

FINAL REPORT

STRATEGIC **R**EGIONAL **A**RTERIAL

PEOTONE ROAD

Interstate 55 to Illinois Route 1

September 26, 1997

By



For:



Operation
Greenlight

FOREWARD

Peotone Road is a Strategic Regional Arterial from Interstate 55 to Illinois Route 1. This Strategic Regional Arterial (SRA) report for Peotone Road has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Dames & Moore/MCE.

As a SRA route, Peotone Road is intended to function as part of a regional arterial system. This report is one element of a long range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and low cost improvements, and documentation of the public involvement process including citizen comments.

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EXECUTIVE SUMMARY

PEOTONE ROAD



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EXECUTIVE SUMMARY

The Peotone Road SRA has been divided into three sections. Recommendations are made for each route section, and a summary of the major recommendations is presented below.

Section 1: Interstate 55 to Illinois Route 53/Wilmington-Peotone Road

- Develop two 12 foot lanes in each direction, an 18 foot barrier median, with 10 foot outside shoulders within 136 feet of R.O.W. between Interstate 55 and the Illinois Central Gulf Railroad.
- Extend New River Road east of Illinois Route 53 to tie in with Wilmington-Peotone Road.
- Develop two 12 foot lanes in each direction, a 42 foot grass median, and adjacent 10 foot aggregate shoulders within 160 feet of right of way between the Illinois Central Gulf Railroad and the end of the section. This is the rural farmland preservation cross section.
- Modify the Interstate 55 interchange.
- Reconstruct structure number 099-3294 over Prairie Creek.

Section 2: Illinois Route 53 to Interstate 57

- Develop two 12 foot lanes in each direction, a 42 foot grass median, and adjacent 10 foot aggregate shoulders within 160 feet of right of way.
- Reconstruct structure number 099-3331 over an unnamed creek.
- Reconstruct structure number 099-3040 over Jordan Creek.
- Reconstruct structure number 099-3342 over Forked Creek.
- Reconstruct structure number 099-3327 over a Forked Creek Tributary.
- Reconstruct structure number 099-3043 over a branch of Forked Creek.
- Reconstruct structure number 099-3332 over a branch of Forked Creek.
- Reconstruct structure number 099-3344 over Rock Creek.
- Reconstruct structure number 099-0161 over Interstate 57.

Section 3: Interstate 57 to Illinois Route 1

- Develop three 12 foot lanes in each direction, a 30 foot barrier median, and adjacent curb and gutter within 160 feet of right of way from Interstate 57 to Ashland Avenue.
- Develop two 12 foot lanes in each direction, a 30 foot barrier median, and adjacent curb and gutter within 30 feet of right of way from Ashland Avenue to Illinois Route 1.
- Realign Wilmington-Peotone Road to accommodate a grade separation with the potential high speed rail line and an intersection with Illinois Route 50.
- Reconstruct structure number 099-3330 over Black Walnut Creek.
- Reconstruct structure number 099-3339 over the south branch of Rock Creek.
- Reconstruct structure number 099-3307 over Exline Slough.



INTRODUCTION

PEOTONE ROAD



SRA

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The SRA System

The 2010 Transportation System Development Plan (TSD) adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) recognizes that it is not possible to accommodate all long distance, high volume traffic on the primary expressway system. The arterial roadway system will have to carry some of this traffic. A designated system of Strategic Regional Arterials (SRAs) is proposed, in the 2010 TSD plan, to address this need most effectively from a traffic perspective. The SRA system is a 1,340-mile network of existing roadways in the northeastern Illinois region and is composed of 66 corridors.

As part of a comprehensive plan, the SRA system is intended to:

- Supplement the primary expressway system.
- Enhance public transportation.
- Accommodate commercial vehicle traffic.
- Increase personal mobility and reduce congestion.

The system was formulated by first developing a set of candidate roads based on existing road characteristics, previous studies and input from transportation agency representatives. A desirable spacing between SRAs was determined by the projected 2010 level of travel demand in the area.

The configuration of Strategic Regional Arterials will vary depending on the attributes of the area in which they are located. The abilities to preserve right-of-way for expansion and to control and restrict access are important considerations. Although desirable typical urban, suburban, and rural cross sections have been developed, there is, in reality, no single design that will be appropriate for all designated roads. In all cases the compatibility of the roadway design with the needs of public transit will be considered. The proposed configuration for each arterial roadway will be determined by a separate detailed study that will invite participation by the counties and municipalities through which it passes.

This report is concerned with Peotone Road, which has been designated a SRA corridor from Interstate 55 to Illinois Route 1. Will County has jurisdiction over most of this corridor.

Corridor Planning Considerations

Long-range planning for the Peotone Road SRA corridor takes into account many factors. These factors include regional transportation planning objectives, adjacent land use, route type, community concerns, public transit, proposed development, and the SRA design concept. Together, these factors provide a planning framework to best address the transportation needs of the region, as briefly discussed below.

Functional Classification

The Peotone Road SRA corridor is classified as a rural route for the entire 32 mile length. According to the Design Concept Report, the desirable cross section consists of two continuous through lanes in each direction, separated by an open median, with open ditch drainage.

SRA Design Concept

A report on design concepts for the SRA system, prepared by Harland Bartholomew & Associates, Inc. was endorsed by the CATS Policy Committee. These concepts have been used as a guide in developing the improvement plan for Peotone Road that is described in this report.

The Design Concept Report provides desirable cross sections for each type of SRA route. Included are the number and widths of lanes, required R.O.W., and median requirements. The standard rural farmland preservation SRA requires 160 feet of R.O.W. This R.O.W. width provides for two through lanes in either direction separated by a 42 foot open median.

The 2010 Transportation Network

The main purpose of the Peotone Road SRA corridor, in conjunction with the other SRA routes in the area, is to supplement and provide access to the expressway system.

The Peotone Road SRA corridor is intersected by three SRA routes. Peotone Road is intersected by Illinois Route 53 between New River Road and Wilmington-Peotone Road. U.S. Route 45 intersects Peotone Road at approximately the midpoint of the corridor. Illinois Route 1 crosses Peotone Road at the eastern terminus of the corridor.

2010 Traffic Models

CATS provided raw travel demand model output for the years 1990 and 2010. The model runs for this study assumed full build out of all proposed SRA routes to SRA design standards. The 2010 transportation network assumptions are, however, consistent with CATS' 2010 Transportation System Development (TSD) Plan Update in all other respects. The data were modified by the consultant, in consultation with CATS to produce the 2010 forecasts shown in this report.

Future Corridor Plans

Planning information was obtained from IDOT, CATS, Will County, and the surrounding communities. Villages and cities along Peotone Road provided comprehensive plans detailing information on local transportation plans, zoning maps, and community objectives.

Transit Improvements

The Illinois Route 23 corridor does not have any existing transit. The Future Agenda for Suburban Transportation, published jointly by Metra and Pace, was reviewed for planning impacts relative to the corridor. Long range plans include an extension of the Heritage Corridor service to Wilmington and a possible extension of the Metra Electric line to Peotone.

Land Use and Development

Current land use trends along the Peotone Road corridor are difficult to predict. The proposed third airport would certainly fuel growth along the entire corridor.

Organization of the Report

This report presents a summary of the SRA planning study for the Peotone Road corridor. It is organized as follows:

- **Environmental Conditions and Land Use**
 - This chapter summarizes environmental conditions and land use which determine the nature of the corridor. It includes a description of wetland, historical, and hazardous waste sites found within the corridor. Land use, zoning, and future developments are also discussed.
- **Existing Roadway Conditions**
 - This chapter discusses the existing physical characteristics, traffic operation, safety, and public transportation found along the corridor.
- **Corridor Planning Framework**
 - This chapter presents the SRA planning objectives for the corridor. The 2010 corridor design characteristics and traffic conditions are described. Future land use and community concerns are reviewed.

- **Recommended Improvements**

- This chapter presents the recommended SRA corridor plan, including proposed cross-sections, intersection diagrams, right-of-way requirements, access management, and public transit. Improvements are identified as long and short-term. Cost projections for R.O.W. and construction are also presented.

- **Public Involvement**

- This section documents the public involvement process undertaken for the SRA study. It describes the major opportunities for participation that allowed the general public and their elected officials to voice opinions concerning the SRA study. Details and results of public participation activities are provided in the Appendix to this report.

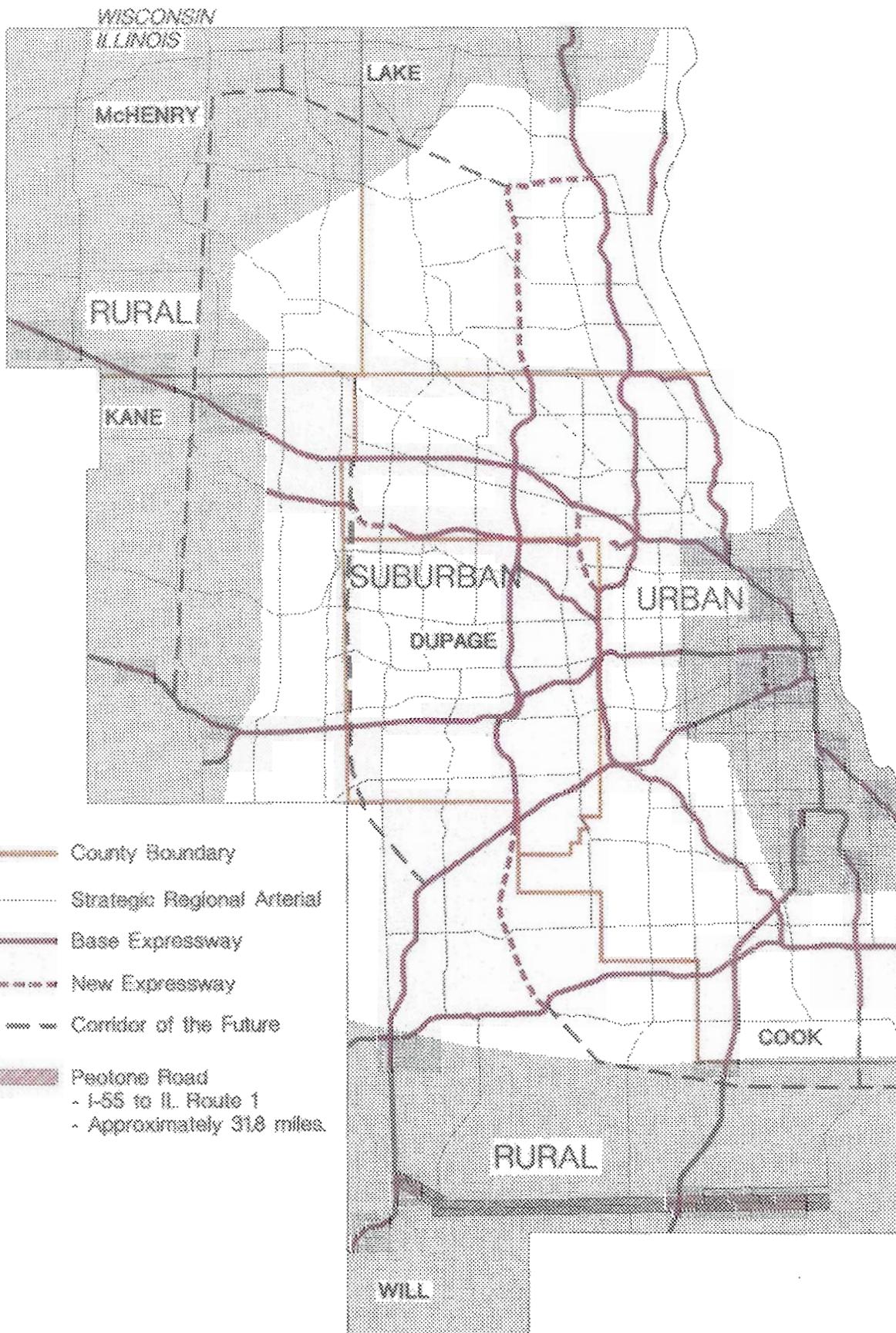
The Corridor Study Area

The Peotone Road corridor, approximately 32 miles in length, begins in southwestern Will County at the Interstate 55/New River Road interchange. The corridor proceeds easterly along New River Road to Illinois Route 53. It then continues southeast, along a new alignment, to Wilmington-Peotone Road. The route continues east along Wilmington-Peotone Road and then along Corning Road to Illinois Route 1. Wilmington-Peotone Road will tie in with Corning Road through a section, between Harlem Ave. and Ridgeland Ave., with no existing R.O.W. The surrounding land use is primarily agricultural. Some features bordering the corridor include the Kankakee River, the Midewin Tallgrass Prairie Preserve, and the DesPlaines Wildlife Conservation Area.

The Peotone Road corridor is primarily a rural two lane highway with bituminous shoulders. A four lane roadway with a R.O.W. of 90 feet exists from Illinois Route 50 north to Peotone-Beecher Road. The airport alternate roadway along Corning Road, from Ridgeland Ave. to Illinois Route 1, provides 18 feet of unimproved aggregate within 60 feet R.O.W.

Since the land uses adjacent to the Peotone Road corridor will be growing and developing it is important to plan for the future of this corridor. Careful consideration should be made with respect to the proposed South Suburban Airport and the traffic generated by such a project. Through careful study of the surrounding area and a sensitivity to its agricultural character, future growth in traffic can be accommodated without significant impacts to the area.

The location map and the corridor map are shown on the following pages.



LOCATION MAP - PEOTONE ROAD

FIGURE 1-1





ENVIRONMENTAL CONDITIONS AND LAND USE

PEOTONE ROAD



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ENVIRONMENTAL CONDITIONS AND LAND USE

Introduction

As part of the planning process, the SRA project study includes a general assessment of the impacts on the environment. Environmental issues are a concern for transportation projects and include the entire spectrum of environmental topics. The SRA planning process does not define specific mitigation measures. The results of the general assessment, however, will be the basis for future assessments and mitigation. A more detailed analysis of these environmental concerns will take place as individual segments proceed to more advanced design stages.

It appears that many, if not all, of the farms in the area have field tiles and ditching throughout their fields. Some pocket wetlands identified in the field may be the result of broken field tiles.

There are no endangered or threatened species specifically identified along the Peotone Road SRA corridor. There are, however, several threatened and endangered species identified in Will County. These include Mead's milkweed, the Bald eagle, the Leafy prairie-clover, and the Lakeside daisy. Recently, the Hine's Emerald Butterfly has been added to the federally endangered list.

Environmental concerns related to each of the three corridor study segments are described in more detail below. The tables at the end of this chapter provide details of leaking underground storage tank (LUST) and hazardous waste sites (CERCLIS) (Table I-1), significant buildings and sites (Table I-2), potentially occurring endangered species (Table I-3), and sources of environmental and land use data (Table I-4).

Section 1 - Interstate 55 to Illinois Route 53/Wilmington-Peotone Road

Exhibit A6-01 to Exhibit A6-05

Section 1 begins at Interstate 55 and continues east along New River Road to Illinois Route 53. It then continues southeast, along a new alignment, to Wilmington-Peotone Road. This route passes through the Midewin Tallgrass Prairie Preserve, the DesPlaines Wildlife Conservation Area, the City of Wilmington, and unincorporated Will County.

Environmental Conditions

Prairie Creek crosses New River Road east of Interstate 55. The Kankakee River borders New River Road on the south side of the corridor from Interstate 55 to Boat House Road. Numerous wetlands surround the Kankakee River. The area bordering this river is a designated floodplain. Various wetlands are located north of Kankakee Street on both sides of New River Road. A floodplain is located along the east side of the Illinois Central Gulf Railroad. A small wetland area is located on the southeast corner of the Illinois Central Gulf Railroad and New River Road. Another wetland is located on the north side of New River Road between Kankakee Street and the railroad, however it

ENVIRONMENTAL CONDITIONS AND LAND USE- cont'd

is not on the National Wetland Inventory Map. Vegetation in this wetland includes sedges, wool grass, spikerush and cattails.

The former Joliet Army Ammunition Plant property, located north of New River Road, is a designated Leaking Underground Storage Tank (LUST) site and a hazardous waste (CERCLIS) site. (Table I-1).

Land Use

The land use in this section is primarily recreational. The land is predominantly owned by the Illinois Department of Conservation (IDOC). This area includes the Des Plaines Fish and Wildlife Area which includes over 5,000 acres with approximately 200 acres of water, and a State Game Park. The land to the north of New River Road is the Midewin Tallgrass Prairie Preserve which is U.S. Government property. R-Way Plastics, located at the northwest corner of New River Road and Illinois Route 53, is the only commercial property in this section.

Section 2 - Illinois Route 53 to Interstate 57

Exhibit A6-05 to Exhibit A6-21

Section 2 begins approximately $\frac{3}{4}$ mile east of Illinois Route 53, on Wilmington-Peotone Road, and continues east to Interstate 57. This route passes through unincorporated Will County.

Environmental Conditions

A longitudinal floodplain and unnamed creek crosses Wilmington-Peotone Road just east of Illinois Route 53. Another longitudinal floodplain crosses just east of Indian Trail Road. This floodplain connects to a larger floodplain located parallel to Wilmington-Peotone Road on the south side of the roadway.

Jordan Creek crosses Wilmington-Peotone Road and Old Chicago Road northwest of the intersection. Jordan Creek has been identified by the Forest Preserve District of Will County as a sensitive and significant waterway and as a potential trail linkage between Forsythe Woods Preserve and the Midewin National Tallgrass Prairie Preserve. East of Old Chicago Road, the creek and floodplain area continue east along the north side of Wilmington-Peotone Road.

Forked Creek crosses Peotone Road and Gouger Road just southwest of the intersection of Wilmington-Peotone Road and Gouger Road. Forked Creek crosses Wilmington-Peotone Road again, just west of Tully Road. This creek is surrounded by designated floodplain and wetland areas. Forked Creek has been identified by the Forest Preserve District of Will County as a sensitive and

ENVIRONMENTAL CONDITIONS AND LAND USE- cont'd

significant waterway. The South Branch of Forked Creek bisects Wilmington-Peotone Road between Green-Garden Manhattan Road and US Route 45. This creek is surrounded by designated floodplain.

Two branches of the same creek (unnamed) bisect Wilmington-Peotone Road between Cedar Road and Wilton Road. The area around this creek is designated floodplain.

Rock Creek bisects Wilmington-Peotone Road just west of Interstate 57. This creek is surrounded by designated floodplain area. Some smaller wetlands are located between Rock Creek and Interstate 57 on both sides of Wilmington-Peotone Road.

A small wetland area is located on the northeast corner of Wilmington-Peotone Road and US Route 45. A small floodplain area is located on the southeast corner of Wilmington-Peotone Road and US Route 45. A designated floodplain area crosses Wilmington-Peotone Road just west of 104th Avenue.

Possible sites which may include Underground Storage Tanks (USTs) include a Marathon gas station located on the northeast corner of North Peotone Road and Wilmington-Peotone Road.

Land Use

The land use in this section is primarily agricultural.

An overhead utility line crosses Wilmington-Peotone Road between Wilton Road and Green Garden-Manhattan Road.

Johnson and Johnson Personal Products division is located on the southwest corner of Illinois Route 53 and Wilmington-Peotone Road. A barn which may have historical significance is located between Warner Bridge Road and Gouger Road on the north side of Wilmington-Peotone Road. St. Patrick's Catholic Church is located east of Tully Road on the north side of the street. Enchanted Shores RV Park Center is located on the northeast corner of US Route 45 and Wilmington-Peotone Road.

ENVIRONMENTAL CONDITIONS AND LAND USE- cont'd

Section 3 - Interstate 57 to Illinois Route 1

Exhibit A6-21 to Exhibit A6-31A

Section 3 begins at Interstate 57 and continues east to Illinois Route 1. This section passes through the town of Peotone and unincorporated Will County.

Environmental Conditions

There are several creeks and sloughs, with associated floodplain, in this section of the Peotone Road SRA corridor. Black Walnut Creek bisects the proposed alignment east of Harlem Avenue. Black Walnut Creek has been identified by the Forest Preserve District of Will county as a sensitive and significant waterway. Marshall Slough is located east of Central Avenue. The South Branch of Rock Creek is located between Cicero Avenue and Crawford Avenue. Exline Slough is located between Kedzie Avenue and Western Avenue. Trim Creek is located east of the Chicago & Eastern Illinois Railroad. Trim Creek has been identified by the Forest Preserve District of will County as a sensitive and significant waterway.

An open water borrow pit is located on the northeast quadrant of Interstate 57 and Wilmington-Peotone Road. This borrow pit is surrounded by a drainage swale. A small wetland is located within the northeast cloverleaf of this interchange.

Land Use

The land use in this section is primarily agricultural and single family residential. A few apartment complexes are located on the north side of the road between the Illinois Central Gulf Railroad and Illinois Route 50.

Overhead utility power lines are located parallel to Corning Road. Various petroleum pipeline crossings are also apparent in this area.

Both the Chicago, Milwaukee St. Paul & Pacific Railroad and Illinois Central Gulf Railroad cross Wilmington-Peotone Road between Interstate 57 and Illinois Route 50. The Will County Fairgrounds are located on the northwest corner of Wilmington-Peotone Road and the Illinois Central Gulf Railroad. A sod farm is located on the north side of the road between Ridgeland Avenue and Central Avenue. Bernard Modern Welding is located on the southwest corner of Corning Road and Illinois Route 1. The Chicago and Eastern Illinois Railroad has a grade separated crossing above Corning Road approximately ½ mile west of Illinois Route 1.

ENVIRONMENTAL CONDITIONS AND LAND USE- cont'd

Conclusion

Several items will need to be completed when the Phase I study begins. The 1988 Rural Structure Survey of Will County will need to be reviewed and referenced. In addition, the Will County Historic Preservation Commission, the Forest Preserve District, the Native American Organization Midwest SOARRING, and the Grand Prairie Chapter of the Illinois Association for Advancement of Archeology should be consulted when conducting the Phase I archeological and historic structures surveys.

**Table I-1
LUST and UST Sites
Peotone Road**

Name	Location	Exhibit No.	Incident No. IEPA Number
Joliet Army Arsenal	North side of New River Road, East of Interstate 55	L-1 A6-01	
CERCLIS Sites Peotone Road			
Joliet Army Arsenal	North side of New River Road, East of Interstate 55	C-1 A6-01	

**Table I-2
Significant Buildings and Sites
Peotone Road**

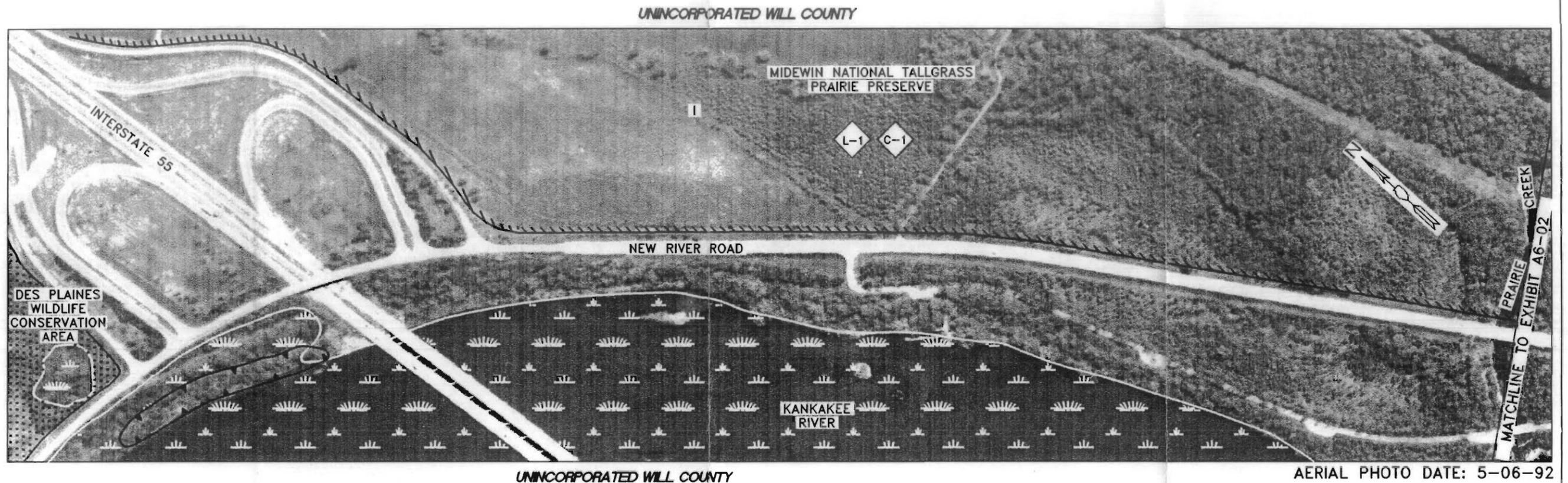
Name	Location	Exhibit Number
<i>Churches</i>		
St. Patrick's Catholic Church	Between Tully Rd. and Wilton Rd., N. side of Wilmington-Peotone Rd.	A6-14
<i>Other</i>		
Des Plaines Wildlife Conservation Area	Between Interstate 55 and the Illinois Central Gulf Railroad	A6-02--A6-04
Will County Fairgrounds	NW corner of the Illinois Central Gulf Railroad and Wilmington-Peotone Rd.	A6-22

**Table I-3
Potentially Occuring Endangered Species
Peotone Road**

Species	Status
<i>Identified in Will County</i>	
Henslow's sparrow (<i>Ammodramus henslowii</i>)	Category 2 Candidate
Loggerhead shrike (<i>Lanius ludovicianus</i>)	Category 2 Candidate
Blanding's turtle (<i>Emydoidea blandingii</i>)	Category 2 Candidate
Eastern massasauga (<i>Sistrurus catenatus catenatus</i>)	Category 2 Candidate
Kirtland's snake (<i>Clonophis kirtlandi</i>)	Category 2 Candidate
Hine's emerald dragonfly (<i>Somatochlora hineana</i>)	Proposed to be listed as Endangered
Rattlesnake-master borer moth (<i>Papaipema eryngii</i>)	Category 2 Candidate
Red-veined prairie leafhopper (<i>Aflexia rubrunura</i>)	Category 2 Candidate
Auriculate false-foxglove (<i>Tomanthera auriculata</i>)	Category 2 Candidate
Lake Cress (<i>Armoracia aquatica</i>)	Category 2 Candidate
Mead's milkweed (<i>Asclepias meadii</i>)	Threatened
Forked aster (<i>Aster furcatus</i>)	Category 2 Candidate
Prairie thistle (<i>Cirsium hillii</i>)	Category 2 Candidate
Bald eagle (<i>Haliaeetus leucocephalus</i>)	Endangered
Leafy prairie-clover (<i>Dalea foliosa</i>)	Endangered
Lakeside daisy (<i>Hymenoxys acaulis var. glabra</i>)	Endangered
Cleft phlox (<i>Phlox bifida stellaria</i>)	Category 2 Candidate
Pale false-foxglove (<i>Tomanthera skinneriana</i>)	Category 2

**Table I-4
Sources of Environmental and Land Use Data
Peotone Road**

Item	Data Source
Park Land and Other Open Space	<p>Illinois Nature Preserves System 1987-1988 Report and 1992 Update, Illinois Nature Preserves Commission</p> <p>Will County Forest Preserve Maps</p> <p>Distribution of Federally Listed Threatened, Endangered, and Proposed Species of Illinois</p> <p>Visual Survey 6/94</p> <p>Field Reconnaissance 6/94</p>
Wetlands	<p>National Wetlands Inventory Map; United States Department of the Interior, U.S. Fish and Wildlife Service</p> <p>Field Reconnaissance 6/94</p>
Floodplains	<p>FIRM, Flood Insurance Rate Map; Federal Emergency Management Agency</p> <p>FLOODWAY, Flood Boundary and Floodway Map; U.S. Department of Housing and Urban Development</p>
Hazardous Materials	<p>Comprehensive Environment Response Compensation and Liability Act Information System (CERCLIS) Listing 1/94; U.S. EPA Superfund Program</p> <p>Leaking Underground Storage Tank Listing (LUST), 1/94; Illinois Department of Transportation, Environmental Division Files</p>
Historic Sites	<p>The National Register of Historic Places 1990; U.S. Department of the Interior</p> <p>Field Reconnaissance 6/94</p>



DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

-  = Joliet Army Arsenal
-  = Joliet Army Arsenal

DESCRIPTION OF LAND USE:

- * Des Plaines Wildlife Conservation Area, approximately 5,000 acres.
- * Joliet Army Arsenal, approximately 23,500 acres.

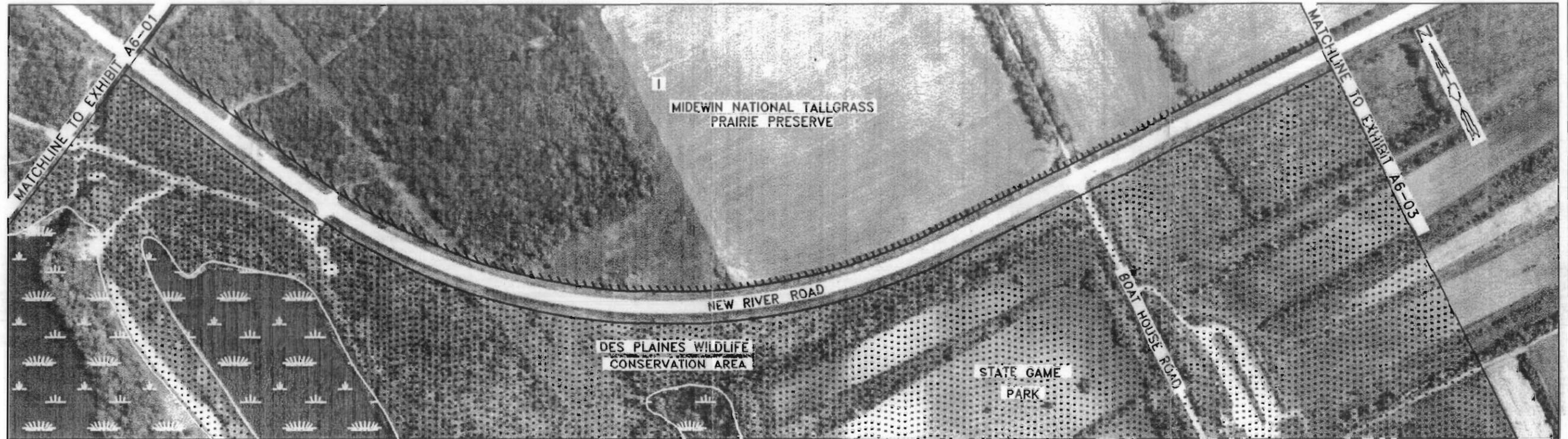
LEGEND	
	= WETLANDS
	= 100 YEAR FLOOD PLAIN
	= BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE
	= POTENTIAL L.U.S.T. OR U.S.T. SITE
	= CERCLIS OR HAZARDOUS MATERIAL SITE

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



UNINCORPORATED WILL COUNTY



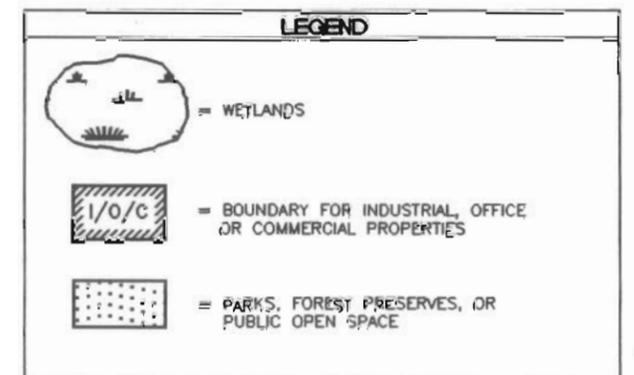
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

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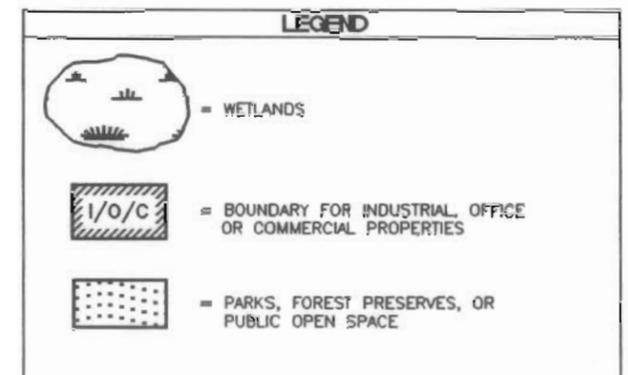


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- * Des Plaines Wildlife Conservation Area, approximately 5,000 acres.
- * Joliet Army Arsenal, approximately 23,500 acres.

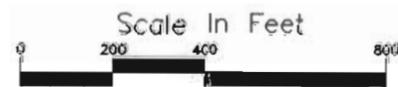
AERIAL PHOTO DATE: 5-06-92



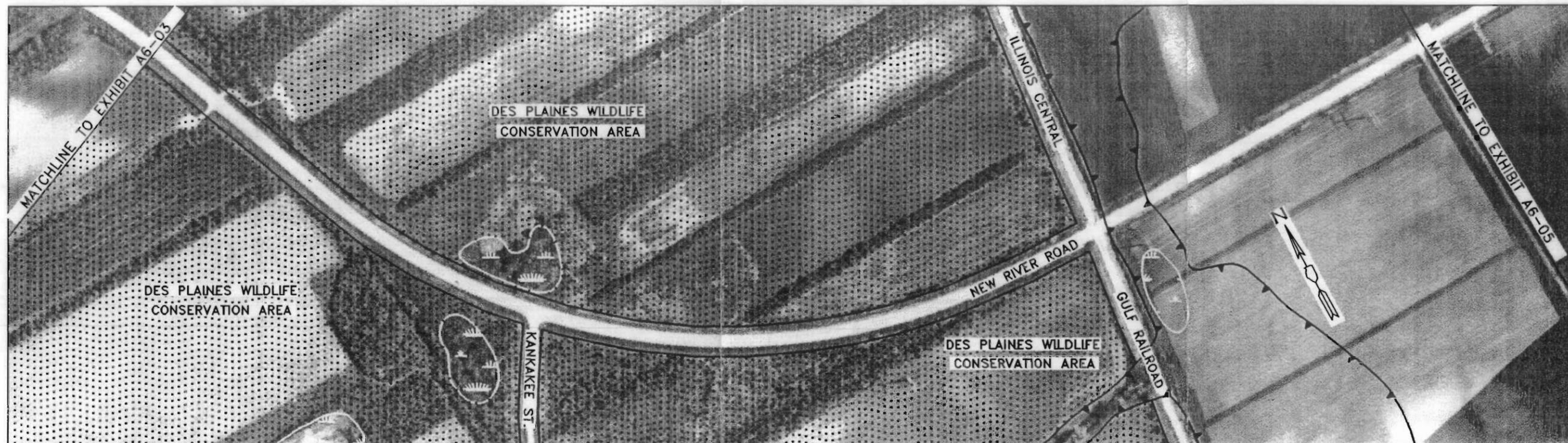
PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



UNINCORPORATED WILL COUNTY



AERIAL PHOTO DATE: 5-06-92

UNINCORPORATED WILL COUNTY

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- Flood plain traverses New River Road adjacent to the east edge of the Illinois Central Gulf Railroad.

DESCRIPTION OF LAND USE:

- Des Plaines Wildlife Conservation Area, approximately 5,000 acres.
- The Illinois Central Gulf Railroad may potentially be used as a commuter line.

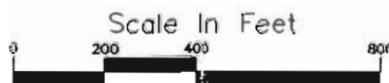
LEGEND

	= WETLANDS
	= 100 YEAR FLOOD PLAIN
	= PARKS, FOREST PRESERVES, OR PUBLIC OPEN SPACE

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A6-04



WILMINGTON

UNINCORPORATED WILL COUNTY

JOHNSON & JOHNSON
PERSONAL PRODUCTS
PLANT

MATCHLINE TO EXHIBIT A6-04

KANKAKEE RIVER DRIVE

NEW RIVER ROAD

R
WAY
PLASTICS

ILLINOIS ROUTE 53

WILMINGTON-PEOTONE ROAD

MATCHLINE TO EXHIBIT A6-06

UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

LEGEND

-  - BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES
-  - CITY BOUNDARY
- R - RESIDENTIAL

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MICE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

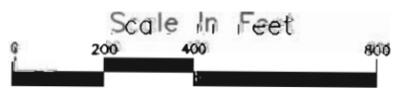
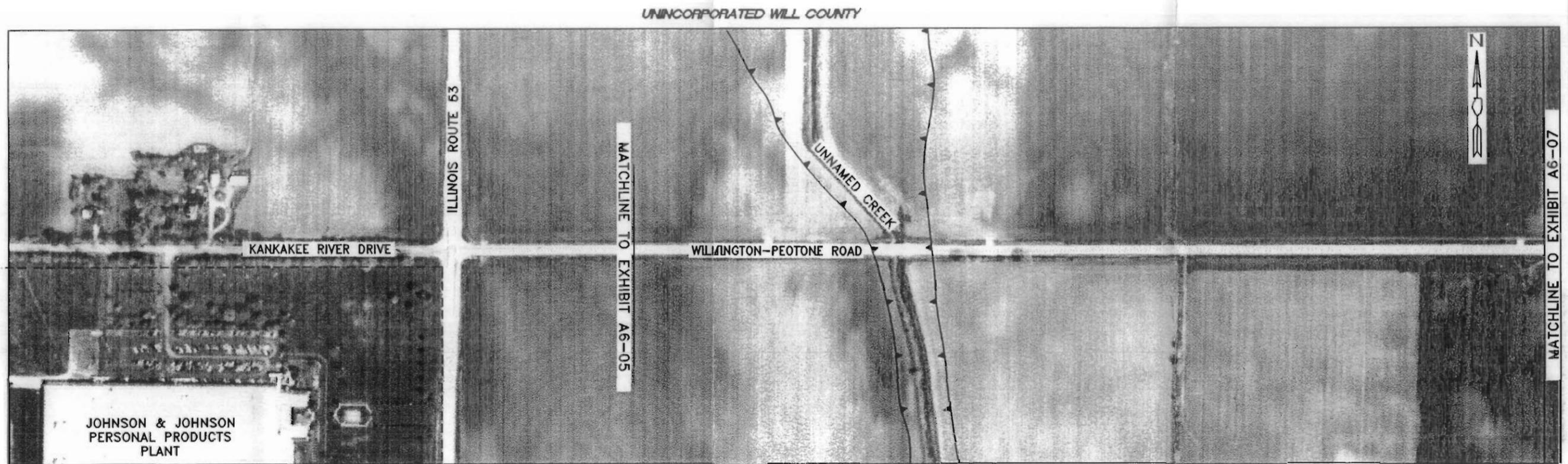


EXHIBIT A6-05



UNINCORPORATED WILL COUNTY

ILLINOIS ROUTE 53

KANKAKEE RIVER DRIVE

MATCHLINE TO EXHIBIT A6-05

WILMINGTON-PEOTONE ROAD

UNNAMED CREEK

N

MATCHLINE TO EXHIBIT A6-07

JOHNSON & JOHNSON
PERSONAL PRODUCTS
PLANT

WILMINGTON

UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- * The flood plain of an unnamed creek traverses Wilmington-Peotone Road approximately 1/3 mile east of Illinois Route 53.

DESCRIPTION OF LAND USE:

LEGEND

- - - - - 100 YEAR FLOOD PLAIN
- - - - - CITY BOUNDARY

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

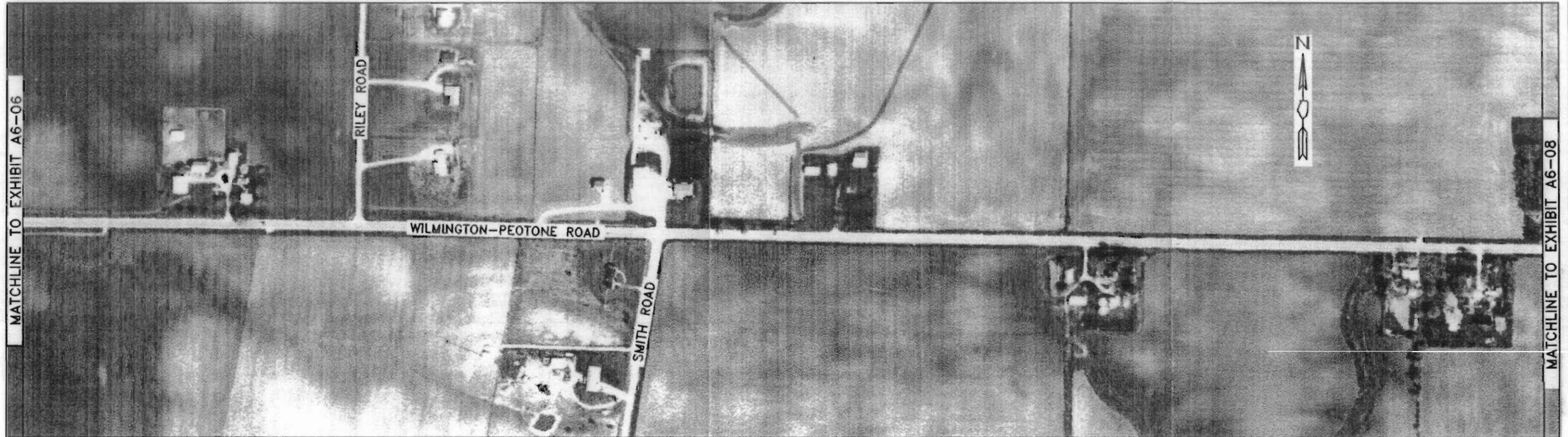
Scale in Feet



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A6-06

UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

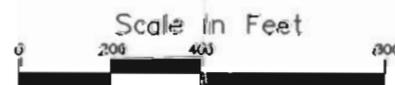
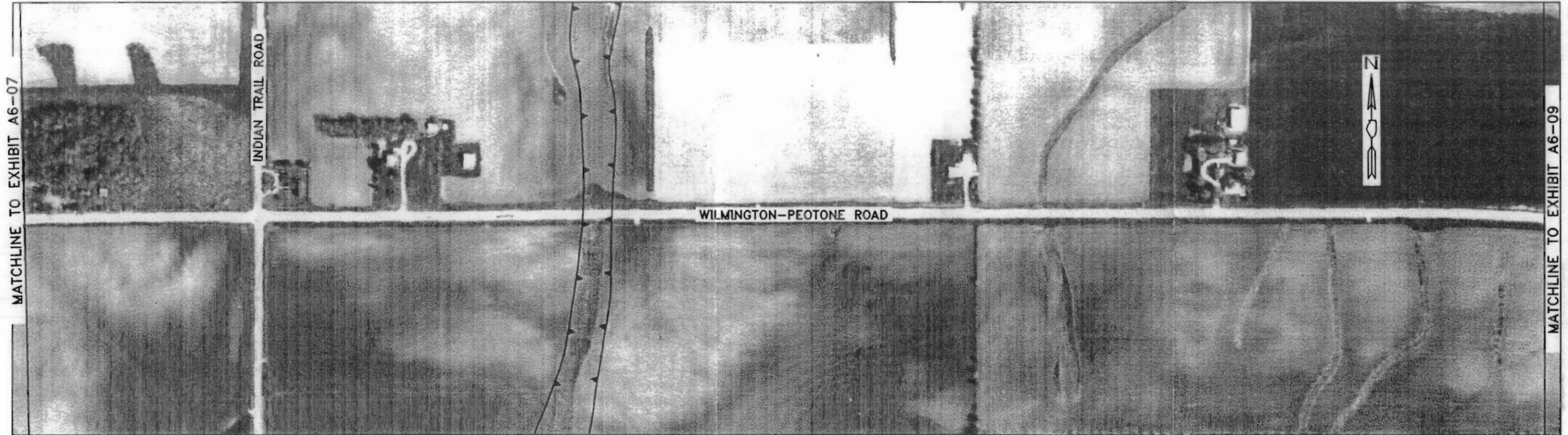


EXHIBIT A6-07

UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

* Flood plain of a drainage ditch traverses
Wilmington-Peotone Road approximately
1/4 mile east of Indian Trail Road.

LEGEND

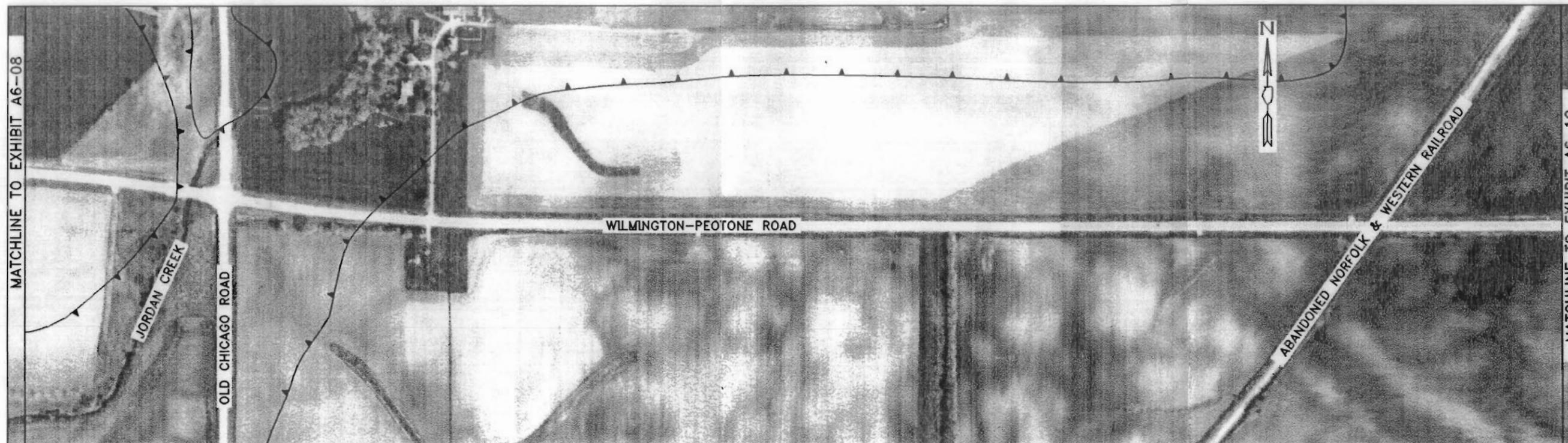
= 100 YEAR FLOOD PLAIN

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with
METRO Transportation Group and BOYER Engineering, Ltd. for the



UNINCORPORATED WILL COUNTY



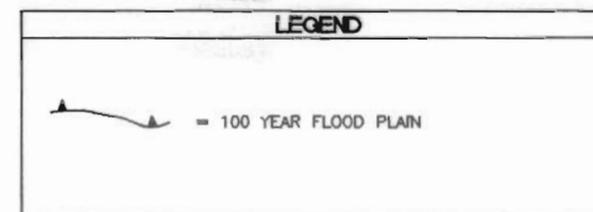
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

* Jordan Creek flood plain traverses Intersection of Wilmington-Peotone Road and Old Chicago Road.



PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

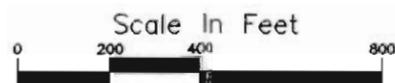
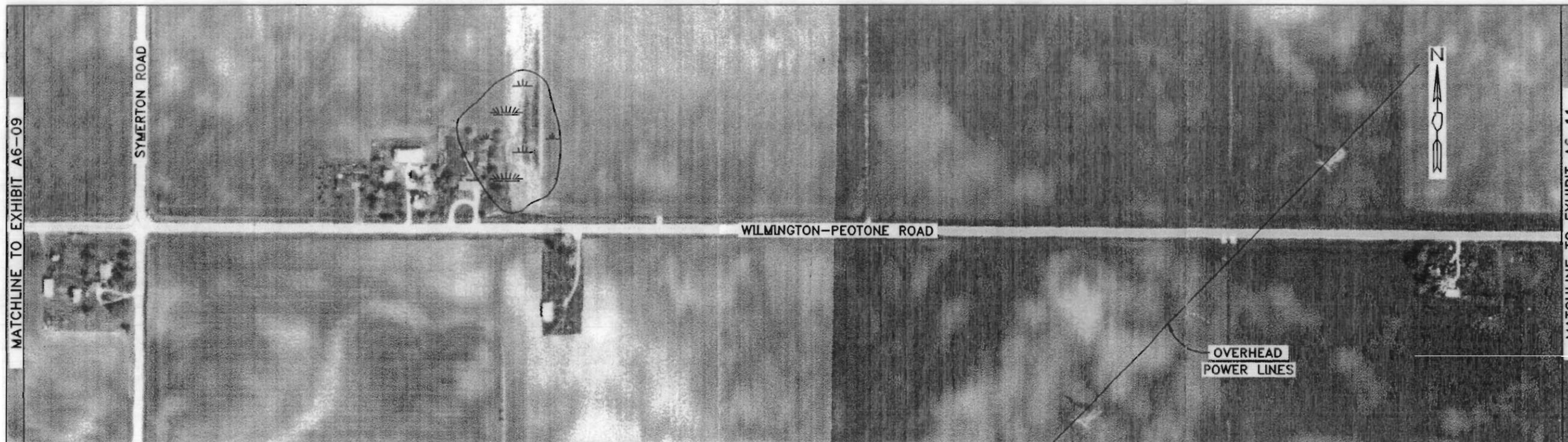


EXHIBIT A6-09

UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

LEGEND

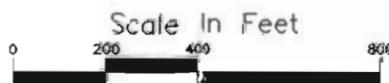
= WETLANDS

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

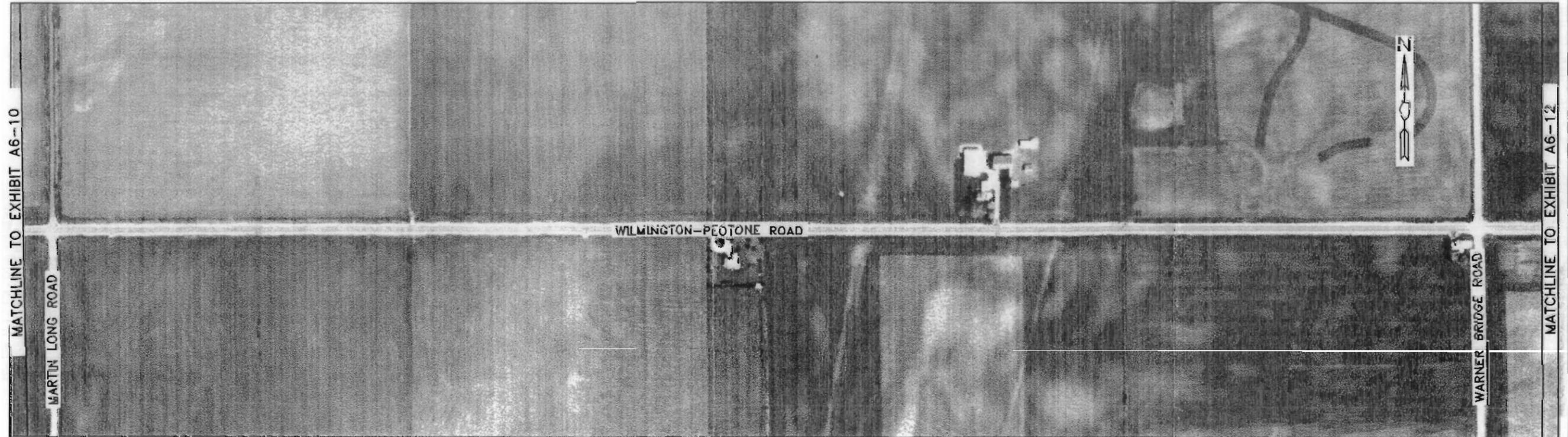
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

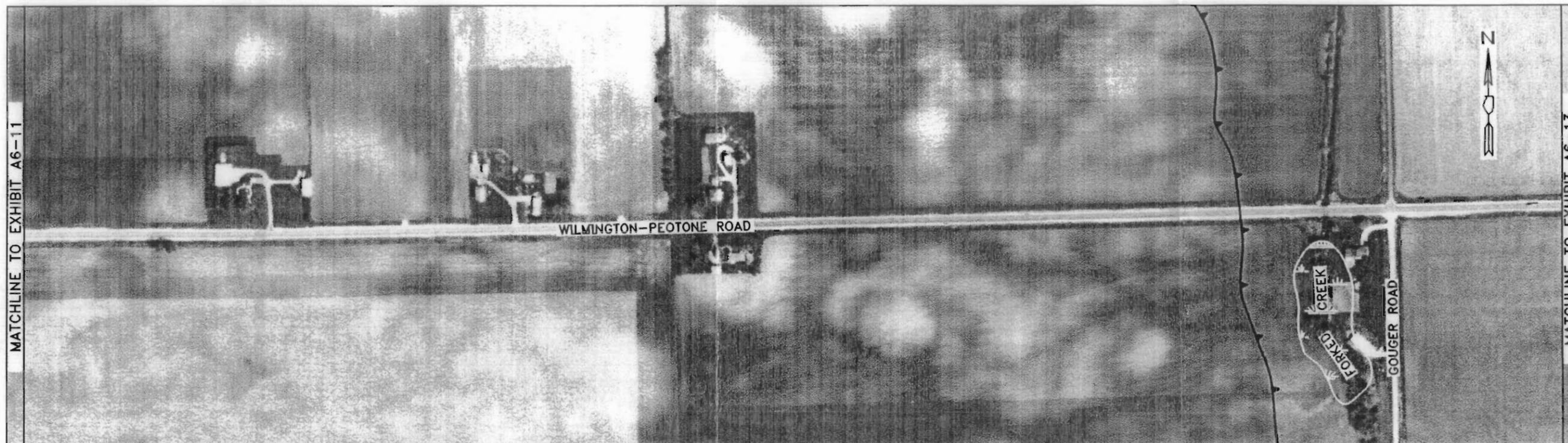
PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

* Forked Creek flood plain traverses intersection of Wilmington-Peotone Road and Gouger Road.

LEGEND

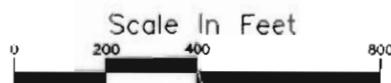
WETLANDS

100 YEAR FLOOD PLAIN

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

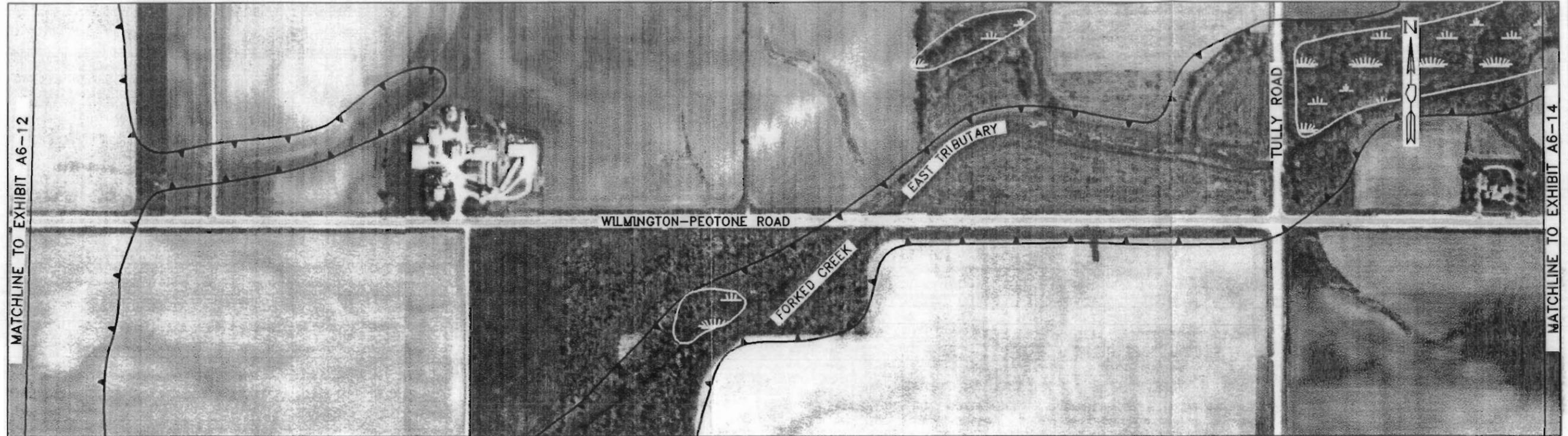
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

UNINCORPORATED WILL COUNTY



MATCHLINE TO EXHIBIT A6-12

MATCHLINE TO EXHIBIT A6-14

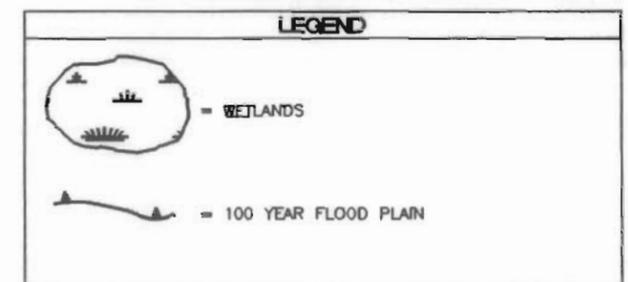
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

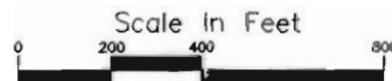
- * Jordan Creek flood plain traverses Wilmington-Peotone Road at Gouger Road.
- * A forked Creek tributary flood plain traverses Wilmington-Peotone Road at the intersection with Tully Road.



