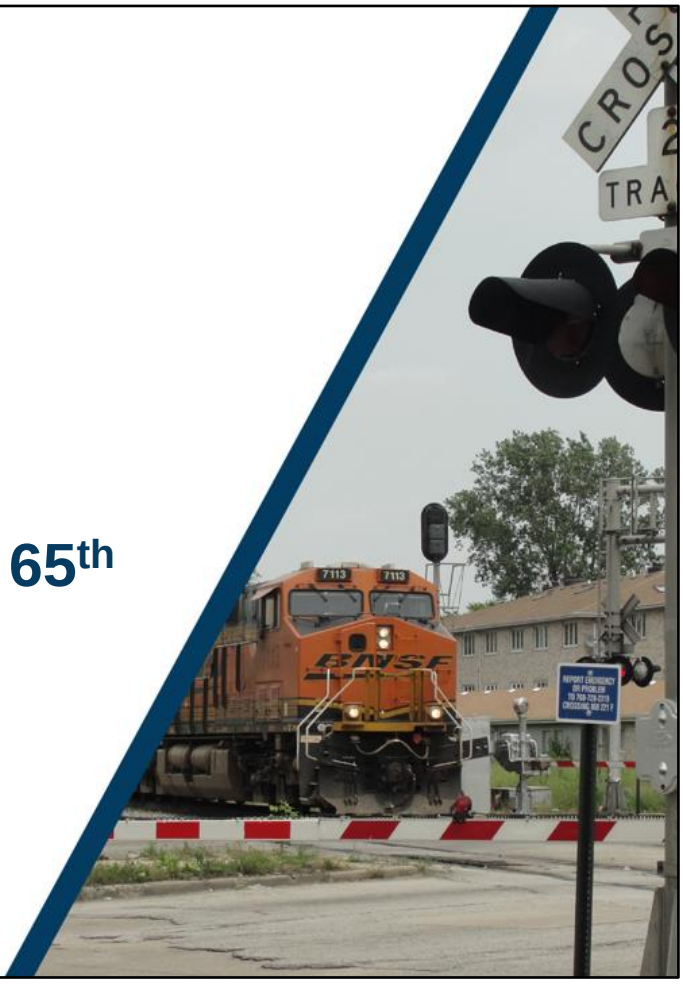
ILLINOIS 43 STUDY

Harlem Avenue between 63rd and 65th

Final Virtual Public Outreach



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Thank you for participating in the final virtual public outreach for the preliminary engineering and environmental studies of Illinois 43 (Harlem Avenue) between 63rd and 65th Streets.

We appreciate your involvement and look forward to your continued participation.

Virtual Public Outreach Purpose

PROVIDE an overview of the study's progress

REVIEW alternatives development and evaluation

PRESENT preferred alternative

OBTAIN public input

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The purpose of this virtual public outreach is to provide an overview of the study's progress and review the alternatives development and evaluation. We'll also present the preferred alternative and obtain your input.

All project information, including maps and exhibits, is available for review and downloading on the project website at www.il43study.org

Go to the website to submit your comments and register to attend the Virtual Public Forum on August 4th at 5pm CT.

Project Overview

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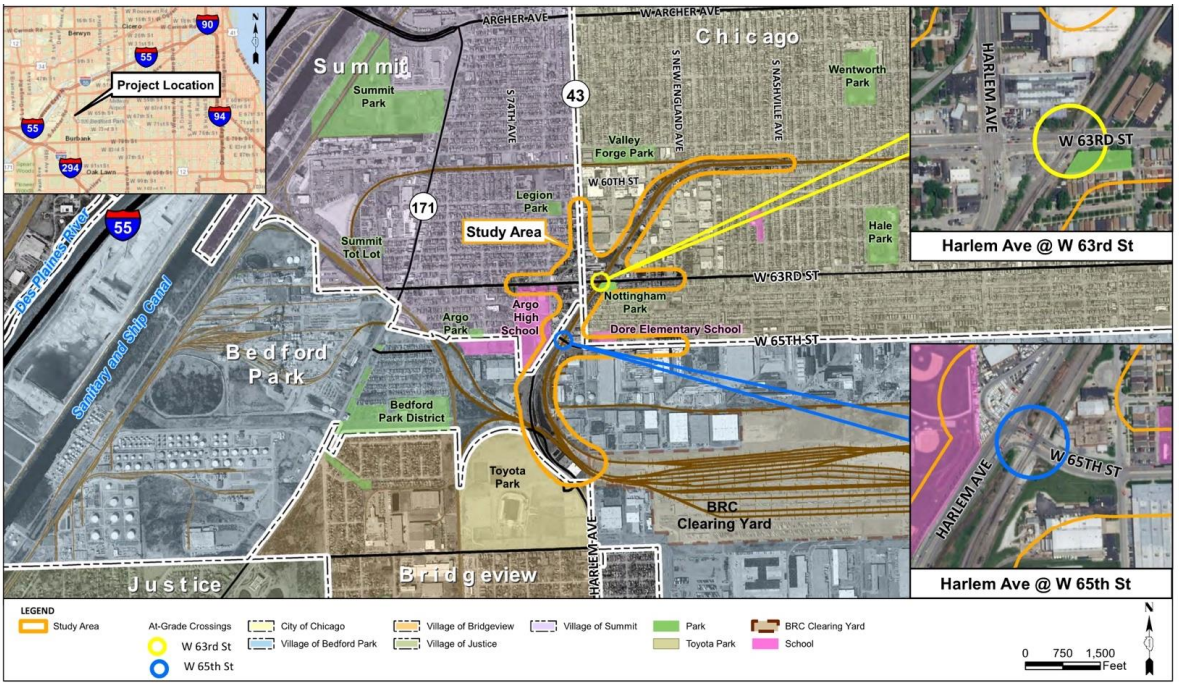
Now, let’s go through the project overview.

Study Area

ILLINOIS 43 STUDY



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The study area is located along IL 43 (Harlem Avenue) between 63rd and 65th Streets within the City of Chicago, the Village of Bedford Park, and the Village of Summit in Cook County.

