



**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

Stakeholder Engagement Period Survey Results

Updated: July 2022



Purpose of Survey

As a continuation of stakeholder engagement for the Eastern Will County Freight Mobility Corridor Study, a final online public engagement period took place from June 6, 2022 through July 8, 2022. The goal of this online public engagement period was to collect data on proposed build alternatives and the projected natural environments and community impacts that could be created in the study area. The survey intends to identify an alternative or option to alleviate truck traffic congestion and improve mobility in eastern Will County. The public engagement period was hosted on MetroQuest and the project website through an interactive mapping exercise to engage the Will County community and other impacted stakeholders.

The survey closed on July 8, 2022 and collected responses from 192 participants.

Thank you to everyone who participated!

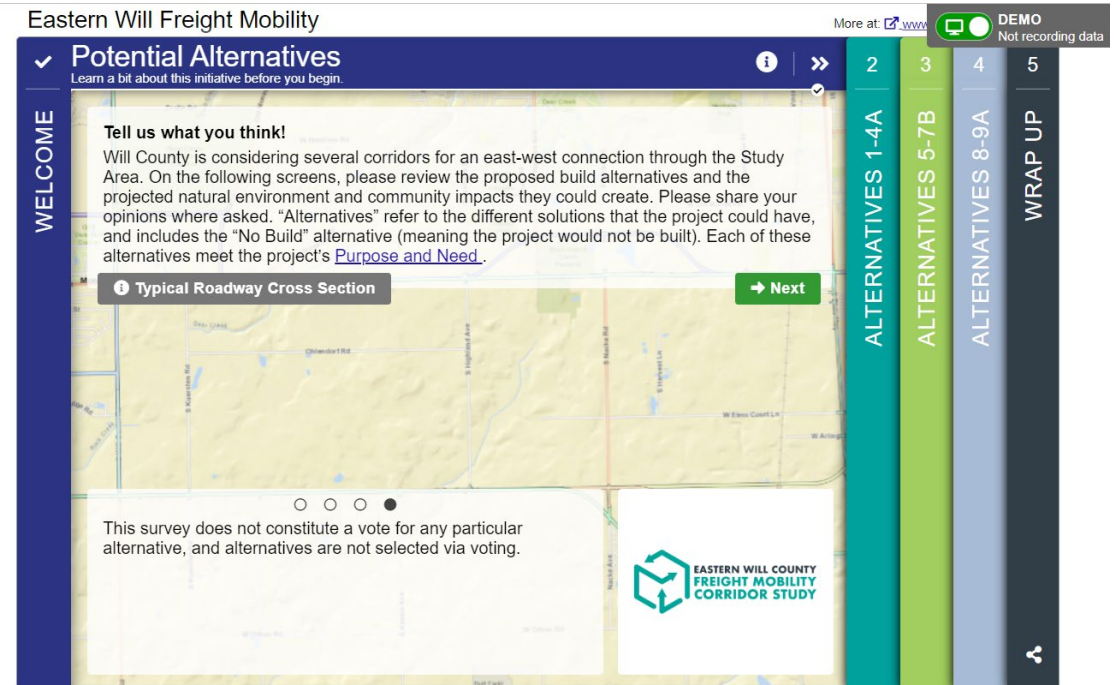


Survey Overview

The survey consisted of 19 proposed alternatives that focused on the high and low impacts to the environment and communities.

Participants ranked 19 proposed build alternatives from 1 star to 5 stars. The average ranking for each was used to determine the overall rank.

Rating scale: one star is the lowest rating, and five stars is the highest- rating.



Survey Participation

The survey garnered participation from 192 stakeholders, including elected officials, residents, and business owners.

A combination of tactics were used to promote the survey including website updates, a social media campaign, email newsletter, and word-of-mouth.





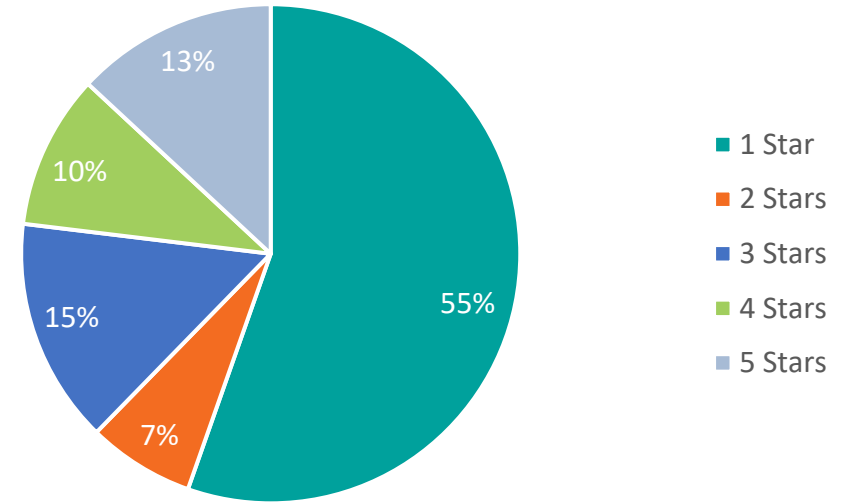
Responses to Alternatives

Please note: Alternatives viewed in the survey are considered “Draft: Subject to Change”

Alternative 1 Results

Alternative 1 is routed on Crete-Monee Road via IL 1 and Dralle Road. It will primarily impact several homes, two forest preserve properties, and wetlands.

13% of respondents rated Alternative 1 with 5 stars and 55% of respondents rated the alternative with 1 star.

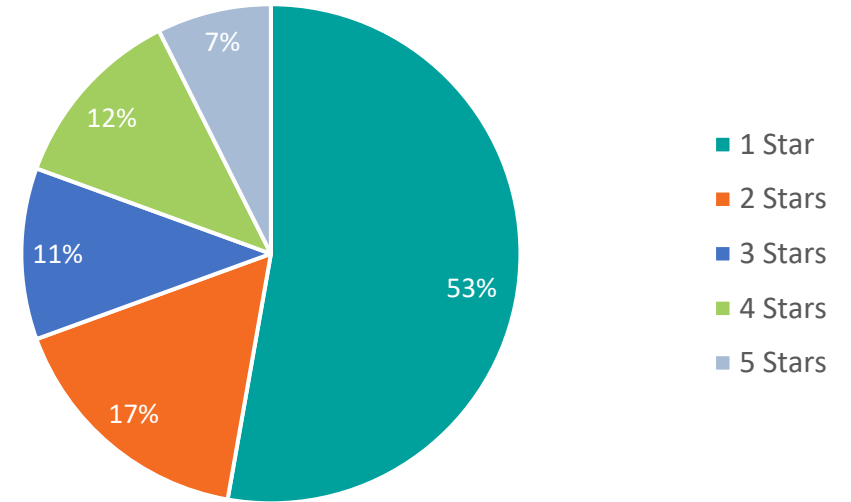


Total Responses: 130

Alternative 1A Results

Alternative 1 is routed on Crete-Monee Road via IL 1 and Dralle Road. It will primarily impact several homes, two forest preserve properties, and wetlands.

