ILLINOIS 43 STUDY

Harlem Avenue between 63rd and 65th

Community Advisory Group Meeting #5

December 10, 2020

Virtual – Zoom Meeting

Illinois Department of Transportation

CREATE
KEEPING THE GO IN CHICAGO

Meeting Agenda

1. Welcome & Introductions
2. Project Overview
3. Public Involvement Updates
4. Alternatives Analysis Review
5. Final Analysis Review
6. Preferred Alternative Discussion
7. Next Steps

Welcome and Introductions

Project Team

ILLINOIS 43 STUDY

Illinois Department of Transportation

Kimberly Murphy, P.E.
IDOT Consultant Studies Unit Head

Griselda Monsivais, P.E.
Consultant Project Manager – Globetrotters

Michael Baker INTERNATIONAL

Wendy L. Vachet, AICP
Environmental & Public Involvement Lead – Michael Baker

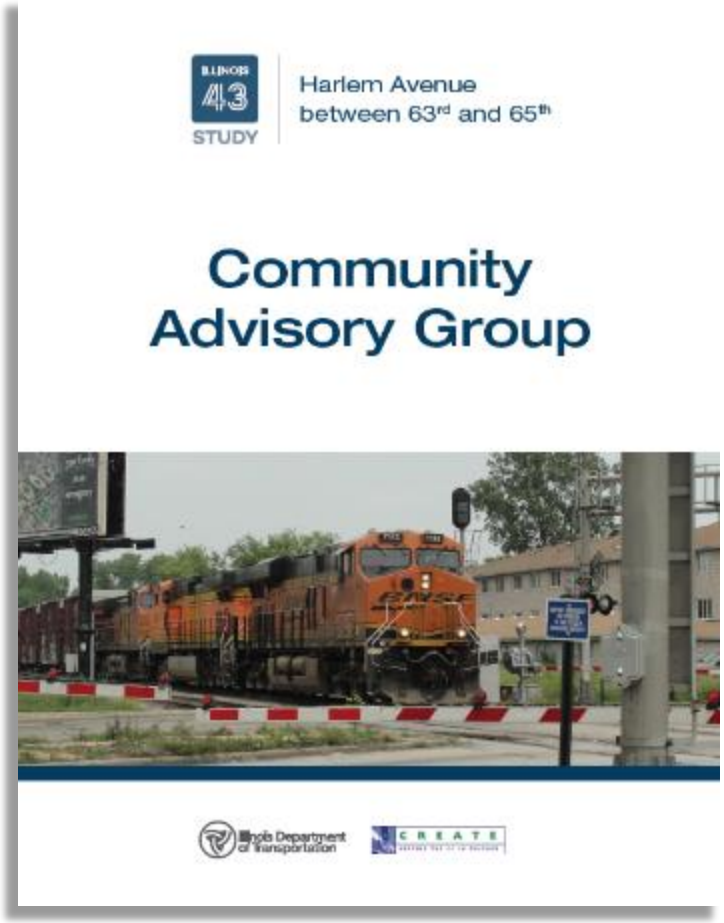
Robert Brzezon, P.E.
Project Manager – Michael Baker

