



RESOLUTION OF THE COUNTY BOARD
WILL COUNTY, ILLINOIS

RESOLUTION ADOPTING THE LONG-RANGE
TRANSPORTATION PLAN KNOWN AS THE WILL
COUNTY 2030 TRANSPORTATION PLAN

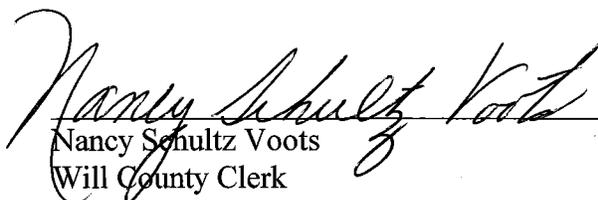
BE IT RESOLVED, the County of Will, acting by and through its County Board is proposing to adopt the County long-range transportation plan known as the Will County 2030 Transportation Plan.

BE IT FURTHER RESOLVED, that as required by the Illinois statutes as contained in the Illinois Compiled Statutes (ILCS) under Chapter 605, Act 5, Section 5-30, the County has developed a long-range transportation plan for Will County.

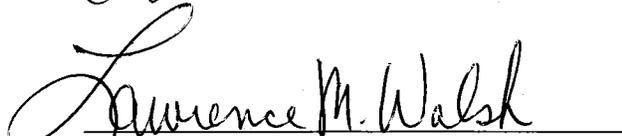
BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two (2) certified copies of this resolution along with copies of the adopted Will County 2030 Transportation Plan to the regional offices of the Illinois Department of Transportation through the office of the County Engineer.

Adopted by the Will County Board this 16th day of April, 2009.

Vote: Yes 21 No 0 Pass _____ (SEAL)


Nancy Schultz Voots
Will County Clerk

Approved this 6th day of May, 2009


Lawrence M. Walsh
Will County Executive



Final Study Report

March 2009

Report

Will County 2030 Transportation Plan

Submitted to
Will County Department of Highways

March 2009

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Acronyms and Abbreviations

AASHTO	American Association of State and Highway Transportation Officials
ADA	Americans with Disabilities Act
ADT	average daily traffic
AOC	areas of concern
BNSF	Burlington Northern Santa Fe
BRT	bus rapid transit
CATS	Chicago Area Transportation Study
CBD	central business district
CMAQ	Congestion Mitigation and Air Quality
CSS	context sensitive solutions
DBO	Date of Beneficial Occupancy
DMMC	DuPage Mayors and Managers Conference
EE	External-External
EI	External-Internal
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
HBO	home-based other
HBP	Highway Bridge Program
HBSH	home-based shop
HBW	home-based work
HCM	Highway Capacity Manual
HOV	high occupancy vehicles
IAP	Inaugural Airport Program
ICC	Illinois Commerce Commission
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IE	Internal-External
ISTEA	Intermodal Surface Transportation Efficiency Act
ISTHA	Illinois State Toll Highway Authority
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation Systems
LOS	level of service
NHB	non-home based
NIPC	Northeast Illinois Planning Commission

POE	points of entry
RI	remedial investigation
ROW	right-of-way
RTA	Regional Transportation Authority
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003–A Legacy for Users
SES	Southeast Service
SMFT	State Motor Fuel Taxes
SRA	Strategic Regional Arterial System
SSMMA	South Suburban Mayors and Managers Association
STP-L	Surface Transportation Program-Local
STP-R	Surface Transportation Program-Rural
SWS	Southwest Service
TAZ	traffic analysis zones
TDM	transportation demand management
TEA-21	Transportation Equity Act for the 21 st Century
TMA	Transportation Management Association
TOD	transit-oriented development
TSM	Transportation System Management
TSP	transit signal priority
v/c	volume to capacity ratio
VHD	vehicle hours of delay
VHT	vehicle hours of travel
VIP	Vanpool Incentive Program
VMT	vehicle miles of travel
WCDH	Will County Department of Highways
WCGL	Will County Governmental League

SECTION 1

Introduction

SECTION 1

Introduction

Will County is one of the fastest growing counties in Illinois, and between 2000 and 2004, was the 32nd fastest growing county in the United States.¹ In the forecast released September 30, 2003, the Northeast Illinois Planning Commission (NIPC) projects population to increase from 502,266 in 2000 to 1,107,778 in 2030. In order to plan for this extensive growth and to ensure that adequate transportation facilities are in place, a 2030 transportation plan has been developed by the Will County Department of Highways (WCDH).

This report describes the planning process to establish a transportation plan capable of supporting impending development in Will County. The report also highlights the effects of transportation improvements and provides an implementation plan, including revenue and expenditure forecasts, to assist in the determination of projects to be incorporated in the County's fiscal program. Coordination with prior planning initiatives and public and local officials was integral to this process.

1.1 Study Area

Will County is one of the six collar counties surrounding the Chicago metropolitan area. The study area for the Will County 2030 Transportation Plan consists of Will County and contiguous sections of Cook, DuPage, Kendall, Grundy, and Kankakee Counties, Illinois, and Lake County, Indiana (**Figure 1-1**). Will County is the 13th largest county in Illinois, covering 849 square miles of land. It is the second largest county in the Chicago metropolitan area, second only to Cook County.² Interstates 80, 55, 57, and 355 pass through the county, as do a network of U.S. and state highways. Will County is within commuting distance of Chicago and other regional employment centers such as Naperville, Oak Brook, and southern Cook County.

The county's land use is a mixture of agriculture to the south and more urbanized areas to the north. The Des Plaines River passes through the heart of the county. It is also home to the 19,000-acre Midewin National Tallgrass Prairie. Included within the county are many industrial centers such as the Centerpoint Intermodal Facility. To date, most growth has occurred within existing communities or through annexation, and much of unincorporated Will County remains rural and undeveloped. Just under half of the area of Will County that is not covered by water remains devoted to farming. However, some agricultural land in Will County is gradually transitioning to other uses. Between 1987 and 2002, the total number of farms in the County decreased by one-third, with nearly 20 percent less land devoted to farming, a trend that is likely to continue.³

¹ Table CO-EST2003-09 - Population Estimates for the 100 Fastest Growing U.S. Counties in 2003: April 1, 2000 to July 1, 2004. Source: Population Division, U.S. Census Bureau, Release Date: April 14, 2005.

² Will County Demographics Fact Sheet. Source: Will County Land Use Department, Release Date: Spring 2005.

³ *2002 and 1987 Census of Agriculture*, National Agriculture Statistics Service.

1.2 Purpose of the Study

In May 2004, Will County contracted with the CH2M HILL team to develop a 2030 transportation plan for the County. The goal of the project is to develop a comprehensive transportation plan that addresses mobility, infrastructure, and revenue issues related to growth. The plan will respond to both existing deficiencies and future needs indicated by projected growth in the study area. An implementation plan and method of financing will be identified. Finally, the plan will be developed in a manner that facilitates future updating or modification as development continues and conditions change.

While one of the purposes of the study is to develop a comprehensive transportation plan for the County to address future transportation needs, it is not part of the study's scope to develop specific alignments for roadway facilities needed in the future. Representative alignments are shown within the plan map to highlight locations where proposed roadways are needed; however, actual alignment studies must be left for detailed engineering design studies by appropriate agencies, separately.

1.3 Plan Development Process

The transportation planning process consists of multiple sequential steps to evaluate the transportation system. The transportation plan is multi-modal, incorporating public transportation, bicycle, and pedestrian facilities along with roadways. Strategies will also consider alternative transportation choices encompassed by Transportation Demand Management (TDM) and Transportation System Management (TSM) actions.

The principal steps involved in formulating the Will County 2030 Transportation Plan are:

1. Assemble data and consolidate ongoing (or recently completed) studies
2. Establish goals and objectives to guide the planning process
3. Develop a travel demand model calibrated to existing roadway performance
4. Extend the planning horizon from 2004 to 2030 and forecast the socioeconomic data required to establish future travel demand
5. Evaluate alternative transportation elements and select a set of strategies to comprise a recommended plan
6. Analyze financial resources available for plan implementation

Figure 1-2 shows the various steps of the overall transportation planning process.

The County established a set of goals and objectives that provided guidance as alternative transportation strategies were considered. Transportation improvement strategies are not a single type of action, but instead embrace a combination of techniques covering the full spectrum of improvement opportunities such as public transit, bicycle/pedestrian facilities, and transportation management strategies. Improvement strategies are identified in the boxes on the right-hand side of **Figure 1-2**. When available, plans and reports pertaining to each of these alternative strategies were reviewed, summarized, and incorporated into the plan development process.

The roadway plan development process began with formulation of a 2004 socioeconomic data set from Census 2000 information. This and subsequent 2030 socioeconomic data were the main drivers in predicting travel volumes and patterns. These socioeconomic data, along with other assumptions about the make-up of the existing transportation system, were input into a transportation demand model developed and calibrated for Will County. The resulting 2004 travel forecast portrayed existing conditions on the highway system, including locations of existing roadway deficiencies.

NIPC 2030 socioeconomic forecasts were input into the transportation demand model to predict future travel on the Existing plus Committed highway network (all existing facilities, plus any with committed construction funding). The resulting 2030 travel forecast identifies roadway deficiencies that would occur without further system improvement.

Since Will County is a high growth area, it was thought that the years separating the NIPC forecasts from the development of the 2030 Transportation Plan might result in significant changes to population or employment patterns. Therefore, an action-oriented socioeconomic forecast was created from NIPC's 2030 projection in order to account for changes in population and employment that had occurred since NIPC developed the forecast. The resulting forecast was also assigned to the Existing plus Committed highway network, and roadway deficiencies were re-examined based on the updated projection.

From prior studies and plans, as well as consultation with local staff and agencies, a compilation was prepared showing planned and potential highway improvement projects. An initial set of projects was selected from this list, and these were applied to the transportation demand model and evaluated based on a standard set of performance measures. Once this first round had been evaluated, a second round was selected and analyzed in the same manner. This process was repeated until a point of diminishing returns was reached. Because of the land area of the county, specific problem areas were analyzed separately before the county was analyzed as a whole.

The various potential alternatives and packages of improvements were evaluated for effectiveness in accommodating future travel demand and fulfilling the transportation goals. Costs were determined for each proposed project and the projects were screened and prioritized based on the performance related to a set of selected criteria. The prioritized projects were compared to available financial resources to guide the decisions on plan implementation. The planning process yielded a transportation plan that is financially attainable and can be implemented.

Public input was solicited at key points throughout the plan development process. Two rounds of public meetings were held at various locations throughout the county. Input from local agencies was solicited through a series of workshops where problems were identified and priorities established. Additionally, meetings with specific areas were solicited in order to gain more detailed information as needed. A project Web site was maintained, and a newsletter was mailed to interested citizens and posted in public locations throughout the county.

1.4 Overview of Document

The following document is organized to familiarize the reader with the process of developing the Will County 2030 Transportation Plan. Section 2 of the document covers the goals and

objectives which provide the framework for the rest of the plan. Section 3 provides an overview of the assumptions in the planning process and an overview of previous plans with an element relevant to transportation planning in Will County. Section 4 covers the existing transportation standards and policies that apply to Will County and include street cross-sections, and access management policy. Section 5 includes an inventory of the existing transportation system and reviews the operational performance of the system. Section 5 also covers the development of the travel demand model used to analyze the performance of the transportation network both in the existing conditions analysis and for the 2030 horizon year analysis. Section 6 discusses the performance of the 2030 transportation with only the projects that have a financial commitment to be completed. Section 7 reviews the methodology employed to develop the Will County 2030 Transportation Plan and the public and agency outreach that occurred throughout the development of the plan. Section 8 reviews the existing revenue and potential revenue options available to WCDH as well as anticipated annual expenditures. This section identifies the estimated revenue available for capacity enhancement projects. Section 9 includes the elements of the Will County 2030 Transportation Plan including project information. Section 10 includes a discussion of the plan implementation and ongoing management of the transportation plan.

1.5 Changes Since Study Began

The Will County 2030 Transportation Plan was completed between 2004 and 2008, allowing time for careful analysis and public involvement. While the plan was being developed, ongoing transportation system improvements in Will County continued. In order for analysis for the 2030 plan to proceed, a single base condition for the roadway network had to be defined. Since the study began, as part of an effort to increase funding for the RTA, the Illinois General Assembly adopted legislation that also authorized a 0.25 percent sales tax increase in the collar counties for infrastructure and safety improvements. During the near future, Will County has committed the additional RTA tax funds to capacity and safety improvements as part of a plan called “Build Will.”

1.5.1 Completed Transportation Improvements

Roads that were in existence at the time of the 2004 baseline were considered as “existing,” and were taken into account in the 2004 analysis. Roads that had committed funding but that had not yet begun or completed construction were considered as “committed” projects. These projects were included in the existing plus committed scenario for the 2030 analysis. By the time this study was published, some of the projects that were “committed” in 2004 had been completed. Likewise, projects that were in the planning stages during 2004 have progressed and now have committed funding for construction, in particular, the I-55 widening project between I-80 and the existing six-lane segment. However, definitions of these projects were kept for the 2004 baseline so that an accurate representation of the project process could be made. Examples of projects that were committed in 2004 and completed by 2008 follow in [Table 1-1](#).

TABLE 1-1
Projects Completed Since the Initiation of the Will County 2030 Transportation Plan

Project	Limits	Type
111th Street	IL 59 to Plainfield-Naperville Road	Widen to 4 lanes
191st Street	Wolf Road to U.S. 45	Widen to 4 lanes
191st Street	80th Avenue to Harlem Avenue	Widen to 4 lanes
I-355	I-55 to I-80	New 6-lane facility
Baseline Road		Widen to 4 lanes
New Lenox Metra SWS Station		New Metra Station
Manhattan Metra SWS Station		New Metra Station

1.5.2 Planning Agency Consolidation

NIPC and the Chicago Area Transportation Study (CATS) have combined to form the Chicago Metropolitan Agency for Planning (CMAP). This new agency combines the previously separate transportation and land use planning agencies into a single entity designed to protect natural resources and minimize traffic congestion for the region. The updated 2030 forecasts were endorsed in September 2006 and the revised Will County population projection is 1,076,446, which is approximately 3% lower than the original 2030 projection from September 2003.

1.5.3 South Suburban Airport

Additionally, since this study began, layout plans for the proposed South Suburban Airport have continued to be refined. On December 19, 2006, a public meeting was held to discuss two alternative airfield layout plans: the *Draft Illinois Department of Transportation (IDOT) Inaugural Airport Layout Plan (2006)*, and the *Draft Abraham Lincoln National Airport Commission (ALNAC) Inaugural Airport Layout Plan (2006)*. The IDOT inaugural layout plan is more compressed – with all development occurring in an area beginning approximately ½-mile north of North Peotone Road and extending northerly to ¼-mile south of Offner Road. The inaugural development area in the ALNAC plan basically shares the IDOT north boundary but extends an additional half mile south to North Peotone Road, altogether requiring approximately 50 percent more right-of-way and additional roadway closures as noted below.

Under both plans, a number of existing roadways would be affected by closures and relocations, as discussed below. Under both the IDOT and ALNAC scenarios, the north portion of Kedzie and Western Avenues within the airport boundary would be realigned to service new airport facilities and the southern segments would be closed within the airport limits.

IDOT Inaugural Layout Plan:

- North/south road closures – portions of Western, Kedzie, and Crawford, and all of Offner Road to approximately ½-mile north of North Peotone Road.
- East/west road closures – portions of Eagle Lake Road between Western Avenue and Will-Center Road.

ALNAC Inaugural Layout Plan:

- North/south road closures—portions of Western, Kedzie, and Crawford. All from Offner Road to North Peotone Road.
- East/west road closures—Eagle Lake Road from Western Avenue to ¼ mile west of Kedzie Avenue.

The IDOT Inaugural Layout Plan would require the closure of approximately 24 miles of roadways. The ALNAC Inaugural Layout Plan, with its larger footprint, would require the closure of approximately 34 miles of roadways.

The IDOT ultimate layout expands the footprint to roughly encompass an area from IL 50 in the west to the Union Pacific Railroad line in the east, and from Peotone-Beecher Road in the south to Ohlendorf Road in the north. The affected roads for both the IDOT and ALNAC ultimate layout plans are discussed below.

IDOT Ultimate Layout Plan:

- North/south road closures—portions of Ashland, Western, Kedzie, Crawford, Will-Center, Egyptian Trail, and Ridgeland Avenues. All from ½-mile south of Crete-Monee Road to Peotone-Beecher Road.
- East/west road closures—portions of Ohlendorf, Pauling, Offner, Eagle Lake, and Church Roads. Each with various portions closed from Racine Avenue to Ridgeland Avenue.

ALNAC Ultimate Layout Plan:

- North/south road closures—portions of Ashland, Western, Kedzie, Crawford, Will-Center, Egyptian Trail, and Ridgeland Avenues. All from ½-mile south of Crete-Monee Road to Peotone-Beecher Road.
- East/west road closures—portions of Ohlendorf, Pauling, Offner, Eagle Lake, and Church Roads. Each with various portions closed from Racine Avenue to Ridgeland Avenue.

Both ultimate layout plans would require the closure of approximately 85 miles of roadways. **Figure 1-3** shows the limits of the airport layout footprints and the affected roadways.

1.5.4 Transit Studies

In 2007, the Regional Transportation Authority (RTA) announced a strategic initiative called *Moving Beyond Congestion*. Part of that initiative identifies a series of bus service improvements in Will County. Pace has also developed a more specific program that combines service enhancements in some areas; restructuring some routes; and discontinuing non-productive routes, or portions of routes. At the present time, because of funding limitations, Pace's plan is on hold. Many elements of these plans, which were presented after the analysis for the Will County 2030 Transportation Plan was completed, focus on local service planning, whereas the Bus Concept Plan that is presented in this document stresses corridor and infrastructure improvements to accommodate future expansion of the bus system.

1.5.5 Intermodal Facilities

As cited in Section 1.1, the Centerpoint Intermodal Facility at Elwood occupies a portion of the former Joliet Arsenal Property in the Deer Run Industrial Park (1800 acres). An intermodal facility provides the transfer of cargo containers from railroad cars to highway units via semi-trailers and vice-versa.

2007 Will County traffic counts taken recently on Baseline Road south of Arsenal Road indicate an average daily traffic of over 6,700 vehicles per day. Single unit trucks (15.2 percent) and multi-unit trucks (59.8 percent) comprise the vast majority of the traffic and is attributable directly to the Centerpoint Intermodal Facility. Another Will County 2007 traffic count on Arsenal Road just west of Baseline Road yielded an Average Daily Traffic of 9,266 vehicles per day with a combined truck percentage of 58.6 percent. Thus, high percentages of traffic generated by this type of facility are heavy truck traffic.

Three additional intermodal facilities are in various stages of planning within Will County. They are:

1. Centerpoint Intermodal – Joliet; 3000 acres
2. Ridgeport Logistic Center – I-55 & Lorenzo Road; 3000 acres
3. Centerpoint Intermodal – Crete; 870 acres

Upon completion, these four facilities will comprise over 8000 acres of intermodal transfer facilities. The exact amount of traffic generated by these facilities is unknown. However, based on the current traffic cited above for the Centerpoint Intermodal – Elwood Facility, it is obvious Will County will experience a tremendous growth in heavy truck traffic.

Will County has experienced phenomenal growth in the past decade, both in population and vehicular travel. This trend is expected to continue, and the presence of the intermodal facilities will contribute substantially to the vehicular growth.

1.5.6 Canadian National Railway Acquisition of the Elgin, Joliet, & Eastern Railway (EJ&E)

In December 2008, the Surface Transportation Board approved the Canadian National Railway's proposed acquisition of the EJ&E Railway. This acquisition will route additional freight rail traffic through Will County and may impact roadway congestion at railroad crossings. The federal approval of the project noted that the acquisition is not expected to have a significant impact on the proposed STAR line.

SECTION 1

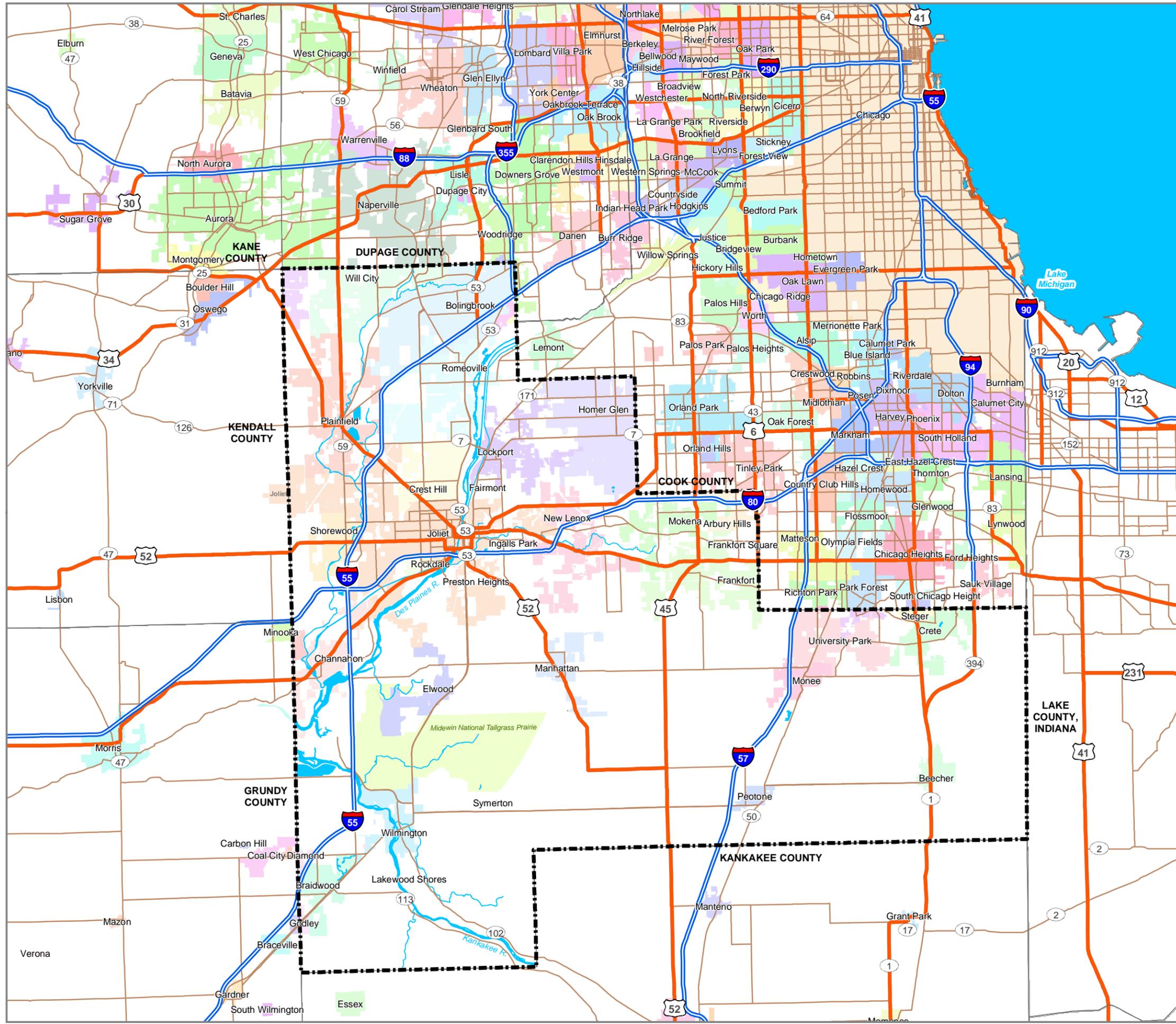
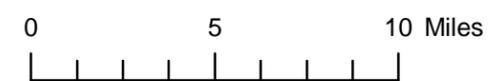
Figures

**Figure 1-1
Study Area**

**WILL COUNTY
2030 TRANSPORTATION PLAN**

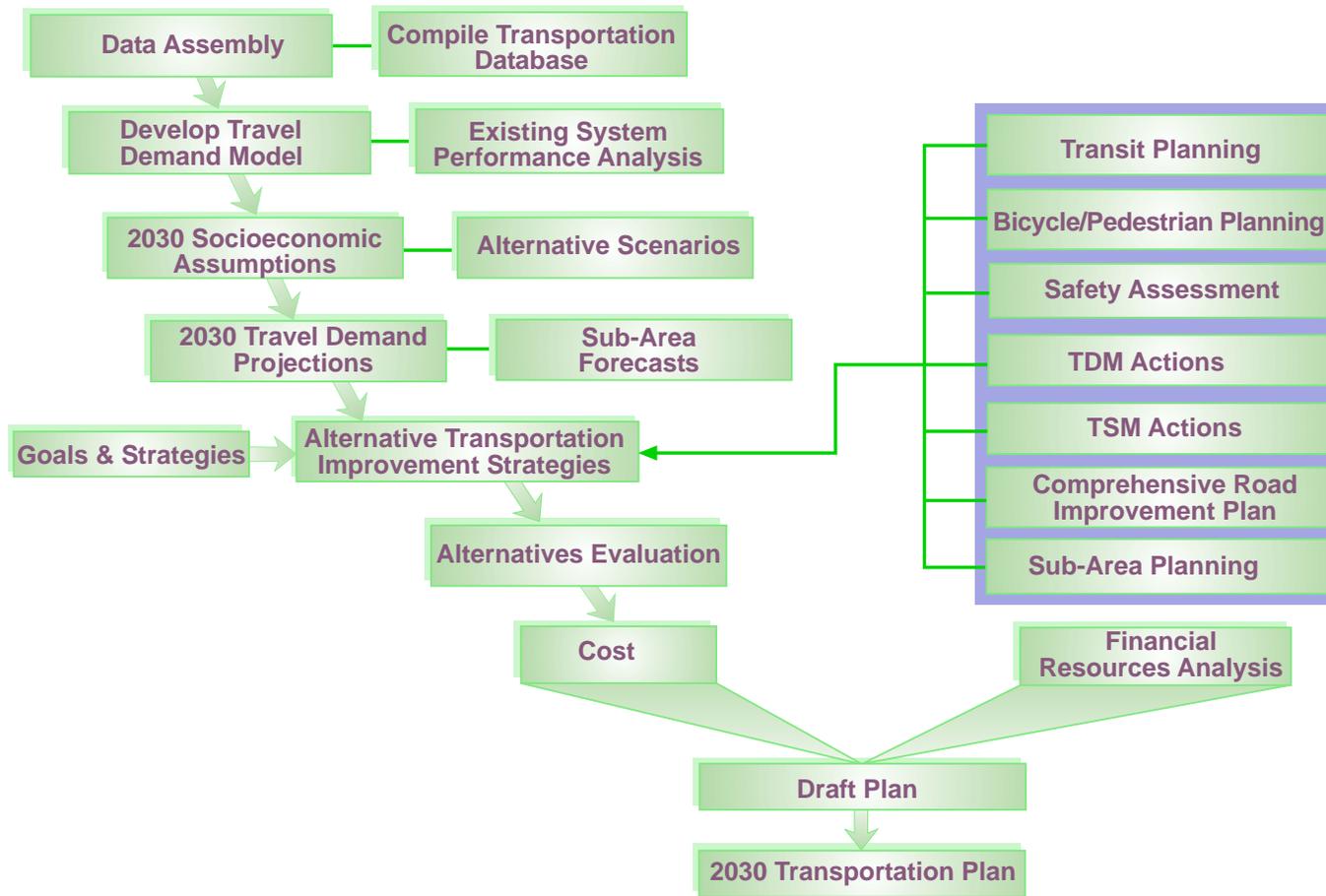
Legend

-  Will County Boundary
-  Limited Access
-  Highway
-  Major Road



**FIGURE 1-2
Transportation Planning Process
Schematic**

**WILL COUNTY
2030 TRANSPORTATION PLAN**



**Figure 1-3
Roadways to be Removed by Airport**

**WILL COUNTY
2030 TRANSPORTATION PLAN**

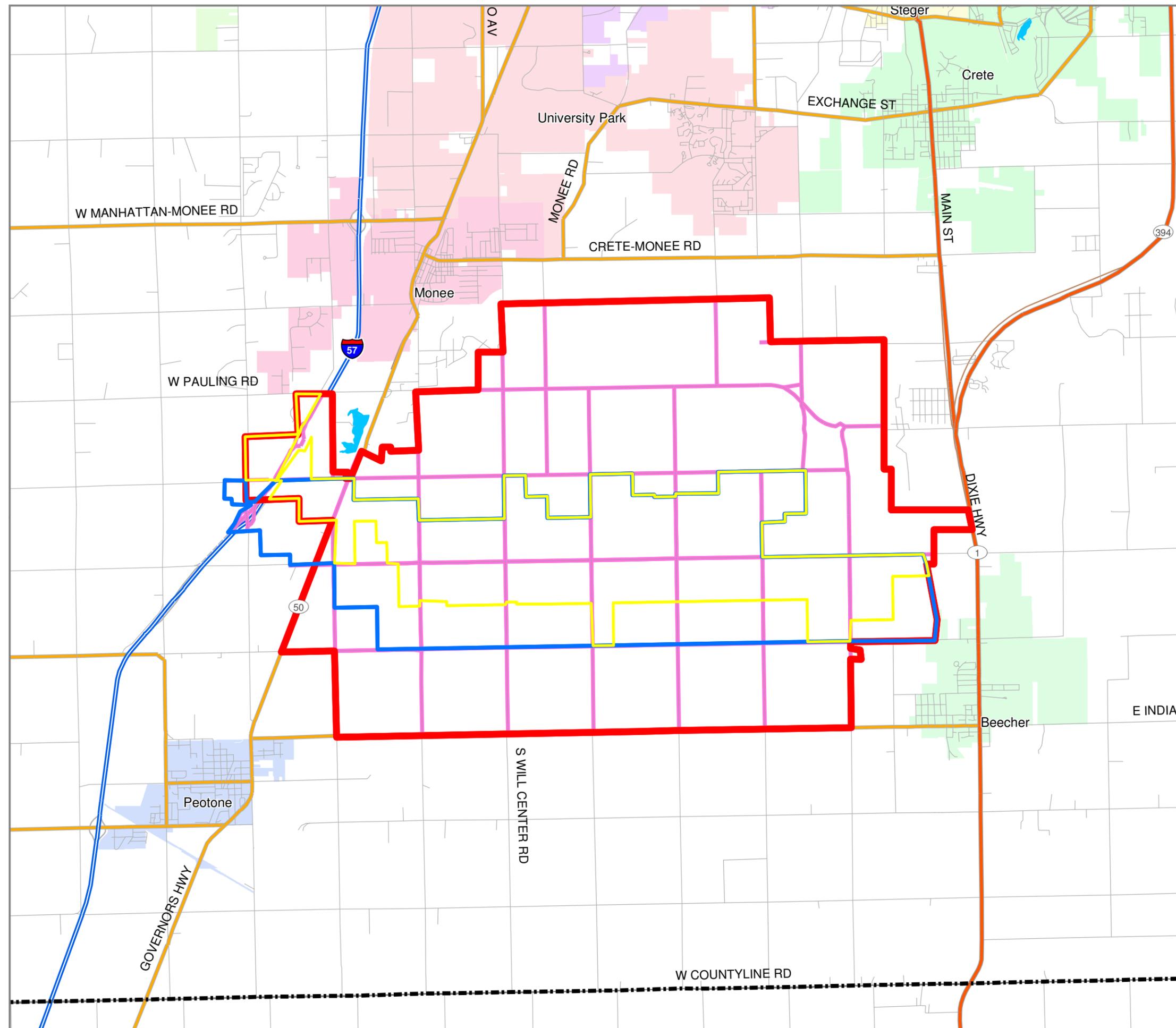
Legend

-  IDOT Inaugural Layout Plan
-  ALNAC Inaugural Layout Plan
-  Ultimate Layout Plan
-  Will County Boundary
-  Existing Road to be Removed



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SECTION 2

Plan Goals and Objectives

SECTION 2

Plan Goals and Objectives

This section of the transportation plan is designed to establish the context for specific individual recommendations that the County must make regarding future transportation facilities or actions. These decisions may set public transportation policy, determine the need for an Impact Fee program, or weigh criteria used to determine which roadway projects will be built first. These decisions are based on the Will County Goals and Objectives.

The principles controlling these recommendations are defined in several major goals determined by Will County:

- Improve mobility and accessibility
- Support land development
- Provide acceptable transportation performance
- Develop a connected non-motorized system
- Protect environmental and natural resources
- Promote interagency coordination
- Use financial resources efficiently
- Commit to plan implementation

A broad, overall goal definition is postulated for each major goal of the plan. This is followed by more specific objectives. No effort has been made to prioritize goals or objectives.

2.1 The Transportation System

2.1.1 Improve Mobility and Accessibility

The transportation system should offer convenient travel opportunities and an integration of travel modes that will allow people to travel to a variety of places according to the needs of their own lifestyle.

Objectives

- a. Provide citizens with at least one affordable mode of travel option that is within reasonable walking distance and available at times when travel is more desired.
- b. Improve the existing multimodal transportation system into an intermodal system that facilitates transfers among all transportation modes.
- c. Improve the existing transportation system to achieve desirable linkages with new developments and other significant changes in land use, as guided by the Will County Land Resource Management Plan.
- d. Improve access from residential areas to major activity centers.
- e. Increase regional and sub-regional accessibility by improving vehicular access to regional highways.

- f. Enhance connectivity between communities by completing arterial and collector road projects that provide for continuous travel across Will County.
- g. Provide efficient multimodal access to cultural, recreational, and tourist activities.

2.1.2 Support Land Development

The transportation system should support existing and future patterns of land development, as guided by the Will County Land Resources Management Plan.

Objectives

- a. Encourage compact and contiguous land use patterns along existing transportation corridors.
- b. Encourage local governments to develop land use regulations that support transit-oriented development (TOD), including high-density residential and employment clusters near transit stations.
- c. Encourage a balance of housing units and employment opportunities to reduce travel distances.
- d. Promote right-of-way preservation in existing and future transportation corridors through a coordination of transportation and land use planning activities (including adequate building setbacks).
- e. Minimize disruptions to existing land uses caused by transportation improvements.
- f. Improve localized transportation system in areas with access points to major regional improvements that reflects projected changes in land use.
- g. Provide sufficient investment in transportation infrastructure through roadway access, capacity improvements, and intermodal facilities that enhance passenger travel and goods movement to promote economic development within the region.

2.1.3 Provide Acceptable Transportation Performance

The transportation system should provide efficient quantity and quality of service with needed capacity, reasonable speed, convenience, and safety for all users.

Objectives

- a. To establish a county-wide acceptable traffic delay that will be based on the existing level of service.
- b. Provide a roadway system with the capability of achieving appropriate arterial roadway and intersection performance levels for peak period demand.
- c. Reduce both the time delay and accident potential at at-grade railroad crossings that experience motor vehicle, bicycle, and pedestrian traffic.
- d. Improve access management on regional roadways and major arterials to provide safe access to adjacent properties, reduce the number of accidents, decrease vehicle delay, improve traffic flow, and make more efficient use of the existing roadways.

- e. Reduce congestion and improve transportation system efficiency by using transportation demand and systems management strategies to encourage the use of modes of transportation other than the single occupancy vehicle (e.g., transit incentives, ridesharing, flextime, signal interconnection, high occupancy vehicle (HOV) lanes, park-n-ride facilities).
- f. Maximize system efficiency and capacity through the use of intelligent transportation systems (ITS) technologies (e.g., real-time travel information, signal preemption).

2.1.4 Develop a Connected Non-Motorized System

The transportation system should enhance the quality of life in Will County by developing a system of interconnected and safe bicycle paths, and pedestrian facilities.

Objectives

- a. Link land uses and transit facilities with the bikeway and pedestrian system where these modes can be used as a convenient and efficient alternative mode of travel, as well as an attractive recreational opportunity.
- b. Link the bikeway/equestrian trails in Will County with the Forest Preserve District's trail system and the systems of adjacent counties.
- c. Extend the bikeway and pedestrian system to be integrated with new development.
- d. Consider bicycle and pedestrian access needs for transportation improvement projects planned in the County. Access considerations should be given to destinations along an improved roadway or across a barrier undergoing bridge or underpass construction. Projects that cross an existing or planned bike path should provide a safe bicycle/pedestrian crossing.
- e. Incorporate consideration of bicycle and pedestrian accommodations into the review of the transportation impact of proposed developments.
- f. Follow nationally accepted or recommended standards, where possible, when designing or improving bicycle facilities to ensure connectivity, consistency, and safety throughout the County.

2.1.5 Protect Environmental and Natural Resources

The transportation system should be sensitive to the environmental resources of the region and minimize negative encroachments and disruptions in such areas.

Objectives

- a. Minimize transportation system encroachments into environmentally sensitive areas such as forest preserves, river and stream valleys, historic and cultural sites, greenways, stormwater management systems, agricultural land, recreational areas, and other undisturbed areas of significant natural resources.
- b. Develop a transportation system that considers the surrounding land use utilizing a context sensitive solutions (CSS) approach.

2.2 The Planning Process

2.2.1 Promote Interagency Coordination

In conjunction with the transportation plan, a spirit of commitment to interagency coordination and cooperation should be established in the region.

Objectives

- a. Provide transportation services that achieve equity in benefits and cost among the regional agencies (county, municipalities, and townships), the state (IDOT), Illinois State Toll Highway Authority (ISTHA), and private enterprise.
- b. Promote intergovernmental cooperation for the coordination of land use development and transportation services and to provide the means for expanding intermodal opportunities.

2.2.2 Use Financial Resources Efficiently

The development of the transportation system should use financial resources efficiently and be financially attainable.

Objectives

- a. Pursue all available opportunities to fund the planning, design, construction, operation, and maintenance of the County's transportation system.
- b. Consider cost-effectiveness, initial capital cost, and life cycle costs in selecting projects for implementation.
- c. Define a feasible financing strategy for the transportation plan.
- d. Leverage the use of non-local resources to increase the amount and/or effectiveness of federal and state funding available to the region.
- e. Increase the use of private sector financial resources for transportation improvements based on the impacts generated by the private developments.

2.2.3 Commitment to Plan Implementation

The transportation plan should be supported by a commitment to implement the recommended improvement according to an identified schedule.

Objectives

- a. Provide a management system to guide, monitor, and implement the transportation plan.
- b. Define specific milestones for implementation. These milestones should be related to specific events or other activities (e.g., pace of development, population growth, specific developments, and approval of financing at the state or federal level).

SECTION 3

Plan Assumptions and Previous Studies

Plan Assumptions and Previous Studies

This section of the report presents the assumptions used in the planning process and an overview of prior studies that are relevant to the Will County 2030 Transportation Plan. Given the uncertainty of the future, the planning assumptions provide the basis for plan development and are implicit in the decision making process. These studies were referenced in order to incorporate previous planning efforts. Generally, these previous studies provided context and background for the Will County 2030 Transportation Plan. The potential projects list used to evaluate transportation needs in Will County was partially developed from these previous planning efforts. Available published documents were also used as a source of information about the proposed South Suburban Airport and the former Joliet Arsenal.

3.1 Planning Assumptions

A set of reasonable assumptions were developed to address some of the uncertainties about future needs and conditions. These planning level assumptions were used to define input for the 2030 Transportation Plan. These assumptions also help to define what the effect would be on the plan should future trends dramatically depart from that which is currently and can be reasonably assumed to occur.

- The 2030 forecasts serve as the planning horizon for the study and were based on year 2030 forecasts for population and employment as endorsed by NIPC, September 2003, and the action-oriented forecast developed for this study (Section 6.2.2). The Will County traffic demand model with the socioeconomic forecasts will serve as a basis for developing the future forecasted traffic.
- The 2030 socioeconomic forecasts generally reflect projected land use activity from the municipalities throughout Will County. In addition, the forecasts also consider regional transportation improvements. These regional improvements are linked to the socioeconomic forecasts by relating mobility and accessibility factors that the improvements represent.
- Overall demographics and income levels will not change dramatically relative to the rest of the Chicago metropolitan area. As an example, car ownership trends by household would remain relatively consistent by demographic group and trip generation rates would not change significantly from rates referenced in the 1990 Household Survey data, which provided the most complete and updated socioeconomic information required by the travel demand model. This data was supplemented with the 2000 Journey to Work information.
- Public transportation funding and ridership will continue to exist at least at current levels of service. This means that the available service – Metra, Pace, and local public transit (area dial-a-ride and paratransit) – will continue. As such, it is anticipated that

public transportation will continue to capture a similar share of the future travel demand as it does now.

- Federal, state, and local revenues will remain somewhat constant. This would imply that the ability to finance transportation improvements would be similar to the County's existing funding levels. If Will County chose to support additional revenue sources such as impact fees or a local option motor fuel tax, then the available funding would increase accordingly.
- A vehicle volume to road capacity ratio of 0.66 was the planning performance criterion used in this study. Drivers on facilities operating at a volume to capacity ratio greater than 0.66 would experience reductions in travel speed and at intersections; the influence of congestion and resultant delay are noticeable. Congested segments within this study are those with a volume to capacity ratio greater than 0.66.

3.2 Review of Previous Studies

The following provides a brief overview of previously completed plans that include a transportation element relevant to Will County. The studies provide background information that can be drawn upon when completing the 2030 transportation plan and to assist with defining future development within Will County, especially with regards to the redevelopment of the Joliet Arsenal and the South Suburban Airport (SSA).

3.2.1 2020 Transportation Framework Plan, Will County, 2000

This is a multimodal long-range transportation plan that is an amalgamation of elements from other agency plans, with those identified in the transportation study. The recommended plan, therefore, contains projects initiated by other agencies; projects that are new additions and are not included in other agency plans; and combinations of the two.

The plan was developed for the horizon year 2020. It was intended to provide a framework for short- and long-range transportation decisions and related land use activities.

The 2020 plan was oriented toward satisfying countywide travel demand by using appropriate connections between municipalities. The plan included considerations for the greater regional influence of the Chicago metropolitan area both in land use development and regional connections such as the interstate system. The plan also considered implementation issues such as financial and physical limitation in that these limitations would affect the further development of the recommended projects. Considerations also included previous multi-modal studies and their effect on Will County.

The recommended plan includes an extensive list of transportation projects throughout the county for regional roads (including interstates), arterial streets, intersection realignments, corridors for further study, public transportation, and non-motorized facilities. The plan is to be examined as a system-based approach to the transportation needs.

A staging program suggested in the 2020 Transportation Framework Plan resulted in the selection of high priority projects. The selection process was based on the identification of five strategies and a determination of how each proposed project ranked relative to these strategies. Further study would be needed to determine project timelines based on estimations of financial resources.

3.2.2 Land Resource Management Plan, Will County, 2002

This plan was prepared in 2002 by Will County pursuant to the state's "Local Land Resource Management Planning Act." It is the result of an 18-month effort that involved hundreds of participants and extensive public involvement.

The Policy Gateway element of the plan creates a framework for managing growth. It rests on the premise that growth in Will County will be accommodated, but that negative impacts of growth should be minimized and mitigated. Also within the Policy Gateway section, the Will County 2020 Transportation Framework Plan was adopted by reference with the Land Resource Management Plan.

Population and employment forecasts lie at the core of land demand forecasts. These forecasts are translated into land demand using certain assumptions for household size, density of development, and floor and land space per employee.

Community workshops were held to consider community values that appear to represent an accurate depiction of what is most important to the community. These prioritized issues were then grouped into five community planning themes, which serve as the organizing force behind the plan. These are growth and community character, intergovernmental cooperation, open space and environmental preservation, farming and agriculture, and infrastructure. Transportation is included under the infrastructure category.

The goals, as they relate to transportation, call for provision of roads to serve new urban development. They also specify that decisions about the location of new development will be made, in part, based on the ability to efficiently provide infrastructure (including transportation). It is also a stated goal that the County is served by a coordinated and multi-modal transportation system. In order to accomplish these goals, the County will continue to pursue implementation of the previously adopted 2020 Transportation Framework Plan and recognize the critical importance of the South Suburban Airport.

The plan also included development of a Forms and Concepts Handbook. This is the future land use element of the Land Resource Management Plan. It is structured around "Development Forms" and "Development Use Concepts."

Future preservation of open space is also a central theme of the Land Resource Management Plan. The Open Space element of the Land Resource Management Plan sets forth policies and strategies designed to establish a permanently protected network of open spaces as Will County continues to grow.

3.2.3 Shared Path 2030, Chicago Area Transportation Study, 2003

Shared Path 2030 is the Chicago Regional Transportation Plan (RTP) for northeastern Illinois developed by CATS. The 2030 RTP identifies the region's transportation challenges, potential solutions, and provides recommendations on how to invest in improving the transportation future of the region. The RTP identifies improvement strategies for the roadway system, public transportation, and accommodations for pedestrians and bicyclists.

The RTP is a long-range regional plan to coordinate planning activities across the Chicago metropolitan region for a horizon year of 2030. The RTP includes three basic goals: maintain the current systems, improve how the overall system operates, and sustain the region's

vision and values. The intent of the RTP is to promote and accommodate efficient travel behavior and to promote an efficient and sustainable urban economy. The plan targets accommodating average daily travel to efficiently meet the demand of work and business trips to sustain the region's economy. Consideration is given to community and environmental attributes of the region and preserving quality of life. The plan is constrained by financial and air quality requirements as described in federal regulations.

In the development of the recommended plan, four regional scenarios were advanced to compare evaluation measures and to identify and adopt principals from each scenario. The four scenarios include service-intensive measures to identify low capital cost improvements to improve user benefits under existing systems, system-intensive strategies to provide low capital cost improvements and operation changes to the existing system, system additions in which capacity additions are made to major highway and rail facilities, and system expansion where new segments are introduced.

The RTP provides recommendations in three parts: regional transportation strategies, strategic regional systems, and major capital projects. The first part, regional transportation strategies, provides general policy guidance in two areas: community and environmental strategies, and management and operation strategies. The second part is the strategic regional systems guidance for four regional systems: arterials, transit, bicycle and pedestrian, and freight. The emphasis is on a shared-use linkage of all of the systems. The final part of the plan is the major capital projects that improve the performance of the system, are supported by the participants and public, and for which an agreement can be reached regarding further evaluation and discussion.

3.2.4 Joliet Arsenal Area Long-Range Transportation Plan, Joliet Arsenal Development Authority, 2004

The Joliet Arsenal Area Plan was developed for the Joliet Arsenal Development Authority. The Joliet Arsenal is a converted army ammunition plant. The property is in the process of being converted into the Midewin National Tallgrass Prairie, National Veterans Cemetery (Abraham Lincoln National Cemetery), the Center Point Intermodal Center, and Prairie View Business Park. The overall purpose of the plan is to identify, evaluate, and recommend the transportation strategies required to serve existing and planned development in the area. The recommendations include improvement to most of the roadway facilities in the area, especially to the north and east of the Joliet Arsenal property.

3.2.5 Strategic Regional Arterials

The Strategic Regional Arterials (SRA) system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of the long distance, high volume vehicular traffic throughout the region. The SRA system spacing was initially determined based on forecasted travel demand within the different parts of the Chicago region ranging from 3 miles apart in the more densely spaced areas to about 8 miles in rural areas. The purpose of the SRA studies was to develop regional plans and design standards for these arterials. Each arterial was studied independently to determine the appropriate level of improvement with a full report developed for each corridor. The reports can serve as a comprehensive reference document for the planning of short- and long-term improvements and include a route overview and analysis by segment.

3.2.6 South Suburban Airport

Proposed South Suburban Airport, Final Environmental Impact Statement, Tier 1, Federal Aviation Administration, 2002

The Federal Aviation Administration (FAA) prepared this Tier 1 Final Environmental Impact Statement (FEIS) to identify the air carrier airport to serve the greater Chicago region. The FAA considered numerous alternative sites and also a no-action alternative. It was concluded that a site located in Will County in the vicinity of Peotone is the only potential new airport site that would fulfill the project's purpose and need. The FEIS presents a detailed analysis of the potential environmental impacts that would result from development of the airport.

Projections of Aeronautical Activity for the South Suburban Airport, Illinois Department of Transportation, 2004

The Inaugural Airport Program (IAP) at the SSA is being planned to serve at least three separate facets of aeronautical activity including air passenger, air cargo, and general use in the IAP based on the level of activity of several factors including airline service attracted to the airport, facilities provided at the airport, operating costs, and supporting infrastructure.

Draft Demand/Capacity Analysis and Facility Requirements for the Inaugural Airport Program, South Suburban Airport, Illinois Department of Transportation, 2005

This report includes information on the inaugural airport airfield, passenger terminal, support/ancillary, and ground transportation requirements. The report also discusses the intermediate facility requirements for Date of Beneficial Occupancy (DBO)+6 and DBO+20 as well as the ultimate airport facility requirements. The transportation improvements are based on the Shared Path – 2030 RTP. Projected annual average daily traffic volumes for 2030 are also included for the western access location, I-57, IL 50, and IL 1.

Draft Concept Alternative Analysis for the Inaugural Airport Program, South Suburban Airport, Illinois Department of Transportation, 2005

This report covers the refinement and selection of the ultimate airport landside access concept. The preferred alternative includes airport terminal access from the west side of the airport through an interchange with I-57 and an eastern access to the airport terminal facilities. No vehicular connection will exist between the east and west access points. An underground-automated people mover would connect the airport facilities. The east-west roadway along the northern boundary of the airport, between I-57 and IL 394, was removed from further consideration as part of the airport planning activities.

The report continues with selection of the inaugural airport airfield concept and inaugural airport landside access of only a direct west airport access from an interchange with I-57. Further selection is made for an inaugural airport passenger terminal concept and support/ancillary facilities.

For the DBO+20 airport concept, only a western access point from I-57 is identified to meet the demand. After the DBO+20 time frame, the airport is expected to grow large enough to require eastern access.

3.2.7 Agency and Municipal Plans

A number of agency plans have been prepared previously addressing various components of the Will County transportation system. Many of the municipalities within Will County have also prepared plans with a transportation component. While the plans show improvements to the local system, some of the municipal plans also reflect desired enhancements to the county, state, and other regional systems serving their municipality and surrounding areas. Table 3-1 lists the agency and municipal plans that were reviewed in the process of developing the 2030 Transportation Plan.

TABLE 3-1
Completed Agency and Municipal Plans

Agency/Municipality	Name of Plan	Adoption Date
Village of Beecher	Comprehensive Plan Amendment	April 1996
Village of Beecher	Beecher Business Park	October 2002
Village of Beecher	Illinana Crossroads Industrial Park	March 2004
City of Aurora	Comprehensive Plan	1984, Revised 2003
Coal City	Comprehensive Plan—2020	May 2000
City of Crest Hill	Comprehensive Plan 1992	
City of Lockport	Comprehensive Plan	March 2009
Village of Elwood	Comprehensive Plan	September 2, 2003
Village of Frankfort	Comprehensive Plan	August 16, 2004
City of Joliet	Joliet City Center Development Plan	July 1990
Village of Lemont	Comprehensive Plan 2002	October 21, 2002
Village of Manhattan	Comprehensive Plan	Revised January 7, 2003
Village of Minooka	Comprehensive Plan	March 30, 1999
City of Naperville	Comprehensive Master Plan—1998 East Sector Update	January 19, 1999
Village of Monee	Comprehensive Plan	July 1997
City of Naperville	Southwest Community Area Plan	May 28, 2002
City of Naperville	Comprehensive Master Plan—1996 Northwest Sector Revision	July 2, 1996
Village of Woodridge	Comprehensive Plan	December 1995
Village of Tinley Park	Comprehensive Plan 2000	
Village of Orland Park	Comprehensive Plan	May 1997
Village of Plainfield	Comprehensive Plan Update	May 20, 2002, update May 2004
Chicago Area Transportation Study	Shared Path 2030	October 9, 2003
IDOT	Wikaduke SRA Study	September 1999

TABLE 3-1
Completed Agency and Municipal Plans

Agency/Municipality	Name of Plan	Adoption Date
IDOT	SRA—Illinois Route 43	April 1996
IDOT	SRA—Mannheim Road/U.S. 45	May 1995
IDOT	SRA—Naper/Weber/Larkin	March 1995
IDOT	State Highway Improvement Plan	
	Pre-Final Beecher Bypass Feasibility Study	May 2004
	Joliet Arsenal Area Long Range Transportation Plan	April 2004
	Traffic Impact Study—Joliet Arsenal Site	October 1999
	Access Justification Report	December 2004
Will County	2020 Transportation Framework Plan	December 2000
City of Lockport	Official Zoning Map	January 1, 2004
Village of Mokena	Comprehensive Plan	August 2002
Village of Peotone	Land Use Maps	
Village of Bolingbrook	Comprehensive Policy Plan	February 12, 1985
Village of Lemont	Zoning Map	March 30, 2004
Custer and Reed Townships	Comprehensive Land Use Plan	May 30, 1997
Village of Park Forest	Strategic Plan	June 1, 1992
Village of Tinley Park	Zoning Map	March, 2004
Village of Matteson	Land Use Intensity Map	
Village of Diamond	Official Zoning Map	April 19, 2004
Village of Frankfort	Landscaping Regulations	February 1996
The City of Crest Hill	Zoning Ordinance, 1989	Revised July 3, 2000
Village of Channahon	Comprehensive Land Use Plan	November 3, 2003

Note: See end of the section for information about ongoing studies.

3.2.8 Public Transportation Plans

Vision 2020, Pace, 2000

The Pace suburban bus agency has created a long-range plan called *Vision 2020* that focuses on serving the transportation needs of their growing service area.

A main focus of Pace's plan is service to and between transportation centers, which are locations where customers can make connections between various transit services. These

transportation centers are typically located at rail stations, community downtown areas, shopping centers, and other major activity centers.

The 2020 plan identifies a number of Regional Transportation Centers, one of which is in Will County at Joliet Union Station. There are also a number of Community Transportation Centers in Will County including the following:

- Wilmington (Metra-HC station)
- Bolingbrook
- Bolingbrook Park-n-Ride (I-55)
- Plainfield (Metra-STAR)
- University Park (Metra-MED)
- South Suburban Airport
- New Lenox (Metra-RID)
- Manhattan (Metra-SWS)
- Mokena (Metra-RID)
- Crete (Metra-SES)
- Beecher (Metra-SES)
- Lockport (Metra-HC)
- Frankfort (Metra-STAR)
- Governor's State University

The plan also identifies a number of key corridors for the bus system. These are the corridors in which Pace will focus its technology improvements, implementing bus rapid transit (BRT) and Transit Signal Priority (TSP) among other tools for increasing transit viability. There are two types of corridors: expressway/tollway and arterials. Many of them affect Will County, such as the following:

Expressway

- I-55: Bolingbrook to Chicago

Arterials

- Route 59: Joliet to Lake Zurich
- Route 53: Joliet to Lisle
- LaGrange Road: Frankfort to Willow Springs
- Lincoln Highway (US-30): Joliet to Sauk Village

Fox Valley/Southwest DuPage Initiative, Pace, 2005

In 2005, Pace completed a study that focused on their bus services in the southwest portion of DuPage County, but also included adjoining areas in Will County (Bolingbrook and Plainfield).

Major findings of the study of this area include an unmet demand for trips to and from the major retail area near the intersection of Boughton and Weber Roads (Bolingbrook). The study also mentions growth in ridership on feeder service to the Metra/BNSF Line, as well as an overall deficit of service in this area when compared to the potential demand in this area.

The ultimate plan in this subarea is to expand existing feeder service and implement new local services. The study lists a set of immediate-, short-, medium-, and long-term steps for the area.

DuPage Area Transit Plan 2020, DuPage Mayors and Managers Conference, 2002

The DuPage Mayors and Managers Conference (DMMC) developed a comprehensive transit plan for the county that focuses on the future system of commuter rail, bus, and paratransit services in the county. DuPage County borders Will to the north, with a few of the municipalities centered in DuPage (e.g., Naperville, Aurora) spilling over into Will County. The plan features a number of elements related to Will County.

One key element of the DuPage Transit Plan is the proposed “J” Line, a bus rapid transit/express bus route that would connect the proposed STAR Line station at 95th Street in Will County to the Naperville Metra/BNSF station, Oak Brook, and O’Hare.

Other relevant elements of the plan include peak and off-peak bus service in the IL 53 corridor connecting Bolingbrook and Joliet to the Lisle Metra/BNSF station, the College of DuPage, and the Glen Ellyn Station on Metra’s Union Pacific West (UPW) Line.

South Suburban Commuter Rail Feasibility Study, Metra, 1999

The South Suburban Commuter Rail Feasibility Study was undertaken by Metra during the late 1990s to assess the options for rail service in what is now referred to as the SouthEast Service (SES) corridor.

Operationally, the study identified four primary options for configuring rail service, each merging with existing Metra tracks nearer to the City of Chicago, and each requiring significant investment in infrastructure. The conclusion of the study was that each option required further study.

Capital cost estimates and potential station locations are also discussed in the study, which forms a basis for the alternatives analysis which is currently being conducted.

South Suburban Commuter Rail Corridor: Land Use and Local Financing Study, Corridor Profile Report, South Suburban Mayors and Managers Association (SSMMA), 2005

The Land Use and Local Financing Study was completed under the guidance of the SSMMA. This study summarizes the need, population trends, employment trends, demographics, and travel factors within the proposed Metra SES corridor.

This study reinforces the viability of a commuter rail corridor that reaches into the easternmost portion of Will County, serving the communities of Steger, Crete, and Beecher. In particular, the study focuses on demand in the corridor for work trips into the Chicago Central Business District (CBD), where the proposed SES line would terminate.

Kankakee County Commuter Rail Feasibility Study, County of Kankakee Planning Department, 2005

Kankakee County borders Will County to the south and sponsored this study to determine the feasibility of extending commuter rail service south from University Park to the City of Kankakee along the existing Illinois Central rail right-of-way.

The study develops numerous feasible alternatives for service to Kankakee, with potential intermediate Will County stations at Monee, the South Suburban Airport, and Peotone. The alternative considered most promising is to operate shuttle service that travels between

Kankakee and University Park. This service would run with a different propulsion technology than that currently used by the Metra Electric District (MED) line to University Park.

The study also identifies a set of tasks for the Phase II study, including ridership estimates, environmental impacts, site studies, refined cost estimates, line capacity analysis, and project management. The Metra Electric Extension Phase II study (the Kankakee Area Commuter Transit Study) is scheduled to be released later in 2007.

3.2.9 Transit-Oriented Development Plans

Efficient transit services become possible when sufficient concentrations of activity are located around transit stations. This fundamental relationship between public transportation and land use has been recognized throughout the Chicago region, and many municipalities have made plans attempting to maximize the compatibility of land uses near transit (especially Metra stations) by allowing a concentration of residences and employment near the stations. Some, but not all, of these plans have been developed with funding support from the Regional Transportation Authority's Regional Technical Assistance Program (RTAP).

A number of land use studies have addressed Metra's proposed STAR Line station area conditions and development opportunities throughout the study corridor. Since the initial series of plans were completed, a new site has been proposed for the Joliet station. To date, no land use studies have been prepared for this alternate location. Enhancing the land use-transit relationships continues to be important to Will County communities, however. Most recently, the Village of Plainfield has initiated a Transit-Oriented Development District Plan to provide a guide for development in the station area proposed for Plainfield.

For the proposed SouthEast Service (SES), the South Suburban Mayors and Managers Association undertook a South Suburban Commuter Rail Corridor Land Use and Local Financing Study in 2004. This study reinforced the demand for commuter rail service by corridor residents and identified opportunities for "reverse" commuter markets. Now, through RTAP support, land use planning is progressing with the development of station area plans for downtown Crete and Balmoral Park. On the financing side, the SouthEast Corridor Local Financing Options Phase II study, also RTAP funded, focuses on establishing a funding pool to build and maintain the commuter rail stations on the new line.

Earlier in 2007, the Village of Steger completed a village center plan for the area surrounding its proposed SES station. Although Steger's station will be located in Cook County, the facility will surely enhance service options for Will County residents.

Another transit-oriented development plan now in progress with RTAP assistance will identify opportunities to develop the downtown area that encompasses Mokena's station on Metra's Rock Island District line.

Two other transit-oriented development plans, funded by RTAP, have recently been completed by Will County communities.

University Park Transit-Oriented Development Study, Village of University Park, 2002

The major purpose of this plan is to suggest a transit-oriented development plan for the area surrounding the existing University Park Station on the MED line. This is the current

terminal station for the MED, and the immediate station area includes a large surface parking lot surrounded by generally undeveloped parcels of land. The station site is also adjacent to the campus of Governor's State University.

The resulting plan recommends a 245-acre mixed-use project to be developed around the station, essentially creating a new center of growth for the Village of University Park.

Laraway Road "Transit Village," Village of New Lenox, 2005

The extension of Metra's SouthWest Service (SWS) line into Will County includes the opportunity for a second commuter rail station in New Lenox, and the city has proactively studied development opportunities around the proposed station site, which is adjacent to Laraway Road and largely surrounded by agricultural land uses.

The plan outlines the types, locations, and design of land uses in the station area, recommending an integrated set of mixed-use developments and commuter parking within an adjacent "Transit Village," multi-family housing developments interspersed with open and recreational spaces, and the development of an auto-oriented commercial corridor along Laraway Road.

The end goal of the plan is the creation of a "community within a community" for New Lenox, a distinct neighborhood that supports the local transit asset by allowing development of a concentration of nearby residences, easing pedestrian access to and from the station, and attracting commercial developments complementary to the needs of commuters. All this is done without sacrificing the need for commuter parking facilities.

3.2.10 Bicycle and Pedestrian Plans

A number of municipalities have prepared plans addressing enhancements to bicycle and pedestrian ways within their boundaries. Some plans, however, show improvements to often extensive regional non-motorized facilities in the county, which are the focus of this document. Those plans are discussed below.

South Suburban Mayors and Managers Association Bikeway Plan, SSMMA, 2001

The SSMMA created a bikeway plan in 2001 with the help of the Chicagoland Bicycle Federation. This plan briefly lays out a set of goals for the bikeway network and sketches a set of existing trails, proposed trails, and optimal streets for bicycling.

Most of the plan boundaries lie within southern Cook County, but the plan does identify the Old Plank Road Trail, the University Park Trails, and the connecting routes from these Will County trails northward.

Midewin Land and Resource Management Plan, U.S. Department of Agriculture Forest Service, 2002

The Midewin National Tallgrass Prairie is the largest parcel of protected open space in northeastern Illinois. Formerly a part of the Joliet Army Ammunition Plant, the conservation area was established in 1996. The Prairie Plan focuses on resource management activities through the year 2012.

An element of the plan that relates to this study is the selection of a preferred set of transportation and trail corridors through the prairie. The chosen alternative shows future trail connections to the Wauponsee Glacial Trail, which is under construction on a disused rail right-of-way that travels along the eastern edge of the National Tallgrass Prairie. Additional planned multi-use trails travel east-west through the area.

“Soles & Spokes Plan,” Existing Conditions and Best Practices Reports, CATS, 2004

CATS is in the process of developing the first pedestrian and bicycle plan for the entire Chicago region. At the time of this planning study, the Soles & Spokes Plan was still undeveloped, although preliminary reports regarding existing conditions and best practices had been released.

SECTION 4

Transportation System Guidelines and Policies

Transportation System Guidelines and Policies

Will County has a number of guidelines and policies that dictate how the roadway system is built, maintained, and operated. The guidelines and policies include information on how roadways are functionally classified to provide a system of roadways that operates efficiently. Information is also provided on street standards such as minimum right-of-way requirements and the associated dimensions of proposed roads. The Will County Department of Highways also has an extensive access management policy that provides direction on where new access routes can be accommodated.

4.1 Functional Classification

The purpose of having a functionally classified highway system is not only to recognize existing travel patterns, but to reinforce and control them so that there is some established order in the County's traffic flow. If a smoothly functioning system cannot be established, then drivers seeking short cuts on less congested routes will constantly be diverting to neighborhood streets that are not designed to handle large traffic volumes. Creation of a system whereby different roadways are engineered to handle varying types of demand is essential in transportation planning.

Not all roadways are created equal. They not only vary in width, design, cross-section, or traffic volume, but also in the function they are intended to perform. The functional classification of a road describes the character of service the road is intended to provide. The various functional classifications primarily serve two competing functions, access to property and travel mobility, to different degrees. Each road will provide varying levels of access and mobility depending on its intended function. When a system is viewed in whole, the objective is to realize an optimal balance between access and mobility functions. The following are definitions for the four general road functional classifications:

- **Freeways** are limited access facilities characterized by their ability to quickly move large volumes of traffic with minimal disturbances. All access to freeways is by ramps and all crossings are grade separated. Freeways provide for high-speed long distance trips.
- **Principal and Minor Arterials** are highways that are generally characterized by their ability to quickly move relatively large volumes of traffic with fewer provisions for access to adjacent properties. Arterial highways provide for high-speed travel and longer distance trips. The designation of Strategic Regional Arterial or County Freeway is correlated to principal arterials with the primary function of mobility.
- **Collector roads** are characterized by a relatively even distribution of access and mobility functions. Traffic volumes, speeds, and trip lengths are typically smaller on collector roads than on arterial roads.

- **Local roads** are public roads and streets not classified as arterials or collectors. Local roads and streets are characterized by numerous points of direct access to adjacent properties. Speeds and volumes are low and trip distances short.

Figure 4-1 shows the schematic relationship between access and mobility functions of streets and highways. The highest classification (freeways) is intended solely for traffic movement and does not provide access to abutting land uses except at interchanges. The lowest category (local street) allows unrestricted access, and is not intended to accommodate through traffic. Classifications between these extremes perform a combination of functions with varying emphasis on traffic movement or access.

4.2 Congestion and Level of Service

Congestion is usually measured in terms of level of service (LOS). For roadway segments, average delay and speed enter into the LOS determination along with other factors. LOS measures the quality of traffic service, and may be determined for each roadway segment on the basis of delay, congested speed, volume to capacity (v/c) ratio, or vehicle density by functional class. The various levels of service for roadway segments are defined as follows:

- **LOS A** describes primarily free-flow operation at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification.
- **LOS B** represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification.
- **LOS C** represents stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both, may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial classification.
- **LOS D** borders on a range in which small increases in flow may cause substantial increases in delay, and hence, decreases in arterial speed. Average travel speeds are about 40 percent of free-flow speeds. LOS D is often used as a limiting criterion for design purposes. As per Will County Access Regulation Ordinance, the county requires LOS C or better for any project undertaken.
- **LOS E** is characterized by significant delays and average travel speeds of one-third of the free-flow speed or less. LOS E is sometimes accepted as limiting for design criterion when restricted conditions make it impractical to consider a higher LOS.
- **LOS F** characterizes arterial flow at extremely low speeds, below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations with high delays and extensive queuing. LOS F is never used as a design standard. It represents a condition that is intolerable to most motorists.

4.3 Street Standards

4.3.1 Design Requirements

The design of access points and accompanying highway improvements must comply with County regulations. The standards and specifications set forth in these regulations are to ensure a safe and efficient highway system for the motoring public. Design features addressed in the regulations are design speed, intersection and driveway sight distance requirements, access design widths and standards, throat length, radius return, angle of intersection, islands, medians, driveway profile, culverts, mailbox turnouts, shoulders, curb and gutter, cross-section and materials, traffic control, and onsite design elements. In the absence of specific County guidance, the latest versions of the IDOT and American Association of State and Highway Transportation Officials (AASHTO) policies and specifications govern.

This section discusses general aspects of road design criteria that should be applied to proposed roads as each project becomes more defined. The recommendation of future roads alone is not enough to ensure adequate transportation infrastructure. These planned improvements must be constructed to design standards to ensure public safety and appropriate investment of public resources. Roads included in this plan should be designed and constructed to the specifications set forth by Will County Department of Highways or IDOT. This section also provides a general description of preferred practice for road design in Will County. For further information, reference the *Will County Department of Highways Permit Regulations and Access Control Regulations*.

4.3.2 Typical Sections

The general design criteria for the design of a road depend in part on its functional classification and its location, either urban/suburban or rural. The typical cross-section describes requirements for width of traveled way, median type and width, curb or shoulder treatment, sidewalks, bicycle lanes, clear zones, and grading.

4.3.2.1 Urban/Suburban Arterial and Collectors

Typical cross-sections for urban/suburban arterial roads and collector roads are shown in **Figure 4-2**. A larger number of commercial driveways and possibly pedestrian or bicycle traffic can be expected along these facilities. Center turn lanes are recommended wherever there are frequent entrances into high-volume commercial driveways. Where center turn lanes are not provided, left-turn lanes should be provided at all major intersections. Parking should be prohibited along arterials. Sidewalks should be provided where feasible to enhance pedestrian and bicycle usage of the right-of-way.

4.3.2.2 Rural Arterials and Collectors

Typical cross-sections for rural arterials and collector roads are shown in **Figure 4-3**. In rural areas with widely dispersed access points, a rural cross-section is recommended. For higher volume roads through less developed rural areas, a divided cross-section is recommended.

4.3.3 Intersection Spacing

The minimum spacing of intersections provides for safe and efficient access onto the county' highway system. The access requirements vary by the type of access and the classification of the county highway. The guidelines for intersection spacing are set forth in the *Will County Department of Highways Permit Regulations and Access Control Regulations*.

4.3.3.1 County Designated Freeways and SRA Routes

An intersection spacing of ¼ mile (1,320 feet) for full access shall be required on all county-designated freeways and SRA routes. This spacing may be modified at the discretion of the County Board depending on existing roadways conditions and features along the corridor or per findings described in a final SRA report.

Restricted access may be considered provided the access centerline is located a minimum of 500 feet from any other access centerline and is consistent with other requirements of the access control regulations.

4.3.3.2 All Other County Highways

For major access permits, an intersection spacing of ¼ mile (1,320 feet) for full access is desirable. Any spacing less than ¼ mile will be considered, provided a left turn lane can be designated that does not conflict with any existing or future left turn lane improvements at any existing intersection.

Restricted access may be considered provided the access centerline is located a distance from any other access centerline that is consistent with other requirements contained within the access control regulations.

4.3.4 Right-of-Way

Right-of-way guidelines have been defined by functional class to ensure appropriate land acquisition for future widening of roadways. These definitions incorporate land for the road cross-section including the traveled way, median, parking, shoulders, sidewalks, drainage, and grading. The right-of-way guidelines also establish adequate set backs from the roadways. Acquisition of right-of-way could occur before widening is warranted, allowing land to be set aside before development occurs. Often, early acquisition is the most cost-effective way to preserve right-of-way for road widening. Table 4-1 shows minimum right-of-way guidelines for county roads by road functional classification.

TABLE 4-1
Minimum Right-of-Way Guidelines for County Roads by
Road Functional Classification

Functional Classification	Right-of-Way Minimum
SRAs and County Freeways	150 feet
Other Arterials	120 feet
Collectors	120 feet
Freeways (New)	300 feet

4.4 Access Management

The Federal Highway Administration (FHWA) defines access management as “the process that provides access to land development while simultaneously preserving the flow of

traffic on the surrounding system in terms of safety, capacity, and speed.” Properly implemented access management will improve traffic operations, increase highway safety, and minimize adverse environmental impacts. Unplanned land development and uncontrolled access connections reduce highway safety and capacity, and result in early obsolescence of the roadway. Unregulated access increases accidents, delays, and congestion for users of the highway systems within Will County.

Access management in Will County is controlled by the *Will County Department of Highways Permit Regulations and Access Control Regulations* adopted by the County Board on May 18, 2006. These regulations provide policies and detailed procedures for permitting access to county highways. The remainder of Section 4.4 describes the 2006 adopted policy.

The two objectives of the *Will County Department of Highways Permit Regulations and Access Control Regulations* are as follows:

- To provide safe and efficient transportation routes linking the various parts of Will County and linking the county with other parts of the metropolitan region.
- To coordinate transportation planning with land use development and provide a framework around which various land development activities can take place.

The guiding philosophy of the Will County Access Control Regulations is to “provide safe, efficient transportation systems compatible with land use” by controlling access on highways to minimize curb cuts and local street intersections, and maintaining existing highway capacity. The highest degree of access control shall be applied to the county freeways and SRA routes. The degree of access control shall be based on two basic criteria: (1) the size and nature of the development, which determines the volume and types of traffic generated, and (2) the existing and/or future significance of the highway being accessed. In all cases, the operational characteristics of the new or improved access must meet, in the opinion of the County Engineer, traffic engineering criteria for safe traffic operations.

A comprehensive access regulation program will preserve highway safety and capacity, reduce delays, and allow for compatible land use and economic development within the highway corridors.

The County Engineer determines if the required criteria have been met. All traffic analysis must be completed by a qualified traffic engineer and approved by a licensed professional engineer. It is the responsibility of the permit applicant (at their sole cost) to provide the necessary studies and improvements defined by the Access Control Regulations.

4.4.1 Access Points

An access point or system of access points must be located to provide safe and efficient traffic movements along county highways.

4.4.1.1 Location of Access Points

The Will County Department of Highways has established guidelines regarding the location of access points. The guidelines state that access points should be located so that ingress and egress maneuvers will not degrade safe and efficient traffic movements and operations on county highways. The locations should provide adequate sight distance by avoiding the

placement of access points on a horizontal curve or just below a crest of a vertical curve. If the sight distance is not adequate, modifications to access points will be required such as providing access to another highway, developing indirect access by a frontage road, or improving the vertical and/or horizontal curvature of the roadway.

Whenever possible, access should be provided through existing cross streets in lieu of additional county highway access points and may be prohibited when a property abutting a county highway has frontage on one or more roadways and reasonable access can be provided from the roadway. New access locations should be aligned with access points for existing development on the opposing side of the highway. Adjacent access points should be spaced to ensure that conflicting movements do not overlap and that safe and efficient traffic movements and operations will be maintained. The distance between adjacent access points should follow the requirements as stated in this section and Section 4.3.3. The county may require joint or shared access facilities. Access points in the vicinity of interchanges, interchange ramp terminals, crossroads, frontage roads, and service drive connections shall be restricted to eliminate hazardous and congested conditions. The access points shall be located to provide safety and convenience for pedestrians, bicyclists, and other users of the highway right-of-way.

4.4.1.2 Number of Access Points

The number of access points per development is specified within the guidelines. Each development or property, regardless of the number of parcels, is limited to one access point. When subdividing existing developed parcels, no additional access will be permitted and when an existing development has a change in land use, the existing access point(s) may require relocation or reduction in the number of access points. One additional right in/right out may be considered if sufficient engineering documentation is provided showing that this second access point would substantially improve the approved access point without negatively affecting the safety and operations of the county road. If the primary access point is to be signalized, additional access points may be permitted if justified. For locations at the corner of two county roads, the access point shall be permitted on the lower volume road and the intersection of the two highways shall be improved by providing appropriate capacity improvements per the traffic impact study of the site. For locations at the corner of a county road and local road, access may be prohibited on the county road based on reasonability of the access point being located on the other road, and the intersection of the two highways shall be improved by providing appropriate capacity improvements per the traffic impact study of the site.