7% of respondents rated Alternative 1 with 5 stars and 53% of respondents rated the alternative with 1 star.

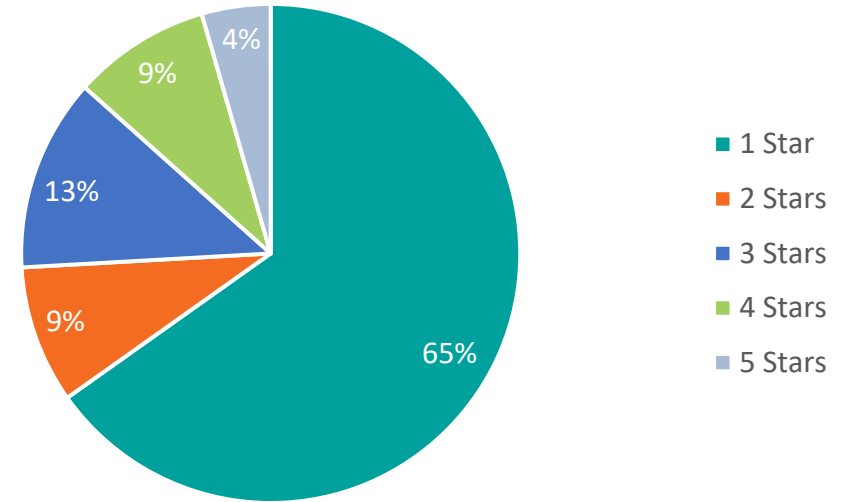


Total Responses: 108

Alternative 2 Results

This alternative is routed on Crete-Monee Rd via Dralle Rd. It will primarily impact two forest preserve properties and one IL Natural Areas Inventory preservation site, several homes, and wetlands.

4% of respondents rated Alternative 2 with 5 stars and 65% of respondents rated the alternative with 1 star.

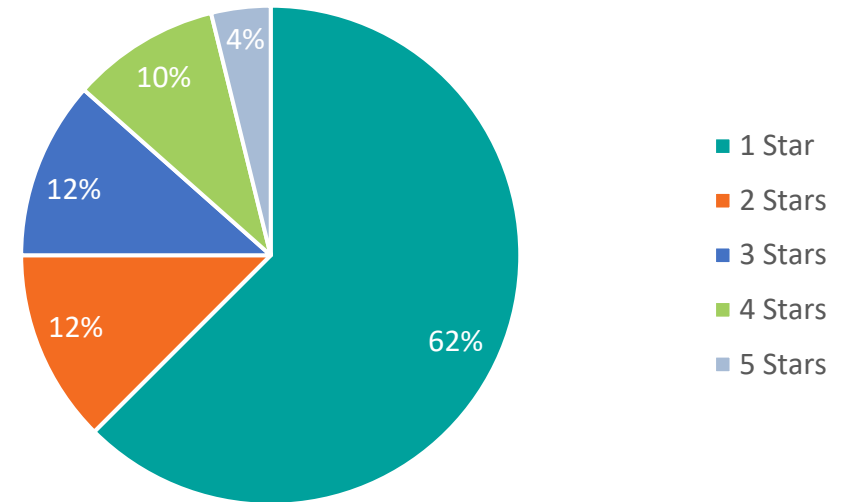


Total Responses: 112

Alternative 2A Results

This alternative is routed on Crete-Monee Rd via Dralle Rd but routed to avoid forest preserve impacts. It will primarily impact one IL Natural Areas Inventory preservation site, several homes, and wetlands.

4% of respondents rated Alternative 2 with 5 stars and 62% of respondents rated the alternative with 1 star.

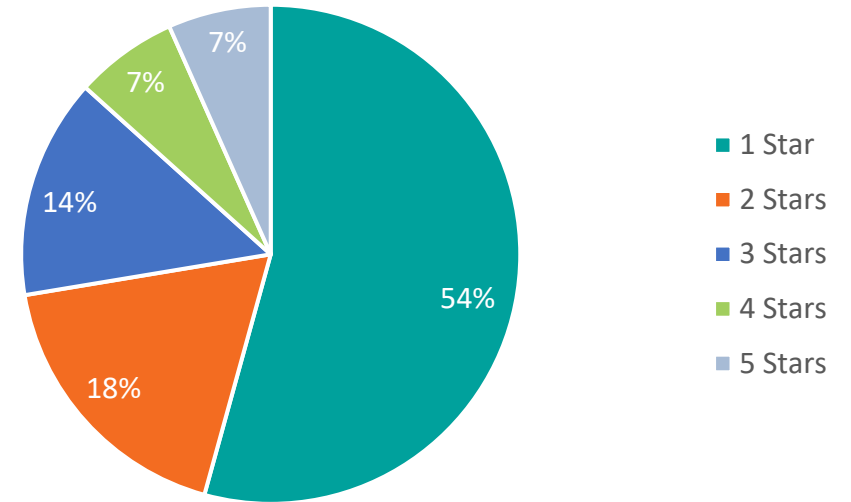


Total Responses: 104

Alternative 3 Results

This alternative is on Crete-Monee Rd via IL 1 and a new road south of Thorn Creek Headwaters Forest Preserve. It will primarily impact two forest preserve properties, several homes, floodplains, and wetlands.

7% of respondents rated Alternative 3 with 5 stars and 54% of respondents rated the alternative with 1 star.

