



**Virtual Event**  
**November 16 - December 14, 2020**  
**Summary**

A virtual public outreach event was held from November 16<sup>th</sup> through December 14<sup>th</sup>, 2020 for the I-55 Lorenzo Road and IL 129 Study. This event was held using a web-based platform at [www.i55lorenzoil129outreach.org](http://www.i55lorenzoil129outreach.org). Notification of the event was through ads placed in the Chicago Sun Times and the Joliet Herald News on November 16<sup>th</sup> and December 4<sup>th</sup> and in the Free Press News on November 25<sup>th</sup> and December 9<sup>th</sup>. Additionally, a four-page newsletter was produced and direct mailed to 444 area residents and interested parties on the project stakeholder list. An eblast invitation was sent out on November 16<sup>th</sup> and a reminder was sent on December 7<sup>th</sup>. A request was also made to 3<sup>rd</sup> party sites including transportation organizations, local governments, chambers, and associations to assist in our notifications.

The platform was designed in the format of a traditional public meeting. When participants entered the site, they were first asked to register, then they were provided information on the event and instructions on how to proceed. The first section provided drone video footage for each of the interchanges where improvements are proposed. Next, a twelve-minute recorded presentation with an overview of the study was shown. After watching the video, 20 displays were available to view that included the project purpose and need, corridor location maps, safety, environmental considerations, project schedule and opportunities to provide feedback. The next section included displays of the alternatives for each interchange followed by the newsletter that was mailed out. The next page provided participants an opportunity to provide their comments. Participants were then thanked for participating and asked to share the site with friends and neighbors. The displays and newsletter were also available for download and printing.

A total of 1,492 unique visitors viewed the site a total of 1,858 times, 323 signed in. While most participants joined through a direct link to the site, visitors also connected through links on facebook, patch, and IDOT.Illinois.gov. Of the participants, 28 provided comments on the site and an additional 11 individuals provided comments through the project email address for a total of 39 comments received. The chart below highlights the comment topics. The site remains live for viewing of the materials, but it is noted on the first page that the event is closed.

Property impacts	14
Build to accommodate growth/3 lanes	9
Environmental impacts	6
No roundabouts	5
Project support	5
Trucks/safety/impacts	4
Access during construction	2
Consider local streets/all options	2
Cost	2
Stakeholder list	1



The Illinois Department of Transportation (IDOT) invites you to learn more about and comment on the alternatives considered to improve the interchanges of Interstate 55 at Lorenzo Road and at Illinois Route 129 (IL 129) in Will County. Instead of hosting a regular public meeting, IDOT will share details on the project and encourage public participation until December 14 through a new interactive website.

**The website is available now through December 14, 2020 and can be accessed at:**

**[I55LorenzoIL129Outreach.org](http://I55LorenzoIL129Outreach.org)**

**Purpose of the site is:**

- To present and discuss the alternatives carried forward
- To obtain public input on the alternatives carried forward and potential impacts

At the new interactive website, the public can watch a video about the project, view exhibits, and leave comments. In addition to the website, IDOT's outreach efforts will include a newsletter mailed to impacted residents and the opportunity to ask questions to IDOT staff over the phone by calling (847) 705-4569. Comments received by December 14, 2020 will become part of the official public outreach record.

Individuals without internet access may contact Anna Kutryn, P.E., Project Manager, at (847) 705-4569 for more information about the project.

All written correspondence regarding this project should be sent to:

**Illinois Department of Transportation  
Attn: Anna Kutryn, P.E.  
Bureau of Programming  
201 West Center Court  
Schaumburg, IL 60196-1096**

