



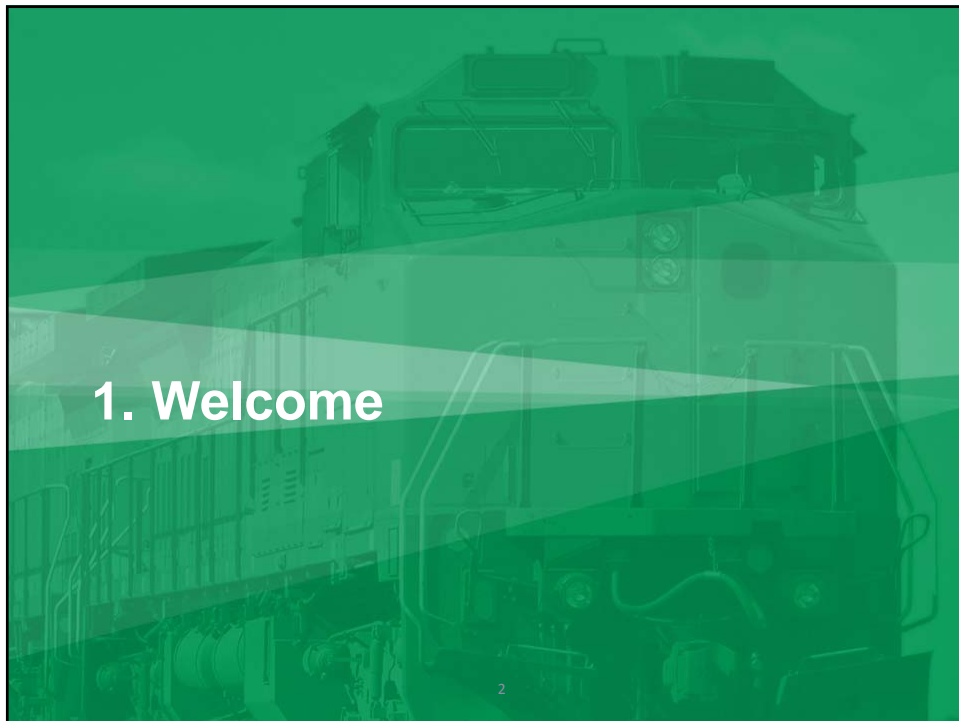
CENTRAL AVENUE AT BRC
GRADE SEPARATION STUDY

**COMMUNITY ADVISORY GROUP
MEETING #2**

October 8, 2013

Illinois Department
of Transportation

CREATE
KEEPING THE GO IN CHICAGO






1. Welcome

2

1. Welcome

Project Team Introductions



Kimberly Murphy
Consultant Studies Unit Head

Tom Baniewicz
IDOT Project Manager

Mark Peterson
Program Management Consultant

Pat Pechnick
Project Manager

Steve Mikottis
Project Engineer

Janet Gonzalez
Project Planner / Public Involvement

Stacie Dovalovsky
CSS / Public Involvement

Antonio Acevedo
CSS / Public Involvement

3



1. Welcome

CAG Introductions

- Community Advisory Group (CAG)
 - Residents
 - Business Owners
 - Advocacy Groups
 - Elected Officials



