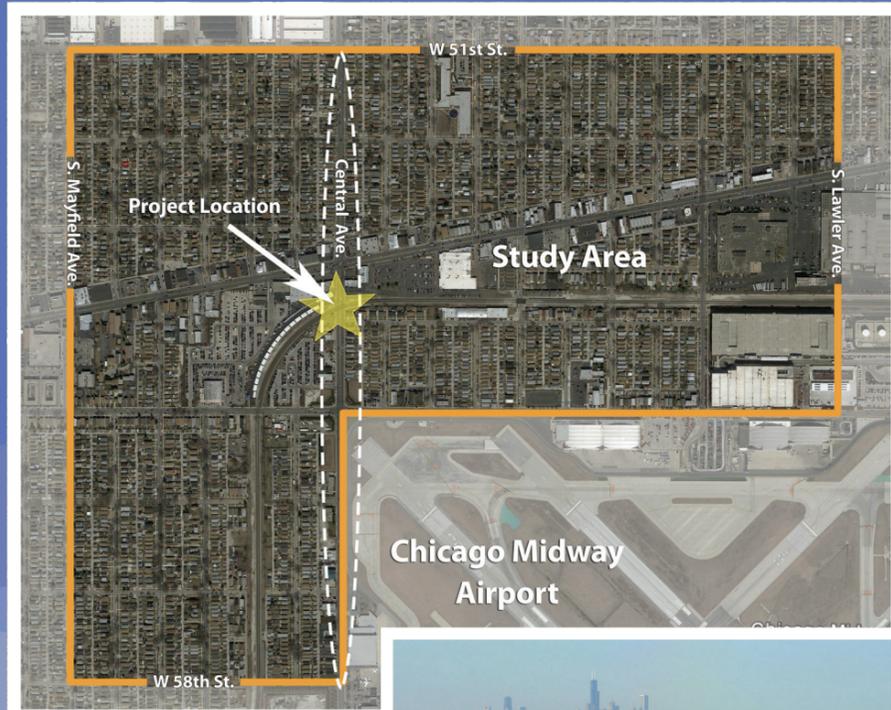


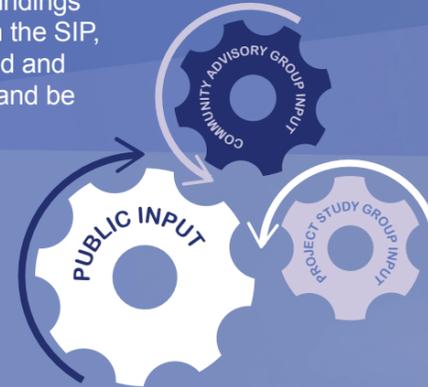
## EXISTING CONDITIONS



Central Avenue in this area serves as a vital north-south arterial which provides a contiguous and direct route from Interstate 55 to Midway Airport and beyond. The Study Area is urban, consisting of two travel lanes in each direction. The Belt Railway Company of Chicago (BRC) crosses Central Avenue carrying approximately 20 trains per day. Central Avenue carries approximately 20,800 and 34,600 vehicles per day. Archer Avenue carries approximately 21,500 vehicles per day and 55th Street carries approximately 25,400 vehicles per day. To properly identify future improvements, daily traffic volumes will be projected into the design year of 2040.

## COMMUNITY ADVISORY GROUP INVOLVED

A Community Advisory Group (CAG) is being formed as a key component of the Stakeholder Involvement Plan. Potential CAG members include residents, business owners, elected and community officials, neighborhood representatives and users of the facility to name a few. The structure of the CAG is discussed in more detail in the SIP. CAG members should be able to attend all or most CAG meetings, and perform material reviews as requested, in order to maintain familiarity with project findings and to provide timely input. As discussed in the SIP, the objective for the CAG is to include broad and equal representation from the Study Area, and be effective with respect to size and structure. The CAG membership request form is available at this public meeting or can be requested from IDOT, as noted on the back page of this meeting brochure. CAG membership forms must be returned to the IDOT by July 17, 2013.



## PUBLIC PARTICIPATION

The Illinois Department of Transportation would like to hear from you on this Study. Your comments are encouraged. Please provide written comments on pre-addressed comment forms available tonight or on the Study website, [www.centralbrc.org](http://www.centralbrc.org). You can also encourage neighbors or others in the Study Area to go to the Study Website and get involved by reviewing meeting materials, joining the mailing list, and leaving a comment for the Study Team. We ask that comments be submitted by July 17, 2013 to be included in the public record, although comments will be accepted throughout the entire Study process. The process of conducting a Phase I Study takes time and we are just now starting this process. Your involvement throughout the process is welcomed. Thank you for attending tonight's meeting. Your comments are important to us!

