

3.5 Land Use

This section addresses existing land use, future land use and zoning, planned development, development trends, and special land use designations in Lake, Cook, DuPage, and Will counties in Illinois and Lake County in Indiana.

Several regional planning agencies manage and plan for different land use aspects within the five individual counties. These include:

- Chicago Metropolitan Agency for Planning (CMAP)
- Northwestern Indiana Regional Planning Commission (NIRPC)
- Lake County, Illinois: Planning, Building, and Development Department, Lake County Forest Preserve District (LCFPD), GIS and Mapping Division
- Cook County, Illinois: Agency for Planning and Development, Forest Preserve District of Cook County (FPDCC), Assessor's Office, Recorder's Office
- DuPage County, Illinois: Regional Planning Department, Forest Preserve District of DuPage County (FPDDC), Assessor's Office, County Clerk's Office
- Will County, Illinois: Land Use Department, Forest Preserve District of Will County (FPDWC), Recorder's Office
- Lake County, Indiana: Planning Commission, Parks and Recreation Department, Assessor's Office, Surveyor's Office, Forest Preserve District
- Barrington Area Council of Governments (BACOG)
- National Park Service (NPS)
- Illinois Nature Preserves Commission (INPC)

3.5.1 Existing Land Use

Each of the five counties is responsible for land use planning within its jurisdiction and has developed land use planning documents and zoning ordinances. County governments typically create a countywide vision through their plans, prescribe specific actions to manage growth in unincorporated areas, and coordinate local growth with municipal governments. Both incorporated and unincorporated land and various land uses and zoning are located along the EJ&E rail line. The land within the EJ&E ROW is used for transportation purposes.

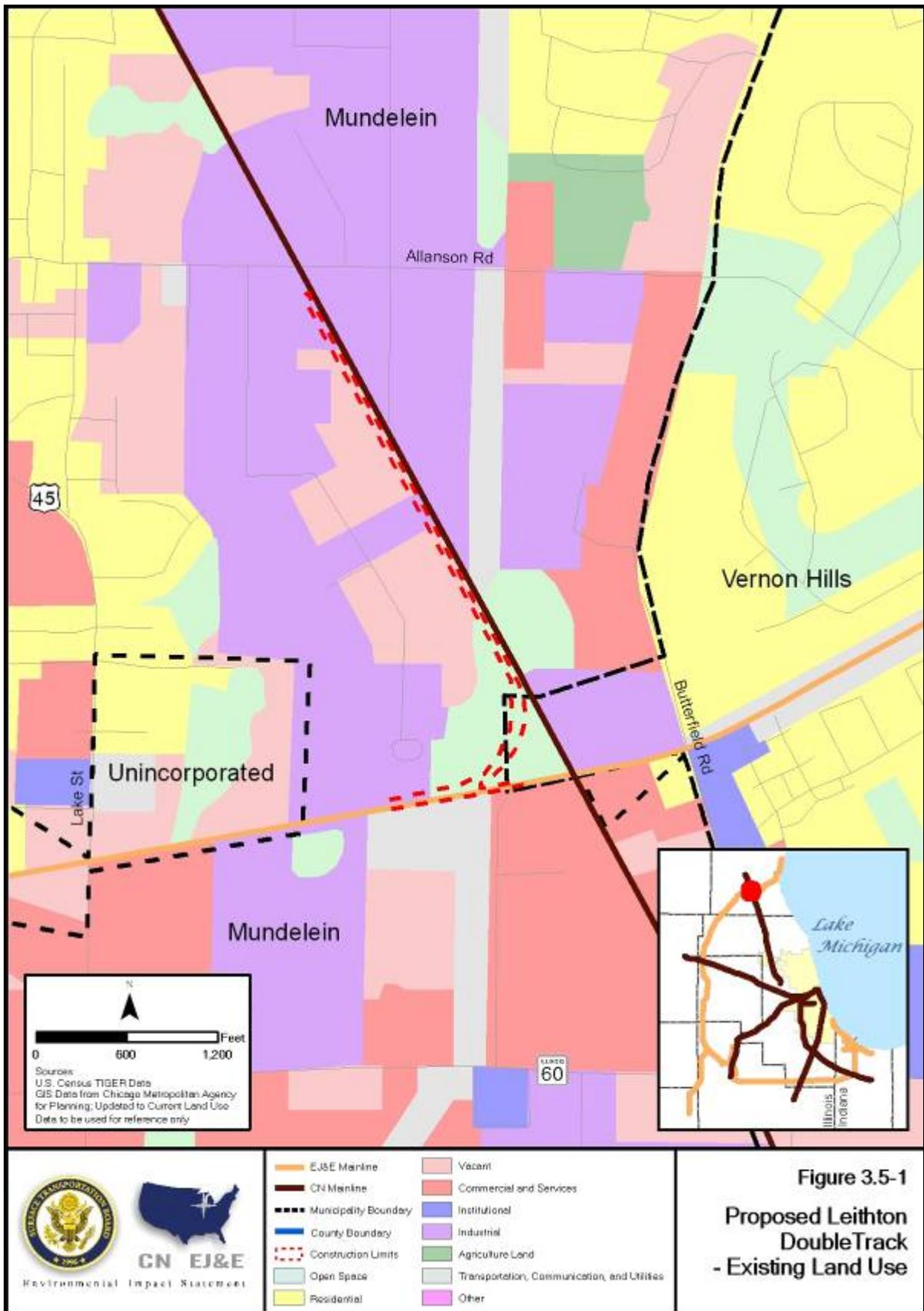
Table 3.5-1, below, lists the municipalities and communities along the EJ&E rail line, grouped by county. Sections 3.5.1.1 through 3.5.1.6 describe the general land use within each of the counties, along with the existing land use adjacent to the EJ&E rail line and the proposed construction sites. Figure 3.5-1 through Figure 3.5-10, which follow Table 3.5-1, illustrate existing land use adjacent to each of the proposed construction sites. This discussion considers the following land use categories:

- Agricultural
- Commercial and services
- Industrial
- Institutional
- Open space
- Other
- Recreational
- Residential
- Transportation, communications, utilities
- Vacant

Table 3.5-1. Municipalities and Communities Along the EJ&E Rail Line^a				
Illinois				Indiana
Lake County	Cook County	DuPage County	Will County	Lake County
Waukegan	Deer Park	Bartlett	Aurora	Dyer
North Chicago	Barrington	Wayne	Naperville	Schererville
Lake Bluff	Barrington Hills	West Chicago	Plainfield	Griffith
Knollwood	South Barrington	Warrenville	Crystal Lawns	Highland
Green Oaks	Hoffman Estates	Naperville	Crest Hill	Hammond
Libertyville	Bartlett	Aurora	Rockdale	Gary
Mettawa	Elgin		Bolingbrook	East Chicago
Mundelein	Matteson		Romeoville	Whiting
Vernon Hills	Richton Park		Lockport	
Long Grove	Preston Heights		Fairmont	
Hawthorn Woods	Park Forest		Joliet	
Indian Creek	Chicago Heights		Ingalls Park	
Kildeer	South Chicago Heights		New Lenox	
Lake Zurich	Sauk Village		Frankfort	
Deer Park	Lynwood		Mokena	
Barrington				
Barrington Hills				

Note:

^a A municipality is an incorporated city, village, or town; a community is an unincorporated area or census-designated place.



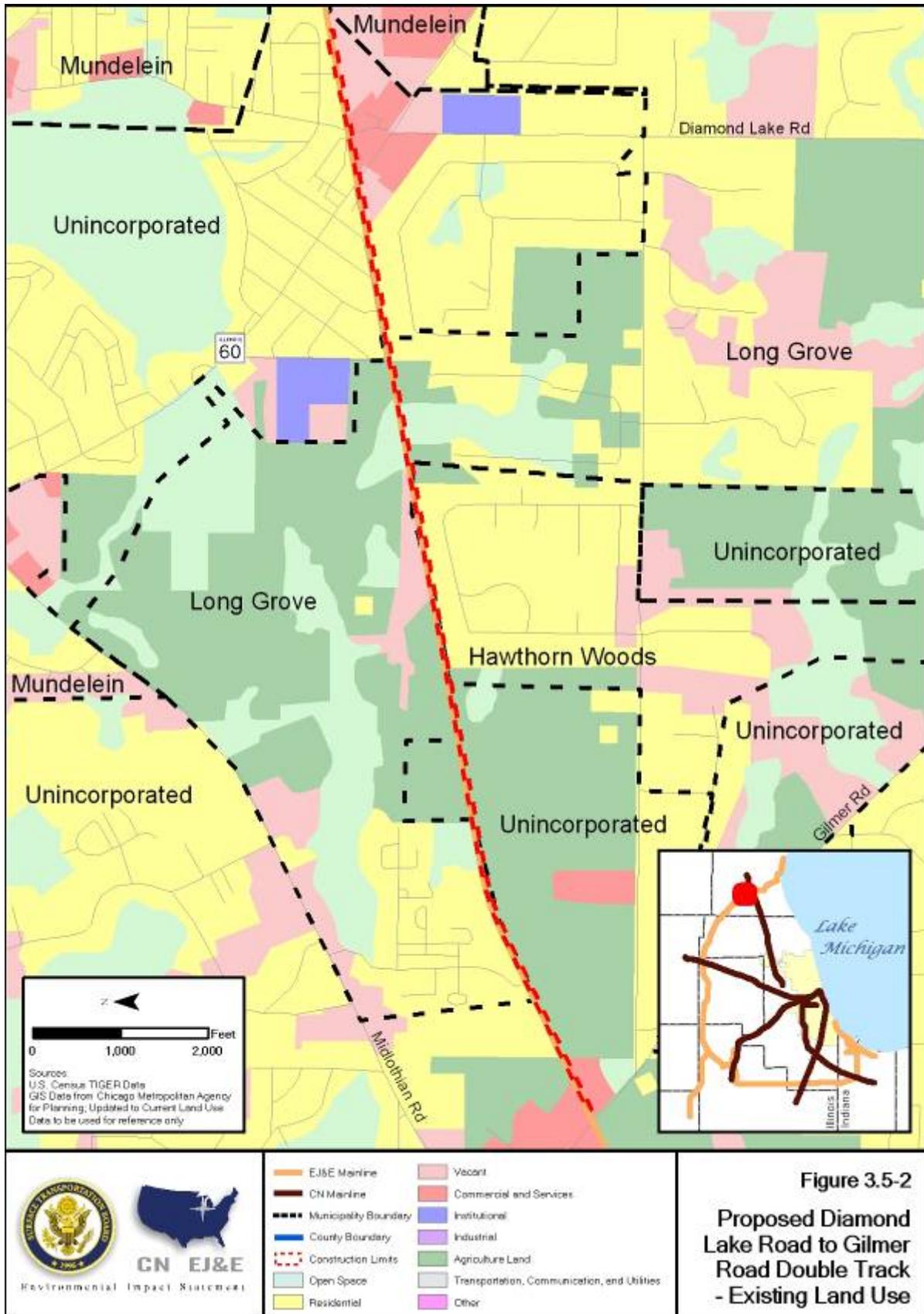
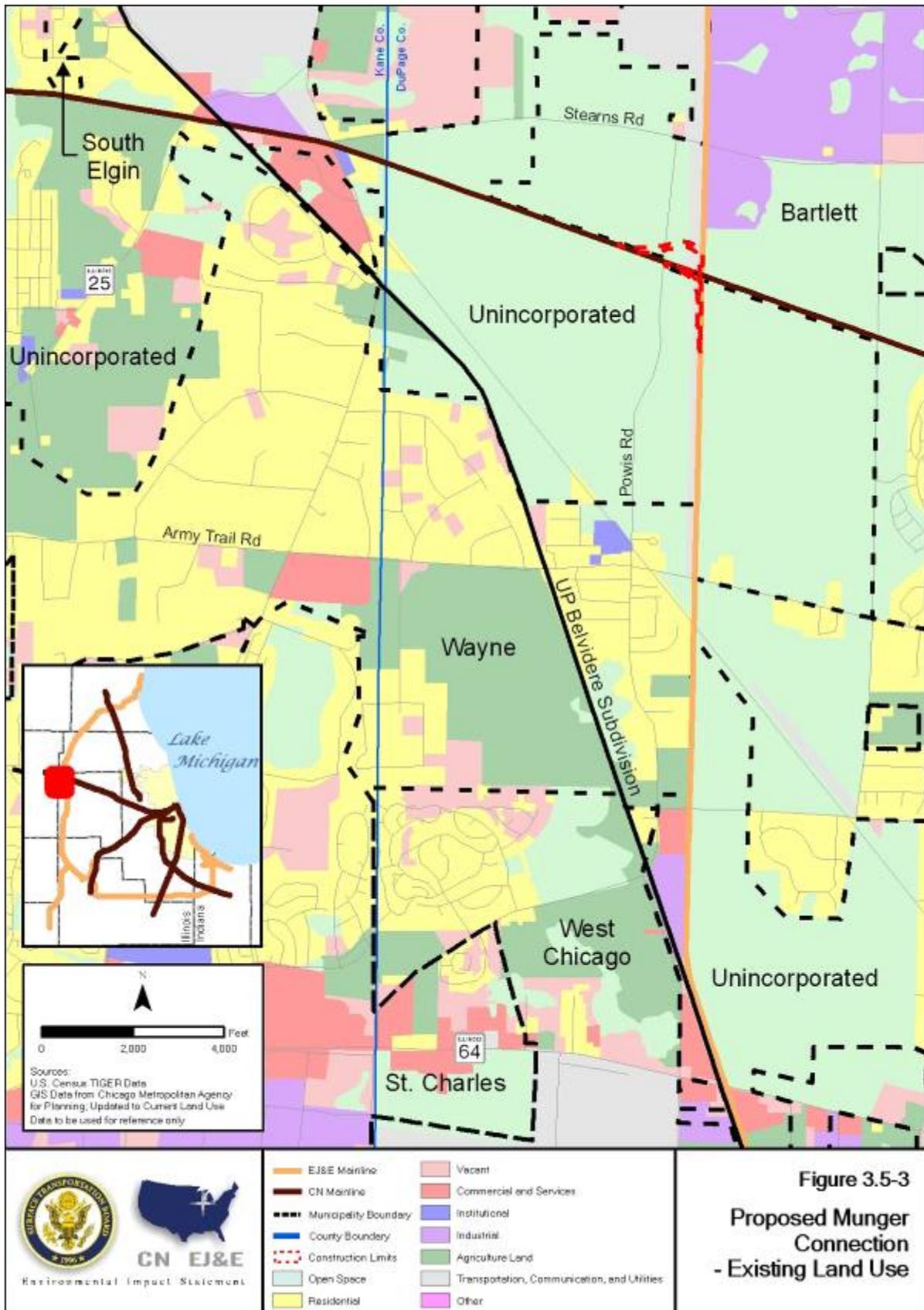
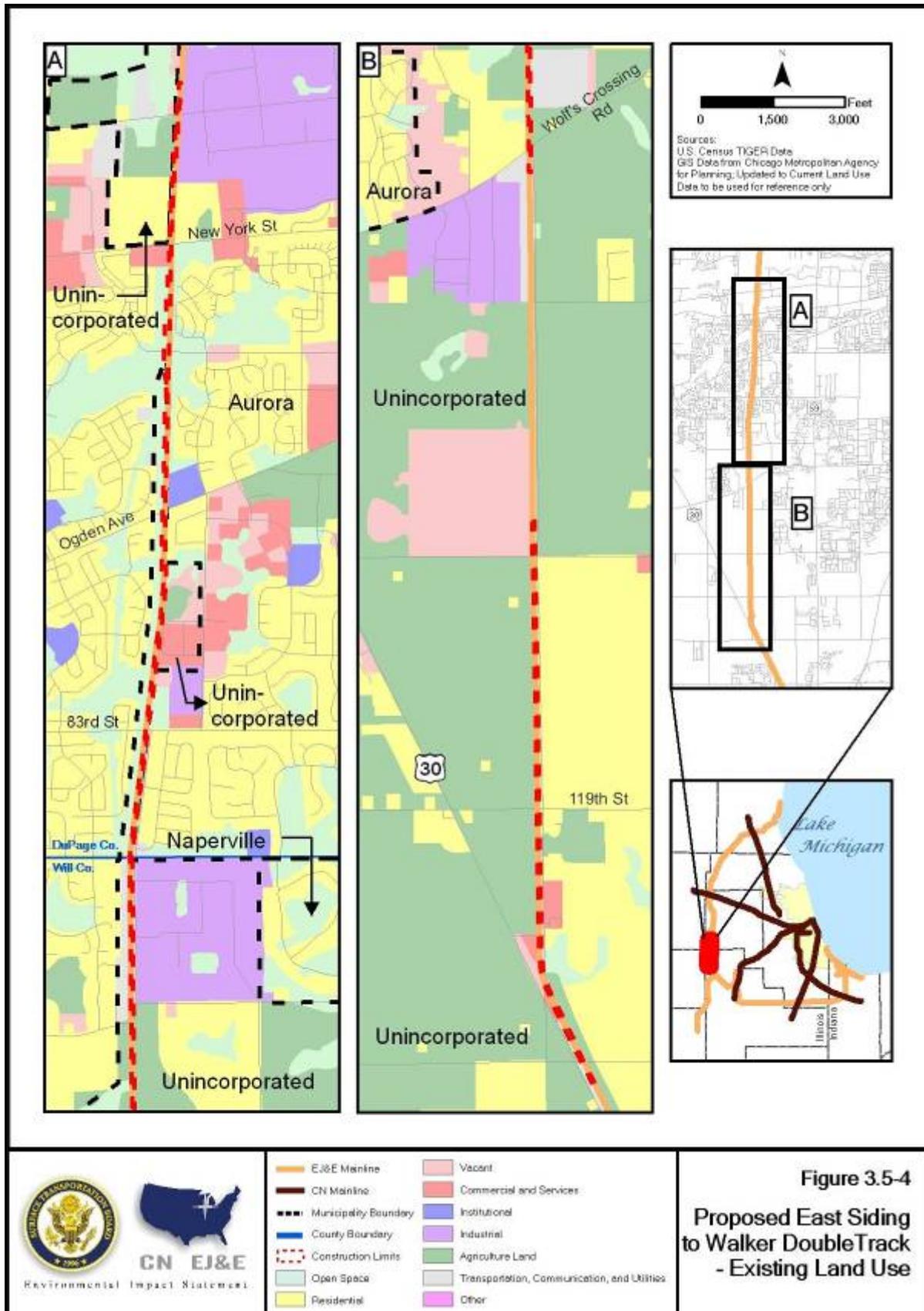


