Appendix U

Lorenzo Road Meeting Materials and Correspondence

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Lorenzo Road – Meeting Materials and Correspondence

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Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Interstate 55 at Lorenzo Road and Illinois Route 129
Will County

March 21, 2008

Mr. Sam Flood
Acting Director
Illinois Department of Natural Resources
Office of Water Resources
One Natural Resources Way
Springfield, IL 62702-1271

Dear Mr. Flood:

The Illinois Department of Transportation is initiating preliminary engineering and environmental studies (Phase I) for improvements to Interstate 55 (I-55) in Will County. The project location is illustrated on the attached project location map. This improvement is currently funded in the Department's Fiscal Year 2008-2013 Proposed Highway Improvement Program.

We are writing at this time to inform you of the general scope of the study and solicit your early input. The general scope of this project includes the potential improvement of the interchanges of I-55 at Lorenzo Road and I-55 at IL 129, including potential improvement of mainline I-55 and the frontage roads from approximately Coal City Road to River Road. Improvements are proposed in order to accommodate projected increase in traffic volumes resulting from growth and development in the region.

The Des Plaines Conservation Area property is located adjacent to the project north of the Kankakee River on the west side of I-55. It would be very helpful if we were provided background information on this property along the study area. The information that would be of particular interest to us is as follows:

1. Size in acres, as well as right of way plat and/or site plan.
2. Common name and type of facility (recreation, historic, etc.).
3. Available recreational activities (fishing, swimming. bike trails, etc.).
4. Facilities, existing and planned (description and location).
5. Usage (approximate number of users for each activity).
6. Relationship to other similarly used lands in the vicinity.
7. Access (pedestrian, bicycle, equestrian and vehicular).
8. Ownership and applicable clauses affecting title, such as covenants, restrictions or conditions including forfeiture or federal encumbrances (i.e., LAWCON or OSLAD funds).
9. Unusual characteristics of the property (flooding, vegetation, terrain conditions or any other feature).
10. Map identifying the extent of your holdings in the area of the improvement.

If you have any questions or need additional information, please contact Mir Mustafa, Project Manager, at (847) 705-4477.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: Peter Harmet / JAB
Peter E. Harmet, P.E.
Bureau Chief of Programming

Bcc: Steve Hamer, IDNR
Vanessa Ruiz

S:\Gen\WP\p&es\CONSULT\JAF\I55 at Lorenzo Rd\Sam Flood 31708 .doc

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

REPLY TO
ATTENTION OF:

RECEIVED
JUL 25 2008
ILLINOIS
DIVISION

JUL 18 2008

Technical Services Division
Regulatory Branch
LRC-2008-368

SUBJECT: NEPA/404 Merger Process Project Review of the I-55 from Coal City to River Road Improvement Project in Will County, Illinois

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Fuller:

This letter is in response to your request that the Department of the Army (Corps) review the I-55 at Lorenzo Road and 129th Street project and provide concurrence with the Purpose and Need (P&N) statement of the project. Various Federal and state agencies are providing a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement National Environmental Policy Act And Clean Water Act Section 404 Concurrent NEPA/404 Processes For Transportation Projects in Illinois".

Following a thorough review of the project documents and the Corps attendance at two (2) informational meetings that were held for the agencies to discuss the P&N for the project, this office has determined, at this time, that it can not concur with the P&N "Capacity" requirements of the project due to the following:

a. The traffic analysis summary for P&N of the project appears to lack comprehensive and realistic projected traffic volumes for the region. Table 1.3.1 under "Capacity" indicates that the total traffic (ADT) anticipated in 2030 is approximately 12,500 for all ramps associated with the two interchanges. The analysis does take into consideration current growth projections for the region, including the future business park and intermodal facility immediately to the north of the 129th interchange. However, the analysis does not provide realistic numbers for growth projections, changes in travel patterns, etc., of the region nor does it provide realistic numbers for the capacity needs of the approximately 3,000 park and intermodal facility that is contingent upon the road and interchange improvements. In addition, development plans for the park and intermodal facility are in concept only, and not slated for build out for many years;

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b. The Corps had been informed that additional traffic studies for the project are currently underway and that the results of the studies were to be presented to the agencies at the meeting that was held at the IDOT offices in Schaumburg on July 9, 2008. However, no additional information was brought to the discussion at that time. This office is requesting the opportunity to review the additional "Capacity" information as soon as it is available so that a concurrence point for Purpose and Need can be achieved.

Please be informed that the Corps does concur with the P&N for the project as it pertains to "Operational" and "Safety Deficiencies" and has no request for further information of these areas.

If you have any questions, please contact Kathy Chernich of the Regulatory Branch by telephone at (312) 846-5531 or by email at kathy.g.chernich@usace.army.mil.

Sincerely,

for Keith L. Wozniak
Chief West Section
Regulatory Branch

MITCHELL A. ISOE
Chief, Regulatory Branch

Copy Furnished:

United States Fish & Wildlife Service (Rogner)
United States Environmental Protection Agency (Pierard)
Illinois Environmental Protection Agency (Yurdin)
Illinois Department of Natural Resources (Schanzle)

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

RECEIVED
JUL 23 2008
ILLINOIS DIVISION

IN REPLY REFER TO:
FWS/AES-CIFO

July 21, 2008

Matt Fuller
US Department of Transportation
Federal Highway Administration
3250 Executive Park Dr.
Springfield, Il 62703

Dear Mr. Fuller:

This responds to your request for concurrence on Purpose and Need (P&N) for the proposed I-55 at Lorenzo Road project located in Will County, Illinois. Based on the information provided to date, we do not concur with P&N. The reasons for our position are listed below.

At our June 23, 2008 NEPA/404 Merger Meeting, we did not concur on P&N because of the lack of information provided for the closely associated business park and intermodal facility located west of the interchange of I-55 and Lorenzo Road. The stated purpose of the project was to address capacity, operational, and safety deficiencies along I-55 including the frontage roads and two interchanges (Lorenzo road at I-55 and IL Route 129 at I-55). During the meeting, it was determined that the driving force to address the capacity need was the construction of the 2500 acre business park and intermodal facility. We therefore requested that an additional meeting be scheduled to provide information about the business park and intermodal facility in order to address the need for the proposed project.

We met on July 9, 2008 and a representative from Ridge Property Trust briefed us about the proposed business park and intermodal facility. We were informed that the total build out for the project would take 10 to 15 years, depending on marketing conditions. We were also informed that the traffic numbers to support the need of capacity would be forthcoming. However, it was not confirmed that these numbers would be provided before the next merger meeting in September of 2008.

Based on both meetings and the information provided, we do not concur on the P&N for the project. During the process we have expressed concern about the need for improvements at the I-55 and Lorenzo Road interchange in the absence of an intermodal facility. Based on the information provided, the need for additional capacity may not exist if the proposed

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUL 22 2008

REPLY TO THE ATTENTION OF

E-19J

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: **Comment on the Purpose and Need for the IL-55 Lorenzo Road-I-129 Interchange Project**

Dear Mr. Fuller:

Our comment letter is provided pursuant to the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. This project is being developed using a merged process of NEPA and Section 404 of the Clean Water Act. The purpose and need statement as presented for this Federal Highway Administration (FHWA) project identified three concerns to be addressed: 1) operational deficiencies, 2) safety, and 3) capacity. Per our phone conversation Monday, July 21, 2008, operational deficiencies and safety issues have been clearly presented and documented. However, it is still unclear to what degree the proposed intermodal facility will affect capacity and whether other factors contributing to capacity are fully accounted for in the proposed project scope. We need more or clearer information in order to concur.

We understand that this I-55 corridor is rapidly developing. There is presently a second project being considered at the nearby I-55 and Arsenal Road interchange to address a recently developed rail yard and its induced developments. Additional regional projects will also impact this I-55 corridor, including, but not limited to the Union Pacific and CSX Railroad yards proposed in Crete-Peotone area, the Canadian National Railroad purchase of the EJ&E Railroad, the South Suburban Freight Study projections of freight and industrial development, and the Prairie Parkway and Illiana Parkway projects. Traffic from these developments will contribute capacity pressures to this corridor and this proposed project location that need to be clearly and adequately addressed.

Addressing this project, along with other projects in the corridor, in a more comprehensive way would help ensure that important environmental resources are not overlooked. The Midewin National Tall Grass Prairie, DesPlaines State Conservation Area and similar nearby prairie areas, both protected and unprotected, may be impacted by induced development pressures along this corridor. The Des Plaines and Kankakee Rivers and their watersheds could be impacted by significant increases of impervious surface areas and polluted run-off.

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Therefore, we recommend the FHWA consider a project scope to include all aspects of the I-55 corridor from its I-80 interchange south to the Gardner interchange. Considering this single corridor project in a tiered approach might be appropriate and practical. Alternatively, the NEPA documents should fully disclose the other transportation projects in the area and their effect on the transportation system and the environment

Thank you for the opportunity to comment on the purpose and need for this proposal. Should you have any questions regarding our comments, please feel free to contact me or my staff member, Norm West, at 312-353-5692 or west.norman@epa.gov.

Sincerely,

Sheryl A. Kamke

for Kenneth A. Westlake, Supervisor
NEPA Implementation
Office of Enforcement and Compliance Assurance

Cc: Kathy Chernich, United States Army Corps of Engineers
Shawn Cirton, US Fish and Wildlife Service

benesch
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312-565-0450 • Fax: 312-565-2497 • www.benesch.com

January 20, 2009

Jack Bennett
Senior Program Analyst
United States Department of Transportation
P-20, Room 10305E
400 7th Street SW
Washington, D.C. 20590

Subject: Illinois Department of Transportation, District 1
Interstate 55 Phase I Study
Will County, Illinois

Dear Mr. Bennett:

This letter is provided at the request of Ridgeport Development to inform you of the state lead transportation project that is adjacent to their development. The Illinois Department of Transportation has engaged the services of Alfred Benesch and Company to perform Phase I and Phase II engineering services to address operation, safety and year 2030 capacity deficiencies of access to and from Interstate 55 between Coal City and Lorenzo Road (County Highway 80). (See Exhibit 1 – Location Map)

The anticipated schedule for the completion of the Phase I Study and Phase II Construction Documents is as follows:

Phase I Study (To Be Processed as EA) –

- Purpose and Need Approval – February 2009
- Approval of Alternatives to be Carried Forward – June 2009
- Approval of the preferred alternative – September 2009
- Public Meeting – January 2010
- Finding of No Significant Impact - May 2010

Phase II Construction Documents –

- To be completed Fall/Winter 2010 for Spring 2011 construction letting

Though it is still early in the Phase I process, three construction projects have been generally identified in the Illinois Department of Transportation – Transportation Improvement Program as a result of this study. The projects are as follows:

1. Reconstruction of I-55 Interchange at Lorenzo Road - $18 million
2. Reconstruction of I-55 Interchange at IL. Rte. 129 - $36.6 million
3. Widening, resurfacing & auxiliary lanes from Lorenzo Road to IL. Rte 129 - $22.5 million

(See Exhibit 2 – For approximate project limits)

If you have any additional questions regarding the project please feel free to contact me directly.

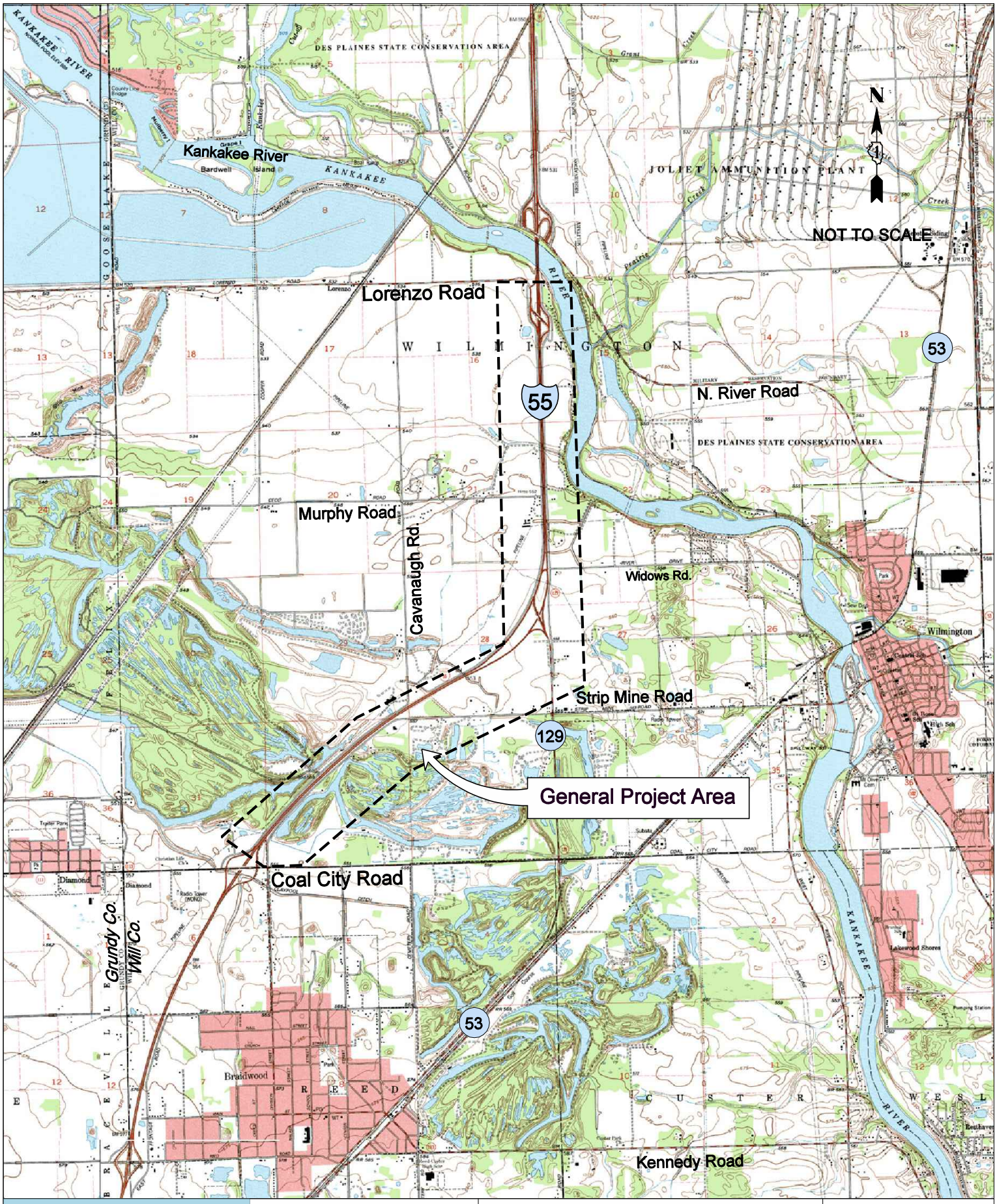
Sincerely,

Ryan M Thady

Ryan M. Thady P.E.
Project Manager

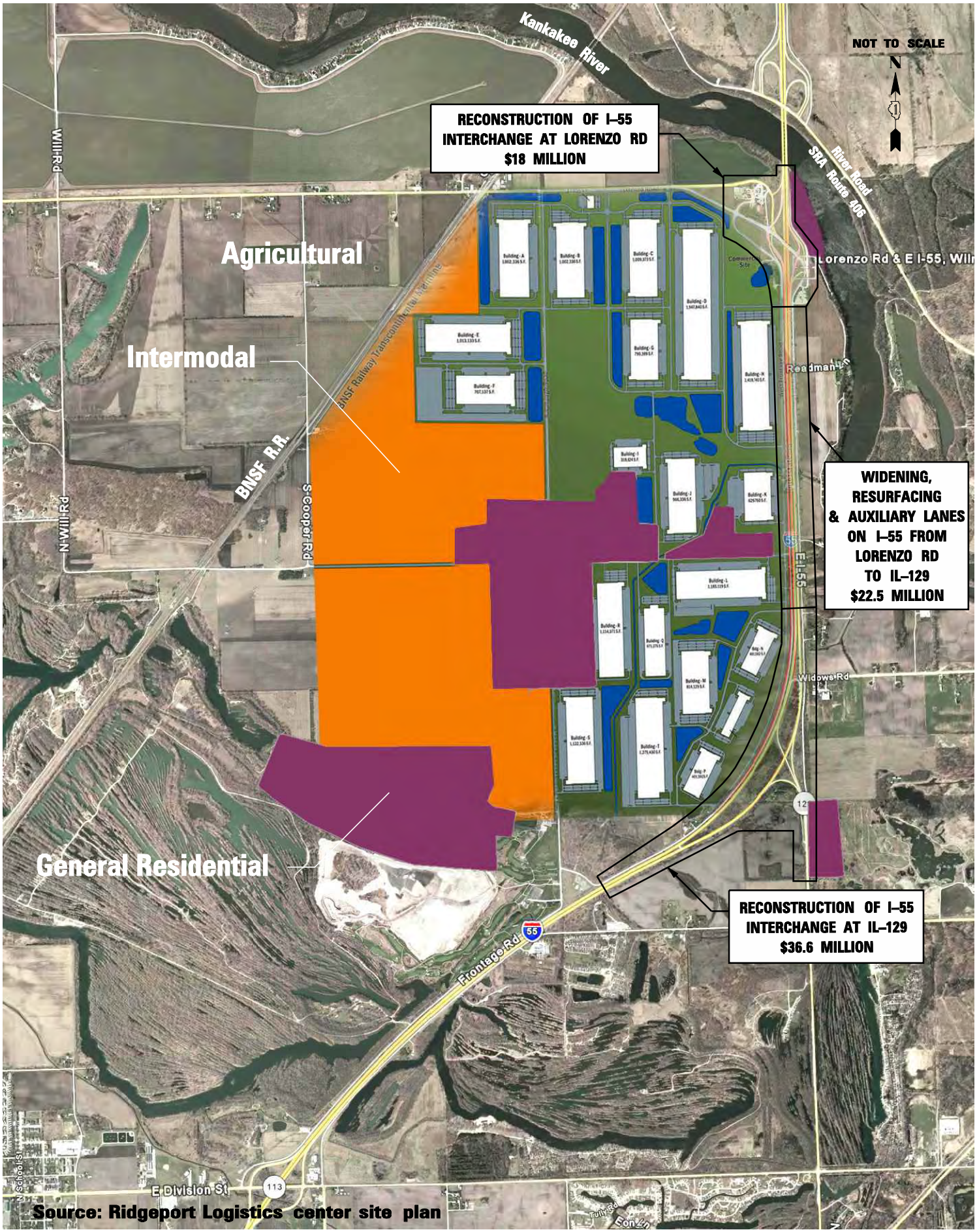
RMT:rmt
Enclosures

Cc: John Baczek – Illinois Department of Transportation



benesch	I-55 Lorenzo Rd. to Coal City Rd.	Location Map	Exhibit 1

U-010



Source: Ridgeport Logistics center site plan

benesch	I–55 AT LORENZO ROAD AND IL. 129	Future Land Use & Roadway Improvements U-011	EXHIBIT 2

Paul E. Nowicki
Assistant Vice President
Government & Public Policy

BNSF Railway Company
547 West Jackson Blvd., Ste. 1509
Chicago, IL 60661-5717
tel 312-850-5678
fax 312-850-5677
email paul.nowicki@bnsf.com

September 1, 2009

Mr. Ojas Patel
Illinois Department of Transportation
201 West Center Court
Schaumburg. Illinois 60196-1096

Re: RidgePort Logistics Center

Dear Mr. Patel:

In connection with the referenced project, please accept this letter as an update to our involvement in the RidgePort Logistics Center project located at I-55 and Lorenzo Road in Will County, Illinois. BNSF sees a very bright future for this project, and continues to support the efforts to begin construction.

In March 2007, BNSF Railway Co. ("BNSF") signed a Memorandum of Understanding with Ridge Logistics Park I, LLC ("Ridge") in support of the development of RidgePort Logistics Center – Chicago. Since that time, we have worked diligently with Ridge to plan and design rail facilities for the transfer of freight from truck to rail or rail to truck.

The railroad and logistics industries have been equally affected by the recent economic downturn. BNSF Railway has worked diligently and successfully to keep our business on-track and to appropriately plan for the future of our business in the Chicago market and across the nation. It is BNSF's intent to develop our facilities as market conditions warrant.

BNSF is well positioned to help the Greater Chicago Region improve its efficiency and competitiveness through developments such as the RidgePort Logistics Center. Rail can greatly help reduce our dependence on foreign oil by transporting freight more fuel efficiently and cost effectively than by truck alone. In fact, freight trains are, on average, three times more fuel efficient than trucks and BNSF's trains now move each ton of freight more than 450 miles on a gallon of diesel fuel. Freight rail also provides tremendous value in reducing the country's transportation carbon footprint, given its reduced emissions versus truck-only freight transportation. In addition, freight rail can help reduce highway congestion by providing an alternative to long-haul trucking.

I assure you that this project is a priority for the BNSF and we are doing everything we can to get it up and running, subject to economic conditions. BNSF recognizes the strategic importance of the RidgePort Logistics Center, not only for our company, but for the State of Illinois and the logistics industry as a whole. We look forward to working with Ridge to make this a successful development.

Sincerely,

Paul Nowicki

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

NOV 13 2009

REPLY TO THE ATTENTION OF:

E-19J

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: **Concurrence for the Lorenzo Road Project Alternatives To Be Carried Forward**

Dear Mr. Fuller:

Our comment letter is provided pursuant to the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. This project is being developed using a merged process of NEPA and Section 404 of the Clean Water Act. We previously concurred verbally with the alternatives to be carried forward during the September 9, 2009 agency meeting in Springfield, Illinois. We appreciate the presentation of Alternatives Considered at that meeting and the associated discussion. The e-mailed draft minutes of the meeting, although including the subjects discussed, could be a bit clearer regarding the alternatives to be carried forward. An annotated summary of the points as we understand them, follows:

Alt A - No Build

Alt B - Reconstruct a free flowing interchange design at IL Rt. 129 with no changes to the Lorenzo Road interchange itself, but stormwater run-off collection and bio-pretreatment from the I-55 Kankakee River bridge - Lorenzo Road interchange roads and ramps would be installed on the south shore. The riparian buffer along the south shore of the river would be enhanced.

Alt C1 - dropped

Alt C2 - Reconstruct a partial cloverleaf design interchange at IL Rt. 129 with reconstruction of the Lorenzo Road interchange using a "trumpet" design at a location south of the present pattern, which would be reduced to only an overpass over I-55 and frontage road accesses. Stormwater run-off collection and bio-pretreatment from the I-55 Kankakee River bridge - Lorenzo Road overpass roads would be installed on the south shore. The riparian buffer along the south shore of the river would be enhanced.

Alt C3 - Reconstruct a standard cloverleaf design interchange at IL Rt. 129 with reconstruction of the Lorenzo Road interchange using a "trumpet" design at a location south of the present pattern, which would be reduced to only an overpass over I-55 and frontage road accesses. Stormwater run-off collection and bio-pretreatment from the I-55 Kankakee River bridge - Lorenzo Road overpass roads would be installed on the south shore. The riparian buffer along the south shore of the river would be enhanced.

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Alt C4 - dropped

Alt D - Reconstruct a free flowing interchange design at IL Rt. 129 with some changes to the Lorenzo Road interchange itself, to possibly include complete removal of all interchange ramps or selected ramp removal such as the northbound entrance and southbound exit ramps, or other modifications. Stormwater run-off collection and bio-pretreatment from the I-55 Kankakee River Bridge - Lorenzo Road interchange roads and ramps would be installed on the south shore. The riparian buffer along the south shore of the river would be enhanced.

It was further concurred that while an overpass over the BNSF rail tracks is not part of this construction project, planning for such an overpass somewhere near the proposed railyard would be included so that the potential for such a future overpass is not precluded. This is to assure that a highway bottleneck "hotspot" would not be created.

Considering these clarifications of the above points, we provide this letter to affirm our verbal concurrence with the alternatives to be carried forward. Thank you for the opportunity to comment on the alternatives for this project. Should you have any questions regarding our comments, please feel free to contact my staff member, Norm West, at 312-353-5692 or west.norman@epa.gov.

Sincerely,

for Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

-DRAFT-

May 17, 2011

Scherrie Giamanco
State Executive Director
Illinois State Farm Service Agency
United States Department of Agriculture
3500 Wabash Avenue, P.O. Box 19273
Springfield, Illinois 62794-9273

Re: Interstate 55 (FAI-55), Lorenzo Road to Coal City Road
District 1/Region 1
IDOT Job No. P-91-190-07
Wilmington Township, Will County, Illinois

Dear Ms. Giamanco:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), is in the process of evaluating agricultural impacts for the Interstate 55 (I-55) Lorenzo Road to Coal City Road Environmental Assessment (EA). The purpose of the study is to identify a transportation improvement that will address operational and safety deficiencies with respect to access to and from I-55 between Coal City Road (IL 113) and Lorenzo Road (County Highway 80) in Will County.

IDOT has requested permission for their consultant, Huff & Huff, Inc. (H&H), to review the U.S. Department of Agriculture Farm Service Agency (FSA) aerial photography that delineates farm operation and ownership boundaries within the areas identified on the attached exhibit (Exhibit 1) in Wilmington Township, Will County, Illinois.

It is our understanding that this information may be available digitally as Common Land Units (CLUs). Inspection of the printed CLUs in the individual FSA county offices as well as off-site reproduction of the 24-inch by 24-inch aerial photography will be required, if it is not available in a digital format. The 24-inch by 24-inch FSA maps depict farm, farm tract, and farm field boundaries (CLU shape file) using the National Agricultural Imagery Program (NAIP) imagery.

The information provided by the aerial photography will assist in alternative and impact analysis, which will support the preparation of the EA. Agricultural impact analysis is a

component of the preliminary engineering and environmental planning phases for the proposed EA.

Please let this letter serve as a formal request for access to the above data. The contact person at IDOT is Ojas Patel, who may be contacted at (847) 705-4084. Lailah Reich, from H&H, will contact the Will-South Cook FSA office to make an appointment to view the data in your office if the data are not available in a digital format.

This information will be helpful in describing agricultural operations in the project area and assessing potential impacts resulting from the proposed project. Thank you for your cooperation in this matter. Please contact me by phone (217) 492-4625 or by email at matt.fuller@dot.gov if you have any questions.

Sincerely,

Matt Fuller
Environmental Programs Engineer, FHWA

For: Norman R. Stoner, P.E.,
Division Administrator

cc: Ryan Thady, Alfred, Benesch & Company
John Baczek, Illinois Department of Transportation, District 1
Ojas Patel, Illinois Department of Transportation, District 1
Jim Novak, Huff & Huff, Inc.

Illinois NEPA/404 Merger Meeting
June 23, 2008
Illinois Department of Transportation – District 1
201 West Center Court
Basement – Training Room A
Schaumburg, Illinois 60196

10:00 am – 12 noon

- Elgin O'Hare West Bypass (District 1, IDOT), Cook-DuPage Counties
    - Purpose and Need Concurrence, Alternatives Discussion
- I-55 at Lorenzo Road (District 1, IDOT), Will County
    - Purpose and Need Concurrence

12 noon – 1:30 pm

- Lunch Break

1:30 pm – 3:15 pm

- Red Gate Road Extension (District 1, City of St. Charles), Kane County
    - Alternatives Carried Forward and Preferred Alternative Concurrence
- Macon County Beltway (District 7, Macon County), Macon County
    - Alternatives Carried Forward and Preferred Alternative Concurrence

3:15 – 3:30 pm (Break)

3:30 pm – 4:30 pm

- Danville Beltline (District 5, City of Danville), Vermilion County
    - Alternatives Carried Forward and Preferred Alternative Concurrence

NEPA/404 Merger Meeting
June 23, 2008

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217-492-4625	Matt.Fuller@dot.gov
Hassan Dastgir	FHWA	217-492-4623	hassan.dastgir@fhwa.dot.gov
Pam Heimsness	FHWA	217-492-4626	pamela.heimsness@fhwa.dot.gov
Heidi Liske	FHWA	217.492.4637	heidi.liske@dot.gov
Terry Savko	IL Dept of Agr.	217.785.4458	terry.savko@illinois.gov
Steve Hamer	IDNR	217-785-4862	steve.hamer@illinois.gov
Ken Westlake	US EPA	312-886-2910	westlake.kenneth@epa.gov
Sherry Kamke	US EPA	312-353-5794	kamke.sherry@epa.gov
Norm West	U.S. EPA	312-353-5692	west.norman@epa.gov
Shawn Cirton	USFWS	847-381-2253	shawn_cirton@fws.gov
PETE HARMET	IDOT	847-705-4393	PETE.HARMET@ILLINOIS.GOV
Lidia Pilecky	CH2M Hill	773-693-3800	lpilecky@ch2m.com
Peter Knysz	CBBEL	847-823-0500	pknysz@cbbel.com
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NEPA/404 Merger Meeting
June 23, 2008

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NEPA/404 Merger Meeting
June 23, 2008

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NEPA/404 Merger Meeting
June 23, 2008

Name	Organization	Phone No.	E-mail
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Michael Ricketts	USACE-Louisville	812-853-0472	

NEPA/404 Merger Meeting Summary
June 23, 2008

IDOT District 1, Cook and DuPage Counties
Elgin O'Hare-West Bypass
Environmental Impact Statement
Purpose and Need

On June 23, 2008, the Illinois NEPA/404 Merger agencies gathered to review the Purpose and Need for the Elgin O'Hare – West Bypass (EO-WB) project. Additionally, the agenda included a review of the Alternatives Development Process for the project. The latter agenda item is a work in progress and served as a precursor to future merger meetings when the range of alternatives would be decided.

An overview of the project purpose statements was presented. The presentation provided a historical perspective of the steps that led to the development of the project Purpose and Need Statement. It was mentioned that the Purpose and Need was founded on extensive stakeholder involvement that was designed to identify important transportation needs for the area and prioritize those needs. Additionally, the project team prepared the Transportation System Performance Report (TSPR) which is a detailed analysis of travel performance for the existing network as well as assessing travel performance on the 2030 baseline network. Combined, the output from stakeholders and the TSPR formed the essential information needed to prepare the project Purpose and Need. Evolving from this process were four purpose statements:

1. Improve Regional and Local Travel

2. Improve Travel Efficiency

3. Improve Access to O'Hare from the West

4. Improve Modal Connections

Details supporting each purpose statement were communicated to the group including data supporting widespread congestion, impaired accessibility, lengthy travel times from the west side of O'Hare to a freeway connection, and numerous gaps in transit service that impedes potential larger ridership numbers.

The presentation was concluded with a review of the public comments received on the draft document. Generally, these comments agreed with the Purpose and Need, although some commenters had specific recommendations, additions, clarifications, or deletions.

Following the conclusion of the presentation, Matt Fuller of FHWA asked the agencies if they had any questions on the Purpose and Need. Noting that the participants had no questions, Mr. Fuller asked each individual agency if they concurred with the EO-WB Purpose and Need. Mr. Fuller polled each agency participant and concurrence was unanimous.

The second part of the agenda was a review of the Alternatives Development Process and Alternatives Strategies developed to date. It was explained that the Alternatives Development Process is comprised of four steps or modules. The process is nearing the completion of Module 2. Specifically, Module 2 has developed complete strategies for roadway and transit improvements. For roadways, 15 alternative strategies have been developed and tested with

measures that represent the purpose statements. These travel performance data were shared with the group and it was noted that all roadway options in Groups 1, 3 and 6 were consistently the lowest performers versus the project performance measures and least likely to satisfy the Purpose and Need. It was explained that in the next module, roadway and transit improvements would be brought together to form complete alternatives.

It is anticipated that at the September 404 Merger Meeting, the EO-WB will again update the agencies on the Alternatives Evaluation Process. In February of 2009, the EO-WB will request the agencies' concurrence on the finalist alternatives to be carried forward in the Draft EIS.

Following the presentation of the Alternatives Development Process, the EO-WB presentation was concluded.

IDOT District 1, Will County
I-55 at Lorenzo Road
Environmental Assessment
Purpose and Need

This was the first NEPA/404 presentation of this project. The purpose of the meeting was to discuss the purpose and need for the project and to seek concurrence point number one.

The consultant opened the meeting by presenting to the group the PowerPoint presentation that had been presented at the initial public meeting which was held at the Wilmington City Hall on April 29, 2008. The presentation outlined the study limits, emphasized the existing geometric concerns, summarized the crash history and outlined the planned intermodal development to the west of Interstate 55, known as the Ridgeport development.

The meeting was then opened to questions and comments concerning the purpose and need statement for the project.

After a brief discussion of the locations and types of crashes, particularly where the animal crashes were occurring, there was general concurrence among all parties that the purpose and need statement had adequately addressed the geometric and safety needs for the project.

The focus of the meeting then turned to the planned development west of Interstate 55 and the associated need for additional capacity that is a result of this development. Questions were raised concerning the proposed land use of the development, the status of permitting for the development and the anticipated schedule of construction.

The US Department of Agriculture questioned whether this development was within an enterprise zone. It was noted that if not previously accounted for, the conversion of farmland acreage to industrial use would need to be documented by the appropriate authority with jurisdiction over the conversion. This will be conveyed to the appropriate planning entity once it is determined to whom the park will annex to ensure that this conversion is documented.

The Illinois Department of Natural Resources indicated that they received the ten point letter requesting information regarding the Des Plaines Fish and Wildlife Conservation Area but it

was their understanding that the consultant was evaluating options to minimize or eliminate impacts to this area. The consultant noted that this was the case and they would provide a response letter that would amend this request.

US Fish and Wildlife, US EPA and the Army Corp. of Engineers all requested additional time to review the status of the environmental documents for the BNSF Intermodal Development and the Ridgeport Logistics Development to confirm their understanding of the traffic growth projections. Given the need for capacity improvements to the I-55 project is directly attributable to these two developments, the agencies will need assurance that these projects are moving forward.

A formal vote for concurrence on the purpose and need was taken for the record.

US Fish and Wildlife (Cirton) – Does Not Concur with Capacity at this time
US EPA (Westlake) – Withheld
IDNR (Hamer) – Concur
US Department of Agriculture (Savko) – Concur
US Army Corp. of Engineers (Chernich) – Does Not Concur with Capacity t this time.

US Fish and Wildlife and the Army Corp. of Engineers agreed to meet internally to review the status of permits for both of the developments.

Collectively it was agreed that it would be beneficial for the consultant/developer of both the BNSF Intermodal and Ridgeport Logistics Development to present their projects to the group. This presentation will be scheduled to occur at the July 9th 2008 FHWA coordination meeting which will be held at the IDOT District 1 office.

Concurrence on the purpose and need would then be discussed after the presentation and another vote called.

IDOT District 1, Kane County
Red Gate Road Extension
Environmental Assessment
Purpose and Need, Alternatives to be Carried Forward
And Preferred Alternative Concurrence

The portion of the meeting regarding this project started at 1:30 p.m.

The meeting started with self-introductions around the room.

This was the third presentation for this project. The City of St. Charles (Mark Koenen) introduced the project to the attendees. The first presentation in September 2007 introduced the project to the resource agencies. The second presentation in February 2008 was to receive concurrence on purpose and need, alternatives to be carried forward and the preferred alternative. Only concurrence on purpose and need was received as representatives from the USEPA and USFWS asked for additional alternatives to be analyzed.

CH2M Hill (Jeff Frantz) presented the alternatives to be carried forward. He first gave an overview of the study area, noting all of the special features along the river, including St. Charles' downtown, parks, forest preserves, nature preserves, public facilities (schools) and major employers. He then introduced the alternatives analyzed, which included 6 original alternatives and 4 additional alternatives

- Edgewild Lane Corridor (E-C)
- Thornhill Farm Lane Corridor (T-C)
- Park Lane/Lambert Avenue (P-L)
- Bluff Drive/Rockwell Avenue (B-R).

He then discussed each alternative:

- No-Build, Nonroadway
- IL64/Main Street
- Union Pacific Railroad (UPRR) Corridor
- Crane Road Corridor
- Edgewild Lane Corridor (E-C)
- Thornhill Farm Lane Corridor (T-C)
- Park Lane/Lambert Avenue (P-L)
- Bluff Drive/Rockwell Avenue (B-R)
- Red Gate Road Corridor (RG)

Frantz explained the features, engineering and environmental issues and impacts, and whether or not each alternative met the purpose and need. He then concluded whether each alternative should be dismissed or carried forward.

The no-build alternative is being carried forward for comparison purposes although it does not meet purpose and need. The non-roadway alternatives were dismissed from further consideration since they did not meet the purpose and need, but the bicycle/pedestrian facility alternative was incorporated into the remaining alternatives as an amenity. It was recommended that the Main Street and UPRR alternatives not be retained because they did not meet purpose and need. For Crane Road, Jeff explained that, while this alternative met the purpose and need, there were unavoidable, adverse impacts to environmental and socioeconomic resources. For those reasons, it was recommended that this alternative not be retained. The Edgewild Lane and Thornhill Farm Lane Corridors were also recommended to be dismissed from further consideration due to the unavoidable impacts to forest preserve and wetland resources, adverse impacts to the Q Center and residential displacements and impacts to an established neighborhood. USFWS (Cirton) noted he proposed a shift in the Crane Road alignment as an alternate to the (E-C) alignments, but it would still have the same impacts on the east side of the river. USFWS (Cirton) also inquired about the quality of trees on the east side of the river. The Kane County Forest Preserve District (Monica Meyers) gave a brief overview of the Arthur Anderson Forest Preserve citing the high quality oak trees present within the preserve. Also, she mentioned past capital expenditure projects to improve the preserve.

USEPA (West) asked why the (T-C) corridor was being dismissed. Was it because of impacts on the east or west side of the river? Also, was this corridor still being analyzed as a local crossing

due to a DHV of 465? Frantz responded that the cumulative impacts associated with the east and west sides of the river led to recommendation of dismissal. IDOT (Crim) stated traffic west of IL 31 would likely try to use residential neighborhood streets to connect to either Red Gate Road or Crane Road and these streets were not designed to handle the capacity of proposed traffic. Frantz also noted 2030 as the design year.

Next the (P-L) and (B-R) alternatives were discussed. These alternatives were recommended to be dismissed from further consideration due to residential displacements and adverse impacts to established neighborhoods along with undesirable impacts to traffic patterns and additional impacts resulting from providing adequate vehicular access and stormwater treatment. For the (P-L) alignment, USFWS (Cirton) noted the environmental impacts were minimal compared to other alignments. It was also noted to potentially shift the east terminus of the (B-R) alignment to avoid impacts to environmental resources. Frantz noted that this could be accomplished, but would result in additional displacements.

The last alternative discussed was the Red Gate Road Corridor, it was noted that this alternative met the purpose and need. Further, only one resource, Kane County Forest Preserve District property, could not be completely avoided within the Red Gate Road Corridor. Meyers stated the Forest Preserve land is of low quality. It was originally a farmstead and is now an open space used for dog walking activities in the northern portion of the property. The trees are considered low quality and soil conditions are poor. This land was purchased by the Forest Preserve District in anticipation of a future site for a crossing that would link the Fox River Trail on the east side of the river to the Mid County and Great Western Trails on the west side of the river. USFWS (Cirton) asked if there were any farmed wetlands on the property. Meyers replied that there were not. Frantz noted that this improvement would enhance the property and has minimal impacts to the forest preserve.

USEPA (Westlake) asked about the origin/destination of trips over the proposed bridge and if this would lead to increased traffic on Army Trail Road. Frantz responded that a traffic study concluded that less than 5% of trips would continue on to Army Trail Road and that this crossing is intended to serve St. Charles as a local crossing. The traffic study will be provided to USEPA by the local agency's consultant per USEPA's request. Stearns Road Bridge is currently being built as a regional crossing and is located just 2.2 miles north of Red Gate Road.

USACE (Chernich) asked about the species of trees located within the corridor. Huff & Huff (Linda Huff) responded that the trees were low quality and cited several species. In conclusion, it was recommended that the Red Gate Road Corridor be carried forward for further consideration.

USACE (Chernich) added that following the September NEPA/404 Merger meeting she had met on site with the City and its consultants (RHA and Huff and Huff) to review potential wetland impacts in the Red Gate Road corridor. USACE (Chernich) stated that, from the USACE's perspective, there was nothing detrimental in this corridor and the USACE has no concerns. She asked if minutes from that meeting were available and if so, could they be forwarded to her.

USEPA (West) asked if it was known how much floodplain fill was required for the Red Gate Corridor alignments. RHA (Andy Underwager) replied he was not sure of the exact amount but a significant portion of the structure spanned the floodplain on the east side of the river.

USEPA (Westlake) asked what the function/LOS was on the east side of the river. Frantz indicated that impacts resulting from proximity with other roads were not present with the Red Gate alignments as with the others.

At the end of discussion, FHWA (Fuller) asked for further questions or comments from the resource agencies. Being none, FHWA asked each agency for concurrence regarding the alternatives to be carried forward. The following agencies concurred: USACE (Chernich), IDNR (Hamer), IDOA (Savko), USFWS (Cirton) and USEPA (Westlake). USEPA's concurrence was based on the understanding that USEPA would be provided with a copy of the traffic study that demonstrates less than 5% of the trips on Red Gate Road would continue onto Army Trail Road.

Frantz then continued with the preferred alternative presentation. Frantz explained that, of the three Red Gate alternatives evaluated, one of them (RG-1) was eliminated because it had the greatest resource impacts. The remaining two alternatives, RG-2 and RG-3, served as the starting points for refining the preferred alignment. On the west side of the river, the RG-2 location emerged as a preferable location for the following reasons:

(1) it connects to Red Gate Road a signalized intersection;
(2) it connects existing and planned bike/pedestrian trails; and
(3) the Kane Forest Preserve District indicated a preference for this location.

On the east side of the river, a slight shift of RG-3 was preferred because:

(1) it offered an improved sight distance location to Route 25;
(2) it avoided Norton Creek Forest Preserve; and
(3) a change in use at School District 303 administrative storage facility (Little Woods) made use of their property an option.

USACE (Chernich) asked what the tree removal plan was and it was indicated that all the trees would be replaced. USFWS (Cirton) requested that historically successful tree species be used in the replanting effort.

At the end of Frantz's presentation, FHWA (Fuller) asked for questions or comments from the resource agencies. Being none, FHWA asked each agency for concurrence regarding the Red Gate Corridor being the preferred alternative. The following agencies concurred: USACE (Chernich), IDNR (Hamer), IDOA (Savko), USFWS (Cirton) and USEPA (Westlake).

IDOT District 1, Macon County
Macon County Beltway
Environmental Assessment
Alternatives Carried Forward and Preferred Alternative Concurrence

Hanson presented information pertaining to the Alternatives Considered for an improved transportation facility south and east of Decatur, Illinois.

The USEPA (West) asked which traffic needed to go to downtown Decatur. Hanson responded that all state highways south and east of Decatur directed traffic to the same road system and that

those that wished to access the retail areas north of I-72 or the industrial section in the northeast portion of the City had no alternative route but to go through downtown.

The USEPA (West) stated that the mass transit service boundaries could be expanded to include some of the outlying towns (Mt. Zion, Long Creek) in order to reduce traffic congestion. Hanson responded that with truck percentages of around 10% and even assuming a 10% reduction in ADT due to mass transit, Level of Service (LOS) deficiencies in downtown would still be prevalent.

The USEPA (West) asked whether the green depicted interior build alternative met purpose and need. Hanson responded that it did, but with the anticipated residential and commercial displacements, the community effects of this alternative preclude it from being carried forward.

IDOA (Savko) asked where the REX pipeline location is proposed. Hanson responded that their alignment is proposed between Build Alternatives 1 and 2 south of Mt. Zion.

USEPA (USEPA) asked how the connections to U.S. 51 would occur. Hanson responded that all alternatives would connect and have free flow connections into U.S. 51; and that Build Alternative 1 would also connect to Business 51. It was also discussed that the redundant ramps on the partial cloverleaf interchange north of Elwin Road would be removed for placement of the new interchange.

USEPA (USEPA) asked why an I-72 or Business 51 connection was not considered instead of a connection to IL 48. Hanson responded that because of the proximity to the existing IL 48 interchange and the impacts caused by a new lake crossing, the alternatives involving a new connection with I-72 were eliminated. Hanson also responded that Business 51 into Forsyth has significant current traffic deficiencies, while IL 48 and I-72 have additional capacity and it was thought that the end of the route would be better served having close access to the interstate. The City of Decatur also has plans that would improve congestion to U.S. 51 by creating a roadway that would connect U.S. 51 to IL 48 near the IL 48 tie-in location. Therefore, it was not considered for this project.

FHWA requested concurrence for the Alternatives to be Carried Forward. USEPA (Westlake), IDOA (Savko), and IDNR (Hamer) concurred with the Alternatives to be Carried Forward. USACE (Betker) and USFWS (Woeber) provided concurrence for the Alternative to be Carried Forward by e-mail prior to the meeting.

