# WHY EASTERN WILL COUNTY?

EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY

**This freight corridor originated through ongoing coordination between Will County and other local agencies.**

**Logistics / Warehouses**

**Existing & Future Land Use & Zoning**

**Existing Congestion**

**No Continuous East-West Route for Trucks**

**Anticipated Growth Due to Warehouse & Residential Developments**

- **A Planning and Environmental Linkages (PEL) study was completed in 2023**
- **A Phase I study was initiated in 2024**

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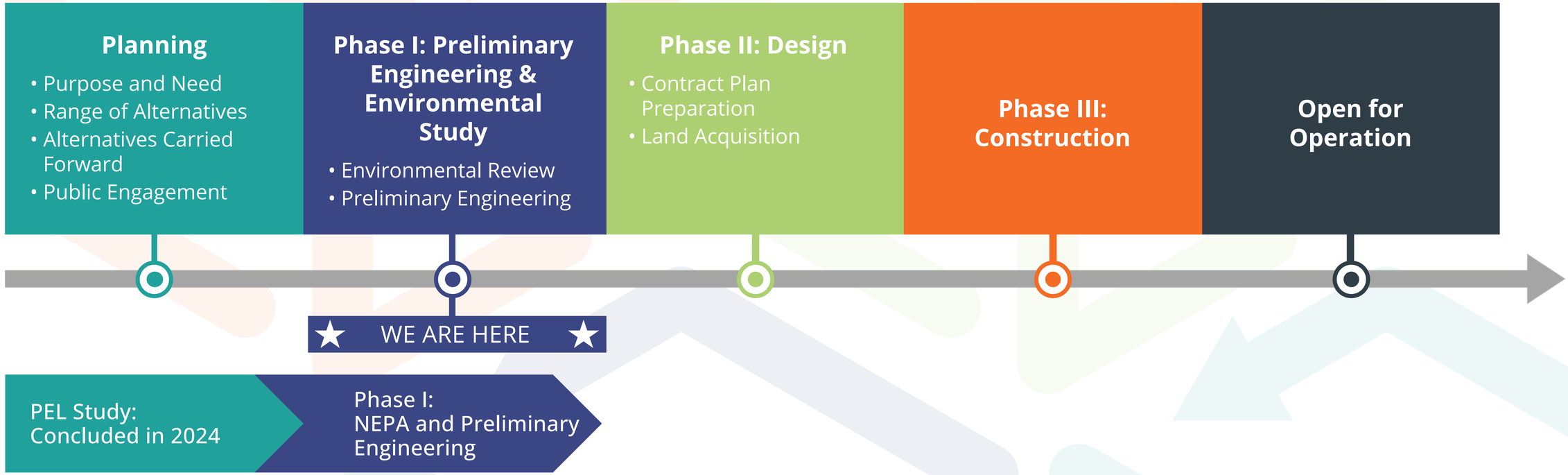
# PROJECT DEVELOPMENT PROCESS

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

- A Planning and Environmental Linkages (PEL) study was recently completed in the prior planning stage, identifying the project purpose and need and initial alternatives.
- The project's Phase I study is beginning, which includes the National Environmental Policy Act (NEPA) review and preliminary design – building upon findings from the PEL study.

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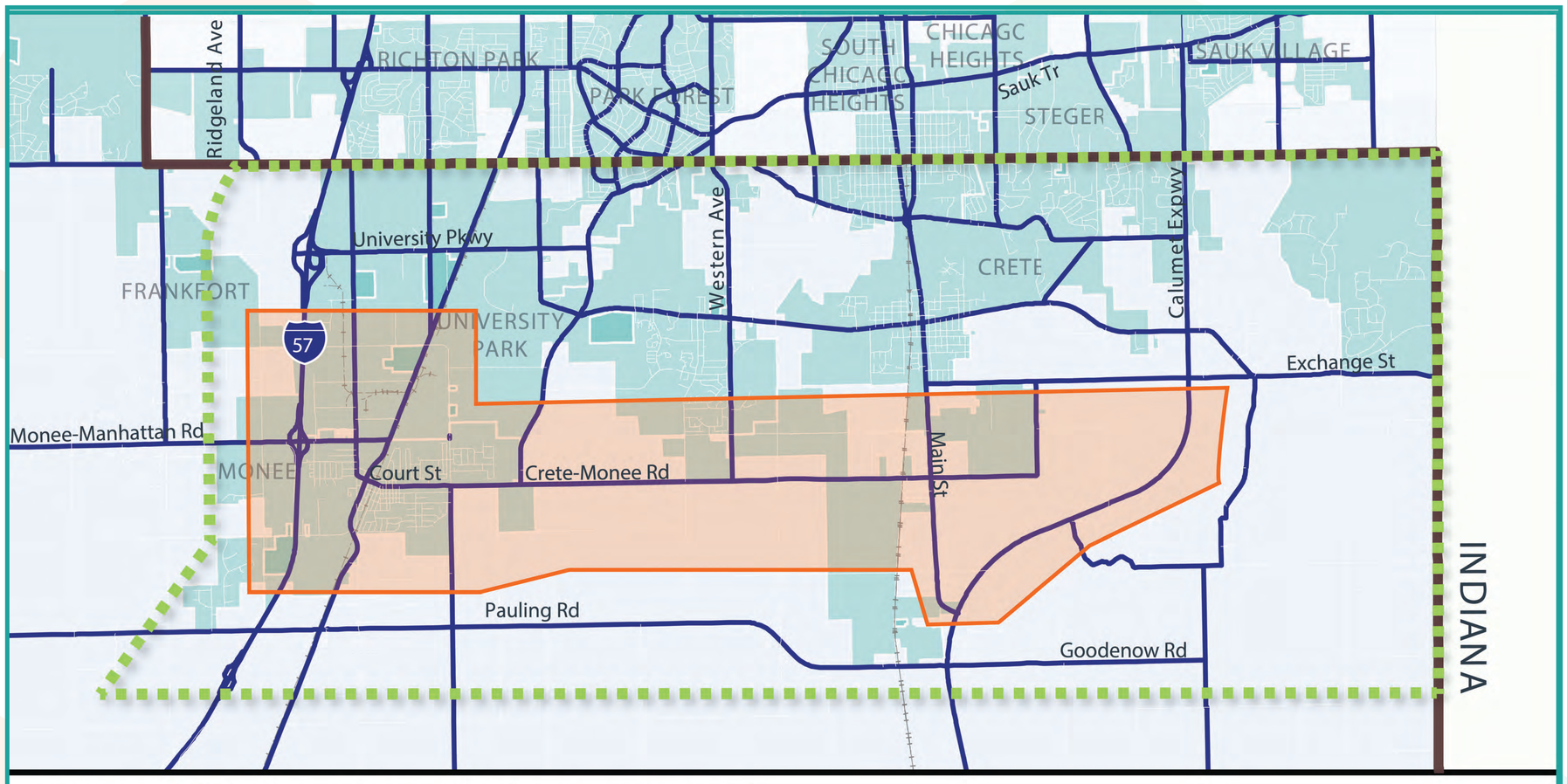
# PROJECT LOCATION

EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY

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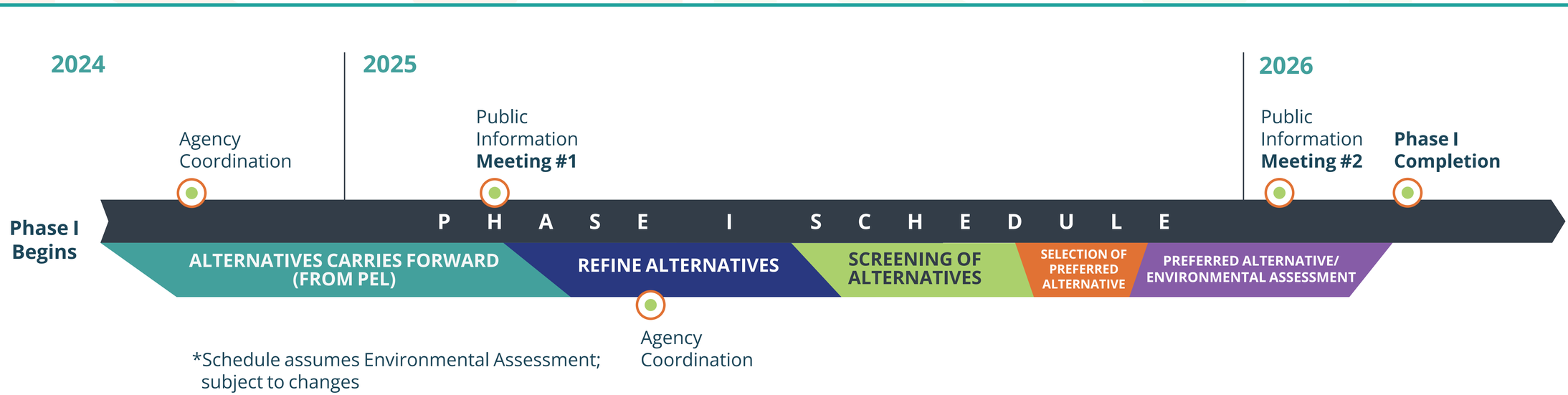
# PROJECT SCHEDULE

## PHASE I PUBLIC & AGENCY COORDINATION TIMELINE

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY




*Schedule assumes Environmental Assessment; subject to changes

# NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

## What is NEPA?

- NEPA requires federal agencies to consider the environmental effects of their proposed actions.

## How is NEPA Applied?

- Applies to projects with a federal connection *(such as federal funding or permitting).*
- Identifies a purpose and need and alternatives for the federal action.
- Measures impacts to human and natural environment.
- Encourages and facilitates public and agency involvement.
- Documents environmental resource avoidance, minimization, or mitigation.

## How do PEL and NEPA work together?

- The PEL study that was completed in 2023 is the basis for the current NEPA study.

