

# Exhibit 4A: Stakeholder Involvement Plan

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STAKEHOLDER INVOLVEMENT PLAN  
WILMINGTON – PEOTONE PEL STUDY

Version 2  
February 2025

## Table of Contents

1.0	Introduction.....	4
1.1	Project Background.....	4
1.2	Project Requirements .....	5
2.0	Goals and Objectives.....	5
2.1	Stakeholder Involvement Identification .....	5
3.0	Stakeholder Group Organization.....	6
3.1	Stakeholder Groups .....	6
3.2	Stakeholder Involvement Ground Rules .....	7
4.0	Project Development Activities.....	7
4.1	Step One: Stakeholder Identification, Development of SIP, Project Scoping .....	7
4.2	Step Two: Develop Project Purpose and Need .....	8
4.3	Step Three: Develop Alternatives.....	8
4.4	Step Four: Screen Alternatives.....	8
5.0	Stakeholder Involvement Plan Activities.....	9
5.1	Stakeholder Meetings.....	9
5.2	Public Information Meetings.....	9
5.3	Digital Outreach.....	9
5.3.1	Website .....	9
5.3.2	Public Coordinate .....	10
5.4	Comment Response Protocol.....	10
6.0	Plan Availability, Monitoring, and Updates.....	10
6.1	Availability of Stakeholder Involvement Plan .....	10
6.2	Modification of Stakeholder Involvement Plan.....	10

## List of Appendices

Appendix A – Stakeholder Milestone Schedule

Appendix B – Stakeholder List

Appendix C – Revision History

## 1.0 Introduction

### 1.1 Project Background

The Will County Division of Transportation (WCDOT) is performing a Planning and Environmental Linkages (PEL) study over approximately 22 miles along Wilmington-Peotone Road between Interstate 55 and Drecksler Road. The Location Map is included in Figure 1.

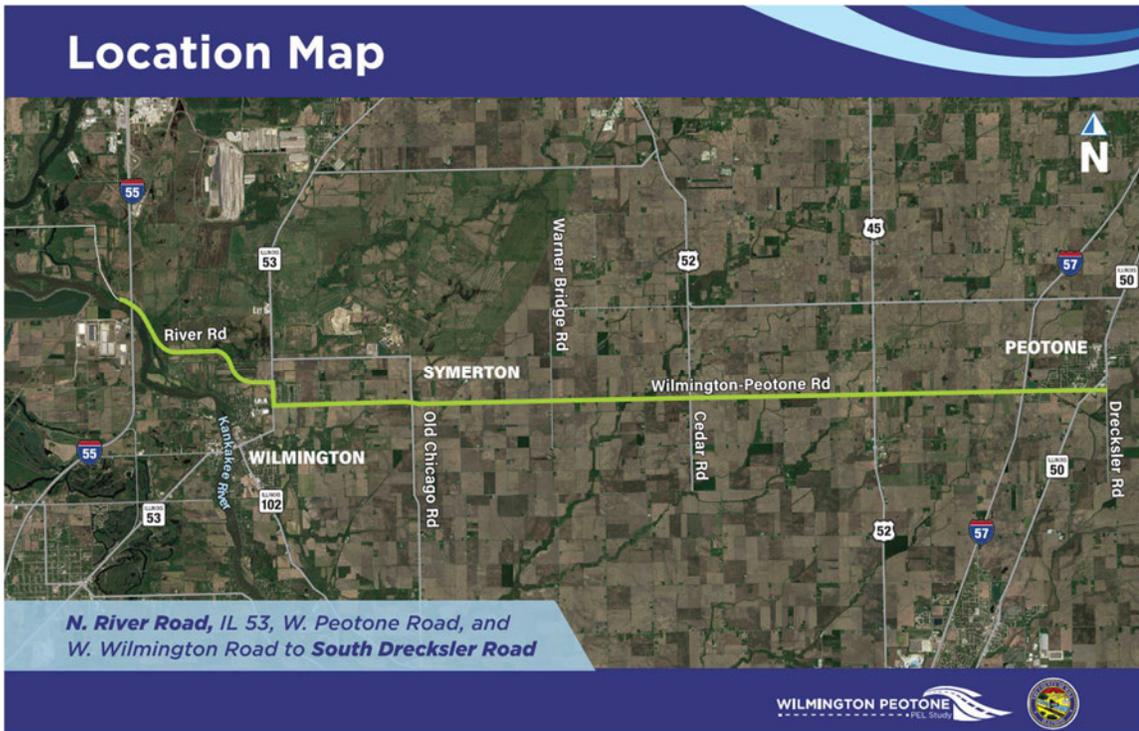


Figure 1 – Project Location Map

Growth is occurring rapidly across Will County as evidenced by new freight clusters along the Wilmington-Peotone corridor that are challenging the roadway infrastructure. The purpose of this project is to provide efficient east-west mobility for all users throughout the corridor. A systematic approach is necessary to understand the existing and future travel demand and develop a corridor that can handle demand in a safe manner to support the economic vitality of the County.

## 1.2 Project Requirements

This project will be completed as a Planning and Environmental Linkages (PEL) study, a "pre-National Environmental Policy Act" (NEPA) planning study method to streamline the subsequent NEPA process developed by the Federal Highway Administration (FHWA). Work completed in the PEL study carries over into NEPA process, which provides additional time for Purpose and Need development, data collection, alternatives identification, alternatives assessment, and providing more opportunities for involvement of the agency, stakeholders, and the public. It is anticipated that the Will County Division of Transportation, with the assistance of the Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) Bureau of Local Roads, will proceed with a formal NEPA study (Phase I) for the Wilmington-Peotone Corridor following the completion of the PEL study to satisfy NEPA requirements.

The legal requirements include the National Environmental Policy Act (NEPA), provisions governing the Efficient Environmental Reviews for Project Decision-Making as specified in U.S. Code Title 23, Section 139 (23 U.S.C. 139). This project will also use elements of the Illinois Department of Transportation Context Sensitive Solutions (CSS) Policy and Illinois DOT Bureau of Local Roads and Streets Manual (LR&S Manual) Section 48-06. The study process for this project will meet state and federal requirements for the assessment of the social, economic, and environmental impacts of the project. Stakeholder involvement is critical to project success; the public involvement process will provide opportunities for all stakeholders to participate and comment. Our goal is to understand the key issues and concerns from those utilizing the corridor and find a solution to best address its unique needs.

## 2.0 Goals and Objectives

The purpose of this Stakeholder Involvement Plan (SIP) is to provide a guide for implementing stakeholder involvement for the Wilmington-Peotone Corridor Study. The SIP defines procedures and methods to inform and engage all stakeholders in the decision-making process for this study. Its primary goal is to ensure that stakeholders are provided ample opportunities to be informed and engaged as the project progresses. The various elements of the SIP, described in the following sections of this report, support the principles of CSS both by emphasizing the importance of community context, as well as planning for the early, consistent, and meaningful engagement of community stakeholders.

### 2.1 Stakeholder Involvement Identification

By definition, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility.

Stakeholders for this project may include, but are not limited to, the following:

- Illinois Department of Transportation
- Will County Forest Preserve
- Will County Sheriff
- Midwin and other Environmental Resources

- Will County Farm Bureau
- Will County Governmental League
- Will County Center for Economic Development
- Trucking industry organizations
- Freight Industry organizations
- Farming and agriculture organizations
- Residents
- Business owners
- Churches and schools within the vicinity of the project limits
- Elected/community officials
- Government, planning, and transportation agencies
- Transportation system users and organizations
- Telecommunications and Utilities
- Others outside the study area with an interest in or potentially affected by the project

The stakeholder list can be found in Appendix B and has been updated to reflect stakeholders engaged during the public involvement process.

### 3.0 Stakeholder Group Organization

#### 3.1 Stakeholder Groups

It is imperative to identify the key stakeholder groups the study team will engage with throughout the project. The stakeholder groups consist of:

- Will County Agencies
  - Will County Division of Transportation (LPA)
  - Will County Land Use Department
  - Will County Farm Bureau
  - Will County Sheriff
  - Forest Preserve District of Will County
  - Will County Governmental League
- Local Agencies
  - West End
    - City of Wilmington
    - Village of Symerton
    - Florence Township
    - Wilmington Township
    - Wilmington Police Department
    - Wilmington Fire Department
    - Wilmington School District 209-U
  - East End
    - Village of Peotone

- Peotone Township
- Wilton Township
- Peotone Police Department
- Peotone Fire Department
- Peotone School District 207-U
- Community Group
  - Wilmington Island Park District
  - Peotone Park District
  - Midewin National Tallgrass Prairie
- Business Group
  - Local Business Groups
  - Illinois Truckers Association
  - Will County Center for Economic Development (CED)

### 3.2 Stakeholder Involvement Ground Rules

Stakeholder Involvement will be conducted based on a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. It is important that stakeholders agree to these rules, and therefore they could evolve over time. Initial ground rules include the following:

- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revision at any time as events warrant.
- All participants must keep an open mind and participate openly, honestly, and respectfully.
- All participants should work collaboratively and cooperatively to seek a consensus solution. Consensus is defined as “when a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair.”
- Minutes of all stakeholder meetings will be maintained.

## 4.0 Project Development Activities

### 4.1 Step One: Stakeholder Identification, Development of SIP, Project Scoping

The first step begins with notifying various agencies, project organizational activities, and scoping activities. These activities include, but are not limited to, the following:

- Develop the stakeholder contact list.
- Develop the project website: [WilmingtonPeotoneStudy.com](http://WilmingtonPeotoneStudy.com)
- Develop and make the SIP publicly available.
- Organize and initiate the first round of meetings with stakeholders.
- Conduct regulatory/resource agency scoping activities, specific to the PEL.

#### 4.2 Step Two: Develop Project Purpose and Need

This step is key for identifying the transportation problems in the study area and developing project goals and objectives. Discussions involving the project purpose will focus on sharing known current issues and potential future concerns given the expected growth within the study area. This will help foster meaningful discussions around potential solutions. The information will be used as the basis for the development of the project Purpose and Need statement. Activities in this stage include the following:

- Conduct the first round of stakeholder meetings to explain the ground rules and gather input to begin developing a clear statement of the transportation problems that the project should solve.
- Define the project purpose and need
- Organize and hold Public Information Meeting #1 to inform the public of the project process, present the problem statement, purpose and need, and gather input
- Seek agency concurrence on the purpose and need
- Utilize the project website to communicate the project purpose and need

#### 4.3 Step Three: Develop Alternatives

A variety of alternatives will be considered to address the purpose and need. The process for developing alternatives will be iterative as solutions are refined based on stakeholder input. It will be a priority to provide ample opportunities for stakeholder input for the development and evaluation of alternatives. The steps in this process include the following:

- Define alternative development procedures, planning and design guidelines, and alternative evaluation procedures. The information will serve as the general guidance for the alternatives development and evaluation process.

#### 4.4 Step Four: Screen Alternatives

The PEL process will present a long list of alternatives for consideration, and therefore, will need to be screened for meeting the established purpose and need. The goal of this step is to define a list of alternatives that will be carried forward in the NEPA process, after the PEL is completed. Specifically, the alternative selection process will include these steps:

- Evaluate the initial alternatives
- Organize the second round of stakeholder meetings to discuss alternatives that meet Purpose and Need.
- Evaluate alternatives to be carried forward to project NEPA phase.
- Achieve consensus among stakeholders on the alternatives.
- Hold a second public meeting to present the alternatives to be carried forward and process taken to identify the alternatives.
- Identification of alternatives to be carried forward to project NEPA phase.

The purpose of this PEL is not to define a preferred alternative, but rather, a list of potential viable alternatives based on what is examined from the environmental, traffic, travel

demand, engineering, and stakeholder involvement perspective. A preferred alternative will be identified in the next project study phase as part of the NEPA process and the preliminary engineering process.

## 5.0 Stakeholder Involvement Plan Activities

### 5.1 Stakeholder Meetings

In an effort to meet the PEL Study schedule, two rounds of meetings were scheduled with the stakeholder groups identified in Section 3.1 during this PEL Phase of the Wilmington-Peotone Project: Will County Agencies, Local Agencies (West End), Local Agencies (East End), Community Group, and Business Group.

The first stakeholder meetings will be held in advance of Public Meeting # 1. The purpose of the first round of stakeholder meetings will be to familiarize the groups with the project goals and limits, present the findings of our initial data collection, and obtain feedback on the project. This information will help in the development the project Purpose and Need.

The second round of stakeholder meetings was held in August 2024 held in advance of Public Meeting #2 that was held in December 2024. The purpose of this round of meetings was to present the developed alternatives and gather feedback from the group. The full Project Schedule can be found in Appendix A.

### 5.2 Public Information Meetings

Two public meetings were held as part of the PEL study. Each public meeting was held twice, once near each end of the project limits, given the length of the corridor. The goal of the first meeting was to create awareness of the project, present the draft Purpose and Need, and gather data, questions, and comments from the public. The second meeting occurred after alternatives were developed and were presented for additional feedback. Opportunities for public comments were available at both public meetings in addition to having the opportunity to submit comments on the project website. All comments have been documented and made available on the project website. Meeting invitations were sent to stakeholders either digitally or in printed format via mail. Materials for the meeting were developed, including exhibit boards and other necessary summary documents then made available on the project website following the meetings.

### 5.3 Digital Outreach

#### 5.3.1 Website

The team developed and maintained a website that provides project information and includes a form-based comment page for visitors to provide comments during the study. The site is reviewed frequently to ensure it reflects the most current and up-to-date project information. Project documentation and materials are posted to the website for public review.

### 5.3.2 Public Coordinate

An online mapping tool is available for collecting public feedback called PublicCoordinate. This mapping tool offers enhanced capabilities such as comment input, ability to add photos and informational callouts to locations on the map, toggling between multiple study alternatives and base maps, ADA web accessibility, custom branding, and survey integration. The online platform is mobile-friendly and can be translated into multiple languages making it easy for the public to provide input on the proposed improvements. The link and map are accessible on the project website.

### 5.4 Comment Response Protocol

Comments are anticipated from various sources including stakeholder meetings, the project website, and public meetings. Each source typically requires a different approach to respond in an efficient and timely manner. For stakeholder meetings, meeting minutes were prepared, and action items documented to solidify the various discussions for accountability.

Stakeholders and the public had the option to submit comments via the project website. The study team did not anticipate respond to each individual comment submitted on the website, but rather comments were categorized as necessary and general responses developed. An E-newsletter was completed for each public meeting to summarize comment responses by category and posted to the website. Additionally, newsletters were sent via email to the project distribution list. Contact information was gathered for individuals who engaged throughout the project over the course of the public engagement period based on surveys and sign-in sheets available at public meetings.

## 6.0 Plan Availability, Monitoring, and Updates

The SIP is a document that has evolved over the duration of the study and has been updated as appropriate through the public involvement process.

### 6.1 Availability of Stakeholder Involvement Plan

The SIP will be available to stakeholders for review on the project website. The stakeholder review period for the SIP will be 30 days from date of release. The SIP will be updated on a regular basis as the project progresses. Stakeholders will be notified on the project website when an updated SIP is released.

### 6.2 Modification of Stakeholder Involvement Plan

The SIP has been reviewed periodically and updated as appropriate. These updates have, at a minimum, included:

- Maintaining a current list of project stakeholders
- Maintaining a detailed public involvement record that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to the SIP may be necessary through all phases of the project. Updated versions of the SIP will be provided to all agencies involved, as necessary. SIP updates will be tracked in Appendix C.

APPENDIX A – Stakeholder Milestone Schedule

September 2023	Digital Outreach  Develop project website and PublicCoordinate interface
October 2023	Initial Stakeholder Meetings  Meeting #1 – Wilton Township  Meeting #2 – Will County Center for Economic Development  Meeting #3 – Will County Departments  Meeting #4 – Local Agencies (East End)  Meeting #5 – Local Agencies (West End)
November 2023	Initial Stakeholder Meetings  Meeting #6 – Forest Preserve District of Will County  Meeting #2 – Business Group  Meeting #3 – Midewin National Tallgrass Prairie  Meeting #4 – Village of Symerton  Meeting #5 – Illinois Truckers Association
December 2023	Public Information Meeting #1  Goal of gathering additional data (one meeting at each end of the corridor presenting the same information)
March 2024	Additional Stakeholder Meetings  Meeting #1 – Will County Center for Economic Development
August 2024	Follow Up Stakeholder Meetings  Meeting #1 – Will County Departments  Meeting #2 – Local Agencies (East End)  Meeting #3 – Local Agencies (West End)  Meeting #4 – Midewin National Tallgrass Prairie

Meeting #5 – Will County Center for Economic  
Development

Meeting #6 – Village of Symerton

December 2024

Public Information Meeting #2

Present alternatives to gather feedback. (one meeting  
at each end of the corridor presenting the same  
information)

Summer 2025

Begin Phase I

Evaluate public involvement requirements for the next  
phase of the project.

