ANNUAL PERFORMANCE REVIEWS & RATINGS

EXCEEDS EXPECTATIONS EVERY TIME

WEIGHTED SCORE: 4.09/5
DEC 30, 2019

I have received many emailed compliments from different departments commenting on what a good job they are doing. The staff communicates well and is very responsive.

WEIGHTED SCORE: 4.71/5
APR 8, 2019

During the first 20 months of WSP being the Consulting Engineer, the Tollway planned for a six month transition period to WSP. However, WSP made the transition for Technical Services in half that time.

WEIGHTED SCORE: 4.14/5
APR 6, 2022

WSP has done an outstanding job at providing the Tollway with General Engineering Consultant services. Their entire team is responsive and agile to the Tollway's changing needs.

WEIGHTED SCORE: 4.34/5
JAN 27, 2021

WSP was very knowledgeable about contract documents and provided timely notification of any out-of-scope items. The invoices this year have been accurate and easy to review.

WEIGHTED SCORE: 4.15/5
JUL 17, 2023

Staff members have great enthusiasm working for the Tollway and their passion shines through in assigned duties. WSP is exceeding expectation and appreciate the dedication to our agency's success.

WEIGHTED SCORE: 4.13/5
DEC 27, 2023

WSP is performing well as our GEC. Additionally, bringing new and innovative ways to operate our agency would be beneficial which could be leveraged by WSPs global involvement with other agency's

KEY ROLES

Rob Draniczarek
Walkthrough Manager
Ardmore Roderick

Bob Sadoski
ISO Manager
PMCS

Corey Paoletti
Audit Manager
Princeton Technical

Lindsey Oliver
Invest Program
GSG

Majlinda Agojci
Structures Manager
GSG

Kelsey Austin
Project Outreach Manager
Morreale

Mark Fruth
Facilities Manager/Lead Architect
HOH

Lawrence Dick
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FACILITIES FACT SHEET
[2025]

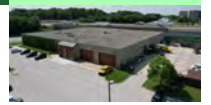
Move Illinois constructed maintenance facilities house truck and equipment within the garage, preserving the fleet. Additionally, a welding shop, parts, storage, management offices, storage mezzanine, and functionally-connected, vehicle maintenance garage are included in the facility. An administrative support area houses maintenance support areas including locker rooms and a break/small assembly area for briefings. Site design may also include an independent truck wash building, fuel island, and salt storage facility.

The 7 facilities remaining to be reconstructed ***do not accommodate all these elements.***

The number of lane miles, customer usage, and commitment to customers has continued to increase from when the facilities were originally constructed to current.

The Central Auto Garage is a multi-storied auto repair garage that is not conducive to service vehicles. Modern auto repair garages are on one level, with the ability for mechanics to service multiple vehicles simultaneously, similar to the newly constructed maintenance facilities.

GET TO KNOW
THE TOLLWAY FACILITIES' NEEDS

2035 Age	Reason for Replacement	Approximate Current Garage Area (SF)	Desired Garage Area (SF)	Area Deficit (SF)	
Central Auto Garage					**Constructed:** 1991
44	Functional needs	N/A	N/A	N/A	
Central Warehouse/Sign Shop					**Constructed:** 1985
50	Functional needs	N/A	N/A	N/A	
M-3					**Constructed:** 1971/1983
64/52	Age and functional needs	30,000	100,000	70,000	
M-4					**Constructed:** 1958
77	Age and functional needs	22,500	100,000	77,500	
M-11					**Constructed:** 1974
61	Age and functional needs	20,000	80,000	60,000	
M-12					**Constructed:** 1974
61	Age and functional needs	20,000	80,000	60,000	
M-14					**Constructed:** 1991
44	Functional needs	50,000	100,000	50,000	

THE EXTRA MILE

Project: Illinois Tollway GEC

Lisle, IL • **30 miles West of** **Chicago**

Contract Terms:

First Contract		Second Contract
5 YEARS		5 YEARS
$90 MILLION		$117 MILLION
16 SUB PARTNERS		14 SUB PARTNERS
41% DBE/VETERAN PARTICIPATION		51% DBE/VETERAN PARTICIPATION

INTERNAL FIRST PHILOSOPHY

Internal First Leader

Shannon Aguero, WSP
Shannon.Aguero@wsp.com, 312-803-6494

Moises Aragon—PROMOTED
Tolling and Electrical Support ·····› Tolling and Electrical Lead

Alvin Franklin—PROMOTED
TSMO and Fiber Support ·····› TSMO Manager

Nick Laga—PROMOTED
Roadway Support ·····› Roadway Manager to Design Manager

Raj Rajasekhar—PROMOTED
Roadway Support ·····› Roadway Manager

Jose Rivera—PROMOTED
Roadway Support ·····› Contract Review Manager

Peter Schmidt—PROMOTED
Roadway Support ·····› Trust Indenture Financial Lead under Trust Indenture ·····› Trust Indenture Manager

Internal First Focus

It's a symbiotic relationship.
In uniting the team, a leader ensures they achieve **more together** than they could alone.
Effective project leadership blends technical excellence with the ability to inspire and motivate, driving collaboration, innovation, and productivity to new heights.

Internal First Project Successes:

- Investing in people
- Nurturing talent
- Presenting Growth Opportunities
- Excellent Prime/Sub Relationship
- Improved communication and collaboration

Nick Smith—PROMOTED
Trust Indenture Manager ·····› Asset Management Maintenance Advisory and Planning Practice Lead

Tom Thornton—PROMOTED
Roadway Support ·····› Specifications Manager

Mike Valentino—PROMOTED
Engineer Support ·····› Systemwide Manager ·····› Deputy Project Manager

Leadership on the Horizon:

PROMOTED—Vaugh Whitaker, BIM Support ·····› BIM Lead

Resulting in Project Success

People leader development has positive impacts on project leadership as well. A well trained leader not only leads the team in successful project delivery; they also foster the growth and success of each team members career.

ILLINOIS TOLLWAY DYNAMIC INDUCTIVE CHARGING INITIATIVE FEASIBILITY STUDY

NOVEMBER 2024

Table of Contents

Executive Summary

Introduction

The Illinois Tollway will begin testing dynamic wireless power transfer (DWPT) technology at the former manual side of an existing mainline toll plaza with an eye toward future mainline integration.

This initiative helps to advance the state of inductive charging technology nationally while developing and testing business models providing wireless charging as a service to the Illinois Tollway customer base. Preliminary planning included consultation with industry practitioners, interviews with parallel pilots across the US, and internal discussions regarding the Illinois Tollway's opportunities and constraints. This report summarizes the results of these efforts including current state of the industry and a summary of the initiative's goals. The final result is a recommended location for a potential DWPT pilot installation and long-term use case.

Inductive charging transfers energy wirelessly to an electric vehicle's (EV) battery from a fixed sending unit in the roadway to a receiving unit mounted on the vehicle, similar to existing broadly adopted wireless cell phone charging systems. Electrified roadways using DWPT, also referred to as 'inductive charging', allow EVs to charge while they drive, extending vehicle range and making charging more convenient and efficient.

Objectives

This initiative provides an opportunity to align the Illinois Tollway's forward-looking Goals with the Illinois Governor's Pillars of **Innovation, Sustainability, Equitable Economic Development, and Diversity & Inclusion**. This includes an opportunity to advance economic and environmental sustainability while also providing new enhanced services to customers, developing new sources of revenue for the Illinois Tollway, and supporting a diverse and inclusive workforce within Illinois. In support of these goals, this feasibility study worked to deliver on three key objectives:

In support of these goals, this feasibility study aims to deliver on three key objectives:

1. Determine critical DPWT installation criteria,
2. Evaluate existing toll plazas against identified criteria, and;
3. Recommend two pilot site options and future phase use case.

Initiative Goals

Innovation

Interoperability – Support multiple technology providers, installation methods, and vehicle types/classes.

Data – Develop a system for monitoring and reporting system to be able to charge customers for delivered power, utilizing open, non-proprietary back-office interface.

Sustainability

Sustainability – Identify and calculate benefits of EVs, including economic and environmental.

Equitable Economic Development

Public Engagement and Education – Develop a plan for public education of the system and provide education on system implementation and safety.

Operations and Maintenance Operations – Demonstrate a no-harm system and test operation of different installation methods and technologies.

Diversity & Inclusion

Workforce Development – Promote diverse and inclusive workforce development and training programs.

Methodology

Discussions with other agencies provided critical developmental insight in the criteria to support a successful pilot project as part of the overall initiative. The Illinois Tollway developed a comprehensive review of existing toll plazas as candidate locations. Information included in this review ranged from physical infrastructure, traffic operations, programmed maintenance, and opportunities for collaboration. Thirty existing toll plazas were evaluated against these criteria to select two recommended locations for the proof-of-concept deployment.

Mainline Toll Plaza's Facilities Available for utilities and roadway infrastructure and fiber networks.

Available Plaza Length to provide sufficient testing and evaluation space.

Maintenance Yard Accessibility and ease of access to encourage use and minimize disruption to daily routines.

General Ease of Access to support pilot operations and potential future phases.

Secondary Criteria

- *Power service including existing grid capacity and future expansion potential*
- *General site readiness including existing facilities, communication, and potential partnerships.*

Findings

5 primary candidate sites were selected for further consideration. These locations met the primary selection criteria with additional analysis conducted to identify potential future phase use cases.

3 potential future phase uses cases were identified which build on the proof-of-concept location by expanding the DPWT system to the adjacent mainline facility.

Transit Partner Focus | Commercial Partner Focus | General Public Focus

Recommendations

Plaza 61 (Aurora) is recommended as the pilot location based on existing site characteristics and potential for future mainline integration.

Plaza 61 was selected over the alternate location (Plaza 35) given recently completed reconstruction of I-294 at Plaza 35, ongoing CTS construction planned through 2027, and concurrent feasibility studies underway. Plaza 61 is not impacted by these complicating factors. The commercial and freight focused long term use case was selected to provide an initial mainline deployment at scale while limiting the first wave of authorized vehicles to a series of manageable contacts, i.e. working with commercial partner fleets with single points of contact rather than coordinating with individual customers.

Plaza 35 (Cermak Rd) has been identified as an alternate site as the location provides many of the same site characteristic benefits as Plaza 61.

Site Characteristics

- 0.5+ miles of available site length
- Direct access to adjacent Maintenance Yard
- Available space for on-site recirculation

Operational Characteristics

- 205,000+ Local Maintenance Vehicle Annual Miles Traveled
- Manual side is closed to general traffic resulting in more controlled pilot environment
- 41,950 average annual daily traffic
- 5,034 average annual daily commercial traffic

Site Characteristics

- 0.5+ miles of available site length
- Direct access to adjacent Maintenance Yard
- Existing manual toll booths and canopies programmed for removal

Operational Characteristics

- 69,000+ average annual daily traffic
- 14,000+ average annual daily commercial traffic
- 300,000+ Local Maintenance Vehicle Annual Miles Traveled

Technology Market Status

Inductive charging delivers electrical energy to an electric vehicle's battery across an air gap using magnetic coupling between a fixed sending unit and a receiving unit mounted on the vehicle, as illustrated in Figure 1. Charging can either be static (stationary vehicle) or dynamic (while vehicle is moving over the sending unit). While there have been numerous successful demonstrations of static inductive charging—primarily in the transit bus space—there have only been pilot scale deployments of dynamic inductive charging in the US.

Figure 1 - Inductive Charging in Action

The project team conducted interviews with representatives of five on-going or planned inductive charging pilot programs to determine their status, unique technical and commercial aspects of the program, and lessons learned to date. The pilot programs interviewed are members of the Advancing Sustainability through Powered Infrastructure for Roadway Electrification (ASPIRE) Engineering Research Center, which conducts vital research and development on electrified transportation projects. ASPIRE collaborates with 10 universities across the US and over 60 industry partners.

Relevant issues that vary across existing pilot programs include targeted vehicles/use case, delivered power levels, construction details including roadway pavement structures, and procurement method(s).

Inductive Charging Equipment

The primary components of the inductive charging equipment utilized in existing deployments are inductive coils embedded into the roadway pavement that are used to transfer energy to vehicles. A wireless transfer of power occurs between the inductive coils imbedded in the pavement and the receiving unit on the vehicles using an electromagnetic field generated by the inductive coils. This transfer of power has been accomplished both under static (i.e. stationary) and dynamic (i.e. in motion) conditions. Inductive charging systems in existing deployments can deliver up to 200kW dynamically at higher travel speeds (~ 45mph) and can deliver variable power to different vehicle types based on the amount of receivers installed. Net energy delivered (kWh) will depend on the system power level, the number of coils installed in the road (i.e. system length), the number of receivers installed on the vehicle, and the vehicle's speed.

Procurement of specialized materials, coordination with utility partners, and permitting requirements can pose a threat to project timelines. Different receivers need to be utilized for static and dynamic charging systems. In scenarios where an asphalt overlay and/or flowable fill concrete are used for system installation, they cannot contain metal or recyclable materials that may negatively impact system performance by interfering with the energy transfer mechanism.

A number of different manufacturers offering inductive charging technology have created

a need to standardize communication and coordination to integrate with back offices. The lack of national standards has also contributed to interoperability issues across coils and receivers from different manufacturers. Several technology partners exist in the inductive charging space, summarized in Table X below. The technical specifications of these systems range with some examples from other pilot programs including polymer coated coils imbedded in asphalt overlays to preconstructed concrete panels with inductive charging coils built it. Systems vary in execution from those intended to support a single vehicle class/power transfer level while others attempt to modulate power transfer based on the receiving vehicle. Table 1 provides a representative but non-exhaustive list of technology providers operating in the dynamic wireless power transfer (DWPT) space.

Table 1 - Examples of Active DPWT Research and Development Efforts

Vendor	Static Charging	Dynamic Charging	Pilot Project Involvement
Electreon	✓	✓	✓
ENRX	✓	✓	✓
InductEV	✓		
Korea Advanced Institute of Science and Technology (KAIST)	✓	✓	✓
WiTricity	✓		

Accessible communication with the public is an important part of integrating inductive charging roadways into communities. Public safety considerations include developing medical statements regarding pacemakers and other medical implants functioning safely while driving over active inductive charging coils. Existing deployments conducted in Electreon's Sweden facility have not demonstrated any negative effects on performance as a result of cold weather temperatures or winter weather maintenance activities on the roadway. Workforce training will also need to be considered to support future maintenance and operations.

Vehicles

A number of auto manufacturers such as BMW, Nissan, Toyota, and Tesla have invested in wireless inductive charging companies and/or have demonstrated prototype systems, but no manufacturers currently offer the technology as a standard feature on commercially available vehicles.

A small number of US transit agencies - including agencies in California, Indiana, Massachusetts, Washington, and Utah - have installed inductive sending units at bus garages or on-route and have equipped electric transit buses with inductive receiving units to accept a static inductive charge.

Ford has integrated inductive receiving units on several Class 3 e-Transit electric vans for Michigan's dynamic inductive charging pilot project. Similarly, Cummins has equipped a Kenworth Class 8 tractor from their own test fleet with inductive receiving units for Indiana's dynamic inductive charging pilot project. Kenworth has also integrated inductive receiving

units on one of their Class 8 tractors in support of a project to demonstrate high power (1 megawatt) static inductive charging.

As with manufacturers of cars and light-trucks, no US manufacturers of medium- or heavy-duty trucks currently offer inductive charging as a standard offering, and none have advertised plans to do so in the near future.

Use Cases

Inductive charging is an alternative to plug-in charging of electric vehicles (EVs), which requires physical contact between electrical components on the charger and vehicle to transfer power. For cars and trucks, conductive charging is usually implemented via a charge cord which plugs into a receptacle on the vehicle. Some transit buses use pantograph dispensers that automatically lower to contact charge rails mounted on the roof of the bus.

The major benefit of static inductive charging, compared to conductive charging, is less time and labor to plug/unplug the charging cord for charging; this benefit is more meaningful for fleet applications than for charging personal vehicles. For very high charge rates conductive charging also requires active cooling of the charge cord to keep it a manageable size (weight, flexibility); this adds complexity and cost and reduces net efficiency.

Dynamic inductive charging provides the additional benefit of allowing vehicles to charge without having to stop and interrupt their normal activity. The value of this benefit is greatest for commercial vehicles (increases productivity and reduces driver costs) and for long distance travel of both commercial and personal vehicles (faster net travel speed across an entire day).

Current use cases of both static and dynamic inductive charging focus on fixed route applications where a vehicle can use the same charger for a short period of time, multiple times a day. The best example of this type of application is to charge transit buses—with inductive charger(s) installed at bus stops along the route, or at the route terminus where buses typically layover for 10-15 minutes to give the driver a break and maintain service interval. Other applications include charging of delivery trucks as they stands at an airport, or at the entrance to a port, where trucks typically queue up for entry.

To support long-distance travel by EVs, longer sections of dynamic inductive charging infrastructure are required along major travel corridors. With sufficient infrastructure this would allow EVs to have smaller batteries, reducing their cost and weight. Preliminary modeling in both the US and Europe indicates that the greatest net benefits would accrue to large commercial freight trucks with high power demands, and axle weight limits which reduce pay load capacity for heavier EVs. There would also be benefits for regional haul trucks. Pervasive dynamic inductive charging on major roadways might also spur increased uptake of light-duty EVs for personal travel by alleviating the "range anxiety" which surveys show is a major concern of many drivers considering whether to purchase an electric vehicle.

Sustainability

As noted above, dynamic inductive charging can potentially increase electric vehicle adoption by alleviating range anxiety, and by reducing the cost of electric vehicles because smaller batteries can be used. Increased electrification of transportation will have major climate benefits due to reduced emissions of heat-trapping carbon dioxide (CO2). Increased electrification of transportation will also improve local air quality, and reduce associated negative public health impacts, by reducing tailpipe emissions of nitrogen oxides (NOx) and particulate matter (PM). These emissions have been shown to contribute to exacerbated respiratory conditions resulting in hospital visits, lost or restricted workdays, and premature deaths.

The average driver in Illinois drives more than 12,000 miles per year and uses over 500 gallons of gasoline, emitting more than 9,600 pounds of CO2 annually. Current EVs in Illinois have about 67% lower CO2 emissions per mile than gasoline vehicles—net of emissions from producing the electricity used to charge them—and can reduce CO2 emissions by about 6,400 pounds annually per vehicle. In the future net reductions from EVs will be even greater as electric grid emissions fall due to increased use of solar and wind for electricity production.

Climate benefits from electrification of heavy commercial vehicles will be even greater. Long-haul tractor-trailers can travel more than 100,000 miles annually and burn more than 16,000 gallons of diesel fuel—releasing more than 360,000 pounds of CO2 per truck to the atmosphere. Electrifying one long-haul freight truck can therefore have greater climate benefit than replacing 37 gasoline cars with EVs.

Reduced vehicle weight from smaller batteries will also reduce vehicle emissions of PM from tire and brake wear, further reducing negative health impacts of PM in the air.

Compared to other electric vehicle charging methods, dynamic inductive charging may also reduce negative environmental impacts from resource extraction and processing of critical minerals. An analysis conducted for the French government determined that total usage of copper, aluminum, and nickel would be significantly lower for full implementation of dynamic inductive charging across the French road network than it would be for use of traditional plug-in charging infrastructure to charge electric vehicles. Net savings resulted from the ability to use significantly smaller batteries for both light-duty personal vehicles and heavy-duty freight vehicles, reducing the volume of these critical minerals required for battery production. Smaller batteries will also reduce net CO2 emissions from battery production, increasing the net climate benefits of EVs.

Lessons Learned

Based on previous experience with emerging technologies, interviews with other parallel pilot efforts, and industry working groups, the following common lessons or expectations have been identified, with respect to near-term deployment of dynamic inductive charging.

Technology **Vehicle Availability**—The availability of vehicles equipped from the factory with inductive charging receivers continues to lag the availability of equipment for installation within the roadway. In the near-term programs will need to utilize existing or new vehicles retrofit with receivers by a third-party contractor.

Infrastructure—Installation and Maintenance

Plan for Longer Lead Times—Given the emerging nature of the technology, many providers operate using proprietary equipment or have developed new systems from scratch. While this provides additional control over the development processes, it does increase the potential for longer lead times in the initial development and implementation.

Aligning Research & Development with Practical Implementation—Many technology providers are in the process of transitioning from a research and development focus to real world implementation. Being at the leading edge provides opportunities to set the pace, but also requires additional coordination and clarification to help guide both sides of the implementation process. This may require more project management and guidance compared to more typical capital or operations and maintenance projects.

Material Considerations—Given the nature of inductive charging, pavement materials cannot contain metallic or other conductive materials. This has prevented the use of recycled materials in pavement designs and should be planned for in advance.

Operation and Maintenance—Establishing maintenance protocols to ensure the longevity and reliability of the charging infrastructure is essential. The owners should work with the technology providers to establish technical and operational requirements for the system including regular testing and data collection and reporting timelines, troubleshooting and repair and regular inspections to prevent downtime.

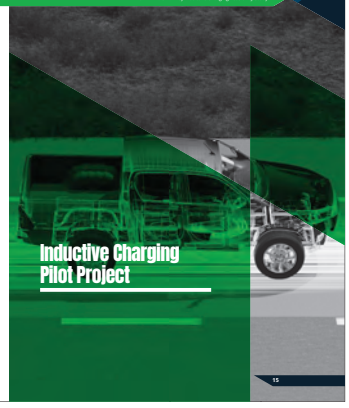
Scalability and Standardization

Freight Corridor—As the technology transitions from proof of concept to real world implementation, practitioners and industry groups have found greater utilization potential along freight corridors. This provides a more consistent proof of vehicles to both test the system and bring energy transfer as a viable service offering.

Transit—Similar to commercial vehicle fleets, transit service providers offer an opportunity for coordinated fleet deployment supporting inductive charging systems with regular use along consistent paths. This could be utilized to focus system installations to help ensure utilization and system testing efforts.

User Experience and Acceptance

Public Engagement—Given the nascent nature of the technology, members of the general public have benefited greatly from proactive public engagement. This helps to both raise awareness of the technology and potential benefits as well as reassuring the public regarding the safe operation and use of the inductive charging system.



Inductive Charging Pilot Project

The first step of the feasibility study includes establishing the main criteria for site selections best suited for the deployment of the dynamic inductive charging pilot. The goal of the study is to analyze various sites that meet the criteria for deployment in the near-term but that also allow the opportunity to easily expand the deployment to the mainline in future phases.

Phased Approach

This section provides an overview of the proposed inductive charging pilot location selection criteria. The first phase of the pilot will be focused on utilizing the existing former manual lanes area of a mainline toll plaza with minimal impacts or disruptions to mainline Illinois Tollway Open Road Tolling (ORT) facilities. The second phase of the pilot would involve a build out of the dynamic inductive charging technology along mainline segments of the Tollway's facilities. These criteria are intended to provide preliminary screening of existing mainline plaza locations to provide a focused list of sites that meet the below minimum criteria for short term use cases with forward planning considerations for future long-term deployments and mainline integration.

WSP recommends the use of a phased pilot approach with the first phase consisting of testing and proof of concept for the dynamic inductive charging system, followed by expansion of the system in future phases consisting of mainline integration and revenue use. Outreach to potential partners in support of all current and future phases will be conducted throughout. A high-level summary of each proposed phase is provided in the following subsections.

Pilot Phase—Proof of Concept

The pilot phase is focused on a proof of concept use case involving testing and implementation of the inductive charging system in a controlled environment primarily utilizing the Illinois Tollway's equipped maintenance vehicles. The Illinois Tollway has 104 maintenance trucks that could potentially be used in the inductive charging pilot, which average 28,000 miles per year per truck. This fleet is currently planned for phase conversion to electric vehicles over the coming years. Each maintenance yard has 5-10 trucks assigned, which include Ford F150 and F250 pickups, Ford F350 stake trucks, and International 4300 and Freightliner 2106 channel trucks.

The use of a mainline toll plaza's former manual side will provide preliminary pavement & maintenance impact assessment, seasonal performance testing, and integration and testing with existing Illinois Tollway Backoffice systems, at a minimum. These efforts would form a proof-of-concept pilot phase considering real world system performance assessments in a closed or semi-closed environment to maintain Illinois Tollway control over schedule, materials, equipment, and participants.

Development of minimum system performance metrics and lessons learned from this initial phase will play a significant role in determining mainline integration recommendations. Future long-term phases, discussed in the following section, will only proceed following acceptable preliminary proof of concept testing and concurrence from the Illinois Tollway Executive Leadership Team.

Future Phases—Mainline Integration

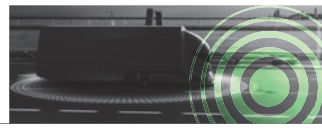
Future phases of the initiative would build on lessons learned during the pilot phase to develop internal experience with dynamic inductive charging systems and begin integration along portions of the Illinois Tollway's mainline system. While the pilot phase will be focused on a controlled environment testing, the longer-term phases will involve provision of dynamic charging services to the general public and potential partner fleets including heavy duty trucks along mainline segments of the Illinois Tollway's facilities. Illinois Tollway and other partner vehicles previously involved in the preliminary proof of concept phase would continue to have access to the system along mainline segment(s) equipped with the inductive technology to provide some level of testing continuity across phases. Additionally, the future phases will involve billing individual vehicles for power transferred in a live, less controlled, environment. This could be preceded by a 'free' testing portion to verify mainline system performance, raise awareness, and gauge customer opinions / satisfaction but any final approach would require approval from the Illinois Tollway Executive Leadership Team.

Project Goals

Based on the review of other existing and planned pilot projects, industry information gathered from the Advancing Sustainability through Powered Infrastructure for Roadway Electrification (ASPIRE) Engineering Research Center, and internal discussion with Illinois Tollway staff about strategic agency goals and current system design and operations, the project team has developed the following overall project objectives and specific short- and long-term goals for the proposed Illinois Tollway inductive charging pilot program.

At a high level, the following broad objectives have been identified to work toward alignment with the Illinois Tollway's guiding principles of Innovation, Sustainability, Equitable Economic Development, and Diversity & Inclusion. These include:

- Providing equitable social and economic benefits
- Identifying a system that provides reliable service to customers
- Advancing a new business model to generate revenue
- Support general adoption of inductive charging technology
- Differentiating the Illinois Tollway initiative from parallel efforts



At the project level, the following targeted goals have been identified preliminarily to guide project development efforts and coordination with potential partners. These include:

Illinois Tollway Inductive Charging Initiative Goals

Innovation

Interoperability—Support multiple technology providers, installation methods, and vehicle types/classes.

Energy as a Service—Define monitoring and reporting system to be able to charge customers for delivered power, utilizing existing back-office interface.

Sustainability

Sustainability—Identify and calculate project benefits, including economic and environmental.

Equitable Economic Development

Public Engagement and Education—Conduct public outreach on benefits of the system and provide education on system implementation and safety.

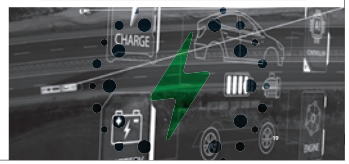
Safety, Maintenance, and Operations—Demonstrate a no-harm system and test operation of different installation methods and pavement types.

Diversity & Inclusion

Workforce Development—Promote diverse and inclusive workforce development and training programs.

Pilot Phase—Proof of Concept

Based on preliminary discussions with the Illinois Tollway and review of ongoing and planned pilot initiatives around the United States, the following short-term proof of concept use case has been developed and summarized below. This short-term use case is intended for deployment in a controlled environment located at a mainline toll plaza's former manual side and would include integration with the Tollway Back Office to trial identification and charging for energy transferred to specific vehicles/vehicle owner accounts. This provides several benefits, including access to existing facilities, workable pavement area with minimal to no impact on ORT lanes or operations, potential proximity to other partner facilities, and access to existing Back Office communication networks. These identified benefits actively support the Initiative Goals identified by the Illinois Tollway and discussed in earlier sections, including interoperability, energy transfer as a service, and public engagement and outreach among others.