4.4.1.3 Internal Circulation

Providing adequate internal circulation within a development aids in the operation of major facilities. The County recognizes this need by specifying a guideline that when property abutting a county highway is to be developed, direct access to the county highway shall not be used in lieu of an adequate internal traffic circulation system. Access will not be permitted if internal traffic patterns are not acceptable based on overall traffic circulation, drive-in facility stacking and parking space capacities, internal turning movements, and projected trip/parking generation rates. No access shall be permitted if such access would require backing or turning maneuvers onto a county highway. Provisions for turnarounds

shall be made outside the county right-of-way. No parking is permitted along a collector or arterial highway or within the right-of-way of a collector or an arterial highway.

4.4.2 Turn Lanes

Turning lanes (consisting of an approach widening, turn bay taper, and full width auxiliary lane) for either right or left turns into an abutting property shall be provided as described in the following section or as determined by the County Engineer. If the construction limits of a permitted access driveway improvement fall within 500 feet of the construction limits of an existing widened section of county highway, the widening for the new access driveway shall be extended to meet the existing widened section of the county highway. This is necessary to maintain continuity and lane alignment of safety of the motoring public.

4.4.2.1 Right Turn Lane Warrants

Right turn deceleration lane warrants for two-lane and four-lane highways at highway access points (driveway or street intersections) are based on approach volumes and posted speed limits (see Table 1 and Table 2 in Section 2.1.6-5 of the *Will County Department of Highways Permit Regulations and Access Control Regulations*). The guidelines are applied to signalized and unsignalized access. The installation of right turn deceleration lanes will be required for all major and minor access points to a County Freeway or SRA route.

The length of the right turn lanes (storage plus taper) for unsignalized access points should be based on the distance required for a vehicle traveling at the highway's posted or operations speed to reach a desirable turning speed for the right turn maneuver. In the case of a signalized access point, queuing considerations demonstrated by an Intersection Design Study will determine the length of the storage and taper.

4.4.2.2 Left Turn Lane Warrants

While traffic studies are required and considered in the determination by the County Engineer for minor access request, the installation of left turn lanes will be required for all major access points to any county highway.

4.4.3 Intersection Signalization

The installation of traffic signals will only be considered on the basis of the Manual on Uniform Traffic Control Devices (MUTCD) warrant guidelines. It is the responsibility of the permit applicant to collect and submit traffic counts or accident record analysis as necessary to evaluate signal warrants. Signalized intersections shall be spaced to maintain the efficiency of traffic flow on the through highway. Signals where isolated operations are proposed shall generally be spaced a minimum of ¼ mile apart. Signals spacing of ¼ mile shall be interconnected to provide efficient traffic flow. Whenever possible, intersections to be signalized must fit into the signal progression patterns along the highway. To prevent excessive green time allocated to the driveway at the expense of the arterial highway through movements, vehicle detection with a presence feature shall be used on all approaches. Additional easements may be required for future maintenance of the traffic signal equipment. Pedestrian/bicycle push button actuated signal heads at traffic signal installations shall be required when the MUTCD pedestrian signal warrant is met.

4.4.4 Abutting Property Land Use and Site Development Characteristics

In addition to positive regulation over roadway features and access locations, the development characteristics of abutting property are an integral part of a safe and effective access control program. Technical and physical improvements to the highway and driveway system alone cannot ensure the orderly and safe movement of traffic when adjacent land uses have poor internal site circulation, or when such land uses generate increases in traffic volumes beyond the capacity of area highways. Timely communication among government agencies, municipalities, and communities to coordinate land use development along highways is required.

Effective corridor development plans that identify the need for a balance of transportation and access, and the desire to minimize land use and zoning conflicts, may be required. Developing cross access easements and streets at the rear of developments, which will serve as access to store service/delivery areas, as well as providing access between adjacent developments, will be required. Potential land use should be influenced by the access needs that it requires. Should projected trip generation values warrant access needs that cannot be accommodated without compromising the safety and efficiency of highway operations, a change in density or of land use should be made.

The following elements shall be reviewed as part of the access permit review process:

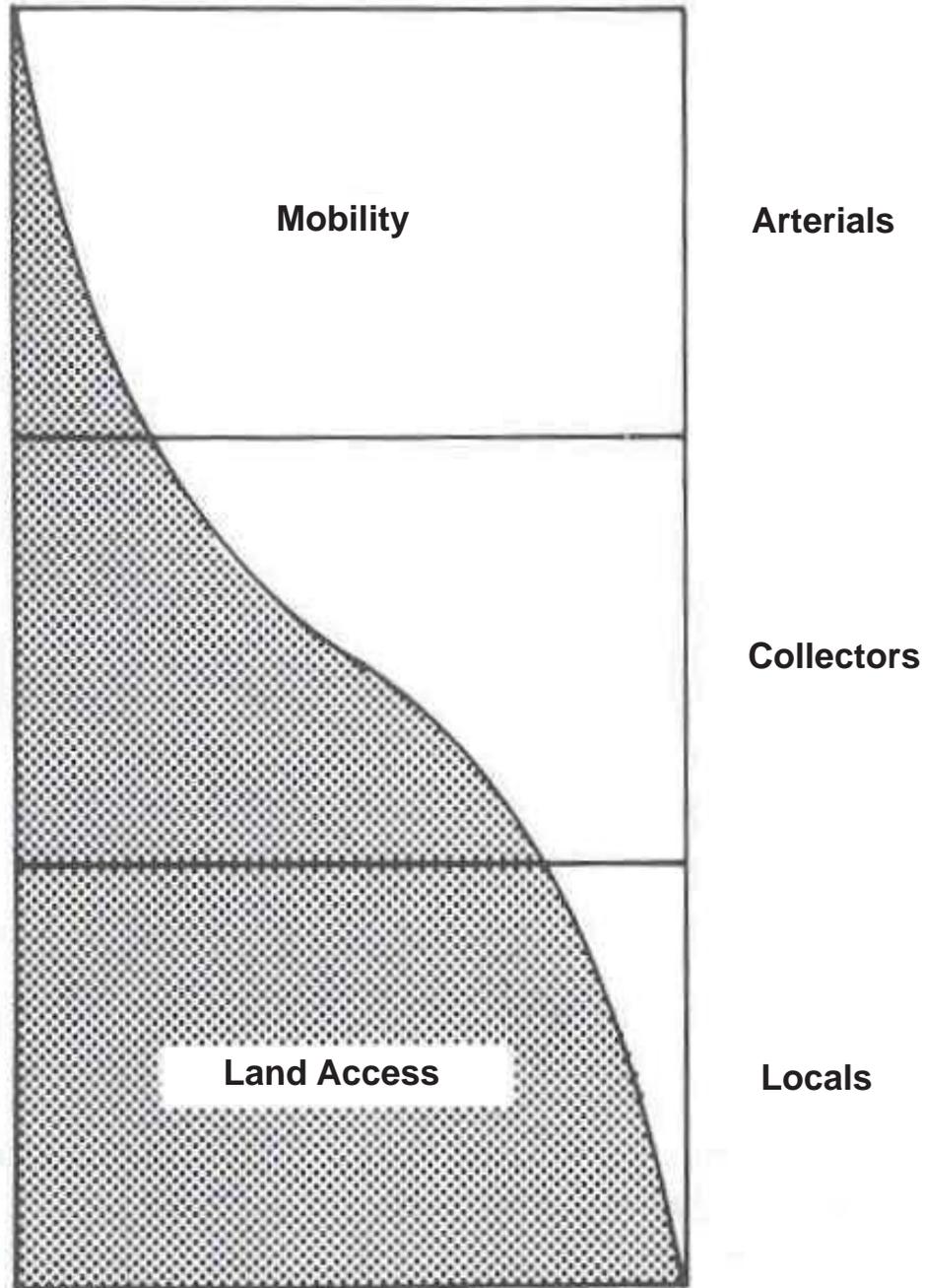
- Safety considerations
- Fire protection district requirements
- Regional impact to the highway system
- Internal circulation as it effects the ingress and egress to a site
- Aesthetics of the improvements on the county right-of-way
- Right-of-way requirements
- Pedestrian/bicycle/mass transit circulation

SECTION 4

Figures

FIGURE 4-1
Access and Mobility
Function of Highways and Streets

WILL COUNTY
2030 TRANSPORTATION PLAN



Source: A Policy on Geometric Design of Highways and Streets 2001

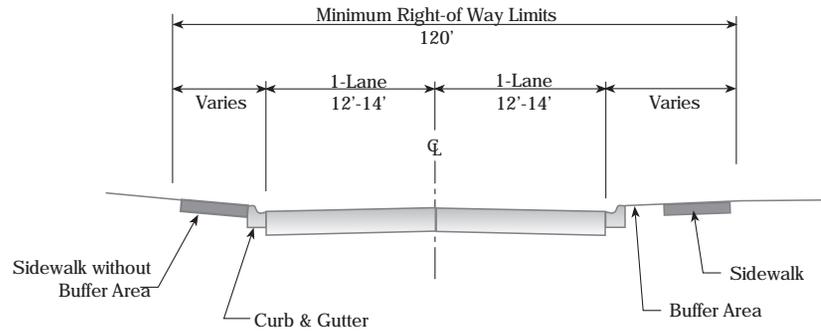


CH2MHILL *Hutchison Engineering, Inc.*

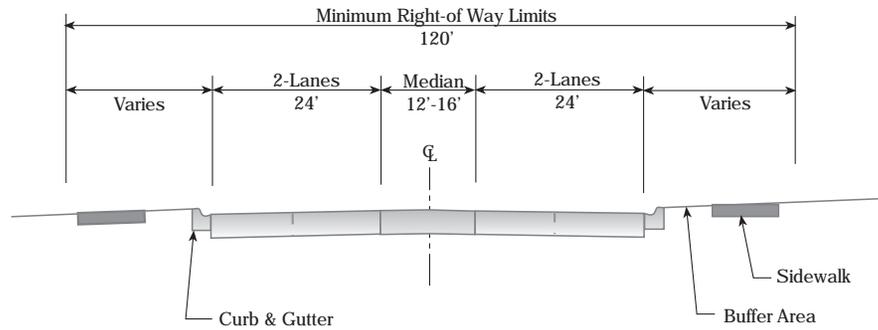
VLECIDES SCHROEDER
ASSOCIATES, INC.

FIGURE 4-2
Urban/Suburban
Typical Cross-Sections

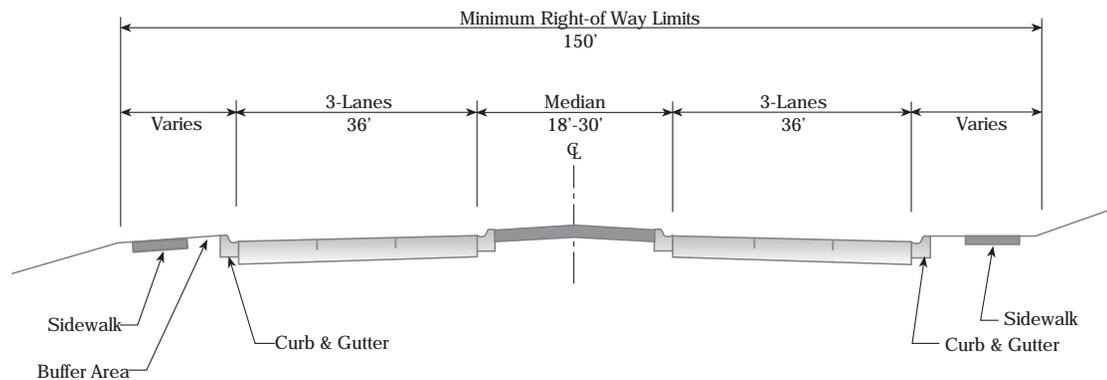
WILL COUNTY
2030 TRANSPORTATION PLAN



Two-Lane Urban Collector



Five-Lane Urban Arterial



Seven-Lane Urban Arterial

WILL COUNTY

ILLINOIS

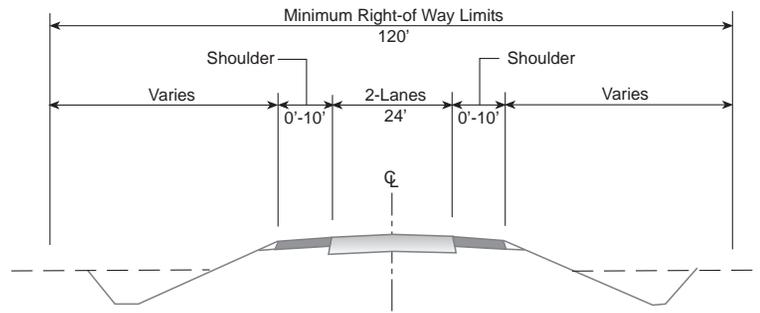
Will County 2030
Transportation Plan

CH2MHILL Hutchison Engineering, Inc.

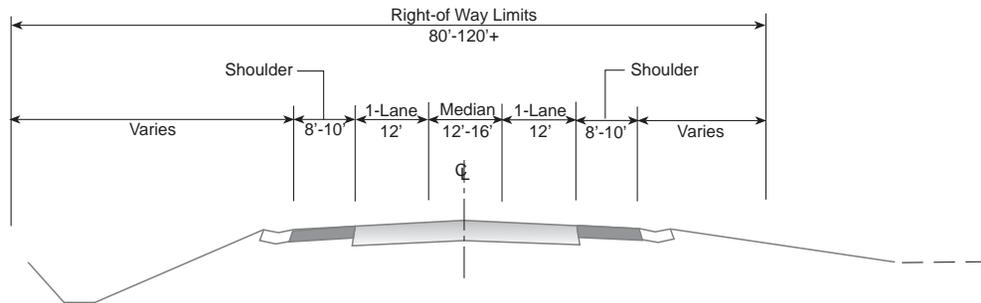
VLECIDES SCHROEDER
ASSOCIATES, INC.

FIGURE 4-3
Rural
Typical Cross-Sections

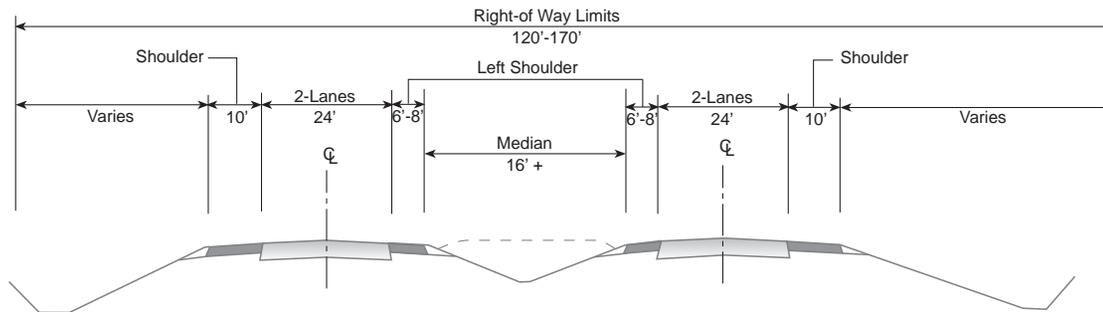
WILL COUNTY
2030 TRANSPORTATION PLAN



Two-Lane Rural Collectors



Three-Lane Rural Arterial



Four-Lane Rural Divided Arterial



SECTION 5

Existing Transportation Facilities and System Performance

Existing Transportation Facilities and System Performance

5.1 Introduction

An important prerequisite to transportation planning is an understanding of the components and performance of the existing transportation system. A compilation of existing transportation facilities in Will County was made and reported previously in the Will County 2030 Transportation Plan's *Existing Transportation Systems Report*, finalized November 2005. This report, which is summarized in this section, provides a detailed compendium of information pertaining to the existing Will County roadway network and the performance of its components.

5.2 Existing Highway System

The Will County highway network is predominately a grid system with roads oriented north-south and east-west, but there are also some roadways oriented southwest to northeast as part of a larger radial system centralized in downtown Chicago. The northern, more urbanized, portions of the county have a denser roadway system with a higher concentration of arterial streets. The rural southern portions of the county are dominated by local two-lane roads, with the exception of the area surrounding the old Joliet Arsenal. The Kankakee and Des Plaines Rivers both serve as a natural obstacle for east/west travel with a limited number of river crossings.

Major freeways serving Will County include I-55, I-355, I-57, and I-80. Traffic service is also provided by U.S. Highways 6, 30, 45, and 52 and State Highways 1, 7, 50, 53, 59, 102, 113, 126, 171, and 394.

There are roughly 620 route miles of highway (excluding local roads) in Will County, 270 of which are on the county highway system. **Figure 5-1** is a map of the existing highway system showing jurisdictional classification (Interstate [including tollways], U.S. Highway, Illinois State Highway, and Will County Highway). Table 5-1 summarizes the mileage of existing highways in each jurisdictional classification.

TABLE 5-1
Mileage of Highways in Will County by Jurisdictional Classification—2004

Jurisdictional Classification	Route Miles	Lane Miles
Interstate (ISTHA, IDOT)	100	400
U.S. Highway (IDOT)	100	250
State Highway (IDOT)	150	440
County Highway (Will County)	270	600
Total	620	1,690

Functional classifications as defined in Section 4-1 include freeways and principal arterials (primarily providing for traffic mobility), minor arterials, collectors, and local streets

(primarily providing access to abutting land uses). **Figure 5-2** depicts the functional classification of highways in Will County, and Table 5-2 shows the existing mileage of highways by functional classification. The functional class of Will County highways and associated mileage are shown in Table 5-3.

The SRA system has been developed to serve as a second tier to the freeway system with a focus on through vehicles. The system is planned to be a comprehensive transportation network that can accommodate long distance regional traffic. Parts of the highway system that are also designated as an SRA are shown in **Figure 5-3** and listed in **Table 5-4**.

Along with the state-selected SRA routes, the county includes a classification of county freeway. County freeways have similar characteristics as SRAs in that they can accommodate long distance regional travel and have further access management regulations to provide limited conflicts to through movements. The roadways with the County Freeway designation are shown in **Figure 5-3**.

Roads designated as truck routes, by type, are shown in **Figure 5-4**. All interstates, U.S. highways, and most state routes are classified as either Class I or Class II truck routes. The predominate direction for the truck routes is north–south given I-55, I-57, and IL 53, IL 59, U.S. 45, Governor’s Highway, and Dixie Highway. East–west truck movements are served by U.S. 30/U.S. 52, I-80, and IL 7. Improvements have been made to additional roadways to enhance truck movements in and around large multimodal facilities such as the Center Point development near Elwood.

5.3 Public Transportation

Public transportation in Will County consists of commuter rail, fixed-route buses, paratransit/dial-a-ride, and vanpools. Service is provided by Metra and Pace, operating divisions of the Regional Transportation Authority (RTA).

5.3.1 Commuter Rail

Metra operates commuter rails throughout the Chicago region, with all of its routes extending radially from the City of Chicago. Three Metra lines – the Metra Electric District (MED), Rock Island District (RID), and Heritage Corridor (HC) – have had stations in Will County for a number of years. The SouthWest Service (SWS) line was extended into Will County in early 2006.

TABLE 5-2
Mileage of Highways in Will County by Functional Class—2004

Functional Class	Route Miles	Lane Miles
Freeways and Ramps	100	390
Principal Arterials	270	750
Minor Arterials	240	580
Collector	320	660
Locals	860	1,720
Total	1,790	4,100

TABLE 5-3
Mileage of Will County Highways by Functional Class—2004

Functional Class	Route Miles	Lane Miles
Principal Arterials	80	200
Minor Arterials	60	140
Collector	80	160
Local	50	100
Total	270	600

TABLE 5-4
SRA Routes and County Freeways in Will County

SRA Route	From	To
Bell Road	Illinois 7	Will-Cook County Line
Illinois 1	Will-Cook County Line	Will-Kankakee County Line
Illinois 7 (159th Street)	Cedar Road	Will-Cook County Line
Illinois 53	I-80	Wilmington-Peotone Road
Illinois 59	I-55	Will-DuPage County Line
Illinois 394 (Calumet Exp)	Illinois 1	Will-Cook County Line
Larkin Avenue	Weber Road	I-80
Wilmington-Peotone Road	I-55	Illinois 1
Caton Farm Road	Will-Kendall County Line	Illinois 53
Bruce Road	State Street	Cedar Road
Cedar Road	Bruce Road	Illinois 7
U.S. 30 (Lincoln Hwy)	I-80	Will-Cook County Line
U.S. 45	Will-Cook County Line	Will-Kankakee County Line
Weber Road	Boughton Road	Larkin Avenue
119th Street	Will-Kendall County Line	Weber Road
Boughton Road	Weber Road	I-355
Manhattan-Monee Road	U.S. 45	Governors Highway
Governors Highway	Crete-Monee Road	Manhattan-Monee Road
Crete-Monee Road	Governors Highway	Illinois 1
Illinois 43	Will-Cook County Line	U.S. 30
County Freeway	From	To
Arsenal/Manhattan Road	I-55	U.S. 52
Gougar Road	U.S. 6	Laraway Road
Laraway Road	U.S. 52	Harlem Avenue
Center Road	Laraway Road	Wilmington-Peotone Road

Source: IDOT and WCDH

The following Metra stations currently exist in Will County:

- University Park (MED)
- Hickory Creek (RID)
- Mokena (RID)
- New Lenox (RID)
- Lockport (HC)
- Joliet Union Station (RID and HC)
- Laraway Road (SWS) *opened Summer 2006*
- Manhattan (SWS) *opened January 2006*

In addition, customer survey data indicates that numerous commuters from Will County use stations just across the county border in Cook and DuPage Counties. In many cases,

these stations are the closest commuter rail option for Will County residents. These include stations on the four lines mentioned above, as well as the Metra/BNSF Line in DuPage County. The following 14 stations have been included in the study area due to their proximity to Will County and usage by County residents:

- Richton Park (MED)
- Matteson (MED)
- 211th Street/Lincoln Highway (MED)
- 80th Avenue/Tinley Park (RID)
- Tinley Park (RID)
- 179th Street/Orland Park (SWS)
- 153rd Street/Orland Park (SWS)
- 143rd Street/Orland Park (SWS)
- Lemont (HC)
- Route 59 (Metra/BNSF)
- Naperville (Metra/BNSF)
- Lisle (Metra/BNSF)
- Belmont (Metra/BNSF)
- Downers Grove/Main Street (Metra/BNSF)

The breakdown by line, county, and levels of service are shown in Table 5-5.

TABLE 5-5
Commuter Rail Ridership and Service Levels

	Number of Stations	Weekday Boardings	Weekday Trains		Weekend Service?
			Total	Express	
Metra Electric District	4	4,746	61	11	Yes
Will County	1	1,004			
Cook County	3	3,742			
Rock Island District	6	7,144	46	0	Yes
Will County	4	3,654			
Cook County	2	3,490			
Heritage Corridor	3	1,023	6	0	No
Will County	2	616			
Cook County	1	407			
SouthWest Service	5	919	29	0	No
Will County	2	n/a*			
Cook County	3	919			
Metra/BNSF	5	14,760	71	33	Yes
Will County					
DuPage County	5	14,760			

Source: Commuter Rail System Boarding/Alighting Counts, Fall 2002

*Ridership data unavailable (two Will County SWS stations open in 2006 with four trains per weekday)

5.3.2 Bus Service, Paratransit, and Vanpools

Pace, the RTA's suburban bus division, operates a family of services including fixed-route bus service, paratransit service, dial-a-ride service and vanpool/rideshare services, all of which are in operation in Will County (see [Figure 5-5](#) for a map of existing public transportation facilities).

Fixed-route bus service in Will County is primarily provided by eight bus routes that are based in and around the City of Joliet by Pace's Heritage Division. In addition, there are four Pace south division routes that operate primarily in southern Cook County but briefly cross over into Will, eight privately contracted feeder routes that access the Metra/BNSF stations in southern DuPage County, and three express bus routes that shuttle riders from Will County to specific destinations such as the Chicago CBD, Midway Airport, and Yorktown Mall. Table 5-6 lists the Pace Routes in Will County.

Pace is also responsible for three other kinds of transit services in the County: ADA paratransit, dial-a-ride, and vanpools. These services are described briefly below.

- ADA Paratransit:** This is a prearranged curb-to-curb operation for persons with disabilities. The eligibility for service is determined by a regional certification process. Pace's ADA Paratransit Service operates in all suburban areas that are within 0.75 miles of Pace's regular fixed routes, during the same hours and days as the regular fixed route service. Fares are half of the regular basic fare, and Pace funds 100 percent of the operating deficit.

TABLE 5-6
Pace Routes in Will County

Route #	Route name	Route type
South Division		
354	Harvey—Tinley Park	Local bus
358	Torrence	Local bus
362	South Park Forest	MED feeder bus
367	University Park	Local bus/feeder bus
Heritage Division		
501	Forest Park—West Jefferson	Local bus
502	Cass/Marquette	Local bus
503	Black Road/Raynor Park	Local bus
504	South Joliet	Local bus
505	Rockdale/Lidice	Local bus
506	East Washington/East Lenox	Local bus
507	Plainfield	Local bus
511	Joliet-Elwood-Deer Run	Joliet Union Station feeder bus
BNSF Feeders (privately contracted routes)		
675	Route 59 Express	Metra/BNSF feeder bus
680	Naperville—Knoch Knolls	Metra/BNSF feeder bus
683	Naperville—Ashbury	Metra/BNSF feeder bus
686	Naperville—Old Farm	Metra/BNSF feeder bus
678	Naperville—Carriage Hill	Metra/BNSF feeder bus
787	Naperville—Midday	Metra/BNSF feeder bus
824	East Bolingbrook—Lisle	Metra/BNSF feeder bus
825	Central Bolingbrook—Lisle	Metra/BNSF feeder bus
Express Buses		
831	Joliet—Midway	Express Bus
834	Joliet—Yorktown	Express Bus
855	I-55 Flyer	Express Bus

- **Dial-a-Ride:** These services are operated by townships or local municipalities under contract with Pace. Only partial funding is provided for these services; local governments are required to support a portion of the net service costs. Five such services operate in the study area. Dial-a-ride services use vans and small buses to provide prearranged trips to and from specific locations within the service area. Service is provided to individuals determined eligible based on local requirements; local sponsors set the fares. Because the service was originally established to extend public transportation to areas without traditional service, it is not always exclusive to disabled persons.
- **Vanpools:** Pace manages the Vanpool Incentive Program (VIP) in Will County whereby the agency subsidizes vans for use by employers, employees, municipalities, and other organizations. In this way, the vanpool program supplements the other Pace services such as commuter buses and special service (ADA) shuttles. The VIP offers vans for various uses, including not only traditional, user-operated vanpools, but also employer shuttles, special use vans for human service agencies, and non-emergency medical vehicles.

5.4 Non-motorized Travel

A number of dedicated bicycling and pedestrian trails have been built in Will County. These trails are built and managed by a variety of public agencies at the federal, state, and local level. [Figure 5-6](#) shows the bicycle/pedestrian trails in Will County.

Many bicycle and pedestrian trails are purely recreational, traveling in loops through forest preserves or parks, for example. But there are also several longer, regional trails that connect Will County communities to one another and to recreational opportunities. Joliet is the starting and ending point for some of these trails; many stop on the outer parts of the city and certain streets have been designated as routes for biking.

For the purposes of this plan, the focus will remain on the major branches of the county-wide bicycle/pedestrian network, which can serve as a transportation resource for linking one community with another as well as to various recreational opportunities.

The major existing pedestrian/bicycle trails in Will County identified in the plan are as follows:

- **Old Plank Road Trail**— A 21-mile trail that runs east-west along an abandoned rail right-of-way through northern Will and southern Cook Counties.
- **I&M Canal Trail(s)**— A collection of trails that run along the Illinois and Michigan Canal, and has been designated as a National Heritage Corridor that stretches from Chicago to LaSalle in downstate Illinois.
- **University Park Trail(s)**— A set of paved trails that run from the University Park Metra Station through Governor’s State University and into and around the community of University Park.
- **Wauponsee Glacial Trail**— A 26-mile trail along an abandoned rail right-of-way is currently under construction, but the first segment from Joliet past Manhattan to the eastern edge of the Midewin Tallgrass Prairie is currently in use.

- **Joliet Junction Trail**— A 4-plus-mile trail between the community of Crest Hill and the I&M Canal Trail south of Joliet. The trail primarily runs north-south along Larkin Avenue.
- **Rock Run Trail**— A trail that extends 7 miles from Theodore Marsh to the I&M Canal Trail.

5.5 Travel Demand Model

5.5.1 Background

A travel demand model of the Will County transportation system was developed to assist in the determination of future traffic patterns and infrastructure needs. The model was built and calibrated as described in the Will County 2030 Transportation Plan technical memorandum titled *Development, Calibration and Validation of the Will County Travel Demand Model*, August 2005. This section of the report is a brief synopsis of information presented in detail in the technical memorandum.

5.5.2 Methodology

The travel demand model is a traditional four-step model incorporating trip generation, trip distribution, mode choice, and trip assignment.

Trip generation determines the total number of trips produced by and attracted to each zone in the study area. The trip generation relationships are built on travel characteristics determined in the CATS Chicago Area Household Survey. As a prerequisite to the trip generation analysis, certain basic decisions were reached:

- Trips would be stratified by purpose as follows:
 - Home Based Work (HBW)
 - Home Based Shop (HBSh)
 - Home Based Other (HBO)
 - Non-Home Based (NHB)
 - Truck
 - Internal-External (IE)
 - External-Internal (EI)
 - External-External (EE)
- Truck trips and external travel would be analyzed in vehicle trips
- All other trips (i.e., all internal trips except for trucks) would be analyzed in person trips

The zone system developed for the study area was broken into three categories: internal zones, which are located wholly within Will County boundaries; buffer zones, which extend a minimum of 3 miles outside the county border; and external points of entry (POE), which are located at the planning area boundary. There are 1,068 internal traffic analysis zones (TAZ), 48 buffer zones, and 20 POE external stations. See [Figure 5-7](#) for a map of the Will County zone structure.

Trip productions and attractions were determined utilizing a system of cross classification and regression analysis based on detailed socioeconomic data. The CATS 2005 regional

travel forecast was the basis for estimating external (IE, EI, and EE) trips. Special generator and truck volumes were calculated separately and incorporated into the model.

Trip distribution determines how many trips would travel from each origin zone to each destination zone within the study area. The gravity model was the primary vehicle used in trip distribution, with Fratar (successive approximations) modeling used to distribute external-external trips. The Will County travel demand model was run in three time periods: a 2-hour AM peak period, a 2-hour PM peak period, and the remainder of the day summed to a single off peak period. Time of day factors from CATS were applied by trip purpose.

Mode choice is the process of determining the mode of travel for persons traveling within the study area. Due to the relatively small percentage of public transportation trips in the county, mode choice was restricted to application of auto occupancy to person trips. Auto occupancy factors were also taken from CATS.

Trip assignment procedures are used to determine the number of trips that would utilize each roadway segment. The highway network was taken from the 911 road layer provided by the Will County Geographic Information Systems Department. Capacities were taken from the Highway Capacity Manual (HCM) and initial speeds were based on posted speed limits. The assignment process includes the calculation of the least time path from each point to the next. When a road becomes congested and a shorter path can be found, the trip is rerouted to the shorter path. The process endeavors to reach “equilibrium” with regard to network travel time.

The basic outputs of the travel demand modeling process are estimated traffic volumes on each segment of the road network. These volume estimates may then be used to indicate whether the transportation system can adequately serve present and/or future demand.

The model is calibrated to match existing traffic volumes in Will County. Daily model-generated trips were compared to ground-counted volumes at 12 screen lines across the study area. Model parameters were adjusted until the comparison of modeled and actual traffic volumes passed recommended validity tests.

5.5.3 Existing Travel Demand

According to the travel demand model, a total of approximately 918,000 internal vehicle trips (autos and trucks) were made daily in Will County in 2004. Travel between Will County and places outside the county boundaries (external-internal and internal-external) amounted to approximately 578,000 trips per day. In addition, approximately 288,000 trips were made daily crossing the study area without a stop within the study area (external-external). Total daily vehicle trips for the study area in 2004 were 1,784,000 trips.

5.6 Existing Travel Characteristics

An understanding of the characteristics of travel is helpful in uncovering existing problems and determining future needs. Two travel characteristics that are particularly useful in understanding Will County’s requirements are commuter travel patterns and the orientation of present travel desires.

5.6.1 Commute Trips

As reported by the U.S. Census Bureau, just 45 percent of the work trips by Will County residents have a destination within the county. The majority of residents commute outside of the county for work, mostly traveling to DuPage and Cook Counties. In contrast, a smaller percentage, 31 percent, of the total employee trips to work in Will County are made by persons from outside the county, with a majority of the trips originating in Cook or DuPage Counties. Job growth in Will County exceeds population growth and the number of Will County employees commuting to a place of work within the county has increased significantly. Continued job growth, therefore, would create a better balance between population and employment with more county residents working in Will County.

Figure 5-8 illustrates the commute patterns between Will County and the surrounding areas. Table 5-7 shows the daily work trip flow between counties, including work trips made wholly within Will County.

TABLE 5-7
Will County Daily Work Trip County to County Flows*

County of Residence	Work County	Work Trips	Percent to Other Counties
Will County to Chicago Area Counties Work Flows			
Will County, IL	Cook County, IL	76,574	58.2
Will County, IL	DuPage County, IL	43,498	33.1
Will County, IL	Kane County, IL	3,432	2.6
Will County, IL	Lake County, IL	1,128	0.9
Will County, IL	Kankakee County, IL	1,352	1.0
Will County, IL	Kendall County, IL	1,097	0.8
Will County, IL	Grundy County, IL	2,702	2.1
Will County, IL	Lake County, IN	1,658	1.3
Will County, IL	Will County, IL	107,456	
	Total Work Trips	238,897	100
Chicago Area Counties to Will County Work Flows			
Cook County, IL	Will County, IL	24,432	50.2
DuPage County, IL	Will County, IL	9,197	18.9
Kane County, IL	Will County, IL	1,840	3.8
Lake County, IL	Will County, IL	389	0.8
Kankakee County, IL	Will County, IL	3,564	7.3
Kendall County, IL	Will County, IL	1,737	3.6
Grundy County, IL	Will County, IL	5,869	12.1
Lake County, IN	Will County, IL	1,591	3.3
Will County, IL	Will County, IL	107,456	
	Total Work Trips	156,075	100

*Number of Workers 16 years and Over in the Commuter Flow.

Source: U.S. Census Bureau
Release data: March 6, 2003

5.6.2 Travel Desires

Examination of travel desires is especially useful in planning transportation facilities. This analysis technique considers the travel desires of motorists regardless of the underlying traffic network. By assigning traffic to a network resembling a spider web that is unconstrained in terms of roadway availability and capacity, the trips follow a direct path from origin to destination. The travel desires are shown as bands with the width of the band proportional to the traffic volume on that link.

Existing travel desire bands in Will County are shown in **Figure 5-9**. The prominent travel desire is concentrated in the northern urbanized portions of the county. The primary travel desire patterns in the northern half of Will County are north–south in the vicinity of Joliet, Plainfield, Romeoville, Bolingbrook, and Naperville and east–west through the central part of the county including Joliet, Frankfort, and New Lenox. Both of these trip patterns include trips destined to Will County and trips traveling through the county. In the southern portions of the county, the predominant travel desire pattern is north–south in the proximity of the interstate corridors.

5.7 Performance Measures

Performance measures are established to assess the ability of the roadway system and its components in meeting performance goals. This type of technical evaluation will be used to evaluate system conditions in the 2004 study base year and for the forecast year 2030.

Traffic performance measures fall into three categories that are used to evaluate adequacy of operations of the transportation system, and are listed as follows:

- Traffic Service Measures
- Congestion Measures
- Traffic Safety Measures

The basic tool used in calculating the performance measurements for both the existing and future transportation networks is the travel demand model.

5.7.1 Traffic Service Measures

Traffic service measures match a calculated performance value such as speed or travel time to a corresponding level of congestion. One measure relates average operating speed to a determined desirable speed for different functional classes of roadway and different time periods. Desirable speed is the maximum speed for the functional class under uncongested conditions. In the traffic assignment process, this is the initial speed assigned to each link when establishing the network. Travel time, and hence, congested speed, is obtained from the output of each traffic model assignment. Another measure of both traffic service and congestion is delay or the time difference between the uncongested travel time and the congested travel time. The delay function, vehicle hours of delay (VHD), can be calculated for each link. The system-wide delay can be calculated by summing the delays for all links. Separate summaries may also be produced by functional classification or by individual routes.

5.7.2 Congestion Measures

Congestion is usually measured in terms of LOS. For roadway segments, average delay and speed enter into the LOS determination along with other factors. LOS measures the quality of traffic service, and may be determined for each roadway segment on the basis of delay, congested speed, volume to capacity (v/c) ratio, or vehicle density by functional class. The various levels of service for roadway segments, LOS A through LOS F, have been described in Section 4.2 of this report.

In this analysis, congestion is simplified into uncongested segments or congested segments. A congested segment would be any segment of roadway that would operate at approximately LOS D, E, or F. This congestion level would correspond to a v/c ratio greater than 0.66.

5.7.3 Traffic Safety Measures

Traffic safety is another universally accepted transportation performance criteria. A quantitative index or measure of safety performance is appropriate, therefore, as one of the basic performance measures for the Will County transportation system.

Safety is often discussed only in general or qualitative terms. To include safety as a more useful performance measure, it is desirable to quantify safety in readily understandable terms. Of course, any effort to quantify safety must be fully supportable. Highway safety can best be characterized by the number of highway crashes and the resulting injuries and fatalities that might occur or be expected to occur over a given time period. Developing a highway safety performance measure thus becomes an exercise in relating basic transportation system features and attributes to an expected number of highway crashes. There are a number of basic, well established principles relating highway safety to elements of the highway. These include 1) the relationship of vehicular traffic volume to crash frequency, and 2) differences in the safety performance of different highway types.

5.7.4 Public Transportation Measures

The evaluation of the public transportation system will focus on the usage and efficiency of the existing service:

- **Existing ridership trends:** Metra and Pace track ridership information on a recurring basis, and station and line-level data were collected on existing Will County service. Any available statistics on customer preferences and usage patterns were also collected.
- **Service efficiency and productivity:** Public transportation services operate based on the demand for services during certain time periods. Most public transportation in Will County is limited to the weekday morning and evening peak work travel periods. Selected Metra and Pace services also operate during the off-peak and weekend time periods. For rail, the productivity and efficiency of service can be measured in part by the capacity utilization of trains and parking facilities. For Pace buses, productivity can be measured by the number of passengers boarding per revenue hour, a statistic that is tracked by Pace.

The existing public transportation system in Will County was evaluated according to the above factors.

5.8 Existing Performance Analysis

5.8.1 Existing Travel Demand

Figure 5-10 shows existing (2004) Average Daily Traffic (ADT) on highways in Will County. The 2004 ADT values were based on automatic recording traffic counts made at crossings of 12 screen lines in Will County. These data were supplemented with additional counts provided by the IDOT Office of Planning and Programming. Higher volume highways are located predominantly in the northwest portion of the county north of I-80. The heaviest traveled routes include I-55, I-80, I-57, IL 59, IL 53, and Weber Road.

5.8.2 Existing Traffic Service Measures

The traffic service measures of vehicle miles of travel (VMT), vehicle hours of travel (VHT), and vehicle hours of delay (VHD), stratified by functional classification on all highways and county roads only, are summarized in Table 5-8. In examining the traffic performance of all highways, principal arterials, which account for only approximately 15 percent of the lane miles within the county, were found to carry a large percentage of traffic (approximately 32 percent of VMT) and experience approximately 55 percent of VHD. The same trend applies even further when looking exclusively at the county roadway network. For county highways alone, principal arterials were only approximately 25 percent of the system, but carried approximately 41 percent of traffic and experienced 58 percent of the delay.

TABLE 5-8
Traffic Performance 2004

Functional Class	VMT		VHT		VHD	
	Miles	%	Hours	%	Hours	%
2004 All Highways						
Freeways and Ramps	4,790,100	38.7	102,260	33.6	3,370	28.8
Principal Arterials	3,891,590	31.4	102,180	33.6	6,480	55.4
Minor Arterials	1,868,840	15.1	48,010	15.8	1,210	10.4
Collectors	1,184,620	9.6	32,590	10.7	530	4.5
Locals	643,310	5.2	19,080	6.3	110	0.9
Total	12,378,460		304,120		11,700	
2004 County Highways						
Principal Arterials	743,990	42.1	18,440	43.3	930	61.6
Minor Arterials	502,540	28.5	12,060	28.3	420	27.8
Collectors	419,270	23.7	9,960	23.4	150	9.9
Locals	99,730	5.7	2,120	5.0	10	0.7
Total	1,765,530		42,580		1,510	

5.8.3 Existing Congestion Measures

The level of congestion on all highways in 2004, as determined from the daily traffic assignment, is illustrated in [Figure 5-11](#). Only roadway segments that were found to be operating at congested levels are shown.

When considering all highways in Will County, only approximately 7 percent of route miles and 9 percent of lane miles were classified as congested. For just county roads, only approximately 15 percent of route miles and 14 percent of lane miles were deemed to be congested with a concentration of these roadways in the northwest portion of the county, north of I-80.

TABLE 5-9
Congestion—2004

Level of Service	Route Miles		Lane Miles	
	Miles	%	Miles	%
2004 All Highways				
Uncongested	1,650	93	3,700	91
Congested	130	7	360	9
Total	1,780		4,060	
2004 County Highways				
Uncongested	230	88	480	87
Congested	30	12	70	13
Total	260		550	

Table 5-9 shows the length and percentage of route miles and lane miles which are either congested or uncongested.

5.8.4 Existing Safety Measures

Safety was analyzed with data collected from IDOT and the Will County Sheriff's Department office. The number of incidents per year by county for Will County, the surrounding counties, and the state average were normalized by population. The results show that Will County performed better than the statewide rate and better than the surrounding counties with the exception of Kankakee County and Kendall County ([Figure 5-12](#)).

5.8.5 Existing Public Transportation System Performance

Transit service and transit usage in Will County are lower than in the larger Chicago region. In 1999, roughly 83 percent of Will County commuters drove alone to work, a proportion significantly higher than that of the Chicago region as a whole (69 percent). Transit usage for work trips, meanwhile, is roughly three times less common in Will County.

Commuter Rail (Metra)

- Ridership trends:** The commuter rail system is the most widely used form of public transportation in the county. On an average weekday in 2002, the seven commuter rail stations in Will County served 5,274 boarding passengers. Considering the set of stations outside of Will County but within the larger study area, another 14 stations served 23,318 boarding passengers daily. A 2002 survey¹ suggests that nearly 20 percent of the AM peak period passengers boarding at these 14 stations are made by commuters claiming to live in Will County. This means that, in 2002, the number of people leaving Will County to board trains was roughly equivalent to the number of boarding trains in Will County.

¹ 2002 Origin-Destination Survey, Metra

Table 5-10 shows that ridership in the study area has increased markedly over the past decade, and particularly at the Will County stations. For all of the stations in the study area, weekday passenger boarding levels have increased nearly 35 percent. The amount of passengers boarding the entire Metra system, by comparison, experienced 5.2 percent growth during this period.

TABLE 5-10
Metra Ridership in Study Area (1993 vs. 2002)

	Stations	Weekday Boardings (1993)	Weekday Boardings (2002)	Change (%)
Will County	1993: 7 2002: 7	3,204	5,274	+64.6
Southern Cook	1993: 8 2002: 9	7,122	8,588	+20.2
Southern DuPage	1993: 5 2002: 5	10,900	14,760	+35.4
Study Area Total	1993: 20 2002: 21	21,226	28,592	+34.7

Source: Commuter Rail System Boarding/Alighting Counts, Fall 2002

- **Service efficiency and productivity:** The study area includes some of the busiest stations in the Metra system; in fact, in 2002, five of the six busiest stations in the entire Metra system, in terms of daily boarding levels, were in the study area. Four of these were along the Metra/BNSF Line.
- Because most Metra commuters in the study area drive to and park at their boarding station, this high usage of train facilities requires parking lots with a large capacity. Indeed, even lots in the area with more than 1,000 parking spaces are at or near capacity. This may indicate a need to encourage usage of other stations in the system, or to increase the proportion of other modes of access.

For most of the lines serving Will County, relatively few trains operate at or above full capacity. For the purposes of this study, trains approaching full capacity (at or above 85 percent) have been noted. The RID line is the only line that operates a majority of its peak period trains at or near full capacity. This is likely less of a problem for passengers during the morning peak, as Will County residents are among the first to board the train. But during the PM peak period, RID riders from Will County are quite often faced with full trains.

Fixed-Route Bus Service (Pace)

- **Ridership trends:** Pace's fixed route buses carried over 28 million riders in 2003 and averaged between 90,000 and 100,000 unlinked trips per weekday.² Two of its operating divisions (South and Heritage) manage multiple routes in and around Will County, and there are a number of privately contracted bus lines that serve Will County as well. The

² Pace 2003 Ridership Data

ridership on these buses is noted in Table 5-11. Taken together, these routes account for 5 to 6 percent of the overall weekday ridership on Pace’s system.

Weekday ridership on this group of services did not grow from 2002 to 2003; in fact, there was a slight decrease in ridership levels. This trend is relatively consistent across Pace bus lines, as each generally have a stable customer base without the strong growth seen in commuter rail ridership in the county. This suggests that most new residents of Will County are more likely to be commuter rail users than bus users.

TABLE 5-11
Pace Fixed-Route Ridership on Will County Buses

	Routes	Weekday Ridership	
		2002	2003
South Division	4	1,363	1,309
Heritage Division (Joliet)	8	2,583	2,544
Metra/BNSF Feeder Routes	8	794	839
Express Routes	3	993	964
Total	22	5,733	5,656

Source: Pace Ridership Data (2003)

- **Service efficiency and productivity:**

The ridership and efficiency levels vary according to individual bus route. Table 5-12 shows the productivity of the Pace buses that operate primarily in Will County (not including those routes that primarily operate in Cook or DuPage County). Productivity is determined by the amount of boarding customers divided by the number of hours that the bus is in service.

The Forest Park – West Jefferson route is used by the most riders in the county, in part because it is the bus that operates the most hours per day in the county. This is also a popular route on the weekends, as is the Plainfield bus which runs from downtown Joliet northwest along the Lincoln Highway to the Joliet Louis Mall.

The most productive buses in the system are the Bolingbrook feeder buses that operate during the peak periods taking passengers to and from the Lisle BNSF station. These buses operate on a set schedule that is coordinated with the Metra timetables.

TABLE 5-12
Productivity of Pace Routes that Operate Primarily in Will County

Weekday Service	Productivity ^a
824 East Bolingbrook/Lisle	37.6
825 Central Bolingbrook/Lisle	31.6
507 Plainfield	29.0
503 Black Road/Raynor Park	27.8
504 South Joliet	25.0
855 I-55 Flyer	19.9
501 Forest Park – West Jefferson	19.8
506 East Washington/New Lenox	19.4
505 Rockdale/Lidice	18.7
502 Cass/Marquette	18.5
834 Joliet – Yorktown	16.0
367 University Park	14.6
831 Joliet – Midway	10.8
511 Joliet – Elwood – CenterPoint	1.2

Source: Pace Ridership Data (2005)

^aPassengers Per Revenue Hour

SECTION 5

Figures

Figure 5-1
Jurisdictional Classification
Of Existing Highways
2004 Baseline

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

Jurisdictional Class

-  Interstate
-  Tollway
-  US Highway
-  State
-  County
-  Local



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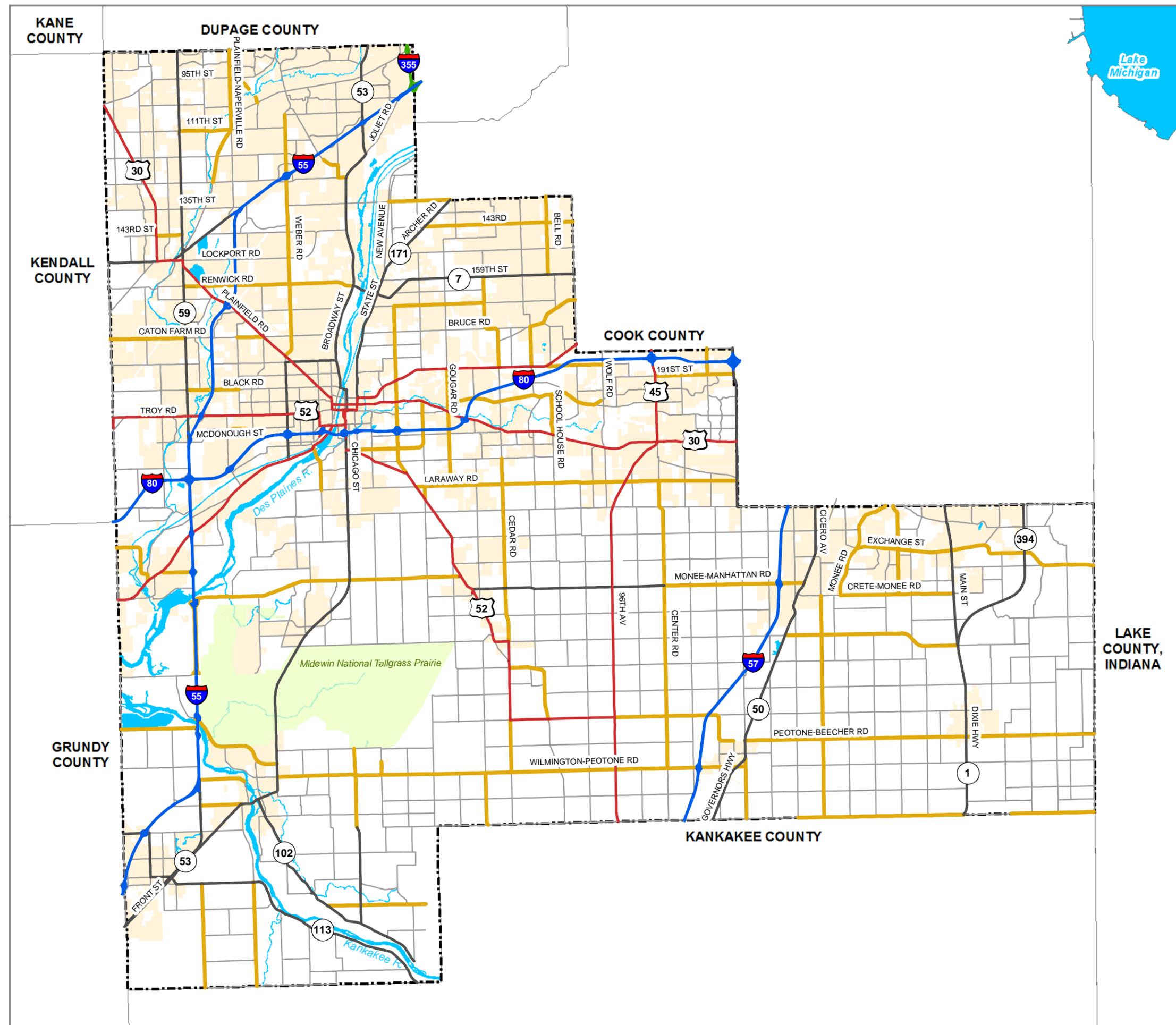
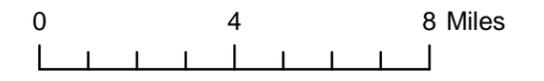


Figure 5-2
Functional Classification
Of Existing Highways
2004 Baseline

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

- Functional Class**
- Interstate
 - Principal Arterial
 - Minor Arterial
 - Collector
 - Local Road or Street



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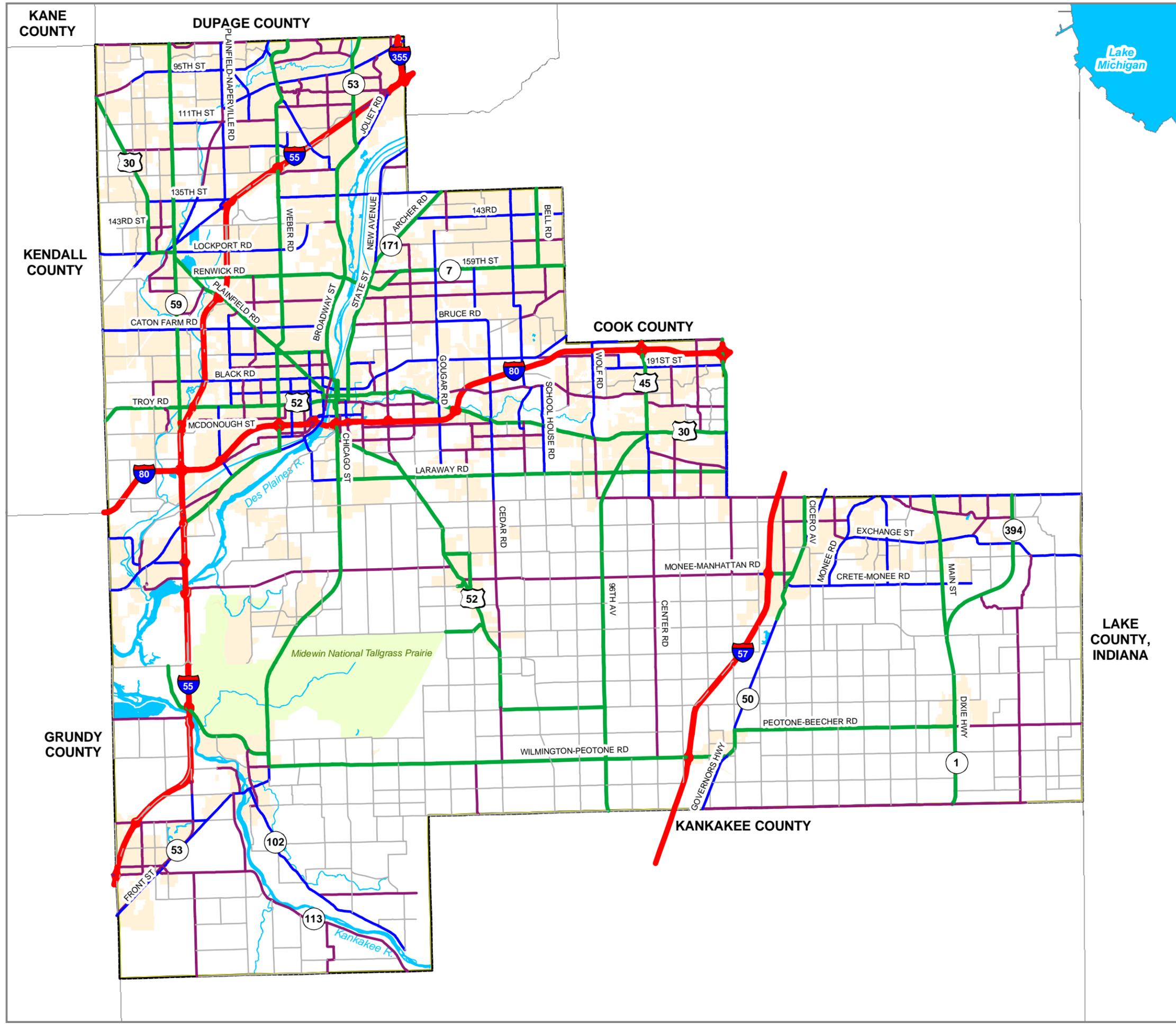


Figure 5-3
Strategic Regional Arterials
& County Freeways
2004 Baseline

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

 Strategic Regional Arterial or County Freeway

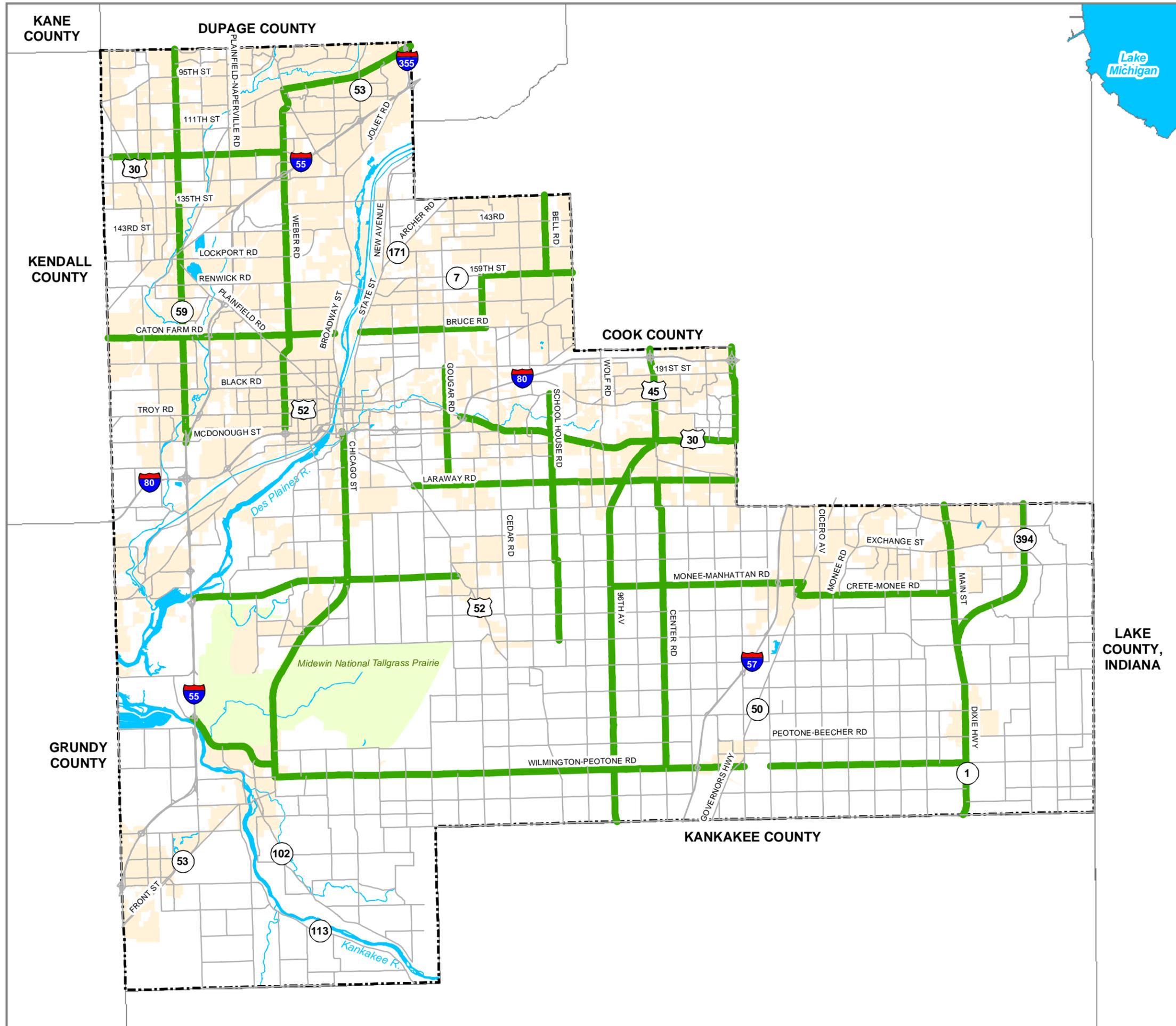


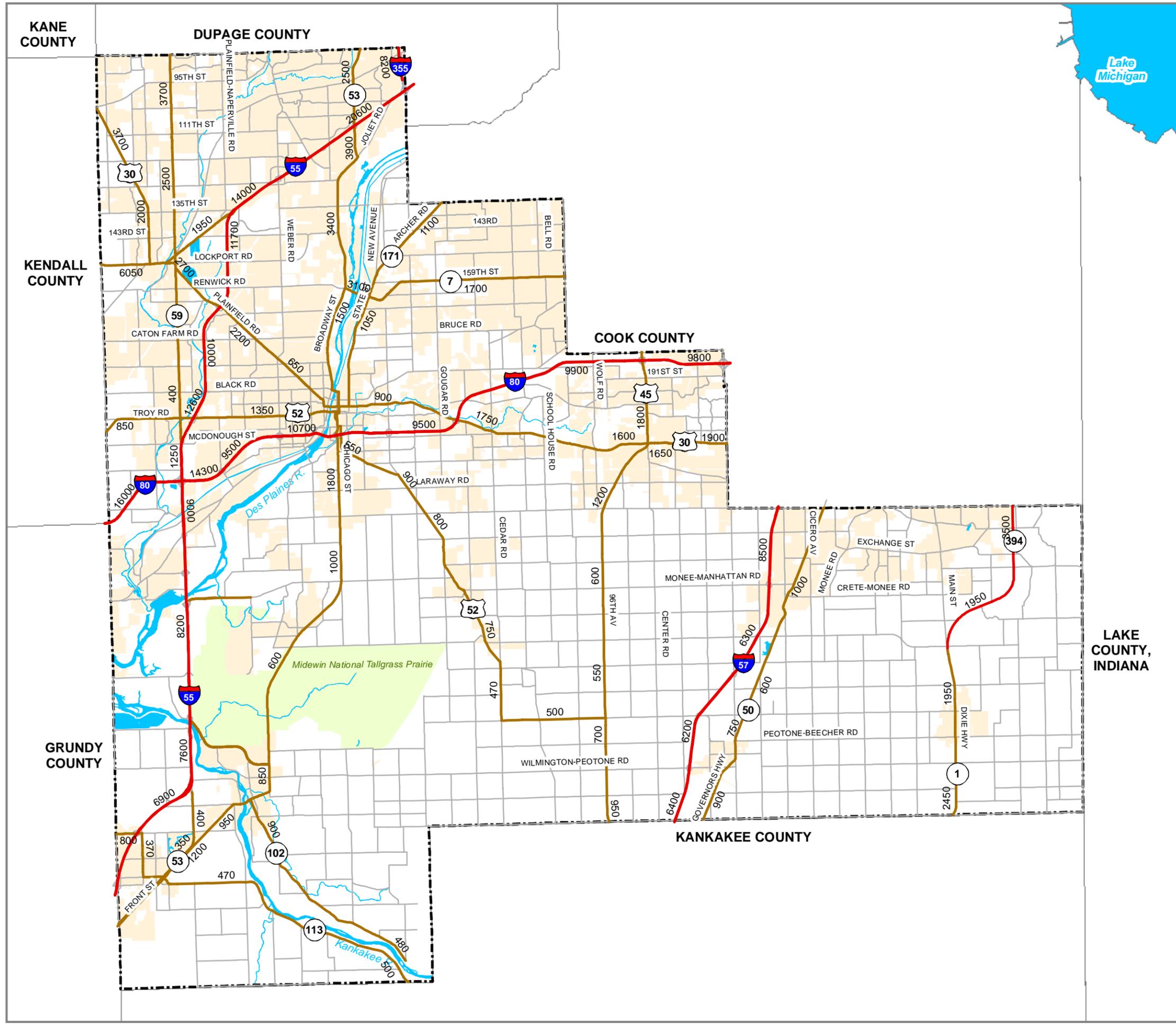
Figure 5-4
2004 Truck Routes and Daily Volumes
2004 Baseline: IDOT Counts

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

Truck Routes

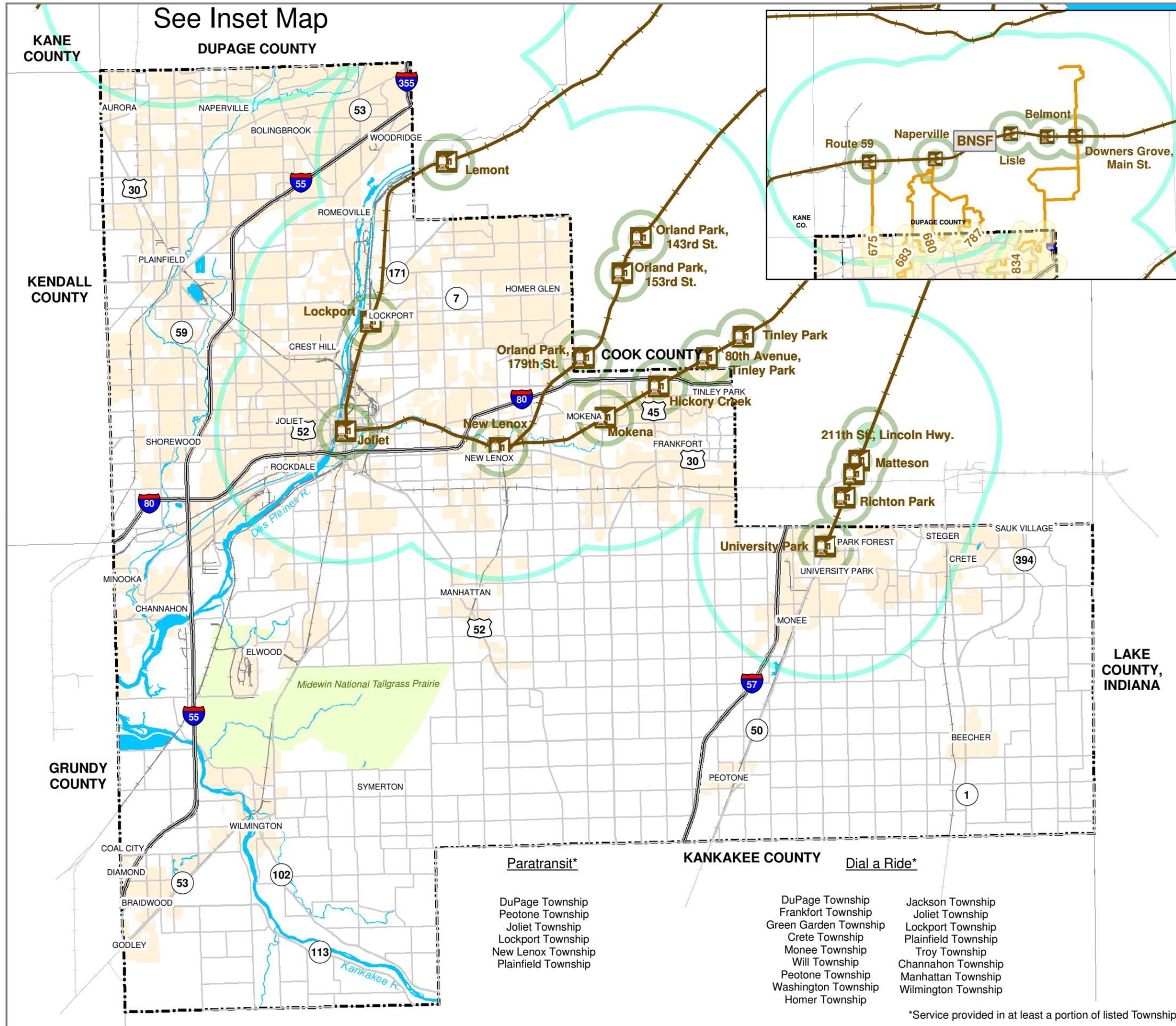
- IDOT Class 1
- IDOT Class 2
- XXXX Average Daily Truck Travel



See Inset Map

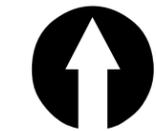
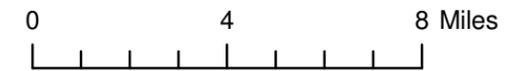
Figure 5-5
Existing Public Transportation
2004 Baseline

WILL COUNTY
2030 TRANSPORTATION PLAN



Legend

- Metra Commuter Rail Station
- Metra Commuter Rail Service
- Metra Commuter Rail Service Area (Miles)**
- 0.5
- 1
- 5
- Railroad
- Electric Line
- Burlington Northern Santa Fe Line
- Rock Island Line
- Southwest Line
- Heritage Corridor Line



Paratransit*

DuPage Township
Peotone Township
Joliet Township
Lockport Township
New Lenox Township
Plainfield Township

Dial a Ride*

DuPage Township
Frankfort Township
Green Garden Township
Crete Township
Monee Township
Will Township
Peotone Township
Washington Township
Homer Township

Jackson Township
Joliet Township
Lockport Township
Plainfield Township
Troy Township
Channahon Township
Manhattan Township
Wilmington Township

*Service provided in at least a portion of listed Township

Figure 5-6
Bicycle/Pedestrian Trails
 2004 Baseline

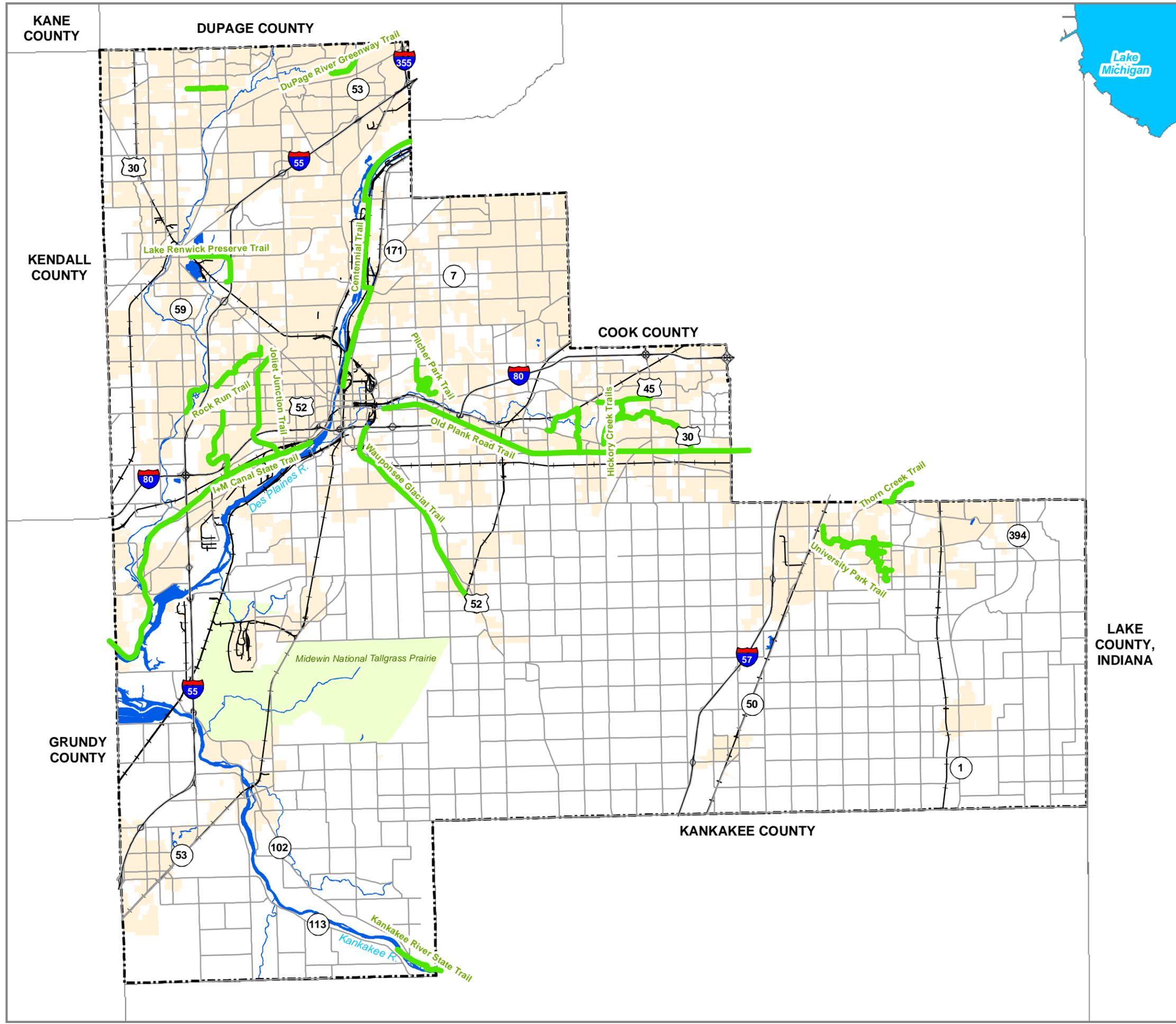
WILL COUNTY
 2030 TRANSPORTATION PLAN

Legend

 Regional Bicycle or Pedestrian Trail



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**Figure 5-7
Will County Points of Entry and
Travel Demand Zone Structure**

