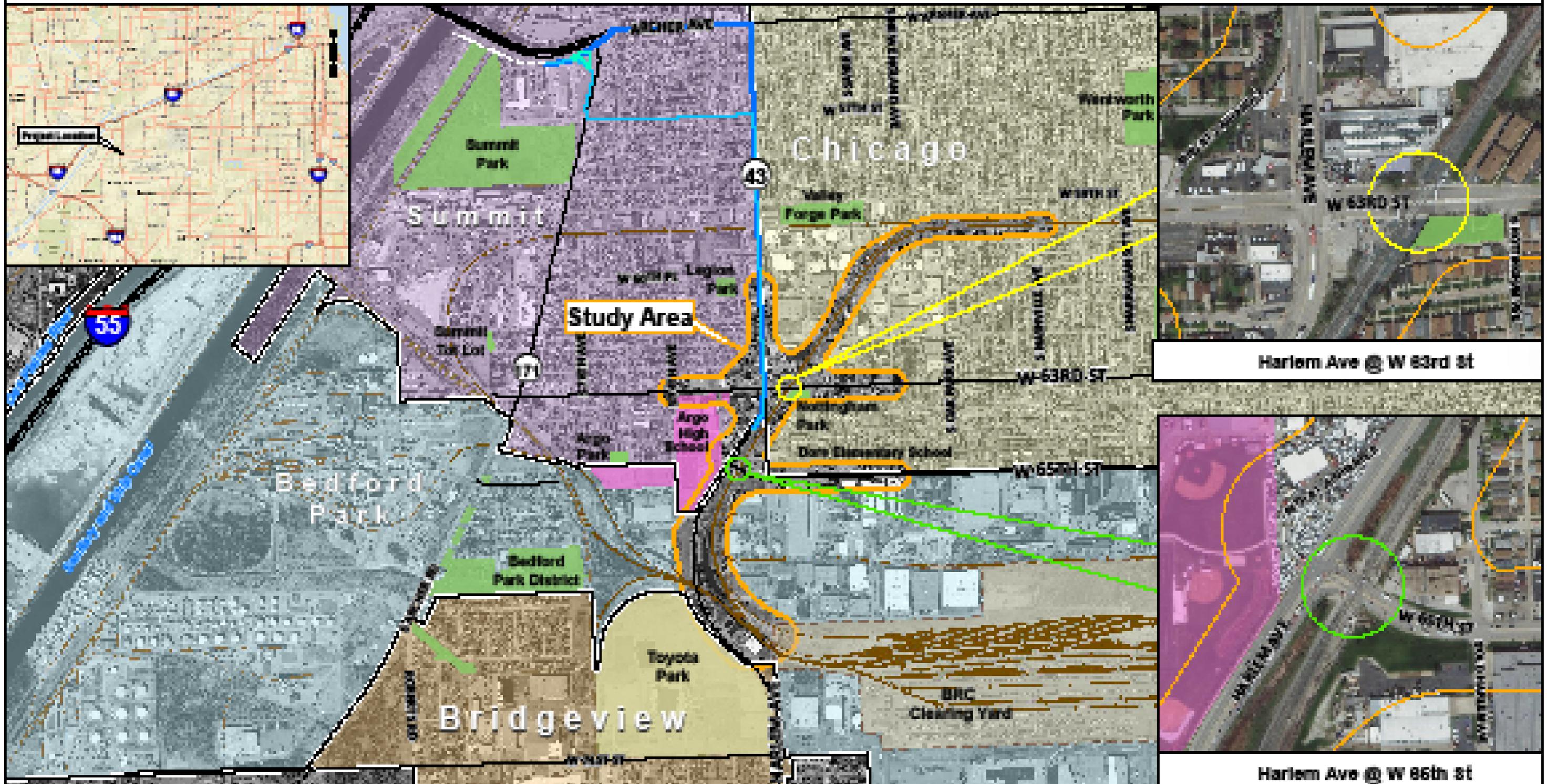


# Project Location Map



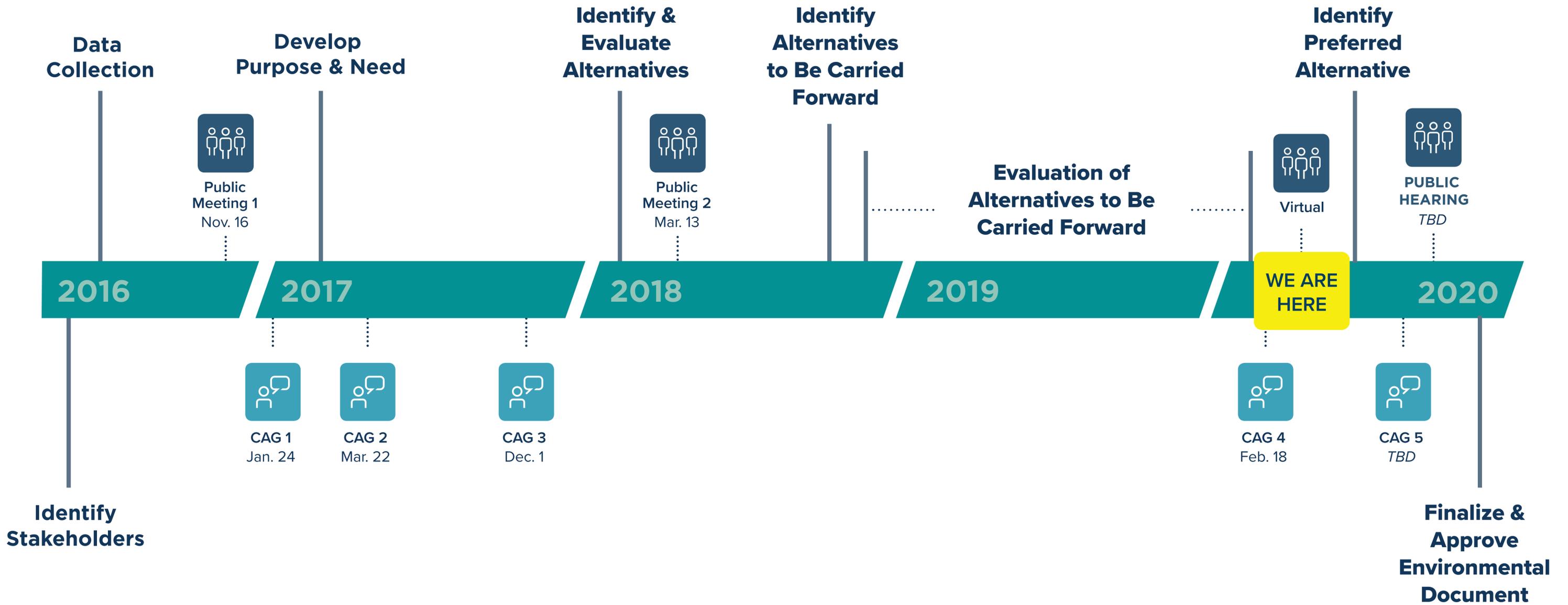
**LEGEND**

Study Area	Preferred Drainage Corridor	North 1 Outfall Corridor	At-Grade Crossings	City of Chicago	Village of Bridgeview	Park	BHC Clearing Yard
North 2 Outfall Corridor	Stormwater Management Basin	W 