



Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

Issues and Concerns - Illinois

Table 1 (Yellow) - Issues and Concerns

**Table Participants:**

Kristen Anderson- Metra  
Richard Duran- Village of Peotone  
Marian Gibson- Village of Manhattan  
Andrew Hawkins- Forest Preserve District of Will County  
Mike Van Mill- Economic Alliance of Kankakee  
Robert Massat- Green Garden Township Highway Commissioner  
Amy Hanson- Federal Aviation Administration  
Rich Kula- Federal Aviation Administration

**Environmental Impacts/Resource Accessibility**

- Access to Midelin
- Loss of Ag production in Southern Will and Northern Kankakee County
- I-55 connection- Issue with Kankakee River
- Impacts to T & E Species
- Fragmentation of open space areas, i.e., State, County, Federal
- Sensitivity to environmental assets

**Economic Development**

- Economic developments maximized
- Urbanization- Ability to preserve ROW with current and future development
- Sufficient number and location of interchanges
- Planning a corridor to meet future needs- trucks, cars, rail, utilities, communication
- Rail- right of way in Illiana alignment
- Once Highway develops will CN & RR want an intermodal near Peotone thus increasing



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**Mobility (Trucks)**

- Current Congestion traffic
  - trucks from intermodal, Peotone, Wilmington Rd. to I-57 at Peotone
  - Trucks from Manteno on Gov Highway Rte 50 to Peotone, Wilmington Rd. at I-57
  - Trucks E-W to Indiana
  - Beecher/Peotone Rd.
  - Kankakee/Will County Rd.
  - Gov Highway to In Route 41
- Increased truck traffic by passing expressways using local roadways
- Truck traffic dedicated lanes

**Transportation Compatibility**

- Provide sufficient local/collectors
- Accommodate and compliment airport location
- Lack of coordination with IDOT Bureau of Aeronautics
- South Suburban Airport impact on Illiana and surrounding communities

**Safety**

- Safety and security issue can arise with placing a highway within an airport boundary

**Multi-Modal Opportunities**

- Bike path accommodation and coordination
- Preserving and facilitating access to existing METRA stations in University Park, New Lenox, Laraway Rd and Manhattan
- Alternate means of transportation
  - Trails along corridor and trail connections
- Preserving access to and right of way of long-term prospect
  - Metra expansion projects
  - South East Service
  - Rock Island extension to Minooka
  - SWS Midewin- Metra electric Peotone
- Choose Route that will allow most efficient and quick construction

**Maintaining Political Support**

- Political Uncertainty

**Influence of P3 on Corridor Selection**

- Influence of private sector in corridor selection



## Corridor Planning Group / Technical Task Force Meeting # 1 June 14-15, 2011

### Workshop: Identify Project Issues and Goals (Transcribed Workshop Feedback)

#### Table 2 (Green)-Issues and Concerns

##### **Table Participants:**

George Gray- Village of Peotone  
Jim Piekarczyk- Kankakee County Engineer  
Tim Vanderhyden- Jackson Township Supervisor  
Ralph Shultz- Forest Preserve District of Will County  
Tom Thanas- City of Joliet  
Jamy Lyne- Will County

##### **Congestion and Traffic**

- Truck traffic and congestion
  - Disperses onto local collectors
  - Damages and deteriorates roads not designed to carry truck loads
  - Consumes capacity, slowing travel time, emergency responses, reduces quality of life and public safety
- Allow for capacity not just for current needs but for future expansion
- Truck drivers networking via CB radios to bypass congestion through Kankakee county
- Opportunities to create a new non-motorized transportation corridor
- Impacts or disruption to existing non-motorized transportation
- Truck traffic/ congestion on I-80
- Move container traffic off local roads

##### **Environmental & Community Impacts**

- Impacts on communities from separation or bisection
- Impacts on communities in path
- Environmental impacts to Midewin and Des Plaines conservation area
- Impacts to or loss of preserved natural areas
  - Federal, State, County, Municipal
- Impacts/Opportunities to or for natural resources

##### **Location/Design**

- Truck traffic growing at rapid rate
- Types of developments in corridor
- Number of interchanges
- Location
- Facility should be designed for the future
- Corridor has room for future growth/expansion



