

# LONG-RANGE TRANSPORTATION PLAN

## Functional Hierarchy improvements include:

- **Wilmington-Peotone Road**  
One additional lane in each direction between IL 53 and US 45 including related intersection improvements.
- **Arsenal Road/Manhattan Road**  
One additional lane in each direction between I-55 and US 52.
- **Laraway Road**  
One additional lane in each direction between IL 53 and US 45 with access controls and signalized intersections as needed. Extend west with new bridge over Des Plaines River, connecting to Houbolt Road.
- **Gougar Road**  
Upgraded and one additional lane between I-80 and US 52, including an extension from Laraway Road to Baker Road.
- **Cedar Road**  
One additional lane in each direction between Francis Road and Manhattan Monee Road, with access controls and signalized intersections as needed.
- **Cherry Hill Road**  
Upgraded and minimum of three-lane cross section with signalized intersections as needed. Correct offset intersection at US 52.
- **Schweitzer/Delaney Road**  
Implement intersection control and left turn lanes between IL 53 and US 45.  
Extend roadway west from Brandon Road to Patterson Road. Correct offset intersection at US 52.
- **Ridge Road/Briggs Street**  
Extend roadway between Manhattan Road and W. Spencer Road with a connection to Briggs Street.
- **Rowell Road**  
Upgrade to a three-lane cross section between Schweitzer Road and Manhattan Road.
- **Brandon Road**  
Capacity improvements including the possible widening of the bridge over the Des Plaines River.

## System continuity improvements include:

- **Wilmington-Peotone Road**  
Extend from IL 53 to New River Road.
- **Baker Road**  
Extend from Cherry Hill Road to IL 53.

- **Hoff Road**  
Realign to connect into Walter Strawn Drive.
- **Intersection Realignment**  
Cedar Road/Bruns Road; Hoff Road/US 52; Mississippi Avenue at IL 53; Mississippi Avenue at Brown, and Delaney/Schweitzer Road at US 52.
- **Transportation Management Association**  
Explore the feasibility of creating a TMA for JADA region.

## KEYS TO IMPLEMENTATION

Several important actions are key to the successful implementation of the recommended improvement projects.

- Implementation will require cooperation and coordination from the various study partners and implementing agencies. Establishing a Transportation Management Association could be an effective mechanism for accomplishing this effort.
- Addressing future needs requires a balanced approach between land use, growth policies and transportation improvements.
- Opportunities for increased funding should be pursued consistently.

## SHORT-TERM ACTIONS

- Develop a detailed action plan for each project including conducting traffic studies, pursue funding opportunities, and preserve right-of-way as needed.
- Work with IDOT and ISTHA to promote completion of I-355 between I-55 and I-80.
- Continue to work with IDOT to widen I-55 south to I-80.
- Work with Pace and Metra on transit projects.
- Work with local municipalities on transit oriented developments.
- Explore feasibility of forming a TMA.
- Initiate corridor studies for proposed new routes.
- Continue efforts with CenterPoint Intermodal Center and Island City Industrial Park on site-specific road improvements.



New Lenox Station



Baseline Road at Arsenal Road

*This document summarizes work conducted for the Joliet Arsenal Area Long-Range Transportation Plan. This document was prepared under contract to the Joliet Arsenal Development Authority by Raymond Professional Group, Inc., with assistance from Fish Transportation Group, The Management Group, LLC, and McDonough & Associates.*

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### Joliet Arsenal Development Authority