## NEPA PROCESS

**Legend**

- Crete-Monee North Alternatives
- Crete-Monee South Alternatives
- Dralle/Crete-Monee Alternatives
- Pauling-Goodenow Alternatives
- Pauling-Goodenow/Crete-Monee Alternatives
- Project area limits
- Potentially impacted home
- Potentially impacted business
- Potential Cultural Resources Property
- Parcel identified on hazmat databases
- South Suburban Airport (proposed)
- Prime Farmland or Farmland of Statewide Importance
- EJ communities

**Limited English Populations**

- 0.0%
- >0.0 - 2.0%
- >2.0 - 5.0%
- >5.0 - 8.0%

**Community Facilities**

- Cemetery
- Education
- Fire/Emergency
- Government
- Place of Worship
- Police
- Post Office
- Business Park

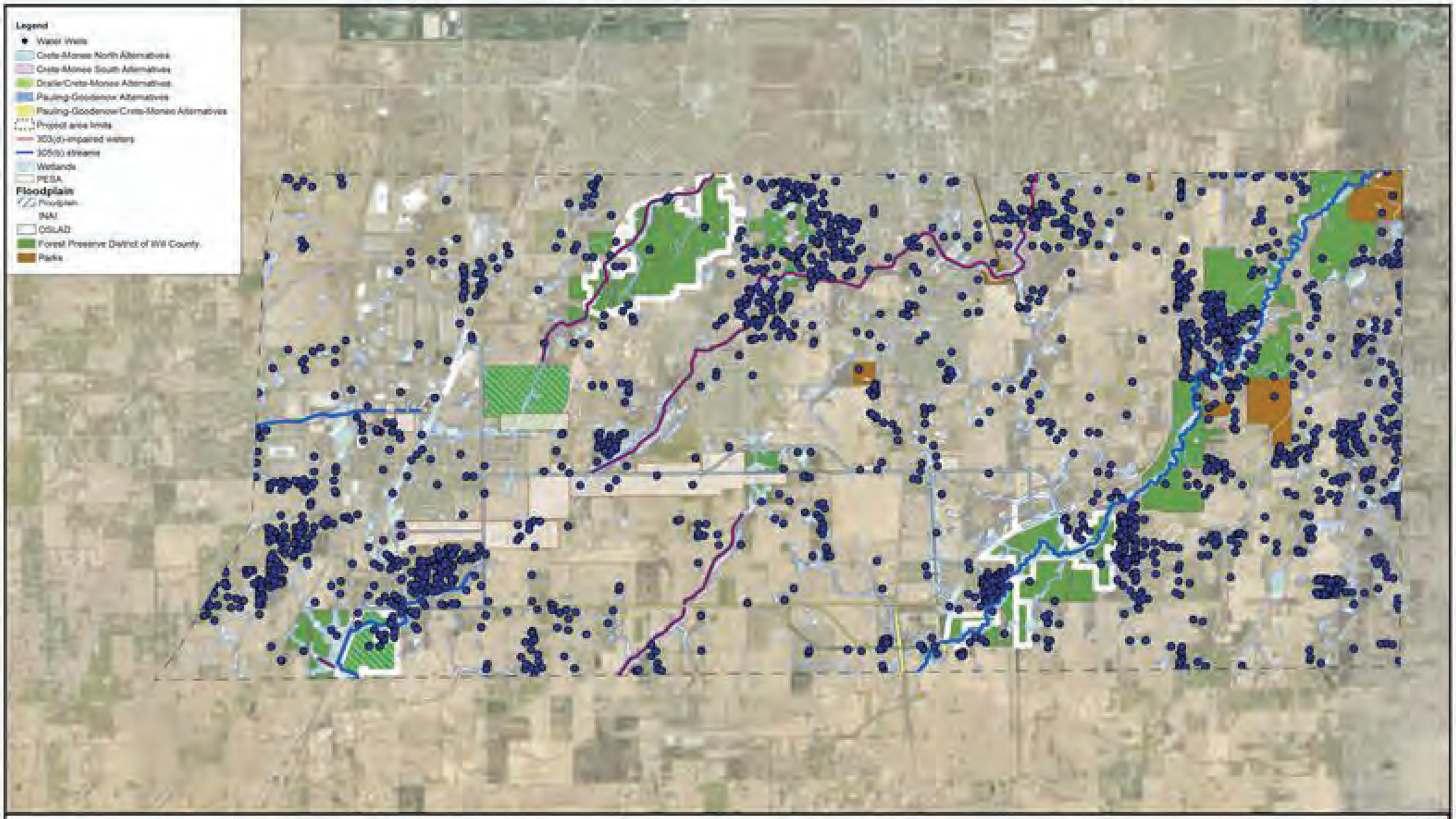
WILL COUNTY DOT

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

# Socioeconomic Resources

N

0 0.4 0.8 1.6 2.4 3.2 Miles

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WILL COUNTY DOT

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

# Natural Resources

N

0 0.4 0.8 1.6 2.4 3.2 Miles

# SUMMARY OF PRIOR PEL STUDY

# PEL PUBLIC ENGAGEMENT SUMMARY

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

## STAKEHOLDER MEETINGS

- **16** Stakeholder Meetings

## SURVEY ONE

- Dec 1 – Dec 31, 2020 (virtual engagement in lieu of in-person due to COVID-19)
- **252** Participants
- Project Introduction

## SURVEY TWO

- May 28 – August 13, 2021
- **27** Participants
- Freight & Logistics Stakeholders

