



Airport Access Plan



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Division of Aeronautics

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Section 1 – Introduction

The purpose of this report is to document potential impacts to local roadways that are necessitated by the construction and operation of the South Suburban Airport (SSA) Inaugural Airport Program (IAP). This study also outlines the affects on local transportation patterns due to these road modifications. The IAP is an initiative by the Illinois Department of Transportation - Division of Aeronautics (IDOT) to plan, design, construct and operate a new commercial service airport in eastern Will County, Illinois. The SSA site was approved as a feasible location for an airport by the Federal Aviation Administration in their Record of Decision for the Tier 1 Environmental Impact Statement dated July 12, 2002.

For the purposes of determining the effects that SSA will have on the local surface transportation network, a study area was created. The Inaugural Surface Transportation Study Area is that region generally bounded by County Hwy. 21/Crete-Monee Road and County Hwy. 6/Monee-Manhattan Road to the north; Interstate 57 to the west; Illinois Route 1/394 to the east; and County Hwy. 24/Peotone-Beecher Road and County Hwy. 25/Wilmington-Peotone Road to the south. This study area provides a greater focus on the social impacts associated with the roadway structure surrounding SSA.

SSA is located in unincorporated Will County, Illinois in the townships of Crete, Monee, Will and Washington. The majority of the development associated with the IAP occurs within Will Township, with some development impacting Monee and Washington townships. A township's primary function is to provide road construction and maintenance services, including snow removal in the area. Fire, rescue and ambulance services are provided by independent public or private entities. Zoning, police and taxing authority reside with the county in unincorporated areas. Other than Will County, no municipality currently has zoning authority over the entire airport site.

This report illustrates the existing roadway network in and around the IAP. This study also reviews the affects of road modifications on local commuters, transit operations, school bus routes, freight and passenger railroad procedures and first responders. The SSA Airport Master Plan includes an analysis of the construction of a new interchange on Interstate 57 that serves SSA. The findings of that study are contained in the Access Justification Report for Interstate 57 at Proposed South Suburban Airport Access Road, Will County, Illinois (AJR).

Section 2 – Existing Ground Transportation Facilities

The SSA site is mostly located in unincorporated Will County, within the greater Chicago region, which includes the northeast Illinois/northwest Indiana metropolitan area. Specifically, the greater Chicago region includes seven counties located in northeastern Illinois, which are Cook, DuPage, Kane, Kankakee, Lake, McHenry and Will counties; and two counties located in northwestern Indiana, which are Lake and Porter counties. According to the U.S. Census Bureau, the greater Chicago region is the third largest metropolitan area in the United States and approximately 9.1 million people resided in the nine county project areas in 2010¹.

The land acquisition area for the SSA Ultimate Airport Boundary comprises approximately 20,000 acres in unincorporated eastern Will County, Illinois. The IAP is located within the land acquisition area of the Ultimate Airport Boundary. The Village of Peotone lies to the southwest of the site, Monee to the northwest, University Park to the north, Crete to the northeast and Beecher to the southeast. The center of the site is approximately 35 miles south-southwest of the Chicago Central Business District, 42 miles south-southeast of Chicago O'Hare International Airport and 29 miles south of Chicago Midway International Airport.

The site is located east of Interstate 57 (I-57) and Illinois Route 50 (IL-50) and west of Illinois Route 1 (IL-1) and Illinois Route 394 (IL-394). The site is located mostly in the townships of Will and Monee, with smaller portions located in Crete and Washington townships. The existing ground transportation network serving the greater south suburban Chicago region includes interstates; arterials; state, county and local roadways; and rail facilities. See **Exhibit 2-1 - Location Map**.

2.1 - Regional Roadway Network

Several regional roadways in the SSA environs serve a variety of traffic in the south suburbs of Chicago. Regional and arterial roadways that pass through or are adjacent to SSA include: I-57 and IL-50. Additionally, the Strategic Regional Arterial (SRA) system is a network of approximately 1,500 miles of existing roads in northeastern Illinois. The system includes routes in Cook, DuPage, Kane, Lake, McHenry and Will counties. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT-Highways in cooperation with the Illinois State Toll Highway Authority, Chicago Area Transportation Study/Northeastern Illinois Planning Commission (now known as the Chicago Metropolitan Agency for Planning) and the Regional Transportation Authority. The SRA system, which was first designated as part of the 2010 Transportation System Development Plan adopted by regional planning agencies and continues as a component of the 2040 Regional Transportation Plan,² is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high volume automobile and commercial vehicle traffic in the region. Local examples of an SRA include: IL-394 and IL-1.

Interstate 57. This north-south highway is owned and maintained by the Illinois Department of Transportation, Division of Highways, Region 1, District 1 (IDOT-Highways) and is part of the Federal Highway Administration's Interstate System. I-57 is a 4-lane controlled access highway that carries (two lanes of traffic in each direction) and provides a direct link between Chicago and New Orleans. There are two interchanges on I-57 in the vicinity of the airport project: the Manhattan-Monee Road interchange (Mile Marker 335) is located near the north end of the airport site and the Peotone-Wilmington Road interchange (Mile Marker 327) is located near the south end of the airport site. Located between Mile Markers 327 and 335 is the northbound and southbound Peotone Weigh Stations (Mile Marker 330) and the Prairie View Rest Area (Mile Marker 333). Each of these interchanges is approximately eight miles from the center of SSA.

Illinois Route 50. IL-50 is a marked state highway that runs parallel to I-57 in the vicinity of the airport site. IL-50 extends south from Skokie to Kankakee. The roadway passes through the villages of Monee and Peotone. It is

¹ U.S. Census Bureau, 2010

² <http://www.cmap.illinois.gov/2040/download-the-full-plan>, 2012.

located approximately two-thirds of a mile east of I-57 along the west side of the airport. IL-50 currently carries four lanes of traffic (two lanes in each direction) and is a major arterial roadway for cars and trucks in the area.

Illinois Route 394. IL-394 is a four-lane (two-lanes in each direction) divided highway that is located adjacent to the northeast corner of the airport boundary. IL-394, owned and maintained by IDOT-Highways, runs in a north-south direction and provides direct connections from Interstates 80, 94 and 294. IL-394 starts at the Bishop Ford Expressway and ends at Illinois Route 1 at Goodenow. The roadway was originally built in the 1960s and has remained relatively unchanged except for those sections impacted by Kingery/Tri-State roadway improvements. All or portions of the current route have been previously designated as Illinois Route 1, Illinois Route 83 or Toll US-30.

Illinois Route 1. IL-1 runs in a north-south direction from the south side of Chicago to Cave-In-Rock, Illinois on the Ohio River across from Kentucky. It is close to the Indiana and Kentucky borders for its entire length. Although the highway is long, it largely avoids the major cities and runs parallel and close to US 41 in Indiana. IL-1 is designated as a SRA and consists of one lane of traffic in each direction with paved shoulders. IL-1 is a heavily used truck route for the region.

2.2 – Local Roadway Network

Several county and local roads pass through or are adjacent to the IAP and are listed in **Table 2-1: County and Local Roads Adjacent to the IAP**. See **Exhibit 2-2 – County and Local Roads Adjacent to the IAP**.

Roadway	Ownership
Ashland Avenue	Washington Township
Church Road	Washington Township
Crawford Avenue	Will Township
Eagle Lake Road	Washington & Will Townships
Egyptian Trail	Washington Township
Harlem Avenue	Monee and Will Townships
Kedzie Avenue	Will Township
Offner Road	Monee, Will, Crete & Washington Townships
County Highway 23 (Pauling Road)	Will County Department of Highways
County Highway 24 (Peotone-Beecher Road)	Will County Department of Highways
Ridgeland Avenue	Will Township
Western Avenue	Washington and Will Townships
County Highway 10 (Will-Center Road)	Will County Department of Highways

County Highway 23 (Pauling Road) runs east-west and a portion of the roadway just west of I-57 is adjacent to the northern boundary of SSA. Offner Road also runs east-west and is adjacent to the airport boundary from Knacke Road to Harlem Avenue. Eagle Lake Road is a two-lane (one lane in each direction) township road that is located in the center of the SSA site. The roadway runs from approximately 1.5 miles east of Ashland Avenue west to Ridgeland Avenue. Harlem Avenue runs north-south on the west boundary of SSA. Ashland Avenue, Western Avenue, Kedzie Avenue, Crawford Avenue, County Highway 10 (Will-Center Road), Egyptian Trail and Ridgeland Avenue all run north-south through the SSA site.

2.3 – Railroad Network

Railroads serve a vital role in the national, regional, and local transportation systems. Chicago has historically been a major rail hub dating back to the 1800s and today rail remains an essential component of the Chicagoland region's infrastructure and commerce capabilities. Chicagoland is the largest rail freight interchange point in the

nation and railroads are an important driver of jobs, economic growth, and infrastructure development in the region.

Within the Inaugural Surface Transportation Study Area, there are two major railways. The Union Pacific Railroad (UP) operates two sets of tracks to the east of the inaugural airfield between Ashland Avenue and IL-1. The Canadian National Railway (CN) operates a single line just west of the inaugural airfield along the west side of IL-50.

The world's largest rail center for UP is located in Chicago. Main line tracks cross the southern portion of Illinois to reach Chicago, and the east-west transcontinental main line across Illinois terminates at Proviso Yard in the Chicago suburb of Northlake. Proviso is also home to Global II, the largest of UP's four major intermodal terminals in the state, handling nearly 300,000 container lifts annually. Global I is in downtown Chicago and Global III is in Rochelle, Illinois. UP completed the Global IV in 2010, a nearly \$370 million state-of-the-art intermodal terminal in Joliet, Illinois. The facility created more than 8,500 jobs and increased the railroad's international and domestic container capacity while improving rail efficiencies throughout the Chicago region.

CN is the only railroad in North America which crosses the entire continent from east to west and north to south, serving ports on the Atlantic, Pacific and Gulf coasts and linking customers to all three North American Free Trade Agreement nations.³ Following CN's acquisition of the Illinois Central Railroad in 1999, Wisconsin Central Railroad in 2001 and Great Lakes Transportation LLC⁴ in 2004, as well as its partnership agreement with British Columbia Railroad in 2004, CN provides shippers with options and reach in the rapidly expanding market for north-south trade.

