

I-57 Access Study

South of Wilmington-Peotone Rd. to North of Manhattan-Monee Rd.

CAG Meeting #3

September 29th, 2026



MEETING PURPOSE

- Welcome & Introductions
- Study Review and Update
- Public Engagement Review
- Initial Range of Alternatives
- Interactive Activity & Discussion
- Next Steps



WELCOME AND INTRODUCTIONS



INTRODUCTIONS

Study team

IDOT

- **Brenda Alicea**, Project and Environmental Studies Section Chief
- **Anna Kutryn**, Project Manager
- **Valentina DeFex**, Project Engineer

Consultants

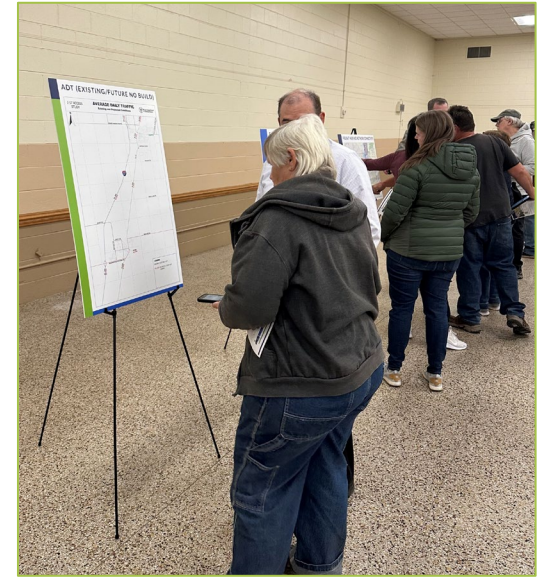
- **Megan McDonald** (WSP)
- **Bryan Kapala** (WSP)
- **Jamie Bents** (WSP)
- **Jeremy Nelson** (R.M. CHIN)
- **Jean-Paul DuBos** (R.M. CHIN)
- **John Nelson** (Hanson)

CAG Members



CAG RULES

- Input from all participants is **valued** and **considered**.
- Keep an **open mind** and participate **openly, honestly**, and **respectfully**.
- Participants must treat each other with **respect** and **dignity**.
- Participants are expected to be **punctual** for meetings and to inform the study team in advance if unable to attend.
- To be a participant, **introductions** will be made by all attendees and name tags will be worn at the start of the meetings. Those opting out will be asked to take on an observer role.
- Study must progress at a **reasonable pace**, based on the study schedule.
- Work **collaboratively** and **cooperatively** to seek a general understanding of agreement.
- Meetings will be documented, and meeting summaries will be made available to the public.
- CAG rules and expectations will be reviewed at each meeting.



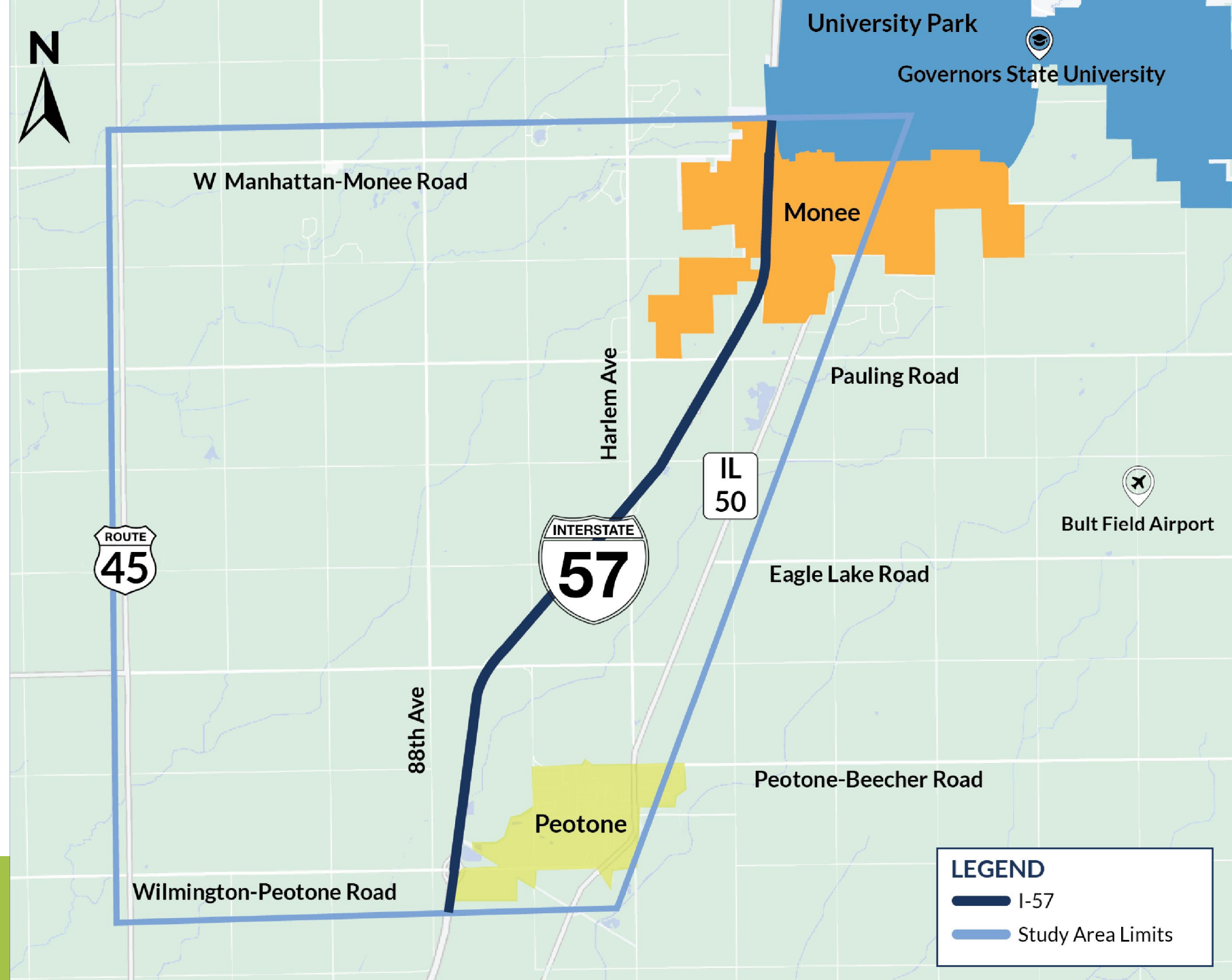
General understanding of agreement:

“when a majority of stakeholders agrees on a particular issue, while the remainder of the stakeholders agrees its input has been heard and duly considered and that the whole process was fair.”