## PUBLIC INFORMATIONAL MEETING

- November 18, 2021
- **29** Attendees
- Existing Conditions / Purpose & Need

## SURVEY THREE

- June 6 – July 8, 2022
- **192** Participants
- Range of Alternatives

## SURVEY FOUR

- May 26 – June 16, 2023
- **131** Participants
- Alternatives Carried Forward

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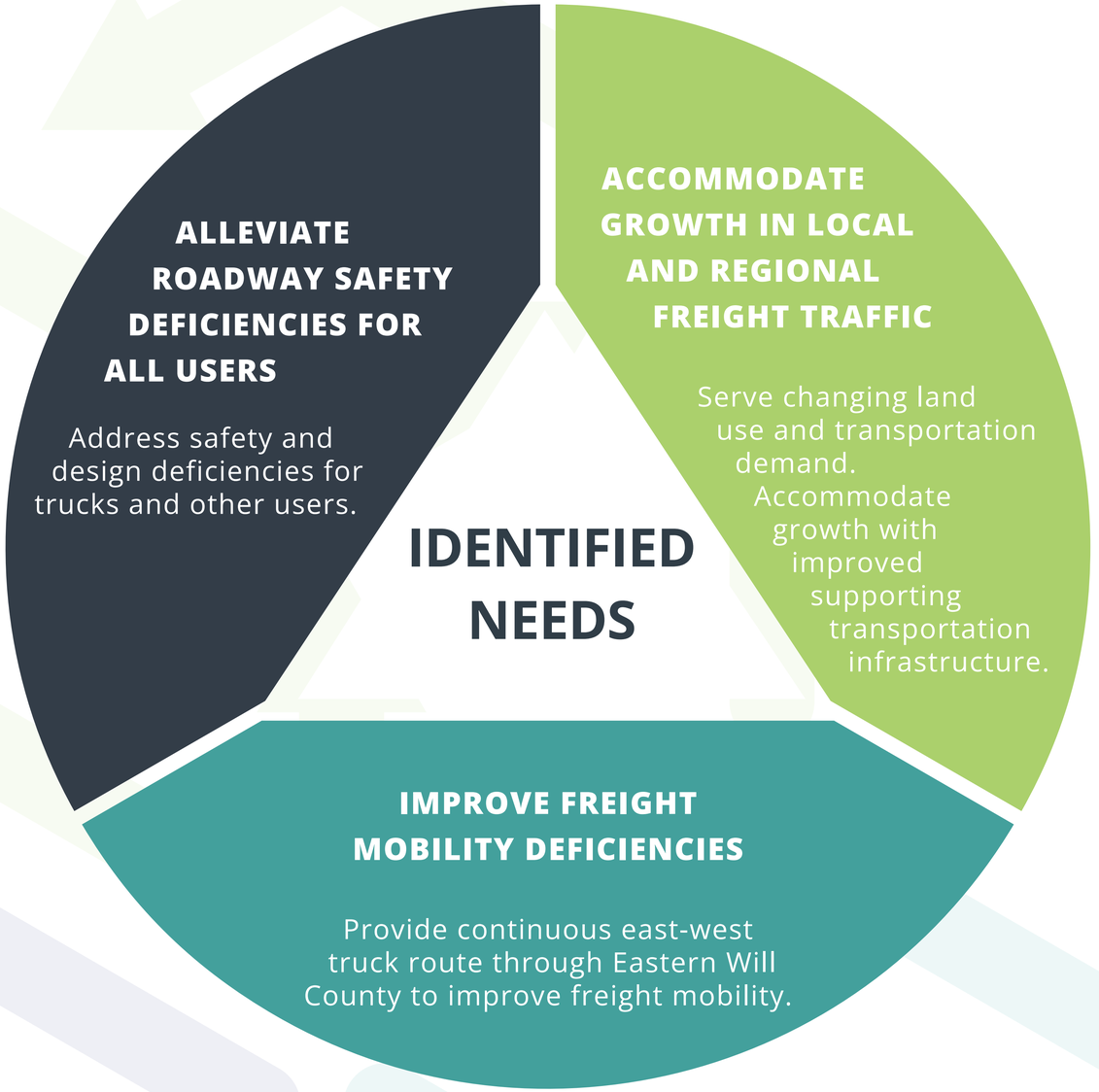
# PURPOSE AND NEED

EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY

## PURPOSE STATEMENT:

**The purpose of the Eastern Will County Freight Mobility Corridor Study is to provide a sustainable transportation solution that would improve east-west connectivity between the I-57 corridor and the IL 1-IL 394 corridor within the Study Area.**



