

Caton Farm – Bruce Road Phase I Engineering Study

Welcome



Need for Proposed Improvement

➤ **Additional River Crossing**

- **Des Plaines River is barrier to east-west circulation.**
- **IL Route 7 bridge is only crossing for 7 miles.**
- **Need for additional crossing has been well documented by previous studies.**



Need for Proposed Improvement

- **East-west arterial to enhance regional mobility.**
- **Protect local streets from cut-through arterial traffic.**



Study Process

- **Federal funding.**
- **State & federal regulations.**
- **NEPA/404 Merger Process.**



Study Process

➤ **Three phase process:**

- **Preliminary Engineering (Phase I)**
- **Design Engineering (Phase II)**
- **Construction (Phase III)**



Phase I – Preliminary Engineering

➤ **Phase I involves:**

- **Identifying Project Needs.**
- **Developing Alternatives.**
- **Regulatory Agency Coordination.**
- **Environmental Documentation.**
- **Obtaining Public Input.**
- **Selecting Preferred Alternative.**



Purpose of Today's Meeting

- **To present improvement alternatives and impacts.**
- **To obtain public input.**



Project Purpose

- **Satisfy year 2030 projected travel demand within a regional corridor between Caton Farm Road at U.S. Route 30 and IL Route 7 at Cedar Road.**
- **Address capacity, operational, and safety deficiencies.**



Project Needs

- **Accommodate Population and Employment Growth.**
- **Improve Roadway Network with new Des Plaines River Bridge.**
- **Accommodate Projected Transportation demand.**
- **Optimize intermodal relationships.**
- **Increase travel safety.**



