

Public Meeting #1 Summary

TUESDAY, MAY 21, 2024, 5 – 7 P.M.

The first public information meeting for the Central Avenue Improvement was held on Tuesday, May 21, 2024 at the Matteson Community Center, 20642 Matteson Avenue, from 5 – 7 p.m.

The purpose of this meeting was to gain stakeholder input on:

- **Transportation issues** and needs
- **Alternatives** evaluation results
- **Recommended** preferred alternative

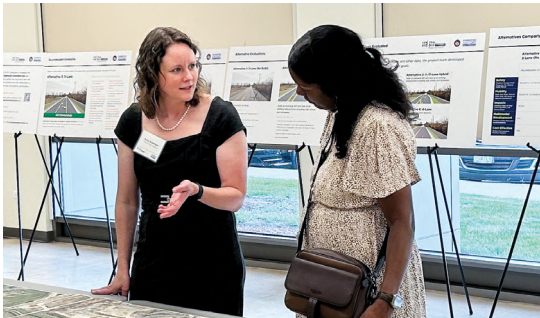
The purpose of this study is to identify potential improvements along Central Avenue from Sauk Trail to US 30 (Lincoln Highway).



COMMUNICATIONS

To notify the public of the meeting the following communications were used:
(Attachment A)

- **Digital graphics** shared with the Village of Matteson and Village of Richton Park for use on their social media channels and websites
- **Newspaper ad** displayed in the Chicago Sun Times and Daily SouthTown sent 3 weeks prior and 1 week prior to the meeting
- **E-blast** to 129 recipients including local elected officials, organizations and residents sent 3 weeks prior, 1 week prior and day of
- **Flyers** posted at local community centers, libraries and village halls
- **Postcards** to over 550 addresses including residents within a ½ mile of the study area limits, local elected officials and businesses sent 3 weeks prior



The meeting was held in an open house format where attendees were able to view exhibit boards with information about the project including project goals, schedule, existing conditions, alternatives evaluated to meet the project goals and a recommended alternative.

In the center of the meeting room, attendees were able to provide feedback on an aerial roll map with any issues or concerns with the recommended alternative. Project team members were also available to discuss the project and answer any questions. Twelve people attended the open house and were given a project overview handout and a comment sheet ([Attachment B](#)).

Exhibits ([Attachment C](#)) can be viewed on the project website at centralavenueimprovement.org/get-involved. The project team encourages the public to submit comments regarding the project at any time but to become part of the official public meeting record, comments must be received by June 21, 2024.

COMMENTS

Three comments were received during the official comment period and several comments were added to the roll plot map during the meeting ([Attachment D](#)). Some of the comments received were related to:



Truck Turn Movements



Lighting at Key Areas/Access Points



Wetland Impacts



Pavement Markings



Drainage Concerns at Central Avenue & Sauk Trail



Multi-use Path

NEXT STEPS

The project team will review and consider all feedback received before preparing the preferred alternative.

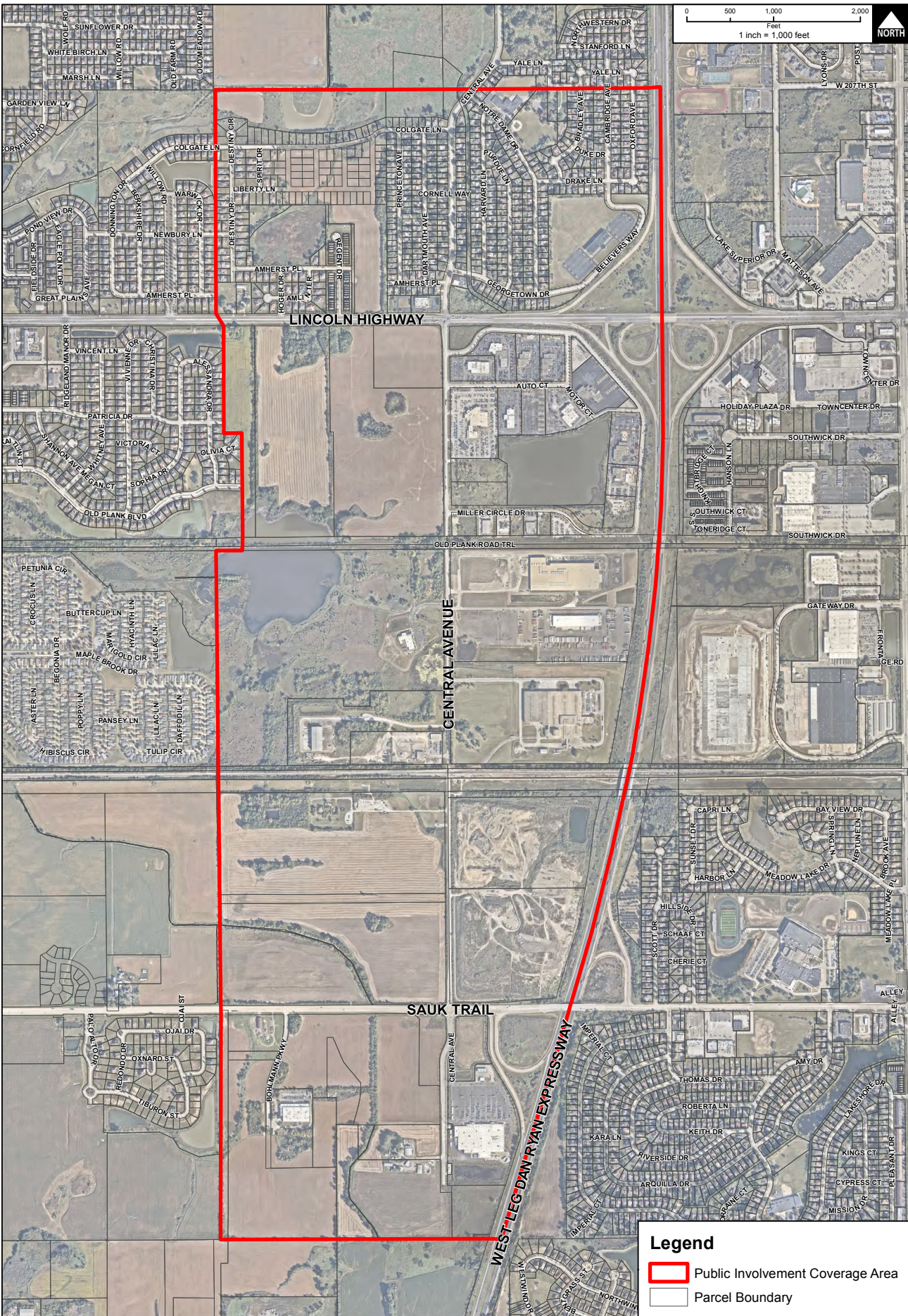
One final public meeting will be held to gain stakeholder feedback on the preferred alternative proposed improvement plan.

The official comment period closed on Friday, June 21, however DoTH encourages the public to submit comments regarding the study at any time on the project website at centralavenueimprovement.org/contact or directly to the project team at info@centralavenueimprovement.org.

A light gray background map showing a city grid with various street layouts, including a prominent winding road that runs horizontally across the middle of the page.

