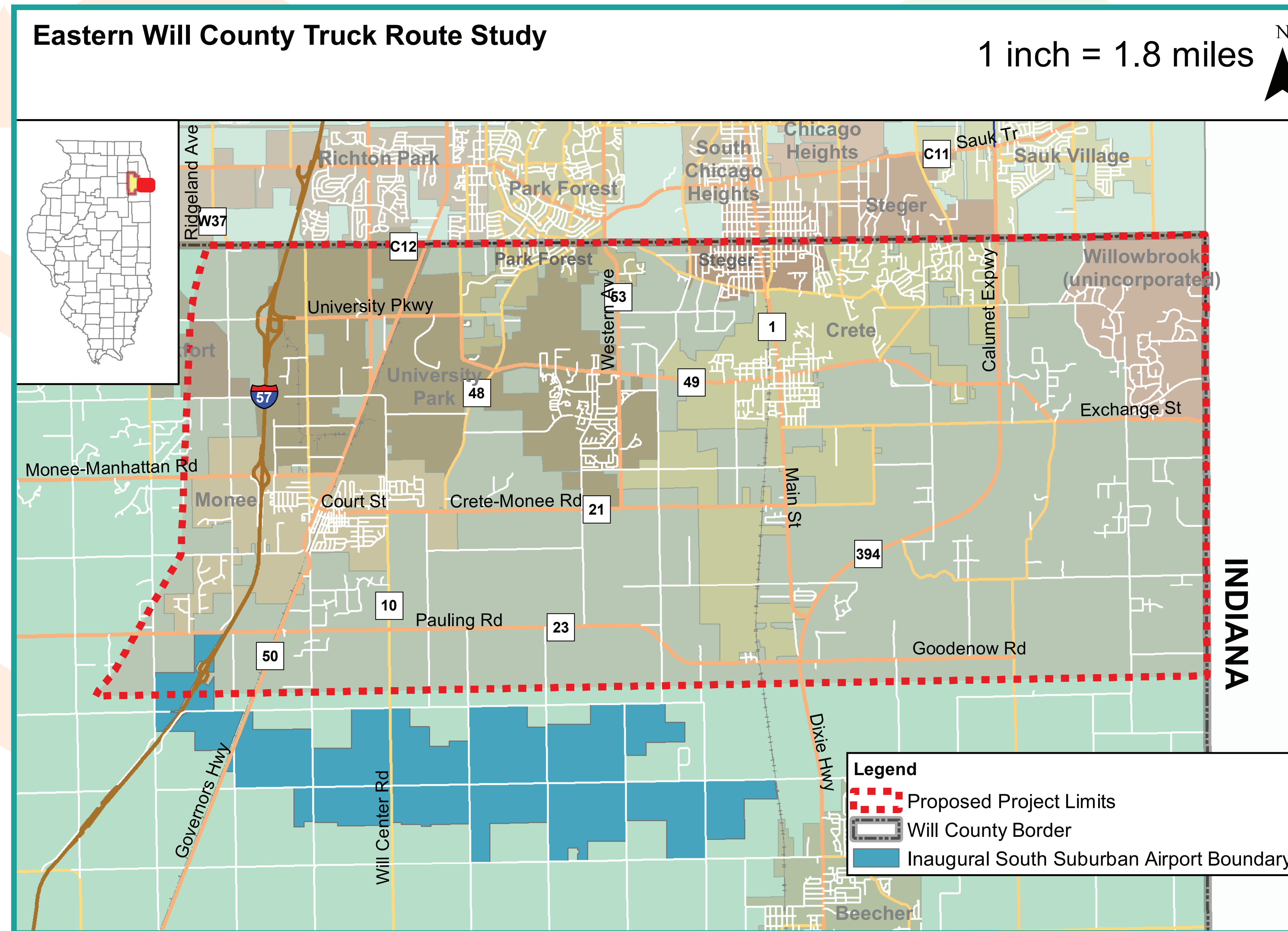
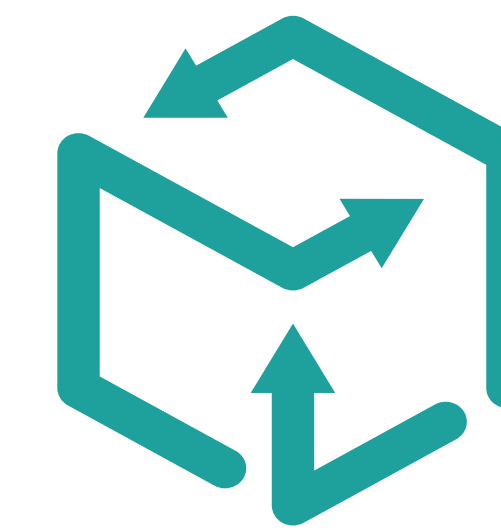


PROJECT LOCATION MAP





WHY EASTERN WILL COUNTY?

Originated through ongoing coordination between Will County and other local agencies.

Growing community concerns over:



Logistics /
Warehouses



Existing & Future
Land Use & Zoning



Existing Congestion



No Continuous
East-West Route
for Trucks



Anticipated Growth
Due to Warehouse
& Residential
Dvelopments

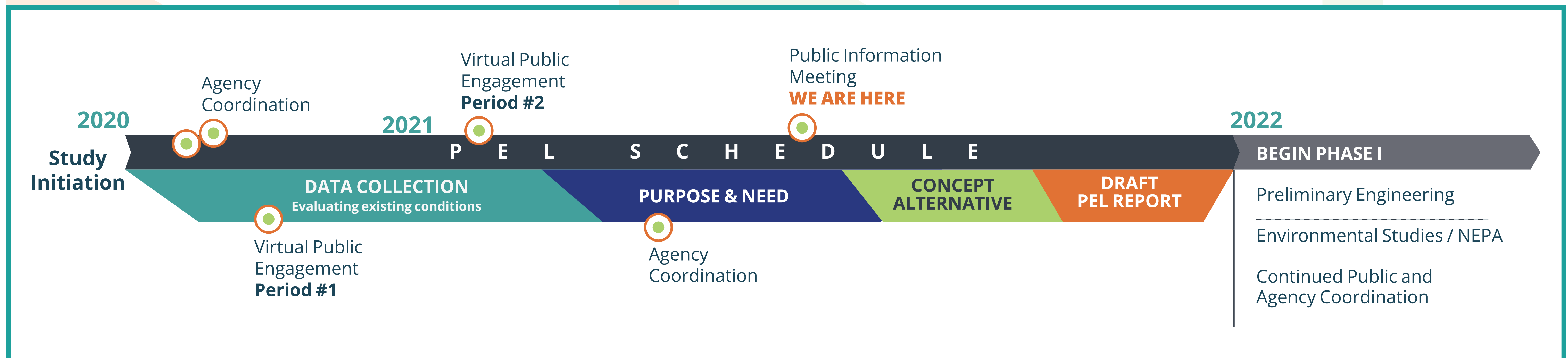
Will County DOT initiated the PEL in 2020 to identify the Purpose and Need and potential solutions.

PROJECT SCHEDULE

PUBLIC & AGENCY COORDINATION TIMELINE



EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY



WHAT IS A PLANNING & ENVIRONMENTAL LINKAGES STUDY?

PEL combines transportation planning with the initial phases of environmental review while considering environmental resources and community.

