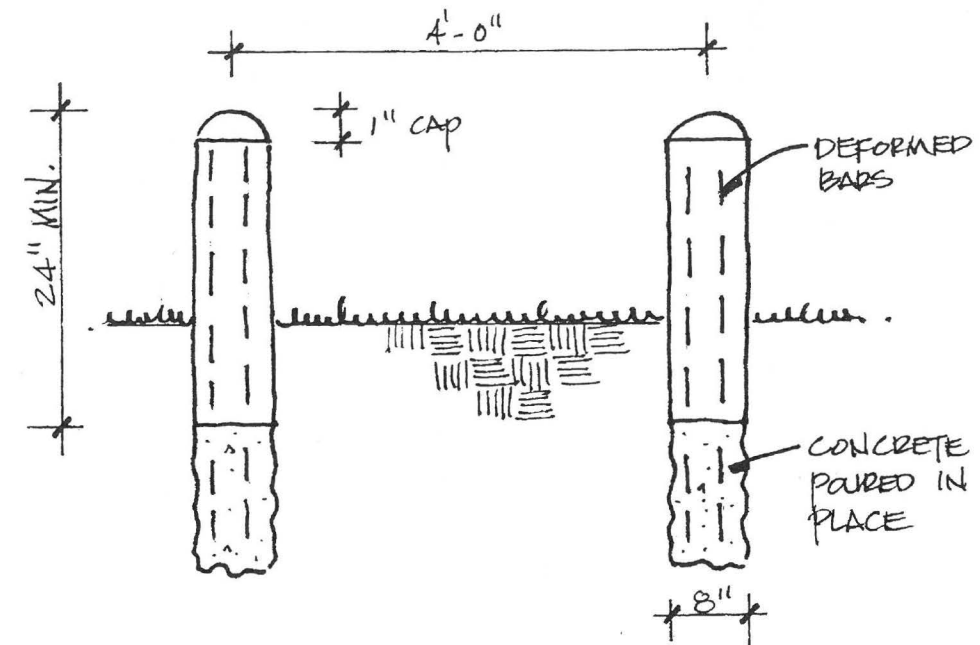
Posts: Two rail posts should be 5'-4" long with 12" rail spacings. The ends should be square cut and free from short kinks or twists. The sweep shall not be more than two inches in 5'-4". The taper shall not exceed two inches in 5'-4".

All rails shall be segmental in shape with no one side less than three inches in width at any point. The rail shall be free from short kinks and twists, and having a sweep of not more than three inches in 10'-0" and the ends shall be tapered to fit in the post mortises. There shall be two rails per panel and shall be 10'-0" in length.



Drop Gates

The concrete for the base of the drop gate shall be Class SI concrete and installed accordingly with the applicable requirements of section 503 of the Standard Specifications.



Concrete Barrier Posts

Cast in place concrete barrier posts to be securely braced before pouring concrete into an 8" sonotube fibre form 24" long. Three #4, 44" deformed reinforcement bars to be placed and secured into the concrete barrier post which will sit on a poured in place concrete hole 33" deep.

Signs:

Signs are an important tool for communicating information to the public. Signs inform and educate people about a particular facility or the natural environment. They regulate use and warn of potential hazards. Signs also provide an opportunity to establish a graphic image.

All signs within the Burnham Greenway will have a consistent appearance. Informational signs need to reference all the partners and the project title “Burnham Greenway.”

Signs are divided into 3 categories:

Regulatory Signs

Regulatory Signs inform the trail users of laws or regulations applicable to legal requirements. Regulatory signs should adhere to standards set forth by the Manual on Uniform Traffic Control Devices (MUTCD).

Informational Sign

Informational signs inform the users about the facility and they will state the name and the owners of the property. They also include information about the trail, location, maps, and interpretive information.

Warning Signs

Warning signs are used when it is deemed necessary to warn the bicycle riders, pedestrians, and traffic of existing or potentially hazardous conditions on or adjacent to the trail or street.



Informational Sign
(Example)



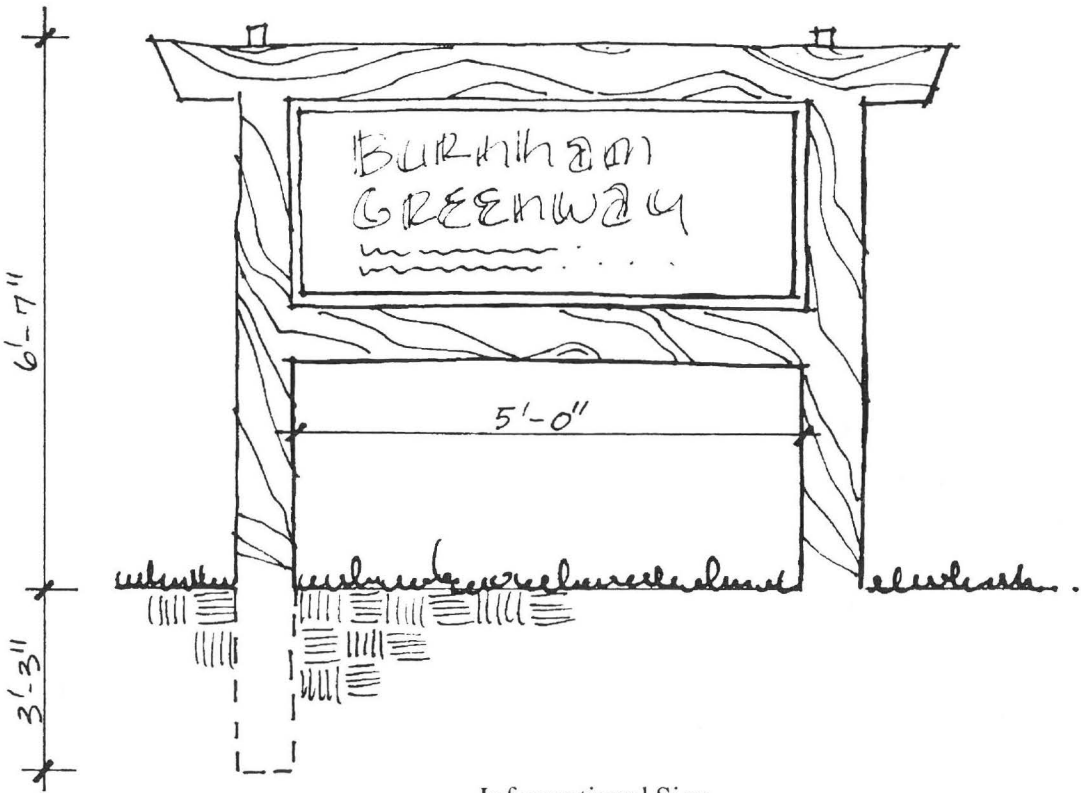
Warning Sign
(Example)



Regulation Sign
(Example)



Regulation Sign
(Example)



Informational Sign
(Example)

DESIGN GUIDELINES: Landscape Edges

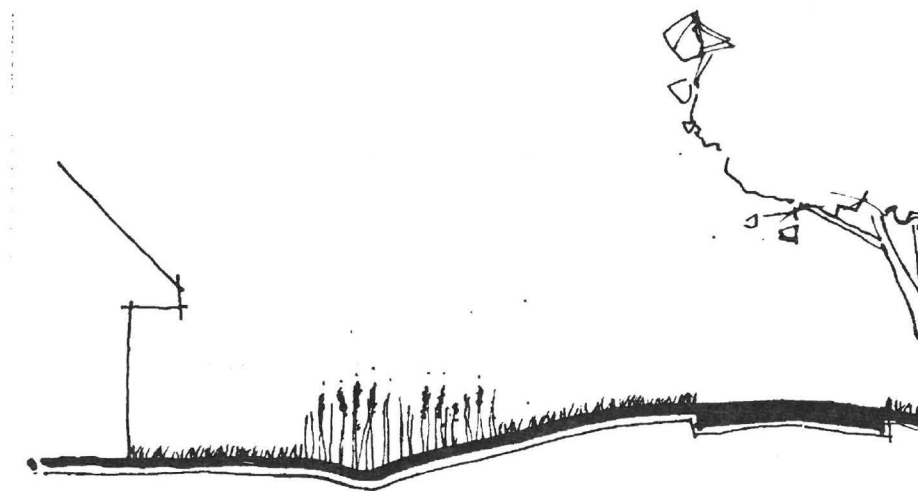
The goal is to develop a landscape treatment along the Burnham Greenway that complements the character of the adjacent land use, is easily maintained, and respects the neighbors who live and work next to the Burnham Greenway. The partners recognize that people who own property adjacent to the Burnham Greenway may be concerned about the project. This section will address the proposed landscape treatments and options available to individual adjacent property owners.

There are essentially two types of proposed landscape treatments which maximize the habitat and improve the aesthetics. The first is a naturalized prairie landscape that will be an ideal habitat. The second is an ornamental tree, shrub and turf landscape that resembles more of a park landscape. Although the proposed location for each of these treatments will be determined during the final design and engineering phase, generally the treatments will be located to complement the adjacent land use. The partners will design the edge to create a uniform appearance along one block to the next.

Much of the existing property edge is dominated with an overgrowth of weedy trees, shrubs and dilapidated fences. This condition developed in part due to the difficulty of maintaining the property line. The weeds and shrubs that eventually grew along the fence line became a visual and sound barrier from the railroad. Now that the corridor will be used by bicyclists, walkers and joggers - *and no longer by locomotives* - the concern for safety has been completely transformed. No longer will adjacent land owners need to maintain barriers to keep children and others protected from the dangers of the railroad.

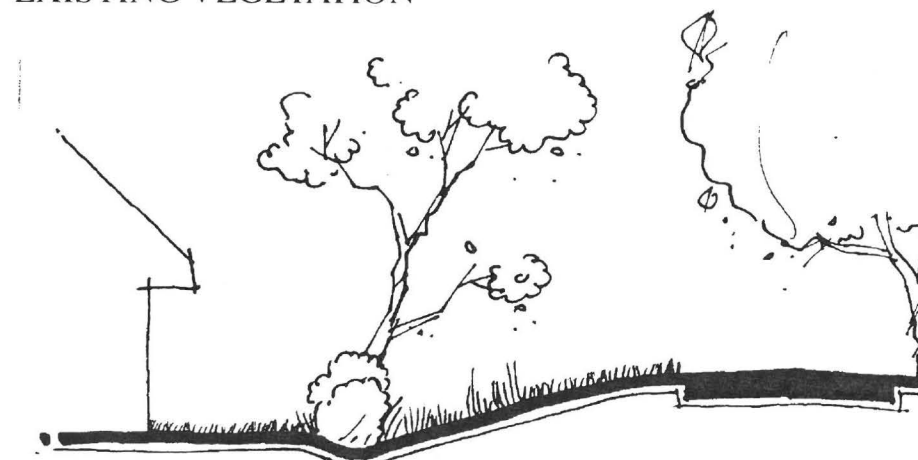
Both of the proposed landscape treatments will clean up these unkempt edges including the removal of dilapidated fences and other debris located on the Burnham Greenway property. Once complete, the Burnham Greenway will be the new neighbor readily accessible for fun and enjoyment.

CONDITION #1 PROPOSED NATURALIZED LANDSCAPE



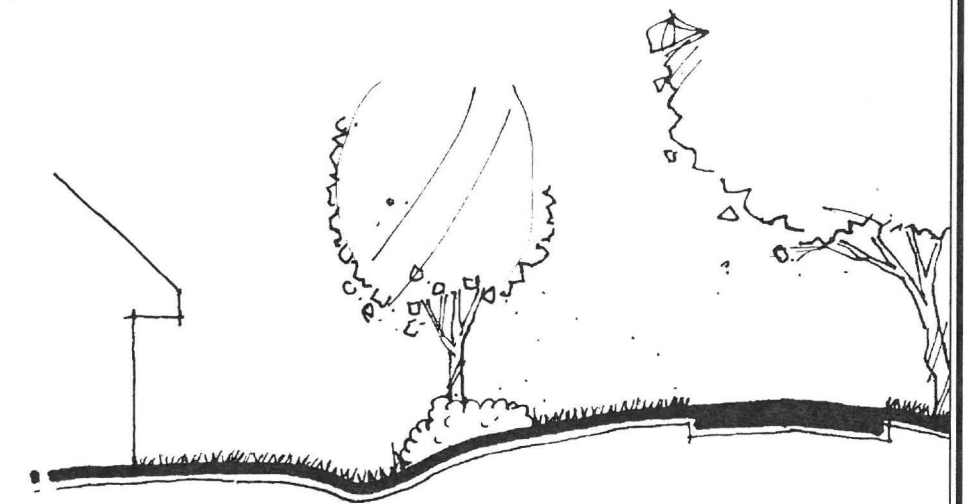
The "naturalized landscape edge" will be installed along much of the Burnham Greenway. This edge complements the many high quality natural areas and forest preserves which are adjacent to the abandoned railroad corridor. It will be seeded with short grass native prairie creating a wildflower landscape. Oak trees will be sporadically planted in the prairie which will extend to within three feet of the bicycle trail. The maximum height of the prairie plants will reach three to four feet during the summer and fall. This proposed edge provides the greatest habitat for butterflies and other wildlife.

ALTERNATIVE LANDSCAPE EDGE CONDITION #1: EXISTING VEGETATION



If there are circumstances precluding the installation of either proposed landscape edge, then leaving the existing scrub vegetation is an option. This alternative is discouraged by the partners due to the "unkempt" character which tends to collect trash and other debris. The existing vegetation typically includes "weed" species of weak wooded trees, shrubs and underbrush.

CONDITION #2 PROPOSED ORNAMENTAL TREES, SHRUBS AND TURF



The "ornamental trees, shrubs and turf landscape edge" maybe installed along the more urbanized portions of the Burnham Greenway. This edge will be manicured compared to the "naturalized landscape edge." It will be seeded with turf grass and planted with minimal trees and shrubs.

ALTERNATIVE LANDSCAPE EDGE CONDITION #2 SPLIT RAIL FENCE



If there are circumstances where a physical barrier is desirable, then a rustic cedar split rail fence is recommended. Any type of fence will separate private and public lands, however the attractive split rail fence will complement Burnham Greenway's park and forest preserve character.

DESIGN GUIDELINES: Planting

NATURALIZED PLANTING

DESIGN ELEMENTS:

- Naturally appearing, informal groupings of indigenous woody plants.
- Herbaceous plants shall be selected in order to blend with adjacent prairies and wetlands.

PLANT SOURCES:

- Woody plants should be native species and locally grown within a 150 mile radius.
- Herbaceous species should be collected from adjacent high quality natural areas and propagated for installation within the Burnham Greenway. Coordination of seed collection from the adjacent natural areas must be with either:

*The Forest Preserve District of Cook County
Volunteer Coordinator
(630) 257-2045*

*The Nature Conservancy of Illinois
(312) 346-8166 x22
Calumet Prairie Restoration*

MANAGEMENT

- Woody plants should be allowed to grow naturally, without being pruned (with the exception of dead limbs which pose a danger to the public).
- Herbaceous prairie and wetland plants should be managed with prescribed burns safely and selective weeding in compliance with the land management guidelines of the local and permitting agency.