4



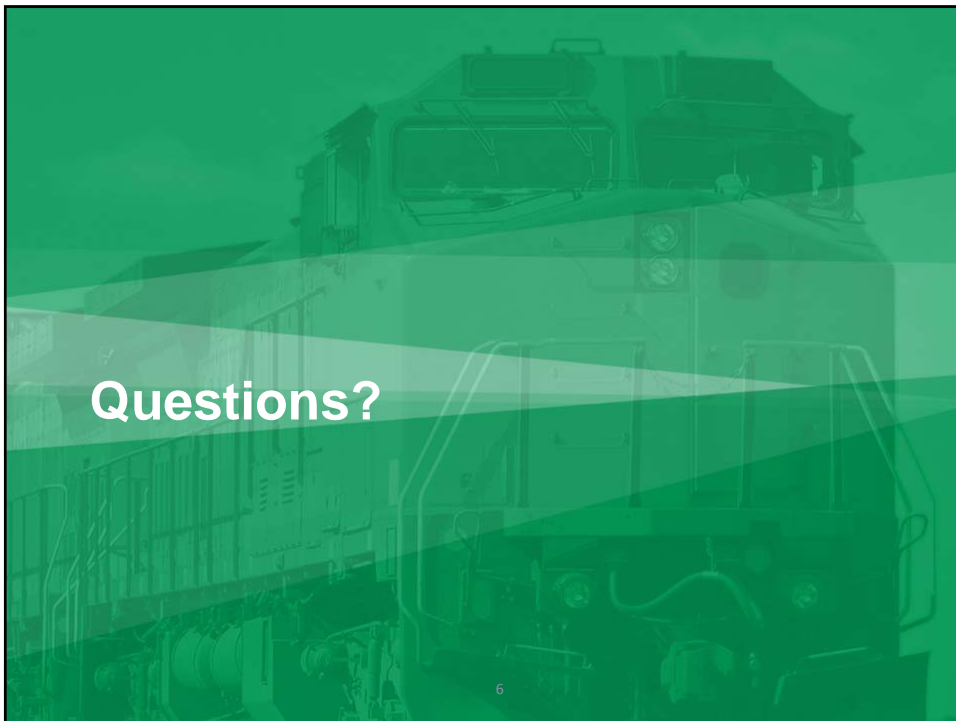
1. *Welcome*

Meeting Agenda

1. Welcome (5 min)
2. CAG #1 Recap (10 min)
3. Problem Statement (10 min)
4. Proposed Purpose & Need (30 min)
 - Facilitated Discussion / P&N Concurrence
5. Alternatives Presentation (30 min)
 - Logical Build Alternatives
 - Additional Alternatives to Consider
6. Closing Remarks / Next Steps (5 min)



Questions?





2. CAG #1 Recap

Study Area

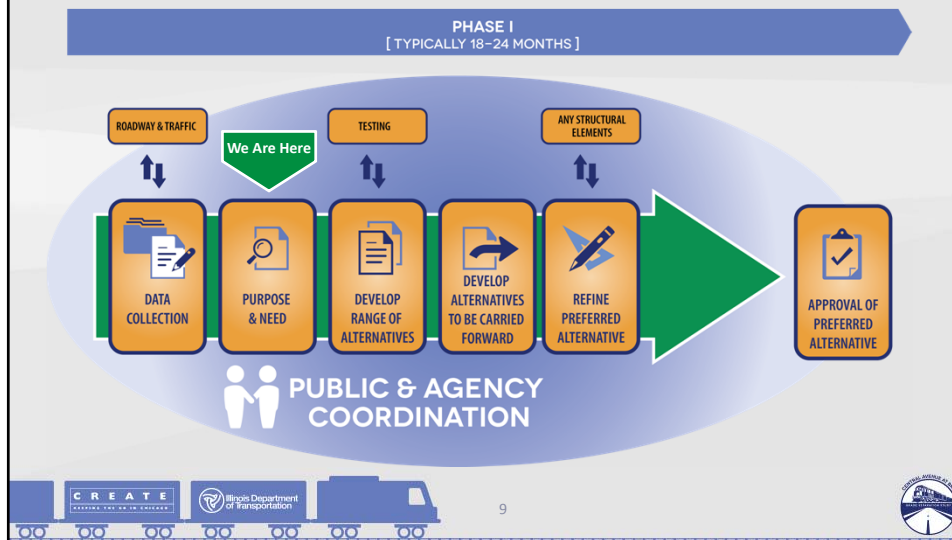
The map shows an aerial view of the Chicago Midway Airport area. A yellow star marks the 'Project Location' at the intersection of Central Ave and W 54th St. A green box outlines the 'Study Area' between W 51st St and W 58th St, and between S Myrtlefield Ave and S Lawler Ave. A text box indicates 'Distance From Archer Ave: 315 feet' and 'Distance From W 54th: 103 feet'. The 'Chicago Midway Airport' is labeled at the bottom of the map.