**WILL COUNTY
2030 TRANSPORTATION PLAN**

Legend

-  Point of Entry
-  Traffic Analysis Zone
-  Interstate
-  Other Road



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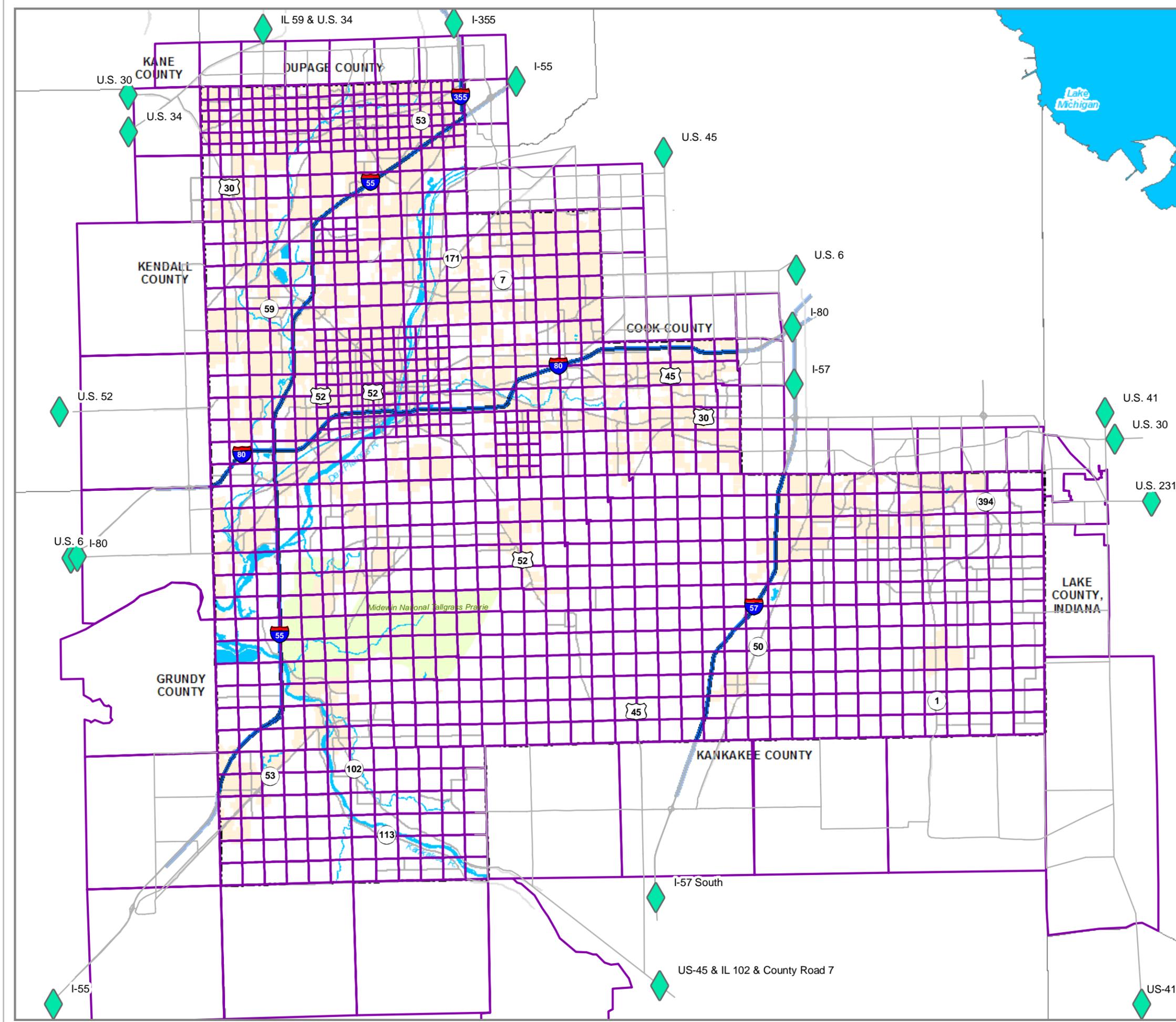
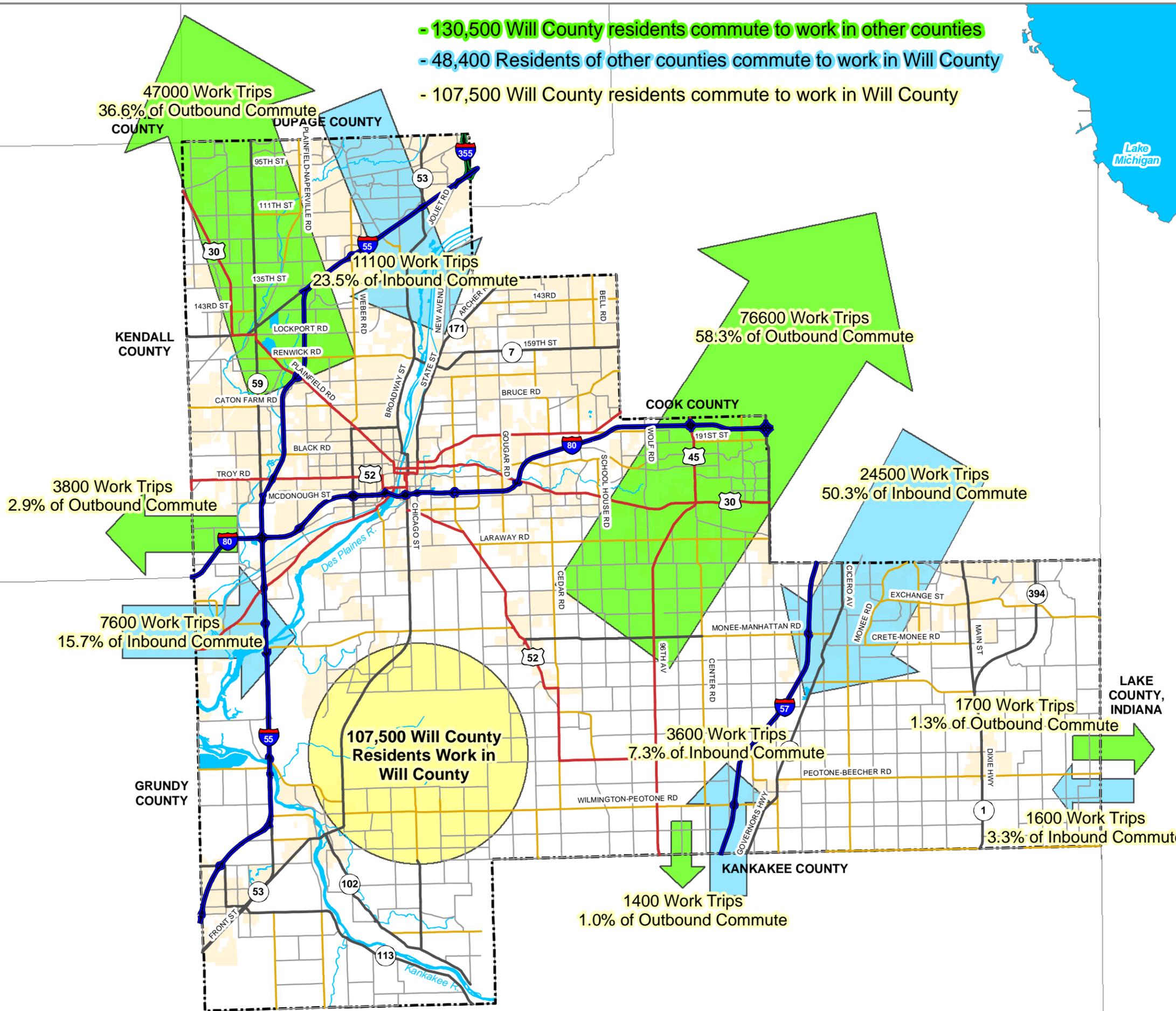


Figure 5-8
Commute Patterns
 2004 Baseline

WILL COUNTY
 2030 TRANSPORTATION PLAN



Legend

Jurisdictional Class

-  Interstate
-  Tollway
-  US Highway
-  State
-  County
-  Local

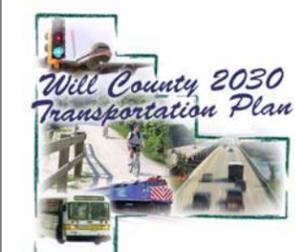


Figure 5-9
Daily Travel Desire
2004 Baseline

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

 Township Boundaries

← Scale →

 50,000 Vehicles per Day
 100,000 Vehicles per Day
 200,000 Vehicles per Day

0 4 8
 Miles



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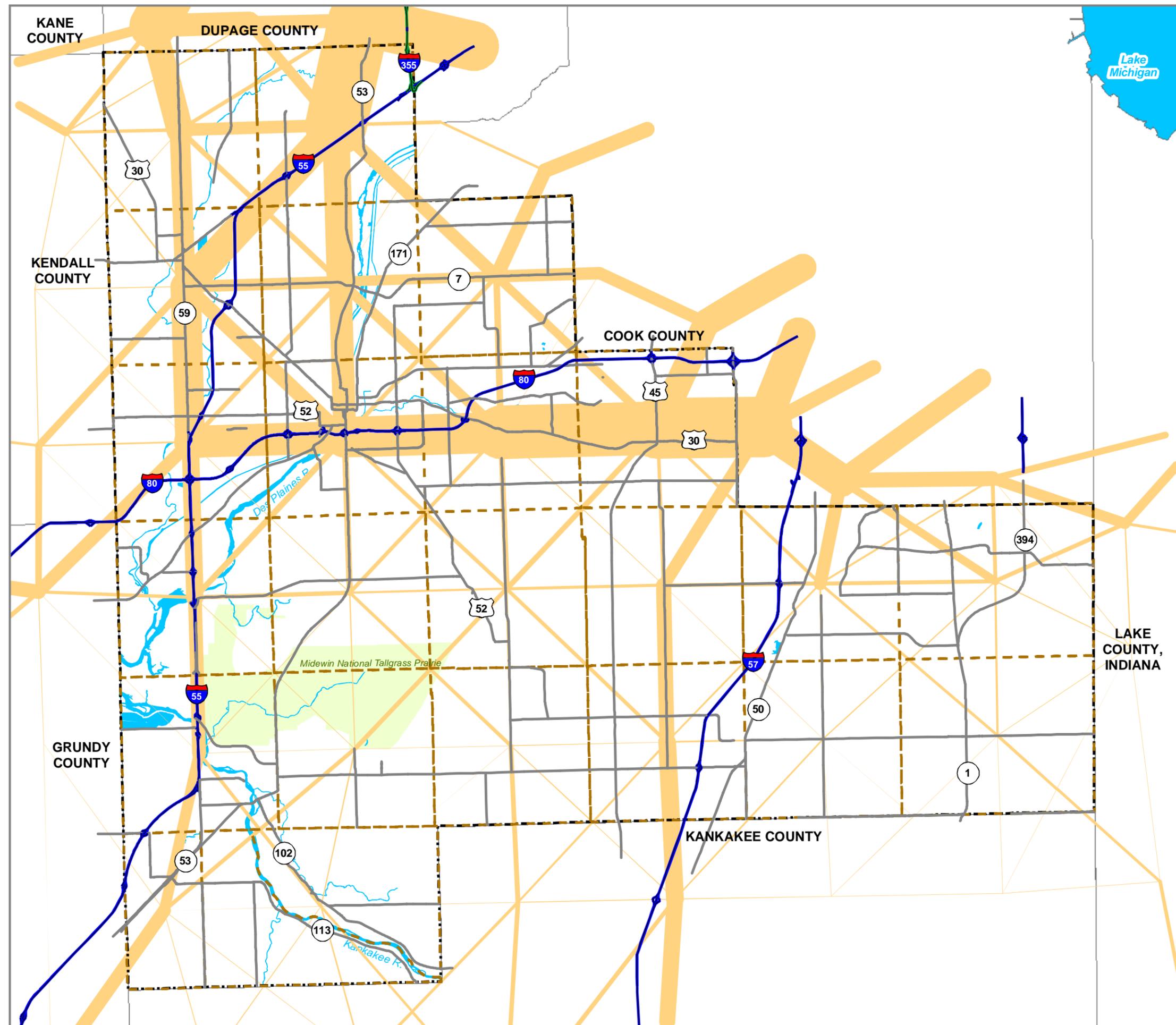


Figure 5-10
Average Daily Traffic
2004 Baseline

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

Jurisdictional Class

-  Interstate
-  Tollway
-  US Highway
-  State
-  County
-  Local
-  Average Daily Traffic

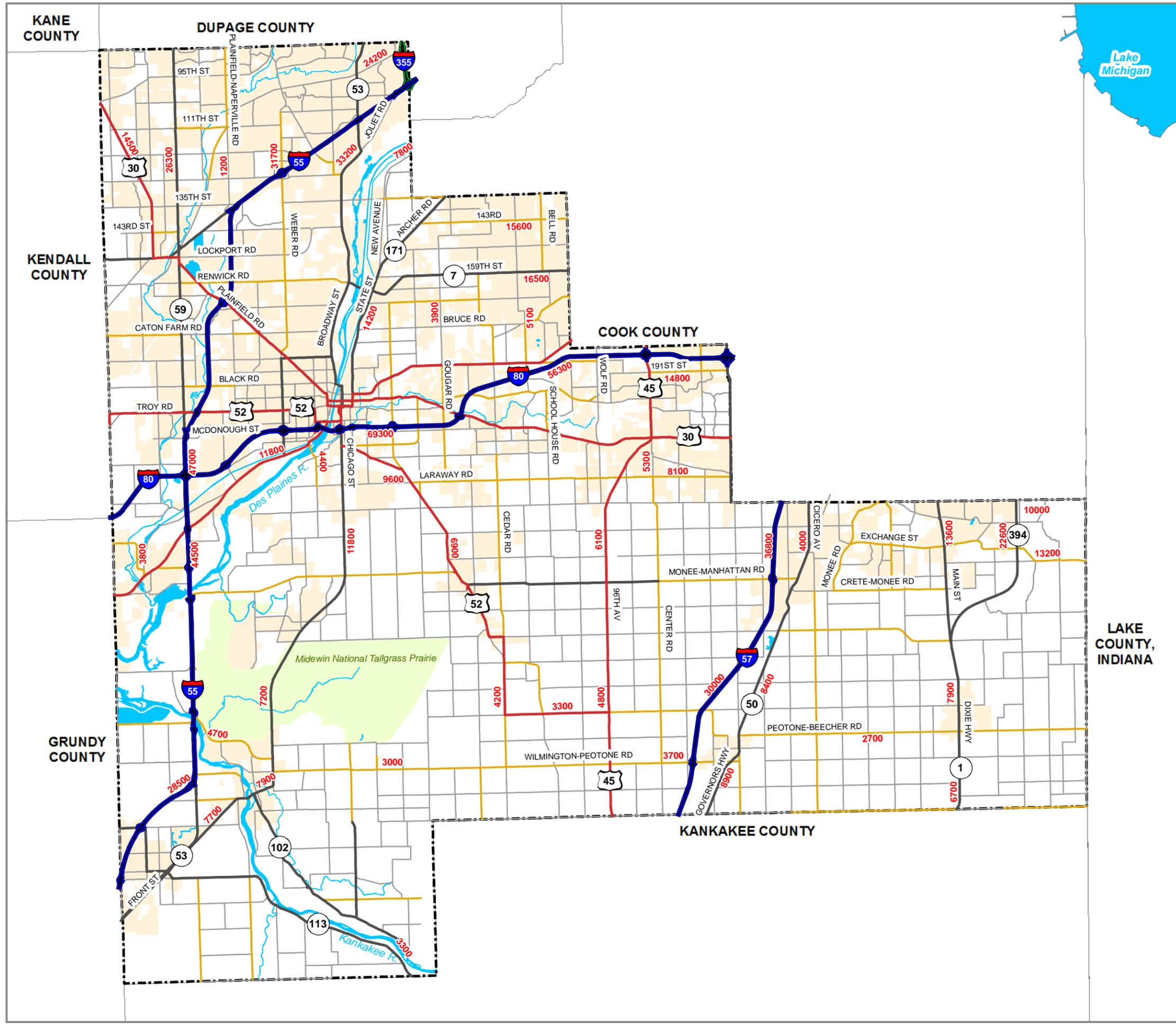
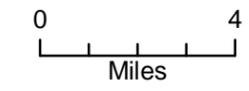


Figure 5-11
Congested Roadway Segments
 Based on Average Daily Traffic
 2004 Baseline

WILL COUNTY
 2030 TRANSPORTATION PLAN

Legend

 Congested Roadway

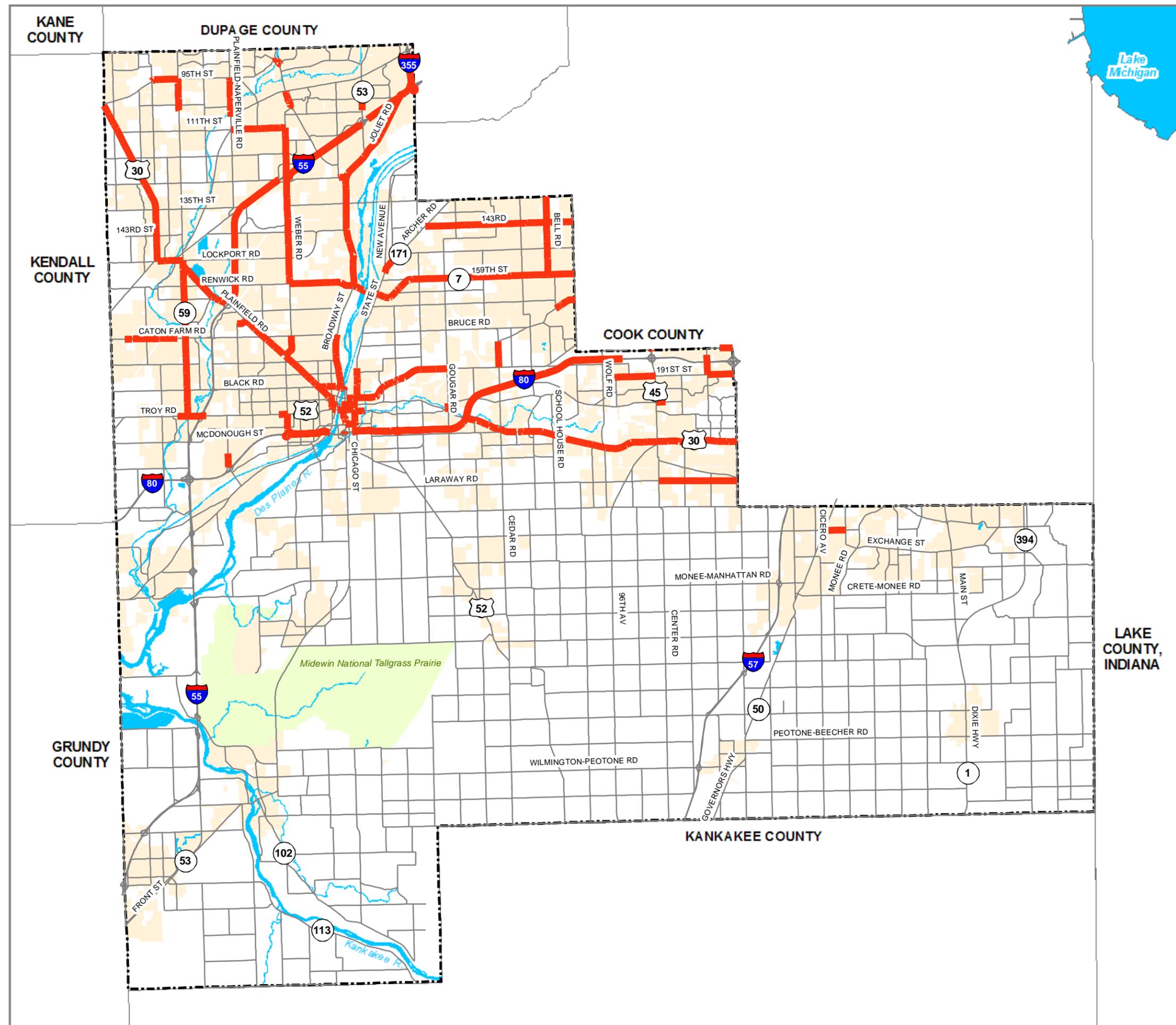
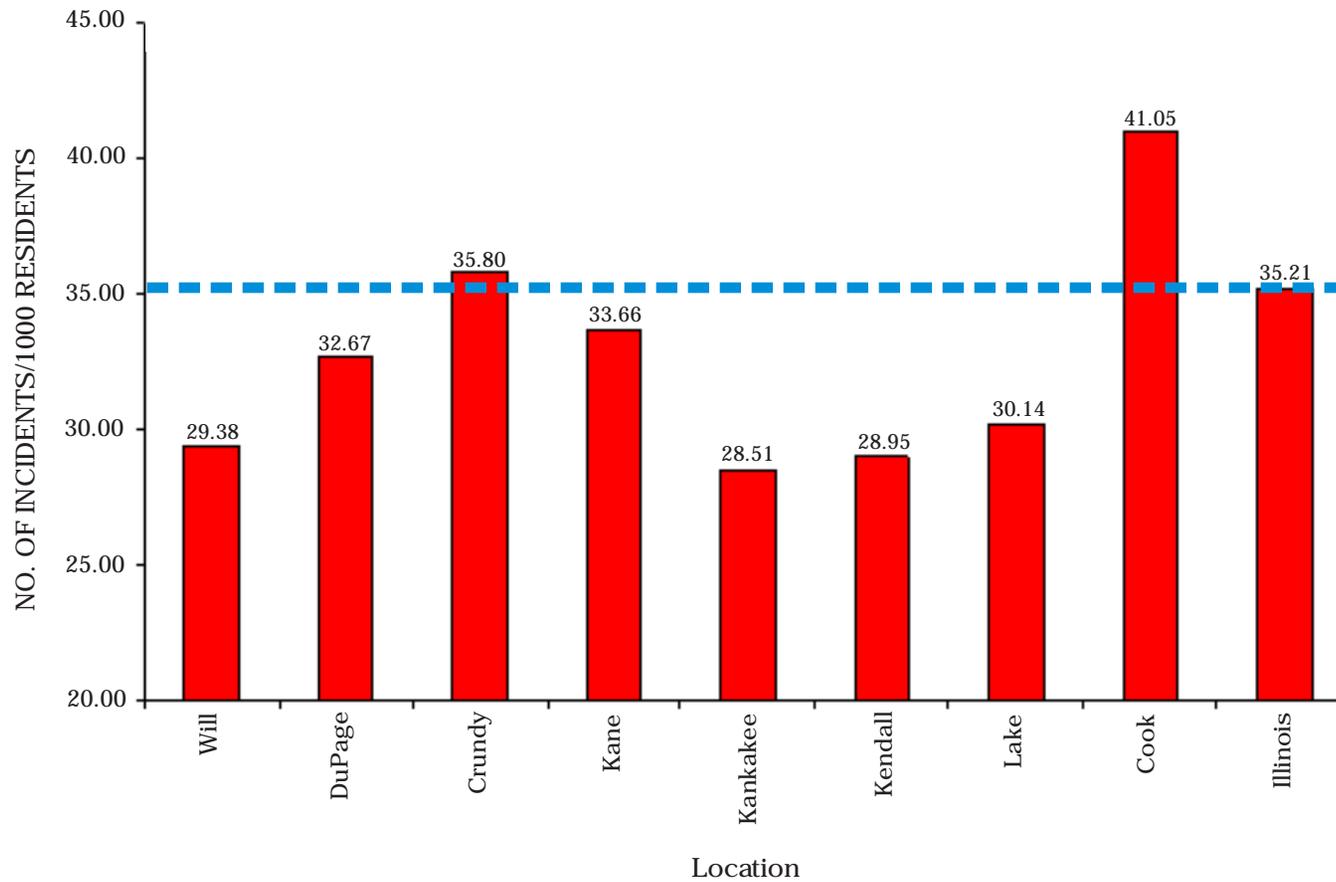


FIGURE 5-12
County Comparison of
Safety Performance

**WILL COUNTY
2030 TRANSPORTATION PLAN**



■ Illinois Statewide Average



SECTION 6

2030 Travel Forecast and Future System Performance

2030 Travel Forecast and Future System Performance

6.1 Introduction

To examine the adequacy of Will County's transportation system over the planning horizon, it is necessary to assemble a forecast of the rate, type, and location of growth, and household travel characteristics. In the preparation of this transportation plan, information on land use, described as population and employment, was obtained from NIPC. The 2030 forecasts were furnished by quarter-section for the entire Chicago metropolitan area.

The methodology used in the development of the Will County travel demand model has been described earlier in Section 5. This section of the report describes the application of the model to forecast 2030 travel demand and the operational performance of the future system.

6.2 Population and Employment Forecasts

The projections of population, households, and employment by Transportation Analysis Zone (TAZ) are the basic tools used in developing forecasts of future travel. The estimated values were applied directly into trip generation relationships determined earlier in the transportation planning process (Section 5.5). The source of these forecasts for the Chicago region, including Will County, is NIPC. The NIPC socioeconomic forecasts generally reflect development projections established at a municipal level that are considered in reference to overall growth in the region. At the time of this project, the NIPC 2030 forecasts were a few years old, so a series of workshops and public meetings were held to identify any changes in development patterns since the forecasts were released. County and municipal representatives and the public typically agreed that the NIPC projections were accurate, with a few minor modifications. To study the effect of proposed changes in population and employment for the year 2030, a second forecast was developed based on feedback from local officials and the public. This alternative forecast is called the action-oriented forecast.

6.2.1 Northeastern Illinois Planning Commission Forecast

NIPC (now part of CMAP, as discussed in Section 1) is an agency that was created by Illinois legislation in 1957. It serves as the primary planning agency for the Chicago metro area, currently consisting of Cook, Lake, McHenry, DuPage, Kane, Will, and part of Kendall Counties.

NIPC uses a variety of information sources to develop population, household, and employment forecasts for this region, including census information and a program called Paint the Town, which solicits information from local municipalities as to where and how they believe growth will occur in the future. NIPC is responsible for the base population, household, and employment forecasts used in this 2030 analysis of Will County. **Table 6-1** summarizes projected growth of population, households, and employment from 2000 until 2030.

TABLE 6-1
Projected Growth of Population, Households, and Employment—Will County 2000–2030

	2000	2030	Percent Increase
Population	502,266	1,107,778	120.6
Households	167,542	358,867	114.2
Employment	169,317	443,370	161.8

Source: 2030 NIPC Forecast, September 2003

The distribution of projected 2030 population density in Will County is shown in [Figure 6-1](#). Forecasted growth of population between 2000 and 2030 is depicted in [Figure 6-2](#). Generally, population growth is the heaviest along the northwestern boundary and the central section of the county. Substantial population growth also occurs to the north of the South Suburban airport footprint.

Employment growth in Will County is illustrated in [Figures 6-3](#) and [6-4](#). Forecasted employment density by TAZ is shown in [Figure 6-3](#), while estimated employment growth from 2004 to 2030 is shown in [Figure 6-4](#). Pockets of heavy employment growth occur throughout the county, mostly concentrated in the north and near interstates and other major routes.

6.2.2 Action-Oriented Forecast

The action-oriented population, household, and employment forecasts served to update the NIPC forecasts to account for development and information that was not available when NIPC created its projection.

A series of public meetings, workshops with local officials, and other meetings with officials served to solicit opinions as to the accuracy of the NIPC forecasts in Will County and the surrounding area (Section 7.3). With a few exceptions, it was generally agreed that the NIPC projections were fairly accurate within the county. There were a few high growth areas where growth was underrepresented, especially in the northwest portion of the county. There were also a few areas, primarily around the South Suburban Airport, where local officials felt the NIPC projections were high. Population and employment were therefore redistributed slightly within the county; however, the control total (total number of people and jobs within the county) was kept constant.

There was also an almost universal sentiment that the areas just outside of the county were underrepresented by the NIPC forecasts. This population and employment was affecting the demand on the Will County transportation system. After a series of meetings with officials from the neighboring areas to the east and west, the totals for these surrounding areas were increased as shown in [Figure 6-5](#) and [Figure 6-6](#).

Analysis of the action-oriented scenario showed that it did not result in significant changes in the transportation system performance. Because of this, analysis proceeded using the NIPC 2030 forecasts.

6.2.3 External Travel Growth

External trip making consists of three distinct types of trip: Internal-External (IE) trips that originate in a Will County TAZ and have a destination outside of the county; External-Internal (EI) trips that have an origin outside of the county and a destination within the county; and External-External (EE) through trips that have neither an origin nor destination in Will County.

In calibrating the base year model, external trips were derived from the 1996 CATS vehicular trip matrices for the entire metropolitan area and then increased to year 2003 values. A percentage growth factor for external travel was derived from the CATS data and applied to the external trips within the Will County model creating 2030 external travel numbers.

6.3 Existing Plus Committed Transportation System

For the initial 2030 performance analysis, the committed projects should be included and incorporated into the transportation system. The transportation network consists of the existing system augmented by other improvements that are programmed or otherwise firmly committed for improvement in the near term. Committed improvements utilized to develop the Existing plus Committed Network are shown in [Figure 6-7](#) and listed in Table 6-2.

TABLE 6-2
Committed Projects

Project	Limits	Type	Notes
I-355	I-80 to I-55	New Tollway 6 lanes north of IL 127 4 lanes south of IL 127	Interchanges at I-55, 127th Street, IL 171/143rd Street, IL 7, U.S. 6, I-80
IL 59	I-55 to IL 126	Widen to 4 lanes	
U.S. 30	Essington Road to Larkin Avenue	Widen to 4 lanes	
Caton Farm Road	Kendall County Line to IL 59	Widen to 4 lanes	
111th Street	IL 59 to Plainfield-Naperville Road	Widen to 4 lanes*	
191st Street	Wolf Road to U.S. 45	Widen to 4 lanes*	
191st Street	80th Avenue to Harlem Avenue	Widen to 4 lanes*	
Plainfield/Naperville Rd.	111th Street to 95th Street	Widen to 4 lanes	
Veterans Parkway	Lily Cache to Cross Roads Parkway	Widen to 4 lanes	
Arsenal Road	Baseline Road to I-55	Widen to 4 lanes	
Baseline Road		Widen to 4 lanes*	
I-55/Arsenal Road Interchange		Improve and shift south	

*Completed since initiation of Long Range Plan Study.

The SSA is considered a base assumption in the 2030 NIPC forecasts. The 2030 network was modified to accommodate this assumption by removing roadways that would be eliminated as part of the development of the airport. The fall 2005 airport footprint provided by IDOT was used as the estimation of the influence area of the airport and the available SSA master planning documentation was referenced for access to the airport facility.

6.4 2030 Vehicle Traffic Volumes and Patterns

The traffic demand model was applied to forecast 2030 zone-to-zone vehicular travel based on population and employment growth described earlier and assuming implementation of the Existing plus Committed roadway network. It is projected that total daily vehicle trip making in Will County would increase by 77 percent. The increase would not be uniform throughout the county. Areas that experience the most population and employment growth would also realize the greatest travel increase. **Figure 6-8** shows the resulting forecast year 2030 estimated ADT and **Figure 6-9** shows the projected change in ADT on Will County highways during the period from 2004–2030.

The largest increase in traffic volumes would occur through the central region of the county, south of I-80, and north of Manhattan–Monee Road. This includes significant trip growth in the area surrounding and leading to the SSA. Another area of high growth is in the northwest corner of the county.

By 2030, existing travel desires have grown due to the increase in population and employment. Prominent travel desires are concentrated in the northern urbanized portions of the county. The primary traffic patterns in the north half of Will County are still north-south in the vicinity of Joliet, Plainfield, Romeoville, Bolingbrook, and Naperville and east-west through the central part of the county including Joliet, Frankfort, and New Lenox. In the southern portions of the county, the predominant travel pattern was north-south in the proximity of the interstate corridors. While this is still a strong pattern, there is substantial expansion of travel desires in the east-west direction across the southern part of the county, and also patterns centered around the SSA. **Figure 6-10** shows a combination of 2004 and 2030 vehicular travel desire bands. Desire bands can be used to provide a graphical description of the pattern of travel growth.

6.5 2030 System Performance

The traffic performance analysis of the future Will County transportation system relied on data described in Section 6-3 of the report related to future travel demand and Existing plus Committed facilities, as well as measures of effectiveness derived from the travel demand model.

6.5.1 Traffic Service Measures

The traffic service measures applied in this analysis, described in Section 5.7.1, include VMT, VHT, and VHD. **Table 6-3** summarizes 2030 traffic service measures separately for all highways and for county roads alone, stratified by functional classification. Similar to existing traffic conditions, principal arterials were found to carry a large percentage of traffic (approximately 30 percent of VMT) and experienced approximately 35 percent of the delay, while making up about 18 percent of lane miles. This trend also appears when only

considering county highways, where principal arterials experience about 44 percent of the total delay on only 27 percent of total lane miles.

TABLE 6-3
2030 Traffic Service

Functional Class	VMT		VHT		VHD	
	Miles	%	Hours	%	Hours	%
2030 All Highways						
Freeways and Ramps	8,442,760	36.1	179,720	29.7	25,290	36.1
Principal Arterials	6,917,530	29.5	190,570	31.5	24,350	34.7
Minor Arterials	3,361,310	14.3	95,940	15.8	12,230	17.5
Collectors	2,546,660	10.9	72,500	12.0	5,510	7.9
Local Roads	2,143,740	9.2	66,990	11.0	2,680	3.8
Totals	23,412,000		605,720		70,060	
2030 County Highways						
Principal Arterials	1,480,720	39.7	39,690	40.0	5,510	43.5
Minor Arterials	1,010,210	27.1	28,720	28.9	4,920	38.9
Collectors	1,025,500	27.4	26,180	26.4	2,020	16.0
Local Roads	216,090	5.8	4,630	4.7	210	1.6
Totals	3,732,520		99,220		12,660	

6.5.2 Congestion Measures

Forecasted 2030 levels of congestion on existing and committed highways based on ADT are shown in [Figure 6-11](#). For the entire system, 24 percent of route miles and 29 percent of lane miles would be congested (Table 6-4). For county roads alone, 42 percent of route miles and 43 percent of lane-miles would be congested. The areas found to be congested in 2004 would remain so in 2030, and in most locations would worsen as a result of the increase in travel

TABLE 6-4
Future Roadway Congestion

Level of Service	Route Miles		Lane Miles	
	Miles	%	Miles	%
2030 All Highways				
Uncongested	1,320	76	2,890	71
Congested	420	24	1,170	29
Total	1,740		4,060	
2030 County Highways				
Uncongested	150	60	310	57
Congested	100	40	230	43
Total	250		540	

demand. In 2004, congestion was restricted to the northern portion of the county. By 2030, with the Existing plus Committed network in place, congestion would intensify in the northern portion of the county and sweep south, surrounding the South Suburban Airport and appearing as far south as Wilmington.

6.5.3 Public Transportation Measures

Effective demand for public transportation services can partly be estimated by the density of residences and employment. This is because efficient public transportation is reliant on the concentration of people and travel destinations (e.g., jobs in the Chicago CBD). Research into the levels of density needed to support different types of public transportation has established minimum residential densities for services such as local buses and commuter rail when connected to the downtown of a major city (Pushkarev and Zupan, 1982).

The projected growth in the county is thus expected to increase demand for public transportation services. Increased demand related to population growth has already affected the commuter rail system, which primarily serves the Chicago CBD, but has had minimal impact on other public transportation services, which focus more on serving trips within the county.

Current estimates suggest that 8 percent of the residents and 14 percent of the employment in the County are within one mile of a Metra station.¹ While growth is expected to occur in these areas, the expectation is that the remainder of the county will grow at a much faster rate. This means that without system expansion, by the year 2030, the proportion of county residents within one mile of a Metra station would be roughly 5 percent, with employment at 8 percent. This trend implies that the Metra system will need to cover more of the county in the future, and that access improvements to the rail stations will need to be addressed.

Table 6-5 shows the projected amount of growth in the Will County communities currently served by Metra, or those communities with planned or proposed Metra service in the future.

Without improvements to the existing system, commuter parking and rail service capacity constraints will continue to impact commuter rail services for Will County residents, particularly on the currently congested RID and Metra/BNSF lines. These issues can be addressed through a variety of improvements, not the least of which is to undertake expansion of the rail system. Other potential initiatives include providing complementary transit services (feeder buses, vanpools) for access to the rail stations, or to ensure development that is compatible with transit usage.

6.6 Conclusions and Comparisons

With the anticipated growth in population and employment within Will County, the transportation network would not be able to accommodate all the growth. Capacity would be reached and exceeded for a larger portion of the County, increasing travel delay and traveler frustration. Further improvements beyond those that are committed are needed to meet the needs of the County in year 2030.

¹ Based on 2004 estimates

TABLE 6-5
Forecasted Residential Growth for Will County Communities Served by Metra

Municipality	Metra Station	2000 Population	Projected Growth (2000–2030)
Lockport	HC	15,191	+21,033
Romeoville	HC (proposed)	21,153	+22,730
Joliet	HC, RID, STAR (proposed)	105,597	+30,928
Elwood	HC (proposed)	1,620	+18,416
Wilmington	HC (proposed)	5,134	+18,199
Mokena	RID, STAR (proposed)	14,583	+12,482
New Lenox	RID, SWS, STAR (proposed)	17,771	+83,954
Manhattan	SWS	3,330	+36,420
Rockdale	RID (proposed)	1,888	-6
Channahon	RID (proposed)	7,235	+22,231
Minooka	RID (proposed)	1,388	+3,984
University Park	MED	6,662	+27,909
Monee	MED (proposed)	2,924	+44,880
Peotone	MED (proposed)	3,385	+12,226
Steger	SES (proposed)	9,682	+2,904
Crete	SES (proposed)	7,346	+31,440
Beecher	SES (proposed)	2,033	+17,996
Frankfort	STAR (proposed)	10,391	+56,827
Plainfield	STAR (proposed)	13,038	+52,706

Source: Northeastern Illinois Planning Commission 2030 Forecasts

Table 6-6 shows the change in VMT, VHT, and VHD between 2003 and 2030 stratified by functional classification. For county highways, VMT and VHT would approximately double between 2004 and 2030. In addition, VHD would increase almost seven times over 2004 levels by the year 2030 as a result of increased congestion. For all highways, VMT and VHT almost double, and VHD would increase to nearly five times 2004 levels. This dramatic deterioration of traffic performance indicates that existing and committed facilities alone would not adequately handle future travel demand.

The number of route miles and lane miles that are congested would more than double by the year 2030 (**Table 6-7**). In the year 2004, nearly all the roadways (91 percent of the lane miles) were uncongested; however, this would decrease to only 71 percent in the year 2030. For the county highways, the percentage of uncongested lane miles would decrease from 87 percent to 57 percent (**Tables 5-9** and **6-4**).

TABLE 6-6
Comparison of Traffic Performance

Functional Class	VMT		VHT		VHD	
	Δ Miles	Δ %	Δ Hours	Δ %	Δ Hours	Δ %
2004–2030 All Highways						
Freeways and Ramps	3,652,660	76.3	77,460	75.7	21,920	650.4
Principal Arterials	3,025,940	77.8	88,390	86.5	17,870	275.8
Minor Arterials	1,492,470	79.9	47,930	99.8	11,020	910.7
Collectors	1,362,040	115.0	39,910	122.5	4,980	939.6
Locals	1,500,430	233.2	47,910	251.1	2,570	2,336.4
Totals	11,033,540	89.1	301,600	99.2	58,360	498.8
2004–2030 County Highways						
Principal Arterials	736,730	99.0	21,250	115.2	4,580	492.5
Minor Arterials	507,670	101.0	16,660	138.1	4,500	1071.4
Collectors	606,230	144.6	16,220	162.9	1,870	1,246.7
Locals	116,360	116.7	2,510	118.4	200	2,000.0
Totals	1,966,990	111.4	56,640	133.0	11,050	738.4

TABLE 6-7
Comparison of Congestion

Level of Service	Route Miles		Lane Miles	
	Δ Miles	Δ %	Δ Miles	Δ %
2004–2030, All Highways				
Uncongested	-330	-20	-810	-22
Congested	290	223	810	225
2004–2030 County Highways				
Uncongested	-80	-35	-170	-35
Congested	70	233	160	228

SECTION 6

Figures

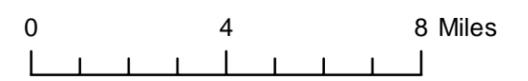
Figure 6-1
Forecast 2030 Population Density

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

Population Density
(persons per quartersection)

-  < 25
-  25 - 500
-  500 - 1500
-  1500 - 2500
-  > 2500



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Source: NIPC Endorsed 2030 Population & Employment Forecasts

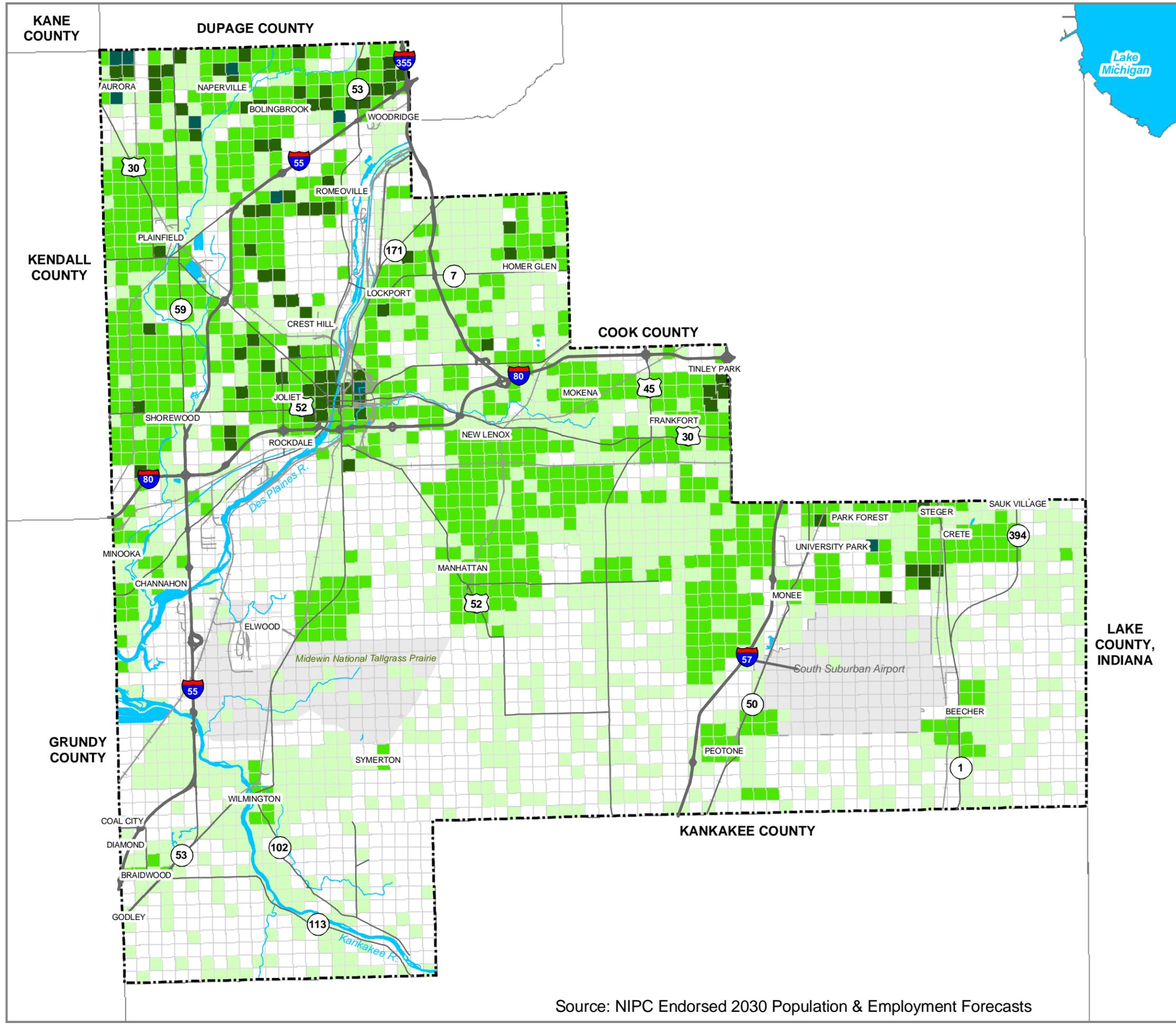


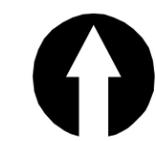
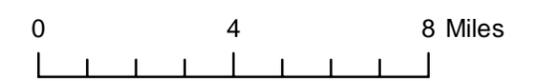
Figure 6-2
Forecast Change in Population
2004 - 2030

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

Population Growth

-  No Increase in Population
-  1 - 100 People Gained
-  100 - 500 People Gained
-  More than 500 People Gained



CH2MHILL *Hutchison Engineering, Inc.*
VLECIDES **SCHROEDER**
ASSOCIATES, INC.

Source: NIPC Endorsed 2030 Population & Employment Forecasts

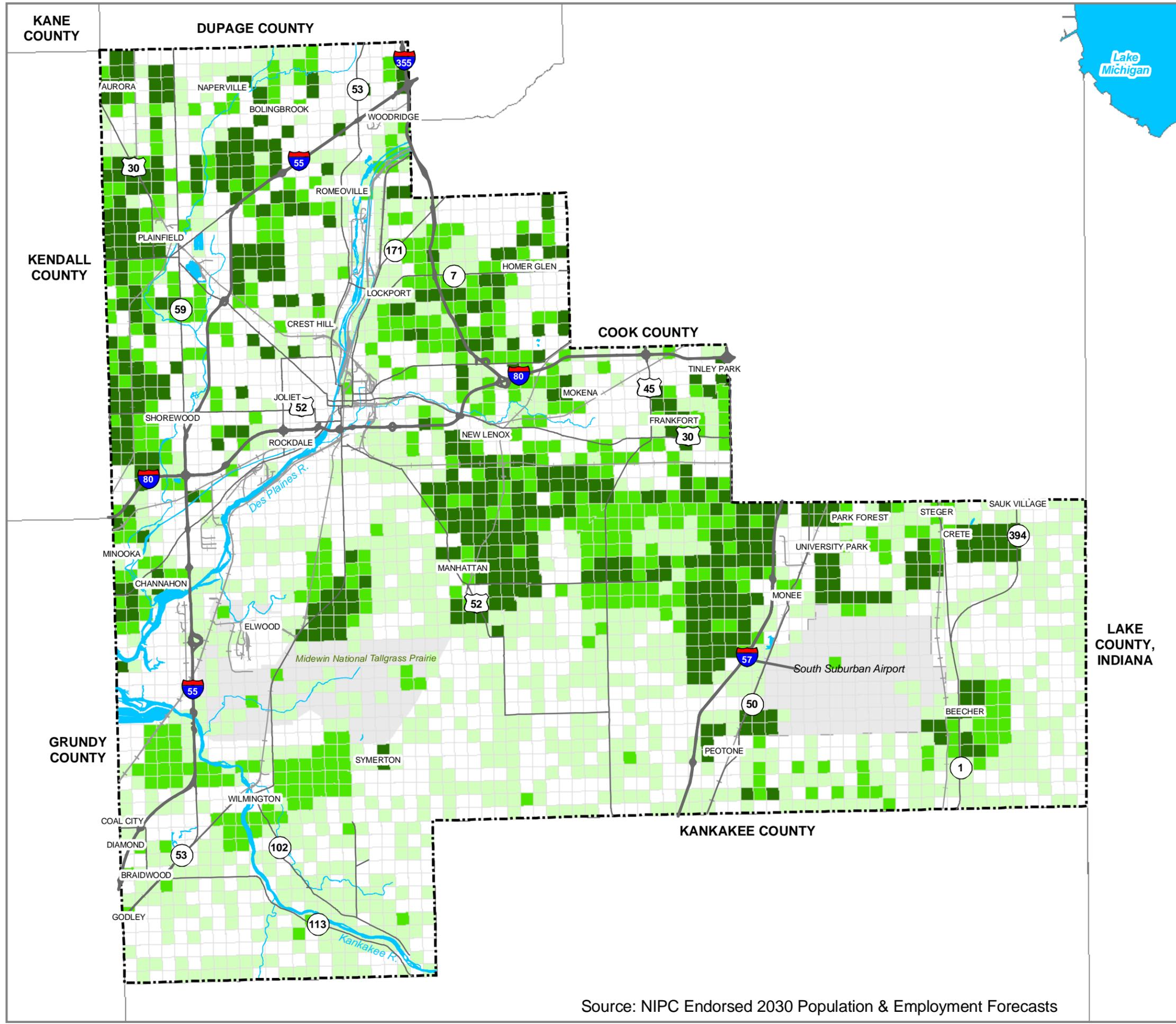
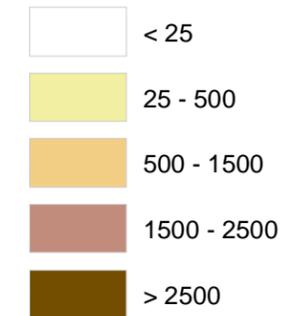


Figure 6-3
Forecast 2030 Employment Density

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

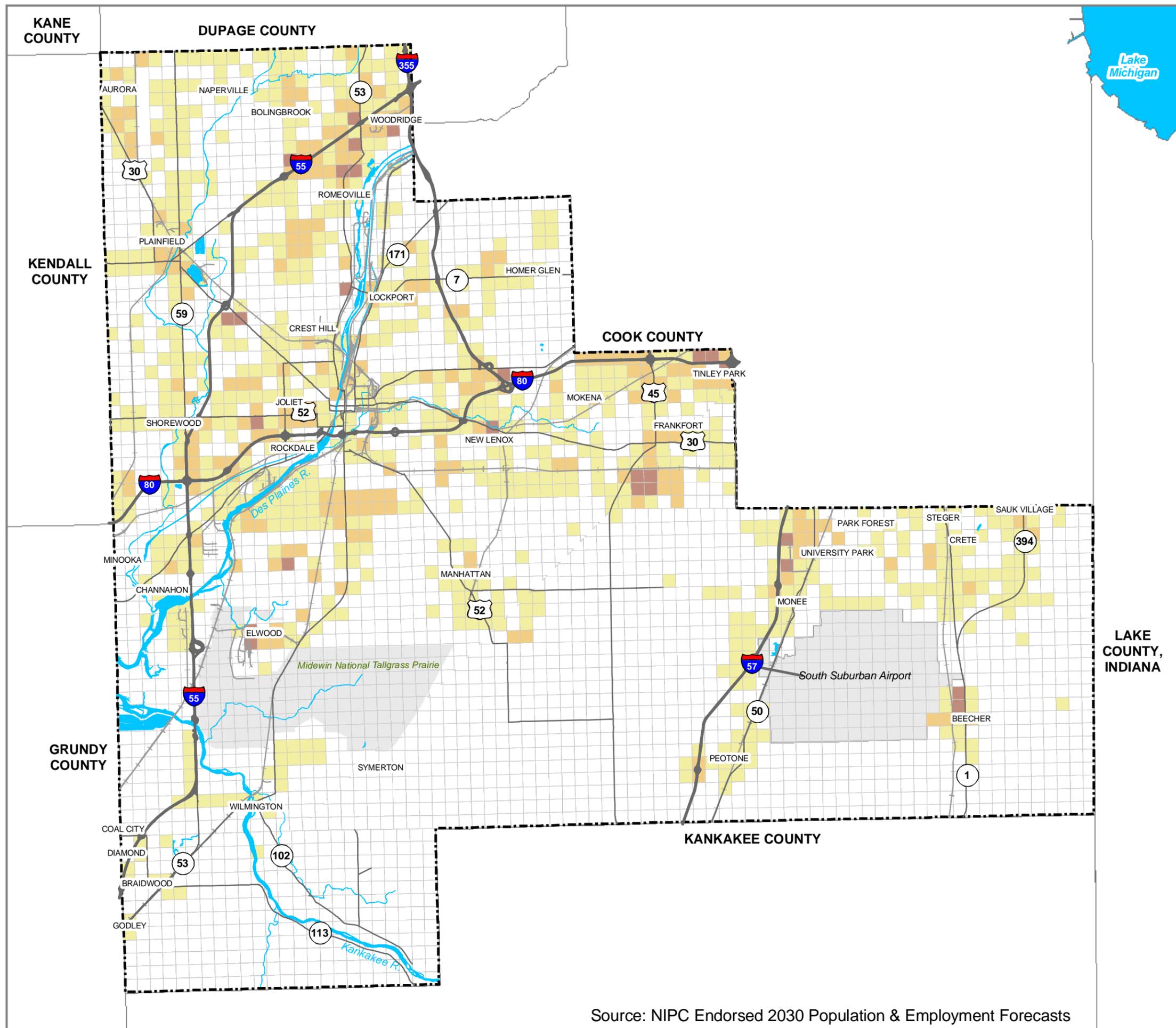
Employment Density
(persons per quartersection)



CH2MHILL Hutchison Engineering, Inc.

VLECIDES SCHROEDER ASSOCIATES, INC.

Source: NIPC Endorsed 2030 Population & Employment Forecasts



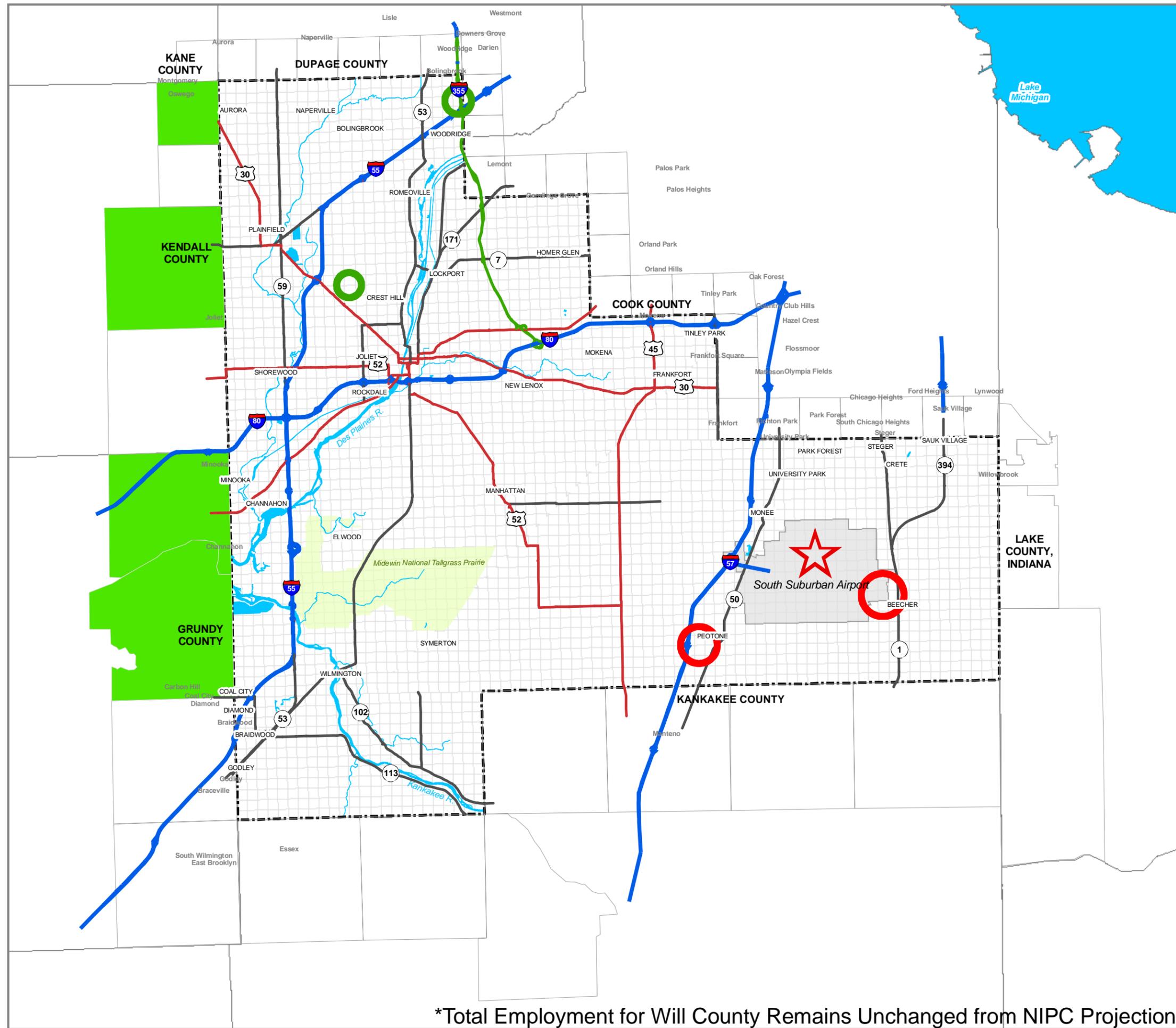
**Figure 6-6
Action Oriented Employment Change
From NIPC 2030 Projections**

**WILL COUNTY
2030 TRANSPORTATION PLAN**

Legend

-  Increase in Employment
-  Decrease in Employment
-  No Change in Buffer Zone Employment
-  Increase in Buffer Zone Employment
-  Decrease in Employment Trips

0 4 8 Miles



***Total Employment for Will County Remains Unchanged from NIPC Projections**

**Figure 6-7
Committed Projects**

To Be Constructed After 2004 Baseline

**WILL COUNTY
2030 TRANSPORTATION PLAN**

Legend

-  Metra Station - Under Construction
-  Metra Commuter Rail Station
-  Metra Commuter Rail Service
-  Committed Metra Commuter Rail Service
-  Committed Roadway Project

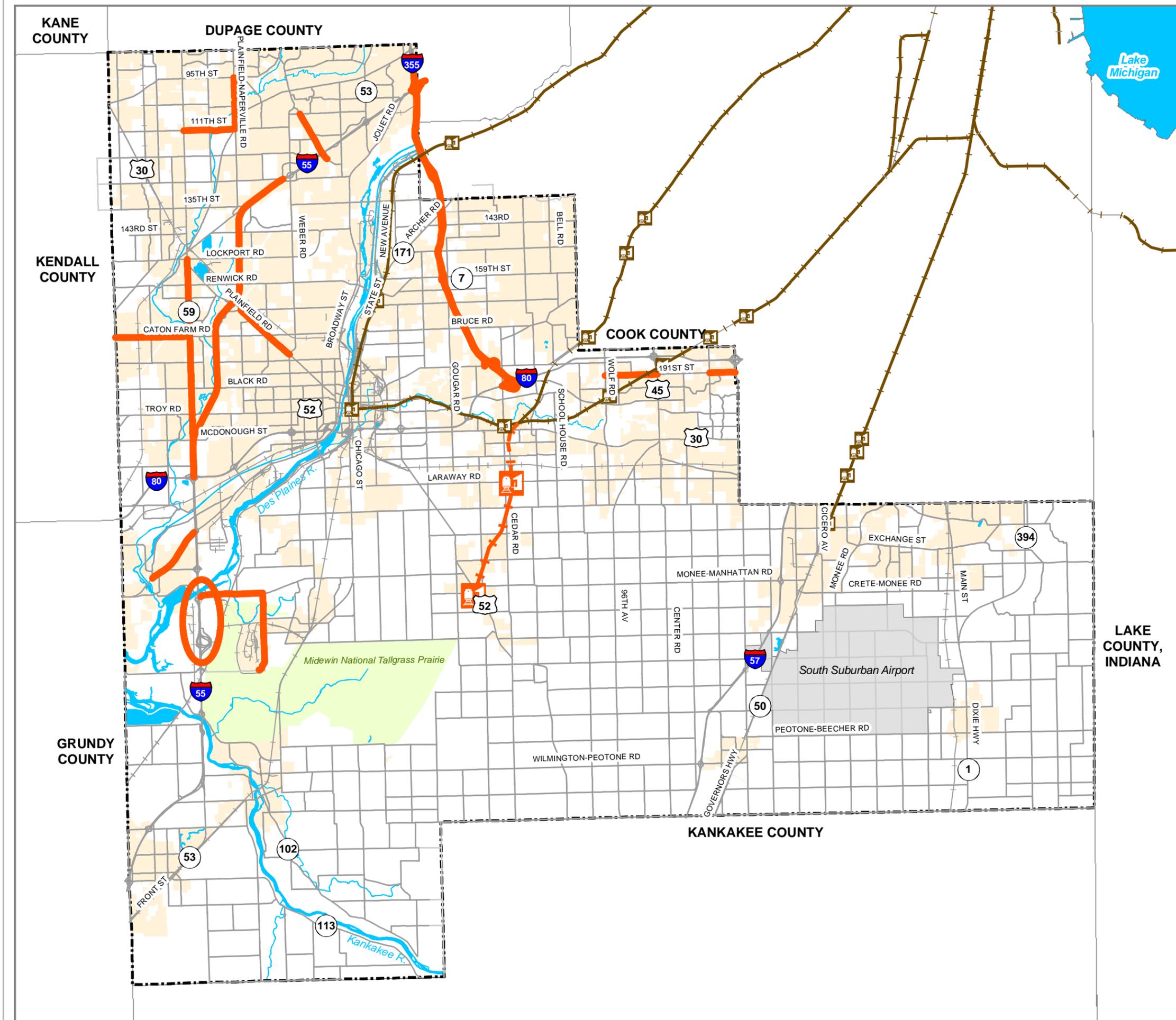


Figure 6-8
Forecast 2030 Average Daily Traffic

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

Jurisdiction

-  Interstate
-  Tollway
-  US Highway
-  State
-  County
-  Local
-  Forecast Average Daily Travel

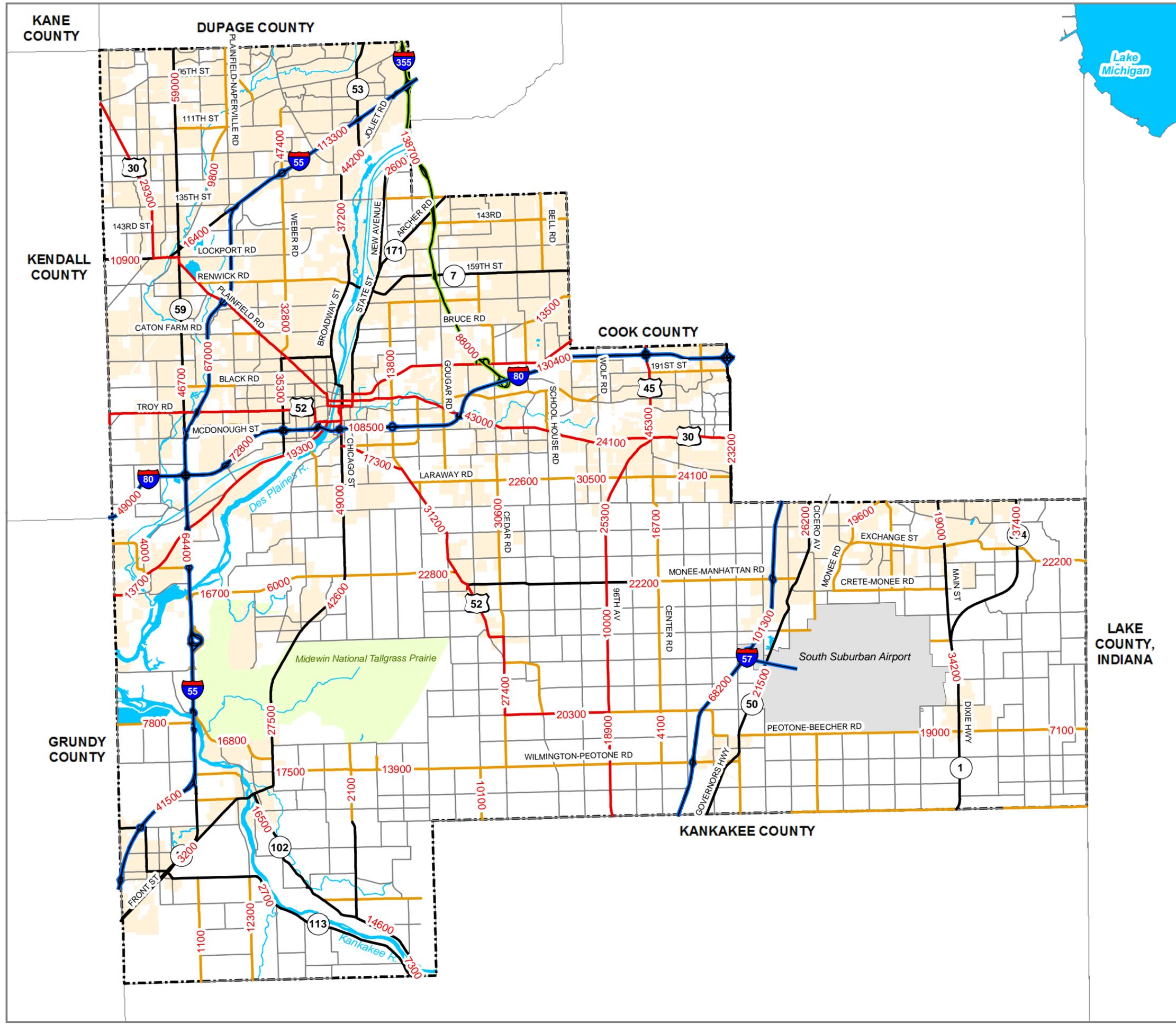
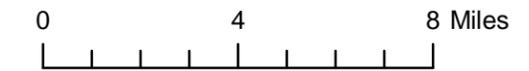
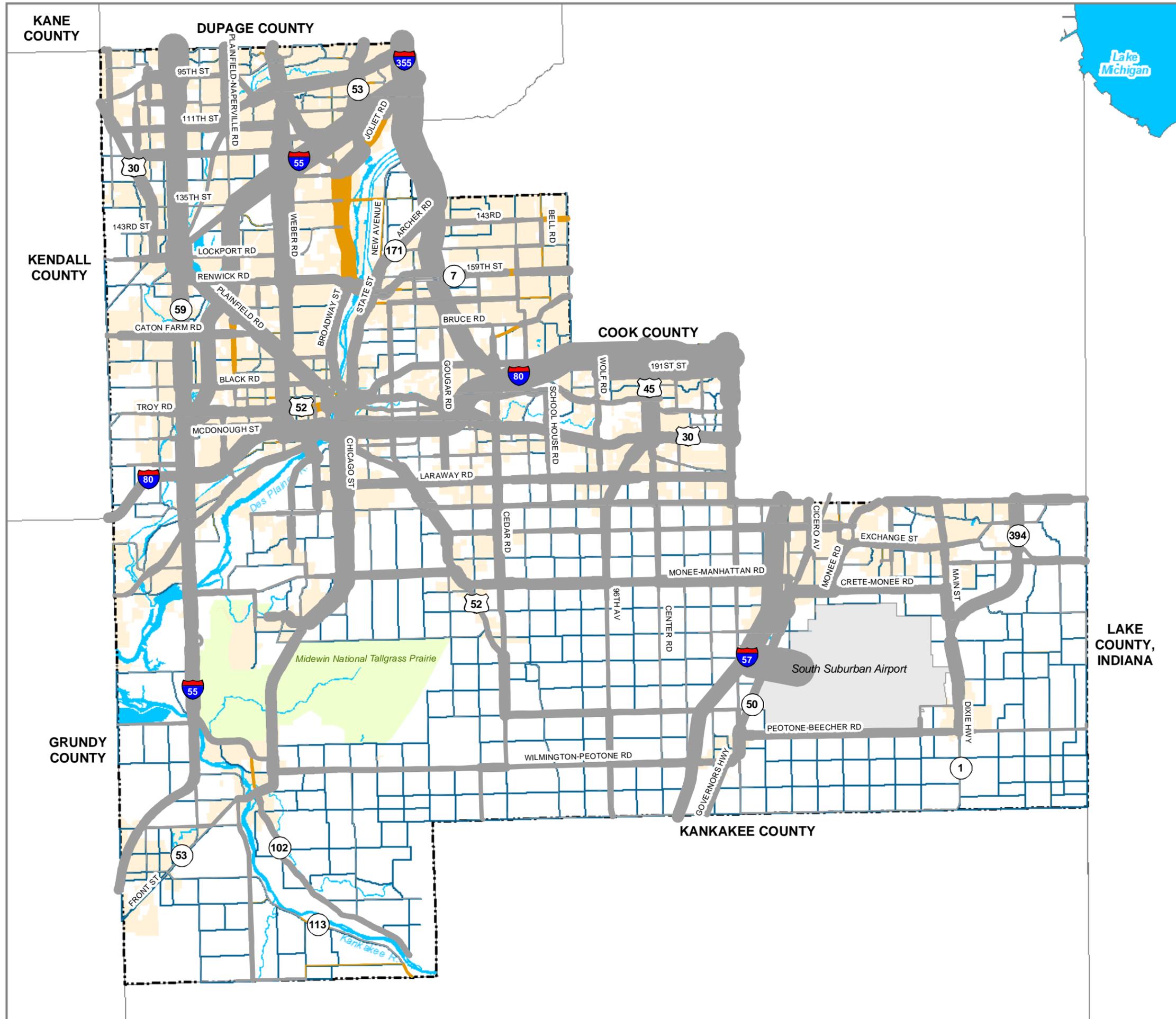


Figure 6-9
Projected Change in
Average Daily Traffic 2004 - 2030
WILL COUNTY
2030 TRANSPORTATION PLAN



Legend

- ← Scale →
- 50,000 Vehicle Increase per Day
 - 100,000 Vehicle Increase per Day
 - 200,000 Vehicle Increase per Day
- ← Scale →
- 50,000 Vehicle Decrease per Day
 - 100,000 Vehicle Decrease per Day
 - 200,000 Vehicle Decrease per Day

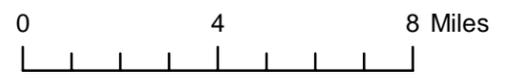


Figure 6-10
Growth in Travel Desires
2004-2030

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

 Township Boundaries

← Scale →

 50,000 Vehicles per Day
 100,000 Vehicles per Day
 200,000 Vehicles per Day

2030 Trips

← Scale →

 50,000 Vehicles per Day
 100,000 Vehicles per Day
 200,000 Vehicles per Day

2004 Trips

0 4 8 Miles



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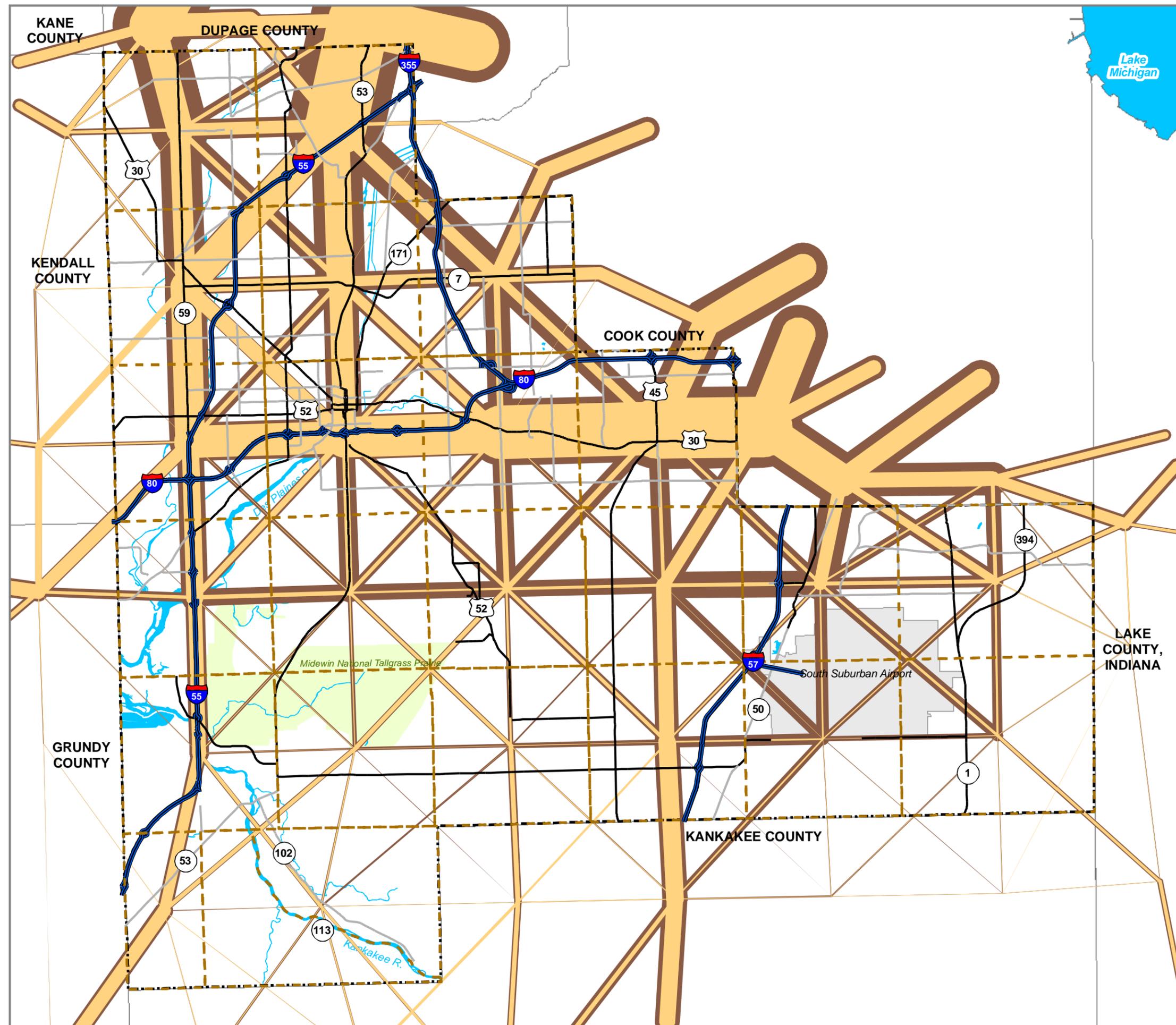
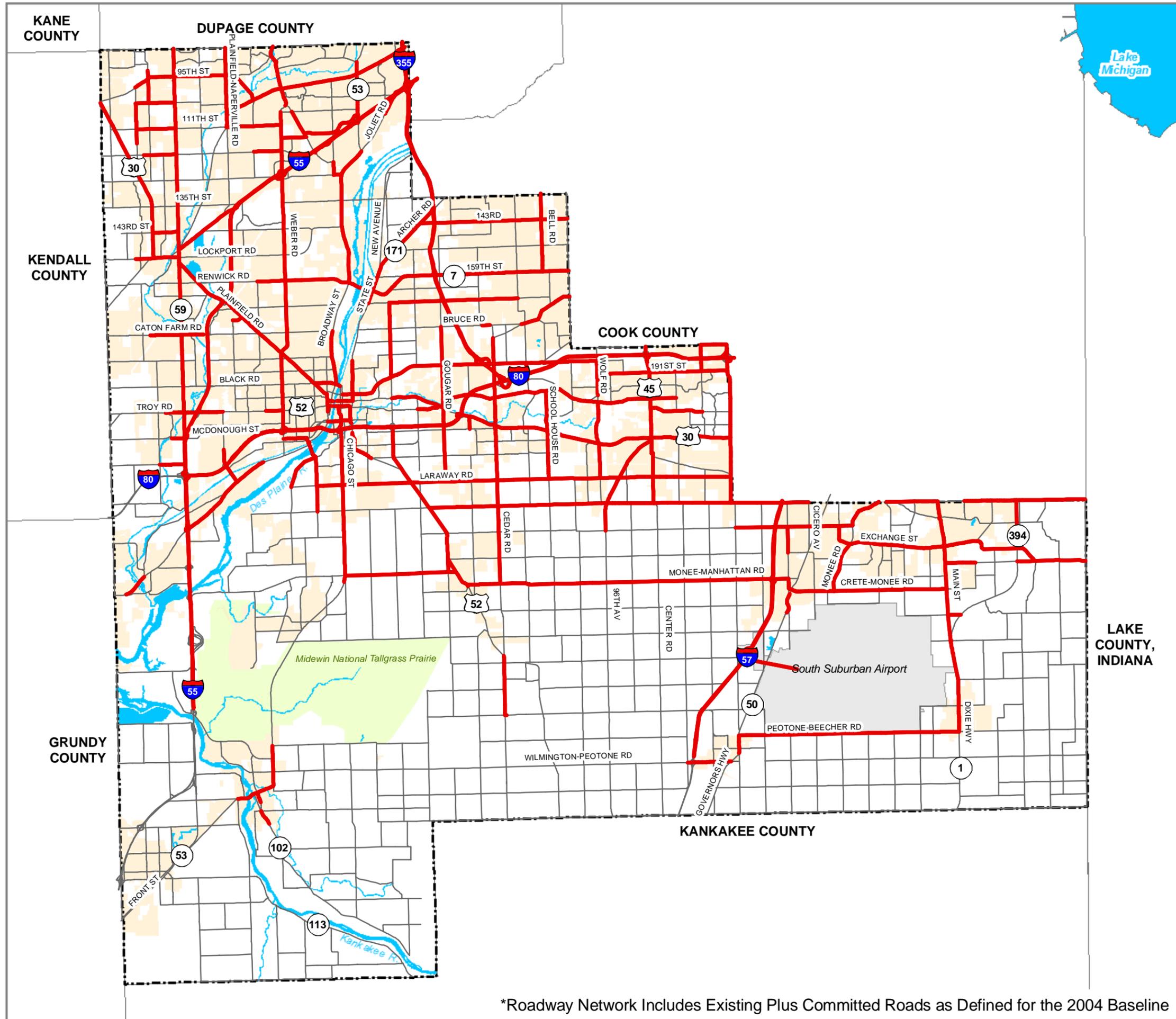
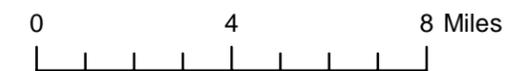


Figure 6-11
2030 Congested Roadway Segments
 Based on Average Daily Traffic
WILL COUNTY
 2030 TRANSPORTATION PLAN



Legend

 Congested Roadway*



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*Roadway Network Includes Existing Plus Committed Roads as Defined for the 2004 Baseline

SECTION 7

Plan Development Methodology

Plan Development Methodology

The Will County 2030 Transportation Plan is comprehensive in that it incorporates improvements not only to the roadway system, but also includes improvements to the public transportation and bicycle/pedestrian trail systems. The plan is comprised of two parts: the unconstrained plan and the fiscally constrained plan. The unconstrained plan represents a vision of transportation enhancements for the county that accommodate 2030 growth projections. **THE UNCONSTRAINED PLAN DOES NOT CONSIDER FINANCIAL LIMITATIONS;** however, the unconstrained plan does consider some physical or social constraints that could make the physical construction of a project infeasible.

