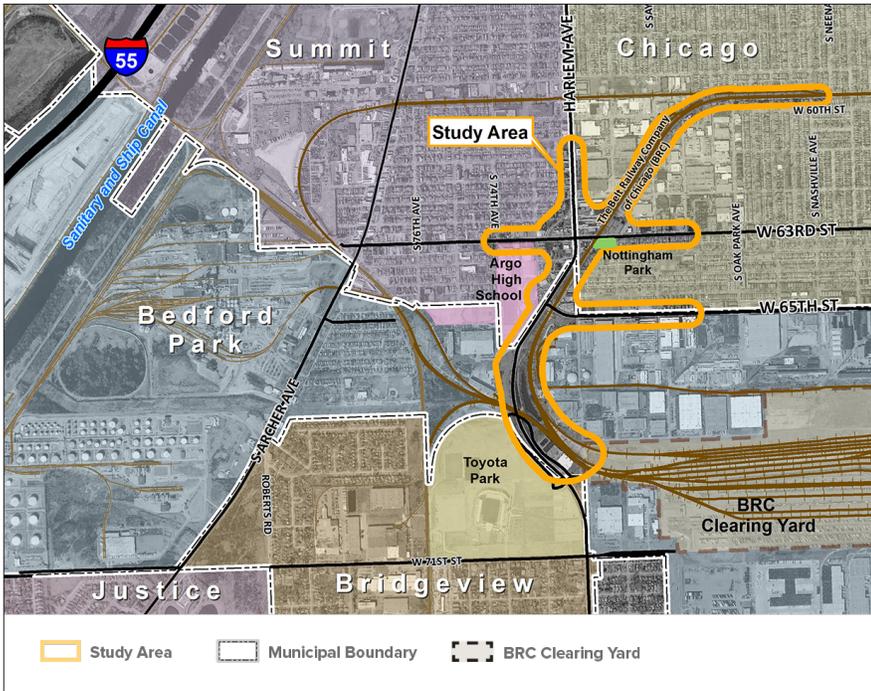


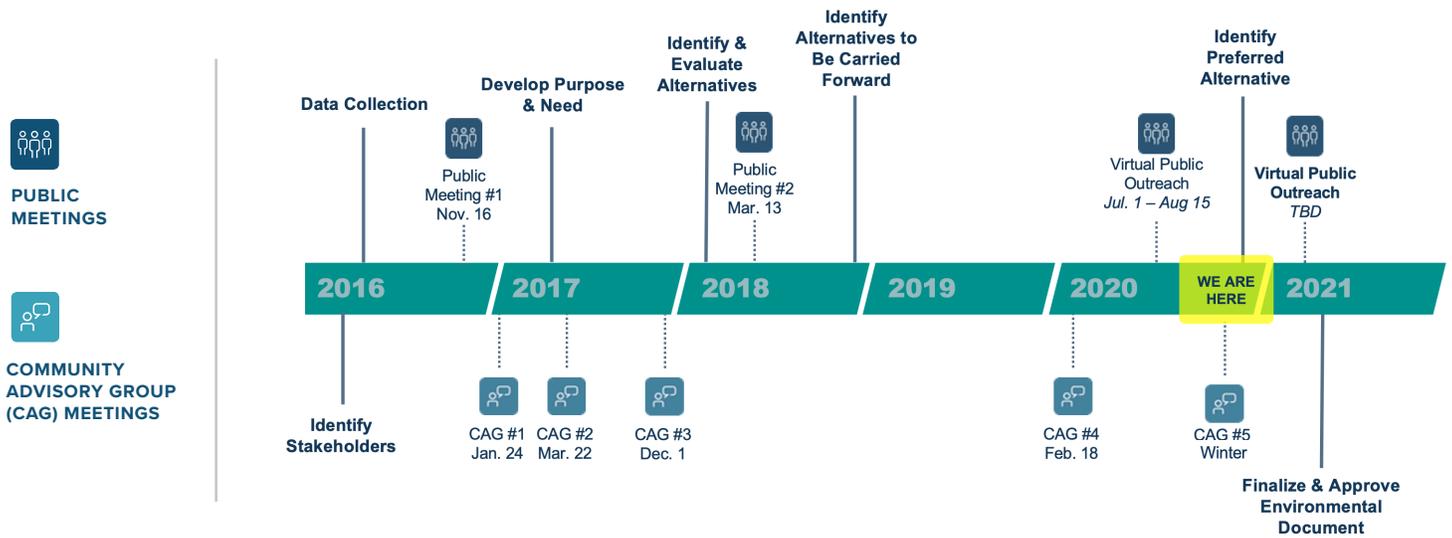
Project Update



The IL 43 study began in 2016 to evaluate a grade separation of the Belt Railway Company of Chicago (BRC) railroad crossings at 63rd Street and/or 65th Street.