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8

2. CAG #1 Recap

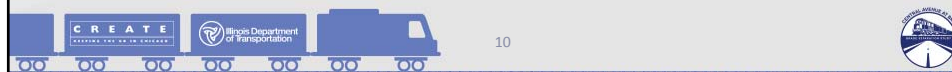
Phase I Study Process



2. CAG #1 Recap

CAG Meeting #1 Overview

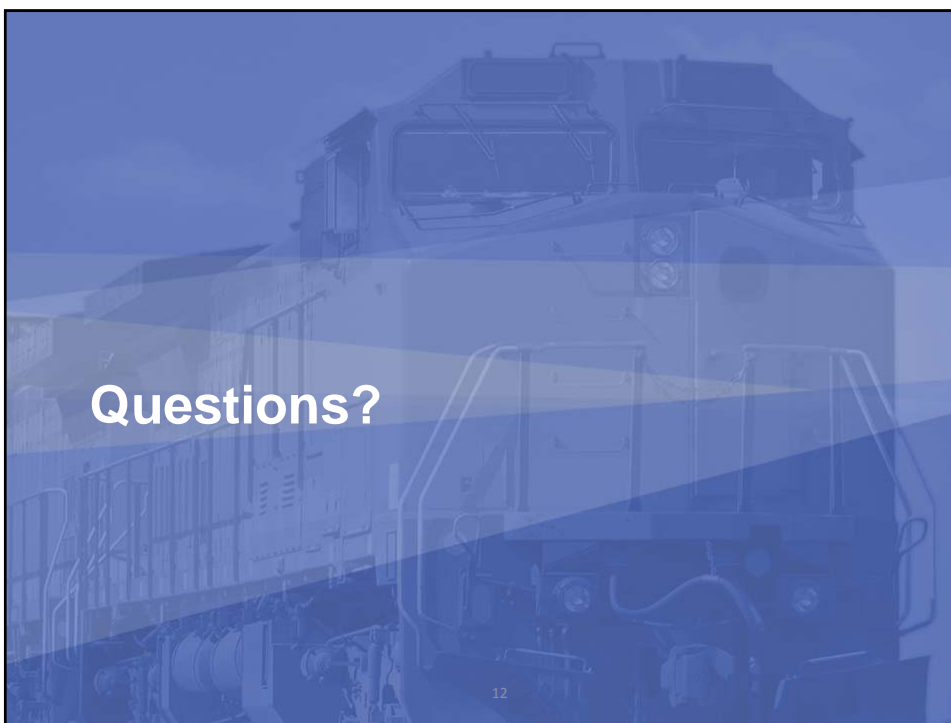
- Review of the planning process
- CAG Ground Rules and responsibilities
- Overview of Study to date
- Review of Public Meeting #1
- Transportation issues and concerns
- Discussion of Problem Statement
- Study Team to use input from CAG#1 to draft Purpose & Need statement

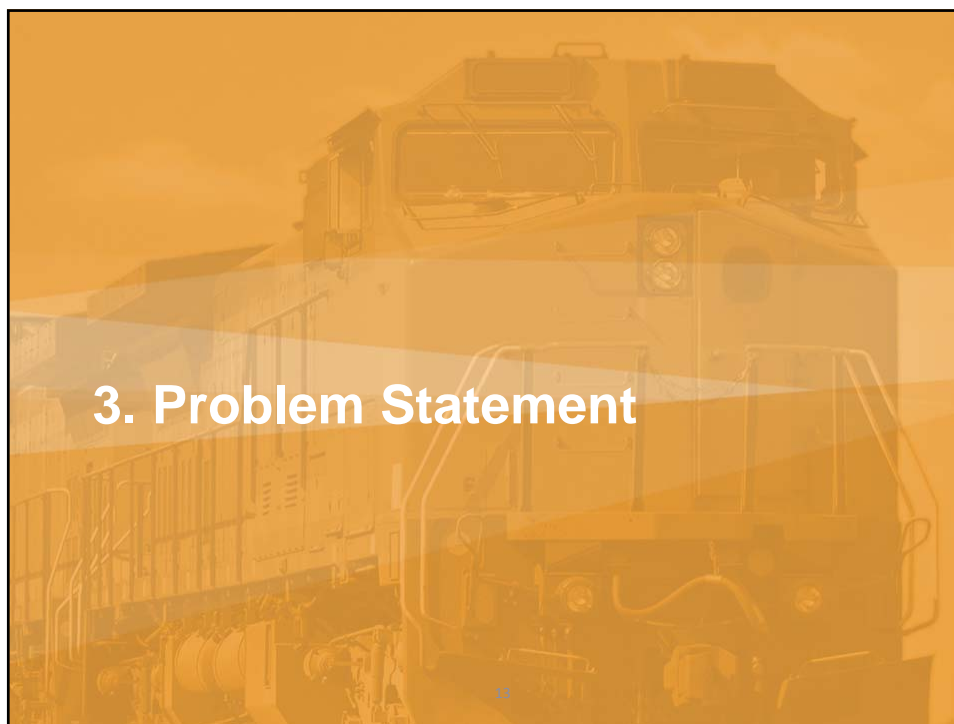


2. CAG #1 Recap

Transportation Issues & Concerns

- Excessive delays and congestion at all times of day and night
- Existing and potential businesses negatively impacted by congestion
- Issues with train operations and the crossings
- Issues with existing roadway & operations (signal timing, traffic speeds, pavement condition)
- Pedestrian accommodations & safety are lacking
- Need for additional transit in the corridor
- Need for fiscal responsibility and follow-through





3. Problem Statement

Problem Statement Development

What is a Problem Statement?