APPENDIX B – Stakeholder List

Project Team				
Name	Title	Organization	Email Address	Phone Number
Christina Kupkowski	WCDOT Project Manager	Will County Division of Transportation		
Katie Leska	Consultant Team Project Manager	Burns & McDonnell		
Adam Kucharski	Public Involvement Lead	Kimley-Horn & Associates		

Stakeholder Groups				
Will County Agencies				
Name	Title	Organization	Email Address	Phone Number
Colin Duesing	FOIA Officer	Will County Land Use Department		
Nicholas Hernandez		Will County Land Use Department		
Mark Schneidewind	Manager	Will County Farm Bureau		
Hugh O'Hara	Executive Director	Will County Governmental League		
Jada Porter	Transportation	Will County Governmental League		
Ralph Schultz	Director of Planning & Operations	Will County Forest Preserve District		
Robert Denny	Sheriff of Will County	Will County Sheriff		
Kyle Lalcomiak	Undersheriff	Will County Sheriff		
Local Agencies (East End)				
Name	Title	Organization	Email Address	Phone Number
Peter March	Mayor	Village of Peotone		
John Hack	Highway Commissioner	Peotone Township		
Gene Younker	Township Supervisor	Peotone Township		
Ray Nugent	Highway Commissioner	Wilton Township		
David DeMik	Chief of Police	Peotone Police Department		

Steve Stein	Superintendent	Peotone School District 207-U		
Adrian Fulgencio	Administration	Peotone School District 207-U		
Bruce Boyle	Battalion Chief	Manhattan Fire Protection District		
David Demik	Police Chief	Manhattan Fire Protection District		
Local Agencies (West End)				
Name	Title	Organization	Email Address	Phone Number
Ben Dietz	Mayor	City of Wilmington		
Jeanine Smith	City Administrator	City of Wilmington		
Eli Giess	Mayor	Village of Symerton		
John Long	Township Supervisor	Florence Township		
Bill Long	Township Supervisor	Florence Township		
Andrew Robbins	Highway Commissioner	Florence Township		
Bill Weidling	Highway Commissioner	Wilmington Township		
Adam Zink	Chief of Police	Wilmington Police Department		
Tim Zlomie	Fire Chief	Wilmington Fire Protection District		
Kevin Feeney	Superintendent	Wilmington School District 209-U		
Community Group				
Name	Title	Organization	Email Address	Phone Number
Kirsten Van Duyne	Executive Director of Wilmington Park District	Wilmington Island Park District		
Barbara Sim	President	Peotone Park District		
Christina Henderson	Prairie Supervisor	Midewin National Tallgrass Prairie		
Bob Hommes	Prairie Engineer	Midewin National Tallgrass Prairie		
Shanna McCarty	Restoration & Planning	Midewin National Tallgrass Prairie		

Business Groups				
Name	Title	Organization	Email Address	Phone Number
Matt Hart	Executive Director	Illinois Truckers Association		
Rachel Eglar	Executive Director	Peotone Chamber of Commerce		
Steve Evans	President	Wilmington Chamber of Commerce		
Doug Pryor	President & CEO	Will County Center for Economic Development		
Kristin Erickson	Special Projects, Events, and Communications	Will County Center for Economic Development		

Elected Officials				
Name	Title	Organization	Email Address	Phone Number
Peter March	Mayor	Village of Peotone		
Ben Dietz	Mayor	City of Wilmington		
John Hack	Highway Commissioner	Peotone Township		
Gene Younker	Township Supervisor	Peotone Township		
Bill Weidling	Highway Commissioner	Wilmington Township		
Ray Nugent	Highway Commissioner	Wilton Township		
Andrew Robbins	Highway Commissioner	Florence Township		
Joe VanDuynes	Chair of Public Works & Transportation Committee, District 1	Will County Board		
Jennifer Bertine-Tarrant	Chief Executive Officer	Will County		
Anthony DeLuca	IL State Representative	80 <sup>th</sup> District		

## APPENDIX C – Revision History

### Stakeholder Involvement Plan History

- Original– December 2023
- Revision – February 2025

# Exhibit 4B: IDOT BLRS Coordination

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**MEETING MINUTES****Subject:** Wilmington-Peotone PEL Study - IDOT BLRS Kick-Off**Meeting Date:** October 23, 2023**Time:** 10:00 a.m.**Location:** Webex**Attendees:** Christina Kupkowski, WCDOT  
Katie Leska, BMcD  
Des James, BMcD  
Adam Kucharski, Kimley-Horn  
Sagar Sonar, Kimley-Horn  
Kevin Stallworth, IDOT  
Jason Salley, IDOT  
Jonathan Lloyd, IDOT  
Alex Househ, IDOT

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**DISCUSSION ITEMS**

- The Will County Division of Transportation has recently begun the study of the Wilmington-Peotone Corridor from I-55 to Drecksler Road. The project is being completed as a Planning Environmental Linkage (PEL). The limits of the project extend 22 miles from I-55 along River Road to IL 53, along IL 53 from River Road to Wilmington Road, and along Wilmington-Peotone Road from IL 53 to Drecksler Road. This corridor includes interchanges/intersections with 5 state routes: I-55, IL 53, US 45, I-57, and IL 50.
- This area has experienced growth and development in recent years; this project will evaluate the existing and future travel demand and develop alternatives to provide a safe, efficient east-west corridor for all users.
- The PEL study is currently in the data collection phase as discussed below:
  - Traffic counts have been completed and the project team is working with CMAP to confirm future traffic projections and set up and validate the existing traffic model to be used to evaluate future alternatives. A meeting has also been held with the Center for Economic Development to discuss future development in this area which could have an impact on future traffic needs. Additionally, an Origin-Destination study will be performed to determine existing traffic patterns.
  - Crash reports have been obtained from 2018-2022 for crash analysis. The corridor saw roughly 115 crashes per year including 1-2 fatalities each year. The Wilmington-Peotone corridor saw above both the state and county averages for injuries and fatalities during this time.
  - Several hot spots have been identified along the corridor including the US 45 intersection which saw the most reported crashes of all intersections, followed by the I-55 and I-57 interchanges and then the IL 53 intersections. Some prominent

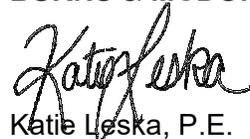
crash types included rear ends and fixed object; the cross section is narrow and includes minimal shoulders providing little relief to those in need. Additionally, many intersections saw an increase in turning or angle crashes. After the meeting it was confirmed that the US 45 and Wilmington-Peotone Rd intersection is listed as a “critical” crash location and will be a focus of alternatives development to provide safety benefits. The only other intersection listed above “low” was IL 50 and Wilmington-Peotone Rd which is listed as “high”. This intersection saw 17 crashes during the study period; it is an unsignalized, skewed intersection and will be reviewed during the alternatives development.

- The team has performed wetland delineation and will be submitting an ESR. The Illiana project report has been requested from IDOT for reference by the project team. BMcD will send a follow up request for this information to Kevin Stallworth and Jason Salley. It was also noted that tribal coordination is required for PEL projects, the project team will ensure that all ESR requirements are met including tribal coordination.
- Other studies include drone survey, existing utility identification, bridge inspections as well as a review of the existing drainage patterns. After the meeting it was noted that IDOT has ongoing studies at IL 53 and I-57, the drainage will share applicable information from these studies moving forward.
- Public outreach activities will include multiple stakeholder meetings as well as 2 public meetings. The stakeholder groups include the local agencies on both the east and west ends of the project, park districts & forest preserves, Will County Agencies, and a business/trucking group. A Public Information Meeting is planned for later this year to present the data collection findings and obtain input from the public that will be used during the Purpose and Need development. The meeting will be held twice, once on either end of the project limits given its size. A second meeting will be held to present the alternatives later in the study.
- Once the data collection is complete and after Public Meeting #1, the project team will develop the Purpose and Need document with a full understanding of the existing conditions. At this time, the team will meet with IDOT/FHWA to present the project and purpose and need.
- Alternatives development will follow. A second meeting will be scheduled with this group to discuss the alternatives, especially their connections with state routes for review and comment before advancing into the next study phases.

This represents our understanding of the discussion. Please contact our office with additions or corrections.

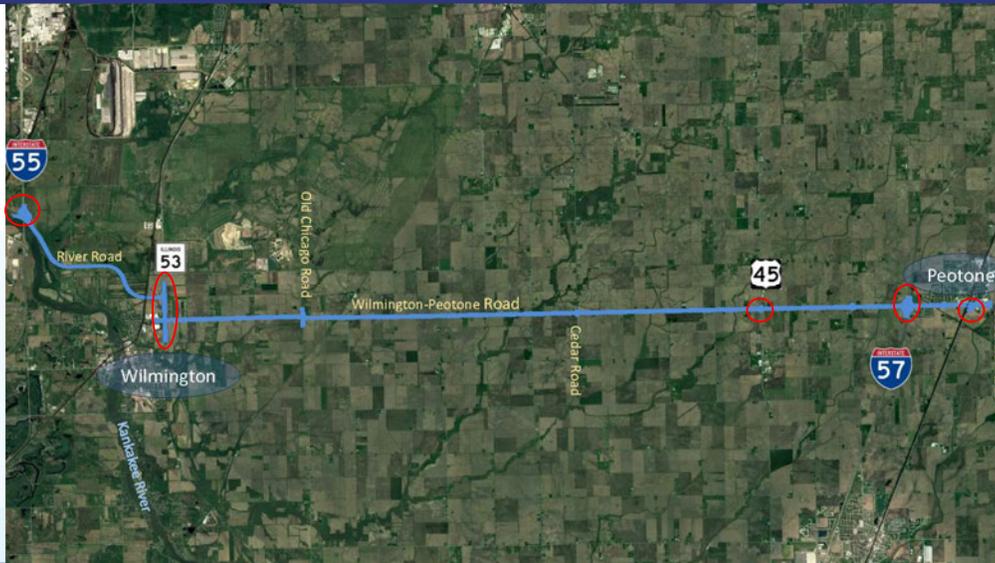
Respectfully submitted,

**BURNS & MCDONNELL ENGINEERING COMPANY, INC.**



Katie Leska, P.E.  
Project Manager

# Location Map



1

# PEL Study

Data Collection

We are Here

Stakeholder Meetings #1

Public Meeting 1

Public Meeting 2

2023

2024

Identify Stakeholders

Traffic Studies

Purpose and Need Development

Evaluate Alternatives

Stakeholder Meetings #2

Finalize Alternatives

Anticipated Study Completion



2

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**MEETING MINUTES****Subject:** Wilmington-Peotone PEL Study**Meeting Date:** October 31, 2024**Time:** 9:30 a.m.**Location:** Web Ex**Attendees:** Christina Kupkowski, WCDOT  
Katie Leska, BMcD  
Des James, BMcD  
Adam Kucharski, Kimley-Horn  
Sagar Sonar, Kimley-Horn  
Kevin Stallworth, IDOT  
Jason Salley, IDOT  
Perry Masouridis, IDOT

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- The Will County Division of Transportation is nearing the end of the PEL study of the Wilmington-Peotone corridor. The corridor begins at the I-55 & River Road interchange, follows River Road to IL Route 53, includes IL Route 53 from River Road to Wilmington-Peotone Road, and continues along Wilmington-Peotone Road. The purpose of this meeting was to provide an update on the progress of the study and to present the concepts being evaluated at the interactions with IDOT facilities.
  - The Purpose and Need statement was developed following our first meeting last year and the completion of the data collection. It has been presented to IDOT/FHWA and has been coordinated via e-mail. There is one outstanding comment regarding the multimodal discussion and the team is waiting on final notification of no further comments:
    - The **purpose** of this project is to improve safety, enhance mobility for all users through providing an efficient east-west connection, and support current and future travel demand throughout the corridor.
    - The **needs** for this project are to address deficiencies in the existing roadway and multimodal infrastructure and accommodate growth in local and regional traffic to improve mobility throughout the county.
  - The potential to use 3-R criteria which would not require 2050 projected traffic volumes was discussed. With portions of the pavement first built prior to 1960, the project cannot use 3-R criteria and will continue using 2050 future traffic volumes.
  - Evaluation criteria were developed based on the Purpose and Need and weighted in order to identify the concept that will best meet the needs of this unique corridor. Criteria include safety, traffic operations, environmental effects, ROW Impacts, stakeholder input,

multimodal potential, constructability, EV potential, drainage impacts, and cost.

- Given the size of the corridor, improvements were broken into 3 categories. Segments included improvements to the typical sections and realignments. Intersection improvements included traffic control and the addition of turn lanes. Interchange improvements looked at adjustments to the ramp geometry and interchange configuration. The group walked through each interaction with IDOT facilities and the different concepts under consideration. Discussion is included below from west to east:
- **I-55/River Road Interchange:** The interchange experienced 65 crashes within the 5 year study period making it a hot spot of crashes along the corridor. Without traffic control at the ramp intersections and ramp geometry that does not meet current design standards, the interchange can be difficult for users to navigate, especially large trucks.
  - Intersections: With turn lanes already present at the ramp intersections, traffic signals have been evaluated as a potential improvement to the interchange. Traffic signal warrants were performed with existing, interim (2035), and future (2050) traffic volumes here and at all intersection locations. The I-55 NB ramp intersection meets signal warrants using 2035 interim traffic volumes. [Traffic signal warrant information for all intersections has been provided with these minutes](#). Roundabouts have not previously been considered at interchange ramp intersections but were discussed on the call. [BMcD will evaluate roundabouts at the I-55 ramp intersections to determine if they are a feasible option to provide a safety benefit without the additional cost of interchange ramp improvements.](#)
  - Interchanges: Given the environmental resources in the area (Kankakee River, Midwin National Tallgrass Prairie, Des Plaines Fish & Wildlife area), interchange improvements were developed with a focus on staying within the existing ROW. The interchange experiences a high number of fixed object crashes which accounted for all of the incapacitating injury crashes at the interchange. The current geometry includes tight radii that do not meet criteria. There are two interchange concepts under consideration:
    - i. Partial Cloverleaf: The first concept is the keep the existing partial cloverleaf geometry, but to increase the radii of the loop ramp curves. To avoid impacts to the surrounding resources, it would require closure of the existing frontage roads; the frontage roads are currently gated and not in use by the public. Additional coordination regarding their closure would be needed with IDOT.



Trumpet: In an effort to investigate all potential solutions to address the existing deficiencies within the limits of the existing ROW, a trumpet interchange has been developed which converts all the ramps into free-flow movements. The majority of traffic is travelling between River Road to the east and I-55. While the trumpet improves the traffic and safety in the area, this concept is the most expensive interchange as well as the most difficult to construct without a full closure of the interchange and is likely an overdesign given the nature of this area.



- **IL Route 53/ River Road:** The Wilmington-Peotone corridor is one of few east-west connections in the area which is hindered by the need for traffic to turn through two intersections in order to travel east west. The turns in the east-west corridor create additional conflict points for those in the corridor. Twenty-five (25) crashes were documented at this intersection during the study period including a high number of turning, angle, and rear end crashes.
  - Segments: Two realignment options were evaluated in order to provide a continuous route for the highest volume of users as well as to provide a safety benefit as both IL Route 53 intersections were identified as hot spots for crashes that saw a high number of turning and angle crashes.
    - i. North Alignment: The north realignment is shown in **orange** below and involves adding a through movement option to the River Road and IL Route 53 intersection that will tie back into Wilmington-Peotone Road past the Water's Edge subdivision.



- ii. South Alignment: The south realignment, shown above in **red**, involves

realigning south of the existing Waters Edge subdivision. This option involves a higher cost due to the additional structure for the grade separation of Wilmington-Peotone Road over IL Route 53. Full access would still be provided between IL Route 53 and Wilmington-Peotone Road. Since this concept was developed, a new Love's development has been approved in the southwest quadrant of the intersection resulting in excessive ROW impacts as well as impacts to wetlands in this area.

- **Intersections:** The IL Route 53 and River Road intersection currently includes a traffic signal and turn lanes. Potential improvements include a second eastbound right turn lane to provide additional capacity for the major traffic movement in the area.
- **IL Route 53 / Wilmington-Peotone Road:** As discussed above, the IL Route 53 and Wilmington-Peotone Road intersection experiences high volumes of turning traffic to provide an east-west connection between I-55 and I-57. This intersection is also a hot spot for crashes with 35 crashes within the study period, almost half of which were turning crashes.
  - **Segments:** See section above regarding realignments in this area
  - **Intersections:** The IL Route 53 and Wilmington-Peotone Road currently includes a traffic signal and turn lanes. Proposed improvements based on projected traffic volumes include a second westbound right turn lane as well as a northbound right turn lane.
- **Wilmington-Peotone Road / US Route 45/52:** The Wilmington-Peotone Road and US Route 45/ 52 intersection is currently a 4-way stop-controlled intersection. It experienced the highest number of crashes of any other location along the corridor with 71 crashes in the 5 year study period and is listed as critical on the IDOT safety tiers leading the BMcD team to investigate potential improvements.
  - **Intersections:** With a high percentage of rear ends, angle, and turning crashes, numerous improvements have been identified as potential solutions to the safety concerns. A traffic signal warrant analysis found that the intersection meets signal warrants using existing traffic counts, see attached. A roundabout was also investigated as it provides the greatest safety benefit but does require a larger footprint. The final alternative under consideration is left turn lanes on all 4 legs of the intersection.
- **I-57 / Wilmington-Peotone Road Interchange:** The I-57 interchange is a diamond interchange with the bridge over I-57 including a two-lane cross-section with no auxiliary lanes or shoulders. The ramp intersections, especially the northbound intersection, includes intersection skew that does not meet criteria making it difficult to make turns. Additionally, the tight cross-section and steep grades on either side of the structure make it difficult to make turns onto Wilmington-Peotone Road. There were 42 crashes at the interchange, the majority of which were turning followed by rear ends, fixed object, and angle crashes.
  - **Intersections:** The existing I-57 ramp intersections are unsignalized and short left turn lanes have recently been added to the extent that the improvements did not impact the existing structure over I-57. In an effort to improve safety and operations by making it easier to find gaps and access Wilmington-Peotone Road, traffic signals have been reviewed. **Following the meeting, roundabouts will also be evaluated as a means to improve safety and concerns with the intersection angle.**

o Interchanges:

i. Diamond: The modified diamond interchange involves keeping the same interchange configuration but realigning the ramp intersections to provide a better intersection angle to make turning between Wilmington-Peotone Road and the ramps safer and easier. There is also a skew between I-57 and Wilmington-Peotone Road as well as a detention pond in the northeast quadrant of the interchange and a structure providing access to the farmland north of the interchange on either side. In realigning the northbound entrance ramp, because of the skew the limits of the improvements will require widening or replacement of the existing structure to the north leading the team to evaluate other options to alleviate the occurrence of turning and angle crashes.



ii. Partial Cloverleaf: A second option has been developed in an effort to address the deficient ramp intersection geometry while avoiding the structure to the north and the detention pond, a partial cloverleaf has been developed. This option provides a better intersection angle but does introduce tighter geometry. The final evaluation will determine if the ROW and tight geometry address the needs of the corridor compared to the no-build option.



iii. Diverging Diamond: The final interchange concept at the I-57 interchange is a diverging diamond. The diverging diamond provides the greatest safety benefit by reducing conflict points and it also address the concerns with intersection skew. The potential to look at adding roundabouts at the ramp intersections instead of a diverging diamond was discussed to provide the safety benefits at a reduced cost which will be added to the intersection concepts.



