

SECTION 9

# 2030 Recommended Transportation Plan

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# 2030 Recommended Transportation Plan

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The Will County 2030 Transportation Plan is comprehensive in that it accounts for all passenger transportation modes, including roadways, public transportation, and bicycle/pedestrian facilities. The plan was developed in two steps. The first step in plan development was to create an unconstrained plan that represents a vision of the transportation solution for Will County. The unconstrained plan identifies a broad set of improvements without considering priorities or the financial limitation of the implementing agencies. The unconstrained plan, however, still recognizes some environmental and social constraints that would make physical construction of the various transportation projects infeasible. The second step was the development of the fiscally constrained plan. Given the financial limitations of the county and other agencies, not everything within the unconstrained plan would be financially feasible by the year 2030. A list of performance criteria was established; therefore, projects were ranked to determine priorities that would make the most efficient use of limited funds.

## 9.1 Unconstrained Plan

Proposed transportation enhancements that compose the unconstrained plan encompass a comprehensive suite of improvements including roads, public transportation, and bicycle/pedestrian facilities. The majority of travel, particularly commuter travel, would occur on the roadway system. The proposed roadway improvements included widening of arterials, interstates and tollways; creation of new corridors; realignments; and the promoting of a local collector road system. Transit improvements are also planned for Will County to expand and improve the services provided by Metra and Pace. Bicycle/pedestrian facilities are planned to be expanded by connecting existing trails and establishing access to new areas. The elements of the unconstrained transportation plan are shown in [Figures 9-1A, 9-1B, 9-2, 9-3, and 9-4](#). A full list of projects is presented in [Table 9-1](#).

### 9.1.1 Unconstrained Roadway Plan

The unconstrained plan assumes that committed projects are in place by the year 2030 and these projects will not be highlighted in the unconstrained plan. Committed projects are those projects with known construction funding sources and are anticipated to be built in the near future. Committed projects are discussed in further detail in Section 6.3.

Many of the projects in the unconstrained plan are widening projects along existing corridors. The projects only consider added through lanes to increase system capacity. The addition of a center turn lane would be evaluated during detailed engineering studies for projects that advance to the design phase. Some of the widening projects have restricted right-of-way and the proposed widening could have a large impact on the surrounding areas by requiring the taking of houses or businesses. Alternative parallel routes to the proposed widened corridor could be investigated in future detailed studies; however, some locations may not have a sufficient alternative that could accommodate the projected

demand. Projects with these restrictions in right-of-way are noted in **Table 9-1** which lists the unconstrained projects.

The new roadways shown on the map in **Figure 9-1A** and **B** are representative corridors. The actual alignment of the proposed roadways would be determined after further detailed study and impact analysis. Some consideration was given to current development or known resources to avoid potential major conflicts. Many of the corridors shown were identified and developed in previous studies and represent the latest studied alternative.

The unconstrained plan also identifies a number of offset intersections for improvement through intersection realignments. These realignments improve the traffic operations on the intersections as well as the operations of the affected roadways both in improving traffic flow and improving safety. Due to the regional and temporal nature of this plan, the technical analysis did not include a quantified estimate of performance improvements based on intersection realignment. The list of the realigned intersections is shown after **Table 9-1**.

**TABLE 9-1**  
Unconstrained Plan Highway Projects

Project ID	Roadway	Project Extent	Functional Classification	Improvement	Project Length (Miles)	Project Cost (Millions in 2004 \$)	Project Remarks
<b>IDOT Projects</b>							
1	I-55*	Current 6-lane segment to I-80	Freeway	Widen to 6 lanes	14.4	69.6	
2	I-55	I-80 to Arsenal Road	Freeway	Widen to 6 lanes	4.7	32.9	
3	I-55	Arsenal Road to IL 129	Freeway	Widen to 6 lanes	7.2	54.8	
4	I-55	At IL 126		Complete Full Interchange	NA	15.4	Alternative interchanges locations on I-55 in northwest Will County include the interchange at IL 59
5	I-55	At Airport/Lockport Road		New Full Interchange	NA	30.8	
6	I-80	I-55 to I-355	Freeway	Widen to 6 lanes	11.4	82.2	
7	I-80	I-355 to Harlem Road	Freeway	Widen to 8 lanes	9.5	56.3	
8	I-80	At Schoolhouse Road		New Full Interchange	NA	30.8	Due to some sensitive areas in the vicinity of this interchange, an alternative location could be Wolf Road.
9	I-57	SSA access to I-80	Freeway	Widen to 6 lanes	15.0	62.3	
10	I-57	Wilmington-Peotone Road to SSA access	Freeway	Widen to 6 lanes	4.1	11.9	
11	I-57	At Stuenkel Road		New Full Interchange	NA	26.4	
15	I-57/IL 394 Connector	I-57 to IL 394	Freeway	New 4-lane freeway	12.0	180.0	The alignment shown in <a href="#">Figure 9-1</a> is a representative alignment; further analysis is needed to identify the final alignment. This corridor is also proposed to continue east to I-65 via the Illiana Expressway. This proposed connection is shown as an arrow in <a href="#">Figure 9-1</a> .
16	IL 59	143rd Street to 95th Street	SRA	Widen to 6 lanes	6.0	98.7	
17	U.S. 30	Kendall County Line to I-55 (via 143rd Street)	Principal Arterial	Widen to 4 lanes	10.2	100.1	This improvement is restricted in the area of downtown Plainfield.
18	U.S. 30	Briggs Road to I-80	Principal Arterial	Widen to 4 lanes	2.9	47.5	
19	U.S. 30	I-80 to Harlem Avenue	SRA	Widen to 4 lanes	10.6	116.8	
20	IL 126	Division Street to I-55	Minor Arterial	Widen to 4 lanes	2.3	41.6	

**TABLE 9-1**  
Unconstrained Plan Highway Projects

Project ID	Roadway	Project Extent	Functional Classification	Improvement	Project Length (Miles)	Project Cost (Millions in 2004 \$)	Project Remarks
21	IL 53	Lily Cache Road to Boughton Road	Principal Arterial	Widen to 6 lanes	1.4	23.2	This project has right-of-way restrictions.
22	IL 53	West River Road to Wilmington-Peotone Road	Minor Arterial	Widen to 4 lanes	2.0	29.2	
23	IL 53	Wilmington-Peotone Road to existing 4-lane segment	Principal Arterial	Widen to 4 lanes	1.0	8.1	
24	IL 102	Baltimore Street to Ballou Road	Minor Arterial	Widen to 4 lanes	2.4	23.4	
25	IL 7	Farrel Road to Cedar Road	Principal Arterial	Widen to 4 lanes	2.5	22.9	
26	IL 7	Cedar Road to Will-Cook Road	SRA	Widen to 4 lanes	3.5	34.6	
27	IL 171	New Road to 135th Street	Principal Arterial	Widen to 4 lanes	3.8	39.9	
28	U.S. 45	191st Street to Will County Line	SRA	Widen to 6 lanes	1.0	15.7	
29	U.S. 45	Stuenkel Road to Nebraska Road	SRA	Widen to 4 lanes	3.3	35.8	
30	IL 43	U.S. 30 to North County Line	SRA	Widen to 6 lanes	3.6	51.5	
31	IL 43	Steger Road to U.S. 30	Minor Arterial	Widen to 4 lanes	2.5	27.2	
32	IL 1	Goodenow Road to Old Monee Road	SRA	Widen to 4 lanes	2.6	24.4	
33	Beecher Bypass (IL 1)	323rd Street to Offner Road	SRA (potential)	New 4-lane roadway	6.8	96.6	
34	IL 1	Church Road to Beecher Bypass	Principal Arterial	Widen to 4 lanes	1.7	14.5	
35	IL 394	IL 1 to I-57/IL 394 Connector	SRA	Widen to 6 lanes	4.2	64.8	
36	IL 394	I-57/IL 394 Connector to U.S. 30	SRA	Widen to 6 lanes	5.5	75.3	
37	U.S. 6	Briggs Road to East County Line	Minor Arterial	Widen to 4 lanes	7.4	69.5	
38	U.S. 6	IL 53 to Briggs Road	Minor Arterial	Widen to 4 lanes	2.2	34.5	
39	Eastern Airport Access	IL 1 to SSA	Principal Arterial	New 4-lane roadway	0.5	21.6	

**TABLE 9-1**  
Unconstrained Plan Highway Projects

Project ID	Roadway	Project Extent	Functional Classification	Improvement	Project Length (Miles)	Project Cost (Millions in 2004 \$)	Project Remarks
70	Manhattan-Monee Road	U.S. 52 to U.S. 45	Principal Arterial	Widen to 4 lanes	5.4	53.7	
71	Manhattan-Monee Road	U.S. 45 to Center Road	SRA	Widen to 4 lanes	2.0	18.5	
98	U.S. 52	Baker Road to Manhattan-Monee Road	Principal Arterial	Widen to 4 lanes	2.3	24.9	
99	IL 394	Eastern SSA access to IL 1	Principal Arterial	Widen to 6 lanes	0.6	7.7	
101	U.S. 6	I-55 to existing 4-lane segment	Principal Arterial	Widen to 4 lanes	3.9	29.9	
<b>ISTHA Projects</b>							
12	I-355	I-80 to existing 6-lane segment	Tollway	Widen to 6 lanes	8.4	63.8	
13	I-355	at Bruce Road	Tollway	New Full Interchange	0.6	26.4	
14	I-355	I-80 to I-57	Tollway (potential)	New 4-lane freeway	20.2	361.2	As development continues to occur in central Will County, corridors previously studied for this freeway may be unavailable for highway use. A principal arterial on new alignment or improving existing arterials may be considered in lieu of a new freeway.
<b>County Projects</b>							
40	Plainfield-Naperville Road	127th Street to 111th Street	Minor Arterial	Widen to 4 lanes	2.2	20.5	
41	Weber Road	U.S. 30 to Lily Cache Road	SRA	Widen to 6 lanes	9.4	159.5	
43	Renwick Road	IL 59 to IL 53	Principal Arterial	Widen to 4 lanes	6.5	66.2	
45	143rd Street	IL 171 to Will Cook Road	Minor Arterial	Widen to 4 lanes	5.7	59.3	Portions of this project are included in the Build Will program.
46	Bell Road	159th Street to North County Line	SRA	Widen to 4 lanes	3.0	31.0	Included in the Build Will program.
47	Cedar Road	Bruce Road to 159th Street	SRA	Widen to 4 lanes	2.4	23.7	
48	Cedar Road	U.S. 6 to Bruce Road	Minor Arterial	Widen to 4 lanes	1.5	14.9	

**TABLE 9-1**  
Unconstrained Plan Highway Projects

Project ID	Roadway	Project Extent	Functional Classification	Improvement	Project Length (Miles)	Project Cost (Millions in 2004 \$)	Project Remarks
51	Cedar Road	Manhattan-Monee Road to Spencer Road	Minor Arterial	Widen to 4 lanes	5.0	51.7	
52	Gougar Road	U.S 52 to Laraway Road	Principal Arterial	New 4 lane roadway	2.0	18.5	
53	Gougar Road	Laraway Road to U.S. 6	County Freeway	Widen to 4 lanes	4.5	46.0	
56	Briggs Road	Spencer Road to I-80	Collector	Widen to 4 lanes	1.3	16.5	
57	Briggs Road/IL 52	Schweizer Road to Spencer Road	Collector	New 4 lane roadway	2.0	20.9	May involve widening along IL 52, north of Laraway Road, to avoid impacts to Forest Preserve property.
58	Schoolhouse Road	U.S. 30 to Francis Road	Minor Arterial	Widen to 4 lanes	1.6	16.0	
59	Schoolhouse Road	Francis Road to U.S. 6	Minor Arterial	New 4-lane roadway	1.0	9.9	
62	Laraway Road	U.S. 52 to Harlem Road	County Freeway	Widen to 4 lanes	12.4	119.2	
64	Arsenal/Manhattan Road	Baseline Road to U.S. 52	County Freeway	Widen to 4 lanes	7.9	76.8	
65	Wilmington-Peotone Road	IL53 to I-57	SRA	Widen to 4 lanes	16.2	151.8	
66	Wilmington Road	I-57 to Drecksler Road	SRA	Widen to 4 lanes	1.9	18.2	
67	Wilmington Road	Drecksler Road to Ridgeland Avenue	SRA	New 4 lane roadway	1.0	10.4	
69	191st Street	U.S. 45 to IL 43	Minor Arterial	Widen to 6 lanes	3.0	46.4	This project has right-of-way restrictions.
72	Manhattan-Monee Road	Center Road to Central Avenue	SRA	Widen to 4 lanes	5.1	58.8	
73	Monee-Manhattan Road	Governors Highway to Crete-Monee Road	Principal Arterial	New 4 lane roadway	2.2	23.6	
74	Crete-Monee Road	Monee-Manhattan Road to IL 1	Principal Arterial	Widen to 4 lanes	3.9	39.7	