- Collaboration among local and state DOTs, federal agencies, and resource agencies
- Allows for early “planning-level” discussion on project need, location, and public and agency involvement
- NEPA and Preliminary Design to start immediately at PEL conclusion, benefited by the PEL findings

KEY ELEMENTS:



PURPOSE
& NEED

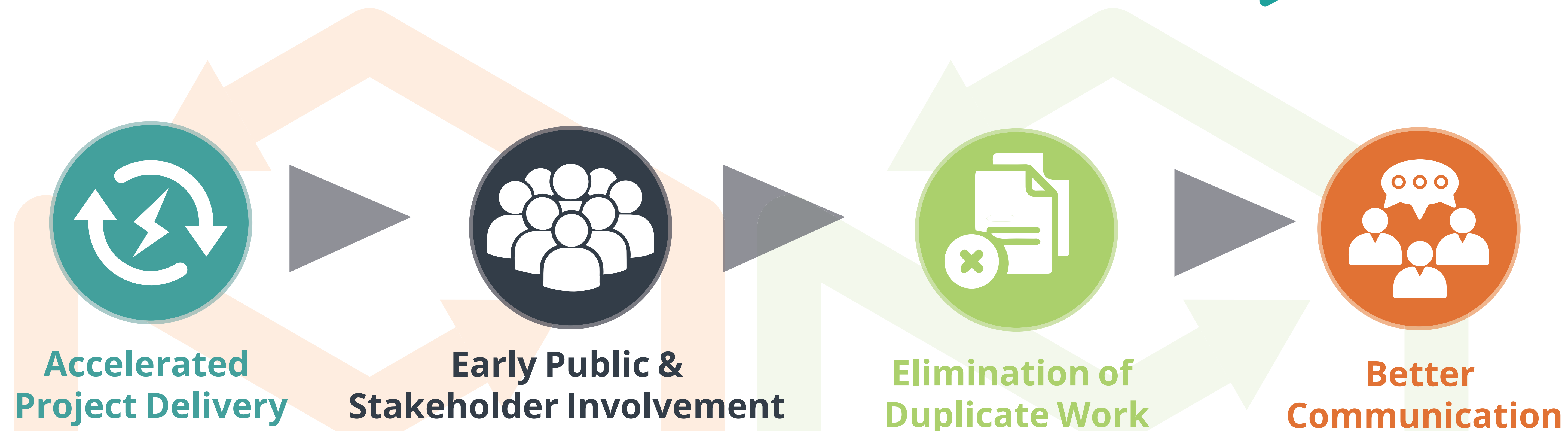


ALTERNATIVES
DEVELOPMENT



PUBLIC & AGENCY
INVOLVEMENT

WHY PEL?



PEL accelerates project delivery by:

- Connecting initial planning and environmental decisions (*location, purpose of and need for project, considered alternatives*)
- Reducing the need for rework and revisiting past decisions
- Allowing public and agency coordination to occur earlier



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

What is NEPA?

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

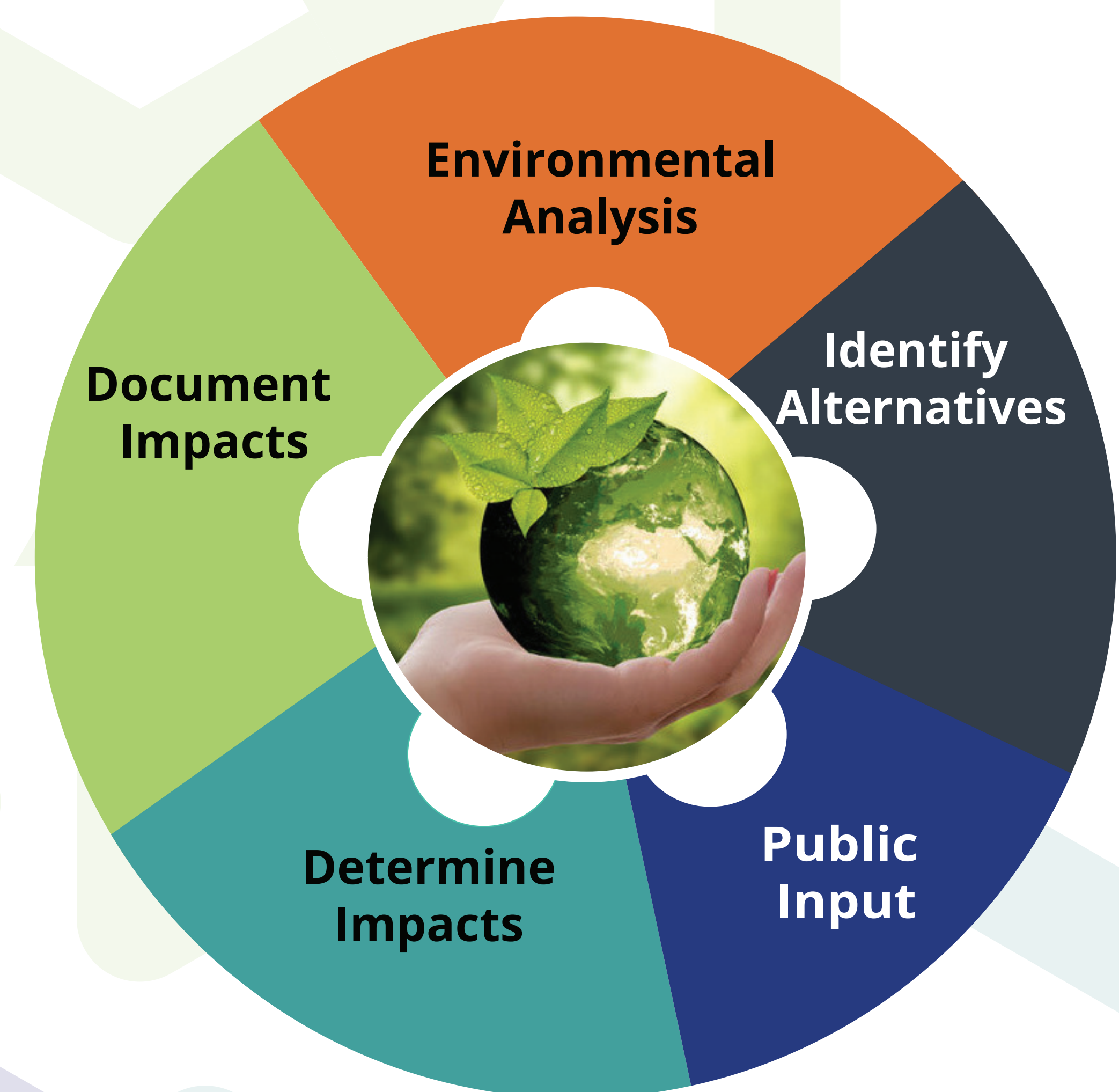
How is NEPA Applied?

- 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?

- PEL sets the study up for NEPA in the next phase.

