

The Cook County Department of Transportation and Highways (DoTH) is conducting a study to help identify improvements along **Central Avenue from Sauk Trail to US 30 (Lincoln Highway)**.

The 1.5 mile project area is located within the Villages of Matteson, Richton Park, and unincorporated Rich Township, and crosses the Canadian National Railroad (CNRR) and Old Plank Road Trail.

## Project Goals



Improve Pavement Condition



Accommodate Future Travel Demand



Accommodate Future Development

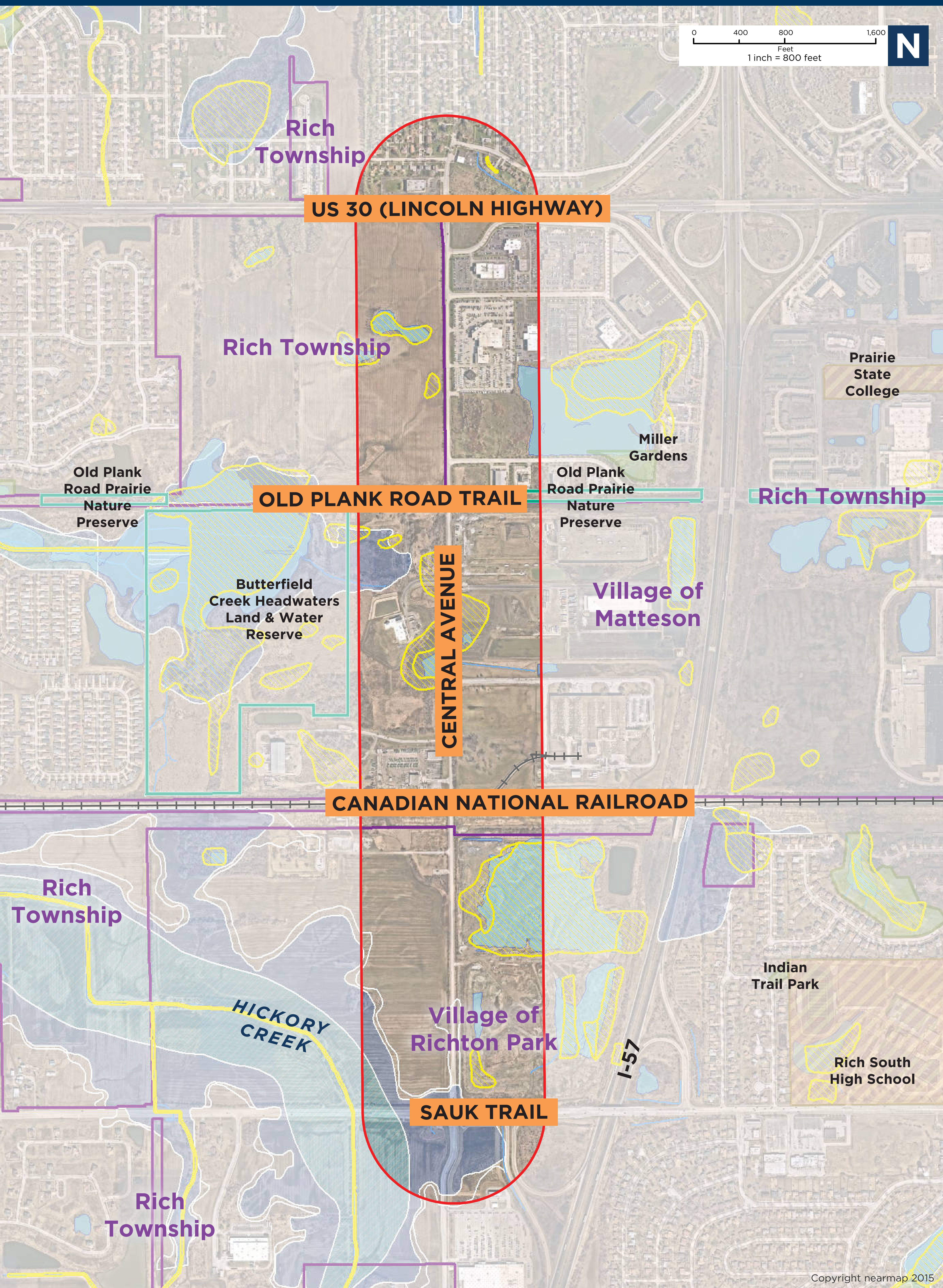
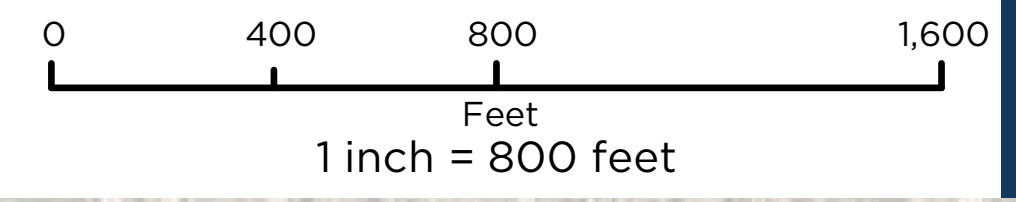