**TABLE 9-1**  
Unconstrained Plan Highway Projects

Project ID	Roadway	Project Extent	Functional Classification	Improvement	Project Length (Miles)	Project Cost (Millions in 2004 \$)	Project Remarks
75	Exchange Street	Western Avenue to State Line Road	Minor Arterial	Widen to 4 lanes	7.9	85.7	This project has right-of-way restrictions between Sangamon Road and IL 1 and between IL 394 and the state line. An alternative to Exchange Street could be investigated in more detailed analysis of this corridor.
76	University Parkway	Stuenkel Road to Western Avenue	Minor Arterial	Widen to 4 lanes	2.1	23.7	
92	95th Street	Plainfield/Naperville Road to Boughton Road	Minor Arterial	New 4-lane roadway	1.6	19.2	
102	80th Avenue	191st Street to 183rd Street	Collector	Widen to 4 lanes			
<b>Local Projects</b>							
42	Naperville Road	Lily Cache Road to Naper Blvd	SRA	Widen to 6 lanes	2.1	34.4	
49	Cedar Road	Francis Road to U.S. 6	Minor Arterial	Widen to 4 lanes	1.3	15.3	
50	Cedar Road	Spencer Road to Francis Road	Minor Arterial	Widen to 4 lanes	2.2	25.2	
54	Gougar Road	U.S. 6 to Bruce Road	Principal Arterial	Widen to 4 lanes	1.5	14.6	
55	Gougar Road	147th Street to 143rd Street	Minor Arterial	New 2-lane roadway	0.5	2.6	
60	Schoolhouse Road	Laraway Road to U.S. 30	Minor Arterial	Widen to 4 lanes	1.9	19.9	
61	Laraway Road	IL 53 to U.S. 52	Major Arterial	Widen to 4 lanes	2.7	28.8	
68	Corning Road	Ridgeland Avenue to Beecher Bypass	SRA	Widen to 4 lanes	6.0	58.3	
77	Stuenkel Road	Harlem Avenue to Crawford Avenue/University Pa	Minor Arterial	Widen to 4 lanes	4.0	40.6	
78	Steger Road	IL 394 to State Line Road	Minor Arterial	Widen to 4 lanes	2.7	26.4	
79	Steger Road	Cicero Road to Crawford Avenue	Minor Arterial	New 2-lane roadway	1.2	26.8	
80	Strawn Road	Baseline Road to IL 53	Minor Arterial	Widen to 4 lanes	1.8	18.7	
81	Wolf Road	Laraway Road to County Line	Minor Arterial	Widen to 4 lanes	5.1	56.3	

**TABLE 9-1**  
Unconstrained Plan Highway Projects

Project ID	Roadway	Project Extent	Functional Classification	Improvement	Project Length (Miles)	Project Cost (Millions in 2004 \$)	Project Remarks
82	Caton Farm Road	U.S. 30 to IL 53	SRA	Widen to 4 lanes	2.9	30.9	
83	Caton Farm Road	IL 53 to IL 171	SRA	New 4-lane bridge	1.0	39.1	
84	Bruce Road	IL 171 to Cedar Road	SRA	Widen to 4 lanes	4.8	51.6	
85	Essington Road	I-55 to 111th Street	Minor Arterial	Widen to 4 lanes	3.4	31.8	
86	Kings Road	119th Street to 111th Street	Minor Arterial	New 2-lane roadway	1.0	4.8	
87	Boughton Road	Plainfield-Naperville Road to Kings Road	Minor Arterial	Widen to 4 lanes	1.2	12.1	
88	Boughton Road	Naperville Road to County Line	Minor Arterial	Widen to 6 lanes	5.2	78.4	This project is restricted by existing residential development on both sides of the roadway and would require extensive property takes.
89	119th Street	IL 59 to Weber Road	SRA	Widen to 4 lanes	4.1	47.8	
90	119th Street	WIKADUKE Trail to IL 59	SRA	Widen to 4 lanes	3.4	34.6	
91	95th Street	248th Street to IL 59	Minor Arterial	Widen to 4 lanes	3.0	43.0	
93	95th Street	WIKADUKE Trail to 248th Street	Minor Arterial	New 4-lane roadway	2.5	40.8	
94	Plainfield-Naperville R	IL 59 (Division Street) to 127th Street	Minor Arterial	Widen to 4 lanes	2.9	27.3	
96	Drauden Road	Theodore Street to Mound Street	Collector	New 2-lane roadway	4.1	18.4	
100	143rd Street	IL 59 to IL 126	Principal Arterial	New 4-lane roadway	1.0	18.5	
**	Hoff Road	Governors Highway to Il 53	Minor Arterial	Widen to 4 lanes	18	N/A	
<b>Various Jurisdictions</b>							
97	WIKADUKE Trail	U.S. 6 to North County Line	SRA	New 4-lane roadway	22.5	227.9	Most of this project is outside Will County; however, this project provides an alternative north/south route to IL 59.
**	Illiana Expressway	Indiana border to I-55	Freeway or Tollway	New 4-lane roadway	35	N/A	This is a corridor of the future. The alignment has not been identified, but may generally follow Hoff Road. Although noted as a freeway or tollway, a principal arterial may also be considered.

\*Project has been committed since 2004 baseline.

\*\* Project added as a result of public and local government coordination – not included in travel demand model.

## Intersection Realignments

- Cedar Road at Bruce Road
- Vollmer Road with St. Francis Road at IL 43
- Bemis Road with 117th Avenue at State Line Road
- 311th Street with 151st Avenue at State Line Road
- Klemme Road with 17500 East Road at County Line Road
- Cottage Grove Avenue with 15000 East Road at County Line Road
- Eagle Lake Road with Brunswick Road at Yates Road
- Crawford Road with Richton Road at Steger Road
- Torrence Avenue at Steger Road
- Kedzie Avenue with 10000 East Road at County Line Road
- Will Center Road with 8000 East Road at County Line Road
- Ridgeland Avenue with 6000 East Road at County Line Road
- 80th Avenue with 4000 East Road at County Line Road
- 104th Avenue at Steger Road
- Kankakee Street at Manhattan-Monee Road
- Koehler Road with Schoolhouse Road at Smith Road
- 80th Avenue at Steger Road
- Watkins Road with Zeismer Road at U.S. 52
- Center Road with Steger Road
- Gougar Road with State Road at 147th Street
- Harlem Avenue at Steger Road
- Steger Road with 81st Ave at State Line Road
- County Line Road with 181st Avenue at State Line Road
- Stoney Island Avenue with 16000 East Road at County Line Road
- Ashland Avenue with 12000 East Road at County Line Road
- Cicero Road with Will Center Road at Governor's Highway
- Ridgeland Avenue at Steger Road
- Western Avenue with 11000 East Road at County Line Road
- Crawford Avenue with 9000 East Road at County Line Road
- Central Avenue with 7000 East Road at County Line Road
- Harlem Avenue with 5000 East Road at County Line Road
- Center Road with 2000 East Road at County Line Road
- 104th Avenue with 1000 East Road at County Line Road
- Gallagher Road at Cedar Road
- Baker Road with Stuenkel Road with Town Line Road
- 88th Avenue at Steger Road
- Tulley Road with County Line Road
- Cherry Hill Road with U.S. 52

The total cost of the unconstrained roadway plan, as shown in **Figure 9-1A** and **B** with the exception of the Wikaduke Trail, is \$4.4 billion. The county share of the total cost is \$1.3 billion or 29 percent of the total cost. The IDOT, ISTHA, and local shares are \$1.9 billion (42 percent), \$400 million (11 percent), and \$800 million (18 percent), respectively.

### 9.1.2 Unconstrained Public Transportation Plan

Following the planning methodology, an unconstrained public transportation plan was created following these core principles:

- **Hierarchy of interactive services:** Different types of transit services serve different travel needs. An effective transit network is made up of a variety of coordinated services (including rail, bus, vanpools, and paratransit) that efficiently serve areas and allow riders to easily transfer between modes.
- **Complementary land uses and densities:** Efficient transit service depends on sufficient clusters of activity (residential, employment, schools) around transit stations and centers.
- **Planning for future needs:** As Will County’s population and employment grow, the need for transit services will grow as well. Planning for future needs ensures that the infrastructure is in place to allow transit supply to grow along with demand.

The unconstrained public transportation plan includes two major components: the commuter rail plan and the bus concept plan. Each component is presented in this section.

The unconstrained public transportation plan includes recommendations for commuter rail improvements. In addition to these recommendations, the plan assumes an expansion of the paratransit, dial-a-ride, and vanpool programs currently offered by Pace in the county, especially for those developed areas which are not otherwise served by public transportation.

### Unconstrained Commuter Rail Plan

Metra ridership data shows that commuter rail usage by Will County residents has grown at a pace similar to that of residential growth in the county. Many of these commuters are using rail stations and lines that lie outside of the county, in particular, accessing the Metra/BNSF rail stations in DuPage. These trends underlie the need to expand the network of commuter rail options in Will County, and indeed both the CATS and Metra plans show numerous rail extensions and even two new rail lines that would add stations and service within the county. The unconstrained plan includes all of these improvements, as well as a number of other supporting investments, which can be summarized as follows.

- Support the rail extensions and enhancements endorsed by CATS RTP (population and employment growth projections suggest that all are feasible).
- Identify other existing rail corridors for future development of potential rail extensions (e.g., to Wilmington, to Kankakee, along EJ&E, etc.)
- Increase alternative (non-auto) modes of station access for Will County stations by providing transit feeder service and improving pedestrian/bicycle connections.
- Encourage land use patterns that facilitate transit ridership in all commuter rail corridors (recent plans in University Park and New Lenox serve as guides).
- Develop strategies to raise the share of transit trips made to and from Will County (marketing services, experimenting with technologies that improve marketability, etc.).

**Table 9-2** summarizes the unconstrained plans and recommendations for each line. **Table 9-3** summarizes the major capital projects that will be analyzed for the constrained plan. The total capital cost for this list of projects is estimated to be between \$1.25 and \$1.85 billion. See **Figure 9-2** for a map of the Unconstrained Rail Plan.

**TABLE 9-2**  
Commuter Rail Plan Background and Recommendations

	<b>Existing Plan Guidance</b>	<b>Observations</b>	<b>Unconstrained Plan Recommendations</b>
Metra Electric District (MED)	<ul style="list-style-type: none"> <li>Last published IDOT study (1998) and CATS RTP both suggest extension to South Suburban Airport (SSA)—alignment of service will depend upon SSA site plan, transit planning preference is for alignment to directly serve terminal</li> <li>Kankakee County Study calls for shuttle service between University Park and Kankakee</li> <li>Potential Will County station locations include Monee, SSA, Peotone</li> </ul>	<ul style="list-style-type: none"> <li>Current terminal at University Park attracts riders from along IL Route 50 corridor, many coming from as far as Kankakee County</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate the planned extension of line with concurrent plans for SSA and SES</li> <li>Create direct service to SSA terminal from downtown Chicago (i.e., one seat ride between Chicago and SSA)</li> <li>Support recommendations of <i>University Park TOD Study</i>, including improve existing transit and bike/pedestrian facilities between University Park Station and Governor's State University</li> </ul>
Rock Island District (RID)	<ul style="list-style-type: none"> <li>CATS RTP includes extension to Minooka and creation of express service to downtown Chicago</li> <li>Adopted Will County 2020 Plan recommends new station between New Lenox and Joliet</li> <li>Growth in ridership at Will County RID stations has been very strong, reflecting growth in New Lenox, Mokena, Frankfort, and Tinley Park</li> </ul>	<ul style="list-style-type: none"> <li>Most peak period trains are at or near capacity</li> <li>Aside from Joliet Union Station, there is no transit access to any of the Will County RID Stations</li> <li>Only one station exists in growing area between Mokena and Joliet—may be contributing to increased parking demand at New Lenox and Joliet Union Station</li> </ul>	<ul style="list-style-type: none"> <li>Extend Rock Island through western Will County, with service to population centers in Rockdale, Channahon, and Minooka</li> <li>Provide express trains to LaSalle Street Station to improve travel times and relieve overcrowding</li> <li>Identify additional station site between New Lenox and Joliet</li> <li>Encourage TOD development in Mokena, New Lenox, and Joliet, building upon existing bases of these suburban downtowns</li> </ul>

