



Draft Stakeholder Problem Statement

The Illiana Corridor Study should address existing and future traffic congestion and improve safety in the study area. This includes providing improved east-west connections, addressing growing truck traffic on both regional and study area roads, and relieving congestion on I-80/94 and US-30. Multimodal opportunities, including transit, non-motorized, freight rail, and utilities should be examined. Access to intermodal facilities, the proposed South Suburban Airport, study area and regional jobs should also be examined. Transportation solutions should maximize the economic development and job growth potential. These solutions should also support the regionally and nationally significant freight system in the study area. Transportation solutions should be coordinated with land use and community planning. Care must be taken to first avoid and then minimize and mitigate environmental, social, and property impacts.

The study will need to closely examine the construction and operating costs of transportation solutions and ways to finance these transportation solutions. This includes tolling and public private partnerships (P3) opportunities. Right-of-way preservation should be considered. Bi-state coordination and political support are required for implementing transportation solutions.

The Illiana covers multiple jurisdictions over a large area, and therefore, care should be taken to manage the process in an efficient manner, and the planning process should move forward as rapidly as possible.



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



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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 3rd 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
- 3rd 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 3rd 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 & 2nd 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
- 3rd 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.**