

Exhibits

Project Development Process

PLANNING STAGE

anticipated completion 2021

**Preliminary
Engineering &
Environmental
Studies**

DESIGN STAGE

24-36 months

Funding identified

**Contract Plan
Preparation, Utility
Relocations & Land
Acquisition**

CONSTRUCTION STAGE

24-36 months

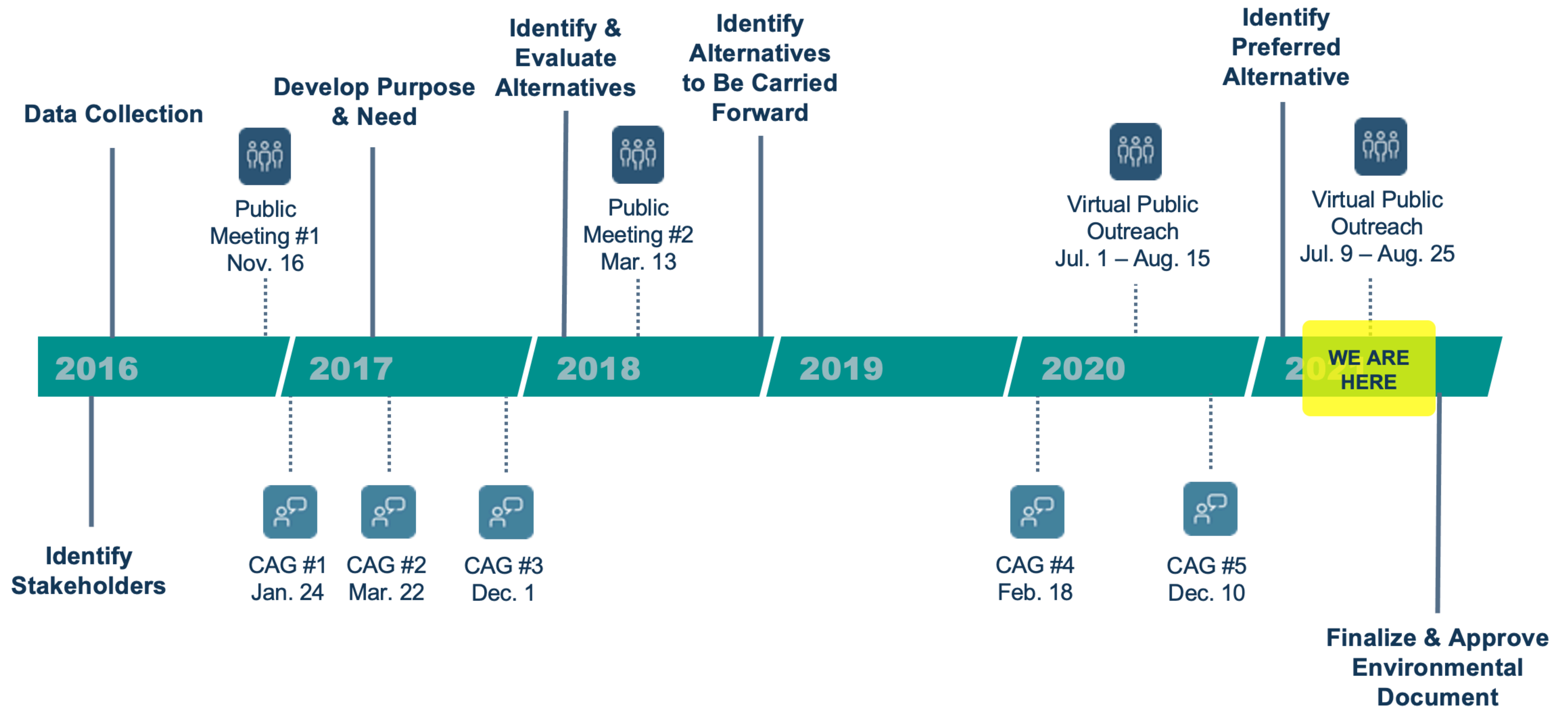
Funding identified

**Project
Construction**

*Estimated construction
costs are \$73.3M*

NOTE: This improvement is included in the Department's FY 2022-2027 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the later years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations.