Attachments

Communications (Attachment A)



Legend

Public Involvement Coverage Area

Parcel Boundary

CLIENT: COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS		TITLE: PUBLIC INVOLVEMENT COVERAGE AREA EXHIBIT		PROJ. NO. 210093	
				DATE: 12/07/2022	
				SHEET 1 OF 1	
				DRAWING NO.	
CHRISTOPHER B. BURKE ENGINEERING, LTD. 9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500		EXH			

DSGN.		SCALE:	1:12,000
DWN.	DRW	AUTHOR:	DWALTERS
CHKD.		PLOT DATE:	12/16/2022
FILE:	Public Involvement Coverage Area Exhibit		

BLUE DARING
Cook County DOT

ADORDERNUMBER: 0001170419-01
PO NUMBER: Cook County DOT
AMOUNT: 1,780.00
NO OF AFFIDAVITS: 1

Chicago Sun-Times

Certificate of Publication

State of Illinois - County of Cook

Chicago Sun-Times, does hereby certify it has published the attached advertisements in the following secular newspapers. All newspapers meet Illinois Compiled Statute requirements for publication of Notices per Chapter 715 ILCS 5/0.01 et seq. R.S. 1874, P728 Sec 1, EFF. July 1, 1874. Amended by Laws 1959, P1494, EFF. July 17, 1959. Formerly Ill. Rev. Stat. 1991, CH100, Pl.

Note: Notice appeared in the following checked positions.

PUBLICATION DATE(S): 04/30/2024, 05/14/2024

Chicago Sun-Times

IN WITNESS WHEREOF, the undersigned, being duly authorized,
has caused this Certificate to be signed

By



Robin Munoz

Manager | Recruitment & Legals

This 14th Day of May 2024 A.D.

BLUE DARING
688 N MILWAUKEE AVE
STE 304
CHICAGO, IL 60642

The Cook County Department of Transportation and Highways (DoTH) cordially invites you to attend an open house public information meeting regarding future improvements to transportation infrastructure along Central Avenue from Sauk Trail to US 30 (Lincoln Highway) in Cook County. The details of the meeting are as follows:

Date: Tuesday, May 21, 2024
Time: 5 – 7 p.m.
Location: Matteson Community Center
Address: 20642 Matteson Ave, Matteson, IL 60443

Purpose of the meeting:

Provide an overview of the project and schedule
Review existing conditions
Present and obtain feedback on initial roadway alternatives

Interested parties may attend anytime between 5 – 7 p.m. Exhibits will be on display and project team members will be present to discuss the project and answer questions.

This meeting will be accessible to people with disabilities. Anyone needing special assistance should contact Veronica Cruz at (773) 799-4162 at least five days prior to the meeting.

All correspondence regarding this project should be sent to:

Cook County Department of Transportation and Highways
69 W. Washington Street, 23rd Floor
Chicago, IL 60602
Attn: Andrew Werner, P.E.
info@centralavenueimprovement.org

or submitted through the project website: www.centralavenueimprovement.org

Sold To:
Blue Daring - CU80046678
688 N Milwaukee Ave, Ste 304
Chicago, IL 60642

Bill To:
Blue Daring - CU80046678
688 N Milwaukee Ave, Ste 304
Chicago, IL 60642

Certificate of Publication:

Order Number: 7626252
Purchase Order:

State of Illinois - Cook

Chicago Tribune Media Group does hereby certify that it is the publisher of the Daily Southtown. The Daily Southtown is a secular newspaper, has been continuously published Daily for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Park Forest, Township of Rich, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 IL CS 5/5.

This is to certify that a notice, a true copy of which is attached, was published 2 time(s) in the Daily Southtown, namely one time per week or on 2 successive weeks. The first publication of the notice was made in the newspaper, dated and published on 4/30/2024, and the last publication of the notice was made in the newspaper dated and published on 5/14/2024.

This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2. 1.

PUBLICATION DATES: **Apr 30, 2024; May 14, 2024.**

Daily Southtown

In witness, an authorized agent of The Chicago Tribune Media Group has signed this certificate executed in Chicago, Illinois on this

15th Day of May, 2024, by

Chicago Tribune Media Group



Jeremy Gates

Public Information Meeting

**CONNECTING
COOK COUNTY**
Beyond Transportation

The Cook County Department of Transportation and Highways (DoTH) cordially invites you to attend an open house public information meeting regarding future improvements to transportation infrastructure along Central Avenue from Sauk Trail to US 30 (Lincoln Highway) in Cook County. The details of the meeting are as follows:

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69 W. Washington Street, 23rd Floor
Chicago, IL 60602
Attn: Andrew Werner, P.E.
info@centralavenueimprovement.org

or submitted through the project website: www.centralavenueimprovement.org

Central Avenue: Sauk Trail to US 30 (Lincoln Highway)

Email List

First Name	Last Name	Organization	Email
Tim	Ozinga	37th State Representative District	TimOzinga@ilhousegop.org
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Nikeda	Webb	Matteson Public Library District	nwebb2@mapld.org
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Blondean Y.	Davis	Matteson School District 162	boardofeducation@sd162.org
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Valerie		Resident	
Sermane		Resident	
Denise S		Resident	
Andy		Resident	
Robert		Resident	
Jamece		Resident	
C		Resident	
Glenda		Resident	
Michelle		Resident	
Julia		Resident	
Delores		Resident	
Bailey		Resident	
Mary		Resident	
Sabrina		Resident	
Clarence		Resident	
Patricia		Resident	
Lorrene		Resident	
Linda		Resident	
Debra		Resident	
Cynthia		Resident	
Jamie		Resident	
Leo		Resident	
Michelle		Resident	
Gregg		Resident	
Patricia		Resident	
LaShawna		Resident	
Shanika A		Resident	
Kate		Resident	
Sonya		Resident	
		Resident	
Daniela		Resident	
Rev. Deidre H.		Resident	
Raymond		Resident	
Mary		Resident	
Sean		Resident	
Vincent		Resident	
Jerone		Resident	
Kevin		Resident	
Brandon		Resident	
Marcus		Resident	
Rick		Resident	

The Cook County Department of Transportation and Highways (DoTH) cordially invites you to attend an open house public information meeting regarding future improvements along Central Avenue from Sauk Trail to US 30 (Lincoln Highway) in Cook County.

IN-PERSON OPEN HOUSE PUBLIC INFORMATION MEETING
Tuesday, May 21, 2024 from 5 - 7 p.m.

Matteson Community Center
20642 Matteson Avenue, Matteson, IL 60443

Interested parties can attend anytime between 5 p.m. and 7 p.m. Exhibits will be on display and project team members will be present to discuss the project and answer questions.

This meeting will be accessible to people with disabilities. Anyone needing special assistance should contact Veronica Cruz at (773) 790-4162 at least five days prior to the meeting.

Meeting Purpose

- Provide an overview of the project and schedule
- Review existing conditions
- Present and obtain feedback on initial roadway alternatives

DoTH encourages you to submit comments regarding the project at any time, however, for your comment to become part of the official public information meeting record, it must be received by Friday, June 21, 2024.

Please visit the [project website](#) or contact the project team by email at info@centralavenueimprovement.org to reach out with questions.



**CONNECTING
COOK COUNTY**
Beyond Transportation

This is an automated email.
Copyright © 2024 All rights reserved.

Our mailing address is:
Cook County Department of Transportation and Highways
69 W Washington Street
23rd Floor
Chicago, IL 60602

[Add us to your address book](#)

CENTRAL AVENUE IMPROVEMENT

Sauk Trail to US 30

The Cook County Department of Transportation and Highways (DoTH) cordially invites you to attend an open house public information meeting regarding future improvements to transportation infrastructure along **Central Avenue from Sauk Trail to US 30 (Lincoln Highway)** in Cook County.



Public Information Meeting

Tuesday, May 21, 5 – 7 p.m.

Matteson Community Center
20642 Matteson Ave.
Matteson, IL 60443

Interested parties can attend anytime between 5 – 7 p.m. Exhibits will be on display and project team members will be present to discuss the project and answer questions.