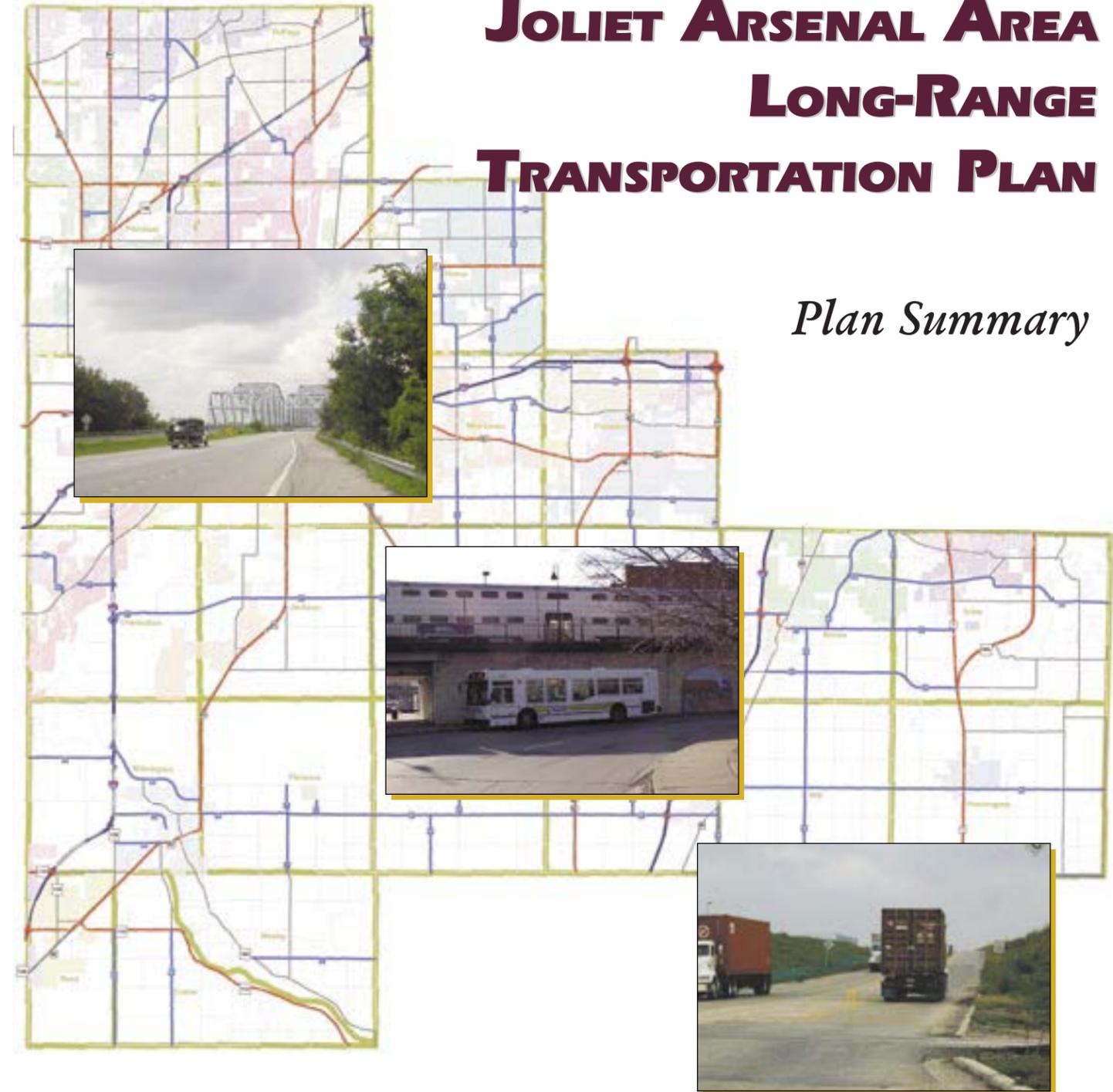
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# JOLIET ARSENAL AREA LONG-RANGE TRANSPORTATION PLAN

## Plan Summary



JOLIET ARSENAL DEVELOPMENT AUTHORITY

April 2004



The Joliet Arsenal Area Long-Range Transportation Plan is the guide for transportation investments to the ground transportation plan serving the former Joliet Arsenal property and the surrounding area. The study area was bounded by I-80 to the north; Wilmington-Peotone Road to the south; I-55 to the west; and, Cedar Road on the east. The Long-Range Plan recommends expansion and/or construction of new major highway and transit facilities, widening existing facilities and improved connectivity and continuity to provide a more balanced system of arterials, collectors and local streets. The Long-Range Plan is designed to serve the existing and planned developments in and around the former Joliet Arsenal site.

The Joliet Arsenal Development Authority (JADA) commissioned the preparation of the Plan. The planning process involved an assessment of the existing conditions and future developments based on 2020 traffic forecasts provided by the Chicago Area Transportation Study (CATS) and 2020 and 2030 population and employment forecasts provided by the Northeastern Illinois Planning Commission (NIPC).

An important element of the process was the identification by key stakeholders of transportation and development concerns and issues. Input on alternative solutions was also provided through these stakeholder interviews. Relevant goals and objectives from the Will County Transportation Framework Plan were also identified. Key stakeholders were interviewed, including municipalities, Will County, roadway authorities, transit agencies and developers. The Plan's recommendations are the result of matching these ideas with the goal of producing a balanced transportation system.

## CURRENT SYSTEM AND GROWTH FORECASTS

Overall, the roadways in the study area have sufficient capacity to accommodate existing travel demand, although there are isolated areas experiencing peak hour congestion. Lack of river crossings and the Midewin National Tallgrass Prairie constrain roadway continuity and impact travel. There are significant arterial roadway discontinuities in all directions and many of the roadways are not constructed to standards that can accommodate heavy trucks. Finally, transit service to and within the area is very limited.

The six townships included in the study area population are expected to experience population growth of about 105,000 people between 2000 and 2030, or a 420% increase. An increase of nearly 36,000 new jobs is projected for this same period - a 533% change.

This projected growth will result in the need for additional capacity on existing facilities, new facilities, new roadway segments to correct discontinuities, and opportunities for new transit service.

## RECOMMENDED IMPROVEMENTS

Based on the assessment of existing deficiencies and anticipated future needs, the Plan places the primary emphasis on upgrading and expanding the arterial system. The Plan addresses regional, subregional and local facilities as they serve the travel needs to, through and within the study area.