SUBCONSULTANTS

Dave Palia, Blue Daring

Veronica Cruz, Blue Daring

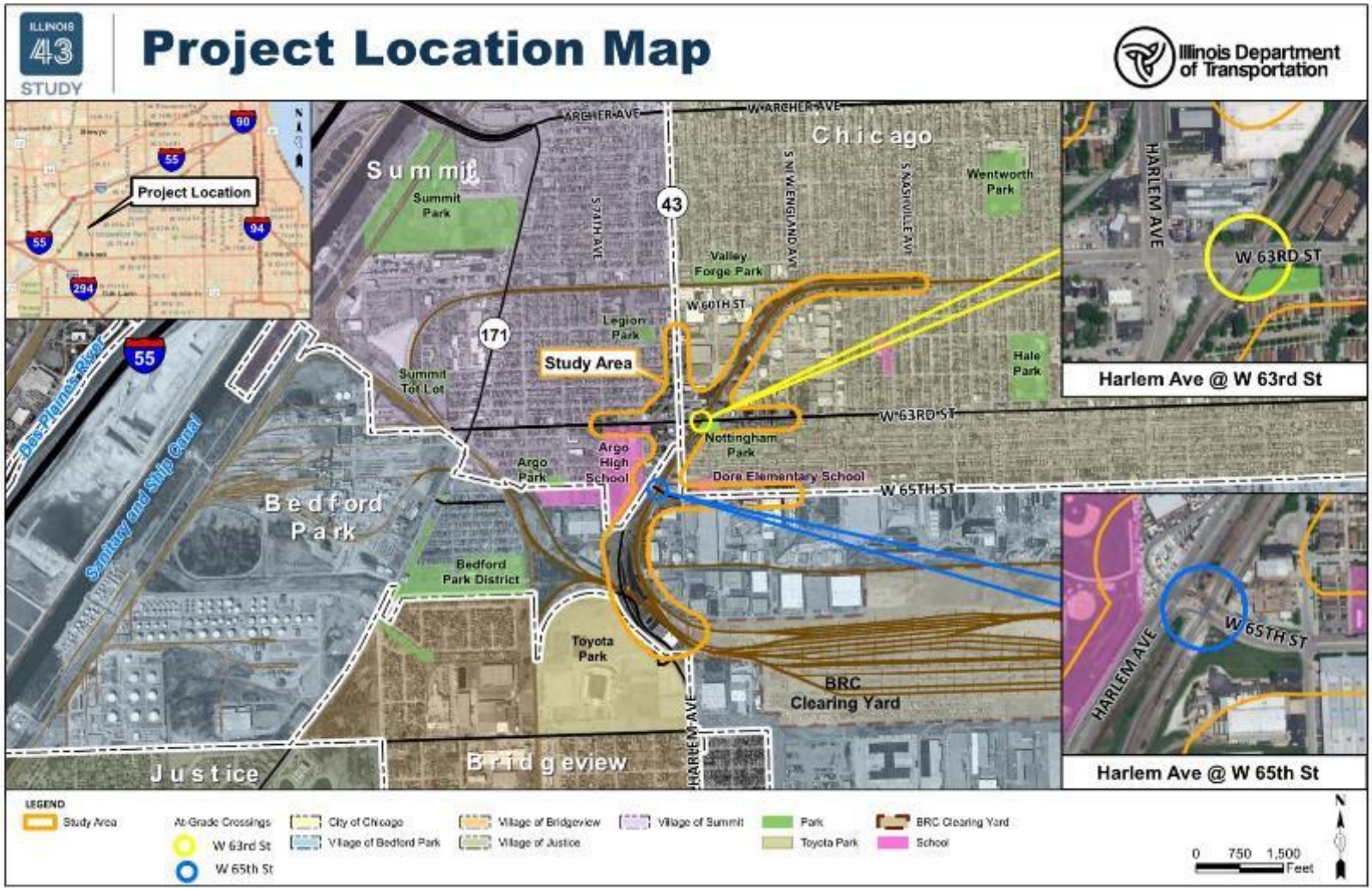
CAG Meeting Guidelines



- Members of the public and media are welcome to observe.
- Please be present and avoid multitasking.
- All participants are muted and will be un-muted when called upon.
- Use the chat box to ask questions.
- Participate in the polls to provide input.

Project Overview

Project Study Area



Project Development Process

ILLINOIS 43 STUDY

PLANNING STAGE
Anticipated completion 2021

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

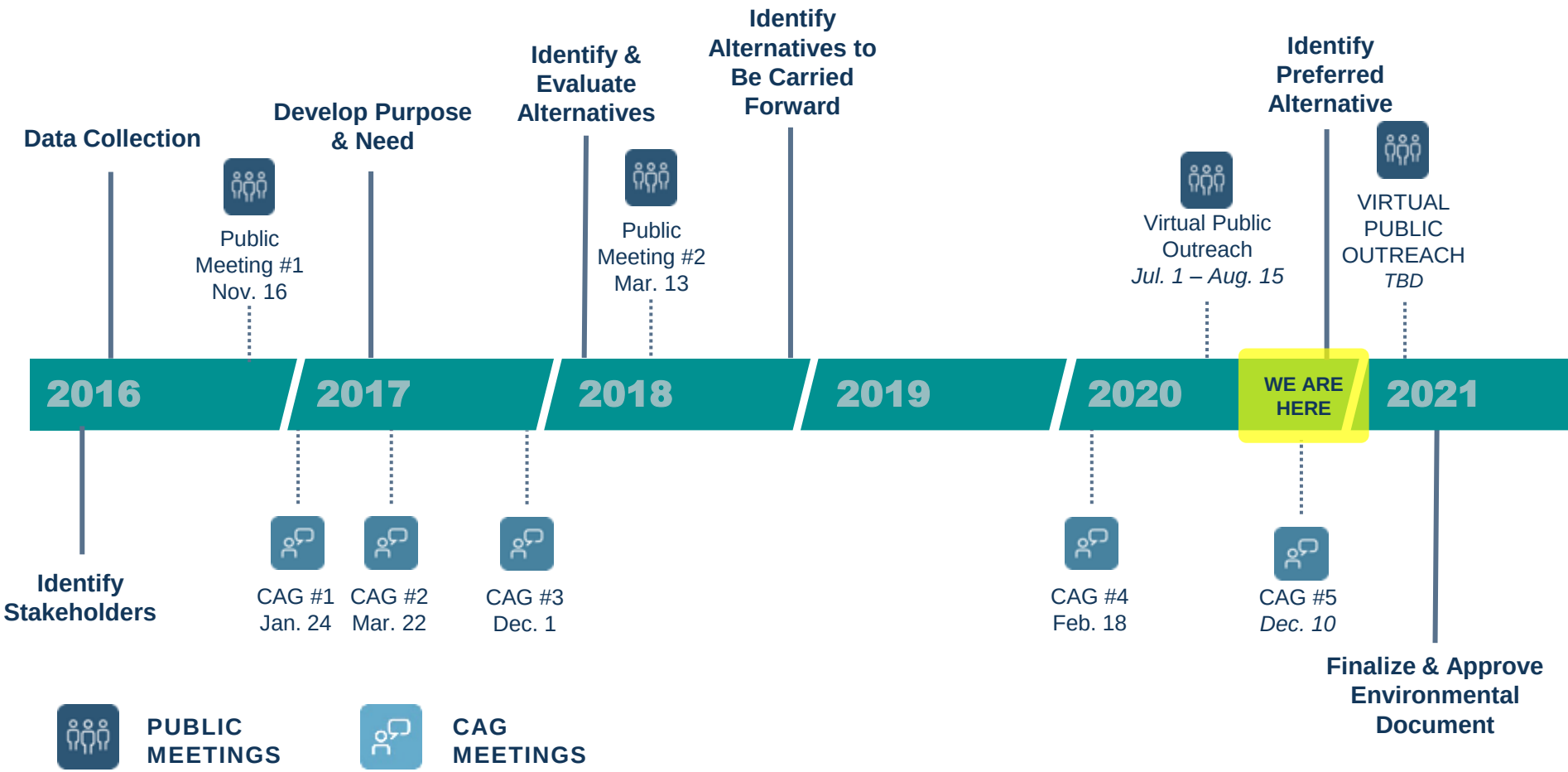
NOTE: This improvement is included in the Department's FY 2021-2026 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the later years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations.