Improve Safety



Support Multimodal Development

# Project Location Map



Rich Township

US 30 (LINCOLN HIGHWAY)

Rich Township

Prairie State College

Old Plank Road Prairie Nature Preserve

OLD PLANK ROAD TRAIL

Old Plank Road Prairie Nature Preserve

Rich Township

Butterfield Creek Headwaters Land & Water Reserve

CENTRAL AVENUE

Village of Matteson

CANADIAN NATIONAL RAILROAD

Rich Township

HICKORY CREEK

Village of Richton Park

Indian Trail Park

I-57

Rich South High School

SAUK TRAIL

Rich Township

DoTH projects typically are divided into three phases, each with a public involvement component.

## **PHASE I: Preliminary Engineering** 24 months

*What's Involved:* data collection, analysis of existing conditions, defining the project's purpose and need, developing and evaluating alternatives, conducting public meetings, identifying a preferred alternative as well as its associated impacts and finalizing a project development report

## **PHASE II: Design Engineering** 18-24 months

*What's Involved:* developing detailed engineering contract plans, acquiring land (if needed) and securing funds for construction

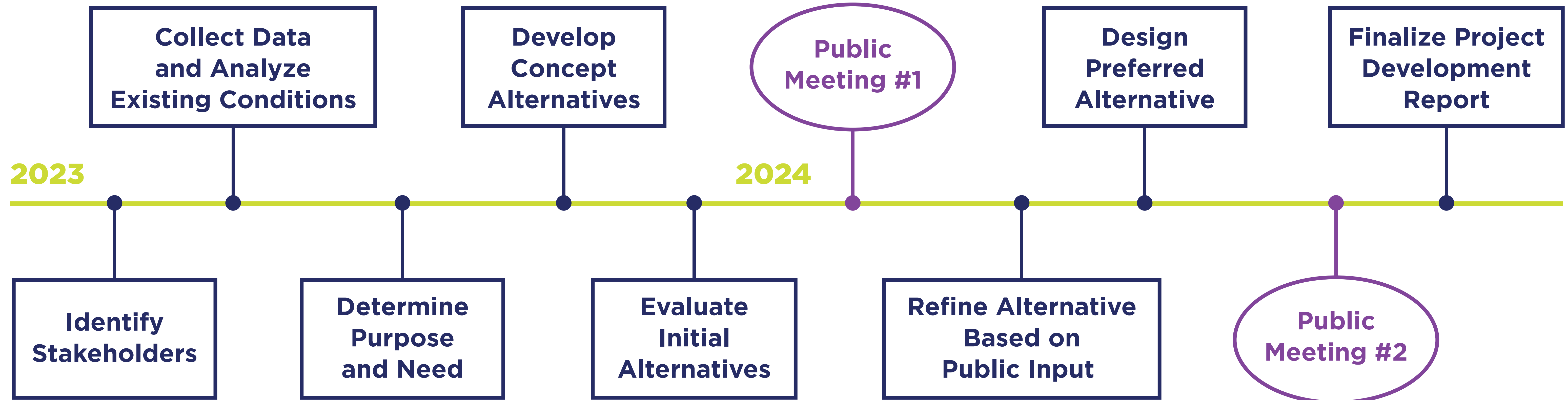
## **PHASE III: Construction** 18-24 months