National Environmental Policy Act (NEPA) of 1969

ILLINOIS 43 STUDY

- Federal law that outlines policies to protect the environment
- Must consider the effects on the quality of human environment
- The IL 43 study does not pose any significant impacts

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The National Environmental Policy Act of 1969, often referred to as NEPA, is a federal law that outlines policies to protect the environment.

In enacting NEPA, Congress recognized that nearly all federal activities affect the environment in some way and mandated that before federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment.

The IL 43 study has adhered to the NEPA process and determined there are no significant environmental impacts.

Project Development Process

ILLINOIS 43 STUDY

PLANNING STAGE
Anticipated completion 2021

Preliminary Engineering & Environmental Studies

DESIGN STAGE
24-36 months

Contract Plan Preparation, Utility Relocations, and Land Acquisition

Funding identified

CONSTRUCTION STAGE
24-36 months

Project Construction

Funding identified

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.

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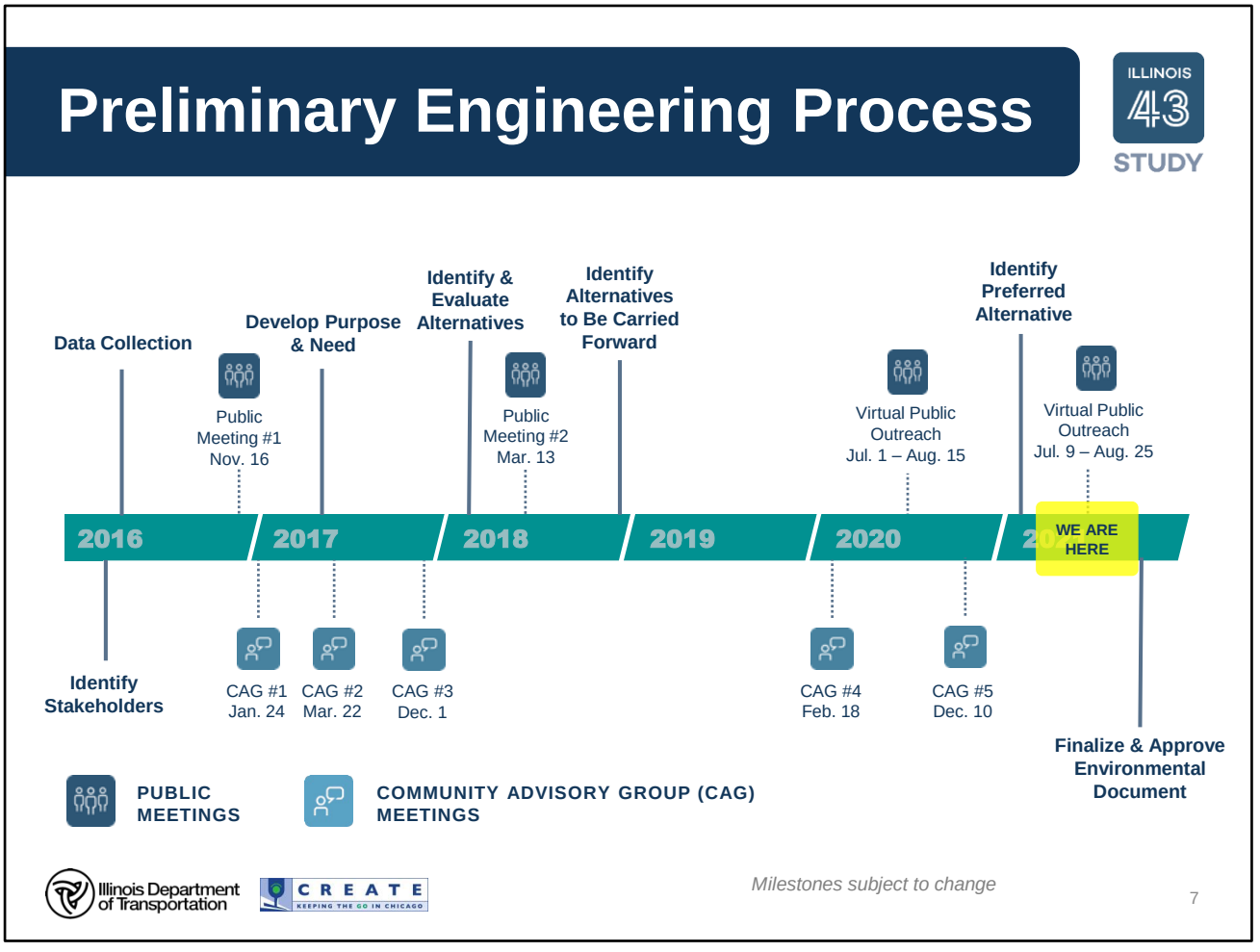
This project is currently in the planning stage, often referred to as preliminary engineering and environmental studies, which is then followed by the design stage or contract plan preparation, utility relocations, and land acquisition. When all design activities are complete, we begin project construction. Construction costs are estimated at $73.3M

Funding for the design and construction stages has been identified, which means it 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.



During the planning stage, or preliminary engineering and environmental studies process, the study team engages the public and creates a Community Advisory Group (CAG) to identify issues and concerns, analyze data to determine the Purpose and Need, and evaluate alternatives to carry forward for further study.

Over the course of the project, the study team has held:

- 3 public meetings with the broader community, one of which was virtual outreach and held over one month
- 5 CAG meetings with residents, local elected officials, organizations, city and state agencies

We are currently conducting our last virtual public outreach efforts which will officially end August 25th. The planning stage concludes with the selection of the preferred alternative, which is what we'll present today.

Context Sensitive Solutions (CSS)

ILLINOIS 43 STUDY

The IL 43 study follows the CSS process to gather public input on project alternatives. The study team has held several stakeholder meetings, including:

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

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The IL 43 study follows IDOT's Context Sensitive Solutions (or CSS) process to gather public input on project alternatives.