Hanson presented the Preferred Alternative (Build Alternative 1) for an improved transportation facility south and east of Decatur, Illinois.

FHWA requested concurrence for the Preferred Alternative. USEPA (Westlake), IDOA (Savko), and IDNR (Hamer) concurred with the Preferred Alternative. USACE (Betker) and USFWS (Woeber) provided concurrence for the Preferred Alternative by e-mail prior to the meeting.

IDOT District 5, Vermilion County
Danville Beltline
Environmental Assessment
Alternatives to be Carried Forward and Preferred Alternative Concurrence

Jim Moll and Kevin Seals with Hanson Professional Services, Inc. presented the Danville Beltline project to representatives of USEPA, US Army Corps of Engineers – Louisville District, Illinois Department of Natural Resources, Illinois Department of Agriculture, IDOT and FHWA.

Concurrence on the Purpose and Need was obtained at the February 2008 NEPA-404 Merger Meeting.

Following the presentation of alternatives, USEPA asked about the potential for alternatives immediately north of Poland Road to minimize impacts to the Stony Creek floodplain. Hanson replied that the airport occupies land north of Poland Road and alternatives were developed that would not require land acquisition from the airport.

USEPA (Westlake), USACE (McCafferty), IDNR (Hamer) and IDOA (Savko) concurred with the alternatives to be carried forward.

The preferred alternative was presented along with the justification for eliminating the other alternatives. Additional concerns on the Stony Creek floodplain were discussed. The preferred alternative creates a transverse encroachment at a location where the existing roads cross the floodplain. Elimination of the western most middle alternative was discussed. This alternative was eliminated because it reduced the separation between planned industrial development and existing residential areas.

IDOA mentioned that the preferred alternative appeared to be the most reasonable solution to the purpose and need of the project. USACE asked if all unnamed tributaries crossed by the preferred alternative were field checked during the wetland surveys. Hanson stated that they had been field checked and most would likely require Section 404 permits if impacts to these waters will occur.

USEPA (Westlake), USACE (McCafferty), IDNR (Hamer) and IDOA (Savko) concurred with the preferred alternative.

The USFWS (Woeber) provided concurrence to the Alternatives to be Carried Forward and the Preferred Alternative in an e-mail dated June 16, 2008.

AGENDA ITEM #2

I-55 at Lorenzo Road and at IL Rte. 129

P-91-190-07

Will County

June 23, 2008

This was the 1st NEPA/404 presentation of this project. The purpose of the meeting was to discuss the purpose and need for the project and to seek concurrence point number one.

The consultant opened the meeting by presenting to the group the PowerPoint presentation that had been presented at the initial public meeting which was held at the Wilmington City Hall on April 29, 2008. The presentation outlined the study limits, emphasized the existing geometric concerns, summarized the crash history and outlined the planned intermodal development to the west of Interstate 55, known as the Ridgeport development.

The meeting was then opened to questions and comments concerning the purpose and need statement for the project.

After a brief discussion of the locations and types of crashes, particularly where the animal crashes were occurring, there was general concurrence among all parties that the purpose and need statement had adequately addressed the geometric and safety needs for the project.

The focus of the meeting then turned to the planned development west of Interstate 55 and the associated need for additional capacity that is a result of this development. Questions were raised concerning the proposed land use of the development, the status of permitting for the development and the anticipated schedule of construction.

The US Department of Agriculture questioned whether this development was within an enterprise zone. It was noted that if not previously accounted for, the conversion of farmland acreage to industrial use would need to be documented by the appropriate authority with jurisdiction over the conversion. This will be conveyed to the appropriate planning entity once it is determined to whom the park will annex to ensure that this conversion is documented.

The Illinois Department of Natural Resources indicated that they received the ten point letter requesting information regarding the Des Plaines Fish and Wildlife Conservation Area but it was their understanding that the consultant was evaluating options to minimize or eliminate impacts to this area. The consultant noted that this was the case and they would provide a response letter that would amend this request.

US Fish and Wildlife, US EPA and the Army Corp. of Engineers all requested additional time to review the status of the environmental documents for the BNSF Intermodal Development and the Ridgeport Logistics Development to confirm their understanding of the traffic growth projections. Given the need for capacity improvements to the I-55 project is directly attributable to these two developments, the agencies will need assurance that these projects are moving forward.

A formal vote for concurrence on the purpose and need was taken for the record.

US Fish and Wildlife – Does Not Concur with Capacity at this time
US EPA – Witheld
IDNR – Concur
US Department of Agriculture – Concur
US Army Corp. of Engineers – Does Not Concur with Capacity t this time.

US Fish and Wildlife and the Army Corp. of Engineers agreed to meet internally to review the status of permits for both of the developments.

Collectively it was agreed that it would be beneficial for the consultant/developer of both the BNSF Intermodal and Ridgeport Logistics Development to present their projects to the group. This presentation will be scheduled to occur at the July 9th 2008 FHWA coordination meeting which will be held at the IDOT District 1 office.

Concurrence on the purpose and need would then be discussed after the presentation and another vote called.

The meeting was adjourned.

Jessica Feliciano, Ryan Thady-Benesch

Meeting Minutes

Date: January 27, 2009

Location: IDOT District One – Schaumburg, IL

Attendees: Ojas Patel – IDOT Programming
James Prola – AECOM/Earthtech Geometrics Unit
Jason Salley - IDOT Geometrics Unit
John Baczek – IDOT Project Studies
Mir Mustafa – IDOT Programming
Ryan Thady – Benesch
Joanne Majewski – Benesch
Kyle Schumacher – Ridge Property Trust
Jennifer Mitchell – Traffic Consultant
Jason Snyder – Jacob and Hefner (via conference call)

SUMMARY:
This meeting was held to discuss roadway alignment alternatives as they pertain to regional continuity from the west side of the proposed full interchange at IL 129. IDOT requested that Benesch study an alternative that would provide a direct travel route through the site north to Lorenzo Road westerly.

Ridge Property Trust provided the original alignment which had priority travel from the IL 129 interchange westerly along Murphy Road to the intermodal access. The Lorenzo Road and site access is shown as a "tee" intersection. A second alignment was also shown to provide a through route from the IL 129 interchange north to curve directly into Lorenzo Road westerly. The east leg of Lorenzo Road would curve and "tee" into the new alignment.

IDOT indicated that their preference for study was the regional alignment. Design considerations include:

- Jurisdiction: IDOT does not see any State jurisdiction west of I-55. This new alignment would need to be County or Local.

- Speed limits: IDOT would like to see a 55 mph maintained off the IL 129 interchange
  45 mph through the site
  55 mph west on Lorenzo Road
  These speed limits were suggested, but of course, are of the decision of the jurisdictional agency.

- This alignment needs to be presented to the County and Village.

The forthcoming project schedule was discussed.
On February 3 – NEPA coordination will be held to gain concurrence on the Purpose and Need.
February 23 – a draft alternatives analysis report is due.
June NEPA – review and comment of the alternatives analysis report
September NEPA – decision of the preferred alternative.

At some point in this process, another public meeting is to be held to update the public.

ACTION:

- Jacob and Hefner and Benesch will coordinate the design of the regional alignment and the IL 129 interchange design.
- Ridge Property Trust is to move forward with their original "tee" intersection at Lorenzo Road for the first phases of development on the north.
- IDOT/Ridge are to coordinate a meeting with the Village and County to occur after the Feb. 3 NEPA coordination meeting.

The above summation is Jennifer Mitchell's interpretation of the items discussed and conclusions reached at the referenced meeting. If any additions and/or modifications to these minutes are required, please provide these requests in written to Jennifer Mitchell within 10 business days. Otherwise, the meeting minutes, as described herein will remain as written.

Illinois NEPA/404 Merger Meeting
I-55 at Lorenzo Road and IL 129 (District 1, IDOT) Will County
February 3, 2009

- Goal: Resolve remaining Purpose and Need questions

- Presentation
  - Developments since last meeting
  - Address comments on P&N
  - Final 2030 Traffic Projections
  - Questions and Answers

AGENDA ITEM #6

I-55 at Lorenzo Road and at IL Rte. 129

P-91-190-07

Will County

February 3, 2009

This was the 2nd NEPA/404 presentation of this project. The purpose of the meeting was to discuss the purpose and need for the project and to seek concurrence point number one.

The consultant opened the meeting by presenting to the group a PowerPoint presentation that addressed the comments received from U.S. Army Corp. of Engineers, U.S. Fish and Wildlife and the U.S. Environmental Protection Agency. The presentation focused on the disposition of comments and cited specific portions of the purpose and need that had been modified to address the comments.

Another key element of the presentation was the fact that the project team has received concurrence for the traffic volumes indicated within the purpose and need. The Illinois Department of Transportation concurred with the development's 2030 site generated traffic volumes in December of 2008 and the Chicago Metropolitan Agency for Planning (CMAP) concurred with the projected 2030 average daily traffic volumes for the project area in January 2009.

The meeting was then opened to questions and comments concerning the revised purpose and need statement for the project.

U.S. EPA began with a statement that the presentation did help to clarify many of the concerns the agency had raised regarding the previous purpose and need statement and that the revised purpose and need statement addressed many of their concerns. They concurred that an I-55 corridor study was not warranted as a part of this project. However, the U.S. EPA inquired about the regional growth and how this was specifically addressed in the projections. They noted that they expected and wanted to see a regional land use plan incorporated into the purpose and need statement.

The consultant responded that given they have now obtained concurrence from CMAP, the agency tasked at the federal level with monitoring regional planning, this is an indication that regional coordination is incorporated into the purpose and need.

The consultant then presented a highlighted portion of the capacity section of the purpose and need that had been revised based on the concurrence received from CMAP. It was noted that CMAP's concurrence is based on the results from the most recent (June 2008) CMAP RTP/TIP Travel Demand Analysis. This regional travel model uses CMAP's

2030 socioeconomic projections for the region, and assumes the implementation of the 2030 Regional Transportation Plan for the Northeastern Illinois area.

The second point raised by the U.S. EPA focused on the percent of trucks. The U.S. EPA indicated that the presentation contained additional detail that would be useful to include within the purpose and need statement. Discussion then ensued regarding how the vehicle composition was incorporated into the level of service values which are contained within the purpose and need. FHWA indicated that they were comfortable with the purpose and need as presented did take into account the anticipated vehicle composition and did not feel that additional detail with regard to the percentage of trucks was needed within the purpose and need statement.

U.S. Fish and Wildlife and U.S. Army Corp. of Engineers were asked if all of their previous concerns were addressed and if they had any new questions. Both parties indicated that the revised purpose and need addressed their concerns.

A formal vote for concurrence on the purpose and need was not taken at the meeting. It was agreed that the consultant would incorporate a map showing the best information that is available for regional development planning and revise the text as applicable to further clarify the regional development aspect of the project.

The consultant indicated that this information could be completed for distribution by February 9, 2009. FHWA requested an expedited review of a revised purpose and need with responses to be provided from the U.S. Army Corp. of Engineers, U.S. Fish and Wildlife and the U.S. Environmental Protection Agency by February 13, 2009

The meeting was adjourned.

Ojas Patel - IDOT, Ryan Thady-Benesch

I-55 Phase I Study

Lorenzo Road Interchange
Illinois Route 129 Interchange

Developments Since Last Meeting

- IDOT approved Ridgeport 2030 Traffic Projections (Dec 2008)
- Coordination with CMAP
  - Concurred with 2030 Average Daily Traffic projections (Jan 26, 2009)
- Several meetings with Will County, Grundy County and Village of Diamond concerning Ridgeport's Planned Development
- Ridgeport/Village of Diamond annexation nearly complete
- Ridgeport groundbreaking mid-summer
  - Ridge - 82% of properties acquired
  - BNSF - 50%
  - Commercial tenant under negotiation

Earlier Comments on Purpose and Need

USACE – Jul 2008

Comment	Response
Traffic Projections tied to region	Worked with CMAP to confirm incorporation of regional numbers *"Our concurrence is based on information provided in the request letter and the results from the most recent (June, 2008) CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2030 socioeconomic projections and assumes the implementation of the 2030 Regional Transportation Plan for the Northeastern Illinois area."* January 2009

USACE – Jul 2008

Comment	Response
Traffic Projections tied to region	Worked with CMAP to confirm incorporation of regional numbers *"Our concurrence is based on information provided in the request letter and the results from the most recent (June, 2008) CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2030 socioeconomic projections and assumes the implementation of the 2030 Regional Transportation Plan for the Northeastern Illinois area."* January 2009
Additional traffic studies underway?	Complete and approved December 2008

Site Specific Growth Projections

- Change in land use west of Interstate 55 Between IL129 and Lorenzo Road
  - Existing
    - Primarily Agricultural
  - Proposed
    - Commercial
    - Industrial Warehousing
    - Intermodal

- Site plan for Ridge
  +
- ITE Trip generation plus confirmation of similar facilities with actual counts (Centerpoint)

Site Specific Growth Projections Commercial

Land Use	Size	Average Daily Traffic
Hotel	192 Rooms	1570
Sit Down Restaurant	18,000 SF	2290
Fast Food Restaurant	10,500 SF	5205
Retail	58,000 SF	2570
Travel Plaza	45,000 SF	3940
Total Driveway Trips		**15,575**
Less 15% Internal Capture		-2,335
Less 10% Pass By		-1560
Commercial Sub-Total New Trips		**11,680**

Site Specific Growth Projections
Total Development Traffic

Land Use	Size	Average Daily Traffic
Commercial		11,680
Industrial Warehousing	21.7 Million SF	32,550
Intermodal	2.251 Million Lifts/Year	8,080
Total Development Traffic		**52,310**

Approved by IDOT
December 2008

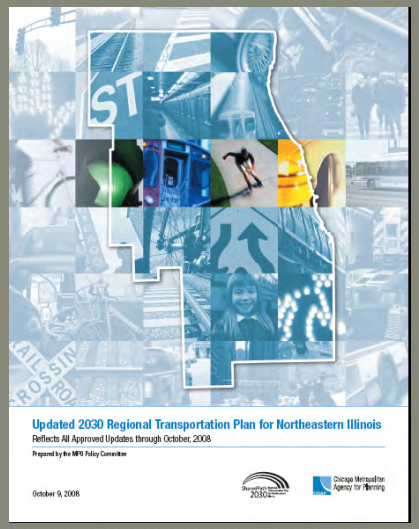
2030 Traffic Projection Methodology

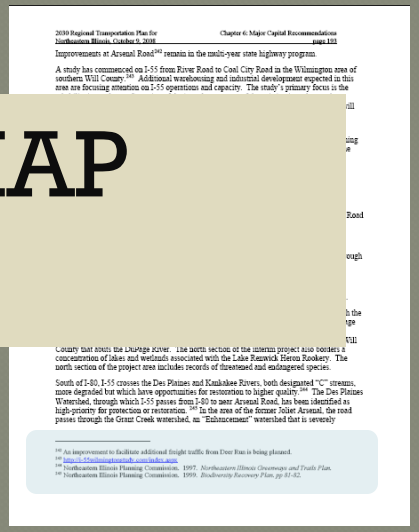
Existing Traffic – established from tube and manual counts

+

Site Specific Growth Projections – established through coordination with local officials for planned development within the project area (in regional plan)

Region
establis
with CMAP





Approved by CMAP
January 2009

USFW – Jul 2008

Comment	Response
Meeting with Ridge requested	Held July 9, 2008

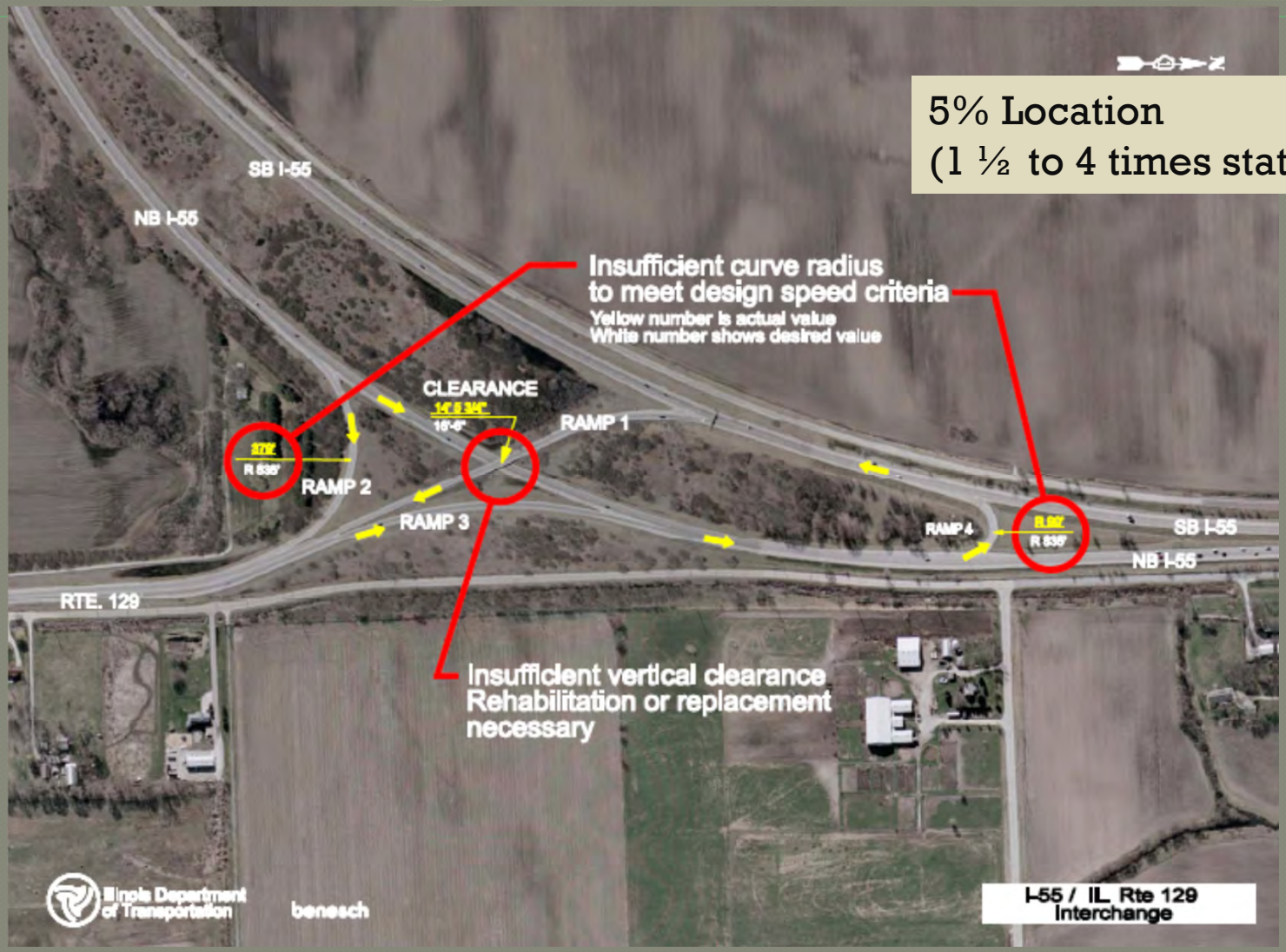
USFW – Jul 2008

Comment	Response
Meeting with Ridge requested	Held July 9, 2008
Traffic to support buildout to be provided	IDOT worked with developer on several iterations to address land use. Final report was approved in Dec 2008. These are included in the P&N.

USFW – Jul 2008

Comment	Response
Meeting with Ridge requested	Held July 9, 2008
Traffic to support buildout to be provided	IDOT worked with developer on several iterations to address land use. Final report was approved in Dec 2008. These are included in the P&N.
Need for improvements at Lorenzo if Ridge not built?	The operational and safety issues at IL 129 still exist and require improvements regardless of capacity. P&N has been revised to allow for flexible choice of alternatives at either location.

Operations and Safety



5% Location
(1 ½ to 4 times state rate)

USFW – Jul 2008

Comment	Response
Meeting with Ridge requested	Held July 9, 2008
Traffic to support buildout to be provided	IDOT worked with developer on several iterations to address land use. Final report was approved in Dec 2008. These are included in the P&N.
Need for improvements at Lorenzo if Ridge not built?	The operational and safety issues at IL 129 still exist and require improvements regardless of capacity. P&N has been revised to allow for flexible choice of alternatives at either location.
Traffic of 12,500 for all ramps at both interchanges does not warrant improvements	The numbers are substantially greater than 12,500. The ramps cannot accommodate the final approved traffic in the no-build condition.

USFW – Jul 2008

Comment	Response
Meeting with Ridge requested	Held July 9, 2008
Traffic to support buildout to be provided	IDOT worked with developer on several iterations to address land use. Final report was approved in Dec 2008. These are included in the P&N.
Need for improvements at Lorenzo if Ridge not built?	The operational and safety issues at IL 129 still exist and require improvements regardless of capacity. P&N has been revised to allow for flexible choice of alternatives at either location.
Traffic of 12,500 for all ramps at both interchanges does not warrant improvements	The numbers are substantially greater than 12,500. The ramps cannot accommodate the final approved traffic in the no-build condition.
Want additional traffic data	Addressed in P&N. We can provide additional detail to resource agencies if desired.

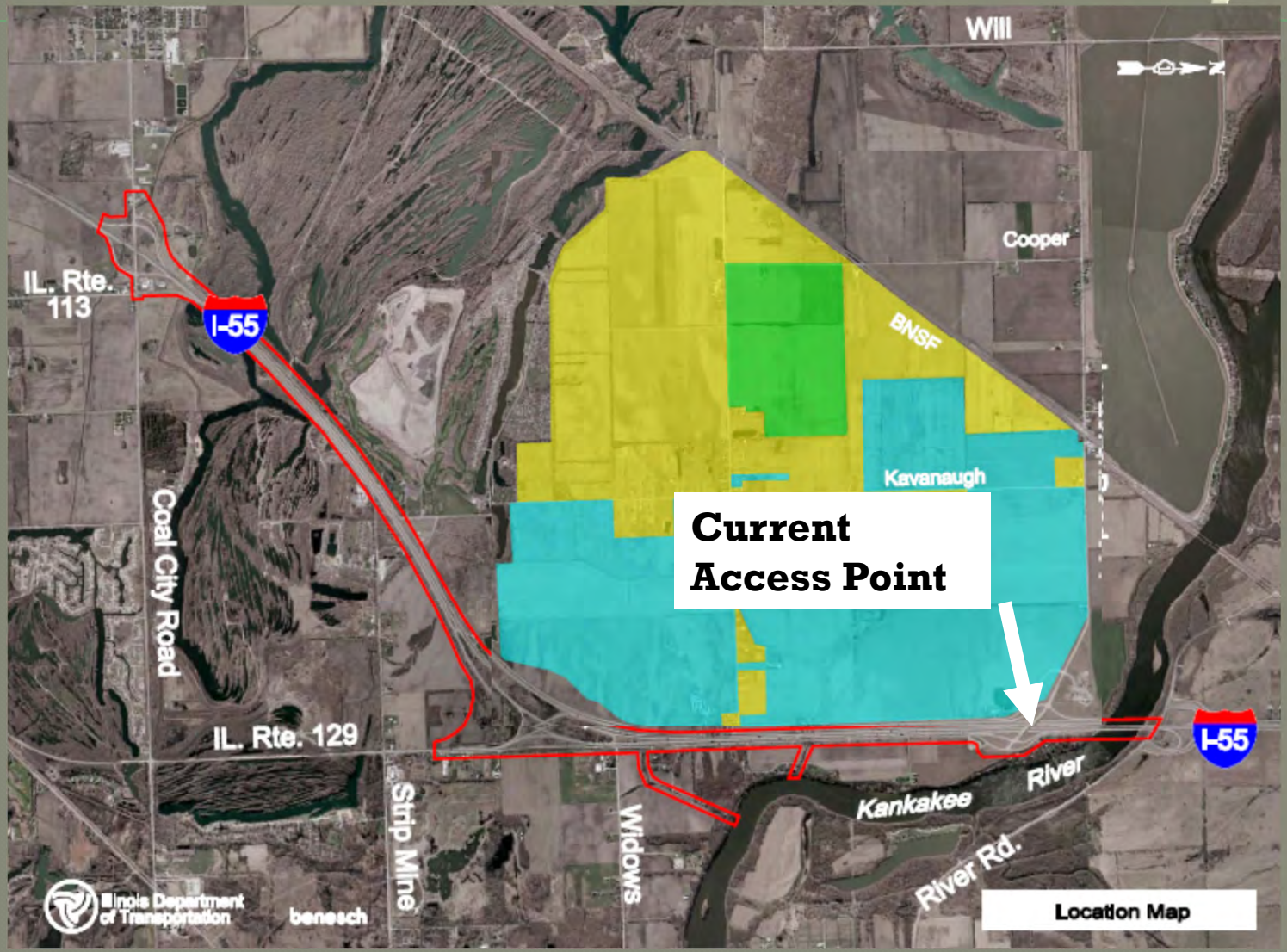
USEPA – Jul 2008

Comment	Response
Need additional data on capacity	Addressed in revised P&N based on IDOT and CMAP approved projections.

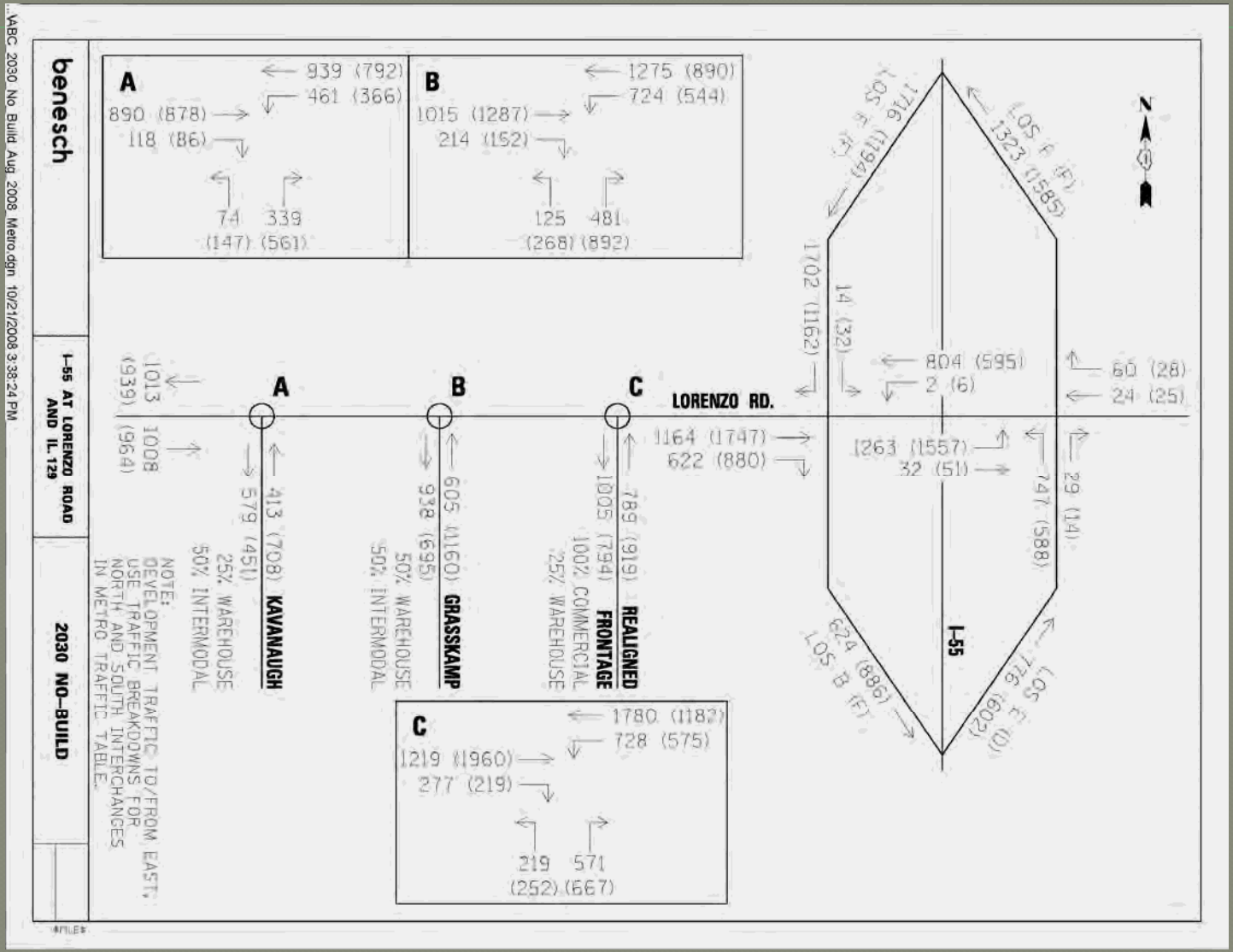
USEPA – Jul 2008

Comment	Response
Need additional data on capacity	Addressed in revised P&N based on IDOT and CMAP approved projections.
I-55 Corridor Study needed?	Discussion to follow on next slide.

2030 No Build Analysis



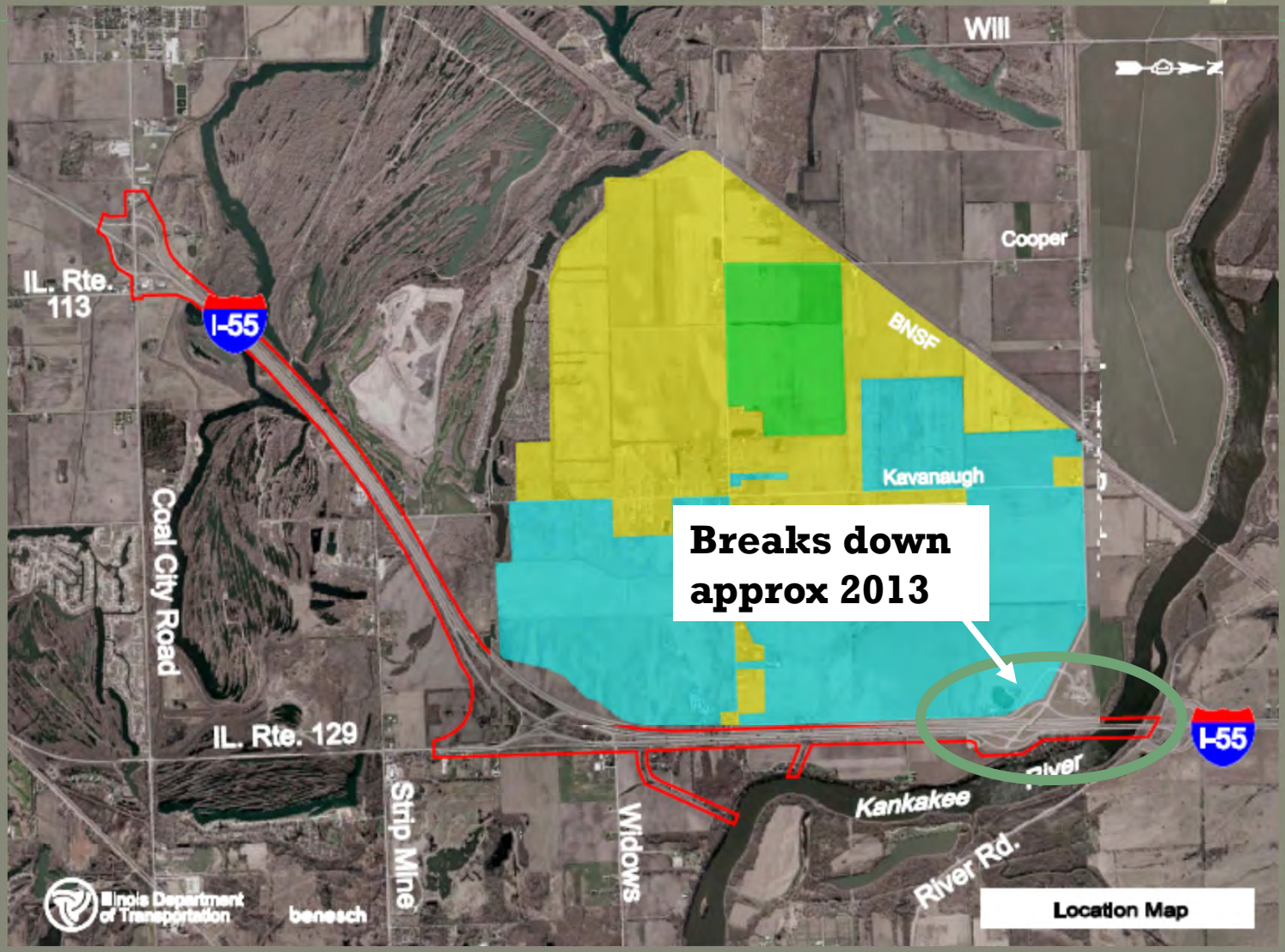
2030 No Build Analysis



Site Generated Traffic Directional Distribution

Traveling To/From The	Percentage of Passenger Cars	Percentage of Trucks
Commercial		
North via I-55	40	73
South via I-55	25	25
West via Lorenzo Road	30	2
East via Frontage Road	5	0
	100	100
Intermodal & Warehousing		
North via I-55	65	76
South via I-55	23	22 (2 East via 129)
West via Lorenzo Road	10	2
East via Frontage Road	2	0
	100	100

2030 No Build Analysis



Revisit P&N

Purpose and Need
• Capacity
• Operations
• Safety
WIII
IL. Rte. 113
I-55
Murphy
Cooper
BNSF
Lorenzo Road
Kavanaugh
Coal City Road
Study Boundary
IL. Rte. 129
I-55
Kankakee
River
Strip Mine
Widows
River Rd.
Illinois Department of Transportation
benesch
Location Map

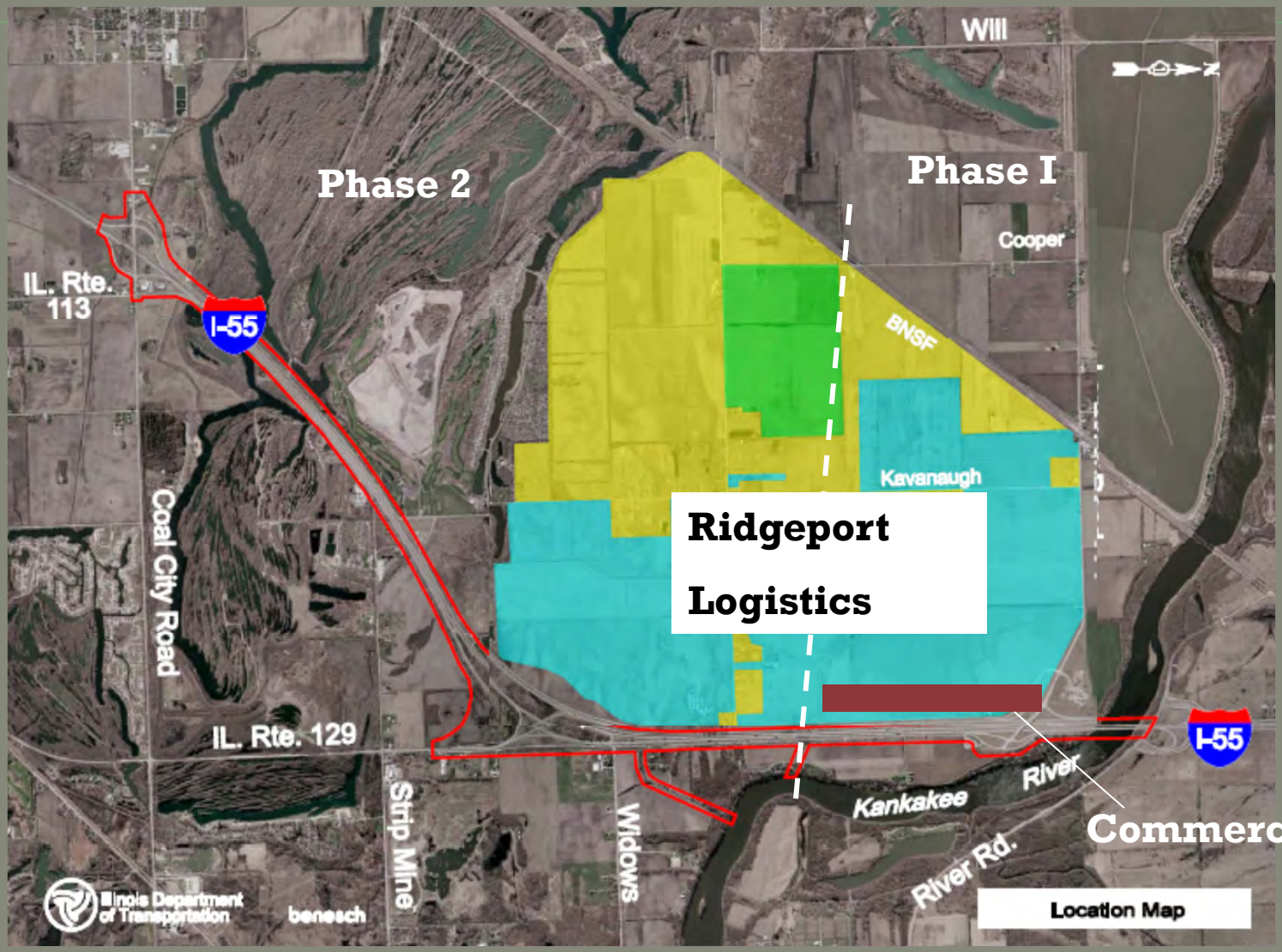
Revisit P&N

Purpose and Need
~~• Capacity~~
• Operations
• Safety
WIII
IL. Rte. 113
I-55
Murphy
Cooper
BNSF
Lorenzo Road
Kavanaugh
Coal City Road
Study Boundary
IL. Rte. 129
I-55
Kankakee
River
Strip Mine
Widows
River Rd.
Illinois Department of Transportation
benesch
Location Map

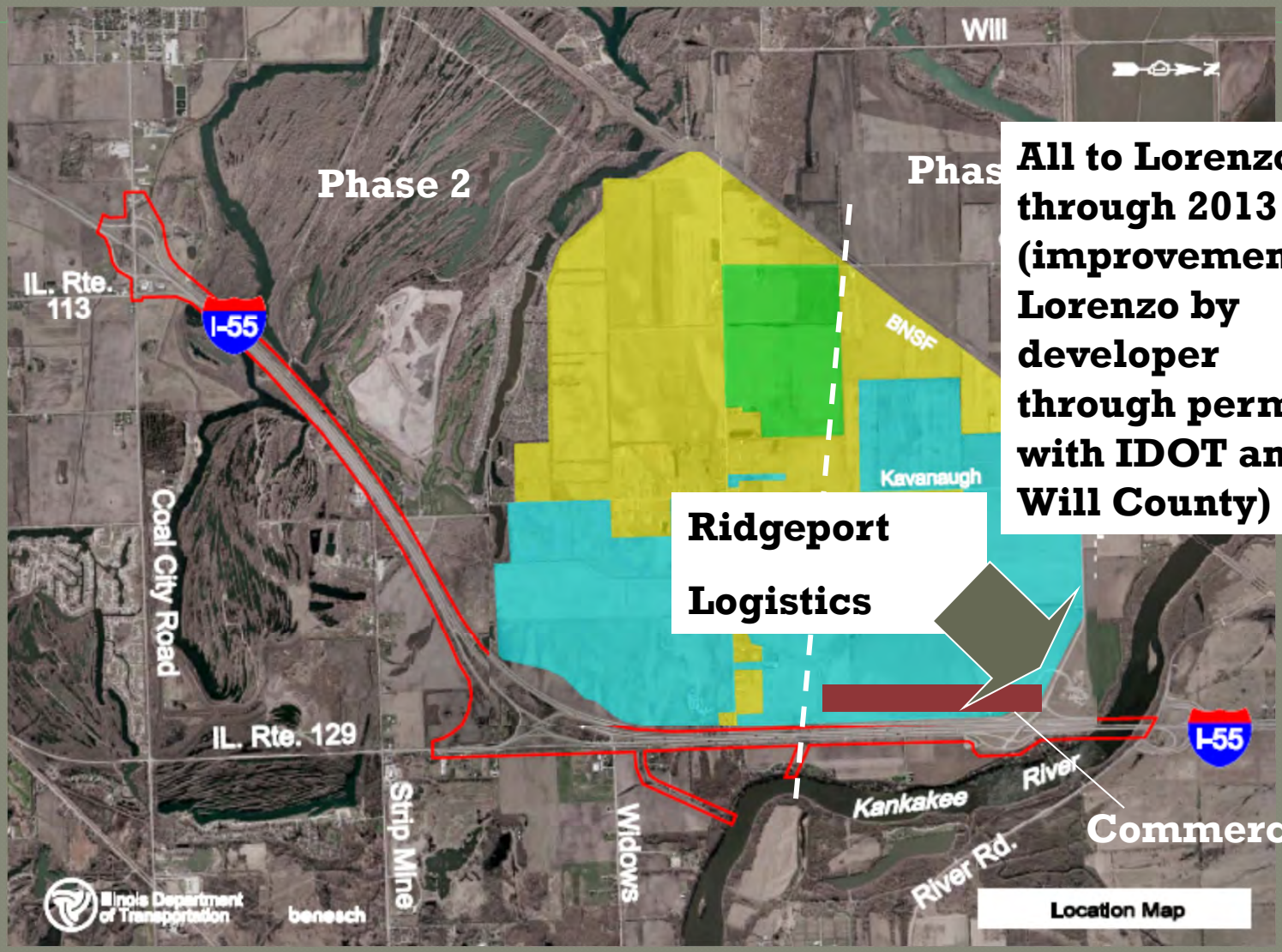
Access

WIII
IL. Rte. 113
I-55
Murphy
Cooper
BNSF
52,310 ADT
Lorenzo Road
Kavanaugh
Coal City Road
2.5 mi
0.5 mi
Study Boundary
IL. Rte. 129
I-55
River
Kankakee
Strip Mine
Widows
River Rd.
Illinois Department of Transportation
benesch
Location Map

Access


Phase 2
Phase I
Ridgeport
Logistics
Commercial
IL. Rte. 113
I-55
Coal City Road
IL. Rte. 129
Strip Mine
Widows
Kankakee
River
River Rd.
Kavanaugh
Cooper
BNSF
WIII
Illinois Department of Transportation
benesch
Location Map

Access

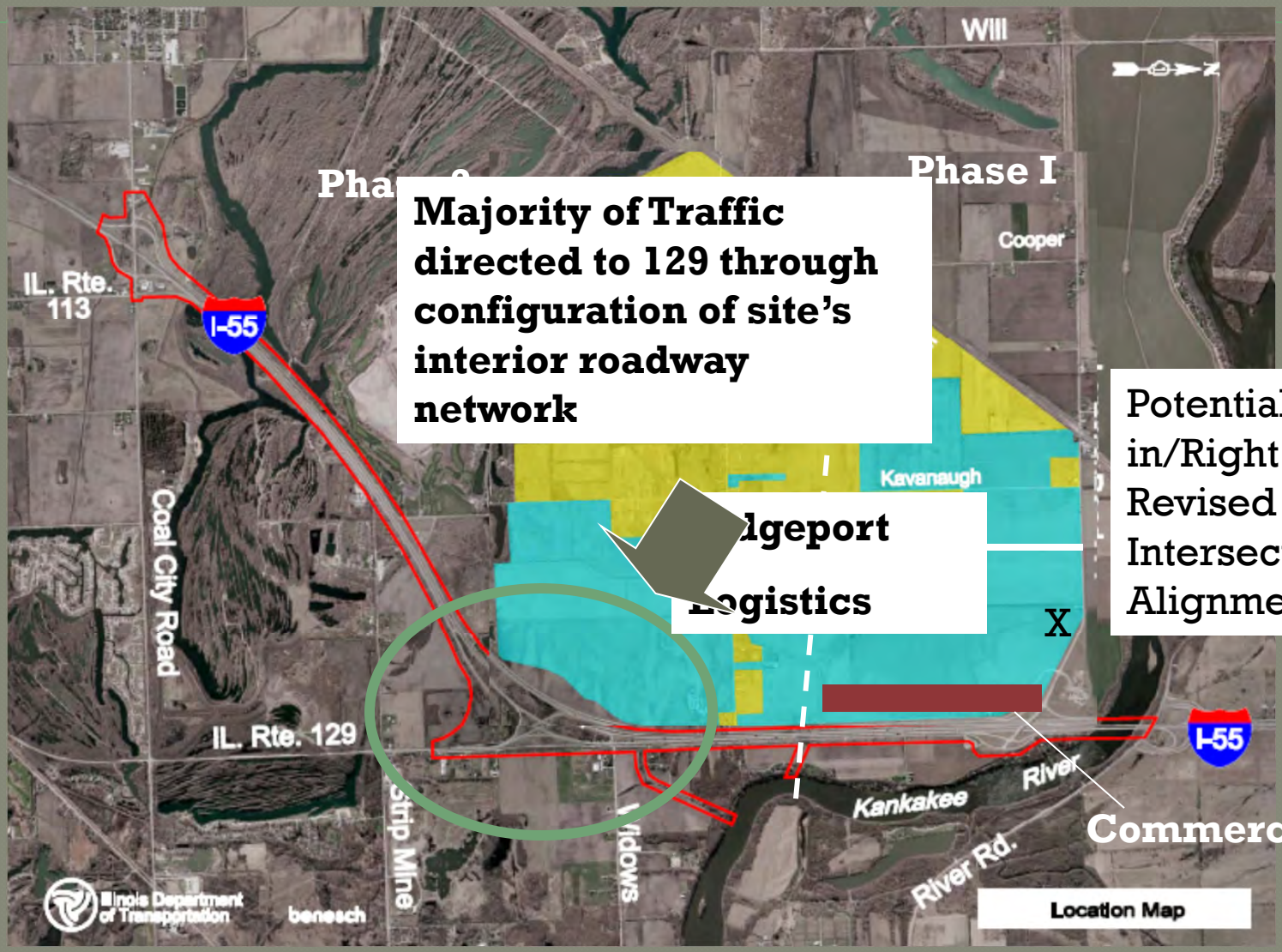


All to Lorenzo through 2013 (improvements to Lorenzo by developer through permit with IDOT and Will County)

Ridgeport Logistics

Commercial

Access



Potential Right in/Right out or Revised Intersection/ Alignment

USEPA – Jul 2008

Comment	Response
Need additional data on capacity	Addressed in revised P&N based on IDOT and CMAP approved projections.
I-55 Corridor Study needed?	Discussion to follow on next slide.
Environmental Concerns	We agree and will address measures to minimize harm with all alternatives studied per NEPA.

