

Exhibit 4D: Stakeholder Coordination

Wilmington-Peotone PEL Study
Stakeholder Meeting #1

October 02, 2023



Kimley»Horn

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Meeting Agenda

1. Introduction
2. Project Study
3. Project Overview
4. PEL Study
5. Public Outreach
6. Stakeholder Input
7. Next Steps

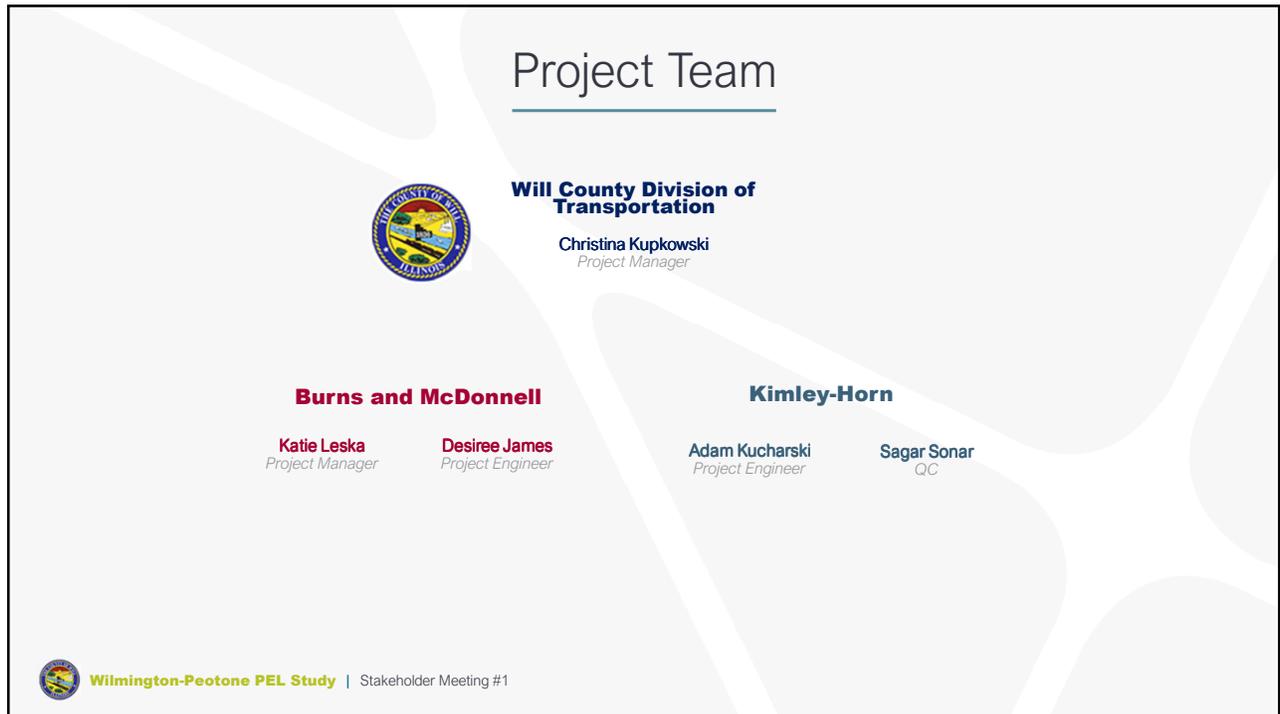


Wilmington-Peotone PEL Study | Stakeholder Meeting #1

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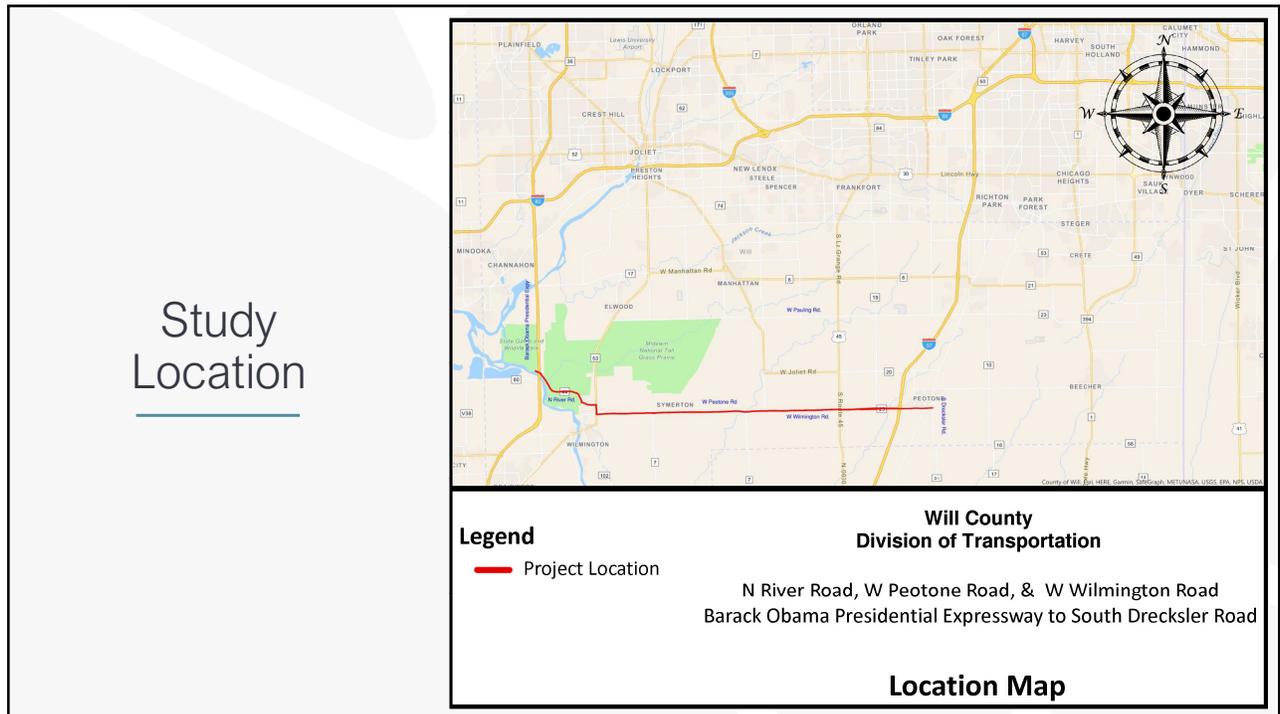
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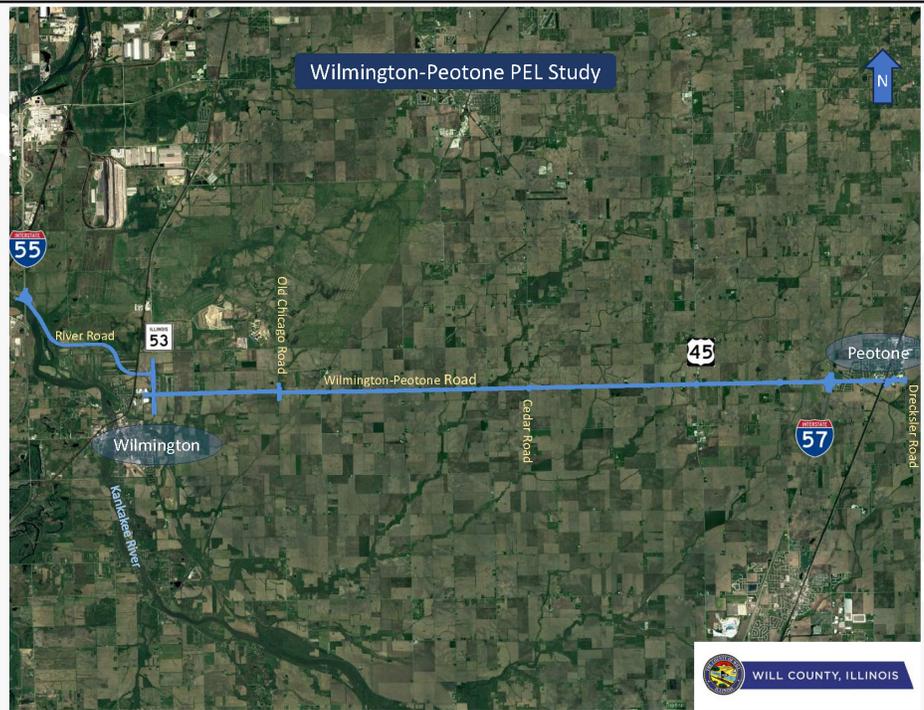


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Location Map



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Project Goals

- Understand the existing and future travel demand
- Provide efficient east-west mobility for all users throughout the corridor
- Develop a corridor that can handle travel demand in a safe manner to support the economic vitality of the County



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Public Outreach



Stakeholder Meetings

- Agencies
- Municipalities
- Townships
- Community Groups
- Businesses
- Freight

Public Meetings

- Open House Format
 - Public Meeting #1
 - Public Meeting #2

 **Wilmington-Peotone PEL Study** | Stakeholder Meeting #1

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Stakeholder Meeting Goals



- 1 Introduce the project and study process.
- 2 Describe stakeholder role in the process.
- 3 Establish ground rules and operating guidelines.
- 4 Begin building a general understanding of study process.
- 5 Understand the Community Context.
- 6 Understand traffic, safety, community, and economic needs.
- 7 Develop purpose and need for project.
- 8 Review corridor improvement alternatives

 **Wilmington-Peotone PEL Study** | Stakeholder Meeting #1

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Identify Issues and Concerns

Wilmington-Peotone PEL Study

TO PROVIDE COMMENT

Raise Hand

Use Chat

Meeting chat

WILL COUNTY, ILLINOIS

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Next Steps

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Next Steps

Public Meeting #1
Winter 2023

Traffic Studies and Alternatives
Winter 2023-2024

Stakeholder Meeting #2
Summer 2024



Wilmington-Peotone PEL Study | Stakeholder Meeting #1

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Questions ?

Kimley»Horn
Expect More. Experience Better.

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MEETING MINUTES

Subject: Wilmington-Peotone PEL Study: **Project Introduction**

Meeting Date: October 2, 2023

Time: 1:00 p.m.

Location: Microsoft Teams

Attendees: Ray Nugent, Wilton Township
Christina Kupkowski, WCDOT
Katie Leska, BMcD
Desiree James, BMcD
Adam Kucharski, Kimley-Horn
Sagar Sonar, Kimley-Horn

DISCUSSION ITEMS

- The Will County Division of Transportation has recently begun the study of the Wilmington-Peotone Corridor from I-55 to Drecklser Road. The project is currently a Planning Environmental Linkage (PEL) which is a pre-phase I study that allows the county to collect data and develop alternatives that can be used in Phase I without the time constraints.
- 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 Dreckslser Road. 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 with the team performing traffic counts, drone survey, wetland delineation, existing utility identification, bridge inspections, and crash analysis. 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.
- There will be public outreach throughout this PEL study as well as subsequent project phases. These initial stakeholder meetings are being held to confirm with the users of the corridor that our data collection findings match their experiences and to obtain their input and feedback on the corridor's needs.
- Several existing conditions were discussed:
 - The current roadway is narrow with limited shoulders that presents safety concerns without a safe space to stop in times of need.
 - Many of the township sideroad approaches are gravel with some also on a large incline making it difficult to accelerate onto Wilmington-Peotone.
 - Large farm vehicles can be dangerous in fast traffic and are currently being timed at non-peak hours in an effort to avoid safety concerns.

- Minimal shoulders do not provide space for police cars to perform radar enforcement.
- It was noted that additional pavement should consider the farm drainage for the agricultural properties along the corridor to ensure that they are not adversely affected by the improvements.
- Farm entrances are currently too narrow for some large equipment to navigate. Combining field entrances and providing a single, wider entrance could be more efficient.
- No new developments within Wilton Township were noted at this time; however, there is concern about the impact on traffic from the development in the surrounding areas.

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

MEETING MINUTES

Subject: *Initial Stakeholder Meeting – Will County Departments*

Meeting Date: October 25, 2023

Time: 9:30 a.m.

Location: Will County Division of Transportation

Attendees: Separate PDF for Attendance

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 currently a Planning Environmental Linkage (PEL) which is a pre-phase I study that allows the county to collect data and develop alternatives that can be used in Phase I without the time constraints.
- 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 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 with the team performing traffic counts, drone survey, wetland delineation, existing utility identification, bridge inspections, and crash analysis. The crash analysis saw a high number of rear-end crashes along the corridor, it is assumed that the narrow cross-section with minimal shoulders combined with the presence of large trucks and vehicles could be contributing to this. Several hot spot locations were also identified where an increase in crashes was seen: US Route 45, I-55, I-57, and the IL 53 intersections.
- 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. There will be public outreach throughout this PEL study as well as subsequent project phases. These initial stakeholder meetings are being held to confirm with the users of the corridor that our data collection findings match their experience along Wilmington-Peotone.
- Several potential solar farm developments were noted along Wilmington-Peotone Road in the future. There are no planned wind farms along the corridor. Additionally, IDOT is conducting a study of the I-55 and IL 129 interchange which would provide full access where there are currently only ramps to and from the north.
- It was noted that coordination with Kankakee County would be beneficial as they may have traffic data that can be shared from recent studies within the area.

- Some potential improvements that were suggested include improvements to the I-57 interchange as well as a realignment of River Road to eliminate the need to travel through multiple IL 53 intersections to continue east-west. The Midewin limits extend under IL 53, environmental impacts will need to be considered during alternative development.
- A high volume of freight traffic between Dreckler Road and the I-57 interchange was noted. Freight traffic utilizes GPS that can guide traffic to routes that are not suited for freight traffic. Additionally, there is a bridge on US Route 45 that has weight restrictions that forces trucks to use alternate routes which is pushing trucks elsewhere within the corridor.
- Additional safety concerns along the corridor were discussed and include:
 - There is a curve at Old Chicago Road that, in conjunction with heavy truck traffic, cause consistent crashes in this location. The intersection has been widened recently to provide turn lanes that are being used as passing lanes where there is not enough room for passing.
 - The enforcement areas along the corridor are extremely limited. Township roads and the church parking lot are being used, which is typically not allowed.
 - Vehicles are frequently performing passing maneuvers along Wilmington-Peotone where passing is not allowed at high speeds. This is consistent with the crash analysis which saw an increase in overturning crashes which is likely due to users mistiming passing; there are minimal shoulders along the corridor and steep ditches in many locations.
 - It was requested that scales to weigh trucks (floating scales) be considered if possible.
 - It was noted that the County has a crash reporting tool that can be shared with the team. Burns & McDonnell will reach out separately for this information
- There are 3 drainage districts along the corridor and any improvement will need to meet the various detention regulations. The team was encouraged to obtain field tile plans from the landowners to get as full an understanding of the drainage in the area as possible.

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



Attendance Sheet

Project: Wilmington-Peotone PEL Study
 Date: October 25, 2023
 Location: Will County Division of Transportation (16841 Laraway Rd)
 Meeting Purpose: Stakeholder Meeting #1 – Will County Departments

Name	Agency	Email
Adam Kucharski	Kimley-Horn	ADAM.KUCHARSKI@KimleyHorn.com
Mark Schneidewind	will Cty Farm Bureau	marke@willcfb.com
Jada Porter	Will County G. League	jada.porter@wcgl.org
Kyle Lakomiac	Will County Sheriff	klakomiac@willcosheriff.org
Nicholas Hernandez	Will County Land Use	nhernandez@willcountyillinois.com
Colin Duesing	WC Land Use	cduesing@willcountylanduse.com
Robert Denny	WC Sheriff	rdenny@willcosheriff.org
Katie Leska	Bmcd	kleska@barnsmed.com
Christina Kupkowski	WCDOT	ckupkowski@willcountyillinois.com

MEETING MINUTES

Subject: Wilmington-Peotone PEL Study: **Project Introduction**

Meeting Date: October 4, 2023

Time: 9:00 a.m.