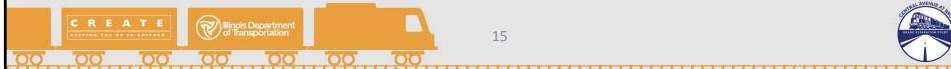
- Summarizes the issues and concerns within the project area
- States the important aspects of the project area
- Provides focus in developing the detailed *Purpose and Need Statement*



3. Problem Statement

Discussion

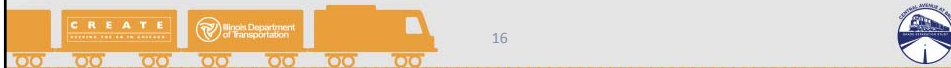
The problems to be addressed by the Study are associated with traffic congestion, excessive travel delays and reduced mobility that occur when Central Avenue is blocked by freight trains using the Belt Railway Company (BRC) 59th Street Rail Branch. These train blockages cause Central Avenue traffic backups that affect traffic operations at the Archer Avenue and 55th Street intersections causing delays to extend in every direction, and the high volumes of traffic on nearby routes such as Cicero and Harlem Avenues do not provide secondary relief. Train delays and resulting traffic congestion encourage traffic to cut through residential areas, contribute to speeding in uncongested periods, and prevent safe and efficient access to local businesses, residences, churches and schools. The lack of consistent travel times, caused by train interference, has prevented the development of public transportation. The Garfield Ridge neighborhood and business community have noted that the lack of grade separations to improve mobility has impacted business development, and the general enjoyment of the area is compromised by train delays during the night and on weekends. The condition of pavement and gate equipment are cause for concern and train noise and vibration creates undesirable conditions for local residents. An acceptable solution at this crossing must be cost effective and consider funding constraints.



3. Problem Statement

Discussion

The problems to be addressed by the Study are associated with traffic congestion, excessive travel delays and reduced mobility that occur when Central Avenue is blocked by freight trains using the Belt Railway Company (BRC) 59th Street Rail Branch.



3. Problem Statement

Discussion

These train blockages cause Central Avenue traffic backups that affect traffic operations at the Archer Avenue and 55th Street intersections causing delays to extend in every direction, and the high volumes of traffic on nearby routes such as Cicero and Harlem Avenues do not provide secondary relief.



17



3. Problem Statement

Discussion

Train delays and resulting traffic congestion encourage traffic to cut through residential areas, contribute to speeding in uncongested periods, and prevent safe and efficient access to local businesses, residences, churches and schools.



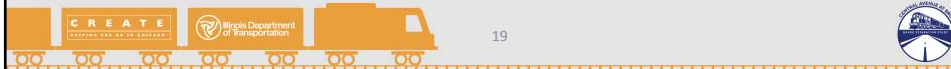
18



3. Problem Statement

Discussion

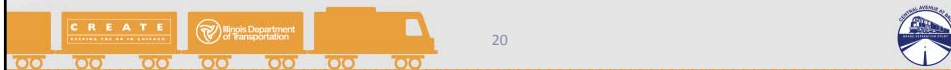
The lack of consistent travel times, caused by train interference, has prevented the development of public transportation.



3. Problem Statement

Discussion

The Garfield Ridge neighborhood and business community have noted that the lack of grade separations to improve mobility has impacted business development, and the general enjoyment of the area is compromised by train delays during the night and on weekends.



3. Problem Statement

Discussion

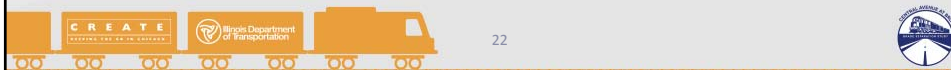
The condition of pavement and gate equipment are cause for concern and train noise and vibration creates undesirable conditions for local residents.