*What's Involved:* construction of the project

# Phase 1 Schedule



**WE ARE HERE**

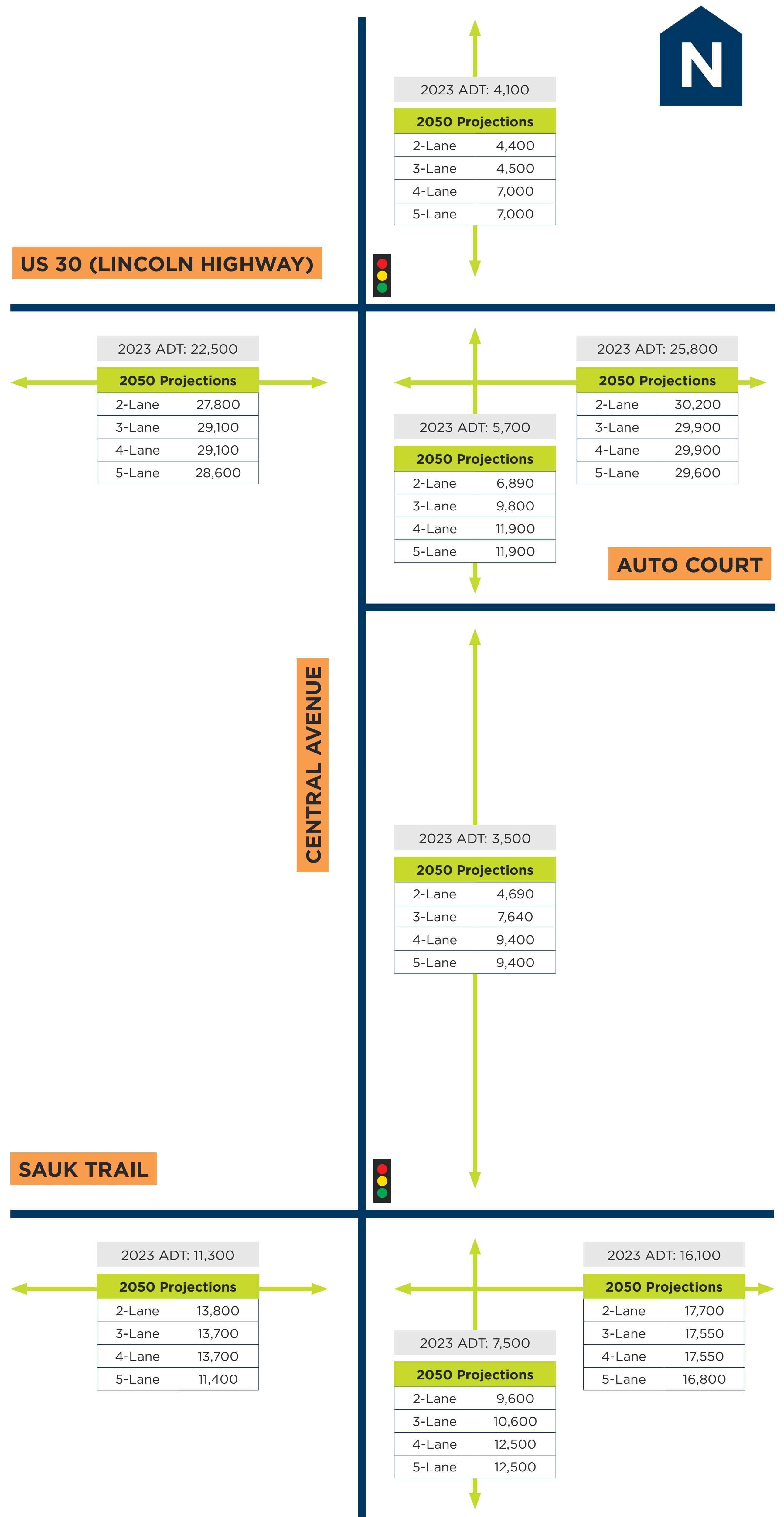


The project team collected existing **Average Daily Traffic (ADT)\*** counts throughout the corridor and train counts at the Canadian National Railroad crossing in November 2022, and submitted a traffic projections request to the Chicago Metropolitan Agency for Planning (CMAP) for four build alternatives: reconstructing a *2-lane*, *3-lane*, *4-lane* or *5-lane* roadway section along Central Avenue.

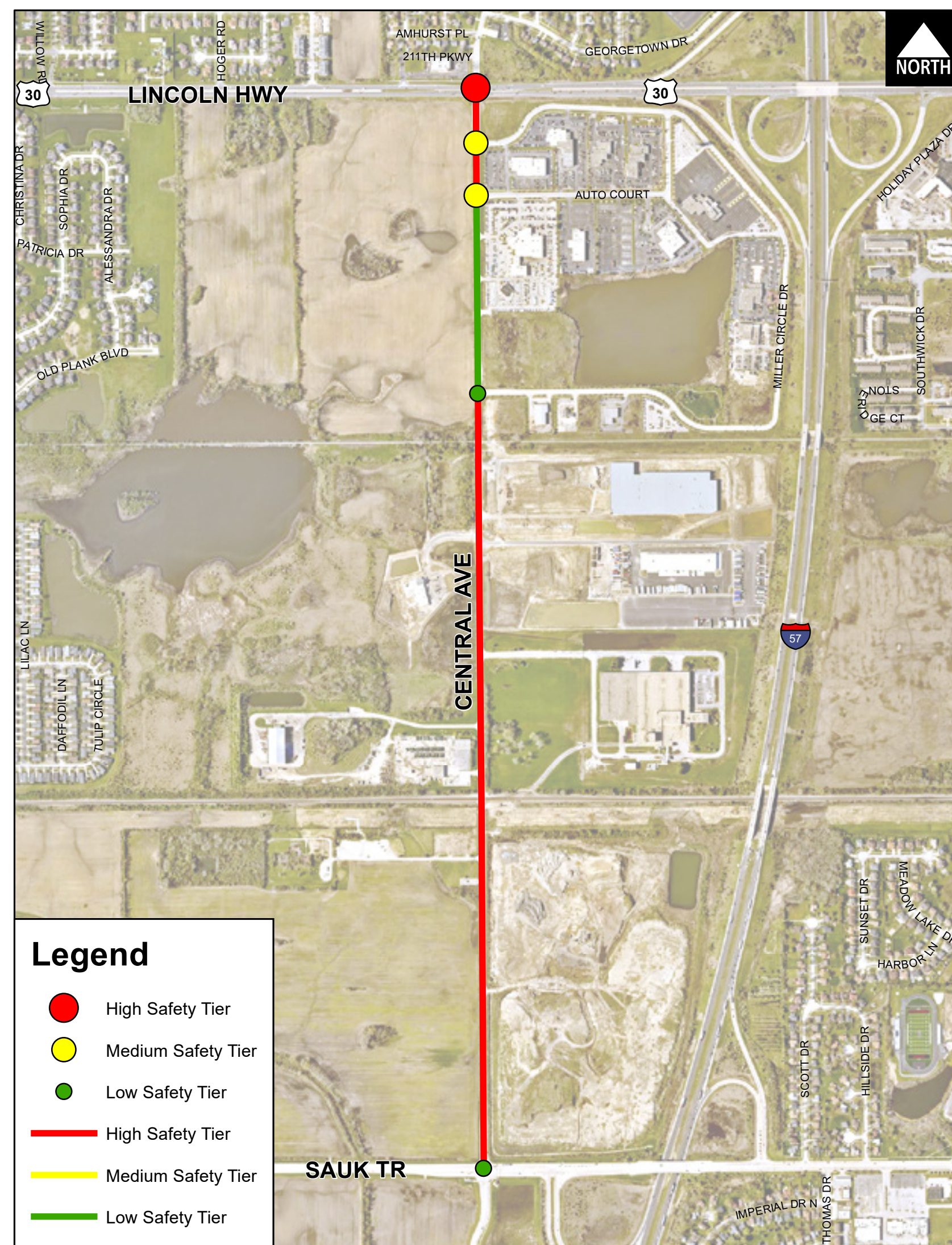
*\*ADT numbers include cars, trucks, buses and other motorized vehicles.*