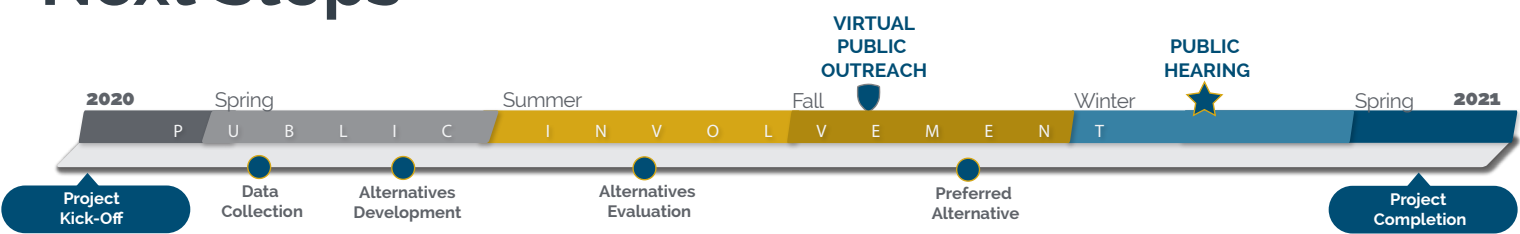
**Email: [LorenzoIL129Study@gmail.com](mailto:LorenzoIL129Study@gmail.com)  
Project website: [I55LorenzoIL129Outreach.org](http://I55LorenzoIL129Outreach.org)**

*The conducted outreach will be accessible to people with disabilities. Anyone needing special assistance including Spanish interpretation should contact the Project Manager as noted above. Persons who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD (866) 273-3681. It may take at least five (5) days to provide accommodations.*

Participate in our  
virtual public outreach  
anytime between  
Nov. 16<sup>th</sup> and Dec. 14<sup>th</sup>.

Watch a project video, view exhibits and provide comments.  
Join at [www.I55LorenzIL129Outreach.org](http://www.I55LorenzIL129Outreach.org)

## Next Steps



Illinois Department of Transportation  
Division of Highways – District 1  
201 W. Center Court  
Schaumburg, IL 60196

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**We want to  
hear from you!**



Tell us your thoughts on these improvements  
at [www.I55LorenzIL129Outreach.org](http://www.I55LorenzIL129Outreach.org), by  
emailing us at [LorenzIL129Study@gmail.com](mailto:LorenzIL129Study@gmail.com)  
or by sending written comments to:

*Illinois Department of Transportation  
Bureau of Programming  
Attention: Anna Kutryn, P.E.  
201 West Center Court  
Schaumburg, IL 60196*



**I-55 STUDY**  
LORENZO ROAD + IL 129

## I-55 AT LORENZO ROAD AND AT IL ROUTE 129

The Illinois Department of Transportation (Department) is developing a plan to improve the interchanges at Lorenzo Road and at Illinois Route 129 (IL 129) along I-55 in Will County near the City of Wilmington. Previously, the Department has evaluated these interchanges and held three public meetings to gather public input.

In 2018, the Department decided that the study of the Lorenzo Road and IL 129 interchanges should move forward and initiated the current study that will be processed as an Environmental Assessment under the National Environmental Policy Act (NEPA). The Department has included \$112,750,000 in its Fiscal Year 2021-2026 Proposed Highway Improvement Program for the design and construction of improvements of I-55 at Lorenzo Road and at IL 129.

The interchanges at Lorenzo Road and IL 129 are congested today. If no improvements are made, these interchanges will experience extreme congestion by 2050. This would also result in slower speeds on I-55 as traffic merges onto the ramps, and could potentially result in an increase of crashes if ramp traffic backs-up onto I-55.

The study area is experiencing growth and includes the City of Wilmington, BNSF Intermodal Facility, and Elion Logistics Park 55.



## Purpose & Need

The purpose of the project is to improve safety, facility condition, and interchange operations of I-55 between Coal City Road and Lorenzo Road. The needs to be addressed include improving:

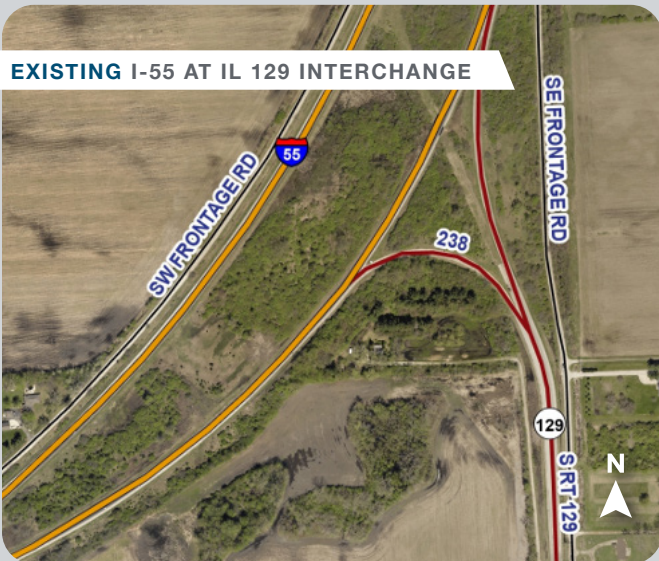
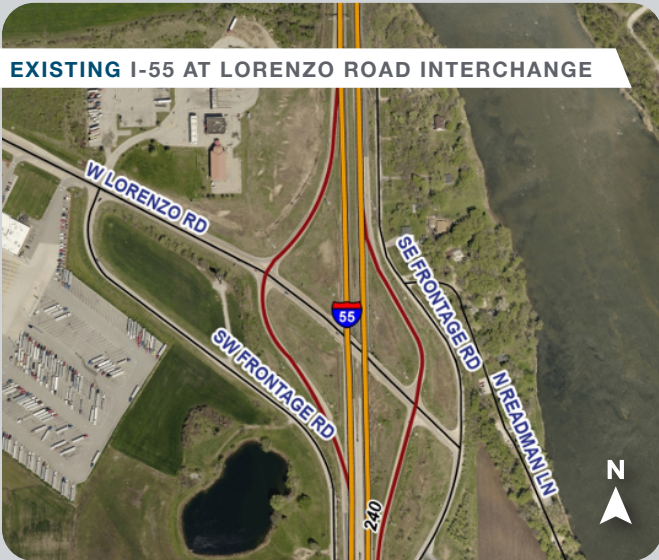
- Safety for all users
- Facility condition & design
- Regional & local travel & access



# Existing Interchanges

As it exists today, the Lorenzo Road interchange does not meet current standards as the northbound entrance ramp does not meet current design speed criteria. The minimum length of ramps without auxiliary lanes is also not met for the northbound entrance or southbound exit ramps.

The existing IL 129 interchange does not provide access to the west side of I-55 and does not have an entrance or exit ramp for southbound I-55 (southbound traffic must exit eastbound at IL 113 to access IL 129).



# Alternatives Evaluated

A range of alternatives was evaluated for future improvements. Alternatives included a no-build option, several options for each of the interchanges at Lorenzo Road and IL 129, and an option for combining both interchanges into one consolidated interchange. All of the build alternatives included no changes to the Kankakee River Bridge and considered access to the proposed BNSF Intermodal Facility and the Elion Logistics Park to the west of I-55.

The alternatives were evaluated for the amount of right-of-way that would be required, acres of wetlands that would be impacted, number of relocations of residents and businesses, and cost, as well as the improvements' ability to meet the project's purpose and need.

The following two alternatives at each interchange are being carried forward for additional evaluation.

LEGEND FOR MAPS:

Proposed Improvement

Non IDOT Improvements

## Safety

Safety of the traveling public is the number one concern of the Department. In 2017, two sections of this corridor were identified among highway locations with the most pressing safety improvement needs. These locations include I-55 from south of River Road to north of Widows Road and from IL 113 to south of IL 129. During the period from 2013-2017,

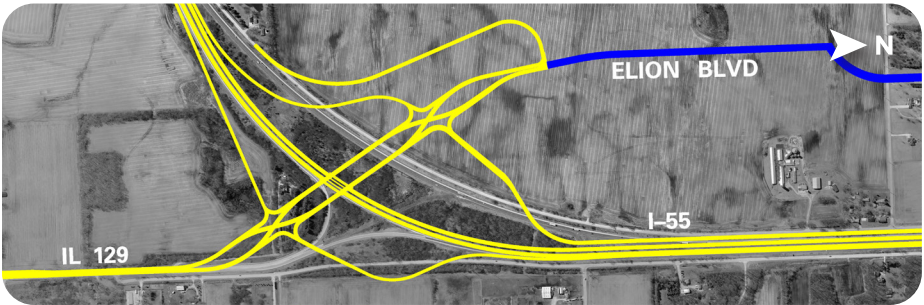
370 vehicular crashes occurred within the study area. Of those crashes, the majority of them were fixed object at 41%, followed by rear-end at 18%, and then sideswipe same-direction at 14%. There were 69 crashes that resulted in an injury, with 16 of those resulting in an incapacitating injury. There were also two fatalities, one from a head-on collision and one from a vehicle striking a pedacyclist.