Location: Microsoft Teams

Attendees: Doug Pryor, CEO, Will County Center for Economic Development (CED)
Christina Kupkowski, WCDOT
Katie Leska, BMcD
Desiree James, BMcD
Adam Kucharski, Kimley-Horn
Sagar Sonar, Kimley-Horn

DISCUSSION ITEMS

- The Will County Division of Transportation has recently begun the study of the Wilmington-Peotone Corridor from I-55 to Drecklser Road. The project is currently a Planning Environmental Linkage (PEL) which is a pre-phase I study that allows the county to collect data and develop alternatives that can be used in Phase I without the time constraints.
- 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 Drecklser Road. 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 with the team performing traffic counts, drone survey, wetland delineation, existing utility identification, bridge inspections, and crash analysis. 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.
- There will be public outreach throughout this PEL study as well as subsequent project phases. These initial stakeholder meetings are being held to confirm with the users of the corridor that our data collection findings match their experiences and to obtain their input and feedback on the corridor's needs.
- A discussion of confirmed and potential future developments followed as described below. [As the project progresses a map will be developed showing these developments which will be coordinated with CED.](#) It was noted that generally all developments from the East-Will Freight Mobility Study are continuing to progress unless otherwise noted below.
- The project team will not consider the South Suburban Airport development as part of our traffic models. The Eagle Lake development will also not be considered although it was noted this could change at any time. Given IDOT's involvement, an RFP would be required to be issued.

- Major developments that could have an impact on the Wilmington-Peotone Corridor:
 - BNSF has acquired land adjacent to their facility west of I-55 which is likely to be developed within the next 10 years
 - There is an Elion Logistics Park located in Wilmington west of I-55 which could have an impact on future traffic through the area.
 - The Northpoint Development is located north of the project corridor between IL 53 and US 52. The development is ongoing with potential for 2,000 acres. It is likely at least 10 years before all the land is developed. The team is working with Northpoint on other current projects; our knowledge from these projects will be used to determine the travel demand and impact on the Wilmington-Peotone corridor.
 - The Operating Engineers Union owns 680 acres northeast of the IL 53 and River Road intersection that can be developed. It is currently zoned for industrial and received grant money in August 2023.
 - There is planned development south of the existing DuPont plant near the IL 53 and Wilmington-Peotone intersection.
 - In Manteno, at the former Kmart building near the I-57 and US 52 interchange a battery production plant is planned opening late 2025 with a significant travel demand.
- Intermodal linkage by truck (container traffic) is common throughout this area. This will be included as we work through the existing and future traffic models to consider its impact on mobility through the corridor
- The project team will set up a future meeting in advance of the first Public Meeting with CED, Illinois Trucking Association, and the Will County, Wilmington, & Peotone Chambers of Commerce to provide an introduction to the project and obtain input. This group will be engaged as the project progresses.

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



Stakeholder Meeting
#1
October 31, 2023

WILMINGTON PEOTONE
- PEL Study

The slide features a background image of a golf course with a blue wave graphic at the top. Three circular icons are positioned on the left: a document with a magnifying glass, a traffic cone, and a traffic light. The text 'Stakeholder Meeting #1' is in large white font, with 'October 31, 2023' below it. The logo for 'WILMINGTON PEOTONE - PEL Study' is in the bottom right corner.

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**Meeting
Agenda**

1. Introduction
2. Project Study
3. Project Overview
4. PEL Study
5. Public Outreach
6. Stakeholder Input
7. Next Steps

WILMINGTON PEOTONE
- PEL Study

The slide has a dark blue background with a faint image of a golf course. The title 'Meeting Agenda' is in large white font. A numbered list of seven items is on the right. The logo for 'WILMINGTON PEOTONE - PEL Study' is in the bottom right corner.

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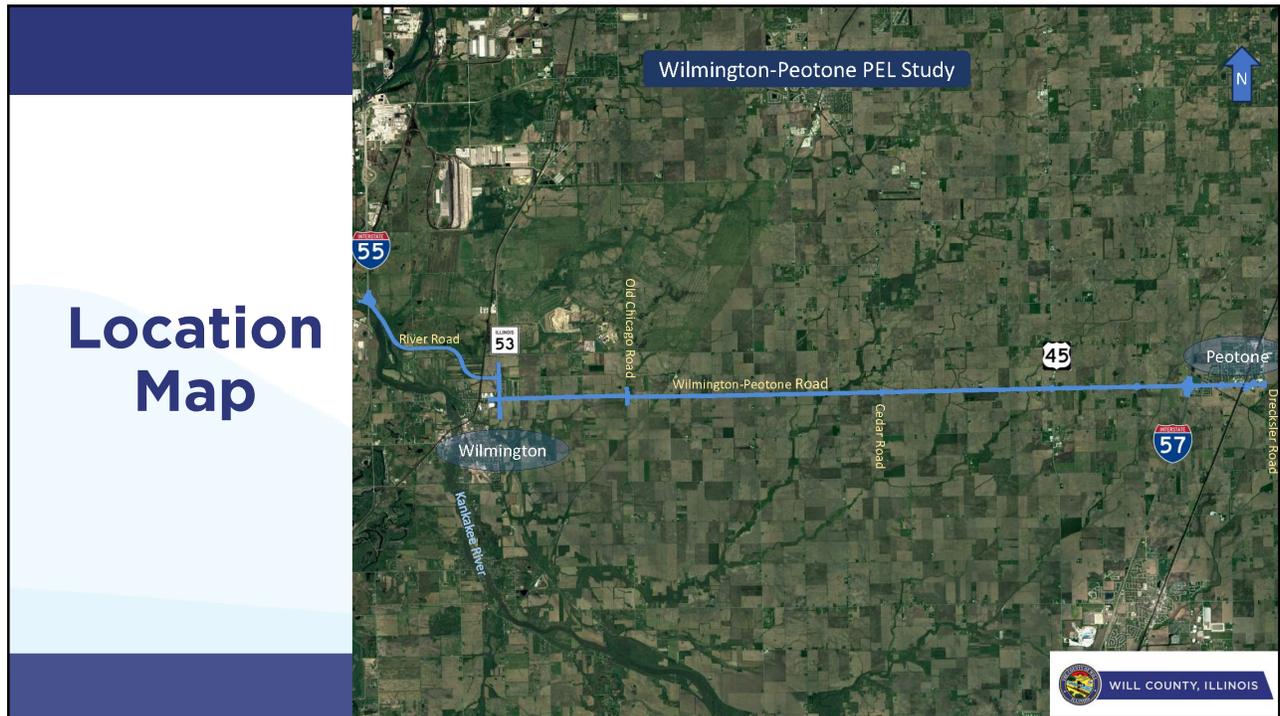
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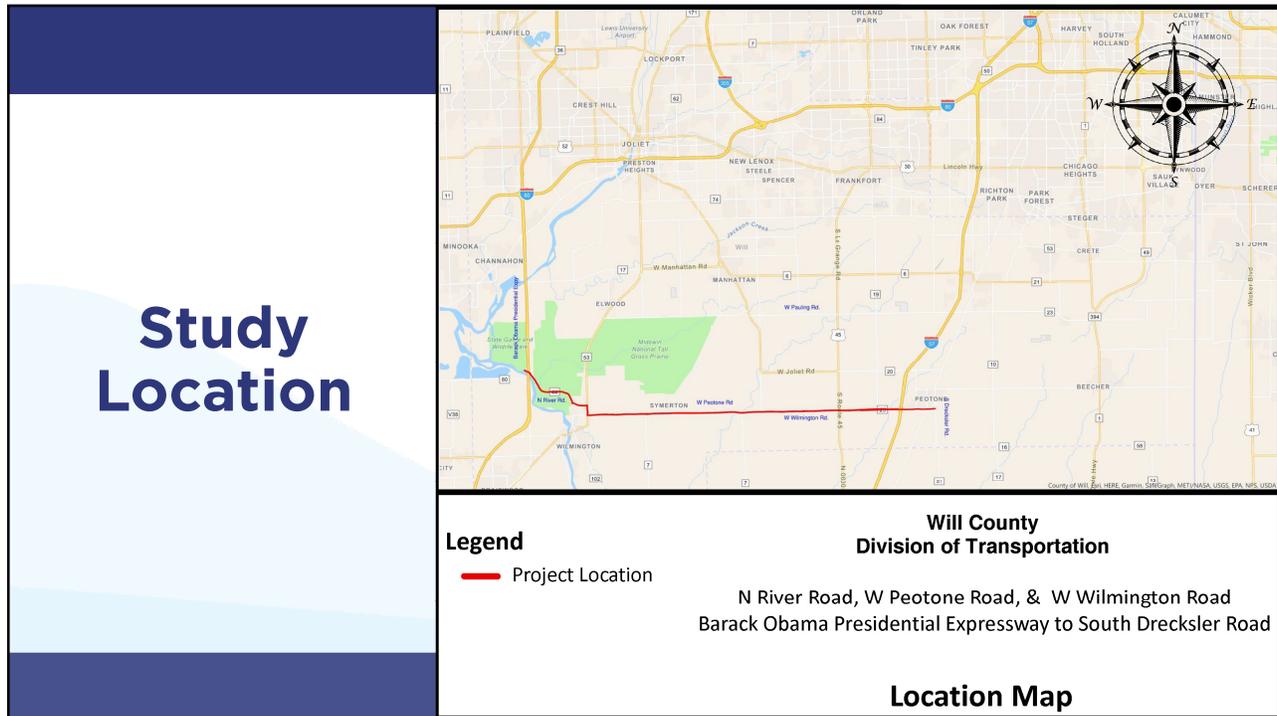
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Project Goals

- Understand the existing and future travel demand
- Provide efficient east-west mobility for all users throughout the corridor
- Develop a corridor that can handle travel demand in a safe manner to support the economic vitality of the County

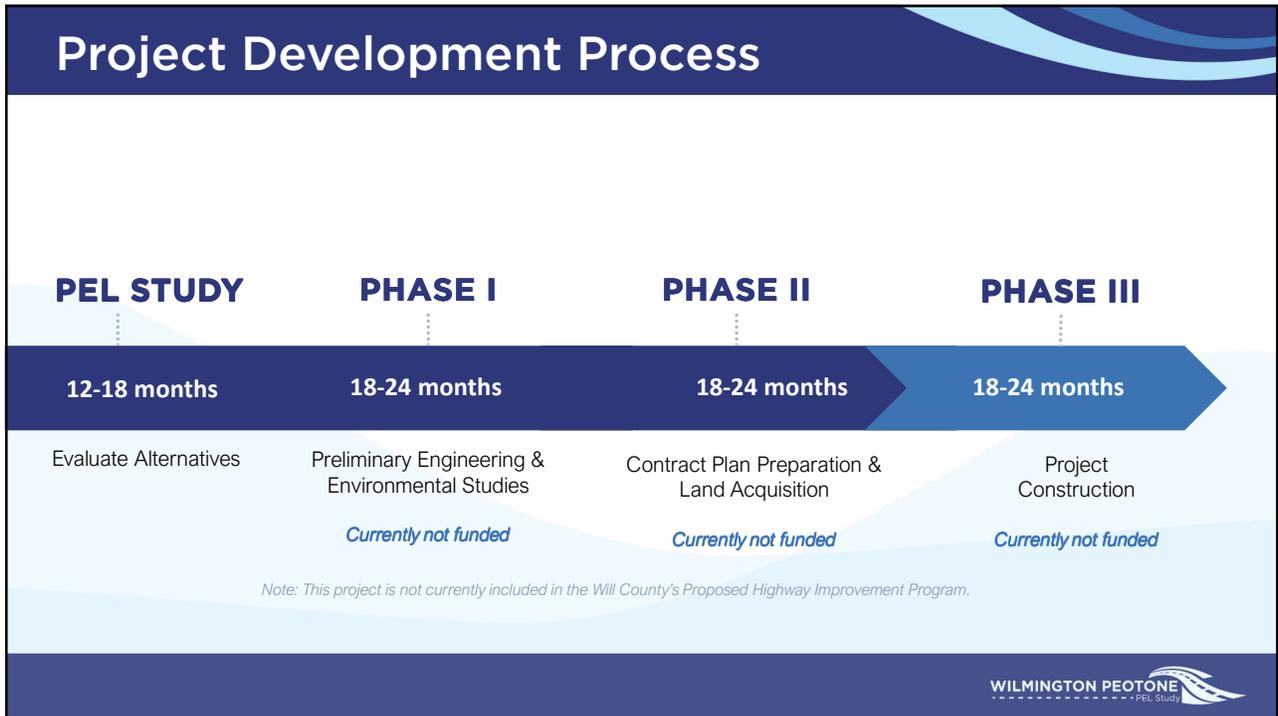
WILMINGTON PEOTONE
- PEL Study

The slide features a dark blue background with a light blue wave graphic at the top. The text is white and clearly legible.

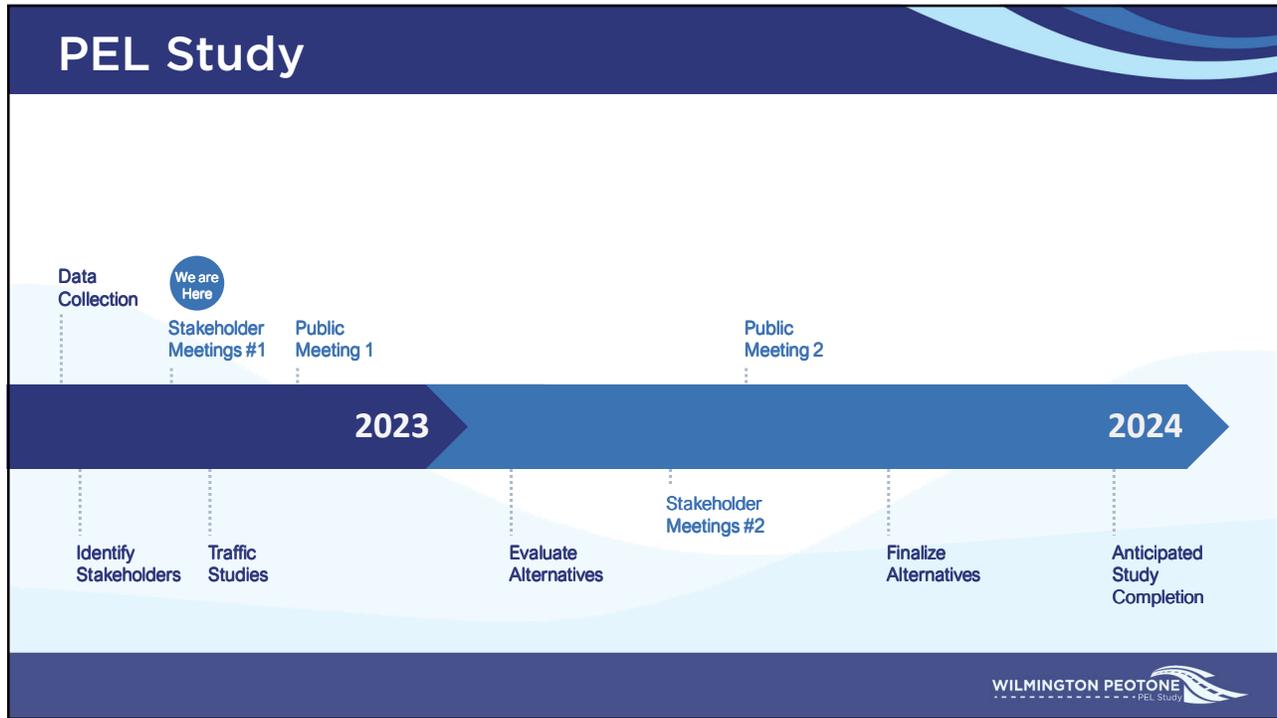
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Public Outreach

Stakeholder Meetings

- Agencies
- Municipalities
- Townships
- Community Groups
- Businesses
- Freight