**TABLE 9-2**  
Commuter Rail Plan Background and Recommendations

	<b>Existing Plan Guidance</b>	<b>Observations</b>	<b>Unconstrained Plan Recommendations</b>
Heritage Corridor (HC)	<ul style="list-style-type: none"> <li>Increased service levels on this line is a focus of the CATS RTP</li> <li>Adding infill station at 135th is also in CATS RTP</li> <li>Extension of line to Elwood and Wilmington encouraged by Will County 2020 plan but not included in current CATS plan</li> </ul>	<ul style="list-style-type: none"> <li>HC service loses potential ridership to nearby lines (Metra/BNSF, RID), likely due to lack of parking and limited service profile</li> <li>From Joliet Union Station, more than twice as many passengers currently use RID trains than HC trains</li> <li>Parking at Lemont and Lockport Stations is at capacity and limited by downtown setting</li> <li>Potential station site near 135th is constrained by surrounding land uses</li> </ul>	<ul style="list-style-type: none"> <li>Increase service levels to offer more options for northwestern portion of county and help relieve congestion on Metra/BNSF and RID</li> <li>Create infill station at Romeoville (135th) to attract more riders from Romeoville and Plainfield, and reduce parking congestion at Lockport and Lemont</li> <li>Explore transit corridor between Joliet and Wilmington for potential service to Elwood industrial developments (and as potential area for additional rail yard space)</li> </ul>
SouthWest Service (SWS)	<ul style="list-style-type: none"> <li>Extension to Manhattan recently completed, including intermediate station at Laraway Road (New Lenox)</li> <li>Station in New Lenox is the subject of TOD Plan (<i>Laraway Road Transit Village Plan</i>)</li> <li>Service levels to 179th Street have been doubled to 30 trains per weekday, with no weekend service</li> <li>New Will County stations served by 4 trains per day</li> </ul>	<ul style="list-style-type: none"> <li>More frequent service to Orland Park (Cook County) may attract more Will County customers, as the schedule will be more competitive with the RID trains</li> <li>Laraway Road Station will be near existing Rock Island Station, which may limit potential new ridership</li> <li>Manhattan is now the closest Metra station for southwestern Will County—including Elwood and Wilmington</li> <li>South of Manhattan station, the railroad right-of-way has been converted to the Wauponsee Glacial Trail</li> </ul>	<ul style="list-style-type: none"> <li>Plan future service to Manhattan at same level of entire SWS, may help to further relieve crowding on RID</li> <li>Implement the Laraway Road “Transit Village Plan” as it will be the key to creating a ridership base at this location</li> <li>Emphasize bicycle and pedestrian access to new Manhattan station (with nearby Wauponsee Glacial Trail)</li> </ul>

**TABLE 9-2**  
Commuter Rail Plan Background and Recommendations

	<b>Existing Plan Guidance</b>	<b>Observations</b>	<b>Unconstrained Plan Recommendations</b>
SouthEast Service (SES)	<ul style="list-style-type: none"> <li>CATS 2030 RTP plans for a new Metra rail line south to Beecher along an existing rail right-of-way</li> <li>Current Metra study for project includes terminal at Balmoral Park, with Will County stations at Crete and Steger (i.e., no Beecher station)</li> <li>A recent planning effort led by SSMMA explored compatibility of land use in corridor</li> </ul>	<ul style="list-style-type: none"> <li>Growth projections in corridor suggest suitable concentrations of population to support rail expansion—much will depend on scale and impacts of SSA</li> <li>Many existing MED passengers come from this corridor and would be likely to begin using SES instead</li> <li>SES line is also likely to serve passengers from Indiana</li> <li>Officials from Beecher have voluntarily opted out of the planning process</li> </ul>	<ul style="list-style-type: none"> <li>Support extension of SES into Will County, including eventual service to Beecher</li> <li>Study effect of line on MED service and boardings</li> <li>Because SES service will be new to area, focus on developing compatible land uses and relation of stations to existing/projected residential concentrations in Crete</li> </ul>
STAR Line	<ul style="list-style-type: none"> <li>Initial portion of STAR Line travels from O'Hare to Joliet – Will County stations at Naperville (95th), Plainfield, and North Joliet</li> <li>Eastern extension of STAR Line would include stations in Joliet, New Lenox, and Frankfort (also in CATS RTP)</li> <li>Additional potential branch (Shorewood) travels from Plainfield to western Joliet and Shorewood</li> <li>TOD feasibility plans have been created for station areas</li> </ul>	<ul style="list-style-type: none"> <li>Northwest portion of Will (Plainfield, Romeoville) currently underserved by commuter rail—STAR Line is only commuter rail currently planned to directly serve this area</li> <li>Growth through New Lenox and Frankfort corridor also strong for 2030 projections, STAR Line (East) would serve this market</li> </ul>	<ul style="list-style-type: none"> <li>Support commuter rail service along entire STAR Line, including Shorewood branch</li> <li>Address development and potential station areas along entire EJ&amp;E corridor from Naperville to Frankfort</li> <li>Focus on connections to other, Chicago CBD-oriented lines (such as the BNSF)</li> </ul>

TABLE 9-3  
Major Commuter Rail Improvements with Cost Estimates

Line	Extension/Service Area	Existing Stations in Study Area	New Stations in Study Area	Cost Estimate
MED	University Park to Peotone 9 miles, three stations	211th/Lincoln Hwy (Cook) Matteson (Cook) Richton Park (Cook) University Park	Monee South Suburban Airport Peotone	Extension: \$150 million–\$200 million Stations: \$7.5 million per
RID	Joliet to Minooka (Grundy Co.) 11 miles, three stations Two infill stations	Tinley Park/80th Ave. (Cook) Hickory Creek Mokena New Lenox Joliet Union Station	New Lenox (Gougar Road) East Joliet Rockdale South Joliet Minooka (Grundy)	Extension: \$175 million–\$225 million Infill Stations: \$7.5 million per
HC	Joliet to Wilmington 15 miles, two stations	Lemont (Cook) Lockport Joliet Union Station	Romeoville/135th Street West Joliet Elwood Wilmington	Extension: \$250 million–\$300 million Infill Stations = \$7.5 million per
SWS	Orland Park to Manhattan (12 mile extension completed 2006; total FY '04 projected project cost: \$198.12 million)	143rd (Cook) 157th (Cook) 179th (Cook) Laraway Road (New Lenox) Manhattan		
SES	Chicago to Balmoral Park– New Service: 33 miles, total In Will County: 9 miles, three stations Future extension to Beecher	None	Steger Crete Balmoral Park Beecher	Projected total cost range: Low—\$525–\$577 million, based on average per mile costs of recent rail New Starts High—\$941 million, based on RTA's 2007 <i>Moving Beyond Congestion</i> 27% of the total miles located in Will County Beecher ext: \$60 million–\$80 million
STAR Line (West)	O'Hare to Joliet—New service: 55 miles, total In Will County: 12 miles, three stations	None	Naperville/95th Plainfield North Joliet	Projected total cost range: Low—\$1.1 billion, based on average per mile costs of recent rail New Starts High—\$2 billion, based on RTA's 2007 <i>Moving Beyond Congestion</i> 22% of the total project miles located in Will County

**TABLE 9-3**  
Major Commuter Rail Improvements with Cost Estimates

<b>Line</b>	<b>Extension/Service Area</b>	<b>Existing Stations in Study Area</b>	<b>New Stations in Study Area</b>	<b>Cost Estimate</b>
STAR Line (East)	Joliet to Lynwood—New service 31 miles total; In Will County, 17 miles, 5 stations	None	West Joliet (HC transfer) East Joliet (RID transfer) New Lenox (SWS transfer) Frankfort/Mokena Frankfort/Center St.	Total project cost: \$400 million–\$500 million
STAR Line (Shorewood)	Joliet to Shorewood—New service 7.5 miles, 2 stations	None	Joliet/Caton Farm Rd. Shorewood	Total project cost: \$125 million–\$150 million
<b>Total Regional Cost = \$2.73 billion – \$3.95 billion</b>				
<b>Cost of New Will County Stations = \$1.5 million</b>				

## Bus Concept Plan

- While demand for bus services in Will County has not increased at the same rate as for commuter rail, as residential and employment densities increase, the county is expected to encounter the need for more complete local transit services.
- Pace has recognized this, and will soon be reconfiguring service in the DuPage–Will border area according to the recently completed *Fox Valley/Southwest DuPage Initiative*. The long-range plan for the area includes increased bus services in Naperville and Bolingbrook, including most Metra/BNSF feeder routes. A similar service restructure plan was started for the South Cook–Will region in 2005, including an examination of the local Joliet routes.
- Rather than undertake local service planning for Will County, the Bus Concept Plan intends to identify the corridor and infrastructure improvements that will help accommodate bus service in the future.

A key element of the bus concept plan is the “Transit Center.” Transit centers are targeted locations within communities which serve as a point where multiple public transportation services meet, exchange, and distribute passengers. Optimally, and for the purposes of this plan, transit centers would be located at commuter rail stations, central business districts, or even park-n-ride lots. It is important that surrounding infrastructure and development should support transit usage. Transit centers are a major element of Pace’s long-range planning efforts, and numerous centers were identified by the agency in their Vision 2020 plan. The proposed transit centers for the Will County 2030 Transportation Plan are identified in Table 9-4 below (also see [Figure 9-3](#)).

TABLE 9-4  
Will County Transit Centers in Unconstrained Plan

Transit Centers	Location description	Part of Pace’s Vision 2020 Plan
Naperville (95th)	Metra station (STAR)	No
Bolingbrook Park-n-Ride (north)	near Weber/Boughton Road	Yes
Bolingbrook Park-n-Ride (south)	I-55 interchange	Yes
Plainfield	Metra station (STAR)	No
Joliet Louis Mall	Metra station (STAR)	No
Lockport	Metra station (HC)	Yes
Joliet	Joliet Union Station	Yes
Mokena	Metra station (RID)	Yes
New Lenox	Metra station (RID)	Yes
New Lenox (south)	Metra stations (SWS/STAR)	No
Frankfort – Center Rd.	Metra station (STAR)	Yes
University Park	Metra station (MED)	Yes
Governor’s State University	University Campus	Yes

TABLE 9-4  
Will County Transit Centers in Unconstrained Plan

Transit Centers	Location description	Part of Pace's Vision 2020 Plan
Crete	Metra station (SES)	Yes
Manhattan	Metra station (SWS)	Yes
Elwood	Metra station (HC)	No
South Suburban Airport	Metra station (MED)	Yes
Beecher	Metra station (SES)	Yes
Wilmington	Metra station (HC)	Yes
Peotone	Metra station (MED)	No

Transit centers could be served by a variety of different bus service types and vehicles, each meant to serve different trip types:

- *Fixed-route buses:* Service operates at scheduled intervals – stops and routes are fixed
- *Flex-route buses:* Service operates at set intervals but can deviate based on needs of riders
- *Community shuttles:* Service provides trips within a defined community area, collecting and distributing passengers from one or two local transit centers
- *Demand-response service:* Smaller transit vehicles available for on-call service, similar to current ADA paratransit or dial-a-ride service

The initiative and resources for constructing these transit centers will require a combined effort involving the RTA, Pace, Will County, and the individual municipalities. For the purposes of this unconstrained plan, it is estimated that an annual program of \$400,000 to \$500,000 spent on Will County transit center infrastructure would support the creation of transit centers at each of the 21 listed locations – this amounts to a total investment of \$10 to \$15 million by the year 2030.

In addition to transit centers, the bus concept plan identifies potential corridors for upgraded bus service that utilizes Transit Signal Priority (TSP) and operates with the characteristics of bus rapid transit (BRT).

Implementing TSP in a corridor improves the travel times of bus services by giving transit vehicles the priority at signalized intersections. When implementing TSP, Pace currently prefers to switch to stops at the “far-side” of intersections. Combine, this can help improve travel time in the range of 15–20 percent.

BRT is a type of bus service that primarily operates in its own dedicated right-of-way and serves a limited set of stations (generally stopping every half to 1 mile). BRT can have many additional features as well, including off-vehicle fare collection and station platforms for easier boarding. At its highest potential, BRT can offer the speed and reliability of train service, and is able to serve longer distance trips as well as the type of shorter trips generally associated with local bus service.

While BRT service has not yet been implemented in the Chicago region, Pace has made the creation of BRT/TSP corridors a key part of their long-range plan, and identified three highway corridors in Will County: IL 59, IL 53, and U.S. Route 30/Lincoln Highway. In addition, the plan identifies the LaGrange Road and Jefferson Street corridors as having potential for BRT/TSP, due to projected densities and travel demands (Table 9-5). Most of these corridors currently lack bus service of any kind, and the types and level of future service will need to be planned along with the population and employment growth in the County. This means that the services are likely to be different in each corridor, depending on local travel patterns, the scale and type of surrounding development, and the adaptability of the road right-of-way to accommodate BRT-level service.

TABLE 9-5  
BRT Corridors in Unconstrained Plan

BRT Corridors	From	To	Part of Pace's Vision 2020
IL Route 59	U.S. Route 52	Route 59 (Metra/BNSF)	Yes
IL Route 53	Joliet Union Station	Lisle (Metra/BNSF)	Yes
U.S. Route 45/LaGrange Rd.	Laraway Road	143rd Street (Metra SWS)	No
U.S. Route 30/Lincoln Hwy	Joliet Union Station	Plainfield (Metra STAR)	Yes
U.S. Route 30/Lincoln Hwy	Joliet Union Station	211th/Lincoln Hwy. (MED)	Yes
U.S. Route 52/Jefferson St.	Joliet Union Station	Route 59/I-80 Park-n-Ride	No

The bus concept plan also identifies Will County express bus corridors for 2030. Express buses shuttle passengers on point-to-point trips over long distances; currently, there is one express bus service operating from Will County, the I-55 Flyer that travels from park-n-ride lots in Bolingbrook along I-55 to the Chicago CBD. This service provides a direct trip to the downtown Chicago job market from Bolingbrook, and its success suggests that extending such service further down I-55 to Plainfield and Joliet may help to address some of the demand in this quickly developing area of the County, which is currently lacking commuter rail service. In addition, the unconstrained plan identifies other possibilities for express bus corridors, such as I-80/I-57 into Chicago, and the I-355/North-South Tollway Corridor into Schaumburg and Woodfield Mall. Table 9-6 identifies express bus corridors serving Will County.

