

Form Name:	Access to Transit
Submission Time:	December 15, 2023 10:42 am
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Unique ID:	1174830574
Location:	42.0354, -87.737

<b>Name</b>	Dante Sawyer
<b>Title</b>	Village Manager
<b>Email</b>	dsawyer@villageofhazelcrest.com
<b>Telephone #</b>	(708) 335-9600
<b>Project Type (Choose one)</b>	Phase I Engineering Only
<b>Select all that apply to your project:</b>	<p>ADA accessibility improvements (curb ramps, detectable warning surfaces, slope correction)</p> <p>Bicycle infrastructure (racks, covered parking, roadway striping, protected bike lanes)</p> <p>Intersection improvements (crosswalks, curb extensions, refuge islands, pedestrian signal heads, etc.)</p> <p>Multi-use paths</p> <p>Wayfinding signage (inter-transit agency transfers and other signage with a focus on transit access)</p> <p>Other innovative projects (Provide detail in description below)</p>
<b>1. Plan or study name (Please provide a link to the referenced planning document):</b>	<p>1. Village of Hazel Crest - Comprehensive Plan <a href="https://villageofhazelcrest.org/community-development/">https://villageofhazelcrest.org/community-development/</a></p> <p>2. Metropolitan Mayors Caucus - Homes for a Changing Region (p. 28-32) <a href="https://www.cmap.illinois.gov/documents/10180/10831/SOUTH_SUBURBAN_HOUSING_COLLAB_HOMES_FOR_A_CHANGING_REGION.pdf/fede9eea-1e4e-416c-bae1-ff8e6069d238">https://www.cmap.illinois.gov/documents/10180/10831/SOUTH_SUBURBAN_HOUSING_COLLAB_HOMES_FOR_A_CHANGING_REGION.pdf/fede9eea-1e4e-416c-bae1-ff8e6069d238</a></p> <p>3. Cook County - Bike Plan <a href="https://www.cookcountyil.gov/bikeplan">https://www.cookcountyil.gov/bikeplan</a></p>
<b>2. Status (e.g. complete/underway):</b>	1. Plan completed 2. Plan completed 3. Plan published
<b>3. Please provide the relevant page numbers of the plan:</b>	1. Sections 5.4 and 5.7 of Comp Plan 2. Page 28 of Homes for a Changing Region 3. Page 33 of County Bike Plan

**1. Please provide a narrative describing the project that includes the location and the type of improvement(s) proposed. (250-350 words)**

This project aims to improve the safety and convenience of an important east/west connector - 170th Street - for bicyclists and pedestrians utilizing the Hazel Crest Metra station. By so doing it would connect Metra patrons to north/south arterials including Wood Street (connecting to areas further north including UChicago Ingalls Hospital) and Dixie Highway (by a school facility and the planned Village of Hazel Crest Art Center). The eastern terminus of 170th would be the Metra station. The western terminus of the 170th improvements would be at Dixie Highway.

Improvements for Phase 1 engineering:

- a) 170th Arts District sidepath connector (widening sidewalk from 5 ft to 8 ft along 170th)
- b) adding pedestrian scale lighting at key intersections (170th@Dixie, 170th@Park, 170th@Wood)
- c) raised crosswalks at key intersections

Benefit: consistent with 2007 Comp Plan, connects Metra station to future Arts Center on 170th@Dixie, addresses pedestrian/bike conflicts with motorists

**2. Please describe how this project will help to increase transit ridership and make transit more accessible to riders. Please include the specific bus routes, bus stops, or train stations that will be impacted by the improvement(s). (200-300 words)**

This will increase projected ridership and accessibility by (a) adding physical improvements to make the walking and biking safer, especially for hazardous intersections with high traffic counts (Dixie and Wood and Park) and (b) re-investing public moneys into an area that along with local investments will facilitate private investment later. This obviously would be impactful for the Hazel Crest Metra station which is on an "island" in that it is currently surrounded by high traffic roads, especially on the western side that is residential in character and has Metra parking for commuters (the eastern side is more industrial in character and does not have designated Metra parking). It would also benefit PACE riders using Route 356 which crosses the study area along Wood Street.

**Estimated Phase I Engineering cost:**

55000

**How quickly will you be prepared to move on to Phase II Engineering?**

Immediately. The Village would immediately begin the procurement for Phase II services as Phase 1 engineering is performed.

**Have you identified funding sources for the next phases of the project, Phase II Engineering and Construction?**

Yes

**What are the identified sources?**

Partial funding sources would be (a) Invest in Cook and (b) future rounds of Access to Transit and potentially (c) TIF local funding. Regarding (c) if a local TIF is successfully established and then TIF funding becomes available it could be utilized for a local match as needed.