Figure 3.5-2
Proposed Diamond Lake Road to Gilmer Road Double Track - Existing Land Use





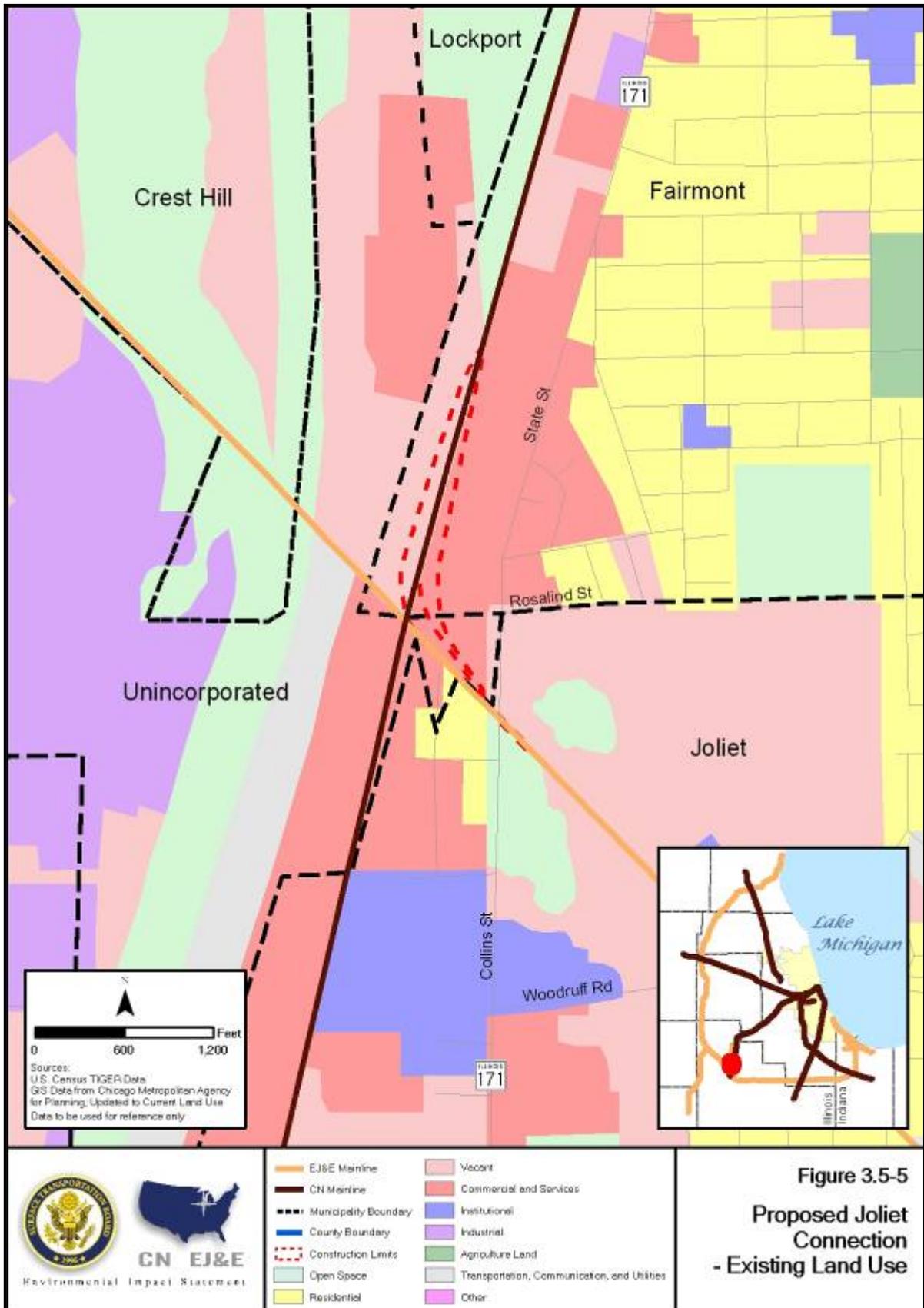
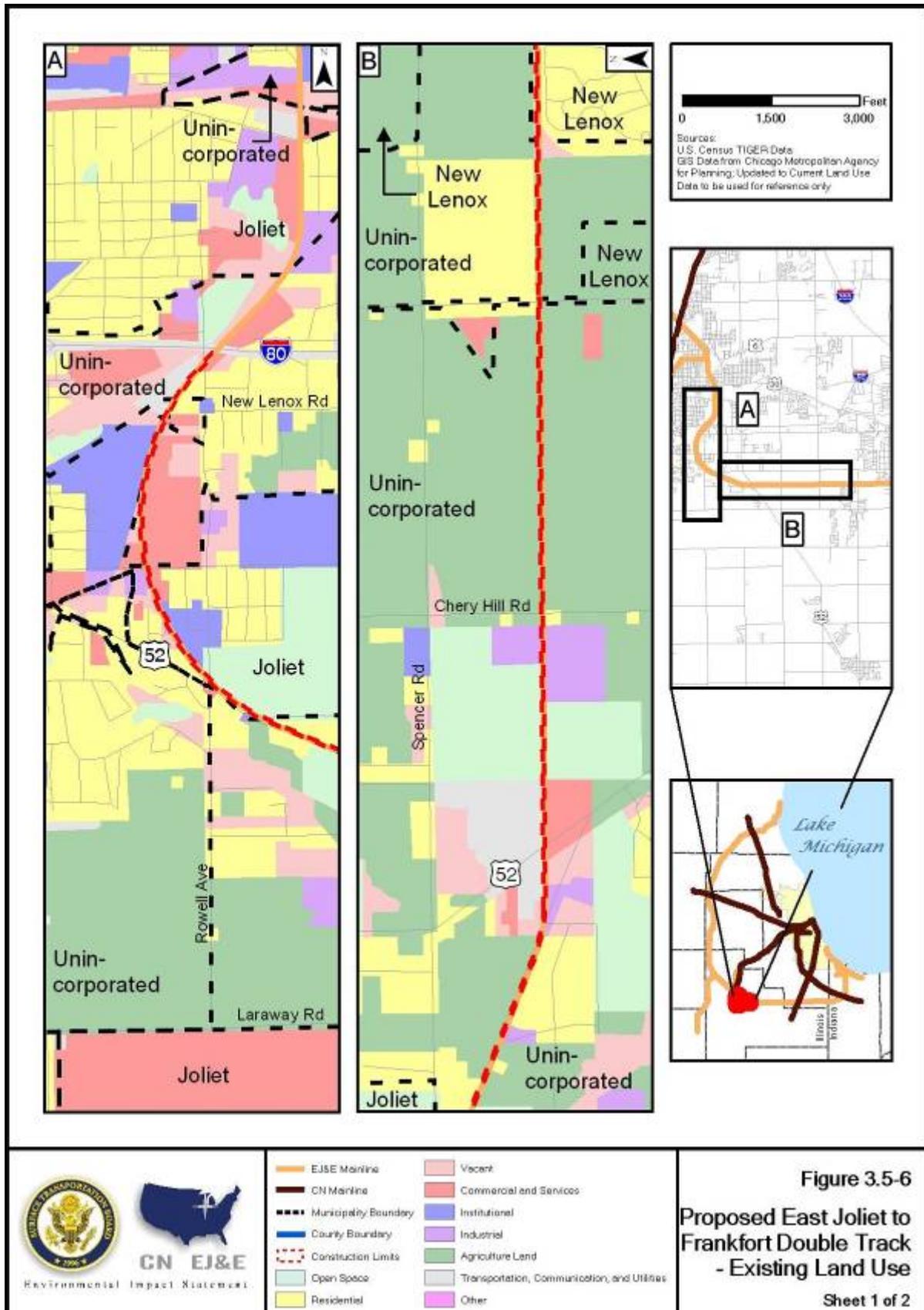


Figure 3.5-5
Proposed Joliet
Connection
- Existing Land Use



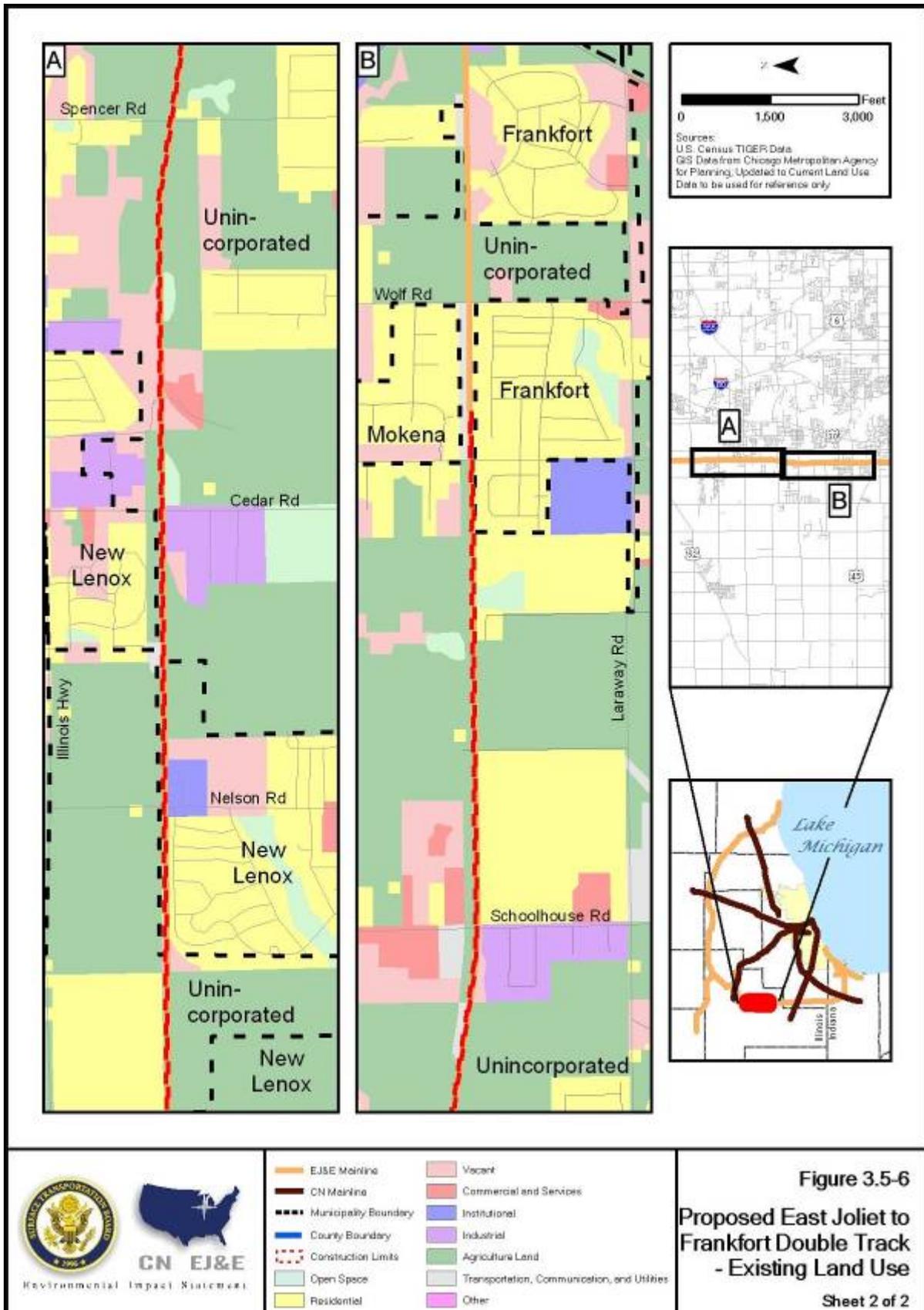
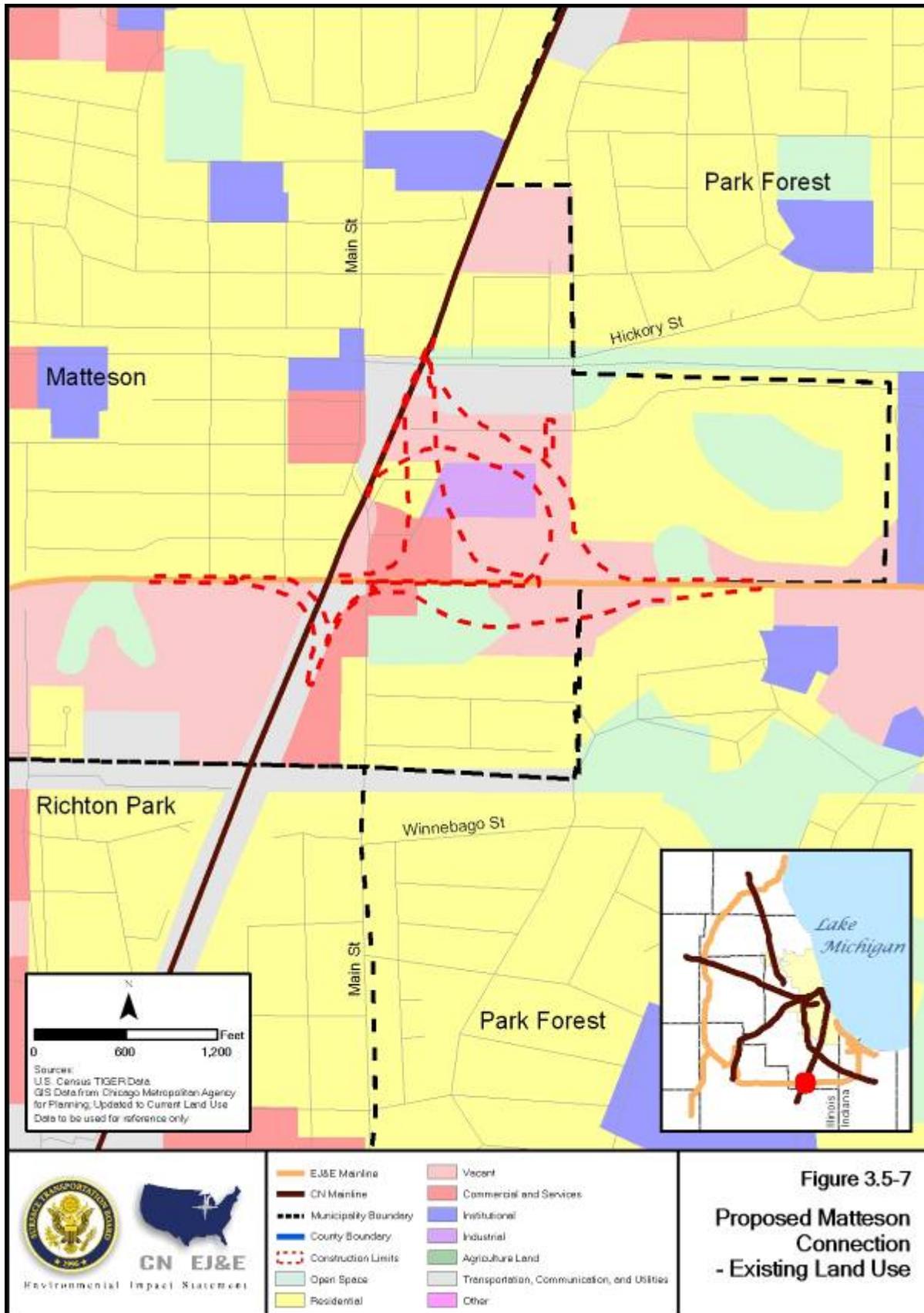


Figure 3.5-6
Proposed East Joliet to Frankfort Double Track - Existing Land Use
 Sheet 2 of 2