In addition to the 3 public meeting and 5 CAG meetings, the study team also conducted:

- 40 one-on-one meetings with city and state agencies, local elected officials, businesses and property owners
- 10 Project Study Group meetings with IDOT and the Federal Highway Administration

Existing Conditions

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IL 43 & 63rd Street

- 2 tracks
- 33 trains per day at 10-25 mph
- ~7 minutes median gate-down time

IL 43 & 65th Street

The railroad crossing at the intersections of Harlem Avenue with 63rd and 65th Streets have two tracks. As many as 33 trains per day operate on the tracks at 10-25 miles per hour. The median gate-down time while a passing train blocks traffic on both streets is 6 minutes and 58 seconds.

The railroad gates and traffic signals currently are not interconnected, which contributes to delays in vehicular traffic flow.

Existing Conditions

Harlem Avenue and 63rd Street (North)

Drainage Infrastructure

100+ year old network of combined sewers causing frequent flooding in the area.

Combined sewers pass through Chicago, Village of Summit and Village of Bedford Park before draining into the MWRD interceptor.

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The existing drainage infrastructure within the study area is a network of sewers more than 100 years old. Constructed in the early 1900s, this combined sewer network passes through several municipal jurisdictions including the City of Chicago, Village of Summit, and Village of Bedford Park before draining into the MWRD interceptor.

Due mainly to undersized storm sewers, frequent flooding within the study area has been documented.

This photo shows flooding at Harlem Avenue and 63rd Street facing north.

Crash Study Results *2014-2018*

ILLINOIS 43 STUDY

Injury Level	2014	2015	2016	2017	2018
K Fatal	-	-	1	1	-
A Incapacitating	1	3	-	-	2
B Non-incapacitating	6	4	4	7	10
C Reported, not apparent	8	12	9	14	5
Property Damage Only	60	64	89	73	63
Total	**75**	**83**	**103**	**95**	**80**

IL 43 & 63rd Street has been identified as **"High" safety tier** and
IL 43 & 65th Street, including the jug handle, has been identified as **"Minimal" safety tier***

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** As of 2020*

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Crash data collected by IDOT from 2014 to 2018 shows that 436 crashes occurred within the study area. Of the 436 crashes, 87 resulted in injury and 2 were fatal. The first fatal crash occurred in 2016 on Harlem Avenue between 63rd Street and 65th Street and the second fatal crash occurred in 2017 at the intersection of 63rd Street and Harlem Avenue. There were also 2 reported crashes at the 65th Street railroad crossing, both occurring in 2018.

According to the 2020 Safety Tiers Reports, the intersection of IL 43 and 63rd Street has been identified as 'High' Safety Tier. The intersection of IL 43 and 65th Street, including the jug handle, has been identified as 'Minimal' Safety Tier. Safety Tiers allow transportation officials to understand relative performance of a location compared to similar types of roadways or intersection.

Existing Traffic Volumes

ILLINOIS 43 STUDY

Harlem Avenue

46,800 vehicles / day

W 63rd Street

West of Harlem Ave

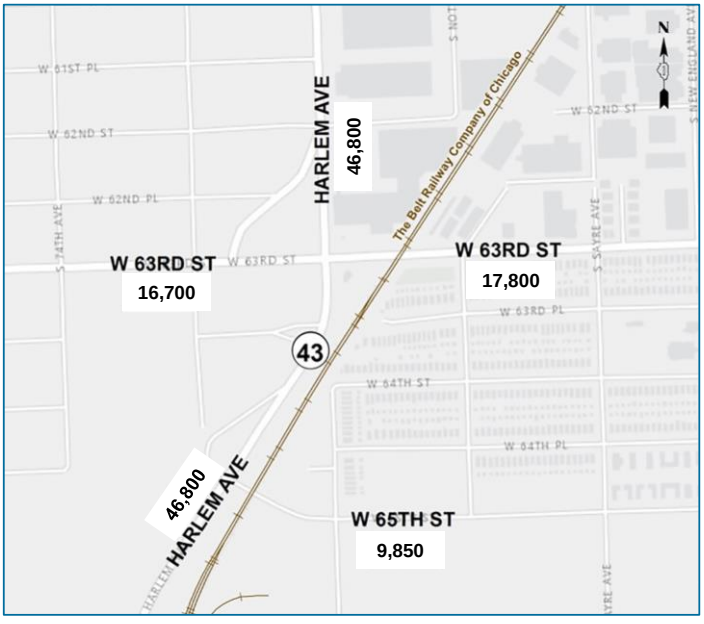
16,700 vehicles / day

East of Harlem Ave

17,800 vehicles / day

W 65th Street

9,850 vehicles / day



Note: volumes are based on 2014 and 2017/2018 ADT volumes

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This is a busy area! Over 46,000 vehicles use Harlem Avenue every day. More than 16,000 vehicles per day travel along 63rd Street and more than 9,000 travel along 65th Street.