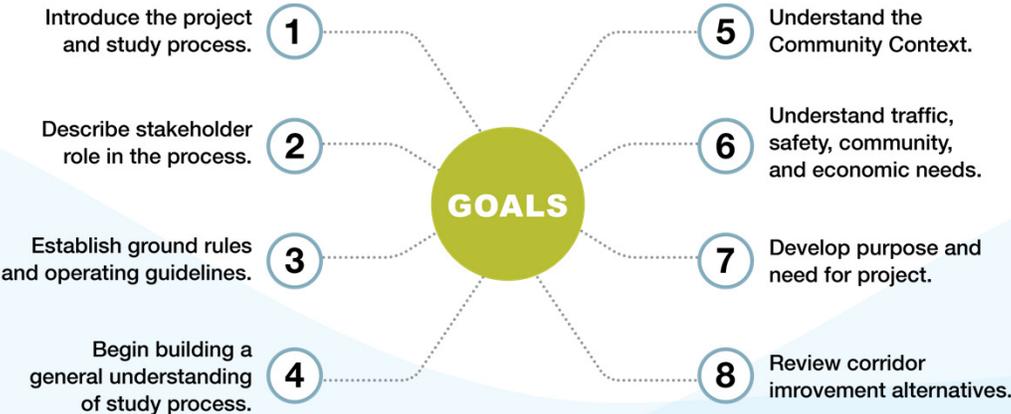
Public Meetings

- Open House Format
 - Public Meeting #1
 - Public Meeting #2



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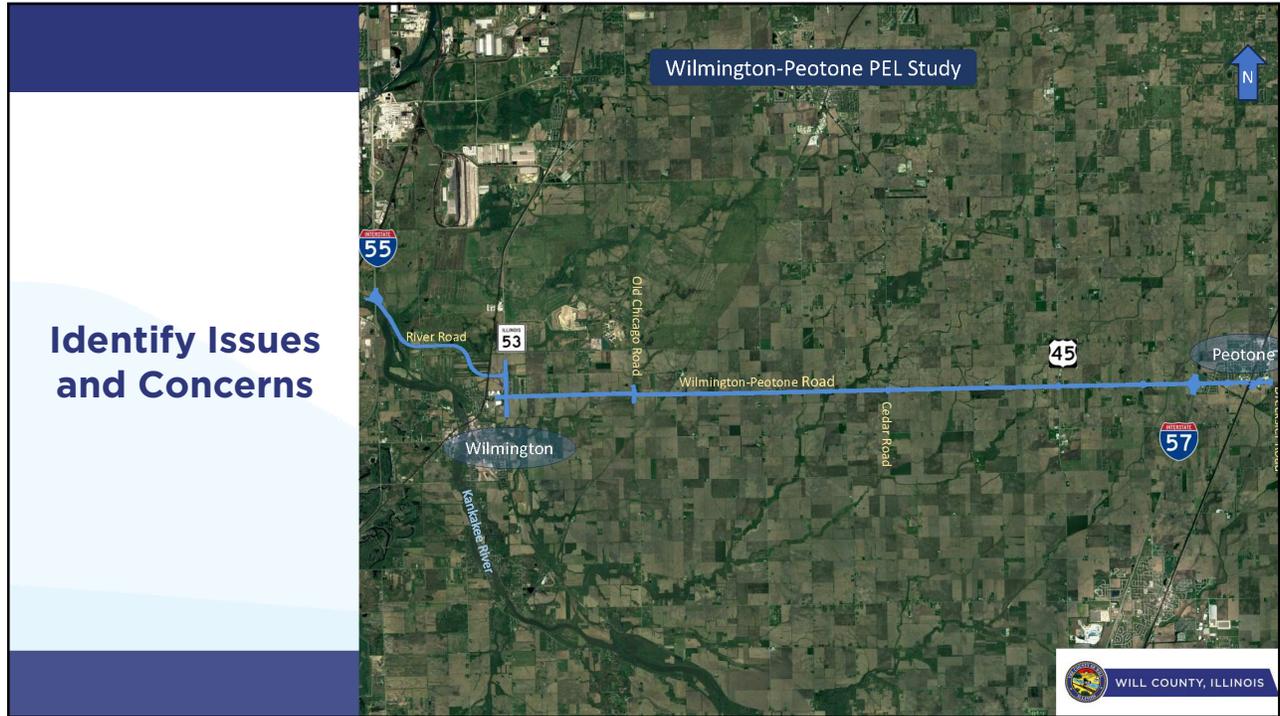
Stakeholder Meeting Goals



- 1 Introduce the project and study process.
- 2 Describe stakeholder role in the process.
- 3 Establish ground rules and operating guidelines.
- 4 Begin building a general understanding of study process.
- 5 Understand the Community Context.
- 6 Understand traffic, safety, community, and economic needs.
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- 8 Review corridor improvement alternatives.



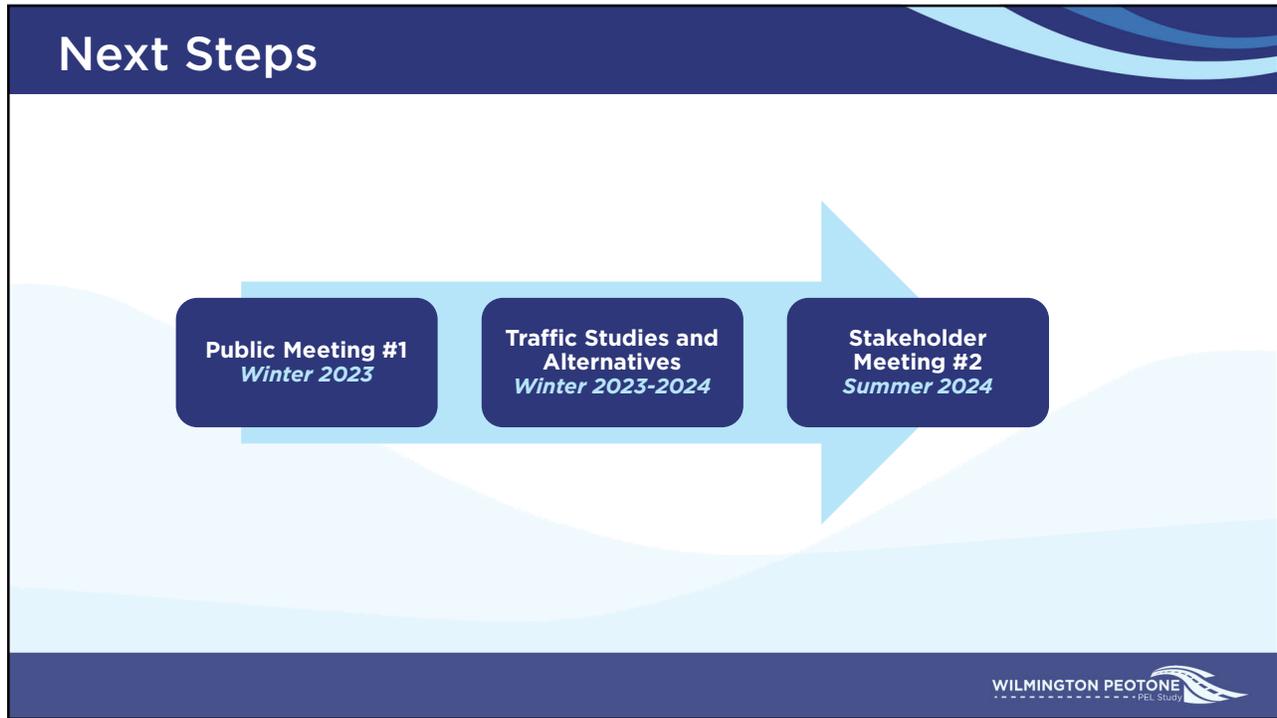
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MEETING MINUTES

Subject: *Initial Stakeholder Meeting – Village of Peotone*

Meeting Date: October 31, 2023

Time: 8:30 a.m.

Location: Village Hall – Peotone

Attendees: Separate PDF for Attendance

DISCUSSION ITEMS

- The Will County Division of Transportation(WCDOT) has recently begun the study of the Wilmington-Peotone Corridor from I-55 to Drecksler Road. The project is currently a Planning Environmental Linkage (PEL) which is a pre-phase I study that allows the county to collect data and develop alternatives that can be used in Phase I without the time constraints.
- 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 area has experienced growth and development in recent years; this project will evaluate the existing and future travel demand through the area. Additionally, the goal of the project is to identify safety improvements to provide a safe, efficient corridor for all users. The team will develop alternatives based on the data collection results and stakeholder input to find a solution that fits the unique needs of the Wilmington-Peotone corridor.
- The PEL study is currently in the data collection phase with the team performing traffic counts, drone survey, wetland delineation, existing utility identification, bridge inspections, and crash analysis. The project team has observed a high number of rear-end and fixed object crashes; it is likely that the narrow cross-section and minimal shoulders throughout the project area could be contributing to this safety concern. Additionally, the following intersections have been identified as locations that experienced an increased crash rate: US Route 45, I-55, I-57, and the IL 53 intersections.
- 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. There will be public outreach throughout this PEL study as well as subsequent project phases. These initial stakeholder meetings are being held to confirm with the users of the corridor that our data collection findings match their experiences.
- There was discussion on the limits of the project ending at Drecksler Road. This study is being conducted by WCDOT is limited to roads under their jurisdiction. It was also noted that an additional viable east-west corridor is needed in this area; it is currently typically limited to I-80 or County Line Road.

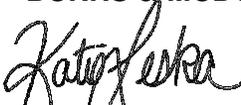
- Additional safety concerns along the corridor are noted as below:
 - The Fire Protection District noted a high volume of near misses where north-south cross streets intersect with Wilmington-Peotone Road. Near misses are not accounted for in the crash data.
 - There are no existing passing zones from I-55 to I-57. When multiple trucks are traveling in a row along Wilmington-Peotone Road, passenger cars attempt to pass, and in some cases, cause serious accidents.
 - The intersection of US-45/US-52 is dangerous. It is currently an all-way stop controlled intersection and, in many cases, vehicles do not come to a complete stop. Cedar Road and the surrounding area were also identified as an intersection that presents safety concerns and should be investigated.
 - If a roundabout(s) were to be considered, make sure it is designed to accommodate emergency vehicles (fire trucks).
 - There are typically safety issues when passenger vehicles and trucks are traveling together. If all traffic is truck traffic, speeds are slower and there is no passing.
 - Topography in some sections of Wilmington-Peotone Road becomes very hilly which limits driver sight distance. Severe crashes tend to occur when vehicles attempt to pass each other in these limited visibility zones.
- Additional lanes are typically considered when the average daily traffic reaches 14,000 vehicles per day. Current traffic counts and future projections, at this time, do not look to warrant additional lanes. The traffic team will consider the vehicle mix when developing alternatives; if additional lanes are not deemed necessary the team will develop other options that could benefit the traffic flow and safety through this area such as passing lanes or other treatments.
- Some future developments that could have an impact of the traffic through this area include:
 - Aqua Illinois in Kankakee is expected to merge with Wilmington-Peotone Water which could result in an increase in traffic travelling north likely using US Route 45 or IL 50.
 - The US Route 45 corridor is likely to become an industrial corridor. There are currently buildings not officially operating as business that may not be accounted for in CMAPs traffic models. Developments in Frankfurt could also utilize US Route 45 which would increase traffic coming towards Peotone.
- Wilmington-Peotone is a truck route, including through the Village. The Village noted concerns with high volume of trucks travelling through local Village streets.
- The speed limit of Peotone Road is 45 mph as it reaches the Village limits. There is a concern that these speeds are too high given the large number of business and driveways in the area.
- Bike paths and sidewalks will be considered. It was noted that WCDOT has a new complete streets policy.
- The Village noted that they have had trouble with getting access approved along Wilmington-Peotone Road given its identification as a Strategic Regional Arterial (SRA) route. Access along Wilmington-Peotone Road contributes to economic development within the Village. Christina will reach out to the Permits department for clarification on this and to aid with future coordination regarding access.

- Other Village intersection/interchange concerns include:
 - The IL 50 intersection is skewed, and trucks cannot make turning movements.
 - The I-57 interchange is inadequate for current traffic even after a multi-million dollar improvements.
- The project team will share traffic and crash data with the Fire Protection District.

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



Attendance Sheet

Project: Wilmington-Peotone PEL Study
 Date: October 31, 2023
 Location: Village of Peotone
 Meeting Purpose: Stakeholder Meeting #1

Name	Agency	Email
Adam Kucharski	Kimley-Horn	Adam.Kucharski@kimley-horn.com
Christina Kupkowski	WCDOT	ckupkowski@willcountyillinois.com
Peter March	Village of Peotone	mayor@villageofpeotone.com
Adrian Fulgencio	Peotone School District	afulgencio@peotone.schools.org
Bruce Boyle	Manhattan Fire	BBoyle@manhattanfire.org
Dave Piper	Manhattan Fire	dpiper@manhattanfire.org
Aimee Ingalls	Peotone Village	admin@villageofpeotone.com
David Demik	Peotone Police	DDemik@villageofpeotone.com
Katie Leska	Burns & McDonnell	kleska@burnsmcd.com

MEETING MINUTES

Subject: *Initial Stakeholder Meeting – City of Wilmington*

Meeting Date: October 31, 2023

Time: 10:00 a.m.

Location: City Hall – Wilmington

Attendees: Separate PDF for Attendance

DISCUSSION ITEMS

- The Will County Division of Transportation (WCDOT) has recently begun the study of the Wilmington-Peotone Corridor from I-55 to Drecksler Road. The project is currently a Planning Environmental Linkage (PEL) which is a pre-phase I study that allows the county to collect data and develop alternatives that can be used in Phase I without the time constraints. This project is a completely separate study from the previous Illiana project.
- 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 area has experienced growth and development in recent years; this project will evaluate the existing and future travel demand through the area. Additionally, the goal of the project is to identify safety improvements to provide a safe, efficient corridor for all users. The team will develop alternatives based on the data collection results and stakeholder input to find a solution that fits the unique needs of the Wilmington-Peotone corridor.
- The PEL study is currently in the data collection phase with the team performing traffic counts, drone survey, wetland delineation, existing utility identification, bridge inspections, and crash analysis. The project team has observed a high number of rear-end and fixed object crashes; it is likely that the narrow cross-section and minimal shoulders throughout the project area could be contributing to this safety concern. Additionally, the following intersections have been identified as locations that experienced an increased crash rate: US Route 45, I-55, I-57, and the IL 53 intersections.
- 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. There will be public outreach throughout this PEL study as well as subsequent project phases. These initial stakeholder meetings are being held to confirm with the users of the corridor that our data collection findings match their experiences.
- Safety concerns that were discussed are noted below:
 - There is no traffic control at the Old Chicago Road intersection. Turn lanes have

been added recently at this location resulting in a wider cross-section with no signage.

- There is a lack of passing opportunities from I-55 to I-57. When multiple trucks are traveling in a row, passenger cars attempt to pass, and in some cases, cause serious accidents.
- The intersection of US-45/US-53 is dangerous. It is currently an all-way stop controlled intersection and, in many cases, vehicles do not come to a complete stop. A roundabout was noted by the City as a potential solution to investigate.
- The Cedar Road intersection is dangerous; there is no traffic control and accidents occur frequently.
- Topography in some sections of Wilmington-Peotone Road becomes very hilly which limits driver sight distance. Severe crashes tend to occur when vehicles attempt to pass each other in these limited visibility zones.
 - i. Emergency services require multiple vehicles to respond to a call. At least one vehicle is responsible for warning drivers of vehicles on the side of the road. Consider passing lanes to make these situations safer.
 - ii. Snow drifts are frequent near hills. Mitigation measures should be considered. WCDOT will reach out to the maintenance team to see if there are potential mitigation measures in advance of this project's improvements.
- Drivers tend to stay away from Wilmington-Peotone Road because it is very unsafe. If improvements were made, it would be expected that more drivers would utilize the corridor.
- There is a lack of safe enforcement zones for law enforcement along the corridor
- Additional lanes are typically considered when the average daily traffic reaches 14,000 vehicles per day. Current traffic counts and future projections, at this time, do not look to warrant additional lanes. The traffic team will consider the vehicle mix when developing alternatives; if additional lanes are not deemed necessary the team will develop other options that could benefit the traffic flow and safety through this area such as passing lanes or other treatments.
- The project team confirmed that a full build out of the airport is highly unlikely based on correspondence with previous stakeholders. The BNSF CenterPoint development will be operational in the near future and will be considered in the project traffic model.
- The team will coordinate with IDOT for the IL 53 intersections as well as all other intersections with IDOT facilities. Given the various jurisdiction of roads within the corridor, coordination between IDOT, WCDOT, and the City will be prioritized to find the best solution for all users.
- Trucks are currently using the wide shoulder near Water's Edge for overnight parking. The City believes that signage has been added in this location. WCDOT will review the new ordinance to ensure that this location is included to limit parking opportunities.