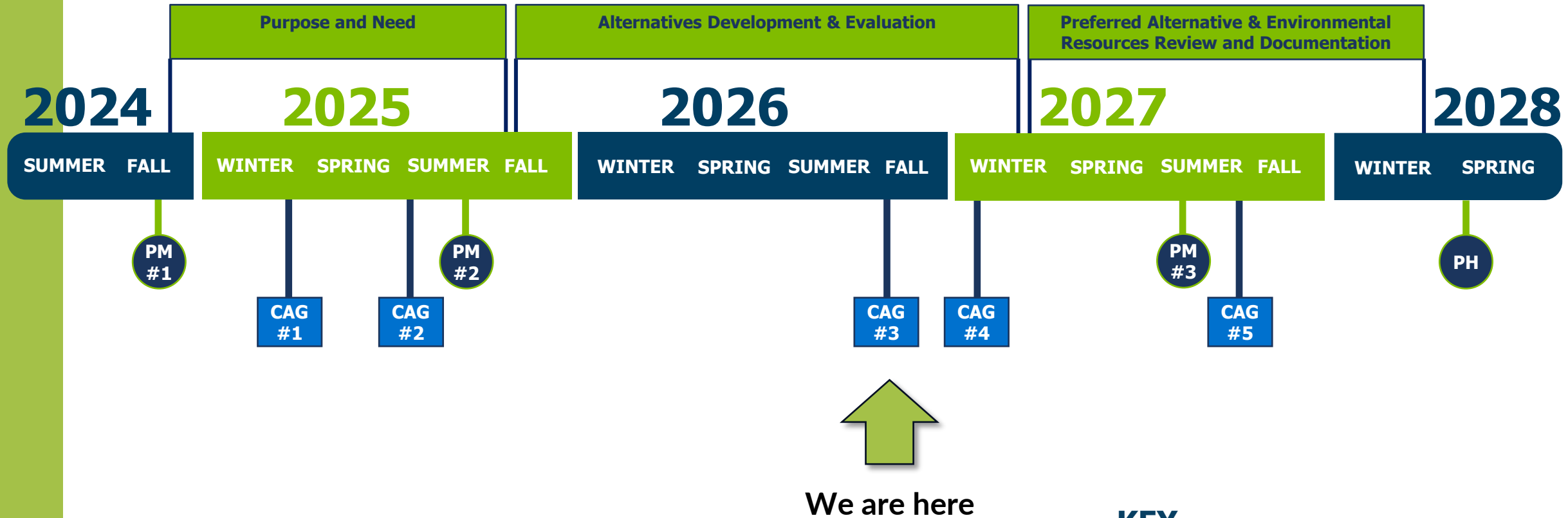
STUDY REVIEW AND UPDATE



STUDY AREA



Study Timeline



KEY

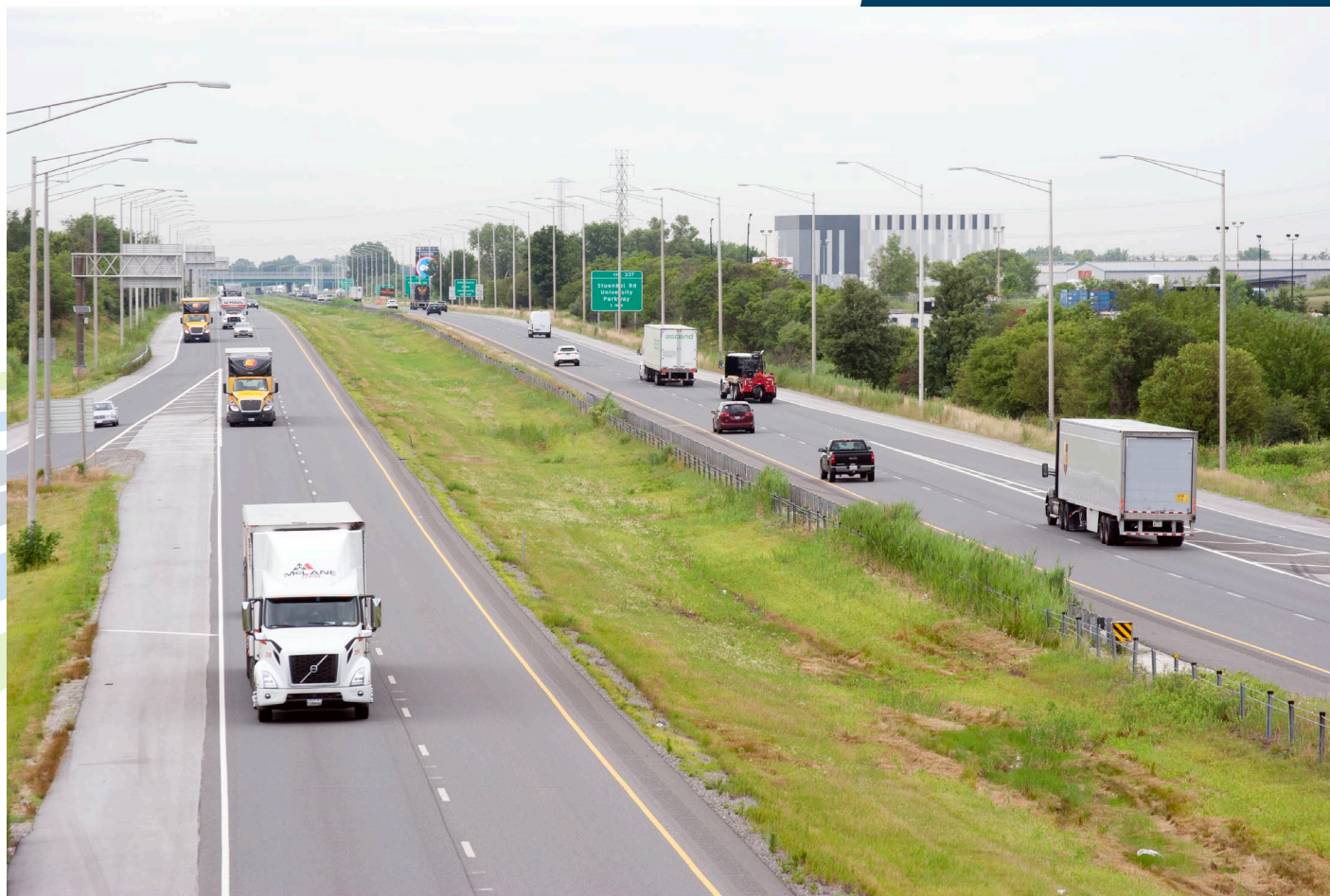
CAG = Community Advisory Group

xxx = NEPA Process

PM = Public Meeting

PH = Public Hearing

Public Engagement Review

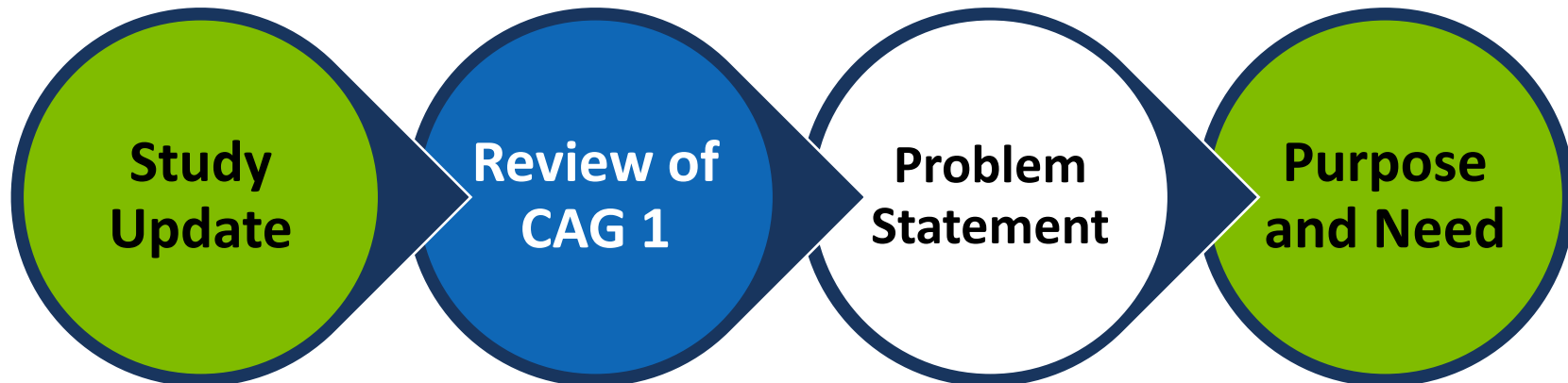


CAG Meeting #2

July 17, 2025, Peotone, IL



Attendees

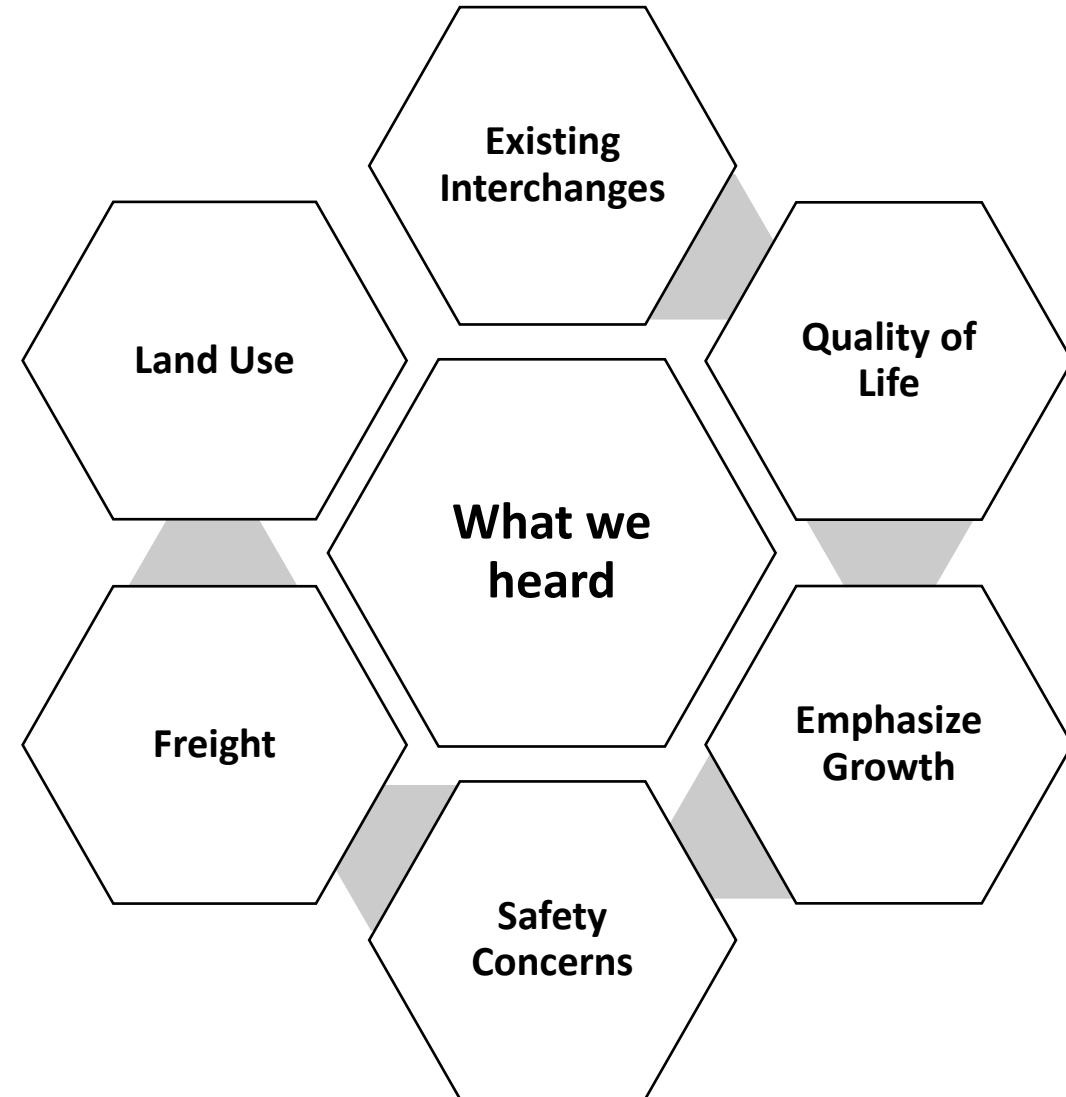


CAG Meeting #2 – What we asked

July 17, 2025, Peotone, IL

What we asked:

1. Does the Purpose and Need capture the transportation problems within the study area?
2. What solutions should be considered to resolve the transportation problems and identified needs?



Public Meeting #2 Summary

July 25, 2025 Peotone, IL



91

Attendees



14

Comment Form



Online Survey



19

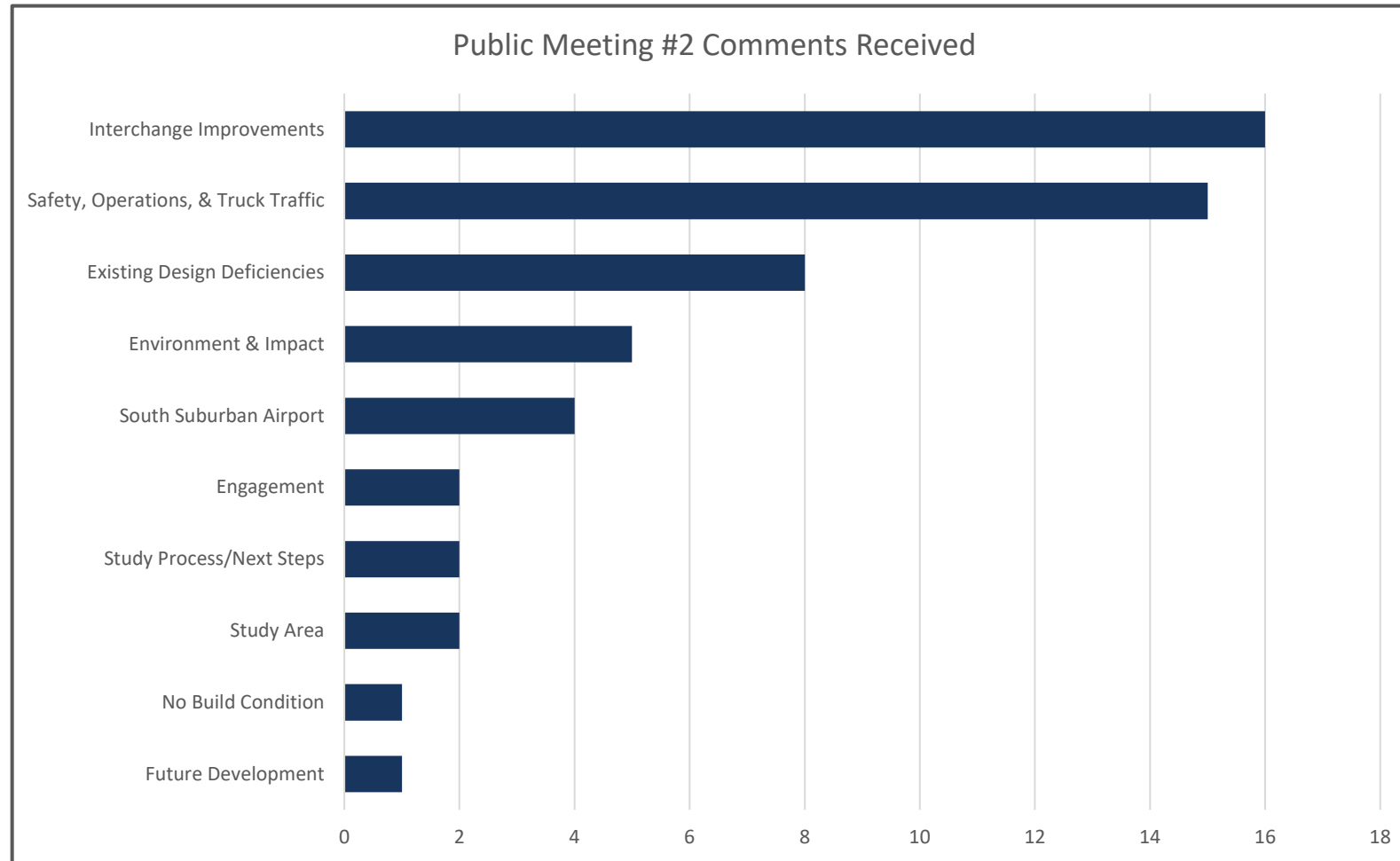
Participants



16

Map Markers

Summary of Comments Received



Total of
 14 Comment Forms

I-57 Access Study – Purpose and Need

Purpose:

To enhance transportation safety, provide adequate transportation system capacity, and accommodate projected transportation demands along the I-57 corridor between Monee and Peotone.

Needs:

Improve transportation safety in the study area

- Address Safety Issues at Existing I-57 Interchanges
- Address Safety Issues at I-57 Mainline Horizontal Curve near Peotone
- Address Freight Related Safety Conditions

Accommodate existing and future modal interrelationships and capacity

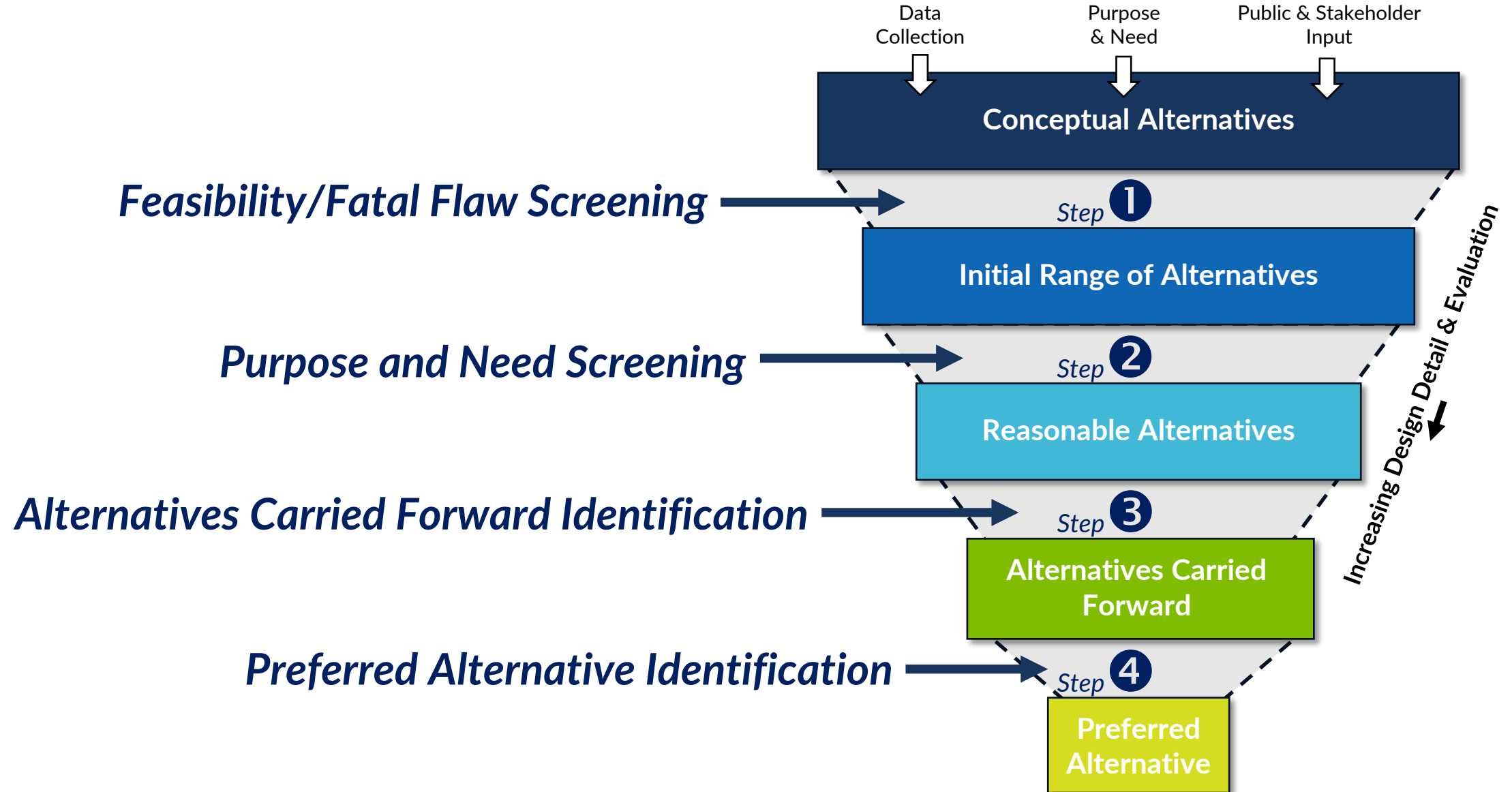
- Support community travel and access to I-57
- Provide adequate access for study area commuters
- Accommodate freight, industrial, and intermodal growth through improved access to I-57

