Burnham Avenue Railroad Crossing Study

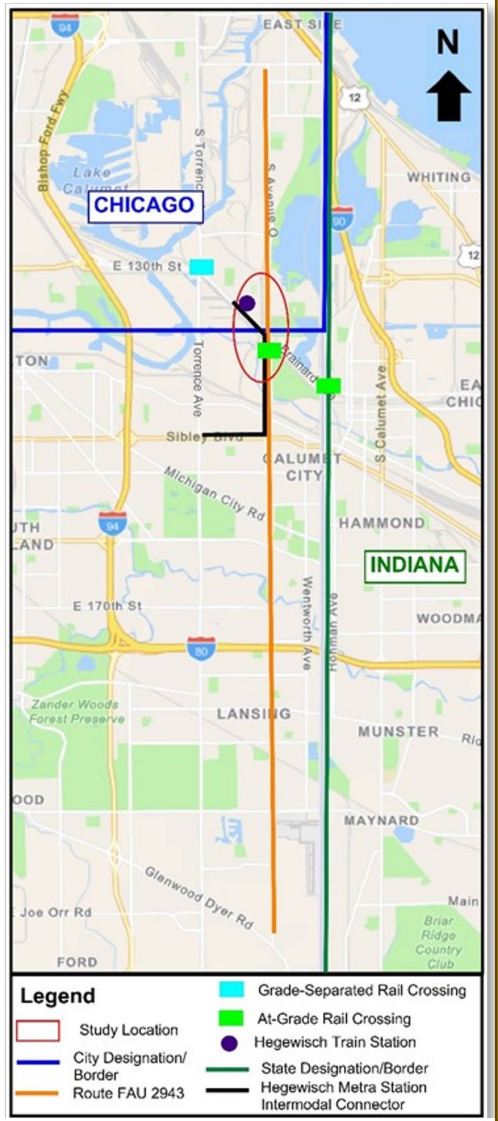
Public Meeting #2

BURNHAM AVENUE RAILROAD CROSSING STUDY

Village of Burnham

Project Team

- Village of Burnham
- Cook County Department of Transportation and Highways
- Consultant Team
  - Mott MacDonald
  - Benesch
  - Morreale Communications



Project Location and Existing Environmental Resources

Existing Conditions Overview

- 10- to 11-foot-wide travel lanes
- 4- to 6-foot-wide sidewalks
- No bicycle facilities on Burnham Avenue
- 3 crossings (five tracks total)
- 70 trains/day[1]
- Over 4 hours of downed gate time/day[2]
- Over 63 hours of vehicle delay/day[3]

[1] FRA Crossing Inventory Reports (link)
[2] CMAP Data Hub: Railroad Crossing Delay (link)
[3] CMAP Motorist Delay at Chicago Region Railroad Grade Crossings (link)

Project Need: Weaving Around Downed Gates

Project Need: Unsafe Turns

Purpose and Need

February 2024 NEPA-404 Concurrence

Purpose

Reduce delays and improve mobility, safety and operations for all roadway users in project study area – specifically proximate residents of City of Chicago and Village of Burnham – at existing at-grade railroad crossings where Burnham Avenue intersects with 5 railroad tracks (involving 3 controlled crossings) located just south of Brainard Avenue.

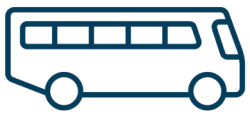
Need (Summary)

Improve transportation and multimodal demands (i.e., mobility and congestion) and safety