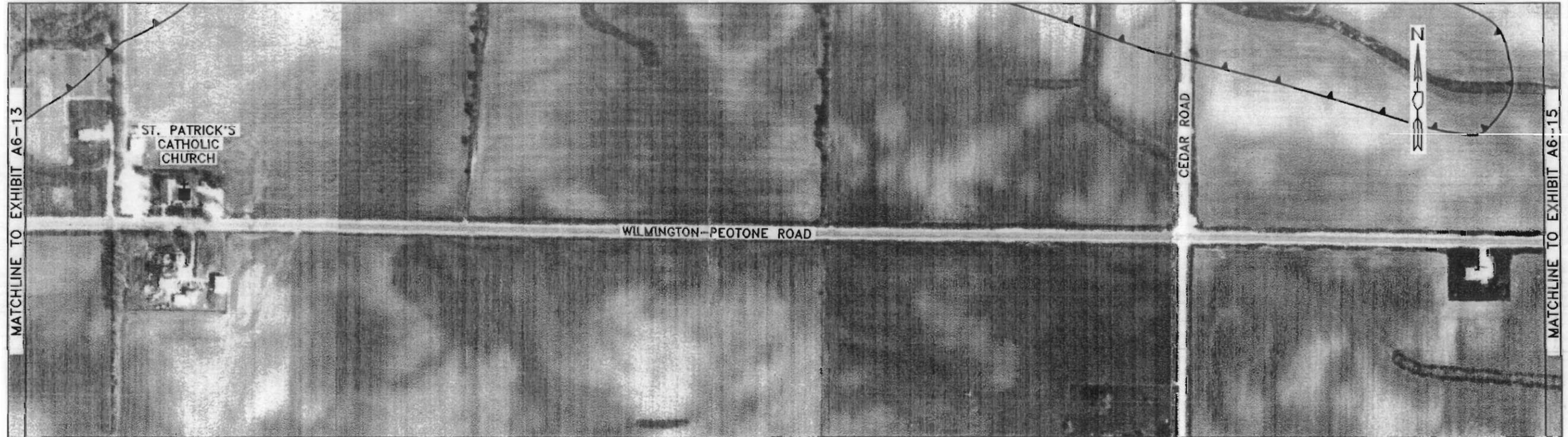
PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

LEGEND

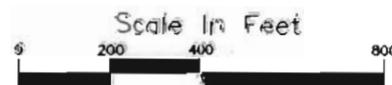
-  = 100-YEAR FLOOD PLAN
-  = RELIGIOUS INSTITUTION

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

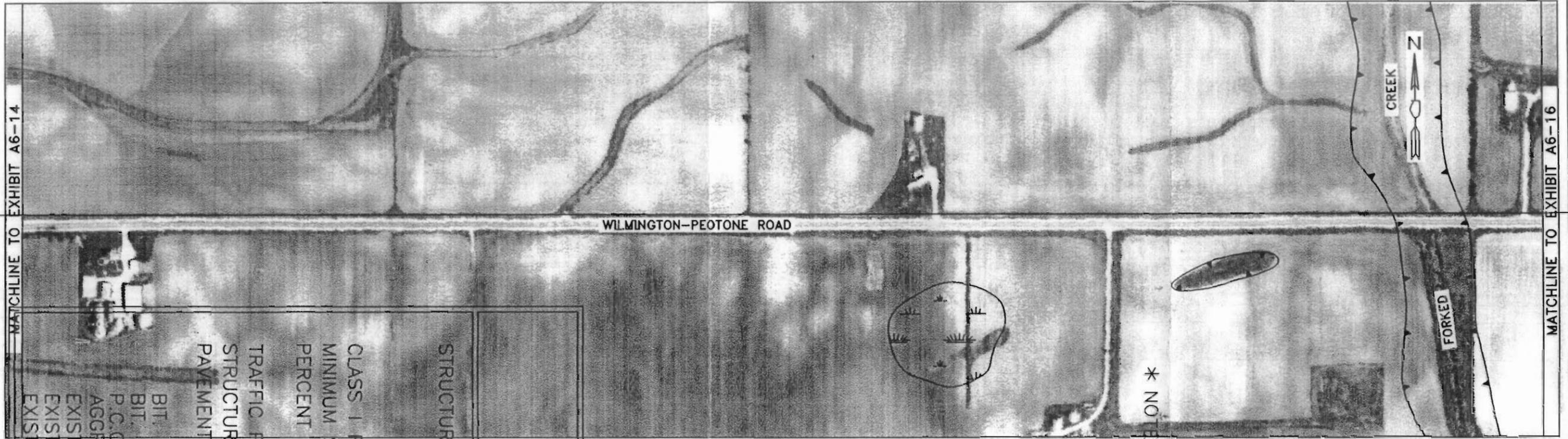
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAWES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

 Illinois Department of Transportation



UNINCORPORATED WILL COUNTY



MATCHLINE TO EXHIBIT A6-14

MATCHLINE TO EXHIBIT A6-16

WILMINGTON-PEOTONE ROAD



CREEK

FORKED

* NOTE:

EXISTING PAVEMENT UNDER PROPOSED SODDI SHALL BE REMOVED TO ITS FULL DEPTH AND WITH CLEAN EARTH FILL.

AERIAL PHOTO DATE: 5-06-92

UNINCORPORATED WILL COUNTY

DESCRIPTION OF LAND USE:

ARMY TRAIL ROAD: STA. 11+175.9 TO 1
GARY AVENUE: STA. 5+30.1 TO 5+

STRUCTURAL DESIGN

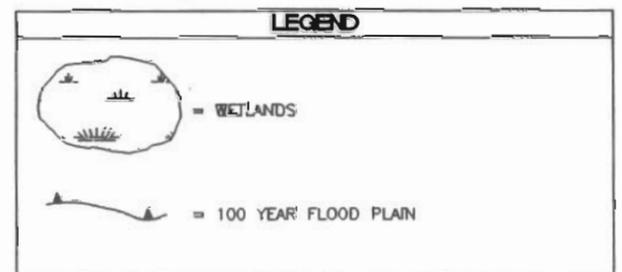
STRUCTURAL DESIGN TRAFFIC: YEAR (2017)

CLASS 1 ROADWAY
MINIMUM SOIL SUPPORT:
PERCENT OF SDT IN DESIGN LANE: P=8% S=37% M=37%
TRAFFIC FACTOR (80,000 LB. TRUCKS):
STRUCTURAL NUMBER:
PAVEMENT STRUCTURE:

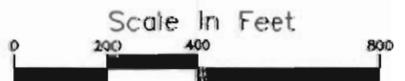
BIT. CONC. SURF. CSE., CL. 1 (MS=2,000)
BIT. CONC. BRD. CSE., CL. 1 (MS=2,000)
P.C.C. BASE COURSE
AGGREGATE SUBGRADE
EXIST. BITUMENOUS SURFACE/BINDER
EXIST. P.C.C. BASE
EXIST. AGGREGATE SUBGRADE

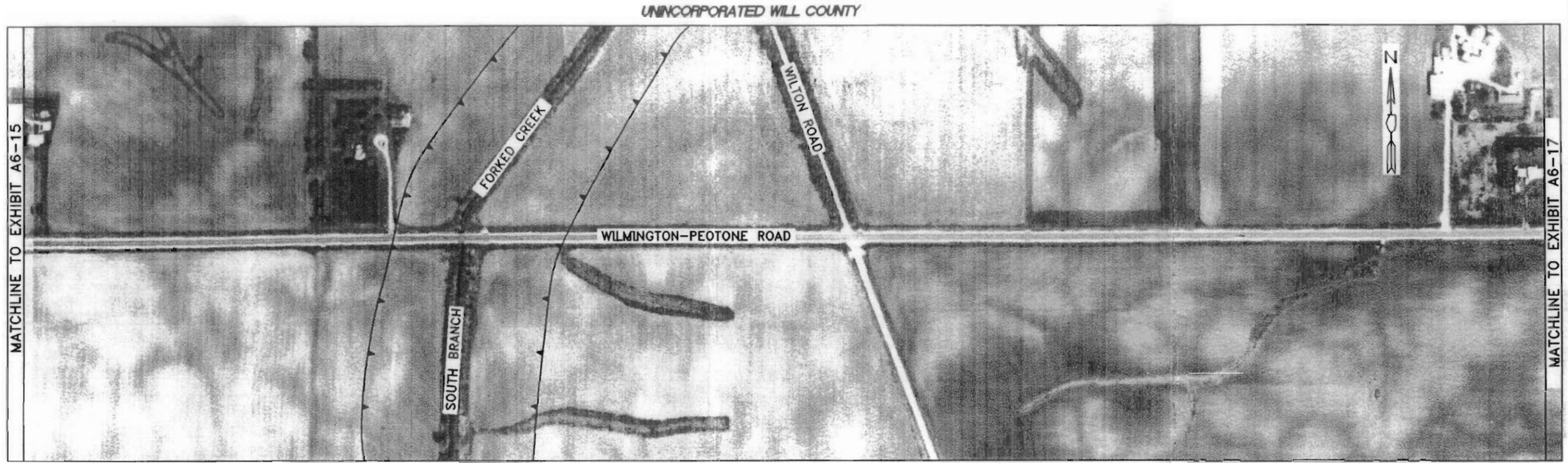
DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

* Flood plain of a branch of Peotone Road traverses Wilmington Road west of Wilton Road.



PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE





UNINCORPORATED WILL COUNTY

UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

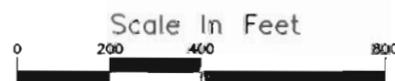
* South Branch of Forked Creek flood plain traverses Wilmington-Peotone Road approximately 1/4 mile west of Wilton Road.

LEGEND	
	= 100 YEAR FLOOD PLAIN

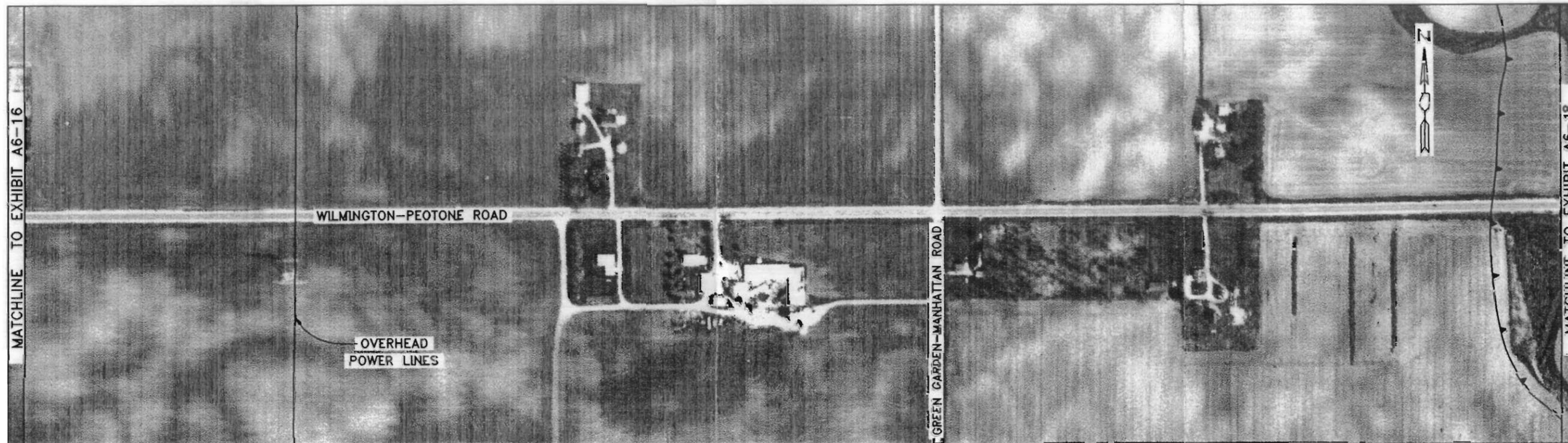
PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



UNINCORPORATED WILL COUNTY



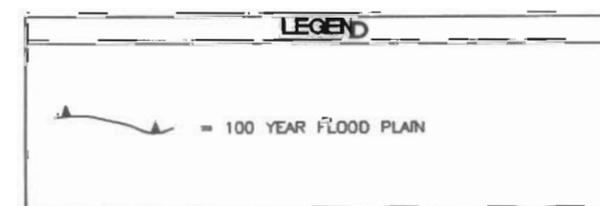
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- * Flood plain of a branch of Forked Creek traverses Wilmington-Peotone Road approximately 1/2 mile east of Green Garden-Manhattan Road.

DESCRIPTION OF LAND USE:

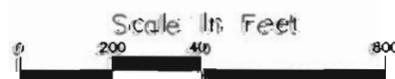


PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

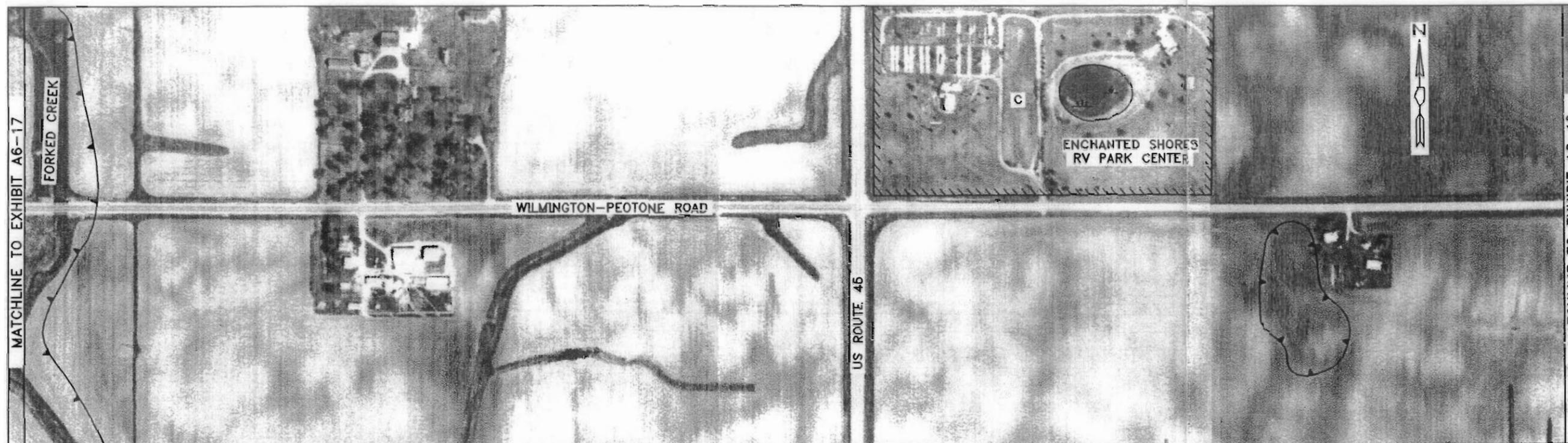
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

 **Illinois Department of Transportation**



UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

* Flood plain of a branch of Forked Creek traverses Wilmington-Peotone Road approximately 1/2 mile west of U.S. Route 45.

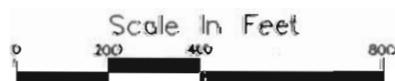
DESCRIPTION OF LAND USE CONDITIONS:

LEGEND

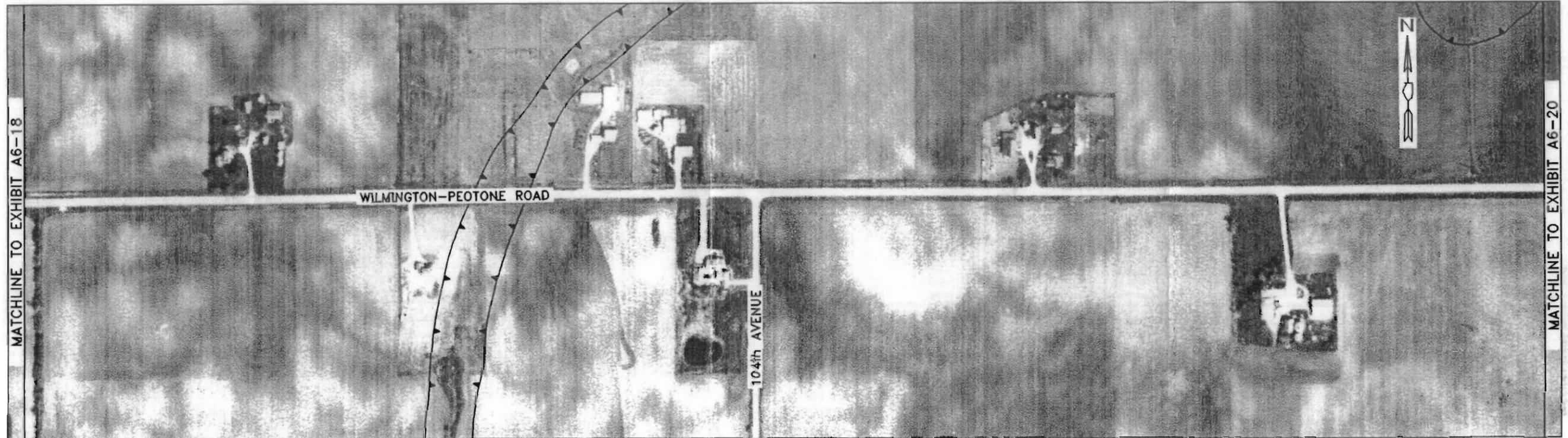
-  = WETLANDS
-  = 100 YEAR FLOOD PLAIN
-  = BOUNDARY FOR INDUSTRIAL, OFFICE OR COMMERCIAL PROPERTIES

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRC Transportation Group and BOYER Engineering, Ltd. for the



UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

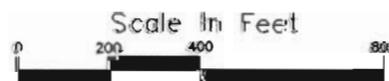
- * Flood plain of a drainage ditch traverses Wilmington-Peotone Road approximately 1/4 mile west of 104th Avenue.



PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



UNINCORPORATED WILL COUNTY



AERIAL PHOTO DATE: 5-06-92

UNINCORPORATED WILL COUNTY

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

- * Flood plain of Rock Creek traverses Wilmington-Peotone Road approximately 2/3 mile east of Center Road.

DESCRIPTION OF LAND USE:

LEGEND	
	= 100 YEAR FLOOD PLAIN

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

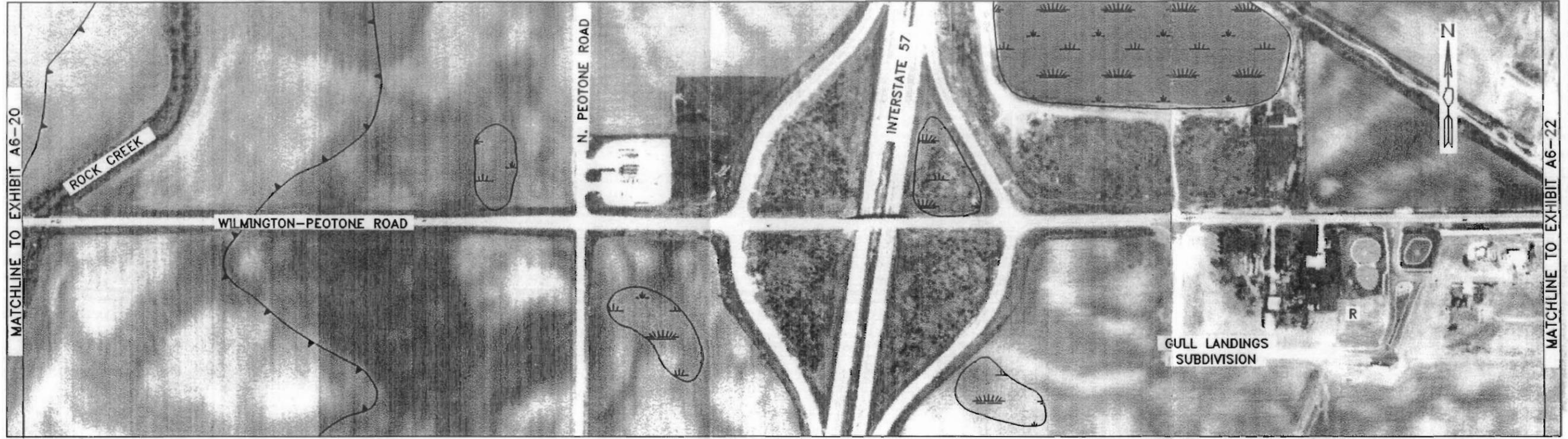
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



UNINCORPORATED WILL COUNTY



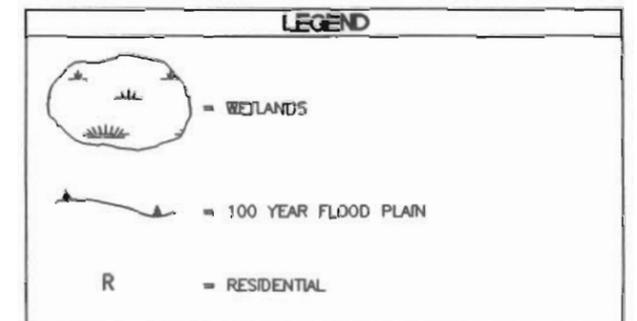
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

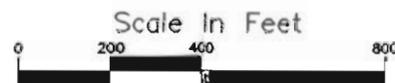
- * Rock Creek flood plain traverses Wilmington-Peotone Road approximately 1/4 mile west of North Peotone Road.

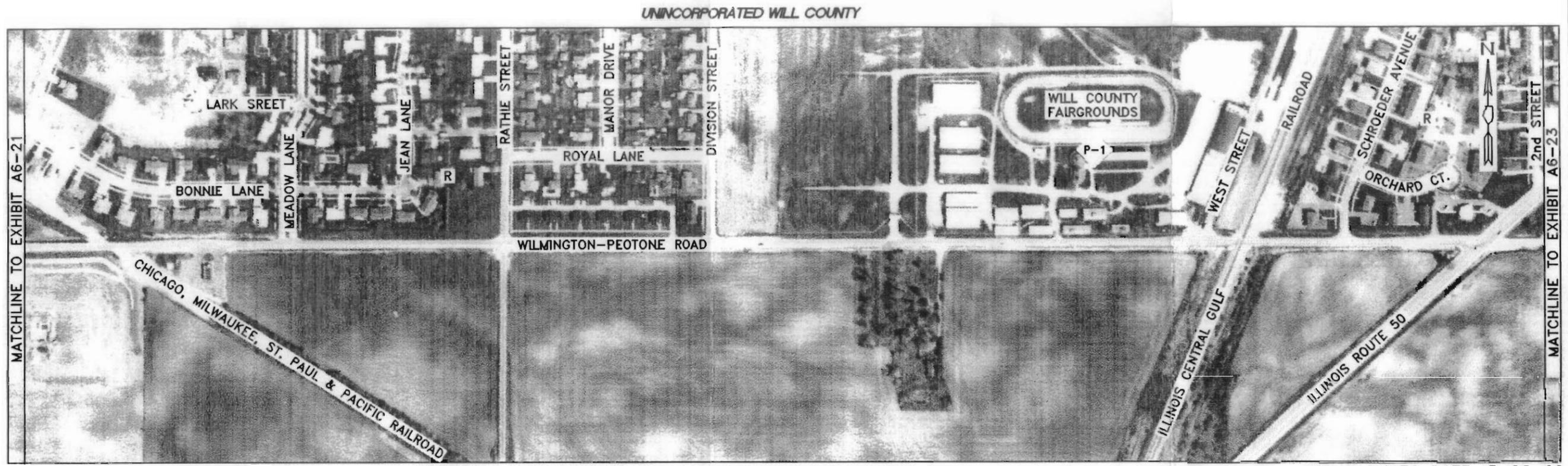
DESCRIPTION OF LAND USE:



PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

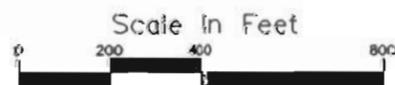
P-1 = Will County Fairgrounds

* Illinois Central Gulf Railroad could potentially become high-speed commuter line.

LEGEND	
P-#	= PUBLIC FACILITY
R	= RESIDENTIAL

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



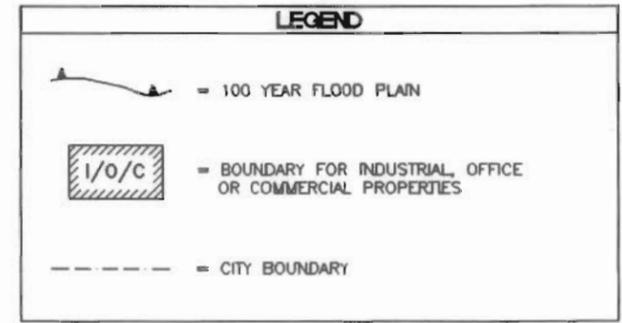


AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

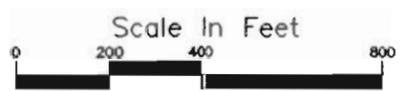
DESCRIPTION OF LAND USE:

* Flood plain of Black Walnut Creek traverses future Coming Road approximately 1/4 mile east of Harlem Avenue.



PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

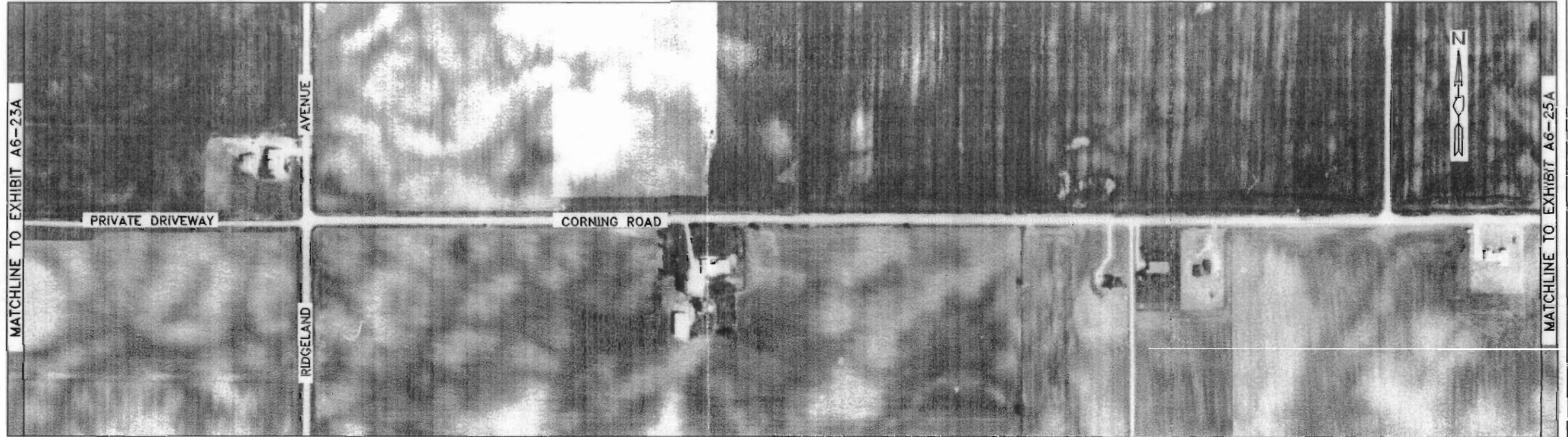
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A6-23A

UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

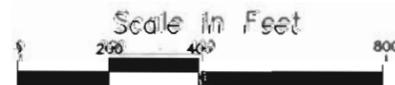
DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

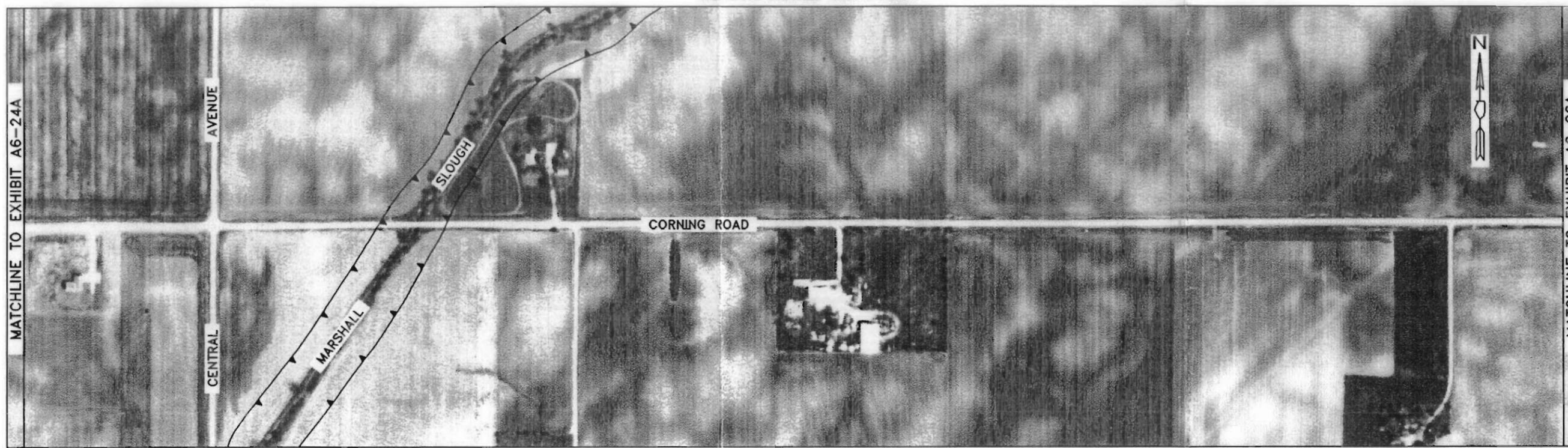
 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT A6-24A

UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

- * Marshall Slough flood plain traverses Corning Road approximately 500 ft. east of Central Avenue.

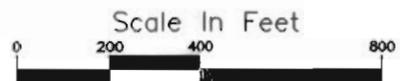
LEGEND

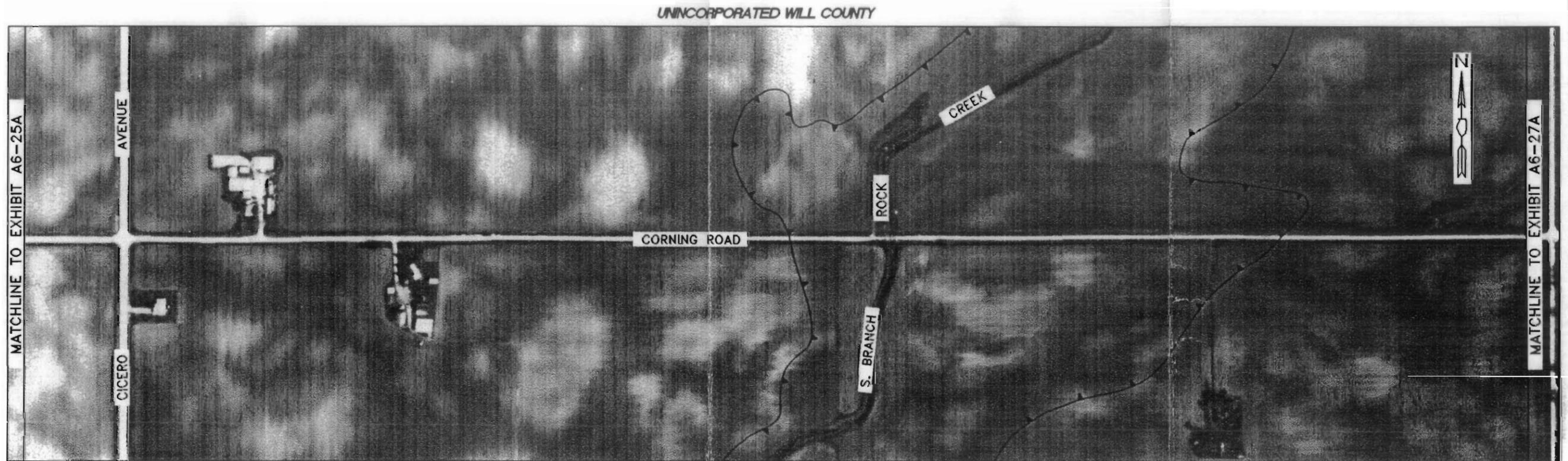
— 100 YEAR FLOOD PLAIN

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

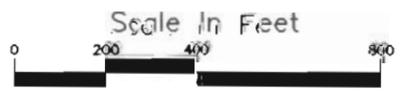
* Flood plain of South Branch of Rock Creek traverses Corning Road approximately 1/2 mile east of Cicero Avenue.

LEGEND

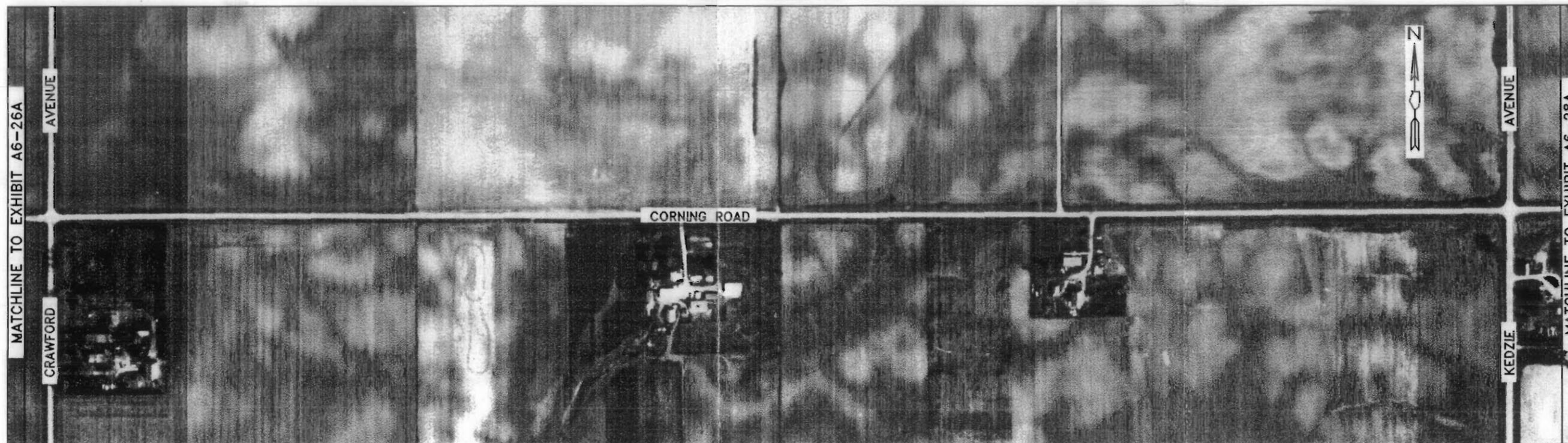
— 100-YEAR FLOOD PLAIN

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

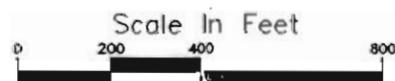
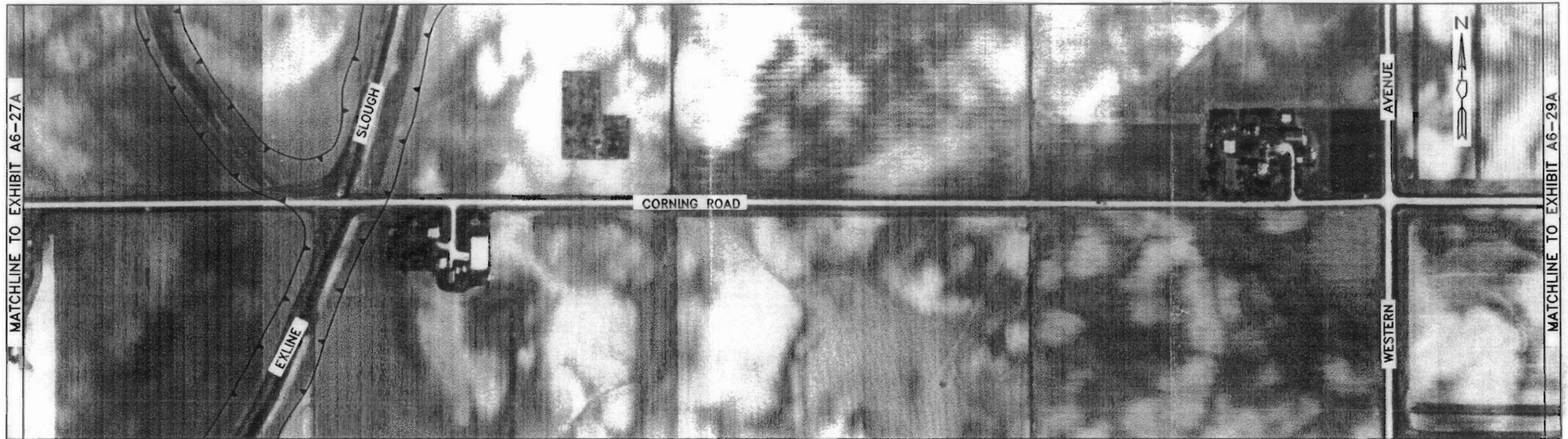


EXHIBIT A6-27A

UNINCORPORATED WILL COUNTY



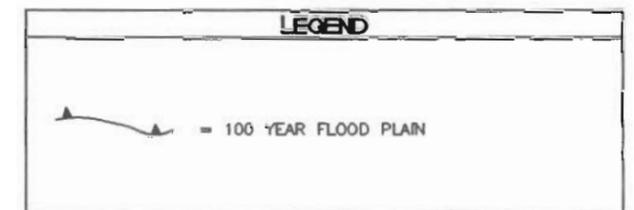
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

- * Flood plain of Exline Slough traverses Corning Road approximately 3/4 mile west of Western Avenue.



PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

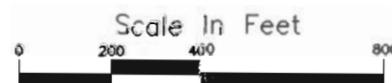
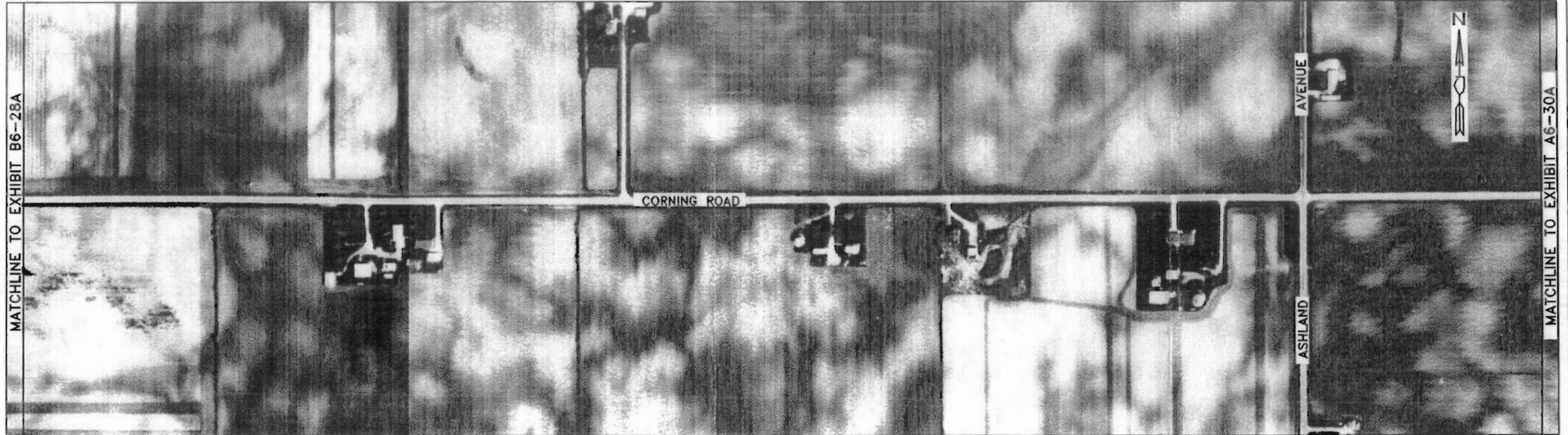


EXHIBIT A6-28A

UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

 Illinois Department of Transportation

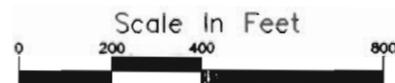
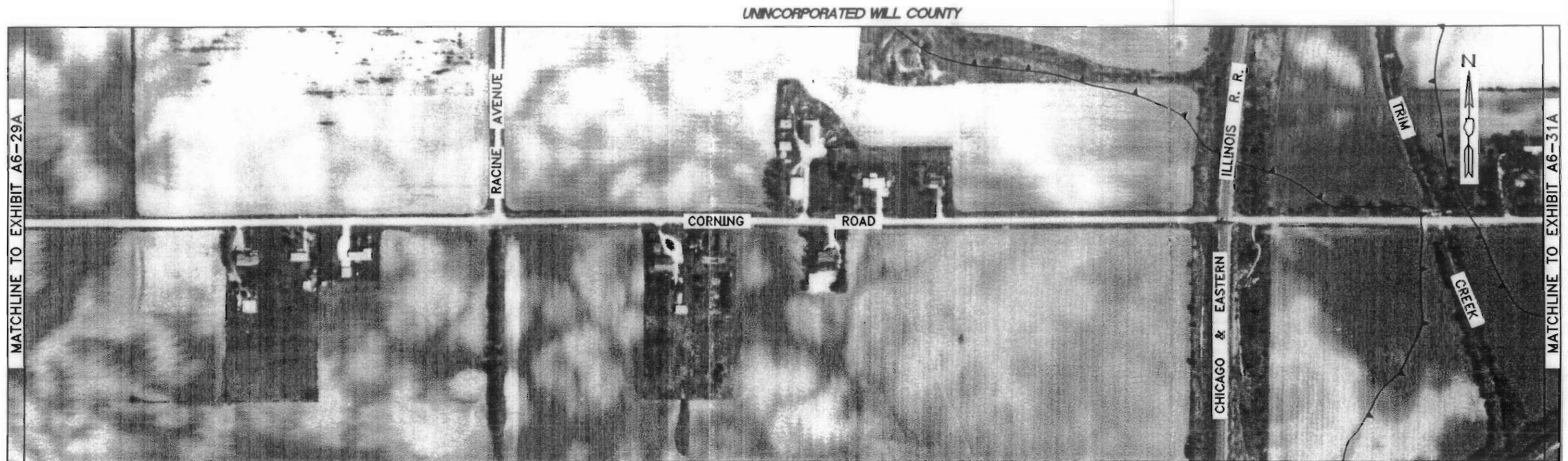


EXHIBIT A6-29A

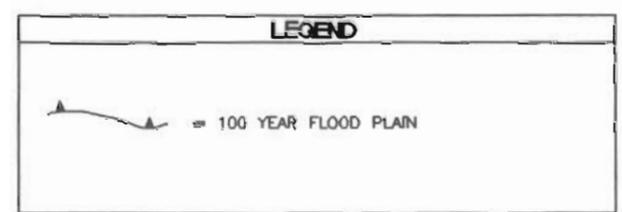


AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:

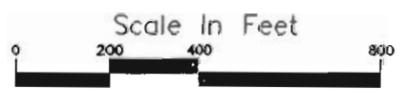
- Flood plain of Trim Creek traverses Corning Road approximately 1,000 ft. east of the Chicago & Eastern Illinois Railroad.



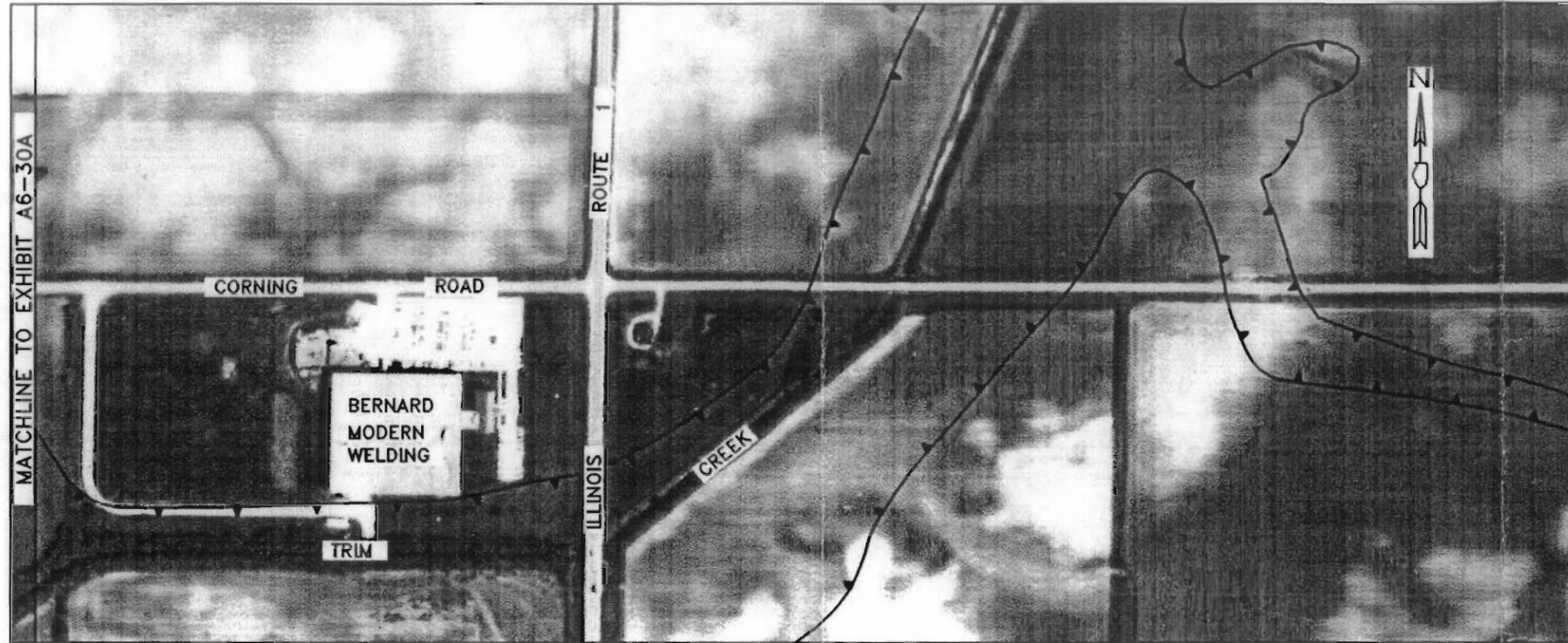
PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the
 Illinois Department of Transportation



UNINCORPORATED WILL COUNTY



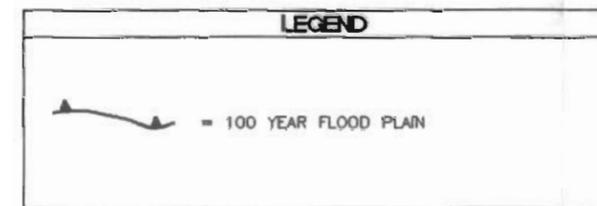
MATCHLINE TO EXHIBIT A6-30A

UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF ENVIRONMENTAL CONDITIONS:

DESCRIPTION OF LAND USE:



PEOTONE ROAD - ENVIRONMENTAL CONDITIONS AND LAND USE



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXHIBIT A6-31A

EXISTING ROADWAY CONDITIONS

PEOTONE ROAD

SRA

STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

EXISTING ROADWAY CONDITIONS

Introduction

As a basis for developing long-range improvement concepts, the SRA study includes a detailed evaluation of the existing roadway conditions. This chapter describes physical characteristics of the route including cross-sections, roadway structures, and other geometric concerns. In addition, aspects of traffic flow and operations such as ADT, accident rates, and parking are examined.

Table II-1 at the end of this chapter lists the structures located on Peotone Road. Accident rates at intersections and on route segments are shown on Table II-2 and II-3, respectively. Table II-4 provides data sources.

Section 1 - Interstate 55 to Illinois Route 53/Wilmington-Peotone Road

Exhibit B6-01 to Exhibit B6-05

Section 1 of the Peotone Road SRA begins at Interstate 55 and continues east along New River Road to Illinois Route 53. It then continues southeast, along a new alignment, to Wilmington-Peotone Road. This section passes through the Midewin Tallgrass Prairie Preserve, the Des Plaines Wildlife Conservation Area, and the City of Wilmington.

Physical Characteristics

The existing cross section for New River Road has two 12 foot lanes with adjacent 10 foot bituminous concrete shoulders on either side. The R.O.W. is 110 feet along New River Road.

The intersection of New River Road and Illinois Route 53 is an intersection of two SRA routes. This intersection consists of one lane in each direction for through and shared turning movements.

There are two structures in the first section of the corridor. The overpass at Interstate 55 on New River Road has structure number 099-0160. Structure number 099-3294 is on New River Road across Prairie Creek. There is also an at-grade railroad crossing of the Illinois Central Gulf Railroad about 1/3 mile west of Illinois Route 53 on New River Road.

Traffic Control, Operations, and Safety

The existing ADT on New River Road between Interstate 55 and Illinois Route 53 is approximately 2000 vpd. The posted speed limit is 55 mph. New River Road is designated as a Class II truck route.

The west leg of the New River Road/Illinois Route 53 intersection is stop controlled. There are no other stop signs or signals along this section of the corridor.

EXISTING ROADWAY CONDITIONS - cont'd

One intersection in this section has a high calculated accident rates as compared to the statewide average. The intersection of New River Road and Illinois Route 53 has an accident rate of 1.09 accidents per million vehicles.

Public Transportation

There are presently no public transportation routes in this section of the Peotone Road corridor.

Section 2 - Illinois Route 53 to Interstate 57

Exhibit B6-05 to Exhibit B6-21

Section 2 of the Peotone Road SRA begins approximately ¾ mile east of Illinois Route 53 and follows Wilmington-Peotone Road east to Interstate 57. Peotone Road is within the communities of Wilmington and Symerton for this section of the corridor. Most of the adjacent property, however, lies within unincorporated Will County.

Physical Characteristics

Wilmington-Peotone Road is a two lane rural highway between Illinois Route 53 and Illinois Route 50. The existing cross section between Illinois Route 53 and 500 feet west of the abandoned Norfolk & Western Railroad provides 11 foot lanes in each direction with adjacent 10 foot aggregate shoulders. The existing R.O.W. in this section is 66 feet. The cross section from just west of the abandoned Norfolk & Western Railroad to Interstate 57 provides 12 foot lanes in each direction with adjacent 10 foot aggregate shoulders. The existing R.O.W. in this section is 80 feet.

The intersection of Illinois Route 53 and Wilmington-Peotone Road is an intersection of two SRA routes. There is one through lane with a shared right turn lane and one left turn lane for the north and south legs of the intersection. The east and west legs of the intersection have one lane for through and turning movements. This is the only signalized intersection in section 2 of the Peotone Road SRA corridor.

The intersection of Wilmington-Peotone Road and US Route 45 is also an intersection of two SRA routes. This intersection is stop controlled and there is one lane for through and turning movements at all four legs.

There are many structures in this section of the Peotone Road corridor. An unnamed creek passes under Wilmington-Peotone Road about ¼ mile east of Illinois Route 53 and has structure number 099-3331. The structure over Jordan Creek near Old Chicago Road has number 099-3040. Structure number 099-3342 passes over the Forked Creek Branch near Gouger Road. The Forked Creek East

EXISTING ROADWAY CONDITIONS - cont'd

Tributary crosses ¼ mile west of Tully Road and has structure number 099-3327. Two branches of Forked Creek pass under Wilmington-Peotone Road. Structure number 099-3043 located about ¼ mile west of Wilton Road, and structure number 099-3332 located approximately ½ mile west of US Route 45. Rock Creek crosses ½ mile east of Center Road and has structure number 099-3344. Finally, structure number 099-0161 is the Interstate 57 overpass.

Traffic Control, Operations, and Safety

The ADT in this section is about 4000 vpd. Other SRA routes in this section include Illinois Route 53, the west terminus, and US Route 45. The posted speed limit is 55 mph.

The intersection of Wilmington-Peotone Road and US Route 45 has an accident rate of 1.56 accidents per million vehicles. This rate is greater than the statewide average for a rural two-way roadway.

Public Transportation

There are no public transit routes in this section of Wilmington-Peotone Road.

Section 3 - Interstate 57 to Illinois Route 1

Exhibit B6-21 to Exhibit B6-31A

The third section of the Peotone Road corridor has been evaluated using two alignments. The alignment originally adopted by the CATS subcommittee begins at Interstate 57 and continues east along Wilmington-Peotone Road to Illinois Route 50. The corridor then turns north and follows Illinois Route 50 to Peotone-Beecher Road. At this point the corridor follows Peotone-Beecher Road east to Illinois Route 1.

Due to the impacts of the South Suburban Airport study currently underway, it became necessary to consider the Corning Road alignment. This alignment also begins at Interstate 57 and continues east along Wilmington-Peotone Road to Illinois Route 50. At this point the alternate continues east along Tucker Road, then through a non-developed section along private property. This would allow Tucker Road to tie in with Corning Road to the east, where it continues to Illinois Route 1.

Although the second alignment was initially considered due to the South Suburban Airport Study, it offers some significant advantages over the original alignment, even without an airport. The Corning Road alignment has three major advantages over the adopted alignment. First, it avoids the areas through Peotone and Beecher where there is little opportunity to widen the R.O.W. It also allows full access to the businesses located along Illinois Route 50. Finally, the Corning Road alignment eliminates the turning movements required at Illinois Route 50 and at Peotone-Beecher Road that are required in the adopted alignment. Therefore, the Peotone-Beecher Road alignment

EXISTING ROADWAY CONDITIONS - cont'd

is no longer under consideration as part of this study.

Physical Characteristics

The existing cross section on the Interstate 57 overpass consists of 12 foot lanes in each direction with adjacent 4 foot shoulders to the railing. The existing typical section, from Interstate 57 to Illinois Route 50, consists of two 12 foot lanes in each direction with adjacent curb and gutter and a 14 foot flush median within 73 to 90 feet of R.O.W.

The preferred alignment follows Wilmington-Peotone Road from Interstate 57 to Illinois Route 50. At this point it continues east along the Corning Road alignment. The existing roadway is an 18 foot unimproved gravel roadway. The existing R.O.W. along this section is approximately 60 feet, with the exception of a gap from Harlem Avenue to Ridgeland Avenue where no R.O.W. exists.

The Corning Road alignment also crosses several structures in this section. A structure crosses over South Rock Creek about ½ mile east of Cicero Ave. with structure number 099-4961. Structure number 099-5005 is located about ¾ mile east of Racine Ave. across the Trim Creek tributary. There is also a structure carrying the Chicago & Eastern Illinois Railroad over Corning Road about ½ mile west of Illinois Route 1. The structure has a vertical clearance of 13 feet 8 inches.

Traffic Control, Operations, and Safety

The ADT in this section ranges from 5000 vpd along Wilmington-Peotone to 50 vpd along the Corning Road alignment. The speed limit is 40 mph through Peotone and no speed limit is posted on Corning Road.

The accident rate in number of accidents per million vehicles is 1.49 accidents for the intersection of Wilmington-Peotone Road and Illinois Route 50. This rate is above the statewide average for rural two-way streets.

Public Transportation

There are currently no public transit routes in this section.