Preliminary Engineering Process



**PUBLIC
MEETINGS**

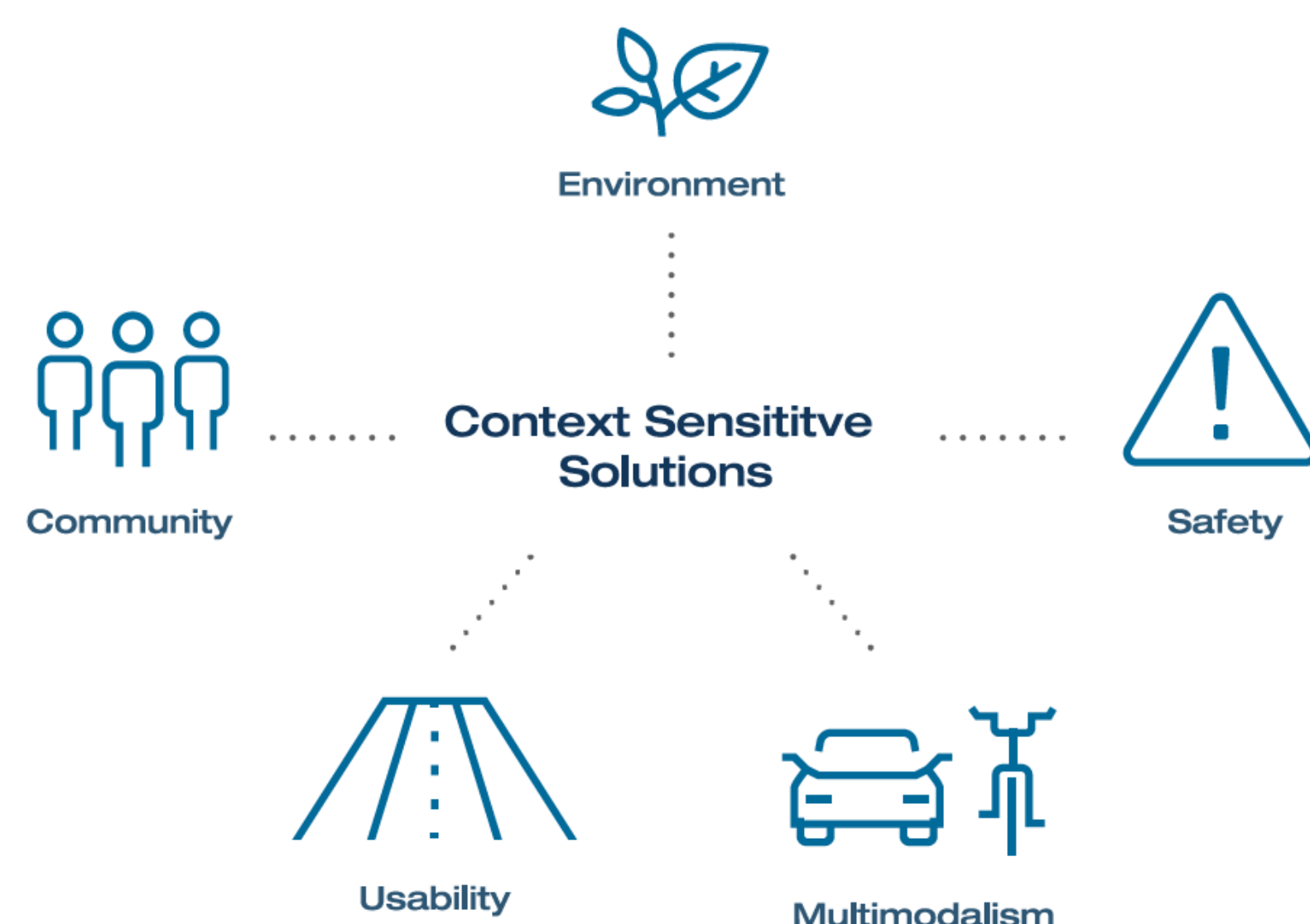


**COMMUNITY ADVISORY GROUP
(CAG) MEETINGS**

National Environmental Policy Act (NEPA) of 1969

**IL 43 study must consider
the effects on the quality
of the human environment
per federal law.**





We follow the CSS process to garner public input and feedback. The CSS Process makes sure...

