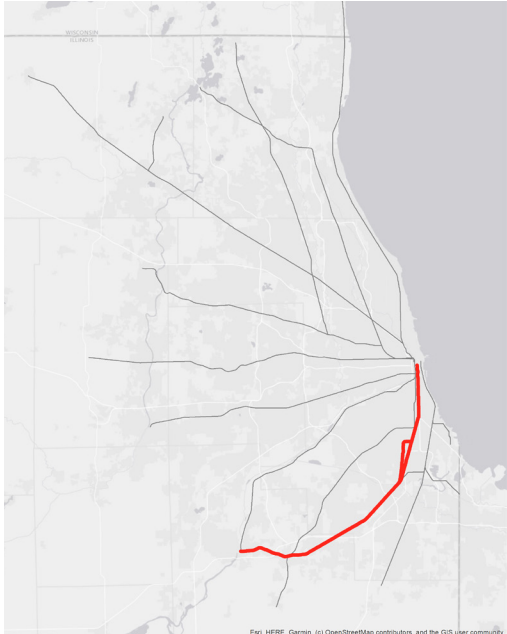




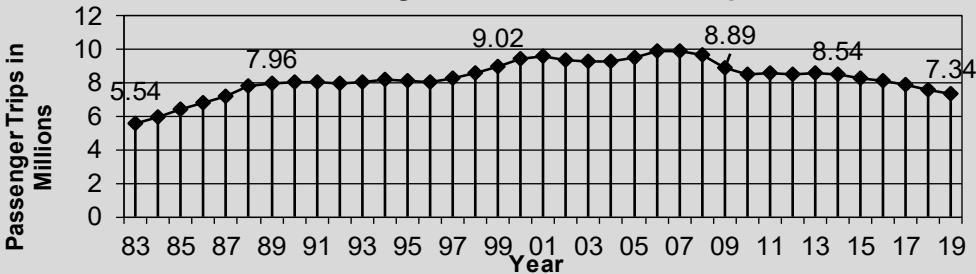
Rock Island Line



Line at a Glance

- › Average Trip Length (2019) : 21.2 miles
- › Average Fare Paid (2019) : \$4.74
- › Number of Stations: 26
- › Route Length: Mainline: 40.0 miles; Beverly Branch: 6.6 miles
- › Number of Weekday Trains (Dec 2019): 68
- › On-Time Performance (2019): 92.0%
- › 65% of RI riders drive to their boarding station.
- › 4% fewer people live along the RI than did in 2010.
- › 22% fewer people work along the RI than did in 2010.

Figure 1: Annual RI Ridership



The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information, visit Metra's Operations and Ridership Data webpage at metrarail.com.



Schedules as of Dec 2019

- › 23 trains in the AM Peak
- › 14 trains in the Midday
- › 23 trains in the PM Peak
- › 8 trains in the Evening
- › 33 trains on Saturdays
- › 28 trains on Sundays



- › 5th highest ridership line
- › 80th Avenue is the 8th busiest outlying station in the system
- › Beverly Branch carries 4k/weekday



- › Most tenured riders with ~50% having ridden Metra for 10+ years
- › 3rd most female line

Chicago to Joliet

Table 1: Metra Capital Investment History	RI (\$m)	System (\$m)
Rolling stock	\$300	\$2,978
Track and structure	\$447	\$1,567
Signal, electrical, and communications	\$108	\$1,137
Facilities and equipment	\$155	\$685
Stations and parking	\$182	\$1,120
Acquisitions, extensions, and expansions	\$2	\$603
Support activities	\$62	\$431
TOTAL	\$1,256	\$8,521
PERCENTAGE	14.7%	100.0%

Notes: 1) Excludes South Shore, preventative maintenance, new lines, and pending grants. 2) Prior expenses not adjusted for inflation. 3) Data subject to budget revisions, audit adjustments, etc. 4) Project costs without specific locations have been allocated to entire lines where appropriate

Table 2: RI 2018 Weekday Boardings	Inbound	Outbound
Time of Day		
AM Peak	11,943	182
Midday	955	1,374
PM Peak	304	10,885
Evening	97	605
TOTAL	13,299	13,046

Source: 2018 Weekday Station Boardings and Alightings by Time-of-Day and Direction

ON COVID-19 AND HOW TO USE THIS DOCUMENT

The information presented in this chapter is representative of Metra's operations prior to the onset of COVID-19, which upended almost every aspect of daily life. While Metra's pre-COVID services may not be replicated in the same manner going forward, the transportation services Metra continues to provide are essential to the vitality of the Chicago region.