Projected (2050) Traffic Volumes

ILLINOIS 43 STUDY

Harlem Avenue

South of 65th Street
48,200 vehicles / day

North of 63rd Street
48,400 vehicles / day

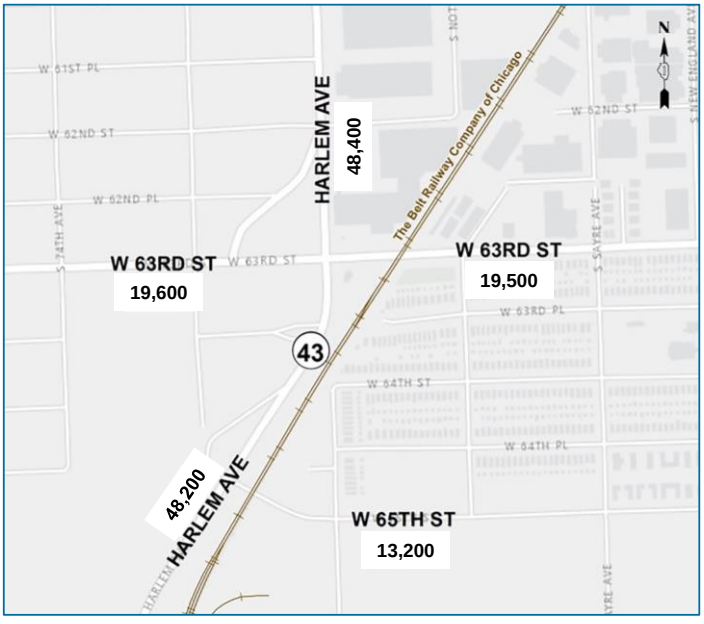
W 63rd Street

West of Harlem Ave
19,600 vehicles / day

East of Harlem Ave
19,500 vehicles / day

W 65th Street

13,200 vehicles / day



Note: volumes are based on projected 2050 CMAP ADT volumes

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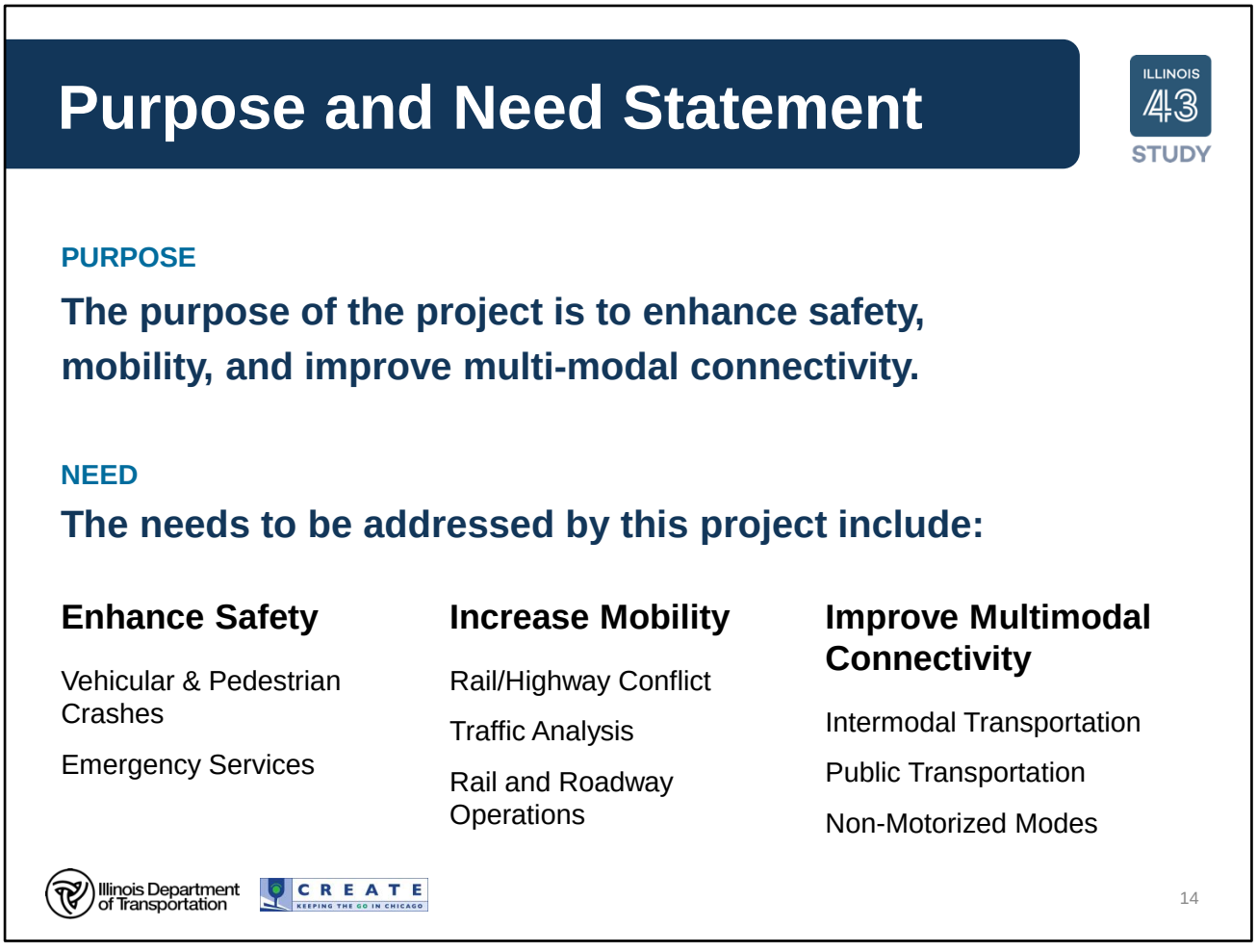
Within the study area, traffic volume is expected to see an approximate 7 percent growth by 2050. The largest percentage increase is projected to be 65th Street, from almost 10,000 vehicles a day to more than 13,000 a day. Traffic volume increases along IL 43 are projected to be smaller than those along 63rd or 65th Streets.



At the start of the project, a purpose and need statement was developed to define the issues and goals shared by stakeholders. The purpose of the project is to enhance safety, increase mobility, and improve multi-modal connectivity.

The study team evaluated the following existing conditions and other data to determine the need for improvement:

- Vehicular & Pedestrian Crashes
- Emergency Services
- Rail/Highway Conflict
- Traffic Analysis
- Rail and Roadway Operations
- Intermodal Transportation
- Public Transportation
- Non-Motorized Modes

This slide is a summary of a 20-page document, which is available for your review on the project website at www.il43study.org/documents.

Alternatives

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Now, let’s go through the alternatives development and evaluation.

Alternatives Considered

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No-Build (Baseline)

Group 1 : **Minor Build**

Group 2 : **Belt Railway Co. Railroad Elevated/Depressed**

Group 3 : **63rd St. Elevated (Overpass)**

Group 4 : **63rd St. Depressed (Underpass)**

Group 5 : **65th St. Elevated (Overpass)**

Group 6 : **65th St. Depressed (Underpass)**

Group 7 : **Combinations**

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A number of alternatives categorized into 7 different groups were developed to address project needs.