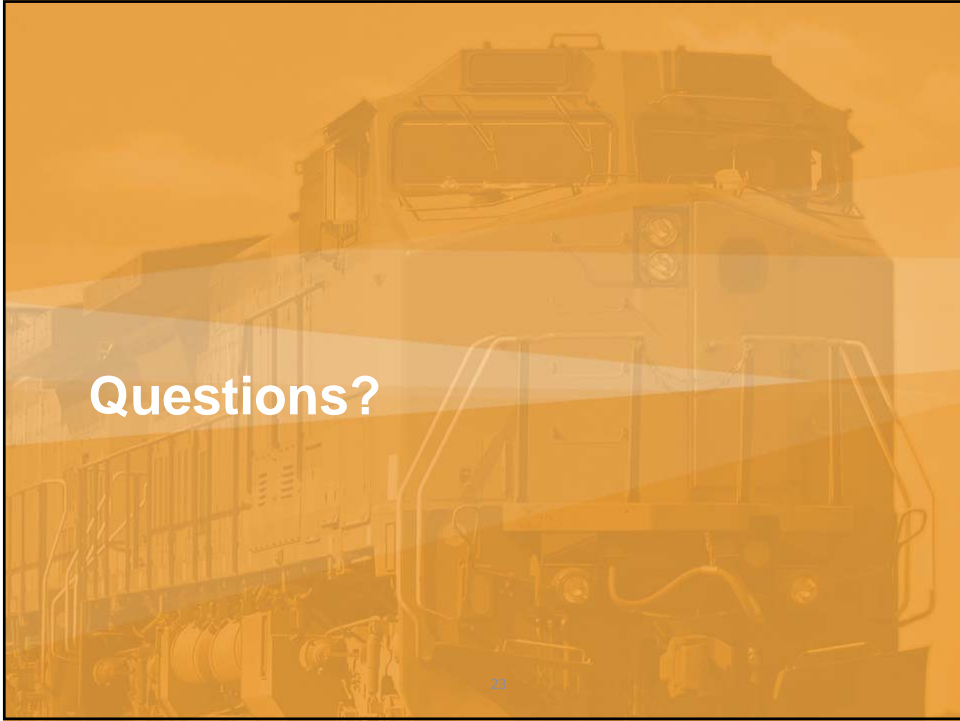


3. Problem Statement

Discussion

An acceptable solution at this crossing must be cost effective and consider funding constraints.





4. Proposed Purpose and Need

Purpose and Need Statement

The *Purpose and Need Statement* is intended to clarify the expected outcome of a public expenditure and to justify that expenditure – what is to be accomplished and why it is necessary.



25



4. Proposed Purpose and Need

Purpose and Need Statements

Purpose – Why is the project proposed?

- Intended outcomes
- Objectives to address needs
- Achievable and specific
- Helps to develop reasonable range of alternatives and to evaluate potential solutions

Need – Why is the project needed?

- Key problems to address any underlying causes
- Factual and quantifiable
- Supports purpose statement
- Focused on transportation issues



26



4. Proposed Purpose

Facilitated Discussion and Concurrence

Purpose

“Provide a transportation infrastructure improvement in the Central Avenue corridor that reduces congestion, enhances safety, and improves multimodal connectivity in the greater Midway area.”

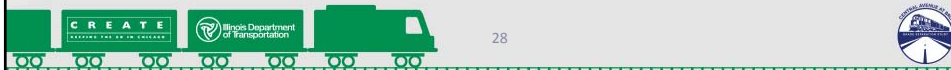


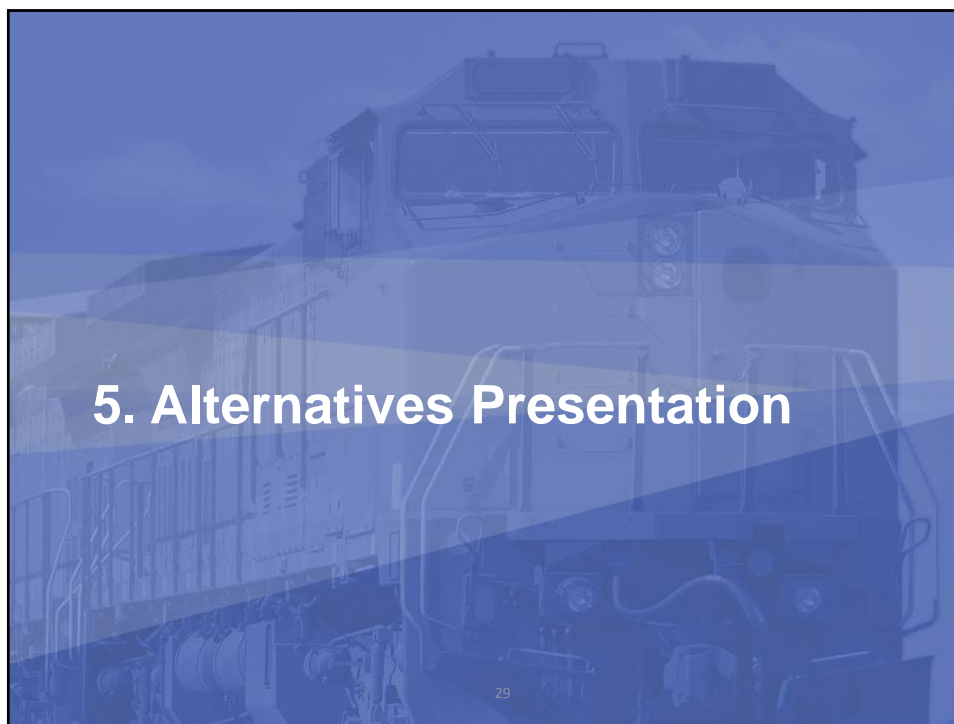
4. Proposed Purpose

Facilitated Discussion and Concurrence

Need

- *Reduce congestion*
- *Enhance safety*
- *Improve multimodal connectivity*





5. Alternatives Presentation

No-Build Alternative


- Leave Central and BRC at-grade
- No improvements made



5. Alternatives Presentation

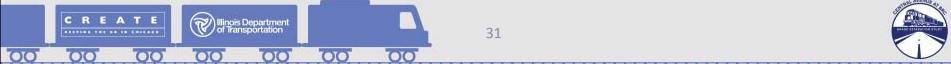
Conceptual Build-Alternative

- Feasibility Study
- Central under BRC
- Central/Archer intersection depressed



The map shows a street layout with Central Ave running vertically, Archer Ave running diagonally from the top-left to the bottom-right, and BRC running horizontally. 55th St is shown as a horizontal dashed line below BRC. A red line indicates the proposed rail alignment, which runs vertically through the center of the intersection. The intersection of Central Ave and Archer Ave is marked as a depressed intersection. A north arrow is located in the top right corner.