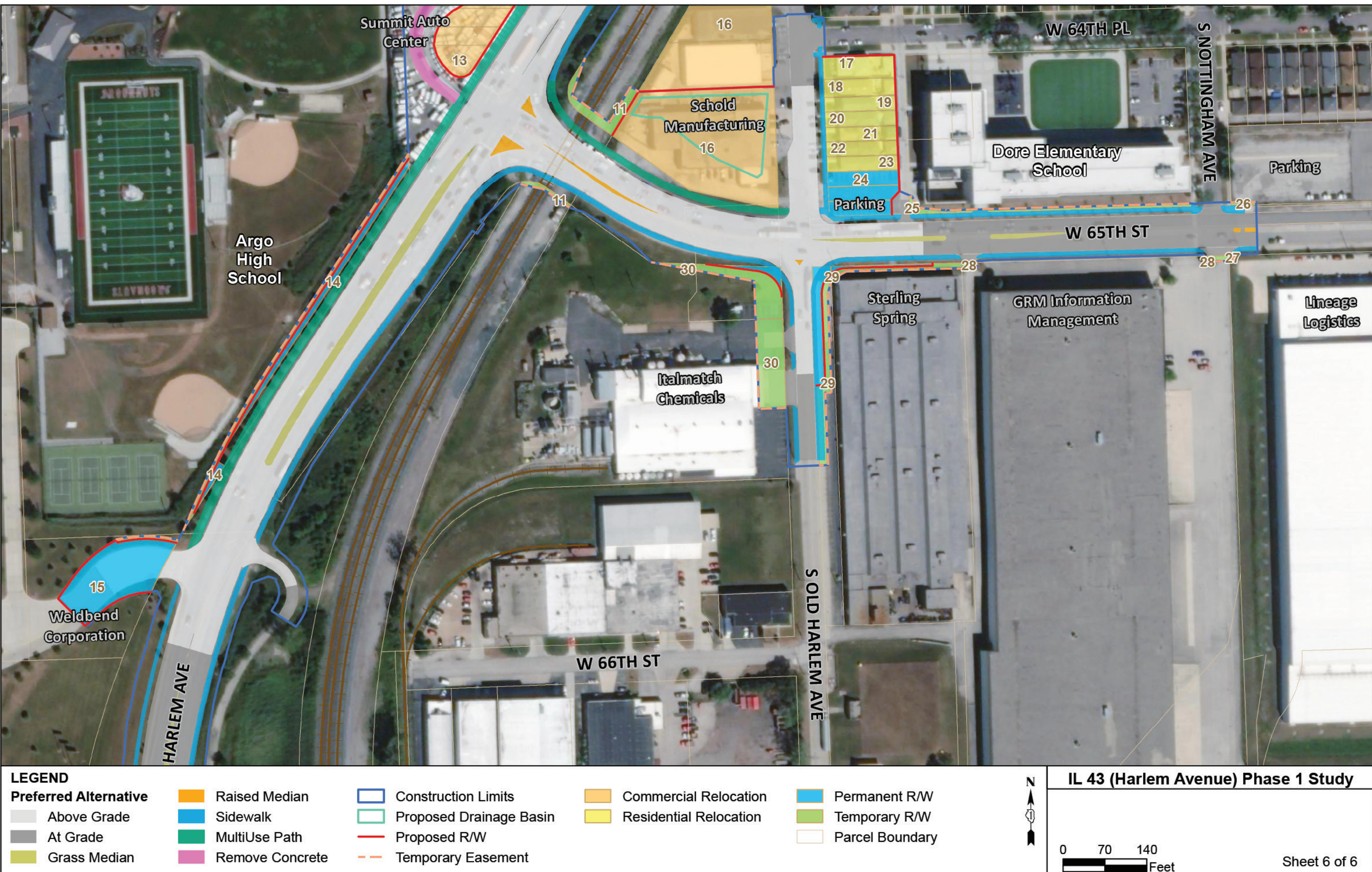
- Scenic, aesthetic, historic, and environmental resources are considered
- Stakeholders are engaged
- Stakeholder's views are considered

Over the course of the project, the study team has held several stakeholder meetings, including:

- One-on-one meetings **(40)** with city and state agencies, local elected officials, businesses and property owners
- Project Study Group meetings **(10)** with IDOT, FHWA and BDE
- Community Advisory Group meetings **(5)** with residents, local elected officials, organizations, city and state agencies
- Public meetings **(3)** with the broader community

Environmental Impacts

Preferred Alternative *including drainage corridor*



Property Displacements

Residential	7
Business	5

Property Impacts

Permanent R/W	28 parcels 5.5 acres
Temporary R/W	7 parcels 0.8 acres

Schools, Parks, and Historic Property Impacts

NONE

Wetland Impacts

0.8 acres



To improve safety and multi-modal connectivity for pedestrians and bikes, the proposed improvements to IL 43 (Harlem Avenue) include an off-street multi-use path.

IL 43 (Harlem Avenue) was described as a bike priority corridor in the Summit Active Transportation Plan.

A multi-use path will provide access to Dore Elementary, Argo Community High School, Nottingham Park, SeatGeek Stadium as well as access across the Belt Railway Company of Chicago Railroad tracks.

IL 43 improvements comply with the Illinois Complete Streets Law (Illinois Highway Code; Sec 4-220).

"Bicycle and Pedestrian ways shall be given full consideration in the planning and development of transportation facilities."

"In or within one mile of an urban area, bicycle and pedestrian ways shall be establish in conjunction with construction, reconstruction, and other change of any State transportation facility"

Land Acquisition Process

Once the project receives design approval, contract plan preparation and land acquisition begins.

- 1 Determine Ownership**
Survey of property and completion of Plat of Survey for entire project.
- 2 Independent Appraisal**
Obtain report from independent appraiser to determine fair market value.
- 3 Negotiations**
IDOT presents written offer to purchase and residents are assigned a relocation agent.
- 4 Court Proceedings**
Only necessary if an agreement on acquisition price can't be reached.

Three Main Types of Land Acquisition

FEE SIMPLE

IDOT acquires all rights and interest in a piece of land, and title is transferred to the State.