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

Respectfully submitted,

BURNS & MCDONNELL ENGINEERING COMPANY, INC.

A handwritten signature in black ink, appearing to read "Katie Leska". The signature is written in a cursive, flowing style.

Katie Leska, P.E.
Project Manager



Attendance Sheet

Project: Wilmington-Peotone PEL Study
 Date: October 31, 2023
 Location: City of Wilmington
 Meeting Purpose: Stakeholder Meeting #1

Name	Agency	Email
Adam Kucharski	Kimley-Horn	Adam.KUCHARSKI@Kimley-Horn.com
Kevin Feeney	Wilmington Schools	kfeeney@209u.net
Tim Zlomie	Wilmington FIRE	TZlomie@WilmingtonFire.org
Adam Zink	Wilmington Police Dept.	AZINK@WILMINGTON-IL.COM
BEN DIETZ	MAYOR, CITY OF WILM.	BDIETZ@WILMINGTON-IL.COM
SEAMINE SMITH	CITY ADMINISTRATOR	SSMITH@WILMINGTON-IL.COM
Christina Kuptowski	WCDOJ	CKuptowski@willcountyillinois.com
Katie Leska	Burns & McDonnell	kleska@burnsmcd.com

MEETING MINUTES

Subject: *Initial Stakeholder Meeting
Business Groups*

Meeting Date: November 1, 2023

Time: 9:00 a.m.

Location: Microsoft Teams

Attendees: Matt Hart, Executive Director, Illinois Truckers Association
Christina Kupkowski, WCDOT
Katie Leska, BMcD
Desiree James, BMcD
Adam Kucharski, Kimley-Horn
Sagar Sonar, Kimley-Horn

DISCUSSION ITEMS

- The Will County Division of Transportation (WCDOT) has recently begun the study of the Wilmington-Peotone Corridor from I-55 to Drecksler Road. The project is currently a Planning Environmental Linkage (PEL) which is a pre-phase I study that allows the county to collect data and develop alternatives that can be used in Phase I without time constraints.
- 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 area has experienced growth and development in recent years; this project will evaluate the existing and future travel demand through the area. The goal of the project is to identify safety improvements to provide a safe, efficient corridor for all users. The team will develop alternatives based on the data collection results and stakeholder input to find a solution that fits the unique needs of the Wilmington-Peotone corridor.
- The PEL study is currently in the data collection phase with the team performing traffic counts, drone survey, wetland delineation, existing utility identification, bridge inspections, and crash analysis. The project team has observed a high number of rear-end and fixed object crashes; it is likely that the narrow cross-section and minimal shoulders throughout the project area could be contributing to this safety concern. Additionally, the following intersections have been identified as locations that experienced an increased crash rate: US Route 45, I-55, I-57, and the IL 53 intersections.
- 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. There will be public outreach throughout this PEL study as well as subsequent project phases. These initial stakeholder meetings are being held to confirm with the users of the corridor that our data collection findings match their experiences.
- This study will focus on roads under WCDOT jurisdiction. Arsenal Road is a municipal road (City of Wilmington) and there are no plans to change road jurisdiction. Old Chicago Road is

a county road at the intersection with Wilmington-Peotone Rd but changes to a state road to the south.

- It was noted that trucks have difficulty turning, especially left turns. It would be ideal to minimize truck turning movements from I-55 to I-57. This could be accomplished with roadway realignments near the River Road/IL 53 and IL 53/Wilmington-Peotone intersections. Much of this area, including the land under IL 53 is part of Midewin. U.S. Fish & Wildlife lands will be an obstacle in proposed improvements through this area.
- Wilmington-Peotone is not currently a significant commercial thoroughfare but has the potential to become one. Choke points preventing this include:
 - The Union-Pacific Railroad crossing at River Road, west of IL-53. A grade-separated crossing would allow more efficient movement of freight traffic.
 - The short north-south segment of IL-53 that connects River Road and Wilmington-Peotone Road forces trucks to maneuver multiple turns, causing more delay. Roadway re-alignment, as described in the previous note, is one solution.
- The association emphasized the importance of safety for all users.
- There was discussion on the capacity of the Wilmington-Peotone corridor. The association would prefer additional lanes in each direction which would limit merging areas related to passing zone and offer fewer opportunities for conflicts/crashes along the corridor. Additional lanes are typically considered when the average daily traffic reaches 14,000 vehicles per day. Current traffic counts and future projections, at this time, do not look to warrant additional lanes. The traffic team will consider the vehicle mix when developing alternatives; if additional lanes are not deemed necessary the team will work to develop other options that could benefit the traffic flow and safety through this area.
- The IL Trucking Association will coordinate with the project team regarding the quarterly Will County Council lunch meeting on November 30th at 11:30am. There may be an opportunity for the Project Team to present the study and solicit feedback. Meeting details below:
 - 2250 S. Chicago Road, Joliet (2nd Floor of the Cadence Building)
 - Contact: Brian Schumacher – Associate Director, IL Trucking Association

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

MEETING MINUTES

Subject: *Initial Stakeholder Meeting
Forest Preserve District of Will County (FPDWC)
Park Districts (Wilmington & Peotone)*

Meeting Date: November 1, 2023

Time: 11:00 a.m.

Location: Microsoft Teams

Attendees: Colleen Novander, Director of Planning & Land Preservation, FPDWC
Cori Crawford, Real Estate Advisor & Planning Coordinator, FPDWC
Christina Kupkowski, WCDOT
Katie Leska, BMcD
Desiree James, BMcD
Adam Kucharski, Kimley-Horn
Sagar Sonar, Kimley-Horn

DISCUSSION ITEMS

- The Will County Division of Transportation (WCDOT) has recently begun the study of the Wilmington-Peotone Corridor from I-55 to Drecksler Road. The project is currently a Planning Environmental Linkage (PEL) which is a pre-phase I study that allows the county to collect data and develop alternatives that can be used in Phase I without time constraints.
- 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 area has experienced growth and development in recent years; this project will evaluate the existing and future travel demand through the area. The goal of the project is to identify safety improvements to provide a safe, efficient corridor for all users. The team will develop alternatives based on the data collection results and stakeholder input to find a solution that fits the unique needs of the Wilmington-Peotone corridor.
- The PEL study is currently in the data collection phase with the team performing traffic counts, drone survey, wetland delineation, existing utility identification, bridge inspections, and crash analysis. The project team has observed a high number of rear-end and fixed object crashes; it is likely that the narrow cross-section and minimal shoulders throughout the project area could be contributing to this safety concern. Additionally, the following intersections have been identified as locations that experienced an increased crash rate: US Route 45, I-55, I-57, and the IL 53 intersections.
- 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. There will be public outreach throughout this PEL study as well as subsequent project phases. These initial stakeholder meetings are being held to confirm with the users of the corridor that our data collection findings match their experiences.
- There is one location along the corridor that intersects with Forest Preserve property at the

Wauponsee Glacial Trail crossing between Old Chicago Road and Symerton Road. It is a priority for both FPDWC and WCDOT to ensure a safe crossing for the future condition of Wilmington-Peotone Road.

- FPDWC noted that Wilmington-Peotone Road is a bikeway corridor from the western project limits to the Wauponsee Trail crossing. Future improvements should consider and accommodate pedestrians and bicycles.

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

MEETING MINUTES

Subject: *Initial Stakeholder Meeting
Midewin National Tallgrass Prairie*

Meeting Date: November 21, 2023

Time: 10:00 a.m.

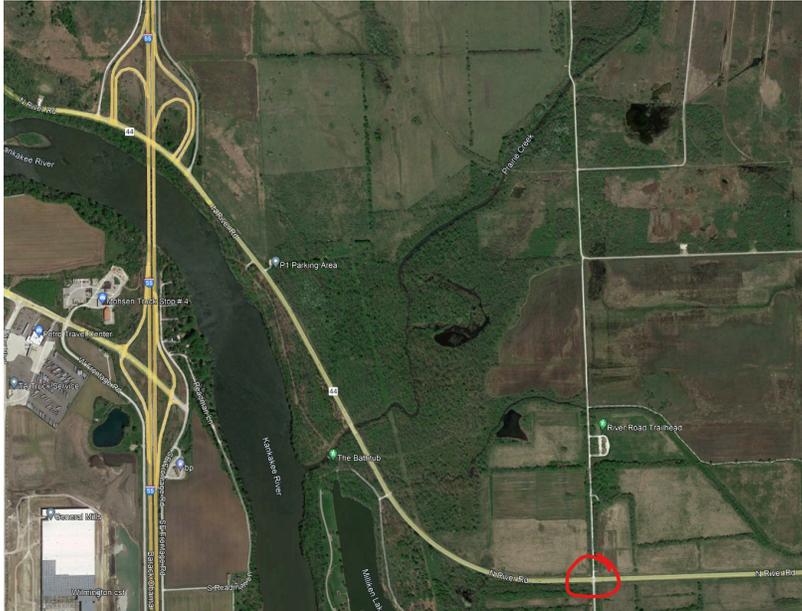
Location: Microsoft Teams

Attendees: Christina Henderson, Prairie Supervisor, Midewin
Shanna McCarty, Restoration and Planning, Midewin
Bob Hommes, Prairie Engineer, Midewin
Katie Leska, BMcD

Cc Christina Kupkowski, WCDOT
Desiree James, BMcD
Adam Kucharski, Kimley-Horn
Sagar Sonar, Kimley-Horn

DISCUSSION ITEMS

- The Will County Division of Transportation (WCDOT) has recently begun the study of the Wilmington-Peotone Corridor from I-55 to Drecksler Road. The project is a Planning and Environmental Linkage (PEL) which is a pre-phase I study that allows the county to collect data and develop alternatives that can be used in Phase I without time constraints.
- 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 area has experienced growth and development in recent years; this project will evaluate the existing and future travel demand through the area. The goal of the project is to identify safety improvements to provide a safe, efficient corridor for all users. The team will develop alternatives based on the data collection results and stakeholder input to find a solution that fits the unique needs of the Wilmington-Peotone corridor.
- The PEL study is currently in the data collection phase with the team performing traffic counts, drone survey, wetland delineation, existing utility identification, bridge inspections, and crash analysis. The project team has observed a high number of rear-end and fixed object crashes; it is likely that the narrow cross-section and minimal shoulders throughout the project area could be contributing to this safety concern.
- Improved access at the entrance to the River Road trailhead, shown below, is a priority for Midewin. This entrance is used for schools and groups that are visiting the site as well as trail users. It was noted that there have been accidents reported for those using the entrance. Midewin has investigated turn lanes for this entrance in the past, but the project was not fully funded. It was also noted that there are plans to replace the well located in the northeast quadrant of this entrance intersection.



- There is a recreational realignment study being conducted within Midwin. The project is evaluating the current trail system and proposed potential updates. The study is ongoing, but there is no timeline for construction at this time. It was noted that during improvements, there will be efforts to move users to different trails and resources within the preserve. Coordination will be necessary to ensure that roadway improvements and trail improvements are timed appropriately.
- A Public Information Meeting is planned for the first two weeks of December: December 6th in Wilmington and December 13th in Peotone. The purpose of the meeting is to present the data collection findings and obtain input from the public that will be used during the Purpose and Need development. There will be continued stakeholder and public outreach throughout this PEL study as well as subsequent project phases. There is a project website that will be utilized to provide study updates and resources: www.WilmingtonPeotoneStudy.com.
- These initial stakeholder meetings are being held to confirm with the users of the corridor that our data collection findings match their experiences. Our team will be reaching out for a second stakeholder meeting in 2024 to discuss the potential alternatives.

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

MEETING MINUTES

Subject: *Initial Stakeholder Meeting
Village of Symerton & Florence Township*

Meeting Date: November 27, 2023

Time: 8:30 a.m.

Location: Florence Township Hall (Symerton, IL)

Attendees: Eli Geiss, Mayor of Symerton
Bill Long, Supervisor, Florence Township
John Long, Florence Township
Andy Robbins, Highway Commissioner, Florence Township
Katie Leska, BMcD
Adam Kucharski, Kimley-Horn

Cc Christina Kupkowski, WCDOT
Desiree James, BMcD
Sagar Sonar, Kimley-Horn

DISCUSSION ITEMS

- The Will County Division of Transportation (WCDOT) has recently begun the study of the Wilmington-Peotone Corridor from I-55 to Drecksler Road. The project is a Planning and Environmental Linkage (PEL) which is a pre-phase I study that allows the county to collect data and develop alternatives that can be used in Phase I without time constraints.
- 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 area has experienced growth and development in recent years; this project will evaluate the existing and future travel demand through the area. The goal of the project is to identify safety improvements to provide a safe, efficient corridor for all users. The team will develop alternatives based on the data collection results and stakeholder input to find a solution that fits the unique needs of the Wilmington-Peotone corridor.
- The PEL study is currently in the data collection phase with the team performing traffic counts, drone survey, wetland delineation, existing utility identification, bridge inspections, and crash analysis. The project team has observed a high number of rear-end and fixed object crashes; it is likely that the narrow cross-section and minimal shoulders throughout the project area could be contributing to this safety concern.
 - This was confirmed based on discussion with the Village and Townships. There is not adequate space for mail delivery, garbage truck pickup, law enforcement, vehicle breakdowns, or moving farm equipment safety.
- Additional safety concerns identified during the meeting include the Old Chicago and Wilmington-Peotone Road intersection. Vehicle passing is an issue in both directions given the widened pavement shoulders. While it is only striped for two lanes, one through and one

left turn lane, vehicles will utilize this area as a three lane section for passing. Passing is an issue elsewhere in the corridor as well, especially in sections with rolling hills and limited visibility.

- Sight distance, especially for trucks and farm equipment vehicles that sit much higher off the roadway compared to smaller cars, was also noted as there are many locations that trees and vegetation block sight lines.
- Future developments that were discussed during the meeting include the truck stop development at the intersection of IL 53 and River Road as well as the South Suburban Airport. It was noted that based on our previous coordination with the Center of Economic Development the South Suburban Airport is not considered as part of our traffic analysis. Our team will continue to monitor the developments throughout the area, including the airport.
- Identified traffic concerns along the corridor include:
 - Given the high volume of traffic on Wilmington-Peotone Road, it is common for vehicles on side roads to wait up to 15 minutes to turn onto the corridor.
 - Container trucks now run seven days per week, morning, and night.
 - Trucks are forced to use township roads if there is an incident on Wilmington-Peotone Road due to existing narrow lanes and no shoulders. The township roads are not built to withstand truck traffic and deteriorate rapidly.
 - The Walter Strong Development was a significant contributor to traffic volumes along the corridor; however, it closed approximately four years ago. The study team should consider reviewing traffic data from 2017 – 2018 to see how it compares to the existing traffic counts.
- The township noted that the previous Illiana study documents could be beneficial to this study. The previous study included information related to the drainage and utilities throughout this area that could be useful.
- A Public Information Meeting is planned for December 6th in Wilmington and December 13th in Peotone. The purpose of the meeting is to present the data collection findings and obtain input from the public that will be used during the Purpose and Need development. There will be continued stakeholder and public outreach throughout this PEL study as well as subsequent project phases. There is a project website that will be utilized to provide study updates and resources: www.WilmingtonPeotoneStudy.com.
- These initial stakeholder meetings are being held to confirm with the users of the corridor that our data collection findings match their experiences. Our team will be reaching out for a second stakeholder meeting in 2024 to discuss the potential alternatives.