Since the start of the project, the study team has followed IDOT’s Context Sensitive Solutions (CSS) process to inform the environmental process and the development of alternatives and to obtain public input. Throughout this project, the study team has held Public Meetings, Community Advisory Group (CAG) Meetings and One-on-One Meetings.

PROJECT TIMELINE

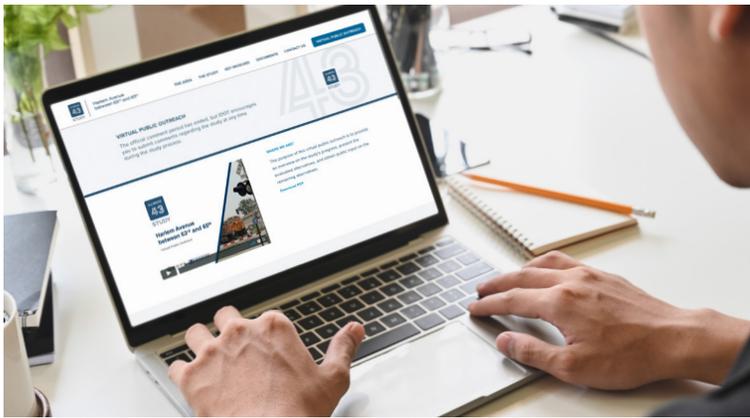


Virtual Public Outreach

OVERVIEW

The study team conducted virtual public outreach from July 1 – August 15, 2020 at il43study.com/VirtualPublicOutreach.

The purpose was to present the evaluated and eliminated alternatives, and obtain public input on the alternatives being carried forward for further study.



Results



111 people checked into the website



919 pageviews



1,066 video impressions



496 exhibit clicks



900 brochures mailed



One-on-one meetings with local businesses, municipalities, and other public agencies



53 comments received

ALTERNATIVES CARRIED FORWARD

Based on the screening process and evaluation criteria, the study team determined that alternatives involving rebuilding 65th street over or under the railroad with minor improvements at 63rd street would be further studied and evaluated.

65th St. Elevated (Overpass): Example



Harlem Ave. over CSX Rail Line and Toyota Park Frontage Rd.

65th St. Depressed (Underpass): Example



Archer Rd. under at-grade BO-RR

Comments received related to mobility and safety, project timeline and cost, property impacts, design details for 65th street and improvements at 63rd street.



Comments were grouped into the six questions below, with the study team's response following each.

How will the alternatives being considered at 65th Street improve safety, mobility and multi-modal connectivity?

The 65th street alternatives meet the Purpose & Need by improving mobility through the Harlem Avenue/65th Street intersection by grade-separating the roadway from the railway. A significant number of crashes through the study area involved rear-end collisions, indicating a queuing issue. Eliminating the at-grade rail crossing and improving signage and pavement markings will lead to overall safety improvement. These alternatives will also include a multi-use path and will support future transit accommodations.

What improvements are being made at 63rd Street?

In addition to the major build at 65th street, the study team is evaluating minor improvements at 63rd street which could include:

- Bicycle facilities
- Pedestrian accommodations
- Pavement markings
- Signal interconnection

Which properties, including residential and business parcels, will be impacted?

The study team is in the process of developing detailed designs to minimize impacts to existing properties and access modifications.

What aesthetics are being considered for the project?

Design aesthetics will be developed during IDOT's design stage, contract plan preparation and land acquisition.

When will the preferred alternative be selected and how long will it take to complete?

The project is currently in the preliminary engineering and environmental studies stage. This involves analyzing existing and future conditions, defining the Purpose and Need for an improvement and developing and evaluating improvement alternatives. This stage concludes with the selection of the preferred alternative, which is anticipated early 2021.

What is the cost for construction?

While the preferred alternative has not yet been selected, IDOT estimates the preliminary project costs could range from \$81M - \$116M. This does not include long-term, yearly maintenance costs.



NEXT STEPS

The study team will review and consider all input received and complete technical analysis on the alternatives carried forward for additional analysis: 65th Street Elevated (Overpass) or 65th Street Depressed (Underpass). The study team will also provide recommendations for minor improvements at 63rd Street. Additional stakeholder coordination, including a final Community Advisory Group meeting (CAG #5), will occur to evaluate and minimize project impacts.

The preferred alternative (Overpass or Underpass) will be determined early 2021 with design approval anticipated by mid-2021. The project will then move into the design stage, contract plan preparation and land acquisition, followed by the construction stage. **Funding for the design and construction stages has been identified and is included in the Department's FY 2021-2026 Proposed Highway Improvement Program.**

STAY INVOLVED

If at any time you would like to discuss the project with the study team:



Email us at info@il43study.org



Submit a comment through the project's website at il43study.org/contact-us



Mail a letter to the Illinois Department of Transportation:

Illinois Department of Transportation

201 W. Center Court

Schaumburg, IL 60196-1096

Attn: Bureau of Programming

Griselda Monsivais