For more information visit centralavenueimprovement.org
or email info@centralavenueimprovement.org

PURPOSE OF THE MEETING



Provide an overview of the project and schedule



Review existing conditions



Present and obtain feedback on initial roadway alternatives

This meeting will be accessible to people with disabilities. Anyone needing special assistance should contact Veronica Cruz at (773) 799-4162 at least five days prior to the meeting.

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Attn: Andrew Werner, P.E.
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**CONNECTING
COOK COUNTY**
Beyond Transportation



Public Information Meeting

Tuesday, May 21, 5 – 7 p.m.

Matteson Community Center
20642 Matteson Ave.
Matteson, IL 60443

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**CONNECTING
COOK COUNTY**
Beyond Transportation

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- Provide an overview of the project and schedule
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69 W. Washington Street, 23rd Floor
Chicago, IL 60602
Attn: Andrew Werner, P.E.
info@centralavenueimprovement.org

Learn more:

centralavenueimprovement.org

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Attachments

Sign-In Sheet, Overview One-Sheet & Comment Sheet (Attachment B)

Sign-In Sheet



Name	Affiliation/Organization	Email
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Bob Woods	WTA	
-----------	-----	--

PATRICK	resident	
---------	----------	--

Michelle	resident	
----------	----------	--

Deidre	RESIDENT	
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Tammy	community member	Korg
-------	------------------	------

JOEL	Ch Township Tran	Ship of
------	------------------	---------

Bruce		
-------	--	--

Rick	Richardson	
------	------------	--

Martha	Resident	
--------	----------	--

Ernest R	Resident	
----------	----------	--

JUANITA	resident	
---------	----------	--

Sign-In Sheet



CONNECTING
COOK COUNTY
Beyond Transportation

Name	Affiliation/Organization	Email
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DELORES

BAL
NET

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

The 1.5 mile project area is located within portions of the Villages of Matteson, Richton Park, and unincorporated Rich Township, and crosses the Canadian National Railroad (CNRR) and Old Plank Road Trail. The region is expected to see further population growth, commercial development, and increased road usage in the coming years.

Project Goals



Improve Pavement Condition



Accommodate Future Travel Demand



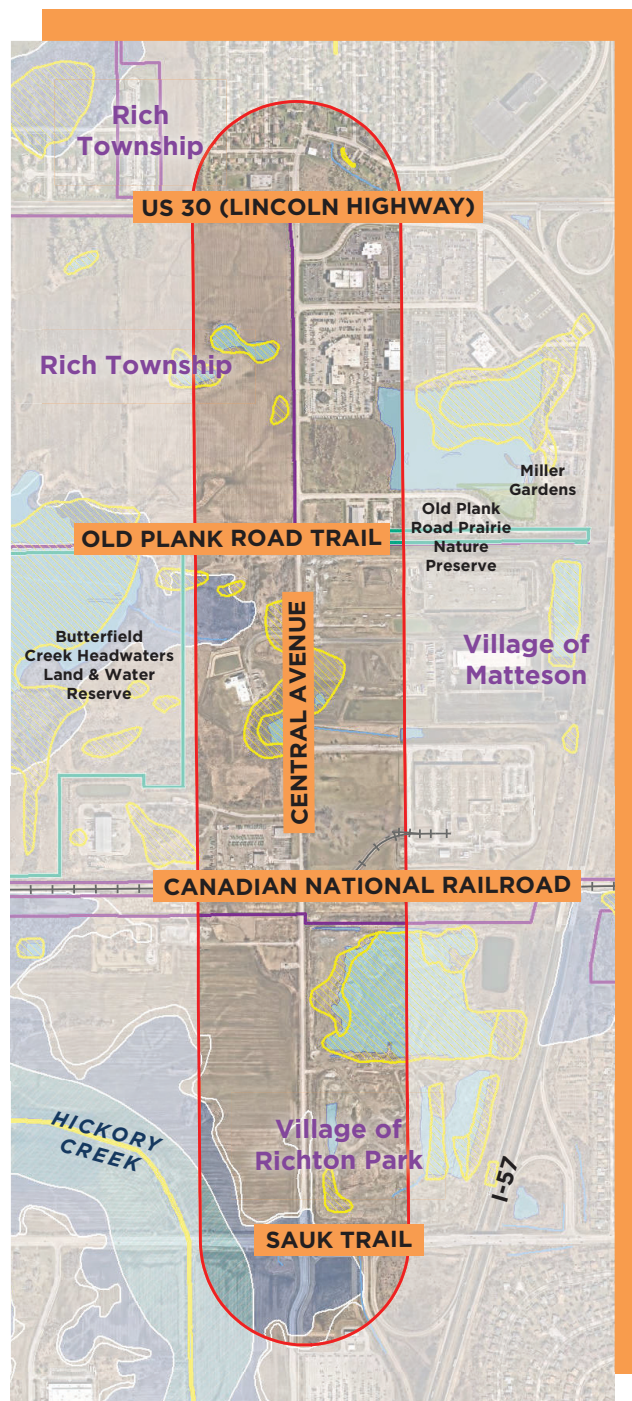
Accommodate Future Development



Improve Safety

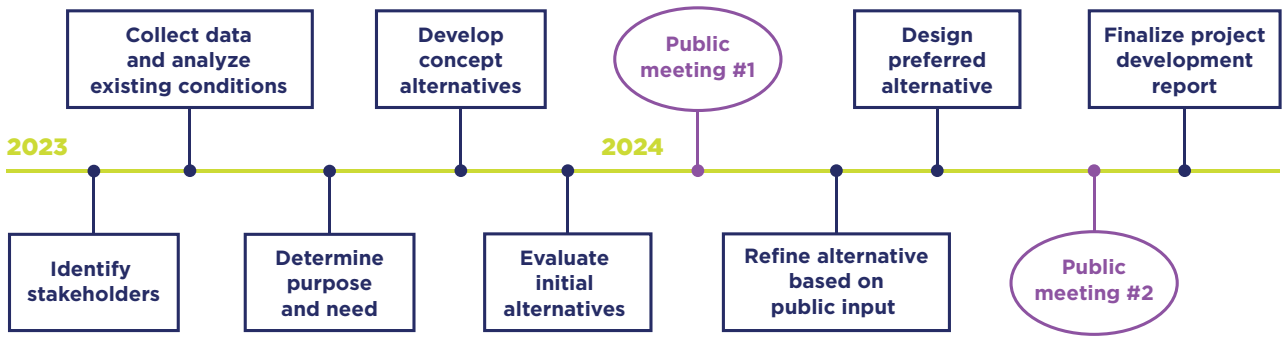


Support Multimodal Development



Project Milestones

Phase I



Phase II

What's Involved: obtaining final approval for design and engineering plans, acquiring land (if needed)

Phase III

What's Involved: securing funds, beginning construction

Get Involved

DoTH is committed to giving all community stakeholders multiple opportunities to express concerns, ask questions, and receive updates about the project.

VISIT

the project website

Download documents, submit a comment, or join our email list:

centralavenueimprovement.org

ATTEND

a meeting

Two meetings will be held to engage the public.

REQUEST

materials to share

Contact the project team:

info@centralavenueimprovement.org



**CONNECTING
COOK COUNTY**
Beyond Transportation

Project Team

Prime Engineer



Public Involvement



Topographic & Land Survey



Traffic & Crash Analysis



Structural Analysis



Geotechnical Analysis



Submit this form at this public meeting, by mail, or online at centralavenueimprovement.org.