Once the unconstrained plan was developed, a series of agency and public outreach activities occurred to gather feedback regarding the unconstrained plan elements and the priorities of the local municipalities and public. The fiscally constrained plan was developed based upon the feedback from the public and agency outreach and is constrained based on the expected revenue available for capacity improvements to the transportation system. The projects selected for the constrained plan were prioritized according to overall project performance.

A description of the public and agency involvement process during the development of the Will County 2030 Transportation Plan is also included at the end of this section.

7.1 Unconstrained Plan Development

7.1.1 Roadway

The first element of the unconstrained plan to be described is the roadway system. Improvements that add capacity to the system were included for not only roadways within the jurisdiction of Will County, but also roadways under the jurisdiction of IDOT, Illinois State Toll Highway Authority (ISHTA), and other local agencies. In order to consider 2030 transportation needs in a systematic manner, areas of concern (AOC) were identified throughout the county. An AOC is defined as a small subarea within the county that has a high instance of poorly performing roadways as will be described below. A step-by-step process was then utilized to consider and evaluate a full range of highway improvements that responded to the issues determined in each AOC. Initially, candidate improvement projects were selected based on those projects identified in previous studies (Section 3.4), projects identified from agency and public input, and projects identified through staff evaluations. Once a plan was developed for each AOC, the county was evaluated as a whole for significant regional projects and linkages between each AOC.

Areas of Concern

The evaluation of existing highway system performance and forecasts of future travel demand were the basic tools used in the delineation of AOCs in Will County. Performance was evaluated in two categories: traffic service and congestion. Traffic service performance measures include vehicle operating speed and delay. The primary performance measure for congestion is

a ratio of volume to capacity to estimate a LOS. Five measures of effectiveness, listed below, were identified to evaluate roadways within the county in order to define an AOC:

- Reduction in vehicle operating speed, from 2004 to 2030
- 2004 congestion
- 2030 projected congestion
- Vehicle hours of delay (normalized) in 2030
- Change in volume of average daily traffic, from 2004 to 2030

Ranges of good, fair, and poor performance were determined for each of the measures of effectiveness and portrayed individually on a county map. Boundaries were then drawn around regions that were deemed to perform poorly with regard to an individual measure of effectiveness. The results of this first step in the evaluation process are shown in **Figure 7-1**.

Overlaying areas of poor performance for each measure of effectiveness created a composite portrayal of problem areas (**Figure 7-2**). The darker colored areas are clusters where more than one measure of effectiveness indicated poor performance. The darker the area, the worse would be the combined performance.

Boundaries were then drawn around the darkest regions on the map. These clusters indicated subareas of Will County that were generally deficient, allowing analysis to move away from individually deficient corridors. Six areas were identified in this manner. Two other areas, one containing the proposed South Suburban Airport and the other the Center Point Distribution Facility, were added in order to allow for more detailed analysis of these special regions. Boundaries of the eight areas of concern are shown in **Figure 7-3**.

Once the eight AOCs had been identified based on measures of effectiveness, they were checked against input received during public information meetings and workshops held with Will County officials. The concerns identified during those sessions were mapped so that the regions which officials and the public thought to be deficient or unsafe could be compared to those regions identified as poor performers based on measures of effectiveness. Areas of concern indicated by these two sources of information proved to be remarkably comparable (**Figure 7-4**).

Each AOC was analyzed independently. The following is a brief description of each area along with its apparent highway transportation problems. For a more detailed description of the AOC plan development process, see *Technical Memorandum – Alternatives Development and Evaluation*, February 2006.

AOC 1 – AOC 1 is located in the northwest corner of Will County. It is bounded approximately by the Will/DuPage County Line on the north, Plainfield–Naperville Road on the east, U.S. 52 on the south, and the Will/Kendall County Line on the west. Major highways within the AOC are IL 59, IL 126, U.S. 30, and I-55 in the southeast corner of the area.

Under existing conditions, congested roadways in AOC 1 are U.S. 30 and portions of IL 59 in the north–south orientation, along with 95th Street and Caton Farm Road in the east–west direction. With changes in population and employment as projected by NIPC, there will be significant growth in daily traffic volumes throughout AOC 1 by the year 2030. The greatest increase in travel growth will occur along IL 59 and U.S. 30 as well as a section of 119th Street. Analysis of AOC 1 indicated a need for alternative north–south travel corridors.

AOC 2— AOC 2 is located in the northern portion of the county west of AOC 1. The area is bounded approximately by the county line on the north and east, 143rd Street on the south, and Plainfield-Naperville Road on the west. Major highways within AOC 2 include I-55, I-355, Weber Road, and IL 53.

Existing (2004) congested roadways are I-55, I-355, Weber Road, and portions of IL 53 and 111th Street. By the year 2030, there will be a strong travel growth in AOC 2. One of the primary drivers of travel growth is the extension of I-355. There will also be substantial travel growth and resulting congestion on I-55, Weber Road, Boughton Road, and Bolingbrook Drive. Analysis of travel patterns in AOC 2 showed a general lack of both east-west and north-south connections.

AOC 3— AOC 3 is located south of AOC 2, sandwiched between I-55 and I-80, east of Weber Road. Crossings of the Des Plaines River are included in AOC 3 along with IL 171 and parts of IL 7 and IL 53. The proposed I-355 extension would also penetrate the area by 2030.

Existing (2004) congested roadways include portions of IL 7, the river crossing at IL 7, and 143rd Street. The most significant change by 2030 will be the I-355 extension to I-80. There will also be substantial travel growth along the IL 171 corridor, Gougar Road, and IL 7. By 2030, almost all of IL 7 and IL 171 will be congested. Portions of I-355, 143rd Street, 167th Street, and Briggs Street will also be congested.

The primary concern in AOC 3 is the Des Plaines River bridge crossing. All major routes in the region lead to the IL 7 Bridge. Traffic collects in this region before crossing the river and redistributing again on the opposite side. Therefore, improving access to river crossings and improving capacity across the river is a principal focus of improvements for this AOC.

AOC 4— AOC 4 is bounded approximately by the City of Joliet on the west, I-80 on the north, the Will/Cook County Line or Harlem Avenue on the east, and Laraway Road on the south. Major routes within AOC 4 are I-80, I-355, U.S. 30, U.S. 45, Gougar Road, Laraway Road, Harlem Avenue, Schoolhouse Road, and Cedar Road.

Existing (2004) congestion is evident along the entire length of I-80 within AOC 4. U.S. 30, U.S. 45, Schoolhouse Road, Cedar Road, and much of the downtown Joliet street system are also congested. Projected growth by 2030 will increase the traffic volume on almost all of the major streets and highways in AOC 4. Routes with particularly heavy travel growth are I-80, U.S. 45, 191st Street, and Harlem Avenue. By the year 2030, congestion is projected to have spread throughout the entire AOC.

AOC 5 and AOC 7— These two areas of concern are located in the southwest part of the county. They are both small, contained systems with limited access points. AOC 5 contains the Center Point Distribution facility. AOC 7 encompasses downtown Wilmington. Since both areas were relatively small and well contained, it was determined that analysis for the two could proceed concurrently without unduly affecting the results. Access to both AOCs is provided primarily by I-55 and IL 53. Other major routes through the area are IL 102, Monee-Manhattan Road, and Wilmington-Peotone Road.

The region surrounding AOC 5 is not congested under existing (2004) conditions. AOC 7 is moderately congested in downtown Wilmington and on IL 53 approaching the Kankakee River crossing, but not elsewhere. Projected growth by 2030 will increase congestion on I-55 north of

the River Road exit. Drummond Road/Mississippi Avenue and Manhattan-Monee Road will also experience congestion, and traffic conditions in downtown Wilmington will worsen.

Analysis of travel patterns showed that traffic on Baltimore Street in Wilmington tends to show use of state routes and Peotone Road rather than the interstate. It also demonstrated that the predominant travel demand in this area is oriented north-south. This pattern indicates a need for additional regional connectivity to the Center Point Distribution Facility, the City of Wilmington, and nearby centers of population and employment growth.

AOC 6— Area 6 is located along the northern border of the easternmost portion of Will County. It extends from the Will/Cook County line to and around the footprint of the proposed South Suburban Airport, and from Center Road on the west to the Lake County Indiana line on the east. I-57 passes through AOC 6, as does IL 1, IL 394, IL 50, and Exchange Street.

Under existing (2004) conditions, there is a small patch of congestion on Stuenkel Road. Essentially, all roads that remain continuous around the South Suburban Airport footprint in 2030 will gain in traffic volume between 2004 and 2030. The heaviest growth will appear on higher speed and capacity facilities, indicating an increased demand for destinations in the area from outside the AOC. By the year 2030, congestion will have spread through most of the major through routes in AOC 6.

AOC 8— AOC 8 encompasses the area proposed for the South Suburban Airport. The transportation analysis assumes that the new airport will be built to the size and on the schedule indicated by the best information available at the time of the analysis. AOC 8 is located approximately between IL 50, IL 1, Crete-Monee Road, and Kennedy Road. The area is also served by I-57.

Under existing (2004) conditions, there is essentially no congestion in the vicinity of AOC 8, but by the year 2030, development of the airport along with population growth to the north and northwest of the airport will result in substantial traffic increase. The change in daily vehicles trips between 2004 and 2030 show heavy growth on high speed routes through the region. The number of trips in AOC 8 with an origin or destination outside of the area will also increase substantially by 2030. I-57, IL 50, IL 394, IL 1, and the Crete-Monee/Manhattan-Monee Road corridor will all show increases of 10,000 to 30,000 vehicle trips per day.

Congestion is also projected to spread south. I-57 is projected to be congested as far south as the airport interchange and IL 1 and IL 50 will also be congested around the airport. Most east-west through routes to the north of the airport will also be congested.

Plan Development

After defining each of the AOCs, the next step in the process was to identify solutions to the problems within each area. The base 2030 network for each area consisted of the existing highway system plus improvements already committed for construction. A list of potential additions to the network was developed beginning with previously considered but not committed highway improvement projects, and then augmented with other potential projects that appeared to be warranted based on issues uncovered in the AOC analysis or provided from agency and public feedback.

The next step in the plan development process for each AOC was to identify the primary problem present in the area, and to select an initial set of improvements from the slate of candidate projects determined earlier. A travel forecast was then produced for the AOC and changes in measures of effectiveness were determined. The performance measures utilized in the analysis of evaluating potential solutions were as follows:

- Vehicle miles of delay per lane mile
- Average speed
- Percent congested lane miles

Results of the performance analysis were assessed, and a determination was made as to further improvements needed for inclusion to address the remaining issues. Another travel forecast was then performed combining the most effective improvements from the earlier step(s) with those selected for the subsequent analysis. The process was repeated until it was determined that a point of diminishing returns had been reached. This occurred when the inclusion of additional projects did not effectively improve performance.

Once a set of improvements had been identified for a particular AOC, the projects were “field-truthed” for feasibility, and then combined with projects from other AOCs to form the basis of a county-wide plan. Finally, some projects of regional impact or projects that provided linkages between adjacent AOCs were added to complete the unconstrained roadway plan.

7.1.2 Public Transportation

Being one of the fastest growing counties in the State of Illinois, Will County recognizes that a multi-modal and geographically balanced transit system is necessary. Will County supports the development of public transportation alternatives that meet the needs of our rapidly growing County.

After documenting the existing public transportation services and performance, the creation of an unconstrained public transportation plan for the county involved the following:

- **Identified all planned and programmed public transportation improvements, extensions, and station locations.** This list of planned improvements was built from a compilation of regional plans, corridor studies, and transit agency initiatives. The public transportation elements of previous county plans were also included.
- **Reviewed above proposed improvements in context of existing service needs, projected population/employment growth, and the current productivity of service.** Any necessary adjustments to plans were identified, with appropriate changes incorporated into a list of major capital improvements to be included in the unconstrained plan – rail extensions, new commuter rail stations, new bus routes and supporting infrastructure.
- **Addressed access to and distribution from new and existing Metra stations.** A profile was created for each existing and planned Metra station, including consideration of existing transit-oriented development (TOD) plans, where applicable. This information fed into the creation of policy guidance for the 2030 plan.

- **Identified concepts for Pace fixed-route service enhancements.** Rather than focusing on local level service planning and route design, which requires a detailed and iterative process that addresses immediate levels of demand, the long-range transportation plan identifies concepts for bus service types that will operate in the county in the future. This involves the selection of corridors and major transfer points based on analysis of existing work trip patterns, future employment growth, and the long-range plans of Pace.
- **Addressed alternative service options, particularly in areas not suitable for commuter rail or fixed-route bus service.** The county must address the need for complementary transit services such as paratransit, dial-a-ride, park-n-ride lots, and, the need for vanpools (in concert with major employers).

7.1.3 Non-motorized (Bicycle/Pedestrian)

The non-motorized (bicycle/pedestrian) portion of the plan was developed using the following steps:

- **Compiled a list of planned improvements to the regional bicycle/pedestrian trail network in the county.** The focus of the countywide long-range transportation plan was the regional network of dedicated trails and paths that connect communities and facilitate travel throughout the county. Community-level trail facilities are encouraged to provide connectivity to these regional trails, but were not the focus of the plan. The 2030 Will County plan identified the areas of focus and supported the ongoing planning efforts being led by agencies such as the Forest Preserve District of Will County.
- **Identified “focus areas” (i.e., areas of need) in regional bicycle/pedestrian network.** Gaps in the Will County non-motorized transportation network in the County were identified, and improvements to be undertaken in these areas were suggested. The recommendations in each area related to the following planning considerations: access to transit stations and centers, access to recreational/natural areas, wayfinding and connectivity, bicycle/pedestrian safety, auto safety, and bridging pedestrian/bicycle barriers.

7.2 Constrained Plan Development

Given the financial limitations of the county and other area/regional transportation agencies, not everything within the unconstrained plan is financially feasible by the year 2030. Priorities are needed to establish the projects that would provide the most efficient use of limited funds. The priorities were established using a decision science process called multi-attribute utility analysis. This analysis allowed for the projects priorities to be established based on project performance and the transportation policies of Will County. The analysis included the following steps:

1. Identified and specified criteria
2. Developed performance measures to assess project performance against the criteria
3. Assigned weights to the criteria
4. Applied the decision system

7.2.1 Identified and Specified Criteria

The first step in the prioritization process was to establish a set of criteria with which to evaluate each of the projects. The criteria identified considerations that should be reviewed when deciding the funding priorities. Each of the projects that are within the unconstrained plan is warranted based on the needs of the growing population in Will County. The criteria selected to evaluate the projects can assist with the decision process of determining the most effective use of the limited funds available for system improvements. These criteria help explain why a particular project should be prioritized higher compared to other projects within the unconstrained plan.

The criteria were established through a series of community workshops and public information meetings to capture the local opinions. Input was gathered from a number of individuals with a stake in the future of the transportation system in Will County with varying backgrounds from elected official, county, and municipal staff, and the traveling public. Criteria were selected based on which aspects of the transportation system are considered important, such as the need to encourage further economic development within the county or improving safety and congestion on the roadway system. The criteria for the public transportation projects were similar to those used for the roadway projects, however, modified to provide relevant information for public transportation projects.

The following describe the criteria used in this process:

- Economic Development – This criterion represents the project’s ability to enhance or maintain the economic development of an area.
- Environmental – This criterion reviews the project’s impact on the natural and built environment such as wetlands, open space, and historic districts.
- Design and Operations (for roadway projects).
 - Safety – The project’s ability to improve safety is captured by this criterion.
 - Congestion – The project’s ability to reduce congestion by improving travel times is described by this criterion.
 - Multi-modal – This criterion describes the project’s ability to improve multi-modal connections, for example, by improving road connections to Metra stations.
- Design and Operations (for public transportation projects).
 - Demand/Ridership Potential – This criterion measures the project’s relationship to transportation demand and population/employment densities (both existing and projected).
 - Congestion Improvement – This criterion measures a project’s ability to mitigate traffic congestion by providing modal alternatives in congested regions/corridors.
 - Multi-modal Access – This criterion describes the project’s impact on increasing multimodal opportunities in key transportation corridors. This also relates the project to priority roadway projects in the Will County 2030 Transportation Plan.

- Land Use Compatibility – This criterion evaluates the project’s compatibility with the surrounding land use. (For example, is a roadway project disruptive or detrimental to the desired land use, or are the surrounding land uses generally supportive or incompatible with the public transportation investment?)
- Connectivity
 - Local Improvement – The project’s capability to improve connectivity within a subarea of the county or municipality is characterized by this criterion. (For example, a project that provides enhanced connectivity between adjacent municipalities.)
 - Regional Improvement – This criteria represents the project’s capability to improve connectivity with the county (for example, the northwest portions of the county to the eastern portions of the county, or between Plainfield and Wilmington) or to the larger Chicago regional area.
- Implementation (for roadway projects)
 - Earmarks or Matching Fund Potential – This criterion quantifies the project’s eligibility for federal or state earmarks or matching funds.
 - Allows for Acquiring Right-of-way in Advance of Construction – This criterion quantifies the project’s eligibility for right-of-way preservation.
 - Allows for Phasing – The project’s ability to be completed in phases, distributing the overall cost over time, is measured by this criterion.
- Implementation (for public transportation projects)
 - Existing Agency/Funding Support – The existing support for the project, as stated in official plans or demonstrated by funding set-asides, is measured by this criterion.
 - Implementation/Infrastructure Issues – This criterion attempts to measure the presence of right-of-way/infrastructure issues which could present barriers to project implementation. (For example, is right-of-way for a rail extension available, or is there major capacity constraints related to freight rail traffic?)

7.2.2 Criteria Performance Measures

In order to assess a project’s performance against the criteria listed above, a ratings scale from 1 to 5 was developed for each criterion as listed below. Defining the criteria scales represents the technical process of evaluating each project based on the criteria selected. In general, the better or more desirable the performance, the higher the number assigned. A 5 represents the best potential performance, and a 1 is the worst performance. It was determined that not all criteria required all of the 1 to 5 ratings as their performance characteristics may not have that many distinctions. For these criteria, the 1 to 5 scale was still employed, but one or more of the ratings may be shown as undefined.

Roadway Projects

Economic Development

- 5 Provides direct connection to proposed economic centers. Adjacent to open lands that are undeveloped and available for economic purposes.
- 4 Areas that have some residential development or non-regionally focused commercial development, but are otherwise primarily as defined in rating 5.
- 3 Mixed residential and commercial land use. Generally, no regionally focused commercial or a more uncertain future land use.
- 2 Connects residential areas. Does not provide direct connection to economic centers.
- 1 [Not defined].

Environmental Impact

- 5 Very minor environmental impacts, e.g., only one floodplain or stream crossing.
- 4 Potentially one environmental issue that may need to be mitigated. Minor impacts, e.g., minor stream crossing / floodplain. These projects would normally be processed as a Categorical Exclusion.
- 3 Some impacts, but all can be easily mitigated. Typically processed as an Environmental Assessment.
- 2 Several impacts likely. Includes potential floodplain and wetland impacts. Forest Preserve or park property located on both sides of the roadway.
- 1 Potential for significant environmental impacts. Can be mitigated, but would require extensive study typified by an EIS.

Safety (Improving Safety)

- 5 Project on new alignment.
- 4 [Not defined].
- 3 Widening from 2 to 4 lanes.
- 2 [Not defined].
- 1 Widening from 4 to 6 lanes (less increase in benefit than improving from 2 to 4).

Congestion

- 5 Constructing a given project will relieve congestion for the project roadway and other roadways by two grade levels.
- 4 Constructing a given project will relieve congestion for the project roadway and other roadways by one grade level.
- 3 Constructing a given project will relieve congestion for either the project or another roadway.
- 2 [Not defined].
- 1 No improvement.

Multi-Modal

- 5 Improves access to existing Metra stations.
- 4 Improves access to proposed Metra stations on Metra's priority list.
- 3 Improves access to proposed Metra stations not on Metra's priority list.
- 2 [Not defined].
- 1 Does not improve access to Metra stations.

"Improves access" is defined as the project being located within 1 mile of the station.

Land Use Compatibility

- 5 Complements existing land use for entire project length (e.g., multi-lane roadways in commercial areas).
- 4 Multi-lane roadways in residential areas where the houses have their backs to the road (inward looking residential development).
- 3 Through existing residential land use, or is incompatible for a portion of the project length.
- 2 Mostly incompatible. Residential with frequent locations where homes front the roadway.
- 1 Very disruptive to current land use.

Local Connectivity

- 5 County or local projects on new alignment that add connectivity.
- 4 [Not defined].
- 3 Project which is improved to a higher-type facility that provides connections to two interstates and a major destination (SSA).
- 2 [Not defined].
- 1 No improved connectivity (only upgrade of existing connection).

Regional Connectivity

- 5 New interstate or state-marked route or new interchange.
- 4 Completion of full movements at an existing interchange.
- 3 County route, but with potential regional connectivity.
- 2 [Not defined].
- 1 No improved connectivity (only upgrade of existing connection).

Matching Funds

- 5 Federal bill designates funding (may be able to include state funds).
- 4 [Not defined].
- 3 [Not defined].
- 2 [Not defined].
- 1 Equal share of matching funds.

Advance Right-of-Way Acquisition

- 5 Greater development pressure exists which may pre-empt the project and sufficient opportunity to purchase/preserve right-of-way currently exists.
- 4 [Not defined].
- 3 Opportunity to preserve right-of-way currently exists, but there is less development pressure (or vice-versa).
- 2 [Not defined].
- 1 Corridor developed; no opportunity exists for preservation.

Phasing

- 5 Long or extensive project, requires phasing.
- 4 [Not defined].
- 3 Intermediate length or difficulty, could be phased.
- 2 [Not defined].
- 1 Short project, does not require phasing.

Public Transportation Projects

A separate ratings system was developed for public transportation projects. In many cases, the same criteria were used, but with ratings definitions that are more appropriate to the characteristics and implementation needs of public transportation investments.

The public transportation ratings system is presented below. This system was applied to major capital project elements of the unconstrained commuter rail plan and bus concept plan.

Economic Development

- 5 Provides direct connection to existing or proposed economic centers. Improves service to areas that have future development potential.
- 4 Serves areas that have some residential development or non-regionally focused commercial development, but are otherwise primarily as defined in rating 5.
- 3 Mixed residential and commercial land use. Generally, no regionally focused commercial areas. More uncertain future land use.
- 2 Connects residential areas. Does not provide direct connection to economic centers.
- 1 [Not defined].

Environmental Impact

- 5 Very minor environmental impacts, e.g., only one floodplain or stream crossing.
- 4 Potentially one environmental issue that may need to be mitigated. Minor impacts, e.g., minor stream crossing/floodplain. These projects would normally be processed as a Categorical Exclusion.

- 3 Some impacts, all of which can be easily mitigated. Typically processed as an Environmental Assessment.
- 2 Several impacts likely. Includes potential floodplain and wetland impacts. Forest Preserve or park property located on both sides of the roadway.
- 1 Potential for significant environmental impacts. Can be mitigated but would require extensive study typified by an Environmental Impact Statement (EIS).

Demand / Ridership Potential

- 5 Project addresses travel demand that is currently not served by existing public transportation system. Transit corridor connects areas that currently have significant residential and employment density.
- 4 Project expands on the travel market currently served by public transportation system by addressing a demonstrated need for system expansion. This may also make current system more competitive and grow ridership.
- 3 Project only supports future travel market (based on 2030 growth projections).
- 2 Project enhances existing public transportation service, but is unlikely to grow ridership or attract a new market.
- 1 Project serves undeveloped areas unlikely to provide significant transit usage.

Congestion Improvement

- 5 Potentially provides improvement in regional traffic congestion in major congested area of the County.
- 4 Potentially provides improvement in congestion in a key transportation corridor.
- 3 Potentially provides regional improvement in roadway congestion, but may also have negative congestion impacts on a local level.
- 2 Project is likely to have little effect on roadway congestion, or possibly a mix of positive/negative impacts.
- 1 Project is likely to increase local traffic congestion.

Multi-modal Access

- 5 Provides multiple options for tripmaking in heavily used transportation corridor. Project could be coordinated with nearby priority roadway investment (from Will County 2030 Transportation Plan).
- 4 [Not defined].
- 3 Improves ability to transfer between modes of travel, including automobiles, pedestrian/biking, and other transit services.
- 2 [Not defined].
- 1 Does not improve interaction with other modes of travel.

Land Use Compatibility

- 5 Complements existing land uses throughout corridor, and supports existing plans for transit-oriented development patterns.
- 4 Compatible with existing and planned uses throughout corridor, which are supportive of transit market.
- 3 Compatible with land uses in most of corridor, incompatible in some portions.
- 2 Mostly incompatible with transit investment.
- 1 Very disruptive to current land use.

Local Connectivity (to Will County Transportation System)

- 5 Improves connectivity between multiple transportation centers throughout large portions of the County.
- 4 [Not defined].
- 3 Improves connectivity and mobility between transportation centers within one area of the County.
- 2 [Not defined].
- 1 No improved connectivity (only upgrade of existing connection).

Regional Connectivity (to Chicago-area Transportation System)

- 5 Improves access between multiple regional transportation centers.
- 4 Connects into and provides significantly improved access to selected regional attractions and destinations.
- 3 Connects into existing regional transportation network and provides new opportunities for interconnectivity.
- 2 Expands upon existing transportation connection.
- 1 No improved connectivity (only upgrade of existing connection).

Existing Agency / Funding Support

- 5 Currently a priority project supported by CATS and transportation agency plans. Some federal/state funds have been earmarked for initial project studies or preliminary design.
- 4 [Not defined].
- 3 Project supported by existing regional plans. Implementation will depend on regional planning efforts and the availability of federal/state program funding. No funding has been approved for project design or construction.
- 2 [Not defined].
- 1 Project not listed as a priority within regional plans. Local initiative and/or contribution will help determine implementation.

Implementation / Infrastructure Issues

- 5 Right-of-way for project is identified and usage would likely not require major infrastructure upgrades.
- 4 [Not defined].
- 3 Right-of-way for project has been identified; may need to negotiate acquisition and use for public transportation. Some infrastructure barriers may increase the cost/difficulty of completing the project.
- 2 [Not defined].
- 1 Need to identify and purchase/ gain use of right-of-way. Major infrastructure issues will need to be resolved before project can move forward.

7.2.3 Criteria Weights

The next step in the prioritization process was to establish weights, or relative importance, of each of the above-mentioned criteria. The weighting exercise should not be interpreted as defining some items as important while others as not important. The exercise allows decision makers to define if a criteria is more, less, or equally important as other criteria. Lesser weight criteria can still affect the outcome of the prioritization process. The individual criteria were given a weight so that the sum of all weights would equal 100.

The rates were developed using input from the public and agency outreach to determine the significance of each criteria. A workshop exercise was used to determine weights. For the exercise, each workshop participant was given \$100 in play money to “spend” on different types of project criteria (such as safety, capacity, and environmental criteria). The results of this exercise were then summarized and input into the development of the criteria weights used in the prioritization analysis. The subcategories within each criteria should sum to 100. Table 7-1 shows the resulting criteria weights.

TABLE 7-1
Criteria Weights

Criteria	County Projects	State and Local Projects	Transit Projects
Economic Development	20	20	20
Environmental	5	5	5
Design and Operations	40	40	40
Land Use	10	10	10
Connectivity	15	15	10
Implementation	15	10	15
Subcategories			
Design and Operations	Safety (Demand)	30	(35)
	Congestion Improvement	55	40
	Multi-modal	15	25
Connectivity	Local	50	40
	Regional	50	60
Implementation	Matching Funds (Support)	35	(60)
	Right-of-Way Acquisition	35	NA
	Phasing (Implement/INFR)	30	(40)

7.2.4 Applied the Decision System

Given that the different projects within the unconstrained plan are administered by various jurisdictions (Will County, IDOT, local municipalities, Pace, and Metra), the project prioritization was broken down by jurisdictional distinctions. Will County will only be able to fund projects that are within its jurisdictional control; these projects will be selected based on available funds. For other jurisdiction priority, projects will be selected so that the county can provide a unified voice as to the needs and desires within the county.

With the criteria established, performance measures identified, and the weights defined, the decision science tool is applied to determine the mathematical score for each project. This score is then used to develop the rankings of projects within each jurisdictional classification. The scores will range between a 0 and a 1.0, with the higher value representing the best score. The higher score represents a project that performed well given the criteria set forth and the weights for each criterion. Along with the rankings for each project, the contributing factors to the overall score of each project can be plotted to show the relative contribution each criteria had to the final project score. A sensitivity test can also be performed to determine the necessary change in weights to alter the rankings.

The output from the decision science tool is used to assist with the final decision making process. For county projects, the anticipated revenue is compared to the project list, and the projects that have sufficient benefit and within the known budget will be selected for the constrained plan. For non-county projects, the top scoring projects will be considered for the constrained plan.

7.3 Public and Agency Involvement

Throughout the development of the Will County 2030 Transportation Plan, there were multiple opportunities for interested agencies and the public to provide comments. For the full period of time that the plan was under development, a website was publicly available that included information regarding upcoming meetings, an overview of the study, copies of publicly available draft and final documents, copies of newsletters, and a method to either add a name to the mailing list or to provide comments.

Three newsletters were published and mailed during the study. All three newsletters were mailed out to anyone who registered for the mailing list, each municipality and township, other interested departments within Will County, and to public libraries. The first newsletter was mailed at the beginning of the project to introduce interested parties to the process and study goals and objectives. The second newsletter was mailed out once the unconstrained plan was developed and explained the development of the unconstrained plan and solicited comments to be considered in the development of the fiscally constrained plan. The third newsletter was written after the technical work was completed and a fiscally constrained plan was developed.

To solicit feedback directly from the municipalities, county board members, and township offices, two series of workshops were held. Each series of workshop was held in the northwest, southwest, and eastern portion of the county. The workshops included a presentation on the status of the project and then a small group breakout session to collect

information and feedback. The first series of public meetings was held after the development of goals and objectives and the completion of the existing conditions analysis. During the breakout groups, information was gathered about changes in land use patterns since the development of the NIPC 2030 forecast and transportation problems and concerns that existed for both the participants' local area and for the county. The second series of workshops were scheduled after the completion of the draft unconstrained plan. A presentation was given on how the unconstrained plan was developed and the elements included within the plan. The breakout groups were asked to provide any comments on the unconstrained plan, to provide input on the criteria that should be considered when developing the fiscally constrained plan, and on how the participants would rank each criterion.

To reach out to all those interested in the Will County 2030 Transportation Plan, two series of public information meetings were held immediately following the above-mentioned workshops. The public meetings were conducted as an evening open house held in multiple locations throughout the county to provide convenient and easy access to interested individuals. The first public meeting covered the overall process, socioeconomic forecasts, and a review of the existing conditions. The second public meeting covered many of the same topics as the first public meeting, but included information on the unconstrained plan development and resulting elements.

In June 2008, prior to finalizing the 2030 Transportation Plan and submitting it to the Will County Board for approval, the results of the study were presented to the municipalities and townships that participated in the earlier workshops. The meetings were held at two locations – one at Lewis University and one at Governor's State University – on different days. Invitees were allowed to attend whichever presentation was most convenient for them.

A public hearing was held at the end of the study process to solicit information on the final Will County 2030 Transportation Plan.

SECTION 7

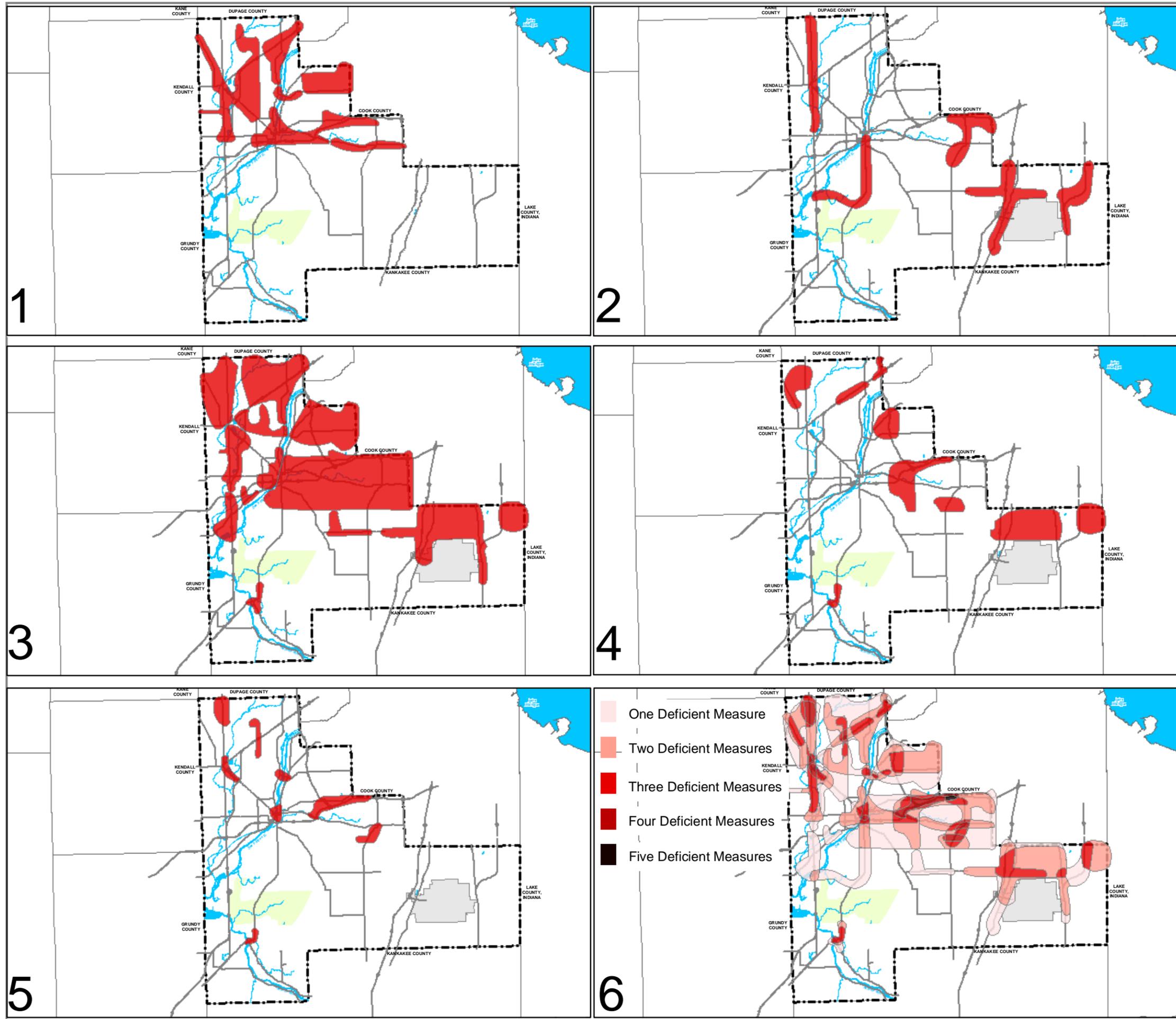
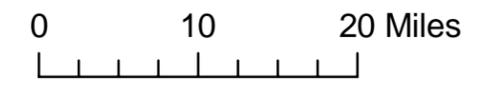
Figures

**Figure 7-1
Areas of Poor Performance
By Measure of Effectiveness**

**WILL COUNTY
2030 TRANSPORTATION PLAN**

Legend

- 1 Poor Existing Congestion Levels
- 2 Change in Average Daily Trips
- 3 Poor Future Congestion Levels
- 4 Change in Average Speed
- 5 Change in Normalized Vehicle Hours of Delay
- 6 All Measures of Effectiveness

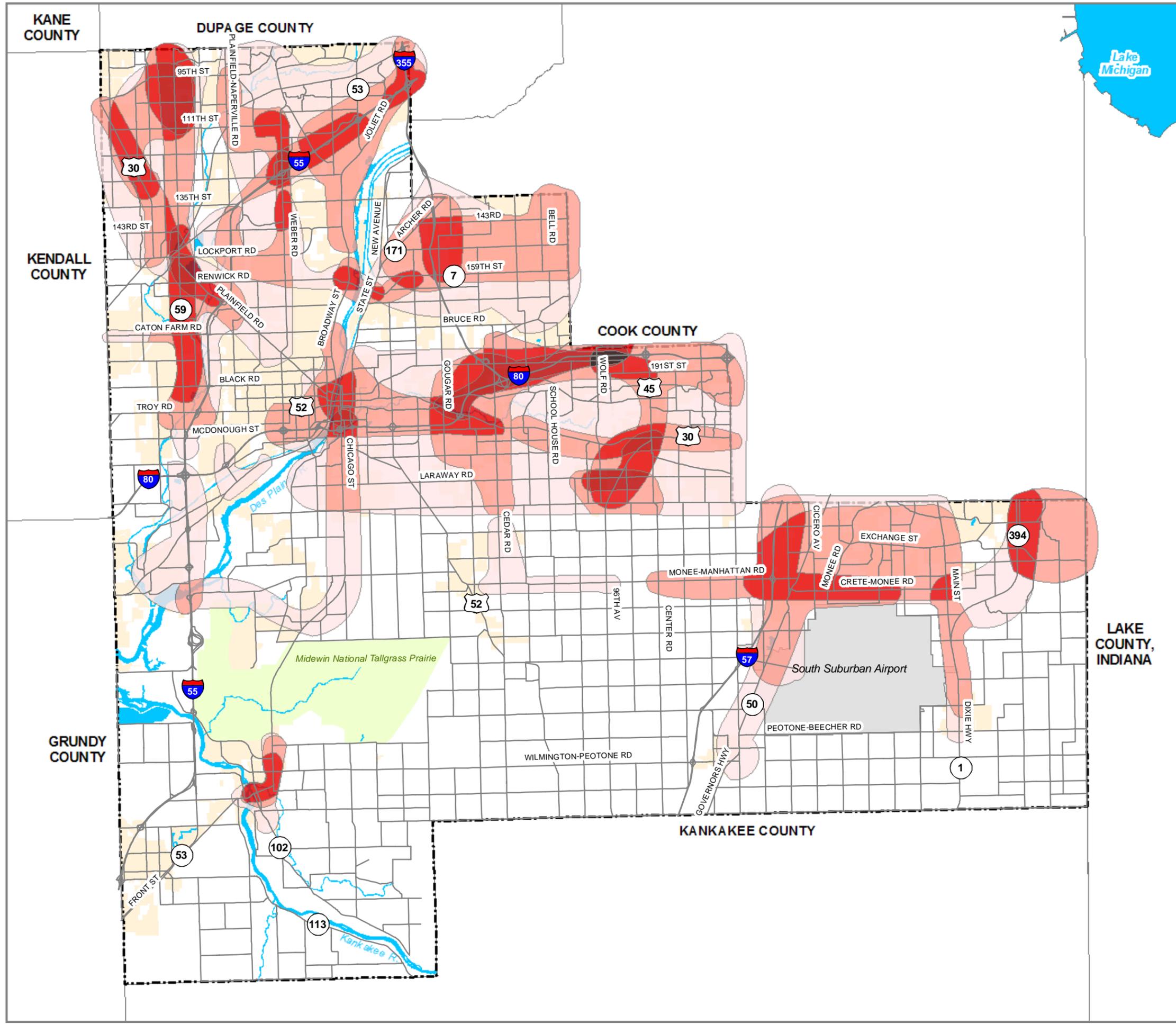
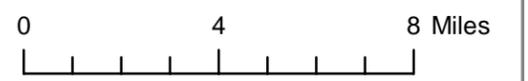


**Figure 7-2
Areas of Poor Performance**

**WILL COUNTY
2030 TRANSPORTATION PLAN**

Legend

- One Issue in this Area
- Two Issues in this Area
- Three Issues in this Area
- Four Issues in this Area
- Five Issues in this Area

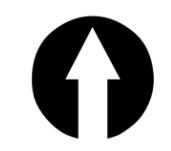
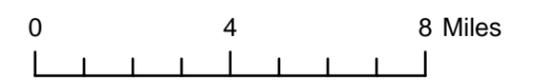


**Figure 7-3
Areas of Concern**

**WILL COUNTY
2030 TRANSPORTATION PLAN**

Legend

- One Issue in this Area
- Two Issues in this Area
- Three Issues in this Area
- Four Issues in this Area
- Five Issues in this Area
- Areas of Concern
- Area of Concern Number







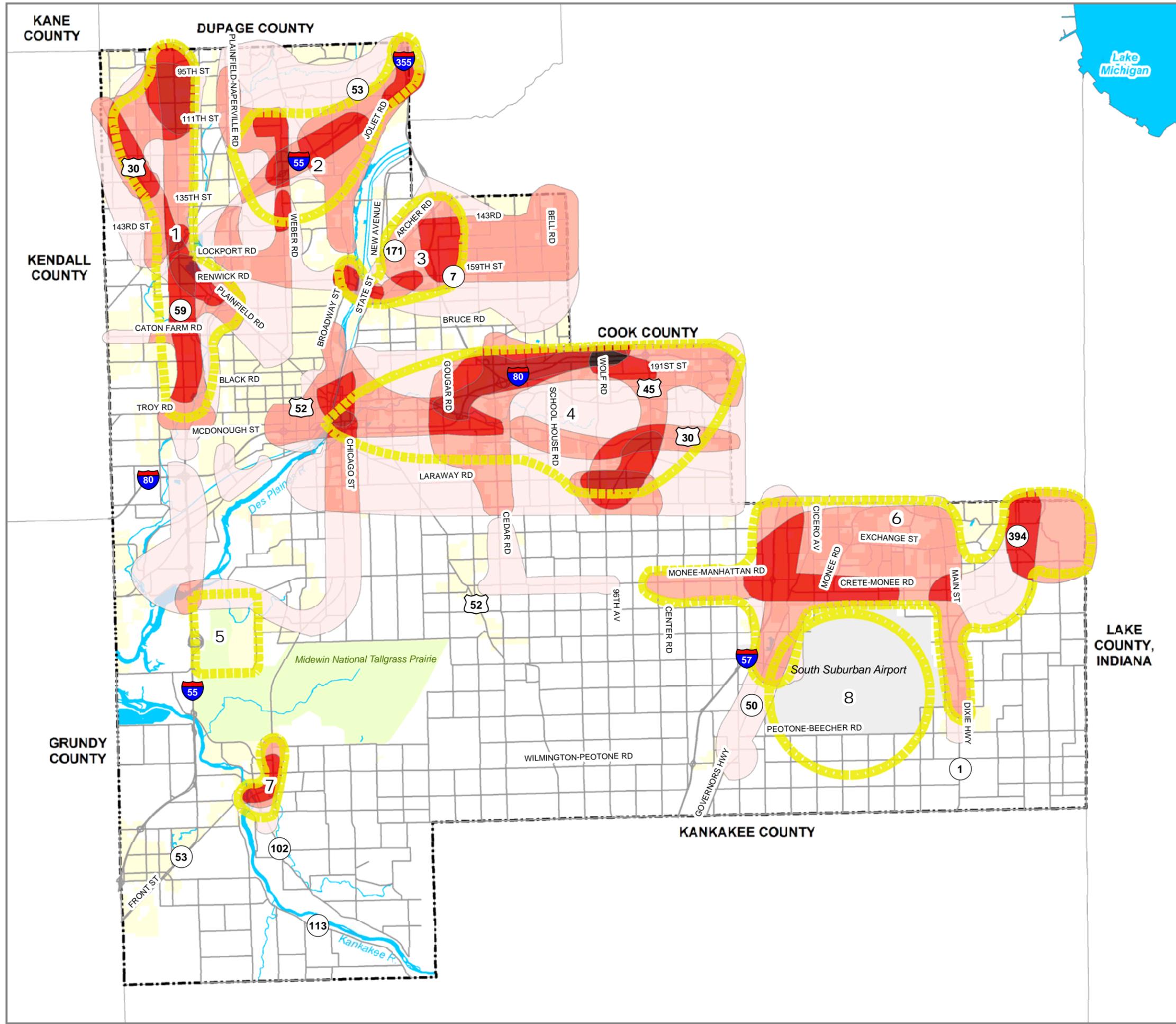


Figure 7-4
Measures of Effectiveness and
Public Concerns

WILL COUNTY
2030 TRANSPORTATION PLAN

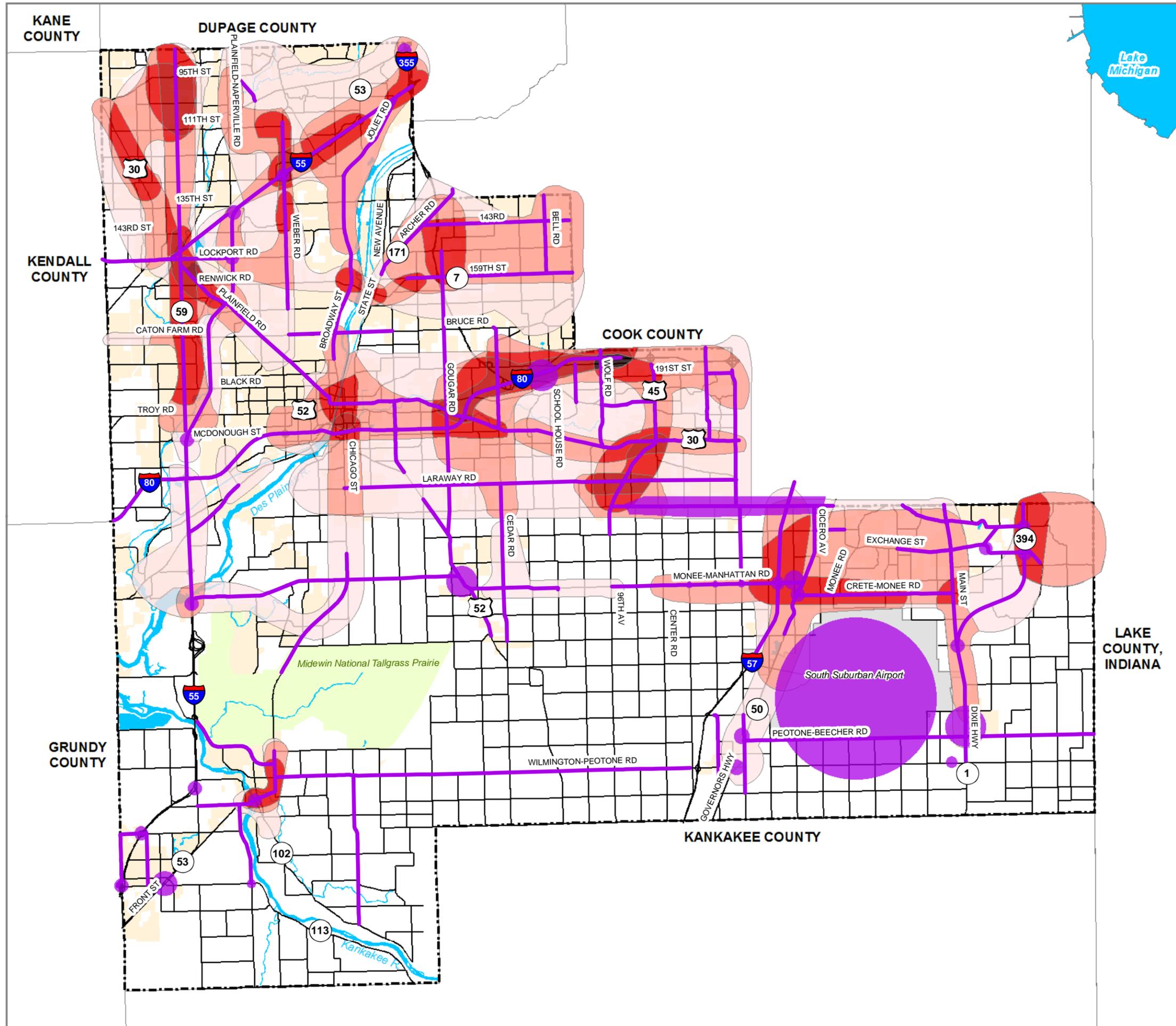
Legend

Public Concerns

-  Roadway Concerns
-  Roadway Alignment Concerns

Measures of Effectiveness

-  One Issue in this Area
-  Two Issues in this Area
-  Three Issues in this Area
-  Four Issues in this Area
-  Five Issues in this Area



SECTION 8

Financing Transportation Improvements

Financing Transportation Improvements

8.1 Introduction—Financing Improvements

The development of the Will County 2030 Transportation Plan addresses the anticipated infrastructure needs based on the projected growth in development. Along with identifying the needs, it is imperative to balance those needs with available financial resources. A strategic planning process requires that priorities be established to allocate the limited resources to the competing needs. The Will County 2030 Transportation Plan first considers a broad spectrum of needs based a financially unconstrained basis, and then subjects the roadway improvements, under the jurisdiction of the county, to a prioritization process that forms the basis for a financially constrained plan.

8.2 Funding for Transportation Projects

The funding for streets and highways within Will County come from a variety of sources including federal, state, and local resources. A majority of state programs are financed from federal funds with additional revenues from State Motor Fuel Taxes (SMFTs). Local programs rely on state subsidy of motor fuel tax revenue, property and sales taxes, local fees, and to a lesser extent, federal assistance through metropolitan planning organizations.

The guidelines set forth in 1991 with the Intermodal Surface Transportation Efficiency Act (ISTEA) specified that long-range transportation plans provide a financial analysis that demonstrates an implementation schedule for long-range projects. Under ISTEA, most federal funding was divided into specific program categories that restricted the use of the funds. As stipulated in the Transportation Equity Act for the 21st Century (TEA-21), which was signed into law in 1998, there were fewer restrictions placed on federal funding so that funds dedicated for highways could be used for non-motorized facilities, historic preservation, and aesthetic improvements. On August 10, 2005, the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003 – A Legacy for Users (SAFETEA-LU) was signed into law. The act provides federal funding for a 5-year period from 2004–2009. This act continued with the spirit of ISTEA of 1991 and TEA-21 of 1998 and encouraged the use of performance-based approaches in the development of the transportation plan.

In January 2008, as part of increasing funding for the RTA, the Illinois General Assembly approved legislation that also authorized collar counties to levy a 0.25 percent sales tax increase, the proceeds of which are to be used for infrastructure and safety improvements. In Will County, the additional RTA tax funds have been committed to the Build Will program. Additionally, in September 2008, the Will County Board approved a resolution authorizing up to \$100 million in bonding to support the Build Will program, using the additional sales tax revenue as the means to retire the bonds.

8.2.1 Roadway Financial Resources

The four primary funding sources from which Will County receives a majority of the revenue are listed below. In addition, the County may apply for additional revenue through a variety of programs depending on the proposed project. These other funding resources are included as reference.

- **State Motor Fuel Tax**—The State of Illinois collects \$0.19 per gallon of motor fuel sold in the state. A distribution formula is used to allocate these funds to counties based upon the number of registered vehicles within the county. The revenue from SMFT is approximately \$6.7 million annually for Will County.
- **Local Revenues for Property Taxes**—One source of local revenues is from property tax levies which include the highway, bridge, and highway matching levies. Property taxes generate approximately \$7.1 million annually.
- **Surface Transportation Program-Local (STP-L) funds**—The STP program is one of the main efforts of the Will County Governmental League (WCGL), and provides the most direct avenue for local governments to receive federal funding for local surface transportation projects. Approximately \$1 million is available from the WCGL annually. Twenty-two municipalities and Will County within the boundaries of the WCGL are eligible and encouraged to apply for the STP dollars.
- **Surface Transportation Program-Rural (STP-R) funds**—STP funds allocated to counties for rural highways. Will County's allocation annually is approximately \$0.8 million.
- **RTA Sales Tax**—In January 2008, the Illinois General Assembly adopted legislation that authorized the RTA to enact a 0.25 percent sales tax increase in each of the six counties in northeastern Illinois, including Will County. The bill also gave Will County the ability to levy a 0.25 percent sales tax increase to be used for local improvements. This additional sales tax revenue is expected to generate approximately \$19 million annually. These additional funds will be used to implement the Build Will program, but are not guaranteed to the Will County Department of Highways after completion of the Build Will projects.

There are other funding programs that the WCDH has access to either through shared funding agreements or through direct allocation. These sources of funding are as follows:

- **Congestion Mitigation and Air Quality (CMAQ) Improvement Program**—This program funds transportation projects that help non-attainment areas meet the requirements of the Clean Air Act Amendment. The program funds projects that will reduce congestion and/or provide an air quality benefit. The program is financed with federal dollars through CATS.
- **Highway Bridge Program (HBP)**—This program provides assistance for the rehabilitation or replacement of bridges. The program is financed with federal dollars through IDOT.

- **Illinois Transportation Enhancements Program (ITEP)**— This program was designed to broaden the transportation focus from Interstate and highway projects to making our communities more livable. The program is financed through IDOT.
- **Truck Access Route Program**— This program provides financial assistance on a per project basis with the incremental cost of improving local highways to meet the additional weight and geometric modifications for truck accessibility. The program is financed through IDOT.
- **Bike Path Grant Program**— This program provides support for acquiring, constructing, and rehabilitating public non-motorized bicycle paths and directly related support facilities through local agencies. The program is financed through the Illinois Department of Natural Resources (IDNR).
- **Grade Crossing Safety Protection Program**— This program assists with the cost of installing necessary improvements with the objective of reducing accidents at railroad/highway crossings. The program is financed through Illinois Commerce Commission (ICC).

For roadways not under the jurisdiction of the WCDH, funding would be coordinated by the controlling jurisdiction. The tollway facilities are funded through the Illinois State Toll Highway Authority, Interstate, U.S. routes, and state highways through the Illinois Department of Transportation, and local roads through the townships and municipalities.

8.2.2 WCDH Projected Revenue Summary

WCDH annual revenue sources were expanded to a 25-year cumulative total. For those funding sources that change with time, an annual expansion factor was developed to grow or reduce the revenue source based on historical trends. Some revenue sources are anticipated to remain constant over the 25-year study period.

The current sources of revenues yield \$1.1 billion, in 2005 dollars, in cumulative revenue between 2005 and 2030. A large percentage of the existing revenues go to operations and maintenance (approximately 55 percent). Given the size and cost of capacity-enhancing projects, which typically cost in the tens or hundreds of millions, the annual revenue available to the WCDH is typically insufficient to construct a capacity improvement project during any given year. As a result, the highway funds are collected and accumulated over several years in order to finance improvements. This multiple year fund is then sufficient to cover the total cost of some of the larger transportation projects needed to support the growing population of Will County. This is not meant to imply that Will County has a sufficient budget for all necessary improvements; currently there are not sufficient funds to meet the need. **Table 8-7** at the end of this section details the projected revenue.

It should be noted that in September 2008, the Will County Board authorized the sale of up to \$100 million in bonds to support the Build Will program. The bonds would be retired using the 0.25 percent sales tax increase authorized by the General Assembly in January 2008.

8.2.3 SAFETEA-LU Projects

SAFETEA-LU identified several projects located within Will County with earmarked funding. Although these projects do not provide annual revenue, their listing is included here to provide a magnitude of the dollars earmarked for specific projects in Will County.

- Bill No. 295 For IDOT to conduct Phase II engineering for the reconstruction of 159th Street – U.S. 6 – Illinois 7 in Will and Cook Counties (\$800,000).
- Bill No. 296 For Will County to begin Phase II engineering and preconstruction activities for a high level bridge linking Caton Farm Road with Bruce Road (\$1,600,000).
- Bill No. 963 For engineering, right-of-way acquisition, and reconstruction of two existing lanes on Arsenal Road from Baseline Road to Brandon Road (\$1,700,000).
- Bill No. 1191 For IDOT to expedite pre-construction and construction to widen I-55 from Naperville Road south to I-80 (\$2,800,000).
- Bill No. 1378 For Will County for engineering and right-of-way acquisition to extend 95th Street from Plainfield Road east to Boughton Road (\$400,000).
- Bill No. 2040 For U.S. Route 30 intersection signals, turn and deceleration lanes between Williams Street and Illinois Route 43 including 80th Avenue, Wolf Road, Lincoln Way High School, and Locust Street (\$5,600,000).
- Bill No. 2916 Allow IDOT to proceed with engineering and construction of Airport – Lockport Road and Illinois Route 126 interchange of I-55 (\$1,600,000).
- Bill No. 3033 For Plainfield Township Park District to construct DuPage River Bike and Pedestrian Trail linking Grand Illinois, Midewin, I&M Canal trails (\$80,000).
- Bill No. 3182 Construction of highway approaches to the Sullivan Road Bridge in Aurora (\$1,280,000).
- Bill No. 3533 Upgrade roads in Plainfield (\$240,000).
- Bill No. 4060 Construction of Joliet Arsenal Road improvements, Will County (\$2,000,000).
- Section 1034
 - Construction of Joliet Arsenal Road Improvements in Will County (\$1,000,000). High Priority Bus and Bus Facility.
 - Joliet, IL – Union Station commuter parking facility (\$2,403,500).
 - Pace Suburban Bus, IL South Suburban BRT Mobility Network (\$418,000).

- Section 3043(c)
 - Metra SouthEast Service (SES) – Commuter Rail for preliminary engineering.
 - Metra Star Line Inter-Suburban Commuter Rail for preliminary engineering.

8.2.4 Public Transportation Funding

Funding for public transportation in Will County is primarily the responsibility of the RTA, along with the individual transit service agencies, Pace and Metra. In addition to coordinating the funding for operating public transportation in the County, these agencies conduct short-range capital programming and coordinate with CATS on the long-range transportation plan for the region.

- **Operating funding:** Operating funds for the public transportation system are generated through a combination of sources. Each service board (e.g., Pace, Metra) collects fares from its customers, but the operating agencies only recover a portion of the cost of operating service through the fare box. The RTA balances the operating deficit of each agency by collecting state and local tax revenues – the primary source being a special sales tax levied in northeastern Illinois – and distributing them according to legislatively derived formulas or discretionary allocations. As of April 1, 2008, in Chicago and suburban Cook County, the RTA collects the equivalent of a 1.25 percent sales tax on most items; in Will County and the other “collar counties” in the region, the sales tax is 0.75 percent. Recently, RTA’s revenue sources have not been adequate to cover operating expenses, resulting in the need to transfer capital funds to operations, thus adversely affecting the ability to invest in capital renewal projects. In 2006, the transfer of funds from capital to operating budgets totaled almost \$103 million. (See RTA’s *Moving Beyond Congestion*, February 2007.)

Travel data shows that Will County residents are underserved by the existing public transportation system, and the Will County 2030 Transportation Plan suggests numerous rail-line extensions and increased bus services to accommodate this existing and future demand. At the same time, because the cost of each trip on the system is only partially covered by the paying customer, an expanded system in Will County will also necessitate an increase in other sources of operating funds.

- **Capital funding:** The capital program funds a variety of purposes, including rolling stock, track, signals, support facilities, stations, land acquisitions, and capital studies. The primary source of capital funding for Metra and Pace is federal funding and grants, which must be matched by state, local, or agency contributions equivalent to at least 20 percent of the overall cost of each project. Capital programs are developed by the service boards and incorporated into the RTA’s annual budget process.

Additionally, federal funds for major capital projects are available on a competitive basis for projects meeting stringent federal criteria. In part, this is because major public transportation projects, such as the extension of a rail line or the creation of a new service, involve a significant investment that can only be leveraged through federal funding support. The Federal Transit Administration’s highly competitive *New Starts* program is the primary vehicle for funding such projects, and Metra will not commit to any system extensions or new lines that are not funded under this program. To qualify, each project must be justified based on criteria such as mobility improvements,

environmental benefits, operating efficiencies, and cost-effectiveness. *New Starts* projects must also meet the 80/20 federal requirements for local financial support, but the ability of a region to increase its proportion of the project financing (up to 50 percent) improves the competitiveness of a project. For example, the recently completed January 2006, \$198 million extension of the SouthWest Service Line to Manhattan qualified for \$103 million in *New Starts* funding.¹

The RTA's 2007–2011 Capital Program, developed as part of *Moving Beyond Congestion*, projects a \$16.1 billion five-year capital investment requirement for Pace, Metra and CTA to maintain, improve and expand the existing system. Over \$10 billion of this amount would be dedicated to maintaining the system. The total program would more than triple the level of investment that was possible with the five-year *Illinois FIRST* initiative, a state bond program that was used to help match and secure federal grants for numerous projects, including the SouthWest Service Line extension. Over \$8 billion of this program is for Metra improvements, while Pace's portion is about \$718 million. However, realization of this program requires additional funding resources.

Illinois FIRST ended in 2005, resulting in diminished funding for the coming years. Indeed, if more money does not become available, the annual capital investment which averaged \$944 million a year between 2002 and 2006, will drop to \$606 million annually in the 2007 to 2011 period. Compounding the difficulties are the fact that the State is not providing matching funds through its bonding programs, and the unfortunate reality that construction cost increases are exceeding the inflation rate.

Implementing and identifying funding for most of the public transportation elements of the Will County 2030 Transportation Plan will be the direct responsibility of the RTA, Metra, and Pace. Both Metra and Pace are planning an aggressive expansion of service in the county, and it is anticipated that a combination of federal, state, and regional resources will be needed to supply funding for these projects. Indeed, Metra has already programmed \$38 million for preliminary engineering on two potential *New Starts* projects affecting Will County – the first phase of the STAR Line and the creation of the Southeast Service. The extent of public transportation system expansion in Will County over the next 25 years will largely depend on the financial resources obtained to build and operate this system expansion.

Nevertheless, the county has an opportunity to partner with the regional public transportation agencies on securing funding for and implementing the major capital projects listed in the 2030 Plan. The County, in partnering with local municipalities, may also have a more direct role to play by actively creating transit-related infrastructure in its communities (such as stations, shelters, and commuter parking). Such infrastructure, which can often be combined with roadway or other capital projects, supports the regional investment in public transportation and makes the public transportation system more convenient for Will County residents. Other suburban counties in the region, such as DuPage County, have been proactive in coordinating transportation improvements and taking advantage of available state and federal grant programs for these purposes.

¹ FTA Annual Report on New Starts, 2006

8.3 WCDH Transportation Needs and Ongoing Projects

WCDH expenditures can be categorized in the following categories: maintenance, operations and administration, and capital for capacity improvement projects.

- **Facility Maintenance**—The County is responsible for about 270 miles of roadways. The annual cost of resurfacing and general road maintenance is \$5.5 million. Maintenance of the facilities includes resurfacing, restriping, deicing materials, and bridge repairs.
- **Operation and Administration**—The County has a budget of \$6.7 million annually for operations, fuel, equipment, personnel, and other support costs.
- **Capacity Improvements Projects**—The County is responsible for the expansion of its system to support the growing travel demand. Capacity improvement projects include the widening of existing facilities, development of new facilities, and improvements on control and channelization at intersections. Over the past 6 years, the county has expanded the roadway system by approximately 15.1 lane-miles of new roadway.

The current WCDH program also includes various intersection improvements.

The annual needs for facility maintenance and operations and administration were expanded to a 25-year cumulative total. For those needs that change with time, an annual expansion factor was developed to grow or reduce the needed amount based on historical trends. Some of the needs are anticipated to remain constant over the 25-year study period. Capital improvement needs are described in more detail in the following section.

In the spring and fall of 2008, the Will County Board authorized a bonding program for projects ranging from intersections and interchanges to bridge replacements. These projects, known as Build Will, and their estimated costs are listed in Tables 8-1 and 8-2. Costs include construction, engineering, and right-of-way. These projects are to be funded primarily with revenues generated by the RTA sales tax.

TABLE 8-1
Roadway Construction Projects—Build Will Program

Roadway	Location	Estimated Cost (\$ Millions)
Veteran's Parkway	Crossroads Parkway to Route 53	14.78
Caton Farm Road	Drauden Road to County Line Road	8.43
143rd Street	Bell Rd. to Will/Cook Road	7.72
Bell Road	at 143rd Street	11.50
Cedar Road	at Division Street	1.82
Plainfield-Naperville Road	119th Street	4.43
Laraway Road	at Cherry Hill Road	1.97
Manhattan-Monee Road	at 88th Avenue	1.94
Goodenow Road	at Kedzie Avenue	2.42
Weber Road	at I-55 (preliminary engineering)	6.00

TABLE 8-1
Roadway Construction Projects—Build Will Program

Roadway	Location	Estimated Cost (\$ Millions)
Gougar Road	at US 30	1.75
Laraway Road	at Wolf Road	0.31
143rd Street	at State Street	2.56
143rd Street	I-355 to State Street	4.14
Weber Road	at Renwick Road	4.47
Cedar Road	over Spring Creek	0.53
Goodenow Rd.	over Plum Creek	0.38
Cedar Road	over Jackson Creek	0.50
Plainfield-Naperville Road	95th St. to 111th St.	0.67
95th Street Ext.	Plainfield-Naperville Rd. to Boughton Road	11.92
Arsenal Road	Baseline Rd. to Brandon Road	2.30
Bell Road	at 143rd Street	0.66
Deslem Road	Rt. 102 to KKK County Line	8.16
Bell Road	151st St. to 159th Street	8.99
Bell Road	151st St. to 143rd Street	8.06
Bell Road.	143rd St. to 131st Street	7.62
Indiana Ave.	over Trim Creek	0.23
135th Street	Rt. 171 to Smith Road	26.58
135th Street	Smith Rd. to New Avenue	17.10
143rd Street	State St. to Bell Road (preliminary engineering)	0.78
Brandon Road	over Des Plaines River	2.36
Exchange Street	Crete Rd. to Cottage Grove Avenue	9.71
Black Road	over DuPage River	0.54
Cedar Road	at Laraway Road	4.38
Gougar Road	at Haven Avenue	0.70
Renwick Road	over DuPage River (road district match)	0.97
	Total	187.38

Various intersection improvements that address safety and capacity are identified in Table 8-2. Costs include engineering, construction, and right-of-way.

TABLE 8-2
Intersection Improvements

Roadway	Location	Estimated Cost (\$ Millions)
Parker Road	at Chicago-Bloom Tr.	2.16
S. Cedar Road	at Spencer Road	2.16
Manhattan-Monee Road	at Harlem Avenue	2.16
Manhattan-Monee Road	at Center Road	2.16
Old Chicago Road	at Wilmington-Peotone Road	1.96
Will Center Road	at Goodenow Road	1.96
Will Center Road	at Peotone-Beecher Road	1.96
Center Road	at Steger Road	3.10
Center Road	at N. Peotone Road	2.16
Wilmington-Peotone Road	at Wilton-Center Road	1.96
Exchange Street	at Old Monee Road	2.16
Mills Road	at S. Briggs Street	2.16
Gougar Road	at Francis Street	1.19
Western Ave.	at Crete-Monee Road	1.19
N. Briggs Street	at Oak Avenue	2.16
N. Briggs Street	at Division Street	1.28
Francis Road	at Townline Road	1.33
Francis Road	at Schoolhouse Road	1.20
Laraway Road	at Spencer Road	2.16
Laraway Road	at Center Road	2.17
Laraway Road	at 80 th Avenue	0.71
Laraway Road	at 116 th Street	0.71
Division Street	at Gougar Road	2.16
Total		42.32

In summary, the current WCDH program includes \$187.38 million in capacity improvements through the year 2020 (without bonding). In addition, Will County has identified \$42.3 million in intersection improvements that would be constructed.

8.4 Capital Improvement Needs—Cost Estimate

Unit cost estimates were developed or referenced from other studies for roadways and transit improvements. For roadways, the unit cost estimates were developed from a combination of two sources: construction and right-of-way cost estimations using the SRA cost methodology for both arterial and collector roads or with a freeway methodology for interstate/freeways. Note that since the projects being considered in Will County are pre-Phase 1 types of improvement, the cost estimating methodology need not be as detailed as for preliminary engineering. Total project cost was calculated by summing the unit costs for each project. Costs are stated in 2005 dollars.

8.4.1 Arterial Construction Cost Methodology

The following cost methodology was used for the proposed arterial improvements. The construction cost methodology utilizes the following items: roadway reconstruction, new structures, structure widening, intersections, interchanges, engineering, and contingencies.

8.4.1.1 Roadway

The roadway cost item is measured in miles. It is meant to include the costs of upgrading the existing roadway to the proposed cross section, and constructing segments on new alignment. The roadway costs include reconstruction of the existing roadway due to the limited service life of the existing pavement, as well as the costs for earthwork, drainage, landscaping, etc. As a general guideline for widening projects, a unit cost of \$1.3 million per lane mile for reconstruction was assumed and confirmed by County staff.

The length of roadway to be measured is the centerline length, including through intersections and interchanges, but excluding segments on long bridges (longer than 500 feet).

New construction had a cost estimate of \$2.6 million per mile for a two-lane cross section and a \$5.4 million per mile for a four-lane cross section (based on 2004 estimates).

8.4.1.2 Structures

Cost of each new or widened structure was estimated separately, except when part of an interchange. Estimated costs for interchanges will include all associated structures.

There may be situations where it appears that an existing structure can remain in use, perhaps with some widening. An example is the situation where one of the roadways can use an existing structure, while a new structure is constructed for the other roadway. However, due to the limited service life of structures, it was assumed that some of these structures would be replaced and the smaller, more inexpensive structures would nearly always be replaced.

New Structures – **Table 8-3** shows the estimated costs of new structures in millions of dollars, based on the number of lanes on the structure and the number of lanes spanned by the structure. If a median is carried by the structure, its width was converted to an equivalent number of lanes. Similarly, medians that are spanned were included. Shoulder and sidewalk widths were not added, however, since they are already assumed to be included in the structure costs.

Railroads that are spanned can be treated as having two equivalent lanes per rail line. The widths of medium-sized rivers were also converted to equivalent numbers of lanes for cost estimation purposes.

Table 8-3 also supplies costs for short structures used for spanning minor watercourses. For new structures longer than 200 to 250 feet, the estimated construction cost should be based on the bridge deck area, in square feet.

TABLE 8-3
Cost Estimate for New Roadway Construction/Reconstruction

Equivalent Number of Lanes Under	Cost (\$ Millions) Equivalent Number of Lanes Over		
	2–3 Lanes	4–5 Lanes	6–7 Lanes
2 to 5	1.2	2.4	3.6
6 to 7	2.4	3.6	4.8
Structures Over Minor Waterways	1.2	1.2	1.8

Note: Structures that are part of interchanges are not costed separately. Equivalent lanes refer to travel lanes and medians only (see text). For longer bridges (over 200 feet), use \$75 per square foot of assumed deck.

Widened Structures – The cost for widening existing structures is \$180 per square feet of deck area being added to the bridge. The widths of any medians, shoulders, and sidewalks should be included when determining the area of widening.

8.4.1.3 Intersections

Some at-grade intersections are to have additional costs attributed to them that are over and above the per-mile roadway costs previously described. The intersection costs are meant to allow for the costs of signalization and additional turn lanes and/or through lanes.

Four types of intersections will have additional costs attributed to them as follows:

- Intersections with another arterial
- Existing unsignalized intersections at which signalization is probable
- Intersection where additional turn lanes will be needed
- Newly proposed intersections at which signalization is probable, including turning roadway/cross street intersections

A full upgrade for an intersection includes upgrading the control at the intersection and adding all possible turn lanes. A partial upgrade is for intersections with some existing turn lanes. The cost is broken down further by four leg and three leg intersections. The intersection cost does not include reconstructing the through lanes and center of the intersection; this cost is included in the segment costs described above. No costs should be added for interchange ramp intersections, however, since those costs are included in the interchange cost estimate.

Costs of intersection improvements that are not listed above are not provided because they are determined not to be attributing to the highway improvement project, but rather to other improvements.

Table 8-4 lists the additional construction costs to be attributed to some at-grade intersections based on intersection type.

Grade-separated intersections have no applicable additional costs. This is because the costs for the structure, the turning roadway(s), and the cost for any signalization at the turning roadway intersection(s) should be treated as discussed previously.

TABLE 8-4
Cost Estimate for Intersections

Intersection Type	Additional Cost (\$ each)
4-leg full upgrade	1,200,000
4-leg partial upgrade	730,000
3-leg full upgrade	670,000
3-leg partial upgrade	400,000

8.4.1.4 Interchanges

Cost of new or modified interchanges should be estimated based on interchange type. These costs are in addition to the per-mile costs of the roadway through the interchange area, discussed previously.

The interchange costs include all associated structures, retaining walls, and any signalization of ramp intersections. Table 8-5 shows estimated interchange costs by interchange type. A partial interchange improvement is estimated at half the cost.

