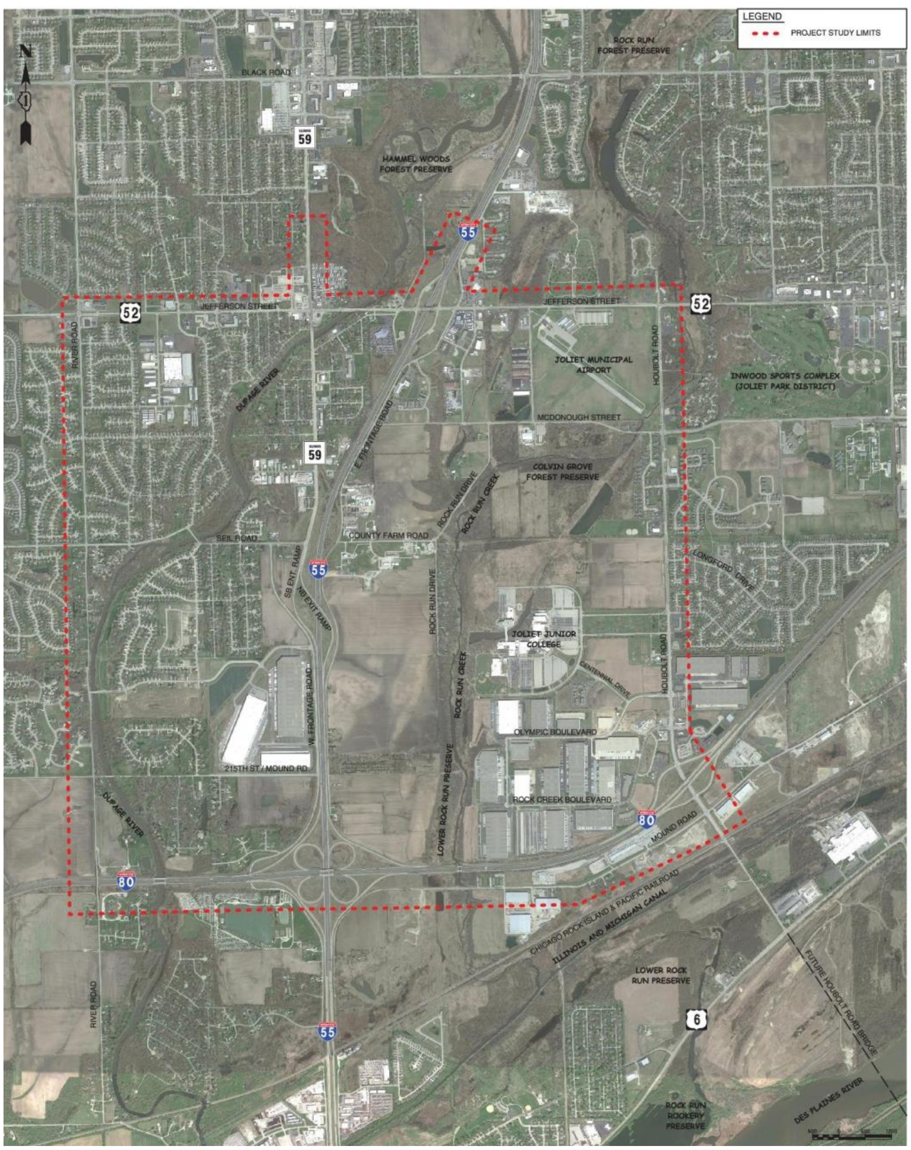
I-55 at IL 59 Access Project

Purpose and Need

Interstate 55 from I-80 to US 52

February 2018

FAI 55, Will County
Job No. P-91-132-17



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1. Project Background

I-55 is an interstate freeway, which originates from Chicago, Illinois (northern terminus) and extends southward to New Orleans, Louisiana (southern terminus). It is an important north-south full access controlled route within the National Highway System. In the Midwest, it provides a critical and continuous linkage between Chicago, Illinois and St. Louis, Missouri. Within the northeastern Illinois region, I-55 serves as both a freight and commuter primary access corridor. It accommodates both long distance travel needs from Chicago to the south and southwest United States, and short to moderate distance travel within western Will and neighboring Counties. This study recognizes previous evaluations and study recommendations, and will be intentional in consideration for compatibility with the recommended actions in those studies.

1.1 Previous and Current Studies

Several previous reports and studies have consistently identified interstate and local network system limitations with several of the evaluation features noted above. A summary of the previous studies is included below.

- Access Justification Report (June 2008). A draft access justification report was prepared for the City of Joliet in June 2008. The study focused on a need to modify the existing access at the IL 59 / I-55 interchange to convert it to a full interchange.

- Joliet Regional Gateway Project (November 2016). A draft access justification report and traffic impact study was prepared for the City of Joliet and recommended completing the remaining interchange movements at I-55 / IL 59. The study also provided a list of recommendations on the local roadway network, and demonstrated a lack of roadway connectivity between existing east-west roadways in the region. The study also identified capacity deficiencies and safety concerns along US 52 (Jefferson Street) between IL 59 and Houbolt Road.

- I-80, from Minooka (Ridge Road) to US Route 30. IDOT is the lead sponsoring agency of a Phase I Preliminary Engineering and Environmental Study that is studying the current and future transportation needs of the I-80 corridor. The study includes an analysis of existing roadway and bridge deficiencies, safety and capacity issues, and future transportation needs, and includes an extensive public involvement process.

- I-80 / Houbolt Road Diverging Diamond Interchange (2016 - Current). The City of Joliet (lead agency) with IDOT are currently performing a study and beginning the design process to convert the existing diamond interchange at Interstate 80 and Houbolt Road to a diverging diamond interchange. This project is separate but is compatible with a future privately led and funded Houbolt Road extension over the Des Plaines River. Construction on the new diverging diamond interchange and the Houbolt Road bridge over the Des Plaines River is anticipated to begin in the next few years.

1.2 Study Area Characteristics and Existing Roadways

The project study area is located in the City of Joliet and the Village of Shorewood in Will County, Illinois. The study area is generally bounded by I-80 on the south, US 52 (Jefferson Street) on the north, River Road on the west, and Houbolt Road on the east that encompasses approximately seven and a half (7.5) square miles. The general location map of the study area is shown below in **Figure 1.1**.

This region is continually undergoing rapid growth with new commercial, residential, and industrial land development. The study area contains two interstates and several local roadways.

A description of the study area major roadway facilities are summarized below:

- Interstate 55 (I-55) is a full access controlled north-south expressway with a six lane section carrying an ADT of nearly 63,000 vehicles per day (vpd). There is a partial interchange (northbound exit ramp and southbound entrance ramp) with IL 59 / Seil Road located in the Village of Shorewood.

- Interstate 80 (I-80) is a full access controlled east-west expressway with a four lane section servicing approximately 66,000 vpd with a full interchange located at Houbolt Road in the City of Joliet. Interstate 80 is currently being evaluated under a separate NEPA study by IDOT, between Minooka and US Route 30 in the City of Joliet. A cloverleaf system interchange provides full access between I-80 and I-55.

- US Route 52 (Jefferson Street) is a heavily traveled four lane facility with an existing ADT varying from 24,200-33,300 vehicles per day within the study area. The route is classified as Other Principal Arterial and is generally undivided with left turn lanes provided at major intersections only. US 52 is under the jurisdiction of IDOT.

- IL Route 59, south of US 52, was reconstructed in 2008-2009 to provide a five lane suburban section (two through lanes in each direction and a left turn lane). The route is classified as other principal arterial, and carries an existing ADT from 22,800 to 33,500 vpd. A barrier median is provided in the newly constructed area. IL Route 59 is also designated as a strategic regional arterial (SRA) Route in northeastern Illinois. The strategic regional arterial (SRA) system is intended to carry larger volumes of traffic at higher speeds as a complement to the region's expressway system. The ramps between IL Route 59 and I-55 were also realigned and reconstructed as part of the improvement. IL 59 is under the jurisdiction of IDOT.

- Houbolt Road runs north-south and ends at US 52 to the North and US 6 to the south. The roadway has an ADT varying from 11,300 to 22,600 vpd and is generally a five lane urban section (two through lanes in each direction and a left turn lane) and is classified as a minor arterial. A raised, barrier median is provided in some sections while flush medians are provided in other sections. Houbolt Road provides the primary vehicular access to the Joliet Junior College campus. Houbolt Road is under the jurisdiction of the City of Joliet. IDOT partnered with the City of Joliet to fund interchange improvements at I-80 and Houbolt Road, and a privately funded future Houbolt Road extension to the south is being developed and pursued for construction of a bridge over the Des Plaines River.

- Seil Road is a two-lane, east-west roadway with an ADT of 10,900 vpd and is classified as major collector. This roadway provides access between the existing, partial I-55 / IL 59 interchange and the Village of Shorewood. Seil Road is under the jurisdiction of the Village of Shorewood.