- **IL Route 50 / Wilmington-Peotone Road:** The IL Route 50 intersection is currently 4-way stop controlled. IL Route 50 is a two-lane cross-section and Wilmington-Peotone Road is one lane in each direction with turn lanes. The skew of the interchange makes it difficult to make turns between the two roads which leads to vehicles, especially trucks, encroaching into other lanes of traffic. Concepts were developed to help improve the accessibility, operations, and safety of the intersection
  - Segments: One realignment option was developed at the IL Route 50 intersection which brings Wilmington-Peotone to the south to intersection with IL Route 50 at a 90 degree angle. There is potential to include a grade separation over IL Route 50 as shown below as well as opportunity to extend the realignment to Drecksler Road south of the car dealership. This option would improve accessibility and safety but would be a high cost and require ROW impacts for the realigned roadway.



- Intersections: Spot improvements are also under evaluation. Traffic signal warrants have been performed as can be seen in the attached. Adding left turn lanes along IL Route 50 have also been considered. And finally, a roundabout is also an option at the intersection which would eliminate the concerns with the skew but require a larger footprint in an area with development in three quadrants of the intersection.
- Next steps for this PEL study will be to look at the additional roundabout locations discussed in this meeting. If they are feasible from a traffic perspective they will be added to the concept evaluation table. Final scores will be developed using the evaluation criteria discussed in this meeting to determine which concepts will be carried forward into Phase I studies following the completion of this PEL.
- Other IDOT projects discussed include the IL Route 53 Phase I study. There were no updates on the project, the current alternatives at the River Road and IL Route 53 intersection do not include the improvements included in that study but the team will continue to track and check-in on the project. It is noted that the norther section of that study which includes the River Road and IL Route 53 intersection is separate from the southern portion of the study given environmental concerns. IDOT also mentioned that there is a study of IL Route 50 south of the corridor whose northern limits are Wilmington-Peotone Road which is investigating a road diet to a three-lane section.

## James, Desiree L

---

**From:** Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>  
**Sent:** Tuesday, February 11, 2025 1:46 PM  
**To:** Leska, Katherine (Katie)  
**Cc:** Christina Kupkowski; James, Desiree L; Sonar, Sagar; Kucharski, Adam  
**Subject:** FW: WCDOT Wilmington-Peotone PEL - Signal Warrant Documentation, Traffic Reports  
**Attachments:** pid250211 - 230011615ES - Wilmington-Peotone Rd PEL Study Review Comments.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Katie,

Attached are comments from our Bureau of Traffic (Programs-Studies Section) for the signal warrant documentation / traffic reports for Will County / Wilmington-Peotone Rd. PEL Study, section 23-00116-15-ES.

Please address.

Thanks,

Kevin

---

**From:** Lloyd, Jonathan M. <Jonathan.Lloyd@illinois.gov>  
**Sent:** Tuesday, February 11, 2025 1:07 PM  
**To:** DOT.D1.TRF.PlanReviews <DOT.D1.TRF.PlanReviews@Illinois.gov>  
**Cc:** Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>; Salley, Jason R <Jason.Salley@illinois.gov>  
**Subject:** RE: WCDOT Wilmington-Peotone PEL - Signal Warrant Documentation, Traffic Reports

See attached comments from Traffic Studies.

---

**From:** Bustos, Roman <[Roman.Bustos@Illinois.gov](mailto:Roman.Bustos@Illinois.gov)> **On Behalf Of** DOT.D1.TRF.PlanReviews  
**Sent:** Tuesday, November 19, 2024 1:37 PM  
**To:** Lloyd, Jonathan M. <[Jonathan.Lloyd@illinois.gov](mailto:Jonathan.Lloyd@illinois.gov)>  
**Subject:** FW: WCDOT Wilmington-Peotone PEL - Signal Warrant Documentation, Traffic Reports

Following submittals due by 12/31/2024

24-2766            Programs-Studies

Thank You

**Roman Bustos**

**PLEASE SUBMIT ALL PLAN REVIEWS TO THE EMAIL ADDRESS BELOW:**

[DOT.D1.TRF.PLANREVIEWS@illinois.gov](mailto:DOT.D1.TRF.PLANREVIEWS@illinois.gov)

**TranSmart**

Consultant to Bureau of Traffic – IDOT

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---

**From:** Stallworth, Kevin D <[Kevin.Stallworth@illinois.gov](mailto:Kevin.Stallworth@illinois.gov)>  
**Sent:** Tuesday, November 19, 2024 12:13 PM  
**To:** DOT.D1.TRF.PlanReviews <[DOT.D1.TRF.PlanReviews@Illinois.gov](mailto:DOT.D1.TRF.PlanReviews@Illinois.gov)>  
**Cc:** BarreraVargas, Elizabeth <[Elizabeth.BarreraVargas@Illinois.gov](mailto:Elizabeth.BarreraVargas@Illinois.gov)>  
**Subject:** FW: WCDOT Wilmington-Peotone PEL - Signal Warrant Documentation, Traffic Reports

Good afternoon,

Will County / Wilmington-Peotone Rd. PEL Study, section 23-00116-15-ES

Attached is signal warrant documentation / traffic reports for the subject project, especially as pertains to intersections at State routes within the project limits of this PEL Study along Wilmington-Peotone Rd., IL 53 and River Rd. (Between the I-55/River Rd. interchange and the Wilmington-Peotone Rd./IL 50 intersection).

Also attached are minutes from Will County (and their consultant's) meeting with IDOT Bureaus of Local Roads and Programming on October 31, 2024.

Please forward the attached documentation to **Programs-Studies Section** for their review and comments.

Thanks,

Kevin

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**From:** Leska, Katherine (Katie) <[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)>  
**Sent:** Tuesday, November 12, 2024 8:40 AM  
**To:** Stallworth, Kevin D <[Kevin.Stallworth@illinois.gov](mailto:Kevin.Stallworth@illinois.gov)>  
**Cc:** Christina Kupkowski <[ckupkowski@willcountyillinois.com](mailto:ckupkowski@willcountyillinois.com)>; James, Desiree L <[djames2@burnsmcd.com](mailto:djames2@burnsmcd.com)>; Sonar, Sagar <[Sagar.Sonar@kimley-horn.com](mailto:Sagar.Sonar@kimley-horn.com)>; Kucharski, Adam <[Adam.Kucharski@kimley-horn.com](mailto:Adam.Kucharski@kimley-horn.com)>  
**Subject:** [External] WCDOT Wilmington-Peotone PEL IDOT Meeting - October 31, 2024

Kevin,

I've attached minutes from our discussion regarding the Wilmington-Peotone PEL study as well as traffic signal warrant information as requested for distribution. Please let me know if you have any questions or comments on the information.

Thank you,  
Katie

**Katie Leska, PE** |  **BURNS & McDONNELL**

Project Manager

☎ 847-466-4522

## **Bureau of Traffic Operations-Traffic Programs Section-Local Roads Review Comments**

Wilmington-Peotone Road Planning and Environmental Linkages (PEL) Study

Wilmington-Peotone Road from I-55/River Road to IL Route 50

Will County (Section # 23-00116-15-ES)

February 11, 2025

- 1) For the intersections under State jurisdiction, are there separate traffic count data sheets that show volumes for each movement as well as the date the counts were taken? If so, please provide the most recent traffic counts available for review.
- 2) River Rd and Wilmington-Peotone Rd are both designated Strategic Regional Arterial (SRA) routes. The Department does not utilize Warrants 1 (Condition A/B), 2, and 3 when considering installation of traffic signals along SRA routes. The 70% reduction factor is also not utilized.
- 3) A change in interchange design will require a traffic study and interchange design study.
- 4) I-55 @ River Rd: If the partial cloverleaf interchange is under consideration as an alternative, capacity analyses will be needed to determine the geometry of both the east and west junctions as well as the cross section of the River Rd bridge structure over I-55.
- 5) IL 53 @ New River Rd: If a second eastbound right turn lane is to be proposed as part of an intersection improvement, a capacity analysis should be conducted to determine the need for a second right turn lane or whether a single right turn lane would be sufficient. In addition, consider the potential need for northbound dual left turn lanes.
- 6) IL 53 @ Wilmington-Peotone Rd: If a second westbound right turn lane is to be proposed as part of an intersection improvement, a capacity analysis should be conducted to determine the need for a second right turn lane or whether a single right turn lane would be sufficient. In addition, consider the potential need for southbound dual left turn lanes.
- 7) US 45-52 @ Wilmington-Peotone Rd: See 2<sup>nd</sup> comment. US Route 45-52 is also a designated SRA route. The Department requires that right turn reduction methodology be applied to the minor leg street for traffic signal warrants. Was Warrant 7 analyzed in conjunction with a review of the crash data to determine the number of correctable crashes for each year? Please revise the traffic signal warrant analysis accordingly.
- 8) I-57 Southbound @ Wilmington-Peotone Rd: See 2<sup>nd</sup> comment. The Department requires that right turn reduction methodology be applied to the minor leg street for traffic signal warrants. Please revise the traffic signal warrant analysis accordingly.
- 9) I-57 Northbound @ Wilmington-Peotone Rd: No comments.
- 10) IL 50 @ Wilmington-Peotone Rd: No comments.

IDOT Project Studies - Geometric Studies Review  
 Route: Wilmington-Peotone PEL Study  
 Location: Will County  
 Review Date: 2/11/2025



RESPONSE LEGEND  
 A: AGREE FULLY, revised per comment  
 B: AGREE PARTLY, EXCEPTIONS NOTED  
 C: DISAGREE FULLY, REASONS NOTED  
 D: COMMENT HAS BEEN SUPERSEDED BY DESIGN DEVELOPMENT  
 E: QUESTION ONLY. ANSWER PROVIDED  
 F: NO ACTION REQUIRED

Response Date: 2/28/2025

NO.	COMMENTS	ACTION REQ'D: A/B/C/D/E/F	RESPONSE / NOTES	STATUS
1	For the intersections under State jurisdiction, are there separate traffic count data sheets that show volumes for each movement as well as the date the counts were taken? If so, please provide the most recent traffic counts available for review.	A	Traffic counts from August 15, 2023 have been included with this disposition.	Closed
2	River Rd and Wilmington-Peotone Rd are both designated Strategic Regional Arterial (SRA) routes. The Department does not utilize Warrants 1 (Condition A/B), 2, and 3 when considering installation of traffic signals along SRA routes. The 70% reduction factor is also not utilized.	F	Noted. The SRA Warrant summary was previously sent for review and is included in this disposition for reference.	Closed
3	A change in interchange design will require a traffic study and interchange design study.	B	Agree. Will be evaluated in future phases of the project	Closed
4	I-55 @ River Rd: If the partial cloverleaf interchange is under consideration as an alternative, capacity analyses will be needed to determine the geometry of both the east and west junctions as well as the cross section of the River Rd bridge structure over I-55.	B	Agree. Will be evaluated in future phases of the project	Closed
5	IL 53 @ New River Rd: If a second eastbound right turn lane is to be proposed as part of an intersection improvement, a capacity analysis should be conducted to determine the need for a second right turn lane or whether a single right turn lane would be sufficient. In addition, consider the potential need for northbound dual left turn lanes.	A	Capacity analysis has been completed and is provided with this disposition. The EB approach results in a LOS of C in the AM peak hour and F in the PM peak hour with a single EB right turn lane with projected 2035 and 2050 traffic volumes. The additional EB right turn lane helps to improve LOS in both 2035 and 2050 scenarios to D and C in the AM and PM peak hour, respectively.  An additional NB left turn lane was not considered as the NB approach performs satisfactorily with LOS of B or better in existing, 2035, and 2050 scenarios.	Closed

IDOT Project Studies - Geometric Studies Review  
 Route: Wilmington-Peotone PEL Study  
 Location: Will County  
 Review Date: 2/11/2025



RESPONSE LEGEND  
 A: AGREE FULLY, revised per comment  
 B: AGREE PARTLY, EXCEPTIONS NOTED  
 C: DISAGREE FULLY, REASONS NOTED  
 D: COMMENT HAS BEEN SUPERSEDED BY DESIGN DEVELOPMENT  
 E: QUESTION ONLY. ANSWER PROVIDED  
 F: NO ACTION REQUIRED

Response Date:	2/28/2025			
NO.	COMMENTS	ACTION REQ'D: A/B/C/D/E/F	RESPONSE / NOTES	STATUS
6	IL 53 @ Wilmington-Peotone Rd: If a second westbound right turn lane is to be proposed as part of an intersection improvement, a capacity analysis should be conducted to determine the need for a second right turn lane or whether a single right turn lane would be sufficient. In addition, consider the potential need for southbound dual left turn lanes.	A	Capacity analysis has been completed and is provided with this disposition. The WB approach results in a LOS of F in the AM peak hour and C in the PM peak hour with a single right turn lane under existing traffic volumes. The additional WB right turn lane helps to improve the WB approach LOS in both 2035 and 2050 scenarios to D and C in the AM and PM peak hour, respectively.  In addition to the added WB right turn lane, other recommended improvements including a NB right turn lane and re-optimized timing splits allow the SB approach to perform with an LOS of B in both the AM and PM peak hour in the 2050 scenario.	Closed
7	US 45-52 @ Wilmington-Peotone Rd: See 2nd comment. US Route 45-52 is also a designated SRA route. The Department requires that right turn reduction methodology be applied to the minor leg street for traffic signal warrants. Was Warrant 7 analyzed in conjunction with a review of the crash data to determine the number of correctable crashes for each year? Please revise the traffic signal warrant analysis accordingly.	A	Right turn lane reduction analysis has been completed and shows no change in warrant results compared to standard SRA analysis. HCS reports are included for review. A signal is still warranted per SRA analysis for traffic operations.	Closed
8	I-57 Southbound @ Wilmington-Peotone Rd: See 2nd comment. The Department requires that right turn reduction methodology be applied to the minor leg street for traffic signal warrants. Please revise the traffic signal warrant analysis accordingly.	A	Right turn lane reduction analysis has been completed and shows no change in warrant results compared to standard SRA analysis. HCS reports are included for review. A signal is still warranted per SRA analysis for traffic operations.	Closed
9	I-57 Northbound @ Wilmington-Peotone Rd: No comments.	F		
10	IL 50 @ Wilmington-Peotone Rd: No comments.	F		

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**RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates**

---

**From** BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>

**Date** Fri 2/14/2025 8:15 AM

**To** Leska, Katherine (Katie) <kleska@burnsmcd.com>; Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>

**Cc** Christina Kupkowski <ckupkowski@willcountyillinois.com>; James, Desiree L <djames2@burnsmcd.com>

 8 attachments (7 MB)

11-NCHRRPRep1087-SPICE-Wilmington-IL 50.xlsm; 10-NCHRRPRep1087-SPICE-Wilmington I57 NB.xlsm; 09-NCHRRPRep1087-SPICE-Wilmington I57 SB.xlsm; 08-NCHRRPRep1087-SPICE-Wilmington-US52.xlsm; 04-NCHRRPRep1087-SPICE-Peotone-IL53.xlsm; 02-NCHRRPRep1087-SPICE-River I55 NB.xlsm; WP Rd, I-55 to IL 50 PEL\_State Route RAB HCS Analyses\_20250213.pdf; 01-NCHRRPRep1087-SPICE-River I55 SB.xlsm;

Katie,

Below are the GSU's review comments:

- Since Wilmington-Peotone Rd is an SRA only SRA Traffic Signal Warrants should be utilized for potential traffic signal warrant installations within the project limits.
- At the intersections with State Routes, except for the River Rd & IL 53 intersection, the alts which should be carried forward are "do nothing" or the installation of a roundabout. The GSU has performed capacity analyses using HCS for all the intersections which include State Routes, except for the River Rd & IL 53 intersection, and the capacity analyses suggest that roundabouts could operate adequately. Some of the intersections would need right-turn lanes to aid with the operational performance however all of them would only need to be 1-lane roundabouts. The HCS Capacity Analyses are attached for reference.
- Attached are SPICE analyses for other alts which were considered at the intersections with State Routes. They clearly show that a single lane roundabout would be the best performing at each intersection from a safety performance.