**Table II-1
Structure Inventory
Peotone Road**

EXHIBIT LABEL	STRUCTURE NUMBER	OVER	UNDER	CLEAR WIDTH	LENGTH	COMMENTS
SN-1	990160	I-55		28.5'		Reconstruction required
SN-2	993294	Prairie Creek		44'	90.5'	Modification required
SN-3	993331	Unnamed Creek		40'	45'	Modification required
SN-4	993040	Jordan Creek		21.5'	20'	Modification required
SN-5	993342	Forked Creek		40.5'	58'	Modification required
SN-6	993327	Forked Creek East Tributary		41'	120.8'	Modification required
SN-7	993043	South Br. Forked Creek		40'	59'	Modification required
SN-8	993332	South Br. Forked Creek				Modification required
SN-9	993344	Rock Creek		40'	98'	Modification required
SN-10	990161	I-57		32'		Modification required
SN-11		Black Walnut Creek				Proposed Structure (see proposed exhibits)
SN-12		Marshall Slough		20'	18'	Modification required
SN-13	994961	South Rock Creek		32'	34'	Modification required
SN-14	993307	Exline Slough		30'	32'	Modification required
SN-15			Chicago & Eastern Illinois Railroad	20'	87'	Modification required
SN-16	995005	Trim Creek				Modification required

**Table II-2
Accident Rates at Intersections
Peotone Road**

Intersection	N-S-ADT	E-W-ADT	No. of Accidents			Rate
			1990	1991	1992	
New River Rd./IL 53	5275	1400	4	2	2	1.095
IL 53/Wilmington-Peotone Rd.	6500	2200	1	1	3	0.525
Wilmington-Peotone Rd./US 45	2450	1650	4	1	2	1.559
Wilmington-Peotone Rd./IL 50	3625	2500	3	3	4	1.491
IL 50/Peotone-Beecher Rd.	5650	1500	2	2	3	0.894
Peotone-Beecher Rd./IL 1	7700	1875	0	0	7	0.668

**Table II-3
Accident Rates on Segments
Peotone Road**

Segment Start	Segment End	Segment Length (mi)	ADT	No. of Accidents			Rate
				1990	1991	1992	
I-55	IL 53	4.02	1400	2	3	3	1.298
IL 53	US 45	13.07	1700	7	24	21	2.137
US 45	I-57	3.19	1800	4	1	2	1.113
I-57	IL 50	1.5	2500	0	5	4	2.192
Wilmington-Peotone Road	Peotone-Beecher Road	1.14	5000	15	6	15	5.768
IL 50	IL 1	8.54	2000	0	11	17	1.497

**Table II-4
Sources of Data for Traffic and Transportation Characteristics
Peotone Road**

Item	Data Source
Traffic Volumes <ul style="list-style-type: none"> • Average Daily Traffic • Intersection Turning Movement Counts 	<ul style="list-style-type: none"> - USDOT Office of Planning and Programming, 1989 Traffic Map, Will County - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Accidents	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Transit <ul style="list-style-type: none"> • Routes 	<ul style="list-style-type: none"> - Metra - Pace
Traffic Control <ul style="list-style-type: none"> • Signalized Intersection Locations • Other Traffic Control 	- Field Reconnaissance
Cross Section <ul style="list-style-type: none"> • Lane Widths and Arrangements • Shoulder Widths • Type of Section 	<ul style="list-style-type: none"> - As-Built Plans - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - Field Reconnaissance
Right-of-Way	<ul style="list-style-type: none"> - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - As-Built Plans, Sidwell Maps
Curb/Roadside Use <ul style="list-style-type: none"> • Parking • Bus and Loading Zones 	- Field Reconnaissance
Structures	- Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report
Other Features	<ul style="list-style-type: none"> - Illinois Department of Transportation, Office of Planning & Programming, Planning Services Section, Roadway Scope Report - Field Reconnaissance

EXISTING LANE CONFIGURATION

SIGNAL SPACING

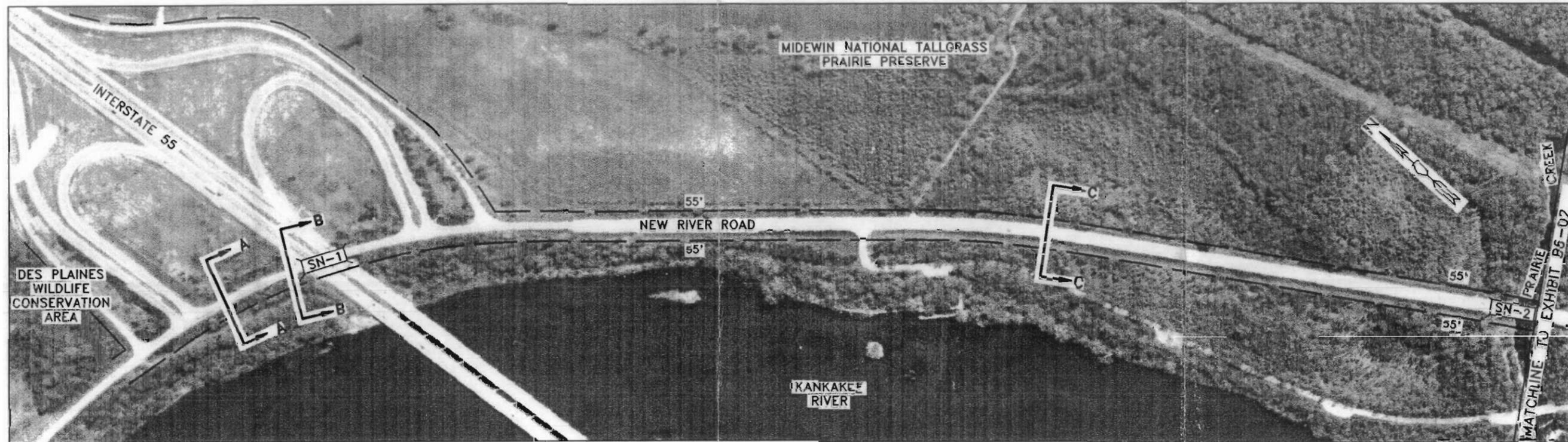
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4.02 MILES

55'
55'

55'
55'

UNINCORPORATED WILL COUNTY



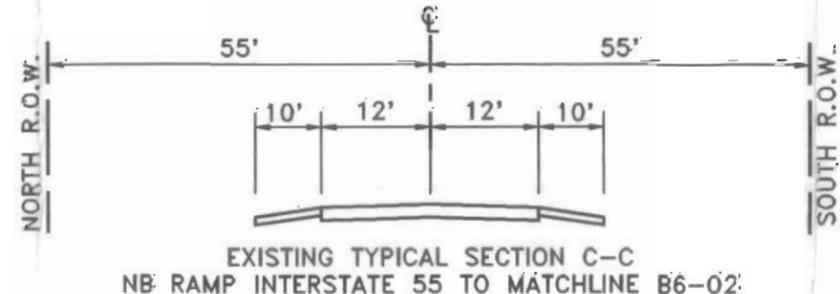
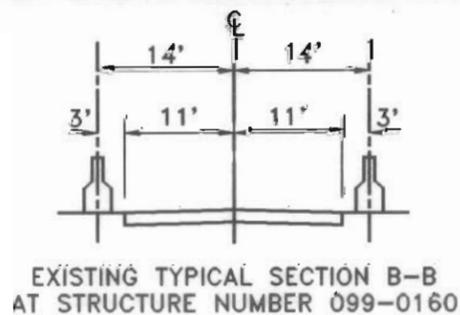
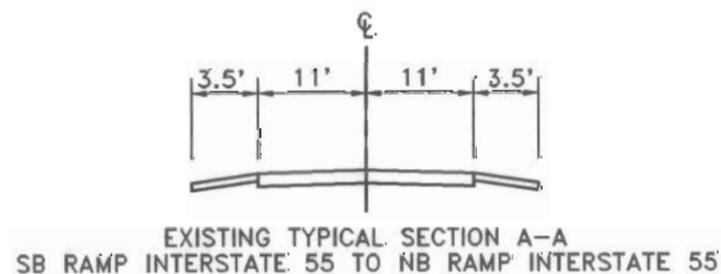
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-1 = Structure number 099-0160

SN-2 = Structure number 099-3294



LEGEND	
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	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS

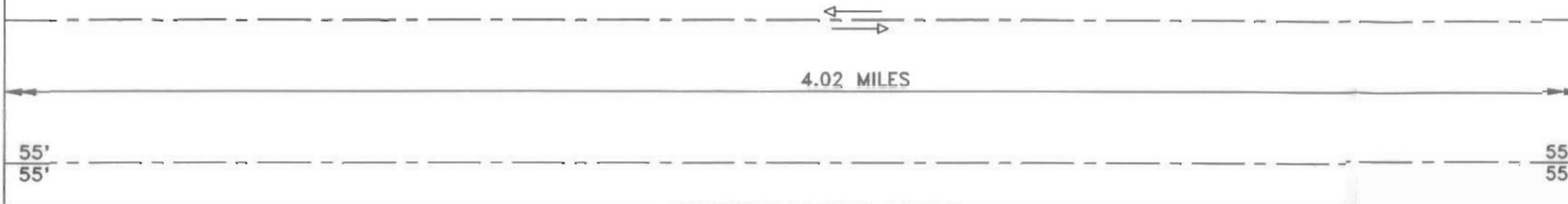
Prepared by DAMES & MOORE/NCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



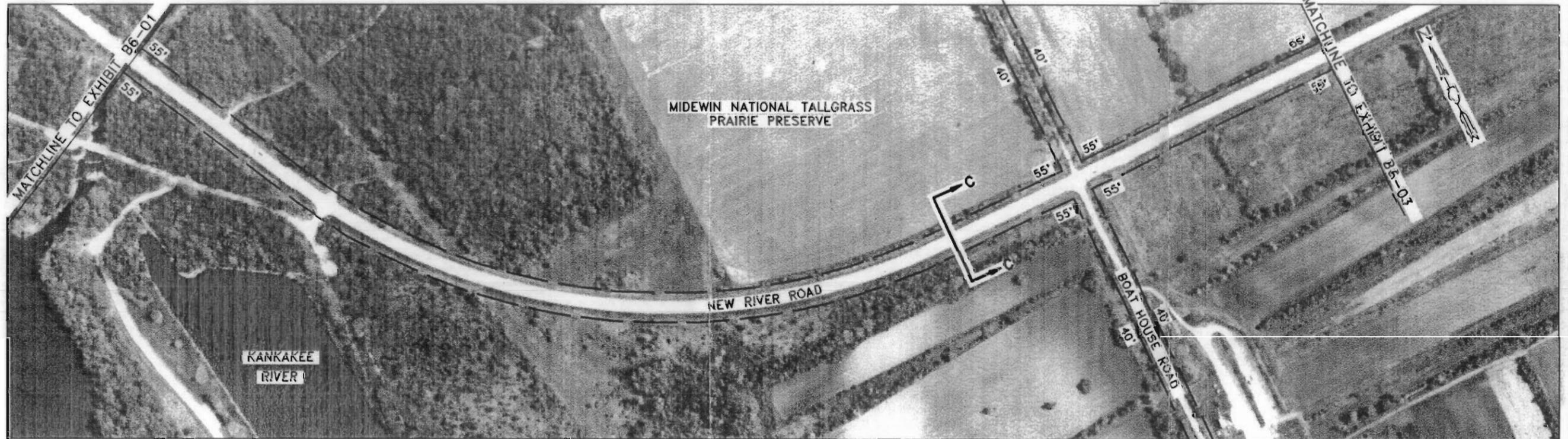
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SIGNAL SPACING

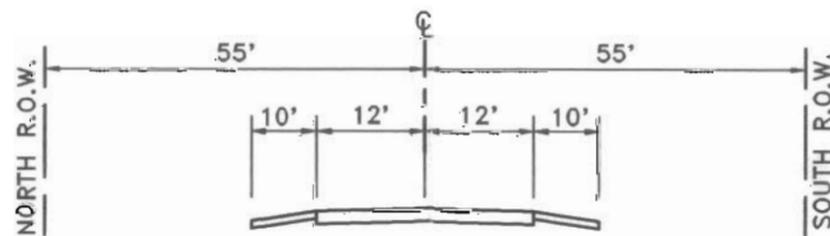
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UNINCORPORATED WILL COUNTY



DESCRIPTION OF EXISTING CONDITIONS:



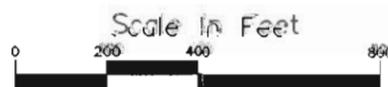
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MATCHLINE B6-01 TO MATCHLINE B6-03

LEGEND	
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00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS

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Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

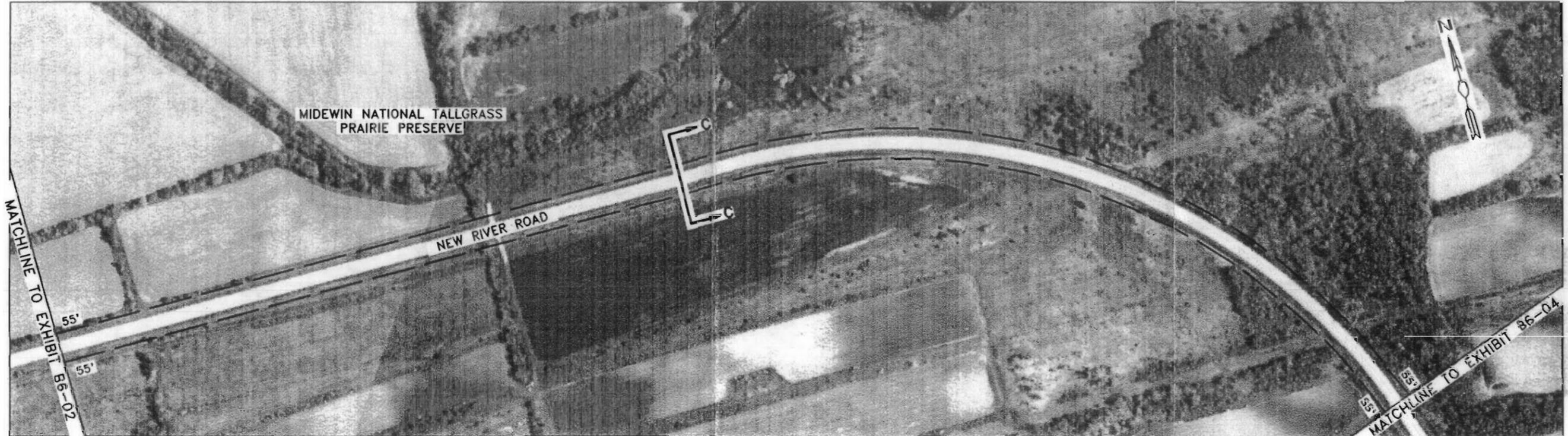


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55'

55'
55'

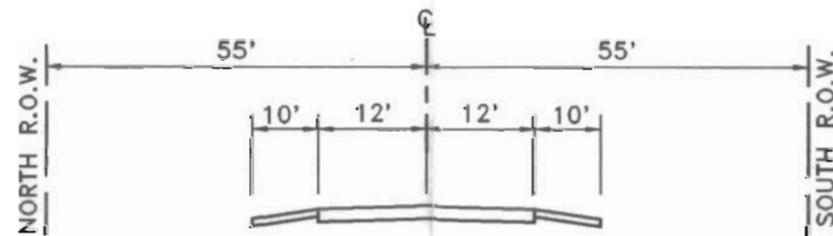
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

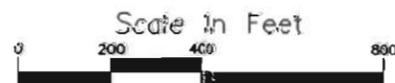


EXISTING TYPICAL SECTION C-C
MATCHLINE B6-02 TO MATCHLINE B6-04

LEGEND	
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00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS

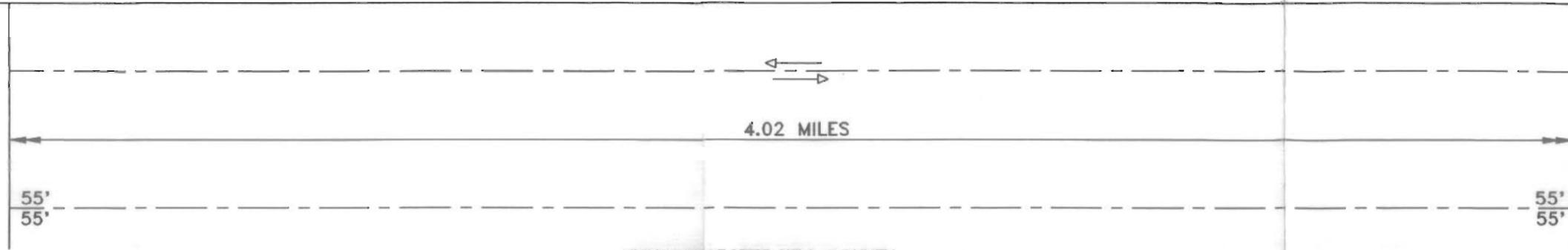
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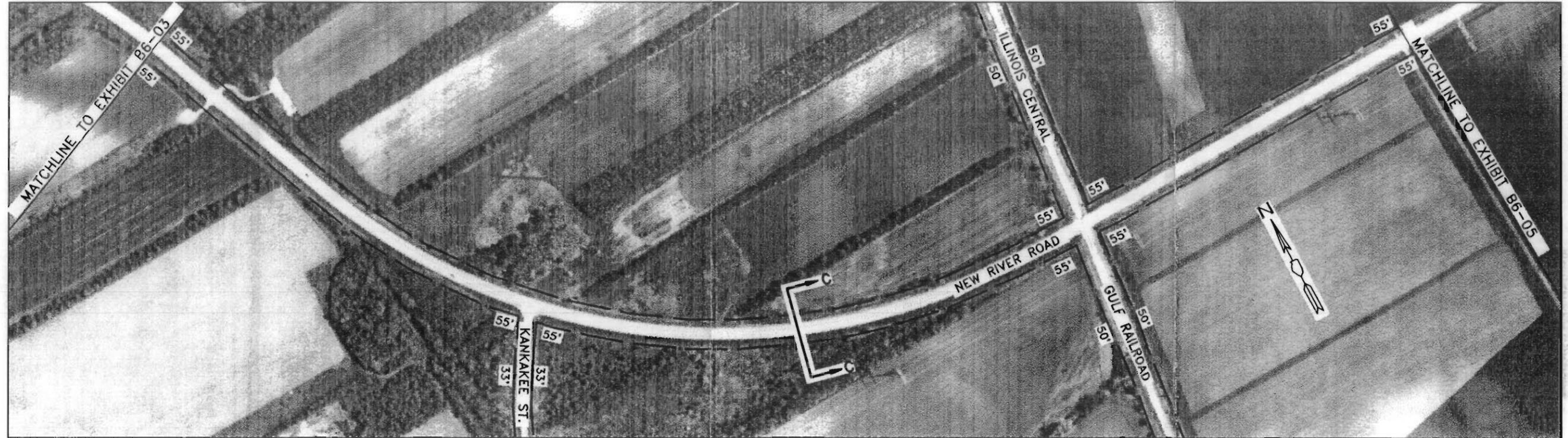
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



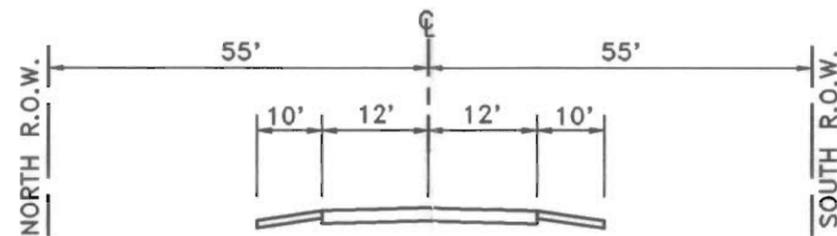
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

DESCRIPTION OF EXISTING CONDITIONS:

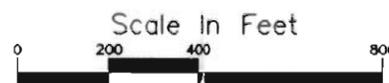
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00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

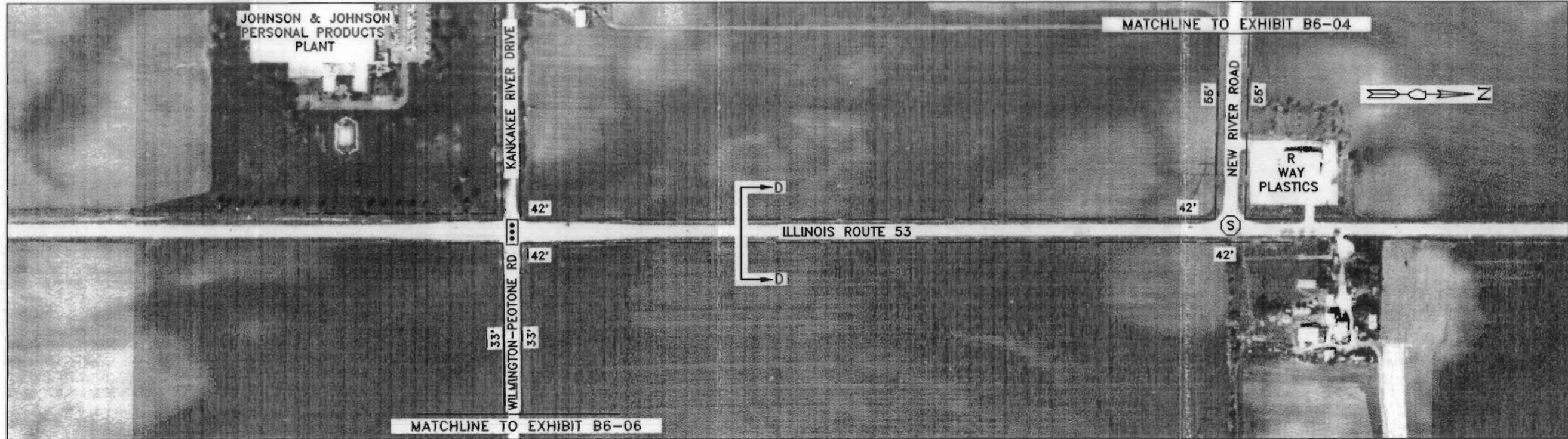
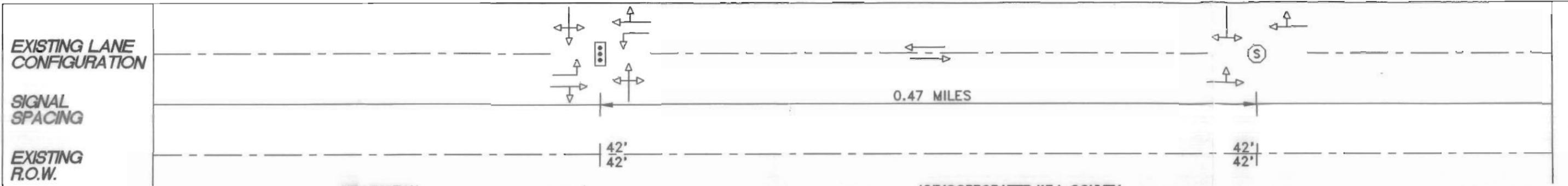


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MATCHLINE B6-03 TO MATCHLINE B6-05

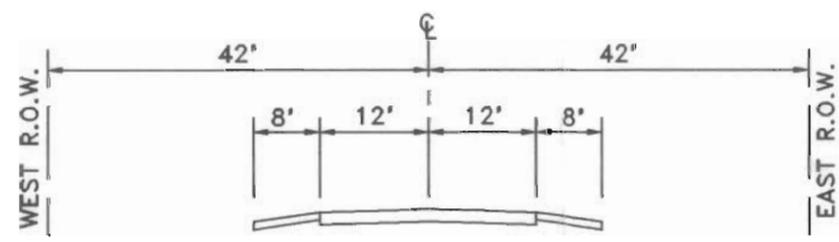
PEOTONE ROAD - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF EXISTING CONDITIONS:

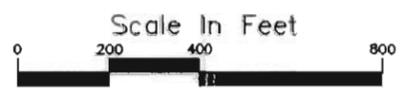


EXISTING TYPICAL SECTION D-D
NEW RIVER ROAD TO WILMINGTON-PEOTONE ROAD

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= STOP SIGN
	= CITY BOUNDARY

PEOTONE ROAD - EXISTING CONDITIONS

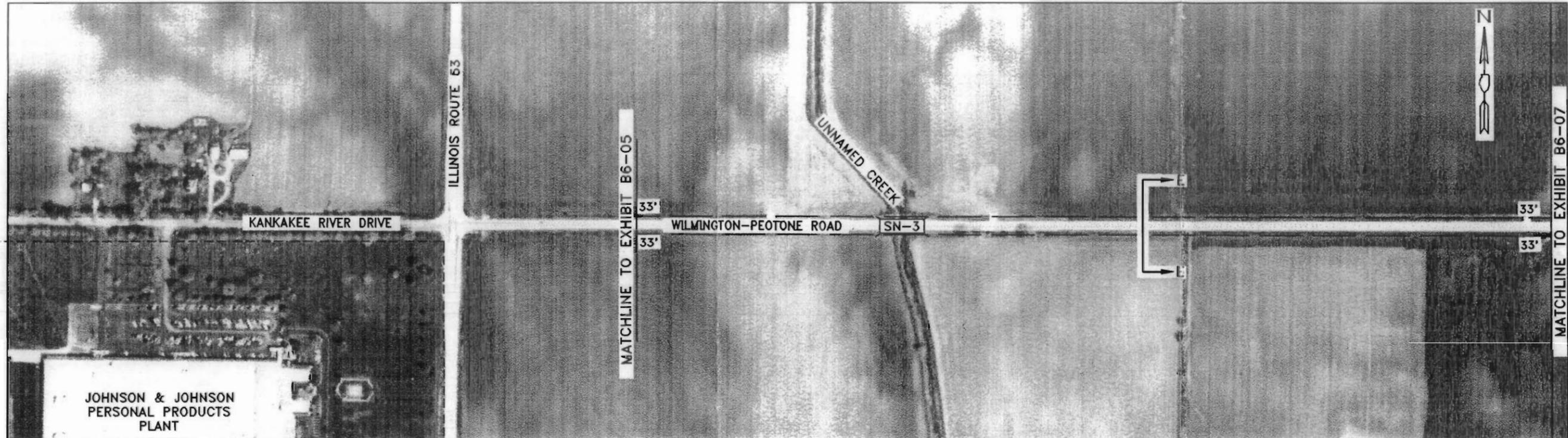
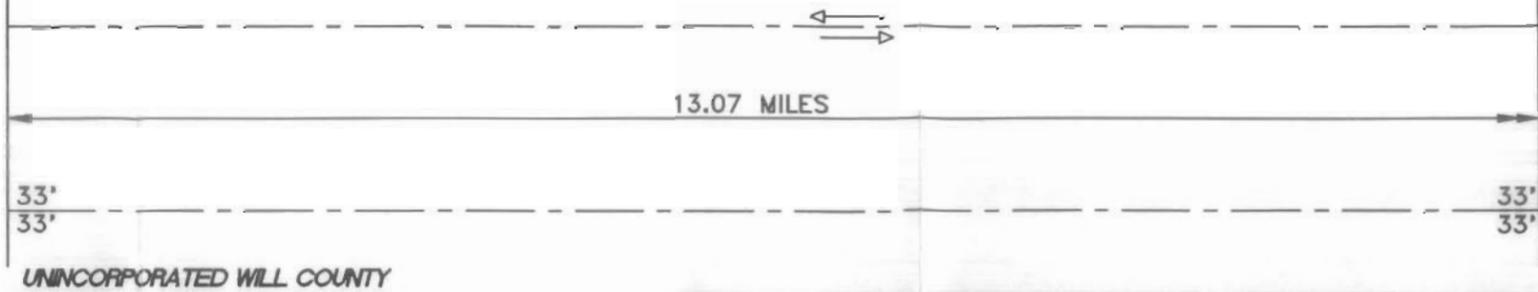
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

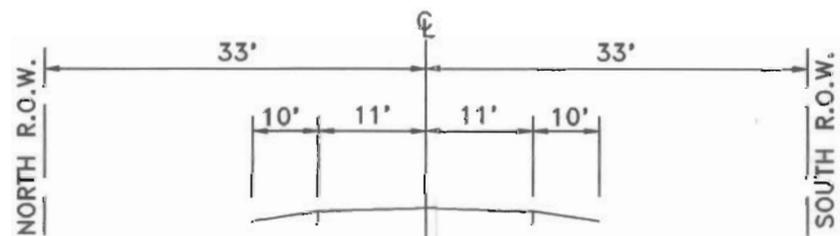
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AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

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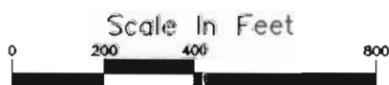
EXISTING TYPICAL SECTION E-E
MATCHLINE B6-05 TO MATCHLINE C6-07

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00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC SIGNAL
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY

PEOTONE ROAD - EXISTING CONDITIONS



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EXISTING LANE CONFIGURATION

SIGNAL SPACING

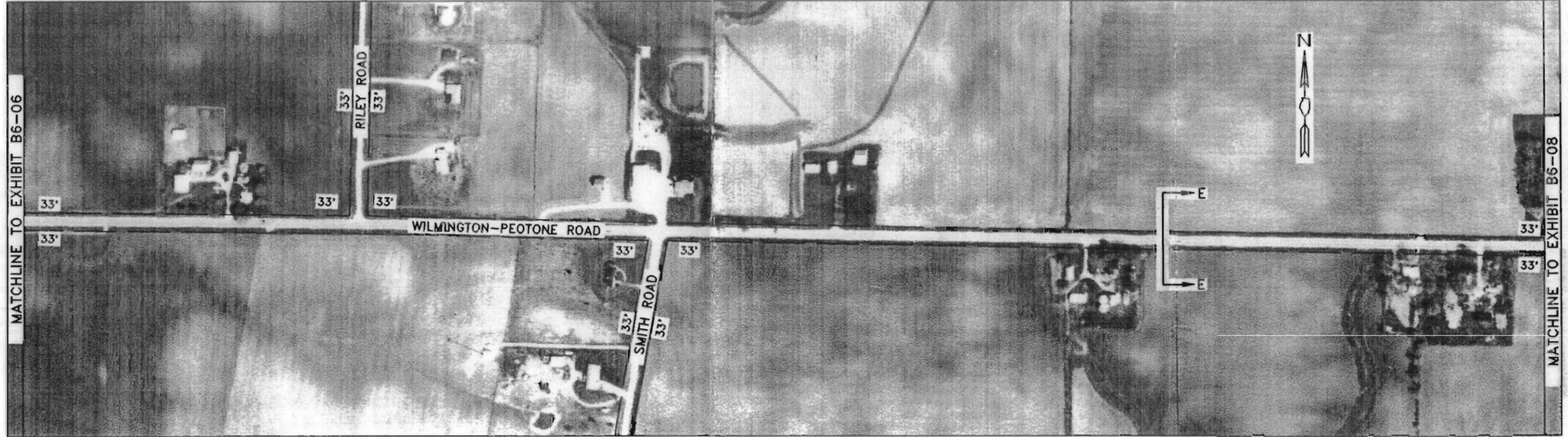
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13.07 MILES

33'
33'

33'
33'

UNINCORPORATED WILL COUNTY

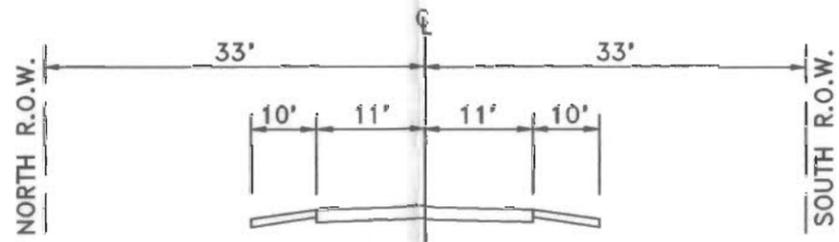


UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

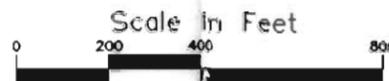


EXISTING TYPICAL SECTION E-E
MATCHLINE B6-06 TO MATCHLINE B6-08

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

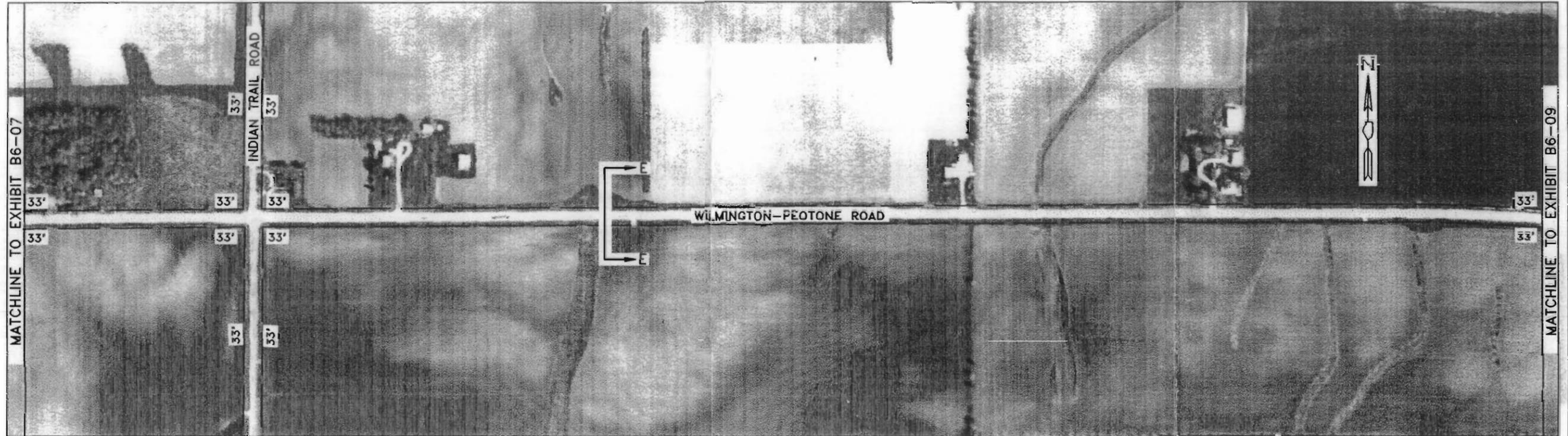
EXISTING R.O.W.

13.07 MILES

33'
33'

33'
33'

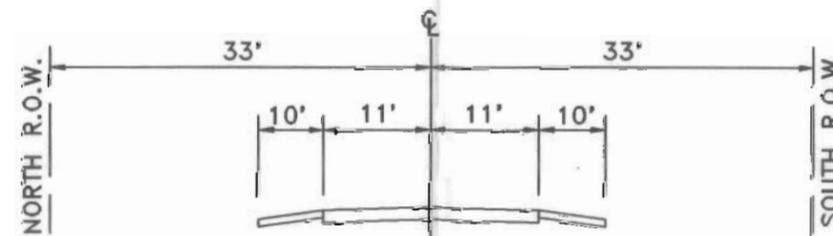
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL. COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:



EXISTING TYPICAL SECTION E-E
MATCHLINE B6-07 TO MATCHLINE B6-09

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

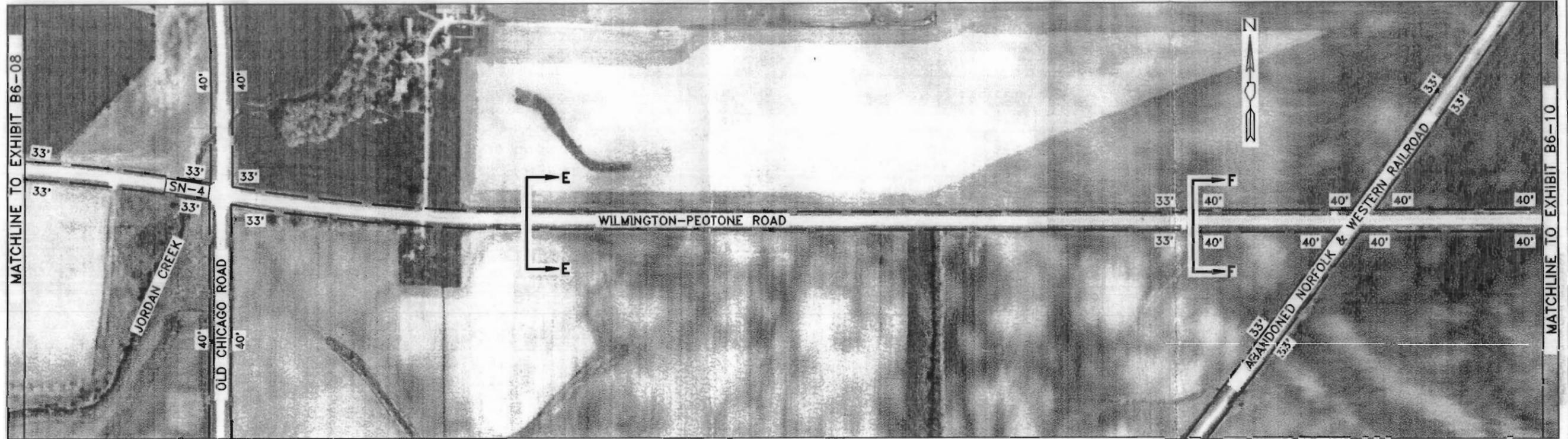
13.07 MILES

33'
33'

33' | 40'
33' | 40'

40'
40'

UNINCORPORATED WILL COUNTY

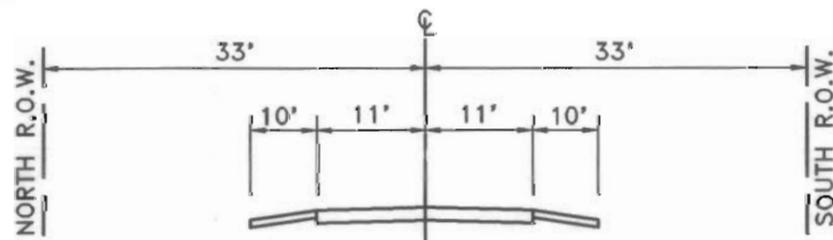


UNINCORPORATED WILL COUNTY

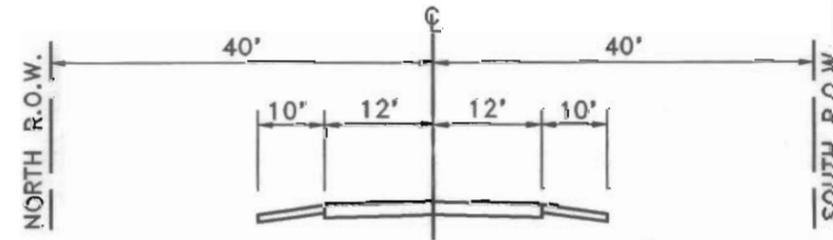
AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-4 = Structure number 099-3040



EXISTING TYPICAL SECTION E-E
MATCHLINE B6-08 TO ABANDONED NORFOLK
& WESTERN RAILROAD



EXISTING TYPICAL SECTION F-F
ABANDONED NORFOLK & WESTERN RAILROAD
TO MATCHLINE B6-10

LEGEND

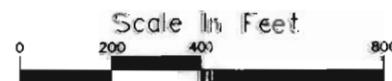
- = EXISTING RIGHT OF WAY
- 00' = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING STRUCTURE NUMBER
- = EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



EXISTING LANE CONFIGURATION

SIGNAL SPACING

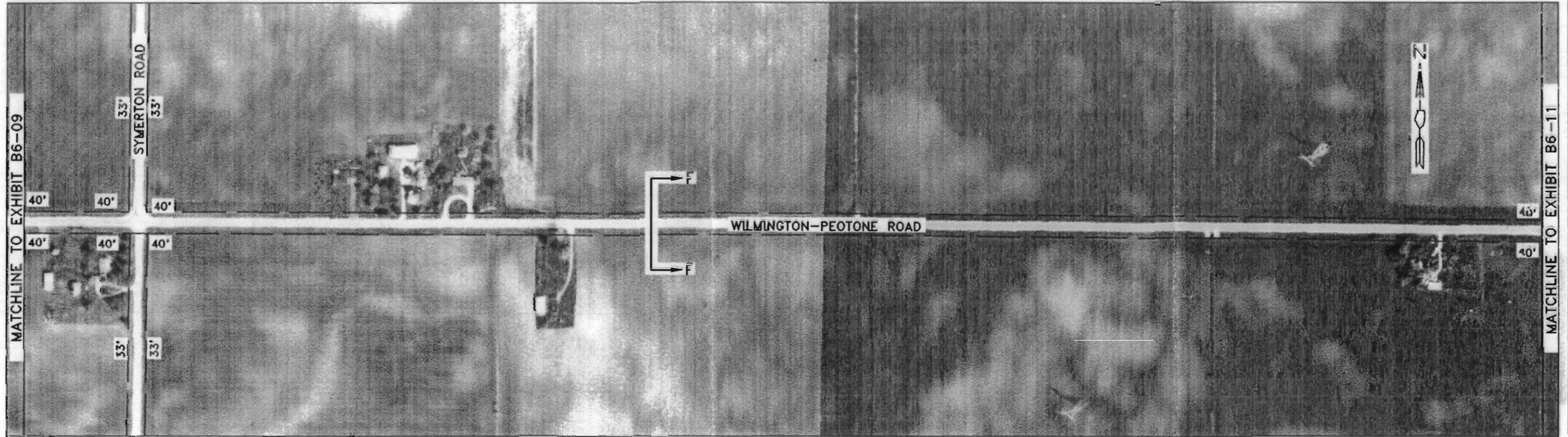
EXISTING R.O.W.

13.07 MILES

40'
40'

40'
40'

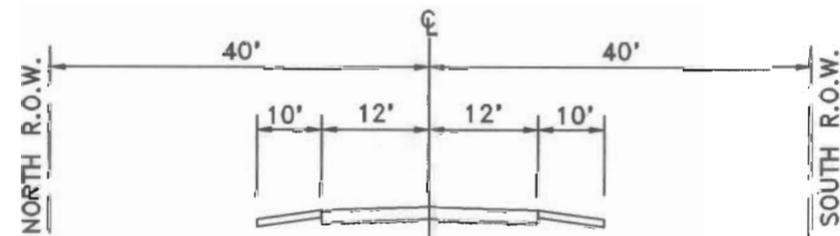
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:



EXISTING TYPICAL SECTION F-F
MATCHLINE B6-09 TO MATCHLINE B6-11

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

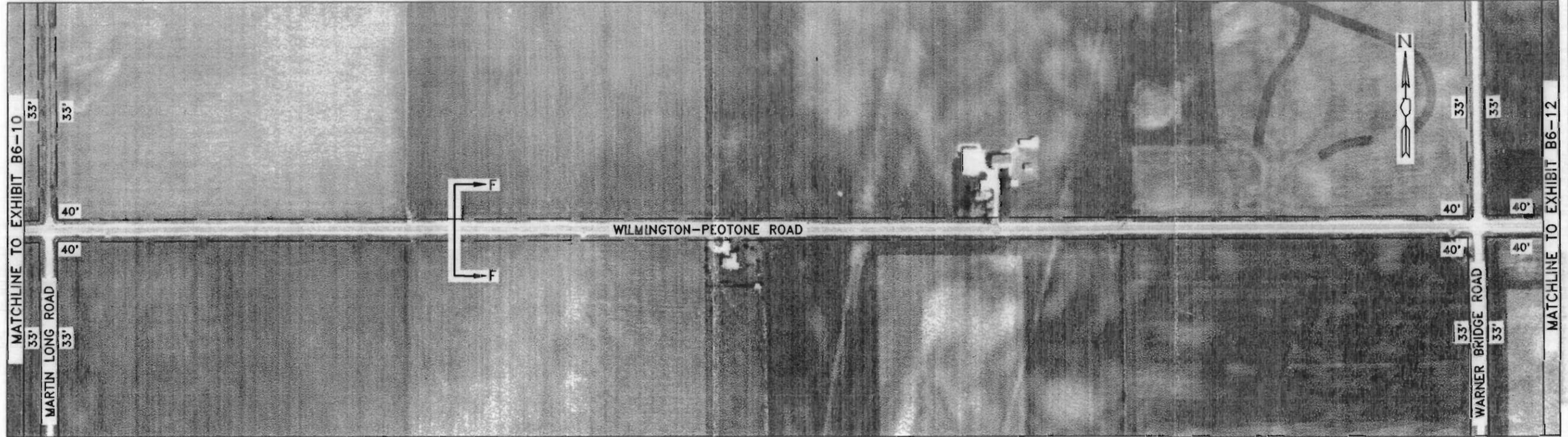
EXISTING R.O.W.

13.07 MILES

40'
40'

40'
40'

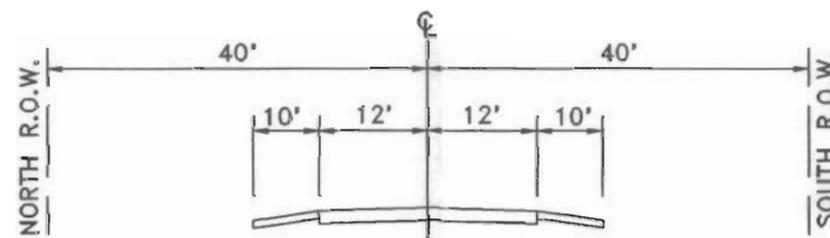
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:



EXISTING TYPICAL SECTION F-F
MATCHLINE B6-10 TO MATCHLINE B6-12

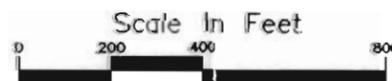
LEGEND

- = EXISTING RIGHT OF WAY
- = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

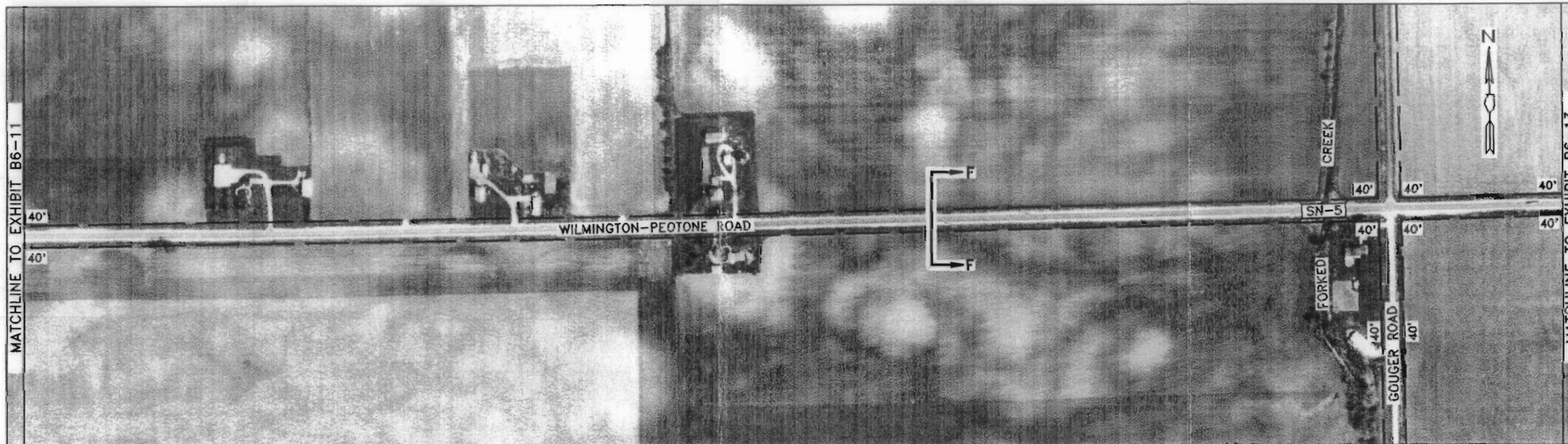
EXISTING R.O.W.

13.07 MILES

40'
40'

40'
40'

UNINCORPORATED WILL COUNTY

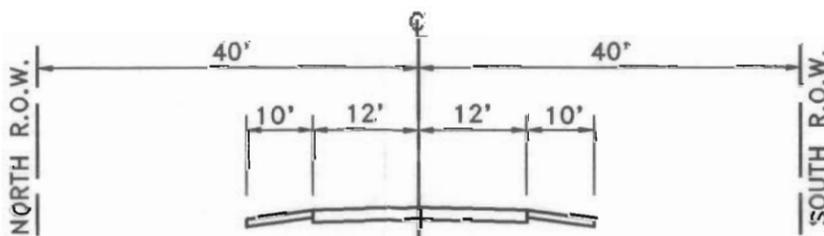


UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-5 = Structure number 099-3342



EXISTING TYPICAL SECTION F-F
MATCHLINE B6-11 TO MATCHLINE B6-13

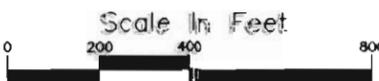
LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING STRUCTURE NUMBER

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



EXISTING LANE CONFIGURATION

SIGNAL SPACING

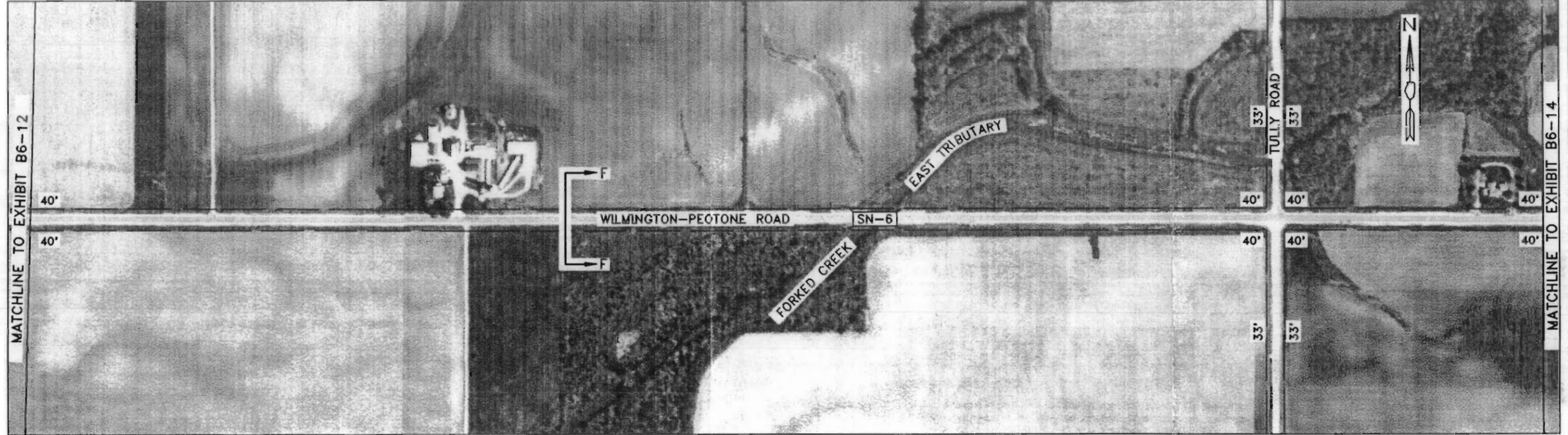
EXISTING R.O.W.

13.07 MILES

40'
40'

40'
40'

UNINCORPORATED WILL COUNTY

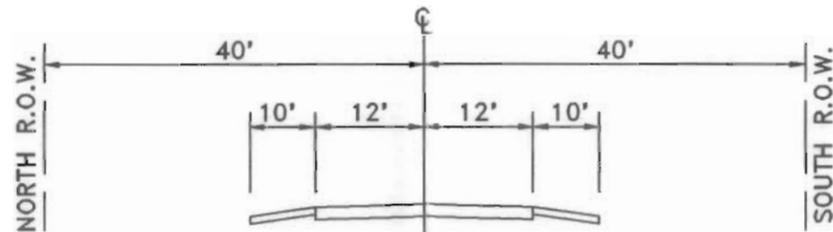


UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-6 = Structure number 099-3327



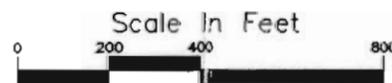
EXISTING TYPICAL SECTION F-F
MATCHLINE B6-12 TO MATCHLINE B6-14

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

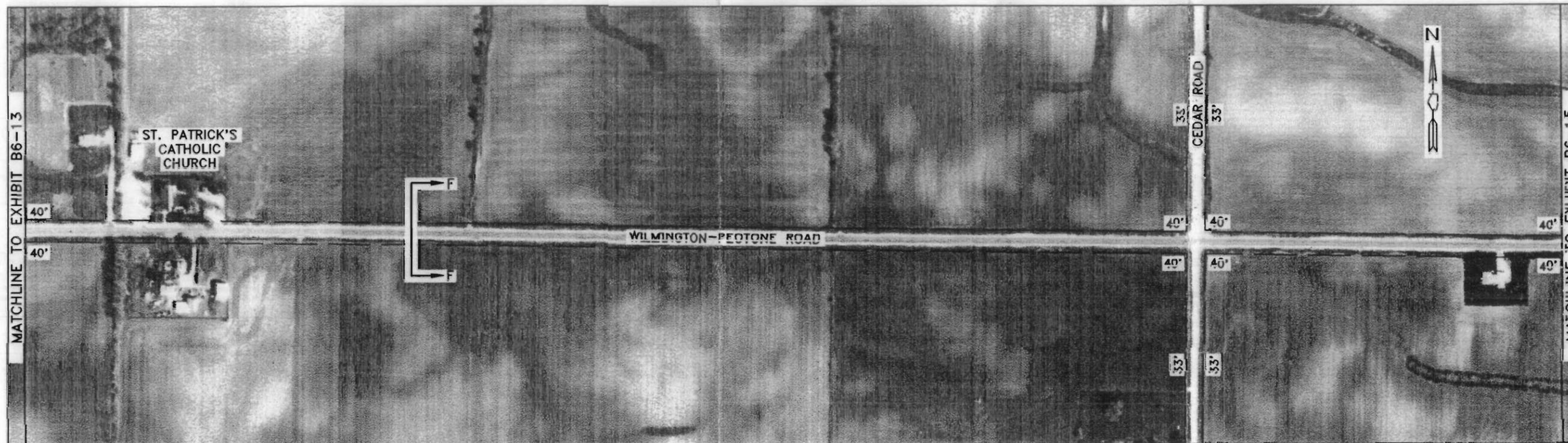
EXISTING R.O.W.

13.07 MILES

40'
40'

40'
40'

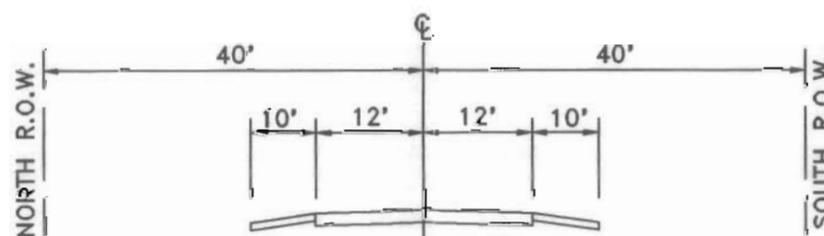
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:



EXISTING TYPICAL SECTION F-F
MATCHLINE B6-13 TO MATCHLINE B6-15

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

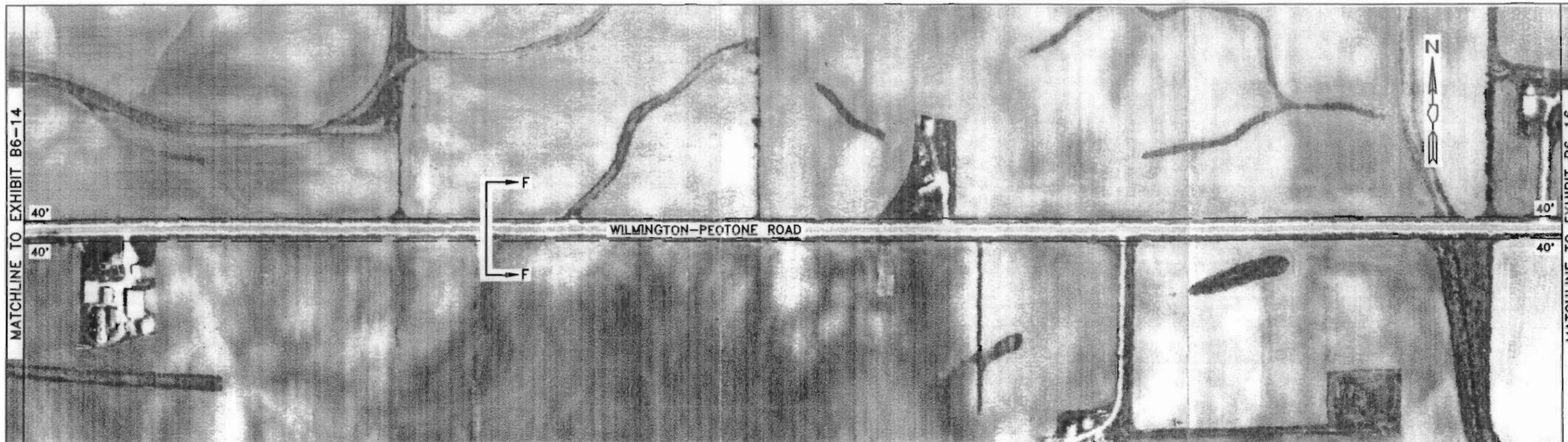
EXISTING R.O.W.

13.07 MILES

40'
40'

40'
40'

UNINCORPORATED WILL COUNTY

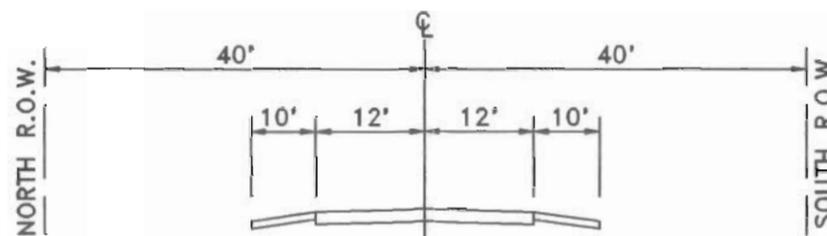


UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

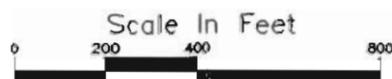


EXISTING TYPICAL SECTION F-F
MATCHLINE B6-14 TO MATCHLINE B6-16

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

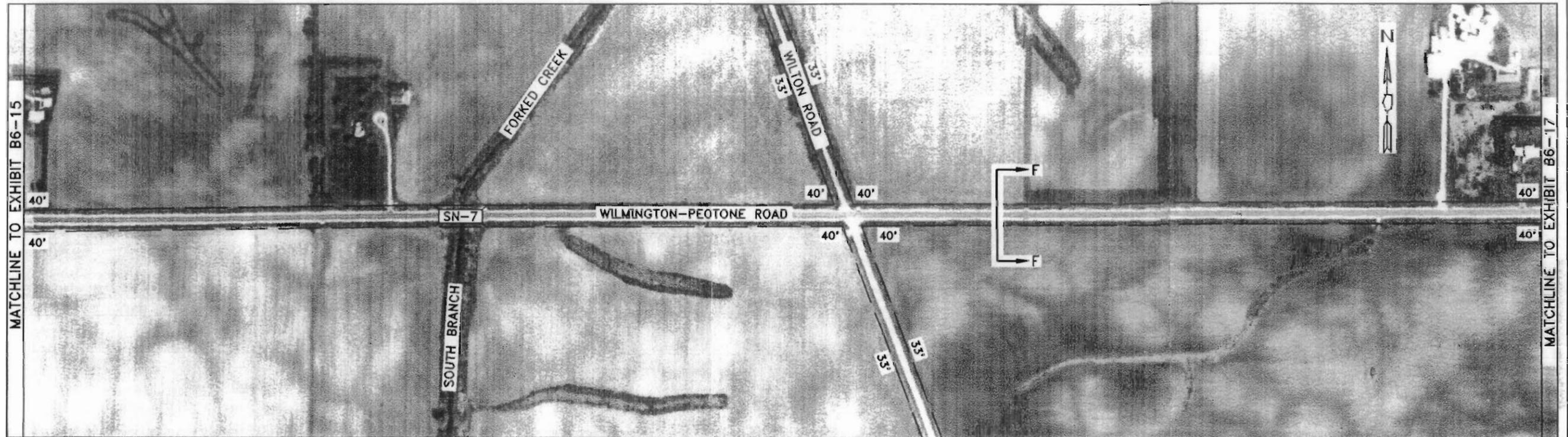


EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

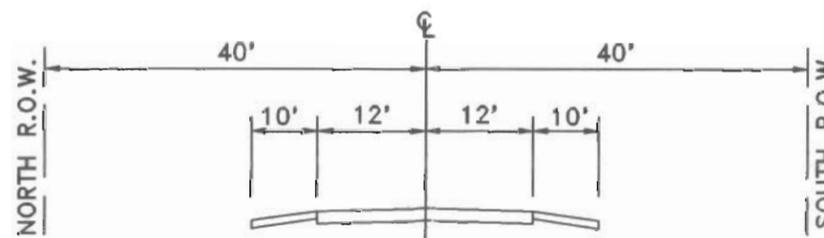
13.07 MILES



AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-7 = Structure number 099-3043



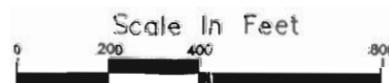
EXISTING TYPICAL SECTION F-F
MATCHLINE B6-15 TO MATCHLINE B6-17

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STRUCTURE NUMBER
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



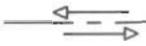
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

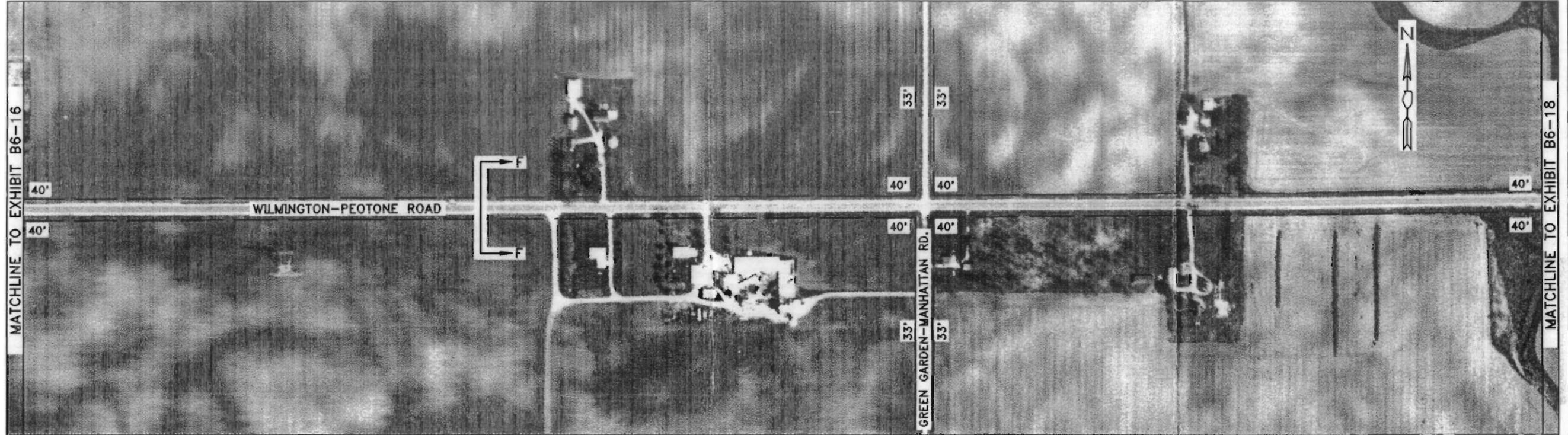


13.07 MILES

40'
40'

40'
40'

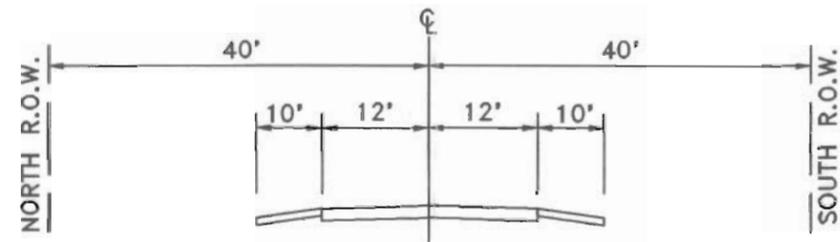
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:



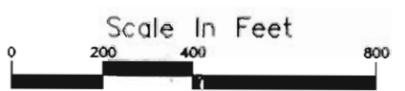
EXISTING TYPICAL SECTION F-F
MATCHLINE B6-16 TO MATCHLINE B6-18

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

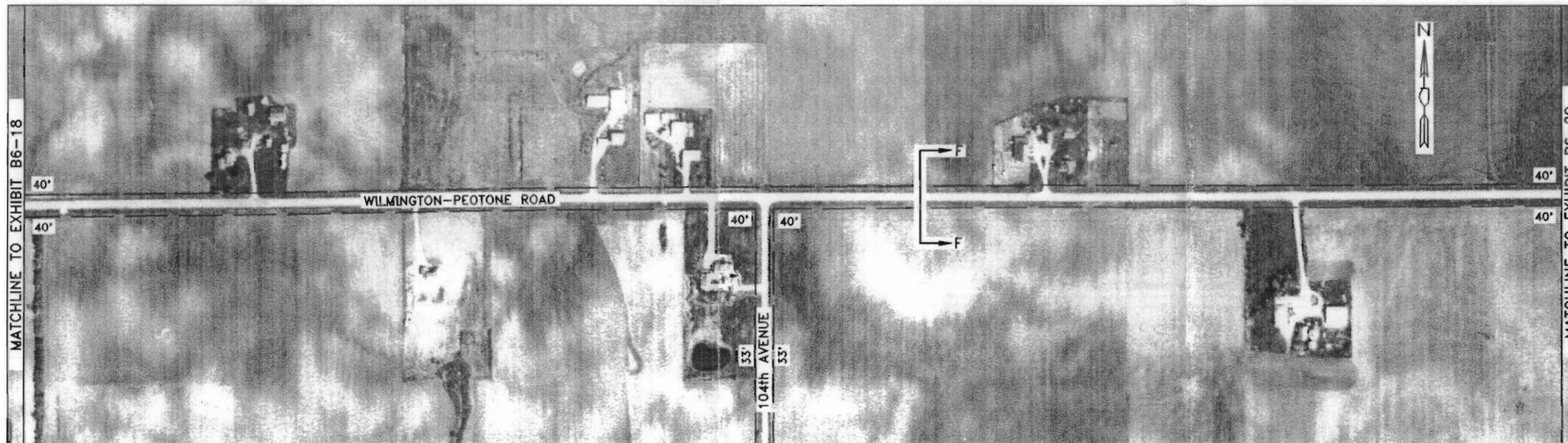
EXISTING R.O.W.