## IL 129 - Interchange Alternatives



### STANDARD DIAMOND INTERCHANGE

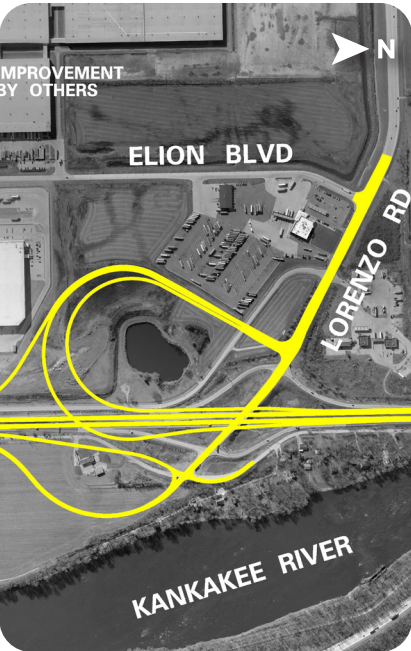
- Four standard diamond ramps
- Ramps would have traffic signals at IL 129
- New intersection to the west connecting to a proposed Elion Boulevard Extension



### DIVERGING DIAMOND INTERCHANGE

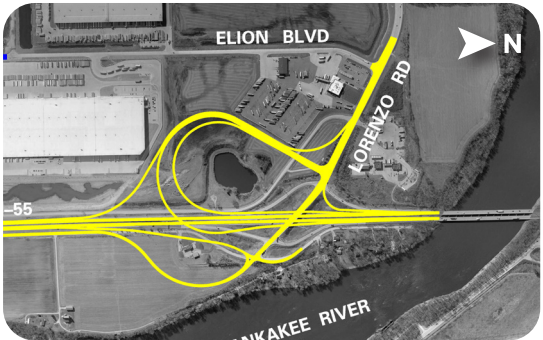
- Four standard diamond ramps
- New intersection to the west connecting to a proposed Elion Boulevard Extension
- Ramp intersections would accommodate the eastbound and westbound crossovers that will constitute the Diverging Diamond Interchange configuration

## Lorenzo Road - Interchange Alternatives



### MODIFIED TRUMPET INTERCHANGE

- Southbound exit is a loop ramp for eastbound & westbound traffic, terminating at an intersection
- Northbound exit is a standard ramp terminating at an intersection allowing left and right turns
- East frontage road coming from the south would become Lorenzo Road as it turns west towards I-55
- Entering southbound I-55 traffic would merge using an auxiliary lane that extends to the IL 129 exit ramp
- Entering northbound I-55 traffic would proceed on a bridge over I-55 and under Lorenzo Road to merge just north of Lorenzo Road
- Entrance ramp west of I-55 accepts vehicles from both directions on Lorenzo Road. The northbound/southbound split occurs further down the ramp.
- West frontage road intersection would be located a sufficient distance from the southbound ramps intersection to allow for adequate access control at the interchange



### MODIFIED TRUMPET INTERCHANGE WITH FREE FLOW RAMP

- Same as Modified Trumpet with the exception of the southbound to westbound exit ramp. Instead of a loop going under Lorenzo Road, traffic exiting westbound would exit directly to Lorenzo Road as a free-flow right turn.

In addition to evaluating interchange alternatives, alternate intersection designs are being analyzed including roundabouts.

All options being considered provide adequate capacity for 2050 traffic and provide good access to the local street network east and west of I-55. All options also have similar impacts:

- Approximately 65-70 acres of right-of-way needed
- Approximately 10-11 acres of wetland impacts
- Approximately 2.9 acres of flood zone impacts
- Five residential/commercial relocations





## I-55 STUDY

LORENZO ROAD + IL 129

# VIRTUAL Public Outreach scheduled for I-55 at Lorenzo Road and at IL 129

The Illinois Department of Transportation is developing a plan to improve the interchanges at Lorenzo Road and at Illinois Route 129 along I-55 in Will County near Wilmington. Instead of hosting a regular public meeting, IDOT will be conducting virtual public outreach. The public is encouraged to participate and review the progress of the study by providing feedback through a new interactive website.

Purpose of the site is:

- To present and discuss the alternatives carried forward
- To obtain public input on the alternatives carried forward and potential impacts

The website will be accessible **anytime** beginning Monday, November 16 through Monday, December 14 and will include a project video, exhibits, and ways to provide comments.