TABLE 9-6  
Express Bus Corridors in Unconstrained Plan

Express Bus Service Corridors	Park-n-Ride Lots
I-55	Bolingbrook (north and south), Joliet Louis Mall, Joliet/U.S. 52
I-80/I-57	LaGrange Road Interchange (I-80), New Lenox/Gougar Road Interchange
I-355	Bolingbrook (north and south), Joliet Louis Mall, New Lenox/Gougar Road Interchange, Maple Road/I-355

The bus concept plan costs can be divided into three categories. In addition to the transit center infrastructure costs discussed above, there are the capital costs of creating BRT service, which includes the construction of a dedicated right-of-way, the implementation of TSP technology, the creation of stations and platforms, and the purchasing of vehicles.

Much like a commuter rail extension, the capital cost of creating a BRT corridor would primarily be funded through a combination of state and federal dollars, and each project would need approval through the Federal Transit Administration. Also included in the cost estimate is the cost of procuring new buses to service the growing number of fixed routes needed in Will County. The unconstrained plan assumes that the County will need another 200 vehicles to meet the demand for services in 2030. Table 9-7 lists the relative cost range for each element of the bus concept plan.

TABLE 9-7  
Unconstrained Bus Concept Plan Elements with Capital Cost Estimates

Category	Assumptions	Capital Cost (2005 \$)
Bus Rapid Transit Corridors	6 corridors, 70 total miles \$2.5M–\$5M per mile capital cost	\$175M – \$350M
New Vehicles	\$200k–\$300k per bus vehicle 200 new vehicles	\$40M – \$60M
Transit Centers, Rail Stations, Park-n-Ride Lots	Annual program: \$500k–\$1M 21 Transit Centers Investments in infrastructure, technology, signage	\$15M – \$30M
		<b>Total Costs: \$230M – \$440M</b>

### 9.1.3 Unconstrained Bicycle / Pedestrian Plan

Will County has an impressive set of bicycle and pedestrian resources, including major trails following the Des Plaines River/I&M Canal Corridor, as well as those following disused rail rights-of-way, including the Wauponsee Glacial and Old Plank Road trails. Building upon this network of dedicated trails is a key method for connecting communities in Will County.

The non-motorized plan focuses on the following recommendations:

- Encourage bicycle/pedestrian trips
- Educate public on non-motorized facilities and their safe use
- Require pedestrian infrastructure in developing communities
- Address pedestrian/bicycle access to new transit assets
- Connect regional trail network and fill in gaps
- Identify and protect future bicycle corridors
- Encourage bicycle lanes and markings for on-street routes in urban areas
- Invest in signage and maps at key trail points
- Encourage municipalities in county to connect into regional trail network

The plan is based on the selection of bike/pedestrian “focus areas,” or portions of the County where targeted investments could most improve the overall regional trail network. These recommendations build upon existing plans and ongoing projects in the county, even though no county-wide bicycle plan exists.

**Tables 9-8** and **9-9** detail the recommendations for each of these focus areas, and then provide a list of the major capital projects with cost estimates. **Figure 9-4** illustrates the bicycle and pedestrian plan for Will County.

TABLE 9-8  
Focus Area Background and Recommendations

Focus Area	Background	Recommendations
Focus Area #1 Northwest Will County	Regional trails travel east, southeast, southwest, and northeast from Joliet, but there is no corresponding trail in the northwest portion of the County. This rapidly developing area should also be connected into the Will County network via a regional trunk trail.	<ul style="list-style-type: none"> <li>• Extend the DuPage River Trails southward from Naperville and Woodridge, connecting into the Rock Run and I&amp;M State Trail</li> <li>• Create a pedestrian/bicycle path between Plainfield and Joliet, perhaps paralleling U.S. Route 30 and the EJ&amp;E Railroad</li> <li>• Support implementation of multimodal WIKADUKE Trail plans, including a connection from DuPage River trails via the Virgil Gilman Trail</li> </ul>
Focus Area #2 I&M Canal/Centennial Corridor	The trails along the I&M Canal and Des Plaines River through Will County are fantastic resources that provide access into and out of the County. On the north end, plans are in place to extend the Centennial Trail well into Cook County; this connection should be facilitated and supported by Will County to the extent possible. In addition, a trail has been proposed following the I-355 tollway right-of-way.	<ul style="list-style-type: none"> <li>• Push for completion of Centennial Trail northwest through Cook and DuPage Counties</li> <li>• Provide signage that indicates the connections to recreational areas outside of the county (Waterfall Glen and Woodridge Trails)</li> <li>• Provide connection between I&amp;M Canal Trails and the proposed I-355 Trail south to New Lenox</li> </ul>
Focus Area #3 Central Joliet Area	All major regional bicycle trails in Will County travel to the edges of Joliet, but not through it. Finding (or creating) routes to connect these trails to one another and directing travelers on how to make these connections should be one of the major goals of the County in this area.	<ul style="list-style-type: none"> <li>• Improve signage at existing trail terminals to show major destinations in Joliet (e.g., Joliet Union Station, County Complex) and routes to other regional trails</li> <li>• Identify and create new dedicated bicycle paths/lanes in and around Joliet, with a focus on connecting regional trails</li> <li>• Identify (or create) major destinations for bicyclists in the Joliet CBD</li> </ul>
Focus Area #4 Hickory Creek/Rock Island Corridor	This quickly growing corridor has seen the development of numerous bicycle paths and the support of the Old Plank Road Trail (OPRT). Access from the OPRT north into these towns and trails accessing the Metra Rock Island stations should continue to be developed.	<ul style="list-style-type: none"> <li>• Encourage expansion of trails and access to Metra stations at New Lenox, Mokena, and Hickory Creek</li> <li>• Work to create connections into trail systems in southern Cook County (Tinley Creek Bike Trail, Humphrey Trail in Orland Park)</li> </ul>

TABLE 9-8  
Focus Area Background and Recommendations

Focus Area	Background	Recommendations
Focus Area #5 University Park/Thorn Creek Trails	University Park has created a trail system that serves the Metra train station, Governor's State University, and the rest of the community. These resources should be tied into the regional network as well as the surrounding communities.	<ul style="list-style-type: none"> <li>• Connect University Park Trails into Cook County Thorn Creek Trails through Thorn Creek Nature Preserve (FPDWC)</li> <li>• Seek trail connections east into Crete and Steger to the proposed Vincennes Trail</li> </ul>
Focus Area #6 I&M Canal Trail/Midewin Area	East of the confluence of the Des Plaines and Kankakee Rivers is a vast conservation area that includes the Midewin National Tallgrass Prairie; to the west is the Goose Lake Prairie State Natural Area. These resources are inaccessible from the north side of the Des Plaines, where the I&M Canal State Park and Trail are located.	<ul style="list-style-type: none"> <li>• Connect the I&amp;M Canal State Trail to Midewin via a bicycle/pedestrian bridge over the Des Plaines River</li> <li>• Create a bicycle connection between the Goose Lake Prairie and Midewin</li> </ul>
Focus Area #7 Wauponsee Glacial Trail/ Midewin Area	On the eastern edge of Midewin, an extension of the Wauponsee Glacial Trail is in progress south of Manhattan, providing a bicycle connection between Midewin and Joliet, as well as the new Manhattan Metra station (SWS).	<ul style="list-style-type: none"> <li>• Work with the U.S. Forest Service to ensure that there are convenient and marked connections between the trail systems</li> </ul>
Focus Area #8 Southeastern Will County	This area of the County is currently rural, although plans for South Suburban Airport will effect the long-term development of the area. The County should identify and protect future bicycle/pedestrian use corridors in this region.	<ul style="list-style-type: none"> <li>• Create an east-west regional trail route through this area that connects into the Wauponsee Glacial Trail. Possible routes are along portions of Forked Creek (suggested by NIPC Greenways Plan) or along Peotone-Beecher Road (recommended by Will County Land Resource Management Plan)</li> <li>• Support development of the Vincennes Trail, which would connect this area with Crete and University Park to the north</li> </ul>
Focus Area #9 Kankakee River Trail	The Kankakee River Trail follows the River southeast into Kankakee County. Existing plans are to connect the Wauponsee Glacial Trail with this extension, providing an eventual trail connection between Joliet and Kankakee.	<ul style="list-style-type: none"> <li>• Create southern extension of Wauponsee Glacial Trail to the Kankakee River, completing the link between these major portions of the state's bicycle trail network</li> <li>• Continue Kankakee River Trail northwest into the residential areas of Wilmington</li> </ul>

TABLE 9-9  
Major Improvements in Non-motorized Plan with Cost Estimates

Trail/Pathway Name	Project Details	Costs
Virgil Gilman Trail	An existing trail through Kane County into northern Will; plans are in place to complete all portions of the trail connecting the DuPage River Trail to downtown Aurora.	4 miles \$600,000–\$800,000
DuPage River Trail	Pathway following the branches of the DuPage River between the DuPage County border and south to a connection with the I&M Canal State Trail. Portions have already been completed.	20 miles (three portions) \$3 million–\$4 million
I-355 Trail	Trail following the extension of I-355 between Lemont and I-80 in New Lenox. Project would potentially make use of the tollway construction bridge over the Des Plaines River.	12 miles \$1.8 million–\$2.4 million
Spring Creek Trail	Trail follows Spring Creek watershed from Joliet northwest through Homer Glen into Cook County.	8 miles \$1.2 million–\$1.6 million
Thorn Creek Trail	Trail follows Thorn Creek through existing Forest Preserve, connecting the University Park trails with the Thorn Creek Trail in Cook County.	2 miles \$300,000–\$400,000
Plum Creek Trail	Trail following the Plum Creek watershed through the northeastern tip of the County. Most of the land is currently Forest Preserve. This trail would connect into the Vincennes Trail.	7 miles \$1.1 million–\$1.4 million
Vincennes Trail	A planned rail following an abandoned rail right-of-way between Crete and Beecher.	6 miles \$900,000–\$1.2 million
Wauponsee Glacial Trail	A nearly completed trail from south edge of Joliet along Midewin Tallgrass Prairie to the Kankakee River.	14 miles \$2.1 million–\$2.8 million
Kankakee River Trail	State trail travels along Kankakee River from Kankakee northwest into Will County. Optimally, over time, this trail would be extended, possibly using the Forked Creek waterway between the Wauponsee Trail and Wilmington.	10 miles \$1.5 million–\$2 million
Midewin-Peotone Trail	An east-west rail connecting Midewin and Wauponsee Glacial Trail to the Peotone/Beecher area and the proposed Vincennes Trail.	20 miles \$3 million–\$4 million

### 9.1.4 Unconstrained Plan Evaluation

The unconstrained transportation plan includes approximately 50 new route miles and 760 new lane miles of roadway. The plan improves traffic operations in all areas within the county.

Both regional and local trips would benefit from the projects defined in the unconstrained plan. The regional trips are improved by providing an additional freeway corridor between the eastern portion of the county and northwest Will County, as well as the other western suburbs of Chicago. In addition, widening existing freeway corridors throughout the county provides additional capacity for regional trips and relieves already congested roadways. New interchanges on existing and new freeways provide additional access to the county and decrease congestion and travel time as trips gain more direct access from origins and to destinations.

Local trips also benefit directly from the unconstrained plan projects as through trips are concentrated on higher class facilities and avoid potential shortcuts on local roadways. Capacity is also increased on shorter congested corridors that serve local trips. Local trips would also be served by intersection improvements.

With the implementation of the unconstrained plan projects, congested route miles in the year 2030 would drop by 48 percent compared to the existing plus committed network only. Will County highway route mile congestion would drop by about 60 percent. Without the unconstrained plan in place, by the year 2030, vehicle hours of delay would increase seven-fold. With the unconstrained plan in place, the increase in delay between 2004 and 2030 is only about 75 percent. **Figure 9-5** illustrates congested roadway segments for the unconstrained plan.

For public transportation, implementing the elements of the unconstrained plan would significantly upgrade the modal choices available for Will County residents. The commuter rail plan would add more than 90 route miles and 25 stations, more than doubling its presence in the county. The county would connect into this commuter rail system with 70 miles of high-speed bus rapid transit corridors in the northern portion of the county, as well as a variety of complementary transit services connecting key transit centers such as rail stations, shopping centers, city downtowns, and park-n-ride lots.

Upon implementation, the unconstrained public transportation plan would improve the capacity and travel time for trips into the Chicago CBD; provide a one-seat ride from Will County to O'Hare Airport, as well as from the new South Suburban Airport into the City of Chicago; experiment with travel options for meeting the growing suburb-to-suburb commute; support development of the county's employment base by coordinating transit services to employment centers; and create transit-oriented communities that give residents the option of lowering their reliance on automobile trips.

The unconstrained non-motorized plan identifies the major bicycle and pedestrian corridors in the county and envisions a fully interconnected set of trails and pathways linking Will County communities to one another, as well as the larger Chicago region. The plan contends that this regional bicycle network could be largely completed by the year 2030 by investing in roughly 100 miles of new trails, many of which have already been planned or approved for funding. A key element in this effort would be a bicycle and pedestrian plan for Will County that coordinates these efforts among the many agencies responsible for creating and

maintaining trails, including the county government, municipalities, park districts, and state and national agencies.