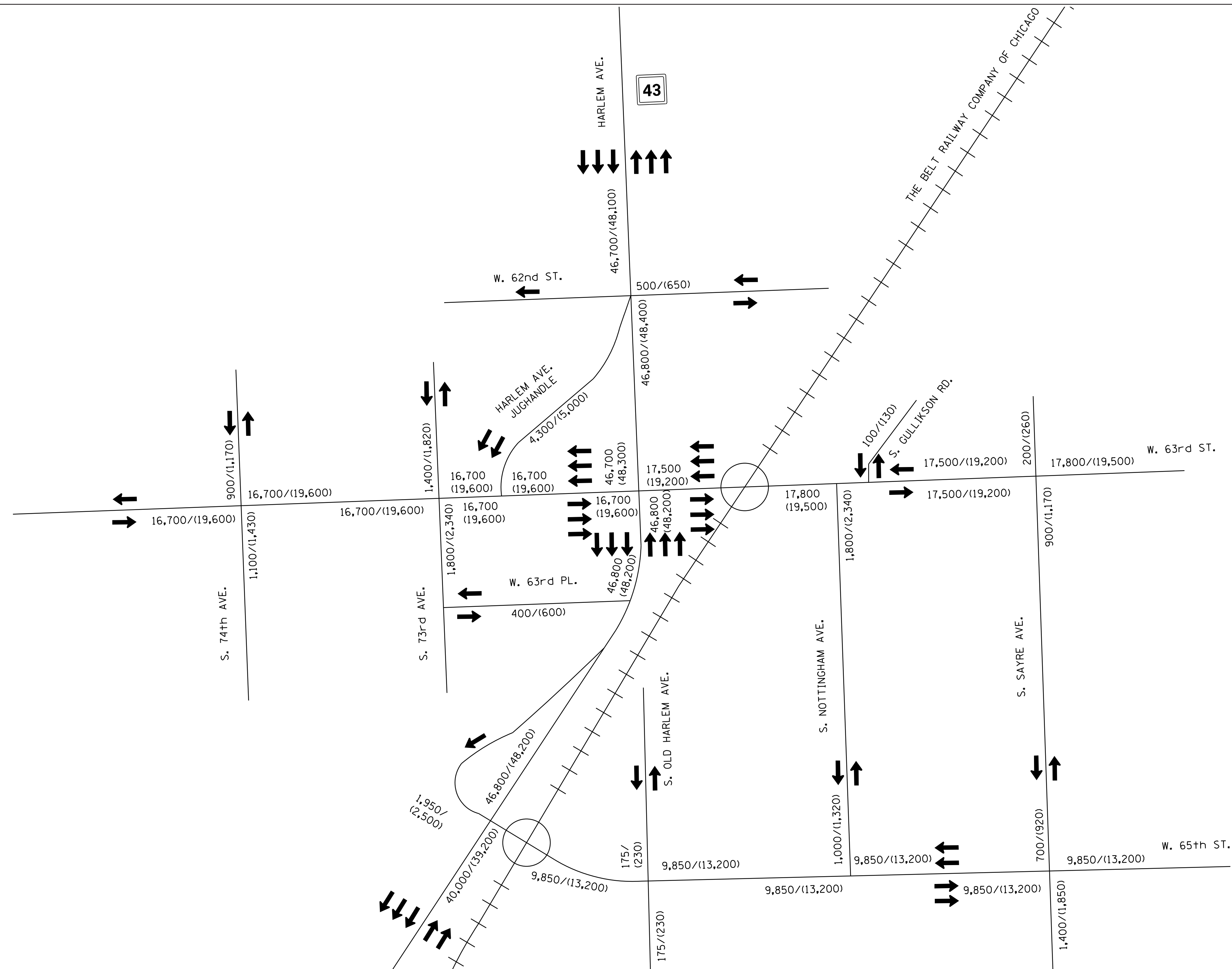
PERMANENT EASEMENT

Ownership is retained by the original property owner and IDOT acquires use of the property to construct or maintain facilities such as underground foundation and drainage pipes.

TEMPORARY EASEMENT

Ownership is retained by the original property owner and IDOT acquires use of the property for a limited time to perform construction related activities and construct minor improvements.