4.69 MILES

40'
40'

40'
40'

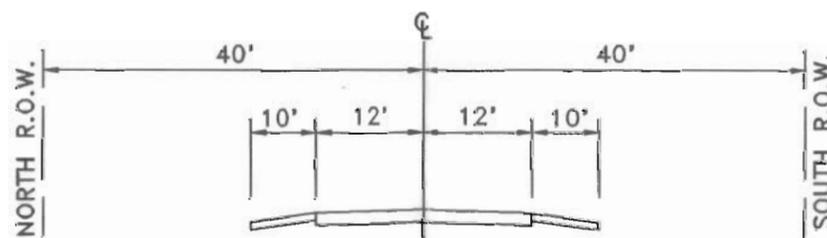
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:



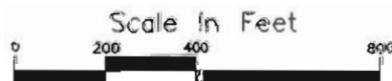
EXISTING TYPICAL SECTION F-F
MATCHLINE B6-18 TO MATCHLINE B6-20

LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



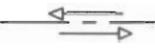
Prepared by DAMES & MOORE/MCE in association with MEYRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.

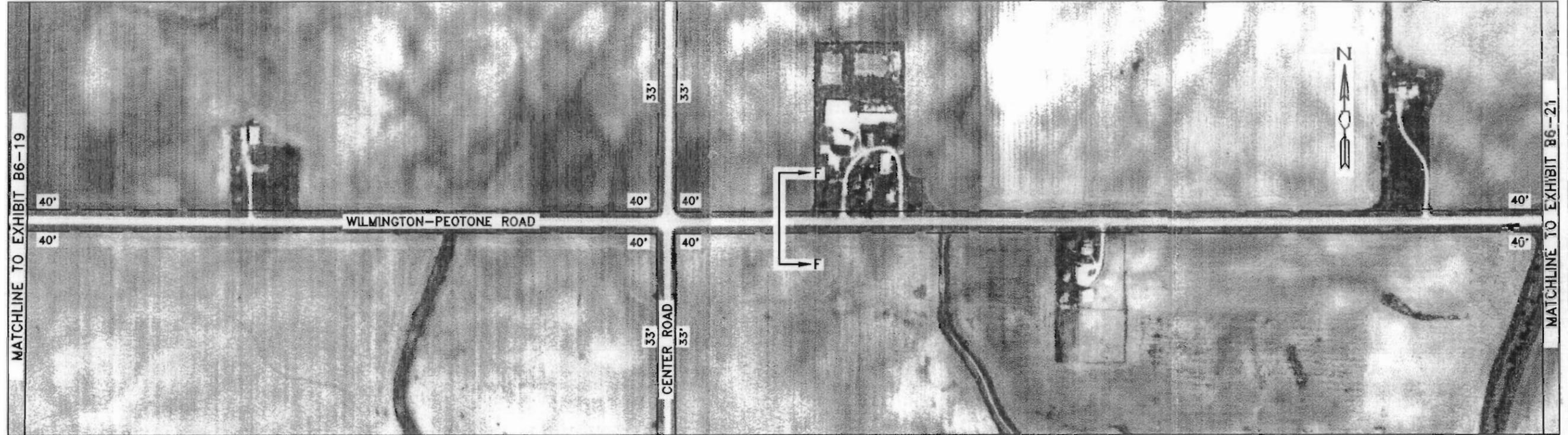


4.69 MILES

40'
40'

40'
40'

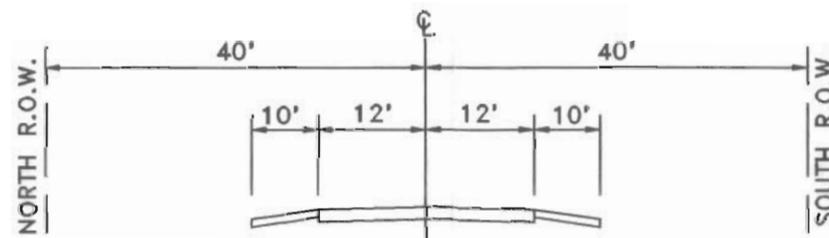
UNINCORPORATED WILL COUNTY



AERIAL PHOTO DATE: 5-06-92

UNINCORPORATED WILL COUNTY

DESCRIPTION OF EXISTING CONDITIONS:



EXISTING TYPICAL SECTION F-F
MATCHLINE B6-19 TO MATCHLINE B6-21

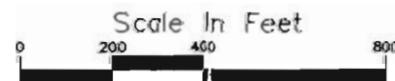
LEGEND

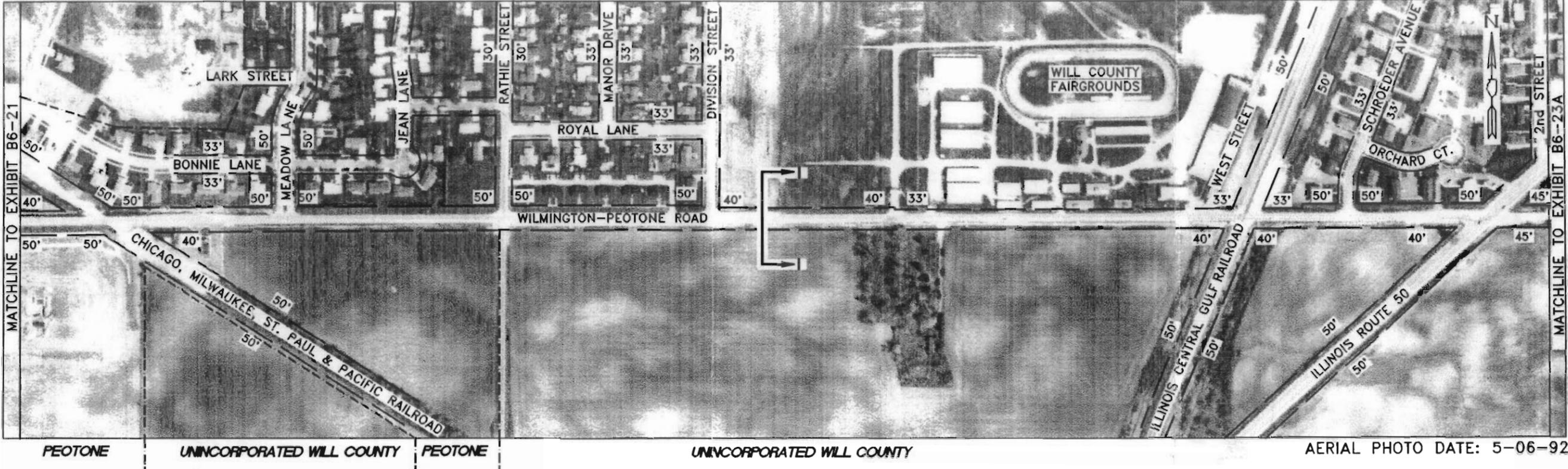
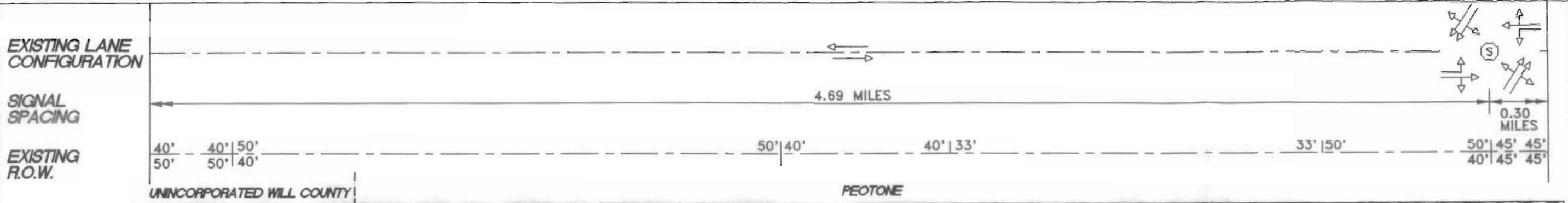
- = EXISTING RIGHT OF WAY
- = EXISTING RIGHT OF WAY DISTANCE
- = EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

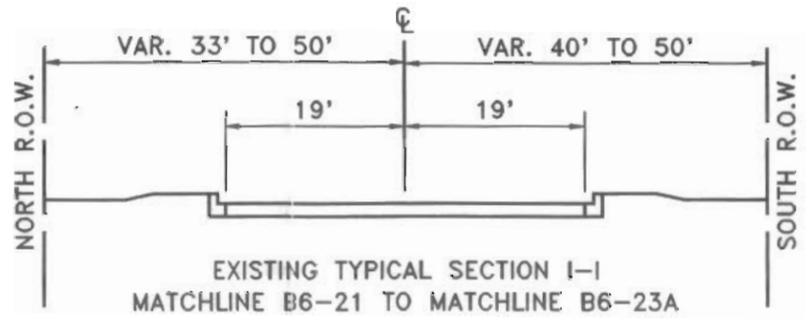




AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

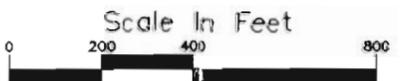
- * Chicago, Milwaukee, St. Paul & Pacific Railroad (Abandoned)
- * At grade railroad crossing Illinois Central Gulf

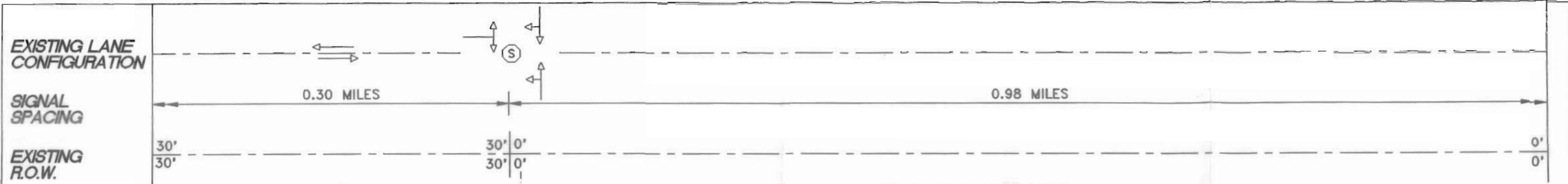


LEGEND	
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING STOP SIGN
	= CITY BOUNDARY

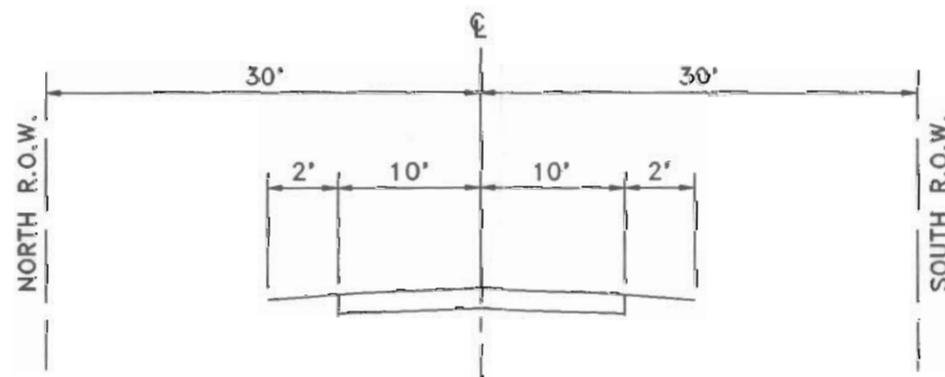
PEOTONE ROAD - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF EXISTING CONDITIONS:

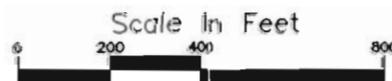


EXISTING TYPICAL SECTION J-J
MATCHLINE B6-22 TO HARLEM AVENUE

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
00'	= EXISTING RIGHT OF WAY DISTANCE
	= CITY BOUNDARY
	= EXISTING STOP SIGN

PEOTONE ROAD - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

SIGNAL SPACING

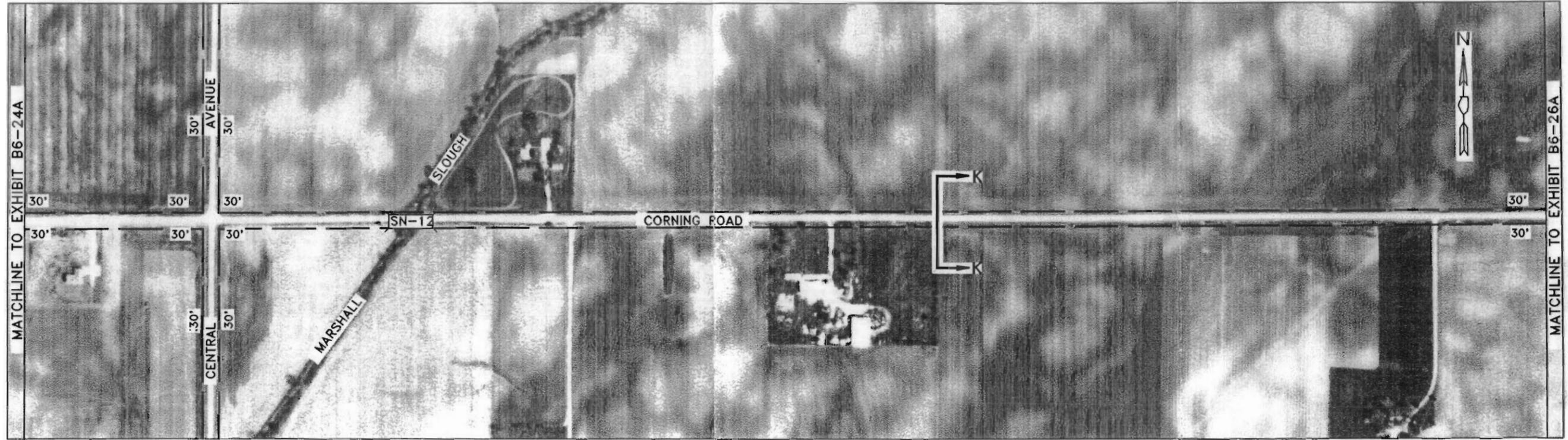
EXISTING R.O.W.

1.99 MILES

30'
30'

30'
30'

UNINCORPORATED WILL COUNTY

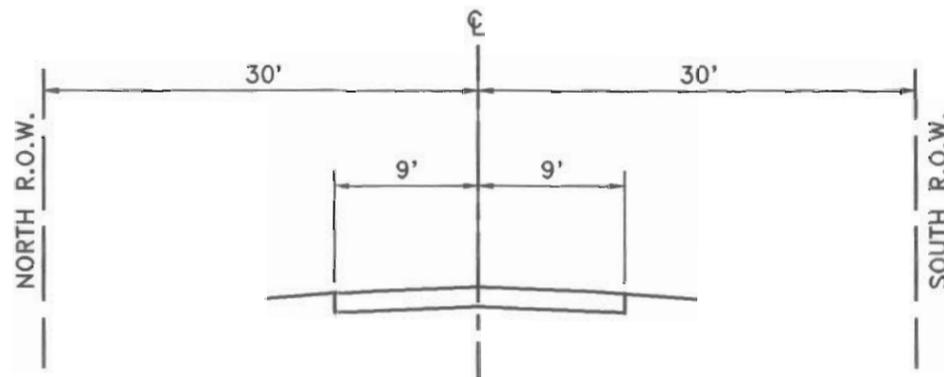


UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-11 = Marshall Slough



EXISTING TYPICAL SECTION K-K
MATCHLINE B6-24A TO MATCHLINE B6-26A

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
60'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STRUCTURE NUMBER

PEOTONE ROAD - EXISTING CONDITIONS



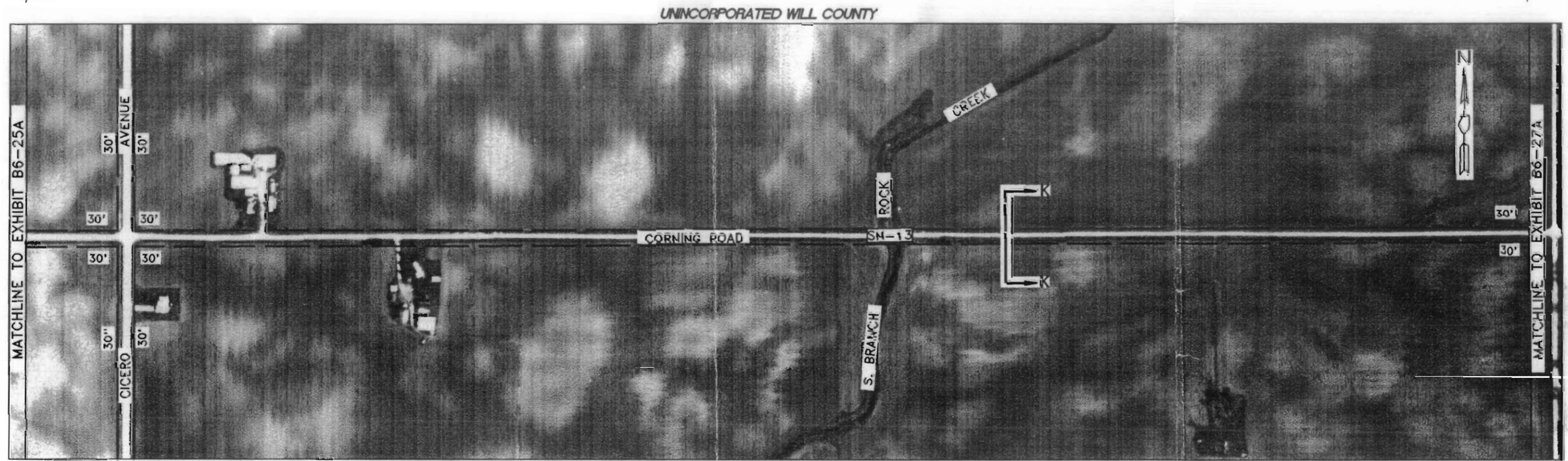
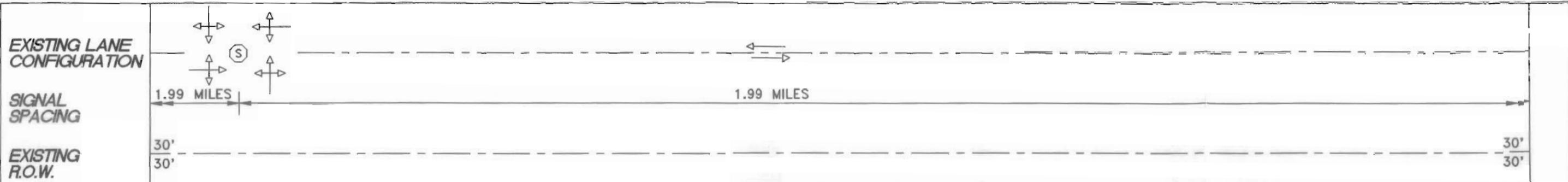
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale in Feet



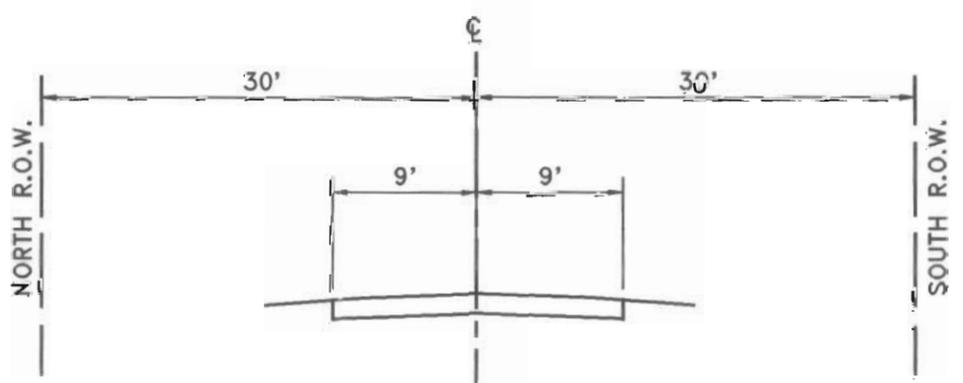
EXHIBIT B6-25A



AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-13 = Structure number 099-4961



EXISTING TYPICAL SECTION K-K
MATCHLINE B6-25A TO MATCHLINE B6-27A

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
90'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STOP SIGN
	= EXISTING STRUCTURE NUMBER

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAME'S & MOORE/MCAE in association with METRO Transportation Group and BOYEIR Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

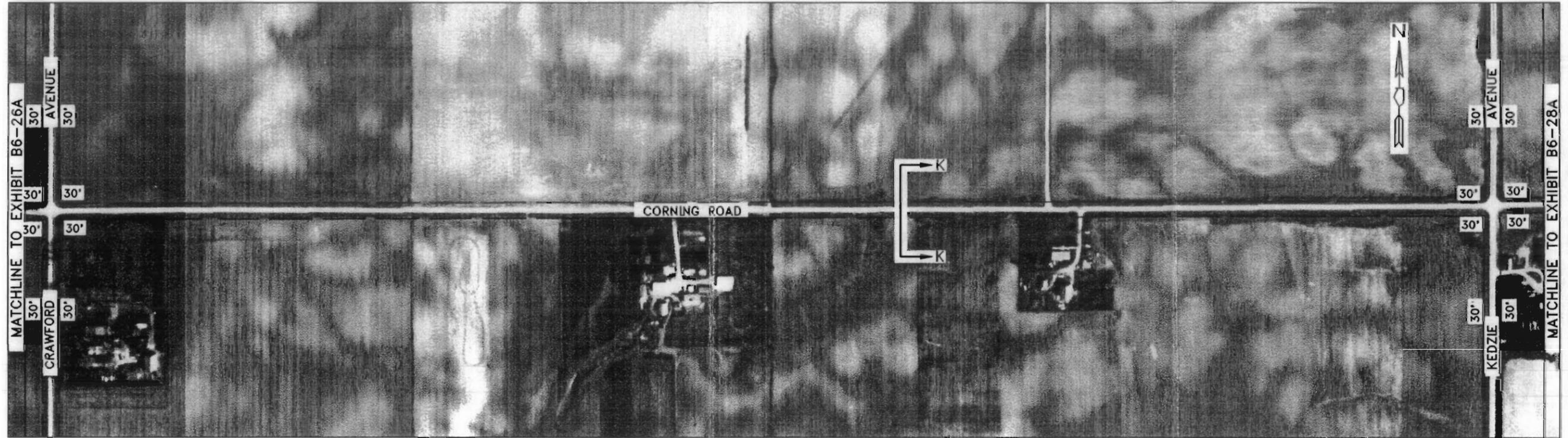
SIGNAL SPACING

EXISTING R.O.W.

1.99 MILES

1.99 MILES

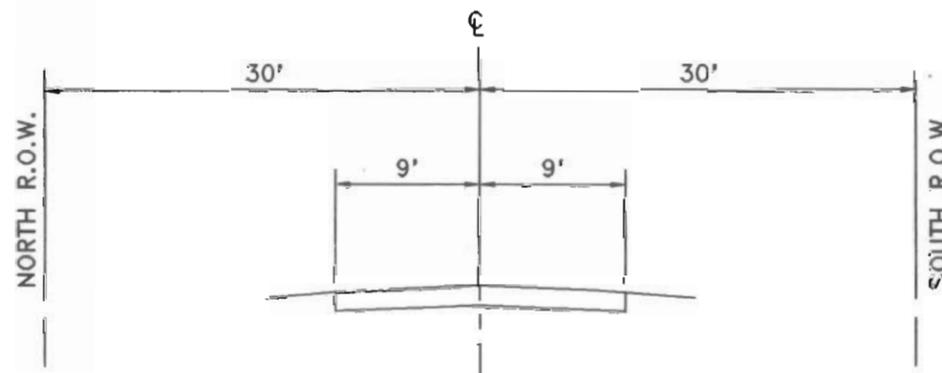
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:



EXISTING TYPICAL SECTION K-K
MATCHLINE B6-26A TO MATCHLINE B6-28A

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STOP SIGN

PEOTONE ROAD - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

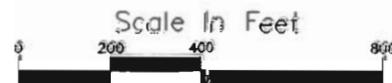


EXHIBIT B6-27A

EXISTING LANE CONFIGURATION

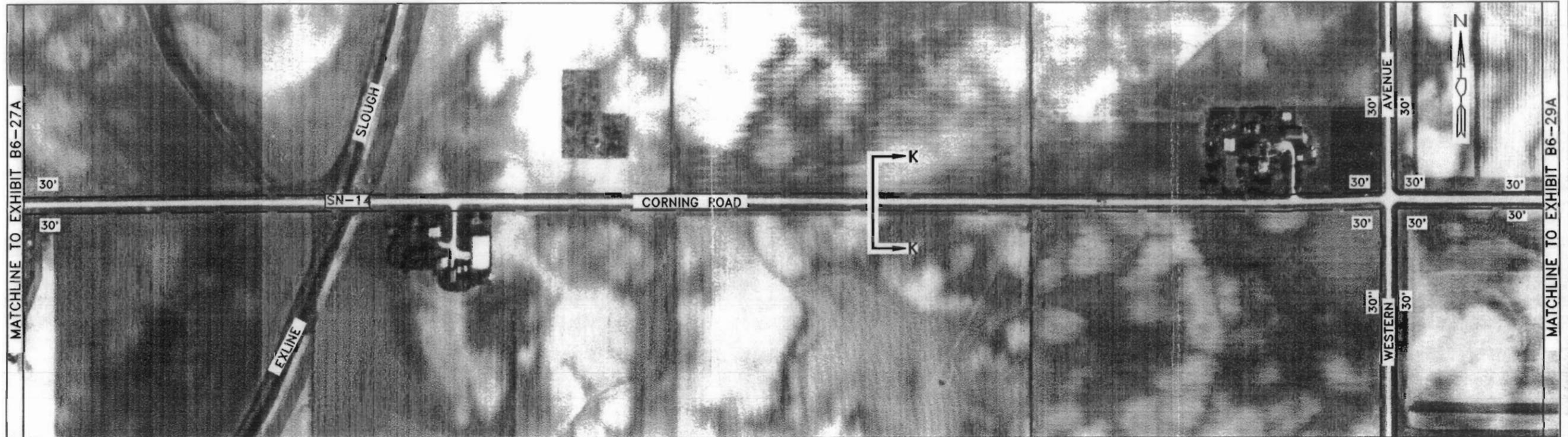
SIGNAL SPACING

EXISTING R.O.W.

1.99 MILES



UNINCORPORATED WILL COUNTY

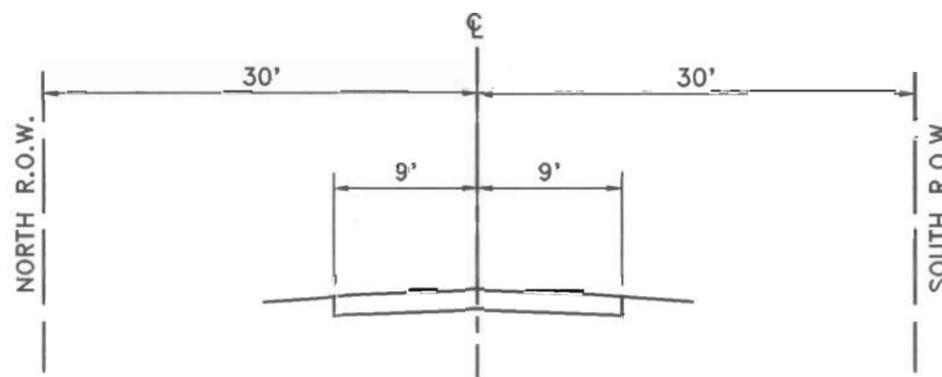


UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-14 = Structure number 099-3307



EXISTING TYPICAL SECTION K-K
MATCHLINE B6-27A TO MATCHLINE B6-29A

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STRUCTURE NUMBER

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

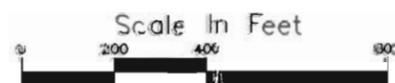
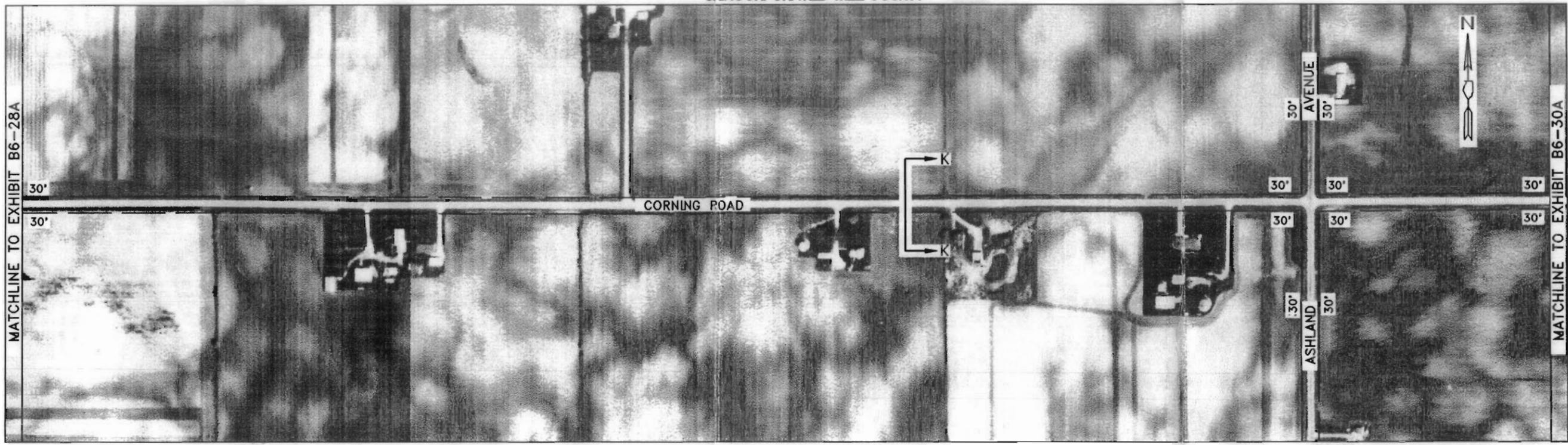
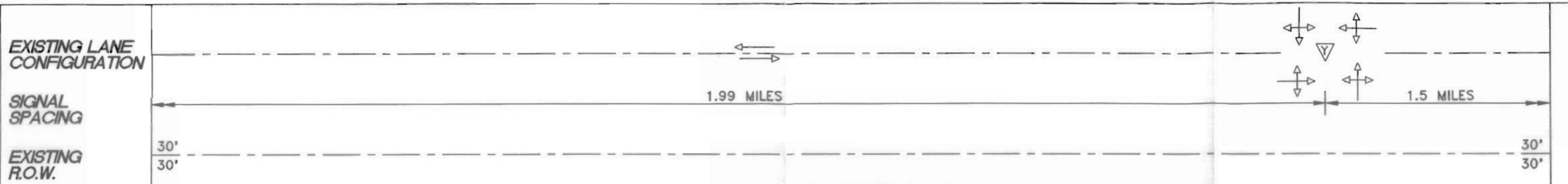


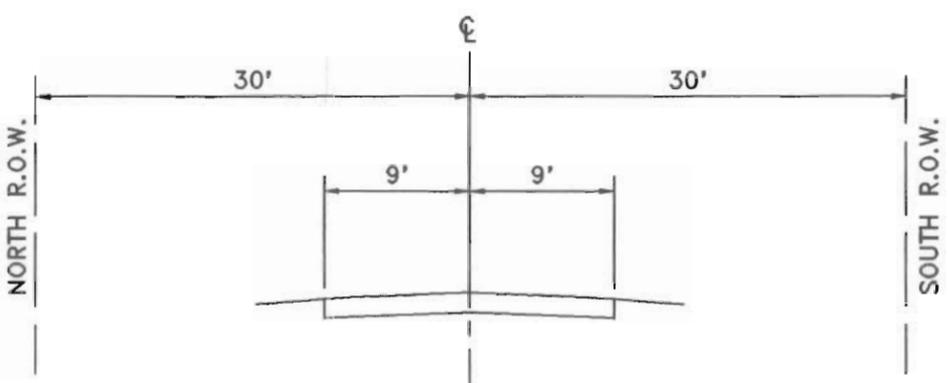
EXHIBIT B6-28A



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

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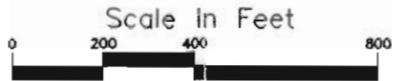
EXISTING TYPICAL SECTION K-K
MATCHLINE B6-28A TO MATCHLINE B6-30A

LEGEND	
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	= EXISTING TRAFFIC LANE CONFIGURATION
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING YIELD SIGN

PEOTONE ROAD - EXISTING CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



EXISTING LANE CONFIGURATION

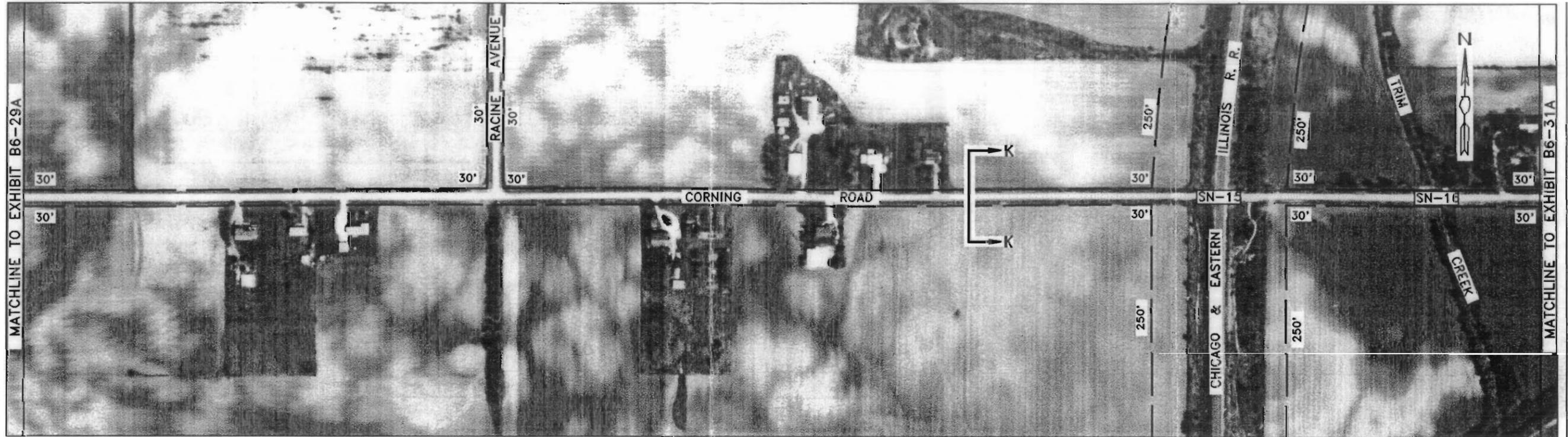
SIGNAL SPACING

EXISTING R.O.W.

1.5 MILES



UNINCORPORATED WILL COUNTY



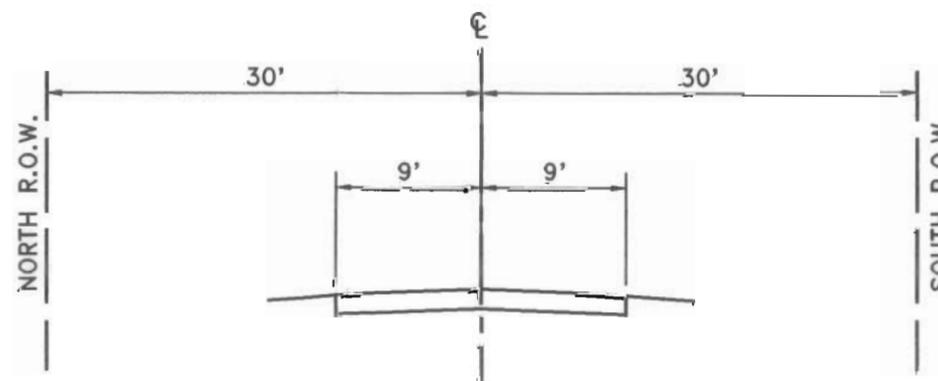
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:

SN-15 = Chicago & Eastern Illinois R.R.

SN-16 = Structure number 099-5005



EXISTING TYPICAL SECTION K-K
MATCHLINE B6-29A TO MATCHLINE B6-31A

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
00'	= EXISTING RIGHT OF WAY DISTANCE
	= EXISTING STRUCTURE NUMBER

PEOTONE ROAD - EXISTING CONDITIONS

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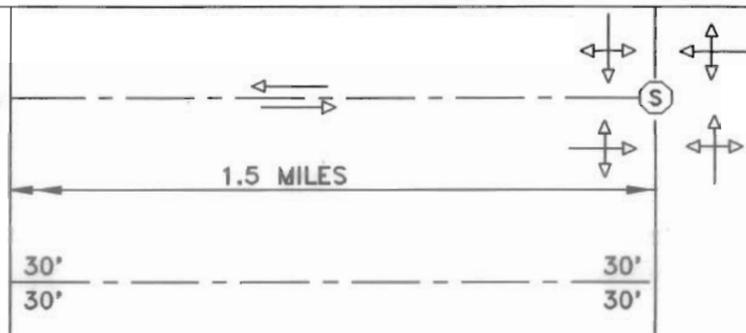
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B6-30A

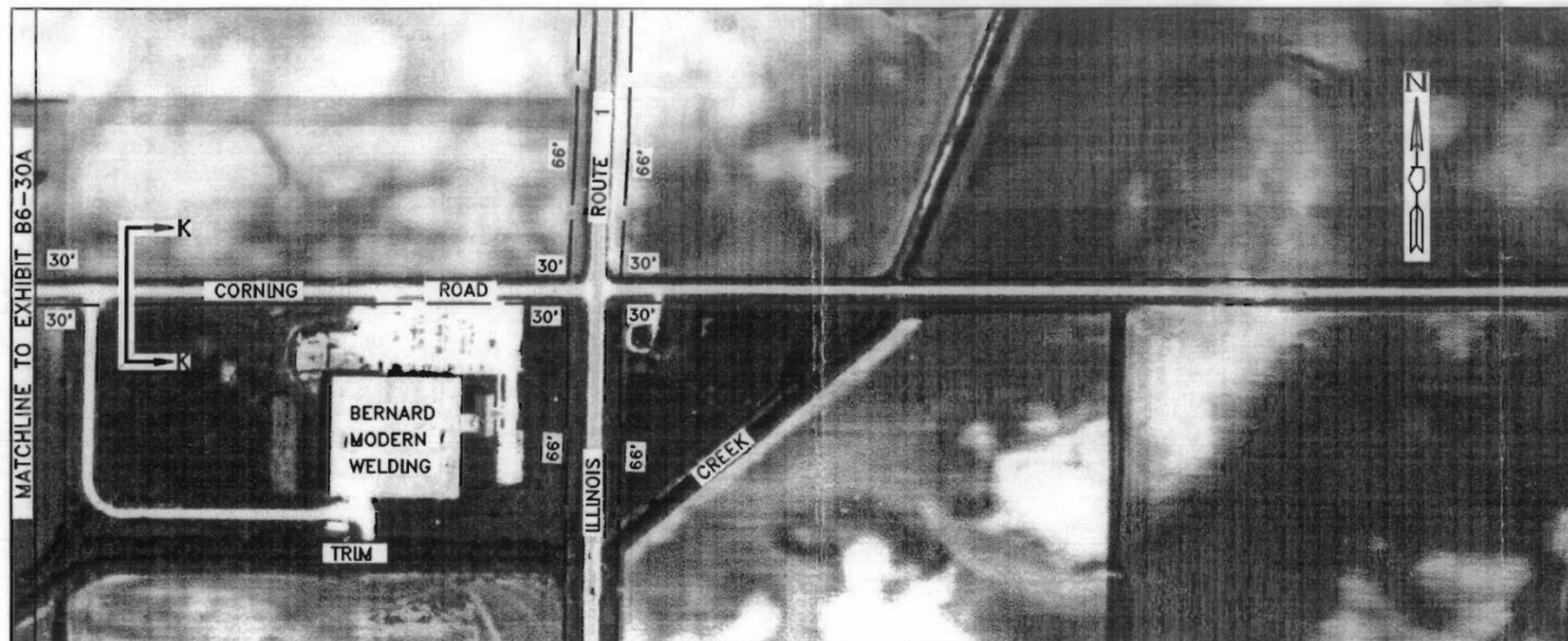
EXISTING LANE CONFIGURATION

SIGNAL SPACING

EXISTING R.O.W.



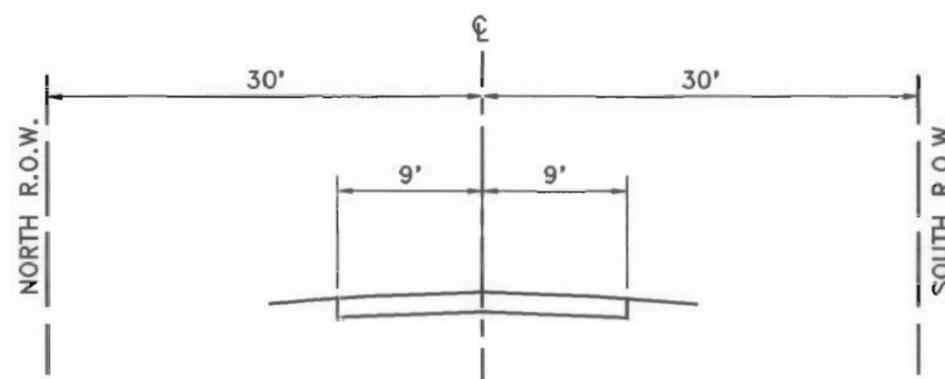
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF EXISTING CONDITIONS:



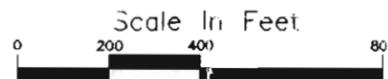
EXISTING TYPICAL SECTION K-K
MATCHLINE B6-30A TO ILLINOIS ROUTE 1

LEGEND	
	= EXISTING RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
00'	= EXISTING RIGHT OF WAY DISTANCE
(S)	= EXISTING STOP SIGN

PEOTONE ROAD - EXISTING CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT B6-31A

CORRIDOR PLANNING FRAMEWORK

PEOTONE ROAD



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY

CORRIDOR PLANNING FRAMEWORK

This chapter outlines the planning considerations that influenced the recommended improvements for the Peotone Road corridor, including the following:

- Functional Classification
- SRA route desirable characteristics and design criteria (Table III-1 and III-2)
- Long-range forecasts of highway traffic activity along Peotone Road (Table III-3)
- Other planned transportation improvements within, crossing, or near the Peotone Road corridor
- Long-range land use plans for the communities along Peotone Road
- Existing safety and traffic operational problems along Peotone Road
- Existing environmental conditions and constraints
- Community concerns, interests, and attitudes

The concept for Peotone Road was developed after compiling the information mentioned above and includes recommendations for the following types of improvements:

- The number of continuous through lanes in each direction along Peotone Road
- Locations of signalized intersections
- Locations and specifications of special intersections
- Access management
- The need for and locations of special or unique highway solutions

Planning Framework and Recommendations

The planning framework was used to evaluate the best possible improvements to the Peotone Road corridor. Applying the information obtained from the communities, counties, and other agencies to the planning framework criteria led to the recommended improvements discussed in this report. Recommended improvements address the topics of cross section and geometrics, operations, access

CORRIDOR PLANNING FRAMEWORK - cont'd

management, public transit, and short term alternates as defined below. Improvements are suggested for each of the three segments of the Peotone Road corridor.

Cross Section and Geometrics

This section is a discussion of the number and width of through lanes, median type and width, shoulder descriptions, intersection configurations, and intersection signalization. In addition, topics such as structure modifications and additional structures are examined.

Operations

The operations section contains information pertaining to projected traffic volume (Table III-3), proposed speed limit, and predicted capacity and level of service. This section also examines accident rates and contains general solutions for areas indicated as high accident locations.

Access Management

Since vehicles entering and leaving the SRA route will have a large impact on the flow of traffic, access management plays an important role. This section discusses methods used to coordinate access for vehicles entering and leaving the corridor.

Public Transit

This section evaluates plans concerning public transit. Bus and rail service enhancements as well as pedestrian and bicycle accessibility are included in the objectives of the SRA system.

Short Term Alternates

Any improvement that is a low cost method of enhancing the flow of traffic on the SRA route in the near future is considered in this section. Examples include access management, traffic signal installation/ removal, and signal coordination.

Table III-1
2010 Desirable Route Characteristics
Rural Strategic Regional Arterial

Right-of-Way Width	188' - 212'
Level of Service (Peak Hour)/Design Speed	C / 60 mph
Number of Through Lanes	2 in each direction; 12' width; with provision for future expansion to 6 total lanes
Median Width	50' - 74'
Right Turns	Turn lanes at major intersections
Left Turns	Turn lanes at all intersections
Shoulders	10' right paved; 6' left paved
Curbs	No
Parking	Not recommended
Cross Street Intersections	Permitted. Stop sign control for cross street. Crossovers permitted at ½ mile spacing.
Curb Cut Access	Right-in / Right-out design
Transit	Bus pull-off and shelter. Express bus service and signal pre-emption potential.
Number of Traffic Signals Per Mile	2, signals spaced ½ mile apart until frontage roads are constructed.
Signalization	Fully-actuated
Freight: Radii	WB 60; Standard
Vertical Clearances	New structures: 16'-3" Existing structures: 14'-6"
Loading	Off-street loading

* Adapted from SRA Design Concept Report, HB & A, Inc.

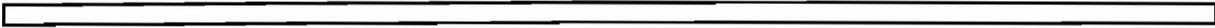
**Table III-2
Rural SRA Roadway Design Criteria**

Horizontal Alignment	
Minimum Design Speed	60 mph
Minimum Stopping Sight Distance	525'
Minimum Radius Horizontal Curve	1350'
Maximum Degree of Curvature	4°15'
Maximum Superelevation	6%
Minimum Length of Superelevation	
- Four Lane With Probability of Six Lanes	234'
- Six Lane Section	258'
Horizontal Clearance	Compatible with Design Speed
Vertical Alignment	
Maximum Grades	5%
Length Crest Vertical Curve	Compatible with Design Speed
Length Sag Vertical Curve	Compatible with Design Speed
Vertical Clearance (Minimum New Construction)	16'-3"
Vertical Clearance (Minimum Reconstruction)	14'-6"

* Adapted from SRA Design Concept Report, HB & A, Inc.

**Table III-3
Existing and Projected Average Daily Traffic
Peotone Road**

LOCATION	1990 ADT (vpd)	2010 ADT (vpd)
I-55 to IL 53 (New River Road)	2000	14000
New River Rd to Wilmington-Peotone Rd (IL 53)	4000	18000
IL 53 to I-57 (Wilmington-Peotone Rd)	4000	20000
I-57 to IL 50 (Wilmington-Peotone Rd)	5000	20000
Wilmington-Peotone Rd to Peotone-Beecher Rd (IL 50)	10000	20000
IL 50 to IL 1 (Peotone-Beecher Rd)	4000	14000



RECOMMENDED IMPROVEMENTS

PEOTONE ROAD



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY



RECOMMENDED IMPROVEMENTS

Introduction

Recommended improvements for Peotone Road are summarized in this chapter. Several tables provide additional information not specifically addressed in the text. These include Table IV-1 Estimated R.O.W. Requirements, Table IV-2 Estimate of Construction Cost, and Tables IV-3 and IV-4 listing Levels of Service for intersections and arterials, respectively.

Section 1 - Interstate 55 to Illinois Route 53/Wilmington-Peotone Road

Exhibit C6-01 to Exhibit C6-05

Section 1 of the Peotone Road SRA begins at Interstate 55 and continues east, along New River Road, to Illinois Route 53. It then proceeds southeast, along a new alignment, to Wilmington-Peotone Road. This section passes through the Midewin Tallgrass Prairie Preserve, the DesPlaines Wildlife Conservation Area, and the City of Wilmington.

Cross Section and Geometrics

There are two cross sections for section 1, a modified suburban cross section and the farmland preservation cross section. Capacity analysis shows that a four lane cross section will accommodate the projected 2010 ADT throughout this section.

Between the Interstate 55 northbound ramp and the Illinois Central Gulf Railroad, the proposed cross section will provide two 12 foot lanes in each direction with an 18 foot barrier median. The cross section will also provide a 10 foot exterior shoulder on either side of the traveled lanes. The cross section will require 136 feet of R.O.W. The existing 110 feet of R.O.W. along New River Road does not provide sufficient area for the expansion of the recommended cross section. The additional 26 feet needed will all be acquired from the north due to the DesPlaines Wildlife Conservation Area fronting the existing R.O.W. on the south.

The cross section between the Illinois Central Gulf Railroad and the end of the section is the rural farmland preservation cross section. This consists of two 12 foot lanes in each direction with a 42 foot open median, 6 foot median shoulders, and 10 foot exterior shoulders. This section requires 160 feet of R.O.W.

Due to its proximity to the Kankakee River, the configurations of the Interstate 55/New River Road interchange is limited to a partial cloverleaf type A-B. We recommend that this same configuration be utilized but that the geometrics be enhanced to meet SRA standards. This would include modification of the Interstate 55 overpass structure with potential for signalization of both ramp intersections. There will also be a need to reconstruct structure number 099-3294 over Prairie Creek to accommodate the proposed roadway cross section.

RECOMMENDED IMPROVEMENTS - cont'd

The corridor would then turn east and follow the Wilmington-Peotone Road alignment. This alignment requires travel through two 90 degree turns at separate intersections. These intersections have a history of accidents and congestion.

Since the adopted alignment requires turning movements in the segment that includes Illinois Route 53 an alternate is proposed. This alignment begins at the intersection of New River Road and Illinois Route 53. New River Road would then continue east, through the intersection, and utilizing a reverse curve, continue southeast in order to tie in with Wilmington-Peotone Road near Riley Road. This alignment will avoid the two 90 degree turns and will eliminate the need for one signalized intersection. In addition, this alignment is in the Village of Wilmington land use plan.

The intersection of New River Road and Illinois Route 53 is a major intersection between two SRA routes. Capacity analysis shows that a level of service of "B" can be achieved with the proposed lane configuration. All four legs will consist of two through lanes, dual left turn lanes and a right turn lane. (Exhibit D6-05)

Operations

According to the traffic model, the 2010 projected ADT for this section will range from 10,000 vpd to 20,000 vpd.

A capacity analysis was performed for this section of New River Road/Illinois Route 53 by applying the projected ADT to the recommended model. The result of this analysis is a level of service "B" for both eastbound and westbound traffic.

Access Management

It is important to maintain the existing access points to the DesPlaines Conservation Area, as well as the fence line which has been developed along the R.O.W. in this area. The need for access to the Midewin Tallgrass Prairie Preserve should be evaluated as development warrants.

Public Transit

Currently there is no public transit available in this section of the Peotone Road corridor. However, there are plans for a Wilmington extension of the Metra Heritage Corridor Line which presently terminates at Joliet. This line would intersect the Peotone corridor just west of Illinois Route 53. Grade separation should be provided at this point. Pre-rail PACE bus service will precede any commuter rail service.

Short Term Alternates

There are no short term alternates recommended for this section.

RECOMMENDED IMPROVEMENTS - cont'd

Section 2 - Illinois Route 53 to Interstate 57

Exhibit C6-05 to Exhibit C6-21

Section 2 of the Peotone Road SRA begins at Illinois Route 53 and follows Wilmington-Peotone Road east to Interstate 57. The communities of Wilmington and Symerton are in this section of the Peotone Road corridor. Most of the adjacent property, however, lies within unincorporated Will County.

Cross Section and Geometrics

The proposed cross section for section 2 provides two 12 foot lanes in each direction with a 42 foot open median, including a 6 foot median shoulder, and a 10 foot exterior shoulder on either side of the traveled lanes. This cross section will require 160 feet of R.O.W. The existing R.O.W. along Wilmington-Peotone Road from Illinois Route 53 to just west of the abandoned Norfolk & Western Railroad is 66 feet. The existing R.O.W. is 80 feet from 500 feet west of the abandoned Norfolk & Eastern Illinois Railroad to Interstate 57. This section of Wilmington-Peotone Road does not provide sufficient area for roadway expansion to the recommended cross section. An additional 94 feet of R.O.W. is required just west of the abandoned Norfolk & Western Railroad and an additional 80 feet of R.O.W. east of the railroad up to Interstate 57 will have to be acquired. There are a greater number of impacts on the north, therefore, the R.O.W. will be taken from the south.

There are many structures that will have to be reconstructed in order to adhere to the proposed cross section. The following structures will require modification: structure number 099-3331 over an unnamed creek ¼ mile east of Illinois Route 53, structure number 099-3040 over Jordan Creek near Old Chicago Road, structure number 099-3342 over a Forked Creek branch near Gouger Road, structure number 099-3327 over a Forked Creek East Tributary ¼ mile west of Tully Road, structure number 099-3043 over a branch of the South Br. Forked Creek located ¼ mile west of Wilton Road, structure number 099-3332 over another South Br. Forked Creek branch located ½ mile west of US Route 45, structure number 099-3344 over Rock Creek is about ½ mile east of Green Garden-Manhattan Road, and structure number 099-0161 at the Interstate 57 overpass.

The intersection of Wilmington-Peotone Road and US Route 45 is a major intersection of two SRA routes. Capacity analysis shows that a level of service of "F" can be achieved with the proposed lane configuration. The east-west and north-south legs will provide dual left turn lanes, three through lanes, and a right turn lane (Exhibit D6-06).

Operations

According to the traffic model, the 2010 projected ADT for this section will range from 18,000 vpd to 22,000 vpd.

RECOMMENDED IMPROVEMENTS - cont'd

A capacity analysis was performed for this section of Wilmington-Peotone Road by applying the projected ADT to the recommended model. The analysis predicts that both eastbound and westbound traffic will operate at a level of service of "C".

Access Management

As future development warrants it will be necessary to provide intermittent access points to adjacent development. Any future access or potential signalized intersections should be spaced at ½ mile minimum intervals.

Public Transit

Currently there is no public transit available in this section of the Peotone Road corridor. However, Peotone Road does intersect the abandoned Norfolk Western Railroad R.O.W. which has been designated as a "Greenway" in the Northeastern Illinois Regional Greenways Plan. There is potential for a bicycle path along this corridor. Plans for any future bikeway should include a grade separation due to the high speed of vehicles on Peotone Road.

Short Term Alternates

There are no short term alternates for this section of the Peotone Road corridor.

Section 3 - Interstate 57 to Illinois Route 1

Exhibit C6-21 to Exhibit C6-31A

The third section of the Peotone Road corridor has been evaluated using two alignments. The alignment originally adopted by the CATS subcommittee begins at Interstate 57 and continues east along Wilmington-Peotone Road to Illinois Route 50. The corridor then turns north and follows Illinois Route 50 to Peotone-Beecher Road. At this point the corridor follows Peotone-Beecher Road east to Illinois Route 1.

Due to the impacts of the South Suburban Airport study currently underway, it became necessary to consider the Corning Road alignment. This alignment also begins at Interstate 57 and continues east along Wilmington-Peotone Road to Illinois Route 50. At this point the alternate continues east along Tucker Road, then through a non-developed section along private property. This would allow Tucker Road to tie in with Corning Road to the east, where it continues to Illinois Route 1.

Although the recommended alignment was initially considered due to the South Suburban Airport Study, it offers advantages over the original alignment, even without the airport. The Corning Road

RECOMMENDED IMPROVEMENTS - cont'd

alignment has three major advantages over the original alignment. First, it avoids the areas through Peotone and Beecher where there is little or no room to widen the R.O.W. It also maintains full access to the businesses located along Illinois Route 50 through Peotone. Finally, the Corning Road alignment eliminates the turning movements required at Illinois Route 50 and at Peotone-Beecher Road that are required in the original alignment. Therefore, the Corning Road alignment is the proposed alignment for this report.

Cross Section and Geometrics

There are two cross sections for this section of the corridor, both based on a modified suburban cross section. From Interstate 57 to Ashland Avenue the proposed cross section provides three 12 foot lanes in each direction, separated by a 30 foot raised median, all within 150 feet of R.O.W. From Ashland Avenue to Illinois Route 1 the proposed cross section is two 12 foot lanes in each direction with a 30 foot barrier median within 120 feet of R.O.W. The third through lane, between Interstate 57 and Ashland Avenue, is provided for the traffic expected to be generated by the airport. Only two through lanes in each direction will be required without the airport.

All of the cross street intersections have been identified as potential signal locations in this section. Most of these will not be signalized until warranted. Possible locations for interchanges are at the proposed south airport entrance at Central Avenue, and at Ashland Avenue, if Illinois Route 1 is realigned as part of the airport project. This realignment would tie in to Corning Road at Ashland Avenue.

There will be three signalized intersections in this section of Peotone Road until more are warranted. The first signalized intersection is located at Peotone Road and Illinois Route 50. At this location the configuration of the north and south legs consist of a single right turn lane, two through lanes and dual left turn lanes. There will be three through lanes, a right turn lane, and dual left turn lanes for the east and west legs (Exhibit D6-07). The next signalized intersection is located at Corning Road and Ashland Avenue. Ashland Avenue is a potential location for a bypass of Illinois Route 1 around Beecher. The lane configuration consists of three through lanes, dual left turn lanes, and a right turn lane for the south, and west legs. The east leg will consist of two through lanes, a right turn lane and a left turn lane. And the north leg will have three through lanes, a right turn lane, and a left turn lane (Exhibit D6-08). Illinois Route 1 and Corning Road is the third signalized intersection. Two through lanes, a right turn lane, and a left turn lane will be required for all four legs (Exhibit D6-09).

There are several structures along the corridor that will have to be modified in order to satisfy the proposed cross section. The following structures require modification: structure number 099-3330 over Black Walnut Creek about ½ mile east of Ridgeland Avenue, structure number 099-3339 about ½ mile east of Cicero Avenue across the South Br. Rock Creek, and structure number 099-3307 over

RECOMMENDED IMPROVEMENTS - cont'd

the Exline Slough about $\frac{2}{3}$ mile east of Kedzie Avenue. In addition, the railroad overpass of the Chicago and Eastern Illinois Railroad will have to be reconstructed.

Presently, the Illinois Central Railroad crosses Wilmington-Peotone Road at-grade. A grade separation is recommended at this location since there is a possibility of the Illinois Central Railroad becoming a high speed commuter rail line in the future.

Four alternates are recommended in order to improve the geometrics at the Illinois Central Railroad crossing, three of which included grade separation. The first alternate is the realignment of Illinois Route 50. The proposed realignment of Illinois Route 50 will extend south from Wilmington-Peotone Road and, with a slight s-curve, tie in with the existing Illinois Route 50 at Kennedy Road. (Exhibit D6-01).

