

**PULASKI ROAD AT
FORD CITY DRIVE**

**BRIDGE REMOVAL
IMPROVEMENT**



**Public Hearing
August 17, 2017**



The Illinois Department of Transportation (IDOT) welcomes you to this public hearing for the proposed improvement of Pulaski Road at Ford City Drive in the City of Chicago in Cook County. We appreciate your attendance and encourage you to review all the materials presented. If you have not already signed in or received a copy of the project brochure, please stop by the sign-in table before leaving this evening.

PUBLIC HEARING PURPOSE

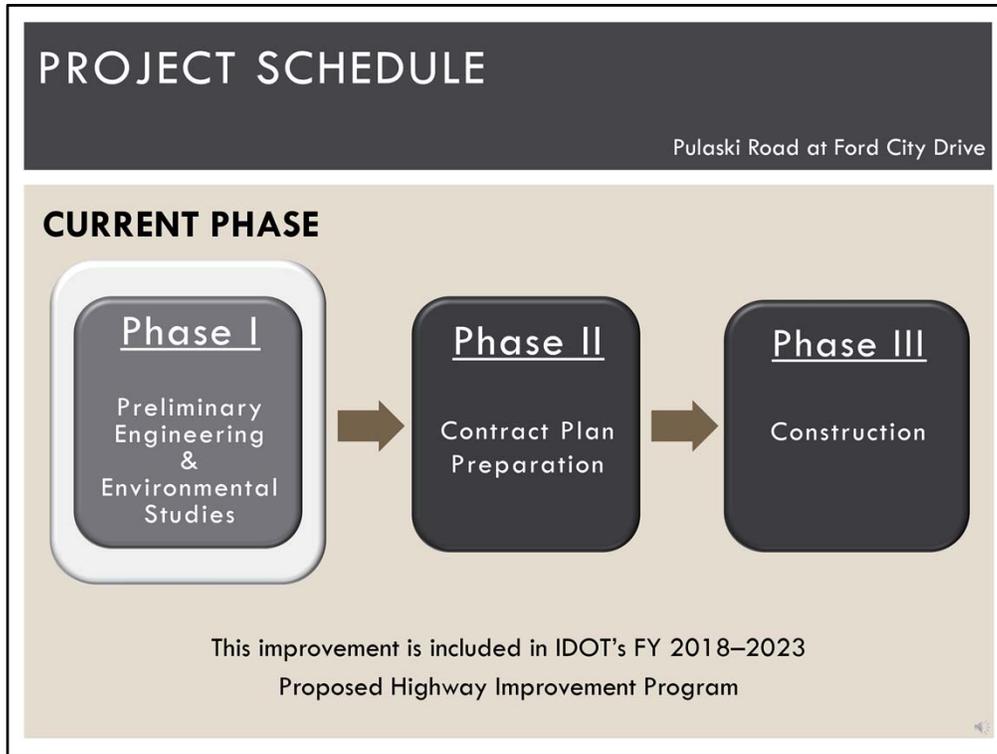
Pulaski Road at Ford City Drive

- Project introduction and history
- Define the existing conditions
- Present the proposed scope of work
- Provide an opportunity to review and comment on the project
- Discuss the next steps



The purpose of this public hearing is to:

- Introduce the project and history,
- Define the existing conditions,
- Present the proposed scope of work,
- Provide an opportunity to review and comment on the project
- Discuss the next steps in the project development process



IDOT projects follow a three phase project development process.

The proposed improvement of Pulaski Road at Ford City Drive is currently in Phase I, preliminary engineering and environmental studies, where IDOT evaluates the existing conditions and deficiencies, identifies improvement alternatives, coordinates the proposed improvements with the public and documents environmental impacts in accordance with Federal and State requirements.

After the completion of the Phase I study, Phase II, Contract Plan Preparation will begin. During this phase, IDOT prepares contract plans for construction bids needed to implement the improvement.

Once Phase II design activities are complete, Phase III which is the construction of the project will begin.

The project is funded for construction in IDOT's Fiscal Year 2018 through 2023 Proposed Highway Improvement Program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations.

PURPOSE AND NEED

Pulaski Road at Ford City Drive

Purpose

- Safety
- Operations

Need

- Bridge deterioration and potential concrete spalling onto Pulaski Road



The purpose of this Phase I study is to address the safety concerns caused by the Ford City Drive Bridge and ensure that Pulaski Road remains operational to vehicular traffic.