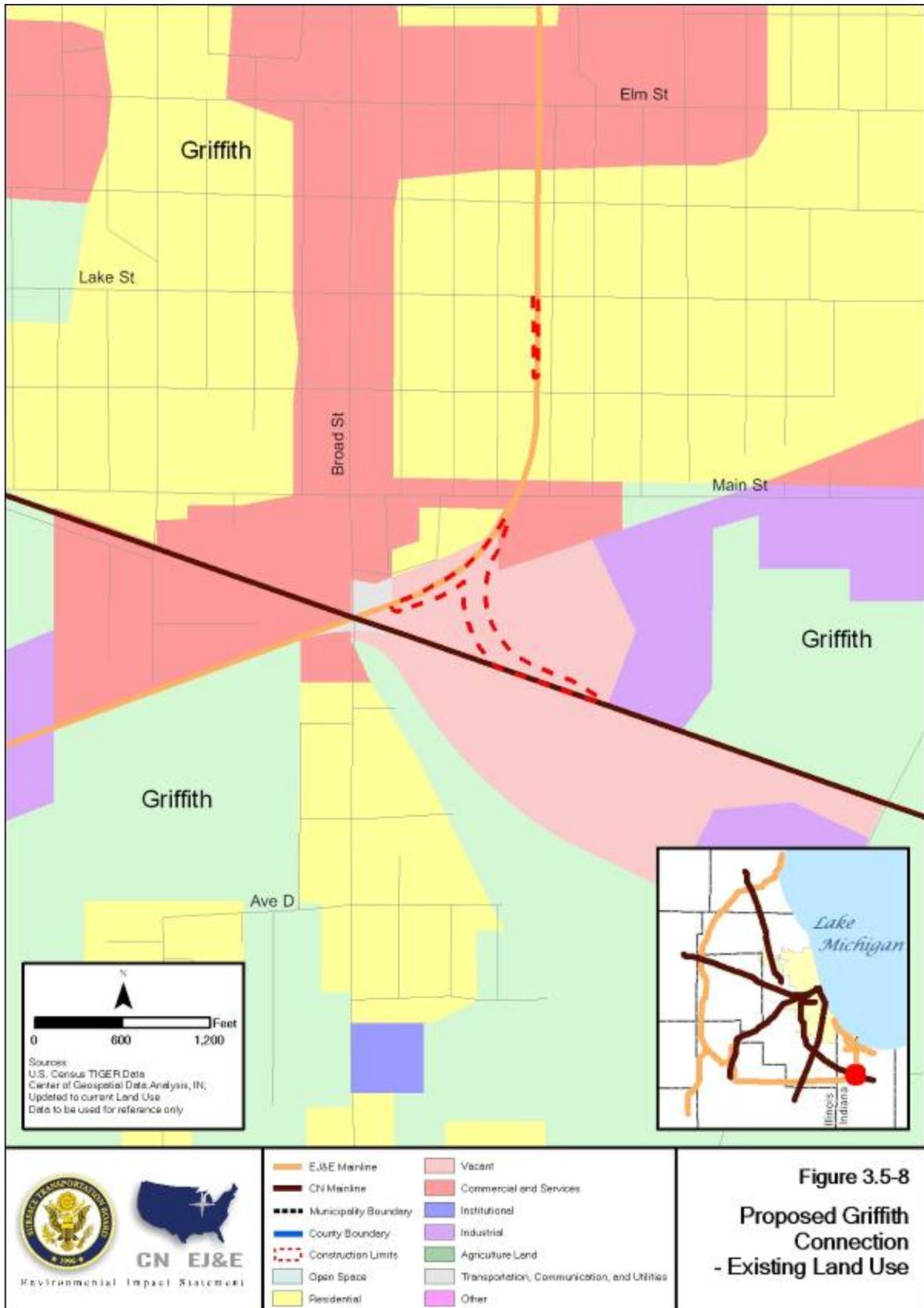
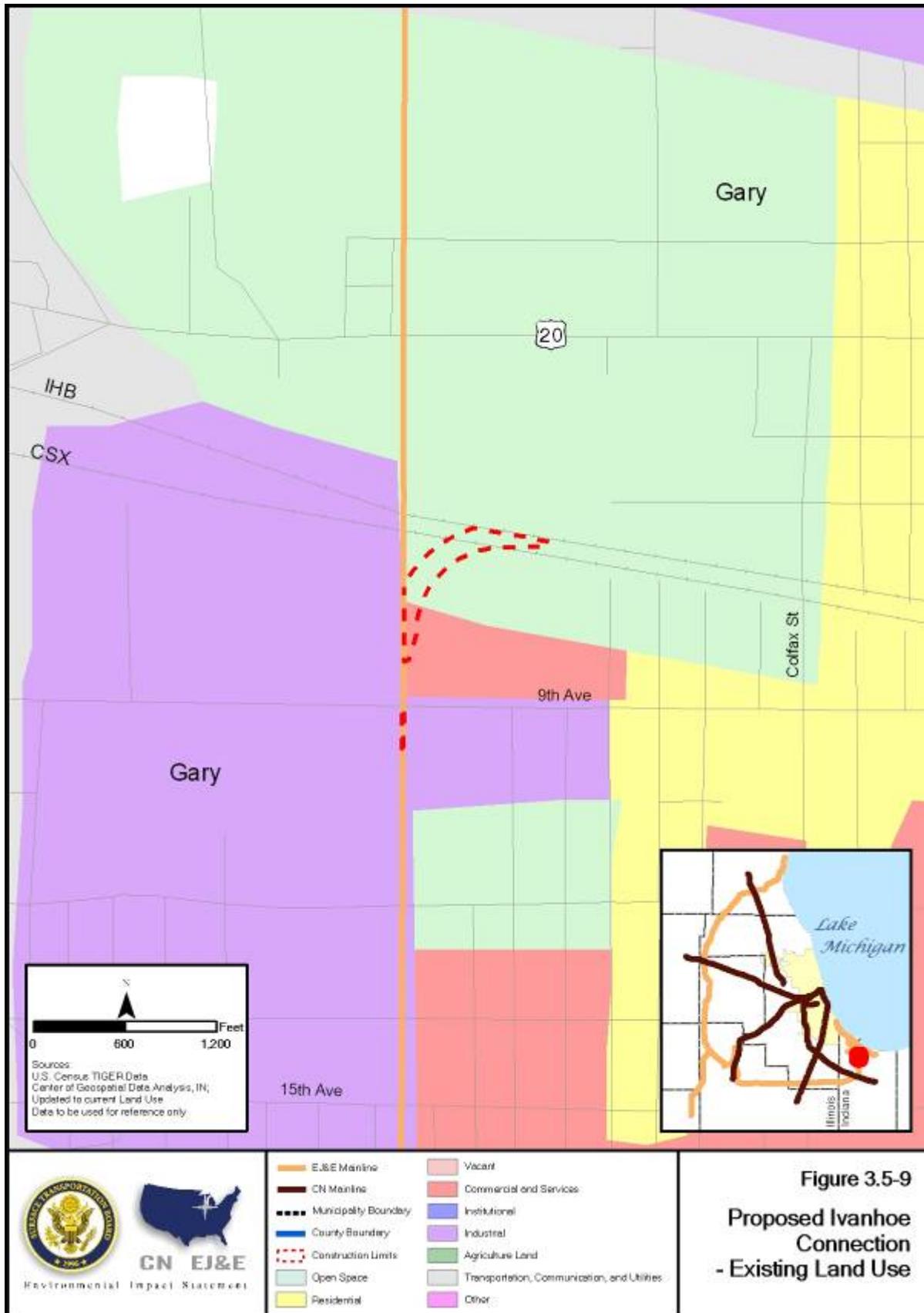
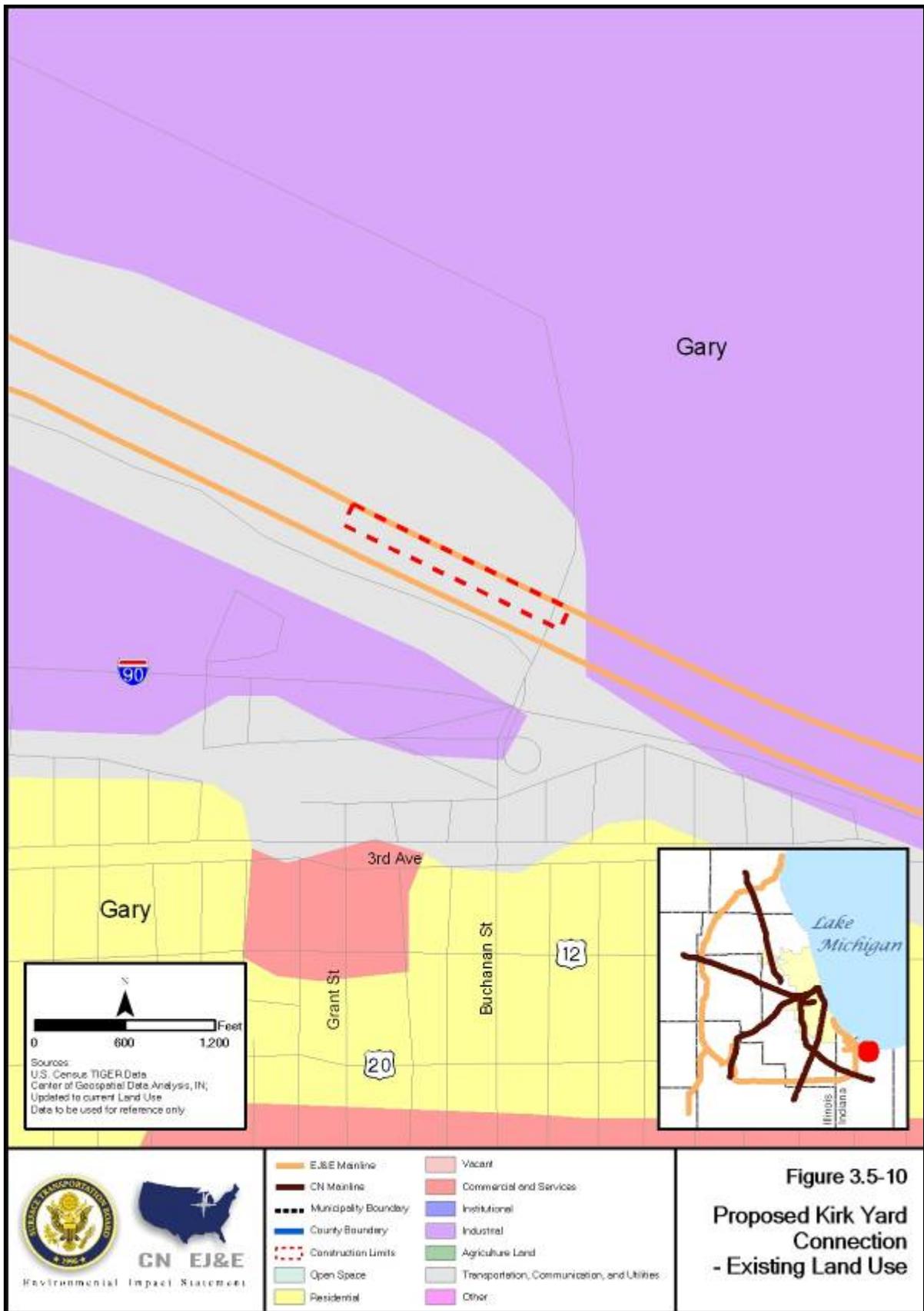


Figure 3.5-8
Proposed Griffith
Connection
- Existing Land Use





3.5.1.1 Lake County, Illinois

The primary land use throughout Lake County, Illinois, is residential; public and private open space, and agricultural are the second and third largest land uses, respectively. Within Lake County, the EJ&E rail line extends southwest from its origin in Waukegan into the northern portion of Barrington. Two of the proposed construction sites are in Lake County, Illinois: Leithton and Diamond Lake double track construction sites. The primary land use within Lake County near the construction sites is residential; however, commercial, agricultural, vacant, industrial, and institutional uses also border the EJ&E rail line. The CN rail line traverses Vernon Hills and Libertyville in Lake County. East of the CN rail line, the land is heavily developed as industrial, warehousing, and institutional. West of the CN rail line, the land use is agricultural, with minimal industrial areas. Starting in Waukegan and continuing to the west boundary of Lake Bluff along the EJ&E rail line the land is densely developed with transportation, industrial, commercial (including warehousing), and institutional uses. In Barrington, at Lake County's southern boundary with Cook County, the land use is predominantly commercial. A majority of the land adjacent to the EJ&E rail line west of Mundelein is classified as vacant, residential, and open space.

Leithton Double Track Construction Site

Double track would potentially be constructed along the EJ&E segment 14 and CN segment 29 in the northwest quadrant of the existing connection, as shown in Figure 3.5-1, above. Land uses adjacent to the northwest quadrant of the existing connection are commercial, industrial, and some vacant land. The site is within the planning area of the Mundelein *Southside Commercial Corridor Plan* and the land north and west of this site is part of Mundelein's industrial corridor (Village of Mundelein 2001). The existing land use at and surrounding the site is classified as a utility corridor (Village of Mundelein 2001).

Diamond Lake Double Track Construction Site

Double track would potentially be constructed along EJ&E segment 14B within Mundelein, Long Grove, and Hawthorn Woods, as shown in Figure 3.5-2, above. Primary land uses within the vicinity of the site include residential, recreational, and agricultural. Hawthorn Woods has zoned the south side of the EJ&E rail line as single-family residential. Indian Creek Country Estates and Tiffany Estates are located east of Gilmer Road (Village of Hawthorn Woods 2006).

Long Grove borders the EJ&E rail line on the north and south sides. Land along the north side is zoned for open space and planned unit developments (Village of Long Grove 2000). A small portion of land along the north side of the EJ&E rail line is identified as open space for preservation purposes (Village of Long Grove 2000).

3.5.1.2 Cook County, Illinois (Northwest)

The EJ&E rail line runs through the northwest and southeast corners of Cook County. Five municipalities—Barrington Hills, South Barrington, Hoffman Estates, Bartlett (also in DuPage and Kane counties), and Barrington (also in Lake County)—cover several diverse land uses in the northwest corner of the county. Each of these municipalities contains a large amount of open space and land currently classified as vacant. The EJ&E rail line runs through Hoffman Estates and is bordered to the east and west by primarily residential land uses. Unincorporated land separates Hoffman Estates from its southern neighbor, Bartlett, where the primary land uses are densely developed commercial and industrial. The EJ&E rail line is within the planning area of the Barrington Area Council of Governments' (BACOG) *Comprehensive Plan*, which states its overall goal as achieving a balance of conservation, preservation, and development that responds to the needs

and desires of BACOG area residents and is supportive of the unique qualities of the BACOG environment (BACOG 1998). No proposed construction sites are located in the northwest corner of Cook County.

3.5.1.3 DuPage County, Illinois

The EJ&E rail line traverses the western portion of DuPage County, where a large portion of land is used for agricultural, institutional, open space, and conservation purposes. The EJ&E rail line extends from Bartlett south to Aurora and Naperville. The land use along the EJ&E rail line in DuPage County varies dramatically from north to south. The northern portion of DuPage County is primarily industrial; however, the Pratt's Wayne Woods Forest Preserve in Bartlett is located in this section of the county.

The southern portion of DuPage County is more densely developed, with primarily residential land uses east of the EJ&E rail line and institutional and agricultural uses west of the rail line. As the rail line enters Aurora and Naperville, land uses adjacent to the rail line shift toward commercial and industrial uses.

Munger Connection Construction Site

The Pratt's Wayne Woods Forest Preserve surrounds the proposed Munger connection, along with some vacant land, communication, and utilities land uses in the southwest quadrant of the two rail lines as shown in Figure 3.5-3, above.

One of the proposed alternatives, the Munger Alternative—UP Connection, would extend outside of the forest preserve and into Kane County. This alternative consists of a new crossover in DuPage County and a new connection in Kane County. The proposed crossover is within zoning boundaries of West Chicago. According to the West Chicago zoning map, the land to the west of the UP rail line is zoned as an Office/Research/Light Industrial District, while the land to the east of the EJ&E rail line is zoned for Forest Preserve use (City of West Chicago 2008). Existing land uses in the vicinity of the new connection include commercial, industrial, open space, and rural residential.

East Siding to Walker Double Track Construction Site

A portion of the proposed East Siding double track is in southern DuPage County along EJ&E rail line segment No. 10A. Figure 3.5-4, above, shows land use in the vicinity of the site. At the northern end of the site, land use includes industrial on the east side from south of the BNSF rail line to East New York Street. The west side of the EJ&E rail line in this northern end of the site is unincorporated; land uses vary from vacant to open space to agricultural. South of East New York Street, the EJ&E rail line goes through Aurora, where land use is residential with inserts of open space and institutional. Along the east side of the EJ&E rail line between Ogden Avenue and Montgomery Street (83rd Street) the land use is mostly industrial with some vacant parcels and open space. South of Montgomery Street land use along both sides of the rail line includes residential and open space.

3.5.1.4 Will County, Illinois

The predominant land uses in Will County are agricultural and residential. At the county's northern boundary with DuPage County, land use along the west side of the EJ&E rail line is primarily residential, whereas the east side is primarily agricultural. Just north of the connection where the EJ&E rail line diverges into the Illinois River Line, both sides of the EJ&E rail line have industrial and commercial trade uses. Just south of Plainfield, the EJ&E rail line cuts through the Lake Renwick Heron Rookery Nature Preserve. Continuing along the EJ&E rail line southeast from Joliet, land use varies from agricultural land, open space, and residential. South of Joliet as the rail line

curves to the southwest, several institutional parcels exist. As the EJ&E rail line turns east, the land use surrounding the rail line is agricultural, shifting into residential land use in New Lenox. South of the EJ&E rail line in Frankfort, land use becomes more diverse with substantial industrial and commercial trade uses. At the eastern edge of Will County, the EJ&E rail line is bound on the north and south sides by open space and residential land use.