The National Railroad Passenger Corporation, known as Amtrak, is a government-owned corporation organized in 1971 to provide intercity passenger rail service in the United States. Amtrak has a large presence in Illinois and provides numerous trains from its Chicago hub at Union Station. The CN track west of the inaugural airfield hosts approximately three Amtrak trains a day to Illinois cities and beyond. Two trains operate (Illini and Saluki), under Amtrak's Illinois Corridor Service, connect Chicago with several downstate locations. The long-distance City of New Orleans runs daily and connects Chicago with New Orleans and multiple stations in-between.

Several auto/rail crossings are located in the Inaugural Surface Transportation Study Area including: grade separation on County Highway 23 (Pauling Road) at the UP railway; at-grade crossing on Eagle Lake Road at the UP railway; at-grade crossing on Church Road at the UP railway; grade separation on County Highway 23 (Pauling Road) at the CN railway; and at-grade crossing on Church Road/North Peotone at the CN railway. There are no automobile crossings at the CN railway at Offner and Eagle Lake Roads.

2.4 – Regional Roadway Operating Conditions

In general, the existing regional roadway network around the airport site operates at an acceptable level of service. The following is a brief description of the existing (2010) operation and Average Annual Daily Traffic (AADT)⁵ of these roads. The AADT for each roadway is listed in **Table 2-2: Existing Annual Average Daily Traffic on Regional Roadways**.

I-57 currently carries approximately 30,600 AADT in the segment between the Manhattan-Monee interchange and the Peotone-Wilmington Road interchange. IL-50 currently carries approximately 6,050–9,250 vehicles per day AADT on the segment adjacent to the airport. IL-394 currently carries 8,900 vehicles per day AADT. IL-1 currently carries 5,200–8,900 vehicles per day AADT along the eastern boundary of the airport site and through the center of

³ <http://www.cn.ca/en/company-information.htm>

⁴ <http://www.cn.ca/en/media-news-20031020.htm>

⁵ Source: www.gettingaroundillinois.com

Beecher, Illinois. A bypass roadway along the west side of the Village of Beecher has been included in the Transportation Section of their Comprehensive Plan.⁶

Table 2-2: Existing Annual Average Daily Traffic on Regional Roadways

Roadway	AADT ¹
I-57	30,600
IL-50	9,250
IL-394	8,900
IL-1	8,900

¹Note: Maximum AADT within the Inaugural Surface Transportation Study Area

Source: www.gettingaroundillinois.com

Section 2.5 – Local Roads Operating Conditions

The existing local roads network volumes on roadways around the SSA site are low and operate at an acceptable level of service. **Table 2-3: Existing Annual Average Daily Traffic on Local Roads** includes a listing of the existing operation and AADT on these roads.

Table 2-3: Existing Annual Average Daily Traffic on Local Roads

Roadway	AADT ¹
Eagle Lake Road	400
Western Avenue	175
Kedzie Avenue	250
Crawford Avenue	50
Egyptian Trail	25

¹Note: Maximum AADT within the Inaugural Surface Transportation Study Area

Source: www.gettingaroundillinois.com

⁶ Village of Beecher Comprehensive Land-Use Plan dated April 26, 2005.

Section 3 – Community Transportation Pattern Users

One of the social impacts associated with the development and operation of a “greenfield” airport is the potential disruption to local surface transportation patterns. Use of existing regional and local roadways by the general public has been outlined in **Section 2 – Existing Ground Transportation Facilities** of this report. This section focuses on the present use of regional and local roadways by first responders, school districts and township activities.

3.1 – First Responders

First responders as the name implies, are those individuals initially on the scene of an emergency situation. Police, fire and emergency personnel (ambulance) need efficient access in emergency situations using safe and direct roadways. Presently, each local community adjacent to the IAP (Beecher, Crete, Monee, Peotone and University Park) has their own independent law enforcement departments. In addition, the Will County Sheriff’s Department has jurisdiction over County Highway 10 (Will-Center Road) and over those portions of the SSA site that are not within any of the incorporated boundaries of the local communities. The Illinois State Police have jurisdiction over state highways such as I-57 and IL-50.

Within the Inaugural Surface Transportation Study Area there are four fire protection districts: Beecher Fire Protection District⁷, Crete Fire Protection District,⁸ Monee Fire Protection District⁹ and Peotone Fire Protection District¹⁰. See **Exhibit 3-1 – Fire Protection District Boundaries**. The boundary of the Crete and Beecher Fire Protection Districts is defined by Offner Road west to Western Avenue and north to Western Avenue. The boundary of the Beecher and Peotone Districts is a point midway between Offner and Eagle Lake Roads south on Crawford Avenue. The limits of the Monee Fire Protection District with the Peotone District runs roughly from a midpoint between Offner and Eagle Lake Roads on Crawford, west to a midpoint between Egyptian Trail and Ridgeland Avenue, north to Offner and then west across I-57. Beecher and Monee’s shared Fire Protection District boundary starts at the intersection of Western Avenue and Offner Road; stair steps toward an eventual midpoint between Offner and Eagle Lake Roads on Kedzie and then west to Crawford Avenue. All of these districts have mutual aid agreements with other adjacent districts and respond to each emergency location when the need arises.

3.2 – School Districts

Presently there are three school districts that are in and/or adjacent to the Inaugural Surface Transportation Study Area. These districts include: the Beecher School District 200-U,¹¹ the Crete-Monee School District 201-U,¹² and the Peotone School District 207-U.¹³ The boundaries of each district are depicted in **Exhibit 3-2 – Local School District Boundaries**. The boundary of the Crete-Monee School District with Peotone and Beecher districts is Offner Road. The boundary between the Beecher and Peotone school districts is Crawford Avenue north to Offner Road.

All of these school districts have bus systems that traverse county and township roads to pick up children for school. Some of these bus routes cross the IAP. Peotone School District-owned buses transport over 1,800 students on a daily basis. The school district’s fleet has 50 vehicles that travel over 500,000 miles a year providing transportation for students who attend Peotone schools and special education students who attend schools outside of the Peotone School District. Transportation is also provided for all athletic events and field trips. All school bus routes are adjusted based upon the location of children to be picked up. Crete-Monee School District services six communities, totaling approximately eighty square miles. Throughout the course of the year the

⁷ <http://beecherfire.org/>

⁸ <http://www.cretetwofire.com/>

⁹ <http://www.villageofmonee.org/g21.html>

¹⁰ <http://www.peotonefire.org/>

¹¹ <http://www.beecher200u.org/>

¹² <http://www.cm201u.org/>

¹³ <http://www.peotone.will.k12.il.us/>

district will transport approximately 5,400 students. This service is contracted out through a local company – Illinois Central School Bus Company. They provide the district with over 100 bus routes throughout the course of any given school day. During the school year, busses will travel over 1.5 million miles to transport our students. Beecher School District 200-U serves approximately 1,100 students and encompasses approximately 57 square miles. District 200-U owns and operates its own fleet of buses and currently has 11 regularly scheduled daily bus routes and 9 special routes.

3.3 – Townships

Illinois Statute 60 ILCS 1/85-13 defines¹⁴ the general services that townships in Illinois are allowed to spend money on including:

Public safety (including law enforcement, fire protection, and building code enforcement); environmental protection (including sewage disposal, sanitation, and pollution abatement); public transportation (including transit systems, paratransit systems, and streets and roads); health; recreation; libraries; social services for the poor and aged; and development and retention of business, industrial, manufacturing and tourist facilities within the township. Additionally, the statutes also authorize townships to provide cemeteries, comfort stations, community buildings, hospitals, monuments, open space, parks facilities for the developmentally disabled and the disposal of brush and leaves. By approval of a referendum, a township may also provide water, sewer and general waste collection.

Will County is organized into townships. Some of the primary township activities in the SSA environs include: road maintenance, right-of-way mowing, right-of-way drainage maintenance and snowplowing. There are several township roadways located within the IAP.

3.4 – United States Postal Service (USPS) and Commercial Delivery Vehicles

The USPS makes its “appointed rounds” to all homes and businesses within the Inaugural Surface Transportation Study Area by using the existing regional and roadway network. In addition, companies such as Federal Express Corporation (FedEx), United Parcel Service (UPS) and other commercial delivery vehicles make localized deliveries by using the present surface transportation network.

3.5 – Utilities and Private Service Contractors

Utilities such as Commonwealth Edison, NICOR Gas, Aqua America/Illinois, Comcast, AT&T and other providers presently access the existing roadway system. Other service providers such as waste haulers and propane deliveries also traverse across the local roadway network. Farmers and agri-business providers use the local roadway network to transport agricultural chemicals and grain to local farms and elevators.

¹⁴ <http://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=006000010K85-13>

Section 4 – New Community Transportation Patterns

Construction and operation of SSA requires modifications to the existing surface transportation network. Specifically, construction of the airport facilities requires the closure and/or the severing of some roadways and the upgrading of others. On Opening Day (DBO) the primary access road would be from IL-50 east to the passenger terminal building and other ancillary facilities. This intersection consists of outer ramps and a temporary at grade connection of the Airport Access Road to IL-50. This interim intersection can be incorporated into the final configuration of the interchange at Fifth Year after Opening Day (DBO+5). See **Exhibit 4-1 – DBO Airport Access**. DBO access to other quadrants of the airfield, including the air cargo area and the general aviation facilities, would be provided through the use of existing roadways that presently surround the airfield.

It is anticipated that the primary roadway to the airport extends from an interchange on I-57 to grade separated bridges over the CN, the Peotone Railroad Prairie Illinois Natural Area Inventory site and IL-50 and connect to the existing entrance by DBO+5. The proximity of IL-50 to the railroad requires a folded style interchange (Partial Cloverleaf-Two Quadrant-Type C) with all of the ramps on the east side of IL-50. See **Exhibit 4-2 – IL-50 and Airport Access Road Interchange at DBO**. This roadway configuration was defined in the AJR report. See **Exhibit 4-3 – DBO+5 Airport Access** and **Exhibit 4-4 – I-57 and IL-50 Airport Access Road Interchange at DBO+5**.