ORNAMENTAL TREES & SHRUBS AND TURF PLANTING

DESIGN ELEMENTS:

- Shade, ornamental and flowering shrubs installed in formal groupings including rows or informal groupings with turf and mulch rings underneath. Perennials and shrubs shall be installed in informal beds.

PLANT SOURCES:

- Use only non-invasive plants hardy to Zone 5.
- Disease resistant and low maintenance cultivars are recommended from reputable nurseries within the same hardiness zone.

MANAGEMENT:

- Properly prune and care for woody plants in accordance with the American Association of Nurserymen.
- Mulch plants regularly to a depth of 3" and mow turf regularly.

THE GAP

Due to the active rail line between the Cal-City Prairie and William Powers Conservation Area, this portion must be developed as an on-street bicycle route. This is an interim solution of the Burnham Greenway until an off-street route becomes available. Referred to as "The Gap", most of the on-street route is within the city limits of Burnham. However, the north end is located in the City of Chicago while the south end is in Calumet City. Coordination with the local communities is paramount.

Three options exist for connecting this section to assure overall continuity of the corridor: 1) the potential that the active rail line may be abandoned in the near future, 2) a 150' ft. wide Commonwealth Edison corridor which adjoins the rail line and thus creates an opportunity for lease arrangements for trail purposes, and 3) the use of a nearby street system involving Burnham Avenue or Torrence Ave in combination with State Street and possibly other local streets. The street system will need to be identified as an interim connection until Alternative 1) or 2) becomes available. Meetings will need to be held with municipal officials and neighborhood representatives to determine an interim street route. Each of these options have been further described:

OPTION A: CONRAIL CORRIDOR (Long Range)

This option will be available if and when Conrail abandons this section of rail road.

OPTION B: COM-ED (Long Range)

This option requires an easement and a difficult river crossing.

OPTION C: ON-STREET ROUTE

Although not as desirable, this two mile stretch must be on-street (also referred to as a Class III bicycle trail). Signs will be installed along the route where a bicyclist recognizes part of the Burnham Greenway. The specific route, although not finalized, will be one that is the most direct and provides for the safety and welfare of the user as well as the local neighborhood. The final route will be selected during the engineering process. Issues such as traffic hazards, road width, and land use will be considered. The design of a wayfinding system including signs will be instrumental to the route's success. Two on-street alternative routes have been preliminarily identified. The first route is Torrence Avenue and the other is Burnham Avenue:

TORRENCE AVENUE

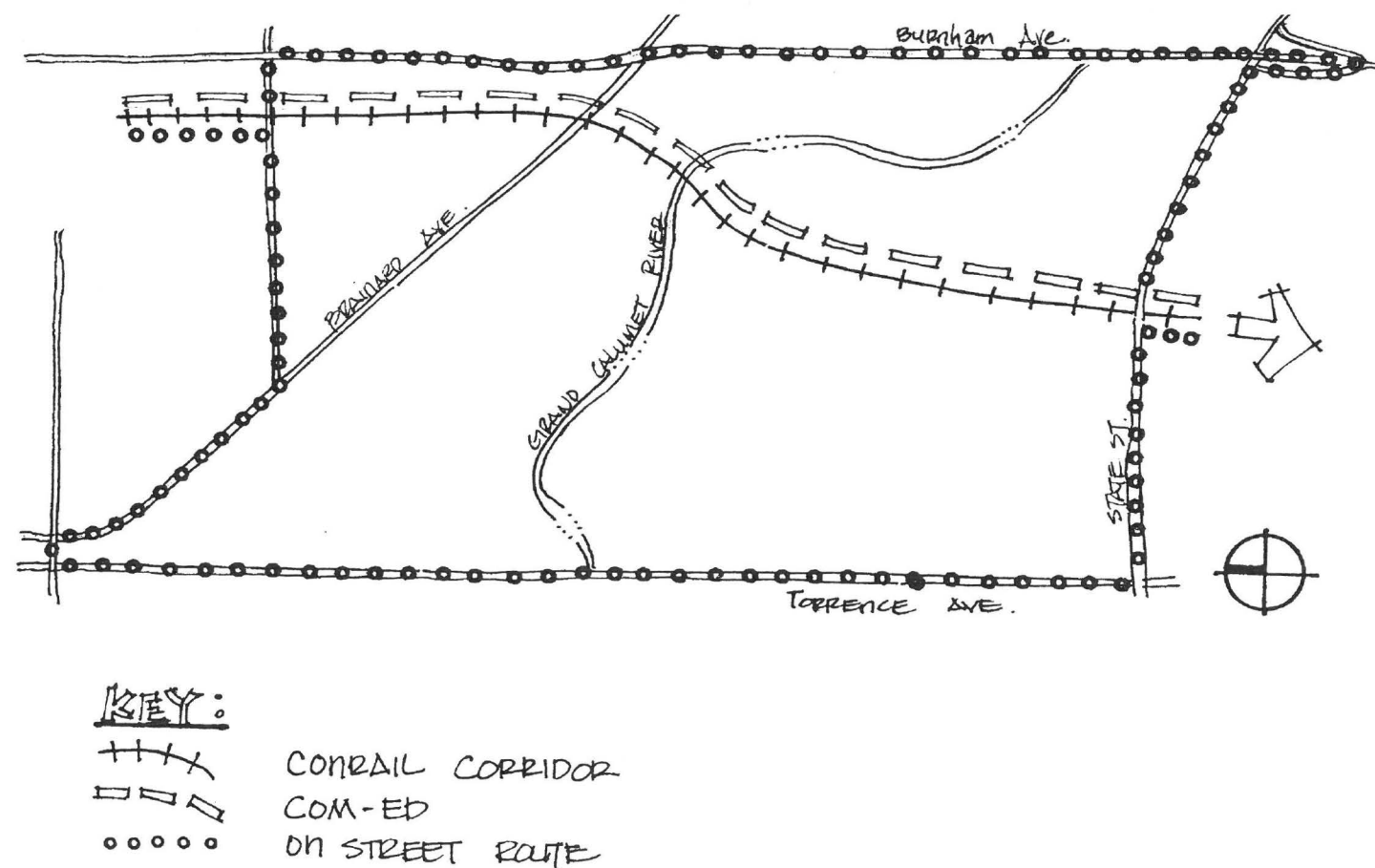
While less direct, Torrence Ave. carries less traffic and provides a wider R.O.W. and fewer intersections than Burnham Ave. This route has been described by planners at The Openlands Project as the preferred alternative due to traffic conditions.

BURNHAM AVENUE

This route could incorporate part of the Commonwealth R.O.W. south of 130 th Street. It also passes by the Forest Preserve District's Burnham Golf Course and was the original concept.

SIGNAGE/WAYFINDING

The on-street route should be identified with a wayfinding system including AASHTO (American Association of State Highway and Transportation Officials) standard bicycle route signs as well as informational signs. It would be desirable to include a reference to "Burnham Greenway" in order to provide continuity.



COOPERATIVE MANAGEMENT

MANAGEMENT GUIDELINES

Unlike most of the trails in the region, the Burnham Greenway will be managed by more than one agency. The need for cooperation is paramount given the ownership boundaries which essentially divide the corridor into nine jurisdictional increments. Examples of the issues which need coordination include trail rules, mowing and maintenance, scheduling special events, and security. In order to prevent a hodgepodge approach, the six partners have agreed to the following principles:

PRINCIPLES

TRAIL RULES:

The following list includes a few of the rules:

1. No motorized recreational use.
2. Stay in the right lane.
3. Give warning before passing other trail users.
4. Bicyclists yield to all other trail users.
5. No speed training.
6. No equestrian use.

SECURITY:

1. Each agency will patrol and provide security within their own jurisdiction.

SPECIAL EVENTS:

1. Permission is required for all special events to be held in the Burnham greenway involving more than 25 persons. The permission will be written and obtained only from the agency having jurisdiction of the affected trail section. However, the remaining agencies will be notified on the proposed event to prevent any potential conflicts.

BROCHURE/MAP:

1. A brochure and map will be developed for use by the public. It will refer to the trail as "The Burnham Greenway" and credit each of the six partners. The map should describe the key features along the trail. The cost of the map should be shared by each of the agencies.

CONCLUSION

Each of these binding principles has been adopted in order to meet with the imminent management challenges. Additionally, each partner recognizes that in the future there will be new recreational trends, new security concerns and new ecological opportunities. Therefore, the management approach outlined in this Plan should not be too rigid. Each agency is committed to an ongoing review of the principles in order to ensure efficient and consistent management of the Burnham Greenway.

FEATURES AND POINTS OF INTERESTS

Parks/Open Spaces

Points of Interests

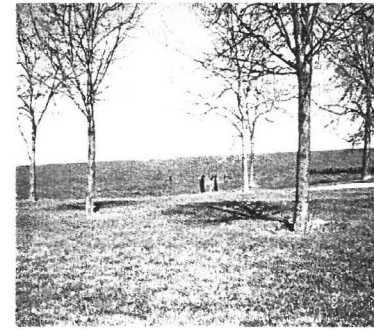
Calumet Park (1/4 mile from Greenway, sheet reference #18,19)

This regional park is adjacent to Lake Michigan and is located in the northernmost part of the trail. The park will serve as one of the crucial focal points to get people onto the Burnham Greenway trail.

Owner: Chicago Park District

- * Parking Area & Trail Access
- * 4 Baseball Fields
- * 7 Softball Fields
- * 2 Combination Football & Soccer Field
- * Volleyball & Basketball Courts
- * 16 Tennis Courts
- * 1 Ice Skating Facility
- * Yacht and Power Boat Harbor Facility

Via Indianapolis Blvd. and 100th Street



Wolfe Playgrnd. Pk.(3/4 mile from Greenway, sheet reference #20)

This neighborhood park is adjacent to the trail and is part of the extended open space network system in the city.

Owner: Chicago Park District

- * 4 Basketball and 1 Volleyball Courts
- * Football and Soccer Field
- * 2 Night Lighting Fields
- * Building Facility
- * Playground

Via 108th or 109th Street and Mackinaw Rd.

Rowan Park (1/4 mile from Greenway, sheet reference #21)

This neighborhood park operated by the Chicago Park District is adjacent to the trail and the Forest Preserve District's Eggers Woods is located to the east.

Owner: Chicago Park District

- * 4 Night Lighting Fields
- * Playground
- * 1 Combination Football and Soccer Field
- * Building Facility
- * 3 Tennis and 2 Volleyball Courts
- * 1 Little League Diamond Field

Via 115th Street.

Eggers Woods (Adjacent to Greenway, sheet reference #21,22)

One of the few places in Cook County where sassafras trees are native. Notable for shorebirds nesting in the marsh north of Wolf Lake and many others stopping there during migration.

Owner: Forest Preserve District of Cook County

- * Parking Area & Trail Access
- * Savanna natural area
- * Picnicking

William W. Powers (Adjacent to Greenway, sheet reference #23,24) State Fish and Wildlife Area

580 acres of land now acquired by the state which is known as the Wolf Lake Conservation Area, of which 419 acres are water. Facilities include fishing, picnicking, boating, and winter sports.

Owner: Illinois Department of Natural Resources

- * Parking Area & Trail Access
- * Concession
- * Fishing Areas
- * Boat Rental
- * Picnicking

Via Avenue O or Wolfe Lake Blvd.



Mann Park (1/2 mile from Greenway, sheet reference #25)

A regional park with an extensive list of amenities for local users as well as others utilizing the Burnham Greenway trail system.

Owner: Chicago Park District

- * Parking Area & Trail Access
- * 7 Ball Fields (Night Lighting)
- * 1 Combination Football and Soccer Fields
- * 4 Tennis Courts
- * Administrative Building
- * 4 Basketball and 1 Volleyball Courts
- * Drinking Fountain
- * Playground
- * Mann Park Notatorium

Via 133rd and Exchange Ave.

Burnham Prairie (Adjacent to Greenway, sheet reference #26,27)

A high quality natural area near the Grand Calumet River in the process of being acquired by the Forest Preserve District. This prairie is identified on the State Natural Areas Inventory, Forest Preserve District Land Acquisition Plan, and the CitySpace Plan.

Owner: Forest Preserve District of Cook County



Powderhorn Lake (1/3 mile from Greenway, sheet reference #25)

A 35 acre lake two miles north of Calumet City. Fishing with private rowboats, sailboats and canoes.

Owner: Forest Preserve District of Cook County

Via Brainard Ave. East of Burnham Ave.

Burnham Park (Adjacent to Greenway, sheet reference #25)

A neighborhood park west of the trail.

Owner: Calumet-Memorial Park District

- * Water Fountain
- * 1 Basketball Court
- * 1 Softball Diamond
- * Playground

Via Greenbay Rd. and 138th Street.

Cal City Prairie (Adjacent to Greenway, sheet reference #27)

Calumet City Prairie is identified on the State Natural Areas Inventory and on the west by the Commonwealth Edison corridor.

Owner: Private Ownership

Wentworth Prairie (Adjacent to Greenway, sheet reference #28,29)

This Prairie is owned by CMPD and is on the State Natural Areas Inventory. The prairie is bordered by Wentworth Jr. High School and single family neighborhoods.

Owner: Calumet Memorial Park District

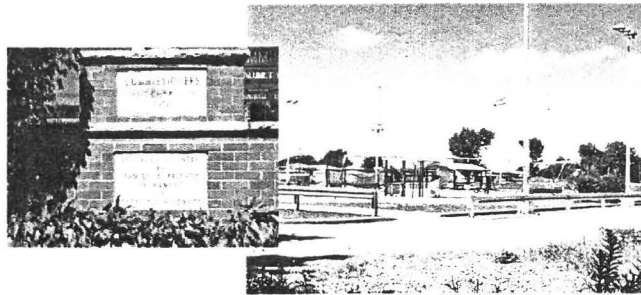
Commissioner's Park (Adjacent to Greenway, sheet reference #28)

A regional park operated by CMPD.

Owner: Calumet Memorial Park District

- * Parking Area & Trail Access
- * Accessible Restrooms
- * Water Fountain

Via Wilson Ave. and Campbell Ave.



Memorial Park (1.2 miles from Greenway, sheet reference #29)

A regional park operated by CMPD.

Owner: Calumet Memorial Park District

- * Parking Area & Trail Access
- * Restroom Facility
- * 2 Softball Diamonds
- * Business Office Building
- * 1 Basketball Court
- * Pool/Building
- * Playground
- * Water Fountain
- * 1 Night Lighting Field
- * Accessible

Via Memorial Drive.

Thornton Fractional Prairie (Adj. to Greenway, sht. ref. #29,30)

Identified on the State Natural Areas Inventory, this prairie is owned and managed by The High School and the CMPD. On the west side of this corridor lies the Forest Preserve District's Sand Ridge Prairie and Sand Ridge Nature Center.