Improve predicted capacity in spot locations

Alternatives Development Process

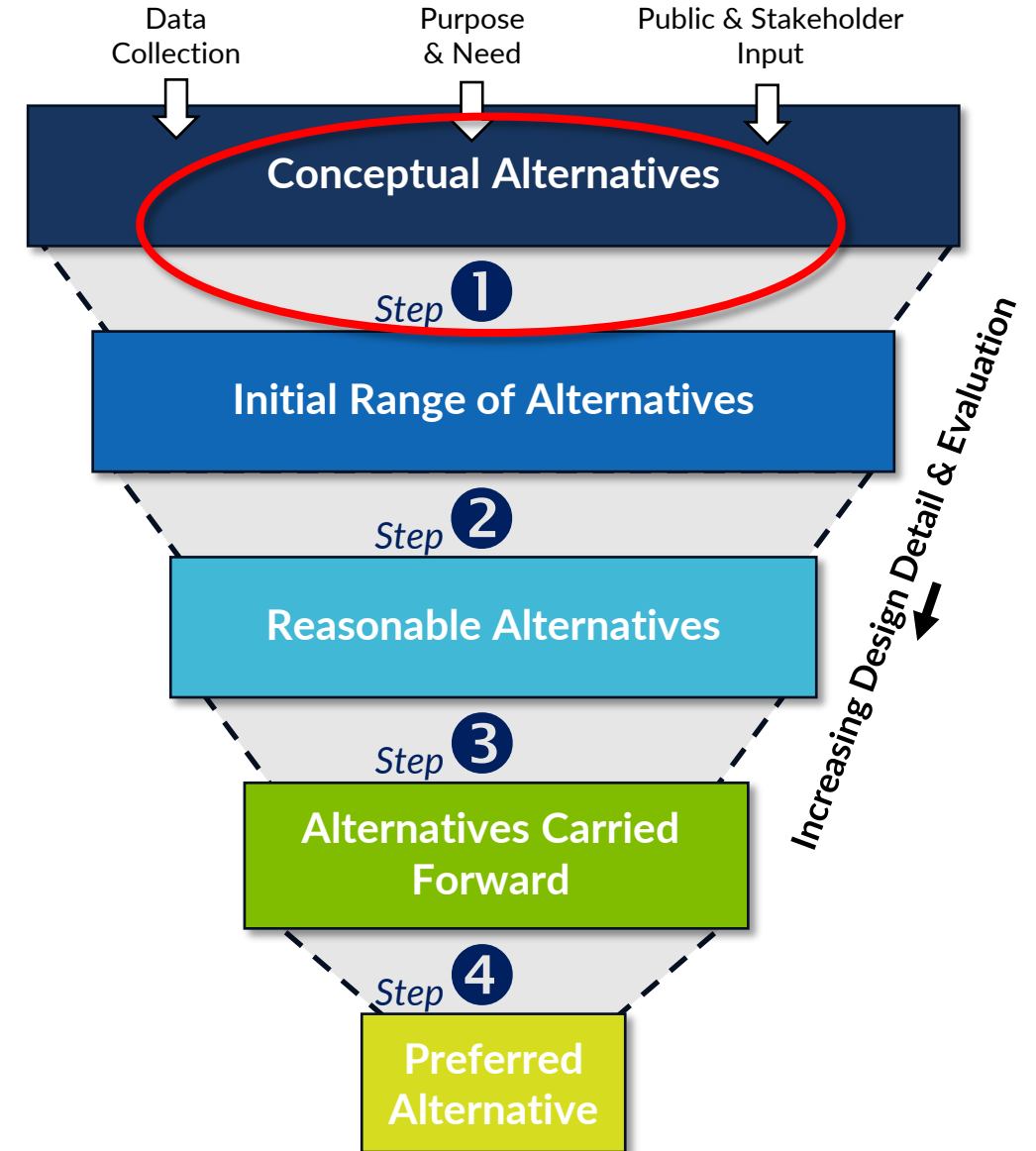


Alternatives Screening / Identification Process



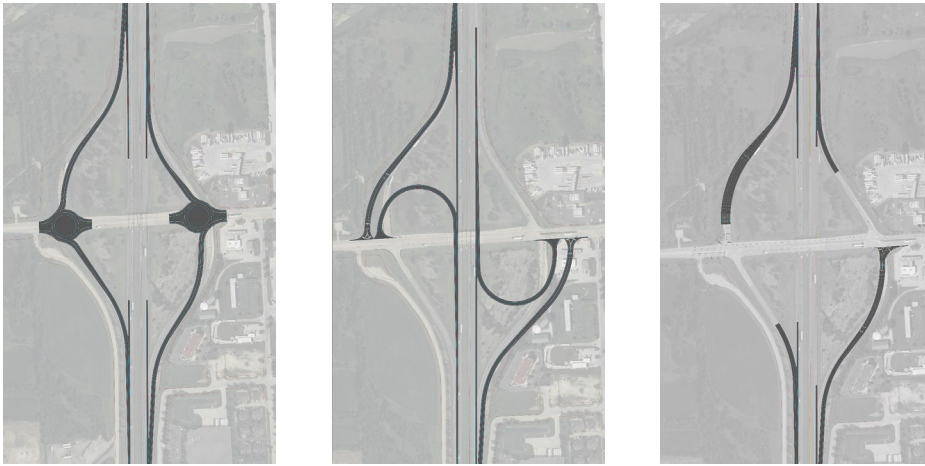
Step 1: Feasibility / Fatal Flaw Screening

Screening Criteria	Measure
Does not create new safety or operational issues	Yes / No
Meets interstate spacing criteria	Yes / No
Addresses identified crash location or safety concerns	Yes / No
Is it realistic/viable to implement	Yes / No

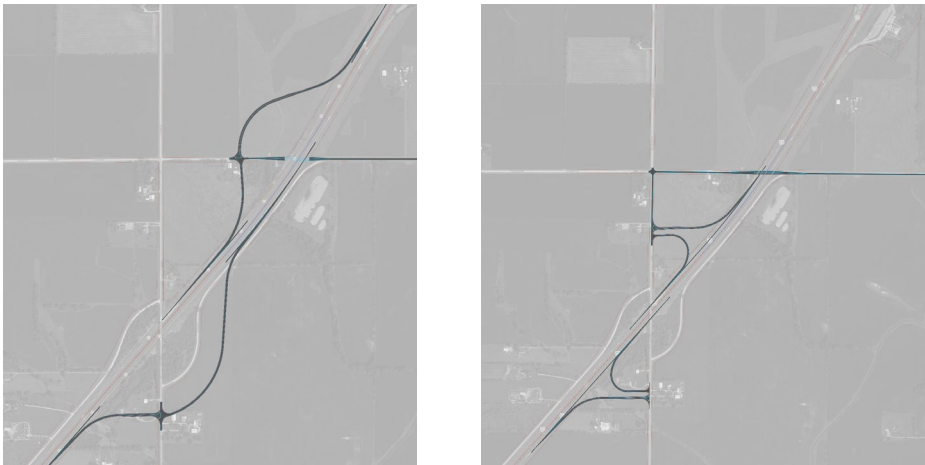


Step 1: Feasibility / Fatal Flaw Analysis

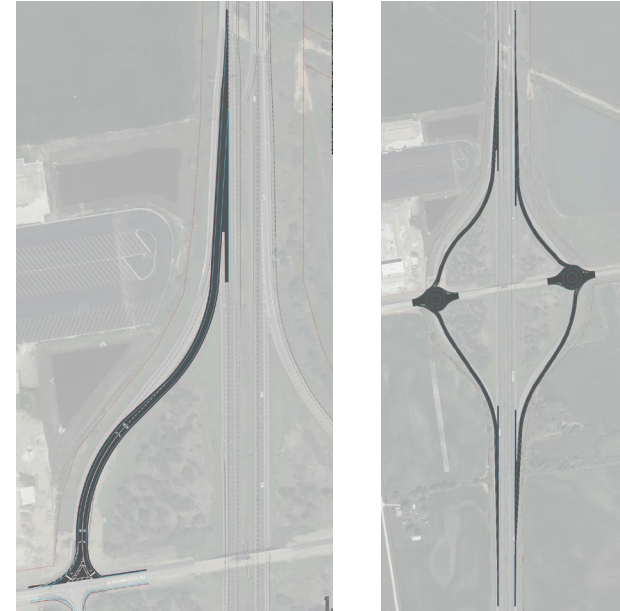
A – Manhattan-Monee Interchange Concepts



B – New Access Interchange Concepts



D – Wilmington-Peotone Interchange Concepts



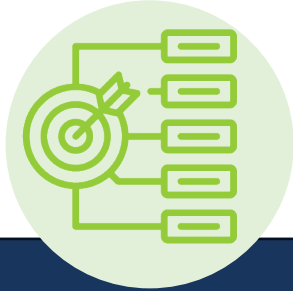
Alternatives Dismissed under
Step 1: Feasibility Analysis

Alternatives Screening & Evaluation Criteria (Steps 2-4)



Purpose & Need

- Safety
- Operations / Capacity
- Modal interrelationships & connectivity



Engineering

- Profiles
- Alignments
- Footprints
- Cost Estimates



Natural Environment

- Surface waters / wetlands
- Floodplains
- Forest preserves
- Threatened and endangered species