Illinois Department of Transportation

CREATE

Preliminary Engineering Process

ILLINOIS 43 STUDY



Illinois Department of Transportation

CREATE

Milestones subject to change

Purpose and Need Statement

ILLINOIS 43 STUDY

PURPOSE

The purpose of the project is to enhance safety, mobility, and improve multi-modal connectivity.

NEED

The needs to be addressed by this project include:

Enhance Safety

Vehicular & Pedestrian Crashes

Emergency Services

Increase Mobility

Rail/Highway Conflict

Traffic Analysis

Rail and Roadway Operations

Improve Multimodal Connectivity

Intermodal Transportation

Public Transportation

Non-Motorized Modes

Illinois Department of Transportation

CREATE

Public Involvement Updates

CAG Meeting #4 – Feb. 18, 2020

ILLINOIS 43 STUDY

Presented the screening process and evaluation criteria used to narrow down the range of alternatives.

Feedback Received:

- Preference for Group 5 (65th Street Elevated) alternatives
- No support for 65th Street Elevated roundabout
- More detail needed on property impacts and traffic operations

Virtual Public Outreach
July 1 – August 15, 2020

ILLINOIS 43 STUDY

Presented the alternatives evaluated and those carried forward, or eliminated, for further study.

The study team received 53 comments related to:

- Project timeline, construction duration and cost
- Property and business impacts
- Design details for 65th Street
- Minor improvements at 63rd Street

Newsletter and FAQs are available for review on the study website.

Illinois Department of Transportation

CREATE

Alternatives Analysis Review

Alternatives Considered

ILLINOIS 43 STUDY

No-Build (Baseline)

Group 1 : **Minor Build**

Group 2 : **BRC Elevated/Depressed**

Group 3 : **63rd St. Elevated**

Group 4 : **63rd St. Depressed**

Group 5 : **65th St. Elevated**

Group 6 : **65th St. Depressed**

Group 7 : **Combinations**

Screening Process

ILLINOIS 43 STUDY

1

Determine
if alternatives meet the Purpose and Need

2

Conduct
stakeholder outreach and analyze BRC impacts

3

Evaluate
alternatives against criteria

Alternatives Further Studied

ILLINOIS 43 STUDY

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**

Screening Matrix

ILLINOIS 43 STUDY

	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

Illinois Department of Transportation

CREATE

Group 5 **Alternative 13**

Elevated 65th with Ramps (SPUI)

ILLINOIS 43 STUDY

Eliminated from further study

- Intersection constraints with lengths needed for ramps and left turning movements
- Not conducive to transit, bike or pedestrian accommodations
- Elevated construction costs and ramp maintenance that would affect traffic operations
- 74th Ave realigned South of the SB entrance ramp to maintain existing access

Group 5 **Alternative 31**

Elevated 65th with Roundabout

ILLINOIS 43 STUDY

Eliminated from further study

- Not supported by community
- Concerns with truck operations and movements
- Elevated construction costs and ramp maintenance that would affect traffic operations
- Challenges with construction staging
- 74th Avenue intersection would be relocated

Illinois Department of Transportation

CREATE

Group 6 **Alternative 15**

Depressed 65th with Ramps (SPUI)

ILLINOIS 43 STUDY

Eliminated from further study

- Intersection constraints with lengths needed for ramps and left turning movements
- Not conducive to transit, bike or pedestrian accommodations
- Elevated construction costs and ramp maintenance that would affect traffic operations
- 74th Ave realigned South of the SB entrance ramp to maintain existing access

