



## STUDY

IL 43 Harlem Avenue  
between 63<sup>rd</sup> and 65<sup>th</sup>

## VIRTUAL PUBLIC OUTREACH

**To reduce the spread of COVID-19 and comply with social distancing requirements, the IL 43 study team will be conducting Virtual Public Outreach.**

This brochure contains an update on the study's progress. We also invite you to visit the study's website, [il43study.org/virtual-public-outreach](http://il43study.org/virtual-public-outreach), to review the material in detail and provide your feedback.

*Comments will be accepted through August 15, 2020.*

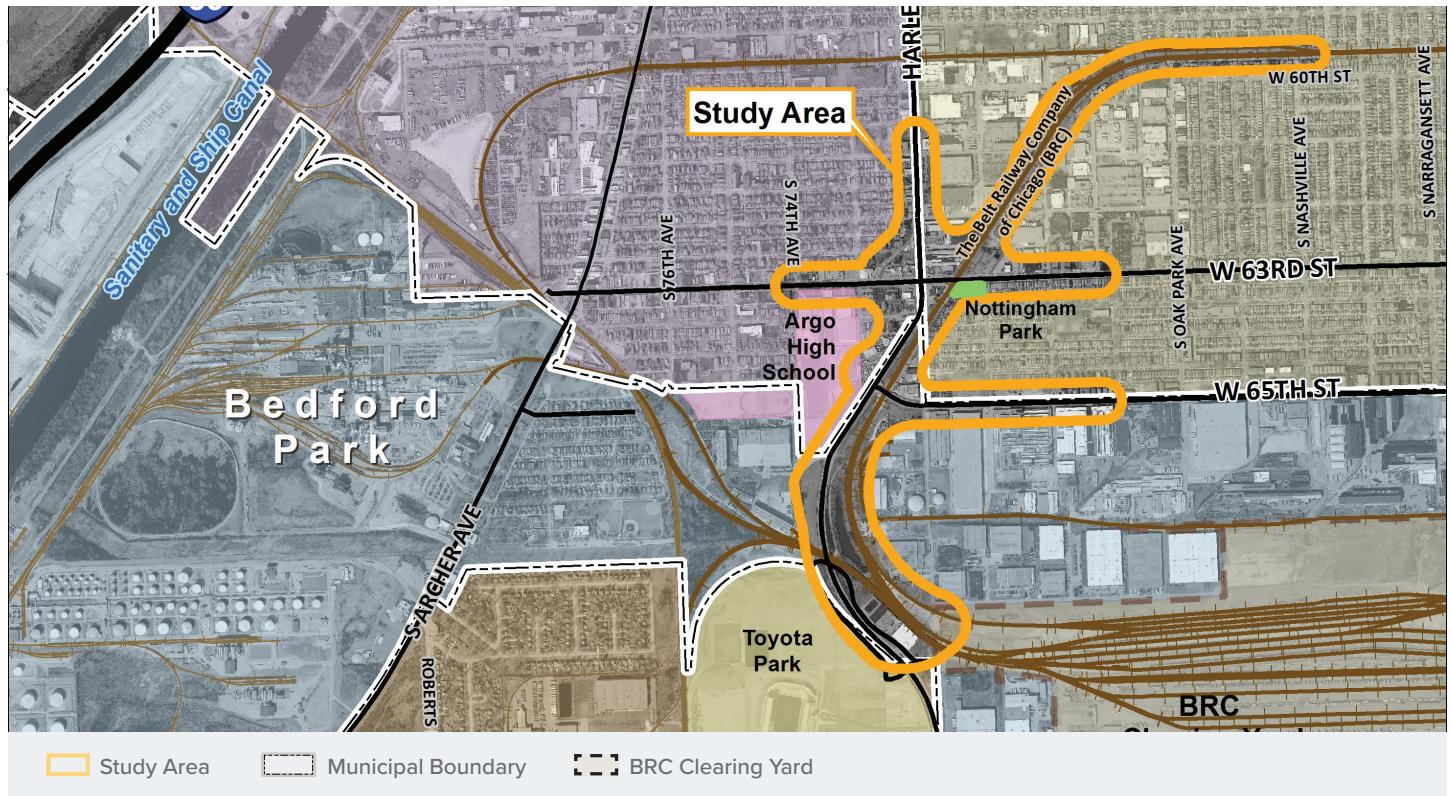


## // ABOUT THE STUDY

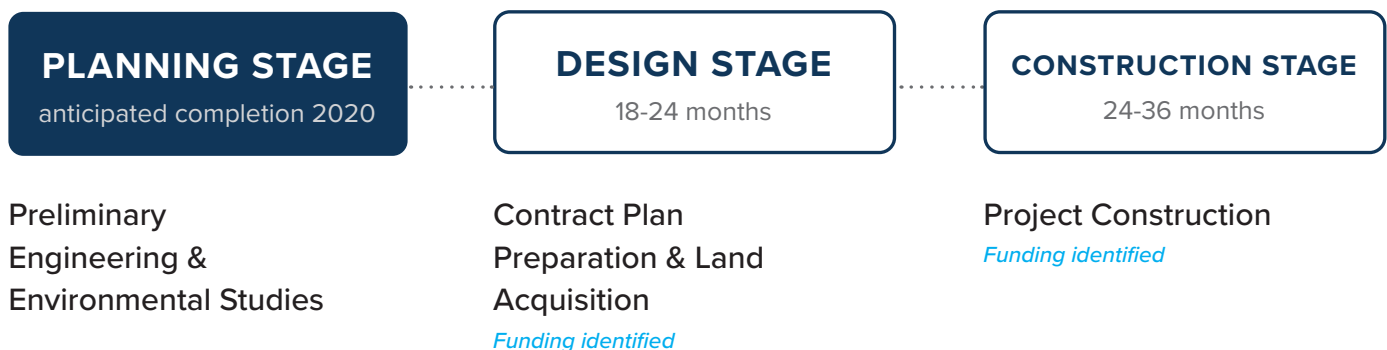
The Illinois Department of Transportation is conducting a preliminary engineering and environmental Phase I study that considers improvements to IL 43 (Harlem Avenue) between 