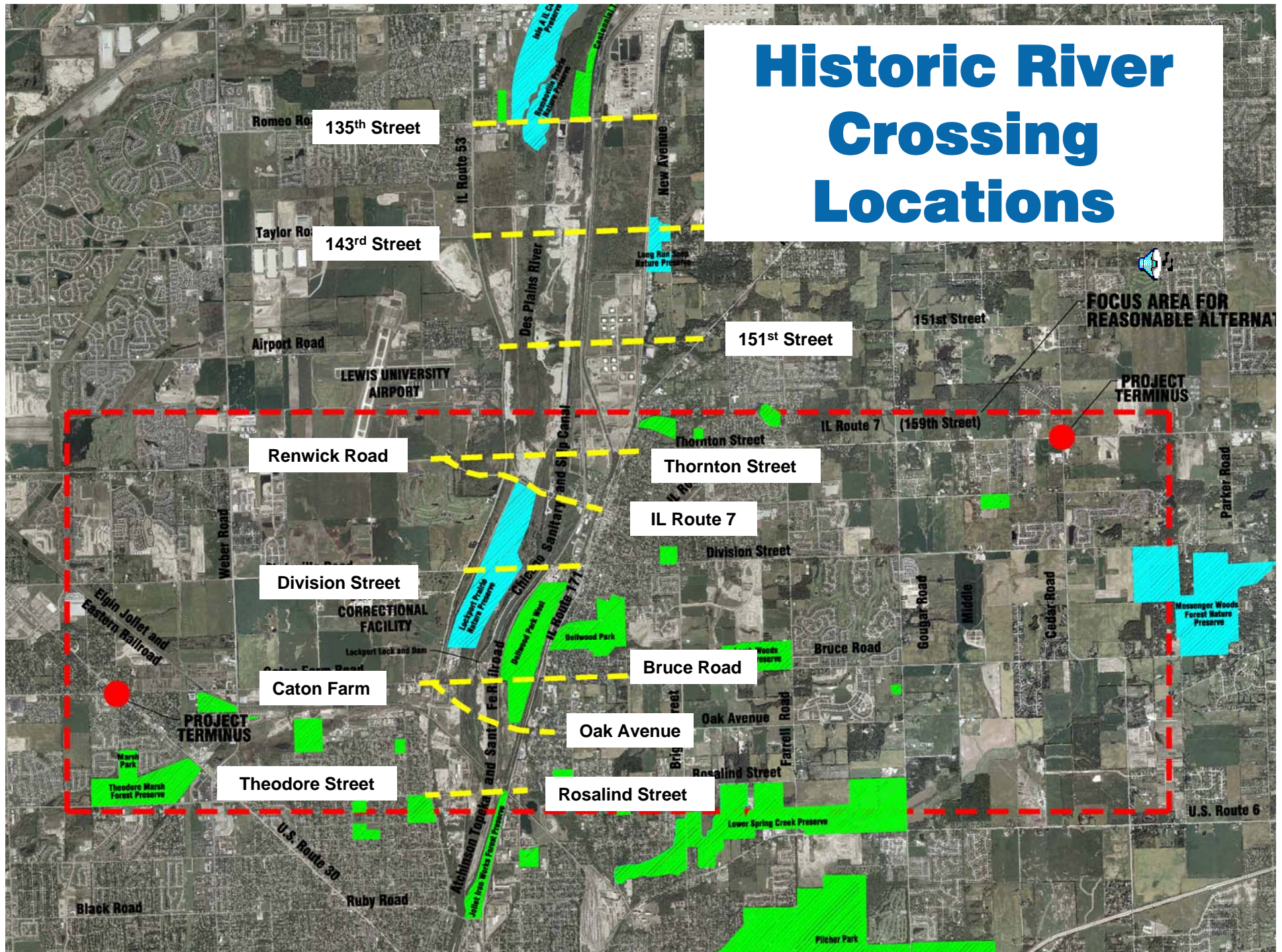
River Crossing Alternatives

➤ 8 Historic River Crossings:

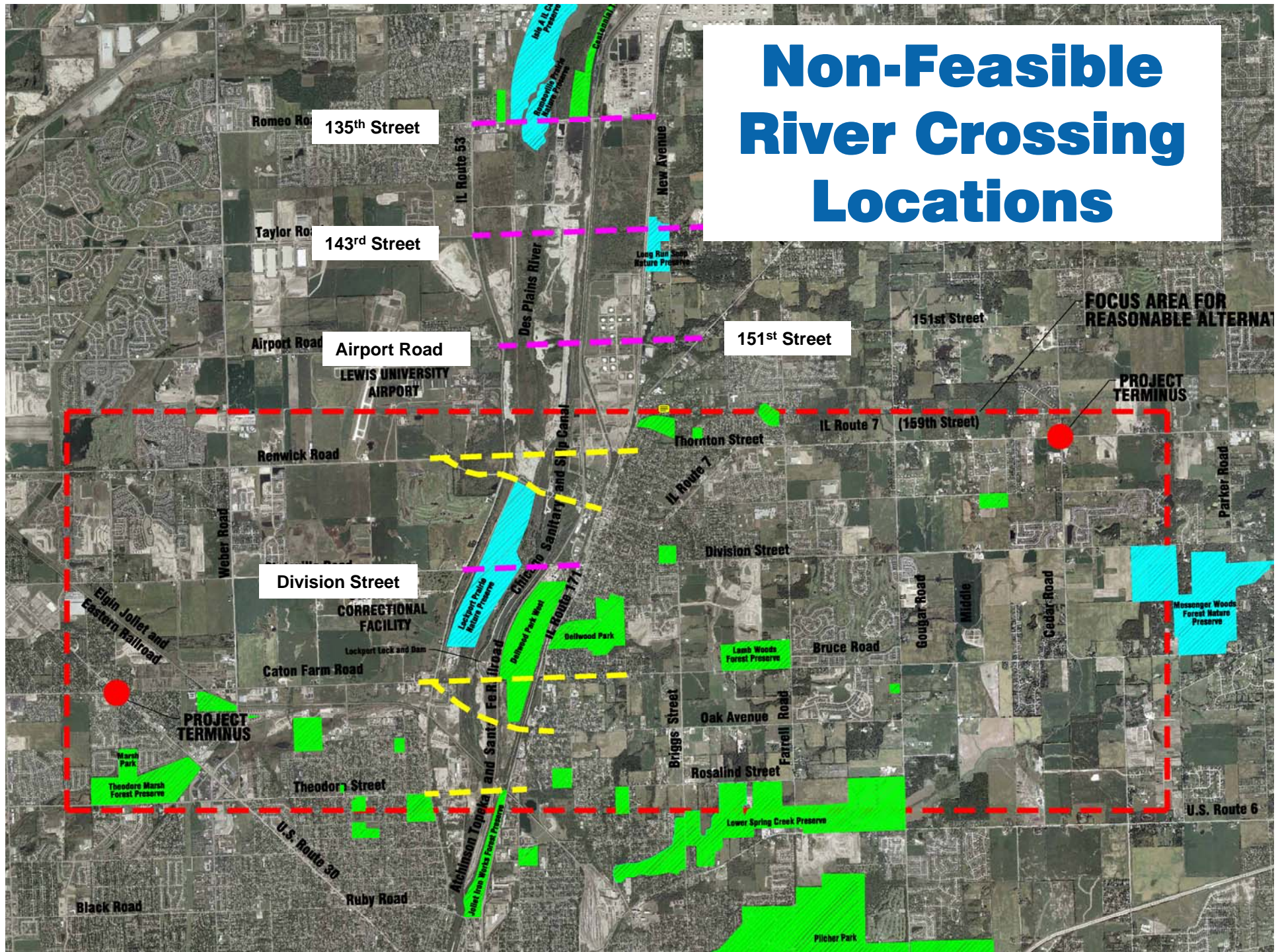
- 135th Street
- 143rd Street – Taylor Road
- 151st Street – Airport Road
- Thornton Street – Renwick Road
- IL Route 7
- Stateville Road – Division Street
- Caton Farm Road – Bruce Road
- Theodore Street – Rosalind Street