- McDonough Street is a two-lane, east-west roadway with an ADT ranging between 2,700 to 5,600 vpd and is classified as major collector to the east of Houbolt Road and a local street west of Houbolt Road. McDonough Street ends at the I-55 East Frontage Road. McDonough Street is under the jurisdiction of the City of Joliet.

- County Farm Road is a two-lane, east-west roadway with an ADT of approximately 200 vpd, which services mostly the Kinder Morgan Pipeline Company, a few other light industrial type businesses and several residential properties along Rock Run Drive. County Farm Road is under the jurisdiction of Troy Township and ends at the I-55 East Frontage Road.

- Rock Run Drive is a two-lane, north-south street with an ADT of less than 100 vpd, which serves 20 single family homes. Rock Run Drive is classified as a local street and is under the jurisdiction of Troy Township.

- Mound Road is a two-lane, east-west roadway, with an ADT of approximately 800 vpd, which provides access to residential subdivisions located in the Village of Shorewood. The east end of Mound Road ends at the I-55 West Frontage Road. Trucks are prohibited from using this roadway within the study area. Mound Road is under the jurisdiction of the Village of Shorewood and is classified as a major collector.

- River Road is a two-lane, north-south roadway and is located on the west side of the study area. The existing ADT ranges between 3,000 to 9,400 vpd. River Road is classified as a major collector and primarily provides access to residential subdivisions in the Village of Shorewood.

- The I-55 East Frontage Road is a two-lane roadway that parallels I-55 on the east side of I-55, with an ADT of 2,100 vpd. The I-55 East Frontage Road terminates just north of the I-55 / I-80 system interchange. The roadway is classified as a local street and is under the jurisdiction of Troy Township.

- The I-55 West Frontage Road is a two-lane roadway that parallels I-55 on the west side of I-55, with an ADT of 2,200 vpd. The I-55 East Frontage Road continues south of I-80 and ends in a residential subdivision. The I-55 West Frontage Road is the only access point for a residential subdivision located on the southwest corner of the I-55 / I-80 system interchange. The road terminates on the north at Seil Road just west of the I-55 / IL 59 partial interchange. The portion of the West Frontage Road between Mound Road and Seil Road is classified as a major collector and is under the jurisdiction of the Village of Shorewood. The portion of the West Frontage Road between Mound Road and its south terminus is classified as a local street and is under the jurisdiction of Troy Township.

Major traffic generators include multiple industrial parks such as the industrial park complex along Rock Run Drive and Olympic Boulevard, the inland freight port to the south, businesses and government employment centers in downtown Joliet (4 miles from study area), Joliet Junior College and Joliet Regional Airport. Existing Shorewood residential communities are present the entire north-south length on the west side of the study area, from I-55 westward approximately 2 miles to the western village limits. Additional destinations of significance include many forest preserves, municipal parks and trails frequented for recreation.

This project study area is such that there are not two logical termini; instead, the area is almost 3.0 miles by 2.5 miles. Study area boundaries were chosen to encompass major collectors, recognizing the association of each major collector with and to the interstate or through the study area, from one end to another. The relationships between these higher functional routes, including interstate, county or major municipal routes is important in the study of potential alternatives and in the identification and evaluation of system operations. I-80 is the southern logical terminus; Both IDOT and the City of Joliet have current studies on-going along I-80 and at the I-80/Houbolt Road interchange. River Road and Houbolt Road were chosen as the western and eastern study area boundaries/logical termini, while US 52 (Jefferson Street) was chosen as the northern study area boundary/logical terminus.

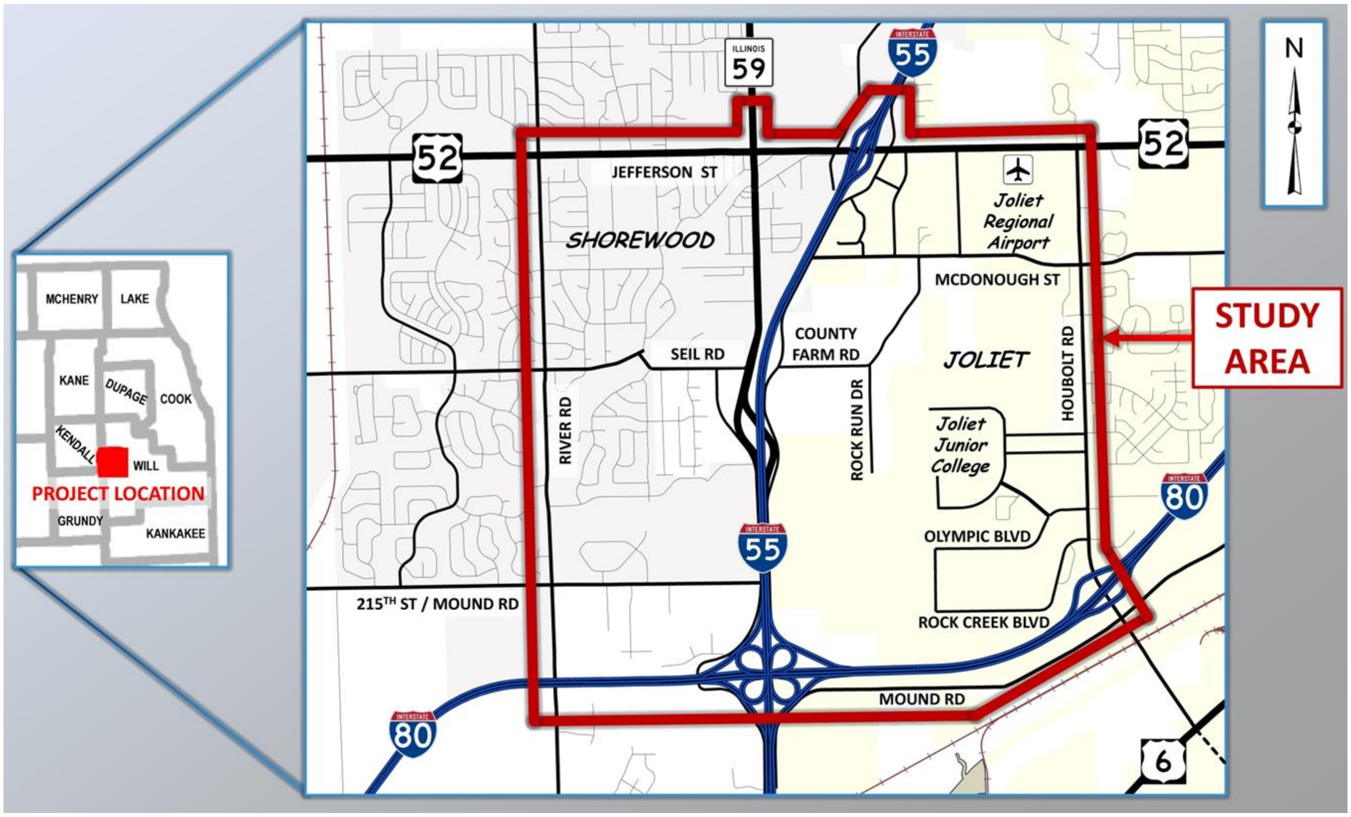


Figure 1.1 Project Location Map and Study Area

The project study area has historically and is expected to continue to experience steady growth in both population and economic development. The existing land-use conditions within the study area are a mix of residential, commercial, industrial, and public/open space. The City of Joliet does not have a current comprehensive land use plan. The zoning map for the City of Joliet is shown in **Exhibit B.** The existing and proposed land use plans for the Village of Shorewood are shown in **Exhibit C** and **Exhibit D**, respectively. A larger scale existing and future land use plan for the study area is shown in **Exhibit E**.

The City of Joliet and Village of Shorewood both support and endorse the Chicago Metropolitan Agency for Planning (CMAP) comprehensive regional plan for 2040. Population forecasts included in the "CMAP Go To 2040 Plan", the population and employment in Will County, the City of Joliet, and the Village of Shorewood are anticipated to increase.

- Will County: The population is expected to increase by approximately 76 percent from 669,013 in 2010 to 1,175,218 in 2040. During the same period, employment is expected to increase by approximately 116 percent from 201,854 to 437,110.
- City of Joliet: The population is expected to increase by approximately 44 percent from 164,462 in 2010 to 236,267 in 2040. During the same period, employment is expected to increase by approximately 77 percent from 55,113 to 97,780.
- Village of Shorewood: The population is expected to increase by approximately 131 percent from 17,353 in 2010 to 40,139 in 2040. During the same period, employment is expected to increase by approximately 98 percent from 3,508 to 6,958.

Past development within or in proximity of the study area has primarily been constructed where access to major streets and/or interstates are available.