4.1 – Road Closures and Severances

The construction of SSA does not require the closure or severances of I-57 or IL-50. During the construction of the interchange on I-57 and the intersection on IL-50, there may be periodic lane closures of both highways. Construction of the grade separation bridges may also require coordination with CN. County Highway 10 (Will-Center Road) can remain open as part of the DBO+5 surface transportation networks. Roads to be closed and/or severed by the IAP are listed in **Table 4-1: Local Roads to be Closed and/or Severed**. See **Exhibit 4-5 – Local Roads Proposed to be Closed and/or Severed**.

Road	Closure Segment
Eagle Lake Road	West of Egyptian Trail East to Western Avenue
Egyptian Trail	IAP North Boundary South to IAP South Boundary*
Crawford Avenue	North of Eagle Lake Road South to IAP South Boundary*
Kedzie Avenue	South of Offner Road South to IAP South Boundary*
Western Avenue	Offner Road South to just North of Eagle Lake Road North of Eagle Lake Road South to the IAP South Boundary*✓

* Includes cul-de-sacs

✓ Western Avenue from Eagle Lake Road north to IAP Boundary to remain open to allow for access to the air cargo area.

The traffic volumes on roadways identified for closure in **Table 4-1: Local Roads to be Closed and/or Severed** are considered low.¹⁵ It is anticipated that existing traffic volumes can be assimilated onto remaining roadways in the SSA area. The roadways receiving the traffic's existing and anticipated AADT are contained in **Table 4-2: Redistribution of Local Traffic Volumes**.

Road	Existing AADT	Proposed AADT
County Highway 23 (Pauling Road)	2,900-3,250	3,100
County Highway 24 (Peotone-Beecher Road)	2,550-2,800	3,000
County Highway 10 (Will-Center Road)	1,650-1,750	1,950
Ashland Avenue	275-500	800

Source: www.gettingaroundillinois.com

¹⁵ Bureau of Design and Environment Manual, September 2010, updated June 2012

Offner Road and North Peotone Road/Church Road are closer to those portions of the closed Eagle Lake Road; however, it is likely the traffic may gravitate to County Highway 23 (Pauling Road) and County Highway 24 (Peotone-Beecher Road) due to their function and condition. Also the rail overpass on County Highway 23 (Pauling Road) can attract those drivers attempting to avoid the trains traveling on the UP. The distributed traffic volumes on the roadways identified in **Table 4-2: Redistribution of Local Traffic Volumes** are well below the approximately 10,000 vehicles per day capacity of a two lane rural collector.¹⁶

4.2 – Roadway Upgrades

To accommodate the change in surface transportation patterns, specific upgrades to existing perimeter roadways should be necessary. Roads to be upgraded are listed in **Table 4-3: Local Roads Proposed to be Upgraded**. See **Exhibit 4-6 – Local Roads Proposed to be Upgraded**.

Road	Upgrade Segment
County Highway 23 (Pauling Road)	IL-50 to IL-1
County Highway 24 (Peotone-Beecher Road)	IL-50 to IL-1
County Highway 10 (Will-Center Road)	County Highway 23 (Pauling Road) to County Highway 24 (Peotone-Beecher Road)
Ashland Avenue	County Highway 23 (Pauling Road) to County Highway 24 (Peotone-Beecher Road)
Eagle Lake Road	Ashland Avenue to IL-1

The IAP requires the reconstruction of certain roadways in the area may include the removal and construction of a new pavement structures. The local roads should be constructed in accordance with the Illinois Department of Transportation-Bureau of Local Roads standards. Ashland Avenue can be reconstructed to provide an acceptable roadway cross section. As noted in Table 4-3, the reconstruction limits for Ashland Avenue are proposed from County Highway 23 (Pauling Road) to County Highway 24 (Peotone-Beecher Road). It is also proposed that Eagle Lake Road from Ashland Avenue to IL-1 be reconstructed to provide adequate access to IL-1. The three remaining reliever roadways should be resurfaced according to the following limits: County Highway 24 (Peotone-Beecher Road) from IL-50 to IL-1; County Highway 23 (Pauling Road) from IL-50 to IL-1; and County Highway 10 (Will-Center Road) from County Highway 24 (Peotone-Beecher Road) to County Highway 23 (Pauling Road). The four corresponding intersections of the reliever/airport perimeter roadways may also need to be improved for proper control, radii, and site distance. The intersection of County Highway 24 (Peotone-Beecher Road) and IL-50 should also be reconfigured to improve the odd angle skew associated with the railroad overpass.

4.3 – New Surface Transportation Patterns

Upon completion of specific roadway upgrades, sufficient roadway capacity and location access will exist to serve the general public. This section focuses on new transportation patterns that first responders, school districts, townships, USPS/package deliveries, utilities and private service contractor activities encountered upon development of the IAP.

First Responder Transportation Patterns. As noted in **Section 3 – Community Transportation Pattern Users**, the fire protection district boundaries essentially converge and run along the IAP limits resulting in a portion of the airport lying in all four community districts. It is anticipated there should not be any adverse impacts to mutual aid response times between the communities. Even with the severances of certain roadways, upgrading the perimeter access network is expected to allow response times to remain consistent with present day. SSA may also have an on-site Aircraft Rescue and Fire Fighting unit that can include structural fire fighting capability. It is

¹⁶ Illinois Department of Transportation, Bureau of Design and Environment Manual, 2010.

anticipated that SSA should enter into mutual aid agreements with all four fire protection districts and enabling them to respond as needed in a timely manner to off-airport requests. In a similar manner, SSA should have airport law enforcement and emergency service personnel that can respond to adjacent community requests. It is not anticipated that the new transportation patterns will adversely impact local enforcement actions.

School Districts Transportation Patterns. There are no road closures or severances proposed within the boundaries of the Crete-Monee School District. Road upgrades to County Highway 23 (Pauling Road), County Highway 10 (Will-Center Road) and Ashland Avenue can increase the safety and access of the transportation of school children to facilities within the district. Acquisition of property for airport use should reduce the number of children served by the Peotone School District. This action may require the rerouting of the school bus routes. Upgrading of County Highway 10 (Will-Center Road) can help increase the safety and access of transportation of school children south of the IAP. In addition, for those roadways being severed by the IAP, cul-de-sacs on Egyptian Trail and Crawford Avenue can be constructed at the airport's boundary with sufficient radii to allow a bus to safely and completely turn around. The Beecher School District may also see a reduction in the number of children transported due to land acquisition and airport construction. The IAP proposes to upgrade County Highway 24 (Peotone-Beecher Road) and Ashland Avenue with the district boundary. Also, for those roadways being severed, cul-de-sacs on Crawford Avenue, Kedzie Avenue and Western Avenue should be constructed to allow for a bus to safely and completely turn around. Bus routes and stops are determined by each school district on the basis of safety, efficiency and the number of students to be transported in a given area. Bus routes, stops and times are altered as student ridership changes during the school year. It is anticipated that transportation of students to local schools will not be adversely impacted by the IAP.

Township Transportation Patterns. No township road closures and/or severances are anticipated in Crete or Monee Townships. Part of Ashland Avenue in Crete and Washington Townships and Eagle Lake Road in Washington Township can be upgraded as part of the IAP. A portion of Western Avenue, on the limits of Washington and Will Townships, should be closed. The greatest amount of township road closures is anticipated to be in Will Township including: portions of Eagle Lake Road, Egyptian Trail, Crawford Avenue and Kedzie Avenue. Approximately 6.6 miles of Will Township roads may be affected by the IAP. Closure and severance of several township roads can reduce the capital investment needed by the township to maintain and enhance their roadway network. In addition, for those roadways being severed by the IAP, cul-de-sacs on Egyptian Trail, Crawford Avenue, Kedzie Avenue and Western Avenue should be constructed at the airport's boundary with sufficient radii to allow for a snow plow and other township maintenance vehicles to safely and completely turn around. It is anticipated that daily township functions will not be adversely impacted by the IAP.

United States Postal Service (USPS) and Commercial Delivery Vehicles. USPS and firms such as FedEx and UPS and other commercial delivery vehicles use light-weight panel trucks within the existing local roadway network. It is anticipated that the proposed roadway closures, severances and upgrades should not adversely impact their operations and area access.

Utilities and Private Service Contractors. Commonwealth Edison, NICOR Gas, Aqua America/Illinois, Comcast, AT&T and other providers presently use a variety of vehicles to access the existing roadway system. It is anticipated that the proposed roadway closures, severances and upgrades should not adversely impact their operations and area access.

Railroad Transportation. A new overpass will be constructed over IL-50 as a part of the new interchange on I-57. This grade separation project would include a bridge over the right-of-way for the CN. Construction of this overpass should not introduce any new at-grade crossings of CN right-of-way. It is anticipated that daily railroad functions will not be adversely impacted by the IAP.

In summary, based upon the documentation contained in this report, the local roads system around SSA at DBO is depicted in **Exhibit 4-7 – Local Road System at DBO**. The anticipated local roads that serve areas outside of the SSA boundary at the fifth year of operation are depicted in **Exhibit 4-8 – Local Road System at DBO+5**.

