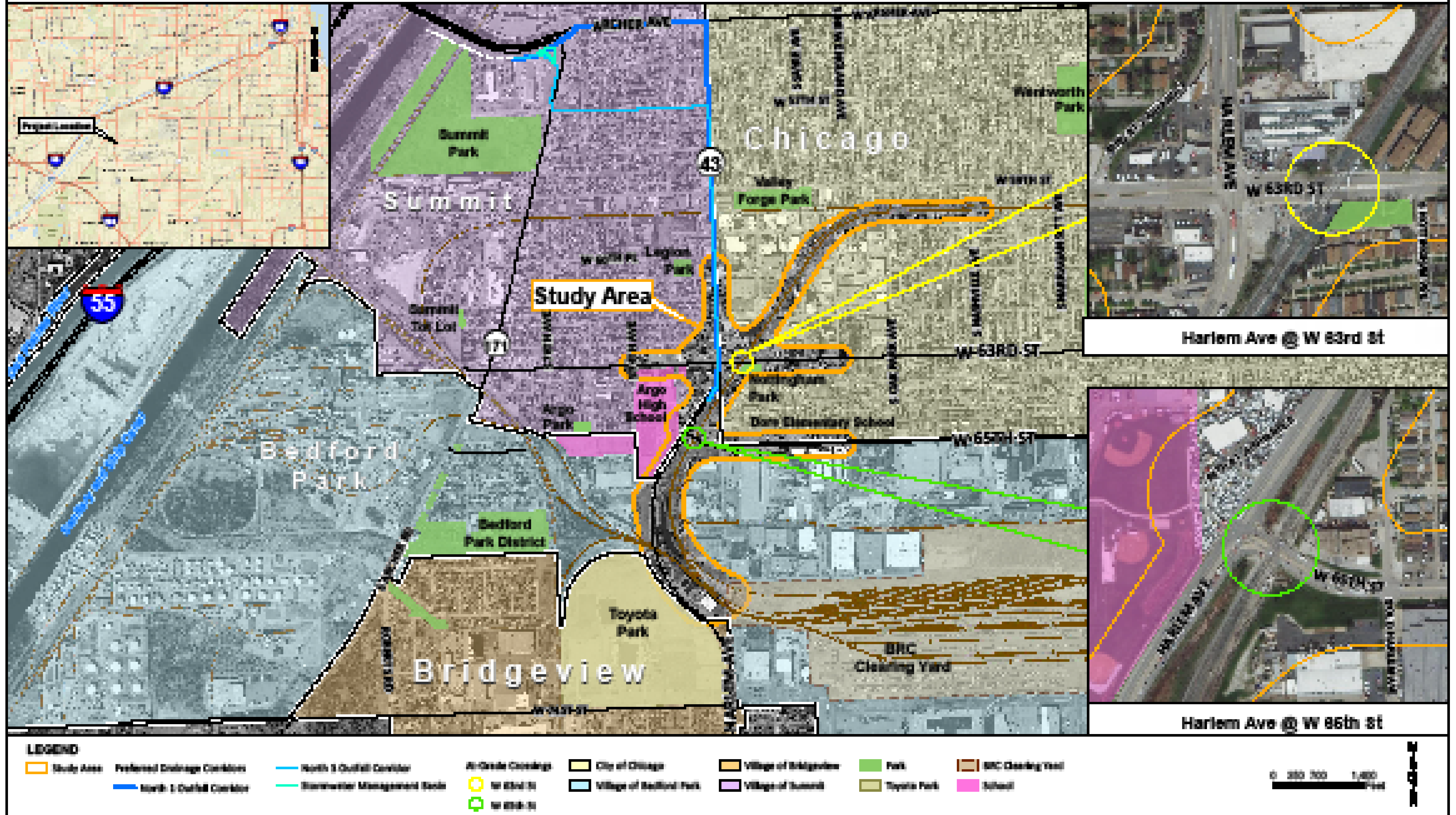


# Project Location Map



# Phase I Process



**PUBLIC  
MEETINGS**



**COMMUNITY ADVISORY GROUP  
(CAG) MEETINGS**

# Project Development Process

## PLANNING STAGE

anticipated completion 2020

**Preliminary  
Engineering &  
Environmental  
Studies**

## DESIGN STAGE

24-36 months

**Contract Plan  
Preparation &  
Land Acquisition**

*Funding identified*

## CONSTRUCTION STAGE

24-36 months

**Project  
Construction**

*Funding identified*

NOTE: This improvement is included in the Department's FY 2021-2026 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.