63rd St	W 66th St	Village of Bedford Park	Village of Summit	Toyota Park	School

0 250 500 1,000 Feet



# Phase I Process

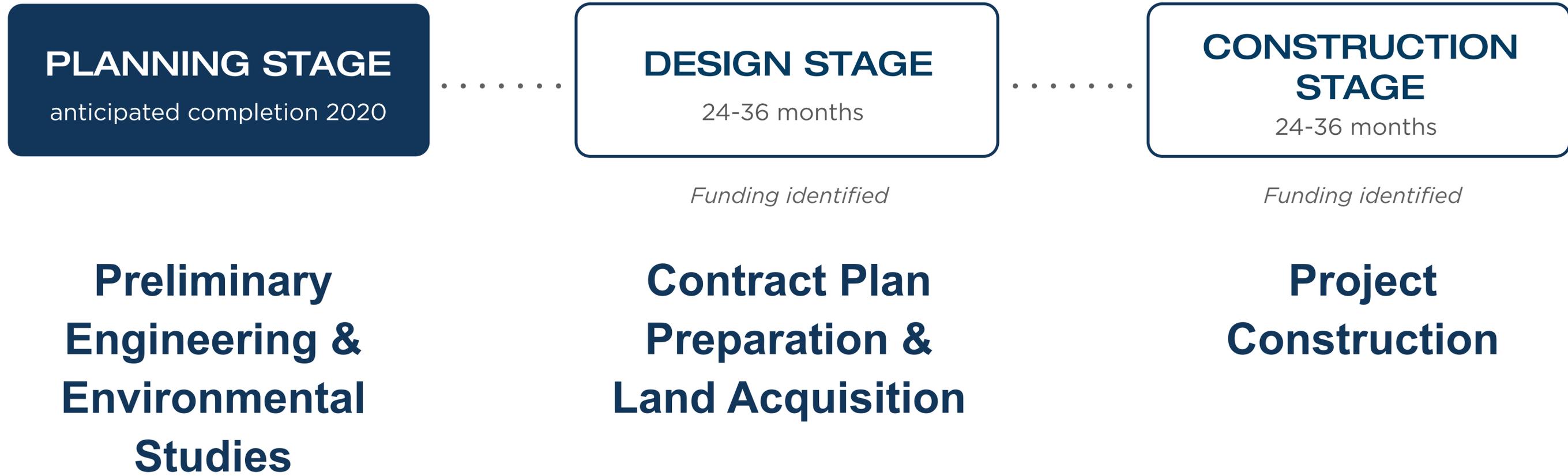


**PUBLIC MEETINGS**



**COMMUNITY ADVISORY GROUP (CAG) MEETINGS**

# Project Development Process



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.