Historic River Crossing Locations



Non-Feasible River Crossing Locations



Alternatives

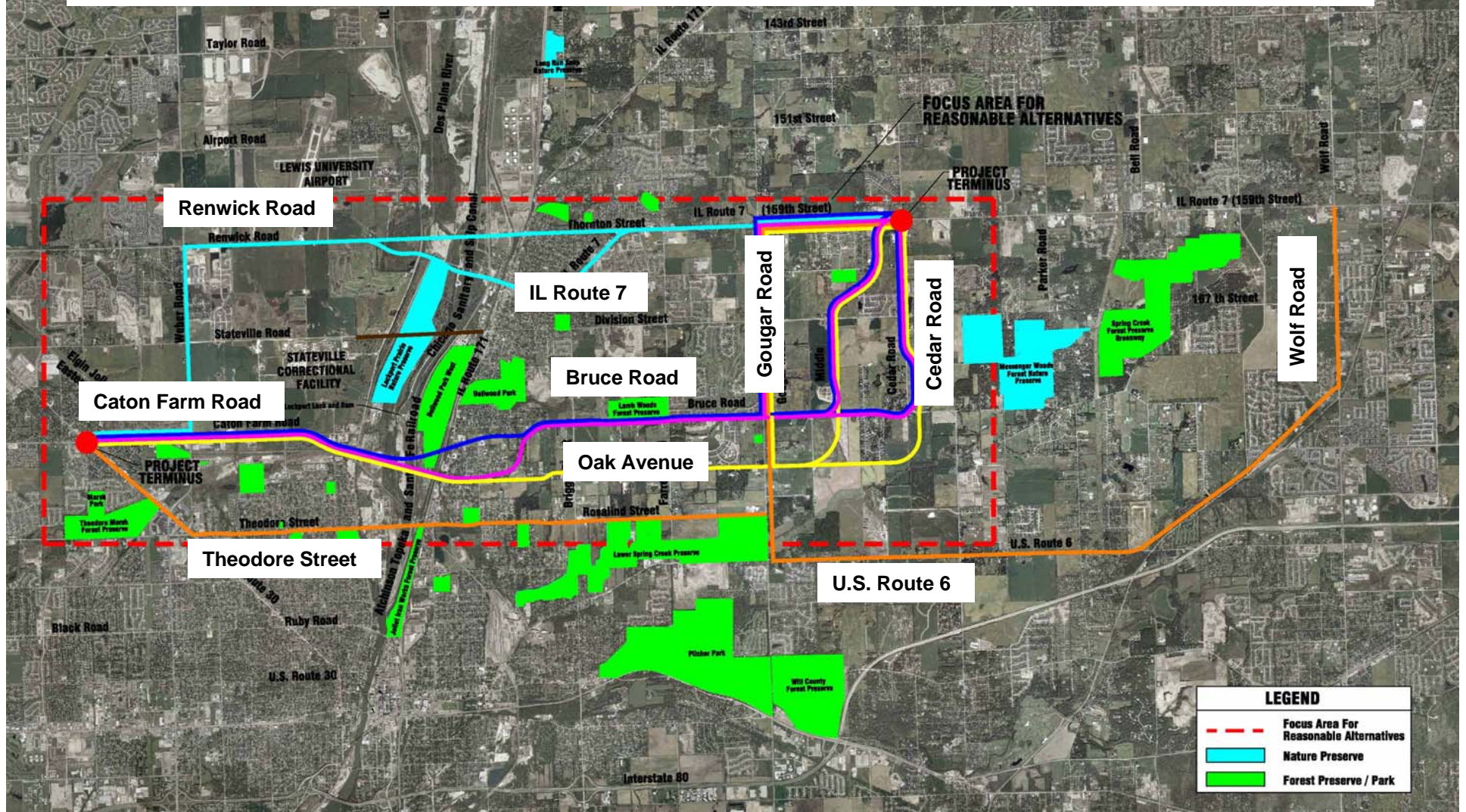
- **Potential for a large number of alternatives.**
- **A representative number covering a full range.**