Where there are large population centers with substantial number and size of undeveloped properties, some level or extent of development is anticipated to grow regardless of the operational effectiveness of the traffic network. All improvements to the roadway network will provide positive secondary benefits to the types and range of developments which can be supported by the region, either in travel routing or travel time duration.

Since it is the only fully accessible interchange to local routes along within the project study area, travel to and from I-55 to many of the major developed parcels by necessity includes travel along US 52, a four-lane principal arterial.

The projected increase in economic activity will generally result in an increased transportation demand by increasing the number of employees commuting to and from their jobs, additional customers travelling to and from the various businesses, and products/freight being transported to and from the region. Will County lies at the crux of global routes, including the largest inland port in North America. Will County's geographical location near the Chicago area trade hub and its extensive transportation and logistics assets, as well as future opportunities for freight-dependent businesses and development will continue. The Will County Community Friendly Freight Mobility Plan (Freight Plan) identifies Joliet/Elwood as a freight supercluster, which includes the Intermodal, **I-80/Houbolt Road**, Channahon, and New Lenox freight clusters (**see Exhibit F**). Note that a large portion of the I-80/Houbolt Road freight cluster is located within the project study area, which is shown in **Exhibit G**. The freight plan is a unique public–private partnership of Will County and the Will County Center for Economic Development (CED), with additional support from organizations such as: Illinois Department of Transportation, the Workforce Investment Board of Will County, Three Rivers Association of Realtors, Federal Highway Administration and CMAP.

Consequently, this leads to a need for transportation improvements within the region. In order to adequately address the anticipated socio-economic and freight growth, there is a need to improve accessibility to and from I-55 and I-80 while also increasing capacity and traffic operations by increasing the east-west connectivity over I-55 of other roadways within the study area.

2. What is the Need of the Project?

Data and technical evaluation show that the project is needed to improve regional mobility and local connectivity and system linkage. The project need has been defined by review of technical data as well as an early and strong stakeholder involvement process.

2.1 Improve Regional Mobility and Local Connectivity

The regional and local growth within the study area has changed the nature of the surrounding land use as well as the travel demands on the facility. Residential, industrial and commercial properties, including railroads depend on I-55 and I-80 for work trips, and the local roadway network for access for the distribution of goods and services and mobility through the region. According to CMAP's travel demand model, there is a strong trip origin-destination desire to travel between the City of Joliet and the City of Shorewood east and west through the study area. Furthermore, there is also a strong desire to access the Chicago Central Business District via I-55 to and from the traffic analysis zone located within the project study area. The growth in travel demand is consistent with the regional growth history and is projected to continue into the future.

Table 2.1 below summarizes the existing roadways within the study area; including their classification and the existing average daily traffic (ADT), projected 2040 No-Build ADT and anticipated traffic growth within the study area. The ADT volumes in the table are based on traffic counts performed in spring 2016. Refer to attached **Exhibit A** for a map that depicts the existing and 2040 no build ADTs.

Table 2.1 Existing ADT and 2040 No Build ADT

Roadway	Classification	Existing ADT	2040 No Build ADT	Traffic Increase
Interstate 55	Interstate	62,300	78,000	20%
Interstate 80	Interstate	66,200	79,000	16%
IL 59	Other Principal Arterial (SRA)	24,000 – 34,000	30,000 – 41,000	17% – 20%
US 52	Other Principal Arterial	24,200 – 30,300	34,000 – 43,000	29% – 30%
Houbolt Road	Minor Arterial	11,300 – 22,600	21,000 – 26,000	13% – 46%
Mc Donough Street	Major Collector	2,700 – 5,600	4,000 – 9,000	33% – 38%
Airport Road	Local Road	1,100	1,600	31%
McDonald Road	Local Road	2,100	3,000	30%
Olympic Boulevard	Local Road	4,900	7,000	30%
Rock Creek Boulevard	Local Road	6,500	9,000	28%
County Farm Road	Local Road	200	300	33%
Seil Road	Major Collector	10,900	20,000	46%
I-55 East Frontage Road	Local Road	4,800	7,000	31%
I-55 West Frontage Road	Local Road	2,200	7,000	69%
Mound Road (215th Street)	Major Collector	800	6,000	87%
US 6	Other Principal Arterial	11,400	22,000	48%

Under a no-build scenario, capacity on existing local roadways and signalized intersections in the study area are expected to further degrade from conditions that are already below acceptable levels of service. **Table 2.2** below summarizes the levels of service for existing and no-build conditions at signalized intersections. The table also summarizes movements at the signalized intersection with a failing level of service of E or F for the 2040 no-build conditions.

Level of Service (LOS) is a measure by which the quality of traffic flow on a roadway or intersection operates under specific traffic conditions. LOS accounts for the operating speed, traffic density, driver discomfort and convenience relative to delay. The LOS is an operations grade, ranging from A to F, and is modeled utilizing the peak morning and evening traffic volumes for a typical weekday. An A LOS equates to a free flow condition with very little to no noticeable delay. An LOS from B to F reflect conditions with decreasingly effective traffic operations and noticeably increased delays. A LOS F would equate to a gridlock condition at peak hour with extensive delays. **Figure 2.1** below shows the different levels of service graphically along US 52 during different time of the day.

Figure 2.1 Level of Service Example Graphic

Acceptable Interstate Levels of Service, per FHWA, should fall within LOS A through C. Both I-80 and I-55, and in particular the ramp weaving and merging movements between these two interchanges are at an unacceptable LOS in the current condition, and will continue to worsen through 2040, with many currently acceptable movements dropping to unacceptable levels with no improvements. Intersection Levels of Service are similarly graded. Acceptable LOS for any roadway which is classified as a Strategic Regional Arterial, or SRA Route range from A-C, while all other non-interstate roadways have an acceptable LOS range from A-D. Within the study area, IL 59 is the only route classified as an SRA Route. Individual movements at each intersection (both turning and through movements) are evaluated, as well as overall intersections. While US 52 at IL 59 and US 52 at I-55 southbound ramps currently fail as an overall intersection, at least five intersections will have an unacceptable LOS by 2040 without network improvements **(see Figure 2.2)**, and over 30 movements at intersections will similarly have unacceptable LOS in year 2040.

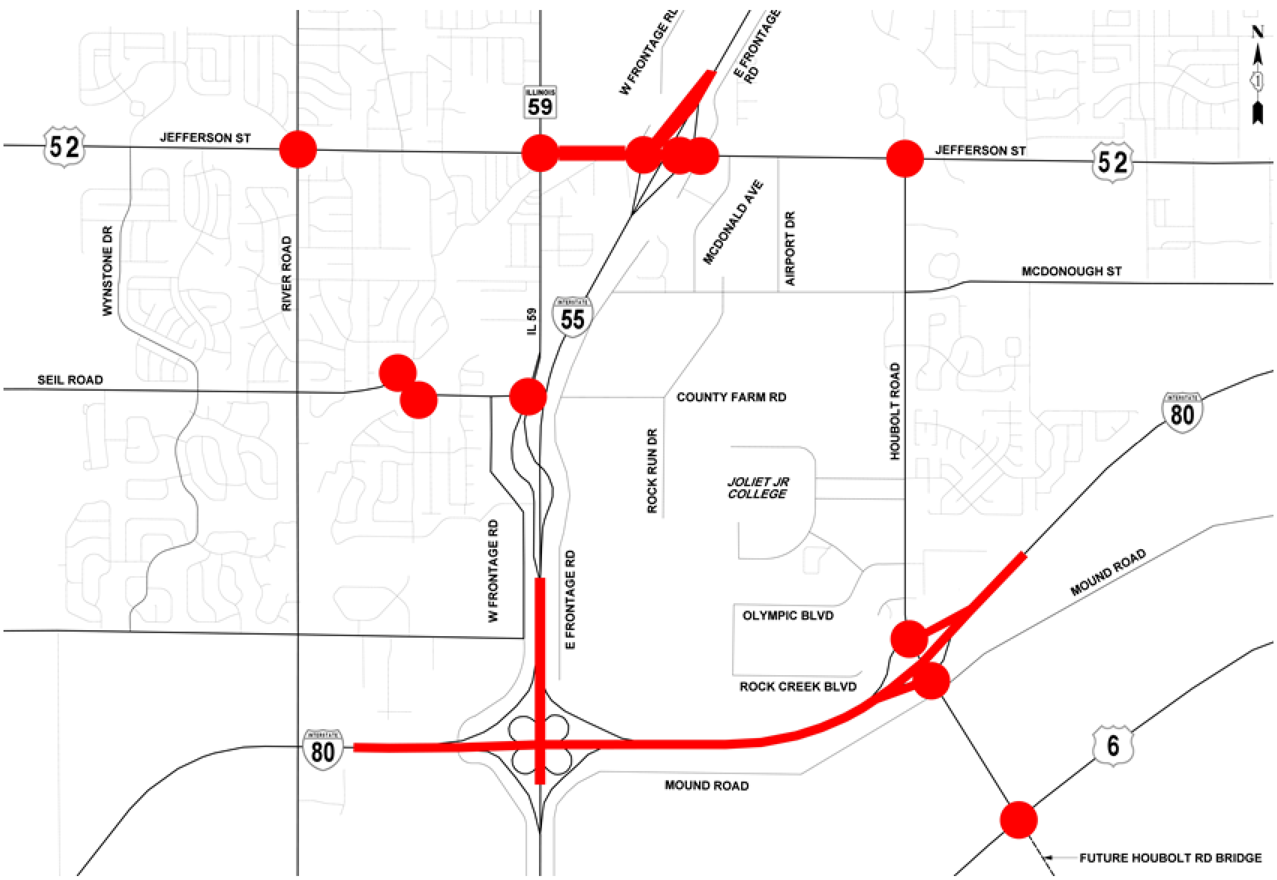


Figure 2.2 Unacceptable Levels of Service (LOS) along I-55, I-80 and major intersections within the study area by 2040