### Improvements to regional facilities include:

- ♦ **I-55**  
One additional lane in each direction between Naperville Road and Arsenal Road. Consider further extension to Wilmington.
- ♦ **I-80**  
One additional lane in each direction between I-55 and US 45.
- ♦ **I-355**  
Extension from I-55 to I-80.  
Extension from I-80 to I-57.
- ♦ **Metra Heritage Corridor**  
Service upgrades between Chicago and Joliet. Extension of service to Wilmington.
- ♦ **Metra Southwest Service**  
Phase II of service enhancements to Southwest Service Line, including connections to the Rock Island District Line, relocation to Chicago Union Station and increased service. Extension of service from Manhattan to Midewin.
- ♦ **Metra Outer Circumferential Line**  
New service between Waukegan, Illinois, and Gary, Indiana.

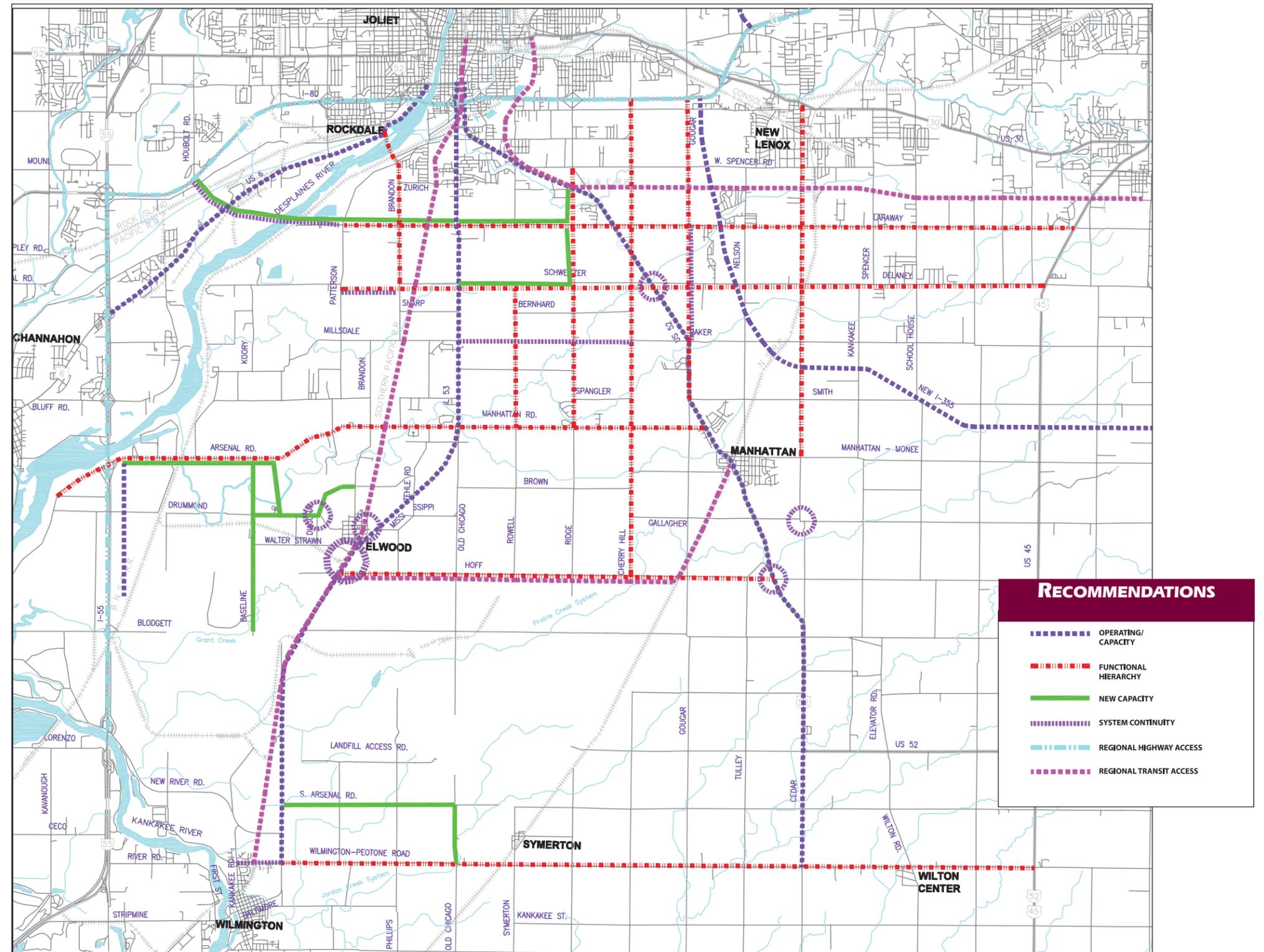
- ♦ **Pace Service**  
Explore opportunities for new service corridors and implementation of the Pace Vanpool Incentive Program.

### Operational/capacity improvements include:

- ♦ **IL 53**  
Improvements may include roadway widening, intersection controls and use of frontage roads.

- ♦ **US 52**  
One additional lane in each direction between I-80 and Wilmington-Peotone Road.

- ♦ **US 6**  
One additional lane in each direction from I-55 to US 52.



## RECOMMENDATIONS

- OPERATING/CAPACITY
- FUNCTIONAL HIERARCHY
- NEW CAPACITY
- SYSTEM CONTINUITY
- REGIONAL HIGHWAY ACCESS
- REGIONAL TRANSIT ACCESS