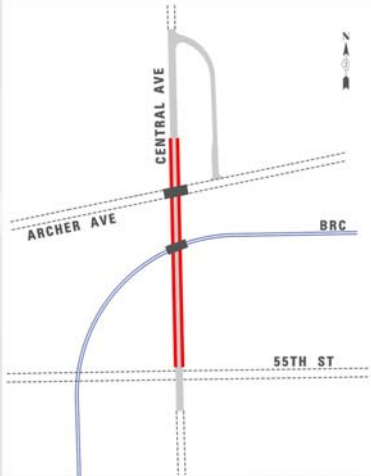
31



5. Alternatives Presentation

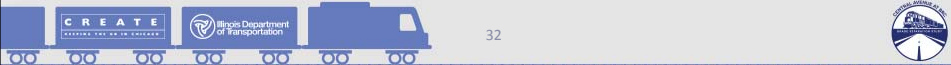
Conceptual Build-Alternative

- Central Under BRC and Archer
- Archer stays at existing grade
- Jug handle ramp NE



The map shows the same street layout as slide 31. A red line indicates the proposed rail alignment, which runs vertically through the center of the intersection. The rail line passes under both Archer Ave and BRC. A 'jug handle' ramp is shown on the northeast side of the intersection, curving around the intersection. A north arrow is located in the top right corner.

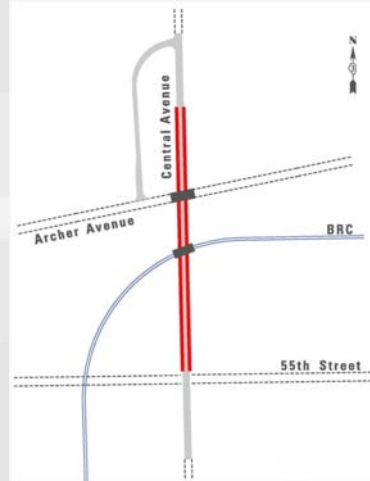
32







5. Alternatives Presentation

Conceptual Build-Alternative

- Central under BRC and Archer
- Archer stays at existing grade
- Jug handle ramp NW

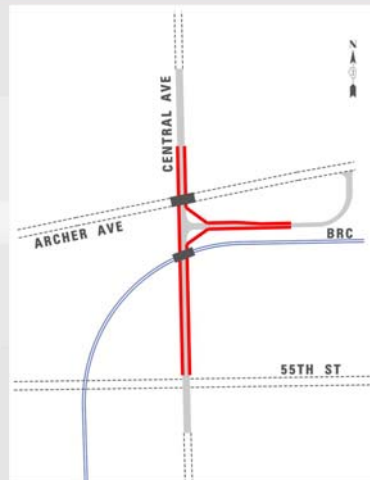









33


5. Alternatives Presentation

Conceptual Build-Alternative

- Central under BRC and Archer
- Archer stays at existing grade
- Jug handle ramp SE

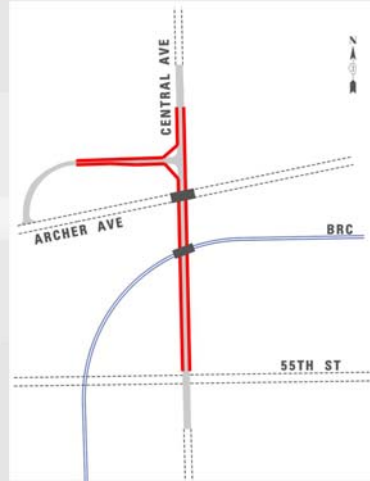





34


5. Alternatives Presentation

Conceptual Build-Alternative

- Central under BRC and Archer
- Archer stays at existing grade
- Jug handle ramp W



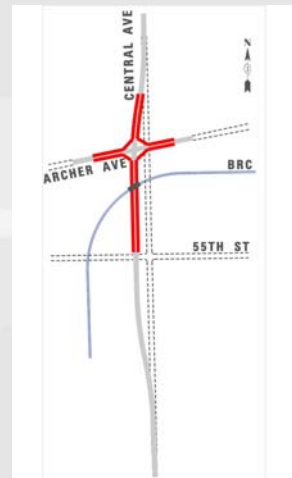
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5. Alternatives Presentation