Table 2.2 Signalized Intersection Levels of Service

Signalized Intersection	Existing Intersection LOS AM/(PM)	2040 No Build Intersection LOS AM/(PM)	2040 No Build Movement with LOS E or LOS F (AM and/or PM)
US 52 at River Rd	C / (D)	E / (F)	EB Thru/Right, EB Left, WB Thru/Right, NB Thru/Right, SB Thru/Right, SB Left
US 52 at Brookshore Dr	B / (B)	B / (B)	(none)
US 52 at IL Route 59	D / (E)	E / (F)	EB Left, WB Thru/Right, NB Thru/Right, NB Left, SB Thru/Right, SB Left
US 52 at I-55 Southbound Ramps	C / (D)	D / (F)	EB Thru/Right, WB Left, SB Right, SB Left
US 52 at I-55 Northbound Ramps	B / (B)	D / (D)	EB Left, NB Right
US 52 at East Frontage Rd	B / (C)	C / (D)	EB Left, WB Thru/Right, NB Left/Thru/Right, SB Left/Thru/Right
US 52 at Houbolt Rd	C / (C)	E / (D)	EB Thru/Right, WB Left, NB Thru/Left
Houbolt Rd at McDonough St	B / (B)	C / (C)	(none)
Houbolt Rd at Longford Dr	A / (A)	A / (A)	(none)
Houbolt Rd at JJC Entrance	B / (A)	A / (A)	(none)
Houbolt Rd at JJC Exit	A / (B)	A / (B)	(none)
Houbolt Rd at Olympic Blvd	B / (B)	B / (B)	(none)
Houbolt Rd at Rock Creek Blvd	B / (B)	B / (B)	(none)
Houbolt Rd at I-80 Westbound Ramps	C / (B)	C / (B)	NB Left
Houbolt Rd at I-80 Eastbound Ramps	C / (B)	C / (C)	(none)
Houbolt Rd at US 6	B / (B)	C / (C)	EB Left, SB Left
IL Route 59 at School Rd	A / (A)	A / (A)	(none)
IL Route 59 / South I-55 Ramps and Seil Rd	C / (B)	C / (C)	EB Left, NB Left

US 52, located on the northern part of the study area, is currently a four lane roadway with two mainline lanes in each direction. Auxiliary turn lanes are provided at signalized intersections, but are absent through a majority of the study area. Currently, this roadway is over capacity in the vicinity of the I-55 interchange and at the IL 59 / US 52 intersection. US 52 has already exceeded this maximum hourly volume under existing conditions. The I-55 and US 52 has been identified as not having adequate capacity for the traffic demand currently traveling through the interchange. Considering the projected 2040 (and eventual 2050 projections) traffic volumes, US 52 in the study area will operate well above the recommended threshold for a suburban/urban two-way arterial.

A time travel study field investigation along US 52 was completed for existing conditions during morning and afternoon peak periods to measure the levels of service and validate the concerns/comments mentioned by stakeholders through the public involvement process. Results of the study show unacceptable levels of service for the eastbound direction of US 52 within the study area during the AM and PM peak periods and the westbound direction during the PM period. The worst direction observed was the westbound direction during the PM peak period. **Table 2.3** below summarizes the results of the time travel field study.

Table 2.3 Time Travel Study Results for US 52 between River Road and Houbolt Road

Time Period	Travel Direction	Average Travel Time Field Observed	Average Travel Speed	Travel Speed as % of Base Free-Flow Speed	Level of Service (LOS)
AM	Eastbound	10.8 min	**16.3 mph**	**38%**	**E**
PM	Eastbound	8.5 min	**20.9 mph**	**48%**	**D**
AM	Westbound	6.2 min	28.6 mph	66%	**C**
PM	Westbound	11.2 min	**15.7 mph**	**36%**	**E**

Capacity and weaving issues have been also identified on the interstate system within the study area. The I-80 and I-55 system interchange and I-80 are operating over their design capacities. The I-55 and I-80 weaving movements were a frequent concern raised in the stakeholder involvement process. **Table 2.4** below summarizes the interstate system levels of service within the study area for both the existing and future no build scenarios.

Table 2.4 Freeway Summary of Levels of Service

FREEWAY CAPACITY ANALYSIS	Analysis Type	Existing LOS AM/(PM)	2040 No Build LOS AM/(PM)
I-55 NB between IL 59 and I-80	Weave	**B / (C)**	**B / (D)**
I-55 SB between IL 59 and I-80	Weave	**B / (B)**	**C / (C)**
I-55 NB between IL 59 and US 52	Freeway Segment	**B / (B)**	**B / (C)**
I-55 SB between IL 59 and US 52	Freeway Segment	**A / (B)**	**B / (B)**
US 52 and I-55 SB Entrance Ramp	Ramp Merge	**B / (B)**	**B / (B)**
US 52 and I-55 SB Exit Ramp	Ramp Diverge	**B / (B)**	**B / (C)**
US 52 and I-55 NB Exit Ramp	Ramp Diverge	**B / (B)**	**B / (B)**
US 52 and I-55 NB Entrance Ramp	Ramp Merge	**B / (B)**	**B / (C)**
NB I-55, North of US 52	Freeway Segment	**B / (B)**	**B / (C)**
SB I-55, North of US 52	Freeway Segment	**B / (B)**	**B / (C)**
WB I-80, East of Houbolt Road	Freeway Segment	**C / (D)**	**C / (D)**
EB I-80, East of Houbolt Road	Freeway Segment	**C / (C)**	**D / (D)**
Houbolt Rd and I-80 WB Exit Ramp	Ramp Diverge	**C / (D)**	**D / (E)**
Houbolt Rd and I-80 WB Entrance Ramp	Ramp Merge	**B / (D)**	**C / (D)**
Houbolt Rd and I-80 EB Entrance Ramp	Ramp Merge	**C / (C)**	**C / (C)**
Houbolt Rd and I-80 EB Exit Ramp	Ramp Diverge	**D / (C)**	**E / (D)**
I-80 WB between I-55 and Houbolt Rd	Freeway Segment	**B / (D)**	**C / (E)**
I-80 EB between I-55 and Houbolt Rd	Freeway Segment	**D / (C)**	**E / (D)**
I-80 WB Exit Ramp to I-55 NB	Ramp Diverge	**C / (E)**	**C / (E)**
I-55 NB to I-80 EB Entrance Ramp	Ramp Merge	**D / (C)**	**D / (C)**
I-55 NB between I-80 on ramp and I-80 WB Off Ramp	Weave	**B / (B)**	**B / (C)**
I-55 SB between I-80 on ramp and I-80 EB Off Ramp	Weave	**C / (B)**	**F / (C)**
I-80 EB between I-55 on ramp and I-55 NB Off Ramp	Weave	**C / (C)**	**F / (D)**
I-80 WB between I-55 on ramp and I-55 SB Off Ramp	Weave	**B / (B)**	**B / (C)**

Additionally priority items noted in the stakeholder involvement include the improvement of the local roads to support additional interstate access and a perceived need to expand the existing US 52 and I-55 interchange.

2.2 System Linkage

The I-55 at US 52 interchange, located within the study area, is the only full-access service interchange in a 9.2 mile distance measured from US 6 (south of the study area) to US 30 (north of the study area). In that distance, the only other arterials which cross I-55 (with no access to I-55) are Black Road and Caton Farm Road. In the 4.6 mile distance between US 6 and US 52, there are no I-55 crossings. Refer to **Figure 2.3** for a map depicting the existing interchange inventory and I-55 roadway crossings. I-55 effectively creates a transportation barrier to the east and west and prevents system linkage, which results in traffic being funneled to US 52. A partial interchange exists at IL 59 / Seil Road and I-55, where access is provided to and from the south only; this partial access contributes to inhibiting system linkage between the interstate and regional/local roadway network.