Existing and Projected / No-Build 2050 Traffic Volumes



LEGEND

➔ MAINLINE LANE - DIRECTIONAL

○ RAIL CROSSING CONFLICTING WITH STREET TRAFFIC

XXXXX/(XXXXX) ADT VOLUMES - EXISTING/(PROJECTED)

NOTE: VOLUMES DISPLAYED ARE BASED ON 2014 AND 2017 / 2018 ADT VOLUMES

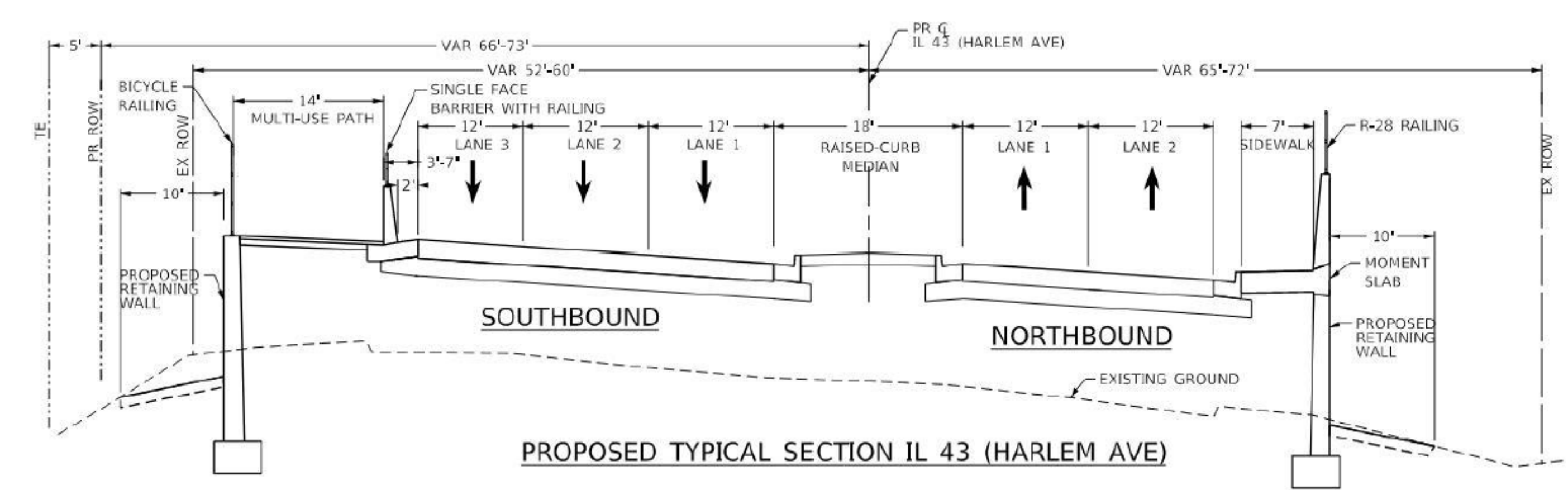
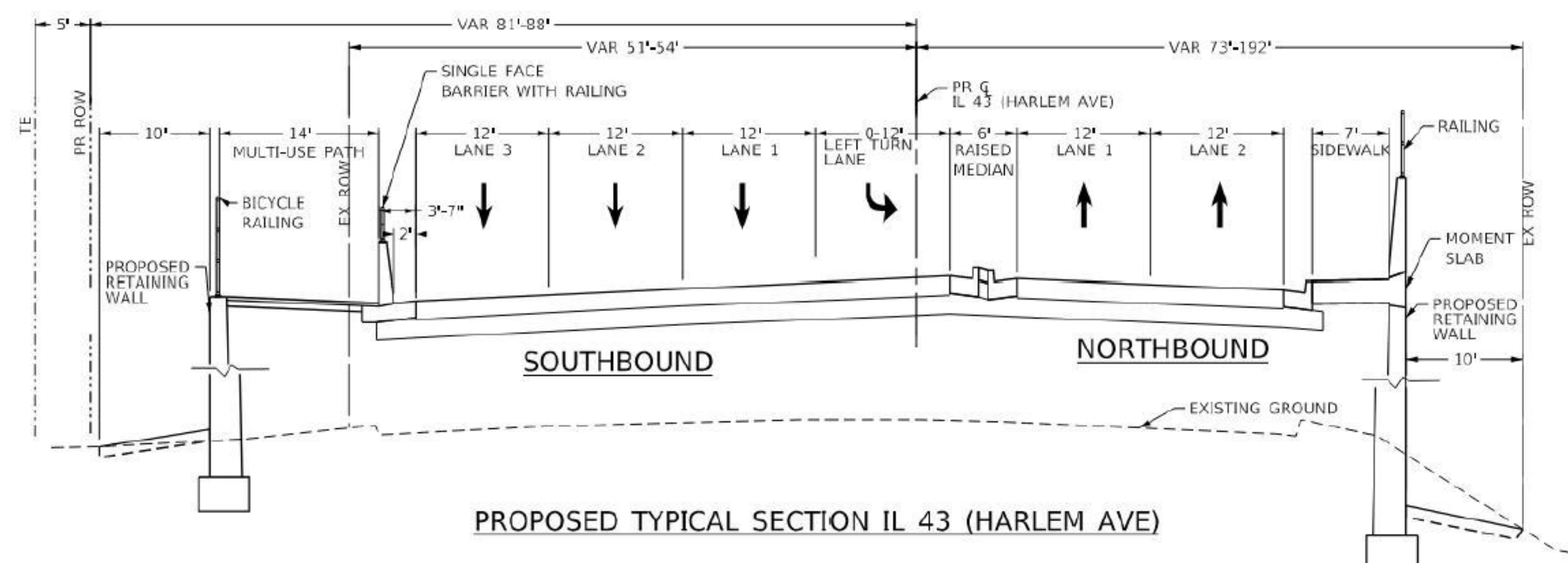
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FEET