Owner: Calumet Memorial Park District

- * Parking Area & Trail Access
- * Accessible Drinking Fountain & Restrooms
- * 6 Tennis Courts
- * Playground
- * Ballfields

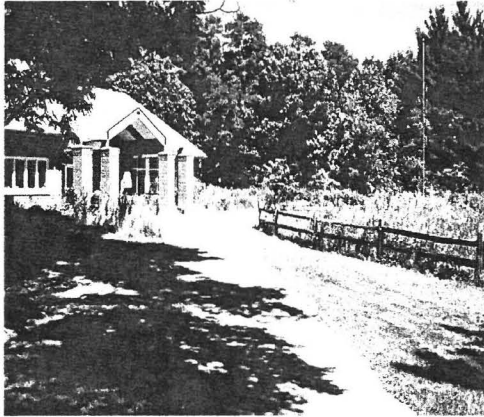
Sand Ridge Nature Center

(1.5 miles from Greenway, sheet reference #29)

Open to the public in 1962 and located South of Torrence Ave., Sand Ridge Nature Center has over 3.5 miles of trails that showcase pine woods, oak forests, prairies, wetlands and is noted for spring wildflowers.

Owner: Forest Preserve District of Cook County

- * Parking Area & Trail Access
- * Exhibit Building Facility
- * Butterfly Garden
- * Picnic Area



Greenlake Savanna (Adjacent to Greenway, sheet reference #30)

Adjacent to the Burnham Greenway, it is bordered by the Holy Cross Cemetery to the east.

Owner: Forest Preserve District of Cook County

Calumet Playground

(3/4 of a mile from Greenway, sheet reference #30)

Owner: Forest Preserve District of Cook County

- * Access onto Playground through Warren St.
- * Well
- * Forest Preserve Standard Sign
- * Open Field
- * Gravel Spillway Parking
- Via Michigan City Rd. & Burnham Ave. To Warren Ave.

Wentworth Woods (1 mile from Greenway, sheet reference #31)

Owner: Forest Preserve District of Cook County

Greenlake Pool (1/4 of a mile from Greenway, sheet reference #31)

Man made beach and a lake make up this unique pool area. It is located Just west of the Burnham Greenway Corridor west of the Green Lake Savannah.

Owner: Forest Preserve District of Cook County

River Oaks Shopping Center

(1/4 mile from Greenway, sheet reference #31)

A large enclosed retail shopping center in Calumet City.



Veterans Park (4/5 mile from Greenway, sheet reference #32)

A tot lot managed by the LOPD.

Owner: Lan Oak Park District

- * Playground
- * Open Field

Pott's Park (Adjacent to Greenway, sheet reference #33)

This neighborhood park is managed by LOPD and is bordered by an industrial complex.

Owner: Lan Oak Park District

- * Playground
- * Basketball Court
- * Drinking Fountain
- Via 172nd St. & Oakwood Ave.

Gus Bock Park (0.1 mile from Greenway, sheet reference #35)

This neighborhood park provides amenities to surrounding areas.

Owner: Lan Oak Park District

- * 2 Tennis Courts
- * Playground
- * Shelter House
- * 2 Softball Diamond
- * Pool
- * Fishing Pond
- Via Chicago Ave. & 175th St.

Shultz Park (1/4 mile from Greenway, sheet reference #36)

This neighborhood park provides many amenities in a neighborhood environment.

Owner: Lan Oak Park District

- * Softball Diamond Fields
- * Picnic Tables
- * 2 Basketball Courts
- * Brick Restroom Facility
- * Playground
- * Volleyball Pit with Hook ups
- * 1 tennis Court

Via Wentworth Rd. And Schultz Dr. North.



Winterhoff Park (Adjacent to the Greenway, sheet reference #36)

This neighborhood park managed by LOPD is adjacent to Burnham Greenway Corridor and is easily accessible.

Owner: Lan Oak Park District

- * Playground
- * Softball Diamond
- * Open Field

Via 178th St. & Roy St.

Erfert Park (1/2 mile from Greenway, sheet reference #36)

Owner: Lan Oak Park District

- * Playground
- * Picnic Shelters
- * Restroom Facilities
- * Drinking Fountain
- * 2 Fishing Ponds
- * Sled Hill
- * 0.5 mile Walking Trail

Via Burnham Ave. and 188th Street

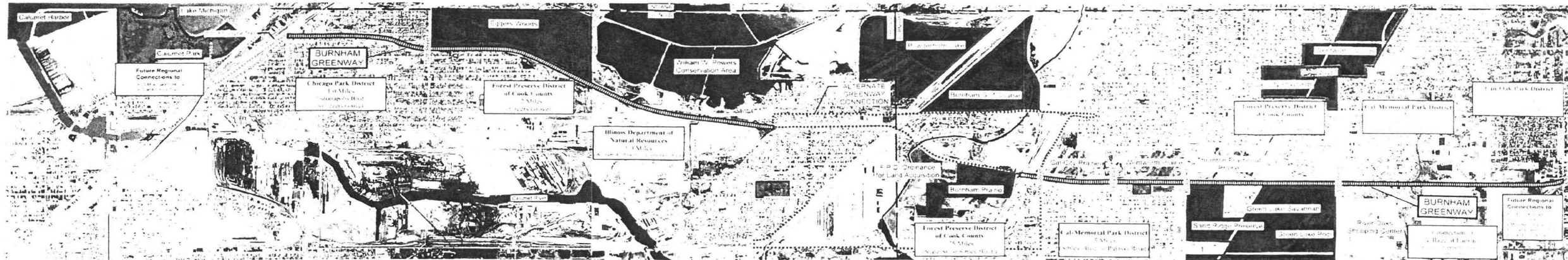
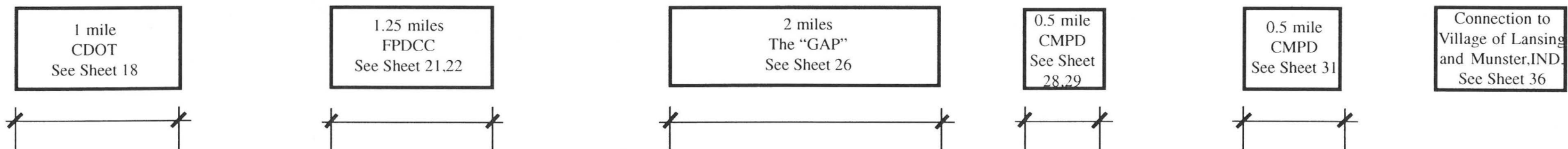
Lansing Veterans Memorial (1 mile from Greenway, Sht.Ref. #36)

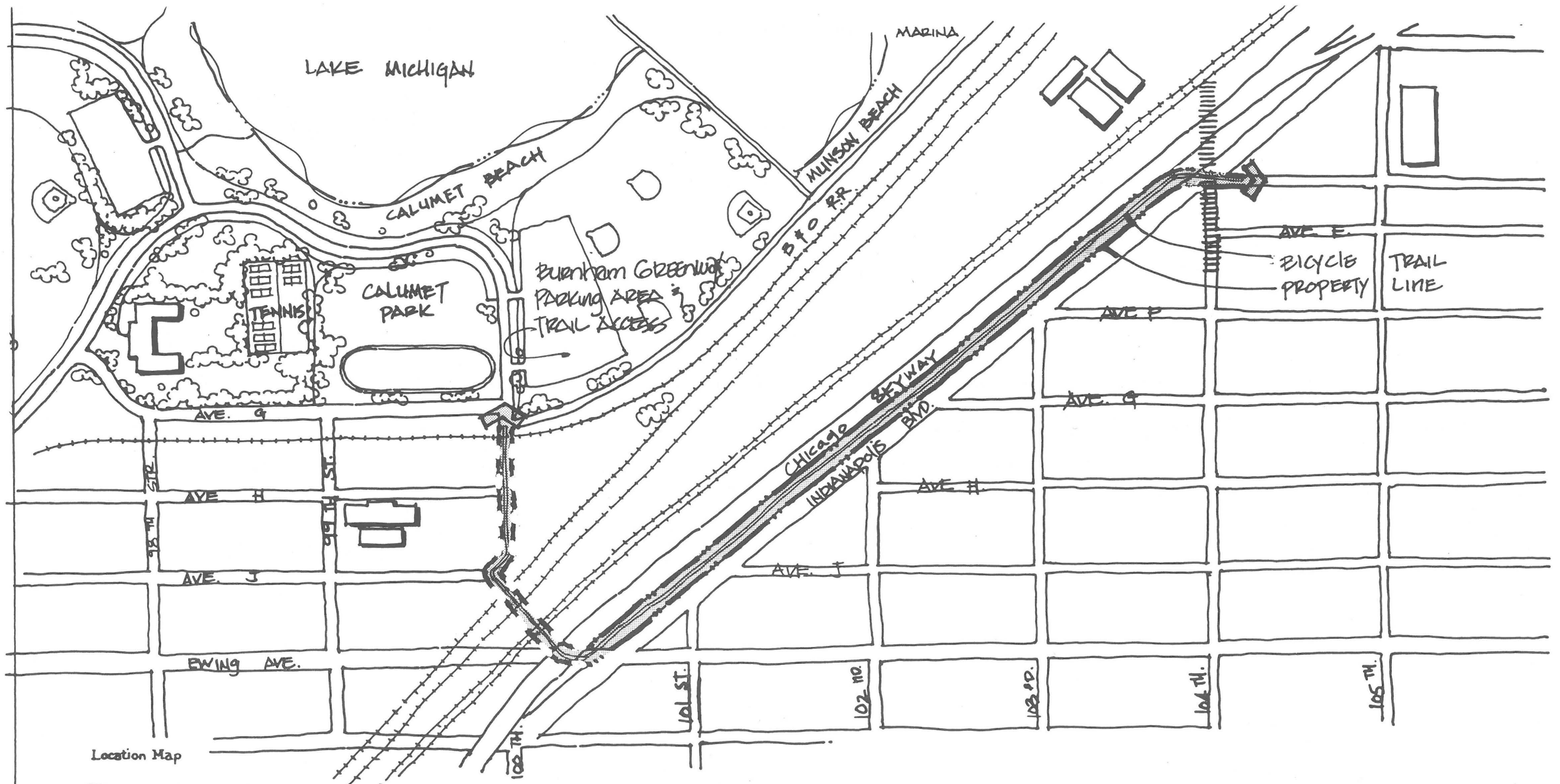
This veterans memorial is on the National Historical Registry.

Owner: Village of Lansing

Via Burnham Ave. and Glenwood Landsing Road

Key Map (for the following detail Greenway Maps, pages 18 to 36).