63<sup>rd</sup> Street and 65<sup>th</sup> Street, which could include grade separation of the BRC railroad crossings at 63<sup>rd</sup> Street and/or 65<sup>th</sup> Street.

Phase I involves data collection, analyzing existing and future conditions, defining the Purpose and Need for an improvement, and identifying and evaluating improvement alternatives.

## STUDY AREA



## // PROJECT DEVELOPMENT PROCESS



NOTE: This improvement is included in the Department's FY 2020-2025 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.

## // PUBLIC INVOLVEMENT

### We follow the Context Sensitive Solutions (CSS) process to garner public input and feedback.

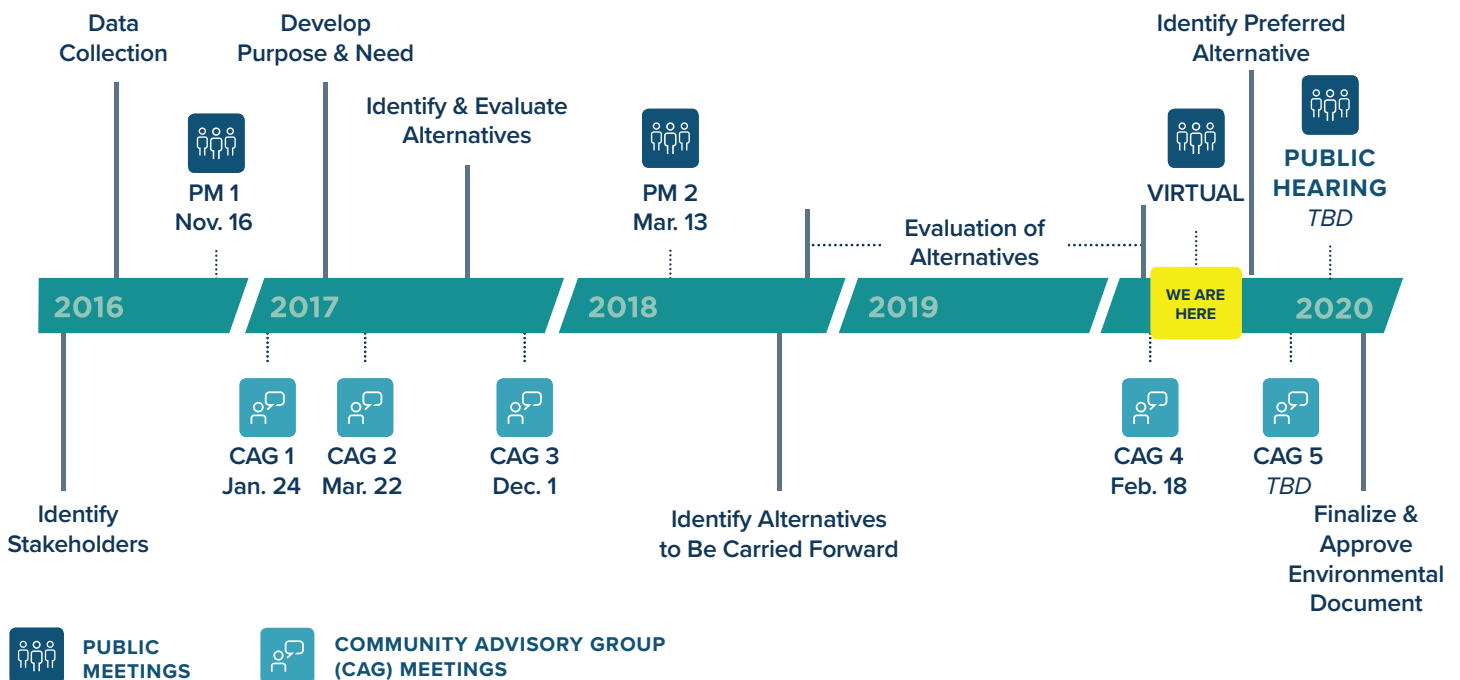
This process makes sure the project keeps scenic, aesthetic, historic and environmental resources in mind while improving safety and mobility.