## 9.2 Fiscally Constrained Transportation Plan

The unconstrained plan currently outpaces the anticipated revenue (see Section 8). To account for this and to develop a fiscally responsible plan, the list of projects in the plan was constrained by revenue. The projects not included in the fiscally constrained plan may be pursued or advanced through other means such as protective right-of-way acquisition, where applicable, and by pursuing additional funds through agreements with other agencies. Additional revenue sources, as described in Section 8, can be pursued to increase the funds available for capacity projects. If additional funds do become available, the constrained plan can be reevaluated to determine the changes needed so as to most effectively take advantage of the increase in revenue. For the final rankings for each project, please see [Appendix A](#). All costs given in this report are in 2004 dollars unless stated otherwise. [Figure 9-6](#) illustrates the resulting fiscally constrained plan.

### 9.2.1 County Highways

There are 26 projects listed in the unconstrained roadway plan under the jurisdiction of Will County with a per project cost of between \$9.9 and \$159.5 million. The projected funds available for capacity improvements are approximately \$420 million, of which \$292 million is committed to the Build Will program. Given the shortfall in available funding, a constrained plan was developed using a decision analysis process described in Section 7.

The decision science tool identified the projects that would best serve travelers in Will County based on the following criteria: economic development, environmental impact, design and operations, land use compatibility, connectivity, and implementation. The complete results from the decision science process can be seen in [Appendix A](#).

The decision science results are but one tool used to develop the constrained plan. Once the best projects were identified, several prioritization strategies were evaluated. Each strategy developed a list of projects that could be implemented given the current estimated funding available. The prioritization strategies evaluated are as follows:

- Direct output from the decision science tool by selecting the next available project based on the remaining funding amount available. If the cost of the next highest ranked project overran the available budget, this project was skipped and the subsequent project on the list was included in the plan. This was continued until the budget was exhausted but not overspent.
- Selection of the lowest cost projects to provide the most diversity and the greatest number of potential projects
- Selection of the top-ranked projects on routes with the highest traffic volumes
- Selection of the top-ranked SRA projects.

Other methods such as support by local officials, addressing all of the projects in an individual AOC, and focusing on areas with restricted access (e.g., river crossing locations) were also considered.

The results from the four prioritization strategies bulleted above were compared. This comparison is tallied in Table 9-10 and highlights the nine projects that appeared in two or more of the approach strategies.

TABLE 9-10  
Project Selection Approaches

Project Number	Road Name	Approaches on Which Project Appears	Estimated Cost (\$ millions)
67	Wilmington-Peotone Extension	4	\$10.4
92	95th Street	3	19.2
52	Gougar Road	3	18.5
62	Laraway Road	2	119.2
41	Weber Road	2	159.5
73	Monee-Manhattan Road	2	23.6
56	Briggs Road	2	16.5
57	Briggs Road Extension	2	20.9
48	Cedar Road	2	14.9
102	80th Avenue	*	

\* This project was added after the modeling was completed.

This analysis included all the projects that appear when the direct output of the decision science model is used with the single exception of the Arsenal Road improvement. It was therefore decided to choose all projects that appeared in more than one of the prioritization strategy results.

**Figure 9-6** shows the projects selected for the county constrained plan, and **Figure 9-7** shows the congestion that would exist in 2030 if only the currently committed and county constrained plan projects were put into place.

## 9.2.2 IDOT Highways

The projects on the IDOT system include widening the existing freeways (excluding the tollway facilities), expanding or adding new interchanges, widening state-marked arterials, and the addition of new freeway facilities in eastern Will County. The total number of projects on the IDOT system is 41. Will County does not have jurisdictional control over these roads; however, priority projects were identified given the comprehensive nature of this plan and importance of local support for a roadway project to the ultimate successful completion of a project. The priorities established are based on the results of the decision science process detailed in Section 7.2 and shown in its entirety in **Appendix A**.

The top four projects include the interchange of I-55 at IL 126, the I-57/IL 394 Connector, Eastern Airport Access Road, and the Beecher Bypass (IL 1). The Eastern Access Road is dependent on the progress of the South Suburban Airport and the implementation should be considered with the airport planning efforts. The total project cost of these four projects is \$297 million.

The next two projects (rank 5 and 6) involve adding a new interchange at I-55 and Airport/Lockport Road and widening IL 59 to six lanes between 143rd Street and 95th Street. Both of these projects would be in the northwest portion of the county and would cost a combined total of \$125 million. The interchanges here represent increased access to I-55 from the surrounding areas. The location of interchange improvements along I-55 will be reviewed in further engineering studies and may include an interchange location at IL 59.

The next three projects (rank 7, 8, and 9) included widening I-80 between I-355 and Harlem Road to eight lanes, widening U.S. 30 to four lanes between I-80 and Harlem Road, and widening I-55 to six lanes between the current six-lane segment and I-80. The total cost of these three projects was estimated at \$200 million.

### 9.2.3 ISHTA Highways

The projects on the tollway system include the further widening of I-355, extension of the I-355 corridor to I-57, and the addition of a new interchange at I-355 and Bruce Road. As with the IDOT projects, the county does not have jurisdictional control over the tollway projects; however, priorities were identified to develop a comprehensive plan and illustrate local support. The highest ranking project was the proposed I-355 extension between I-80 and I-57.

### 9.2.4 Local Highways

Many of the roadways within Will County fall under the local jurisdiction of either the township or the municipality. In the unconstrained plan, there are 27 projects that fall under local jurisdictions. This does not include most new roadways associated with new developments such as residential subdivisions.

The top three local projects include the Caton Farm/Bruce Road Bridge, 95th Street extension between Wikaduke Trail and 248th Street, and the Gougar Road extension between 147th Street and 143rd Street. Essington Road, while not scoring as high as an individual project, should be considered a priority given that the interchange of I-55 and IL 126 was listed as one of the highest priorities for the IDOT projects. Essington Road would serve this interchange for the new movements that are proposed and would be an integral part in the complete solution associated with this interchange.

### 9.2.5 Commuter Rail

The unconstrained commuter rail plan included a number of rail extensions and upgrades to the existing set of services. Eight major projects were evaluated to determine the priority projects for the county.

The top two priority projects were those currently being studied by Metra: the SES to Balmoral Park and the first phase of the STAR Line from Joliet to O'Hare International Airport. A third priority project for 2030 was the extension of the STAR Line from Joliet through New Lenox and Frankfort into Cook County. These projects should be the commuter rail priorities for the county for completion by 2030, and because each is in the very early stages of project development, it would be expected to be 2015 or later before any are operating.

Three additional projects were identified as future rail corridors with the potential to be implemented by 2030: the extension of the Electric Line to the SSA and Peotone, the

Heritage Corridor extension to Wilmington, and the Rock Island District extension to Minooka. Each of these projects has merits based more on future growth projections than current travel demand, and the future scale of development in particular regions may determine the priority of these projects for the future. In particular, the extension of the Metra Electric line south may end up as a major priority for the county due to the potential economic impact of the airport. The extension should be planned as a concurrent element of the SSA project.

The final two in the project ranking were the extension of the SouthEast Service from Balmoral Park to Beecher, and the Shorewood branch of the STAR Line south from Plainfield. Each of these extensions would connect a growing residential area of the County into an existing commuter rail service, and follow existing rail corridors. The success of the initial phases of the SES and STAR lines will likely be a prerequisite to each of these projects occurring at some point beyond the 2030 horizon year of this plan.

While the rankings above discuss each of these projects in total as they are currently envisioned, it is worth noting that all of the projects discussed above will be the subject of future analyses that may help determine new possibilities or barriers. During the project development process, planning, and policy objectives will likely change certain characteristics of each project (for example, altering the station locations or routing of the STAR Line) or necessitate an incremental completion of project elements (for example, accomplishing the extensions of the Metra Electric or SouthEast Service in multiple phases).

## 9.2.6 Bus Concept Plan

The top two ranked BRT/TSP Corridors were the east and west portions of the Lincoln Highway BRT, which would connect Plainfield with the Joliet Louis Mall, Joliet Union Station, and downtown Joliet (west portion) and downtown Joliet with New Lenox and Frankfort (east portion). This service would thus connect many of the major growing areas in the north and west portions of the County to one another, and the high ranking reflects the scores for connectivity and economic development.

The IL 59, IL 53, and U.S. 45/LaGrange Road BRT corridors are also recommended for investment. These corridors are more regional in scope, connecting Will County with the employment centers in Cook and DuPage County. Each of these corridors already have some bus service operated by Pace, and would be prime candidates for investments that improve the frequency and speed of the service, even if these investments occur incrementally over time.

A set of express bus services along major interstate corridors was also proposed in the unconstrained bus concept plan. The criteria ranking of each service created the following ranking:

1. I-55 Express Bus Service
2. I-355 Express Bus Service
3. I-80/I-57 Express Bus Service

Express bus service is already operating in the I-55 corridor between Will County and downtown Chicago – the ranking criteria suggests that the county should focus on

expanding and improving express bus services in this corridor serving the northwest portion of the County that is currently not directly served by the commuter rail system.

The I-355 corridor service could provide point-to-point service to suburbs such as Lombard and Schaumburg, communities with numerous employment and shopping opportunities. Express service in the I-80/I-57 corridor toward Chicago ranks lowest, partially because of the existing public transportation services in this corridor such as the SouthWest Service and Rock Island District lines.

Finally, the bus concept plan identified a number of transit centers – sites which would serve points where transit services will collect and distribute passengers. Based on the criteria ranking for the commuter rail and bus services, investment in the transit centers should be focused on the following stations in the near term:

- Joliet (Joliet Union Station)
- Joliet Louis Mall /Joliet Park-n-Ride
- Bolingbrook Park-n-Ride (north and south)
- University Park Metra Station (MED)
- New Lenox Metra Station (RID)

All other transit centers included in the unconstrained plan will remain as part of the unconstrained plan, with targeted investments occurring as transit services are planned and available in Will County. The county should particularly focus on accommodating other transit services as new Metra stations are constructed in the county.

### 9.2.7 Bicycle/Pedestrian Plan

The unconstrained plan for the non-motorized portion of the Will County plan does not suggest any major capital projects that cannot be completed by 2030. Indeed, many of the goals of the non-motorized portion of the plan can be accomplished through policy initiatives and governmental cooperation, with a major component being the creation of a bicycling and pedestrian plan for the County that involves all of the relevant agencies and municipalities. In addition, local communities should be encouraged to take responsibility for upgrading and connecting to the regional trail resources through their community.

The individual elements of the plan will need to be accomplished over time, with the recommended immediate priority being the completion of trails in progress in growing areas of the county, such as the Virgil Gilman Trail, DuPage River Trail, and Wauponsee Glacial Trail. Identifying and preserving corridors should also be priority for locations where connections are needed but not planned, such as the region between Midewin and Peotone/Beecher.

### 9.2.8 Constrained Plan Project Linkages

Consistent with the goals and objectives set forth in Section 2 of this document, to provide a complete transportation plan, the modes of transportation should link together. **Table 9-11** below describes how the county roadway projects in the constrained plan provide a connection to the public transportation and bicycle/pedestrian networks.

TABLE 9-11  
County Roadway Projects Connections to Public Transportation and Bicycle/Pedestrian Networks

Project Number	Road Name	Public Trans Linkage	Bike/Ped Linkage
67	Wilmington-Peotone Extension	N/A	N/A
92	95th Street	Would directly improve access from Bolingbrook to Metra STAR station (Naperville/95th)	Intersects DuPage River Trail (planned) and passes near Virgil Gilman Trail (existing)
52	Gougar	N/A	Near (within 1/2 mile) of Wauponsee Glacial Trail (existing)
62	Laraway	Intersects SWS extension and New Lenox station (under construction); lies parallel (1/2 mile south) to STAR Line (planned eastern portion).	N/A
41	Weber	N/A	N/A
73	Monee-Manhattan	N/A	N/A
56	Briggs	N/A	N/A
57	Briggs Extension	N/A	Project intersects Wauponsee Glacial Trail (existing)
48	Cedar	N/A	Intersects Spring Creek Trail (proposed)

## 9.3 Plan Evaluation to Goals and Objectives

### 9.3.1 Improve Mobility and Accessibility

The Transportation Plan is a multi-modal approach providing Will County residents with a number of options for transportation service within the county and surrounding areas. Improved roadways and new connections such as new interchanges, Caton Farm/Bruce Road Bridge, and new freeway facilities connecting eastern Will County to the northwest sections of the region improve overall mobility and increase connectivity. While mobility will be served primarily by the automobile, improvements to transit, paratransit, bus, bike, and pedestrian facilities have been studied by the county and regional transportation agencies to support the county's various transportation needs. In addition to the transit improvements, supporting facilities like transportation centers, and park-n-ride lots will encourage transit use. These transit facilities help ensure that each resident of the county will be able to meet their own transportation needs regardless of income, age, or degree of physical mobility.