Illinois Tollway & Partner Vehicle Testing—Use of Tollway maintenance vehicles and potential partner vehicle fleets provides a controlled pool of test vehicles. These vehicles would be equipped with receivers and are intended to regularly traverse test segments within the mainline toll plaza's former manual side when leaving/returning to their home maintenance garage or other facility locations. Vehicles of varying size, class, and power transfer need could be included which would support testing of interoperability and potentially multiple energy transfer rates (dependent on available power and desired test level and efficiency). As this short-term use case is focused on system testing and proof of concept, the anticipated charge transferred would be minimal , but is intended primarily as a proof of concept prior to any future mainline system integration. While lower travel speeds can be accommodated during this initial proof of concept phase, consideration for mainline travel speeds is highly recommended to support future pilot phase expansions. Some characteristic considerations include:

Pilot Location Mainline Toll Plaza's Former Manual Side	**Dynamic Inductive Charging System Type** Single or Multiple Depending on Availability/Interoperability	**Vehicle Type** Variable Vehicle Classes, Primarily Those Which Are Typically Operated with potential for Partner Vehicle Fleet Participation. Example vehicle types could include passenger car/vans, moderate maintenance trucks, and box delivery trucks.
Power Level Variable depending on range of available participating Illinois Tollway and Partner vehicle fleets (30kW for passenger car up to 100+kW for heavier vehicles)	**Facility Length** Minimum One Quarter (0.25) Mile	**Pilot Duration** Minimum One (1) Year

Public Demonstration—This use case would include all items discussed in the Illinois Tollway & Partner Vehicle Testing short-term use case with the addition of accommodation made to open the facility to the public for demonstration events. This use case would likely need to include safety system access to the mainline toll plaza's former manual side to facilitate access for the general public without providing/requiring access from the mainline on a permanent or temporary/event basis, in addition to the general public, this use case would also be intended to support testing of interoperability and demonstration vehicle available for public ride-alongs to showcase the technology in use. This could include equipping Partner transit vehicles or Illinois Tollway general purpose vehicles with monitors displaying vehicle charging and performance metrics while in motion. Additionally, a portion of the on-site building facility could be dedicated to public engagement or open house type events to support active public engagement and outreach opportunities. Some characteristic considerations, in addition to those listed above for the Illinois Tollway & Partner Vehicle Testing use case, include:

Building Facilities On Site General Public Access, Parking, and Meeting Rooms	**Vehicle Type** In addition to the general testing fleet, dedicated Illinois Tollway or Partner Transit van equipped with displays to demonstrate inductive wireless charging.

Research & Development Testing

Seasonal Performance—Data collection and review of system performance (i.e. energy transfer levels and efficiency) during various seasons and road conditions including high and low heat, dry pavement, wet pavement, icy pavement, and snowy pavement. Required sufficient operational duration to assess the system across these seasons and weather events.

1. **System Type**—Single Type
2. **Vehicle Type**—Variable
3. **Power Level**—Variable
4. **Length**—Minimum (0.25mi)
5. **Duration**—Multi-Season & Year

Pavement/Maintenance Impacts—Data collection and review of pavement performance and any additional/unique maintenance needs attributable to the inductive wireless system (i.e. pavement cracking or other deterioration, additional time spent in required pavement maintenance, system up time, etc.). Requires sufficient operational duration to assess the system through multiple operation and maintenance cycles.

1. **System Type**—Single Type
2. **Vehicle Type**—Variable with preference for heavy vehicles
3. **Power Level**—Variable
4. **Length**—Minimum (0.25mi)
5. **Duration**—Multi-Year

Interoperability—Installation of multiple types of in-pavement dynamic inductive charging systems and/or multiple types of vehicle mounted receivers to trial interoperable performance using system performance (i.e. energy transfer levels and efficiency) as a measure.

1. **System Type**—Variable Combinations
2. **Vehicle Type**—Variable
3. **Power Level**—Variable (Depends in part on Vehicle Class)
4. **Length**—Minimum (0.25mi)
5. **Duration**—One or more Years

Future Phases—Mainline Integration

Following the implementation and operation of the short-term proof of concept use case described above, consideration has been given to the development of a longer-term mainline integration phase. As previously discussed, this long-term phase would expand the inductive wireless charging system from one dedicated mainline toll plaza's former manual side to include segments along the Illinois Tollway's mainline system. This includes segments located along existing ORT lanes as well as along existing GP lanes and ramps as well as general public vehicles and Commercial fleets. These longer-term use cases build on the benefits described under the short-term use cases while expanding access, supporting diverse workforce development, and supporting the Illinois Tollway's long-term economic and environmental sustainability goals. All long-term use cases would include broader rollout of Illinois Tollway Back Office integration to support identification and billing for energy transferred to specific vehicles / vehicle owner accounts. Selection of a final long-term use case will depend, in part, on the number and type of participating Partners during the short-term proof of concept phase.

Commercial/Partner Fleet Vehicles—Similar to the Transit Service Provider focused use case described above, this long-term use case would involve expansion of the dynamic inductive charging system to mainline segments for authorized partner fleet vehicles would provide a maintenance charge for vehicles over a longer distance. This long-term use case would likely provide the greatest benefit to corridors carrying heavier percentages of commercial vehicles and / or near Partner distribution centers. As with the other long-term use cases the mainline system would have to be operational at mainline travel speeds and include a commitment to a longer operational duration to encourage commercial partners to invest in the technology and procurement of compatible vehicles.

Pilot Location General Purpose Mainline Segments	**Dynamic Inductive Charging System Type** One type of technology or Multiple Depending on Availability/ Interoperability	**Vehicle Type** Variable Vehicle Classes including proof of concept participating Partner Vehicle Fleets. Example vehicle types could include passenger car/vans, moderate size maintenance trucks, and local delivery box trucks.
Power Level Variable depending on range of available participating vehicle fleets (30kW for passenger car up to 100+kW for heavier vehicles) and supporting energy transfer at mainline travel speeds	**Facility Length** Minimum One (1) Mile per Segment and/or Multiple Segments	**Pilot Duration** Minimum Two (2) Year Operational Commitment

Transit Service Providers—Expansion of the dynamic inductive charging system to the Illinois Tollway's mainline segments increases the potential pool of participating vehicles. One long-term use case could include a focus on participation of inductive charging equipped transit services vehicles and buses, potentially along a dedicated and/ or flex lane configuration. This long-term use case would require selection of mainline segments located along existing transit service routes to ensure consistent use and provide benefits to the transit service providers. At this scale, longer dynamic inductive charging system installation distances would be required to provide practical charging results and sufficient real world data collection. Additionally, this system would have to be operational at mainline travel speeds and commit to a long-term operational duration to encourage transit partners to invest in the required receiver technology and procurement of compatible vehicles.

Pilot Location Mainline Segments along Transit Service Provider Routes Including in Dedicated Flex Lane or General Purpose Lane	**Dynamic Inductive Charging System Type** Single or Multiple Depending on Availability/Interoperability	**Vehicle Type** Variable Vehicle Classes including proof of concept participating Partner Vehicle Fleets. Example vehicle types could include passenger car/vans, moderate size maintenance trucks, bus delivery trucks, and buses.
Power Level Variable depending on range of available participating vehicle fleets (30kW for passenger car up to 100+kW for heavier vehicles) and supporting energy transfer at mainline travel speeds	**Facility Length** Minimum One (1) Mile per Segment and/or Multiple Segments	**Pilot Duration** Minimum Two (2) Year Operational Commitment

General Public Use—This use case would include the various items and considerations discussed in the Transit Service Provider and Commercial Vehicle long-term use cases but would require implementation on a greater scale. This use case would provide vehicle charging as a service to the general public and other Partner vehicle fleets for equipped and authorized vehicles and would likely have a greater impact on the Back Office side given the greater number of vehicles requiring authorization for use and billing for energy transferred to specific vehicles/vehicle owner accounts. As with the maintenance charge for public vehicles over a longer distance and include identification and billing for energy transferred to specific vehicles/vehicle owner accounts. As with the other long-term use cases, this system would have to be operational at mainline travel speeds and available across longer distances to provide practical real world maintenance charges. This use case may benefit from longer segments between access points to help encourage use and avoid areas with frequent lane changes/maneuvers which could impact user experience and system efficiency. Longer operational duration would likely be required to help encourage private vehicle owners to invest in the technology and procurement of compatible vehicles.

Pilot Location General Purpose Mainline Segments	**Dynamic Inductive Charging System Type** Single or Multiple Depending on Availability/Interoperability	**Vehicle Type** Variable Vehicle Classes including proof of concept participating Partner Vehicle Fleets, and general public vehicles. Example vehicle types could include passenger car/vans, moderate size maintenance trucks, and local delivery box trucks.
Power Level Variable depending on range of available participating vehicle fleets (50kW for passenger car up to 200+kW for heavier vehicles) and supporting energy transfer at mainline travel speeds	**Facility Length** Minimum One (1) Mile per Segment and/or Multiple Segments	**Pilot Duration** Minimum Two (2) Year Operational Commitment

Potential Benefits

Near term benefits of an inductive charging initiative and supporting pilot project to the Illinois Tollway include the ability to gain operational and technical experience with an important emerging technology, and the ability to contribute to refinement of the technology and associated business models to meet Illinois Tollway constraints and requirements.

Long-term benefits to the Illinois Tollway include the potential to develop a meaningful new revenue stream—from providing EV charging service to Tollway customers—to support continued and expanded operations. In the long term, implementation of dynamic inductive charging also supports the Illinois Tollway's sustainability goals to reduce the environmental

impact of transportation in the region.

Long-term benefits to the Illinois Tollway customer base includes reduced EV range anxiety and greater convenience in charging their EVs. Both Illinois Tollway customers and residents of the region—even if not Illinois Tollway customers—will benefit from improved local air quality and reduced climate warming.

Benefits to: **Illinois Tollway**

- New Revenue Stream
- Long-term Reduction in Negative Environmental Impacts of Transportation in the Regions
- Help Guide Development of National Standards
- Developing Experience with an Emerging Technology

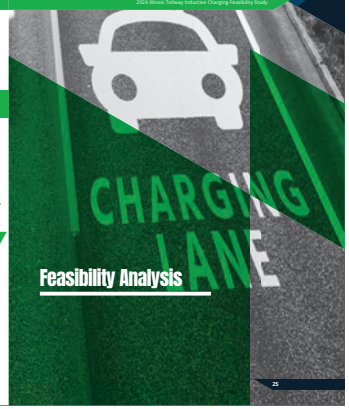
Benefits to: **Tollway Customers**

- Reduced Electric Vehicle Range Anxiety
- Improved Charging Convenience
- Improved Local Air Quality
- Reduced Climate Warming Impacts
- Support Long and Local Distance Commercial Vehicles

Project Design Considerations

To have a successful pilot, the Illinois Tollway will need both in-ground infrastructure and vehicles outfitted with inductive charging technology to ensure the pilot infrastructure will be used to its greatest potential.

1. **Vehicle Use Cases**—Illinois Tollway vehicle sub-fleets and usage patterns; vehicle fleets and usage patterns of potential partners
2. **Location Considerations**—Types of locations on Illinois Tollway system that could be used, pluses and minuses of each (i.e. mainline, shoulder, under-used toll plazas) with recommendation (under-utilized toll plazas)
3. **Integration with Existing Illinois Tollway Systems**—To advance go.al to measure, report, and bill for transferred energy; brief description of existing systems for collecting, processing, billing tolls to individual vehicles



Overall Pilot Project Design

A proof-of-concept pilot phase, paired with potential future phases, has been developed in support of the overall Illinois Tollway Inductive Charging Initiative. Based on the potential use cases identified by the Illinois Tollway, feedback received from other ongoing inductive charging pilots across the US, and discussion with ASPIRE, the following provides a high-level outline of the proposed pilot project. This is based on a proof of concept first phase to assess the technology and real-world deployments, followed by potential future phases incorporating additional vehicles and implementing energy transfer as a service offering the Illinois Tollway can provide to its customers. The following sections provide a summary of the evaluation criteria used to select candidate plazas and evaluate future phase expansion.

Evaluation Criteria

The following staged criteria approach is intended to screen existing Illinois Tollway plaza sites to meet several priorities, including minimal impacts to the ORT mainline lane operations during the proof of concept phase, proximity to Illinois Tollway vehicles for potential future phases (and potential for access to potential power sources), and preliminary considerations for future expansion phases. The following subsections provide a high-level summary of the criteria selection process followed by preliminary site screening based on datasets available through the Illinois Tollway or their subcontractors.

Methodology for Establishing Criteria

The selection criteria detailed in the following sections were identified to support pilot goals as determined by the Illinois Tollway.

Energy as a Service Define monitoring and reporting system to be able to charge customers for delivered power, utilizing existing back-office interface	**Public Engagement and Education** Conduct public outreach on benefits of the system and provide education on system implementation and safety	**Dynamic Inductive Charging Performance, Maintenance, and Operations** Demonstrate a no-harm system and test operation of different installation methods and pavement types/conditions
Interoperability Support multiple technology providers, installation methods, and vehicle types/classes	**Sustainability** Identify and calculate project benefits, including economic and environmental	**Workforce Development** Promote diverse and inclusive workforce development and training programs

In addition to working toward the goals summarized above, these criteria also work to incorporate implementation logistics. Use of existing mainline toll plaza's former manual side during the preliminary proof of concept phase supports the sustainability goal while minimizing disruption to ORT lanes and Illinois Tollway customers. Given the size of Illinois Tollway maintenance vehicles and other limited Partner vehicles during this initial phase, proximity to existing maintenance yards helps to minimize potential disruption to Illinois Tollway staff as they conduct their routine daily activities. This supports more consistent initial rounds of data collection with regular system activation and supports the maintenance and operation focused goal. Identification of locations with a minimum available length improves data collection efforts and testing of system integration with existing infrastructure by providing more realistic segment lengths for maintenance and operations and evaluation of energy transfer as a service. Selection of potential locations in urban or otherwise easily accessible areas supports future public engagement initiatives and incorporation of potential Partner vehicle fleets as well as future mainline integration expansion phases.

The Secondary Criteria to be applied based on the final selected use case supports these overall goals while providing forward looking considerations for expansion and integration of the dynamic inductive charging system with the Illinois Tollway's mainline facilities. This works toward the long-term goals of supporting sustainability through electric vehicle adoption, interoperability by opening the system to a broader range of vehicles and inductive charging system vehicle receivers, long-term workforce development over the life cycle of the implementation pilot and providing energy transfer as a service for the general public.

Primary Selection Criteria

The following selection criteria were identified as primary consideration factors utilized to narrow the initial list of 29 existing toll plazas. Each identified criteria represents a filtering screen with the most critical requirements listed first, resulting in a final list of sites meeting all four criteria. Characteristics include:

Mainline Toll Plaza's Former Manual Side—The former manual side of existing toll plazas tend to have geometrics more readily suited to potential use cases identified above. While some infrastructure work will be required to prepare any potential location for dynamic inductive wireless charging equipment, this is anticipated to be fairly standard across the pool of potential sites.

Maintenance Yard Accessibility—Given the primary potential use case involves the Illinois Tollway's maintenance vehicles as test vehicles, proximity to at least one maintenance yard to support regular test runs through the pilot area supports regular data collection with minimal impacts to Illinois Tollway staff routing and schedules. Sites with distances within 5 miles of a local maintenance yard have been identified. This includes a preference for ease of access and circulation on site.

Available Plaza Length—Given the potential variance in vehicle speeds and test run lengths, a minimum available length supports consistent data collection. Stopping sight distance on an even grade at 70mph is approximately 750 (0.14mi), with all identified locations providing at least one third of a mile between entrance and exit gore areas.

General Ease of Access—Focusing on urbanized areas provides several potential benefits, including likely proximity to future pilot partner fleets, higher general and commercial AADT for future mainline testing, and ease of access for test vehicles as well as potential demonstration events. Considerations included locations in IDOT designated urban areas and vehicular AADT.

Future Mainline Integration—Opportunities such as general and commercial mainline traffic volumes, mainline lane configurations, and programmed maintenance activities were included to help position for potential future phases based on the following use cases.

1. **Commercial Focus** includes prevalence of commercial traffic volumes on the adjacent mainline facility.
2. **Transit Focus** includes consideration for existing transit routes on the adjacent mainline facility and/or potential collocation opportunities for Park-N-Rides or other opportunities.
3. **General Public Focus** includes prevalence of general traffic volumes on the adjacent mainline facility.

Primary Site Selection

Following the application of the primary screening criteria, the following toll plazas have been identified for further consideration. These locations are provided in numerical order in Table 2 with an overview map and summary data sheets provided in the Appendix.

Table 2 - Primary Site Selection Results

Plaza	Mainline Route	Maintenance Yard Accessibility (mi)	Available Plaza Length (mi)	Bound AADT (2022)	
				Total	Commercial
Plaza 17 (Devon Ave)	I-90 WB	M-3 (1.9 mi)	0.52	87,720	7,193
Plaza 29 (Touhy Ave)	I-294 NB	M-3 (Adjacent)	0.39	88,630	10,458
Plaza 35 (Cermak Rd)	I-294 NB	M-2 (Adjacent)	0.60	69,270	14,062
Plaza 52 (Meyers Rd)	I-88 EB	M-14 (2.6 mi)	0.63	78,050	6,634
Plaza 61 (Aurora)	I-88 EB	M-9 (Adjacent)	0.67	41,950	5,034

Alternate Site Selection

The following list of potential alternate sites have been identified from the remaining plaza locations based on their relative rank for specific primary criteria or in cases where a location may have met three out of four of the primary criteria. These are provided as alternate sites in the event the primary site selections are not feasible for whatever reason or the specific site features noted below are deemed preferable by the Illinois Tollway. These sites are provided in numerical order in Table 3 below.

Table 3 - Alternate Site Selection Results

Plaza	Mainline Route	Maintenance Yard Accessibility (mi)	Available Plaza Length (mi)	Bound AADT (2022)	
				Total	Commercial
Plaza 33 (Irving Park Rd)	I-294 SB	M-3 (2.8)	0.39	95,040	11,880
Plaza 26 (92nd St)	I-294 EB	M-1 (7.5)	0.60	75,350	14,618
Plaza 39 (83rd St)	I-294 WB	M-1 (7.5)	0.46	72,180	14,797
Plaza 51 (York Rd)	I-88 WB	M-2 (2.25)	0.45	80,560	6,606
Plaza 89 (Boughton)	I-355 SB	M-14 (7.7)	0.68	64,000	8,384

The Secondary Screening Criteria discussed below will be applied to these locations (and the alternate locations listed above as needed) to provide the Illinois Tollway with a final recommendation suitable for a dynamic inductive charging proof of concept pilot location. This recommendation includes consideration for future mainline expansion deployments and is detailed in the following section.

Secondary Site Selection Criteria

Secondary selection factors were used to differentiate amongst the primary site selection list and are summarized below. The final list of secondary criteria has been tailored based on the use cases identified by the Illinois Tollway and includes considerations for future mainline system expansion in later phases. Following that determination, the preceding five (5) sites will be assessed to provide a ranking for consideration.

1. Power Source Interconnection

a. Feasibility / Anticipated Cost to Provide Adequate Power
b. Available Grid Capacity (To be Provided by ComEd)
c. Potential for Alternate Power Sources (Future Direct or Offset Source(s))
d. Solar Panels
e. Microgrids

2. General Site Readiness

a. Ease of Access
b. Back Office Integration
c. Available Communication Network
d. Available Lane Closure Provisions
e. Available Acreage & Potential Collocated Utilization
f. Anticipated On-Site Facility Upgrades (i.e. Building Retrofits)

3. Future Long-Term Phase Considerations (Mainline Integration)

a. Proximity to Candidate Mainline Segment(s)
b. Mainline Average Annual Daily Traffic (AADT) (General & Commercial)
c. Mainline Geometry / Lane & Shoulder Configuration
d. Programmed Mainline Maintenance or Reconstruction
e. Proximity to Partner Facilities or Routes
f. Anticipated Public Engagement/Potential Community Conflicts

4. Opinion of Probable Cost

a. Potential tiebreaker considering anticipated Design, Construction & Material Procurement, Operation and Maintenance, and Maintenance of Traffic (MOT) & Work Zone cost considerations

Options Analysis

The following sections provide a brief description of each use case and site-specific considerations including potential benefits and drawbacks for each location. These are organized by use case providing a narrative description for each location. Table 4 below provides a relative summary for each use case subcomponent. For locations with toll plazas on both sides of the mainline facility only attributes for the specific recommended bound were considered for comparison.

Table 4 - Site Selection Vs Use Case Relative Ranking Summary

Use Cases	Primary Selection Criteria	Toll Plaza				
		Plaza 17 (Devon Ave)	Plaza 29 (Touhy Ave)	Plaza 35 (Cermak Rd)	Plaza 52 (Meyers Rd)	Plaza 61 (Aurora)
Plaza Pilot Phases	Mainline Segment (Bound)	I-90 (WB)	I-294 (NB)	I-294 (NB)	I-88 (EB)	I-88 (EB)
	Maintenance Yard Accessibility	M-3 (1.9 mi)	M-3 (Adjacent)	M-2 (Adjacent)	M-14 (2.6 mi)	M-9 (Adjacent)
	Available Plaza Length (mi)	0.5	0.4	0.6	0.6	0.7
Proof of Concept	Site Acreage	5.5	9.0	19.5	10	10.5
	General Ease of Access	✓	✓	✓	✓	✓
Future Phases	Transit Focus	✓	✗	✓	✗	✗
	Commercial Focus	✓	✗	✓	✗	✗
	Commercial AADT	7,193	10,458	14,062	6,634	5,034
	General Use	87,720	88,630	69,270	78,050	41,950

*Average Annual Daily Traffic

Short-Term Use Case Comparison

Proof of Concept

The proof of concept use case involved basic testing and implementation of the inductive charging system in a controlled environment utilizing Illinois Tollway equipped maintenance vehicles with the potential for some limited Partner fleet interaction. As discussed previously, the main criteria supporting this use case involve a minimum third of a mile segment length, separation from the mainline open road tolling (ORT) lanes, and access to Back Office communications. The ability to leverage maintenance yards for the majority of the pavement on site, potential for multi-season performance testing both for varying weather conditions and to assess impacts on pavement, and proximity to available power service.

While the site requirements supporting potential proof of concept pilot locations represent the bare minimum, additional considerations have been reviewed at each of the primary sites in the event the Illinois Tollway wishes to provide space for public demonstrations or other demonstration events. These additional considerations include off-system access, available space on site for parking and demonstrations, and event space within the existing plaza building(s). The following subsections, in Plaza ID order, provide an overview of each primary site selection with the proof of concept and public demonstration considerations in mind.

Plaza 17 (Devon Ave)

Plaza 17 (Devon Ave) *meets the four primary criteria for preliminary site selection supporting proof of concept development.*

This plaza is located on the westbound side of I-90 and includes off-system access from Scott St in Des Plaines, IL and is located on near Maintenance Yard M-3, as shown in Figure 2 above. The off-system access road is a 'Local Road' per the National Functional Classification system and runs through a residential neighborhood and is located adjacent to Seminole Park. 2022 AADT for this location place it near the top for overall traffic volumes and within the top third for commercial AADT specifically. The plaza building is of standard size at approximately 3,000sqft building footprint based on aerial measurements. Available space on site is somewhat limited with only approximately 5,000sqft based on aerial measurements and may require additional site preparation to accommodate space or facilities for public demonstration, including right of way acquisition if site expansion is required. No near term (< 5yr) pavement maintenance has been identified for this location.

Plaza 29 (Touhy Ave)

Plaza 29 (Touhy Ave) *meets the four primary criteria for preliminary site selection supporting proof of concept development.*

This plaza is located on the northbound side of I-294 and includes off-system access from Hawthorne St in Elmhurst, IL and is located adjacent to the plaza as shown in Figure 4 below. The off-system access road is a 'Minor Arterial' per the National Functional Classification system and runs through a residential area with the Queen of Heaven Catholic Cemetery and Mausoleum located in the vicinity. 2022 AADT for this location place it in the top third for overall traffic volumes and near the top for commercial AADT specifically. The surrounding parking lot is more substantial at 71,000sqft based on aerial measurements but is shared with the adjacent maintenance yard and associated vehicles. The plaza building is of standard size at approximately 3,000sqft building footprint based on aerial measurements. Potential expansion at this location may be feasible in limited instances but would likely require land acquisition from adjacent property owners. No near term (< 5yr) pavement maintenance has been identified for this location.

Plaza 35 (Cermak Rd)

Plaza 35 (Cermak Rd) *meets the four primary criteria for preliminary site selection supporting proof of concept development.*

This plaza includes tolling lanes on both the south and northbound sides of I-294 with the plaza building itself located on the northbound side. Off-system access is provided from Wolf Rd / Harlem Ave and is located on near Maintenance Yard M-2 located adjacent to the plaza as shown in Figure 5 below. The off-system access road is a 'Local Road' per the National Functional Classification system and passes through a residential area. 2022 AADT for this location place it near the top for overall traffic volumes and in the top third for commercial AADT specifically. The surrounding parking lot is relatively smaller at approximately 14,200sqft based on aerial measurements but is surrounded by more extensive green space. This green space appears to be primarily wetland areas, likely limiting potential site expansion. The plaza building is of standard size at approximately 3,800sqft building footprint based on aerial measurements. No near term (< 5yr) pavement maintenance has been identified for this location.

Plaza 52 (Meyers Rd)

Plaza 52 (Meyers Rd) *meets the four primary criteria for preliminary site selection supporting proof of concept development.*

This plaza is located on the eastbound side of I-88 as shown in Figure 5 below and includes off-system access from Meyers Road in Oak Brook, IL with Maintenance Yard M-14 located 2.6 miles away. The off-system access road is a 'Minor Arterial' per the National Functional Classification system and passes through a residential area. 2022 AADT for this location place it near the top for overall traffic volumes and in the top third for commercial AADT specifically. The surrounding parking lot is relatively smaller at approximately 14,200sqft based on aerial measurements but is surrounded by more extensive green space. This green space appears to be primarily wetland areas, likely limiting potential site expansion. The plaza building is of standard size at approximately 3,800sqft building footprint based on aerial measurements. No near term (< 5yr) pavement maintenance has been identified for this location.

Plaza 61 (Aurora)

Figure 6 – EB Plaza 61(Aurora) Former Manual Toll Lanes

***Plaza 61 (Aurora)** meets the four primary criteria for preliminary site selection supporting proof of concept development.*

This plaza includes tolling lanes on both the west and eastbound sides of I-88 with the plaza building itself located on the eastbound side with Maintenance Yard 8 located adjacent to the plaza as shown in Figure 6 below. The off-system access road, Mettel Road in Aurora, IL and is a 'Local Road' per the National Functional Classification system and passes through industrial and residential areas. 2022 AADT for this location place near the middle range for overall traffic volumes and for commercial AADT specifically. The surrounding parking lot is moderate at approximately 20,000sqft based on aerial measurements. The plaza building is of moderate size at approximately 7,000sqft building footprint based on aerial measurements. Potential expansion at this location may be feasible given the surrounding green space between the existing plaza and Mettel Road but there are nearby tower power lines. No near term (< 5yr) pavement maintenance has been identified for this location.

Future Phase Use Case Comparison

The following long-term use cases are intended to build on the proof-of-concept location with inductive charging system buildout on the adjacent mainline Illinois Tollway facility. While this concurrent location is not necessarily required, it is preferred for ease of access to existing facilities, potential extension of inductive charging systems installed at the plaza on to mainline, and proximity to existing system connections to the Back Office and power service. As all five identified sites meet the primary selection criteria, only those items critical to each use case are included for discussion here along with the relative ranking of each site.

