

Table 3-2. Summary of Potential Avoidance, Minimization, and Mitigation Strategies (continued)

Issue	Potential Strategy
Placement of paved areas over subgrade expansive soils	Evaluate engineering options including stabilization of soils with chemicals, removal, and recompaction of soils, or removal and replacement of expansive soils with a more suitable structural fill.
Placement of facilities in areas with steep gradients or the potential for slope failure	Use structural retaining walls where appropriate.
Impacts to local production capacity of rock for aggregate, asphalt, and concrete	Impacts and benefits to local resource companies will be examined during the Tier Two NEPA studies.
Visual Resources (Section 3.18)	
Changes to the existing visual quality along the corridor	Implement planned design elements, including the use of CSS. General design elements to be considered will include shaping of land at the edges of grading to smooth the transition to existing grades; at Alternate Route 66, consider markings, signage, pavement type and color to fit with existing conditions; develop stormwater treatment systems in both a functional and aesthetic manner; re-vegetate the right-of-way, including the use of native vegetation; maintain narrow medians at river and stream crossings to minimize disturbance of the terrain and the loss of existing vegetation, while providing views of these resources to motorists; and design structures and interchanges with a unified appearance.

3.2 Social and Economic

The Illiana Corridor would have an impact on the social, community, and economic setting of the Study Area. In general, these include impacts such as transportation demand changes, relocation of existing businesses and homes, and changes to community development and land use patterns.

This section describes the socio-economic characteristics of the Study Area, including population trends, environmental justice (EJ), economic setting, and land use. Social and economic impacts were analyzed in accordance with the procedures of the Illinois Department of Transportation (IDOT) Community Impact Assessment Manual (2007), the Federal Highway Administration (FHWA) Community Impact Assessment handbook (1996), IDOT Bureau of Design and Environment (BDE) Manual (BDE, 2010), and the Indiana Department of Transportation (INDOT) Procedural Manual (2008).

3.2.1 History of Development

Historic development patterns within the Study Area have varied. Over the past 20 years the communities in the northern portion of the Study Area have grown into fully developed population and employment centers, primarily due to their proximity to the Chicago Metropolitan Area. The communities in the southern half of the Study Area have generally retained a more rural and agricultural character, influenced by the convergence of strategic transportation sectors (freight, rail, and port) with an abundance of productive agricultural land. However, as growth continues to extend outward from the Chicago Metropolitan Area, this area is expected to experience additional population and employment growth.

The existing development within the Study Area includes a mix of urban, suburban, and rural development patterns. Development intensity transitions from a primarily urban character in the north to suburban and rural character in the south. The Study Area includes portions of two or three counties (depending on the corridor) and falls partially within the State of Illinois and State of Indiana. All the three corridors include portions of Will and Lake counties and for the working alignment within Corridor B4 only, a portion of Kankakee County. This section provides a general summary of the development characteristics of the Study Area and summarizes potential impacts of each of the working alignments. Figure 3-1 illustrates the existing communities within the Study Area.

3.2.1.1 Existing Conditions

The corridors cross the southern half of Will County and the northern portion of Kankakee County in Illinois on an east to west orientation.

Corridor A3S2 crosses a number of suburban communities within the northern portion of the Study Area. The western terminus of Corridor A3S2 is I-55, which runs along the eastern boundary of Channahon, Illinois. Moving east, Corridor A3S2 crosses the northern boundary of Elwood, Illinois, and the southern boundary of Joliet, Illinois. It crosses near the southern boundary of Manhattan, Monee, and University Park, Illinois, before passing south of Crete, Illinois, and just north of Beecher, Illinois. Corridor A3S2 crosses industrial and commercial land uses north of Elwood and south of Manhattan, and residential areas on both sides of I-57 within and just south of Monee.

Corridors B3 and B4 share a common alignment throughout most of Will County, passing on the north side of Wilmington, Illinois, and north of Symerton, Illinois. Continuing east, Corridors B3 and B4 pass south of Peotone and Beecher, Illinois. Corridor B4 diverges from Corridor B3 approximately 2 miles west of the state line, heading south through the northeastern corner of Kankakee County before crossing into Lake County, Indiana.

Wilmington, Illinois, is part of a growing suburban area. Within Wilmington, the concurrent section of Corridors B3 and B4 cross near suburban residential and

industrial/commercial development areas, including the Joliet Arsenal at the southern boundary of the Midewin National Tallgrass Prairie.

While facing mounting growth pressure, the communities of Symerton, Peotone, and Beecher, Illinois, have maintained a more rural, small town character. Existing development within Corridor B3 and B4 in these communities is minimal, with agriculture as the predominant land use.

In addition to the development described above, each working alignment also passes in close proximity to the proposed South Suburban Airport (SSA). The airport is bounded by Monee, Peotone, and Beecher, Illinois. The inaugural phase of airport development is approximately 4,000 acres, with the ultimate acquisition being over 20,000 acres. Most of the airport development is planned to occur in unincorporated Will County. Completion of the SSA is expected to have a major impact on the development patterns of the area and the creation of future airport-compatible land uses. The Illiana Corridor would be designed to support these future land uses, including potential interchanges at I-57 and IL-1.

In Lake County, Corridor B4 passes south of Lowell, Indiana, while the concurrent section of Corridors A3S2 and B3 pass north of Lowell. Corridors A3S2 and B3 also pass south of Cedar Lake, Indiana, and the unincorporated community of Lake Dalecarlia, Indiana. Low-density residential use accounts for most of the development in these communities.

The majority of the land crossed by the corridors in both Illinois and Indiana is agricultural use.

3.2.1.2 Methodology

Identification of historic development trends within the corridors was completed based on a review of secondary source literature (i.e., county maps, community/ governmental websites, long range planning documents, etc.). GIS data and aerial photography provided by Kankakee, Will, and Lake counties was also used to understand the proximity of each corridor to existing development areas.

3.2.1.3 Development Impacts

As described above, Corridors A3S2, B3, and B4 cross undeveloped, rural, and agricultural areas; however, some development impacts would be anticipated. While expected to be minimal, each of the working alignments would likely have some impact on existing neighborhoods, residences, and businesses. Potential impacts could include community or neighborhood severances (i.e., new roadway creating a barrier) and some relocations. These impacts are described in further detail in Section 3.2.5 Neighborhood and Community, Section 3.2.8 Relocations, and Section 3.2.9 Businesses to Remain. Overall impacts to the development trends are discussed in Section 3.19 Indirect and Cumulative Impacts.

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3.2.2 Population Characteristics

This section summarizes the population characteristics of the three counties within the Study Area, including population trends and household income characteristics. The intent of this section is to provide a general profile of the population characteristics in order to provide a greater context and understanding of potential impacts resulting from the working alignments.

3.2.2.1 Existing Conditions

Population Trends

US Census data was used to investigate current and historic population trends in the Study Area. Table 3-3 shows the population trends for Will, Kankakee, and Lake counties.

Table 3-3. Population Trends by County

County	1980	1990	2000	2010	1980-1990	1990-2000	2000-2010	30 Year Change
Will	324,460	357,313	502,266	677,560	10.3%	40.6%	34.9%	108.8%
Kankakee	102,926	96,255	103,833	113,449	-6.5%	7.9%	9.3%	10.2%
Lake	522,965	475,594	484,564	496,005	-9.1%	1.9%	2.4%	-5.2%

Source: KCRPC, 2010, and 2030 Kankakee County Comprehensive Plan; NIRPC 2040 Comprehensive Regional Plan; US Census Bureau, 2010.

Will County has more than doubled in population in the past 30 years. This is consistent with regional trends as growth has moved outward from Chicago. The county grew by 41 percent between 1990 and 2000, and 35 percent between 2000 and 2010. Will County was the fifth fastest growing county in the US between 2006 and 2008, and it continues to be identified as one of the fastest growing counties in the US (IDOT, Illiana Corridor Transportation System Performance Report (TSPR), January 10, 2012).

The population of Kankakee County has grown by approximately 10 percent over the past 30 years. After experiencing a population decline between 1980 and 1990, the population rebounded in 2000, and increased by 2010.

Northwest Indiana, which includes Lake County, experienced rapid growth in the 1960s, then a decline during the 1980s due to reductions in steel production and manufacturing. The past 2 decades have seen slow, steady growth resulting in population totals close to those recorded in 1980 (Table 3-3). The most rapid growth in the area occurred in central Lake County. Southern Lake County has experienced modest growth, mostly in the communities of Cedar Lake and Lowell, Indiana (IDOT, Illiana Corridor TSPR, January 10, 2012).

Population forecasts were reviewed in order to determine the magnitude of growth projected in the Study Area and its surroundings within the next 30 years, under the No-Action Alternative (i.e., without the Illiana Corridor). As populations continue to move

away from the urban center, growth will occur in surrounding counties. Table 3-4 shows the estimated growth for each county in the Study Area. Will County is projected to experience the greatest growth, adding approximately 688,900 residents and doubling its population. The total population (2010) of the counties is projected to increase by 854,442 in the next 30 years, representing a 66 percent increase.

Table 3-4. 2040 Population Forecasts

County	2010 Population	2040 Population Projection ¹	Change	
Will	677,560	1,366,456	688,896	102%
Kankakee	113,449	150,000	36,551	32%
Lake	496,005	625,000	128,995	26%
TOTAL	1,287,014	2,141,456	854,442	66%

¹The population projections do not include the proposed east-west transportation facility. Source: IDOT, Illiana Corridor TSPR, January 10, 2012.

The population of the 13 municipalities and Lake Dalecarlia, Indiana, that would be potentially impacted by the working alignments has grown since 1990 after generally remaining unchanged between 1980 and 1990. Beecher, Illinois, which is near the planned SSA in Will County, also saw substantial population increases in the past 10 years, more than doubling in population. Population trends for these communities are presented in Table 3-5.

Household Income Characteristics

Household income and poverty characteristics for the Study Area vary, with Will County generally characterized by higher incomes and lower poverty rates than both Kankakee and Lake counties. The median household income in Will County is \$71,000 per year, as compared to \$44,784 in Kankakee County and \$45,200 in Lake County. Household incomes in Will County are higher than the corresponding median income for the State of Illinois (\$55,200), as compared to Kankakee County which is lower. The median household income in Lake County is \$45,200; lower than the corresponding State of Indiana total median household income of \$58,600. Table 3-6 includes a summary of the household income and poverty characteristics for the Study Area at the state and county level.

According to the 2010 Poverty Thresholds from the US Census Bureau (weighted average based on number of children), for a family of four, an annual household income of \$22,314 is considered to be the poverty threshold. An annual income of \$11,139 is considered to be the poverty threshold for an individual. Another poverty benchmark is the Poverty Guidelines published by the US Department of Health and Human Services (HHS). Based on the 2011 HHS Poverty Guidelines, for a family of four an annual household income of \$22,350 is considered to be the poverty guideline. An annual income of \$10,890 is considered to be the poverty guideline for an individual. The HHS Poverty Guidelines are published annually and reflect the poverty conditions for the previous year (i.e., 2011 HHS Poverty Guidelines are comparable to the 2010 US Census Poverty Thresholds).

Table 3-5. Population Trends by Municipality

County/Municipality¹	1980	1990	2000	2010
Will County				
Channahon	2,718	4,266	7,344	12,560
Joliet	70,805	76,836	107,165	147,433
Elwood	814	951	1,620	2,279
Manhattan	1,944	2,059	3,330	7,051
Monee	993	1,044	2,924	5,148
University Park ²	6,114	6,204	6,662	7,129
Crete	5,417	6,773	7,346	8,259
Beecher	2,024	2,032	2,033	4,359
Wilmington	4,419	4,743	5,134	5,724
Symerton	120	110	106	87
Peotone	2,832	2,947	3,385	4,142
Lake County				
Lowell	5,827	6,430	7,505	9,276
Lake Dalecarlia ³	n/a	1,276	1,285	1,355
Cedar Lake	8,754	8,885	9,279	11,560

¹ There are no affected municipalities within Kankakee County.

² University Park was named Park Forest South at the time of the 1980 Census.

³ Lake Dalecarlia was not a Census Designated Place in 1980.

Source: US Census Bureau; Illinois Department of Commerce and Economic Opportunity.

http://www.commerce.state.il.us/dceo/Bureaus/Community_Development/CommProfiles/M.htm (7/18/2011).

Table 3-6. Household Income and Poverty Characteristics (2010)

	Median Household Income²	Below Census Poverty Level³	
		Families	Individuals
Will County	\$71,000	5.0%	6.6%
Kankakee County ¹	\$44,784	10.8%	15.0%
Lake County	\$45,200	12.2%	16.1%
Illinois Total	\$55,200	9.2%	12.6%
Indiana Total	\$58,600	9.6%	13.5%

¹ There are no communities in Kankakee County directly affected by the corridors.

² Source: US Census Bureau, ACS, 2010 ACS, Income in the Past 12 Months.

³ Source: US Census Bureau, ACS, 2006-2010 ACS, Poverty Status in the Past 12 Months.

The data presented in Table 3-6 indicates that the highest percentage of people below the poverty thresholds within the Study Area are found in Lake County, and the lowest percentage of people are in Will County. The percentage of families considered to be living below the US Census poverty threshold is 5.0 percent in Will County, 10.8 percent in Kankakee County, and 12.2 percent in Lake County. The statewide averages for families living below the US Census poverty threshold are 9.2 percent in Illinois and 9.6 percent in Indiana.

3.2.2.2 Methodology

Inventory and analysis of population trends and household income characteristics were completed based on the most current (2010) information from the US Census Bureau; demographic information provided by Will, Kankakee, and Lake counties; and as a reference from the Illiana Transportation Systems Performance Report (IDOT, Illiana Corridor TSPR, January 10, 2012). Related GIS data and spatial analysis were also used to understand the proximity of each corridor to existing population concentrations for the various socio-economic characteristics evaluated.

3.2.2.3 Population Impacts

Each of the working alignments falls within an area that is largely undeveloped. As a result, the population directly impacted by the proposed project would be minimal. While population densities within the Study Area are more than 5,000 people per square mile in the urban areas to the north, the population density throughout most of the areas crossed by the working alignments would be 500 or fewer people per square mile. The working alignment within Corridor A3S2 would have the greatest population impacts as it would impact the highest population densities, crossing populations of 501 to 1,000 per square mile in the communities of Monee and Crete, Illinois, and Lowell, Indiana. The working alignment within Corridor B3 would also cross a population density of 501 to 1,000 per square mile in Lowell, Indiana. Figure 3-2 shows the existing (2010) population density per square mile.

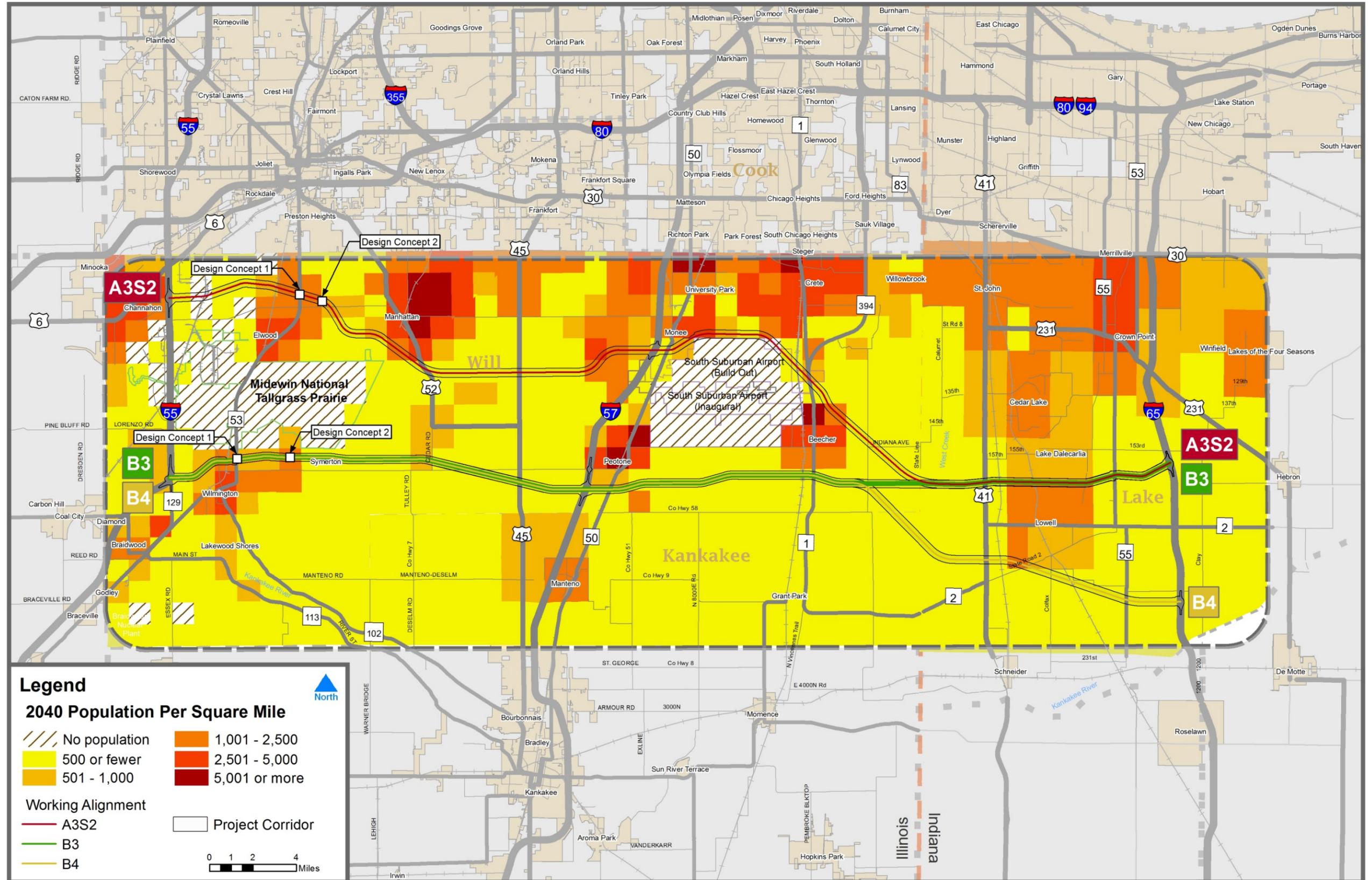
As previously described, the Study Area is expected to experience growth within the next 30 years, based on 2040 population projections. The most substantial growth is anticipated to occur in the northern portion of the Study Area. Based on the future population projects (2040), Corridor A3S2 would have the greatest impact on future population centers, crossing populations of 1,001 to 2,500 per square mile in the communities of Channahon, Joliet, Elwood, Manhattan, Monee, and Crete, Illinois, and Cedar Lake and Lake Dalecarlia, Indiana. Figure 3-3 shows the projected population density (2040) for the Study Area.

3.2.3 Housing Characteristics

This section summarizes the housing trends in the three counties of the Study Area, including growth in housing inventory, housing value, and ownership rates, and rental housing rents and vacancy rates. A general profile of existing housing characteristics and trends within the Study Area is described to provide greater context and understanding of potential impacts to neighborhoods and relocations resulting from the working alignments.

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Figure 3-3. 2040 Population Density



Data Source: Illinois Department of Transportation and Indiana Department of Transportation. Transportation System Report, Illiana Corridor. January 10, 2012.

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3.2.3.1 Existing Conditions

Housing Growth

According to the US Census Bureau (2010), the total number of households within Will, Kankakee, and Lake counties is currently 456,943. This represents an increase of over 69,586 households (17.96 percent) from 2000. In general, household growth was lower between 2000 and 2010 than it was between 1990 and 2000. Households grew the most, almost doubling, in Will County as a result of the population growth over the past 20 years. Household growth for each of the counties within the Study Area far exceeded the corresponding statewide totals, with total households in Illinois growing by 8.4 percent between 2000 and 2010 and Indiana growing by 10.5 percent during the same time period. Table 3-7 shows the trend in the number of households, as well as the corresponding state totals.

Table 3-7. Total Number of Housing Units by County

	1990	2000	2010	1990 - 2000		2000 - 2010	
Will County	116,933	167,542	232,398	50,609	43.30%	64,856	38.70%
Kankakee County ¹	34,623	38,182	40,202	3,559	10.28%	2,020	5.29%
Lake County	170,748	181,633	184,343	10,885	6.40%	2,710	1.50%
Total	322,304	387,357	456,943	65,053	20.18%	69,586	17.96%
Illinois Total	4,506,275	4,885,615	5,296,715	379,340	8.42	411,100	8.41%
Indiana Total ²	--	2,532,319	2,797,172	--	--	264,853	10.46%

¹ There are no communities in Kankakee County directly affected by the corridors.

² Statewide household totals from 1990 for Indiana are not available.

Source: The al Chalabi Group, 2011; US Census Bureau. Housing Value and Ownership

Housing values and ownership rates are generally higher in Will County than in Kankakee and Lake counties. The median housing value in Will County is \$235,800 compared to \$152,500 in Kankakee County, and \$129,100 in Lake County. In addition, the home ownership rate in Will County, at 85.1 percent, is higher than both Kankakee and Lake counties, which are 68.9 and 70.8 percent, respectively. The Will County homeownership rate is higher than the corresponding statewide average of 69.3 percent for Illinois, whereas Kankakee County is slightly lower. The home ownership rate of Lake County is also lower than the corresponding state average of 71.5 percent for Indiana. Table 3-8 presents the 2010 median housing values, home ownership rate, median rent, and rental vacancy rate for the Study Area.

The median monthly rent in Will County is \$813, which is higher than those in Kankakee and Lake counties, at \$588 and \$729, respectively. There are fewer rental vacancies in Will County (8.0 percent vacancy rate) and Kankakee County (6.8 percent vacancy rate) than in Lake County (10.8 percent vacancy rate).

Table 3-8. 2010 Housing Value and Ownership by County

	Median House Value	Home Ownership Rate	Median Rent (Monthly)	Rental Vacancy Rate
Will County	\$235,800	85.1%	\$813	8.0%
Kankakee County	\$152,500	68.9%	\$588	6.8%
Lake County	\$129,100	70.8%	\$729	10.8%
Illinois Total	\$200,400	69.3%	\$813	8.0%
Indiana Total	\$120,200	71.5%	\$671	9.9%

Source: US Census Bureau, ACS, 2011.

3.2.3.2 Methodology

Identification of housing characteristics and trends was completed based on the most current (2010) information from the US Census Bureau; information provided by Will, Kankakee, and Lake counties; and the work completed as part of the Illiana Transportation Systems Performance Report (IDOT, Illiana Corridor TSPR, January 10, 2012).

As previously noted, each of the working alignments traverse an area that is largely undeveloped. As a result, housing related impacts from the proposed project are expected to be minimal; however, some neighborhood impacts and residential relocations are anticipated and are discussed in further detail in Section 3.2.5 and Section 3.2.8.

3.2.4 Economic Impacts

This section provides a comparative analysis of the economic and fiscal impacts for the toll and no-toll scenarios for the three corridor alternatives – A3S2, B3, and B4. The analysis is organized to specifically address two distinct phases of the project. The first, Short Term Construction Phase Economic and Fiscal Impacts, considers changes in economic output, tax, and employment due to construction expenditures. The second, Long Term Operation Phase Economic and Fiscal Impacts, assesses changes in economic output, tax, and employment due to changes in accessibility with the proposed transportation improvements. The analysis which follows is organized by: a discussion of the analysis assumptions and methodology; the analysis results; and, a concluding summary of findings.