Illinois Department of Transportation

CREATE

Final Analysis Review

Group 5 **Alternative 14**

Elevated 65th with Elevated Intersection

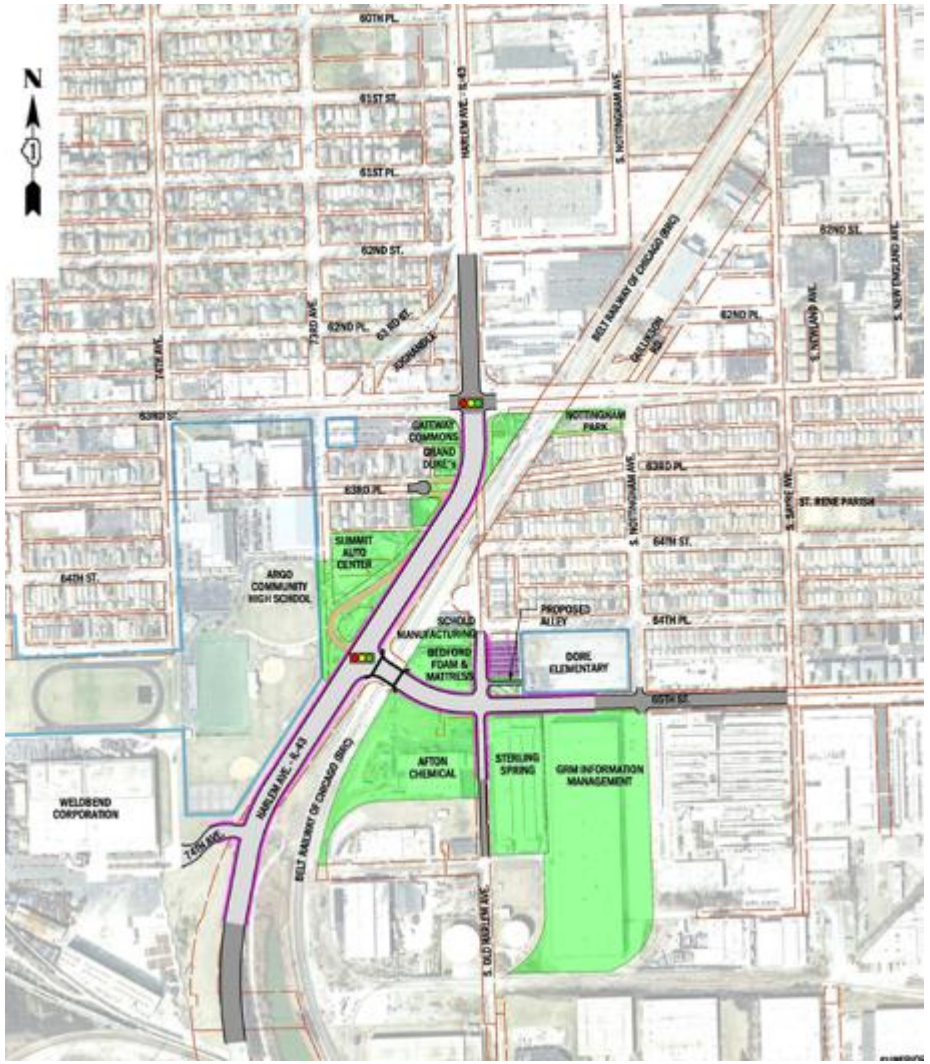
ILLINOIS 43 STUDY

PROS

- Proposed bridge would not affect BRC operations during construction
- Less flooding risk
- Supported by the community
- Less expensive than other alternatives

CONS

- Elevation change extends project limits
- Old Harlem Avenue access impacts



Illinois Department of Transportation

CREATE

Group 6 **Alternative 16**

Depressed 65th with Intersection

ILLINOIS 43 STUDY

PROS

- Elevation change from existing conditions less than an overpass

CONS

- Temporary railroad shoofly to maintain BRC operations can lead to unforeseen delays
- A mechanical pump station is required to drain water from the intersection of 65th and IL 43
- Significantly more expensive to construct and maintain
- Less community support

Illinois Department of Transportation

CREATE

Alternative Comparisons

ILLINOIS 43 STUDY

CRITERIA	GROUP 5 - 65th St. Elevated (Overpass)		GROUP 6 - 65th St. Depressed (Underpass)	
	14 | Elevated Intersection		16 | Depressed Intersection	
	CAG 4 - SCREENING #3	CAG 5 - SCREENING #4	CAG 4 - SCREENING #3	CAG 5 - SCREENING #4
Preliminary Residential Displacements *(Properties / Units)*	6/6	0/0	2/2	0/0
Preliminary Residential Impacts *(Properties / Units)*		3/3		1/1
Preliminary Business Displacements *(Properties / Units)*	14/17	4/4	11/11	4/4
Preliminary Business Impacts *(Properties / Units)*		3/3		3/3
Impacts Nottingham Park *(Section 4 (f) Resource)*	None		None	
Impacts Community Cohesion	No Disruption		No Disruption	
Multimodal Ease *Transit, Bike/Pedestrian*	Supported	Impact to 65th/Old Harlem Bus Stop	Supported	
Community Support	Supported		Supported	Safety and flooding concerns
Level of Service	Acceptable		Acceptable	
Construction Challenges	Minimal		Moderate	• Complex staging • Temporary BRC railroad shoofly • Additional coordination creates duration risk • Significant excavation • Complex retaining walls • Disrupts existing drainage patterns
Construction Duration *(In years)*	2.2		2.3	Construction by "others" required for shoofly
Long-Term Maintenance	$3M		$4M	• Additional pump station maintenance • Apparent shallow water table • Railroad bridge maintenance
Preliminary Project Cost	$81M		$101M	• Pump station • Railroad bridge with deep structure section

Illinois Department of Transportation

CREATE

Preferred Alternative Discussion

Preferred Alternative

After a final evaluation and analysis, the study team recommends moving forward with **Group 5 Alternative 14 – Elevated 65th Street with Elevated Intersection** as the preferred alternative.