Appendix A – Acronyms

Definition of Terms

AADT	Annual Average Daily Traffic
AJR	Access Justification Report for Interstate 57 at Proposed South Suburban Airport Access Road, Will County, Illinois
CN	Canadian National Railway
DBO	Date of Beneficial Occupancy (Opening Day)
DBO+5	Date of Beneficial Occupancy (5 years after Opening Day)
FedEx	Federal Express Corporation
I-57	Interstate 57
IAP	Inaugural South Suburban Airport
IDOT	Illinois Department of Transportation-Division of Aeronautics
IDOT-Highways	Illinois Department of Transportation, Division of Highways, Region 1, District 1
IL-1	Illinois Route 1
IL-50	Illinois Route 50
IL-394	Illinois Route 394
SRA	Strategic Regional Arterial
SSA	South Suburban Airport
UP	Union Pacific Railroad
UPS	United Parcel Service
USPS	United States Postal Service

Appendix B – Exhibits

Exhibit 2-1 – Location Map

Exhibit 2-2 – County and Local Roads Adjacent to the IAP

Exhibit 3-1 – Fire Protection District Boundaries

Exhibit 3-2 – Local School District Boundaries

Exhibit 4-1 – DBO Airport Access

Exhibit 4-2 – IL-50 and Airport Access Road Interchange at DBO

Exhibit 4-3 – DBO+5 Airport Access

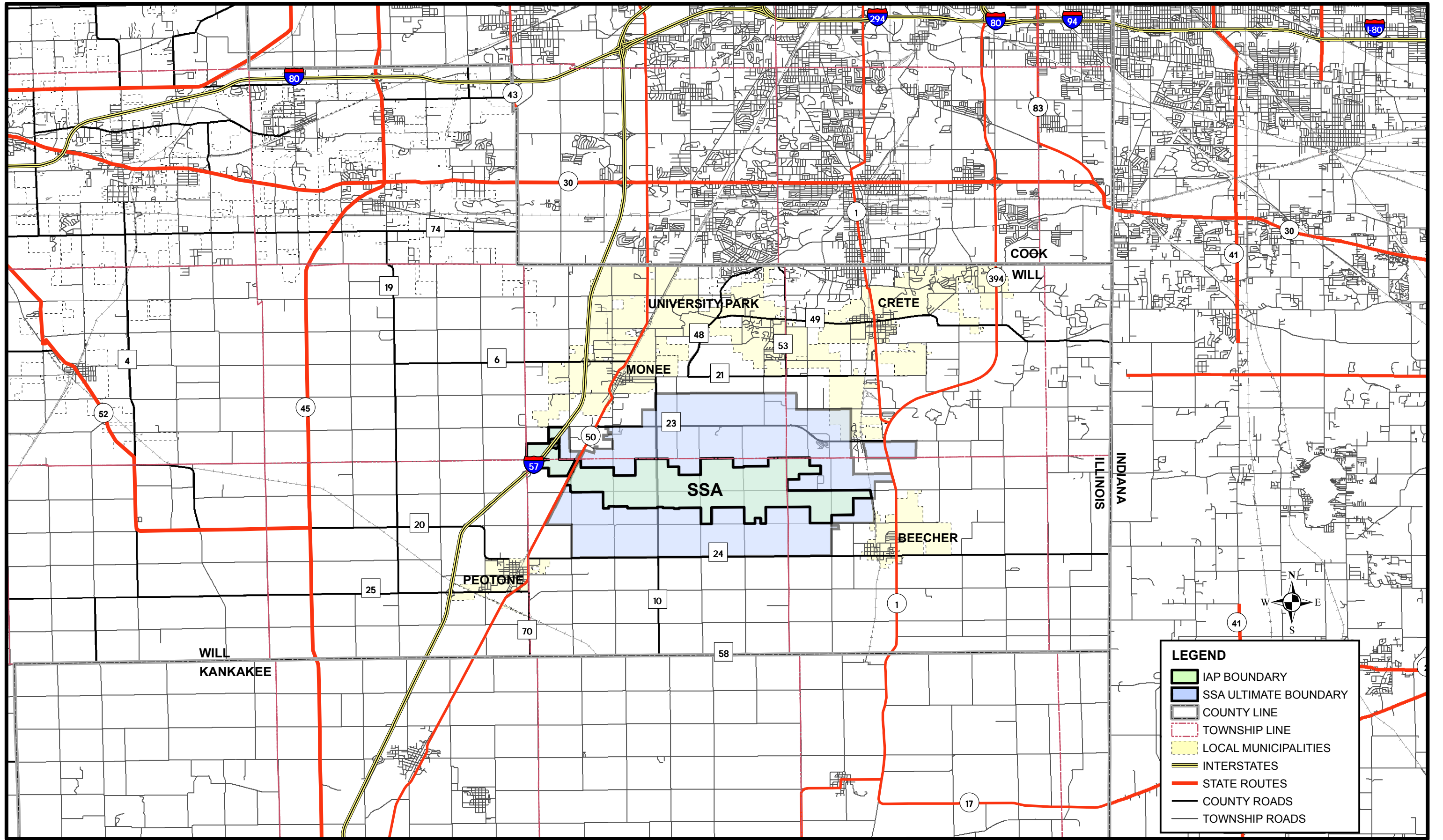
Exhibit 4-4 – I-57 and IL-50 Airport Access Road Interchange at DBO+5

Exhibit 4-5 – Local Roads Proposed to be Closed and/or Severed

Exhibit 4-6 – Local Roads Proposed to be Upgraded

Exhibit 4-7 – Local Road System at DBO

Exhibit 4-8 – Local Road System at DBO+5



LEGEND

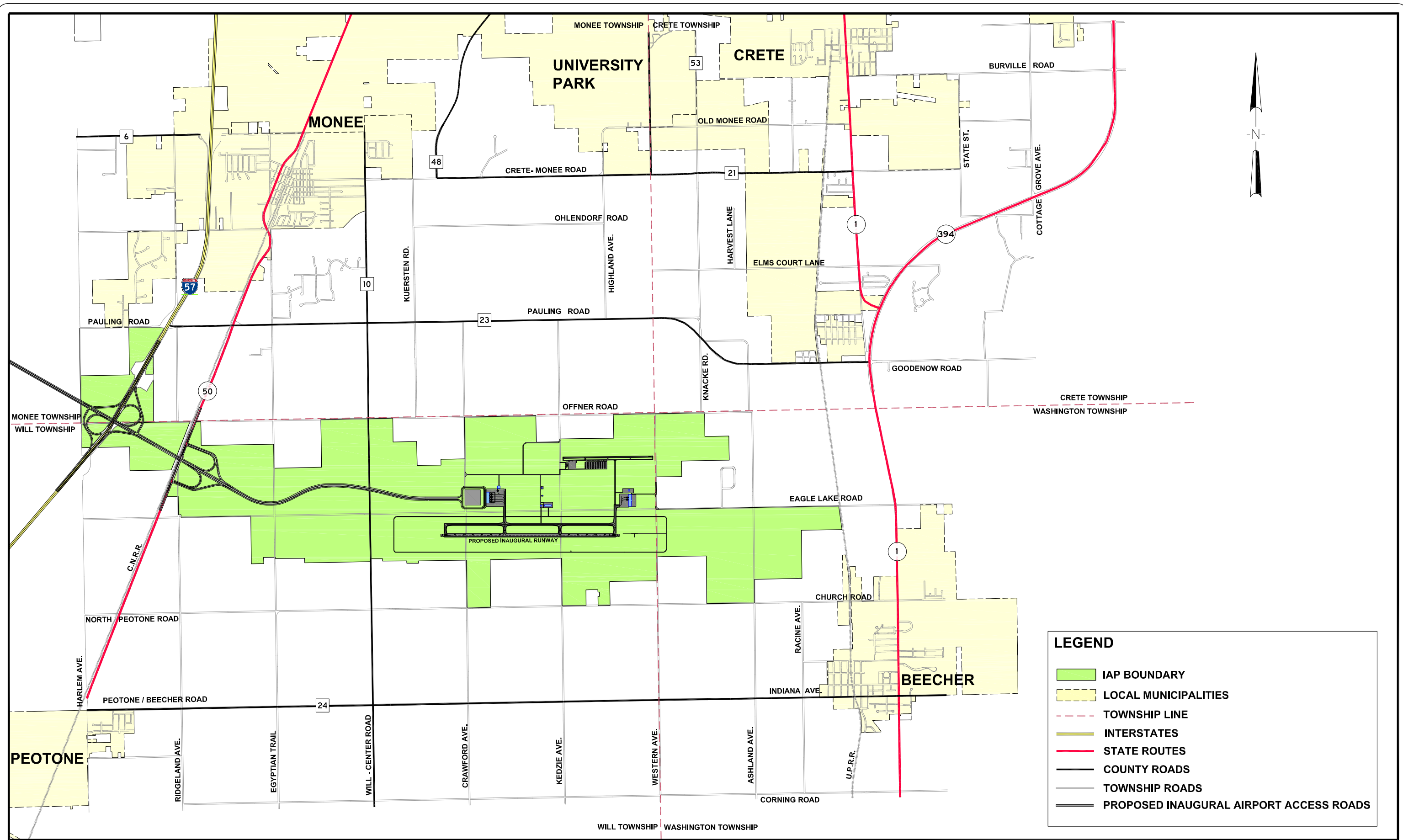
- IAP BOUNDARY
- SSA ULTIMATE BOUNDARY
- COUNTY LINE
- TOWNSHIP LINE
- LOCAL MUNICIPALITIES
- INTERSTATES
- STATE ROUTES
- COUNTY ROADS
- TOWNSHIP ROADS