Thank you,

*Elizabeth Barrera-Vargas*

*IDOT D1 | Bureau of Local Roads*

---

**From:** Leska, Katherine (Katie) <kleska@burnsmcd.com>

**Sent:** Monday, February 10, 2025 9:49 AM

**To:** Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>

**Cc:** Christina Kupkowski <ckupkowski@willcountyillinois.com>; James, Desiree L <djames2@burnsmcd.com>; BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>

**Subject:** [External] Re: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Hi Kevin,

Have you heard any update regarding the traffic signal warrant review for the Wilmington-Peotone PEL Study? The last we had heard they had anticipated a mid-January timeframe.



Project Name: Wilmington-Peotone PEL Study  
 Description: Traffic Signal Warrant Analysis

Comments addressed: 3  
 Still open: 0  
 Follow-up required: 0

COMMENT NO.	DWG NO./ SPEC NO./ SECTION NO., ETC.	Reviewed By:	COMMENTS	ACTION REQ'D: (A, B, C, D, E)	RESPONSE BY:	RESPONSES	CURRENT STATUS (OPEN/ CLOSED)
1	General	IDOT GSU	Since Wilmington-Peotone Rd is an SRA only SRA Traffic Signal Warrants should be utilized for potential traffic signal warrant installations within the project limits.	A	KJL	Agreed. While both SRA and non-SRA analysis were performed, all intersections that include a traffic signal as an alternative meet SRA traffic signal warrant criteria.	CLOSED
2	General	IDOT GSU	At the intersections with State Routes, except for the River Rd & IL 53 intersection, the alts which should be carried forward are "do nothing" or the installation of a roundabout. The GSU has performed capacity analyses using HCS for all the intersections which include State Routes, except for the River Rd & IL 53 intersection, and the capacity analyses suggest that roundabouts could operate adequately. Some of the intersections would need right-turn lanes to aid with the operational performance however all of them would only need to be 1-lane roundabouts. The HCS Capacity Analyses are attached for reference.	B	KJL	The roundabouts have been found to operate adequately at all intersections with state routes. During this PEL stage, in addition to the roundabouts, other improvements such as traffic signals and turn lanes have been included as alternatives to be carried forward given consideration of all evaluation criteria developed based on the Purpose and Need statement. In future Phase I studies, more detailed analysis will be done and the Preferred Alternative will be identified.	CLOSED
3	General	IDOT GSU	Attached are SPICE analyses for other alts which were considered at the intersections with State Routes. They clearly show that a single lane roundabout would be the best performing at each intersection from a safety performance.	B	KJL	Agreed. Roundabouts received the highest safety score, which was weighted the highest given the Purpose and Need of this project, of all intersection improvements.	CLOSED

RESPONSES FOR ACTION REQ'D  
 A: AGREE FULLY WILL COMPLY.  
 B: AGREE PARTLY WITH, AS NOTED EXCEPTIONS.  
 C: DISAGREE FULLY. REASONS ARE NOTED.  
 D: COMMENT HAS BEEN SUPERSEDED BY DESIGN DEVELOPMENT.  
 E: QUESTION ONLY. ANSWER THE QUESTION.

---

**RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates**

---

**From** BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>

**Date** Wed 4/2/2025 2:49 PM

**To** Leska, Katherine (Katie) <kleska@burnsmcd.com>; Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>

**Cc** Christina Kupkowski <ckupkowski@willcountyillinois.com>; James, Desiree L <djames2@burnsmcd.com>

Katie,

*"As long as it's not studied in phase I, the DDI at I-57", GSU is okay with the approach below.*

Thanks,

*Elizabeth Barrera-Vargas*

*IDOT D1 | Bureau of Local Roads*

---

**From:** Leska, Katherine (Katie) <kleska@burnsmcd.com>

**Sent:** Tuesday, April 1, 2025 11:32 AM

**To:** BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>; Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>

**Cc:** Christina Kupkowski <ckupkowski@willcountyillinois.com>; James, Desiree L <djames2@burnsmcd.com>

**Subject:** [External] Re: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Elizabeth,

Based on the below IDOT GSU input, we will update the Concept Evaluation for the I-55 partial cloverleaf and the I-57 DDI. We will note that the closure of the frontage roads has been identified as a fatal flaw, and therefore it is no longer recommended as an alternative to be carried forward. We will also adjust the stakeholder scoring for the I-57 DDI to a zero to reflect IDOT's concerns within the evaluation matrix that was presented to FHWA and adjust the scoring in the PEL report.

Thanks,

Katie

**Katie Leska, PE** | 

Project Manager

**O** 847-466-4522

**C** 847-370-3367

[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)

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**From:** BarreraVargas, Elizabeth  
**Sent:** Monday, March 31, 2025 9:49 AM  
**To:** Leska, Katherine (Katie); Stallworth, Kevin D  
**Cc:** Christina Kupkowski; James, Desiree L  
**Subject:** RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Katie,

Per GSU, *"We still do not concur with moving those alts forward to Phase I"*.

Thanks,

*Elizabeth Barrera-Vargas*

*IDOT D1 | Bureau of Local Roads*

---

**From:** Leska, Katherine (Katie) <[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)>  
**Sent:** Friday, March 21, 2025 11:16 AM  
**To:** BarreraVargas, Elizabeth <[Elizabeth.BarreraVargas@Illinois.gov](mailto:Elizabeth.BarreraVargas@Illinois.gov)>; Stallworth, Kevin D <[Kevin.Stallworth@illinois.gov](mailto:Kevin.Stallworth@illinois.gov)>  
**Cc:** Christina Kupkowski <[ckupkowski@willcountyillinois.com](mailto:ckupkowski@willcountyillinois.com)>; James, Desiree L <[djames2@burnsmcd.com](mailto:djames2@burnsmcd.com)>  
**Subject:** [External] Re: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Elizabeth,

I included responses to the additional comments below in [blue](#):

*"For the I-55 Interchange, the GSU does not concur with the County's Alternative of revising the radii of the curves along the ramps and the intersection angles because what's not captured in the Meeting*

E-4.B.18

*Minutes is the closure of the adjacent frontage roads.”*

Apologies, I did forget to include the note regarding the closure of the frontage roads to the IDOT/FHWA meeting minutes. We did discuss and include that information in our October meeting, I attached those minutes for reference, and they will be included in the PEL Report. It had not been identified as a fatal flaw when we met to discuss the alternatives, and it showed improvement to the no-build in the evaluation matrix which is why it has been recommended to be carried forward. We've noted that additional coordination is needed in Phase I when the Preferred Alternative was to be determined.

*“For the I-57 interchange, the GSU does not concur with Alt #3 (DDI). The traffic volumes at this interchange are not high enough to justify this level of infrastructure.”*

The DDI was identified as a potential solution to address safety concerns at the interchange with a high number of turning/angle and rear end crashes. At our October meeting we discussed also looking at roundabouts at the ramp intersections to provide a safety benefit at a reduced cost which have been added at the I-57 interchange. Both have been recommended to be carried forward based on significant improvements to the no-build in the evaluation matrix with the preferred alternative to be identified based on more detailed analysis in Phase I.

Let me know if there are additional questions or comments, we are happy to get on a call to discuss if that would be easiest.

Thanks,

Katie

---

**From:** BarreraVargas, Elizabeth

**Sent:** Friday, March 21, 2025 7:35 AM

**To:** Leska, Katherine (Katie); Stallworth, Kevin D

**Cc:** Christina Kupkowski; James, Desiree L

**Subject:** RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Katie,

Jason Salley from GSU added, "I would like the opportunity to comment on the PEL please. I do not concur with moving forward some of their I-55 & I-57 interchange alts which were presented as ones which might move forward at this month's FHWA-BDE Coordination Meeting."

Specifically,

*"For the I-55 Interchange, the GSU does not concur with the County's Alternative of revising the radii of the curves along the ramps and the intersection angles because what's not captured in the Meeting Minutes is the closure of the adjacent frontage roads."*

*"For the I-57 interchange, the GSU does not concur with Alt #3 (DDI). The traffic volumes at this interchange are not high enough to justify this level of infrastructure."*

Thanks,

*Elizabeth Barrera-Vargas*

*IDOT D1 | Bureau of Local Roads*

---

**From:** Leska, Katherine (Katie) <[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)>

**Sent:** Thursday, March 13, 2025 12:14 PM

**To:** BarreraVargas, Elizabeth <[Elizabeth.BarreraVargas@Illinois.gov](mailto:Elizabeth.BarreraVargas@Illinois.gov)>; Stallworth, Kevin D <[Kevin.Stallworth@illinois.gov](mailto:Kevin.Stallworth@illinois.gov)>

**Cc:** Christina Kupkowski <[ckupkowski@willcountyillinois.com](mailto:ckupkowski@willcountyillinois.com)>; James, Desiree L <[djames2@burnsmcd.com](mailto:djames2@burnsmcd.com)>

**Subject:** [External] Re: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Elizabeth,

Comment response below:

"Understood, any intersection with State Routes that does not meet SRA Warrants is considered to be fatally flawed and thus not recommended as an Alternative to be Carried Forward. This information is included in the PEL Report and will be posted to the project website once approved."

E-4.B.20

Thanks,

Katie

**Katie Leska, PE** |  BURNS & McDONNELL

Project Manager

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C 847-370-3367

[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)

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**From:** BarreraVargas, Elizabeth <[Elizabeth.BarreraVargas@Illinois.gov](mailto:Elizabeth.BarreraVargas@Illinois.gov)>

**Sent:** Monday, March 10, 2025 11:49 AM

**To:** Leska, Katherine (Katie) <[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)>; Stallworth, Kevin D <[Kevin.Stallworth@illinois.gov](mailto:Kevin.Stallworth@illinois.gov)>

**Cc:** Christina Kupkowski <[ckupkowski@willcountyillinois.com](mailto:ckupkowski@willcountyillinois.com)>; James, Desiree L <[djames2@burnsmcd.com](mailto:djames2@burnsmcd.com)>

**Subject:** RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Katie,

We've received an additional comment from GSU:

*"I am glad that the County is agreeable to moving the roundabouts forward as an alternative where State Routes intersect the roadway.*

*My only comment is that the MUTCD will not allow an entity to install a traffic signal if it does not meet warrants.*

E-4.B.21

*As such, if an intersection with a State Route does not meet traffic signal warrants, and specifically SRA Warrants due to Wilmington-Peotone Rd being an SRA, the Department will not support the moving forward of a traffic signal installation at that intersection. Furthermore, the County should not show any exhibits to the public at an intersection with a State Route suggesting or proposing the installation of a traffic signal if one is not warranted at that location."*

Please address the comment above.

Thank you,

*Elizabeth Barrera-Vargas*

*IDOT D1 | Bureau of Local Roads*

---

**From:** Leska, Katherine (Katie) <[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)>

**Sent:** Friday, February 28, 2025 11:19 AM

**To:** BarreraVargas, Elizabeth <[Elizabeth.BarreraVargas@Illinois.gov](mailto:Elizabeth.BarreraVargas@Illinois.gov)>; Stallworth, Kevin D <[Kevin.Stallworth@illinois.gov](mailto:Kevin.Stallworth@illinois.gov)>

**Cc:** Christina Kupkowski <[ckupkowski@willcountyillinois.com](mailto:ckupkowski@willcountyillinois.com)>; James, Desiree L <[djames2@burnsmcd.com](mailto:djames2@burnsmcd.com)>

**Subject:** [External] Re: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Elizabeth,

I've attached a pdf with comment dispositions for the GSU review comments below. Please let me know if there are any questions or anything additional is needed during this PEL stage of the project.

Thanks,

Katie

**Katie Leska, PE** |  **BURNS & McDONNELL**

Project Manager

☎ 847-466-4522

E-4.B.22

# Exhibit 4C: IDOT/FHWA Coordination

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**MEETING MINUTES****Subject:** IDOT/FHWA March Meeting - Wilmington-Peotone PEL Study**Meeting Date:** March 12, 2024**Time:** 8:30 a.m.**Location:** Webex**Attendees:** Kevin Stallworth, IDOT Dist. 1 Bureau of Local Roads & Streets (D1-BLRS)  
Elizabeth Barrera-Vargas, IDOT D1-BLRS  
Jessica Feliciano, IDOT D1-BLRS  
William Raffensperger, IDOT Central BLRS  
Stephen Letsky, IDOT Central BLRS  
Jason Salley, IDOT D1 Bureau of Programming  
Michael Phan, IDOT D1 Bureau of Programming  
Steve Lipkie, IDOT D1 Bureau of Maintenance  
Velicia Goode, IDOT Office of Intermodal Projects  
Benjamin Sperry, IDOT Central Bureau of Design & Environment (BDE)  
Chris Byars, FHWA  
Michael Kowalczyk, FHWA  
James Kyte, FHWA  
Irene Pantoja, FHWA  
Russell Pietrowiak, CMAP  
Christina Kupkowski, WCDOT  
Katie Leska, BMcD  
Desiree James, BMcD  
Adam Kucharski, K-H  
Sagar Sonar, K-H  
Becka Shipp  
LeTisa Jones

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**FHWA/DISTRICT 1 – BLRS COORDINATION MEETING**

Local Agency: Will County Division of Transportation

Section Number: 23-00116-15-ES

Agenda Item #1

**DISCUSSION ITEMS**

- Project Introduction

The project limits for this WCDOT funded PEL study includes 22 miles of roadway. The western termini of the project is the River Road and I-55 interchange. It follows River Road from I-55 to IL Route 53, along the Kankakee River and within and abutting Midewin National Tallgrass Prairie. The limits follow IL Route 53 from River Road to Wilmington-Peotone Road, and then continue along Wilmington-Peotone Road from IL Route 53 to

Drecksler Road. The majority of Wilmington-Peotone Road is agricultural until the I-57 interchange and then becomes more residential as it enters the Village of Peotone. Drecksler Road is the eastern termini of the project, it is both the end of the SRA route as well as the limit of County jurisdiction. As Will County development has continued to grow the traffic dynamic that is using this corridor has shifted with the local traffic and farm equipment now interacting with increasing truck traffic.

- Project Status / Purpose and Need

A safety and crash assessment has also been completed using data from the years 2018-2022. The corridor saw an increased percentage of injury and fatal crashes as compared to the state and county averages for almost every year of the study based on the published annual reports. The most common crash types for the segments within the corridor were rear ends, overturned, and fixed object crashes. The roadway geometry along Wilmington-Peotone Road, the longest section of the corridor, is likely contributing to the safety concerns. The cross-section is tight with 11-foot lanes and minimal shoulders, there are steep ditch sections along the roadway, as well as deficient vertical curves that limit sight distance. The lack of shoulders also has been noted by law enforcement as a concern since there is no safe place for them to stop or to pull over violators.

The crash trends at intersections include a high percentage of angle and turning crashes. The intersections that experienced the greatest number of crashes were Wilmington-Peotone Road/ US Route 45/52, River Road/ I-55, Wilmington-Peotone Road/I-57, IL Route 53/ Wilmington-Peotone Road, and IL Route 53/River Road, respectively. The intersections with US Route 45 / 52 is identified as “critical” in the IDOT safety tiers. The IL Route 50 intersection is also identified as a “high” safety tier; the intersection is a skewed, all-way stop controlled intersection with two through lanes on IL Route 50.

It was noted in the meeting that the Illinois calibrated HSM crash equations are valid for this project given that it includes arterial routes. [Burns & McDonnell will update the Purpose and Need document to include the HSM Part C predictive method results and compare the results to the actual crash numbers.](#)

Traffic counts were performed in August 2023. A high percentage of truck volumes were experienced along the corridor: up to 28% in some areas. The existing volumes were used to create an existing traffic model as well as for coordination with CMAP regarding future traffic volumes. The team is in the process of working with the Center for Economic Development (CED) and the communities in the area to confirm that the future traffic volumes consider the heavy freight presence and growth in the area. [An update will be made to the Purpose and Need document including the finalized traffic data. The new version will include discussion on how the numbers have been adjusted from the CMAP numbers. The team will also verify the future truck volume percentages used.](#) The team has not yet begun concept development to determine if additional lanes are needed throughout the corridor.

Environmental evaluations have included the submittal of an ESR for desktop review of biological, cultural, and special waste along IL Route 53. The team has performed a PESA for the local roads within the corridor as well as wetland delineation throughout. It was noted that the ESR boundary needs to be robust for this initial phase and will be modified in future addendums as the project progresses. The first point of tribal coordination will occur when the Purpose and Need is finalized. It was asked if the project will need to follow the NEPA/404 Merger process given the proximity to the Kankakee River; [the team will reach out to USACE to confirm whether the project should follow the NEPA/404 Merger Process.](#)

Public and Stakeholder Outreach has included stakeholder meetings with a number of

groups including Peotone community leaders, Wilmington community leaders, the Will County Center for Economic Development, Police and Fire, as well as the Forest Preserve. A public information meeting was also held in December in both Wilmington and Peotone. The Purpose and Need document will be updated to include the proper NEPA nomenclature: “Public Information Meeting.” The team will also ensure that all comments, both positive and negative, are noted.

- Other Discussion Items:

It was asked if the intent is for the County to perform a Phase I study of the entire 22 mile corridor when the PEL study is complete. The intention is to identify the needed improvements and for the corridor to be broken into smaller Phase I studies based on needs. It was noted that each project will need to prove that it has independent utility and logical termini. It was suggested an alternative option would be to prepare a single Phase I report and including discussion on staging the improvements. The County is not utilizing the NEPA scoping process for this project in place of this PEL study.

It was asked if this corridor is a regional bikeway in Will County. After the meeting it was confirmed that the eastern portion of the corridor, from the Wauponsee Glacial Trail crossing through the project limits is included in the Will County Bikeway Plan. The updated Purpose and Need will include discussion regarding its inclusion as a future regional bikeway.