Elevated 65th with Elevated Intersection

ILLINOIS 43 STUDY

Preliminary Impacts and Displacements

Residential **3** Business **6**

Impacts to Nottingham Park	**No**
Impacts on Community Cohesion	**No Disruption**
Multimodal Ease	**Supported**
Community Support	**Supported**
Level of Service	**Acceptable**
Construction Challenges	**Minimal**
Construction Duration	**2.2 yrs**
Long-Term Maintenance	**$3M**
Preliminary Project Costs	**$81M**

Illinois Department of Transportation

CREATE

Elevated 65th with Elevated Intersection

ILLINOIS 43 STUDY

Design Considerations

- Elevation change will result in access constraints at the intersection of 65th Street and Old Harlem Avenue
- Access reconfiguration for 65th Street and Old Harlem Avenue intersection
- Relocate 65th/Old Harlem Avenue bus stops
- No crosswalk at Old Harlem Avenue across 65th Street

Illinois Department of Transportation

CREATE

Old Harlem Avenue Alternative(s)

ILLINOIS 43 STUDY

Cul-de-sac South Leg

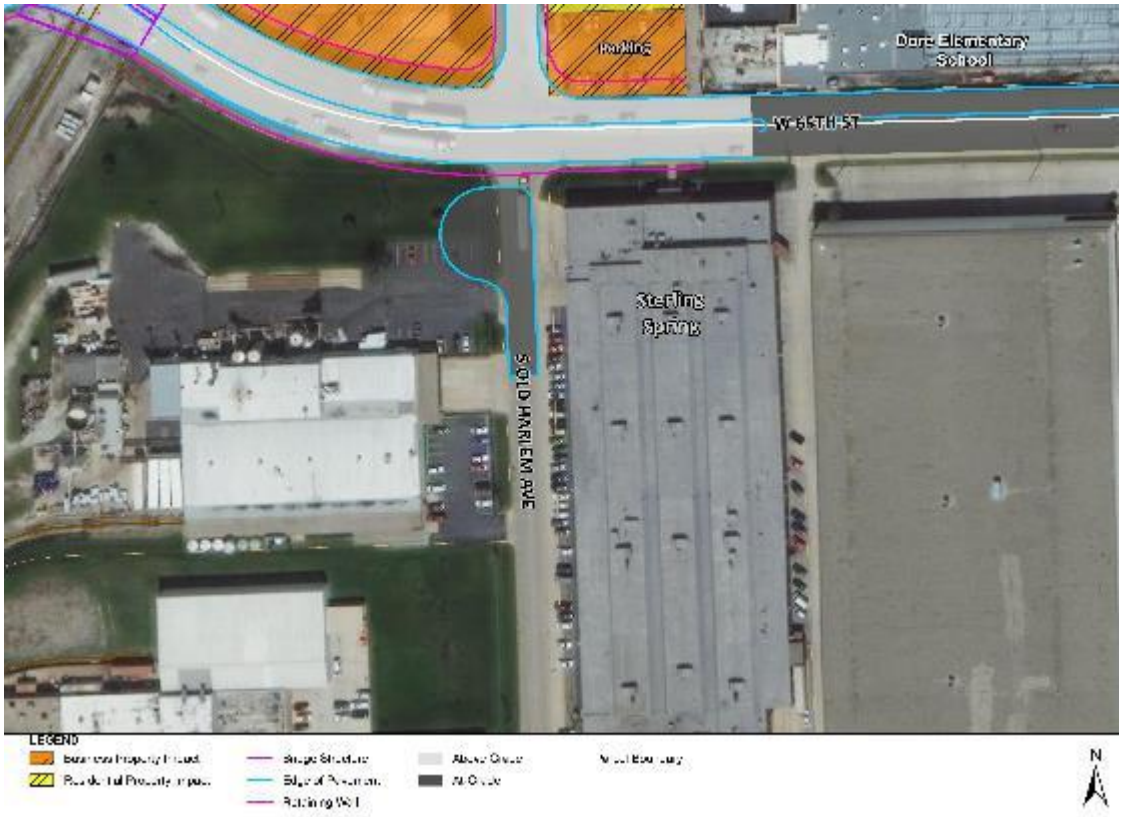
Eliminated

PROS

- Maintains existing grade
- Reduces number of business impacts

CONS

- Impact to Italmatch North Parking Lot
- Reduced access to business south of 65th Street
- Preliminary parking impacts:
  1 on-street spot
  5 parking lot spots



Illinois Department of Transportation

CREATE

Old Harlem Avenue Existing Conditions

ILLINOIS 43 STUDY

Illinois Department of Transportation

CREATE

Old Harlem Avenue Alternative(s)