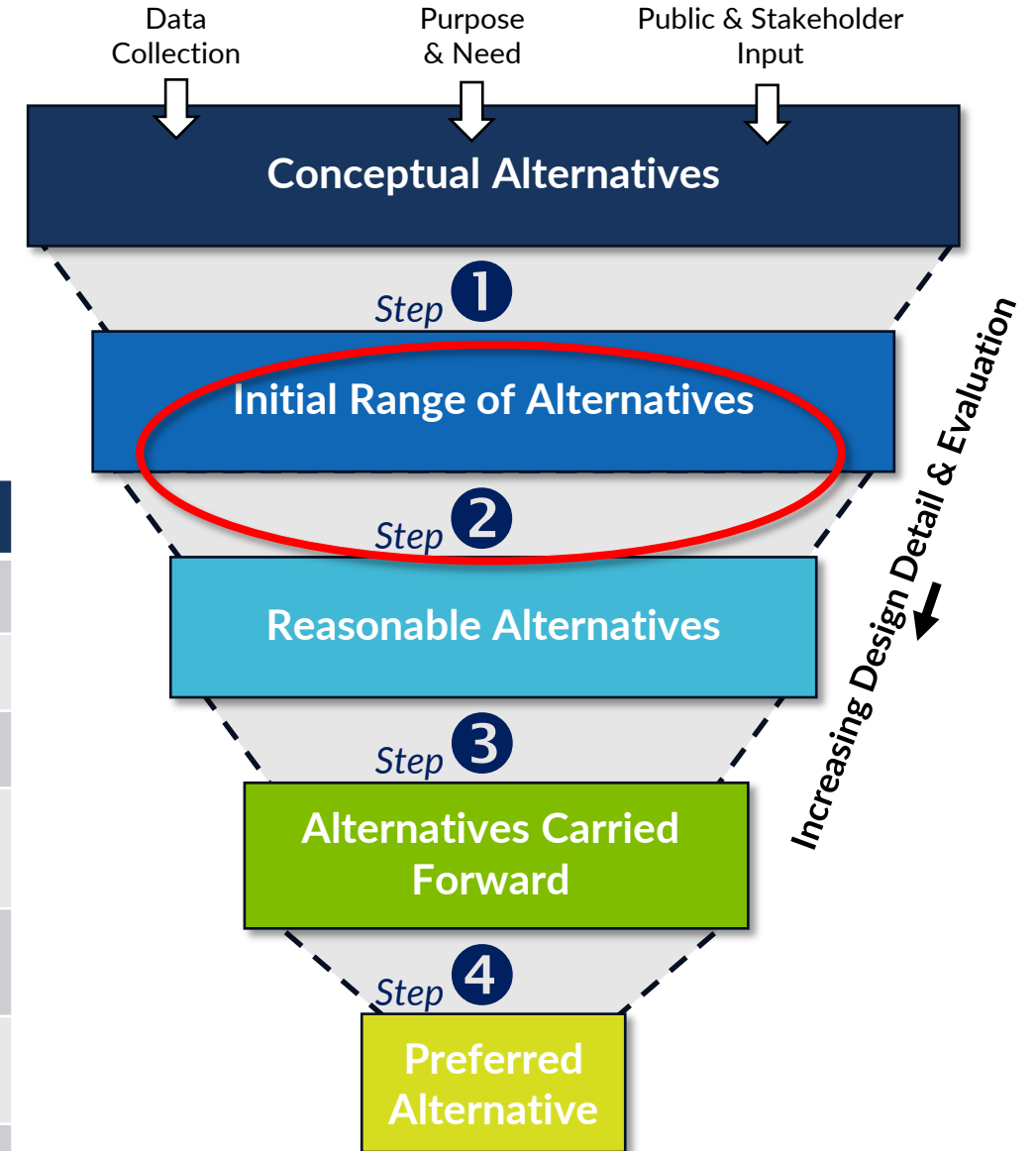


Socio-Economic

- Displacements
- Right-of-way
- Land use / agriculture
- Historic resources

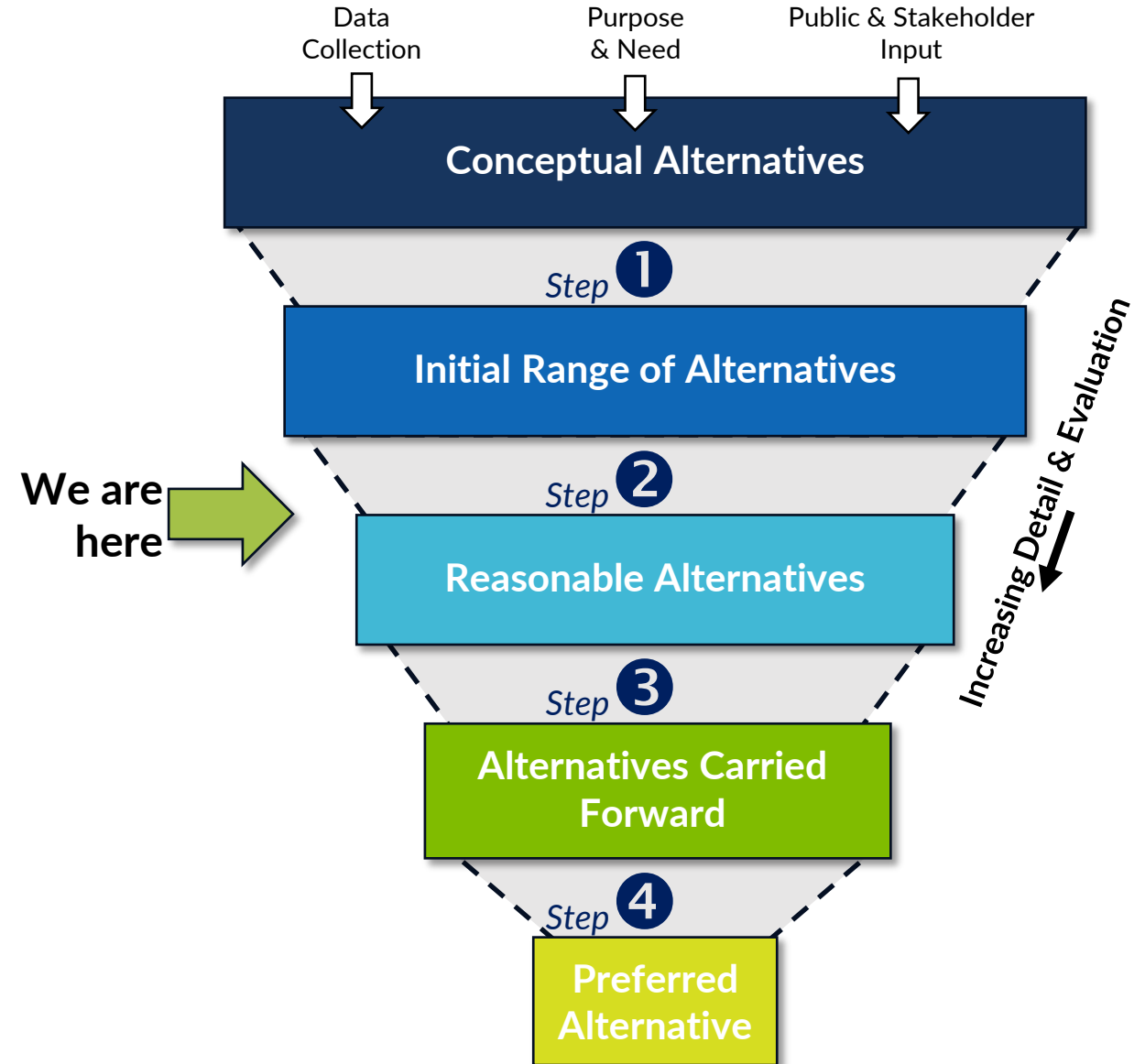
Step 2: Purpose and Need Screening

Need	Measure	Screening Detail
Improves safety	High / Med / Low	Addresses documented crash locations
		Improves interchange safety
		Improves freight related safety conditions
Improves capacity	High / Med / Low	Improves interchange capacity / operations
Improves modal interrelationships	High / Med / Low	Improves access to I-57 for local communities
		Supports freight movement and industrial development
		Improves intermodal connectivity Consistent with future development plans



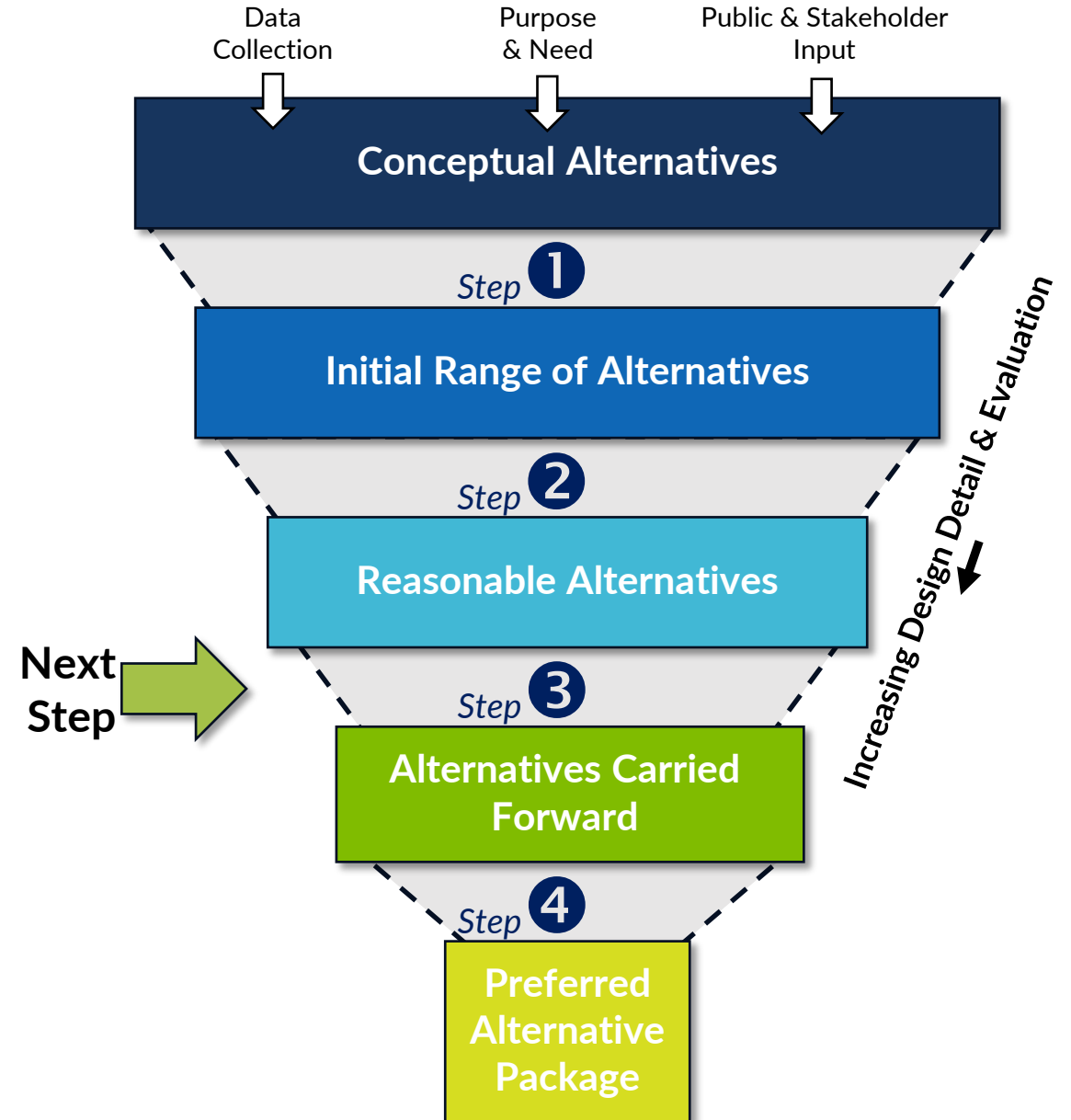
Alternatives Development Process

- Developed broad range of conceptual alternatives using technical analysis, existing conditions data, and public/stakeholder input.
- Completed feasibility/fatal flaw review to identify alternatives that are practical, realistic, and implementable.
- Identified Initial Range of Alternatives for Purpose and Need evaluation.
- **Seeking CAG input on the alternatives and additional alternatives or concepts to consider.**



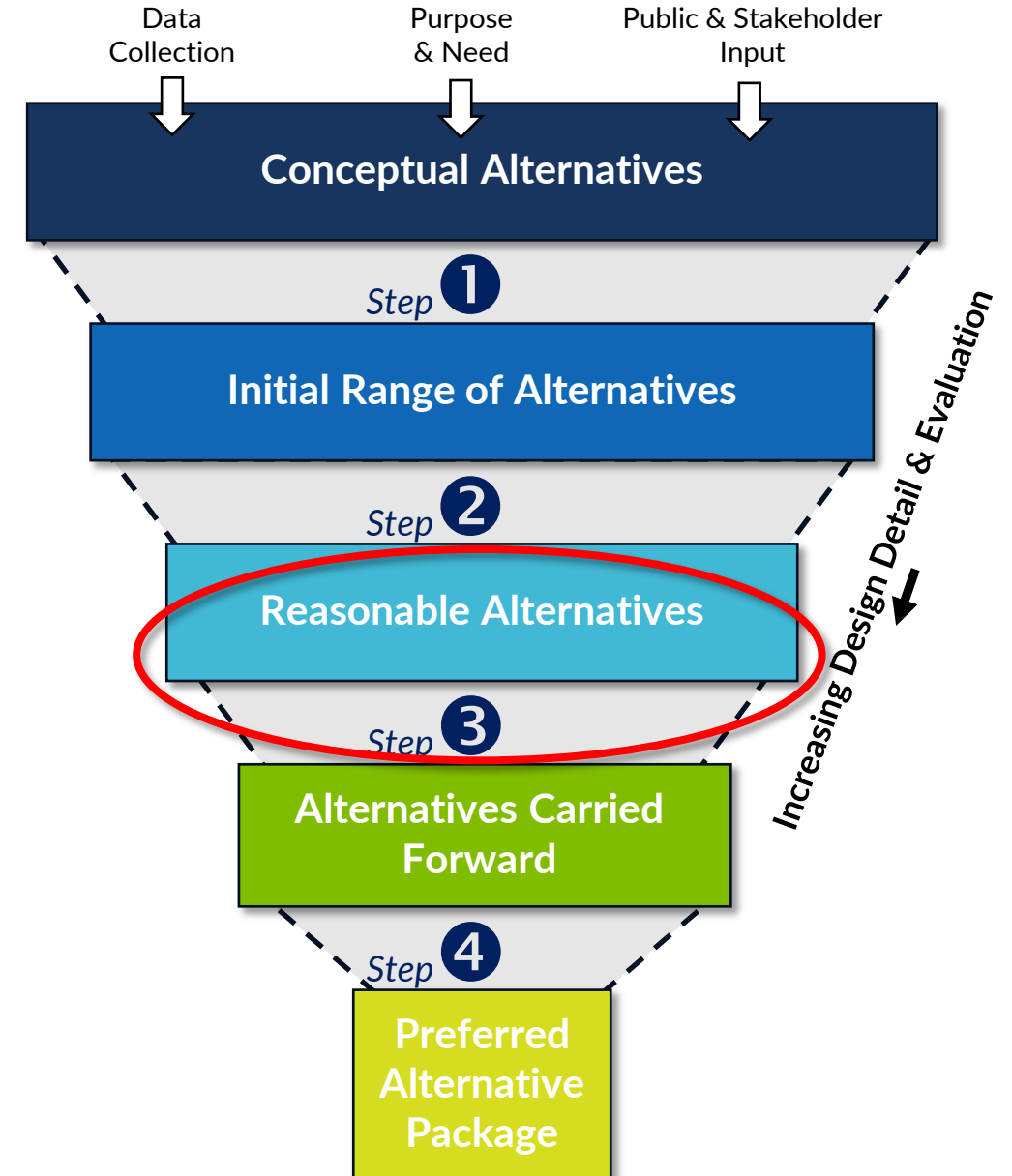
Next Step: Comparative Evaluation of Alternative Components

- Refine reasonable alternative components to 10% to 15% design
- Develop planning-level cost estimates
- Establish preliminary construction footprints
- Assess environmental, community, and right-of-way impacts
- Compare component costs and impacts to identify those advancing into the alternatives carried forward