TABLE 8-5
Cost Estimate for Interchanges

Interchange Type	Cost (\$ each)
Single Point Diamond	22,000,000
Typical Diamond or Parclo	15,000,000
Partial Interchange	½ of above

8.4.2 Freeway Construction Cost Methodology

The freeway cost methodology was used for the proposed improvements on the Interstate and tollway systems. The construction cost methodology utilizes the following items: pavement removal, new pavement, earthwork, drainage, erosion control, traffic control, lighting, signing/markings, typical utilities, structure widening, incidentals, engineering, and contingencies.

8.4.2.1 Pavement

The pavement cost is measured in square yards and includes pavement removal and new pavements for mainline and ramps. The unit price is \$7.00 per square yard for pavement removal and \$62.00 per square yard for new pavement. The improvements on the freeways assume widening and not full reconstruction of all lanes.

TABLE 8-6
Percent of Pavement Cost for Additional Freeway Items

Type	Percent
Earthwork	10
Drainage	8
Erosion Control	2
Traffic Control	10
Lighting	2
Signing/Markings	3
Typical Utilities	5
Incidentals	20

8.4.2.2 Additional Roadway Cost

Additional costs are identified for freeway projects. These costs are based on a percentage of the pavement cost. Table 8-6 shows the percentages for each category.

8.4.2.3 Structures

For the purposes of this cost estimate, it was assumed that the bridges would be widened. The cost for widening the bridge is the same as the roadway cost estimate methodology of \$180 per square foot.

8.4.3 Right-of-Way Costs

A general cost per square foot was assumed for right-of-way acquisition. The right-of-way cost was set at a value of \$2.30 per square foot in developed areas of the county and \$0.80 per square foot for undeveloped areas of the county (based on 2004 estimates). Right-of-way guidelines have been set to ensure that a minimum right-of-way is provided for each type of facility. The minimum right-of-way is shown in [Table 4-1](#).

8.4.4 New Collector Cost Methodology

Cost for new collector roads was estimated assuming a two-lane road is constructed to serve primarily local access. The resulting cost per lane mile of 2.3 million includes construction of the through lanes, structures, intersections, engineering, right-of-way, and contingency.

8.4.5 Engineering and Contingencies

For the roadway and freeway cost, a percentage of the total cost is added for engineering and contingencies. The engineering cost is 20 percent of the total construction cost. The contingency cost is 20 percent of the construction, engineering, and right-of-way cost combined.

8.4.6 Public Transportation Cost

The methodology for estimating capital costs for major public transportation projects in the plan is based upon the range of costs seen in comparative projects, both around the Chicago region and nationally. The following assumptions apply to the commuter rail plan cost estimates:

- Estimated costs are rough order-of-magnitude estimates based on the projected costs of comparable commuter rail expansion projects in the region, which average \$15 to \$25 million per mile in project costs. Sample projects include the ongoing SWS and UP-W extensions, as well as existing cost estimates for the STAR and SES lines.
- Costs include an allowance for rolling stock and contingencies.
- In the case where projects extend outside of the county, the estimates reflect the pro-rated Will County portion of the overall project costs (e.g., for the STAR Line, only the proportion of the project in Will County is included).
- Funding for these projects would likely consist of primarily federal and state funds with some local match required.

The following assumptions apply to the bus concept plan cost estimates:

- BRT capital costs are based on estimates for recent and ongoing projects, including projects in Washington D.C. and Kansas City, which average \$2.5M - \$5M per mile in project costs.
- Capital cost estimates are only for the portions of each project that occur within Will County

- Funding for these projects would likely consist of primarily federal and state funds with some local match required. Local initiative and financial contribution would be most important for transit center infrastructure to accommodate bus services.

8.4.7 Non-motorized Plan Costs

The nonmotorized (bicycle/pedestrian) cost estimate pertains to the list of recommended improvements to major trails in the county. Currently, the Forest Preserve District of Will County estimates the costs of building a dedicated limestone or blacktop bicycle trail to be in the range of \$150,000 to \$200,000 per mile. This range of costs will be used to factor a range for each of the recommended projects.

8.5 Comparison of Revenues and Needs for WCDH

The total cumulative projected revenue is anticipated to be \$1.10 billion. The total cumulative projected need is anticipated to be \$2.27 billion including operations, maintenance, and project cost. Given the need to meet the operations and maintenance needs of the WCDH, the remaining revenue available was compared to the total project needs for Will County. With the existing revenue sources available to the WCDH, \$420 million will be available for the \$1.52 billion project needs. This would result in a project need deficit of \$1.17 billion. The ability to fund the operation and maintenance of existing facilities and provide for funding of capital improvements in the future will be a major challenge. The transportation plan takes into consideration the projected needs and limited resources to develop an implementable plan that meets goals and objectives set forth by the planning process.

Table 8-7 on the next page illustrates the total revenue and need projections with the existing funding sources. Annual revenue and needs is based on 2008 WCDH budgets. An expansion factor describes how the projected revenue or need is anticipated to change with time. For values of 25, no change in annual amounts is anticipated. The expansion factor was based on 6 years of historic budgets for the WCDH. The tax levies are not anticipated to increase in percentage, but as historic data has shown, the value of property increases with time resulting in an increase in the total dollar valued generated by the property tax. A 25-year cumulative dollar value was calculated from the annual budget values and the anticipated expansion factor. The additional sales tax revenue approved by the General Assembly in 2008 is shown without an expansion factor. This funding has been committed to the Build Will program, so revenue from this source is only included through the year 2020, the last year that Build Will projects are programmed.

The type of necessary expenditures by the WCDH is separated into two categories, capital improvements and operational/maintenance needs. Capital improvements include roadway expansion projects through the development of new roadways or widening of roadways increasing the capacity of the roadways system. The operational and maintenance needs include the cost of operating the department of highways and maintenance of the roadway system such as resurfacing, restriping, and snow removal. The revenue remaining after accounting for all of the operational/maintenance needs and committed roadway cost is the dollar value remaining for further capital improvements to the roadway system.

TABLE 8-7

Will County—Projected Revenue and Needs through Year 2030

Projected Revenue	Annual Revenue	Expansion Factor*	25-Year Cumulative	% of Revenue for Capacity Projects	Capital Improvement Revenue	Operations & Maintenance Revenue
County Highway Levy	\$6,220,814	5.0%	\$296,901,422		\$0	\$296,901,422
County Bridge Levy	\$23,000	0.0%	\$575,000		\$0	\$575,000
County Highway Matching Levy	\$23,000	0.0%	\$575,000	83%	\$477,250	\$97,750
Motor Fuel Tax—State	\$6,723,462	1.0%	\$189,892,091	73%	\$138,874,340	\$51,017,751
RTA Revenue Tax **	\$19,000,000	0.0%	\$229,680,000	100%	\$229,680,000	\$0
Surface Transportation Program—Local (Will Co. Gov. League)	\$1,000,000	0.0%	25 \$25,000,000	100%	\$25,000,000	\$0
Surface Transportation Program—Rural	\$805,604	0.0%	25 \$20,140,108	100%	\$20,140,108	\$0
Fees (Permits, etc.)	\$303,151	25.0%	\$319,761,319		\$0	\$319,761,319
Interest	\$470,211	0.0%	25 \$11,755,285	50%	\$5,877,643	\$5,877,643
Charges for Services	\$207,143	0.0%	25 \$5,178,570		\$0	\$5,178,570
Total Projected Revenue			\$1,099,458,795		\$420,049,341	\$679,409,455
Projected Needs	Annual Need	Expansion Factor	25-Year Cumulative		Capital Improvement Needs	Operations & Maintenance Needs
Building & Grounds	\$280,000	0.0%	25 \$7,000,000			\$7,000,000
Equipment	\$566,468	0.0%	25 \$14,161,695			\$14,161,695
General Maintenance, Salaries	\$5,863,274	10.0%	\$576,635,786			\$576,635,786
Maintenance—Highway (Resurfacing/Striping/Other)	\$3,585,767	0.0%	25 \$89,644,175			\$89,644,175
Maintenance—Deicing Materials	\$418,470	6.0%	\$22,959,146			\$22,959,146
Maintenance—Bridge	\$1,545,237	0.0%	25 \$38,630,925			\$38,630,925
Committed Projects	–	–	– \$249,786,300		\$249,786,300	–
Additional Intersection Improvements	–	–	– \$42,320,000		\$42,320,000	–
Noncommitted Capital Improvement Projects	–	–	– \$1,228,100,000		\$1,228,100,000	–
Total Projected Needs			\$2,269,238,027		\$1,520,206,300	\$749,031,727
Surplus (Deficit)					(\$1,169,779,232)	\$0
Available for Noncommitted Capital Improvement Projects					\$58,320,786	–

* Expansion factors based on Will County historic revenue and needs between 2000 and 2005. Percentage factors represent percent increase per year, 25 represent constant value over time.

** The RTA Revenue Tax funds are committed to the Build Will program, projects for which are scheduled through 2020. The 25-Year Cumulative value listed above reflects the current program cost.

SECTION 9

2030 Recommended Transportation Plan

2030 Recommended Transportation Plan

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
IDOT Projects							
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 interchange 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 Figure 9-1 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 Figure 9-1 .
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	
ISTHA Projects							
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.
County Projects							
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			
Local Projects							
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	
Various Jurisdictions							
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

	Existing Plan Guidance	Observations	Unconstrained Plan Recommendations
Metra Electric District (MED)	<ul style="list-style-type: none"> 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 Kankakee County Study calls for shuttle service between University Park and Kankakee Potential Will County station locations include Monee, SSA, Peotone 	<ul style="list-style-type: none"> Current terminal at University Park attracts riders from along IL Route 50 corridor, many coming from as far as Kankakee County 	<ul style="list-style-type: none"> Coordinate the planned extension of line with concurrent plans for SSA and SES Create direct service to SSA terminal from downtown Chicago (i.e., one seat ride between Chicago and SSA) 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
Rock Island District (RID)	<ul style="list-style-type: none"> CATS RTP includes extension to Minooka and creation of express service to downtown Chicago Adopted Will County 2020 Plan recommends new station between New Lenox and Joliet Growth in ridership at Will County RID stations has been very strong, reflecting growth in New Lenox, Mokena, Frankfort, and Tinley Park 	<ul style="list-style-type: none"> Most peak period trains are at or near capacity Aside from Joliet Union Station, there is no transit access to any of the Will County RID Stations 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 	<ul style="list-style-type: none"> Extend Rock Island through western Will County, with service to population centers in Rockdale, Channahon, and Minooka Provide express trains to LaSalle Street Station to improve travel times and relieve overcrowding Identify additional station site between New Lenox and Joliet Encourage TOD development in Mokena, New Lenox, and Joliet, building upon existing bases of these suburban downtowns

TABLE 9-2
Commuter Rail Plan Background and Recommendations

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

TABLE 9-2
Commuter Rail Plan Background and Recommendations

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

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

Line	Extension/Service Area	Existing Stations in Study Area	New Stations in Study Area	Cost Estimate
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
Total Regional Cost = \$2.73 billion – \$3.95 billion				
Cost of New Will County Stations = \$1.5 million				

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
		Total Costs: \$230M – \$440M

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"> • Extend the DuPage River Trails southward from Naperville and Woodridge, connecting into the Rock Run and I&M State Trail • Create a pedestrian/bicycle path between Plainfield and Joliet, perhaps paralleling U.S. Route 30 and the EJ&E Railroad • Support implementation of multimodal WIKADUKE Trail plans, including a connection from DuPage River trails via the Virgil Gilman Trail
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"> • Push for completion of Centennial Trail northwest through Cook and DuPage Counties • Provide signage that indicates the connections to recreational areas outside of the county (Waterfall Glen and Woodridge Trails) • Provide connection between I&M Canal Trails and the proposed I-355 Trail south to New Lenox
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"> • 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 • Identify and create new dedicated bicycle paths/lanes in and around Joliet, with a focus on connecting regional trails • Identify (or create) major destinations for bicyclists in the Joliet CBD
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"> • Encourage expansion of trails and access to Metra stations at New Lenox, Mokena, and Hickory Creek • Work to create connections into trail systems in southern Cook County (Tinley Creek Bike Trail, Humphrey Trail in Orland Park)

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"> • Connect University Park Trails into Cook County Thorn Creek Trails through Thorn Creek Nature Preserve (FPDWC) • Seek trail connections east into Crete and Steger to the proposed Vincennes Trail
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"> • Connect the I&M Canal State Trail to Midewin via a bicycle/pedestrian bridge over the Des Plaines River • Create a bicycle connection between the Goose Lake Prairie and Midewin
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"> • Work with the U.S. Forest Service to ensure that there are convenient and marked connections between the trail systems
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"> • 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) • Support development of the Vincennes Trail, which would connect this area with Crete and University Park to the north
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"> • 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 • Continue Kankakee River Trail northwest into the residential areas of Wilmington

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.

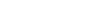
SECTION 9

Figures

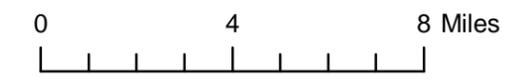
Figure 9-1a
Roadway Unconstrained Plan
Projects By Jurisdiction

WILL COUNTY
2030 TRANSPORTATION PLAN

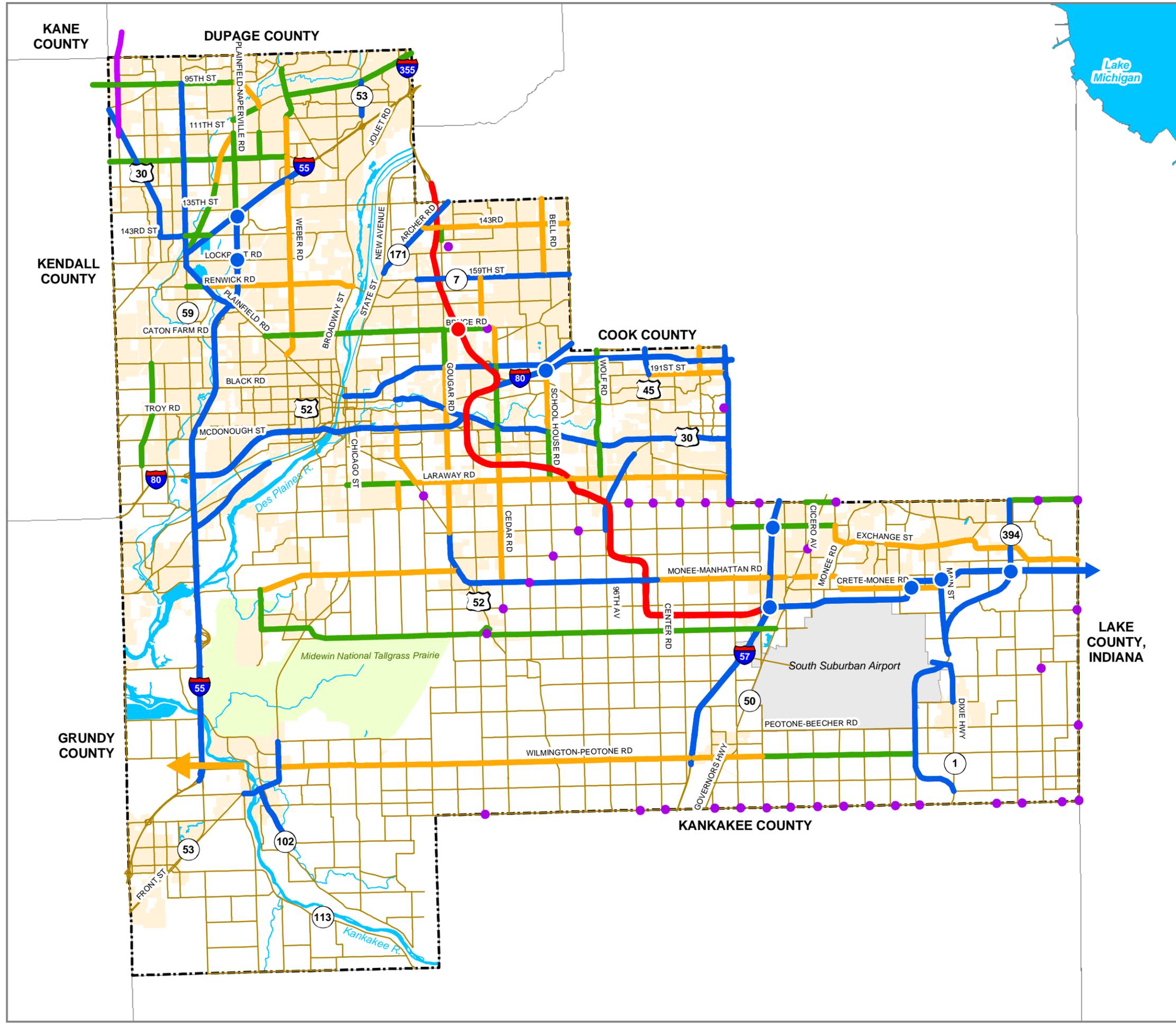
Legend

-  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

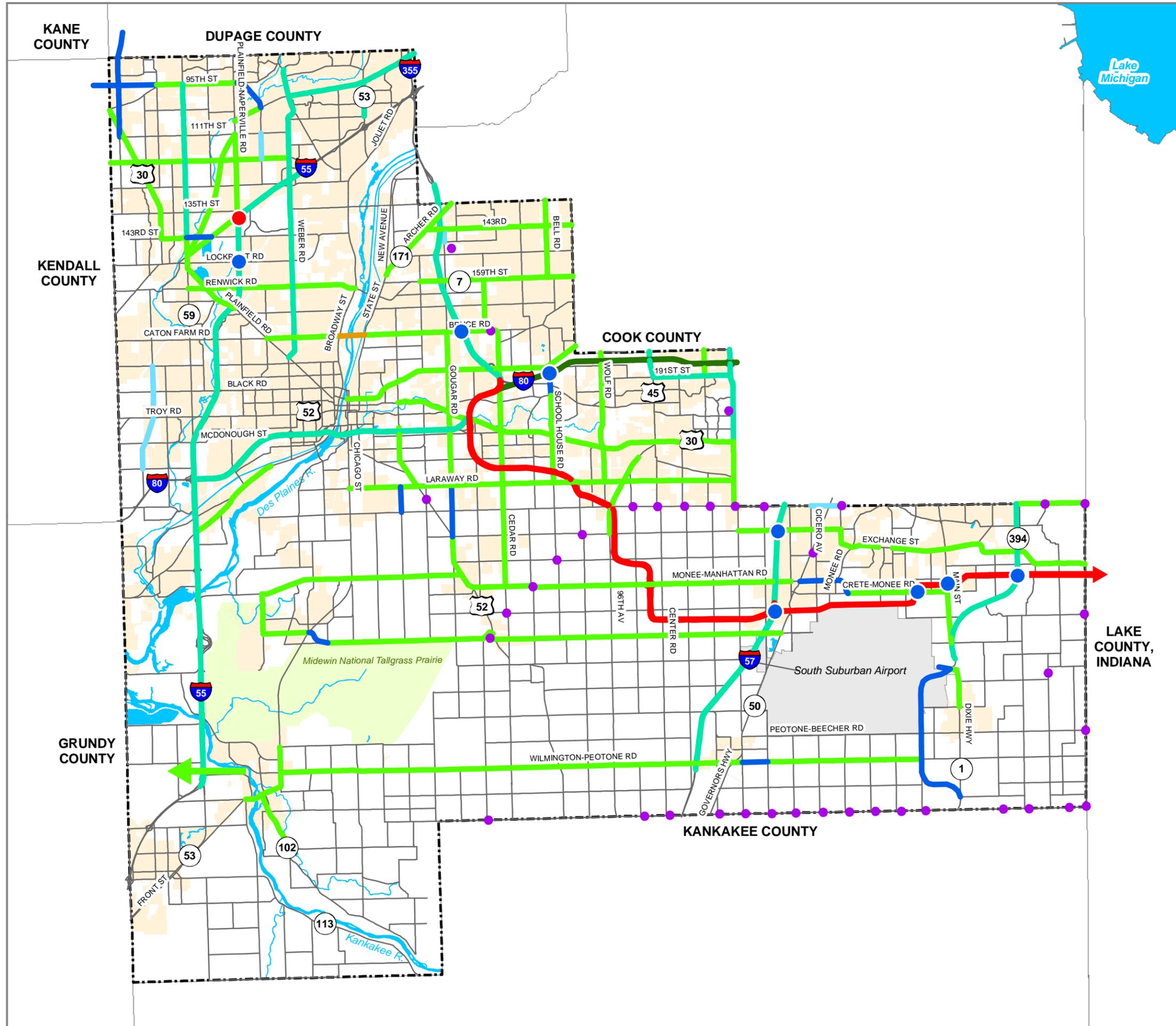


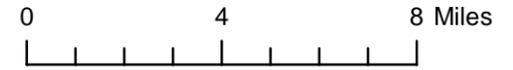
Figure 9-2

Unconstrained Commuter Rail Plan

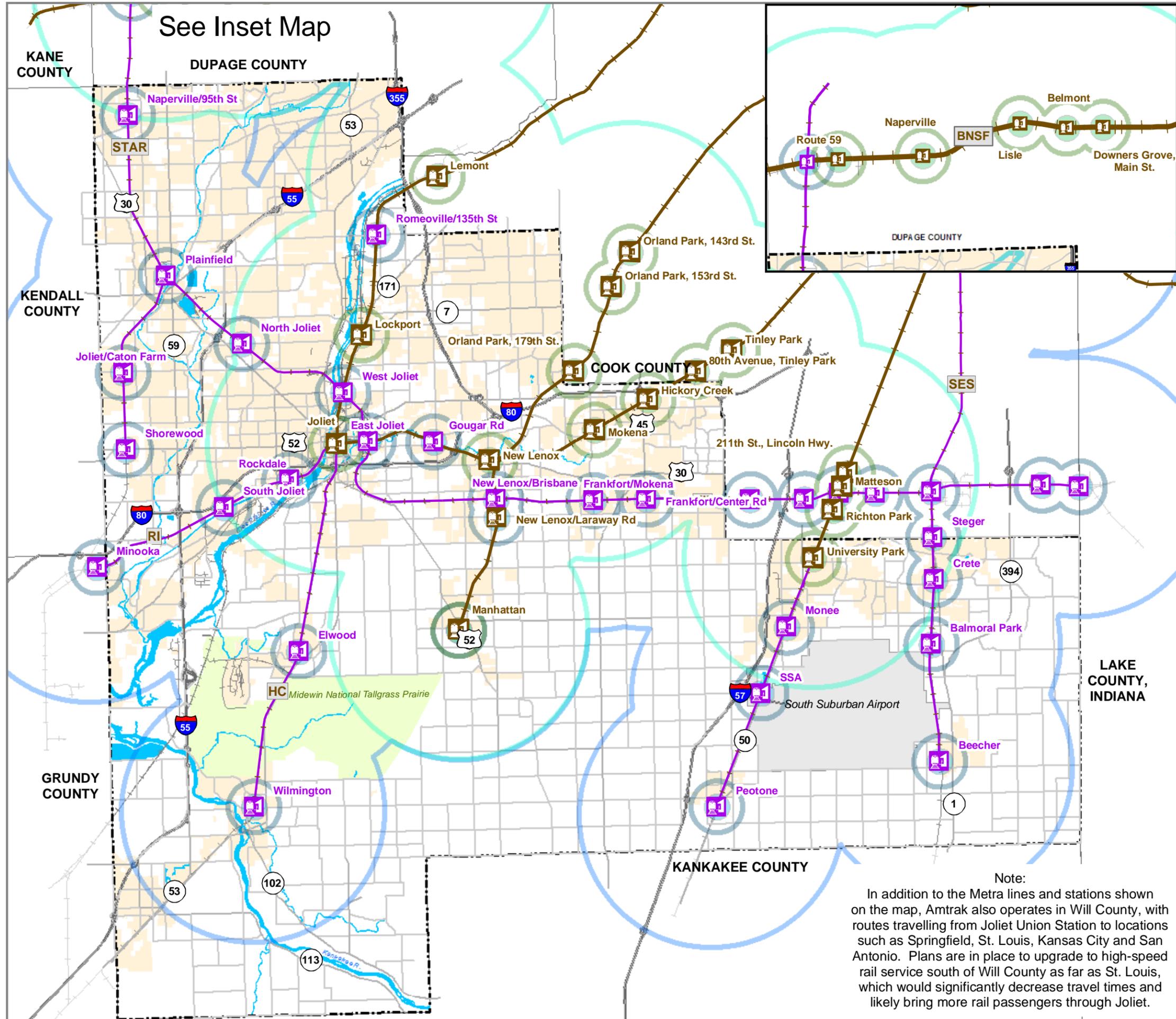
WILL COUNTY
2030 TRANSPORTATION PLAN

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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See Inset Map



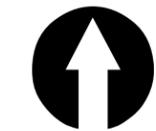
Note:
In addition to the Metra lines and stations shown on the map, Amtrak also operates in Will County, with routes travelling from Joliet Union Station to locations such as Springfield, St. Louis, Kansas City and San Antonio. Plans are in place to upgrade to high-speed rail service south of Will County 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**

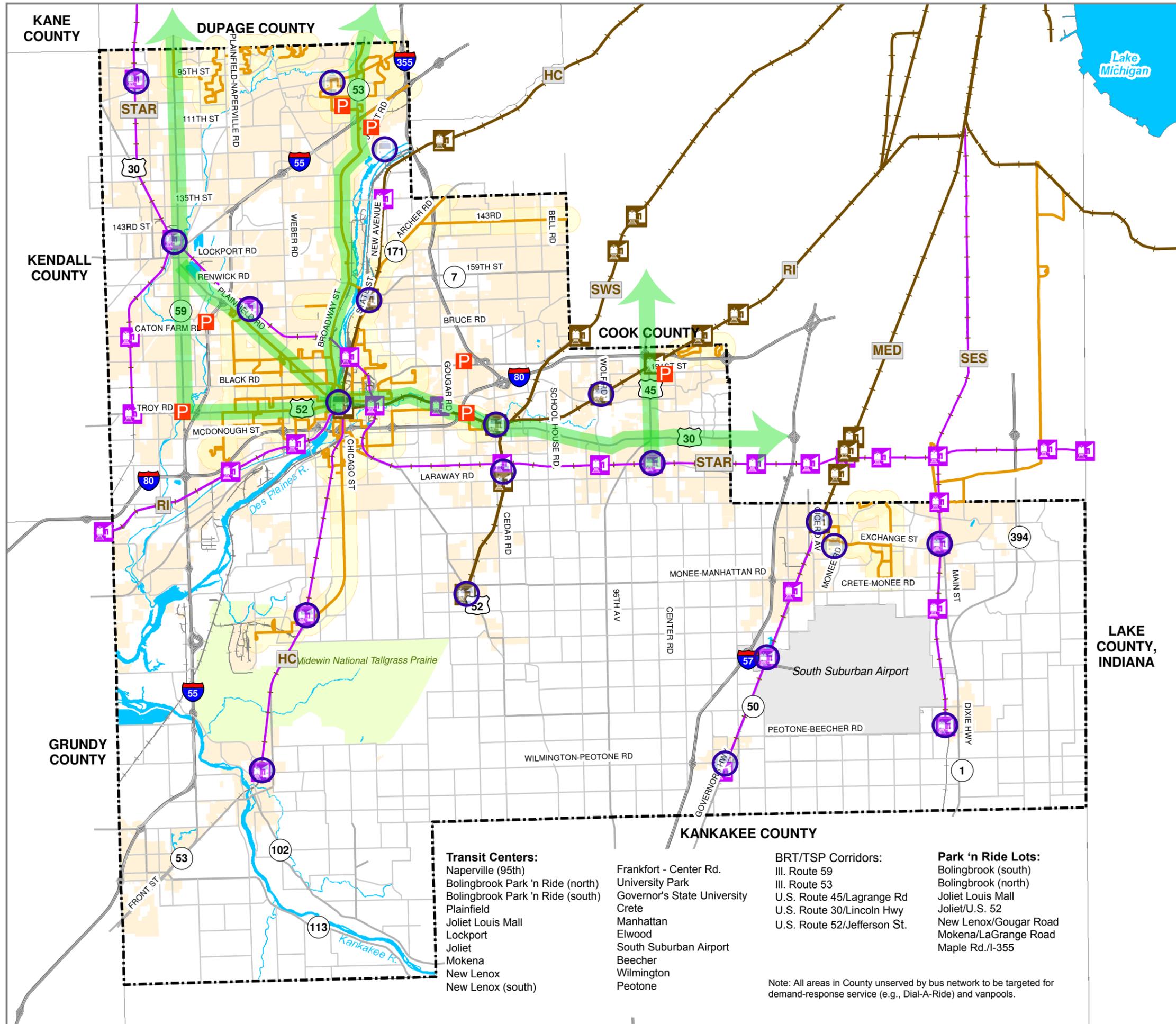
Legend

-  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 9-5
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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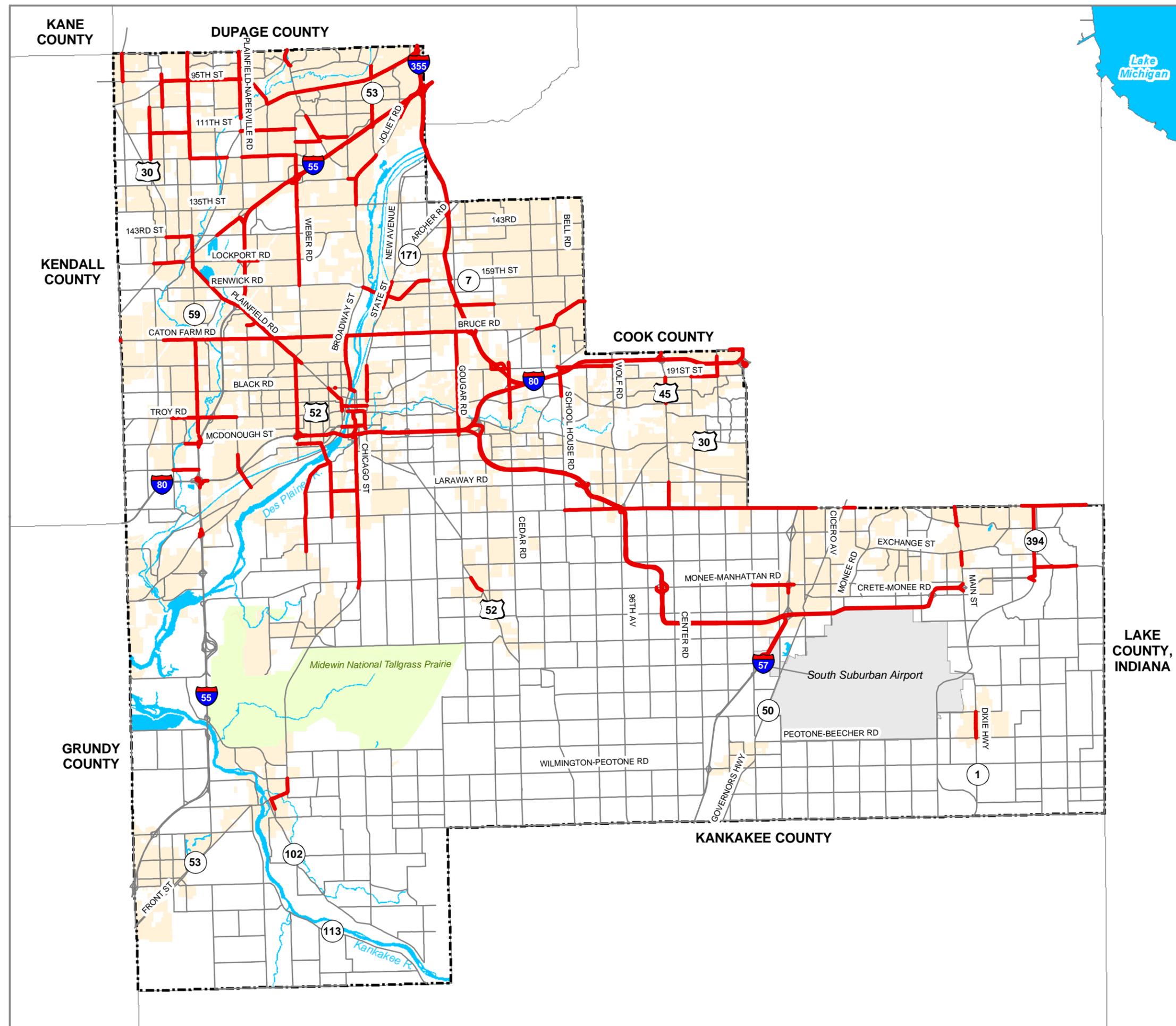


Figure 9-6
Roadway Constrained Plan

WILL COUNTY
2030 TRANSPORTATION PLAN

Legend

 Constrained Plan Projects

0 4 8 Miles



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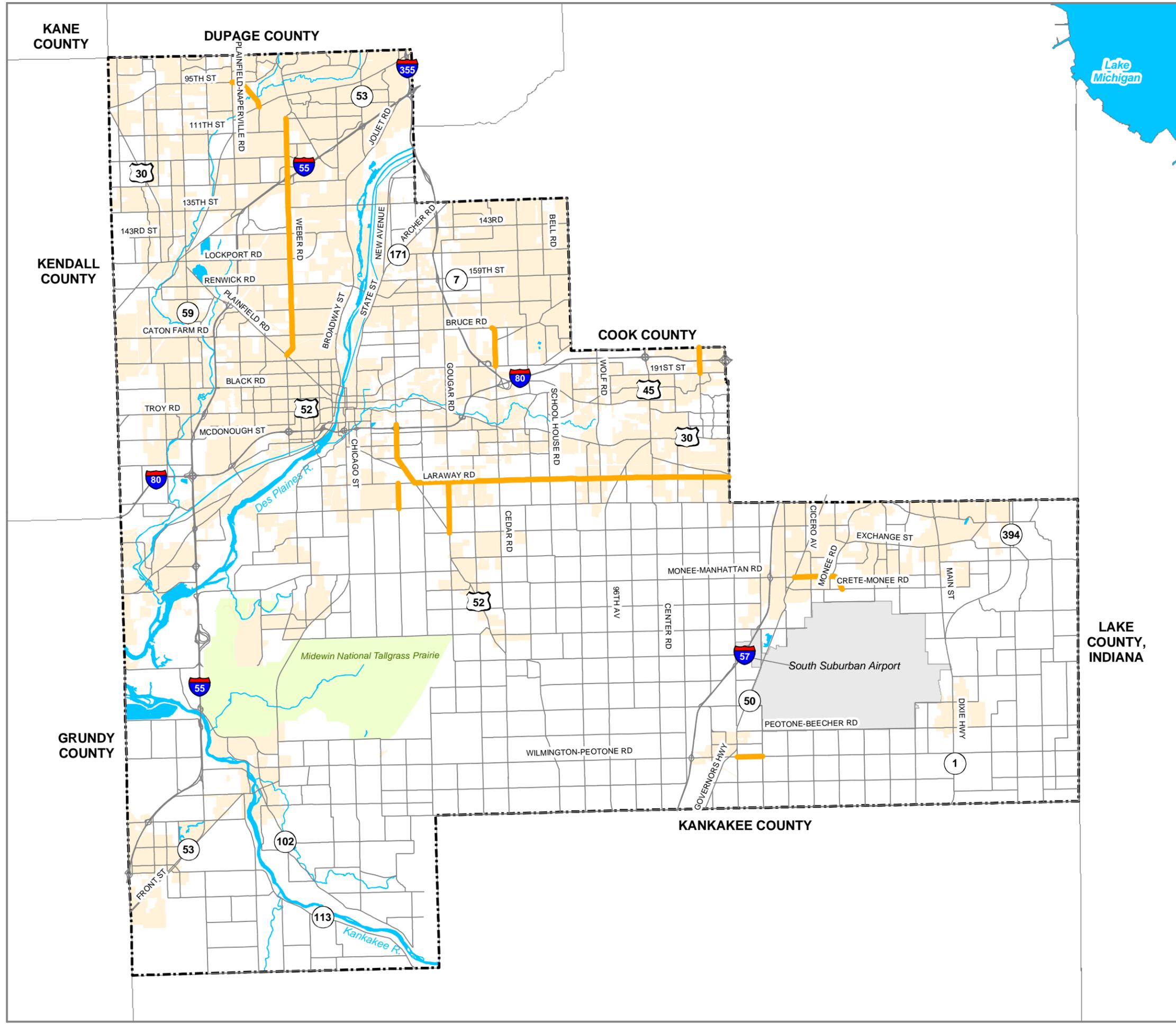
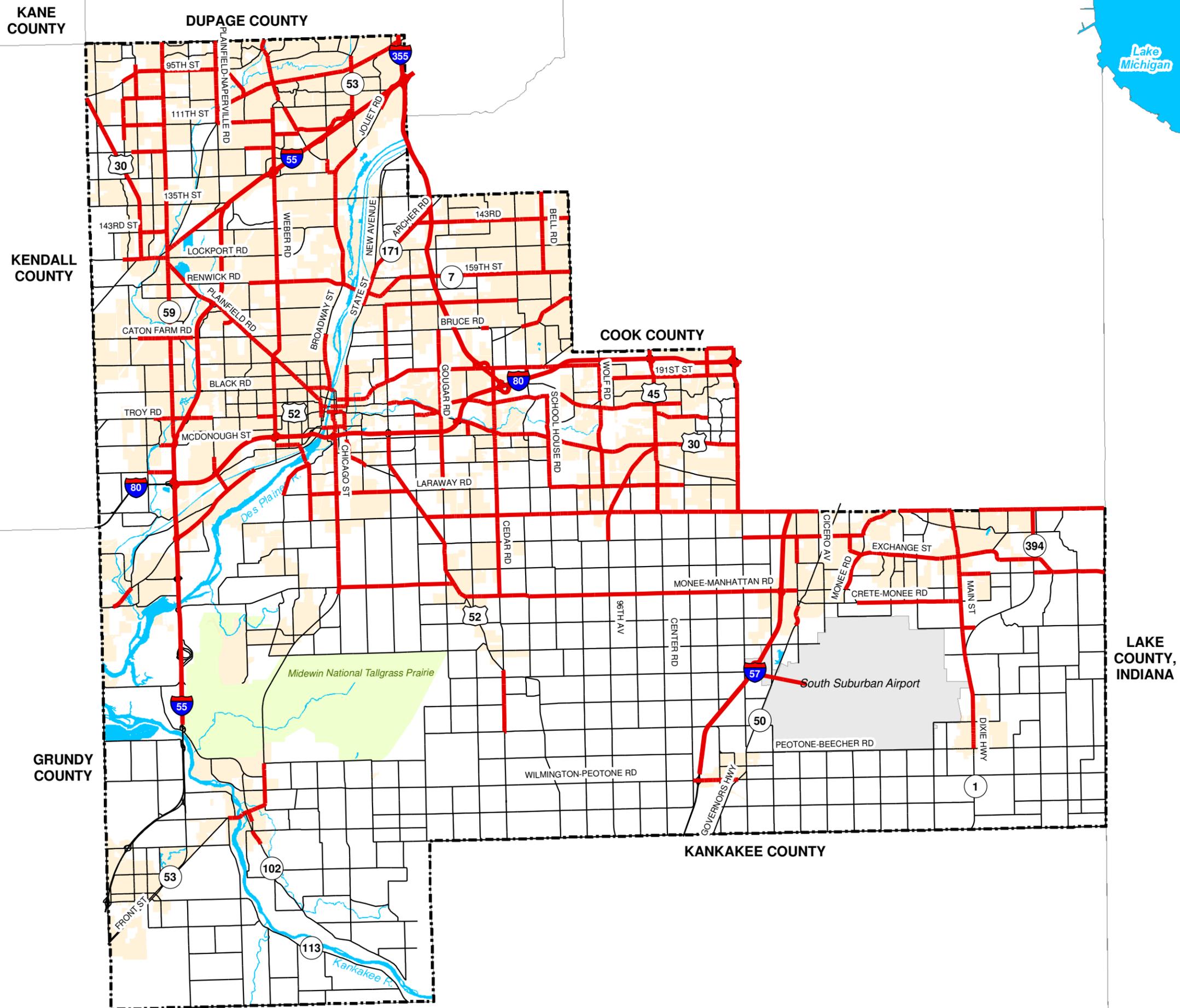


Figure 9-7
2030 Congested Roadway Segments
Constrained Plan
 Based on Average Daily Traffic
WILL COUNTY
2030 TRANSPORTATION PLAN



Legend

 Congested Roadway



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SECTION 10

Plan Implementation and Ongoing Management

Plan Implementation and Ongoing Management

The Will County 2030 Transportation Plan states a long-term vision for a multi-modal transportation system and establishes a common platform for decisions made by Will County and representative stakeholders regarding the development of the future transportation system. The plan establishes a prioritization for the county's capacity enhancements that is projected to be financially attainable. These priority projects along with the other transportation strategies can be implemented over time in relationship to development patterns. Will County's challenge is to be responsive to growth by enhancing mobility and yet maintain the goals and objectives of the County's Land Resource Management Plan. The transportation plan identifies the needed infrastructure and transportation strategies to support the projected growth of approximately 605,500 people and 274,100 jobs in Will County by 2030. The roadway improvements will address capacity, safety, and access issues. In addition, the projected growth will require a sustained commitment to maintain and expand transit service, pedestrian and bike facilities, and transportation policies that would provide a comprehensive and coordinated multi-modal transportation system that serves the differing needs of Will County residents.

10.1 Ongoing Management of Transportation Plan

Priority projects on the county system would be primarily funded by Will County. As a result, the County would focus on implementing these improvements to address the projected transportation needs. For the remaining roadway improvements contained in the Plan, the County would coordinate with state and local agencies to implement these projects as funding becomes available. The County would continue its ongoing process of evaluating projects annually to determine which projects should be incorporated in the County's 5-year transportation improvement plan. It is this process that will allow the County to identify priority projects in the short term by considering local development trends, implementation of regional improvements, and funding issues.

Similarly, the County would partner with the regional public transportation agencies on securing funding for and implementing the major capital projects recommended by this plan. Both Metra and Pace are planning an aggressive expansion of service in the county, and it is anticipated that a combination of federal, state, and regional resources will supply funding for these projects. The County, with local municipalities, has a role to play in this process by actively creating transit-related infrastructure in their communities (such as stations, shelters, and commuter parking). Such infrastructure, which can often be combined with roadway or other capital projects, supports the regional investment in public transportation and makes the public transportation system more convenient for Will County residents.

10.2 Future Planning Opportunities

10.2.1 Coordinated Planning

The implementation of the recommended transportation plan will require significant coordination from Will County and various agencies from planning through construction. Will County has developed a transportation plan that balances the County's goals and objectives and the projected needs given the significant growth in development over the planning horizon. The County's efforts in coordinating with local municipalities to manage transportation and land use issues will be a key success factor in developing a comprehensive transportation system. The County should continue to focus on the preservation and acquisition of right-of-way needed to implement transportation projects in the recommended transportation plan. As part of new developments, Will County should continue to coordinate with local municipalities and developers to incorporate collector roadways with sufficient connectivity to the existing roadway network.

It will be imperative for Will County to continue to coordinate with state and federal transportation agencies to coordinate roadway, transit, and non-motorized improvements. Capacity enhancements to major arterials and interstate facilities within the county will be needed to handle the projected growth in travel. The availability of both transit and non-motorized improvements will be important in providing alternative modes of transportation.

Many municipalities within Will County have completed plans that include the addition of collector roads. An efficient and continuous collector road network would benefit the county. The collectors would be effective in removing local traffic from the arterial roads, thereby providing for enhanced mobility on the arterials. Collector roads would provide safe access to abutting residential areas and would help control access onto the arterials. Also, the collector roads would provide an alternative route should an incident occur.

10.2.2 Transportation and Land Use

The 2020 Land Resource Management Plan is the framework for land use within Will County. This plan establishes forms, or categories of land use, with specific development goals and criteria. The plan emphasizes maintaining farming as a viable land use and also preserving open space by promoting higher residential densities. It is acknowledged that communities are beginning to implement new approaches to transportation planning, such as better coordination of land use and transportation; increasing the availability of high quality transit service; creating redundancy, resiliency, and connectivity within the transportation networks; and ensuring connectivity between pedestrian, bike, transit, and road facilities.

The CATS 2030 RTP recommends that special emphasis be placed on the land principles of TOD. The purpose of TOD is to build active and convenient communities that link people to jobs as well as to commercial, retail, and entertainment centers. The RTP encourages communities to embrace TOD principles to support existing transit service and to encourage transit investment.

10.2.3 Funding of Transportation Projects

The county's needs are funded from several major sources such as property tax, the SMFT, and federal subsidies. Additionally, the RTA levies a ¼ percent sales tax within the county

to support public transportation. Will County's recommended transportation plan has identified more needs than current revenues can support.

10.2.4 Context Sensitive Solutions

Implementation of the recommended transportation plan should be guided to a large extent by principles that are sensitive to the context of each project.

Context Sensitive Solutions (CSS) is among the most significant concepts to emerge in highway project planning, design, and construction in recent years. Also referred to as "Thinking Beyond the Pavement," CSS reflects the increasingly urgent need to consider highway projects as more than transportation. CSS recognizes that a highway or road itself, by the way it is integrated within the community, can have far-reaching impacts (positive and negative) beyond its traffic or transportation function. The term CSS refers to as much an approach or process as it does to an actual outcome. ¹

Context Sensitive Solutions asks questions first about the need and purpose of the transportation project, and then equally addresses safety, mobility, and the preservation of scenic, aesthetic, historic, environmental, and other community values. Context Sensitive Solutions involves a collaborative, interdisciplinary approach in which citizens are part of the design team. ²

Inclusion of CSS principles in the Will County project development process will ensure stakeholder participation in the development of the transportation system. It will also assist in maintaining aesthetic and environmental values as land use changes occur in rapidly developing areas of the county.

10.3 Congestion Management

Traffic congestion and travel delay are among the most visible manifestations of an area's transportation problems. Drivers experience congestion for the most part as a personal annoyance, although traffic congestion is a problem that wastes time, consumes energy resources, and contributes to deficient air quality. Businesses are adversely affected by congestion if it discourages potential clients or customers or diminishes the reliability of goods shipments.

Typically, traffic congestion is confined to the morning and evening peak hours of travel, but a large proportion of daily travel normally occurs during these peak periods. Expanding the capacity of roadways is not the sole solution to congestion. Congestion also may be alleviated by actions taken to improve both the supply side and demand side of the transportation equation. These measures are referred to as Travel Demand Management (TDM) and Transportation System Management (TSM).

The process of transportation management follows a similar course as the laws of supply and demand, which are applied in business management. TSM relates to improving the supply side of transportation through strategies such as building and widening roads or

¹ NCHRP Report 480, *A Guide to Best Practices for Achieving Context Sensitive Solutions*, Transportation Research Board, 2002.

² FHWA, *Flexibility in Highway Design*, 1998.

improving signal timing. TDM is directed at increasing the passenger capacity of the transportation system by reducing the number of vehicles on the roads, particularly during peak travel periods. This is accomplished through a variety of strategies aimed at influencing mode choice, frequency of trips, trip length, and route traveled.

10.3.1 Travel Demand Management

TDM is not one action, but rather a set of actions or strategies, the goal of which is to encourage travelers to use alternatives to driving alone, especially at the most congested times of the day. The term TDM encompasses both alternative modes to driving alone and the techniques or strategies that encourage use of these modes.

The CATS 2030 Regional Transportation Plan supports the ongoing development and implementation of the region's congestion management plan, including TDM. Examples of TDM strategies that would reduce the demand for peak period, single occupant vehicle travel are as follows:

- Parking Management
- HOV Parking
- Rideshare Programs
- Employer Tax Incentives
- Flextime
- Telecommuting

The plan states the following:

These strategies are intended to better manage the demand placed on a fixed transportation supply. The strategies are aimed primarily at encouraging alternatives to traveling alone by auto with emphasis on more efficient travel planning with private vehicle use. The intended benefit is to contribute to reduced congestion and auto emissions. These strategies are typically voluntary in nature, and often rely on market-based or employer incentives to increase participation.

As indicated above, the success of any of these TDM strategies in reducing peak period traffic congestion will depend largely on the level of employer participation or encouragement. Rideshare programs, for example, may reasonably be expected to reduce vehicle trips by approximately 2 percent to 5 percent for a particular traffic generator, if given a moderate degree of outside support such as a larger employer.

TDM alternatives may also include "alternative work hours," program options that reduce the number of days commuters need to travel to and from work during peak times of the day. Some such programs are flexible work schedules, compressed workweek, and telecommuting.

The primary goal of most TDM programs is to reduce commute trips in a particular area and/or at a particular time of day. Program effectiveness varies widely by program type, by site, and by the TDM strategies chosen. In general, the success of a TDM program depends heavily on the extent to which individual employers support the program.

10.3.2 Transportation Management Associations

Over the next 25 years, the rate of job growth in the county is projected to increase sharply, with significant concentrations created near the SSA, around the Center Point Intermodal Facilities, and in expressway corridors (e.g., I-55, I-355). Coordinating transportation investments with the growth of employment has been the focus of numerous roadway projects.

Most of the existing public transportation system in the county is focused on transporting residents to and from jobs outside of the county (e.g., Chicago CBD). Yet as the county's employment base develops, often in areas difficult to access from the fixed public transportation system, innovative methods for meeting the transportation needs of employers and employees should be explored.

Transportation Management Associations (TMAs) have been created in many suburban employment areas to shuttle employees to and from jobs. A successful example of such a program in the Chicago region is the Lake-Cook TMA, where a group of employers in the Lake-Cook Road Corridor sponsor shuttles that transport employees, many of them reverse commuters living in Chicago, from a nearby Metra station.

This service has helped to support the corridor as a major employment center in the region, and should be regarded as a model for serving the transportation needs for developing employment centers in Will County that are difficult to access with the existing public transportation system. Assembling a TMA requires strong leadership and a solid knowledge of employer needs, a role which could potentially be taken on by an organization such as the Will County Center for Economic Development.

10.3.3 Transportation System Management

TSM is the concept of more efficiently using existing transportation systems by means other than large-scale construction. Just as TDM strategies are aimed at managing transportation *demand*, TSM strategies are directed at managing the transportation *system*. Some categories of actions that comprise TSM are as follows:

- Physical improvements to the roadways, intersections, and interchanges such as lane or shoulder widening, channelization, grade separation, and removal of restrictive segments that prevent full utilization of capacity
- Traffic control and surveillance systems
- Preferential or exclusive lanes for transit and/or HOVs
- Provisions for parking and loading
- Pedestrian and bicycle facilities
- Traffic calming

Existing TSM programs within Will County include traffic signal interconnection and the Tollway's I-Pass electronic toll system.

10.4 Effect of Land Use Policies on Transportation

A number of studies have shown a relationship between population density and per-capita auto travel, with less per-capita vehicle travel and more public transportation usage/pedestrian activity at higher densities.

In the interests of transportation efficacy and impact mitigation, land use patterns and site design features can be shaped to meet transportation objectives such as the following:³

- Reductions in VMT, pollutant emissions, and energy consumption
- Increased transit use and productivity
- Increased amount of pedestrian travel in activity centers

There is wide disparity as to the potential transportation effect that could be achieved by land use. One study reported that doubling population density would result in localized travel reduction from 5 percent to 10 percent. Yet another study concluded that doubling suburban density might produce 25 to 30 percent less VMT (per household or per capita) if urban transportation alternatives are provided (Holtzclaw, 1990 and 1994). Regardless of the magnitude of the effect, however, there is general consensus regarding the positive relationship between land use density and transportation.

10.4.1 Transit-Oriented Design

Transit-Oriented Design (TOD) is the design and development of land around transit stations and bus stops that encourage people to use public transportation.⁴ A TOD possesses elements such as pedestrian-friendly design, good transit service connecting the TOD to the region, and good land use mix, intensity, and activity.

The CATS 2030 RTP recommends that special emphasis be placed on the land principals of TOD. According to the RTP, the purpose of TOD is to build active and convenient communities that link people to jobs as well as to commercial, retail, and entertainment centers. The RTP encourages communities to embrace TOD principals to support existing transit service and to encourage transit investment.

The Will County Land Resource Management Plan also encourages land uses that foster transit usage in hamlets, towns and urban areas. The plan also specifically refers to encouraging TOD in its discussion of multi-family complexes.

Two communities in Will County have recently developed TOD plans as part of a regional planning program lead by the RTA:

- In University Park, the area around the existing Metra Electric station is primarily undeveloped land, and the plan recommends the creation of a new residential community oriented toward the train station.
- Similarly, New Lenox is planning for the creation of a new, mixed-use residential/commercial community around a new station on the Southwest Service line near Laraway Road. Currently, the station site is surrounded by agricultural land.

³ *Transit Cooperative Research Program [TCRP] Report 95*, Transportation Research Board, Washington D.C., 2003.

⁴ NIPC, *Transit Oriented Development*, January 2001.

See Section 2.9 for more details on the above plans.

10.4.2 Historic Preservation

The Will County Land Resource Management Plan references the 1976 Will County Cultural and Historic Preservation Plan. This plan identifies the following key issues:

1. Promotion of an awareness of the need to maintain such intangible amenities as aesthetic quality, a sense of heritage, and important cultural traditions.
2. Outline of a proposed continuing preservation program appropriate for the needs of Will County.
3. Development of a “tool chest” of preservation techniques which may be utilized to implement established goals.
4. Advancement of recommendations for specific sites or activities in order to demonstrate the potential use and impact of preservation, where appropriate.

This program, which empowers the County to protect and enhance buildings, structures, objects, and sites (including landscapes and natural features) that have historic significance, is another important tool that should be retained and applied in the development of the recommended transportation plan.

10.5 Summary

The implementation of the recommended transportation plan requires an ongoing process of evaluating how future projects conform to the goals and objectives set forth in this plan. Several future planning opportunity strategies have been discussed that should be considered in the implementation of the plan. With the needs far exceeding the projected revenues, the County should examine methods to increase funding for transportation projects. An emphasis in the planning process has been the interaction of transportation planning and land use.

Appendix A
Prioritization Ratings and Rankings

Project Prioritization
County Roadway Projects
Project Ratings

Project ID	Road	Congestion Code	Rationale
40	Plainfield-Naperville Road	1	This road was not congested prior to improvement. Any change in congestion observed on other roads are due to improvements on those other roads.
41	Weber Road	3	Weber Road's congestion improves by one level as a result of this improvement. Other roads are not affected.
43	Renwick Road	3	Part of the project improves by one congestion level. The Caton Farm/Bruce Road bridge congestion lessens, but Renwick Road congestion west of the Des Plaines river prior to the improvement was probably not the constraining factor as the roadway was only moderately congested before the widening. Therefore this project is considered not to have affected other roads.
44	Renwick Road	1	This roadway was not congested before the improvement and is not congested after it. No other roads are affected by this project.
45	143 rd Street	3	Most of the projected improves one or two congestion levels, with more roadway improving two congestion levels than one. About half a mile of 159 th Street also improves one level, but part of 167 th Street sees an increase in congestion level.
46	Bell Road	3	This road improves by one level of congestion. No other roads are affected by this project.
47	Cedar Road	1	This road was not congested prior to the improvement. Half a mile of Briggs Street between Division Street and Bruce Road is improved by one congestion level from moderate congestion to no congestion.
48	Cedar Road	3	Most of this segment improves by two congestion levels due to this project. Some of it improves by only one congestion level. Other roads are not affected.
51	Cedar Road	3	Almost all of this road segment improves due to this project. Congestion on Wolf Road improves by one level parallel to this project, but the new interchange at I-80 and Schoolhouse Road accounts for most of this change.
52	Gougar Road	4	New road segment. U.S. 52 improves one or two congestion levels between Laraway Road and Gougar Road, due to both Laraway Road improvements (Project 62) and this project.
53	Gougar Road	4	This road segment improves by one or two congestion levels. Briggs Road between Division and U.S. 6 improves due to this widening. This improvement is mostly by only one congestion level, but increases to two levels in a shorter segment.
56	Briggs Road	3	Half of the road segment in this project improves by one congestion level; there is no change on the remainder of the segment. Gougar Road to the south of this project improves due largely to Project 57 but facilitated by this project, which provided capacity on the previously severely congested roadway. There is no other significant change to roadway congestion caused by this project.
57	Briggs Road	3	New road segment. Nearby Gougar Road improves by one congestion level between Haven Avenue and Laraway Road.
58	Schoolhouse Road	3	This road segment experiences additional congestion due to the increased volumes due to a new connection (Project 59). Wolf Road improves one congestion level due to this widening IF this project is taken in conjunction with the Schoolhouse Road extension (Project 59). The increased volumes on this link are subsequently dependent on the new I-80 and Schoolhouse Road interchange.
59	Schoolhouse Road	3	Schoolhouse Road experiences additional congestion due to this extension in combination with a new interchange at I-80 and Schoolhouse Road. Wolf Road improves one level of congestion due to these projects in combination with improvements to Schoolhouse Road to the south of the extension.
62	Laraway Road	5	This project reduces congestion by two or three levels along nearly the entire project length. It also relieves portions of U.S. 30 by one congestion level and portions of Francis Road by two congestion levels.
64	Arsenal-Manhattan Road	3	About half of the project length improves by one congestion level. There is no change in congestion on the remainder of the project. No other roads are affected by this project.
65	Wilmington-Peotone Road	1	This road segment was not congested before the improvement and is not congested after it. No other roads are affected by this project.

66	Wilmington Road	1	This project results in a localized reduction of congestion near the I-57 interchange. This segment is about 1/5 of total project length. Wilmington Road to the west of I-57 experiences a higher level of congestion but this is due to Project 67.
67	Wilmington Road	1	New road segment. Wilmington Road west of I-57 experiences one additional level of congestion because of this project. The new roadway is not congested.
69	191 st Street	3	This project improves congestion on 191 st Street by 2 or 3 levels throughout the project. No other roads are affected.
72	Manhattan-Monee Road	4	This project reduces congestion by one congestion level along the project length. Stuenkel Road from Harlem Avenue to Central Avenue also improves by one congestion level.
73	Monee-Manhattan Road	4	New road segment. This project improves the portion of Egyptian Trail that is bypassed by this new connection by two or three congestion levels. The new roadway is not congested.
74	Crete-Monee Road	3	This road segment improves by one congestion level. No other roads are affected by this project.
75	Exchange Street	3	This project improves congestion on Exchange Street by two levels from Western Avenue to Crete Road. The portion that was uncongested before the improvement remains uncongested. No other roads are affected by this project.
76	University Parkway	3	This project reduces congestion on this roadway by one congestion level. No other roads are affected by this project.
92	95th Street	3	This is a new roadway. This project reduces congestion on Plainfield-Naperville by one level. It also reduces congestion on Boughton Road between Plainfield-Naperville Road and the 95th Street extension.

Project Prioritization
County Roadway Projects
Project Rank

Project ID	Roadway	Project Extent	Improvement	Results	
				Project Score	Project Rank
County Projects					
52	Gougar Road	U.S 52 to Laraway Road	New 4-lane roadway	0.611	1
64	Arsenal/Manhattan Road	Baseline Road to U.S. 52	Widen to 4-lanes	0.587	2
92	95th Street	Plainfield/Naperville Road to Boughton Road	New 4-lane roadway	0.569	3
62	Laraway Road	U.S. 52 to Harlem Road	Widen to 4-lanes	0.568	4
73	Monee-Manhattan Road	Governors Highway to Crete-Monee Road	New 4-lane roadway	0.564	5
41	Weber Road	U.S. 30 to Lily Cache Road	Widen to 6-lanes	0.532	6
67	Wilmington Road	Drecksler Road to Ridgeland Avenue	New 4-lane roadway	0.523	7
65	Wilmington-Peotone Road	IL53 to I-57	Widen to 4-lanes	0.521	8
57	Briggs Road	Schweizer Road to Spencer Road	New 4-lane roadway	0.519	9
48	Cedar Road	U.S. 6 to Bruce Road	Widen to 4-lanes	0.511	10
72	Manhattan-Monee Road	Center Road to Central Avenue	Widen to 4-lanes	0.492	11
69	191st Street	U.S. 45 to IL 43	Widen to 6-lanes	0.466	12
75	Exchange Street	Western Avenue to State Line Road	Widen to 4-lanes	0.454	13
56	Briggs Road	Spencer Road to I-80	Widen to 4-lanes	0.448	14
66	Wilmington Road	I-57 to Drecksler Road	Widen to 4-lanes	0.438	15
74	Crete-Monee Road	Monee-Manhattan Road to IL 1	Widen to 4-lanes	0.437	16
45	143rd Street	IL 171 to Will Cook Road	Widen to 4-lanes	0.431	17
43	Renwick Road	IL 59 to IL 53	Widen to 4-lanes	0.397	18
51	Cedar Road	Manhattan-Monee Road to Spencer Road	Widen to 4-lanes	0.384	19
53	Gougar Road	Laraway Road to U.S. 6	Widen to 4-lanes	0.366	20
59	Schoolhouse Road	Francis Road to U.S. 6	New 4-lane roadway	0.357	21
47	Cedar Road	Bruce Road to 159th Street	Widen to 4-lanes	0.351	22
46	Bell Road	159th Street to North County Line	Widen to 4-lanes	0.308	23
76	University Parkway	Stuenkel Road to Western Avenue	Widen to 4-lanes	0.261	24
58	Schoolhouse Road	U.S. 30 to Francis Road	Widen to 4-lanes	0.246	25
40	Plainfield-Naperville R	127th Street to 111th Street	Widen to 4-lanes	0.238	26

Project Prioritization
County Roadway Projects
Project Ratings

Project ID	Roadway	Project Extent	Improvement	Design & Operation					Connectivity		Implementation			
				Economic Development	Environmental	Safety	Congestion	Multi-modal	Land Use Compatibility	Local Improvement	Regional Improvement	Matching Funds	Advance ROW acquisition	Phasing
County Projects														
40	Plainfield-Naperville R	127th Street to 111th Street	Widen to 4-lanes	2	3	3	1	1	3	1	1	1	5	1
41	Weber Road	U.S. 30 to Lily Cache Road	Widen to 6-lanes	5	5	1	3	1	5	1	1	1	3	5
43	Renwick Road	IL 59 to IL 53	Widen to 4-lanes	3	3	3	3	5	3	1	1	1	3	3
45	143rd Street	IL 171 to Will Cook Road	Widen to 4-lanes	4	4	3	3	1	3	1	1	1	1	3
46	Bell Road	159th Street to North County Line	Widen to 4-lanes	2	4	3	3	1	3	1	1	1	1	1
47	Cedar Road	Bruce Road to 159th Street	Widen to 4-lanes	4	4	3	1	1	3	1	1	1	5	1
48	Cedar Road	U.S. 6 to Bruce Road	Widen to 4-lanes	4	4	3	3	1	5	1	1	1	5	1
51	Cedar Road	Manhattan-Monee Road to Spencer Road	Widen to 4-lanes	2	4	3	3	5	4	1	1	1	3	3
52	Gougar Road	U.S 52 to Laraway Road	New 4-lane roadway	3	3	5	4	1	4	5	1	1	5	3
53	Gougar Road	Laraway Road to U.S. 6	Widen to 4-lanes	2	2	3	4	3	3	1	1	1	3	1
56	Briggs Road	Spencer Road to I-80	Widen to 4-lanes	4	5	3	3	3	3	1	1	1	3	1
57	Briggs Road	Schweizer Road to Spencer Road	New 4-lane roadway	4	2	5	3	1	3	5	1	1	3	1
58	Schoolhouse Road	U.S. 30 to Francis Road	Widen to 4-lanes	2	1	3	3	1	2	1	1	1	1	1
59	Schoolhouse Road	Francis Road to U.S. 6	New 4-lane roadway	2	1	5	3	1	1	5	1	1	3	1
62	Laraway Road	U.S. 52 to Harlem Road	Widen to 4-lanes	3	2	3	5	5	4	1	1	1	5	5
64	Arsenal/Manhattan Road	Baseline Road to U.S. 52	Widen to 4-lanes	5	4	3	3	5	4	1	1	5	3	3
65	Wilmington-Peotone Road	IL53 to I-57	Widen to 4-lanes	5	4	3	1	3	5	3	3	1	3	5
66	Wilmington Road	I-57 to Drecksler Road	Widen to 4-lanes	5	3	3	1	3	4	3	3	1	3	1
67	Wilmington Road	Drecksler Road to Ridgeland Avenue	New 4-lane roadway	5	3	5	1	3	5	3	3	1	3	1
69	191st Street	U.S. 45 to IL 43	Widen to 6-lanes	5	5	1	3	5	3	1	1	1	5	1
72	Manhattan-Monee Road	Center Road to Central Avenue	Widen to 4-lanes	3	4	3	4	3	4	1	1	1	5	1
73	Monee-Manhattan Road	Governors Highway to Crete-Monee Road	New 4-lane roadway	3	3	5	4	3	3	5	1	1	5	1
74	Crete-Monee Road	Monee-Manhattan Road to IL 1	Widen to 4-lanes	3	4	3	3	4	4	1	1	1	5	1
75	Exchange Street	Western Avenue to State Line Road	Widen to 4-lanes	3	3	5	3	4	2	1	1	1	3	5
76	University Parkway	Stuenkel Road to Western Avenue	Widen to 4-lanes	2	2	3	3	5	2	1	1	1	1	1
92	95th Street	Plainfield/Naperville Road to Boughton Road	New 4-lane roadway	3	2	5	3	1	4	5	1	5	3	3

Will County 2030 Plan

Results of Prioritization of Unconstrained Plan

Output from Criterium Decision Plus Software

February 2006

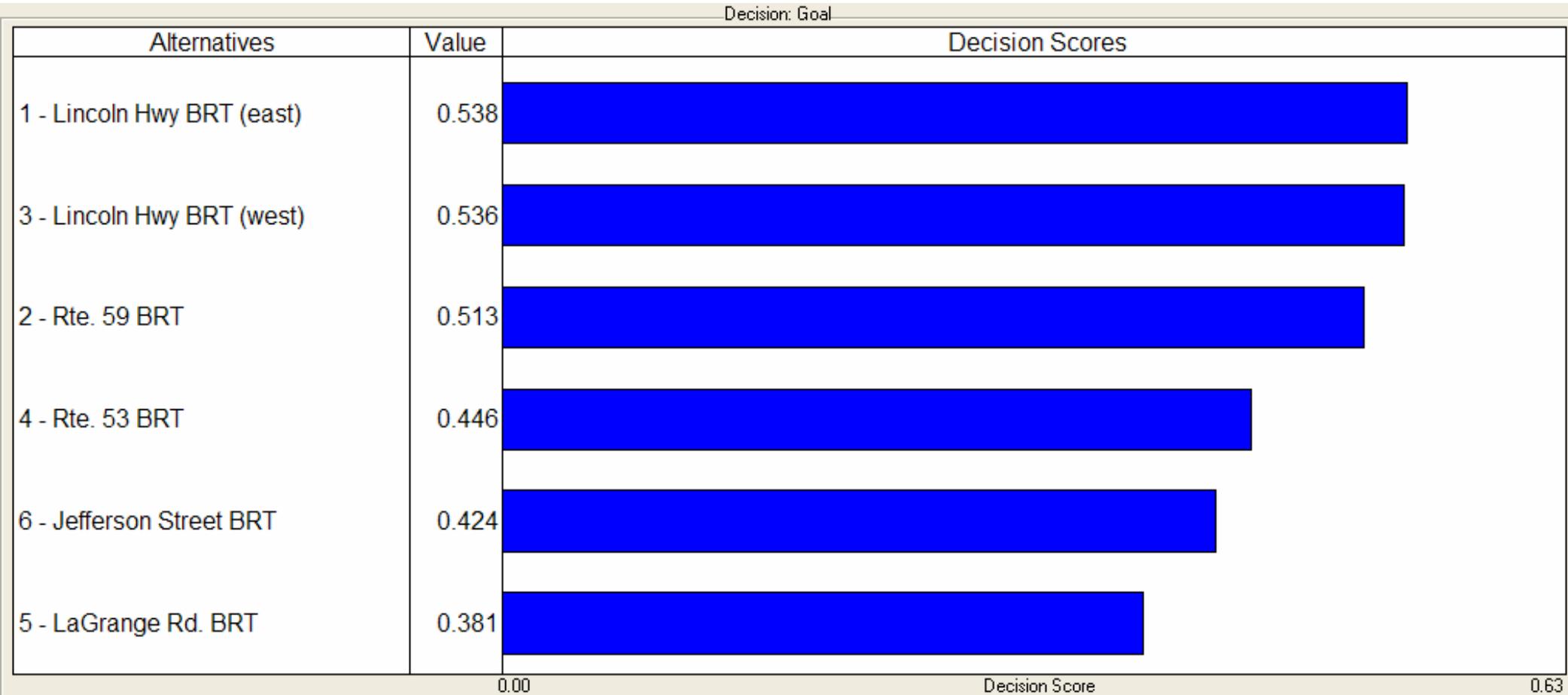
Transit Projects

BRT, Express Bus, and Rail

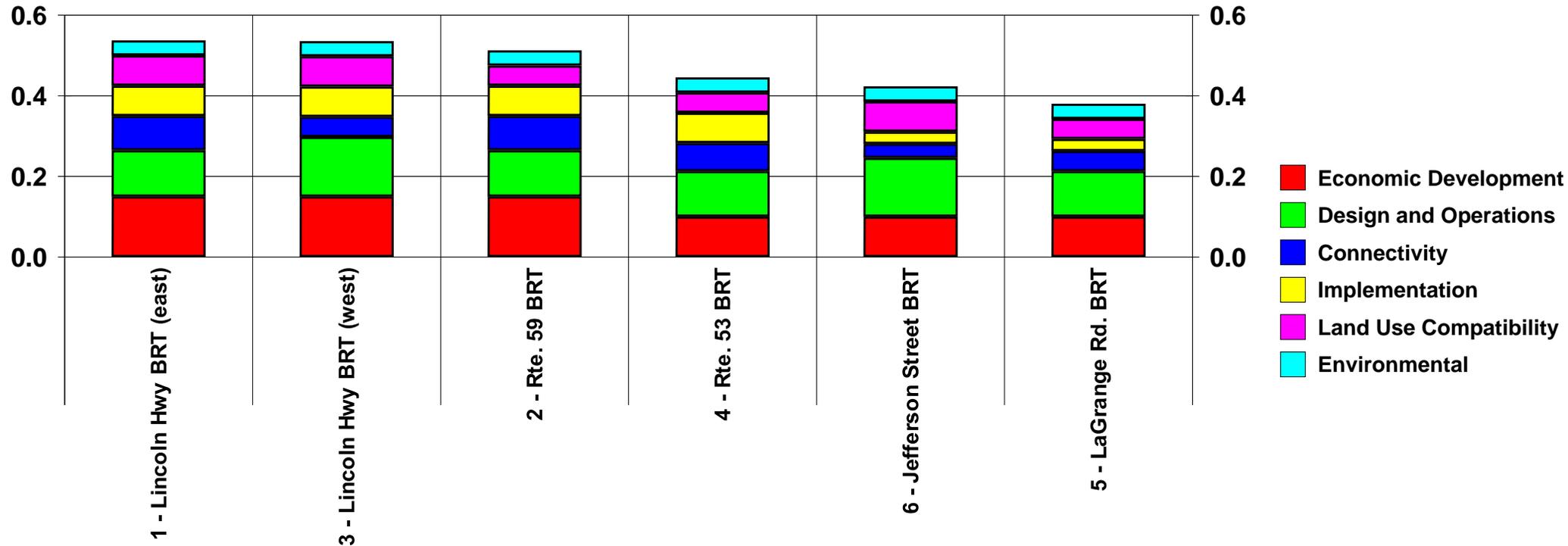
BRT Projects

Project Rankings by Score

Decision: Goal



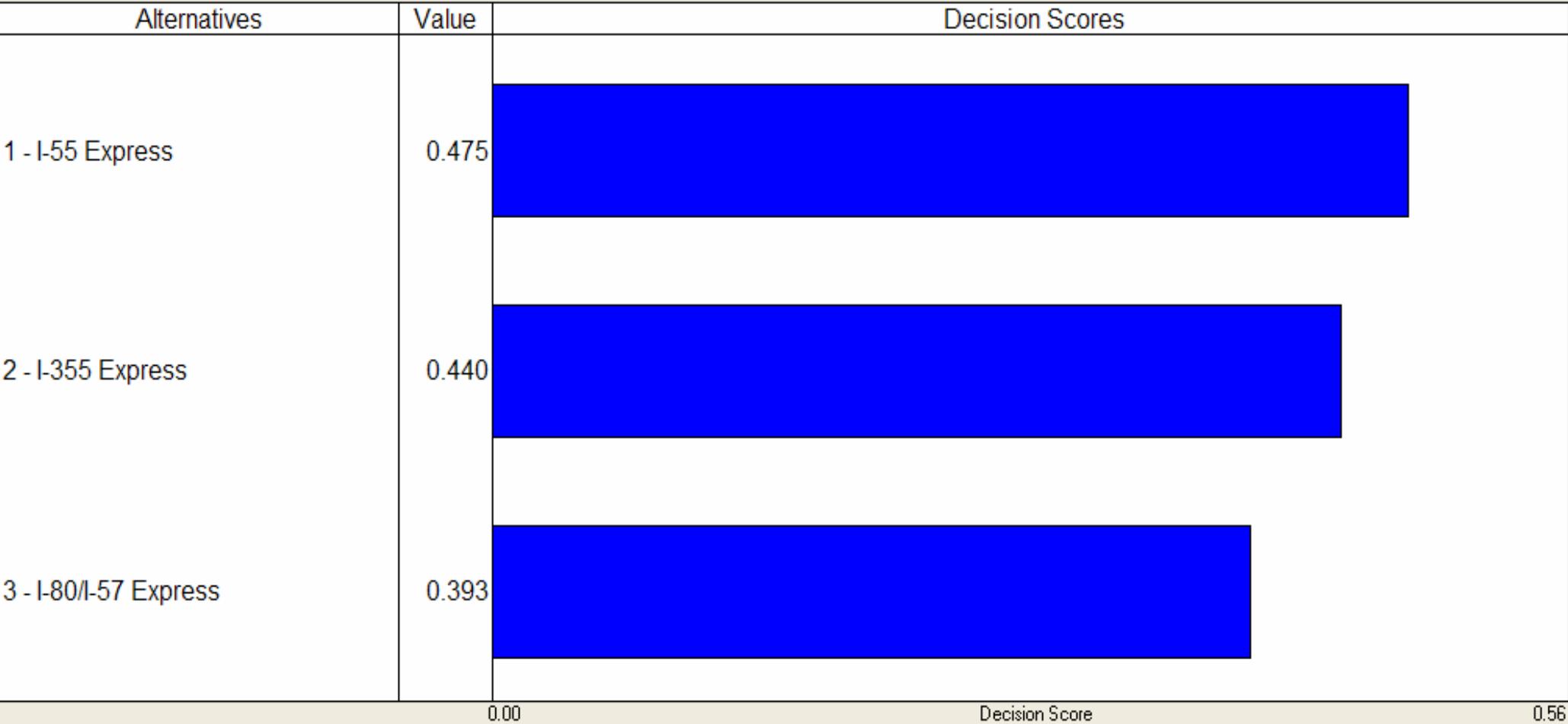
Contributions to Goal from Level:



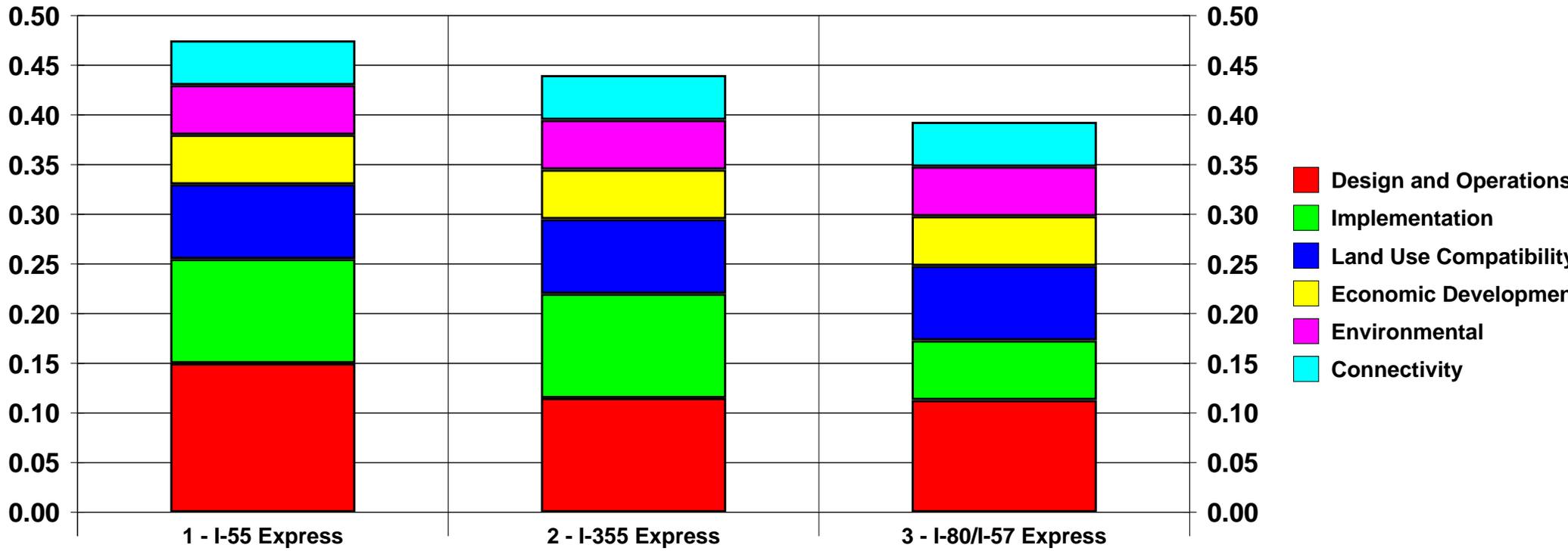
Express Bus Projects

Project Rankings by Score

Decision: Goal



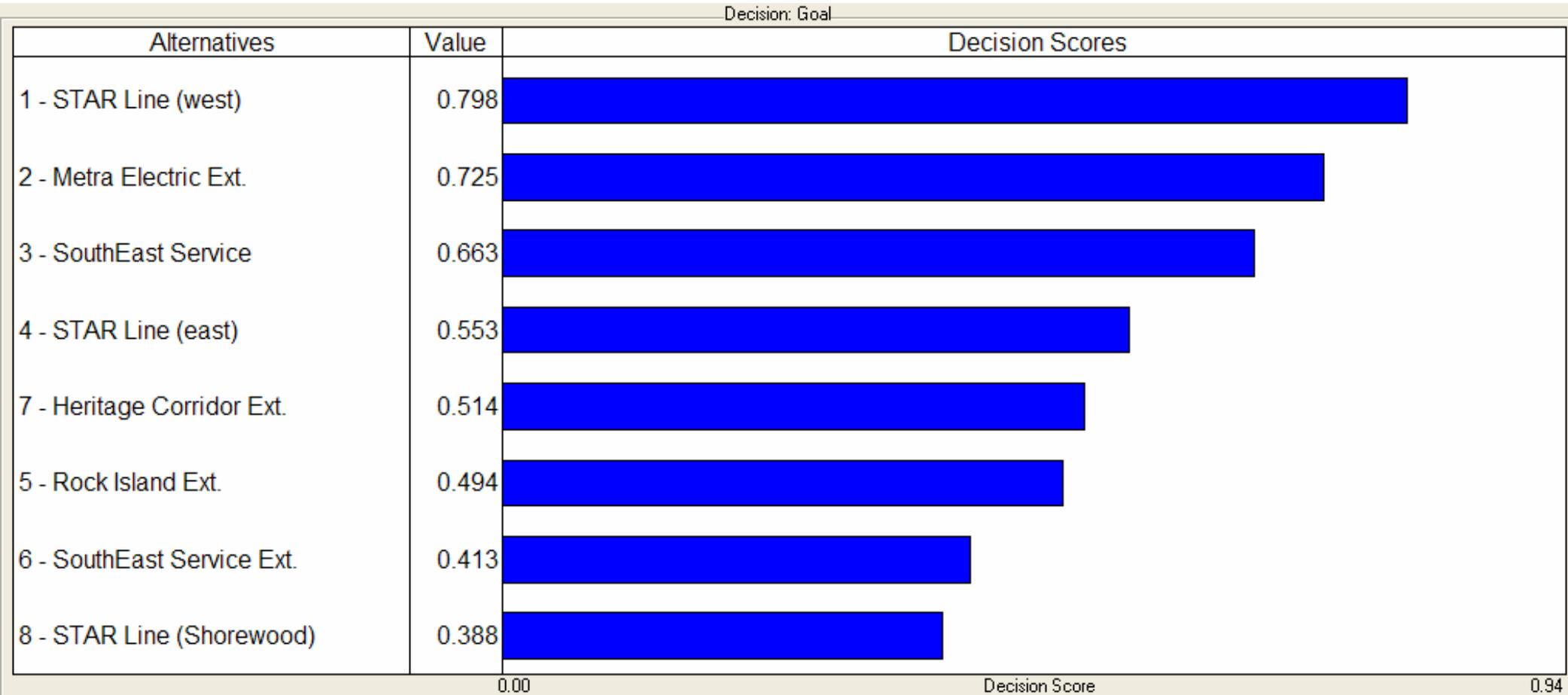
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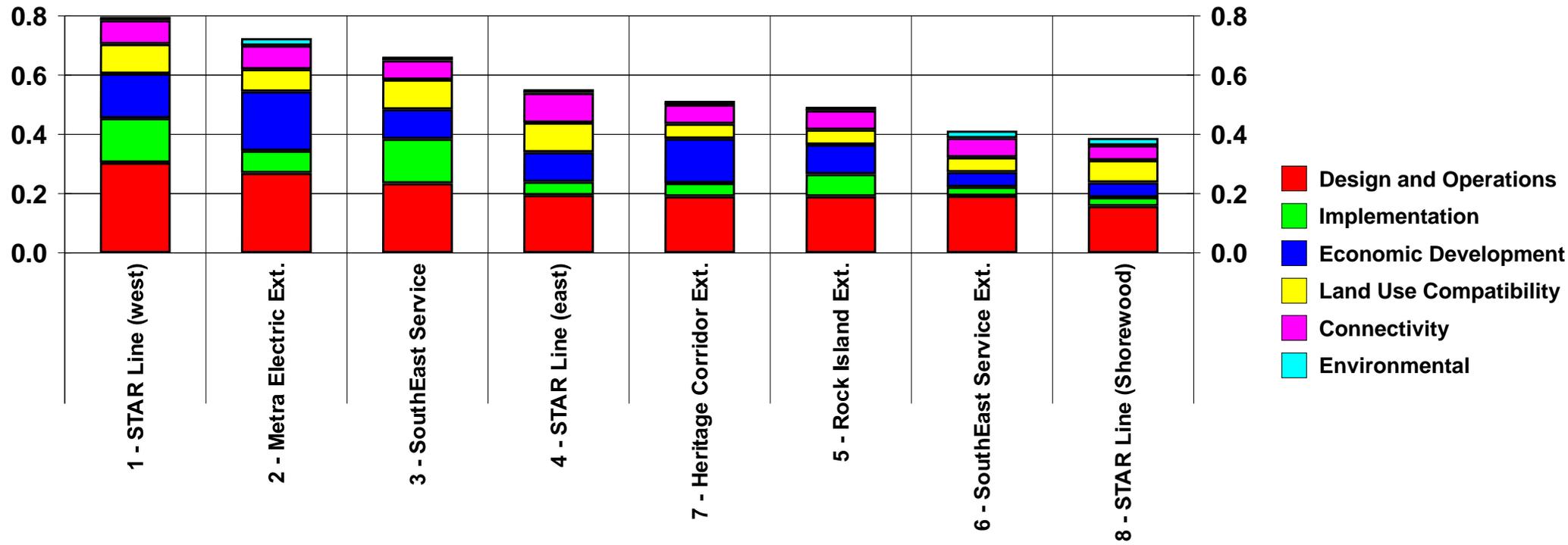
Rail Projects

Project Rankings by Score

Decision: Goal



Contributions to Goal from Level:



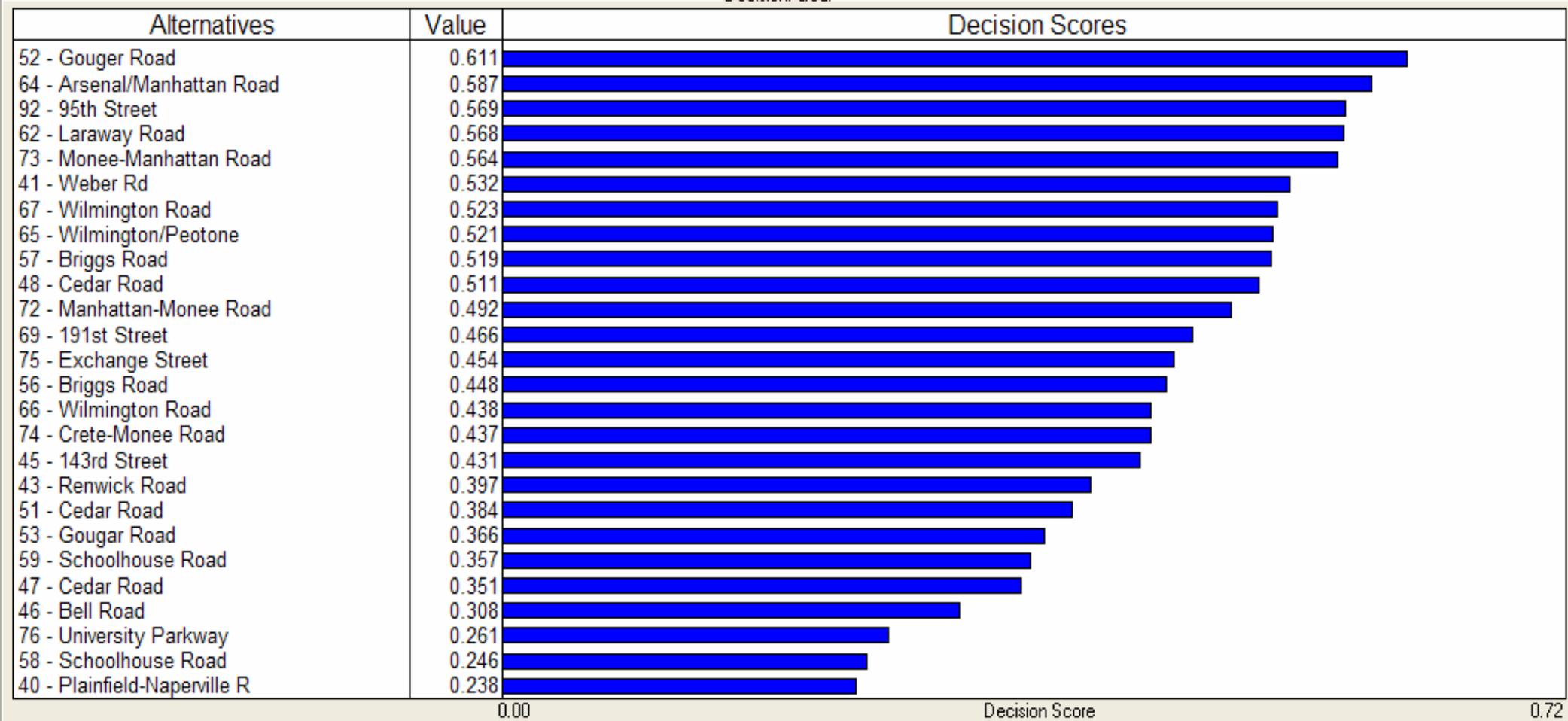
Roadway Projects

County, IDOT, ISTHA, Local,
and Various

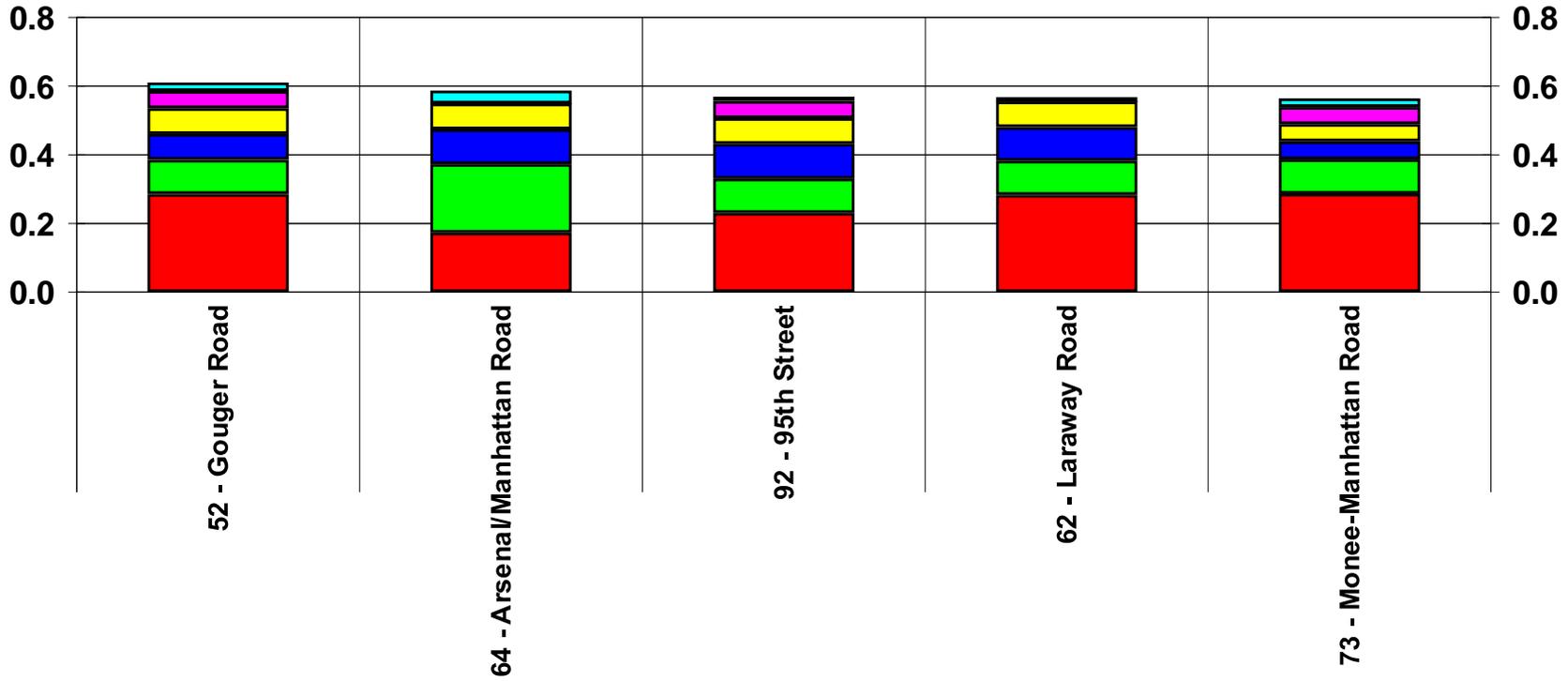
County Projects

Project Rankings by Score

Decision: Goal

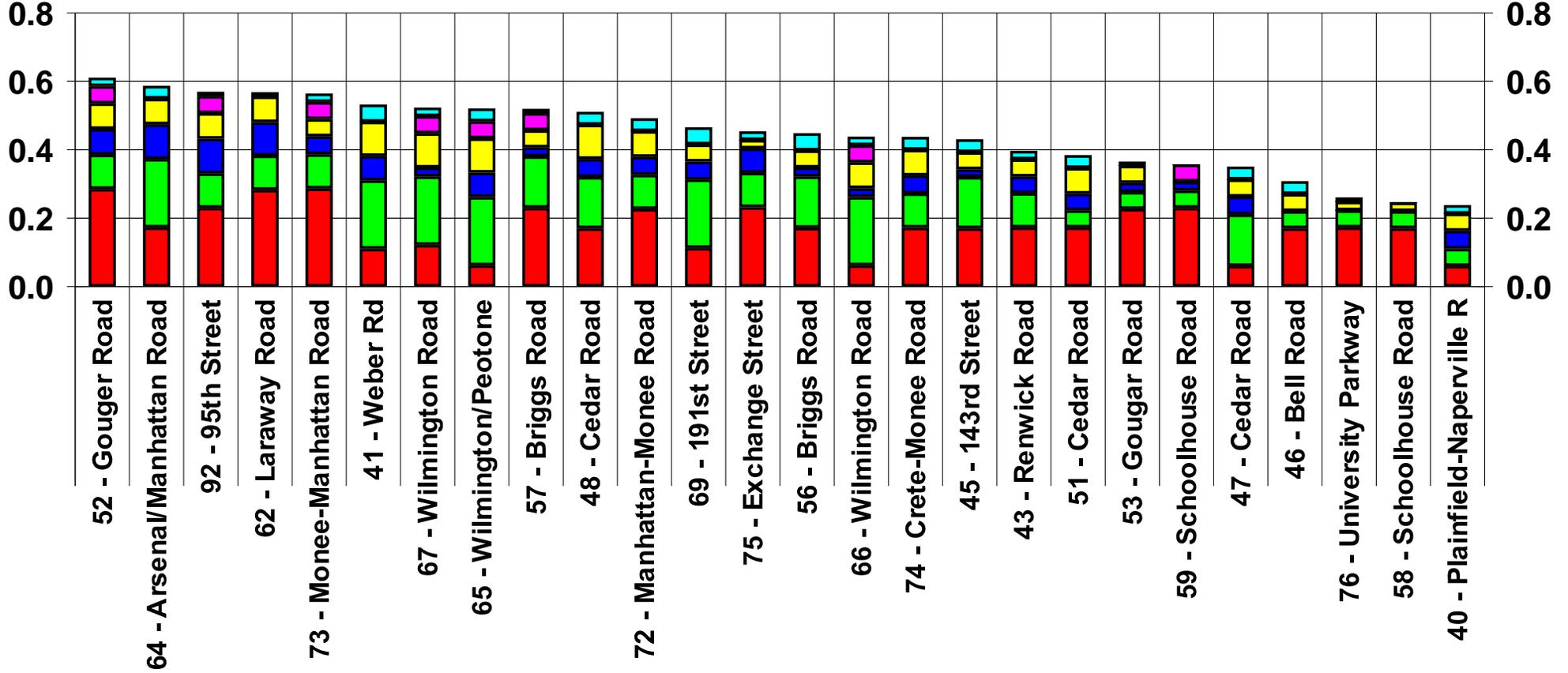


Contributions to Goal from Level:



- Design and Operations
- Economic Development
- Implementation
- Land Use Compatibility
- Connectivity
- Environmental

Contributions to Goal from Level:

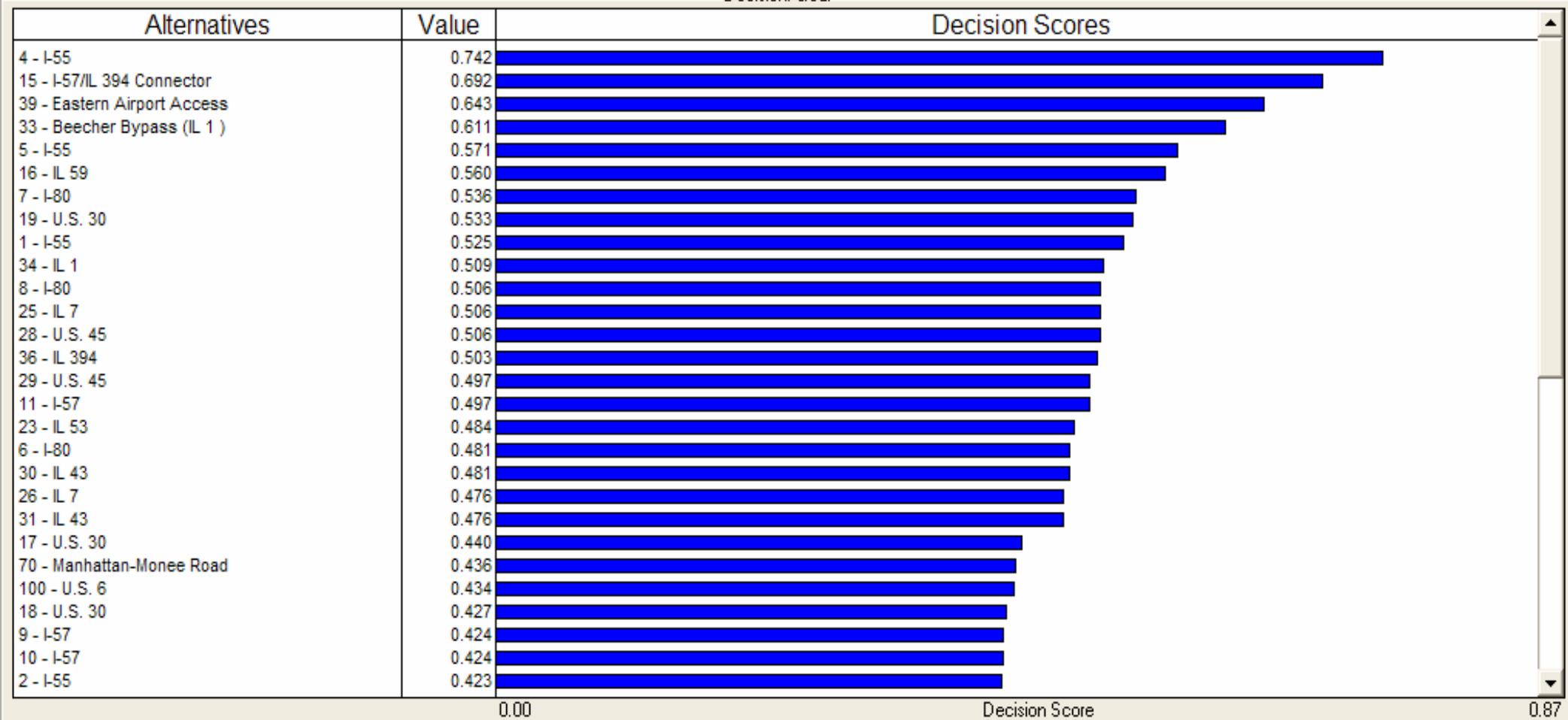


- Design and Operations
- Economic Development
- Implementation
- Land Use Compatibility
- Connectivity
- Environmental

IDOT Projects

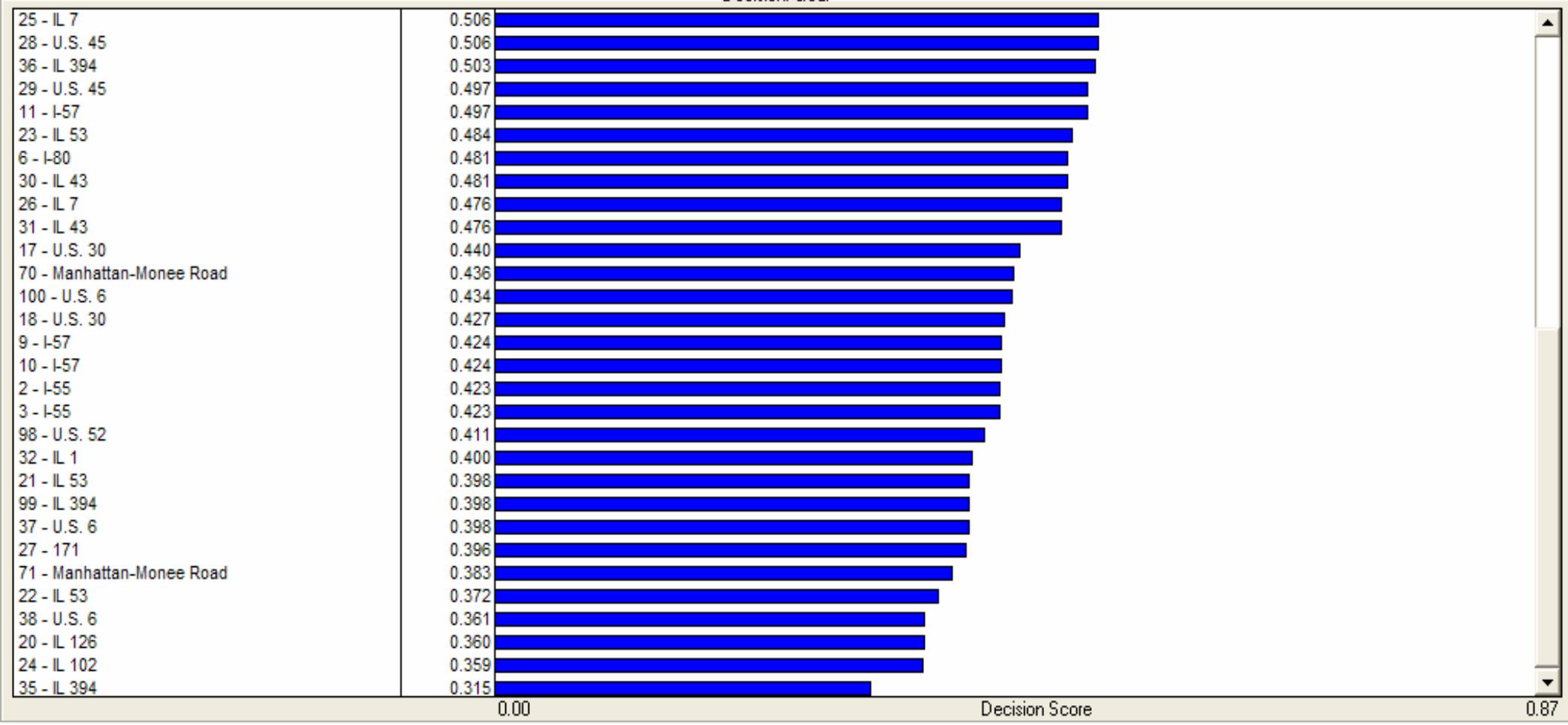
Project Rankings by Score

Decision: Goal

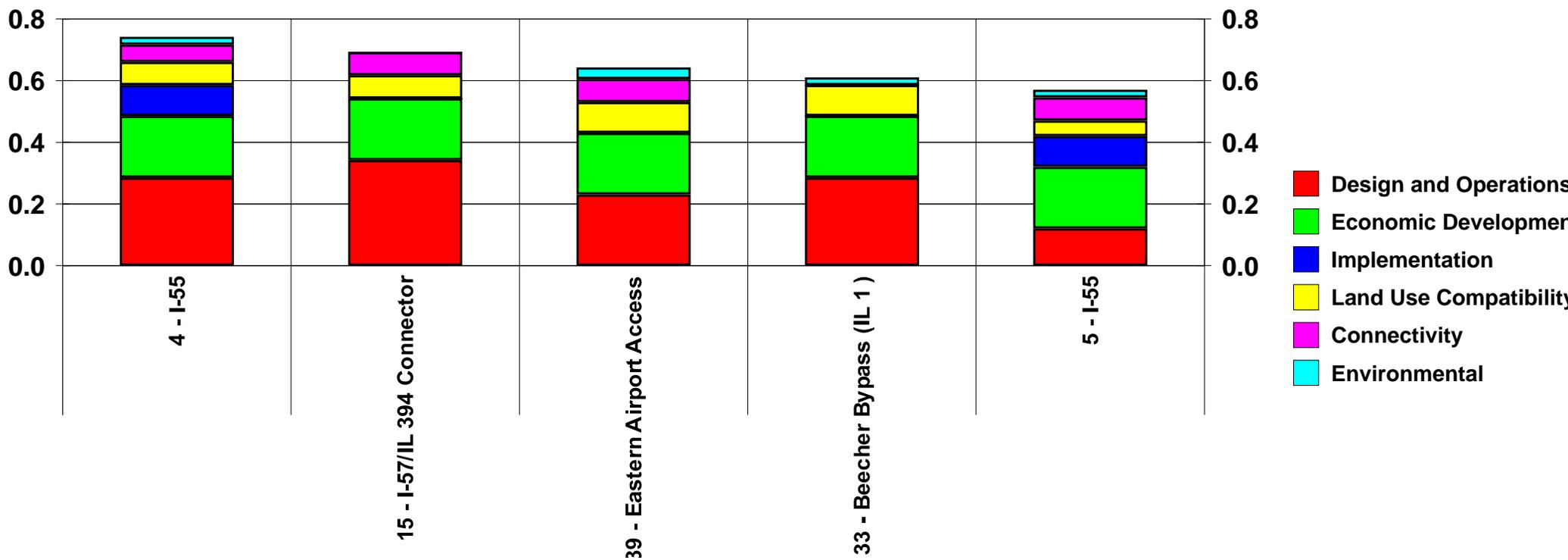


Project Rankings by Score, continued

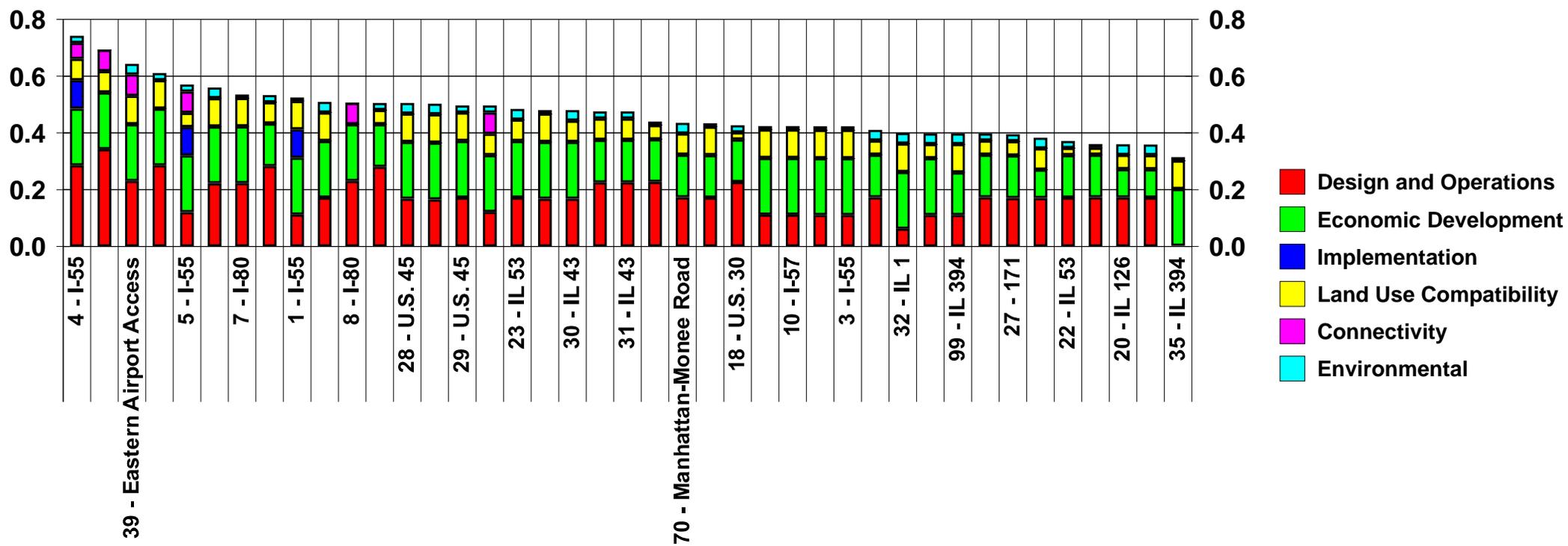
Decision: Goal



Contributions to Goal from Level:



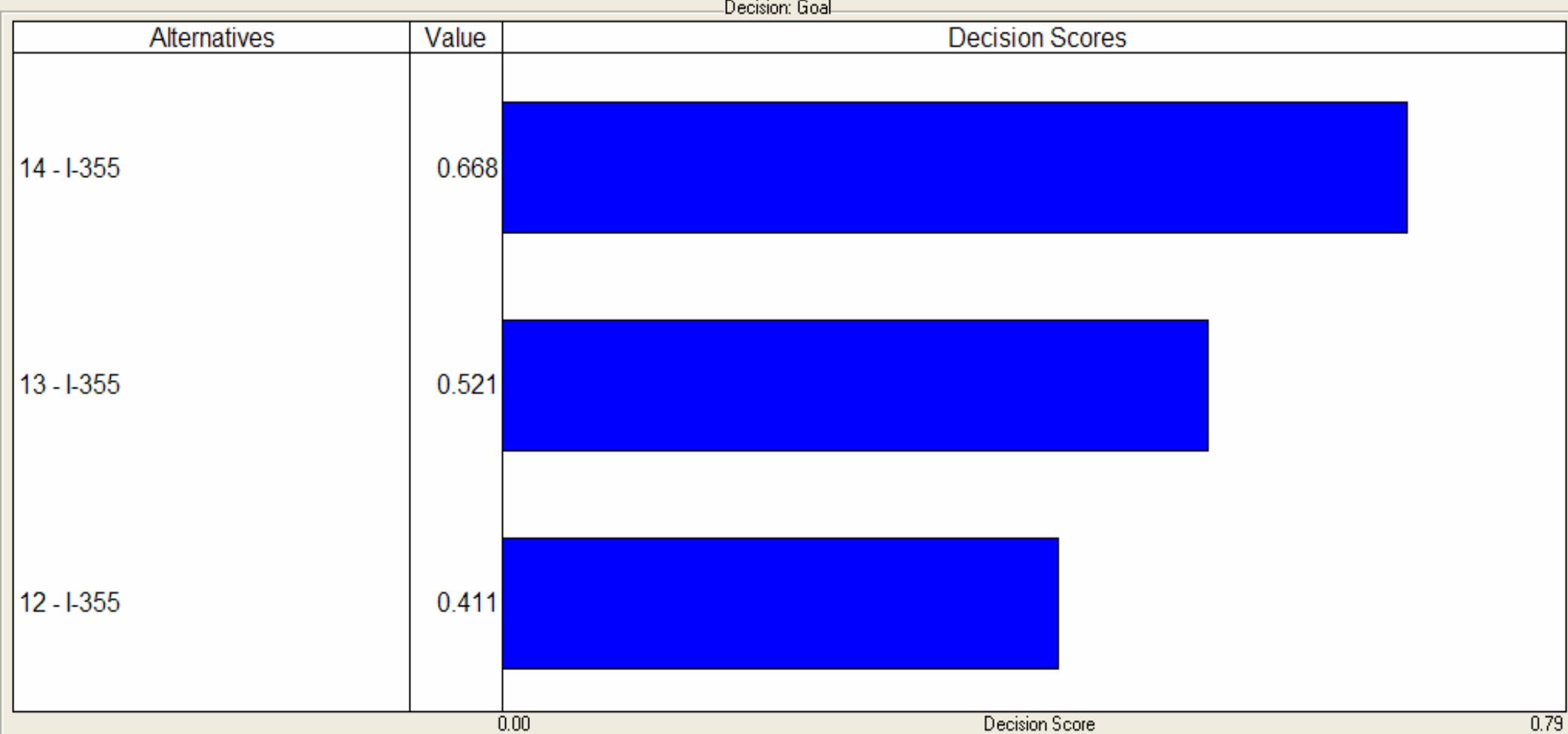
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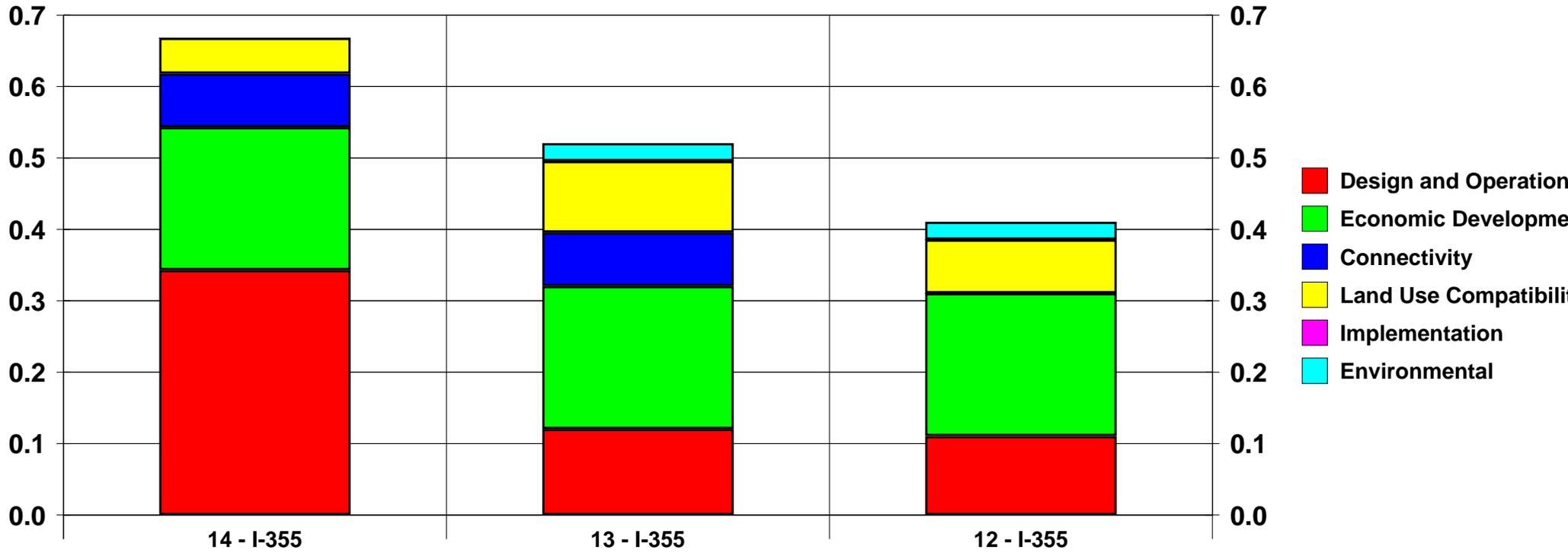
ISTHA Projects

Project Rankings by Score

Decision: Goal



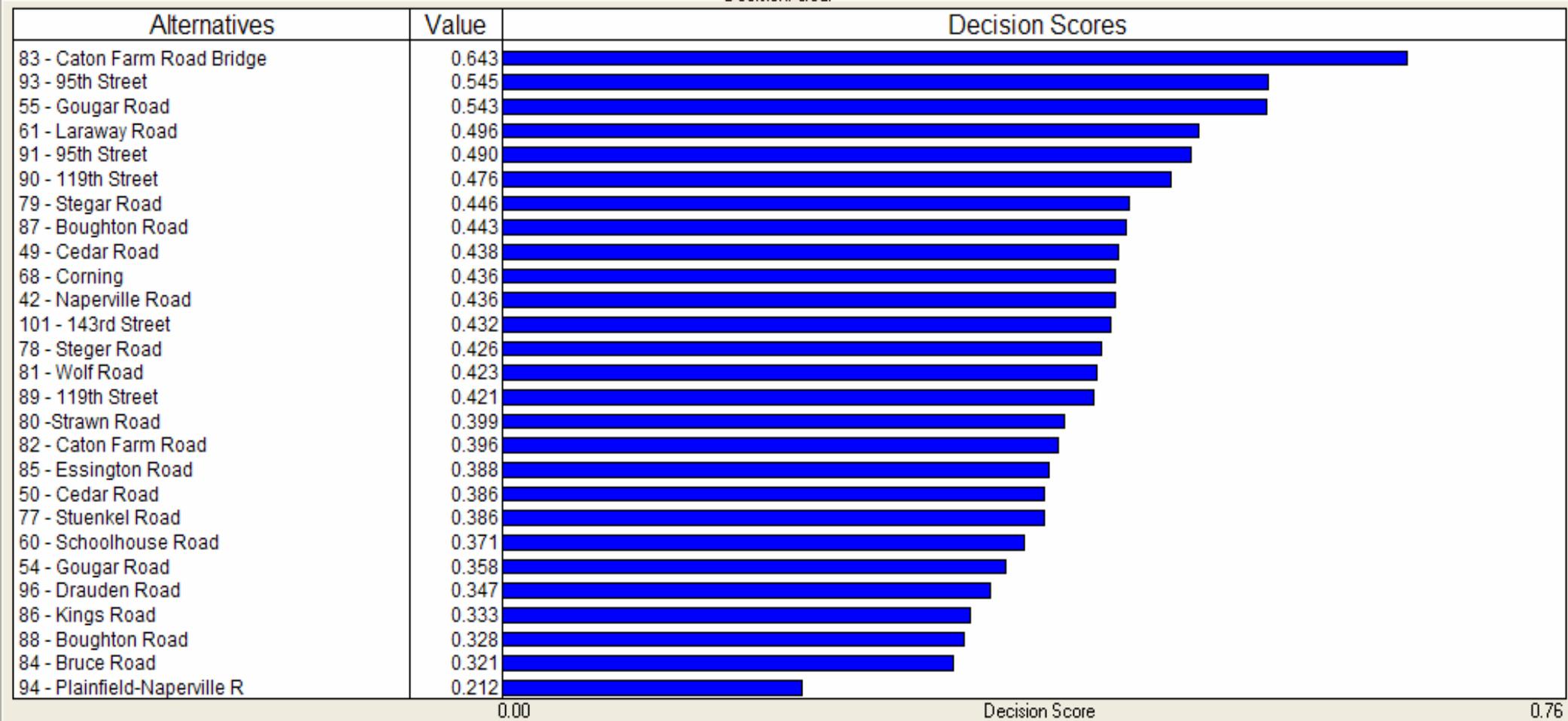
**Contributions to Goal from
Level:**



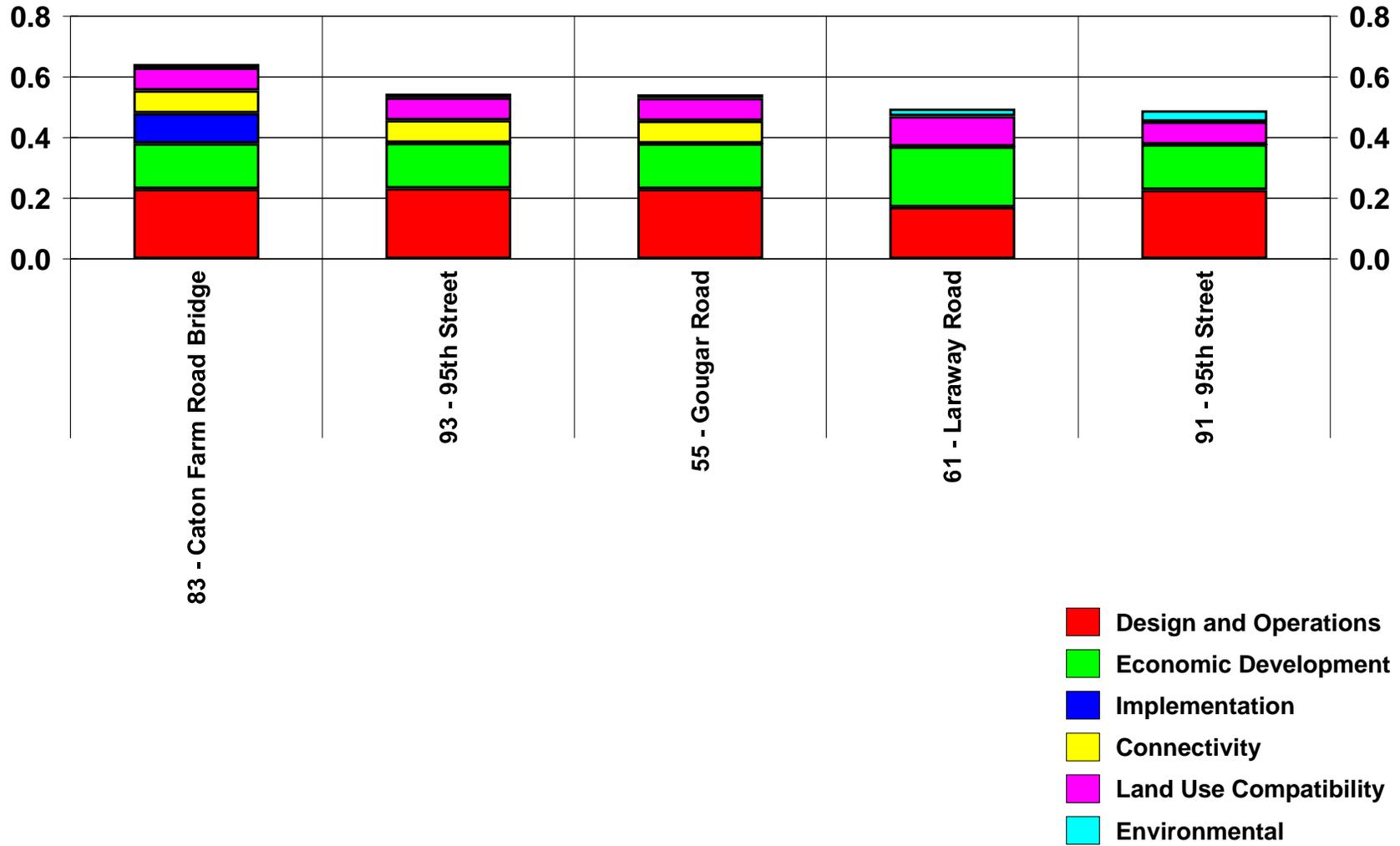
Local Projects

Project Rankings by Score

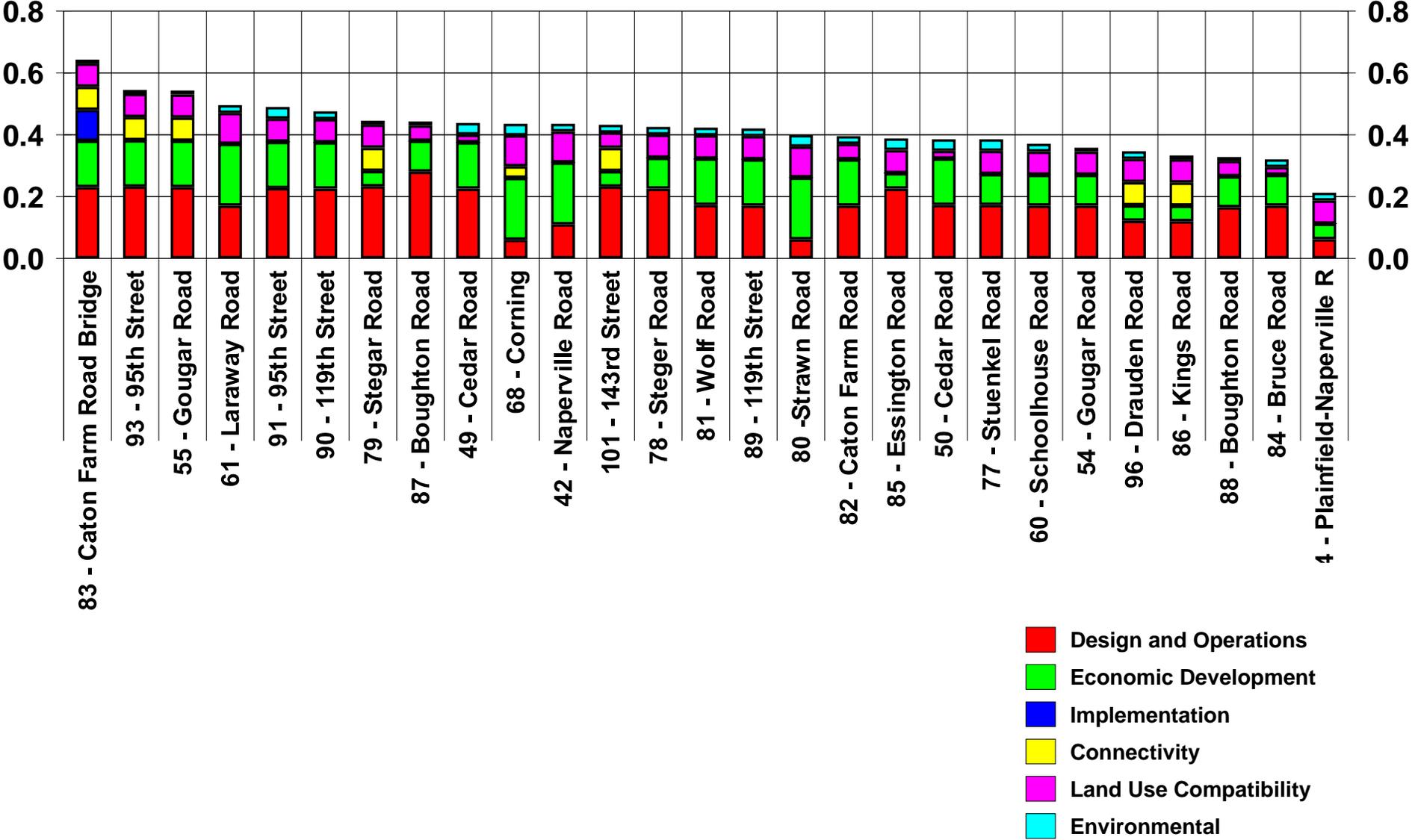
Decision: Goal



Contributions to Score by Criteria



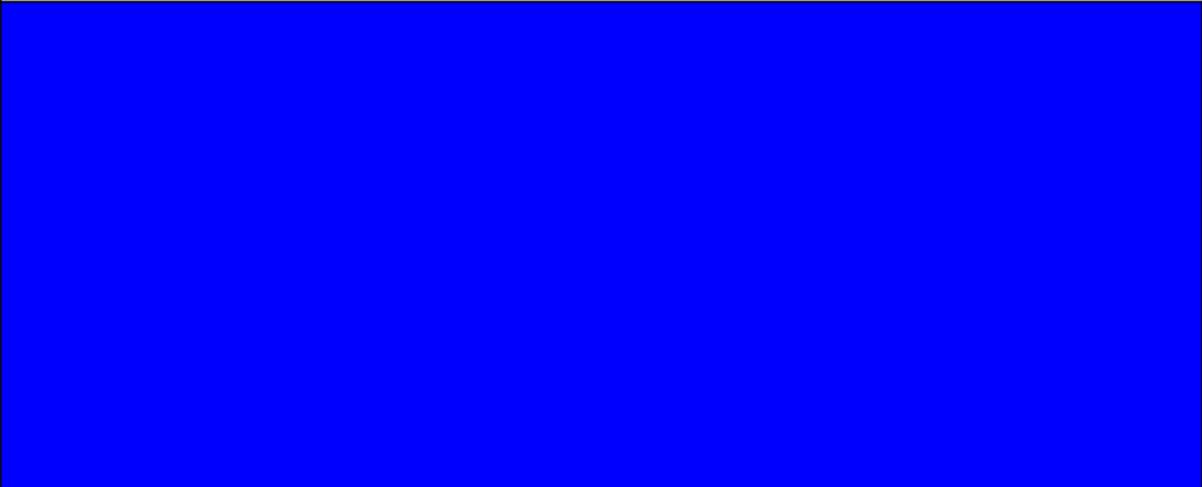
Contributions to Score by Criteria



**Various Projects –
No Jurisdiction Established**

Project Rankings by Score

Decision: Goal

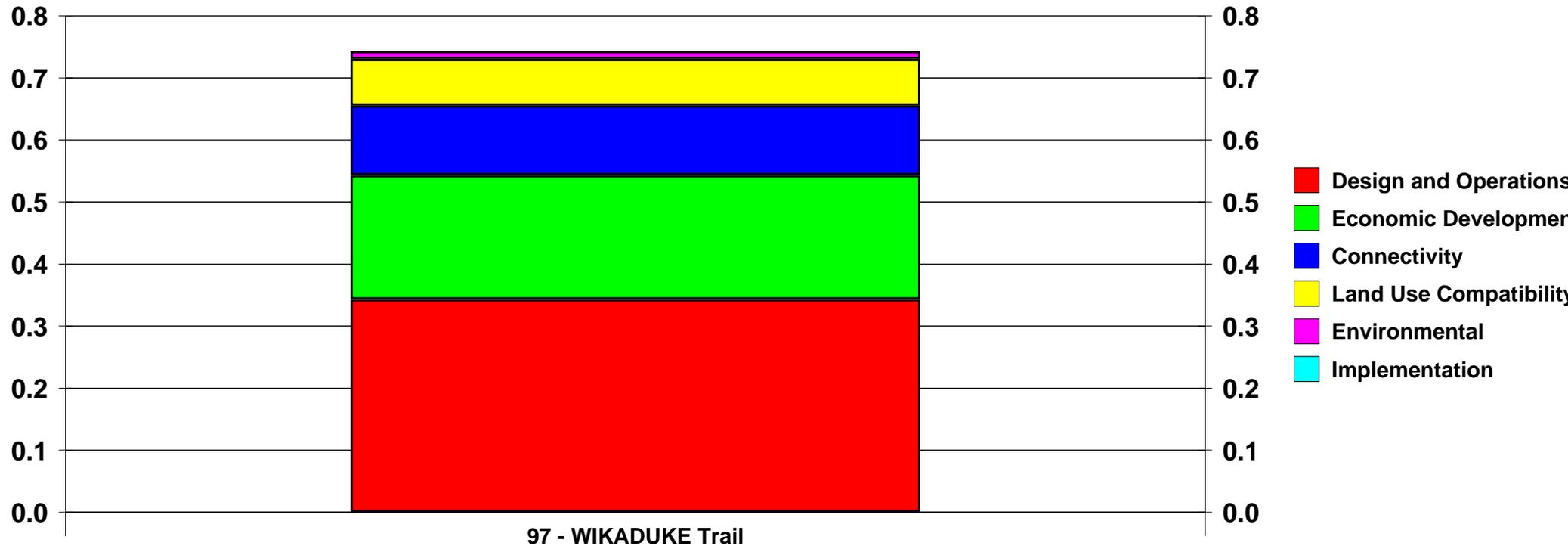
Alternatives	Value	Decision Scores
97 - WIKADUKE Trail	0.743	

0.00

Decision Score

0.87

Contributions to Goal from Level:



Project Prioritization
State and Local Roadway Projects
Project Ratings

Project ID	Road	Congestion Code	Rationale
1	I-55	3	This project improves I-55 by an average of one congestion level. It also increases congestion on Essington Road by one congestion level. No other roads are affected by this project.
2	I-55	3	This project improves this part of I-55 by one congestion level. No other roads are affected by this project.
3	I-55	3	Existing lanes under projected 2030 traffic experiences moderate congestion as far south as River Road. When this project is combined with Projects 2 and 1 (I-55 improved to Arsenal Road), congestion improves one level to River Road. South of River road was previously uncongested and remains so after this improvement. No other roads are affected by this improvement.
4	I-55	4	This is a new interchange. In combination with Project 85, this project causes increased congestion on Essington Road. A portion of I-55 immediately south of the interchange experiences additional congestion. Part of Weber Road improves by one congestion level. Part of IL 59 also improves by one congestion level. As Weber Road and IL 59 are principal problems in this part of the county, this rating for this project is increased from a 3 to a 4.
5	I-55	1	I-55 experiences additional congestion here due mostly to Project 4. Airport Road gains one level of congestion for about half a mile. No other roads are affected by this project.
6	I-80	4	This project improves I-80 by one congestion level. It also improves half a mile of Manhattan Road by two congestion levels. When taken in combination with Projects 18 and 19, this project helps reduce congestion on Francis Road by two levels.
7	I-80	5	This project improves I-80 by two congestion levels. Congestion on Maple Street and U.S. 6 improves by one level.
8	I-80	3	This is a new interchange. When this project is combined with Project 59 (extension of Schoolhouse Road), it increases congestion on Schoolhouse Road. Wolf Road improves one congestion level with the combination of Projects 8, 59, and 58.
9	I-57	3	Project reduces congestion on this part of I-57 by more than 2 levels. However, when Project 14 is considered in conjunction with Project 9, the segment between the I-355/I-57 interchange gains a congestion level. No other roads are affected by this project.
10	I-57	3	This project improves congestion by two or three levels along the project extent. It does not affect congestion on other routes.
11	I-57	1	This is a new interchange. There is a reduction of congestion on Stuenkel Road near this project, but this reduction is due to Project 77. This project may help congestion on Monee-Manhattan Road when taken in conjunction with Projects 75 and 76, but this improvement is mostly if not entirely due to the other two projects.
12	I-355	3	This project improves this portion of I-355 by two levels. No other roads are improved by this project. Congestion on I-355 to the north of this project increases as a result of this project.
13	I-355	1	This is a new interchange. This project increases congestion on Bruce Road due to the newly created access.
14	I-355	5	This is a new roadway. This project improves Manhattan-Monee Road by two congestion levels. It also improves parts of Harlem Avenue by one congestion level. There is a general reduction of congestion along this new route.
15	I-57/IL 394 Connector	5	This is a new roadway. It is moderately congested. It reduces congestion on Crete-Monee Road by at least two levels and on Exchange Street by one or two levels.
16	IL 59	5	This project improves IL 59 by two to three levels. It also improves Normantown Road by one congestion level when taken with Project 17. This project also improves portions of U.S. 30 by one to two congestion levels.
17	U.S. 30	4	This project improves congestion on a long portion of U.S. 30 by two congestion levels. When taken in combination with Project 16, it also improves Normantown Road by one congestion level.
18	U.S. 30	4	This project improves half of this segment of U.S. 30 by 2 congestion levels and half by one congestion level. Washington Street is also improved by one congestion level.
19	U.S. 30	5	This project improves U.S. 30 by one or two congestion levels. It also improves Laraway Road and Delaney Road/Steger Road by one or two levels.
20	IL 126	3	This project improves congestion on IL 126 by two congestion levels. No other roads are affected by this project.
21	IL 53	3	This project improves congestion on IL 53 by two congestion levels. No other roads are affected by this project.
22	IL 53	3	This project improves IL 53 by two congestion levels. No roads in this region that serve this approximate travel desire and none are congested before or after this improvement.

23	IL 53	3	This project improves IL 53 by two congestion levels. No roads in this region that serve this approximate travel desire and none are congested before or after this improvement.
24	IL 102	3	This project improves IL 102 by two congestion levels. Only half of the roadway improved by this project was congested before improvement. No other roads are affected by this project.
25	IL 7	5	This project improves congestion on IL 7 by two levels. It also improves congestion on 167th Street by two levels.
26	IL 7	4	This project improves congestion on IL 7 by two levels. It also improves congestion on 167th Street by two levels.
27	IL 171	3	This project improves congestion on IL 171 by two congestion levels. No other roads are affected by this project.
28	U.S. 45	4	This project improves congestion on this part of U.S. 45 by one congestion level. Wolf Road north of Cleveland Street is also improved by one congestion level.
29	U.S. 45	3	This project improves congestion on this part of U.S. 45 by one congestion level. Wolf Road may be improved also, but this improvement is largely if not entirely due to Project 81.
30	IL 43	4	This project improves IL 43 by one level. When combined with Project 31, this project improves U.S. 45 by one level.
31	IL 43	4	This project improves IL 43 by one or two levels. When combined with Project 30, this project improves U.S. 45 by one level.
32	IL 1	1	This roadway was not congested before the improvement and is not congested after it. No other roads are affected by this project.
33	Beecher Bypass	4	This is a new roadway. It is not congested. This project helps to reduce congestion just south of the bypass when taken in conjunction with Project 34.
34	IL 1	3	When this project is combined with Project 33, congestion reduces on IL 1 by three levels. This project does not affect congestion on other routes.
35	IL 394	1	This roadway was not congested before the improvement and is not congested after it. No other roads are affected by this project.
36	IL 394	4	This project improves congestion by one level along the project extent. It also improves portions of IL 1 by one level.
37	U.S. 6	3	This project improves U.S. 6 by two congestion levels. No other roads are affected by this project.
38	U.S. 6	3	This project improves U.S. 6 by two congestion levels. No other roads are affected by this project.
39	Eastern Airport Access	3	This is a new roadway. This project increases congestion on IL 394 by one level. It also reduces congestion by one level on I-57 and Old Monee Road/Monee Road. As this project causes previously uncongested routes to become congested, it is lowered from a 4 to a 3.
42	Naperville Road	3	This project improves congestion on Naperville Road by two congestion levels. No other roads are affected by this project.
49	Cedar Road	4	This project improves Cedar Road by one level. Gougar Road is also improved by one congestion level north of Haven Avenue.
50	Cedar Road	3	This project improves Cedar Road by one level. No other roads are affected by this project.
54	Gougar Road	3	When considered with Project 55, this project increases congestion on Gougar Road by two levels and removes it from Briggs Street by one or two levels. As congestion is shifted rather than totally eliminated, this project is rated 3.
55	Gougar Road	3	When considered with Project 54, this project increases congestion on Gougar Road by two levels and removes it from Briggs Street by one or two levels. As congestion is shifted rather than totally eliminated, this project is rated 3.
60	Schoolhouse Road	3	This project improves Schoolhouse Road by two congestion levels. No other roads are affected by this project.
61	Laraway Road	3	This project improves Laraway Road by two levels. No other roads are affected by this project.
68	Corning Road	1	This roadway was not congested before the improvement and is not congested after it. No other roads are affected by this project.
70	Manhattan-Monee Road	3	This project improves this portion of Manhattan-Monee Road by two congestion levels. Improvements on other roads seen on this model run are attributed to Project 14 (I-355 extension from I-80 to I-57).
71	Manhattan-Monee Road	3	This project improves congestion by one level along the project extent. No other roads are affected by this project.
77	Stuenkel Road	3	This project reduces congestion by two levels on a half-mile segment of project roadway. It also reduces congestion by one level on a parallel segment of Steger Road. Since the affected lengths are so short, reduce from 4 to 3.
78	Steger Road	4	The project reduces congestion by 3 levels on some portions, 1 level on some portions, and no levels on other portions of itself. It also improves congestion on Exchange/Burville Road by one level.
79	Steger Road	3	This is a new roadway. Half of this new roadway is severely congested. The project reduces congestion on parallel Stuenkel Road by two levels. Although this project reduced congestion on an existing road by two levels and reduced congested mileage overall, as the majority of the result was simply a shifting of congestion to the new road, this project is reduced from a 5 to a 3.
80	Strawn Road	1	This roadway was not congested before the improvement and is not congested after it. No other roads are affected by this project.

81	Wolf Road	3	This project improves portions of Wolf Road by two levels. No other roads are affected by this project. It is possible this project affected U.S. 45 but the extent of this cannot be determined as U.S. 45 was also improved during this model run.
82	Caton Farm Road	3	This project combined with Project 83 increases congestion on Caton Farm Road by two levels. These two projects together relieve congestion on the Ruby Street bridge by one congestion level.
83	Caton Farm Road	3	This is a new bridge. This project combined with Project 82 increases congestion on Caton Farm Road by two levels. These two projects together relieve congestion on the Ruby Street bridge by one congestion level.
84	Bruce Road	3	Parts of this segment become congested due to Project 83. This project improves congestion on parts of U.S. 6 by one level.
85	Essington Road	4	In combination with Project 4 (new interchange at IL 126 and I-55), this project causes increased congestion on Essington Road. A portion of I-55 immediately south of the interchange experiences additional congestion. Part of Weber Road improves by one congestion level. Part of IL 59 also improves by one congestion level. As Weber Road and IL 59 are principal problems in this part of the county, this rating for this project is increased from a 3 to a 4.
86	Kings Road	1	This is a new roadway. This project may have helped to improve Weber, but it has a very small affect as it is a collector road without wide connectivity through the region.
87	Boughton Road	5	In combination with Project 88, this project improves Boughton Road by two congestion levels. 111th Street is improved by one or two congestion levels, and 115th Street is improved by one congestion level.
88	Boughton Road	4	In combination with Project 87, this project improves Boughton Road by two congestion levels. A small section of Lily Cache Lane improves by one congestion level. 115th Street also improves by one congestion level.
89	119th Street	3	This project improves part of the segment by one congestion level. No other roads are affected by this project.
90	119th Street	4	This project improves congestion on half of this segment of 119th Street by one congestion level. The other half of the segment does not improve. This project also reduces congestion on 111th Street by two levels.
91	95th Street	4	This project improves congestion on 1/3 of this segment by one level, 1/3 of the segment by two levels, and 1/3 of the segment by zero levels. 103rd Street and 111th Street are improved by one or two congestion levels.
93	95th Street	3	This is a new roadway. This project reduces congestion on 95th Street between Normantown Road and 248th Street by one congestion level.
94	Plainsfield-Naperville Road	1	This road is not congested before or after improvement. No other roads are affected by this project.
96	Drauden road	1	This is a new roadway. No other roads are affected by this project.
97	WIKADUKE Trail	5	This is essentially a new roadway as function and connectivity change drastically. This project reduces congestion on IL 59 by one or two levels. It also improves U.S. 30 by one or two levels when taken with Project 16. This project code is increased from 4 to 5 because of the length of segments that experience reduced congestion as well as the key nature of those roads that are improved.
98	U.S. 52	3	This project reduces congestion on a half-mile segment of U.S. 52 by one level. No other roads are affected by this project.
99	IL 394	3	This project improves congestion by one level along the project extent. No other roads are affected by this project.