View  
the public  
outreach website  
**ANYTIME!**

Nov. 16<sup>TH</sup> – Dec. 14<sup>TH</sup>

Access the meeting  
by clicking here!



I like the first Lorenzo Road option as far as 129 either one looks great I agree and support at both intersections need to be improved thank you very much

I think both interchanges are a great idea. The southbound frontage road that ties into 129 has gotten very dangerous with the amount of truck traffic going south towards Braidwood. The trucks are also now using Wodows road into Wilmington to beat traffic or to use as a shortcut which is very bad if you are aware of the road conditions near the Wilmington water treatment plant. The road is too narrow. Thanks

I would suggest that there be no roundabouts which are not familiar to many drivers in the mid-west and particularly difficult for semi trucks to navigate. Most of the new ones that I encountered nearby are entirely too small so that lane changing is difficult and also actually slow the traffic down.

Both of designs at Lorenzo Road look to be viable.

The first proposal for 129 seems to be the simplest and least expensive. The second, which is a sort of double diamond arrangement, would have to be explained in more detail with any advantages noted before I would agree that it is a better alternative than the first. I don't think I have experienced that arrangement in my daily driving to be able to comment on it either way; however, it does appear to be quite a bit more expensive. The third, I vote no roundabouts.

Part of the decision should be that these interchanges will be heavily use by truck traffic to and from the intermodal. Also that the thought that someday the airport and Illiana will be built and the present designs should accommodate the future merger of traffic from the east. Also because roads around Lake Michigan and I80 are already overloaded, there needs to be a plan for another major east-west route, even without another airport.

Representative of Channahon Fire Protection District. We would like to be included in future meetings/virtual plannings pertaining to the proposed improvements.

As a nearby resident my concerns are:

1. The I-55 bridge needs to be widened to three lanes northbound and southbound to accommodate the increased traffic and merging / exiting operations. This will provide for tremendous future savings when the inevitable widening of I-55 occurs.
2. The 129 interchange should also be designed as to not preclude the eventual building of the Illiana expressway witch was dropped because of funding as opposed to much agreed upon need.
3. All too often the government is very shortsighted when expending vast sums of money, only to rip out half of a previous improvement to build the next capacity accommodation.

Looking at the interchange alternatives, the free flow ramp from SB I-55 to WB Lorenzo Road would to be the best option, provided traffic does not back up. At IL 129, the diverging diamond design looks like the best fit for the future growth. The standard diamond interchange type does not fit the truck traffic that will be there. Also, roundabouts at both interchanges would not be a good fit.

As a local homeowner, I use the eastbound Lorenzo Rd to I-55 North and the I-55 South to westbound Lorenzo Rd ramps around 12-36 times a week. I have lived at the same address on [REDACTED] since 1968 and have seen a lot of changes; most of them for the better in my opinion wherein economic development is concerned. Generally, I am in favor of this plan and in favor of getting the Illiana itself restarted (because the truck traffic is only going to grow as Elion grows and as the UP intermodal in Coal City goes live and begins to grow. That said, what's important to this area is that this construction project not shut-down our access to and from I-55 during the project itself. I watched a business almost destroyed by the reconstruction of the County Line Rd bridge over the Kankakee River a few summers ago. Build the project around what's existing, keep what's existing open, and tear it down once the new project is open. That's #1. That said, I think the Double Diamond is a proven concept. The connection of Elion Drive to 129 will be a huge plus to the community. The free-flow South I-55 ramp to westbound Lorenzo Rd is my preferred option. I look at how cumbersome the Arsenal Road interchange is now that IDOT removed the Blodgett Rd overpass crossing I-55. Arsenal Rd now takes me so many miles and minutes out of my way that I no longer use it as an alternate route. The standard bugle interchange at Lorenzo Rd will add a lot of unnecessary time to the commutes of those of us who live and work westbound on Lorenzo Road. IDOT needs to consider people's time and the extra emissions when its engineers are joint-optimizing a solution. There are many variables to consider and, in past projects, not all of the relevant variables were taken under consideration.