The percent of truck traffic along I-55 and I-80 is approximately 23% and 22% of the total average daily traffic, respectively. The local area networks support access to I-55 and to a strong presence of light industrial, warehouse/distribution centers, freight facilities and other high truck traffic generators within the region. The lack of access to higher functional class routes contributes heavily to the use of local and residential streets by trucks. Consideration for additional or improved system linkage should be evaluated to reduce truck impacts to the local street network. Truck traffic concerns were frequently identified as a priority item in the early stakeholder involvement. Traffic counts were reviewed on Seil Road, Mound Road and the West Frontage Road adjacent to the Camelot residential subdivision in regards to illegal truck traffic. All combination tractor-trailer multi-unit trucks are prohibited on these aforementioned roadways. Results from Miovision traffic cameras of the illegal truck traffic are summarized in **Table 2.5** below.

Table 2.5 Illegal Truck Traffic on Seil Rd, Mound Rd and West Frontage Road

Roadway and Location	Daily Illegal Truck Volume	Daily Illegal Truck Volume Percentage of Average Daily Traffic
Seil Road Bridge over the DuPage River	8 trucks per day	8/10,900 = 0.07%
Mound Road west of the I-55 West Frontage Road	61 trucks per day	61/800 = 7.63%
West Frontage Road South of Mound Road (Access to Camelot Residential Subdivision Only)	16 trucks per day	16/1800 = 0.89%

In accordance with IDOT's policy on Complete Street's, any improvement must consider accommodating pedestrians and cyclists in the study area. Currently there is no east-west connection to cross I-55. The only bridge crossing providing connectivity over I-55 is at US 52 and does not currently accommodate pedestrian or bicycle access. Also, there is no existing pedestrian or bike accommodations across the bridge carrying Seil Road over the DuPage River. Improved connectivity with complete street accommodation would provide a much needed and safer route for pedestrians and bicyclists to commute from home to places of employment, places of worship, schools, etc.

Additionally, parallel but separate north-south DuPage River and Rock Run Trails are approximately one mile apart, but have no connections within the study area. Feedback from the public suggested that providing such connections would greatly enhance pedestrian and bicyclist connectivity to the trails, local parks and forest preserves that currently exists in and around the study area.

Stakeholder input at the Public Information Meeting, through the Community Context Audit and within the Community Advisory Group all noted and confirmed a desire for safe bicycle and pedestrian access for crossing I-55 and the DuPage River, and consideration for off-road shared-use paths along local routes for the purpose of accommodating continuity and connectivity of origins to destinations.

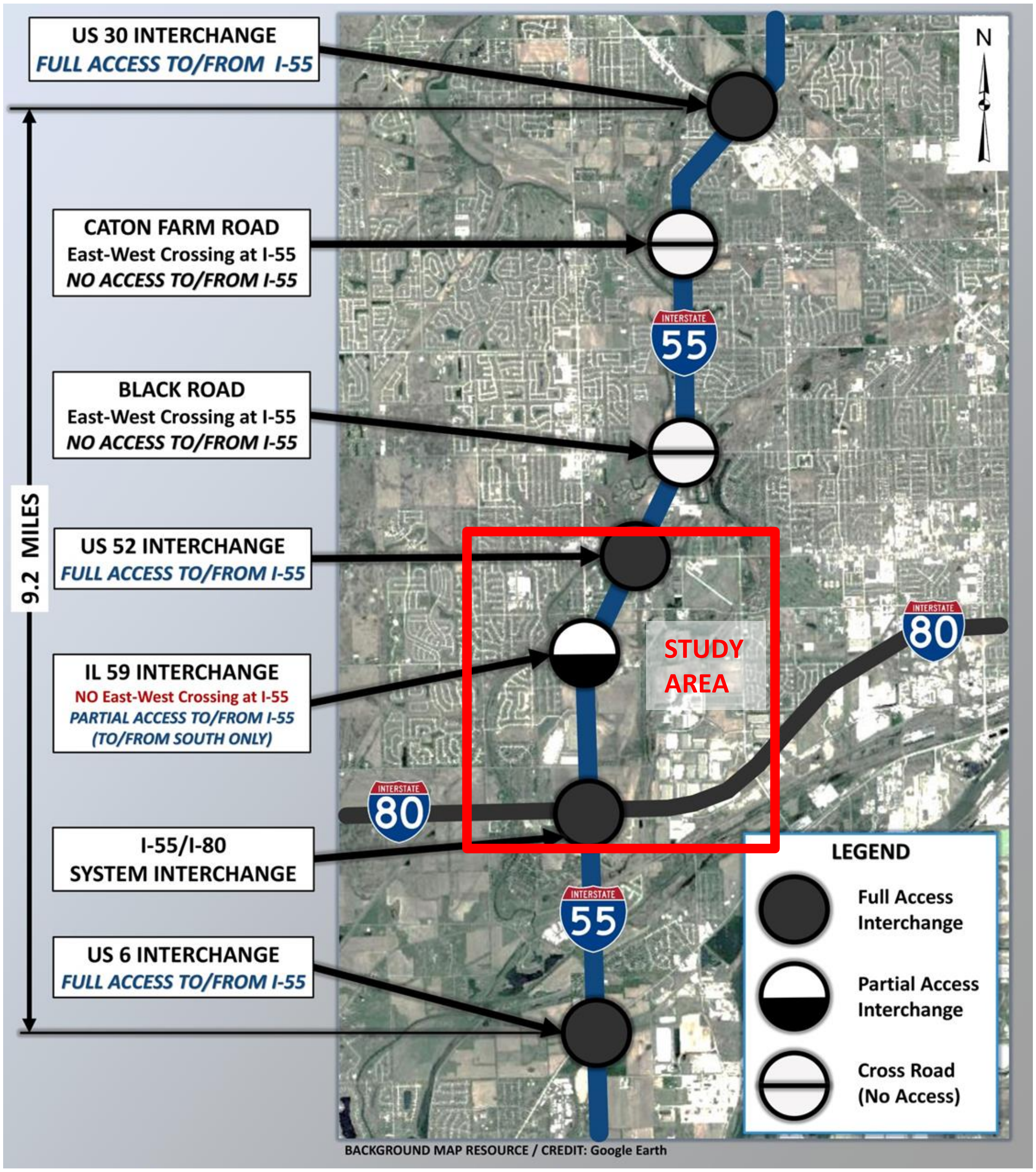


Figure 2.3 Existing Interchange Inventory and I-55 Crossings

3. What is the Purpose of the Project?

The purpose of the project is to provide an efficient transportation facility for both interstate travel along I-55 and I-80, and for the regional and local roadway network accommodated by and affected by access to and from I-55 for the existing and the future transportation needs. This will be accomplished by improving regional mobility and local connectivity and system linkage. Inherent with such improvements is the enhancement and connectivity of existing bike/pedestrian accommodations, while either avoiding or minimizing impacts to multiple and sensitive environmental and community resources.