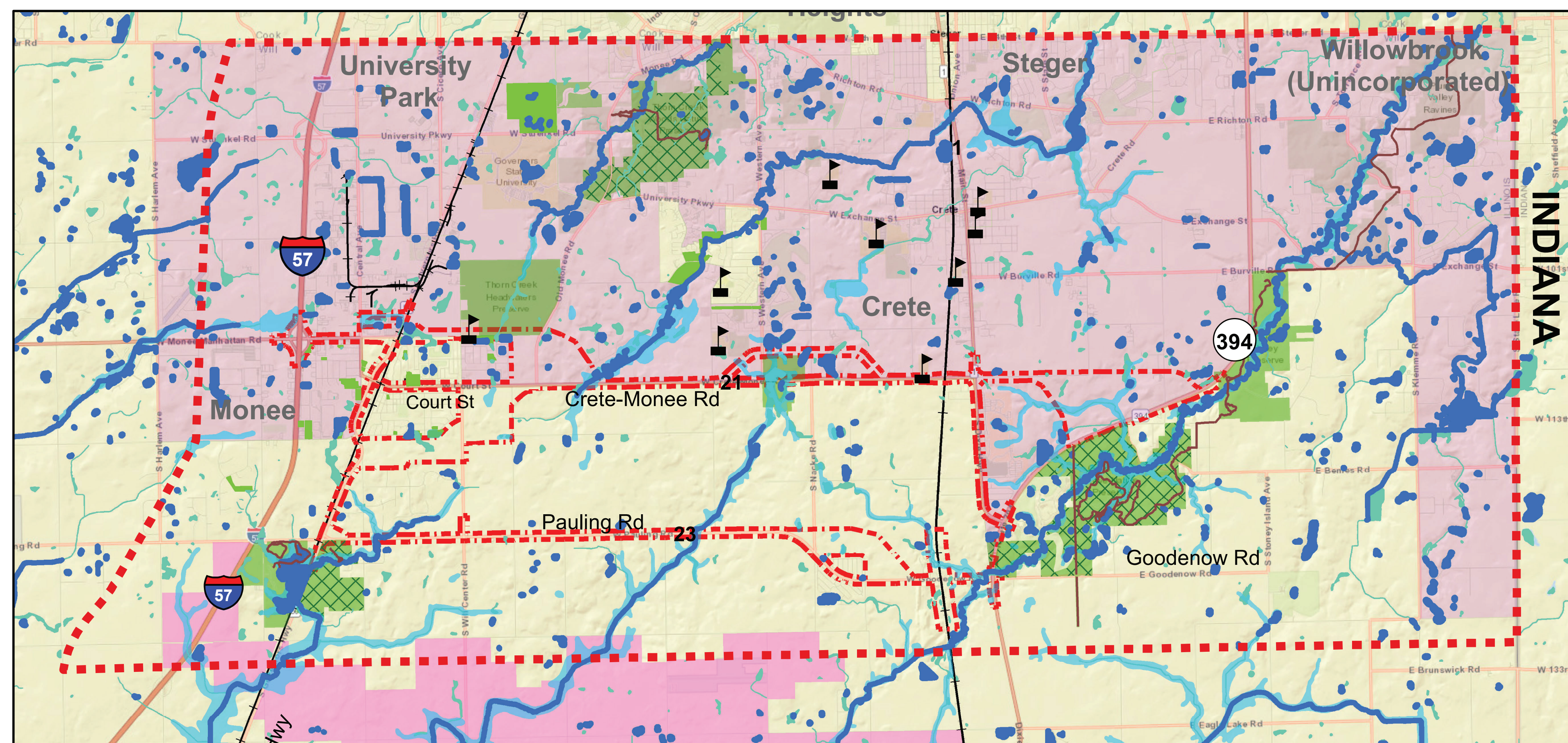
NEPA PROCESS



ENVIRONMENTAL RESOURCE MAP



Eastern Will County Freight Mobility Corridor Study
Environmental Resources Map



Legend

- | | | | |
|--------------|-----------------|---------------------------|----------------------------------|
| Schools | Trails | Wetlands | Parks |
| Study Limits | Water Resources | Illinois Nature Preserves | South Suburban Airport Footprint |
| ESR Limits | Flood Area | Forest Preserve | EJ Area |

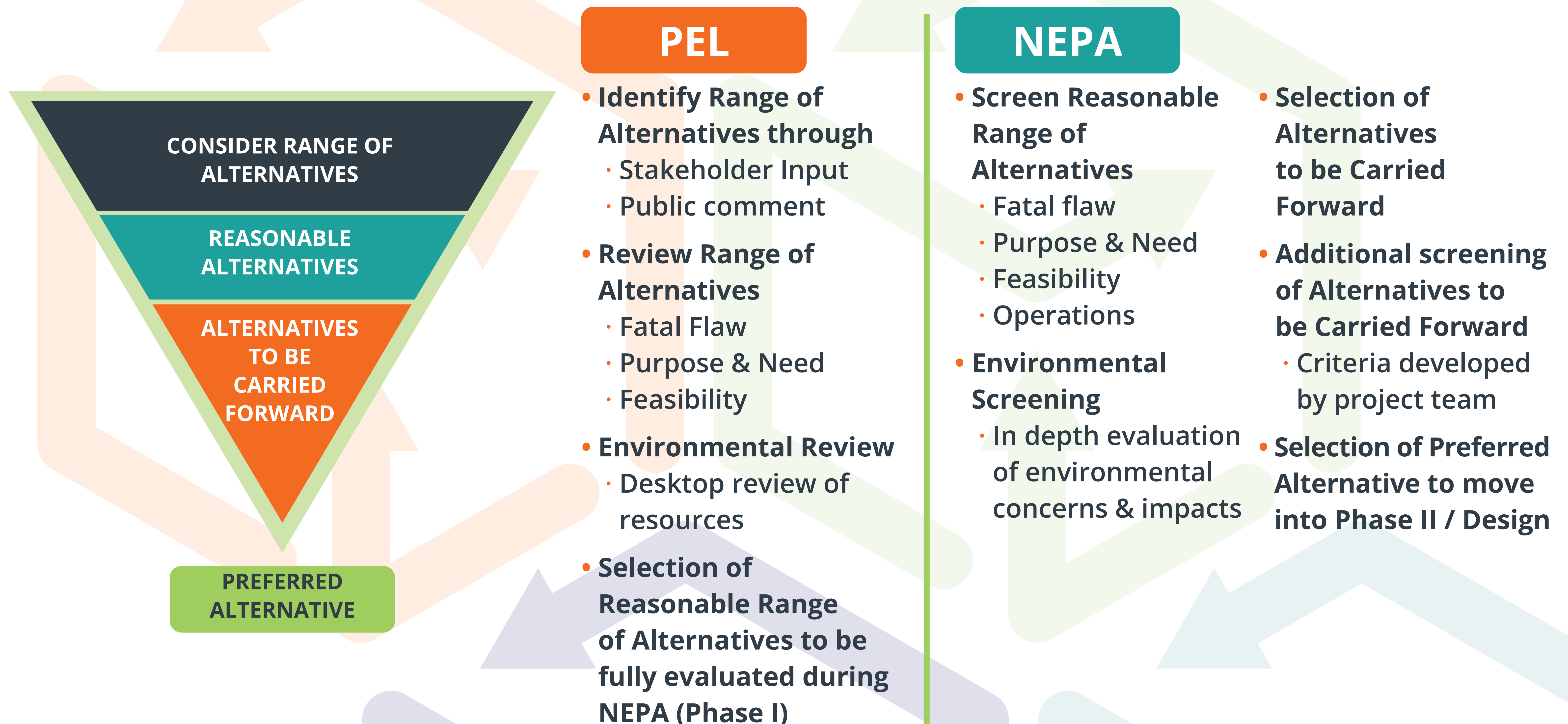
0 1.25 2.5 5 Miles



HOW ARE ALTERNATIVES EVALUATED IN PEL VS NEPA?



EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY



PUBLIC ENGAGEMENT RESULTS



EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY

MetroQuest Survey 1

Survey launched: December 1, 2020

- **Purpose:** Gather input on needs, priorities, community information
- 252 participants

Results:

- **Top need to be addressed**
 - Truck Congestion (29%)
- **Top priority rankings**
 - Truck Congestion
 - Safety
- **Top Map Markers Responses**
 - Safety
 - Congestion

MetroQuest Survey 2

Survey launched: May 28, 2021

- **Purpose:** Collect data on freight generators and freight-intensive land uses
- 27 participants from local municipalities and freight and logistics industry stakeholders

Results:

- **Top Responder**
 - Public Agency (11)
- **Most Important to Responder**
 - Highway Connectivity (12)
- **Top Map Markers Responses**
 - Road Improvement
 - Congestion