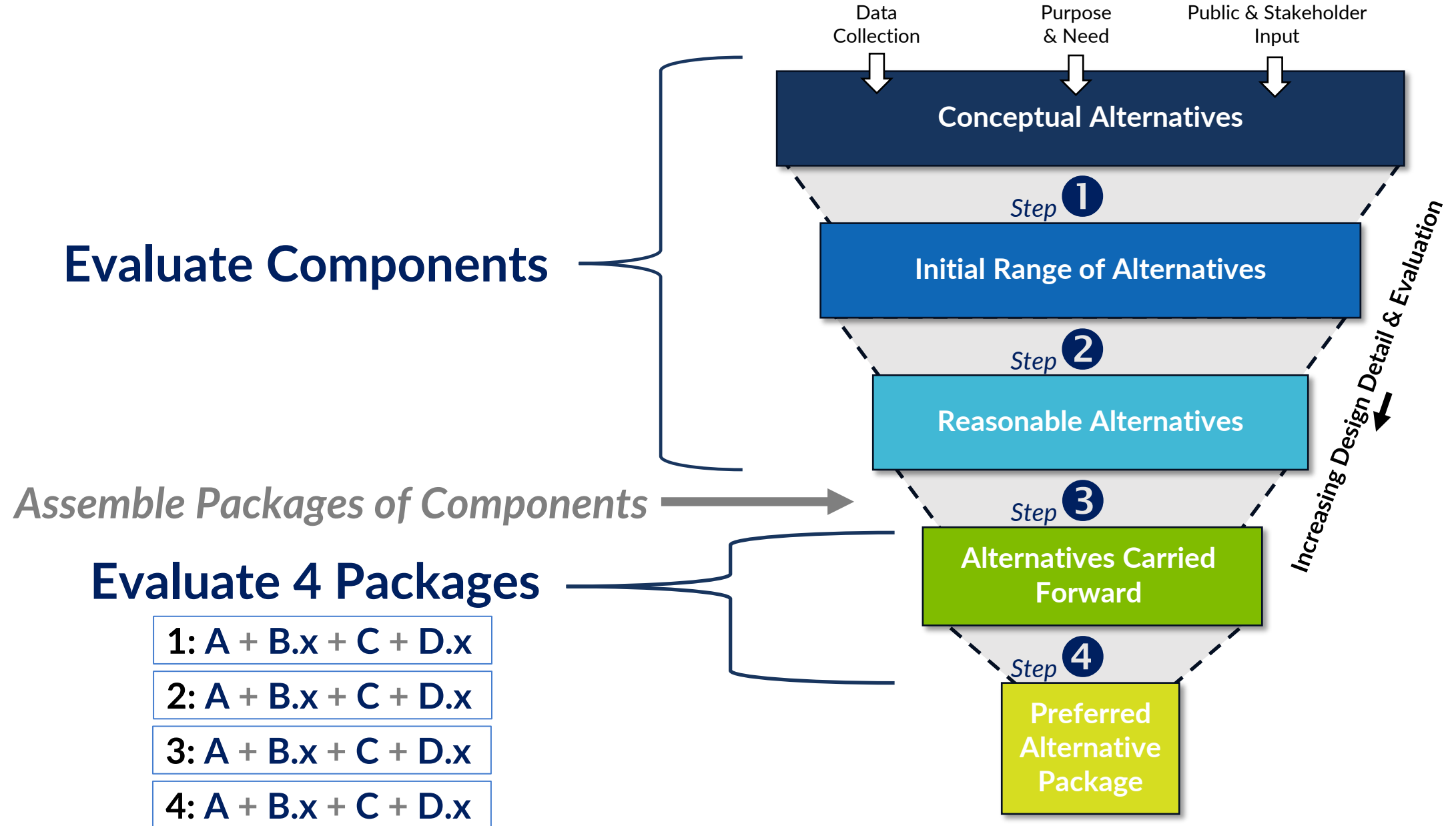


Step 3: Alternatives Carried Forward Identification

Criterion	Measure
Design Evaluation	Capacity Analysis
Right-of-Way Impacts	Property Acquisitions (acres)
	Parcels (number)
	Displacements (number)
Community Impacts	Community Centers (number)
	Places of Worship (number)
	Cemeteries (number)
	Schools (Number)
	Historic properties (number)
	Will County Historic Landmarks (number)
	Prime / Important Farmland (acres)
Natural Environmental Impacts	Parks / Recreational Areas (number)
	Forest Preserves (number)
	Illinois Nature Preserves (number)
	Illinois Natural Areas Inventory (INAI) (number)
	Wetlands (acres)
	FEMA Floodplain / Floodways (acres)



Alternative Components & Packages



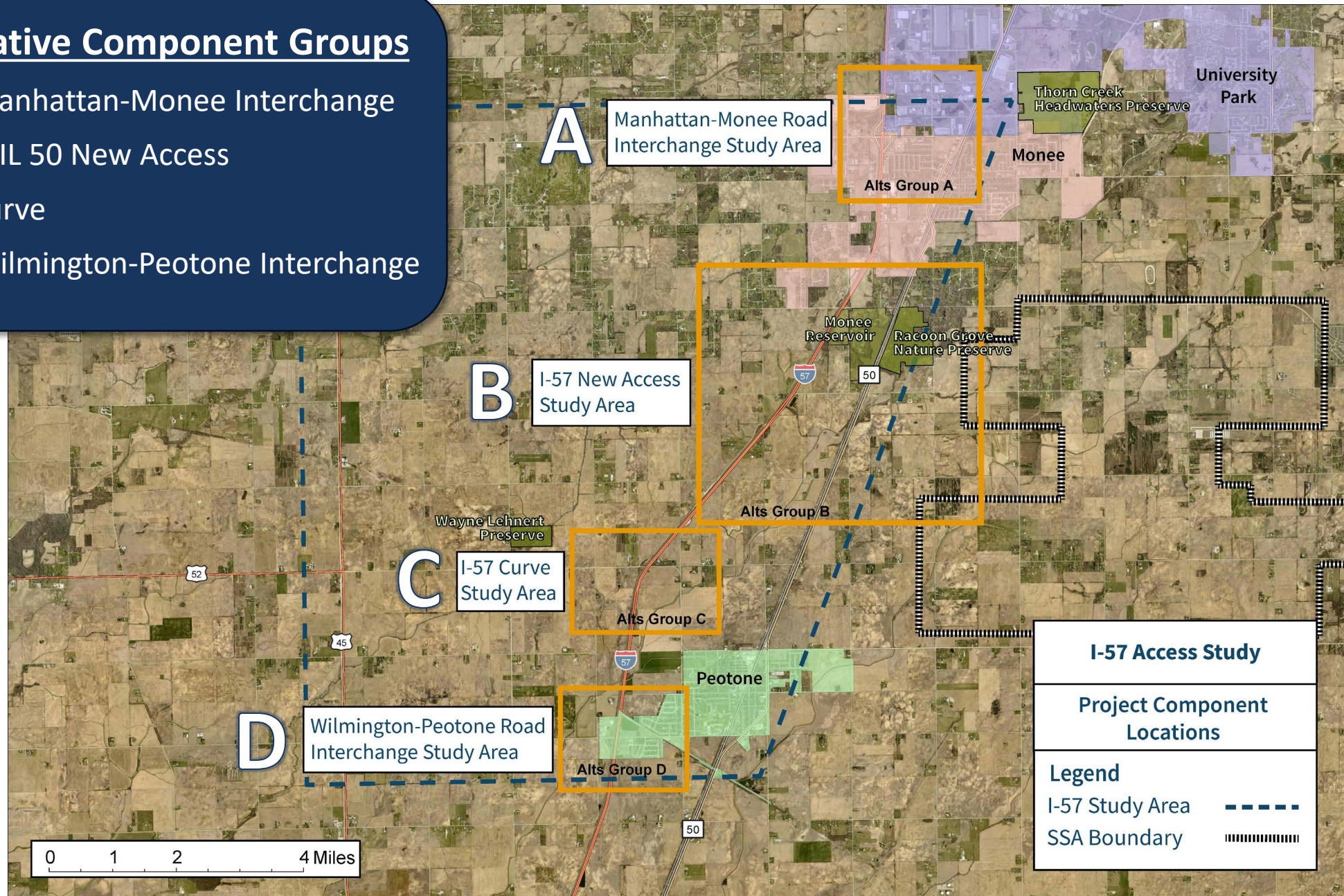
Alternative Component Groups

A – I-57 Manhattan-Monee Interchange

B – I-57 & IL 50 New Access

C – I-57 Curve

D – I-57 Wilmington-Peotone Interchange



Alternative Component A

Manhattan-Monee Road Interchange Improvements



I-57 Access Study

Manhattan-Monee Road Interchange - Alternative A.1 Diamond / Partial Cloverleaf Interchange

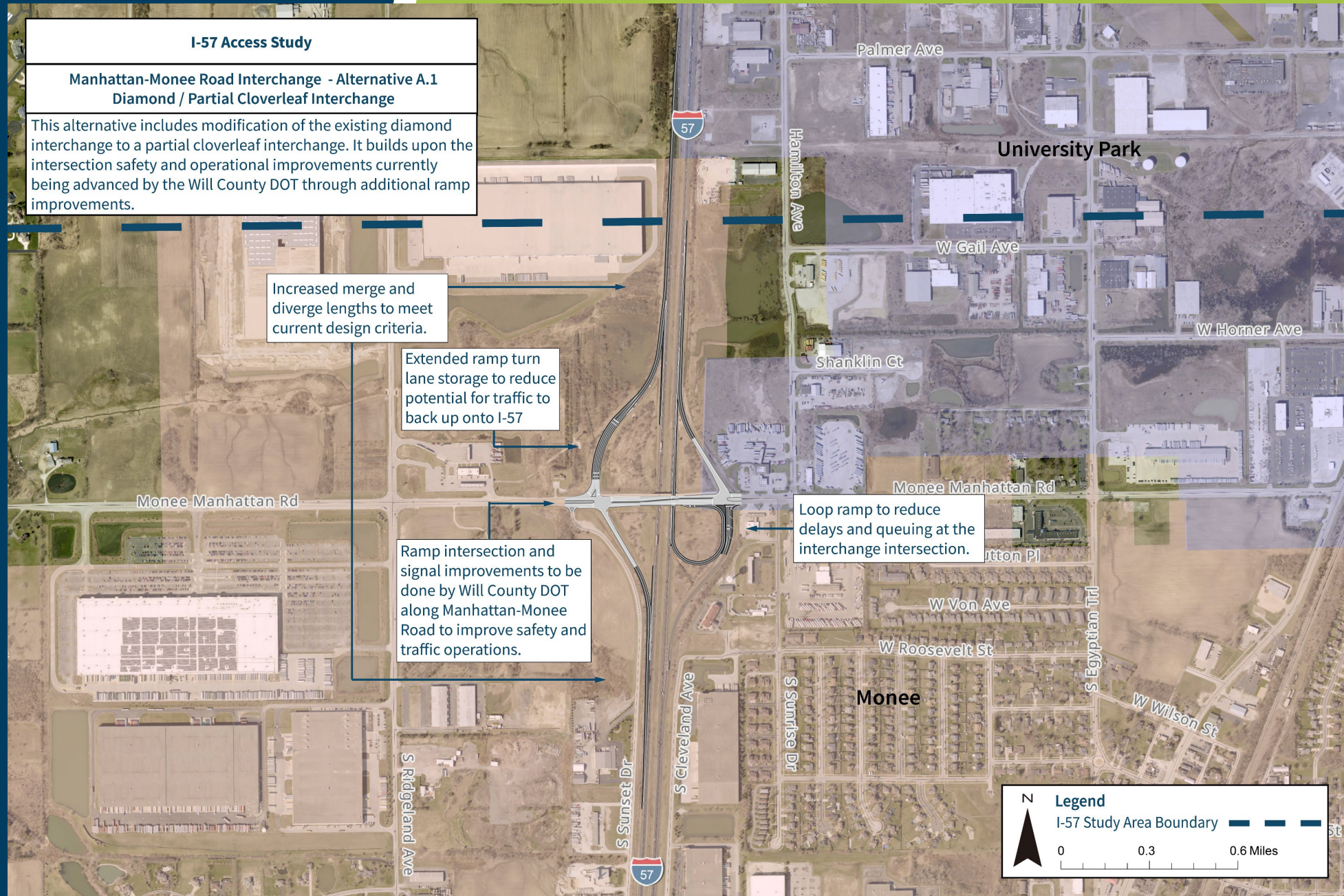
This alternative includes modification of the existing diamond interchange to a partial cloverleaf interchange. It builds upon the intersection safety and operational improvements currently being advanced by the Will County DOT through additional ramp improvements.

Increased merge and diverge lengths to meet current design criteria.

Extended ramp turn lane storage to reduce potential for traffic to back up onto I-57

Ramp intersection and signal improvements to be done by Will County DOT along Manhattan-Monee Road to improve safety and traffic operations.

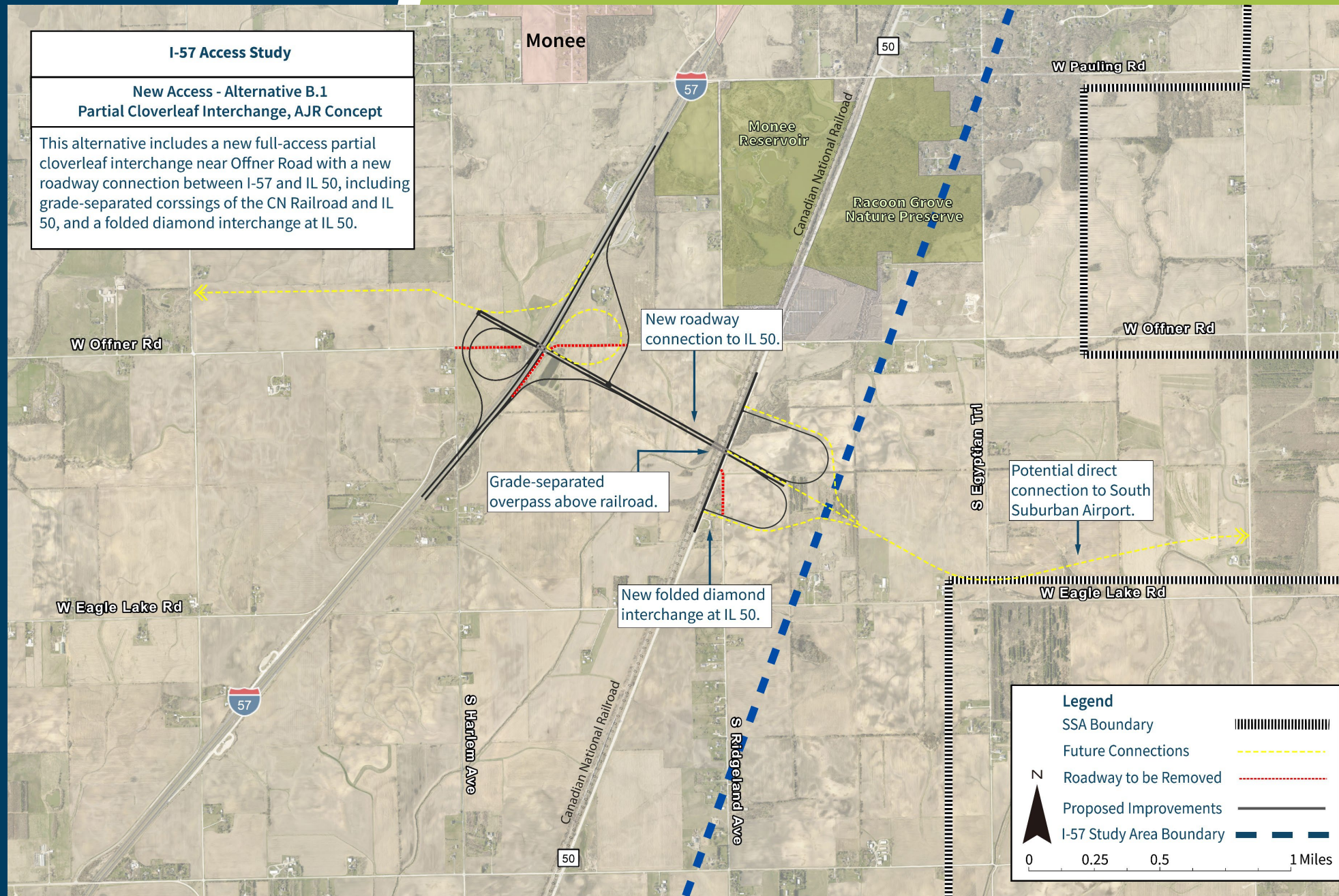
Loop ramp to reduce delays and queuing at the interchange intersection.