USEPA – Jul 2008

Comment	Response
Need additional data on capacity	Addressed in revised P&N based on IDOT and CMAP approved projections.
I-55 Corridor Study needed?	Discussion to follow on next slide.

USEPA – Jul 2008

Comment	Response
Need additional data on capacity	Addressed in revised P&N based on IDOT and CMAP approved projections.
I-55 Corridor Study needed?	Discussion to follow on next slide.
Environmental Concerns	We agree and will address measures to minimize harm with all alternatives studied per NEPA.

Current Comments on Purpose and Need

Combined Comments – Jan 2009

Comment	Response
Capacity should be incorporated into safety and operational	To better delineate between existing safety and operational deficiencies and safety and operational problems projected to occur as a result of future capacity deficiencies at the interchange

Combined Comments – Jan 2009

Comment	Response
Capacity should be incorporated into safety and operational	To better delineate between existing safety and operational deficiencies and safety and operational problems projected to occur as a result of future capacity deficiencies at the interchange
Information should be included that would allow for evaluation of alternatives that would combine the east access SR 129 and the west access Lorenzo Road into one combined full interchange.	The Purpose and Need states "Further investigation is therefore warranted to evaluate a range of alternatives to provide improved access and interchange capacity to service the projected traffic volumes."

Combined Comments – Jan 2009

Comment	Response
The project should discuss all reasonably foreseeable land use changes in the project area and their implications for traffic projections and vehicle mix. Such planning land use changes may include intermodal freight facilities, warehousing, truck stops, and other commercial, industrial and residential developments.	This has been done. Projections are based on best information available on land use planning to date for the study area.

Revised P&N (Capacity)

Table 1
Lorenzo Road Interchange
Average Daily Traffic (ADT) Comparison

Interchange Ramp	Average Daily Traffic (ADT)	
	Existing	2030 No-Build
Northbound Exit Ramp	1,400	7,500
Northbound Entrance Ramp	3,100	21,300
Southbound Exit Ramp	3,200	21,000
Southbound Entrance Ramp	1,200	7,700

Table 2
Lorenzo Road Interchange
Level of Service (LOS) Comparison

Interchange Ramp	Level of Service (LOS) AM (PM) Peak Hour	
	Existing	2030 No-Build
Northbound Exit Ramp	B(B)	E(D)
Northbound Entrance Ramp	B(B)	F(F)
Southbound Exit Ramp	A(B)	F(F)
Southbound Entrance Ramp	A(B)	B(F)

(See Exhibit 4). This development will proceed and resulting traffic will use the existing Lorenzo Road interchange whether or not IDOT makes any roadway improvements. The proposed interchange improvements will provide a much safer access for vehicles onto and off of I-55.

Interstate 55 is a vital transportation link for this proposed facility. Interstate 55 access to and from this major traffic generator is currently limited to the Lorenzo Road interchange. Year 2030 traffic forecasts were developed for the Lorenzo Road interchange. These forecasts are a combination of both regional growth and anticipated site traffic. Based on the year 2030 projected average daily traffic volumes with no improvements to Interstate 55 access, the existing Lorenzo Road Interchange will not be able to accommodate the projected traffic volumes. This lack of interchange capacity will result in failing levels of service at the interchange ramps. It is estimated that this breakdown in operations will occur in approximately the year 2013.

Level of service (LOS) is a term used to measure the quality of traffic stream provided by a specific highway under specific traffic conditions. Levels of service range from a LOS A (least congested) to a LOS F (most congested). IDOT design policies require a LOS B or better for rural interstate mainline and a LOS C or better for other interstate elements including ramp junctions. Comparisons of existing and year 2030 no-build average daily traffic (ADT) and level of service (LOS) for the Lorenzo Road interchange are provided in Tables 1 and 2 below and also on Exhibits 5 and 6 respectively.

Table 1
Lorenzo Road Interchange
Average Daily Traffic (ADT) Comparison

Interchange Ramp	Average Daily Traffic (ADT)	
	Existing	2030 No-Build
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Northbound Exit Ramp	B(B)	E(D)
Northbound Entrance Ramp	B(B)	F(F)
Southbound Exit Ramp	A(B)	F(F)
Southbound Entrance Ramp	A(B)	B(F)

-4-

Questions?

Illinois NEPA/404 Merger Meeting
June 24, 2009
IDOT – Annex Building
Fourth Floor Training Room A
3215 Executive Park Drive
Springfield, IL 62703

8 am – 9:30 am

- Eldamain Road from US 34 to Walker Road (District 3, Kendall County)
  - Information - Project introduction

- IL Route 104, Merodosia Bridge over the Illinois River (District 6, County)
  - Concurrence - Purpose and Need

9:30 – 9:45 am (Break)

9:45 am – 12 noon

- US 51 from South of Pana to East of Irvington (District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties)
  - Information - Briefing on corridors eliminated from further study

- US 45 from Eldorado to IL 141 (District 9, Saline, Gallatin and White Counties)
  - Concurrence - Purpose and Need

12 noon – 1:00 pm (Lunch Break)

1:00 pm – 3:00 pm

- Elgin O'Hare-West Bypass (District 1, IDOT), Cook-DuPage Counties
  - Concurrence - Purpose and Need
  - Concurrence - Alternatives to Be Carried Forward

- I-55 at Lorenzo Road (District 1, Will County)
  - Information - Present initial range of alternatives

3:00 – 3:15 pm (Break)

3:15 pm – 4:00 pm

- Caton Farm-Bruce Road (District 1, Will County)
  - Information – Project status update

- Discuss status of NEPA-404 merger projects

NEPA/404 Merger Meeting
June 24, 2009

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NEPA/404 Merger Meeting Summary
June 24, 2009

IDOT District 3, Kendall County
Eldamain Road from US 34 to Walker Road
Environmental Assessment
Information – Project Introduction

The purpose of the meeting was to introduce the Eldamain Road project. The project sponsor is Kendall County. This project involves improving the existing section of Eldamain Road between US Route 34 and River Road and extending Eldamain Road between River Road south to Walker Road, a total of approximately six miles. Funding has been established for Phase I, Phase II and Land Acquisition as a high priority in SAFETEA-LU. This project would utilize existing roadway alignments as much as possible (i.e. along existing Eldamain Road, Highpoint Road and Lisbon Road) to avoid and minimizing impacts to the greatest extent possible. Currently, Eldamain Road south of U.S. 34 is a two-lane roadway. The extension would also be two lanes but would be able to be expanding to four lanes at a future date.

The local transportation concerns involve providing north/south continuity, requiring a crossing of the Fox River and accommodating future population growth north and south of the Fox River. The Prairie Parkway Project is located to the west approximately 0.5 miles; however, it is proposed as a limited access highway serving regional needs. The Eldamain Road Extension would serve local needs of communities and unincorporated Kendall County. Currently in Kendall County, the nearest bridge crossings are 5.1 miles apart at Fox River Drive and Illinois Route 47 in Yorkville.

The history of the Eldamain Road Extension dates back to 1991 where an analysis of a collector roadway across the Fox River was initiated. In 1994, the analysis resulted in a proposed centerline between US 34 and Pavilion Road and the project was placed in the Kendall County public record. In 2000-2001, two public meetings and one public hearing were held to discuss the potential alignments. In 2001, the potential alignment was developed and included in the County's Land Resource Management Plan and additional public input was solicited. In 2003, the project was included in the Kendall County Comprehensive Plan and a 20 year traffic projection study was initiated. The Phase 1 process was initiated in 2006. In 2008, the City of Yorkville incorporated the project into its Comprehensive Plan and the project is included in the FY 2009-2012 Statewide Transportation Improvement Program funded under the High Priority Program.

Traffic projections include traffic generated by population growth, planned land use changes, planned new employment in the corridor area, and traffic drawn from adjacent river crossings. Approximately 18,000 vehicles per day are anticipated on the proposed bridge based on 2020 projections.

Population projected between 2002 and 2020 ranges from a 90% increase in Fox Township to approximately 200% in Little Rock Township and the City of Yorkville. Comparable increases in employment are anticipated.

Existing land uses are primarily agricultural with some residential areas and two forest preserves: Hoover (400 acres) and Subat (71 acres) Forest Preserves. Future land uses within the study area include residential subdivisions at the north end of the corridor, recent commercial development along US 34 east and west of existing Eldamain Road. Agricultural land comprises 65 percent to 87 percent of the land use in the corridor.

Environmental studies within the study area are on-going but the following information has been gathered to date:

Parks, Nature Preserves, and INAI Sites: Silver Springs State park is located to the west of the study area. Hoover Forest Preserve and Subat Forest Preserve are located within the project limits. The Fox River is a designated INAI site.

Water Quality: Rob Roy Creek and the Fox River are located within the study area. Rob Roy Creek is rated as a Class B Stream. The Fox River is a Class B/C stream and designated as an INAI site.

Wetlands: To date 19 wetlands are located within the study corridor in the area between US 34 and Illinois Route 71. The Floristic Quality Index (FQI) of these sites range from 4.5 to 11.7 indicating lower quality. A seep area was delineated on the north side of the Fox River. The seeps are located on the slope just south of River Road and drain into a farm field located between the seeps and the Fox River. The FQI of the seep area ranges from 6.5 to 11.5 indicated low quality.

Trees: Tree surveys conducted to date between US 34 and Illinois Route 71 identified 5,738 trees consisting of maple, hackberry, mulberry, elm, ash, oak, cherry, and cedar. Higher quality trees located in the forest preserve on the east side of Eldamain Road and on the south side of the Fox River included bur oak, red oak, white oak, and common hickory.

Threatened and endangered species: Threatened and endangered species surveys are currently being conducted by INHS. Further information on state and federal species will be forthcoming.

There was a general discussion by the resource agencies regarding the proximity of the Prairie Parkway to the proposed Eldamain crossing. The local need for the Eldamain crossing must be demonstrated and distinguished from the Prairie Parkway. The traffic generation with and without the Prairie Parkway must be addressed to show the independent need for this bridge crossing. The Illinois Department of Agriculture also expressed that keeping development north of the Fox River has been a goal for farmland preservation. As the Purpose and Need is developed, these points need to be evaluated.

The next steps include presenting our purpose and need statement at the next NEPA 404 meeting in September. There have been public meetings on this project held in 2000 and 2001. A public meeting would be tentatively planned to present the alternatives in late 2009 or early 2010.

IDOT District 6, Morgan and Pike Counties
IL Route 104, Meredosia Bridge over the Illinois River
Environmental Assessment
Concurrence – Purpose and Need

This was the first NEPA/404 presentation of this project. The purpose of this meeting was to request concurrence from the regulatory and resource agencies on the first concurrence point, Purpose and Need. In advance of the merger meeting, a document describing the project Purpose and Need was distributed to the agencies.

The consultant presented a PowerPoint presentation to the group. The presentation began with an introduction to the project. The project is a Phase I study for the improvement of IL 104 (FAP Route 745) over the Illinois River in Meredosia, Illinois. The study will be documented and processed as an Environmental Assessment and will be a reader-friendly format and concise.

The project is being developed using IDOT's Context Sensitive Solutions (CSS) Approach. A local citizen's advisory committee, the Meredosia Bridge Advisory Committee (MBAC) has been formed. The MBAC completed a Context Audit, helped develop the project Problem Statement and Purpose and Need; and helped determine the Alternatives Evaluation Process and Criteria.

The project is a study of alternatives to determine how to improve the existing IL 104 bridge crossing over the Illinois River while minimizing impacts to the human and natural environment. IL 104 is an east west route in Central Illinois that connects US 67 to the east to IL 99 to the west of Meredosia in Morgan and Pike counties. IL 104 serves as Meredosia's Main Street through its business district and crosses the Illinois River at the western edge of town. The study limits are about 2.8 miles east of town at US 67 to just west of the IL 99 intersection west of the river.

The next part of the presentation showed aerial and ground level photography to provide some context of the area. The locations of local businesses Celanese, Ameren, Cargill and the Meredosia Terminal were noted as well as Boyd Park and the Meredosia National Wildlife Refuge.

The project Need was discussed next starting with the existing bridge. The existing bridge was built in 1936 and has a Sufficiency Rating of 31.7 making it eligible for Federal bridge replacement funds. The bridge is classified as Structurally Deficient based on its poor superstructure condition. It is also Functionally Obsolete due to its 23.75 feet wide deck with no shoulders. The existing and projected ADT's across the bridge of 2800 and 3600 vehicles, respectively, require two lanes of traffic. Current design standards however, require full shoulders. The project proposes 10 foot wide shoulders to accommodate wide farm implements on the bridge without having to restrict opposing vehicle movements.

In terms of transportation needs, IL 104 connects US 67 and US 24 providing a regional link between Jacksonville and Quincy. The town of Meredosia provides educational and emergency services for communities west of the river. Local businesses and farmers rely on the bridge for the transport of goods, supplies and workers. The bridge is used by occasional regional

bicyclists to cross the river. The nearest river crossing is approximately 15 miles north resulting in a detour route of approximately 48 miles on marked routes.

In terms of economic needs, IL 104 provides Morgan and Pike County residents access to employment in Meredosia. Local businesses rely on IL 104 traffic passing through town. Local businesses are concerned about relocations since parts of town are located within the flood plain resulting in restrictive relocation requirements.

The Purpose of the project is to provide a transportation facility across the Illinois River that is reliable and meets current design standards. The project shall maintain IL 104 connectivity across the river, and also make accommodation for bicycle traffic, meet the needs of the river traffic, and meet the local and regional economic needs.

The US EPA questioned if the project purpose considered any local comprehensive plans and the Consultant responded that Meredosia does not have a comprehensive plan. However, the Purpose and Need was developed based on a Context Audit and input from the MBAC who represent the goals of the local citizens and businesses. FHWA and the Consultant noted that the purpose of the project is focused on the deficiency of the existing bridge. Since the Purpose and Need identifies the "local and regional economic needs", it is consistent with local plans.

There were no other comments or questions. The USEPA (West), USACE (McMullen), US Coast Guard (Orzechowski), IDNR (Hamer), IDOA (Savko) all concurred with the Purpose and need for the project.

After the meeting, the US Fish and Wildlife Service reviewed the project materials and concurred with the Purpose and Need via a July 20, 2009 email to FHWA.

IDOT District 7, Christian, Shelby, Fayette, Marion, Clinton, Jefferson and Washington Counties
US 51 from South of Pana to East of Irvington
Environmental Impact Statement
Information – Briefing on corridors eliminated from further study

The project was previously presented at the 2/7/08 and 9/4/08 NEPA/404 Merger Meetings for project introduction and status, respectively. Concurrence on Purpose and Need was received at the 2/3/09 meeting.

The purpose of the meeting was to provide an update on project status, to review the screening process for eliminating or consolidating corridors, identify remaining corridors undergoing a macro level analysis within the communities, and briefly indicate current work tasks.

A 9-page presentation slide handout was given to all in attendance. The following summary points were made at the presentation:

- Through the CSS process, the project is approaching 50 meetings with the CAG, RAG, and PSG.
- A Purpose and Need (P&N) matrix was presented to demonstrate the remaining corridor's ability to meet the P&N; the No-Build does not meet the project's P&N.
- In the five communities, corridors were studied on the east and west sides with the exception of Ramsey; no advisory group member proposed a west bypass, and such a location might be difficult to configure with Ramsey Lake State Park and an Illinois Natural Area Inventory (INAI) site along the abandoned railroad situated on the west side.
- Each community was presented in aerial view with a graphic of all corridors originally considered and then only those corridors remaining after the screening process.
- The next step is to examine impacts to environmental resources through macro analysis for the remaining corridors.

After the presentation, the following questions were addressed:

Q: Are business routes being considered through the larger communities? (Centralia and Vandalia)

A: The existing US 51 would remain through these communities. These could be signed as a business route.

Q: How old is the aerial data?

A: Aerial data was flown by IDOT in 2007.

Q: Has a western corridor in Centralia been investigated that carries the proposed US 51 south around the west side of Irvington? This would cross the existing railroad line at a location with fewer tracks to cross and permit the railroad to expand their operation on the south side of

Centralia without having a US 51 overpass.

A: This has not been considered. The project team will investigate and contact the railroad; however, the railroad has not expressed any interest to date in cost sharing for improvements in this area. The team will report its findings at the next merger meeting.

Q: A western alternative aligned with Shattuc Road by Kaskaskia College was reviewed during the field trip by the agencies. Is this under consideration or is it too far west?

A: Such a corridor would be slightly more than one mile farther west than corridor C47, the current corridor located farthest to the west. A corridor this far west was never developed by the advisory groups under the premise that its distance from existing US 51 (approximately 4 miles to the west) would result in a greater travel time than traveling through the signalized downtown area.

Q: Would an interchange be provided where US 51 crosses I-70 in Vandalia?

A: Access is now being evaluated. The project team has discussed preliminary options with the BDE.

Q: What type of resource impacts can be expected for corridor V62 (east side of Vandalia)?

A: Impacts along the length of the corridor include wetlands, floodplains, and a railroad crossing.

Q: Is there a water feature in NW Vandalia?

A: Yes; Vandalia Lake.

Q: Was an option considered that went through Vandalia?

A: Yes, the screening memo exhibit show an original corridor labeled V19 that followed what was thought to be an abandoned railroad. This was eliminated from further consideration after it was discovered that the railroad line is still used.

Sue Dees from the BDE indicated that 2008 biological and wetland information is available for download on the ftp site.

The goal for the next merger meeting presentation is to attain concurrence on a narrowed field of corridors with preliminary alignment developed within these corridors.

The project website can be accessed at www.us51eis-idot.com.

IDOT District 9, Saline, Gallatin and White Counties
US 45 from Eldorado to IL 141
Environmental Assessment
Concurrence – Purpose and Need

The Purpose and Need (Concurrence Point #1) was presented for the above listed project by Virginia Goodman, consultant with Third Rock Consultants, LLC. The purpose of the proposed project is to improve regional connectivity and promote economic development in an economically depressed portion of Illinois. The project is needed because Southern Illinois has lagged behind the rest of the state in employment, new job creation, and economic opportunities for its citizens. Upgrading roads within the Southern Illinois region will encourage business growth and job creation. Additionally, the proposed highway project will provide connectivity with multi-modal transportation systems in the region. Such connectivity will improve the flow of goods efficiently and economically.

The following comments and concurrences were obtained:

IDOA (Savko) – Enquired how wide existing right-of-way is.

IDOT D-9, Julie Klamm – Existing right-of-way is approximately 30 to 50 feet. Discussion followed regarding the existence of an abandoned railroad bed and possible use of the bed for expanding right-of-way.

USEPA (West) – Enquired where industrial traffic in area is generated from.

IDOT D-9, Julie Klamm – Industrial traffic generated from agricultural and mining activities.

USEPA (West) – Enquired how agricultural traffic will be accommodated on new roadway.

IDOT D-9, Julie Klamm – Access will be provided on some side roads and on shoulders.

The Purpose and Need was then proposed by Matt Fuller for concurrence. The results were:

IDOA (Savko) - Concur

USACE (McMullen), St. Louis Regulatory Dist. - Concur

IDNR (Savko) - Concur

USEPA (West) – Concur

With no further questions or comments, the presentation of the Purpose and Need for the project was concluded.

After the meeting, the US Fish and Wildlife Service reviewed the project materials and concurred with the Purpose and Need via a July 20, 2009 email to FHWA.

IDOT District 1, Cook and DuPage Counties
Elgin O'Hare-West Bypass
Environmental Impact Statement
Concurrence – Purpose and Need; Alternatives to be Carried Forward

The Elgin O'Hare–West Bypass (EO-WB) team met with the NEPA/404 Merger group on June 24, 2009 in Springfield, Illinois. Pete Harmet and Larry Martin presented the project Purpose and Need and the alternatives to be carried forward.

The project Purpose and Need had been presented to the group on prior occasions, and an earlier version received concurrence in June of 2008. A subsequent analysis of travel performance for the roadway alternatives revealed traffic impacts along the existing Elgin O'Hare expressway, which is beyond the original western study boundary at I-290. This caused the study area boundary to be reconsidered and ultimately changed. Therefore, with the new enlarged study area boundary change, the project Purpose and Need was updated to incorporate the expanded study area. As presented at the meeting, the basic measures used to support the Purpose and Need statements were revisited and it was shown that these metrics either remained the same with the larger study area, or slightly worsened. Thus, the supporting data demonstrated that the four Purpose and Need statements identified in the original statement remained intact with the latest data. The USEPA (Kamke), USFWS (Cirton), IDNR (Hamer) and IDOA (Savko) all concurred with the revised purpose and need statement for the EO-WB Study.

The NEPA/404 Merger group was familiar with the project's alternative development and evaluation process based on two prior briefings on the topic. The presentation to the group on June 24th provided an overview of the early steps of the alternative evaluation process and focused more on the analysis that led to the finalist alternatives to be carried forward. It was explained that three analytical approaches were used to arrive at the finalist alternatives, which included a quantitative, qualitative and stakeholder input analysis. Each approach was used to evaluate the remaining seven alternatives on the basis of travel performance, design considerations, cost, and environmental and socio-economic factors. With each successive step in the analysis, the field narrowed to two finalist system alternatives (Alternatives 203 and 402) and two south connection options (Options A and D). In the final analysis, each of these alternatives (Alternatives 203 and 402) provided among the best travel performance, lower socio-economic consequences and environmental impact, exhibit the most compatibility with existing and future community land uses, and showed the most stakeholder support.

The remaining South Connection Options (Options A, B, C and D) were subjected to a rigorous analysis that resulted in A and D being recommended to be carried forward in the Draft EIS. Option C was proposed to be located over the Union Pacific Railroad tracks and right-of-way, however in conversations with the railroad it was said that constraints would be imposed during construction to protect their operation from any substantial disruption. The magnitude of these constraints were unworkable in trying to build a new roadway facility, therefore the option was dropped. Option B would displace major business operations in Franklin Park and displace the highest number of employees. Based on higher socio-economic impact, Option B was eliminated from further consideration. Thus, Options A and D were retained for further consideration because of less overall socio-economic impact, and no defining public input that favored one or the other.

Other aspects of the overall plan for the study area were also discussed including transit, bicycle, and pedestrian facilities. It was noted that transit improvements were considered in the development of the travel demand forecasts for Alternatives 203 and 402. The transit improvements did cause an increase in transit ridership. Transit, bicycle, and pedestrian improvements will be common to both roadway alternatives (Alternatives 203 and 402). Following the presentation, the NEPA/404 Merger group asked a few questions to clarify the information presented. The USEPA (Kamke), USFWS (Cirton), IDNR (Hamer) and IDOA (Savko) all concurred with the revised the recommended alternatives to be carried forward (System Alternatives 203 and 402, and South Connection Options A and D).

After the meeting, the USACE (Chernich) materials and concurred with the Purpose and Need and Alternatives Carried Forward via a July 6, 2009 email to FHWA.

IDOT District 1, Will County
I-55 at Lorenzo Road and IL 129
Environmental Assessment
Information – Present initial range of alternatives

This was the third NEPA/404 presentation of this project. The purpose of the meeting was to introduce the alternatives being considered for the project. Concurrence was not being sought at this meeting.

The consultant opened the meeting by presenting to the group a PowerPoint presentation of the alternatives being considered for the project. In addition to the No Build (A Alternative), the alternatives consist of three sets of reasonable alternatives which achieve the purpose and need for the project. The B alternative presented improves the IL Rte 129 interchange with no significant improvements to the Lorenzo Road interchange. The C alternative presented improves both the IL Rte 129 and Lorenzo Road interchanges. The C alternative has four sub-alternates that provide an increasing level of capacity improvements. The D alternative combines the IL Rte 129 and Lorenzo Road interchange into a single interchange that provides additional capacity. The traffic assumptions and varying distributions were also presented for each of the alternatives.

It was presented that all of the build alternatives have several common elements, which include the following. No alternative being considered impacts the Kankakee River Structure. All alternatives improve the I-55 drainage outfall. The alignment of IL Rte 129 over I-55 is skewed to minimize superelevation transitions on the bridge. All alternatives include improved roadway connectivity via a north/south arterial.

After the completion of the presentation, the meeting was then opened to questions and comments concerning the alternatives being considered for the project.

FHWA questioned the location of the single interchange that was being presented for Alternative D, noting that location introduced significant impacts. The consultant responded that the graphic was primarily for illustrative purposes to show that there is not a practical location for a single interchange between IL Rte. 129 and Lorenzo Road due to the constraint of the Kankakee River. The consultant noted that the only practical location for a single interchange was essentially the location of the free-flow interchange shown in Alternative B. It was agreed that Alternative D would become the IL Rte 129 interchange shown in Alternative B with closure of the existing Lorenzo Road interchange.

The meeting was adjourned.

IDOT District 1, Will County
Caton Farm – Bruce Road
Environmental Assessment
Information – Project Status Update

This was the fourth NEPA/404 presentation of this project. It was last presented on November 14, 2006 with a follow-up meeting with USFWS on January 9, 2007. The purpose of the meeting was to review:

- Studies and Findings to Date
- Status of Merger Process
- Outcome of Public Involvement
- Other Coordination Activities
- Outstanding Environmental Issues
- Next Steps

The consultant opened the meeting with a PowerPoint presentation reviewing the Purpose and Need for the project as well as the analysis of various alternatives. Concurrence Point #2 was reached in January 2007 with the recommendation that six alternatives would be carried forward for further studies and presented to the public for comment. These alternatives included:

- Caton Farm – Bruce – Gougar Alignment
- Caton Farm – Bruce – Middle Alignment
- Caton Farm – Oak – Bruce – Gougar Alignment
- Caton Farm – Oak – Bruce – Middle Alignment
- Caton Farm – Oak – Gougar Alignment
- Caton Farm – Oak – Middle Alignment

Two public information meetings were held in June 2007. Although clear support was expressed for a new river crossing, there was no consensus for a specific crossing location or for the north-south (Gougar or Middle) alignment.

Following the public meeting further coordination was held with the City of Crest Hill, the City of Lockport and various property owners to try to address specific concerns regarding design features that were raised at the public meetings.

In October 2008, the consultant team recommended to the County and Transportation Corridor Committee the Caton Farm-Oak-Bruce-Middle alignment as the preferred alternative.

At that time the City of Lockport, which had previously supported the Middle Alignment, expressed a change in position and asked that the Cedar Road Alignment be reevaluated. The Cedar Road alignment had been officially dropped at Concurrence Point #2 in January 2007. Several coordination meetings were held with the City of Lockport to try to resolve this issue. The City of Lockport has recently stated that they will not oppose the Middle Alignment but they will not protect the corridor from conflicting development.

On May 19, 2009, the Transportation Corridor Committee reached a consensus that the Caton Farm – Oak - Bruce – Middle Alignment should be pursued as the preferred alternative. The Will County Administration also supports this alternative and it is anticipated that a resolution will be passed by the County Board to this effect at a July meeting.

The meeting then turned to discussion of the status of the Hines emerald dragonfly studies.

USFWS (Cirton) stated that no additional larval surveys are necessary for this project. There is no suitable habitat located south of the treatment plant. However, additional adult studies need to be completed for the entire area of the potential river crossings including the one located in Dellwood Park West.

IDOT (Dees) questioned if that large of area would need to be done since the preferred alignment avoids Dellwood Park West. USFWS stated the studies would still need to be completed. However, USFWS agreed that studies were not necessary on the island in the Des Plaines River.

IDOT (Dees) stated that the HED surveys will start soon and the consultant agreed to a field meeting to clearly identify the locations of the potential river crossing corridors.

USEPA (West) asked if the consultant was aware of the rail line connection that is proposed by the Canadian National (CN) Railway between the EJ&E rail line which runs south of the proposed roadway alignment and the CN rail line that parallels the Des Plaines River. These two rail lines cross with a grade separation structure, however, the CN proposes to connect them with a flyover to allow the interchange of rail traffic. The consultant agreed to investigate this issue to see if there were any conflicts with the roadway project.

FHWA (Fuller) stated that FHWA and IDOT have agreed to meet with the County and representatives from the McNaughton developers to discuss impacts to their property.

It is anticipated that this project will be on the agenda for the February 2010 NEPA/404 Merger Meeting for Concurrence Point #3 – Preferred Alternative.

INTERSTATE 55
Illinois Route 113 (Coal City Road) to Lorenzo Road

INFORMATIONAL PRESENTATION OF PRELIMINARY ALTERNATIVES

Concurrent NEPA/404 Process

This memorandum presents the process utilized to formulate the preliminary alternatives that accomplish the Purpose and Need for Interstate 55 between Illinois Route 113 (Coal City Road) and Lorenzo Road (Will County Highway 80). A map of the study area is provided on Exhibit 1. The principle features of each Alternative are described below. The Purpose and Need for this project identifies the need to improve safety and to provide improved access and interchange capacity to service projected traffic volumes.

FORMULATION OF ALTERNATIVES

In addition to the No-Action Alternative, there are generally only three sets of practical Alternatives and these are described on Table 1 below. With the exception of the No-Action Alternative, some of the Alternatives have several interchange geometric options (Sub-Alternates) that have been developed for initial consideration. Following Table 1 is a brief description of each alternative/ sub-alternate.

Table 1
General Description of Alternatives

ALTERNATIVE	DESCRIPTION
A. No Action	No improvements within study area beyond routine maintenance.
B. Improve IL-129 interchange	Address safety and operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129. No significant capacity improvements to Lorenzo Road interchange.
C. Improve IL-129 and Lorenzo Rd. interchanges	Address safety and operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129. Provide additional capacity via an improved Lorenzo Road interchange. This Alternative includes Sub-Alternates C-1, C-2, C-3, and C-4
D. Combine IL-129 and Lorenzo Rd. into single interchange	Combine the IL-129 and Lorenzo Road interchanges into a single interchange that provides additional capacity and addresses existing safety and operational issues.

ALTERNATIVE A: NO-ACTION ALTERNATIVE

The No-Action Alternative would include routine maintenance improvements such as rehabilitating the pavements and structures along I-55 and at the interchanges within the project limits. The No-Action Alternative would not include any capacity improvements at the interchanges and would not include any reconfiguration of the I-55/IL-129 interchange.

The No-Action Alternative does not change the configuration of the I-55/IL-129 interchange and does not provide improved access or interchange capacity at either the I-55/IL-129 interchange or the I-55/Lorenzo Road interchange. The No-Action Alternative will result in increased congestion and delays and will not improve safety at the IL-129 interchange. Therefore, the No-Action Alternative does not satisfy the Purpose and Need for the improvement.

BUILD ALTERNATIVES (B, C, AND D)

Common Assumptions

In developing the Alternatives and their Sub-Alternates, primary consideration was given to those Sub-Alternates that satisfied the project's Purpose and Need and either avoided impacts altogether, or minimized impacts to as great an extent as possible. Interchange evaluations started with least impact/ lowest cost and were increased in complexity and scope until the Alternative/ Sub-Alternate met the Purpose and Need for the project (met traffic operations/level of service requirements, capacity demands and improved safety at the IL-129 interchange.)

Several assumptions were made that apply to all of the "Build Alternatives" (Alternatives B, C, and D). These assumptions are:

- Kankakee River Structure: At this time, there are no alternatives carried forward that impact the Kankakee River structures, which are at the north end of the project corridor.

- Gartke Ditch: All of the Alternatives would improve the existing, highly eroded, drainage ditch that carries stormwater from I-55 and a large tributary area of undeveloped land west of I-55 to the Kankakee River.

- IL-129 Assumptions: All of the IL-129 alternatives are based on bringing the split I-55 alignment together to form a single alignment. The proposed IL-129 alignment is skewed at 75 degrees to I-55 in each alternative. The proposed skew of IL-129 avoids the need for superelevation transition occurring on the proposed IL-129 structure which improves safety.

- Roadway Connectivity (North-South Arterial): The proposed Burlington Northern Sante Fe (BNSF) Intermodal facility and the associated distribution/warehousing and commercial

development (RidgePort) are currently proceeding through the municipal approval process. As a result of this development the existing local roadway network west of I-55 between IL-129 and Lorenzo Road will change significantly. In developing the various Alternatives connectivity between the improved interchange(s) on I-55 and Lorezno Road via a proposed arterial roadway was assumed. This arterial roadway will be included as part of the evaluation process. The location of this arterial, and therefore the distribution of traffic, will vary by Alternative. The exact location and jurisdiction of this roadway will have to be coordinated between IDOT, Will County, RidgePort, and the Village of Diamond.

Provided below is a summary description of each Build Alternative and its Sub-Alternates:

Alternative B: Improve IL-129 Interchange

This Alternative consists of improvements to the IL-129 interchange only (see Exhibit 2). Minor operational improvements are assumed to take place at Lorenzo Road such as turn lane channelization and traffic signals at the ramp terminal intersections. As mentioned in the assumptions above, the existing roadway network west of I-55 between IL-129 and Lorenzo Road will be modified as part of the intermodal facility and associated development. Alternative B is depicted graphically on Exhibit 2 along with the north-south arterial and the preliminary adjacent development.

Alternate B is a full free-flow interchange at IL-129 with the exception of an at-grade intersection between the northbound exit ramp at IL-129 where free flow is not required. Minimal operational improvements are proposed at the existing Lorenzo Road interchange consisting of turn lane channelization on the ramps (right and left-turn lanes) and signalizing the ramp junctions. Configuration of local roadways to direct truck traffic to use the IL–129 interchange would be required to make this Sub-Alternate viable.

Alternative C: Improve IL-129 and Lorenzo Road Interchanges

This Alternative consists of improvements to both the IL-129 and Lorenzo Road interchanges. As such, the forecasted traffic distribution differs from Alternative B. Because of the close proximity of the Kankakee River to the existing Lorenzo Road interchange, improvements to the Lorenzo Road interchange required development of an offset alignment whereby Lorenzo Road is shifted to the south to avoid direct impacts to the Kankakee River. As a result, all of the C Sub-Alternates (C-1 through C-4) would require a slightly different roadway network from Alternative B as part of the intermodal facility and associated development. Sub-Alternates C-1 through C-4 are depicted graphically on Exhibits 3 through 6 along with the north-south arterial and the preliminary adjacent development.

Sub-Alternate C-1 is a standard diamond interchange at IL-129 with a dual eastbound to northbound left turn lane (see Exhibit 3). The northbound entrance ramp would be designed as a two lane entrance ramp that would form an auxiliary lane which would be carried to the Lorenzo Road interchange. At Lorenzo Road, Sub-Alternate C-1 provides for a non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp. Even though the Lorenzo Road interchange component of

this Sub-Alternate has been shifted south away from the Kankakee River, there will have to be special design features to avoid any secondary impacts to the Kankakee River environment.

Sub-Alternate C-2 is a partial cloverleaf (parclo) that accommodates the heaviest movement (eastbound IL-129 to NB I-55) with a free flow ramp (see Exhibit 4). The free flow ramp will be a single lane ramp that would form an auxiliary lane to be carried to the Lorenzo Road interchange. The other ramps would be single lane with a standard entrance or exit terminal. This Sub-Alternate also allows for the WB IL-129 to NB I-55 movement to be a free flow design exiting IL-129. At Lorenzo Road, Sub-Alternate C-2 provides for a non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp. Even though the Lorenzo Road interchange component of this Sub-Alternate has been shifted south away from the Kankakee River, there will have to be special design features to avoid any secondary impacts to the Kankakee River environment.

Sub-Alternate C-3 is a partial cloverleaf on the south side of the IL-129 interchange (see Exhibit 5). Sub-Alternate C-3 will provide free flow movements for the northbound entrance ramp and southbound exit ramps, which are the two major movements projected at this interchange. At Lorenzo Road, Sub-Alternate C-3 provides for a non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp. Even though the Lorenzo Road interchange component of this Sub-Alternate has been shifted south away from the Kankakee River, there will have to be special design features to avoid any secondary impacts to the Kankakee River environment.

Sub-Alternate C-4 is a full free-flow interchange at IL-129, with the exception of an at-grade intersection between the northbound exit ramp and IL-129 where free flow is not warranted (see Exhibit 6). At Lorenzo Road, Sub-Alternate C-4 provides for a non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp. Even though the Lorenzo Road interchange component of this Sub-Alternate has been shifted south away from the Kankakee River, there will have to be special design features to avoid any secondary impacts to the Kankakee River environment.

Alternative D: Combined Interchange

Alternative D, as depicted on Exhibit 7, creates a single combined interchange as opposed to improvements at either the existing IL-129 or existing Lorenzo Road interchange. This Alternative would result in the closure of the existing Lorenzo Road interchange and the IL–129 interchange. The interchange configuration provides free flow in all directions and provides a through connection over I-55 from IL-129 through local roads to Lorenzo Road. In order to avoid direct impacts to the Kankakee River, the interchange location is, in essence, “on top” of the existing IL-129 interchange as opposed to a location between the two existing interchanges. While there may not be direct impacts to the Kankakee River from this alternative, the close proximity of the ramps and relocated IL-129 to the Kankakee River will likely require special design features to avoid any secondary impacts to the Kankakee River environment.

I-55 Phase I Study

Lorenzo Road Interchange
Illinois Route 129 Interchange

Objectives of Today's Presentation

- Present methodology used to formulate Alternatives
- Summarize Alternative Concepts
- Current Status and Schedule

Formulation of Alternatives

- Purpose and Need-

  Improve safety and provide improved access and interchange capacity to service projected traffic volumes

Formulation of Alternatives

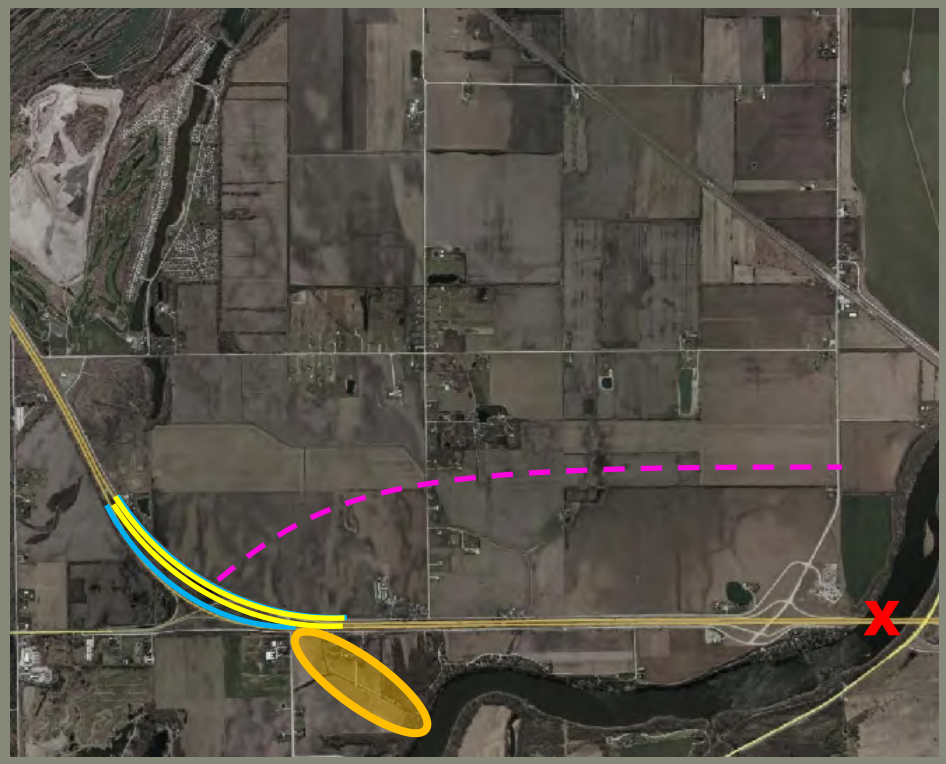
- Constraints
- Three Sets of Alternatives

Summary of Alternatives

- No-Build – No additional interchanges or mainline capacity

Summary of Alternatives

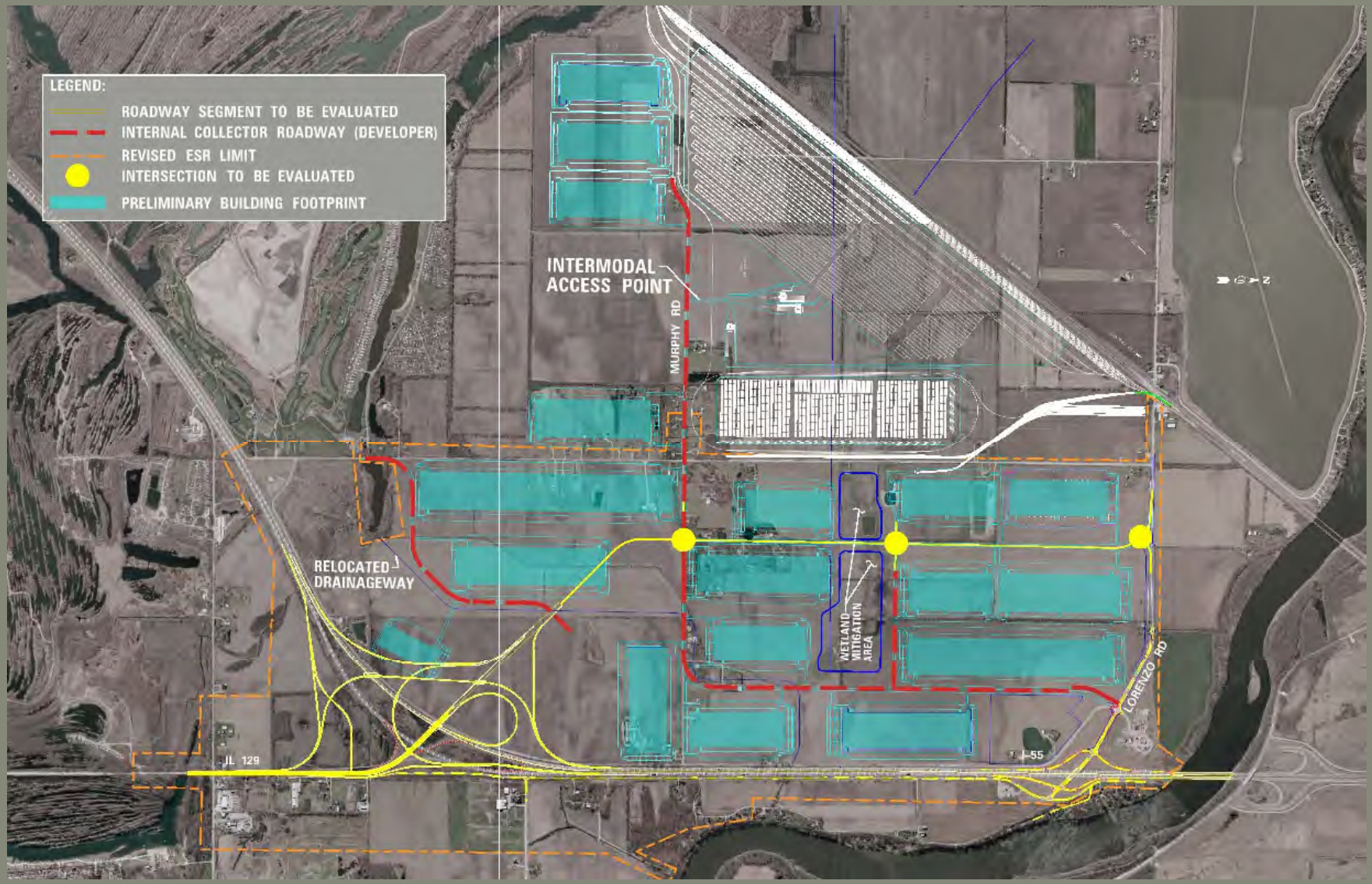
- Build Alternatives – Common Assumptions
  - NO changes to Kankakee River Structure
  - Gartke Ditch Improvement
  - Eliminate "split" I-55 alignment at IL-129
  - Internal N-S Arterial



Alternative B: Improve IL-129

- Lorenzo Road remains open, with ramps signalized
- IL-129 accommodates all intermodal traffic

Alternative B: Improve IL-129



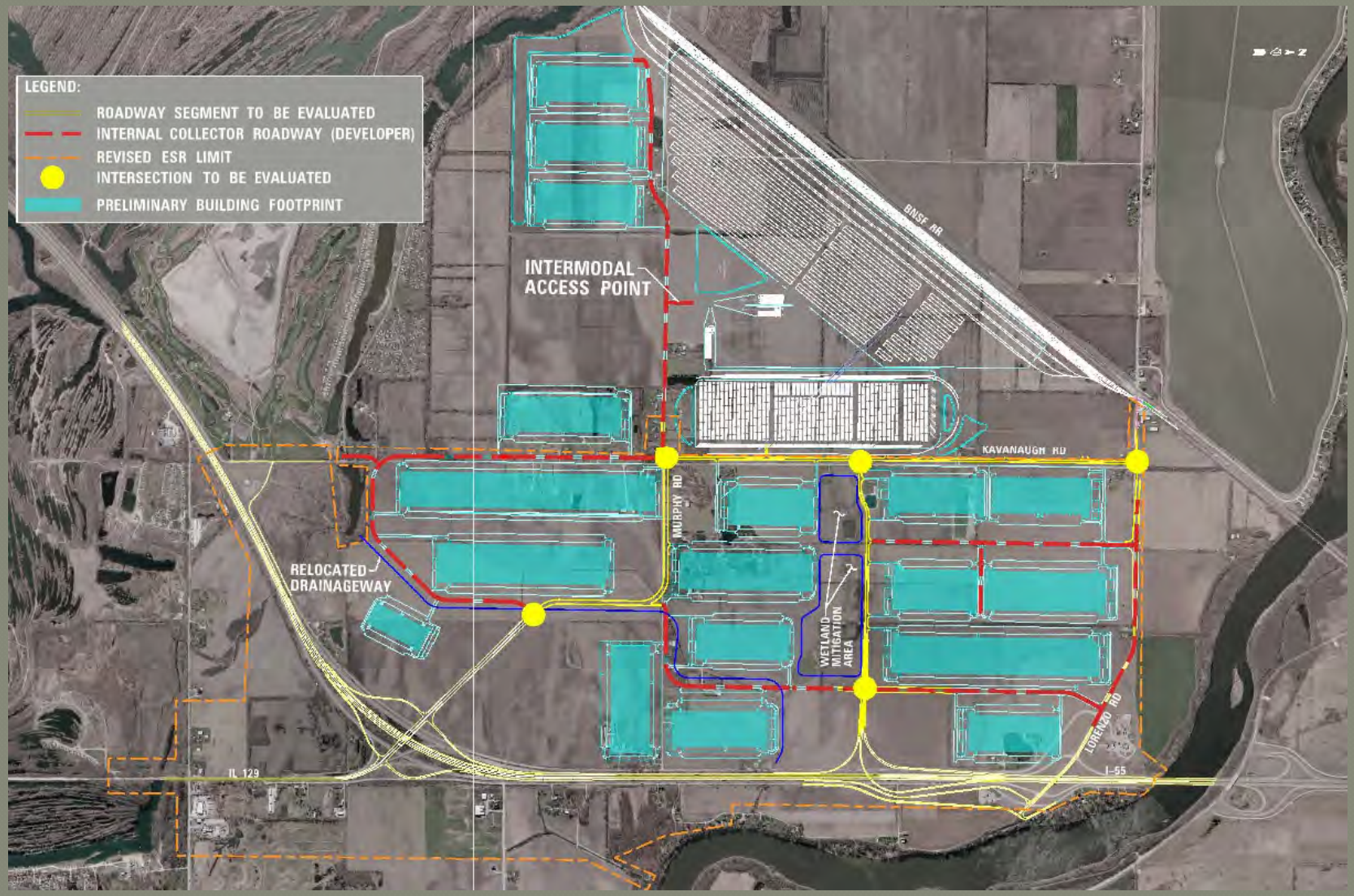
Alternative C: Improve IL-129 & Lorenzo Rd.