Conceptual Build-Alternative

- Realigned Central under BRC
- Central/Archer intersection depressed



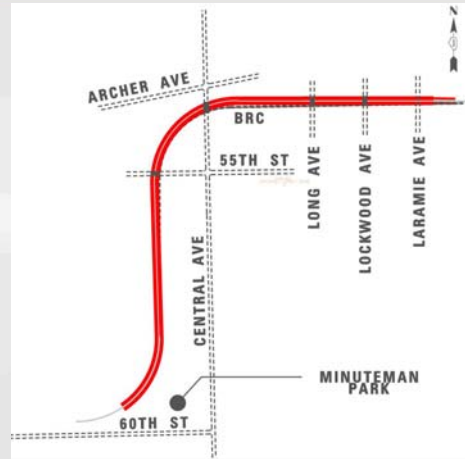
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5. Alternatives Presentation

Conceptual Build-Alternative

- BRC under Central and 55th Street
- BRC on existing alignment



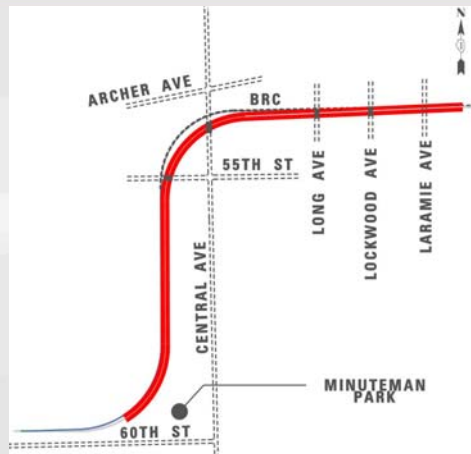
37



5. Alternatives Presentation

Conceptual Build-Alternative

- BRC under Central and 55th Street
- BRC alignment shifted SE



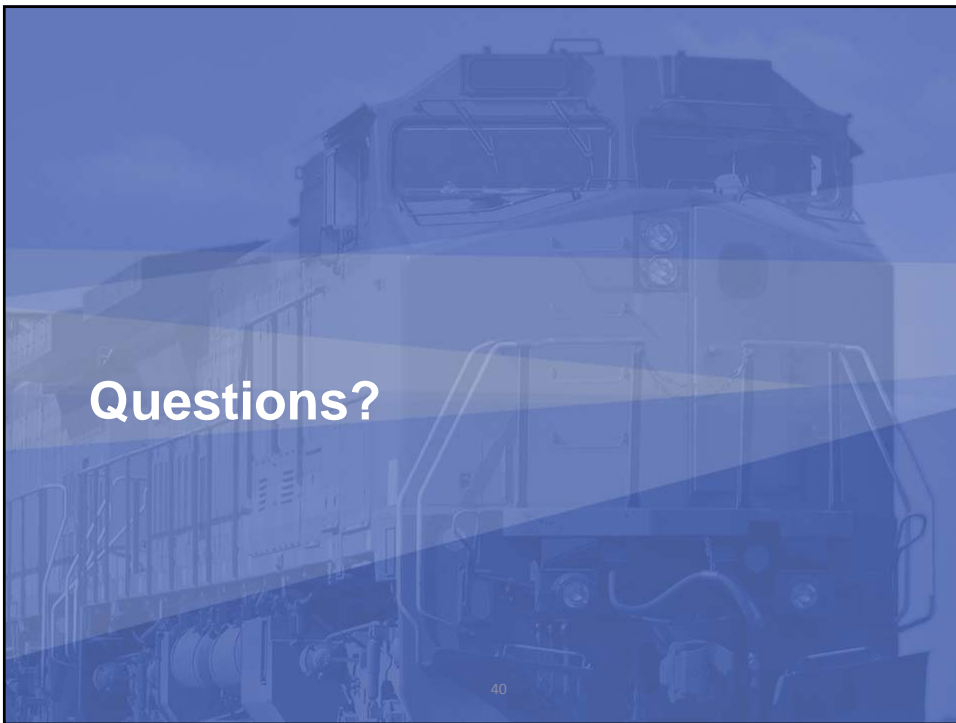
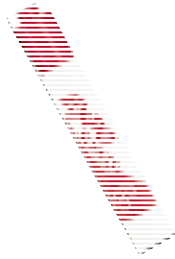