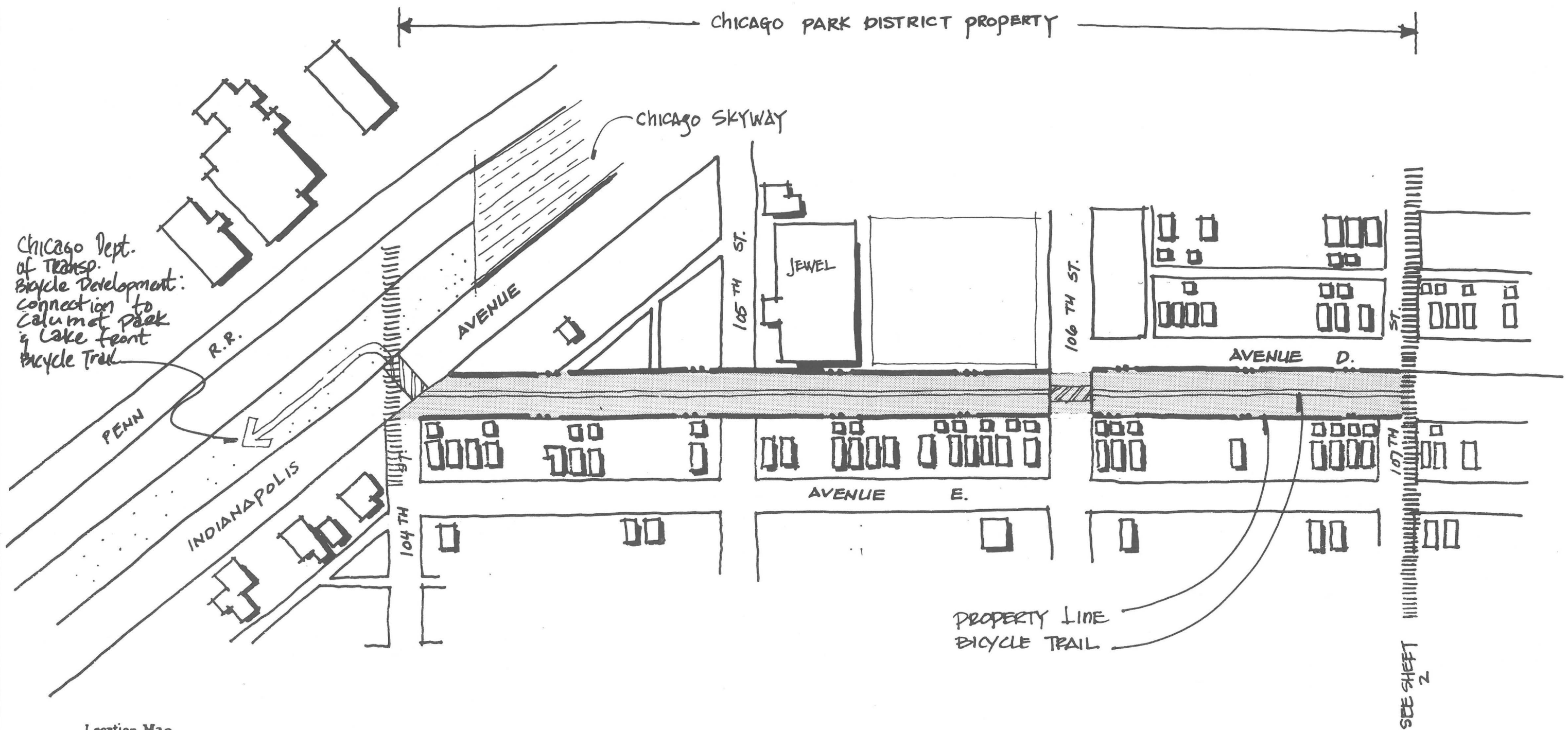




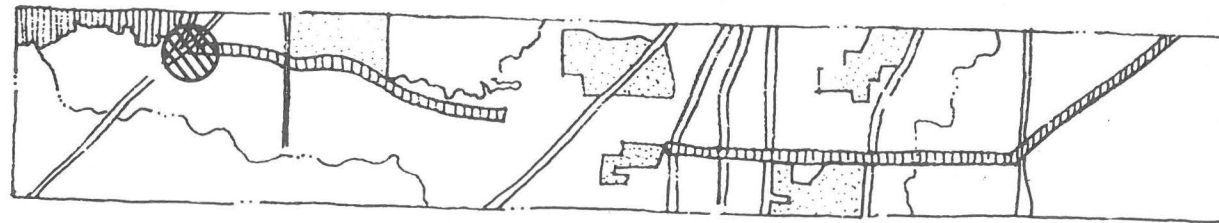
Burnham Greenway

CALUMET PARK to 104TH STREET



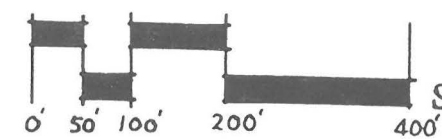


Location Map

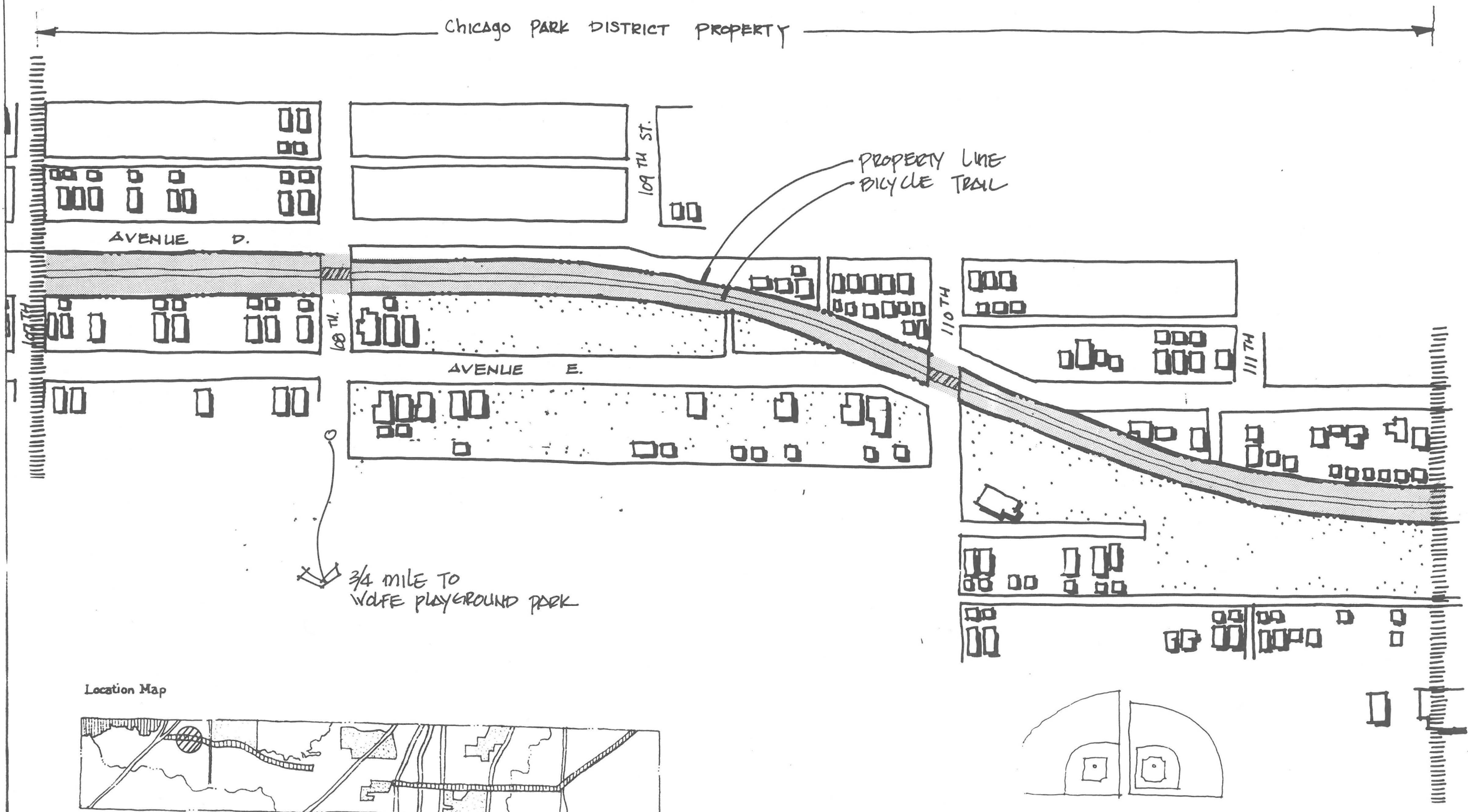


Burnham Greenway

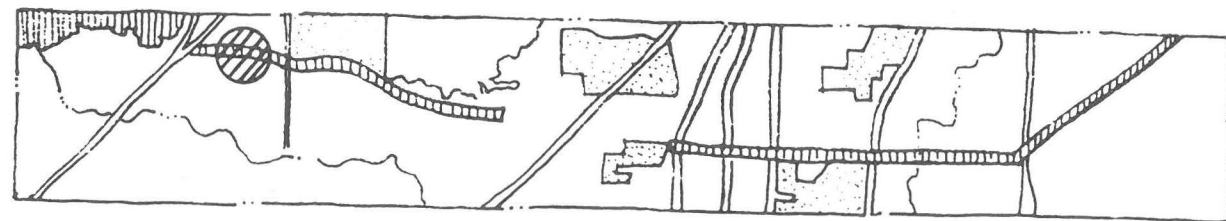
INDIANAPOLIS BLVD. to 107TH STREET



NORTH
SCALE 1"=200'

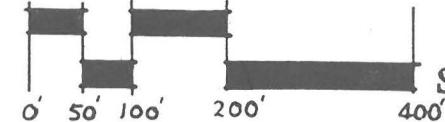
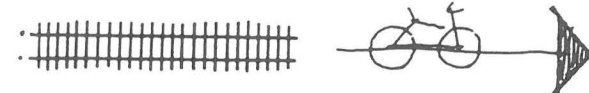


Location Map

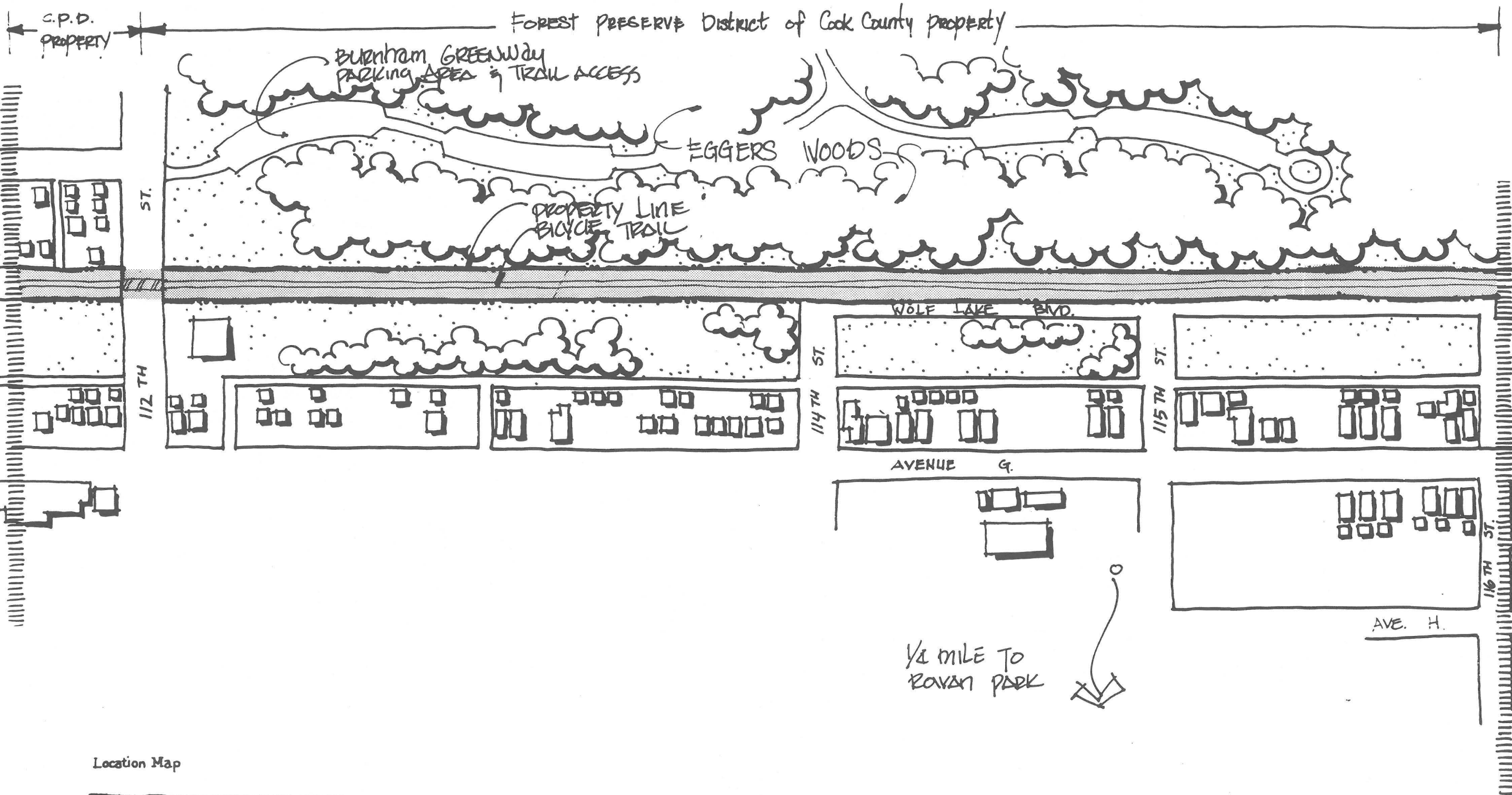


Burnham Greenway

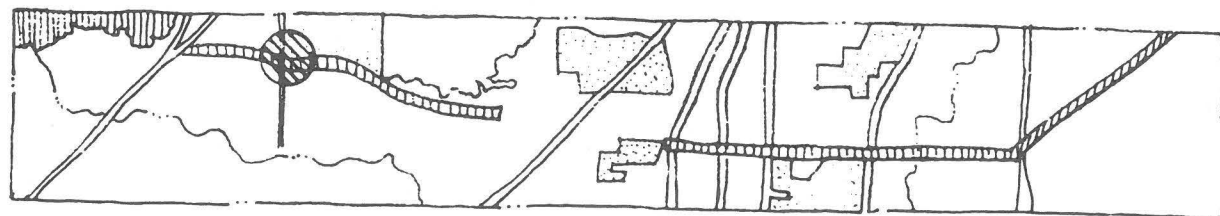
107TH STREET to SOUTH of 111TH STREET



NORTH
SCALE 1"=200'

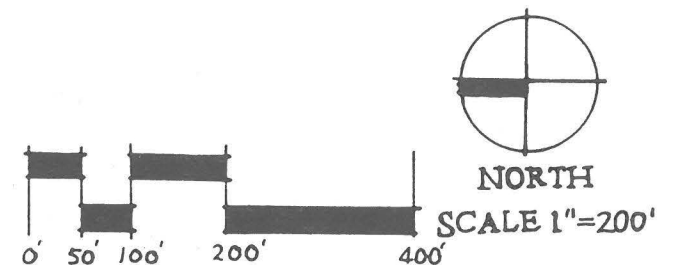


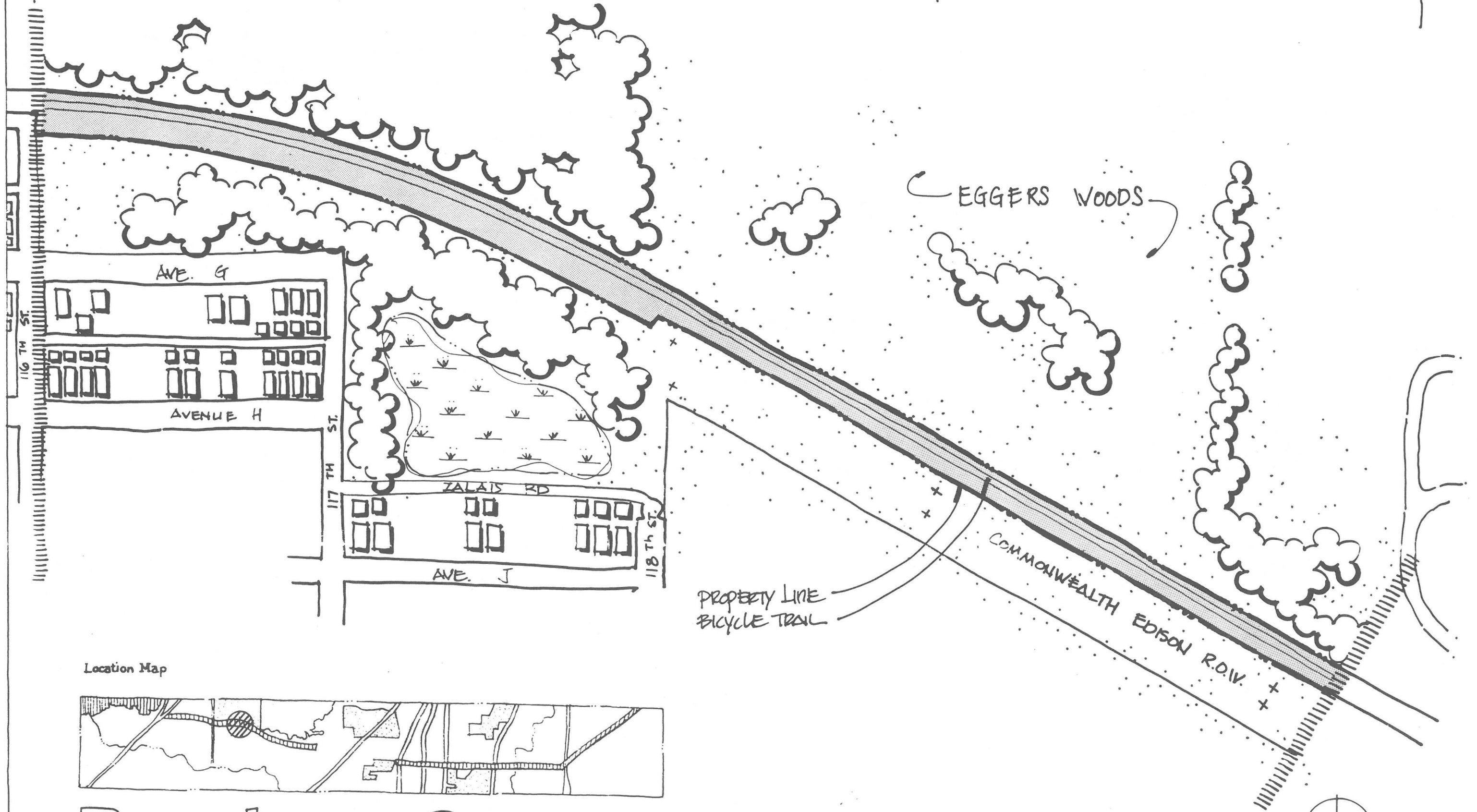
Location Map



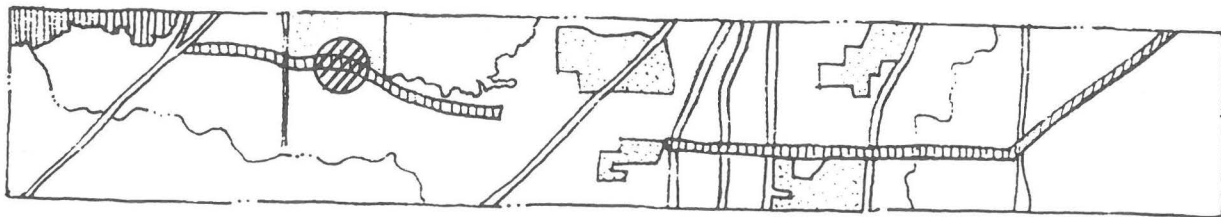
Burnham Greenway

SOUTH of 111TH to 116TH STREET



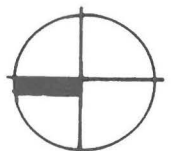
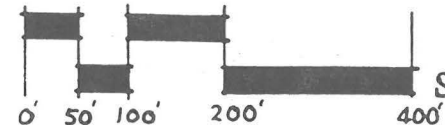