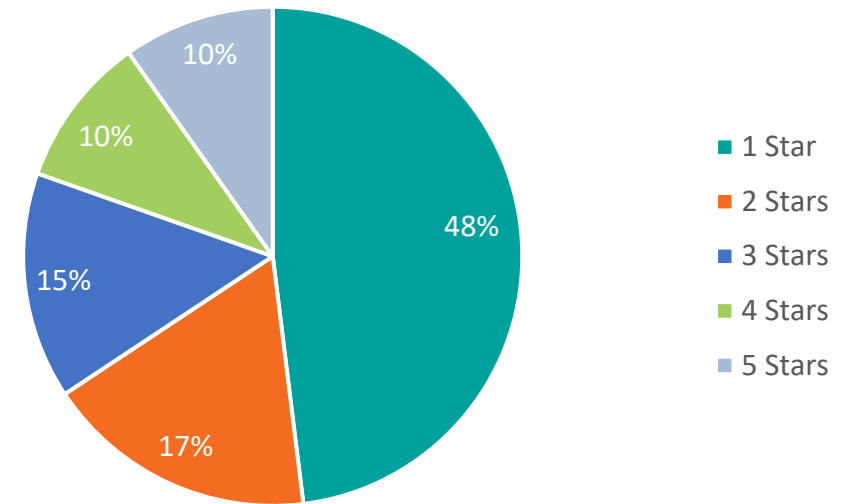


Total Responses: 105

Alternative 3A Results

This alternative is routed on Crete-Monee Rd via IL 1 and a new road south of Thorn Creek Headwaters Forest Preserve. Its design will avoid forest preserve impacts. It will primarily impact several homes, floodplains, and wetland.

10% of respondents rated Alternative 3 with 5 stars and 48% of respondents rated the alternative with 1 star.

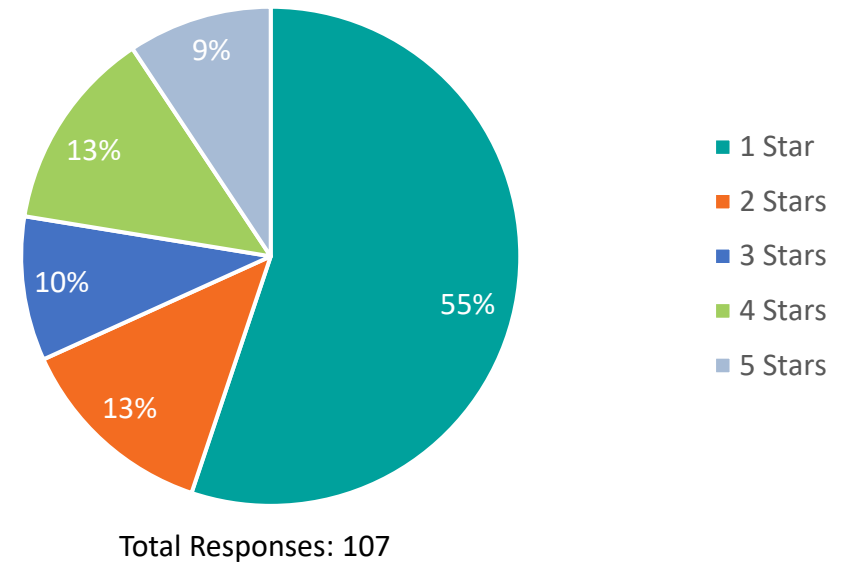


Total Responses: 102

Alternative 4 Results

This alternative is routed on Crete-Monee Rd via a new connection to IL 394 and a new road south of Thorn Creek Headwaters Forrest Preserve. It will impact two forest preserve properties and Natural Areas Inventory preservation site, homes, and wetlands.

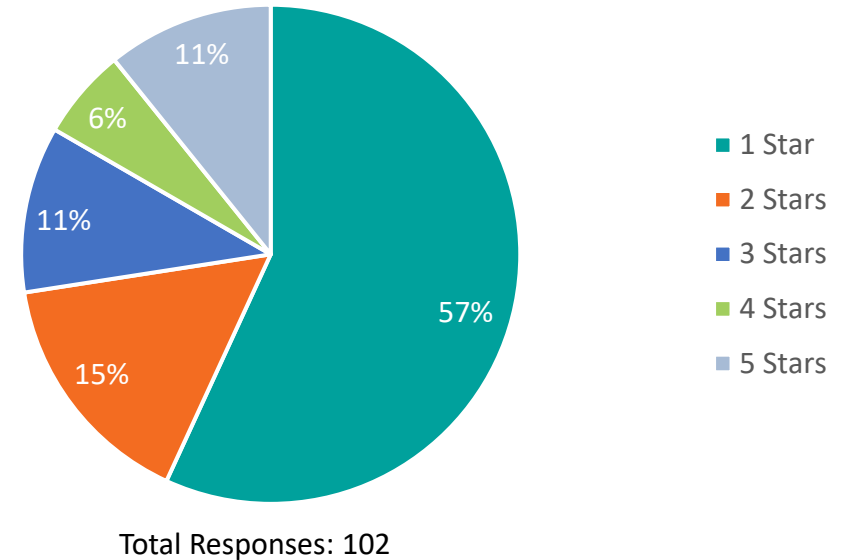
9% of respondents rated Alternative 4 with 5 stars and 55% of respondents rated the alternative with 1 star.



Alternative 4A Results

This alternative is routed on Crete-Monee Rd via a new connection to IL 394 and a new road south of Thorn Creek Headwaters Forest Preserve. It will impact two forest preserve properties, a Natural Areas Inventory preservation site, homes, and wetlands.

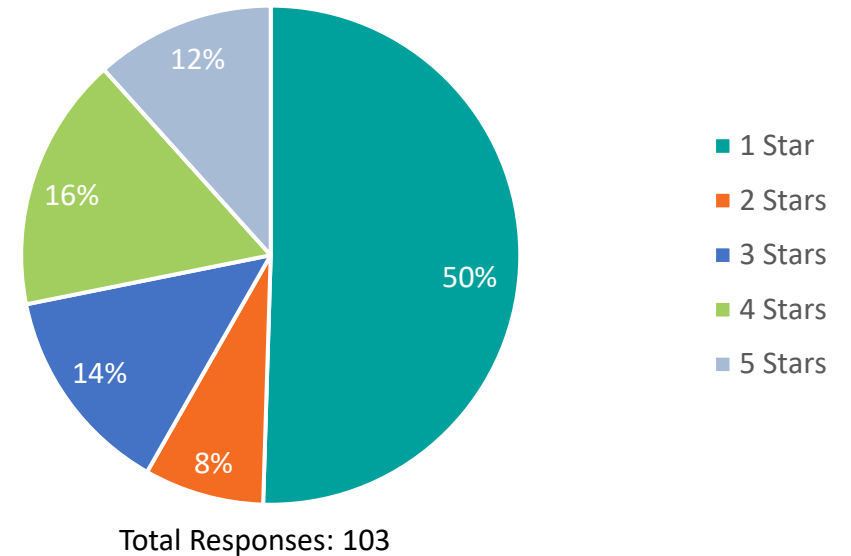
11% of respondents rated Alternative 4 with 5 stars and 57% of respondents rated the alternative with 1 star.