# Purpose and Need Statement

**The purpose of the project is to enhance safety, increase mobility, and improve multimodal connectivity.**

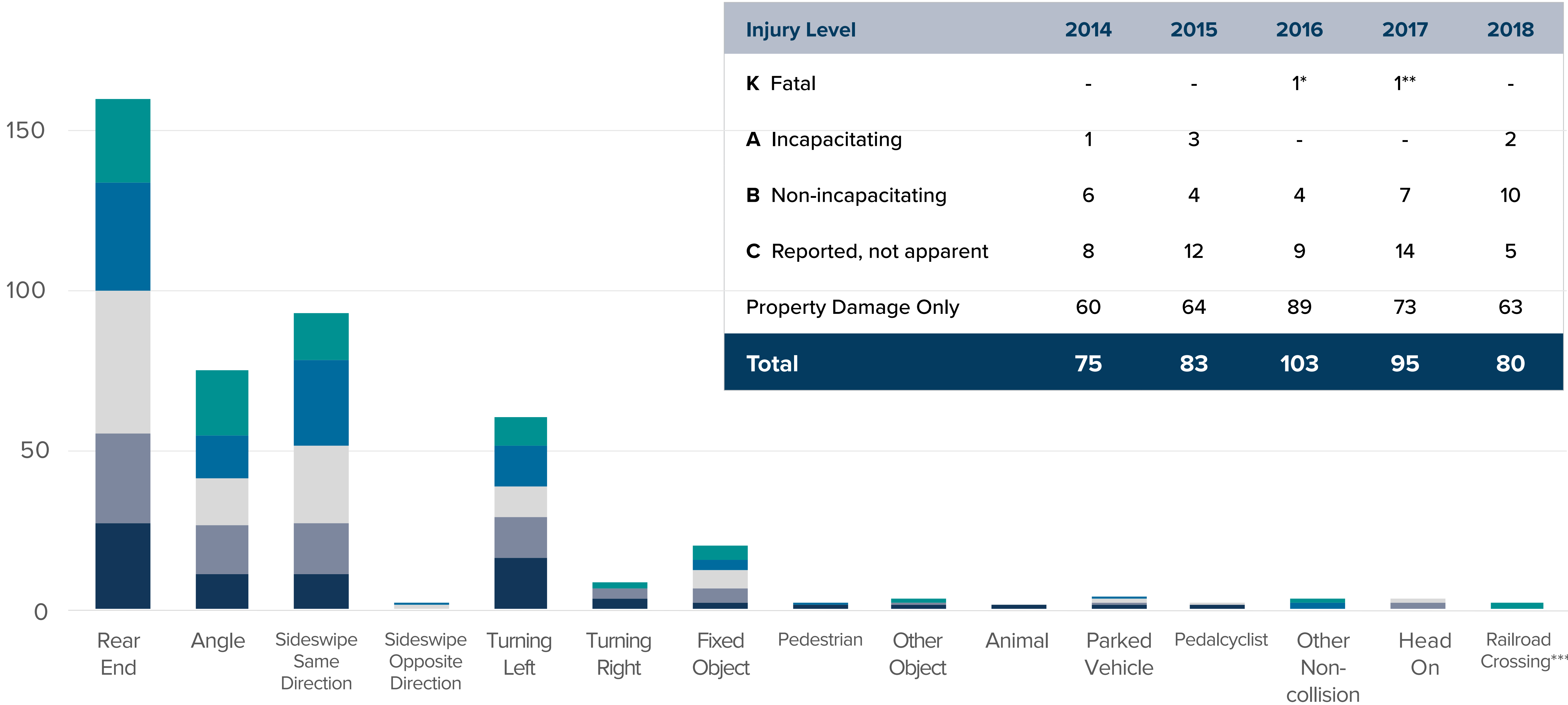
The study team evaluated the following existing conditions and other data to determine the need for improvement:

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



# Crash Study Results

2014–2018

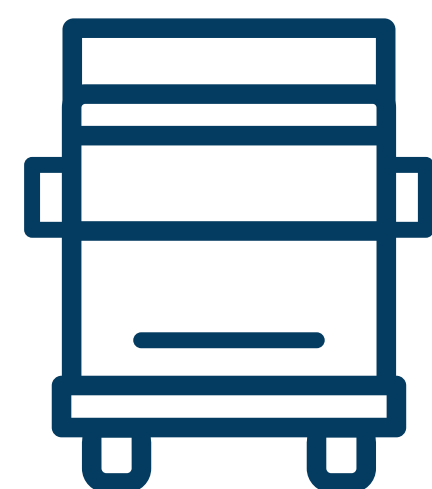


Injury Level	2014	2015	2016	2017	2018
K Fatal	-	-	1*	1**	-
A Incapacitating	1	3	-	-	2
B Non-incapacitating	6	4	4	7	10
C Reported, not apparent	8	12	9	14	5
Property Damage Only	60	64	89	73	63
Total	75	83	103	95	80

2014 2015 2016 2017 2018

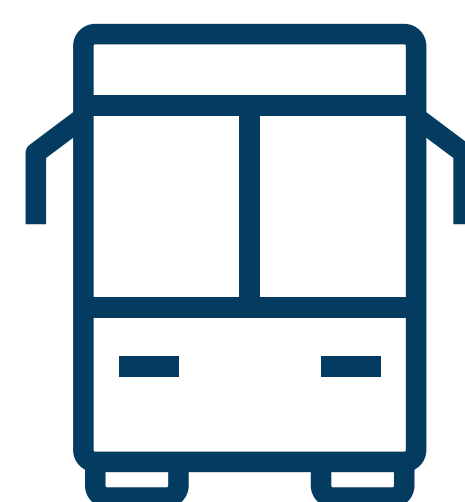
\*Crash occurred on Harlem Ave. between 63<sup>rd</sup> St. and 65<sup>th</sup> St.  
\*\*Crash occurred at the intersection of 63<sup>rd</sup> St. and Harlem Ave.  
\*\*\*One crash involved a vehicle and train and resulted in 2 injuries, and the other involved a pedestrian and train and resulted in 1 injury.

# Multimodal Connectivity



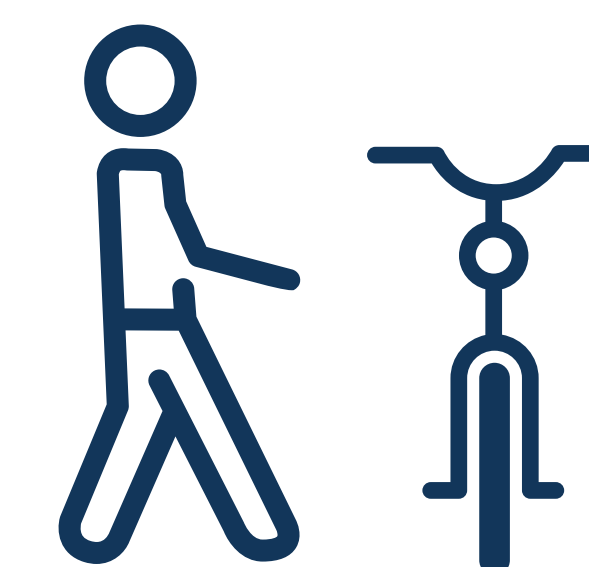
## Intermodal Transportation

The IL 43 corridor and east-west movements are critical to manufacturing and freight along I-55.



## Public Transportation

CTA and PACE operate bus routes that are impacted when trains occupy the crossings.