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- Location of corridor meeting and future travel/ distribution needs

**Planning Needs**

- Ability to accommodate traffic from South Suburban Airport
- How growth will impact groundwater quality and drinking water supply issues
- Changes to planned land use transitions
- Coordination with long range plans of communities and local agencies
- Control growths and development in \_\_\_\_ planning practices
- Identify development in unincorporated areas
- Complete streets or multi-modal solutions
- Connections to existing multi-modal facilities
- Illiana accommodates largest service area possible

**Cost**

- Funding
- Cost of project and how paying for it could impact cost of using road
- Cost of crossing Des Plaines River
- Safe and efficient commercial travel is necessary to maintain economic vitality
- Preserving enough ROW to protect an adequate size corridor

**Table 3 (Pink)-Issues and Concerns**

**Table Participants:**

John Grueling- Will County Center for Economic Development  
Teresa Kernc- Village of Diamond  
Marc Nelson- Village of Manhattan  
Timothy Nugent- Village of Manteno  
James Walsh- Village of Manhattan  
Seth Jaasen- Congressman Kinzinger  
Steve Lazzara- Will County

**Environmental**

- Least amount of displaced residents
- Air pollution increase
- Small communities along the corridor “small town characteristics”
- Small towns have numerous historic and cultural assets that could be upset
- Will townships and villages be responsible for EPA and respective studies
- Impacts on local businesses



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- Acquisition on land, both residential and farm land
- Location of Midewin
- Farmland impacts

#### **Financing Costs/Construction ability**

- How will cost/participation be shared/determined
- Will this project be completed as one? Or will it be built like I-55. I-57
- If intermodal is a big part of this will they help in the financial end?
- Location of rivers in relation to I-55 and cost of bridge construction
- State and Federal funding availability
- P3 source of private financing

#### **Governmental Authority**

- Police: who's jurisdiction, where will fines collected go?
- Maintenance: Who maintains? Who pays for maintenance?
- Governing Authority

#### **Traffic**

- Capital
- Operating
- Maintenance

#### **Study Process**

- I-80 is already congested
- Truck traffic needs an East-West corridor
- How will this affect traffic on I-55-I-57
- Study local roads to make sure they can handle additional traffic
- Truck traffic congestion
- Relieve congestion on I-80
- Local roads and rural roads specifically Peotone Road.
- Local truck traffic

#### **Multi- Modal**

- Dedicated freight rail line to compliment intermodal and CN line
- Lanes: How many? PACE bus lane (if traffic slows)
- What about bus lanes/light commuter rail in Median
- Location of industrial and logistics parks
- Recreational facilities (Bike path)
- Multi-purpose road vehicles- Rail information
- Dedicated truck lanes



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**Land/ Economic Development**

- Land use planning along corridor
- Promote economic development/Create jobs
- Could help promote tourism (In/Out) Midewin-Abe Lincoln cemetery RT.66 Corridor

**Design Issues**

- Dedicated truck lanes
- Location of interchanges
- Can existing road be widened and deemed acceptable
- Location of South Suburban Airport
- Incorporation of South Suburban airport
- Route?
- Locate to make most sense with Suburban airport
- Make sure it does not go too far south so as much intermodal traffic is captured

**Planning Process**

- Length of time to complete NEPA process

**Table 4 (Blue)-Issues and Concerns**

**Table Participants:**

William Borgo- Village of Manhattan  
Alicia Hanlon- Will County Center for Economic Development  
Christina Kupkowski- Will County Highway Department  
Daniel Tovo- village of Monee  
Don Kopec- CMAP  
Adam Linter- Tollway  
Jim Testin- REHCE Braidwood  
Jim Trizna- City of Joliet  
Gregg Ruddy- City of Joliet

**Environmental**

- Midewin tall grass prairie
- Impacts to Midewin
- Preservation of productive agricultural land
- Need to preserve open areas to ensure ample future draining
- Ability to work around environmental issues
- Impacts to planned land uses
- Impacts/ barriers to environmentally sensitive areas