Throughout this project, the study team has held Public Meetings, Community Advisory Group (CAG) Meetings and One-on-One Meetings with local elected officials and other stakeholders.

All meeting summaries can be viewed at [il43study.org/documents](https://il43study.org/documents).



## PROJECT TIMELINE



## // ALTERNATIVES CONSIDERED

Based on the Purpose and Need statement and input from the CAG, the study team developed 21 alternatives and grouped them into the following categories:

- 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.

All alternatives can be viewed in detail at [il43study.org/virtual-public-outreach](https://il43study.org/virtual-public-outreach).



// PRELIMINARY ALTERNATIVE ANALYSIS AND SCREENING PROCESS

The study team conducted three levels of screening to narrow down which alternatives should be carried forward for further study.

Level 1 Screening

Based on the alternative’s ability to meet the project’s Purpose and Need.

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.

Level 2 Screening

Based on stakeholder outreach and impacts to BRC operations.

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

- Adverse impacts to BRC’s operations.
- Live rail traffic during construction.
- Adverse impact to TIF Redevelopment District rail access.
- Depressed alternatives pose major drainage/utility challenges.
- Elevated alternatives increase visual impacts.
- Significantly higher costs.

Level 3 Screening

The remaining alternatives (Group 3–6) were evaluated based on the following criteria developed by the study team.

SCREENING CRITERIA		
<p><b>Preliminary Residential Displacements Parcels</b></p> <p>Includes parcels where building is impacted by improvement or access is impacted by retaining wall.</p>	<p><b>Preliminary Business Displacements Parcels</b></p> <p>Includes parcels where building is impacted by improvement or access is impacted by retaining wall.</p>	<p><b>Impacts on Community Cohesion</b></p> <p>Adverse impact to community cohesion such as fragmenting neighborhoods with a physical disruption.</p>
<p><b>Impact to Nottingham Park Section 4(f) Resources</b></p>	<p><b>Multimodal Ease</b></p> <p>Does not support multimodal transportation.</p>	<p><b>Community Support</b></p> <p>Feedback from prior community meetings.</p>
<p><b>Level of Service</b></p> <p>Transportation level of service for each alternative.</p>	<p><b>Construction Challenges</b></p> <p>Considers depressed/elevated alternatives, non-standard bridge configuration, and Harlem Avenue realignment.</p>	<p><b>Construction Duration</b></p> <p>Estimated construction duration.</p>
<p><b>Long-Term Maintenance</b></p> <p>Estimated yearly maintenance cost.</p>	<p><b>Preliminary Project Cost</b></p> <p>Estimated construction cost.</p>	



**Level 3 Screening** *continued***Group 3: 63<sup>rd</sup> St. Elevated & Group 4: 63<sup>rd</sup> St. Depressed**  
*Eliminated*

- Preliminary analysis indicates significant residential and commercial displacements as compared to other groups.
- Adversely impacts community cohesion, creating a physical disruption through the Chicago neighborhood.
- Adversely impacts Nottingham Park, a section 4(f) resource.
- Alternatives within these groups are not as conducive to multimodal transportation.