Project Prioritization
State and Local Roadway Projects
Project Rank

Project ID	Roadway	Project Extent	Improvement	Results	
				Project Score	Project Rank
IDOT Projects					
4	I-55	at IL 126	Complete Full Interchange	0.742	1
15	I-57/IL 394 Connector	I-57 to IL 394	New 4-lane freeway	0.692	2
39	Eastern Airport Access	IL 1 to SSA	New 4-lane roadway	0.643	3
33	Beecher Bypass (IL 1)	323rd Street to Offner Road	New 4-lane roadway	0.611	4
5	I-55	at Airport/Lockport Road	New Full Interchange	0.571	5
16	IL 59	143rd Street to 95th Street	Widen to 6-lanes	0.560	6
7	I-80	I-355 to Harlem Road	Widen to 8-lanes	0.536	7
19	U.S. 30	I-80 to Harlem Avenue	Widen to 4-lanes	0.533	8
1*	I-55	Current 6-lane segment to I-80	Widen to 6-lanes	0.525	9
34	IL 1	Church Road to Beecher Bypass	Widen to 4-lanes	0.509	10
8	I-80	at Schoolhouse Road	New Full Interchange	0.506	11
25	IL 7	Farrel Road to Cedar Road	Widen to 4-lanes	0.506	11
28	U.S. 45	191st Street to Will County Line	Widen to 6-lanes	0.506	11
36	IL 394	I-57/IL 394 Connector to U.S. 30	Widen to 6-lanes	0.503	14
11	I-57	at Stuenkel Road	New Full Interchange	0.497	15
29	U.S. 45	Stuenkel Road to Nebraska Road	Widen to 4-lanes	0.497	15
23	IL 53	Wilmington-Peotone Road to existing 4-lane seg	Widen to 4-lanes	0.484	17
6	I-80	I-55 to I-355	Widen to 6-lanes	0.481	18
30	IL 43	U.S. 30 to North County Line	Widen to 6-lanes	0.481	18
26	IL 7	Cedar Road to Will-Cook Road	Widen to 4-lanes	0.476	20
31	IL 43	Steger Road to U.S. 30	Widen to 4-lanes	0.476	20
17	U.S. 30	Kendall County Line to I-55 (via 143rd Street)	Widen to 4-lanes	0.440	22
70	Manhattan-Monee Road	U.S. 52 to U.S. 45	Widen to 4-lanes	0.436	23
100	U.S. 6	I-55 to I-80	Widen to 4-lanes	0.434	24
18	U.S. 30	Briggs Road to I-80	Widen to 4-lanes	0.427	25

9	I-57	SSA access to I-80	Widen to 6-lanes	0.424	26
10	I-57	Wilmington-Peotone Road to SSA access	Widen to 6-lanes	0.424	26
2	I-55	I-80 to Arsenal Road	Widen to 6-lanes	0.423	28
3	I-55	Arsenal Road to IL 129	Widen to 6-lanes	0.423	29
98	U.S. 52	Baker Road to Manhattan-Monee Road	Widen to 4-lanes	0.411	30
32	IL 1	Goodenow Road to Old Monee Road	Widen to 4-lanes	0.400	31
21	IL 53	Lily Cache Road to Boughton Road	Widen to 6-lanes	0.398	32
37	U.S. 6	Briggs Road to East County Line	Widen to 4-lanes	0.398	32
99	IL 394	Eastern SSA access to IL 1	Widen to 6-lanes	0.398	32
27	IL 171	New Road to 135th Street	Widen to 4-lanes	0.396	35
71	Manhattan-Monee Road	U.S. 45 to Center Road	Widen to 4-lanes	0.383	36
22	IL 53	West River Road to Wilmington-Peotone Road	Widen to 4-lanes	0.372	37
38	U.S. 6	IL 53 to Briggs Road	Widen to 4-lanes	0.361	38
20	IL 126	Division Street to I-55	Widen to 4-lanes	0.360	39
24	IL 102	Baltimore Street to Ballou Road	Widen to 4-lanes	0.359	40
35	IL 394	IL 1 to I-57/IL 394 Connector	Widen to 6-lanes	0.315	41

*Project has been committed since 2004 baseline

ISTHA Projects

14	I-355	I-80 to I-57	New 4-lane freeway	0.668	1
13	I-355	at Bruce Road	New Full Interchange	0.521	2
12	I-355	I-80 to existing 6-lane segment	Widen to 6-lanes	0.411	3

Local Projects

83	Caton Farm Road Bridge	IL 53 to IL 171	New 4-lane bridge	0.643	1
93	95th Street	Wikaduke Trail to 248th Street	New 4-lane roadway	0.545	2
55	Gougar Road	147th Street to 143rd Street	New 2-lane roadway	0.543	3
61	Laraway Road	IL 53 to U.S. 52	Widen to 4-lanes	0.496	4
91	95th Street	248th Street to Plainfield/Naperville Road	Widen to 4-lanes	0.490	5
90	119th Street	Wikaduke Trail to IL 59	Widen to 4-lanes	0.476	6
79	Steger Road	Cicero Road to Crawford Avenue	New 2-lane roadway	0.446	7
87	Boughton Road	Plainfield-Naperville Road to 95th Street	Widen to 4-lanes	0.443	8
49	Cedar Road	Francis Road to U.S. 6	Widen to 4-lanes	0.438	9
42	Naperville Road	Lily Cache Road to Naper Blvd	Widen to 6-lanes	0.436	10
68	Corning Road	Ridgeland Avenue to Beecher Bypass	Widen to 4-lanes	0.436	10
101	143rd Street	IL 59 to IL 126	New 4-lane roadway	0.432	12
78	Steger Road	IL 394 to State Line Road	Widen to 4-lanes	0.426	13

81	Wolf Road	Laraway Road to County Line	Widen to 4-lanes	0.423	14
89	119th Street	IL 59 to Weber Road	Widen to 4-lanes	0.421	15
80	Strawn Road	Baseline Road to IL 53	Widen to 4-lanes	0.399	16
82	Caton Farm Road	U.S. 30 to IL 53	Widen to 4-lanes	0.396	17
85	Essington Road	I-55 to 111th Street	Widen to 4-lanes	0.388	18
50	Cedar Road	Spencer Road to Francis Road	Widen to 4-lanes	0.386	19
77	Stuenkel Road	Harlem Avenue to Crawford Avenue/University Pa	Widen to 4-lanes	0.386	19
60	Schoolhouse Road	Laraway Road to U.S. 30	Widen to 4-lanes	0.371	21
54	Gougar Road	U.S. 6 to Bruce Road	Widen to 4-lanes	0.358	22
96	Drauden Road	Theodore Street to Mound Street	New 2-lane roadway	0.347	23
86	Kings Road	119th Street to 111th Street	New 2-lane roadway	0.333	24
88	Boughton Road	Naperville Road to County Line	Widen to 6-lanes	0.328	25
84	Bruce Road	IL 171 to Cedar Road	Widen to 4-lanes	0.321	26
94	Plainfield-Naperville R	IL 59 (Division Street) to 127th Street	Widen to 4-lanes	0.212	27

Various Jurisdictions					
97	WIKADUKE Trail	U.S. 6 to North County Line	New 4-lane roadway	0.743	

Project Prioritization
State and Local Roadway Projects
Project Ratings

Project ID	Roadway	Project Extent	Improvement	Economic Development	Environmental	Design & Operation			Land Use Compatibility	Connectivity		Implementation
						Safety	Congestion	Multi-modal		Local Improvement	Regional Improvement	
IDOT Projects												
1	I-55	Current 6-lane segment to I-80	Widen to 6-lanes	5	2	1	3	4	5	1	1	5
2	I-55	I-80 to Arsenal Road	Widen to 6-lanes	5	2	1	3	1	5	1	1	1
3	I-55	Arsenal Road to IL 129	Widen to 6-lanes	5	2	1	3	1	5	1	1	1
4	I-55	at IL 126	Complete Full Interchange	5	3	5	4	1	4	1	4	5
5	I-55	at Airport/Lockport Road	New Full Interchange	5	3	5	1	1	3	1	5	5
6	I-80	I-55 to I-355	Widen to 6-lanes	5	2	1	4	5	5	1	1	1
7	I-80	I-355 to Harlem Road	Widen to 8-lanes	5	2	1	5	5	5	1	1	1
8	I-80	at Schoolhouse Road	New Full Interchange	5	1	5	3	1	1	1	5	1
9	I-57	SSA access to I-80	Widen to 6-lanes	5	2	1	3	3	5	1	1	1
10	I-57	Wilmington-Peotone Road to SSA access	Widen to 6-lanes	5	2	1	3	3	5	1	1	1
11	I-57	at Stuenkel Road	New Full Interchange	5	3	5	1	3	4	1	5	1
15	I-57/IL 394 Connector	I-57 to IL 394	New 4-lane freeway	5	1	5	5	4	4	1	5	1
16	IL 59	143rd Street to 95th Street	Widen to 6-lanes	5	4	1	5	4	5	1	1	1
17	U.S. 30	Kendall County Line to I-55 (via 143rd Street)	Widen to 4-lanes	4	2	3	4	4	3	1	1	1
18	U.S. 30	Briggs Road to I-80	Widen to 4-lanes	4	3	3	4	3	2	1	1	1
19	U.S. 30	I-80 to Harlem Avenue	Widen to 4-lanes	4	3	3	5	5	4	1	1	1
20	IL 126	Division Street to I-55	Widen to 4-lanes	3	4	3	3	4	3	1	1	1
21	IL 53	Lily Cache Road to Boughton Road	Widen to 6-lanes	5	4	1	3	1	3	1	1	1
22	IL 53	West River Road to Wilmington-Peotone Road	Widen to 4-lanes	4	3	3	3	3	2	1	1	1
23	IL 53	Wilmington-Peotone Road to existing 4-lane	Widen to 4-lanes	5	4	3	3	3	4	1	1	1
24	IL 102	Baltimore Street to Ballou Road	Widen to 4-lanes	3	4	3	3	3	3	1	1	1
25	IL 7	Farrel Road to Cedar Road	Widen to 4-lanes	4	3	3	5	1	3	1	1	1
26	IL 7	Cedar Road to Will-Cook Road	Widen to 4-lanes	4	3	3	4	1	4	1	1	1
27	IL 171	New Road to 135th Street	Widen to 4-lanes	4	3	3	3	1	3	1	1	1
28	U.S. 45	191st Street to Will County Line	Widen to 6-lanes	5	4	1	4	5	5	1	1	1
29	U.S. 45	Stuenkel Road to Nebraska Road	Widen to 4-lanes	5	3	3	3	3	5	1	1	1
30	IL 43	U.S. 30 to North County Line	Widen to 6-lanes	5	4	1	4	5	4	1	1	1
31	IL 43	Steger Road to U.S. 30	Widen to 4-lanes	4	3	3	4	1	4	1	1	1
32	IL 1	Goodenow Road to Old Monee Road	Widen to 4-lanes	5	4	3	1	4	5	1	1	1
33	Beecher Bypass (IL 1)	323rd Street to Offner Road	New 4-lane roadway	5	3	5	4	1	5	1	1	1
34	IL 1	Church Road to Beecher Bypass	Widen to 4-lanes	5	4	3	3	3	5	1	1	1
35	IL 394	IL 1 to I-57/IL 394 Connector	Widen to 6-lanes	5	2	1	1	4	5	1	1	1
36	IL 394	I-57/IL 394 Connector to U.S. 30	Widen to 6-lanes	5	4	1	4	1	5	1	1	1
37	U.S. 6	Briggs Road to East County Line	Widen to 4-lanes	4	3	3	3	5	3	1	1	1
38	U.S. 6	IL 53 to Briggs Road	Widen to 4-lanes	4	2	3	3	5	2	1	1	1
39	Eastern Airport Access	IL 1 to SSA	New 4-lane roadway	5	4	5	3	1	5	1	5	1
70	Manhattan-Monee Road	U.S. 52 to U.S. 45	Widen to 4-lanes	4	4	3	3	5	4	1	1	1
71	Manhattan-Monee Road	U.S. 45 to Center Road	Widen to 4-lanes	3	4	3	3	1	4	1	1	1

Project ID	Roadway	Project Extent	Improvement	Economic Development	Environmental	Design & Operation				Connectivity		Implementation	Availability of Funds
						Safety	Congestion	Multi-modal	Land Use Compatibility	Local Improvement	Regional Improvement		
98	U.S. 52	Baker Road to Manhattan-Monee Road	Widen to 4-lanes	4	4	3	3	5	3	1	1	1	
99	IL 394	Eastern SSA access to IL 1	Widen to 6-lanes	4	4	1	3	1	5	1	1	1	
100	U.S. 6	I-55 to I-80	Widen to 4-lanes	4	2	3	3	3	5	1	1	1	
ISTHA Projects													
12	I-355	I-80 to existing 6-lane segment	Widen to 6-lanes	5	3	1	3	1	4	1	1	1	
13	I-355	at Bruce Road	New Full Interchange	5	3	5	1	1	5	1	5	1	
14	I-355	I-80 to I-57	New 4-lane freeway	5	1	5	5	5	3	1	5	1	
Local Projects													
42	Naperville Road	Lily Cache Road to Naper Blvd	Widen to 6-lanes	5	3	1	3	1	5	1	1	1	
49	Cedar Road	Francis Road to U.S. 6	Widen to 4-lanes	4	4	3	4	1	2	1	1	1	
50	Cedar Road	Spencer Road to Francis Road	Widen to 4-lanes	4	4	3	3	5	2	1	1	1	
54	Gougar Road	U.S. 6 to Bruce Road	Widen to 4-lanes	3	2	3	3	1	4	1	1	1	
55	Gougar Road	147th Street to 143rd Street	New 2-lane roadway	4	2	5	3	1	4	5	1	1	
60	Schoolhouse Road	Laraway Road to U.S. 30	Widen to 4-lanes	3	3	3	3	1	4	1	1	1	
61	Laraway Road	IL 53 to U.S. 52	Widen to 4-lanes	5	3	3	3	1	5	1	1	1	
68	Corning Road	Ridgeland Avenue to Beecher Bypass	Widen to 4-lanes	5	4	3	1	1	5	3	1	1	
77	Stuenkel Road	Harlem Avenue to Crawford Avenue/Univers	Widen to 4-lanes	3	4	3	3	5	4	1	1	1	
78	Steger Road	IL 394 to State Line Road	Widen to 4-lanes	3	3	3	4	1	4	1	1	1	
79	Steger Road	Cicero Road to Crawford Avenue	New 2-lane roadway	2	2	5	3	5	4	5	1	1	
80	Strawn Road	Baseline Road to IL 53	Widen to 4-lanes	5	4	3	1	3	5	1	1	1	
81	Wolf Road	Laraway Road to County Line	Widen to 4-lanes	4	3	3	3	5	4	1	1	1	
82	Caton Farm Road	U.S. 30 to IL 53	Widen to 4-lanes	4	3	3	3	1	3	1	1	1	
83	Caton Farm Road Bridge	IL 53 to IL 171	New 4-lane bridge	4	2	5	3	1	4	5	1	5	
84	Bruce Road	IL 171 to Cedar Road	Widen to 4-lanes	3	3	3	3	1	2	1	1	1	
85	Essington Road	I-55 to 111th Street	Widen to 4-lanes	2	4	3	4	1	4	1	1	1	
86	Kings Road	119th Street to 111th Street	New 2-lane roadway	2	2	5	1	1	4	5	1	1	
87	Boughton Road	Plainfield-Naperville Road to 95th Street	Widen to 4-lanes	3	2	3	5	1	3	1	1	1	
88	Boughton Road	Naperville Road to County Line	Widen to 6-lanes	3	2	1	4	1	3	1	1	1	
89	119th Street	IL 59 to Weber Road	Widen to 4-lanes	4	3	3	3	1	4	1	1	1	
90	119th Street	Wikaduke Trail to IL 59	Widen to 4-lanes	4	3	3	4	1	4	1	1	1	
91	95th Street	248th Street to Plainfield/Naperville Road	Widen to 4-lanes	4	4	3	4	4	4	1	1	1	
93	95th Street	Wikaduke Trail to 248th Street	New 4-lane roadway	4	2	5	3	4	4	5	1	1	
94	Plainfield-Naperville R	IL 59 (Division Street) to 127th Street	Widen to 4-lanes	2	3	3	1	4	4	1	1	1	
96	Drauden Road	Theodore Street to Mound Street	New 2-lane roadway	2	3	5	1	3	4	5	1	1	
101	143rd Street	IL 59 to IL 126	New 4-lane roadway	2	3	5	3	4	3	5	1	1	
Various Jurisdictions													
97	WIKADUKE Trail	U.S. 6 to North County Line	New 4-lane roadway	5	2	5	5	5	4	5	3	1	

Project Prioritization
County Roadway Projects
Project Ratings

Project ID	Road	Congestion Code	Rationale
40	Plainfield-Naperville Road	1	This road was not congested prior to improvement. Any change in congestion observed on other roads are due to improvements on those other roads.
41	Weber Road	3	Weber Road's congestion improves by one level as a result of this improvement. Other roads are not affected.
43	Renwick Road	3	Part of the project improves by one congestion level. The Caton Farm/Bruce Road bridge congestion lessens, but Renwick Road congestion west of the Des Plaines river prior to the improvement was probably not the constraining factor as the roadway was only moderately congested before the widening. Therefore this project is considered not to have affected other roads.
44	Renwick Road	1	This roadway was not congested before the improvement and is not congested after it. No other roads are affected by this project.
45	143 rd Street	3	Most of the projected improves one or two congestion levels, with more roadway improving two congestion levels than one. About half a mile of 159 th Street also improves one level, but part of 167 th Street sees an increase in congestion level.
46	Bell Road	3	This road improves by one level of congestion. No other roads are affected by this project.
47	Cedar Road	1	This road was not congested prior to the improvement. Half a mile of Briggs Street between Division Street and Bruce Road is improved by one congestion level from moderate congestion to no congestion.
48	Cedar Road	3	Most of this segment improves by two congestion levels due to this project. Some of it improves by only one congestion level. Other roads are not affected.
51	Cedar Road	3	Almost all of this road segment improves due to this project. Congestion on Wolf Road improves by one level parallel to this project, but the new interchange at I-80 and Schoolhouse Road accounts for most of this change.
52	Gougar Road	4	New road segment. U.S. 52 improves one or two congestion levels between Laraway Road and Gougar Road, due to both Laraway Road improvements (Project 62) and this project.
53	Gougar Road	4	This road segment improves by one or two congestion levels. Briggs Road between Division and U.S. 6 improves due to this widening. This improvement is mostly by only one congestion level, but increases to two levels in a shorter segment.
56	Briggs Road	3	Half of the road segment in this project improves by one congestion level; there is no change on the remainder of the segment. Gougar Road to the south of this project improves due largely to Project 57 but facilitated by this project, which provided capacity on the previously severely congested roadway. There is no other significant change to roadway congestion caused by this project.
57	Briggs Road	3	New road segment. Nearby Gougar Road improves by one congestion level between Haven Avenue and Laraway Road.
58	Schoolhouse Road	3	This road segment experiences additional congestion due to the increased volumes due to a new connection (Project 59). Wolf Road improves one congestion level due to this widening IF this project is taken in conjunction with the Schoolhouse Road extension (Project 59). The increased volumes on this link are subsequently dependent on the new I-80 and Schoolhouse Road interchange.
59	Schoolhouse Road	3	Schoolhouse Road experiences additional congestion due to this extension in combination with a new interchange at I-80 and Schoolhouse Road. Wolf Road improves one level of congestion due to these projects in combination with improvements to Schoolhouse Road to the south of the extension.
62	Laraway Road	5	This project reduces congestion by two or three levels along nearly the entire project length. It also relieves portions of U.S. 30 by one congestion level and portions of Francis Road by two congestion levels.

64	Arsenal-Manhattan Road	3	About half of the project length improves by one congestion level. There is no change in congestion on the remainder of the project. No other roads are affected by this project.
65	Wilmington-Peotone Road	1	This road segment was not congested before the improvement and is not congested after it. No other roads are affected by this project.
66	Wilmington Road	1	This project results in a localized reduction of congestion near the I-57 interchange. This segment is about 1/5 of total project length. Wilmington Road to the west of I-57 experiences a higher level of congestion but this is due to Project 67.
67	Wilmington Road	1	New road segment. Wilmington Road west of I-57 experiences one additional level of congestion because of this project. The new roadway is not congested.
68	Corning Road	1	This roadway was not congested before the improvement and is not congested after it. No other roads are affected by this project.
69	191 st Street	3	This project improves congestion on 191 st Street by 2 or 3 levels throughout the project. No other roads are affected.
72	Manhattan-Monee Road	4	This project reduces congestion by one congestion level along the project length. Stuenkel Road from Harlem Avenue to Central Avenue also improves by one congestion level.
73	Monee-Manhattan Road	4	New road segment. This project improves the portion of Egyptian Trail that is bypassed by this new connection by two or three congestion levels. The new roadway is not congested.
74	Crete-Monee Road	3	This road segment improves by one congestion level. No other roads are affected by this project.
75	Exchange Street	3	This project improves congestion on Exchange Street by two levels from Western Avenue to Crete Road. The portion that was uncongested before the improvement remains uncongested. No other roads are affected by this project.
76	University Parkway	3	This project reduces congestion on this roadway by one congestion level. No other roads are affected by this project.

Project Prioritization
Public Transportation Projects
Project Rank

Transit Mode	Name	Project Description	Results	
			Project Score	Project Ranking
Commuter Rail				
	STAR Line (West)	Creation of STAR Line from Joliet to O'Hare	0.798	1
	Metra Electric Ext.	Extension of Metra Electric from University Pk. to SSA/Peotone	0.725	2
	SouthEast Service	Creation of SouthEast Service to Balmoral Pk.	0.663	3
	STAR Line (East)	Extension of STAR Line from Joliet to Lynwood (Cook Co.)	0.553	4
	Heritage Corridor Ext.	Extension of Heritage Corridor from Joliet to Wilmington	0.514	5
	Rock Island Ext.	Extension of Rock Island from Joliet to Minooka	0.494	6
	SouthEast Service Ext.	Extension of SouthEast Service from Balmoral Pk. to Beecher	0.413	7
	STAR Line (Shorewood)	Extension of STAR Line from Plainfield to Shorewood	0.388	8
Bus Rapid Transit				
	Lincoln Hwy BRT (East)	BRT Corridor from Joliet to New Lenox, Mokena, Frankfort	0.538	1
	Lincoln Hwy BRT (West)	BRT Corridor from Joliet to Plainfield	0.536	2
	Rte. 59 BRT	BRT Corridor from Joliet into DuPage Co. (Naperville, Aurora)	0.513	3
	Rte. 53 BRT	BRT Corridor from Joliet into DuPage Co. (Bolingbrook, Lisle)	0.446	4
	Jefferson Street BRT	BRT Corridor from Joliet to Shorewood	0.424	5
	LaGrange Rd. BRT	BRT Corridor from Frankfort into Cook Co. (Orland Park)	0.381	6
Express Bus				
	I-55 Express	From Joliet/Bolingbrook to Midway, Chicago CBD	0.475	1
	I-355 Express	From New Lenox/Joliet to Bolingbrook, Lombard, Schaumburg	0.44	2
	I-80 / I-57 Express	From New Lenox to Chicago CBD	0.393	3

Project Prioritization
Public Transportation Projects
Project Ratings

Transit Mode	Name	Project Description	Environmental	Economic Development	Design & Operation					Connectivity		Implementation	
					Congestion Improvement	Demand / Ridership Potential	Multi-Modal Access	Land Use Compatibility	Local Improvement	Regional Improvement	Existing Agency / Funding Support	Implementation / Infrastructure Issues	
Commuter Rail													
	STAR Line (West)	Creation of STAR Line from Joliet to O'Hare	2	4	5	5	5	5	5	3	5	5	5
	Metra Electric Ext.	Extension of Metra Electric from University Pk. to SSA/Peotone	3	5	5	4	5	4	3	5	3	3	3
	SouthEast Service	Creation of SouthEast Service to Balmoral Pk.	2	3	5	3	5	5	3	4	5	5	5
	STAR Line (East)	Extension of STAR Line from Joliet to Lynwood (Cook Co.)	2	3	4	3	5	5	5	5	3	1	1
	Rock Island Ext.	Extension of Rock Island from Joliet to Minooka	2	3	4	3	1	3	3	4	3	3	3
	SouthEast Service Ext.	Extension of SouthEast Service from Balmoral Pk. to Beecher	3	2	4	3	3	3	3	4	1	3	3
	Heritage Corridor Ext.	Extension of Heritage Corridor from Joliet to Wilmington	2	4	4	3	1	3	3	4	3	1	1
	STAR Line (Shorewood)	Extension of STAR Line from Plainfield to Shorewood	3	2	4	2	3	4	3	3	1	3	3
Bus Rapid Transit													
	Lincoln Hwy BRT (East)	BRT Corridor from Joliet to New Lenox, Mokena, Frankfort	4	4	2	3	5	4	5	4	3	3	3
	Rte. 59 BRT	BRT Corridor from Joliet into DuPage Co. (Naperville, Aurora)	4	4	2	3	5	3	5	4	3	3	3
	Lincoln Hwy BRT (West)	BRT Corridor from Joliet to Plainfield	4	4	2	4	3	4	3	3	3	3	3
	Rte. 53 BRT	BRT Corridor from Joliet into DuPage Co. (Bolingbrook, Lisle)	4	3	2	3	3	3	5	3	3	3	3
	LaGrange Rd. BRT	BRT Corridor from Frankfort into Cook Co. (Orland Park)	4	3	2	3	3	3	3	3	1	3	3
	Jefferson Street BRT	BRT Corridor from Joliet to Shorewood	4	3	2	4	1	4	3	2	1	3	3
Express Bus													
	I-55 Express	From Joliet/Bolingbrook to Midway, Chicago CBD	5	2	2	4	5	4	1	4	3	5	5
	I-355 Express	From New Lenox/Joliet to Bolingbrook, Lombard, Schaumburg	5	2	2	3	5	4	1	4	3	5	5
	I-80 / I-57 Express	From New Lenox to Chicago CBD	5	2	2	3	3	4	1	4	1	5	5

Appendix B
Model Output for 2004 (Existing Year)

Functional Class Summary
(Summary of ALL links except Centroid Connectors)

Route	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Interstate	104.1	5.8%	394	9.7%	4,790,095	38.7%	102,262	33.6%	3,374	28.8%
Principal Arterial	258.2	14.5%	703	17.3%	3,891,586	31.4%	102,178	33.6%	6,481	55.4%
Minor Arterial	236.6	13.3%	581	14.3%	1,868,843	15.1%	48,008	15.8%	1,215	10.4%
Collector	322.9	18.1%	656	16.2%	1,184,620	9.6%	32,586	10.7%	530	4.5%
Local	860.2	48.3%	1,723	42.5%	643,309	5.2%	19,081	6.3%	107	0.9%
	1,782.0		4,057.4		12,378,452.8		304,114.4		11,707.1	

Summary by Road Jurisdiction
 (Summary of all links, with the exception of centroid connectors)

Jurisdiction	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
County	258.0	14.48%	553	13.64%	1,765,527	14.26%	42,573	14.00%	1,502.2	12.83%
Interstate	100.4	5.63%	385	9.48%	4,683,941	37.84%	99,679	32.78%	3,083.2	26.34%
Local	1,168.1	65.55%	2,425	59.76%	2,310,669	18.67%	67,446	22.18%	1,141.5	9.75%
State	149.6	8.40%	437	10.78%	2,001,567	16.17%	50,149	16.49%	3,178.7	27.15%
Tollway	3.7	0.21%	10	0.24%	106,154	0.86%	2,583	0.85%	290.7	2.48%
US Highway	102.2	5.73%	248	6.10%	1,510,594	12.20%	41,683	13.71%	2,510.8	21.45%
	1,782.0		4,057		12,378,453		304,114		11,707	

All Road LOS Summary
 (Summary of links except Centroid Connectors)

LOS	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
A	1,323.3	74.3%	2,780	68.5%	2,077,045	16.8%	55,155	16.8%	20	0.2%
B	196.4	11.0%	525	12.9%	2,863,397	23.1%	63,610	23.1%	298	2.5%
C	129.9	7.3%	395	9.7%	3,141,784	25.4%	69,732	25.4%	1,248	10.7%
D	62.9	3.5%	175	4.3%	1,863,842	15.1%	47,286	15.1%	1,974	16.9%
E	51.9	2.9%	143	3.5%	1,932,955	15.6%	51,561	15.6%	4,050	34.6%
F	17.6	1.0%	39	1.0%	499,430	4.0%	16,770	4.0%	4,118	35.2%
	1,782.0		4,057.4		12,378,452.8		12,378,452.8		11,707.1	

County Road Functional Class Summary
 (Summary of links with Jurisdiction = County)

Route	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Principal Arterial	65.1	25.2%	148	26.8%	743,988	42.1%	18,438	43.3%	930	61.9%
Minor Arterial	59.9	23.2%	137	24.8%	502,540	28.5%	12,063	28.3%	415	27.6%
Collector	85.4	33.1%	173	31.2%	419,267	23.7%	9,957	23.4%	153	10.2%
Local	47.5	18.4%	95	17.2%	99,733	5.6%	2,115	5.0%	4	0.3%
	258.0		553.3		1,765,527.5		42,573.5		1,502.2	

County Road LOS Summary
 (Summary of links with Jurisdiction = County)

LOS	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%
A	162.4	62.9%	334	60.3%	446,278	25.3%	10,309	25.3%	3	0.2%
B	39.0	15.1%	84	15.3%	325,855	18.5%	7,798	18.5%	32	2.1%
C	28.9	11.2%	67	12.1%	389,230	22.0%	9,470	22.0%	165	11.0%
D	15.2	5.9%	36	6.4%	290,687	16.5%	7,081	16.5%	347	23.1%
E	10.7	4.1%	29	5.2%	262,338	14.9%	6,180	14.9%	515	34.3%
F	1.9	0.7%	4	0.7%	51,139	2.9%	1,736	2.9%	439	29.2%
	258.0		553.3		1,765,527.5		1,765,527.5		1,502.2	

Appendix C
Model Output for 2030 (Existing plus
Committed Network)

Functional Class Summary
 (Summary of ALL links except Centroid Connectors)

Route	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Interstate	120.4	6.9%	463	11.4%	8,442,760	36.1%	179,716	29.7%	25,286	36.1%
Principal Arterial	258.2	14.8%	721	17.7%	6,917,527	29.5%	190,568	31.5%	24,352	34.8%
Minor Arterial	233.5	13.4%	596	14.7%	3,361,312	14.4%	95,939	15.8%	12,229	17.5%
Collector	322.7	18.5%	662	16.3%	2,546,655	10.9%	72,500	12.0%	5,510	7.9%
Local	804.7	46.3%	1,621	39.9%	2,143,735	9.2%	66,988	11.1%	2,684	3.8%
	1,739.4		4,062.9		23,411,989.0		605,711.4		70,061.2	

Summary by Road Jurisdiction
 (Summary of all links, with the exception of centroid connectors)

Jurisdiction	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%
County	248.0	14.26%	547	13.47%	3,732,526	15.94%	99,228	16.38%	12,656.4	18.06%
Interstate	99.5	5.72%	381	9.38%	6,787,988	28.99%	146,623	24.21%	19,807.2	28.27%
Local	1,103.2	63.42%	2,314	56.96%	4,967,527	21.22%	155,117	25.61%	10,997.4	15.70%
State	165.7	9.53%	482	11.86%	3,861,586	16.49%	100,280	16.56%	11,569.7	16.51%
Tollway	20.9	1.20%	82	2.01%	1,654,772	7.07%	33,093	5.46%	5,479.2	7.82%
US Highway	102.2	5.87%	257	6.32%	2,407,591	10.28%	71,371	11.78%	9,551.4	13.63%
	1,739.4		4,063		23,411,989		605,711		70,061	

All Road LOS Summary
 (Summary of links except Centroid Connectors)

LOS	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
	Miles	%	Miles	%	Sum	%	Sum	%	Sum	%
A	971.7	55.9%	1,994	49.1%	1,704,156	7.3%	52,360	7.3%	34	0.0%
B	181.5	10.4%	447	11.0%	2,266,251	9.7%	55,497	9.7%	304	0.4%
C	168.9	9.7%	451	11.1%	3,582,991	15.3%	83,069	15.3%	1,767	2.5%
D	112.5	6.5%	329	8.1%	3,541,572	15.1%	80,999	15.1%	4,036	5.8%
E	157.2	9.0%	456	11.2%	5,893,361	25.2%	143,285	25.2%	14,643	20.9%
F	147.7	8.5%	385	9.5%	6,423,658	27.4%	190,501	27.4%	49,278	70.3%
	1,739.4		4,062.9		23,411,989.0		3,411,989.0		70,061.2	

County Road Functional Class Summary
 (Summary of links with Jurisdiction = County)

Route	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Principal Arterial	64.4	26.0%	147	26.8%	1,480,724	39.7%	39,691	40.0%	5,511	43.5%
Minor Arterial	60.0	24.2%	145	26.5%	1,010,207	27.1%	28,722	28.9%	4,918	38.9%
Collector	84.4	34.0%	177	32.4%	1,025,503	27.5%	26,181	26.4%	2,020	16.0%
Local	39.1	15.8%	78	14.3%	216,092	5.8%	4,633	4.7%	208	1.6%
	248.0		547.3		3,732,525.6		99,227.5		12,656.4	

County Road LOS Summary
 (Summary of links with Jurisdiction = County)

LOS	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
	Miles	%	Miles	%	Count	%	Count	%	Count	%
A	68.5	27.6%	144	26.4%	246,794	6.6%	5,704	6.6%	9	0.1%
B	36.4	14.7%	81	14.8%	396,261	10.6%	8,858	10.6%	44	0.4%
C	40.3	16.3%	88	16.1%	643,274	17.2%	14,800	17.2%	336	2.7%
D	26.5	10.7%	61	11.2%	521,788	14.0%	12,782	14.0%	650	5.1%
E	34.2	13.8%	78	14.2%	734,338	19.7%	19,700	19.7%	2,097	16.6%
F	42.0	17.0%	95	17.4%	1,190,071	31.9%	37,383	31.9%	9,519	75.2%
	248.0		547.3		3,732,525.6		3,732,525.6		12,656.4	

Appendix D
Model Output for 2030 Unconstrained Plan

Functional Class Summary
 (Summary of ALL links except Centroid Connectors)

Route	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Interstate	158.3	8.8%	779	15.5%	10,910,987	44.1%	205,139	36.6%	11,621	45.8%
Principal Arterial	309.8	17.3%	1,162	23.2%	7,414,066	30.0%	182,473	32.5%	8,603	33.9%
Minor Arterial	244.4	13.6%	818	16.3%	3,100,629	12.5%	79,419	14.2%	3,089	12.2%
Collector	313.3	17.4%	701	14.0%	1,878,479	7.6%	50,527	9.0%	940	3.7%
Local	769.7	42.9%	1,556	31.0%	1,417,499	5.7%	43,520	7.8%	1,099	4.3%
	1,795.5		5,015.5		24,721,660.7		561,078.2		25,352.3	

Summary by Road Jurisdiction
 (Summary of all links, with the exception of centroid connectors)

Jurisdiction	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
County	261.6	14.57%	808	16.11%	3,515,773	14.22%	84,976	15.15%	2,813.9	11.10%
Interstate	138.3	7.70%	685	13.65%	9,077,504	36.72%	171,206	30.51%	7,660.8	30.22%
Local	1,103.0	61.43%	2,495	49.75%	4,625,586	18.71%	131,134	23.37%	4,932.2	19.45%
State	170.5	9.50%	601	11.98%	3,748,229	15.16%	88,512	15.78%	4,130.4	16.29%
Tollway	20.0	1.11%	94	1.87%	1,833,483	7.42%	33,933	6.05%	3,960.4	15.62%
US Highway	102.1	5.69%	332	6.63%	1,921,086	7.77%	51,317	9.15%	1,854.7	7.32%
	1,795.5		5,016		24,721,661		561,078		25,352	

All Road LOS Summary
(Summary of links except Centroid Connectors)

LOS	Approximate Route Miles		Lane Miles		Sum of VMT		Sum of VHT		Sum of VHD	
	(miles)		(miles)							
A	1,111.7	61.9%	2,493	49.7%	2,466,516	10.0%	67,696	10.0%	39	0.2%
B	284.6	15.8%	923	18.4%	5,074,674	20.5%	113,890	20.5%	610	2.4%
C	189.1	10.5%	755	15.1%	6,422,708	26.0%	142,265	26.0%	2,884	11.4%
D	131.9	7.3%	551	11.0%	6,420,527	26.0%	132,983	26.0%	6,363	25.1%
E	53.0	3.0%	203	4.1%	2,957,033	12.0%	66,283	12.0%	6,500	25.6%
F	25.2	1.4%	89	1.8%	1,380,204	5.6%	37,961	5.6%	8,957	35.3%
	1,795.5		5,015.5		24,721,660.7		24,721,660.7		25,352.3	

County Road Functional Class Summary
 (Summary of links with Jurisdiction = County)

Route	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Principal Arterial	72.4	27.7%	279	34.5%	1,435,884	40.8%	35,202	41.4%	1,494	53.1%
Minor Arterial	62.1	23.7%	222	27.5%	1,017,260	28.9%	25,101	29.5%	916	32.6%
Collector	88.0	33.6%	228	28.2%	906,577	25.8%	21,423	25.2%	337	12.0%
Local	39.2	15.0%	79	9.8%	156,052	4.4%	3,249	3.8%	67	2.4%
	261.6		808.1		3,515,773.0		84,975.8		2,813.9	

County Road LOS Summary
 (Summary of links with Jurisdiction = County)

LOS	Approximate Route Miles		Lane Miles		Sum of VMT		Sum of VHT		Sum of VHD	
	(miles)		(miles)							
A	117.5	44.9%	327	40.4%	601,263	17.1%	13,712	17.1%	14	0.5%
B	78.9	30.2%	239	29.6%	1,122,798	31.9%	26,660	31.9%	132	4.7%
C	36.2	13.8%	136	16.8%	882,267	25.1%	21,337	25.1%	421	14.9%
D	17.0	6.5%	59	7.3%	425,239	12.1%	10,279	12.1%	472	16.8%
E	9.1	3.5%	37	4.6%	360,108	10.2%	9,160	10.2%	936	33.3%
F	2.9	1.1%	10	1.3%	124,099	3.5%	3,828	3.5%	839	29.8%
	261.6		808.1		3,515,773.0		3,515,773.0		2,813.9	

Appendix E

Model Output for 2030 Constrained Plan

Functional Class Summary
 (Summary of ALL links except Centroid Connectors)

Route	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Interstate	120.4	6.9%	463	11.2%	8,422,621	36.0%	178,992	29.8%	24,961	37.5%
Principal Arterial	259.0	14.8%	749	18.2%	7,057,622	30.2%	191,521	31.9%	21,753	32.7%
Minor Arterial	235.6	13.5%	609	14.8%	3,377,719	14.5%	96,677	16.1%	12,999	19.5%
Collector	324.9	18.6%	673	16.4%	2,486,941	10.6%	69,760	11.6%	4,509	6.8%
Local	804.8	46.1%	1,621	39.4%	2,028,211	8.7%	63,191	10.5%	2,335	3.5%
	1,744.6		4,115.1		23,373,113.5		600,141.9		66,556.5	

Summary by Road Jurisdiction
 (Summary of all links, with the exception of centroid connectors)

Jurisdiction	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
	Miles	%	Miles	%	Sum	%	Sum	%	Sum	%
County	251.7	14.43%	593	14.40%	3,972,132	16.99%	103,821	17.30%	11,422.1	17.16%
Interstate	99.5	5.70%	381	9.26%	6,762,879	28.93%	145,683	24.27%	19,339.5	29.06%
Local	1,104.9	63.33%	2,322	56.43%	4,799,285	20.53%	149,207	24.86%	10,361.6	15.57%
State	165.5	9.49%	481	11.69%	3,829,794	16.39%	99,306	16.55%	11,301.6	16.98%
Tollway	20.9	1.20%	82	1.98%	1,659,741	7.10%	33,309	5.55%	5,621.7	8.45%
US Highway	102.1	5.85%	257	6.24%	2,349,282	10.05%	68,815	11.47%	8,510.0	12.79%
	1,744.6		4,115		23,373,113		600,142		66,557	

All Road LOS Summary
 (Summary of links except Centroid Connectors)

LOS	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
	Miles	%	Miles	%	Miles	%	Miles	%	Miles	%
A	987.5	56.6%	2,030	49.3%	1,746,535	7.5%	53,246	7.5%	35	0.1%
B	184.8	10.6%	466	11.3%	2,321,024	9.9%	56,714	9.9%	299	0.4%
C	178.5	10.2%	493	12.0%	4,027,626	17.2%	93,163	17.2%	1,960	2.9%
D	114.6	6.6%	341	8.3%	3,613,735	15.5%	83,386	15.5%	4,206	6.3%
E	148.0	8.5%	434	10.5%	5,691,324	24.3%	137,600	24.3%	13,965	21.0%
F	131.2	7.5%	352	8.6%	5,972,870	25.6%	176,034	25.6%	46,092	69.3%
	1,744.6		4,115.1		23,373,113.5		3,373,113.5		66,556.5	

County Road Functional Class Summary
 (Summary of links with Jurisdiction = County)

Route	Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Principal Arterial	66.1	26.3%	177	29.9%	1,701,642	42.8%	44,007	42.4%	4,222	37.0%
Minor Arterial	60.2	23.9%	150	25.4%	1,033,323	26.0%	29,389	28.3%	5,296	46.4%
Collector	86.3	34.3%	187	31.6%	1,029,361	25.9%	25,997	25.0%	1,738	15.2%
Local	39.2	15.6%	78	13.2%	207,805	5.2%	4,428	4.3%	166	1.5%
	251.7		592.6		3,972,131.5		103,821.3		11,422.1	

County Road LOS Summary
 (Summary of links with Jurisdiction = County)

LOS	Approximate Route Miles		Lane Miles		Sum of VMT		Sum of VHT		Sum of VHD	
	(miles)		(miles)							
A	70.9	28.2%	152	25.7%	248,543	6.3%	5,738	6.3%	8	0.1%
B	41.3	16.4%	96	16.2%	469,173	11.8%	10,830	11.8%	58	0.5%
C	50.0	19.9%	128	21.6%	987,898	24.9%	23,092	24.9%	480	4.2%
D	26.0	10.3%	64	10.8%	576,340	14.5%	14,502	14.5%	773	6.8%
E	30.0	11.9%	74	12.5%	729,096	18.4%	19,363	18.4%	1,934	16.9%
F	33.5	13.3%	78	13.1%	961,082	24.2%	30,296	24.2%	8,169	71.5%
	251.7		592.6		3,972,131.5		3,972,131.5		11,422.1	

Appendix F
Public Involvement

May 10th Workshop – 2nd Group

Blue Group

Roadway

- East-West connectivity
- Improved I-55/ I-57 interchanges
- Wilmington-Peotone Road Improvements
- I-55 widening
- Extend I-355 past I-80. If SSA is built, need to tie I-355 to the airport.
- Additional connectivity/ more lanes
- I-55 to 3 lanes South to Dewit
- Peotone Road widened
- New River & Wilmington Peotone Connection
- Improve Old Chicago Road from Wilmington-Peotone Connection to 102
- Arsenal Road
- 113 I-55 to Wilmington
- I-80 add lanes
- Full interchange at I-55 and IL 129 – safety
- HOV lanes on I-55
- State roads are in much better shape in Kankakee County than in Will County
- Centerpoint trucks tend to stay on I-55; are not a problem going through Elwood specifically and other municipalities
- Want intersection improvements on Wilmington-Peotone Road

Congested Road Segments

- I-55
- Wilmington – Peotone Road
- I-80
- Route 30 near Plainfield
- Route 59 near Plainfield
- Laraway Road congested due to too many stop signs
- Area surrounding the racetrack in Elwood/Joliet

Safety Issues

- US 30 I-55 -> I-59
- Old Chicago Road – Peotone Road
- Route 53 through Elwood
- U.S. 30 from Westtown Shopping Center ([sic]: Westfield Shoppingtown?) west through Plainfield. Concerns due to heavy congestion

- Intersection at Old Chicago Rd and Peotone Rd (concern from landowner with property near this location)
- IL 53 diagonal alignment. Want to square intersections, especially at 129. IDOT may already be working on this.
- Interchange at Arsenal and I-55 needs to be redone due to capacity and safety.
- Trucks on I-55
- I-57 is the least congested interstate in the region
- IL-53 moves pretty well
- No alternatives to Arsenal Rd

Non-Roadway

- Expanded commuter rail and buses
- Commuter rail to Elwood, Wilmington, Braidwood
- Will County Forest Preserve needs to develop bike paths so that people can use the forest. There was hostility in the group towards the land the forest preserve has taken. Concerns voiced included a reduced tax base because less land was available for development.
- Wilmington would like a bike path to the Midewin Prairie. There was hostility towards the prairie also, again tax base issues were voiced.
- Extend rail, particularly commuter rail and Union Pacific lines
- Would like more frequency and express service from Joliet north
- Need additional parking at Metra stations. New Lenox seems to have adequate parking.
- Plainfield park n ride on interstates, maybe at intersection of I-355 and I-80
- Transit needs to serve multiple shifts for blue collar workers, not just 8 to 5 workers.
- Commuter Rail
- Pace service eventually, immediate Dial a Ride service expansion (needs to be available 5 days a week).

Land Use Developments

- Subdivision SE corner of IL 53 and Peotone, near Water's Edge subdivision. Size, specifics unknown
- Residential development; Lorenzo Rd and I-55 Frontage Rd. Up to 800 acres, 4 homes/acre. Wilmington would need to annex land before this could happen. Very preliminary.
- Residential development; in Elwood south of Arsenal Road. One plot of 300 units, one of 800 units. This is already captured by NIPC.
- Jewel and residential development; 113 corridor; 1000 residential lots
- Residential expansion; IL 53 and Peotone Rd; 40 acres expansion to existing Water's Edge subdivision
- Residential expansion; IL 53 and Peotone Rd; 120 acres to the east of Water's edge subdivision; farm property not yet purchased
- Route 53/ Peotone Road (SW corner) Steven & Hayes
- Lorenzo Road - west of I-55
- Route 53 - Elwood north of Mississippi Road
- Diamond - Route 113

- East of Water's Edge
- Feel NIPC did a good job capturing development in the area, feel comfortable with projections
- Need to complete Wilmington Industrial Park
- Need more industry in the region to reduce residents taxes

Other Issues

- Extend I-355 past I-80. If SSA is built, need to tie I-355 to the airport.
- Need train and roads to support SSA before it opens
- Monee-Manhattan interchange on I-57 and others near SSA need to be redone
- Group members assumed SSA was going to happen in one form or another
- Airport preparation
- Train to the SSA
- Roads to support SSA before airport opens

Green Group

Nina Klecker - Land Use

Charles Brown - Diamond

Tom Pahnke - Manhattan

Bruce Tammen - Custer

Roy Strong - Wilmington Mayor

Top Issues

Custer

- West River Rd. and IL 113 - many accidents, add stop sign
- Economical issues to improve roads - how do we pay for it?
- Train - add in Wilmington or Braidwood

Tom/Manhattan

- Continuation Wabonsais Glacial Trail (south)
- Interconnection of facilities, subdivision with access to trails
- Trains - more - change schedule
- Roadways: connect 55 and 57, 65; Wilmington/Peotone 4 lanes; 65 to Prairie Pkwy to I-88

Charlie/Diamond

- I-55 to Will Rd.
- Will Rd south to Reed Rd. (major arterial)
- Metra station in Wilmington/Braidwood
- Bicycle - railroad to county line (desired)

Wilmington

- Peotone/River Rd.
- Connect 57 and 55

- IL 53 and 113 south of town
- Metra station: Wilmington/Braidwood

Bruce

- IL 53 and West River Rd. (add left turn lane)

Roadway

- Connect 55 and 57
- Fix/widen major arterials
- Race track traffic congestion
- Symerton Rd.
- 129 and 55 (you have to get off to get back)
- Frontage roads – improvements needed but no funding for it
- IL 59 in Plainfield – lots of congestion
- Look at Des Plaines River Bridge
- Out of Centerpoint, 113 into Kankakee: a lot of truck traffic
- 113 and Willow Rd., 113 and Berger Rd.: traffic control
- 53 and Colsey Rd.
- Keep business on 53, but there are access issues
- East/West to Ottawa
- Suggested roadway connections: 55 & 57, 53 widen turn lane improvements
- Bridge = new problem
- Route 52 bottleneck with downtown area
- Road expansion may require dem. Areas

Traffic Control

- Effected by other counties (commuters)
- 113 – Need Will Road to Reed Road improved
- Depend on developers for money for improvements
- Major East – West traffic due to arsenal
- N-S Wilington-Peotone Road with I-80: keep town character, airport influences, use 30 and 59 as examples to avoid
- Corridor preservation issue
- Cedar Road Major N-S
- Be prepared for large ROWs
- West River Road & 113 – accidents, need light improvements, money for improvements, train stop would be an asset
- Village of Manhattan: Continuation of Webeasle Trail; interconnection of facilities, subdivisions, open space; Peotone Road to 55 to 57; 65 connectivity to Prairie Parkway all the way to I-88
- Diamond: 113 from 55 to Will Road, Will South to Reed, would like to see Metra station
- Wilmington: Peotone Road to River Road connecting 55 & 57 – need East to West connection; 53 & 113 = problem area; Stripmine Road = problem area; Don't have pp. density to support base
- Develop major arterials – get money now

- Need more traffic consideration with developments
- County wide – need to connect 55 & 57
- 355 won't eliminate problems
- Major areas of congestion: Joliet Raceway, 113 & Will Road Intersection needs traffic control; 53 & Coal City Road
- Widen 53 through town (going around may harm businesses)
- Too many residential dev. Along Rt. 53 – problems – unimproved roadways
- Commuters from Manhattan to Chicago

Non-Roadway

- No paratransit needed
- Train stop in Manhattan
- Island City projected growth – Metra station needed in Wilmington or Braidwood
- New Lenox train station boot distinction
- Problems with train: cargo vs. Metra, land for Parking (Amtrak)

Land Use Developments

- Manhattan: 10/20/30 ac power center instead of strip malls, zoned all ready but not in NIPC
- Manhattan: was not involved in Paint the Town. Therefore, they did not include any of their planned developments in the NIPC 2002 numbers. 3,600 dwelling units. 2,500 in process (annexed). 2,000 ac purchased for development. 120 ac commercial land. Drastic changes with open space. Metra (2015 meet NIPC)
- Diamond: Will County side is undeveloped. No changes to the land use plan. No industrial.
- Custer: 60 residential units (it is farmland right now)
- Wilmington Mayor: Island City Industrial Park – part of Arsenal. Need Metra at Braidwood/Wilmington. New Lenox has need for more tracks (they currently only have one) in Morris? Cargo issues with extra train transportation. Parking Issues with Amtrak. The parking requirements by Metra are adequate for their needs. Wants to connect I-55 and I-57. Peotone Rd., River Rd. Widen I-53, and add turn lanes. Fix the bridge. In Old Town, establish a bypass as a major roadway (53 through Wilmington). Also add more traffic control.
- Charles: Add study to extend into Grundy County (5-10 miles). Concerned with IL 113 (I-55 and Grundy). Will Rd to Reed Rd (2 lanes with deep ditch), land use is planned, some commercial development.
- Bruce: In Kankakee County – Essex Rd. Add 4-wheeler trails for people to use
- Tom: Major east/west traffic. Trucks cutting through Downtown. US 30, Wilmington Rd., Look at Arsenal Rd (south of Arsenal)
- Corridor Preservation. Cedar Rd. is a major North/South
- Land use – Elwood/Lakewood (7000 dwelling units)
- Buy more property
- Population projections not accurate (Metra = reality)
- Diamond commercial corridor = undeveloped
- Custer = 60 residential units, currently farmland

Orange Group

Roadway

- Wesley – Route 102
- I-57 future bypass
- Improve Peotone or Manhattan Road
- Old Chicago Road – get trucks out of downtown Wilson
- Connector Roads
- Widen I-55 – CRITICAL
- Need East-West Roads
- Select a North-South connector
- Route 52 needs to be 4 lanes
- Identify bypass around Manhattan
- Cedar Road – major corridor – 4 lanes
- Manhattan Road – capacity increase
- Option: use Hoff Road (I-55 to I-57)
- Weight enforcement issues
- Route 53 – widen to 6 lanes
- Strawn Road to get to 53 rather than through Elwood
- Braidwood: Route 113 & 53 railroad tracks; Route 129 & 53 railroad tracks; Route 113 & Comet Drive
- Wilmington – Route 53 – West River Road – Strip Mine Road
- Manhattan – Monee Road – widen
- Frontage Roads – deplorable conditions

Congestion

- Designated truck routes
- Eliminate conflicts with residential areas
- Good truck route connectors to major interstates
- Upgrade residential collectors
- Wesley Route 102
- Connect Prairie Parkway to I-65 via Peotone Road
- 52 & 53
- Widen I-55 and I-80 east of 55
- Braidwood Rte. 53 & 113 and Rte. 129 & 113 and Rte. 113 and Comet Drive
- Wilson Route 53 and W. River Road & Strip Mine
- Frontage Roads – bad conditions
- Will County Econ. Development (Bob Herrick)
 - Wilmington/Peotone
 - Manhattan/Arsenal
 - Manhattan wants bypass to serve industrial area
 - Connect Prairie Parkway and I-65
 - Widen I-55 (3 lanes each)

- Select N-S connector
- Preserve center of city for economic development. Tie to airport either one shall be imp. For truck, limited access, 4 lane
- Earl Spears/Wesley Township: 102=ped; I-57 future bypass (development issues); Chicago Rd. (if sewed traffic from Centerpoint trucks could avoid downtown Wilmington)
- Manhattan Mayor William Burgo
 - 52 will have to be 4 lanes and Bypass around Manhattan
 - Cedar Rd. – New Lenox and Manhattan (4 lanes) limit access
 - Manhattan Rd. – capacity improvements
 - Wilmington has committed funds to Arsenal Rd.
- Elwood – Vanderhyden: using existing roads to accommodate growth in trucks (bad)
- Manhattan Rd. would be residential – shouldn't have truck traffic (ratios at 73K pounds) (only River Rd. ratio at 80K pounds)
- Use Hoff Rd. as an alt. (I-55 and 57) (should have right)
- Issues with trucks/dispatchers: they do not always use truck routes – encroach on residential streets
- Use Strawn Dr. to 53 as an alternative
- Braidwood
 - 53 intersections
 - 129 intersections
 - 113 (Comet Dr. intersection)
 - IDOT promised to fix the above roads but keeps deferring
 - More river crossings (bridge)
 - Wauponse Glacier trail will close (will allow emergency vehicles)
 - Rozak City Building
 - West River Rd. and 53 (Stuppened Rd.)
 - Condition of frontage roads throughout

Non-Roadway

- RTA Service – trains (connecting bus service to Metra station)
- Expansion with Metra
- Bike paths for recreational purposes are important
- ATV jumping pile
- Trains at Wilmington (tracks gone)
- IDOT converted to recreational ban bicycles on 102
- Connecting bus service to Metra Station
- Paratransit service for Wesley Township
- Jackson Township develop bike plan linking Elwood to Manhattan

Land Use Development

- Much residential and commercial/industrial growth
- Manhattan Road – some planned residential – shouldn't invite much traffic
- Since NIPC – Manhattan has approved much residential development

- MANHATTAN: land zoned industrial, no utilities yet; commercial-retail on Rt. 52 and some on Cedar Road
- ELWOOD: residential; commercial – Rt. 53 & Mississippi; Deer Run Industrial Park – TIF
- BRAIDWOOD: residential growth; growing west across I-55 SW of Reed Road
- Manhattan has approved 3,500+ houses, 2,000+ pending and Lakewood homes (1400 ac, 3,600 homes); golf course community 1,000 units; commercial retailer on Rt. 52 and Cedar Rd.; Smith-Baker at X roads with Cedar (land zoned industrial – no utilities yet, should do a TOD study)
- Jackson Township – centrex homes (2000 units)
- Deer Run Ind. Park in a TIF district
- Hartz development, Pasquinella development
- Commercial development at 53 and Miss. Ave., whole Rt. 53 corridor
- Wesley Township
 - Cty will buy 2,000 ac of Forest Preserve (long-range plan)
 - State Park
 - But develop land North up to Midlothian?
- Braidwood
 - Hexagon homes (144 houses in phase 1 of 5; 750+ units)
 - Cty will annex land
 - Forest preserve could be prob.
 - Trying to get permits for water service W of SS
 - Also SW of Reed Rd.
 - May expand toward Godley

Yellow Group

Roadways

- Plainfield/ IL 59 Smiley
- 113/ Comet Drive Int. (hs)
- 129/ Center Int.
- 53/ Center
- Center Point truck traffic: I-55, local roads
- Arsenal
- I-55 capacity, access
- Widen 126 down
- I-80 3 lanes from I-55 E to Cook Co.
- Connection from Center Point to new airport
- GENERAL: N/S issues
- 113 & W. River (Zilm), IL Rte 53 & 113
- 113 & Comet Drive, 53 & 102
- Arenal & I-55

- Truck traffic on Mississippi
- Bauer & Irish Lane
- Fix tar & chip
- Local Custer Park Roads – issues with chip & tar

Congestion

- I-55 to US 30 – I-355
- IL 53 to Theo to I-55
- IL 59 to Plainfield
- Weber (curb cuts and stop lights) south of I-55
- I-55 widening
- Int. at Airport/ Lockport or 55
- Add capacity
- E-w Route south of Laraway
- E-W Connection to SS Airport
- IL 53 signal timing
- Caton Farm – Bruce Road Bridge or some other Des Plaines River crossing alternative

Safety Issues

- IL 113/ W. River Road
- IL 53/ IL 113
- IL 113/ Comet Drive (curve, schools)
- IL 53/ IL 102
- W. River – Zilm/ IL 113 (signage)
- Arsenal/ I-55
- Mississippi enforcement

Non-Roadway

- Metra extension
- 3rd airport
- Starline railroad
- High speed rail
- Bike paths
- STAR Line
- Ext. of Metra to Braidwood or “Shuttle Bug”
- High speed rail
- Bike trails as transport alternative and extensions of existing

Land Use Developments

- Braidwood & Wilmington
- Commercial development to I-55 – Reed Road
- Continued development of Center Pointe
- Communities are looking into subdivisions
- Ordinances

- BRAIDWOOD: Towns of Braidwood (low-density residential), Hickory Trails (low-density residential), I-55/ Reed Road (mixed use)
- ELWOOD: 607 acres, 2200 homes, 53/ Miss; 500 acres
- WILMINGTON: 150 acres east of IL 53, 40 Prairie Ridge Peotone Road
- Ropp Farm 80 acres near River Road

Other Issues

- Airport - much harder to solve problems after... need to plan
- FUNDING ACCOUNTABILITY: restore 100% of MFT to roadway system

Worksheets that were handed in:

[Note: LQ = Local Question; CQ = County-wide Question]

Village of Diamond

LQ1: none

LQ2: 239 lot Prairie Lake estimates 3R 1R, 134 lot, 75 lot

LQ3: Will Road, IL 113/I-55, Reed Rd and I-55

LQ4: Comprehensive planning with adjoining counties that any experiencing

CQ1: Improved arterial streets

CQ2: IL 59 Corridor

CQ3: none

Elwood

LQ1: forecasted accountability

LQ2: Wooded Cove 88 lots residential

LQ3: Arsenal Rd., IL 53, I-55

LQ4: Union Pacific Railing

CQ1: Lack of commuter rail service; widening I-55 past Arsenal Rd.

CQ2: I-55 Corridor

CQ3: upgrades and expanded rail service

Diamond

LQ1: None

LQ2: 239 Lot Prairie Lake Estates 3R 1R; 134; 75 (448)

LQ3: Will Rd., IL 113/I-55, Reed Rd., I-55

LQ4: Comprehensive Planning with adjoining countries that any experiencing

CQ1: Improved arterial streets

CQ2: IL 59 Corridor

CQ3: None

Wesley Township

LQ1: Bourbonais ___ to 102 and ???

LQ2: Forest Preserve land purchase

LQ3: 102 - ???; I-57 by Pase not shown

LQ4: ATV center

CQ1: Fix 102; Fix Chicago Rd.
 CQ2: on Rt. 53
 CQ3: Band Biagles

Braidwood

LQ1: Northwest Corner at I-55/Reed Rd. interchange
 LQ2: Hexagon's Townes of Braidwood (5 phases)
 LQ3: All intersections – Rt. 113 and Comet Dr.; Rt. 129 and Center and Rt. 53; Rt. 113 and Rt. 53 and Rt. 129
 LQ4: Star railroad stop
 CQ1: 3rd Airport; Interchange at Plainfield/ Airport Rd.; E-W route south of Laraway; three lanes on I-55 from Weber Rd. to at least Rt. 6, three routes south of Laraway; three lanes I-55 to I-80 or Rt. 6
 CQ2: Weber Rd.; I-55 south to Weber Rd.
 CQ3: Metra station in Braidwood; Star railroad line to/from Braidwood (stop); Third airport, funding for problems

Manhattan

LQ1: We have 5,000 to 10,000 new homes on the horizon over the next 5 years (see sheets for specifics on development)
 LQ2: Same as answer #1
 LQ3: Rt. 52 into and out of town needs to be widened for future commercial/retail and residential commuting purposes. Need Rt. 52 bypass around old part of town. Cedar Rd., Manhattan Rd. and Manhattan/Monee Rd. all need to be 4 lanes as collectors.
 LQ4: None
 CQ1: Connector between I-55 and I-57. Need North/South Road to link future connector with I-80, centrally located between I-55 and I-57.
 CQ2 and 3: None

May 11th Workshop Notes – 3rd Group

Yellow Group

Roadways

- US 30
- Wolf Road (traffic & safety)
- Old Plank Trail Crossing
- Lagrange (future issues)
- Townline (187th – Francis Road)
- Exchange Street (Lake County residents cutting through; capacity/ congestion)
- 394 truck traffic
- Steger Road (IN – Steger)
- Railroad overpass at Goodman
- All local roads leading from Lake County, IN
- 103rd & Stuenkel (sight distance inadequate)
- Dixie – Crete into Beecher
- I-355 extension further SE
- Route 45 (in southern section as growth occurs)
- Laraway (capacity/ congestion)
- Steger Rd/ 45 (needs light)
- US 30 (congestion)
- Wolf/ Laraway (congestion)
- Wolf Road (congestion)
- Diversion of trucks from I-80/I-94
- Indiana traffic on exchange to 394 (10k cars – 2 lane road)
- Truck traffic 394 – Dixie Highway
- Using Crete as cut-through between Lake County IN houses and jobs in Cook County
- US 30
- Wolf Road (potential interchange with I-80 – preference Schoolhouse Road)
- Townline Road congestion and safety

Non-Roadway

- Star Line extension
- SE Service across from train track (2 Crete stations – City Proper and track)
- Richton Park (inadequate parking)
- Bike trails (Southern Will County underserved)
- Mokena wants paratransit service – no interest in major bus

Land Use Developments

Mokena

- Residential (single-family/ townhomes) - Conservation design (Boulder Ridge, Foxborough, Whisper Creek); West side north of US 30; approximately 700 acres
- Industrial/ Commercial - 3 projects master planned; Corp. Corridor, Silt Creek, Spring Lake; 350 acres
- Old Mill Pond - mixed use office/retail/condos; 15 acres
- Bridges of Mokena - residential (single-family/townhomes)
- Prairie Ridge - residential (single-family/townhomes)

Crete

- Industrial Park 394
- Proposed development approximately 200 homes - SF - unincorporated Will County
- M Exchange - residential
- Power plan - constructed already

Other Issues

- Funding

Green Group

Top Issues

- Concerned about the widening of U.S. 30 from New Lenox to Harlem to 4-lanes of traffic.
- Said the state had provided some financing - for lighting...but concerned that it is not in the 10 year plan anymore.
- Lives in New Lenox but Board member representing Frankfort. Would like to see 30 widened and 45 south from 30 through
- Laraway Rd. - 4 lanes through the county.
- Airport - 57 widened - with another lane in each direction
- Would like to see the south extension of 355 to 65. 80 & 94 improvements will help.
- Exchange Street in Crete - mile long backups every morning. Not sure addressed well in plan
- South end of 394 in Beecher - loaded with traffic - Rt. 1 through Goodenow Road
- Wants to see 394 addressed all the way through due to overpasses at Sauk Trail, Steger Rd., and Exchange St.
- Also 394 through Beecher.
- Greatest issues - airport - Abraham Lincoln National Airport needs to be addressed.

- SE rail line through Glenwood, Rhornton, S. Chicago Heights, Crete Balmoral Race track in LRTP and important to Steger and Crete and ties to airport.
- Crete to 355 - Illiana Expressway - extension of 355 beyond New Lenox. 80 to the state line.
- Preservation of open space and agriculture
- Identification of timeline for implementation of projects - prioritization
- Programming and identification of funds.
- Proactive vs reactive improvements

Roadway

- I-355 south extension (south from I-80)
- Illiana expressway
- Steger: bottleneck IL 1 Crete and Steger meet - viaduct floods - long term plan needs to consider obs?
- Frankfort Rt. 30 - Harlem to Williams (from 4 to 2 lanes in this area). Bottleneck both way. Traffic from 45. Tough road at night, so many turnouts for commercial development. Unsafe congestion, in and out of high school access issues.
- University Park Board Member: Governor's State onto Steunkel Rd. to Governors Highway. Railroad Crossing before Hwy 50 could use bridge over track
- Crete Township: top light on 394 and Exchange St. and from there 394 E to State Line - Exchange St. is worst they have.
- Extension of Rock Island into New Lenox
- Crete: 355 extension into Indiana from New Lenox

Congestion

- IL 59
- I-55
- Most congestion is on IL 59 in Plainfield to Naperville corridor. Also I-55 from Cook to Plainfield.

Roadway Safety Issues

- Bottleneck on Route 1 where Crete and Steger meet (viaduct floods)
- Route 30 bottlenecks due to need for add-lanes and fluctuation from 2-3-4 lanes between Frankfort, New Lenox and Joliet
- Major Access from subdivisions and commercial develops
- Stuenkel Road to Gov. Highway
- Need bridge over rail road
- Congestion
- 394 at Exchange Street
- Exchange Street capacity/access issues

Non-Roadway Improvements

- TOD? planned at SES Line (all SES Line extension stations) Crete, Balmoral Park and Steger
- Starline: Planned TOD? and stations in Mokena/Frankfort and New Lenox

- Metra Electric Extension: Planning station sites in Monee, SSA and Peotone – extending south in to Kankakee county and towns. No TOD? yet planned
- Bike Trails
 - Frankfort: Old Plank Road connection to subdivisions
 - Steger: Crete – Steger
 - Steger: Richton Road – Steger
- Improved and increased rail service (Rock Island (NL and Manhattan extension), SES, MED, IL Cent. Improvements)
- Steger: planning for station on SE rail line. Not sufficient planning on SE rail line in its plan. Transit-oriented development is in a plan. Land use plan with Metra just completed. Station also in Crete.
- Crete: Also in favor of this line. It's a good way to move people. People are coming from Indiana to Chicago. These Indiana commuters are using commute trains and roadways.
- Frankfort: Star Line - would like a station. Jamy thinks this station is all ready planned. Mokena/Frankfort – New Lenox. Frankfort has talked about additional line within the Village of Frankfort.
- Another rail study – Metra electric extend from University Park to Kankakee.
- Forest Preserves: Plank Road trail – in Frankfort – subdivision planning on all being connected. All the way to Chicago Heights.
- Steger: Crete to Steger – would like connected from Richton Rd. to Steger Rd. needs to be extended. Currently from Richton South.
- Manhattan - maintenance of Joliet Line

Land Use Developments

- Residential and commercial developments in Frankfort have been enormous
- Crete: Goodenow Rd and Route 1 – 300 homes planned, unincorporated. Industrial in New Monee and Burville – Dixie Hwy and State St. Will need roadways. Crete village given 300 jobs.
- Steger: 394 and Steger Rd. (400 homes). Construction planned summer 2005 – commercial development is adjacent.
- Tinely Park: Residential – Harlem and I-80 commercial to accompany (under construction)
- New subdivisions in Green Garden – 200
- South side of Frankfort is and will be both residential and commercial

Other Issues

- Roads to and from SSA

Blue Group

Top Issues

- Illiana Expressway
- Illiana Expressway – extend through to I-355
- Northwest access

Roadways

- Want to extend Vollmer Road
- Group seemed to want more roads, lanes, and more connectivity and focused on drawing these corridors on the map. They had to be prompted to discuss anything else and did not provide much information on other topics.
- Indiana Avenue is not congested but is a key east-west connector
- Citizen complaints relate primarily to the need for more north-south connections – this is difficult partially because of the Lincolnshire golf course
- Access control is important – need to plan curb cuts, especially on Rte. 50 and Peotone-Beecher
- Should improve Harlem to relieve IL-50
- Need grade separation on Crete-Monee as it is a major east-west corridor
- Rathjee Rd and Rte. 50 are the major north-south routes in the area. Cottage Grove should be developed as an additional north-south connector.

Congested Roads

- Harlem in Tinley Park
- Lake in Tinley Park
- 80th in Tinley Park
- 91st in Tinley Park
- 191st and Lincoln Range in Tinley Park
- Rte. 45 from Tinley Park to Frankfort
- Monee-Manhattan
- Except for Tinley Park, group would not volunteer any currently congested routes.

Safety Concerns

- Trucks on 394
- Intersection of Governor's Highway and Wilmington
- Intersection of Wil-Center and Beecher-Peotone
- S Curve on Exchange Street, and square the intersection of Crete Rd and Exchange
- Truck Traffic on Rte. 50 and IL 1
- Truck traffic is due to a distribution center south of Peotone in Grundy County that does not have good access. These trucks often leave the interstate to avoid weigh stations and instead take smaller roads, especially County Line Road.

Non-Motorized Transportation

- Extend Kankakee County Metra line through Peotone etc. This is shown on a Kankakee County plan
- Recognize need for commuter rail but are not particularly interested in it

- Senior Citizen transit (para transit, dial a ride) services need to be extended. This was an issue for the Peotone representative. Existing service from Eastern Will County Senior Services, funded by RTA, centered in Monee.
- Extend Electric line and the Southeast rail line to Kankakee County. Also connect both of these to the SSA.
- Extend Southwest rail line through Beecher
- Commuter Rail

Land Use Developments

- Peotone representative felt that the NIPC figures were high due to faulty methodology/flawed process. NIPC used density per acre to calculate numbers but applied this density even to acres that contain only a parking lot.
- There was some comment from the Tinley Park representative that he didn't know much about the subregion he was placed in. His issues were distinct from the other communities.
- Retail, "Brookside Marketplace"; 191st and Harlem; 600,000 sq. ft. retail, lot 120 acres.
- Industry in Tinley Park as shown on aerial.
- Commercial development in Tinley Park to 80th Street as drawn on map; 500,000 sq. ft.
- 200 residential units in Peotone, but Peotone representative felt the NIPC numbers were already high and did not provide any additional information.

Other Issues

- SSA takes out connectivity – need an alternative for east-west travel in the southern part of the county
- Fair bit of hostility towards airport, but it seems to be perceived as inevitable
- Need Illiana Expressway to support the airport
- Airport will generate a lot of traffic and eliminates roads
- Want money – felt that western half of county gets more money than the eastern half.

Orange Group

Top Issues

- Traffic/ road conditions along Route 30. Plans to upgrade/widen this highway are in place, waiting for funding.
- Traffic conditions and development along Route 45.
- Development of STAR Line along EJ&E corridor.
- I-57 interchange at Manhattan-Monee Road. Traffic backs up coming off of expressway, needs a traffic light or extra lanes.
- Upgrade of SRA route between Route 45 and State Route 1 (Manhattan-Monee Road/Crete-Monee Road). Currently connects through Monee, a bypass has been planned.
- Illiana Corridor - need for major east-west route (expressway?) between I-57 and I-65. Divert traffic (esp. truck traffic) that needs to travel north to I-80/Borman Expressway.

- Extension of commuter rail to Kankakee, potentially serving Monee, Peotone and the SSA.
- Illiana Expressway – perhaps connecting as far west as I-55
- Truck traffic through Beecher on State Route 1 – continue with plans for bypass road.
- Commuter rail extension along Southeast Service corridor to Balmoral Park
- Realignment of roads at State/County borders. Mismatched arterials jog to meet up.
- Alignment of roads also an issue on Cook Border.
- Condition of Manhattan-Monee Road west of I-57 is traffic/safety issue.

Roadways

- Road alignments
 - Steger Roads
 - County Line
 - State Line
- Route 1 bypass – Beecher
- Illiana expressway
- Route 30
 - Congested
 - Need more lanes
 - Condition of road
- Route 45
- South of Old Plank Trail
- Freeway corridor between I-55 to I-57 then to I-65
- Arterial transitions at State/County borders and along Steger Road
- Illiana Corridor/Expressway to provide major east-west route south of I-80
- Connection of I-355 extension south to I-57 – connecting near Illiana Expressway.
- Linking Prairie Parkway to East-West (Illiana) Corridor
- SRA improvement between Route 45 and State Route 1 (i.e., repairs/upgrade to Manhattan-Monee Road)
- Bypass along State Route 1 at Beecher

Congestion

- Route 1 – 394
- I-57 at exit 335
- Truck traffic through Beecher
- Manhattan-Monee Road intersections with 88th, 80th, and Harlem
- Road alignments
- Illiana (east-west) expressway

Safety Issues

- Route 30 through Frankfort
- Francis Road west of Route 45
- Manhattan-Monee Road
- Route 1 connection to 394
- State Route 1 through Beecher (truck traffic)
- I-57 Interchange at Manhattan-Monee Road
- Potential Airport access roads and loss of arterials through SSA area

Non-Roadway

- Commuter rail extension from University Park to Kankakee
- Commuter rail to Balmoral (SE service)
- Electric extension to Kankakee
- Southeast Service Corridor Extension
- STAR Line through Frankfort
- Transit service to SSA

Land Use Development

- Significant residential development south of Steger Road
- Significant mixed use development along Crete-Monee road residential near Pauling Road
- Residential development north and south of Beecher
- Map shows stuff north and west for Beecher, probably not realistic
- Significant residential development has occurred around Francis Road east of Route 45.
- Area between Steger Road and Route 30 has almost been fully developed – mostly residential subdivisions but there is also a large area that has been set aside as an industrial park by Frankfort. Some development has occurred but it is mostly projected for the future.
- Area directly north of Route 30 and east of Route 45 is primed for commercial development... area near Pfeiffer Road has been built out with residential.
- Mixed-use development is taking place south and east of town between Crete-Monee Road and Pauling Road.
- The unincorporated areas west of I-57 are developing with residential subdivisions on private utilities. This is blocking the expansion of Monee to the west. Low densities of development on that side of the expressway.
- North and east of Beecher large sites have developed for residential – three at 1,000+ units. Additional growth to the south. NIPC forecasts have shown residential growth west of Beecher but that has not/will not take place (especially with the airport).

May 5th Workshop – 1st Group

Red Group

Roadway

- Location of I-80 interchanges
- Laraway Road
- Larkin to Harlem
- Caton farm/Bruce Road Corridor-bridge over Des Plaines River U.S. 30 mall to Theodore Street through New Lenox to Harlem between 126
- Laraway Road from 53 to Harlam Avenue.
- Broadway/53 to I-55 - currently deteriorated
- Gougar Road ext. to 52 - slaves \$ North and South
- 59 widen to 55

Road Safety

- Viaduct on Route 53 and Crest Hill between Theodore Street and Caton Farm Road (column in center of narrow road)
- Route 6 - TRUCK
- I-55 from IL-59 to I-80 especially due to traffic levels and trucks
- I-55 and Arsenal Road interchange and bridge, due to trucks

Most Congested Roads

- Route 30 - Gougar Road - Laraway Road - Weber Road - Route 6
- Rte. 30 through New Lenox (5 lanes needed, center turn lane important so businesses can be reached)
- Gougar Road, from Laraway Road north
- Laraway Road from Rte. 53 by the racetrack to Harlem
- Rte. 6 from I-55 to Hourlbout Road (mostly peak hour congestion)
- Weber Road corridor (Commuters encounter worst congestion in the county here)
- IL-59 entire length through county

Poor Condition

- Frontage Roads
- Rte. 53 from Theodore Street to Caton Farm Road

Non-Roadway

- Metra
 - Station west of Weber
 - Parking – work in Chicago
- Share the ride
 - 355 and 6 – HOV Interchange
 - Parking
- Need Metra west of Weber Road to serve commuters who work in Chicago
- Cedar Road to Laraway – Metra
- Metra to serve commuters from southwest outside of the study area
- Parking capacity is exceeded at every Metra station
- Metra stations should be moved so that nearby intersections can remain open while the train is loading
- Share the Ride parking
- HOV interchanges and lanes on interstates, especially I-55 and I-355
- Metra to Minooka and Channahon
- Rail to northwest I-88 corridor
- Parking at Metra Lockport station (growth from Weber Rd.)
- Group had never heard of STAR line, but were interested when they heard it mentioned by other groups in the summaries

SSA Concerns

- I-57 should have four lanes in each direction
- Concerns with circumnavigating the airport if roads that pass through the footprint are severed

Land Use Developments

- Route 30 – Target/Loews
- Route 30 – Menards
- Renwick and Weber Road – Strip Mall
- I-355 and Cedar – Megan Mall
- 95th and Route 30 – Super Wal-Mart
- Gougar to Haven/Laurey – Industrial Park
- Caton Farm into Weber Road – Menards/Wal-Mart
- Bluff Road to Route 6 – Town Center
- Industrial Development, Gougar and Haven/Laraway (size unknown)
- Menards and other large retail, Caton Farm and Weber Road (114 acre plot. 1 million square feet floor space total)
- Town Center development , Bluff and Rte. 6. Planning stages. (150,000 sq. ft. commercial, 300 residential units)
- Metra Corridor/Station, dense TOD development
- Target and Lowels, Rte. 30 (currently open or opening, size unknown)
- Menards Rte. 30 (76 acre lot, floor area unknown)
- Strip mall construction, Renwick and Weber Rd (4 acres commercial property)
- Mega Mall I-355 and Cedar Rd (3500 acre lot, previously industrial/commercial)

- Wal-Mart and other commercial (Outside Will County northwest corner)
- Residential Growth (Unknown specifics)
- Industrial Park, Warehousing (280 acres zoned)

Other Issues

- State Routes not adequate to meet demand – not much confidence in IDOT funding
- Must use county road system to help themselves and supplement State roads
 - Caton Farm/Bruce Road corridor for E-W connection
 - Gougar Road for N-S connection. Add lanes and extend to IL-52.
 - Laraway Road for alternative E-W connection

Green Group

Top Issues

- I-55 Congestion
 - IL 59
 - Base Info Process
 - Dev. following predictions in Will County
 - Filling in quickly
 - Kendal Co. may grow differently
-
- Free flow of traffic
 - More mass transit
 - Protect right-of-way
 - Common Plan / Fed \$\$\$
-
- Int. congestion
 - Sub-to-sub and Rev. Committee on transit
 - E-W I-55 to I-57
 - SRA and Min. Art. Congestion
 - At 355 and 80 increased SQ com and change to retail
 - Different type of traffic
-
- I-55, IL-59, U.S. 30, Laraway widening
 - River Bridge for Laraway on 55 to Memphis Drive
 - Full Int. on 55 at IL-59
 - Race track area on IL 53
 - 1000 acres for resident development near here
 - In Paint The Town was thought to be commercial/residence
 - Also, around new Lenox/Joliet – commercials instead of residence – might be in Part Town.

- I-55 congestion and Int.
- Dialog for Reg. Planning – how to require dialog?
- Joliet Road /I-55 to Lockport
- I-55 congestion
- NIPC forecast low on my area
- Mall at N-stoll and Boughton Road
- Easy access to interstates
- Improve Weber south bound and north bound to go east and west on I-55
- Widen 55
- Public Trans in northwest of county????
- I-55 and Route 59
- U.S. 30
- Route 126 (Rendall Co. Traffic to I-55)
- Arterials from west
- Full ints. To I-55
- Encourage municipality to build supporting facilities (collectors) - developer built

Roadway

- Signal/ Arterial
 - Route 30 (80 to Harlem) and into Naperville to I-57
 - Webber and Joliet Roads
- Frontage Roads needed
- Roads not ready for truck traffic (weight)
- Trucks make congestion worse – especially 2-lane roads
- Int. design not adequate for turning
- Continue I-55 to I-57 connection east to I-65 in IN
- Eliminate conflicts
 - Separate truck ways
 - Parkways
 - Tiered roadways
 - Grade separation
- I-55 congestion
- Secondary roads – US 30, IL 59, Joliet Road, Laraway Road – infuture, Webber Road
- Accomadations for trucks

Non-Roadway

- Transit
 - 2 New Lenox transit friendly dev.
 - Red friendly
 - Higher dens
 - Near Station
- Prepare for STAR Line for suburban transit service

- Due to expectation that municipalities will fund stations and land acquisition
- Improve existing service
- Express trains
- More parking
- Need parking with buses too
- As train service improves, bus more demand
- Park-n-Ride could help change attitudes
- Regular bike paths
 - Need to bridge over interstates for continuity
 - Maybe include planned bridge widenings
- Trail connectivity
- Prepare for STAR Line
- Improve existing service

Land Use Developments

- More for Pres Land in county (\$95 Mill ref)
- Race track area
- New Mall in Bollingbrook
- Hospital north of I-55 and 0.5 miles west of IL 53 – breaking ground this year

Other Issues

- How to capture developers \$\$ to fund corridor improvement instead of spot
- Problem getting State participation
- Fix after is problem – not proactive
- County Issues/Reg. Issues
- Funding to keep up with growth
- Time restrictions

Orange Group

Top Issues

- Large
 - Pop growth
 - Infrastructure
 - Congestion
- Specific
 - Rail road disruption (at-grade)
 - Route 30 (SRA) east – should be 4-lanes
 - Extend I-355 from I-80 to I-65
 - Add interchange at I-80/school-house
 - Laraway
 - Gougar
 - Cedar

- Over capacity (congested) routes
 - 159th Street
 - 143rd Street
 - Bell Road
- Congestion
 - Route 30 (at 59 especially)
 - Route 59 south of 135th
 - 126 at route 55
- Congestion
 - I-55 from I-355 to route 30
 - I-355 and Boughton
 - Weber Road near I-55

Roadway

- Curb cuts
 - Too many route 30
 - Laraway, Gougar and Cedar
- Alternates
 - No good ones
- Truck traffic
 - Gougar existing problem
 - Briggs future problem
- Bridge
 - Caton Farm and Bruce is good but concerned about impact on 159th
 - Renwick
- Cook County – travel

Non-Roadway

- Metra – slow service / Star Line (“e/o Joliet”)
- Airport access
- Bike trails: planned access at New Lenox Metra southwest otherwise recreate use

Land Use Developments

Local (Commercial)

- 1.2 million of sq. ft. of retail at Boughton and I-355 – Bolingbrook
- Cherry Hill Bus Center (160 ac) warehouse - New Lenox at I-80 and Gougar
- 2.5 million sq. ft. of retail at Route 6 and I-355 – New Lenox
- 6 commercial development of 2-400,000 sq. ft each – Homer Glen
- Verify NIPC growth for Plainfield
- Hospital (4-floors – 138 beds)

Local (Residential)

- Homer Glen – too conservative in density
- New Lenox – too conservative in density
- 3 x 80 acre Residential on Laraway Road

- Laraway/Hover/Gouger increased traffic due to residents growth on these roadways
- Verify NIPC forecast for Plainfield
- Bolingbrook ±200 ac of sq. ft. res., 80 ac for school, and 55 and older community

Blue Group

Roadway

- Weber Road congestion
- Rt. 59
- Rt. 52
- I-55
- Bruce – Caton Farm
- Rt. 30
- Lemony Road
- 355 – rush hour
 - North a.m.
 - South p.m.
- Joliet Road/53
- I-55 widening
- Interchanges (I-55)– additional
- Weber Road widening
- Route 59 (congestion)
- Plainfield (congestion)
- Truck traffic
 - 55/355
 - Weber Road

Non-Roadway

- Commuter rail travel lacking
- PACE services
- Central county rail service
- Star Line railway
- Connecting bike/trail systems

Other Issues

- Airport

Yellow Group

Top Issues

- Growth Management
- I-55 capacity and I/C expansion
- Regional planning surping local decision making
- Congestion (arterials)
- Alternative transportation
- Land use integration employment and residential/ in village?