The second alternate is the realignment of Wilmington-Peotone Road. Wilmington-Peotone Road will curve south near Rathie Road and cross the Illinois Central Railroad and Illinois Route 50 where they become parallel. Wilmington-Peotone Road would continue south of the water treatment plant at Harlem Avenue. At this point, Wilmington-Peotone Road would curve north and tie in with Corning Road at Ridgeland Avenue. (Exhibit D6-02).

The third alternate would consist of a combination of the previous two alternates. A partial clover-leaf interchange would be located to the east of the crossing of Illinois Route 50 and Wilmington-Peotone Road. (Exhibit D6-03).

The last alternate is to leave the railroad crossing at-grade. The only modifications would be to widen Wilmington-Peotone Road and improve the intersection with Illinois Route 50. A major concern with this option is safety at the railroad crossing.

Operations

According to the traffic model, the 2010 projected ADT for this section ranges from 14,000 vpd to 20,000 vpd. Capacity analysis at Wilmington-Peotone Road and Illinois Route 50 yielded a level of service "B". A capacity analysis was performed as well for the intersection with Illinois Route 1. This intersection resulted in a level of service of "D". A capacity analysis was performed for this section of Peotone Road by applying the projected ADT to the recommended model. The result of the analysis is a level of service "B" for both eastbound and westbound movements.

Access Management

Support development and adjacent commercial development, associated with the South Suburban Airport, are expected to be intense. Frontage roads on either side of the roadway should be

RECOMMENDED IMPROVEMENTS - cont'd

developed and a set back policy for adjacent development should be established by local agencies. Crossover access or signalized intersections should have a minimum of ½ mile spacing.

Public Transit

Currently there is no public transit available in this section. There are plans to extend the Metra Electric District Line along the Illinois Central Railroad to Peotone. The line presently terminates at University Park. Plans call for all crossings to be grade separated. Pre-rail PACE bus service will precede any commuter rail service. It will be necessary to coordinate support with any transit systems which might develop as part of the South Suburban Airport development.

Short Term Alternates

There are no short term recommendations for this section of the Peotone Road corridor.

**Table IV-1
Estimated R.O.W. Requirements
Peotone Road**

Section	Intersecting Street	Estimated Additional R.O.W. Required (acres)	Cost Estimate (1995 Dollars)
I	Peotone Road Requirements	30.67	\$5,370,000.00
Section I Total		30.67	\$5,370,000.00
II	U.S. Route 45	0.7	\$122,500.00
II	Peotone Road Requirements	153.46	\$26,900,000.00
Section II Total		154.16	\$27,022,500.00
III	Illinois Route 50	0.28	\$49,000.00
III	Ridgeland Avenue	0.55	\$96,250.00
III	Central Avenue	0.55	\$96,250.00
III	Ashland Avenue	1.24	\$217,000.00
III	Peotone Road Requirements	100.02	\$17,503,500.00
Section III Total		256.8	\$17,503,500.00
Total		441.63	\$49,896,000.00

**Table IV-2
Estimate of Construction Cost
Peotone Road**

Recommended Improvement	Estimated Cost (1995 Dollars)
Section I	
Roadway	\$9,120,000.00
Intersection/Interchange Improvement	\$1,000,000.00
Structure Modification/Replacement	\$130,000.00
Right-of-Way	\$5,370,000.00
Transit Improvement	\$168,000.00
Total Estimated Cost for Recommended Improvements - Section I	\$15,788,000.00
Section II	
Roadway	\$29,414,400.00
Intersection/Interchange Improvement	\$1,250,000.00
Structure Modification/Replacement	\$1,775,000.00
Right-of-Way	\$27,022,500.00
Transit Improvement	\$0.00
Total Estimated Cost for Recommended Improvements - Section II	\$59,461,900.00
Section III	
Roadway	\$27,815,000.00
Intersection/Interchange Improvement	\$3,750,000.00
Structure Modification/Replacement	\$585,000.00
Right-of-Way	\$17,503,500.00
Transit Improvement	\$975,000.00
Total Estimated Cost for Recommended Improvements - Section III	\$50,628,500.00
Estimated Cost for All Recommended Improvements Peotone Road	\$125,878,400.00

**Table IV-3
Intersection Level of Service (2010)
Peotone Road**

	N	S	E	W	INT
New River Rd./IL 53	C+	B+	--	B+	B
IL 53/Wilmington-Peotone	D+	D+	B	D+	C
Wilmington-Peotone/US 45	F	F	E	E+	F
Wilmington-Peotone/IL 50	B	C+	C+	B	B
IL 50/Peotone-Beecher Rd.	B	C+	C+	B	B
Peotone-Beecher Rd./IL 1	D	D	C	C	D+

**Table IV-4
Arterial Level of Service (2010)
Peotone Road**

		EB	WB
Section I	I-55 to IL 53/Wilmington-Peotone Road	B	B
Section II	IL 53 to I-57	C	C
Section III	I-57 to IL 1	B	B

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

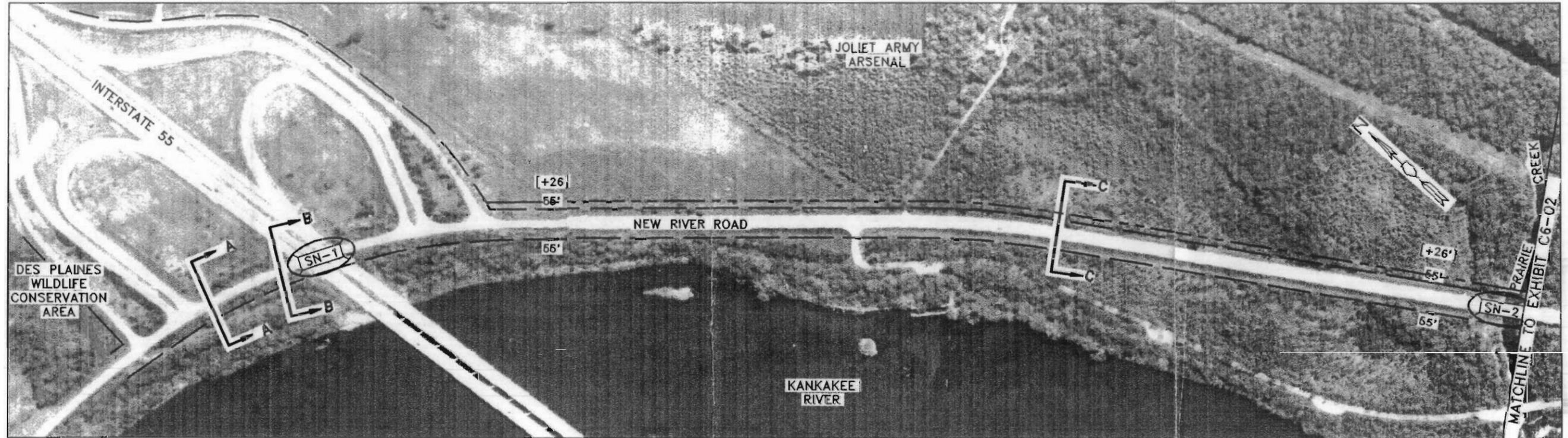
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

1.71 MILES

81' [+26']
55'

81' [+26']
55'

UNINCORPORATED WILL COUNTY



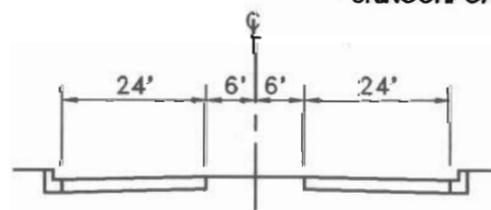
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DESCRIPTION OF PROPOSED CONDITIONS:

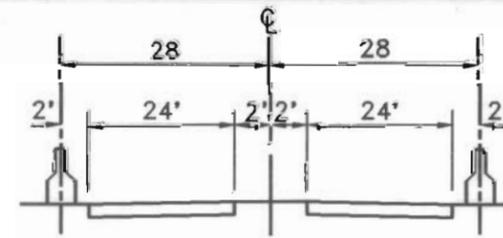
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SN-2 = Structure number 099-3294

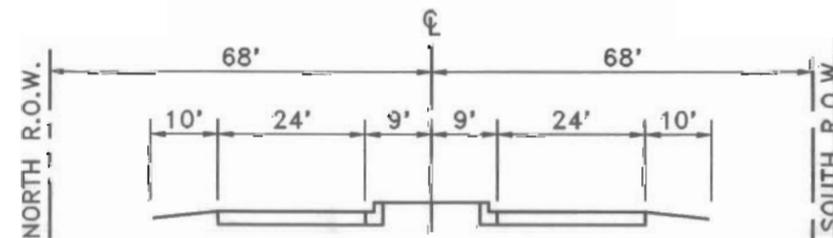
Reconstruction of these structures will be necessary to accommodate the proposed cross section.



PROPOSED TYPICAL SECTION A-A
SB RAMP INTERSTATE 55 TO NB RAMP INTERSTATE 55



PROPOSED TYPICAL SECTION B-B
AT STRUCTURE NUMBER 099-0160



PROPOSED TYPICAL SECTION C-C
INTERSTATE 55 TO MATCHLINE C6-02

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



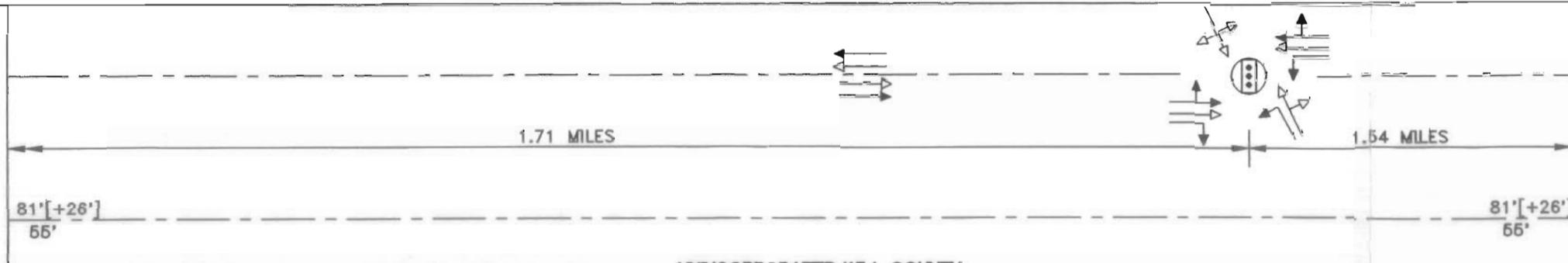
SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C6-01

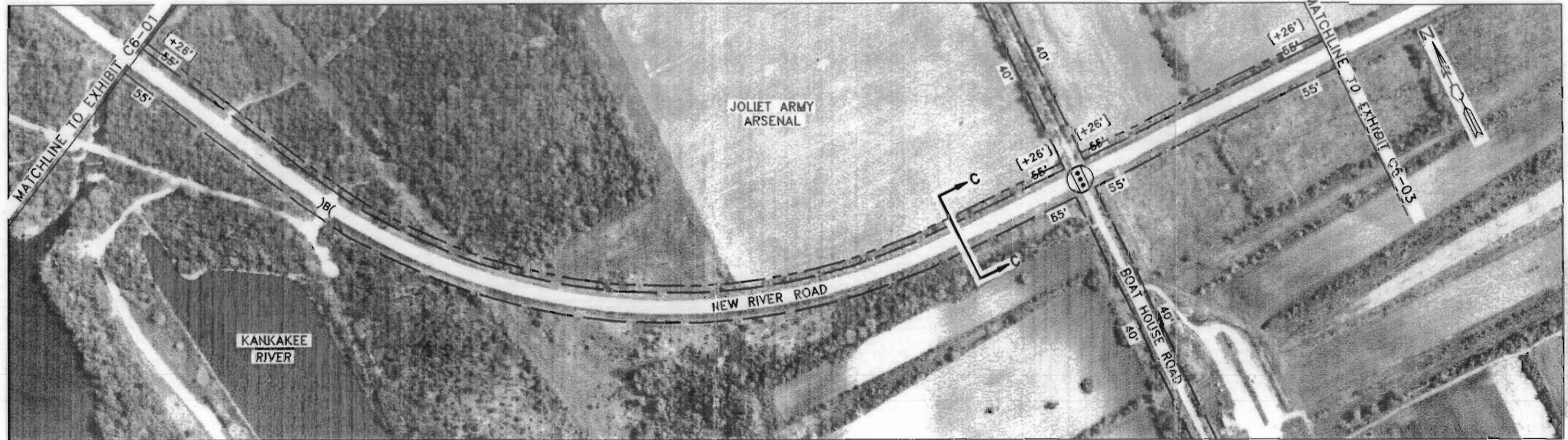
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



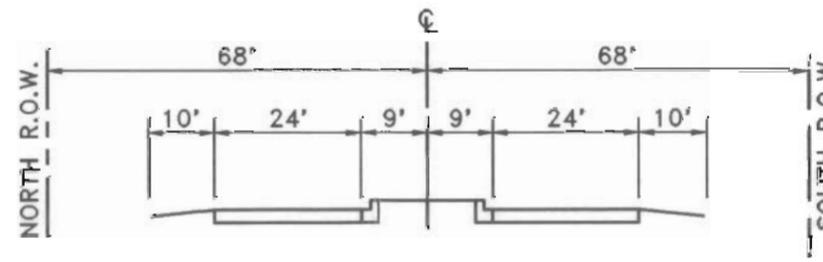
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



PROPOSED TYPICAL SECTION C-C
MATCHLINE C6-01 TO MATCHLINE C6-03

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
)B(= MEDIAN BREAK

PEOTONE ROAD - PROPOSED CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

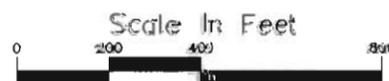


EXHIBIT C6-02

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

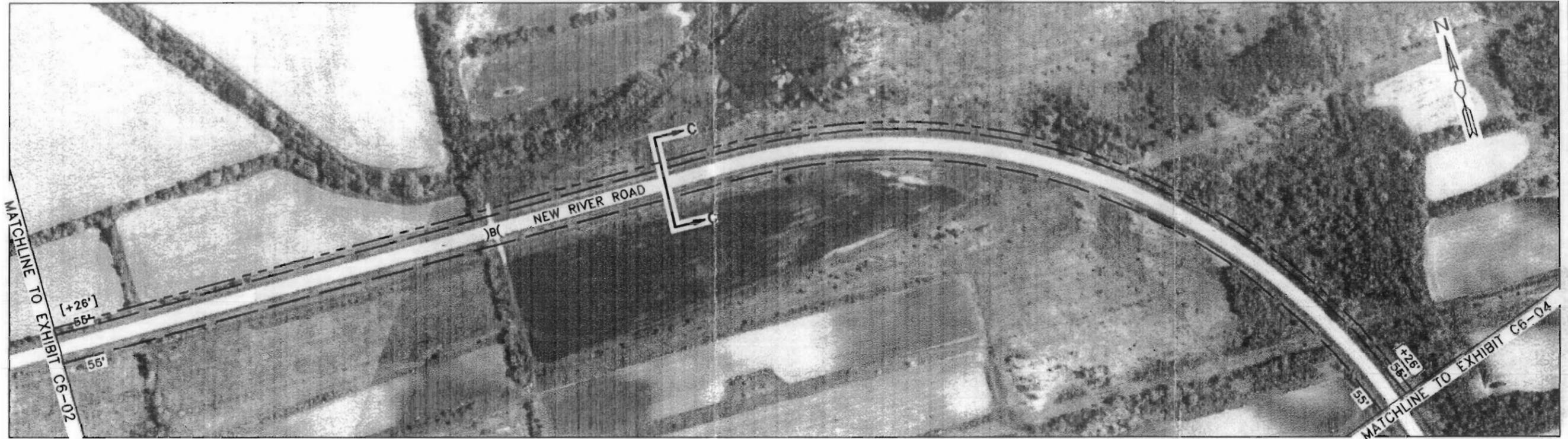
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

81' [+26']
55'

1.54 MILES

81' [+26']
55'

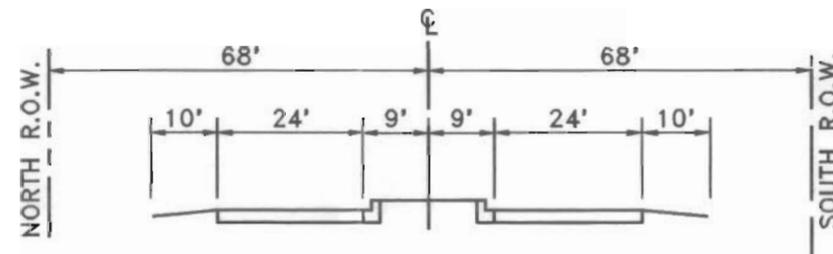
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



PROPOSED TYPICAL SECTION C-C
MATCHLINE C6-02 TO MATCHLINE C6-04

LEGEND	
---	= PROPOSED RIGHT OF WAY
---	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
→	= EXISTING TRAFFIC LANE CONFIGURATION
→	= PROPOSED TRAFFIC LANE CONFIGURATION
)B(= MEDIAN BREAK

PEOTONE ROAD - PROPOSED CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

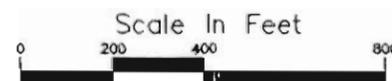
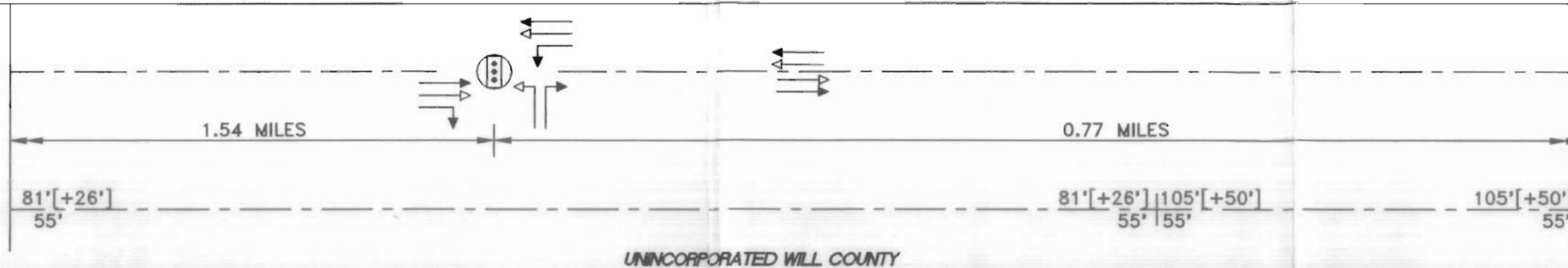


EXHIBIT C6-03

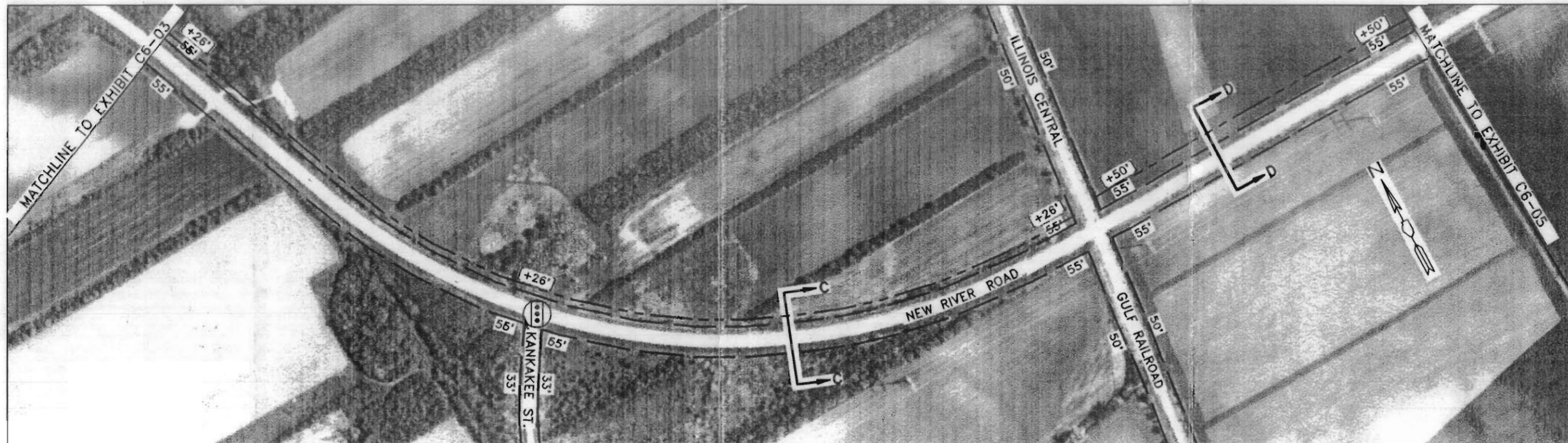
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



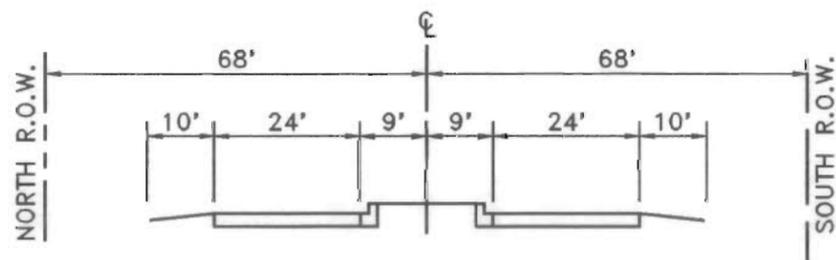
UNINCORPORATED WILL COUNTY



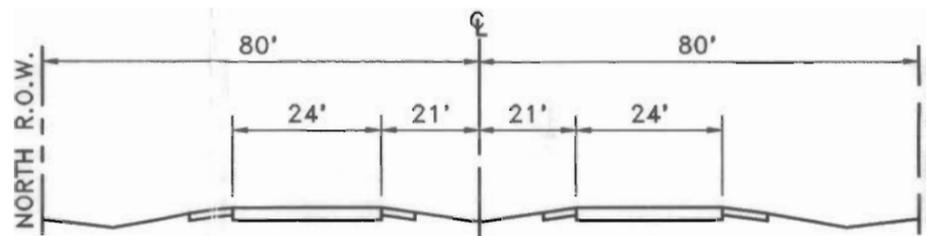
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



PROPOSED TYPICAL SECTION C-C
MATCHLINE C6-03 TO ILLINOIS CENTRAL GULF RAILROAD



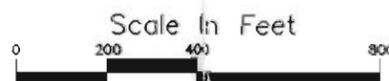
PROPOSED TYPICAL SECTION D-D
ILLINOIS CENTRAL GULF RAILROAD TO MATCHLINE C6-05

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



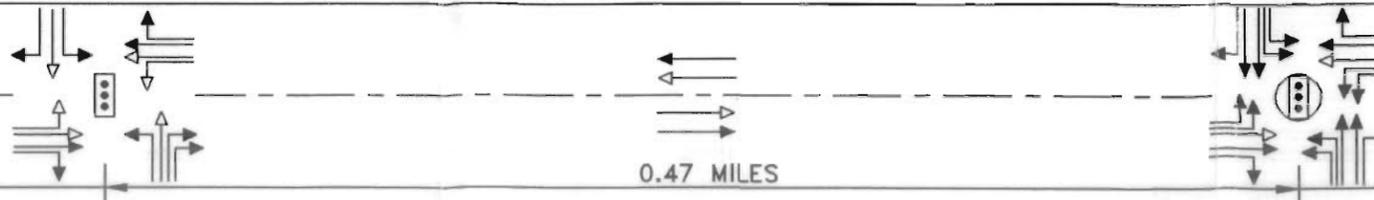
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C6-04

PROPOSED LANE CONFIGURATION

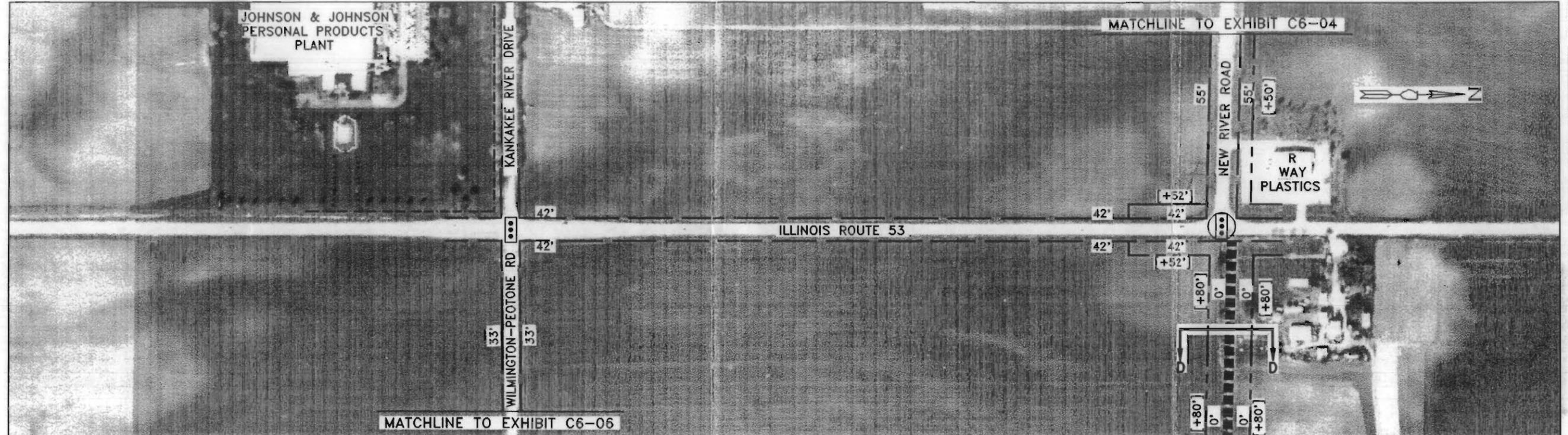
SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)



WILMINGTON

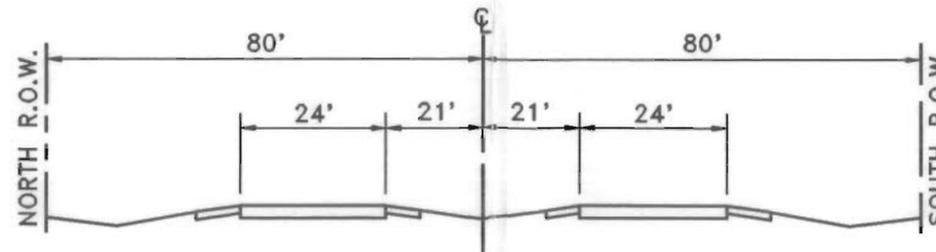
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-04 TO WILMINGTON-PEOTONE ROAD
(ALONG REALIGNMENT)

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY
	= PROPOSED REALIGNMENT

PEOTONE ROAD - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



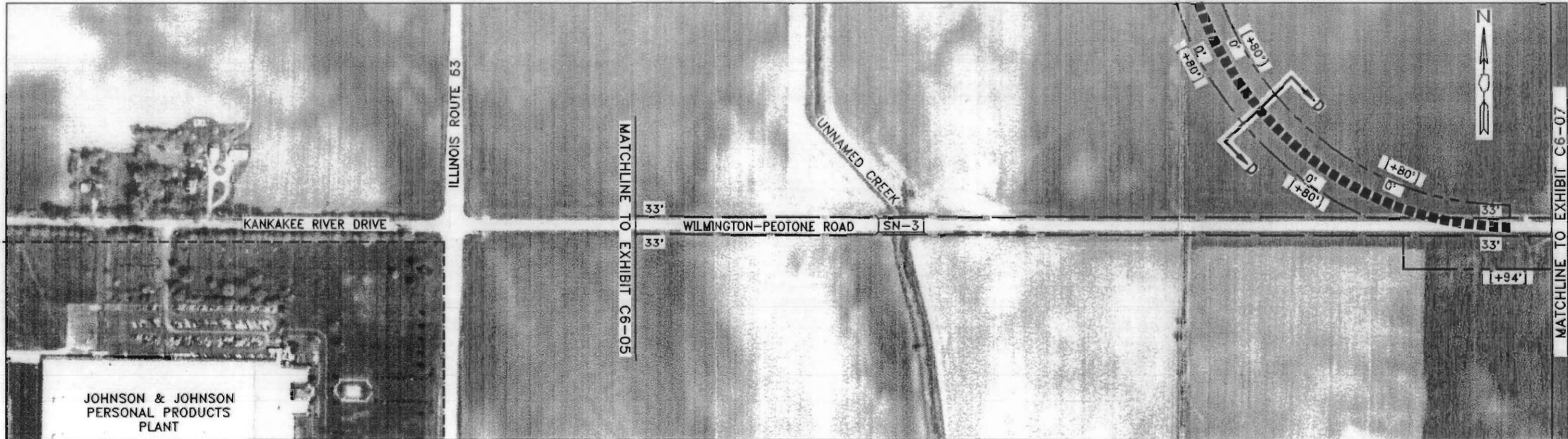
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C6-05

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



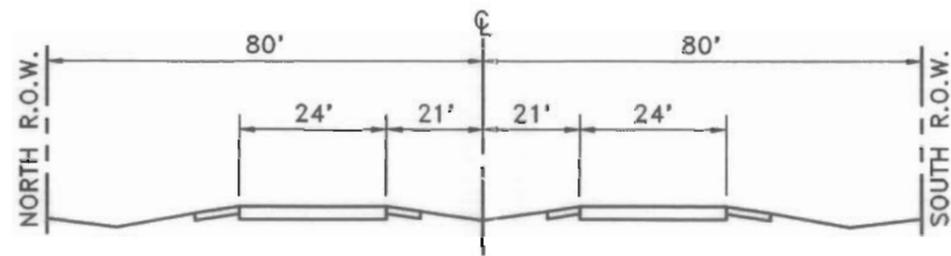
WILMINGTON

UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:

SN-3 = Structure number 099-3331



PROPOSED TYPICAL SECTION D-D
IL. 53 TO MATCHLINE C6-07
(ALONG REALIGNMENT)

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC SIGNAL
[SN-#]	= EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY BOUNDARY
	= PROPOSED REALIGNMENT

PEOTONE ROAD - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

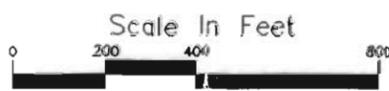
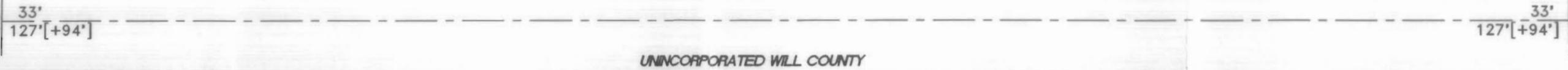


EXHIBIT C6-06

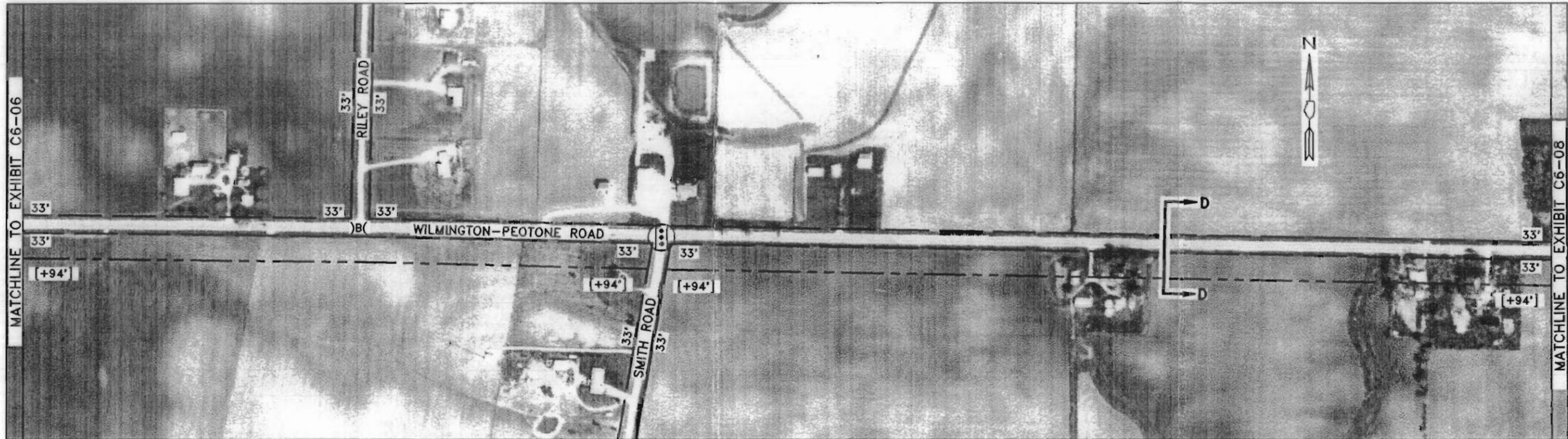
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



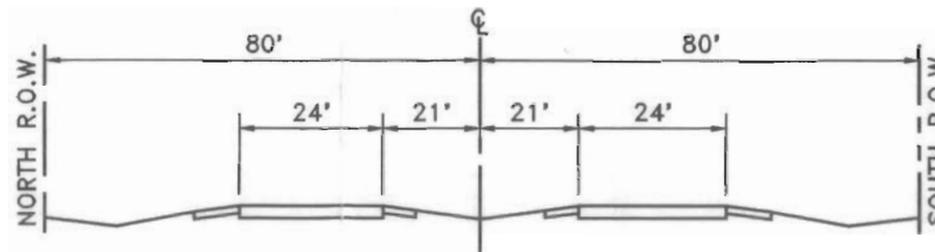
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



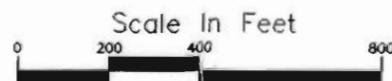
PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-06 TO MATCHLINE C6-08

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
)B(= MEDIAN BREAK

PEOTONE ROAD - PROPOSED CONDITIONS

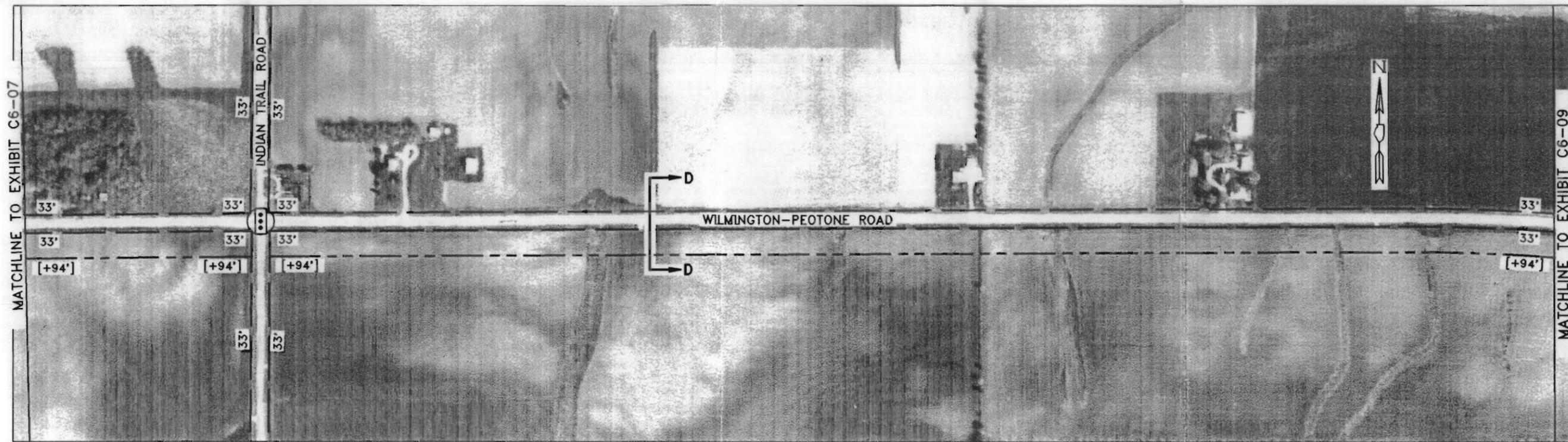
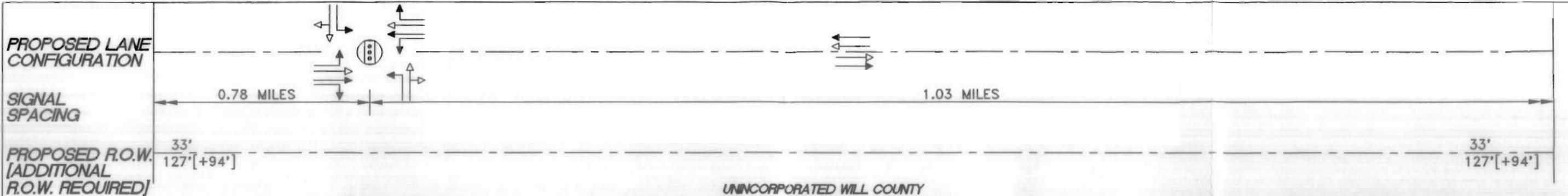
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

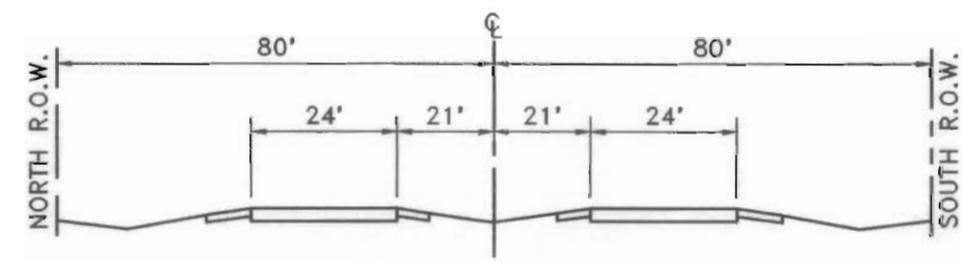


SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

EXHIBIT C6-07



DESCRIPTION OF PROPOSED CONDITIONS:



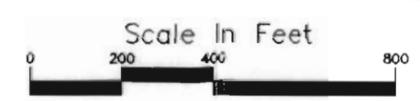
PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-07 TO MATCHLINE C6-09

LEGEND

- = PROPOSED RIGHT OF WAY
- = EXISTING RIGHT OF WAY
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL RIGHT OF WAY
- ⊙ = PROPOSED TRAFFIC SIGNAL
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

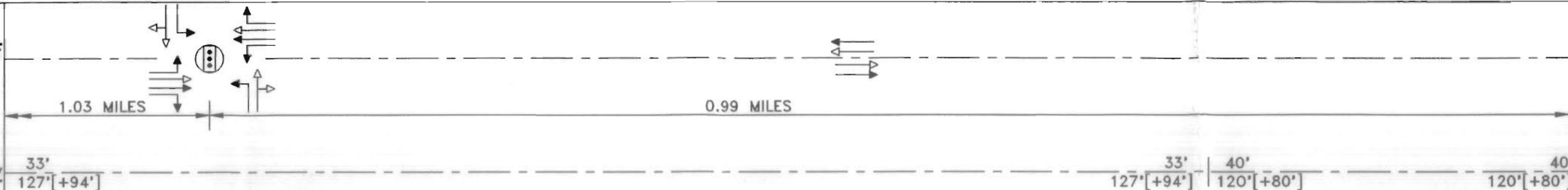
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



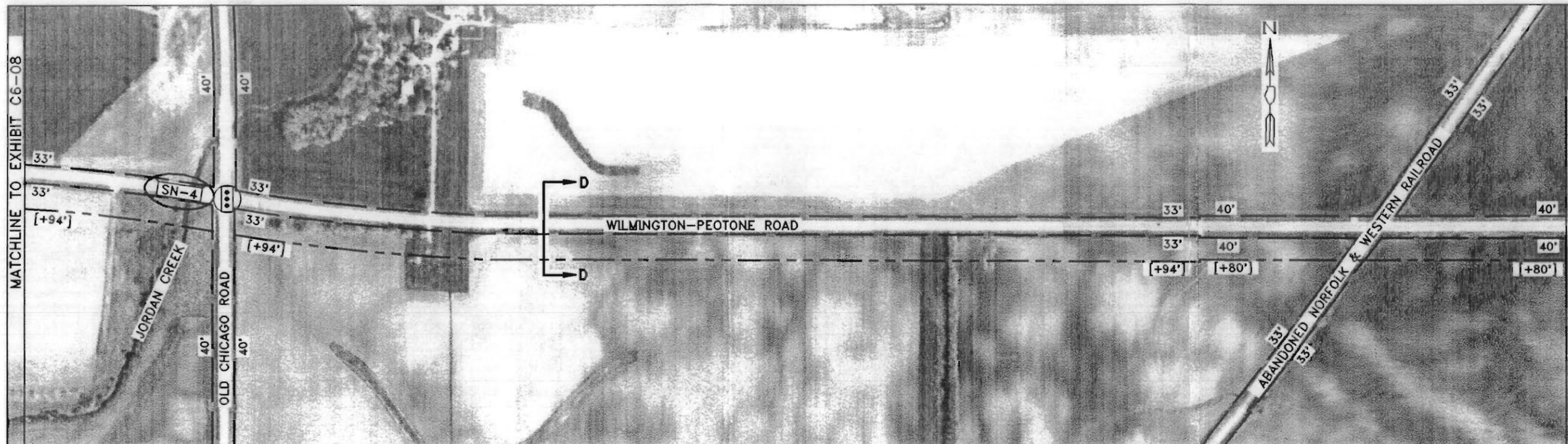
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



UNINCORPORATED WILL COUNTY



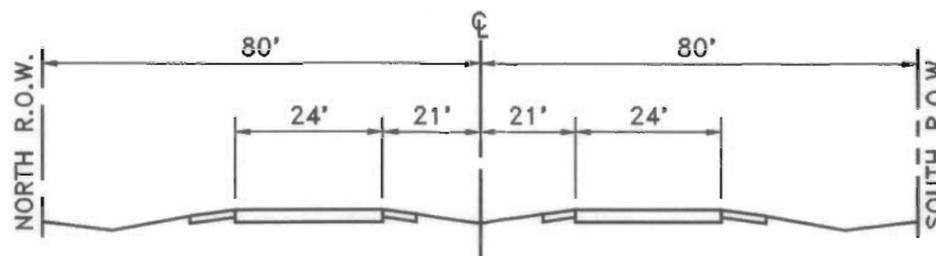
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:

SN-4 = Structure number 099-3040

Reconstruction of this structure will be necessary to accommodate the proposed cross section.



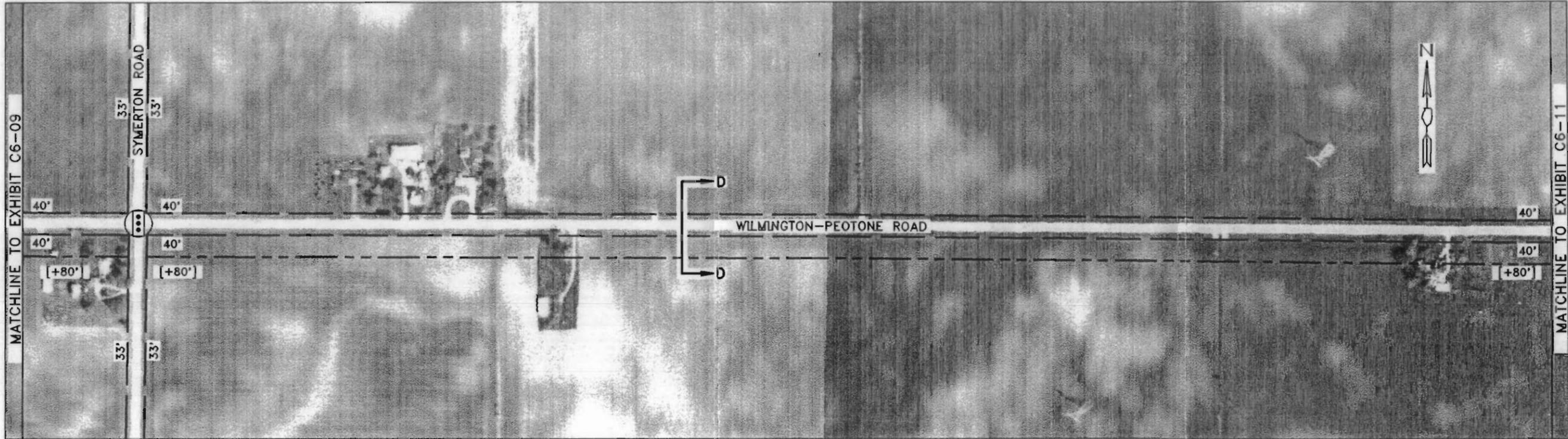
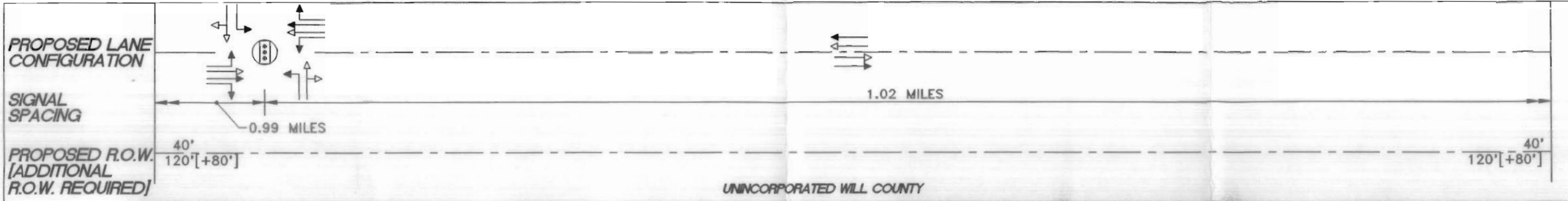
PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-08 TO MATCHLINE C6-10

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

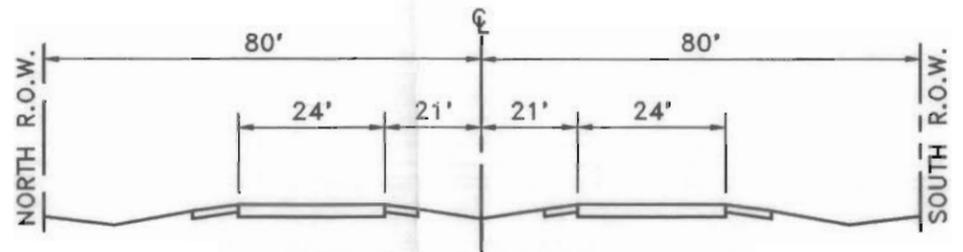
PEOTONE ROAD - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





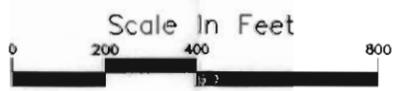
DESCRIPTION OF PROPOSED CONDITIONS:

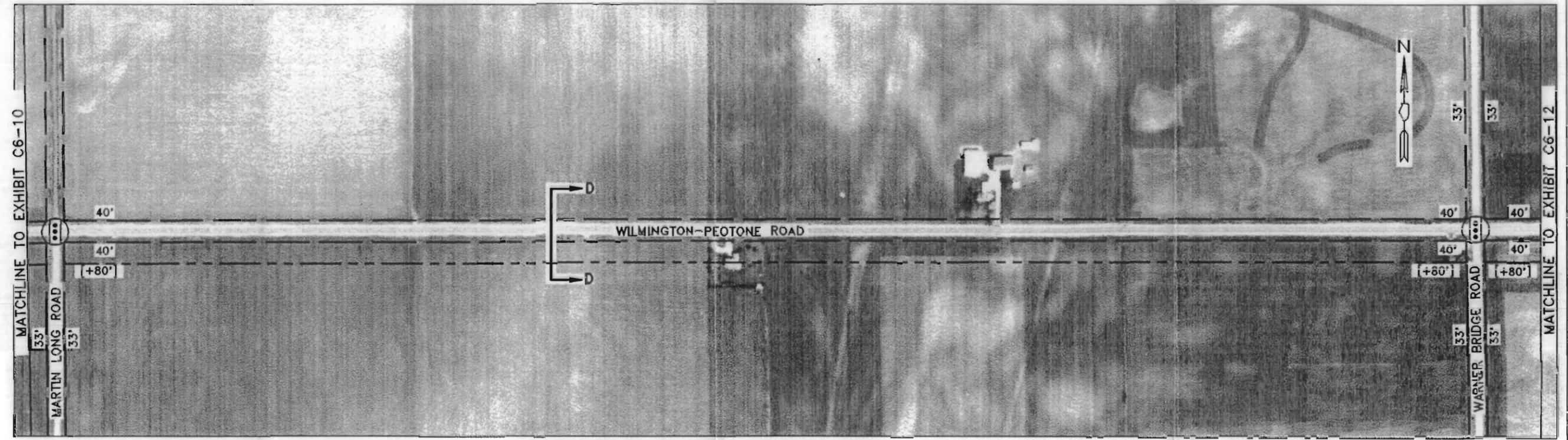
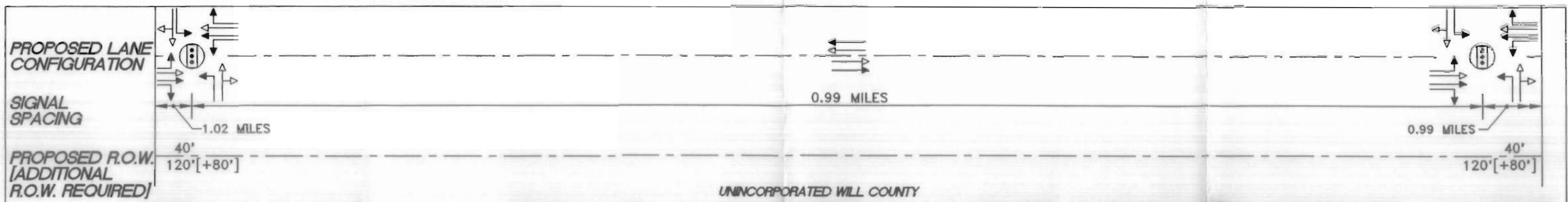


PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-09 TO MATCHLINE C6-11

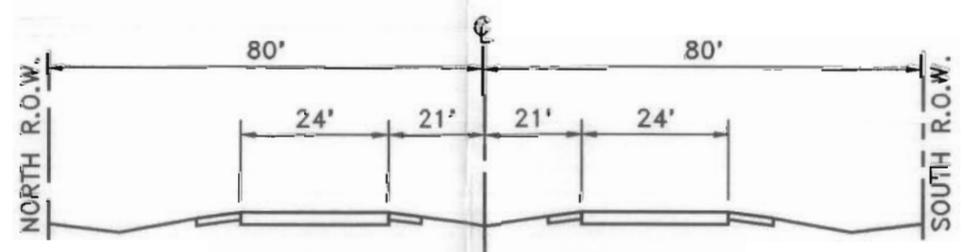
LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS





DESCRIPTION OF PROPOSED CONDITIONS:



PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-10 TO MATCHLINE C6-12

AERIAL PHOTO DATE: 5-06-92

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

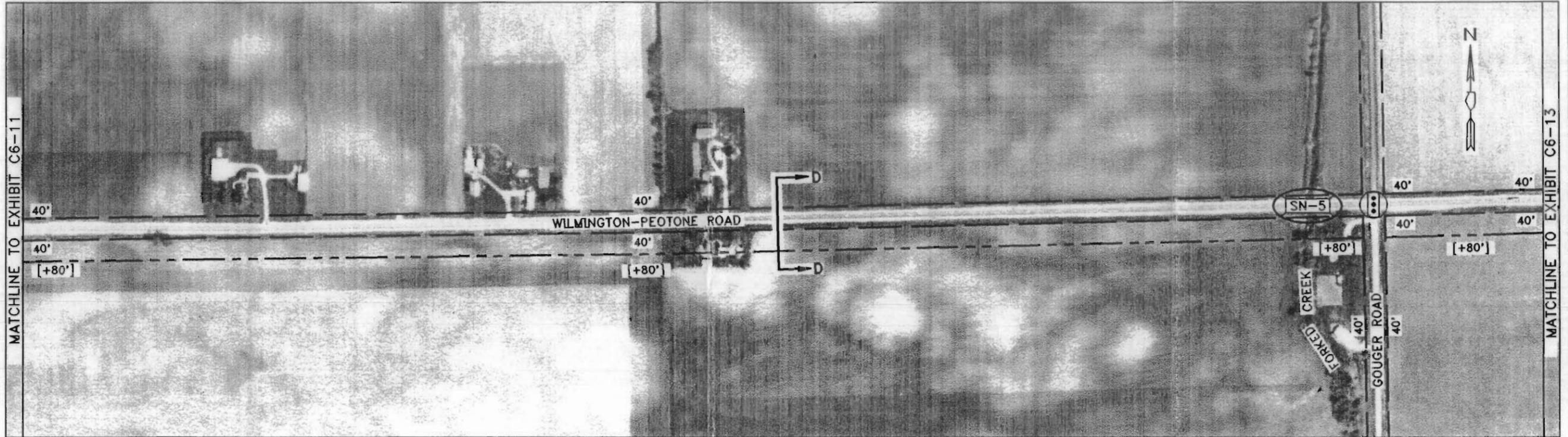
40'
120' [+80']

0.99 MILES

0.99 MILES

40'
120' [+80']

UNINCORPORATED WILL COUNTY



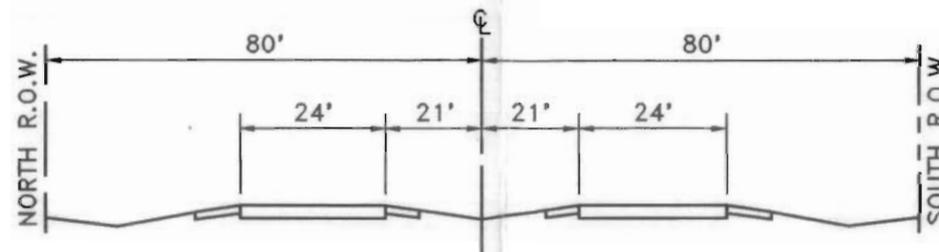
UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:

SN-5 = Structure number 099-3342

Reconstruction of this structure will be necessary to accommodate the proposed cross section.



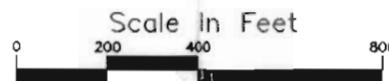
PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-11 TO MATCHLINE C6-13

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

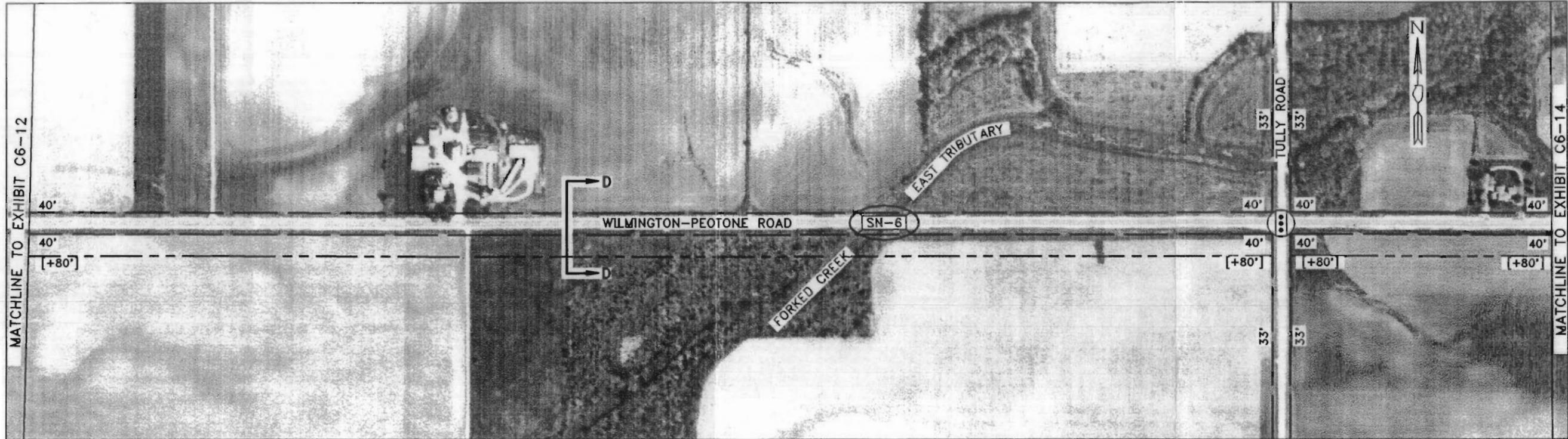
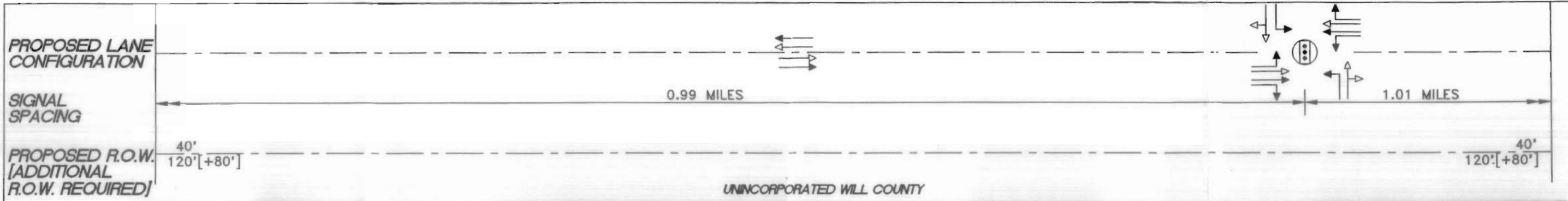
PEOTONE ROAD - PROPOSED CONDITIONS

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Illinois Department of Transportation



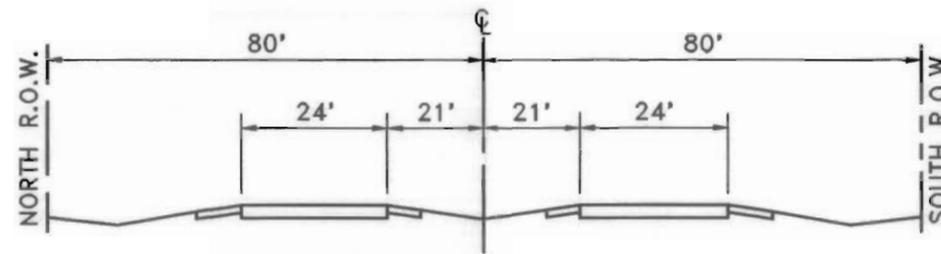
STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



DESCRIPTION OF PROPOSED CONDITIONS:

SN-6 = Structure number 099-3327

Reconstruction of this structure will be necessary to accommodate the proposed cross section.