Alternatives

ALTERNATIVE SUMMARY

Alternative Name	To Be Carried Forward
Theodore - Rosalind - Gougar	No
Theodore - Rosalind - Wolf	No
Caton Farm - Oak - Gougar	Yes



Alternatives

➤ Each alternative generally consists of:

- 2 through lanes in each direction.
- Median for left turn lanes.
- Intersection Improvements.
- 150-foot R.O.W. desirable.
- Potential for sidewalk & bikepath.

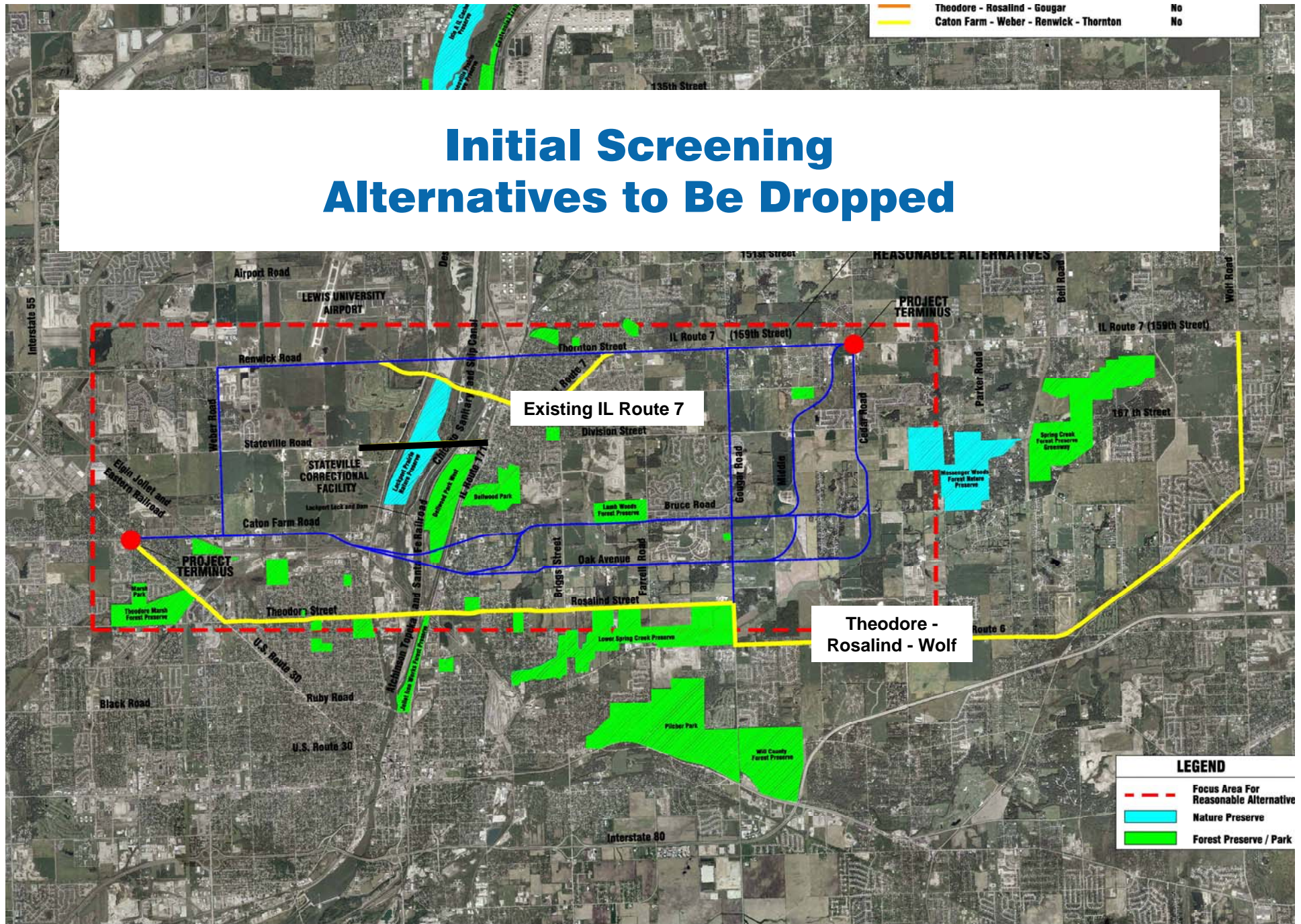


Initial Screening of Alternatives

- **An alternative was eliminated if it did not satisfy the Purpose & Need.**



Initial Screening Alternatives to Be Dropped



2nd Level Screening of Alternatives

➤ 11 alternatives were evaluated for impacts to:

- Floodplains
- Wetlands
- Section 4(f) Land
- Historic Structures/Properties
- Special Waste Sites
- Environmental Justice
- Threatened & Endangered Species
- Displacements
- Right-of-Way Acquisition



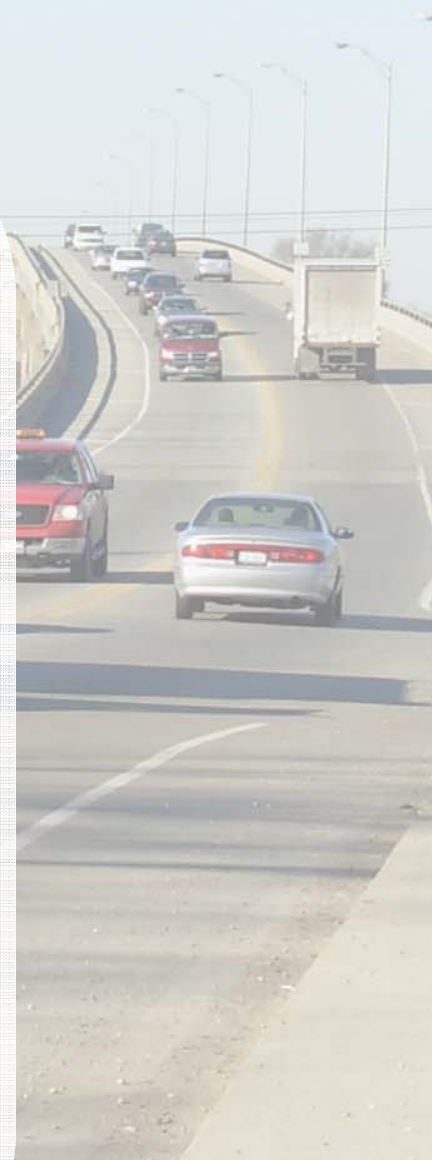
Evaluation of Alternatives

- **Same level of benefits.**
- **Alternatives with greater impacts to the environment were discarded.**