There are certain elements of Metra's situational and operational environment that are unlikely to change in the short or medium term. These are: the location and capacity of each rail line, the location and physical characteristics of each station, the general characteristics of the communities around each station, Metra's history in each community, and Metra's mission to provide safe, reliable, efficient commuter rail service that enhances the economic and environmental health of northeast Illinois. On the other hand, there are operational and situational factors that are likely to be quite different. These may be: the number of riders, the time and duration of peak travel demand, the public's perception of the relative safety of various transportation modes, the way riders access and depart from stations, and the location preferences of people and businesses.

The challenges posed by the pandemic were significant and likely will result in the emergence of a very different operational environment. Even so, understanding Metra's past performance, pre-COVID service levels, and established community baselines is vital to making informed decisions about the reality that is taking shape. Through this process Metra will continue to achieve Metra's mission, realizing its vision, and pursuing its strategic goals.

As part of a regional transportation network, Metra provides safe, reliable, efficient commuter rail service that enhances the economic and environmental health of northeast Illinois.

- Metra's Mission Statement

RI OVERVIEW

Metra's Rock Island (RI) Line extends 40 miles southwest from Chicago's LaSalle Street Station to Joliet. The RI Line provides service to 24 intermediate stations between LaSalle Street Station and Joliet with service to the south side of Chicago, southern Cook County, and Will County. The RI Beverly Branch serves portions of the south side of Chicago and the city of Blue Island west of the main line. In 2019, passenger trips on the RI Line totaled 7.34 million, ranking fifth among the 11 Metra lines.

Both the RI and Metra's Heritage Corridor Line originate at Joliet Station, which is also a stop for Amtrak's Texas Eagle and Lincoln Service. Joliet is the only suburban transfer station serving multiple Metra lines and Amtrak routes. Since the RI is part of the high-speed rail corridor from Chicago to St. Louis as proposed in the Final Environmental Impact Statement in 2012,

In this section

- 1 – Annual Passenger Trips
- 2 – RI Overview
- 3 – Present and Future Demand
- 4 – Station Characteristics
- 5 – Mode of Access and Parking
- 6 – Reverse Commute and Non-Downtown Markets
- 7 – RI Corridor Demographics
- 7 – RI Corridor Household Data
- 7 – RI Corridor Employment Data
- 8 – Major Capital Projects
- 10 – ADA Accessibility
- 10 – Major Trip Generators

passenger traffic on the RI is expected to increase in the future. The Chicago Rail Link, CSX, and Iowa Interstate Railroad operate freight service over portions of the RI.

PRESENT AND FUTURE DEMAND

Due to substantial increases in population along the RI corridor, demand for commuter rail service is expected to grow. Figure 4 shows the origins of RI riders outside the Central Business District (CBD).

According to Metra’s 2018 Metra Boarding and Alighting Count, the RI had over 26,000 boardings on 68 trains serving 24 stations between Joliet and Chicago, with 86% of boardings on peak-period, peak-direction trains. Overall, the RI has seen a 32% increase in boardings since 1983 (see Figure 1). Ridership has grown most significantly at stations nearest downtown Chicago (Gresham, 538%; Brainerd, 115%) as well as in the burgeoning suburbs of Will County (New Lenox, 247%; Joliet, 302%). Ridership at Beverly Branch stations has remained near even or diminished slightly while ridership on the RI mainline directly east of the Beverly Branch has seen some increase in ridership. These trends suggest there may be some shifts in ridership towards the mainline, which provides express service on the south side of Chicago. The largest increases in ridership on the southwest end of the RI have occurred at Robbins, 80th Avenue, New Lenox, and Joliet. Overall passenger ridership on the RI totaled 7.34 million in 2018

Terms Defined

“Peak-Period Service” refers to trains arriving or departing downtown terminals at times when there is the greatest ridership demand. For Metra, the “AM Peak” starts with the first run of the day and lasts until 9:15am. The “PM Peak” starts at 3:30pm and lasts until 6:45pm.