- Modified trumpet at Lorenzo Road

- 4 Geometric Sub-Alternates at IL-129

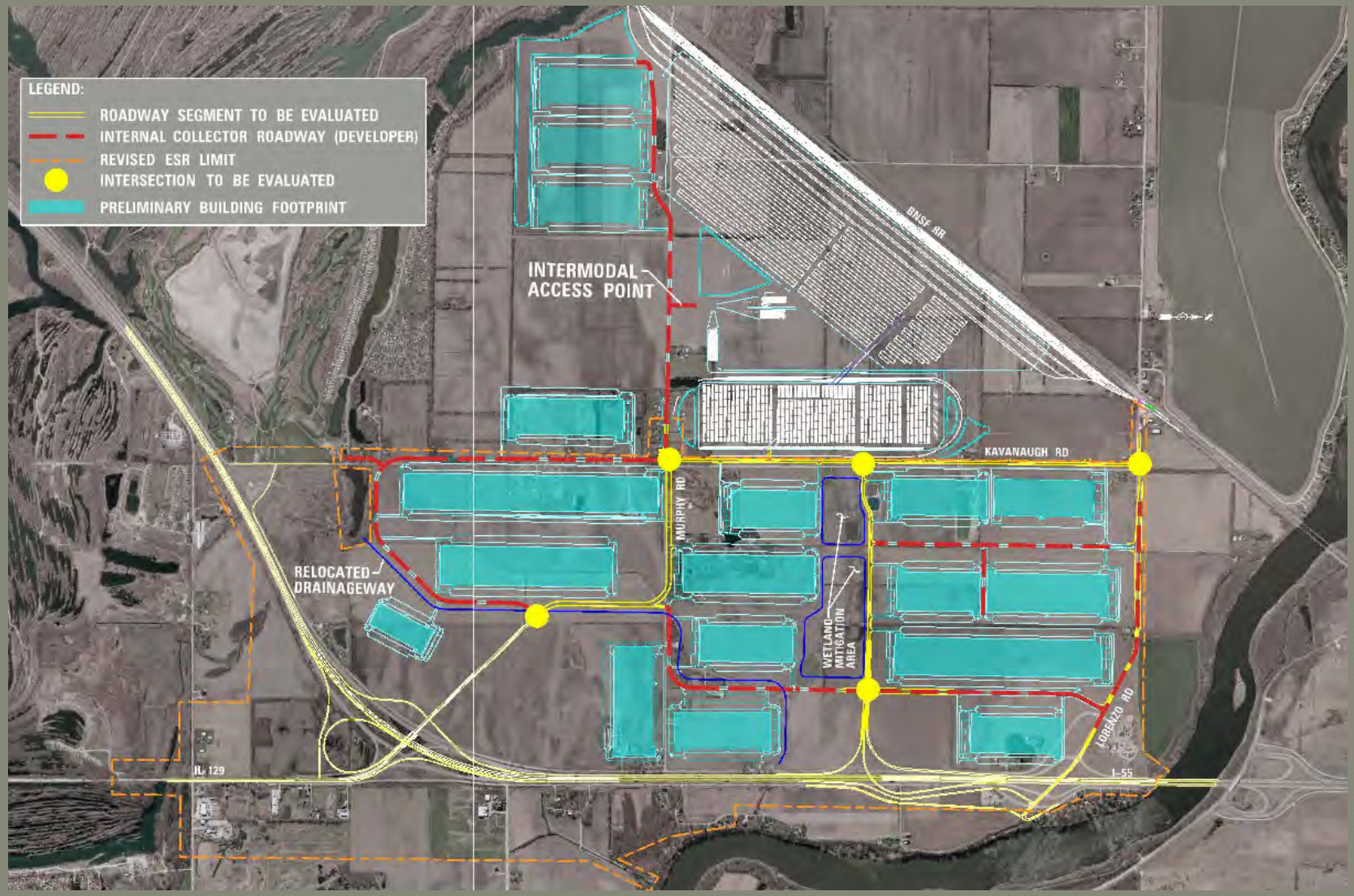
Sub-Alternate C-1

- Diamond Interchange at IL-129, Modified Trumpet at Lorenzo Road



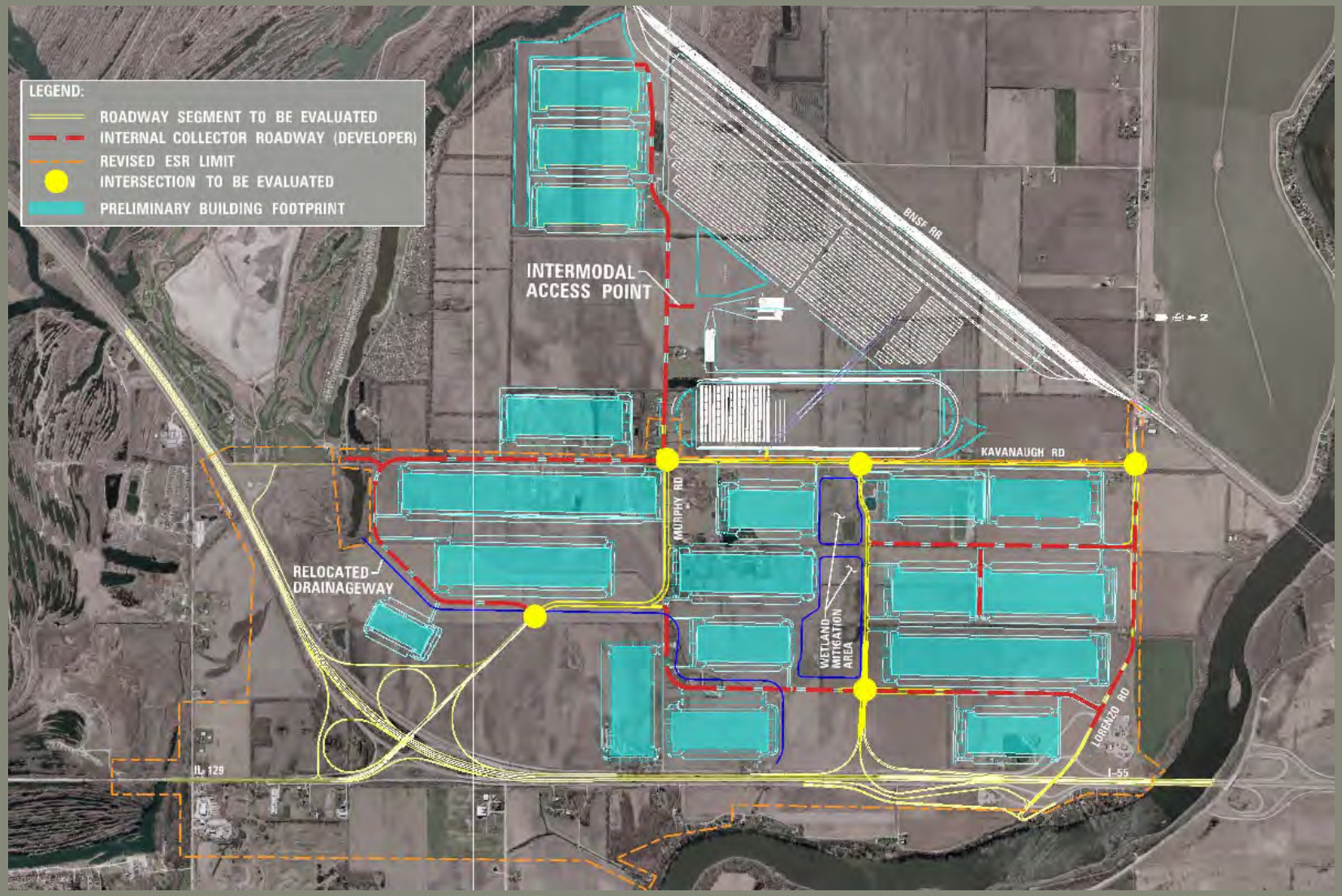
Sub-Alternate C-2

- Parclo at IL-129, Modified Trumpet at Lorenzo Road



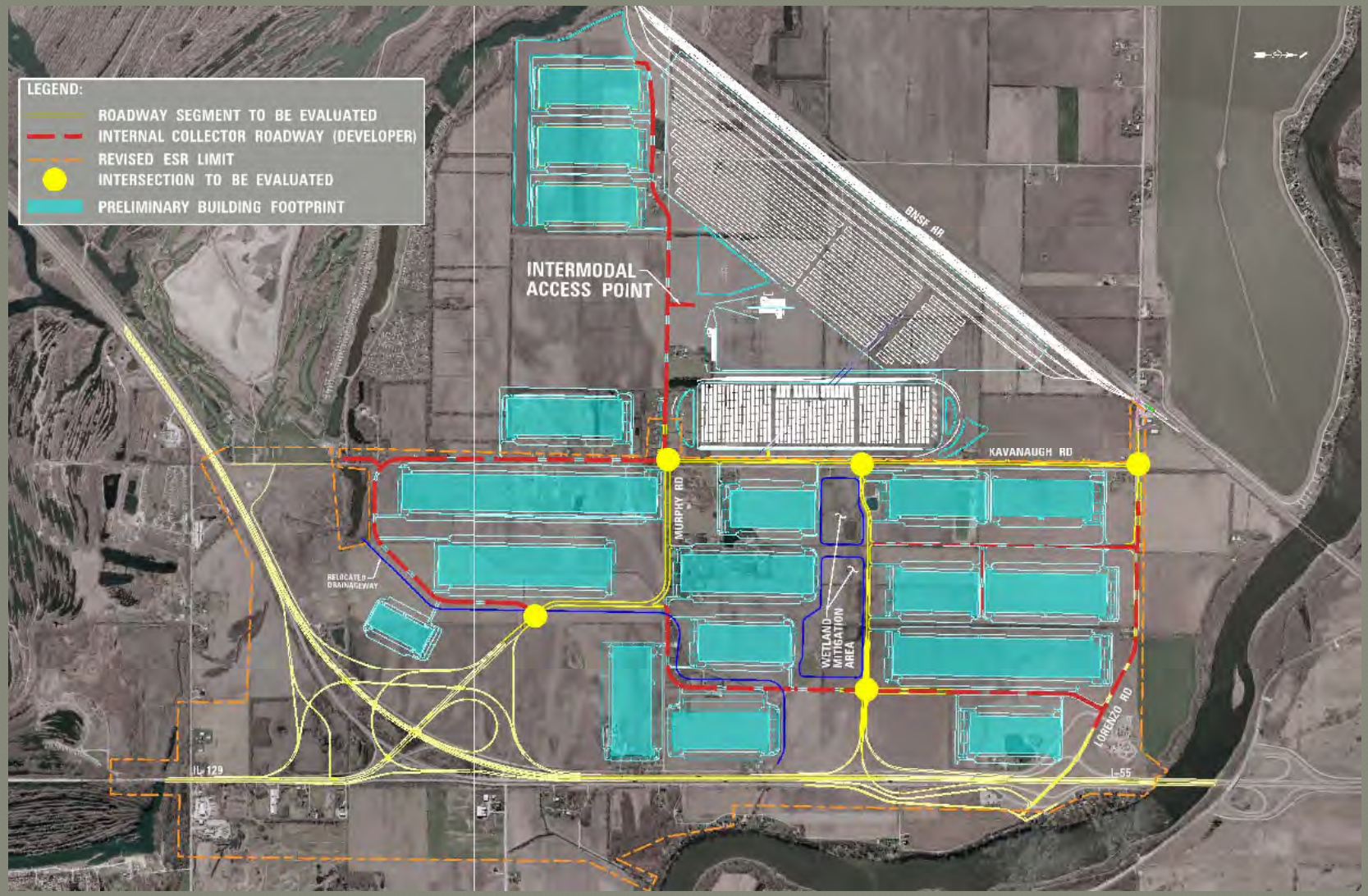
Sub-Alternate C-3

- Parclo/Free Flow at IL-129, Modified Trumpet at Lorenzo Road



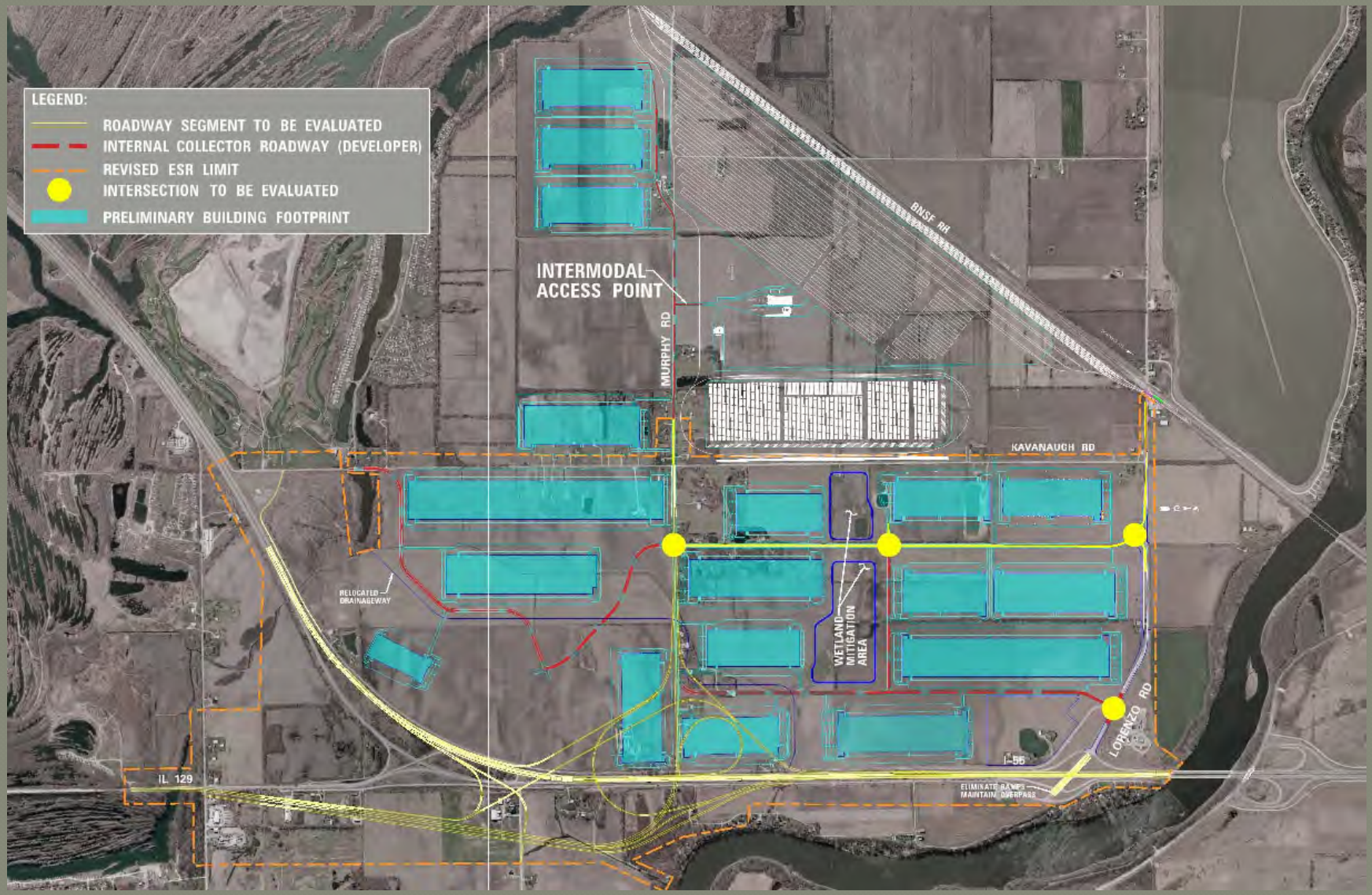
Sub-Alternate C-4

- Free flow at IL-129, Modified Trumpet at Lorenzo Road



Alternative D: Combined Interchange

Alternative D: Combined Interchange



Status & Schedule

- Ongoing developer coordination
- Further coordination with Villages, Will County
- Further evaluation of Alternatives (IDOT, ESR process)
- Present reduced set of Alternatives with recommendation for Preferred Alternative

Questions?

Illinois NEPA/404 Merger Meeting
September 9, 2009
FHWA – Illinois Division Office
Training Room
3250 Executive Park Drive
Springfield, IL 62703

8:30 am – 10:00 am

- IL 336 from Peoria to Macomb (District 4, McDonough, Fulton and Peoria Counties)
    - Concurrence – Preferred Alternative
- Eastern Bypass Corridor Study (District 4, Tazewell, Woodford and Peoria Counties)
    - Information – Study status

10:00 am – 10:15 am (Break)

10:15 am – 12 noon

- IL Route 104 (District 6, Morgan and Pike Counties)
    - Information – Alternatives being considered
- US 45 Millburn (District 1, Lake County)
    - Information - Project update

12 noon – 1:00 pm (Lunch Break)

1:00 pm – 3:00 pm

- I-290, Mannheim to Cicero EIS (District 1, Cook County)
    - Information – Project introduction and Scoping

3:00 – 3:15 pm (Break)

3:15 pm – 4:00 pm

- I-55 at Lorenzo Road (District 1, Will County)
    - Concurrence – Alternatives to be Carried Forward
- Discuss status of NEPA-404 merger projects

NEPA/404 Merger Meeting
September 9, 2009

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FINAL
NEPA/404 Merger Meeting Summary
September 9, 2009

IDOT District 4, McDonough, Fulton and Peoria Counties
IL 336 from Peoria to Macomb
Environmental Impact Statement
Preferred Alternative

The purpose of the meeting, held at the FHWA Illinois Division Office, was to present IDOT/FHWA's Preferred Alternative for the Peoria to Macomb IL 336 Study, and to obtain concurrence from the participating agencies.

In August, FHWA distributed an information packet summarizing the Purpose and Need (Concurrence Point No. 1), Alternatives Carried Forward (Concurrence Point No. 2), rationale for identification of the Preferred Alternative, "No Practicable Alternative" findings for wetlands and floodplains, and the environmentally preferred alternative. A summary of comments on the Draft EIS was not included in the packet because the comment period hadn't ended at the time the packet was submitted.

The slide presentation at the meeting addressed the Preferred Alternative and the summary of comments on the Draft EIS.

PREFERRED ALTERNATIVE

The preliminary preferred alternative had been presented at a NEPA/404 meeting in November 2006, but concurrence had not been requested. Since that time some minor adjustments were made to the preliminary preferred alternative in response to comments and requests, and to reduce impacts.

URS first presented the basis for selection of the Preferred Alternative, in the five sections as included in the Draft EIS, then URS reviewed each of the minor revisions made since November 2006. Most of the changes were a result of requests from the public, county highway departments, public institutions or others affected by the Preferred Alternative.

URS summarized the public hearings, including attendance, and presented charts that categorized the Draft EIS comments. IDOT received several comments during and after the hearings, suggesting an alignment change in one area that could further reduce agricultural impacts. IDOT is evaluating the alignment in that area and is may propose a revision to the alignment. If IDOT decides to propose the revision, IDOT will meet with the affected property owners. If IDOT proposes the revision and FHWA concurs, the revised alignment, rationale, and impacts will be included in the Final EIS.

AGENCY QUESTIONS AND COMMENTS

Illinois Department of Agriculture (Savko) representative wanted to know if any of the adjustments to the Preferred Alternative impacted the Form AD-1006 submission. IDOT responded that they believed that the submission was made after the adjustments were made. The IDOA (Savko) said if the changes were 10 acres or less, the form need not be changed. *(Postscript – After the meeting, the numbers in the Draft EIS were checked against the Form AD-1006 and they are the same. No alignment changes under further consideration would change the impacts by 10 acres.)*

The USEPA (Westlake) asked that the projected traffic numbers (Average Daily Traffic) be included in the Final EIS. Although traffic congestion is not part of the Purpose and Need, FWHA and IDOT agreed to include the ADTs in the Final EIS. USEPA (West) noted they have submitted written comments on the Draft EIS and they need to be addressed in the Final EIS.

The USACE (Betker) stated that he agrees that the alternative selected is the environmentally preferred among the build alternatives.

There were no objections or negative comments about the preliminary preferred alignment from any of the NEPA agencies.

IDOT hopes to have a Record of Decision by June 2010.

CONCURRENCE

The USACE (Betker), USEPA (West), USFWS (Woeber), IDNR (Hamer) and IDOA (Savko) gave concurrence with the Preferred Alternative presented at the meeting.

IDOT District 4, Tazewell, Woodford and Peoria Counties
Eastern Bypass of Peoria
Corridor Study
Information – Study Status

Mr. Mike Lewis of IDOT provided an information packet to the group containing a presentation outline, a copy of the slides from the presentation, the second newsletter for the study, and the handout and general comment form provided at the August public meeting open house. He then turned the meeting over to Mr. Jeff Schlotter, the CSS Specialist for the study.

Mr. Schlotter of H.W. Lochner, Inc., IDOT's consultant, began with a project overview. He noted the project would connect Interstate 74 east of the Peoria metropolitan area with Illinois Route 6 north of the metro area. The length of the new facility would be about 20-25 miles, and it would be limited or fully controlled access. A new Illinois River crossing would be included with the facility. This study is being conducted in two stages: a corridor study and an alignment study. Currently, the corridor study is underway, and it began just over a year ago.

Mr. Schlotter then reviewed the work that has been done to date in the corridor study. He reminded the group that the study has a community advisory group of 47 individuals. Thus far, the advisory group has met 5 times to accomplish many tasks associated with the study. The advisory group accepted a stakeholder involvement plan, identified many valued community characteristics, and explored possible project benefits and impacts. The advisory group helped develop and complete a community context audit, and it endorsed the study's problem statement. The group also identified initial draft corridor locations and participated in a recent public open house for the study.

In regards to the context audit, Mr. Schlotter noted that as a Context Sensitive Solutions project, it is important to understand and document the important contextual elements of the area. The advisory group provided input on those resources and then rated them in terms of importance. The resources identified by the advisory group were not necessarily highway/transportation related as evidenced by some of the highest rated categories: quality schools/education, clean water, people and strong values/morals, good community planning, safety and security, adequate/safe transportation, and parks and recreation. Mr. Schlotter explained that although not all of the categories apply directly to transportation issues, it is important to identify them so that a proposed facility can be sensitive to those elements in its location and design. The context audit will be used as a guide in evaluating future proposals.

Next, Mr. Schlotter explained the development of the study's problem statement. He explained that the community advisory group was involved in the process. The advisory group was presented with some basic criteria for developing a problem statement. The criteria included that the problem statement should: 1) provide an understanding of the problems the project would solve or help address, 2) include the full range of problems that might be solved or partially solved, 3) include both existing and future problems to be solved, and 4) provide a measure against which proposed solutions can be judged. The advisory group was then presented with a suggested problem statement and asked to consider the statement a phrase at a time. The advisory group members made comments regarding the phrases on a "sticky wall" where all the comments could be seen and discussed with the help of professional facilitators. Mr. Schlotter stepped through the phrases of the suggested statement and then the phrases as they were modified by the discussion of the advisory group. The modified problem statement was endorsed by the group and reads as follows: The problems to be addressed by a new transportation facility within the study area include: increased current and future transportation demands; limited regional multimodal access, mobility, and travel efficiency; diminished safety and increased costs with the existing transportation network; and limited support for planned economic growth. Mr. Schlotter then explained that the advisory group was made aware of the fact that the problem statement could be modified if new information warrants a revision, and that the statement forms a basis or a beginning point for the Purpose and Need chapter of the study's Environmental Impact Statement.

Mr. Schlotter explained that the next task the community advisory group worked on was the sketching of initial draft corridor locations. He explained the advisory group members were asked to sketch their ideas for corridor locations based on the contextual elements of the study area, the resource mapping provided to them, and some initial data about traffic volumes and crash locations. The advisory group members drew their ideas individually on large maps as "homework" for the next meeting. At the next meeting, the members worked in small groups to share ideas and then as a whole developed 20 possible corridor locations. The project study team (IDOT) was prepared to add corridors if potential locations were not included in the advisory group's suggestions, but the group had sufficiently identified a wide variety of locations for investigation.

The work of the community advisory group, in particular the initial draft corridors, was then shown at a public open house meeting held on August 20, explained Mr. Schlotter. The purpose of the meeting was to provide the public with the background and the status of the study and to receive comments from the public on all the study materials. In order to ensure the public was aware of the meeting, several forms of notification were used. Mr. Schlotter explained that a newsletter was sent to more than 51,000 addresses in the study area. Flyers were posted in 27 prominent locations. Advertisements were placed in area newspapers. A "sticky note" ad was used in the front page of the Journal Star newspaper, which has a circulation of 74,000. An online advertisement was used on the Journal Star's web edition.

Mr. Schlotter explained the format of the open house meeting. The hours of the meeting were from 3:00 pm until 7:00 pm. There was no formal presentation, but rather, a video loop ran continuously to provide the public with information about and an orientation to the meeting. The main focus of the meeting was the corridor maps as developed in conjunction with the advisory group. The maps were shown in six groupings of corridors, identified with different colors. Mr. Schlotter noted the groupings were based on the tables at which the advisory group members were located when they worked on the initial draft corridors. The color groupings were developed to help present the multiple corridors in an understandable way. The corridor maps used at the meeting had aerial backgrounds to help the public relate to the maps better.

Along with the initial draft corridor locations, evaluation data for the each of the corridors was also presented at the public meeting. Seven factors were evaluated in very general terms: overall length, bridge length, steep terrain, croplands, developed areas, forested areas, and parks, recreation and conservation areas. Mr. Schlotter explained that the purpose of the graphs was to show the relative magnitude of each corridor's impact when compared to the other corridors.

In addition to the corridor maps and the evaluation data, Mr. Schlotter explained, forms for each corridor color grouping were available for the public to use for comments. A general comment form was also included in the public meeting handout. More than 800 individuals attended the open house, and many comment forms have been received. The number of comments has not been tabulated yet, since the meeting was held recently, and comments are still coming in.

Mr. Schlotter noted that in order to gain feedback on the study process, a survey was also included on the general comment form. The results show that on a scale of 1 to 5 on how informative the meeting was, the average score is 4.4. Many compliments were received on the corridor maps and on the availability of study personnel for questions and discussions. Positive feedback was also received on the informational video loop. Suggested improvements to the process included having copies of the evaluation data available to take from the meeting and providing more details on the purpose and need of the project. Most of the respondents noted they were informed about the meeting from the newsletter and the newspaper.

The next steps of the study process were then outlined by Mr. Schlotter. He noted the public comments will be analyzed and incorporated into the study. Another community advisory group meeting will be held to begin paring down and refining the corridors. Refinement of the GIS data will be done and a traffic model specific to this project will be developed in cooperation with the Tri-County Regional Planning Commission. Another public meeting is expected in the spring and a public hearing identifying a preferred corridor is expected about a year from now. This hearing would complete the corridor phase

and allow the study to move into the alignment phase.

Mr. Schlotter concluded the presentation by asking if there were any questions or comments.

USCOE (Betker) asked about how the corridors will get narrowed down to one preferred corridor without alternative analysis, permitting, etc. He explained that the NEPA representatives would want to see how each corridor was eliminated. Mr. Schlotter explained that the study is only at the corridor stage, but analysis will be performed as a next step in the process. Eric Therkildsen (IDOT) noted that the Tri-County Regional Planning Commission is working on a regional comprehensive plan that will help in identifying alternative corridor locations.

USFWS (Woeber) asked if the project is being driven by development in the eastern part of the study area. Mr. Therkildsen explained there are many driving factors including the desire for better north-south access and sustaining economic development, but better access in general is one of the biggest driving factors.

Mr. Schlotter noted the comments received regarding the project have been positive. In particular, public comments noting a desire for a northern Illinois River crossing have been common.

USCOE (Betker) noted that the old study of ten years ago was met with resistance by the resource agencies. USCOE (Betker) doesn't want to see this study used to justify the old corridor location. Mr. Schlotter said this study is starting with a clean slate, and Mr. Therkildsen noted the corridors were all drawn by the public advisory group. USCOE (Betker) acknowledged that this is a good indication. Mr. Schlotter said that the project study team (IDOT) has been working to explain what the boundaries are for the advisory group regarding their input. He said there is a point at which IDOT needs to provide the engineering expertise.

IDOA (Savko) noted that the evaluation of parameters will be an important issue in the study. As corridors are looked at further to the east, more development will be pulled to the east into more farm ground. Mr. Schlotter said there will be more details to come as the study progresses. He explained that a regional economic development plan is being worked on for the area and that the results of that plan will be important in the decision making process. He also noted the advisory group members have been working together in such a way that they have developed respect for each other and each other's perspectives. Good discussion of the tradeoffs (pros and cons) is expected from the advisory group.

USEPA (Westlake) asked, regarding the tradeoffs, about why there is a need to get down to one corridor before entering the NEPA process. Mr. Therkildsen explained that the 3,000 foot corridor width is not a set width. Corridors will likely be widened as the study continues. Mr. Therkildsen also noted that the district had not done a tiered EIS before and combining that with a CSS process, which is also new to the district, would be difficult and expensive. The district only has funding for the corridor study at this time.

USFWS (Woeber) and USCOE (Betker) both said that the selection of a corridor will be between one that is in close to the metro area versus one that is out to the east and impacts will be quite different. Mr. Therkildsen said that IDOT will be the one to select the corridor. USCOE (Betker) said the corridors have to meet NEPA requirements before being narrowed down. He explained that corridors shouldn't be eliminated without resource agency input first. Mr. Schlotter pointed out the project has a high level of transparency, and this transparency, and the work with the advisory group, will go a long way in communicating the reasons why corridors are eliminated. He also noted that the study may come to a point where no more elimination can be done, and the study has to go to the NEPA process. He also reminded the group that the economic plan being developed by the Economic Development Council will help narrow down the alternatives. Mr. Therkildsen also noted one of the reasons why the project is being brought before the resource agencies at this time is to get their input on the process so there are no surprises when the project does fall under the NEPA umbrella.

USEPA (West) asked about the northern terminus of the project and if parameters were placed on the advisory group regarding the connection at that location. He noticed several locations where the corridors stopped at the west shoreline, but the green corridor continued well beyond the shore. Mr.

Schlotter explained that there was flexibility in the directions given to the advisory group and, in fact, the original study area boundary was expanded because some of the corridors suggested by the advisory group went outside the original boundary. The intent of the green corridor was to connect to an extended IL 6, north of its current location, where another project has been studied.

USEPA (West) asked if any of the corridors jumped out as particularly noteworthy. Mr. Therkildsen explained that the current initial corridors are too broad brush to really appear particularly promising or unlikely.

USEPA (West) questioned if the colors associated with the corridors will go away during the process. Mr. Therkildsen replied that yes, it is likely the colors will not be used as the study progresses. The colors were primarily used to help the public identify and comment on the corridors. Mr. Lewis then displayed an exhibit from the public open house meeting in which the corridors are all colored gray in order to provide a different perspective for the viewer.

USEPA (West) asked if there had been comments from the west side of the Illinois River. Mr. Schlotter said yes, from the north part of the study area. USEPA (West) followed up by asking about downtown Peoria, and Mr. Schlotter related that there have not been many comments from the downtown Peoria area. Mr. Therkildsen added that Peoria hasn't commented on locations for the facility yet. They feel the impacts are not as direct for them.

No further questions/comments were brought up and no formal concurrence points were up for discussion (since this study is in the corridor phase), so at this point, the meeting was concluded.

IDOT District 6, Morgan and Pike Counties
IL Route 104 – Bridge over Illinois River
Environmental Assessment
Information – Alternatives being considered

This was the second NEPA/404 presentation of this project. The Purpose and Need received concurrence in June 24, 2009 meeting. The purpose of this meeting was to present the methodology of the alternatives considered and eliminated. A handout was provided to the meeting attendees, which included a summary of the environmental surveys, exhibits showing alternatives being considered, and a matrix of the alternatives' evaluation.

The consultant made a PowerPoint presentation to the group. The presentation began with a review of information presented at the June 24, 2009 meeting including the project description, location and limits; the fact that it was being developed using IDOT's Context Sensitive Solutions (CSS) approach and a summary of related CSS activities to date.

Environmental studies were completed pursuant to the Environmental Survey Request for the project study areas. A summary of the environmental surveys and an exhibit showing an inventory of environmental resources was provided in the handout. Studies of a number of biological resources were completed including the following resources: chorus frog, breeding birds (namely the Bald Eagle), fish, mussels, Indiana bat, Franklin's ground squirrel and wetlands. A Preliminary Environmental Site Assessment (PESA) Review was conducted for the existing bridge alignment and has been ordered for other alignment locations. In terms of cultural resources, the existing bridge is eligible for listing on the National Register of Historic Places, but no other historic properties were located in the project area; archaeological surveys are forthcoming. Annotated aerial photo exhibits showing the environmental inventory were presented.

IDNR noted and BDE verified that the mussel survey did not encompass the entire project area. A new mussel survey will be required that encompasses the area downstream of the existing bridge where potential alternative alignments cross the river. In addition, a mussel survey may be required a season before the actual construction begins. August is typically the best time to conduct a mussel survey.

The next part of the presentation reviewed the existing conditions and showed aerial and ground level photography to provide some context of the area. With the background developed, the presentation next discussed the design criteria, environmental issues, and other considerations that were necessary in building the Alternative Evaluation Criteria.

The route currently carries an Average Daily Traffic (ADT) volume of 2,800 vehicles with 13% being truck traffic. The ADT for the Design Year 2034 is projected at 3,600. The section of the highway west of the river is classified as rural for all alternatives. The section east of the river is classified as rural for alternatives located outside the town and urban for alternatives passing through the town. For the rural portion, the design speed would be 60 MPH and the profile grade would be 4% maximum; for the urban portion, the design speed would be 30 MPH and the profile grade would be 7% maximum.

The river crossing (bridge) would be designed with rural criteria for the alternatives located outside of town. For alternatives passing through the town, the bridge would function as a transition zone between the rural and urban sections, and will be designed for suburban criteria with design speed of 45 MPH and maximum grade of 4%.

The typical section for proposed IL 104 is comprised of two 12-foot lanes and a 10-foot shoulder (4 feet paved) on either side. The replacement bridge cross section provides two 12-foot lanes and 10-foot wide shoulder on each side to accommodate wide and slower-moving farm implements as well as regional bicycle traffic.

Crash statistics were reviewed, noting that 21 crashes occurred between 2004 and 2006. The low number of recorded accidents and scattered crash locations do not indicate any crash patterns. More recent crash data is under review, but it appears consistent with previous data.

Next, the project alternatives were outlined. A total of eighteen (18) alternatives as categorized below have been developed and analyzed:

a. No-Build Alternative
b. Rehabilitation Alternative
c. Reconstruction Alternatives (2)
d. Build Alternatives (14)

All alternatives were analyzed with respect to a set of seven (7) basic criteria: Bridge/Roadway Deficiencies, Safety, Regional Mobility, Local Access/Mobility, Economic, Cultural/Historical, and Natural Resources.

Preliminary results from the environmental analysis identified a few common environmental issues related to various alternatives. In general, all alternatives would impact wetlands. In addition, the trees along both sides of the Illinois River are deemed attractive for wintering Bald Eagles and they would be impacted by all alternatives except the No-Build and Rehabilitation alternatives. None of the alternatives appear to impact any other Federal or State Threatened or Endangered species.

The majority of the town is located within 100-yr flood plain. The community participates in FEMA's flood insurance program which mandates that any major renovation, reconstruction or relocation of existing structures or construction of new structures shall be such that the occupied floors are situated above the 100-yr flood level. The 100-yr flood level is approximately 8 feet above the existing terrain in downtown Meredosia, which means any building that needs to be relocated or replaced with a new building at the same location or different location within the town areas would need its ground floor to be elevated above the 100-yr flood level. Providing vehicular and ADA-compliant access for such building may be very difficult, uneconomical and possibly not feasible. The local community has stated that maintaining the existing buildings in the downtown area is critical to the town's businesses and economy.

There are a few characteristics that are shared by multiple alternatives. These characteristics were presented along with an explanation of the associated impacts.

<u>Alternatives on existing alignment -</u> These alternatives would require the existing bridge to be removed prior to construction of a new bridge. The nearest alternate river crossing is located approximately 15 miles north in Beardstown involving 48 miles of adverse travel for a detour route during the entire construction period.

<u>Alternatives involving 90 degree turns -</u> These alternatives would introduce two decision-making points (90º turns) on the state-marked route in order to tie into existing IL 104 alignment. IDOT does not prefer to introduce 90 degree turns on currently free-flowing state-marked routes due to operational and safety concerns. In addition, most of such alternatives would direct the state-marked route along the residential streets which is neither desirable nor standard practice by IDOT.

<u>Alternatives through Downtown -</u> These alternatives would closely follow the existing IL 104 alignment. The new wider and longer bridge would extend up to the Boyd Park and eliminate the vehicular access and street-side parking for downtown businesses. Relocating these buildings and businesses within the town may not be feasible due to the 100-year flood plain issues. The new bridge would also cut-off the north-south streets between the river and Boyd Park, thus reducing the connectivity and restricting the mobility between the town communities to the north and south of the bridge. These alternatives would also relocate the route's first intersection east of the river, which is currently at Washington Street, to Marion Street. Marion Street, which is a residential street, would become the north-south collector street connecting IL 104 to the industrial facilities such as Ameren and Celanese Emulsions. The introduction of the through passenger and truck traffic along a residential street has the potential to increase accidents as well as air and noise pollution in the residential part of town.

Bypass Alternatives - These alternatives would provide free-flow IL 104 around the southern fringe of the town or completely bypass downtown. These alternatives would typically provide an at-grade intersection at Washington Street or Green Street. Washington Street is the current north-south collector street connecting the industrial areas of Ameren and Celanese to the Meredosia downtown businesses. Green Street is a residential street. Alternatives affording an at-grade intersection with Green Street are not desirable.

The Evaluation Matrix which is part of the handout packet provided detailed evaluation of alternatives with regards to various evaluation criteria.

In general, all Reconstruction and Build alternatives would impact the wetlands and wildlife habitats; alternatives 1C and 1E (Modified) would have major impacts to the wetlands as well as the hydraulics and hydrology of the Illinois River and the flood plain. The following alternatives were recommended to be dropped from further consideration due to the natural environmental impacts and for the additional reasons stated below.

- Alternative 1A does not address the bridge deficiency, and thus does not meet the Purpose & need
- Alternatives 1B, 1D, 1E and 8 have adverse impacts to the town's economy, and thus do not meet the Purpose & need.
- Alternatives 1C and 1E (Modified) involve widening or shifting of the river channel which would have major environmental and hydrological & hydraulics impacts.
- Alternatives 2, 4, 5, 6A and 7A involve 90 degree turns that are not desirable by IDOT due to safety concerns.
- Alternatives 7B and 7C would restrict access for Ameren Power Plant and may also have greater potential for fogging and icing hazards from the power plant's cooling towers.
- Alternative 6B would not provide an at-grade crossing with Washington Street – the current north-south collector street connecting to the downtown area. Instead, it would provide an at-grade crossing with Green Street – a residential street, which is not desirable.

The following alternatives were recommended to be carried forward for the reasons stated below.

- Alternative 3 would provide a free-flow route close to existing alignment, and it would have minimal impacts to the town's residential areas, businesses or economy. This alternative, though, crosses the Meredosia National Wildlife Refuge. According to the USFWS, placement of bridge supports within the refuge boundaries would not be considered "appropriate use" of the refuge land and thus may not be permitted. If this alternative is carried forward, other impacts such as shadow and salt spray would need to be analyzed to assess impacts of an overhead structure on the refuge. The refuge is located adjacent to the Illinois River which is a navigable waterway. According to the USFWS, the legal boundary of the refuge extends up to the centerline of the navigational channel; thus the bridge for this alternative would need to clear-span the navigational channel and the refuge island resulting in a main span of over 1200 feet and an overall length for a specialty bridge of 2000 feet – substantially longer and costlier than a 600 to 650 feet long specialty bridge required for other alternatives.
- Alternative 9 would provide a free-flow route on the fringe of the town and still provide vehicular access to the existing business district via Washington Street which is the existing north-south collector street connecting to the downtown area. It would have minimal impacts to the town's residential areas, businesses or economy. This alternative also resolves the access issue for Ameren, and is located away from Ameren's cooling towers thus reducing the potential for fogging and icing hazards.

