

BAM/STEN

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Thomas D. Mooney:

"119th St. is to be a major traffic collector. It is also a hospital route and IDOT's major artery East/West. 119th St. should have an underpass of the railroad so traffic can move through the area. There are limited East/West routes in road studies say that these East/West routes need traffic improvements to handle the heavy traffic loads on the roads. An underpass will be needed to keep traffic flowing and to save lives at the hospital in Bolingbrook. Idot adopted with Roger Claar, mayor of Bolingbrook, my bypass of Rt. 30 on 127th St. Idot engineers said this can flow naturally over Plainfield/Naperville Rd. 127th St. is going to be the major traffic route to North/South I-55 ramps.

Village of Plainfield has suggested closing both eastern and Center Streets railroad crossings. The village comprehensive plan states Plainfield/Naperville Rd. meets Rt. 59 too close to Rt. 126 because of this, the comprehensive plan anticipates to avoid stacking traffic on Rt. 59 closing Plainfield/Naperville Rd. at Rt. 59. The village likes the idea of realigning Mill and Center St. to use the same traffic light. This allows Plainfield/Naperville Rd. to take Mill St. to Rt. 126. Rt. 126 needs a underpass of the mainline of the EJ&E tracks. The underpass would start West of Mill St. and would be back street level before Bryant's Mall entrance. Idot asked Plainfield to study underpasses of major cross traffic Rt. 126 has the ability to naturally flow over Rt. 59. The Rt. 126 underpass can carry Eastern Ave. extension along the EJ&E tracks and over Rt. 126 underpass. This elevates left hand turns from Rt. 59 and Rt. 126 to reach Eastern and Center Streets. This allows right hand turns from Rt. 126 to flow to a right hand turn on Plainfield/Naperville Rd. which would return Eastern to Center St. and Eastern.

Plainfield/Naperville Rd. being diverted to Rt. 126 allows Plainfield/Naperville crossing to be closed. The underpass of 126 will keep traffic moving for both Routes with Eastern running over Rt. 126 over the tracks Eastern and Center St. crossings could also be closed. This allows Rt. 126 underpass of the EJ&E to allow the closing of four railroad crossings.

Center St. Crossing has had several deaths on nighttime accidents.

Division St is preferred by Crest Hill village planner to have a truck route underpass of the mainline of the EJ&E. IDOT wants to close Gaylord Rd. at Rt. 30. A Division St underpass would make possible closing the Gaylord railroad crossing. This is an important route for Crest Hill's/Romeoville's industrial parks. It is also a major traffic collector to Westfield, Joliet's Mall. Westfield Mall management prefers Essington Rd. on Hennepin Dr. This allows Essington Rd. to flow underneath Rt. 30 and to Division St. James Trizna, Public Engineer of Joliet, wants to flow Essington Rd. under Rt. 30. Division St. is a major traffic route to the Mall and will become more important in the near future.

Renwick Rd. is planned by IDOT to be the major East/West Artery from Yorkville Rt. 47 Renwick Rd. flows East through Orland Park and starts using 10 lane intersections all the

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way to I-94 out of Chicago. Renwick Rd. also has Rt. 7 leave and become Southwest Highway linking more communities. Joliet is not getting they're Caton Farm interchange on I-55. That means Renwick Rd. will carry a lot of Joliet's traffic to Rt. 30 and I-55. I-55 already being congested needs relief of express trains from Plainfield to flow East onto Naperville's express tracks to Chicago. This will attract traffic from I-55 to use express trains from Plainfield 2nd Metra station plan that Rt. 30 bypass and I-55 EJ&E crossing. The Metra station is planned behind the old truck stop. Both Arlington Heights and Palatine's express trains gridlock traffic in their downtowns.

To prevent this traffic to Metra should not use left turns from Rt. 30. Joliet and Plainfield metra traffic should flow East of Rt. 30 on Renwick over or under EJ&E's mainline. This prevents a major artery from having a grade crossing. It also allows Metra traffic to flow over/under the freight trains on Renwick and use a free flowing right turn onto IDOT's Rt. 30 bypass along I-55. The beauty of this is that Metra traffic can simply flow right into 5 story tall Metra parking garages similar to downtown Palatine. Rt. 30 needs i-55 to flow over the mainline freight train tracks. This allows traffic from the Metra garages to keep flowing with right turns out of Metra's garages. Rt. 30 bypass is preferred to flow under the ramps of I-55 over Rt. 30. James R. Trizna, Public Engineer of Joliet, likes Rt. 30 bypass flowing under figure 8 ramps off of I-55, using an underpass of Rt. 30 to return traffic toward the Mall under Rt. 30. This would come up in the center of the lanes. Both Trizna and Westfield Mall management prefer a figure 8 interchange to avoid Rt. 30's turn lanes onto I-55 grid locking Rt. 30. They say the figure 8 interchange and Crest Hill village planner agrees this is the best plan to avoid the congestion that I-355's turn lanes gridlock Butterfield Rd. every rush hour. Turtles could literally pass the cars due to the congestion.

Renwick Rd. should flow under Rt. 59 because it only has room for 5 lanes. Ogden Ave. is grid locked with 12 lanes to cross Rt. 59 for 3 miles. This allows Metra traffic and traffic to I-355 to keep flowing. Traffic to Metra on Renwick Rd needs to flow over the mainline of the EJ&E and then use a free flowing right turn on the Rt. 30 bypass along I-55. This allows Renwick's traffic to flow Joliet and Plainfield down along Rt. 30 to use a free flowing right turn into 5 story tall Metra parking garages similar to downtown Palatine.

Traffic exiting Palatine's Metra garage takes 40 minutes to travel straight North 1 ½ miles from starting their car. Having traffic flow from the Metra parking garage using right turns only will prevent the above congestion from traffic lights. The Rt. 30 underpass toward the mall can return traffic to Joliet using Essington Rd. New connection to Rt. 30. Dual turn lanes on Rt. 30 at Renwick Rd. will help to return traffic West on Renwick under Rt. 59 to reach Plainfield and Joliet's residences. A right turn lane on Rt. 30 onto Renwick allows Romeoville traffic from the Meta garage to use free flowing right turns. This will prevent Idot's Rt. 30 bypass from being congested by Metra's turn lane lights.

Plainfield's Metra trains need to be express trains similar to Arlington Heights, Palatines, and Lake Forest. This allows express trains to flow from Plainfield onto the Naperville

express tracks to downtown Chicago. This will make travel to downtown Chicago faster by taking the trains rather than drive on I-55. With its express trains from Plainfield flowing onto Naperville's express tracks without having to change trains will greatly relieve I-55 of congestion from Joliet, Plainfield, and Romeoville. By not allowing Plainfield to put left turn lights traffic will be able to get out of Metra garages much quicker and encourage people to use it.