FIGURE 2: METRA STATIONS ON THE RI LINE

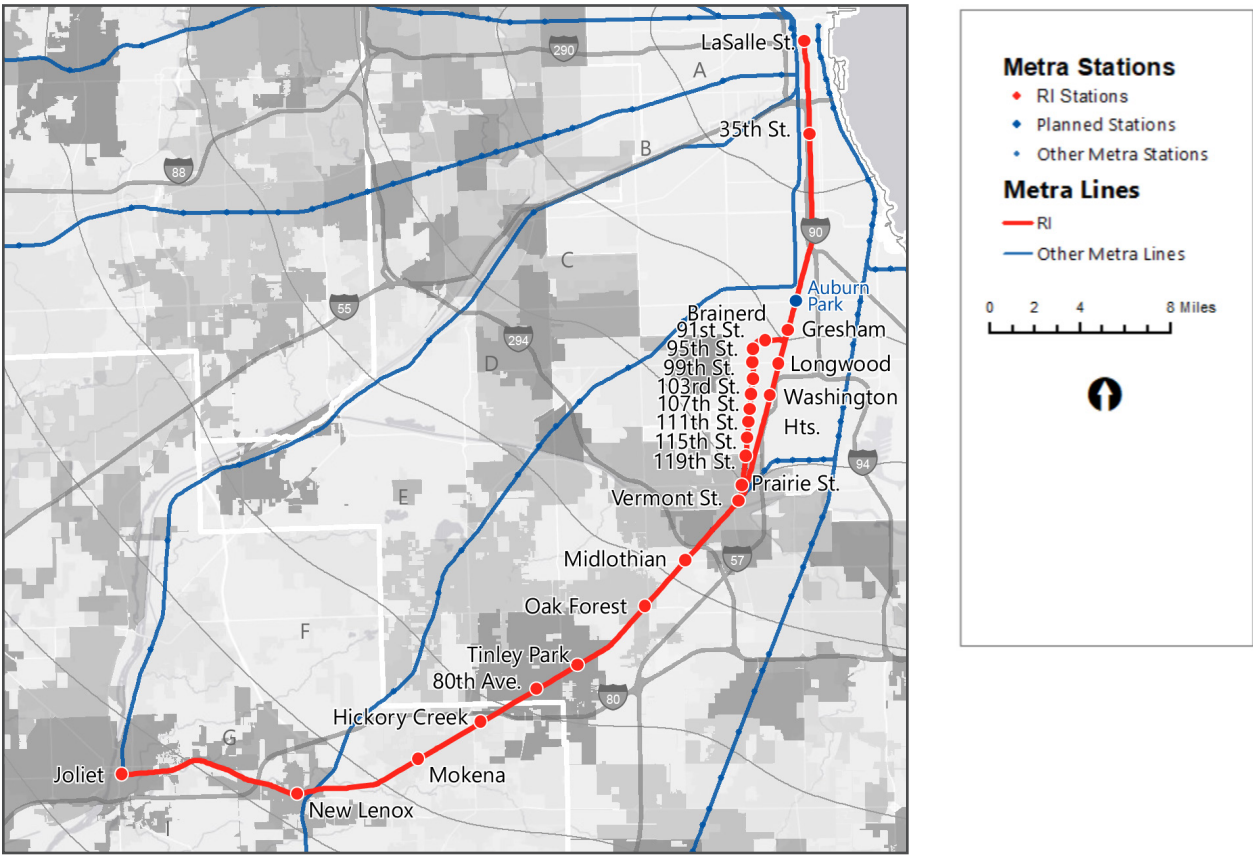


TABLE 3: RI STATION CHARACTERISTICS

Station	Accessibility ¹	Fare Zone	Mile Post	Responsibility and Maintenance			Boardings ²				Weekday trains serving each station as of Dec 2019
				Platform	Depot	Parking	1983	2006	2016	2018	
LaSalle St.	●	A	0.0	Multiple	Metra	Metra	10,286	17026	12,656	12,606	68
35th St./"Lou" Jones ³	●	A	3.2	Metra	Metra	N/A	--	--	227	245	54
Gresham		B	9.8	Metra	Metra	Multiple	49	537	318	313	45
95th St./Longwood	○	C	10.9	Metra	Metra	Multiple	27	147	60	64	11
103rd St./Washington Hts.	●	C	12.0	Metra	Metra	Multiple	80	219	107	101	12
Brainerd	●	C	10.6	Metra	Metra	Multiple	123	448	303	265	41
91st St./Beverly	○	C	11.3	Metra	Metra	Multiple	478	437	364	368	41
95th St./Beverly	○	C	11.7	Metra	Metra	Muni	722	604	423	443	41
99th St./Beverly	●	C	12.3	Metra	Metra	Multiple	614	679	725	645	41
103rd St./Beverly	●	C	12.8	Metra	Metra	Metra	1,085	931	759	734	41
107th St./Beverly	○	C	13.3	Metra	Metra	Metra	435	617	451	395	41
111th St./Morgan Park	●	C	13.8	Metra	Metra	Multiple	766	820	587	548	41
115th St./Morgan Park	○	C	14.3	Metra	Metra	Multiple	215	279	170	136	41
119th St.	○	C	14.8	Metra	Metra	Multiple	424	326	279	269	41
123rd St.		D	15.2	Metra	Metra	N/A	65	96	45	53	41
Prairie St.		D	15.8	Metra	Metra	Metra	79	44	20	30	41
Vermont St.	●	D	15.7	Metra	Multiple	Multiple	679	1148	688	595	65
Robbins	●	D	17.2	Metra	Multiple	Multiple	27	152	89	65	36
Midlothian	●	D	18.4	Metra	Multiple	Multiple	864	1230	1,015	938	44
Oak Forest	●	E	20.4	Metra	Multiple	Multiple	1,019	1487	1,136	1,091	45
Tinley Park	●	E	23.5	Metra	Muni	Multiple	910	1232	1,060	917	45
80th Ave./Tinley Park	○	E	25.1	Metra	Multiple	Muni	632	2459	2,050	2,064	46
Hickory Creek ⁴	●	F	27.0	Metra	Multiple	Muni	--	1236	999	10,79	45
Mokena	●	F	29.6	Metra	Metra	Muni	382	634	604	559	45
New Lenox	●	G	34.0	Metra	Metra	Multiple	301	1348	1,115	1,046	44
Joliet	●	H	40.0	Multiple	Multiple	Multiple	193	958	768	776	45
TOTAL RI							20,455	35,094	27,018	26,345	68