LOCAL & REGIONAL FREIGHT TRAFFIC LAND USE & DEVELOPMENT



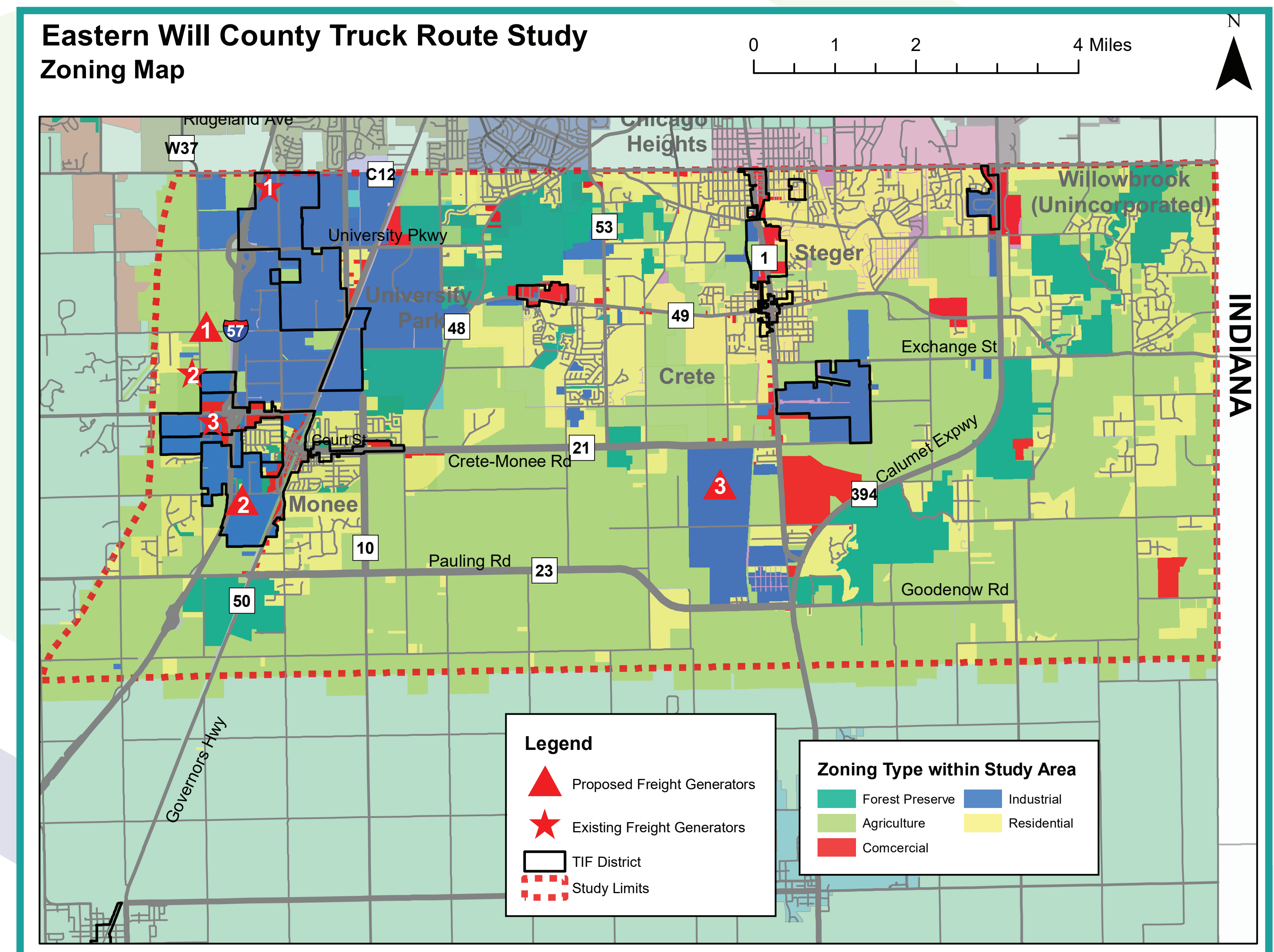
Industrial zoning along

- I-57
- IL 50
- IL 1

Existing / Proposed Freight Generators

- Amazon fulfillment centers
- University Park Commerce Center
- South Suburban Airport

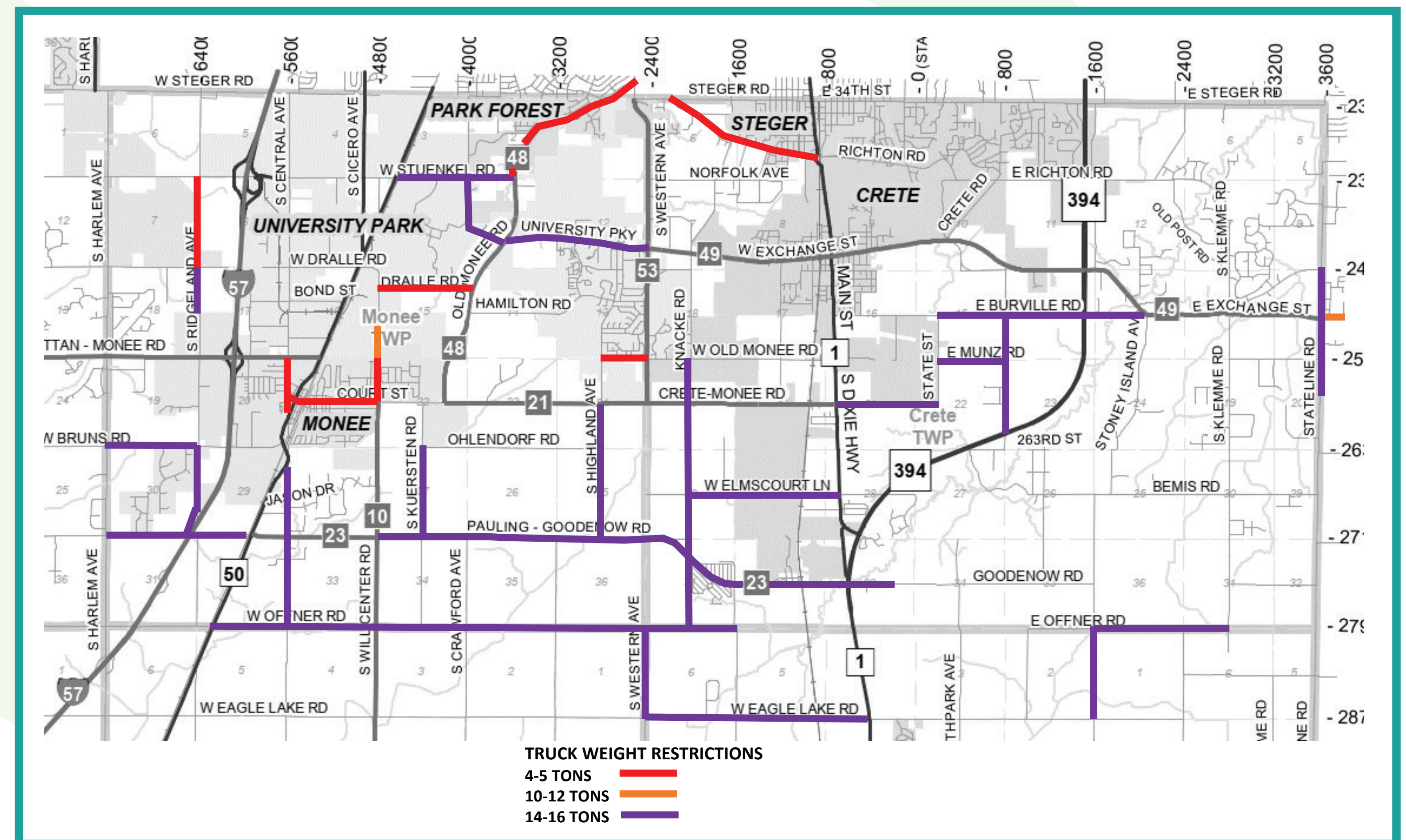
Existing and planned residential and commercial development