Proposed Typical Section

IL 43 (HARLEM AVE) NORTH



IL 43 (HARLEM AVE) SOUTH

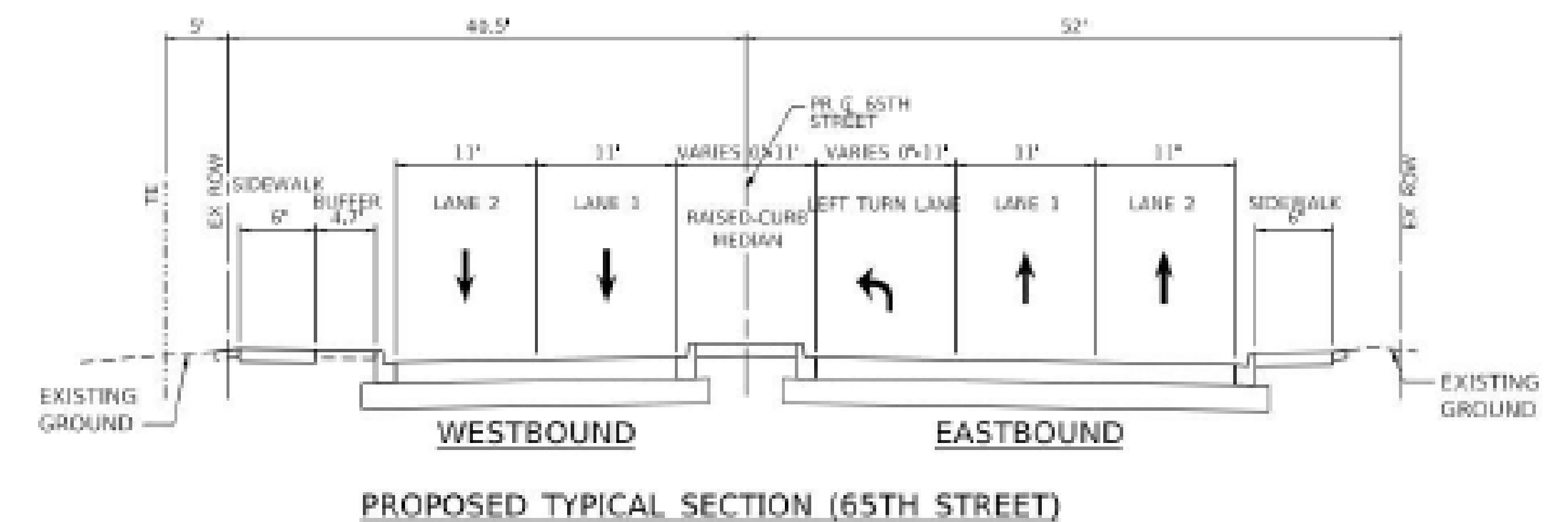
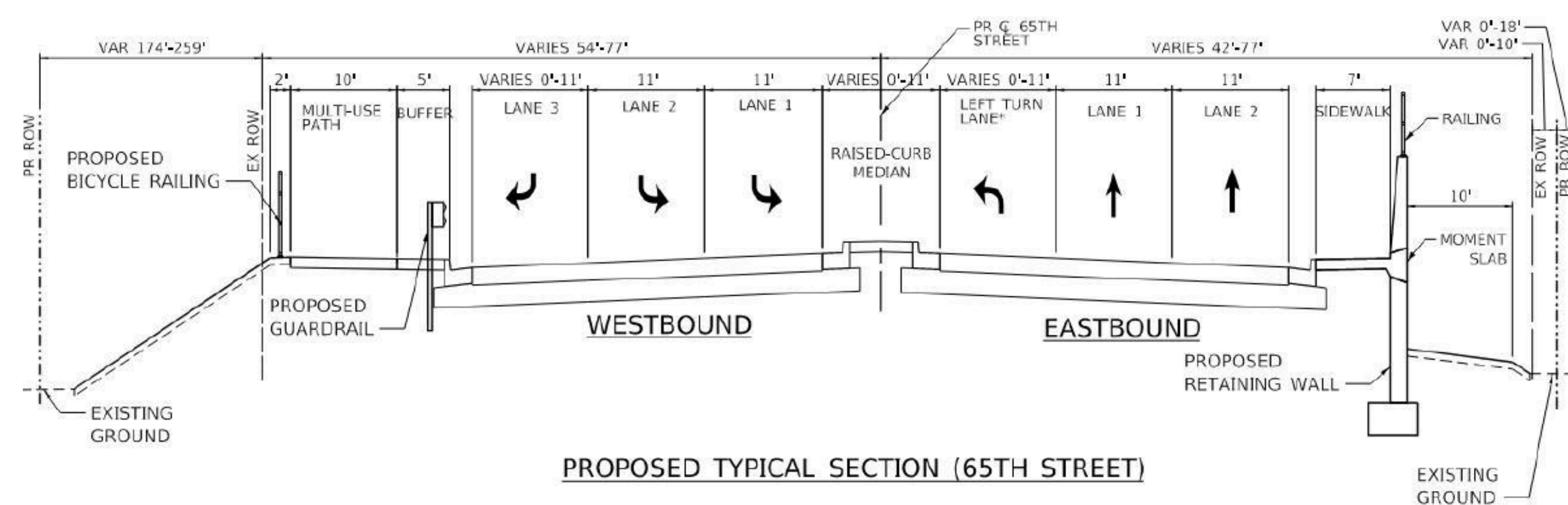