¹ Accessibility information is displayed using a three dot system. A complete dot means the station is fully accessible. No dot means that the station is inaccessible. A hollow dot means the station is partially accessible. Customers who use wheelchairs at partially accessible stations will be able to access train platforms from the street. However, ramps, ticket windows, buildings and shelters may not fully conform to ADA guidelines.

² Metra 1983 Boarding/Alighting Counts. Metra, "Commuter Rail System Station Boarding/Alighting Counts," Fall 2006, Spring 2014, and Fall 2018.

³ Station opened in 2011

⁴ Station opened in 1993

Note: The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information, visit Metra's Operations and Ridership Data webpage at metrarail.com.

TABLE 4: 2019 MODE OF ACCESS AND 2018 COMMUTER PARKING AT RI METRA STATIONS

Station Name	Mode of Access (2019)					Station Parking (2019)		
	Walk/Bike	Drive ¹	Dropped Off ²	Transit	Other	Capacity	Effective Use ³	Observed Use ⁴
LaSalle St.	40%	6%	4%	34%	16%	0	n/a	n/a
35th St./"Lou" Jones	25%	19%	19%	31%	6%	0	n/a	n/a
Gresham	15%	71%	9%	6%	0%	290	39%	39%
95th St./Longwood	40%	40%	10%	5%	5%	94	66%	66%
103rd St./Washington Hts.	23%	63%	10%	3%	0%	274	13%	13%
Brainerd	21%	63%	15%	1%	0%	271	45%	45%
91st St./Beverly	43%	44%	14%	0%	0%	192	70%	70%
95th St./Beverly	40%	36%	19%	5%	0%	197	100%	47%
99th St./Beverly	39%	40%	20%	0%	1%	104	88%	88%
103rd St./Beverly	39%	46%	11%	4%	0%	273	96%	96%
107th St./Beverly	41%	47%	12%	0%	0%	335	48%	48%
111th St./Morgan Park	28%	51%	16%	5%	1%	412	72%	41%
115th St./Morgan Park	31%	51%	17%	0%	1%	108	38%	38%
119th St.	19%	64%	16%	1%	0%	247	51%	51%
123rd St.	82%	0%	14%	5%	0%	0	n/a	n/a
Prairie St.	100%	0%	0%	0%	0%	7	29%	29%
Vermont St.	15%	66%	15%	1%	2%	817	35%	35%
Robbins	24%	43%	29%	0%	5%	156	6%	6%
Midlothian	12%	71%	16%	0%	1%	669	77%	71%
Oak Forest	7%	74%	18%	0%	0%	996	63%	63%
Tinley Park	15%	67%	16%	1%	0%	800	87%	57%
80th Ave./Tinley Park	6%	80%	14%	0%	0%	2158	71%	71%
Hickory Creek	4%	85%	11%	0%	0%	1127	67%	67%
Mokena	9%	72%	19%	0%	0%	550	73%	63%
New Lenox	3%	84%	12%	0%	0%	1032	78%	78%
Joliet	6%	69%	19%	4%	2%	939	62%	62%
TOTAL RI	17%	65%	15%	2%	1%	12,048	64%	59%
SYSTEM TOTAL	26%	54%	16%	4%	1%	91,558	70%	63%

¹ Includes carpool drivers

² Includes carpool passengers

³ Effective use: all sold permit spaces are assumed to be used, even if unoccupied during parking survey

⁴ Observed use: spaces physically occupied during parking survey

Sources: Metra, Origin-Destination Survey, Fall 2019; Metra Station and Parking Capacity and Use Survey, 2018

The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information, visit Metra's Operations and Ridership Data webpage at metrarail.com.