The following questions were asked following the presentation:

USEPA (West) asked if any alternatives were considered that would extend in southeasterly direction up to US 67. The Consultant stated that such option was briefly discussed, however, was discounted since it would bypass the town of Meredosia. In addition, such alternative would be significantly more expensive

than the other alternatives since the construction limits would be much longer than the other alternatives which would add considerable initial construction cost and future maintenance cost.

USEPA (West) and USACE (Edmondson) questioned whether Alternative 8 should be dropped for economic reasons as it appeared to be not that much farther of a bypass than the rest of the bypass alternatives. They stated that a more thorough explanation must be presented when this project would seek concurrence for the Alternatives to be Carried Forward. The Consultant and IDOT noted that there may be greater wetland and agricultural impacts along this route than the other alternatives. If a state route is located along Yeck Road, the roadway would need to be widened and reconstructed up to existing IL 104 to meet the standards for a state-marked route. The roadway widening may impact the Chorus Frog mitigation sites along Yeck Road. In addition, the widening and reconstruction of Yeck Road would add considerable initial construction and future maintenance costs.

IDOT asked USFWS whether or not a new bridge could be placed anywhere south of the existing bridge and also asked for clarification regarding the refuge's boundaries at its southern tip. To the south of existing bridge, the exact boundaries of the refuge need to be identified but an alternative located 80 feet south (i.e. Alternative 1E) would likely impact the refuge property. A placement of any support pier within the refuge boundaries would not be deemed an “appropriate use” of the refuge and may not be permitted. USFWS (Albright) stated that a bridge spanning over the refuge without piers being proposed within the refuge would not be considered a “use” of the refuge and may be permitted subject to review of the impacts to the refuge from the roadway drainage discharge, salt sprays and bridge shadow.

IDOT District 1, Lake County
US 45 Millburn Bypass
Environmental Assessment
Information – Project Update

This was the second presentation of this project. The previous presentation was on February 3, 2009. The purpose of this presentation was to provide a project status update with respect to revised project termini for the Environmental Assessment, and the results of the Community Advisory Group (CAG) meeting #1 including development of the CAG project problem statement. The Lake County Division of Transportation (LCDOT) is the lead agency for this project, with all reviews being coordinated through IDOT and FHWA.

In the interest of time, the FHWA requested that the prepared Powerpoint presentation not be made, but instead a brief review of the main points of the project status update. The project consultant (Christopher B. Burke Engineering, Ltd. - CBBEL) distributed an informational packet to all meeting attendees. The informational packet included the following materials:

- Powerpoint presentation slides
- Logical Termini Determination white paper
- Community Advisory Group #1 summary
- Public Involvement Plan date June 2009 (as presented to CAG)
- Overall Project Limits exhibit

CBBEL summarized the Logical Termini Determination white paper. Based on coordination meetings between LCDOT, IDOT and FHWA subsequent to the February 2009 NEPA/404 presentation, the project limits with respect to the Environmental Assessment have been extended from IL Route 132 on the south to IL Route 173 on the north. These limits were extended to ensure environmental issues are addressed on a broad scale with respect to likely future improvements along US Route 45 within these logical termini. The likely future improvement will be identified by traffic analysis, with needed improvements developed to a conceptual level to identify the roadway footprint for environmental analysis. Detailed engineering will be limited to the original planned construction limits in the vicinity of Grass Lake Road and Millburn Road at US Route 45. The resource agencies concurred with this approach.

CBBEL referred to the Public Involvement Plan (PIP) which is modified from the previous Stakeholder Involvement Plan (SIP). While LCDOT is using CSS project development principles, LCDOT is not following IDOT CSS policy. Therefore, the SIP was renamed to PIP to avoid confusion. There were no comments on the PIP.

CBBEL referred to the Community Advisory Group (CAG) meeting #1 summary. CAG #1 was held on June 16, 2009. 22 members of the CAG were in attendance. The overall agenda for this meeting included a project introduction including discussion of the current EA limits from IL Route 132 to IL Route 173; review and CAG concurrence with the PIP, and a workshop to develop the CAG Project Problem Statement. The consensus CAG Project Problem Statement developed is as follows:

"The transportation problems to be solved by the US 45 at Grass Lake Road/Millburn Road project are present and future congestion, safety and accessibility for all modes of transportation, and also impacts to natural and manmade environments."

There were not comments on the CAG Project Problem Statement.

CBBEL reviewed the next steps in project development. The overall project schedule is included as a Powerpoint slide with a tabular form included in the PIP. CAG #2 is planned for the 1st week in November with the primary agenda items being review of the draft project Purpose and Need statement, and initiation of alternatives development and evaluation. The Chicago Metropolitan Agency for Planning

(CMAP) has already provided 2030 No-Build traffic projections for this project and will be providing 2030 Build projections by the end of September. The Draft project Purpose and Need statement will be prepared upon receipt of these traffic projections and submitted to LCDOT, IDOT and FHWA to initiate the review process for Concurrence Point #1. The project team is targeting the February 2010 NEPA/404 Merger meeting for concurrence on Purpose and Need. A draft Purpose and Need statement will be shared with the CAG at CAG #2 to solicit their comments. The draft Purpose and Need statement will include the CAG Project Problem Statement.

Agency Comments:

1) Will Crawford Road to the east be considered as a potential east bypass alternative from Millburn Road to IL Route 173? (West – USEPA).

Response: Whereas local bypass alternatives are being considered in the vicinity of the Millburn Historic District due to likely impacts associated with capacity improvements, these type of constraints are not known to be present to the north or south and therefore an aggressive realignment of US Route 45 one to two miles to the east along Crawford Road is not warranted or anticipated. In addition, Crawford Avenue is within the Village of Old Mill Creek and is planned for low density residential with Crawford Road serving as a local roadway, not compatible with remarking as US Route 45.

IDOT District 1, Cook County
I-290 – Mannheim to Cicero
Environmental Impact Statement
Information – Project Introduction

This was the first presentation of the I-290 project to the NEPA/404 Merger Team. The purpose of the meeting was to introduce the I-290 project to the merger team and identify future merger team coordination.

The IDOT District 1 and project consultant (PB) presentation provided a brief history of the project corridor (from 1940's to present) and described the relevant prior and current studies by IDOT and other agencies. It was noted that the RTA Cook-DuPage Corridor Study has been suspended and turned over for the agencies to further develop and evaluate the recommendations contained therein. The report contained a large number of transit improvements but stopped short of detailed analysis of any of the improvements.

The presentation explained the progression of the I-290 Phase I study from an ECAD in 2001 to the present EIS designation and the adoption of IDOT's Context Sensitive Solutions (CSS) process. The goal of the project will be to achieve a Record of Decision and Design Approval of a preferred alternative. Following the history and study overview, environmental maps were presented showing the known environmental features on 11x17 color corridor maps.

The presentation was followed by an open forum question and answer discussion. The following lists the items discussed:

- The Team questioned what work was being performed west of Mannheim since the ESR limits, on the exhibits, extended west of the identified limit of Mannheim Road. The ESR limits are generous to avoid the potential for addendum and include possible build-out areas should they be required.
- There are no proposed uses for the Hillside Landfill related to the project. It is currently an active landfill.
- BDE questioned whether there was an active school near the 25th Avenue interchange. Wilson School has been abandoned and the community is moving toward developing 25th Avenue into a retail corridor.
- The CTA and Railroads are key stakeholders and close study partners. The CTA station at Forest Park is highly constrained and CTA was looking into expanding and updating this facility. Currently, CTA improvements in this corridor are on hold pending the I-290 study.
- The Commonwealth Edison site is still in use but it will likely be closed. Maywood is interested in redeveloping this property. This is a 100 year old site and there may be a need to remediate the site prior to redevelopment. The ComEd site could be suitable for a transit center due to its proximity to the CTA Blueline and I-290.
- The CTA ROW was questioned since it does not appear to go west along the I-290 ROW. The CTA ROW is only to the east of 1st Avenue. Potential future extensions were to follow the historic CA & E RR ROW that runs northwest of I-290. This ROW has been developed in some areas and a bike path occupies the ROW near the expressway. There is a trail structure over the Des Plaines River utilizing the existing RR bridge abutments.
- The exact limits of the bottleneck, six-lane section were questioned. The actual limits of the six-lane section extend from 25th Avenue to Austin Boulevard.
- The Team questioned whether the CTA had plans for expansion of the Blueline in the corridor. The CTA does not have any expansion plans in the corridor but they are a willing participant in the I-290 study.

- USEPA (Westlake0 asked that the study expand the PM 2.5 analysis and include more detailed emissions analysis of mobile source air toxins (MSATs) especially for diesel and in environmental justice areas, if any.
- The Team questioned whether the adjacent RR ROW can be used for other purposes. Use of the CSX freight rail line along the study corridor will drop significantly with the Canadian National's purchase of the EJ&E where the majority of CN's operations will be routed in the future. Preliminary discussions were held with the railroads but no commitments have been made yet. The study team will continue to coordinate with the railroads.
- RTA's Cook DuPage Corridor Study included several dozen alternatives including Bus Rapid Transit (BRT), High Occupancy Vehicle lane (HOV), a Blue Line Extension, and others.
- The Blue Line extension is loosely defined as extending as far west as Oak Brook, however no alignment(s) have been located.
- The USEPA (West) said that removal/consolidation of the closely spaced ramps between 25th avenue and DesPlaines Avenue should be considered. IDOT will be analyzing the safety of these ramps. Elimination of any access point will require a great deal of public involvement due to the importance of access to local communities.
- This study is currently continuing under the assumption that the eight lane section east of Cicero Avenue is still functionally adequate. The pavement condition is much better than the six-lane section. The eastern limit is currently where an old construction segment ends just west of Kostner Avenue.
- The frontage roads are included as part of the environmental analysis.
- The Team questioned whether any interchanges may be removed due to the less than desirable spacing between existing interchanges. The study will not preclude interchange removal
- The highway, pavement and structures are approximately 50 years old and are near the end of their useful life which will require a complete rebuild; depending on the study outcome this could be a replacement in-kind or variation.
- There are sensitive noise receptors in the study corridor and noise barriers will be considered. The CSS process will be used to help determine any noise wall locations within the communities on a case-by-case basis.
- There is at least one historic district within the study area. Further data collection and public involvement will be used to confirm the number and location of any historic districts or resources.

The meeting concluded with a discussion of whether or not this study should, or needs to, follow the formal NEPA/404 merger/concurrence process. Typically, this process is permit driven. The reasoning for not establishing a formal NEPA/404 merger team process is:

- The project was reclassified as an EIS to accommodate public concerns – project was initially an ECAD.
- Not clearly defined that an Individual 404 Permit is necessary for the project.
- A formal 404 schedule/process requires prescribed milestone and long-lead submittal dates that may add time to the project schedule
- NEPA/404 coordination in lieu of concurrence allows the study to be more nimble.

IDOT recommended proceeding with the study as an "EIS with agency review," using the scheduled NEPA/404 Merger Team meetings as a forum for project study updates. The USEPA (Westlake) agreed that this would be a good forum and the periodic updates would keep the project moving. The USEPA (Westlake) added that it appeared that permits would not be likely, however, the USACE (not present) would need to review.

IDOT explained that the first potential concurrence point, purpose and need, is planned for June 2010, therefore allowing the agencies some time to consider this approach.

IDOT District 1, Will County
I-55 at Lorenzo Road and IL 129
Environmental Assessment
Purpose and Need Concurrence

This was the fourth NEPA/404 presentation of this project. The purpose of the meeting was to seek concurrence point number two," Alternatives to be Carried Forward."

The consultant opened the meeting by presenting the PowerPoint presentation of the handout materials previously distributed. The presentation outlined the four sets of alternatives:

- Alternative A - No-build.
- Alternative B - A free flow interchange at IL Rte. 129 and minimal modifications to the existing Lorenzo Road interchange.
- Alternative C - One of two partial cloverleaf options at IL 129 combined with a modified trumpet interchange at Lorenzo Road.
- Alternative D - The complete closure of the Lorenzo Road interchange and the creation of a single combined interchange at IL Rte. 129.

The USEPA (West) inquired if the minimum modifications to Lorenzo Road interchange would include pretreatment of the storm water runoff and enhancements to the riparian buffer along the Kankakee River. The consultant responded that these items would be investigated further and would not be precluded from the B alternative. As part of Alternative B, the USEPA (West) also expressed a desire to restrict Ridgeport Development Traffic in using the Lorenzo Road interchange for access to/from Interstate 55.

The USEPA (West) inquired if the Ridgeport project would be bridging over the BNSF railroad and was this considered with the location of the development's access point along Lorenzo Road. The consultant responded that there was no plan to construct the overpass at the railroad at this time. The consultant also indicated that through coordination with the developer the location of the access point for Ridgeport is likely to be east of existing Kavanaugh Road which would provide an adequate distance for a future grade separation.

FHWA requested concurrence for the Alternatives to be Carried Forward. USEPA (West), IDOA (Savko) and IDNR (Hammer) concurred with the Alternatives to be Carried Forward. USFWS (Engel) was present at the meeting and indicated that they would provide a response by email. USACE was not present at the meeting. FHWA indicated that they would follow up with USACE with the request for concurrence.

Illinois NEPA/404 Merger Meeting
September 9, 2010

FHWA – Illinois Division Office
Training Room
3250 Executive Park Drive
Springfield, IL 62703

8:00 am – 10:00 am

- I-55 at Lorenzo Road (District 1, Will County)
  - Concurrence - Alternatives to be Carried Forward
- IL 47 from US 14 to Charles Road (District 1, McHenry County)
  - Project Introduction

10:00 am – 10:15 am (Break)

10:15 am – 12:00 noon

- US 45 Millburn Bypass (District 1, Lake County)
  - Information – Public Meeting Results on Alternatives
- US 12 Richmond Bypass (District 1, McHenry County)
  - Concurrence – Purpose and Need

12:00 noon – 1:00 pm (Lunch Break)

1:00 pm – 3:00 pm

- Elgin O'Hare-West Bypass Tier 2 (District 1, Cook and DuPage Counties)
  - Scoping Meeting
- IL Route 131, Russell Road to Sunset Avenue (Lake County)
  - Concurrence – Alternatives to be Carried Forward

3:00 – 3:15 pm (Break)

3:15 pm – 4:30 pm

- IL 47 from Reed Road to US 14 (McHenry County)
  - Concurrence - Alternatives to be Carried Forward
- Discuss status of NEPA-404 merger projects

Illinois NEPA/404 Merger Meeting
September 8, 2010

FHWA – Illinois Division Office
Training Room
3250 Executive Park Drive
Springfield, IL 62703

2:00 pm -4:30 pm

- IL 104 – Bridge over the Illinois River in Meredosia (District 6, Morgan and Pike Counties)
  - Concurrence - Preferred Alternative

- Eldamain Road (District 3, Kendall County)
  - Concurrence – Revised Purpose and Need
  - Concurrence - Range of Alternatives and Preferred Alternative

- Eastside Highway, Bloomington (District 5, McClean County)
  - Project Introduction

NEPA/404 Merger Meeting Summary
September 8, 2010

IDOT District 6, Morgan and Pike Counties
IL 104 Bridge over the IL River in Meredosia
Environmental Assessment
Concurrence – Preferred Alternative

This was the fourth NEPA/404 presentation for this project. The purpose of the meeting was to seek concurrence to the "Preferred Alternative". Previously, a concurrence to "Purpose and Need" was granted in September 2009 and to "Alternatives to be Carried Forward" in February 2010.

A handout was distributed exhibiting the project location & study limits, the alternatives carried forward for detailed analysis, matrix of alternatives analysis and the recommended Preferred Alternative.

Mr. Mark Dvorak of Teng & Associates, Inc. made a PowerPoint presentation to the group. The presentation began with basic project information, an update on the coordination with various agencies, Village of Meredosia, local businesses, the Illinois River Carriers' Association and the Meredosia Bridge Advisory Committee.

The presentation next covered the Ameren Cooling Tower Impact Analysis with respect to the Alternative #9. A Cooling Tower Impact Analysis has been performed to assess the potential for fogging and icing. The cooling tower impact analysis took into consideration local atmospheric data (such as temperature, humidity and wind intensity and direction) for a 5-year period and the power plant's operational data. The results indicate that only one hour of fogging and one hour of icing is predicted over a 5-year period for Alternative #9. Thus, Alternative #9 is not adversely impacted by the Ameren cooling towers.

The last of the environmental surveys was made available in July of 2010 and identified one (1) Archeological site within the limits of Alternative #9 which is a mid-to-late 19th century Euro-American commercial/industrial site and is recommended for further archaeological investigation.

The study developed and analyzed a total of eighteen (18) alternatives as categorized below:

a. No-Build Alternative
b. Rehabilitation Alternative
c. Reconstruction Alternatives (2)
d. Build Alternatives (14)

Level 1 and 2 Screenings narrowed down to two Reasonable Alternatives (#3 and #9) which were granted concurrence for "Alternatives to be Carried Forward" in February 2010 merger meeting.

Two Reasonable Alternatives along with a No-Build Alternative were analyzed with respect to a set of basic criteria: Bridge/Roadway Deficiencies, Safety, Natural/Cultural/Historical Resources, Agricultural Resources, Regional Mobility, Local Access/Mobility, and Socio-Economic Impacts.

Mr. Dvorak reviewed the Analysis of Reasonable Alternatives as follows.

River Traffic

Both alternatives were presented at the May 2010 meeting of Illinois River carriers' Association which represents the interests of the river's commercial traffic. IRCA affirmed that Alternative #3 with a main navigation span of 570-feet would safely meet the needs of river navigation. Alternative #9 crosses the river where the barge tows (heading downstream) change direction from southeast to southwest. IRCA remarked that, with Alternative #9, the eastern pier of a 570-foot span falls within the river channel and may be problematic for the barge turning

maneuvers (flanking operations). IRCA suggested that, if this alternative is selected for construction, the east pier shall be moved out of the river channel by lengthening the navigational span.

IRCA noted, though, that they prefer Alternative #3 since the bridge and the left-descending pier would be visible as they approach the river bend, and would function as the visual landmark for initiating the barge turning maneuvers similar as they currently do with the existing bridge.

Regional Mobility and Flooding Frequency

In order to maintain connectivity to local streets and access to adjacent existing buildings, the roadway profile for Alternative #3 within the town will need to stay at or near the existing roadway level which is below the theoretical 100-year flood level (447.9' NGVD). Since the proposed roadway would be situated below 100-year flood level, there may be concerns for regional mobility and connectivity between US Route 67 and the communities west of the river during 100-year flood events. However, the historic flood data for Meredosia from 1970 to 2008 indicate that the flood level did not exceed 50-year level (447.4' NGVD) and only three (3) floods exceeded 445.0' level during this 38-year period. The highest recorded flood level is 446.7' in 1943. The proposed roadway for the Preferred Alternative will be constructed above 445.0' level in order to minimize probability of roadway flooding. Considering the fact that the highest recorded flood exceeded 445.0' level by only 1.7 feet and the low number of flood events exceeding 445.0' level, Alternative #3 should reasonably maintain regional connectivity through the floodplain.

Economic Impacts

Alternative #3 is the in-town alternative and it is anticipated to not impact the town economy. Since Alternative #9 is located 0.425 mile away from the business district, it is considered a bypass and will pass on the southern fringe of the town. Visibility of the town & businesses from the bypass will be less. There are studies which show communities under 2,000 in population experience the greatest impacts with bypasses. Therefore, Alternative #9 will potentially result in loss of customers for local travel-dependant businesses, which will potentially result in closing or moving of the Businesses and will potentially result in loss of Tax Revenue for the town.

Farmland Impacts

Alternative #3 would impact 8.0 acres of farmland involving three (3) separate farms; no farms would be severed by this alternative.

Alternative #9 would impact 26.8 acres of farmland involving seven (7) separate farms, of which three (3) farms would be severed by this alternative. Additional farmland would be impacted if compensatory storage is required.

Public/Local Municipality Support

There is near unanimous support from the local community for Alternative #3. The Meredosia Bridge Advisory Committee (MBAC) unanimously voted for Alternative #3 as its Preferred Alternative. The public favored Alternative #3 as the preferred alternative at the June 2010 Public Meeting. The Village of Meredosia passed a resolution on June 14, 2010 supporting Alternative #3 in the best interest of the economic future of the town. In addition, State Representative Jim Watson wrote to IDOT Secretary Hannig on June 23, 2010 requesting that IDOT give due consideration to the Village Resolution supporting Alternative #3 given the economic challenges facing smaller communities.

Boyd Park Re-design

At the June 2010 MBAC meeting, it was suggested by the MBAC members that Main Street may be shifted southward to improve truck-turning at the proposed Marion Street intersection and combine the currently split Boyd Park into one park. The original park was one park and was split when the exiting bridge was built back in 1936. In consideration of the public and MBAC comments, IDOT and Teng refined Alternative #3 and combined Boyd Park, provided adequate truck-turning radii, a more direct path for trucks exiting Cargill back to IL 104, and an area for Cargill trucks to queue during high truck volumes.

Meredosia National Wildlife Refuge Impacts

Through early coordination between IDOT and U.S. Fish & Wildlife Service (FWS), the FWS has agreed to provide the refuge land to build this alternative in exchange for land that is biologically equivalent, equal in size, and contiguous with the boundary of a national wildlife refuge located within the Illinois River National Wildlife and Fish Refuge Complex. Since the new bridge alignment crosses the refuge near its southern tip, IDOT will acquire the refuge area south of the new bridge alignment The land exchange area totals 10.6 acres; 5.9 acres within the FWS Approved Acquisition Boundary and 4.7 acres of adjacent Illinois River where FWS has Ownership Rights to the River Waters.

The construction would have permanent and temporary impacts within this area, 0.14 acre of permanent and 1.04 acre of temporary impacts within the refuge boundary. Once the land exchange takes place, this area will no longer be a part of the protected Refuge system; but after the new bridge is constructed and the existing bridge is removed, IDOT will make efforts to restore the temporarily disturbed areas back to their natural conditions with the intension that these areas will function the same as before the construction.

Alternative #9 will not have permanent impact to the refuge. The removal of existing bridge would temporarily disturb approximately 0.41 acre area within the refuge boundaries. After the bridge removal is completed, IDOT will make efforts to restore the temporarily disturbed areas back to their natural conditions with the intension that these areas will function the same as before the construction.

Wetlands

Both alternatives impact the area wetlands. Alternative #3 has 0.67 acres of permanent and 2.24 acres of temporary impacts to wetlands. Alternative #9 has 2.08 acres of permanent and 2.23 acres of temporary impacts to wetlands.

The wetlands located adjacent to the Illinois River (including the Meredosia National Wildlife Refuge) will be crossed with an aerial bridge structure in order to minimize wetland impacts. The permanent wetland impacts from the new bridge will be limited to the foot-print areas of the bridge piers and shelf around each pier for future inspection/maintenance purposes. Both alternatives would also have temporary wetland impacts due to the access causeway(s) and cofferdams necessary for construction of the new bridge and removal of the existing bridge. The access causeways and cofferdams are temporary constructions that will be removed after the bridge construction is completed; IDOT will make efforts to restore the temporarily disturbed areas back to their natural conditions with the intension that these areas will function the same as before the construction.

Mr. Brooks (IDOT BDE) asked if the wetland impact areas include shadow affects from the bridge. Mr. Hammer (IDNR) noted that the bridge shadow impacts are generally included in the wetland impacts. Teng noted that the above values did not include the shadow impacts and the wetland impact areas will be revised for shadow impacts in the environmental document.

Mr. Dvorak then identified that Alternative #3 was recommended as the Preferred Alternative as it;

- Impacts less acreage of wetlands,
- Impacts less acreage of farmland,
- Would cost less to build, use and maintain,
- Would cause lesser or no adverse economic impacts,
- Is supported by the local community and municipality,
- And, is preferred by the Illinois River Carriers' Association.

USEPA (West) asked about the turning movements of farm implements and trucks at the intersection of IL 104 and Marion Street. Mr. Dvorak noted that the intersection is designed to meet WB-55 truck turning movements and should accommodate turning movements of farm implements and trucks.

From coordination with the City and local businesses, it was determined that majority of the truck traffic passing through the Marion Street intersection will be going to and coming from Cargill. Cargill trucks exiting IL-104 would be directed to take Marion Street north and continue using their existing route along Ojer Street to the Cargill entrance. All other trucks headed south of town to the industrial park along Washington Street would be directed

south on Marion along the new truck route around Boyd Park back to Washington Street. All trucks going north along Washington (including trucks coming out of Cargill) would be directed to use the new truck route around Boyd Park to the proposed Marion Street intersection. Marion Street would be terminated just south of the new Park and will be connected to an existing road along south edge of existing Boyd Park.

Following the discussion and question/answer session, Mr. Matt Fuller of FHWA requested concurrence by the agencies for Alternative #3 as the Preferred Alternative. USEPA (West), USCOE (Edmondson), USCG (Orzechowski), IDNR (Hammer) and IDOA (Savko) all gave concurrence to the Preferred Alternative. USFWS representative (Heidi Woeber) could not attend the meeting, but provided concurrence via an email to Matt Fuller of FHWA.

IDOT District 3, Kendall County
Eldamain Road
Environmental Assessment
Concurrence – Range of Alternatives and Preferred Alternative

This was the fourth NEPA/404 presentation of this project for a new crossing of the Fox River in Kendall County. Eldamain Road is an existing two-lane roadway between U.S. 34 and River Road. Eldamain Road north of U.S. 34 was previously widened to a three-lane facility for a distance of ¼ miles. The proposed project will involve upgrading existing Eldamain Road from its intersection with U.S. 34 south to River Road, and extending it on a new alignment across the Fox River and southward across IL 71 ending at Walker Road. Between U.S. 34 and River Road, improved Eldamain Road will retain its existing intersections with local roads and streets. The proposed Eldamain Road Extension will include new intersections where it crosses existing local routes. Concurrence on the Purpose and Need was received in May 2010. CMAP has provided updated 2030 ADTs for the Eldamain Road project as part of the indirect impacts on land use analysis and also it was determined that the Prairie Parkway was to be removed from consideration. Therefore, the Purpose and Need was revised accordingly and concurrence on the revised Purpose and Need was required at the end of this meeting. The purpose of this meeting was to also present the alternatives analysis, preferred alternative, and the indirect impacts on land use and receive concurrence on these items as well. The previous presentation was on June 9, 2010.

Alternatives Analysis Presentation
The updated 2030 projections were presented and it was explained that the Prairie Parkway was not included in CMAPs Goto2040 model. All changes to the Purpose and Need are related to projected traffic volumes and did not result in any changes to the project's purpose, need, goals or design.

Four alternatives (Alternative 1, 2, 3 and 4) including the No-Action Alternative were presented.

No-Action Alternative
The No-Action Alternative will not support the Purpose and Need because it will not provide local system continuity, will not address local system deficiencies, will not improve local transportation needs for Yorkville, Plano, and Kendall County populations, and will not improve access to public facilities and emergency services. The No-Action Alternative will not meet the Purpose and Need.

Alternative 1
Alternative 1 improves the existing alignment of Eldamain Road between US 34 and River Road and extends south from there to connect with and follow Pavillion Road, Legion Road, East Highpoint Road, and Lisbon Road south to Walker Road.

The circuitous nature of this route, which uses roadways through residential areas, does not result in the local system continuity needed to provide an effective local alternate to IL 47 and the associated reduction of congestion along the state route. For this reason, Alternative 1 will not improve access to public facilities and emergency services. Alternative 1 will not serve the existing and future growth planned for the area between Yorkville and Plano that is located to the west. Alternative 1 does not meet the project's Purpose and Need.

Alternative 2
Alternative 2 improves the existing alignment of Eldamain Road between US 34 and River Road and extends south across the river and southwest to follow Highpoint Road. It continues along existing Highpoint Road across IL 71 where it continues south and east to connect with Lisbon Road, ending the project at Walker Road. Alternatives 2a, 2b, and 2c are variations of Alternative 2 that refine the design in terms of minimizing environmental impacts and considering engineering design constraints. Each will provide local system continuity, improve local system deficiencies, and provide access to public facilities and emergency services. All variations of Alternative 2 meet the project's Purpose and Need.

Alternative 3

Alternative 3 includes improving the existing bridges across the Fox River and north-south roadways including Fox River Drive and IL 47. To facilitate movement of the projected 2030 traffic, IL 47 would need to be widened to a six-lane roadway between US 34 and IL 71. This would result in approximately 30 business and 25 residential relocations and would negatively affect the economic viability of the Yorkville downtown area.

To facilitate projected 2030 traffic, Fox River Drive and its bridge would need to be widened to a four-lane roadway. Widening Fox River Drive would result in residential and commercial displacements in the City of Plano, south of US 34. Fox River Drive currently has a winding alignment and is not a continuous north-south roadway between US 34 and Walker Road.

Furthermore, Fox River Drive is located on the far west side Kendall County and improving this existing roadway would not meet the Purpose and Need as it would not alleviate traffic congestion currently on IL 47 and would not accommodate the existing and planned growth that will occur in the area between Plano and Yorkville. Alternative 3 does not meet the project's Purpose and Need.

Alternative 4

Alternative 4 includes a new road between Eldamain Road and IL 47. Alternative 4 would begin at Beecher Road at US 34 and continue south crossing River Road, the Fox River, and Fox Road. The alignment would curve to the southwest to meet with Highpoint Road, where the alignment would then curve to the south to meet with Lisbon Road ending at Walker Road. Alternative 4A is a variation that was suggested at the NEPA meeting last June. At IL 71, 4A turns southwest along IL 71 until reaching the Alternative 2C alignment near West Highpoint Road where it follows 2C south to Walker Road.

This alternative provides a north-south route within the City of Yorkville and would reduce existing and future congestion on IL 47. However, because it will be located in Yorkville one mile west of IL 47 and almost 4 miles east of the Fox River Drive bridge, it will operate as a municipal bridge, serving drivers in Yorkville. It will not serve the City of Plano. Its in-town location and the circuitous nature of its alignment between US 34 and Lisbon Road will not provide the cross-county system continuity in the Purpose and Need for the project. As this alignment is located within Yorkville, it will provide access to public facilities and emergency services within Yorkville but not the City of Plano. Alternative 4A will create a section that will combine the traffic volumes of the new road and IL 71 onto one route. This combined 2030 traffic will be at a level requiring four lanes. Alternative 4 and 4A do not meet the project's Purpose and Need.

Evaluation of Alternatives

Each alternative was evaluated on how it met the project's Purpose and Need. The purpose of the proposed action is to provide local system continuity, address local system deficiencies, improve local transportation and safety associated with the existing and future populations of Yorkville, Plano, and Kendall County, provide local access multi-modal transportation, and improve access for public facilities and emergency services. Alternative 2 was the only alternative to meet the project's Purpose and Need and therefore is carried forth and further evaluated in regards to environmental and engineering considerations.

Each variation of Alternative 2 was evaluated for potential environmental impacts to socio-economics, agriculture, cultural, natural resources, water resources, wetlands, noise, special waste sites, and special lands. For analysis purposes a 150 feet right-of-way width was assumed. Alternative 2C had the least amount of environmental impacts.

Each variation of Alternative 2 was evaluated with respect to engineering considerations. Alternative 2 will replicate a substandard 51 degree intersection angle with Highpoint Road and IL 71 that will not comply with IDOT design criteria. For this reason Alternative 2 is less desirable.

Alternative 2B was developed to provide a 90 degree intersection with IL 71 to the west of Highpoint Road. Alternative 2B is acceptable from an engineering perspective. Alternative 2C was a further refinement of Alternative 2A that reduced potential home displacements in a new subdivision south of IL 71.

Based on the environmental and engineering considerations, Alternative 2C was selected for detailed evaluation and is considered the Preferred Build Alternative.

The ultimate cross section would provide four, 12-foot wide through traffic lanes with curb and gutter and an 18-foot wide median. An interim cross section is proposed south of Fox Road consisting of one 12-foot travel lane in each direction separated by an 18-foot median. A 10-foot shoulder would also be provided with an open drainage ditch system. Through lanes can be added when traffic growth warrants them.

Rob Roy Creek will be bridged and a narrower 8-foot median will be provided to minimize impacts to the creek and a retaining wall will be installed to minimize impacts to the wooded area. The new bridge at the Fox River is proposed to be a multi-beam steel plate girder bridge with a concrete deck. The bridge will have two lanes in each direction with a raised median. A steel truss bridge is also proposed under the main bridge to carry the multi-use path for pedestrian and bicyclists.

The Preferred Build Alternative will retain full access with all cross streets.

Indirect Impacts on Land Use

Indirect impacts on land use were analyzed and the following presents the methodology used and the results of this analysis. The potential for indirect impacts related to the proposed project are due to the proposed improvements in accessibility and mobility.

Six different approaches for forecasting indirect impacts on land use were considered based on the NCHRPP 25-25 "*Forecasting Indirect Lands Use Effects on Transportation Projects*", December 2007, including:

1) Planning Judgment
2) Collaborative Judgment
3) Elasticities
4) Allocation Models
5) Four Step Models
6) Integrated Transportation Land Use Models

Last June we proposed to use Planning Judgment combined with CMAP modeling and received concurrence on this methodology.

Key variables considered when using Planning Judgment include:

- Change in accessibility
- Change in property value
- Expected growth
- Relationship between land supply and demand
- Availability of other services
- Other market factors
- Public policy

The CMAP 2030 modeling indicated that:

- A new Eldamain Road bridge would carry 19,000 vpd
- About 6,000 vpd will be drawn away from IL 47
- About 4,000 vpd will be drawn away from Fox River Drive
- About 9,000 vpd will be drawn from other routes or will be new trips generated by planned growth

Modeling indicates that travel times are reduced by 800,000 driver hours/year along the IL 47 corridor and 400,000 driver hours/year for the Fox River Drive corridor. These findings infer that there will be reduced congestion and less stopping, idling and starting, which in turn results in better fuel efficiency and better air quality.

Planners at Kendall County, the City of Yorkville, and the City of Plano reviewed this data and their opinions were as follows:

- Planned residential development is expected to occur regardless of the project
- Providing a new river crossing will make the corridor more attractive for industrial and commercial businesses, enhancing the probability of orderly developments of this type

- This will provide employment for Yorkville, Plano, and Kendall County residents and benefit the economic health and development of the Yorkville-Plano area
- With or without the proposed project, the majority of planning developments will occur with the stabilization of the economy.

Agency Questions and Answers on Methodology

Department of Agriculture (Savko) asked if the centennial farm was an edge impact or would sever the farm. HLR (Lukas) stated it was an edge impact.

USEPA (Westlake) commended HLR for follow up on the indirect impact analysis, USEPA wanted the expert opinion of the planners which we received and presented. He also felt it was wise to remove the Prairie Parkway.

USACE (Betker) agreed with what USEPA had said. USACE stated that the team has honed in on the logical alternative. Improving the existing bridges is not a reasonable alternative. The environmental impacts are minimal and wetland impacts may result in a regional permit. Whether or not this project is built, it is clear that development will occur to this area.

FHWA (Fuller) asked for concurrence on the Purpose and Need, Alternatives and Preferred Alternative. Concurrence was received on all three items from the USACE (Betker), USEPA (Westlake), Department of Agriculture (Savko), and DNR (Hamer). The USFWS was not present at the meeting.

IDOT District 5, McLean County
Eastside Highway
Environmental Assessment
Information – Project Introduction

The purpose of the meeting was to introduce the East Side Highway (ESH) Environmental Assessment (EA). Jerry Payonk of Clark Dietz presented an overview of the project's history and project study area. Linda Huff of Huff & Huff, Inc. presented an overview of environmental resources.

The Bloomington-Normal metropolitan area, located in McLean County, Illinois, is an established community that has experienced rapid growth since 1960, both in population and employment. Centrally located in the state, Bloomington-Normal has benefited from regional connection to the Midwest via three Interstate highways and one partial access control freeway. This growth trend is expected to continue, particularly on the east side of Bloomington-Normal. New commercial and residential development continues to occur, and major roads have been improved to accommodate the associated growth in traffic.

The Bloomington-Normal area is an important economic region in central Illinois and is home to numerous large corporations. Five Bloomington-Normal corporations have more than two thousand employees. Bloomington-Normal attracts employees and visitors from other areas in central Illinois, including Champaign-Urbana, Peoria, Decatur, and Springfield, in addition to those from within the community. The Central Illinois Regional Airport, located on the east side of Bloomington-Normal, experienced its busiest year to date in 2008, and has plans to expand to accommodate projected traffic growth from increased population and employment.

Development of a transportation corridor on the east side of Bloomington-Normal to address the growth in traffic has been the subject of study since the mid-1990s. In 1994, the Long Range Transportation Plan (LRTP) for the Bloomington-Normal Urbanized Area recommended the improvement of Towanda-Barnes Road (a north-south arterial) and the study of an additional transportation improvement farther to the east side.

Since that time, through the cooperative efforts of Bloomington, Normal, McLean County and the Illinois Department of Transportation, two pre-Phase I studies have been conducted and the LRTP has been updated to a 2035 planning horizon. The 2002 Feasibility Study forecasted that significant roadway congestion in the east portions of Bloomington-Normal would occur even if capacity were added to existing major roads and identified a potential east side transportation corridor and a preferred alternative for a planning horizon of 2025. A second study, the 2009 ESH Corridor Study, identified a single feasible corridor 500 feet in width that would serve the needs of anticipated growth on the east side of the Bloomington-Normal community.

The 2009 ESH Corridor Study was conducted with the intent to follow NEPA when the funding became available for Phase I study. Project elements from the Corridor Study will be used during the EA to the extent possible. The Context Sensitive Solution (CSS) approach to public involvement was used throughout the Corridor Study to provide opportunities for public input on alternative development.

Some environmental resources of note within the project study area:

- Primary Land Use: Agriculture
- New Development east of Towanda Barnes Road
- Smaller Communities: Towanda and Downs have populations between 500 and700
- Four parks and two golf Courses
- Wetlands – National Wetland Inventory (NWI) shows more than 214 wetlands comprising over 500 acres, including forested areas adjacent to the streams
- Two watersheds: Money Creek and Kickapoo Creek
- Kickapoo Creek: Class 1 stream, portions are biologically significant, and is part of a TMDL study for fecal coliform

- Money Creek flows to Lake Bloomington, which is a community water supply. A TMDL study has been completed for Lake Bloomington with the primary pollutants of concern being nutrients.
- Threatened & Endangered Species: State listed species: 3 birds, 1 plant
  Federally listed species: Eastern prairie fringed orchid and Indiana bat
- High probability for archaeology near creeks
- Historic Route 66: National Scenic Byway
- Constitution Trail
- Regional Greenways Plan identifies as high priority sites: Money Creek, Kickapoo Creek, and US 66

The project will follow Context Sensitive Solutions (CSS) guidelines for public involvement and SAFETEA-LU Section 6002 guidelines. Advisory Groups will be developed for the project and for focused initiatives. A public meeting was held on August 25, 2010 to introduce the EA and solicit public input on scope, Purpose and Need, and study area. The project team plan to present the purpose and need for concurrence at the February 2011 NEPA-404 Merger meeting.

NEPA/404 Merger Meeting Summary
September 9, 2010

IDOT District 1, Will County
I-55 at Lorenzo Road
Environmental Assessment
Concurrence – Alternatives to be Carried Forward

This was the fifth NEPA/404 presentation of this project. The purpose of the meeting was to seek concurrence for the addition of Alternate C-5 to the "Alternatives to be Carried Forward" and the elimination of Alternates B and D.

The consultant opened the meeting by presenting the PowerPoint presentation outlining the four sets of alternatives previously approved:

- Alternative A - No-build.
- Alternative B - A free flow interchange at IL Rte. 129 and minimal modifications to the existing Lorenzo Road interchange.
- Alternative C - One of two partial cloverleaf options at IL 129 combined with a modified trumpet interchange at Lorenzo Road.
- Alternative D - The complete closure of the Lorenzo Road interchange and the creation of a single combined interchange at IL Rte. 129.

The consultant then summarized the public meeting comments and explained how Alternative C-5 evolved from the stakeholder comments.

The USEPA (West) stated he appreciated the new Alternative C-5 and believes that it shows that the process is working. USEPA (West) inquired if the pond in the center of the loop ramp was a wetland. The consultant stated that it was not a wetland. The consultant further clarified that the pond was likely either excavated by the land owner or was potentially a borrow pit from previous interchange improvements. It was further noted by the consultant that this property is no longer an individual farm and has been acquired by Ridgeport Development.

The consultant informed the group that since the last meeting, the land immediately west of Interstate 55 has been annexed by the City of Wilmington and permit plans have been submitted to IDOT to bring water and sewer service from the east side of Interstate 55 to the west side.

The USEPA (West) inquired to where the northbound entrance ramp is proposed to be located. The consultant responded that the ramp is proposed to go between the outside pier and the existing abutment. It was further noted that this would require modifications to the existing slope wall.

FHWA requested concurrence for the addition of Alternate C-5 and the elimination of Alternates B and D to the Alternatives to be Carried Forward. USEPA (West), IDOA (Savko), IDNR (Hammer) and USFWS (Cirton) concurred. USACE was not present at the meeting and will require follow up with the request for concurrence.

IDOT District 1, McHenry County
IL 47 from US 14 to Charles Road
Environmental Assessment
Information – Project Introduction

This was the first presentation of the IL Route 47 project to the NEPA/404 Merger Team. The purpose of the meeting was to introduce the project to the merger team, provide a brief overview of project progress to date, and identify future merger team coordination plans. An information packet was distributed to the group containing a presentation outline, a copy of the slides from the presentation, and the draft project Purpose and Need.

The presentation was conducted by Darcie Gabrisko of Strand Associates, the project consultant. The presentation began with a brief overview of the project corridor. IL Route 47 is a strategic regional arterial (SRA) located in central McHenry County in the City of Woodstock and unincorporated McHenry County. The southern terminus of the project is US Route 14, which is a major arterial crossroad and source of traffic for the corridor. The northern terminus, Charles Road, is also a designated SRA Route and represents the northern edge of the urban area beyond which corridor traffic volumes decrease substantially.

The project schedule was presented. The project will be processed as an environmental assessment and will follow the NEPA/404 merger process, unless the results of the environmental survey deem it unnecessary. The Phase I process for this project is expected to continue through late 2012.

Project corridor characteristics were then presented. This included a description of the existing corridor. The existing IL Route 47 can be considered as three sections. The south end is mostly a mix of industrial and commercial land uses. The middle section is mainly commercial transitioning to high density residential. The north section is a rural cross section with adjacent agriculture. Aerial images were presented showing the existing corridor with potentially sensitive features on 11x17 corridor maps.

The project is proceeding as an environmental assessment. Environmental aspects of the project were discussed. Social/economic impacts may include acquisition of R.O.W with potential relocations possible. Agriculture impacts are possible as the north section of the corridor include farm lands. Culturally significant buildings may exist from IL Route 120 to Ware Road, but no buildings are currently on the Register of Historic Places. Air quality and Noise will both be analyzed for the preferred alternative. In an initial search for special waste sites, 17 sites were identified. 4(f) involvement is possible as there are special lands, including parks and schools, throughout the corridor. The environmental survey is ongoing and results have not yet been received.

This project will follow IDOT's procedures for Context Sensitive Solutions (CSS). Public involvement and outreach activities include development of a Citizen Advisory Group, one on one meetings, 3 public meetings, one public hearings, a website, and four newsletter publications. To date, three CAG meetings have been held, to identify corridor issues, present deficiencies, and solicit preliminary input for the development of alternatives. One public meeting has been held to collect corridor issues. The second public meeting is planned for September 2010 and will present the draft purpose and need and solicit corridor alternatives.

The draft project Purpose and Need has been completed and reviewed by FHWA and IDOT. The Purpose and Need was distributed for preliminary review, and formal concurrence will be targeted at the February 2011 NEPA/404 Merger meeting. It is anticipated a presentation of the range of alternatives will also be included at the February 2011 meeting. A brief summary of the main points of the Purpose and Need were highlighted. These points are:

- Corridor safety, there were 635 crashes from 2006-2008 and 60.3% being rear end crashes. There were no fatalities and 10 type A injuries.
- Increasing delays and congestion. There are four intersections where the existing level of service is D. The future no build scenario yields 2 intersections with LOS D, 1 with LOS E, and 3 with LOS F.
- Lack of access management. There are 190 driveways and 31 intersections throughout the corridor with generally no access management principles utilized.
- Pedestrian and bicycle accommodations. There is currently intermittent sidewalk and no bike paths

throughout the corridor.