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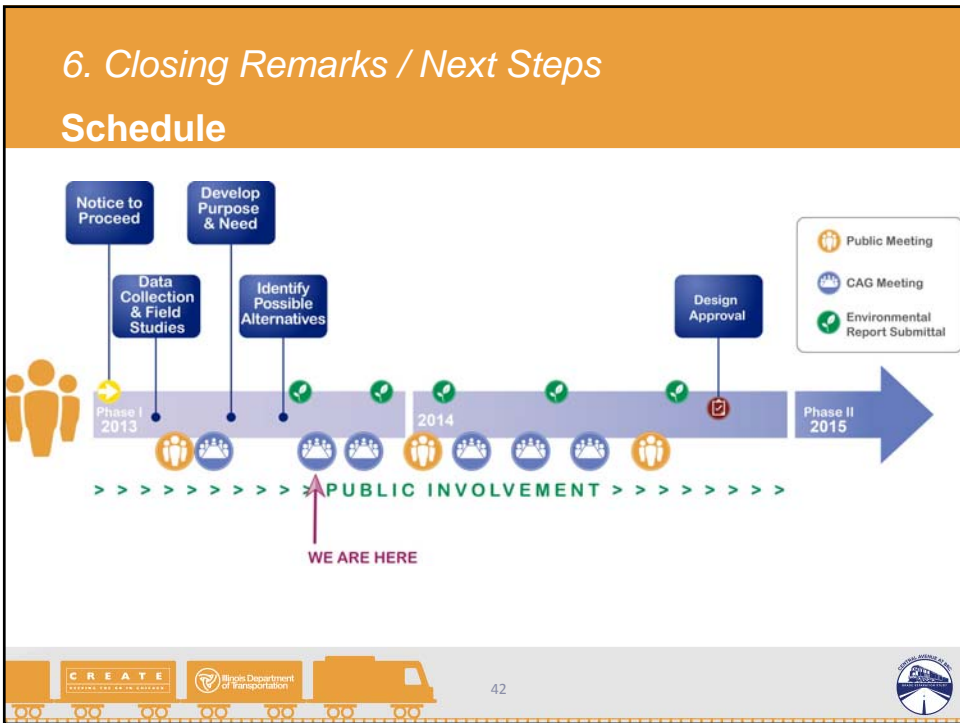
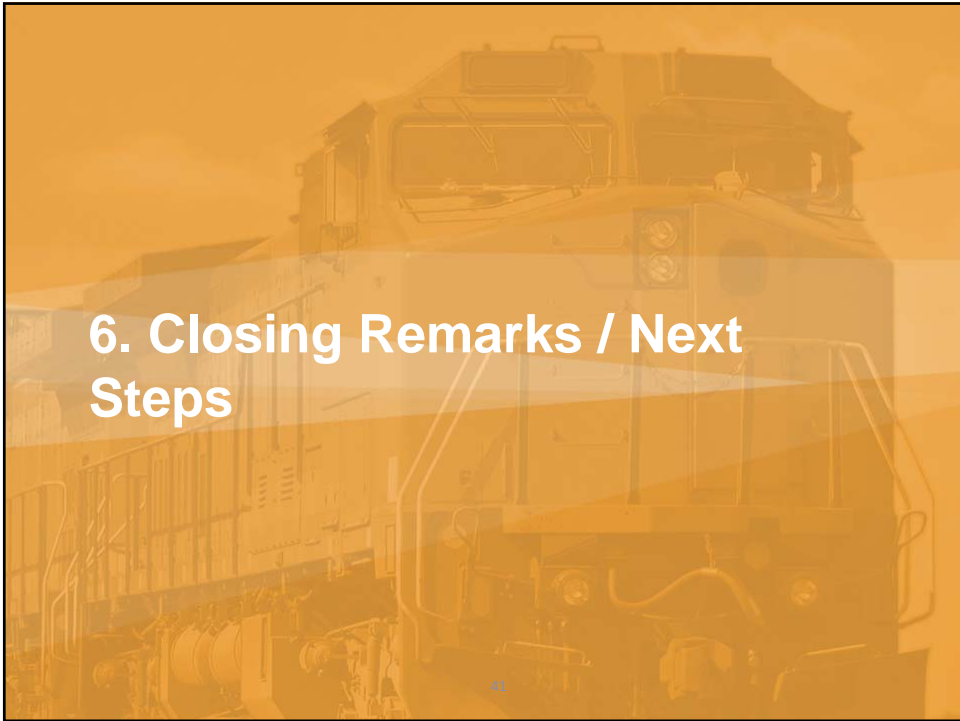


5. Alternatives Presentation

Additional Alternatives to Consider

- Give us your thoughts!





6. Closing Remarks / Next Steps

Next Steps

- Meeting minutes to follow
- Upcoming CAG Meeting #3
 - Nov 19
- Upcoming Public Meeting #2
 - Early 2014
- Contact:
 - **Visit** the project website: www.centralbrc.org
 - **Email** the team: centralbrc@hdrinc.com
 - **Mail** written comments to:
Illinois Department of Transportation
Bureau of Programming
Attn: Mark Peterson
201 West Center Court
Schaumburg, IL 60196-1096