The *Will County Land Resource Management Plan* Open Space Element categorizes more than half the total land area as agricultural use. The rural areas are primarily located in the southern half of the county, while numerous farms remain in the northern half; these agricultural uses are more separated and are not the dominant use, as they are in the southern half. Some areas have transportation, communications, and utilities, and residential uses (Will County 2002).

East Siding to Walker Double Track Construction Site

East Siding to West Wolfs Road. A portion of the proposed East Siding double track would be constructed on EJ&E segment 10B located in northern Will County, just south of 87th Street. On the east side of the EJ&E rail line, land use is industrial until 91st Street, where the west side of the rail line is residential, followed by vacant land. South of 91st Street along both sides of the rail line is open space and agricultural uses. South of West Wolfs Road, transportation, communication, and utility land uses surround the rail line on the west side; vacant and agricultural uses exist on the east side.

Normantown to Walker. The proposed Normantown double track would be constructed on EJ&E segments 10C, 10D, and 10E. Figure 3.5-4, above, shows land use in the vicinity of the site. The site is within the planning area of the Plainfield comprehensive plan, which lists many goals associated with land use. One of the transportation goals is to “work closely with Metra and other transportation agencies to locate, plan, and design a commuter train station to benefit the Village Center on the EJ&E circumferential rail line to link residents with jobs in Naperville and, via transfers, to Chicago.” The greater goal of the *Village of Plainfield Comprehensive Plan* is to enhance the quality of life for residents and minimize adverse impacts (Village of Plainfield 2005).

Land use surrounding the proposed double track is primarily agricultural, with small parcels of vacant and residential. From just north of 127th Street to the end of the proposed construction limits along the south side of the rail line, a small parcel bordering the rail line is designated for transportation, communication, and utilities use.

East Joliet to Frankfort Double Track Construction Site

The proposed Joliet double track would be constructed on EJ&E rail line segment 7B. Figure 3.5-5, above, shows land use in the vicinity of the site. The *Village of Mokena Comprehensive Plan*, *City of Joliet South Side Comprehensive Plan*, and *Joliet Quality of Life Plan for the 4th and 5th Council Districts* all contain goals pertaining to land use, including pursuing industrial development (Village of Mokena 2002; City of Joliet 2007a and 2007b). Overall, the plans incorporate goals to enhance and improve community resources through proper land use and development.

Mokena goals include creating an economically diverse tax base for Mokena that expands the employment base and commercial opportunities, through careful land planning that provides appropriate locations and distribution of revenue-generating business uses (Village of Mokena 2002).

Land use surrounding this proposed double track includes agriculture, residential, and a small mix of industrial and commercial uses. As the EJ&E rail line continues east from Joliet, the rail line bisects open space.

Joliet Connection Construction Site

The proposed Joliet connection is located just east of the Des Plaines River in Joliet and Lockport. Figure 3.5-6, above, shows land use in the vicinity of the site. Joliet's comprehensive plan goals are discussed in the preceding discussion of the East Joliet to Frankfort double track. The *Lockport Comprehensive Plan* lists goals associated with land use such as developing long-term commercial and industrial development and growth (City of Lockport 1997). The plan also includes resource development plans that benefit the community while retaining the rural characteristics of portions of Lockport (City of Lockport 1997).

The site is surrounded by land classified as vacant and open space, industrial, and commercial.

3.5.1.5 Cook County, Illinois (Southeast)

The EJ&E rail line runs through the northwest and southeast corners of the Cook County. The proposed Matteson connection is located in the southeast corner. Several municipalities are located in the southeast corner of the county including Matteson, Richton Park, Park Forest, Preston Heights, Chicago Heights, Sauk Village, and Lynwood. Land use along the EJ&E rail line also is very diverse, ranging from agricultural uses near the Will County boundary to residential near Matteson, Park Forest, and Chicago Heights.

Matteson Connection Construction Site

The proposed Matteson connection construction site is located in the southern portion of Cook County on EJ&E rail line segment 7F. Figure 3.5-7, above, shows land use in the vicinity of the site. The site is within the Matteson planning area; the Matteson comprehensive plan lists one objective as supporting the development of the EJ&E commuter rail line and transit stations in both Old Matteson and along Cicero Avenue. The primary goal of the comprehensive plan is to continue to develop Matteson as a unified community as a part of the developing Chicago suburban area (Village of Matteson 2001).

Three alternatives could occur at this site. The land within the vicinity of the alternatives is classified as residential, commercial, industrial, vacant, and open space in the southwest and northeast quadrants, and residential with some open space uses in the northwest and southeast quadrants.

3.5.1.6 Lake County, Indiana

The existing land use where the EJ&E rail line enters Indiana from the southern municipalities of Cook County is primarily agricultural with some areas of residential. As the EJ&E rail line turns toward its connection with the CN rail line in Griffith, Indiana, adjacent lands are classified as industrial, commercial, open space and vacant.

Griffith Connection Construction Site

As shown in Figure 3.5-8, above, the proposed Griffith connection would be constructed within the eastern half of the existing EJ&E and CN crossing diamond. In this area, the old ROW boundaries are visible, where two interchange tracks came off the former Grand Trunk rail line and connected onto the Porter Line extending east at one point. The land uses in the vicinity of the proposed connection are primarily commercial and residential.

Ivanhoe Connection Construction Site

The proposed Ivanhoe connection would be constructed in Indiana as shown in Figure 3.5-9, above. As the EJ&E rail line enters Gary, land use is dominated by industrial and commercial. Land use in the vicinity of the proposed connection also includes residential and open space.

Kirk Yard Connection Construction Site

The proposed Kirk Yard connection would be constructed in Indiana as shown in Figure 3.5-10, above. Along Lake Michigan, the EJ&E rail line is surrounded by commercial, industrial, and transportation uses, and utility corridors.

3.5.2 Planned Development and Development Trends

Metropolitan Chicago's current regional land use plan is the Northeastern Illinois Planning Commission's (NIPC) *2040 Regional Framework Plan* (NIPC 2005). In 2005, NIPC integrated with the Chicago Area Transportation Study to form CMAP. CMAP's mission is land use and transportation planning in seven northeastern Illinois counties. The four Illinois counties in the Study Area are part of CMAP's planning area. CMAP is developing northeastern Illinois's first comprehensive land use and transportation plan, projected to be published in 2010.

CMAP envisions regional growth by 2040 will be redirected from undeveloped areas near the borders of urban areas to vacant and underutilized land within existing urban areas. CMAP also projects that transit-oriented development and redevelopment will become an increasingly popular solution for land use and transportation issues at the local level. Maintaining and encouraging the location of employment centers near affordable housing and multiple modes of transportation would provide improved access and improved quality of life. CMAP predicts that growth trends will lean more toward redevelopment than new development (NIPC 2005).

The *2040 Regional Framework Plan* indicates several new metropolitan centers, including the following communities along the EJ&E rail line: Aurora, Bolingbrook, Chicago Heights, Elgin, Joliet, Matteson, Naperville, New Lenox, Vernon Hills, Waukegan, and West Chicago, will have developed in the Chicago region by 2040. Metropolitan centers generally are defined as compact, mixed-use, livable, inclusive, economically vibrant places interconnected by multiple modes of transportation. The plan specifically identifies the following municipalities along the EJ&E rail line in Illinois as attaining or maintaining metropolitan center status by 2040: Vernon Hills in Lake County; West Chicago and Naperville in DuPage County; Joliet and New Lenox in Will County; and Matteson and Chicago Heights in Cook County (NIPC 2005).

In addition, Gary/Chicago International Airport plans to expand its facilities and relocate a portion of the EJ&E line as discussed in Section 3.3.4, Airports, above. Since 2000, the Gary/Chicago International Airport Authority has been in negotiation with the EJ&E for the relocation of the rail line so as to accommodate a planned extension of the primary runway. FAA issued the ROD in support of this expansion in March 2005 (FAA 2005a). On June 27, 2008, Gary/Chicago International Airport, EJ&E, CSX, and NS signed a four-party preliminary memorandum of understanding providing for the following:

- Relocating the EJ&E rail line
- Building a bridge over the existing NS Gary Branch
- Constructing a separated grade crossing at Industrial Highway

Sections 3.5.2.1 through 3.5.2.5 describe the planned development and development trends for each of the counties the EJ&E rail line traverses.

3.5.2.1 Lake County, Illinois

According to the *Lake County Regional Framework Plan*, future land use patterns are anticipated to follow current expansion trends. Local municipality land use plans and zoning restrictions will guide future land use development and will include the conversion of undeveloped and agriculture lands to developed uses or redevelopment (Lake County, Illinois 2007a).

By 2020, Lake County will have revitalized residential, commercial, and industrial areas to provide for stable communities and to reduce development pressure on open space locations. The county envisions a balanced mix of open space, residential, and commercial development that efficiently utilizes land and available infrastructure and protects natural resources. Lake County plans for residential and retail development in areas accessible to transit and employment centers by locating new employment centers near existing concentrations of housing (Lake County, Illinois 2007a).

The majority of planned development within Lake County is residential. Future residential development will require an estimated 24,000 acres of additional land (Lake County, Illinois 2007a). Continuing residential development creates a demand for additional government services such as utilities, schools, and fire and police stations.

The steady pace of residential and commercial development has not been uniform across the county and, therefore, not all communities have benefited equally. As benefits from growth flowed to some areas and away from others, disinvested areas developed as the strength of some communities decreased. These disparate economic conditions triggered the need for revitalization of specific areas within the county. Several of the municipalities have proposed designated revitalization areas along the EJ&E rail line, including (Lake County, Illinois 2007a):

- North Chicago. North Chicago identified one of its revitalized areas as the area along Sheridan Road from 14th Street and Martin Luther King Drive (22nd Street). The city is focusing its redevelopment efforts on strategic retail, commercial, and industrial locations. The EJ&E rail line crosses Sheridan Road near Argonne Drive (19th Street) within this area of North Chicago. The city envisions high-density residential and commercial development for this area and has proposed a streetscape improvement plan for new and existing roads.
- Lake Zurich. Lake Zurich plans to revitalize its downtown area, specifically the area surrounding the intersection of Old Rand Road and Main Street. The EJ&E rail line bisects this area in a southwest-northeast direction. This area is in a tax increment financing district. The village's intent is to redevelop the area as mixed-use commercial and residential. Existing land uses include residential, commercial, and mixed-use parcels.
- Barrington. Barrington identified one of its revitalization areas as the North Hough Street Business District, bordered by Hough Street to the east, the EJ&E rail line to the south, Langendorf Park to the west, and Lions Office Building to the north. The Village of Barrington *2000 Comprehensive Plan* proposes this district have retail and office uses in addition to the existing manufacturing uses (Village of Barrington 2000).

3.5.2.2 Cook County, Illinois (Northwest)

The EJ&E rail line runs from north to south through Barrington, Barrington Hills, South Barrington, Hoffman Estates, and Bartlett in northwest Cook County. The Barrington Area Council of Governments' (BACOG) *Comprehensive Plan*, last updated in 1998, places emphasis on open space. The maintenance and reputation of these open space areas is as important as the upkeep of housing and commercial development. Several emerging trends could have an impact on the supply of, and demand for, recreational open space in the BACOG area in the future (BACOG 1998). The BACOG Land Use Policies Map indicates potential areas that should be acquired by the forest preserve districts or donated to private conservation groups. These areas, combined with existing open space areas, will create and maintain an overall integrated open space system for the BACOG area (BACOG 1998).

3.5.2.3 DuPage County, Illinois

The EJ&E rail line runs from north to south through Wayne, Winfield, and Naperville townships in DuPage County. The county has experienced substantial population and employment growth in the last 25 years (DuPage County 2004). The increased use of land developed for homes, businesses, offices, and industry, and the rapid decrease in the remaining farmland and undeveloped acreage in the county reflects this growth. However, the development rate decreased slowly between 2000 and 2004. Between 1995 and 2003, industrial land use increased in Naperville and Winfield townships and decreased in Wayne Township (DuPage County 2004).

3.5.2.4 Will County, Illinois

Will County is split roughly north-south between urban and rural settlement patterns. The northern half of the county contains most urban areas, and rural areas are primarily located in the southern half. While numerous farms remain in the northern half, these agricultural uses are more fragmented and do not dominate the landscape as they do in the south. However, as regional growth continues to spread south through Will County, rural areas, particularly those near small towns, will be under increasing pressure from development (Will County 2000).

The *Will County Land Resource Management Plan* Form Map indicates that the EJ&E rail line runs through communities that are designated as suburban, in addition to Joliet and small portions of New Lenox and Frankfort, which are designated as urban (Will County 2002).

3.5.2.5 Cook County, Illinois (Southeast)

The southeast portion of Cook County has potential in 2040 for multi-family residential on the east side of the proposed construction site and industrial development on the west side. Most of the area to the north of the EJ&E rail line is identified as vacant. This vacant land is identified as being schools, parks, and other publicly-owned spaces (CMAP 2008b).

Matteson had a retail feasibility study prepared in June 2007 to address potential for development in the retail market. Matteson currently has an excess of small vacant retail and service spaces. Matteson plans to focus on its retail image extending north to I-80, east to Illinois Route 1, south to Manteno, and west to Frankfort (Melaniphy & Associates, Inc. 2006).

3.5.2.6 Lake County, Indiana

The Lake County Planning Commission identifies specific locations within the county as development target areas (Office of the Lake County Surveyor 2000). The closest of these areas is a parcel approximately 0.50 mile to the east of the proposed Griffith connection construction site just north of Griffith-Merrillville Airport, which is identified as an industrial target area.

The central and southern portions of Lake County constitute some of the fastest growing sections of the region. Local governments and developers are redeveloping some of the major industrial urban areas along Lake Michigan. Rapid restructuring of the region's steel industry in the 1980s resulted in negative economic trends. Northwest Indiana has recovered during the last two decades through continued transition of the national economy to a more productive, though reduced, manufacturing base; the rapid growth of service industries; and the expansion of the commercial sectors. In their land use plans, local governments are considering the changing nature of the region from industrial to residential and commercial, including the unincorporated areas (NIRPC 2007c).

3.5.3 Future Land Use and Zoning

Sections 3.5.3.1 through 3.5.3.5 present information based on a comparison of local municipalities' maps of future land use to existing land use maps, noting projected changes in land use. The descriptions of projected changes focus on the vicinities of the proposed construction sites, and are grouped by county. Data came from municipal land use plans, land use maps, zoning maps, and regional plans and documents.

3.5.3.1 Lake County, Illinois

Leithton Double Track Construction Site

At the proposed Leithton double track in Mundelein, the majority of the double track would be constructed within the CN and EJ&E ROWs with the exception of a portion of ComEd property and proposed ROW north of the curve along the CN rail line. Mundelein identifies the land around the project connection for industrial and commercial uses (Village of Mundelein 2001).

Diamond Lake Construction Site

This proposed site falls within the municipal boundaries of Mundelein, Long Grove, and Hawthorn Woods. Mundelein has not zoned this area (Village of Mundelein 2008). Long Grove has zoned this area south of the rail line as residential planned unit developments (Village of Long Grove 2007). The Hawthorn Woods portion of the area, also south of the rail line, is zoned as single-family residential from the western boundary of Long Grove west to Highland Avenue (Village of Hawthorn Woods 2006).

The *Village of Hawthorn Woods Comprehensive Plan 2004* identifies goals toward future development including: 1) preserving the long-established rural character of Hawthorn Woods and the low-density pattern of development, 2) encouraging appropriate commercial uses in the Gilmer Road/Midlothian Road areas, and 3) carefully controlling the range of potential land uses (Village of Hawthorn Woods 2004). Hawthorn Woods identifies this area as "estates" in its *2030 Land Use Plan* (Village of Hawthorn Woods 2003). Continuing west from Highland Avenue to the proposed construction site's western terminus at Gilmer Road, Hawthorn Woods identifies these areas as mixed-use (Village of Hawthorn Woods 2003).

No maps of future land use are available for Long Grove or Mundelein. Along the EJ&E rail line, west of South Lake Street, extending to just west of Diamond Lake Road (at the western boundary of Mundelein), land use is anticipated to be residential (Lake County, Illinois 2007b).

3.5.3.2 Cook County, Illinois (Northwest)

The proposed Matteson connection is located in southeast Cook County. No construction is proposed in the northwest portion of Cook County.

3.5.3.3 DuPage County, Illinois

Munger Connection Construction Site

Three of the four alternatives for the proposed Munger connection would be within the Pratt's Wayne Woods Forest Preserve. FPDDC intends to continue to own and maintain the Pratt's Wayne Woods Forest Preserve as open space (FPDDC 2008b).

The Munger Alternative-UP Connection would be located outside of the municipal boundaries of Bartlett and Wayne and within unincorporated areas of Du Page and Kane counties. Kane County plans for the area to be used for open space and large lot residential (Kane County 2004). However,

the county has zoned the area for industrial, commercial, and agricultural uses (Kane County 2007). According to the Kane County 2030 Land Resource Management Plan, Kane County illustrates a boundary and intergovernmental land resource agreement with the Village of Wayne for the Village to annex the proposed connection area (Kane County 2004).

East Siding to Walker Double Track Construction Site

The majority of the East Siding double track construction site would be constructed in Aurora in the southwest corner of DuPage County just north of the DuPage-Will County boundary line (MP 17.2 to MP 16.2 is located within Will County, Illinois; see Section 3.5.3.3, above, for details). Aurora has zoned the area surrounding the site as manufacturing, multi-family residential, planned development district, and parks and open space (City of Aurora 2007a). Aurora categorizes the East Siding double track vicinity as light industrial, medium-density residential, mixed-use, utility, and open space (City of Aurora 2007b).