## COMMENTS

Written questions and comments may be submitted during this Public Meeting or mailed to the Illinois Department of Transportation at the address indicated below or sent to the Study email address at: [centralbrc@hdrinc.com](mailto:centralbrc@hdrinc.com)

Mail written comments to:

Illinois Department of Transportation  
Attention: Mark Peterson, Bureau of Programming  
201 West Center Court  
Schaumburg, IL 60196-1096

## ILLINOIS DEPARTMENT OF TRANSPORTATION

## PUBLIC MEETING

### Central Ave at BRC Railroad Grade Separation Study

JUNE 26, 2013

4:00 PM – 7:00 PM

KENNEDY HIGH SCHOOL  
[AUDITORIUM & LIBRARY]



## WELCOME

The Illinois Department of Transportation (IDOT) District 1 welcomes you to this Open House Public Meeting for the Central Avenue at Belt Railway Company Grade Separation Study. The Study Area is located in the Garfield Ridge neighborhood on the southwest side of Chicago.

We invite you to watch the slide PowerPoint presentation, browse the Study Exhibits on display, and visit with IDOT and Study Team representatives in attendance at today's meeting. Your input is an important part of this meeting and you are encouraged to provide comments.

## THIS MEETING

The purpose of this Public Meeting is to:

- Provide an overview of the study process and schedule.
- Present the public involvement activities.
- Solicit public input on the transportation issues and needs of the crossing.

## BRC GRADE SEPARATION FEASIBILITY STUDY

The BRC Grade Separation Feasibility Study conducted in 2002 explored the practicality of building a grade separation at one or more of the 14 existing at-grade railroad crossings. One area of concern was the Belt Railroad Company (BRC) location, adjacent to Midway Airport on the City of Chicago's southwest side. Due to increases in both rail and vehicular traffic, and increasing delays, emergency service (police and fire) operations were noted as being impaired and safety at the crossings being compromised. The Central Avenue crossing was one of the top three crossings identified for refinement to assess the practicality of construction and the effect of the post-constructed facility on the community. The study addressed traffic routing during construction and access issues both pre and post construction.

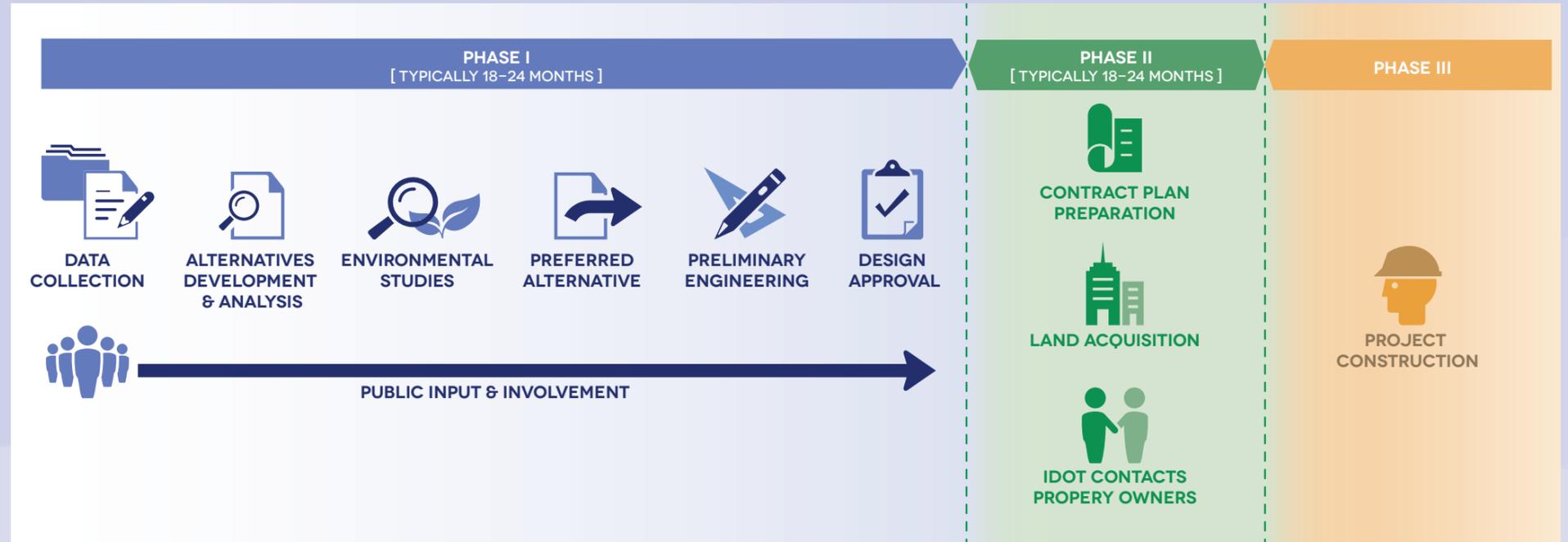
The current Phase I Preliminary Engineering and Environmental Study is the next step in the multi-phase process leading to project implementation.