Please fold along this line

Place
Stamp
Here

**Cook County Department of
Transportation and Highways**

Attn: Andrew Werner, P.E.
69 W Washington Street, 23rd Floor
Chicago, IL 60602

A light gray background map showing a city grid with various street layouts, including a prominent winding road that runs horizontally across the middle of the page.

Attachments

Exhibit Boards (Attachment C)

About the Study

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

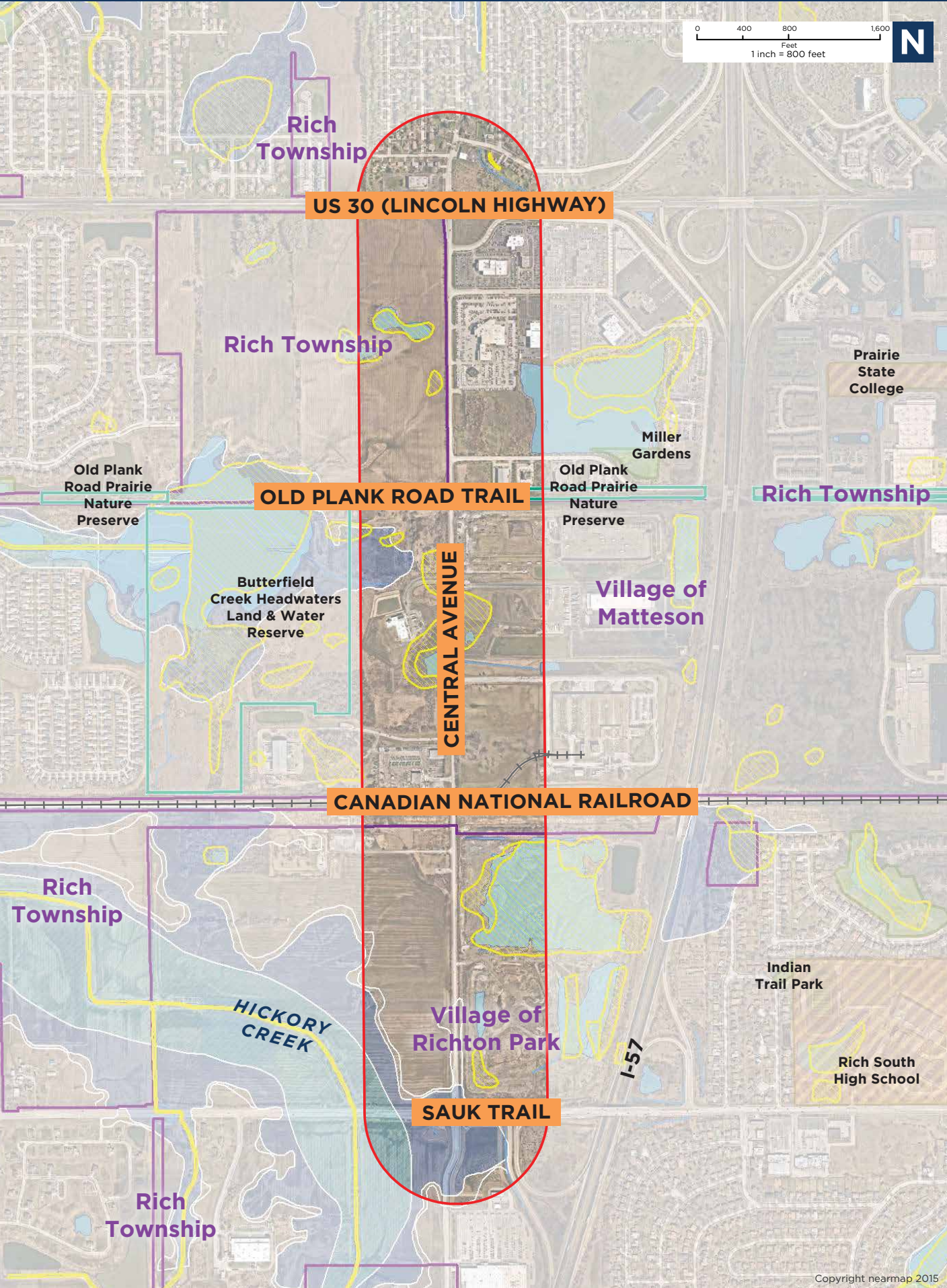


Improve Safety



Support Multimodal Development

Project Location Map



0 400 800 1600
Feet
1 inch = 800 feet



Rich
Township

US 30 (LINCOLN HIGHWAY)

Rich Township

Prairie
State
College

Miller
Gardens

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

Rich South
High School

I-57

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

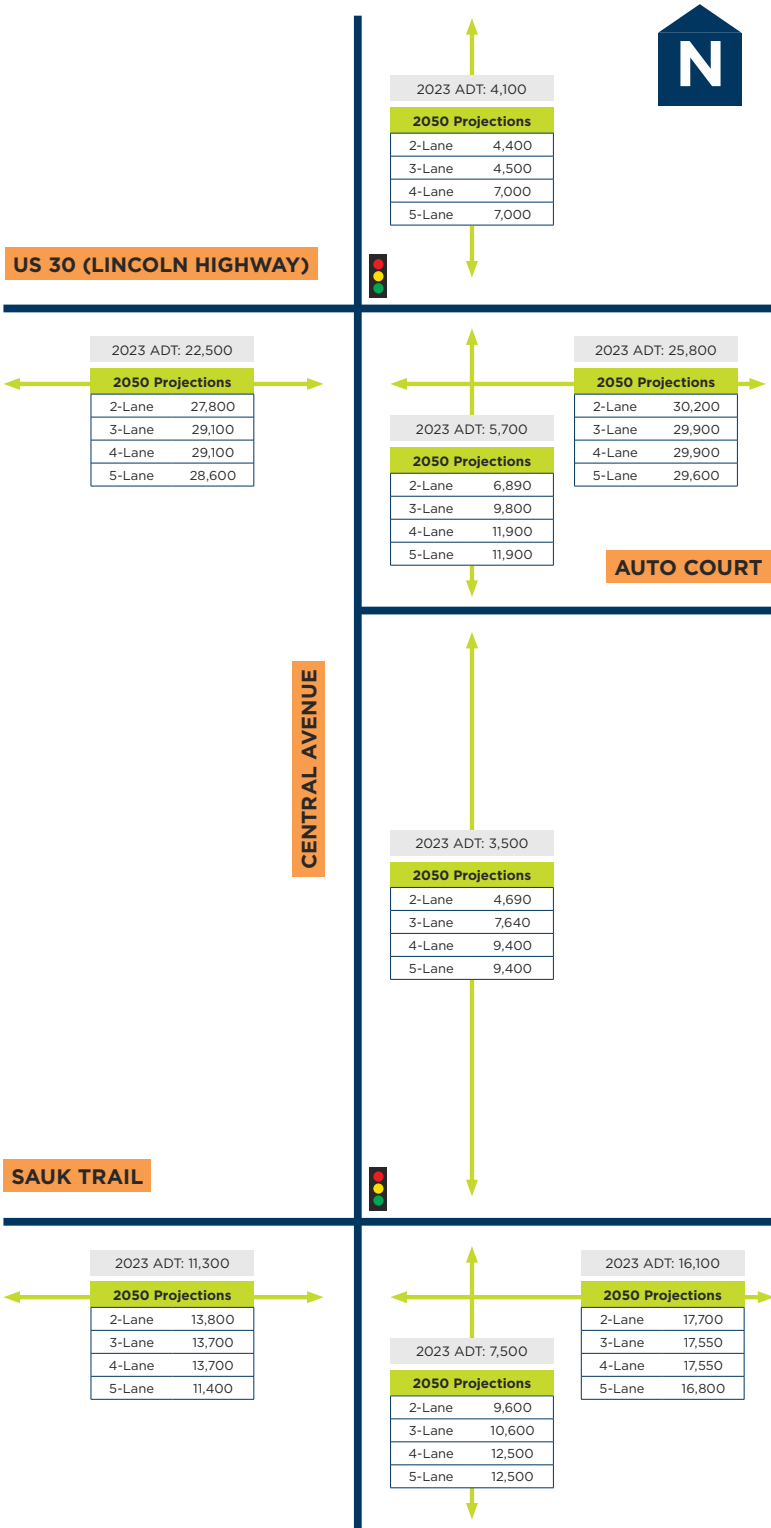


The project team collected existing **Average Daily Traffic (ADT)*** counts throughout the corridor and train counts at the Canadian National Railroad crossing in November 2022, and submitted a traffic projections request to the Chicago Metropolitan Agency for Planning (CMAP) for four build alternatives: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