3.5.3.4 Will County, Illinois

East Siding to Walker Double Track Construction Site

East Siding to West Wolfs Road. The portion of the proposed construction site in Aurora is surrounded by residential and planned development district zoning (City of Aurora 2007a). In Naperville, it is zoned for industrial and residential uses (City of Naperville 2007). Future land use in Aurora includes industrial, medium-density residential, utility, and open space zoning (City of Aurora 2007b). In Naperville, future land use includes industrial and commercial (City of Naperville 2005).

Normantown to Walker. The proposed Normantown double track would be constructed along the EJ&E rail line south of Aurora in Naperville and Plainfield. Naperville and Plainfield have zoned the majority of the area around the site as residential (City of Naperville 2007; Village of Plainfield 2006). The southern portion of this site is zoned for commercial and industrial districts. Naperville projects the vicinity to become primarily residential (City of Naperville 2005). Plainfield projects the vicinity to become primarily residential, with some commercial and industrial land use, and public parks and greenways (Village of Plainfield 2007).

East Joliet to Frankfort Double Track Construction Site

Joliet projects future land uses along the south side of the East Joliet to Frankfort double track as primarily industrial, with some open space and recreation (City of Joliet 2007a).

New Lenox has zoned the land north and south of the proposed double track as residential and industrial (Village of New Lenox 2007). New Lenox projects land use to diversify in this area; anticipated land uses include the existing residential and industrial, and also institutional, municipal, mixed-use, office, and parks and recreation (Village of New Lenox 2004).

The proposed Joliet double track continues east into Mokena on the north side of the EJ&E rail line and Frankfort on the south side, ending at 116th Avenue in Frankfort. The land to the north of the EJ&E rail line in Mokena is zoned as residential (Village of Mokena 2007). The area surrounding the south side of this site is zoned residential (Village of Frankfort 2008). Frankfort anticipates the area along the south side of the EJ&E rail line would be used for residential, commercial, industrial, public institutional, utility, and small islands of conserved open space (Village of Frankfort 2004).

Joliet Connection Construction Site

Neither Joliet nor Lockport classifies the proposed Joliet connection site on their zoning map or comprehensive plan map, respectively (City of Joliet 2005; City of Lockport 2006). The Joliet Planning District Boundary (District 3) is separated by the EJ&E rail line and only includes the area to the south. The *Lockport Comprehensive Plan* states that the land along stream corridors is intended to remain undeveloped and that natural land forms that currently exist be maintained (City of Lockport 1997). This would include the land west of the site.

3.5.3.5 Cook County, Illinois (Southeast)

The proposed Matteson connection is surrounded by transportation, industrial, and residential land uses and a Special Judicial Permit district (Village of Matteson 2005a). The Special Judicial Permit district is currently vacant, but must be developed for residential use, though Matteson believes this parcel may not be developed any time soon (Village of Matteson 2008). Matteson designates future land use in the northeast and southwest quadrants as service-intensity and community high-intensity (northeast quadrant only), and the northwest and southeast quadrants as low-intensity residential and service-intensity (southeast quadrant only) (Village of Matteson 2005b).¹

3.5.3.6 Lake County, Indiana

Griffith Connection Construction Site

Griffith has zoned the area around the proposed Griffith connection as heavy industrial and commercial (Town of Griffith 2004). In the 1970s, more than 180 trains came through Griffith each day, but the pace has slowed dramatically in the last 30 years. Today, only two railroads operate in Griffith—EJ&E and CN rail lines. Because this area is used for manufacturing and industrial purposes and is zoned for heavy industrial, existing land uses are anticipated to continue.

Ivanhoe Connection Construction Site

Land in the vicinity of the proposed Ivanhoe connection is zoned for manufacturing (City of Gary 1968). Gary is revising its Comprehensive Plan; however, the area around the connection should remain industrial (City of Gary 2008a).

Kirk Yard Connection Construction Site

The proposed Kirk Yard connection would be constructed within the boundary of Kirk Yard. This area is zoned as manufacturing (City of Gary 1968). Because the connection would be constructed on land owned by EJ&E within a functional rail yard, it is assumed the vicinity will remain industrial.

3.5.4 Prime Farmland

Proposed construction would occur on soils classified as prime farmland; none of the land within the proposed construction sites, however, is zoned for agricultural use. The land within the UP Alternative for the proposed Munger Connection construction site is zoned for agricultural use by the Kane County Subdivision and Zoning Division as of January 31, 2007 (Kane County 2007).

¹ Low-intensity districts provide for low-density residential and normal accessory uses; service-intensity districts allow heavy commercial, light manufacturing, and light industrial uses under controls that minimize adverse effects upon nearby property. Community intensity includes businesses and housing for Matteson and adjacent areas (Village of Matteson 1987).

3.5.5 Public Lands

For purposes of this analysis, state parks, forest preserves, nature preserves, natural areas, resource-rich areas, local parks, trails, greenways, scenic corridors, and Land and Water Conservation Fund sites were researched to determine which of these are adjacent to the proposed construction sites. Figure 3.5-11 through Figure 3.5-20, below, illustrate the existing public lands in the Study Area where construction would be anticipated. The following definitions describe the public land use types discussed in this section.

3.5.5.1 Illinois Nature Preserve

According to the Illinois Nature Preserves Commission (INPC), its purpose is to assist private and public landowners in protecting high-quality natural areas and habitats of endangered and threatened species. The INPC promotes the preservation of these public lands and leads in management and protection (Illinois Department of Natural Resources [IDNR] 2008a).

3.5.5.2 Illinois Forest Preserve

Forest preserve lands preserve and protect the natural and scenic landscapes, and restore, preserve, and protect the forests and prairies for the purpose of the education, pleasure, and recreation of its residents.

3.5.5.3 Illinois Resource Rich Area

Illinois has a wide variety of state-owned and administered resource rich areas, which are compilations of protected areas. These protected areas include state parks, state forests, state recreation areas, state fish and wildlife areas, state natural areas inventory sites, and state trails.

3.5.5.4 Indiana Nature Preserve

“Our main purpose is to protect the best remaining natural areas in Indiana. Indiana’s Nature Preserve law sets forth a process of dedication for significant natural areas. Those areas dedicated are permanently protected, to be preserved as pristine natural areas for all the people of Indiana” (Indiana Department of Natural Resources [INDNR] 2008a).

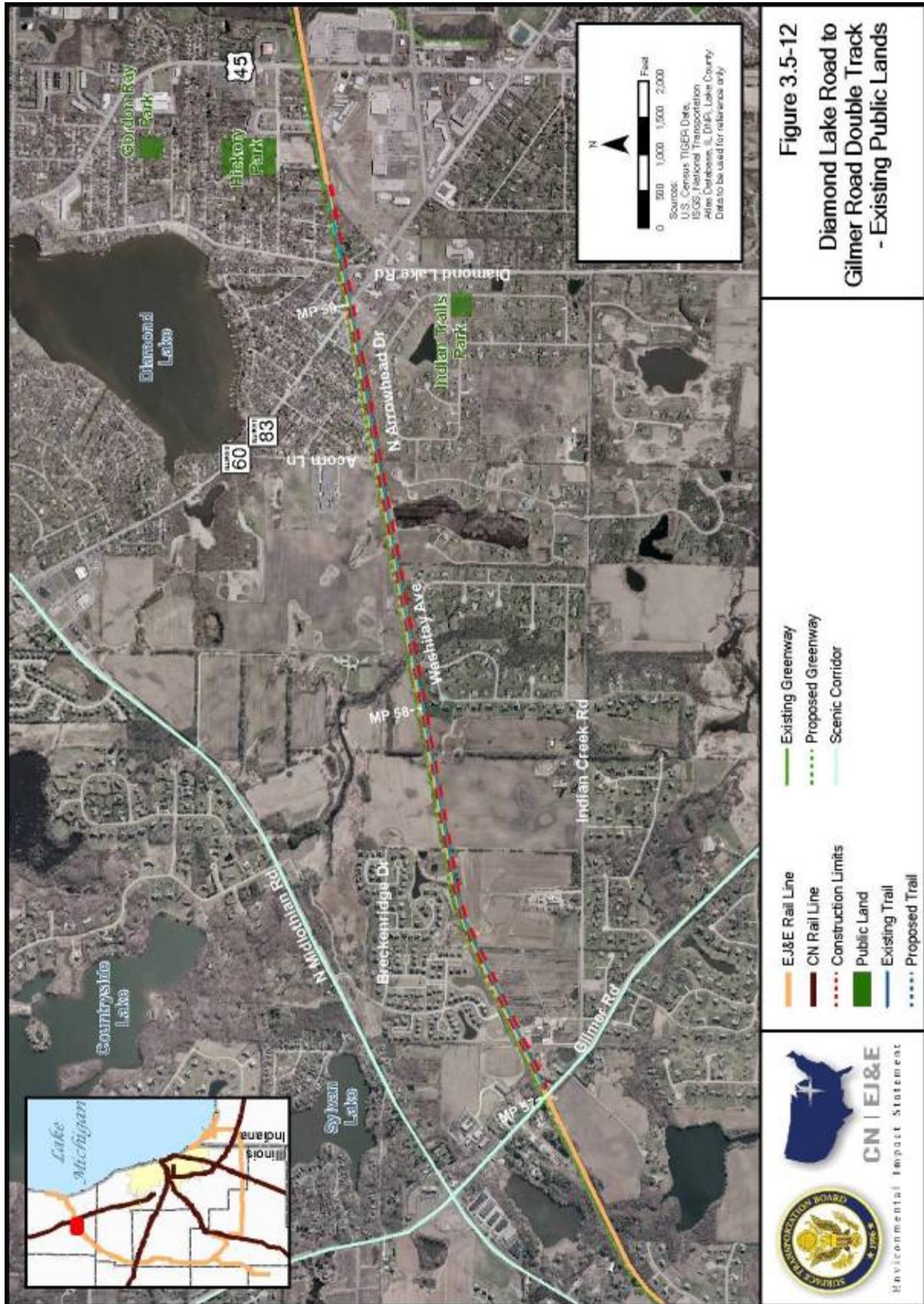
During research and field visits, some lands had names that were inconsistent between an online source or research document and the actual property sign.

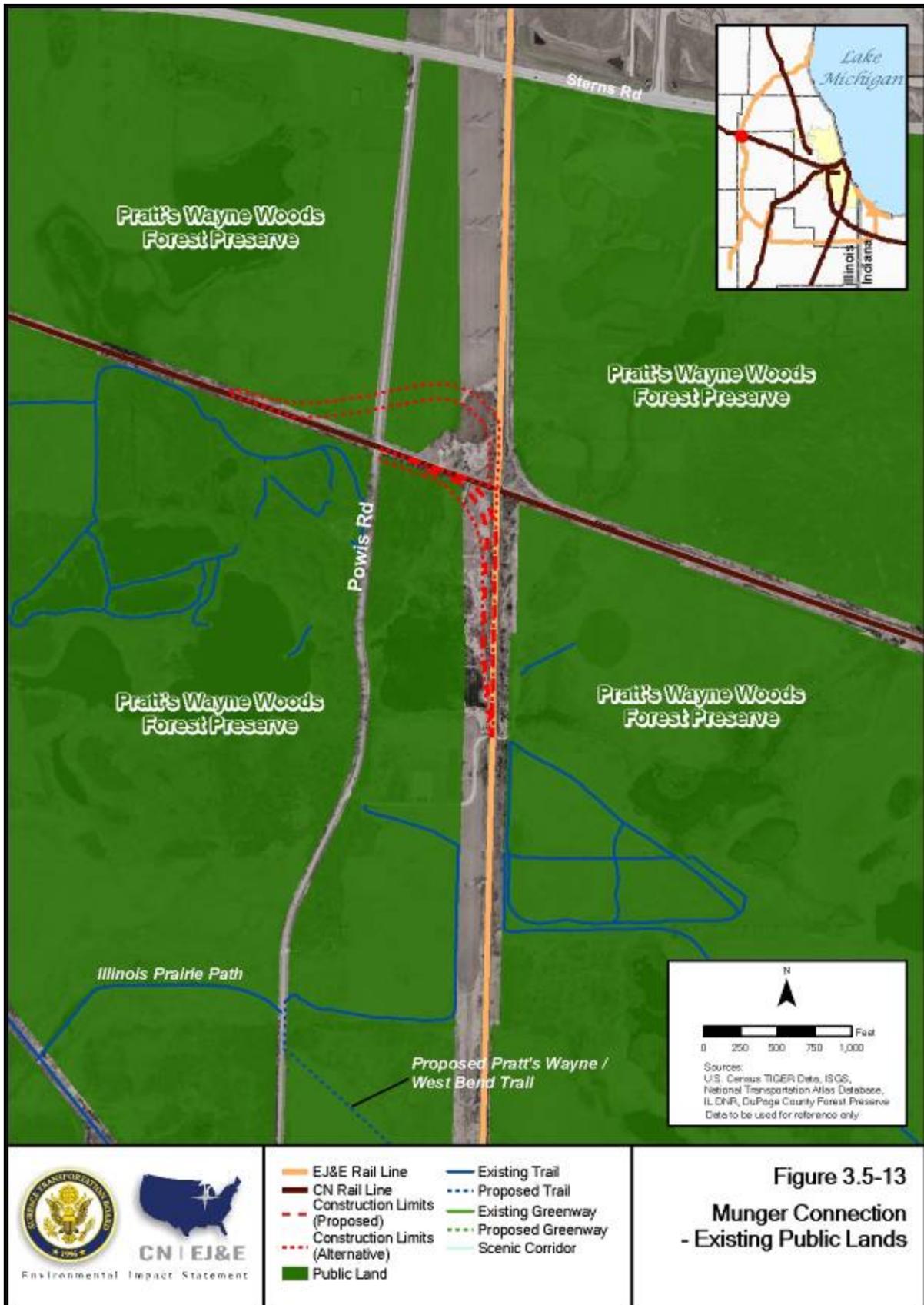
3.5.5.5 Forest Preserves

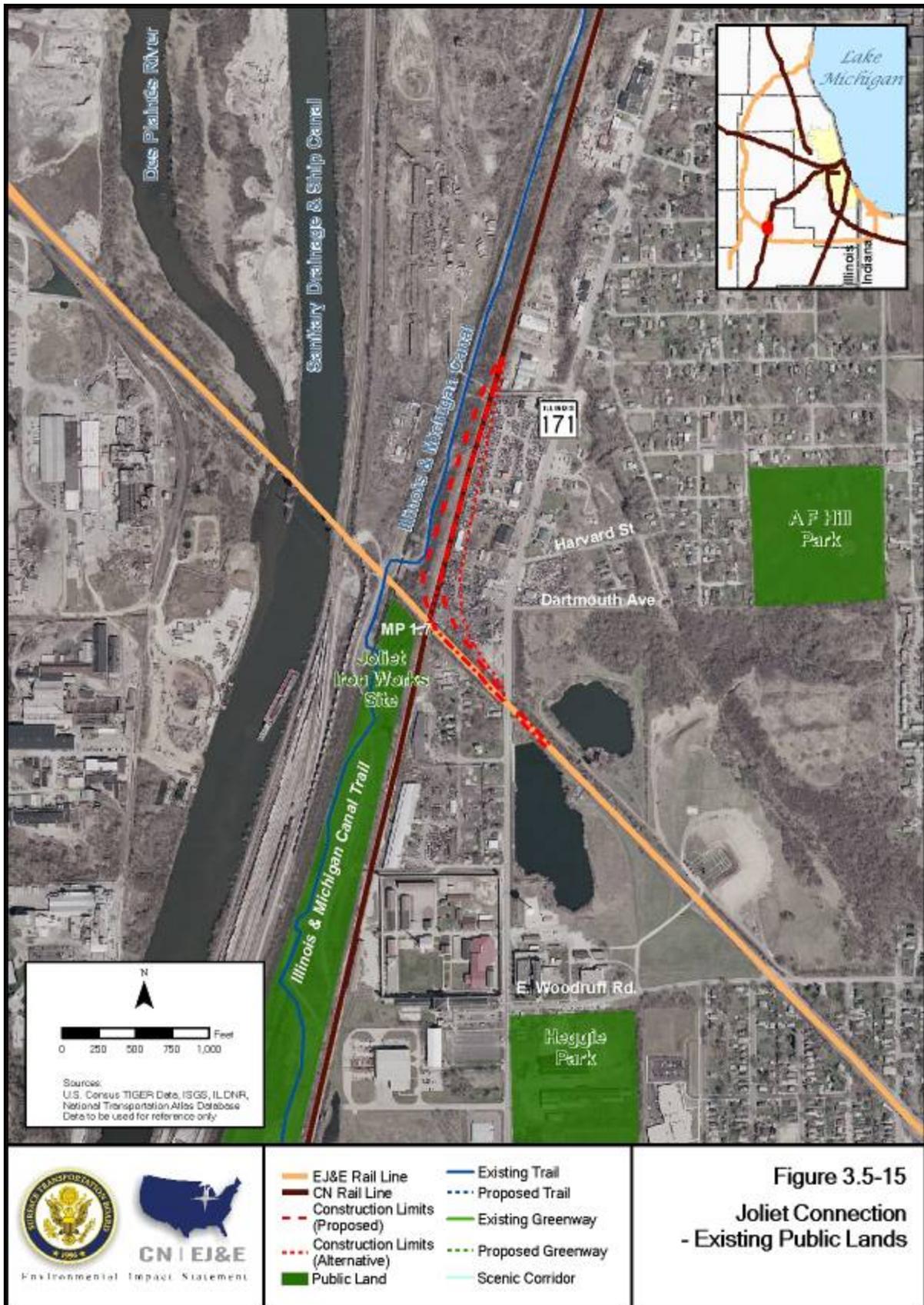
Several forest preserves adjacent to the EJ&E rail line are owned and maintained by one of the following forest preserve districts:

- Lake County Forest Preserve District (LCFPD)
- Forest Preserve District of Cook County (FPDCC)
- Forest Preserve District of DuPage County (FPDDC)
- Forest Preserve District of Will County (FPDWC)









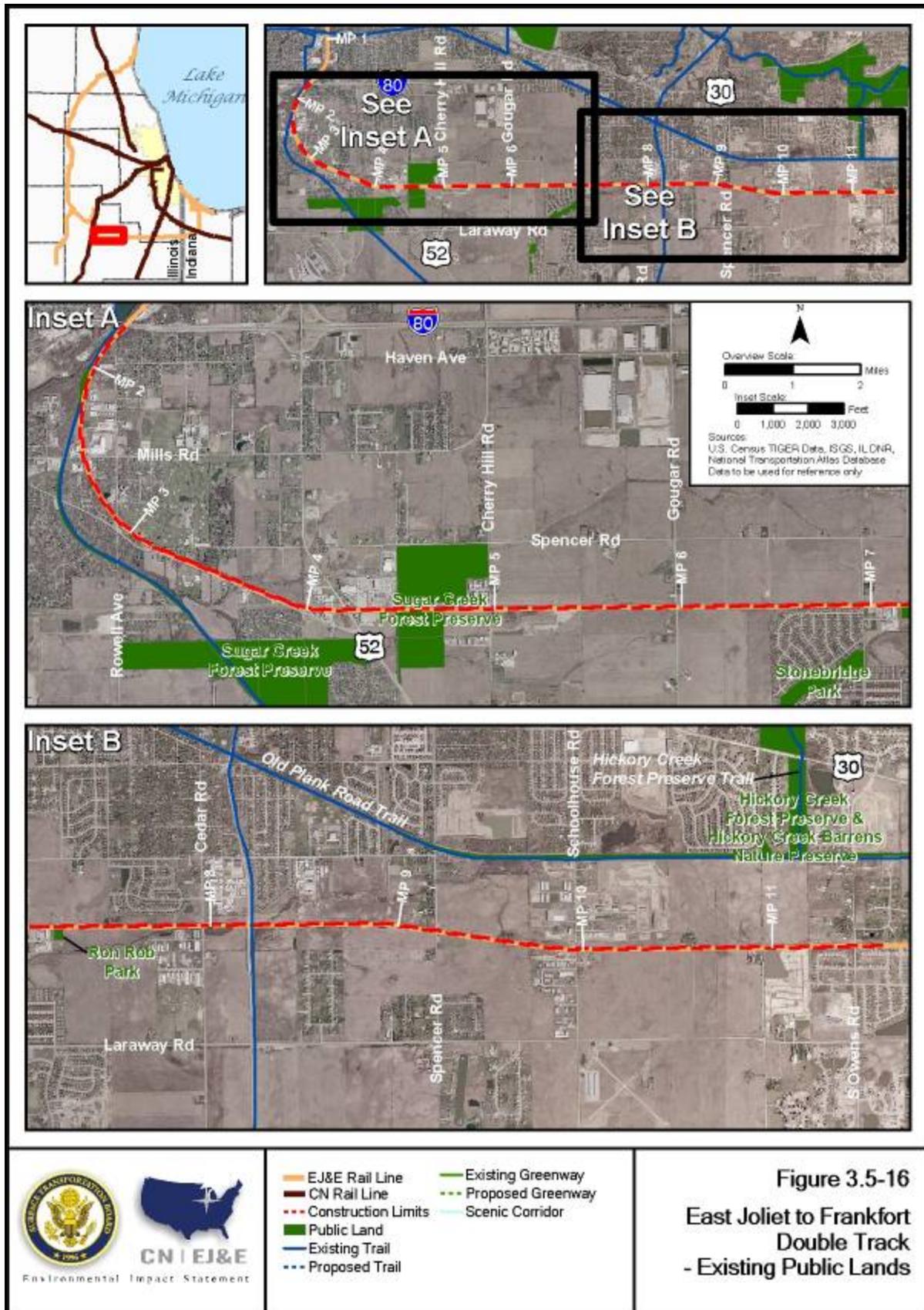
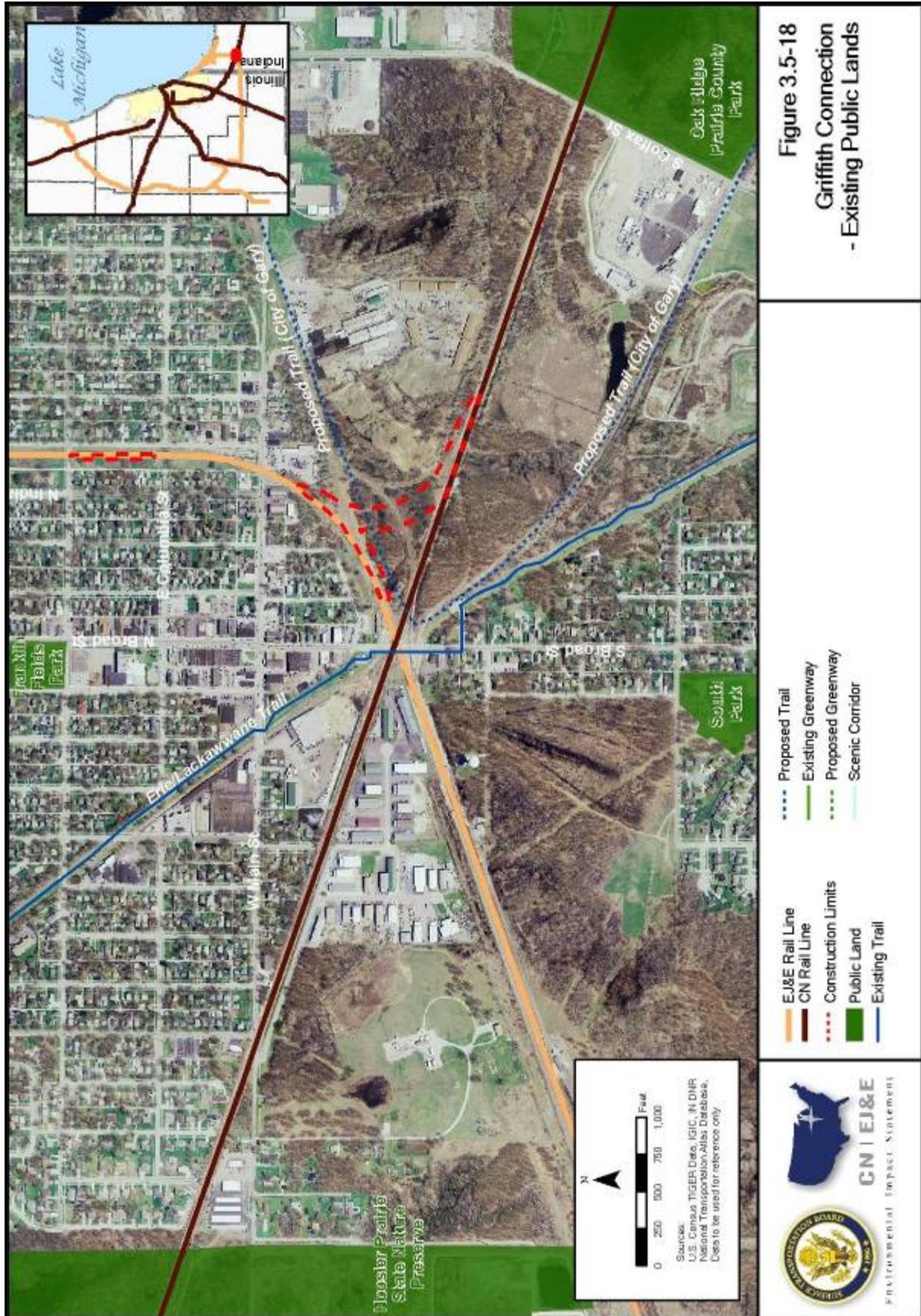




Figure 3.5-17
Matteson Connection
- Existing Public Lands







In certain locations, the EJ&E rail line divides a forest preserve, and in other cases, is adjacent to a preserve boundary. Section 3.11, Biological Resources, below, provides additional information on forest preserves. Table 3.5-2, below, lists the forest preserves located adjacent to the EJ&E rail line, along with their relation to the EJ&E rail line, and their ownership.

Table 3.5-2. Forest Preserves Adjacent to the EJ&E Rail Line				
County	Forest Preserve	Size (Acres)	Location	Ownership^a
Illinois				
Lake	Middlefork Savanna	576	Southeast Lake County near Lake Forest	LCFPD
	Old School	380	Central Lake County near Libertyville	
	MacArthur Woods	446	Central Lake County near Mettawa	
Cook	Cuba Marsh	792	Southwest Lake County near Barrington	FPDCC
	Spring Creek Valley	4,000	Northwest Cook County near Barrington	
	Arthur L. Janura	4,230	Northwest Cook County near Hoffman Estates	
	Shoe Factory Woods (Poplar Creek)	600	Northwest Cook County near Hoffman Estates	
	Sauk Trail Woods	640	South central Cook County near Chicago Heights and Park Forest	
	Indian Hill Woods	50	South central Cook County near Chicago Heights and Park Forest	
DuPage	Pratt's Wayne Woods	3,800	Northwest DuPage County in Bartlett	FPDDC
	Dunham	378	Unincorporated northwest DuPage County near Wayne	City of West Chicago and FPDDC
	West Chicago Prairie	316	West central DuPage County near West Chicago	
	Blackwell	1,200	West central DuPage County near Warrenville	FPDDC
	Night Heron Marsh	109	Southwest DuPage County in Aurora	
Will	Weisbrook	16	Northern Will County near Naperville, East of the EJ&E rail line	FPDWC
	Lake Renwick Heron Rookery	250	South central Will County north of Lockport and Joliet	
	Alessio Prairie	13	Central Will County in Crest Hill	
	Kraske	4	Central Will County in Crest Hill	
	Walnut Hollow	205	Central Will County in Joliet	
	Sugar Creek	295	Central Will County east of Joliet	
Indiana				
Lake	No forest preserves are located near the EJ&E rail line in Lake County, Indiana.			

Note:

- ^a LCFPD = Lake County Forest Preserve District
- FPDCC = Forest Preserve District of Cook County
- FPDDC = Forest Preserve District of DuPage County
- FPDWC = Forest Preserve District of Will County

FPDCC has identified opportunity areas near the Spring Creek Valley and Poplar Creek forest preserves and the Old Plank Trail. Opportunity areas target locations that would expand and improve the existing open space system in Cook County, but that are not slated for acquisition. No potential acquisition sites are adjacent to the EJ&E rail line (FPDCC 2000).

3.5.5.6 Nature Preserves

Section 3.11, Biological Resources, below, provides additional information on forest preserves. Table 3.5-3, below, lists the nature preserves adjacent to the proposed construction sites.

Table 3.5-3. Nature Preserves Adjacent to the EJ&E Rail Line				
County	Nature Preserve	Size (Acres)	Location/Proximity to Rail Line	Ownership^a
Illinois				
Lake	MacArthur Woods	446	Vernon Hills/ South of the EJ&E rail line	LCFPD
	Middlefork Savanna	603	South of Green Oaks/ South of EJ&E rail line south of the Knollwood Country Club	LCFPD
Cook	Shoe Factory Road Prairie	13	Northwest Cook County near Hoffman Estates/ East of the EJ&E rail line along the south side of Shoe Factory Road.	FPDCC
	Spring Lake	531	Northwest Cook County, near Barrington Hills/ West the EJ&E rail line, just south of the CN rail line	FPDCC
DuPage	Truitt-Hoff	120	West central DuPage County near West Chicago, part of the West Chicago Prairie Forest Preserve west of the EJ&E rail line	City of West Chicago and FPDDC
Kane	Brewster Creek Fen	9	East central Kane County near Wayne and Bartlett	INPC
Will	Vermont Cemetery Prairie	1	North Will County, near Naperville, south of Wolf's Crossing Road and east of the EJ&E rail line	FPDWC
	Lake Renwick Heron Rookery	320	North Will County, near Plainfield/ EJ&E rail line cuts through the Nature Preserve	IDNR and FPDWC
	Old Plank Road Prairie	13	Near Route 30, approximately 1 mile west of Wolf Road, in Mokena, North of the EJ&E rail line	FPDWC

Table 3.5-3. Nature Preserves Adjacent to the EJ&E Rail Line				
County	Nature Preserve	Size (Acres)	Location/Proximity to Rail Line	Ownership ^a
Indiana				
Lake	Hoosier Prairie	430	Western half of the EJ&E and CN crossing diamond at the proposed Griffith connection in Griffith	INDNR - Division of Nature Preserves
	Ivanhoe Dune and Swale	120	Central Gary West of the EJ&E rail line	The Nature Conservancy as part of the Tolleston Strand Plain.
	Clark & Pine	42	Northeast of the Gary-Chicago Airport/ West of Clark Street across from Pine Station Nature Preserve	INDNR - Division of Nature Preserves, 15 acres privately owned
	Pine Station	259	East side of Clark Street, just south of Kirk Yard	INDNR - Division of Nature Preserves
	Ivanhoe South ^b	65	East side of the EJ&E rail line, south of 5 th Avenue	Privately owned (approx. 55 acres), Shirley Heinze Environmental Fund (approx. 10 acres)

Sources: IDNR (2008b), "Illinois Nature Preserves Commission (INPC) Protected Areas in Illinois by County," *Illinois Natural Heritage Database*, retrieved on March 1, 2008, http://dnr.state.il.us/conservation/naturalheritage/pdfs/inpc_by_county_jan2008.pdf, January 2008.
 INDNR (2008a), "Division of Nature Preserves," *Indiana Department of Natural Resources*, retrieved on May 21, 2008, <http://www.in.gov/dnr/3095.htm>.
 INDNR (2008b), "Lands in the Clark and Pine area," *Division of Nature Preserves*, retrieved on April 17, 2008.

Notes:

- ^a LCFPD = Lake County Forest Preserve District
 FPDCC = Forest Preserve District of Cook County
 FPDDC = Forest Preserve District of DuPage County
 FPDWC = Forest Preserve District of Will County
 IDNR = Illinois Department of Natural Resources
 INDNR = Indiana Department of Natural Resources
- ^b Found on field visit to the Ivanhoe Proposed Construction Site on April 4, 2008.

3.5.5.7 Resource-Rich and Protected Areas

A wide variety of state-owned and administered resource-rich areas and protected areas exist in each of the five counties. These protected areas include state parks, county parks, state forests, state recreation areas, state fish and wildlife areas, state natural areas inventory sites, and state trails (Suloway, Joselyn, and Brown 1996). No state forests or state fish and wildlife areas are located adjacent to the EJ&E rail line. Table 3.5-4, below, presents information on resource-rich and protected areas, grouped by county.

Table 3.5-4. Resource-Rich and Protected Areas Adjacent to the EJ&E Rail Line

County	Name	Size (Acres)	Location	Proximity To Rail Line	Details/Features ^a
Illinois					
Lake	Chain O'Lakes-Fox River Resource-Rich Area	285,844	West side of Lake County	West side of EJ&E rail line	72 Natural Areas, including bogs, fens, seeps, marshes, sedge meadows, natural lakes, glacial features, prairies
	Illinois Beach Resource-Rich Area	49,172	Northeastern Side of Lake County	North of EJ&E rail line	Several Natural Areas; Includes Illinois Beach State Park and Fort Sheridan
	Crabtree Farm Woods Natural Area	33	Near North Chicago	East of the EJ&E rail line	Category I Illinois Natural Area Inventory (INAI) site
	Middlefork Savanna Natural Area	602	Within Middlefork Savanna Forest Preserve	South of EJ&E rail line	Category I, II, and III INAI site
	Cuba Marsh Natural Area	37	Within Cuba Marsh Forest Preserve	Surrounds EJ&E rail line	Category II INAI site
	MacArthur Woods Natural Area	443	Within and extending slightly beyond MacArthur Nature Preserve	South of EJ&E rail line	Category I, II, and III INAI site
Cook	Chain O' Lakes-Fox River Resource-Rich Area	(Described above)			
	Illinois Beach Resource Area	(Described above)			
	Shoe Factory Road Prairie	36	Within the Shoe Factory Road Prairie Nature Preserve	East of the EJ&E rail line	Category I, II, and III INAI site
	Spring Creek Prairie	22	Within the Spring Creek Valley Forest Preserve	West of the EJ&E rail line	Category I
DuPage	DuPage River Resource-Rich Area	51,653	DuPage and Will Counties	East of EJ&E rail line	Two nature preserves, including the West Chicago Prairie Natural Area
	Pratt's Wayne Woods	1,315	Bartlett	Surrounds the EJ&E rail line on both the west and east sides	Category II INAI site
	West Chicago Prairie	139	West Chicago	Along the west side of the EJ&E rail line	Category I, II, and III INAI site
	James "Pate" Philip State Park	3,432	Bartlett	Northwest of the EJ&E rail line, northwest of the Munger Connection	N/A
	Night Heron Marsh Forest Preserve	109	Aurora	Along the west side of the EJ&E rail line	N/A
	Fermilab	663	Batavia	West of the EJ&E rail line	Category II INAI site

County	Name	Size (Acres)	Location	Proximity To Rail Line	Details/Features ^a
Will	Des Plaines River Resource-Rich Area	43,470	West of Chicago to Joliet (Cook, DuPage, and Will counties)	West and east sides of EJ&E rail line (varies throughout county)	Nine nature preserves; no state or Federal lands
	Joliet Ironworks Historic Site	52	Central Will County, Joliet, east of Illinois Route 53	West of the EJ&E rail line, south of the CN rail line	Interpretive walking trail through remains of industrial landscapes, access to I&M Canal Trail
Indiana					
Lake	No protected areas are located near the EJ&E rail line in Lake County, Indiana.				