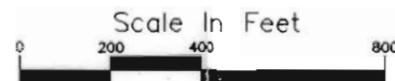


PROPOSED TYPICAL SECTION C-C
MATCHLINE C6-12 TO MATCHLINE C6-14

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

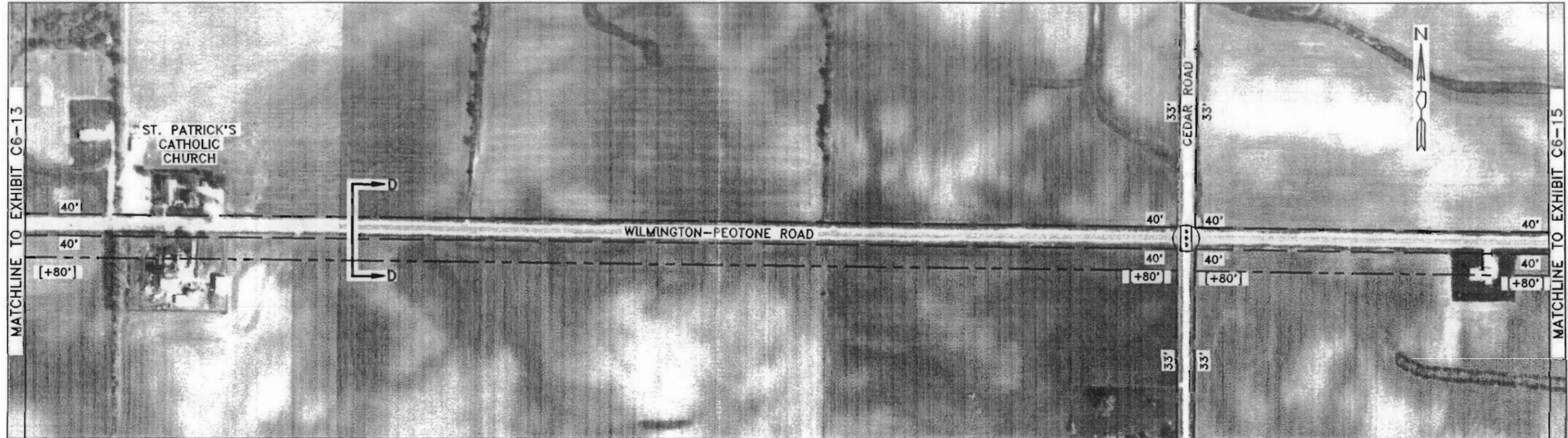
1.01 MILES

1.89 MILES

40' 120' [+80']

40' 120' [+80']

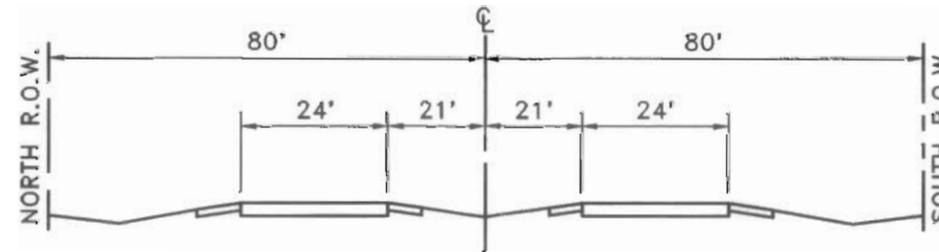
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-13 TO MATCHLINE C6-15

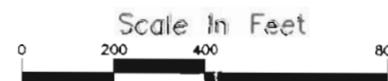
LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS



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Illinois Department of Transportation



PROPOSED LANE CONFIGURATION

SIGNAL SPACING

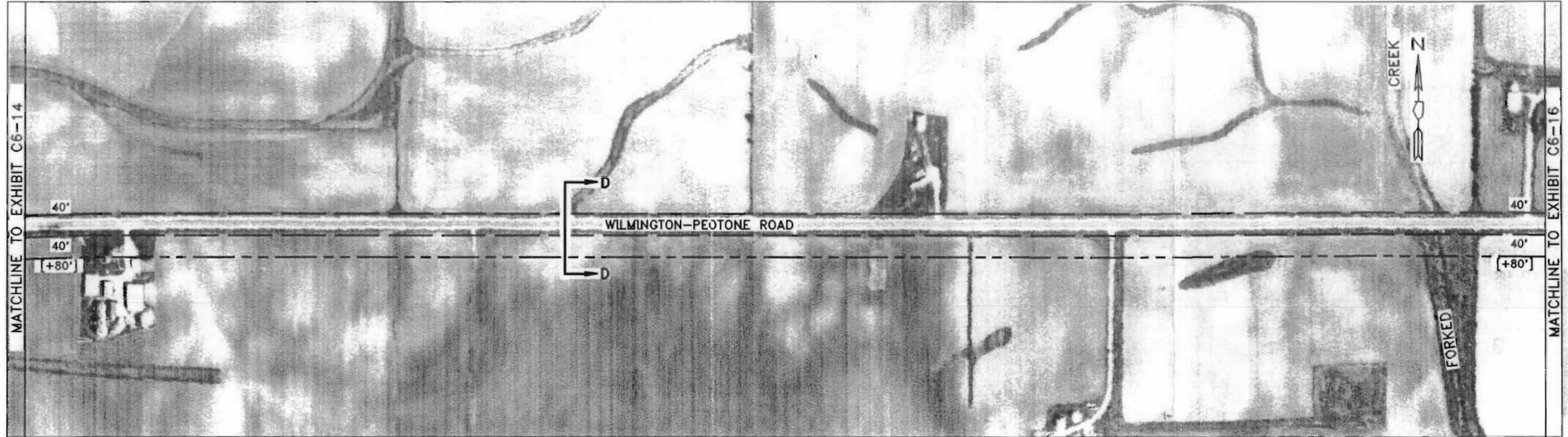
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

40' 120' [+80']

40' 120' [+80']

1.89 MILES

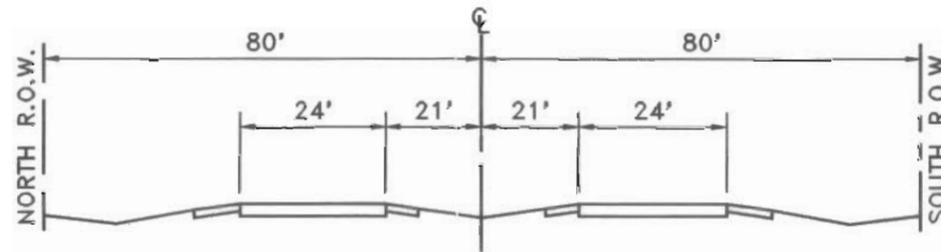
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



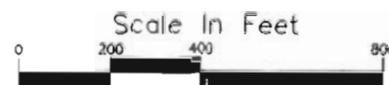
PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-14 TO MATCHLINE C6-16

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

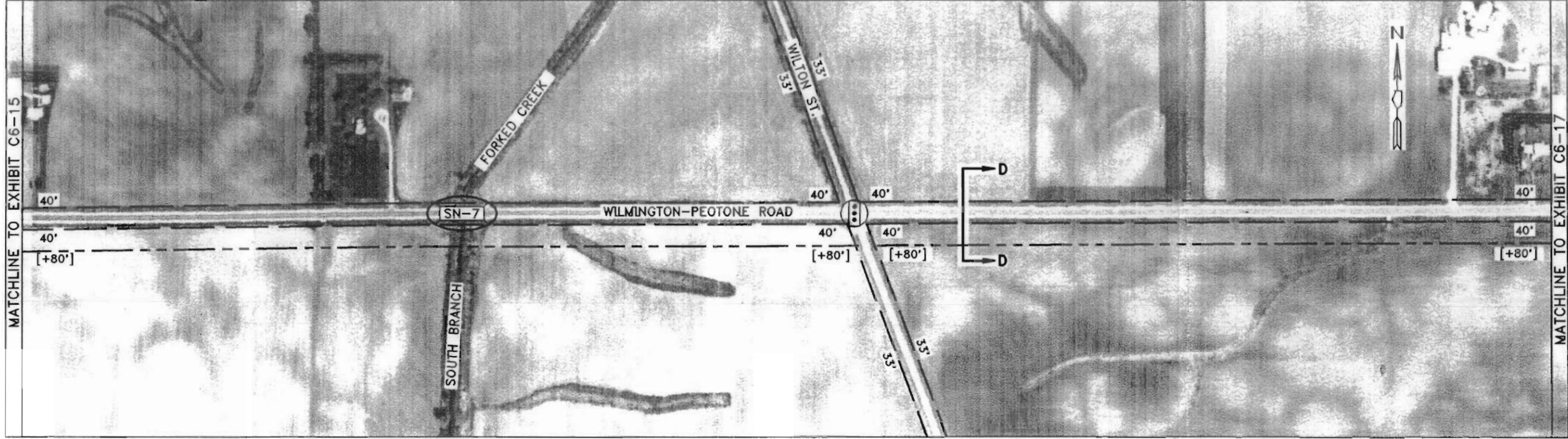
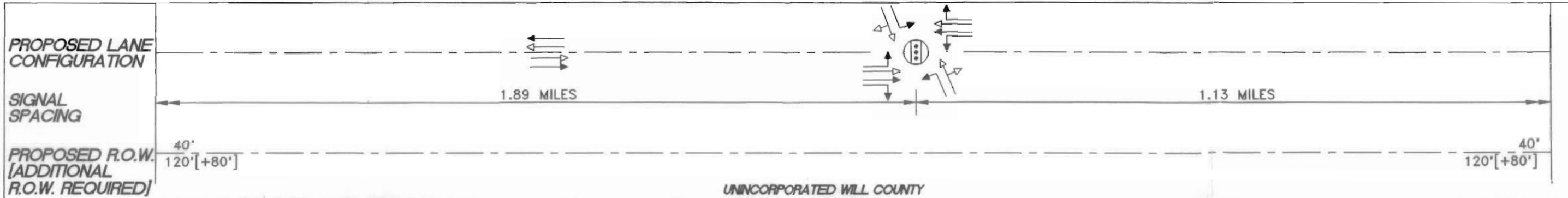
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

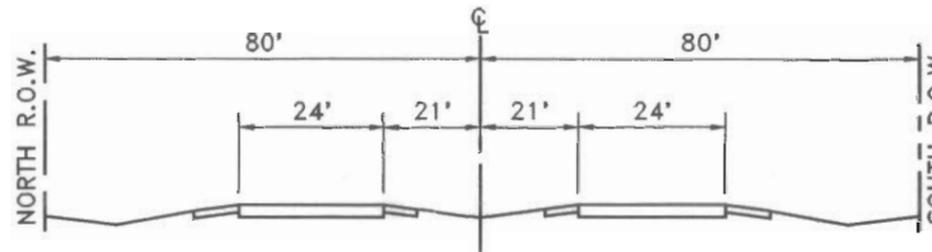
EXHIBIT C6-15



DESCRIPTION OF PROPOSED CONDITIONS:

SN-7 = Structure number 099-3043

Reconstruction of this structure will be necessary to accommodate the proposed cross section.



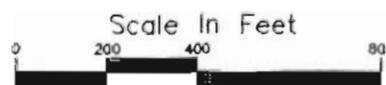
PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-15 TO MATCHLINE C6-17

AERIAL PHOTO DATE: 5-06-92

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+80']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



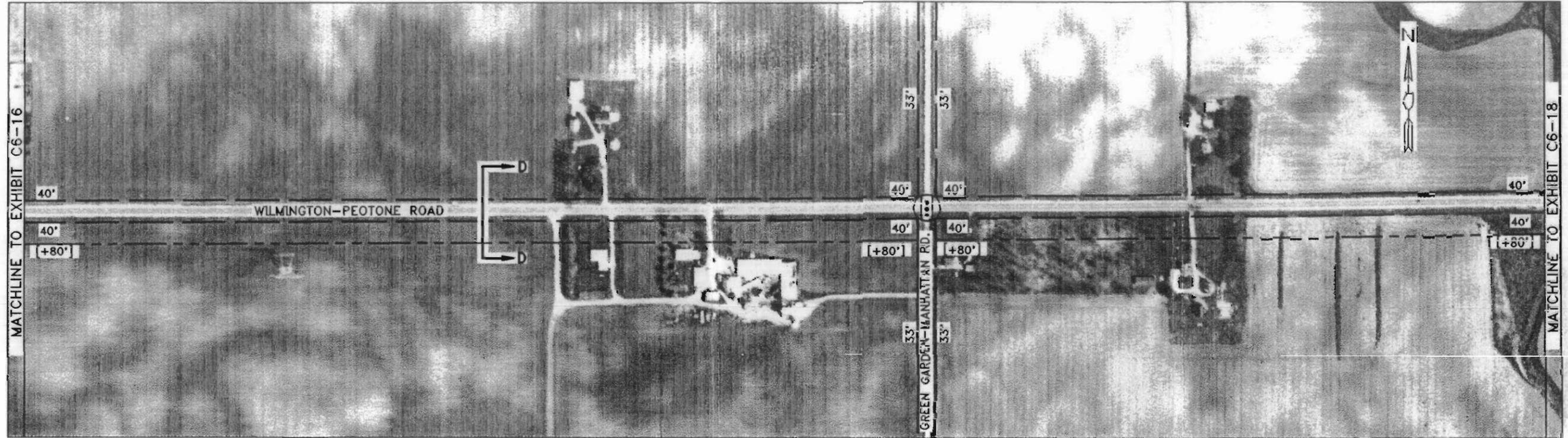
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



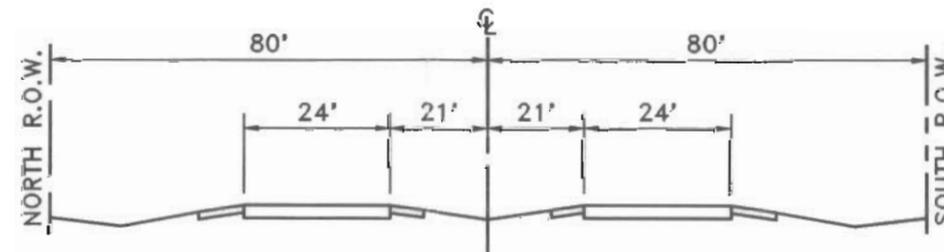
UNINCORPORATED WILL COUNTY



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-16 TO MATCHLINE C6-18

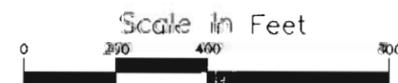
LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

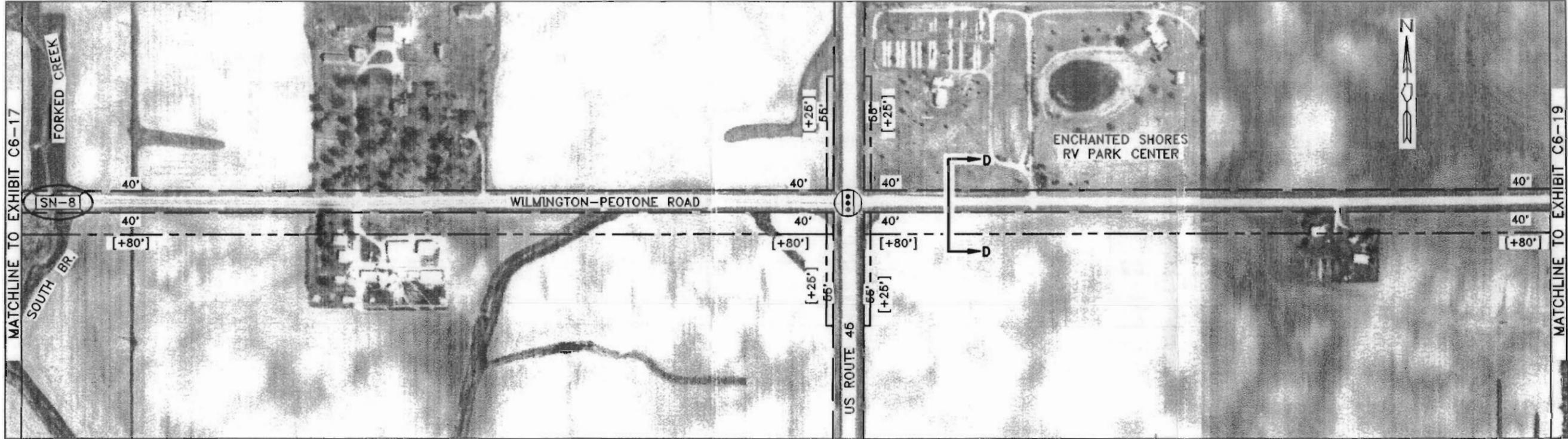
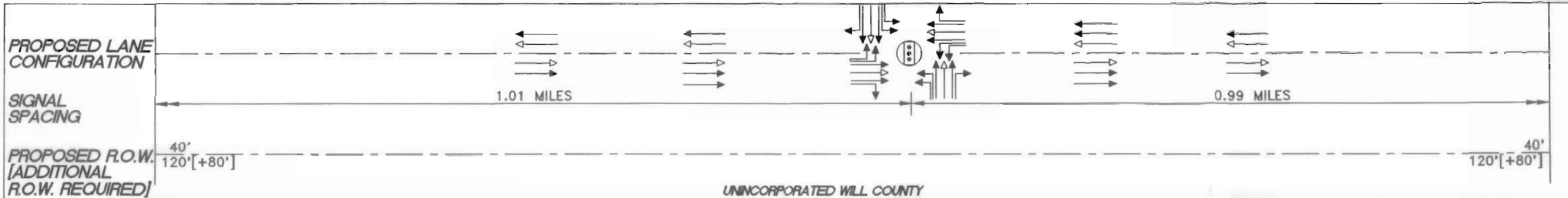
PEOTONE ROAD - PROPOSED CONDITIONS



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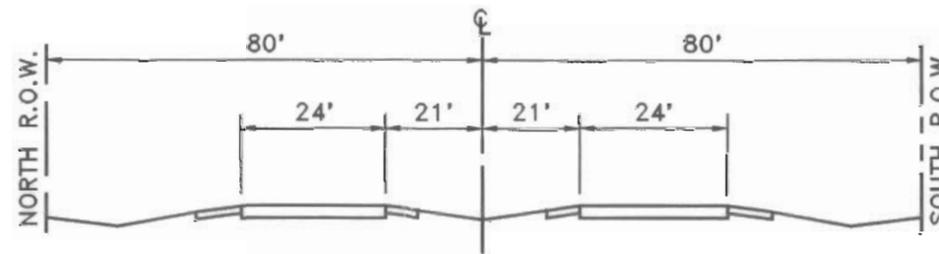




DESCRIPTION OF PROPOSED CONDITIONS:

SN-8 = Structure number 099-3332

Reconstruction of this structure will be necessary to accommodate the proposed cross section.

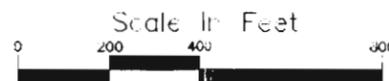


PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-17 TO MATCHLINE C6-19

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= MODIFY EXISTING STRUCTURE

PEOTONE ROAD - PROPOSED CONDITIONS

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PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

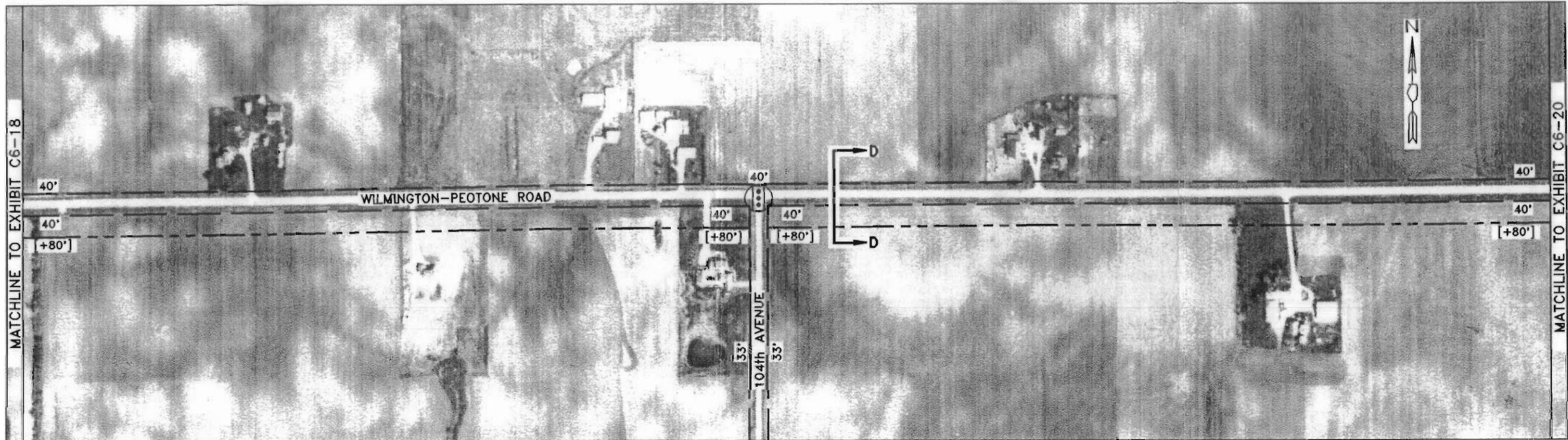
40' 120' [+80']

40' 120' [+80']

0.99 MILES

1.03 MILES

UNINCORPORATED WILL COUNTY



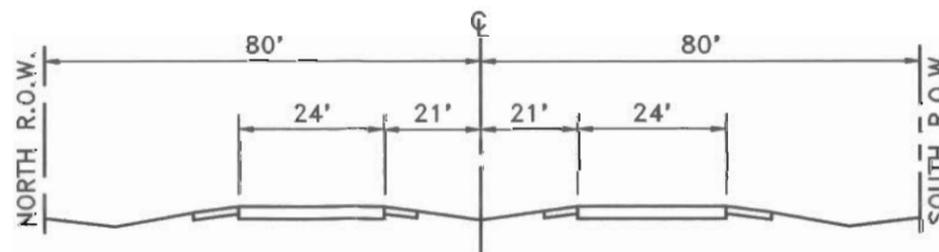
MATCHLINE TO EXHIBIT C6-18

MATCHLINE TO EXHIBIT C6-20

UNINCORPORATED WILL COUNTY

AERIAL DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-18 TO MATCHLINE C6-20

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+80']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS



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Scale In Feet

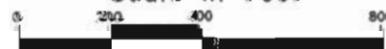
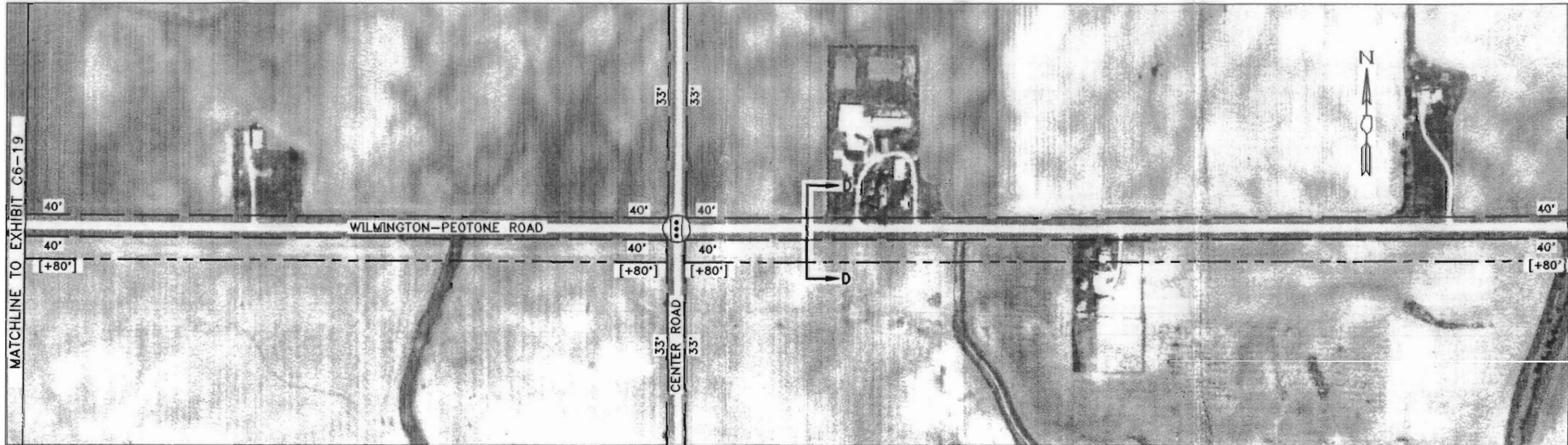
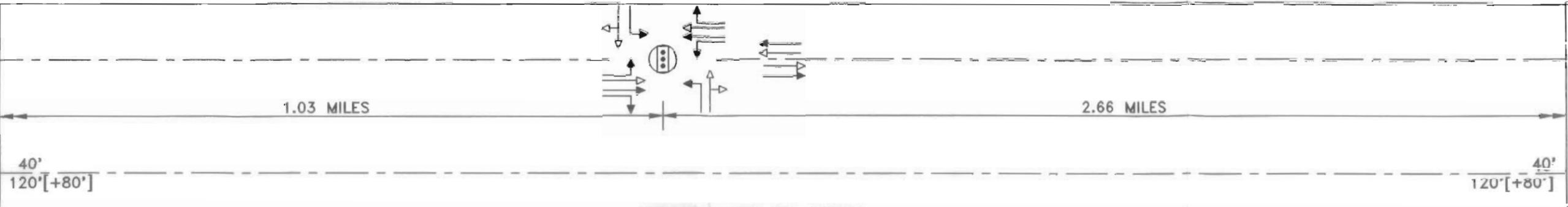


EXHIBIT C6-19

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

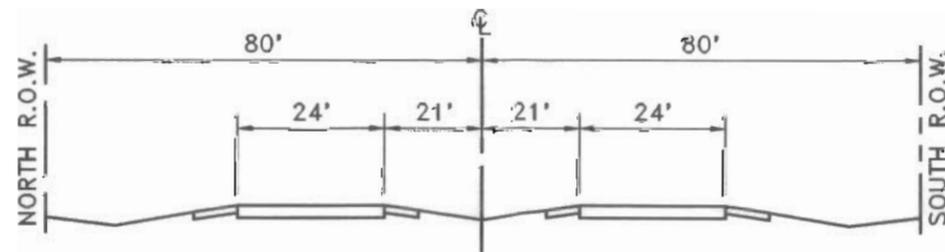
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:



PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-19 TO MATCHLINE C6-21

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
00'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS



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Illinois Department of Transportation

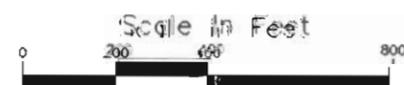
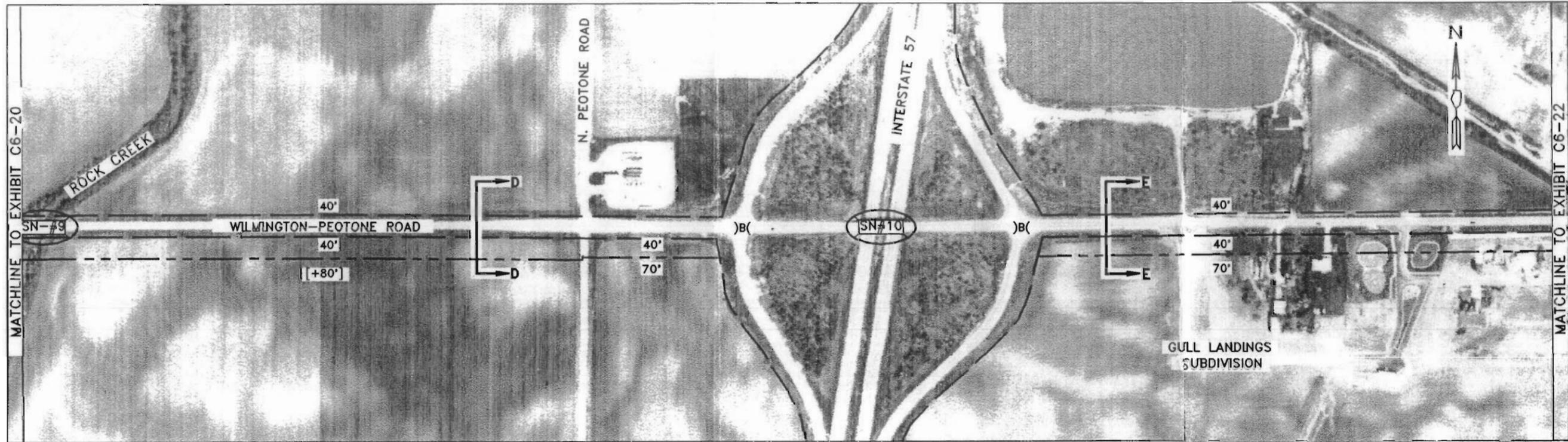


EXHIBIT C6-20

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. (ADDITIONAL R.O.W. REQUIRED)

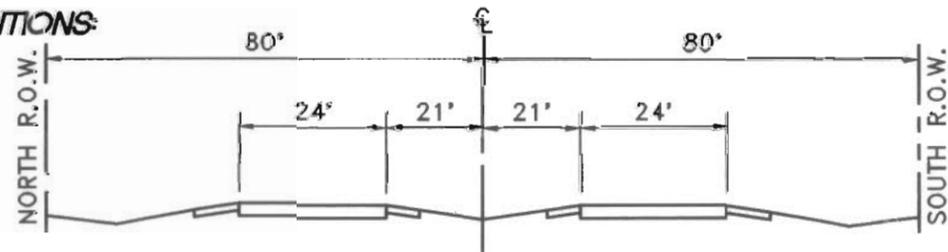


DESCRIPTION OF PROPOSED CONDITIONS:

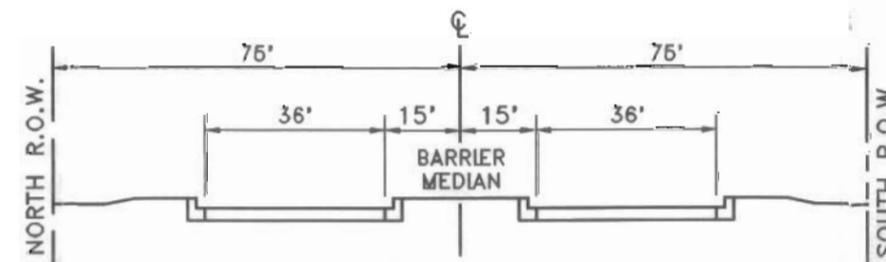
SN-9 = Structure number 099-3344.

SN-10 = Structure number 099-0161

Reconstruction of these structures will be necessary to accommodate the proposed cross section.



PROPOSED TYPICAL SECTION D-D
MATCHLINE C6-20 TO N. PEOTONE ROAD



PROPOSED TYPICAL SECTION E-E
N. PEOTONE ROAD TO MATCHLINE C6-22

LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
[+90']	= PROPOSED ADDITIONAL RIGHT OF WAY
)B(= PROPOSED MEDIAN BREAK
(SN-#)	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

PEOTONE ROAD - PROPOSED CONDITIONS

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



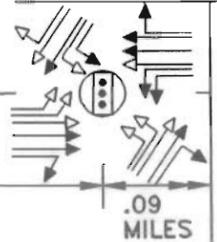
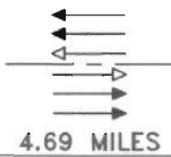
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

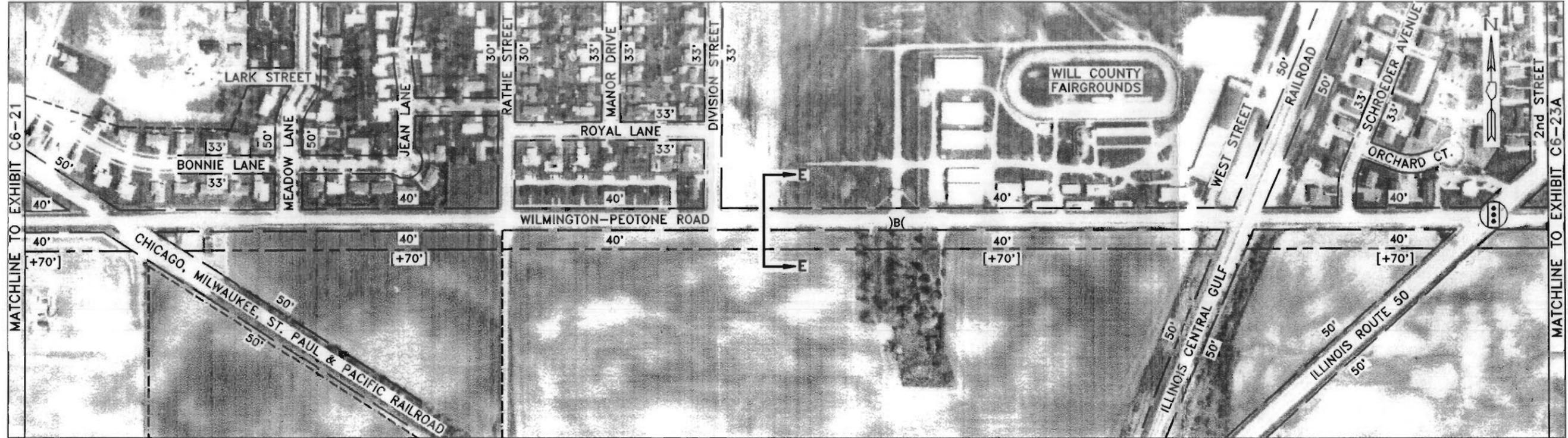
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

40' 110' [+70']

UNINCORPORATED WILL COUNTY



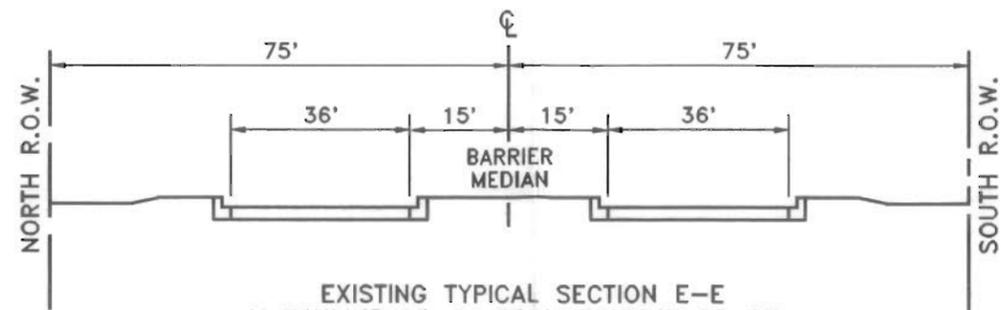
40' 110' [+70']



PEOTONE UNINCORPORATED WILL COUNTY PEOTONE UNINCORPORATED WILL COUNTY AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * See detail D6-01, D6-02, D6-03
- * Chicago, Milwaukee, St. Paul and Pacific Railroad is abandoned.

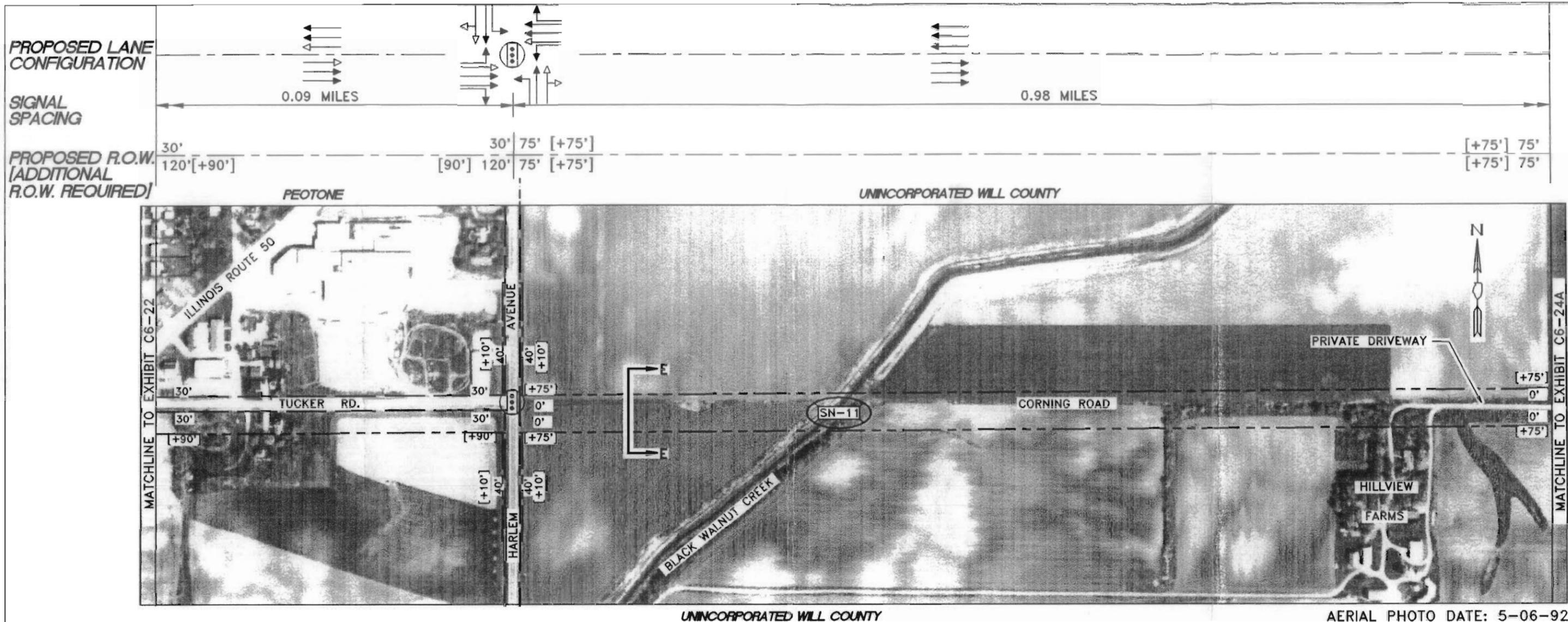


LEGEND	
	= PROPOSED RIGHT OF WAY
	= EXISTING RIGHT OF WAY
100'	= EXISTING RIGHT OF WAY DISTANCE
[+00']	= PROPOSED ADDITIONAL RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY
)B(= MEDIAN BREAK

PEOTONE ROAD - PROPOSED CONDITIONS

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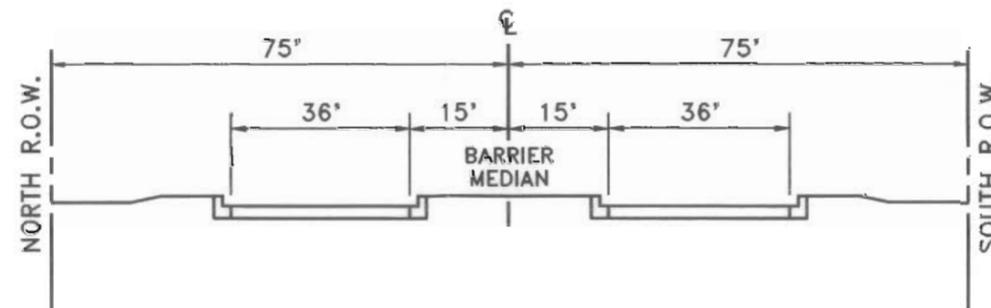




DESCRIPTION OF PROPOSED CONDITIONS:

- * No R.O.W. exists between Harlem Ave. and Ridgeland Ave. along the Tucker Rd. alignment.
- * New structure required over Black Walnut Creek.
- * Third through lane is necessary for airport traffic.

SN-11 = Black Walnut Creek

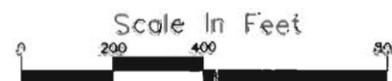


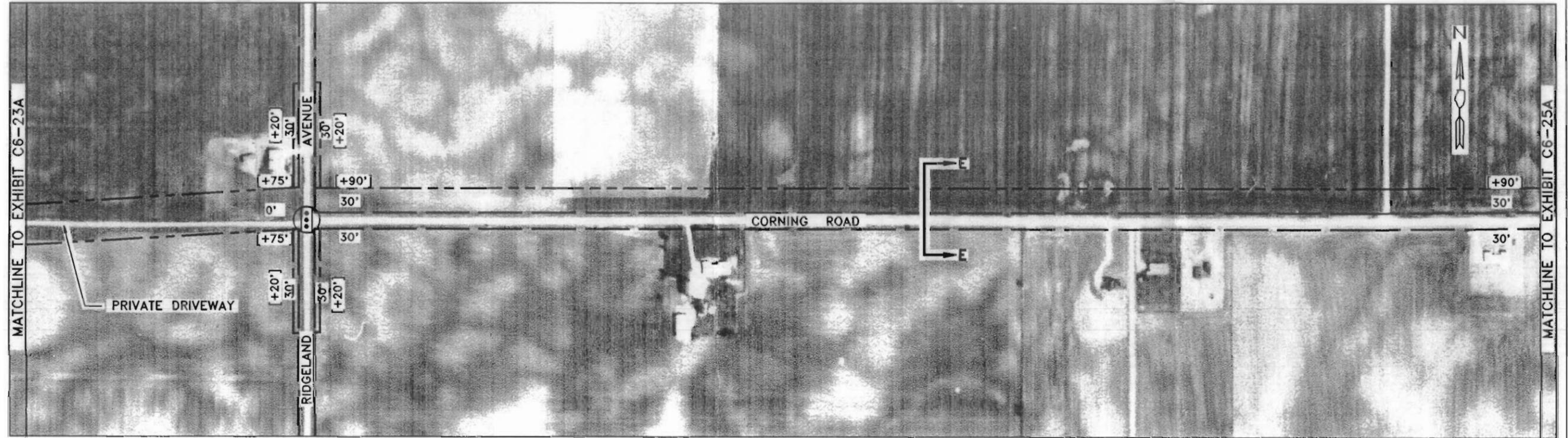
PROPOSED TYPICAL SECTION E-E
MATCHLINE C6-22 TO MATCHLINE C6-24A

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= PROPOSED STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= CITY/TOWNSHIP BOUNDARY

PEOTONE ROAD - PROPOSED CONDITIONS

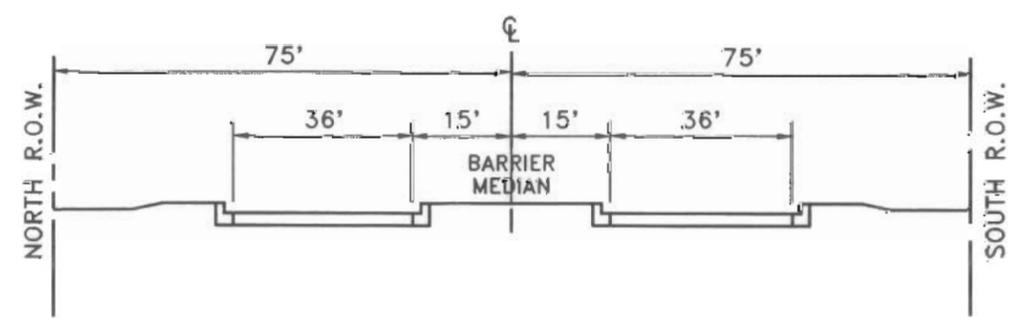
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

* Third through lane necessary for airport traffic

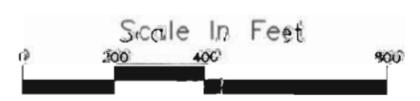


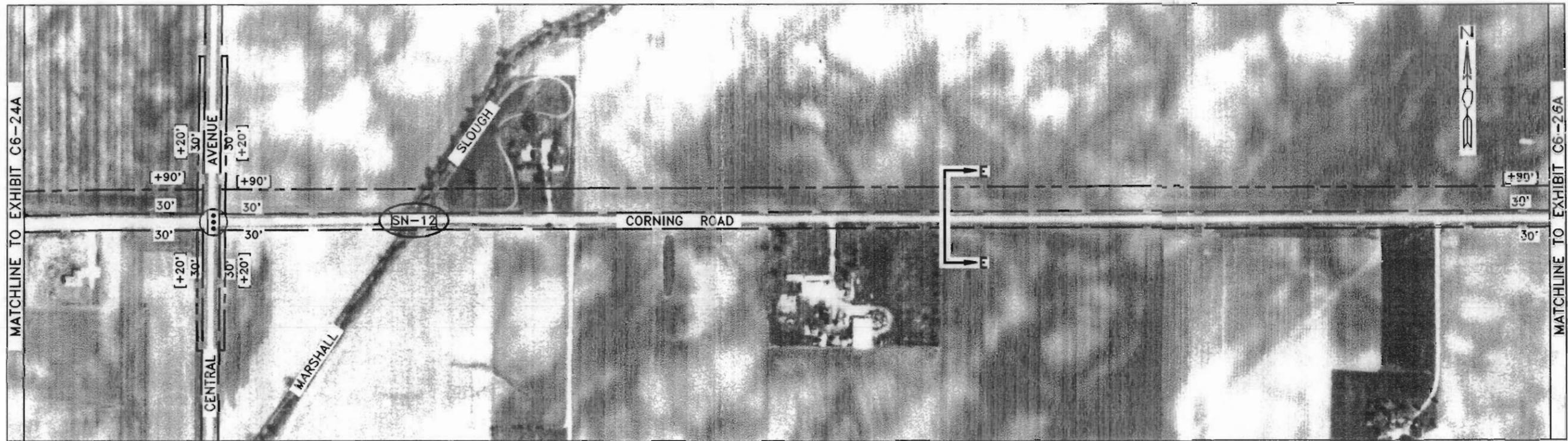
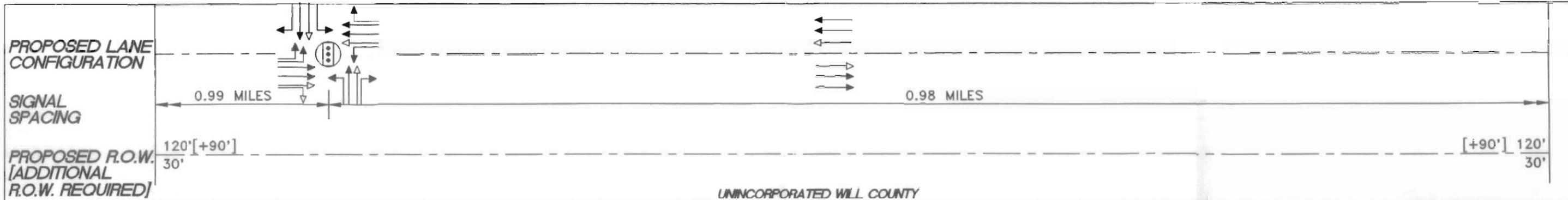
PROPOSED TYPICAL SECTION E-E
MATCHLINE C6-23A TO MATCHLINE C6-25A

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

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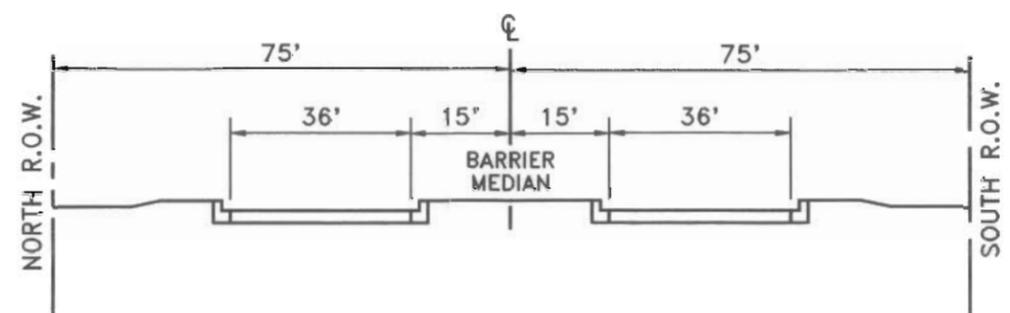


AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Proposed south airport entrance at Central Avenue.
- * Potential interchange at Central Avenue.
- * Third through lane necessary for airport traffic

SN-12 = Marshall Slough
 Reconstruction of this structure will be necessary to accommodate the proposed cross section.

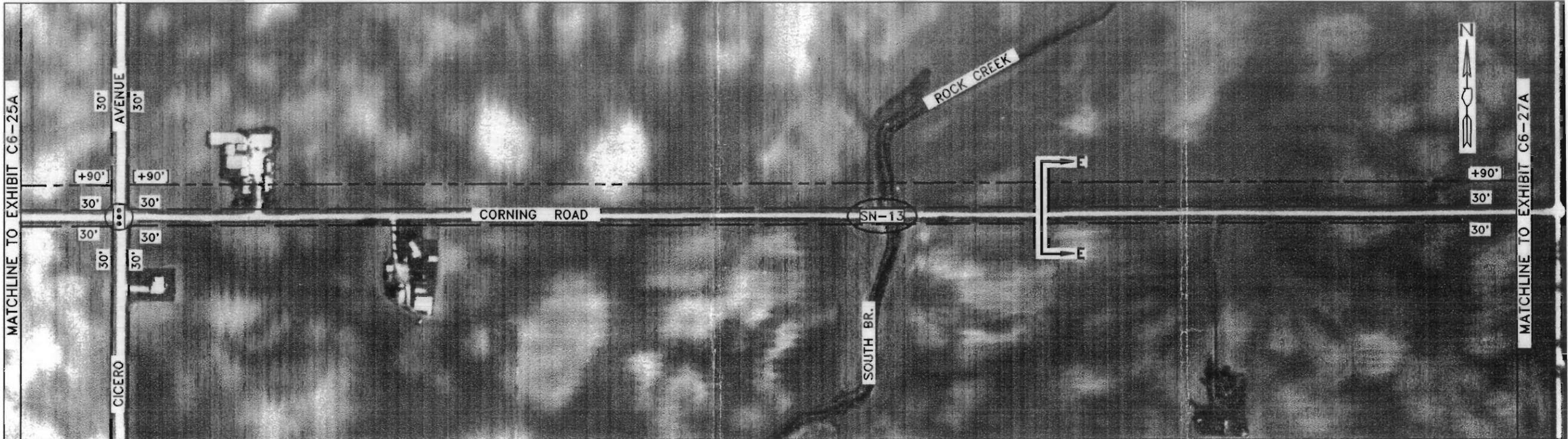
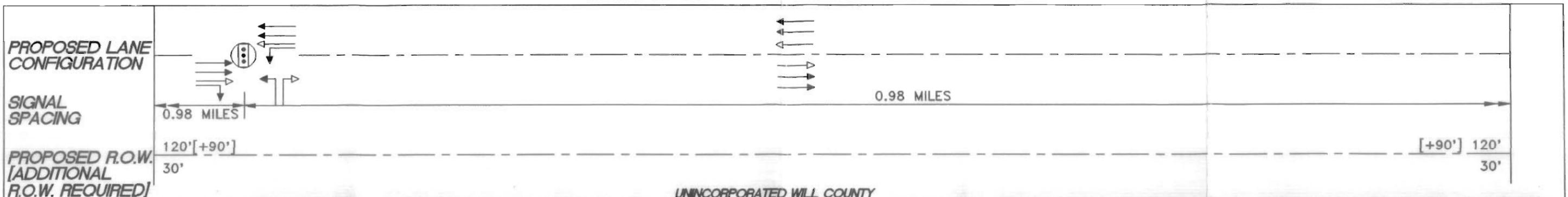


PROPOSED TYPICAL SECTION E-E
 MATCHLINE C6-24A TO MATCHLINE C6-26A

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS



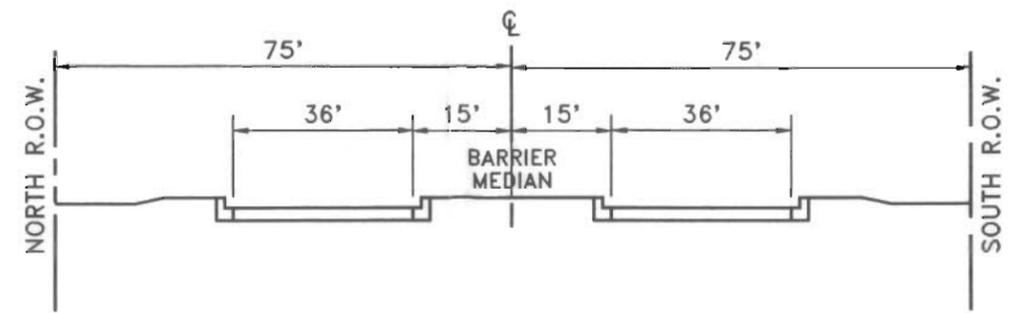


DESCRIPTION OF PROPOSED CONDITIONS:

* Third through lane necessary for airport traffic

SN 13 = Structure number 099-4961

Reconstruction of this structure will be necessary to accommodate the proposed cross section.



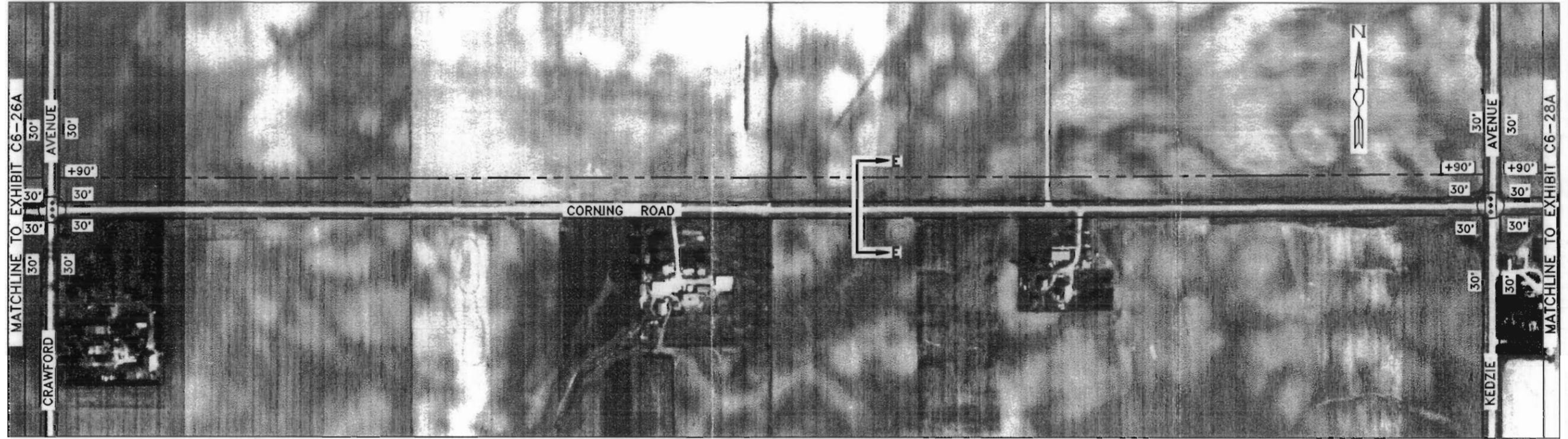
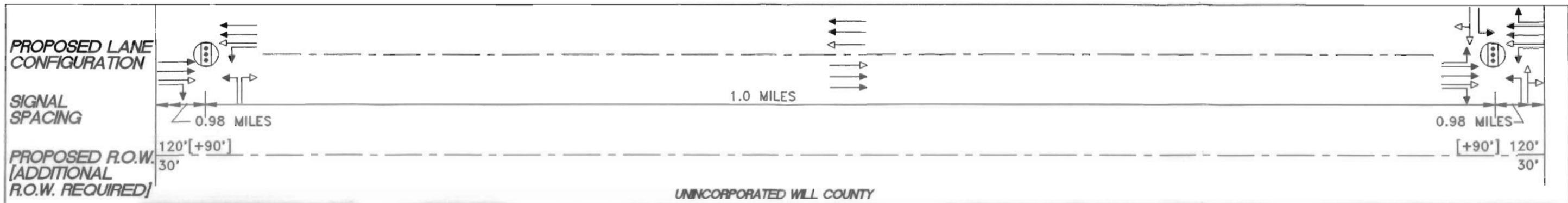
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

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Illinois Department of Transportation

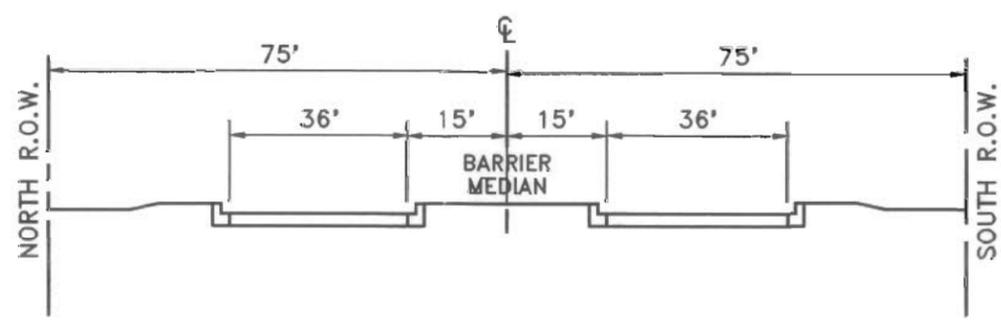




AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Third through lane necessary for airport traffic



PROPOSED TYPICAL SECTION E-E
MATCHLINE C6-26A TO MATCHLINE C6-28A

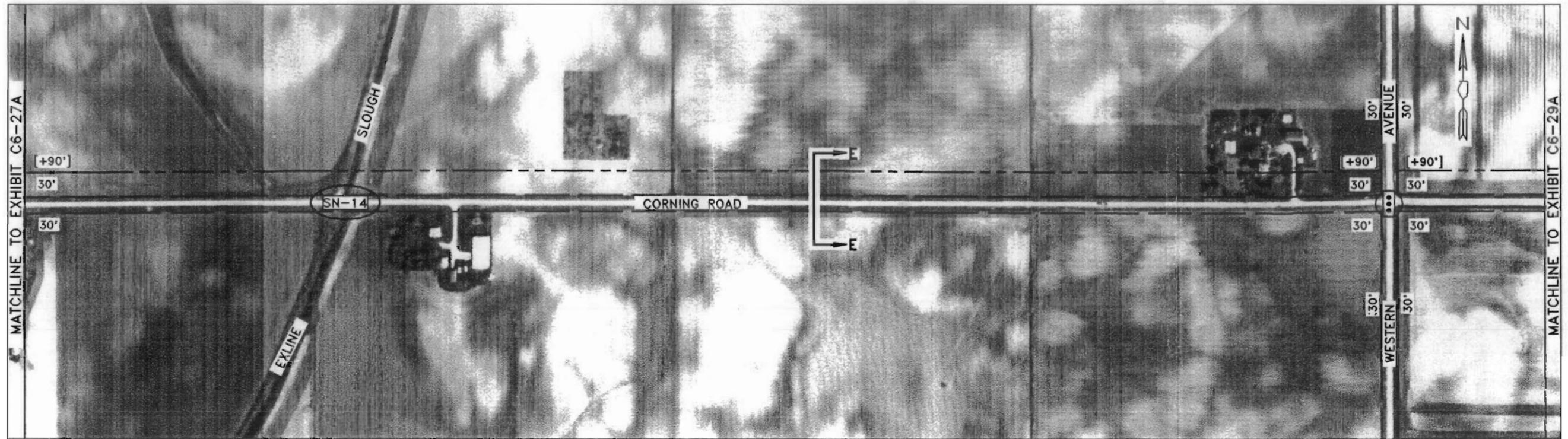
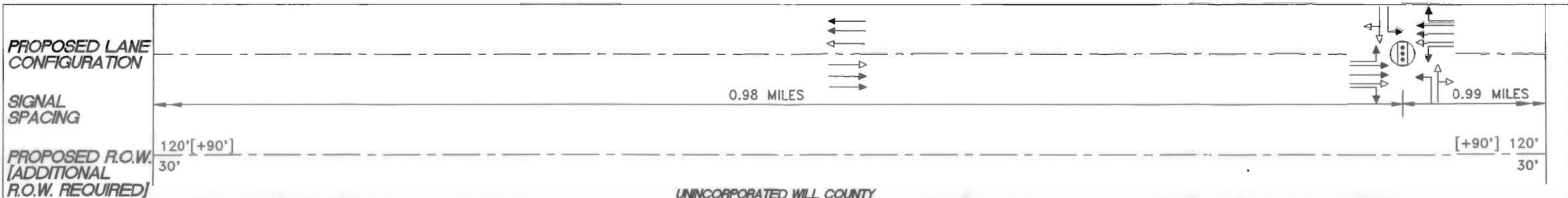
LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the Illinois Department of Transportation



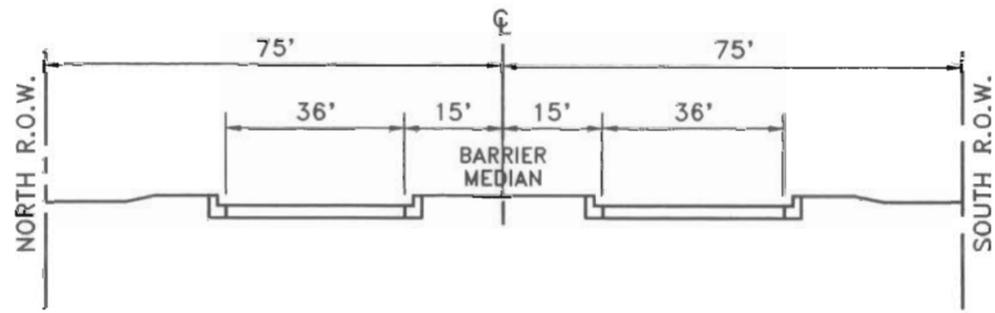


UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Third through lane necessary for airport traffic
- SN-14 = Structure number 099-3307
- Reconstruction of this structure will be necessary to accommodate the proposed cross section.