AUG 30, 2011 9:52 AM SCHIEDER27

DATE	SOURCE



**SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 2-1
LOCATION MAP**



LEGEND

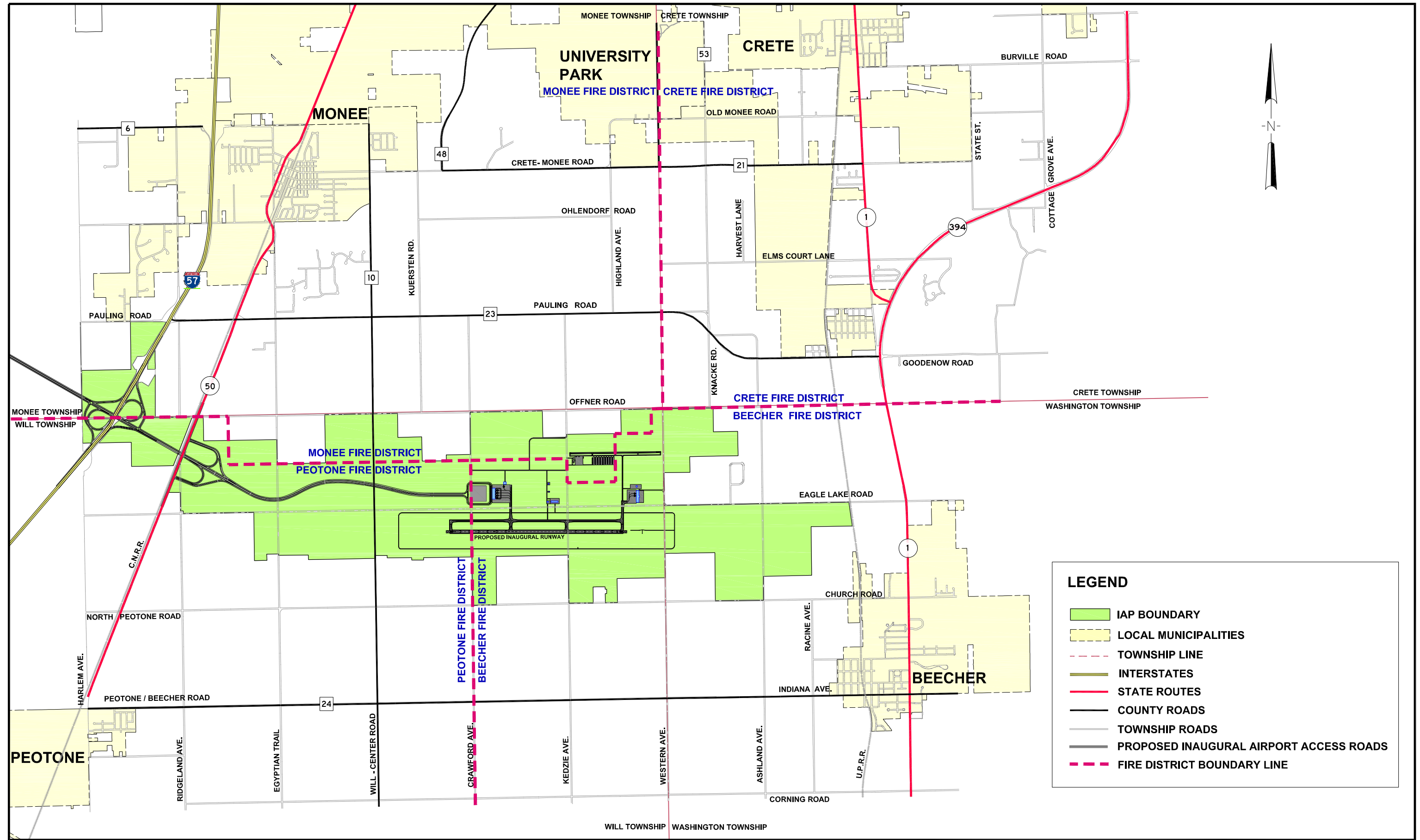
- IAP BOUNDARY
- LOCAL MUNICIPALITIES
- TOWNSHIP LINE
- INTERSTATES
- STATE ROUTES
- COUNTY ROADS
- TOWNSHIP ROADS
- PROPOSED INAUGURAL AIRPORT ACCESS ROADS

DATE	SOURCE



**SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 2-2
COUNTY AND LOCAL ROADS ADJACENT TO THE IAP**

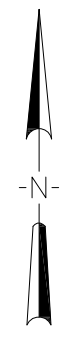
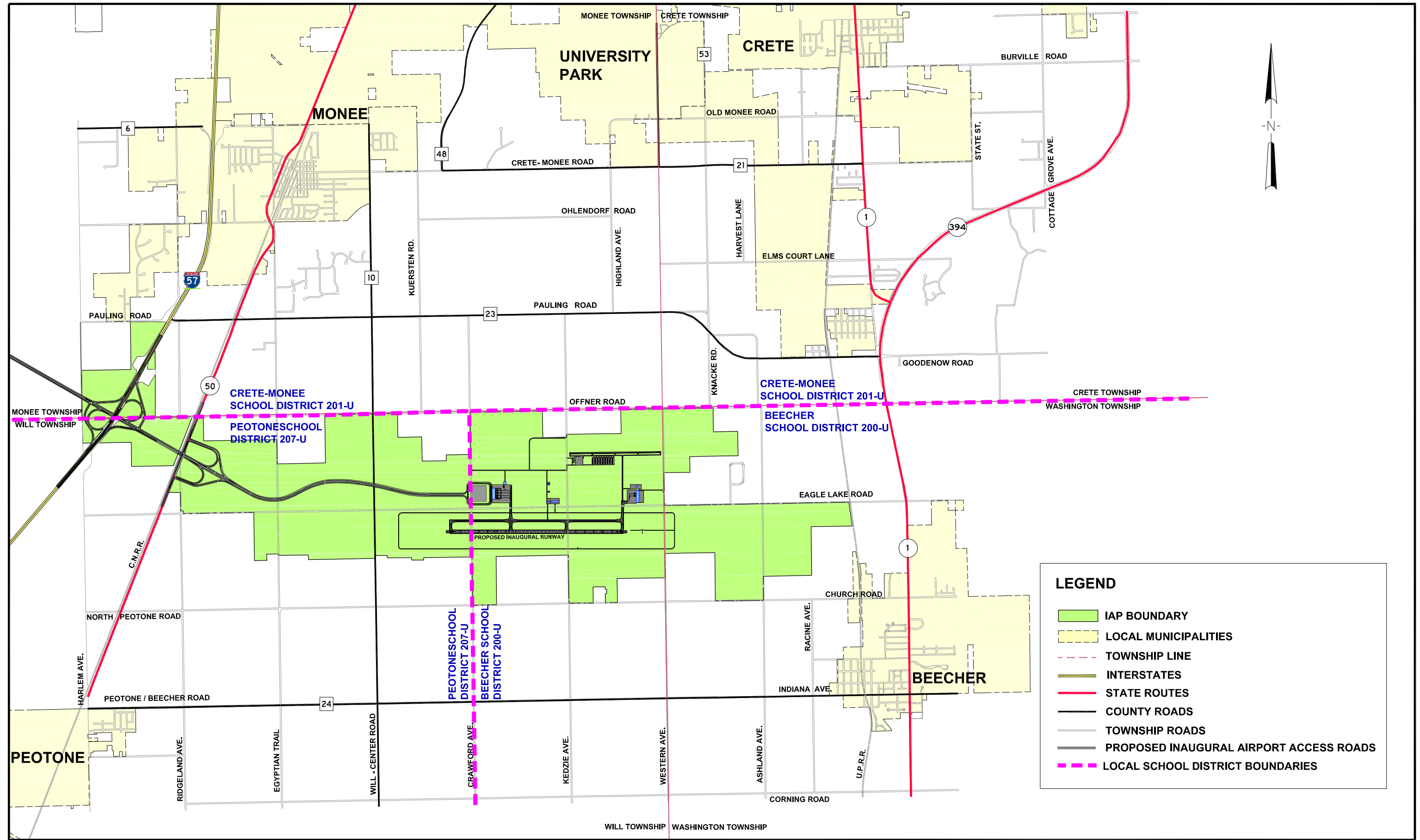
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DATE	SOURCE



SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 3-1
FIRE PROTECTION DISTRICT BOUNDARIES



LEGEND

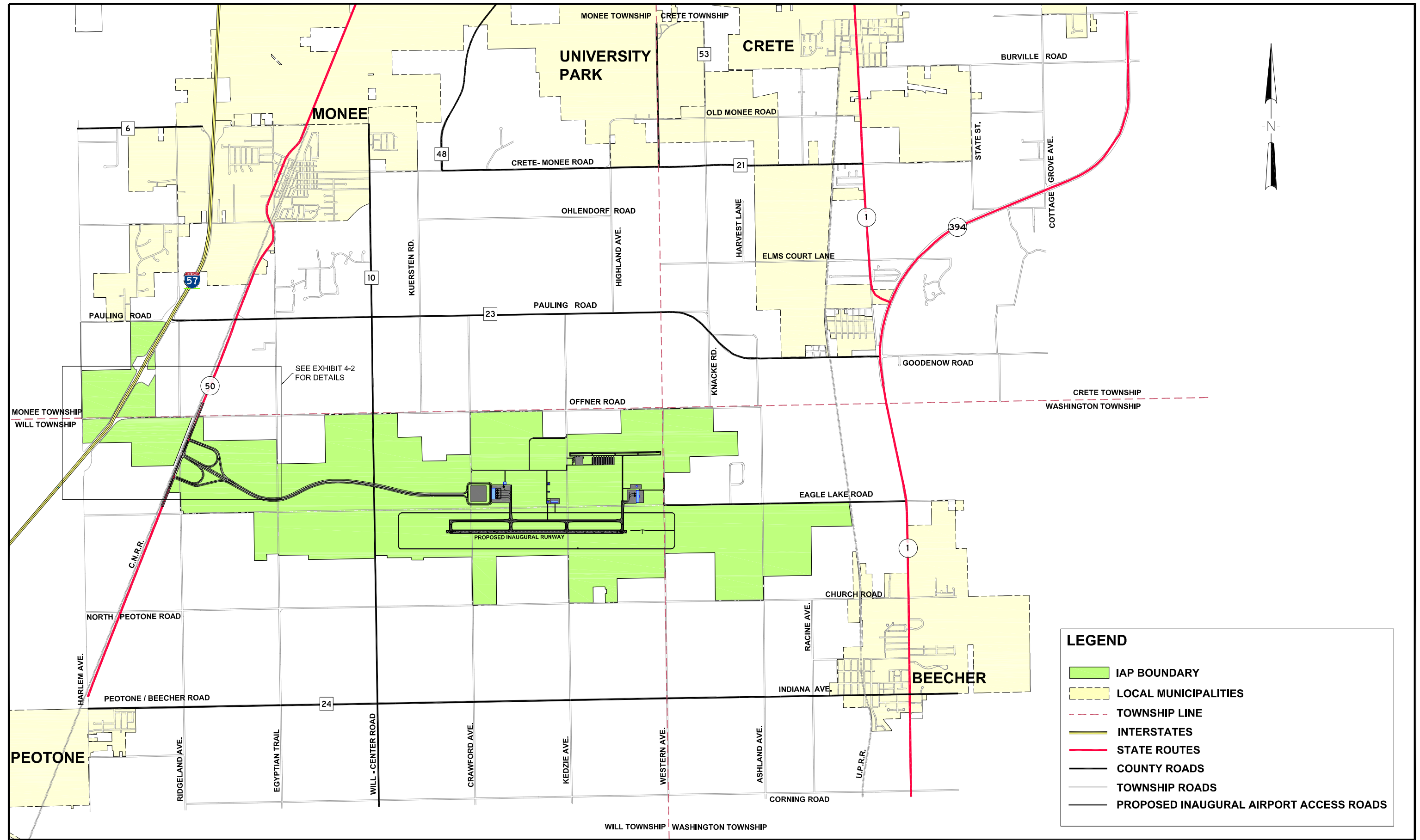
- IAP BOUNDARY
- LOCAL MUNICIPALITIES
- TOWNSHIP LINE
- INTERSTATES
- STATE ROUTES
- COUNTY ROADS
- TOWNSHIP ROADS
- PROPOSED INAUGURAL AIRPORT ACCESS ROADS
- LOCAL SCHOOL DISTRICT BOUNDARIES