Sources: IDNR (2008b), "Illinois Nature Preserves Commission (INPC) Protected Areas in Illinois by County," *Illinois Natural Heritage Database*, retrieved on March 1, 2008, http://dnr.state.il.us/conservation/naturalheritage/pdfs/inpc_by_county_jan2008.pdf, January 2008.
 IDNR (2008c), "Illinois Natural Areas Inventory (INAI) Sites by County," *Illinois Natural Heritage Database*, retrieved on April 1, 2008, <http://dnr.state.il.us/conservation/naturalheritage/inhd.htm>.
 FPDWC, "Joliet Iron Works Historic Site," *Forest Preserve District of Will County*, retrieved on April 14, 2008, <http://www.fpdwc.org/ironworks.cfm>, 2008.
 Lake County Parks, *Welcome to Oak Ridge Prairie County Park and Trail head for Oak Savannah Bike/Hike Trail*, retrieved on April 22, 2008, <http://www.lakecountyparks.com/oakridge.html>, 2008.

Note:

^a Category I = High Quality natural community and natural community restorations, Category II = Specific suitable habitat for state-listed species or state-listed relocations, Category III = State dedicated nature preserves, land and water resources, and natural heritage landmarks (IDNR 2008c)

3.5.5.8 Trails, Greenways, and Scenic Corridors

According to the *Northeastern Illinois Regional Greenways and Trails Implementation Program*, a greenway is defined as a corridor of open space that runs through urban and suburban developments to protect natural and cultural resources, provide recreational opportunities, improve and sustain hydrological functions, and enhance the natural beauty and quality of life in neighborhoods and communities (NIPC 1997). A trail is an off-road route generally used for recreational and leisure purposes that has been created by use over time or by development and construction. The *Northeastern Illinois Regional Greenways and Trails Plan* is a conceptual, long-range, multi-jurisdictional plan that envisions a network of trails and greenways across northeastern Illinois. A draft update of the 1997 plan is underway. The draft trails plan presents a vision with an anticipated horizon year of 2040 (CMAP 2007).

One community, Hawthorn Woods, along the EJ&E rail line has identified scenic corridors in this comprehensive plan. A scenic corridor is a road corridor consisting of 50 feet between the road right-of-way and the edge of development to provide natural landscaping elements including berming or generous landscaping materials (Village of Hawthorn Woods 2004). The corridors that cross or adjoin the EJ&E rail line include:

- Gilmer Road (crosses the EJ&E rail line) between W Hawley Street and North Krueger Road
- Old McHenry Road (crosses the EJ&E rail line) between Illinois Route 12 and Illinois Route 22
- Midlothian Road (parallel to the EJ&E rail line for approximately four miles) just west of Illinois Route 60/83 until Illinois Route 22

These corridors are slated for widening by Lake and Cook counties or are designated as strategic regional arterials in the Chicago Area Transportation Study (CATS) (now part of CMAP) 2020 Plan (Village of Hawthorn Woods 2004).

Table 3.5-5 through Table 3.5-8, below, list the Illinois state trails, regional existing and proposed trails and greenways, and scenic corridors near the EJ&E rail line, grouped by county.

Table 3.5-5. Trails and Greenways in Lake County, Illinois				
Name	Type/Status	Location	Proximity To Rail Line	Ownership^a
EJ&E Corridor	Greenway (proposed)	From Green Bay Trail to the Lake-Cook County Line	Parallel to the EJ&E rail line	Not Listed
Green Bay Trail	Greenway (existing)	Segment of the Grand Illinois Trail that follows the lake shore	Crosses under the EJ&E rail line with Sheridan Road just south of Broadway Avenue	LCFPD
North Shore Bike Path	Greenway (existing)	Parallel to, and south of, Illinois Route 176 (Rockland Road)	Crosses over the EJ&E rail line east of Arcadia Road between I-94 and US 41	Not Listed
Des Plaines River Trail	Greenway (existing)	Segment of the Grand Illinois Trail, in the Old School Forest Preserve following the Des Plaines River	Runs parallel to the west side of the EJ&E rail line just west of I-294, crosses at West Old School Road, runs parallel on the east side of the EJ&E rail line until it reaches Illinois Route 41	LCFPD
Buffalo Grove/Vernon Hills to the EJ&E Connection	Greenway (proposed)	Would run south from the EJ&E corridor	Connecting to the EJ&E corridor just east of U.S. Route 45	Not Listed
Illinois Route 53 Corridor (Proposed I-355 Extension) Bike Trail	Greenway (proposed)	Would run parallel to the I-355 extension	Would cross the EJ&E rail line between Illinois Route 60/83 and Illinois Route 26.	Not Listed
Illinois Route 22 Corridor	Greenway (proposed)	Would run parallel to, and south of, Illinois Route 22	Would cross the EJ&E rail line between Illinois Route 60 and South Old Rand Road	Not Listed
Cuba Marsh to Deer Grove Corridor*	Scenic Corridor (proposed)	Would run south and parallel to U.S. Route 12	Would extend southeast from the EJ&E rail line to the existing greenway in Cuba Marsh, connecting to the EJ&E corridor between Illinois Route 42 and Lake Zurich Road	Not Listed
Illinois Route 14 Corridor Bike Path	Greenway (proposed)	Would run parallel to, and south of, Illinois Route 14	Would cross the EJ&E rail line between Illinois Route 59 and Lake Cook Road	Not Listed
North Shore Bike Trail	Trail (existing)	Runs north and south from Lake Forest to Kenosha	Crosses EJ&E rail line north of Martin Luther King Blvd. in North Chicago	Not Listed

Note:

^a According to the *Northeastern Illinois Regional Greenways and Trails Implementation Program, A Map of Greenway and Trail Opportunities and Summary*, by the Northeastern Illinois Planning Commission and Openlands Project (NIPC 1997).

Table 3.5-6. Trails and Greenways in Cook County, Illinois

Name	Type/Status	Location	Proximity To Rail Line	Ownership
Cook County (Northwest)				
EJ&E Corridor	Greenway (proposed)	Lake-Cook county line to Cook-DuPage county line	Parallel to the EJ&E rail line	Not Listed
Crabtree Trail	Greenway (proposed)	Would run parallel to Illinois Route 62	Would extend southeast from the EJ&E corridor, connecting to the corridor just north of Illinois Route 62	Not Listed
EJ&E to County Line Road Corridor	Greenway (proposed)	Would run parallel to I-90	Would extend west from the EJ&E corridor, connecting to the corridor just north of I-90	Not Listed
Poplar Creek Trail	Greenway (proposed)	Parallel to I-90	Would extend east from the EJ&E corridor, connecting to the corridor just south of I-90 and north of Shoe Factory Road	Not Listed
Poplar Creek Preserve to Elgin	Greenway (proposed)	Potentially Crossing the EJ&E between Hoffman Estates and Elgin	Connections possible west along Poplar Creek, Shoe Factory Rd, and other routes to connect with Elgin's proposed municipal greenway/tail system and the Fox River	Forest Preserve District of Cook County (FPDCC)
Poplar Creek Preserve to Spring Lake	Greenway (proposed)	Hoffman Estates north to Barrington	Connection planned through the Sears-owned property that lies between these two nature preserves.	FPDCC
Polar Creek Preserve to Tri-County Park	Greenway (proposed)	Hoffman Estates to Bartlett (west side of the EJ&E rail line)	Connect the Nature Preserve and Park, Possible connection along the EJ&E rail line corridor	FPDCC
Streamwood Bike Route	Corridor (proposed)	Would utilize Illinois Route 19	Crosses over the EJ&E rail line at Illinois Route 19	Not Listed
EJ&E to Fox River Trail	Greenway (proposed)	Between U.S. 20 and West Bartlett Road	Would extend west from the EJ&E corridor north of Spaulding Road	Not Listed
Illinois Central Corridor	Greenway (proposed)	Would extend south from the Old Plank Trail and connect to the proposed Garden Grove to Manhattan Corridor	Would cross the EJ&E rail line twice	Not Listed

Table 3.5-6. Trails and Greenways in Cook County, Illinois				
Name	Type/Status	Location	Proximity To Rail Line	Ownership
Cook County (Southeast)				
Thorn Creek Corridor	Greenway (proposed)	A segment of the Grand Illinois Trail that would extend north from the Sauk Trail Woods Loop	Would cross the EJ&E rail line twice	Not Listed
Steger Road to Old Plank Road Trail Corridor	Greenway (proposed)	Would extend south from the Old Plank Trail near Mark Collins Drive	Would cross the EJ&E rail line near Mark Collins Drive	Not Listed
Butterfield Creek Potential Greenway	Greenway (proposed)	Along Butterfield Creek	Connection would be between the Old Plank Road Trail and the Tinley Creek forest preserves	Matteson
Old Plank Trail	Private Trail (existing)	Extends from Joliet east through Park Forest	Located north of the EJ&E rail line in Matteson	Old Plank Road Trail Management Commission, Matteson in the vicinity of the Matteson Connection

Table 3.5-7. Trails and Greenways in DuPage County, Illinois				
Name	Type/Status	Location	Proximity To Rail Line	Ownership
EJ&E Corridor	Greenway (proposed)	Would run from the Cook-DuPage county line to the DuPage-Will county line	Would run parallel to the EJ&E rail line	Not Listed
Pratt's Wayne-West Branch Trail	Greenway (proposed)	Would connect to the Illinois Prairie Path through Pratt's Wayne Woods Forest Preserve	Would cross the EJ&E corridor near Army Trail Road	Forest Preserve District of DuPage County (FPDDC)
Illinois Prairie Path-Elgin Branch	Greenway (existing)	A segment of the Grand Illinois Trail	Crosses the EJ&E rail line just south of Army Trail Road	Not Listed
Pratt's Wayne Corridor	Greenway (proposed)	Would connect to the Illinois Prairie Path through Pratt's Wayne Woods Forest Preserve	Would extend north from the EJ&E corridor into the Pratt's Wayne Woods and run parallel to the corridor on the northeast	Not Listed
Illinois Prairie Path-Geneva Spur	Greenway (existing)	Connects the Geneva to the Fox River Trail and then the Illinois Prairie Path	Crosses over the EJ&E rail line between Hawthorne Lane and Washington Street	DuPage County Division of Transportation
Margaret Pearson Interpretive Trail	Greenway (existing)	Runs parallel to Batavia Road	Crosses the EJ&E rail line north of Batavia Road	Fermilab
Illinois Prairie Path-Batavia Spur	Greenway (existing)	Connects Batavia to the Fox River Trail	Crosses over the EJ&E rail line with Ferry Road and north of I-88	Not Listed

Name	Type/Status	Location	Proximity To Rail Line	Ownership
Illinois Prairie Path-Aurora Branch	Greenway (existing)	Connects Aurora to the Fox River Trail	Crosses the EJ&E rail line south of Diehl Road and runs adjacent on the west side of the tracks.	Not Listed
Eola Road Bikeway Corridor	Greenway (proposed)	Would run parallel to and west of the EJ&E rail line, between Illinois Prairie Path-Aurora Branch and U.S. Route 34	Would not cross the EJ&E rail line	Not Listed
Oswego Road Bikeway Corridor	Greenway (proposed)	Would run parallel to Waubensee Creek, between McCoy Drive and U.S. Route 34	Crosses the EJ&E rail line parallel to Ogden Avenue in Naperville	Not Listed
75 th Street Bikeway Corridor	Greenway (proposed)	Would run parallel to 75 th Street	Would cross the EJ&E rail line with U.S. Route 34	Not Listed
New York Street Off-Road Bike Route	Off-Road Bike Route (proposed)	Would extend from Commons Drive to Ashbury	Would cross the EJ&E rail line in Aurora	Not Listed

Name	Type/Status	Location	Proximity To Rail Line	Ownership
EJ&E Corridor	Greenway (proposed)	From DuPage/Will county line to Illinois Route 59	Would run parallel to the EJ&E rail line	Not Listed
Virgil Gilman to DuPage River Corridor	Greenway (proposed)	Would connect to the Virgil Gilman Trail in Kane County and to the proposed West Branch DuPage River Corridor	Would cross the EJ&E corridor just north of Wolf's Crossing Road	FPDWC
Lincoln Highway Corridor	Greenway (proposed)	Would connect with the Virgil Gilman Trail in Kane County and to the proposed DuPage River Corridor	Would connect to the EJ&E corridor just north of U.S. Route 30 near 127 th Street	Not Listed
Normantown Road Trail	Trail (proposed)	Would run parallel to Normantown Road near Plainfield	Would not cross the EJ&E rail line, but instead run parallel along the east side of the EJ&E rail line, merges with the Virgil Gilman Trail near Wolf's Crossing Road.	Forest Preserve District of Will County (FPDWC)
DuPage River Corridor	Greenway (proposed)	Would run parallel to the DuPage River	Would cross the EJ&E rail line near Illinois Route 59	FPDDC
Lockport Road Corridor	Greenway (proposed)	Would run parallel to Lockport Road, connecting to the proposed DuPage River Corridor	Would cross the EJ&E rail line with Lockport Road	Not Listed

Table 3.5-8. Trails and Greenways in Will County, Illinois				
Name	Type/Status	Location	Proximity To Rail Line	Ownership
Heritage Trail	Greenway (existing)	Segment of the Grand Illinois Trail that follows the Des Plaines River	Crosses under the EJ&E rail line just east of the Des Plaines River and west of the I&M Canal	Public and Private
Old Plank Trail	Greenway (proposed and existing)	Follows the previous rail line	Crosses the EJ&E rail line at East Washington Street in Joliet	FPDWC
Joliet Downtown Bike Route	On-Street Route (proposed)	Would utilize East Washington Street in Joliet and connect to the proposed Old Plank Trail	Crosses the EJ&E rail line at East Washington Street	Not Listed
Wauponsee Glacial Trail	Greenway (proposed)	Would connect Joliet to the proposed Wabash Corridor	Would connect to the EJ&E corridor from East Washington Street just north of U.S. Route 52	Not Listed
Wabash Corridor	Greenway (proposed)	Would run parallel to South Cedar Road	Would cross over the EJ&E rail line east of Cedar Road	Not Listed
Centennial Trail	Greenway (existing)	Links together the Old Plank Road Trail to the state I&M Canal trails	Runs along the Des Plaines River near Lockport & Lemont	FPDWC
I&M Canal National Heritage Corridor	Trail (Existing)	Extending north from Channahon to Joliet, then linking together with the Centennial Trail	Parallel to Joliet Connection Site	Private and Public Sectors
Lake Renwick Bikeway	Bikeway (existing)	Within the Lake Renwick Preserve, near Turtle Lake	North of the EJ&E rail line, parallel to Lockport Street	FPDWC
Wauponsee Glacial Trail	Trail (existing)	Parallel to abandoned rail lines from Joliet to Kankakee in Sugar Creek Administration Center in Joliet	North of EJ&E rail line in Joliet	FPDWC
Gaylord Donnelly Trail	Trail (existing)	Extending north and south along the I&M Canal from downtown Lockport, connects to I&M Canal trail system	East of the Des Plaines River and west of the I&M Canal	Lockport

In the *Northwest Indiana Pedestrian & Bicycle Transportation Plan of 2005*, the existing inventory of regional routes identifies several trails and scenic corridors that cross or run adjacent to the EJ&E rail line (NIRPC 2005). Table 3.5-9, below, presents information on these routes.

Table 3.5-9. Trails and Greenways in Lake County, Indiana

Name	Type/Status	Location	Proximity To Rail Line	Managed By
Pennsy Greenway Trail	Greenway (proposed in Indiana; existing in Illinois)	Extending northwest from Crown Point into Illinois	Crosses the EJ&E rail line at U.S. Route 41 near Schererville	NIRPC, Illiana Citizens for the Pennsy, Calumet Citizens for Connecting Communities (C4)
Erie Lackawanna	Regional Trail (existing)	From Crown Point northwest to Highland, IN	Runs parallel to the EJ&E rail line near Highland; runs northwest/southeast through the Griffith connection	Highland Parks & Rec., Griffith Parks & Rec., Lake County Parks & Rec, Merrillville Parks & Rec, C4
Little Calumet River Trail Corridor	Scenic Corridor (under construction)	Along the Little Calumet River from the Erie Lackawanna Trail Corridor	Crosses the EJ&E line just south of I-80/94	NIRPC
Grand Calumet River	Regional Trail (existing)	Along the Grand Calumet River eastward from north Hammond to downtown Gary	East of the EJ&E rail line and the Gary-Chicago Airport, north of I-90	NIRPC
Marquette Corridor	Regional Trail (existing)	Extends from the Indiana-Illinois border to the Indiana-Ohio border near the coast line, crossing through Gary	North of the EJ&E rail line	NIRPC
Oak Savannah Bike/Hike Trail	Regional Trail (existing)	Extends from Griffith to Hobart and Hobart to Lake/Porter County Line	Follows the EJ&E rail line corridor	NIRPC
Prairie Duneland Trail	Regional Trail (existing)	Extends between Portage and Chesterton	Follows the EJ&E rail line corridor	NIRPC

3.5.5.9 Local Parks

The EJ&E rail line is near several local parks. Table 3.5-10, below, presents, by county, the local parks near the EJ&E rail line.