My husband and I have lived on the Kankakee river for over 60 years and have seen a lot of changes just in the last few years. It seems that most of these changes have been to accommodate the semi trucks. Please keep in mind that the local residents should also be considered on how this interchange will impact them as well. When the Arsenal road interchange was put in they took out the Blodgett road overpass making the local traffic have to go miles out of their way to use Arsenal road. Please keep local traffic usage at the forefront in decisions made.

Our choice is the modified trumpet interchange with free flow ramp

I am excited to see full on/off ramps at 129. That has been an inconvenience since it has been removed.

This is going to be another disaster like Arsenal Rd. You make extra lanes for all the increase truck traffic only to have it bottle next again at the rivers, in this case the Kankakee bridge. Traffic will still be a disaster and another half-baked job by the state. Bridge work over the BNSF tracks is completing up with complete rebuilds and remains 2 lanes. Making larger interchanges at the entrance of where all these trucks enter the highway just to close up to the same 2 lanes doesn't help at all.

Leave Lorenzo alone! It's too close to the river! Your building 129 to handle truck traffic, then put all your traffic there. Your taking a 115 year old farm land at Lorenzo. Just for a stinking truck stop. You have no respect for the environment or the people that live there!!!

I own the property at [REDACTED] Please do not take my home and land away from me

Roundabouts would be a disaster with the driving skills that the current semi truck drivers have today. They don't follow signage, they only use their personal cell phone map quest app! As a road Commissioner, I deal with this daily. They are a joke and will never be able to handle roundabouts. It would be important to see the truck impact numbers from both industrial park when they are built out. I've never even seen a plan from the railroad. My township roads are abused by semi truck drivers daily who don't follow signage. A street improvement plan needs to have this taken into consideration. I would like to see it at the presentation this winter.

waste of money

We live on [REDACTED] and would love to know when or if our house will be impacted by the improvements to Lorenzo Rd and I55. If our house is going to be taken from us when will we find out. Relocating is not an easy process and it would be helpful if we knew sooner than later!

Why did you make the print white with a gray background? Hope you can read my comments.

My farm is [REDACTED] It is on your poor quality picture of the 129 improvements. I did get a flyer from you. 40 percent of the farm tile goes into the open channel you are proposing to move or fill. By law you cannot plug my outlets. The more important thing is if you move them they have to perform as they do now and meet my satisfaction! Second, There is a 20 inch pipeline on the west edge of the property line. According to Embridge, you cannot build on top of their pipeline. Third, how are you going to handle the power lines? All of these things could require a new easement from me. Fourth, it appears you may be closing the lane that allows me access to my homestead, cannot tell from the photo. I will not allow you to make any changes to my property without due process and discussions with me and if needed lawyers.

I want a response from you. From my experiences, public comments are collected and then ignored.

[REDACTED]  
I do not like the roundabouts...and would not use them..Since I travel this road several time a week, I could not tell if this will now become a 3 lane road or not... but with the amount of trucks it needs to be 3 lanes. I didn't understand the split diamond traffic flow on the 129 exit but the 1st option for 129 seemed fine. Please keep me informed.

With the expected heavy truck movements from Lorenzo Road onto NB I-55, the entrance ramp should be designed with an auxiliary lane (per BDE 37-6.02(b) guidance). However, there is only about 1,600 feet between Lorenzo Road and the I-55 bridge over the Kankakee River which will limit acceleration and merging distance available and may significantly impact the operational/safety requirements of this movement. Please ensure that trucks are given enough distance to accelerate and merge onto NB I-55 with this high volume/high truck percentage movement.

i think this is a much needed project for the area traffic is getting worse in the area its a must for safety and congestion and get locals to and from homes and work safely.



I am surrounded by this project could you please tell ME WHAT RESIDENTIAL LAND WILL BE EFFECTED  
keep me updated as this will put me out of my home

How will the construction at Lorenzo impact commuter access to I-55 North? Seems to us that option two at Lorenzo is the most efficient.

I would like to see improvements to the Lorenzo Rd interchange NOT require loss of farmland from the Readman farm.

I own the house at [REDACTED] and I want to learn the impact to my property.

No roundabouts please, they simply make no sense and are not truck friendly. Add utility corridors under I-55 for the City of Wilmington to use for future growth, such as the "Utilidor" on US 41 in Chicago, they can add water / sewer capacity here or fiber optics and be used by the City of Wilmington as a commodity for utility owners looking to cross under I-55.