Alternative 5 Results

This alternative is routed on Crete-Monee Rd via IL 1 and a new road south of Court Street. It will primarily impact one forest preserve property, several homes, and wetlands.

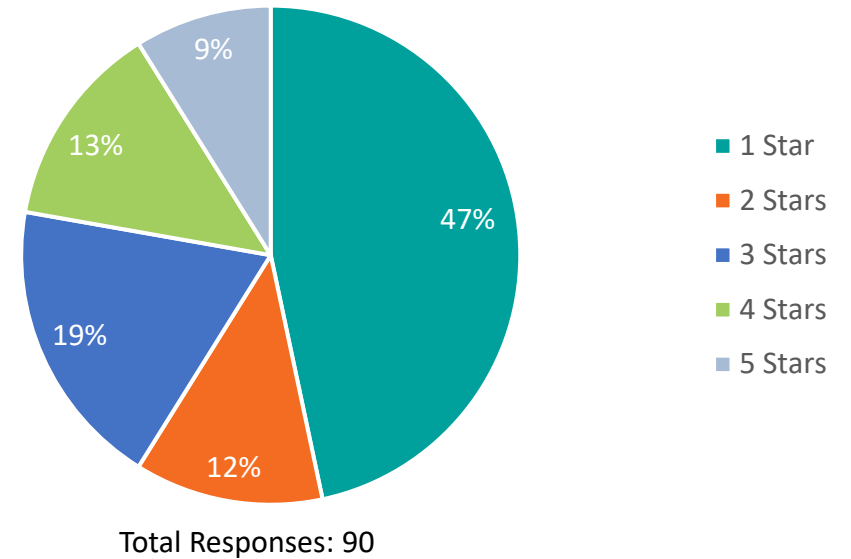
12% of respondents rated Alternative 5 with 5 stars and 50% of respondents rated the alternative with 1 star.



Alternative 5A Results

This alternative is routed on Crete-Monee Rd via IL 1 and a new road south of Court Street. Its design will avoid forest preserve impacts. It will primarily impact several homes and wetlands.

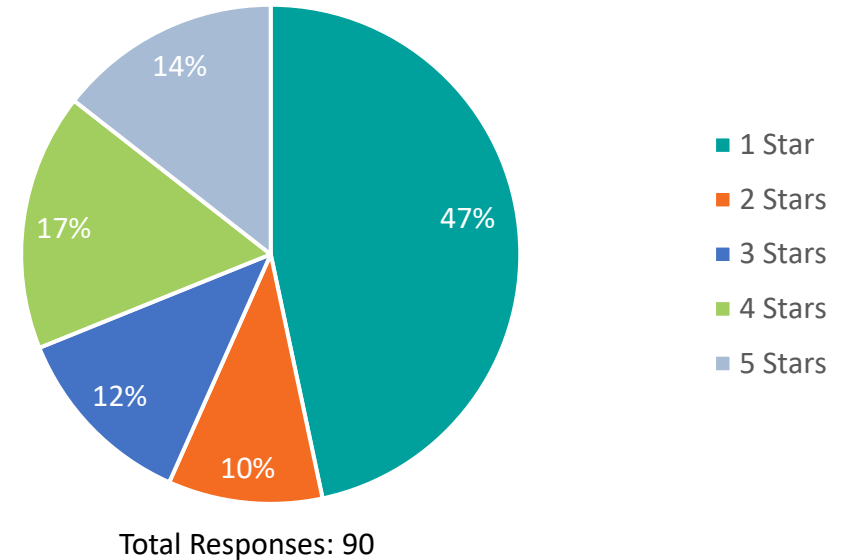
9% of respondents rated Alternative 5 with 5 stars and 47% of respondents rated the alternative with 1 star.



Alternative 6 Results

This alternative is routed on Crete-Monee Rd via a new connection to IL 394 and a new road south of Court Street. It will primarily impact one IL Natural Areas Inventory preservation site, several homes, several streams, and wetlands.

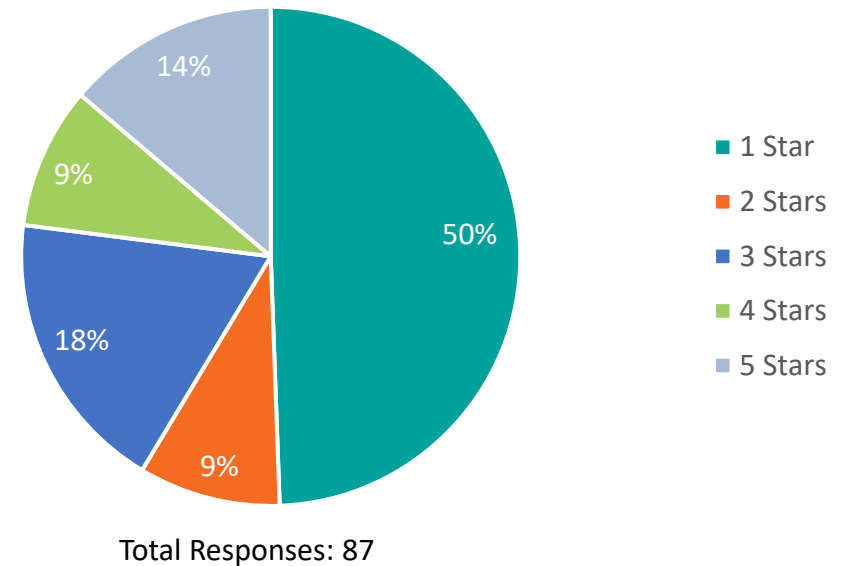
14% of respondents rated Alternative 6 with 5 stars and 47% of respondents rated the alternative with 1 star.



Alternative 6A Results

This alternative is routed on Crete-Monee Rd via a new connection to IL 394 and a new road south of Court Street. It will avoid forest preserve impacts. It will impact one IL Natural Areas Inventory preservation site, several homes, several streams, and wetlands.