Table 3.5-10. Local Parks Near the EJ&E Rail Line

County	Name	Size (Acres)	Location	Proximity To Rail Line
Illinois				
Lake	Hawthorn Woods Community Park	Not Available	North of Old McHenry Road in Hawthorn Woods	East
	Century Park	96.0	West of South Milwaukee Avenue in Vernon Hills	South
	Lions Park	4.7	East of South Old Rand Road in Lake Zurich	North
	Citizens Park	55.0	East of US 14 in Barrington	Southeast
	Langendorf Park	39.6	West of Illinois Route 59 in Barrington	North

Table 3.5-10. Local Parks Near the EJ&E Rail Line

County	Name	Size (Acres)	Location	Proximity To Rail Line
Cook (Northwest)	Cannon Crossing	26.3	South of Shoe Factory Road in Hoffman Estates	West
DuPage	Reed Park	104.7	West of Illinois Route 59 in West Chicago	East
	Pioneer Park	32.4	North of West Roosevelt Road in West Chicago	West
	Summer Lakes Park	13.2	North of Illinois Route 56 in Warrenville	East
	Frontenac Park	67.0	South of New York Street in Aurora	East
	Clearwood Park	56.7	South of Ogden Avenue in Aurora	West, north of Middlebury East Park
	Andover Park	Not Available	South of 83 rd Street in Aurora	West
	Middlebury East Park	Not Available	North of 83 rd Street in Aurora	West, south of Clearwood Park
	McCarty Park	Not Available	North of /Ogden Ave in Aurora	West
	South Spring Lake	Not Available	North of Ogden Ave in Aurora	East
	Oakhurst Wetlands	Not Available	South of New York Street	West
Will	West Side Park	Not Available	North of 9 th Street in Lockport	East
	Crest Hill Memorial Park	Not Available	East of Weber Road in Crest Hill	South
	Heggie Park	40.0	South of East Woodruff Road in Joliet	West
	A.F. Hill Park	20.0	East of State Street, south of Princeton Street in Lockport	East
	Harbor Springs Park	Not Available	West of Middlebury Street, South of 87 th Street	West
	King's Crossing	1.6	South of 127 th Street	East
	Future Park (Under Development)	2.3	North of 127 th Street	West
	Vine Street Park	2.0	Vine Street and 7 th Street in Lockport	East
	Dellwood West	176.0	South Canal Road in Lockport	West
	Richland Park	27.5	Caton Farm Road, east of Weber Road in Crest Hill	West
	Ron Rob Field	4.6	County Creek Dr in New Lenox	South
Cook (Southeast)	Algonquin Park	9.9	East of Western Avenue in Park Forest	South
	Euclid Park	17.7	West of Euclid Avenue in Chicago Heights	North
	Petraca Park	1.9	North of East 22 nd Street in Chicago Heights	North and south
	Winnebago Park	Not available	South of Waldman Drive, north of Westgate Drive	South

Table 3.5-10. Local Parks Near the EJ&E Rail Line				
County	Name	Size (Acres)	Location	Proximity To Rail Line
Indiana				
Lake	Griffith Historical Society Railroad Depot and Museum	Not available	Broad Street and Avenue A in Griffith	North
	Cheever Memorial Park	16.4	North of East Elm Street in Griffith	East
	Seberger Park	8.1	North of I-80/I-94 in Gary	East
	Jackson Park	4.4	East of Buchanan Street, south of Kirk Yard in Gary	East
	Oak Ridge Prairie County Park	253.0	Northwest Lake County in Griffith	East
	Tot Park	1.2	North of Lake Street in Griffith	West

3.5.5.10 Land and Water Conservation Fund Properties

The Land and Water Conservation Fund Act (LWCFA) (16 USC 4601-4 through 4601-11, as amended), passed by Congress in 1965, established the Land and Water Conservation Fund, a matching assistance program providing grants to pay half the acquisition and development cost of outdoor recreation sites and facilities. Section 6(f) of LWCFA, administered by the Interagency Committee for Outdoor Recreation (IAC) and the National Park Service (NPS), pertains to projects that would affect or permanently convert outdoor recreational property acquired with LWCFA assistance. Section 6(f) prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without approval from IAC and the NPS. The NPS must assure replacement lands of equal value, location, and usefulness are provided as conditions of approval for land conversions. Recreation sites and facilities receiving funds under LWCFA are called Section 6(f) properties. Table 3.5-11, below, presents these properties, grouped by county. Several Section 6(f) properties are adjacent to the EJ&E rail line.

Table 3.5-11. Land and Water Conservation Fund Properties				
County	Site	Type	Proximity to EJ&E Rail Line	Grant Sponsor
Illinois				
Lake	Macarthur Woods Forest and Nature Preserves	Acquisition	Located in Vernon Hills/ South of the EJ&E rail line	LCFPD
	Hawthorn Woods	Acquisition, Development	North of Old McHenry Road in Hawthorn Woods	Village of Hawthorn Woods
	Old School Forest Preserve	Development	Central Lake County near Libertyville, adjacent to the EJ&E rail line	LCFPD
	Hawthorn Woods Park Acquisition	Acquisition	Within Hawthorn Woods	Village of Hawthorn Woods
	Hawthorn Woods Park Development	Development	Within Hawthorn Woods	Village of Hawthorn Woods
	Hawthorn Woods Development	Combination ^a	Within Hawthorn Woods	Village of Hawthorn Woods

Table 3.5-11. Land and Water Conservation Fund Properties

County	Site	Type	Proximity to EJ&E Rail Line	Grant Sponsor
	Des Plaines River Trail	Development	Runs parallel to the west side of the EJ&E rail line just west of I-294, crosses at West Old School Road, runs parallel east of the EJ&E rail line until it reaches Illinois Route 41	LCFPD
	Greenbelt Forest Preserve (Grant & Greenbelt Picnic Development)	Development	Eastern Lake County, near Waukegan and North Chicago	LCFPD
Cook (NW)	Spring Lake Nature Preserve Addition	Acquisition	Northwest Cook County, near Barrington Hills/ West the EJ&E rail line, south of the CN rail line	FPDCC
	Poplar Creek Forest Preserve (Addition)	Acquisition	East side of the EJ&E rail line near Hoffman Estates	FPDCC
	Pratt's Wayne Woods Forest Preserve	Acquisition	East and west of the EJ&E rail line in Bartlett	DuPage County
	West Chicago Prairie Nature Preserve	Acquisition	West central DuPage County near West Chicago, west of the EJ&E rail line	City of West Chicago
DuPage	DuPage River (Park Land)	Acquisition	East of the EJ&E rail line, east of Illinois Route 59 in Naperville	City of Naperville
	Hickory Creek Forest Preserve	Acquisition	Southeastern Will County near Frankfort, New Lenox, and Mokena	Will County
Will	Statewide Local Agency Development	Development	Various areas within Channahon	Channahon Community Park District
	I & M Canal Trail System	Development	North end of Joliet and south side of Lockport, west of the CN rail line	Lockport Park District / Illinois Department of Conservancy
	Lake Renwick Heron Rookery Forest and Nature Preserves	Acquisition	South central Will County north of Lockport and Joliet	Will County / Illinois Department of Conservancy
	EJ&E Trail	Acquisition	Parallel to the EJ&E rail line	Fox Valley Park District
	Summerlakes Park	Combination	East of the EJ&E rail line	Warrenville Park District
Indiana				
Lake	Gibson Woods Nature Preserve	Combination	Near Hammond/ West of the EJ&E rail line	Lake County Park Board
	Edward C. Dowling Park	Development	West of EJ&E rail line in Hammond	Hammond Park Board
	Tolleston Park Swimming Pool	Development	East of EJ&E rail line in Tolleston	Gary Park Board

Table 3.5-11. Land and Water Conservation Fund Properties				
County	Site	Type	Proximity to EJ&E Rail Line	Grant Sponsor
	Washington Park Swimming Pool	Development	East of EJ&E rail line in Gary	Gary Park Board
	Homestead Park	Development	West of EJ&E rail line in Highland	Highland Park Board
	Southridge Park	Acquisition	East of the EJ&E rail line in Griffith, east of Cheever Park	Highland Park Board
	Wadsworth Park	Acquisition/Development	West of the EJ&E rail line in Highland	Griffith Park Board
	Ellendale Park	Development	West of EJ&E rail line in Highland	Highland Park Board
	Sheppard Park	Development	West of EJ&E rail line in Highland	Highland Park Board
	Northgate Park	Combination	Northwest of EJ&E rail line in Dyer	Dyer Park Board
	Meadows Park	Acquisition	West of EJ&E rail line in Highland	Highland Park Board
	Sunnyside Park	Development	Southwest of EJ&E rail line in East Chicago	East Chicago Park Board
	Howe Park	Development	East of EJ&E rail line in Glen Park	Gary Park Board
	Dowling Park Tennis Court Lighting	Development	West of EJ&E rail line in Hammond	Hammond Park Board
	Harrison Park Tennis Court Lighting	Development	1.5 miles South of EJ&E rail line in Hammond	Hammond Park Board
	Maywood Park Annex	Development	1.5 miles South of EJ&E rail line in Hammond	Hammond Park Board

Source: NPS (2008a), "Project List by County and Summary Reports," *Land and Water Conservation Fund*, retrieved on March 26, 2008 and June 17, 2008, <http://waso-lwcf.nrc.nps.gov/public/index.cfm>, 2008.

Note:

^a Combination grants allow for acquisition and site development.

3.5.5.11 Land and Water Reserves and Natural Heritage Landmarks

Nature preserves and land and water reserves provide protection for habitat for rare plants and a wide array of wildlife and are important parts of Illinois' natural heritage. As of January 2008, the Illinois Nature Preserves Commission (INPC) published an updated list of land and water reserves as well as natural heritage landmarks (IDNR 2008b). Table 3.5-12, below, shows seven land and water reserves are located near the EJ&E rail line within the four Illinois counties, while no natural heritage landmarks exist.

County	Reserve Name	Size (Acres)	Location	Proximity to EJ&E Rail Line	Ownership
Lake	Jean Farwell Woods	14	Between Lake Bluff & Libertyville	South of the EJ&E rail line, within Middlefork Savanna Nature Preserve	Frank Farwell ^a
DuPage	Tri-County Wetland	33	Bartlett	Northwest of the Munger Connection, located in the Northwest portion of James "Pate" Philip State Park	FPDCC / Bartlett Park District ^b
Will	Lake Renwick East	159	Plainfield	Surrounding the EJ&E rail line, adjacent to the Lake Renwick Heron Rookery Nature Preserve	FPDWC ^c
Cook (Southeast)	Butterfield Creek Headwaters	89	Matteson	West of the Matteson Connection, South of I-57 & U.S. Route 30 Interchange, South of the Old Plank Road Prairie Nature Preserve	Village of Matteson ^c

Source: IDNR (2008b), "Illinois Nature Preserves Commission (INPC) Protected Areas in Illinois by County," *Illinois Natural Heritage Database*, retrieved on March 1, 2008, http://dnr.state.il.us/conservation/naturalheritage/pdfs/inpc_by_county_jan2008.pdf, January 2008.

Notes:

- ^a According to IDNR's "Illinois Nature Preserves Commission Dedicates Illinois Natural Lands as Nature Preserves, Land and Water Reserves" (IDNR 2006).
- ^b According to personal communication with FPDDC (2008b).
- ^c According to IDNR's "Illinois Nature Preserves Commission Agenda, Minutes of the 185th Meeting" (IDNR 2005a).

3.5.5.12 Coastal Zone Management Areas

Coastal management in the Great Lakes is part of a nationwide Federal-state partnership that was established under the Coastal Zone Management Act of 1972, which established the national Coastal Zone Management Program. This program provides public access for recreation, preserves and restores historic, cultural, and esthetic coastal features, protects natural resources, and serves many other purposes. The program establishes a "federal consistency" provision, which ensures that federal actions that are reasonably likely to affect any land or water use or natural resource of the coastal zone will be consistent with the enforceable policies of a coastal state's coastal zone management program (Great Lakes Information Network 2006).

Illinois is anticipated to have a program adopted in 2008. Indiana adopted a program in 2002. Figure 3.5-21, below, illustrates the boundaries of Indiana's coastal zone. The purpose of Indiana's Lake Michigan Coastal Program is to enhance the state's role in planning for and managing natural and cultural resources in the coastal region and to support partnerships among Federal, state, and local agencies and organizations. The Indiana Lake Michigan Coastal Program (LMCP) relies upon existing laws and programs as the basis for achieving its purpose (INDNR 2004a).

The LMCP boundary encompasses the majority of the area that drains into Indiana's portion of Lake Michigan through its rivers, streams, ditches, wetlands, lakes and groundwater (National Oceanic and Atmospheric Administration [NOAA] and INDNR 2002). All of northern Lake County, Indiana, is within this boundary, and the EJ&E rail line runs through the coastal management area from where the EJ&E rail line crosses the Illinois/Indiana state line continuing north to the Lake Michigan coast.

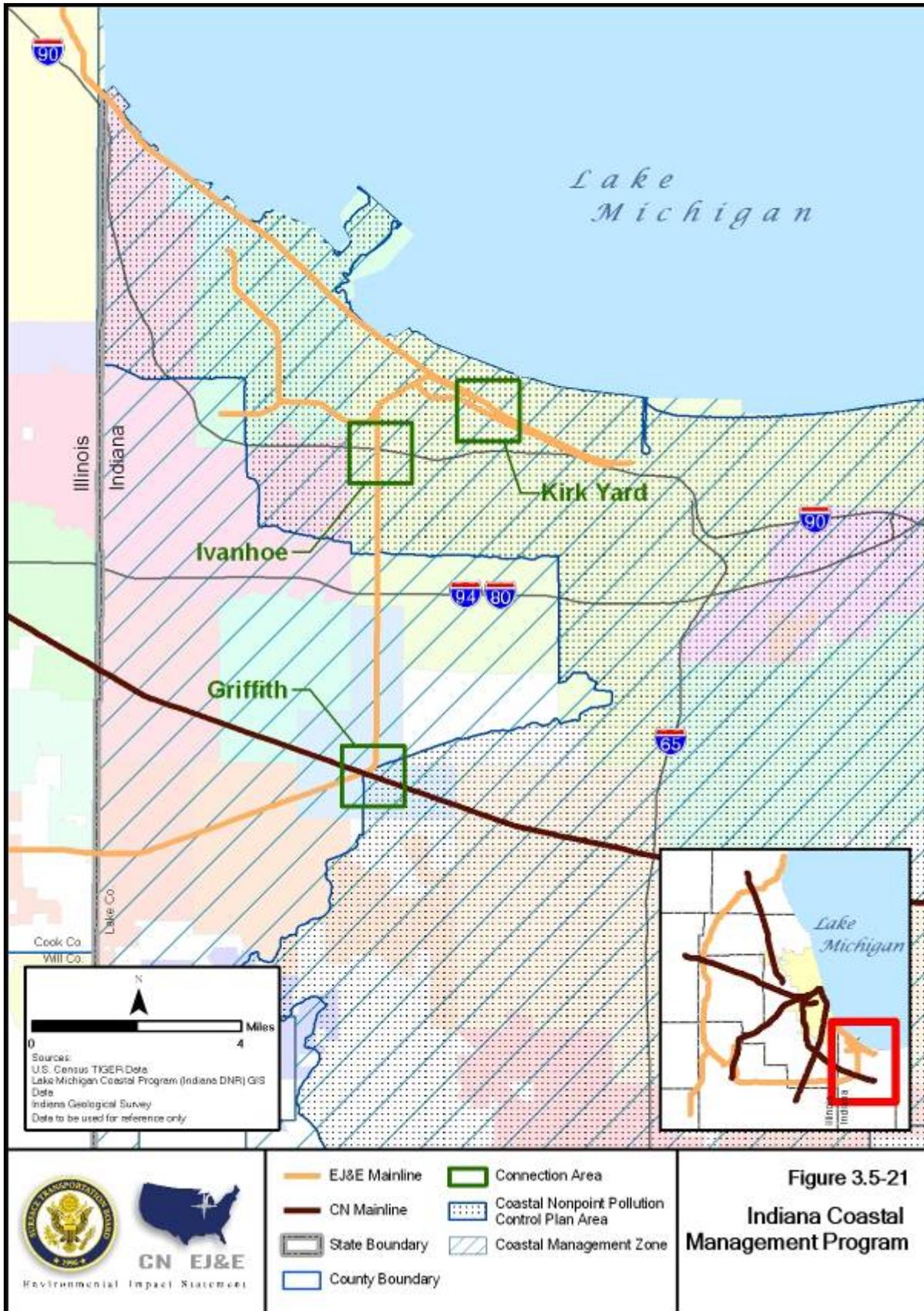


Figure 3.5-21
Indiana Coastal
Management Program

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