Using the No Build as the baseline for comparison, the range of alternatives developed show:

- Minor roadway improvements such as adding turning lanes and improving traffic signals.
- The Belt Railway Company of Chicago Railroad Elevated/Depressed means rebuilding the rail over or under existing 63rd or 65th Street.
- Groups 3, 4, 5 and 6 involve essentially leaving the railroad in place and rebuilding 63rd or 65th Street over the railroad or under the railroad.
- Group 7 combinations means separating car and rail traffic at both 63rd and 65th Street crossings.

Alternatives Screening Process

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1

Determine
if alternatives meet the Purpose and Need

2

Conduct
stakeholder outreach and analyze BRC impacts

3

Evaluate
alternatives against specific criteria

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To further refine and narrow down the range of alternatives, the study team conducted three different levels of screening:

- Level 1 screening was to determine if alternatives meet the Purpose and Need.
- Level 2 screening was to conduct stakeholder outreach and analyze railroad impacts.
- Level 3 screening was to evaluate the alternatives against specific criteria.

Level 1 Screening

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Group 1: Minor Build

Eliminated

- Improvements are limited to adding storage capacity
- Existing roadway/rail conflicts remain
- Improving the intersection will not address safety or capacity needs

EXAMPLE

Harlem Avenue and 63rd Street

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During Level 1 screening the study team determined that Group 1, the Minor Build, is eliminated from further study. The improvements do not meet the overall needs identified for the study due to the existing rail crossings remaining at-grade and associated traffic, safety issues and multimodal connectivity would not be improved.

Level 2 Screening

Group 2: Belt Railway Co. Railroad Elevated/Depressed

Eliminated

- Impacts railroad operations
- Impact to TIF Redevelopment District
- Depressed alternatives pose major drainage/utility challenges
- Would require temporary tracks and increase overall impacts
- Much higher costs

EXAMPLE

IL-19 (Irving Park Rd.)
under East UP Rail Bridge

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During Level 2 screening the study team determined Group 2, Belt Railway Company Railroad Elevated/Depressed alternatives, are eliminated from further study.

Railroad design criteria results in extended project limits and costs that have increased displacements and impacts to businesses and residents.

Additionally:

- There would be impacts to railroad operations.
- Extensive impact to TIF Redevelopment District that ensures the Conservation Area is afforded direct and convenient rail access. Elevating or Depressing the BRC would eliminate the rail access.
- Depressed alternatives pose major drainage and utility challenges.
- Rail traffic must be accommodated during construction so temporary tracks will be required and would increase overall impacts.
- Both elevated and depressed alternatives require extensive retaining walls, significant earthwork, and are cost prohibitive.

Level 3 Screening

Group 3: 63rd St. Elevated (Overpass) &
Group 4: 63rd St. Depressed (Underpass)

Eliminated

- Greater property impacts
- Direct impact to Nottingham Park
- Impacts community cohesion, creating a physical disruption through the neighborhood
- Not as conducive to multimodal transportation

The combination alternatives (Group 7) will not be further evaluated.

EXAMPLE

Mannheim Rd. over CP Rail Yard

Canal, Cermak Depressed

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During Level 3 screening the study team determined Group 3, 63rd Street Elevated (Overpass), and Group 4, 63rd Street Depressed (underpass) are eliminated from further study due to:

- Higher number of residential and commercial property impacts when compared to other groups
- Direct impact to Nottingham Park, a section 4(f) resource
- Impacts to community cohesion, creating a physical disruption
- Not as conducive to multimodal transportation

Because Group 3 and Group 4 are eliminated from further study, the combination alternatives from Group 7 will not be evaluated.

Screening Matrix

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	GROUP 5 65th St. Elevated (Overpass)			GROUP 6 65th St. Depressed (Underpass)	
	13 Elevated with Ramp	14 Elevated Intersection	31 Elevated Roundabout	15 Depressed with Ramp	16 Depressed Intersection
Preliminary Residential Displacements *(Properties/Units)*	6 / 6	6 / 6	9 / 9	2 / 2	2 / 2
Preliminary Business Displacements *(Properties/Units)*	14 / 17	14 / 17	15 / 18	11 / 11	11 / 11
Impacts to Nottingham Park *Section 4(f) Resource*	None	None	None	None	None
Impacts to Community Cohesion	No Disruption	No Disruption	No Disruption	No Disruption	No Disruption
Multimodal Ease *Transit, Bike/Pedestrian*	Limited	Supported	Limited	Limited	Supported
Community Support	Supported	Supported	Supported	Supported	Supported
Level of Service	Good	Acceptable	Good	Good	Acceptable
Construction Challenges	Moderate	Minimal	Large	Large	Moderate
Construction Duration *in years*	1.9	2.2	2.1	2.7	2.3
Long-Term Maintenance	$4M	$3M	$4M	$5M	$4M
Preliminary Project Cost	$98M	$81M	$105M	$116M	$101M

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The alternatives from Group 5, Overpass at 65th Street, and Group 6, Underpass at 65th Street, were further evaluated and presented for public input.