## Non-Motorized Modes

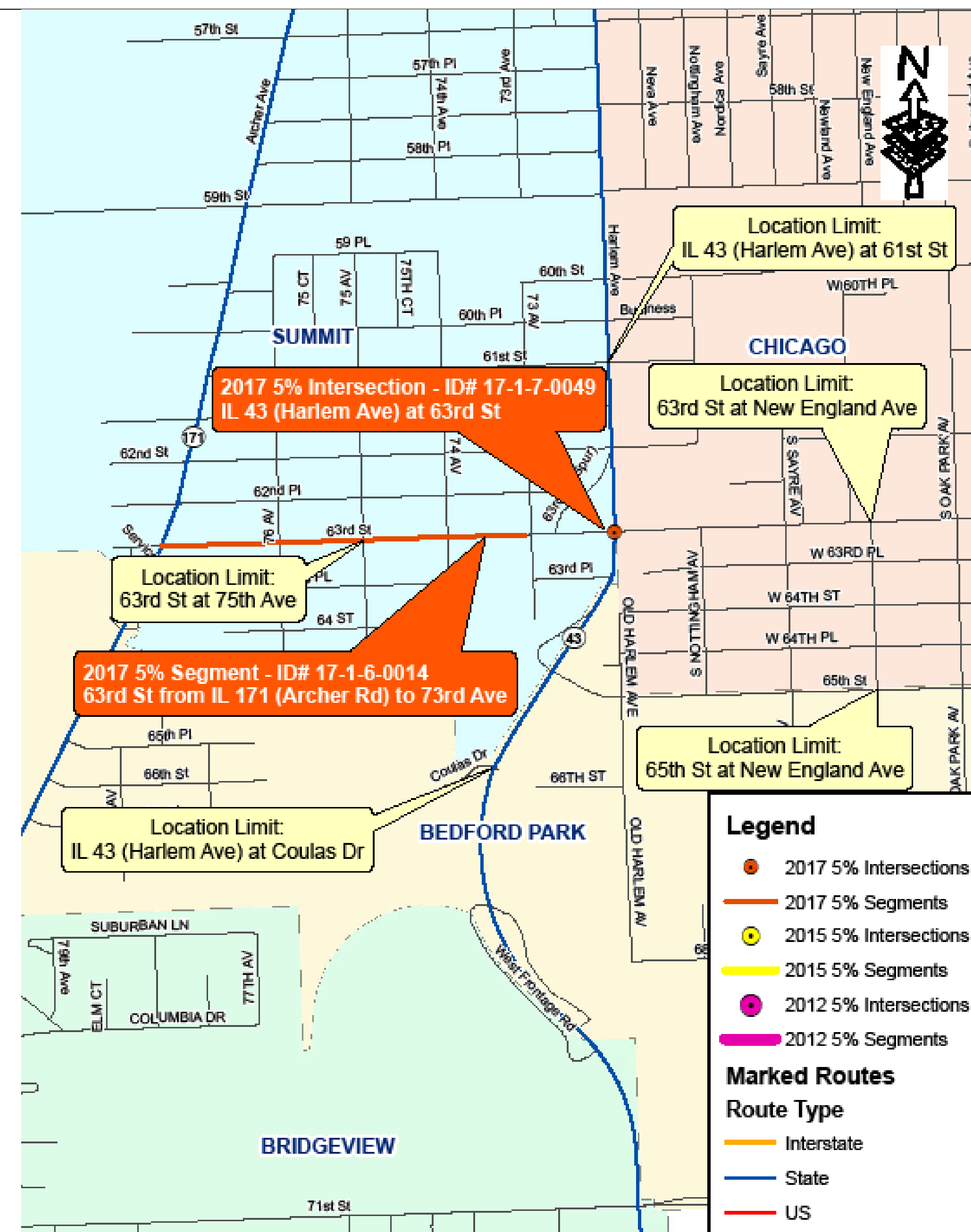
It is difficult to bike or walk along Harlem Ave. due to lack of bike separation and narrow sidewalks.\*

*\*According to a survey conducted by the Village of Summit and the Active Transportation Alliance*

# 5% Locations *2012, 2015, 2017*

**Locations along state highways  
that are identified as 5%  
locations are within the top 5%  
of locations statewide with the  
greatest potential for safety  
improvement, based on crash  
severity and frequency.**

*\*2013, 2014 & 2016 5% reports were not generated*



# Screening Process

## ALTERNATIVES CONSIDERED

~~Group 1~~ Minor Build

~~Group 2~~ Belt Railway Co. Railroad—  
Elevated / Depressed

~~Group 3~~ 63<sup>rd</sup> St. Elevated (Overpass)

~~Group 4~~ 63<sup>rd</sup> St. Depressed (Underpass)

**Group 5** 65<sup>th</sup> St. Elevated (Overpass)

**Group 6** 65<sup>th</sup> St. Depressed (Underpass)

~~Group 7~~ Combinations for 63<sup>rd</sup> St.  
and 65<sup>th</sup> St. Elevated/Depressed