ILLINOIS 43 STUDY

Maintain Access

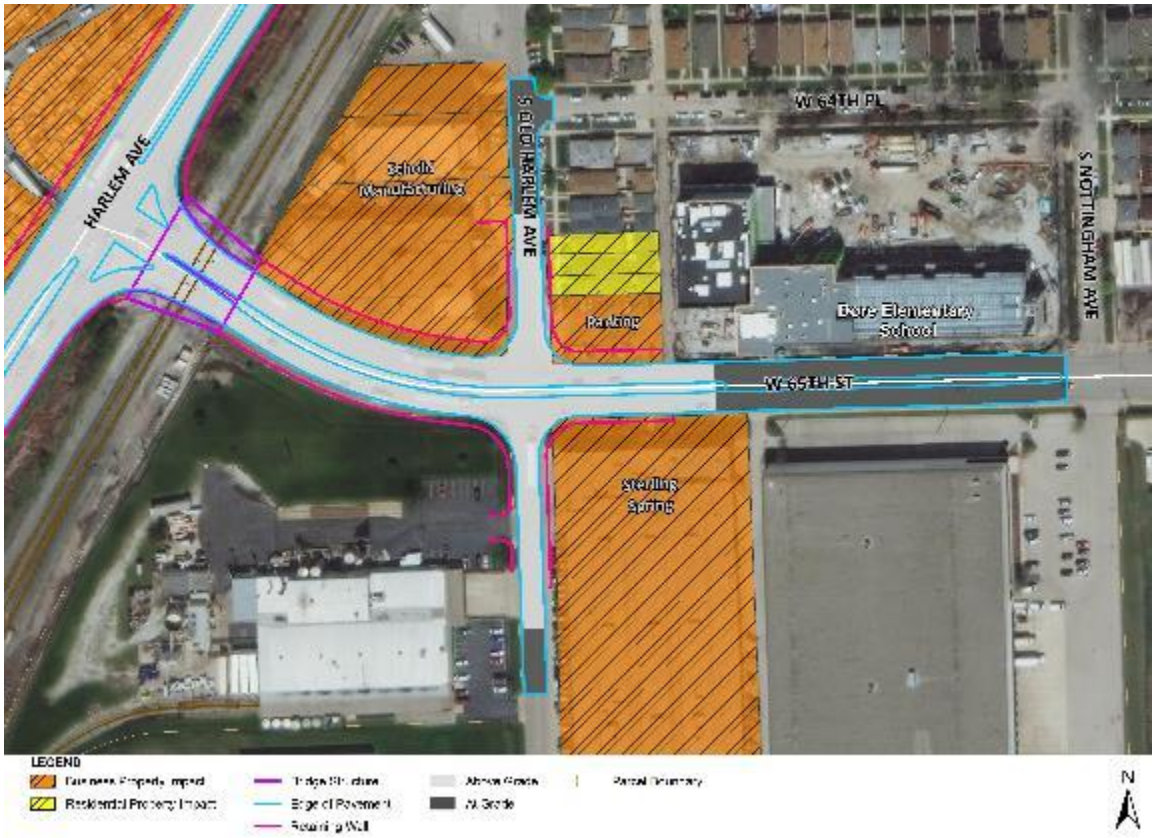
PROS

- Access point for thru traffic, emergency and maintenance vehicles

CONS

- Schold Manufacturing & Sterling Spring impacts
- Three residential impacts
- Preliminary parking impacts:
  North Leg
  11 on-street spots
  26 parking lot spots

  South Leg
  8 on-street spots



Illinois Department of Transportation

CREATE

Elevated 65th Street at Old Harlem Avenue with Maintained Access

ILLINOIS 43 STUDY

Homeowners View Looking South on Old Harlem Avenue

Raised Intersection Looking South on Old Harlem Avenue

Old Harlem Avenue Alternative(s)

ILLINOIS 43 STUDY

Cul-de-sac North Leg

PROS

- Maintains existing grade
- Reduces number of residential impacts

CONS

- Schold Manufacturing relocation
- Removes access from 65th Street onto Old Harlem Avenue
- CTA bus turnaround relocation
- Preliminary parking impacts: 5 on-street spots

Illinois Department of Transportation

CREATE

Elevated 65th Street at Old Harlem Avenue with Cul-De-Sac

ILLINOIS 43 STUDY

Illinois Department of Transportation

CREATE

Poll: North Leg
Old Harlem Ave.