Approximately 12,000 parking spaces serve riders on the RI. According to parking counts conducted in 2019, the effective utilization rate on the RI is 64%. When utilization of station parking areas exceeds 85%, Metra considers that they are approaching full capacity. Four RI stations exceed this threshold, indicating a demand for increased parking at these stations.

The ridership outlook on the RI is forecast to improve somewhat over the next 30 years. Population, household, and employment growth has been mixed throughout the corridor for the last 10 years according to forecasts from the Chicago Metropolitan Agency for Planning (CMAP) with the south suburbs, and suburbs in Will County in particular, having seen the greatest share of growth in terms. Despite the headwinds of the past decade, CMAP sees growth returning to the RI corridor as forecasts for all three categories exceed the regional baseline through 2050. Tables 5, 6 and 7 describe the demographics in the RI corridor.

REVERSE-COMMUTE AND NON-DOWNTOWN MARKETS

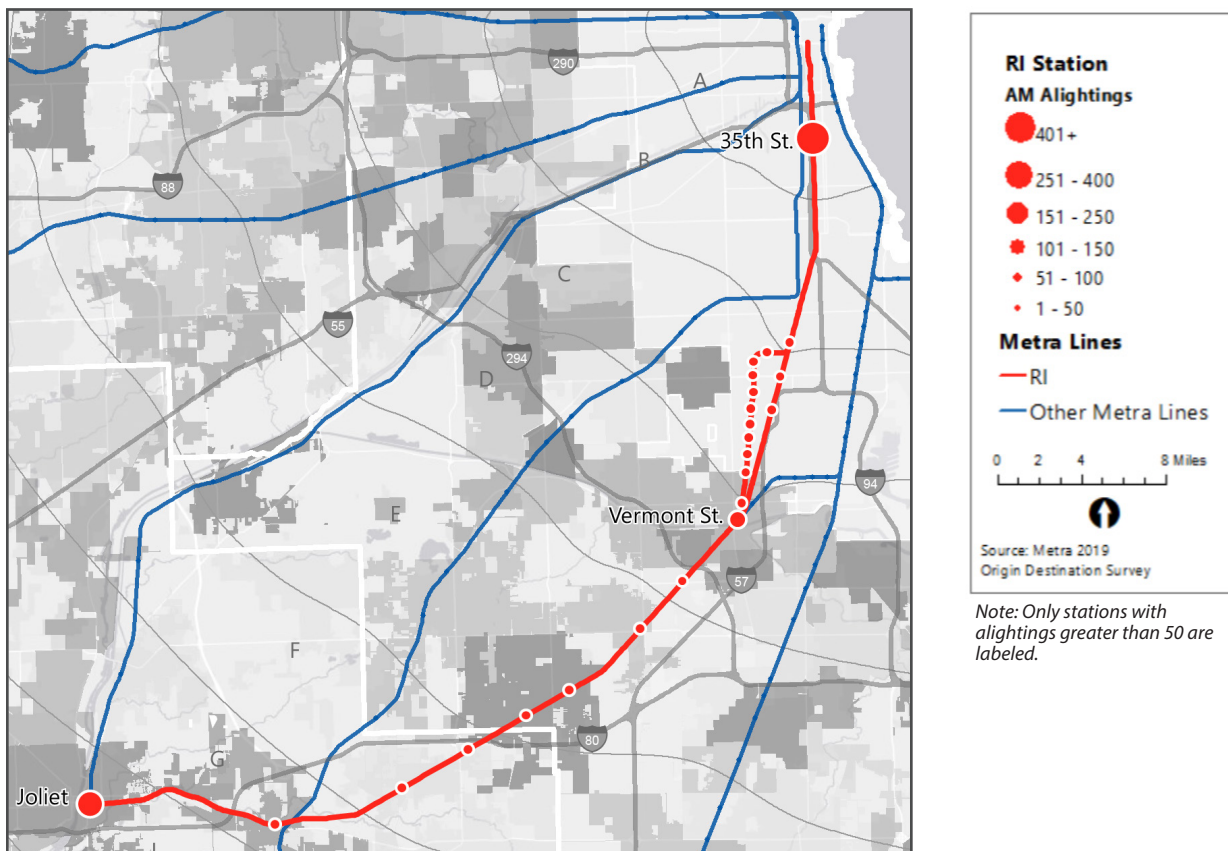
Although Metra's primary market involves commuters who follow the traditional suburb-to-CBD trip pattern, in recent years Metra has seen a demand for city-to-suburb reverse-commute options (Metra's primary commuter market is discussed in the Central Business District chapter). This market is not as significant for the RI, which still retains the traditional

Terms Defined

"Peak-Direction Trains" are those that travel in the direction with the most demand from riders. During the "AM Peak," trains travelling toward the Loop are "Peak-Direction" while trains travelling away from the Loop are "Peak-Direction" during the "PM Peak."