DATE	SOURCE



SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 3-2
LOCAL SCHOOL DISTRICT BOUNDARIES

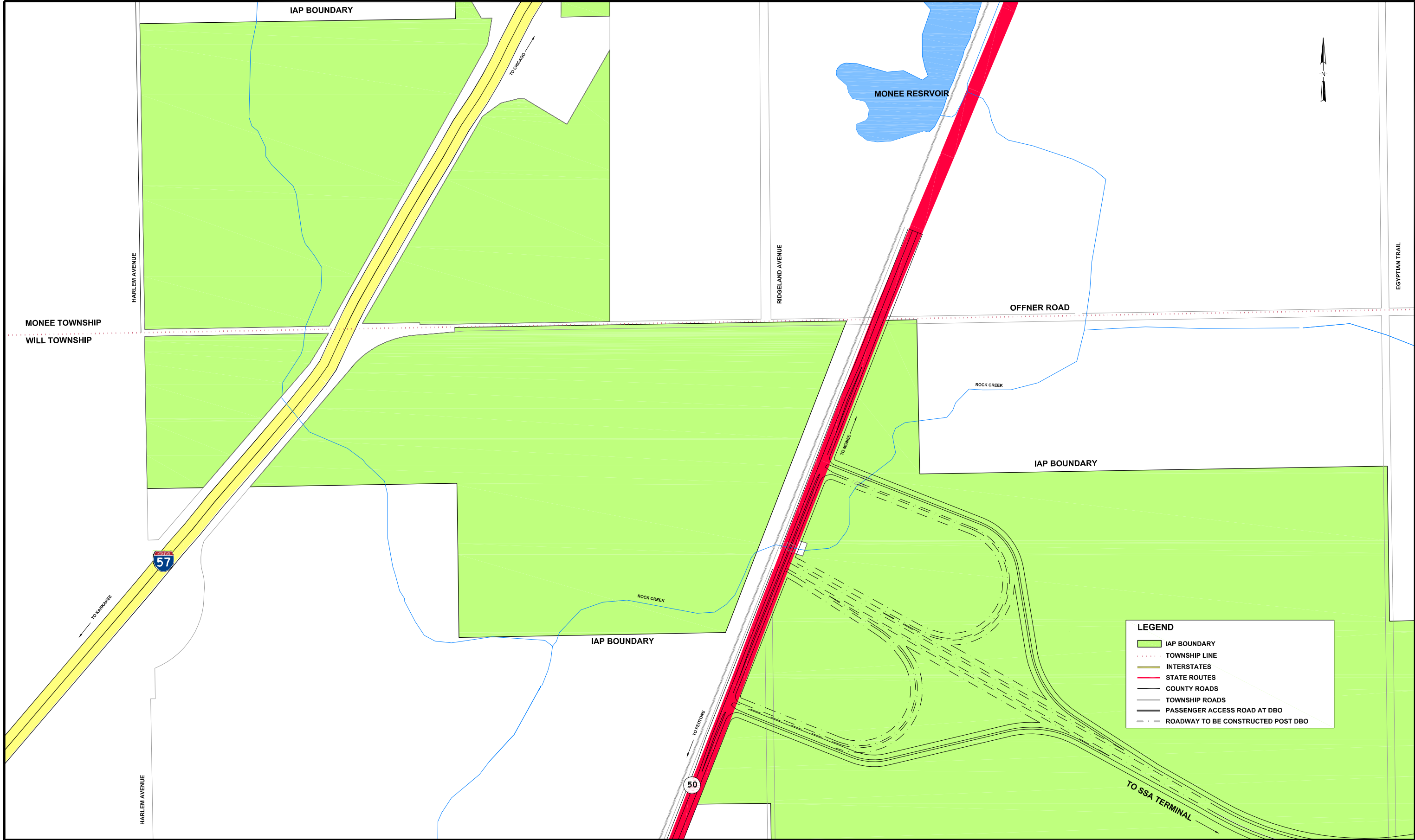
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SSA MASTER PLAN - AIRPORT ACCESS PLAN
 EXHIBIT 4-1
 DBO AIRPORT ACCESS

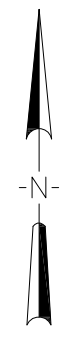
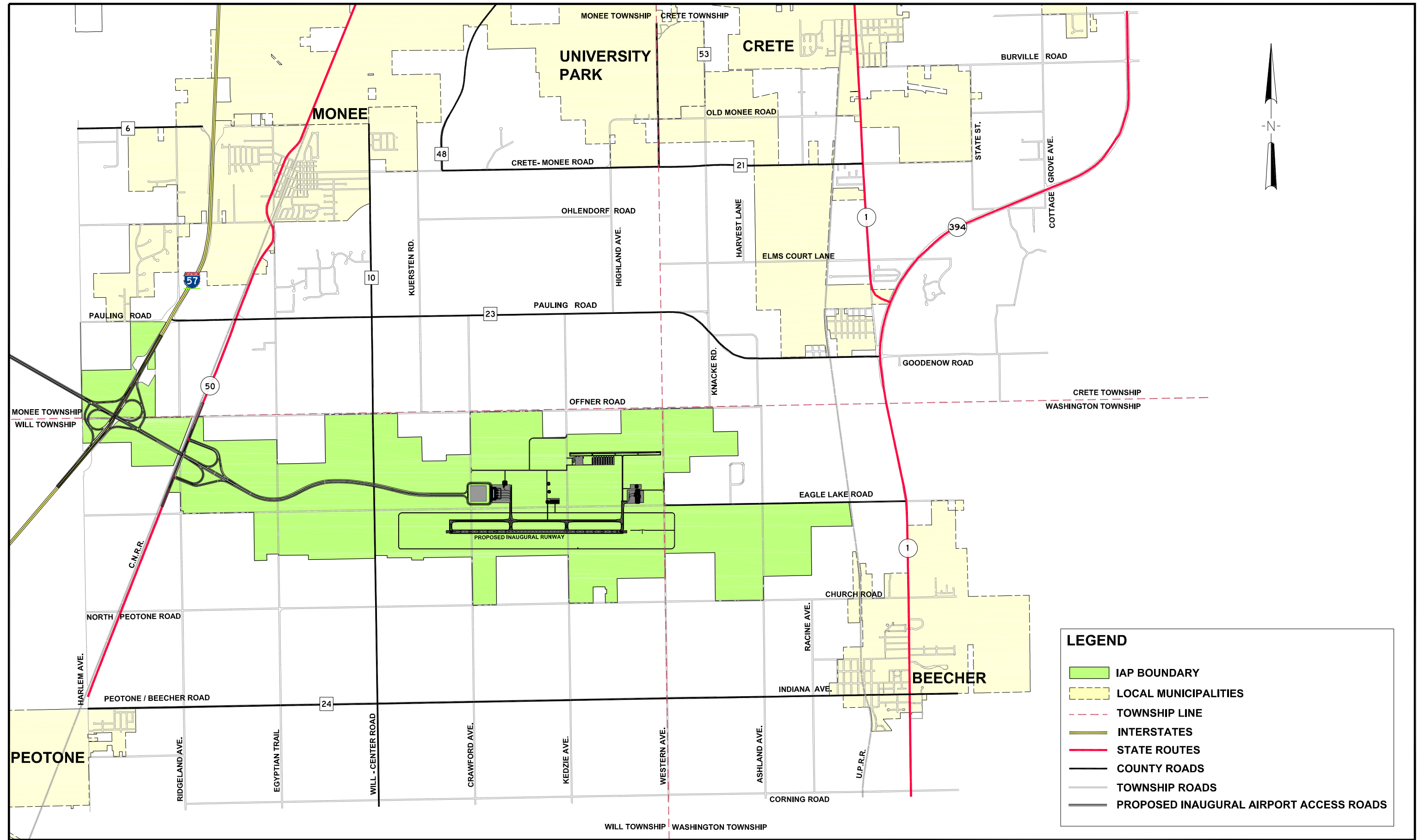


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SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 4-2
IL-50 AND AIRPORT ACCESS ROAD INTERCHANGE AT DBO



