



Illiana Corridor Study Corridor Planning Group/Technical Task Force Meeting #4 Summary September 19, 2011

The fourth CPG/TTF meeting for the Illiana Corridor Phase I Study was held on September 19, 2011 at the Matteson Hotel & Conference Center, 500 Holiday Plaza Drive, Matteson, Illinois, from 1:00 p.m.–3:00 p.m. The meeting included a PowerPoint presentation which recapped CPG/TTF #3, presented the draft Purpose and Need outline, explained the initial alternatives development process, and included a transportation alternatives workshop to seek input on potential corridor alternatives.

To announce the September 19, 2011 CPG/TTF Meeting #4, the following email invitation was sent on August 25, 2011, with an RSVP reminder that followed on September 12, 2011.

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

Combined CPG/TTF Meeting #4

You're Invited!

At our last meeting on August 11, 2011 the project working group was presented with the Initial technical analysis results of the existing transportation system and much of the framework for the developing of alternatives. Our September meeting will again be a combined meeting with both Indiana and Illinois CPG/TTF members. At this meeting we plan to discuss the expanded Purpose and Need points and discuss the following meeting topics:

Meeting Topics:

- Expanded outline of Purpose & Need
- Draft Transportation System Performance Report
- Workshop: Alternatives Identification Exercise

*In preparation for the alternatives workshop, members may want to review and/or print the study area environmental constraints map. The map can be found at www.illianacorridor.org/ind/illiana_study_area_map.jpg. If you are having problems printing this map and need assistance please contact either Tracy Morse or Kara Olson at 630-510-3944.

If you have any project questions please contact Kesti Susinskas, P.E., IDOT Project Manager Consultant, at 847-705-4128 or Kesti.Susinskas@illinois.gov, or Angie Fegaras, Chief of Staff, INDOT - LaPorte District, at 219-325-7507 or afegaras@indot.in.gov.

For additional project information, please check our website at www.illianacorridor.org.

We look forward to seeing you on September 19!

[Unsubscribe](#) from this list.

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Illiana Corridor Planning Group and Technical Task Force Combined Meeting #4 will be held:

**September 19, 2011
1:00 p.m. – 3:00 p.m. CST**

[Add to my Outlook Calendar](#)

**Matteson Hotel and Conference Center
500 Holiday Plaza Drive
Matteson, IL 60443**

[View map](#)

Please RSVP your attendance to Kara Olson of Images, Inc. at (630) 510-3944, or via e-mail at kara_olson@imagesinc.net by September 9, 2011.



Draft Purpose and Need Outline

Using stakeholder input and technical analysis compiled to date, the draft Purpose and Need framework was prepared by the study team. The outline was presented at the workshop to assist with the development of project alternatives, and identified the following three key points:

- 1) Improve regional mobility
- 2) Improve local system deficiencies
- 3) Provide for efficient movement of freight demand

Detailed information supporting each of the three Purpose and Need points was provided to give attendees a thorough understanding of the identified project needs.

Alternatives Development Process and Workshop

Following an explanation of the initial alternatives development process, attendees were then invited to participate in a workshop to identify improvements to the corridor to address the identified needs. The Goals of the workshop were to identify transportation modes and a location of the corridor. Each workshop table was provided with the Project Problem Statement, the Alternatives Toolbox booklet, study area and regional maps, and 11" X 17" alternative development sheets. Members were asked to record a single alternative per sheet, with no limit to the number of alternatives submitted, and to note the modes and intended Purpose and Need points addressed by each proposed alternative. Once the task was completed individually, and with the assistance of study team facilitators, tables were encouraged to collaborate amongst themselves to attempt to consolidate ideas and reach consensus on alternative options. Each table then selected a spokesperson to report back to all participants on the following three items; 1. Summarize mode type and location, 2. How the alternative addresses a major transportation issue/concern, 3. Does the alternative avoid or minimize major conflicts with identified environmental constraints or land use opportunities.