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- Endangered Species

**Congestion**

- I-80 congestion
- Major congestion relief

**Transportation Highway System**

- Lack of Roadway continuity across IL/IN boarder
- Need high quality roadways designed specifically to handle truck loads
- Need for East/West alternatives in region & County
- Alternate route around Lake Michigan (I-80,I-90,I-99)
- Lack of alternate E-W routed to I-80 in area
- Location of connection to I-55 at west end of corridor
- Costs/impacts to secondary roads
- Potential connection of Prairie Parkway

**Freight**

- Freight movement
- Intermodal facility growth
- Growth in truck traffic
- Access to intermodal
- Intermodal transportation corridor
- Increased truck traffic from intermodal
- Ease of existing intermodal facilities to get trucks to and from Illiana expressway
- Significance for regional and national freight system

**Accessibility**

- Want infrastructure to connect resident to jobs
- New road would provide opportunity to access large portions of under developed land
- Access to proposed 3<sup>rd</sup> airport
- Ability to serve future airport

**Safety**

- Safety issues on I-80
- Access controlled highways safely incorporate more vehicles than arterials

**Economic Development**

- Population and employment growth in Will Co.
- Promote development revenue
- Create jobs in region
- Balance economic development opportunities with need for mobility



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**Financing Funding**

- Any new investment to infrastructure should be self-sustaining
- Lack of public financing for highway expansion
- Costs of obtaining land on to which build Illiana
- Funding
- First application of IL P3 in legislation
- Construction/ maintenance cost (Toll way)

**Process**

- Little precedence for IL/IN Bi-State cooperation
- Interface with SSA project
- 3<sup>rd</sup> Airport status
- Extensive land acquisition requirements
- Ease of getting land dedications

Table 5 (Purple)-Issues and Concerns

**Table Participants:**

Michael Bossert- Kankakee County Board  
Steve Hamer- IDNR  
Ed Paesel-South Suburban Mayor & Managers Association  
David Vanderzee- Pace  
Lawrence Walsh- Will County  
Mark Thompson- IDOT aeronautics/ Hanson professional services  
Nick Palmer- Will County Exec  
Bud Fleming- SSM& MA

**Access**

- Transportation Connections
- Traffic congestion
- Transportation options
- Lack of existing infrastructure
- Needs to be located at ease existing projected traffic congestion
- Provide a more direct E-W access to Rt. 65 on East and Rt. 55 on West from Southern areas of IL and IN
- Reduce traffic congestion, E-W particularly truck traffic
- Support south suburban airport





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- Maximize benefit for access to the South Suburban airport
- Avoid south suburban airport footprint

**Environment**

- Minimize impacts
  - Communities
  - Residential
  - Relocation
  - Community disruption
  - Prime farmland
  - Wetlands
  - Endangered species
  - Watersheds/rivers and creeks
- Agricultural
  - Avoid leaving uneconomic remnants of parcels or severing parcels
- Habitat destruction
- Sediment and erosion impacts
- Air and noise

**Economic Development**

- Land use plans-existing and future
- Illiana should be an economic development tool
  - Connects and supports intermodal centers
  - South suburban airport
  - Employment in other cities
- Regional commuting patterns within the corridor

**Multi-Intermodal**

- Facility must be intermodal in nature
- Public transit use for future
- Concerns about cost of project, need more use of corridor to help pay cost
  - Freight
  - Rail
  - Broadband
  - Fiber

**Funding**

- Critical corridor for regional network and national network
- Competing priorities for limited funds—is this the best investment/needed investment?



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- Cook County Courthouse replacement parking—is funding available?

**Right of way protection**

- Determine how much to fast track process so ROW protection can begin or we can risk losing viable corridors

**Table 6 (Orange)-Issues and Concerns**

**Table Participants:**

Michael Einhorn-Village of Crete  
Matt Fritz- Village of Coal City  
Bruce Gould- Will County Highway Department  
Michael Lammey- Kankakee Area Transportation Study  
David Wallace- Village of Monee  
Rocco Zucchero- Toll way  
Mike Bolton-PACE  
Harry Gimore- Robinson Engineering