LOCAL & REGIONAL FREIGHT TRAFFIC EXISTING TRUCK WEIGHT RESTRICTIONS



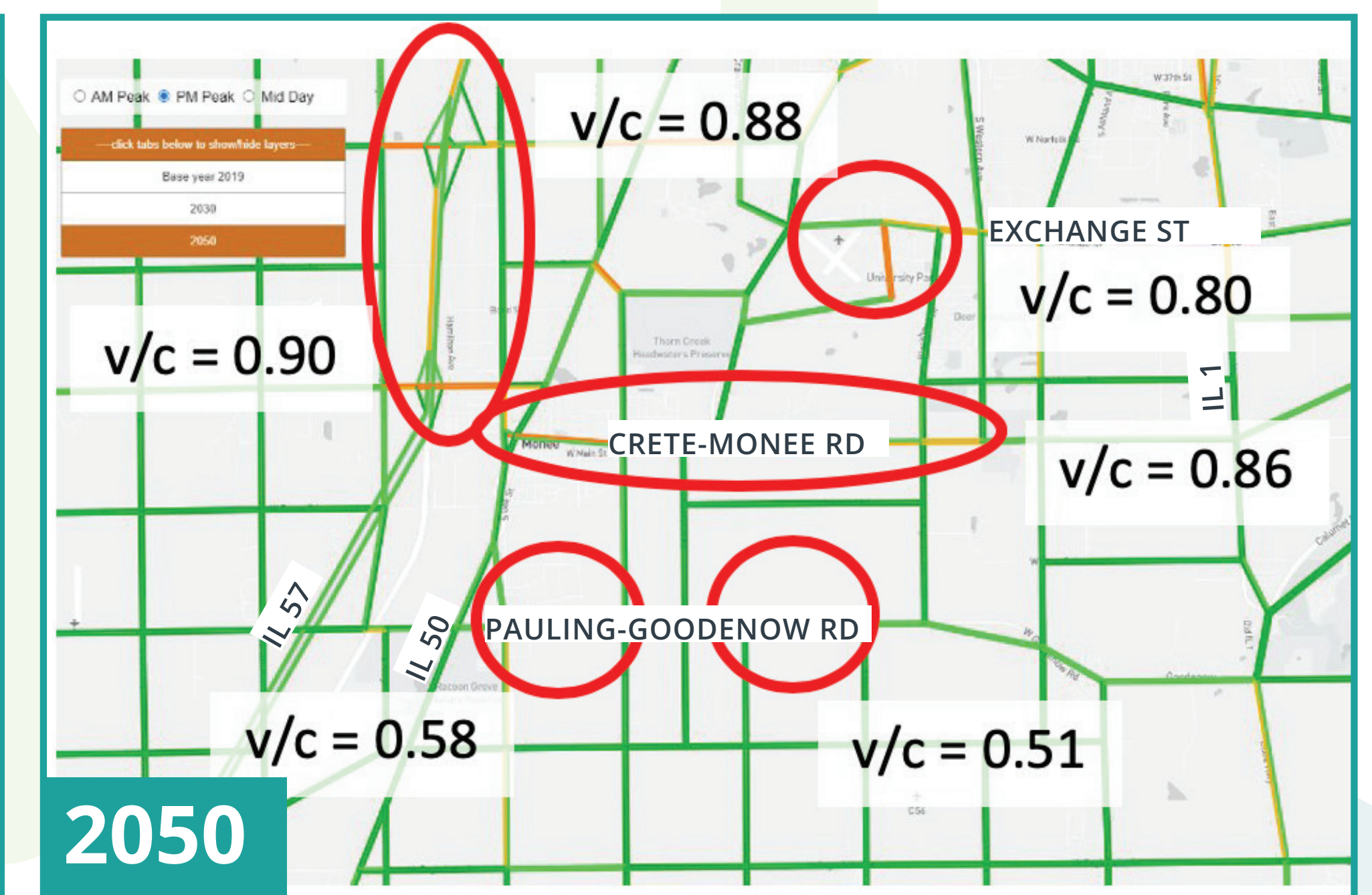
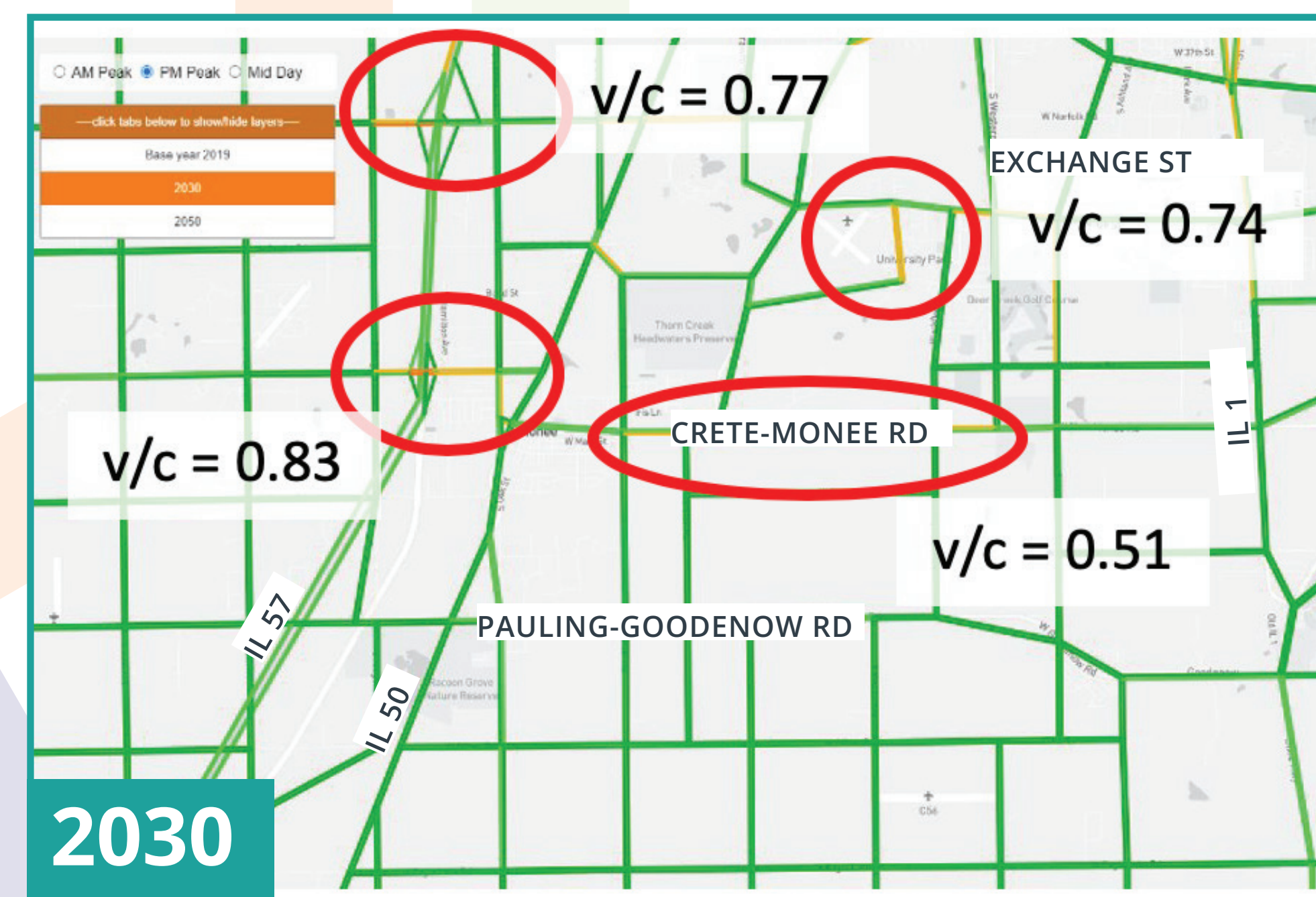
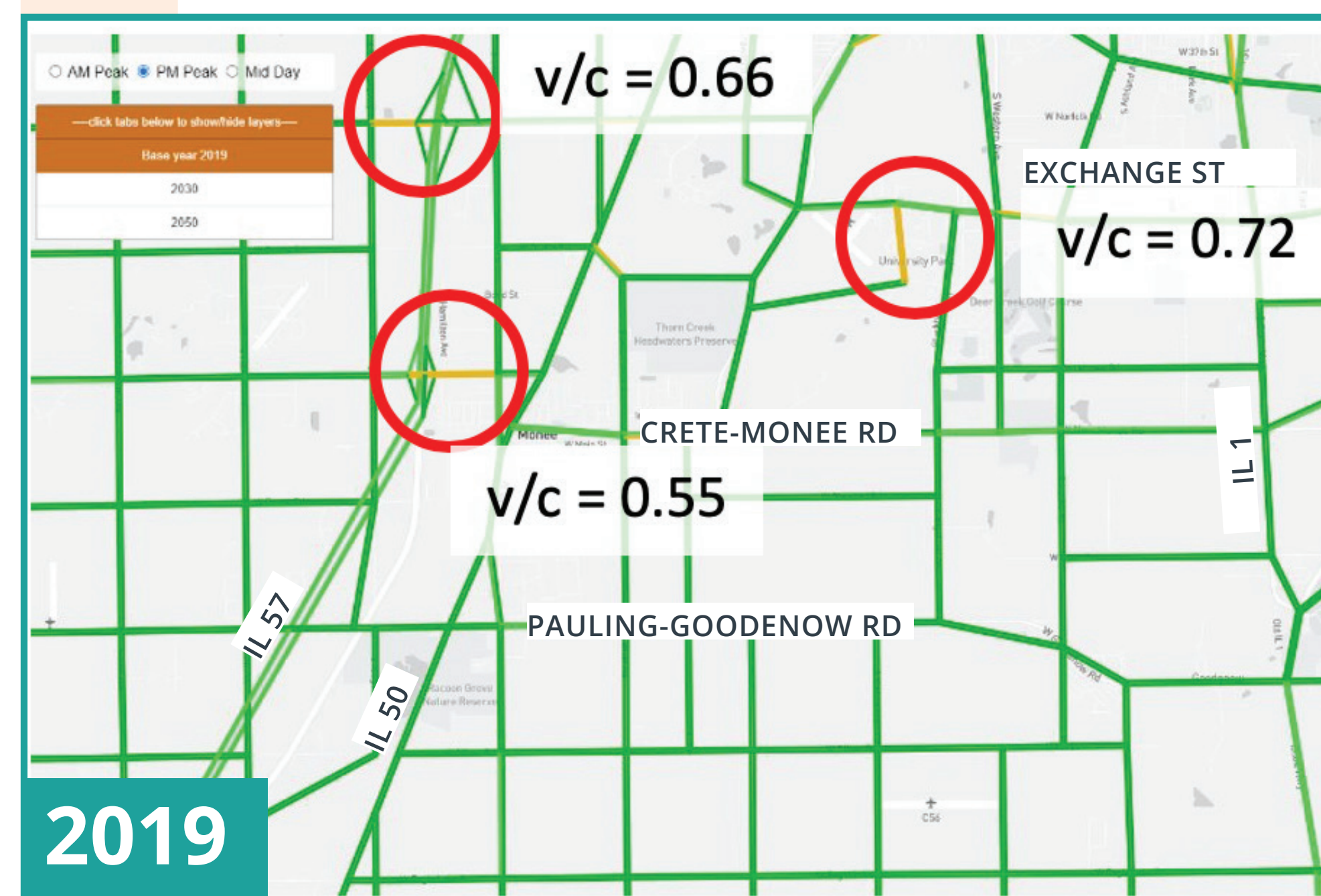
- Roads within the study area have weight restrictions for trucks
- Evidence of trucks using routes with posted weight limits
- More land use to be devoted to warehouse and residential development means more trucks and increased need for continuous truck routes