Location Map

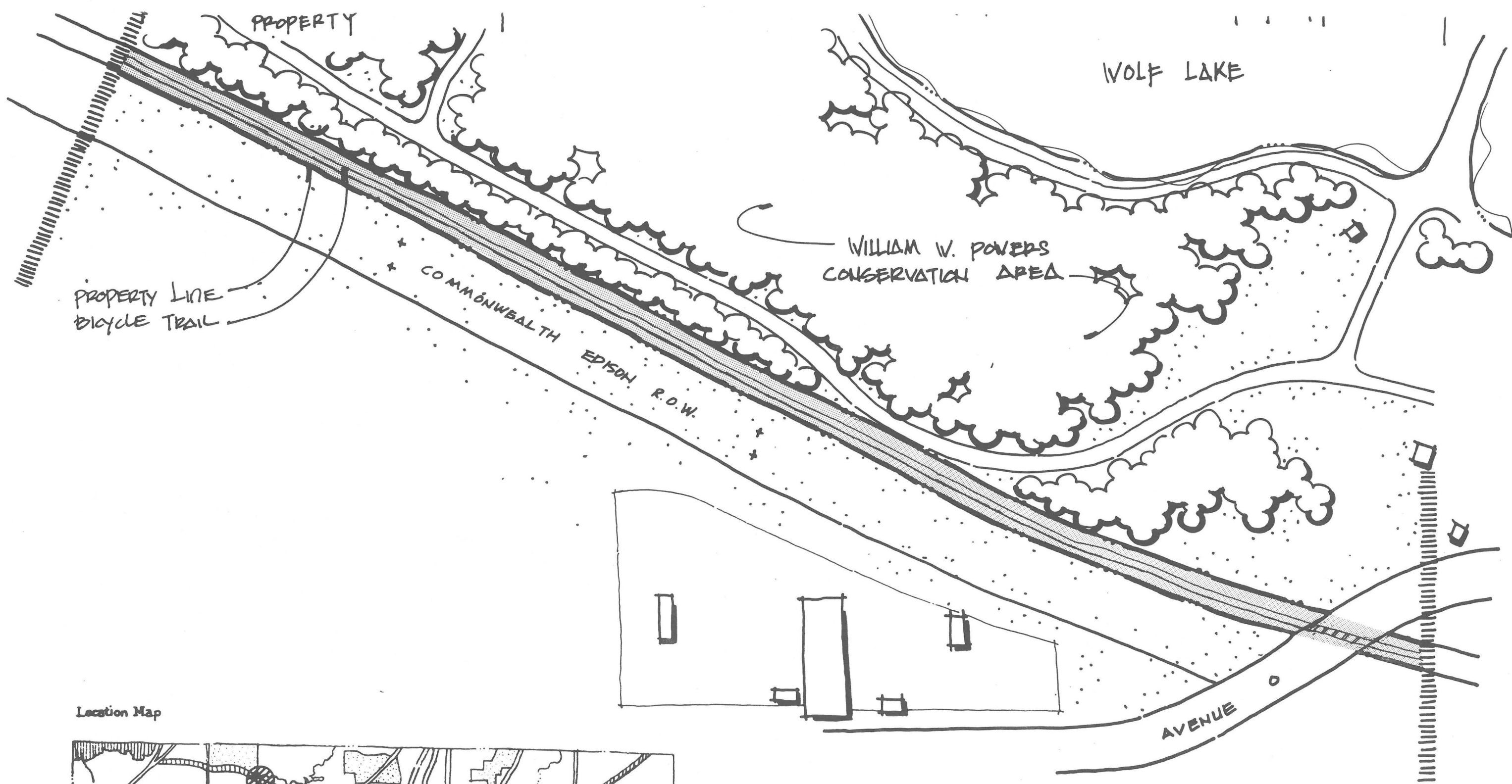


Burnham Greenway

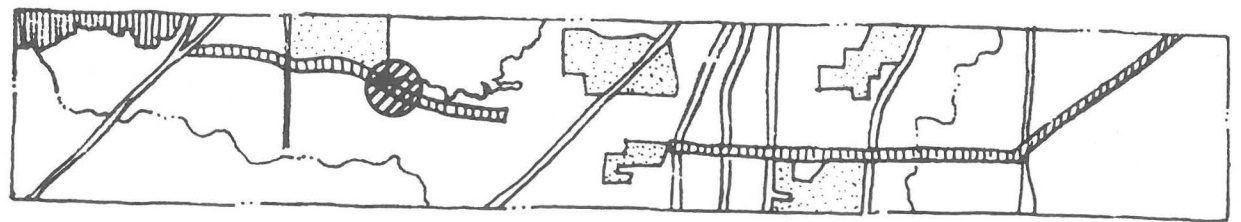
116TH STREET TO MIDPOINT of EGGERS GROVE



SCALE 1"=200'

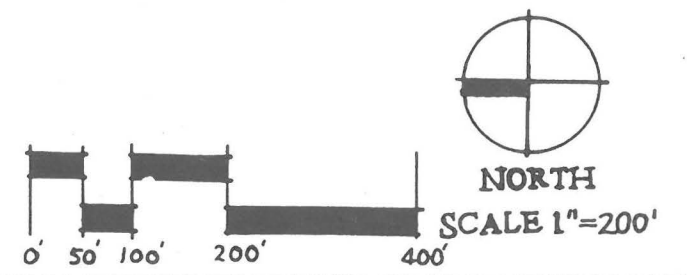


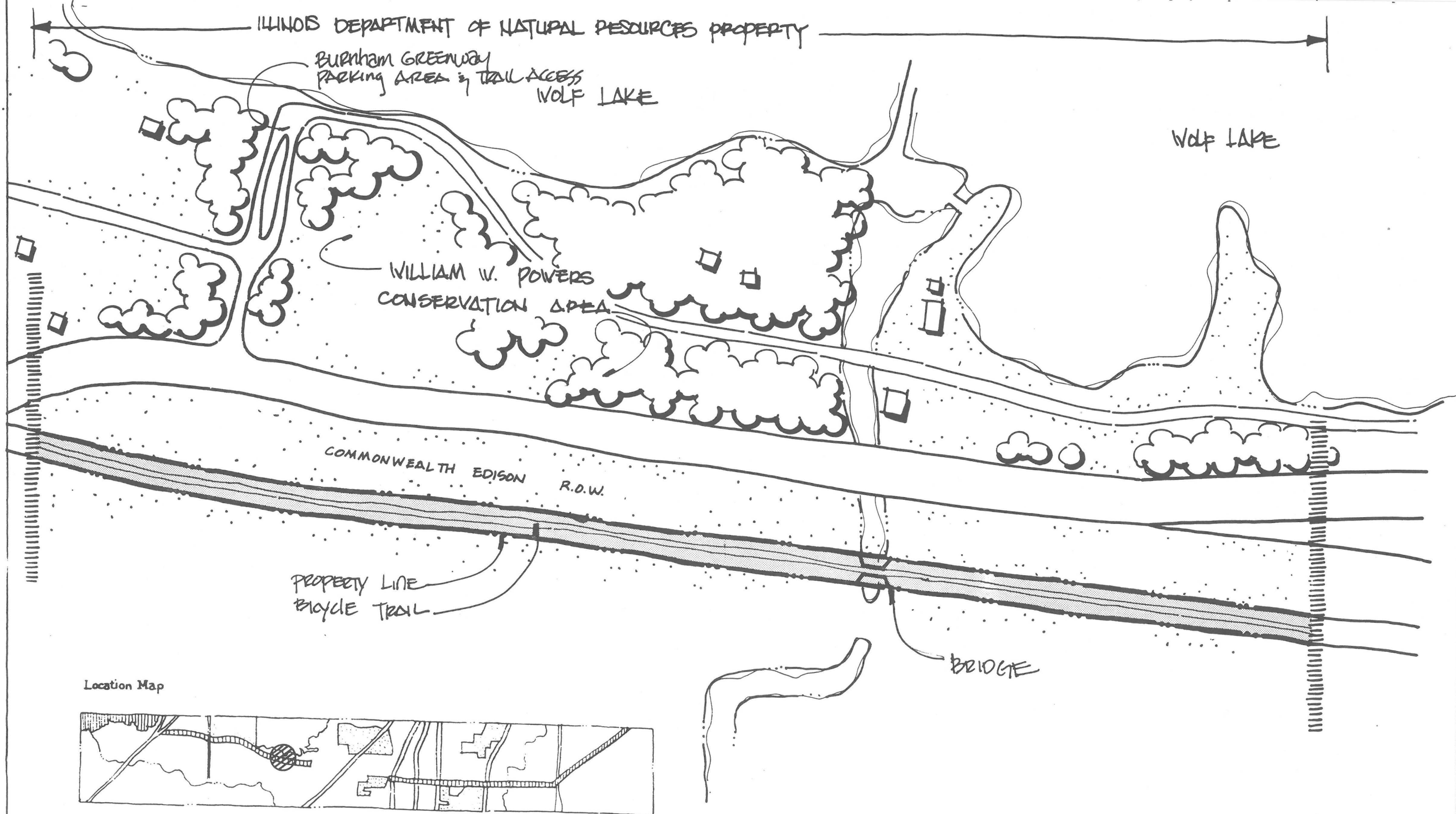
Location Map



Burnham Greenway

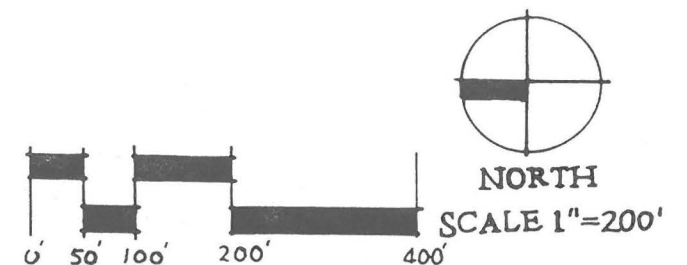
SOUTH END of EGGERS WOODS to NORTH END
of WILLIAM W. POWERS CONSERVATION AREA

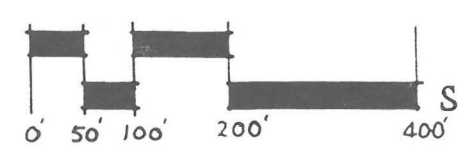
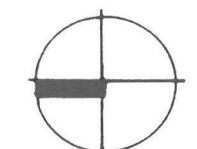
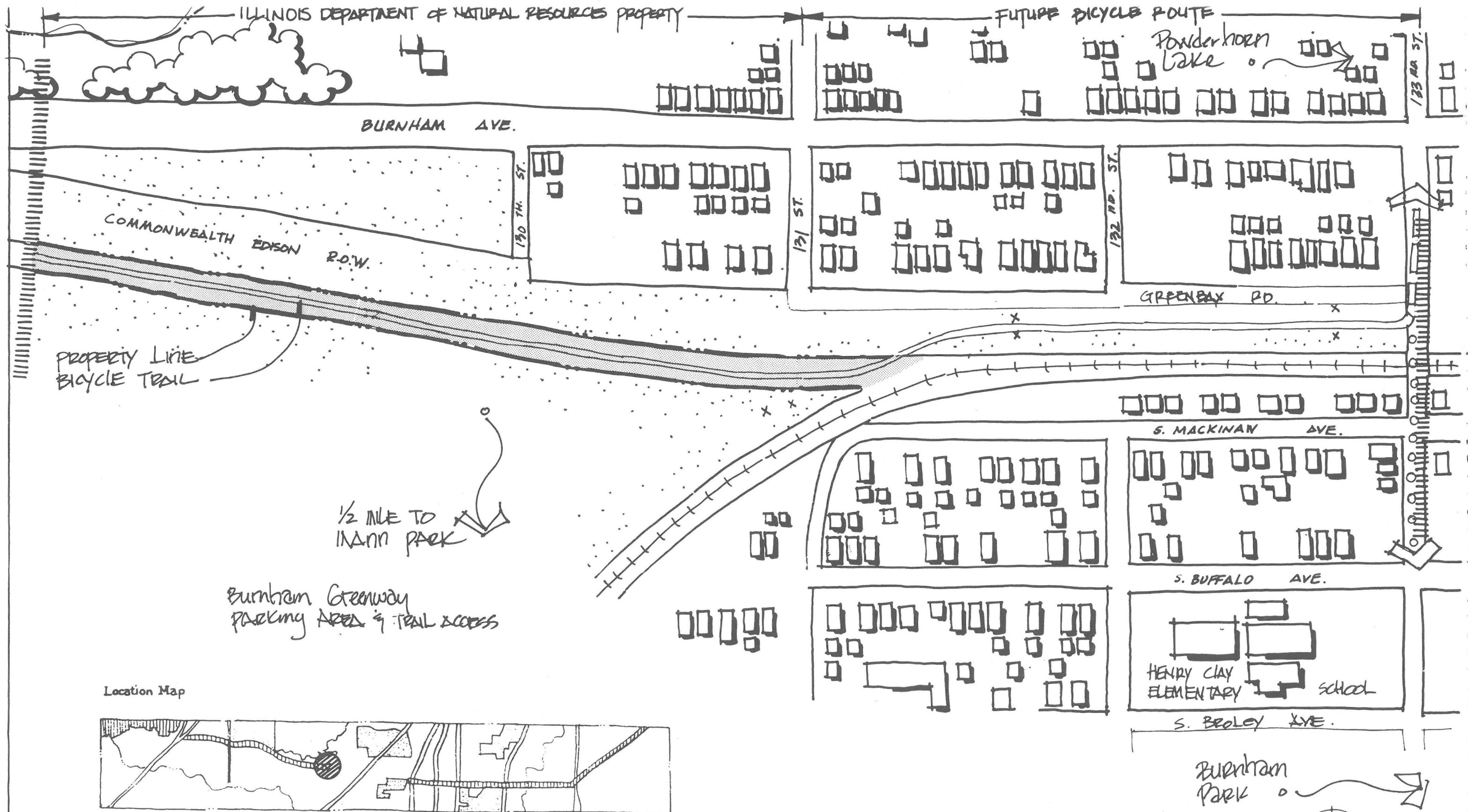