The project is needed to address the bridge deterioration and the potential for injuries due to concrete spalling off from the bridge and endangering the traffic on Pulaski Road.

PROJECT LOCATION

Pulaski Road at Ford City Drive



Pulaski Road at Ford City Drive is located in the City of Chicago approximately 4 miles southeast of Midway Airport. The area surrounding the improvement is mainly composed of residential properties to the east with some industrial and commercial properties to the west. The Ford City Mall, Richard Daley College, and apartment buildings are located on the west side of Pulaski Road along 76th Street just north of the Ford City Drive Bridge. There is a Chicago Fire Department facility southeast of the project limits.

FORD CITY DRIVE BRIDGE HISTORY

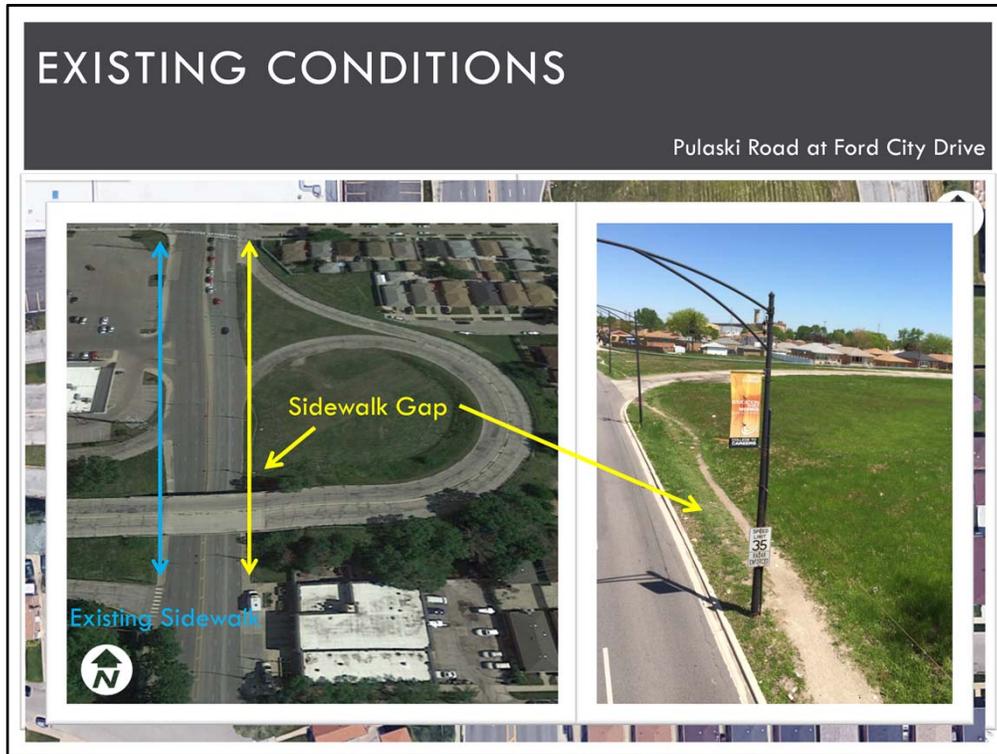
Pulaski Road at Ford City Drive



In 1944, the Federal government built the Ford City Drive Bridge and interchange, along with a companion structure on Cicero Avenue to the west, to assist with the large amount of traffic generated from shift changes and other activity at the Dodge-Chicago Plant.

The Dodge-Chicago Plant was used to build aircraft engines for the B-29 bomber used in World War II. Construction of the plant began in 1942 and was in full operation by early 1944. The plant was constructed between Cicero and Kostner Avenues and extended from 72nd St to 76th St. After construction was finished, several thousand people worked nine-hour shifts, six days a week at the plant. The interchanges at Cicero and Pulaski were built to assist in managing the increase in traffic from the shift changes and plant deliveries.

After the war ended, the Dodge-Chicago plant was leased to Tucker Car Corporation and later utilized by the Ford Motor Company. Today, part of the building is the corporate headquarters of Tootsie Roll Industries and the other part is the Ford City Mall; both of which are mainly served from Cicero Avenue instead of Ford City Drive.