# IDENTIFIED NEED –
## IMPROVE FREIGHT MOBILITY DEFICIENCIES

EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY

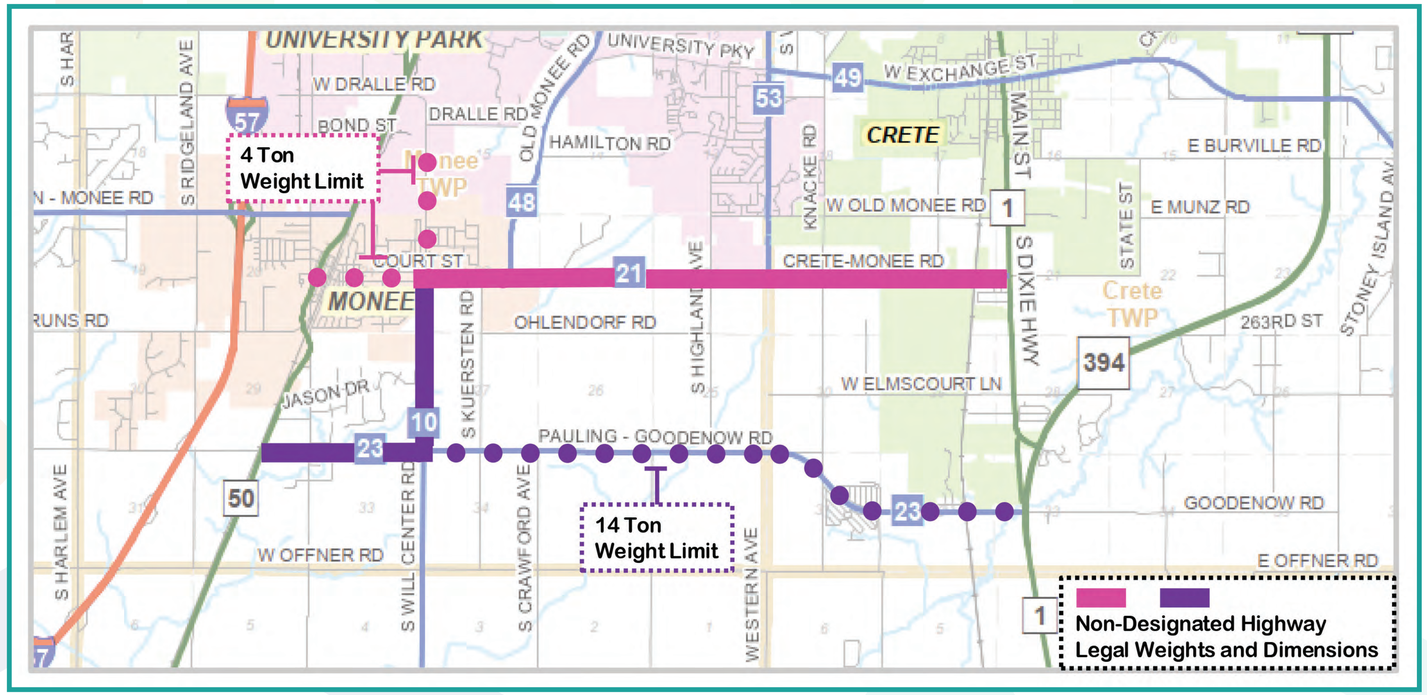
**Provide a continuous east-west freight route through Eastern Will County to improve freight mobility**

**3 major north-south 4-lane routes**

- I-57
- IL 50
- IL 394

There are no continuous east-west truck routes between I-57 and IL 1 / IL 394.

Eastern Will County's road network has limited east-west routes without weight limits for heavy trucks.

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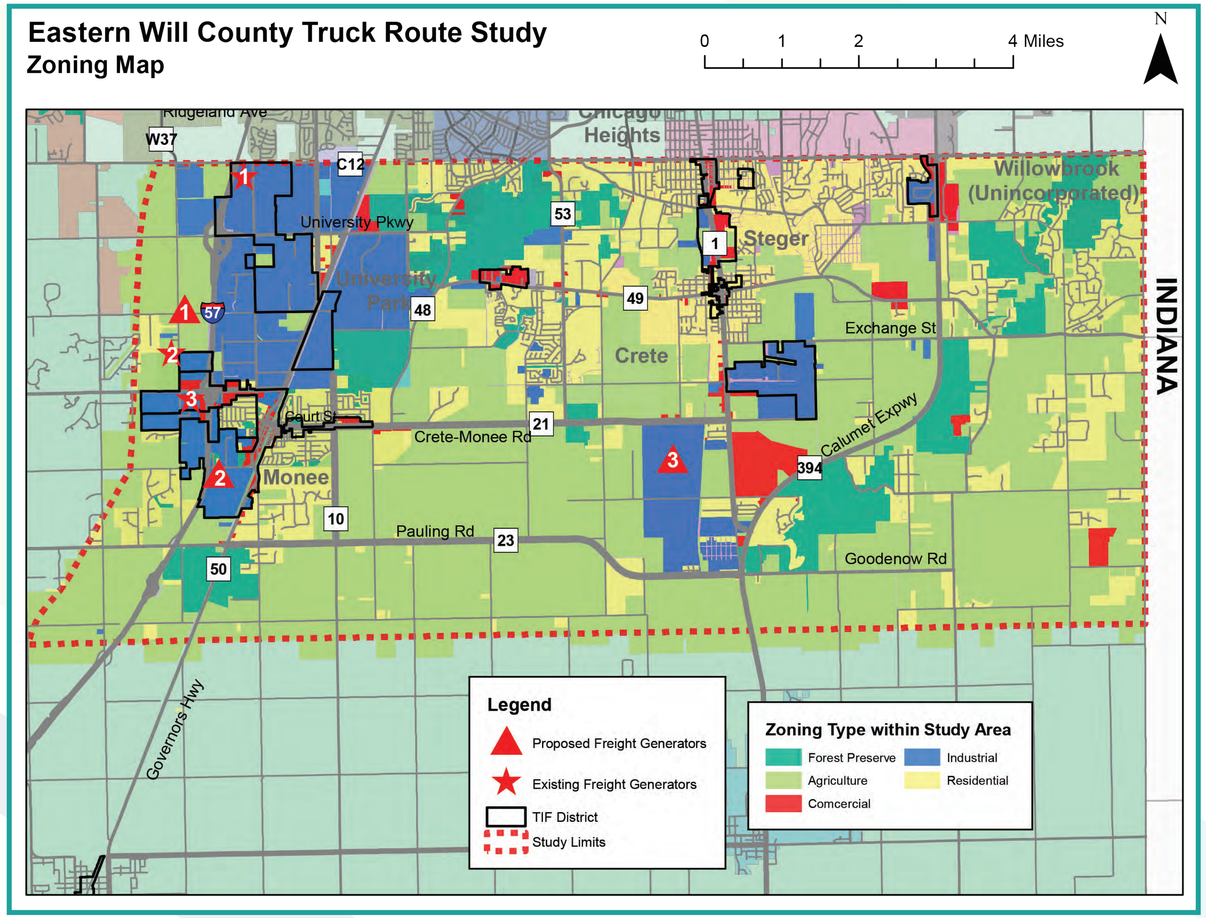
CORRIDOR STUDY