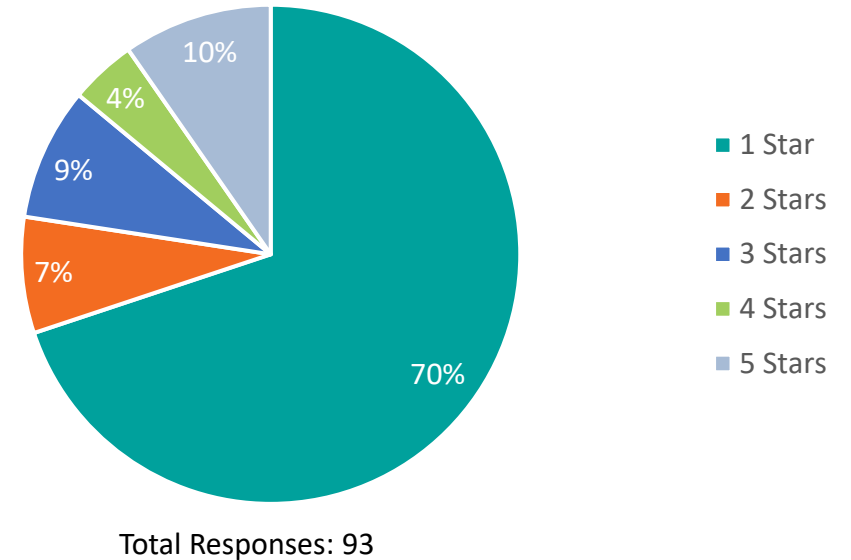
14% of respondents rated Alternative 6 with 5 stars and 50% of respondents rated the alternative with 1 star.



Alternative 7 Results

This alternative follows the existing Pauling-Goodenow Rd. It will impact one IL Natural Areas Inventory preservation site, the most homes of any studied alternative, several streams, and one high-quality stream (Nationwide Rivers Inventory).

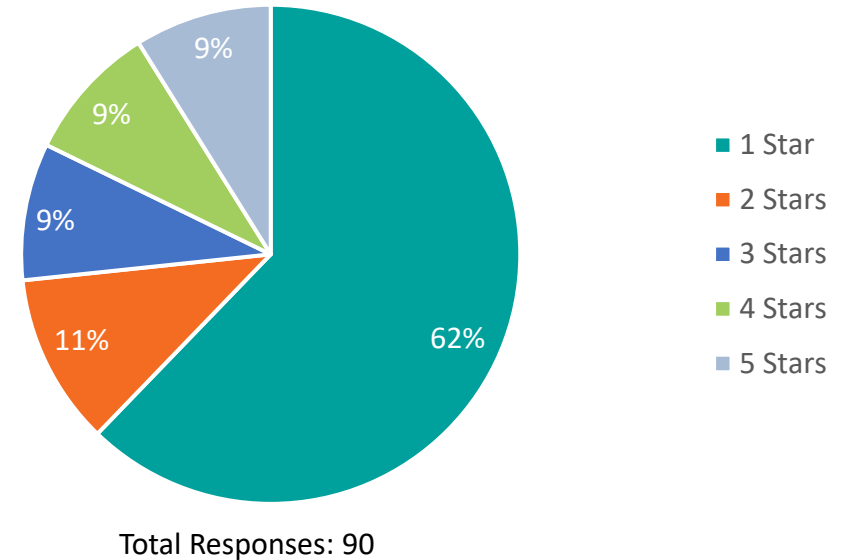
10% of respondents rated Alternative 7 with 5 stars and 70% of respondents rated the alternative with 1 star.



Alternative 7A Results

This alternative follows the existing Pauling-Goodenow Rd with new roadway alignment to bypass and reduce impacts to homes. It will impact Natural Areas preservation site, some homes, and several streams, and a high-quality stream (Nationwide Rivers Inventory).

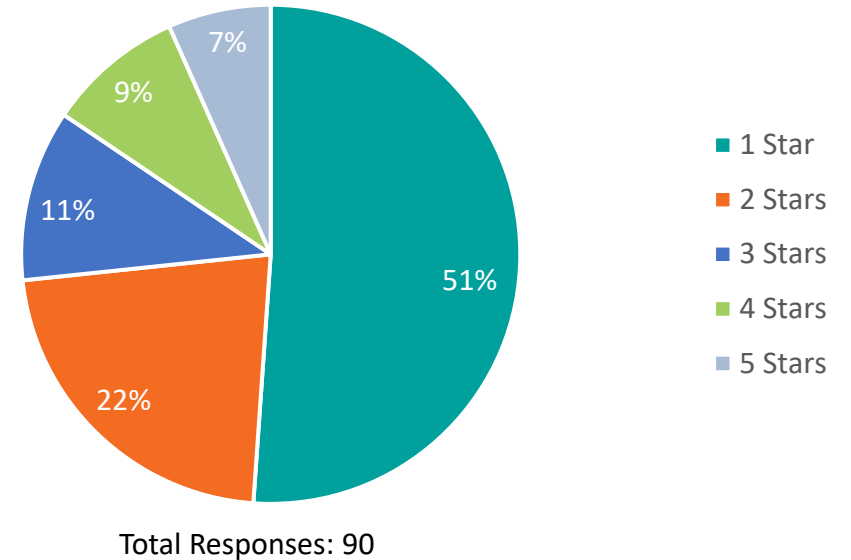
9% of respondents rated Alternative 7 with 5 stars and 62% of respondents rated the alternative with 1 star.



Alternative 7B Results

This alternative follows the existing Pauling-Goodenow Rd with new roadway extension to IL 1. It will reduce impacts on homes. It will impact Natural Areas Inventory preservation site, some homes, streams, and a high-quality stream (Nationwide Rivers Inventory).