3.2.4.1 Methodology

PRISM™

PRISM™, a regional economic impact modeling framework, is used to evaluate the impacts of transportation sector investments on the regional economy (<http://prism.pbworld.net/pbcms/web/prism/home>).

Short Term Construction Impacts Methodology

Construction impacts (short-term) are estimated using PRISM™'s 'Investment Impacts' module, which relies on an input-output framework. An Input Output Model (IO Model) is a comprehensive mathematical representation of the flows of goods and services among all the industry sectors which comprise an area's economy, including households, which collectively (i.e., as a "sector") provide labor services and spend money for purchases of goods and services.

Long Term Accessibility Impacts Methodology

Long term accessibility impacts are estimated using PRISM™'s 'Accessibility Impacts' module. The accessibility impacts analysis goes beyond applying the direct spending on construction, and examines the economic impacts of travel time savings in the Region. Travel time savings for passengers and freight are monetized into dollar savings and final demand for households and industries. Those savings are then calculated to have multiplied impacts throughout the economy.

Tax Methodology

To produce tax estimates, PRISM™ utilizes input-output table-based estimates that are particular to an area. These estimates are based on changes in output, or in other words, how much new economic activity there is in a certain industry.

To calculate construction cost tax benefits, the construction expenditures were applied to the area as part of the construction impacts discussed above. These impacts were distributed between Illinois and Indiana proportional to the lane-miles of the proposed project built in each state. These tax impacts do not include impacts on fuel taxes, which are calculated separately based on changes in Vehicle Miles of Travel (VMT).

Similarly, the impacts from the accessibility module produce tax impacts to the area as well. These tax impacts are subsequently distributed to the states according to the area that travel demand impacts occurred in, and by gross regional product (GRP) of the respective counties. According to the travel demand model, the total travel time savings are distributed as shown in Table 3-9 and subsequently by State in Table 3-10.

Definitions

The following are definitions of the metrics used to evaluate economic impacts.

- **Employment:** Employment measures are in terms of 'job-years,' where 100 job-years may translate into 50 jobs supported for 2 years or 100 jobs supported for 1 year.
- **Output:** Output represents the total value of goods and services produced by all industries in the economy. For manufacturers, output is their total sales less inventory. For service sectors, output is their sales. For retail and wholesale trade, output is their gross margin on the products sold at retail.
- **Direct/Indirect Impacts:** Direct impacts represent new spending, hiring, and production by construction companies to accommodate the demand for resources to complete the project. Indirect impacts represent the quantity of inter-industry

Table 3-9. Proportion of Travel Time Impacts by Study Area

	Percent total travel time savings	
	No-Toll	Toll
A3S2 Working Alignment		
Study Area	22.1%	31.5%
Southern Corridor	40.7%	40.8%
Other CMAP Area	37.2%	27.7%
B3 Working Alignment		
Study Area	27.5%	36.5%
Southern Corridor	39.4%	37.6%
Other CMAP Area	33.1%	25.9%
B4 Working Alignment		
Study Area	27.6%	34.1%
Southern Corridor	34.1%	32.3%
Other CMAP Area	38.4%	33.5%

Source: Parsons Brinckerhoff, 2012.

Table 3-10. Proportion of Travel Time Savings by State

	Percent travel time savings	
	No-Toll	Toll
A3S2 Working Alignment		
Illinois	86.8%	81.7%
Indiana	13.2%	18.3%
B3 Working Alignment		
Illinois	83.9%	79.1%
Indiana	16.1%	20.9%
B4 Working Alignment		
Illinois	84.1%	80.5%
Indiana	15.9%	19.5%

Source: Parsons Brinckerhoff, 2012.

purchases necessary to support the increase in production from the construction industry experiencing new demand for its goods and services. All industries that produce goods and services consumed by the construction industry will also increase production and, if necessary, hire new workers to meet the additional demand. The level of inter-industry trade within the Study Area will determine the size of the indirect impact.

- **Induced Impacts:** These impacts stem from the re-spending of wages earned by workers benefitting from the direct and indirect activity within area. For example, if

an increase in demand leads to new employment and earnings in a set of industries, workers in these industries will spend some proportion of their increased earnings at local retail shops, restaurants, and other places of commerce, which would further stimulate economic activity.

- **State and Local Tax Impact:** Tax estimates generated from an input-output based methodology include income taxes, social insurance taxes, property taxes, business taxes, and various other categories. Detailed categories are shown later with tax impacts of the proposed project.

Assumptions

Short-Term (Construction) Assumptions

Short-term construction impact analysis was conducted for the no-toll and toll scenarios for each working alignment. The capital expenditure schedule assumed in the analysis is shown in Table 3-11. For economic impact analyses purposes, the total capital costs exclude right-of-way costs because they are considered an economic transfer of wealth (from liquidity to real assets). For all scenarios, the tolled scenario is slightly higher than the no-toll scenario due to the additional tolling infrastructure needed. The analysis Study Area for the short-term construction impact analysis included Will and Kankakee counties in Illinois, and Lake County in Indiana.

Table 3-11. Spending Schedule

Year	Yearly Cost (2011 dollars ¹) (Percent Spent)					
	A3S2 Working Alignment No-Toll	A3S2 Working Alignment Toll	B3 Working Alignment No-Toll	B3 Working Alignment Toll	B4 Working Alignment No-Toll	B4 Working Alignment Toll
2013	\$11,925,793 1.2%	\$11,925,793 1.2%	\$9,764,447 1.2%	\$9,764,447 1.1%	\$9,849,430 1.2%	\$9,849,430 1.1%
2014	\$41,616,722 4.1%	\$41,616,722 4.0%	\$33,647,459 4.0%	\$33,647,459 3.9%	\$32,294,501 3.8%	\$32,294,501 3.8%
2015	\$211,339,309 20.7%	\$211,793,559 20.4%	\$185,629,579 22.1%	\$186,083,829 21.8%	\$189,752,231 22.5%	\$190,206,481 22.1%
2016	\$415,406,694 40.8%	\$421,796,094 40.7%	\$359,522,710 42.9%	\$365,480,860 42.8%	\$356,818,055 42.3%	\$363,023,455 42.2%
2017	\$337,665,374 33.1%	\$347,772,724 33.6%	\$248,534,813 29.7%	\$257,995,288 30.2%	\$254,442,146 30.1%	\$264,273,496 30.7%
2018	\$1,325,088 0.1%	\$1,325,088 0.1%	\$1,084,939 0.1%	\$1,084,939 0.1%	\$1,094,381 0.1%	\$1,094,381 0.1%
Total	\$1,019,278,980 100%	\$1,036,229,980 100%	\$838,183,946 100%	\$854,056,821 100%	\$844,250,745 100%	\$860,741,745 100%

¹ Short-term construction costs were initially expressed in 2011 dollars. Economic impacts are expressed in 2010 dollars for analysis purposes.

Source: Parsons Brinckerhoff, 2012.

Long-Term (Accessibility Impacts) Assumptions

The analysis period spans 30 years from 2018, the first full year after the project's construction, through 2048.

The Study Area includes Cook, Grundy, Kankakee, Kendall, La Salle, and Will counties in Illinois, and Lake, La Porte, and Porter counties in Indiana. Impacts were also included for other parts of the Chicago Metropolitan Agency for Planning (CMAP) area outside of these counties, and for impact analysis purposes, it was assumed that the structural economy of the rest of the CMAP area follows that of the counties listed above.

The operations of the facility impact the economy in two ways. First, there are accessibility impacts that rely on the concept that changes in transportation accessibility in the Region have impacts to regional output. As passenger and freight vehicles save time, PRISM™ models the reverberating impacts to the various industries, including carrier/shipper savings and savings to consumers.

Second, because the proposed project is of a magnitude and scale that can impact the regional economy, there are additional impacts known as "new economic geography" (NEG) impacts. The NEG impacts are based on the size of the economy and the percent of travel time savings that the project is anticipated to generate. Subsequently, as new industries are attracted due to the changes in accessibility, there is a large impact on the base economy. These accessibility impacts also create induced impacts. As more people are employed and earn more wages, their wages are subsequently spent through the economy creating second and third-order economic impacts.

This differs from the standard accessibility impacts above because the standard accessibility impacts are generated by residents and business already existing in the Region. NEG impacts, however, capture the way the economy is dynamic and changes over time due to the infrastructure investment.

The working alignment within Corridor A3S2 no-toll scenario provides the greatest automobile travel time savings at 140.9 million vehicle of hours travel (VHT) over the entire analysis period, or an average of 4.5 million VHT per year. Truck savings are greatest for the working alignment within Corridor B3 no-toll scenario, with a total 36.0 VHT saved over the 30-year analysis period, for an average of 1.2 million VHT saved per year. Table 3-12 outlines the travel impacts, in terms of travel time savings, for all scenarios.

3.2.4.1 Economic Impact Analysis Results

Short Term Construction Economic Output

The construction expenditures of the project are the greatest for the working alignment within Corridor A3S2 toll scenario, meaning the economic impacts are the greatest. The economic output created as a result of the construction of the proposed project would be \$1,690 million (2010 dollars), of which \$1,297 million (2010 dollars) is direct or indirect and \$393 million (2010 dollars) is induced. Economic output created during the construction phase would be heavily dependent upon spending levels and, as such, the largest output impact (\$688 million, 2010 dollars) is seen in 2016 the year with the

Table 3-12. Travel Time Impacts (VHT Savings)

	No-Toll		Toll	
	Average Annual 2018-2040	Cumulative 2018-2040	Average Annual 2018-2040	Cumulative 2018-2040
A3S2 Working Alignment				
Auto	4,546,440	140,939,653	2,873,750	89,086,237
Truck	1,075,933	33,353,930	842,508	26,117,743
B3 Working Alignment				
Auto	3,853,496	119,458,382	2,951,126	91,484,916
Truck	1,162,997	36,052,903	954,123	29,577,823
B4 Working Alignment				
Auto	3,855,938	119,534,093	2,776,578	86,073,908
Truck	968,680	30,029,073	918,274	28,466,490

Source: Parsons Brinckerhoff, 2012.

highest level of expenditures. Figure 3-4 and Figure 3-5 illustrate the output impacts on a year by year basis for all scenarios.

Short-Term Construction Employment

Like output impacts, the working alignment within Corridor A3S2 toll scenario has the greatest construction cost, and therefore, would generate the most construction employment. For this scenario, the proposed project would create 11,070 jobs (in job years), of which 8,493 are direct or indirect and 2,577 are induced. This corresponds to the project supporting on average 1,845 jobs per year over the 6 year construction period. As job years created are tied closely to spending levels, it is to be expected that the greatest number of jobs (4,506) is seen in 2016, the year with the highest level of expenditures. Figure 3-6 and Figure 3-7 illustrate the output impacts on a year-by year basis for all scenarios.

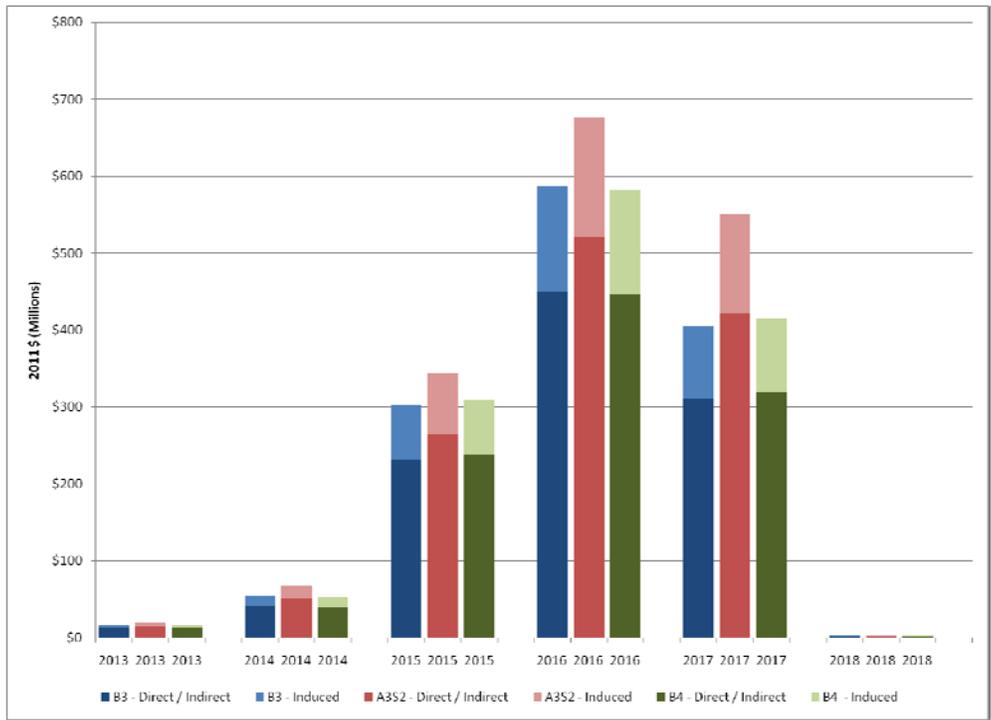
Short Term Construction Tax Impact

For the working alignment within Corridor A3S2 scenario, which has the greatest construction costs, the tax generated is estimated to be \$48.3 million (2010 dollars) in state and local taxes. As with employment and economic output, tax impacts are linked closely to expenditures in a given year (Figure 3-8 and Figure 3-9). It is also possible to estimate tax impacts by state. To do so, the tax impacts are distributed based on lane-miles of the project in each state, and the detailed results are seen in Table 3-13.

Long Term Accessibility Impacts: Economic Output

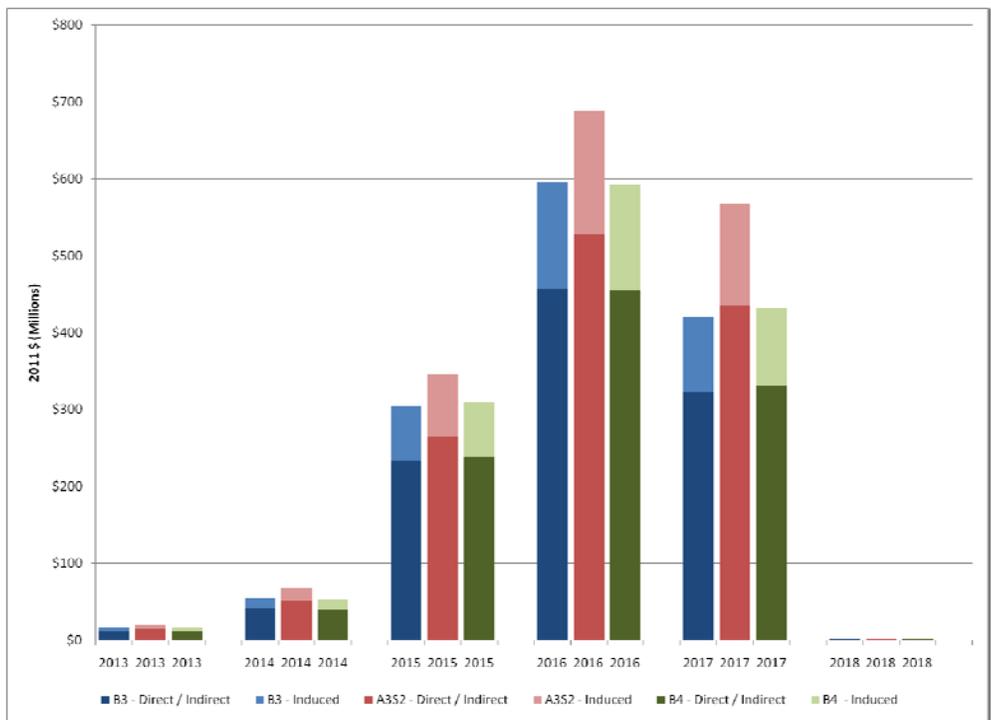
The scenario with the greatest economic impact resulting from changes in accessibility is the working alignment within Corridor A3S2 no-toll scenario. This working alignment has the greatest impact due to greater travel time savings than the other scenarios. Over the analysis period, the working alignment within Corridor A3S2 no-toll scenario is expected to generate additional economic output of \$4.86 billion cumulatively over the 30 year analysis period, or an average of \$161.9 million each year. Table 3-14 shows the changes in average annual economic output (in 2010 dollars) for different time periods for all scenarios.

Figure 3-4. Short-Term Economic Output by Year, No-Toll Scenarios



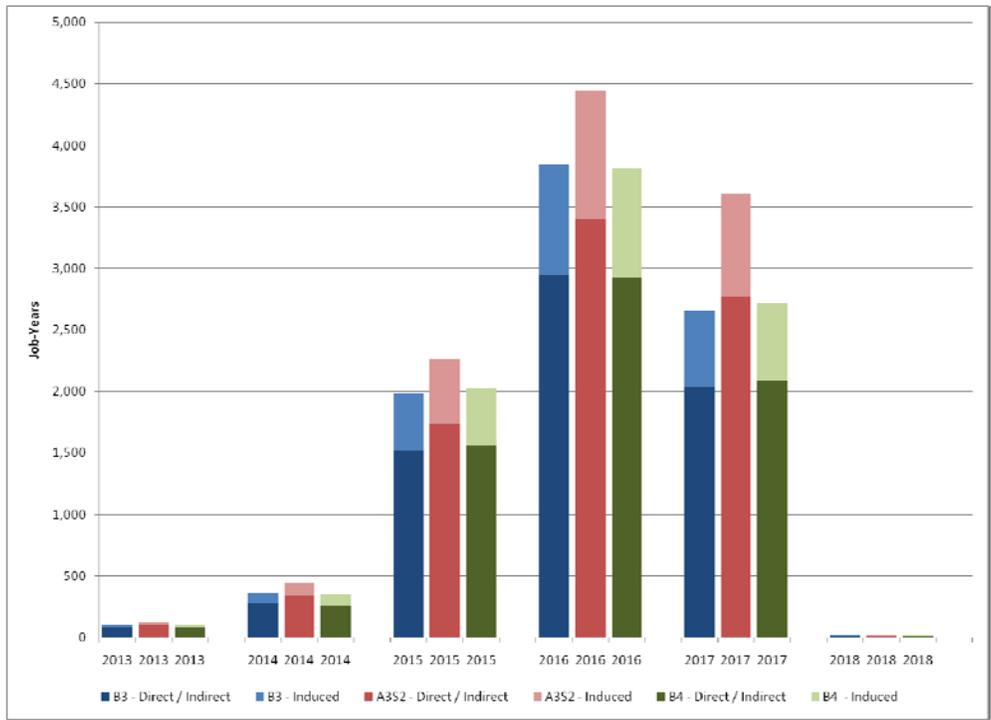
Source: Parsons Brinckerhoff, 2012.

Figure 3-5. Short-Term Economic Output by Year, Toll Scenarios



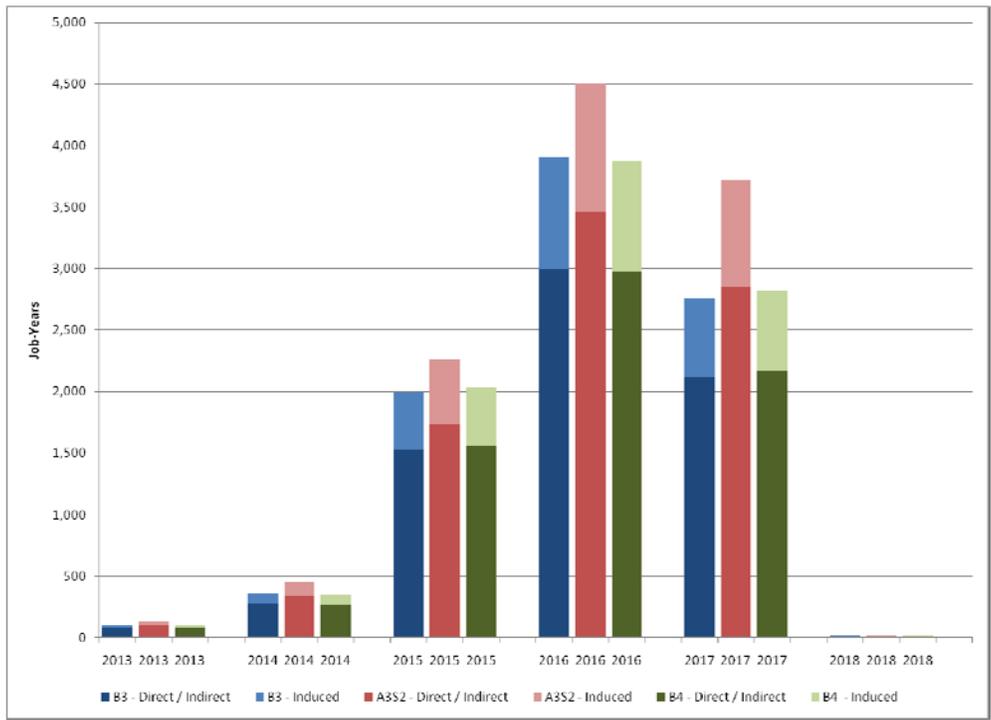
Source: Parsons Brinckerhoff, 2012.

Figure 3-6. Short-Term Employment by Year, No-Toll Scenarios



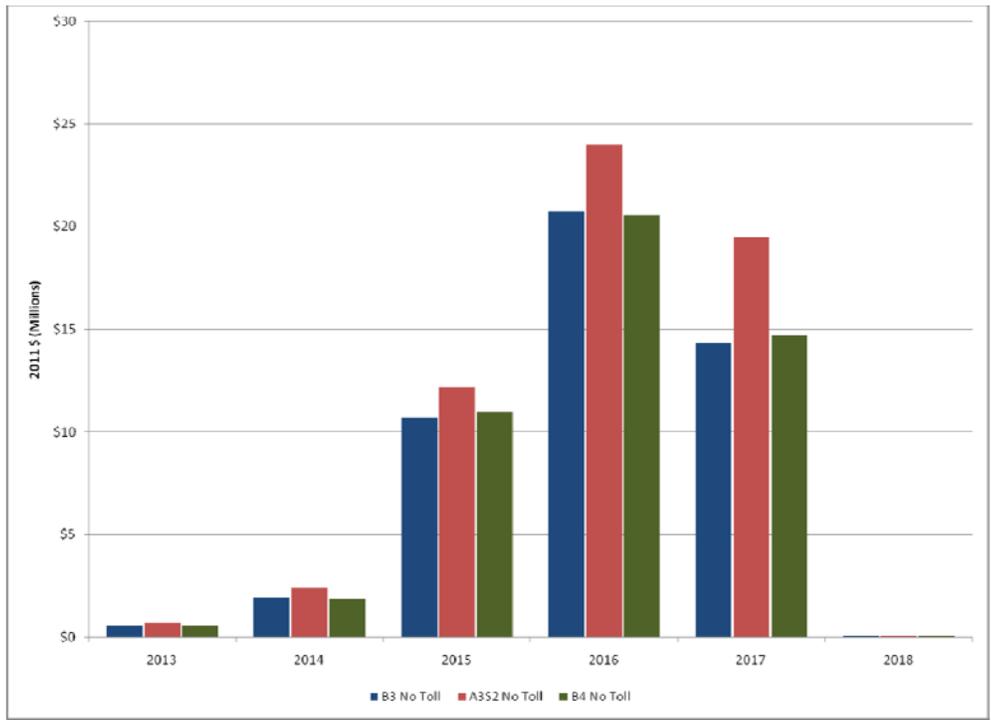
Source: Parsons Brinckerhoff, 2012.