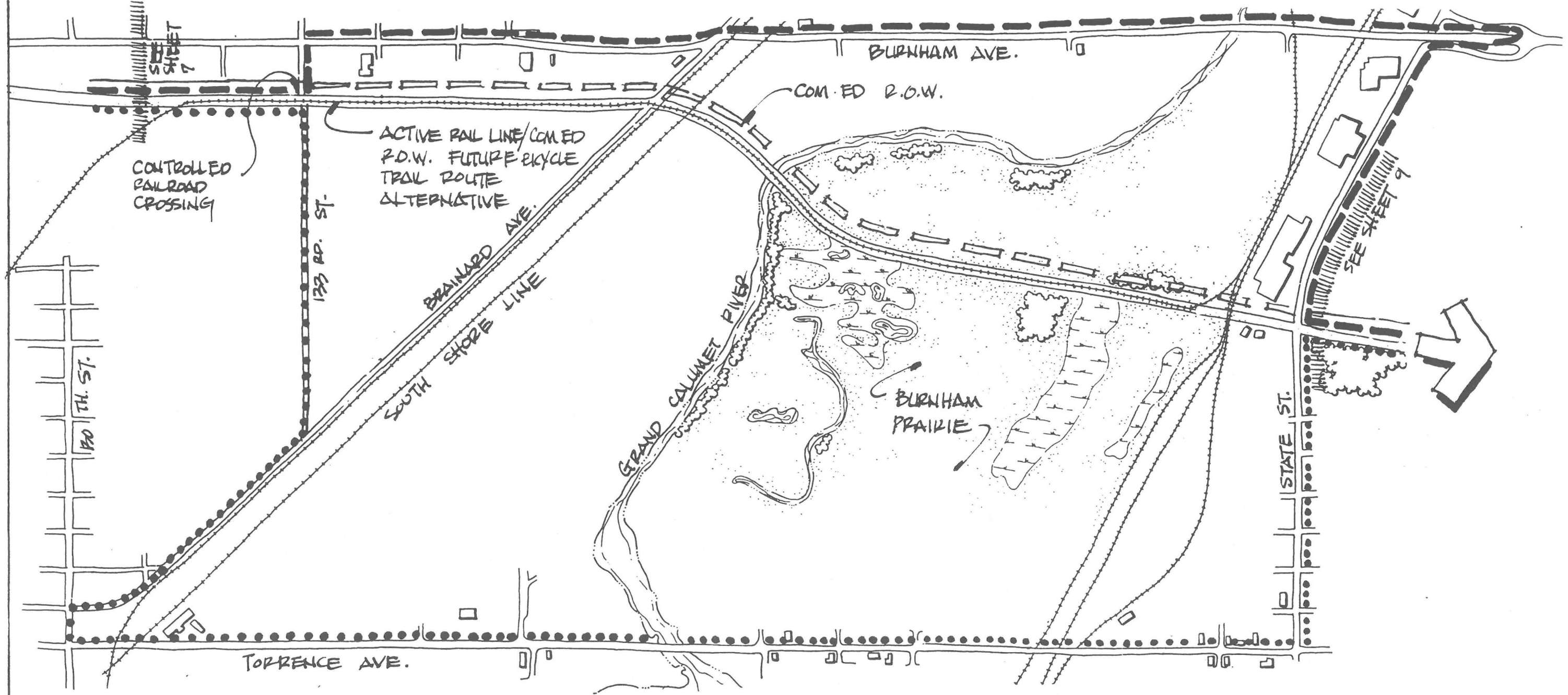
Burnham Greenway

NORTH END of CONSERVATION AREA to SOUTH END
of CONSERVATION AREA

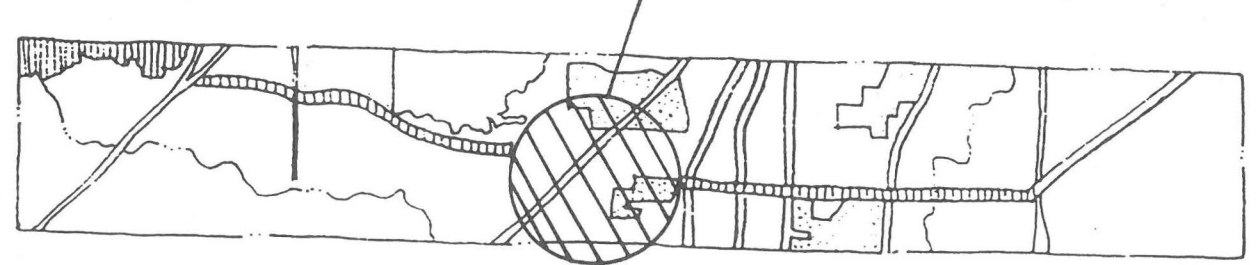




NORTH
SCALE 1"=200'