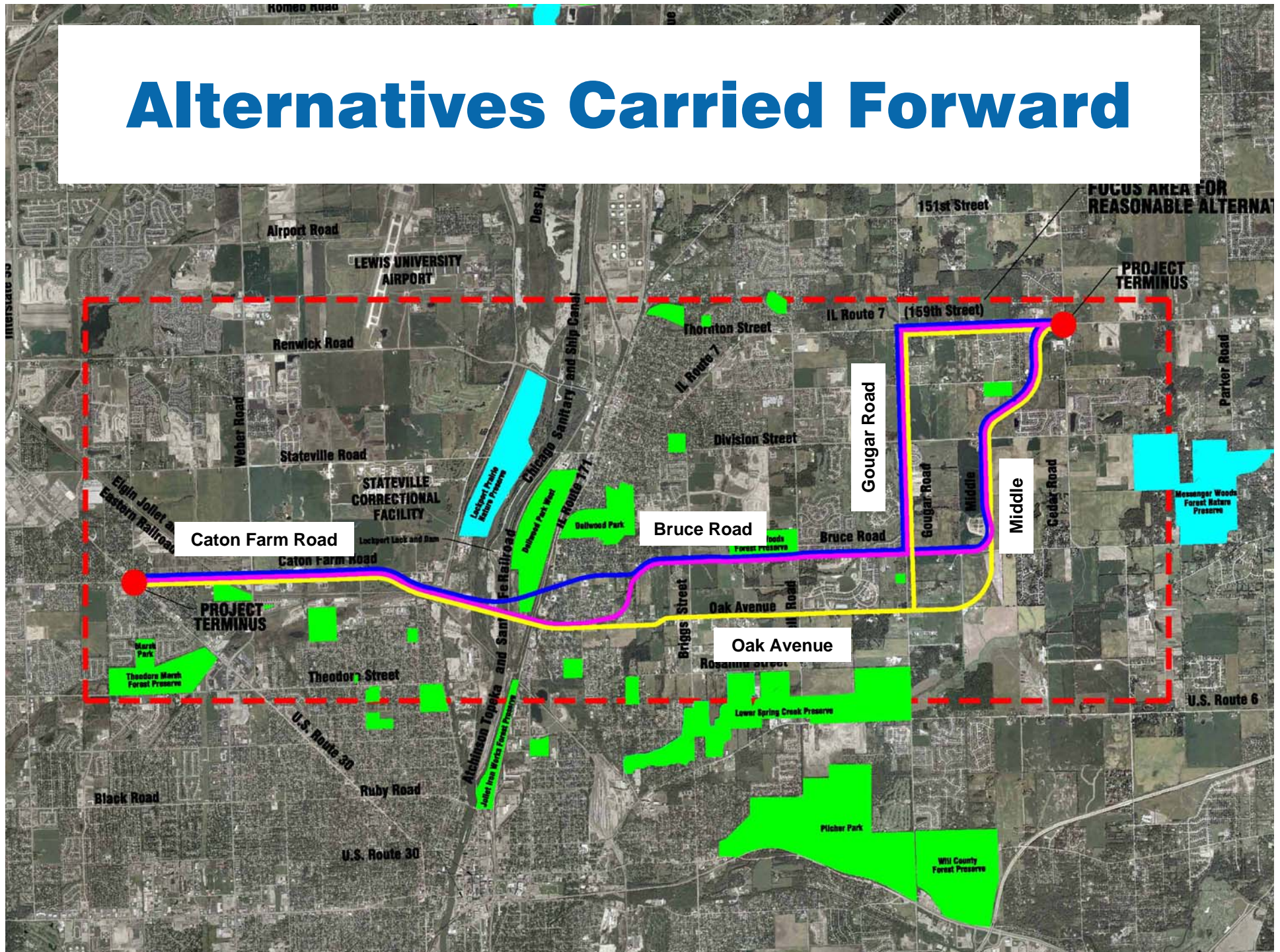


Alternatives Dropped

- **Theodore - Rosalind - Gougar**
- **Caton Farm - Weber - Renwick - Thornton**
- **Caton Farm - Oak - Cedar**
- **Caton Farm - Oak - Bruce - Cedar**
- **Caton Farm - Bruce - Cedar**



Alternatives Carried Forward



Alternatives Carried Forward

- **Details are presented in the adjacent room.**
- **Public input is *critical* to selecting a Preferred Alternative.**



The next steps...

- **14-day comment period.**
- **Selection of Preferred Improvement Plan.**



Who Decides?

- **Will County - based upon Public and Local Community input.**



Schedule

- **More detailed studies.**
- **Preliminary Engineering 2008**
- **Design Engineering**
- **Construction Post 2010**



Closing Remarks

Thank You