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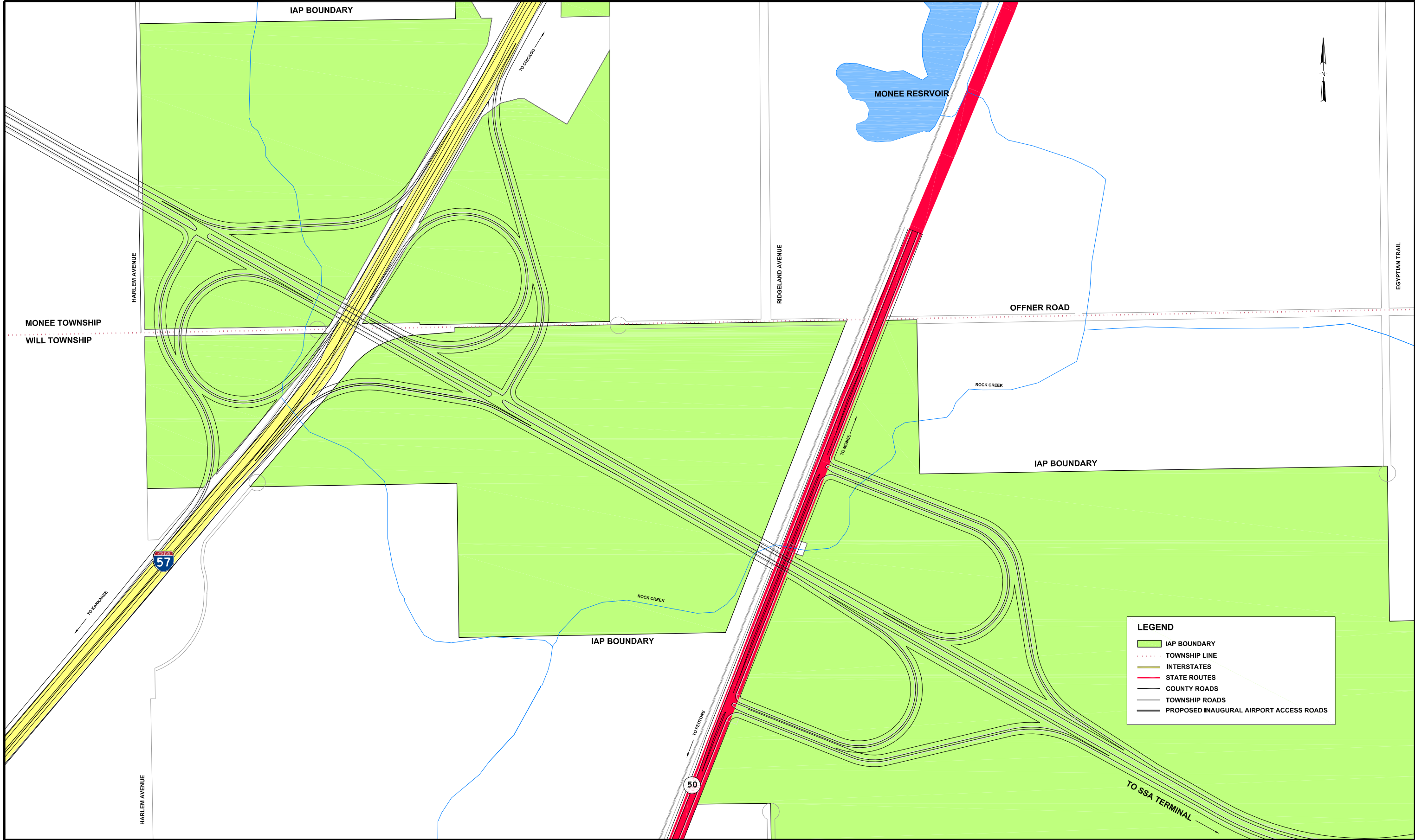
- IAP BOUNDARY
- LOCAL MUNICIPALITIES
- TOWNSHIP LINE
- INTERSTATES
- STATE ROUTES
- COUNTY ROADS
- TOWNSHIP ROADS
- PROPOSED INAUGURAL AIRPORT ACCESS ROADS

DATE	SOURCE



SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 4-3
DBO+5 AIRPORT ACCESS

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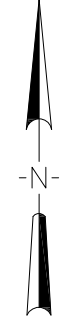
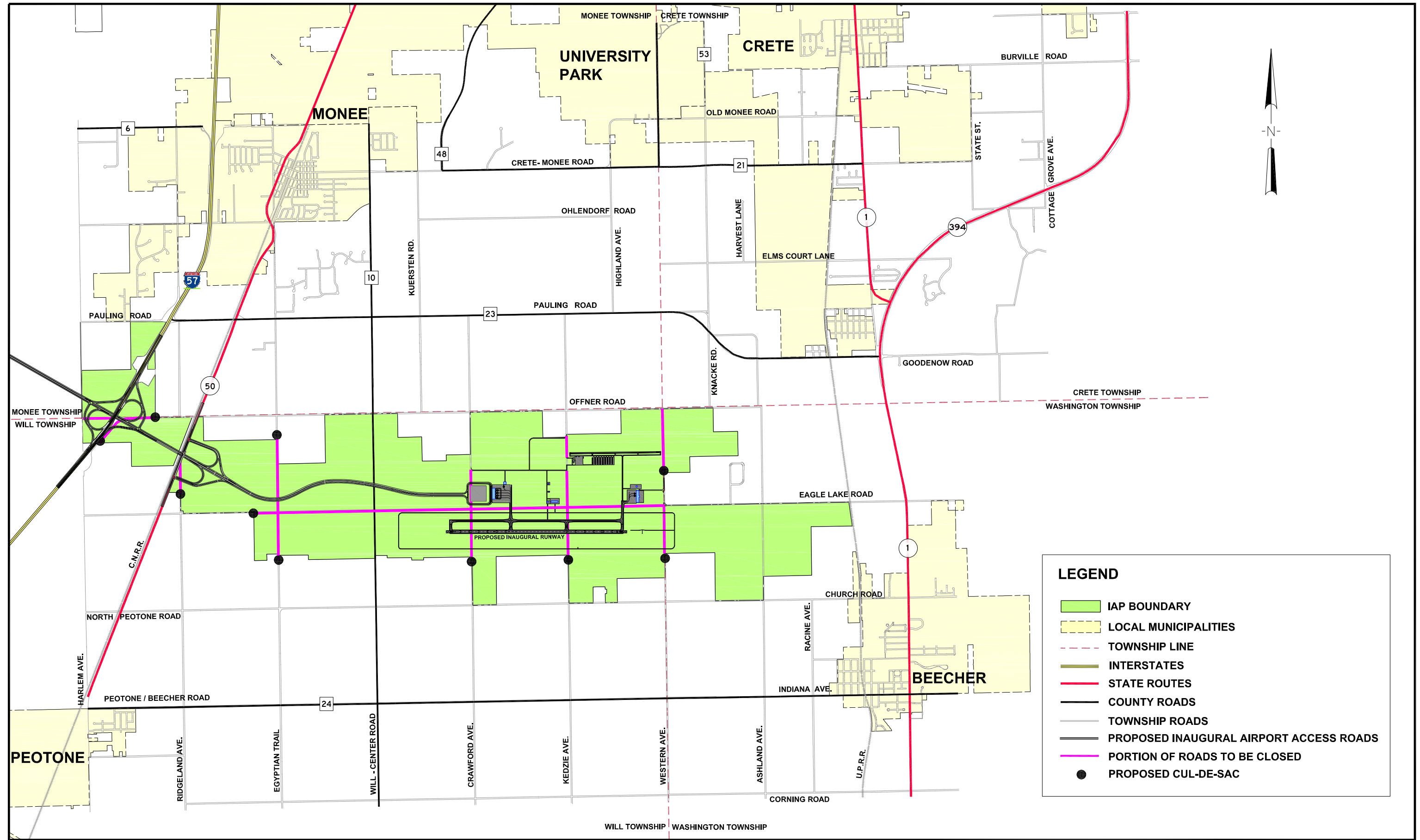


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SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 4-4
I-57 AND IL-50 AIRPORT ACCESS ROAD INTERCHANGE AT DBO+5



LEGEND

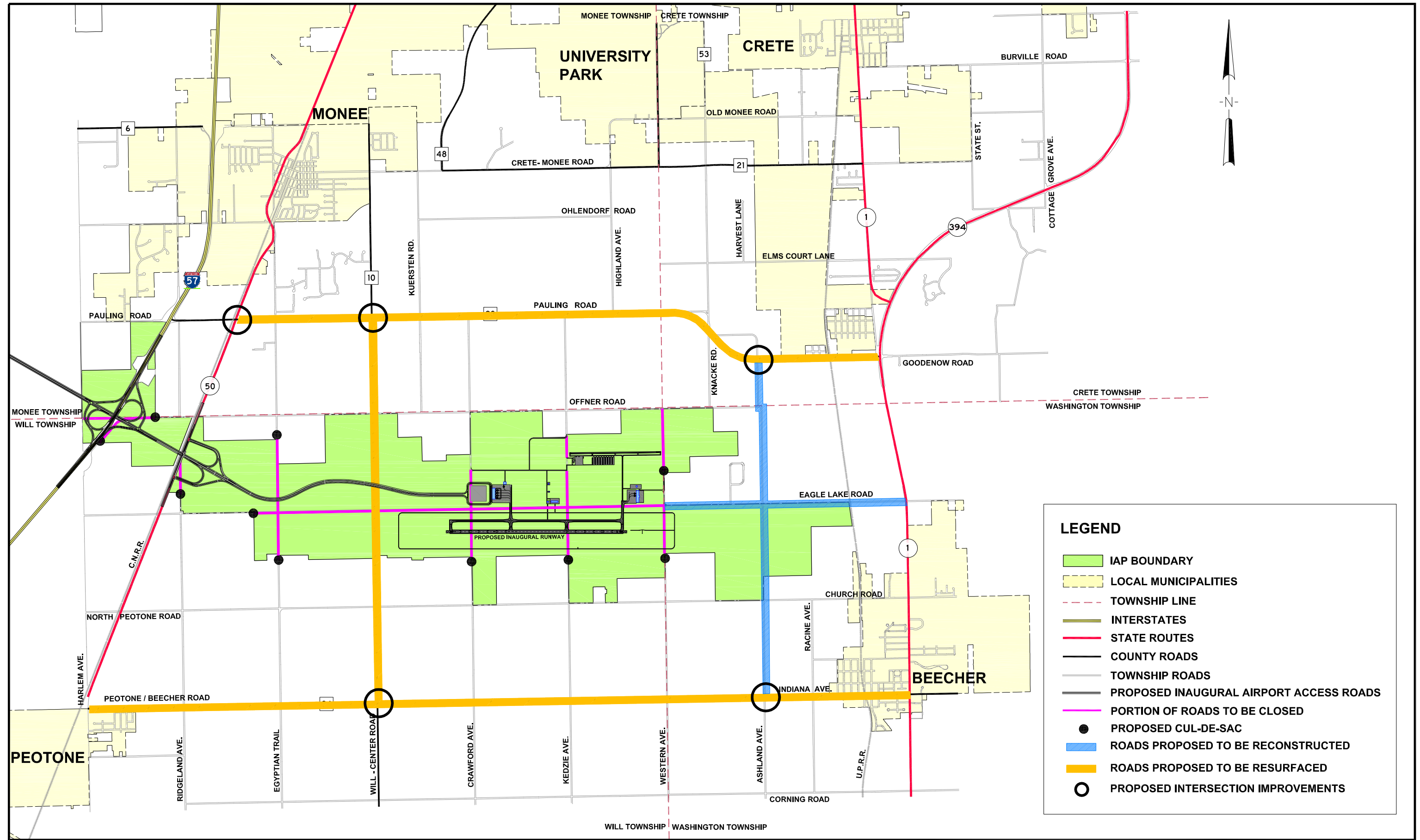
- IAP BOUNDARY
- LOCAL MUNICIPALITIES
- TOWNSHIP LINE
- INTERSTATES
- STATE ROUTES
- COUNTY ROADS
- TOWNSHIP ROADS
- PROPOSED INAUGURAL AIRPORT ACCESS ROADS
- PORTION OF ROADS TO BE CLOSED
- PROPOSED CUL-DE-SAC