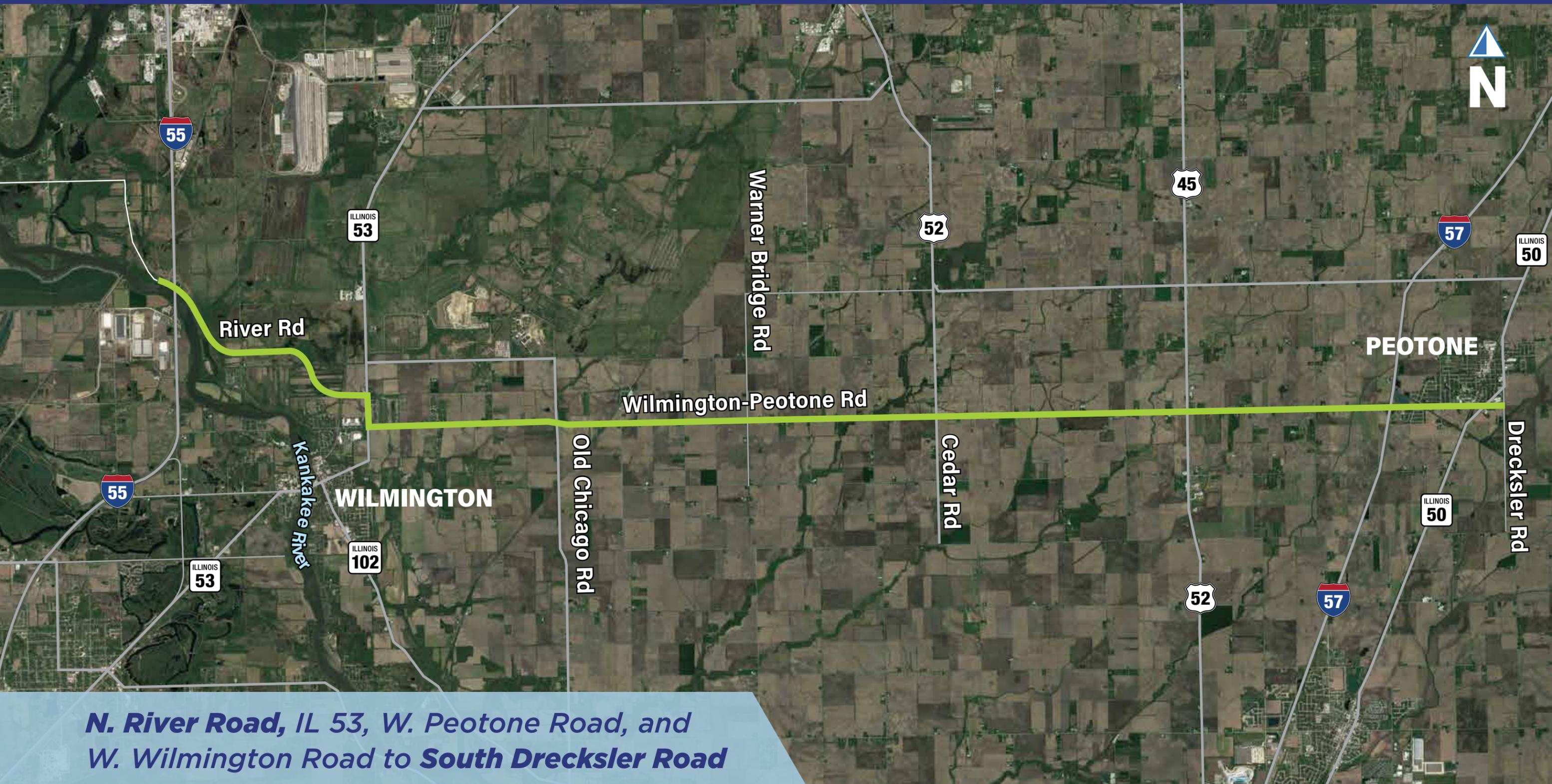
- Time did not allow for a full discussion of the timeframe agreement, but the below future milestones are noted for the project:
  - Draft Purpose and Need – March 2024
  - Alternatives to be Carried Forward – Summer 2024
  - No Further Comments – Fall 2024

### Action Items

- Contact USACE to confirm whether the project needs to follow the NEPA 404 merger process.
- An updated Draft Purpose and Need document will be emailed to Kevin Stallworth for re-distribution assuming the NEPA 404 merger process is not needed. The following comments will be addressed:
  - Include the IL calibrated equations in the safety discussion
  - Finalize traffic numbers and include discussion of how the volumes have been adjusted from the CMAP projections
  - Use correct NEPA nomenclature to describe public involvement: “public information meeting”
  - Include discussion on the Will County Bikeway Plan

The meeting ended at 9:15 AM.

# Location Map



***N. River Road, IL 53, W. Peotone Road, and  
W. Wilmington Road to South Drecklesler Road***



# Traffic Data

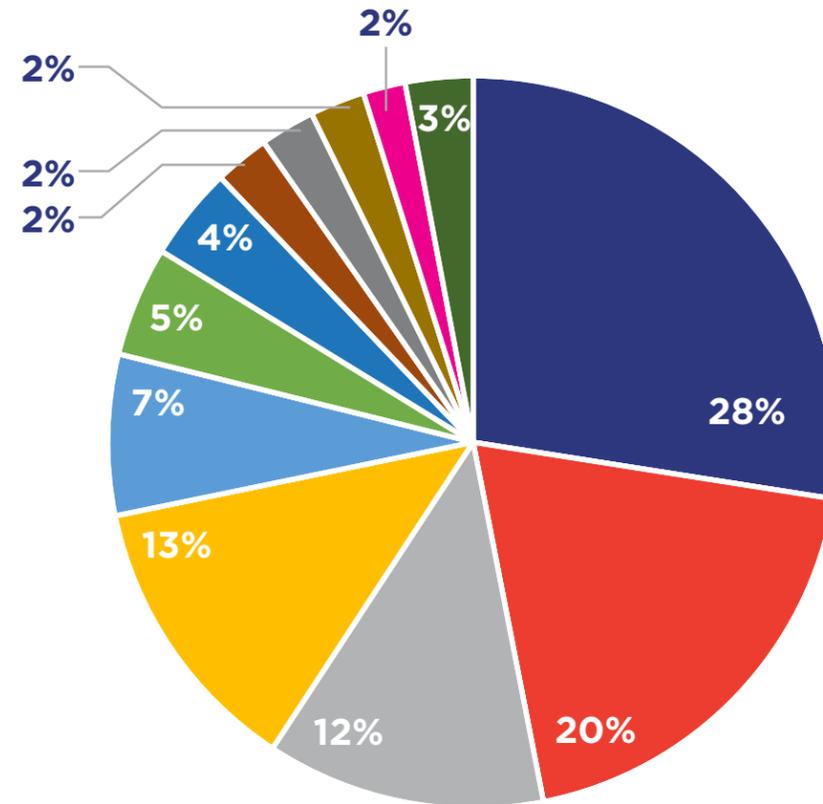


Existing traffic data was determined from traffic counts in August 2023. 2035 and 2050 ADT information does not include anticipated regional developments. These will be accounted for when data collection is completed.

# Crash Summary



Crash Data was analyzed for the years 2018 through 2022. 535 total crashes were reported within the study corridor



## CRASHES BY TYPE

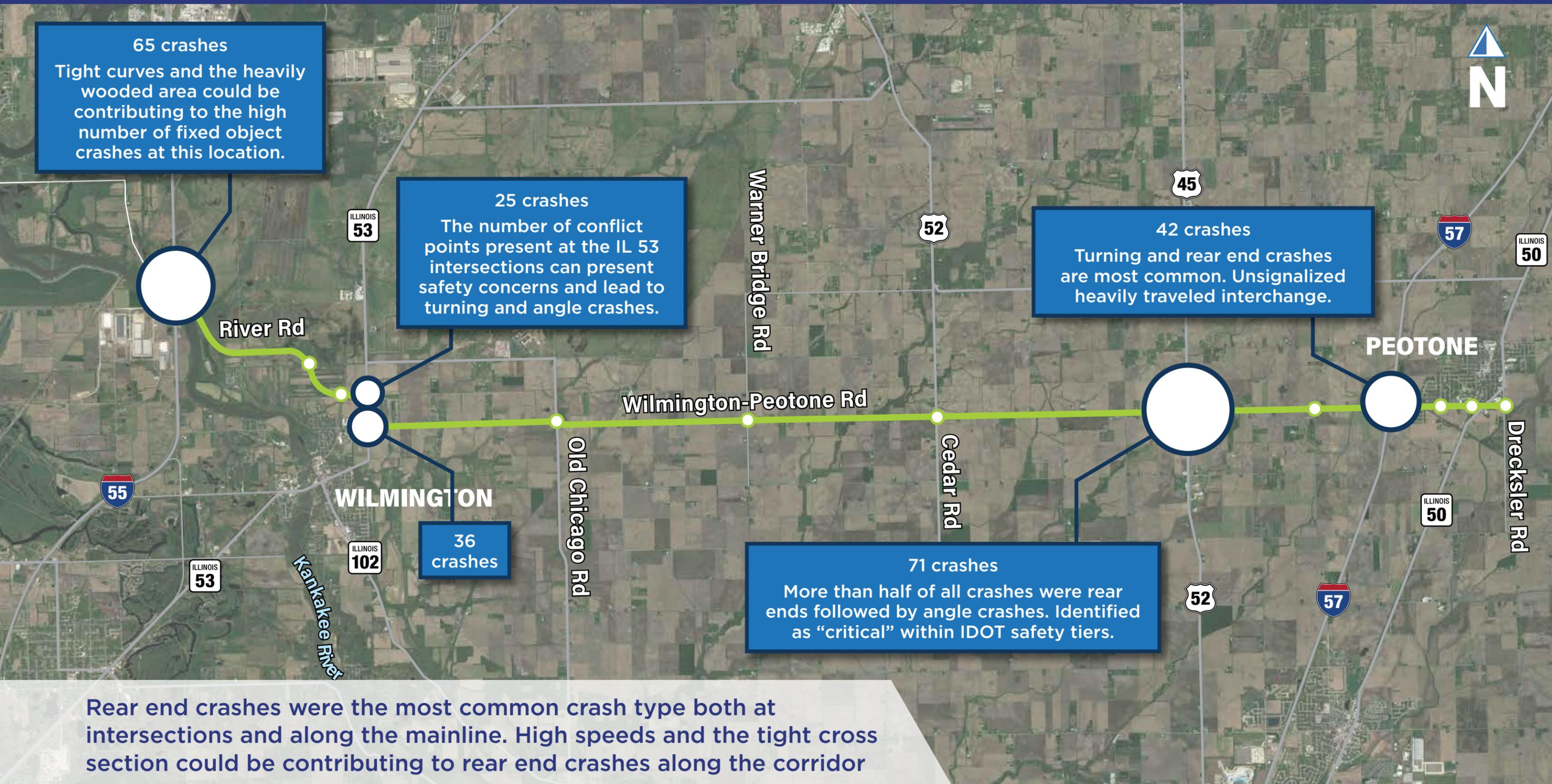
- Rear End
- Turning
- Angle
- Fixed Object
- Overtaken
- Sideswipe Same Direction
- Animal
- Other Non-Collision
- Sideswipe Opposite Direction
- Other Object
- Front to Front
- Other

## PROJECT CRASH SEVERITY VS. STATE AND COUNTY AVERAGES

Year	PROJECT AVERAGE		ILLINOIS STATE AVERAGE		WILL COUNTY AVERAGE	
	% Injury Crashes	% Fatal Crashes	% Injury Crashes	% Fatal Crashes	% Injury Crashes	% Fatal Crashes
2018	22.73%	1.82%	21.10%	0.30%	22.69%	0.35%
2019	28.13%	0.78%	20.40%	0.30%	20.88%	0.37%
2020	21.51%	2.15%	21.10%	0.44%	21.74%	0.51%
2021	24.73%	2.15%	20.60%	0.41%	22.07%	0.45%
2022	31.82	0.91%	Summary reports for 2022 have not been released			



# Crash Analysis



Rear end crashes were the most common crash type both at intersections and along the mainline. High speeds and the tight cross section could be contributing to rear end crashes along the corridor



Outlook

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**RE: Will County Division of Transportation, Wilmington-Peotone PEL Study - NEPA/404 Merger Process Question**

---

**From** Hall, Soren G CIV USARMY CELRC (USA) <Soren.G.Hall@usace.army.mil>

**Date** Mon 4/15/2024 1:18 PM

**To** Markowitz, Evan J <ejmarkowitz@burnsmcd.com>; Chicago Requests <ChicagoRequests@usace.army.mil>

**Cc** Leska, Katherine (Katie) <kleska@burnsmcd.com>; Christina Kupkowski <ckupkowski@willcountyillinois.com>; King, Christian M <cmking2@burnsmcd.com>; Verhalen, Patrick J CIV USARMY CELRC (USA) <Patrick.J.Verhalen@usace.army.mil>

Good Afternoon,

You noted that the impacts will likely not exceed 1 acre, so since the NEPA/404 merger process is primarily for impacts exceeding 1 acre, I agree with your rationale at this time. Note that the NWP's only authorize impacts up to 0.5 acres under NWP. You may still be able to utilize NWP 14 if each crossing is under 0.5 acre. Additionally, the Chicago District has adopted RGP 38 (issued by Rock Island District) which allows for impacts in excess of 0.5 acre.

Sincerely,

Soren G. Hall  
Team Leader  
U.S. Army Corps of Engineers  
Chicago District – Regulatory Branch  
231 South LaSalle Street, 15<sup>th</sup> Floor  
Chicago, Illinois 60604  
Mobile: (312) 730-8839

**Please note our new website: <https://www.lrd.usace.army.mil/>**

*The Regulatory Branch is committed to providing the highest level of Customer Service. We value your comments and would appreciate you contacting our management team if you have any comments/concerns regarding our customer service. You can reach the Branch Chief at [Teralyn.R.Pompeii@usace.army.mil](mailto:Teralyn.R.Pompeii@usace.army.mil) or the Assistant Branch Chief at [Kathy.G.Chernich@usace.army.mil](mailto:Kathy.G.Chernich@usace.army.mil).*

---

**From:** Markowitz, Evan J <ejmarkowitz@burnsmcd.com>  
**Sent:** Monday, April 15, 2024 8:31 AM  
**To:** Chicago Requests <ChicagoRequests@usace.army.mil>  
**Cc:** Leska, Katherine (Katie) <kleska@burnsmcd.com>; Christina Kupkowski <ckupkowski@willcountyillinois.com>; King, Christian M <cmking2@burnsmcd.com>; Verhalen, Patrick J CIV USARMY CELRC (USA) <Patrick.J.Verhalen@usace.army.mil>  
**Subject:** [Non-DoD Source] Will County Division of Transportation, Wilmington-Peotone PEL Study - NEPA/404 Merger Process Question

Good morning,

The Will County Division of Transportation is conducting a Planning and Environmental Linkages (PEL) study of the Wilmington-Peotone Corridor. The study limits begin to the west at the I-55 and River Road interchange and include River Road from I-55 to IL Route 53, IL Route 53 from River Road to Wilmington-Peotone Road, and Wilmington-Peotone Road from IL Route 53 to Drecklser Road. A location map is attached for reference. Please note the green line denotes the study corridor, the thickness does not equate to the width of the impacts.

As Will County development has continued to grow, the traffic dynamic that is using this corridor has shifted with the local traffic and farm equipment now interacting with increasing truck traffic. This study will look to identify existing deficiencies in roadway geometry as well

as traffic operations and/or capacity and develop a number of alternatives to meet the needs of the corridor. After this PEL Study is complete, the project will be broken into smaller projects dependent on future funding and move into Phase I studies. We recently discussed this project with IDOT and FHWA and are looking for confirmation that this project does not need to follow the NEPA/404 merger process.

At the western limits near the I-55 interchange, the corridor runs parallel to the Kankakee River and River Road is within the Midewin National Tallgrass Prairie and abuts the Des Plaines Fish and Wildlife Area. The project is in the process of finalizing the data collection and purpose and need and has not yet moved into concept development, therefore the lane configuration and ROW needs have not yet been confirmed. It is believed that acceptable concepts can be developed which do not involve impacts to the existing river bridge or new crossings of the Kankakee River. Similarly, an emphasis will be placed along River Road on options that minimize or eliminate the need for additional ROW in these sensitive environmental areas. Impacts to wetlands and surface waters potentially under the jurisdiction of the USACE are not anticipated to exceed the threshold of an Individual Permit at this time. As more data is collected, concepts are identified, and potential impacts are identified, Will County will re-assess whether the project meets the requirements of the NEPA/404 merger process.

We do not believe that the improvements will trigger the need to follow the NEPA/404 merger process but would like to get that confirmation from USACE before we advance further into the study. Please let us know if you have any questions or need additional information to make this determination.