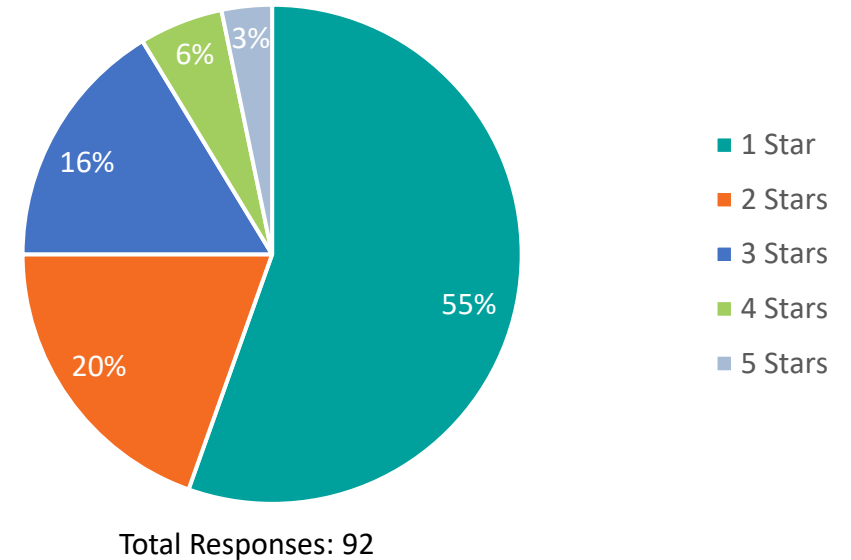
7% of respondents rated Alternative 7 with 5 stars and 51% of respondents rated the alternative with 1 star.



Alternative 8 Results

This alternative is routed on Crete-Monee Rd via IL 1, Will Center Rd, and Pauling-Goodenow Rd. It will impact one forest preserve property and one IL Natural Areas Inventory preservation site, several homes, two streams, and wetlands.

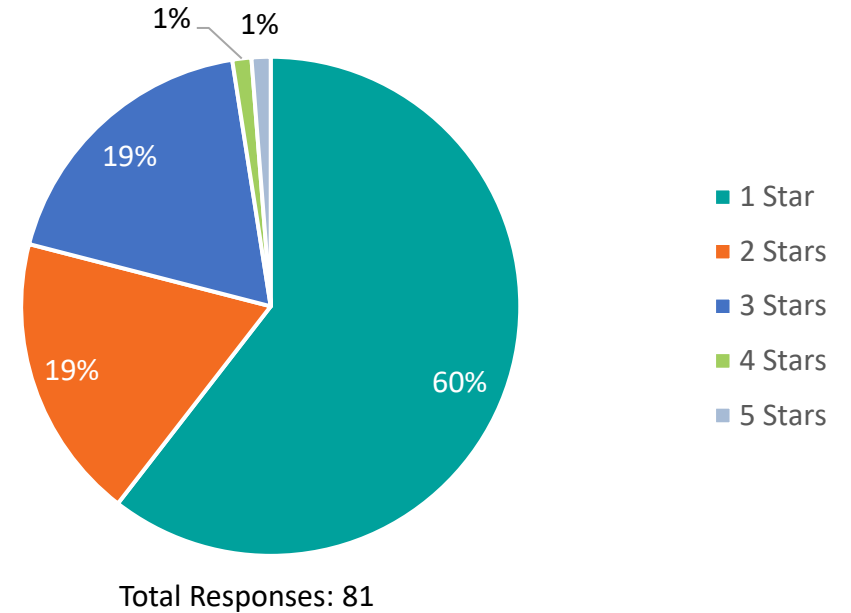
3% of respondents rated Alternative 8 with 5 stars and 55% of respondents rated the alternative with 1 star.



Alternative 8A Results

This alternative is routed on Crete-Monee Rd via IL 1, Will Center Rd, and Pauling-Goodenow Rd. Its design avoids forest preserve impacts. It will impact a Natural Areas Inventory preservation site, several homes, two streams, and wetland.

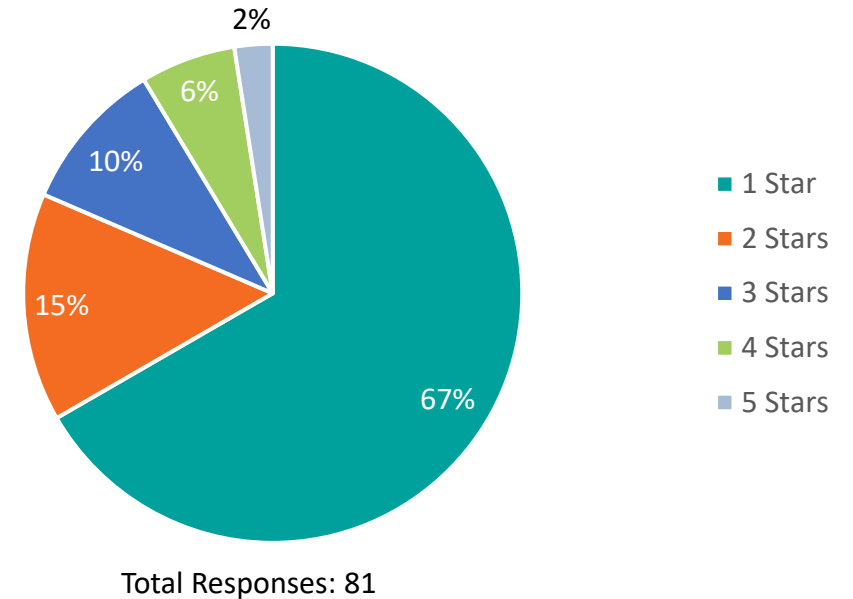
1% of respondents rated Alternative 8 with 5 stars and 60% of respondents rated the alternative with 1 star.



Alternative 9 Results

This alternative is routed on Crete-Monee Rd via a new connection to IL 394, Will Center Rd, and Pauling-Goodenow Rd. It will impact a forest preserve property and two IL Natural Areas Inventory preservation sites, several homes, three streams, and wetlands.

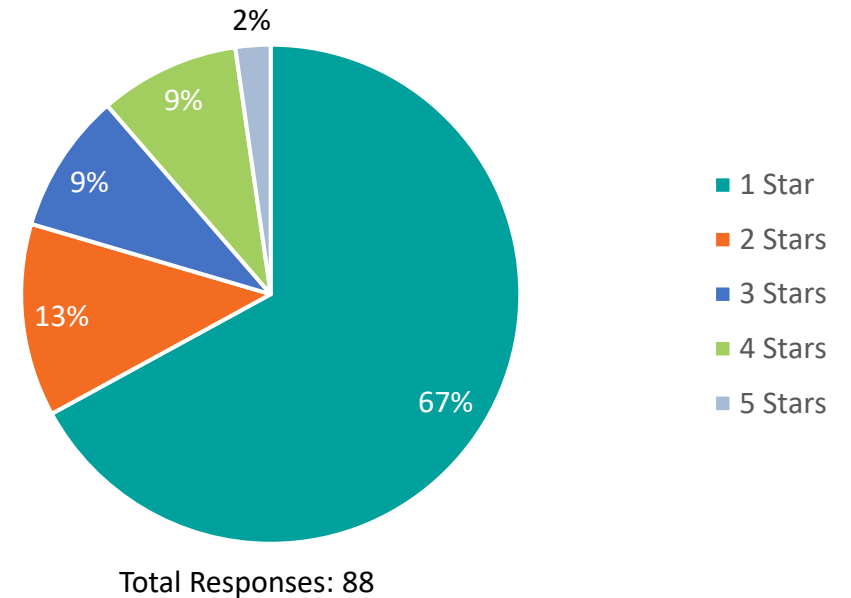
2% of respondents rated Alternative 9 with 5 stars and 67% of respondents rated the alternative with 1 star.