DATE	SOURCE



SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 4-5
LOCAL ROADS PROPOSED TO BE CLOSED AND/OR SEVERED

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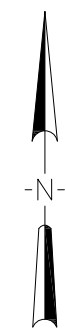
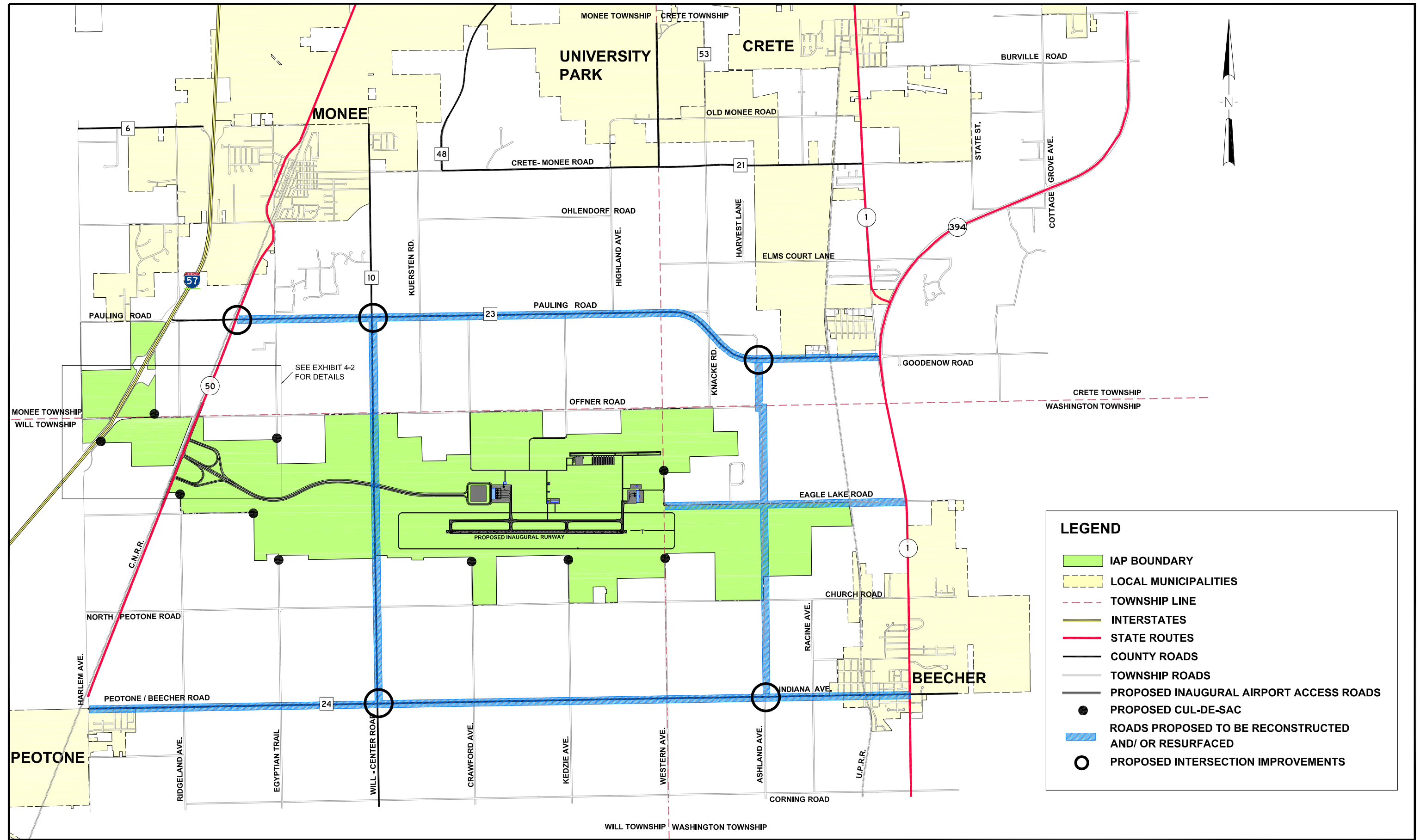


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SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 4-6
LOCAL ROADS PROPOSED TO BE UPGRADED



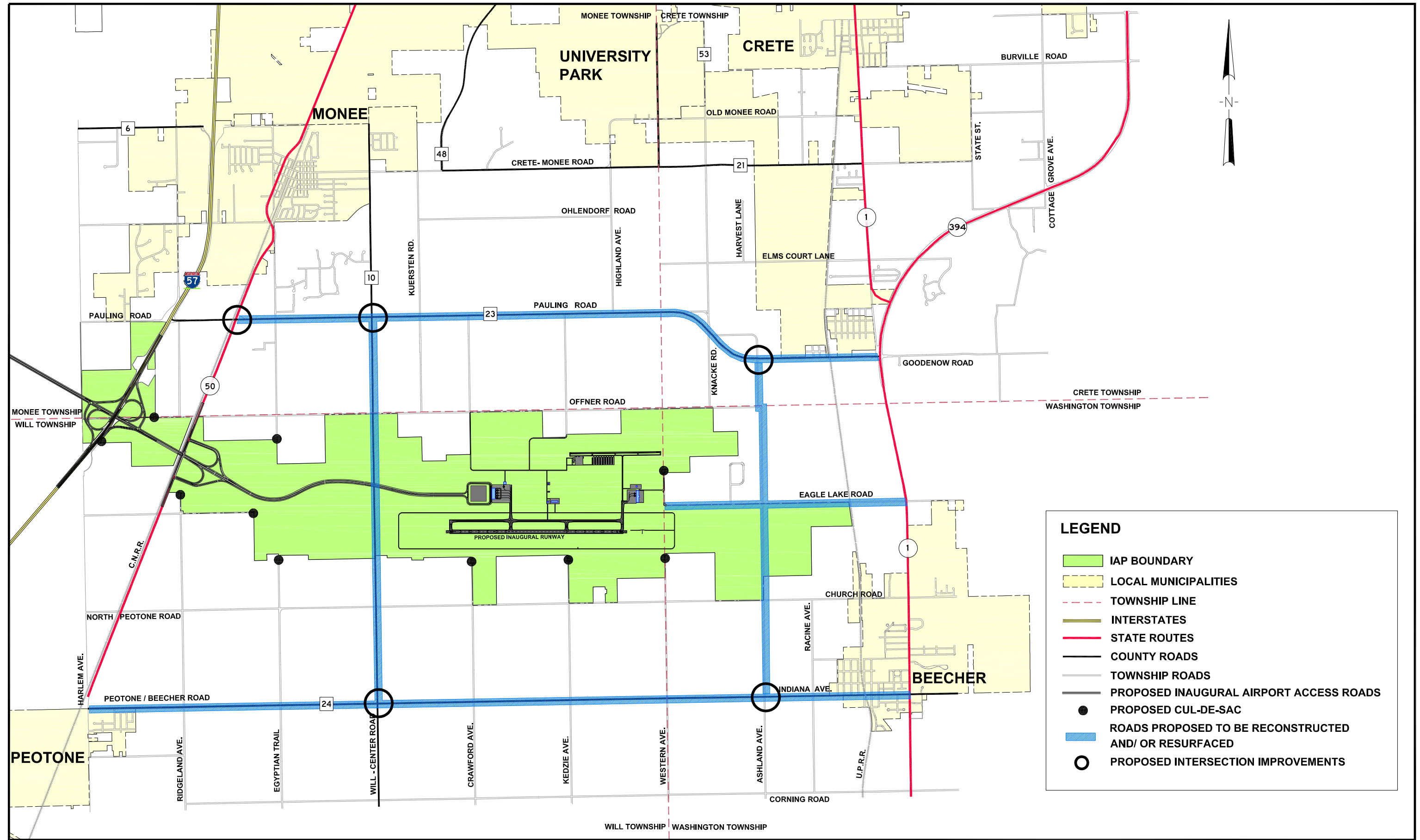
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- IAP BOUNDARY
- LOCAL MUNICIPALITIES
- TOWNSHIP LINE
- INTERSTATES
- STATE ROUTES
- COUNTY ROADS
- TOWNSHIP ROADS
- PROPOSED INAUGURAL AIRPORT ACCESS ROADS
- PROPOSED CUL-DE-SAC
- ROADS PROPOSED TO BE RECONSTRUCTED AND/ OR RESURFACED
- PROPOSED INTERSECTION IMPROVEMENTS

DATE	SOURCE



SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 4-7
LOCAL ROAD SYSTEM AT DBO



LEGEND

- IAP BOUNDARY
- LOCAL MUNICIPALITIES
- TOWNSHIP LINE
- INTERSTATES
- STATE ROUTES
- COUNTY ROADS
- TOWNSHIP ROADS
- PROPOSED INAUGURAL AIRPORT ACCESS ROADS
- PROPOSED CUL-DE-SAC
- ROADS PROPOSED TO BE RECONSTRUCTED AND/ OR RESURFACED
- PROPOSED INTERSECTION IMPROVEMENTS

DATE	SOURCE



SSA MASTER PLAN - AIRPORT ACCESS PLAN
EXHIBIT 4-8
LOCAL ROAD SYSTEM AT DBO+5