Thanks,

**Evan Markowitz, MBA, PWS \ Burns & McDonnell**

Project Manager \ Environmental Services

O 331-205-8911 \ M 312-215-3030

[ejmarkowitz@burnsmcd.com](mailto:ejmarkowitz@burnsmcd.com) \ burnsmcd.com

1431 Opus Place, Suite 400 \ Downers Grove, Illinois 60515



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**RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL; IDOT/FHWA Meeting Minutes - 03/12/2024**

---

**From** Leska, Katherine (Katie) <kleska@burnsmcd.com>

**Date** Tue 5/7/2024 11:56 AM

**To** Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>

**Cc** Christina Kupkowski <ckupkowski@willcountyillinois.com>; Kucharski, Adam <Adam.Kucharski@kimley-horn.com>; Sonar, Sagar <Sagar.Sonar@kimley-horn.com>; James, Desiree L <djames2@burnsmcd.com>; BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>

 2 attachments (509 KB)

RE: Will County Division of Transportation, Wilmington-Peotone PEL Study - NEPA/404 Merger Process Question; 23-00116-15-ES\_MM\_IDOT\_FHWA\_2024-03-12.pdf;

Kevin,

We reached out to USACE following our discussion of the Wilmington-Peotone PEL Study on March 12, 2024. It was confirmed that we do not need to follow the NEPA/404 Merger process and I have included the correspondence for reference. Based on this, we will send the updated Purpose and Need statement to you via email for review and approval and will not plan to present this project again until we have the Alternatives to be Carried Forward. Please let me know if you have any questions or comments on this approach or if there is anything else needed from us at this time.

Thank you,  
Katie

**Katie Leska, PE** |  **BURNS & McDONNELL**

Project Manager

O 847-466-4522

C 847-370-3367

[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)

**Pronouns:** She/her/hers

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**From:** Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>

**Sent:** Wednesday, March 20, 2024 7:56 AM

**To:** Leska, Katherine (Katie) <kleska@burnsmcd.com>

**Cc:** Christina Kupkowski <ckupkowski@willcountyillinois.com>; Kucharski, Adam <Adam.Kucharski@kimley-horn.com>; Sonar, Sagar <Sagar.Sonar@kimley-horn.com>; James, Desiree L <djames2@burnsmcd.com>; BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>

E-4.C.11



---

**RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates**

---

**From** Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>

**Date** Thu 12/19/2024 3:29 PM

**To** Leska, Katherine (Katie) <kleska@burnsmcd.com>

**Cc** Christina Kupkowski <ckupkowski@willcountyillinois.com>; James, Desiree L <djames2@burnsmcd.com>; BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>

1 attachment (378 KB)

J6I3585\_Tribal-Collaboration-Letter\_2022-08-19.pdf;

Katie,

To follow up on the message(s) below: See the attached example of tribal coordination in a PEL. (Again, this is an example).

Also, per our Central Office's advice: FHWA acknowledged that we can consider the Purpose & Need (P&N) to be approved, since the latest comments were addressed in your November 15, 2024 submittal.

Thanks,

Kevin

---

**From:** Stallworth, Kevin D

**Sent:** Thursday, December 19, 2024 3:13 PM

**To:** Leska, Katherine (Katie) <kleska@burnsmcd.com>

**Cc:** Christina Kupkowski <ckupkowski@willcountyillinois.com>; James, Desiree L <djames2@burnsmcd.com>; BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>

**Subject:** RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Katie,

Central Office and FHWA just advised the following:

Please inform the local agency that they may engage tribes on both the Purpose & Need and Alts to Be Carried Forward so long as the Alts to Be Carried Forward are contingent on their P&N concurrence. When Alts to be carried forward are screened, they must be screened against a purpose & need; thus, the purpose & need must be concurred to first.

Thanks,

Kevin

---

**MEETING MINUTES****Subject:** IDOT/FHWA March Meeting - Wilmington-Peotone PEL Study**Meeting Date:** March 11, 2025**Time:** 9:00 a.m.**Location:** WebEx**Attendees:** Kevin Stallworth, IDOT Dist. 1 Bureau of Local Roads & Streets (D1-BLRS)  
Stephen Letsky, IDOT Central BLRS  
Elizabeth Barrera-Vargas, IDOT D1 BLRS  
Carlos Feliciano, IDOT D1 Bureau of Programming  
Jason Salley, IDOT D1 Geometrics Studies Unit  
Michael Phan, IDOT D1 Bureau of Programming  
Steve Schilke, IDOT Bureau of Programming  
Dwayne Ferguson, IDOT Bureau of Design and Environment (BDE)  
Benjamin Sperry, IDOT BDE  
Joy Gustafuson, IDOT  
Elise Blinn, IDOT  
Chris Byars, FHWA  
Nechole Neal, FHWA  
Irene Pantoja, FHWA  
Adam Lintner, ISTHA  
Russell Pietrowiak, CMAP  
Christina Kupkowski, WCDOT  
Katie Leska, BMcD  
Desiree James, BMcD  
Adam Kucharski, K-H

---

**FHWA/DISTRICT 1 – BLRS COORDINATION MEETING**

Local Agency: Will County Division of Transportation

Section Number: 23-00116-15-ES

Agenda Item #2

**DISCUSSION ITEMS**

- Project Recap

This is the second presentation of the WCDOT funded PEL study. The logical termini of the project were confirmed at the first meeting in March 2024. The western termini of the project is the River Road and I-55 interchange. It follows River Road from I-55 to IL Route 53, IL Route 53 from River Road to Wilmington-Peotone Road, and then continues along Wilmington-Peotone Road from IL Route 53 to Drecksler Road. The entire corridor is a Strategic Regional Arterial (SRA).

The Purpose and Need statement was presented at the March 11, 2024 meeting. Comments were addressed and approval was received via email in November 2024:

The **purpose** of this project is to improve safety, enhance mobility for all users through providing an efficient east-west connection, and support current and future travel demand throughout the corridor.

The **needs** for this project are to address deficiencies in the existing roadway and multimodal infrastructure and accommodate growth in local and regional traffic to improve mobility throughout the county.

The final outstanding item after the first meeting was reach out to the U.S. Army Corps of Engineers (USACE) regarding the 404 merger process. Email confirmation was received from USACE in April 2024 that this PEL project does not need to follow the 404 merger process; documentation is provided in the Draft PEL Report.

- Environmental Documentation

An ESR was submitted in February 2024 for desktop review of biological, cultural, and special waste along IL Route 53. Biological information regarding threatened and endangered species was received. Additionally, Burns & McDonnell performed both a PESA and Wetland Delineation for use to identify environmental impacts during concept evaluation.

Tribal Coordination letters were sent requesting feedback on the Purpose and Need and the Alternatives to be Carried Forward. No responses have been received at this time. Copies of the letters are included in the draft PEL report.

- Concept Evaluation Criteria

Given the size of the project, the concept evaluation was broken into 3 categories: segments, intersections, and interchanges. Segment alternatives include longitudinal concepts such as cross section updates and horizontal and vertical realignments. Intersection alternatives include spot improvements such as traffic control and turn lane options. Interchange alternatives look to address deficiencies in the I-55 and I-57 interchanges and ramp terminals. The No-Build alternative was included for all 3 categories.

Evaluation criteria were developed and weighted based on the Purpose and Need Statement. Safety received the highest weight of 5, followed by traffic operations and environmental effects with a weight of 3, ROW impacts and stakeholder input received a weight of 2, and all other criteria had a weight of 1: multimodal potential, constructability, EV potential, drainage impacts, and cost. All alternatives received a score between 0 and 4 for each criteria which was then multiplied by the weight; the total sum of all criteria scores for each alternative was used to determine the Alternatives to be Carried Forward. Fatal flaws were included in the screening and described in more detail in the Concept Evaluation section below.

Concurrence was received on the evaluation criteria and weighting as they relate to the Purpose and Need statement.

- Concept Evaluation

Segments: The project team walked through the different segment alternatives shown in the meeting materials. Most alternatives are recommended as Alternative to be Carried Forward

with the exception of the red realignment option. The red realignment was found to have impacts to wetlands and future developments in the southwest quadrant of the IL 53 and River Road intersection that resulted in a score the same as the No-Build. With no discernable improvement to existing, the red realignment was **not** recommended as an Alternative to be Carried Forward.

Intersections: Intersection improvements include roundabouts, traffic signals, and turn lanes considered at different locations as shown in the exhibit in the meeting materials. Traffic signal warrants at intersections with IDOT facilities were sent to both IDOT operations and geometric studies units in the fall of 2024. There are a few ongoing discussions, documentation will be provided in the PEL report, and additional coordination will occur in Phase I to identify the Preferred Alternative at these locations. At IDOT intersections, only improvements confirmed during PEL coordination with IDOT have been included as Alternatives to be Carried Forward.

Interchanges: Two alternatives, in addition to the No-Build, were developed at the I-55 and River Road interchange. The parclo interchange maintains the existing interchange type but provides improved curve radii and intersections angles. The trumpet interchange creates a free-flow interchange. The trumpet interchange was **not** recommended for consideration as an Alternative to be Carried Forward given excessive cost and constructability concerns given the need to close the interchange during construction.

Three build alternatives were evaluated at the I-57 and Wilmington-Peotone Road interchange. Alternative # 1 addresses geometric deficiencies while maintaining a diamond interchange; there is a bridge north of the interchange providing access across I-57 that is impacted by the improvements to the northbound exit ramp. Alternative #2 is a parclo interchange to improve intersection angles without impacting the bridge to the north. Alternative #3 is a diverging diamond to provide safety and traffic operations benefits. Alternative #2 is **not** recommended as an Alternative to be Carried Forward; safety modelling identified a projected increase in crashes; with a negative safety impact the alternative was decided to be fatally flawed.

Concurrence was received regarding the concept evaluation and process to determine the Alternatives to be Carried Forward.

- Public and Stakeholder Outreach

All alternatives were presented at Public Information Meeting #2 in October to obtain stakeholder input that was used in the scoring rubrics. Alternatives to be Carried Forward will be posted to the project website with the final PEL report and sent to the project email distribution list. They will be presented as part of the initial public information meetings included in future Phase I studies. No cause for concern with this approach was noted on the call.

- PEL Report and Questionnaire

WCDOT requested that the PEL conclude with the Alternatives to be Carried Forward; in lieu of refining to identify the Preferred Alternative during the PEL stage. The PEL Report and Questionnaire, found on the FHWA website, will be sent via email. Given the size of the project, multiple Phase I studies are anticipated along the PEL corridor. Logical termini will be identified for all Phase I project limits. FHWA confirmed that the PEL Report and Questionnaire will be reviewed and receive concurrence via email. No comments from CMAP, additional coordination will occur in Phase I. When prioritizing Phase I projects,

IDOT noted the long timeframe for Access Justification Reports (needed for interchange improvements) as a consideration to advance that work early.

# Location Map

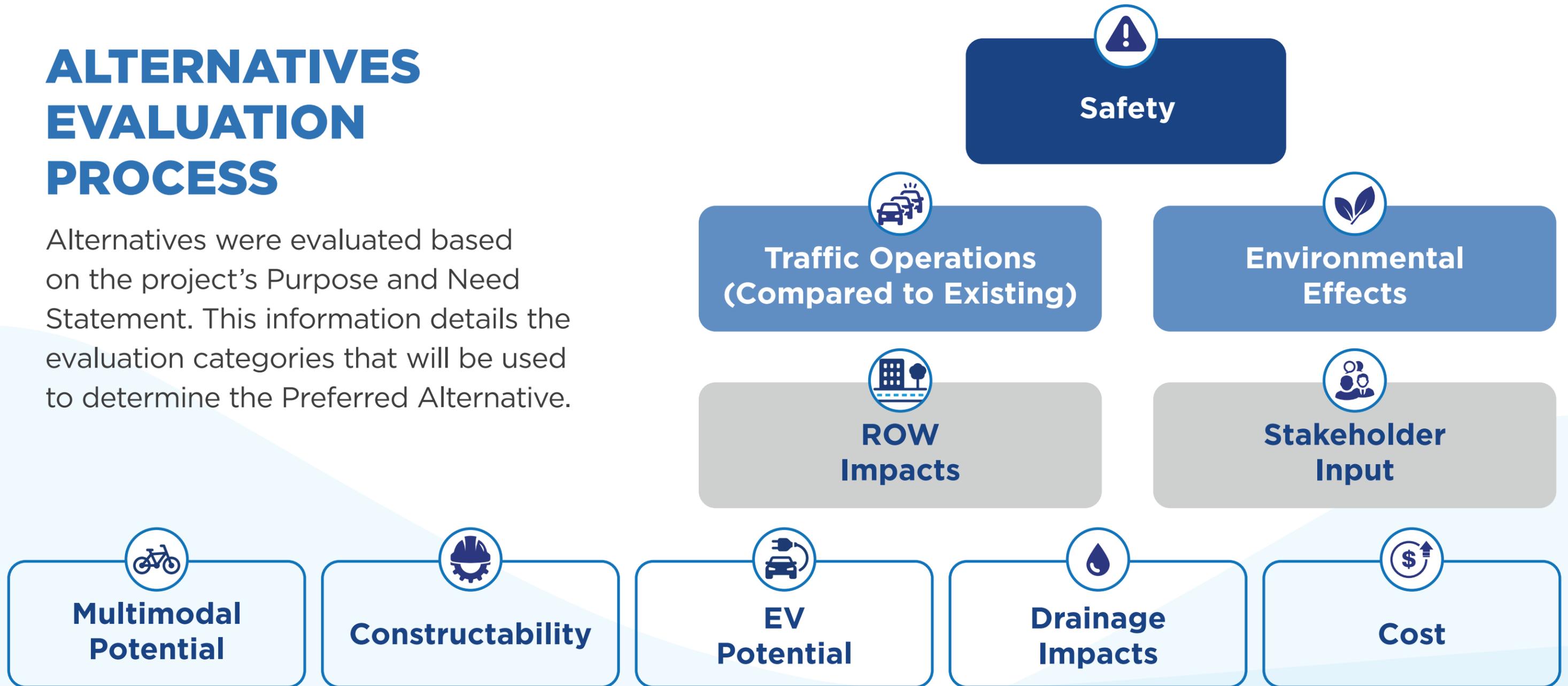


***N. River Road, IL 53, W. Peotone Road, and  
W. Wilmington Road to South Drecklesler Road***

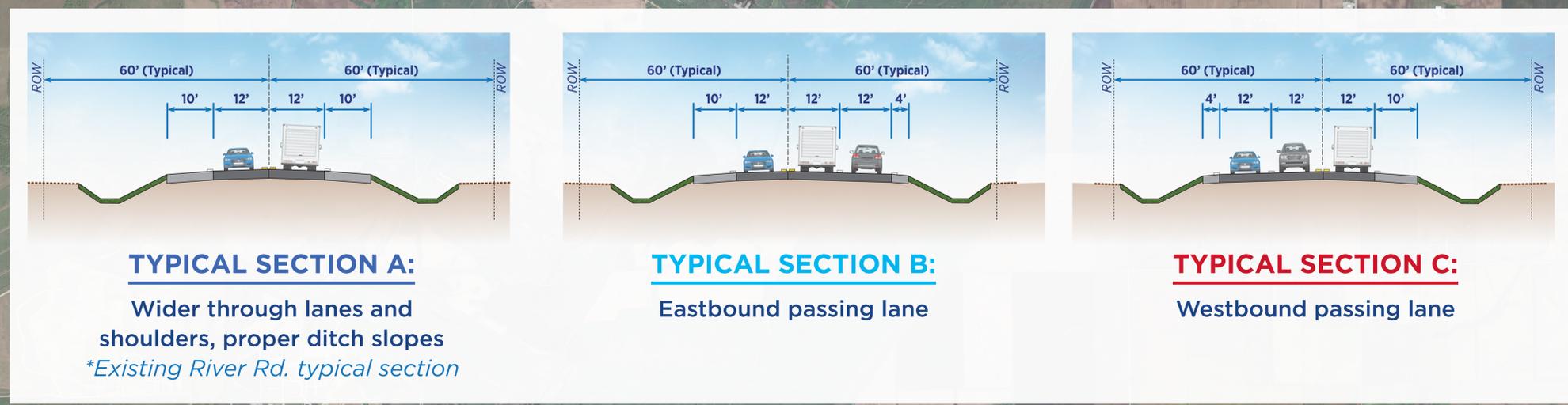
# Evaluation Criteria

## ALTERNATIVES EVALUATION PROCESS

Alternatives were evaluated based on the project's Purpose and Need Statement. This information details the evaluation categories that will be used to determine the Preferred Alternative.