**To complete the project team's traffic projections request, CMAP developed Year 2050 ADT projections for each alternative using:**

- existing ADT data
- results from their October 2022 Travel Demand Analysis
- 2050 socioeconomic projections for its regional travel model
- assumed the implementation of CMAP's *On to 2050* comprehensive regional plan for Northeastern Illinois

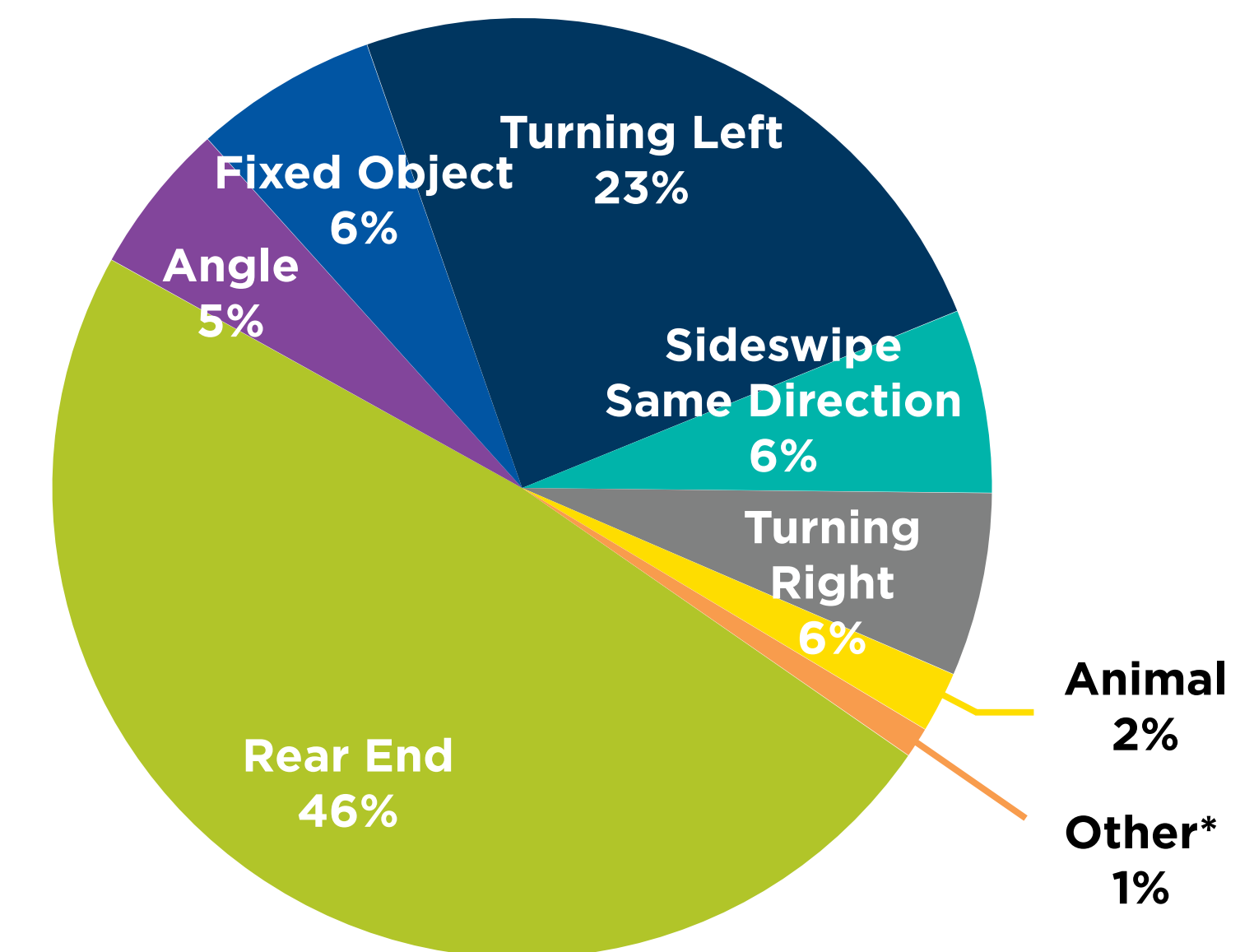


The project team reviewed crash data along the corridor from 2017–2021 and determined that during this 5-year period there were **108 crashes** which resulted in **35 injuries** and **1 fatality**.