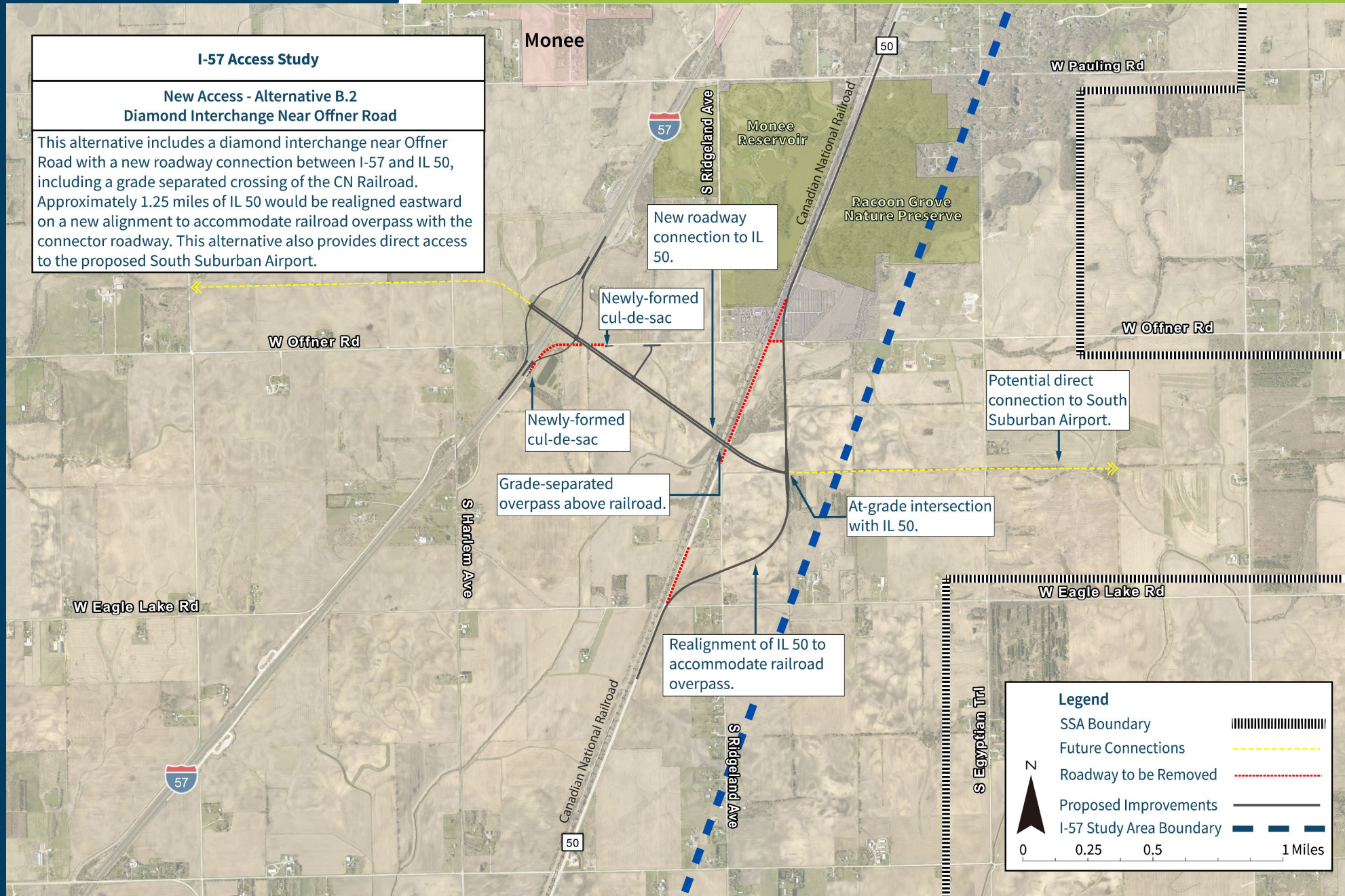


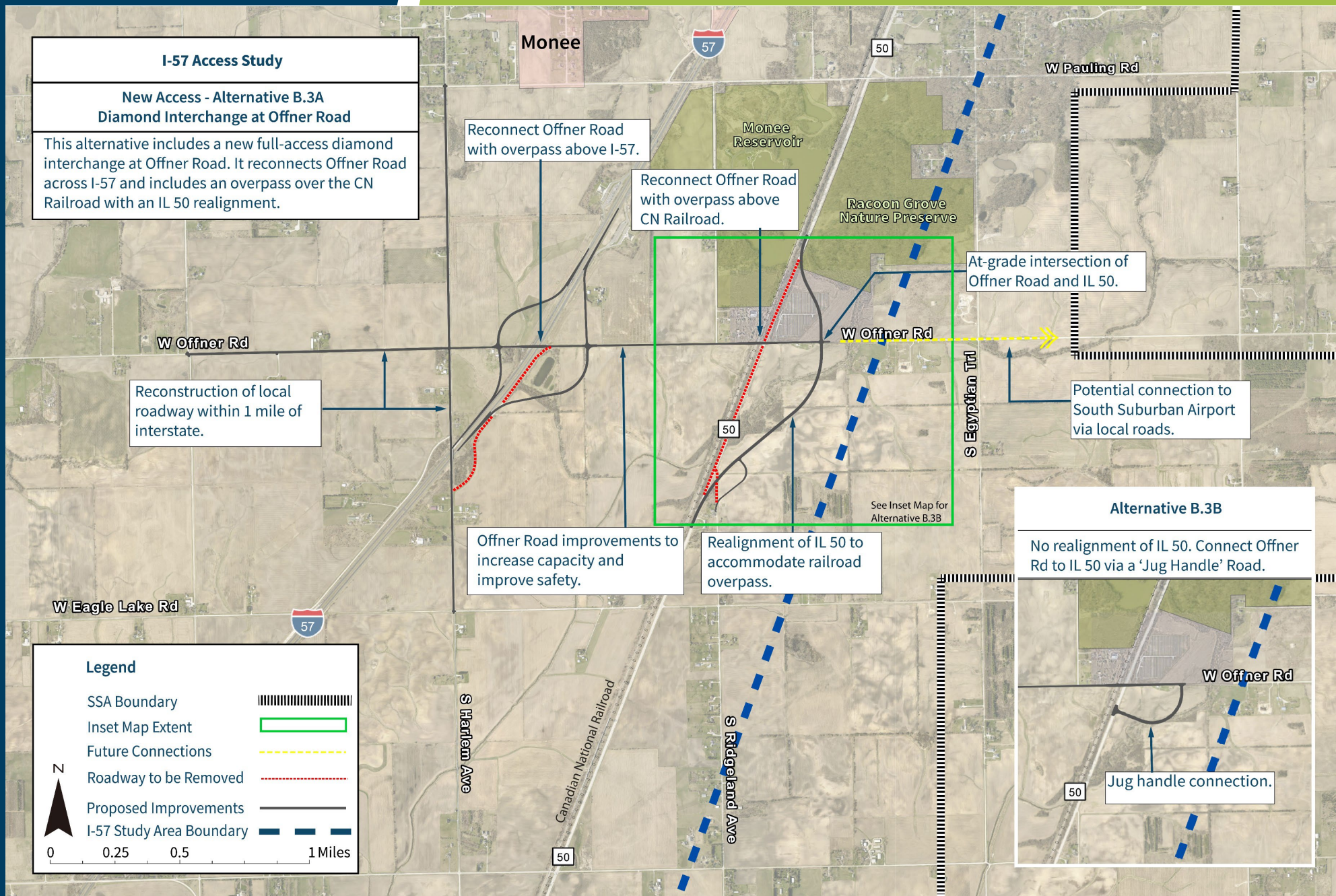
Alternative Component B

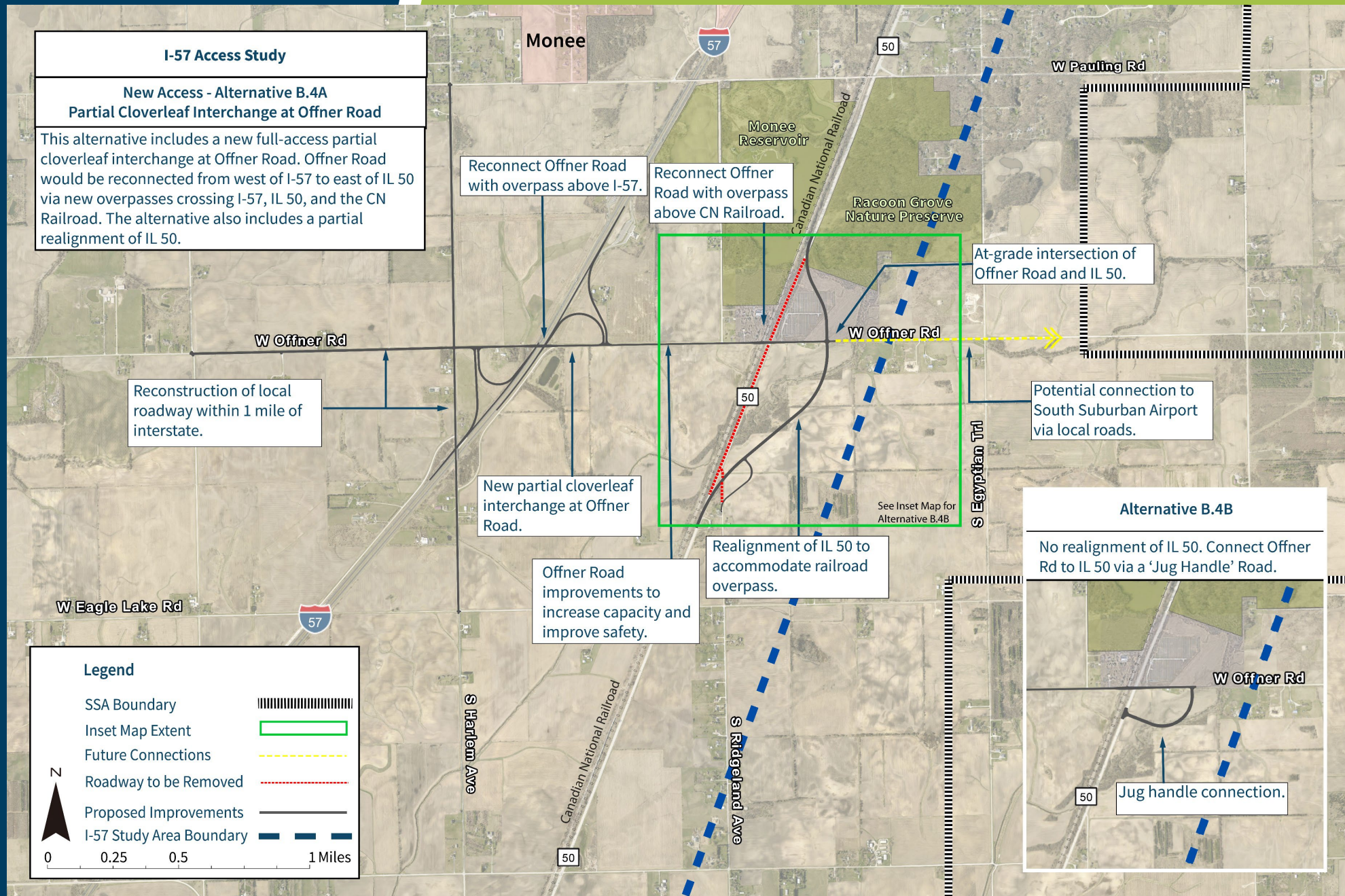
I-57 New Access Interchange

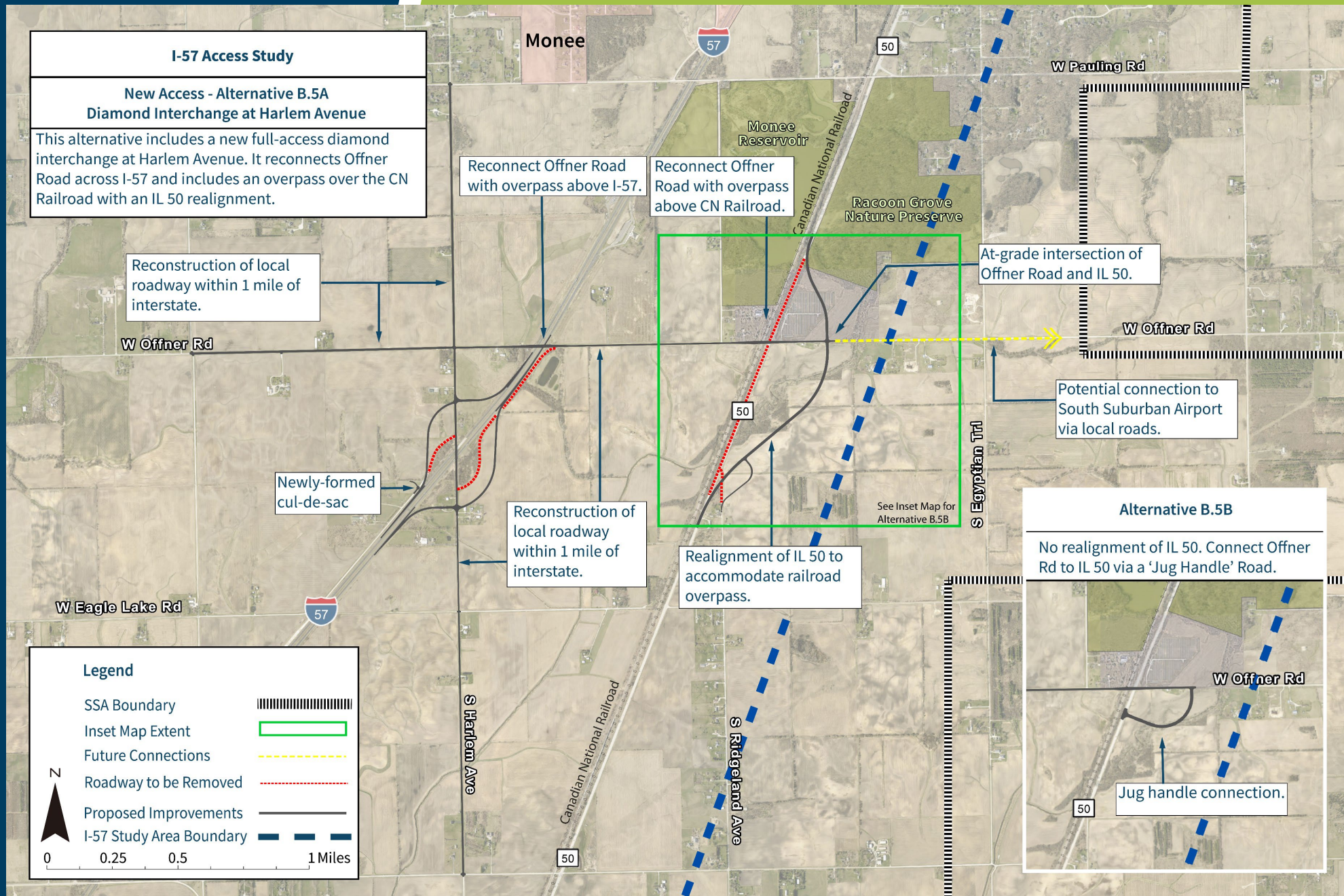


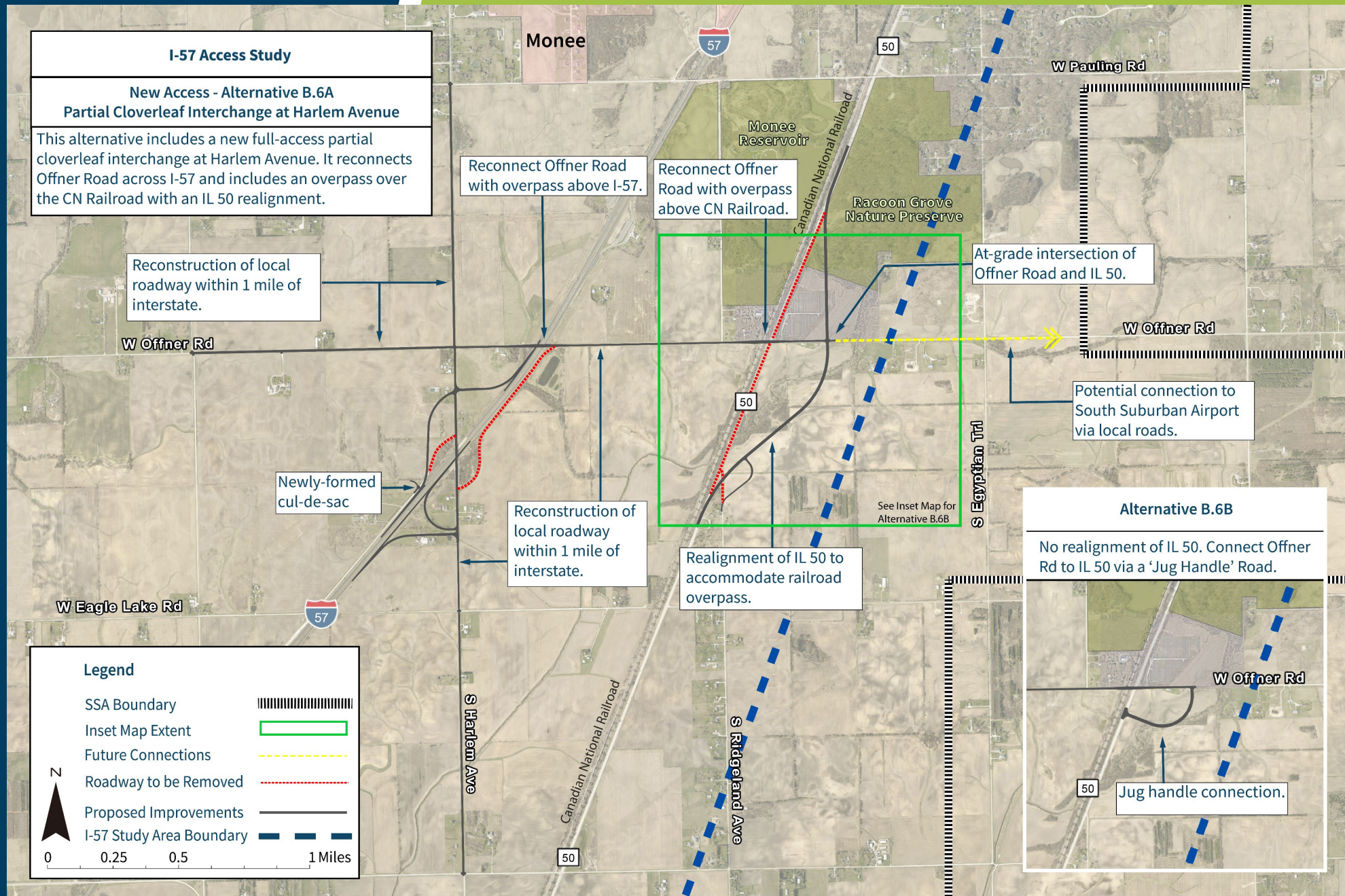


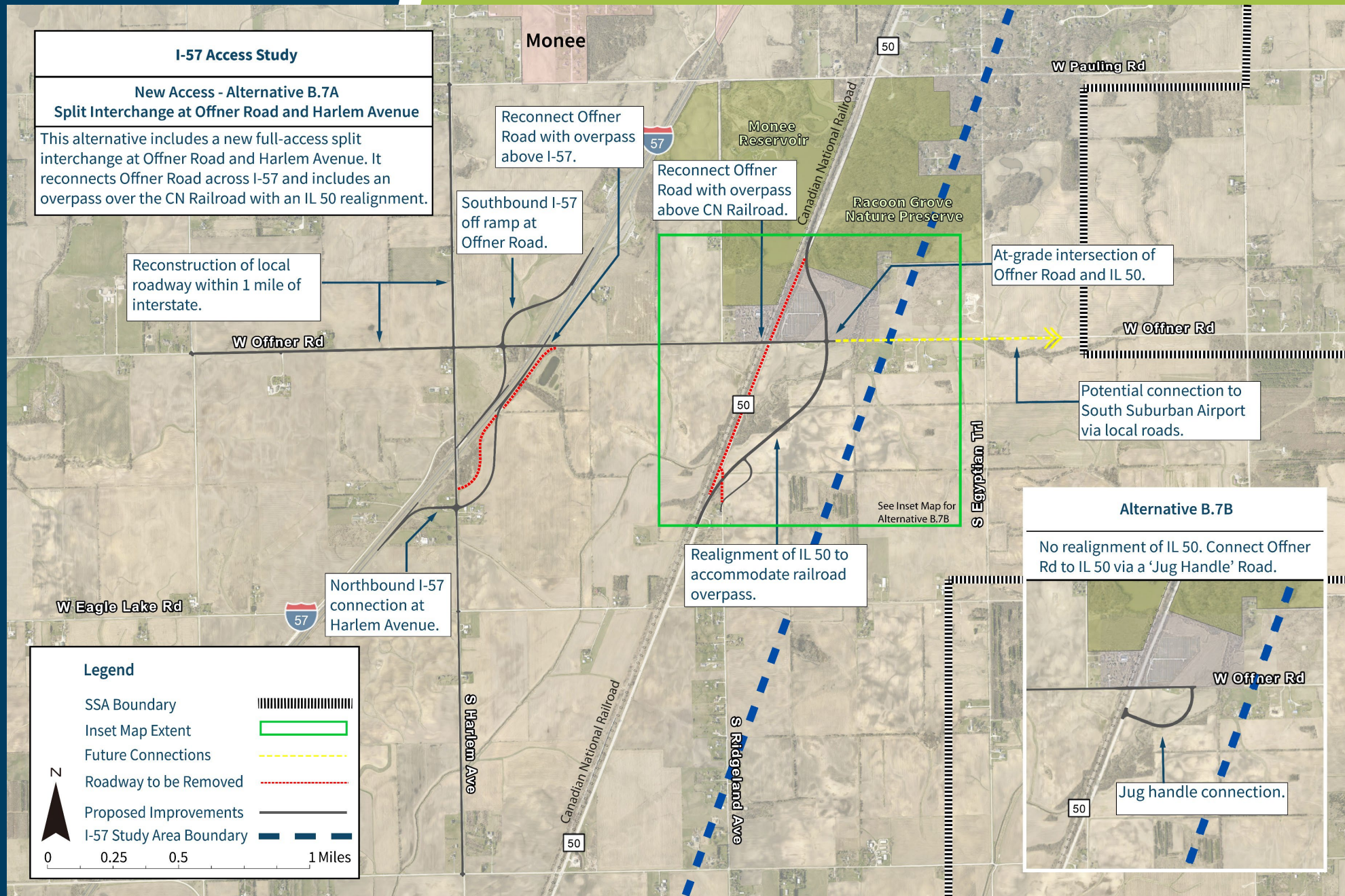


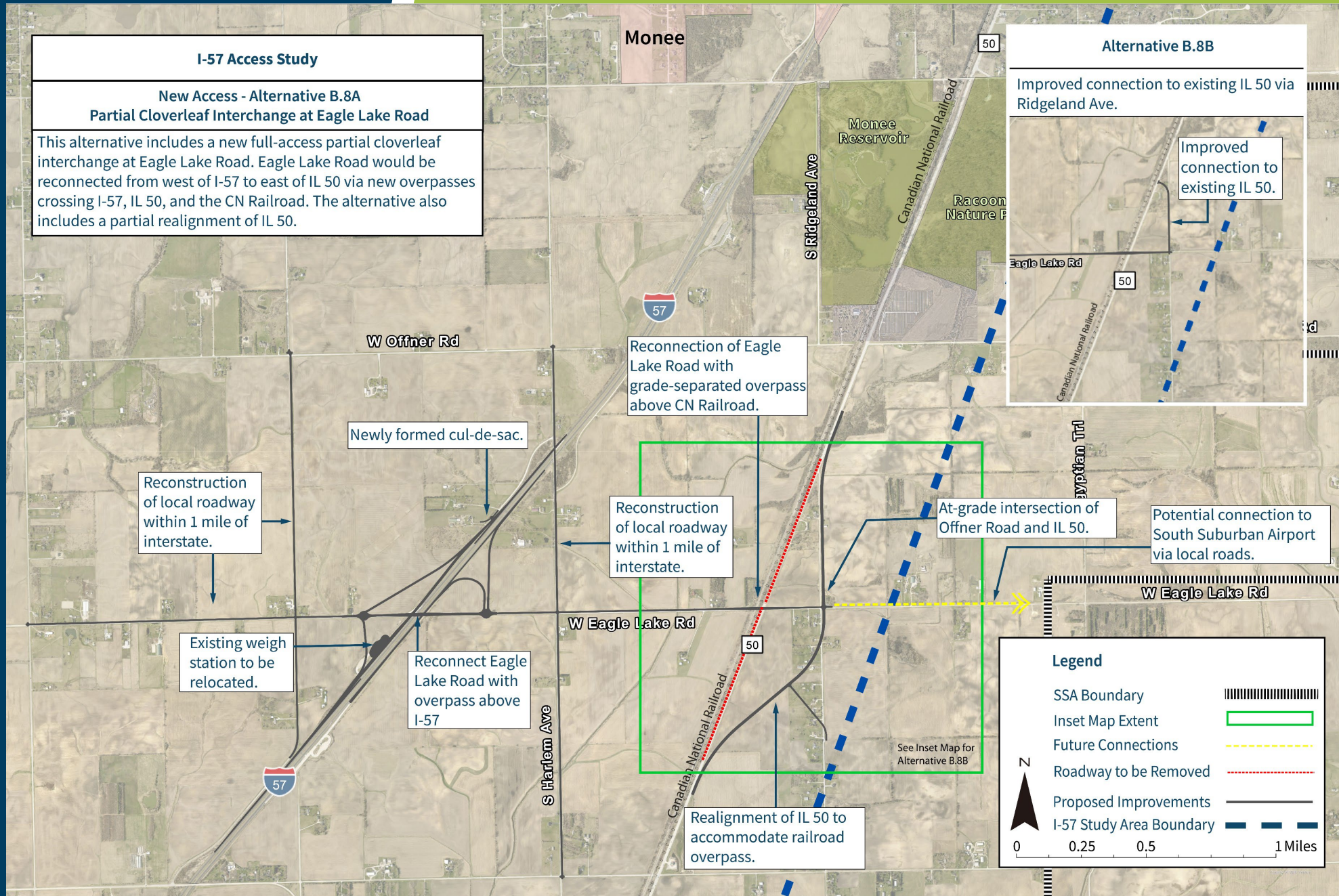










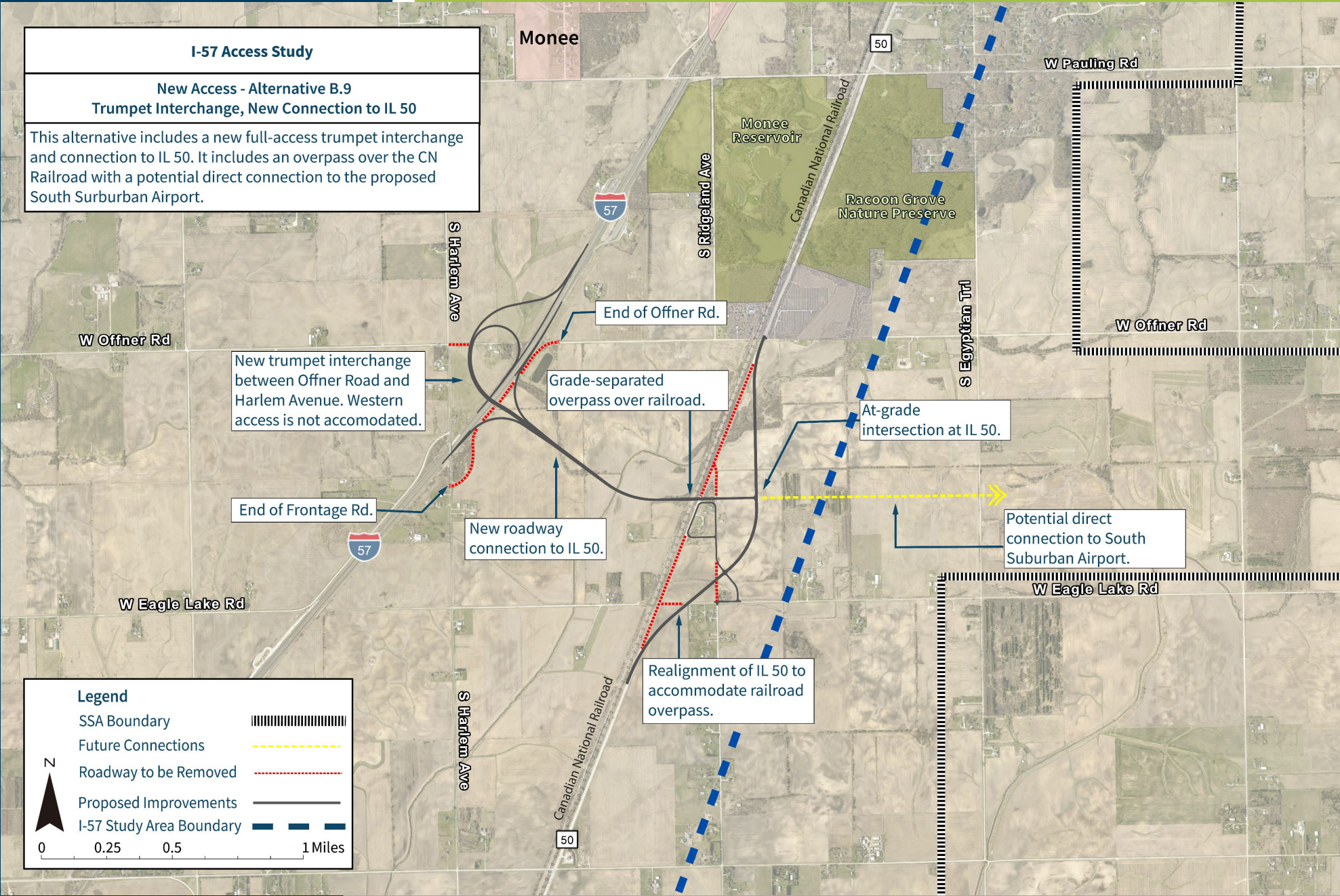


I-57 Access Study

New Access - Alternative B.9

Trumpet Interchange, New Connection to IL 50

This alternative includes a new full-access trumpet interchange and connection to IL 50. It includes an overpass over the CN Railroad with a potential direct connection to the proposed South Suburban Airport.