Railroad-induced congestion negatively affects

Emergency service providers

Vehicles and adjacent properties

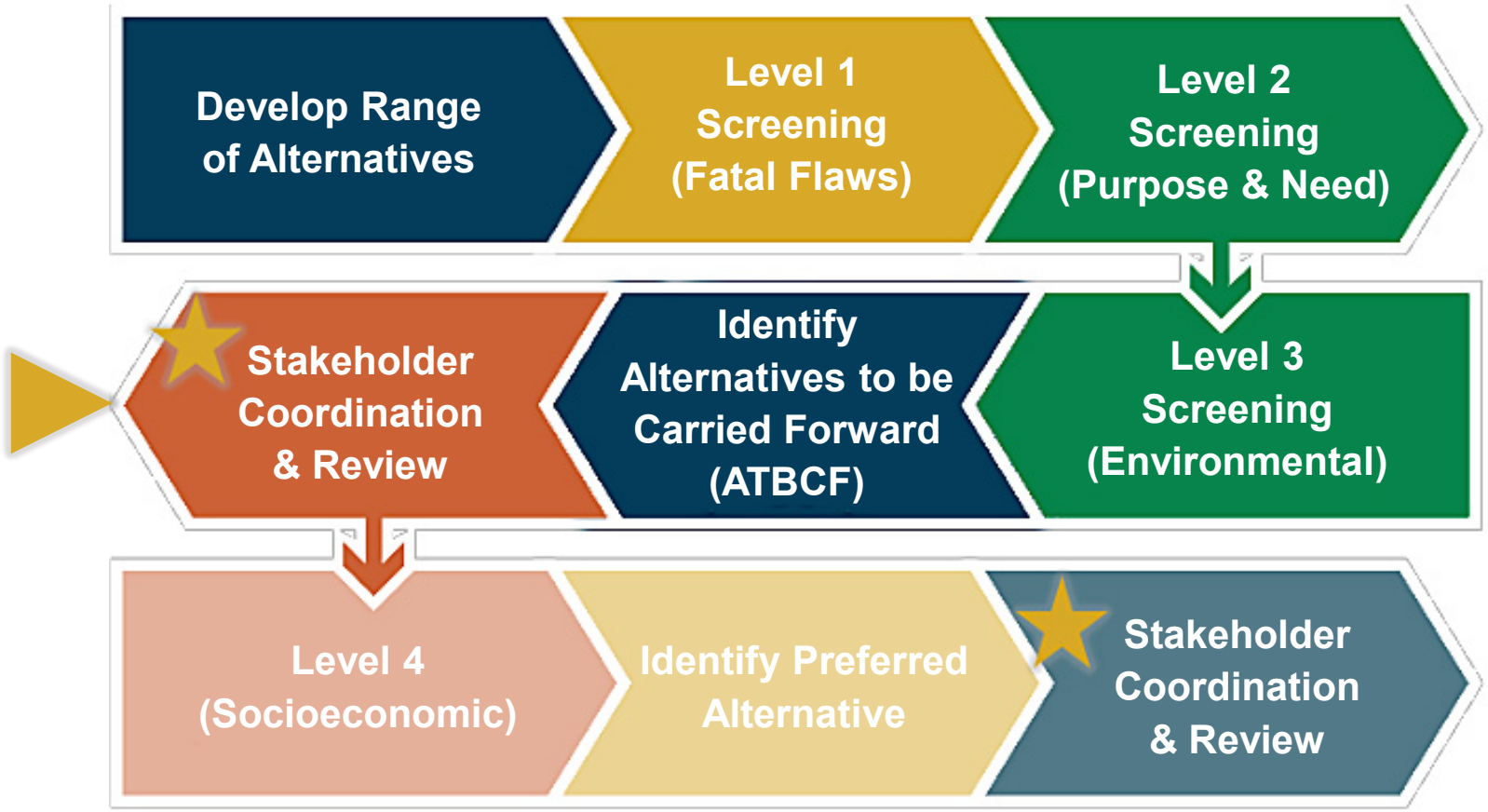


Mass transit providers (i.e., Pace and CTA)

Bicyclists and pedestrians

Alternatives Analysis Process

WE ARE HERE



Alternatives Analysis Process: Steps 1 and 2

Substandard Design

Introduce short weaving distance that degrades traffic operations and intersection safety

Step 1: Initial Range of Alternatives

29 Alternatives

No-Build (Alt 1)