- Geometric deficiencies. Six major intersections are on a skew of at least 15 degrees and three intersections exceed 30 degrees. There is a deficient vertical curve at Ware Road.

AGENCY QUESTIONS AND COMMENTS

USEPA (West) asked why the project termini were chosen as they were, given an adjacent environmental study immediately south of this corridor. In particular, they were concerned that separating the two studies might preclude evaluation of alternatives involving an IL Route 47 on new alignment.

The study team indicated that the purpose and need for this north section of IL Route 47 was unique given the advanced development of the City of Woodstock. This north IL Route 47 study corridor passing through Woodstock is significantly built-up with residential and commercial development. It was also noted the existing ADT's were indicative that the traffic demand in this corridor is interior to the City of Woodstock. The existing traffic volumes at the south terminus increase to almost 26,000 vpd. By the time vehicles reach the north end of the project, the ADT has decreased to 4,000 vpd due to traffic exiting corridor at the various east-west side streets and developments located along the roadway. This was further supported by the vast majority of public comments suggesting improvement needs along the existing IL Route 47 corridor. Note an IL Route 47 bypass of Woodstock has been proposed and will be considered, however, it is not anticipated to be able to address the purpose and needs of the existing north IL Route 47 corridor passing through the City of Woodstock.

While the section of IL Route 47 south of US Route 14 is significantly less developed, the majority of land uses along IL Route 47 are planned for commercial and residential uses. This south study of IL Route 47 is located within the Kishwaukee River watershed which contains sensitive plant and animal species as well as highly permeable soils. It is anticipated an IL Route 47 on new alignment would have more impacts on these sensitive environmental features than improvements on existing alignment and would not address the planned development along the existing IL Route 47 corridor.

Concerning regional land use planning efforts along IL Route 47, an "Illinois Tomorrow" grant was awarded that provided funding for a land use based study of the Illinois Route 47 corridor from within Kane County northward to the Wisconsin State line. Kane and McHenry Counties as well as the City of Woodstock and Village of Huntley participated in this study which evaluated current as well as proposed land uses and resulted in the development of a planning document that combines the comprehensive planning efforts of all the communities along the corridor. The two independent IL Route 47 studies support these regional planning efforts.

With no further questions the meeting was concluded.

IDOT District 1, Lake County
US 45 from Illinois Route 132 to Illinois Route 173
Environmental Assessment
Information – Project Status Update

This was the 5th presentation of this project. The previous presentation was on June 11, 2010. The goal of this presentation was to (1) summarize the coordination meeting with the Illinois Historic Preservation Agency (IHPA) on July 19, 2010; (2) provide a project status update based on the results of the Community Advisory Group (CAG) meeting #4 on August 19, 2010 and the Public Meeting #2 on September 2, 2010; and (3) provide a status update with respect to the "waters" delineation and on-going archaeological surveys for the entire project corridor by IDOT. Resource agency concurrence to proceed with the three finalist alternatives to a public meeting was obtained prior to Public Meeting #2.

All materials used to arrive at the three finalist bypass alternatives were previously distributed for the June 11, 2010 NEPA/404 Merger meeting. At the September NEPA/404 Merger meeting presentation, the following information was distributed to the attendees:

- NEPA/404 Merger meeting Agenda
- Meeting minutes from the IHPA coordination meeting on July 19, 2010
- Meeting minutes from CAG meeting #4 on August 19, 2010
- DRAFT Summary from Public Meeting #2 on September 2, 2010 (including questionnaire and summary of comments)
- Exhibits showing the three finalist bypass alternatives (Alternates A-1, A-4, and C-4) as presented at Public Meeting #2
- Updated Environmental Resources Exhibit, including the Illinois Natural History Survey (INHS) "waters" delineation and labeled stream names
- Updated Finalist Impact Evaluation Matrix, which summarizes the results of the comparative analysis of the 3 remaining bypass alternatives

The project consultant (Christopher B. Burke Engineering, Ltd. – CBBEL) guided the overall discussion, which began with a summary of the IHPA coordination meeting that took place on July 19, 2010 in Springfield, Illinois. Meeting minutes were provided to NEPA/404 Merger meeting attendees. At that meeting, IHPA concurred with carrying the three finalist alternatives (Alternates A-1, A-4, and C-4.4) forward for further development, evaluation, and presentation at the September Public Meeting. Note that Alternate C-4.4 (hereinafter known as Alternate C-4) was designed to avoid the Millburn burial site. The project consultant noted that the burial site was not shown on the exhibits at the Public Meeting (refer to the exhibit(s) presented at the June NEPA/404 Merger meeting for the location of the burial site). Alternate C-4 (east bypass alternative) bisects open space within the National Register Historic District. At the IHPA coordination meeting, IHPA stated that this is not a concern to them even if this alternative were to emerge as the preferred alternative.

As part of the Cultural Resources Review for this project, the Druce-Hoffman property is being evaluated. This property is located immediately west of the existing Millburn Road and US Route 45 intersection. A residence on this property is located within the footprint of the "4" options (i.e., Alternate A-4 and C-4) and would be displaced by either option. The residence is located southeast (and outside) of the existing National Register Historic District. Based on the meeting with IHPA on July 19, 2010, IHPA did not feel that this residence was an eligible historic building; however, the property is currently under review as a potentially historic homestead. In addition, Mr. Druce-Hoffman (a member of the CAG) has contracted with an independent consultant and is proceeding with the nomination of his property in the National Register of Historic Places. Cultural Resources Review, including archaeological resources for the entire project corridor, is on-going.

Next, the project consultant summarized CAG meeting #4 and the Public Meeting that took place on August 19, 2010 and September 2, 2010, respectively. The purpose of the CAG meeting was to brief the CAG members on the project status, the three finalist alternatives, and the upcoming Public Meeting - where the three finalist alternatives

would be presented. Meeting minutes were provided to NEPA/404 Merger meeting attendees. The discussion then segued to the Public Meeting. Over 300 people attended the Public Meeting, which lasted over three hours. At the time of the NEPA/404 Merger meeting, over 120 comments had been received by the Project Team. However, the public comment period was still open. Draft summaries of the Public Meeting and comments received to date were provided to NEPA/404 Merger meeting attendees. The Project Team intends to meet with the Lake County Division of Transportation (LCDOT) and IDOT in the near future to review the comments and to identify the Millburn Bypass alternative(s) to be carried forward in the Environmental Assessment (EA) (i.e., No Build, Build Alternative(s), and a Preliminary Preferred Alternative).

The project consultant stressed the importance of receiving the results of the Cultural Resources Review, as it pertains to "Alternatives to be Carried Forward". The Project Team is targeting the February NEPA/404 Merger meeting to present "Alternatives to be Carried Forward". Chapter 3 of the EA is currently being written and will be submitted to FHWA for review in advance of the meeting.

The goal of the Project Team is to request concurrence of a "Preferred Alternative" at the June 2011 NEPA/404 Merger meeting, hold a Public Hearing during the Summer of 2011, and receive Design Approval at the end of 2011.

Agency Comments:

1) Do all three finalist alternatives provide sufficient travel performance? (Westlake – USEPA)

   Response: Yes, all three finalist alternatives provide sufficient travel performance. However, when compared to each other, Alternate A-4 is superior (followed by Alternate C-4). Alternate A-4 would bring the bypass the closest to the majority of the existing residences (i.e., motorist origins/destinations) in the vicinity of the project and corrects the current Grass Lake Road and Millburn Road offset.

2) Is the east bypass within the corporate boundaries of Old Mill Creek? (Savko – Department of Agriculture)

   Response: All three finalist alternatives are located (at least partially) within the corporate boundaries of Old Mill Creek.

3) Why was Alternate C-1 dropped from further consideration and has the owner of the Millburn Tree Farm been involved in the community outreach for the project? (West – USEPA)

   Response: Alternate C-1 was dismissed due to poor travel performance when compared to the other alternatives and its associated cost. The main travel performance issue with C-1 is that the heavier local traffic from the west along Grass Lake Road would still need to traverse through the Historic District to access the East Bypass associated with this alternate. The alternative screening process, including Alternate C-1, was covered at Public Meeting #2.

   Yes, the owner of the Millburn Tree Farm is a member of the CAG.

4) If the Druce-Hoffman property is determined to be historic, would this finding dismiss Alternates A-4 and C-4? (West – USEPA)

   Response: It is unclear at this time how a "finding of historic significance" would affect the project. The Project Team will know more after receiving the results of the Cultural Resources Review.

   Based on coordination with IHPA completed to date, it doesn't appear as if avoidance of the Druce-Hoffman property will be the primary objective. The Project Team understands that the residence on the property is a 20th century structure that has had many additions/modifications since initial construction. The brick outhouse on the property appears to be the oldest structure on site.

5) Why are there two options for Haven Lane (i.e., cul-de-sac versus maintaining Haven Lane as a through street) under the A Alternatives? (West – USEPA)

   Response: From a transportation performance perspective, there is not much of a difference…a stop sign is

proposed with both options. The cul-de-sac option was originally platted with the subdivision.

6) It appears that a creek crossing is proposed at McDonald Woods Forest Preserve? What type of crossing is proposed – bridge or culvert? Will the crossing accommodate wildlife movement/corridors? (West – USEPA)

   Response: Most likely the crossing will consist of a culvert(s) or a conspan. The size and type of structure will depend on the results of the drainage study, which has not been completed yet. The crossing will accommodate wildlife movement, as necessary. Additional coordination with the Lake County Forest Preserve District (LCFPD) will be completed for the A Alternatives, if carried forward. There is also the possibility of a ped/bike underpass at relocated US Route 45 and Millburn Creek.

   The Project Team also noted that INHS completed a waters delineation of the streams that are located within the footprint of the remaining three finalist alternatives. Potential stream impacts have been quantified and added to the Finalist Impact Evaluation Matrix.

7) Has the Project Team discussed a preferred alternative with LCFPD? (Cirton – USFWS)

   Response: This project has been coordinated with the LCFPD. The LCFPD has known about a potential west Millburn Bypass since the mid-1990s. The Strategic Regional Arterial (SRA) study from the mid-1990s recommended a west bypass; an east bypass was considered as part of the SRA study. The LCFPD may prefer an east bypass, but they have also considered the potential of a west bypass in future plans. There are some benefits that could be realized by LCFPD associated with a potential west bypass, such as ped/bike accommodations at the relocated US Route 45. Potential ped/bike facilities could be consistent with future LCFPD regional trail plans and promote connectivity between preserves.

   Based on the potential impact and coordination with the LCFPD, the Project Team anticipates requesting a Section 4(f) de minimis finding for this project.

8) Are there any Section 4(f) impacts associated with an east bypass? (Zyznieuski – IDOT/BDE)

   Response: There are no Section 4(f) impacts anticipated within the limits of the east bypass only. However, the project limits extend north to IL Route 173. North of the bypass portion of the project corridor and south of IL Route 173, two forest preserves (Raven Glen and Ethel's Woods) are located immediately adjacent to US Route 45. Due to the proximity of the forest preserves to existing US Route 45, any widening of US Route 45 would result in a forest preserve impact in this location. The Project Team understands that OSLAD/OLT funds have been used in the acquisition and/or development at portions of these preserves – specifically at the north half of Raven Glen (west of US Route 45) and the portion of Ethel's Woods adjacent to the east side of US Route 45. It is anticipated that through geometric roadway design alternatives, impacts to the OSLAD/OLT lands can be avoided, but acquisition of LCFPD property to the north is unavoidable due to the narrow existing right-of-way along US Route 45 in this area. This project has been coordinated with the LCFPD.

9) Do the projected traffic volumes for this project take into account the proposed IL Route 53 north extension? It is worth consideration. (West – USEPA)

   Response: The projected 2030 traffic volumes were prepared by the Chicago Metropolitan Agency for Planning (CMAP). The Project Team understands that CMAP did take the proposed IL Route 53 north extension into account for the traffic projections. Regardless, 2040 traffic projections will be available in the near future and will be used for this project. The project team will confirm with CMAP whether the IL Route 53 extension will be included in the 2040 projections.

IDOT District 1, McHenry County
US 12 Richmond Bypass
Environmental Assessment
Concurrence – Purpose and Need

This was the second presentation of the US 12 (Richmond) Bypass to the NEPA/404 Merger Team. The previous presentation was on February 18, 2010. The purpose of this meeting was to present the Richmond Bypass Purpose and Need and to obtain concurrence from the Merger Team. Also, an introduction to the initial range of potential alternatives was given to the Merger Team in order to facilitate a better understanding of the alternatives and obtain early feedback from the agencies.

The project consultant, SEC Group/Howard R. Green Company, made a PowerPoint presentation to the Merger Team. The presentation consisted of two sections, Purpose and Need and introduction to initial range of potential alternatives.

PURPOSE AND NEED

The Purpose and Need presentation covered four items which included: Project Location, Project, History, Purpose of Project and Need for Project.

This project is located in the Village of Richmond (Village), in McHenry County. The Village is located in northern Illinois just south of the Wisconsin/Illinois border. The lead for the project is the Village of Richmond and McHenry County Division of Transportation (MCDOT) is a participating Agency. The northern terminus of the project is the interchange where US 12 becomes a four-lane roadway north of the Illinois/Wisconsin state line. The southern terminus is the junction of US 12 and IL 31 located south of the Village of Richmond.

This project has a long history of events. A timeline, including some of the major events, was reviewed and discussed. The following are events in the projects past timeline:

- 1954 - Wisconsin informed Illinois of intent to four-lane US 12 from Madison to Genoa City.
- 1960's - Wisconsin upgraded US 12 from two to four lanes.
- 1964 - F.A. 201 (now FAP 420) alignment was recorded with McHenry County.
- 1969 - FHWA approved location of FAP 420. Right of way protection began.
- 1974 - FHWA required reassessment of FAP 420 alignment. Draft EIS was circulated March 19th 1976, but final document was never prepared.
- 1981 - Chicago Area Transportation Study's Year 2000 Plan included FAP 420
- 1984 - FAP 420 corridor EIS study was initiated by the Illinois Department of Transportation (IDOT).
- 1991 - EIS study stopped due to environmental concerns and changed funding priorities
- 1999 - IDOT evaluated the feasibility of widening US 12 to a three-lane roadway from the intersection of IL 31 to the Wisconsin State Line. Due to community and local government concerns, this option was rejected in favor of pursuing a bypass.
- 2003 - Richmond US 12 Bypass Feasibility Study was initiated. The Village, IDOT and MCDOT completed a Feasibility Study in 2007 which included seven bypass alternatives. A western route was preferred by majority of participating residents.

The purpose of the proposed project is to improve regional system linkage, reduce congestion, improve emergency response and access, and, provide access for economic development initiatives on US 12 from the junction with IL 31 on the south to the interchange expanding US 12 from two to four lanes.

The proposed project is needed to:

- Improve regional system linkage and continuity on US 12. US 12 is a Strategic Regional Arterial (SRA) that serves long distance, high volume traffic and connects to other key routes. There are few north-south regional arterial roads that service the area. The nearest parallel regional arterials are IL 47 which is 6.5

miles to the west and IL 83 which is 10 miles to east.

- Reduce existing and projected traffic congestion and delays through the Village of Richmond. According to the Chicago Metropolitan Area for Planning, traffic volumes are projected to double by 2030 on roadways within the study area. The no-build Level of Service (LOS) on US 12 between the IL 31 junction and the Wisconsin state line is expected to be Level of Service F in 2030.

- Improve emergency response and access, safety and community cohesion for pedestrians and residents. Village emergency response vehicles use US 12 approximately 90% of the time. US 12 is also used by area communities to access medical facilities to the south. Emergency vehicles are forced to drive in opposing lanes of traffic due to congestion. Data shows that 45% of all crashes occurred in downtown Richmond (Tryon Grove Road to IL 173) with 61% of crashes being rear end collisions. Existing traffic through Richmond also acts as a barrier for pedestrians and divides the community in half since there are no pedestrian signals in downtown area. Due to traffic volumes, police are used at schools to direct traffic along US 12 both in the morning at afternoon.

- Provide access to the Village of Richmond for regional economic development initiatives. Richmond is known for its small town shopping experience. The downtown has destination type businesses and increases in through traffic threaten its small town charm, economic viability, and redevelopment opportunities. Maintaining the small town character setting is vital to the economic viability of the Village.

AGENCY QUESTIONS AND COMMENTS ON PURPOSE AND NEED

The USEPA (West) indicated that people using US 12 were not destined for Richmond but were using this route as a regional roadway to go north into Wisconsin. This fact could have been more evident in the discussion of the Regional System Linkage.

The USEPA (Westlake) asked if the Village has considered how the bypass would impact economic development. SEC stated that the Village has considered the bypass in their zoning and compressive planning. The Village is limited in their growth/development to the east due to environmental constraints of Nippersink Creek and their boundary agreement with the Village of Spring Grove. The Village's eastern boundary is North Solon Mills Road. The Village's compressive plan includes growth/development occurring west of existing US 12.

The USEPA (Westlake) asked if coordination is occurring with agencies in Wisconsin. SEC responded that the project is being coordinated with Wisconsin agencies. WisDOT has assigned an agency contact for the project. The Technical Advisory Group (TAG) has members from Wisconsin including the President of Genoa City and representatives from the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

The USEPA (Westlake) asked if there were other economic factors relating to business viability besides antique shopping in the downtown area. IDOT stated that there are some businesses that may be affected by a loss of through traffic. These include gas stations situated along US 12.

The USEPA (Westlake) asked if the heaviest traffic volumes were seasonal. SEC replied that US 12 is a major route in the summer months for recreational travel to Wisconsin.

There were no objections or negative comments about the Purpose and Need from the agencies.

CONCURRENCE

Concurrence on the Richmond Bypass Purpose & Need was received from the Merger Team. The USEPA (West), USFWS (Cirton), IDNR (Hamer) and IDOA (Savko) gave concurrence with the Purpose and Need. USACE was not present at the meeting.

INTRODUCTION TO INITIAL RANGE OF POTENTIAL ALTERNATIVES

An introduction to the initial range of potential alternatives for the Richmond Bypass project was presented to the agencies. A summary of the Richmond Bypass Feasibility Study was reviewed. The Feasibility Study collected and

analyzed data including environmental resources, traffic and crash history, population, employment, and growth trends. The environmental resources were located and reviewed based on a GIS level analysis. Seven potential bypass corridor alternatives were developed and evaluated in the Feasibility Study. Based upon review of the data, and extensive community input, two preferred corridors were selected. The FAP 420 and Railroad corridors were identified as the locally preferred corridors. These corridors were selected by the public because they preserved community character and promoted development.

The seven proposed corridors from the Feasibility Study were presented to the Merger Team. The location of each of the corridors in relationship to existing US 12 was presented. In addition, a brief summary of the agency field meeting was presented to the Merger Team. The meeting took place on July 23, 2010 with representatives from USEPA, USACE, IDOT, McHenry County DOT and Consultant team in attendance. The meeting included an overview of the project and its history. The group toured the study area and made stops at various locations along the corridors. Photographs of what was viewed in the field were presented to the Merger Team. The photos included natural resources like Nippersink Creek, Elizabeth Lake and wetland areas in close proximity to or within the potential corridors.

An evaluation matrix was developed and presented to the Merger Team that summarized the impacts for the seven proposed corridors. These impacts were based on the latest GIS data available. A second color coded evaluation matrix was developed to provide a quick visual evaluation of alternatives with regards to various evaluation criteria to determine impacts, largest to smallest, of the alternatives.

The screening tools, that will be used to evaluate the corridors, were presented. The corridors will be evaluated to determine if they meet the project's purpose and need and also the extent of potential impacts to natural and human environment based on GIS data. Based on the above screening tools the preliminary results on the corridors potentially to be/not to be carried forwarded were presented.

- Corridors with Largest Preliminary Potential Impacts (potentially Not Carried Forward)
  - Far East
  - Near East
  - Solon Mills
  - Couplet

- Corridors with Smallest Preliminary Potential Impacts (potentially Carried Forward)
  - Railroad
  - FAP 420
  - Keystone

- It was noted that the information presented was only to facilitate initial discussion of the alternatives and would not replace a full identification and comparison of impacts between alternatives.

AGENCY QUESTIONS AND COMMENTS ON INTRODUCTION TO INITIAL RANGE OF POTENTIAL ALTERNATIVES

The USFWS (Cirton) asked if detailed maps showing the different environmental resources/constraints and the alignment corridors could be provided. SEC stated that the matrix shows the number of impacts based on the GIS level analysis to enable a relative comparison of alternatives. More detailed presentation materials will be provided in the future indicating in where the impacts are located.

IDOT BDE (Zyznieuski) questioned whether the Railroad Alternative displaced the existing track. SEC stated that this is an active track and the alternative parallels the existing track. There is a potential to restore commuter service on this track at some point in the future.

The USEPA (Westlake) questioned the distance from US 12 to Keystone Road to the west. In addition, what would happen to the existing access points along Keystone Road.? SEC stated that the distance is two miles. Also, the existing access would be addressed with further study of that alternative.

The USEPA (West) questioned whether there was a bike path to consider for the west alternatives. SEC stated that there is a bike path west of the FAP 420 alternative alignment.

The USEPA (West) stated that the exhibits need to provide more details on the location of impacts and to convey more information. SEC stated that more detailed maps will be prepared in the future. Field identification of environmental features has not been completed yet.

The USEPA (West) questioned whether there was any agency feedback provided after the Agency Field review. SEC stated that none was received.

The USEPA (West) indicated that he would prefer some type of eastern bypass. It did not appear that the Far East Alignment had lots of impacts in its middle section (north of US 12 and south of IL 173). He would like to see some additional alternatives that combined the Far East and Near East alignments to reduce impacts to the Elizabeth Lake area. SEC stated that moving the alignments to the south to avoid Elizabeth Lake would likely result in impacts to residential properties.

The USEPA (West) indicated that he would like to consider dropping the west corridors because of the environmental resources that exist in this area. Resources include those to the stateline wetland, open prairie area north of IL 173, oak savannahs, and various creeks. SEC stated that that the environmental field surveys are being completed for the area encompassing the western alignments and that data will be available at the end of 2010. This information will provide additional data on the environmental constraints for the west alignments.

IDOT (Baczek) would recommend not dropping the west alignments or the eastern alignments and any additional alignments until the information from the ESR field studies is available for review.

IDNR (Hamer) asked what does the proposed cross section of the bypass look like or include? The proposed cross section has not been developed. The 2030 traffic projections (ADT 27,000) indicate that four lanes would be needed. The bypass cross section may vary depending on the alignment and function of the roadway.

The USEPA (Westlake) questioned whether the roadway would be designed as a freeway. SEC stated that the discussions concerning proposed facility have included a limited access facility all the way down to an arterial type street. With the high type facility to the north in Wisconsin, there would have to be a method to step down the speed and introduce arterial features by the time the new facility reached existing US 12.

The USEPA (Westlake) asked if any traffic analyses have been performed to determine what would happen if IL 31 traffic is maintained through downtown Richmond and US 12 traffic is bypassed by some form of an eastern bypass. SEC stated that no traffic analysis of this type has been performed to date.

The USFWS (Cirton) recommended that no alternatives be dropped at this time.

The USEPA (Westlake) would like to keep the seven corridors and any additional corridors that are developed between now and February on the table for additional discussion and review at the February meeting.

The USFWS (Cirton) inquired about the status of the Hackmatack National Wildlife Refuge. Various questions were asked concerning the location and size of the proposed refuge. SEC has contacted the USFWS who is coordinating the refuge project out of their Minneapolis office. The USFWS will be conducting a NEPA environmental study on approximately 350,000 acres in McHenry and Lake Counties in Illinois and Racine and Kenosha counties in Wisconsin. The USFWS did not want to be included on the Richmond Bypass Technical Advisory Group since they are in the early stages of the refuge project. The USFWS indicated they are in the planning process and their first internal meeting was scheduled for the end of August 2010. At that time, a schedule for public scoping and document production would be developed. The study is anticipated to take two years to complete. It was noted that the Richmond Bypass project area is only a small portion of the proposed Hackmatack National Wildlife Refuge due to the size of the proposed refuge.

CONCURRENCE

None requested.

IDOT District 1, Cook and DuPage Counties
Elgin O'Hare-West Bypass
Environmental Impact Statement – Tier 2
Information – Project Scoping

The EO-WB staff met with the NEPA/404 Merger group on September 9, 2010 to discuss the project. The agenda consisted of a project overview and an opportunity for the agencies to offer scoping issues and concerns to be addressed in the Tier Two DEIS. The project overview described the Tiered process, the completion and outcome of Tier One and the major focus of Tier Two and its schedule. Important in Tier Two will be the development of preliminary engineering plans for the Tier One selected alternative, consideration of alternative interchange forms at 14 locations, alternative facility types (i.e. toll, free, or some combination) financing options, and construction sequencing options. Transit and Bike/Pedestrian improvements will continue to be evolved in Tier Two. Tier Two will prepare the draft EIS which will be available for public review late in 2011, and the Final EIS will be prepared after the public hearing and comments have been addressed. The Final EIS is expected to be available in late 2012.

Preceding the scope portion of the agenda was an overview of the land, environmental, and socioeconomic features in the study area including the extensive transportation facilities in the area, large amount of commercial and industrial development, unique features (i.e. O'Hare Airport, Bensenville Marshaling Yard, MWRD flood control reservoirs, etc), and the natural and socioeconomic resources. Included in the overview was a summary of the Tier One scoping comments, and additional comments that have been compiled from community meetings. Generally, these earlier scoping comments referenced measures to minimize or avoid impact to natural resources, reducing highway noise, minimizing drainage impacts and/or improving existing deficiencies as possible on neighboring properties, soil erosion control, use of sustainable design measures, preserving water quality and examining the effects of tolls and potential traffic diversion.

Fortified with the background information, the agencies were asked to add any other issues that should be addressed in the DEIS. The discussion identified several issues that should be considered in the development of the environmental document including:

- Minimize pollution from construction, consideration of guidance for soil erosion control, and use of construction equipment that reduces air quality emissions with the use of low sulfur fuels, and other technology.
- Reduce long haul of wasted material or needed fill. Consider the use of excess OMP fill that is store on the airfield. These types of actions would reduce air emissions and traffic congestion.
- USEPA suggested using the recently developed MOVES model to forecast air emissions. The combination of the software and its required inputs serve as a better predictive tool for air emissions.
- Consideration of cutting edge technology and measures that would reduce green house gases.
- No additional bird surveys are required to determine the effects of noise on birds. The use of available data is acceptable for an analysis of bird impacts.

Environmental justice issues are potentially present in the area, therefore consideration of avoidance should be the first priority. Beyond the direct displacement of low income or disadvantaged populations, examine potential noise and air quality impacts to these populations, as well.

IDOT District 1, Lake County
IL Route 131 from Russell Road to Sunset Avenue
Environmental Assessment
Concurrence – Alternatives to be Carried Forward

This was the second NEPA/404 presentation of this project. The Purpose and Need (Concurrence Point 1) received concurrence from the attending agencies on June 11, 2010. The purpose of this meeting was to present the Alternatives to be Carried Forward for the Illinois Route 131 Improvements from Russell Road to Sunset Avenue and to obtain concurrence from the participating agencies.

Project Review

The project location and Purpose and Need were reviewed. IL Rte. 131 within the project limits is designated as a Strategic Regional Arterial (SRA). The existing roadway section is generally rural, but the project area is developed with a mix of public lands and residential, commercial, industrial, and agricultural uses. The IL Rte. 131 project has followed IDOT's Context Sensitive Solutions (CSS) process which involves stakeholder participation early and often in the development of a consensus solution. Stakeholders include representatives from the seven municipalities in the project area, the Lake County Division of Transportation (LCDOT), the Lake County Forest Preserve District, the Waukegan Port District (Waukegan Regional Airport), the Waukegan Park District, and local residents and concerned citizens. Ongoing stakeholder workshops and Public Meetings have been held to develop a problem statement based on stakeholder-identified project issues, concerns, goals and objectives.
The purpose of the Illinois Route 131 engineering study is to improve safety and functionality along Illinois Route 131 from Russell Road to Sunset Avenue. Improvements to this route are necessary to address issues of roadway and intersection capacity and efficiency; enhance vehicular, pedestrian, and bicycle accommodation and safety; and bring the roadway into compliance with current IDOT standards. The needs of the project are to improve safety, improve capacity, and improve operations and mobility. The stakeholders also rated the design elements of number of lanes, median treatment, edge treatment, and pedestrian / bicycle accommodations by how well they meet the project needs for roadway users. The elements that received the highest overall rating were four lanes divided, wide grass median, paved shoulder with curb and gutter, and shared-use path, respectively.

Alternatives Presentation

Four build alternatives that address the Purpose and Need and incorporate the identified project elements were presented. All four alternatives propose increasing capacity of the roadway by adding a through lane in each direction to create a four-lane highway. The median treatment, edge treatment, and bicycle/pedestrian accommodations differ amongst the four alternatives. The alternatives also all propose alignment shifts at the forest preserves, park districts, golf courses, and cemetery along the route to avoid impacts to these sensitive resources.

Alternative A1 proposes a 13' flush median and 10' outside shoulders. This median allows the highest level of access to adjacent properties and the shoulder provides space to accommodate stranded motorists, emergency vehicles, and potentially bicyclists. Alternative A2 proposes the same flush median but reduces the required right-of-way by replacing the shoulder with curb and gutter. Alternative B1 proposes a 22' barrier median and 10' outside shoulders. This median increases safety by providing a barrier between opposing directions of traffic and better manages access to minor streets and driveways. Median openings are proposed at one-quarter mile intervals to allow U-turns for passenger cars. Alternative B2 proposes the same barrier median but replaces the shoulders with curb and gutter to reduce the right-of-way requirement.

Four formal alternatives for realigning the skewed intersection of Kenosha Road and IL Rte. 131 were also analyzed. One alternative realigns Kenosha Road with 28th Street as proposed by LCDOT. Another alternative relocates Kenosha Road due south to create an intersection with 29th Street east of IL Rte. 131. Both of these have been dropped from consideration because of the proximity of the new intersection to the existing 29th Street intersection. A third alternative realigns Kenosha Road at the approximate mid-point between 21st and 29th Street, the two major adjacent intersections. This alternative requires acquisition of property currently owned by the Beach Park School District and they have plans to build a new facility on Kenosha Road. The final alternative creates a new intersection 1,000' north of 29th Street. This alternative is the only feasible alternate that remains.

The study has also analyzed several roadway alternatives near the Waukegan Regional Airport. The Waukegan Port Authority is performing a study to provide improved and efficient aviation facilities. The preliminary study looked at 18 different alternatives for runway extension/relocation and the impact to the roadway and the two preferred alternatives involve grade separation where the extended runway will cross IL Rte. 131. The airport has been acquiring property on both sides of the highway in anticipation of this expansion. The Project Study Team from the IL Rte. 131 Phase I Study is participating in stakeholder meetings for the airport Environmental Assessment and representatives from the airport study have attended and participated in the roadway stakeholder meetings and workshops. The two studies have been actively coordinating with one another.

Agency Questions and Comments

During and after the presentation, the following questions and comments were addressed:

Q: How were the element categories rated? (USEPA – Westlake)

At the second Corridor Planning and Technical Advisory Group meeting, the stakeholders were presented with four elements in each of the four design element categories and asked to rate how each one meets the project purpose and need. The ratings were compiled and consensus was reached on the elements that received the highest overall aggregate rating.

Q: Were alternatives shown for the entire length or were different alternatives shown in different areas along the road? (USEPA – West)

The same layout was shown along the entire route for median and edge treatments along with bicycle or shared use paths. As the alternatives are refined, they will be using various components from the four alternatives shown.

Q: Where are the break points for the barrier median? (USEPA – Westlake)

Break points are proposed at approximately one-quarter mile intervals between the signalized intersections. In most cases, this interval aligned with a side street. Median breaks are not proposed exclusively for driveways.

Q: Is the bike path proposed along the entire route? (USEPA – West)

No, the bike path is only proposed as a connection to a future Lake County Forest Preserve trail between Yorkhouse Road and the ComEd right-of-way to the south.

Comment (IDOT District One – Baczek): To adhere to the new complete streets legislation, bike paths and/or sidewalks should be proposed along the entire corridor on both sides of the roadway unless the local agencies cannot fund their portion.

Q: Should the on-road bicycle use be shown as a shared-use lane? At only 2-ft, it cannot be called a bike lane and should not be marked or labeled as such. (IDOT BDE – Zyznieuski)

To be marked on the pavement, the lane would need to be 5-ft wide. At 2-ft, it can only be called a shared-use lane. The study will make the necessary changes to exhibits and bicycle accommodation proposals moving forward with the alternatives evaluation and refinement.

Q: Has the airport looked at extending the runway to the northeast? (USEPA – Westlake)

Yes. The airport looked at 18 different alternatives for runway extension and relocation to achieve the FAA standard runway length and safety zones beyond the ends of the runway. The two alternatives with the fewest relocations and least impact to the environment both involve grade separation.

Q: Did the study look at moving the roadway west around the end of the proposed runway? (USEPA – Westlake)

Several of the airport alternatives involved a roadway bypass of the expanded airport property due to the extended runway. The reasonable bypass alignments created by the roadway study team significantly impact forest preserve property and displace several residences.

Q: Why were two alignments for the runway shown on the handout prior to the meeting? (USEPA – West)

Roadway project stakeholders are very aware of the Port District's plans to expand the airport and that extension/relocation of the runway will impact IL Rte. 131 and the two studies will have to work together towards a mutually agreeable solution. The two preferred alternatives are included in the roadway EA to show the potential impact of the runway expansion and to show the coordination between the two project teams.

Q: What other options were pursued for the Kenosha Road realignment? Can the option near the Beach Park Middle School remain for further evaluation? (USEPA – West)

The study analyzed the four alternatives shown as exhibits in the Environmental Assessment Alternatives Chapter 3. Other alternatives impacted wetlands, impacted a cell phone tower near the existing intersection, displaced residential property, or introduced sub-standard intersection spacing. The study team will work with the Beach Park Middle School staff to analyze their facility expansion plans and determine if other options existing for Kenosha Road realignment near the school.

Q: Why aren't agricultural land impacts listed in the evaluation criteria? (IDOA – Savko)

Agriculture should have been included in the evaluation criteria and will be added. The study team will review the land uses in the project area to determine if any agricultural land exists in the project area and if it will be impacted.

Q: Could you look at the capacity analysis of moving Kenosha Road traffic to 21st Street? (USEPA – West)

The consultant will review the traffic data and patterns and run capacity analyses of eliminating the Kenosha Road intersection with IL Rte. 131 and running all traffic through the 21st Street intersection to the north.

Conclusion and Concurrence

The consultant will send capacity analyses for the Kenosha Road intersection alternatives and information on any agricultural impacts to Matt Fuller for distribution.

The USEPA (West), IDOA (Savko), USFWS (Cirton), and IDNR (Hamer) issued concurrence on the Alternatives to be Carried Forward for the Illinois Route 131 Phase I Engineering and Environmental Study. The study team anticipates presenting the preferred alternative for concurrence at the second NEPA/404 Merger Meeting in 2011.

IDOT District 1, McHenry County
IL 47 from Reed Road to US 14
Environmental Assessment
Concurrence – Purpose and Need

The purpose of the meeting was to present IDOT/FHWA's Purpose and Need for the IL 47 Reed Road to US 14 Study, and to obtain concurrence from the participating agencies. In August, FHWA distributed an information packet summarizing the Purpose and Need. AECOM presented additional exhibits at the meeting to further support the projects needs of safety, capacity, mobility, and economic development.

PURPOSE AND NEED

The purpose and need was presented at the NEPA/404 meetings on February 18, 2010 and June 11, 2010, but concurrence was not received, because additional questions by USEPA and USACE needed to be addressed.

AECOM started by reviewing the limits of the project and the logical termini. The project extends approximately 8 miles from Reed Road to US 14. It connects the Village of Huntley with the City of Woodstock, both with populations of approximately 25,000 each. The project connects a 4 lane section being built south of Reed Road, which will complete a 4 lane section to I-90, to an existing 4 lane section at US 14.

Safety, one of the needs for improvement, was discussed. Approximately half of the crashes which occur within the project limits occur at the IL 176 split intersection, while the other half occur along the length of IL 47. Crashes along the length of IL 47 are due to the lack of capacity and lack of adequate turn lanes. The project would address these by adding through lanes and protected turn lanes as determined during alternative development.

The need for improvements based on lack of capacity and mobility was discussed. AECOM presented an exhibit summarizing traffic volumes along the IL 47. Based on 2007 traffic volumes, the route carries between 14,300 and 22,300 vehicles per day, averaging 17,100 vehicles per day over the length of the project. In 2030 the projected traffic levels are between 19,000 and 33,000 vehicles per day, averaging 25,400 vehicles per day over the length of the project. A two lane roadway can safely and efficiently accommodate between 14,000 and 18,000 vehicles per day. 2007 traffic volumes exceed 16,000 vehicles at most intersection along the project and by 2030 every intersection will exceed 18,000 vehicles per day.

AGENCY QUESTIONS AND COMMENTS

The USEPA (West) asked if the IL 176 intersection were realigned or improved would there still be a need for the improvements to the remainder of IL 47. AECOM stated that the current traffic volumes along the length of IL 47 are at a level which would require 4 lanes. Also if the improvements were made only at IL 176, safety issues at the IL 176 intersection would decrease but new safety issues would be created at the transitions between 2 and 4 lanes and along the rest of the corridor. An aerial was reviewed and approximate widening limits were estimated for improvements at IL 176 and for other developed areas. Only 2 sections each approximately 1.5 miles long would remain 2 lanes after the improvements were made. AECOM reviewed concept alternatives for realigning IL 176. All alternatives would have much greater impacts to wetlands, farmland, and displacements than the current alignment. AECOM has performed preliminary capacity analysis which indicates the current alignment can be improved to have a LOS of B or C while the realigned intersection would have a LOS of C.USEPA (WEST) asked how safety would be addressed along the remainder of IL 47 outside the IL 176 intersection. AECOM stated during alternative development safety would be addressed by evaluating adding turn lanes and through lanes to increase capacity and mobility.

CONCURRENCE

The USEPA (West and Westlake), USFWS (Cirton) and IDNR (Hamer) gave concurrence with the Purpose and Need presented at the meeting.

Project Update:

Interstate 55 Study at Lorenzo Road and Illinois Route 129

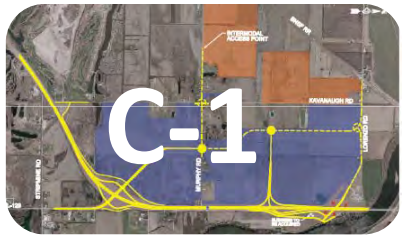
Public Involvement & Modifications to Alternatives Carried Forward

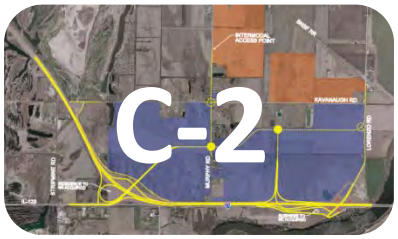
NEPA/404 Meeting
September 9, 2010

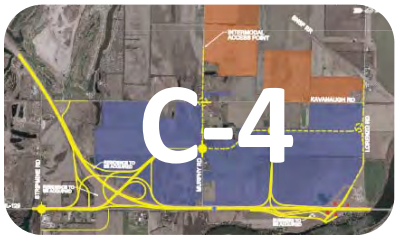
Illinois Department of Transportation

benesch

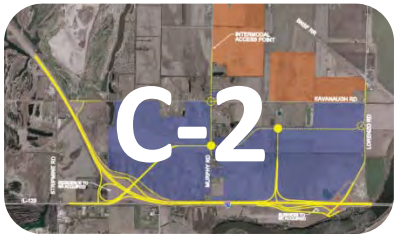
Alternatives



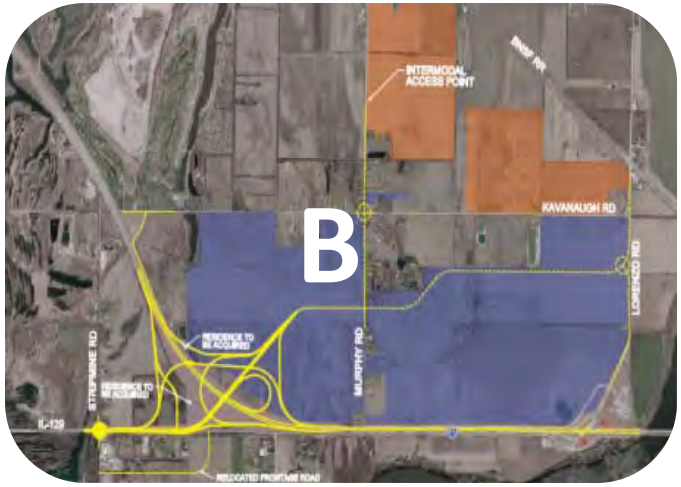


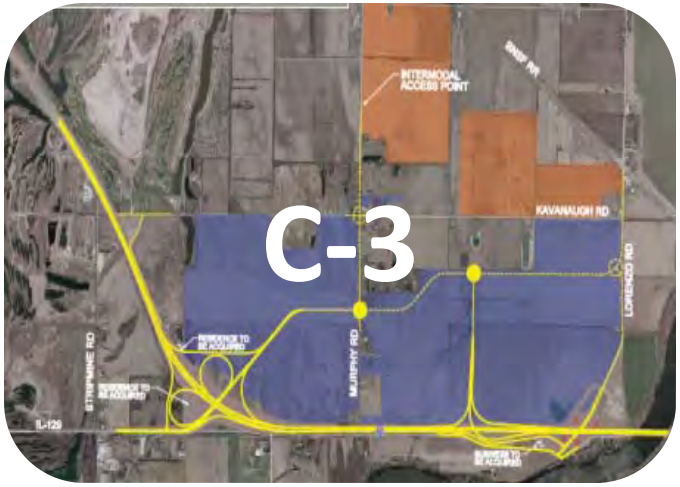


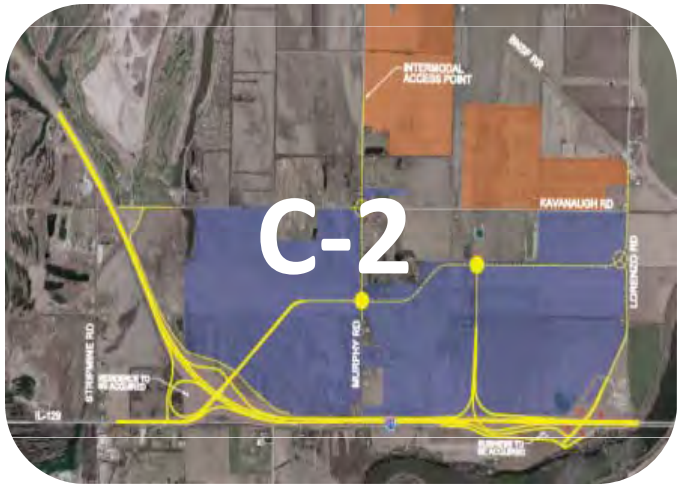
Alternatives



Alternatives Carried Forward



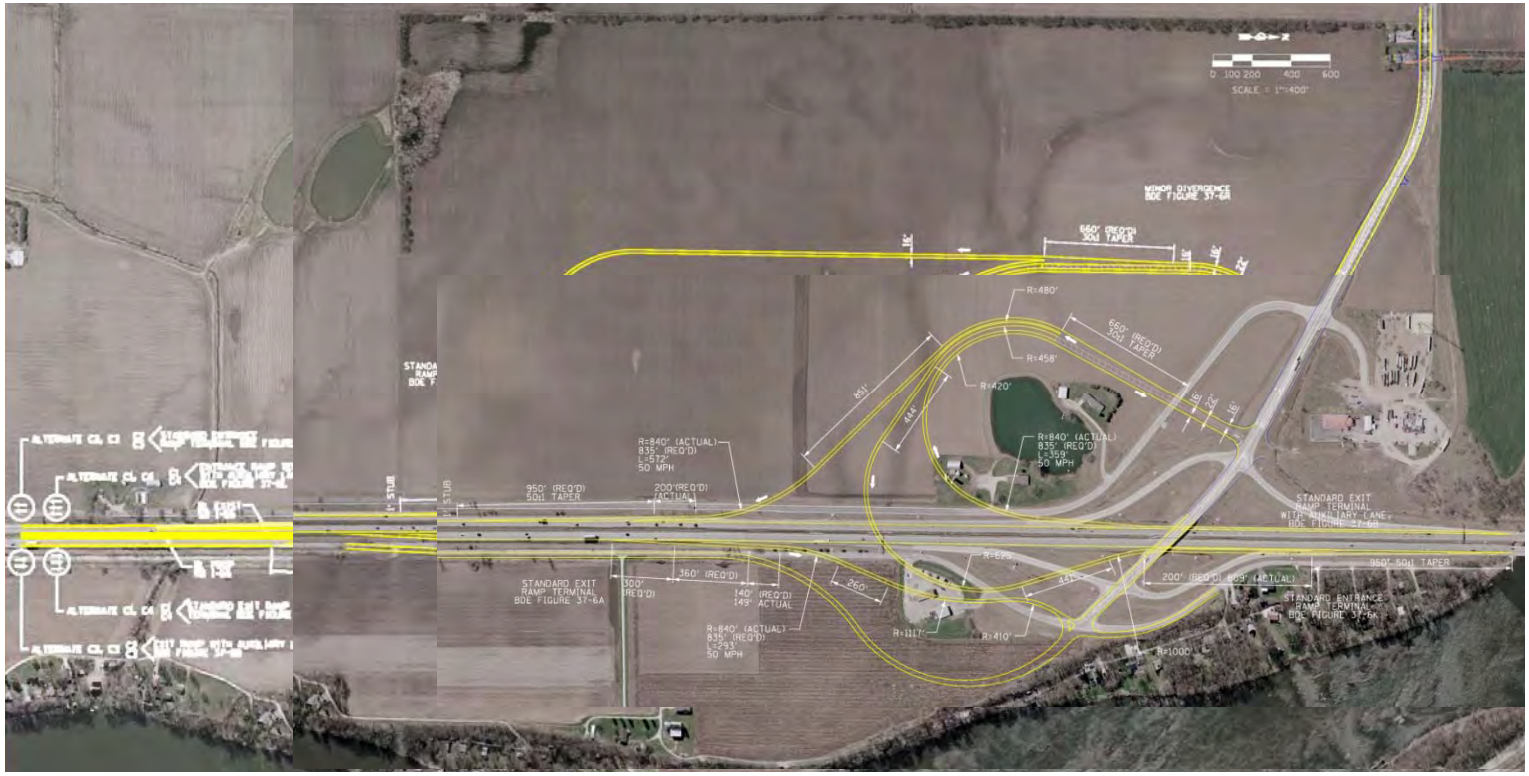




Public Involvement Update

- 2nd Public Meeting Held on September 16, 2009
- Approximately 80 Attendees
- Support for IL-129 Improvements
- Opposition to Lorenzo Road closures
  - Alt. B (close north ramps)
  - Alt. D (full closure)
  - Alt C (oppose travel through development)

Alternative C-5
IL-129 and South Lorenzo Road



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Requested Action

- Revised Alternatives to be Carried Forward
  - Alternative B
  - Alternative C-2
  - Alternative C-3
  - ***Alternative C-5***
  - Alternative D

Project Update:

Public Involvement & Modifications to Alternatives Carried Forward

I-55: IL RTE 113 (Coal City Road) to Lorenzo Road
IDOT Project No.: P-91-190-07

Prepared by:
Alfred Benesch & Company

August 4, 2010

benesch

INTRODUCTION

The purpose of this update is to present modifications to the alternatives to be carried forward to address stakeholder comments and concerns. These were received as a result of the public meeting held on September 16, 2009 via written comments, e-mail, the project website, and subsequent follow-up meetings with various stakeholders.