"Effective Parking Utilization" is calculated by assuming that all parking pass holders will need a parking space at the same time. This ensures that there is always a space for those who hold a parking pass.

FIGURE 3: NON-DOWNTOWN DESTINATIONS DURING AM PEAK



Note: Only stations with alightings greater than 50 are labeled.

TABLE 5: RI CORRIDOR POPULATION

Station	Fare Zone	Area Sq. Mi.	Population in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
LaSalle St., 35th St./"Lou" Jones	A	11.6	142,690	133,087	167,779	-7%	26%
Gresham	B	5.8	73,256	60,921	75,464	-17%	24%
Brainerd, 91st, 95th, 95th/Longwood, 99th, 103rd, 103rd/Washington Hts.,107th, 111th, 115th, 119th	C	15.2	130,552	125,560	141,677	-4%	13%
123rd, Prairie St.,Vermont St., Robbins, Midlothian	D	20.8	67,410	70,955	87,773	5%	24%
Oak Forest, Tinley Park, 80th Ave.	E	37.7	96,574	99,384	117,841	3%	19%
Hickory Creek, Mokena	F	36.8	57,458	63,435	92,238	10%	45%
New Lenox	G	20.7	22,196	25,644	42,222	16%	65%
Joliet	H	120.3	222,749	202,200	276,118	-9%	37%
RI TOTAL		268.9	812,885	781,186	1,001,112	-4%	28%
REGION TOTAL		3,748.0	8,523,863	8,672,509	10,354,840	2%	19%

TABLE 6: RI CORRIDOR HOUSEHOLDS

Station	Fare Zone	Area Sq. Mi.	Households in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
LaSalle St., 35th St./"Lou" Jones	A	11.6	48,919	51,725	67,421	6%	30%
Gresham	B	5.8	23,673	21,725	28,856	-8%	33%
Brainerd, 91st, 95th, 95th/Longwood, 99th, 103rd, 103rd/Washington Hts.,107th, 111th, 115th, 119th	C	15.2	45,478	47,683	57,328	5%	20%
123rd, Prairie St.,Vermont St., Robbins, Midlothian	D	20.8	25,008	26,373	34,803	5%	32%
Oak Forest, Tinley Park, 80th Ave.	E	37.7	34,594	38,436	47,673	11%	24%
Hickory Creek, Mokena	F	36.8	18,300	22,459	35,306	23%	57%
New Lenox	G	20.7	7,334	9,042	16,318	23%	80%
Joliet	H	120.3	78,417	72,710	106,521	-7%	47%
RI TOTAL		268.9	281,723	290,153	394,226	3%	36%
REGION TOTAL		3,748.0	3,100,987	3,341,064	4,140,227	8%	24%

TABLE 7: RI CORRIDOR EMPLOYMENT

Station	Fare Zone	Area Sq. Mi.	Employment in Zone			Percent Change	
			2010	2020	2050	2010 vs 2020	2020 vs 2050
LaSalle St., 35th St./"Lou" Jones	A	11.6	173,858	118,810	128,596	-32%	8%
Gresham	B	5.8	4,569	6,180	10,061	35%	63%
Brainerd, 91st, 95th, 95th/Longwood, 99th, 103rd, 103rd/Washington Hts.,107th, 111th, 115th, 119th	C	15.2	23,087	18,119	23,869	-22%	32%
123rd, Prairie St.,Vermont St., Robbins, Midlothian	D	20.8	25,463	25,601	32,653	1%	28%
Oak Forest, Tinley Park, 80th Ave.	E	37.7	41,599	32,149	40,321	-23%	25%
Hickory Creek, Mokena	F	36.8	28,840	24,566	33,090	-15%	35%
New Lenox	G	20.7	12,573	7,784	14,703	-38%	89%
Joliet	H	120.3	70,126	63,078	92,999	-10%	47%
RI TOTAL		268.9	380,115	296,287	376,292	-22%	27%
REGION TOTAL		3,748.0	4,141,355	4,231,961	4,945,892	2%	17%

The data included in this document predates the onset of COVID-19, which has greatly impacted Metra's riders and operations. This information is presented to inform the public about Metra's historic and recent operational environment but may not be illustrative of Metra's current or future operations. For the latest information, visit Metra's Operations and Ridership Data webpage at metrarail.com.

suburb-to-CBD trip pattern. According to Metra’s 2018 Boarding and Alighting Count, only 1.5% of AM peak-period boardings on the RI are in the reverse (outbound) direction. However, the 35th/“Lou Jones” Station, which opened in 2011, is one of only 15 outlying stations in Metra’s system where alightings exceed boardings during the AM peak. The station experiences significant traffic from riders traveling to nearby destinations such as the Illinois Institute of Technology or Guaranteed Rate Field, or those transferring to or from the CTA Red Line station one block away. Figure 3 shows AM alightings at non-CBD RI stations.