# IDENTIFIED NEED –

## ACCOMMODATE GROWTH IN LOCAL AND REGIONAL FREIGHT TRAFFIC

**Serve changing land use and transportation demand & accommodate growth in local and regional freight traffic with supporting transportation infrastructure**

- Evidence of multi-unit (MU) trucks using local roads with posted weight limits
- Traffic congestion anticipated to worsen by 2030
- Increased land use devoted to warehouse and residential development



EASTERN WILL COUNTY
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CORRIDOR STUDY

# IDENTIFIED NEED –

## ACCOMMODATE GROWTH IN LOCAL AND REGIONAL FREIGHT TRAFFIC

### Alleviate roadway safety and design deficiencies for freight and other users

- Functional Classification & Pavement Structure
- High percentage of wet/snow and nighttime crashes
- Narrow lanes and shoulders
- Horizontal/Vertical deficiencies at Pauling-Goodenow/CSX/UP Overpass
- Safety at drainage structures

# ROADWAY SAFETY

## CRASH HISTORY

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

- Evaluated **5** Intersections
- **153** Total Crashes
- Turning Crashes accounted for the highest number of crashes, **63** total
- High Percentage of wet/snow & nighttime crashes

| | TRAFFIC CONTROL | | | | | CONDITION | | # OF CRASHES BY TYPE | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INTERSECTION | 1- or 2-Way Stop | All-Way Stop | Signal | Lighted | Multi-lane | % Wet / Snow | % Darkness | Read End | Angle | Turning | Fixed Object | Sideswipe | Animal | Other | Total Crashes | % Fatalities | % Injuries |
| Court St/Crete-Monee Rd & IL 50 | | | Y | Y | Y | 28% | 19% | 6 | 3 | 18 | 2 | 1 | 0 | 2 | 32 | 0% | 28% |
| Crete-Monee Rd & Will Center Rd | | Y | | Y | | 27% | 27% | 5 | 3 | 3 | 0 | 2 | 1 | 1 | 15 | 0% | 0% |
| Crete-Monee Rd & Western Ave | Y | | | Y | | 45% | 50% | 4 | 1 | 3 | 5 | 0 | 1 | 6 | 20 | 0% | 45% |
| Dralle Rd & IL 50 | Y | | | Y | Y | 11% | 27% | 4 | 24 | 37 | 2 | 2 | 0 | 1 | 70 | 1% | 39% |
| IL 394 & IL 1 | | | Y | Y | Y | 25% | 19% | 12 | 1 | 2 | 0 | 0 | 0 | 1 | 16 | 0% | 25% |
| Total | | | | | | | | 31 | 32 | 63 | 9 | 5 | 2 | 11 | 153 | 1% | 32% |