Transit Partner Focus

The transit focused long-term use case is based on the installation of inductive charging systems installed on one lane along the Illinois Tollway's mainline to serve partner transit agency vehicles. This would likely require higher power output to support medium to large vehicle types such as transit vans and buses at mainline speeds. Of the five identified sites only Plaza 17 (Devon Ave) is located along I-90 which serves as a transit bus route. Pending transit shoulder running upgrades along I-90 are tentatively slated to start west of Plaza 17 (Devon Ave).

Additionally, potential location of a transit focused Park-N-Ride facility is under discussion at Plaza 35 (Cermak Rd). This presents an opportunity for current or future transit focused use of the inductive charging technology at this location, via either dynamic or static inductive charging. This would require additional discussion and planning efforts with multiple partners. These two potential use cases (i.e., inductive charging pilot location and transit Park-N-Ride) are not anticipated to conflict with each other but provide opportunities for future expansion and agency partnerships. These considerations as well as the planned transit shoulder running upgrades along I-90 make **Plaza 17 (Devon Ave)** and **Plaza 35 (Cermak Rd)** potential candidates for a transit focused long-term use case.

Commercial Partner Focus

The commercial / freight vehicle fleet focused use case is based on the installation of inductive charging systems on one or more lanes of the Illinois Tollway's mainline to serve equipped freight vehicles. This would require higher power output to support large freight vehicles such as semi-trucks and other heavy vehicles at mainline speeds. Of the five identified sites **Plaza 35 (Cermak Rd)** and **Plaza 29 (Touhy Ave)** had the highest commercial vehicle AADT at approximately 14,000 and 10,400 vehicles per day respectively based on available 2022 traffic counts. These locations may be best positioned for this long-term use case.

General Public Use

The general public use case is based on the installation of inductive charging systems on one or more lanes of the Illinois Tollway's general purpose mainline lanes to serve equipped vehicles of the general public as well as potential freight vehicles. This would require a range of power output depending on vehicle class and be able to accommodate mainline travel speeds. Of the five identified sites, **Plaza 29 (Touhy Ave)** and **Plaza 17 (Devon Ave)** had the highest overall AADT at approximately 88,515 and 86,090 vehicles per day respectively based on available 2022 traffic counts. These locations may be best positioned for this long-term use case.

Pilot Phase Opinion of Probable Cost

Based on a review of other inductive charging pilots and available information, Table 5 provides a high-level opinion of probable cost for the pilot phase of the inductive charging initiative.

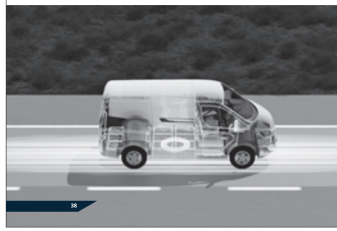


Table 5 - High Level Cost Summary

Description & Assumptions		Cost
Program Oversite	• Stakeholder Engagement • Review Acceptance Testing • Oversee the implementation services • O&M Work Plan • Project Management Schedule • Troubleshooting and Repairs • Evaluation and Data Collection / Reporting	$2,000,000
Design	• Develop construction plans adhering to the tollway design standards and manufacturer recommendations for optimal operation of the inductive charging system	$1,500,000
Construction Management	• On-site daily inspection of construction activities • Invoicing and project documentation • Assume full time inspectors on site during the installation and testing of the inductive system	$1,500,000
Construction	• Material procurement & Installation • Utility interconnect • Acceptance testing • Includes material and equipment	$6,500,000
Grand Total (2024 Dollars)		$10,000,000

Recommended Pilot Site & Future Phase Use Case

Plaza 61 (Aurora) has been recommended for use as the pilot site based on site characteristics and Illinois Tollway preference. The commercial and freight focused long term use case was selected to provide an initial mainline deployment at scale while limiting the first wave of authorized vehicles to a series of manageable contacts, i.e. working with commercial partner fleets with single points of contact rather than coordinating with individual customers.

Plaza Benefits

Plaza 61 (Aurora) provides several benefits or efficiencies regarding a pilot deployment location and is shown in Figure 7 below. Plaza 61 is located next to an existing maintenance yard and can utilize Illinois Tollway maintenance vehicles as a test pool. As Illinois Tollway maintenance vehicles are expected to make up the majority of preliminary vehicles, this location provides opportunity for test vehicles to pass over with minimal disruption to their daily routines (i.e., vehicles do not have to make extra trips or change routes to utilize the inductive charging system). Available space on site provides opportunities to make adjustments to on-site circulation by providing additional access points between the plaza and adjacent maintenance yard, depending on any final site layout. The existing toll booths and canopies require removal prior to installation of any inductive charging test beds, but these costs are not anticipated to be significant compared to the overall associated capital costs.

As stated, this plaza's proximity to a maintenance yard provides a good opportunity for regular use of the system. Local maintenance vehicles, including pickup, stake bed trucks, and channel vehicles operating from Maintenance Yard 8 collectively logged an annual average of 84,574 miles and could contribute to data collection and testing efforts. Available space on site is approximately 0.5 miles in length, providing space to install a test bed and other ancillary capital components.

Plaza 61 is located along eastbound I-88 does not have to accommodate regular traffic passing through the plaza, resulting in a more dedicated / closed test bed area. Available space at and around the plaza provides opportunities for expansion and site reconfiguration as needed. Additionally, the plaza is located roughly 18 miles from the Illinois Tollway Headquarters (21.2mi outbound / 14.1mi inbound).

Selected Pilot Site Benefits

- Dedicated Pilot Installation Space
- Potential for Expansion
- Adjacent Maintenance Yard Provides Regular Test Runs/ Data Collection

Commercial & Freight Focus Benefits

- Consistent Revenue Stream
- Freight Companies Provide Standardized Contact/Billing Opportunity
- Heavy Vehicle Implementation can be Scaled Down for Future Light Vehicle Integration

Figure 7 - Recommended Pilot Location, I-88 Eastbound Plaza 61 (Aurora)

Alternate Pilot Site

Plaza 35 (Cermak Rd) is recommended for use as an alternate pilot location based on existing site characteristics and potential for mainline integration with a commercial and box truck delivery vehicle focus.

Plaza Benefits

Plaza 35 (Cermak Rd), shown in Figure 8 below, provides several benefits regarding a pilot deployment location. Operationally the plaza is located next to an existing maintenance yard with higher general and commercial average annual traffic volumes along I-294. While existing space on site provides opportunities to provide additional access between the maintenance yard and the former manual side of the toll plaza, other projects are already being evaluated for this location. The existing toll booths and canopies are already programmed for removal, which increases workable space on-site without additional capital costs for the removal. Per the Illinois Tollway, anticipated site layout and signage updates to accommodate a pilot installation would be more significant in scale.

The plaza's proximity to a maintenance yard provides a good opportunity for regular use of the system. Local maintenance vehicles, including pickup, stake bed trucks, and channel vehicles operating from Maintenance Yard 2 collectively logged an annual average of 77,367 miles and could contribute to data collection and testing efforts. Available space on site is between 0.5 to 0.6 miles, providing space to install a test bed along with associated barriers and related considerations.

Plaza 35 is located along northbound I-294 Central Tri-State which is currently under construction with a 2028 anticipated completion date. While this location provides several site and operational characteristics if needed, this recent and ongoing construction of mainline I-294 and the potential for other collocated projects may increase the logistical complexity associated with locating a pilot installation here. Additionally, the plaza is located roughly 10.4 miles from the Illinois Tollway Headquarters (9.8mi outbound/10.9mi inbound).

Figure 8 – Alternate Pilot Location, I-294 Northbound Plaza 35 (Cermak Rd) (Facing South – Top, Facing North – Bottom)

Project Delivery Options

The selection of an appropriate delivery method can significantly impact the efficiency, cost, timeline, and overall outcome of a project. When deciding on the best approach the Tollway should explore various options considering internal processes as well as the pilot project characteristics before selecting the most suitable delivery method. Some of the most common delivery methods in the construction industry are listed below with a recommendation for the best method suggested for a pilot project.

Design-Bid-Build

The Design-Bid-Build (DBB) method is one of the oldest and most traditional project delivery approaches, often used in the construction industry. During the design phase the owner hires a design firm to develop plans, specifications and construction cost estimates for the project. Once the PSE package is complete, the project is put out for bid for the contractors to submit the proposals for construction. There are various selection criteria depending on the Tollway's internal processes, however, this type of contractor selection is primarily a low bid type of selection.

Advantages

- Feasibility/Anticipated Cost to Provide Substation Connection(s)
- Available Grid Capacity (To be Provided by ComEd)
- Potential for Alternate Power Sources (Future Direct or Offset Source(s))

Disadvantages

- Potential for delays due to sequential phases.
- Higher likelihood of disputes between designer and contractor.
- Less flexibility for design changes during construction.

Design-Build (DB)

The Design-Build (DB) method offers a more integrated approach, combining the design and construction phases under a single contract. In this method, the project owner hires a design-build firm or a contractor who is responsible for both designing and building the project. In a typical DB delivery method, the contractor would act as prime and hire a designer (or other subcontractors as needed) to deliver the project for the owner. In addition, the owner would hire a program manager to support with the development of the DB requirements and oversee the design and deployment on behalf of the owner.

Advantages

- Streamlined communication and collaboration between design and construction teams.
- Potential for faster project completion.
- Reduced risk of disputes between designer and contractor.

Disadvantages

- Less competitive bidding may lead to higher costs.
- Owner has less control over the design process.
- Potential for conflicts of interest if the design-build firm prioritizes cost savings over quality.

Public-Private Partnerships (PPP Or P3)

P3's are often used for large-scale infrastructure projects involving both public and private sector entities. In a P3, the private sector partner typically finances, designs, constructs, and operates the project, while the public sector provides regulatory oversight and support. The

owner would typically hire a program manger to oversee the project on their behalf and provide as-needed support.

Advantages

- Access to private sector expertise and funding.
- Potential for innovative solutions and efficient project delivery.
- Risk sharing between public and private sectors.

Disadvantages

- Complex and lengthy procurement processes.
- Potential for higher long-term costs for the public sector.
- Challenges in aligning public and private sector objectives.

Appendix A—Parallel Pilot Efforts

There are six existing inductive charging pilot projects across the United States at various phases, ranging from early planning and design to operational.

Lake/Orange Expressway (SR 16) DWIC Pilot (Florida)	Dynamic Wireless Power Transfer Pilot (Lafayette, Indiana)	14th Street DWIC Pilot (Detroit, Michigan)
US-12 (Michigan Ave) DWIC Pilot (Detroit, Michigan)	Mon-Fayette Expressway DWIC Pilot (Jefferson Hill & Duquesne, Pennsylvania)	Utah Inland Port Authority DWIC Pilot (Salt Lake City, Utah)

Lake Orange Expressway (SR 1) DWIC Pilot

The Central Florida Expressway Authority (CFX) is partnering with ASPIRE and green technology firm ENRX to deploy dynamic wireless vehicle charging technology along a new highway to test scalability. In addition to testing the scalability of the technology itself, CFX is also looking to assess and develop new equipment standards and designs to support smaller vehicle batteries, larger freight loads, and improve opportunities for other EVs and autonomous vehicles.

CFX aims to build a single three-quarter mile long segment of functional test track along the new Lake/Orange Expressway SR 516 utilizing ENRX's technology. The smart system intends to engage with vehicles and modulate 50-200kW of power. The current plan is to install 3.5'x11' precast concrete panel with coils embedded on a bed of asphalt with a concrete pavement overlay along the outer travel lane. The remaining travel lanes will be traditional concrete overlayed to complete the travel surface. The intent is to provide enough energy to sustain an EV along the length of the segment, i.e. vehicles should exit the segment with the same level of charge they entered it with. The priority is designing for heavy vehicle and freight traffic, with the notion that the technology could be scaled down to accommodate passenger vehicles.

Once the system is operational, ERNX will remain on board one year to collect data. Key performance indicators are not currently defined, however, the focus is on high level performance via power transfer and data collection supporting standards.

CFX has fully funded the pilot and determining a payment structure for charging is not currently part of the pilot. CFX plans to fund equipment for 5 vehicles to be used in the pilot.

The project is currently in the final design stages and expected to open by end of 2028. The construction phase is expected to last two and a half years. A shorter test track located at

the Utah ASPIRE test facility is set to be constructed and completed by September 2024. Kenworth electric trucks at Utah State University will be utilized for initial testing. The total cost of the pilot is estimated to be $10 million.

Dynamic Wireless Power Transfer Pilot—Lafayette Indiana

INDOT has partnered with Advancing Sustainability through Powered Infrastructure for Roadway Electrification – Purdue University (ASPIRE) and the Joint Transportation Research Program (JTRP) to design and install a quarter mile long test bed to test and evaluate dynamic wireless power transfer (DWPT) technology, including for heavy vehicles. The test bed is planned for installation along Highway US-231 / US-52 in West Lafayette, IN with plans to electrify additional sections to expand testing. The project is currently performing system performance checks in a laboratory environment with plans to conduct field tests in the future. The system is currently comprised of individually electrified coils that are powered by a control system. Power is currently provided to the coils via a generator based on as needed specific testing. Manual intervention is required to turn panels on as test vehicle approaches with a receiver needed for the power transfer to occur. The Purdue proprietary inductive charging system has a goal to provide 230kW of power to sustain class 9 commercial vehicle at a constant charge across the testing strip.

The primary intent is to assess the viability of DWPT in support of heavy commercial trucks at highway speeds given current range and weight limitations posed by batteries required to operate this class of vehicle. As of December 2023, the proposed schedule included construction of the test segment in Spring of 2025 with the roadway open to the public at a later date. The panels are currently being constructed and placed in the roadway along with up to 5 charging coils per day. Testing will begin before the roadway concrete pouring completes. The coils milled in under 2" of a polymerized concrete layer cover layer, which was specifically selected to mitigate the heat generated by coils which has proven to soften asphalt overlay. Litz wire was utilized to connect coils with cables which runs from vaults on the roadside through a duct, loops in a coil pattern, then loops back continuously. The coils are not encased within the concrete, with only PVC brackets utilized to hold the cable in place.

At this time, there has been no coordination with local utilities to secure permanent power feeds in an effort to accelerate initial development and testing. Coordination with external partners of vehicle fleets is not expected until initial testing phase is completed. At this time, the primary focus is class 9 heavy vehicles with high power transfer at higher speeds. Purdue has been working with Cummins to retrofit a received onto a test truck that was provided by Cummins. Financing and coordination of procurement and installation will be shared between Purdue and Cummins. Cummins has undertaken this as a potential business venture and is working on a separate stationary inductive charging pilot as well.

The project is primarily funded by INDOT, with some additional financial support from Purdue University and SPR research funding. The procurement underwent INDOT's contracting and letting process.

14th Street DWIC Pilot/US-12 (Michigan Ave) DWIC Pilot (Detroit, Michigan)

The Michigan Department of Transportation has partnered with Electreon, a wireless charging solutions company, to design, install, and test a dynamic inductive wireless charging roadbed along a three-quarter mile section of US-12 (in planning / design phase) and a quarter mile of roadway along 14th St near the Michigan Central Station in Detroit, MI (in operation). The completed demonstration segment along 14th St includes the installation of three management units (ground mounted cabinets) along the study section to support EV transit shuttle service for the immediate area. Static charging locations at both ends of the test track currently support maintenance charge for vehicles while during loading and unloading. The charge provided is not intended to fully recharge levels, but instead, to maintain the charge to result in a net zero loss of charge from entrance to exit of the test track.

The charging coils are connected to trenched power feeds which then connect to management units along the roadside, similar to traffic signal cabinets. Trenches were filled with flow fill material overlaying the installed cabling and careful consideration was necessary to ensure asphalt overlay creed would not accidentally pick up the charging coils. MDOT did not run pneumatic portion of roller until the second lift to ensure the coils did not receive vibrations. Energy is distributed by the coils upon confirmation between the transmitted and received is detected. The coils were installed in parallel to mitigate the total shut down of the system if one of the coils stops running. Electreon monitors the system remotely for outage, performance, and transfer loss between energy utility and the coils. Data collection methods are currently being refined to determine the amount of power transferred to each coil.

Maintenance activities on the roadway have successfully resumed without disturbance to the coils that are 4.5" below the roadway. The test track has been milled and resurfaced to address defects within the road surface. It is presumed that potholes or cracks within the roadway could eventually lead to issues if they remain unchecked, however, the coils are protected with a coating to mitigate negative effects. Snow and ice conditions not posed issues at Electreon's Sweeden testing facility and the test track has been unaffected by snow plow activities.

This location is the first known dynamic wireless charging roadway installed in the US. MDOT planned to seek bids starting in April 2024 for the reconstruction of US-12 in Detroit, MI including the segment selected for installation of dynamic wireless charging technology.

The inductive wireless charging pilot is primarily focused on transit vehicles and other potential fleet partners.

Mon-Fayette Expressway DWIC Pilot (Jefferson Hill & Duquesne, Pennsylvania)

Pennsylvania Turnpike Commission wants to install the technology on 3 to 5 miles of a planned section of road near Pittsburgh on the Mon/Fayette Expressway, between State Route 51 to State Route 837, according to Keith Jack, the turnpike's director of facilities operations. The agency hopes to launch the project between 2026 and 2030. A request for proposal is anticipated for August 2025.

The goal for the pilot is to support an inductive charging system that will provide enough

dynamic power for the vehicles to maintain charge and to support longer driving ranges. The inductive charging system is not meant to replace the static chargers at vehicle depots. The Turnpike aims prioritize testing medium cargo first, then light cargo electric vehicles on the road. A date has not been set for when inductive charging would be available for widespread public use. The Turnpike is focusing their charging efforts on Ford E-Transits vehicles, which some manufacturers have used already in other existing deployments.

The Turnpike hopes to use power generated from its own solar fields at maintenance facilities and service plazas to electrify portions of the induction roadway in future projects. It already has one solar field in operation and six others planned. A separate request for proposal is anticipated for providing solar power along the right of way which consists of 15 40-100 acre sites with a Pennsylvania Power Agency agreement in place to sell power back to the grid.

Providing an environmentally sustainable power source is a main goal for the Turnpike as they tackle this project. The Turnpike already implements recycled materials within their roadway and is aiming to promote interoperability across systems to decrease the need for new infrastructure.

The Turnpike is fully funding this project with no match requirement laid out in the request for proposal. The project is estimated to cost $2-3 million and will be procured through either State guidelines or the Turnpike's own processes and procedures.

Utah Inland Port Authority DWIC Pilot (Salt Lake City, Utah)

Partnership between Advancing Sustainability through Powered Infrastructure for Roadway Electrification – Utah State University (ASPIRE), Electreon, and Kiewit to design and construct a one-mile segment of commercially focused inductive wireless charging roadway. This follows a previously completed section of 164' long test track installed at the Utah State University's test track.

The Utah Inland Port Authority will host the new one-mile-long study segment, with the intent to expand future partnerships and network build out. The intent is to demonstrate feasibility of dynamic wireless charging for freight vehicles through extended battery range, reduced battery size, reduced vehicle cost, reduced pressure on the electric grid, and develop a shared infrastructure for various EVs. The design phase was anticipated to occur in 2023 with deployment in 2024.

Appendix B—Site Selection Criteria

Primary Criteria Screening Results

		Primary Selection Criteria				
		1	2	3	4	
ID #	Name	Mainline Toll Plaza Former Manual Side	Maintenance Yard Accessibility (Distance to Nearest Yard < 5mi)	Available Plaza Length (> 0.33 mi)	Urban / East of Fox River	Site Selection
1	South Beloit	Yes	No	Yes	No	
5	Belvidere	Yes	No	Yes	No	
7	Marengo/Hampshire	Yes	Yes	Yes	No	
9	Elgin	Yes	No	Yes	No	
17	Devon Ave	Yes	Yes	Yes	Yes	Y - Primary
19	N River Rd	Yes	Yes	No	Yes	
21	Waukegan	Yes	Yes	Yes	No	
24	Edens Spur	Yes	No	Yes	Yes	
29	Touhy Ave	Yes	Yes	Yes	Yes	Y - Primary
33	Irving Park	Yes	Yes	Yes	Yes	Y - Secondary
35	Cermak Rd	Yes	Yes	Yes	Yes	Y - Primary
36	82nd St	Yes	No	Yes	Yes	Y - Secondary
39	83rd St	Yes	No	Yes	Yes	Y - Secondary
41	163rd St	Yes	No	Yes	Yes	
43 & 45	I-80	No	No	Yes	Yes	
51	York Rd	Yes	Yes	Yes	Yes	Y - Secondary

		Primary Selection Criteria				
		1	2	3	4	
52	Meyers Rd	Yes	Yes	Yes	Yes	Y - Primary
61	Aurora	Yes	Yes	Yes	Yes	Y - Primary
66	DeKalb	Yes	No	Yes	No	
69	Dixon	Yes	Yes	Yes	No	
73	Army Trail Rd	Yes	No	Yes	Yes	
89	Boughton Rd	Yes	No	Yes	Yes	Y - Secondary
99	Spring Creek	Yes	No	Yes	Yes	
306		No			Yes	
320		No			Yes	
322		No			Yes	
324		No			Yes	
326		No			Yes	
328		No			Yes	
330		No			Yes	

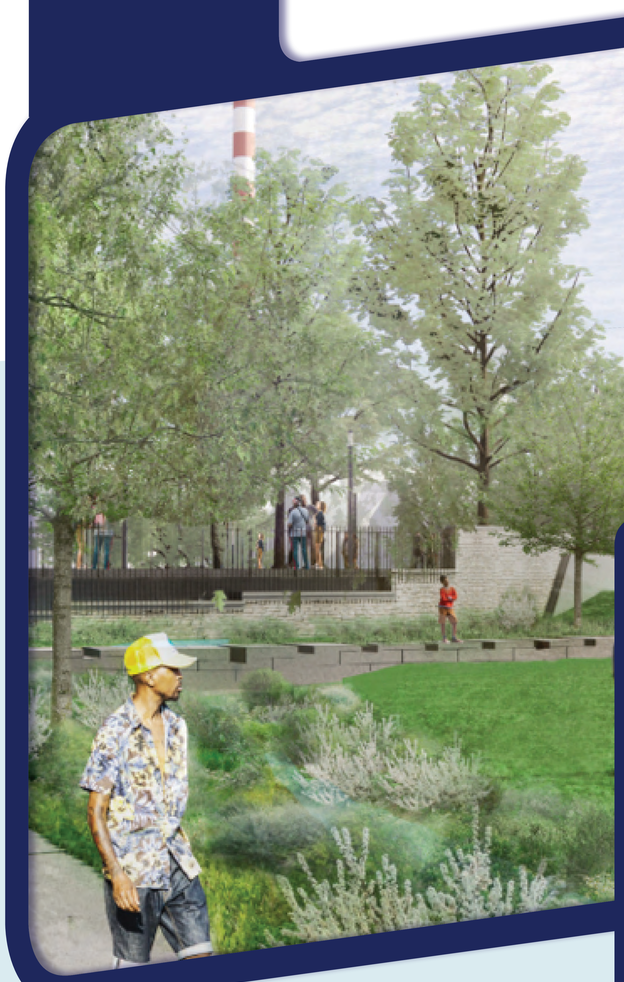
Detailed Primary Selection Criteria—Physical Characteristics