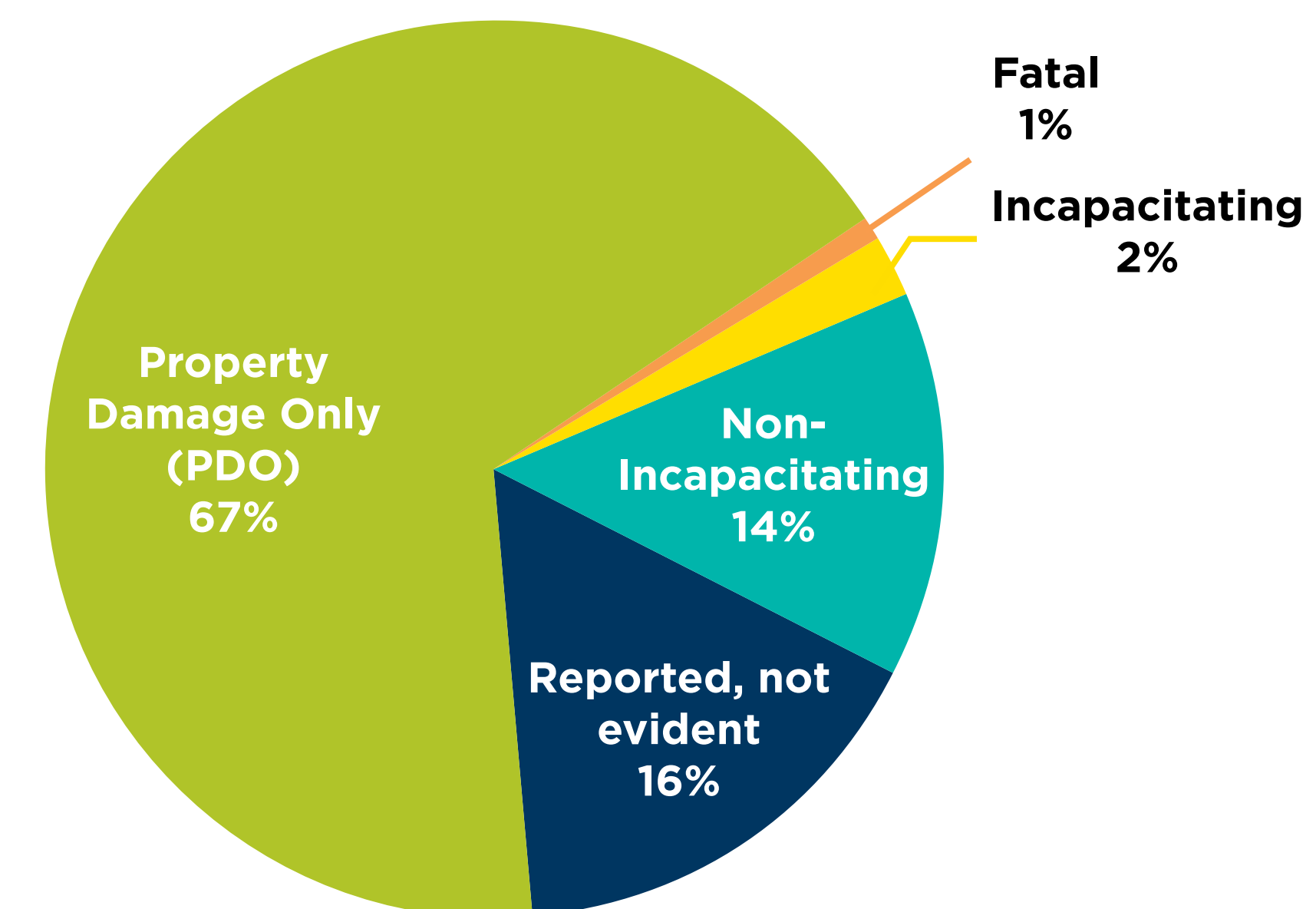


The Illinois Department of Transportation (IDOT) categorized the following segments as **High Safety Tier\*** which means they are within the top 5 to 10 percent of safety concerns for similar type roads:

- US 30 intersection
- US 30 to Auto Court
- Miller Circle Drive to Sauk Trail



**41 of the crashes** occurred at the US 30 intersection including the fatality which involved two eastbound vehicles on US 30.