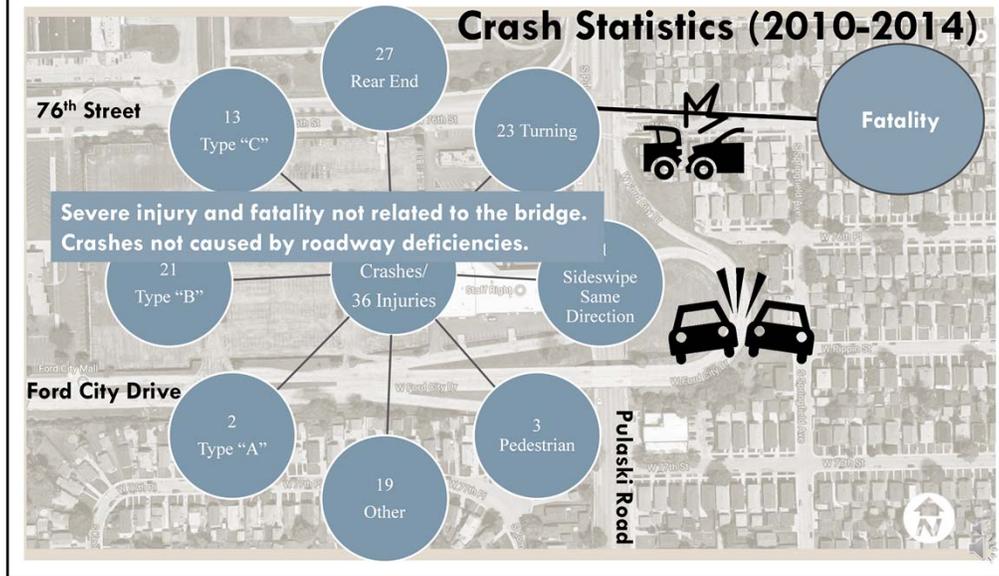


Ford City Drive, also known as Keller Drive, is an east-west route which in the past had an Average Daily Traffic (ADT) of 2,600 vpd and is not a designated truck route. Ford City Drive is a privately owned roadway whose ownership outside of IDOT’s project limits is unknown. It serves as a local road for apartment buildings and the Richard J. Daley College student parking lot. The road has had little to no traffic due to its serious deterioration and lack of maintenance. Ford City Drive crosses over Pulaski Road via the trumpet interchange built as part of the Dodge-Chicago Plant improvements. 76th Street north of the bridge just outside the project limits is under CDOT jurisdiction east of Pulaski Road, and privately owned west of Pulaski Road. Pulaski Road is a north-south route that is under IDOT jurisdiction with a posted speed limit of 35 mph. It is not listed as a designated truck route, and has an ADT of 36,900 vehicles per day.

Within the project limits, Pulaski Road is composed of 3 lanes in each direction with a center turn lane. Ford City Drive is an undivided four lane roadway. There is existing sidewalk along the west side of Pulaski Road but intermittent sidewalk on the east side. There are no sidewalks on either side of Ford City Drive. A closed drainage system with curb and gutter is present along Pulaski Road and Ford City Drive.

EXISTING CONDITIONS - SAFETY

Pulaski Road at Ford City Drive



An analysis of the current available crash information shows that for the 5 year period from 2010 through 2014, 83 crashes with 36 injuries were recorded at or near the intersections around Pulaski Road at Ford City Drive. This includes 27 rear end crashes, 23 turning crashes, 11 sideswipe-same direction crashes, 3 pedestrian crashes, and 19 other crashes. Of the 36 injuries, 2 were type "A" or incapacitation injuries, 21 were evident or type "B" injuries, and 13 other reported or type "C" injuries. There was one fatality within the project limits. The severe injury crashes and fatality occurred at the intersection with 76th Street and were not related to the bridge condition. These crashes were not caused by deficiencies in the roadways but rather by driver error.