Plaza #							Pending Capital/ Surface Maintenance Work Location				Available Space: Available Length		Available Space: Facilities		Nearest local interchange: Southbound / Eastbound		Nearest local interchange: Northbound / Westbound		Nearest maintenance yard (mi)		Existing Plaza Building Electric Service: Utility Owner	Utility Service Type			
ID #	Name	Mainline	Latitude	Longitude	Mainline Route	Milepost	Extent	Type	Urban Area	East of Fox River*	Distance (mi, Gore to Gore)	Bound	Building Footprint (sft)	Approx Parking Area(sft)	Dist (mi)	Location	Dist (mi)	Location	Distance (mi)	Yard ID		Connection 1	Connection 2	Connection 3	Connection 4
1	South Beloit	Yes	42.445004	-88.992032	I-90	3.5	I-90; MP 2.54 to 18.22 (P-1, M-7, & I-90/I-39 Interchange within limits)	Mainline: Mill 2-inch. Class D full depth patch 1.0% of surface area. Place 2-inch WMA overlay.	Yes	No	0.59/ 1.07	EB/WB			5.4	West Lane Rd, IL-173	0.8	Rockton Rd	12.7	M-7	Rock County Electric Cooperative	3-Phase, 4-Wire, 480Y/277 V			
5	Belvidere	Yes	42.233742	-88.853043	I-90	23.2			Yes	No	0.47	WB			1.9	Genoa Rs	2	Irene Rd	8	M-7	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 240/480 V		
7	Marengo / Hampshire	Yes	42.167483	-88.589174	I-90	37.8			No	No	0.56	EB			4.1	US-20	1.6	IL-23	4.5	M-6	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 120/240 V		
9	Elgin	Yes	42.070494	-88.3068	I-90	53.8			Yes	No	0.80/ 0.69	EB/WB			0.8	IL-31	1.4	N Randall Rd	14.7/ 14.2	M-6/ M-5	Commonwealth Edison Co	Unknown			
17	Devon Ave	Yes	41.998644	-87.878098	I-90	77.1		19, Concrete pavement patching in 2048	Yes	Yes	0.52	WB	3000	5200	1	I-194	0.9	Lee St	1.9	M-3	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	Unknown	Unknown	
19	N River Rd	Yes	41.985121	-87.857624	I-90	78.5			Yes	Yes	0.24	EB			0.7	I-294			1.4	M-3	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 240/480 V	1-Phase, 3-Wire, 120/240 V	
21	Waukegan	Yes	42.431674	-87.952324	I-94	4.9		22 SB & 23 NB, Concrete pavement patching in 2040	Yes	Yes	0.57/ 0.65	EB/WB			2.3	W Grand Ave / IL-132	2.5	Rosecrans Rd / IL-173	3.5	M-4	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 240/480 V		
24	Edens Spur	Yes	42.149349	-87.855187	I-94	26.4			Yes	Yes	0.91/ 0.84	EB/WB			1.2	IL-43	1.25	I-295/I-94 / Deerfield	18	M-4	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V			
29	Touhy Ave	Yes	42.001874	-87.866804	I-294	41.6		16, Concrete pavement patching in 2040	Yes	Yes	0.39	WB	3,000	117,600	0.7	I-90	0.5	Touhy Ave	0	M-3	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V			
33	Irving Park	Yes	41.962878	-87.876722	I-294	38.8	I-294; MP36.4 to 39.8	Mainline: Mill 4-inch. Class D full depth patch 4.0% of PCC surface area. Place 4-inch WMA overlay.	Yes	Yes	0.39	SB			0.5	Irving Park Rd	1	Balmoral Ave	2.8	M-3	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	Unknown		
35	Cermak Rd	Yes	41.853152	-87.919904	I-294	29.9		17 NB & 23 SB, Concrete pavement patching in 2041	Yes	Yes	0.45/ 0.60	SB/NB	6,100	71,000	0.5	Cermak Rd	0.5	Roosevelt	0.2	M-2	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V			
36	82nd St	Yes	41.742117	-87.833073	I-294	19.7		(P-36) 17, Concrete pavement patching in 2038	Yes	Yes	0.6	EB					2	95th St	7.5	M-1	Commonwealth Edison Co	1-Phase, 3-Wire, 240/480 V	Unknown		
39	83rd St	Yes	41.73956	-87.826482	I-295	19.3		(P-39) 23, Concrete pavement patching in 2038	Yes	Yes	0.46	WB			0.5	88th Ave Interchange			7.5	M-1	Commonwealth Edison Co	1-Phase, 3-Wire, 240/480 V	Unknown		
41	163rd St	Yes	41.59026	-87.681481	I-294	5.6	I-294; MP 4.88 to 6.2	Mainline: Class B patch 2.5% of area and 4" SMA overlay.	Yes	Yes	0.38/ Under Construction	SB/NB					0.7	IL-6	6.4	M-1	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 120/240 V		
43 & 45	I-80	No (Ramp, System Entrance from IDOT I-80)	41.581158 / 41.581694	-87.680827 / -87.678105	I-294	5			Yes	Yes	0.67/ 0.69	EB/WB			2.4 / 0.9	Halsted St / Dixie Hwy	6.5 / 0.8	I-80 Interchange with IL-43 / Kedzie Ave	6.9	M-1	Commonwealth Edison Co	Unknown			
51	York Rd	Yes	41.848526	-87.941071	I-88	138.1			Yes	Yes	0.45	SB			0.7 / 1.5	York Rd /I-294 Interchange	0.5	Spring Rd	2.25	M-2	Commonwealth Edison Co	Unknown			
52	Meyers Rd	Yes	41.837774	-87.995871	I-88	135.1		17, Concrete pavement patching in 2041	Yes	Yes	0.63	EB	3,800	14,200	1.4	Midwest Rd	0.8	Highland Ave	2.6	M-14	Commonwealth Edison Co	Unknown	Unknown		
61	**Aurora**	**Yes**	**41.797262**	**-88.309325**	**I-88**	**117.85**	**I-88; MP 117.84 to 122.88**	**Mainline: Mill 4.0" of WMA. Class B patch 2% of PCC surface area. Replace 4-inch SMA overlay. 24 EB & 18 WB, Concrete pavement patching in 2041**	**Yes**	**Yes**	**0.67/ 0.70**	**EB/WB**	**7,000**	**20,000**	**1.3**	**N Farnsworth Ave**	**1**	**Lincolnway St**	**0.2**	**M-8**	**Commonwealth Edison Co**	**3-Phase, 4-Wire, 480Y/277 V**	**1-Phase, 3-Wire, 240/480 V**	**1-Phase, 3-Wire, 240/480 V**	
66	DeKalb	Yes	41.900003	-88.874358	I-88	86.2	I-88; MP 76.76 to 113.56	Mainline: Reconstructed as JPCP with 15-ft joint spacing.	No	No	0.83/ 0.85	EB/WB			5	S Annie Glidden Rd	7.5	I-39	5.75	M-11	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	3-Phase, 4-Wire, 208Y/120 V		
69	Dixon	Yes	41.822895	-89.426982	I-88	56.4	I-88; MP 44.2 to 76.76 (P-69 & M-12 within limits)	Mainline: Mill 2-inch. Class D full depth patch 1.0% of surface area. Place 2-inch WMA overlay.	No	No	0.67/ 0.67	EB/WB			19.5	IL-251	2.2	S Galena Ave / IL-26	2.2	M-12	Commonwealth Edison Co	Unknown	Unknown		
73	Army Trail Rd	Yes	41.92313	-88.037455	I-355	29.2	I-355; MP 12.71 to 29.9 (P-73 at northern limits)	Mainline: Mill 4.0" of WMA. Class B patch 4% of PCC surface area. Replace 4-inch SMA overlay.	Yes	Yes	0.57/ 0.67	SB/NB			1.25	W North Ave	0.6	Army Trail Rd	7.6	M-14	Commonwealth Edison Co	Unknown	Unknown		
89	Boughton Rd	Yes	41.733029	-88.035079	I-355	14.4	I-355; MP 12.71 to 29.9 (P-89 within limits)	Mainline: Mill 4.0" of WMA. Class B patch 4% of PCC surface area. Replace 4-inch SMA overlay.	Yes	Yes	0.54/ 0.68	SB/NB			0.5	E Boughton Rd	1.2	75th St	7.7	M-14	Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 120/240 V		
99	Spring Creek	Yes	41.577144	-87.999746	I-355	3.3		17 NB & 15 SB, Concrete pavement patching in 2039	Yes	Yes	1.14/ 1.12	SB/NB			2.1	US-6	1.6	159th St	18.8	M-14	Commonwealth Edison Co	3-Phase, 4-Wire, 208Y/120 V	3-Phase, 4-Wire, 480Y/277 V	3-Phase, 4-Wire, 480Y/277 V	3-Phase, 4-Wire, 208Y/120 V
306		Yes	41.967719	-87.937788	I-490	2.8			Yes	Yes											Commonwealth Edison Co	Unknown			
320		Yes	41.983586	-87.968295	IL-390	15.4			Yes	Yes											Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 240/480 V		
322		Yes	41.983565	-87.988842	IL-390	14.4			Yes	Yes											Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 240/480 V		
324		Yes	41.984256	-88.007388	IL-390	13.3			Yes	Yes											Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	3-Phase, 4-Wire, 480Y/277 V		
326		Yes	41.992284	-88.058444	IL-390	10.5			Yes	Yes											Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 240/480 V		
328		Yes	41.997362	-88.087909	IL-390	8.9			Yes	Yes											Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 240/480 V		
330		Yes	41.987273	-88.130077	IL-390	6.3			Yes	Yes											Commonwealth Edison Co	3-Phase, 4-Wire, 480Y/277 V	1-Phase, 3-Wire, 240/480 V		

Detailed Primary Selection Criteria—Operational Characteristics

Plaza #		AADT: Total				AADT: Commercial			Nearest local interchange: Southbound/ Eastbound		Nearest local interchange: Northbound/ Westbound		Cross Section: Southbound/ Eastbound			Cross Section: Northbound/ Westbound							
ID #	Name	SB/EB	NB/WB	Plaza Bound	Rank	Bi-Directional %	Plaza Bound	Rank	Dist (mi)	Location	Dist (mi)	Location	IPO Lanes	Closed Lanes	ORT Lanes	IPO Lanes	Closed Lanes	ORT Lanes	Local Entrance/ Exit Movement Through Plaza	Plaza Building Location	Transit Accommodations		
1	South Beloit	28,790	28,260	28,260	19	30.6%	8,648	8	5.4	West Lane Rd, IL-173	0.8	Rockton Rd	2	3	3	1	4	3	None	Southbound	None		
5	Belvidere	25,050	24,530	24,530	20	25.8%	6,329	16	1.9	Genoa Rs	2	Irene Rd	N / A	N / A	N / A	1	2	3	None	Westbound	None		
7	Marengo / Hampshire	28,430	28,550	28,430	18	22.3%	6,340	15	4.1	US-20	1.6	IL-23	1	4 (2 are seasonal	3	N / A	N / A	N / A	None	Eastbound	None		
9	Elgin	50,770	50,850	50,850	13	14.9%	7,577	11	0.8	IL-31	1.4	N Randall Rd	1	4	3	1	4	3	EB Entrance and WB Exit to S 8th St / IL-31	Westbound	Big Timber Metra Station (1.3mi)	Pace Bus Stop at Commerce Dr & Tollgate Rd (0.5mi)	
17	Devon Ave	84,460	87,720	87,720	3	8.2%	7,193	12	1	I-194	0.9	Lee St	N / A	N / A	N / A	2	4	4	WB Entrance from Devon Ave	Westbound	O'Hare Metra Transfer Station (0.25mi)	Pace Bus Stop at Scott Dr & Hasley Dr (0.25mi)	
19	N River Rd	65,310	63,500	65,310	9	4.2%	2,743	21	0.7	I-294									EB Exit to N River Rd	Eastbound			
21	Waukegan	39,550	38,560	38,560	15	21.7%	8,368	10	2.3	W Grand Ave / IL-132	2.5	Rosecrans Rd / IL-173	2	3	3	1	3	3	None	Both Sides	None		
24	Edens Spur	22,380	23,630	22,380	21	8.0%	1,790	23	1.2	IL-43	1.25	I-295/I-94 / Deerfield	1	3	2	1	3	2	None	Eastbound	Lake Cook Rd Metra Station (0.74mi)	Pace Bus Stop at Frontage Rd & Pine St (0.25mi)	
29	Touhy Ave	88,400	88,630	88,630	2	11.8%	10,458	6	0.7	I-90	0.5	Touhy Ave	N / A	N / A	N / A	2	6	4	NB Exit to Touhy Ave	Northbound	Pace Bus Stop at S River Rd (0.5mi)	Pace Bus Stop at O'Hare Lake Building (250')	
33	Irving Park	95,040	98,730	95,040	1	12.5%	11,880	5	0.5	Irving Park Rd	1	Balmoral Ave	2	5	4	N / A	N / A	N / A	SB Exit to Irving Park Rd	Southbound	Schiller Park Metra Station (0.35mi)	Pace Bus Stop on Manheim (0.15mi)	
35	Cermak Rd	69,690	69,270	69,270	8	20.3%	14,062	3	0.5	Cermak Rd	0.5	Roosevelt	1	6	4	1	6	4	SB Exit to Cermak Rd, NB Exit to Roosevelt	Northbound	Pace Bus Stop at Cermak & Windsor (0.75)		
36	82nd St	75,350	72,180	75,350	6	19.4%	14,618	2			2	95th St	1	6	4				Future EB Entrance from 88th Ave	Eastbound	Pace Bus Stop at 88th Ave/Cork & 81st St (0.3mi)	Willow Springs Metra Station (2.5mi)	
39	83rd St	75,350	72,180	72,180	7	20.5%	14,797	1	0.5	88th Ave Interchange						1	6	4		Westbound	Pace Bus Stop at 88th Ave/Cork & 81st St (0.3mi)	Willow Springs Metra Station (2.5mi)	
41	163rd St	51,690	52,800	51,690	12	24.1%	12,457	4			0.7	IL-6								Both Sides			
43 & 45	I-80	30,870	35,640	35,640	16	27.5%	9,801	7	2.4 / 0.9	Halsted St / Dixie Hwy	6.5 / 0.8	I-80 Interchange with IL-43 / Kedzie Ave	1	3	2	1	3	2	None	Both Sides	Pace Bus stop at 167th St 7 Western Ave (0.53)	Pace Bus Stop at Kedzie Ave & Laurel Ln (0.7mi)	Hazel Crest & Calumet Metra Electric Stations (1mi)
51	York Rd	79,750	80,560	80,560	4	8.2%	6,606	14	0.7 / 1.5	York Rd / I-294 Interchange	0.5	Spring Rd	N / A	N / A	N / A	2	4	4	WB Entrance from Harger Rd and I-294, WB Exit to Spring Rd	Westbound	Pace Bus Stop at 22nd St & Enterprise/ Jorie Pace (0.15mi)		
52	Meyers Rd	78,050	77,910	78,050	5	8.5%	6,634	13	1.4	Midwest Rd	0.8	Highland Ave	1	4	4	N / A	N / A	N / A	None	Eastbound	Pace Bus Stop at Butterfield & Technology Dr (0.25mi)	Fairview Ave Metra Station (3mi)	
61	**Aurora**	**41,950**	**40,710**	**41,950**	**14**	**12.0%**	**5,034**	**19**	**1.3**	**N Farnsworth Ave**	**1**	**Lincolnway St**	**1**	**6**	**3**	**1**	**6**	**3**	**None**	**Eastbound**	**Aurora Metra Station (2.5mi)**	**Pace Bus Stop at Lincolnway St (0.9mi)**	
66	DeKalb	9,930	9,980	9,980	22	27.8%	2,774	20	5	S Annie Glidden Rd	7.5	I-39	1	2	2	1	2	2	None	Both Sides	None		
69	Dixon	7,940	8,140	8,140	23	30.0%	2,442	22	19.5	IL-251	2.2	S Galena Ave / IL-26	1	2	2	1	2	2	None	Both Sides	None		
73	Army Trail Rd	54,020	52,070	54,020	11	10.6%	5,726	17	1.25	W North Ave	0.6	Army Trail Rd	1	5	3	1	4	3	SB Entrance and NB Exit to Army Trail Rd	Southbound	Pace Bus Stop at Rohlwing Rd & Army Trail Rd (0.7mi)	Pace Bus Stop at Army Trail Rd & Swift Rd (0.75mi)	
89	Boughton Rd	64,000	63,550	64,000	10	13.1%	8,384	9	0.5	E Boughton Rd	1.2	75th St	2	4	3	2	4	3	NB Entrance and SB Exit to Boughton Rd	Southbound	Pace Bus Stop at 83rd St & James Ave (0.35)		
99	Spring Creek	30,510	31,160	30,510	17	16.5%	5,034	18	2.1	US-6	1.6	159th St	1	2	3	1	2	3	None	Both Sides	Lockport Metra Station (3.18mi)		
306																							
320																							
322																							
324																							
326																							
328																							
330																							

RESILIENT BRIDGEPORT



The Vision

Resilient Bridgeport is a prototype for the region's coastal cities. Led by the State of Connecticut, it consists of a resilience strategy and pilot projects focused on protecting homes, businesses and infrastructure in the South End of Bridgeport from chronic and acute flooding in order to foster long-term prosperity in the neighborhood. Resilient Bridgeport is part of the Connecticut Department of Housing Sandy Recovery and National Disaster Resilience programs funded by the Federal Department of Housing and Urban Development Community Development Block Grant Disaster Recovery program under Public Law 113-2.

What does a Flood Risk Reduction Project include?

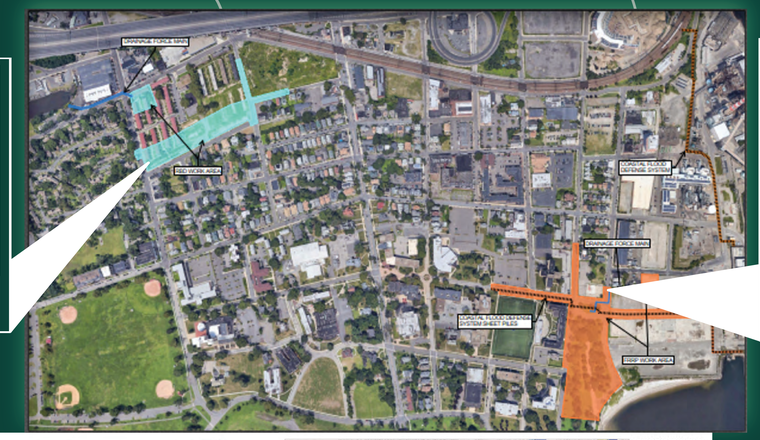
- Coastal Flood Defense System
- Pump Station
- Force Main
- Resiliency Gateway
- Park Renovations/Open Channel

Program Overview

Rebuild by Design: $10 Million

"...pilot project must reduce risk to public housing in the City's South End..."

- Stormwater management
- Elevated street for dry egress

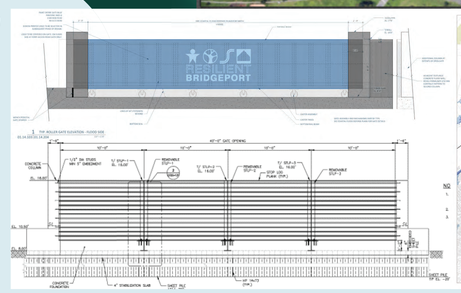


Flood Risk Reduction Project: $46 million

- Coastal Flood Defense
- System
- Resilience Center
- Energy Study
- Floodplain Design Guidelines

Flood Gates

- Roller Gate
- Stop Log Gate

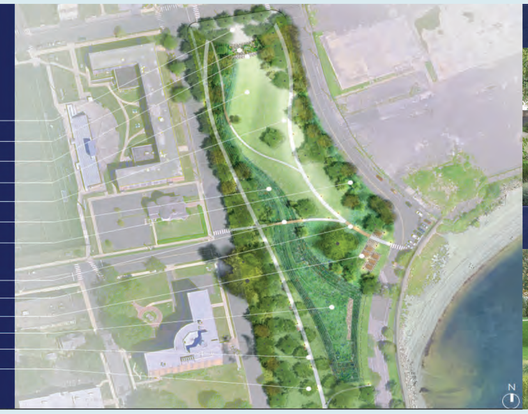


Bridgeport South End Hurricane Sandy Inundation

Head of Park

LANDSCAPE DESIGN

- BELVEDERE
- WATER INLET & STILLING BASIN
- OVERFLOW WEIR
- LAWN
- OVERLOOK
- PLANTED CHANNEL
- PLANTED BUFFER & SWALE
- BRIDGE CROSSING
- BOARDWALK
- GATHERING TERRACES
- WETLAND BASIN
- PATH WITH LIGHTING & BENCHES
- LINDEN TREE ALLEE



Seaside Park Belvedere

Seaside Park View

Coastal Flood Defense System

Area of Flood Risk Reduction

How a Bridgeport Coastal Flood Defense Sytem can reduce flooding

CONNECTICUT Department of Housing

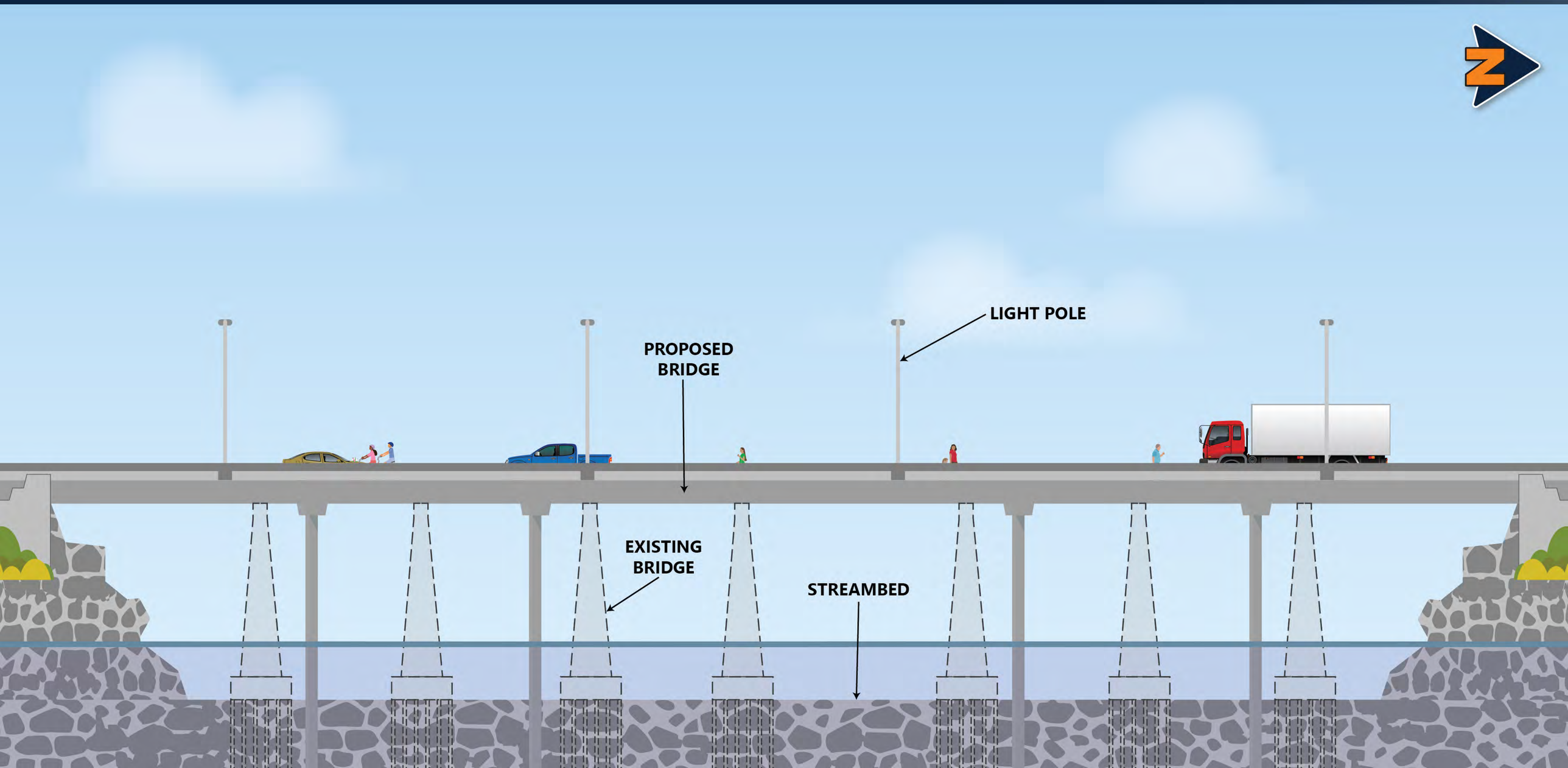
U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Approximate Project Limits

IL 75 over the Rock River Bridge Replacement

Elevation View

IL 75 over the Rock River Bridge Replacement



IL-75 over the Rock River Bridge Replacement

Virtual Public Meeting

Illinois Department of Transportation

Tuesday, January 28, 2025

Did you miss the virtual public meeting for the IL-75 over the Rock River Bridge Replacement Proposal?

View the meeting recording and other study resources at

IL75RockRiverBridge.com

Illinois Department of Transportation

IL-75 over the Rock River Bridge Replacement

Comment Period Open

Submit your questions and give us feedback about the study.

PROVIDE COMMENTS UNTIL

Tuesday, February 11, 2025

View the study information online:

IL75RockRiverBridge.com

IL-75 over the Rock River Bridge Replacement

Virtual Public Meeting

This meeting will present general information about the study and have a Q&A opportunity to ask questions.

DATE:

Tuesday
January 28, 2025

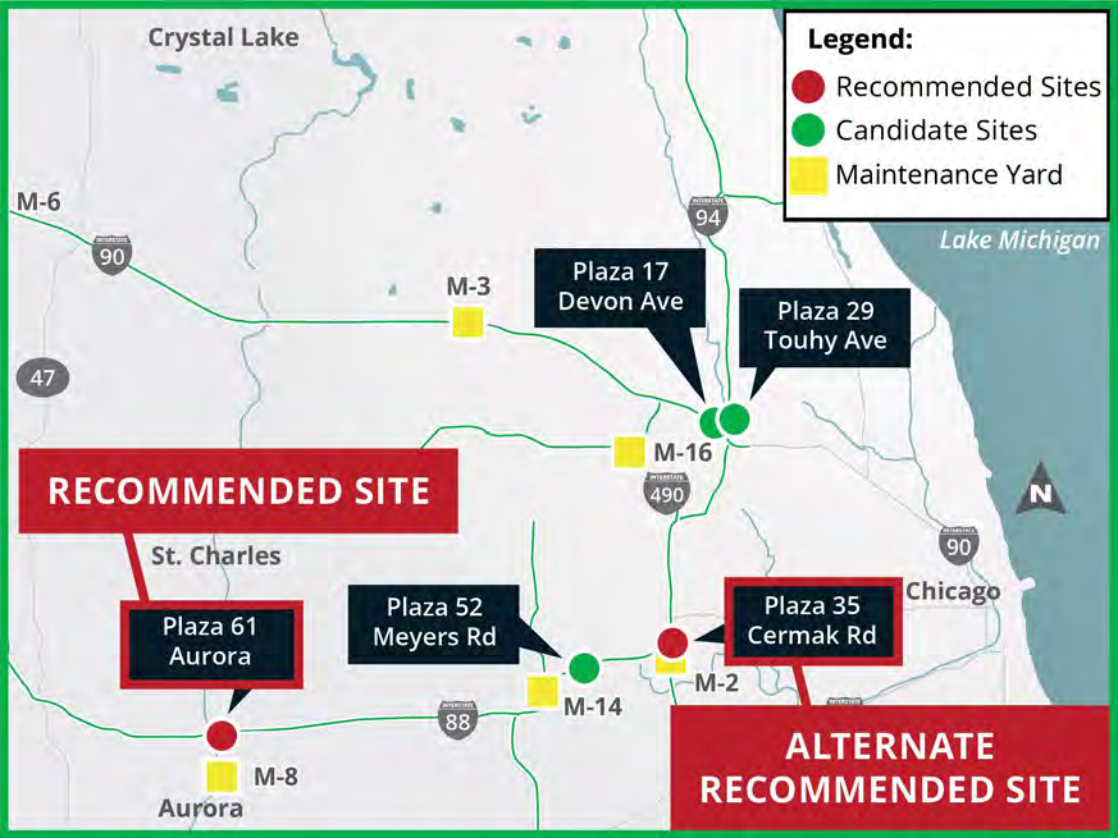
TIME:

3:30 to 6:30 p.m.
Central Time

Registration for the event is required

Link:

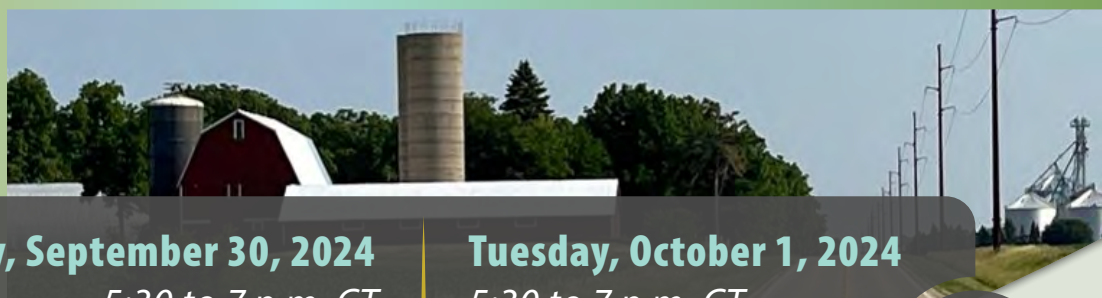
bit.ly/IL75RockRiverBridge


Legend:
Recommended Sites
Candidate Sites
Maintenance Yard
Crystal Lake
M-6
90
47
94
Lake Michigan
M-3
Plaza 17
Devon Ave
Plaza 29
Touhy Ave
M-16
490
RECOMMENDED SITE
St. Charles
Plaza 61
Aurora
Plaza 52
Meyers Rd
Plaza 35
Cermak Rd
M-2
M-14
88
M-8
Aurora
90
Chicago
N
ALTERNATE
RECOMMENDED SITE

SAVE THE DATE

Steward-Caron Road Industrial Corridor Study

Strategic Plan



Monday, September 30, 2024
5:30 to 7 p.m. CT

Steward Elementary School
602 Main Street
Steward, IL 60553

OR

Tuesday, October 1, 2024
5:30 to 7 p.m. CT

Kennay Farms Distilling
416 Lincoln Highway
Rochelle, IL 61068

Blackhawk Hills Regional Council, in collaboration with the City of Rochelle, Village of Steward, and Lee County, is planning for anticipated development between Rochelle's southeastern industrial area and the Steward community. At the meeting, we'll review our:

- Research on existing conditions and future industrial development trends in the corridor
- Findings about the impact of trucks and trains on local communities
- Proposals to move people and freight safely through the corridor
- Recommendations on how to improve transportation systems and other key infrastructure

Please attend one of our public information meetings to learn more and offer your ideas and suggestions.

bhrc
Blackhawk Hills Regional Council

CONNECT WITH US!

Alan Meyers
Project Manager
WSP USA Inc.

blackhawkhills.com

alan.meyers@wsp.com

Illinois Department of Transportation

SAVE THE DATE

2024 Port Infrastructure Grant Workshop

Inland Rivers and Great Lakes Ports

Illinois Department of Transportation, in coordination with the Maritime Administration (MARAD), is hosting a Grant Application Workshop for Inland Rivers and Great Lakes Ports, DOTs, and other applicable stakeholders.

PURPOSE OF THIS WORKSHOP

To inform potential U.S. Department of Transportation (USDOT) and MARAD grant applicants on how to navigate the federal discretionary grant application process.

REGISTRATION

• No registration fee •

Register here to reserve you spot (link to be distributed soon).

Space limited to 100 participants

LODGING

See block rate details on pg 2.

Attendees are responsible for travel to/from workshop.