Factors that increase reverse-commute trip patterns are the growth of employment in the suburbs as well as the growth of population in the city and inner ring suburbs (Tables 5, 6, and 7). Projected employment growth is greatest in far southwest Cook County and Will County communities. Joliet, at the end of the RI Line, is Illinois’ fourth-largest city and was one of the fastest growing cities in the state between 2000 and 2010. Areas near the New Lenox, Hickory Creek and Mokena Stations, just east of Joliet, also expect significant gains in employment and population. Meanwhile, population growth of 26% is forecast for the marketshed zone closest to downtown Chicago (Fare Zone A).

MAJOR CAPITAL PROJECTS ALONG THE RI

In 2011, a new station, formally named the 35th Street/“Lou” Jones Station, opened at 35th and Federal in Chicago. This station serves U.S. Guaranteed Rate Field, the Illinois Institute of Technology, and the Bronzeville neighborhood. Additionally, the 35th Street Station serves as a multi-modal access point: it provides transit connections to the CTA Red Line station at 35th Street (one-half block west), Green Line station at 35th Street (two blocks east), and bus service along 35th Street. An American Recovery and Reinvestment Act (ARRA) grant contributed funding for construction of the station.

A rail-rail grade separation known as the Englewood Flyover opened for service in 2014. Each weekday, 76 revenue and non-revenue RI trains and approximately 60 freight and Amtrak trains pass through the Englewood interlocking near 63rd and State Streets in Chicago, and this project eliminated conflicts at the crossing by elevating the RI over track owned by Norfolk Southern. The project received \$133 million in ARRA high-speed rail grant funds, and was part of the Chicago Region Environmental and Transportation Efficiency Program (CREATE), a package of projects designed to improve the efficiency of passenger and freight rail operations in the region.

Over the next few years, the 47th Street Yard will undergo significant renovation to increase capacity for railcar and locomotive rehabilitation. The yard will also receive replacement ties, crosswalks and platforms. The investment will allow Metra to increase railcar rehabilitations from 40 to 60 per year. Planned bridge projects include rehabilitation of the bridge at Vincennes Avenue on the mainline and replacement of Morgan Street on the

Terms Defined

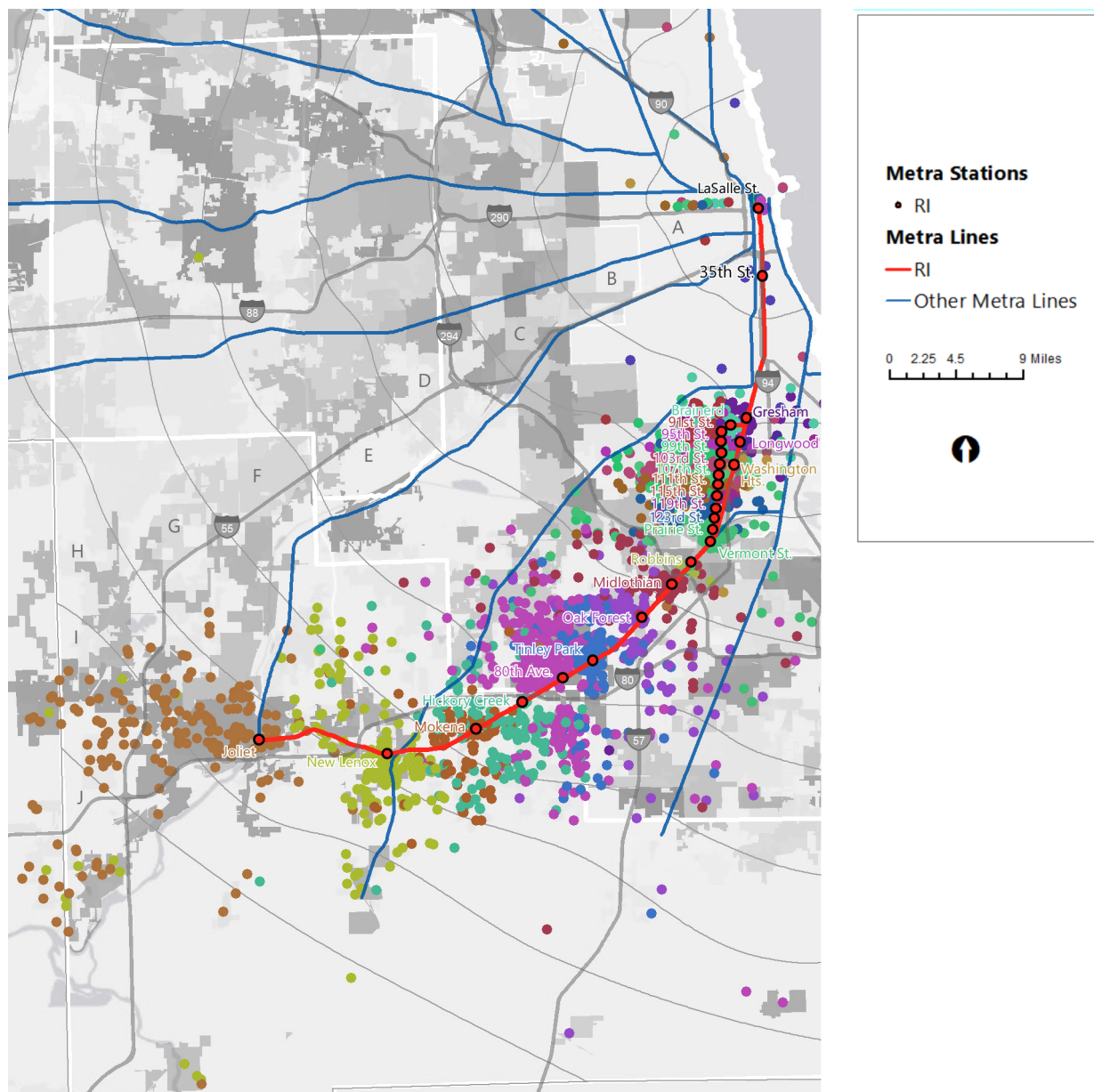
“Reverse Commuting” refers to riders who regularly travel in the opposite direction of most commuters. For Metra riders, this refers to people who are travelling away from the Loop during the AM Peak and toward the Loop during the PM Peak.