## CONTEXT SENSITIVE SOLUTIONS (CSS)

This Study will be developed in accordance with Context Sensitive Solutions (CSS) Study development principles. CSS is a collaborative, interdisciplinary Study development approach that involves stakeholders throughout the Study development process and at key milestone decision points to ensure that the social, economic, and environmental concerns of the surrounding community are considered as part of the proposed transportation improvement.



### QUALITIES OF EXCELLENCE IN TRANSPORTATION DESIGN



*NOTE: The Department's FY 2014-2019 Proposed Multimodal Transportation Improvement Program includes \$2,000,000 to complete the Phase I engineering as well as partial funding in the amount of \$15,000,000 for construction. The Department's FY 2014-2019 Proposed Multimodal Transportation Improvement Program does not include funding for Phase II Engineering, Land Acquisition, or Construction Engineering.*

## CREATE

The project is listed as a critical crossing location in the CREATE program. The Chicago Region Environmental and Transportation Efficiency program (also referred to as CREATE) is a first-of-its-kind partnership between U.S. DOT, the State of Illinois, City of Chicago, Metra, Amtrak, and the nation's freight railroads. A project of national significance, CREATE will invest billions in critically needed improvements to increase the efficiency of the region's passenger and freight rail infrastructure and enhance the quality of life for Chicago-area residents."

## PHASE I NEPA PROCESS

Roadway Improvement projects are developed in three (3) distinct phases as follows:

- Phase I Preliminary Engineering and Environmental Studies
- Phase II Plan Preparation and Land Acquisition
- Phase III Construction

## CRASH SEVERITY (2008-2011)

Records have also been obtained to compile information on the number of traffic accidents that occur at or near the at-grade crossing, conditions at the time of each crash, and the extent of property damage and types of injuries that resulted.

Between 2008 and 2011, 86 crashes occurred at the intersection of W 55th Street and Central Avenue and 80 crashes occurred at the intersection of Archer Avenue and Central Avenue. Along Central Avenue, the most predominant crash type over the four-year period was rear end, followed by turning. The next two predominant crash types in the study area included angle and side-swipe.

## TRAFFIC VOLUMES

The daily traffic volumes along the three study area roadways were collected to set a baseline for future improvements. Central Avenue carries approximately 20,800 -34,600 vehicles per day. North of the crossing is the heaviest of daily traffic—at Archer Avenue. Archer Avenue carries approximately 21,500 vehicles per day and 55th Street carries approximately 25,400 vehicles per day.

## STAKEHOLDER INVOLVEMENT PLAN (SIP)

A SIP is the foundation to successful utilization of CSS principles, as it documents the variety of methods for stakeholders to get involved in the Study process. The SIP is both comprehensive and flexible based on Study needs, and thus subject to revision as Study development warrants. The opportunity for communication with all Stakeholders is vital to the Study's success. The SIP includes a variety of potential methods for stakeholder involvement including brochures, agency/organization meetings, Public Meetings, Public Hearing, and meetings with individuals as appropriate. Copies of the draft SIP are available at the Public Meeting, on the Study website ([www.centralbrc.org](http://www.centralbrc.org)) or can be requested from IDOT, as noted on the back page of this meeting brochure.



A Project Study Group (PSG) has been formed for this Study by IDOT. The PSG includes representatives from IDOT, the FHWA, and Study team.

### What is a stakeholder?

A stakeholder is anyone potentially affected by, concerned with, or interested in the outcome of the proposed improvements being contemplated. Please refer to the SIP for more information.