Figure 3-7. Short-Term Employment by Year, Toll Scenarios



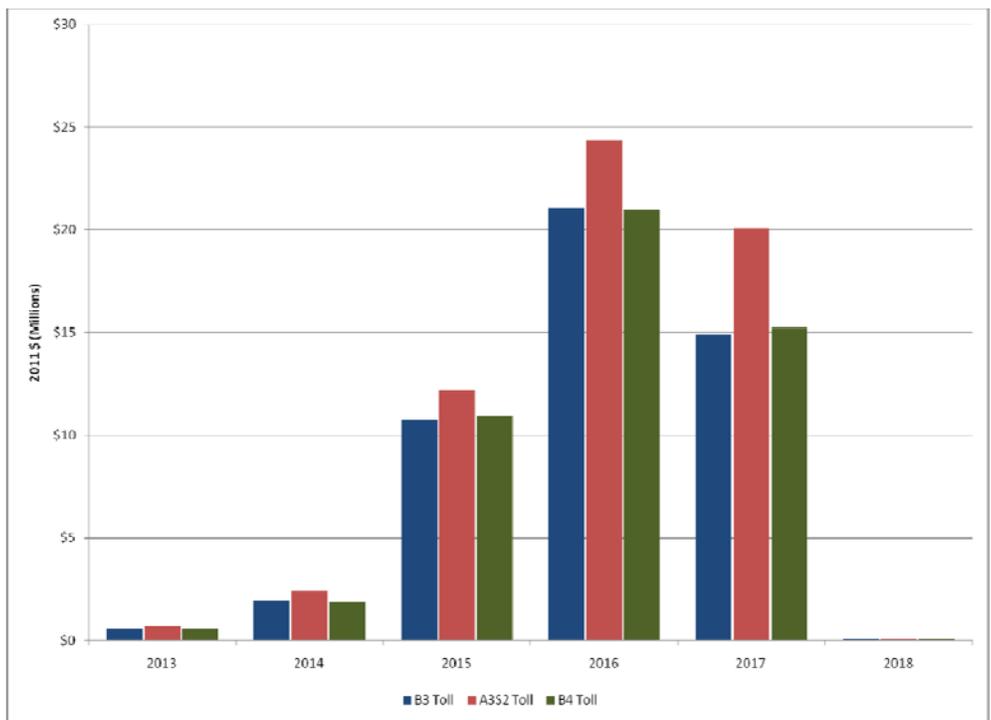
Source: Parsons Brinckerhoff, 2012.

Figure 3-8. Short-Term Tax Impact by Year (State & Local), No-Toll Scenarios



Source: Parsons Brinckerhoff, 2012.

Figure 3-9. Short-Term Tax Impact by Year (State & Local), Toll Scenarios



Source: Parsons Brinckerhoff, 2012.

Table 3-13. Short-term State and Local Tax Impacts (2010 dollars¹, Cumulative 2013-2018)

	No-Toll		Toll	
	Illinois	Indiana	Illinois	Indiana
A3S2 Working Alignment				
Indirect Business	\$28,518,171	\$8,479,354	\$28,992,436	\$8,620,368
Corporate Profits Tax	\$2,239,198	\$665,785	\$2,276,436	\$676,857
Personal Taxes	\$13,337,345	\$3,965,615	\$13,559,151	\$4,031,564
Other Taxes	\$1,235,324	\$367,301	\$1,255,869	\$373,409
Total	\$45,330,038	\$13,478,055	\$46,083,891	\$13,702,199
B3 Working Alignment				
Indirect Business ²	\$22,823,010	\$7,601,173	\$23,250,251	\$7,745,119
Corporate Profits Tax	\$1,792,024	\$596,831	\$1,825,570	\$608,133
Personal Taxes ³	\$10,673,839	\$3,554,908	\$10,873,652	\$3,622,229
Other Taxes ⁴	\$988,627	\$329,261	\$1,007,134	\$335,496
Total	\$36,277,500	\$12,082,173	\$36,956,606	\$12,310,977
B4 Working Alignment				
Indirect Business	\$22,725,623	\$7,918,773	\$23,169,527	\$8,073,453
Corporate Profits Tax	\$1,784,377	\$621,769	\$1,819,231	\$633,914
Personal Taxes	\$10,628,293	\$3,703,443	\$10,835,898	\$3,775,783
Other Taxes	\$984,407	\$343,018	\$1,003,637	\$349,718
Total	\$36,122,700	\$12,587,003	\$36,828,293	\$12,832,868

¹ Short-term construction costs were initially expressed in 2011 dollars. Economic impacts are expressed in 2010 dollars for analysis purposes.

² Indirect business taxes include: business sales tax; business property tax; business motor vehicle licenses; business severance tax; business savings and loan non-taxes; and business "other" taxes.

³ Personal taxes include: personal income tax; personal non-taxes (fines and fees); personal motor vehicle licenses; personal property taxes; and personal "other" taxes (fish/hunt).

⁴ Other taxes include: dividends; social insurance taxes (employee contribution); and social insurance taxes (employer contribution).

Source: Parsons Brinckerhoff, 2012.

Table 3-14. Long-term Economic Output Effects (in 2010 dollars)

Timeframe	Annual Average Output (millions per year)	
	No-Toll	Toll
A3S2 Working Alignment		
2018 - 2025	\$59,212,538	\$42,238,238
2026 – 2030	\$117,352,861	\$82,990,947
2031 – 2035	\$161,654,403	\$114,121,652
2036 – 2040	\$210,248,857	\$148,140,754
2041 – 2045	\$265,058,293	\$186,338,709
2046 - 2047	\$305,968,044	\$214,807,806
Cumulative Total	\$4,857,208,461	\$3,425,481,823
B3 Working Alignment		
2018 - 2025	\$57,670,501	\$48,102,334
2026 – 2030	\$113,133,232	\$93,992,029
2031 – 2035	\$155,490,190	\$129,094,533
2036 – 2040	\$201,736,043	\$167,258,331
2041 – 2045	\$253,609,397	\$209,849,714
2046 - 2047	\$292,247,731	\$241,507,529
Cumulative Total	\$4,665,703,779	\$3,868,806,769
B4 Working Alignment		
2018 - 2025	\$51,888,079	\$43,952,680
2026 – 2030	\$102,582,911	\$85,895,059
2031 – 2035	\$141,234,341	\$117,948,621
2036 – 2040	\$183,584,120	\$152,880,316
2041 – 2045	\$231,287,450	\$191,976,506
2046 - 2047	\$266,876,430	\$221,071,703
Cumulative Total	\$4,242,301,602	\$3,537,267,351

Source: Parsons Brinckerhoff, 2012.

Long Term Accessibility Impacts: Employment

The working alignment within Corridor A3S2 no-toll scenario also has the greatest employment impact due to greater travel time savings than the other scenarios. As a result of the proposed project under the working alignment within Corridor A3S2 no-toll scenario, it is anticipated the accessibility improvements would sustain 181 jobs in 2018 to over 2,073 jobs by 2047; or an average of 1,158 jobs per year throughout the analysis period. Table 3-15 shows the average annual employment (in job years) for different time periods.

Table 3-15. Long-term Employment Impacts

Timeframe	Annual Average Employment (job-years)	
	No-Toll	Toll
A3S2 Working Alignment		
2018 - 2025	460	329
2026 - 2030	888	631
2031 - 2035	1,192	848
2036 - 2040	1,499	1,066
2041 - 2045	1,816	1,291
2046 - 2047	2,040	1,450
Cumulative Total	34,736	24,714
B3 Working Alignment		
2018 - 2025	449	377
2026 - 2030	861	720
2031 - 2035	1,156	967
2036 - 2040	1,453	1,217
2041 - 2045	1,760	1,473
2046 - 2047	1,977	1,655
Cumulative Total	33,695	28,218
B4 Working Alignment		
2018 - 2025	403	343
2026 - 2030	777	655
2031 - 2035	1,044	879
2036 - 2040	1,312	1,105
2041 - 2045	1,589	1,338
2046 - 2047	1,786	1,503
Cumulative Total	30,410	25,639

Source: Parsons Brinckerhoff, 2012.

Long Term Accessibility Impacts: Tax

For tax impacts, the working alignment within Corridor A3S2 no-toll scenario generates the greatest regional travel time savings, and thus the greatest tax impact. As a result of the proposed project, under the working alignment within Corridor A3S2 no-toll scenario, it is anticipated the accessibility improvements would generate a state and local tax impact of \$342 million over the 30-year analysis period, with \$296 million in Illinois and \$45.1 million in Indiana. The greatest tax impacts are in increased sales and property taxes, which total \$241 million for this scenario. Table 3-16 shows the tax impacts, by corridor and category, for each state.

Table 3-16. Long-term State and Local Tax Impacts (2010 dollars, Average Annual 2018-2048)

	No-Toll		Toll	
	Illinois	Indiana	Illinois	Indiana
A3S2 Working Alignment				
Indirect Business	\$7,706,925	\$1,172,021	\$5,171,428	\$1,158,349
Corporate Profits Tax	\$470,395	\$71,535	\$314,386	\$70,419
Personal Taxes	\$1,555,975	\$236,623	\$1,050,533	\$235,309
Other Taxes	\$149,231	\$22,694	\$100,598	\$22,533
Total State and Local Taxes	\$9,882,526	\$1,502,873	\$6,636,944	\$1,486,611
Total State and Local Taxes, Cumulative Over 30 Years	\$296,475,787	\$45,086,180	\$199,108,315	\$44,598,313
B3 Working Alignment				
Indirect Business	\$6,828,934	\$1,804,358	\$5,568,740	\$1,471,387
Corporate Profits Tax	\$414,928	\$109,633	\$337,616	\$89,206
Personal Taxes	\$1,388,387	\$366,843	\$1,131,144	\$298,874
Other Taxes	\$132,922	\$35,121	\$108,264	\$28,606
Total State and Local Taxes	\$8,765,172	\$2,315,956	\$7,145,765	\$1,888,072
Total State and Local Taxes, Cumulative Over 30 Years	\$262,955,173	\$69,478,674	\$214,372,912	\$56,642,147
B4 Working Alignment				
Indirect Business	\$6,541,057	\$1,236,656	\$5,293,043	\$1,282,166
Corporate Profits Tax	\$398,785	\$75,395	\$321,115	\$77,786
Personal Taxes	\$1,322,810	\$250,091	\$1,079,797	\$261,566
Other Taxes	\$126,815	\$23,976	\$103,319	\$25,028
Total State and Local Taxes	\$8,389,467	\$1,586,118	\$6,797,274	\$1,646,545
Total State and Local Taxes, Cumulative Over 30 Years	\$251,683,987	\$47,583,536	\$203,918,299	\$49,396,358

Source: Parsons Brinckerhoff, 2012.

Long-Term Fuel Tax Impacts

The travel demand model estimates changes in vehicle-miles traveled (VMT). Increases in VMT, generally, lead to increases in fuel taxes since roadway users consume more fuel. These changes to VMT are as shown in Table 3-17.

Despite the fact that there are substantial decreases in auto VMT, there are increases in truck VMT. Because of the difference in fuel efficiency between the two vehicle types, on net there is an increase in total fuel consumption as shown in Table 3-18 (i.e., trucks consume more diesel per gallon, resulting in a net increase in fuel consumption).

Table 3-17. Travel Demand Impacts, Change in Vehicle-Miles Traveled Savings¹

	No-Toll		Toll	
	Average Annual 2018-2048	Cumulative 2018-2048	Average Annual 2018-2048	Cumulative 2018-2048
A3S2 Working Alignment				
Auto	(16,839,563)	(522,026,464)	(21,111,267)	(654,449,282)
Truck	4,293,649	133,103,106	2,322,299	71,991,258
B3 Working Alignment				
Auto	(38,231,632)	(1,185,180,597)	(17,898,979)	(554,868,350)
Truck	9,548,094	295,990,920	7,991,155	247,725,820
B4 Working Alignment				
Auto	(19,680,337)	(610,090,444)	(14,853,595)	(460,461,435)
Truck	10,742,039	333,003,206	11,276,993	349,586,786

¹ Negative values indicate a reduction in VMT; positive values indicate increases in VMT.
Source: Parsons Brinckerhoff, 2012.

Table 3-18. Travel Demand Impacts, Vehicle-Miles Traveled Savings

	Fuel Efficiency (miles per gallon)		Fuel Cost (2010 dollars / gal)	
	Auto	Truck	Motor gasoline	Diesel
2010	20.4	6.7	\$2.32	\$2.01
2020	23.4	7.4	\$3.36	\$3.51
2030	26.8	8.0	\$3.67	\$3.94
2040	29.5	8.5	\$4.08	\$4.41

Source: US EIA; Parsons Brinckerhoff, 2012.

This analysis uses fuel tax rates for Illinois and Indiana to determine the impacts that changes in travel demand would have on fuel taxes¹. For the scope of this analysis, county and municipal level fuel taxes are not estimated². Assuming these tax rates remain constant, the gas tax impacts as a result of Illiana Corridor are shown in Table 3-19.

¹ Illinois has a fuel tax of 19 cents per gallon for gasoline, and 22 cents per gallon for diesel; and Indiana taxes gasoline at 18 cents per gallon and “special fuel” (i.e. diesel) at 16 cents per gallon. Tax rates exclude IFTA or other motor fuel use surcharges, as well as retail value added taxes such as sales tax.

Source: <http://www.revenue.state.il.us/Publications/Sales/SalesTaxRates/FixedRatesMotorFuel.htm>; and <http://www.in.gov/legislative/pdf/2003taxbookweb.pdf>.

² Local taxes are not estimated due to the level of detail of the travel demand data being insufficient for county and city-level analysis.

Table 3-19. Fuel Tax Impacts (2010 Dollars)

	No-Toll		Toll	
	Average Annual 2018-2048	Cumulative 2018-2040	Average Annual 2018-2048	Cumulative 2018-2040
A3S2 Working Alignment				
Illinois	\$225,728	\$6,771,830	\$205,542	\$6,166,261
Indiana	\$3,306	\$99,188	\$1,285	\$38,561
B3 Working Alignment				
Illinois	\$473,230	\$14,196,896	\$306,905	\$9,207,158
Indiana	\$36,323	\$1,089,677	\$22,754	\$682,632
B4 Working Alignment				
Illinois	\$406,697	\$12,200,907	\$369,694	\$11,090,812
Indiana	\$22,088	\$662,639	\$24,554	\$736,630

Source: Parsons Brinckerhoff, 2012.

3.2.4.2 Summary

The Tier One DEIS corridors address the Purpose and Need issues identified early in the environmental process:

- Improve Regional Mobility
- Address Local System Deficiencies
- Provide for Efficient Movement of Freight

In addition, access to jobs and land available for development would be improved by the DEIS corridors. Projections have shown that an additional 10,000 jobs would be accessible within 30 minutes of travel time if the Illiana Corridor is constructed. The working alignments would also provide shorter travel times and less congestion for vehicles using the facility. This would make the Study Area a more attractive place for the level of population and employment growth that is expected to be experienced within the Study Area.

Beneficial Impacts Resulting from Improved Access

The Illiana Corridor would improve access to growing industrial areas, which could lead to additional reinvestment in under-utilized properties. The economic benefits of increased accessibility were determined based on working alignments with access points as described below:

- A new system interchange at I-55 and, potentially, a new local interchange at IL-53 (or an offset interchange near IL-53 to the east) located near a number of intermodal freight terminals in the area.
- A new system interchange at I-57, which would provide improved access to the villages of Peotone and Manteno, and would also improve access to the proposed SSA.

- New local and system interchanges at US 41 and I-65 in Indiana, which would serve projected growth and improve access to the Lowell/Cedar Lake area.
- New local interchanges at US 45 and/or US 52, IL-1, and SR 55.

The intent of the benefits described is to establish a basis for the analysis which follows, and is not intended to justify the inclusion of any of the interchanges listed, or to determine the economic benefits of land development near the interchanges resulting from construction of the project.

Dollars invested in transportation flow through all sectors of the economy. These investments stimulate increases in employment, household income, business profit, and tax revenue, as companies locate their business close to the new facility, hire employees, and pay their wages. This in turn stimulates business and employment growth in support sectors such as medical, retail, and entertainment.

Beneficial Economic Impacts

This section includes an analysis of the short and long-term economic impacts of the no-toll and toll scenarios for the working alignments within Corridors A3S2, B3, and B4. Specifically, analysis includes:

- Short Term Construction Phase Economic Impacts (i.e., due to construction expenditure): changes in economic output, tax, and employment.
- Long Term Operation Phase Economic Impacts (i.e., due to changes in accessibility): changes in economic output, tax, and employment.

A summary of the economic impact modeling results for the two scenarios (no-toll and toll) are illustrated in Table 3-20. From a jobs and output perspective, the working alignment within Corridor A3S2 generates the greatest economic activity among all the scenarios.

Short-term economic impacts are primarily a function of spending levels. Thus, the working alignment within Corridor A3S2 toll scenario generates the greatest economic impacts in terms of output, employment, and taxes due to the fact that it would have the largest capital cost.

Table 3-20 shows that overall the working alignment within Corridor A3S2 no-toll scenario yields the greatest long-term economic impacts in terms of output, employment, and tax impacts. Particularly, all the no-toll scenarios tend to generate greater impacts than the tolled scenarios because they also generate the greatest travel time savings for the Region. Of the tolled scenarios, the working alignment within Corridor B3 toll scenario generates the greatest long-term impacts.

The analysis presented in this section is based on preliminary estimates of capital, operating, maintenance, and lifecycle costs for the project. Similarly, travel time savings are also based on initial traffic forecasts from the travel demand model. These assumptions are all subject to change as the project definition continues to be refined.

Table 3-20. Economic Impact Summary

	Short-Term Impacts		Long-Term Impacts	
	No-Toll	Toll	No-Toll	Toll
A3S2 Working Alignment				
Employment (average per year)	1,815	1,845	1,158	824
Cumulative Output (2010 \$ millions)	\$1,663	\$1,690	\$4,857	\$3,425
Cumulative State and Local Tax Impact (2010 \$ millions)	\$58.81	\$59.79	\$342	\$244
Cumulative Fuel Tax Impact (2010 \$ millions)	-	-	\$6.87	\$6.20
B3 Working Alignment				
Employment (average per year)	1,493	1,521	1,123	941
Cumulative Output (2010 \$ millions)	\$1,367	\$1,393	\$4,666	\$3,869
Cumulative State and Local Tax Impact (2010 \$ millions)	\$48.36	\$49.28	\$332	\$271
Cumulative Fuel Tax Impact (2010 \$ millions)	-	-	\$15.29	\$9.89
B4 Working Alignment				
Employment (average per year)	1,503	1,533	1,014	855
Cumulative Output (2010 \$ millions)	\$1,377	\$1,404	\$4,242	\$3,537
Cumulative State and Local Tax Impact (2010 \$ millions)	\$48.71	\$49.66	\$299	\$253
Cumulative Fuel Tax Impact (2010 \$ millions)	-	-	\$12.86	\$11.83

Source: Parsons Brinckerhoff, 2012.

3.2.5 Neighborhood and Community

This section includes a discussion of the existing and planned neighborhoods and/or communities within each of the corridors, and the potential impacts associated with each working alignment. Potential impacts of the proposed project could include displacement, noise, and visual change to neighborhoods. These types of issues are addressed specifically in other sections of this document, but here the combined impact of the proposed project on the communities in close proximity to the corridors is considered. This analysis will describe the potential impacts of the proposed project on community cohesion and neighborhood connectivity in the project vicinity. In general, few neighborhood or community impacts are anticipated as the working alignments primarily traverse rural areas.

3.2.5.1 Existing Conditions

Corridor A3S2 passes through the municipal boundaries and/or the planning boundaries of the following municipalities: Channahon, Joliet, Elwood, Manhattan, Monee, University Park, Crete, and Beecher, Illinois, and Cedar Lake and Lowell,

Indiana. In addition, Corridor A3S2 crosses Lake County near Lake Dalecarlia, Indiana. Lake Dalecarlia is a suburban community with a Property Owner's Association, but it has not been incorporated.

Corridors B3 and B4 pass through the municipal and/or planning boundaries of Wilmington, Symerton, Peotone, and Beecher, Illinois. In Indiana, Corridor B3 passes near Cedar Lake, Lake Dalecarlia, and Lowell, while Corridor B4 diverges to the south of Lowell. Although Corridor B4 crosses the northeast corner of Kankakee County, there are no established neighborhoods, communities, or municipalities in this area.

Figure 3-10 presents the county and municipal boundaries and the general extent of each community's planning coverage area. It also presents the general locations where potential development plans exist, as identified in long range planning documents and land use plans. Figure 3-10 is intended to illustrate the general development plans for the communities within close proximity to the corridors and is not a comprehensive or precise depiction of all development plans within the Study Area. Local planning efforts are discussed in further detail in Section 3.2.10.

3.2.5.2 Methodology

Identification of existing and planned neighborhoods and communities within the corridors was completed based on a review of secondary source literature (i.e., county maps, community/governmental websites, long range planning documents, etc.). Related GIS data and spatial analysis was also used to understand the proximity of each corridor to existing and planned neighborhoods and developments.

3.2.5.3 Neighborhood/Community Impacts

Carefully planned roadway improvements can foster beneficial community results, such as making communities more cohesive, improving accessibility and mobility, and supporting future growth and planning policies. However, these improvements can also have undesirable impacts, such as a negative impact on neighborhood cohesion or creating separation within a community.

The identity of small communities, such as those within close proximity to the working alignments, is often associated with the downtown area or commercial core. These areas would not be directly impacted as the working alignments were designed to avoid urban areas to the greatest extent possible. However, each working alignment would have some impacts to existing or planned residential neighborhoods. They would have the potential to impact community cohesion as a result of separating areas within a community (i.e., creating a barrier between the north and south).

Specific changes will be assessed as part of the Tier Two NEPA studies; however, it is likely that the working alignments within Corridors A3S2, B3, and B4 would generally lead to changes in accessibility as the local and regional transportation systems are modified to accommodate a new transportation facility. Local residents would need access to new interchanges and some local roads may need to be closed or rerouted.

Further, the transportation corridor itself may create a barrier that separates existing communities and activity centers from one another.

Of the working alignments, the working alignment within Corridor A3S2 would have the most neighborhood and community impacts. It would cross existing residential communities (i.e., groups of multiple homes) in a number of areas, including Elwood, Manhattan, and Monee, Illinois. In addition to residential displacements (discussed in Section 3.2.8), the potential for community cohesion impacts exists as the working alignment would create new barriers within these communities by dividing established neighborhoods. For example, the working alignment within Corridor A3S2 would cross an established residential neighborhood on the south side of Monee, north of the planned SSA. This would create a barrier between an existing residential area south of the working alignment within Corridor A3S2 and the core of Monee to the north, thereby having a negative impact on community cohesion.

The greatest neighborhood and community impacts for the concurrent alignment of the working alignments within Corridors B3 and B4 would be on community cohesion in Wilmington, Illinois. The working alignments within Corridors B3 and B4 would potentially separate at least one residential area from the downtown area of Wilmington. The working alignments within Corridors B3 and B4 would cross the Kankakee River on the north side of Wilmington and then proceed southward to I-55. This would create a barrier between an existing residential neighborhood to the north and the core of Wilmington on the south, thereby having a negative impact on community cohesion.