LOCAL & REGIONAL FREIGHT TRAFFIC EXISTING & FUTURE CONGESTION

Volume to capacity ratio (v/c) measures congestion on a roadway by dividing the total volume of vehicles per day by the capacity of the roadway

- v/c ratio > 1, severe congestion
- v/c ratio 0.75-1, heavy congestion
- v/c ratio 0.5-0.75, moderate congestion
- v/c ratio < 0.5, low or no congestion



Overall congestion within the study area is expected to worsen by 2030 and 2050, due to increased land use devoted to warehouse and residential development.

FREIGHT MOBILITY

EXISTING FREIGHT ROUTES

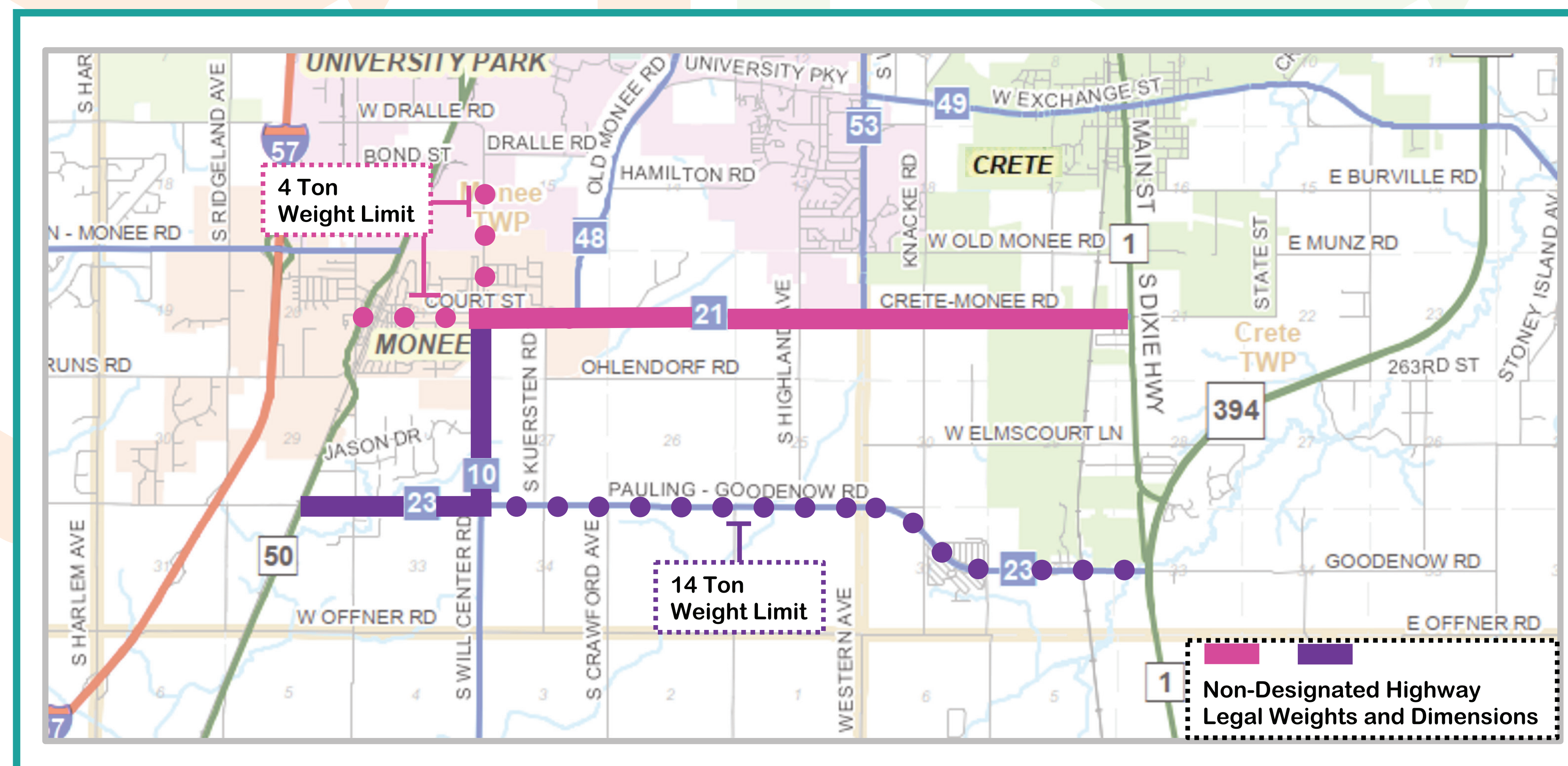


Three Major North-South 4-Lane Truck Routes

- I-57 • IL 50 • IL 394

No existing continuous east-west freight routes between I-57 and IL 1/IL 394

Eastern Will County's road network has limited east-west routes for heavy trucks



ROADWAY SAFETY

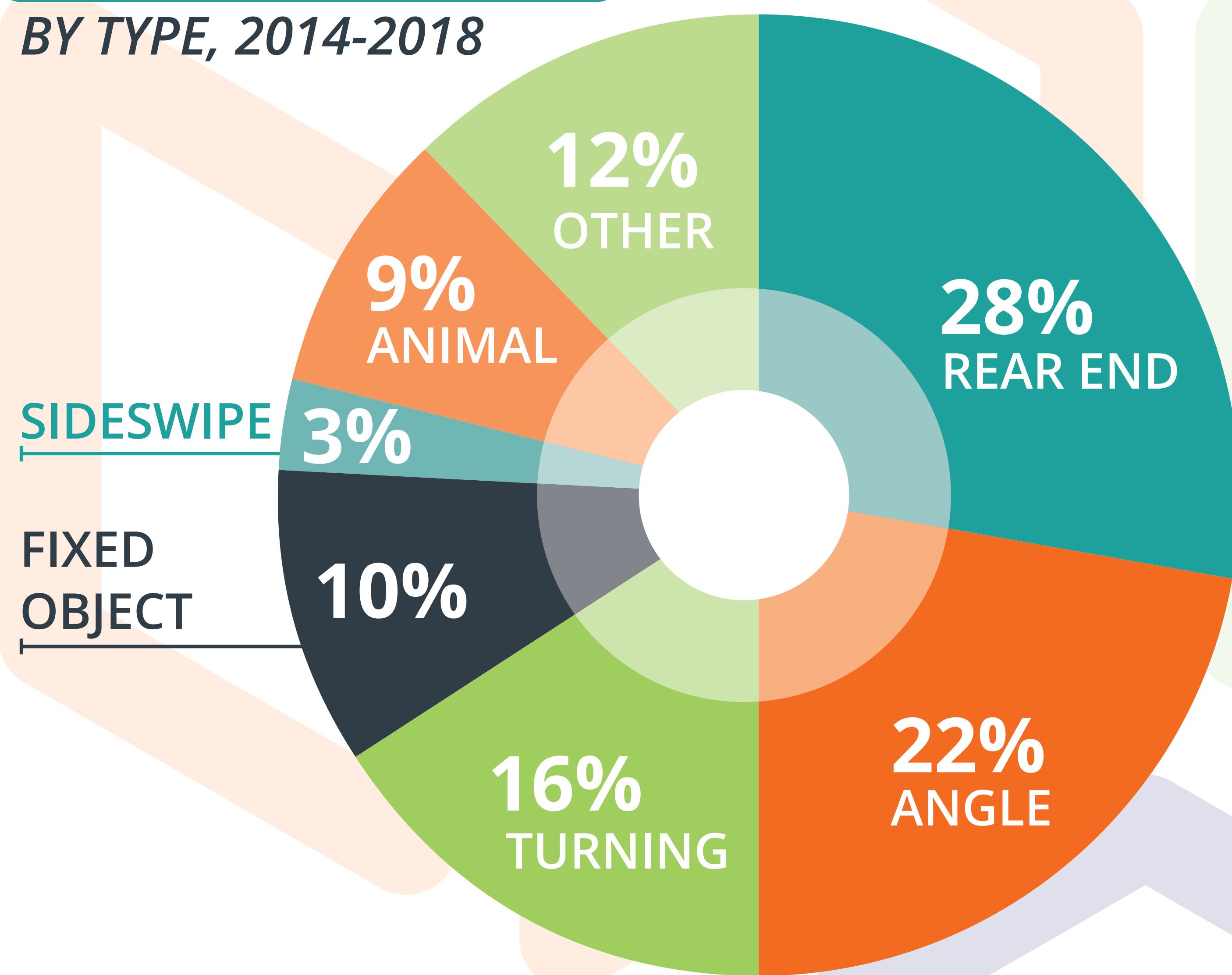
CRASH HISTORY



**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

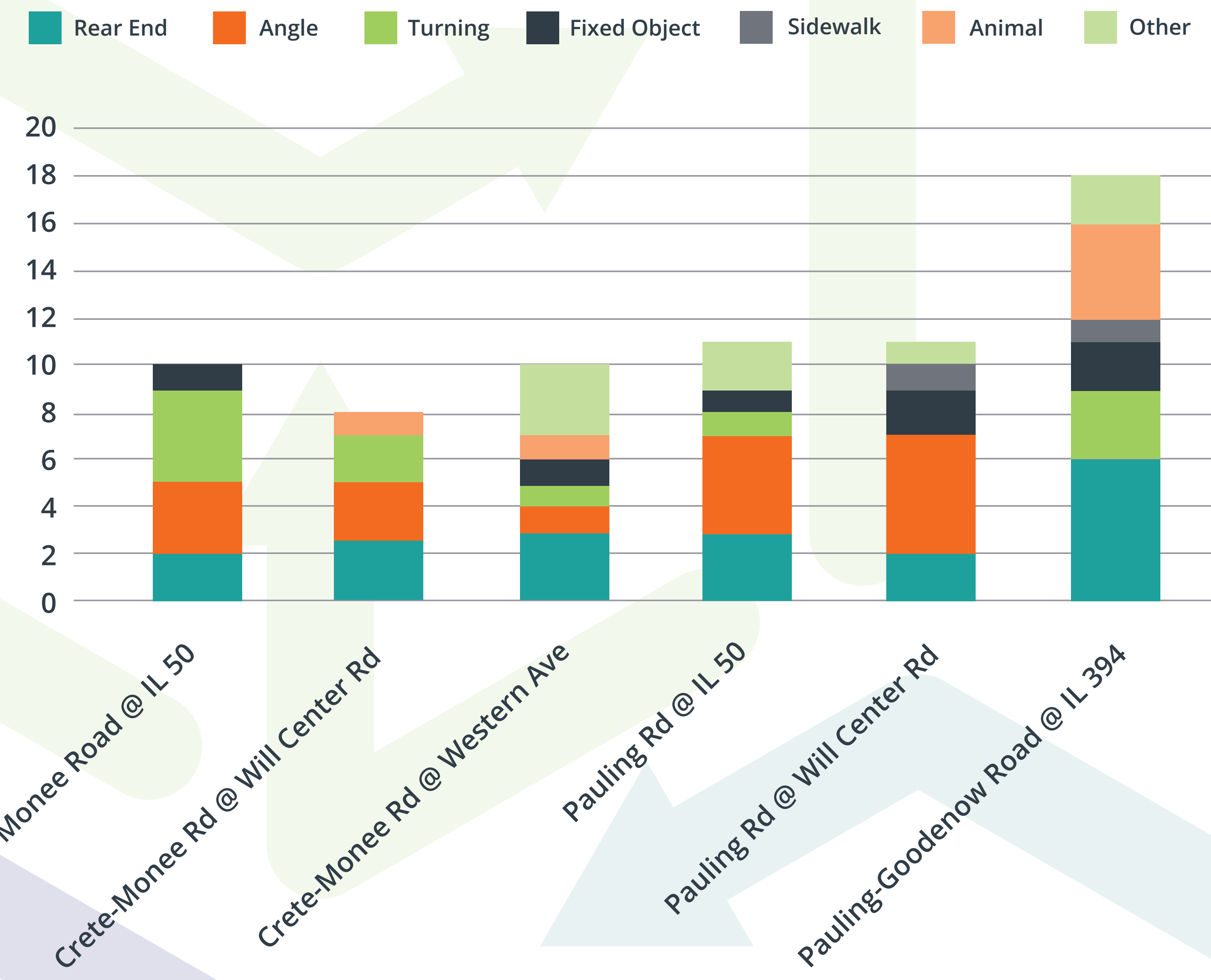
CRASH HISTORY

BY TYPE, 2014-2018