\*Other Crash Types: Sideswipe Opposite Direction; Overturned, Train, Bicyclist, Other, Non-Collision, Other Object

# Alternatives Evaluated

*After evaluating existing conditions and other data, the project team developed four Alternatives to meet the project goals.*

## **Alternative 1: 2-Lane (No Build)**

Reconstruction (in-kind)



## **Alternative 2: 2-/3-Lane Hybrid**

Adds an exclusive left turn lane at all existing intersections including side streets and driveways



## **Alternative 3: 3-Lane**

One travel lane in each direction separated by a continuous center two-way left turn lane



## **Alternative 4: 4-Lane**

Two travel lanes in each direction



## Alternative 1: 2-Lane (No Build)



### Reconstruction (in-kind)

#### EVALUATION RESULTS

- Does not accommodate future development or travel demand.
- Turning vehicles block the travel lane which does not improve traffic safety.
- Does not support multimodal development.
- **Not Recommended**

## Alternative 2: 2-/3-Lane Hybrid



Adds an exclusive left turn lane at all existing intersections including side streets and driveways

#### EVALUATION RESULTS

- Does not accommodate future development.
- Transitions between 2- and 3-lane sections would be an ineffective use of pavement with only 1,000 feet of 2-lane sections remaining.
- Does not plan for future access points.
- **Not Recommended**



## Alternative 3: 3-Lane



One travel lane in each direction separated by a continuous center two-way left turn lane

### EVALUATION RESULTS

- Improves pavement condition.
- Accommodates future travel demand.
- Accommodates future development.
- Improves safety.
- Supports multimodal development.
- **Recommended**

## Alternative 4: 4-Lane



Two travel lanes in each direction

### EVALUATION RESULTS

- Increases potential for rear end and sideswipe crashes.
- Old Plank Road Trail crossing distance is longest and there is no center refuge which decreases safety for trail users.
- Highest environmental impacts.
- Most expensive.
- Year 2050 ADT projections (9,400-11,900) do not justify the need to construct a 4-lane section. 20,000 ADT is the threshold where a transportation agency would consider constructing a 4-lane facility.
- **Not Recommended**

# Alternatives Comparison Chart

## Alternative 1: 2-Lane (No Build)

## Alternative 2: 2-/3-Lane Hybrid

## Alternative 3: 3-Lane

## Alternative 4: 4-Lane

	Alternative 1: 2-Lane (No Build)	Alternative 2: 2-/3-Lane Hybrid	Alternative 3: 3-Lane	Alternative 4: 4-Lane
	Reconstruction (in-kind)	Adds an exclusive left turn lane at all existing intersections including side streets and driveways	One travel lane in each direction separated by a continuous center two-way left turn lane	Two travel lanes in each direction
<b>Safety</b> <i>Predicted Average Crash Frequency Per Highway Safety Manual</i>	Baseline Comparison	<b>Improvement</b>	<b>Improvement</b>	<b>Increases potential for rear end and sideswipe crashes</b>
<b>Mobility</b> <i>Study Area Delay, Network Travel Time, and Access to Adjacent Development</i>	Baseline Comparison	<b>Does not plan for future development access points</b>	<b>Improvement</b>	<b>Improvement</b>
<b>Impacts</b> <i>Estimated Right-of-Way/Land Acquisition, and Environmental</i>	None	<b>Similar to 3-Lane</b>	<b>Similar to 2/3 Hybrid</b>	<b>Highest</b>
<b>Multimodal Development</b> <i>Presence of Non-Motorized Accommodations</i>	No	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
<b>Cost Effective</b> <i>Relative Cost based on Roadway Footprint</i>	Yes	<b>Transitions between 2- and 3-lanes ineffective use of pavement</b>	<b>Yes</b>	<b>No, 4-lane ADT does not justify</b>

# Recommended Alternative

*Based on initial analysis and level of impact, the project team recommends advancing Alternative 3: 3-Lane.*