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

MEETING MINUTES

Subject: Wilmington-Peotone PEL Study: Center for Economic Development Meeting #2

Meeting Date: March 27, 2024

Time: 10:00 a.m.

Location: Microsoft Teams

Attendees: Doug Pryor, Will County Center for Economic Development (CED)
Katie Leska, BMcD
Desiree James, BMcD
Adam Kucharski, K-H
Sagar Sonar, K-H

CC: Christina Kupkowski, WCDOT

DISCUSSION ITEMS

- The Wilmington-Peotone PEL Study is wrapping up the data collection phase of the project and is getting ready to begin concept development. The Purpose and Need statement was presented to IDOT/FHWA and the team is working on addressing a few comments before finalizing the document. One of the final items the consultant team is working on is confirming the future traffic numbers through the corridor. To ensure our assumptions account for the anticipated growth through the area, the future developments were discussed as described below:
 - The K-Mart distribution center redevelopment I-57 at US 52 will be referred to as the Gotion battery plan moving forward. Gotion has control of the building; Phase I is anticipated to take 2-3 years for the build out and hiring. Phase 2 is expected to take another 5+ years.
 - BNSF has purchased 500 acres surrounding the Elion Logistics Park for potential international intermodal. The employment is currently around 800 people and expected to grow by 400 within 10 years.
 - The DuPont Plan is unlikely to grow significantly. There is land adjacent that is developable and will likely be industrial: 83 acres to the south and 90 acres to the north. This area is included as River Road at IL Route 53 in the attached exhibit.
 - The Operating Engineers Union, Local 150 recently received a Megasite Investment Program grant to prepare the site for development. It is assumed that the development will be industrial, likely warehousing. This type of development can be assumed at 1 employee for ever 300-400 square feet of building.
 - It is agreed that the South Suburban Airport will not be included in our assumptions.
 - The BNSF intermodal and UP Global IV are considered as part of the CenterPoint Intermodal Center. This area is mostly built out with the exception of 40 acres in Elmwood. UP Global IV is similar to the BNSF international intermodal and has seen recent expansion and can now generate close to 1 million lifts a year. Because of this there is strong momentum for this port.

- Overall, the CenterPoint Intermodal Center currently consists of 18,000 to 20,000 jobs with the potential for an additional 5 million square feet of growth, which would create roughly 1,250 new jobs.
- There are 300-400 developable acres near the Houbolt Road bridge. This area is land locked by federal land to the south to the development opportunities outside of that are limited.
- The Northpoint development has new buildings that are leased by Target but not yet filled. The interior buildout is underway and occupation is assumed with year for around 800 jobs.
- The County has seen industrial growth of around 4% per year. The past 5 years have seen an increase of 8 million square feet and this trend seems to be continuing. The growth is shifting to central Will County with the north mostly built out.

MEETING Minutes

Subject: *Initial Stakeholder Meeting – City of Wilmington*

Meeting Date: August 12, 2024

Time: 9:00 a.m.

Location: Microsoft Teams

Attendees: Shanna McCarty, Restoration and Planning, Midewin
Bob Hommes, Prairie Engineer, Midewin
Christina Kupkowski, WCDOT
Katie Leska, BMcD
Desiree James, BMcD

Cc: Christina Henderson, Prairie Supervisor, Midewin
Adam Kucharski, Kimley-Horn
Sagar Sonar, Kimley-Horn

DISCUSSION ITEMS

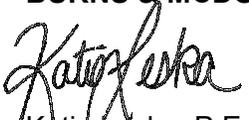
1. The Wilmington-Peotone PEL Study has made good progress since our meeting last November. The data collection portion of the project is complete and the team has moved into concept development and evaluation. The purpose of this meeting was to walk through the concepts that have been developed and get feedback to make sure that what the team has developed meet the needs of those using the corridor and that there are no alternative options that should also be considered.
2. The first public meeting was held in December 2023. The survey results showed that the majority of people have concerns about the corridor and feel that improvements are needed now. Many noted safety concerns with speeding and sight distance with the rolling hills as well as at intersections being the most common comments. The presence of large vehicles including trucks and farm equipment were also noted.
3. Based on the data collected and public input, a Purpose & Need statement has been developed which will be used as the basis for concept evaluation in order to find the solution that best meets the needs of this unique corridor. The full Purpose & Need document will be posted to the project website, wilmingtonpeotonestudy.com, once approval is received from IDOT and FHWA.
 - 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.

4. Based on the data collection and public input, the team has developed concepts to meet the purpose and need statement described above. The concepts have been broken into three different categories as described below; exhibits shared at the meeting at attached:
 - **Segments:** These concepts focus on improvements to the roadway cross-section, realignments, and grade separations. Improvements to the cross-section along River Road are not proposed because the existing cross-section meets current design standards
 - **Intersections:** Intersection improvements looked at existing and future traffic data as well as crash history to identify locations where intersection improvements are warranted. The attached exhibit shows the locations studied and improvements investigated.
 - **Interchanges:** There are two interchanges within the project corridor: I-55 and I-57. There are 2 interchange concepts at the I-55 interchange, both of which maintain all existing access. The options at the I-55 interchange focused on staying within the existing footprint of the interchange to reduce or avoid impacts to Midewin, the Des Plaines conservation area, and the Kankakee River.
5. Evaluation criteria have been developed and weighted based on the purpose and need statement which will be used to differentiate between alternatives. The next steps are to finalize the analysis and score the alternative to determine which concepts are recommended to move forward into the next phase of design.
6. There are no updates on the Recreational Realignment Study. If any of the bridges required the opening to be widened, future coordination with Midewin will discuss potential trail crossings.
7. Public Meeting #2 will be held in October, when the dates have been finalized the team will share that information.
8. A right turn lane from westbound River Road to northbound Boathouse Road does not meet the warrants based on traffic numbers, but with this being the entrance that schools and groups use to access Midewin the project team is looking at other options to provide a turn lane in this location.
9. No concerns are noted by Midewin at the railroad crossing.

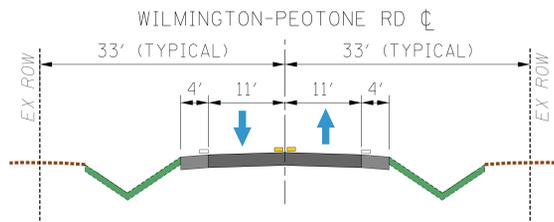
This represents our understanding of the discussion. Please contact our office with additions or corrections.

Respectfully submitted,

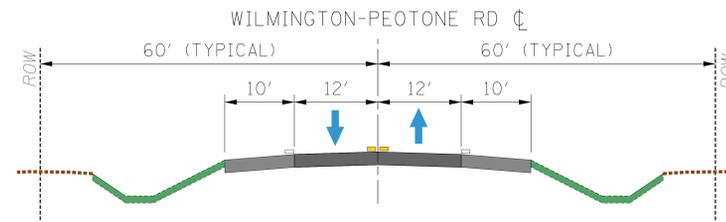
BURNS & MCDONNELL ENGINEERING COMPANY, INC.


Katie Leska, P.E.
Project Manager

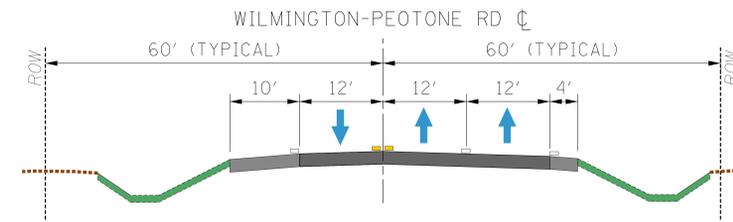
CONCEPTUAL EXHIBIT: SEGMENTS



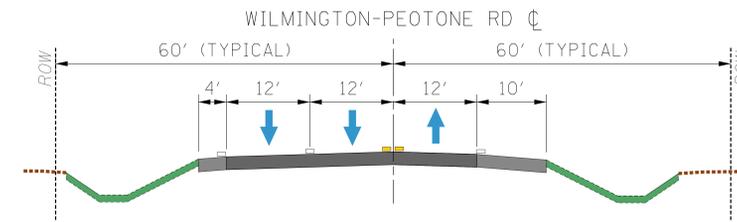
EXISTING TYPICAL SECTION:
Narrow through lanes and shoulders, steep ditch slopes



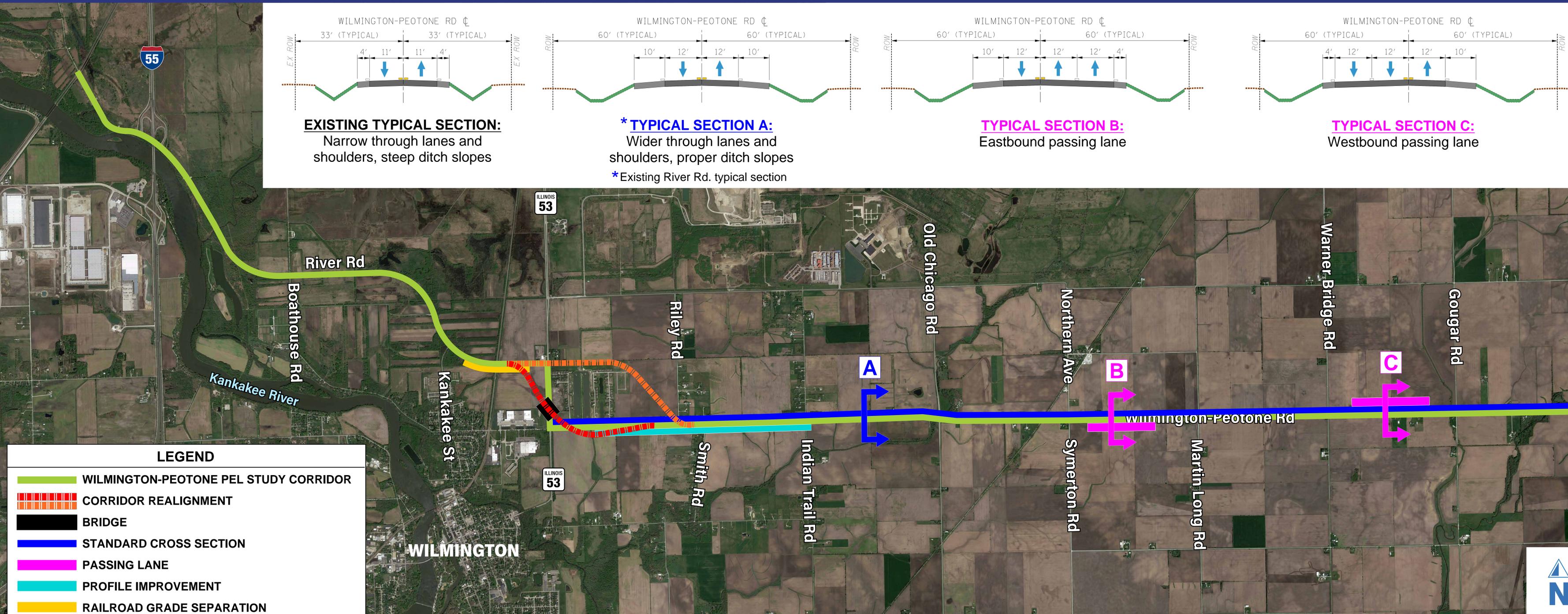
*** TYPICAL SECTION A:**
Wider through lanes and shoulders, proper ditch slopes
* Existing River Rd. typical section



TYPICAL SECTION B:
Eastbound passing lane



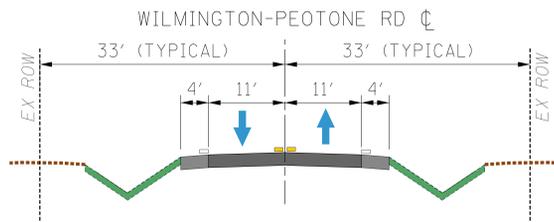
TYPICAL SECTION C:
Westbound passing lane



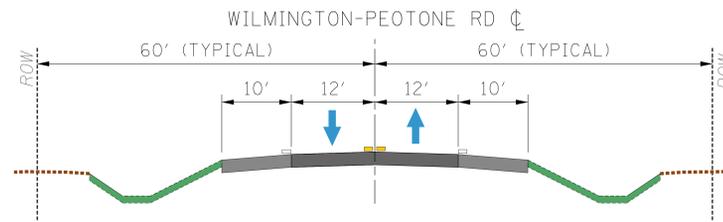
LEGEND

- WILMINGTON-PEOTONE PEL STUDY CORRIDOR
- CORRIDOR REALIGNMENT
- BRIDGE
- STANDARD CROSS SECTION
- PASSING LANE
- PROFILE IMPROVEMENT
- RAILROAD GRADE SEPARATION

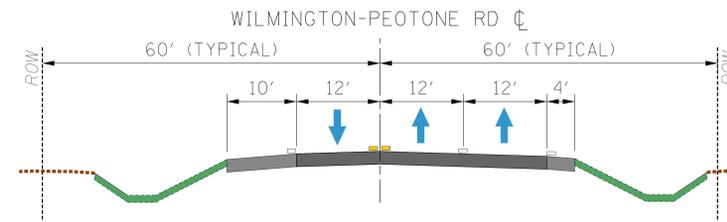
CONCEPTUAL EXHIBIT: SEGMENTS



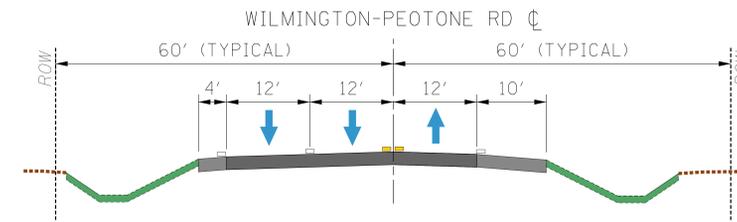
EXISTING TYPICAL SECTION:
Narrow through lanes and shoulders, steep ditch slopes



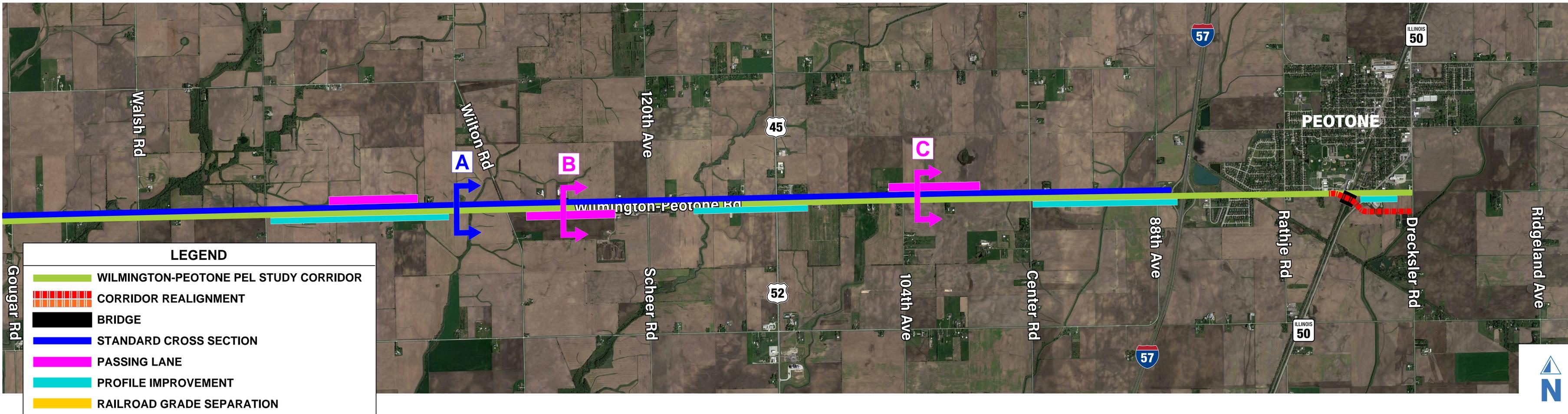
*** TYPICAL SECTION A:**
Wider through lanes and shoulders, proper ditch slopes
* Existing River Rd. typical section