FORD CITY DRIVE BRIDGE HISTORY

Pulaski Road at Ford City Drive

Conc

ILLINOIS DEPARTMENT OF TRANSPORTATION:
HISTORIC BRIDGES OF ILLINOIS-STRUCTURE LIST
CONCRETE RIGID FRAME BRIDGES (MATERIAL TYPE 107)

Str Nbr	Dist	Maint Co	Maint	MntAgcy	Facility Carried	Feature Crossed	Location	Mat-Type	Hist	Group	Const	Recon
001-0032	6	ADAMS	1	IDOT	IL 96 / 24TH ST	CEDAR CREEK	.6M N LOCUST- QUINCY	107	3	2P	1936	0
016-0750	1	COOK	7	PRIVATE	KELLER DR.	CRAWFORD AVE	1 M E CICERO	107	3	2P	1944	0
016-6189	1	COOK	4	MUNICIPAL	LAKE SHORE DR	LASALLE DR	1700 N & LSD	107	3	2P	1940	1966
049-7000	1	LAKE	4	MUNICIPAL	LAKE STREET	BULL CREEK	0.5 M W 21-0.5 M N 1	107	4	2A	1935	0
073-0021	9	PERRY	1	IDOT	ILL 127	OPOSSUM CREEK	1 MI N PVILLE	107	3	2P	1936	0
089-2051	6	SCHUYLER	3	COUNTY	FAS 383	S FORK OF CEDAR CR.	7.3 M W CAMDEN	107	4	2A	1936	0
093-0008	7	WABASH	1	IDOT	FAP-332 (ILL-1)	GREATHOUSE CREEK	SW EDGE MT CARMEL	107	3	2P	1935	0
097-0069	9	WHITE	1	IDOT	FIELD ENTRANCE ROAD	N&S RR ABANDONED	.75 M SW BROWNSVILLE	107	3	1	1906	0
101-3006	2	WINNEBAGO	3	COUNTY	MONTAGUE ROAD	E BRANCH MILL CR	1 MI W WESTFIELD RD	107	4	2A	1936	0



The existing Ford City Drive Bridge is listed in the Illinois Historic Bridge Inventory as eligible for inclusion in the National Register of Historic Places due to its construction design as a concrete rigid frame example for 1935 and later. Here, the bridge is listed as Keller Drive over Crawford Avenue, the previous names of the two roadways.

The Ford City Drive Bridge is one of 9 concrete rigid frame bridges in Illinois. These bridges have the characteristic of having a superstructure constructed integrally with the substructure to function in a rigid manner to support traffic loads. This means that rather than separate elements such as a deck, a superstructure and a substructure acting together to hold the roadway, like most modern bridges, the Ford City Drive Bridge is one entire block acting as a bridge. This design allowed the use of a shallower deck, did not require the use of steel bearings to support the superstructure and utilized less space on the approaches which was advantageous for crossing over roads in urban environments such as this one. However, construction and maintenance of the structure becomes very complicated and a burden on vehicular traffic when its design life is reached, which is why this design is rarely utilized today by IDOT.

EXISTING BRIDGE CONDITIONS

Pulaski Road at Ford City Drive



The bridge, built in 1944, has a 48 foot wide roadway deck consisting of four 11-foot through lanes separated by a 4-foot wide raised concrete median. Since it's construction, the only alteration has been the in-kind replacement of the concrete deck in 1986 which was funded by the Equitable Life Assurance Society. IDOT has done some minor maintenance consisting of shielding and concrete removal over the years to ensure the safe passage of vehicles on Pulaski Road.

Bridge inspections throughout the years have documented several deficiencies in the structure which include substandard and deteriorated bridge railings and deteriorated deck and superstructure elements which have the potential to spall off and fall onto Pulaski Road endangering public safety. Therefore the bridge is classified as structurally deficient and functionally obsolete. The poor condition of the bridge and low number of vehicles utilizing the bridge suggests that repairing or replacing the bridge is not cost effective.

BRIDGE PURPOSE AND NEED – THEN VS. NOW

Pulaski Road at Ford City Drive



The Ford City Drive Bridge served a need in the 1940's which was to assist with the large number of traffic during the shift changes and deliveries at the Dodge-Chicago Plant while minimizing traffic impacts to Pulaski Road.

Today, the Bridge no longer serves the traffic volumes for which it was intended and has become a public safety hazard due to its deteriorating condition. There is little to no traffic on the bridge. The student parking lot, condominiums, and apartment buildings are all served by access from 76th Street. It is not cost effective to rehabilitate a bridge that no longer serves vehicular traffic with reasonable access from 76th Street; as such, the proposed improvement to address the condition of the structure is to remove the bridge. It should be noted that the Cicero Avenue companion structure was removed in 1985 when it too, reached its design life. In compliance with the National Historic Preservation Act, IDOT is offering the bridge for donation in accordance with the Historic Bridge Program requirements to a responsible entity that would maintain the historic significance of the bridge. For more information please see the exhibits in the adjoining room or contact a project team member.