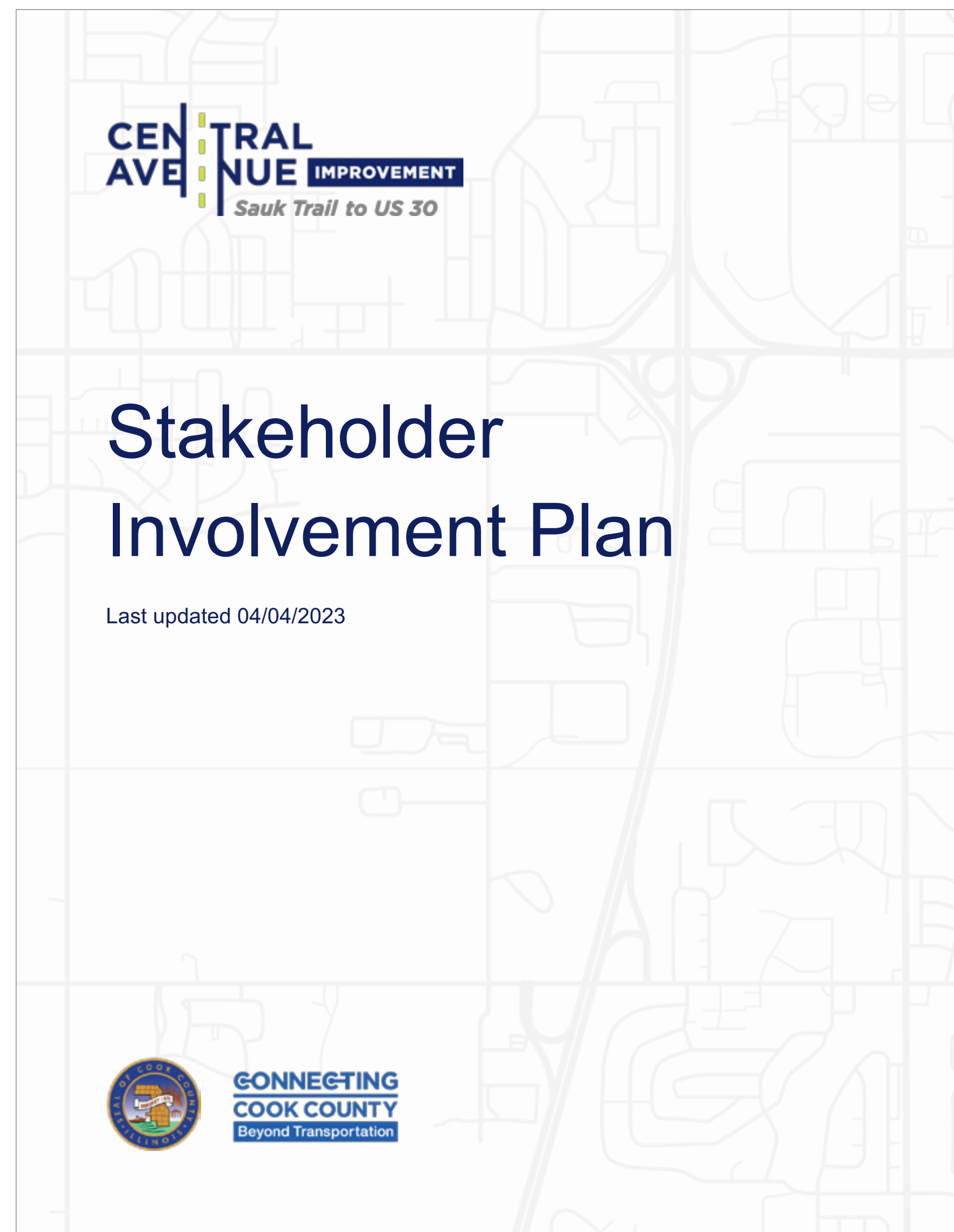
## Alternative 3: 3-Lane



### DESCRIPTION OF IMPROVEMENTS

- **Reconstruct pavement** in poor condition.
- **Add a center two-way left turn lane** to improve mobility and safety.
- **Provide exclusive northbound left, thru, and right turn lanes** on the south leg of Central Avenue at the US 30 intersection to meet future travel demand and reduce delay.
- **Add multi-use path** off the west side of Central Avenue to connect existing paths at US 30 and Old Plank Road Trail, and future Sauk Trail path.
- **Improve Old Plank Road Trail crossing** with a median refuge island and advanced signage.
- **Upgrade the CNRR crossing** to meet approach/departure requirements.
- **Improve road drainage** by converting open ditch drainage to closed curb and gutter drainage.
- **Avoid Old Plank Road Nature Preserve** crossing east right of way (ROW) by widening road toward the west.
- **Minimize wetland and other environmental impacts** by 'right-sizing' road design elements.

**Alternative 3 best meets the project's Purpose and Need.** As its next step, DoTH will further evaluate and develop this option to ensure the design accomplishes the project goals.



As part of DoTH's dedication to engaging the public, a **stakeholder involvement plan** was developed to outline how the project team will connect and communicate with stakeholders to obtain meaningful and authentic participation.

**VISIT** the **project website**

Download documents, submit a comment, or join our email list at **[centralavenueimprovement.org](https://centralavenueimprovement.org)**



**ATTEND** a **meeting**

Two meetings will be held to engage the public

**REQUEST** **materials to share**

Contact the project team at **[info@centralavenueimprovement.org](mailto:info@centralavenueimprovement.org)**