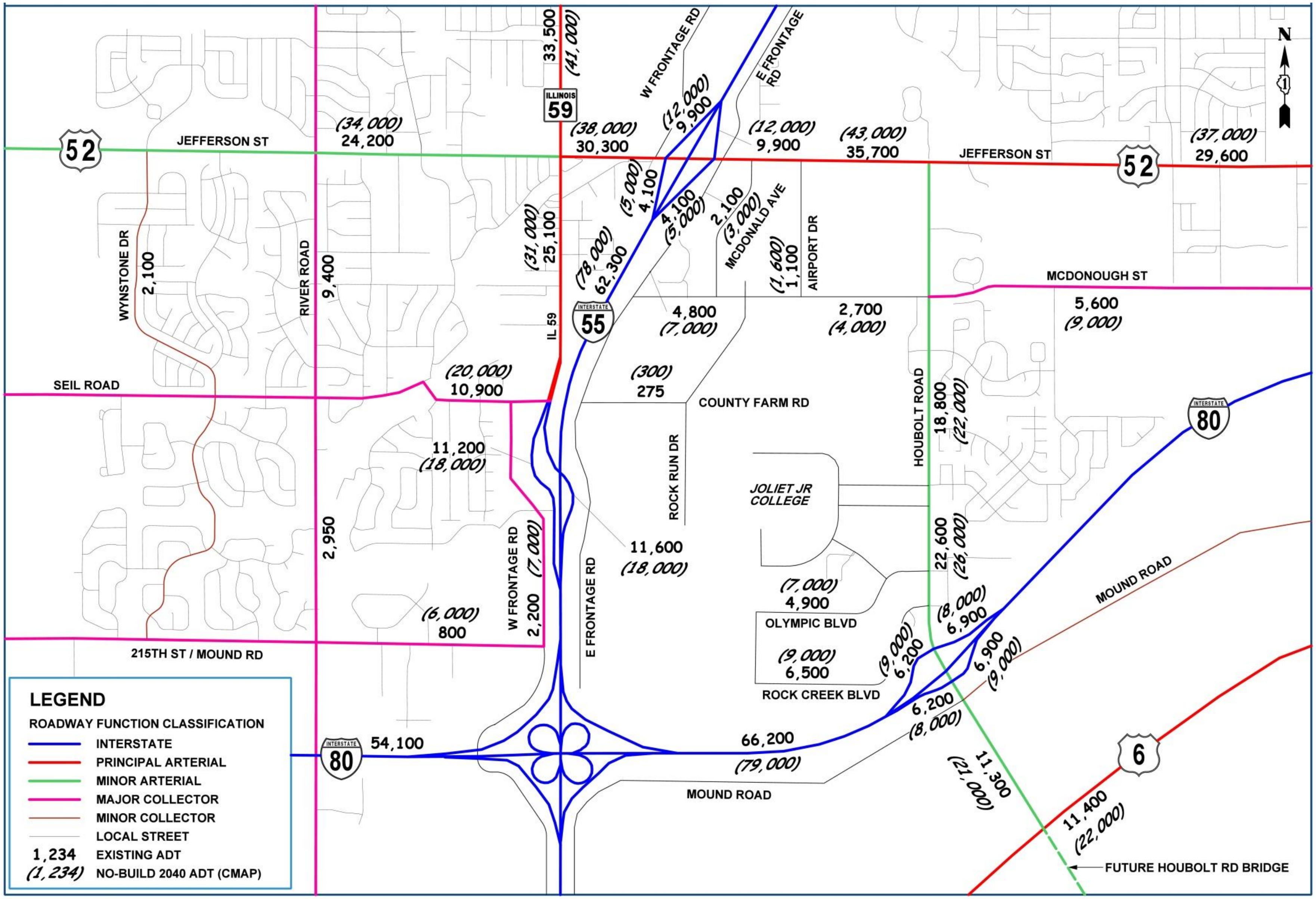


Exhibit A - Existing and 2040 No Build Average Daily Traffic

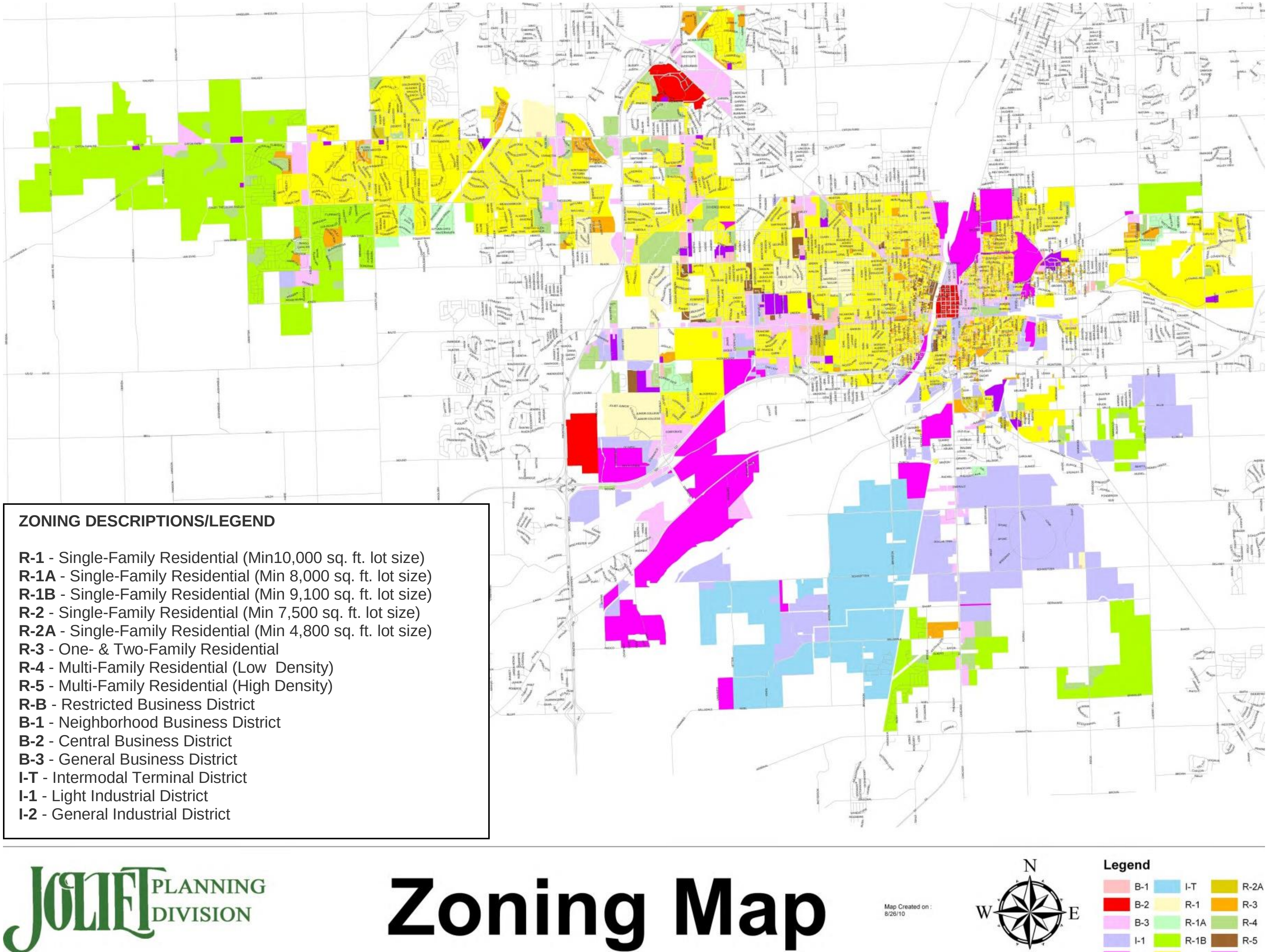


Exhibit B - City of Joliet Zoning Map (Full Map)