WEDNESDAY
November 20
8:30AM–3:30PM

through

THURSDAY
November 21
8:30AM–1:00PM

Ralph H. Metcalfe Federal Building Field Office

3rd Floor
77 West Jackson Blvd
Chicago, Illinois 60604

Join us for a comprehensive exploration of the USDOT Maritime Administration (MARAD) project application planning, grant application writing, and project implementation process.

- **Planning for Success:** Receiving a winning grant award starts with project planning. Improve your stakeholder engagement, understand environment requirements, highlight your project's cost-benefit analysis, and many more application criteria.
- **Craft a Winning Application:** Make your project stand out from the rest with exceptional grant application preparation. Learn what sets exceptional proposals apart and how to achieve the highest application evaluation scores.
- **Achieve Project Goals:** What you need to know after receiving a grant award. Explore strategies for effective post-award implementation.
- **Tap into Resources:** The best applications know how to use resources effectively. Understand available federal and state funding opportunities, available tools, and guides.

INVITED SPEAKERS

- USDOT and MARAD
- State DOTs
- Ports

HOTEL BLOCK RATE INFORMATION

Hotel Block Rate: ***$159.00+tax***

Reservation Deadline: ***October 18, 2024***

Event Name: ***Port Infrastructure Grant Workshop***

Group Code: ***2411PORTIN***

CQ CLUB QUARTERS HOTELS

HOTEL INFORMATION

Club Quarters Central Loop
111 West Adams St.
Chicago, IL 60603

Reservation Line: (203) 905-2100
Hotel: (312) 214-6400

Email:
memberservices@clubquarters.com

Block link:
bit.ly/2411PORTIN

BLOCK DETAILS

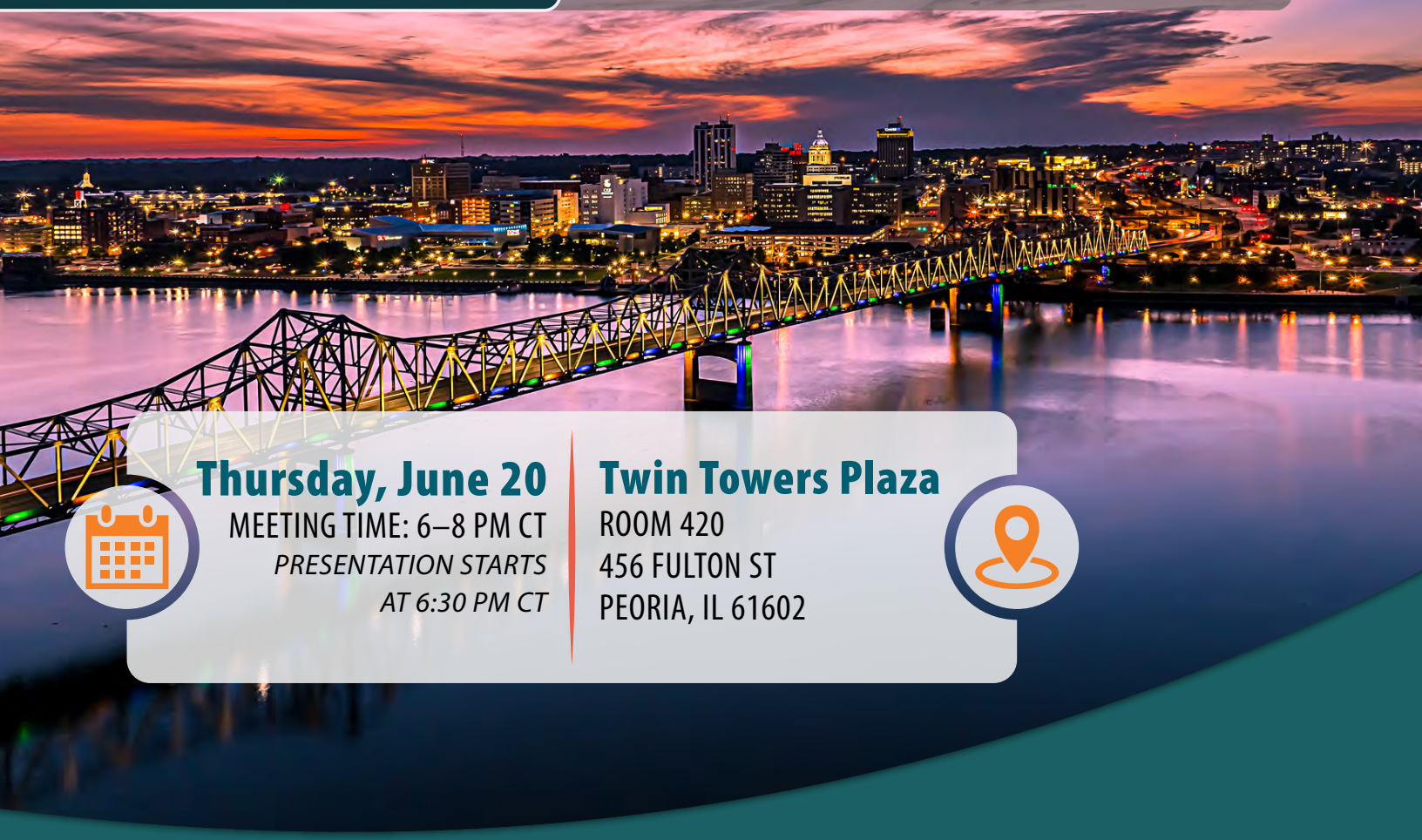
- **Queen beds**
- **Block rooms available from November 19-22**
- **Limited availability Reserve rooms ASAP**

For questions regarding registration, agenda, or hotel block availability please contact ***Brian McCoy at Brian.McCoy@illinois.gov or (217) 785-1024****.*

SAVE THE DATE

Heart of Illinois Regional Port District

Port Master Plan *Public Information Meeting*



Thursday, June 20
MEETING TIME: 6–8 PM CT
PRESENTATION STARTS AT 6:30 PM CT

Twin Towers Plaza
ROOM 420
456 FULTON ST
PEORIA, IL 61602

The Heart of Illinois Regional Port District (HIRPD) is developing its first-ever Port Master Plan, under leadership of the Tri-County Regional Planning Commission and Illinois Department of Transportation and in partnership with the Greater Peoria Economic Development Council. Please join us for an exchange of information about the role of the region's ports and ideas that should be part of the master planning process.

TRI-COUNTY REGIONAL PLANNING COMMISSION
PEORIA WOODFORD TAZEWELL

GREATER PEORIA
Economic Development Council

tricountyrpc.org
greaterpeoriaedc.org

alan.meyers@wsp.com

CLARK STREET PROJECT

CDOT
Chicago Department of Transportation

A CORRIDOR PROJECT TO CONNECT LINCOLN PARK!

Clark Street Project is a Chicago Department of Transportation (CDOT) project to address safety and mobility challenges along approximately 1.5 miles of the Clark Street corridor.

The overall goal is to reduce traffic volume, create fewer conflicts, and low vehicle speed, yielding safer travel for pedestrians cyclists, transit riders, and motorists. Construction on Clark Street will include:

1. A road diet and the addition of protected bike lanes from North Boulevard to Armitage Avenue
2. Resurfacing and the addition of bike lanes from Armitage to Belden avenues
3. Striping and the addition of bike lanes from Belden Avenue to Diversey Parkway

Complete Streets will:

- ✓ Reduce Clark Street to two lanes
- ✓ Improve safety at pedestrian crossings
- ✓ Add facilities to improve bike access
- ✓ Enhance bus stop facilities for transit riders

What are Complete Streets along Clark Street?

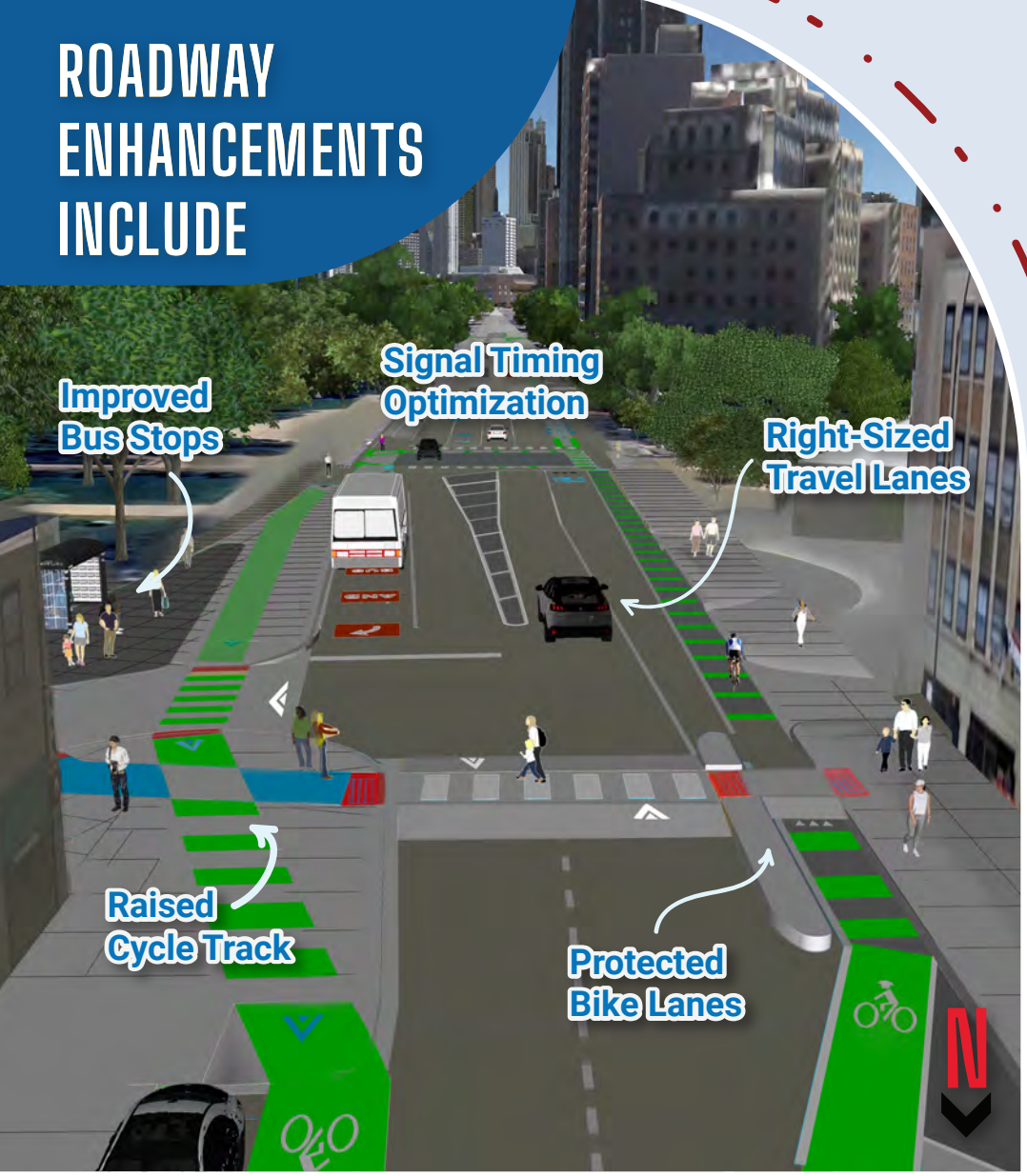
- People biking will travel separately on the raised and protected bike lanes from the moving vehicles to reduce cyclist crashes
- Vehicles will slow down with narrower travel lanes, to lower chances for crashes, especially severe crashes
- Median buffer helps resolve any crashes from opposite directions

What's a Road Diet?

A Road Diet occurs when the number of travel lanes and/or width of the road is reduced to make way for improvements to bicycle facilities, pedestrian crossings, and bus stops.

- The Clark Street corridor will include a road diet on:
  - Clark Street, from North Boulevard to Armitage Street
  - North Boulevard
  - Menomonee Street
  - Lincoln Avenue
  - Wisconsin Street
- CDOT will introduce a cul-de-sac at the 100 block of W Eugenie Street to improve safety and simplify the intersection with Clark Street
- CDOT will close the shortcut lane on LaSalle Drive to create an open space

ROADWAY ENHANCEMENTS INCLUDE



CDOT
Chicago Department of Transportation

GET INVOLVED!

CDOT seeks community feedback from Clark Street corridor residents, business owners, patrons, cyclists, pedestrians, transit riders, and motorists on our Complete Streets efforts.

PROJECT TIMELINE

FEB 2024 — Public Engagement Kickoff
- One-on-one meetings
- Small group meetings
- Door-to-door outreach
- Solicit public comments

MAR 2024 — Continued Stakeholder Outreach
- Continued meetings
- Continued door-to-door outreach
- Continued soliciting public comments
- Attend Spring corridor events (farmers market, museum events, etc)

APR 2024 — Public Information Meeting
- Present project information
- Solicit public comments

MAY 2024 — Construction Begins
- Continued public outreach
- Monitor construction
- Track stakeholder challenges

POST CONSTRUCTION — Community Capstone Project
- Community art installation, tree planting event, or coronation

SCAN THE QR CODE TO LEARN MORE!

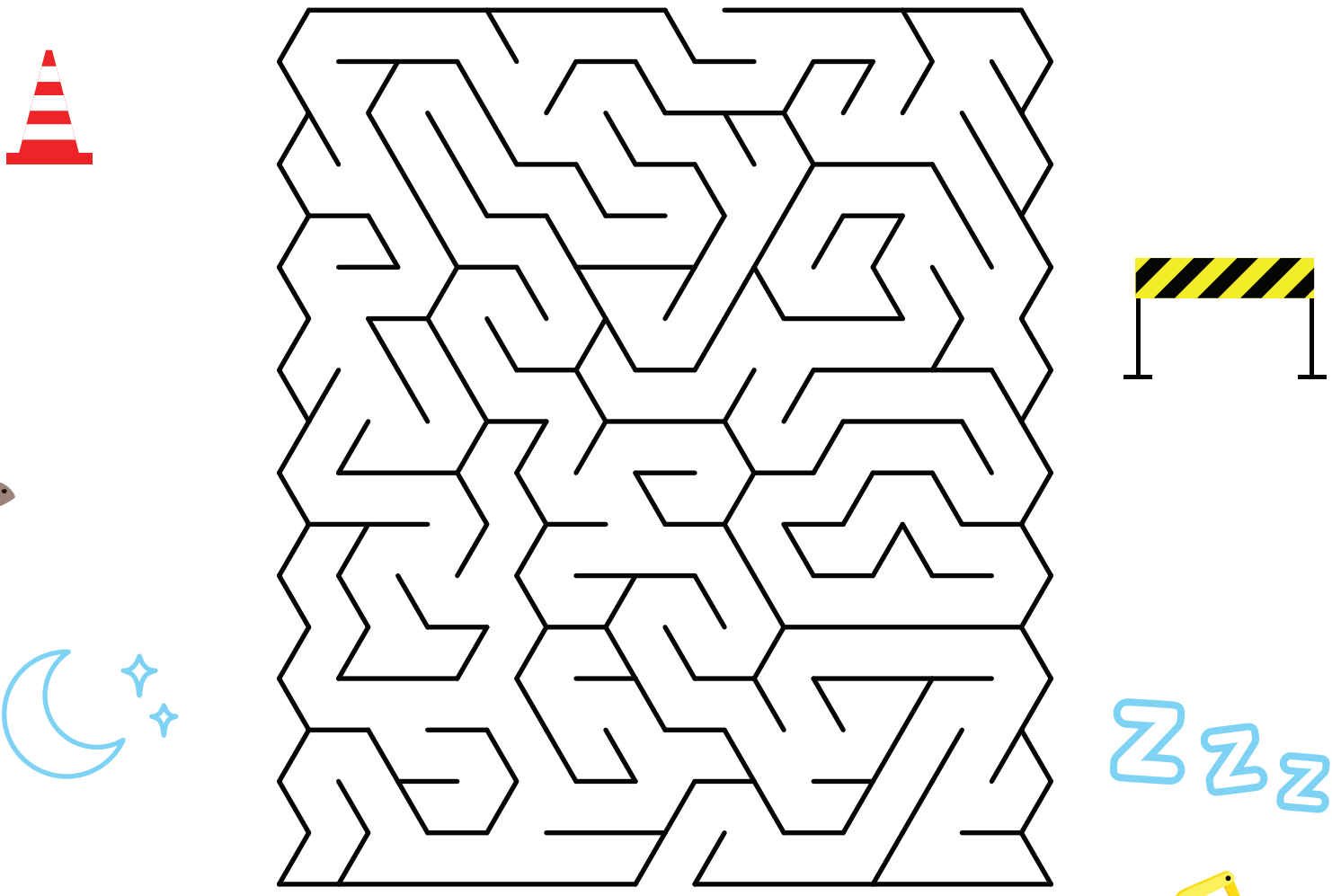
Mailing Address
Attn: Clark Street Project
Chicago Department of Transportation
2 LaSalle Street, Suite 820
Chicago, IL 60602

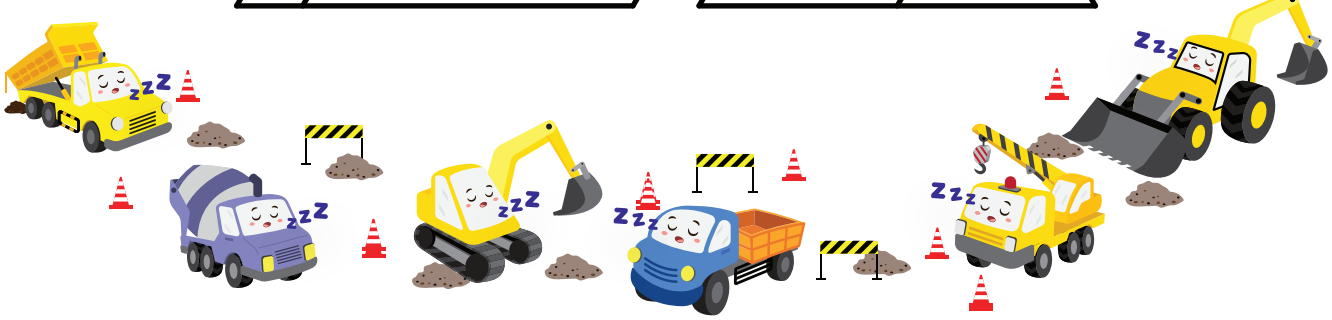
CDOTClarkStreet@CityofChicago.org

412-508-0383

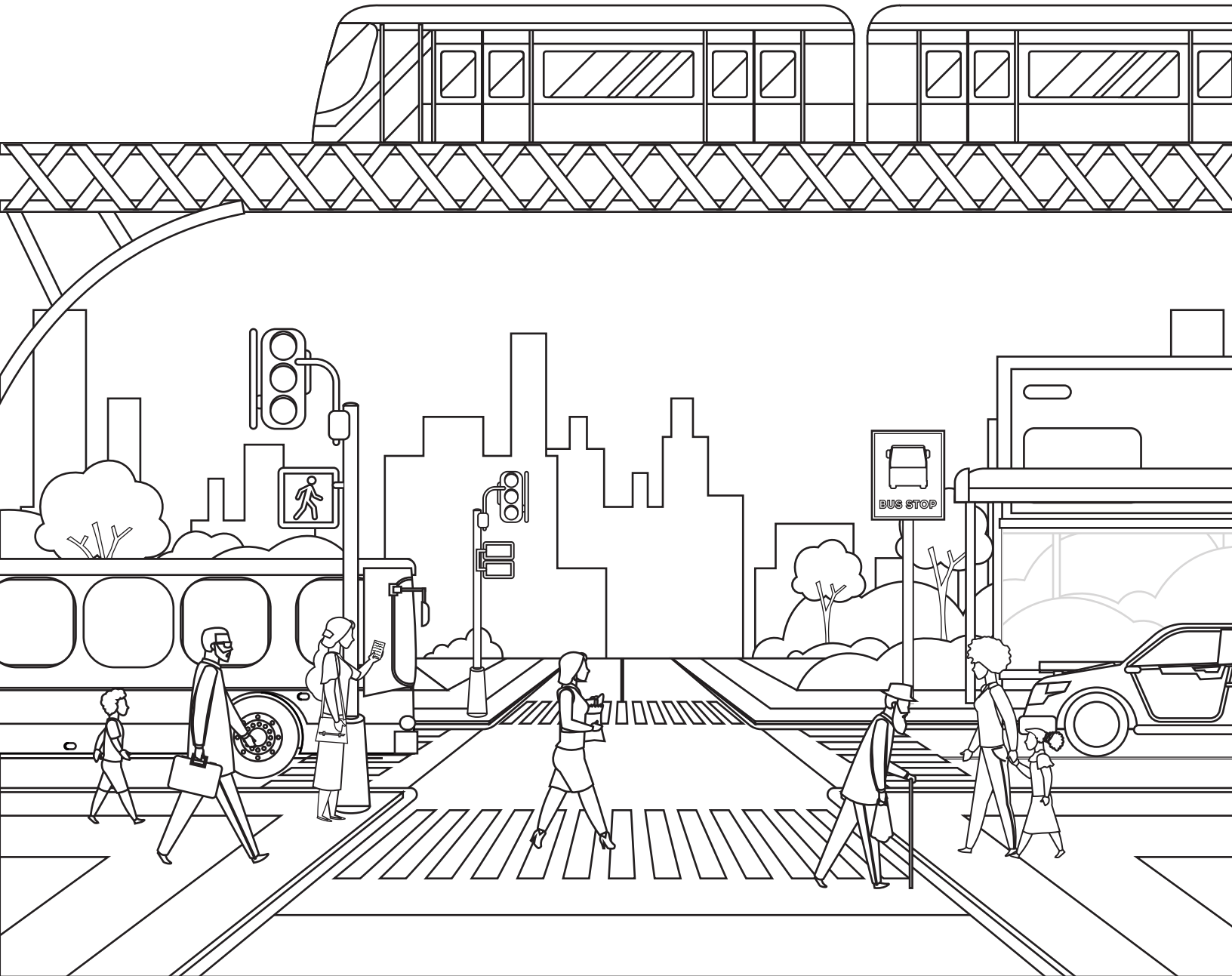
facebook.com/CDOTNews
instagram.com/chicago.dot
twitter.com/ChicagoDOT

Dozer is very sleepy from a hard day's work.
Help Dozer get home to the construction yard to sleep.





Remember to look both ways when crossing the street.
It's a good idea to have an adult or walking buddy with you
for extra awareness.



Draft Preferred Concept – Key Elements

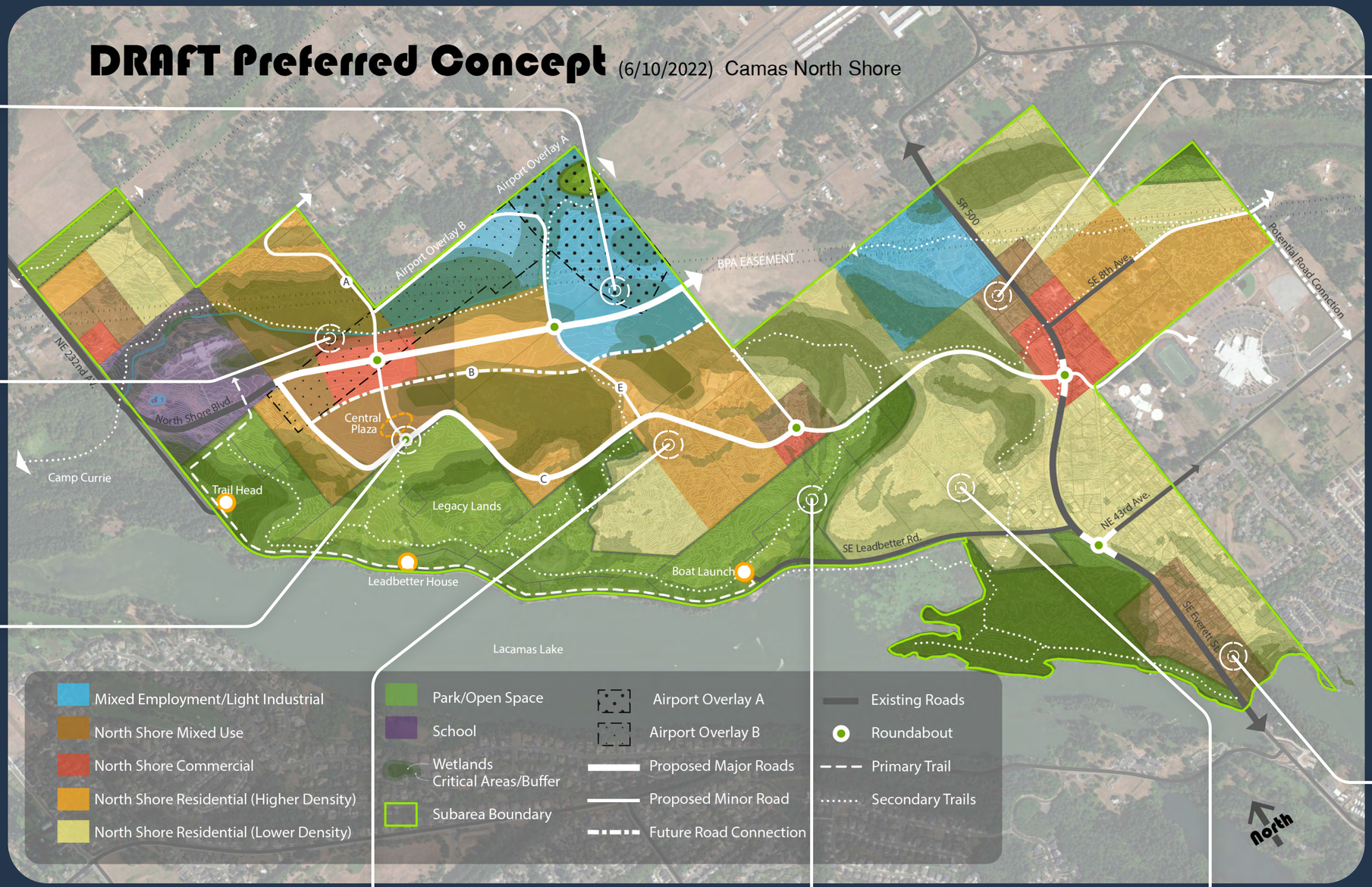
City of Camas WASHINGTON | North Shore Subarea Plan

engagecamas.com/north-shore-subarea-plan

Mixed Employment areas are located to the north to take advantage of flatter land and provide contiguous space.

Clustering compatible uses promotes walkability

A centrally located commercial and mixed-use area with central plaza connecting to Legacy Lands. The central plaza provides a gateway from the recreational areas to the commercial core.



Mixed-use areas surround commercial areas, which are centered around roundabouts

Estimated Development Capacity

Dwelling Units	3,032
Residents	8,187
Jobs	1,399

A mixed-use area at Bridge Village would serve as a gateway to the North Shore

Having higher density residential and mixed use near the Legacy Lands will help address some of the parking demand and access needs of the Legacy Lands, which will be a regional draw.

Trails located throughout the subarea connect different uses, provide opportunities for recreation and promote walkability.

Including areas throughout for single- and multi-family housing provides an opportunity for different housing choices, including a variety of sizes and types.