Preferred Alternative

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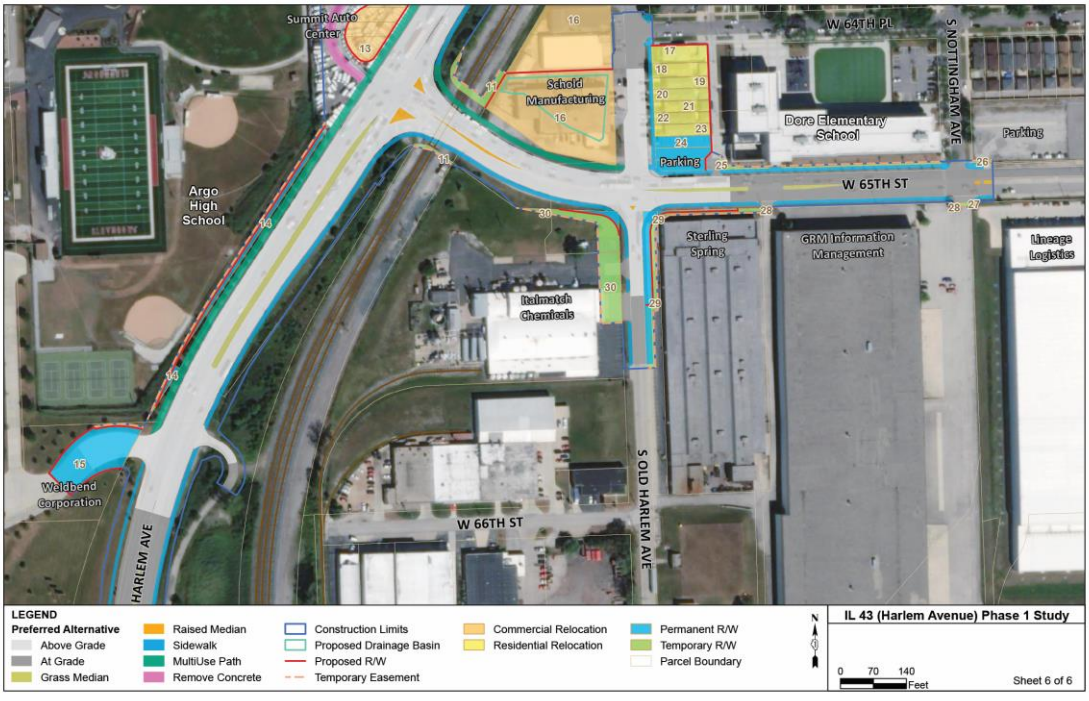
Overpass at 65th Street with an Elevated Intersection



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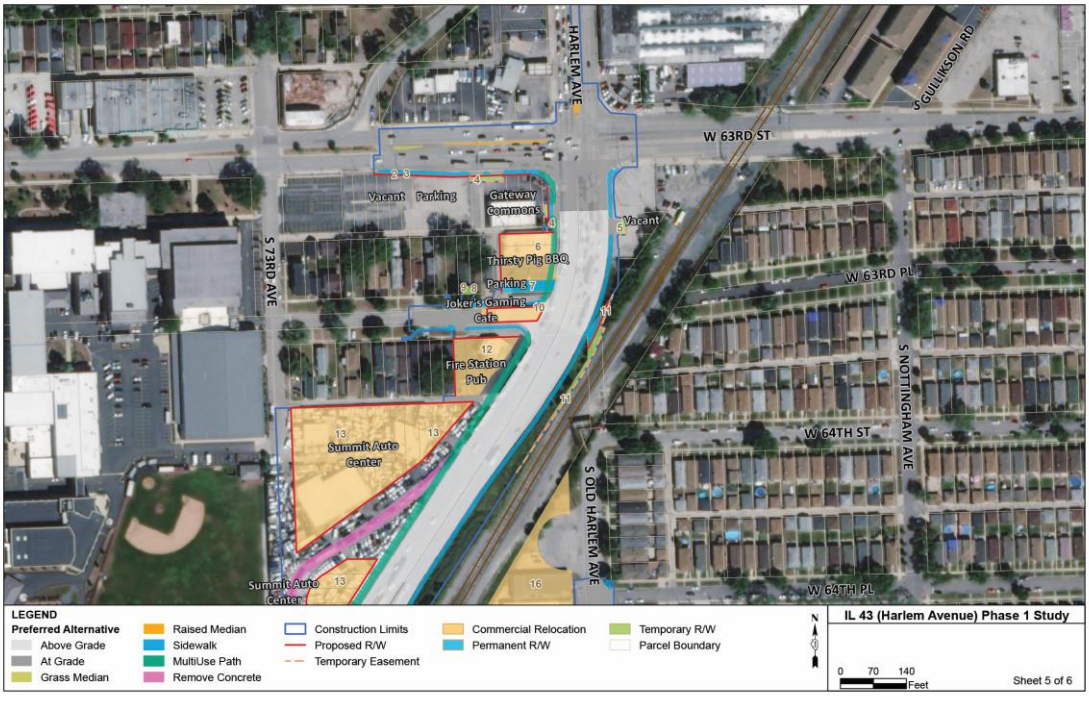
Based on level of impact and public input, the study team recommends moving forward with an **Overpass at 65th Street with an Elevated Intersection** as the preferred alternative.

Preferred Alternative

Minor Improvements at 63rd Street



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The preferred alternative will also include **minor improvements at 63rd Street.**

We'll now go through the proposed improvements.

Harlem Avenue & 65th Street North

Proposed Improvements

1. High-visibility crosswalks and pedestrian refuge islands
2. Multi-use path
3. Sidewalk connecting 65th Street to 63rd Street
4. Railroad grade separation with a roadway overpass

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On Harlem Avenue and 65th Street, proposed improvements include:

- High-visibility crosswalks and pedestrian refuge islands
- Multi-use path
- Sidewalk connecting 65th Street to 63rd Street
- Railroad grade separation with a roadway overpass

65th Street & Old Harlem Avenue North

Proposed Improvements

1. Right-In/Right-Out intersection improving safety for westbound traffic
2. Dedicated left turn lane from 65th Street to Old Harlem Avenue
3. Detention pond which will reduce stormwater discharges and improve water quality

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On 65th Street and Old Harlem Avenue, proposed improvements include:

- Right-In/Right-Out intersection improving safety for westbound traffic
- Dedicated left turn lane from 65th Street to Old Harlem Avenue
- Detention pond which will reduce stormwater discharges and improve water quality

65th Street & Nottingham Avenue

Proposed Improvements

1. Dedicated left turn lane from 65th Street to Nottingham Avenue
2. High-visibility crosswalk and pedestrian refuge island
3. ADA-compliant sidewalk corners

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On 65th Street and Nottingham Avenue, propose improvements include:

- Dedicated left turn lane from 65th Street to Nottingham Avenue
- High-visibility crosswalk and pedestrian refuge island
- ADA-compliant sidewalk corners

Harlem Avenue & Coulas Drive North

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Proposed Improvements

1. High-visibility cross walks
2. Multi-use path
3. Sidewalks

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On Harlem Avenue and Coulas Drive, proposed improvements include:

- High-visibility cross walks
- Multi-use path
- Sidewalks

Harlem Avenue & 63rd Place North

Proposed Improvements

1. Right-In/Right-Out intersection improving safety for southbound traffic
2. High-visibility crosswalks

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On Harlem Avenue and 63rd Place, proposed improvements include:

- Right-In/Right-Out intersection improving safety for southbound traffic
- High-visibility crosswalks

Harlem Avenue & 63rd Street

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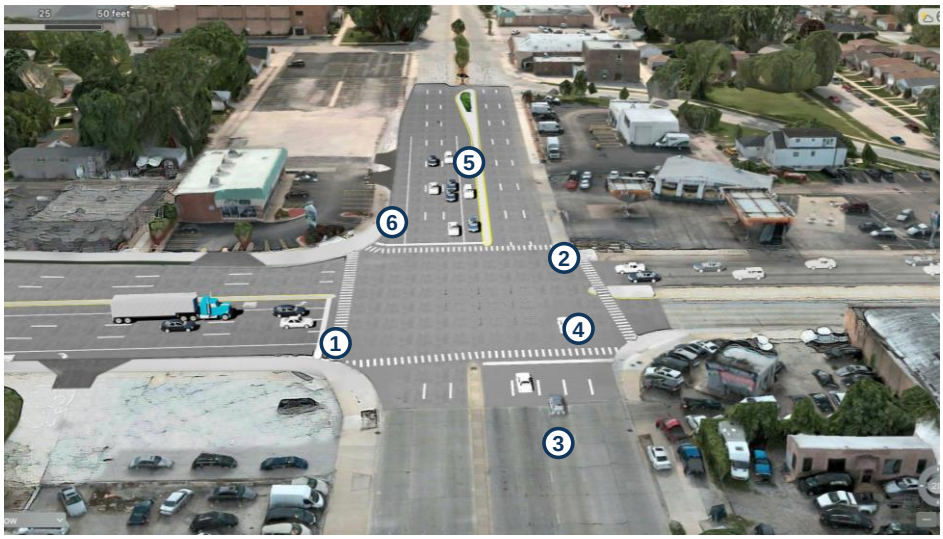

Proposed Improvements

1. High-visibility crosswalks
2. Pedestrian refuge island
3. Traffic signal interconnection with BRC
4. Corner radius reduction to shorten crosswalks
5. Increase of left turn storage capacity
6. Increase of right turn storage capacity

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In addition to the major build at 65th Street, the study team is proposing safety and operational improvements at 63rd Street.

Proposed improvements include:

- High-visibility crosswalks
- Pedestrian refuge island
- Traffic signal interconnection with BRC railroad
- Reduced corner to shorten crosswalks
- Increase of left turn storage capacity
- Increase of right turn storage capacity

Study Area Simulation

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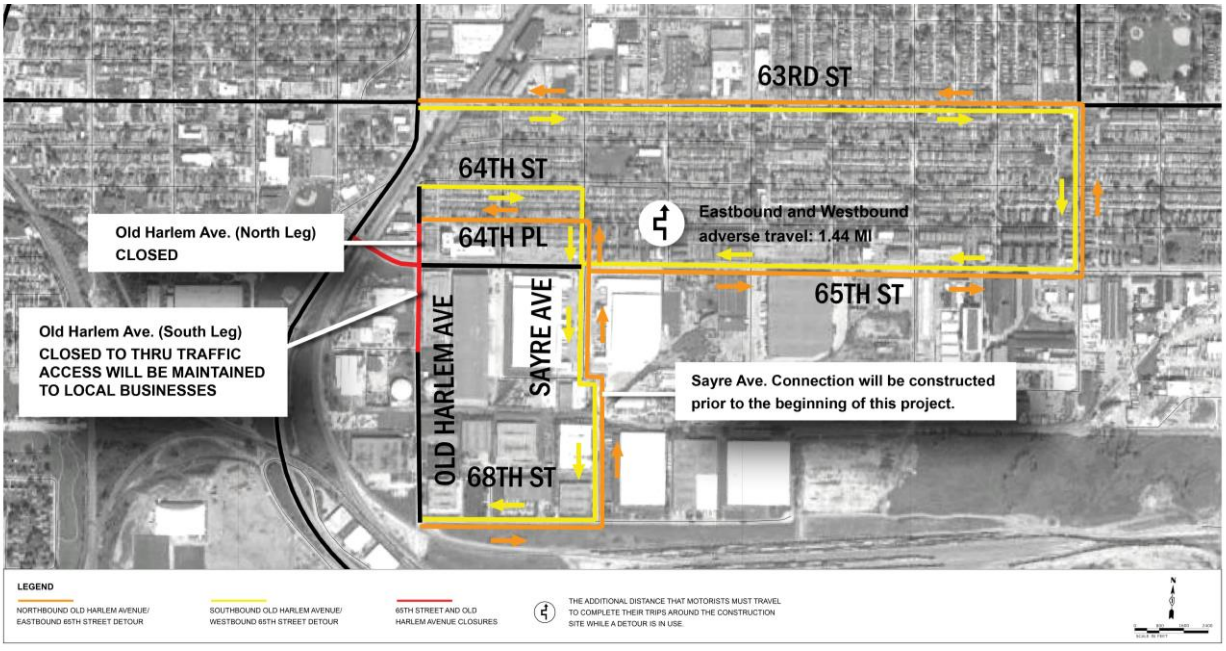
We'll now watch a short video animation of what the proposed improvements will look like.