### 9.3.2 Support Land Development

The Land Resource Management Plan provides a vision for safe, healthy, and livable communities that maintain a balance between growth and land preservation. The 2030

Transportation Plan provides a road map from which the county would coordinate with municipalities to establish transportation improvements that would meet the needs of the county. Implementation of the Land Resource Management Plan, combined with effective coordination of land use and transportation planning, could ultimately result in a reduction of reliance on the roadway system. By drawing on the Land Resource Management Plan, the Will County 2030 Transportation Plan will enable the county to meet transportation needs.

A key goal of the Land Resource Management Plan is to preserve farm land as a feasible land use. TOD helps serve this goal by concentrating higher density growth in corridors served by public transportation, which reduces the reliance on automobiles and preserves open space. Improving transportation performance with the recommended improvements will also improve other types of economic activity as travelers could spend less time on the road and would be better able to predict travel times.

### **9.3.3 Provide Acceptable Transportation Performance**

The Will County 2030 Transportation Plan addresses the performance of the future transportation system. By forecasting future measures of effectiveness and prioritizing projects, roadway improvements can be completed in a manner that will reduce congestion as efficiently as possible. This means resources will be spent where they are most effective, and ensures that the transportation system performance will be at as high a level as is financially feasible. Further implementation of the transportation policies such as access and congestion management can further improve the performance of the transportation system.

This is also true of transit improvements. The additional public transportation services recommended by this plan target both existing travel needs as well as the projected future set of travel desires. The plan focuses on creating a more competitive set of public transportation services that will attract a higher proportion of Will County residents in the near term, which in turn ensures ridership and market growth for the future.

### **9.3.4 Develop a Connected Non-motorized System**

The Will County 2030 Transportation Plan also creates a vision for improved non-motorized travel throughout the county. The plan builds upon the growing network of dedicated regional bicycle and pedestrian trails, identifying key opportunities for completing and operating a safe, connected county-wide system. Implementation of this plan will not only provide new recreational facilities in the county, but could serve to reduce the proportion of trips that need to be made by automobile.

### **9.3.5 Protect Environmental and Natural Resources**

At this stage in the planning process, the roadway improvements were generally considered in relationship to existing environmental constraints. At locations where there were obvious conflicts, an effort was made to avoid sensitive environmental features. Potential conflicts would be evaluated in more detail during the design phases of the individual projects. The county should focus on preserving and protecting natural resources throughout each phase of project development such as by using the context sensitive solution approach.

### 9.3.6 Promote Interagency Coordination

Throughout this process, coordination took place between WCHD and other interested Will County and municipal agencies as well as with the general public. This included the use of multiple community workshops, public meetings, and written and electronic forms of communication to share information and solicit feedback.

The Will County 2030 Transportation Plan provides a vision for all types of roadway facilities, whether or not they jurisdictionally belong to the county. By prioritizing all transportation projects in the county, it aids discussion among agencies and aids understanding of the joint benefits that will be shared by all if interagency coordination takes place. By focusing on transportation modes other than roadways and personal automobiles, a diverse set of strategies can be used to meet the growing needs within the county.

Interagency coordination is also a key for plan implementation for other modes. The public transportation system is operated by regional service providers Metra and Pace that are also largely responsible for planning and procuring funding for future upgrades to the system. This plan serves as a statement of local priorities for service needs, one that can be used in future discussion with the agencies.

Bicycle and pedestrian trails in Will County, on the other hand, are owned and maintained by an assortment of federal, state, county, and local agencies. This plan provides an attempt to delineate the priorities for the county-wide system and identifies the need to work with municipalities on connections to this system. The plan also encourages a more detailed, ongoing planning process that involves interagency cooperation.

### 9.3.7 Use Financial Resources Efficiently

A detailed financial analysis was completed as a part of this study effort to clearly identify the revenue amount available for capacity improvements on the county highway system. Also included in this revenue are alternative funding mechanisms that the county could explore to provide for additional projects.

The prioritization process developed for this study includes a performance-based evaluation to determine which projects would provide the greatest efficiency from the limited available funds. Priorities were also identified for projects under the jurisdictional control of other agencies to most effectively leverage the County's efforts in pursuing non-local resources.

### 9.3.8 Commitment to Plan Implementation

Included within this planning document are guidelines for the successful implementation of the transportation plan.

SECTION 9

# Figures

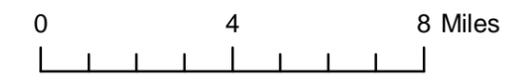
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**Figure 9-1a**  
**Roadway Unconstrained Plan**  
**Projects By Jurisdiction**

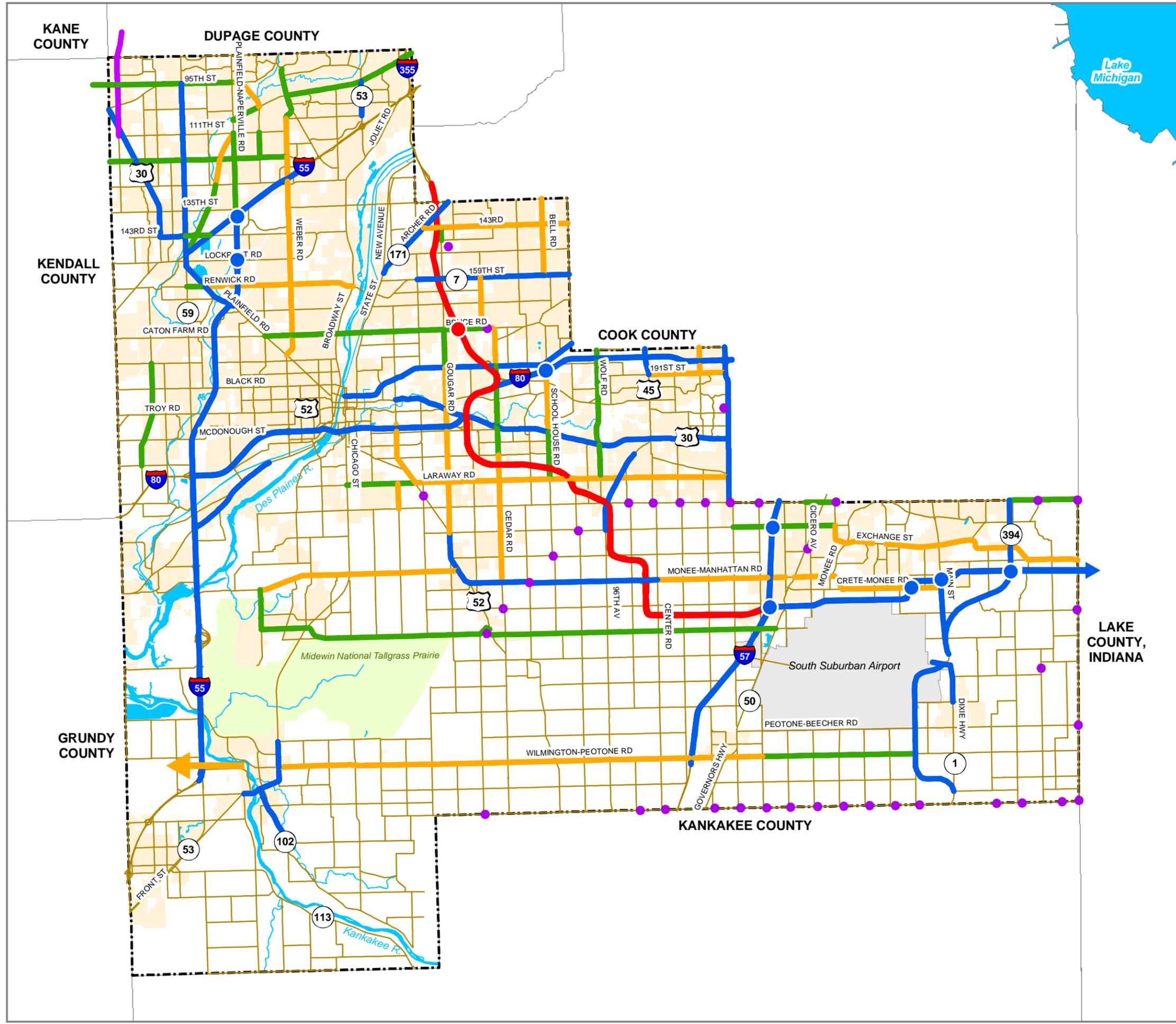
**WILL COUNTY**  
**2030 TRANSPORTATION PLAN**

**Legend**

-  County
-  IDOT
-  ISTHA
-  Local
-  Various
  
-  Realigned Intersection
-  IDOT Interchange
-  Tollway Interchange



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**Figure 9-1b  
Roadway Unconstrained Plan  
Projects By Type**

**WILL COUNTY  
2030 TRANSPORTATION PLAN**

**Legend**

-  New 4-lane bridge
-  New 2-lane roadway
-  New 4-lane roadway
-  New 4-lane freeway
-  Widen to 4-lanes
-  Widen to 6-lanes
-  Widen to 8-lanes
-  Realigned Intersection
-  New Full Interchange
-  Upgrade Partial Interchange

0 4 8 Miles




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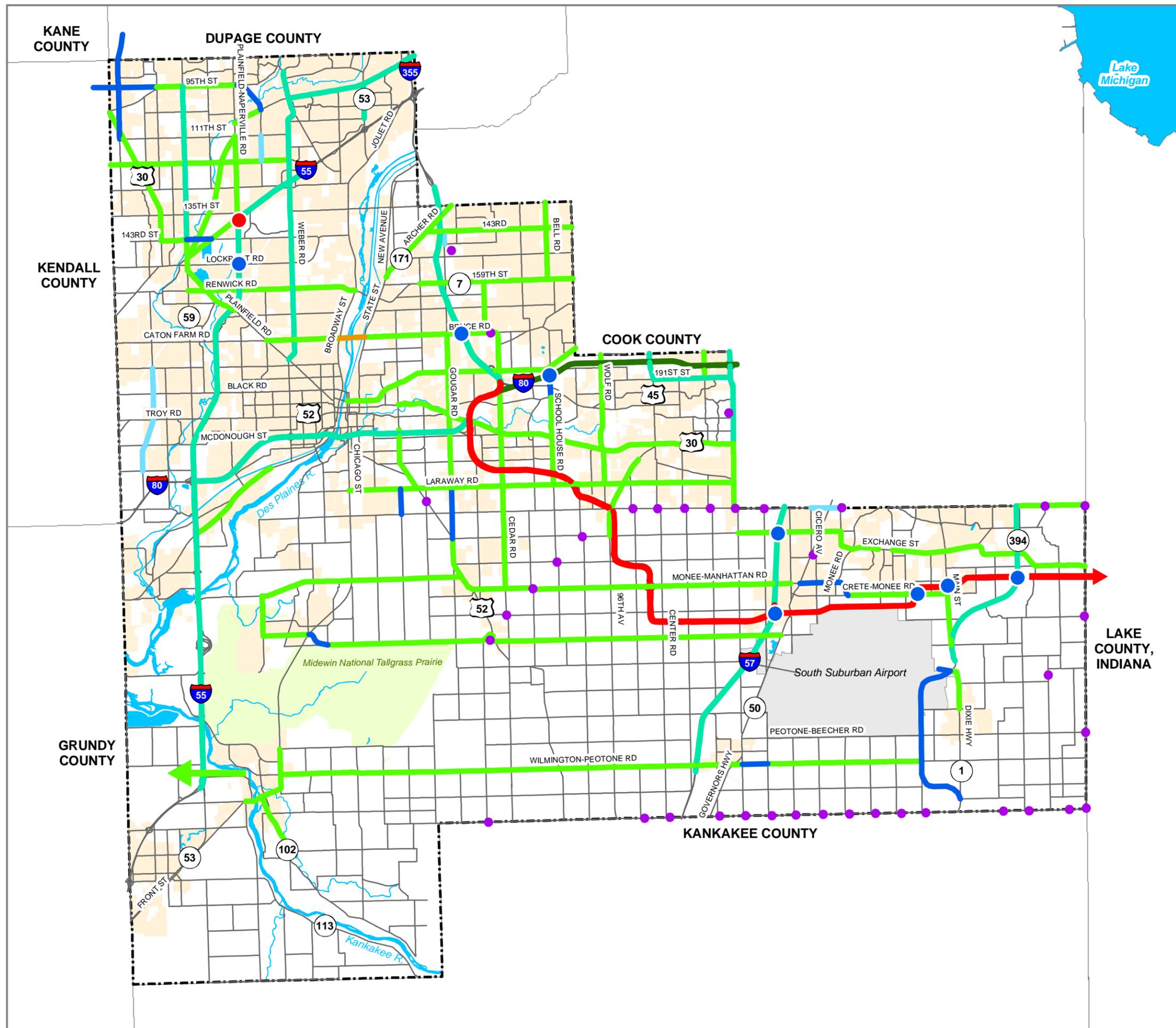


Figure 9-2

Unconstrained Commuter Rail Plan

WILL COUNTY  
2030 TRANSPORTATION PLAN

Legend

-  Metra Commuter Rail Station
-  Metra Station - Potential
-  Metra Service - Existing Plus Committed
-  Metra Service - Potential

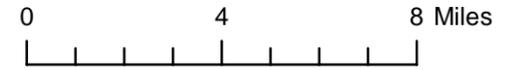
Metra Commuter Rail Service Area (Miles)