Consolidation makes for sense to me but I do like the Rt. 129 ideas especially the diverging Diamond without traffic lights. The proposed Lorenzo ramps are still a mess but I understand you have limited space.

Please do not let the "proposed Illiana" impact decision making as that alignment was very bad for the community and ill placed in my opinion. While this is all helpful and fun to talk about consideration needs to be given to a comprehensive bridge replacement plan starting at I-55 & the Des Plaines River south to allow for three lanes. Or increased traffic enforcement by ISP to control runaway traffic offenders. Traffic numbers and reckless driving styles have simply outgrown the roads capacity.

Please do this without taking any of the Readman farm. They already gave up farmland for original I-55 development. Because the Elion Road extension is already in the plans, please run the traffic down to 129, which still would be shorter access than the Arsenal Road loops and extensions. That would leave the area east of 55 as is, which is important for the river, he farm, and possible long-term future development as a nature preserve.

I do not think it is necessary to take more farmland. The Readmans have already given up farmland. Many families would unfortunately be impacted. The transportation department could rework their plan and minimize the impact on families. The noise will be horrible. Please do not take anymore farmland

I am writing to express concern about environmental impacts to the Kankakee River if the Lorenzo Road alternative is carried forward. The study slides show the interchange built very close to the river. How will construction prevent any oil or fuel from vehicles from draining to the river. Thank you.

Having visited the IDOT website published yesterday ( <https://www.i55lorenzoil129outreach.org/> ) and it being my understanding that you are accepting public comments through December 14, 2020, the following are my comments for the public record on this matter. As a local homeowner, I use the eastbound Lorenzo Rd to I-55 North and the I-55 South to westbound Lorenzo Rd ramps around 12-36 times a week. I have lived at the same address on [REDACTED] [REDACTED] since 1968 and have seen a lot of changes, most of them are, in my opinion, for the better wherein economic development is concerned. Generally, I am in favor of this planned improvement and am also in favor of getting the Illiana itself restarted (because, otherwise, the truck traffic on I-55 and I-80 is only going to continue to grow as Elion grows and as the UP intermodal in Coal City goes live and begins to grow). That said, what's important to this area is that this construction project not shut-down our access to and from I-55 during the project itself. I watched a local small business almost destroyed by the reconstruction of the County Line Rd bridge over the Kankakee River a few summers ago. Accordingly, please build the project around what's now existing, keep what's existing open, and tear it down once the new project is open. That's #1. Beyond that priority, I think the Double Diamond is a proven concept. And the proposed connection of Elion Blvd to 129 will be a huge plus to the community! The free-flow South I-55 ramp to westbound Lorenzo Rd (i.e., "Modified Trumpet Interchange with Free-Flow Ramp") is my preferred option... ..I look at how cumbersome the Arsenal Road interchange is now that IDOT removed the Blodgett Rd overpass crossing I-55. Arsenal Rd now takes me so many miles and so many minutes out of my way that I no longer use it as an alternate route. The standard bugle interchange at Lorenzo Rd will add a lot of unnecessary time to the commutes of those of us who live and work westbound on Lorenzo Road. IDOT needs to consider people's time and the extra emissions when its engineers are joint-optimizing a solution. There are many variables to consider and, in past projects, not all of the relevant variables were taken under consideration.

We have reviewed the proposal and while we believe these need to be done we would caution on the taking of the farmland with the Lorenzo Road interchange as it reaches into the centennial farm. If alternative or less intrusive to this farming operation would be most desired. I believe it is the Redmond Farm.

As the owner of [REDACTED], I was wondering the impact of either alternatives to access my property. Currently the existing Frontage rd intersects with IL Rt 129 in front of my property. Mailing Address [REDACTED]

[REDACTED] According to your map, which is terrible for detail, you want to take some of my farm land. WHY??? Why the curve? Have a straight stretch where the curve is proposed .What are you going to do with the drainage ditch? It drains my property tile!!! It can not be eliminated. What about the power lines they have to be moved? The BIGGEST problem is that Enbridge has a 20" pipeline under that property. IF they move the pipeline it will be under my property. I can tell you that it will not be cheap. If they can do that? I also need access to my property from the frontage road. The frontage road cannot be a one way road. As I leave my property I need to go either North or South on the frontage road.