Alternative Component C

I-57 Horizontal Curve

I-57 Access Study

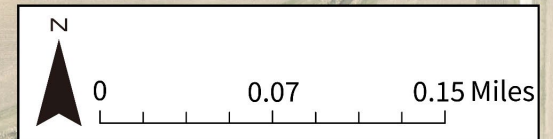
I-57 Curve - Alternative C.1

This alternative includes improvements to the horizontal curve on I-57 between Monee and Peotone. The improvement would correct the pavement superlevation, or banking, through the curve to better accommodate vehicle speeds and improve safety by reducing the potential for run-off-road crashes.

0.5 miles of curve
improvements to increase
pavement superlevation.

W Joliet Rd

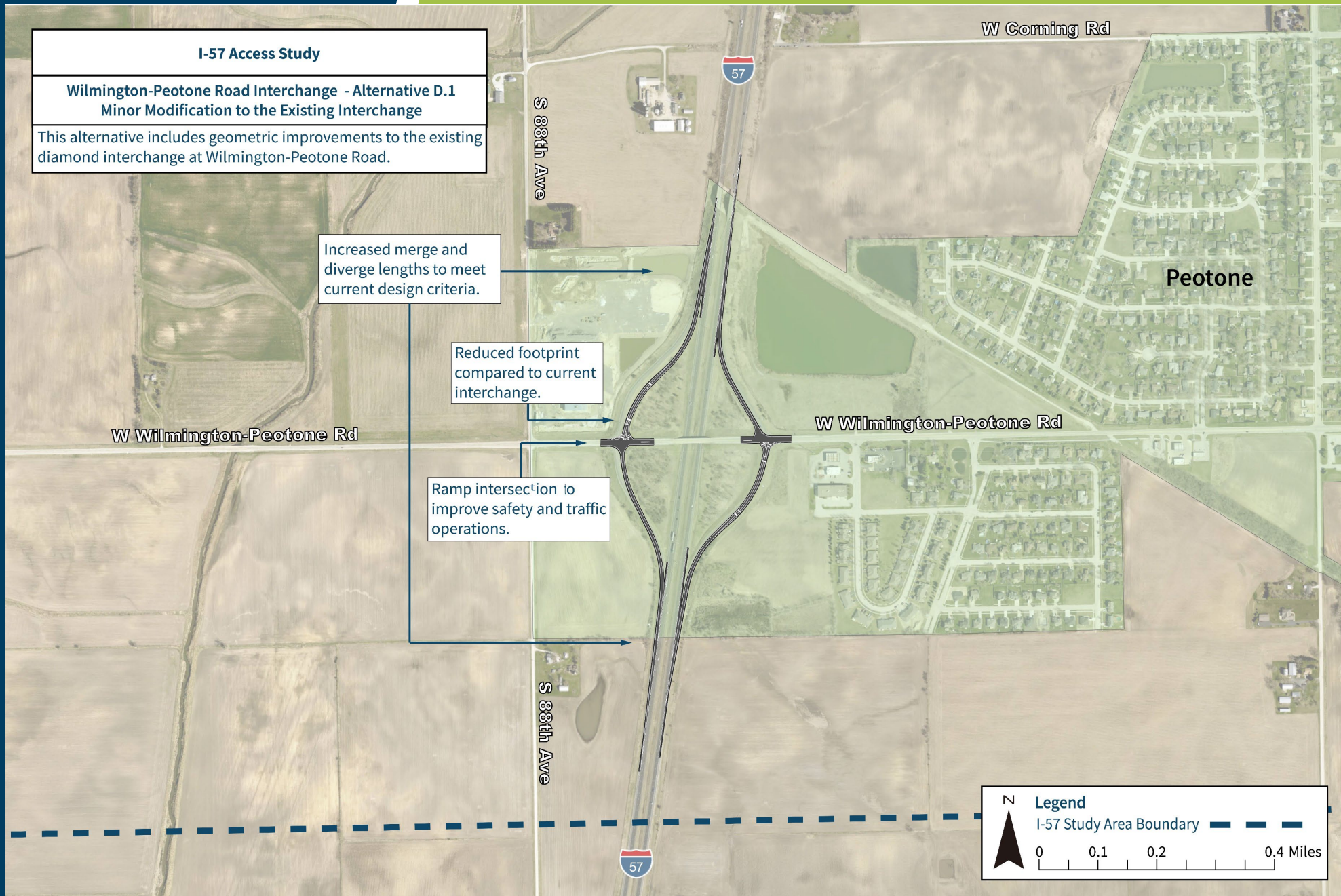
S Joliet Rd

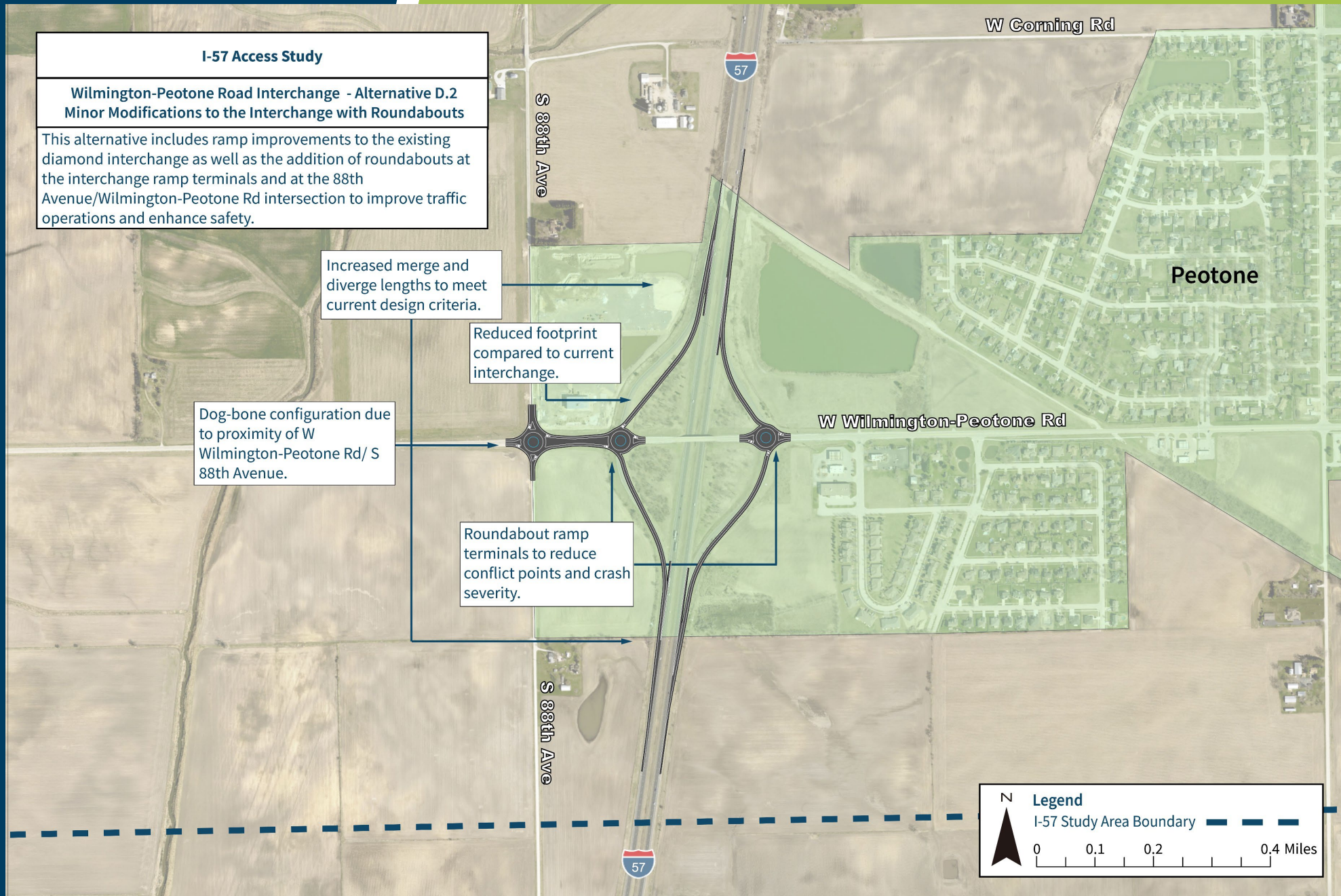


Alternative Component D

Wilmington-Peotone Road Interchange Improvements







INTERACTIVE ACTIVITY



INTERACTIVE ACTIVITY

- **Break into** groups of 4
- **Review** Range of Alternatives
- **Record** feedback of alternatives with sticky notes

Focus Questions:

1. Do the Range of Alternatives address identified needs
2. Would improvements at existing interchanges address concerns and needs raised in previous CAG meetings?
3. Do you have any local knowledge about the study area or alternative locations that should be further considered?
4. Are there other alternatives that should be considered by the study team?

WHAT'S NEXT?

- Identification of Alternatives to be Carried Forward
- CAG #4
- Public Meeting #3

Contact Us Anytime

Study Website: Tiny.cc/AccessI57

Study Email: AccessI57Study@gmail.com



THANK YOU