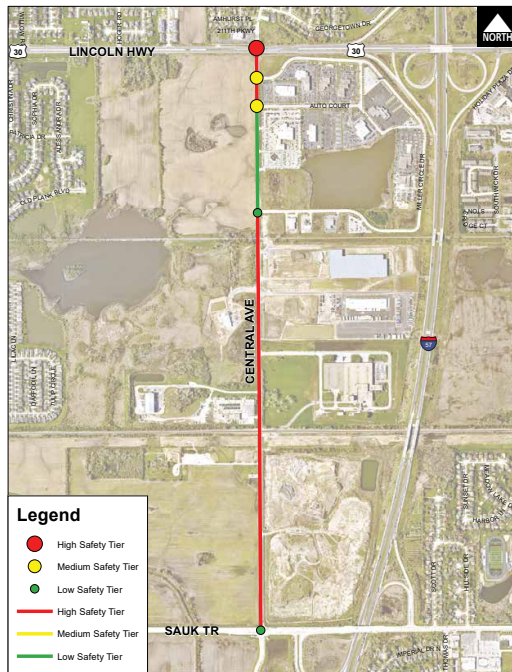
**ADT numbers include cars, trucks, buses and other motorized vehicles.*

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

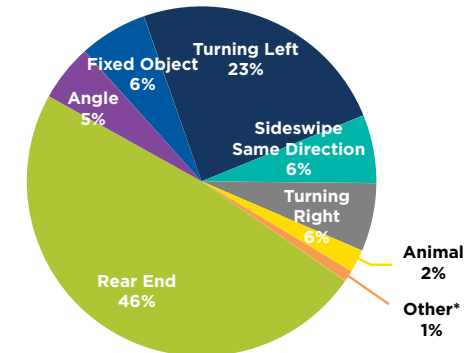


The project team reviewed crash data along the corridor from 2017–2021 and determined that during this 5-year period there were **108 crashes** which resulted in **35 injuries** and **1 fatality**.

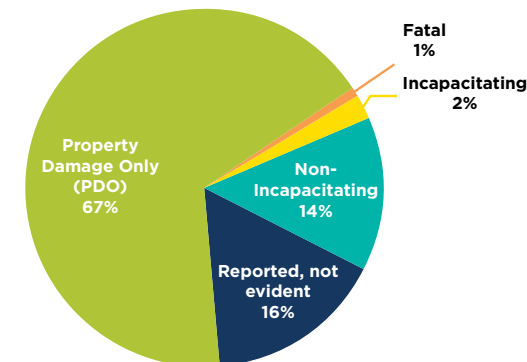


The Illinois Department of Transportation (IDOT) categorized the following segments as **High Safety Tier*** which means they are within the top 5 to 10 percent of safety concerns for similar type roads:

- 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
	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
Safety <i>Predicted Average Crash Frequency Per Highway Safety Manual</i>	Baseline Comparison	Improvement	Improvement	Increases potential for rear end and sideswipe crashes
Mobility <i>Study Area Delay, Network Travel Time, and Access to Adjacent Development</i>	Baseline Comparison	Does not plan for future development access points	Improvement	Improvement
Impacts <i>Estimated Right-of-Way/ Land Acquisition, and Environmental</i>	None	Similar to 3-Lane	Similar to 2/3 Hybrid	Highest
Multimodal Development <i>Presence of Non-Motorized Accommodations</i>	No	Yes	Yes	Yes
Cost Effective <i>Relative Cost based on Roadway Footprint</i>	Yes	Transitions between 2- and 3-lanes ineffective use of pavement	Yes	No, 4-lane ADT does not justify

Recommended Alternative

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

Alternative 3: 3-Lane



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.

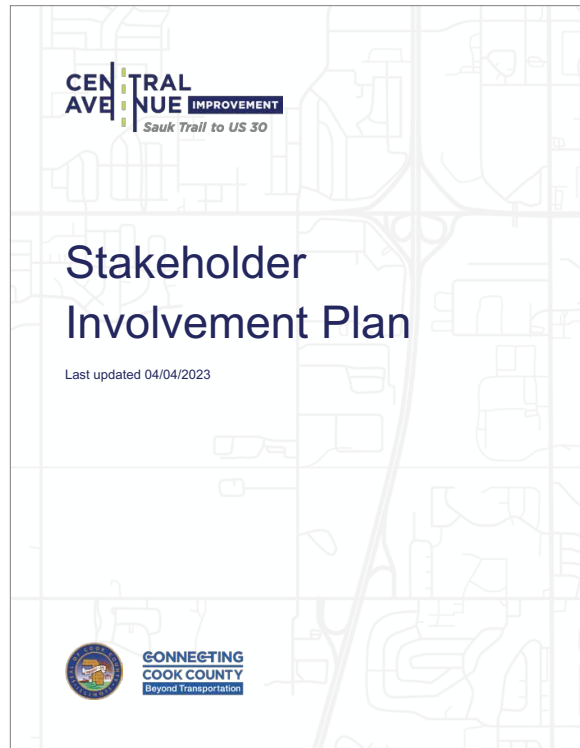
DESCRIPTION OF IMPROVEMENTS

- **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.

Public Involvement



CONNECTING
COOK COUNTY
Beyond Transportation



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



ATTEND a meeting

Two meetings will be held to engage the public

REQUEST materials to share

Contact the project team at 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