- Maintenance of State roads (non-interstate)
- Caton Farm corridor and bridge over Des Plaines River
- Weber Road corridor
- Route 53 improvements and route 30 capacity route 59
- Lack of funding
- Time is of essence...can't get land easily after development occurs.

Roadway

- 143rd street extension
- Route 126
- Extension of 95th
- Underpass at route 53 and EJ&E
- At grade rail road crossings frontage roads conditions

Non-Roadway

- Starline
- Connections of bike ways and new routes
- State and county - more sidewalks
- Increase PACE service area
- Bring Metra West
- Lack of ports for barges on Des Plaines and Illinois Rivers
- County Wide Transportation Northwest and Southwest Will County
- I-55 "Interchanges" Arterials connections
- Signal timing
- Non-Roadway Benefit Will County
- Airport
- Star Line
- Comprehensive bikeway system

Land Use Developments

- Centerpoint - I-55 etc.
- Border growth (Kendal and Grundy) - Residential and Industrial
- Crest Hill commercial along Weber, Division - light industrial
- 119th - PIF - Mixed residential and Caton to 126
- Channahon - I-55 at route 6 - major commercial
- Rville - Weber at airport 1000+ ac industrial
- Naperville route 59 near 11th - 95th - mixed industrial
- Star Line train station - 95th - 91st mixed residential (Kenloch Development)
- Rville Weber Road 400 ac - mixed commercial and residential

Neon Green

Top Issues

Roadway

- IL 59 : Naperville Road - I-55
- US 30 : I-55 - IL 126 split
 - Do something - widen - re-route - ANYTHING

- I-55: Int. at Lockport/ Airport
- I-55: Widening IL 126 (Fall)
- CFB Bridge
- Road re-alignments
- Widen I-80 to 3-lanes – entire stretch in Will Co.
- I-80 – Int school/house – Wolf
- 159th and 143rd widen

Non-Roadway

- Star Line Needed
- More express service or better utilize heritage corridor line
- Better utilize PACE service
- More pedestrian bridges over major highways
- I-355 bike trail
- Teleportation
- May leve
 - Freight containes
 - A la “minority report” cars
- Mono rail
- Flying cars – in brief case

Top Issues

- Scott, New Lenox: 1) Population growth, 2) infrastructure impacts, 3) congestion on Route 30 and others
- Bill, New Lenox: 1) Road creates peds running through center of town – mostly passenger – rush hour trains every 20 minutes (grade separation), SW extension not separated at Laraway, 2) Route 30 – east to Frankfurt should be 4 lanes (unfunded SRA)
- Tom, Will Co. Board: 1) I-355 Extension from Route 80 to I 65 in Indiana, 2) Interchange at I-80 and Schoolhouse Road needed
- Dwight, Homer Glen: 1) 159th St. (Rte. 7) over capacity – especially because interchange with I-355 (lots of development there), 2) 143rd also (Cty Rd), 3) Bell Road
- Jim, Plainfield: 1) Route 30 from Joliet (at Rte 59 is the worst), 2) Route 59 from South of 135th thru Village (widen) 3) 126 at Route 55 need full interchange
- Nicole/Bolingbrook: 1) Congestion I-55 from 355 to Route 30; 2) I-355 and Boughton, 3) Weber Road near I-55

Land Use

- Bolingbrook: 1.2 million outdoor “power” mall and IKEA (employment not known); access (included in Boughton widening) by not widened throughout
- New Lenox: Cherry Hill Business Park (160 ac), industrial warehousing (impacts Rte 30, Gougan Rd., maybe I-80; Route 6 and I-355 shopping Center possible; Population forecasts too cen..., sewer on Laraway from Gougen to Howell Airport; growth assume 3 units/acre; SW 80 acre parcels to be annexed (12 parcels by 2 = 24+/-)
- Homer Glen: See sheets regarding Homer Glen (lists all residential/commercial developments); NIPC forecasts too conservative especially since density is increasing (159th corridor); estimated 6 community developments of 200-400K (population 24,000+ (spec. census))

- Plainfield: Commercial verify Route 59 corridor development; Residential SW and W verify development into Kendall County
- Bolingbrook: Residential one large undeveloped parcel (200 +/- acres); to be developed over 5-7 years mixed (80 ac school, senior, single family homes); problematic intersections at major arterials; too many curb cuts (Route 30); no good alternative routes

Worksheets that were handed in:

[Note: LQ = Local Question; CQ = County-wide Question]

Village of New Lenox

LQ1: I-355/Rt. 6 area; Laraway Road and Gougan Rd. Corridors; WWTP 3 service area

LQ2: I-355 has started; Cherry Hill Business Park

LQ3: Rt. 30 (State); Laraway Rd.; Gougan Rd.

LQ4: Metra Southwest Service extension (near turn); STAR service on EJ&E (by 2030); I-355?

CQ1: none

CQ2: none

CQ3: I-33; Metra; 3rd Airport; High Speed Rail

Village of Bolingbrook

LQ1: Commercial development has 1.2 million sq. ft. of retail at Boughton and I-355; Residential development has 20 acres of 55 and older community planned

LQ2: Hospital planned: 287,000, 138 beds, 4 floors

LQ3: I-55 from IL 53 to Plainfield; Weber Rd. from 115th to Romeoville (Airport Rd.)

LQ4: none

CQ1: I-55 widening

CQ2: None

CQ3: Metra extension into Bolingbrook, Plainfield, and Romeoville

Village of Plainfield

LQ1: Springbank Subdivision; Grande Park

LQ2: Springbank; Grande Park; Edwards Hospital

LQ3: Route 30; Lockport St.; Route 59

LQ4: Rail Service

CQ1: Improved Rail Service

CQ2: Route 30 through the whole county

CQ3: Rail

Comments by City of Joliet (letter mailed on 5/25/05, signed by James Trizna, City Manager):

1. The expansion of Black Road to a four-lane cross section from IL-59 to County Line Road.
2. The expansion of Brandon Rd to a four-lane cross-section from US 6 to Manhattan/Arsenal Rd.
3. The expansion of Breen Road to a four-lane cross-section from Brnadon Rd. to Baker Rd. with the construction of a road connecting Breen to Baker.
4. The expansion of Briggs St. to a four-lane cross-section from US 6 to Division St.
5. Continued support of the construction of a high level bridge over the Des Plaines River high level bridge connectingf Caton Farm and Bruce Roads.
6. The expansion of County Line Road to a four-lane cross-section from IL-126 to Mound Rd.
7. The expansion of Drauden Rd. to a four-lane cross-section from Renwick to US 30 and the construction of an extension from Renwick Rd. to IL-126.

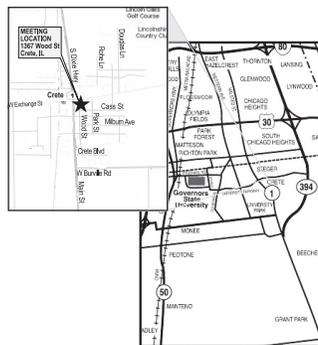
8. Construction of a four lane high level bridge over the Des Plaines River connecting Empress Drive and Laraway Rd.
9. The expansion of Gaylord Drive to a four-lane cross-section from Stateville Rd. to Gael Drive.
10. The expansion of Gougar Rd. to a four-lane cross-section from Laraway Rd. to IL-7.
11. The widening of I-55 to three lanes in each direction from Weber Rd. to IL-59.
12. The widening of IL-59 to a 5-lane cross-section from I-55 to IL-126.
13. The widening of IL-126 to a five-lane cross-section from IL-59 to Brisbin Rd.
14. The extension of I-355 from I-80 to I-65.
15. The expansion of Laraway Rd. to a five-lane cross-section from Brandon Rd. east to the County Line.
16. The expansion of Manhattan/Arsenal Rd. to a four-lane cross-section from I-55 to the Village of Manhattan.
17. The expansion of McDonough St. to a four-lane cross-section from Houbolt Rd. to Infantry Dr.
18. The expansion of Renwick Rd. to a four lane cross-section from IL-59 west to the County Line.
19. The expansion of Schweitzer Rd. to a four-lane cross-section from US 52 to Brandon Rd.
20. The widening of US 52 to a four-lane cross-section from IL-53 to the Village of Manhattan.
21. The widening of US 523 to a four-lane cross-section from IL-59 to Brisbin Rd.
22. Continued support of the US 6 SRA Route.
23. The widening of US 30 to a five-lane cross-section from Larkin Ave. to IL-59.
24. Continued support of the Wikaduke Trail.

Will County Highway Department Public Information Meetings November 10, 15, and 16, 2005

The Will County Department of Highways, in cooperation with other agencies and elected officials, is creating the Will County 2030 Transportation Plan to prepare for the continued population and employment growth that is predicted for Will County.

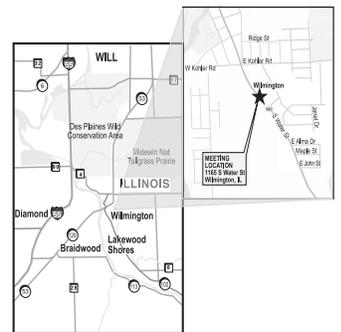
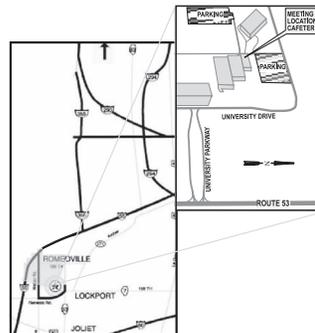
Three public information meetings are scheduled for November 10, 15, and 16 to present project activities and findings, and to give the public an opportunity to interact directly with the project members. The same information will be presented at each meeting, including:

- > Purpose of the Will County 2030 Transportation Plan
 - > Plan Development Process
 - > County Population and Employment Forecasts
- > Transportation Plan Elements
 - Roadway
 - Public Transportation
 - Trails
 - > Future Transportation Performance



Date: November 10, 2005
Time: 4 - 7 PM
Place: Crete Township Hall
1367 Wood St.
Crete, IL

Date: November 15, 2005
Time: 4 - 7 PM
Place: Lewis University
Dining Room
One University Parkway
Romeoville, IL



Date: November 16, 2005
Time: 4 - 7 PM
Place: Wilmington City Hall
1165 South Water St.
Wilmington, IL



For more information, please visit our
 Web site at: <http://projects.ch2m.com/willcounty/>
 or contact
 Debbie Flaws: Phone (773) 693-3800 x215
 or Email deborah.flaws@ch2m.com

If you require special assistance to attend, please contact Debbie Flaws.

Will County Highway Department Public Information Meetings May 17-18, 2005



The Will County Department of Highways, in cooperation with other agencies and elected officials, is creating the Will County 2030 Transportation Plan to prepare for the continued population and employment growth that is predicted for Will County.

Two public information meetings are scheduled for May 17 and 18 to present project activities and findings, and to give the public an opportunity to interact directly with the project members. The same information will be presented at both meetings, including:

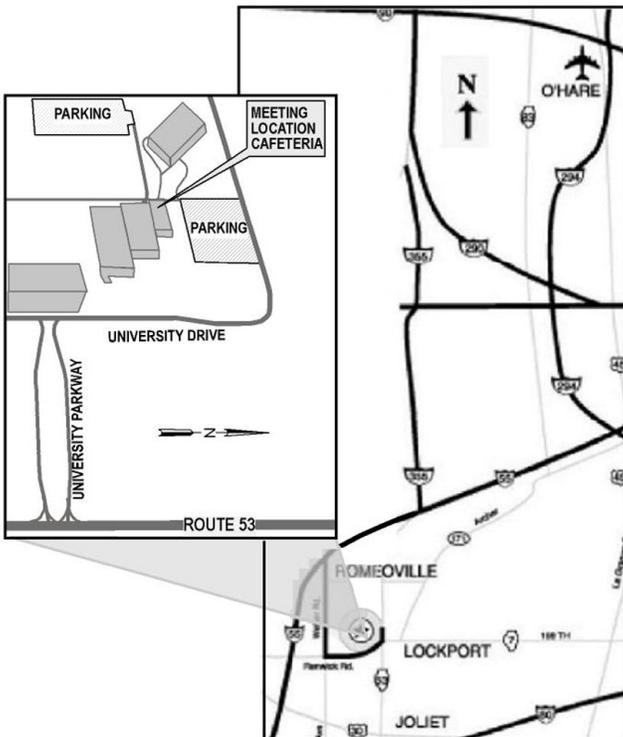
- Purpose of the Will County 2030 Transportation Plan
- Plan Development Process
- Goals and Objectives of the Plan

Date: May 17, 2005
Time: 4 - 7 PM
Place: Lewis University
 Dining Room
 One University Parkway
 Romeoville, IL

Date: May 18, 2005
Time: 4 - 7 PM
Place: Governors State University
 The E Lounge,
 One University Parkway
 University Park, IL

The Lewis University Dining Hall is located adjacent next to a parking lot off of University Drive. The University Dining Room is inside the building labeled on the map, first hallway entrance to the right.

The E Lounge at Governors State University is located in Building E.



For more information, please visit our web site at:

<http://projects.ch2m.com/willcounty/>

or contact:
 Debbie Flaws

Phone (773) 693-3800 x215 or e-mail deborah.flaws@ch2m.com

If you require special assistance to attend, please contact Tanya Martinez at (815) 774-3760.



Will County 2030 Plan
Summary and Disposition of Written Comments Received from 3
Public Meetings held on November 10, 15, and 16, 2005

- Bill Lamb, Village of Plainfield Trustee, requested a set of colored copies of the charts from the meeting. Set was mailed 11/25/05
- David A. Prowesky of Honey Glen:
 - Because of the rapid growth of the village as well as the I-355 extension, Bell Road, 143rd and 159th Street demand widening
 - Develop a “Park and Ride” for Honey Glen residents wishing to use public transportation
 - Honey Glen has a trail plan which is available to everyone who would like a copy.
 - Three top transportation projects listed are 1.) Roads servicing the 355 extension, 2.) Trails particularly along I-355 extension and 159th Street expansion and 3.) Bus service to Honey Glen.
- Matt Lehar comments “The unconstrained plan development has been well planned and has looked ahead on the congestion (existing and proposed) coming to Will County. However without financial commitment, the resources and money spent for the plan will be a waste. The easy part of the plan is to identify what projects, however the real work will be to identify new sources of money to pay for the plan. Politicians, planners, developers, engineers, etc. need to get together to come up with real solutions to pay for this plan. Some ideas are impact fees, transportation tax, referendum and getting more federal money for these projects.
 - Some criteria should be 1.) Roads already congested, 2.) Roads near major development that bring in jobs and tax revenue and 3.) Roads that are beyond repair
 - The top three transportation projects are: I-55, IL 59 and Manhattan Monee / or Wilmington Peotone due to the airport
- David Born of Marley: Is concerned who decides which projects are selected. His priority is the I-80 interchange and Schoolhouse Road extension. His understanding is the project is a “done deal” by representatives of Mokena but is afraid he and other citizens will not be heard because they live in a unincorporated area.

- John J. Considine of Crest Hill:
 - Agrees with the railroad and stations, park and ride lots and buses to new stations and mall areas in the unconstrained plan.
 - Renwich Road needs widening from Route 30 to Lockport and beyond.
 - The bridge between Route 53 and Lockport over Des Plaines River – 4 or more lanes
 - Weber Road, Larkin from I-55 to I80 needs widening
 - Route 53 from I-55 to I-80 needs more lanes – left turning lane if nothing else
 - In general the priorities are 1.)Widen roadways, 2.) Extend railroads and 3.) More bus routes.
- Robert Schroeder of Peotone:
 - The process and projects displayed represent and presume future development that may not materialize. The nature of East Will county area has agricultural, preservation and a way of life interests not to be set aside by outside interests that would change the nature of the area. Coordination with land use, planning department and local determination is needed. Presumption of zoning changes (i.e. population projections in areas of 2.5, 5, and 10 acre lots for 1000+ population increase; conversion of agricultural to other commercial use including an unneeded and unwanted airport may contradict current local interests.
 - Priorities should lie with road development and maintenance for current residents. Various county roads are gravel and unpaved (i.e. 88th Avenue from Offuer to Manhattan - Monee). Efficient auto traffic is a general need. Commuter train extension is a plus. Air transportation is not a priority. Need considering O'Hare, Gary, and Rockford expansions. The confiscation of land and destruction of a way of life for east Will County residents is an unwarranted governmental intrusion of property and personal rights of those who chose to live here.
 - The top 3 priority projects are paving and maintenance of local roads (i.e. 88th Avenue from Offuer to Manhattan – Monee Road), extension of I-355 and commuter railway extensions.

- Mary- Kay Stanfield of Crete:
 - Crete is in need of pedestrian trails and preserving open space. An ideal area to create pedestrian trails is located east of Crete in a natural undeveloped area owned by the Village of Crete, called the Reed Ekal property which is situated along Deer Lake. At one time I was told this was approximately 200 acres although she has not verified this. She has also heard the Village of Crete wants to develop this land in the near future. Some of this land should be reserved as open space for the benefit of the general public.
 - She requested copies of the exhibits. Copies were sent November 28, 2005.
- Elmer and Barb Halfeldt of Crete:
 - They requested copies of the exhibits. Copies were sent November 28, 2005
 - Their top priority is to have an east – west highway to relieve I-80 – 94 and local roads before open land are built up.
- Richard Beil of Crete:
 - The planning group did a thorough job. He likes the proposed arcing rail system that terminates in Lynwood and goes through Joliet to points north. The Joliet to Lynwood leg would greatly help eastern Will County. Extending the existing Metra line from UP to Peotone and beyond and constructing the proposed rail line through Stager, Crete and Beecher will also boost eastern Will County. The commuter rail lines will enhance mobility for people going in and out of eastern Will County.
 - Recreational planning via trails and natural areas is also important.
 - The extension of I-355 to I-57 and to Indiana is necessary.
 - Adding turn lanes and left turn signals for getting onto 394 from Exchange Street would greatly reduce accident risks.
 - Commuter rail lines through Crete, extension of Metra south of UP, arcing rail system including Joliet to Lynwood leg
 - Extension of I-355 from New Lenox to I-57 and to Indiana.

- Lois Arms of Park Forest:
 - Plans should be made for people and animals (i.e. migrating birds) and not for cars.
 - Economic benefits – Triple bottom line
 - Environmental bottom line – costs and benefits
 - Social bottom line – costs and benefits
 - The public thinks the maps labeled: Action – Oriented Population Change” and “Action – Oriented Employment Change” are changes from 2005 lately and not from NIPC’s 2030 projections.
 - The process does not seem to include protection of farms nor owners of the land. The area is prime farmland – the most productive for the least input. Farmland is already economically developed. An agricultural economy of all who buy and sell from farmers such as Noviston, Archer – Midland Daniels and Kankakee Mill
 - The criteria most important are:
 - Quality of life
 - Environmental, social and economic (without economic tramping)
 - New roads or widening actually cause congestion delay, danger while they are being built even in good weather.
 - The process doesn’t show consultation with the Farm Bureau and Forest Preserve District.
 - The County Executive should be listed above the County Board.
 - The plan seems to assume a South Suburban Airport - A 30 year urban legend, no airline has ever said anything but no. The airlines are all floundering in bankruptcy except Southwest. Freight that goes anywhere must be small, light and valuable and travel in the bellies of passenger planes. Fed EX and UPS like where they are now. O’Hare is a large well established organization. Stand and Shut this Airport Nightmare Down.
 - Copies of the exhibits were sent to her November 28,2005
- Anonymous:
 - Not sure how well received expansion of the bus routes would be.
 - Criteria priorities are Economic development, congestion relief and new interchange at I-80 and Shoply Road
 - Top 3 priority projects are Metra expansion, new roads and widening existing roads.

- Anonymous:
 - Focus on southern part of Will County. Coal City on the radar screen
 - Priorities for the criteria are congestion, economic growth, connectivity, multi – modal, safety and environmental.
 - Widening I-55 and north – south roads are a top project priority.
- Cris Bell of Wilmington:
 - Any improvement to the Braidwood exit includes east and west access for both north and south directions.
 - Improvements to the Wilmington – Peotone Road should include a direct connection to Lorenzo Road so there is easy flow to/from Morris
 - Wilmington Metra
- Doris Hentze of Wilmington:
 - Bus service every day or at least 3 times a week to Wilmington for handicap citizens.
- Earl Spears of Wilmington:
 - Need roads from Elwood to Manten to new airport
 - Rail service to Chicago for people to ride from Wilmington
 - Fix route 53 around Wilmington
 - Manten Road
 - Rout 102
 - Peotone Road
- William Bosnak of Wilmington:
 - The South Arsenal Road – Chicago Road – Route 102 connection was left out of the plan.
 - There is \$3 million of federal funds for a new 3 lane South Arsenal Road connecting Route 53 to Chicago Road. This means we will have a secondary thoroughfare from Route 53 to Route 102 (scheduled for the spring of 2006 construction). This will divert much of the traffic from Route 102 going through Wilmington (both directions).
 - The 3 lane section may become the I-55 connection to Wilmington – Peotone Road via Chicago Road. This is likely since the Alexander Farm Road (northwest corridor Routes 53 and Wilmington -0 Peotone Road) is going industrial leaving hardly any other option on the table.
 - A question of the plan is “Forever play catch up or boldly step forward? Certainly the funds will never be there.

- Anonymous:
 - Improve the bridge crossing the river in Ritchie
 - Fix I-55
 - Fix Route 53 in Romeoville
 - Widen Wilmington Road all the way to I-57 before growth.
- Ray Kerkstra of Monee:
 - Manhattan – Crete – Monee Road needs widened as well as Routes 45 and I-65
 - How far east does the trail extend into Cook County?
- W. E. Davy Jr. of Wilmington:
 - Opposes widening Peotone Road from Route 53 to Peotone.
 - South Arsenal road should be widened and connected to North River Road and realigned with Peotone further east. Move the industrial park and 150 union facility traffic out of residential part of Peotone.
 - Keep traffic moving around Wilmington
 - Widen South Arsenal Road to four lanes.
 - Metro service to Wilmington.

Web Site Home Page

Will County > Home - Microsoft Internet Explorer provided by CH2M HILL

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Will County 2030 Transportation Plan



Home Planning Process Publications Contact the Project How to Participate FAQs Links

September 14, 2006

Announcements

Public Information Meeting #2
The second round of Public Information Meetings are taking place from 4 to 7 p.m. on November 10, 15, and 16. The meeting on November 10th will take place at Crete Township Hall, the meeting on November 15th will take place at Lewis University in the Dining Hall, and the meeting on November 16th will take place at Wilmington City Hall. The meetings will discuss the development of the Will County 2030 Transportation Plan. [Click here](#) for more information about the times and locations.

October 2005 Newsletter
The second newsletter is now available. [Click here](#) to review the newsletter.

Introduction to the Project

Over the past decade, the County has experienced rapid growth. In fact, Will County is projected to be one of the fastest growing counties in Illinois. The 2030 Northeastern Illinois Planning Commission (NIPC) population projection for Will County is over 1.1 million from an existing population of approximately 500,000. The projected increase in employment is from approximately 169,000 to 443,000 by 2030. To plan for this continued growth, the County is developing a 2030 Transportation Plan with the following purpose:

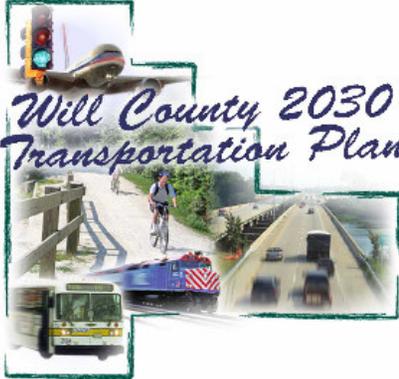
- Establish goals, objectives, and policies for the transportation plan
- Evaluate the performance of the transportation system
- Determine transportation projects and priorities
- Provide information to guide transportation decisions
- Identify resources to implement transportation projects

Currently, Will County has a 2020 Transportation Plan, adopted in December 2000. Since the adoption of this plan, the county has grown significantly and the regional agencies, Chicago Area Transportation Study (CATS) and the Northern Illinois Planning Commission (NIPC), have updated regional forecasts and developed a 2030 regional transportation plan (RTP). In addition, the planned development of the South Suburban Airport (SSA) would influence development patterns and affect existing roadways in the eastern portion of the Will County. These planning efforts will serve as inputs into the development of a Will County 2030 Transportation Plan. The planning process will yield a county-wide comprehensive transportation plan that addresses mobility, infrastructure, and revenue issues related to anticipated growth in development. The plan will encompass a multi-modal approach including roadways, transit, and non-motorized facilities.

A key component of the planning process will be the integration of land use and transportation improvements. The Will County 2030 Transportation Plan will be developed in response to future land activity within the County and the surrounding area. The planning process will consider the County's Land Resource Management Plan. As a result, the transportation plan will meet the varying needs of those that live and work in Will County.

This website has been visited 395 times.

<http://projects.ch2m.com/WillCounty/DesktopDefault.aspx?tabid=244> Local intranet





Newsletter

Newsletter No. 2

October 2005

In this Issue

- Public Information Meetings: Projects and Priorities - November 2005
- Public and Agency Coordination
- Population and Employment Forecasts Updates
- Transportation Plan Development
- Next Steps

Contacts

If you would like more information about the project, please contact:

Will County Department of Highways
16841 W. Laraway Road
Joliet, IL 60433
815-727-8476

Or you can go to the website:
<http://projects.ch2m.com/willcounty/>

Public Information Meetings: Projects and Priorities – November 2005

The Will County 2030 Transportation Plan project team has been hard at work since the last newsletter was written in October 2004 and public information meetings (PIM) were held in May 2005. The second round of PIMs is scheduled for November and will highlight the work completed, including the identification of potential projects to be considered in the transportation plan.

Given the anticipated 85 percent growth in Will County's population between 2004 and 2030, Will County began the process of developing a 2030 Transportation Plan to identify the means to provide continued mobility within the County and plan for a compatible transportation system that meets the needs that the projected growth creates.

Since the October 2004 newsletter, the analysis of the existing conditions in Will County and the review of the 2030 transportation goals and objectives were completed. The reports for these analyses can be found on the project website. This information was presented at a series of community workshops and at the May 2005 PIMs. The workshops and PIMs provided an opportunity for representatives from interested agencies and the public to provide feedback and information regarding land use changes and transportation needs within Will County. This information was used to develop an update to the population and employment forecasts, called the Action-Oriented Forecasts, and in the development of a comprehensive unconstrained transportation plan. The unconstrained plan identifies potential projects, including roadways, public transportation, and trails, regardless of constraints such as financial limitations. The unconstrained plan represents the vision of transportation improvements needed to accommodate the expected growth in the county.

The following articles describe in more detail the progress made in key elements of the Will County 2030 Transportation Plan: Public and Agency Coordination, Action-Oriented Forecasts, Development of the Unconstrained Plan, and the Next Steps.

The project team is asking for your opinion on the potential projects identified in the unconstrained plan and the highest transportation priorities of Will County. For more information about the development of the Will County 2030 Transportation Plan and to provide the needed feedback, please plan to attend one of the upcoming PIMs. See the insert for locations and times.

Public and Agency Coordination

The public and local agencies play an important role in the development of the Will County 2030 Transportation Plan. Both groups provide input to the plan including knowledge of the local area such as anticipated growth in population and employment and local transportation needs. Local agency involvement also ensures that the Will County 2030 Transportation Plan is developed in full coordination with other plans in the region.

Since the publication of our October 2004 newsletter, the County has continued to provide opportunities for the public to obtain information and to provide comment on the Will County 2030 Transportation Plan. Workshops with area officials representing the municipalities and other County departments were held to aid in the identification of land use and development changes since the development of the last regionally endorsed population and employment forecasts. Workshop participants also identified local and regional transportation needs. A summary of the comments received from these workshops is available on the project website.

Following the workshops, two PIMs were held in May 2005 to obtain input on the existing transportation system and to identify transportation needs in Will County. Information

Continues on page 3

Population and Employment Forecasts Updates

Population and employment forecasts play an important role in the development of the Will County 2030 Transportation Plan. Anticipated population and employment growth, as well as residential and commercial development over the next 25 years will influence the need for and prioritization of roadway improvements. Will County does have an abundance of available land to accommodate the anticipated growth; however, potential development must be understood to carefully plan for a transportation system that can accommodate this growth.

The Will County 2030 Transportation Plan will primarily be based on population and employment forecasts that have been endorsed by the Northeastern Illinois Planning Commission (NIPC). However, given the time that has elapsed since the creation of these forecasts and the rapid development already occurring in parts of the county, alternative forecasts were produced to test the sensitivity of the Will County 2030 Transportation Plan to changes in development. The revised population and employment forecasts, the “Action-Oriented Forecasts,” account for changes in population and employment that were either unanticipated or changed in nature (type or size).

The Action-Oriented Forecasts were developed with extensive feedback from local and county officials through the community workshops. From these workshops, the County identified specific developments that should be included in the Action-Oriented Forecasts. The majority of communities supported the original (NIPC) forecasts. However, given changes in development since the release of the NIPC forecasts, necessary modifications to population and employment were identified. Based on comments received at the workshops, the Action-Oriented Forecasts also include modifications to the population and employment forecasts in some of the border counties.

The population and employment totals projected for 2030 in the Action-Oriented Forecasts remain the same as the regionally endorsed numbers provided by NIPC. However, population and employment was shifted within the County. The amount of population and employment shift within the county was only 1.1% and 0.5% respectfully of the totals. The largest changes occurred in the surrounding counties to the east and west of Will County.

Transportation Plan Development

The first step in developing the Will County 2030 Transportation Plan was to analyze the performance of the transportation system by considering only those projects that have sufficient funding identified and available for construction. This analysis showed that the transportation system in 2030 would experience substantial growth in congestion. The Will County 2030 Transportation Plan will provide solutions to offset this increase in travel demand within the county.

A comprehensive unconstrained plan is being developed to represent the vision of the transportation solution for Will County. The plan is comprehensive and includes improvements to the roadway system (including interstate, state, county, and local roadways), transit systems, and non-motorized systems (bicycle and pedestrian). The unconstrained plan identifies a set of improvements without considering priorities or the financial limitations of the maintaining agencies. The unconstrained plan does consider some environmental and social constraints that could make the physical construction of the various transportation projects infeasible.

Given the financial limitations of the county and other agencies, priorities are needed to establish the projects that could be funded. Through a series of workshops and public meetings the project team will gather feedback on the criteria used to develop a constrained transportation plan, which will consist of the priority projects.

If all the identified projects in the unconstrained plan were to be constructed, approximately 900 lane miles would be added to the road system within Will County, mainly on the interstates, state highways, and county highways. Also, the number of congested roadways would be reduced by half, compared to the no-action alternative.

The unconstrained transit plan includes extending four existing Metra lines further into the County, as well as the addition of two new commuter rail services, the SouthEast Service and the STAR Line. The plan would also increase bus service in the County, focusing on rapid service in key corridors and additional express routes. The focus of the non-motorized portion of the unconstrained plan would be to build on the County's regional bicycle/pedestrian trail network by improving connections between the trails and between Will County communities.

If you would like to learn more about the unconstrained plan including details of the projects under consideration, plan to attend the PIMs that will take place in November. See the insert for details on the locations and times.

"Congestion Growth"

In 2030 without further expansion of the transportation system:

- The number of congested roadways in Will County will more than triple.
- The amount of delay experienced by drivers will increase six fold.

Continued from page 2

on the following topics was provided at the PIMs:

- Purpose of the Will County 2030 Transportation Plan
- Plan Development Process
- Goals and Objectives
- Existing Transportation Performance
- County Population and Employment Forecasts
- Consideration of the South Suburban Airport
- Future Transportation Performance (assuming the existing roadway system)

A complete set of meeting exhibits can be found on the project website.

The project team will continue to meet with area officials as the County proceeds with the development of the Will County 2030 Transportation Plan. The County will be presenting information on which projects (roadway, transit, and non-motorized) are included in the unconstrained plan as well as the effect of the Action-Oriented Forecasts.

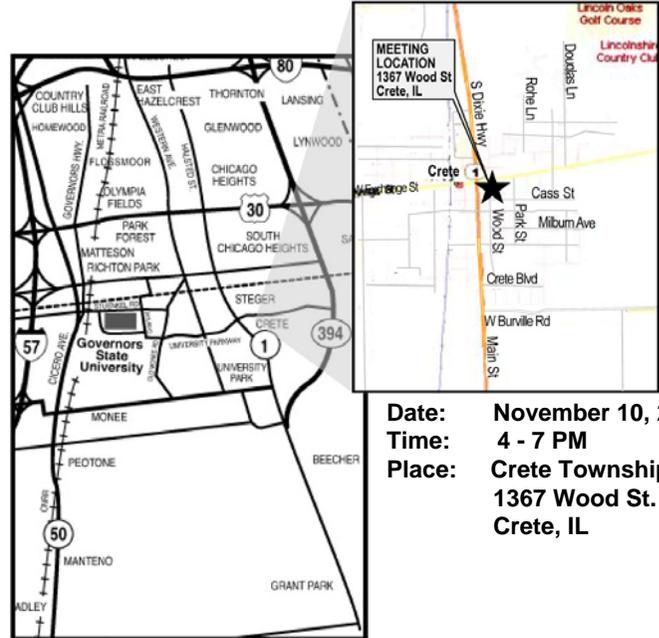


Will County Highway Department Public Information Meetings November 10, 15, and 16, 2005

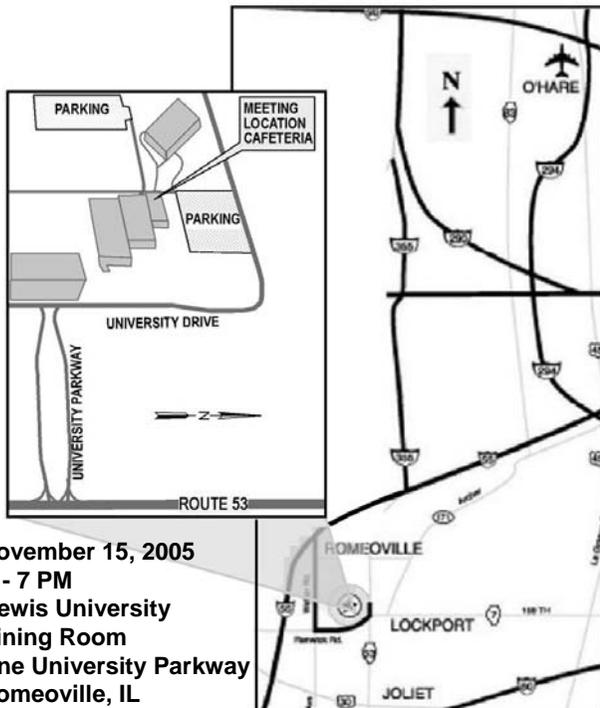
The Will County Department of Highways, in cooperation with other agencies and elected officials, is creating the Will County 2030 Transportation Plan to prepare for the continued population and employment growth that is predicted for Will County.

Three public information meetings are scheduled for November 10, 15, and 16 to present project activities and findings, and to give the public an opportunity to interact directly with the project members. The same information will be presented at each meeting, including:

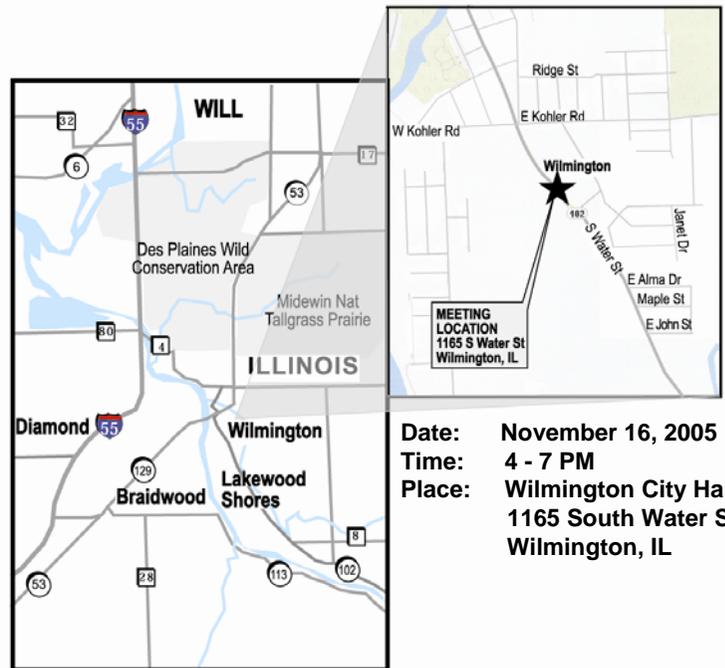
- Purpose of the Will County 2030 Transportation Plan
- Plan Development Process
- County Population and Employment Forecasts
- Transportation Plan Elements
 - Roadway
 - Public Transportation
 - Trails
- Future Transportation Performance



Date: November 10, 2005
Time: 4 - 7 PM
Place: Crete Township Hall
 1367 Wood St.
 Crete, IL



Date: November 15, 2005
Time: 4 - 7 PM
Place: Lewis University
 Dining Room
 One University Parkway
 Romeoville, IL



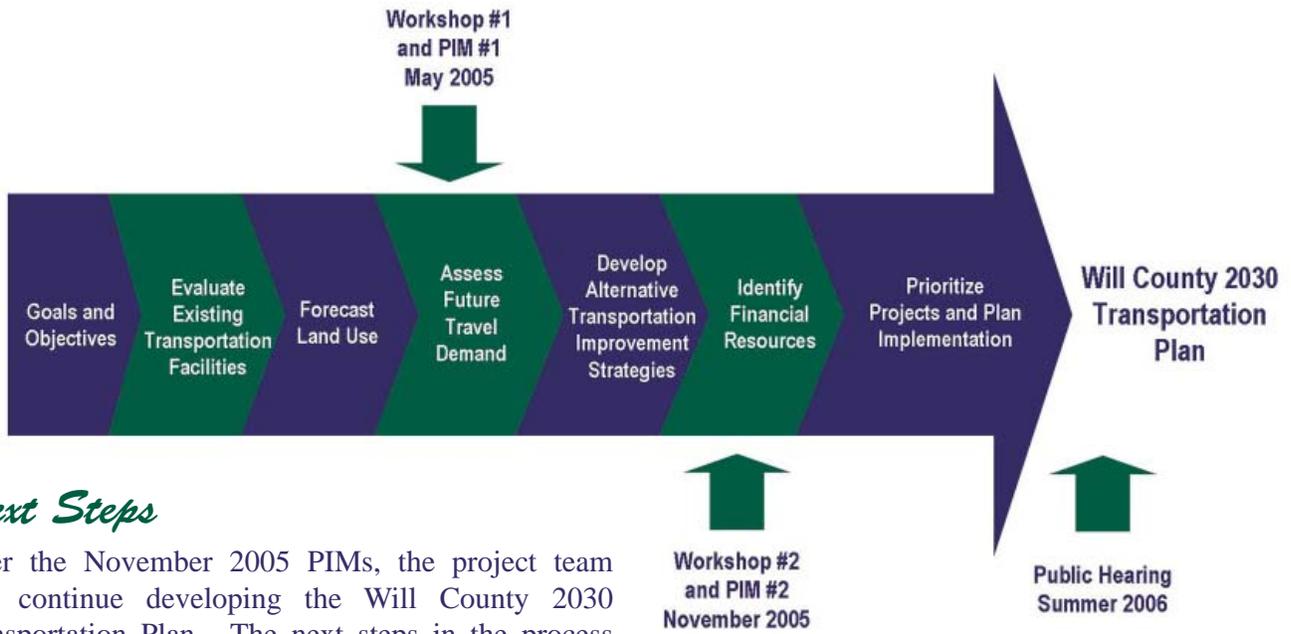
Date: November 16, 2005
Time: 4 - 7 PM
Place: Wilmington City Hall
 1165 South Water St.
 Wilmington, IL

For more information, please visit our web site at: <http://projects.ch2m.com/willcounty/>
 or contact

Debbie Flaws: Phone (773) 693-3800 x 215 or e-mail deborah.flaws@ch2m.com

If you require special assistance to attend, please contact Debbie Flaws.





Next Steps

After the November 2005 PIMs, the project team will continue developing the Will County 2030 Transportation Plan. The next steps in the process include development of transportation standards and guidelines as well as a fiscal analysis to determine the expected level of transportation improvements the county is expected to fund. The established policies and fiscal constraints will be combined with transportation priorities to identify those projects that would provide the greatest benefit to Will County. The resulting

constrained plan and guiding transportation policies will be available for public comment in late spring/early summer of 2006. Your comments regarding the transportation priorities for Will County will be considered in the development of the final products of the Will County 2030 Transportation Plan.



Will County Department of Highways
16841 W. Laraway Road
Joliet, IL 60433

FIRST CLASS

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Newsletter

Newsletter No. 1

October 2004

In this Issue

Include these points:

- Introduction to the Project
- Agency Involvement
- Planning Process
- Avenues for Public Involvement
- Transportation and Planning Goals
- Join the Mailing List

Contacts

If you would like more information about the project, please contact:

Will County Department of Highways
16841 W. Laraway Road
Joliet, IL 60433
815-727-8476

Or you can go to the website:
<http://projects.ch2m.com/willcounty/>

Introduction to the Project

Over the past decade, the County has experienced rapid growth. In fact, Will County is projected to be one of the fastest growing counties in Illinois. The 2030 Northeastern Illinois Planning Commission (NIPC) population projection for Will County is over 1.1 million from an existing population of approximately 500,000. The projected increase in employment is from approximately 169,000 to 443,000 by 2030. To plan for this growth, the County is developing a 2030 Transportation Plan with the following purpose:

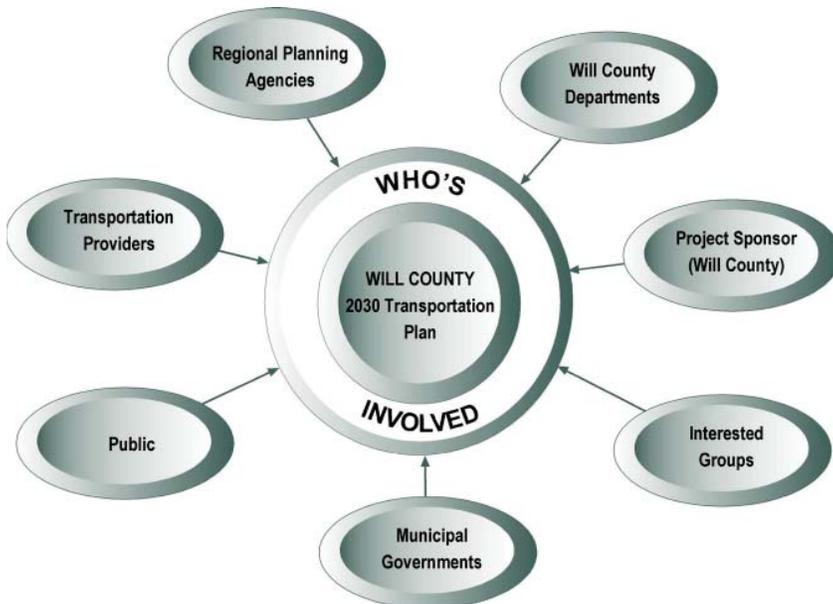
- Establish goals, objectives, and policies for the transportation plan
- Evaluate the performance of the transportation system
- Determine transportation projects and priorities
- Provide information to guide transportation decisions
- Identify resources to implement transportation projects

Currently, Will County has a 2020 Transportation Plan, adopted in December 2000. Since the adoption of this plan, the county has grown significantly and the Chicago Area Transportation Study (CATS) and the Northern Illinois Planning Commission (NIPC), have updated regional forecasts and developed a 2030 regional transportation plan (RTP). In addition, the proposed South Suburban Airport (SSA), would influence development patterns and affect existing roadways in the eastern portion of the Will County. These planning efforts will serve as inputs into the development of a 2030 Will County Transportation Plan. The planning process will yield a county-wide comprehensive transportation plan that addresses mobility, infrastructure improvements, and financial issues. The plan will encompass a multi-modal approach including roadways, transit, and non-motorized facilities.

A key component of the planning process will be the integration of land use and transportation improvements. The 2030 Will County Transportation Plan will be developed in response to future land activity within the County and the surrounding area. The planning process will consider the County's Land Resource Management Plan. As a result, the transportation plan will meet the varying needs of those who live and work in Will County.

Agency Involvement

The Will County Highway Department is the lead agency in the development of the 2030 transportation plan. However, data and input from many other agencies will be incorporated. Some of the contributing agencies and their role in this project are identified below:



Planning Process

The 2030 Transportation Plan is anticipated to take two years to complete with a completion date expected in 2006. The planning process is broken down into 9 steps.

1. Identify Goals and Strategies
2. Develop 2030 Socioeconomic Forecast
3. Develop Future Travel Forecasts
4. Identify Existing and Future Transportation Deficiencies
5. Identify Future Alternative Transportation Improvement Strategies
6. Evaluate Alternatives
7. Develop Cost Estimates and Identify Financial Resources
8. Identify Priorities and Develop Program Implementation
9. Finalize Will County 2030 Transportation Plan

The planning process begins with the development of goals and strategies. These principles set the framework from which the County will make decisions regarding future transportation facilities or actions. The 2030 socioeconomic assumptions used in conjunction with the travel demand

Avenues for Public Involvement

Public involvement is a key component of the Will County 2030 Transportation Plan because the people who live and work in the area are the most familiar with the transportation issues in the county. There are several ways to get involved, stay informed, and provide input throughout the project.

One way to get involved in this study is to visit our web site at <http://projects.ch2m.com/willcounty/>. The web site offers a variety of information, including an overview of the project, the project's planning process and schedule, a list of upcoming events, and project materials, such as newsletters and reports. This web site also provides an opportunity for the public to email comments to the project team and join the mailing list.

The public is encouraged to attend public meetings and hearings that will be held at key milestones during the project. Public meetings and hearings are used to present project activities and findings, and to give the public an opportunity to interact directly with the project members. To learn about the meeting schedule, visit the "Schedule" section of our web site.

Finally, this newsletter is a valuable source that provides information on the progress of the project. Future issues will be distributed at key milestones during the project and will be sent to those who have signed up to be on the mailing list.

If you would like more information, please contact the Will County Department of Highways at 1-815-727-8476 or write to 16841 W. Laraway Road, Joliet, IL 60433.

model generate the future traffic volumes on the roadways in Will County. Transportation performance measures will be used to evaluate the existing and future roadway transportation deficiencies. To address these deficiencies, alternative transportation improvement strategies will be evaluated with an outcome of a recommended Will County 2030 Transportation Plan. Priorities and plan implementation will be established by considering development patterns, capacity deficiencies, and financial constraints.

Transportation and Planning Goals

The goals address the long-range transportation vision in terms of facilities and services and the means to achieve the recommended transportation plan. The goals encompass both objectives by focusing on the transportation system (Goals 1-5) and the planning and implementation process (Goals 6-8). No effort has been made to prioritize the goals.

1. Mobility and Accessibility

The transportation system should offer convenient travel opportunities and an integration of travel modes that will

allow people to travel to a variety of places according to the needs of their own lifestyle.

2. Transportation and Land Development

The transportation system should support existing and future patterns of land development, as guided by the Will County Land Resource Management Plan.

3. Transportation Performance

The transportation system should provide efficient and quality of service with needed capacity, reasonable speed, convenience, and safety for all users.

4. Non-Motorized Travel

The transportation system should enhance the quality of life in Will County by providing a system of interconnected and safe bicycle paths, pedestrian facilities, and equestrian trails.

5. Environmental and Natural Resource Protection

The transportation system should be sensitive to the environmental resources of the region and minimize negative encroachments to and disruptions in such areas.

Continues on the back page.

Join the Mailing List

If you would like to have your name added to the mailing list for the Will County 2030 Transportation Plan, please visit our website at: <http://projects.ch2m.com/willcounty/> or fill out the following form and mail to:

Will County Department of Highways
16841 W. Laraway Road
Joliet, IL 60433

Name _____

Affiliation _____

Address _____

Phone (Daytime) _____ (Evening) _____

Continued from page 3.

6. Interagency Coordination

In conjunction with the transportation plan, a spirit of commitment to interagency coordination and cooperation should be established in the region.

7. Financial Feasibility

The development of the transportation system should use financial resources efficiently and be financially attainable.

8. Commitment to Implementation

The transportation plan should be supported by a commitment to implement the recommended improvement according to an identified schedule.

In this Issue, you'll read about

- Introduction to the Project
- Agency Involvement
- Planning Process
- Avenues for Public Involvement
- Transportation and Planning Goals
- Join the Mailing List



**Will County Department of Highways
16841 W. Laraway Road
Joliet, IL 60433**

FIRST CLASS

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**Will County 2030 Transportation Plan
Public and Agency Involvement Series #1
Summary of Comments
May 2005**

Municipalities, townships, and other interest groups were invited to attend a workshop for the Will County 2030 Transportation Plan. The objectives of the workshop were two-fold: 1) identify modifications to proposed land use, and unplanned major developments since the development of the NIPC 2030 forecast, and 2) identify roadway and non-roadway transportation needs both locally and regionally.

Throughout the county, municipalities and townships generally did not fully understand what developments were reflected in the NIPC forecasts. Overall, those knowledgeable about the NIPC forecasts, believed them to be generally accurate. Many of the fastest growing communities did identify some minor modifications – both in terms of proposed changes in land use, as well as changes in density and scale of some planned development. Many sizeable commercial, industrial, and residential developments were identified as being completed or under construction, however it was often not known whether these developments were included in the NIPC forecast. Some communities expressing concern regarding the forecast being low included: Manhattan, Mokena, Frankfort, and Plainfield. The Village of Peotone felt that the numbers were extremely high; Crete indicated that the estimates might be slightly elevated for their community.

The other focus of the meeting included gathering input on roadway and non-roadway transportation needs. Many of the comments included complaints of congestion and safety issues on major and minor arterials. Congestion is recognized to be a prominent problem in the Northwest portion of the county (Plainfield, Naperville) by the county as a whole. Improvements were suggested to road facilities by adding interchanges, widening roads, and extending roads (I-355, I-55, IL-59, I-80, etc.). Suggestions were made to improve minor arterials by limiting truck traffic, improving intersections, and adjusting signals. Overall connectivity for the county could be improved by enhancing East/West connections mainly in the southern portions of the county, and by improving connections between the northwest and eastern parts of the county with the extension of I-355 through to I-57 and beyond to I-65.

Safety was also a large concern at the workshops. However, the workshop directed safety issues primarily on the arterial roads. Truck traffic seems to be the biggest concern on these roads. There were also multiple comments about repairing frontage roads and concerns about bridges (repair, adding new bridges).

The suggestions for non-roadway improvements included adding more Metra stops and stations in the County (Crete, Braidwood, Frankfort, Manhattan, etc.), and add Park and Ride facilities. The STAR Line for suburban transit service had common endorsement in the workshop discussions. Also, the workshop discussions suggested that there is a need for additional bike paths for recreational purposes, however many groups commented that the bike paths were not their biggest concern at this time.

There were also some miscellaneous issues that came out of the workshop discussion that are important to note. For example, funding was a large concern at each of the Workshop meetings. Most groups noted that there is a large need to make improvements, but there is no funding available. In addition, there is a desire to involve bordering counties to the Will County 2030 Transportation Plan, mainly Grundy and Kendall Counties, and Lake County Indiana. Another issue that was raised involved the South Suburban Airport. The main issue discussed included how roads will be impacted to and from the airport.

Additional Written Comments as a result of the Workshops

City of Joliet

Criteria for prioritizing projects

- Congestion Relief
- Planning for future growth/land use
- Economic development

Three top transportation projects for Will County

- A full interchange at I-55 and IL 59
- Widening of IL 59 (US 30 to US 52)
- Widening of Route 6 (IL 171 to I-355)

Projects to be added

- A full interchange at I-55 and IL 59
- Extension of the Star Line south from Shorewood to the Rock Island Line to allow for future service to downtown Joliet.

Village of Crete

Additional projects

- Replace pavement on Exchange from Main to Milwaukee Road tracks
- Straighten out the curve on Exchange west of Cottage and east of Crete Road.
- Immediate need for intersection improvement improvements at Crete Road and Exchange / turn lanes and grade.
- In future years – 3 lane cross section on Exchange through town and add lanes on Exchange, Western Avenue to State Line.
- Immediate need for intersection improvements at Exchange, Stoney Island and Burville / turn lanes and merge lanes.
- Immediate need for turn lanes on Exchange and 394.
- Immediate need for truck route from 394 or Route 1 to Route 50 or 57 to use before Illiana Expressway is built.

Village of Orland Park

Additional Projects

- Designate Bell Road a State Strategic Major Arterial Road. There is no major north – south artery between Route 53 and LaGrange Road south of the Stevenson Expressway. This is a distance of 12 miles. Ideally, Route 83 would directly connect to Bell Road instead of the current indirect connection via Archer Avenue. Although the I-355 extension will be built through the area, the local road framework is woefully inadequate

to handle growth and an interstate is not going to be a solution for local road needs. Bell Road should be prioritized to expand to four lanes with turn lanes from Route 83 south to Route 6.

- Create a train station where the Metra Southwest Line extension crosses the Rock Island Line in New Lenox. This will allow a transfer between lines which should be a part of a larger long term strategic plan for Metra.
- Prioritize the widening of Route 7 (159th Street) to four lanes with turn lanes as it will be impacted with I-355 traffic and general area growth.
- Prioritize the widening of 143rd Street to four lanes with turn lanes as it will be impacted with I-355 traffic and general area growth.

Summary of Projects

East Workshop
November 1, 2005
At
Governor's State University
University Park, Illinois

E-W Priority Comments

- East/West connection to Indiana – not available as proposed (too far North)
- Illiana Expressway
- I-55 Expansion to 4 lanes in county is not sufficient
- Improve Western from County Line to airport
- Improved Exchange from Indiana
- I-57 to Indiana: Toll
- US 30
- US 30 widening: Frankfort to New Lenox
- I-55
- Stuenkel Road widening & access to I-57
- Improve Stuenkel all the way to Monee (b/t Crawford +Monee)
- Improve Crawford Stuenkel to Cook County Line (300 lot subdivision on Crawford by University Park Golf Course to be annexed to Park Forest)
- I-57 Stunkel Interchange
- I-57 interchange at Stuenkel
- 394 limited access: Rt. I-80 Beecher to Kankakee County Line
- Improved 394
- 394 Goodenow
- Improve E-W route b/t Manhattan-Monee & Wilmington Peotone roads
- Wilmington – Peotone to State Line
- Improve Monee Road thru Park Forest (from improved Stuenkel to Cook County Line)
- Improve 45 for N/S route thru middle of county (4 lanes) [4-lanes Frankfort North currently]
- Route 45 widen to 4 lanes South of Frankfort
- Crete – Monee/Manhattan – Monee
 - Other394 Goodenow
- Transit
- SES
- Star Line East
-

Summary of Projects (East Workshop) con't

- Star Line Park Forrest
 - All rail improvements
- Commuter rail to 3rd Airport
- Bus to Kankakee & commuter rail
- No exceptions to Metra bus plans

East Workshop
November 1, 2005
At
Governor's State University
University Park, Illinois
Criteria
Table 1 (Red)

Congestion Relief

- Cross jurisdiction
- Reducing travel time
- Alternate routes
- Jurisdictional split (Not just \$ for interchanges)
- I-55 interstate – congestion along I-55

Environmental Impacts & Recreational Use

- Preserve natural resources
- Recreational use areas
- Preserve open space
- Quality of life – noise slight

Connectivity

- E/W Corridors
- E/W connections and Improvements

Feasibility

- ROW availability
- Cost effectiveness

Economic Development

- Access

Socio-Economic Concerns/Services

- Helping poor to gain access
- Elderly

Intended Use-Through Traffic vs. Local Traffic

East Workshop

Comments on Projects

Table 1 (Red)

- East/West connection to Indiana – not available as proposed (too far North)
- I-55 Expansion to 4 lanes in county is not sufficient

E-W Priority

- US 30
- Illiana
- I-55

No exceptions to Metra bus plans

East Workshop

Table 2 (Blue)

Congestion Relief

- Congestion relief
- Reduced travel times
- Vehicles per day – capacity
- Speed

Connectivity

- Overall system improvements
- Connection with Indiana to facilities – Interstates – Tollways in south county
- East/West travel corridor – part in south county to prevent congestion in north county
- Connection to other economic centers
- Location to population base

Cost Effectiveness

- Cost
- Cost/benefit
- Cost to volume ratio

Economic Development

- Stimulate
- Roadway Plan will increase Economic Development

Other

- Enhance recreational activities
- Intermodal connectivity
- Commuter rail – reduce congestion on highways
- Rail plan – easy access to airport

East Workshop

Comments on Projects **Table 2 (Blue)**

- Illiana Expressway
- Wilmington – Peotone to State Line
- Crete – Monee/Manhattan – Monee
- Other
 - I-57 Stunkel Interchange
 - 394 Goodenow
- Transit
 - SES
 - Star Line East
 - All rail improvements

East Workshop

Table 3 (Green)

Environmental /Socio

- Will the projects increase air quality over existing conditions
- Noise

Connectivity

- Lack of east - west roads and economic impacts

Cost Effectiveness

- Are the improvements cost effective in reducing drive times, fuel consumption, etc.

Economic Development

- Cuts trolley

Compatible Land Use

- Land banking
- Ability to preserve corridor

Safety

- Improve truck routes to truck route standards

Aesthetics

- Will project improve or maintain the aesthetics of the area?
- Architectural significance, landscape features

East Workshop

Comments on Projects **Table 3 (Green)**

- I-57 to Indiana: Toll
- US 30 widening: Frankfort to New Lenox
- 394 limited access: Rt. I-80 Beecher to Kankakee County Line
- Stuenkel Road widening & access to I-57
- Commuter rail to 3rd Airport
- Bus to Kankakee & commuter rail

East Workshop

Table 4 (Orange)

Operations

- Update current design standards
- Reduce travel times
- Reduce VHD
- Design for future traffic

Environmental / Social Impacts

- Protect “High Quality” wetlands critical habitat
- Trucks on designated routes
- Reduce emissions

Safety

- Trucks on designated routes
- Reduce crashes
- Improve road conditions
- Update current design standards

Land Development

- Link residential development & road improvements
- Support planned commercial / industrial development

Economics

- Bang for the buck
- Beat the development – low ROW costs
- Only do projects the have dollars to do it right (don't 4 lane where 6 lanes are needed)
- Take dollars when available within reason

Miscellaneous

- Consider Alternate Materials – long life pavements (re-evaluate material standards)

East Workshop

Comments on Projects
Table 4 (Orange)

Missing Projects

- Improve Stuenkel all the way to Monee (b/t Crawford +Monee)
- Improve Western from Count Line to airport
- Improve Monee Road thru Park Forest (from improved Stuenkel to Cook County Line)
- Improve 45 for N/S route thru middle of county (4 lanes) [4-lanes Frankfort North currently]
- Improve Crawford Stuenkel to Cook County Line (300 lot subdivision on Crawford by University Park Golf Course to be annexed to Park Forest)
- Improve E-W route b/t Manhattan-Monee & Wilmington Peotone roads

Drop Projects

- None

Wish List Top Priorities

- Star Line Park Forrest
- I-57 interchange at Stuenkel
- Improved Exchange from Indiana
- Improved 394
- Route 45 widen to 4 lanes South of Frankfort

Summary of Projects

Northwest Workshop
November 8, 2005
At
Lewis University
Romeoville, Illinois

Missed Projects

- Extension of 143rd Street from Route 59 to Route 126
- Extend 126 to Lockport / Airport Road
- Bus stop – add Route 30 and 127th Street
- Add more park and ride
- Connect 355 trail to Old Plank Road
- New connection at I-55 & Weber
- Cedar & 159th Street
- Improve interchange at I-55 and IL 59
- E /W Corridor in Homer Glen area – 159th Street
- US 6 – 5 lanes
- School House interchange North to US 6
- I-80 interchange at Wolf
- Transit service in Wheatland Township
 - Particular service to Joliet
 - Para transit b /t Dupage and Will
- Realignment of 126 to 143 rd Street at Kendall / Will Border
- Extension of 143rd Street – Board approved Phase I
- Bus service Star Station at 95th Street to IL 53 Park & Ride / Transit center
- Add lanes (4 lanes) I-55 to IL 53 Airport / Taylor
- IL 53 improved I-55 to Canton Farm
- 111th Street improvements
- East – West Expressway between I-80, Wilmington, Peotone Linked to Prairie Parkway and Illiana

Top Priorities

- I-55 widening to 8 lanes WC wide
- I-55 / IL59 full interchange

Summary of Projects (Northwest Workshop) con't

- I-55 & Weber
- Widen I-55 throughout county
- Interchange at Airport Road (I-55)
- US 30
- Weber Road
- Weber Road – 6 lanes
- Route 59 widening to 4 lanes Plainfield to Shorewood
- IL 59 / US 30 at Plainfield
- 159 – East / West corridor
- Widen 159th Street (near I-355)
- Interchanges along I-355 – arterial improvements
- Feeders into I-355
- Widen Joliet Road to 4 lanes
- Laraway Road – 4 lanes
- 95th Street bridge and roadway corridor
- Widen Naper – Plainfield Road
- Airport Road interchange
- 119th Street
- E/W Corridor between I-55 and I-57 through Arsenal
- Protecting Arterials and truck routes for future
- N / S Corridors through New Lenox (south of US 30)
- Connectivity with Wikaduke Trail
- Improve public transportation Plainfield
- Transit in general – Star Line in particular
- Service to Arsenal (Metra)

Remove

- Tollway south extension through New Lenox
- Star Line stop on Division Street.
- 6 lanes Boughton
- IL 53 - I-55 to Boughton.
- I-355 unfeasible south of I-80 to I-57 focus elsewhere.

Northwest Workshop
November 8, 2005
At
Lewis University
Romeoville, Illinois
Criteria
Table 1 (Neon Green)

Economic Development

- Can it provide economic development?
- Number of communities impacted / regionalism

Funding / Cost Effectiveness

- Distribution of projects county wide
- Availability of outside funds for the project
- Can development fund any portion of the improvement?
- Biggest bang for the buck
- Breakdown of finances / project per area

Environmental

- Ton of particulate removed / \$

Connectivity

- Providing connectivity between arterial routes
- Connecting to interstate and tollway
- Improved access to interstates
- Gives additional access

Compatibility with Land Use

Northwest Workshop **Design & Operations**

- Safety
 - Promote safer travel
 - Safety
- Congestion
 - Relieves congestion
 - Congestion mitigation
 - Time saver
 - More efficient road travel times

Aesthetics

Multi – Modal

- Access to transit

Northwest Workshop

Comments on Projects

Table 1 (Neon Green)

Missed Projects

- Extension of 143rd Street from Route 59 to Route 126
- Extend 126 to Lockport / Airport Road
- Bus stop – add Route 30 and 127th Street
- Add more park and ride
- Connect 355 trail to Old Plank Road

Top Priorities

- Connectivity with Wikaduke Trail
- I-55 widening to 8 lanes WC wide
- Widen Joliet Road to 4 lanes
- Route 59 widening to 4 lanes Plainfield to Shorewood

Remove

- Tollway south extension through New Lenox
- Star Line stop on Division Street.

Economic Development

- Economic development
- Giving each community the chance to develop a competitive tax base
- Matching funds

Funding / Cost Effectiveness

- ROW through agriculture land
- Greatest number of people / \$

Environmental

- Environmental impact
- Reduce fuel usage

Connectivity

- Shorten distance driven
- Creating connectivity and straighten out jogs

Compatibility with Land Use

- Reserving ROW
- Regional nature of roadway

Design & Operations

- Safety
 - Bottle necks, stack time on intersections
- Congestion
 - Number of vehicles helped by a given project
 - Congestion relief: reduce delay and level of service at corners
 - Congestion relief
 - Relieving an existing traffic log jam

Aesthetics

Multi – Modal

- Transit

Northwest Workshop

Comments on Projects

Table 2

Missed Projects

- New connection at I-55 & Weber
- Cedar & 159th Street
- Improve interchange at I-55 and IL 59
- E /W Corridor in Homer Glen area – 159th Street
- US 6 – 5 lanes
- School House interchange North to US 6

Top Priorities

- I-55 / IL59 full interchange
- I-55 & Weber
- Weber Road
- US 30
- 159 – East / West corridor
- Laraway Road – 4 lanes

Remove

- 6 lanes Boughton
- IL 53 I-55 to Boughton.

Economic Development

-

Funding / Cost Effectiveness

- Using matching funds (F, S, L)

Environmental

- Social impacts

Connectivity

- Improved connections to interstates

Compatibility with Land Use

- Provide service to communities / industry from within and without

Design & Operations

- Update current design standards
- Safety
 - Safety along roadways
 - Safety at intersections
- Congestion
 - Accommodation of peak hour movements
 - Reduce congestion

Aesthetics

Multi – Modal

- Considerations / potential priorities
- Public transit
 - Service for elderly / disabled
 - Rider ship

Northwest Workshop

Comments on Projects

Table 3 (Red)

Missed Projects

- I-80 interchange at Wolf
- Transit service in Wheatland Township
 - Particular service to Joliet
 - Para transit b /t Dupage and Will
- Realignment of 126 to 143 rd Street at Kendall / Will Border
- Extension of 143rd Street – Board approved Phase I
- Bus service Star Station at 95th Street to IL 53 Park & Ride / Transit center
- Add lanes (4 lanes) I-55 to IL 53 Airport / Taylor
- IL 53 improved I-55 to Canton Farm
- 111th Street improvements

Top Priorities

- 95th Street bridge and roadway corridor
- Widen Naper – Plainfield Road
- IL 59 / US 30 at Plainfield
- Improve public transportation Plainfield
- Weber Road – 6 lanes
- Airport Road interchange
- Transit in general – Star Line in particular
- 119th Street
- Interchanges along I-355 – arterial improvements

Remove

- Nothing.

Economic Development

- Economic development Impact
- Preserve truck routes to support industrial development

Funding / Cost Effectiveness

- Cost benefit (bang for the buck)
- ROW acquired or protected
- ROW acquired

Environmental

- Environmental impacts minimized

Connectivity

- Regional connectivity
- Support and improve existing system (transportation impact)

Regional / Political Impact

- Political support
- Regional importance

Design & Operations

- Safety
 - Safety (accident rates ect.)
- Congestion

Northwest Workshop

Comments on Projects

Table 4

Missed Projects

- East – West Expressway between I-80, Wilmington, Peotone Linked to Prairie Parkway and Illiana

Top Priorities

- Interchange at Airport Road (I-55)
- Widen I-55 throughout county
- Feeders into I-355
- E/W Corridor between I-55 and I-57 through Arsenal
- Protecting Arterials and truck routes for future
- N / S Corridors through New Lenox (south of US 30)
- Widen 159th Street (near I-355)
- Service to Arsenal (Metra)

Remove

- I-355 unfeasible south of I-80 to I-57 focus elsewhere.

Summary of Projects

Southwest Workshop
November 3, 2005
At
Wilmington City Hall
Wilmington, Illinois

Comments on Projects

Missed Projects

- I-55 improvement should go full width of the county - 3 – lanes all the way to Il 47 in Dwight City
- I-55 Arsenal Road Interchange
- I-55 Complete I-55/IL 129 interchange – Southbound exit only now!
- I-55/IL59 full interchange
- I-55 at IL 129
- I-55 overpass County Farm
- Widen I-55 south of Wilmington
- I-80 widen to 6 lanes thru Morris
- I-80 Ingolsby / Shepley
- Truck routing in Residential areas Elwood, Manhattan
- Hoff Road as potential truck bypass around Elwood, Manhattan, and Green Garden
- Route 6 as BRT corridor
- Route 6 – west of I-55
- Wilmington – Peotone Road to River Road and I-55
- North / south route possibly 52
- Bridge over Kankakee South of Wilmington (Zilan)
- More improvements south of Wilmington
- Manteno – De Selm Road (east/west improvements)
- Not enough improvements to address south half of county
- Improvements at County lines with Kankakee and Grundy
- Old Chicago Road needs widened
- Improve Hoff Road (east – west corridor)
- Trail system linking Jackson Township to I&M Canal corridor and Village of Manhattan and Midewin National Tallgrass Prairie
- Provide multiple access points for trails
- ROW available for Wilmington – Kankakee St. Trail bike connection

Summary of Projects (Southwest Workshop) Con't

- Less bikes – more roads
-
- Expand bus service in Wilmington to 5 days
- The viability of bus plan – reallocation of funds bus to trails

Top Priorities

- Widening of I-55 extension
- Widen I-55 south of I-80 x 2
- Interchange at Arsenal Road
- I-55 widening
- Continue widening of I-55 south to county line x 2
- Widening of I-80 from Morris East
- Widening of interstates east
- I-80 Ingelsby / Shepley
- Metra
- Expansion of Peotone I-55 to I-57
- Metra improvements (get people off roads)
- IL 53 improvements (Wilmington – Braidwood) left turn lanes, widening, etc.

Southwest Workshop
November 3, 2005
At
Wilmington City Hall
Wilmington, Illinois
Criteria

Table 1

Congestion / Operations

- Reduce travel times
- Road infrastructure improvements to alleviate congestion
- Expand Metra (Elwood, Wilmington, Braidwood)
- Increase commuter lines and stations
- Accommodating growth

Connectivity

Safety

- Safety improvements
- Safety on roadways, speed limits, traffic signals

Proactive / Financial

- Return on investment

Economic Development

- Increase economic opportunities (jobs, property tax, sales tax)

Regional Impacts

Environmental

- Environmental effects
- Fuel consumption
- Pollution reduction
- Make sure developers have regional trail maps

Southwest Workshop

Comments on Projects

Table 1

Missed Projects

- I-55 improvement should go full width of the county - 3 – lanes all the way to Il 47 in Dwight City
- I-55 Arsenal Road Interchange
- I-55 Complete I-55/IL 129 interchange – Southbound exit only now!
- I-55/IL59 full interchange
- I-80 widen to 6 lanes thru Morris
- Truck routing in Residential areas Elwood, Manhattan
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Top Priorities

- Widening of I-55 extension
- Widening of I-80 from Morris East
- Widening of interstates east/west connection

Southwest Workshop

Table 2

Congestion / Operations

- Reduce congestion Metra / Bus
- Congestion Relief
- Slowdown traffic in heavily traffic areas
- Metra, Bypass 355 extension, Wilmington – Peotone Road

Connectivity

- N/S commute improvement
- Cut down on time

Safety

- Safety – Widening I-55
- Intersection safety

Proactive

- Look into the future – stop problem before they start
- Buying property – build roads before area develops
- Be proactive
- ROW acquisition is viable / is proactive

Financial

- Best congestion relief for the \$
- Ratio of federal / state vs. local funding

Economic Development

- Attract Economic development
- Enhance economic potential

Southwest Workshop

Comments on Projects

Table 2

Missed Projects

- Wilmington – Peotone Road to River Road and I-55
- North / south route possibly 52
- I-80 Ingelsby / Shepley
- Route 6 – west of I-55
- I-55 at IL 129
- I-55 overpass County Farm

Top Priorities

- I-55 widening
- I-80 Ingelsby / Shepley
- Metra
- Expansion of Peotone I-55 to I-57

Southwest Workshop

Table 3

Congestion

- Congestion relief
- Growth / projected growth
- Bus depots
- High traffic count (existing)
- Reduce existing congestion

Connectivity

Safety

- Redirect truck traffic away from residential areas
- Improvements to address safety of drivers
- Hazard reduction
- Larger intersection 4 or more lanes – Class II roads
- Roads / bridges adequate for trucks
- Improve safety at dangerous intersections

Land Use

Financial/Cost

- Cost per project per population
- Other/several funding sources available for improvement
- Innovative material pilot project (cost reduction)

Economic Development

Regional Impacts

- Economic development
- Improvement help the maximum number of communities
- Impact on SW/East county with growth

Environmental

Southwest Workshop

Comments on Projects

Table 3

Missed Projects

- Bridge over Kankakee South of Wilmington (Zilan)
- More improvements south of Wilmington
- Manteno – De Selm Road (east/west improvements)
- Not enough improvements to address south half of county
- Improvements at County lines with Kankakee and Grundy
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