***Based on the criteria and data available, the results showed an overall trend of greater environmental, social and property impact at 63<sup>rd</sup> Street than at 65<sup>th</sup> Street due to the community make-up.***

SCREENING MATRIX	GROUP 5 65 <sup>th</sup> St. Elevated (Overpass)			GROUP 6 65 <sup>th</sup> St. Depressed (Underpass)	
	13 Elevated with Ramp	14 Elevated Intersection	31 Elevated Roundabout	15 Depressed with Ramp	16 Depressed Intersection
Preliminary Residential Displacements <i>(Properties/Units)</i>	6 / 6	6 / 6	9 / 9	2 / 2	2 / 2
Preliminary Business Displacements <i>(Properties/Units)</i>	14 / 17	14 / 17	15 / 18	11 / 11	11 / 11
Impacts to Nottingham Park <i>Section 4(f) Resource</i>	None	None	None	None	None
Impacts to Community Cohesion	No Disruption	No Disruption	No Disruption	No Disruption	No Disruption
Multimodal Ease <i>Transit, Bike/Pedestrian</i>	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 <i>in years</i>	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

**Magnitude Legend**

Large impact or magnitude

Moderate impact or magnitude

Small/no impact or magnitude

## GROUP 5 Alternative 13 | 65<sup>th</sup> St. Elevated with Ramp (Overpass)

- Elevated 65<sup>th</sup> St. over BRC and Harlem Ave.
- Elevated signalized intersection, on 65<sup>th</sup> St., with access ramps to/from at-grade Harlem Ave.
- Remove jughandle at Harlem Ave./65<sup>th</sup> St.
- Raised Harlem Ave./63<sup>rd</sup> St. signalized intersection





## GROUP 5 Alternative 14 | 65<sup>th</sup> St. Elevated Intersection (Overpass)

- Elevated 65<sup>th</sup> St. over BRC; Harlem Ave. elevated to intersect 65<sup>th</sup> St. at same grade
- Remove jughandle at Harlem Ave./65<sup>th</sup> St.
- New raised signalized intersection at Harlem Ave./65<sup>th</sup> St. with retaining walls





## GROUP 5 Alternative 31 | 65<sup>th</sup> St. Elevated Roundabout (Overpass)

- Elevated 65<sup>th</sup> St. over BRC and Harlem Ave.
- Elevated Roundabout on 65<sup>th</sup> St., with access ramps to/from at-grade Harlem Ave.
- Remove jughandle at Harlem Ave./65<sup>th</sup> St.
- Raised Harlem Ave./63<sup>rd</sup> St. signalized intersection





## GROUP 6 Alternative 15 | 65<sup>th</sup> St. Depressed with Ramp (Underpass)

- Depressed 65<sup>th</sup> St. under BRC and Harlem Ave.
- Depressed signalized intersection with ramps to/from Harlem Ave.
- New 2-track railroad bridge for grade separation
- Remove jughandle at Harlem Ave./65<sup>th</sup> St.
- New Harlem Ave. roadway bridge





## GROUP 6 Alternative 16 | 65<sup>th</sup> St. Depressed Intersection (Underpass)

- Depressed 65<sup>th</sup> St. under BRC
- New 2-track railroad bridge for grade separation
- Remove jughandle at Harlem Ave./65<sup>th</sup> St.
- New lowered signalized intersection at Harlem Ave./65<sup>th</sup> St. with retaining walls





## // NEXT STEPS

**IDOT encourages you to visit [il43study.org/virtual-public-outreach](https://il43study.org/virtual-public-outreach) to review the materials presented in this brochure in more detail.**

*If you're unable to review materials online, complete the enclosed insert to request printed materials.*

### **Share your feedback.**



**Online** via the Virtual Public Outreach comment form



**Email** [info@il43study.org](mailto:info@il43study.org)



**Mail** the enclosed insert to IDOT



**Phone** Griselda Monsivais, Project Manager  
847.705.4716

Comments received by **August 15, 2020**  
will become part of the official record.

**The study team will consider all comments submitted and move towards a selection of a preferred alternative.**

To stay updated on the study's progress and review previous meeting materials, visit the study website at **[il43study.org](https://il43study.org)**.