



APPENDIX D

Potential LCTM Construction Projects



Potential LCTM Construction Projects

For this LCTM grant application, CDOT has provided details on the following eligible 23 U.S.C. construction projects in our 5-year program for consideration of use of LCTM materials.

Arterial Resurfacing Program

The City of Chicago has over 4,000 miles of roadways, 1,000 of which are designated as Arterial. The Arterial Resurfacing Program is ongoing - each year the City aims to resurface over 65 miles of roadways based on need as well as equitable distribution of funds. CDOT fund the Arterial Resurfacing Program equally between four areas of the City: North, Central, South, and Far South and looks at pavement conditions in the highest need of resurfacing to determine which corridors to prioritize. CDOT has expanded the program to not just resurface the roadway, but also improve pedestrian safety and increase transit options. Typical projects include adding concrete curb extensions, pedestrian refuge islands, bus boarding islands, protected bike lanes, and raised crosswalks.

In previous program years, the results of the environmental processes and approvals have met the requirements of a Categorical Exclusion. Additionally, CDOT has worked closely with IDOT to be sure that resurfacing projects under this program meet all State requirements. The Arterial Resurfacing Program for 2027-2029 will follow the same approach to schedule and agency coordination that has been used in previous program years.

ISW Humboldt Park Streetscape – North Avenue from Kostner Avenue to Kedzie Avenue

This project will install safety treatments with the goal of reducing crash rates, bringing it into alignment with CDOT’s Complete Streets Guidelines and Vision Zero goals. The project will enhance safety in the Humboldt Park community between Kedzie Avenue and Kostner Avenue by prioritizing treatments that slow down vehicles and deter reckless driving, such as possibly implementing signal modifications, including assessing adding left turn arrows and adding curb extensions. The project will also improve the existing pedestrian, bike, and transit infrastructure.

Schedule

Table 1. ISW Humboldt Park Streetscape – North Avenue from Kostner Avenue to Kedzie Avenue Project Schedule

Project Milestone	Status	Completion Date*
Coordination with Illinois DOT	Ongoing	March 2024 (Kick-Off)
Environmental Survey Request	Underway	May 2024
Coordination with FHWA	Pending	July 2024
Geometric Submitted to IDOT for Approval	Pending	December 2024
Preliminary Design Submitted to IDOT for Approval (PDR)	Pending	June 2025
Final Plans and Specifications	Pending	Q3 2026
Procurement	Pending	Q4 2026
Construction Start	Pending	Q2 2027
Construction Completion	Pending	Q4 2028

*Quarters shown in calendar years.



As shown in the schedule, project activities are already underway with the initiation of environmental coordination, public involvement, and preliminary geometric design. The proposed design will adhere to all applicable state and local standards. Right-of-way acquisition, other than temporary easements for construction, will not be required. While watermain and sewer work is expected, relocation of private utilities is not anticipated which reduces the risk to the project schedule. There are no wetlands or floodplains adjacent to North Avenue between Kedzie Avenue and Kostner Avenue, thus environmental impacts are likely to be limited. The project is anticipated to qualify for a Categorical Exclusion under 23 CFR 77.1.117 C.

Stakeholder Outreach

The project's Public Involvement Plan provides the framework for achieving consensus and communicating the decision-making process between the general public, neighborhood residents, public agencies, and governmental officials to identify improvements along North Avenue between Kedzie Avenue and Kostner Avenue.

Humboldt Park is a majority Hispanic community in Chicago, and 80% of the census tracts along the corridor are identified as USDOT Disadvantaged Census Tracts for at least one of the five components measured to determine disadvantaged status. Three of the five components, Climate and Disaster Risk Burden, Environmental Burden, and Social Vulnerability, rank in the 94th, 93rd, and 81st percentile respectively.

The Puerto Rican Cultural Center, a local organization, is partnering with the City on community engagement. A public meeting was held in March 2024. The project team will continue conversations with the community through aldermanic meetings, community-led and public meetings, pop-up events, focus groups, and Community Advisory Group meetings.

More information on this project, including maps, schedule, outreach, and breakdown of funds can be found at the following website: <https://ss4anorthave.cnectchicago.com/>.

California Avenue Bridge Over Sanitary and Ship Canal

This project will rehabilitate and preserve a 98-year old bascule bridge. The project will include the replacing of the bridge deck, and designated members of the roadway stringers, lateral and diagonal bracing members, various gusset plates, sidewalk brackets replacing the existing handrail, and replacing pedestrian lighting and other mechanical and electrical components. The bridge is a non-operative double-leaf, trunnion-type bascule bridge, emblematic of Chicago's architectural history, and identified in the [Chicago Movable Bridges Preservation Plan](#). The bridge superstructure is in serious condition. Without this project, the bridge will be decommissioned in 2027.

The historic California Avenue Bridge is vital to the local community, region, and nation. The bridge is part of the Illinois Priority Freight Network and is a vital regional connector for freight traffic and for access to local jobs. The historic bridge carries two lanes of vehicular traffic and sidewalks along each side. As of 2022, the bridge carries a combined 15,900 vehicles of which 3,180 are heavy commercial vehicles across the Sanitary and Ship Canal.



Schedule

The California Avenue Bridge is part of the multi-agency Programmatic Agreement associated with [Chicago’s Movable Bridge Preservation Plan \(2020\)](#). Signatories to the agreement include CDOT, IDOT, FHWA, US Army Corps of Engineers, US Coast Guard, Illinois State Historic Preservation Officer, Landmarks Illinois, Historic Bridges.org, and Advisory Council on Historic Preservation. Given the historic nature of the movable bridges, the biggest obstacle to major repair and reconstruction of the bridges had been the State Historic Preservation Office (SHPO) review and determination of acceptable actions for these historic bridges.

The Programmatic Agreement resolved the unknowns and delay associated with historic and other reviews, thus reducing the risk to successful completion of rehabilitation projects on these bridges. The scope of the proposed bridge project will consist of a rehabilitation within the parameters of the Agreement, rather than a full bridge replacement. Therefore, the scope is pre-defined and the bridge plans and specifications will be developed to meet the Secretary of the Interior’s “Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.”

All federal, state, and local approvals listed below will be pursued throughout the project design process and will be received prior to project construction. The environmental permitting process will begin concurrent with preliminary engineering in Q3 2024. Based on past experience with similar projects, it is anticipated the project will be processed as a Federally Approved Categorical Exclusion. Additional environmental coordination is available at the project grant website below.

Table 2. California Avenue Bridge Over Sanitary and Ship Canal Project Schedule

Milestone	Timeframe
Programmed in TIP	Q1 2023
Phase I/II Start	Q3 2024
Phase I Approval	Q3 2025
Phase II Approval / Letting	Q4 2025
Construction Start	Q1 2026
Construction Complete	Q1 2028

Stakeholder Outreach

The California Avenue Bridge project will incorporate public feedback, with public engagement expected to start in Q3 2024. As part of the project, CDOT will adhere to NEPA requirements for public engagement. This includes holding public meetings, conducting outreach to local communities for input on the final designs, and reviewing the construction schedule. The communities surrounding the California Avenue Bridge are majority POC, with a high percentage speaking a language other than English. The public engagement efforts will prioritize making information about the project easily accessible to these communities.

More information on this project, including maps, schedule, outreach, and breakdown of funds can be found at the following website: <https://californiaavebridge.cnectchicago.com/>.