Protecting Environmentally Sensitive Areas

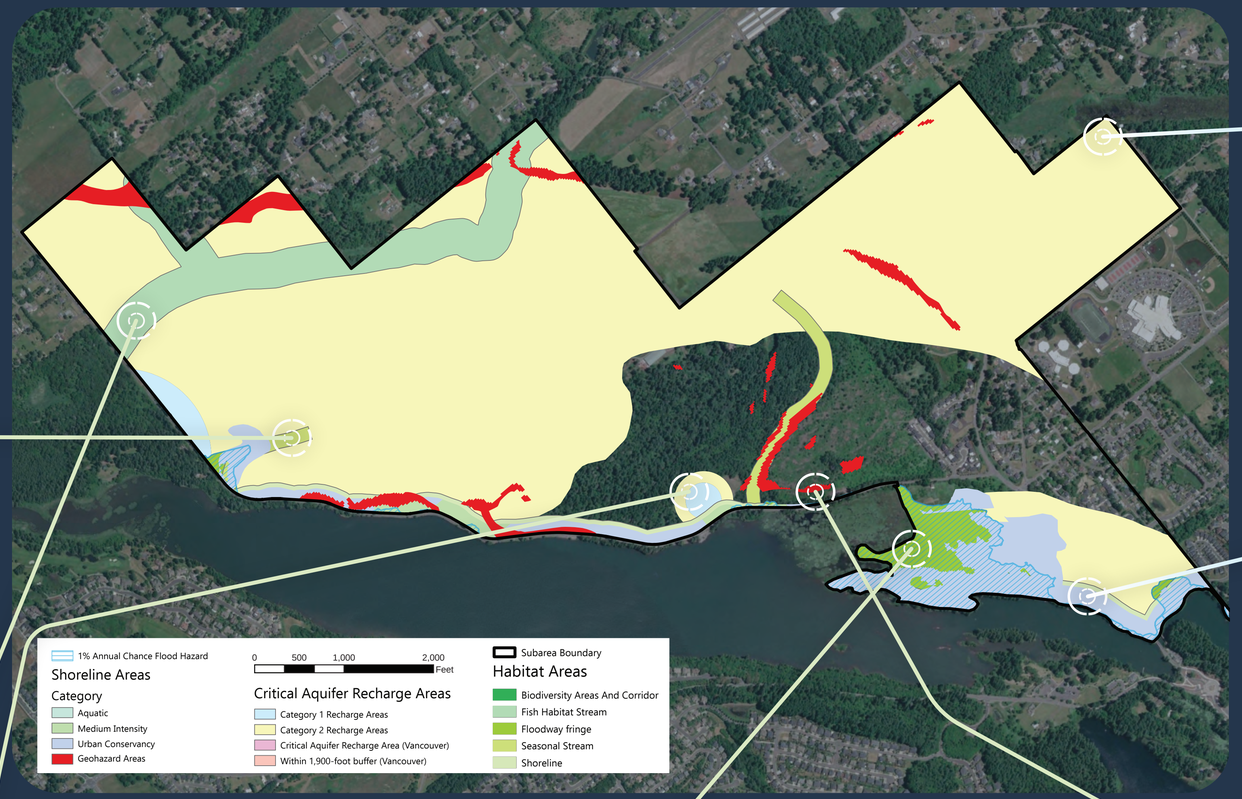
City of Camas WASHINGTON | North Shore Subarea Plan

engagecamas.com/north-shore-subarea-plan

There are many environmentally sensitive areas where development will be limited and, in some cases, prohibited. All new development will be required to meet state and local requirements, including the North Shore design guidelines and standards.

Critical Areas

Approximately 50% (or 477 acres) of land within the North Shore contains critical areas. These are ecologically sensitive or hazardous areas that the state and City have identified for certain development restrictions. The City's Critical Areas Ordinance includes specific regulations, requirements and protections for each of the five types of critical areas.



Legacy Lands

The City acquired 200 acres along Lacamas Lake for future parks and open space. Any development on these lands will be for recreational purposes (e.g., a soccer field, maintenance facilities).

Shorelines

Camas manages and protects our shorelines and waterbodies through our Shoreline Master Program, which regulates development in shoreline areas. This includes limitations on development within 200 feet of the shoreline and requirements for no net loss of ecological functions.

Wetlands

Wetlands are regulated under local, state, and sometimes federal jurisdiction. By law, development must avoid and minimize impacts to the greatest extent possible. For projects that are unable to completely avoid impacts, mitigation must be provided.

Habitat conservation areas

These areas serve a critical role in sustaining habitats and species for the integrity of our ecosystem. Habitat conservation areas in the North Shore support a variety of animal and plant species. Per the CAO, development must avoid and minimize impacts to the greatest extent possible. For projects that are unable to avoid impacts or result in a net loss of function or value to habitat, completely avoid impacts to habitat, mitigation must be provided.

Aquifers

Aquifers are underground areas of groundwater that provide water for drinking and other uses. Camas protects aquifers by regulating development in critical aquifer recharge areas, which are buffer areas around aquifers where surface waters may eventually reach the groundwater.

Frequently flooded areas

These areas are designated by FEMA as having a high risk of flooding. Residential development is prohibited, and any permitted development must be floodproofed and demonstrate that it will not result in an increase in flood hazards.

Geologically hazardous areas

These areas are susceptible to erosion hazards,landslide hazards, seismic hazards or other geologic events. Camas regulates development in these areas to protect the health and safety of citizens.

idot.illinois.gov/CarbonReduction

IDOT CARBON REDUCTION STRATEGY

GUIDING ILLINOIS TO A CLEANER FUTURE

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IDOT CARBON REDUCTION

2023

idot.illinois.gov/CarbonReduction

IDOT CARBON REDUCTION STRATEGY

GUIDING ILLINOIS TO A CLEANER FUTURE

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IDOT CARBON REDUCTION

2023

Brand Guide

The Illinois Department of Transportation's Carbon Reduction Program is a new formula program to reduce transportation sector emissions and consult with other State Agencies and MPOs to prepare a Carbon Reduction Strategy. The Carbon Reduction Strategy will describe the State's plan to identify and implement projects that reduce carbon emissions throughout the state.

Logo Option #3

Modern style with a visual flair

IDOT CARBON REDUCTION

IDOT CARBON REDUCTION

IDOT CARBON REDUCTION

Colors

Primary

HEX
#201535

RGB
R=32 G=21 B=53

HEX
#C6EBBE

RGB
R=198 G=235 B=190

HEX
#2C6E49

RGB
R=44 G=110 B=73

HEX
#7CA5B8

RGB
R=124 G=165 B=184

HEX
#E4572E

RGB
R=228 G=87 B=46

HEX
#F2F0F5

RGB
R=242 G=240 B=245

HEX
#B5B0BA

RGB
R=181 G=176 B=186

Typography

Ashemore Norm Medium

E.g., Headings, Titles, Callouts

Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz

1234567890

Arial

e.g., Body, Bold Introductions, List Items, Tables, Graphs

Aa Bb Cc Dd Ee Ff Gg Hh Ii Jj Kk Ll Mm Nn Oo Pp Qq Rr Ss Tt Uu Vv Ww Xx Yy Zz

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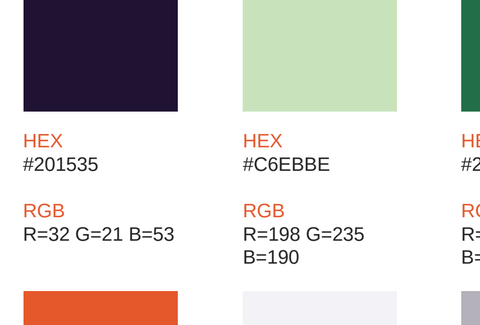
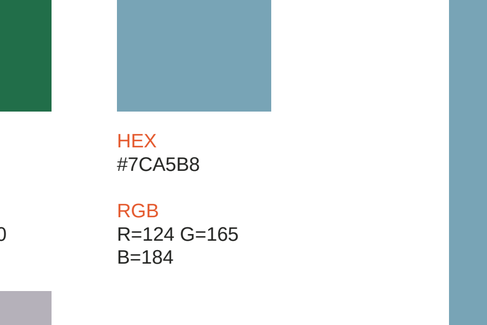
Template Examples

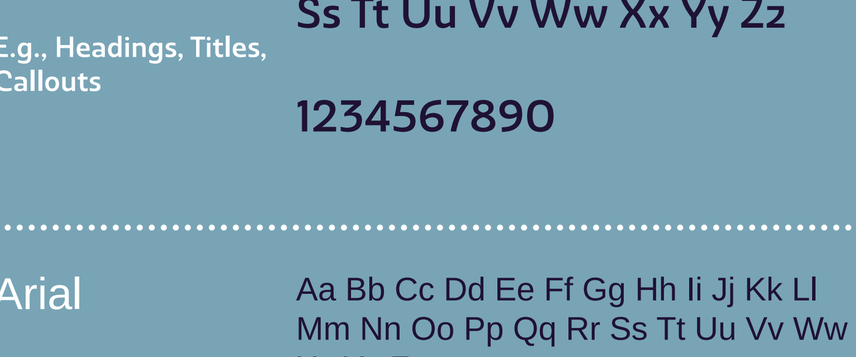


Introduction/List

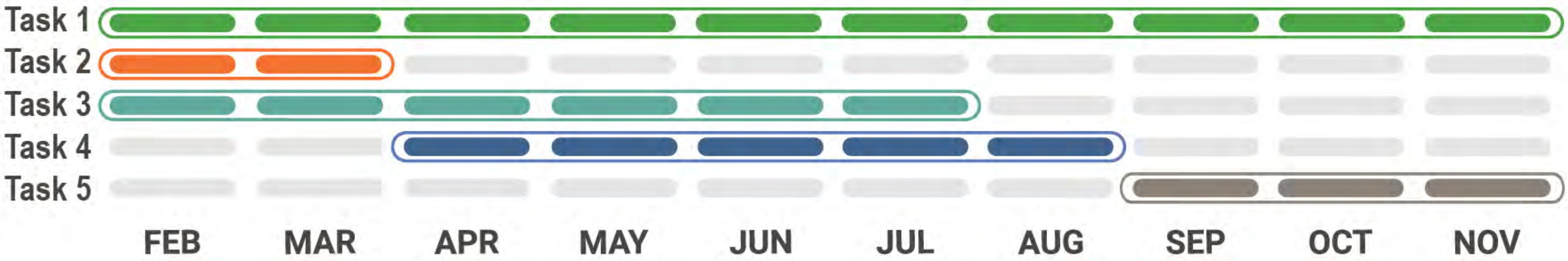


Design element/graphic

Icons



Project Timeline



Task 1

PROJECT MANAGEMENT

Task 2

ILLINOIS AND PEER STATE REVIEW

Task 3

STAKEHOLDER ENGAGEMENT

Task 4

PLAN DEVELOPMENT

Task 5

FINAL PLAN

Illinois Department of Transportation

IDOT CARBON REDUCTION

IDOT CARBON REDUCTION STRATEGY PRESENTATION

AGENDA

Project Introduction
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Illinois and Peer State Review
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Develop Carbon Reduction Strategy
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Wrap-Up/Next Steps
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PROJECT SUMMARY

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INTRO

What is the IDOT Carbon Reduction Strategy?

IDOT CARBON REDUCTION STRATEGY

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OUR MISSION

CARBON OUTPUT

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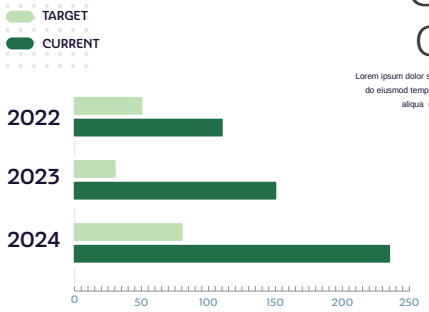

ILLINOIS AND PEER STATE REVIEW

The list and description of what Illinois and other states are doing to reduce carbon.

WHAT ARE OTHER STATES DOING

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DEVELOP CARBON REDUCTION STARATEGY

A set of slides for the presentation of the strategy process

OUR PROCESS

Step 01

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Step 02

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Step 03

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STARTING STEP 01

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STEP 02

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STEP 03

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NEXT STEPS

What's next for the Carbon Reduction Plan

GOALS

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STRATEGY TIMELINE

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2021

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2022

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2023

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2024

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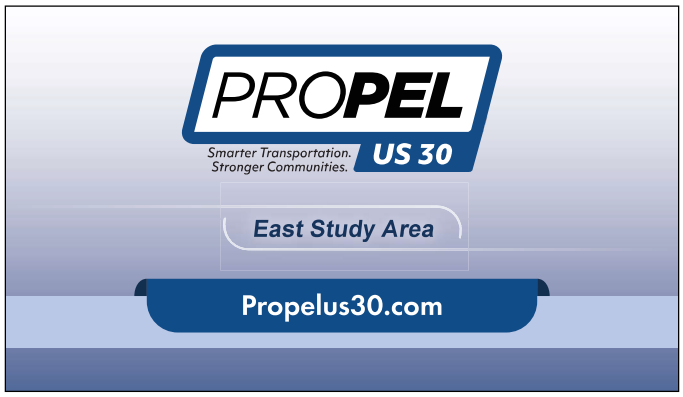
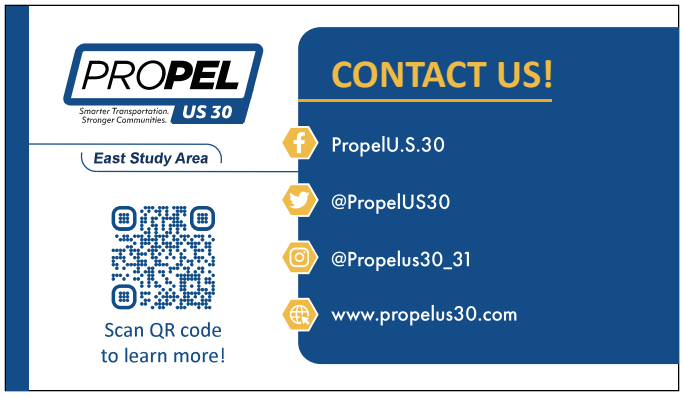
Illinois Department of Transportation

THANK YOU

IDOT CARBON REDUCTION STRATEGY PRESENTATION


PROPEL
Smarter Transportation. Stronger Communities.
US 30
East Study Area
Propelus30.com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ISRAEL RAMIREZ
Communication Specialist
312-260-1811
219-363-9748
Israel.Ramirez@wsp.com
www.propelus30.com

US 30 East

STUDY AREA MAP

US 30 East

WHAT ARE PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDIES?

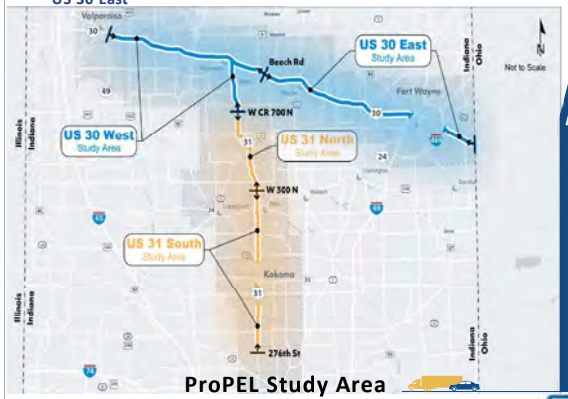
PEL studies inform agency transportation investment decisions through community, environmental, and economic goals.

PEL studies develop, analyze, and screen potential solutions in a way that promotes efficiencies.

PEL Benefits

- Gives flexibility to agencies
- Encourages early, meaningful public engagement
- Promotes environmental stewardship
- Identifies potential future transportation investments

US 30 East



ProPEL Study Area

TOGETHER WE CAN PROPEL INDIANA FORWARD

US 30 East

PROPEL US 30 EAST STUDY

- The ProPEL US 30 East Study will help INDOT to better understand local communities' transportation needs.
- The study will examine mobility, safety, economic development, land use, environmental impacts, and other factors along the corridor.
- Feedback from the public is vital to the study—because smarter transportation builds stronger communities.
- Tell us how you use US 30, and what you think it should look like in the future.

With the public's input, INDOT can build infrastructure to better serve our communities.

US 30 East

WHAT WE'VE HEARD

BY THE NUMBERS

862 Stakeholders **529** Submissions

37.4% of comments were related to safety.
Top safety concerns: General crash concerns / issues **(8.6%)**; concerns with signalized intersections **(5.1%)**; red-light running **(4.5%)**

36.9% of comments were related to access.
Top access concerns: Against bypasses **(11%)**; maintain access to US 30 **(8%)**; For bypasses **(5.4%)**

25.5% of comments were related to mobility.
Top mobility concerns: Bike / Pedestrian accommodation **(6.9%)**; eliminate signals **(5.1%)**; widen roadway **(2.2%)**

?

Does our gathered feedback align with your experience traveling US 30?

You can also write your ideas directly on the maps on the table!

US 30 East

VISION FOR THE FUTURE

VISION STATEMENT

The US 30 corridor will serve local, regional, and national travelers by balancing mobility and access considerations in a way that:

- Enhances **safety** for all users
- Provides **equitable transportation** solutions
- Complements **local community goals and objectives** including maintaining the character of the study area

US 30 East

WHAT IS PURPOSE AND NEED?

STUDY PURPOSE

The Purpose & Need explains why potential improvements are being considered. It defines the transportation issues (needs) and desired outcomes (purposes) along the US 30 and US 31 corridors. It considers engineering data, technical analyses, existing transportation conditions, community feedback and stakeholder input.

- The fit and function of the US 30 and US 31 corridors varies by location and community. Therefore, each study area has drafted a Purpose & Need statement that address the unique transportation needs and considerations of their specific study area.
- The Purpose & Need statement is the foundation for the alternatives development and screening process.
- Alternatives will be evaluated based on how well they meet the identified issues (needs) and desired outcomes (purposes).

US 30 East

PURPOSE AND NEED

STUDY PURPOSE

The study's purpose is to further enhance US 30's role as a primary passenger and commerce corridor across northern Indiana by identifying future transportation improvements that address the following **needs**:

- Improve roadway **safety** in the corridor for all users
- Improve mobility needs for local users along and across the corridor
- Enhance the **efficiency and reliability** of US 30 as a regional and statewide corridor

Please share your thoughts about the Purpose statement:

US 30 East

PURPOSE AND NEED

NEED: SAFETY

Safety for all users: Several intersections and sections of US 30 are experiencing a high frequency of crashes. INDOT aims to reduce the number of serious and fatal injuries on Indiana's roads to zero.

- 2,700+ crashes in the last five years
- 65 locations with higher crash frequency/severity than average
- 60 percent were rear-end and right angle crashes.
- 70 percent of severe crashes that caused injury were in urban areas.
- Crashes are unpredictable and affect mobility on US 30.

Please share your thoughts about this Need:

US 30 East

PURPOSE AND NEED

Please share your thoughts about this Need:

NEED: SAFETY

There are 189 total interruption points that contribute to safety challenges throughout the corridor:

- 80 driveways
- 18 field entrances
- 67 unsignalized intersections
- 24 signalized intersections

NextLevel ROADS | PROPEL US 30

US 30 East

PURPOSE AND NEED

Please share your thoughts about this Need:

NEED: LOCAL MOBILITY

Local Mobility: Corridor growth is anticipated to increase traffic, reducing local mobility along US 30 East including the ability to commute, conduct business, and recreate along the corridor.

- 2022—6 intersections with unacceptable local traffic operation
  - 2 congested North & South approaches
  - 3 congested left turns off of US 30
  - 1 congested approach and left turn from US 30
- 2045—12 intersections with unacceptable local traffic operations
  - 8 congested North & South approaches
  - 2 congested left turns off of US 30
  - 2 congested approaches and left turns from US 30

NextLevel ROADS | PROPEL US 30

US 30 East

PURPOSE AND NEED

Please share your thoughts about this Need:

NEED: REGIONAL & STATEWIDE MOBILITY

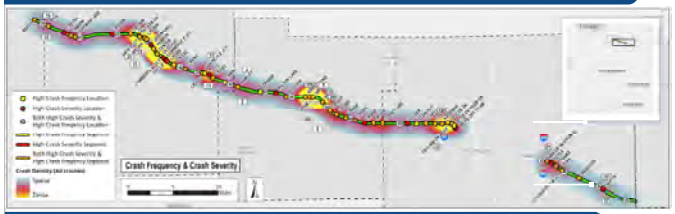
Regional and Statewide Mobility: Provide safe, high-quality mobility for long-distance passenger and freight trips through and beyond the study corridor.

- US 30 is a vital east-west corridor with traffic volumes around 30,000 vehicles per day in some sections.
- Consisting of around 28 percent trucks, US 30 serves as a key role in moving freight across northern Indiana.
- Freight volume in the corridor counties is expected to increase by 50-60 percent by 2045.

NextLevel ROADS | PROPEL US 30

US 30 East

US 30 EAST—CRASH ANALYSIS SUMMARY



40 locations with high crash severity and frequency

16 locations with high crash severity

9 locations with high crash frequency

NextLevel ROADS | PROPEL US 30

US 30 East

STUDY GOALS

Please share your thoughts about the study Goals:

For US 30 East, the identified transportation improvements should strive to meet the following identified goals:

- **Equity in Transportation**
  - Provide equitable access and mobility for traditionally underserved communities.
- **Economic Development**
  - Provide transportation infrastructure to support local economies and economic development goals.
- **Multimodal Access & Connections**
  - Accommodate non-vehicular modes of travel in and crossing the study corridor.
- **Emerging Technologies**
  - Support emerging technologies and related infrastructure, including alternative fuel, autonomous, or connected vehicles.
- **Fiscal & Environmental Practicality**
  - Identify fiscally responsible improvements and avoid/minimize impacts to the human and natural environment.
- **Driver Expectations**
  - Enhance transitions and provide consistent driver expectations between rural and urban segments of US 30 East.

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US 30 East

US 30 EAST—AVERAGE MIDDAY TRAVEL SPEEDS FOR 2022

US 30 East traffic averages about **5 mph** below posted speed limits.

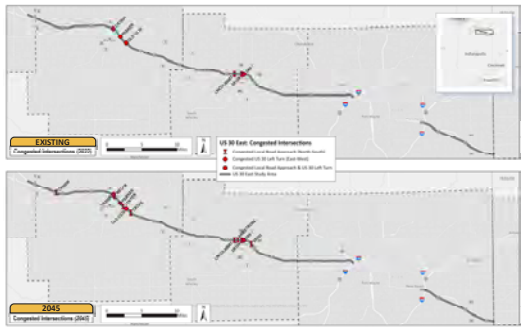
Urban areas average about **9 mph** below posted speed limits.

Rural areas average about **3 mph** below posted speed limits.

NextLevel ROADS | PROPEL US 30

US 30 East

US 30 EAST—EXISTING & FORECASTED INTERSECTION OPERATIONS



Unacceptable Operations

2022: **6** intersections

- **2** congested North & South approaches
- **3** congested left turns off of US 30
- **1** congested approaches and left turns from US 30

Without improvements

2045: **12** intersections

- **8** congested North & South approaches
- **2** congested left turns off of US 30
- **2** congested approaches and left turns from US 30

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US 30 East

COMMENT ON THE PURPOSE AND NEED

PROPEL US 30 EAST PUBLIC INFORMATION MEETING

Let us know what you think about the draft Purpose and Need for the study. Did we hit the right needs? Does the purpose make sense for US 30 East?

Scan the QR code or visit the link to provide input for the study:

bit.ly/ProPELUS30EastComment

NextLevel ROADS | PROPEL US 30

PROPEL US 30
Smarter Transportation. Stronger Communities.

LEARN ABOUT PROPEL US 30 EAST

Complex projects need collaborative solutions.
Together we can **ProPEL** Indiana forward!

www.ProPELUS30.com

WHAT YOU NEED TO KNOW

ProPEL US 30 is an INDOT initiative that streamlines transportation planning along the US 30 corridor and considers environmental, community and economic goals early in the planning process. The East study area covers US 30 from Beech Road in Marshall County to the Indiana/Ohio state line in Allen County, with portions of I-69 and I-469 around the north side of Fort Wayne excluded from the study. Solutions will be tailored to local, regional, and statewide needs. We look forward to hearing innovative ideas and honest feedback from Hoosiers.

Together we can build stronger communities through smarter transportation.

PROJECT TIMELINE

Summer 2022
- Begin data gathering
- Develop public involvement plan

PEL STUDIES START

Fall 2022
- Review corridor history
- Identify baseline conditions

VISION / SCOPING

Spring / Summer 2023
- Identify transportation needs
- Develop purpose of improvements

PURPOSE AND NEED

Late 2023 / Early 2024
- Identify potential improvement alternatives
- Evaluate and screen alternatives
- Identify environmental and community impacts

ALTERNATIVES ANALYSIS

Fall 2024
- Document the study process and its recommendations

PEL STUDIES COMPLETE

@propelus30_31 Propel U.S. 30 @PropelUS30

See the Study Area Map on the back.

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PROPEL US 30 EAST STUDY AREA MAP

Legend

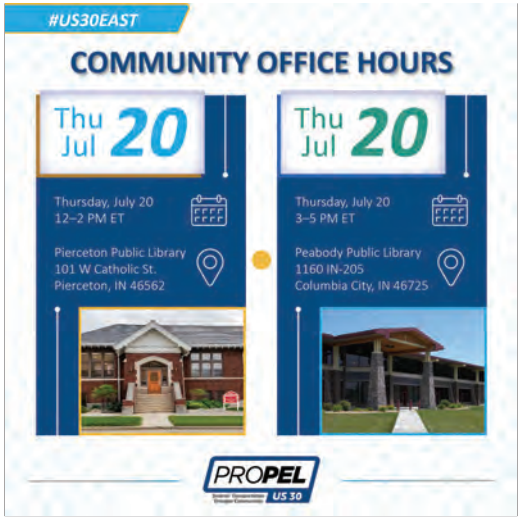
Interstates State roads	Incorporated Areas	County Boundaries

Scan the QR code to give us your feedback!

@propelus30_31 Propel U.S. 30 @PropelUS30

Visit ProPELUS30.com to learn more.