13 Overpass Alternatives

15 Underpass Alternatives

Fatal Flaws

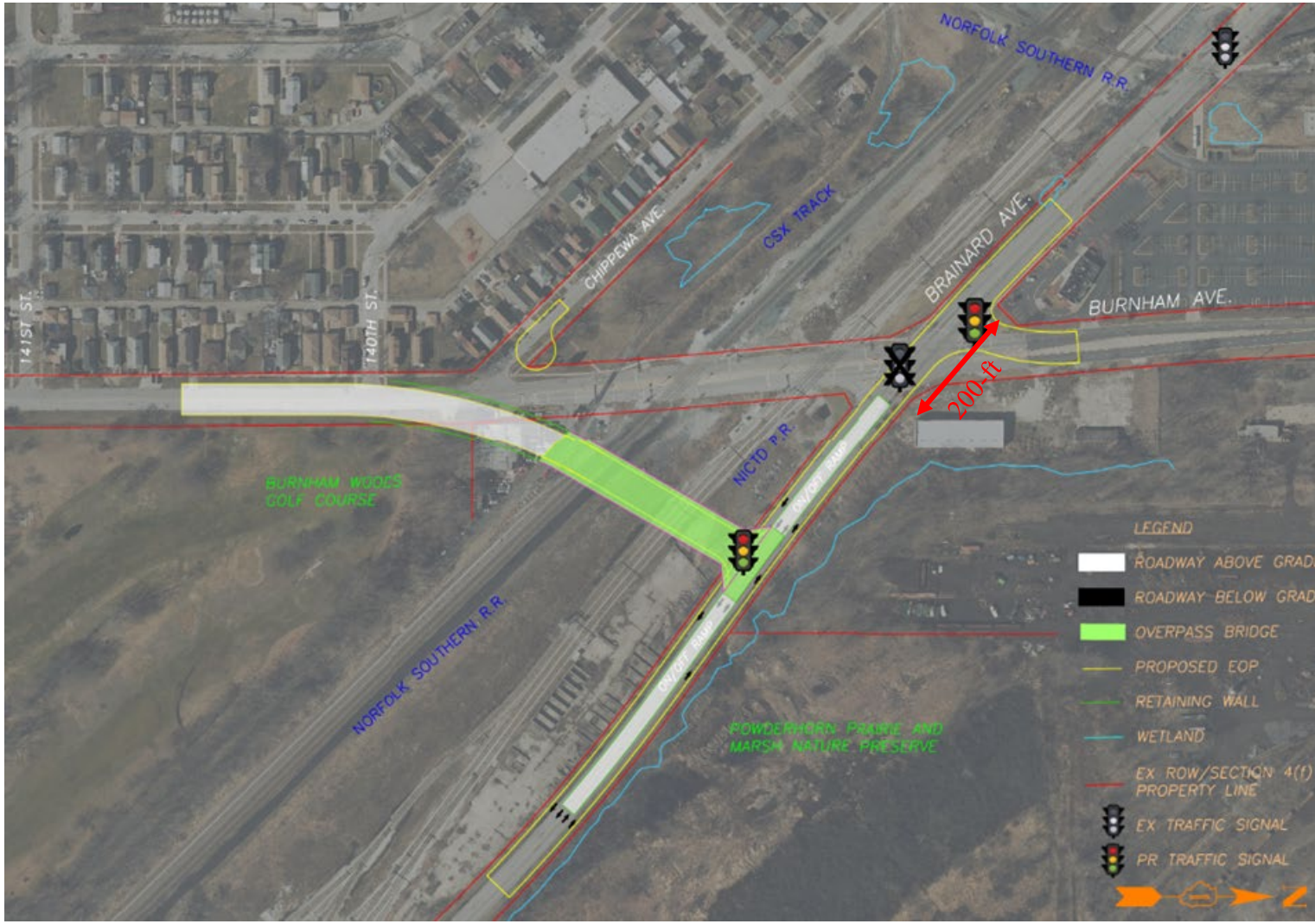
Step 2: Level 1 Screening Results

27 Alternatives

No-Build (Alt 1)

12 Overpass Alternatives

14 Underpass Alternatives



Alternatives Analysis Process: Step 3

Mobility
Traffic operations and delay

Safety
Crashes/vulnerable road user safety

Step 2: Level 1 Screening Results

Purpose & Need

Step 3: Level 2 Screening Results

27 Alternatives

No-Build (Alt 1)

12 Overpass Alternatives

14 Underpass Alternatives

14 Alternatives

No-Build (Alt 1)

5 Overpass Alternatives

8 Underpass Alternatives

Alternatives Analysis Process: Step 4

Adjacent property impacts

Step 3: Level 2 Screening Results

Environmental

Step 4: Level 3 Screening Results

14 Alternatives

No-Build (Alt 1)