TYPICAL SECTION B:
Eastbound passing lane



TYPICAL SECTION C:
Westbound passing lane



LEGEND

- █ WILMINGTON-PEOTONE PEL STUDY CORRIDOR
- ▨ CORRIDOR REALIGNMENT
- █ BRIDGE
- █ STANDARD CROSS SECTION
- █ PASSING LANE
- █ PROFILE IMPROVEMENT
- █ RAILROAD GRADE SEPARATION

LEGEND

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




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

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

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%



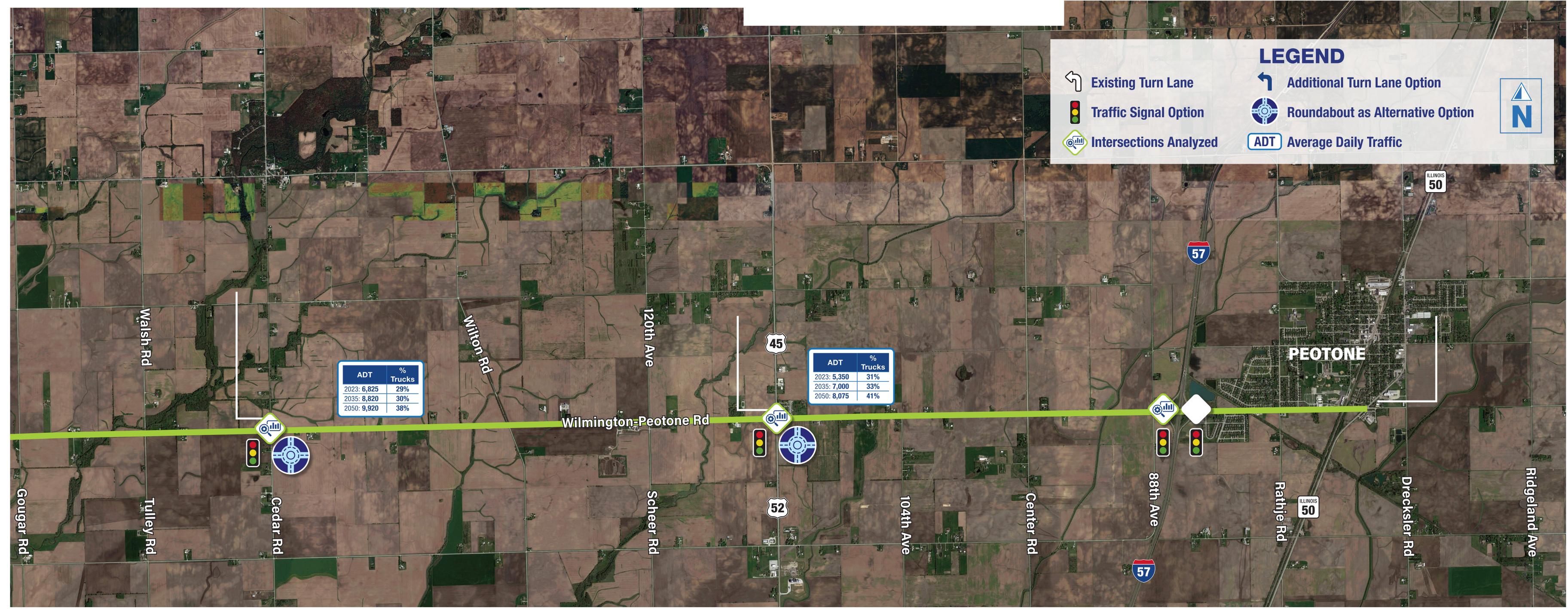
LEGEND

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

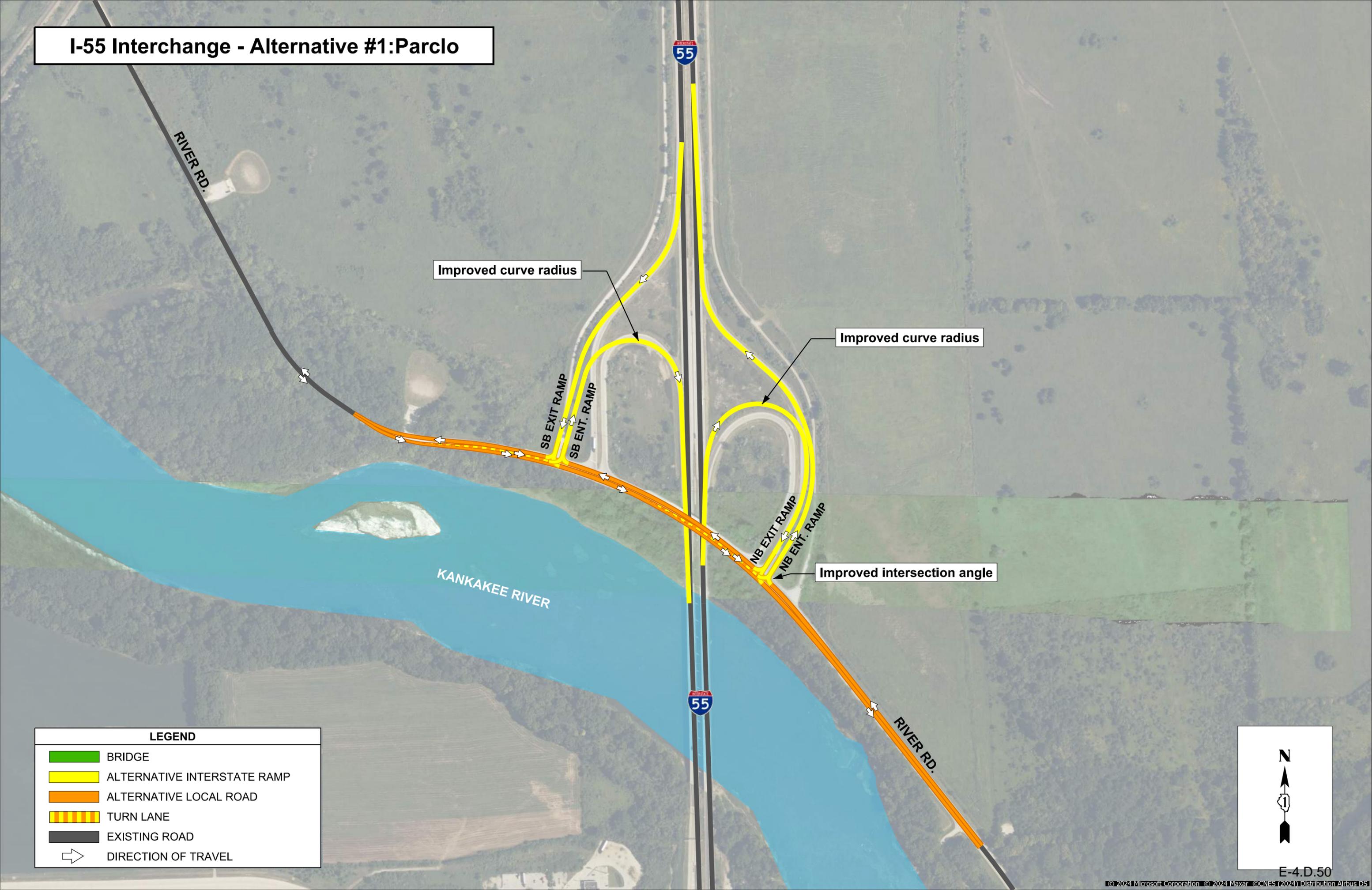


ADT	% Trucks
2023: 6,825	29%
2035: 8,820	30%
2050: 9,920	38%

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



I-55 Interchange - Alternative #1:Parclo



Improved curve radius

Improved curve radius

Improved intersection angle

RIVER RD.

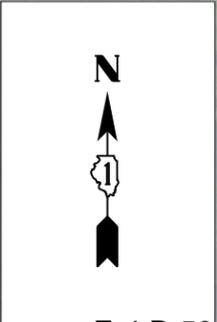
KANKAKEE RIVER

SB EXIT RAMP
SB ENT. RAMP

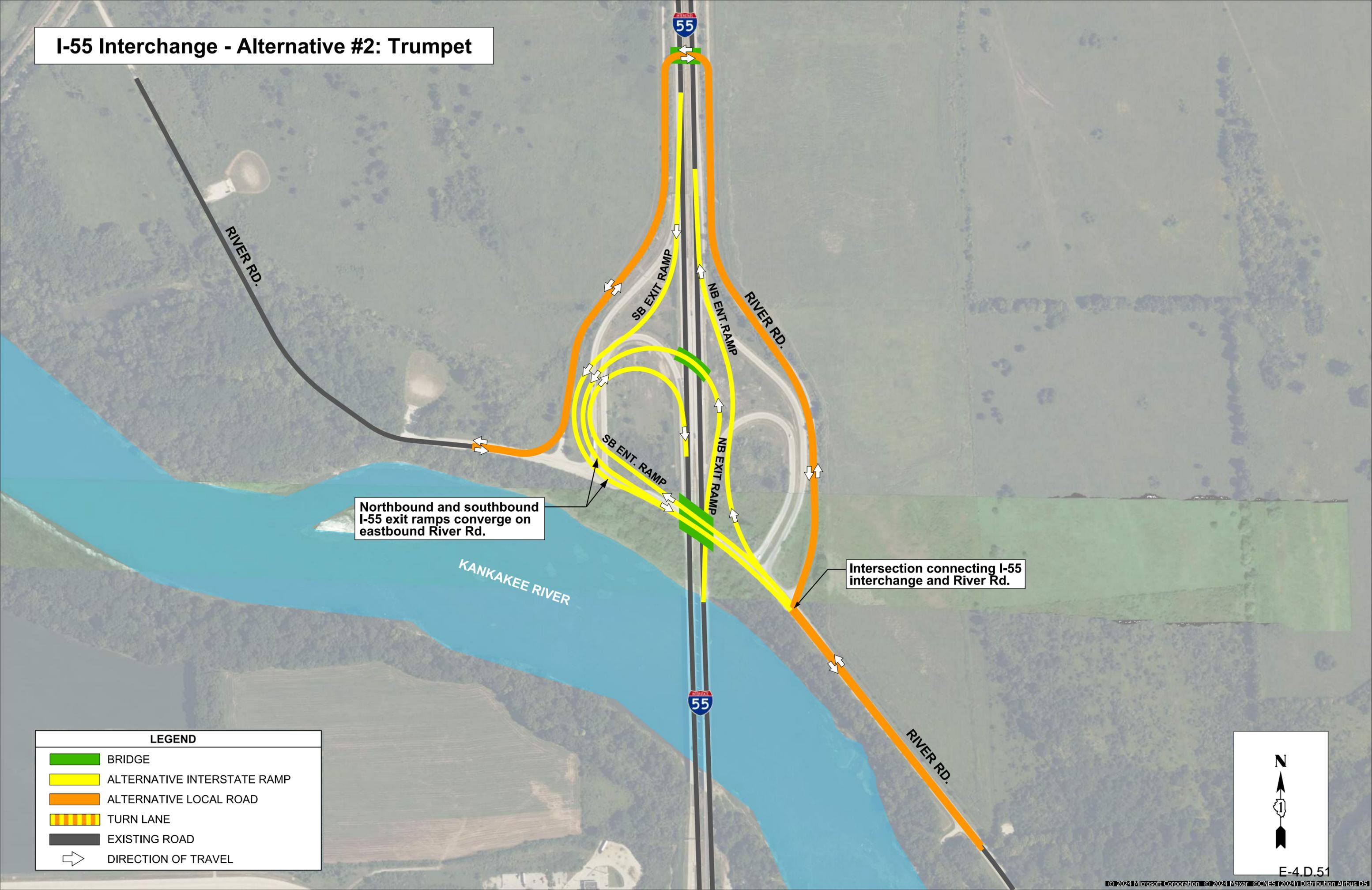
NB EXIT RAMP
NB ENT. RAMP

RIVER RD.

LEGEND	
	BRIDGE
	ALTERNATIVE INTERSTATE RAMP
	ALTERNATIVE LOCAL ROAD
	TURN LANE
	EXISTING ROAD
	DIRECTION OF TRAVEL



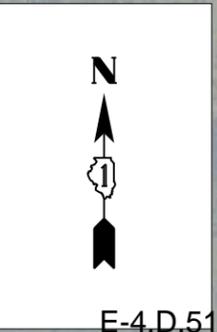
I-55 Interchange - Alternative #2: Trumpet



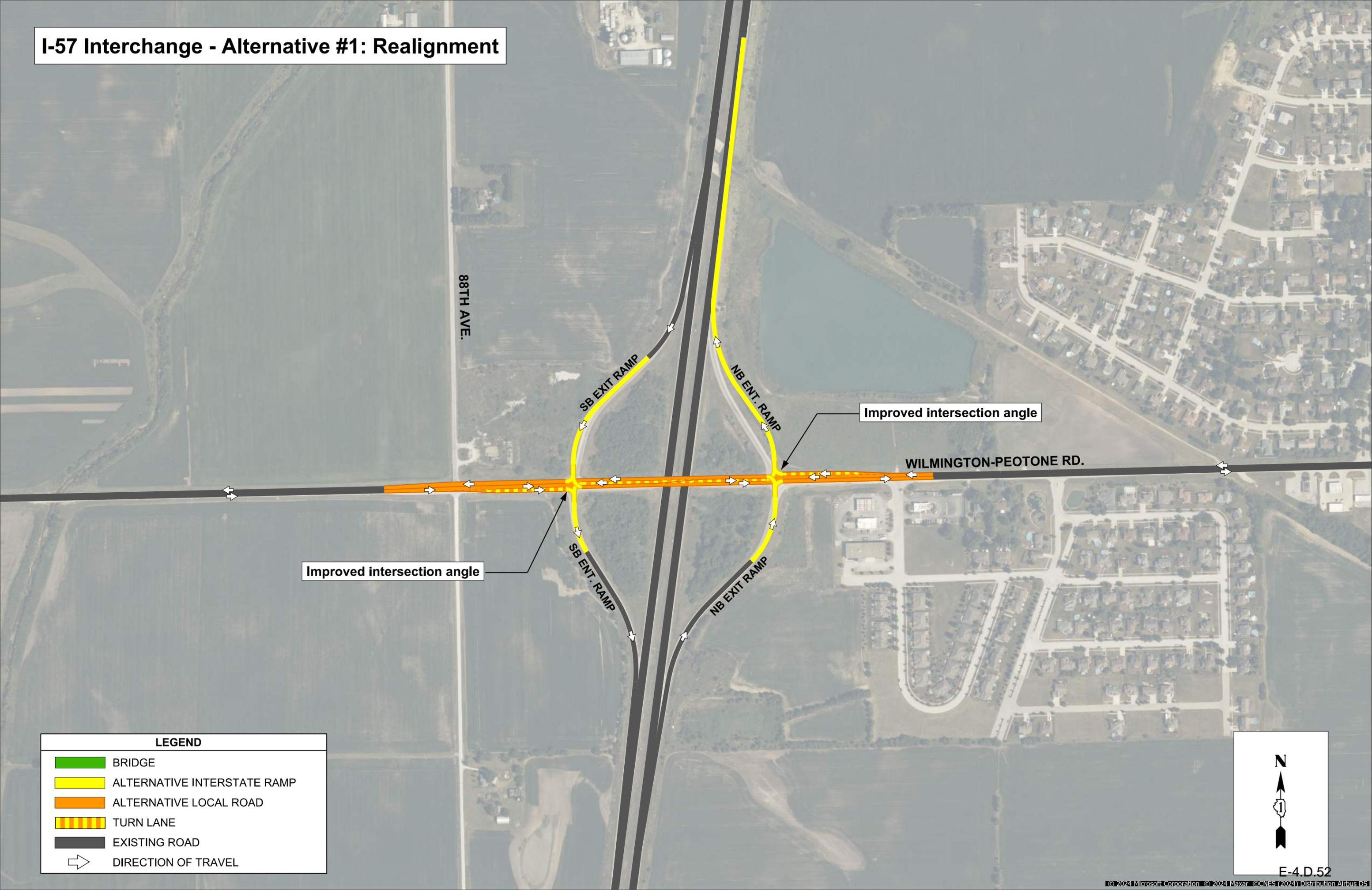
Northbound and southbound I-55 exit ramps converge on eastbound River Rd.