Community Context Survey Results

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**



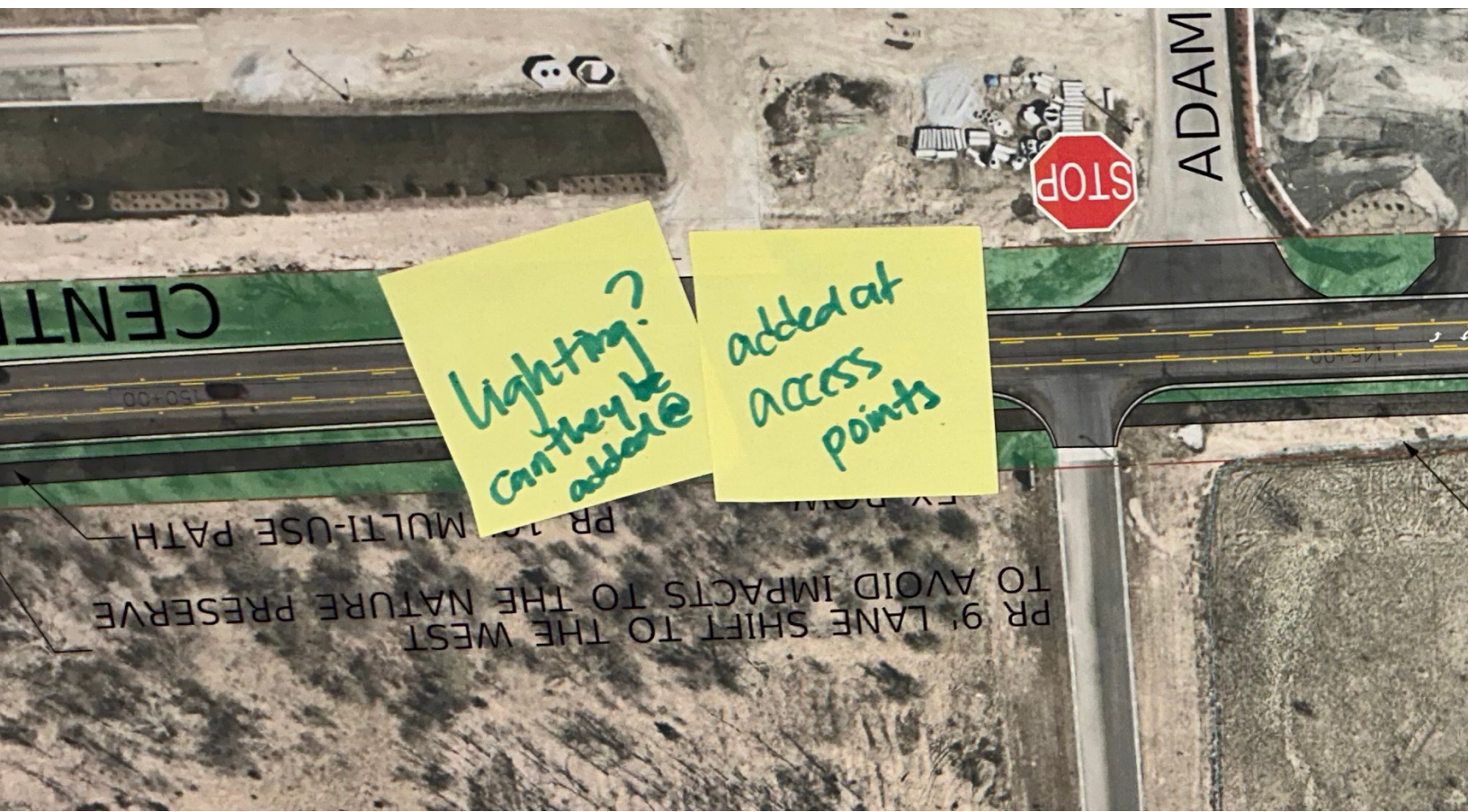
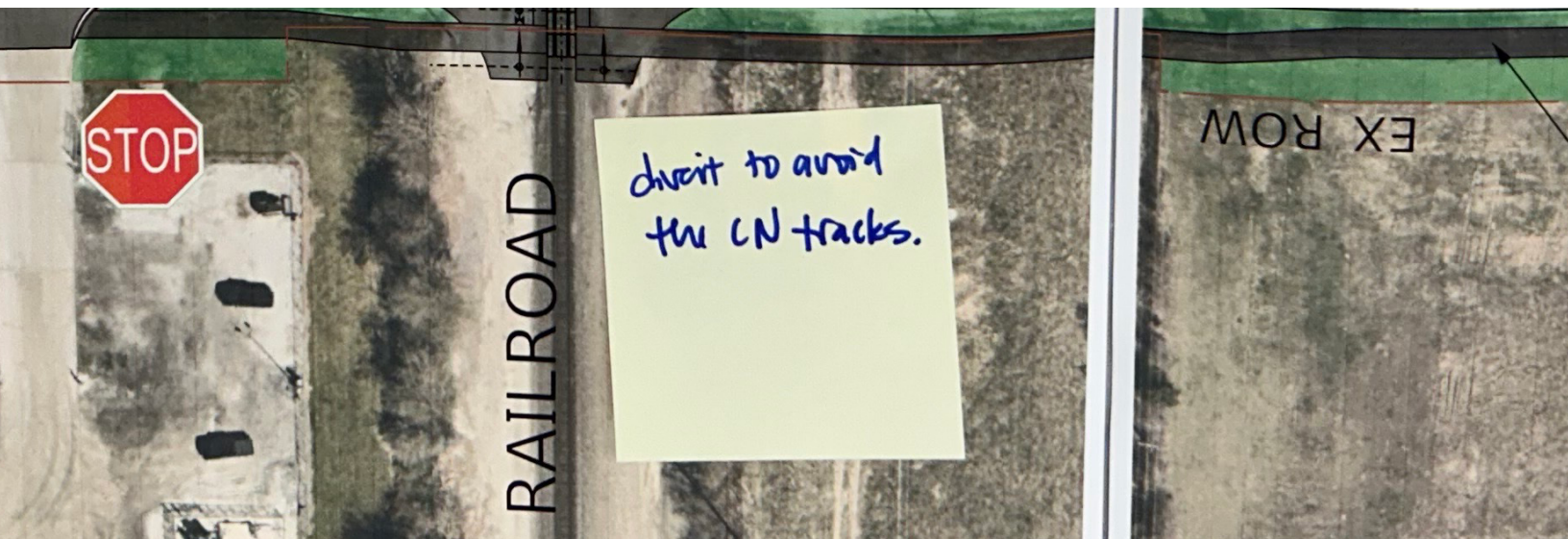
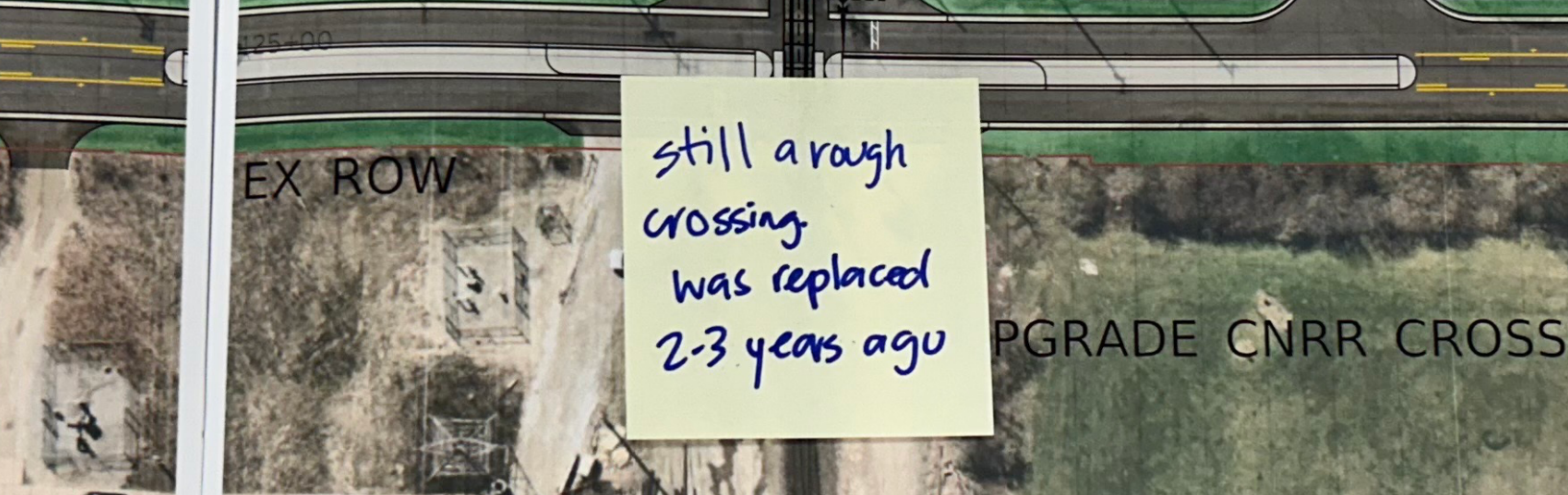
Collective Concerns Listed