Existing Plus Committed

-  0.5
-  1
-  5

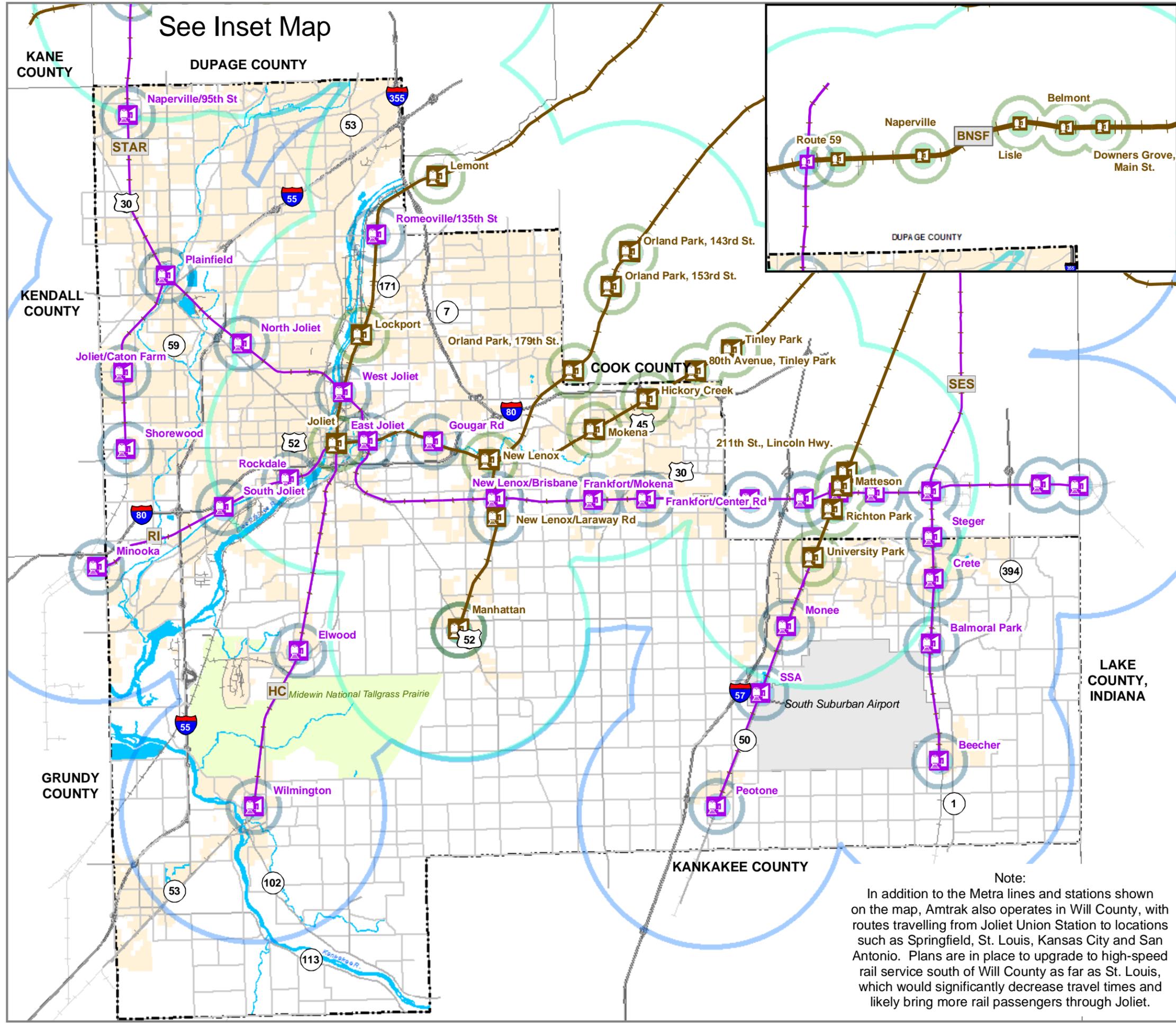
Potential

-  0.5
-  1
-  5



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Note:  
In addition to the Metra lines and stations shown on the map, Amtrak also operates in Will County, with routes travelling from Joliet Union Station to locations such as Springfield, St. Louis, Kansas City and San Antonio. Plans are in place to upgrade to high-speed rail service south of Will County as far as St. Louis, which would significantly decrease travel times and likely bring more rail passengers through Joliet.

**Figure 9-3  
Unconstrained Bus Concept Plan**

**WILL COUNTY  
2030 TRANSPORTATION PLAN**

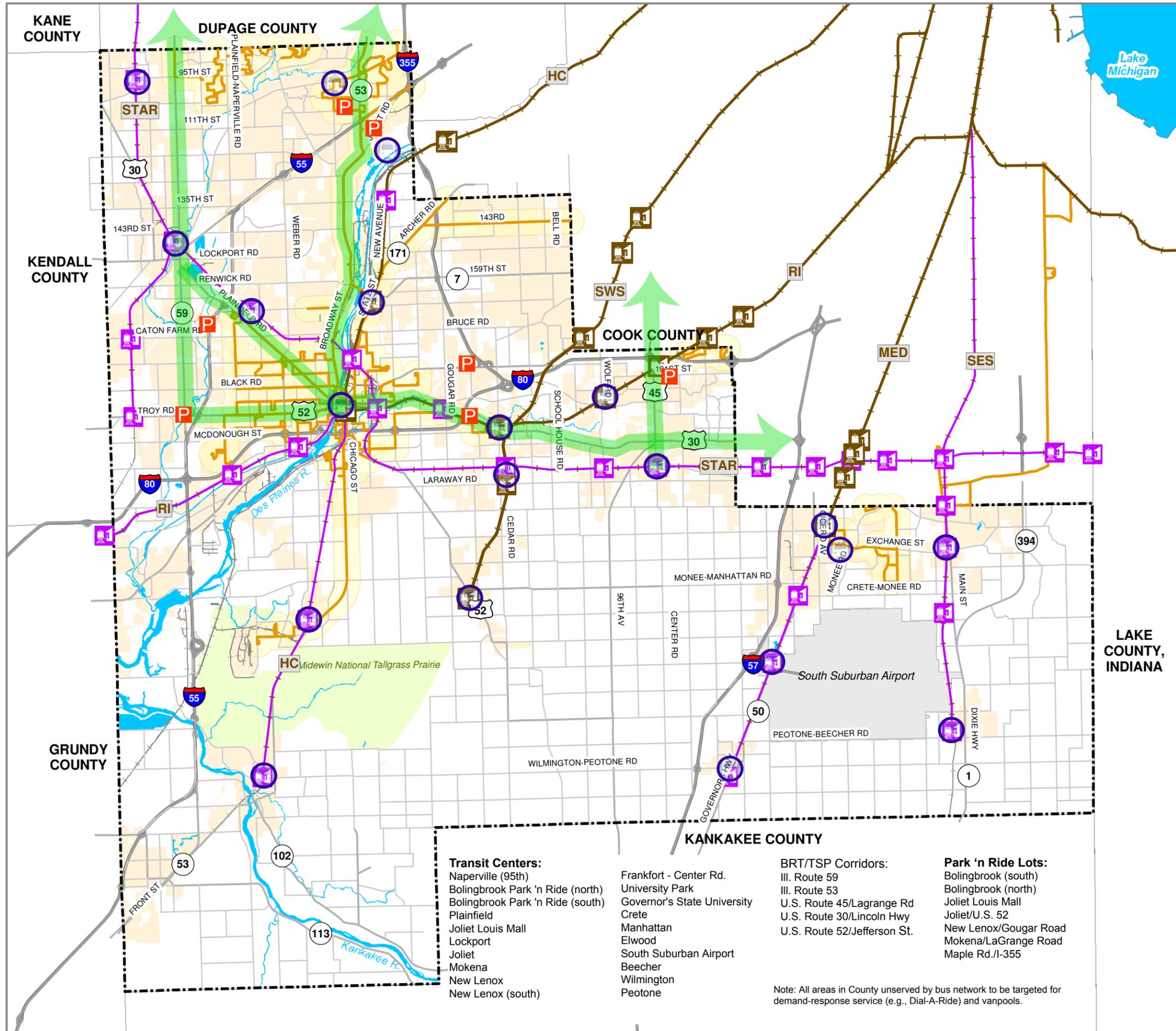
**Legend**

-  Metra Commuter Rail Station
  -  Metra Station - Potential
  -  Pace Bus Routes
  -  Bus Service Area - 1 Half-Mile from Route
  -  Metra Commuter Rail Service
  -  Metra Service - Potential
  -  Will County Transit Center
  -  Park 'n Ride Facilities
  -  BRT/TSP Corridor - Stations every half mile
- 0 4 8 Miles



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**Transit Centers:**  
 Naperville (95th)  
 Bolingbrook Park 'n Ride (north)  
 Bolingbrook Park 'n Ride (south)  
 Plainfield  
 Joliet Louis Mall  
 Lockport  
 Joliet  
 Mokena  
 New Lenox  
 New Lenox (south)

Frankfort - Center Rd.  
 University Park  
 Governor's State University  
 Crete  
 Manhattan  
 Elwood  
 South Suburban Airport  
 Beecher  
 Wilmington  
 Peotone

**BRT/TSP Corridors:**  
 Ill. Route 59  
 Ill. Route 53  
 U.S. Route 45/Lagrange Rd  
 U.S. Route 30/Lincoln Hwy  
 U.S. Route 52/Jefferson St.

**Park 'n Ride Lots:**  
 Bolingbrook (south)  
 Bolingbrook (north)  
 Joliet Louis Mall  
 Joliet/U.S. 52  
 New Lenox/Gougar Road  
 Mokena/LaGrange Road  
 Maple Rd./I-355

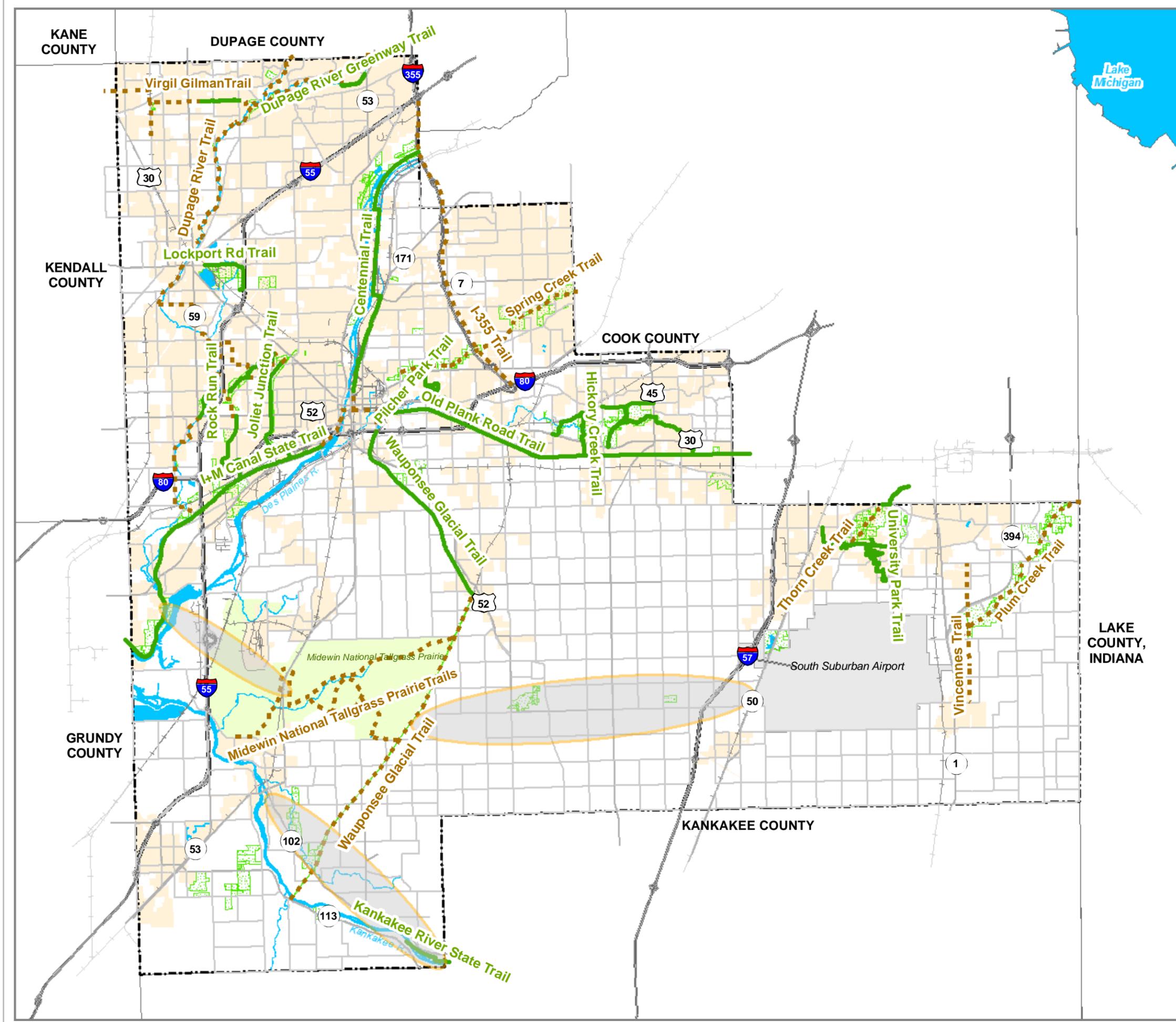
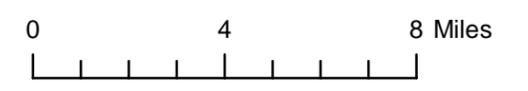
Note: All areas in County unserved by bus network to be targeted for demand-response service (e.g., Dial-A-Ride) and vanpools.