Intersection connecting I-55 interchange and River Rd.

LEGEND	
	BRIDGE
	ALTERNATIVE INTERSTATE RAMP
	ALTERNATIVE LOCAL ROAD
	TURN LANE
	EXISTING ROAD
	DIRECTION OF TRAVEL



I-57 Interchange - Alternative #1: Realignment



88TH AVE.

SB EXIT RAMP

NB ENT. RAMP

Improved intersection angle

WILMINGTON-PEOTONE RD.

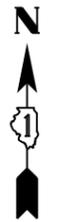
Improved intersection angle

SB ENT. RAMP

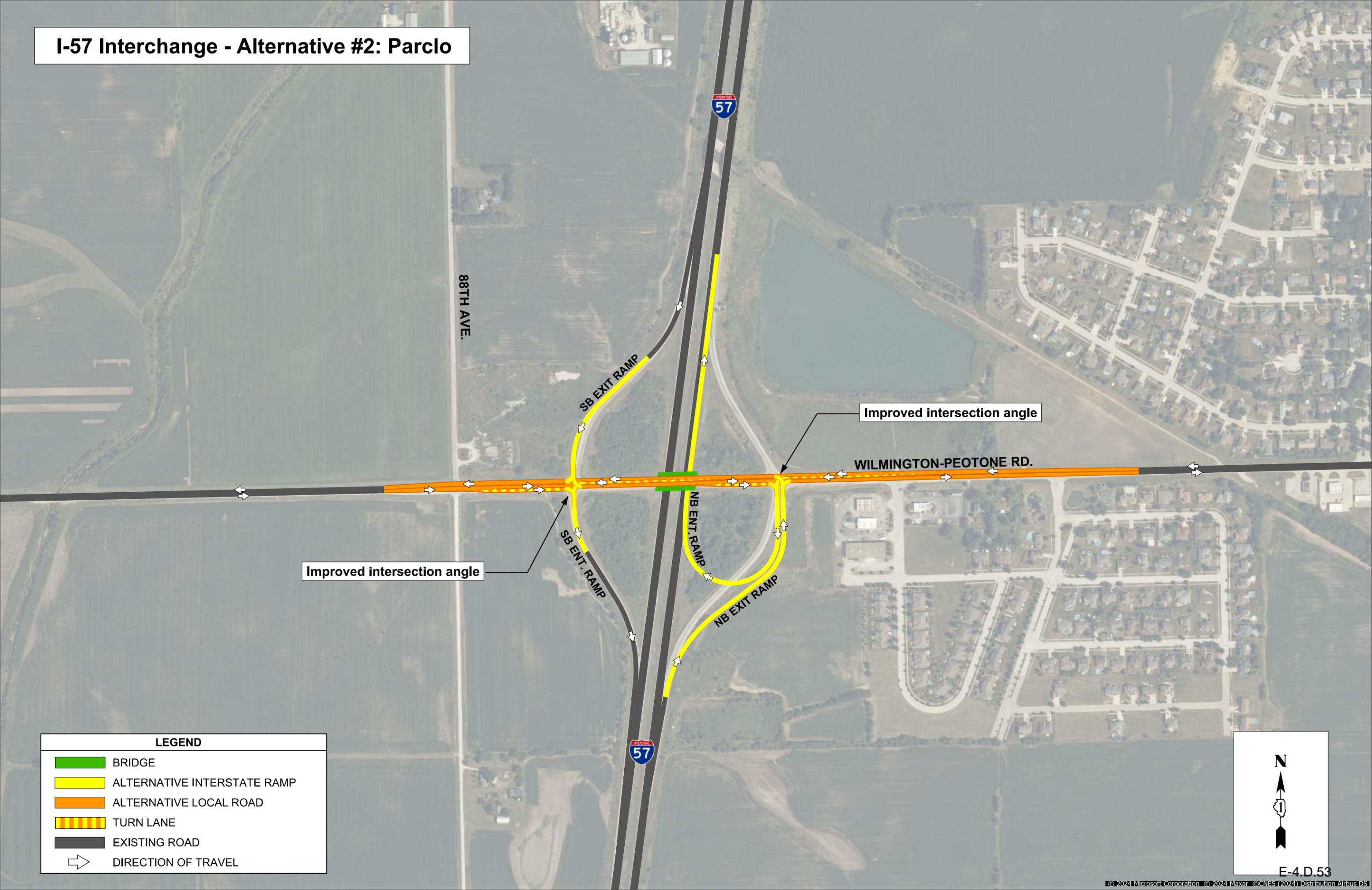
NB EXIT RAMP

LEGEND

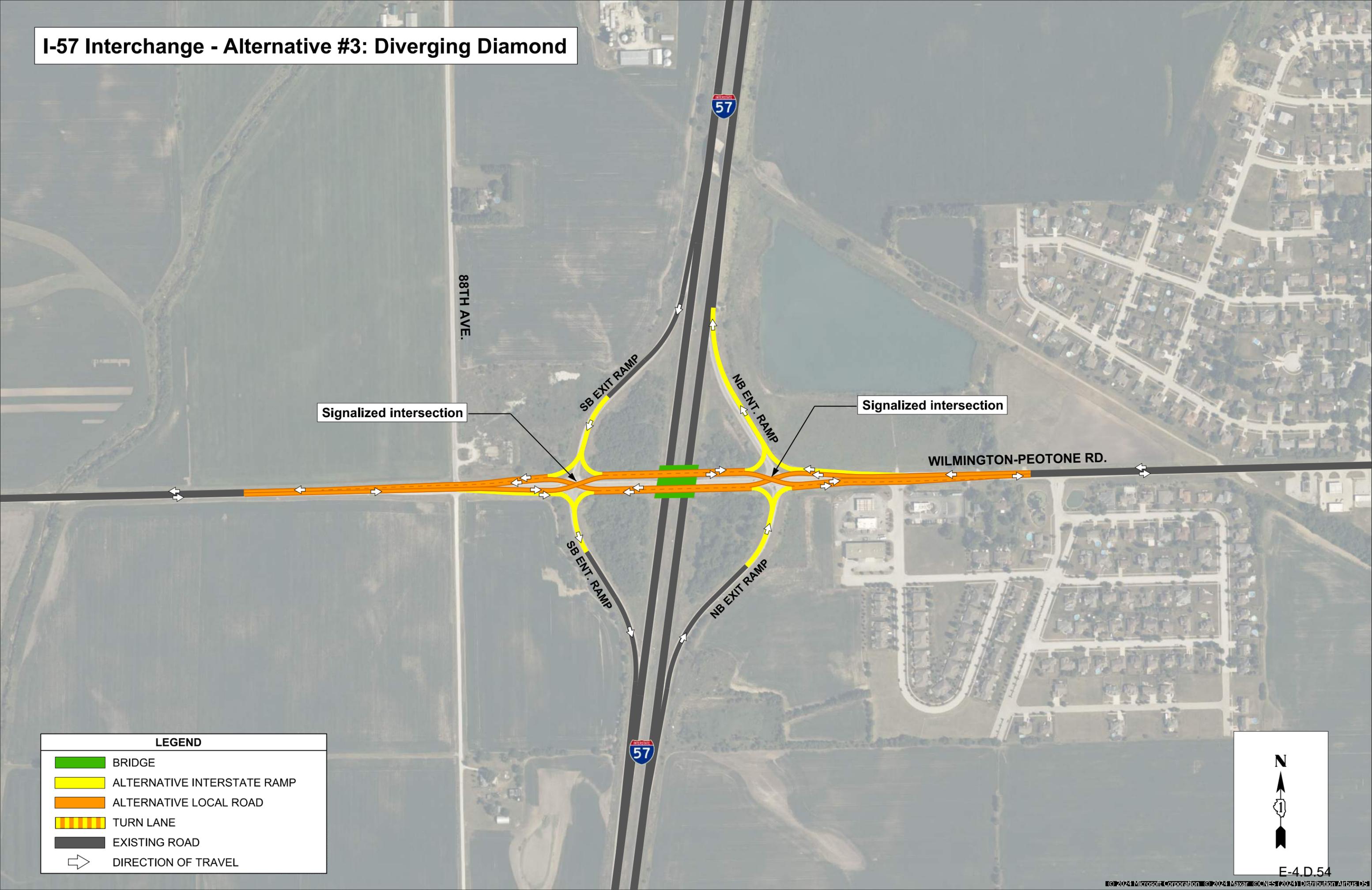
- BRIDGE
- ALTERNATIVE INTERSTATE RAMP
- ALTERNATIVE LOCAL ROAD
- TURN LANE
- EXISTING ROAD
- DIRECTION OF TRAVEL



I-57 Interchange - Alternative #2: Parclo



I-57 Interchange - Alternative #3: Diverging Diamond



Signalized intersection

Signalized intersection

88TH AVE.

SB EXIT RAMP

NB ENT. RAMP

WILMINGTON-PEOTONE RD.

SB ENT. RAMP

NB EXIT RAMP

LEGEND

- BRIDGE
- ALTERNATIVE INTERSTATE RAMP
- ALTERNATIVE LOCAL ROAD
- TURN LANE
- EXISTING ROAD
- DIRECTION OF TRAVEL

N

E-4.D.54

Concept Evaluation: Criteria and Scoring Details

Criterion	Weight	Definition and Weighting
Safety	4	Based on the yearly reduction in the crash percentages: IDHSM crash equations
Traffic Operations (Compared to Existing)	3	Effect on major-movement delay and effect on capacity.
Environmental Effects	3	What effects will the improvement have on noise, air quality, sensitive land uses, or other elements of social or environmental concern?
ROW Impacts	2	Relative number of parcels impacted and/or displacements
Stakeholder Input	2	Based on Stakeholder Input at Public Meeting #2
Multimodal Potential	1	How easy will it be to add pedestrian and bicycle access to the corridor?
Constructability	1	How easily can it be built? What is the degree of impact to critical utilities?
EV Potential	1	Based on coordination with the Will County Alternative Fuel Readiness Plan
Drainage Impacts	1	Assess likely impacts to drainage patterns in the area. Consider possible need for expensive infrastructure (e.g. inline detention).
Cost	1	Overall program cost

Total Weight	15
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Scoring Rubric		
Score	Positive Impacts (e.g. providing improved function or higher capacity to an existing facility)	Negative Impacts (e.g. imposing damage, reduced function, or increased constraint on an existing facility)
0	Little or no improvement, or actual reduction in effectiveness	Severe impact; most dramatic impacts compared to other concepts
1		
2		
3		
4		

MEETING Minutes

Subject: *Initial Stakeholder Meeting – Will County Departments*

Meeting Date: August 14, 2024

Time: 9:00 a.m.

Location: Will County Division of Transportation Conference Room

Attendees: See attached sign-in sheet

Cc: Sagar Sonar, Kimley-Horn
Desiree James, Burns & McDonnell

DISCUSSION ITEMS

1. The Wilmington-Peotone PEL Study has made good progress since our meeting last October. The data collection portion of the project is complete and the team has moved into concept development and evaluation. The purpose of this meeting is to walk through the concepts that have been developed and get feedback to make sure that what the team has developed meet the needs of those using the corridor and that there are no alternative options that should also be considered.
2. The first public meeting was held in December 2023. The survey results showed that the majority of people have concerns about the corridor and feel that improvements are needed now. Many noted safety concerns with speeding and sight distance with the rolling hills as well as at intersections being the most common comments. The presence of large vehicles including trucks and farm equipment were also noted.
3. Based on the data collected and public input, a Purpose & Need statement has been developed which will be used as the basis for concept evaluation in order to find the solution that best meets the needs of this unique corridor. The full Purpose & Need document will be posted to the project website, wilmingtonpeotonestudy.com, once approval is received from IDOT and FHWA.
 - 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.
4. Based on the data collection and public input, the team has developed concepts to meet the purpose and need statement described above. The concepts have been broken into three different categories as described below; exhibits shared at the meeting at attached:
 - **Segments:** These concepts focus on improvements to the roadway cross-section,

realignments, and grade separations. Improvements to the cross-section along River Road are not proposed because the existing cross-section meets current design standards. Segment discussion items were as follows:

- i. A new Loves development is proposed at the southwest corner of IL 53 and River Road. The red proposed alignment alternatives would impact this new development.
 - ii. A two-way left turn lane in the center median is not considered along Wilmington-Peotone Road. There are not clusters of driveways along the roadway which would warrant a shared left turn lane; however, the intersections exhibit shows the locations for turn lanes have been analyzed at this time at spot locations.
 - iii. The amount of available right-of-way along Wilmington-Peotone Road varies but is 66' for the majority of the corridor. The proposed right-of-way is currently 120' for the standard cross-section. It was noted that the requirements for a Strategic Regional Arterial is 150'. The team will investigate the right-of-way needs; given that a 4-lane cross-section is not warranted it is believed that the proposed improvements would fit within a 120' right-of way.
 - iv. It was noted that truck traffic currently is using Drecksler Road. The realignment of IL 50 would improve the intersection angle and make turning between IL 50 and Wilmington-Peotone Road easier. The team is investigating if the realignment could be done with a T-intersection ending at IL 50 or if it needs to continue to Drecksler Road. It is possible that ending the realignment at IL 50 would help to move that truck traffic to those that have been built to accommodate larger vehicles.
- o **Intersections:** Intersection improvements looked at existing and future traffic data as well as crash history to identify locations where intersection improvements are warranted. The attached exhibit shows the locations studied and improvements investigated.
 - i. The group discussed turn lanes at the I-57 interchange. Recent improvements include dedicated eastbound and westbound left turns outside the limits of the existing bridge. Based on traffic analysis, traffic signals are currently warranted at the southbound ramp terminals and warranted at the northbound ramp terminals in 2035. Bridge widening along with interchange alternative options will be considered.
 - o **Interchanges:** There are two interchanges within the project corridor: I-55 and I-57. There are 2 interchange concepts at the I-55 interchange, both of which maintain all existing access. The options at the I-55 interchange focused on staying within the existing footprint of the interchange to reduce or avoid impacts to Midewin, the Des Plaines conservation area, and the Kankakee River. Improvements at I-57 focused on improving the geometry to make access to I-57 easier and eliminating conflict points to reduce angle and turning crashes.

5. Evaluation criteria have been developed and weighted based on the purpose and need

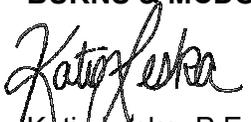
statement which will be used to differentiate between alternatives. The next steps are to finalize the analysis and score the alternative to determine which concepts are recommended to move forward into the next phase of design

6. Drain Tile Considerations: It was noted that IDOT has field tile information if needed. Several landowners provided field tile information during the public involvement process.
7. Public Meeting #2 will be held in October, when the dates have been finalized the team will share that information.

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

MEETING Minutes

Subject: *Initial Stakeholder Meeting – City of Wilmington*

Meeting Date: August 14, 2024

Time: 11:00 a.m.