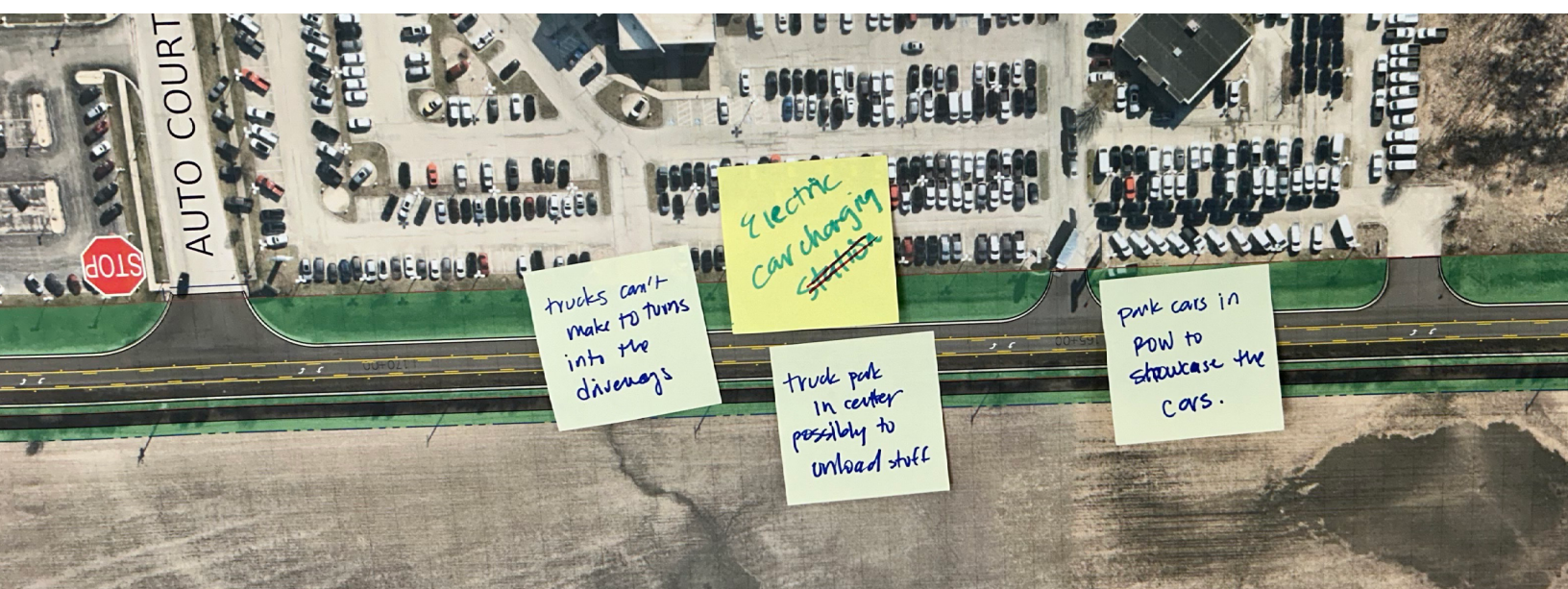
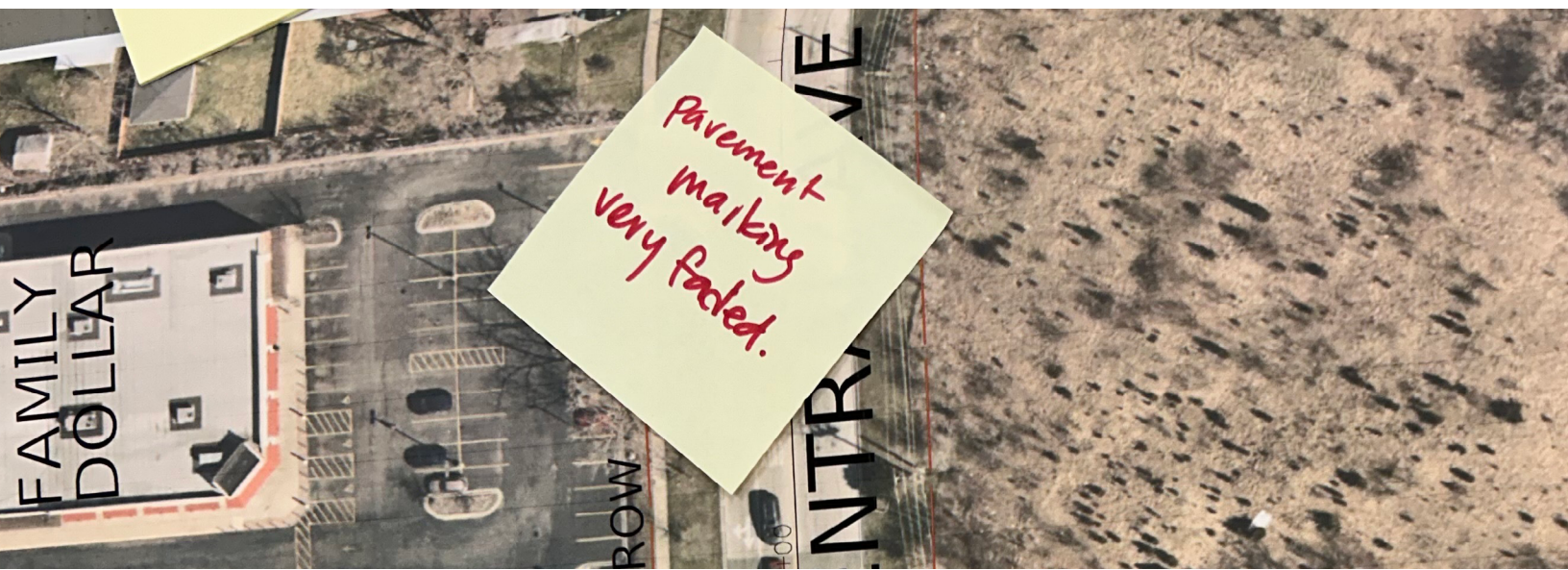
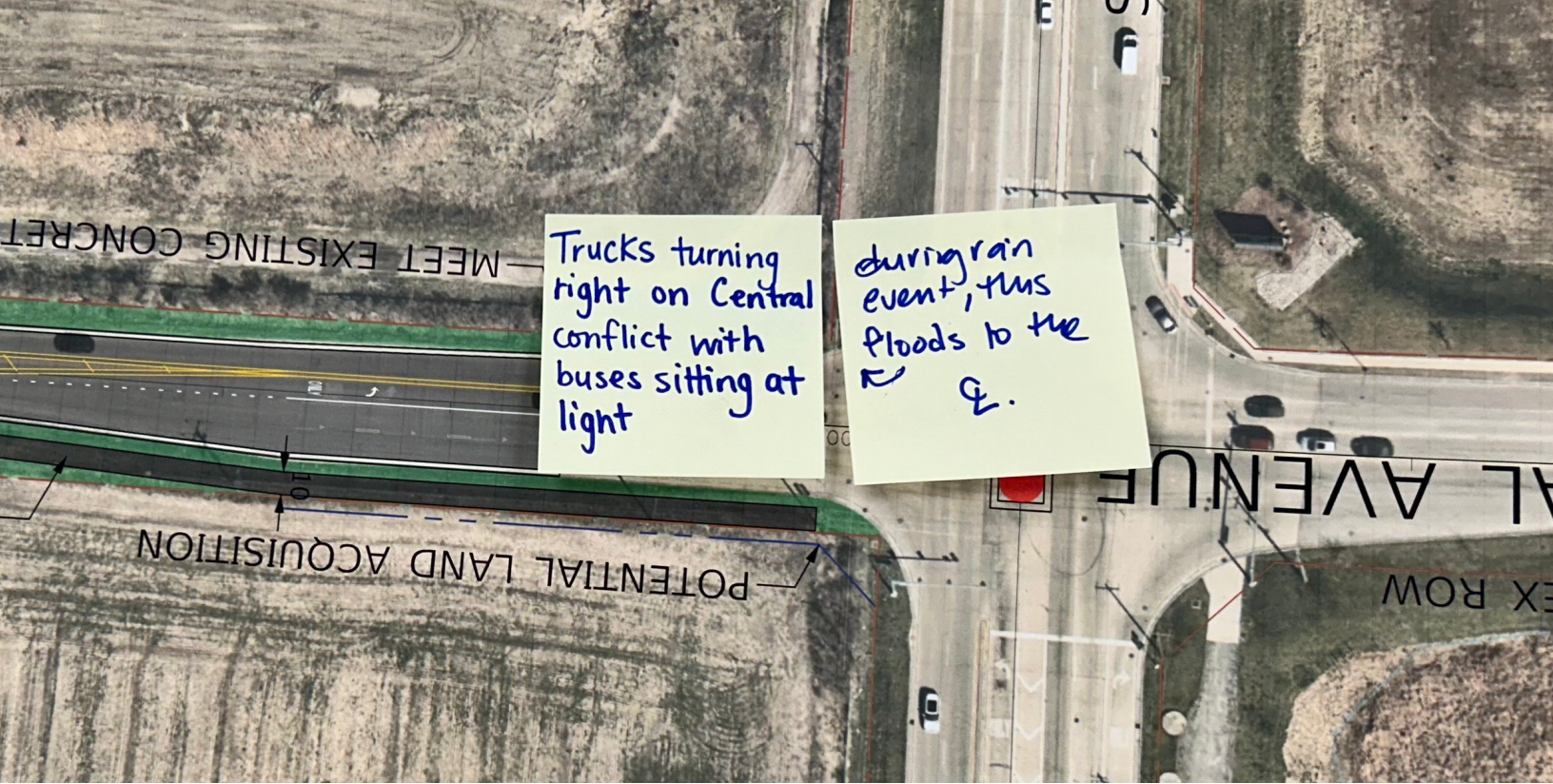
- **Poor pavement condition**
- **Truck traffic** (listed too many and listed trucks created debris/rocks and mud on road)
- **Speeding**
- Road/shoulder is **too narrow** (steep drop-off)
- **Poorly lit**
- Needs a **bike facility**



