

PROJECT BENEFITS

- » Reduction in fatal and injury crashes
- » Reduction in angle and turning crashes
- » Reduction in vehicle and pedestrian intersection conflict points
- » Improved pedestrian and bicycle safety
- » Promote lower speeds and traffic calming

OUTREACH AND ENGAGEMENT

This study will be carried out in accordance with input from local and organizational stakeholders. Vital to the study will be the input and recommendations from businesses, residents, and the various communities that will be impacted by the study and any consequent roadway improvements.

To facilitate the collection of these key inputs, the public meeting is being held to present the proposed improvement plans and allow for collection of feedback from stakeholders. Public comments are requested by July 15, 2025.

The project website will be available throughout the project period with up-to-date information on the progress.



Contact Information

Illinois Department of Transportation
BUREAU OF PROGRAMMING, 4TH FLOOR

☎ **Attn:** Amruta Mate, Project Manager
201 West Center Court
Schaumburg, IL 60196

✉ **Email:** DOT.D1.IL173atGilead@illinois.gov
For more information go to: idot.click/il173_21st



IL 173 AT GILEAD AVENUE/ 21ST STREET



PUBLIC MEETING

Tuesday, June 24, 2025 | 4:00 PM – 7:00 PM

ZION-BENTON TOWNSHIP HIGH SCHOOL

3901 W 21st Street
Zion, IL 60099

THE NEED FOR A STUDY

- » Improve safety
- » Improve pedestrian and bicycle facilities
- » Address operational deficiencies

The crash analysis conducted from 2019 to 2023 identified a total of 46 crashes. The predominant crash types were angle, turning, and fixed object accounting for 73 percent of the total crashes.

No fatal crashes occurred between the 5-year review period, however, there was one fatal crash in 2017.

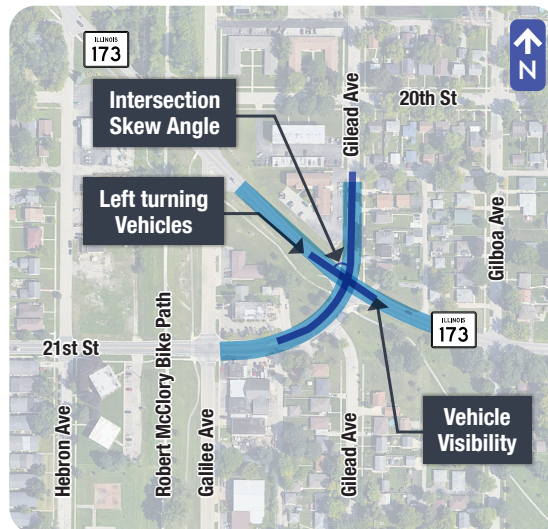
IDOT Project Development Process



This project is not currently included in the Department's FY 2025-2030 Proposed Highway Improvement Program. However, the project will be considered for alternative funding such as Highway Safety Improvement Program (HSIP) funding after Phase I is completed.

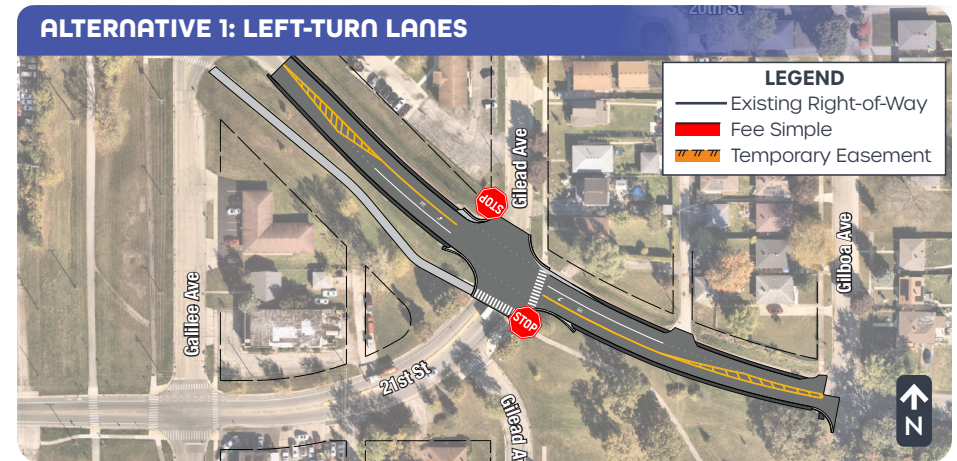
Existing Conditions

- » Two-way stop controlled intersection at 21st Street and Gilead Avenue
- » One lane in each direction with a northbound right turn lane along 21st Street
- » Suburban section with 4-foot paved shoulders and curb and gutter at intersection
- » Robert McClory Bike Path to the west and south of intersection

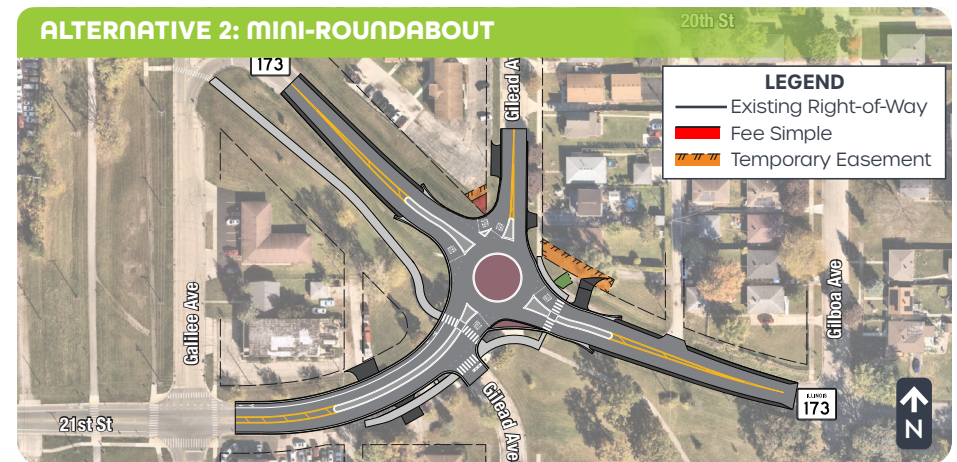


Intersection Alternatives

ALTERNATIVE 1: LEFT-TURN LANES



ALTERNATIVE 2: MINI-ROUNDBOUT



ALTERNATIVE 3: SINGLE-LANE ROUNDBOUT