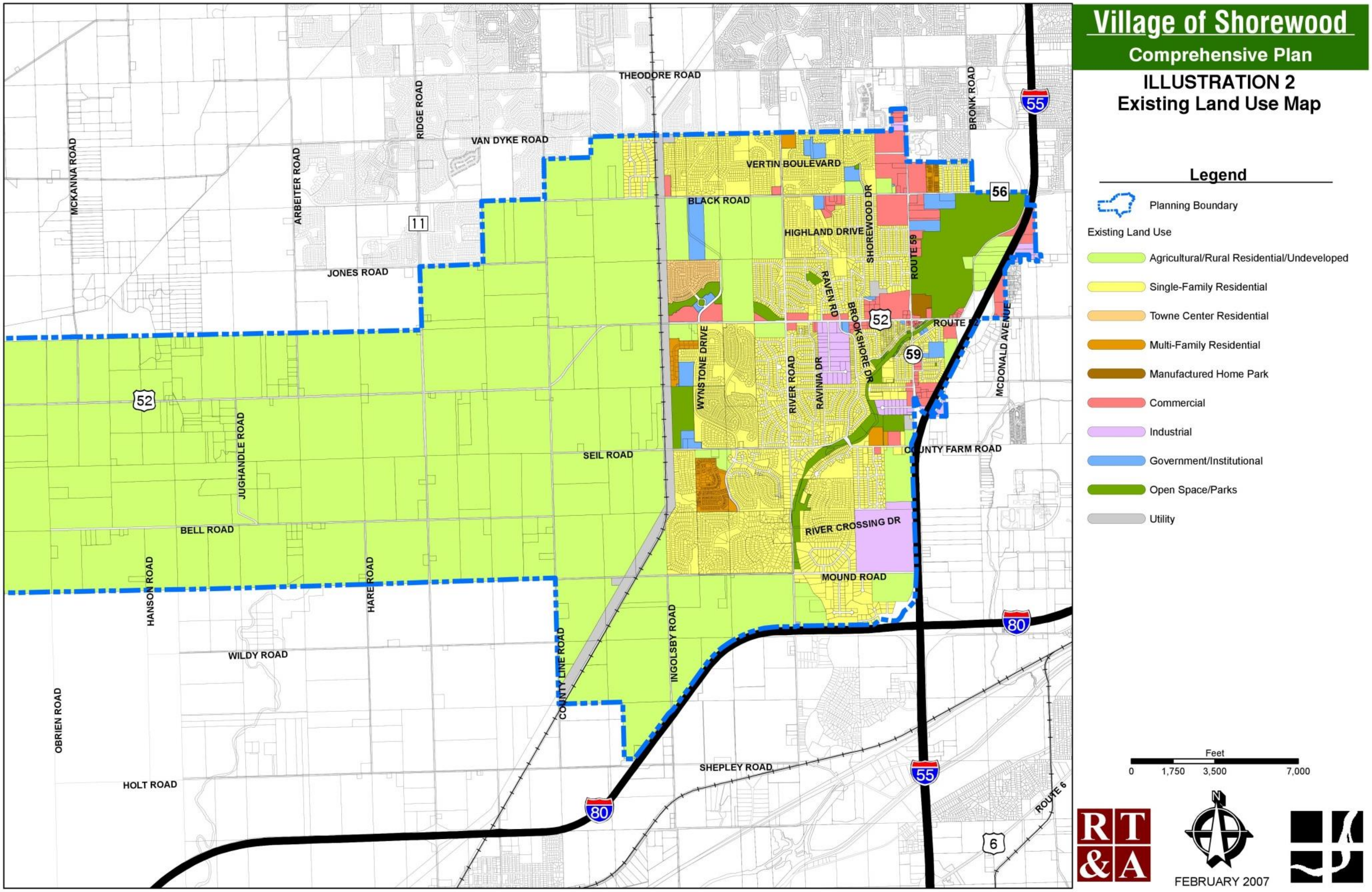


Exhibit C - Village of Shorewood Existing Land Use Plan

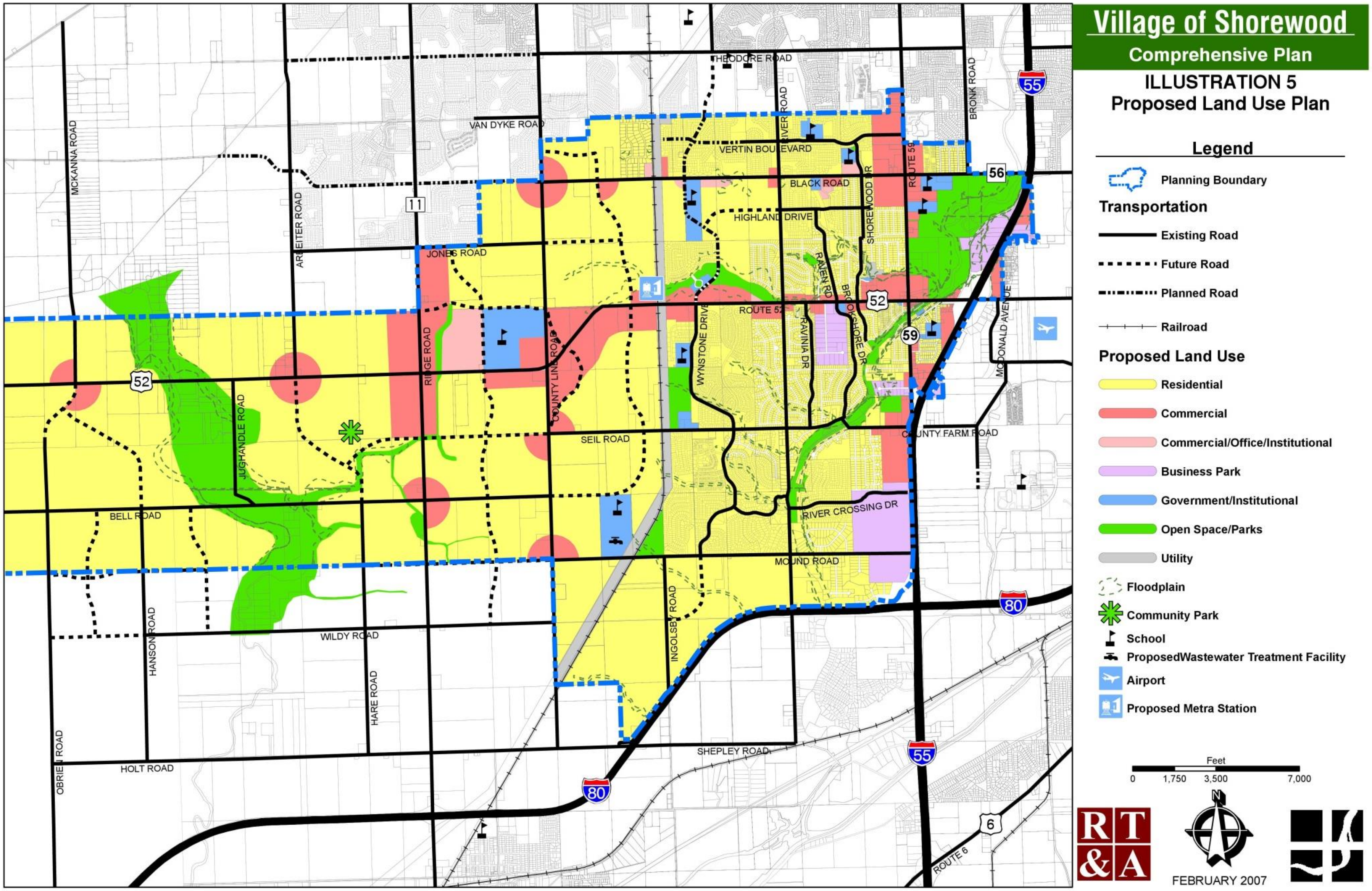


Exhibit D - Village of Shorewood Proposed Land Use Plan

Study Area Boundary

Future Land Use [1]

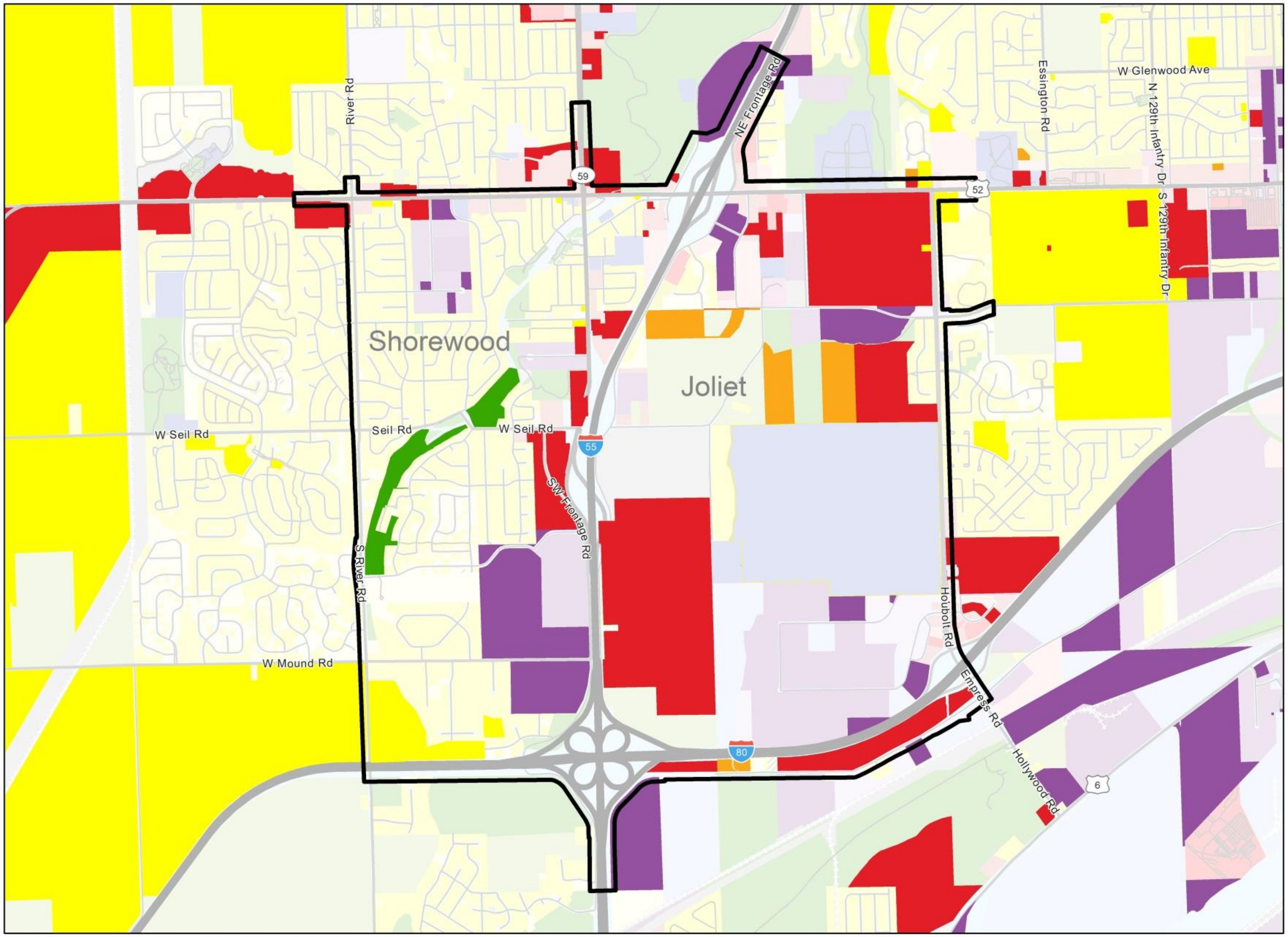
- Residential
- Multi-Family Residential
- Commercial
- Industrial