[Script for simulation] *Aerial view of proposed improvements, starting on Harlem Avenue traveling northbound from Coulas Drive to 63rd Street; traveling southbound on Harlem Avenue from 63rd Street to 65th Street; traveling west from the intersection of 65th and Harlem Avenue to look east from Argo Highschool; traveling east along 65th Street to Nottingham Avenue; traveling west along 65th Street from Nottingham Avenue to Harlem Avenue; from 66th Street to 64th Place along Old Harlem Avenue and from 64th Place to 66th Street.*

Proposed Detour Routes



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65th Street is anticipated to be closed between IL 43 (Harlem Avenue) to Old Harlem Avenue during stages of construction.

The North leg of Old Harlem Avenue will be completely closed. The South leg of Old Harlem will be closed to thru traffic. Access to local business is anticipated to be maintained and will be coordinated further during the design stage. It is anticipated that a proposed connection of Sayre Avenue will be constructed prior to the construction of the grade separation.

An alternative route using Central Avenue and Archer Avenue for trucks has been identified. You can view the truck detour and this full exhibit in more detail on the project website.

Drainage Corridor

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Stormwater will travel North along Harlem Avenue then West along Archer Avenue and outlet into a storm water pond.

The pond will outlet to an existing channel that travels West before discharging into the Chicago Sanitary and Ship Canal.

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A dedicated drainage outfall for the proposed roadway improvement is included as part of the preferred alternative. Storm water will be conveyed by a storm sewer traveling North along Harlem Avenue then West along Archer Avenue and outlet into a proposed storm water pond. The basin will outlet to an existing channel that travels West and passes through two existing culverts under the Canadian National tracks and the Metropolitan Water Reclamation District service road before discharging directly into the Chicago Sanitary and Ship Canal.

Project drainage improvements include:

- disconnecting the project area from the current 100+ year-old combined sewer system
- adding a separate storm sewer system that possesses sufficient capacity to collect and convey storm water through the project area to discharge into the Chicago Sanitary and Ship Canal

To mitigate the increase in proposed peak runoff and to address existing flooding issues, 2 surface detention ponds also will be constructed:

- 1 southwest of the intersection of 65th Avenue and Old Harlem Avenue
- 1 southwest of the intersection of Archer Avenue and Archer Road

Environmental Impacts

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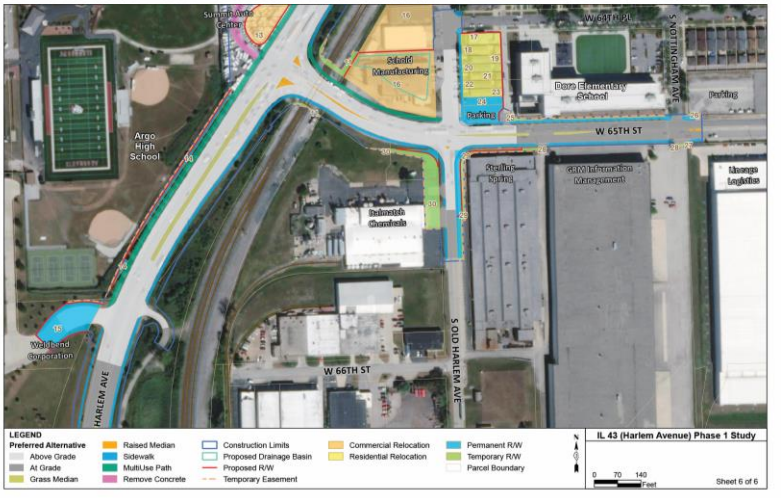
Preferred Alternative

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**

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Through the final analysis, the study team determined there will be property displacements and impacts with the preferred alternative.

Impacts associated with the preferred alternative include:

- 7 residential and 5 business displacements
- 28 parcels needed for permanent right-of-way for structure
- 7 parcels needed for temporary right-of-way during construction
- No impacts to schools, parks, or historic properties
- 0.5 acres of wetlands impacted

Additional impacts associated with the new drainage corridor include 1 parcel of permanent right-of-way and 0.3 acres of wetlands impacted.

Noise Analysis

As part of this project, the study team conducted a noise analysis to evaluate noise levels and determined impacts are minimal and **noise walls are not required**.

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As part of this project, the study team conducted a noise analysis to evaluate noise levels and determined impacts are minimal and **noise walls are not required**.

Next Steps

Next Steps

Next Steps

1 Review and consider all public input

2 Finalize technical reviews and documentation

3 Complete the planning stage in 2021

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Following this virtual public outreach, the study team will:

- Review and consider all public input shared via direct mail, email, the project website, and during our virtual public forum on August 4th.
- Finalize technical reviews and documentation.
- Complete the planning stage in 2021.

Land Acquisition

ILLINOIS 43 STUDY

Once the planning stage ends in 2021, the design stage and land acquisition begins.

1

Determine Ownership and Prepare Plat of Survey

2

Prepare Independent Appraisal

3

Negotiations with Property Owners

.

4

Court Proceedings, *if necessary*

Three main types of land acquisition

Fee Simple | Permanent Easement | Temporary Easement

If you have any questions about land acquisition, please email the study team at info@il43study.org.

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Once the planning stage ends in 2021, the design stage and land acquisition begins. The process for land acquisition is as follows:

Step 1 - Determine Ownership and Prepare Plat of Survey
Step 2 – Prepare Independent Appraisal
Step 3 – Negotiations with Property Owners
Step 4 - Court Proceedings (This is only necessary if an agreement on acquisition price cannot be reached or if there are title issues or liens on properties.)

There are three main types of land acquisition:

- Fee Simple
- Permanent Easement
- Temporary Easement

If you have any questions about land acquisition, please email the study team at info@il43study.org

Thank You!

Visit www.il43study.org to view this presentation, exhibits, and sign up for our virtual public forum.

Comments received by August 25, 2021 will become part of the official virtual public outreach record.

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We want to thank you for being part of this virtual public outreach.

Visit www.il43study.org to view this presentation, exhibits, and sign up for our virtual public forum. You can also share comments and provide feedback.

Comments received by August 25, 2021 will become part of the official virtual public outreach record.