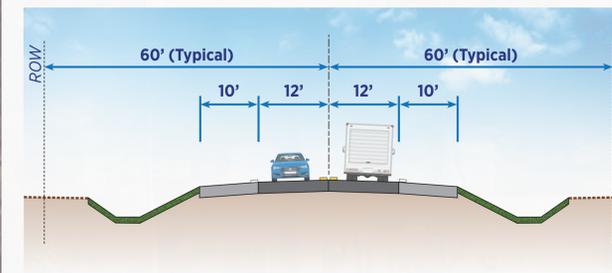
# CONCEPTUAL EXHIBIT: SEGMENTS



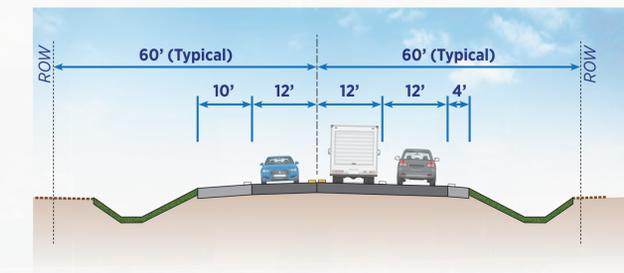
**LEGEND**

- Wilmington-Peotone PEL Study Corridor
- - - Corridor Realignment (Typical Section A)
- Bridge
- Standard Cross Section (Typical Section A)
- Passing lane (Typical Section B & C)
- Profile Improvement
- Railroad Grade Separation

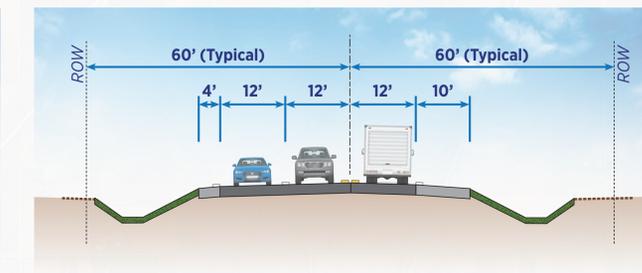
# CONCEPTUAL EXHIBIT: SEGMENTS



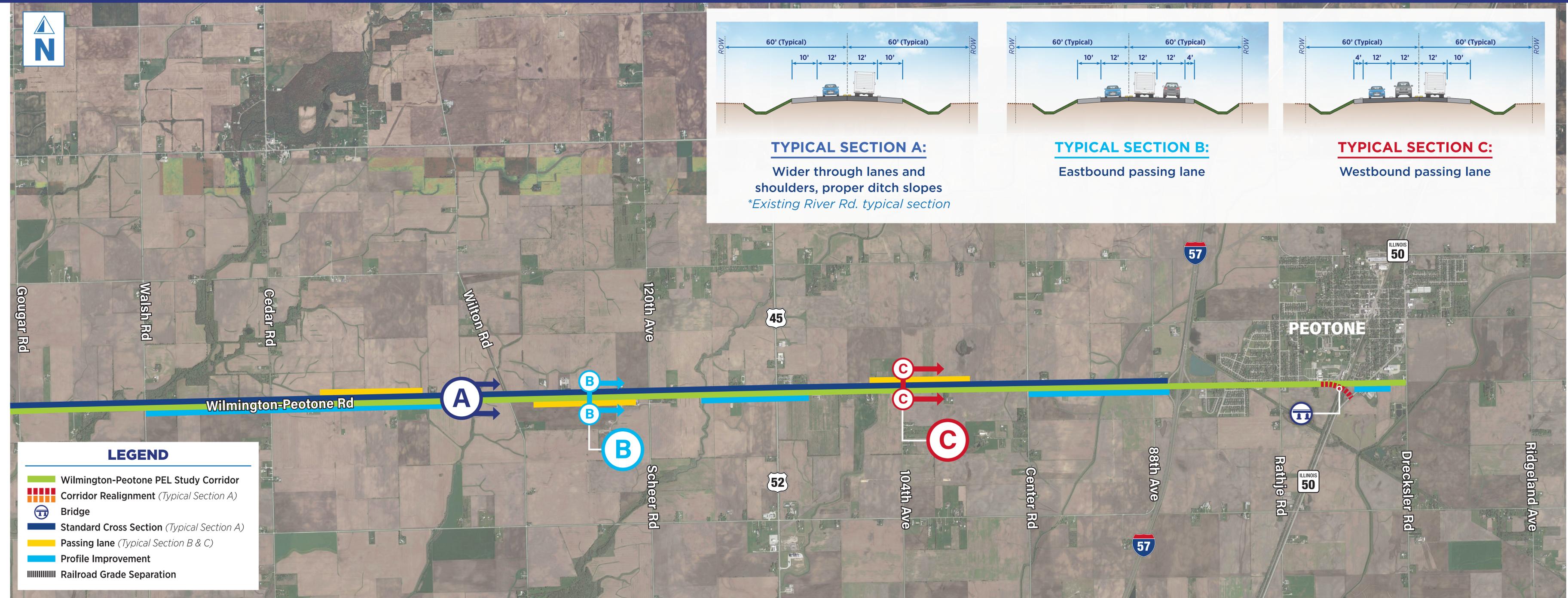
**TYPICAL SECTION A:**  
 Wider through lanes and shoulders, proper ditch slopes  
*\*Existing River Rd. typical section*



**TYPICAL SECTION B:**  
 Eastbound passing lane



**TYPICAL SECTION C:**  
 Westbound passing lane



**LEGEND**

- ▬ Wilmington-Peotone PEL Study Corridor
- ▬▬▬ Corridor Realignment (Typical Section A)
- Bridge
- ▬ Standard Cross Section (Typical Section A)
- ▬ Passing lane (Typical Section B & C)
- ▬ Profile Improvement
- ▬▬▬▬▬▬▬ Railroad Grade Separation

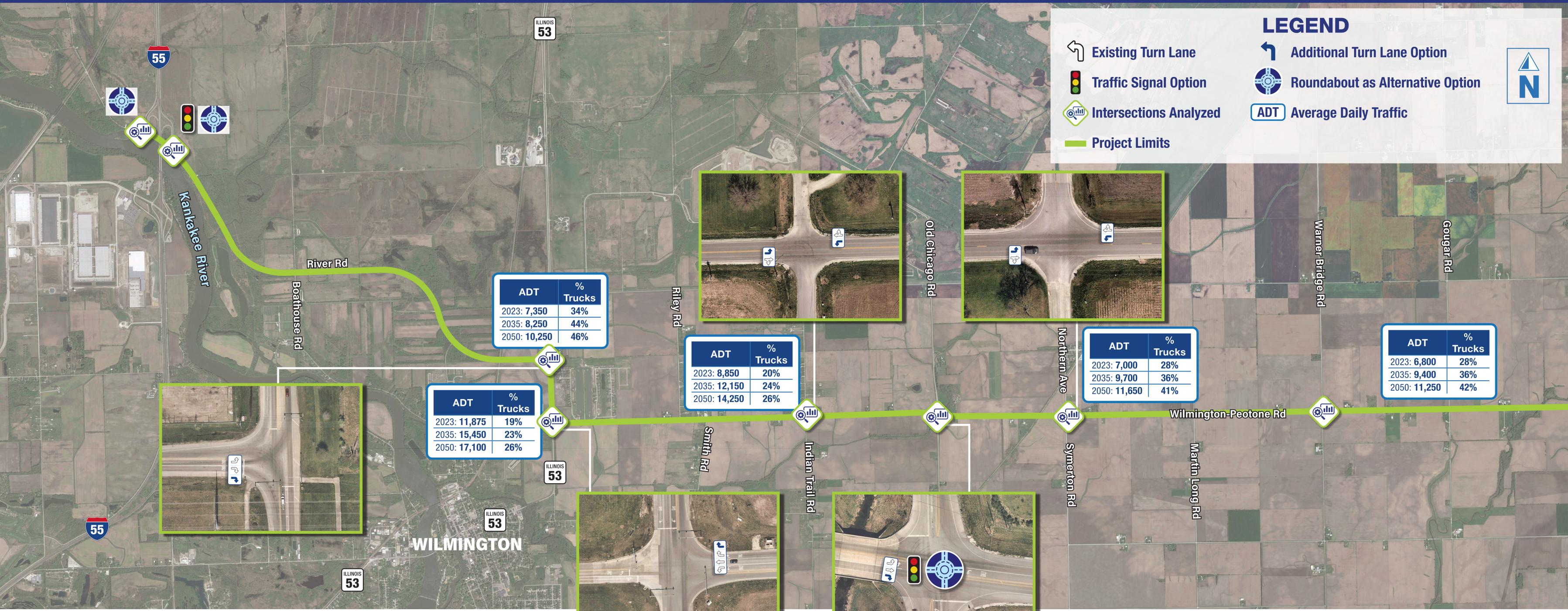


Segments								
Criteria	Weight	No Build	Widened Cross Section	Passing Lanes	Railroad Grade Separation	Realignment (orange)	Realignment (red)	Profile improvements
Safety	5	0	4	4	1	3	2	2
Traffic Operations	3	1	2	3	3	3	3	2
Environmental Effects	2	4	3	2	3	1	0	3
ROW Impacts	2	4	2	2	3	1	0	3
Stakeholder Input	2	1	2	2	3	2	2	3
Multimodal Potential	1	0	3	2	3	3	3	2
Constructability	1	4	2	2	1	3	2	2
EV Potential	1	To be considered in Phase I						
Drainage Impacts	1	3	2	2	3	3	3	3
Cost	1	4	2	2	0	3	1	3
<b>TOTAL</b>		<b>32</b>	<b>49</b>	<b>49</b>	<b>39</b>	<b>44</b>	<b>32</b>	<b>44</b>

Scoring Rubric	
Score	
0	Little or no improvement or the most impactful compared to other concepts
1	
2	
3	
4	

### LEGEND

- Existing Turn Lane
- Traffic Signal Option
- Intersections Analyzed
- Project Limits
- Additional Turn Lane Option
- Roundabout as Alternative Option
- Average Daily Traffic

ADT	% Trucks
2023: 7,350	34%
2035: 8,250	44%
2050: 10,250	46%

ADT	% Trucks
2023: 8,850	20%
2035: 12,150	24%
2050: 14,250	26%

ADT	% Trucks
2023: 7,000	28%
2035: 9,700	36%
2050: 11,650	41%

ADT	% Trucks
2023: 6,800	28%
2035: 9,400	36%
2050: 11,250	42%

ADT	% Trucks
2023: 11,875	19%
2035: 15,450	23%
2050: 17,100	26%

### LEGEND

- Existing Turn Lane
- Traffic Signal Option
- Intersections Analyzed
- Project Limits
- Additional Turn Lane Option
- Roundabout as Alternative Option
- Average Daily Traffic
- Crash




ADT	% Trucks
2023: 6,825	29%
2035: 8,820	30%
2050: 9,920	38%

ADT	% Trucks
2023: 5,350	31%
2035: 7,000	33%
2050: 8,075	41%

ADT	% Trucks
2023: 8,800	15%
2035: 10,210	19%
2050: 12,070	17%

Two recent fatal crashes. Additional signage has been added and further evaluation is underway



## Intersections

River Rd / IL 53			
Criteria	Weight	No Build	Turn Lane - EB RT
Safety	5	0	1
Traffic Operations	3	3	4
Environmental Effects	2	4	4
ROW Impacts	2	4	2
Stakeholder Input	2	2	3
Multimodal Potential	1	2	2
Constructability	1	4	3
EV Potential	1	To be considered in Phase I	
Drainage Impacts	1	3	3
Cost	1	4	3
<b>TOTAL</b>		<b>42</b>	<b>46</b>

Indian Trail / Wilmington-Peotone Rd			
Criteria	Weight	No Build	Turn Lane - EB/WB LT
Safety	5	0	3
Traffic Operations	3	1	1
Environmental Effects	2	4	4
ROW Impacts	2	4	3
Stakeholder Input	2	1	4
Multimodal Potential	1	0	0
Constructability	1	4	3
EV Potential	1	To be considered in Phase I	
Drainage Impacts	1	3	3
Cost	1	4	3
<b>TOTAL</b>		<b>32</b>	<b>49</b>

IL 53 / Wilmington-Peotone Rd			
Criteria	Weight	No Build	Turn Lane - WB & NB RT
Safety	5	0	2
Traffic Operations	3	2	3
Environmental Effects	2	4	4
ROW Impacts	2	4	4
Stakeholder Input	2	2	3
Multimodal Potential	1	2	2
Constructability	1	4	3
EV Potential	1	To be considered in Phase I	
Drainage Impacts	1	3	2
Cost	1	4	3
<b>TOTAL</b>		<b>39</b>	<b>51</b>

Symerton Rd / Wilmington-Peotone Rd			
Criteria	Weight	No Build	Turn Lane - EB/WB LT
Safety	5	0	3
Traffic Operations	3	1	1
Environmental Effects	2	4	4
ROW Impacts	2	4	2
Stakeholder Input	2	1	4
Multimodal Potential	1	0	0
Constructability	1	4	3
EV Potential	1	To be considered in Phase I	
Drainage Impacts	1	3	3
Cost	1	4	3
<b>TOTAL</b>		<b>32</b>	<b>47</b>

Old Chicago / Wilmington-Peotone Rd					
Criteria	Weight	No Build	Traffic Signal	Turn Lane - EB RT	Roundabout
Safety	5	0	2	2	4
Traffic Operations	3	1	4	1	4
Environmental Effects	2	4	4	3	2
ROW Impacts	2	4	4	4	2
Stakeholder Input	2	1	3	3	1
Multimodal Potential	1	2	3	2	4
Constructability	1	4	3	2	0
EV Potential	1	To be considered in Phase I			
Drainage Impacts	1	3	3	3	2
Cost	1	4	2	2	0
<b>TOTAL</b>		<b>34</b>	<b>55</b>	<b>42</b>	<b>48</b>

Scoring Rubric	
Score	
0	Little improvement or most impacts compared to other concepts
1	
2	
3	
4	Most improvement or least impacts compared to other concepts

## Intersections

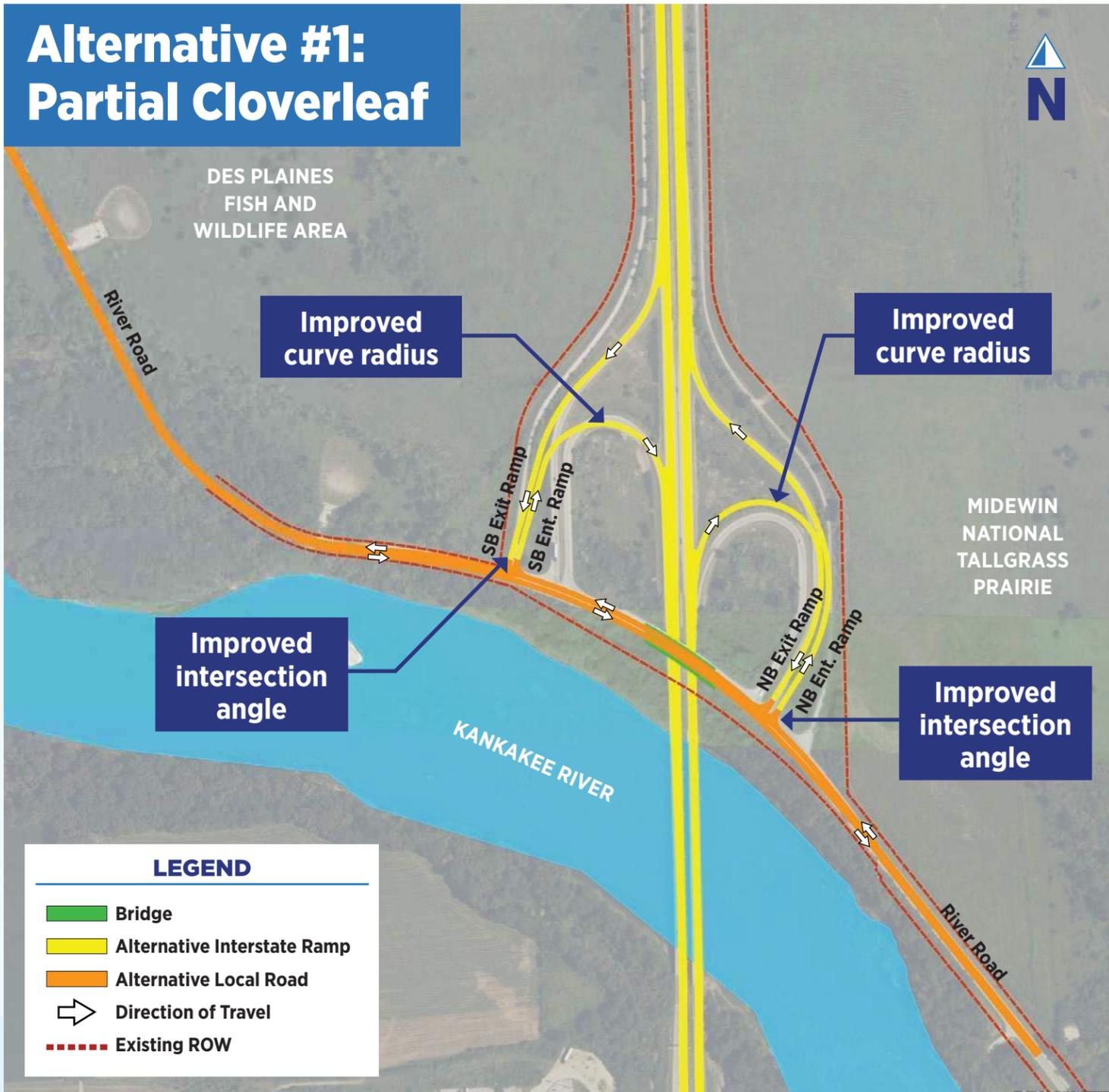
Cedar Rd / Wilmington-Peotone Rd					
Criteria	Weight	No Build	Traffic Signal	Turn Lane - EB/WB LT	Roundabout
Safety	5	0	2	3	4
Traffic Operations	3	2	3	2	4
Environmental Effects	2	4	4	4	3
ROW Impacts	2	4	4	3	2
Stakeholder Input	2	1	4	3	1
Multimodal Potential	1	0	3	0	4
Constructability	1	4	3	3	1
EV Potential	1	To be considered in Phase I			
Drainage Impacts	1	3	3	3	2
Cost	1	4	2	2	0
<b>TOTAL</b>		<b>35</b>	<b>54</b>	<b>49</b>	<b>51</b>

Scoring Rubric	
Score	
0	Little improvement or most impacts compared to other concepts
1	
2	
3	
4	Most improvement or least impacts compared to other concepts

