



The Will County Division of Transportation sincerely thanks the community for its thoughtful feedback on the Eastern Will County Freight Mobility Corridor Study.

The purpose of the Study is to provide a transportation solution that would improve connectivity between the I-57 corridor and the IL 1/394 corridor. The needs identified are to:

- Improve freight mobility deficiencies due to a lack of continuous east-west freight routes
- Accommodate growth in local and regional freight traffic
- Alleviate roadway safety deficiencies for freight and other users

A public information meeting was held on June 26, 2025, in Monee, Illinois, where the Study team updated community members and stakeholders on the project's transition from a Planning and Environmental Linkages (PEL) Study to a Phase I Preliminary Engineering and Environmental Study, and invited all attendees to review Alternatives Carried Forward and consider potential alignments. Following the meeting, the public comment period remained open through July 25, 2025.

### **What We Heard**

The community's input covered topics including but not limited to how the Study relates to future development in the area, safety impacts, the use of roadways before and after the proposed improvements, and the impact of the Study on neighborhoods and the environment. Comments were received through comment cards, notes written directly on the aerial exhibits and through the online survey, map and comment form. Below is a summary of what the Study team heard and how the next phase of the Study will address these questions.

#### **Q. How are you addressing safety within the Study?**

A. Safety is a top priority in this Study. Identifying a continuous east-west truck route would provide trucks with roadways that are designed to safely accommodate heavy commercial vehicles. In addition, we are working closely with local jurisdictions, emergency responders and other stakeholders to ensure the selected alignment and recommended improvements promote safety for all roadway users.

The following strategies could be considered to improve safety as the Alternatives Carried Forward are further refined:

- Wider shoulders
- Improved signage and pavement markings
- Dedicated turn lanes at intersections
- Intersection improvements (ex. roundabouts, signals)
- Roadway lighting, as needed
- Pedestrian safety features such as crosswalks, refuge islands and flashing beacons
- Other safety measures that fit into the context of the community

#### **Q. How are you ensuring the safety of vulnerable road users such as school children?**

A. There are two elementary schools within the Study area: Balmoral Elementary School and Monee Elementary School. All alternatives include improvements to Crete-Monee Road, which



provides access to Balmoral Elementary School and four alternatives are located next to and near Monee Elementary School. We are working with school leadership and other stakeholders to ensure any proposed improvements or selection of a Preferred Alternative will ensure a safe environment for students, teachers and community members. As the evaluation process continues, potential impacts to schools and opportunities for safety enhancements will remain a key focus of the Study team.

**Q. How are you considering new developments being proposed or built nearby by the Village of Monee and others?**

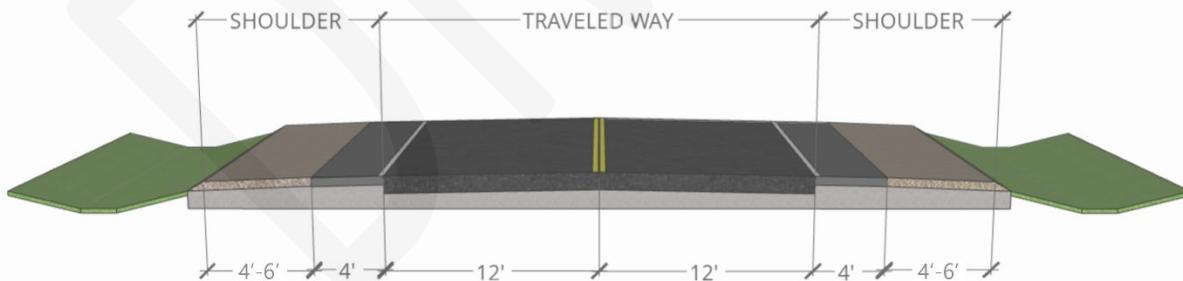
A. The work to refine the Alternatives Carried Forward is far from over. We have met and continue to meet with local leaders to understand future development plans and how the alternatives could complement or enhance proposed development. We will also continue to review the impacts of each alternative. For example, traffic volume projections for each alternative are being developed to understand the impact of the anticipated changes on the community. Economic impact assessments may be conducted to evaluate how each alternative would affect local development.

**Q. How are you addressing the needs of emergency responders?**

A. Emergency responder access and mobility will be addressed through best practices and design recommendations, including improved shoulders for better access to vehicles in need of assistance. Various design elements that can be implemented to ensure access and safety for emergency responders will be considered as the Alternatives Carried Forward are refined further.