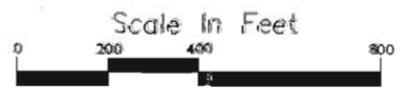


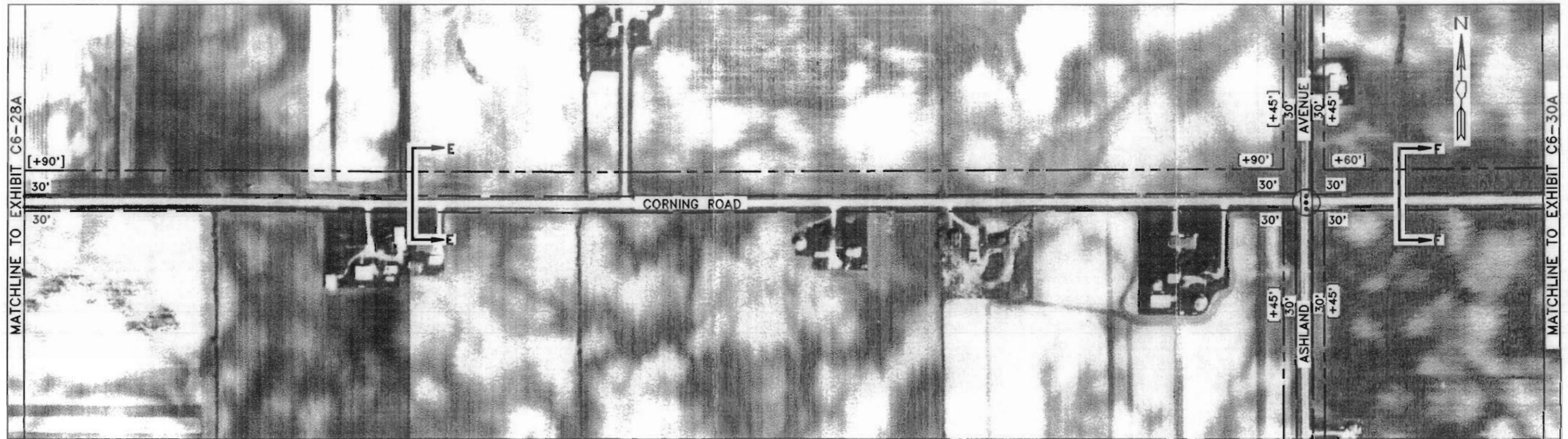
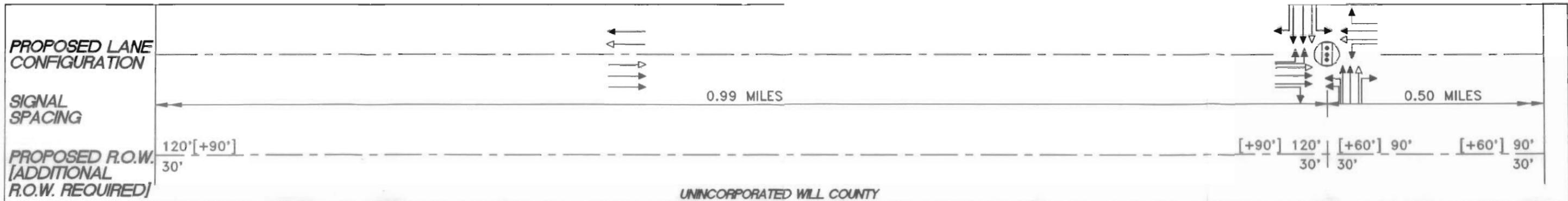
PROPOSED TYPICAL SECTION E-E
MATCHLINE C6-27A TO MATCHLINE C6-29A

LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= PROPOSED TRAFFIC LANE CONFIGURATION
	= EXISTING TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

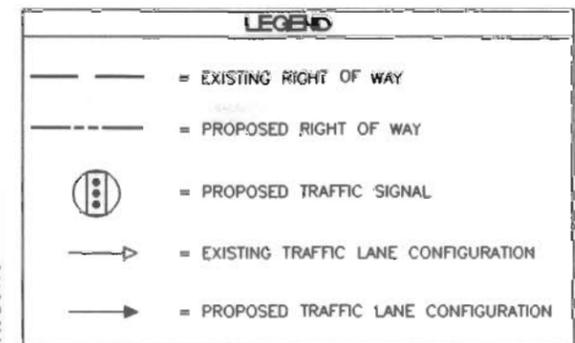
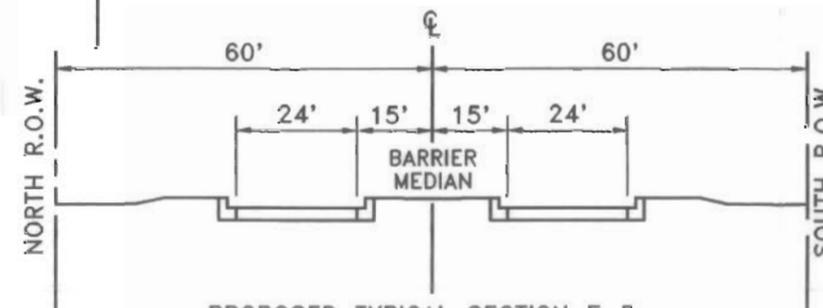
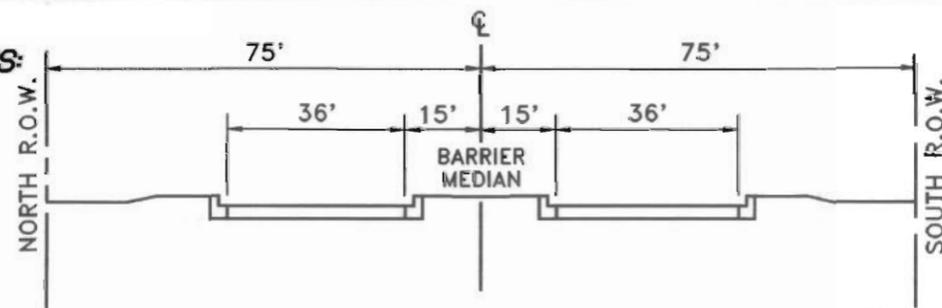
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





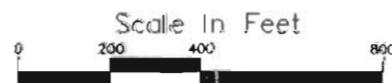
DESCRIPTION OF PROPOSED CONDITIONS:

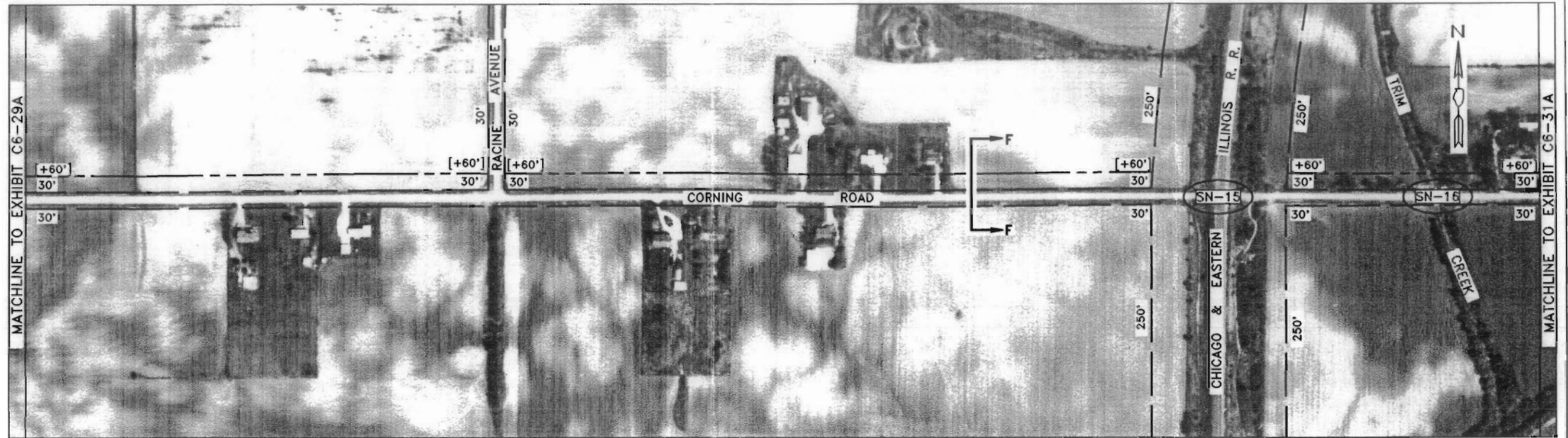
- * Possible future interchange at Ashland Avenue with realigned IL 1.
- * Third through lane necessary for airport traffic



PEOTONE ROAD - PROPOSED CONDITIONS

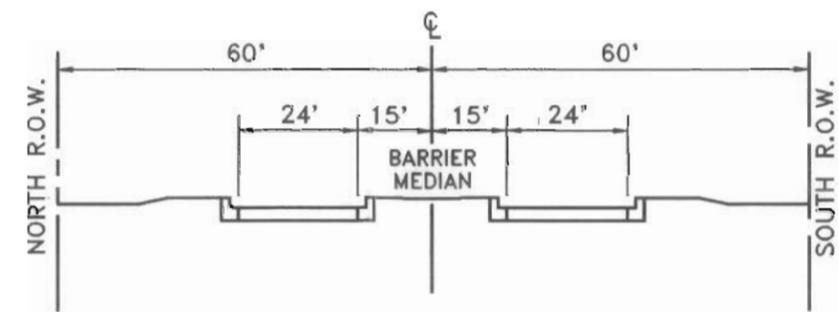
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the





DESCRIPTION OF PROPOSED CONDITIONS:

- * Structure carrying Chicago & Eastern Illinois R. R. over Corning Road will have to be reconstructed.
 - * Third through lane necessary for airport traffic
- SN-15 = Chicago & Eastern Illinois R.R. over Corning Road
- SN-16 = Over Trim Creek
- Reconstruction of these structures will be necessary to accommodate the proposed cross section.



LEGEND	
	= EXISTING RIGHT OF WAY
	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= MODIFY EXISTING STRUCTURE
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

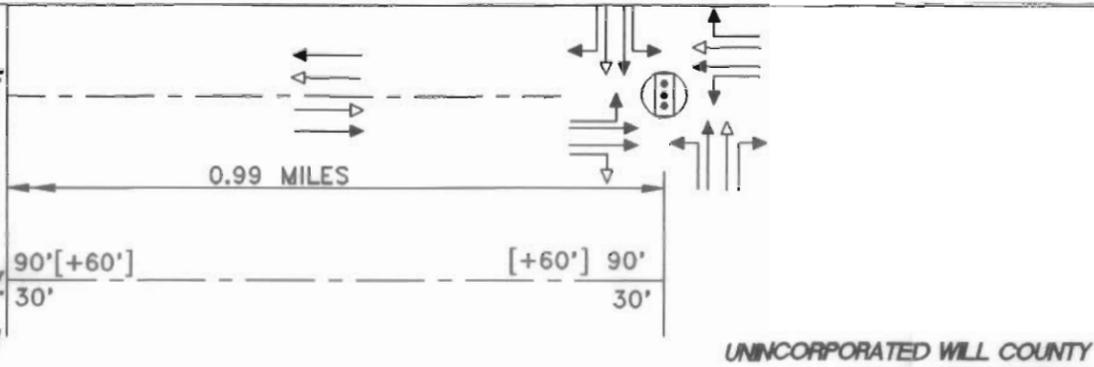
PEOTONE ROAD - PROPOSED CONDITIONS



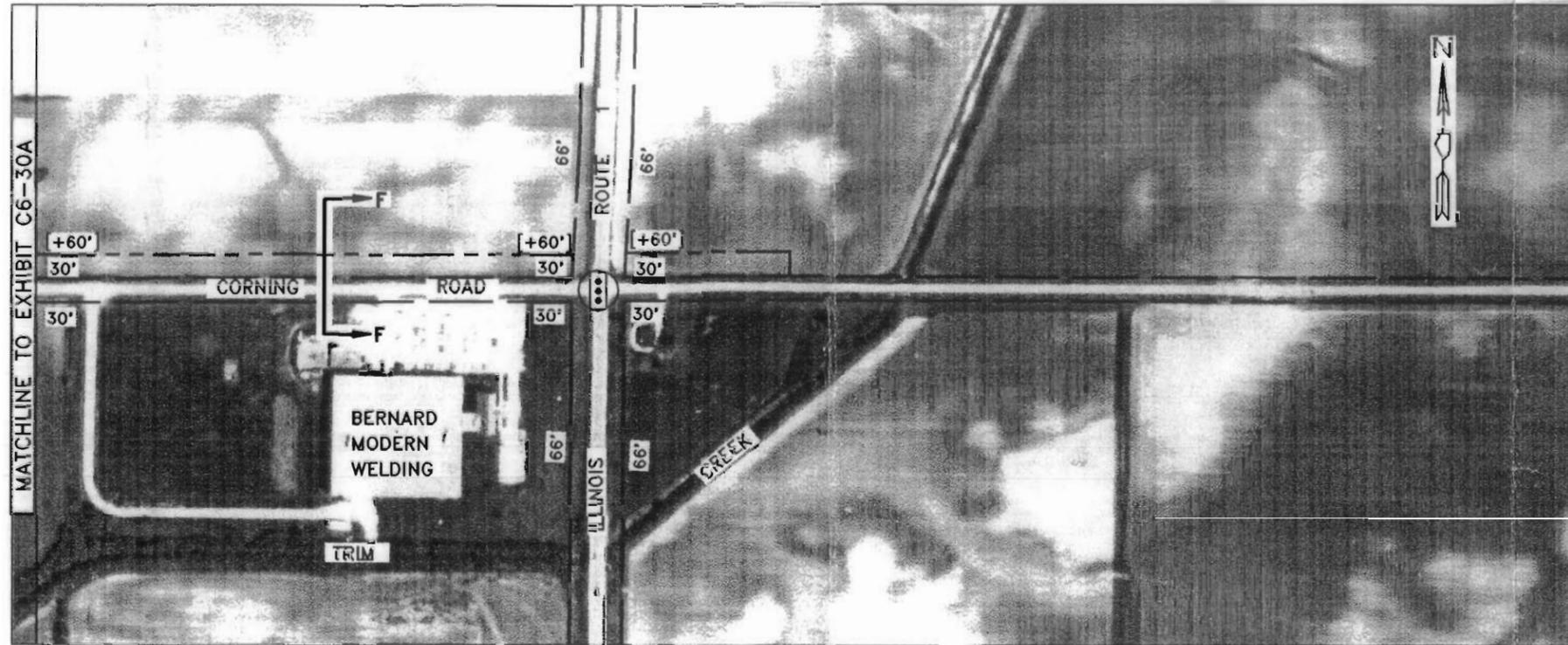
PROPOSED LANE CONFIGURATION

SIGNAL SPACING

PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]



UNINCORPORATED WILL COUNTY

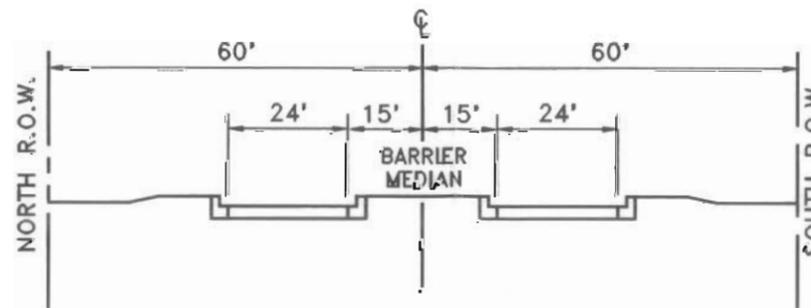


UNINCORPORATED WILL COUNTY

AERIAL PHOTO DATE: 5-06-92

DESCRIPTION OF PROPOSED CONDITIONS:

- * Third through lane necessary for airport traffic



PROPOSED TYPICAL SECTION F-F
MATCHLINE C6-30A TO ILLINOIS ROUTE 1

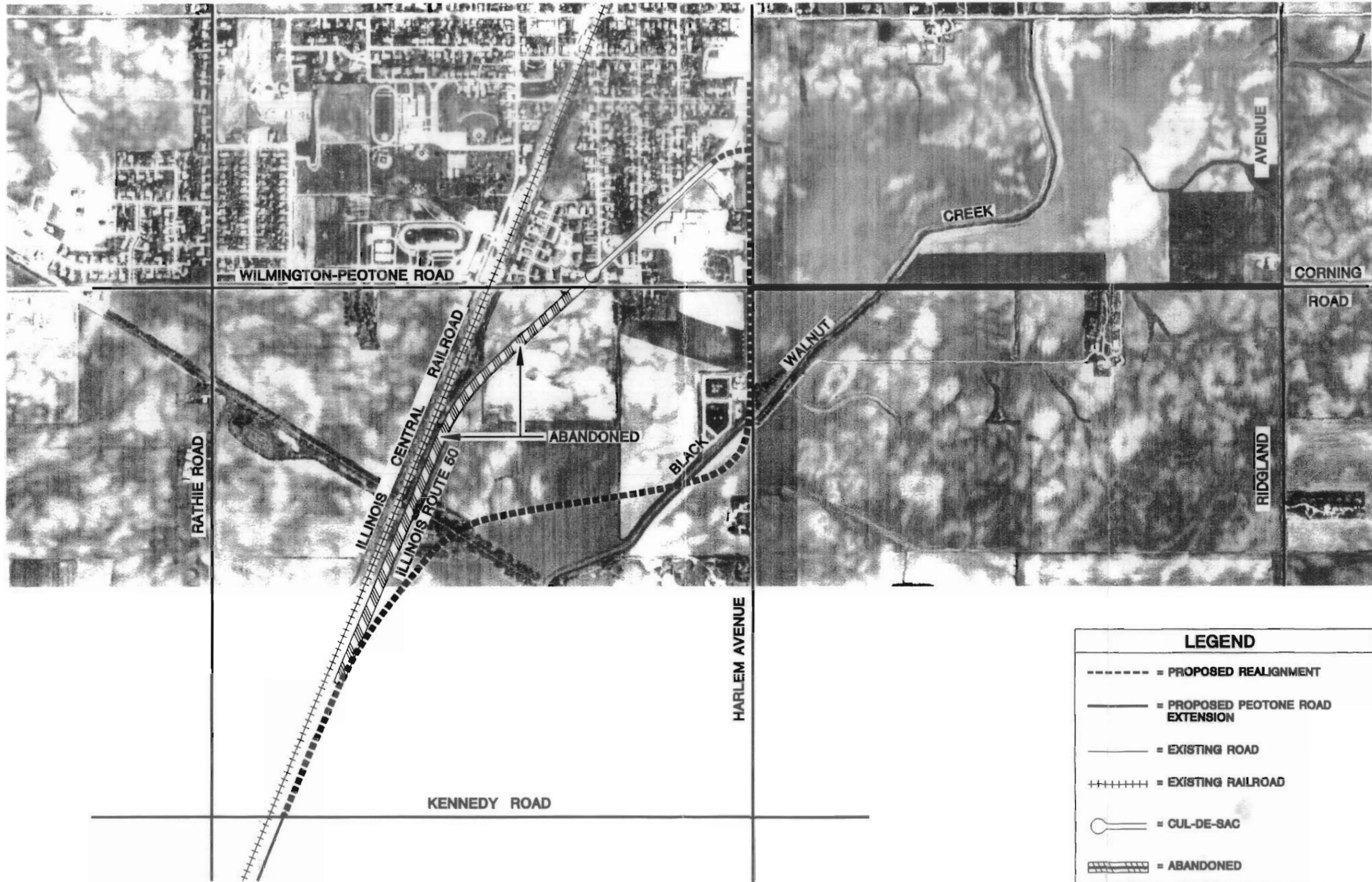
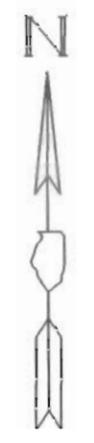
LEGEND	
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	= PROPOSED RIGHT OF WAY
	= PROPOSED TRAFFIC SIGNAL
	= EXISTING TRAFFIC LANE CONFIGURATION
	= PROPOSED TRAFFIC LANE CONFIGURATION

PEOTONE ROAD - PROPOSED CONDITIONS

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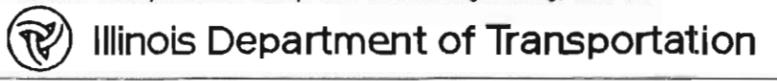
EXHIBIT C6-31A



LEGEND	
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—————	= PROPOSED PEOTONE ROAD EXTENSION
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+++++	= EXISTING RAILROAD
⊕	= CUL-DE-SAC
	= ABANDONED

PEOTONE ROAD/ILLINOIS ROUTE 50 REALIGNMENT - ALTERNATE 1

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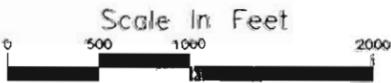


LEGEND	
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+++++	= EXISTING RAILROAD
⌋	= CUL-DE-SAC

PEOTONE ROAD / IL 50 REALIGNMENT - ALTERNATE 2

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 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

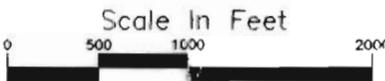


LEGEND	
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————	= EXISTING ROAD
+++++	= EXISTING RAILROAD
	= ABANDONED
⌋	= CUL-DE-SAC

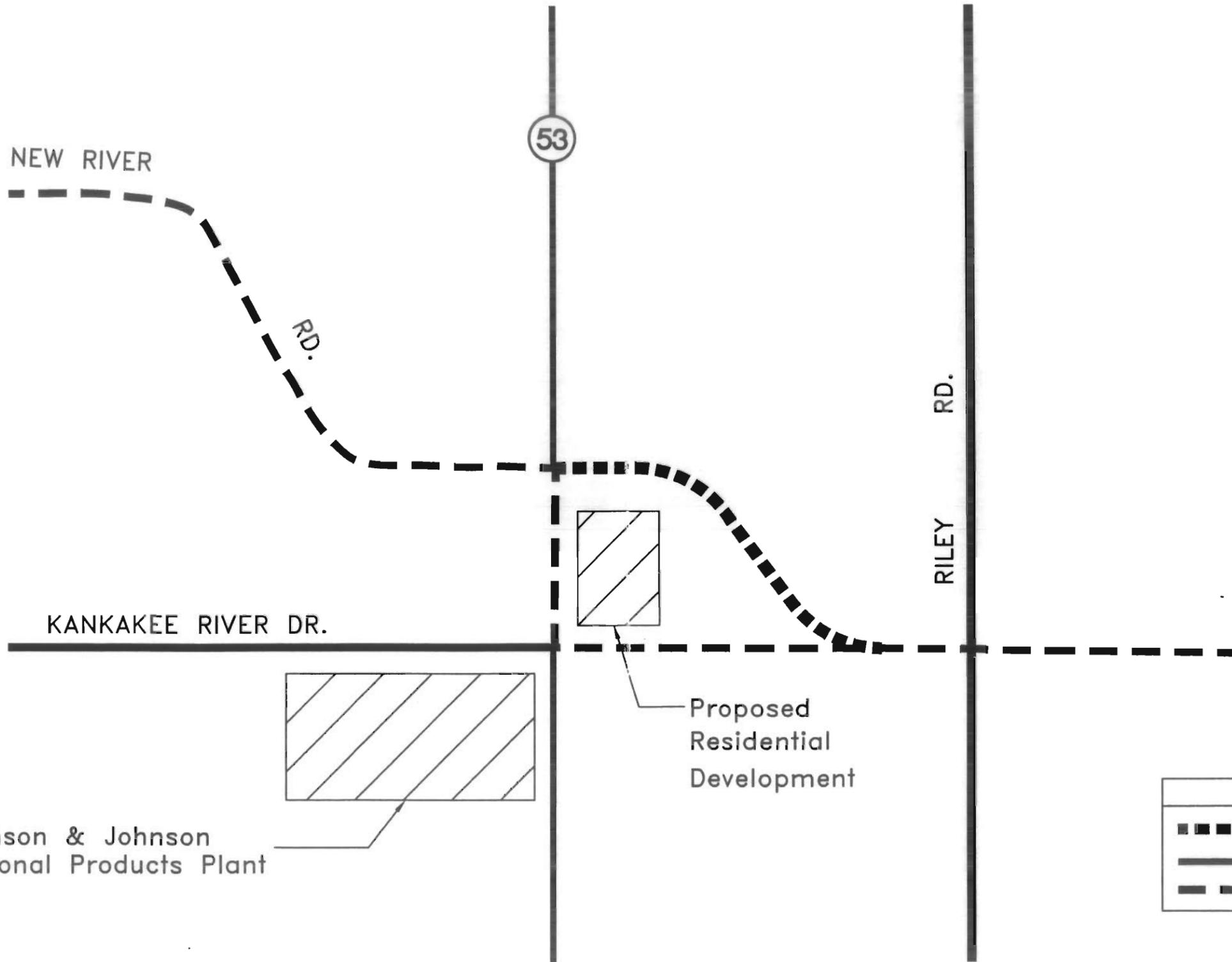
PEOTONE ROAD / IL 50 REALIGNMENT - ALTERNATE 3

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

 Illinois Department of Transportation



SRA STRATEGIC REGIONAL ARTERIAL PLANNING STUDY



NEW RIVER ROAD/ILLINOIS ROUTE 53 REALIGNMENT

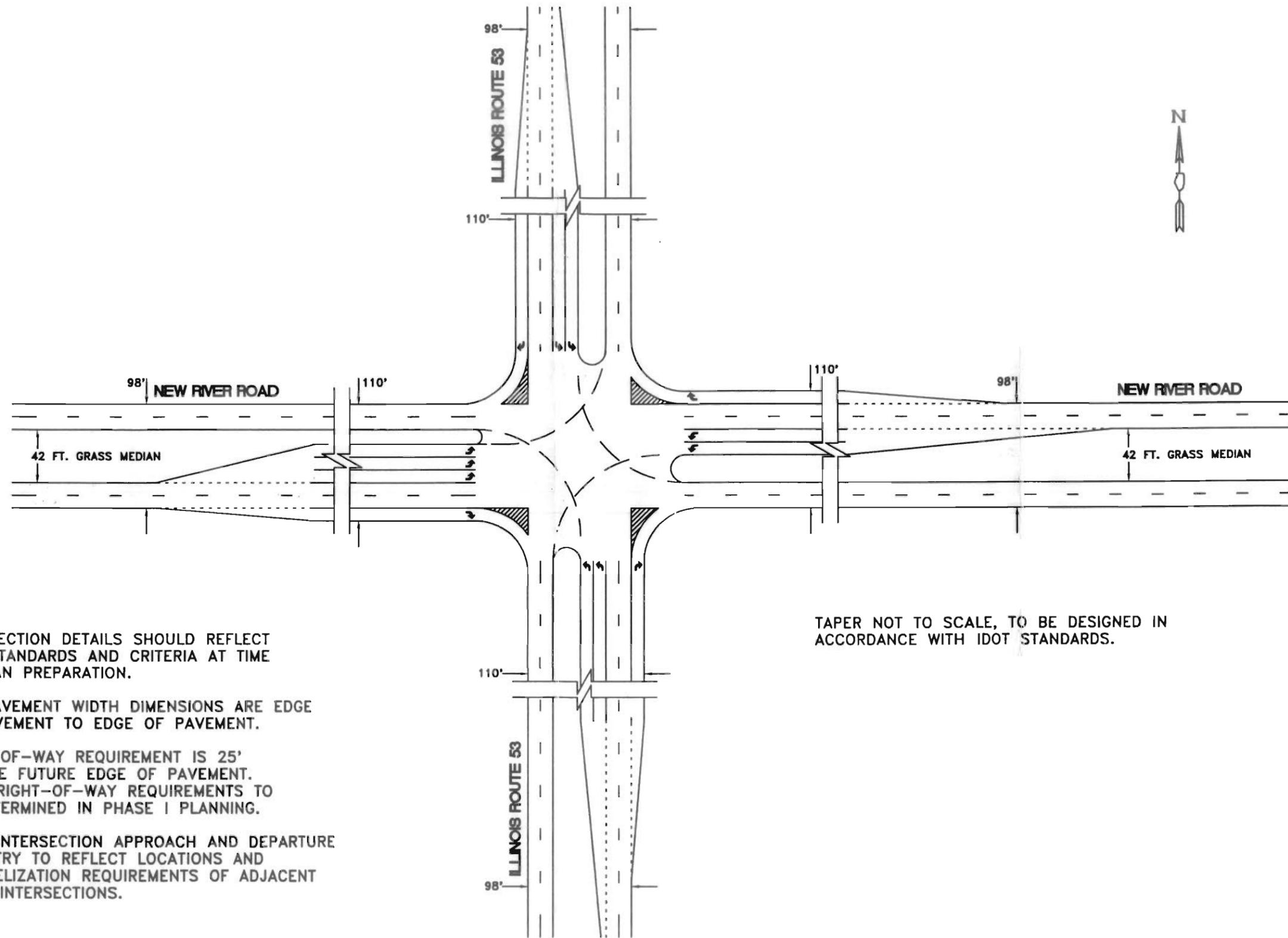


Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Not to Scale

EXHIBIT D6-04



NOTES:

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENT IS 25' OUTSIDE FUTURE EDGE OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.

PEOTONE ROAD / ILLINOIS ROUTE 53 INTERSECTION DETAIL

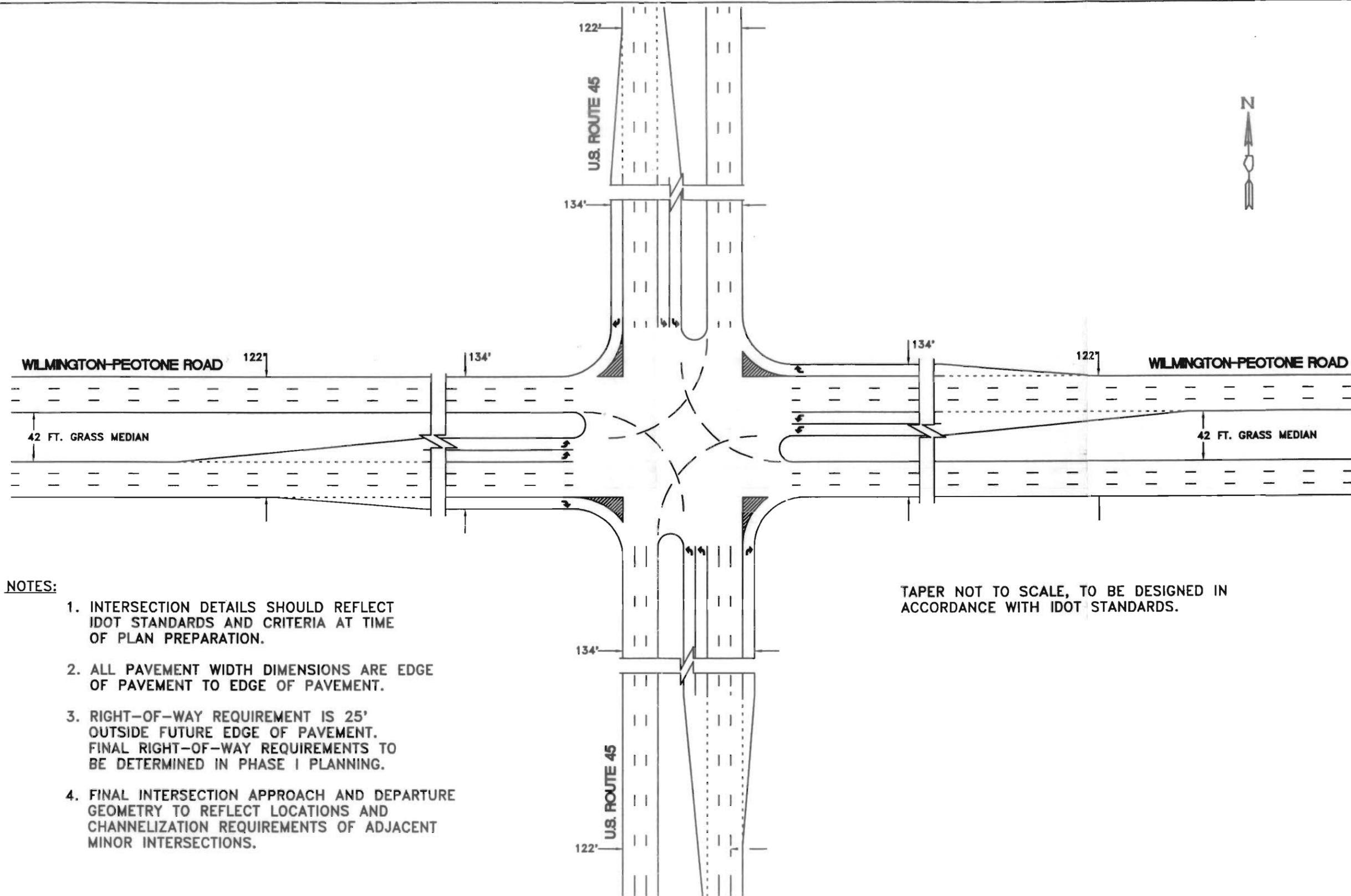


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Not to Scale

EXHIBIT D6-05



NOTES:

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENT IS 25' OUTSIDE FUTURE EDGE OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.

PEOTONE ROAD / U.S. ROUTE 45 INTERSECTION DETAIL

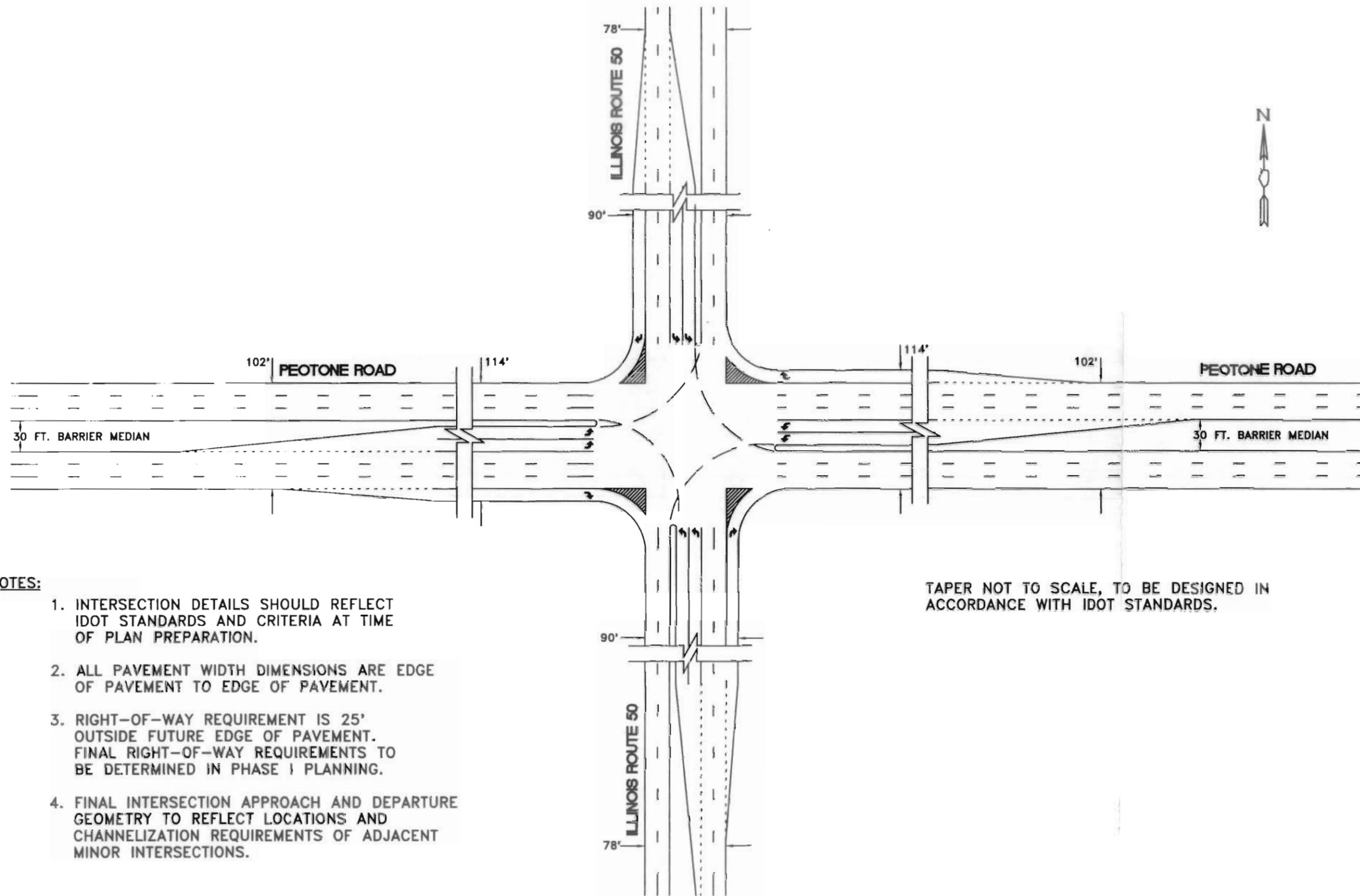


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Not to Scale

EXHIBIT D6-06



NOTES:

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENT IS 25' OUTSIDE FUTURE EDGE OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.

PEOTONE ROAD / ILLINOIS ROUTE 50 INTERSECTION DETAIL

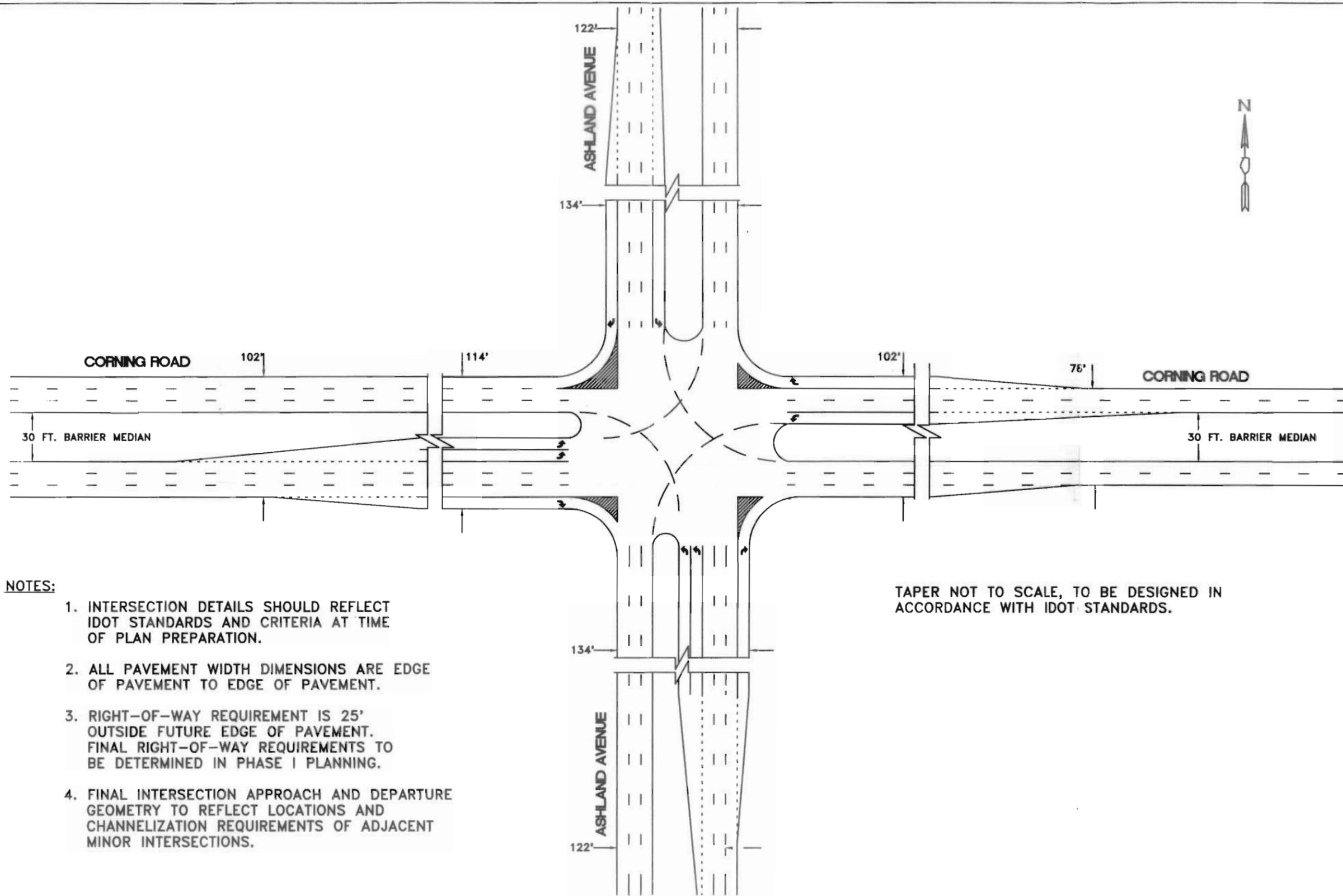
Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



Not to Scale



EXHIBIT D6-07



NOTES:

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENT IS 25' OUTSIDE FUTURE EDGE OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.

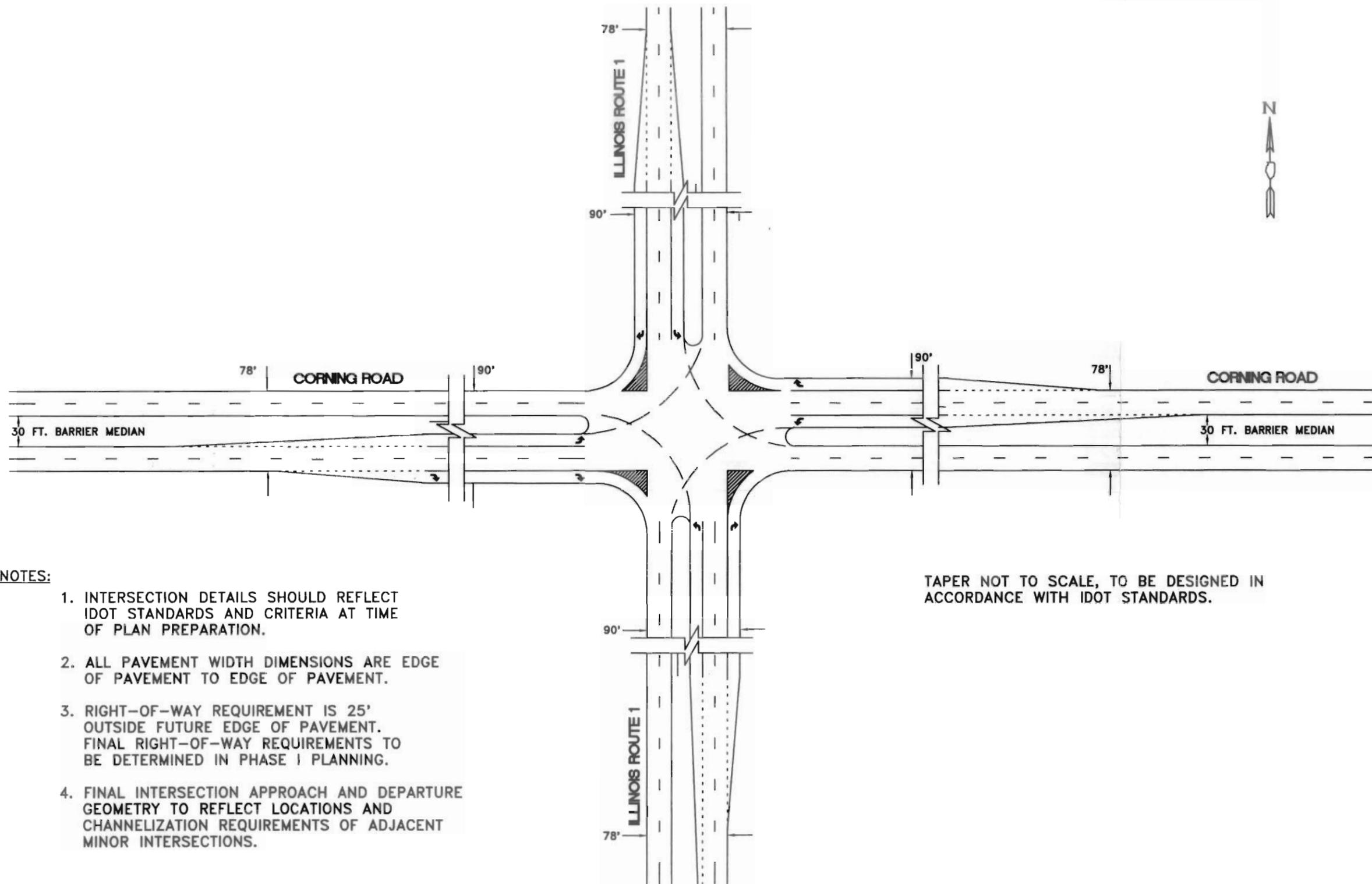
PEOTONE ROAD / ASHLAND AVENUE (BEECHER BYPASS)



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



Not to Scale



NOTES:

1. INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.
2. ALL PAVEMENT WIDTH DIMENSIONS ARE EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. RIGHT-OF-WAY REQUIREMENT IS 25' OUTSIDE FUTURE EDGE OF PAVEMENT. FINAL RIGHT-OF-WAY REQUIREMENTS TO BE DETERMINED IN PHASE I PLANNING.
4. FINAL INTERSECTION APPROACH AND DEPARTURE GEOMETRY TO REFLECT LOCATIONS AND CHANNELIZATION REQUIREMENTS OF ADJACENT MINOR INTERSECTIONS.

TAPER NOT TO SCALE, TO BE DESIGNED IN ACCORDANCE WITH IDOT STANDARDS.

PEOTONE ROAD / ILLINOIS ROUTE 1 INTERSECTION DETAIL



Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the



Not to Scale

EXHIBIT D6-09



PUBLIC INVOLVEMENT

PEOTONE ROAD



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY



PUBLIC INVOLVEMENT

Public involvement plays a fundamental role in the SRA study. The process sets the stage so that local agencies have the opportunity to provide input, as well as, voice their concerns throughout the study process. The study is initiated (Individual Community Interviews) and completed (Public Hearing) with public involvement. There are four phases to public involvement in this project, Individual Community Interviews, Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearings. In addition, a periodic newsletter spotlighting the SRA corridor is published.

Individual Community Interviews

The first step in the study process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the SRA study to local officials. At this time, the design team is introduced to the community representatives. This opportunity allows the design team to develop a better understanding of local concerns and perspectives toward each corridor. Comments and information are gathered and incorporated in the Issues Summary Report.

Advisory Panels

Advisory Panels were established to assist with the study by supplying input and review during all phases. The design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. The Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information. Advisory Panel 1 Workshop occurs after the ICI's are completed and after IDOT has reviewed the preliminary design concept. The Advisory Panel 1 Workshop is basically an extension of the ICI's. The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. Advisory Panel 1 was held on September 26, 1995 at the Wilmington City Hall.

Next is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. The Advisory Panel 2 Workshop occurs after IDOT has reviewed the geometric design and the draft report. Advisory Panel 2 was held on November 6, 1996 at the Beecher Village Hall. The Advisory Panel for the Peotone Road SRA was composed of governmental agencies along the corridor.

- Will County
- Village of Beecher
- City of Wilmington
- Village of Peotone

Public Hearings

The public hearing for the Peotone Road SRA was held on November 12, 1996. This hearing were held at Wilmington City Hall. Public comments were documented as shown in the Disposition of Comments section of this chapter and in the Appendix.

STRATEGIC REGIONAL ARTERIAL (SUBSET #4)

INDIVIDUAL COMMUNITY INTERVIEWS (ICI)

ISSUES SUMMARY REPORT

PEOTONE ROAD (I-55 TO IL RT 1)

MARCH 2, 1994

REVISED MAY 23, 1994

**SRA SUBSET #4 - CORRIDOR #6 - PEOTONE ROAD
ISSUES SUMMARY REPORT FROM INDIVIDUAL COMMUNITY INTERVIEWS**

SUMMARY OF ACTIVITY

The Illinois Department of Transportation (IDOT) has contracted DAMES & MOORE/MCE to perform preliminary engineering studies on the fourth subset of Strategic Regional Arterial (SRA) corridors within the six-county planning area of the Northeast Illinois Planning Commission (NIPC). The first step in this process has been to conduct interviews with municipal, governmental and other agency representatives. This has allowed the consultants to introduce the project to local officials and to obtain their input early in the study, and to develop a better understanding of local concerns and perspectives toward each corridor.

Introductory letters were sent to each of the agencies affected along the length of the corridor on November 1, 1993. The letters were sent from Mayor Jack Williams of Franklin Park who is Chairman of CATS Council of Mayors Executive Committee. Follow up telephone calls were made by the facilitators to set up meetings with the officials of each of the agencies beginning on November 12, 1993. Each of the scheduled meetings was attended by either Lawrence E. Lux or Debra Duerr of DAMES & MOORE/MCE who served as facilitators for the meetings and at least one corridor manager. The following is a summary of the meetings attended:

<u>DATE</u>	<u>AGENCY</u>	<u>NAME</u>	<u>POSITION</u>	<u>D&M/MCE REPRESENTATIVE</u>
11-15-93	Will County Highway Department	Roy Cousins Sheldon Latz	County Engineer Assistant County Engineer	Lawrence Lux P a u l
11-16-93	Village of Beecher	Landis Wehling Robert O. Barber Bob Schmidt	Village President Village Administrator Village Trustee	Lawrence Lux Paul Schneider
11-29-93	Village of Peotone	Richard Benson Van Calombaris	Village President Village Engineer (Robinson Engineering, Ltd.)	Lawrence Lux Daniel Burns
12-15-93	Will County Government	Charles Adelman	County Board Chairman	Lawrence Lux Paul Schneider Daniel Burns

<u>DATE</u>	<u>AGENCY</u>	<u>NAME</u>	<u>POSITION</u>	<u>D&M/MCE REPRESENTATIVE</u>
11-23-93	Village of Symerton	Larry Cobb	Village President	Debra Duerr Paul Schneider Daniel Burns
11-19-93	City of Wilmington	Jerry Hill	Mayor	Debra Duerr Paul Schneider Daniel Burns
11-23-93	Des Plaines Conservation Area	Dennis Doyle	Superintendent	Debra Duerr Paul Schneider Daniel Burns
11-24-93	Joliet Arsenal (by telephone)	Ed Aby	HQ-Army Armament, Munitions, & Chemical Command	Debra Duerr

In virtually every case, the participants expressed their appreciation to us for meeting with them early in the study process. All of the meetings were very open, with candid exchanges of information between the parties.

At the conclusion of each of the meetings, a letter of request with a packet of information was left with each of the officials. The letter contained a request for community or agency data, designation of the advisory panel member, and designation of a day-to-day contact person within each community.

Follow-up thank you letters were sent to each of the principal contacts with copies to the others in attendance following each of the meetings. The letter outlined the tentative schedule for proceeding with the study for the next 6 to 8 months.

ADDITIONAL AGENCIES RECOMMENDED FOR CONSULTATION

During the course of the individual meetings, suggestions were made regarding additional agencies or individuals to meet with regarding issues of special interest. These are as follows:

- Joliet Arsenal liaison, Robert Zerboglio
- Illinois Department of Conservation, Leonard Schmoe
- Will County Fairground Corporation
- Will County Farm Bureau
- Will County Board Members (whose areas include Peotone Road)
- Township Highway Commissioners

MAJOR ISSUES OF CONCERN

During the course of the meetings a number of issues of local interest were identified which will be summarized in the following pages. There are, however, several common themes that were discussed by virtually all entities.

- 1) It would seem that all of the communities affected have differing ideas (which do not necessarily conflict) regarding the future alignment of Peotone Road through its entirety.
- 2) Will County currently has jurisdiction over all segments of the Peotone Road corridor. The scope of improvement involved in upgrading Peotone Road to SRA standards is beyond the means of Will County.
- 3) The County Fairgrounds are located within the corporate limits of Peotone and within an area that is experiencing development. Right-of-way adjacent to the fairgrounds and access to and from the fairgrounds is a concern.
- 4) Right-of-way acquisition will be a problem throughout the length of the roadway. Much of the route is bordered by farmland. Extensive acquisition of right-of-way from private owners would be required. A related concern is maintenance of access to the highway for farm equipment. In the villages, urban development encroaches close to the roadway.
- 5) There is a great deal of uncertainty regarding the status of potential development projects in the region. A major issue affecting virtually everyone along the corridor is the third Chicago airport should it be built at the Peotone site. Everyone involved understands the tremendous impact such an airport would have and that Peotone Road's function would change significantly were an airport to be constructed.

Other significant "ifs" include the ultimate closure and disposition of the 23,000-acre Joliet Army Ammunition Plant ("arsenal"). A variety of jurisdictions hope to acquire portions of the property. Redevelopment suggestions mentioned include an industrial park, public park, golf course, amusement park, housing, and conversation area. Transportation proposals that would significantly affect the region's development include extension of I-355 south, I-65 in Indiana, and a new Metra line to Wilmington.

Most of the agencies feel that this road will serve as a major link over the coming years. All communities believe that Will County is where the next major growth is going to take place in the metropolitan area. As a result, they all have concerns as to what impact the road will have on their existing communities and the traffic that will be brought to the area.

SUMMARY OF LOCAL ISSUES

Due to the length of this corridor and its general location there are basically three local perspectives: those who would like to preserve the rural agricultural character of the community, those who promote growth, and those who see growth as inevitable.

Another item of consideration is that the roadway is known throughout its length by a number of different names. Throughout its length it is known variously as:

- Indiana Street
- Peotone Road
- Illinois Route 50
- Peotone/Beecher Road
- Peotone/Wilmington Road
- River Road

The following is a general summary of the local issues along this corridor.

- Within the Village of Beecher the roadway has a narrow right-of-way.
- Some local flooding exists between Trim Creek and Illinois Route 1.
- The Village of Beecher's comprehensive plan contains a preferred alignment for the extension of I-394 which brings I-394 west of the Village.
- Any right-of-way acquisition near the intersection of Illinois Route 1 would present serious problems for Beecher.
- The Village experiences significantly more problems along Illinois Route 1 than they do along Peotone Road.
- The Village feels that no productive discussion can take place with respect to Peotone Road unless those discussions also include what is going to happen with Illinois Route 1.
- The Village of Beecher clearly prefers a bypass of Illinois 394/Peotone Road to any improvements through the community.
- There is an old business district which is a local historic district through the downtown area of Beecher adjacent to the railroad tracks.
- There is an operating grain elevator adjacent to the railroad in downtown Beecher. During harvest season, many trucks use Peotone Road for access to the grain elevator.
- Turning movements at the Route 1/Peotone Road intersection are very difficult.
- The intersection of Illinois Route 50 and Peotone/Wilmington Road is extremely hazardous and traffic signals and/or geometric modifications should be considered for this intersection.
- Considerable localized flooding occurs at the intersection of Illinois Route 50 and Peotone/Beecher Road.
- Right-of-way west of Illinois 50 to I-57 is a significant problem due to many single family residences and the Will County Fairgrounds within this area.
- Some flooding problems frequently occur on the Will County Fairgrounds which spill over onto Peotone Road

- Some flooding occurs at Rock Creek at its intersection with I-57 which floods the area east of I-57.
- Recent years have seen substantial increases in traffic along Peotone Road.
- Growth in the Village of Peotone is at a standstill at the present time due to lack of capacity in the Village's wastewater treatment plant.
- Most of the growth of Peotone will probably be west of its current village limits to a point somewhere west of I-57.
- Peotone's priorities are on the development of commercial and industrial properties.
- Community feelings in Peotone are pretty much split between growth and no-growth proponents.
- A realignment of Peotone/Wilmington Road to connect Peotone/Wilmington and Peotone/Beecher west of Illinois 50 as a single road with a reverse curve alignment could receive the support of Peotone.
- The County Highway Department would, however, prefer an alignment which extended Peotone/Wilmington Road east connecting with Beecher/Peotone Road, as opposed to extending Beecher Road.
- People in the western area of Peotone Road are generally in favor of upgrading the road, which now carries heavy truck traffic from Indiana and between I-55 and 57, as well as, from the grain elevator at Symerton to I-55.
- Although the state would like to establish a bike path along the abandoned Norfolk & Western rail line through Symerton, local residents are against it.
- Wilmington (population 4700) expects a 50 percent growth in the next five years, the highest in Will County. Sewer capacity is currently a restraining factor. Transportation improvements and plans for new subdivisions will make the area attractive to commuters to the south suburbs.
- Wilmington's comprehensive plan calls for commercial and industrial development along the south side of Peotone (River) Road west of Illinois 53. They would also like to see a golf course and amusement park on the north side arsenal property.
- The configuration of River Road/Route 53/Peotone Road is hazardous and creates congestion and accidents. Wilmington favors a graded separated interchange at River Road and Route 53, with River Road extended east/southeast to provide a direct connection with Peotone Road east of Riley Road, eliminating the turns now required. (A high voltage transmission line in this vicinity would have to be considered in realignment.)
- Wilmington also favors widening Peotone Road to four lanes right away.
- Deer frequently cross River Road.
- The Des Plaines Conservation Area is the largest field trapping area in the state, with 500,000 visitors a year. Highest seasons are January to April and September to December.
- 6 to 8 existing access points to the conservation area from River Road would need to be maintained.