Alternative 9A Results

This alternative is routed on Crete-Monee Rd via a new connection to IL 394, Will Center Rd, and Pauling-Goodenow Rd. It will avoid forest preserve sites. It will primarily impact two IL Natural Areas Inventory preservation sites, several homes, three streams, and wetlands.

2% of respondents rated Alternative 9 with 5 stars and 67% of respondents rated the alternative with 1 star.





Map Markers Responses

Map Marker Comments

- Trucks often pull out in front of oncoming traffic to make turns or cross here. A traffic signal tied into the existing signal at the fork would be a helpful to increase safety.
Location: Dralle and and Governor's Highway
- Currently the roads in this area are in terrible shape, numerous potholes.
Location: Horner Avenue
- A traffic signal is needed here with the increased traffic we already have.
Location: South Governors Highways and Monee-Manhattan Rd.
- There needs to be an alignment of streets here and/or a staggered light that is tied in with the lights at the exit ramps. The truck traffic and roads not intersecting together makes turning left virtually impossible here.
Location: Hamilton Avenue

Additional Map Marker Comments

- Despite the current condition of the Goodenow train crossing, improving the crossing by widening and raising it to improve the road for increased traffic makes more financial sense overall, especially if an intermodal does eventually come to Crete. Better use of money than to create new roads and it avoids running traffic through Monee. Pauling/Goodenow Road could be expanded easily and necessary traffic signals installed.

Location: Goodenow Train Crossing and Pauling Road

- A general comment - why would we even consider an alignment that shows negative projected usage. Also, the overall map incorrectly shows a municipal area east of Klemme Road and north of Exchange. That area is unincorporated.

Location: South Nacke Road

- *Can someone please explain the logic of this type of alignment? To me it serves no real purpose except to increase the cost of the project.*

Location: South Nacke Road

Additional Map Marker Comments

- Current this is a field between two subdivisions. Not set up for traffic or truck noise. Rerouting to Pauling, an existing road, makes much more sense logistically and financially.
Location: Option from Will-Center to Oak Street
- Oak Road and Egyptian Trail cannot handle the proposed traffic and there is no room to expand it since it is bounded by a subdivision, homes, and the train culvert.
Location: Oak Road
- Because of the overpass in this area and the number of trucks using it, a light would make turning left here much easier and safer.
Location: West Pauling Road