Location: City Hall - Wilmington

Attendees: See attached sign-in sheet

Cc: Sagar Sonar, Kimley-Horn
Desiree James, Burns & McDonnell

DISCUSSION ITEMS

1. The Wilmington-Peotone PEL Study has made good progress since our meeting last October. The data collection portion of the project is complete and the team has moved into concept development and evaluation. The purpose of this meeting is to walk through the concepts that have been developed and get feedback to make sure that what the team has developed meet the needs of those using the corridor and that there are no alternative options that should also be considered.
2. The first public meeting was held in December 2023. The survey results showed that the majority of people have concerns about the corridor and feel that improvements are needed now. Many noted safety concerns with speeding and sight distance with the rolling hills as well as at intersections being the most common comments. The presence of large vehicles including trucks and farm equipment were also noted.
3. Based on the data collected and public input, a Purpose & Need statement has been developed which will be used as the basis for concept evaluation in order to find the solution that best meets the needs of this unique corridor. The full Purpose & Need document will be posted to the project website, wilmingtonpeotonestudy.com, once approval is received from IDOT and FHWA.
 - 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.
4. Based on the data collection and public input, the team has developed concepts to meet the purpose and need statement described above. The concepts have been broken into three different categories as described below; exhibits shared at the meeting at attached:
 - **Segments:** These concepts focus on improvements to the roadway cross-section,

realignments, and grade separations. Segment discussion items were as follows:

- i. A new Loves development is proposed at the southwest corner of IL 53 and River Road. The red realignment alternative would impact this new development.
 - ii. There are traffic impacts on an annual basis due to track maintenance. When the crossing is closed during these times, trucks will get stuck with no turnaround when there is not proper signage for the closures. There have been instances of jack knifed trucks near this location attempting to turnaround where no space is available. A truck turnaround along River Road was discussed, the sensitive environmental area surrounding this area were noted which may prevent the addition of a turnaround.
 - iii. A separate multi-use path is not included in the proposed typical sections. A 10' shoulder has been added to the standard typical section which accommodates cyclists. Given the nature of this area, those who would be using the corridor for cycling are generally more experienced skilled riders.
 - iv. A two-way left turn lane in the center median is not considered along Wilmington-Peotone Road. There are not clusters of driveways along the roadway which would warrant a shared left turn lane; however the intersections exhibit shows the locations for turn lanes have been analyzed at this time at spot locations.
- o **Intersections:** Intersection improvements looked at existing and future traffic data as well as crash history to identify locations where intersection improvements are warranted. The attached exhibit shows the locations studied and improvements investigated.
 - i. It was noted that the project team should consider left turn lanes at Indian Trail Road and Symerton Road.
 - o **Interchanges:** There are two interchanges within the project corridor: I-55 and I-57. There are 2 interchange concepts at the I-55 interchange, both of which maintain all existing access. The options at the I-55 interchange focused on staying within the existing footprint of the interchange to reduce or avoid impacts to Midewin, the Des Plaines conservation area, and the Kankakee River.
 - i. Trucks are not meant to travel on River Road west of the I-55 interchange. It was noted that trucks who end up west of the interchange are not able to turnaround and would benefit from a truck turnaround.

5. Evaluation criteria have been developed and weighted based on the purpose and need statement which will be used to differentiate between alternatives. The next steps are to finalize the analysis and score the alternative to determine which concepts are recommended to move forward into the next phase of design.
 - o Public Meeting #2 will be held in October. The City is able to host the next public meeting on October 16, 2024. The project team will contact the City for logistics and next steps. Newspaper advertisements should be made in the Free Press Newspaper.

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

Respectfully submitted,

BURNS & MCDONNELL ENGINEERING COMPANY, INC.

A handwritten signature in black ink, appearing to read 'Katie Leska', written in a cursive style.

Katie Leska, P.E.
Project Manager

WILMINGTON PEOTONE

----- PEL Study



Attendance Sheet

Project: Wilmington-Peotone PEL Study
Date: August 14, 2024
Location: City of Wilmington
Meeting Purpose: Stakeholder Meeting #2

Present	Name	Agency	Email
CK	Christina Kupkowski	Will County Department of Transportation	ckupkowski@willcounty.com
KL	Katie Leska	Burns & McDonnell	kleska@burnsmcd.com
	Desiree James	Burns & McDonnell	Djames2@burnsmcd.com
AK	Adam Kucharski	Kimley-Horn	Adam.kucharski@kimley-horn.com
BD	Mayor Dietz	City of Wilmington	bdietz@wilmington-il.com
	Jeannine Smith	City of Wilmington	jsmith@wilmington-il.com
AZ	Adam Zink	Wilmington Police Department	azink@wilmington-il.com
	Tim Zlomie	Wilmington Fire	tzlomie@wilmingtonfire.org
	Kevin Feeney	Wilmington School District	kfeeney@209u.net
	Bridget Knowles	economic development	economicdevelopment@wilmington-il.gov
	Susie McDavid	building permits code enforcement	inspector@wilmington-il.gov
	Jeannine Smith	City of Wilmington	jsmith@wilmington-il.gov

MEETING Minutes

Subject: *Initial Stakeholder Meeting – Village of Peotone*

Meeting Date: August 14, 2024

Time: 1:00 p.m.

Location: Village Hall - Peotone

Attendees: See attached sign-in sheet

Cc: Sagar Sonar, Kimley-Horn
Desiree James, Burns & McDonnell

DISCUSSION ITEMS

1. The Wilmington-Peotone PEL Study has made good progress since our meeting last October. The data collection portion of the project is complete and the team has moved into concept development and evaluation. The purpose of this meeting is to walk through the concepts that have been developed and get feedback to make sure that what the team has developed meet the needs of those using the corridor and that there are no alternative options that should also be considered.
2. The first public meeting was held in December 2023. The survey results showed that the majority of people have concerns about the corridor and feel that improvements are needed now. Many noted safety concerns with speeding and sight distance with the rolling hills as well as at intersections being the most common comments. The presence of large vehicles including trucks and farm equipment were also noted.
3. Based on the data collected and public input, a Purpose & Need statement has been developed which will be used as the basis for concept evaluation in order to find the solution that best meets the needs of this unique corridor. The full Purpose & Need document will be posted to the project website, wilmingtonpeotonestudy.com, once approval is received from IDOT and FHWA.
 - 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.
4. Based on the data collection and public input, the team has developed concepts to meet the purpose and need statement described above. The concepts have been broken into three different categories as described below; exhibits shared at the meeting at attached:
 - **Segments:** These concepts focus on improvements to the roadway cross-section, realignments, and grade separations. Segment discussion items are noted below:
 - i. Right-of-way needs were discussed. The proposed right-of-way for the

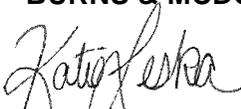
standard typical section is 120'; the majority of the right-of-way throughout the corridor is 66' but varies. Exact right-of-way needs will be determined in the future when more detailed design has been done.

- ii. It was noted that truck traffic currently is using Drecksler Road. The realignment of IL 50 would improve the intersection angle and make turning between IL 50 and Wilmington-Peotone Road easier. The team is investigating if the realignment could be done with a T-intersection ending at IL 50 or if it needs to continue to Drecksler Road. It is possible that ending the realignment at IL 50 would help to move that truck traffic to those that have been built to accommodate larger vehicles.
 - o **Intersections:** Intersection improvements looked at existing and future traffic data as well as crash history to identify locations where intersection improvements are warranted. The attached exhibit shows the locations studied and improvements investigated.
 - i. The Village noted that Wilmington-Peotone Road to northbound Cedar Road has seen a recent rise in traffic. The project team will review the traffic analysis at this location and provide input.
 - o **Interchanges:** There are two interchanges within the project corridor: I-55 and I-57. There are 2 interchange concepts at the I-55 interchange, both of which maintain all existing access. The options at the I-55 interchange focused on staying within the existing footprint of the interchange to reduce or avoid impacts to Midewin, the Des Plaines conservation area, and the Kankakee River. Improvements at I-57 focused on improving the geometry to make access to I-57 easier and eliminating conflict points to reduce angle and turning crashes.
5. Evaluation criteria have been developed and weighted based on the purpose and need statement which will be used to differentiate between alternatives. The next steps are to finalize the analysis and score the alternative to determine which concepts are recommended to move forward into the next phase of design.
6. Public Meeting #2 will be held in October, when the dates have been finalized the team will share that information.
- o Peotone High School is able to host the next public meeting. The project team will contact the school district for logistics and next steps.

Exhibits presented at the meeting are attached as well as requested traffic count information.

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



Attendance Sheet

Project: Wilmington-Peotone PEL Study
Date: August 14, 2024
Location: Village of Peotone
Meeting Purpose: Stakeholder Meeting #2

Present	Name	Agency	Email
CK	Christina Kupkowski	Will County Department of Transportation	ckupkowski@willcounty.com
KL	Katie Leska	Burns & McDonnell	kleska@burnsmcd.com
	Desiree James	Burns & McDonnell	Djames2@burnsmcd.com
AK	Adam Kucharski	Kimley-Horn	Adam.kucharski@kimley-horn.com
MM	Mayor March	Village of Peotone	mayor@villageofpeotone.com
NP	Nick Palmer	Village of Peotone	npalmer@villageofpeotone.com
DD	David Demik	Peotone Police Department	ddemik@villageofpeotone.com
X	Dave Piper	Manhattan Fire	dpiper@manhattanfire.org
BEB	Bruce Boyle	Manhattan Fire	bboyle@manhattanfire.org
X	Adrian Fulgencio	Peotone School District	afulgencio@peotoneschools.org
	Gene Younker	Peotone Township	gyounker@iswan.net
H	Bob Hennke	Village of Peotone	publicworks@villageofpeotone.com
	Brandon Owens	Peotone CUSD 2074	bowens@peotoneschools.org

MEETING Minutes

Subject: *Initial Stakeholder Meeting – Village of Symerton*

Meeting Date: August 14, 2024

Time: 3:00 p.m.

Location: Village Hall - Symerton

Attendees: See attached sign-in sheet

Cc: Sagar Sonar, Kimley-Horn
Desiree James, Burns & McDonnell

DISCUSSION ITEMS

1. The Wilmington-Peotone PEL Study has made good progress since our meeting last November. The data collection portion of the project is complete and the team has moved into concept development and evaluation. The purpose of this meeting is to walk through the concepts that have been developed and get feedback to make sure that what the team has developed meet the needs of those using the corridor and that there are no alternative options that should also be considered.
2. The first public meeting was held in December 2023. The survey results showed that the majority of people have concerns about the corridor and feel that improvements are needed now. Many noted safety concerns with speeding and sight distance with the rolling hills as well as at intersections being the most common comments. The presence of large vehicles including trucks and farm equipment were also noted.
3. Based on the data collected and public input, a Purpose & Need statement has been developed which will be used as the basis for concept evaluation in order to find the solution that best meets the needs of this unique corridor. The full Purpose & Need document will be posted to the project website, wilmingtonpeotonestudy.com, once approval is received from IDOT and FHWA.
 - 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.
4. Based on the data collection and public input, the team has developed concepts to meet the purpose and need statement described above. The concepts have been broken into three different categories as described below; exhibits shared at the meeting at attached:
 - **Segments:** These concepts focus on improvements to the roadway cross-section,

realignments, and grade separations. Segment discussion items are noted below:

- i. Snow drifts are still a concern during winter months. Wider lanes and shoulders will help during high wind conditions when vehicles tend to be impacted by high winds.
 - o **Intersections:** Intersection improvements looked at existing and future traffic data as well as crash history to identify locations where intersection improvements are warranted. The attached exhibit shows the locations studied and improvements investigated.
 - i. It was noted that the project team should consider turn lanes from Wilmington-Peotone Road to northbound Symerton Road. There we no concerns for additional turn lanes at Indian Trail Road intersection.
 - ii. The Village requested a review of the Center Road intersection due to high speeds and a change in recent travel patterns.
 - o **Interchanges:** There are two interchanges within the project corridor: I-55 and I-57. There are 2 interchange concepts at the I-55 interchange, both of which maintain all existing access. The options at the I-55 interchange focused on staying within the existing footprint of the interchange to reduce or avoid impacts to Midewin, the Des Plaines conservation area, and the Kankakee River.
5. Evaluation criteria have been developed and weighted based on the purpose and need statement which will be used to differentiate between alternatives. The next steps are to finalize the analysis and score the alternative to determine which concepts are recommended to move forward into the next phase of design.
 6. Public Meeting #2 will be held in October, when the dates have been finalized the team will share that information.
 7. There was discussion on a new Cold Storage facility in Lowell, Indiana which would require truck traffic traveling between Lowell and Peotone. The team will continue to track future developments as the project progresses and in future 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

MEETING Minutes

Subject: *2nd Round Stakeholder Meeting – Forest Preserve District of Will County (FPDWC)*

Meeting Date: August 16, 2024

Time: 11:00 a.m.

Location: Teams

Attendees: Cory Crawford, FPDWC
Christina Kupkowski, WCDOT
Katie Leska, Burns & McDonnell
Desiree James, Burns & McDonnell
Sagar Sonar, Kimley-Horn
Adam Kucharski, Kimley-Horn

DISCUSSION ITEMS

1. The Wilmington-Peotone PEL Study has made good progress since our meeting last November. The data collection portion of the project is complete and the team has moved into concept development and evaluation. The purpose of this meeting is to walk through the concepts that have been developed and get feedback to make sure that what the team has developed meet the needs of those using the corridor and that there are no alternative options that should also be considered.
2. The first public meeting was held in December 2023. The survey results showed that the majority of people have concerns about the corridor and feel that improvements are needed now. Many noted safety concerns with speeding and sight distance with the rolling hills as well as at intersections being the most common comments. The presence of large vehicles including trucks and farm equipment were also noted.
3. Based on the data collected and public input, a Purpose & Need statement has been developed which will be used as the basis for concept evaluation in order to find the solution that best meets the needs of this unique corridor. The full Purpose & Need document will be posted to the project website, wilmingtonpeotonestudy.com, once approval is received from IDOT and FHWA.
 - 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.
4. Based on the data collection and public input, the team has developed concepts to meet the

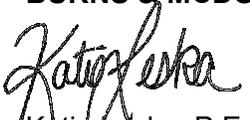
purpose and need statement described above. The concepts have been broken into three different categories as described below; exhibits shared at the meeting at attached:

- **Segments:** These concepts focus on improvements to the roadway cross-section, realignments, and grade separations. Segment discussion items were as follows:
 - i. FPDWC inquired about details for the proposed shoulder. The proposed width is 10 feet, however, the widths of paved shoulder vs. aggregate have not yet been determined but are likely to be 6 feet of paved shoulder and 4 foot of aggregate shoulder. The composition of the shoulder will be determined in the next phase of the project with a Bike Travel Assessment. Rumble strips are not anticipated to be continuous throughout the corridor either. The question was in relation to bicycle connectivity throughout the corridor.
 - ii. The safety of the Wauponsee Trail is a priority. The alternatives presented do not show improvements at the crossing; as the design progresses additional detail with respect to signing and markings will be investigated.
 - **Intersections:** Intersection improvements looked at existing and future traffic data as well as crash history to identify locations where intersection improvements are warranted. The attached exhibit shows the locations studied and improvements investigated.
 - **Interchanges:** There are two interchanges within the project corridor: I-55 and I-57. There are 2 interchange concepts at the I-55 interchange, both of which maintain all existing access. The options at the I-55 interchange focused on staying within the existing footprint of the interchange to reduce or avoid impacts to Midewin, the Des Plaines conservation area, and the Kankakee River.
5. Evaluation criteria have been developed and weighted based on the purpose and need statement which will be used to differentiate between alternatives. The next steps are to finalize the analysis and score the alternative to determine which concepts are recommended to move forward into the next phase of design.
- Public Meeting #2 will be held in October; details will be sent when available.

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