- The road should be fenced on both sides to keep the area isolated during hunting seasons.
- A new shooting range is proposed to the west of I-55.
- Arsenal representatives indicated that they would be willing to discuss right-of-way acquisition with IDOT, although no property transfers can occur until the Secretary of the Army approves the environmental restoration plan for the facility (several years).
- Will County generally supports improvement of this highway, however they feel that realignment at the west end of Peotone/Wilmington Road could be controversial.
- The County would be interested in the jurisdictional transfer if this roadway is improved as an SRA.

PROJECT DEVELOPMENT AND SCHEDULE

During the winter and spring of 1994, the consultants will study these issues and will develop alternative concepts to address them. In late summer or early fall of 1994, an advisory panel workshop will be held with designated elected officials along the corridor, to help determine the feasibility of these concepts in addressing local needs. Other alternate concepts may be developed in the workshop. The consultant will then take the information developed in the workshop and produce a preferred alternate or set of alternates. These will then be discussed and modified at a second advisory panel workshop, probably in spring 1995. Results of the second workshop will be incorporated in a preliminary plan to be presented at a Public Meeting, to be held in late 1995. Comments from the Public Meeting will be incorporated in the plan and the SRA Feasibility Report, which will be presented to IDOT sometime in 1995.

IDOT will take feasibility studies for all five SRA subsets and determine a priority for the projects. The priority will be based on a number of factors, including need, cost, funding availability, environmental and socioeconomic impacts, right-of-way availability, and local support. Once the projects are prioritized, they will then be scheduled for preliminary engineering studies, final design and construction. Based on this procedure, the intent of the Peotone Road SRA Study is to serve as a planning tool to be used by IDOT and the local communities to supply a long range plan for the future of the Peotone Road corridor.

DISPOSITION OF COMMENTS

The Public Hearing for the Peotone Road SRA corridor was held on November 12, 1996 at the Wilmington City Hall between 2:00 P.M. and 7:00 P.M. Approximately 35 people attended.

Few comments were received. Of the comments that were collected, the main concern was the impact to the farmland along the corridor.

The comments of the attendees will be taken into account in future studies. There will also be opportunity for further public involvement as the future studies progress.



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ADVISORY PANEL I WORKSHOP SRA CORRIDOR 6 - PEOTONE ROAD MEETING MINUTES

Date: September 26, 1995

Time: 2:00 PM to 4:00 PM

Location: City of Wilmington, City Hall
Wilmington, Illinois

Subject: Corridor 6 - Peotone Road
Strategic Regional Arterial Subset #4

Attendees: Rich Starr, Illinois Department of Transportation
Joe Chiczewski, Dames & Moore/MCE
Paul Schneider, Dames & Moore/MCE
Dan Burns, Dames & Moore/MCE
Manny Reynoso, Dames & Moore/MCE
Alicia Hanlon, Will County Governmental League
Mayor Jerry Hill, City of Wilmington
Bob Barber, Village of Beecher
Donna Hanley, Will County
Jim Gale, Will County Board
Pam Monson, The Daily Journal, Kankakee

Copies To: Attendees

The purpose of this meeting was to present the first advisory panel workshop for the Peotone Road corridor and to solicit comments. The meeting began with an introduction by Rich Starr, of the Illinois Department of Transportation. Mr. Starr gave a brief overview of the Strategic Regional Arterial project. A general overall view of the Peotone Road corridor was presented by Paul Schneider of Dames & Moore/MCE. Dan Burns, of Dames & Moore/MCE, followed with a review of the Peotone Road corridor.

Mr. Burns began by inviting the Advisory Panel to ask questions or make comments and to mark the exhibits that were provided for them. He explained that for the purposes of the study, the



corridor had been broken down into three sections. Mr. Burns mentioned that Peotone Road was important because not only was it the southernmost SRA, but also serves as a link between Interstate 55 and Interstate 57. It also intersects SRA routes Illinois Route 53, US Route 45, and Illinois Route 1. The following is a summary of comments for specific locations.

Section I - Interstate 55 to Illinois Route 53/Wilmington-Peotone Road

This section is characterized by two 12-foot lanes with adjacent 10-foot aggregate shoulders along New River Road and eight foot aggregate shoulders along Illinois Route 53. Existing R.O.W. is 110 feet along New River Road and 84 feet along Illinois Route 53. The recommended cross section is two 12-foot lanes in each direction separated by a 50-foot grass median with six foot inside and 10-foot outside shoulders within 180-feet of R.O.W.

- Mr. Burns stated that the significant features along the section included the Joliet Army Arsenal and the Des Plaines Conservation Area.
- Mr. Burns explained that the average daily traffic along the corridor is relatively low. Mr. Burns pointed out that the traffic projections did not take into account any traffic generated by the airport or by the proposed Midewin Tallgrass Prairie Preserve at the Joliet Army Arsenal property.
- Mr. Burns stated that two alternates were under consideration for the realignment of New River Road. The two alternates would consolidate the proposed signals at New River Road/Illinois Route 53 and Illinois Route 53/Wilmington-Peotone Road into one signal with fewer turning movements.
- Mr. Burns went on to explain that the first alternate would extend from New River Road and curve down in a southeast direction towards Kankakee River Drive and tie into Illinois Route 53. This alternate would eliminate the signal at New River Road/Illinois Route 53.
- The second alternate would continue past the intersection of New River Road and Illinois Route 53 and curve south toward Wilmington-Peotone Road and tie in somewhere west of Riley Road.
- During discussion of the two alternates, Ms. Hanley inquired if there was a preference with either one of the alternates.
- Wilmington also had concerns about the two alternates. Mayor Hill informed that there was a map outlining the future plans for the City of Wilmington, in which the second alternate was considered.
- Mr. Burns stated that geometrically, alternate 1 seemed to be a better choice due to the fewer number of curves needed to realign the roadway.
- Mayor Hill commented that he preferred the second alternate due to a subdivision planned for development in the NE corner of Wilmington-Peotone Road/Illinois Route



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53. He stated that an overpass at Illinois Route 53 would allow people to see the subdivision and growth from the overpass, and it would generate a positive outlook for the City of Wilmington. In addition, it would allow traffic from the development to enter and exit on minor streets rather than directly accessing the SRA route.
- Mayor Hill wanted to know if Dames & Moore/MCE would consider an interchange at the intersection of New River Road and Illinois Route 53.
 - Mr. Starr stated that IDOT would look into the practicality of the interchange.
 - Mayor Hill suggested that an overpass should also be considered at the Illinois Central Gulf Railroad crossing west of Illinois Route 53 on New River Road.
 - Mr. Burns stated that there were plans for a possible commuter line along the Illinois Central Gulf Railroad which would require a grade separation.
 - Mr. Starr indicated that there exists a unique opportunity to acquire the additional R.O.W. required for the Peotone Road SRA route due to all the new development and available land near Wilmington.
 - Mayor Hill stated that truck traffic is always going to be present, and it is influenced by Interstate 80 and by Interstate 355 traveling to Peotone. The truck traffic uses Interstate 55 and New River Road to get to Peotone.
 - Mayor Hill asked Mr. Burns about the criteria used for selecting the locations for signalization.
 - Mr. Burns stated that the criteria was based on the Design Concept Report which requires a minimum 1/2 mile spacing between signals along rural SRA's. The potential locations for signalization will only be signalized if warranted.
 - Ms. Hanley asked about the requirement for spacing and access for all non-signalized intersections.
 - Mr. Burns stated that median breaks would be provided at most non-signalized intersections.
 - Ms. Hanley inquired about curb cut access.
 - Mr. Starr stated that the individual concerns of the communities, such as curb cut access, would be incorporated in the proposed design, if possible.

Section II - Illinois Route 53/Wilmington-Peotone Road to Interstate 57

This section is characterized by two 12-foot lanes with adjacent 10-foot aggregate shoulders. The existing R.O.W. is between 66 and 80 feet. The recommended cross section is two 12-foot lanes in each direction separated by a 50-foot grass median with six foot inside and 10-foot outside shoulders within 180-feet of R.O.W.

- Mayor Cobb (in absentia), from Symerton, expressed concerns over what class of trucks would be allowed to travel on the roadway.
- Mr. Schneider asked Mr. Starr if Dames & Moore/MCE should evaluate other areas

- requiring additional R.O.W. for an overpass/interchange.
- Mr. Starr suggested that additional analysis should be done on the intersection of New River Road/Illinois Route 53 and Wilmington-Peotone Road/U.S. Route 45.
 - Ms. Hanley inquired whether IDOT should be notified of any areas that might experience some development, so as not to affect the SRA plan.
 - Mr. Starr noted that a limited amount of money was set aside for advanced R.O.W. acquisition. He stressed that developers should be set back far enough so, when additional R.O.W. needs to be acquired, it will not affect the future plans of the roadway or impact the development.

Section III - Interstate 57 to Illinois Route 1

The adopted alignment in this section included Illinois Route 50 and Peotone-Beecher Road. This alignment has been set aside in favor of the Corning Road alignment. The existing typical cross section consists of 18-feet of unimproved aggregate roadway within 60-feet of R.O.W. The recommended cross-section consists of three lanes in each direction with a 30-foot barrier median and adjacent curb and gutter.

- Mr. Burns mentioned that the airport study forced the consideration of the Corning Road alternate. Mr. Burns noted that, even without an airport, Corning Road is a superior alternate due to the R.O.W. constraints through Peotone and Beecher, the two turning movements required, and the many access points along Illinois Route 50 in Peotone.
- Mr. Burns explained that there were three alternates under consideration at Wilmington-Peotone Road/Illinois Route 50 to allow for the grade separation at the Illinois Central Gulf Railroad that would be required if that line became a high-speed rail line.
- Mr. Burns stated that some consideration should be given towards the idea of tying roads in Illinois to roads in Indiana. Mr. Burns added that at present there were no direct roads in Illinois that tie in with Indiana.
- Mr. Barber asked on whether IDOT had a solution on the topic of roads in Illinois tying in with roads in Indiana.
- Mr. Starr stated that the 2010 plan was currently being updated to be part of the 2020 plan. Mr. Starr added that the SRA system would be evaluated and would try to incorporate the airport and the connectivity with roads in Indiana. Mr. Starr stated the various issues would be resolved and included in the 2020 plan.

Close

Mr. Burns thanked everyone for attending the meeting, and asked that all questions or comments be forwarded to his attention.

**ADVISORY PANEL II WORKSHOP
SRA CORRIDOR 6 - PEOTONE ROAD
MEETING MINUTES**

Date: November 6, 1996

Time: 1:00 PM to 2:00 PM

Location: Village Hall
Beecher, Illinois

Subject: Corridor 6 - Peotone Road
Strategic Regional Arterial Subset #4

Attendees: Rich Starr, Illinois Department of Transportation
Alicia Hanlon, Will County Governmental League
Bob Williamson, Will County Board
Sheldon C. Latz, Will County Highway Department
Landis Wehling, Village of Beecher, President
Robert Schmitt, Village of Beecher
Chuck Eckenstahler, Village of Beecher
Richard Benson, Village of Peotone, President
Carol Heinrichs, Daily Journal
Pat Schroeder, Beecher Resident
George Schober, Dames & Moore
Dan Burns, Dames & Moore
Rafay Mohammed, Dames & Moore
Laurie McCosky, Dames & Moore

Copies To: Attendees; Jerry Hill, City of Wilmington, Mayor

The purpose of this meeting was to present the second advisory panel workshop for the Peotone Road corridor and to solicit comments. The meeting began with an introduction by Rich Starr, of the Illinois Department of Transportation. Mr. Starr gave a brief overview of the Strategic

Regional Arterial project. A general overall view of the Peotone Road corridor was presented by George Schober of Dames & Moore. Dan Burns, of Dames & Moore/MCE, followed with a review of the Peotone Road corridor.

Mr. Burns began by inviting the Advisory Panel to ask questions or make comments and to mark the exhibits that were provided for them. He explained that for the purposes of the study, the corridor had been broken down into three sections. Mr. Burns mentioned that Peotone Road was important because not only was it the southernmost SRA, but also serves as a link between Interstate 55 and Interstate 57. It also intersects SRA routes Illinois Route 53, US Route 45, and Illinois Route 1. The following is a summary of comments for specific locations.

Section I - Interstate 55 to Illinois Route 53/Wilmington-Peotone Road

This section is characterized by two 12-foot lanes with adjacent 10-foot aggregate shoulders along New River Road and eight foot aggregate shoulders along Illinois Route 53. Existing R.O.W. is 110 feet along New River Road and 84 feet along Illinois Route 53. The recommended cross section, from Interstate 55 to the Illinois Central Gulf Railroad, is two 12-foot lanes in each direction separated by an 18-foot barrier median within 136-feet of R.O.W. Between the Illinois Central Gulf Railroad and Interstate 57, the rural farmland preservation cross section will be used. This cross section consists of two 12-foot lanes in each direction separated by a 42-foot grass median with 10-foot outside and six foot inside shoulders within 160 feet of R.O.W.

- Mr. Burns explained that the cross section used for part of section 1 and all of section 2, the rural farmland preservation cross section, will save approximately 70 acres of farmland as compared to the standard rural SRA cross section. The standard rural SRA cross section requires 28-feet more R.O.W. than the proposed cross section.

Section II - Illinois Route 53/Wilmington-Peotone Road to Interstate 57

This section is characterized by two 12-foot lanes with adjacent 10-foot aggregate shoulders. The existing R.O.W. is between 66 and 80 feet. The recommended cross section is two 12-foot lanes in each direction separated by a 42-foot grass median with six foot inside and 10-foot outside shoulders within 160-feet of R.O.W.

- Mr. Burns stated that an alternate alignment of New River Road is proposed. This alignment will continue east, from the intersection of Illinois Route 53 and New River Road, and curve southeast to tie in with Wilmington-Peotone Road.

Section III - Interstate 57 to Illinois Route 1



The existing typical cross section consists of 18-feet of unimproved aggregate roadway within 60-feet of R.O.W. The recommended cross-section consists of three lanes in each direction with a 30-foot barrier median and adjacent curb and gutter.

- Mr. Eckenstahler asked for clarification on the status of Peotone-Beecher Road with respect to the Peotone Road SRA corridor. Mr. Burns said that Peotone-Beecher Road was the original alignment of the corridor, however, it was no longer a part of the study.
- Mr. Burns discussed a potential high-speed rail line along the Illinois Central Railroad tracks in Peotone. Exhibits were shown indicating possible realignments to maintain an intersection with Illinois Route 50 if Wilmington-Peotone Road is grade separated from the rail line. He stated that grade separation would only be required if the high-speed rail line is constructed and that further study of a potential realignment would be required.
- Mr. Wehling inquired about the congestion on Illinois Route 1 and how this study might help to alleviate this congestion. Mr. Starr indicated that Illinois Route 1 was part of a separate SRA study and that these problems would be addressed in that study.
- Ms. Hanlon asked about the timetable for the Illinois Route 1 study. Mr. Starr said that much of the work has been done.
- Mr. Burns indicated that a bypass of Illinois Route 1 around Beecher is recognized in the report which should alleviate some of the congestion along Illinois Route 1.
- Ms. Schroeder asked about the effects of construction to the homes along the corridor. Mr. Starr stated that R.O.W. impacts are shown on the exhibits and emphasized that this is a long-range plan.
- Mr. Wehling questioned whether the study will be feasible with or without the airport. Mr. Starr said that it would.
- Mr. Eckenstahler suggested that the SRA study look at the larger picture and include the movements of traffic across the state line. He added that the report should recommend extension of the corridor. Mr. Starr agreed to the suggestion.
- Ms. Heinrichs questioned the need for improvements to the Peotone Road SRA corridor without construction of an airport. Mr. Starr stated that the corridor is a needed east west arterial between the Interstate highways, and the three SRA routes that cross, including Illinois Route 1.
- Mr. Heinrichs asked if it was possible to remove a corridor from the SRA plan. Mr. Starr indicated that this was possible. As an example, Naperville Road was removed from the plan due to a lack of local support. He suggested that comments should be sent to the consultant or IDOT and he encourage attendance to the public hearing on Tuesday, November 12, at Wilmington City Hall.
- Mr. Wheling asked about the R.O.W. acquisition process. Mr. Starr stated that the plan is intended to be used as a guide to zoning entities along the corridor to require setbacks from the proposed R.O.W. line.
- Mr. Wehling suggested looking into the Commonwealth Edison R.O.W. about 1/2 mile south of coring road as an alternate. Mr. Starr said that it was a good point.



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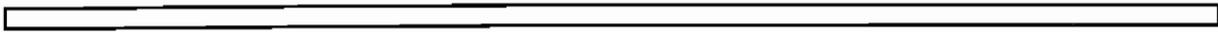
Mr. Burns thanked everyone for attending the meeting, and asked that all questions or comments be forwarded to his attention. He invited the advisory panel members to attend the public hearing on Tuesday, November 12, at Wilmington City Hall.

DISPOSITION OF COMMENTS

The Public Hearing for the Peotone Road SRA corridor was held on November 12, 1996 at the Wilmington City Hall between 2:00 P.M. and 7:00 P.M. Approximately 35 people attended.

Few comments were received. Of the comments that were collected, the main concern was the impact to the farmland along the corridor.

The comments of the attendees will be taken into account in future studies. There will also be opportunity for further public involvement as the future studies progress.



APPENDIX

PEOTONE ROAD



STRATEGIC
REGIONAL
ARTERIAL
PLANNING STUDY



SRA SPOTLIGHT

PEOTONE ROAD PROJECT NEWS

Individual Community Interviews (ICI'S)



The ICI Process and Purpose

Strategic Regional Arterial (SRA) Subset 4 was the first subset to use the Individual Community Interview (ICI's) process. Individual interviews were conducted instead of a group panel meeting to:

- * Involve community leaders one on one with the project study team.
- * Identify local concerns at the earliest possible stage of the study.
- * Create open, two way communication between the study team and community leaders.
- * Introduce the project study team.
- * Collect community information.
- * Identify an ongoing local contact person and a person to continue participation in future panel workshops.

ICI's were held with officials from counties, municipalities and other agencies. Meetings began with an introduction of the corridor leader, the SRA's location, and an explanation of the SRA study's scope and purpose. Information was then solicited from the official regarding the public and/or local political viewpoints for each corridor. Finally, the officials were requested to continue their involvement in future advisory panel workshops.

Cont'd on Page 2



Peotone Road is designated as an SRA route for 31.8 miles from Interstate 55 to IL 1. Input received from the Individual Community Interviews (ICI's) conducted to date has provided helpful information in developing of the preliminary concept for the corridor. The ICI's have helped the study team to better understand local perspectives on land use, traffic, and community concerns. ICI's were conducted in the communities of Beecher, Peotone, Symerton, and Wilmington. Additional ICI's were held with Will County Highway Department, County Chairman, the Des Plaines Conservation Area, and the Joliet Arenal. A future ICI will be held with the county forest preserve.

Some of the key issues brought forward during the ICI's are discussed in the paragraphs to follow. Additional discussions will occur at panel workshops and all issues will be addressed in the SRA report.

A main concern expressed by several communities and agencies was the alignment of the Peotone Road SRA corridor. There are several areas where the corridor is discontinuous requiring intersection turns. Some of these are difficult and dangerous to make. Examples identified include the intersection of Peotone Road and IL 50 in the south part of Peotone and the intersection of Indiana Avenue (Peotone Road) and IL 1 in Beecher.

Cont'd on Page 2

SPOTLIGHT ON

THE STRATEGIC REGIONAL ARTERIAL (SRA) SYSTEM

The SRA System and Project Team

The SRA system is a 1,340 mile network of existing roads in Cook, Du Page, Kane, Lake, McHenry and Will Counties and a portion of Kendall County which is being studied in subsets of 200-250 miles. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan that addresses urban congestion in Northeastern Illinois with the goal of improving regional mobility. The SRA study incorporates intermodal transportation issues, land planning/use issues and environmental concerns into the study process. The SRA system was developed as part of the region's 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) Policy Committee in 1989.

Peotone Road is one of fourteen corridors being studied in the fourth subset of the SRA system. Dames & Moore/MCE, Metro Transportation Group, and Hsiung and Associates form the consulting engineering team that will study the route with Dames & Moore/MCE as the lead consultant. Our team will evaluate input from CATS, IDOT and communities to produce a long-range concept plan of improvements as a part of an interactive process to address the future needs of this corridor.

The ICI Process and Purpose (cont'd)

The ICI's emphasized that the purpose of the SRA study was for long term future planning along the corridor. Also highlighted was that final recommendations would be corridor-specific, based on future needs and existing conditions along the corridor, not just on a standard SRA design guidelines. The interviews were conducted to listen to concerns, gather information, and involved an open and frank sharing of local viewpoints by the officials interviewed.

What We Heard From You (cont'd)

Another concern identified by several agencies is the existing right-of-way width. Through the Village of Peotone right-of-way is limited by residential developments and the Will County Fairgrounds that abut the roadway. In Beecher, the old business area adjacent to Indiana Avenue (Peotone Road) is a local historical district and also has a narrow existing right-of-way. In the rural Will County area farmer's homes are scattered along the route.

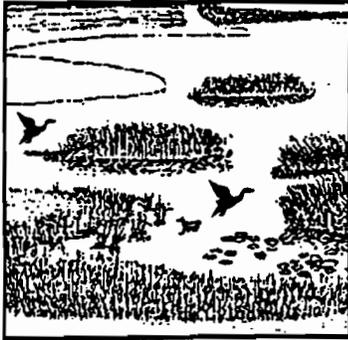
The SRA study's planning objectives along the Peotone Road corridor are based on the ultimate future land use plans as identified by NIPC. Two potential areas of growth discussed by the communities and agencies, include the development of the Joliet Arsenal property and the Peotone Airport study. Neither of these projects were incorporated in the traffic projections for the corridor. This is due to these project's uncertainty. Any developments in these projects will directly impact the corridor study and need to be incorporated.

Local issues and concerns brought forward in the community interview process will be addressed in the study of the Peotone Road SRA corridor. By identifying these issues at the initial stages of the study, the communities, IDOT, CATS, and the project study team can more effectively work together in planning for the future needs of the corridor. A corridor issues summary report is being prepared and will be mailed to each ICI participant.

Next Steps

- 
- * Corridor issues summary report mailed to ICI participants.
 - * Develop preliminary corridor recommendations.
 - * Panel workshops.
 - * More newsletters.

Environmental Issues - An Introduction



The SRA study is a dynamic project initiated by the Illinois Department of Transportation to examine the future transportation needs of the Northeastern Illinois area. An important concern of this project is the environmental issues which confront highway planning.

As part of the planning process, the SRA project study team will identify key environmental concerns of federal, state, and local significance. The key is to identify these environmental concerns early in the planning process. Early identification allows more time for solutions. Environmental issues which are a concern for transportation projects include nearly the entire spectrum of environmental topics. The SRA project study team reviews each of these topics to determine what effect a roadway project will have on them.

Planners must never lose sight of the fact that environmental concerns equate to people's concerns. It is easy to look at a map and locate a wetland, floodplain, or historic site. The SRA project goes one step further and that is public involvement. It is the people in the community who are most affected both positively and negatively, by a roadway project. People in the communities may have a different perception of environmental impacts than the planners and engineers who review maps. That is why the public involvement process is as key element in dealing with environmental issues. In this way, no environmental concern should be overlooked, and it is the people most affected who can ensure that the environment matters.

After all the data has been collected and the public input is summarized, a more detailed analysis of these environmental concerns will take place as individual corridors proceed to more advanced design stages.

Upcoming issues of the SRA newsletter will spotlight critical environmental issues that are encountered during the planning process. In future issues we will deal with the increasingly important subject of wetlands and the regulations that protect them.



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Chicago Area
Transportation Study

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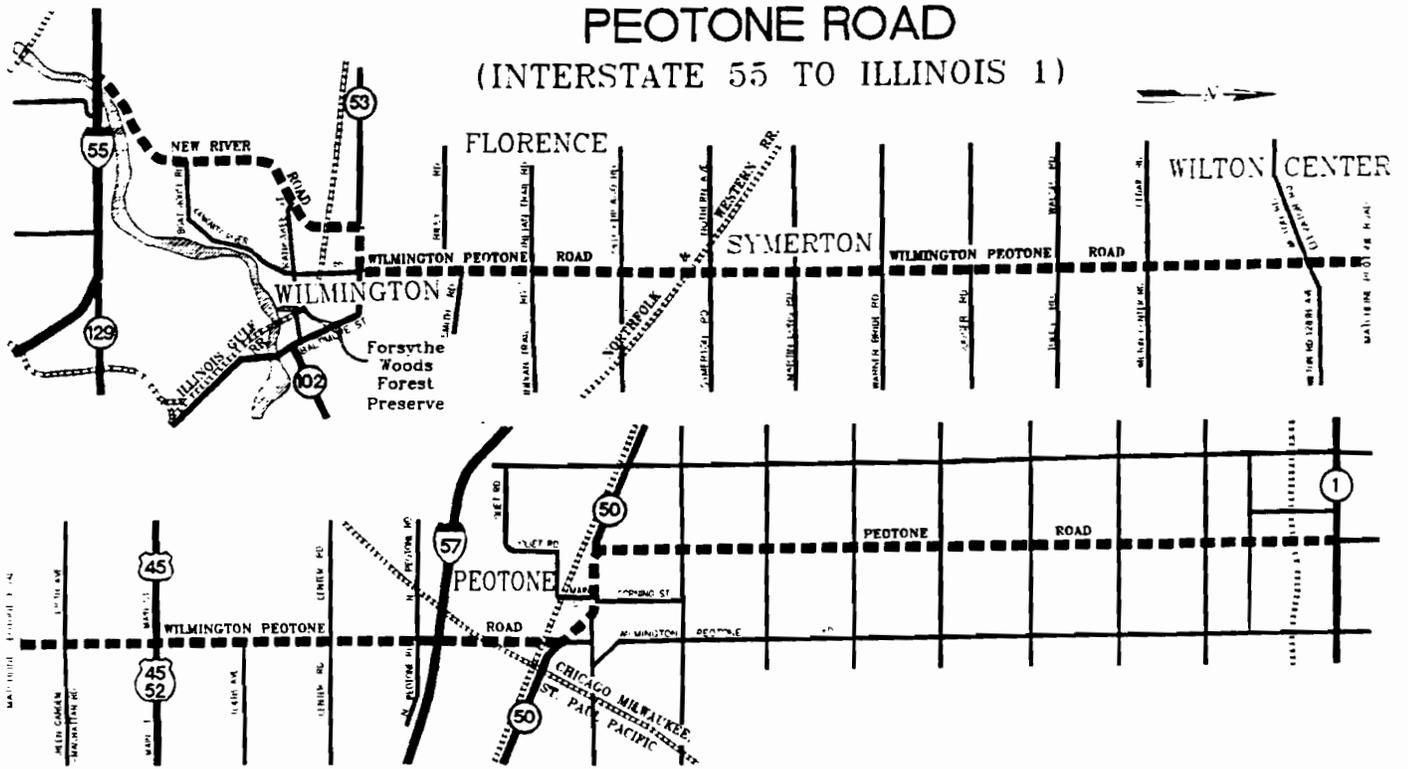
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Advisory Panel Membership:

Beecher
Peotone
Symerton
Wilmington
Will County

SRA

PEOTONE ROAD (INTERSTATE 55 TO ILLINOIS 1)



Illinois Department
of Transportation



CHICAGO
AREA
TRANSPORTATION
STUDY

SRA SPOTLIGHT

PEOTONE ROAD PROJECT NEWS

Corridor Description

The Peotone Road SRA corridor map is shown on page four. The corridor extends from I-55 to IL 1. Land use around the corridor is mostly agricultural. Other uses include the Joliet Arsenal, Des Plaines Conservation Area, and three communities: Wilmington, Peotone, and Beecher. The existing road cross section is two lanes for the entire length with the exception of the segment along IL 50, in Peotone, which is four lanes. Existing right-of-way varies from 66 feet to 100 feet.

This corridor changes alignment several times between I-55 and IL 1. Starting as River Road at I-55, the corridor continues east to IL 53. At IL 53 the corridor turns south, along IL 53, to Wilmington-Peotone Road. It then proceeds east on Wilmington-Peotone Road to IL 50 in Peotone. The corridor continues along IL 50 until Peotone-Beecher Road where it continues east until IL 1.

Currently, there is considerable heavy truck traffic along Peotone Road. Some of the traffic is commercial vehicles. These vehicles use the Peotone Road SRA corridor to travel between I-55 and I-57. The remainder of the heavy trucks are agricultural vehicles.

Large scale growth is expected for Will County in the next 20 years and the Peotone Road SRA corridor will play a major role. This corridor crosses two major interstates, I-55 and I-57, and is the only major east-west route in southern Will County. Continued input from local communities can help the study team plan for the future to meet the needs of current and future residents of the area.



Wetlands

The term "wetlands" is defined by law as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas" (33 CFR 323.2(c); 1984).

Wetlands provide many services and commodities to humanity. Wetlands store great amounts of excess water, gradually releasing it as floodwater recedes thus reducing peak flood damage. In addition, by acting as a natural sponge for surface runoff, wetlands retain groundwater which is slowly released during drier periods. In this way, wetlands lessen the severity of seasonal droughts, and provide a more stable water table year round.

Cont'd on Page 2

SPOTLIGHT ON

Wetlands Cont'd

Furthermore, natural wetland vegetation along lakes & rivers slow runoff from the surrounding land, reducing erosion and scouring of stream channels. As the water is slowed the silt load is often deposited in the wetland. The roots of the vegetation then bind and stabilize these sediments, reducing the siltation problems evident in many Illinois streams.



Wetland vegetation working in conjunction with micro-organisms can break down large amounts of organic matter and chemicals providing pollution control.

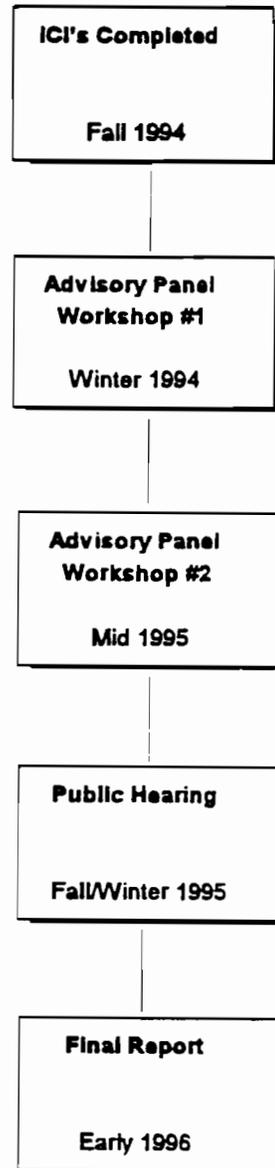
Wetland habitats are necessary for the survival of a high percentage of endangered and threatened species. Also, about two-thirds of the fish and shellfish species that are harvested commercially are associated with wetlands.

Finally, wetlands are a source of recreation and education for sport fishermen and waterfowl hunters who enjoy the recreational benefits wetlands provide. Others use cameras and binoculars for observing wetland wildlife and plants.

The Environmental Protection Agency, Army Corps of Engineers and U.S. Fish and Wildlife are taking steps to protect the wetlands.

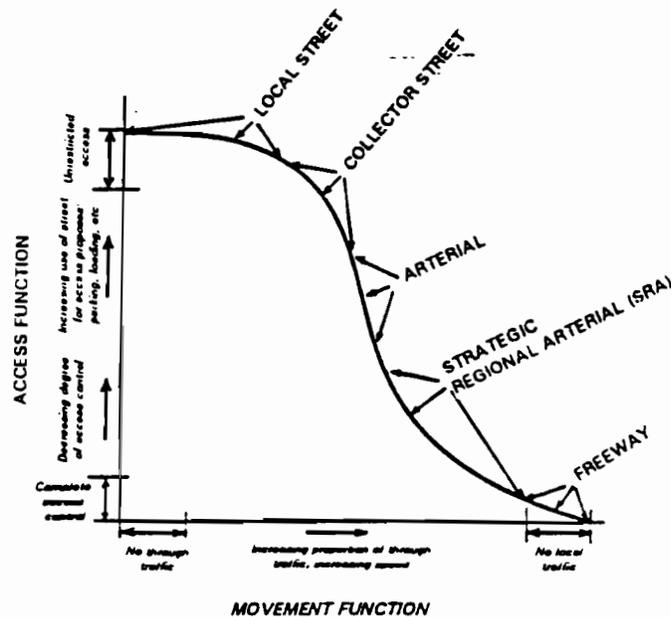
Source: *Wetlands*, by William J. Mitsch & Van Nostrand Reinhold New York and James G. Gosselink 1986.

Upcoming Schedule



ROADWAY HIERARCHIES

The two main characteristics used to classify roadways into a hierarchy are access and mobility. Access refers to the number of locations a vehicle can enter the road, and mobility is the level of ease in reaching the desired destination. In general, greater numbers of access points result in lower mobility due to conflicting traffic movements.



MOVEMENT ACCESS FUNCTION OF ROADWAY TYPE

Reference: Institute of Traffic Engineers. *System Considerations for Urban Arterial Streets*, October 1969.
(Modified by CH2M HILL)

Functional classification of roadways gives planners the ability to group them according to the character of service they are intended to provide and to plan for future transportation needs. The six levels of roadway hierarchies which are associated with the six stages in a vehicle trip are: long distance movement (few access points and high mobility), transition, distribution (SRA), collector, local access, and end destination. Long distance movements are typically handled by expressways, with uninterrupted and high speed traffic flow. After exiting an expressway, motorists travel on a distributor-type roadway to bring them to the vicinity of their destination. Finally, collector or local access roadways with unlimited access bring the motorist to their destination.

Failure to recognize the different purposes of each roadway type, its hierarchy, will lead to inefficient uses by the motorist and inadequate planning for its future needs.



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PEOTONE ROAD PROJECT NEWS

Advisory Panel 1 Workshop

Public involvement plays a major role in the Strategic Regional Arterial (SRA) project. There are four phases to public involvement in this project, Individual Community Interviews, Advisory Panel 1 Workshop, Advisory Panel 2 Workshop, and Public Hearings. The first form of this involvement is the Individual Community Interview (ICI) where the design team is introduced to the community representatives to gather preliminary information and describe the project. Next the design team meets with representatives from each of the communities to obtain further information and to discuss the preliminary design concept in the Advisory Panel 1 Workshop. Third is the Advisory Panel 2 Workshop where the recommended SRA plan is presented and discussed. Finally the design team presents the final concept to the communities at the Public Hearing. Subset 4 of the SRA is currently in the Advisory Panel 1 Workshop phase of public involvement.

Advisory Panel 1 Workshop occurs after the ICI's are completed and after IDOT has reviewed the preliminary design concept. At that point, Advisory Panel handouts are

distributed to the Panel members and the CATS liaison arranges the meeting date and place. In essence, Advisory Panel 1 Workshop is an extension of the ICI's.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information.

The Advisory Panel consists of representatives from the communities and agencies adjacent to the SRA. Primarily, the Panel consists of elected officials from each of the communities. However, panel members are welcome to bring other officials from their community who have knowledge pertinent to the corridor and the study.



The main goals of the Advisory Panel 1 Workshop are to gather input from the communities and to present the preliminary concept. Preliminary information regarding the

corridor was gathered at the ICI's. Advisory Panel 1 Workshop will be a more interactive discussion of ideas and information related to the

corridor.

Advisory Panel 1 Workshop is an open forum where the participants are encouraged to share ideas and information throughout the discussion. Since the corridor plan is at a more preliminary stage in this Advisory Panel than in Advisory Panel 2, it is the best opportunity for the communities to air their concerns.

We are stressing the concept of Advisory Panel "Workshops" for SRA subset #4; these prove to be useful tools for relaying information to all involved parties. The format will allow the participants to freely share information. This will help facilitate a more continuous SRA corridor as the Panel members will have a complete overview of the issues affecting the entire corridor.

Traffic Analysis and the SRA System

The proposed cross section for each SRA route is based in part on the desirable cross section shown in the Design Concept Report prepared for the SRA system. The Design Concept Report indicates three typical cross sections based on area land uses, either urban,

(See TRAFFIC page 2)

SPOTLIGHT ON

PEOTONE ROAD

TRAFFIC

(Continued from page 1)

suburban, or rural. These route types are defined in the Report based on household density.

The project team then examines the feasibility of the full SRA cross section on the corridor. Some factors that can affect the proposed cross section include available right of way, adjacent land uses, and level of service. Capacity analysis and level of service are the focus of the remainder of the article.

The role of capacity analysis in the SRA project is a fairly minor one. For the most part, cross section is determined by the other factors. Where capacity analysis comes into prominence is in intersection design. The main use of capacity analysis for the SRA project is to determine intersection geometry, that is, the

number of through lanes and turn lanes. In addition, capacity analysis will also indicate sections of roadway,

SRA CROSS SECTION INFLUENCING FACTORS

- Desirable SRA Cross Section
- Available Right-of-Way
- Existing Structure Impacts
- Adjacent Land Uses
- Level of Service

limited by ROW constraints or structural constraints, for example, that will operate at a level of service below SRA standards.

Capacity Analysis for the SRA is based on the 1985 Highway Capacity Manual. Traffic projections used are for the year 2010 from the CATS model, which is created using assumptions about traffic patterns and land use. In addition, existing traffic information from the counties, IDOT, and local agencies were used to determine turning patterns at intersections and to find the level of service the arterials operate at currently.

Traffic volumes on the Peotone Road SRA corridor are generally low for the entire length. The highest volumes in the corridor occur at the section along Illinois Route 53 and the section along Illinois Route 50, in Peotone. These patterns are expected to remain the same with some increases in volumes expected in the 20 year time frame.

Underground Storage Tanks

Picture this: You are driving down a SRA route and your fuel gauge is on "E". You get to the next service station and fill-up. You have just used an underground storage tank (UST).

The term UST refers to any one or combination of tanks, including connected underground pipes, which are used to contain an accumulation of regulated substances beneath the ground.

An underground storage tank which leaks and contaminates the surrounding area is called a leaking underground storage tank (LUST). In 1984 there were an estimated 100,000 UST's presently leaking and 350,000 UST's predicted to develop leaks in the next five years.

We are dependent on UST's which is why they are found along every major road in the State of Illinois. Gasoline stations across the country account

for approximately 50% of the ownership of underground storage tanks, and the combination of auto body shops, automobile dealers, manufacturing plants, military bases, and airports account for the rest.

For example, along the Ogden Avenue SRA corridor there are over 100 potential UST sites, most of which are auto repair shops. The Illinois Environmental Protection Agency has designated 21 of these as LUST sites.

(Continued on page 3)

(Continued from page 2)

In 1984, Congress added a new section to the Resource Conservation & Recovery Act (RCRA) Subtitle 1-Regulation of Underground Storage Tanks (UST's). This legislation was passed due to the fact that approximately 85% of the estimated 2 million UST's in the country were constructed of steel with no protection from corrosion.

Regulations for sites such as these are imperative and must be strictly enforced. UST and LUST site regulations vary from state to state. However, each state requires four conditions be met:

- 1) **Notification to the state of the existence of a tank by its owner.**
- 2) **Compliance with detection prevention, and correction of release standards.**
- 3) **Compliance with tank performance standards.**
- 4) **Compliance with financial responsibility standards.**

Planning future road improvements and corridor studies will always deal with the problems of UST's and LUST's. What must be remembered though, is that while every LUST is an UST, not every UST has leaked. Since regulations were enacted, methods of new tank installation and materials used reduce the chances for additional spills and leaks. While these regulations will lessen the impact of new tanks on future projects, there are still many tanks installed

before these regulations were enacted that will have to be dealt with.

Reference: *Journal of Environmental Permitting*, Executive Enterprises Publications Co., Inc., New York, New York 10010-6904. Winter 91/92



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Symerton

Wilmington
Will County

SRA

SRA Implementation Process for Routes Under IDOT Jurisdiction

PRE-PHASE I (SRA ROUTE STUDIES)	PHASE I/ DESIGN REPORT	PHASE II	PHASE III	PHASE IV
<u>PLANNING</u>	<u>PRELIMINARY DESIGN</u>	<u>FINAL DESIGN</u>	<u>CONSTRUCTION</u>	<u>POST CONSTRUCTION</u>
<ol style="list-style-type: none"> 1) Data Collection 2) Test Alternatives 3) Local Coordination 4) Environmental Screening 5) Recommend Improvements 6) Public Hearing 	<ol style="list-style-type: none"> 1) Preparation of Preliminary Plans 2) Public Involvement 3) Environmental Studies/Mitigation 4) Public Hearing 	<ol style="list-style-type: none"> 1) Preparation of Contract Plans 2) Community Coordination 3) Environmental Mitigation 	<ol style="list-style-type: none"> 1) Implementation 2) Community Coordination 	<ol style="list-style-type: none"> 1) Environmental Monitoring 2) Land Development/Access



**Illinois Department
of Transportation**



CHICAGO
AREA
TRANSPORTATION
STUDY

SRA

SRA SPOTLIGHT

PEOTONE ROAD PROJECT NEWS

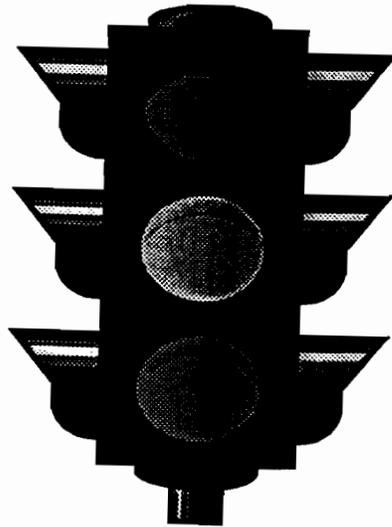
SRA Function: Role Within Operation GreenLight

Operation GreenLight was created during the development of the Transportation System Development Plan for the year 2010. Many agencies worked together in developing Operation GreenLight. They include the following: The Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Northeastern Illinois Planning Commission (NIPC), Illinois State Toll Highway Authority, and the Regional Transportation Authority (RTA).

Operation GreenLight is an eight point plan to deal with urban congestion and improve mobility. Operation GreenLight addresses the following major transportation issues: creating the SRA network, developing major transit/highway facilities, improving other key arterial roadways, identifying strategic transit improvements, improving freeway traffic management, reducing demand for highway use, and increasing environmental consideration.

The task of identifying which roads were to be studied was one of the first tasks delegated in Operation GreenLight. A committee from the Illinois Department of Transportation, CATS, NIPC, RTA, and highway department officials of the six county metropolitan area,

specified the 66 Strategic Regional Arterials (SRA) to be studied as part of Operation GreenLight. The SRA's have been divided into five route studies. The network of roads, represented in the fourth SRA study, totals 242 miles.



The SRA system enhances public transportation and personal mobility by: improving access to rail transit stations, improving operating conditions for public transportation vehicles, helping identify areas for future transit facilities, and maintaining pedestrian accessibility. The SRA's also accommodate commercial vehicles by improving structural clearances, and maximizing through traffic progression.

The 2010 Transportation System Development Plan recognizes the need for a network of routes one step below the expressway system to handle long distance regional traffic. The SRA system is composed of 1,340 mile network of existing roads in Northeastern Illinois, encompassing 146 route segments in Cook, DuPage, Kane, Lake, McHenry, and Will Counties.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. The SRA system is a major element of the regional effort to address problems of congestion over the next 20 years. The implementation of the SRA system alone is not intended to solve the congestion problem in the Chicago area. The implementation of other components of Operation Green Light as well as ongoing programs of the Operation GreenLight Task Forces, CATS, and NIPC are all integral parts in improving regional mobility. Long range plans for the SRA network are necessary in order to implement the SRA system. The plans need to address short-range and long-range improvements for each of the SRA routes.

SPOTLIGHT ON

PEOTONE ROAD

Access Management

Access management involves managing access to land development while at the same time preserving the flow of traffic on the road system. Other factors that need to be preserved are safety, capacity, and safe speed. The issue of access management on SRA's is more important than on other arterials due to the fact that an SRA places great emphasis on the movement of through traffic. The key to efficient access management is to correlate the level of access to be provided to the functional characteristics of the roadway.

Successful application of access management techniques results in the integrity of arterial traffic flow while providing access to developments. The Design Concept Report lists some techniques frequently used to deal with access management issues.

Specific considerations along urban SRA routes include: increasing storage length at turn bays, curb cut access should be limited to right-in/right-out design, cross access easement to allow movement between neighboring properties, and using medians to control left turning movements. Additional considerations for a suburban SRA route includes: consolidating curb cut access points at 500 ft. spacing with cross easements, if left turns are allowed there should be enough turn bay storage, and internal access roads are recommended for all new development. Access management on rural SRA routes should include good planning for future development. Irregularly spaced driveways are particularly dangerous on these routes because speed limits are higher and turning movements unexpected.

The length of travel time and driver safety are affected by the number and configuration of access points to the SRA. Each driveway and cross street adds to congestion and increases the likelihood of accidents. The intersection hazards and congestion at some low volume local streets could be eliminated by termination or rerouting the street prior to its intersection with the SRA route.

Access Management Issues

1. Limiting the number of conflict areas
2. Separating conflict areas
3. Removing turning vehicles from through travel lanes
4. Spacing of major intersections to facilitate progressive travel speeds along arterials
5. Spacing of minor intersections to minimize interference to or by arterial traffic

With respect to an SRA, the type and level of access should also consider signalized intersections and driveways, unsignalized intersections and driveways, median openings, and grade separated interchanges.

Access management helps achieve the delicate and necessary balance between traffic movement and land use access by careful control of the location, type and design of driveways and public

intersections. Modern access management requires that land use planning and development be coordinated with transportation. It is a method of maintaining and transforming roadside environments into safe, accessible, and viable areas now, and in the future.

Because of the general lack of effective access control along our streets and highways, our communities are often faced with a chain of events that requires constant investment in roadway improvements and/or relocation. Arterial streets, highways and collector roads must serve both access and movement needs. It is along these roads where the major problems of driveway access and traffic congestion are found.

If we don't manage access, the efficiency of our transportation system will deteriorate. As the number of driveways increases, traffic congestion and the number of traffic accidents will increase. The incompatibility of providing both land service and traffic service will become more severe and neighborhood streets will be used to bypass congested intersections. Roads will have to be widened to make up for capacity loss due to inefficient traffic operations.

The location and design of access to our major street system is essentially a traffic management issue. The challenge is not merely providing access for local streets and driveways, but providing access in forms that are equitable, efficient, and safe with respect to all traffic using the intersection.

Access management is an important issue for the Peotone Road corridor. The corridor is rural and the land use is primarily agricultural. Median crossovers should be provided along Wilmington-

(Continued from page 2)

Peotone Road as well as on Peotone-Beecher Road at one-half mile intervals. Access along New River Road will be provided for the Des Plaines Conservation Area and the Joliet Army Arsenal from Interstate 55 to Illinois Route 53. On Illinois Route 53, a need to provide access exists near the Johnson & Johnson Personal Products facility. Access to various businesses is desired along Illinois Route 50. As the corridor develops, there needs to be coordination with, and between, the businesses developing the area to provide access management.

Historic Properties

Due to its strategic location, the Chicago area has always been a key transportation hub for the United States. This area has historically been a focal point for transportation, whether canals, railroads, or roads and highways. As the population in Northern Illinois grew in the early 1800's, communities developed around these transportation routes. It is along many of these old roads that the oldest and now the most historically significant buildings and properties are located. Since roads today are built much wider than their one-lane dirt predecessors, avoiding historic properties has become a critical issue in planning for future roadways.

Historic properties as defined are any prehistoric or historic district, site, building, structure, or object included in or deemed eligible for inclusion in the National Register of Historic Places. This includes any artifacts, records or remains that are related to or located within such properties. The term "eligible for inclusion in the National Register" includes both properties formally determined to be historic places by the Secretary of the U.S. Department of Interior and all other properties that meet the National Register listing criteria. Numerous recognized historic properties have been identified along many of the SRA routes. Some are glamorous and well known such as the world famous Auditorium Theater at Congress Parkway and Michigan Avenue, portions of the University of Chicago and the Midway Plaisance on Chicago's south side to more obscure properties such as the Hofmann Tower in Lyons and the Elgin Historic District. In addition to Nationally recognized properties, there are locally recognized historic properties such as the Big Woods Congregational Church at Butterfield and Eola Roads and the Bloomingdale Park District Building on Bloomingdale Road.

Historic properties as defined are protected by laws. Any federally funded highway project must look at ways to avoid or minimize impacts to historic properties. These efforts are coordinated with the State Historic Preservation Officer (SHPO), the Keeper of the National Register and the Federal Advisory Council for Historic Preservation. Part of the SRA's teams goals will be to attempt to avoid or minimize impacts to significant properties. After completion of the conceptual

(Continued on page 4)



SRA SPOTLIGHT

Under Contract With:



Illinois Department
of Transportation

In Coordination With:



Chicago Area
Transportation Study

Prepared By:



DAMES & MOORE / MCE

CATS Council of Mayors Planning Liaison:

Alicia Hanlon
Will County Governmental League
302 North Chicago Street
Joliet, IL 60431
Phone No. (815) 722-7280
Fax No. (815) 740-4604

For SRA Information Contact:

Joseph M. Chiczewski or Daniel J. Burns
Dames & Moore/MCE
1701 Golf Road, Suite 404
Rolling Meadows, IL 60008
Phone (708) 364-8800
Fax (708) 364-8818

Advisory Panel Membership:

Beecher
Peotone
Symerton

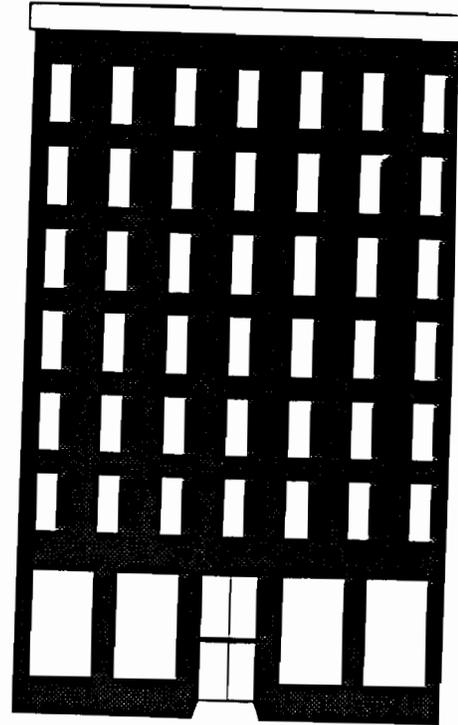
Wilmington
Will County

SRA

(Continued from page 3)

studies, and before the preliminary engineering plans are finalized, the areas in question will be surveyed in detail for historic and archeological impacts and coordination with the preservation agencies will begin. Even if the detailed survey of an area uncovers no historical records, undiscovered prehistoric artifacts are still protected. Once construction has begun equipment operators need to be alert to the possible presence of artifacts that may be uncovered once earth is moved. This is typically the case when a site used by Native Americans for burials or encampments is discovered. The potential for encountering prehistoric artifacts is greater for the routes which are the least developed such as Route 23, portions of Route 62, and Peotone Road. The SRA studies are only the first step in a series of studies designed to protect historical resources.

Although avoiding individual historic properties can be relatively easy for planners, avoiding historical districts such as the Elgin Historic District, the LaGrange Village Historic District, the Jackson Park Historic Landscape District, the Wayne Village Historic District, the Michigan-Wacker Historic District, the Hyde Park-Kenwood Historic District, and the South Loop Printing House Row Historic District pose more of a challenge. The goal in these instances is to design the safest roadway which can meet capacity needs while minimizing impacts to these Districts. It is in these areas that new ideas and designs will need to be utilized to make the SRA routes compatible with neighborhoods, history and our heritage.



**Illinois Department
of Transportation**



CHICAGO
AREA
TRANSPORTATION
STUDY

SRA

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
THE LONG RANGE PLAN OF NEW)
RIVER ROAD FROM I-55 TO)
PEOTONE ROAD)
PEOTONE ROAD/CORNING ROAD)
FROM NEW RIVER ROAD TO)
ILLINOIS 1 IN WILL COUNTY)

WILL COUNTY, ILLINOIS, PUBLIC HEARING

REPORT of comments made at the Public
Hearing of the above-captioned study and long-range
plan, taken before Joan M. Kenny, C. S. R., a Notary
Public in and for the County of DuPage, State of
Illinois, at the Wilmington City Hall, Winchester
Green and Route 102, Wilmington, Illinois, on
Tuesday, the 12th day of November, A. D. 1996,
between the hours of 2:00 and 7:00 P. M.

MAYOR JERRY HILL: My name is Mayor Jerry Hill.

I would like somewhere in this study to include a grade separation for New River Road and Route 53, where the connection will go to Peotone/Wilmington Road.

I would also like the study to include a grade separation over what was the Southern Pacific Railroad on New River Road, which is now owned by Union Pacific. I would like a grade separation, when this project takes place, to be included at that point, also.

That is it.

* * * * *

(WHICH were all of the comments made at the above-captioned public hearing.)

2025 RELEASE UNDER E.O. 14176

PUBLIC COMMENT

PROJECT: _____

DATE: _____

Please send a copy of Exhibit C 6-17
as soon as possible.



Illinois Department of Transportation

NAME: Larry Christiansen

ADDRESS: 15151 W. 147th Ave. Rd. Peotone 60468

PUBLIC COMMENT

PROJECT: Proposal of Curved Affection.
DATE: 11-18-96 Wilmington Penton

Farm land use is being reduced by development which takes productive land but leaves farmers to live on marginal production land.

If we continue where will the food for the people in these developments come from - foreign countries!!

I also would see this as a means of Chicago being given more while the rural areas are being squeezed into non existence

If I wanted to raise my family on a highway or in an urban develop ment I wouldn't be living here



Illinois Department of Transportation

NAME: William

ADDRESS: 36250 N. Warner Rd

Wilmington IL 60481

I'd move out of Chicago state if this goes thro

PUBLIC COMMENT

PROJECT: SRP Study for Peatone Rd
DATE: Nov. 12, 1996

Your ailed has it backwards;
"coordinate land use with transportation"
Land use should be decided first, e.g. farm-
ing, and any transportation that one
would require should be coordinated with
the land use.

Why should Peatone Road be curved
through farmland behind the new subdivision?
~~There is a perfect~~ There is a perfect
good intersection of Roads 53 & Wilton
for Peatone, complete with traffic lights

There is not going to be a "South
Seaborn" Airport therefore no need
for a 3d extension of Tallawog B55
nor heavy traffic on Carhony Road.

I would be interested to see minutes or
news accounts or a newsletter if there was
one, on this proposal.



Illinois Department of Transportation

NAME: Lois Arms

ADDRESS: 107 Nandi Park Forest, IL 60466

PUBLIC COMMENT

PROJECT: S&A Study for Wilburton - Peaton Road
DATE: Nov. 12, 1998

(2)

Has there been some thought
of using the abandoned
Norfolk & Western Railroad
for rail travel?



Illinois Department of Transportation

NAME: Kris Arms

ADDRESS: 107 Nandi, Park Forest, IL 60466
Nanti

PUBLIC COMMENT

PROJECT: New River Road

DATE: 11-12-96

The advertisement for this public meeting was very misleading in that it did not mention "Wilmington - Peotone Road" just "New River Road". I'm sure there would be more public response if it were known as "Wilm-Peo Rd".

This is farmland. Provisions must be made for slow, farm traffic and access to fields.

Noise mitigation must be included!



Illinois Department of Transportation

NAME: MARY YAHKE

ADDRESS: 15004 W. Wilmington - Peotone Rd
Manhattan, IL 60442

PUBLIC HEARING REGISTER

Project: PEOTONE ROAD (SRA)

Location: WILMINGTON CITY HALL

Date: 11/12/96

Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	25	J. Decker 15661 W Peotone Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other
L	26	J. Moore 14255 W Joliet Rd Manhattan Zip 60442	Self <input checked="" type="checkbox"/> Other
E	27	M. BARBOUR 404 CROSS ST Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other
R	28	S. Miller 111 Chicago Ave Elwood Zip 60421	Self <input checked="" type="checkbox"/> Other
S	29	Tim Quigley Wilmington 31061 S. Riley Rd Zip 60481	Self <input checked="" type="checkbox"/> Other
E	30	Teddy H. Hodgeson 20678 W Peotone Rd Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other
P	31	Ray Schwaerle 15050 W. Wilmington - Peotone Rd MANHATTAN Zip 60442	Self <input checked="" type="checkbox"/> Other
R	32	Richard Quigley 30250 S. Warran Blvd Wilmington, IL Zip 60481	Self <input checked="" type="checkbox"/> Other
I	33	Louis Berger 24001 W. Lorenz Rd Wilmington Zip 60481	Self <input type="checkbox"/> Other
N	34	Derald V. Dorman 19464 W Peotone Rd Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other
T	35	Thomas E. Long 17464 W Peotone Rd Wilmington, IL Zip 60481	Self <input type="checkbox"/> Other
	36	Jim C. Brown Sr 1217 N Joliet Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other

PUBLIC HEARING REGISTER

Project: PEOTONE ROAD (SRA)

Location: WILMINGTON CITY HALL

Date: 11/12/96

Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing	
P	1	Mary Thompson - Intro	1407 Charlotte Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/> son
L	2	Marquante B. Marshall	400 So. Main WILMINGTON Zip 60481	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/>
E	3	Will O'G	16882 W ARSENAL Rd Wilm Zip 60481	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
R	4	Sam Monson	111 S. Water St. Wilmington IL Zip 60481	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/> The Free Press The Kankakee Daily Journal
S	5	Hot Gelineau	940 E. ALMA DR WILMINGTON Zip 60481	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
E	6	Pat Christensen	12151 W. Wilmington Rd Peotone Zip 60468	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
P	7	Mary E. Pembel	17671 W Peotone Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
R	8	Jean Christensen	108 Jochen apt 7 Peotone Zip 60468	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
I	9	Dell Ravidan	Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
N	10	Lois Arms	107 Nanda Park Forest Zip 60466	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/> RURAL
T	11	Ray Smith	20741 W. 74.3 st Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	12	Lois & Gene Arms	20862 W. Peotone Rd Wilmington Zip 60481	Self <input type="checkbox"/> Other <input type="checkbox"/>

PUBLIC HEARING REGISTER

Project: PEOTONE ROAD (SRA)

Location: WILMINGTON CITY HALL

Date: 11/12/96

Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	113 NADIA GILASLANO 112	GIL + ASSOCIATES, INC 9 DUNLAP RD. PARK FOREST Zip 60466	Self ___ Other PEOTONE
L	214 Leon Geiss	2062 W Peotone Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other
E	215 Chuck Buttigieg	76 N LOCUST Mantone Zip 60950	Self <input checked="" type="checkbox"/> Other
R	216 Henry Prosser	913 S. Robert Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other
S	217 Mark Puracchio	1499 ANBER DR. Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other
E	218 Laverne Johnson	934 Rylo Drive Wilmington Zip 60481	Self ___ Other
P	219 John Augley	30250 S. Warner Blvd Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other
R	220 Mary Yahrke	15004 W. Wilm-Beo Rd Manhattan Zip 60442	Self <input checked="" type="checkbox"/> Other
I	221 MAYOR Jenny Hill	1165 S. WATER ST. WILMINGTON Zip 60481	Self ___ Other
N	222 TERRY + LINDA ANDERSON	20600 W. Peotone Rd. Wilmington Zip 60481	Self <input checked="" type="checkbox"/> Other
N	223 Eugene + Barbara Walvogel	31147 S. CRAWFORD PEOTONE Zip 60468	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
T	12 24 Dr. Jim Nadler	7106 W. CORNING AVE PEOTONE Zip 60468	Self <input checked="" type="checkbox"/> Other