**Trucks**

- Truck traffic in excess of 50% in Kankakee county
- “Secondary” truck route
  - Manhattan/Elwood to 3<sup>rd</sup> airport along Illiana
  - Hoff road corridor in Manhattan
  - Will County 2030 plan
- Intermodal/Truck access
  - Elwood
  - Crete
- Intermodal truck traffic on I-5, are we just moving the problem south of I-80
- How will truck traffic lanes be considered
- Truck traffic east and west traveling in Kankakee county that have neither origin nor destination in the county
- Accommodate planned freight growth with intermodal
- I-80 is number 1st in the U.S in carrying commercial traffic & 2<sup>nd</sup> longest in the U.S

**Airport/Intermodal**

- Study area served by: Interstates
  - I-55, I-57, I-65, I-80 and I-355
- Rail



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- 6 out of 7 class I run through study area
- Airports
  - Proposed existing water
- 3<sup>rd</sup> Airport access
- With and without airport

**Regional Mobility**

- I-80, I-94, I-294 Implications
  - Traffic
  - Air quality
- Increasing crash incidents between trucks and cars in Kankakee
- Local traffic movement
- Through traffic movement
- I-55 access through bi-pass of Wilmington
- Interchange locations
- What type of transit lanes to consider
- Poor connections between cross- border roads in IL/IN few direct roads

**Economic Development**

- Development on top of interchanges
- Business growth and expressway interchanges
- Not located to address most immediate needs
- Economic impacts
  - Protect land values
- Indiana/Illinois conflicts

**Process**

- Financial viability, cannot wait until end to consider limitations
- Look for partnerships to establish corridor-rail, utility, fiber etc. to generate additional money and leverage resources
- Unconstrained Vs. Constrained projects
- Tolls VS. Non-Tolls
- No federal money, need to plan for this upfront this will impact
  - Design
  - Need
  - Demand



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**Environment**

- Environmental constraints at west end
- Environmental constraints at arsenal
- Regional drainage/designation facilities
- Residential displacement
- Wide enough Row for future growth

**Toll**

- Expand the Indiana Toll way concession to cover construction DBom
- Financial feasibility
- Collect money at every meeting!

Goals and Objectives - Illinois

Table 1 (Yellow)-Goals and Objectives

- **Multi-modal accommodations and connections**
- **Optimize current and future economic development opportunities**
- **Minimize and mitigate environmental impacts**
- **Optimize transportation capacity and safety**

Table 2 (Green)-Goals and Objectives

- **Environment & Community**
  - Minimize and mitigate community and environment impacts
  - Improve environment and community assets as opportunities arise
- **Traffic & Congestion**
  - Reduce traffic and congestion on state and local roads
- **Planning Needs**
  - Sufficient ROW to support multi-modal traffic, communications and utilities
- **Location and Design**
  - Balance local economic and transportation needs
  - Create an economically viable corridor for P3



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Table 3 (Pink)-Goals and Objectives

- **Costs and financing**
  - Identify financial sustainability
- **Traffic**
  - Improve East /West traffic flows
- **Environmental**
  - Avoid unnecessary negative impacts to environmentally and culturally sensitive areas
- **Design Issues**
  - Maximize congestion relief for current and future needs

Table 4 (Blue)-Goals and Objectives

- **Transportation System**
  - Evaluate a comprehensive system of transportation improvements that maximize movement in the region, accessibility and safety
  - Increase E/ W connectivity through corridor while providing for capacity for the future
  - Relieve congestion on I-80 and associated arterials
  - Improve safety of vehicular and pedestrian traffic in the corridor
  - Provide a safe and accessible transportation system for all users
  - Improve transportation system to assist mobility in the study area
  - Design the most cost efficient E/W highway/toll way that will reduce congestion on I-80 and provide freight haulers easy access
  - Establish a multi-modal transportation corridor
- **Environmental**
  - Minimize environmental impacts
  - Construct a highway that will meet economic logistics needs, but have the least amount of impact on the environment
- **Process/ Funding**
  - Identify a financially feasible transportation project
  - Consider alternative funding mechanisms like public/private partnerships
  - Design a sustainable product that improves lives in the region
  - Identify and evaluate financing options that allow for timely completion of the roadway
- **Economic Development**
  - Improve and maximize economic development opportunities



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- Consider potential impacts of roads as a development too
- Plan a highway in a way to encourage new support and existing economic development opportunities