**Q. How will you protect the character of our communities?**

A. All of the Alternatives Carried Forward feature a roadway cross section that is very similar to the roadways that exist in the community today. The proposed cross section includes 1-12' lane in each direction, an 8'-10' wide shoulder and open ditches for drainage.



The cross section has the same number of lanes as Crete-Monee Road currently, but includes wider lanes and shoulders to safely accommodate passenger vehicles and trucks. The new pavement will be designed to support the weight of heavy vehicles to ensure the safe and efficient movement of people and goods.



**Q. How are you addressing freight diversion onto local roads and into residential areas?**

A. Currently, no continuous east-west truck route exists between I-57 and IL 1/394. Without a designated truck route, trucks use roadways located in residential areas and areas that have weight restrictions or inadequate infrastructure to support their loads. The goal of this Study is to identify a Preferred Alternative which would provide a designated east-west truck route for heavy weight vehicles to use to cross Eastern Will County, in addition to providing additional access and connectivity for local residents and stakeholders.

**Q. How will you minimize any environmental impacts, such as increased air and noise pollution and impacts to local wildlife, farmland and natural spaces?**

A. This project follows the National Environmental Policy Act (NEPA) process. NEPA is a federal law that requires federally funded projects to evaluate a range of alternatives and assess their potential impacts on the environment.

NEPA requires that projects avoid, minimize or mitigate impacts on environmental resources. The proposed alternatives are being refined to reduce potential impacts on environmentally sensitive areas such as natural habitats, forest preserves, parks, wetlands, floodplains, waterways, streams and farmland.

As part of the Phase I Preliminary Engineering and Environmental Study, the study team is working closely with the Illinois Department of Transportation (IDOT) and relevant environmental agencies to ensure full compliance with both state and federal regulations. Environmental areas identified within the Study area will be carefully evaluated to determine whether impacts can be avoided or minimized. If the Study indicates that adverse effects may occur, the Study team will consider measures to minimize and/or mitigate impacts.

Further, depending on the selected Preferred Alternative, noise and air quality studies may be conducted as part of the environmental review process to ensure compliance with the Illinois Department of Transportation's (IDOT) traffic noise policy and evaluation of air quality.

**Q. Why don't you consider moving the truck route north or south of the study area?**

A. The current Study area is based on the PEL Study initiated by the Will County Department of Transportation (WCDOT) after a request from the local municipalities to look at options to address the freight mobility concerns brought on by the increase in freight traffic and development of multimodal facilities and distribution centers within Eastern Will County.

This Study began in 2020 and included extensive data gathering, public engagement, development of the project's Purpose and Need, identification of a Range of Alternatives, and the screening and evaluation to identify the Alternatives Carried Forward.

The initial Range of Alternatives focused on Pauling-Goodenow Road and Crete-Monee Road as those east-west roadways fall under WCDOT jurisdiction.



The PEL Study findings identified adverse impacts to environmental resources along or near Pauling-Goodenow Road including Illinois Natural Area Inventory Sites, Nationwide Rivers Inventory, Centennial Farms and the Forest Preserve District of Will County. These impacts to environmental resources led to the elimination of alternatives along Pauling-Goodenow Road. As a result, only the alternatives that use Crete-Monee Road remain as Alternatives Carried Forward.

### **Process So Far and Next Steps**

The Eastern Will Freight Mobility Corridor Phase I Study is a continuation of the Eastern Will Freight Mobility Corridor Planning and Environmental Linkages (PEL) Study which launched in 2020. During the PEL process, the Study team hosted 20 stakeholder meetings, conducted four surveys and hosted one in-person public informational meeting. The PEL Study was submitted to IDOT and the Federal Highway Administration (FHWA) in September 2023. Phase I began shortly after the conclusion of the PEL Study in early 2024.

We remain committed to keeping the community informed and continuing meaningful dialogue with all stakeholders as we seek to find a consensus on how to improve safety and mobility in Eastern Will County.

In addition to updating our screening criteria and looking more in-depth at residential, commercial, environmental and human impacts, our next steps include continued stakeholder meetings, continued local agency coordination with the Village of Monee and meetings with the school district and first responders. The goal of these meetings will be to discuss the current alternatives to identify where refinements and enhancements may be needed to better reflect community priorities and alleviate concerns.

We want to assure the community that public input and feedback has been and will continue to be essential to this Study. Moving forward, new information will be shared as milestones are met and opportunities for further engagement will be shared in advance of the next public information meeting in 2026.

We want to thank everyone who attended the recent public informational meeting and engaged with the Study team and to those who submitted comments. We welcome you to [subscribe to our e-newsletter mailing list](#) to receive future meeting invites and other updates as they become available.