We are the area No 1 club we own over 1100 acres in Will and Grundy Counties. It was purchased in 1967 from Peabody Coal company. Our property will be affected by the proposed interchanges. From what we found out the frontage road which we use to access the club will become 4 lanes there by taken land from us. We own this property and want to preserve it for future generation . All were asking for is to be left alone. And why do tax paying citizens pay for these improvements when billionaire investors profit and the middle class suffer.

Thank you for the opportunity to comment on the proposed I-55 improvements at Lorenzo and Rt 129. **The preferred improvement should be at the Rt. 129 interchange.** If the Lorenzo interchange becomes the primary access for Elion and BNSF, that will further encourage truck traffic to use Lorenzo Rd. It is best to get the traffic directly on the highway with little option to take the back roads. As we've seen at the Elwood intermodal, it is a constant challenge to keep truck traffic off local roads. Lorenzo Road becomes Pine Bluff and that road is not a designated route due to the weight limitations at the Mazon River Bridge. Further, Pine Bluff runs through a heavily residential area. Now, when I-55 backs up, trucks are cutting across Pine Bluff to get to Rt. 47 and I-80 or I-55. Moving the primary access point to Rt. 129 will help minimize the current problem from becoming an even greater safety concern. Lastly, when this project was proposed, the developer represented he was going to pay for the interchange improvements due to the burden it was causing. I am disappointed to now see that the taxpayer will be funding these improvements, especially since the developer was granted a large \$100 million TIF of local taxpayer money to fulfill his responsibilities. [REDACTED]

I own the house at [REDACTED] My property is located [REDACTED]  
[REDACTED] My family bought here because of the secludedness of the property and the abundance of wildlife. We are concerned that the alternatives proposed will bring the exit, and entrance ramps, onto and from I55 to Lorenzo Rd closer to our beloved home. We are concerned with the traffic, the noise and the danger of semi-trucks and cars crashing and potentially rolling down the embankment to our property. Semis already engine break when approaching the stop sign at the exit ramp. We would need a sound wall installed for protection and to keep the noise down. We are also concerned about the impact to the local wildlife. There are many eagles that nest here and one pair nests on top of the light at the exit ramp from I55 North. Changing the configuration will impact their nest. We are also concerned about population to the beautiful Kankakee River and the impacts that will have on the fish and wildlife. Overall, we do not think these changes are positive for the area or those living close to these interchanges.



Being a resident on [REDACTED] I have the following concerns about the impact to my home and the area around my home. 1. The increased noise: We need some type of sound barrier/privacy wall. 2. Lighting: Headlights flashing through the windows of our homes due to relocating the frontage road adjacent to Readman Lane. Another reason for a sound barrier. 3. Loss of security and privacy: Again, a reason for a sound barrier/privacy wall. 4. Flooding and pollution: The need for control of storm water shedding from the interchange to our homes and ending up in the Kankakee River. 5. The eagles: We are concerned that the impact to the area will make the eagles move to a more secluded nesting and fishing area. 6. Increased truck traffic: Semi trucks engine breaking, sitting idling overnight and throwing their litter and waste out on the ramps.

I currently live on [REDACTED] The improvements on I55 Lorenzo interchange shows the frontage road being moved adjacent to Readman Lane, along with the 55 exit ramp being moved closer to our residence, causing increased noise and pollution. We currently tolerate traffic noise all hours of the day and night, breath toxic diesel fumes from the semi trucks parked overnight on the ramps and have to tolerate the litter and the bottles of urine the truck drivers throw out. A privacy wall/ sound wall needs to be constructed along Readman Lane and the frontage road to the Kankakee bridge. We realized we are not going to be able to stop the project but we do wish and hope for some type of protection between the residents and exchange.

being an avid bird watcher and environmentalist I understand the concerns about the impact to the rattlesnakes and moths. What I don't understand is why there has been no mention of the impact to the eagles. Over the years I have watched the eagles fish in the Kankakee River just out my living room window and fly back to feed their hatchlings atop the high mast lighting pole in the center of the Lorenzo Road and 55 interchange. Why has there been no mention about the eagles, aren't they a protected species?

I am currently the owner of [REDACTED]. From the looks of the proposed alternatives it looks like I may need to start looking for another home.. Any additional information that can be provided to me would be immensely helpful.