PROPOSED IMPROVEMENT

Pulaski Road at Ford City Drive

- REMOVAL

- Removal of the bridge and ramps on east side of Pulaski Road
- Northbound left turn lane on Pulaski Road lengthened
- Signal phasing adjusted at 76th and Pulaski Road
- Proposed sidewalk



IDOT proposes to remove the existing bridge as well as the ramps on the east side of Pulaski Road. With the removal of the Bridge IDOT would allow for the existing right-in/right-out access on Ford City Drive to remain in place and continue to provide southbound access to and from Ford City Drive. Northbound and westbound traffic which previously utilized the bridge will use 76th Street. The northbound left turn lane from Pulaski Road to 76th Street will be extended to provide additional vehicle storage as mitigation for any increase in turning traffic due to the removal of the bridge. The traffic signal phasing at this intersection will also be adjusted accordingly to ensure vehicles get through the intersection efficiently. Roadway lighting in conflict with the proposed improvement within the project limits will be relocated. A sidewalk to eliminate the pedestrian accessibility gap is also proposed along the east side of Pulaski Road, between 77th Street and 76th Street.

CONSTRUCTION DETOUR

Pulaski Road at Ford City Drive



Minimizing motorist inconvenience during construction is a very sensitive issue. A detour is only used when there are no other options. Much consideration has been given to determine a safe and technically viable solution for traffic maintenance during implementation of this project. IDOT evaluated plans that utilized stage construction as well as a plan that would use a runaround however neither option was deemed safe or feasible due to the type of bridge design and impacts to surrounding properties. Additionally, stage construction would require a significantly longer construction duration and long vehicle backups.

Therefore a detour was selected as the preferred option and is anticipated to be in place for one weekend with around-the-clock demolition starting Friday night and finishing Monday morning. Lane closures for debris removal following the weekend removal are expected but would still allow several lanes of traffic on Pulaski Road to reopen. The detour recommended would utilize three State routes: 79th Street, Illinois Route 50 (Cicero Avenue) and Archer Avenue. Archer Avenue, from east of Kilbourn Avenue to Pulaski is under CDOT jurisdiction for approximately 0.63 miles and they have concurred with the use of this roadway detour. The entire detour route will be approximately 9 miles. This detour will be coordinated with nearby special events to minimize any impacts to event traffic. Streets and driveways outside of the bridge footprint are expected to be open during the detour duration. We understand the difficulties this may cause to your day to day activities and will work to minimize and have Pulaski Road open in the fastest and safest way for the motoring public. The entire improvement is expected to be completed in one construction season.

NEXT STEPS

Pulaski Road at Ford City Drive

PUBLIC INVOLVEMENT

- Browse the exhibits
- Submit comment form or speak with the court reporter before 6:00 p.m.
- Present comments during the public forum from 6:00 p.m. to 7:00 p.m.
- Comment period ends: October 27, 2017

Mail:

Illinois Department of Transportation

Pulaski Road at Ford City Drive Public Hearing – August 17, 2017

Public Forum Sign-up

*ALL SPEAKERS WILL HAVE A MAXIMUM OF 2 MINUTES EACH TO PRESENT THEIR COMMENTS TO A COURT REPORTER.

A moderator will announce the speaker's name in the order the forms are received. The Illinois Department of Transportation welcomes your comments and request that you present your remarks in a respectful manner, within the established 2 minute time limit.

Name: _____

Address: _____

Email:

DOT.D1.PulaskiAtFordCity@Illinois.gov

After this presentation, we invite you to review the exhibits on display. Project staff is available to discuss and answer any questions you may have. Comments regarding tonight's hearing can be submitted by placing them in the comment box provided, verbally to the court reporter before 6:00 pm, mailed in or emailed to the addresses found on the back of your brochure. If you need a brochure, stop by the sign in table before leaving this evening.

Anyone who would like to speak at the public forum from 6:00 pm to 7:00 pm, is asked to fill out a public forum sign-up card provided by project staff. All comments will be documented by the court reporter.

Comments received by October 27, 2017 will become a part of this hearing's official records.

THANK YOU

Pulaski Road at Ford City Drive

This presentation will restart shortly.



This concludes the audio visual presentation. Thank you for attending. This presentation will restart shortly.