US 45/52 / Wilmington-Peotone Rd					
Criteria	Weight	No Build	Traffic Signal	Turn Lane - NB/SB/EB/WB LT	Roundabout
Safety	5	0	2	3	4
Traffic Operations	3	0	3	0	3
Environmental Effects	2	4	4	3	4
ROW Impacts	2	4	4	2	2
Stakeholder Input	2	1	4	4	1
Multimodal Potential	1	0	3	0	4
Constructability	1	4	3	3	1
EV Potential	1	To be considered in Phase I			
Drainage Impacts	1	3	3	3	2
Cost	1	4	2	1	0
<b>TOTAL</b>		<b>29</b>	<b>54</b>	<b>40</b>	<b>50</b>

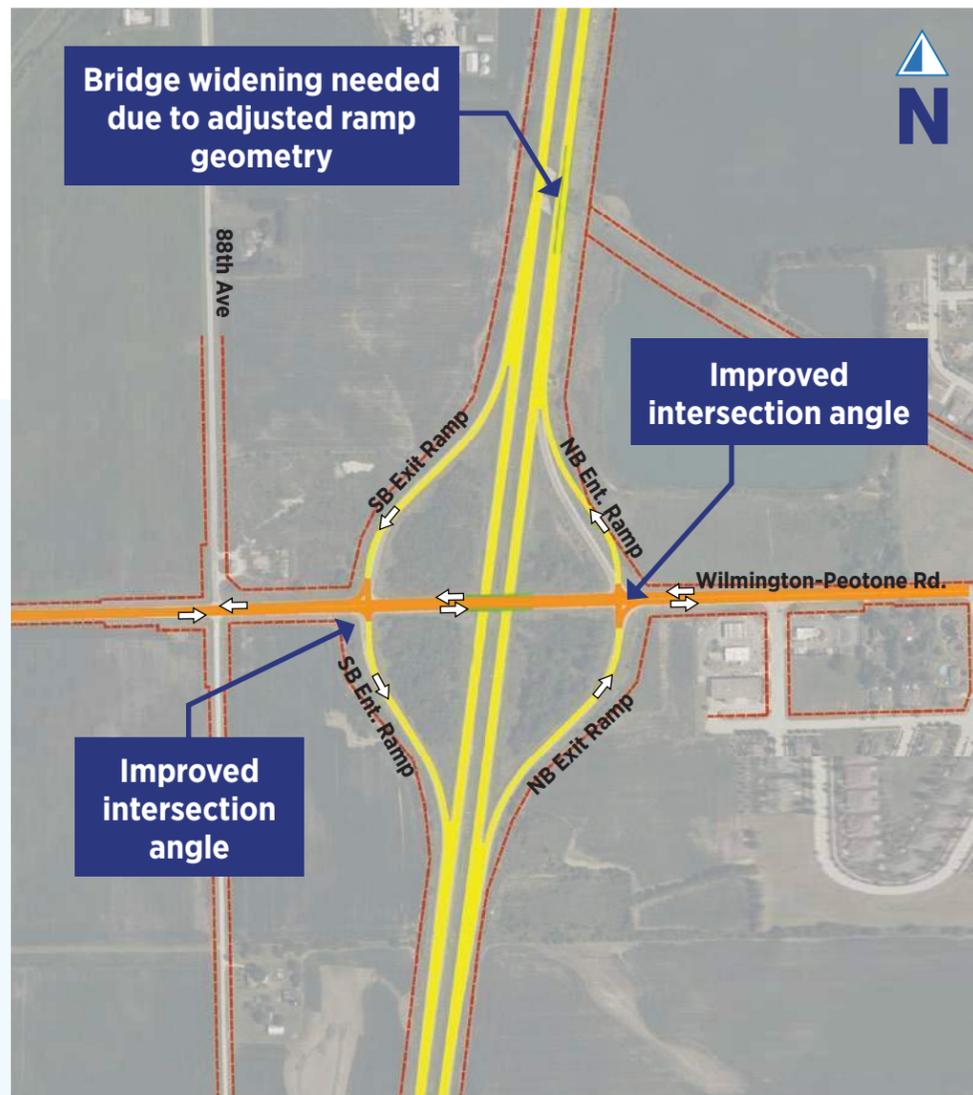
IL 50 / Wilmington-Peotone Rd						
Criteria	Weight	No Build	Traffic Signal	Turn Lane - NB/SB LT	Roundabout	IL 50 Realignment
Safety	5	0	3	0	4	3
Traffic Operations	3	3	4	3	4	3
Environmental Effects	2	4	4	4	4	3
ROW Impacts	2	4	4	3	1	1
Stakeholder Input	2	1	2	4	1	2
Multimodal Potential	1	0	3	0	4	2
Constructability	1	4	3	3	0	2
EV Potential	1	To be considered in Phase I				
Drainage Impacts	1	3	3	3	2	2
Cost	1	4	2	3	0	2
<b>TOTAL</b>		<b>38</b>	<b>58</b>	<b>40</b>	<b>50</b>	<b>44</b>

# I-55 Interchange: Alternatives

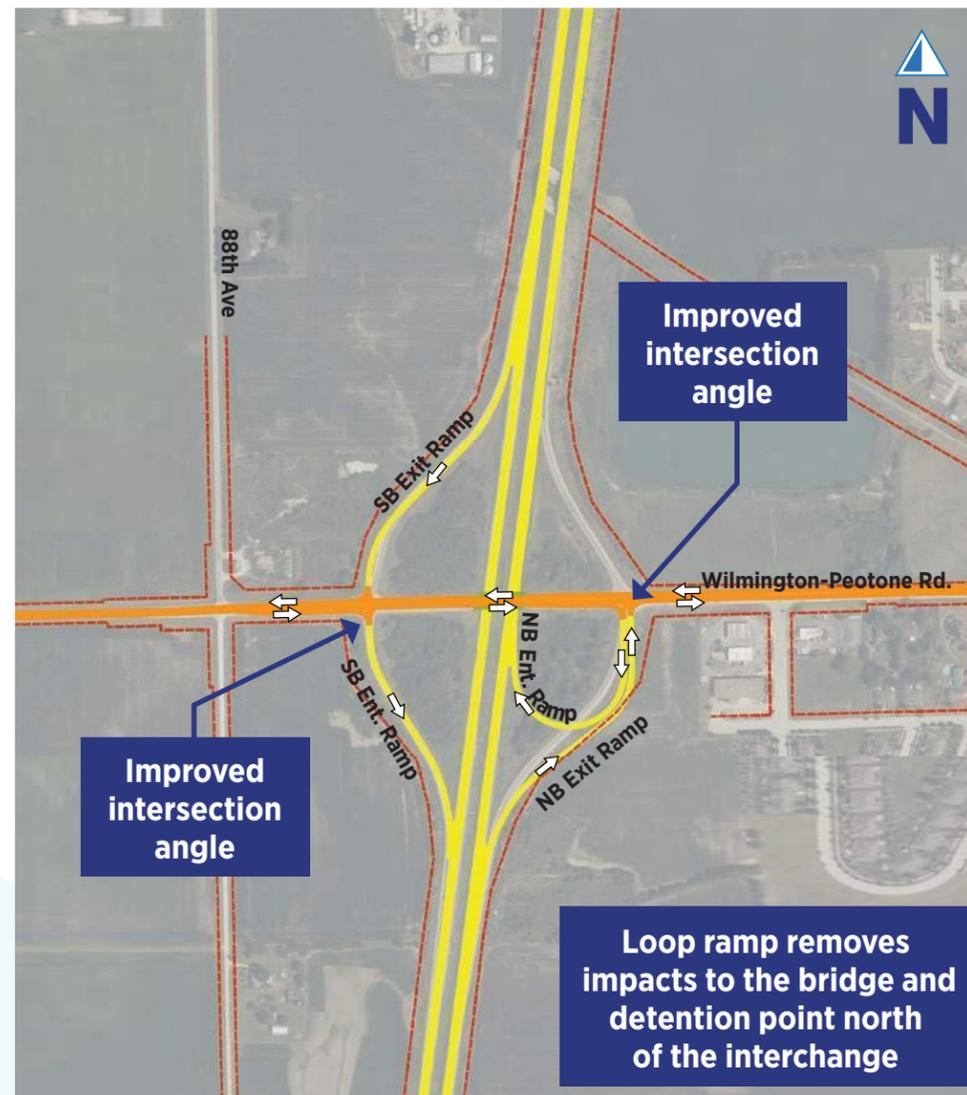


# I-57 Interchange: Alternatives

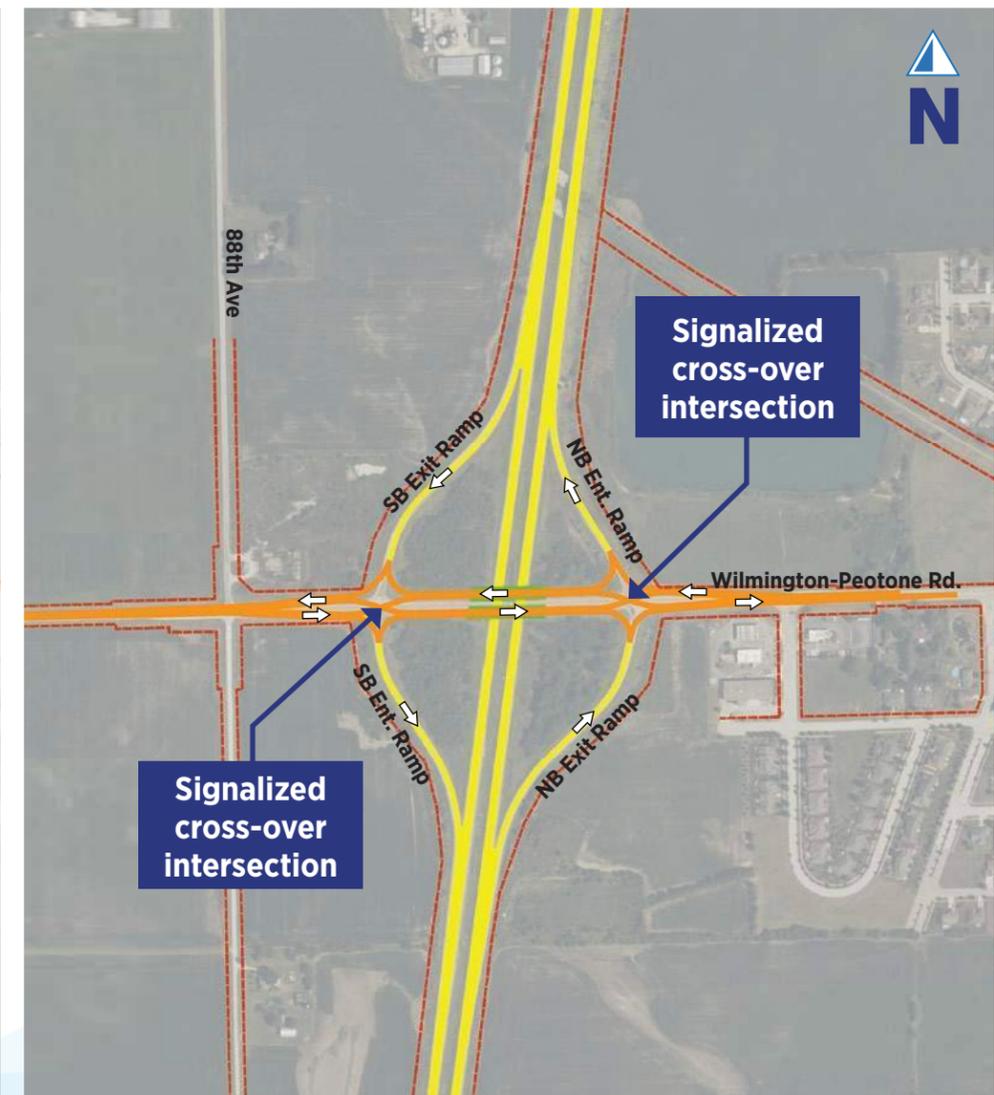
## Alternative #1: Diamond



## Alternative #2: Partial Cloverleaf



## Alternative #3: Diverging Diamond



I-55 Interchange						
Criteria	Weight	No Build	Traffic Signal	Roundabouts	Expanded Parclo	Trumpet
Safety	5	0	3	2	2	3
Traffic Operations	3	2	4	4	2	4
Environmental Effects	3	4	4	3	3	2
ROW Impacts	2	4	4	4	3	3
Stakeholder Input	2	2	3	2	3	1
Multimodal Potential	1	2	3	3	2	2
Constructability	1	4	3	2	3	0
EV Potential	1	To be considered in Phase I				
Drainage Impacts	1	3	3	2	3	2
Cost	1	4	3	3	2	0
<b>TOTAL</b>		<b>43</b>	<b>65</b>	<b>53</b>	<b>47</b>	<b>45</b>

I-57 Interchange							
Criteria	Weight	No-build	Traffic Signal	Roundabouts	Diamond	Parclo	DDI
Safety	5	0	3	2	1	0	4
Traffic Operations	3	2	3	4	3	4	4
Environmental Effects	2	4	4	4	4	3	4
ROW Impacts	2	4	4	4	3	3	3
Stakeholder Input	2	1	4	2	3	2	3
Multimodal Potential	1	0	3	3	3	3	3
Constructability	1	4	3	2	2	3	2
EV Potential	1	To be considered in Phase I					
Drainage Impacts	1	3	3	2	3	3	2
Cost	1	4	3	2	2	2	1
<b>TOTAL</b>		<b>35</b>	<b>60</b>	<b>51</b>	<b>44</b>	<b>39</b>	<b>60</b>

Scoring Rubric	
Score	
0	Little or no improvement or the most impactful compared to other concepts
1	
2	
3	
4	
4	

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**RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates**

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**From** BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>

**Date** Tue 4/29/2025 9:22 AM

**To** Leska, Katherine (Katie) <kleska@burnsmcd.com>; Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>

**Cc** Christina Kupkowski <ckupkowski@willcountyillinois.com>; James, Desiree L <djames2@burnsmcd.com>

Katie,

We forwarded FHWA a copy of the discussion with GSU regarding the DDI.

Per FHWA, *“From the chain below, it seems a decision to discontinue the Diverging Diamond Interchange option in the PEL study due to a Fatal Flaw. I would suggest adding an explanation in the PEL report for the reason for having this particular alternative justified as a fatal flaw”.*

Furthermore, Central Office suggests providing more evidence that the DDI is a fatal flaw based on D1 GSU’s design year AADT/DHV and various other reasons.

If you have any further questions, please let me know.

Thank you,

*Elizabeth Barrera-Vargas*

*IDOT D1 | Bureau of Local Roads*

---

**From:** Leska, Katherine (Katie) <kleska@burnsmcd.com>

**Sent:** Wednesday, April 23, 2025 8:11 AM

**To:** BarreraVargas, Elizabeth <Elizabeth.BarreraVargas@Illinois.gov>; Stallworth, Kevin D <Kevin.Stallworth@illinois.gov>

**Cc:** Christina Kupkowski <ckupkowski@willcountyillinois.com>; James, Desiree L <djames2@burnsmcd.com>

**Subject:** [External] Re: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Good morning Elizabeth,

Just checking in, have you received any input from FHWA regarding the below?

Thanks,

Katie

---

**From:** BarreraVargas, Elizabeth <[Elizabeth.BarreraVargas@Illinois.gov](mailto:Elizabeth.BarreraVargas@Illinois.gov)>

**Sent:** Friday, April 4, 2025 10:27 AM

**To:** Leska, Katherine (Katie) <[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)>; Stallworth, Kevin D <[Kevin.Stallworth@illinois.gov](mailto:Kevin.Stallworth@illinois.gov)>

**Cc:** Christina Kupkowski <[ckupkowski@willcountyillinois.com](mailto:ckupkowski@willcountyillinois.com)>; James, Desiree L <[djames2@burnsmcd.com](mailto:djames2@burnsmcd.com)>

**Subject:** RE: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Katie,

I will request Central Office coordinate with FHWA and advise on your concern. I will get back to you when I hear back from them.

Thank you,

*Elizabeth Barrera-Vargas*

*IDOT D1 | Bureau of Local Roads*

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**From:** Leska, Katherine (Katie) <[kleska@burnsmcd.com](mailto:kleska@burnsmcd.com)>

**Sent:** Thursday, April 3, 2025 10:34 AM

**To:** BarreraVargas, Elizabeth <[Elizabeth.BarreraVargas@Illinois.gov](mailto:Elizabeth.BarreraVargas@Illinois.gov)>; Stallworth, Kevin D <[Kevin.Stallworth@illinois.gov](mailto:Kevin.Stallworth@illinois.gov)>

**Cc:** Christina Kupkowski <[ckupkowski@willcountyillinois.com](mailto:ckupkowski@willcountyillinois.com)>; James, Desiree L <[djames2@burnsmcd.com](mailto:djames2@burnsmcd.com)>

**Subject:** [External] Re: Will County DOT (WCDOT); Section #23-00116-15-ES; Wilmington-Peotone PEL - Project Updates

Elizabeth,

We understand GSU concerns, but we'd like clarification from FHWA as it applies to the NEPA process that this would be considered a fatal flaw before we eliminate it from the PEL study. We presented and received approval on the Purpose and Need and the evaluation matrix which weighs benefits to safety and traffic with the cost, ROW and other impacts of each alternative which have been noted as concerns. We'd presented all of the alternatives that were developed that involve IDOT facilities in October to receive input that was incorporated into the study. The DDI did not receive the highest overall score given its cost and a score of zero was also given for stakeholder input based on the recently noted concerns; but it did still provide a significant benefit compared to the no-build and its elimination is not warranted based on the evaluation matrix. We understand that I-57 is an IDOT facility and any preferred alternative will need to be approved by IDOT, but we want to confirm with FHWA that its removal is justifiable at this point in the PEL process.

Thanks,

Katie