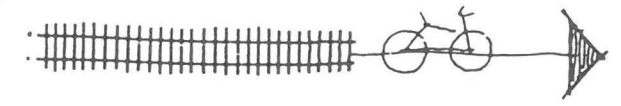
Location Map



Burnham Greenway

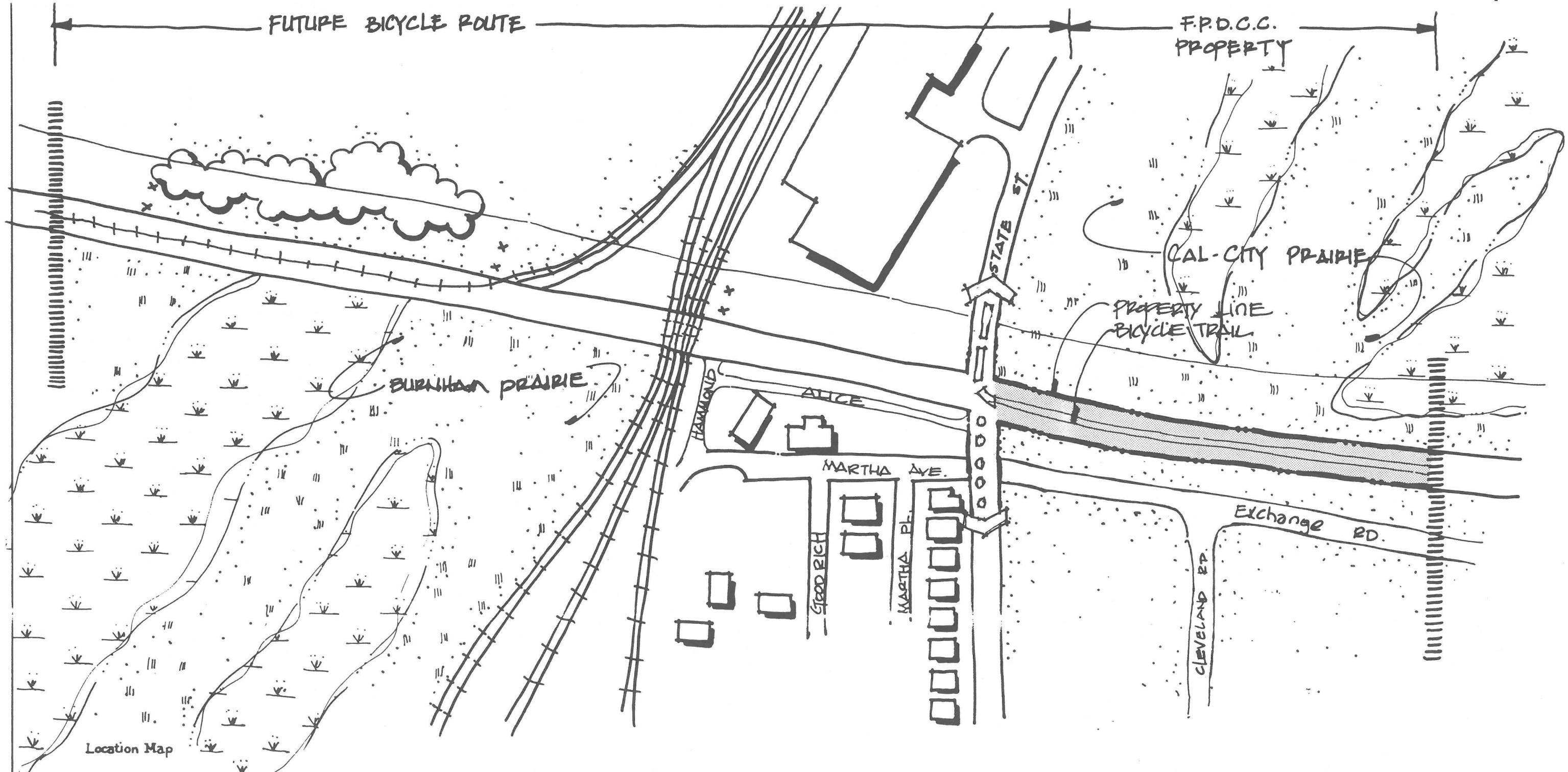
133 RD. STREET to STATE STREET

- KEY:**
- COM-ED LINE
 - ACTIVE RAIL LINE
 - ALTERNATE ROUTE 1 BURNHAM AVE
 - ALTERNATE ROUTE 2 TORRENCE AVE



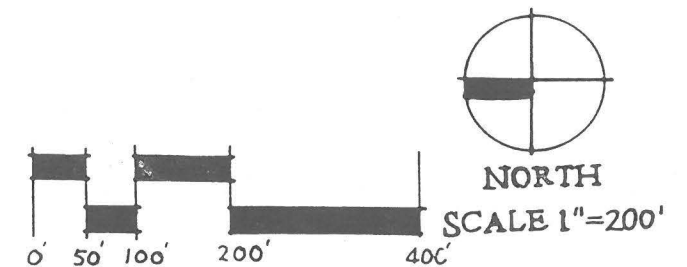
FEBRUARY 28, 1997

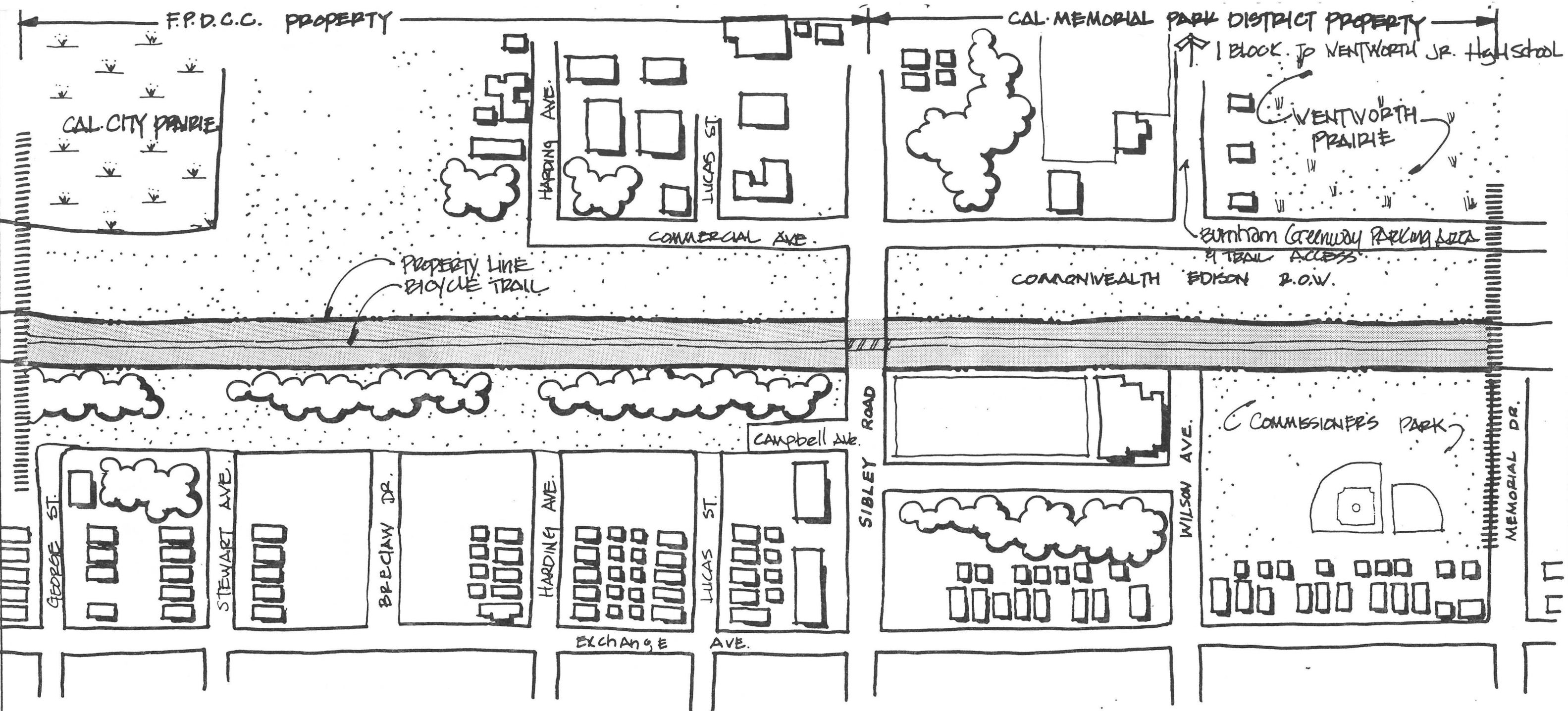




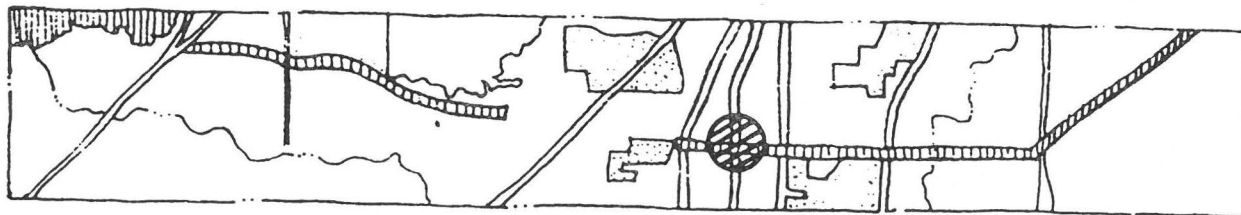
Burnham Greenway

BURNHAM PRAIRIE to CAL-CITY PRAIRIE



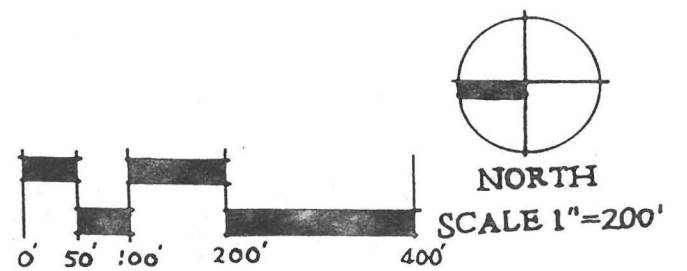


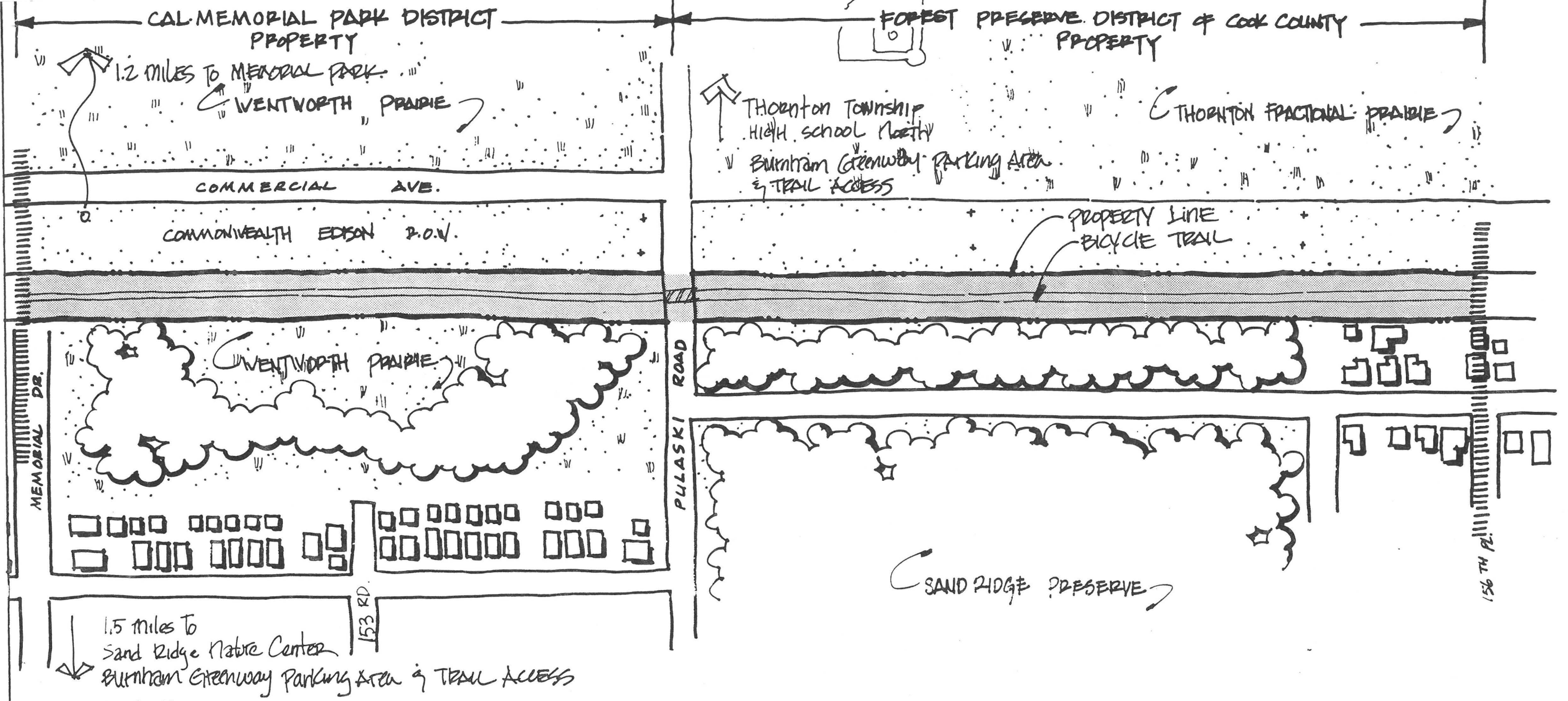
Location Map



Burnham Greenway

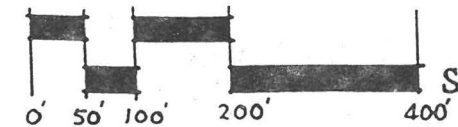
CAL CITY PRAIRIE TO MEMORIAL DRIVE



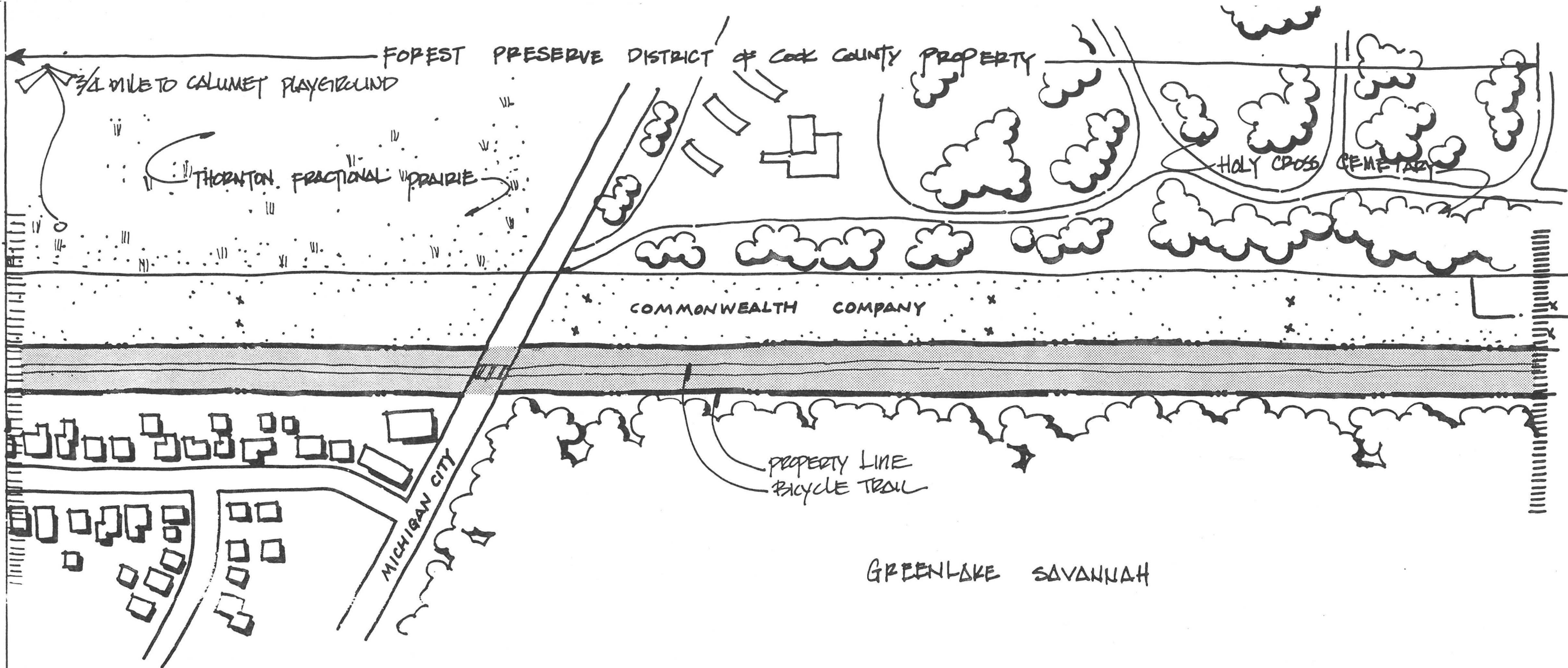


Burnham Greenway

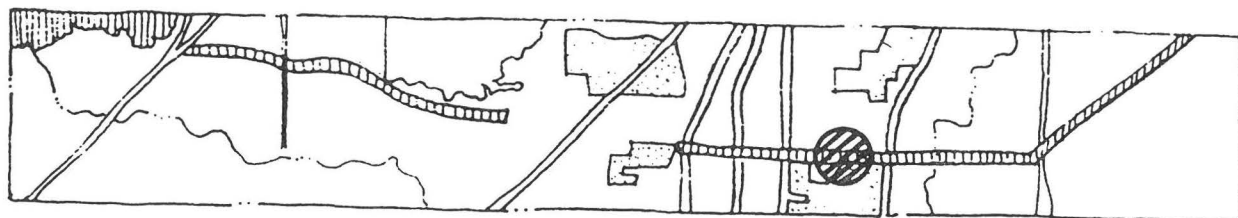
MEMORIAL DRIVE to 156TH PLACE



SCALE 1"=200'

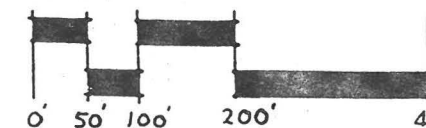
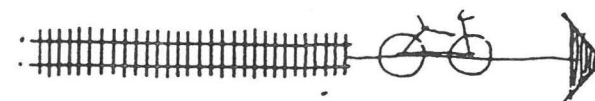


Location Map

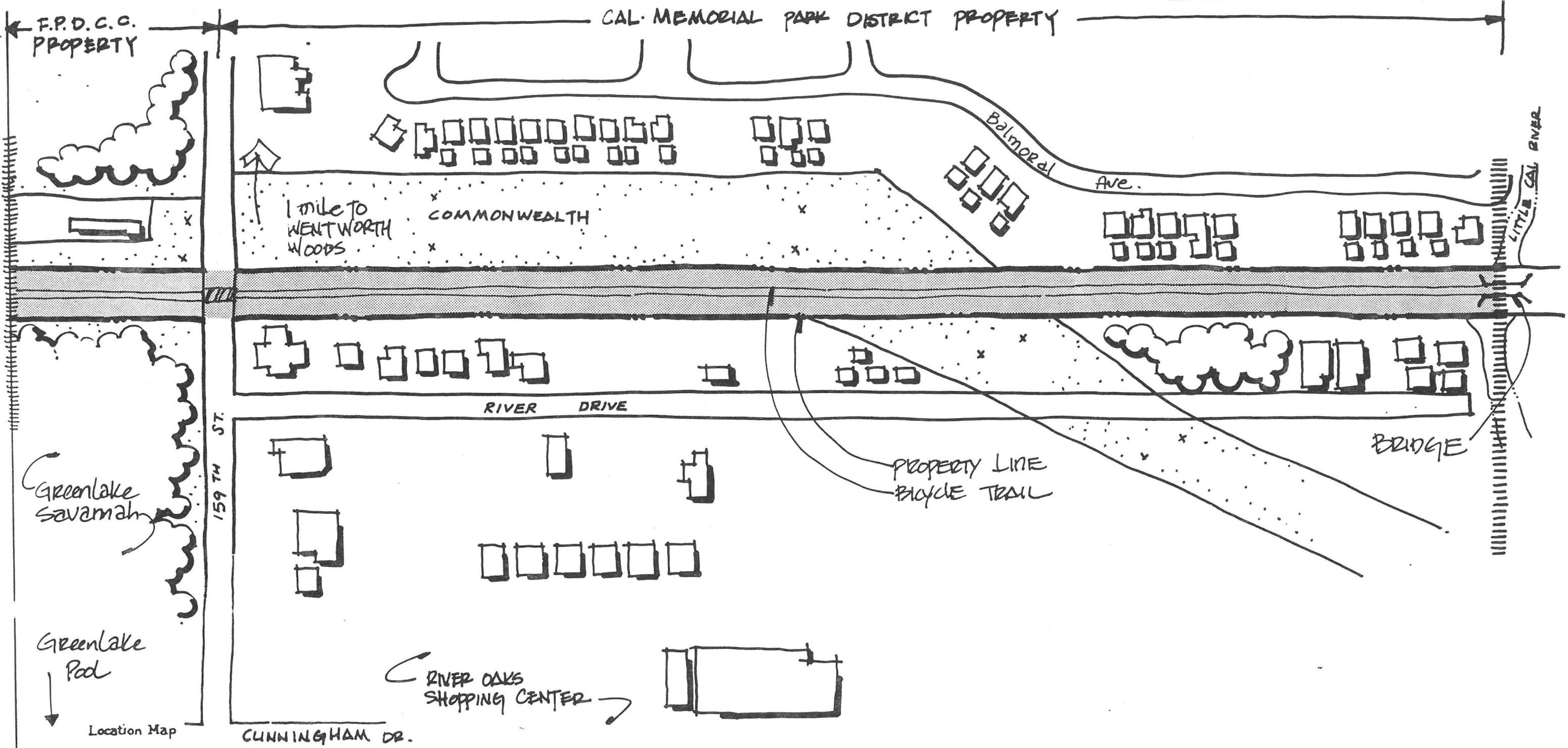


Burnham Greenway

156TH PLACE to GREENLAKE SAVANNAH

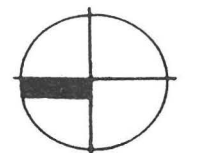
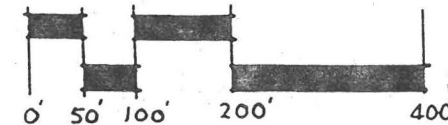


NORTH
SCALE 1"=200'



Burnham Greenway

GREEN LAKE SAVANNAH to LITTLE CALUMET RIVER



SCALE 1"=200'

LAN. OAK PARK DISTRICT PROPERTY

LANSING POLICE DEPARTMENT

4/5 mile to Veterans Park

PROPERTY LINE
Bicycle Trail

FUTURE INDUSTRIAL DEVELOPMENT
FUTURE ROAD

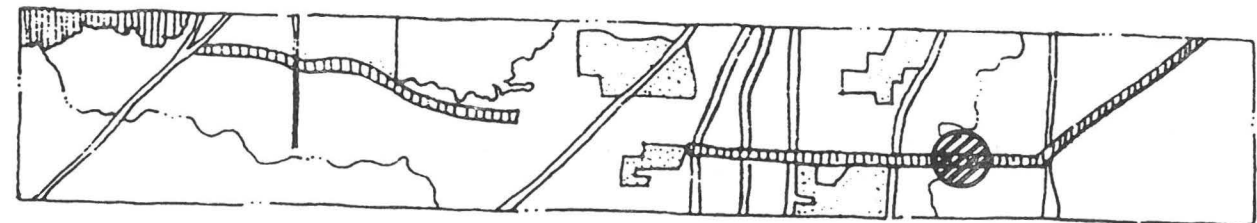
parking

SILVER LINE INDUSTRIES

170TH STREET

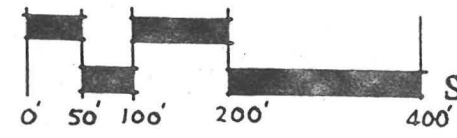
EXCHANGE RD.

Location Map



Burnham Greenway

LITTLE CALUMET RIVER to 170TH STREET



NORTH
SCALE 1"=200'

170th St

172nd St

Bernice Rd

MORTON INTERNATIONAL

COTT'S PARK

INDUSTRY
WTC TIRE INC.