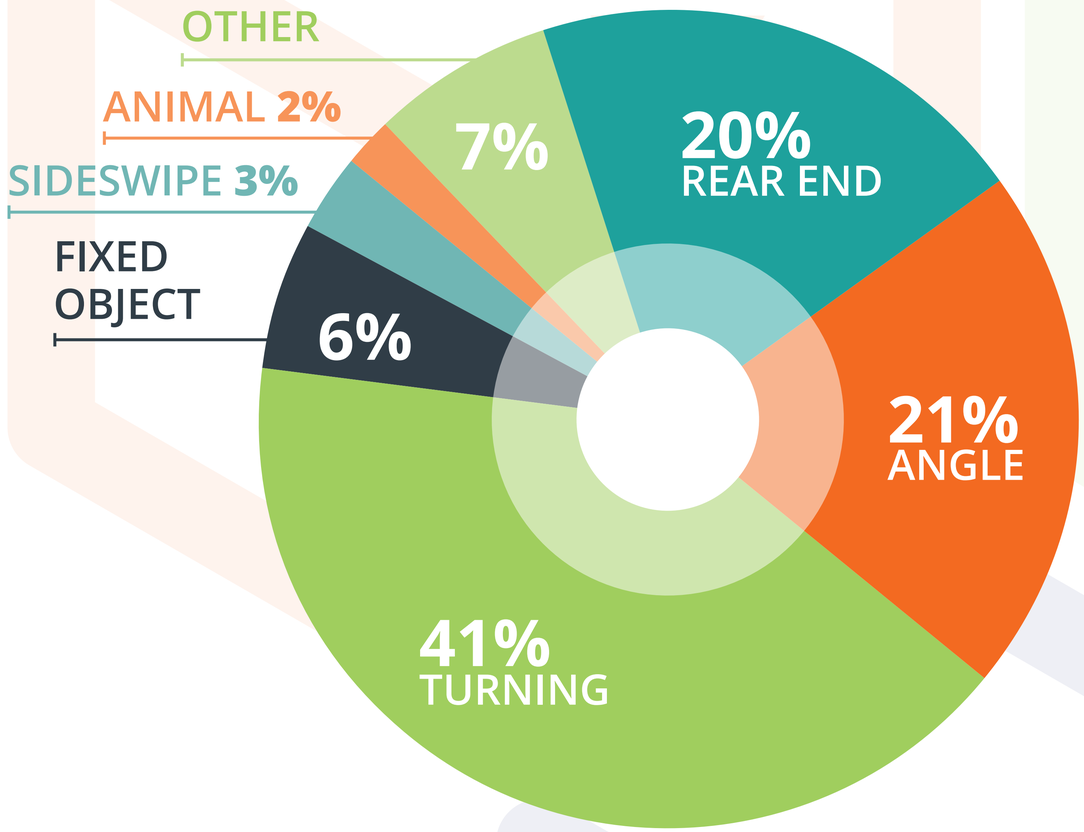
# ROADWAY SAFETY

## CRASH HISTORY

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

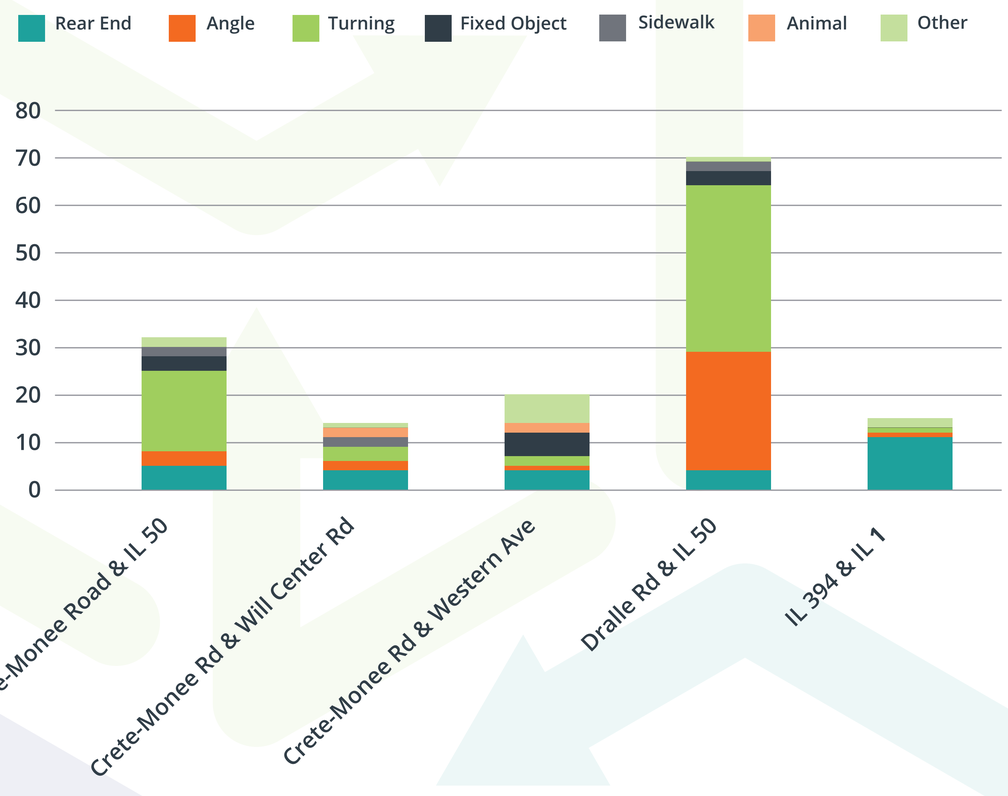
### CRASH HISTORY

*BY TYPE, 2014-2023*




### CRASH HISTORY

*BY INTERSECTION, 2014-2023*



# ALTERNATIVES SCREENING

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

## LEVEL 1 SCREENING:

### Feasibility Evaluation Criteria

- Evaluation of alternatives for "fatal flaws"
- Eliminated alternatives not feasible to construct
- Based on public input, an alternative along Stuenkel Road was considered in the initial range of alternatives
- **Stuenkel Road was removed from consideration after Level 1 Screening**

## LEVEL 2 SCREENING:

### Purpose and Need

- Purpose Statement
  - To provide a sustainable transportation solution that would improve east-west connectivity between the I-57 corridor and the IL 1-IL 394 corridor within the Study Area.
- Identified Needs
  - Improve freight mobility
  - Accommodate growth in local and regional freight traffic
  - Alleviate roadway safety deficiencies for
- **All 27 Build Alternatives met the Purpose and Need**