Table 5 (Purple)-Goals and Objectives

- **Provide connections and access for all modes of transportation and utilities/ technology**
- **Support major existing And future infrastructure projects**
- **Provide mechanism for early ROW protection**
- **Avoid/ minimize environmental impacts**
- **Maintain consistency with existing and future land use plans**

Table 6 (Orange)-Goals and Objectives

- **Provide higher function facility for E-W Bi-State travel**
- **Improve intermodal connection and opportunities**
- **Develop the Illiana asset in a manner that is supportive of local planning**
- **Accommodate the vital national link for transportation and commerce**



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Issues and Concerns- Indiana

Table 1 (Yellow)- Issues and Concerns

**Table Participants:**

William Brown – Northwestern Indiana Regional Planning Commission  
Robert Carnahan – President, Town of Cedar Lake  
Gerry Scheub – Lake County Commissioner  
Howard Fink – Merrillville Town Manager  
Spero Batistatos – South Shore Convention & Visitors Authority  
Paul Lohmann – President, Village of Beecher  
Mike McIntire – West Creek Township  
Dewey Pearman – Construction Advancement Foundation

**Study Process**

- Is the Study Area broad enough?
- Congestion Management Process: Multi-modal alternatives
- Taking too much time to complete
- Preservation of determined corridor
- What market are we looking to serve?

**Environmental**

- Preserve farm land
- Preservation of environmental assets, farmland
- Homes minimize impact
- Urban sprawl
- Taking of farm land
- Environmental justice: disinvestment in lakefront communities
- Be compatible or support local land use plans



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**Transportation**

- Network continuity, bi-state route options
- Limit number of interchanges
- Promote transportation
- How much congestion will this mitigate?
- Reduce truck congestion
- Cut through truck traffic as far south as 16 14
- Stormwater management
- Kankakee River Basin water quantity

**Economic Development**

- Not adversely impact Gary
- Perception this for new Illinois airport
- Corridor should be where it is most attractive to investor
- Maximize economic development potential
- Work with locals to determine standards for hotel development and restaurant impacts to existing markets

**Costs**

- Cost
- Toll or Interstate
- What commitment is there to build?
- Is Government willing to sell bonds for construction?





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Table 2 (Green)-Issues and Concerns

**Table Participants:**

Tom Goralczyk – President, City of Merrillville  
Kay Nelson – Northwest Indiana Forum  
Ian Nicolini – Cedar Lake Town Administrator  
Donald Babcock – Northern Indiana Public Service Company  
Tris Miles – City of Crown Point  
Leesa Beal – Army Corps  
Paul Leffler – Army Corps  
Keith Piszro – Cedar Lake  
Kathy Luther – Northwestern Indiana Regional Planning Commission

**Environmental**

- Flooding
- Wetland impacts
- Threatened and endangered species
- Sensitive natural areas
- Groundwater/drinking water supply on unconsolidated aquifers
- Unconfined aquifer
- Stormwater management
- Water quality
- Kankakee Wetland Restoration Project
- Kankakee floodplain drainage tributary ditches
- Wetland mitigation
- Regional vs. localized air impacts
- Historic issues
- Awareness of Great Lakes compact limits on water supply
- Air pollution
  - Emission testing
- Light pollution
- Noise pollution
- Historical sites
- Wildlife passage



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**Economic Development**

- Broadband or other corridor uses
- Development of intersections
- Light industrial or logistics parks
- Indiscriminate unplanned land use change

**Design**

- Reversible travel/traffic lanes congestion mitigation
- Aesthetic sound barrier walls
- Indiana's first green highway
- Electric vehicle charging stations
- Center restrooms/travel stops
- Travel areas
  - Diesel truck support re: no need to idle
- Multi-modal

**Community/Socioeconomic**

- Relocation of people
- Preserve livable community centers/downtowns
- Property acquisition process
- Not in my backyard
- Agricultural/land use compatibility
- Environmental justice concerns
- Farmland preservation
- Tribal cooperation
- Potentially benefits Peotone Airport at expense of Gary Airport
- Proliferation of interchanges promotes sprawl

**Traffic**

- Route 30 traffic back ups
- Alteration of existing traffic pattern
- Truck/rail connectivity