CRASH HISTORY

BY INTERSECTION, 2014-2018



ROADWAY SAFETY CRASH HISTORY



- Evaluated **6** Intersections
- **68** Total Crashes, 2014-2018
- Rear End Crashes accounted for the highest number of crashes, **19** total
- Angle Crashes were number two crash type, **15** total
- High Percentage of wet/snow crashes
- High Percent of nighttime crashes

INTERSECTION	TRAFFIC CONTROL				CONDITION		# OF CRASHES BY TYPE								TOTAL CRASHES	% FATALITIES	% INJURIES
	1 OR 2 WAY STOP	ALL-WAY STOP	SIGNAL	LIGHTED	MULTILANE	% WET / SNOW	% DARKNESS	REAR END	ANGLE	TURNING	FIXED OBJECT	SIDESWIPE	ANIMAL	OTHER			
Court St/Crete-Monee Rd & IL 50			Y	Y	Y	50	0	2	3	4	1	0	0	0	10	0%	20%
Crete-Monee Rd & Will Center Rd		Y		Y		25	12	3	2	2	0	0	1	0	8	0%	0%
Crete-Monee Rd & Western Ave	Y			Y		70	40	3	1	1	1	0	1	3	10	0%	50%
Pauling Rd & IL 50	Y			Y		45	18	3	4	1	1	0	0	2	11	0%	27%
Pauling Rd & Will Center Rd		Y		Y		27	64	2	5	0	2	1	0	1	11	0%	55%
Pauling-Goodenow Road & IL 394			Y	Y	Y	28	39	6	0	3	2	1	4	2	18	0%	11%
TOTAL								19	15	11	7	2	6	8	68	0%	26%