**1**

## Determine

if alternatives meet the Purpose and Need

*Group 1: Minor Build*

*Eliminated*

**2**

## Conduct

stakeholder outreach and analyze  
Belt Railway Co. Railroad impacts

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

*Eliminated*

**3**

## Evaluate

remaining alternatives against criteria

*Groups 3-6 evaluated*



# Criteria Screening Matrix

Magnitude Legend																		
Large impact or magnitude		Moderate impact or magnitude		Small/no impact or magnitude		GROUP 3 63 <sup>rd</sup> St. Elevated				GROUP 4 63 <sup>rd</sup> St. Depressed			GROUP 5 65 <sup>th</sup> St. Elevated			GROUP 6 65 <sup>th</sup> St. Depressed		
<div>CRITERIA</div> <div>All impacts are based on preliminary analysis. Alternatives will be further studied to limit and mitigate impacts.</div> <div>Preliminary Residential Displacements Includes parcels where building is impacted by improvement or access is impacted by retaining wall.</div> <div>Preliminary Business Displacements Includes parcels where building is impacted by improvement or access is impacted by retaining wall.</div> <div>Impact to Nottingham Park Section 4(f) Resources</div> <div>Impacts on Community Cohesion Adverse impact to community cohesion such as fragmenting neighborhoods with a physical disruption.</div> <div>Multimodal Ease Does not support multimodal transportation.</div> <div>Community Support Feedback from prior community meetings.</div> <div>Level of Service Transportation level of service for each alternative.</div> <div>Construction Challenges Considers depressed/elevated alternatives, non-standard bridge configuration, and Harlem Avenue realignment.</div> <div>Construction Duration Estimated construction duration.</div> <div>Long-Term Maintenance Estimated yearly maintenance cost.</div> <div>Preliminary Project Cost Estimated construction cost.</div>						6 Elevated with Jughandle	7 Elevated with Ramp	8 Elevated with Harlem Realign	9 Elevated Intersection	10 Depressed with Jughandle	11 Depressed with Ramp	12 Depressed Intersection	13 Elevated with Ramp	14 Elevated Intersection	31 Elevated Roundabout	15 Depressed with Ramp	16 Depressed Intersection	
						Preliminary Residential Displacements <i>(Properties/Units)</i>	24 / 83	26 / 85	28 / 87	26 / 85	15 / 73	16 / 87	14 / 72	6 / 6	6 / 6	9 / 9	2 / 2	2 / 2
						Preliminary Business Displacements <i>(Properties/Units)</i>	13 / 16	25 / 28	25 / 28	25 / 28	12 / 15	25 / 28	25 / 28	14 / 17	14 / 17	15 / 18	11 / 11	11 / 11
						Impacts to Nottingham Park <i>Section 4 (f) Resource</i>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	None	None	None	None
						Impacts to Community Cohesion	Disruptive	Disruptive	Disruptive	Disruptive	Disruptive	Disruptive	Disruptive	No Disruption	No Disruption	No Disruption	No Disruption	No Disruption
						Multimodal Ease <i>Transit, Bike/Pedestrian</i>	Limited	Limited	Supported	Supported	Limited	Limited	Supported	Limited	Supported	Limited	Limited	Supported
						Community Support	Not Supported	Not Supported	Not Supported	Not Supported	Not Supported	Not Supported	Not Supported	Supported	Supported	Supported	Supported	Supported
						Level of Service	Acceptable	Good	Poor	Poor	Acceptable	Good	Poor	Good	Acceptable	Good	Good	Acceptable
						Construction Challenges	Minimal	Moderate	Moderate	Minimal	Moderate	Large	Moderate	Moderate	Minimal	Large	Large	Moderate
						Construction Duration <i>in years</i>	2.2	2.6	2.3	2.2	2.8	2.9	2.3	1.9	2.2	2.1	2.7	2.3
						Long-Term Maintenance	\$3M	\$4M	\$3M	\$3M	\$5M	\$5M	\$4M	\$4M	\$3M	\$4M	\$5M	\$4M
						Preliminary Project Cost	\$65M	\$99M	\$83M	\$83M	\$96M	\$120M	\$108M	\$98M	\$81M	\$105M	\$116M	\$101M

# Grade Separation Examples



**Elevated Road, At-Grade Rail**  
Harlem Ave. over CSX Rail Line and Toyota Park Frontage Rd.



**At-Grade Rail, Depressed Road**  
Archer Ave. under B&O