A total of approximately 60 individual alternatives were generated by the eight tables, with suggestions generally including:

- Northern, central, and southern east-west route options within and south of the study area
- Possible interchange locations with I-55 and I-65
 - River Road, Route 129 along I-55
 - Near Route. 2, between Towns of Cedar Lake and Lowell along I-65



- Opportunities to parallel/utilize I-57 as a portion of the route
- Coordinate with extension of commuter rail service in region
- Possible use of the ComEd/utility rights-of-way
- Avoidance of environmental constraints and municipal boundaries/major population areas
 - Midewin National Tallgrass Prairie
 - Joliet Arsenal
 - Braidwood Nuclear Plant
 - Proposed South Suburban Airport
 - Intermodal facilities
- Provide for connection to the proposed South Suburban Airport with possible sharing of interchange
- Build as a tollway with truck-only lanes, freight corridor
- Extend the corridor west (to Morris) and east (to Michigan City)
- Connect to I-80 vs. I-55 on west end of corridor

Highlights of table collaboration presentations included the following:

TABLE 1:

1. Kristin Andersen - Metra (IL)
2. Matt Fritz - Village of Coal City (IL)
3. Christina Kupkowski - Will County Highways (IL)
4. Adam Lintner - Illinois Tollway (IL)
5. Kathy Luther - NIRPC (IN)
6. Wayne Belden - Indiana Farm Bureau (IN)
7. Rich Kula - FAA

Highlights:

- Major element discussed – entrances
 - East: between Cedar Lake and Lowell
 - West: towards Channahon
 - Stay north of airport
- Recommend toll road
- Look at freight in corridor



TABLE 2:

1. Thomas Durkin - Village of Crete (IL)
2. Seth Jansen - Office of Congressman Kinzinger (IL)
3. Ignacio Carrillo - South Suburban Action Conference (IL)
4. Jody Melton - Kankakee River Basin Development (IN)
5. Wade Spang - Midewin (IL)
6. Elizabeth McCloskey - U.S. Fish and Wildlife Service
7. David VanderZee - Pace (IL)
8. Liz Pelloso - USEPA

Highlights:

- Update GIS to include Metra SE service extension and wetlands
- Update rail corridors
- Need understanding of the truck origin and destinations
- No consensus on an overall alternative
- Widen scope to include further south
- Consider that the travel benefits of northern corridors may be much greater despite reasonable impacts.
- Some support for a south route or south to northwest route

TABLE 3:

1. Frank Patton - Union League (IL)
2. Max Bosso - Village of Elwood (IL)
3. Norm West - USEPA
4. Eldon Strong - Center Township (IN)
5. Bob Carnahan - Town of Cedar Lake (IN)
6. Tim Nugent - Village of Manteno (IL)
7. Richard Duran - Village of Peotone (IL)
8. Mike Bossert - Kankakee County (IL)
9. Justin Cajindrus - Senator Durbin's Office (IL)

Highlights:

- Several maps presented; differences were on the Indiana side
 - South of Lowell
 - Interest in providing multi-modal freight rail and highway service
 - Between Cedar Lake and Lowell
 - North of Kankakee River



TABLE 4:

1. Tim Good – Forest Preserve District of Will County (IL)
2. Don Kopec – Chicago Metropolitan Agency for Planning (IL)
3. Jerry Townsend – Village of University Park (IL)
4. David Wallace – Village of Monee (IL)
5. Jamy Lyne – Will County Executive Office (IL)
6. Steve Strains – NIRPC (IN)
7. Virginia Laszewski – USEPA
8. Paul Lohmann – Village of Beecher (IL)

Highlights:

- Identified different routes and different modes
 - Through Joliet Arsenal property
 - South of Joliet Arsenal property
- Noted that area northeast of airport is rich with natural resources
- Southwest portion of study area has many wetland areas

TABLE 5:

1. William Borgo – Village of Manhattan (IL)
2. George Malis – Sierra Club (IN)
3. Phyllis Malis - (IN)
4. Mark Thompson – Hanson/IDOT Aeronautics (IL)
5. James Moustis – Will County (IL)
6. Gideon Bluestein – Illinois Chamber of Commerce (IL)
7. Jim Bilotta – Will County (IL)
8. Jim Piekarczyk – Kankakee County (IL)
9. Michael Lammey – Kankakee County (IL)

Highlights:

- Recommended tollway with a rail component, and large enough for pipelines
- Possibly provide for a bike lane
- Noted significant amount of strip mining in southwest portion of study area

TABLE 6:

1. George Gray – Village of Peotone (IL)
2. Martin Monahan – Citizen/Retired Highway Engineer (IL)
3. Taghi Arshami – The Arsh Group
4. Lorin Schab – Midewin Alliance (IL)
5. Marc Nelson – Village of Manhattan (IL)
6. Harry Gilmore – Robinson Engineering (IL)
7. Pat Mussman – West Creek Township (IN)



Highlights:

- Promote region connectivity – freight, commuters
- Focused on the 3 Purpose and Need points, and suggested 4 corridor types to address those points
- Avoid natural areas

TABLE 7:

1. Colin Duesing – Will County Land Use (IL)
2. Greg Ruddy – City of Joliet (IL)
3. Bill Viste – IDOT AERO (IL)
4. Bill Brown – NIRPC (IN)
5. Ed Paesel – South Suburban Mayors and Managers (IL)
6. Michael Einhorn – Village of Crete (IL)
7. Doug Niksch – Town of Lowell (IN)

Highlights:

- Consensus for IL route
 - I-55 interchange near Wilmington
 - Route north of airport, utilizing I-57 and sharing airport interchange
- No consensus for IN route
 - Between Cedar Lake and Lowell
 - South of Lowell

TABLE 8:

1. Bill Lenski - RTA (IL)
2. Robert Hommes – Midewin Alliance (IL)
3. Bruce Friefeld – Will County (IL)
4. Richard Ludlow – Town of Schneider (IN)
5. Michael Van Mill – Economic Alliance of Kankakee (IL)
6. Donald Parker – Lowell Town Council Candidate (IN)
7. Tony Graff – City of Wilmington (IL)
8. Andrew Hawkins – Forest Preserve District of Will County (IL)
9. Bill Oathoff – Kankakee County Board (IL)

Highlights:

- Recommended routes south of airport
- IN routing near/south of Lowell
- Western terminus interchange locations: I-55 at River Rd., I-80 between Joliet and New Lenox



Questions and Comments Discussed

Attendees were encouraged to ask questions during the presentation, and the following inquiries were addressed:

Question: How was the study area determined north to south?

Answer: There are other transportation studies ongoing to the north. Physical constraints such as the dense development that exists in the south suburbs and in the Kankakee area, led to the selection of the current north and south limits of the study area. Sensitive lands such as the Kankakee River floodplain also are considered when identifying study area limits. Study limits can change if warranted by further analysis; furthermore, the Illiana transportation modeling goes beyond the study area to cover the entire Northeast IL – Northwest IN region.

Question: Referencing Page 10 of the PowerPoint handout regarding population growth, did the study team check with the counties and MPO's for projections?

Answer: The developed trends analysis was sent to the counties and three MPO's within the study area.

Question: What underlying problem is this study trying to solve? If the issues are traffic and truck problems on I-80, why is it not in the study area?

Answer: This study is focusing on three levels: national related to interstate traffic problems, regional issues to identify bottlenecks within the study area, and locally to address the heavy truck generator facilities impact on the existing transportation network. The local roadway network is not built-out to support the types of trips and vehicles that are projected in the future

Question: Do we know where the bottlenecks are now?

Answer: National and regional modeling has been completed, so we can understand the increase in cars and trucks in the study area, and the higher growth of trips in the east west direction. The next step is to define the specific routes that are projected to have deficiencies in the future. There will be another meeting in October with more specific data on modeling and Purpose and Need details.

Comment: USEPA has asked that alternatives consider a green corridor, providing mitigation, connecting the region, and sustaining ecosystems.



Next Steps

The information generated by the workshop will be used to develop an initial set of system alternatives. Similar alternatives may be combined, with investigation into combination strategies. Alternatives will be tested for transportation performance, and be refined to minimize potential impacts. It was requested that any additional alternative recommendations be submitted by CPG/TTF members to IDOT by October 3, 2011 so that they can be summarized and reviewed prior to the next meeting.

CPG/TTF Meeting #5 will be held on October 25, 2011 at Avalon Manor in Indiana. Agenda topics will include:

- Presentation of the Draft Transportation System Performance Report
- Draft Purpose and Need Discussion
- Alternative Evaluation Criteria
- Initial Alternatives to be Evaluated

It is anticipated that CPG/TTF #6 will be held on December 6, 2011, at which time the first round screening and evaluation will be presented along with a preview of Public Meeting #2.

Additional Attendees

The meeting also attended by the following participants in addition to those detailed at specific tables totaling 80 participants in all:

OBSERVERS:

1. Matt Fuller – FHWA
2. Glenn Harris – FHWA
3. Bennie Bruinius
4. Dennis Bachman – FHWA
5. Mike Hines – FHWA
6. Amy Hanson – FAA
7. Jennifer North
8. Doug Hayes – Ridge Property
9. Ray Kerkstra – R & L Development
10. Keith Benman – Times
11. Wendell Mosby – Prairie State College
12. Al Riley – State Representative, Illinois 38th District
13. David Murtaugh – Regional Director NW Indiana – Senator Dan Coats
14. Joyce Newland – FHWA
15. Marta Perales – IL MPO
16. Anonymous attendee