63rd Street and Harlem Avenue

ILLINOIS 43 STUDY

In addition to the major build at 65th Street, the study team is evaluating safety and/or operational improvements at 63rd Street. These can include:

- Pedestrian accommodations, such as a refuge island or sidewalk extensions
- Pavement markings to communicate roadway use to drivers
- Signal interconnection with railroad crossing and gates to improve safety and traffic flow

Existing Conditions

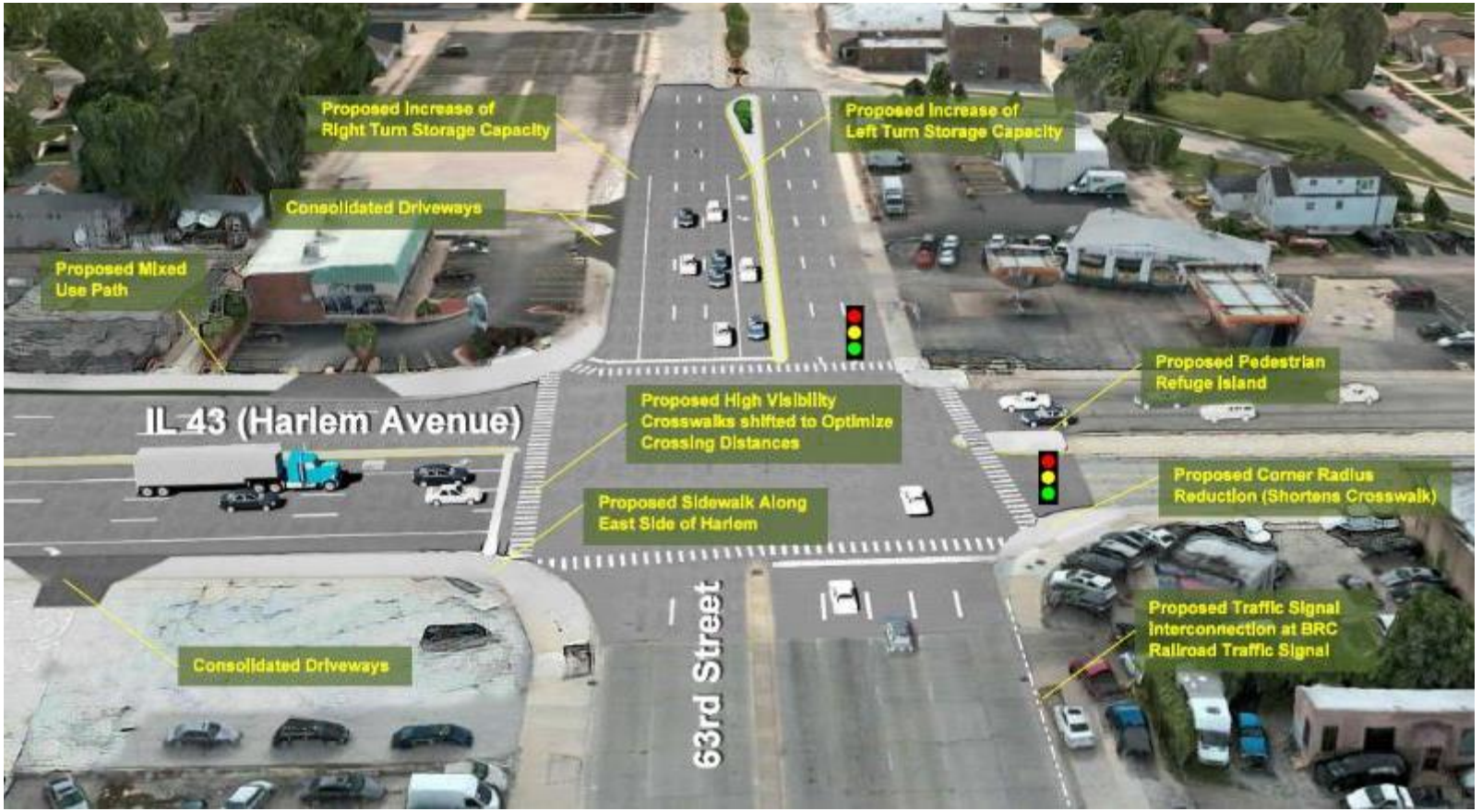
ILLINOIS 43 STUDY

Illinois Department of Transportation

CREATE

Proposed Improvements

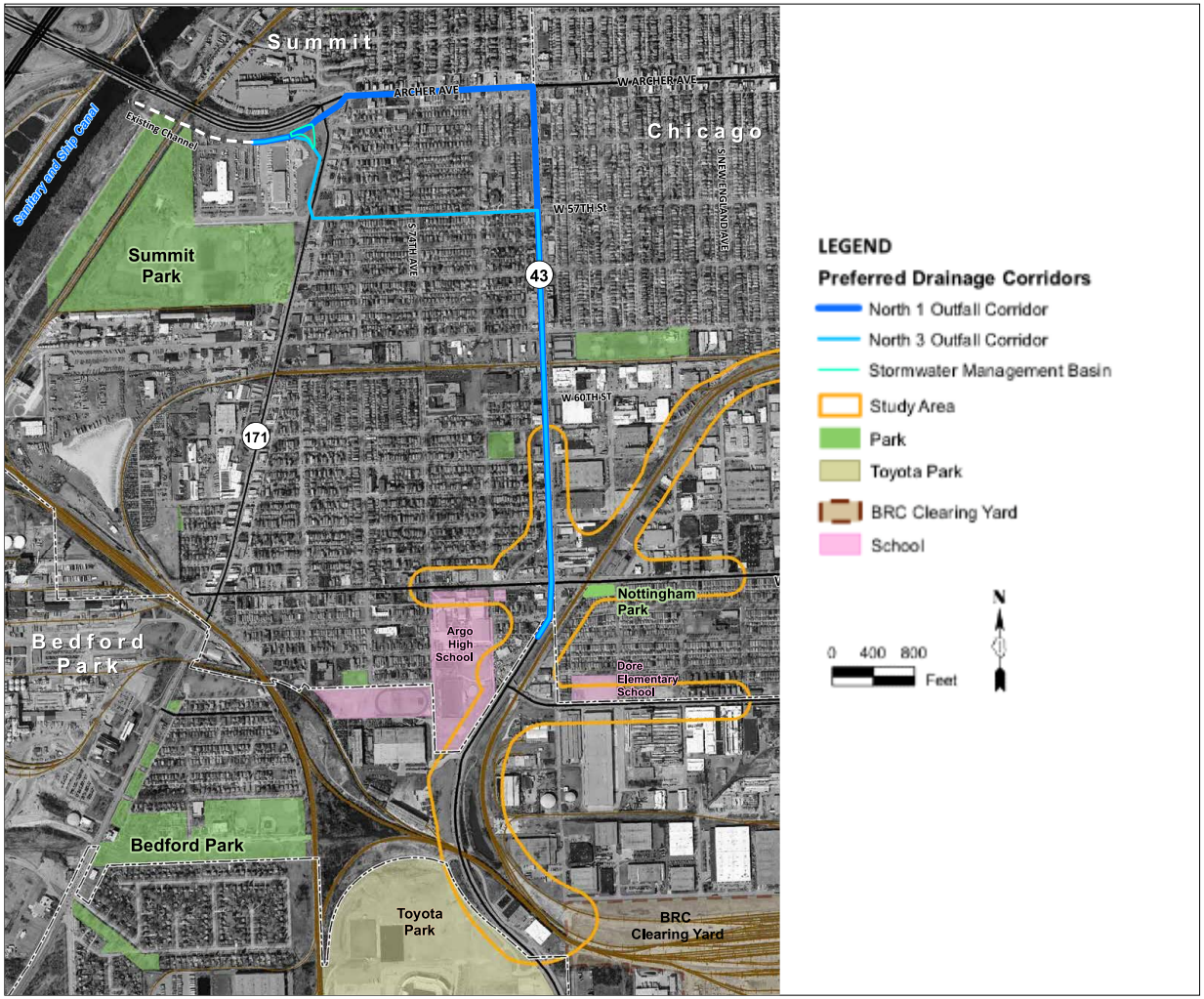
ILLINOIS 43 STUDY



Poll: 63rd Street Improvements

Drainage Corridors

ILLINOIS 43 STUDY



Illinois Department of Transportation

CREATE

Stormwater Outfall and Basin

ILLINOIS 43 STUDY

North 1 *Preferred*

Stormwater outfall travels North along Harlem Avenue then West Along Archer Avenue

North 3 *Alternate*

Stormwater outfall travels North along Harlem Avenue then West along 57th Street and north along Archer Road

Stormwater Management Basin

- Proposed basin is at the southwest corner of Archer Avenue and Archer Road.
- The basin will outlet to a channel that travels west and passes through two existing culverts under the CN tracks and the MWRD service Road before discharging directly into the Chicago Sanitary and Ship Canal.

A utility study is underway to determine potential conflicts with North 1.

Illinois Department of Transportation

CREATE

West on 65th Street (Aerial)

West on 65th Street

North on Old Harlem Avenue

Argo High School – East View (Aerial)

Harlem Avenue (South to North)

Harlem Avenue (North to South)

Discussion

Breakout Room Discussion

Reflect on what has been presented and as a group discuss:

- Major build at 65th Street
- Proposed improvements at 63rd Street
- Drainage corridors/outfall options

Do you think the preferred alternative addresses the community's needs and concerns?

At the end of the breakout, the group facilitator will report out on the discussion.

Poll: CAG Process

Next Steps

Next Steps

ILLINOIS 43 STUDY

1 Conduct Additional Public Outreach

2 Finalize Environmental Document

3 Obtain Design Approval (early 2021)

Design and Construction Stages

ILLINOIS 43 STUDY

As the preliminary engineering and environmental studies stage is nearing completion, the project is anticipated to move into the design stage in 2021 and the construction stage in 2024.

DESIGN STAGE (24-36 months)

- Final design and aesthetics plan
- Land acquisition
- Utility relocations
- Local agency coordination and agreements

CONSTRUCTION STAGE (24-36 months)

- Contract proposal and advertising for bids
- Contract award
- Construction begins

Three Main Types of Land Acquisition

ILLINOIS 43 STUDY

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

Fee Simple

This is defined as acquisition of all rights and interest in a piece of land. IDOT will acquire the land and transfer the title to the State.

Permanent Easement

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

Temporary Easement

IDOT acquires use of the property for a limited time to perform construction related activities and construct minor improvements; ownership remains with the original property owner.

Land Acquisition Process

ILLINOIS 43 STUDY

1

Determine Ownership

prepare property descriptions and survey

2

Independent Appraisal

3

Negotiations

4

Court Proceedings

if necessary

Thank You!

www.il43study.org

Illinois Department of Transportation

CREATE