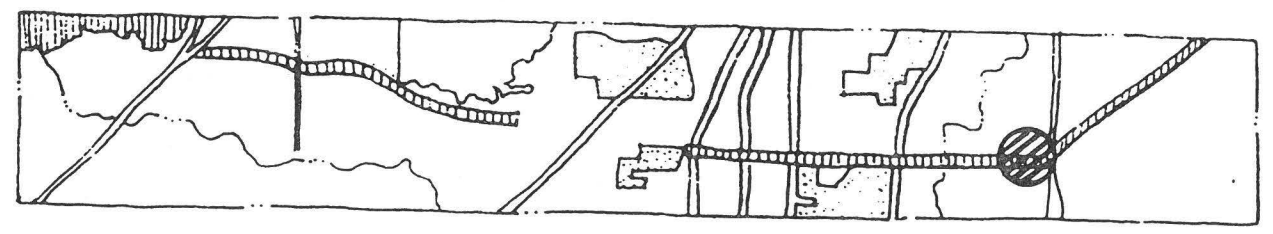
FUTURE ROAD

PROPERTY LINE
BIKE TRAIL

SEXTON LANDFILL
(CLOSED)

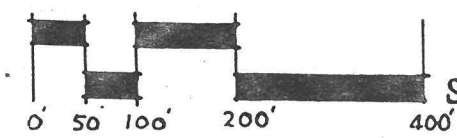
Penn Central

Location Map

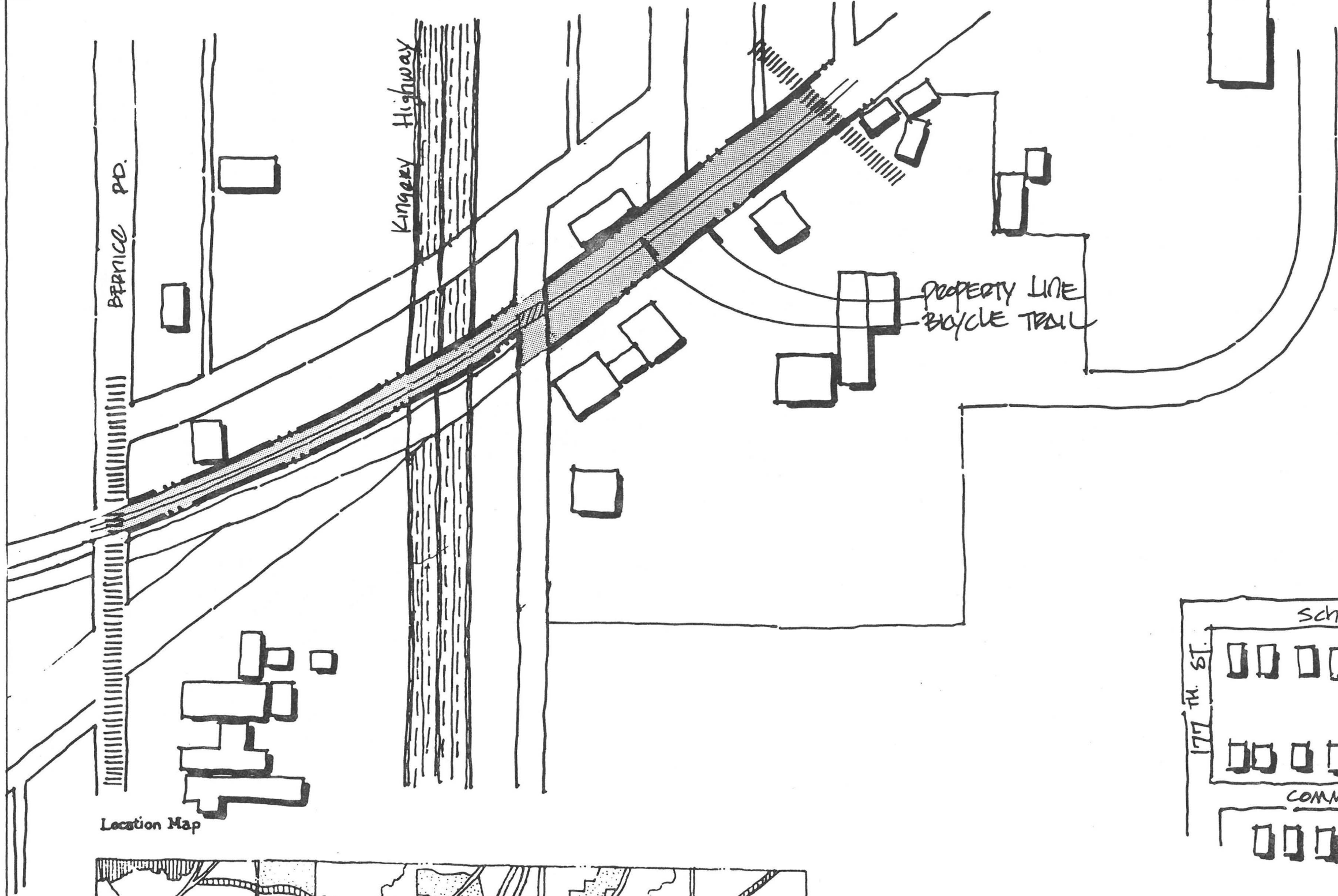


Burnham Greenway

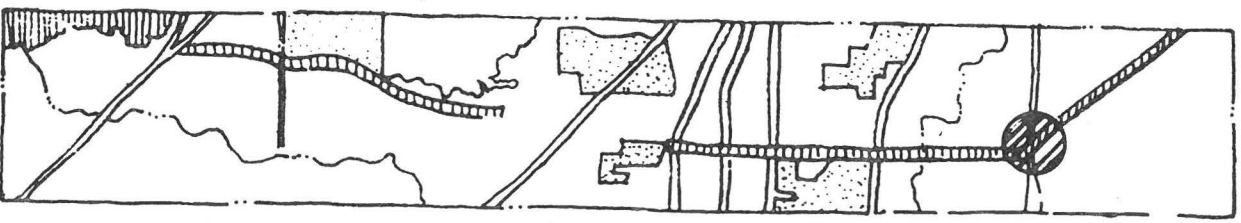
170TH STREET TO BERNICE ROAD



NORTH
SCALE 1"=200'

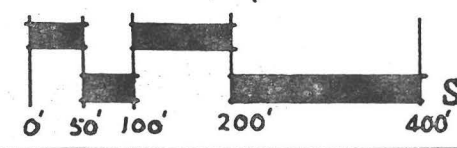
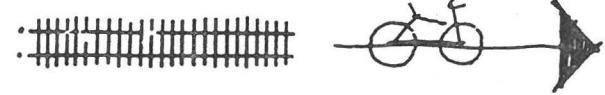


Location Map

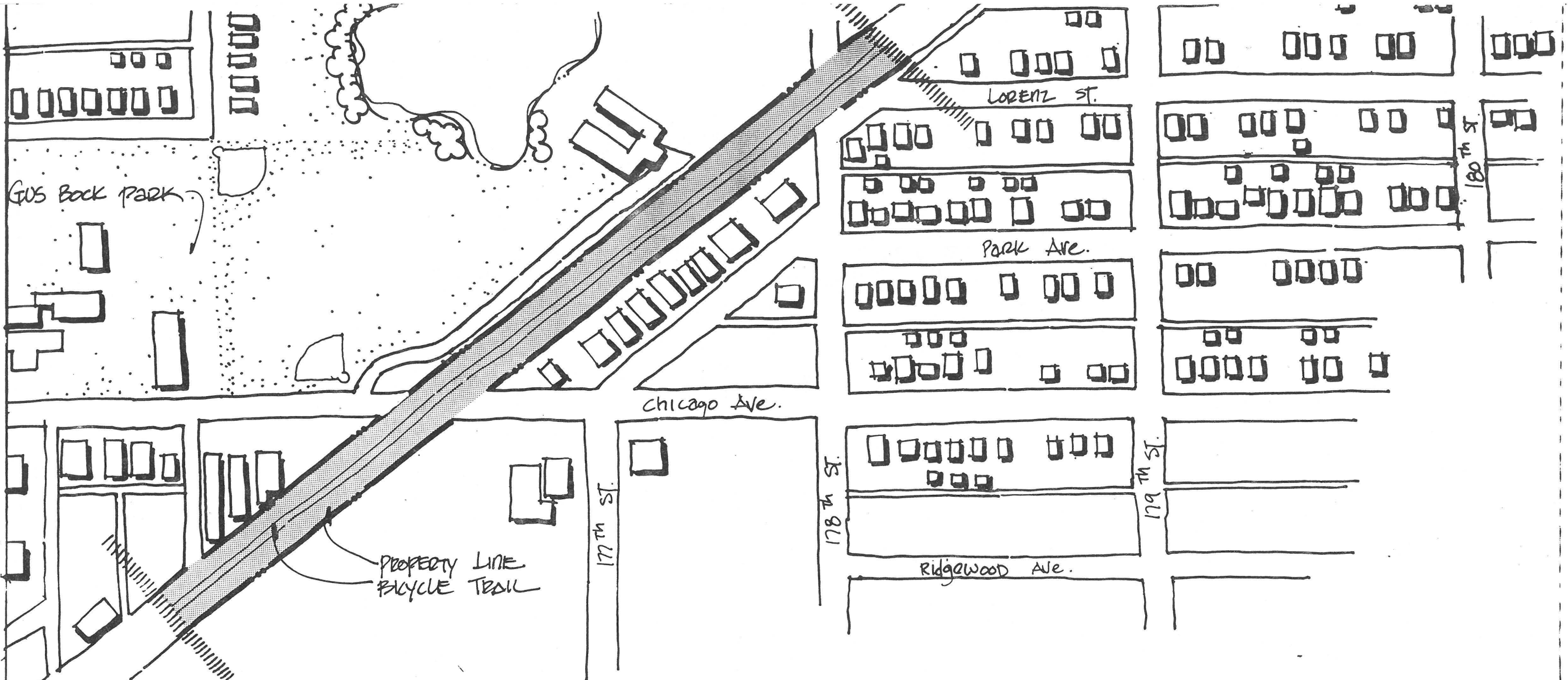


Burnham Greenway

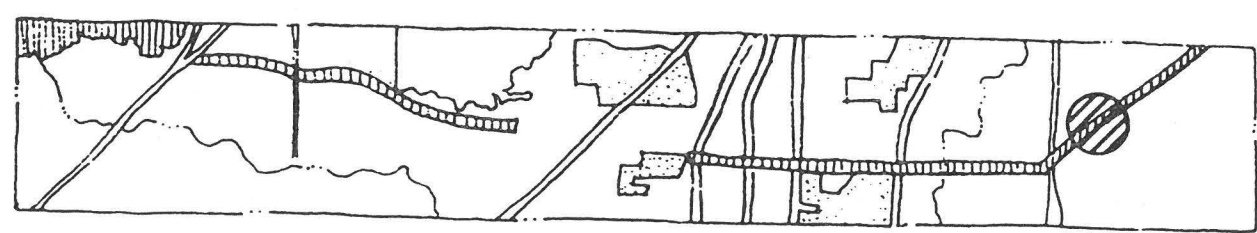
BERNICE ROAD to 176TH STREET



NORTH
SCALE 1"=200'

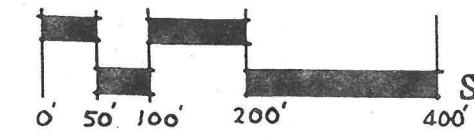


Location Map



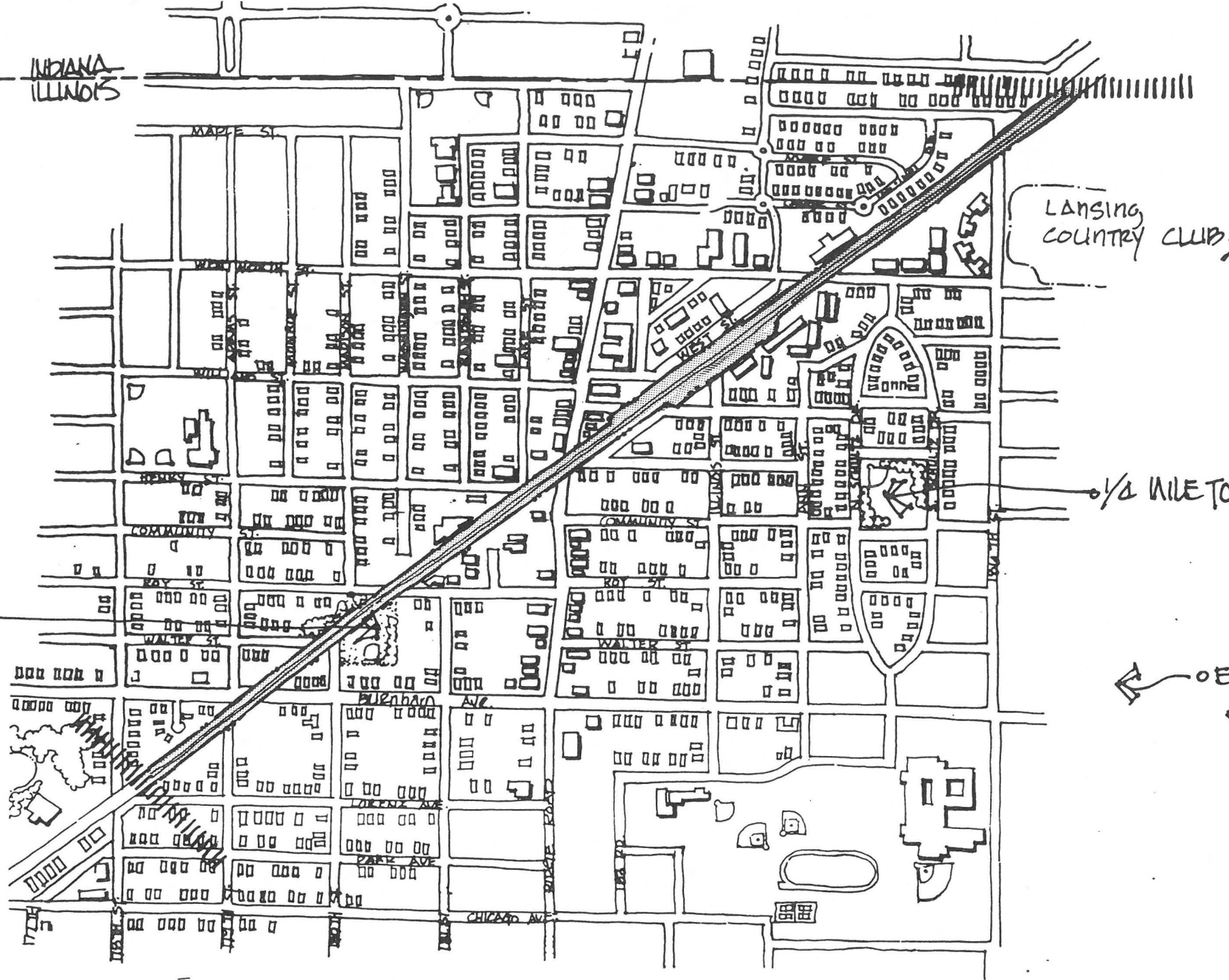
Burnham Greenway

176TH STREET TO 178TH STREET



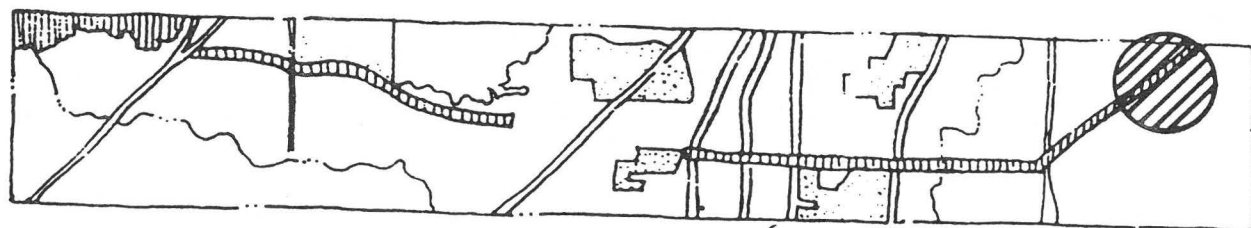
NORTH
SCALE 1"=200'

STATE LINE ROAD --- INDIANA --- ILLINOIS



WINTERHOPF PARK

Location Map



Burnham Greenway

178TH STREET TO STATE LINE ROAD



NORTH
SCALE 1"=