5 Overpass Alternatives

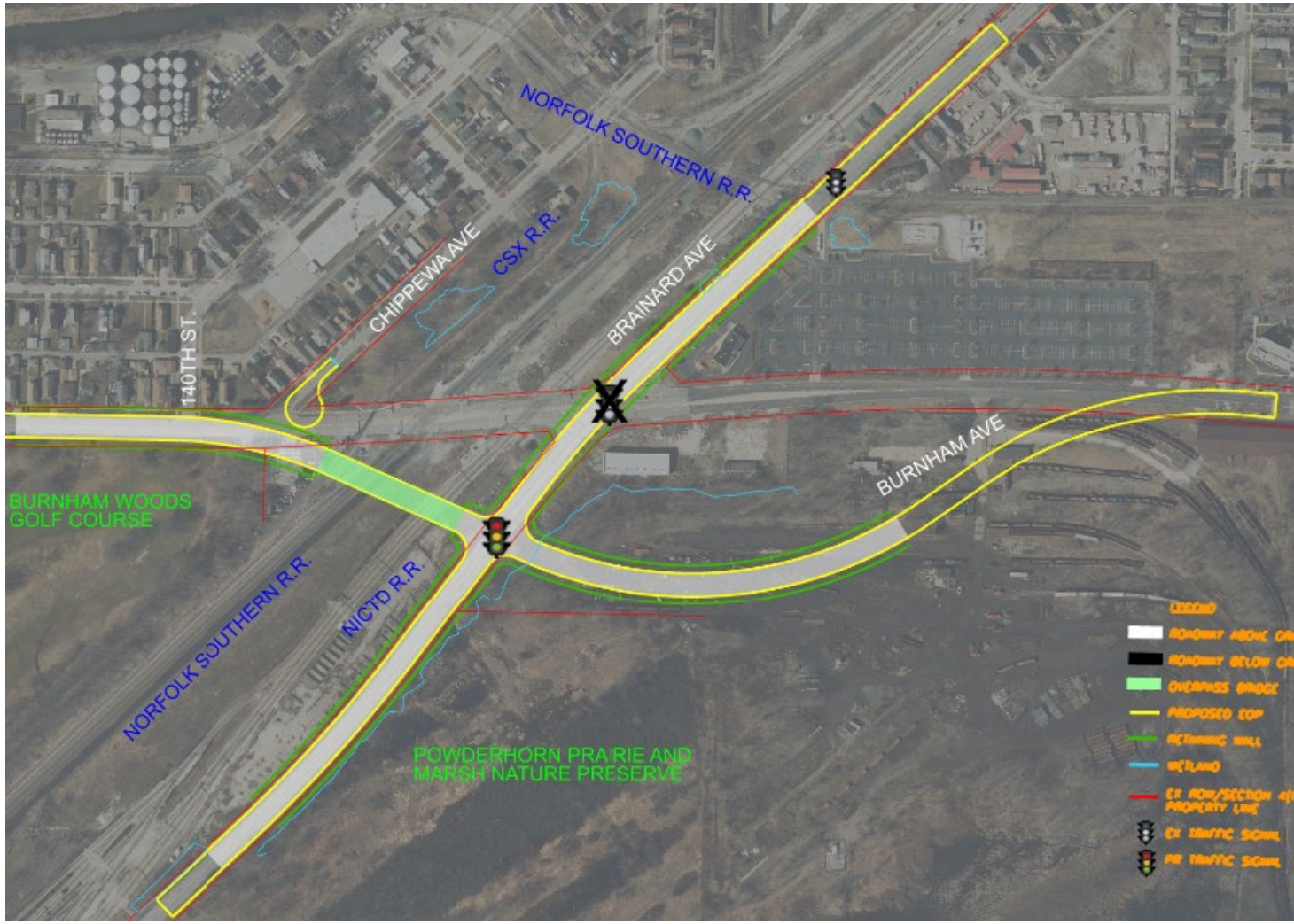
8 Underpass Alternatives

6 Alternatives

No-Build (Alt 1)

2 Overpass Alternatives

3 Underpass Alternatives



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Alternatives Analysis Process: Step 5 (Identify ATBCF)

1 At-Grade (No-Build)

2 Overpasses

3 Underpasses

Next Steps

1) **Advance environmental, alternative, geometric, & structural analyses**

2) **Next Community Advisory Group (CAG) meeting (Spring 2026)**

   - Consist of businesses, community groups, transportation agencies, railroad representatives, and other stakeholders that represent the community that may be impacted by this project

3) **Next Public meeting (Fall 2026)**

   - Present recommended preferred alternative

Anyone interested in joining CAG is welcome! Talk to a project team member after presentation.

Thank You!

We appreciate you taking time to join us!

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