NEED FOR ALTERNATIVE MODIFICATIONS

Concurrence on the "Alternatives to be Carried Forward" was received at the September 2009 NEPA/4040 meeting. Subsequent to this meeting, a Public Meeting was held on September 16, 2009 to present these alternatives to the public.

Comments received from the public meeting, including written comments submitted by Will County, voiced support for improving the Illinois Route 129 (IL-129) interchange to include new access to the west. However, there was opposition to the elimination of direct access to and from Interstate 55 (I-55) at the existing Lorenzo Road interchange location. This was due to two reasons:

- Local stakeholders do not want to mix with the truck traffic from the proposed warehousing and intermodal facilities.

- A change in the location of the interchange to access I-55 (south of existing Lorenzo Road) is perceived by the stakeholders as a significant adverse travel distance.

Alternatives B and D would require existing traffic to travel through the development to access I-55 at IL-129 instead of Lorenzo Road, resulting in both adverse travel distances and mixing with a relatively high volume of truck traffic. Alternates C-2 and C-3 would require less of a travel diversion, but still require some limited travel through a small portion of the intermodal/warehousing development to access I-55. Copies of the written public comments received are provided in the Appendix.

As a result of this opposition, further coordination with Will County was conducted and Alternative C has been refined with an additional sub-alternate (C-5). A review of the previously developed alternatives is presented below, followed by presentation of sub-alternative C-5.

REVIEW OF THE ALTERNATIVES

As previously presented, in addition to the No-Action Alternative, there are, in general, only three sets of reasonable alternatives. These are described on Table 1 below:

Table 1
Range of Alternatives

Alternative	Description
A. No Build	No improvements within study area beyond routine maintenance. Required to be Carried Forward.
B. Improve IL-129 interchange	Address safety/operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129. Lorenzo Road interchange remains open with no significant capacity improvements.
C. Improve IL-129 and Lorenzo Rd. interchanges (Includes geometric sub-alternates C-1 through C-4)	Address safety/operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129. Provide additional capacity via an improved Lorenzo Road interchange.
D. Combined Interchange	Combine the IL-129 and Lorenzo Road interchanges into a single interchange that provides additional capacity and addresses existing safety and operational issues.

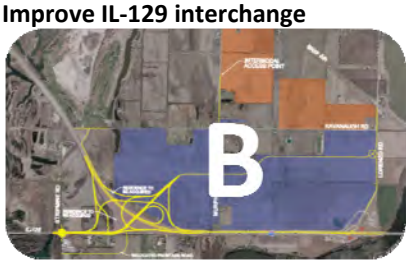
Alternative C had four different interchange options at IL-129 and one interchange design for Lorenzo Road (modified trumpet). The four options are depicted in Table 2 below:

Table 2
Alternative C Sub-Alternates

IL-129 Interchange Sub-Alternates	Lorenzo Road Interchange
Diamond Interchange 	**Modified Trumpet** (all sub-alternates)
Partial Cloverleaf (one quadrant) 	
Partial Cloverleaf (two quadrant) 	
Free-Flow 	

The preliminary environmental screening conducted for all of the alternatives did not reveal a substantial difference in the environmental impacts to precluding (not carrying forward) any of them. However, the traffic evaluation of these designs resulted in a recommendation to eliminate sub-alternates C-1 and C-4. Sub-alternate C-1 was dropped from further consideration because of the possibility of unmanageable queues at the interchange and the potential of these queue to spill back onto the mainline lanes of I-55. Sub-alternate C-4 created excess capacity (over-designed) resulting in both impacts and higher costs that were in excess of what was necessary to accomplish the Purpose and Need and was also dropped from further consideration. Therefore the alternatives that were carried forward are depicted in Table 3 below:

Table 3
Alternatives Carried Forward

Alternative	Description
A. No Build	No improvements within study area beyond routine maintenance. Required to be Carried Forward.
B. Improve IL-129 interchange 	Address safety/operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129. Closure of ramps to and from the north (northbound I-55 on-ramp and southbound I-55 off ramp) at Lorenzo Road. Ramps to and from the south remain open with no significant capacity improvements.
C. Improve IL-129 and Lorenzo Rd. interchanges (Includes geometric sub-alternates)	Address safety/operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129. Provide additional capacity via an improved Lorenzo Road interchange that is offset to the south (modified trumpet) C-2 is a single quadrant cloverleaf (parclo) (WB IL-129 to NB I-55) C-3 is a 2 quadrant cloverleaf (parclo) (SB I-55 to SB IL-129 and WB-IL-129 to NB I-55)
D. Combined Interchange	Combine the IL-129 and Lorenzo Road interchanges into a single interchange that provides additional capacity and addresses existing safety and operational issues. Existing Lorenzo Road interchange is closed.

ADDITIONAL SUB- ALTERNATE C-5 LORENZO RD. INTERCHANGE

As a result of the core concerns raised by the public as well as further coordination with Will County, an additional sub-alternate (C-5) has been developed for the Lorenzo Road interchange. This new sub-

alternate is presented below and then compared to the previously developed modified trumpet proposed for Lorenzo Road (C-2 and C-3). It should be noted that the two sub-alternates at Lorenzo Road are compatible with the two different interchange alternates proposed for the IL-129 interchange.

Modified Partial Cloverleaf ***(new C-5)***

This sub-alternate was developed to respond to the requests to keep the Lorenzo Road ramps open and to provide a route for existing/ local traffic that does not require travel through the proposed intermodal and warehousing/ distribution development. Exhibit 1 illustrates the geometric features of this sub-alternate and Exhibits 2 and 3 present the AM and PM peak hour traffic volumes. These exhibits are included in the Appendix.

Features of this configuration are:

- SB exit is a loop ramp south of existing Lorenzo Road that shares a signalized intersection at Lorenzo Road with the northbound on-ramp and the access road to the existing development on the north side of Lorenzo Road.
- NB entrance ramp to I-55 is accomplished via a large loop ramp. This large loop is necessary in order to provide the needed 1,500 feet of acceleration/deceleration distance for vehicles, particularly trucks, to obtain freeway speeds prior to merging with I-55 traffic.
- NB exit ramp is a traditional diamond off ramp.
- The ramps north of Lorenzo Road that are near the Kankakee River are removed.

This new sub-alternate satisfies stakeholder desires to utilizing existing Lorenzo Road and not travel through the proposed development in order to access I-55. It also reduces the adverse travel distance compared to the other alternatives. Removing the ramps north of Lorenzo Road provides a positive benefit from an environmental standpoint through creation of a buffer area between the existing Lorenzo Road overpass and the Kankakee River. Removal of the existing ramps to and from the north will remove a potential source of low quality stormwater runoff.

Modified Trumpet (C-2 and C-3)

The original proposed configuration of a modified trumpet is still a viable option. Although it requires some adverse travel over the existing condition, the development plan for the properties adjacent to I-55 in this area is commercial in nature, and would result not result in mixing with intermodal traffic. The

roadway network of the warehousing/intermodal portion of the development would serve to distribute the truck traffic directly into those portions of the development, separating this traffic from Lorenzo Road.

Decision Sight Distance Requirements

Common to all of the interchange alternatives is the need to provide adequate spacing (offset) between any proposed interchange ramps and the first interior intersection servicing the proposed development. The need to provide a safe distance for vehicles to enter the traffic stream on the arterial roadway, accelerate to the arterial's operating speed and then make any required lane changes must be provided. This distance, referred to as decision sight distance, needs to be provided for both safety and operational reasons. Failure to provide adequate distance for drivers to perceive, react and accomplish lane changes could result in slowing of traffic, blocking of traffic while vehicles make abrupt lane changes and otherwise impact the operational efficiency of the arterial roadway. These operational impacts could potentially lead to congestion that spills back onto the interchange ramps, thus impacting the mainline traffic flow on I-55. Decision sight distance for various speeds (AASHTO Green Book Figure 3-3) is the standard used for determining advance placement of warning signs in the Manual on Uniform Traffic Control Devices (MUTCD). The ASSHTO values are also presented in the IDOT BDE Manual (Section 31-3.02). Decision sight distance should be provided between the point where a drive begins to enter the traffic stream on the arterial roadway and the back of the queue at the first signalized intersection.

Required Relocation of Internal Access Intersections/Roadway

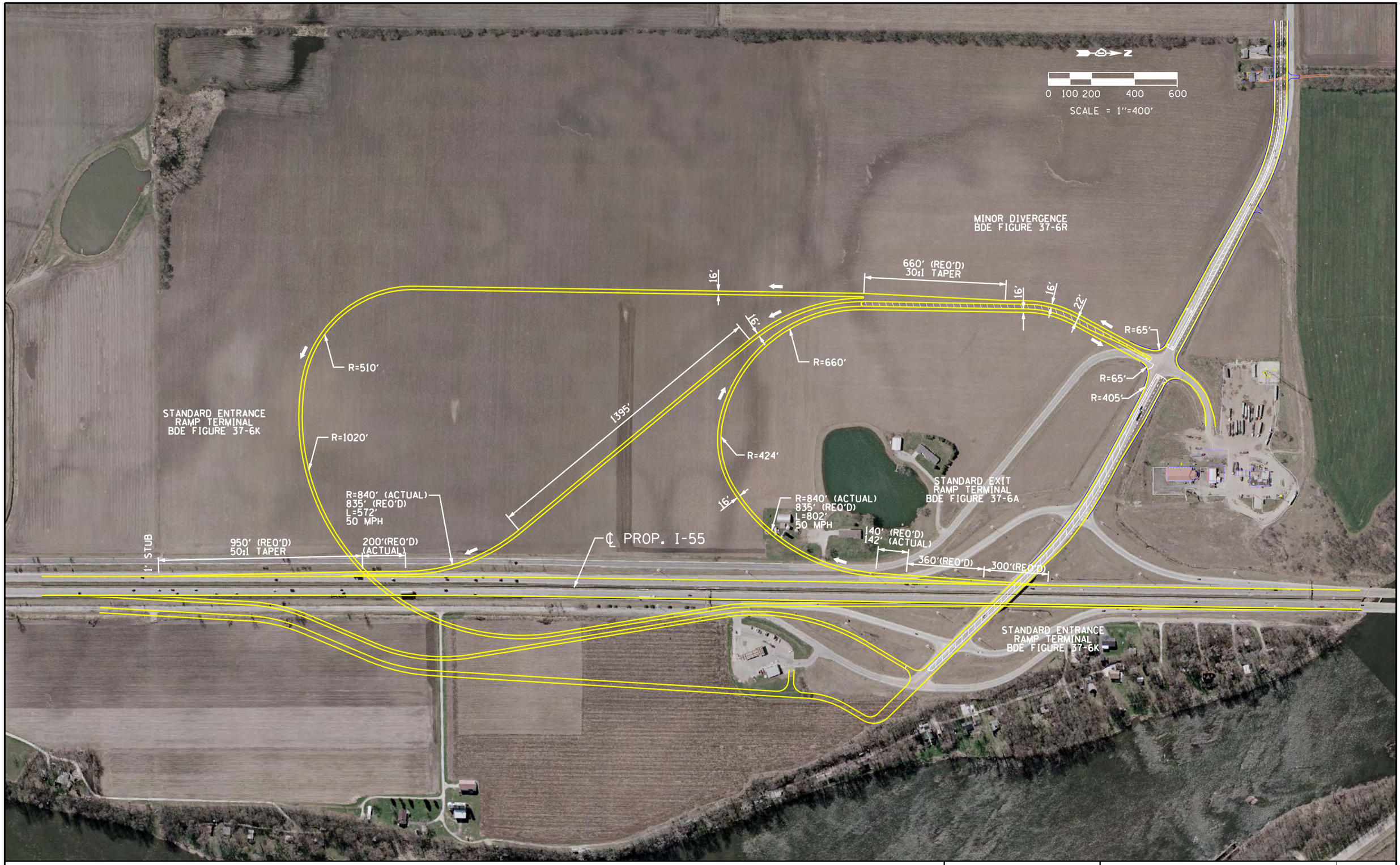
In order to meet the decision sight distance requirements (avoidance maneuver E) along Lorenzo Road and the proposed interchange access road (sub-alternates C-2 and C-3), the first internal intersection/access point outside the interchange will need to shift further to the west than what is currently depicted in the proposed development's design. The minimum required distance shown on Exhibit 2 is the sum of the decision sight distance plus the anticipated queue length at these assumed signalized intersections.

RECOMMENDATIONS

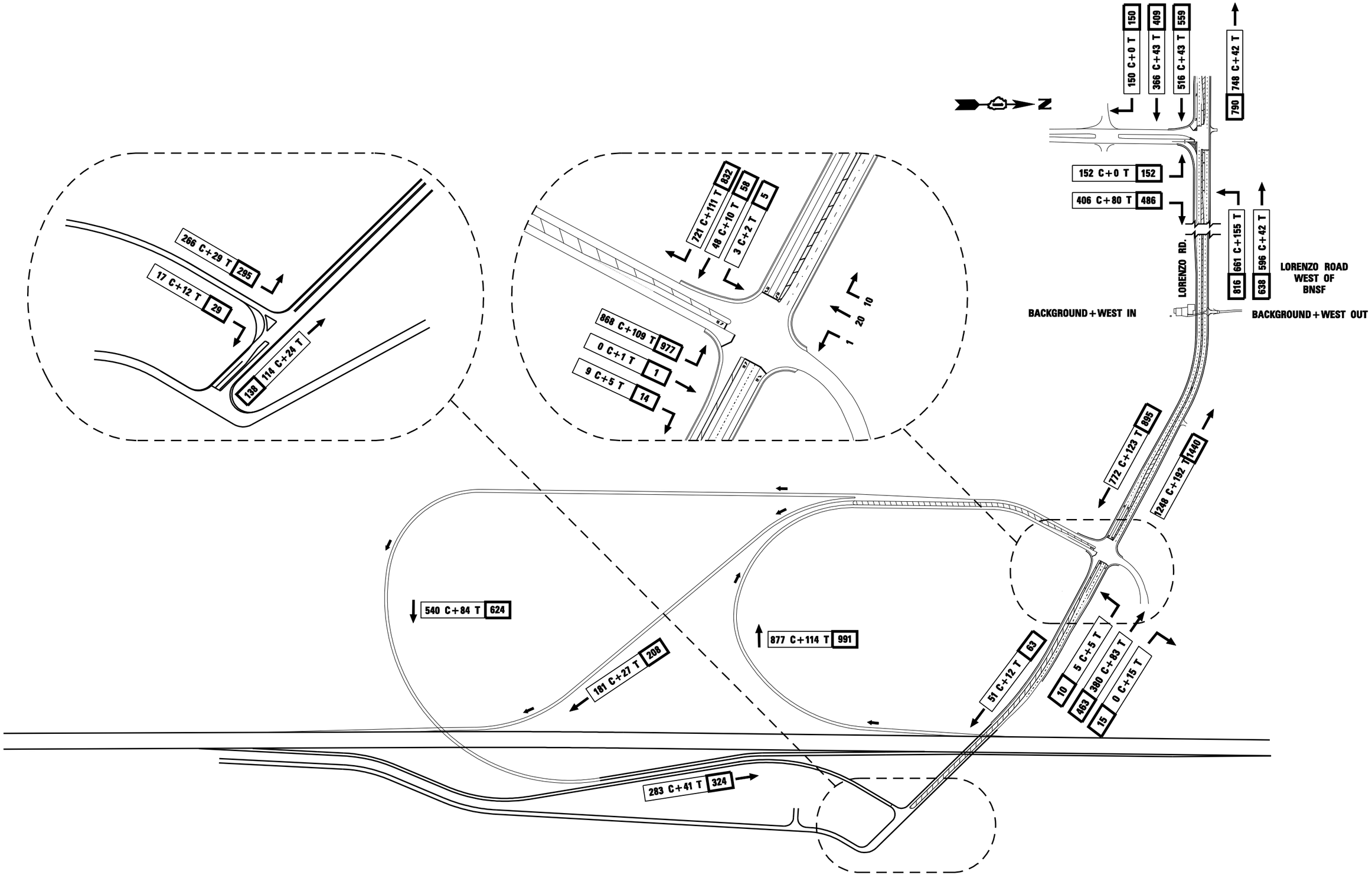
Based on a review of the potential operational impacts and adjacent land uses (access concerns) as well as stakeholder concerns received to date, it is recommended that the modified partial cloverleaf at Lorenzo Road be added to the C sub-alternates as an option for Lorenzo Road (new C-5). In addition to satisfying stakeholder concerns, this configuration has the same potential environmental benefit as the modified trumpet (C-2 and C-3) by improving stormwater runoff quality. This is achieved by virtue of eliminating the existing diamond ramps that are proximate to the river.
See Exhibit 5 for additional preliminary environmental screening comparison.

APPENDIX

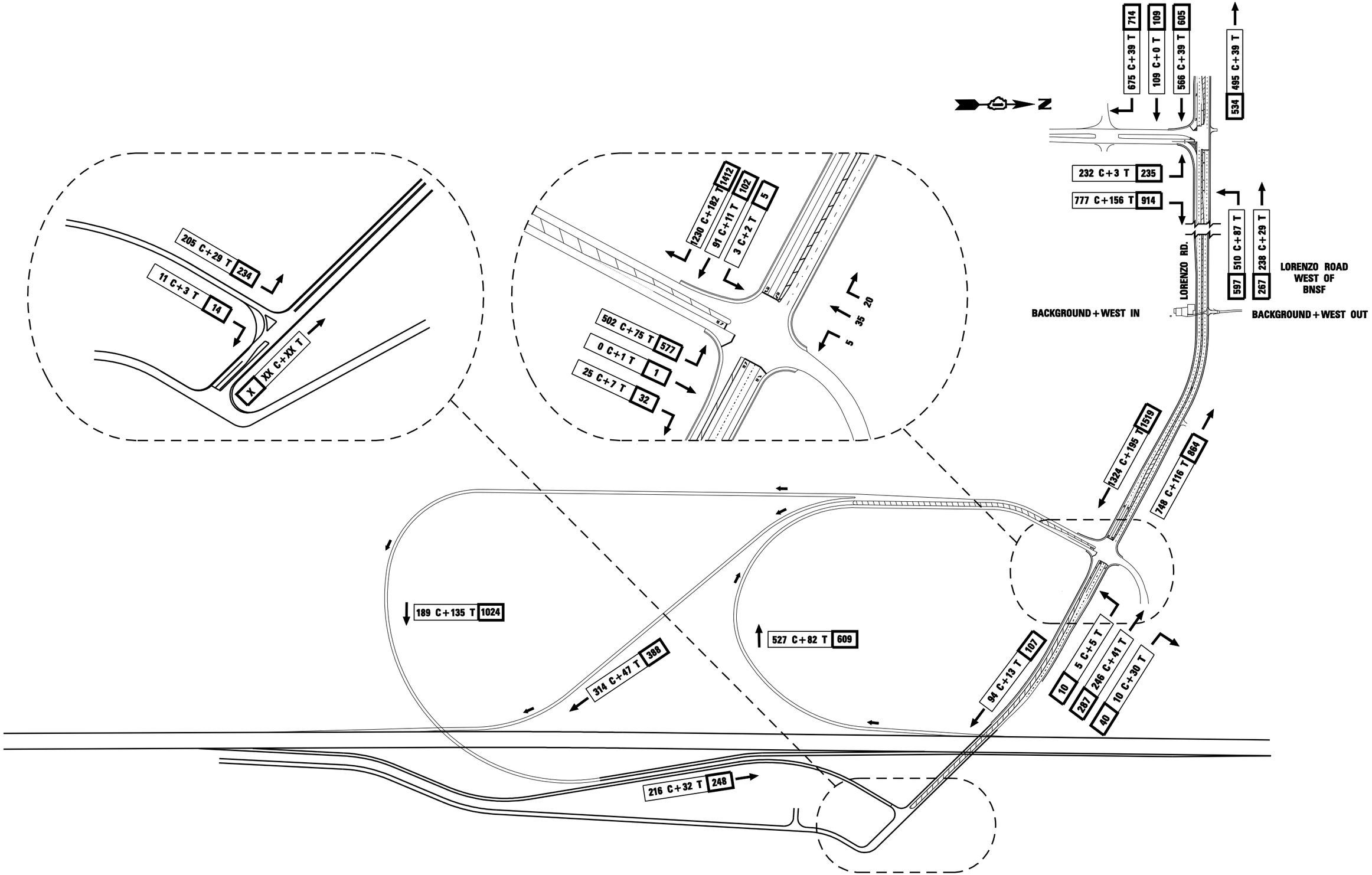
EXHIBITS & PUBLIC COMMENTS



benesch	I–55 AT LORENZO ROAD AND IL. 129	LORENZO ROAD MODIFIED PARCLO U-174	*Exhibit 1*



benesch		I-55 AT LORENZO ROAD AND IL. 129	LORENZO ROAD MODIFIED PARCLO AM PEAK	Exhibit 2



benesch

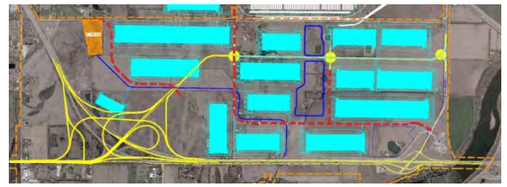
I–55 AT LORENZO ROAD AND IL. 129

LORENZO ROAD MODIFIED PARCLO PM PEAK

U-176

Exhibit 3

EXHIBIT 4: PRELIMINARY ENVIRONMENTAL SCREENING

Alternative	Alternative A: No-Build	Alternative B: Improve IL-129 Interchange	Alternative C: Improve IL-129 and Lorenzo Rd. Interchanges	
Sub-Alternate			**C-1**	**C-2**
Diagram				
Description	No improvements to I-55, IL-129 interchange or Lorenzo Road interchange except maintenance.	Alternate B-2 is a full free-flow interchange at IL-129, with the exception of an at-grade intersection between the northbound exit ramp at IL-129, where free flow is not warranted. Minimal operational improvements at the existing Lorenzo Road interchange consisting of turn lane channelization on the ramps (right and left-turn lanes) and signalizing the ramp junctions is assumed. Configuration of local roadways to direct truck traffic to use the IL – 129 interchange would be required to make this alternate viable.	IL-129: Standard diamond interchange with a dual eastbound to northbound left turn lane. The northbound entrance ramp would be designed as a two lane entrance ramp that would form an auxiliary lane which would be carried to the Lorenzo Road interchange. Lorenzo Road: Non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp.	IL-129: Partial cloverleaf (parclo) that accommodates the heaviest movement which is eastbound IL Rte 129 to NB I-55 with a free flow ramp. The free flow ramp will be a single lane ramp that would form an auxiliary lane to be carried to the Lorenzo Road interchange. The other ramps would be single lane with a standard entrance or exit terminal. This alternative also allows for the WB IL Rte 129 to NB I-55 movement to be a free flow design exiting IL Rte 129. Lorenzo Road: Non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp.
Natural Environmental Constraints				
Potential wetland impacts (acres)	0	Interchange = 11.76 Arterial = 0.84	Interchange = 5.68 Arterial = 0	Interchange = 11.06 Arterial = 0
Potential Floodplain impacts (acres)	0	Interchange = 6.20 Arterial = 0	Interchange = 2.50 Arterial = 0	Interchange = 4.40 Arterial = 0
Potential Prime Farmland Soil Impacts (acres)	0	Interchange = 14.11 Arterial = 24.97	Interchange = 7.50 Arterial = 41.24	Interchange = 17.93 Arterial = 41.24
Potential air quality receptors	0	Interchange = 5 Arterial = 4	Interchange = 3 Arterial = 8	Interchange = 3 Arterial = 8
Potential noise receptors	0	Interchange = 5 Arterial = 6	Interchange = 3 Arterial = 10	Interchange = 3 Arterial = 10
Potential threatened and endangered (T&E) species impact	Unknown at this time	Unknown at this time	Unknown at this time	Unknown at this time
Physical Constraints				
Number of homes to be acquired	0	Interchange = 4 Arterial = 5	Interchange = 1 Arterial = 2	Interchange = 1 Arterial = 2
Number of businesses to be acquired	0	Interchange = 0 Arterial = 0	Interchange = 0 Arterial = 0	Interchange = 0 Arterial = 0
Residential wells impacted	0	7	7	7
Est. Right of Way Required	0	145 Acres	29+43 = 72 Acres	42+43 = 85 Acres
Cost	$-	$-	$-	$-

NOTES:

1. Potential impacts encompass proposed interchange and new arterial roadway. Arterial roadway may be constructed by others as part of adjacent development.
2. Impacts to prime farmland and homes may not occur as large portions of this land are in the process of annexation and zoning to more intense land uses. Some residential properties are being purchased by developer.

EXHIBIT 4: PRELIMINARY ENVIRONMENTAL SCREENING (CONT'D.)

Alternative	Alternative C: Improve IL-129 and Lorenzo Road Interchanges			Alternative D: Combined Interchange
Sub-Alternate	**C-3**	**C-4**	**C-5**	
Diagram				
Description	IL-129: Partial cloverleaf on the south side of the interchange which will provide free flow movements for the northbound entrance ramp and southbound exit ramps, which are the two major movements projected at this interchange. Lorenzo Road: Non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp.	IL-129: Full free-flow interchange at IL-129, with the exception of an at-grade intersection between the northbound exit ramp at IL-129 where free flow is not warranted. Lorenzo Road: Non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp.	IL-129: Partial cloverleaf (parclo) that accommodates the heaviest movement which is eastbound IL Rte 129 to NB I-55 with a free flow ramp. The free flow ramp will be a single lane ramp that would form an auxiliary lane to be carried to the Lorenzo Road interchange. The other ramps would be single lane with a standard entrance or exit terminal. This alternative also allows for the WB IL Rte 129 to NB I-55 movement to be a free flow design exiting IL Rte 129. Lorenzo Road: Modified Parclo with a east to north flyover ramp.	Alternate D is a full free-flow interchange at IL-129, with the exception of an at-grade intersection between the northbound exit ramp at IL-129, where free flow is not warranted. This alternative includes closing the existing Lorenzo Road interchange. Configuration of local roadways to direct truck traffic to use the IL – 129 interchange would be required to make this alternate viable.
Natural Environmental Constraints				
Potential wetland impacts (acres)	Interchange = 11.19 Arterial = 0	Interchange = 13.34 Arterial = 0	Interchange = 11.06 Arterial = 0	Interchange = 5.47 Arterial = 0.84
Potential Floodplain impacts (acres)	Interchange = 7.05 Arterial = 0	Interchange = 6.18 Arterial = 0	Interchange = 4.40 Arterial = 0	Interchange = 6.20 Arterial = 0
Potential Prime Farmland Soil Impacts (acres)	Interchange = 15.24 Arterial = 41.24	Interchange = 35.38 Arterial = 41.24	Interchange = 105 Arterial = 41.24	Interchange = 14.11 Arterial = 24.97
Potential air quality receptors	Interchange = 3 Arterial = 10	Interchange = 3 Arterial = 10	Interchange = 3 Arterial = 8	Interchange = 3 Arterial = 6
Potential noise receptors	Interchange = 3 Arterial = 10	Interchange = 3 Arterial = 10	Interchange = 3 Arterial = 10	Interchange = 3 Arterial = 6
Potential threatened and endangered (T&E) species impact	Unknown at this time	Unknown at this time	Unknown at this time	Unknown at this time
Physical Constraints				
Number of homes to be acquired	Interchange = 2 Arterial = 2	Interchange = 4 Arterial = 2	Interchange = 1 Arterial = 2	Interchange = 4 Arterial = 5
Number of businesses to be acquired	Interchange = 0 Arterial = 0	Interchange = 0 Arterial = 0	Interchange = 0 Arterial = 0	Interchange = 2 Arterial = 0
Residential Wells Impacted	7	7	7	7
Est. Right of Way Required	42+43 = 85 acres	90+43 = 133 acres	42+130 = 172 Acres	145 acres
Cost	$-	$-	$-	$-

NOTES:

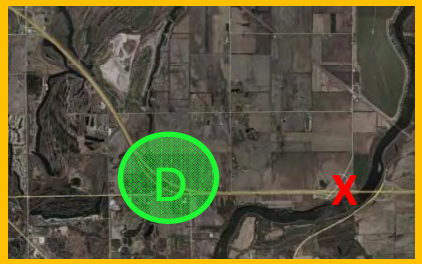
1. Potential impacts encompass proposed interchange and new arterial roadway. Arterial roadway may be constructed by others as part of adjacent development.
2. Impacts to prime farmland and number of homes may not occur as large portions of this land are in the process of annexation and zoning to more intense land uses. Some residential properties are being purchased by developer.

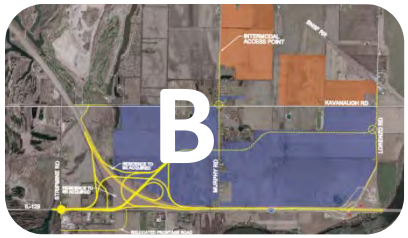
Interstate 55 Study at
Lorenzo Road and Illinois Route 129
Will County Coordination Meeting
Agenda

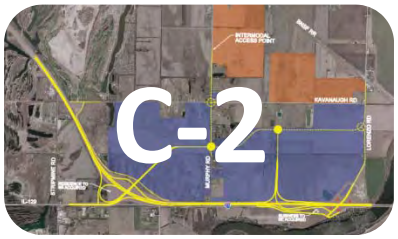
November 16, 2010

- Discussion of Comments Received from Public Meeting
- Presentation of Alternative C-5
- Status of Ridgeport Development
- Status of Wilmington Utilities
- Upcoming Public Meeting to Present Preferred Alternative.

Alternatives







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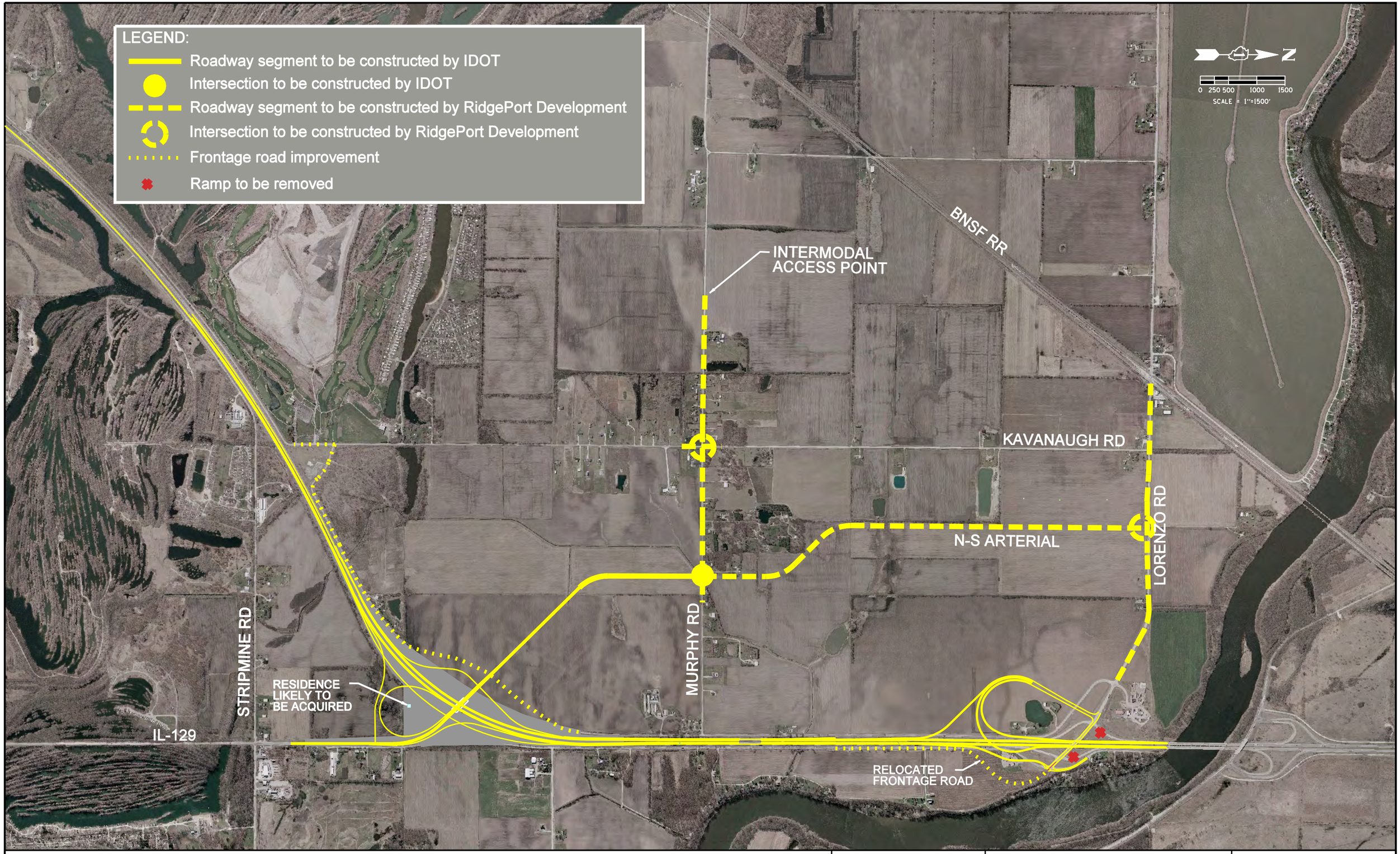
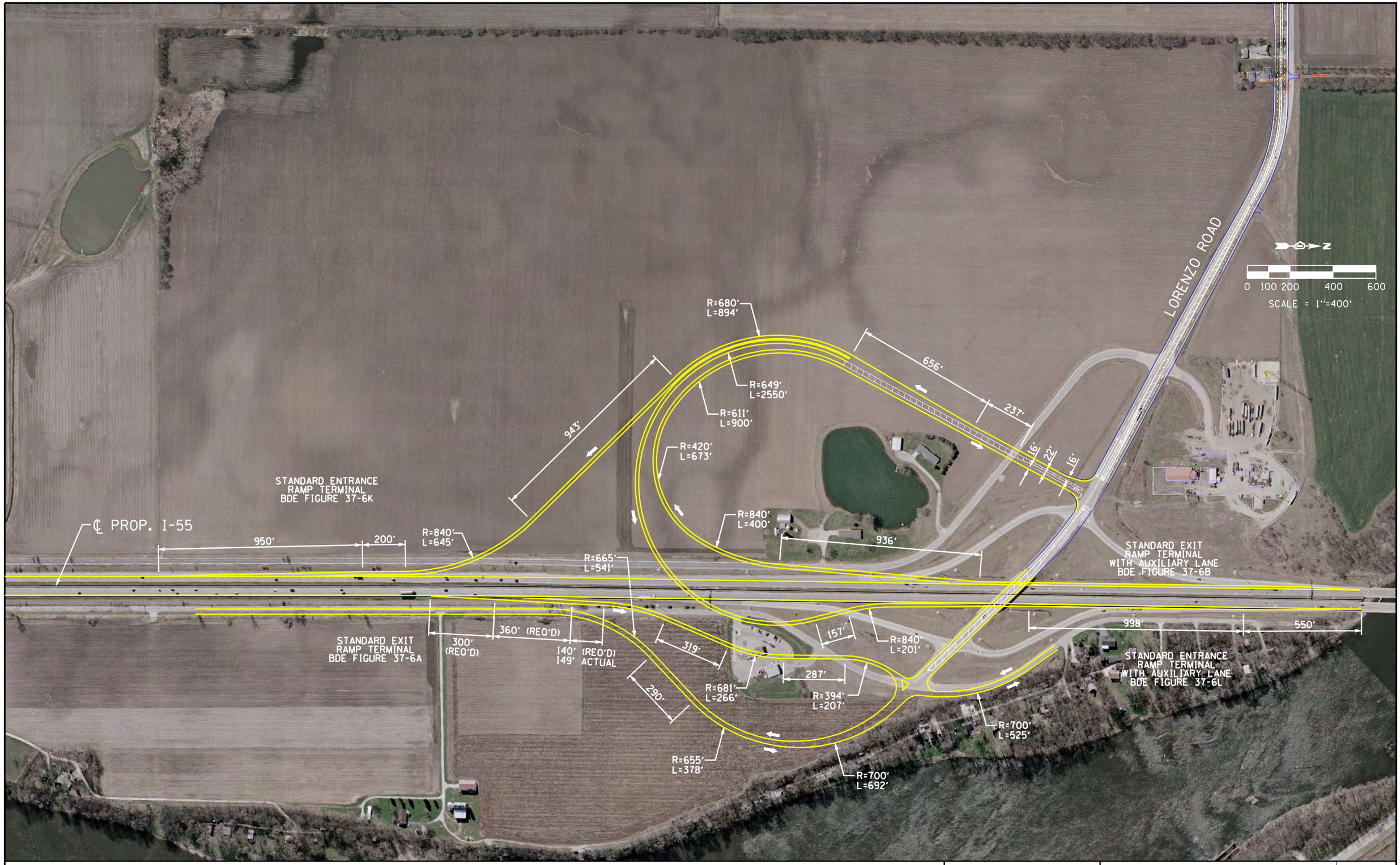


benesch	I-55 at Lorenzo Road and IL-129	Sub-Alternate C-5	U-181



benesch

I-55 AT LORENZO ROAD
AND IL. 129

LORENZO ROAD
MODIFIED PARCLO U-182

Meeting Minutes

Date of Meeting: November 16, 2010
Time of Meeting: 10:00 a.m.
Meeting Location: IDOT District 1
Executive Conference Room

Subject: I-55 at IL-129 and Lorenzo Road Phase I Study
IDOT Project No. P-91-190-07

Participants: (See attached roster)

The purpose of the meeting was to present and discuss a new alternate (C-5) which has been added to the alternates to be carried forward.

The meeting opened with a briefing by RidgePort regarding the status of their development. Following is a summary of the briefing:

- Development property recently annexed to the City of Wilmington
- The design for the County portion of Lorenzo Road has been completed from the frontage road to the railroad tracks
- Permit plans are into the City for a building pad and detention ponds which will be located at the SW corner of Lorenzo Road and Grasskamp. Construction is anticipated to begin spring 2011.
- The permit for the rail spur has been obtained and materials have been procured.
- Plans are underway to extend water and sewer services to the area, including an elevated water tower which is scheduled to begin construction in the spring
- The development has proposals for commercial development and build to suit industrial sites.

IDOT then briefed the group on the overall status of the Phase I Study. Benesch provided a summary of the public comments received to the alternatives to be carried forward and explained how Alternative C-5 was developed in response to these comments. Benesch then presented the details of Alternate C-5.

Question then ensued regarding the Alternative C-5. Following is a summary of the questions and responses.

Question: What was the capacity analysis for Alternative C-5 based on?

Answer: The previously agreed to traffic distribution.

Question: Will Lorenzo Road remain open during construction?

Answer: Yes, preliminary study of staging for the interchange indicates that majority the movements can be maintained during construction.

Question: Will the proposed plan accommodate a future widening of I-55?

Answer: Yes, the plan is being design to be compatible with a future add lanes project but some rework is inevitable. The existing Kankakee River structure is not wide enough to accommodate a future add lanes.

Question: Is there a possibility of having another intersection along Lorenzo between the interchange ramps and Grasskamp?

Answer: Yes, a ¼ mile spacing between the intersection is desired.

Question: Is there a possibility of having a southbound exit ramp which would be dedicated to the development.

Answer: No, this would not be a possibility.

Question: Is there extra capacity to accommodate more development at the Lorenzo Road Interchange.

Answer: This would need to be evaluated.

Question: What will be the priority of construction?

Answer: The traffic management plan has not been initiated. This will be evaluated after the selection of the preferred alternative. However, due to the condition of the existing IL 129 Ramp structure over I-55 it is likely that this interchange will need to be constructed first.

A discussion then ensued regarding the existing underground pipelines in the area and if there was existing fiber optics in the area or a plan for future fiber optics in this area. It was noted that Ridgeport has performed utility investigations including potholing to determine actual elevations. The electronic information has been shared with Benesch and is being utilized for planning purposes.

It was then discussed that IDOT's plan is to present Alternative C-5 for public comment at a meeting to be scheduled in January 2011 and is hoping to have a preferred alternative to be

presented for concurrence at the February 2011 NEPA/404 merger meeting. It was noted that Alternate B & D were eliminated from further consideration at the September 2010 NEPA meeting.

RidgePort requested to keep the larger scale exhibits provided at the meeting and electronic files for their review. It was agreed that they could take the exhibits providing they were only utilized for internal planning purposes and Benesch would provide the electronic files. Ridgeport and the City of Wilmington will review Alternate C-5 and will prepare a site plan that is compatible with this Alternative including proposed internal and frontage roads.

A subsequent meeting will be scheduled between all parties to evaluate these plans with the goal being to create a comprehensive plan for presentation at the January public meeting.

The meeting was adjourned.

Subsequent to the meeting the next coordination meeting was scheduled for Wednesday December 15, 2010.