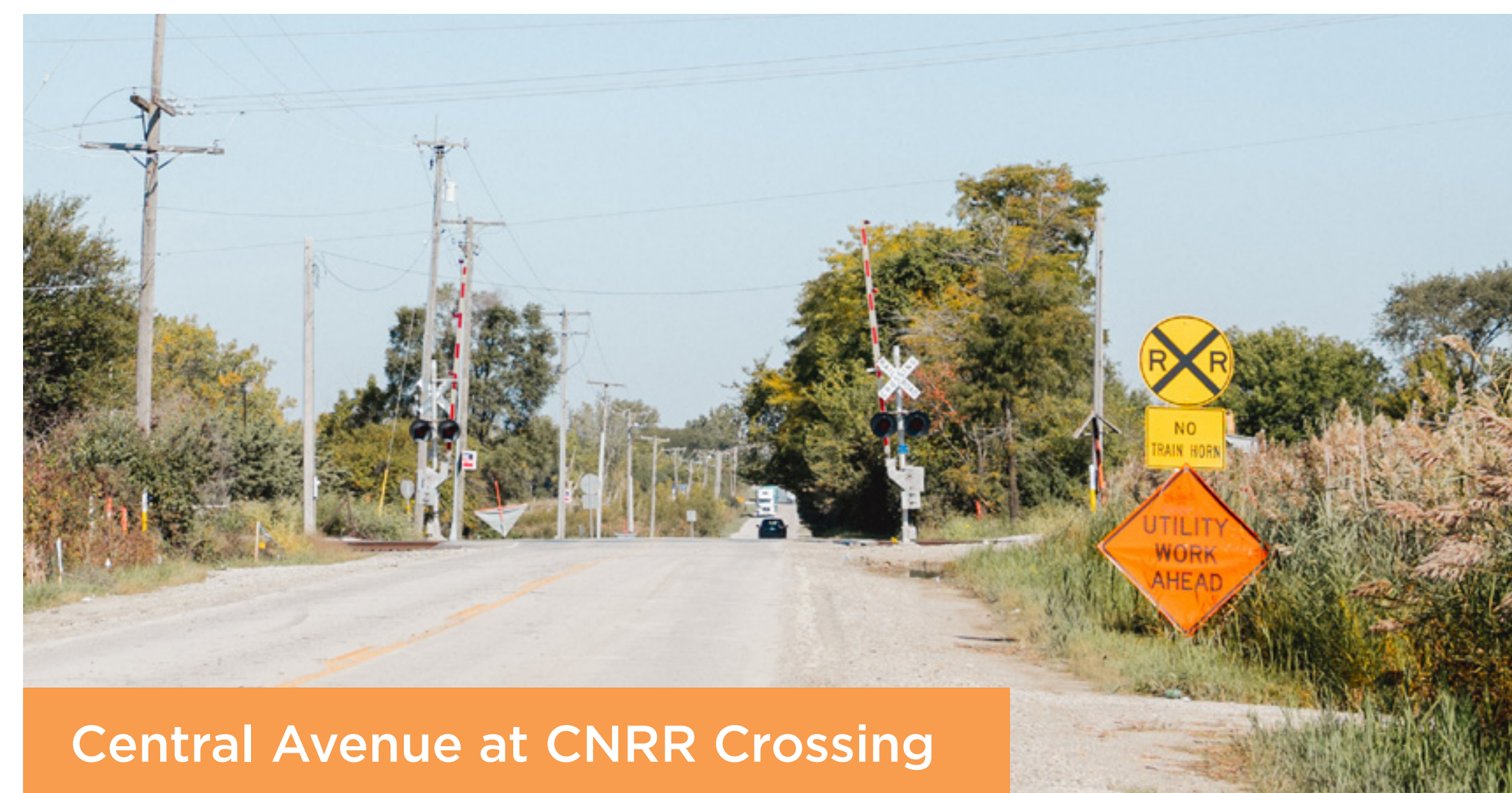
# Environmental/ Footprint Considerations

The environmental context of the corridor is an important consideration in determining roadway improvements. There are several key features within the corridor that point toward a **“right-size” roadway footprint to minimize impacts and move the project forward efficiently.**

- **Old Plank Road Prairie Nature Preserve (OPRPNP)**
  - Illinois Governor’s signature required to impact OPRPNP (unlikely), therefore recommend design with no widening to east at Old Plank Road Trail Crossing
- **CNRR Crossing**
  - Land acquisition required from CNRR to improve crossing
  - Recommend keep at-grade
  - Improve approach/departure safety
- **Existing Wetlands**
  - Poorly defined drainage flow paths lead to standing open water and wetlands immediately adjacent to Central Avenue
  - Steep roadsides slope directly into adjacent wetlands on both sides of the roadway
  - Any widening will lead to wetland and open water impacts



Central Avenue at Old Plank Road Trail Crossing



Central Avenue at CNRR Crossing

To help the team with project goals and a range of alternatives, a Community Context Survey was provided between October 2023 and January 2024.



## 59 Respondents

*Most said...*

- They live in **Richton Park** or **Matteson**
- They drive on Central Avenue **once to a couple times per week** or per month mainly for **shopping purposes**
- They experienced congestion at Sauk Trail, US 30, or CNRR **some of the time**



## Collective Concerns Listed

- **Poor pavement condition**
- **Truck traffic** (listed too many and listed trucks created debris/rocks and mud on road)
- **Speeding**
- Road/shoulder is **too narrow** (steep drop-off)
- **Poorly lit**
- Needs a **bike facility**