#US30EAST
Summer Road Trip
JOIN US AT THE HEIRLOOM TOMATO FESTIVAL IN PIERCETON!
August 26 @ Brower Park
10am–2pm
More details about the Heirloom Tomato Festival (and other businesses) at ProPELUS30.com
PROPEL
US 30


#US30EAST
COMMUNITY OFFICE HOURS
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12–2 PM ET
Pierceton Public Library
101 W Catholic St.
Pierceton, IN 46562
Thu Jul 20
Thursday, July 20
3–5 PM ET
Peabody Public Library
1160 IN-205
Columbia City, IN 46725
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US 30


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US 30
WHERE ARE WE IN THE PROPEL US 30 STUDY?
learn more at ProPELUS30.com
We are here
Summer 2022
Spring / Summer 2023
Fall 2024
Fall 2022
Late 2023 / Early 2024


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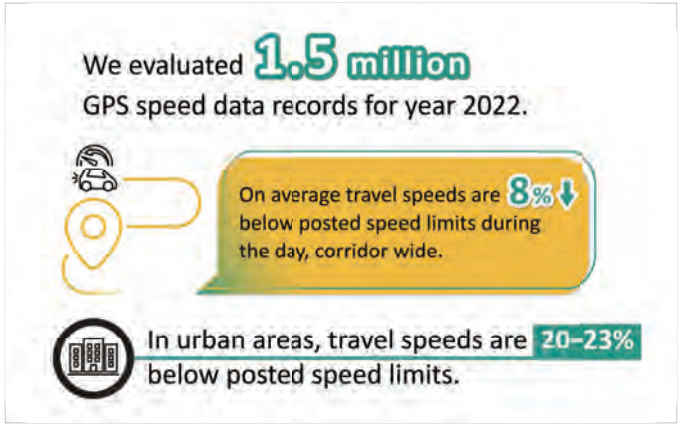
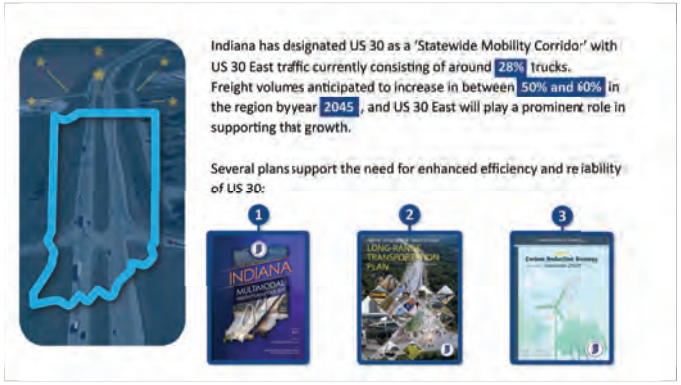
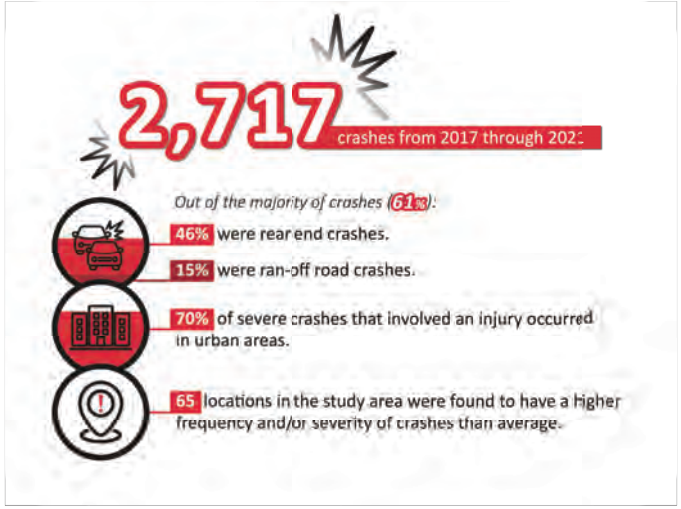
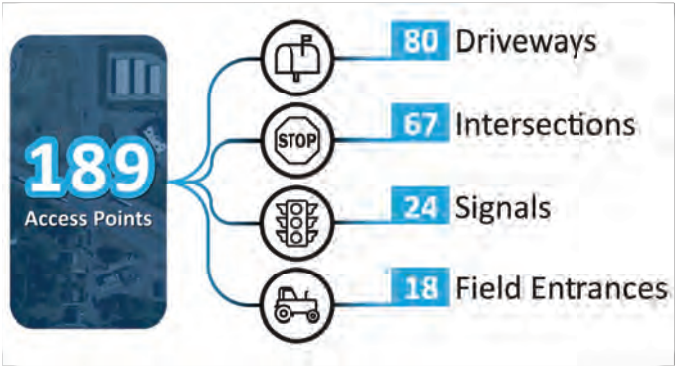
US 30
VIRTUAL PUBLIC INFORMATION MEETING IS NOW LIVE!
Access the virtual experience and learn more at:
ProPELUS30.com
WATCH THE PRESENTATION
INTERACT WITH THE DISPLAY BOARDS
COMMENT ON THE PURPOSE AND NEED


We evaluated 1.5 million
GPS speed data records for year 2022.
On average travel speeds are 8% below posted speed limits during the day, corridor wide.
In urban areas, travel speeds are 20–23% below posted speed limits.

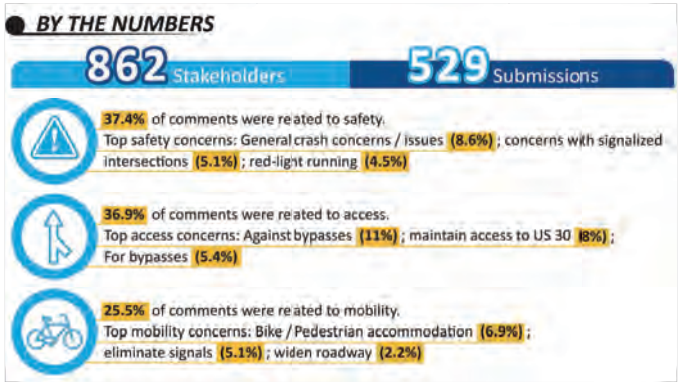

Indiana has designated US 30 as a 'Statewide Mobility Corridor' with US 30 East traffic currently consisting of around 28% trucks.
Freight volumes anticipated to increase in between 50% and 60% in the region by year 2045, and US 30 East will play a prominent role in supporting that growth.
Several plans support the need for enhanced efficiency and reliability of US 30:
1
2
3
INDIANA MULTIMODAL
LONG-RANGE TRANSPORTATION PLAN


Issues (Needs)
Improve safety for all users in the corridor
Enhance the efficiency and reliability of US 30 as a regional and statewide corridor
Outcomes (Purposes)


2,717 crashes from 2017 through 202
Out of the majority of crashes (61%):
46% were rear end crashes.
15% were ran-off road crashes.
70% of severe crashes that involved an injury occurred in urban areas.
65 locations in the study area were found to have a higher frequency and/or severity of crashes than average.


189
Access Points
80 Driveways
67 Intersections
24 Signals
18 Field Entrances
STOP


Based on crash data, crashes occur
265 days a year
in the study area.
This represents a 73% chance that one or more crashes are occurring in the study area on any given day.


BY THE NUMBERS
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Top mobility concerns: Bike / Pedestrian accommodation (6.9%);
eliminate signals (5.1%); widen roadway (2.2%)


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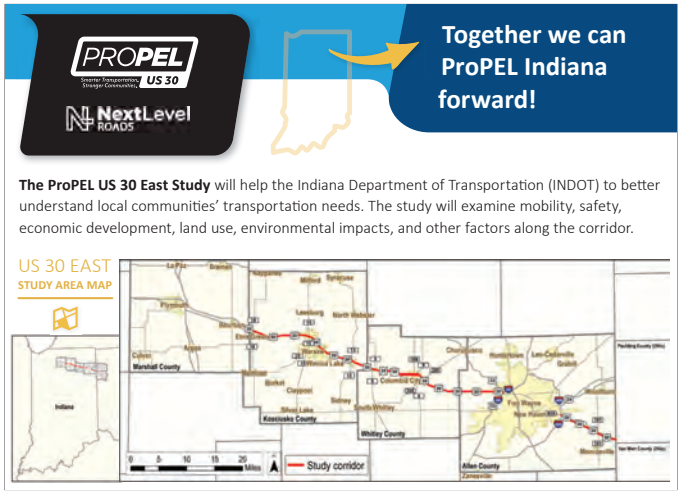
PROPEL
Smarter Transportation Stronger Communities
US 30
HAPPY NATIONAL ROAD TRIP DAY!

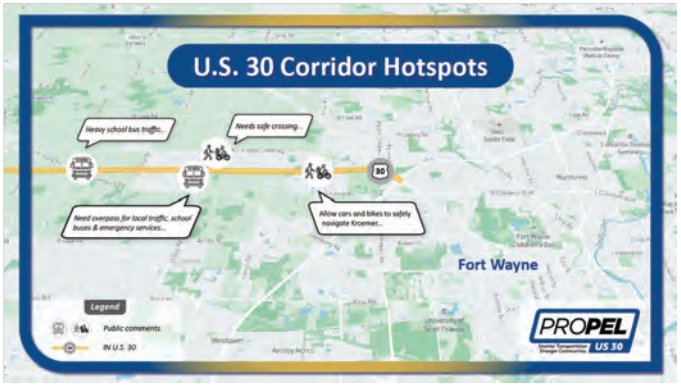

JOIN US!
PUBLIC INFORMATION MEETINGS
INDIAN SPRINGS MIDDLE SCHOOL
INDOT welcomes you to attend a presentation on the ProPEL US 30 East Study's draft Purpose and Need. The Purpose and Need is the "why," describing the transportation issues (needs) and desired study outcomes (purposes). Join us for one of two scheduled meetings:
New Haven Community Center
7500 IN-930 East
Fort Wayne, IN 46803
Thursday, June 8, 2023
5-7 p.m. Eastern Time
Presentation at 5:30 p.m. ET
Indian Springs Middle School
1692 IN-9
Columbia City, IN 46725
Tuesday, June 13, 2023
5-7 p.m. Eastern Time
Presentation at 5:30 p.m. ET
visit us for more info:
www.ProPELUS30.com
@PropelUS30
Propel U.S. 30
@propelus30_31
Can't make one of the public meetings? Make a comment or attend the virtual meeting on our website. The comment period ends on July 31, 2023.
PROPEL US 30


PROPEL US 30
NextLevel ROADS
Together we can ProPEL Indiana forward!
The ProPEL US 30 East Study will help the Indiana Department of Transportation (INDOT) to better understand local communities' transportation needs. The study will examine mobility, safety, economic development, land use, environmental impacts, and other factors along the corridor.
US 30 EAST
STUDY AREA MAP
Study corridor


BIKE TO WORK DAY
PROPEL
Smarter Transportation Stronger Communities
US 30

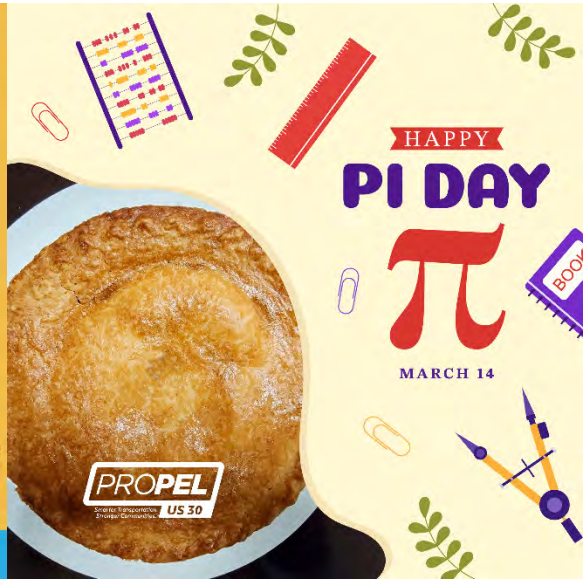

WHAT WE'VE HEARD SO FAR
Investing in the Northern Indiana Passenger Rail project aligns directly with the region's vision to better connect communities...
Resident at New Haven Community Office Hours
Tell us how you envision the US 30 East corridor at
ProPELUS30.com
PROPEL US 30


PROPEL US 30
Who Are We Engaging?
Complex projects need collaborative solutions.
Your feedback shapes the US 30 East corridor.
17 organizations on the Stakeholder Advisory Committee
19 meetings with the public
12 local/county government agencies involved
716 public comments
15 pop-up events scheduled
Stay up to date at ProPELUS30.com


U.S. 30 Corridor Hotspots
Heavy school bus traffic...
Needs safe crossing...
Need overpass for local traffic, school buses & emergency services...
Allow cars and bikes to safely navigate Kroemer...
Fort Wayne
Legend
Public comments
IN U.S. 30
PROPEL US 30

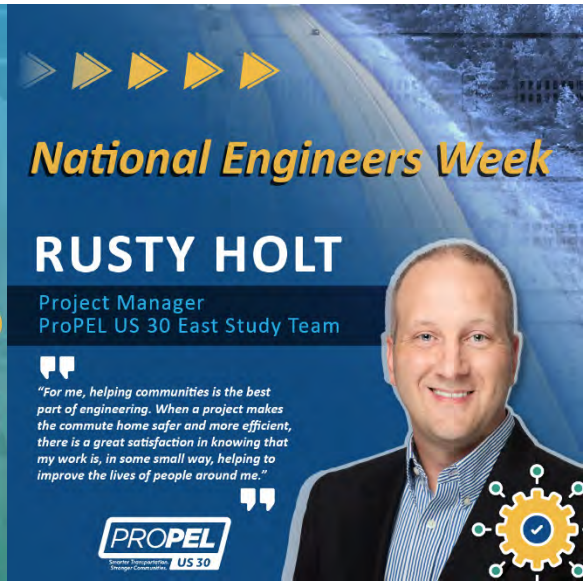

National milk day
1. #US30East and #US30West study areas represent 12% of the state's dairy farms.
2. The majority of the dairy farms in Indiana milk cows, however there are some dairies milking goats.
3. The majority of Indiana dairy farms are made up of the average family farm, milking 100-200 cows.
MILK
PROPEL US 30

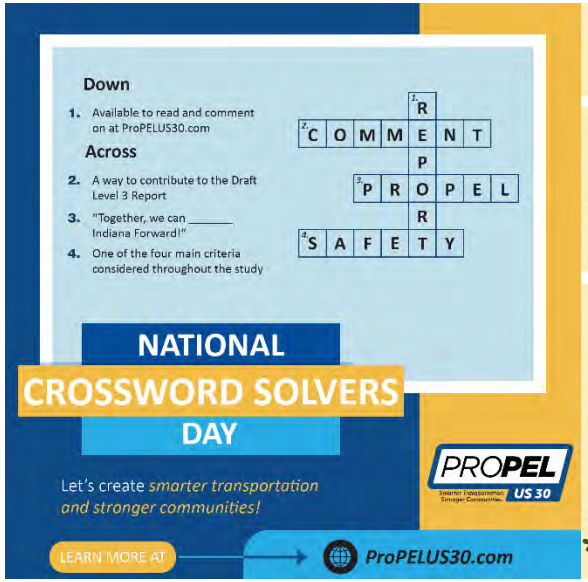

WHY THIS PROCESS MATTERS
TOGETHER WE CAN
PROPEL INDIANA FORWARD
REVIEW THE DRAFT LEVEL 2 SCREENING REPORT
INTERNATIONAL
POSTCARD WEEK
Together, we can create smarter transportation and stronger communities!
PROPEL US 30
LEARN MORE AT
ProPELUS30.com

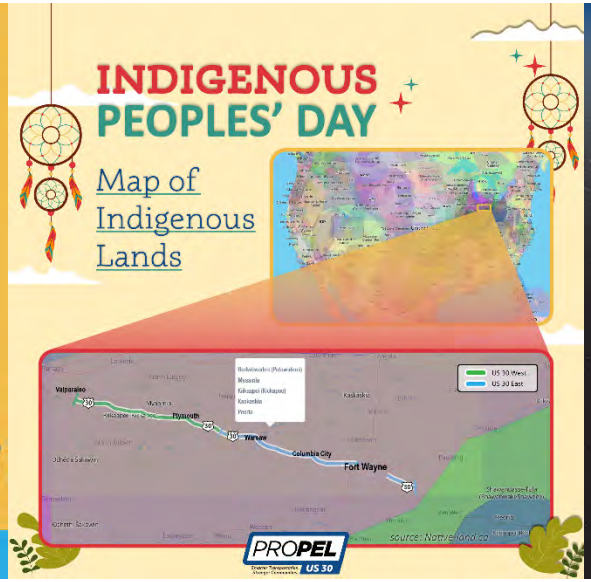

HAPPY
PI DAY
π
MARCH 14
PROPEL US 30

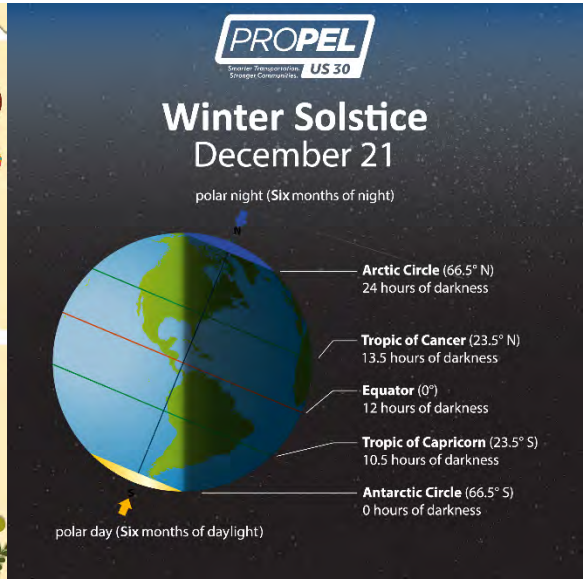

INTERNATIONAL
PROPEL
Smarter Transportation. Stronger Communities. US 30
WOMEN'S DAY


MARCH 7
NATIONAL
BE HEARD
DAY
PROPEL
Smarter Transportation. Stronger Communities. US 30


National Engineers Week
RUSTY HOLT
Project Manager
ProPEL US 30 East Study Team
"For me, helping communities is the best part of engineering. When a project makes the commute home safer and more efficient, there is a great satisfaction in knowing that my work is, in some small way, helping to improve the lives of people around me."
PROPEL US 30


Down
1. Available to read and comment on at ProPELUS30.com
Across
2. A way to contribute to the Draft Level 3 Report
3. "Together, we can _____ Indiana Forward!"
4. One of the four main criteria considered throughout the study
NATIONAL
CROSSWORD SOLVERS
DAY
Let's create smarter transportation and stronger communities!
LEARN MORE AT
ProPELUS30.com


INDIGENOUS
PEOPLES' DAY
Map of Indigenous Lands
source: Native-land.ca


Winter Solstice
December 21
polar night (Six months of night)
Arctic Circle (66.5° N)
24 hours of darkness
Tropic of Cancer (23.5° N)
13.5 hours of darkness
Equator (0°)
12 hours of darkness
Tropic of Capricorn (23.5° S)
10.5 hours of darkness
Antarctic Circle (66.5° S)
0 hours of darkness
polar day (Six months of daylight)


#US30EAST
What We Heard
LEVEL 3 SCREENING
"We need a comprehensive, long-term solution that protects our residents and ensures safe travel for everyone who uses this vital corridor."
—Kosciusko County Resident and Local Business Owner
Complex projects need collaborative solutions.
Your feedback shapes the US 30 East corridor.
Safety
46 comments
Mobility
36 comments
Level 3 Screening
39 comments
Economic Development
28 comments
Environmental
7 comments
Bike and Pedestrian
15 comments
Stay up to date at ProPELUS30.com


NATIONAL
POSTAL
WORKER
DAY
1ST JULY


NATIONAL
HISPANIC HERITAGE
MONTH
La Feria Guadalupana at Our Lady of Guadalupe


HAPPY
LABOR DAY!!
PROPEL
Smarter Transportation. Stronger Communities. US 30


WWW.PROPELUS30.COM
World Emoji Day
17th July
Smarter transportation, stronger communities
Complex projects, collaborative solutions
PROPEL
Smarter Transportation. Stronger Communities. US 30

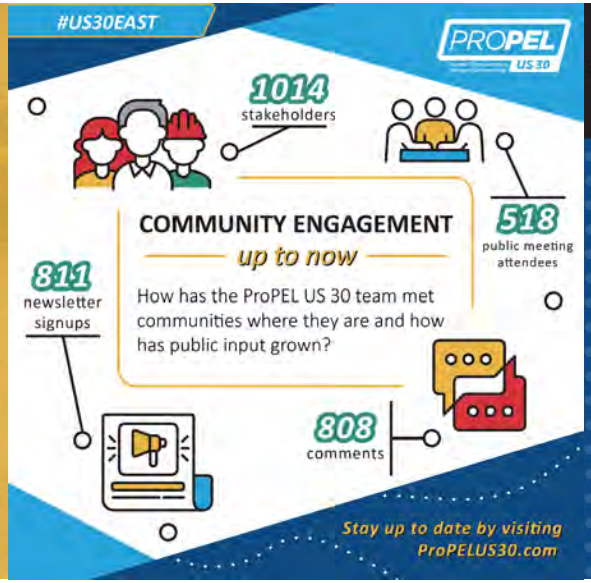

BIKE
TO WORK
DAY
PROPEL
Smarter Transportation. Stronger Communities. US 30
ProPELUS30.com


Are You Ready for the Total Solar Eclipse?
Mon 8 APR
PATH OF TOTALITY
South Bend
Fort Wayne
INDIANA
Indianapolis
Dayto
Cincinnati
Total <100% >50% >0%
Huntingburg
Louisville
PROPEL
Smarter Transportation. Stronger Communities. US 30

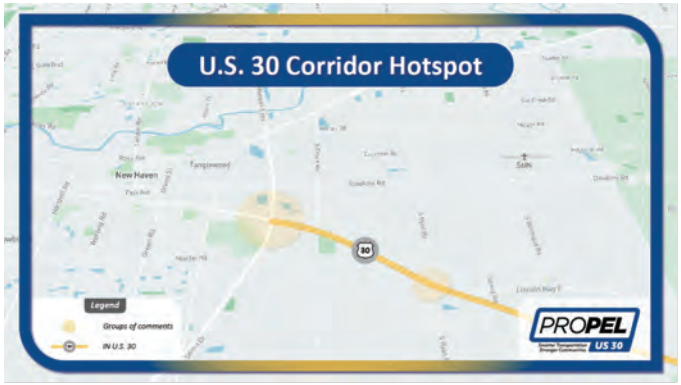

PROPEL
Smarter Transportation. Stronger Communities. US 30
NATIONAL
Financial Literacy
MONTH
ProPELUS30.com


ECONOMIC & WORKFORCE DEVELOPMENT
THE FUTURE OF US 30
PROPEL
Smarter Transportation. Stronger Communities. US 30


#US30EAST
INTERVIEW WITH SUPERINTENDENT OF PUBLIC WORKS DAVE JONES
HOW WILL THE PROPEL US 30 EAST STUDY IMPACT THE CITY OF NEW HAVEN?
Watch the interview and learn more at ProPELUS30.com.
PROPEL
Smarter Transportation Stronger Communities
US 30


#US30EAST
PROPEL
US 30
1014
stakeholders
518
public meeting attendees
811
newsletter signups
COMMUNITY ENGAGEMENT
up to now
How has the ProPEL US 30 team met communities where they are and how has public input grown?
808
comments
Stay up to date by visiting ProPELUS30.com


NATIONAL
Drunk & Drug Driving
Prevention Month
In 2020, there were 124 people killed in alcohol-impaired collisions, representing 14% of Indiana traffic fatalities.
Source: Indiana University Public Policy Institute
PROPEL
US 30


U.S. 30 Corridor Hotspot
New Haven
30
Legend
Groups of comments
IN U.S. 30
PROPEL
US 30


U.S. 30 Corridor Hotspots
The semi traffic has become disproportionately heavy in this area...
Enforcement for trucks...
Significant back up on frontage road...
Semis can't stop for late turn traffic...
30
Columbia City
Legend
Public comments
IN U.S. 30
PROPEL
US 30


U.S. 30 Corridor Hotspot
Parker Street
Warsaw
30
Legend
Groups of comments
IN U.S. 30
Cross street
PROPEL
US 30

SAVANNA INDUSTRIAL PARK

The Jo-Carroll Depot Local Redevelopment Authority (LRA) will be holding a second Community Visioning Session on November 9, 2022, regarding alternatives for the Savanna Industrial Park Parcel 20 Reuse Plan based on public input. This session is an opportunity for local communities to provide their feedback on these alternative reuses and future development for the parcel.

It is important to the Jo Carroll LRA that the redevelopment plan includes meaningful input from tenants, stakeholders, and community members throughout the process. You can engage with us in several ways:

- Email us at admin@savannaindustrialpark.org
- Visit savannaindustrialpark.org/reuse-plan
- Join us for the upcoming Community Visioning Session on November 9, 2022

The Community Visioning Session will be a hybrid approach, we will have an open house to from 4:00-6:00 PM with a public and virtual presentation from 6:00-7:00 PM.

Community Visioning Session details:
Date & Time: Wednesday, November 9 | 4:00 PM–7:00 PM | Open house from 4:00–6:00 PM with a public and virtual presentation from 6:00–7:00 PM
Location: Savanna Museum & Cultural Center | 406 Main St, Savanna, IL 61074
Virtual Presentation, November 9, 2022, 6:00–7:00 PM

Register for the virtual presentation

We look forward to hearing from you and speaking with you about this important effort. Please feel free to reach out at any time if you have questions or would like more information.

You can learn more about the project at savannaindustrialpark.org/reuse-plan.

Contact Us

SAVANNA INDUSTRIAL PARK

Public comment period for the visioning plan will be open through October 14, 2022

Jo-Carroll Depot Local Redevelopment Authority Fact Sheet

SCAN QR CODE TO TAKE THE LRA REUSE PLAN SURVEY

Parcel 20 comprises approximately 132.2 acres along the southeastern-most extent of the former Savanna Army Depot.

The property includes almost 2 miles of Apple River access from Army Depot Road to the confluence with the Mississippi River.

- Transportation corridors on the property include waterways, road, and rail
- Proposed reuses for the parcel may include, but are not limited to commercial, industrial, recreational, renewable energy, and environmental stewardship
- No residential is being considered for the property due to its location within the floodway for the Mississippi River along the Apple River

18901 B Street
Savanna, IL 61074

(815) 599-1818

admin@savannaindustrialpark.org
savannaindustrialpark.org/reuse-plan

Jo-Carroll Depot Local Redevelopment Authority

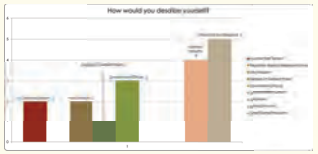
Public Outreach

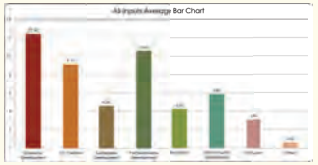
Stakeholder Email 1 — Aug 26, 2022 (74 stakeholders)
Stakeholder Email 2 — Oct 11, 2022 (72 stakeholders)
TAC meeting(s) – Aug 25, 2022 and Nov 4, 2022
Public Meeting – Sept 14, 2022 | Savanna Museum & Cultural Center
Newspapers public notices:
- Savanna Times Journal (Sept 1 and Sept 8)
- Carroll Mirror Democrat (Aug 31 and Sept 7)
- Galena Gazette (Aug 31, Sept 7, and Sept 14)
- Carroll County Review (Aug 31, Sept 7, and Sept 14)
- The Flash (Aug 31 and Sept 7)

Also posted in publicnoticeillinois.com through newspapers above
Public notice flyers physically posted two weeks before public meeting:
- Post Office
- Savana Museum & Cultural Center
- Manny's Restaurant
- Sullivan's Grocery Store

News release — Sept 13, 2022:
- Mirror Democrat/Savanna Times Journal
- Galena Gazette
- Carroll County Review
- The Flash
- WFEN
- WCCI 100.3
- WNIJ - Northern Public Radio

Personal Visits and Calls by Mara and Rob
Public Meeting – November 9, 2022 | Savanna Museum & Cultural Center





How We Gathered Public Input

Website: savannaindustrialpark.org/reuse-plan
Email: admin@savannaindustrialpark.org
Public Meeting • Comment Forms • Online Survey

Online Survey Results

17 Participants

Priority Weighting

Interactive Map Results

Economic Development
- We need as much ED as we can get at the depot

Job Creation
- Our area needs good paying jobs anywhere we can develop them
- Access to Army Depot Road may provide for more immediate development opportunities.

Port/Multimodal Development
- This area provides direct access to the river. As such it would be ideal for port infrastructure development.
- Because it is in the flood plain would a port make some sense?
- Wide slough for port activities

Recreation
- Trail
- walkway
- Canoeing, kayaking

Environmental Stewardship
- I would love to see this wetland protected.
- Solar array (up to 2 MWs)
- The area is in the floodplain, so development has to take that under consideration.
- The entire parcel is floodplain which limits structural development so environmental stewardship will be important
- There are protected and endangered species in this area. Hopefully, this could be looked at as an opportunity to help these species thrive.

SAVANNA INDUSTRIAL PARK

18901 B Street
Savanna, IL 61074

(815) 599-1818

admin@savannaindustrialpark.org
savannaindustrialpark.org/reuse-plan


Have questions?
Reach us by
email:
admin@savannaindustrialpark.org


Explore the
Savanna
Industrial Park
website for more

VAN BUREN STREET STATION PROJECT

METRA IS PROPOSING TO RENOVATE THE VAN BUREN STREET STATION ON THE METRA ELECTRIC LINE.