Attachments

Comments (Attachment D)





Public Information Meeting Comment Sheet | MAY 21, 2024

The Cook County Department of Transportation and Highways (DoTH) encourages you to submit comments regarding the study at any time during the study process. In order for your comment to become part of the official public meeting record, it must be received by **Friday, June 21, 2024**.

COMMENTS

ALTERNATIVE 3 LANE RECOMMENDATION - A GREAT AND
SAFE APPROACH - I WELCOME THIS MOVE.

REBUILD COMPLETELY

JOIN OUR MAILING LIST

Name

I

Address

Submit this form at this public meeting, by mail, or online at centralavenueimprovement.org.

Public Information Meeting Comment Sheet | MAY 21, 2024

The Cook County Department of Transportation and Highways (DoTH) encourages you to submit comments regarding the study at any time during the study process. In order for your comment to become part of the official public meeting record, it must be received by **Friday, June 21, 2024**.

COMMENTS

The multi-purpose bike path would be a great asset to the adjacent community. It would bring more use to the Old Plank Road Prairies Trail.

I'm concerned about the road expanding west, however. There is a DeKay's Snake nest somewhere at the corner of the Trail & Central. I see the newly hatched snakes on the Trail in the spring, so there is a nest there somewhere, I just don't know where.

Also, a few weeks ago someone in our Friends of the Old Plank Prairies Conservation group shared a photo of 2 turtles on a log in the wetland N. & S. of the Trail where the Humane Society trail joins Old Plank. The 2 turtles looked like Blandings turtles, a threatened or endangered species in Illinois.

I would be careful not to drain all the wetlands under the Cottonwood trees where the Old Plank Trail meets Central. (Also, the DeKay's Snakes eat soft-bodied prey like snails & worms, so draining these wetlands would cut off their food source.)

I'm very happy about the multi-use bike-hike trail, though. Many more people nearby will be able to use the Old Plank Road Trail. Safety issues regarding the trail must also be worked out, obviously. With a light or a caution light of some kind. Thank you!

Name _____

Address _____

From: [Haran, Hatsie \(SALEM LAND SERVICES\)](#)
To: info@centralavenueimprovement.org
Cc: [Fehr, Timothy \(SALEM LAND\)](#); [Rowe, Ryan](#)
Subject: TPR 16430 - Central Avenue Improvement Plan Richton Park - No Conflict Letter
Date: Tuesday, May 28, 2024 12:00:11 PM
Attachments: [TPR 16430 - No Conflict Letter.pdf](#)

Good afternoon,

Please see attached No Conflict letter from BP regarding the planned work in the proposed Central Avenue Improvement Plan. Should your scope of work change, please reach out and reference TPR # 16430 so BP can quickly access this project.

Thank you,
Hatsie Haran

Please click **“reply all”** when responding to this email. Please reference the “TPR” number in the subject line in all future correspondence to this regard so your project can quickly be located in our system.

Review of your proposed project is taking longer due to higher than normal workload volume. The average review timeline is dependent on the size of the project and approvals will take longer the more complicated the project is. Please be patient as we work through this timeline. The safety of the public is our #1 concern.

Hatsie Haran
3rd Party Contract Right of Way Support
Representing BP Pipelines (North America) Inc.



Compliance with BP's General Design & Construction Standards does not guarantee BP's final approval of any project. These are considered minimum standards. Each request will be assessed on a case-by-case basis and additional project-specific requirements may apply.

In order to obtain final approval of your submitted project design (or any component thereof), all Requestors must obtain a fully-executed Permitted Facilities Agreement and Engineering Approval Letter (or other form of fully-executed written agreement appropriate for the proposed encroachment or work activity). Only a BP management employee with the appropriate level of authority is authorized to grant such approval and execute such documents on BP's behalf. Any verbal approval that a Requestor may receive from a contractor, subcontractor or other party does not constitute the required final approval from a BP management employee.



BP Pipelines (North America) Inc.
30 South Wacker Drive
Suite 900
Chicago, IL 60606

May 28, 2024

Cook County Department of Transportation and Highways
Attn: Blue Daring
69 W. Washington Street
Chicago, IL 60602

RE: #IL_Cook_Central Ave Improvement Plan Richton Park
BP File # TPR 16430 Ticket: Central Avenue Improvement Sauk Trail to US 30
Cook County, IL

To Whom It May Concern:

A review of our records indicates there are no active pipelines owned or operated by BP Pipelines within the scope provided for the above referenced project. Included with this letter is a GIS map indicating the approximate location of your project. If the scope of your project has changed, or you disagree with the location of your project as indicated on the map please contact me at (872) 245-3915 or via email at blake.patrick@bp.com. Please note that 811 the national One-Call number must be contacted for clearance prior to any excavation.

Sincerely,

Blake Patrick
Right of Way Agent