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**Project Process**

- On-going bi-state coordination
- Corridor preservation
- Funding
- IL vs. IN requirements
- NEPA/CWA404 merger

**Table 3 (Pink)-Issues and Concerns**

**Table Participants:**

Philip Kuiper – Vice President, Town of Lowell  
Rick Niemeyer – Lake County Councilman  
Steve Strains – Northwestern Indiana Regional Planning Commission  
Eldon Strong – Center Township Trustee  
Mark Maassel – Northwest Indiana Forum  
Wilbur Cox – Town of Lowell  
Doug Niksun – Town of Lowell

**Environmental and social impacts**

- Floodways/wetlands
- Environmental mitigation will be important
- How will current wetlands be impacted
- Environmental heritage
  - Work in concert to avoid wetlands, etc. while building needed routes
- Drainage impact of ditches and wetlands
- Determine environmental justice impacts on communities to north in IN
  - Gary, Hammond, E.C.
- Noise and pollution concerns

**Public safety and cost**

- Issues concerning public safety
  - Ambulance, fire, regarding funding for services to corridor
- Safety
  - Lesser traffic flow on a single road but traffic in total
- EMS coverage



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**Multi-modal options**

- Include other modes in the right-of-way including utilities recreation corridor
- Build with context sensitive design
- ROW Options
  - Does it make sense to put pipelines, railroads, etc. in same ROW

**Project limits**

- Length of Illiana? Why not all the way to I-94 (LaPorte)
- Consider long-term future and study farther east and west beyond I-55 and I-65

**Economic development**

- Enhancing the economic viability of NWI
  - Alternative traffic routes
  - Planning for job “centers” such as industrial parks
- Economic development along corridor

**Land Use Compatibility**

- Recent community planning
- Impact on Lake County Master Plan for zoning and growth in the unincorporated area
- New developments being interfered
- Community park under development
- Stone quarry’s in service as well as future
- Preservation of farmland where possible (minimize losses)
- Easement and size of corridor regarding farming impact

**Property Impacts**

- Eminent domain?
- How will current property owners be affected of highway location

**Intermodal Connections**

- Truck traffic on State Route 2
- Railroads being utilized
- Truck traffic
- Interphase with rail connections
  - i.e. Intermodal transloading
- Congestion relief (keep traffic not destined for or coming from Chicagoland away from Chicago area freeways, etc.)
- Location of interchanges on corridor
- Bypass for truck traffic needed?



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**Public Involvement**

- Form a bi-state coalition to help guide and provide input and support
- Be serious about public input throughout the study. Today is a good start.
- Is this part of Peotone Airport?
- Thoughts and input of local communities, etc. built into location and design

**Congestion Relief**

- Congestion relief for Borman expressway
- Capacity?

**Cost and financing**

- Make Illiana a toll road
- Vacant properties availability
- Right of way or corridor preservation
- Cost:
  - Build with other people's money
  - Keep tolls realistic
- Preserve a corridor soon before there is less room
- Timeliness
  - Build it in a reasonable fashion



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Goals and Objectives - Indiana

Table 1 (Yellow)-Goals and Objectives

- **Location should encourage large scale distribution logistics, and freight development**
- **Minimize negative impacts on EJ communities, farm preservation, water resources, environmental assets**
- **Support local land use plan for economic development**
- **Improve mobility and congestion in the region**

Table 2 (Green)-Goals and Objectives

- **Design**
  - Innovative design concepts
- **Community/socioeconomic**
  - Balancing community values with transportation needs throughout the bi-state region
- **Economic development**
  - Improve bi-state regional economic and technologic competitive advantage
- **Traffic**
  - Reduce congestion and increase connectivity and mobility in the bi-state region
- **Environmental**
  - Increase environmental sustainability of the bi-state region.  
(Sustainability needs to be defined)
- **Project process**
  - Strong project management plan to ensure timely achievements of milestones.

Table 3 (Pink)-Goals and Objectives

- **Develop a multi-modal corridor that provides needed capacity, multi-modal options, and freight movement.**
- **Minimize environmental, social, and property impacts.**
- **Follow thru on public involvement plan.**
- **Be sensitive to ongoing development and land use plans.**
- **Consider public safety impacts and associated cost implications.**