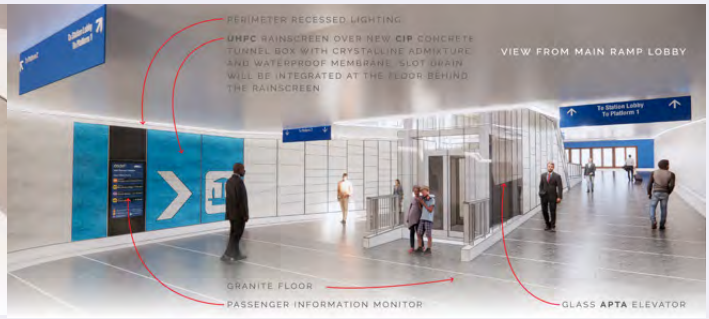
The Van Buren Street Station, designed by Illinois Central Railroad in 1896, is one of the oldest stations in the Metra system. The station was constructed below grade and sits within the boundaries of Grant Park. The station is east of the intersection of Michigan Avenue and Van Buren Street.

This Project is currently in the design and planning stage. The environmental approval and design process will continue in 2022 and 2023. Construction focused on certain below-grade station platform and track improvements is expected to begin in 2023, with completion expected in 2027. City of Chicago land use approval activities are expected to commence this fall and include, among other applications, a review of the core Project components by the Chicago Plan Commission under The Lake Michigan and Chicago Lakefront Protection Ordinance and a rezoning to the "T" zoning district of the below-grade railroad right-of-way considered by the Chicago City Council.

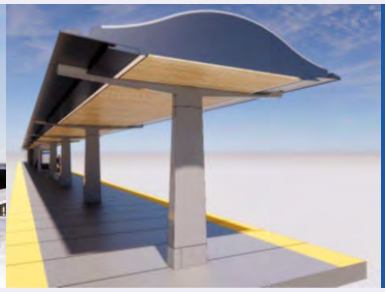
The Van Buren Street Station Project will renovate station components that include:

Tunnel and Stair Elevator "Pop-up" Enclosures ADA Improvements	*Depot Rehabilitation*	*Van Buren Pedestrian Bridge ADA Improvements*
	Platform Improvements	*Signage and Wayfinding*

Concept design sketch: "Pop-up" over tunnel leading to Van Buren Street Station. Source: Muller2 Architects



Concept design sketch: Area within the rehabilitated tunnel. Source: Muller2 Architects



Concept design sketch: The elevator "Pop-up" at Jackson Drive Bridge.
The approximate height is 15'-0". Source: Muller2 Architects

LEARN MORE AT

METRA.COM/VANBURENSTATIONPROJECT

Additional project information, including details on the project elements can be found on the project website: Van Buren Street Station Renovation

Metra Project-specific questions can be directed to vanburen-rehab@metrarr.com.

111TH STREET STATION PULLMAN FACT SHEET

ADDRESS: 111TH ST. & COTTAGE GROVE AVE., CHICAGO, IL 60628

PROJECT MANAGER: RICHARD ROUNDS, ARCHITECT

CONGRESSIONAL DISTRICT: IL-01 RUSH

PROJECT DESCRIPTION

This project will rehabilitate the 111th Street/Pullman Station on the Metra Electric District Line in Chicago within the Pullman National Monument as part of Metra's ongoing effort to bring commuter rail stations into compliance with the requirements of the Americans with Disabilities Act (ADA) of 1990.

$20 MILLION
PROGRAMMED FOR 5-YEAR CAPITAL PLAN

PRELIMINARY
PROCESS COMPLETED

2023 ESTIMATED
START FOR CONSTRUCTION

IN SCOPE PROJECT ELEMENTS

- *New ADA accessible APTA grade elevator and stair*
- *New glazed headhouse with on-demand heat*
- *New composite deck platforms with full-length canopies*
- *Metra viaduct waterproofing*
- *New glazed street level entrance*
- *New ticket vending machines*
- *Updated pedestrian walks, and lighting*
- *New Visual Displays, signage and wayfinding to be coordinated with the National Park Service*

111TH STREET STATION PULLMAN FACT SHEET

ADDRESS: 111TH ST. & COTTAGE GROVE AVE., CHICAGO, IL 60628

PROJECT MANAGER: RICHARD ROUNDS, ARCHITECT

CONGRESSIONAL DISTRICT: IL-01 RUSH

PROJECT BENEFITS

SAFETY

Improve safety through increased ridership to lower auto-dependency and motor vehicle crashes. upgrading several aging bridges and underpasses, and adding new lighting to help pedestrians safely navigate

CLIMATE/ENVIRONMENTAL SUSTAINABILITY

Reduce exposure to train emissions through open-air facilities like LaSalle Street Station and addresses climate change by shifting people away from automobile miles and pollution

EQUITY/QUALITY OF LIFE

Replace old bridges to be more aesthetically pleasing with better lighting and improved underpasses to increase quality of life in the majority-Black and Latin-x surrounding areas

MOBILITY/COMMUNITY CONNECTIVITY

Improve travel reliability and provide opportunities for new service on multiple Metra lines—increasing affordable transportation choices

ECONOMIC COMPETITIVENESS/OPPORTUNITY

Support Metra travel reliability and provide opportunities by increasing transportation options and access to jobs and housing

STATE OF GOOD REPAIR

Rebuild several old bridges and bring them into a state of good repair, reduce cost of ongoing maintenance, and add extra track for improved resiliency and operational flexibility

PARTNERSHIP/COLLABORATION

Facilitate in close partnership with CREATE and engage the surrounding community while relying on DBE firms to support local/disadvantaged areas

INNOVATION

Maintain service during construction to avoid negative outcomes for the community while improving project delivery.

FY 2022 RAILROAD CROSSING ELIMINATION PROGRAM GRANT FUNDING APPLICATION

OCTOBER 11, 2022

Illinois Department of Transportation

Village of Elmwood Park

GRAND GATEWAY Regional Safety and Mobility

Federal Railroad Administration

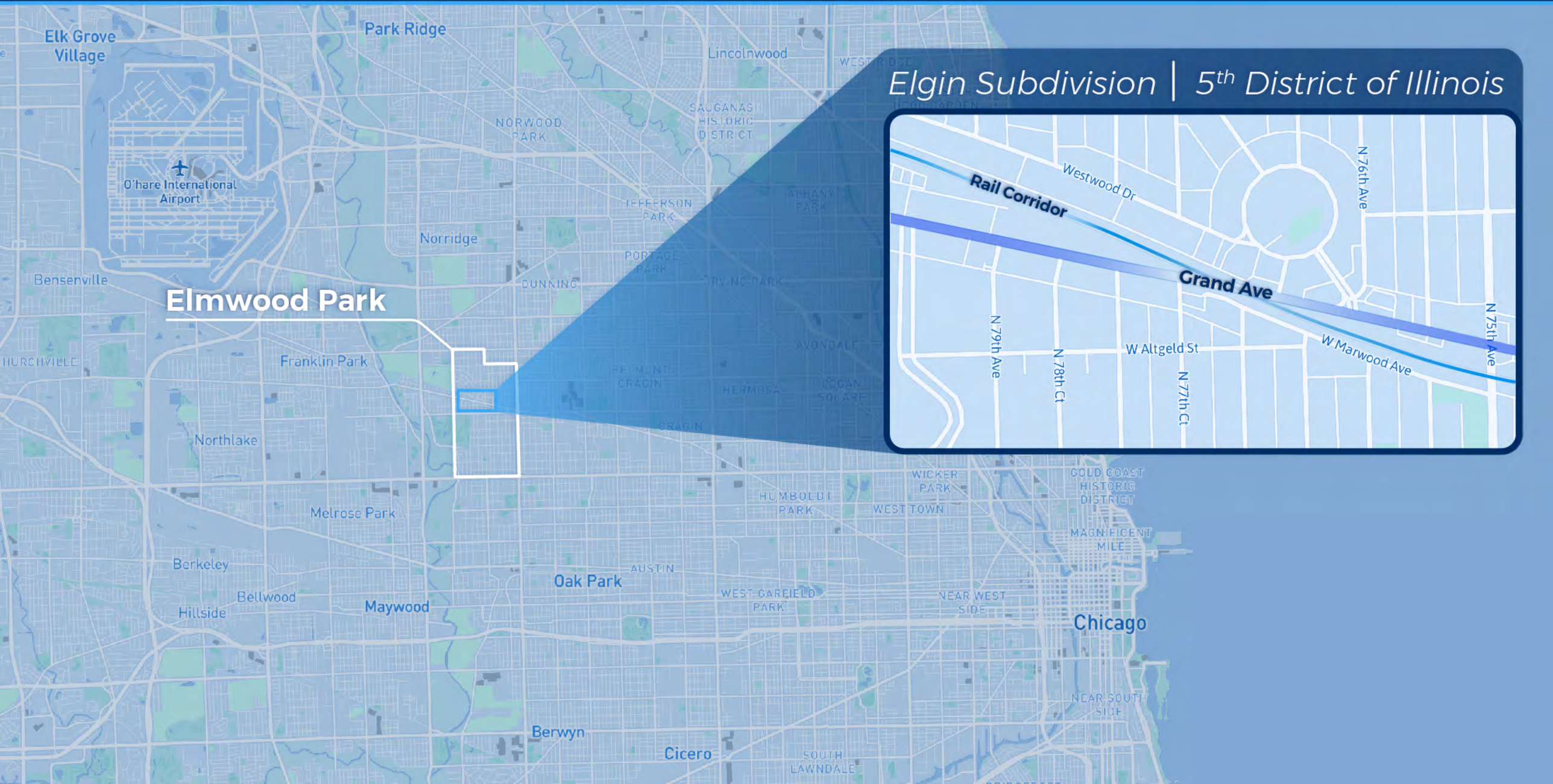
Applicant

The Village of Elmwood Park
11 Conti Parkway
Elmwood Park, Illinois 60707
UEI No. H4WFZ9T6MGU6

Primary Point of Contact

Paul Volpe
Village Manager
Telephone: (708) 452-3912
pvolpe@elmwoodpark.org

PROJECT AREA MAP



CREATE
KEEPING THE GO IN CHICAGO

GRANT APPLICATION NARRATIVE

CREATE GS1: 65TH ST GRADE SEPARATION AT BRC

CHICAGO REGION ENVIRONMENTAL AND TRANSPORTATION EFFICIENCY (CREATE) PROGRAM

U.S. Department of Transportation
Federal Railroad Administration
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program

Illinois Department of Transportation

Public Outreach Workshop: Dealing with Challenging Meetings

Facilitated by WSP

September 7, 2022

Tools for today's session

Zoom

- Interactive polling
- Breakout rooms for ideas and discussion
- Presentation will be available after the training

WSP will follow up with resources and tools shared today

WSP Facilitators

Shane Peck

Deputy Managing Director and Assistant Vice-President

Communications and Public Involvement Practice

Ruben Landa

Texas Business Leader

Communications and Public Involvement

Assistant Vice President U.S. Advisory Services

Laura Toole

Director Northeast

Communications and Public Involvement

Assistant Vice President

Israel Ramirez

Creative Services

Specialist and CPI Consultant

Communications & Public Involvement

Meeting Agenda

- Tools
- Before the Public Meeting
- During the Public Meeting
- After the Public Meeting
- Breakout Groups
- Wrap-Up

Before the Public Meeting

Stakeholder identification

- Landowners/nearby residents
- Businesses
- Agencies
- Elected Officials
- Champions

Before the Public Meeting

Determining the "temperature"

What are you hearing?

- Direct feedback from affected groups
- Elected Officials
- News Media
- Social Media

Before the Public Meeting

Outreach to individual stakeholders and stakeholder groups

Seek one-on-one meetings with directly impacted residents

Presentations to groups representing area residents

General public outreach

Communicate with and engage members of the public beyond those directly impacted

Before the Public Meeting

Find and document evidence of ***project support***

Before the Public Meeting

Identifying the appropriate meeting type

- Limited vocal opposition/low temperature
- Vocal opposition/high temperature

Before the Public Meeting

- Venue
- Invitations/Public Notice
- Dry-Runs/Scenario Planning
- Security

But first let's find out…

What is your biggest concern prior to conducting a public meeting?

During the Public Meeting

- *Meeting flow*
- *Stand on level floor with audience*
- *No podium*
- *Set context*
- *Selling language*
- *Acknowledge difficulties with explanations*

During the Public Meeting

Staff roles

- Who's doing what?
- Who's good at what?

Recognizing escalation

- Louder voice
- Body language
- Signs of anxiety
- Group is forming?

During the Public Meeting

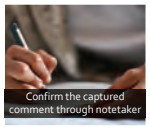
De-escalation techniques

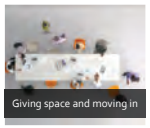
- De-personalize
- Even tone
- Smile
- Respectful tone
- Sir, Ma'am
- Non-judgmental language

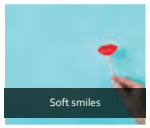
During the Public Meeting

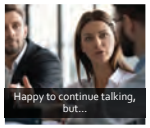
Turning down the "temperature"

What is or isn't working?


Confirm the captured comment through notetaker


Giving space and moving in


Soft smiles


Happy to continue talking, but…

During the Public Meeting

When to exit the situation

- Exhausted all techniques
- Temperature in the room still high
- Conversation has become circular
- No more information to share

After the Public Meeting

Fulfill commitments made during the meeting

Debrief and agree on commitments

Commitment plan

Follow-up with individuals where applicable

Part of the commitment plan

Choose a method of follow-up, phone, email, in person, or virtually

After the Public Meeting

Document

- Amendment to commitment plan
- Spreadsheet with all information

Determine next steps

- Prepare recommendations

Breakout Groups

Breakout groups

- Scenario discussions
- Groups report back ideas and comments

Scenario 1

A local elected official with her finger on the pulse of the community gives you heads-up that a group of residents near the project may show-up at an upcoming public meeting. These residents have been known to be vocal and sometimes disruptive. You are aware of some of the groups in question, their leadership and most of their members. You have not yet selected the venue or the format for the public meeting. What do you do?

Scenario 2

Area residents express a desire for a public forum. It includes a presentation from the project staff. The presentation will be followed by a question and answer period giving residents three minutes to speak or ask questions. You explain these ground rules at the beginning of the meeting, have them posted in the room and use a system of lights to indicate when a speaker's time is up. One gentleman goes beyond the allotted time and shows no sign of stopping. When politely told his time is up, he continues speaking. What do you do?

Scenario 3

You've held a public meeting that you considered to have been unsuccessful because local opposition tried to hijack the meeting. While you practiced every technique you could think of, the meeting had to be ended. In another two months, you will need to hold a public event about the project. What's the best plan for that meeting?

Wrap-Up

Contact the facilitators

Shane Peck: shane.peck@wsp.com
Laura Toole: laura.toole@wsp.com
Ruben Landa: ruben.landa@wsp.com
Israel Ramirez: israel.Ramirez@wsp.com

Tim Selover: tselover@metrarr.com

Recording will be made available to Metra staff through Sharepoint

What is bridge bundling?

Bridge bundling takes advantage of "economy of scale" by issuing a single contract for the replacement, rehabilitation or repair of multiple bridges.

ILLINOIS SOYBEAN ASSOCIATION

Learn more at ilsoy.org/bridge-bundling

ILLINOIS SOYBEAN ASSOCIATION

Address immediate needs

Program Goals

Identify quick and effective solutions

Keep it simple

Learn more at ilsoy.org/bridge-bundling

1 WELCOME

Alternatives Carried Forward

Learn a bit about this initiative before you begin.

Tell us what you think!

Will County is considering several corridors that provide a continuous east-west freight connection through eastern Will County. In previous surveys, the Purpose and Need Statement for the study, and characteristics of alternatives have been brought to the public for review and comment.

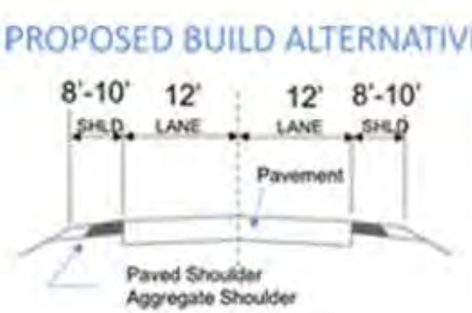
Typical Roadway Cross Section

Next

EXISTING CRETE-MONEE

EXISTING PAULING-GOODENOW

PROPOSED BUILD ALTERNATIVE



This survey focuses on the results of the study's alternatives screening, which removed alternatives from further consideration that had higher or more severe impacts on the community or natural environment. On the following screens, please review the alternatives identified to be removed from consideration, and the alternatives identified to be carried forward for a more detailed study. Please share your opinions where asked.

EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

2 SCREENING

3 REMOVED ALTERNATIVES

4 PROPOSED ALTERNATIVES

5 WRAP UP

1 WELCOME

Let's get started!

Learn a bit about the Kane County Bicycle and Pedestrian Plan before you begin.

The vision of the Kane County Bicycle and Pedestrian Plan is to expand an interconnected network of facilities that accommodates people of all abilities while linking to key destinations.

But we need your help to ensure this vision best fits the needs of the residents of Kane County.

We are seeking input to determine your preferred trails, reasons for bicycling/walking/rolling, and areas for improvement. This information will help guide the Plan's initial focus and start to shape ways that the County can help residents walk, bike, roll, and connect to transit more effectively and equitably. We thank you for your invaluable input on this exciting planning process!

Español

Next

Be sure to provide your contact information at the end of the survey to stay up to date on the process!

KANE COUNTY BICYCLE & PEDESTRIAN PLAN

2 TRAVEL HABITS

3 PRIORITY RANKING

4 MOST USED FACILITIES

5 WRAP UP

Project Update on U.S. 35 & C.R. 300 N. Intersection Modification

SUBMIT YOUR PUBLIC COMMENT UNTIL OCTOBER 11

Status of the US 35 Intersection Improvement Project

The Indiana Department of Transportation (INDOT) announced that it will not move forward at this time with a proposed intersection modification project on U.S. 35 at C.R. 300 N./Riggin Rd. near Muncie.

The proposed project included removing the left-turn lanes from U.S. 35 to create a right turn-only condition to and from C.R. 300 N./Riggin Rd. Removing the median would meet current best practices for intersection design and improve safety by eliminating the left-hand turns.

In response to public feedback and additional traffic data analysis, INDOT has placed the project on hold and will continue to monitor traffic conditions and crash data at the intersection. Should data in the future point to an increase in crashes and elevated safety risks, INDOT will work with stakeholders to determine the best path forward to make the intersection as safe as possible for all users.

To receive updates about INDOT projects and programs in Delaware County, click here.

Addtional public comments are welcome through **October 11th** by mail, email, and phone:

Mikki Taylor-Hendrix
mikki.taylorhendrix@wsp.com
313-230-2183
500 Griswold St., Suite 2600
Detroit Mi 48226

Thank you for participating in our public engagement process!

ABOUT INDOT

The Indiana Department of Transportation's mission is to collaboratively plan, build, and maintain safe and innovative transportation infrastructure that enhances quality of life, drives economic growth, and accommodates new modes of transport.

CONTACT

Mikki Taylor-Hendrix
mikki.taylorhendrix@wsp.com
313-230-2183
500 Griswold St., Suite 2600
Detroit Mi 48226

U.S. 35 & CR 300 N. MEDIAN CLOSURE OPEN HOUSE & PUBLIC HEARING

INDOT wants your input!

WHEN

Wednesday, July 20, 2022
3:30 PM–6:30 PM
Open house from 3:30 PM–5:30 PM
Presentation starts at 5:30 PM

WHERE

Kennedy Library, 1700 W McGalliard Rd.
Muncie, IN 47304

U.S. 35 & CR 300 N. MEDIAN CLOSURE OPEN HOUSE & PUBLIC HEARING

INDOT wants your input!

The Indiana Department of Transportation (INDOT) is proposing a project that consists of eliminating the existing left turn lanes on US 35 and close the center median to create one-way traffic from County Road 300 North (Riggin Road). The project is located 0.54 mile south of State Route 67.

INDOT wants to gather local input and comments through an open house and public hearing to understand the goals and opportunities for area by connecting with community members, stakeholders, and residents. The public meeting will be held on **Wednesday, July 20, 2022 from 3:30 PM–6:30 PM at the Kennedy Library on McGalliard Road in Muncie**. The presentation portion of the meeting starts at 5:30 PM.

A recording of the presentation will be made available online at **in.gov/indot** for those who are unable to attend in person. Individuals requiring any accommodations for access to information should contact Mikki Taylor-Hendrix, Communications and Public Involvement Specialist at **313-230-2183**. Requests for accommodations should be made at least three days in advance.

ABOUT INDOT

The Indiana Department of Transportation's mission is to collaboratively plan, build, and maintain safe and innovative transportation infrastructure that enhances quality of life, drives economic growth, and accommodates new modes of transport.

MEETING DETAILS

WHEN

Wednesday, July 20, 2022
3:30 PM–6:30 PM
Open house from 3:30 PM–5:30 PM
Presentation starts at 5:30 PM

WHERE

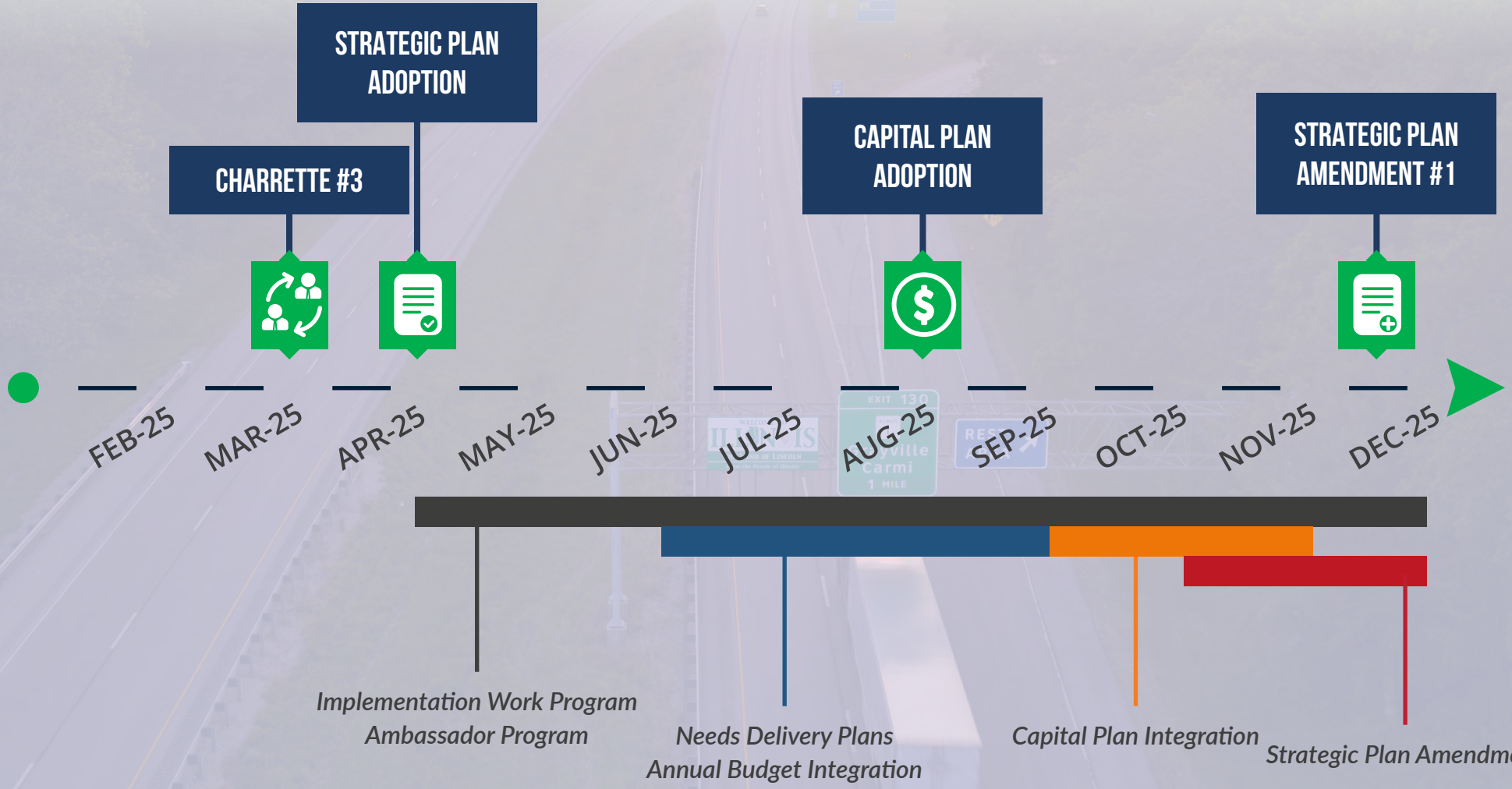
Kennedy Library, 1700 W McGalliard Rd,
Muncie, IN 47304

CONTACT

Taylor Darrah
Project Manager
TDarrah@indot.in.gov

STRATEGIC PLAN BUDGET FORECAST

* TOTAL EFFORT: $1.3M



Welcome!

Please sign in

Visit exhibits and feedback stations and engage with project team members.

Provide feedback on the project at interactive stations and at the comment station.

HARRIS COUNTY PRECINCT 4
COMMISSIONER
LESLEY BRIONES

Project Purpose

CREATE plans for a signature neighborhood park that is a regional destination due to its multicultural design, programming, amenities, and connectivity with adjacent neighborhoods.

DESIGN a signature greenspace in Southwest Houston/Harris County that improves public safety, community health, and recreational opportunities for the community.

DETERMINE housing recommendations and strategies to ensure that investment in the park does produce ‘green gentrification’.

PREPARE a phased implementation strategy with cost estimates, financing, and alternative scenarios for park concepts.

Project Scope

People

Establish an inclusive and multilingual public engagement strategy

- Stakeholder committee
- Community workshops
- Park survey
- Speakouts and informal touchpoints at ongoing community events
- Briefings and presentations

Project Scope

Place

Analyze existing conditions, demographics, real estate market dynamics, history, culture, and architecture

- Review prior plans and ongoing community efforts.
- Conduct a Site Analysis on the history, ecology, and design of the park.
- Identify mobility, parking, and connectivity issues in the study area.
- Evaluate programming, facilities, public safety, and environmental needs at the park.
- Identify long-term sustainability and resilience objectives.
- Analyze the real estate market dynamics to assess vulnerability and risk of “green gentrification”.

HARRIS COUNTY PRECINCT 4
COMMISSIONER
LESLEY BRIONES

Project Scope

Plan

Establish a phased implementation strategy

Synthesis of community values and priorities to inform design choices.

Site system strategies for facilities, materials, native plant palette, green stormwater systems, drainage/-detention, lighting, entrances, park programming, universal design, parking, walkability/connectivity.

Placemaking strategies to support public health, economic development, urban heat, mobility, flood management, education, and recreation.

Identify equitable affordable housing strategies to minimize displacement and 'green gentrification'.

Financing strategy (3Ps, grants, fundraising, tax credits, operations/-maintenance, etc.)

Design alternatives ($, $$, and $$$)

Questions or Comments

Harris County and Precinct 4 would like to hear from you!

To learn more about the project, visit:
hcp4.net/infrastructure/burnett-bayland

Get in touch with the project team:
Visit us at hcp4.net/events
or call 713-274-4050 for more information.

Fill out a comment card and drop it in the comment box

Take our survey at the comment station!

Provide feedback at interactive feedback stations.

HARRIS COUNTY PRECINCT 4
COMMISSIONER
LESLEY BRIONES

WELCOME

Please sign in!

Visit exhibits and feedback stations and engage with project team members.

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HARRIS COUNTY PRECINCT 4
COMMISSIONER
LESLEY BRIONES

Welcome

HARRIS COUNTY PRECINCT 4
COMMISSIONER
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