“Alighting Riders” are those who get off the train. They are the opposite of a “boarding rider.”

Beverly Branch, along with the replacement of the third track bridges at 43rd and Root Street.

In 2018, a new multimodal transportation center opened in Joliet, to accommodate Metra, Amtrak, Pace, intercity and shuttle buses, bicycles, taxis, and intercity passenger rail (existing Amtrak service, as well as planned high-speed rail service between Chicago and St. Louis) and streamline transfers between the services. A new bus station is planned to be added to the transportation center, and will be built once funding is available. The former depot, built in 1912, has been closed to passengers and will be converted to other uses. Major funding for the transportation center was provided by the state of Illinois, with additional funding from the city of Joliet and BNSF.

FIGURE 4 ORIGINS OF RIDERS USING NON-CBD RI STATIONS



RI ACCESSIBILITY IMPROVEMENTS

Most RI stations now comply with the accessibility requirements of the Americans with Disabilities Act (ADA), and approximately 98.5% of RI boardings take place at stations that are at least partially accessible. Metra’s station compliance program started with designating eight of the busiest RI stations, including LaSalle Street Station in downtown Chicago, as “key stations,” all of which were made fully accessible by 2007. Since 1985, Metra has completed access improvements at a number of non-downtown RI stations, and 16 outlying stations on the line are fully accessible to riders with disabilities. Metra will bring the remaining stations into full ADA compliance as they are rehabilitated so that eventually all will be accessible.

PROPOSED IMPROVEMENTS

An Auburn Park Metra Station has been planned for many years. Originally scheduled for funding from two State of Illinois bond programs since 2009, that funding was held up in the State’s budget woes before eventually being cut in 2017. Funding for the station was restored in recent budgets, and the state has released \$20 million for Auburn Park, which will be located just south of 79th Street. The station’s unique location will require the completion of a bridge lift to create adequate clearance between the Metra tracks and the freight right of way below. Metra held a ceremonial groundbreaking for the combined project in September 2019. Once the design and construction of bridge lift is complete, work is slated to begin on the station.

TABLE 8: MAJOR TRIP GENERATORS ACCESSIBLE ALONG THE RI CORRIDOR

Generator Type	Name	Comments	Municipality
Colleges and Universities	Illinois College of Optometry	650 students	Chicago
	Illinois Institute of Technology	7,700 students	Chicago
	St. Xavier University	3,900 students	Chicago
	South Suburban College - Oak Forest Center	Branch of 2-year college	Oak Forest
	DeVry University/Chamberlain College of Nursing	1,500 students	Tinley Park
	Moraine Valley Community College	Southwest Education Center auxiliary campus	Tinley Park
	Joliet Junior College	22,000 students	Joliet
	University of St. Francis	1,300 students	Joliet
Culture and Entertainment	Guaranteed Rate Field	Chicago White Sox ballpark; cap. 41,000	Chicago
	Chicagoland Speedway/Route 66 Raceway	NASCAR racetrack; cap. 75,000	Joliet