ROADWAY SAFETY

EXISTING CONDITIONS SURVEY



EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY

- Narrow shoulders
- Narrow lanes
- Horizontal and Vertical Clearances at CSX/UP Railroad Crossing
- Truck restrictions & weight limits
- Inadequate or missing guardrail
- Utility conflicts
- Floodplains
- Highwater at culverts



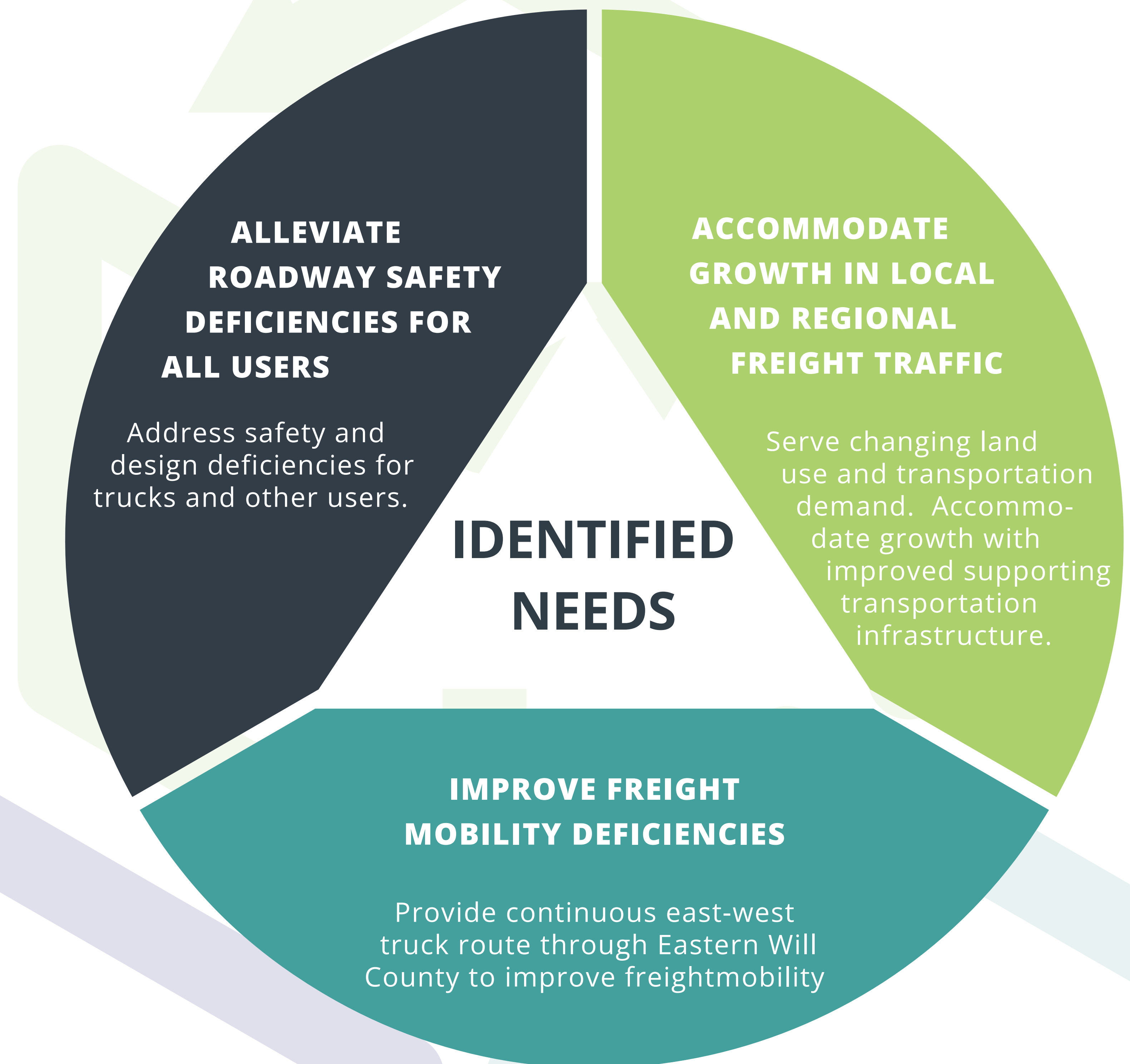
PURPOSE & NEED



**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

PURPOSE STATEMENT:

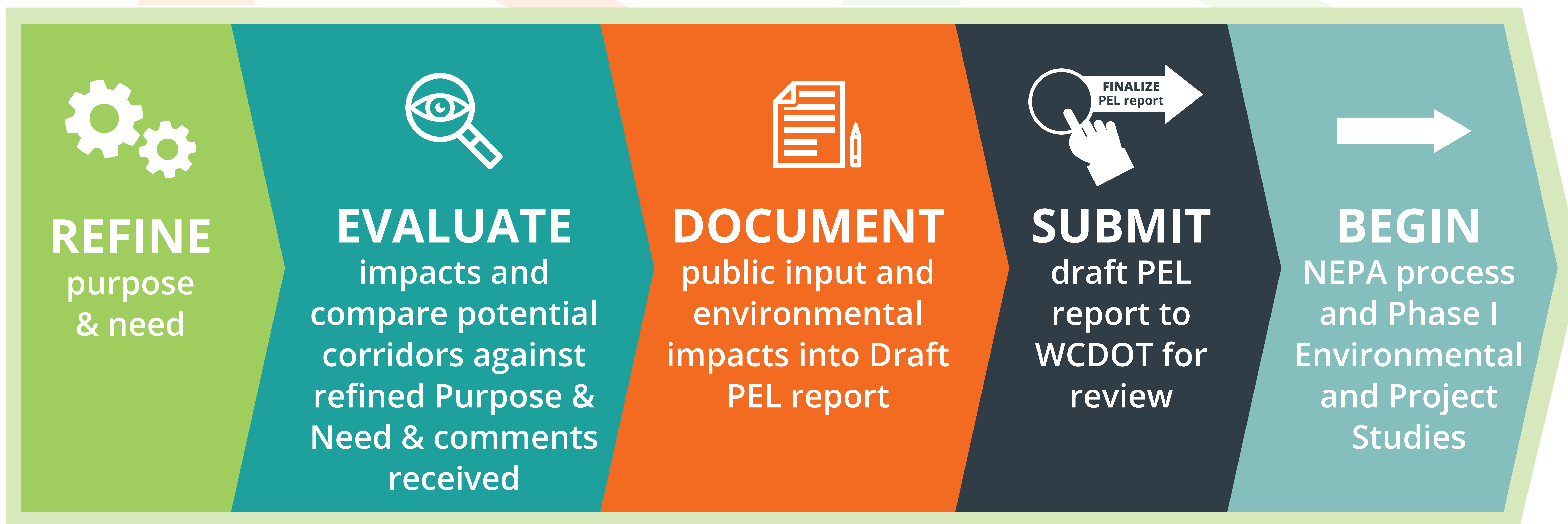
The purpose of the Eastern Will County Freight Mobility Corridor Study is to provide a sustainable transportation solution that would improve east-west connectivity between the I-57 corridor and the IL 1-IL 394 corridor within the Study Area.



NEXT STEPS



EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY



LATE 2021 – EARLY 2022

STUDY AREA INPUT



WE NEED YOUR INPUT!

Please help us identify issues in the study area that the project team needs to know.

THREE WAYS TO PROVIDE US FEEDBACK:



1. Participate in activities and talk to the study team



2. Provide comments on the comment forms provided



3. Take our online survey!