**File**

<https://www.formstack.com/admin/download/file/15649615947>



**Village President**

Vernard L. Alsberry Jr.

**Clerk**

Isaac R Wiseman

**Village Manager**

Dante S. Sawyer

**Village of Hazel Crest**

**Trustees**

Sandra Alexander

Carmilla Malone

Kevin Moore, Sr.

Marlon D. Rias

Java Rogers

Sandra Slayton

Statement of community support and desire to implement the project

December 14, 2023

RTA

Access to Transit Grant

Dear Sir/Madam:

On behalf of the Village of Hazel Crest and its corporate authorities, I am pleased to submit the enclosed grant application for the Access to Transit for Phase 1 engineering, and to announce the community support for and desire to implement the Access to Transit grant project.

The project herein would layout a robust series of surface improvements that would address serious pedestrian/bicyclist hazards in the vicinity of the Hazel Crest Metra station. Further it would leverage and expand upon previous improvements made to the station and further improve the commuting experience.

Finally, the Village of Hazel Crest intends to pursue this specific improvement as part of an overarching vision for a Transit Oriented Development (TOD) project that features traditional TOD assets while at the same time promoting an arts district overlay. The artist, "creatives" and makers that would be attracted to this site would stand to benefit from the improvements envisioned in this application.

Thank you for your consideration of the Village of Hazel Crest grant application.

Sincerely,

Vernard L. Alsberry Jr.  
President of the Village of Hazel Crest  
December 14, 2023

December 14, 2023

Village of Hazel Crest  
3601 West 183<sup>rd</sup> Street  
Hazel Crest, IL 60429

Attn: Honorable Mayor Vernard Alsberry, Jr.:

Re: Access to Transit Improvement Program  
170<sup>th</sup> Street Corridor – Village of Hazel Crest

Dear: Honorable Mayor Vernard Alsberry, Jr.:

The Village of Hazel Crest is very interested in participating in the RTA's Access to Transit Improvement Program. A Transit Oriented Development Plan was completed for the Village in 2002 which outlined many ways to redevelop and revitalize the 170<sup>th</sup> Street corridor which would increase ridership and make the transit system more accessible for users.

## SCOPE OF WORK

The Phase I Engineering consists of the preliminary engineering and environmental studies that will develop and refine feasible alternatives for the improvements, evaluate costs, analyze project impacts and undertake coordination with jurisdictional agencies and the public (*aka stakeholders*). These improvements will be orientated towards various types of safety improvements. We will analyze crosswalk safety improvements (raised crosswalks). Modernizing sidewalks to address non-motorized movements and modernizing lighting at the intersections to enhance pedestrian safety.

Phase I studies for local transportation projects typically are completed within a 6-to-18-month time period, depending on project scope and complexity. We have compiled significant preliminary engineering research in preparing this cost estimate, and we first offer several strategic considerations herein that will aid the Village of Hazel Crest in moving effectively and expeditiously toward the completion of the Phase I Study for the 170<sup>th</sup> Street Corridor. A detailed overview of the anticipated scope of services is provided later in this document.

## Scope of Phase I Engineering Services

1. **Early Coordination and Data Collection** – This work item would include collecting available information and processing the necessary environmental documents as follows:
  - Project kick-off meeting with Village Staff
  - Project kick-off meeting with IDOT/District 1/Local Roads & Streets
  - Collection of Land Use, Zoning, and other maps and plans
  - Obtain public and private utility atlases



- Define and invite stakeholder participation
- Obtain right of way data, subdivision plats and, if necessary, title commitments to verify land ownership
- Perform a project area reconnaissance and prepare a photo log
- Obtain recent aerial photography of study area
- Obtain current traffic counts and recent accident data along the corridor and develop relevant analyses
- Coordinate with CMAP to obtain design year traffic projections
- Our proposed design team includes securing the specialized expertise of our affiliate **Geocon Professional Services** (Geocon), an IDOT-certified firm in the areas of professional geotechnical services. Geocon will provide pavement cores and soil borings along the corridor to confirm the condition of the existing pavement/soils and determine any necessary subgrade treatments
- Prepare and process Environmental Survey Request (ESR), including request for PESA by IDOT for work within State right of way (Park Avenue and Dixie Hwy.), and Coordination with IDOT
- Continual research and pursuit of funding opportunities



2. **Field Survey and Preparation of Base Maps** – A topographic survey will be completed within the right of way, including verification of the existing right of way limits/locations. This work item would include inputting topographic information into a computer-aided design workstation. The preparation of the base sheets would include the identification and "plotting" of all existing utilities within the project limits. All utilities within the vicinity of the project will be identified and coordinated with to ensure that potential conflicts are identified at the preliminary stages of the design. This will help to ensure that construction is not delayed due to utility conflicts.

