



# Wood Street/Ashland Avenue South of US 6 (159th Street) to 138th Street

[www.woodstreetstudy.org](http://www.woodstreetstudy.org)

August 5, 2014

## Public Hearing for Wood Street & Ashland Avenue Improvements:

- August 5, 2014
- 4:00 PM—7:00 PM
- 5:00 PM Presentation followed by a Question & Answer Forum
- Ingalls Memorial Hospital, East Building- Main Entrance One Ingalls Drive, Harvey, IL 60426

## Project Accomplishments

IDOT has been working with stakeholders as part of the Phase I Study of Wood Street/Ashland Avenue from south of US 6 (159th Street) to 138th Street since the project began. The purpose of the study is to select a preferred alternative to address safety concerns, roadway deficiencies, and environmental impacts while meeting current and future transportation needs. The diagram below depicts the various steps of the Phase I Planning Process. We have completed the data collection, the purpose and need statement, and alternative evaluations. The purpose of the Public Hearing is to obtain public input on the preferred alternative and proposed detour route. After the Public Hearing and the evaluation of public comments, the design can be approved and the project can move into Phase II (Contract Plan Preparation and Land Acquisition) and Phase III (Construction).



## Stakeholder Involvement

Stakeholder participation has been an important component of the project development process. The main forms of outreach to the stakeholders have been Community Advisory Group (CAG) meetings, the project website ([www.woodstreetstudy.org](http://www.woodstreetstudy.org)), brochures, and Public Meetings. Public outreach to stakeholders has been conducted following IDOT's Context Sensitive Solutions (CSS) policy. The stakeholders have provided valuable input up to this point through two public meetings and three CAG meetings. These meetings have included extensive review of existing conditions, transportation needs, and the range of proposed alternatives considered. The stakeholder input has led to the selection of a preferred alternative which will be presented at tonight's Public Hearing.



## Purpose and Need

The purpose of the project is to address existing and year 2040 transportation needs along Wood Street/Ashland Avenue from south of US Route 6 (159<sup>th</sup> Street) to 138<sup>th</sup> Street. The needs of the project include enhancing safety for all users, improving facility condition and design, encouraging multi-modal transportation (i.e. walking, bicycling, bus, etc.), and supporting economic development in the community.

### Facility Condition:

Existing Wood Street consists of the following deficiencies:

- Four lane roads with no center turn lane which results in “backed-up” traffic in the through lanes due to stopped vehicles.
- Poor drainage with limited curb and gutter.
- Combined storm and sanitary sewer which contributes to poor drainage.
- 80 year old pavement with inconsistent roadway elements.

### Multi-Modal Transportation:

There are no dedicated facilities for bicyclists, and pedestrian accommodations are limited to intermittent sidewalks. Bicycles must share the traffic lane with vehicles or use sidewalks where present. PACE bus stops are present along Wood Street, but there are no designated shelter pads. Pedestrian signals are present at most signalized intersections but do not meet current standards.



### Safety:

There were 634 crashes from 2006 through 2011, resulting in 211 injuries. Two of these accidents occurred in the early morning hours and resulted in fatalities when cars ran off the road, striking pedestrians. The majority of the crashes are angle, rear-end, and turning, which can indicate a deficiency in turn lanes and sight lines.

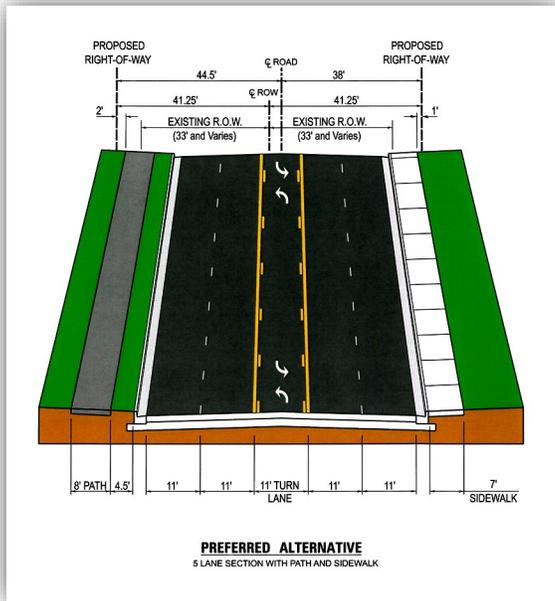
## Other Considerations

### Supporting Economic Development

The Villages of Dixmoor and Riverdale are jointly overseeing the environmental cleanup of the former Wyman-Gordon property. The goal is the future development of the Harvey-Dixmoor Industrial Park which will be part of the larger sustainable regional development plan known as “Chicago Southland’s Green Time Zone; (Green Transit, Intermodal, Manufacturing, Environment Zone); A Core Element of the Southland Vision 2020 for Sustainable Development” prepared by the Center for Neighborhood Technology in cooperation with the South Suburban Mayors and Managers Association.