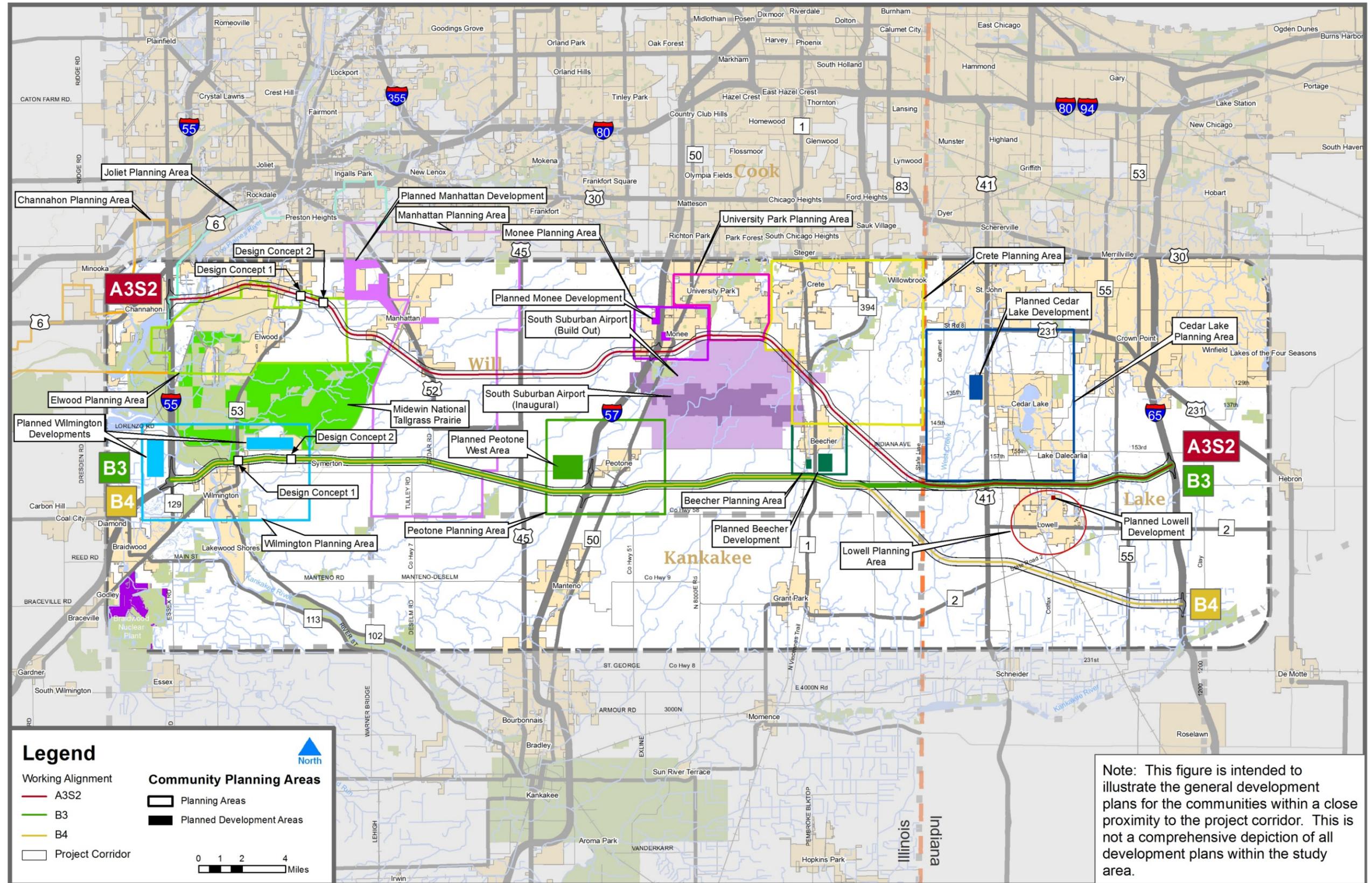
The proposed project is also likely to generate positive neighborhood and community impacts in the form of improved mobility. Improved mobility could be realized as a result of the diversion of vehicles from lower type facilities (i.e., local and collector roads) onto higher type facilities (i.e., arterials) or frontage roads, and by the addition or improvement of access points to and from higher type facilities (e.g., removing truck traffic from through town routes and providing improved highway access).

For example, SR 2 through Lowell, Indiana, currently experiences congestion and delays as a result of high truck traffic volumes. As traffic volumes and congestion increase, social interaction in neighborhoods divided by transportation facilities tends to decrease due to infrastructure barriers, noise, safety, etc. The proposed project would provide an alternative route for regional truck traffic currently using SR 2 and, thereby, has the potential to reduce truck and other vehicle traffic, relieving congestion and delays. In turn, community cohesion would be improved as the existing barrier created by congestion would be improved.

3.2.5.4 Mitigation of Neighborhood Impacts

As described above, the initial review of potential neighborhood and community changes resulting from the working alignments indicates that neighborhood impacts would be generally expected to be minimal; however, some neighborhood impacts would be anticipated. Efforts will be made to mitigate potential neighborhood impacts as they arise, such as designing of frontage and access roads to maintain access to

Figure 3-10. Existing and Planned Development



Data Source: Iliana Project Team, digitized 1/2012.

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specific properties, and minimizing locating transportation right-of-way in urbanized area. The specific design and location of the transportation system improvements will be addressed as part of the Tier Two NEPA studies. Potential mitigation strategies may include improvements to the local roadway network to ensure that community cohesion and connectivity is maintained, thereby minimizing neighborhood separation impacts. Mitigation for displaced residences and businesses is discussed in Section 3.2.8, Relocations.

3.2.6 Environmental Justice (EJ)

All federal agencies must comply with Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order states that “each Federal agency shall make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Pursuant to the Executive Order, the FHWA has adopted FHWA Order 6640.23, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, December 2, 1998.

In terms of transportation policy, EJ contains three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To insure full and fair participation by all potentially affected communities in the transportation decision -making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.³

This section describes the EJ populations within the Study Area, corridors, and specifically the working alignments within Corridors A3S2, B3, and B4.

3.2.6.1 Methodology

Compliance with EJ requirements is assessed by identifying and analyzing minority and low-income populations within the Study Area. Information and statistics presented in this section are taken from the US Census Bureau’s 2010 census and the FHWA’s Environmental web page.

Executive Order 12898 defines EJ as follows:

The fair treatment and meaningful involvement of all people, regardless of race color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic or socio-economic groups should bear a disproportionate share of the negative

³ FHWA, *An Overview of Transportation and Environmental Justice*, Publication No. FHWA-EP-00-013 (2000)

environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies.

Under FHWA Order 6640.23, the following groups of people are considered minority populations as part of the EJ population:

- **Black or African American:** A person having origins in any of the Black racial groups of Africa.
- **Hispanic:** A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- **Asian:** A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian sub-continent.
- **American Indian and Alaskan Native:** A person having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition.
- **Native Hawaiian or Other Pacific Islander:** A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

According to the US Census Bureau, the terms "Hispanic" or "Latino" refer to persons who trace their origin or descent to Mexico, Puerto Rico, Cuba, Spanish speaking Central and South America countries, and other Spanish cultures. Origin can be considered as the heritage, nationality group, lineage, or country of the person or the person's parents or ancestors before their arrival in the US. People who identify their origin as Hispanic or Latino may be of any race. Thus, the percent Hispanic was not added to percentages for racial categories.

Hispanics or Latinos are those people who classified themselves in one of the specific Spanish, Hispanic, or Latino categories listed on the Census 2010 -"Mexican," "Puerto Rican", or "Cuban"-as well as those who indicate that they are "another Hispanic, Latino, or Spanish origin." People who do not identify with one of the specific origins listed on the questionnaire but indicate that they are "another Hispanic, Latino, or Spanish origin" are those whose origins are from Spain, the Spanish-speaking countries of Central or South America, or the Dominican Republic.

In the Tier Two NEPA studies, a more detailed analysis of minority and low-income populations will be included to determine specific effects to EJ populations.

3.2.6.2 Existing Conditions

This section presents existing county and community level data for race, ethnicity, and poverty for the Study Area. The following is an overview of the county level race, ethnic, and poverty threshold of populations located within the Study Area.

There are portions of three counties within the Study Area; Will and Kankakee in Illinois and Lake in Indiana. There are no communities identified in Kankakee County that

would be directly affected by the working alignments. Kankakee County has been included for consistency purposes to provide an overview of the racial, ethnic, and poverty threshold for county level demographics of the Study Area.

County Race Demographics

Utilizing guidance from FHWA Order 6640.23 Table 3-21 identifies population by race within the Study Area and state.

In Will County, 76.0 percent of the total population self-identify as White, which is higher than the Illinois percentage of 71.5 percent. African Americans make up the second largest racial designation with 11.2 percent of the total population self-identifying as African American, which is lower than the Illinois percentage of 14.5 percent. There is 4.6 percent of the total population who self-identify as Asian, which is the same as the percentage of people who self-identify as Asian in Illinois. Those who self-identify as Other make up 8.3 percent of the total population, which is lower than the Illinois percentage of 9.4 percent.

In Kankakee County 77.6 percent of the total population self-identify as White which is higher than the Illinois percentage of 71.5 percent. African Americans make up the second largest racial designation with 15.1 percent of the total population self-identifying as African American, which is higher than the Illinois percentage of 14.5 percent. There is 0.9 percent of the total population who self-identify as Asian, which is below the Illinois percentage of 4.6. Those who self-identify as Other make up 6.4 percent of the total population, which is lower than the Illinois percentage of 9.4 percent.

In Lake County 64.4 percent of the total population self-identify as White, which is lower than the Indiana percentage of 84.3. African Americans make up the second largest racial designation with 25.9 percent of the total population, which is higher than the Indiana percentage of 9.1. There is also 1.2 percent of the total population who self-identify as Asian, which is lower than the Indiana percentage of 1.6 percent. Those who self-identify as Other make up 8.5 percent of the total population, which is higher than the Indiana percentage of 5.0 percent.

County Ethnicity Demographics

As described in FHWA Order 6640.23, along with Race, Ethnicity is another Minority population category. In the US Census data Hispanic or Latino is a separate designation from Race that may be selected in combination with any Race designation. The FHWA Order contains language consistent with the designation of Hispanic or Latino. Table 3-22 highlights the population data for the Hispanic or Latino designation by county and states.

In Will and Kankakee counties, 15.6 percent of total population of 677,560 and 9.0 percent of the total population of 113,449 self-identify as Hispanic or Latino respectively. Both counties contain Hispanic or Latino populations below that of Illinois' 15.8 percent. In Lake County, 16.7 percent of total population of 496,005 self-identify as Hispanic or Latino, which is above Indiana's 6.0 percent.

Table 3-21. Population by Race (County and State)

Race	Will County		Kankakee County		Illinois		Lake County		Indiana	
	Population	Percent of Total	Population	Percent of Total	Population	Percent of Total	Population	Percent of Total	Population	Percent of Total
White	514,664	76.0%	87,986	77.6%	9,177,877	71.5%	319,412	64.4%	5,467,906	84.3%
African American	75,743	11.2%	17,187	15.1%	1,866,414	14.5%	128,263	25.9%	591,397	9.1%
Asian	30,833	4.6%	1,052	0.9%	586,934	4.6%	6,142	1.2%	102,474	1.6%
Other ¹	56,320	8.3%	7,224	6.4%	1,199,407	9.4%	42,188	8.5%	322,025	5.0%
Total Population	677,560	--	113,449	--	12,830,632	--	496,005	--	6,483,802	--

¹ The “Other” category represents the sum of several census classifications, including American Indian and Alaska Native, Native Hawaiian and Pacific Islander, Other Races, and those identified by two or more races.

Source: US Census Bureau, 2010.

Table 3-22. Population by Ethnicity (County and State)

Ethnicity	Will County		Kankakee County		Illinois		Lake County		Indiana	
	Population	Percent of Total	Population	Percent of Total	Population	Percent of Total	Population	Percent of Total	Population	Percent of Total
Hispanic or Latino	105,817	15.6%	10,167	9.0%	2,027,578	15.8%	82,663	16.7%	389,707	6.0%
Non-Hispanic or Latino	571,743	84.4%	103,282	91.0%	10,803,054	84.2%	413,342	83.3%	6,094,095	94.0%
Total Population	677,560	--	113,449	--	12,830,632	--	496,005	--	6,483,802	--

Source: US Census Bureau, 2010.

County Poverty Demographics

According to the 2010 Poverty Thresholds from the US Census Bureau (weighted average based on the number of children), for a family of four, an annual household income of \$22,314 or less is considered to be below the poverty threshold. An annual income of \$11,139 or less for an individual is considered to be below the poverty threshold for an individual. Another important poverty benchmark is the Poverty Guidelines published by HHS. Based on the 2011 HHS Poverty Guidelines, for a family of four an annual household income of \$22,350 or less is considered to be below the poverty guideline. An annual income of \$10,890 or less for an individual is considered to be below the poverty guideline for an individual. The HHS Poverty Guidelines are published annually and reflect the poverty conditions data for the previous year (i.e., 2011 HHS Poverty Guidelines are comparable to the 2010 US Census Poverty Thresholds to represent 2010 poverty data).

The average number of persons per household (2006-2010) in Will and Lake counties is 3.0 and 2.7, respectively. Table 3-23 summarizes poverty threshold data for counties within the Study Area.

Table 3-23. Poverty Threshold Data by County and State

Poverty Threshold	Location				
	Will County	Kankakee County	Illinois Total	Lake County	Indiana Total
Total Population	677,560	113,449	12,869,257	496,005	6,516,922
Percent of Population Below Poverty Threshold	6.6%	15%	12.6%	16.1%	13.5%

Source: US Census Bureau, 2010.

As shown in Table 3-23, the total population in Illinois was 12,869,257, of which 12.6 percent were identified as living below the poverty threshold. Of the total Will County population of 677,560, 6.6 percent were identified as living below the poverty threshold, and of the total Kankakee population of 113,449, 15 percent were identified as living below the poverty threshold.

As shown in Table 3-23, the total population for Indiana was 6,516,922, of which 13.5 percent were identified as living below the poverty threshold. Of the total Lake County population of 496,005, 16.1 percent were identified as living below the poverty threshold.

In Will County the poverty threshold is below the Illinois average, while Kankakee County has a higher percentage of its population living below the poverty threshold than the Illinois average. Lake County has a higher level of its population living below the poverty threshold than the Indiana average.

Community Race Demographics

The following is an overview of race, ethnicity, and poverty data for communities located within the working alignments within Corridors A3S2, B3, and B4. The community race demographics data presented below are for communities in Will County and Lake County. There are no identified communities within Kankakee County that would be impacted by the working alignments.

Illinois

Table 3-24 provides an overview of the Will County communities identified within the corridors, which include, Channahon, Joliet, Elwood, Manhattan, Monee, University Park, Crete, Beecher, Wilmington, Symerton, and Peotone.

Based on the racial composition data for these communities, minority populations by race within these communities range from 0 percent (Symerton) to 89.2 percent (University Park). The largest racial minority for all of the identified communities is African American. University Park has the highest African American population with 89.2 percent.

Indiana

Table 3-25 provides an overview of the Lake County communities identified within the corridors, which include Lake Dalecarlia, Cedar Lake, and Lowell. All three Lake County communities have White populations of approximately 95 percent.

Community Ethnicity Demographics

Illinois

FHWA Order 6640.23, states that minority populations must be addressed by race and ethnicity. Table 3-26 presents ethnicity data for the affected communities within Will County. In Will County, Hispanics or Latinos make up 15.6 percent of the total population.

The highest percentage of Hispanics or Latinos within the affected communities in Will County is in Joliet, with 41,042 residents, or 27.8 percent of the total population of 147,433 who self-identify as Hispanic or Latino. The remaining Will County Hispanic or Latino populations fall below the county threshold of 15.6 percent.

Indiana

Table 3-27 presents ethnicity data for the affected communities of Lake Dalecarlia, Cedar Lake and Lowell, within Lake County. In Lake County, Hispanics or Latinos make up 16.7 percent of the total population. The percentage of Hispanics in each of the three communities falls below the county wide percentage (Lake Dalecarlia 3.4 percent, Cedar Lake 6.5 percent, and Lowell 6.9 percent). The highest Hispanic population among the communities is found in Lowell, with a population of 9,276, or 6.9 percent of the total population.

Table 3-24. Will County - Population by Race for Communities within Corridors

Community (Corridors)		Race				Total Population
		White	African American	Asian	Other	
Channahon (A3S2)	Population	11,873	159	93	435	12,560
	Percent of Total	94.53%	1.27%	0.74%	3.46%	
Joliet (A3S2)	Population	99,494	23,562	2,841	21,536	147,433
	Percent of Total	67.48%	15.98%	1.93%	14.61%	
Elwood (A3S2)	Population	2162	34	11	72	2,279
	Percent of Total	94.87%	1.49%	0.48%	3.16%	
Manhattan (A3S2)	Population	6,685	79	53	234	7,051
	Percent of Total	94.81%	1.12%	0.75%	3.32%	
Monee (A3S2)	Population	4,016	747	119	266	5,148
	Percent of Total	78.01%	14.51%	2.31%	5.17%	
University Park (A3S2)	Population	392	6,359	57	321	7,129
	Percent of Total	5.50%	89.2%	0.80%	4.40%	
Crete (A3S2)	Population	5,436	2,322	87	414	8,259
	Percent of Total	65.82%	28.11%	1.05%	5.01%	
Beecher (A3S2, B3, B4)	Population	4,082	133	19	125	4,359
	Percent of Total	93.6%	3.1%	0.4%	2.9%	
Wilmington (B3, B4)	Population	5,503	46	17	158	5,724
	Percent of Total	96.1%	0.8%	0.3%	2.8%	
Symerton (B3, B4)	Population	87	0	0	0	87
	Percent of Total	100%	0%	0%	0%	
Peotone (B3, B4)	Population	3,992	32	12	106	4,142
	Percent of Total	96.4%	0.8%	0.3%	2.6%	
Will County Total	Population	514,664	75,743	30,833	56,320	677,560
	Percent of Total	76.0%	11.2%	4.6%	8.3%	

Source: US Census Bureau, 2010.

Table 3-25. Lake County - Population by Race for Communities within Corridors

Community (Corridors)		Race				Total Population
		White	African American	Asian	Other	
Lake Dalecarlia (AS32, B3)	Population	1,319	3	1	32	1,355
	Percent of Total	97.3%	0.2%	0.1%	2.4%	
Cedar Lake (A3S2, B3)	Population	10,965	53	45	497	11,560
	Percent of Total	94.9%	0.5%	0.4%	4.3%	
Lowell (AS32, B3, B4)	Population	8,894	49	24	309	9,276
	Percent of Total	95.9%	0.5%	0.3%	3.3%	
Lake County Total	Population	319,412	128,263	6,142	42,188	496,005
	Percent of Total	64.4%	25.9%	1.2%	8.5%	

Source: US Census Bureau, 2010.

Table 3-26. Will County - Population by Ethnicity for Communities within the Corridors

Community (Corridors)		Ethnicity		Total Population
		Hispanic or Latino	Non- Hispanic or Latino	
Channahon (A3S2)	Population	1,020	11,540	12,560
	Percent of Total	8.12%	91.88%	
Joliet (A3S2)	Population	41,042	106,391	147,433
	Percent of Total	27.8%	72.2%	
Elwood (A3S2)	Population	144	2,135	2,279
	Percent of Total	6.32%	93.68%	
Manhattan (A3S2)	Population	445	6,606	7,051
	Percent of Total	6.31%	93.69%	
Monee (A3S2)	Population	464	4,684	5,148
	Percent of Total	9.01%	90.99%	
University Park (A3S2)	Population	178	6,951	7,129
	Percent of Total	2.5%	97.5%	
Crete (A3S2)	Population	523	7,736	8,259
	Percent of Total	6.33%	93.67%	
Beecher (A3S2, B3, B4)	Population	274	4,085	4,359
	Percent of Total	6.3%	93.7%	
Wilmington (B3, B4)	Population	242	5,482	5,724
	Percent of Total	4.2%	95.8%	
Symerton (B3, B4)	Population	1	86	87
	Percent of Total	1.1%	98.9%	
Peotone (B3, B4)	Population	209	3,933	4,142
	Percent of Total	5.0%	95.0%	
Will County Total	Population	105,817	571,743	677,560
	Percent of Total	15.6%	84.4%	

Source: US Census Bureau, 2010.

Table 3-27. Lake County - Population by Ethnicity for Communities within Corridors

Community (Corridors)		Ethnicity		Total Population
		Hispanic or Latino	Non- Hispanic or Latino	
Lake Dalecarlia (AS32, B3)	Population	46	1,309	1,355
	Percent of Total	3.4%	96.6%	
Cedar Lake (A3S2, B3)	Population	754	10,806	11,560
	Percent of Total	6.5%	93.5%	
Lowell (AS32, B3, B4)	Population	640	8,636	9,276
	Percent of Total	6.9%	93.1%	
Lake County Total	Population	82,663	413,342	496,005
	Percent of Total	16.7%	83.3%	

Source: US Census Bureau, 2010.

Community Poverty Demographics

According to the 2010 Poverty Thresholds from the US Census Bureau (weighted average based on the number of children), for a family of four, an annual household income of \$22,314 or less is considered to be below the poverty threshold. An annual income of \$11,139 or less for an individual is considered to be below the poverty threshold for an individual. Another important poverty benchmark is the Poverty Guidelines published by HHS. Based on the 2011 HHS Poverty Guidelines, for a family of four an annual household income of \$22,350 or less is considered to be below the poverty guideline. An annual income of \$10,890 or less for an individual is considered to be below the poverty guideline for an individual. The HHS Poverty Guidelines are published annually and reflect the poverty conditions data for the previous year (i.e., 2011 HHS Poverty Guidelines are comparable to the 2010 US Census Poverty Thresholds represent 2010 poverty data).

This section provides an overview of the poverty threshold of the communities residing in Will and Lake counties, by state that are within the Study Area. The tables associated with this section identify which corridors may affect which communities.

Illinois

Table 3-28 provides poverty threshold data for Illinois, Will County, and local communities within the Study Area. The Illinois population living below the poverty threshold is 12.6 percent. The percentage for Will County is 6.6 percent.

At 16.9 percent, University Park has the highest percentage of residents living below the poverty threshold. This is the only community with a poverty threshold above the state threshold of 12.6 percent. At 11.9 percent, Joliet, the largest community in Will County, is second in terms of population living below the poverty threshold, Symerton is third at 7.4 percent and Crete is fourth at 7.0 percent. These communities are below the state threshold (12.6 percent), but are above the Will County threshold of 6.6 percent. The remaining communities have percentages of their populations living below the poverty threshold ranging from 0.8 percent to 6.2 percent.

Indiana

Table 3-29 provides poverty threshold data for Indiana, Lake County, and local communities within the Study Area. The Indiana population living below the poverty threshold is 13.5 percent. The percentage for Lake County is 16.1 percent.

Lake Dalecarlia's population living under the poverty threshold is 4.1 percent; Cedar Lake's is 9.1 percent. Of the three Lake County communities, Lowell has the highest percentage of its population, 16.1 percent, living below the poverty threshold; it is identical to Lake County's poverty average but higher than the state average. In Lake Dalecarlia and Cedar Lake, the percent below the poverty threshold is less than the county and state poverty percentages of 16.1 percent and 13.5 percent, respectively.