3. **Draft Project Development Report** – Based upon the current scope of construction, we anticipate that this project will be processed through IDOT/FHWA as a State-approved Categorical Exclusion (pending results of the ESR) and thus would involve integration of project data and engineering studies into a draft Project Development Report (PDR)/IDOT Form BLR 22211. This item will include:



- Preparation of Plan & Profile exhibits for the preferred improvement
- Preparation of other report exhibits, including a location map, existing and proposed typical sections
- Accident Analysis
- Preparation of Intersection Design Studies (IDS) for each signalized intersection

- Determination of maintenance of traffic during construction
- Preparation of a detailed estimate of probable construction cost for proposed improvements
- Preparation of the text for the draft Project Development Report (PDR)
- Print, bind and deliver draft PDR report
- Review meetings with IDOT and Village

4. **IDOT Coordination and Public Involvement** – The efficiency and timeliness of executing a project can often hinge on the level and frequency of coordination with not only the public, but also with IDOT staff. Because of the potential impact concerns of property owners affected by the proposed improvements, early coordination with stakeholders is of utmost importance. One of the main objectives of the public input process is to obtain consensus on tentatively preferred improvement option prior to completing the draft PDR. This work task will include the following:



- Coordination meetings with IDOT/FHWA will be necessary to secure input and approvals from IDOT
- Interim submittals to IDOT in advance of formal submittal of the Draft PDR
- Coordination meetings with property owners and others, such as the various schools and Cook County Division of Transportation and Highways (CCDOTH), as deemed necessary throughout the study process
- Conduct one Formal Public Information Meeting
- Preparation of meeting minutes and disposition of comments

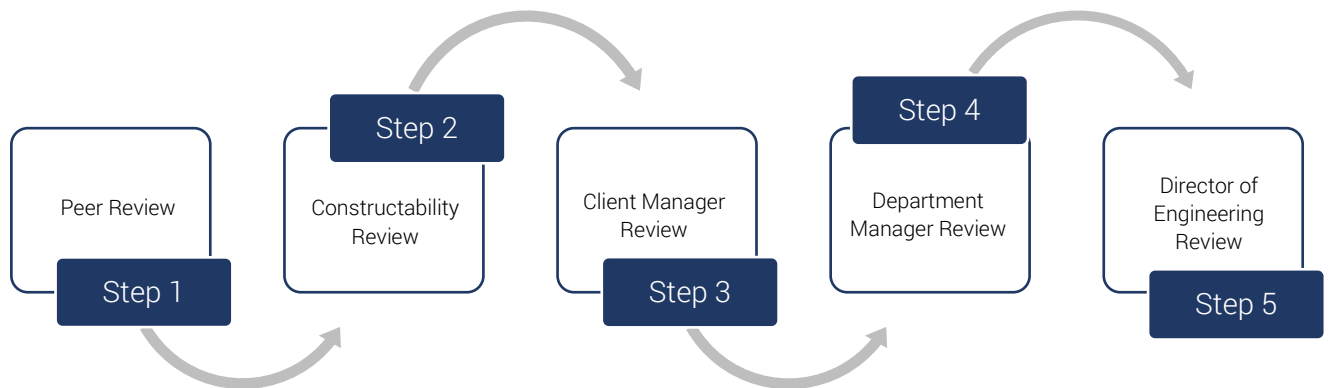
5. **Final Project Development Report** – The final project development report will incorporate:
- Outcome of draft report (revisions)
  - Public commitment
  - Input from key stakeholders
  - Village input

The Final Project Development Report will be prepared

#### Quality Assurance/Quality Control (QA/QC)

Robinson Engineering places client satisfaction as its paramount goal with every project we undertake. We know through our experience that this is achieved by providing high-quality professional services at agreed-to schedules and within project budgets. A key component of our cost control approach is our dedication to Quality Assurance/Quality Control (QA/QC).

We utilize our in-house QA/QC policy during all design projects. Our internal QA/QC program includes two technical engineering reviews, a field check and constructability review by a



seasoned resident engineer, a municipal review conducted between our project manager and the Village's liaison, and a final review by our Director of Engineering.

Our internal policy requires our staff to conduct QA/QC reviews at various points as the project progresses (as opposed to just near the end) so that the Village's project goals and schedule are met without late surprises. These internal reviews will ensure that each component of the Phase I Design meets applicable standards of the Illinois Department of Transportation, the Federal Highway Administration, and the Village of Hazel Crest.

The total cost for engineering Phase I Study on 170<sup>th</sup> Street Corridor:

❖ Phase I Engineering Fees: Total: \$55,000

If you have any additional questions or would like any further information please contact us at (708) 331-0700.

Respectfully submitted,



Ron Smith  
Senior Associate



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(312) 613-2511 (Cell)

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