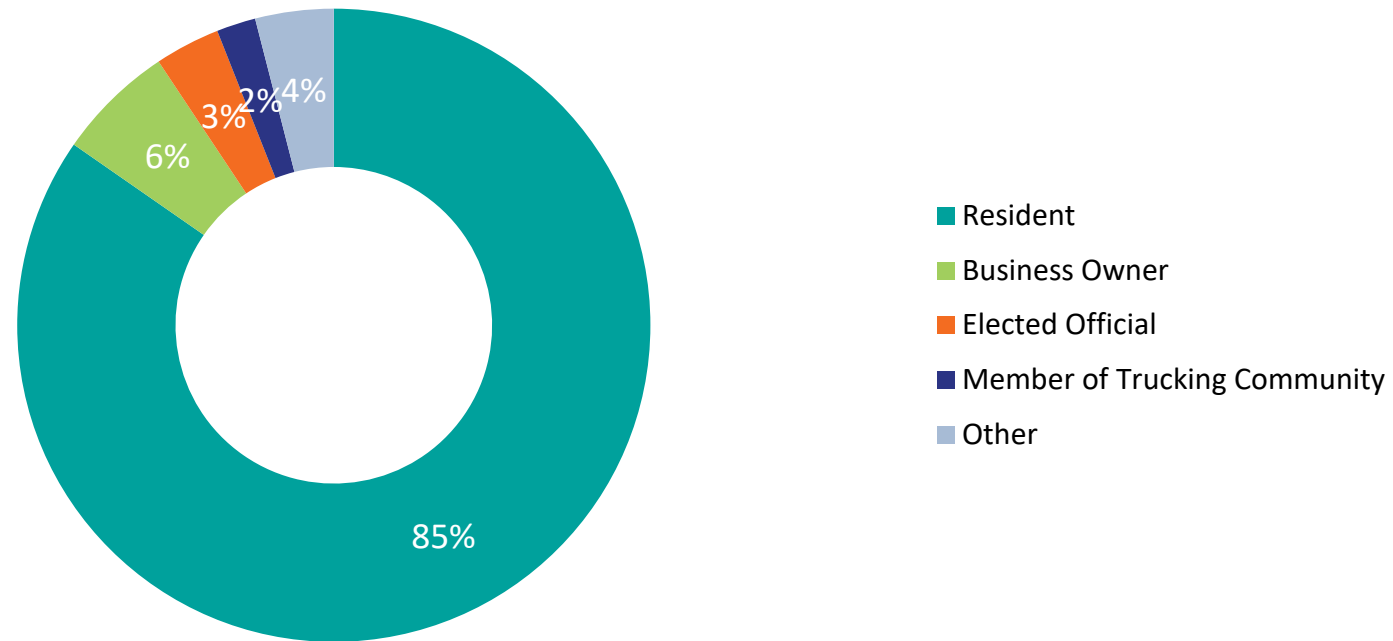


Survey Participants Demographics

Survey Participants



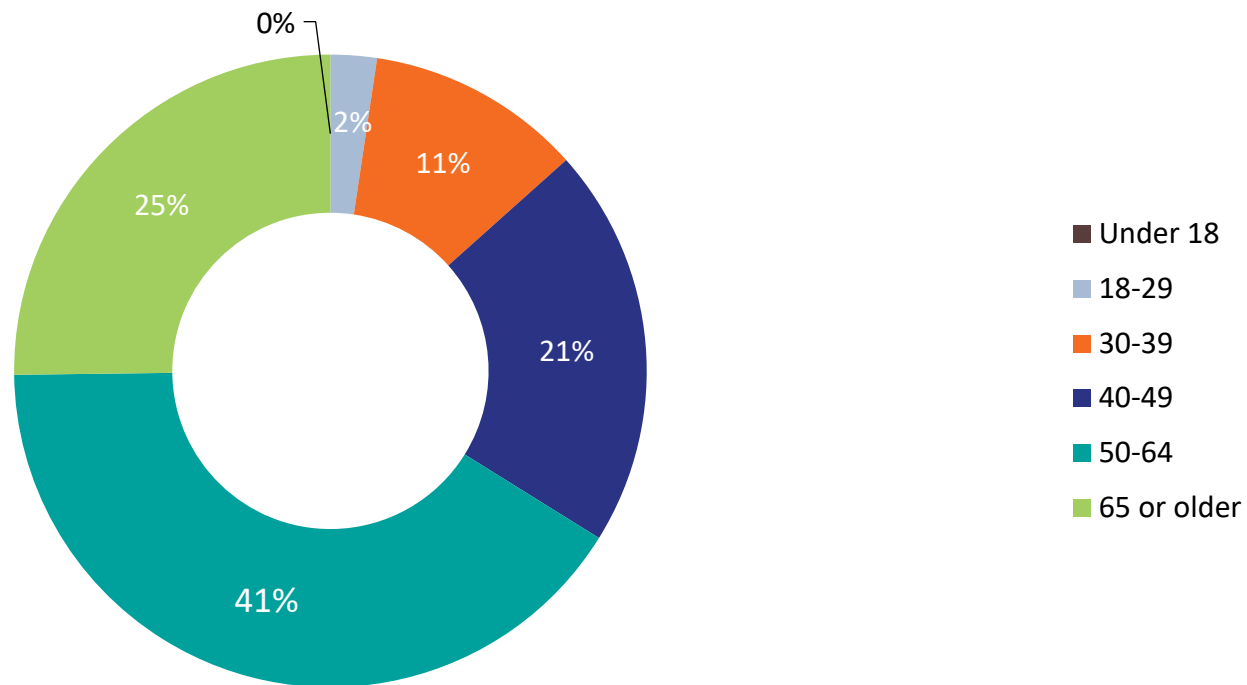
Demographics - Question 1
How do you describe yourself (select all that apply)?



Survey Participants



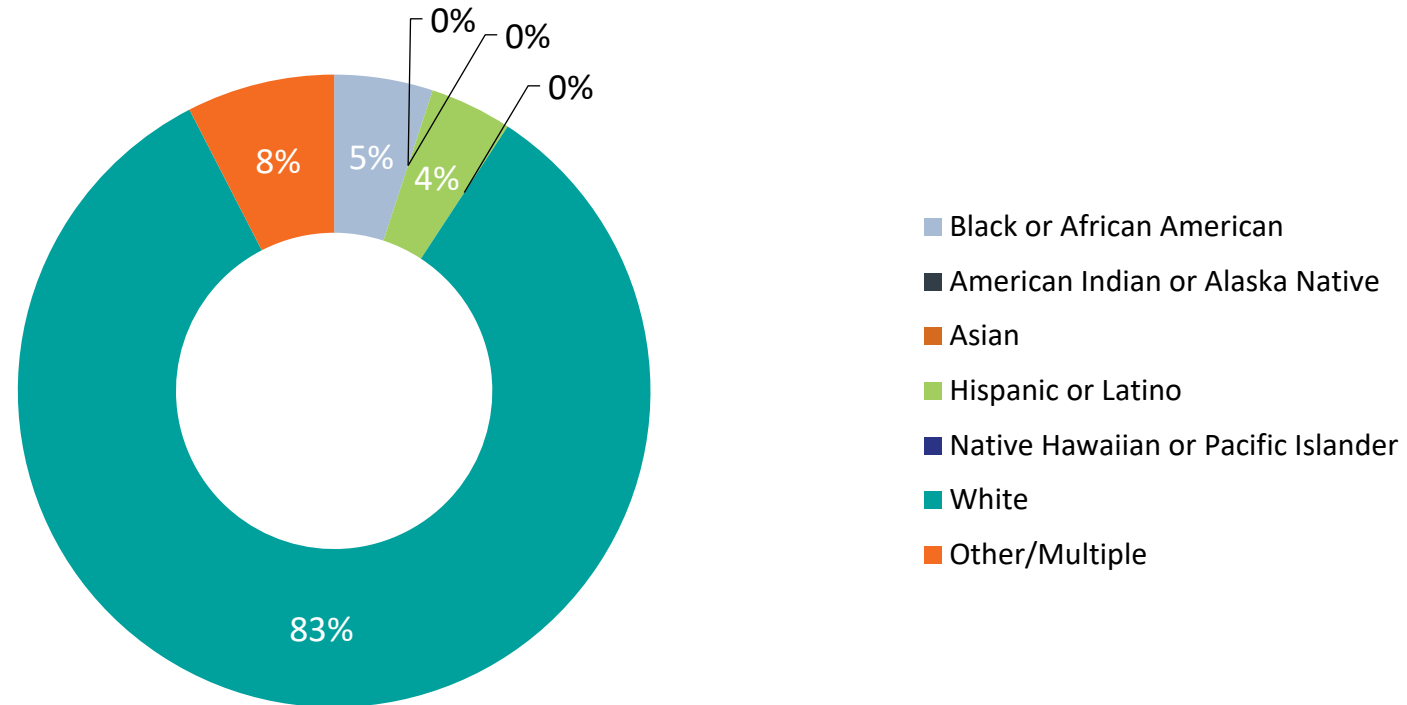
Demographics – Question 2
In which of these age ranges are you?



Survey Participants



Demographics – Question 3
What is your race or ethnicity?





Public Engagement Period Conclusion

There were 192 completed surveys received during the Public Engagement Period. The results of this public engagement period and other engagement activities during Planning and Environmental Linkages (PEL) Study will be documented as we move into Phase I of the project.

Please stay tuned for future outreach as a crucial part of the Eastern Will County Freight Mobility Corridor Study.