Table 3-28. Illinois, Will County, and Community Poverty Threshold Data

Community (Corridors)	Percent Living Below the Poverty Threshold
Channahon (A3S2)	3.0%
Joliet (A3S2)	11.9%
Elwood (A3S2)	6.2%
Manhattan (A3S2)	3.0%
Monee (A3S2)	2.8%
University Park (A3S2)	16.9%
Crete (A3S2)	7.0%
Beecher (A3S2, B3, B4)	4.0%
Wilmington (B3,B4)	5.1%
Symerton (B3, B4)	7.4%
Peotone (B3,B4)	0.8%
Will County Average	6.6%
State of Illinois	12.6%

Source: US Census Bureau, 2010.

Table 3-29. Indiana, Lake County, and Community Poverty Threshold Data

Community (Corridors)	Percent Living Below the Poverty Threshold
Lake Dalecarlia (A3S2, B3)	4.1%
Lowell (A3S2, B3, B4)	16.1%
Cedar Lake (AS32, B3)	9.1%
Lake County Average	16.1%
State of Indiana	13.5%

Source: US Census Bureau, 2010.

3.2.6.3 Environmental Justice (EJ) Impact Assessment

Based on the community level assessment, there are EJ populations that are within or in proximity to the working alignments. The section that follows uses the US Census 2010 data to consider race and ethnicity data at the block level for comparison of the alternatives based on the working alignment impacts. These areas will be further reviewed during the Tier Two NEPA studies. The Tier Two NEPA studies will include additional review of the US Census data in addition to information obtained through public outreach for impact consideration such as potential displacement of EJ populations.

When taking into consideration the existing conditions and EJ impact assessment, there are three fundamental EJ principles found in Executive Order 12898, as discussed in Section 3.2.6.1.

Using these EJ principles as a guide for assessing the potential impacts of the working alignments within Corridors A3S2, B3, and B4, the potential impacts that the working alignments could have on populations based on race, ethnicity, as well as low-income populations were assessed.

Race

As indicated in Table 3-24, the working alignment within Corridor A3S2 has a higher potential to disproportionately impact African American communities as a result of the African American populations that exceed the Will County percentages in University Park (89.2 percent), Crete (28.11 percent), and Joliet (15.98 percent). The potential impact on minority populations based on race for both Illinois and Indiana is lowest for the working alignments within Corridors B3 and B4. Of the four communities impacted by the working alignments within Corridors B3 and B4 (Beecher, Wilmington, Symerton, and Peotone), the African American communities range from 0 percent to 3.1 percent, none of which exceed the Will County percentage of 11.2 percent.

In Lake County Indiana, the African American populations only range from 0.2 percent to 0.5 percent for the communities of Lake Dalecarlia, Cedar Lake, and Lowell, none of which exceed the Lake County percentage of 25.9 percent. All three communities will be impacted by the working alignments within Corridors A3S2 and B3. Lowell is the only community impacted by the working alignment within Corridor B4.

The review of the block data supports the determination that the working alignment within Corridor A3S2 has a higher potential for impacting African American communities. Table 3-30 identifies the number of US Census blocks with populations (one or more people) crossed by the working alignments. The working alignment within Corridor A3S2 crosses 76 or 77 blocks with residents, depending on the design concept. In Will County, 12 percent of the blocks crossed have an African American population percentage higher than the Will County average of 11.2 percent. This compares to 3 percent in Will County for both the working alignment within Corridor B3 and the working alignment within Corridor B4. In Kankakee and Lake counties, none of the blocks crossed by the working alignments exceed the respective county average percentages.

Table 3-30. Number of US Census Blocks with Populations Crossed by the Working Alignments

Working Alignment	Number of Blocks Within Working Alignment With Population of One or More ¹			Percent of Blocks Within Working Alignment with Percent African American Above the County Average ¹			Percent of Blocks Within Working Alignment with Percent Hispanic-Latino Above the County Average ¹		
	Will	Kankakee	Lake	Will	Kankakee	Lake	Will	Kankakee	Lake
A3S2	76-77	---	24	12%	---	0%	16%-17%	---	0%
B3	68	---	24	3%	---	0%	10%	---	0%
B4	68	2	23	3%	0%	0%	9%	50%	4%

¹ The analysis is based on US Census 2010 data block level data using the working alignment. It is based on the number of blocks crossed by the working alignment and not based on the actual populations within each block.

Source: US Census Bureau, 2010

The working alignment within Corridor A3S2, if selected as the preferred working alignment, would require continued communication and dialogue with community residents, leaders and elected officials during the Tier Two NEPA studies. The working alignments within Corridors B3 and B4 would not likely create a disproportionate impact on minority populations in these communities based on Census data.

Ethnicity

As Table 3-26 indicates, the working alignments within Corridor A3S2, which includes Joliet, has a Hispanic or Latino population of 27.8 percent and is above the Will County percentage of 15.6 percent. All other Will County communities within the corridors are below the county-wide percentage. Therefore, the working alignments within Corridors B3 and B4 would have less of an impact on Hispanic or Latino populations in Illinois than the working alignment within Corridor A3S2. In Lake County, all communities within the corridors have a Hispanic or Latino population less than the county-wide percentage of 16.7 percent. Beecher, which is included in both the working alignments within Corridors B3 and B4 (in addition to the working alignment within Corridor A3S2), has the highest Hispanic or Latino percentage at 6.3 percent, but would not result in a disproportionate impact. The working alignments within Corridors B3 and B4 would not likely create a disproportionate impact on minority populations in these communities based on Census data.

Table 3-30 indicates the block ethnicity data for the Hispanic or Latino populations. Similar, to the African American data, the working alignment within Corridor A3S2 indicates the highest probability of impacting Hispanic or Latino populations. Based on the number of blocks, 16 percent to 17 percent of the blocks with populations, depending on the design concept, have a Hispanic or Latino population higher than the Will County percentage of 15.6 percent. This compares to the percentages for the working alignment within Corridor B3 of 10 percent and to the working alignment within Corridor B4 of 9 percent.

The working alignment within Corridor B4 crosses two US Census blocks with populations in Kankakee County. One of these blocks has a Hispanic or Latino population that is below the county percentage, while the other block, with a Hispanic or Latino percentage of 29 percent, exceeds the county percentage.

In Lake County, the working alignment within Corridors A3S2 and B3 do not cross any blocks with Hispanic or Latino populations that exceed the county percentage. Four percent of the blocks crossed by the working alignment within Corridor B3 have a Hispanic or Latino population that exceeds the county average.

Poverty

Based on data collected in Illinois and Indiana, no direct impacts were identified. Table 3-28 data indicates that the working alignment within Corridor A3S2 could indirectly impact EJ populations within the Study Area with the highest percentages of those living below the poverty threshold.

These communities are University Park, Joliet and Crete, which have poverty threshold of 16.9 percent, 11.9 percent, and 7.0 percent, respectively, which exceeds Will County at 6.6 percent. The remaining communities near or in proximity to the working alignment within Corridor A3S2 have percentages less than the Will County percentage.

Table 3-28 data indicates that the working alignments within Corridors B3 and B4 would not disproportionately impact populations living below the poverty threshold. All of the communities affected by the working alignments within Corridors B3 and B4 have percentages of their respective populations living below the poverty threshold ranging from 5.1 percent to 0.0 percent. These percentages are below the county percentage of 6.6 percent.

In Indiana, the population percentage of Lowell that falls below the poverty threshold is the same as Lake County's poverty threshold of 16.1 percent, but is higher than the state poverty threshold of 13.5 percent (Table 3-29). While the percentage of Lowell residents living below the poverty threshold is 2.6 percent higher than the state average, it is not disproportionately higher than the overall county average. Lake Dalecarlia and Cedar Lake have lower percentages of their populations living below the overall state poverty average.

Based on the poverty threshold data and location of the corridor alternatives in relation to the low-income areas, no low-income areas are anticipated to be directly or disproportionately impacted by any of the working alignments. Of the three corridors, the working alignment within Corridor A3S2 would be expected to affect a higher percentage of low income populations than either of the working alignments within Corridors B3 or B4. Once the preferred working alignment(s) has been selected, the indirect impacts on both the low-income and minority populations will be addressed further.

The low-income evaluation was based on community level data. US Census 2010 poverty data at the block level is not readily available to consider the potential impacts of the working alignment on low-income populations to that level.

3.2.6.4 Summary

As indicated from the race, ethnic, and poverty threshold data presented in the Existing Conditions section, the working alignment within Corridor A3S2 would have the potential for greater effects to EJ communities compared to the working alignments within Corridors B3 and B4.

The EJ evaluation to be conducted during the Tier Two NEPA studies on the selected corridor(s) will further consider whether or not these groups will bear more than their “fair share” of impact in accordance with the EJ Guidance and US DHHS Poverty Guidelines. Potential indirect impacts to communities are discussed in Section 3.19.

In addition to the US Census data, public outreach and coordination with stakeholders will be used to identify potential communities of concern during the Tier Two NEPA studies. The EJ evaluation for the Tier One DEIS analysis has been conducted at the county and community level. Additional review of the relevant data will be conducted during the Tier Two NEPA studies to determine population characteristics of areas determined to be impacted by the working alignments, including the residences determined to be displaced.

For example, a meeting with the Northwestern Indiana Regional Planning Commission (NIRPC) (January 12, 2012) regarding EJ identified NIRPC’s concern for communities along Lake Michigan in northern Lake County. While the working alignments would not directly impact this area, indirect or cumulative impacts could positively affect these areas by providing improved transportation or job growth. As part of the overall EJ assessment, these potential positive impacts will be further assessed in the Tier Two NEPA studies. As such, transportation improvements associated with the proposed project could benefit the entire Study Area, including EJ communities.

The Tier One analysis is an open process that welcomes input through the public involvement process, by those organizations and individuals concerned about the positive, negative, direct, and indirect impacts to the EJ populations affected by the proposed corridors. The EJ Tier Two NEPA analysis commits to being a comprehensive and inclusive process. The public involvement process will assist in developing appropriate outreach and mitigation mechanisms to address needs and concerns of EJ populations going forward

The final selection of a corridor will provide more precise data as to the direct and indirect impacts. As stated above Corridor A3S2 is more likely to have direct and indirect impacts on minority and majority populations as result of its proximity to communities. Corridors B3 and B4 are located further south and further away from most of the population centers in the Study Area. Section 3.19 further discusses indirect impacts.

3.2.7 Public Facilities/Services

This section provides an overview of the potential impacts to public services and facilities in the corridors, including a discussion of impacts in terms of displacement/relocations due to each of the working alignments. Public facilities and services generally consist of schools, worship centers, community centers, meeting halls, cemeteries, and emergency facilities (i.e., hospitals, police, fire, and emergency management services (EMS)), among others. Impacts to parks and recreational areas, and other special lands are specifically discussed in Section 3.14 and Section 3.15.

3.2.7.1 Existing Conditions

There are approximately 456 public facilities and service centers within the Study Area (Table 3-31). This includes a total of 97 schools, 16 public libraries, 114 places of worship, 74 cemeteries, 66 public or governmental buildings, 18 law enforcement facilities, 28 fire stations, and 43 hospital and medical facilities. These facilities and services are typically within municipal boundaries and near population centers. Since the corridors cross predominately agricultural lands and sparsely populated rural areas, few impacts to existing public facilities are anticipated.

Table 3-31. Public Facilities in Study Area

Facility	Will County	Kankakee County	Lake County	Total
Schools	44	8	45	97
Libraries	10	0	6	16
Churches	73	11	30	114
Cemeteries	39	14	21	74
Emergency Services (police and fire)	29	2	15	46
Hospital/Medical Facilities	15	1	27	43
Other Public/Government Facilities	55	4	7	66
Total	265	40	151	456

Source: Red Flag Summary, Illiana Corridor Study, November 2011.

3.2.7.2 Methodology

Identification of public facilities within the corridors was completed through a review of secondary source literature (i.e., county maps, community/governmental websites, etc.). GIS was used to identify existing public facilities within the vicinity of each working alignment. Public facilities within the right of way limits of the working alignments within Corridors A3S2, B3, and B4 were considered to be directly impacted for the purpose of this analysis since they would likely be displaced as a result of the proposed project.

3.2.7.3 Public Facility Impacts

The working alignment within Corridor A3S2 would not impact any public facilities. The working alignments within Corridors B3 and B4 would have the potential to impact

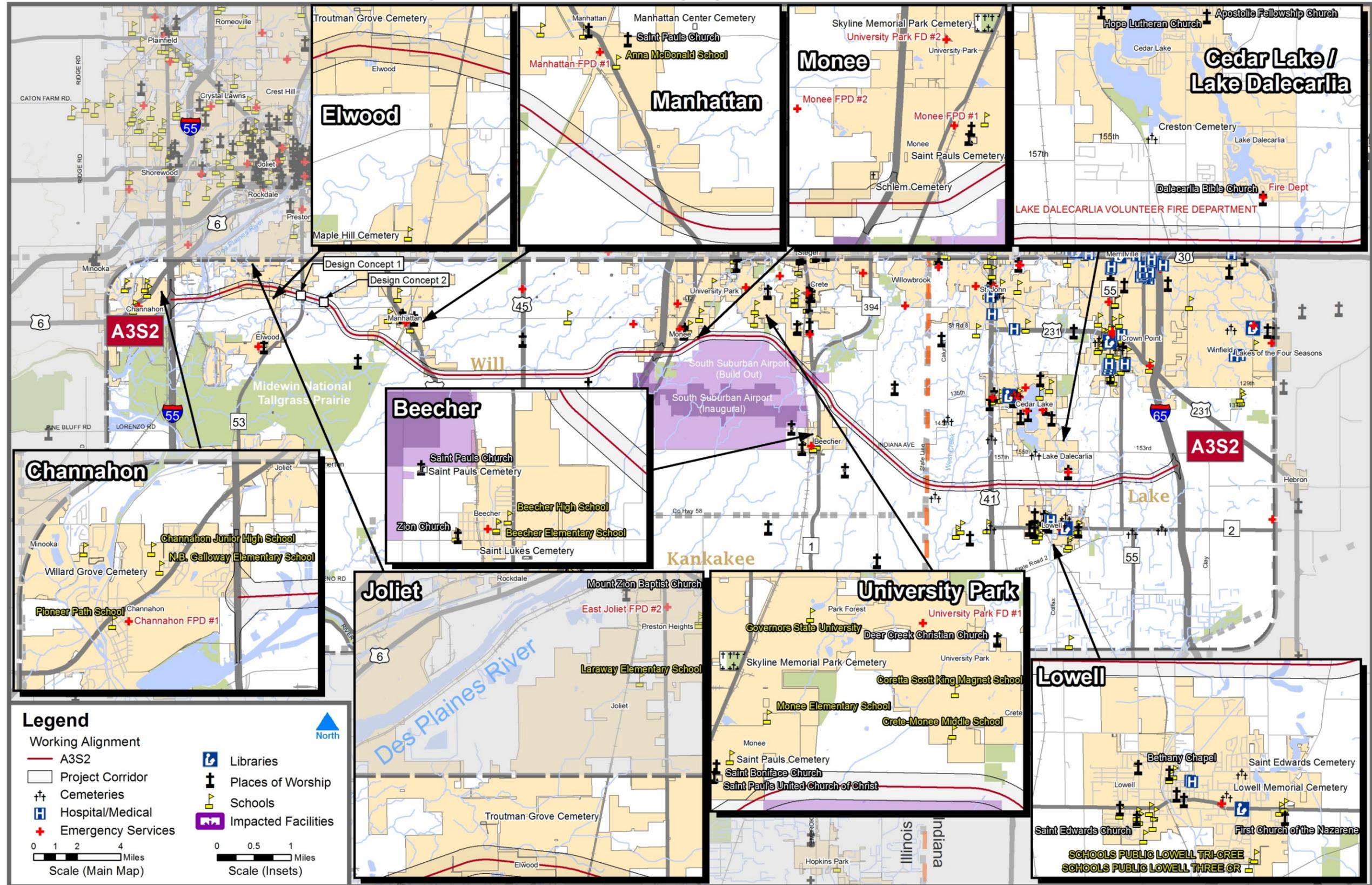
three public facilities, all of which are located in Will County. Public facilities that have the potential to be impacted, and additional public facilities within close proximity to each working alignment that are not anticipated to be directly impacted, are shown on Figure 3-11, Figure 3-12, and Figure 3-13. The public facilities that would be impacted by the working alignments are identified below.

The concurrent section of the working alignment within Corridors B3 and B4 in Will County has the potential to impact the Wilmington City Garage, a public facility in Symerton, and the Peotone Township Maintenance Facility. The Wilmington City Garage is a City maintenance facility located in Wilmington, Illinois, just west of the Kankakee River on Widows Road. The property's driveway access on Widows Road would be located within the working alignment of Corridors B3 and B4; however, the actual facility grounds are located approximately 50 feet from the working alignment and, therefore, impacts to this property would be minimal. The working alignment within Corridors B3 and B4 cross the edge of a parcel on which a public facility in Symerton Township is located; however, the actual facility structure is not crossed by the working alignment and, therefore, impacts to this property would be minimal. The Peotone Township Maintenance Facility is located in Peotone Township, just south of Peotone, Illinois. This facility is located within the concurrent working alignment of Corridors B3 and B4 and would, therefore, be impacted.

While the specific changes would be fully evaluated as part of the Tier Two NEPA studies, potential impacts to these facilities may include changes in accessibility as the local and regional transportation systems are modified in order to accommodate the proposed project. For example, the Peotone Township Maintenance Facility may need to be relocated. In addition, the new transportation corridor may create a barrier that could impact accessibility and mobility to and from these facilities due to road closures. This could include impacts to school bus and emergency response routes. As part of the Tier Two NEPA studies, proposed road closures will be reviewed to determine the potential impacts; the appropriate road closure procedures for each state will be followed. Coordination with the affected stakeholders will be conducted to determine the most effective strategy.

The proposed project could also result in enhanced movement to and from these facilities as a result of the diversion of vehicles from lower functional classification facilities (i.e., local and collector roads) onto higher functional classification facilities (i.e., arterials). Enhanced movement between facilities could also occur with the construction of frontage roads and by the addition or improvement of access points to and from higher functional classification facilities (e.g., removing truck traffic from through town routes and providing improved highway access).

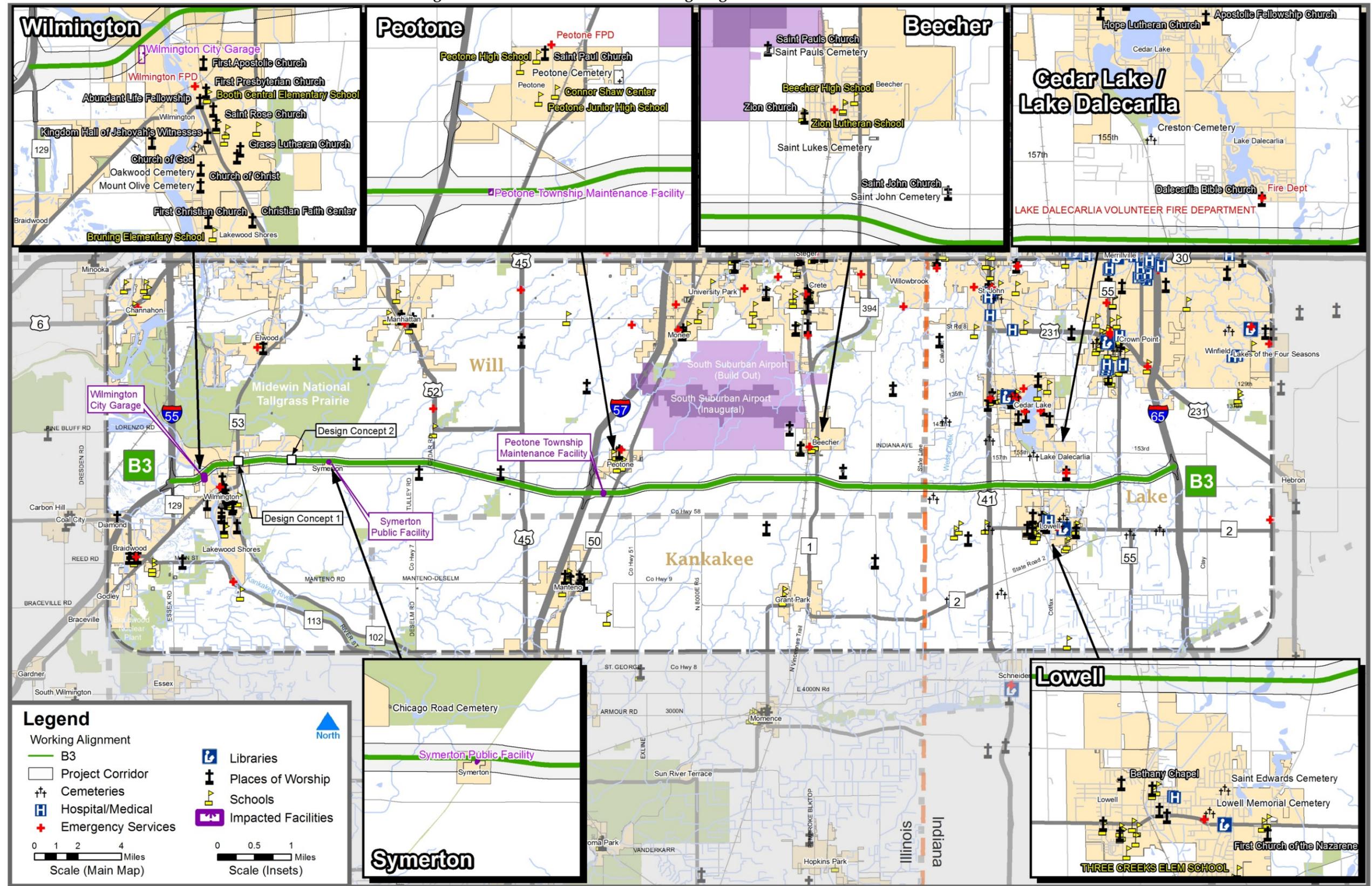
Figure 3-11. Public Facilities – Working Alignment within Corridor A3S2



Data Sources: ESRI, Federal Emergency Management Agency; Forest Preserve District of Will County, IL; Indiana Commission for Higher Education; Indiana Department of Education; Indiana Department of Homeland Security; Indiana Geological Survey; Indiana State Department of Health; Indiana State Library; Kankakee County GIS; United States Geological Survey, Will County GIS