**Figure 9-4  
Unconstrained Bicycle  
& Pedestrian Trails Plan**

**WILL COUNTY  
2030 TRANSPORTATION PLAN**

**Legend**

-  Existing Bicycle and Pedestrian Trail
-  Potential Bicycle and Pedestrian Trail
-  Conceptual Improvement Area
-  Forest Preserve Property



**Figure 9-5**  
**2030 Congested Roadway Segments**  
**Unconstrained Plan**  
 Based on Average Daily Traffic

**WILL COUNTY**  
**2030 TRANSPORTATION PLAN**

**Legend**

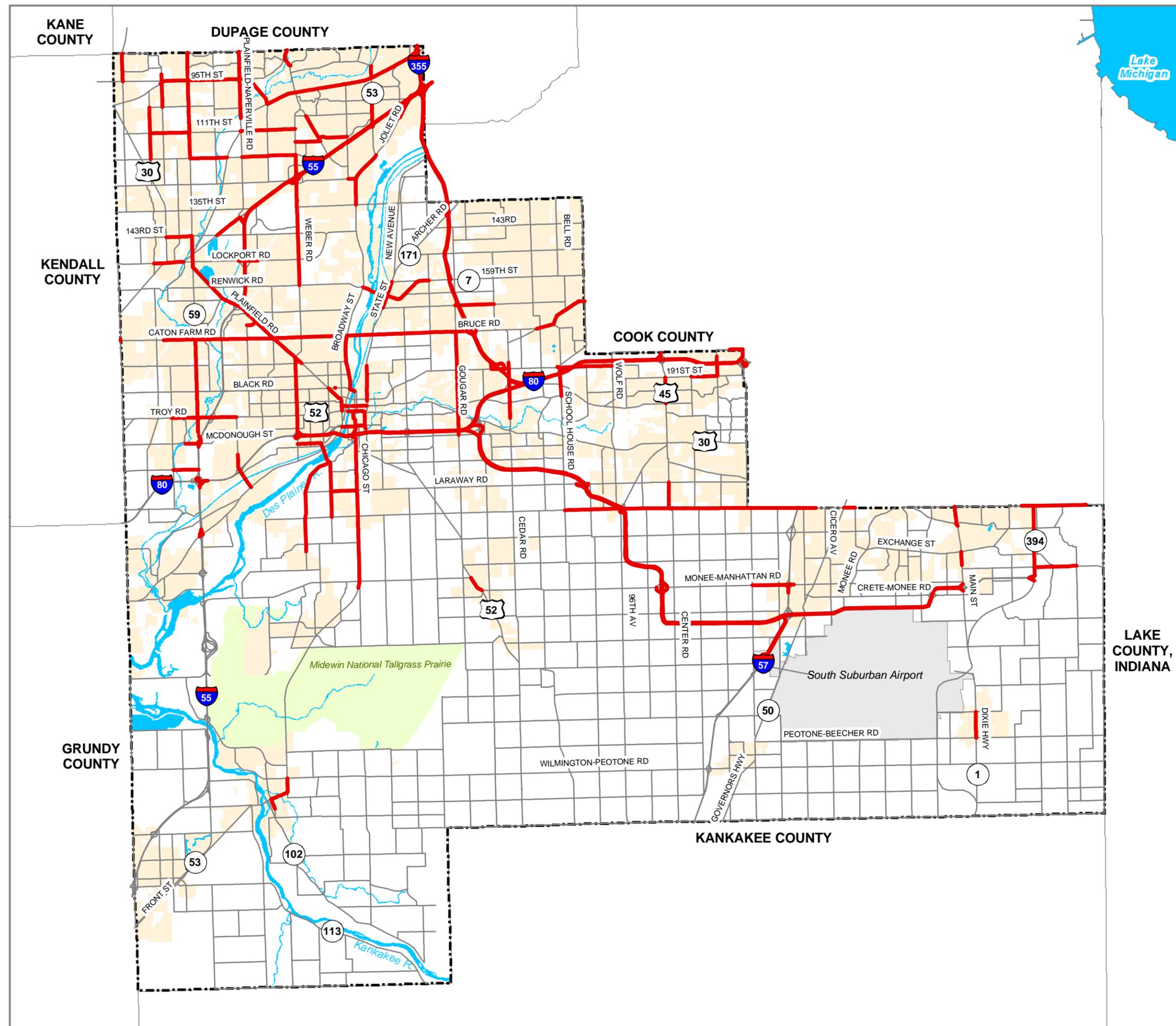
 Congested Roadway

0 4 8 Miles



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**Figure 9-6  
Roadway Constrained Plan**

**WILL COUNTY  
2030 TRANSPORTATION PLAN**

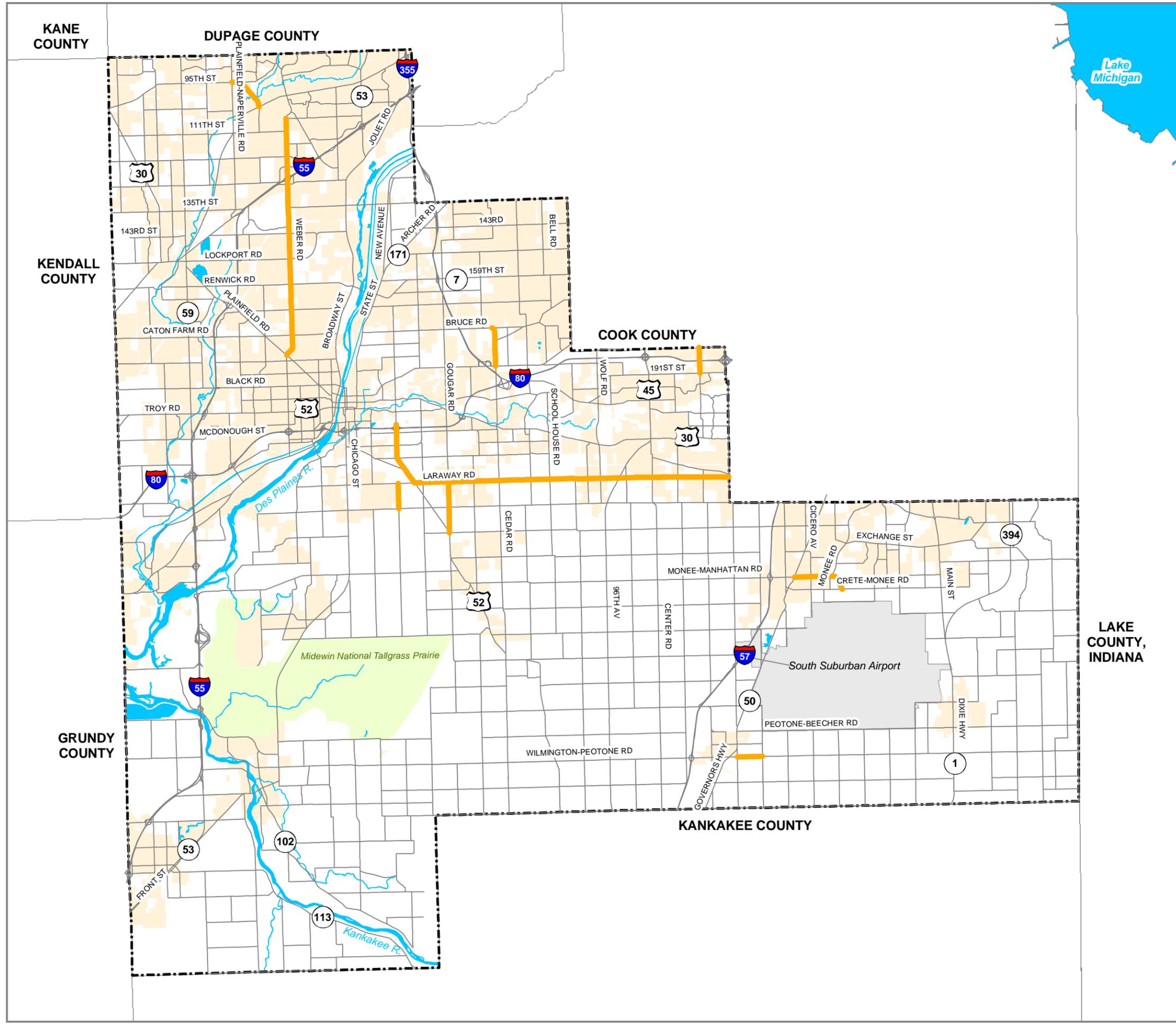
**Legend**

 Constrained Plan Projects

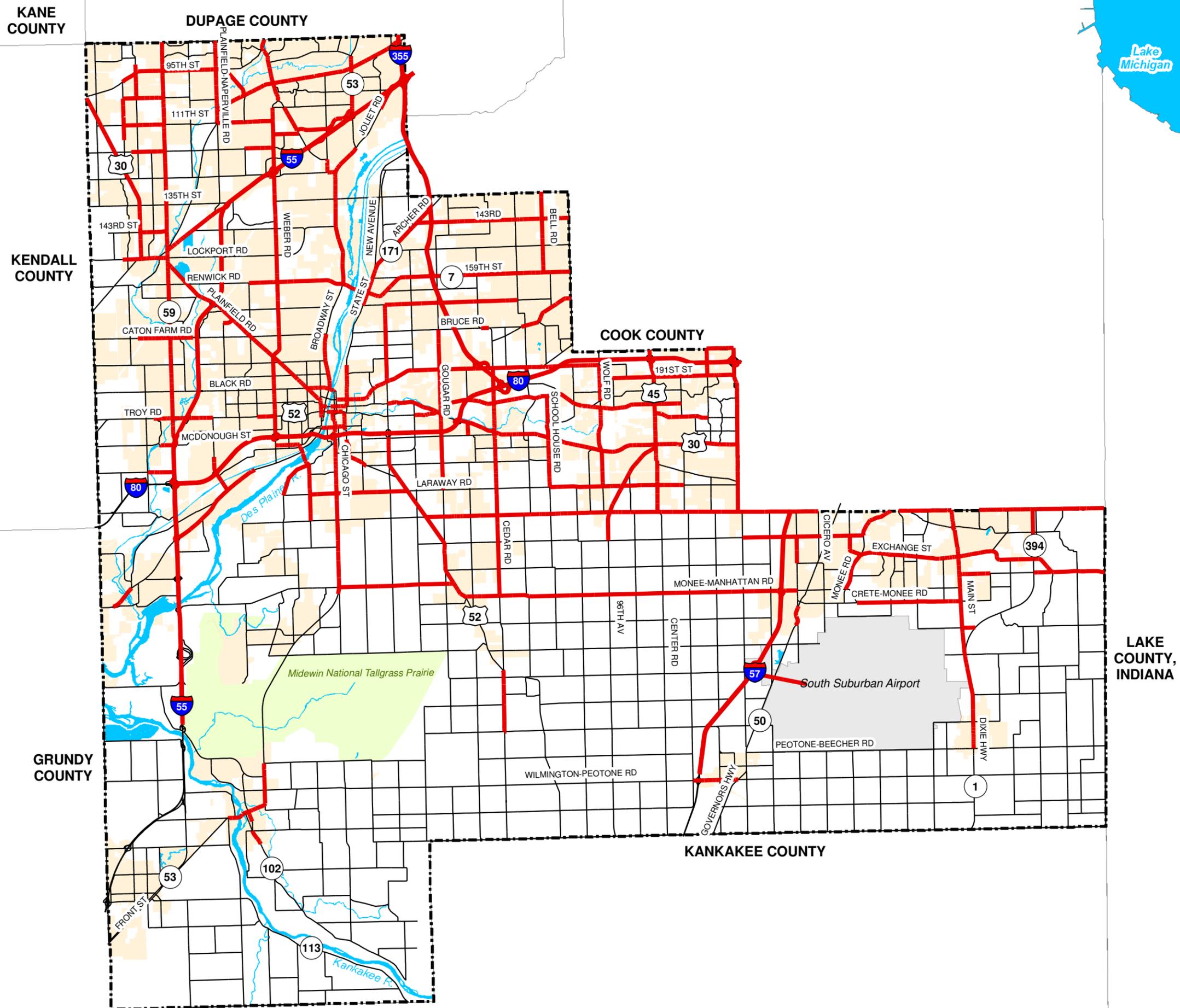
0 4 8 Miles



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**Figure 9-7**  
**2030 Congested Roadway Segments**  
**Constrained Plan**  
 Based on Average Daily Traffic  
**WILL COUNTY**  
**2030 TRANSPORTATION PLAN**



**Legend**

 Congested Roadway