# ALTERNATIVES SCREENING

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

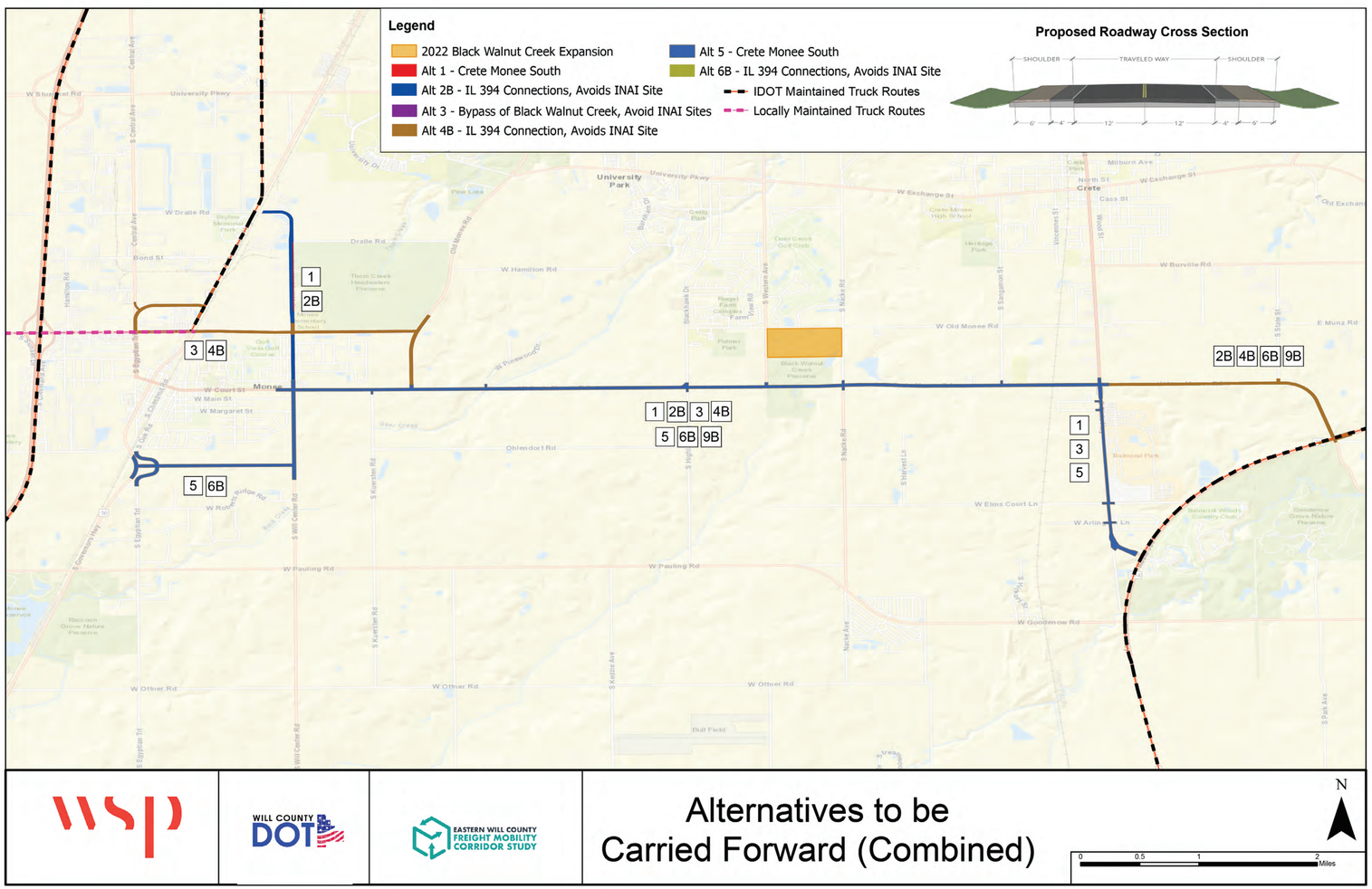
## LEVEL 3 SCREENING:

### Environmental Resources

- Evaluation of alternatives by impacts to environmental resources including
  - Agricultural and Farmland
  - Cultural Resources
  - Demographics and Socioeconomics
  - Section 4(f) and Section 6(f)
  - Natural Resources
  - Wetlands
  - Surface Water
  - Groundwater
  - Floodplains
  - Traffic Noise
  - Air Quality
  - Regulated Substances
  - Cumulative & Indirect Impacts
- Four resource types were identified as having differential impacts:
  - Illinois Natural Area Inventory (INAI) Sites
  - Nationwide Rivers Inventory (NRI)
  - Centennial Farms
  - Forest Preserve District of Will County (FPDWC) Sites
- 21 alternatives were eliminated due to impacts
- **6 Build Alternatives were selected for further evaluation as Alternatives Carried Forward**

# ALTERNATIVES CARRIED FORWARD

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY




- 1-12’ lane in each direction
- 10’ shoulders (4’ paved and 6’ aggregate)
- Open ditches for drainage

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# NEXT STEPS

## (MID 2025 – LATE 2026)

EASTERN WILL COUNTY
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CORRIDOR STUDY

**REFINE**
alternatives carried forward

**DEVELOP**
screening criteria

**IDENTIFY**
impacts

**SELECT**
preferred alternative

**CONTINUE**
coordination with public and agency stakeholders

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# PROJECT PROCESS

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

## CURRENT PHASE

**PHASE I**

24 – 36 MONTHS

- Preliminary Engineering & Environmental Studies
- Public & Agency Coordination

**PHASE II**

18 – 24 MONTHS

- Contract Plan Preparation
- Land Acquisition

**PHASE III***

18 – 24 MONTHS

- Construction

*Due to the project length and available funding, the project will likely be constructed in several phases.

EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY

# STUDY AREA INPUT

## THREE WAYS TO PROVIDE FEEDBACK:

**1.** Participate in public engagement activities and talk to the study team

**2.** Provide comments on the comment forms provided


**3.** Take our online survey

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