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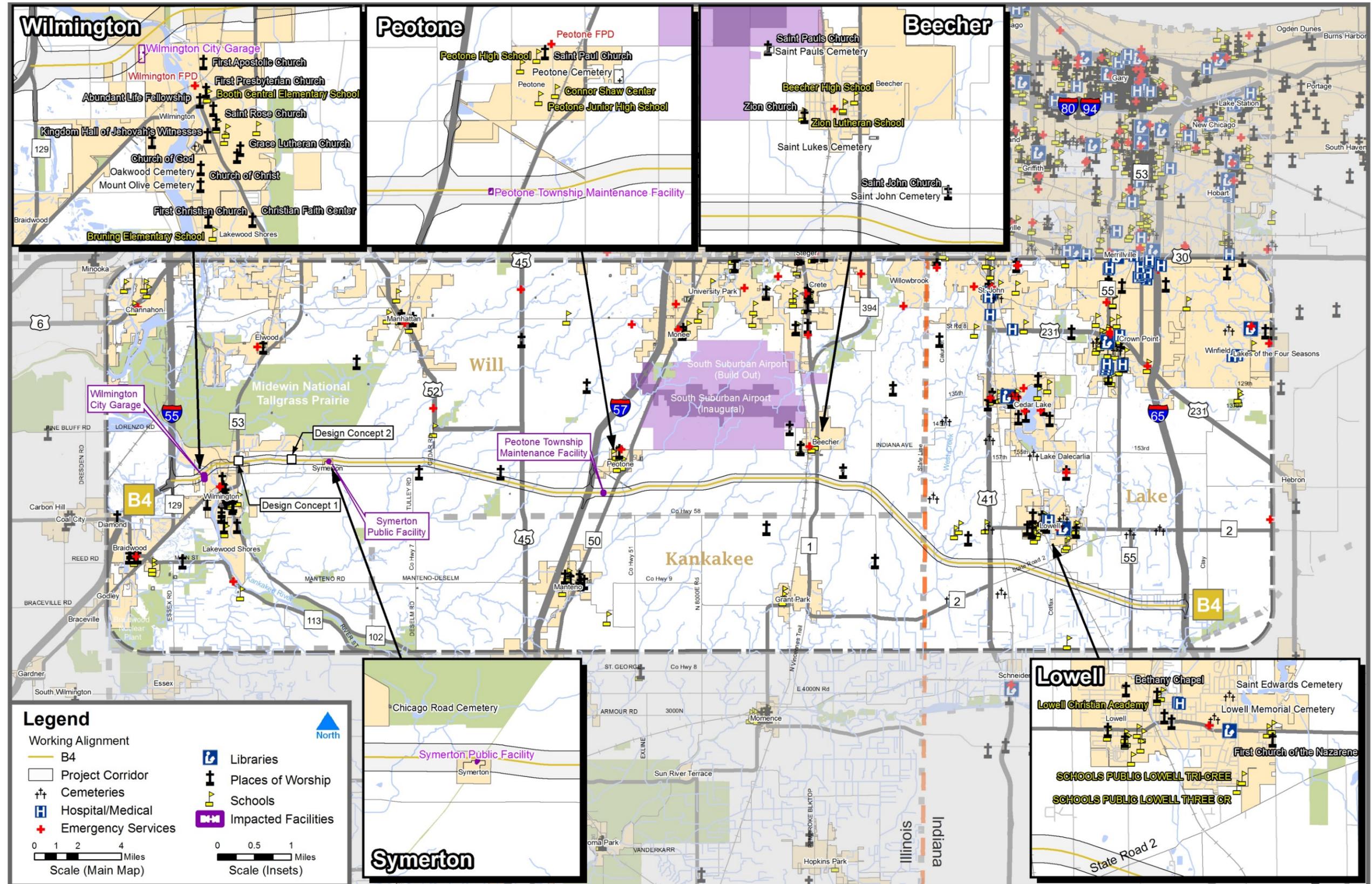
Figure 3-12. Public Facilities – Working Alignment within Corridor B3



Data Sources: ESRI, Federal Emergency Management Agency; Forest Preserve District of Will County, IL; Indiana Commission for Higher Education; Indiana Department of Education; Indiana Department of Homeland Security; Indiana Geological Survey; Indiana State Department of Health; Indiana State Library; Kankakee County GIS; United States Geological Survey, Will County GIS

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Figure 3-13. Public Facilities – Working Alignment within Corridor B4



Data Sources: ESRI, Federal Emergency Management Agency; Forest Preserve District of Will County, IL; Indiana Commission for Higher Education; Indiana Department of Education; Indiana Department of Homeland Security; Indiana Geological Survey; Indiana State Department of Health; Indiana State Library; Kankakee County GIS; United States Geological Survey, Will County GIS

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3.2.7.4 Public Facilities Mitigation

Direct impacts to public facilities are expected to be minimal, since there are very few public facilities within the corridors. Only two potential impacts have been identified. Of these, it is likely that only one facility would require relocation. As part of the Tier Two NEPA studies, the feasibility of shifting the alignment in order to avoid the Peotone Township Maintenance Facility will be evaluated. In order to mitigate potential impacts to the affected public facilities, changes in the local roadway network resulting from the proposed project will be designed such that adequate accessibility to these properties is maintained.

In the event relocation is required, compensation will be provided in accordance with applicable state and federal regulations and guidelines. Specific impacts and the design and location of site specific improvements will be addressed in the Tier Two NEPA studies. In addition, as a cost saving measure, the potential for functional replacements of impacted public facilities will also be considered as part of the Tier Two NEPA studies. Per the Land Acquisition Policies and Procedures manual (23 CFR.509), "If the agency feels there is not a necessity to replace the facility, compensation is based on the market value of the property taken. When eligible for functional replacement, the agency has the choice of receiving market value for the property taken or functional replacement of land and/or facilities. The replacement can only be functionally equivalent, not an exact duplicate. Except where the replacement facility meets present standards, codes, ordinances or laws, the agency does not receive reimbursement for betterments or increased capacity."

3.2.8 Relocations

Although the proposed project falls within an area that is primarily rural, there would be some residential and business impacts associated with the working alignments. This section identifies the number and type of potential residential and business displacements anticipated as a result of each working alignment.

3.2.8.1 Residential and Business Existing Conditions/Impacts

Each of the working alignments has the potential to result in one or more residential or business displacements. Displacement impacts were counted under the following categories: agricultural business, non-agricultural business, and residence. The potential impacts identified are summarized in Table 3-32 and illustrated in Figure 3-14. No multifamily residential structures would be displaced by the proposed project.

Working Alignment within Corridor A3S2 Displacement Impacts

As shown in Figure 3-14, the working alignment impacts within Corridor A3S2 would potentially displace an estimated 68 residential properties in Will County based on Design Concept 1, and 66 residential properties based on Design Concept 2 and Design Concept 3. While these displacements would be dispersed throughout Will County, the working alignment impacts within Corridor A3S2 would potentially create concentrations of residential property impacts in rural areas south of Monee, Illinois, and north of Beecher, Illinois. In addition, the working alignment impacts within Corridor A3S2 would

Table 3-32. Potential Residential and Business Displacements

	A3S2 ¹ Working Alignment			B3 Working Alignment			B4 Working Alignment			
	Will County	Lake County	Total	Will County	Lake County	Total	Will County	Kankakee County	Lake County	Total
Residential Displacements	68 - 66 ²	15	81 - 83 ²	7	15	22	8	0	4	12
Non-ag. Business Displacements	9	1	10	8	1	9	8	0	1	9
Ag. Business Displacements	1	0	1	1	0	1	2	0	0	2

¹ The range provided accounts for the range in impacts associated with the three design concepts.

² Design Concept 1 would result in the highest number of impacts.

potentially displace nine non-agricultural businesses and one agricultural business in Will County. Four of the non-agricultural businesses are located in an industrial area east of Channahon, Illinois, in the vicinity of the proposed I-55 interchange. The remaining non-agricultural businesses are dispersed throughout the county.

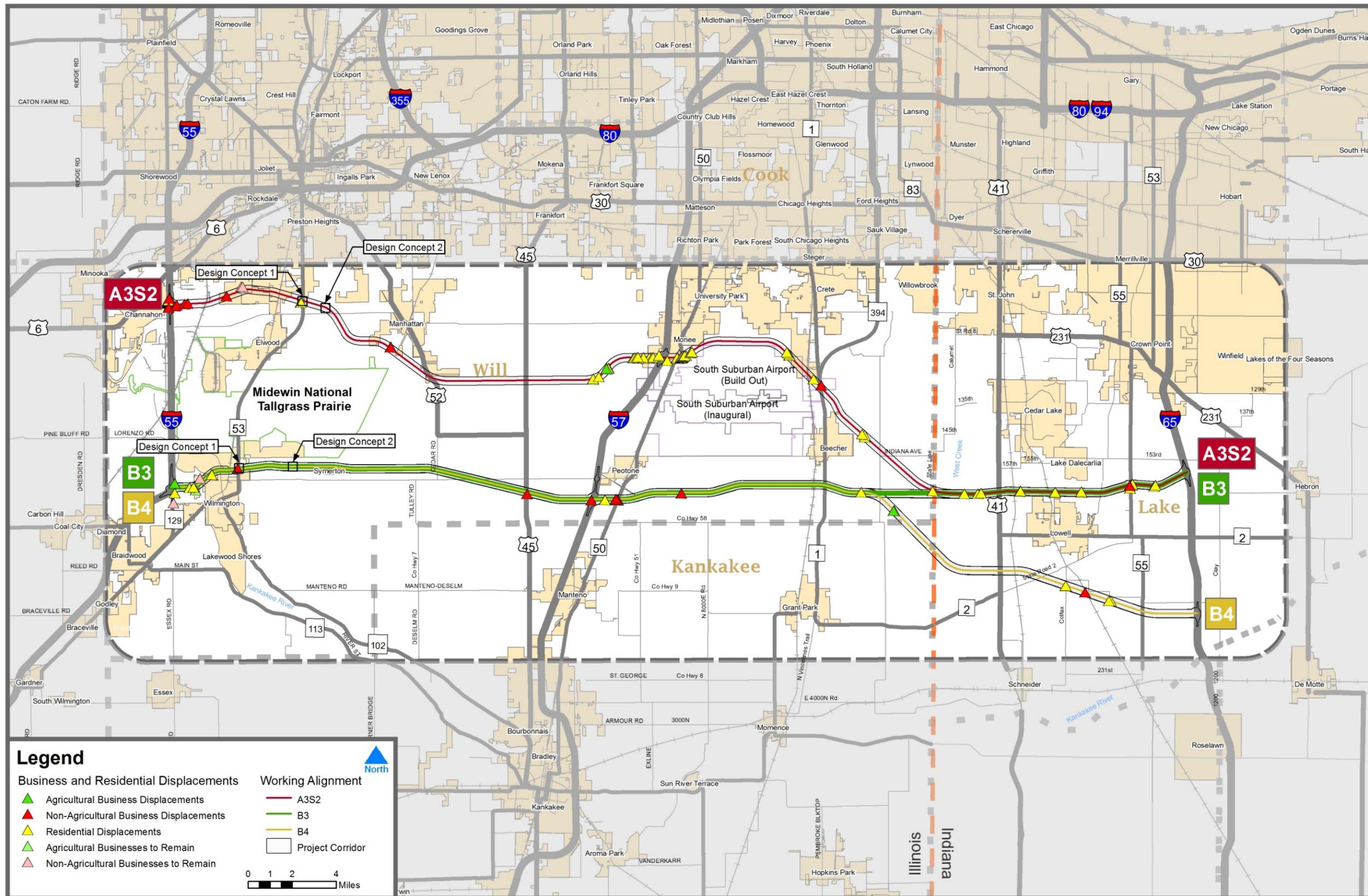
In Lake County, the working alignment impacts within Corridor A3S2 would potentially displace 15 residential properties primarily located in the area between the Cedar Lake/Lake Dalecarlia and Lowell, Indiana. The working alignment within this corridor would also potentially displace one Lake County non-agricultural business, located at the intersection of Corridor A3S2 and SR 55.

Working Alignment within Corridor B3 Displacement Impacts

The working alignment within Corridor B3 would result in seven potential residential displacements in Will County. These potential displacements would be spread throughout Will County, but there would be concentrations of potentially impacted residences in Wilmington, Illinois, and in the rural area between Wilmington and Peotone, Illinois. The working alignment within Corridor B3 would also potentially displace eight non-agricultural businesses in Will County, which are primarily concentrated in the areas surrounding the intersection between the working alignment and I-57. In addition, the working alignment within Corridor B3 would also displace one agricultural business in Will County.

In Lake County, there would be 15 potential residential displacements associated with the working alignment within Corridor B3 and one potential non-agricultural business displacement. As the working alignments within Corridors A3S2 and B3 generally share a common alignment in Lake County, potential impacts from the working alignment within Corridor B3 would be the same as the Lake County impacts described for the working alignment within Corridor A3S2 above.

Figure 3-14. Business and Residential Displacements



Data Source: Digitized by Illiana Project Team, September 2011.

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Working Alignment within Corridor B4 Displacement Impacts

There would be a total of nine potential residential displacements as a result of the working alignment within Corridor B4 in Will County. There would also be a total of eight potential non-agricultural business displacements associated with the working alignment within Corridor B4 in Will County. Since the working alignments within Corridors B3 and B4 generally share a common alignment throughout Will County, potential impacts from the working alignment within Corridor B4 would be the same as the Will County impacts described for the working alignment within Corridor B3 above. There is one residential property that would be avoided by the working alignment within Corridor B4, just east of the point where the working alignments within Corridors B3 and B4 diverge.

In Lake County, there are four potential residential and one potential non-agricultural displacements associated with the working alignment within Corridor B4, all of which are located in the area south of Lowell. There are no anticipated residential or business impacts for the working alignment within Corridor B4 in Kankakee County.

Comparison of Displacement Impacts

With a total ranging from 81 to 83, the working alignment within Corridor A3S2 would have the most potential residential displacements. The working alignment within Corridor B4 would have the least amount of potential residential displacements, a total of seven. For the working alignments within Corridor A3S2, Design Concept 1 would have the highest potential residential and business displacement impacts. Potential residential and business displacement impacts for the working alignment within Corridors B3 and B4 are the same regardless of the design concept.

The working alignment within Corridor A3S2 would also have the most potential non-agricultural business displacements with a total of 10, while the working alignment within Corridors B3 and B4 would each have a total of nine non-agricultural business displacements.

3.2.8.2 Methodology

GIS data, aerial photography, and field verification was used to quantify the number of homes and businesses potentially displaced or requiring relocation for each working alignment. The displacement impact analysis was based on a 400-foot working alignment within the 2,000-foot corridor for each corridor. Properties within the working alignment were considered as potential displacement impacts or candidates for relocation. Potential impacts were counted under the following categories: residential, agricultural business, and non-agricultural business. These categories are defined as follows:

Residential impacts were defined as potential displacement of a house or garage on a parcel that does not include any farm outbuildings (i.e., farm outbuildings would make it a farmstead. Refer to Section 3.3 for a discussion on farmstead impacts). For single-family residences, each parcel was counted as one impact, regardless of the number of buildings. For multi-family residences, the number of residential units determined the impact count.

Agricultural business impacts were defined as potential displacements of one or more buildings on a parcel that includes agricultural related businesses but does not include a home. This may include businesses that support farm operations such as seed supply, etc. The impact was based on the number of separate business entities impacted within the building or buildings. Non-agricultural business impacts were defined as potential displacements of any building used by a business not classified as agricultural businesses. An impact was counted for each business entity impacted with the building or buildings.

In order to avoid impacts to buildings such as homes, garages, business, and farm buildings, further refinement of the working alignments may be evaluated as part of the Tier Two NEPA studies.

3.2.8.3 Relocation Mitigation

Specific relocation impacts will be fully evaluated in the Tier Two NEPA studies. Relocation assistance and compensation will be provided to any displaced residence or business in accordance with applicable state and federal regulations and guidelines. The Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Relocation Act) (Title 42 US Code (U.S.C.) Sections 4601-4655), as amended, applies to all federal or federally assisted activities that involve the acquisition of real property or the displacement of residences or businesses. Just compensation will be provided for each property acquired for project right-of-way. Just compensation is monetary payment most often equivalent to the “fair market” value of the property. Fair market value is the highest price estimated in terms of money that the property will bring, if exposed to sale on the open market, with a reasonable time allowed to find a buyer, buying with the knowledge of all of the uses to which it is adapted, and for which it is capable of being used. Mitigation of relocation impacts or displaced structures will be in the form of financial remuneration or compensation for property loss and relocation expenses, as outlined in the Uniform Relocation Act.

Finding replacement housing and commercial space is part of the relocation assistance process. Comparable replacement properties would need to be found that are of similar square footage to those being displaced and considered decent, safe, and sanitary per the Uniform Relocation Act. The Tier Two NEPA studies will evaluate the amount of available housing and vacant commercial space on the market for each community where displacements would occur using information from real estate websites and resources.

3.2.9 Businesses to Remain

The focus of this section is an assessment of the potential impact of the proposed project on businesses located within a working alignment, but not displaced.

3.2.9.1 Existing Conditions/Impacts

Figure 3-14 illustrates the businesses within the vicinity of each corridor that are anticipated to remain. There are a total of five non-agricultural businesses within

Corridor A3S2 but outside of the corridor's working alignment, and therefore would likely not be relocated. Each of these businesses are located in Will County and are primarily concentrated on the north side of Elwood, Illinois. In addition, Corridor A3S2 would cross the southern boundary of the proposed Crete Intermodal Facility near Goodenow Road, west of IL-1.

There are a total of two non-agricultural businesses and one agricultural business within the concurrent section of Corridors B3 and B4 but outside of the working alignment. These businesses would likely not be relocated. Each business is located in Will County, with concentrations along the north side of Wilmington, Illinois, in Symerton, Illinois, and along US 45. Since Corridors B3 and B4 share a common working alignment throughout much of Will County, these impacts would be the same for each corridor.

While specific project impacts will be evaluated as part of the Tier Two NEPA studies, potential direct impacts to these properties may include changes in accessibility as the local and regional transportation systems are modified in order to accommodate the proposed project. This could include changes in the local roadway network to provide interchange access to the new facility and realignment and/or closure of some local roadway connections, among others. In addition, the new transportation corridor itself may create a barrier that could impact access to these businesses. The proposed project may also enhance movement to and from these properties, resulting from the diversion of vehicles from lower functional classification facilities (i.e., local and collector roads) onto higher functional classification facilities (i.e., arterials). Movement to these properties may also be enhanced by the construction of frontage roads and by the addition or improvement of access points to and from higher functional classification facilities (e.g., removing truck traffic from through town routes and providing improved highway access).

3.2.9.2 Methodology

GIS data and aerial photography were used to quantify the number of potentially impacted businesses that would remain in place. Generally, businesses outside the working alignment, but within a corridor were considered to be potentially impacted by the proposed project. The businesses would be able to remain because the property they occupy would not be directly impacted (i.e., would not be crossed by the working alignment). The exact nature of the impacts to these businesses will be determined in the Tier Two NEPA studies.

3.2.9.3 Mitigation for Businesses to Remain

To mitigate potential impacts to these businesses, changes in the local roadway network resulting from the proposed project will be considered to ensure that adequate accessibility to these properties is maintained. The specific design and location of site specific improvements will be addressed in the Tier Two NEPA studies.

3.2.10 Local Planning

This section describes the potential impacts of the proposed project on local planning and land use. The focus of this analysis is land use plan compatibility, including the type of development and extent of development expected to occur as well as the

compatibility of growth induced with land use plan goals and objectives. Figure 3-15 illustrates the combined land use plans for each of the municipalities within the Study Area.

3.2.10.1 Existing Conditions of Local Planning Efforts

Will County and Lake County maintain land use plans that guide development at the county level. Nine communities in Will County (Channahon, Joliet, Elwood, Manhattan, Monee, Crete, Wilmington, Peotone, and Beecher) and two of the three communities in Lake County (Lowell and Cedar Lake) maintain plans at the local level. The plans developed by each community establish planning objectives and future land use goals.

County plans establish broader planning objectives and future land use goals, while municipal plans include more specific land use details. Municipal plans, in some cases, also include a 1.5 or 2.0 mile planning area outside corporate boundaries.

Figure 3-15 illustrates the existing land uses for Will, Kankakee, and Lake counties. Refer to Figure 3-10 for a map showing the county and municipal boundaries as well as general areas where development plans exist, as identified in long range planning documents and land use plans for each community.

County Level Planning Efforts

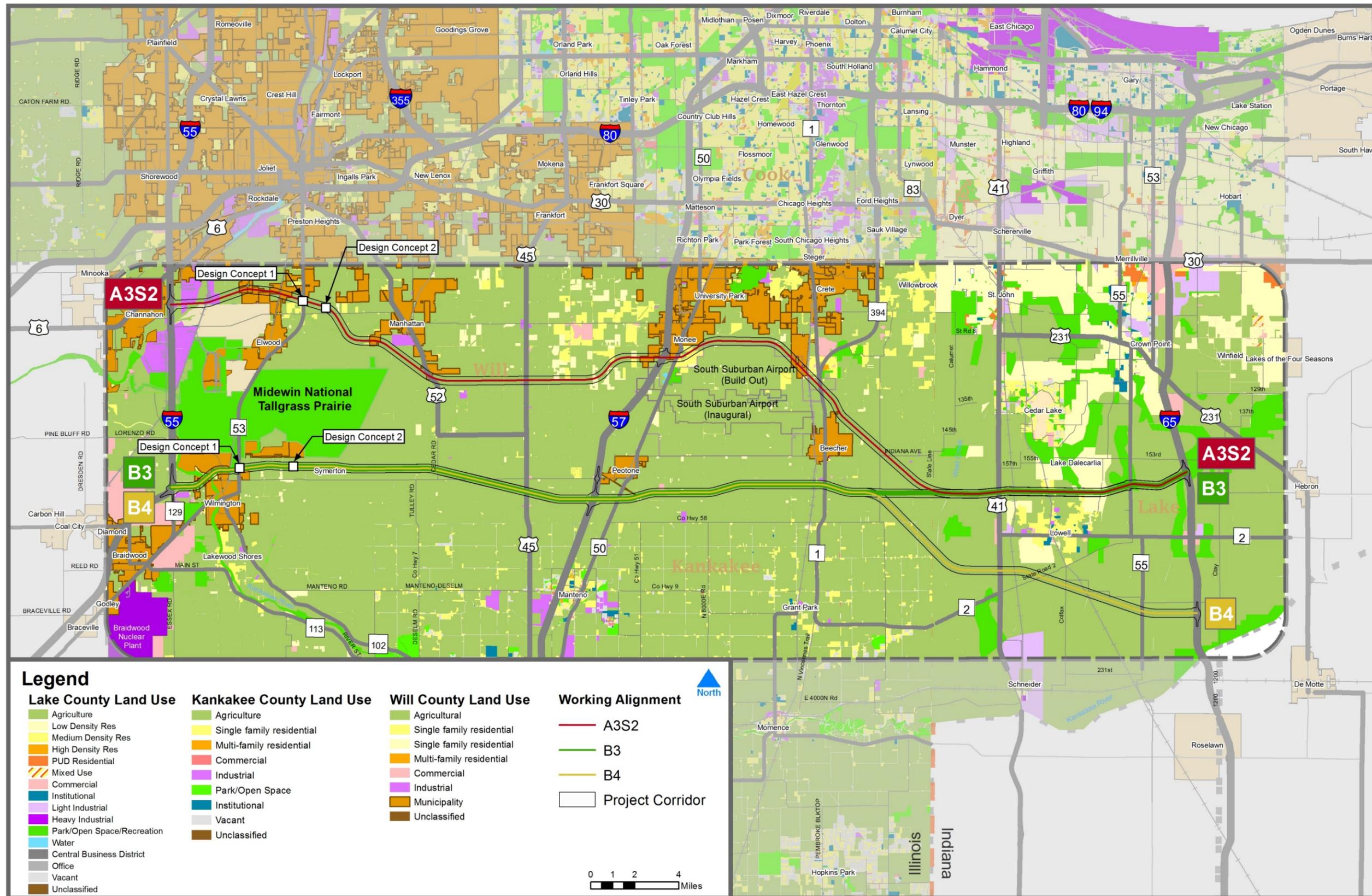
Will County

On April 18, 2002, the County Board approved a Land Resource Management Plan (LRMP), and on January 20, 2011, revisions to the Plan included adopting a new section - the Airport Environs Element. Will County's LRMP consists of four parts, including:

- **Policy Gateway**, which contains guiding principles, goals, and strategies, an assessment of current conditions (including references to the *Transportation Plan* and the *Historic Preservation Plan*), and an implementation plan;
- The **Forms & Concepts Handbook**, which is used to guide appropriate future development;
- **Open Space Element**, which lays out concepts for the provision of a countywide open space network; and
- The **Airport Environs Element**, which establishes basic land use and design criteria if the proposed SSA comes to fruition.