Existing Land Use [2]

- Residential, Single-Family
- Residential, Multifamily
- Commercial
- Small Office/Commercial
- Office
- Residential/Commercial Mixed Use
- Institutional
- Light Industry
- Heavy Industry
- Transportation
- Agricultural
- Open Space
- Vacant Residential
- Vacant Commercial
- Vacant Institutional
- Vacant Industrial
- Under Construction, Residential
- Under Construction, Commercial
- Under Construction, Other
- Water

[1] City of Joliet zoning data and Village of Shorewood future land use data consolidated by SB Friedman

[2] CMAP 2013 existing land use data



Sources: City of Joliet; ESRI; *SB Friedman*; Village of Shorewood

Exhibit E - Study Area Existing and Future Land Use Map

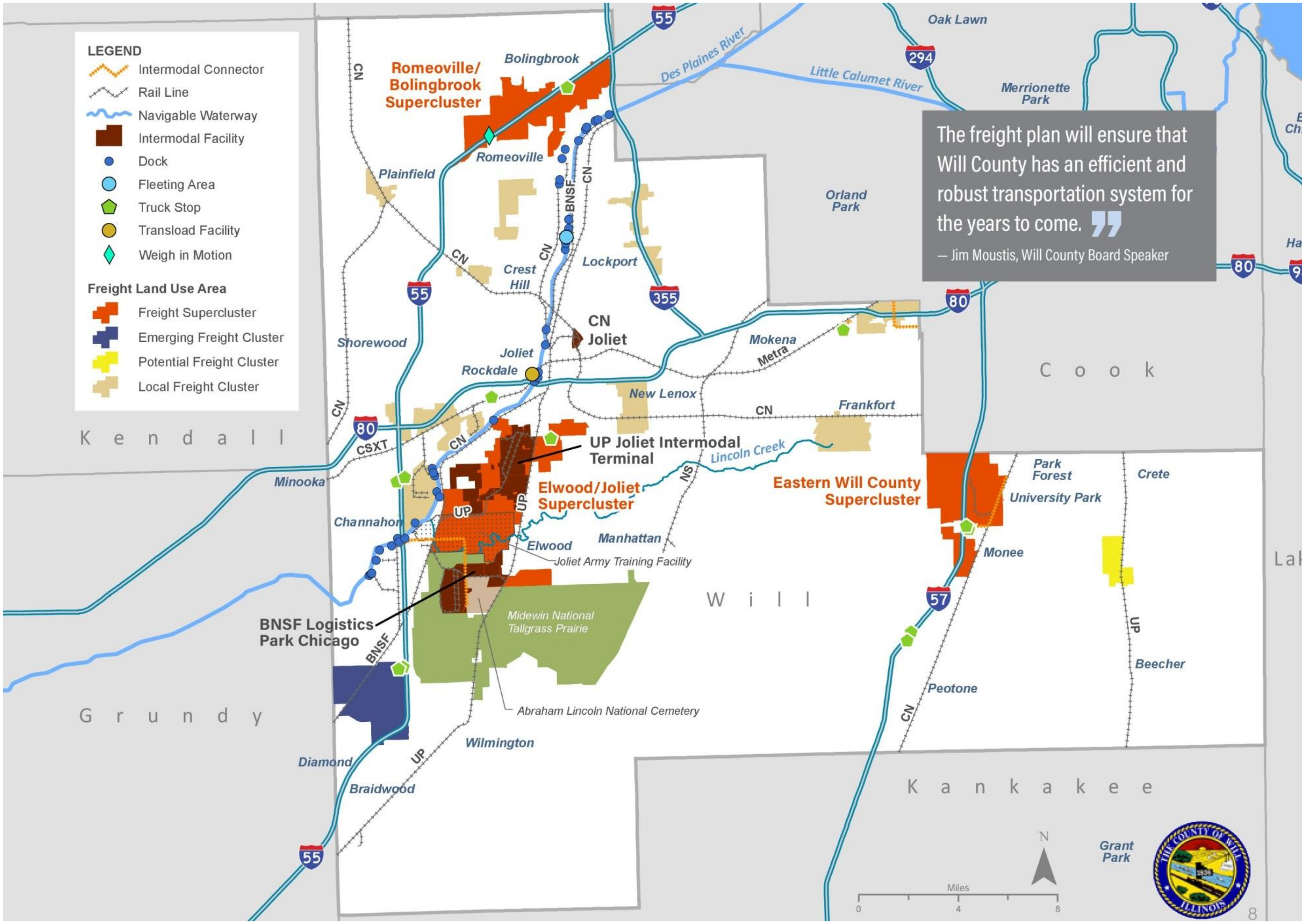


Exhibit F - Freight Superclusters from *Will County Community Friendly Freight Mobility Plan*

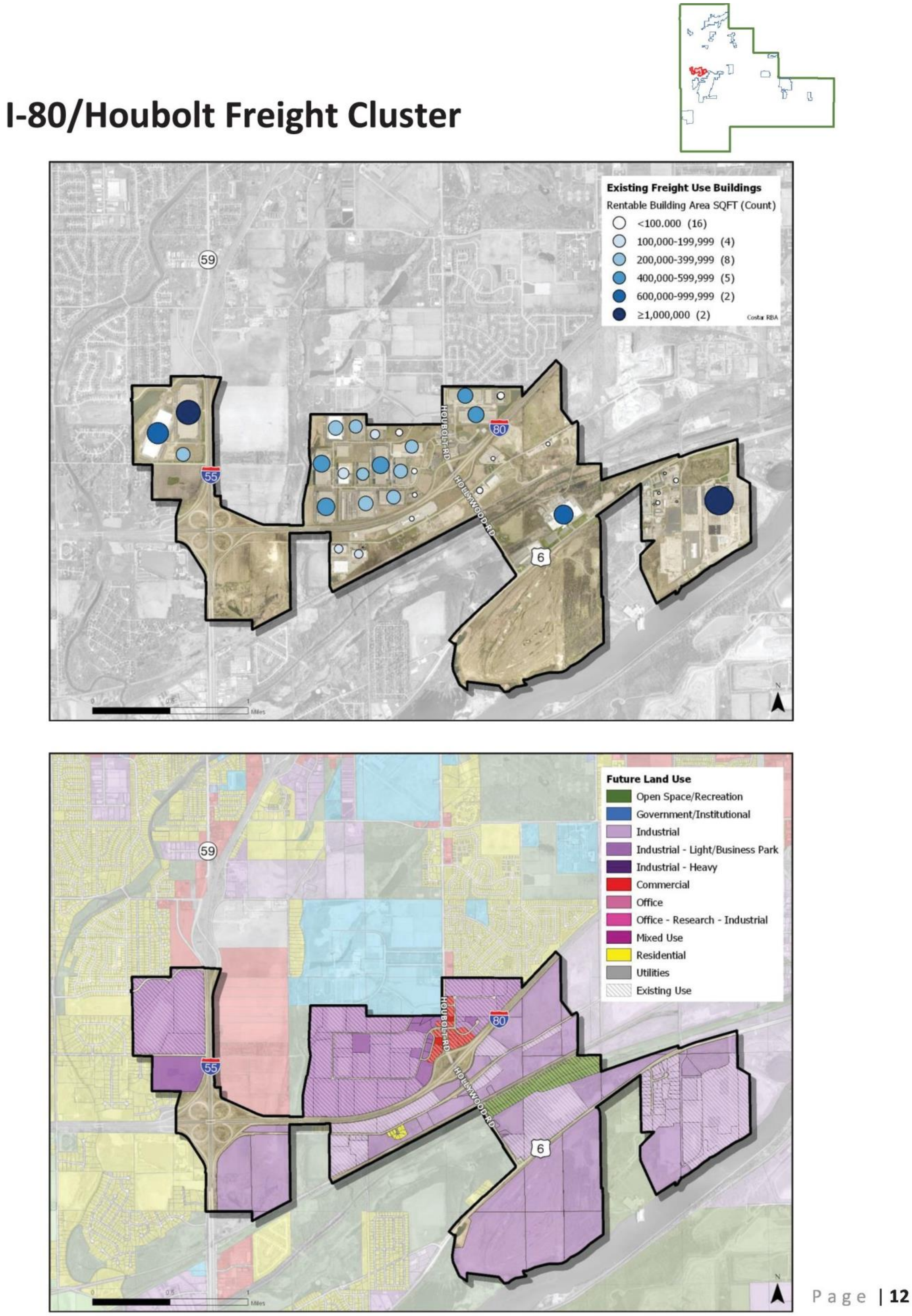


Exhibit G - I-80/Houbolt Cluster Map from *Will County Community Friendly Freight Mobility Plan*