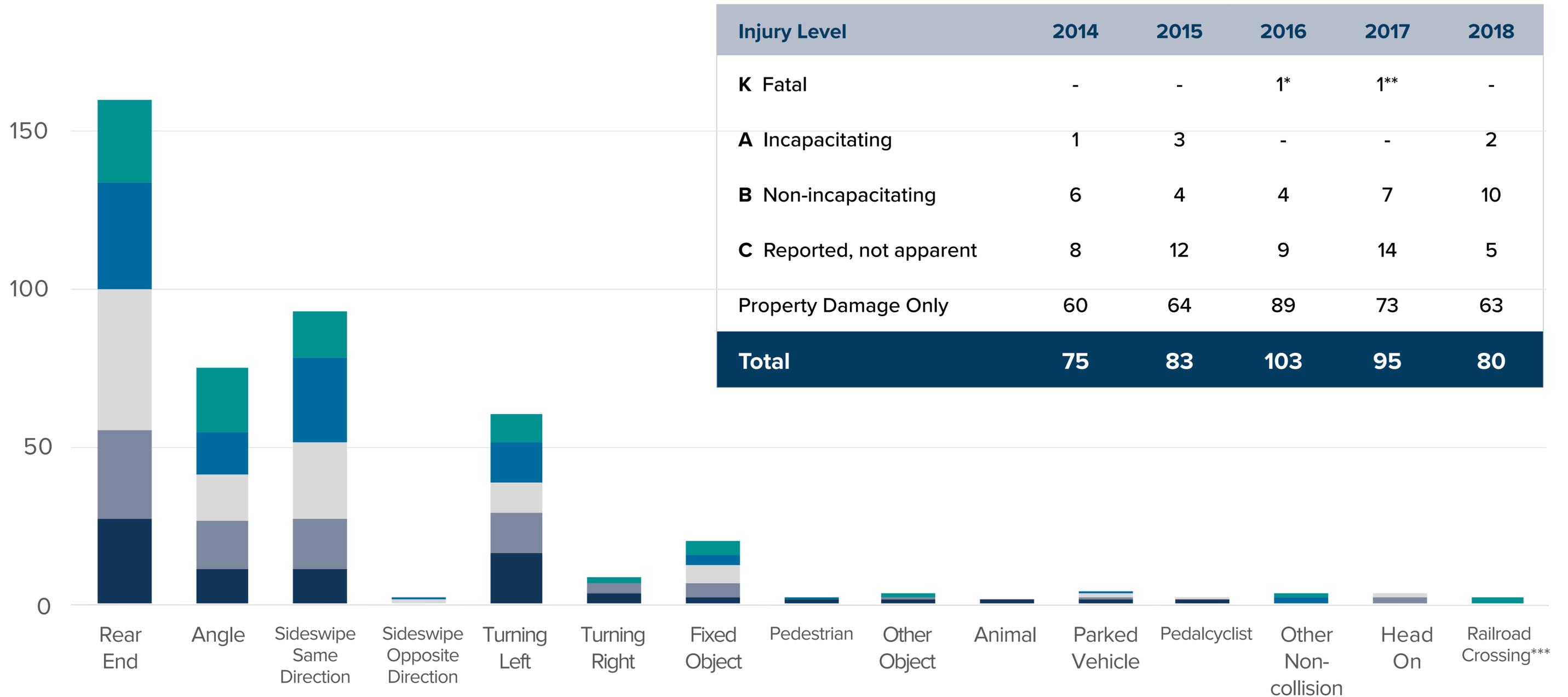
# Purpose and Need Statement

**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*



■ 2014 ■ 2015 ■ 2016 ■ 2017 ■ 2018

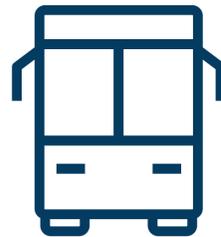
\*Crash occurred on Harlem Ave. between 63<sup>rd</sup> St. and 65<sup>th</sup> St.  
 \*\*Crash occurred at the intersection of 63<sup>rd</sup> St. and Harlem Ave.  
 \*\*\*One crash involved a vehicle and train and resulted in 2 injuries, and the other involved a pedestrian and train and resulted in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

# Multimodal Connectivity



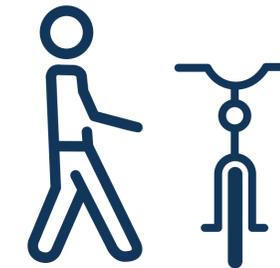
## Intermodal Transportation

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*



## 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 (Red) Moderate impact or magnitude (Yellow) Small/no impact or magnitude (Green)

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



**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