The *Policy Gateway* provides the general framework for Will County planning concepts. The county recognizes the area will continue to grow at a rapid rate while at the same time recognizing site-specific land use decisions are the responsibility of the individual jurisdictions. Through the development of the plan, five community planning themes were established including growth and community character, intergovernmental cooperation, open space for environmental preservation, farming and agriculture, and infrastructure. Each of these themes will be balanced to develop the necessary plans for "quality growth."

Figure 3-15. Existing Land Use



Data Source: Transportation System Report, Illiana Corridor. January 10, 2012.

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The 2030 *Transportation Framework Plan* was adopted by the Will County Board on April 16, 2009. This document presents the latest renewal of the Will County Transportation Plan. The Illiana Corridor is listed as a potential project, but without a jurisdictional entity, and is indicated to potentially follow the alignment of Hoff Road (near Elwood, Illinois). The most recent document of the LRMP, the *Airport Environs Element* (Will County, 2011) identifies the need for access to the Interstate System for both the airport and the resultant development. The Illiana Corridor is identified as a general corridor both north and south of the airport.

The Will County LRMP Form Map (approved 2002) envisions the area of Corridor B3 and B4 as a designated “rural” area. The area of Corridor A3S2 between I-55 and US 52 and between Monee and Crete, Illinois, is generally designated as “suburban communities.” The remainder of Corridor A3S2 is designated “rural” area. Four “Projects of Regional Impact” are shown: (1) the existing CenterPoint Intermodal Center at the west end of the Midewin National Tallgrass Prairie; (2) the proposed Ridgeport Logistic Center at the southern end of the Midewin National Tallgrass Prairie between Wilmington and Symerton, Illinois; (3) the SSA between Peotone and Beecher, Illinois; and (4) the proposed Crete Intermodal Center between Crete and Monee, Illinois, northeast of the SSA. The Airport Environs Element identified eight possible locations for “Development Nodes of Office & Hospitality or Industrial and Distribution” surrounding the SSA. Along Corridors B3 and B4, there are two south of Peotone near I-57 and IL-50 and one south of Beecher near IL-1. Along Corridor A3S2, there is one located at I-57 in Monee, and two located north of Beecher along IL-1.

Based on the current Will County zoning information, the majority of land within unincorporated Will County is zoned as agricultural district (A-1).

Kankakee County

Although Corridor B4 crosses the northeast corner of Kankakee County, there would be no impacted communities and no anticipated land use impacts within this county. As such, Kankakee County is excluded from the local planning discussion.

Lake County

Based on the Lake County Planning Commission Zoning Map, *Development Target Areas* (Office of the Lake County Surveyor, November 2000), the working alignments generally cross areas identified as agricultural or residential. The areas along streams and waterways are identified as conservation areas.

The NIRPC’s 2040 Comprehensive Plan has strong consensus and agreement in its vision for the future, that growth and development take place within and around existing communities. There is a strong consensus that no new municipal centers (i.e., downtown areas) be introduced into the area. According to the plan, Crown Point is designated as an economic center, while the other communities identified above are designated “Livable Centers.” As such, future growth is to be located as close to the centers as possible in an attempt to stop suburban sprawl into Central and South Lake County.

Municipal Level Planning Efforts

City of Channahon, Illinois

The Channahon Comprehensive Land Use Plan (December 1, 2008) was completed with the purpose of providing a long term outlook of growth and development, and to establish a consensus on objectives, priorities, and the overall vision for the City. The Illiana Corridor is not referenced in the Channahon Comprehensive Land Use Plan. Future projects referenced in the plan include the Prairie Parkway and Prairie Parkway Interchange with I-80 north of the Channahon planning area, and the Brisbin Road Interchange with I-80 along the northeast edge of the Channahon planning area.

In the northeast quadrant of the existing I-55/Bluff Road interchange, the Corridor A3S2 crosses two Business Park/Light Industrial land use parcels at the eastern edge of the planning area identified in the Channahon Comprehensive Land Use Plan. Land uses immediately adjacent to Corridor A3S2 and identified in the plan include additional Business Park/Light Industrial, Residential, and Commercial.

City of Joliet, Illinois

The City of Joliet South Side Comprehensive Plan (June 2006) identifies southern Joliet as primarily rural single-family residential, although several large-scale industrial, commercial, and recreational developments have exerted pressure on the south side of Joliet. The South Side Comprehensive Plan addressed the need for comprehensive planning in the area, which remains largely zoned as agricultural. The Illiana Corridor is not referenced in this plan.

Corridor A3S2 crosses approximately 2.75 miles of the southern edge of the Joliet South Side planning area. Existing land use is largely agricultural through this corridor.

Village of Elwood, Illinois

Corridor A3S2 clips the north central portion of the planning area of Elwood. The Village of Elwood Comprehensive Plan (October 2008) shows this area as Industrial on both the existing and proposed land use maps. The proposed land use map shows a proposed interchange in the southeast portion of the Elwood planning area north of Blodgett Road and I-55. No proposed roads or interchanges are shown within Corridor A3S2.

Village of Manhattan, Illinois

The Village of Manhattan 2008 *Comprehensive Plan* acknowledged the Village's slow and modest growth since its incorporation was beginning to change because of rapid housing growth in the neighboring communities of New Lenox, Joliet, and Frankfort, Illinois. Similar dramatic growth is projected for Manhattan. The plan includes a 70 square mile planning area extending from the boundary with New Lenox to the north and the Kankakee County line to the south.

The Illiana Corridor is identified along northern and southern alignments that cross east-west within the Manhattan planning area. The northern alignment is immediately south of existing development in Manhattan, along Hoff Road/Pauling Road and across

the entire Manhattan planning area. The southern alignment is along Wilmington-Peotone Road south of the proposed Peotone Airport.

Corridor A3S2 is also shown across the entire Manhattan planning area, and appears to more closely follow the Hoff Road/Pauling Road alignment. Corridor A3S2 appears to cross over the southern half of Keating Estates, a proposed residential development identified in the comprehensive plan. Keating Estates is described as a 239-acre development with 456 single family units and 169 multifamily units. All 625 units are approved. The 2008 plan describes the approximate development time frame for Keating Estates at 6-plus years.

Village of Monee, Illinois

While the Village of Monee does have a Comprehensive Plan (2009), the document was not readily available for review at the time this document was prepared, and the Village has not responded to the project team's requests for information, to date.

Village of University Park, Illinois

The Village of University Park *Comprehensive Plan* (May 2007) was completed as an official policy guide for current and future physical improvements and development. The plan recognizes that limited existing access to I-57 hinders future growth and that strengthening the transportation/land use connection within University Park is critical to the continued growth and development.

The plan recognizes the Illiana Corridor as a planned roadway that would provide an east-west connection linking eastern Illinois to northwest Indiana. The plan projects that the planned development of the SSA will likely require the Illiana Corridor to be constructed south of the University Park planning area. The plan acknowledges the addition of an east-west regional highway would increase access to the south suburban area and that it would benefit University Park. The *University Park Transit-Oriented Development Study* (September 2002) does not show the Illiana Corridor specifically within University Park's planning area; however, it does mention the potential of the Illiana Corridor to further potential for development in University Park.

Corridor A3S2 is approximately 0.15 mile south of the current corporate limits of University Park and does cross within the planning boundary.

Village of Crete, Illinois

The Village of Crete Comprehensive Plan (January 1997) was completed in response to the proposed SSA. The Plan provides a comprehensive framework to prepare for future changes and provides the ability to plan and implement a balance between the preservation of the natural environment and growth of the built environment on current and future annexed land.

The comprehensive plan's 2007 South Sector Comprehensive Plan Amendment includes a Future Land Use Plan showing the Illiana Corridor south of Corridor A3S2. Corridor A3S2 appears to impact industrial, research business light industrial, highway oriented

commercial, agriculture, and a small amount of residential land uses identified on the Future Land Use Plan.

City of Wilmington, Illinois

The City of Wilmington *Comprehensive Plan* (September 16, 2008) represents the City's vision for future growth and development. Agricultural zoning is the most prominent land use followed by industrial and residential zoning. Future annexation of additional industrial areas may eventually change that balance. Corridors B3 and B4 run concurrently over the same alignment for the majority of the Study Area within Will County before separating near the state line. Corridor B3 continues mainly due east north of Lowell to I-65 in Lake County. Corridor B4 passes to the southeast, south of Lowell to I-65. The concurrent section of Corridors B3 and B4 generally follows the Commonwealth Edison (ComEd) utility corridor that is along areas designated agricultural/rural residential. The concurrent section of Corridors B3 and B4 crosses through or near two residential single-family areas.

Along the concurrent section of Corridors B3 and B4, the proposed land uses identified within the planning boundary include standard residential land use between I-55 and the Kankakee River. East of the river, the areas north of the concurrent section of Corridors B3 and B4 includes a mix of open space, commercial, and research/light industrial. South of the concurrent Corridors B3 and B4 is the utility corridor, which is designated as open space, beyond which is standard residential land use.

Transportation planning includes long term development and upgrade of the following major thoroughfares:

- IL-53
- IL-102
- IL-129
- Wilmington-Peotone Road
- Arsenal Road
- Lorenzo Road
- New River Road
- Old Chicago Road

The Illiana Corridor is not specifically identified in the transportation planning, but the City of Wilmington believes the "Illiana is a compelling and desirable alternative that addresses many of its short term and long range transportation goals" (City of Wilmington Context Audit, June 2011). There are two major developments currently planned or under development with the City, including the Ridgeport Logistics Center (west of I-55) and the redevelopment of the Joliet Arsenal by the Joliet Arsenal Development Authority (JADA) and Prologis (north of Arsenal Road and east of IL-53).

Village of Peotone, Illinois

The Village of Peotone *Comprehensive Plan* (2007) is a guide for the development of the Village for the next 5 to 10 years. Guidelines are presented for both residential and commercial developments in order to maintain the Village's residential and historic character. The southern municipal boundary is generally Wilmington-Peotone Road with

the exception of a few areas on the south side of Wilmington-Peotone Road just east of I-57. These areas are zoned for auto-oriented and service business district, and residential.

The Village of Peotone's planning area extends south to the Will-Kankakee county line. The concurrent section of Corridors B3 and B4 crosses through the southern portion of this planning area. The comprehensive land use map for this area shows residential development ranging from low to medium density. The Illiana Corridor is not identified in the comprehensive plan, but the Village of Peotone acknowledged as part of the Context Audit that the comprehensive plan was updated in 2009 to account for the transportation improvements south of Peotone.

Village of Beecher, Illinois

The Village of Beecher *Comprehensive Land-Use Plan* (April 26, 2005) establishes the vision of what the community wants to become and how it wants to grow in light of the pressures created by the expansion of the Chicago suburbs and the proposed SSA. The transportation plan is a part of the overall comprehensive plan and identifies two proposed facilities, the Beecher By-Pass and the Illiana Corridor. The Beecher By-Pass is identified in the comprehensive plan as being an IL-1 bypass on the west side of the Village, along Ashland Avenue. The bypass would rejoin IL-1 near the Will-Kankakee county line.

The Village of Beecher planning area extends south to approximately Kentucky Road. The concurrent section of Corridors B3 and B4 crosses through the planning area between Corning Road and Kentucky Road. The Land Use Plan map identifies this area as agricultural with the exception of a single-family residential area on either side of Dixie Highway.

The Illiana Corridor is not identified on the land use map; however, the Village of Beecher acknowledged support of the project as part of the Community Context Audit. The Village intends to update the *Comprehensive Land-Use Plan* once the location of the Illiana Corridor has been identified. Additionally, it was identified in the audit that the Illiana Crossroads Business Park and a senior independent living complex are planned for the northwest side of Beecher near Church Street.

Town of Lowell, Indiana

The Town of Lowell *Comprehensive Plan* (March 2007) was prepared to guide the Town's growth and development. One of the biggest issues identified is the traffic congestion on SR 2 due to the truck traffic. This is the only east-west thoroughfare in "South County." The Illiana Corridor is identified as a potential east-west route to alleviate the traffic, but it is not expected to occur in the near future.

The Town of Lowell zoning extends north to approximately 171st Street and is generally residential north of town. The planning area extends north to approximately 159th Street. Corridor B3 is north of the town limits but within the planning area. The land use is agricultural and residential in the area of Corridor B3. Agricultural and residential land uses account for over 90 percent of the planning area within Corridor

B3. Corridor B4 passes approximately 0.6 miles south of Lowell's southern planning area. The Town of Lowell has identified the intersection of US 41 and SR 2 as an economic development area. The area would be targeted as a business/industrial park.

Town of Cedar Lake, Indiana

The Town of Cedar Lake *Comprehensive Plan* (2007) planning area extends south to 165th Street, while the municipal boundary is approximately 149th Street. The growth in Cedar Lake is mostly due to residential development. This has created a need for additional commercial areas. The predominant land use is agriculture with open space and some residential development on the south side of town.

The Illiana Corridor is identified in the comprehensive plan as following along 165th Street and then turning north to cross US 41 north of 151st Street. In the Plan, the area around the Illiana Corridor is proposed as light industrial, commercial, and office/employment areas. There is some high density and low density residential areas outside those areas. The only developments that the town has identified are residential developments. The Town of Cedar Lake acknowledged in the Community Context Audit that the plan would need to be amended once the Illiana Corridor preferred working alignment(s) has been determined.

Midewin National Tallgrass Prairie

In addition to the municipal level planning efforts described above, the Midewin National Tallgrass Prairie is also a local planning stakeholder. The US Department of Agriculture (USDA) has undertaken planning efforts for the area that outlines a vision for a major regional destination attracting over one million visitors per year.

While none of the corridors considered would cross the boundaries of the Midewin National Tallgrass Prairie, Corridors B3 and B4 pass along its southern boundary. This has the potential to interfere with accessibility between the Midewin National Tallgrass Prairie and the adjacent communities, and could conflict with the local planning efforts for the area, including the concept of non-motorized access between the Midewin National Tallgrass Prairie and Wilmington. Efforts will be made to avoid or minimize the potential impacts posed by the proposed project.

3.2.10.2 Methodology

The assessment of land use impacts included a review of regional plans, county, and local community land use plans, public service districts, school districts, and interviews with local city or regional planners. This assessment included an evaluation of the direct impacts related to each of the working alignments, including compatibility with local planning initiatives. Please see Section 3.19 for a discussion on induced and indirect land use impacts.

3.2.10.3 Land Use Impacts

Compatibility with local land use plans will vary by corridor and by jurisdiction. Overall, the existing community plans complement the proposed Illiana Corridor. Most communities have not specifically included the proposed transportation improvements in their local planning efforts with the exception of Manhattan, Illinois, and Cedar Lake,

Indiana. Most communities intend to incorporate the proposed project in their plans as it becomes more defined, as indicated by their responses in the context audit completed as part of the stakeholder involvement process for the project.

3.2.10.4 Land Use Mitigation

The design aspects of the final improvements would require consideration of the needs of the various communities within the Study Area since the proposed project would directly impact land use and development trends in these communities. Land use plans and other relevant local planning efforts for the impacted communities would need to be updated or amended to reflect the ultimate location of the proposed project. Plans for the areas adjacent to the proposed project should be revised to ensure uses that are compatible with a future transportation corridor. The specific design of any improvements will be evaluated as part of the Tier Two NEPA studies.

A commitment was made by IDOT and INDOT to federal environmental resource agencies for facilitation of land use coordination within the overall corridor width (nominally 2,000 feet) with the various regional and local jurisdictions. This land use coordination effort will be conducted during the Tier Two NEPA studies and beyond, dependent on the states' continuing support of the Illiana Corridor project, and will consider regional as well as county and local-level land use perspectives. The scope and details of the IDOT/INDOT facilitation will be finalized early in the Tier Two process.

3.2.11 Transportation Facilities

The transportation infrastructure within the Illiana Corridor Study Area consists of highways, freight facilities, airports, public transportation, intercity passenger, and non-motorized (pedestrian, bicycle, etc.) facilities. This section describes the roadway, transit, freight, bicycle, and pedestrian systems in the Study Area.

3.2.11.1 Existing Conditions

Roadways

The road network in the Study Area is shown on Figure 3-16. The system includes facilities with different functional classifications to accommodate a variety of trip types in a manner consistent with historical travel patterns.

The roadway functional classification system provides the foundation for highway planning, and the framework for determining the geometric design of individual roadways. Within a transportation system, the different functional classifications create a hierarchy of facilities designed to serve a range of travel demands from the local trip that is generally slower, shorter, and higher accessibility to the longer trip that is generally higher speed, longer distance, and with fewer access options.

The hierarchy of the functional classification systems for rural and urban areas generally consists of principal arterials, minor arterials, collectors, followed by local roads and streets, as depicted in Table 3-33 and described below.

Figure 3-16. Study Area Roadway Functional Classifications

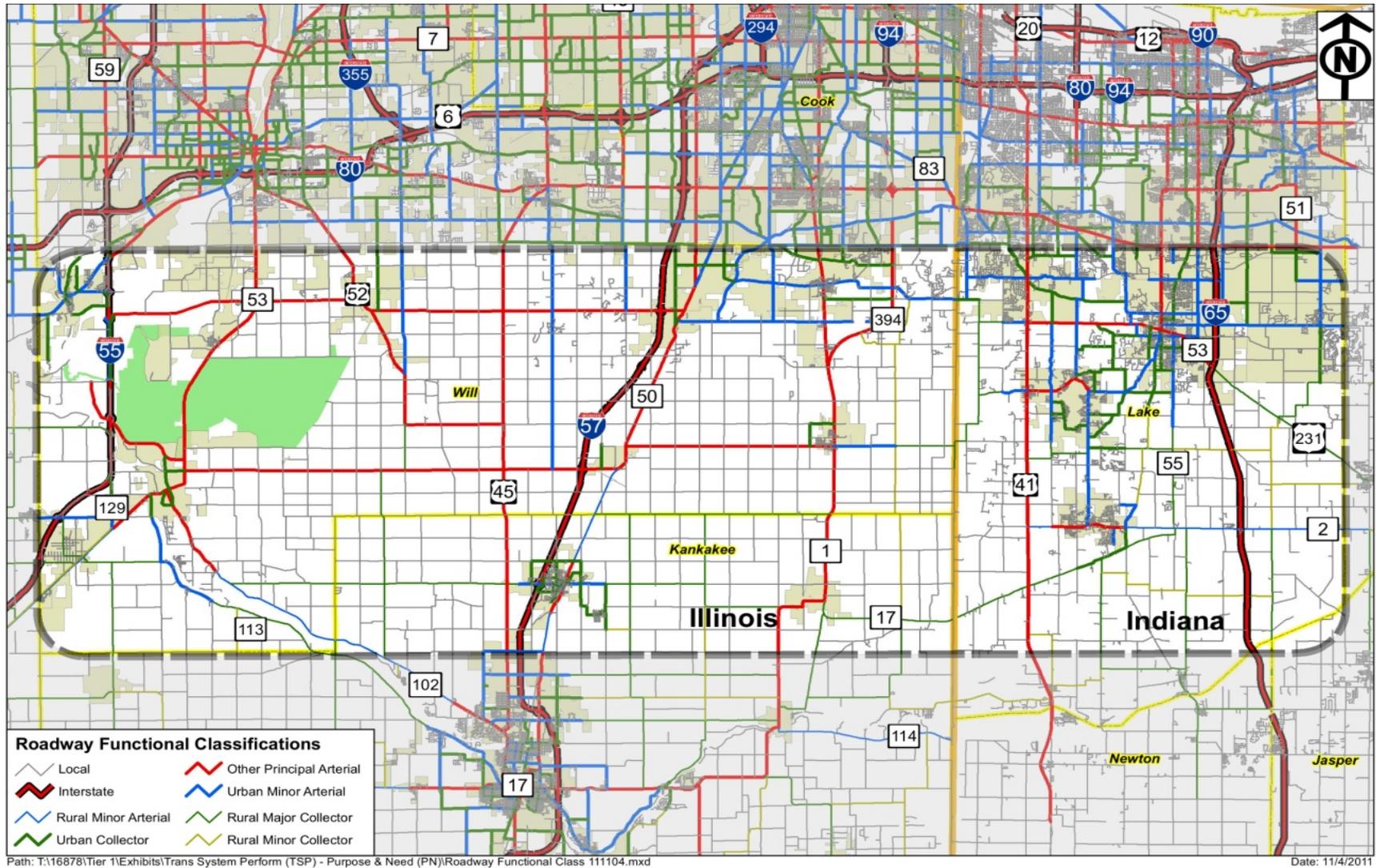


Table 3-33. Functional Classification System

Rural	Urban
Principal Arterial System	Principal Arterial System
• Interstates	• Interstates
• Other Principal Arterials – Rural	• Non-Interstate Freeways and Expressways
	• Other Principal Arterials-Urban
Rural Minor Arterials	Urban Minor Arterials
Collector Roads	Collector Streets
• Rural Major Collectors	• Urban Collectors
• Rural Minor Collectors	
Local Roads	Local Streets

More than 72 percent of streets and highways within the Study Area are rural. They consist of state, county, township, and local roads. The existing Study Area road system covers approximately 3,300 miles. The functional classification of Study Area roads is depicted in Figure 3-16. Table 3-34 summarizes the lane miles by functional classification for the Study Area categorized by general direction: north-south and east-west. The Study Area contains 210 miles of Interstate and 365 miles of principal arterials. However, approximately 62 percent of roadways (2,093 miles) are local or municipal streets.

Table 3-34. Study Area Lane Miles by Functional Class and Direction

Functional Classification	North-South	East-West	Percentage of Total
Interstate	210	0	6.2%
Other Principal Arterial	224	141	10.9%
Minor Arterial (Urban)	76	123	5.9%
Minor Arterial (Rural)	33	24	1.7%
Collector (Urban)	54	100	4.6%
Major Collector (Rural)	66	129	5.8%
Minor Collector (Rural)	52	39	2.7%
Local Road	1,203	890	62.2%
Total	1,918	1,446	

There are no east-west Interstates in the Study Area. Further, no east-west Interstate routes are available between I-80/94 and I-74, a distance of approximately 100 miles. In addition, there are approximately 140 east-west lane miles of other principal arterials in the Study Area.

In contrast, the north-south direction has a more balanced functional classification, which is more desirable to serve the multitude of trip types in the Study Area. There are 210 lane miles of Interstates in the north-south direction in the Study Area and 224 lane miles of other principal arterials in the north-south direction for a Study Area that is approximately 20 miles wide in the north-south direction.

Freight Facilities

Freight transportation facilities are critical to the economic growth of the Chicago area, including Northwest Indiana. In the Chicago Region, trucks carry about 1.5 billion tons of freight annually and rail carries 631 million tons.⁴

Trucks

The Surface Transportation Assistance Act (STAA) of 1982 resulted in the designation of a national network of highways to allow the passage of trucks of specified minimum dimensions and weight. The objective was to promote uniformity throughout the nation for legal truck sizes and weights on a National Truck Network.

The network includes all Interstate highways, designated as Class I truck routes, and large portions of the Federal-aid primary system, portions designated as Class II truck routes. Class I Highways are the Interstates and other four-lane, divided highways that are fully access controlled. Class II Highways are typically those routes with at least 11-foot wide lanes and no history of abnormal accidents. Both Classes I and II Highways can legally carry 80,000 pound maximum gross weight and the wider 102-inch vehicle.