Proposed Typical Section

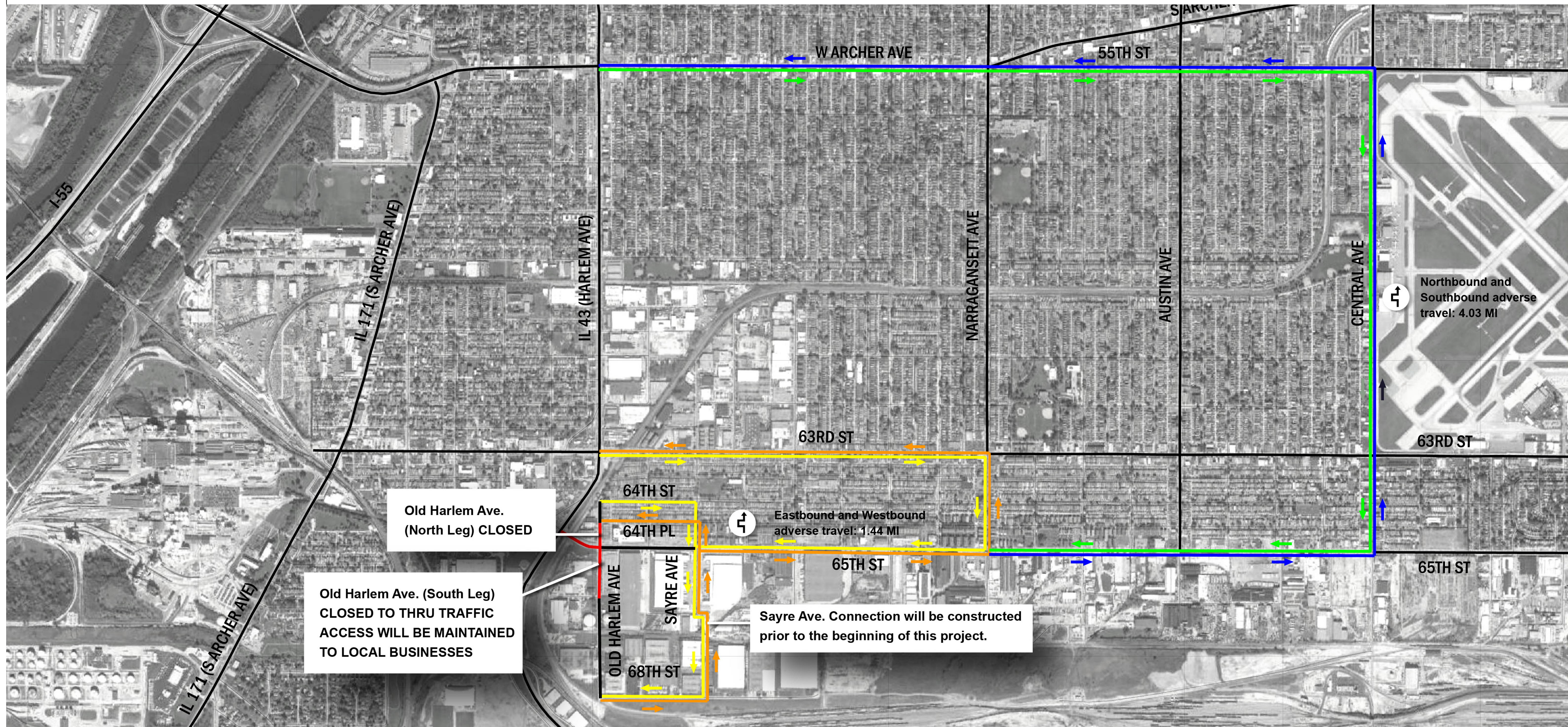
65TH STREET & IL 43 EAST



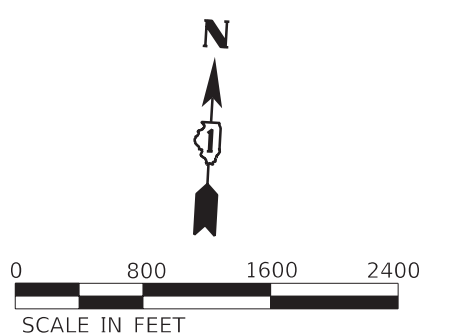
65TH STREET



Proposed Detour Routes



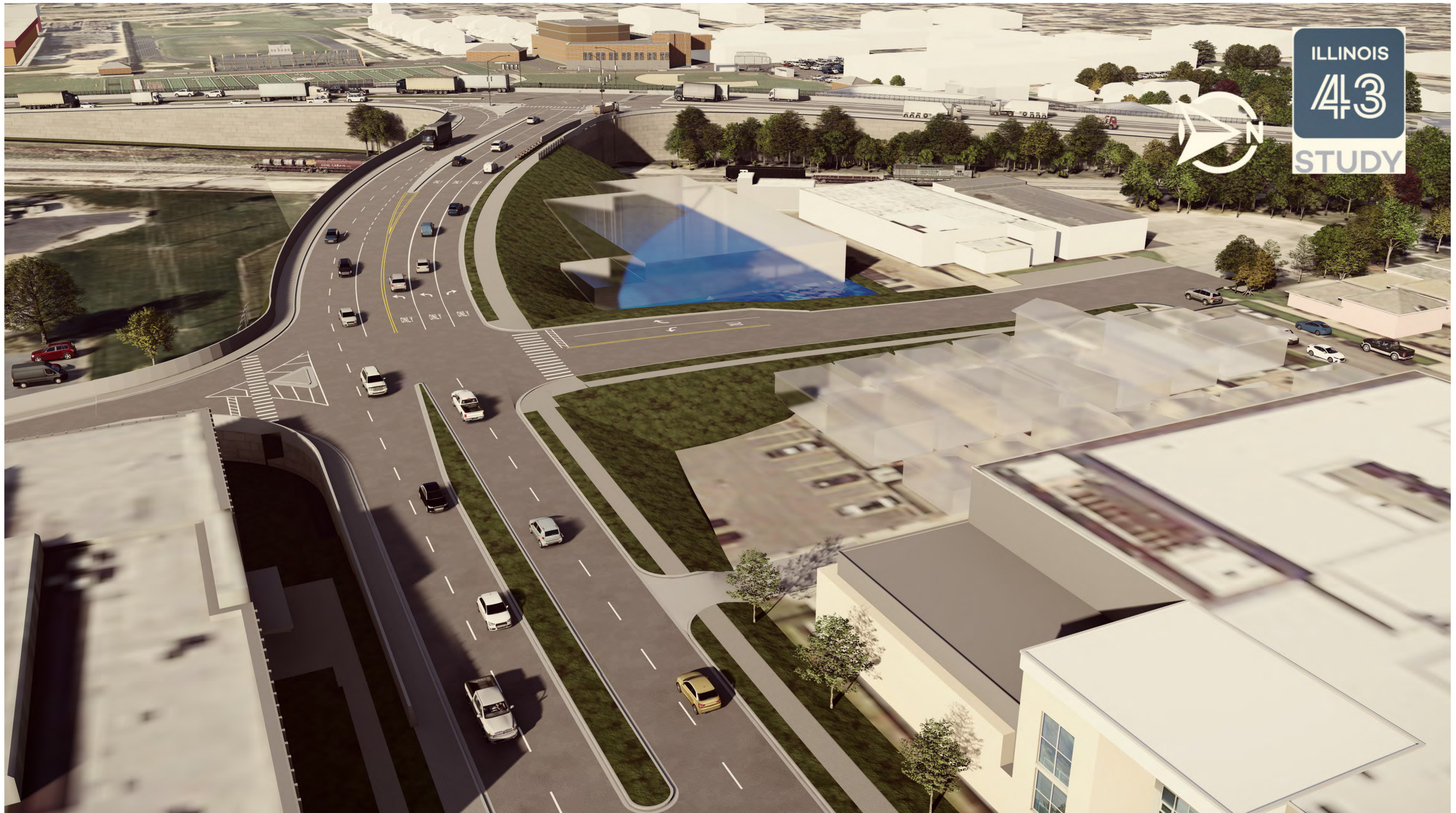
THE ADDITIONAL DISTANCE THAT MOTORISTS MUST TRAVEL
TO COMPLETE THEIR TRIPS AROUND THE CONSTRUCTION
SITE WHILE A DETOUR IS IN USE.



3D Renderings



65th Street West



65th Street West



Old Harlem Avenue North



Argo High School East



ILLINOIS
43
STUDY



Argo High School North East



IL 43 (Harlem Avenue) North



IL 43 (Harlem Avenue) South



ILLINOIS
43
STUDY

65th Street West



65th Street East