## Preferred Alternative

Based on public input from the two public meetings and three CAG meetings, a preferred alternative was selected that met the Purpose and Need and includes the following:



- Full depth pavement removal and replacement,
- Roadway widening to provide a flush median for left turns,
- 5-lanes from south of 159th Street to 141st Street,
- 3-lanes from 141st Street to south of 138th Street (along Dixmoor Playfield and RR underpasses),
- Curb and gutter to collect roadway stormwater,
- Shared-use path (west side) and Sidewalk (east side) to connect schools, forest preserves, residential neighborhoods, and commercial areas between the Cal-Union ditch and Calumet Woods\*,
- Bridge deck improvements over Little Calumet River to provide sidewalk and shared-use path,
- New separate storm sewer system from US 6 (159th Street) to the Little Calumet River to improve roadway drainage. The existing combined sewer system will become sanitary only,
- Traffic and pedestrian signal replacement\*.

\*Local cost participation required. Additional improvements such as roadway lighting and utility replacement will all be local costs.

## Preferred Alternative Impacts

The proposed improvement has been refined to minimize impacts to adjacent property owners and the environment. The roadway has been shifted in several areas to avoid residential and commercial displacements. A summary of impacts is shown in the provided table.

A description of the land acquisition types and process is provided on the following page. Mitigation of parking spaces will be included in the land acquisition process. Trees will be replaced within the project limits, where feasible, according to IDOT's Preservation and Replacement of Tree Policy. There are no impacts anticipated to wetlands, floodplains, historic or biological resources, or public recreation areas. There are no proposed residential or commercial displacements.

A detour of northbound Wood Street traffic may be required between 153rd Street and 150th Street for the installation of the new separate storm sewer. Northbound traffic would be detoured using US 6 (159th Street), Dixie Highway, and IL 83 (Sibley Boulevard). Southbound traffic would be maintained during construction to maintain access to Ingalls Memorial Hospital. Access to properties along the east side of Wood Street would be required from alleys. The detour may be needed for approximately four months.

Fee Simple Right-of-Way	3.655 acres
Temporary Easement	2.621 acres
Parking Lot Spaces*	48 spaces
Trees	174 each
*These spaces are from several different businesses along the project corridor.	

## Land Acquisition Types

### Land Acquisition Types

Property acquisitions were analyzed with the intention of reducing impacts where possible along the project corridor, while also providing the best possible design to reflect the project purpose and need.

#### Fee Simple

- Acquisition of all rights and interest

#### Permanent Easement

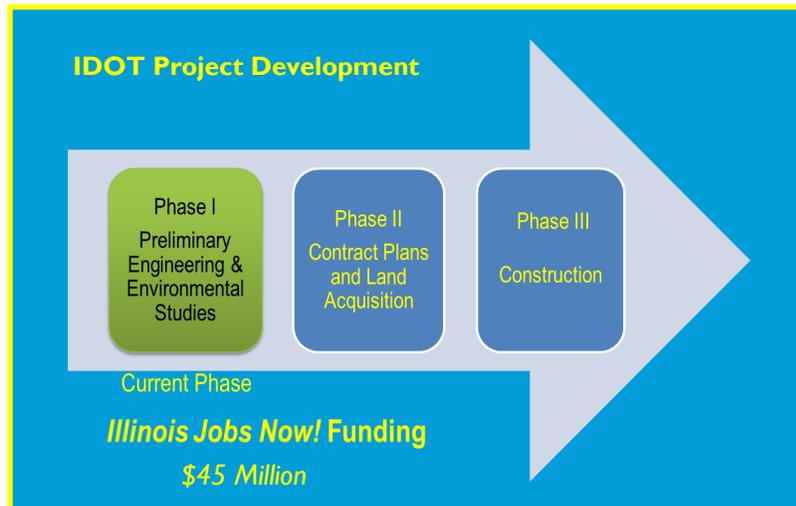
- Ownership retained by property owner
- IDOT allowed use of property for maintenance

#### Temporary Easement

- Ownership retained by property owner
- Used for grading only during construction

### Land Acquisition Process

1. The ownership of the property is confirmed;
2. A plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired;
3. An independent appraisal is made to determine the fair market value of the property to be acquired;
4. Negotiations begin with an offer to acquire the necessary property at the appraised value;
5. If a settlement cannot be reached, the matter is referred to the courts for acquisition under the law of eminent domain.



The improvement is included in IDOT's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program as an **Illinois Jobs Now!** Project. Phase I is anticipated to be completed by the end of 2014. The contract plan preparation and land acquisition (Phase II) can be anticipated to take 18 to 24 months to complete. Construction (Phase III) will follow.

## QUESTIONS AND COMMENTS

Verbal comments can be given to a court reporter tonight and written questions and comments be submitted during this Public Hearing, mailed to IDOT at the address indicated below, or sent to the project email address at: [woodstreet@cemcon.com](mailto:woodstreet@cemcon.com) by August 26, 2014 to become part of the project record. The materials presented tonight will be available on the project website: viewed at [www.woodstreetstudy.org](http://www.woodstreetstudy.org)

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