Within the Study Area, Class I truck routes include all of the Interstates (I-55, I-57 and I-65). In general, the Class II truck routes include all or portions of the other US and state marked routes.

Class III Highways are typically two-lane highways, such as Wilmington-Peotone Road or Manhattan-Monee Road. This class can also carry the 80,000 pound load, but the width of vehicle is restricted to a maximum of 96-inches, the same as allowed on most state and local designated truck route systems.

Freight - Intermodal Facilities

Four intermodal sites exist or are planned within the Study Area. These include the following:

- CenterPoint Intermodal Center – Elwood, Illinois, is an existing facility that encompasses 2,500 acres of the former Joliet Arsenal and is projected to create approximately 8,000 new jobs and increase property tax revenue by as much as \$27 million per year. The intermodal and associated industrial business park has the capacity for up to 12 million square feet of industrial and distribution facilities.

⁴ CMAP website, <http://www.cmap.illinois.gov/2040/freight-system>.

- CenterPoint (Global IV) Intermodal Center - Joliet, Illinois, is an existing integrated logistics center and inland port on 3,600 acres. The site will also feature up to 20 million square feet of industrial facilities as well as container/equipment management yards and is projected to generate more than 14,000 new jobs.
- RidgePort Logistics Center is a proposed 14 million square foot rail-served facility located on more than 1,500 acres. The facility parallels the Burlington Northern Santa Fe Railway (BNSF) mainline running along I-55 just west of the City of Wilmington.
- The CenterPoint Intermodal Center – Crete, Illinois, is a proposed facility approximately 1,000 acres in size located along the Union Pacific Railroad (UPRR) main line within the Study Area. The facility will feature up to 300 acres for intermodal and related container/equipment management and 700 acres for an industrial park that can accommodate up to 6 million square feet of warehouse distribution centers, transloading, and/or cross-dock facilities.

Existing intermodal centers in Will County handled more container units in 2008 (3,000,000 20-foot equivalent units (TEU), or approximately 1.5 million trucks) than any comparable land-based facility, and all but three of the largest coastal ports in the US.⁵ Operations of these existing and proposed facilities are projected to account for 47,000 daily truck movements by 2040. The proposed SSA is expected to include a freight cargo facility, which will add to these numbers.

Freight - Railroads

There are five Class I freight railroads in the Study Area: CSX, BNSF, Norfolk Southern Railroad (NS), Canadian National Railroad (CN), and UPRR.⁶ These freight railroads operate on seven rail corridors in the Study Area, and are described below and depicted in Figure 3-17.

The BNSF freight line extends northwest along the western portion of the Study Area and passes under I-55 at Blodgett. It also bisects portions of the Des Plaines Dolomite Prairies Land and Water Reserve and the Grand Creek Prairie Nature Preserve. This line is a main BNSF route to the Pacific Coast, and is heavily used.

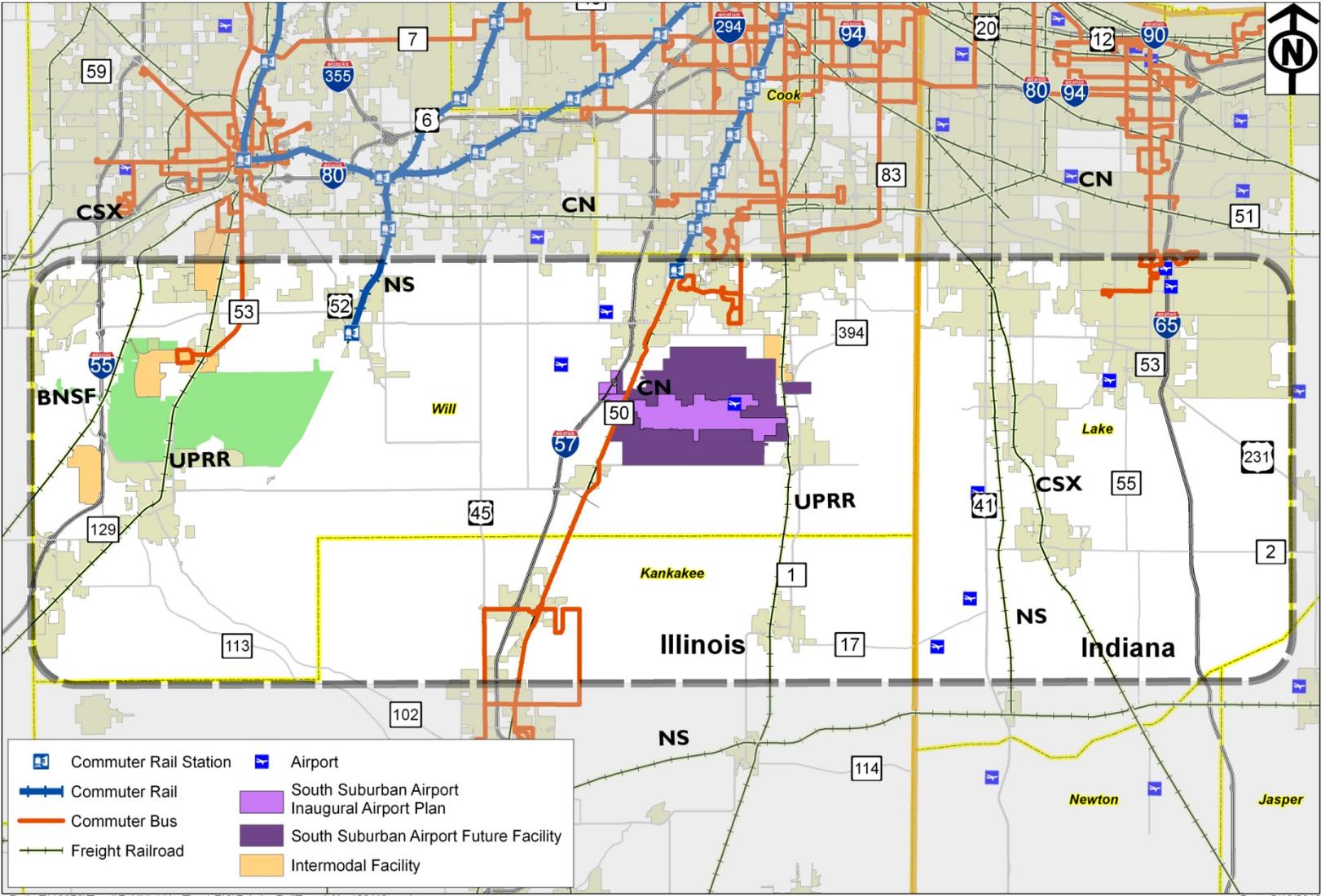
In Illinois, the CN freight line runs parallel to I-57 through University Park, Monee, Peotone, and Manteno within the Study Area. It provides access between Chicago and ports in the Gulf of Mexico and intermediate destinations.

Two UPRR rail corridors occur within the Study Area; both are in Illinois. One route occurs along the western portion of the Study Area and traverses Godley, Braidwood, Wilmington and Elwood and traverses the Midewin National Tallgrass Prairie. The second UPRR route in the Study Area travels almost due north from Momence through

⁵ "Inland Port Impact Study," Will County Center for Economic Development, September 2010.

⁶ Class I refers to railroads having annual carrier operating revenues of \$250 million or more, adjusted for inflation.

Figure 3-17. Existing Rail, Transit, and Air Facilities



Grant Park, Beecher, and Crete, roughly paralleling IL-1. This right-of-way from Yard Center in Dolton to Woodland Junction south of Wateska is jointly shared with CSX.

The CSX corridor occurs within the Indiana portion of the Study Area and generally parallels US 41 to the east. Two minor freight lines of the NS extend from the Chicago area and terminate within the Study Area or nearby. One line terminates in Manhattan, Illinois, while the other extends through Cedar Lake and Lowell in Indiana and terminates at a junction in Schneider with NS's east-west line through Kankakee, Illinois, and DeMotte, Indiana.

Public Transportation (Transit)

Public transportation in the Study Area is provided by Metra and Pace, which are operating divisions of the Regional Transportation Authority (RTA), River Valley Metro, and the Regional Bus Authority (RBA) (Figure 3-17).

Metra Commuter Rail

Metra operates 12 commuter rail lines that together carry over 300,000 customers per day in the Chicago Region. Metra offers two lines that service portions of the Study Area. The South West Service (SWS) Line provides service between Chicago and Manhattan, Illinois, generally between 6:00 AM and 11:00 PM Monday through Saturday. Service to the last two stations, including Manhattan, is limited to three trains in each direction Monday-Saturday. Metra's Electric District is an electrified commuter rail line that provides service between downtown Chicago and University Park, Illinois, 7 days a week on a nearly 24 hour basis, with frequent service during traditional rush hour patterns and less frequent service on off-peak weekday hours, holidays, and weekends.

Pace Bus Service

RTA's suburban bus division Pace provides fixed-route and express bus services between main boarding points, dial-a-ride, and paratransit service in less densely developed areas and for elderly and disabled patrons. Service is typically provided between 5:00 AM and 7:00 PM. The weekend service varies by route.

Within the Study Area Route 511 provides service between Elwood and Joliet, Illinois. In addition, Pace's dial-a-ride service provides pre-arranged trips to and from specific locations within the dial-a-ride service area to individuals deemed eligible based on local requirements, usually senior citizens and people who have a disability. This service is often provided in areas that do not meet the fixed-route service criteria.

Pace's Vanpool Incentive Program includes traditional vanpool, employer shuttle, Metra feeders, Advantage program, and non-emergency medical vanpools services. Pace also offers paratransit service that provides pre-arranged curb-to-curb service for persons with disabilities whose eligibility has been determined by regional federal certification process. Pace's Americans with Disabilities Act (ADA) paratransit services operate in suburban areas that are within 0.75-mile of Pace's regular fixed routes and during the same days and hours as the regular fixed route service. Dial-a-ride services operate

throughout Will County in the City of Joliet and in DuPage, Frankfort, Homer, Jackson, Joliet, Lockport, Plainfield, Troy Manhattan, Channahon, and Wilmington townships.

Northwest Indiana Regional Bus Authority (RBA) Service

The Northwest Indiana RBA operates fixed route service in Merrillville and Crown Point in the northern Indiana portion of the Study Area. The RBA's Brown Route serves the Lake County Government Center in Crown Point via Main Street, Tan Street, Cleveland Street, and 45th Avenue, where it connects to the RBA's Green and Red Routes. Public demand responsive service is provided in central and south Lake County by South Lake County Community Services (SLCC).

River Valley Metro

Within the Study Area, Route 9 - Manteno of the River Valley Metro Mass Transit District provides service in Manteno, Illinois. Route 9 began service in 2008 and connects to Route 10 - Bourbonnais at the Bourbonnais Transfer Center at Metro Centre. Commuter service from Metro Centre to University Park, Illinois, was implemented in 2005, with a stop added in Manteno in 2006 for the University Park Route. River Valley Metro also provides ADA service with Metro PLUS.

3.2.11.2 Intercity Passenger Transportation

Amtrak

Amtrak intercity passenger train service passes through the Study Area. The Chicago – St. Louis (Texas Eagle and Lincoln Service) Amtrak lines operates in the western portion of the Study Area with the closest Amtrak stations to the Study Area located in Dwight and Joliet, Illinois. The Chicago – Carbondale (City of New Orleans, Illini Service and Saluki) Amtrak lines operates in the central portion of the Study Area with the closest Amtrak stations to the Study Area located in Homewood and Kankakee, Illinois. The Chicago – Indianapolis (Cardinal and Hoosier State) Amtrak lines operate through the eastern portion of the Study Area with the closest Amtrak stations to the Study Area located in Dyer and Rensselaer, Indiana.

Intercity Bus

Greyhound and MegaBus are private companies operating intercity bus routes through the Study Area. Greyhound operates several routes through the Study Area from Chicago to Kankakee, Champaign, and Springfield, Illinois, and beyond, and to Indianapolis, Indiana, whose closest stops to the Study Area are in Markham and Kankakee, Illinois, and Gary, Indiana.

MegaBus operates several routes through the Study Area from Chicago to Champaign and Normal, Illinois, and to Indianapolis, Indiana.

3.2.11.3 Air Transportation

The proposed SSA is located within the Study Area east of I-57 and IL-50 and west of IL-394/1. The initial phase of airport development, known as the Inaugural Airport

Program, is designated on approximately 5,200 acres, but the Ultimate Acquisition Area is over 20,000 acres, most of which occurs in unincorporated Will County.

It is projected that the initial phase of airport operation will encompass between 360 and 3,400 flights serving between 19,600 and 169,000 passengers during the first year. Within 5 years, airport travel is anticipated to increase to 470,000-970,000 passengers.

Other general aviation airstrips exist in the Study Area. All aviation facilities are shown on Figure 3-17.

3.2.11.4 Bicycle and Pedestrian Trails

Non-motorized transportation generally includes bicycle, pedestrian, and equestrian modes of travel. The use of non-motorized transportation can be categorized as recreational, local errands/short trips, and work trips. Existing and proposed bicycle and pedestrian routes are depicted on Figure 3-18.

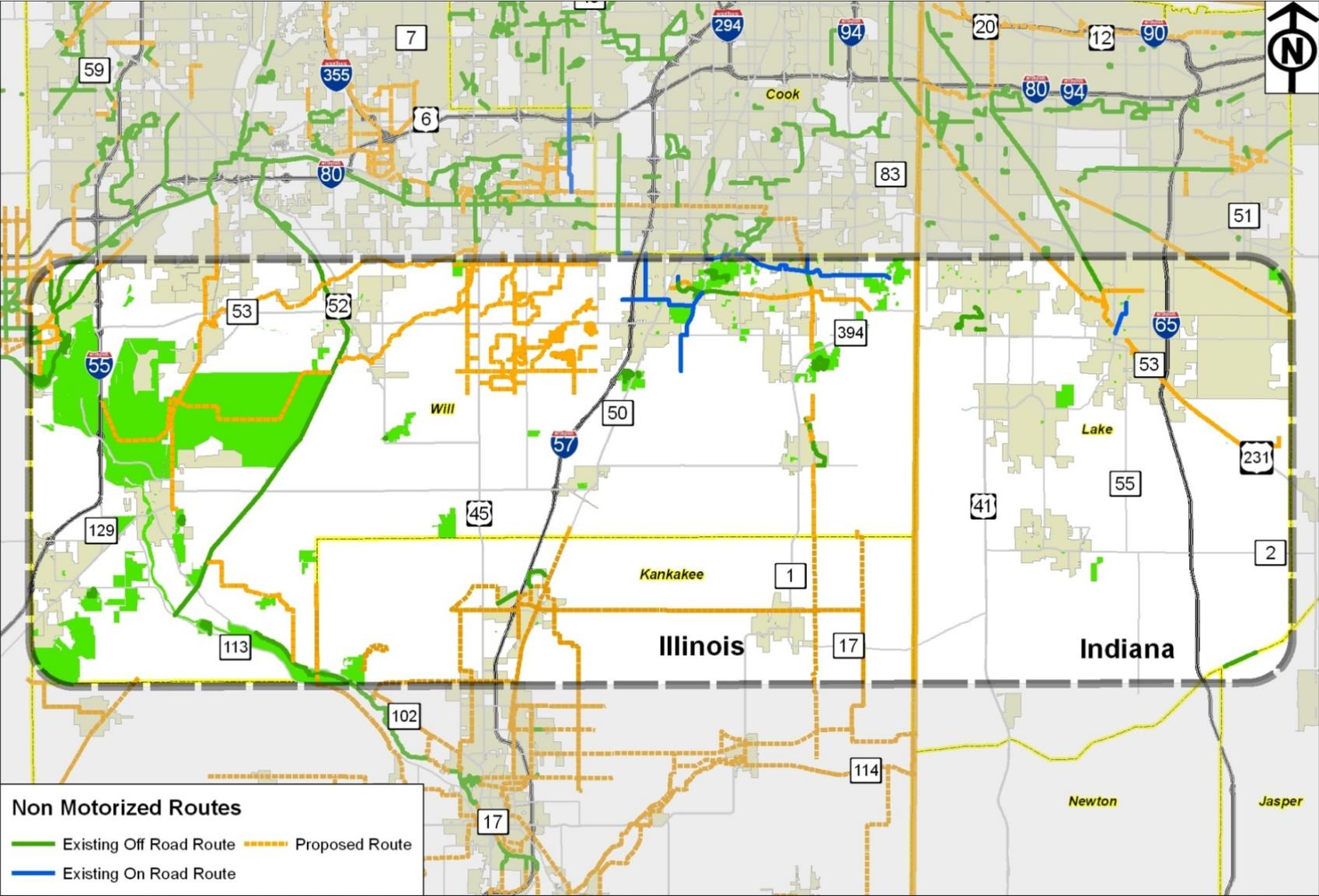
The bicycling infrastructure within the Study Area consists mainly of state, county, and local on-road bicycle accommodations. Most roadway cross-sections consist of one lane in each direction with shoulders. The implementation of the recently enacted IDOT Complete Street Policy will increase the network of bicycle and pedestrian facilities and shared use paths.

3.2.11.5 Transportation System Impacts

The Region is experiencing tremendous growth as an intermodal logistical area for transfer of rail, port, and truck freight between modes that adds substantial distribution trucking demand throughout the Region. The intermodal sites are projected to generate 47,000 trips per day by 2040. These trips are broadly dispersed around the Region, so the impact of increased trucks is a system wide impact. It is anticipated that nearly 70 percent of this volume would utilize the proposed Illiana Corridor, reducing freight congestion and improving travel times within the Region.

The roadway network in this area is experiencing, and would continue to experience, a mismatch of vehicle trips and trip types using the lower functional classification roads. This results in a number of travel performance deficiencies negatively impacting Regional and local travel as well as impeding the efficient movement of freight. Travel demand modeling has projected that congested vehicle miles of travel (VMT) on arterials within the Study Area will increase to more than 1.9 million miles per day by 2040. This represents a five-fold increase over the nearly 380,000 miles traveled in congestion today. A more balanced functional transportation network is needed for the Study Area to meet the Regional, local, and trucking demands. With the proposed transportation improvements, each of the working alignments being considered would develop a functional network of improvements that would meet the transportation needs of the Study Area as it transitions from rural to suburban.

Figure 3-18. Existing and Planned Bicycle Routes



Path: T:\16878\Tier 1\Exhibits\Trans System Perform (TSP) - Purpose & Need (PN)\Existing and Planned Bicycle Routes_111108.mxd

Date: 12/12/2011

Traffic Impacts to IL-53 (Alternate Route 66 National Scenic Byway)

As discussed in Section 3.4, the Tier One Environmental Impact Statement (EIS) is studying three design concepts to address the historic status of IL-53 (Alternate Route 66), which is potentially impacted by all three build working alignments. Traffic modeling was performed with and without a connection of the working alignments to IL-53 to determine the traffic impacts of the design concepts on the historic section of Alternate Route 66, which extends from Joliet to Wilmington along IL-53.

The working alignments within Corridors A3S2, B3, and B4 would have varying impacts to traffic volumes according to travel demand model projections. Traffic projections for IL-53 have been developed for the working alignments within Corridors A3S2, B3, and B4 build scenarios both with (Design Concept 1) and without (Design Concept 3) an interchange at IL-53. The working alignments within Corridors having an IL-53 interchange at an offset location (Design Concept 2) are also under consideration for the working alignments within Corridors A3S2, B3, and B4. However, offset interchange locations would not substantially change projected traffic volumes on IL-53 when compared to Design Concept 1 for the working alignments within Corridors A3S2, B3, and B4.

In general terms, projected traffic volumes on IL-53 are highest in the northern part of the Study Area at approximately 35,000 average daily traffic (ADT) for each working alignment under consideration. ADT projections are also higher for Design Concepts 1 and 2 near proposed interchange locations.

- For the working alignment within Corridor A3S2 Design Concepts 1 and 2, IL-53 traffic volumes are projected to be approximately 40,000 ADT at the interchange with the working alignment within Corridor A3S2. For Design Concept 3, traffic volumes are expected to be 26,000 ADT at the point where the working alignment within Corridor A3S2 crosses IL-53. At Mississippi Road, near the Village of Elwood, ADT is projected to be 20,000 for all three design concepts. At West Doyle Road, within the Midewin National Tallgrass Prairie, daily traffic is expected to be approximately 17,000 for Design Concepts 1 and 2 and approximately 21,000 for Design Concept 3.
- When considering the performance of the working alignment within Corridor A3S2 throughout the Study Area, projections for Design Concept 3 show roughly 37,000 fewer VMT on a daily basis, which corresponds to 200 fewer VHT per day.
- For the working alignments within Corridors B3 and B4, traffic volumes on IL-53 are projected to be approximately 28,000 ADT at Laraway Road for all three design concepts. For Design Concepts 1 and 2 projected ADT decreases to approximately 24,000 at Mississippi Road for Design Concepts 1 and 2 and 18,000 ADT for Design Concept 3. From West Doyle Road south to the working alignments within Corridors B3 and B4 interchange, a total of 28,000 ADT is projected in Design Concepts 1 and 2. For Design Concept 3 these volumes are projected to be 22,000 ADT for the same section.

- When considering the performance of the working alignments within Corridors B3 and B4 throughout the Study Area, projections for Design Concepts 1 and 2 show a similar VMT when compared to Design Concept 3. However, Design Concepts 1 and 2 show a decrease in overall VHT by approximately 1,000 hours per day.

Projected traffic volumes on IL-53 for the working alignment within Corridor A3S2 are approximately 21 percent higher for Design Concepts 1 and 2 between the working alignment within Corridor A3S2 and Mississippi Road when compared to Design Concept 3. The comparison of VMT and VHT for the working alignment within Corridor A3S2 show Design Concept 3 provides a reduced amount of miles and hours traveled through the entire Study Area.

Projected traffic volumes on IL-53 for the working alignment within Corridors B3 and B4 Design Concepts 1 and 2, are approximately 18 percent higher than Design Concept 3 between Laraway Road and the proposed working alignments within Corridors B3 and B4. However, projected volumes south of that point are 22 percent lower for Design Concepts 1 and 2 when compared to Design Concept 3. The comparison of VMT and VHT shows that Design Concepts 1 and 2 can move similar volumes more quickly throughout the Study Area than Design Concept 3.

3.2.11.6 Transportation System Mitigation

As part of the Tier Two NEPA studies, coordination with federal, state, and local jurisdictions will further identify and quantify impacts to the transportation network. This analysis will include a traffic management plan that will be developed and implemented during future engineering phases to ensure reasonable access for cars, trucks, freight rail traffic, and transit vehicles to residences, businesses, public facilities, community services, and local roads during construction. To the greatest extent possible, access to residences and businesses impacted by the construction will be maintained through construction scheduling, temporary driveway construction, and temporary connections.

3.3 Agricultural

This section describes the agricultural existing conditions, methodologies for assessing agricultural impacts, potential impacts to agricultural resources, and potential measures to minimize impacts.

3.3.1 Existing Conditions

3.3.1.1 Farm Operations

According to the *2007 Census of Agriculture*, agricultural land over time has shown an overall reduction in acreage and average size within the Study Area due to the pressure of development, except in Kankakee County. In Will County, the amount of land in farms was 325,227 acres in 1992 and 220,851 acres in 2007, a decrease of 32 percent. In Kankakee County the amount of land in farms was 358,920 acres in 1992 and 385,808 acres in 2007, an increase of 7 percent. In Lake County, the amount of land in farms was