Respectfully submitted,

Ryan M Thady, P.E.
Project Manager

cc: All in attendance

Illinois Department of Transportation

Attendance Roster

Bureau: Programming Section: Project Studies

Project/Topic: I-55 at Lorenzo - Coordination with Will County/Wilmington/Ridgeport

Date: November 16, 2010

Time: 10:00

Location: IDOT D1 – Executive Conference Room

	Attendees	Representing	Phone Number	Email Address
1.	OJAS PATEL	IDOT	847-705-4084	ojas.patel@illinois.gov
2.	Steve Schilke	IDOT	847 705-4125	steven.schilke@illinois.gov
3.	Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
4.	Laura McGovern	"	312-819-8228	lmcgovern@benesch.com
5.	Jen Mitchell	HDR	773-867-7225	jennifer.mitchell@hdrinc.com
6.	Colby Zemaitis	City of Wilmington	815 730-3444	czemaitis@rehamilton.org
7.	Jeff Ronaldson	WCDH	815-727-8476	jronaldson@ willcountyillinois.com
8.	Eric Wesel	WCDH	815-727-8476	ewesel@willcountyillinois.com
9.	Jason Snyder	Jacobs/Hefner	309-257-1900	jsnyder@jacobsandhefner.com
10.	KYLE SCHUHMACHER	RIDGE PROPERTY TRUST	773-695-1240	KSCHUHMACHER@RPTRUST.COM
11.	MIR MUSTAFA	IDOT - Prog.	847-705-4471	Mir.Mustafa@illinois.gov
12.	JOHN BACZEK	IDOT		
13.	TONY GRAFF	City of Wilmington	815 476 2125	tgraff@wilmington-IL.com
14.				
15.				
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21.				
22.				
23.				

Meeting Minutes

Date of Meeting: December 15, 2010
Time of Meeting: 10:00 a.m.
Meeting Location: IDOT District 1
Executive Conference Room

Subject: I-55 at IL-129 and Lorenzo Road Phase I Study
IDOT Project No. P-91-190-07

Participants:
Ojas Patel – IDOT
George Catalano – WCHD
Eric Wesel – WCHD
Jennifer Mitchell – HDR
Jason Snyder – Jacob & Hefner
Ryan Thady – Benesch
Jim Prola – AECOM/IDOT Geometrics Unit
Mir Mustafa – IDOT
Tom Gallenbach – IDOT Permits
Sudad Mohmoud – IDOT Permits
Colby Zomaitis – City of Wilmington
Tony Graffe – City of Wilmington

The purpose of the meeting was to review the developments site plan which has been modified in response to Alternate C-5.

The meeting opened with a Jason Snyder representing RidgePort Development presenting two options for site plans for the development. The two site plans are similar in layout for the majority of the development with the primary difference being the location of the connection of the first road into the development along Lorenzo Road.

Option 1: Locates the first site access along Lorenzo Road approximately 1800' west of Alternate C-5's ramp terminal and just east of the curve in Lorenzo Road.

Option 2: Locates the first site access along Lorenzo Road approximately 2200 feet west of Alternate C-5's ramp terminal and at the center of the curve in Lorenzo Road.

After the presentation of the options a general discussion of the option and the staged implementation of the development ensued. It was noted that IDOT Permits was present the meeting to get a better understanding of how the proposed permit plans submitted by the development corresponded to the ultimate improvements. Jennifer Mitchell noted that per our

last meeting that programming requested that development continue to pursue the improvements along Lorenzo Road and the existing ramp terminals as the funding and timing of the State project cannot be assured at this time.

Considerable discussion centered on the disposition of the west I-55 frontage road and the commercial entrance that is currently opposite the exiting west frontage road intersection on Lorenzo Road. All parties reserved official comments until they had more time to review the exhibits and discuss them internally. However, it was noted that additional traffic and geometric data would likely be needed to make a determination on which option is preferred.

Ridgeport requested comments to the development be submitted by December 22, 2010

The discussion then shifted to how the development information would be presented at the upcoming public meeting number three. Ryan Thady indicated that the building layout would not be presented but rather only the primary roadway network and shading for zoning of the property which has been acquired by the development. It was further indicated that exhibits would not show any impacts by the development for homes which remain along Kavanaugh and Murphy Road. The electronic files for the development were requested to assist in the preparation of these exhibits.

The City of Wilmington requested a preview of the materials prior to the public meeting and inquired as to if it would be appropriate for them as well as Ridgeport to be part of the public meeting. It was suggested that they may have a booth within the area of the exhibits. It was indicated by IDOT that this would be discussed internally within the department. During this time it was indicated that Benesch had been working with the school district to secure the High School facilities for January 18 2010. Mr. Graffe called the School District and confirmed that the facilities would be available.

Subsequent to the meeting, Public Meeting No. 3 has been moved back to February 8, 2010 to allow additional time for coordination and preparation.

Respectfully submitted,

Ryan M Thady, P.E.
Project Manager

cc: All in attendance

Transportation News

Illinois Department of Transportation

Contact: Guy Tridgell (312) 814-4693

For Immediate Release: ***March 23, 2011***

IDOT schedules the third Public Meeting concerning the improvement of Interstate Route 55 at Lorenzo Road and at Illinois Route 129 In Will County

The Illinois Department of Transportation (IDOT) will hold the third public meeting to discuss the proposed improvement of the interchanges of Interstate Route 55 at Lorenzo Road and at Illinois Route 129, in Will County.

The public meeting (open house format) will be held at the following time and location:

Tuesday, April 12, 2011
4:00 – 7:00 p.m.
Wilmington High School – Cafeteria
209 Wildcat Court
Wilmington, IL 60481

The purpose of this meeting is to present a new alternative which was developed after reviewing stakeholder input from the previous Public Meeting held in September 2009. The meeting will be presented in an open house format. Attendees will have the opportunity to view a prerecorded presentation, review exhibits, provide comments, aid in the selection of the preferred alternative, and meet with IDOT and study team representatives on a one-on-one basis.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Mir Mustafa, Project Manager, at (847) 705-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TDD number (800) 526-0844 or 711; TTY users (Spanish) (800) 501-0864 or 711; and for Telebraille dial (877) 526-6670 at least 5 days prior to the meeting.

An interactive website (www.i-55wilmingtonstudy.com) has been created to provide the public with updated information, sign-up opportunities for the mailing list and an ability to submit comments.

Illinois NEPA/404 Merger Meeting

June 27 and 28, 2011

US Environmental Protection Agency
Ralph Metcalfe Federal Building
Room #328
77 West Jackson Blvd.
Chicago, IL 60604-3590

June 27, 2011

1:00 pm to 4:30 pm

- CREATE Grand Ave Project (P4) (District 1, Cook County)
  - Information - Introduction and Scoping

- CREATE 75th Street Corridor Improvement (District 1, Cook County)
  - Information - Purpose and Need

- Illinois Route 31 from Illinois Route 176 to Illinois Route 120 (District 1, McHenry County)
  - Information – Project Introduction

- Illinois Route 173 from Illinois Route 59 to US Route 41 (District 1, Lake County)
  - Information – Project Introduction

June 28, 2011

8:00 am – 10:00 am

- I-55 from Illinois Route 113 to Lorenzo Road (District 1, Will County)
  - Concurrence – Preferred Alternative

- US 45 from Illinois Route 132 to Illinois Route 173 including Millburn Bypass, (District 1, Lake County)
  - Concurrence – Alternatives to Carry Forward
  - Concurrence – Preferred Alternative

10:00 am – 10:15 am (Break)

10:15 am – 12:00 noon

- Illinois Route 47 from US Route 14 to Charles Road in Woodstock (District 1, McHenry County)
  - Concurrence – Purpose and Need

- Illinois Route 131 from Russell Road to Sunset Ave (District 1, Lake County)
  - Information – Preferred Alternative

- ~~Pershing Road Realignment and Belvidere Street Bridge Extension, Waukegan (District 1, Lake County)~~
  - ~~Concurrence – Purpose and Need~~

12:00 noon – 1:00 pm (Lunch Break)

1:00 pm – 4:30 pm

- I-290 Eisenhower from West of Mannheim Road to East of Cicero Avenue (District 1, Cook and DuPage Counties)
  - Information – Purpose and Need

- Elgin O'Hare – West Bypass, Tier 2 EIS (District 1, Cook and DuPage Counties)
  - Information – Purpose and Need and Alternatives

- Illiana Expressway Tier 1 EIS (IDOT District 1, Will and Kankakee Counties and Indiana Department of Transportation, Lake County, Indiana)
  - Information - Project Introduction

NEPA/404 Merger Meeting
June 27, 2011

Name	Organization	Phone No.	E-mail
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NEPA/404 Merger Meeting
June 28, 2011

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Terry Saulko on conference call for I-55 @ Lorenzo from IL 113 to Lorenzo Rd.

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NEPA/404 Merger Meeting
June 28, 2011

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ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

June 28, 2011

Illinois Department of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

Agenda

- Introductions
- Purpose of Meeting
- Project Overview
- GIS Database and Planned Use
- Next Steps for Agencies

ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

Introductions

Illinois Department of Transportation

ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

Purpose of Meeting

Illinois Department of Transportation

Purpose of Meeting

- Provide overview of the process and schedule
- Get your early input on issues or concerns
- Identify opportunities for future involvement
- Introduce the Geographic Information System (GIS) data base
- Discuss Tier One level of environmental detail

ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

Overview

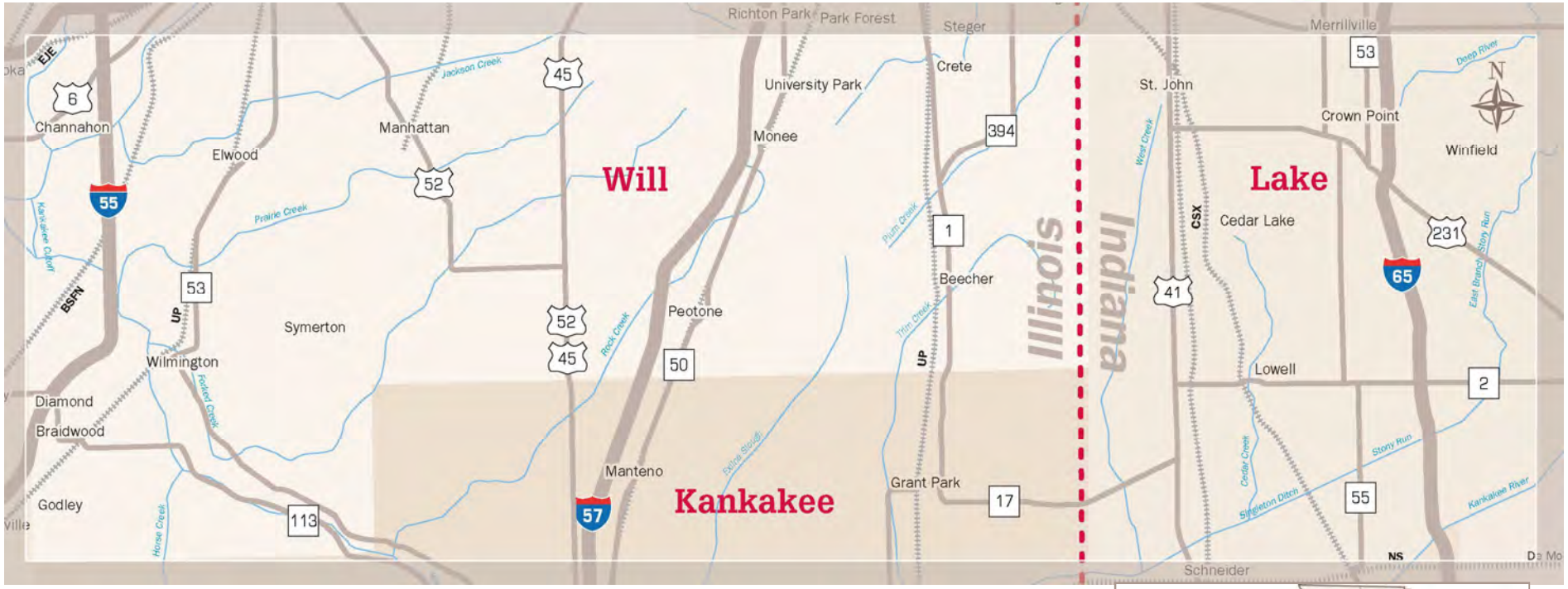
Illinois Department of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION

History

- In long-range plans since the early 1900's.
- Corridors studied in the 1960's and 1970's.
- Feasibility studies in 2009.
- Feasibility studies in Illinois supplemented in 2010.
- June 9, 2010, governors signed a Memorandum of Agreement outlining the commitment to the project by both states.

Study Area



- Portions of Kankakee and Will (IL) counties, Lake County (IN)
- Approximately 950 square miles

Transportation Needs

- To be determined by a combination of Stakeholder Input and Technical Analysis
  - Project Work Groups: meetings and workshops
  - Other stakeholder outreach
  - Data collection
  - Travel Demand Modeling
    - 2010 and 2040 “no action” baseline
- Foundation for Purpose and Need

Process

- Tiered NEPA process:
  - Tier One – Needs, Alternatives, preferred “concept”
    - May include identifying sections of independent utility
  - Tier Two – Details of preferred concept
- Context Sensitive Solutions (CSS)
- GIS based impact assessment
- Financing strategies

NEPA Process – Tier One

Tier One

STAKEHOLDER INVOLVEMENT

Identify Transportation Needs → *Develop & Evaluate Alternatives for All Modes* → *Select Preferred Alternative*

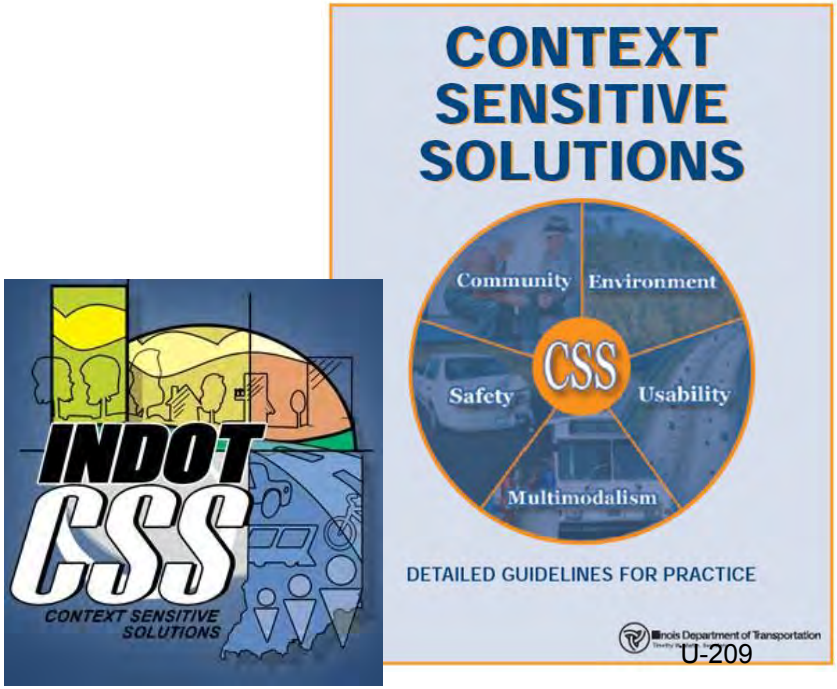
Tier Two

STAKEHOLDER INVOLVEMENT

Detailed Engineering and Environmental Studies of Preferred Alternative

Context Sensitive Solutions

- Stakeholder outreach based upon:
  - IDOT CSS Detailed Guidelines for Practice
  - INDOT CSS Implementation Plan



Context Sensitive Solutions

- Flexible and creative design approach
- Considers all transportation modes
- Addresses all facets of project development
- Promotes frequent and meaningful communication with stakeholders
- Complements the Tiered EIS process

Project Team

PROJECT STUDY GROUP

IDOT • INDOT • FHWA • Consultant

CORRIDOR PLANNING GROUP (CPG)

ILLINOIS	INDIANA
Counties and Municipalities • Chicago Metropolitan Agency for Planning • Kankakee Area Transportation Study (KATS)	Counties and Municipalities • Northwestern Indiana Regional Planning Commission

TECHNICAL TASK FORCE

Agencies
(i.e. transportation, resource etc.)
•
Communities, Counties, other units of Government
•
Interested Groups
•
Organizations

Project Study Group

- Multidisciplinary team of representatives from IDOT, INDOT, FHWA and NEPA consultants:
  - IDOT: manage overall study
  - INDOT: participate financially, provide leadership on Indiana portion of study area
  - FHWA: both IN/IL divisions involved
    - IL division leads the coordination efforts

Project Working Groups

- Work Groups
  - Corridor Planning Group (CPG)
  - Technical Task Force (TTF)
- Key stakeholder input venue
- CPG/TTF will meet jointly in Tier One
- CPG/TTF meetings in each state, and joint meetings anticipated

Corridor Planning Group

- Elected officials from each community, county, and Metropolitan Planning Organizations
- Role:
  - Participate in every major aspect of the NEPA process
  - Provide policy level perspectives
  - Reach consensus at key project decision milestones

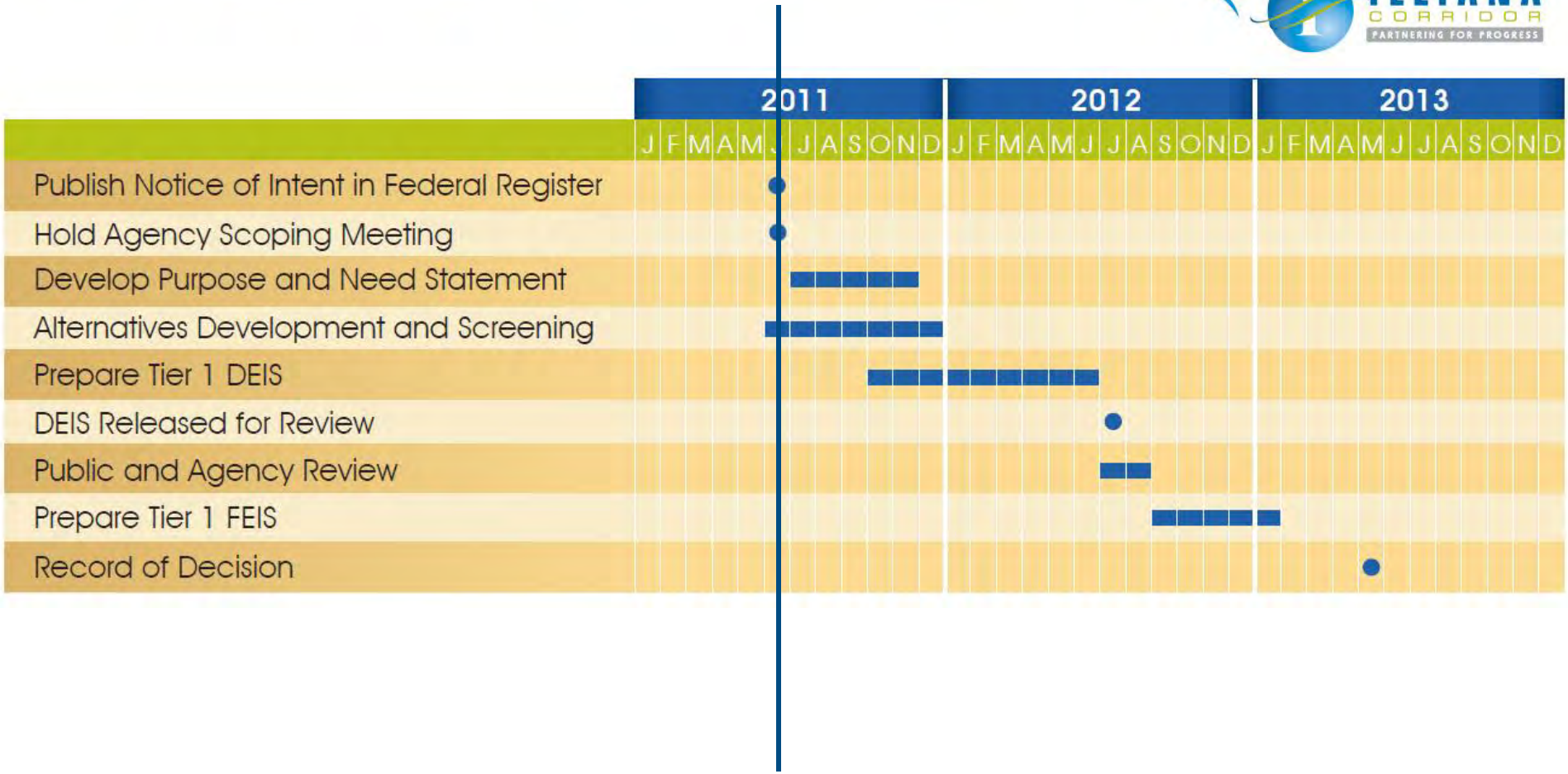
Technical Task Force

- Includes CPG representatives, other governmental bodies, agencies (including resource agencies), and interested groups
- Role:
  - Participate in every major aspect of the NEPA process
  - Provide technical expertise
  - Reach consensus at key project decision milestones

Public Involvement Opportunities

Web site	www.illianacorridor.org
Newsletters	Learn more about the project progress
Speakers Bureau	Invite us to come speak to your group
Public Meetings	Held at key milestones
Media	Watch the local paper for articles
Task Forces	Participating community leaders, agencies, interested groups

Schedule



You Are Here

Next Steps

CPG & TTF Meeting #2 – July 11 (IL) & 12 (IN), 2011

- Summarize Goals and Objectives
- Develop Problem Statement
- Discuss Environmental Process
- Workshop: Environmental Constraints

CPG & TTF Meeting #3 – August 2011

- Complete technical analysis of existing and 2040 no build transportation system performance
- Outline Purpose and Need points based upon technical work and stakeholder input
- Toolbox exercise for alternatives ideas and P3

Next Steps

CPG & TTF Meeting #4 – September 2011

- Expanded Purpose and Need
- Transportation System Performance
- Alternatives development/evaluation process
- Alternatives Workshop – footprint and location

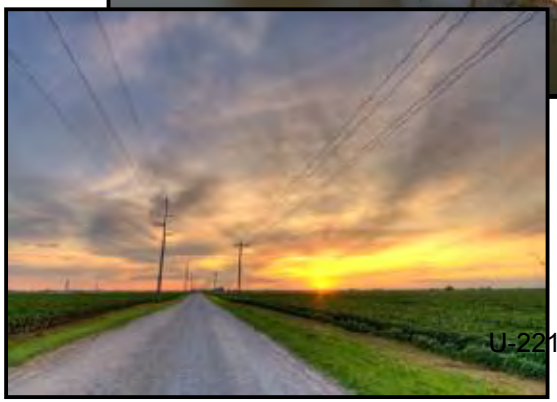
NEPA 404 Merger Briefing September 2011

Potential Alternatives

- No-Action Alternative (separate population and employment scenarios)
- Transportation Alternatives (various modes, locations, improving existing facilities or new facilities)
- Alternatives generated by stakeholder input and technical analysis
- Alternatives will be measured by how they meet transportation needs as well as how they address environmental impacts

Potential Key Environmental Issues

- Agriculture
- River and stream crossings
- Indirect /cumulative impacts
- Protected lands
- Community, natural resource, and cultural resource issues



ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

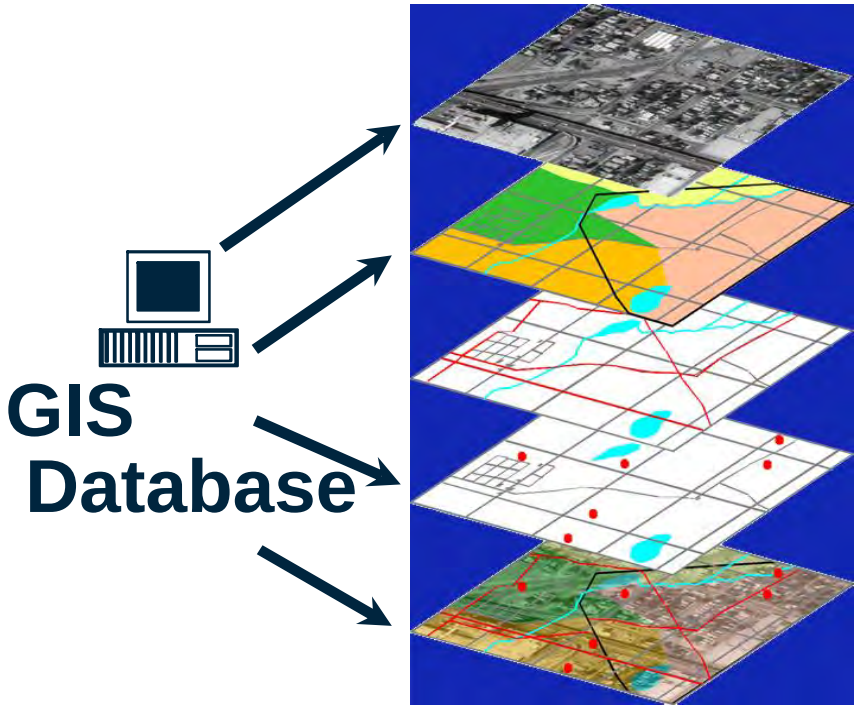
Geographic Information Systems Database and Planned Use

Illinois Department of Transportation

GIS Database for Illiana Corridor Study

- Geographic Information System
  - Comprehensive Database including
    - Study Area Mapping
    - Aerial Photography
    - Existing Resources
  - Use
    - Alternatives Impact analysis
    - Preparing Maps and Exhibits
    - Data Management

Generic GIS Map Overlay Process



Mapping Layers

- Vegetation
- Land Use

- Municipal Boundaries
- Sensitive Habitats
- Contamination
- Soils

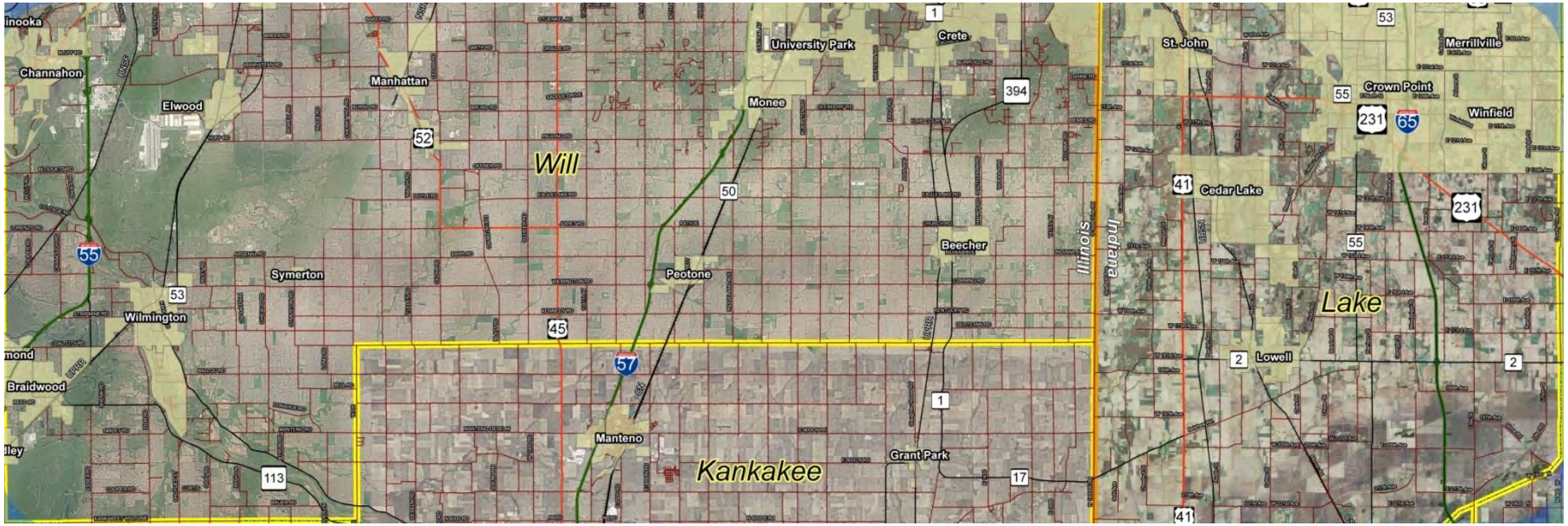
- Roads
- Gas Pipelines
- Transmission Lines

- Existing Gas Wells
- Existing Water Wells
- Residences

Associated Data Tables

Data Boundary

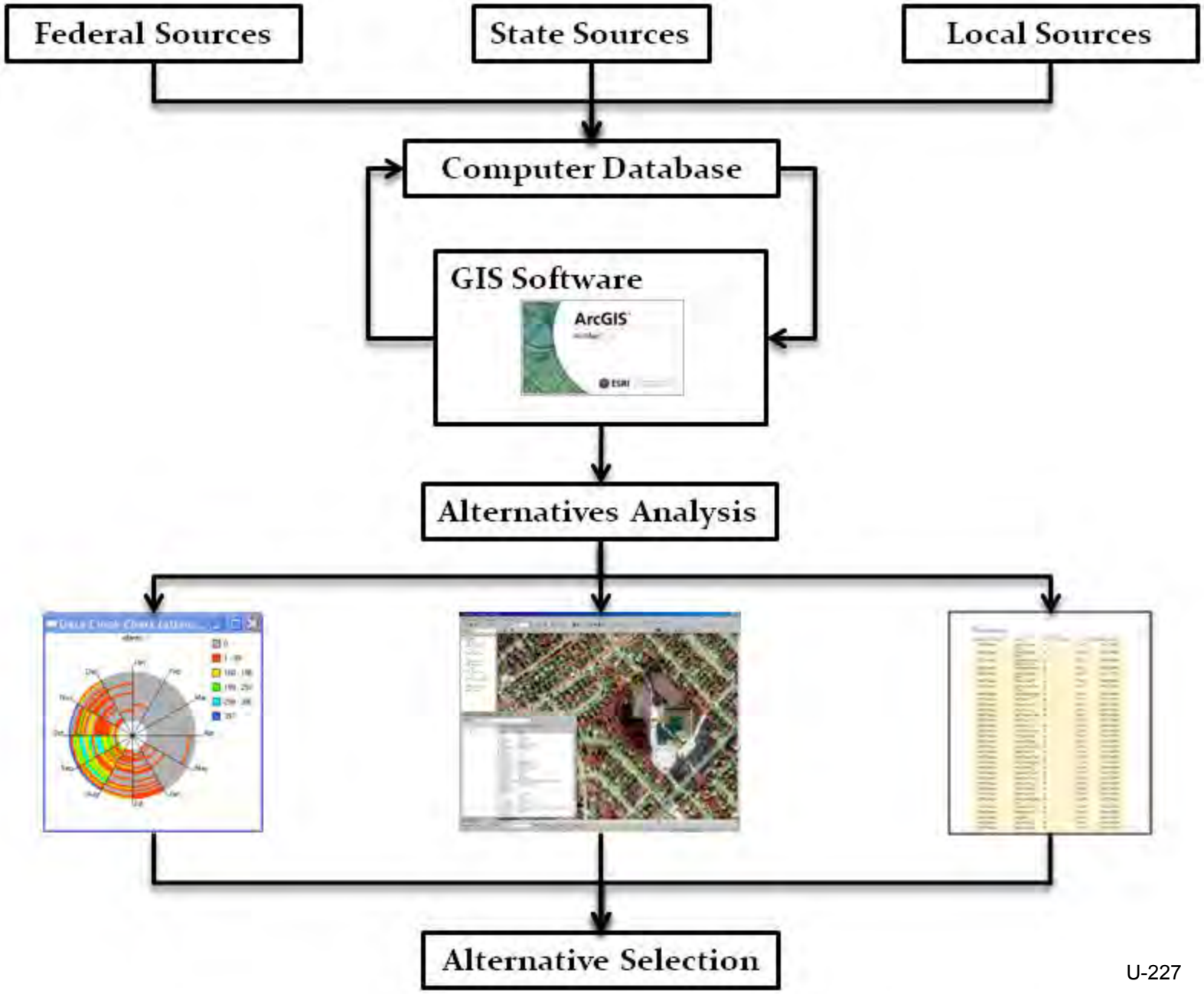
- Will & Kankakee Counties, IL
- Lake County, IN



Existing Data Sources

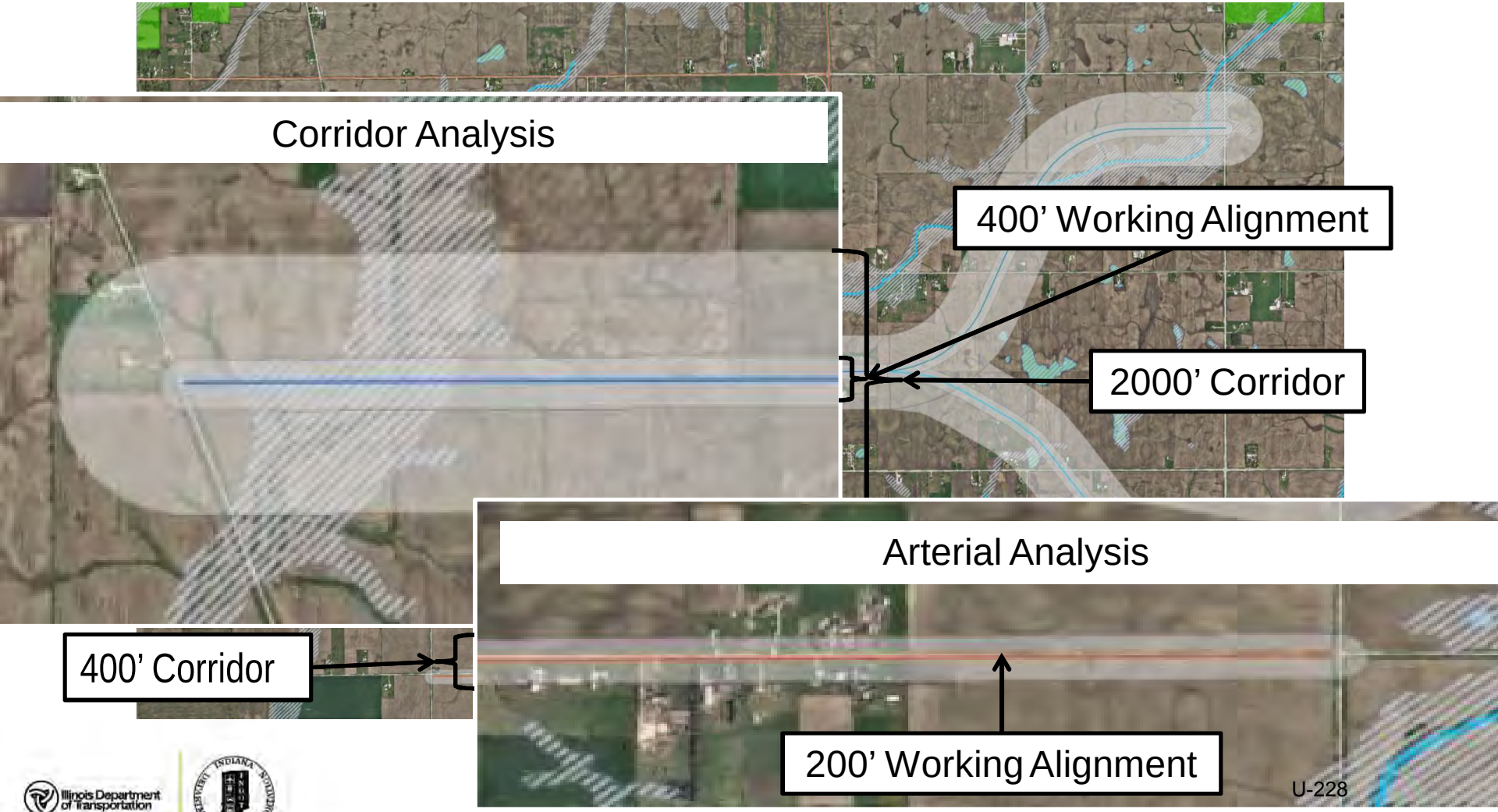
- Department of Interior, U.S. Fish and Wildlife Service
- Kankakee Area Transportation Study (KATS)
- Federal Emergency Management Agency (FEMA)
- Illinois Department of Agriculture (IDA)
- Illinois Department of Natural Resources (IDNR)
- Indiana Department of Natural Resources (IDNR)
- Indiana Department of Environmental Management (IDEM)
- Illinois State Geological Survey (ISGS)
- Illinois Environmental Protection Agency (IEPA)
- Illinois Historic Preservation Agency (IHPA)
- United States Geological Survey (USGS)

GIS Data Flow

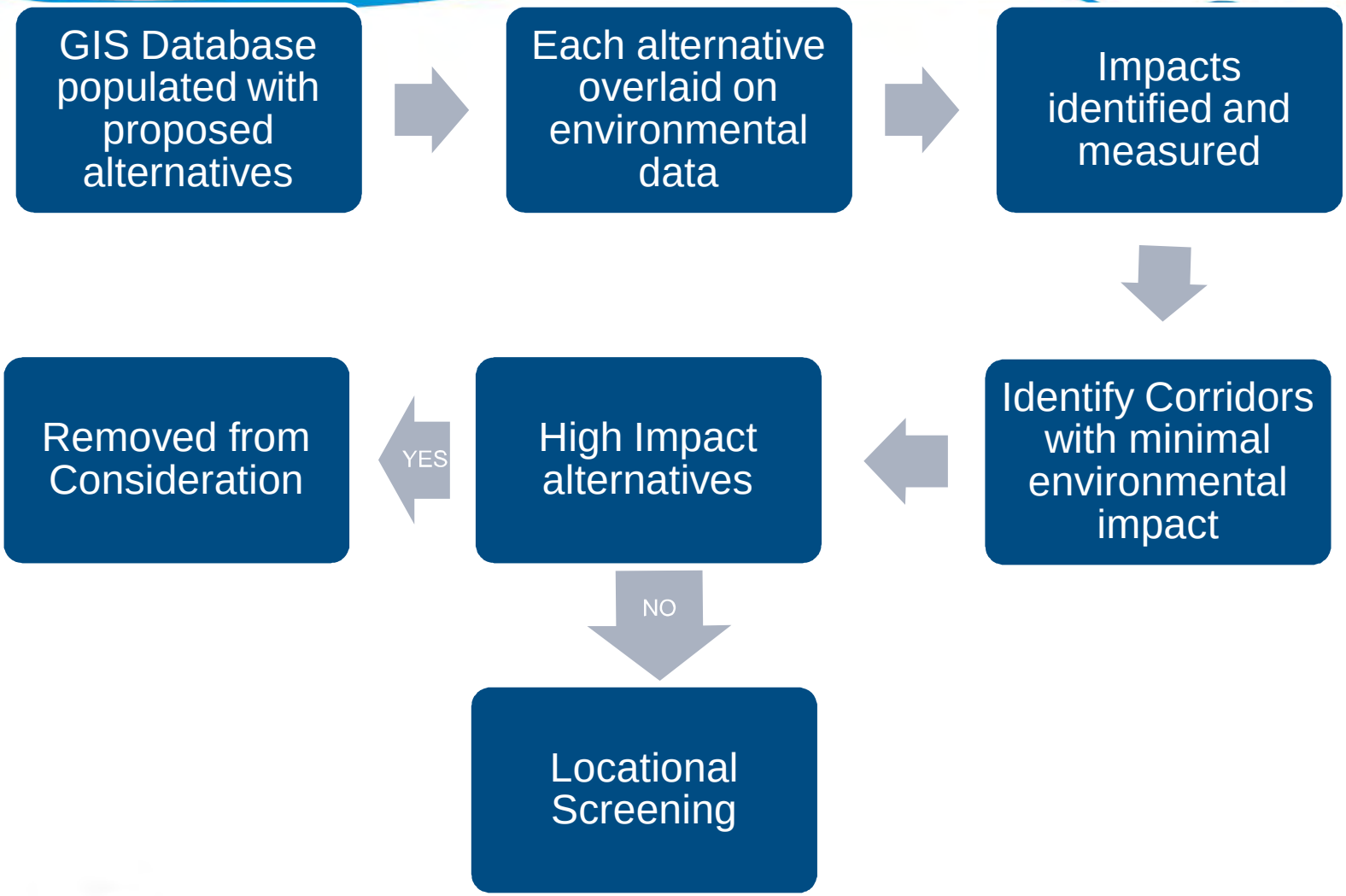


Alternative Layout Process

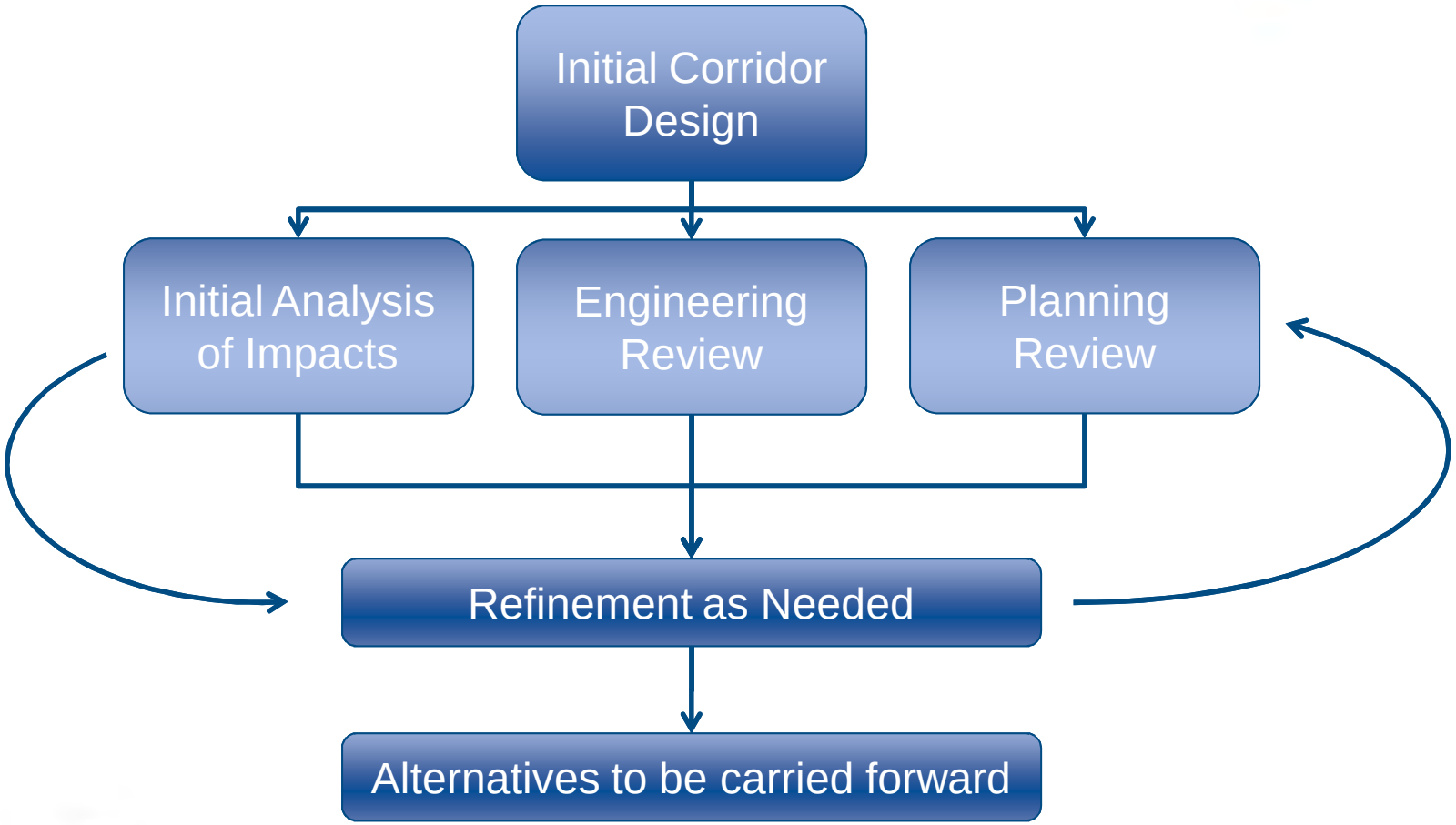
- Develop initial alternative corridors



Alternative Impact Measurement



Locational Screening



Affected Environment

- The Affected Environment chapter of the Draft Environmental Impact Statement (DEIS) describes the environmental and social resources in the study area that may be affected by the alternatives.
- ArcGIS software will be used to summarize resources, habitat, land cover, public lands, hazardous sites, and land use in the study area.
- Socioeconomic features such as population, employment and racial composition, political townships will also be used to measure alternative impacts.

Environmental Consequences Evaluation

Tier One

- Evaluation documents impacts of the finalist alternatives within the full study area
- Develop preferred corridor/s of 2,000 feet in width (varying in width at select locations).
- Data Quality control
  - Present maps to local agencies and public for verification of assets
  - Field check key resources within alternative corridor ranges

Environmental Consequences Evaluation

Tier Two

- Mapping is confined to the corridor selected in Tier One
- Detailed environmental evaluation, including field surveys, is conducted on corridor identified in Tier One
- Mapping is provided at a higher resolution

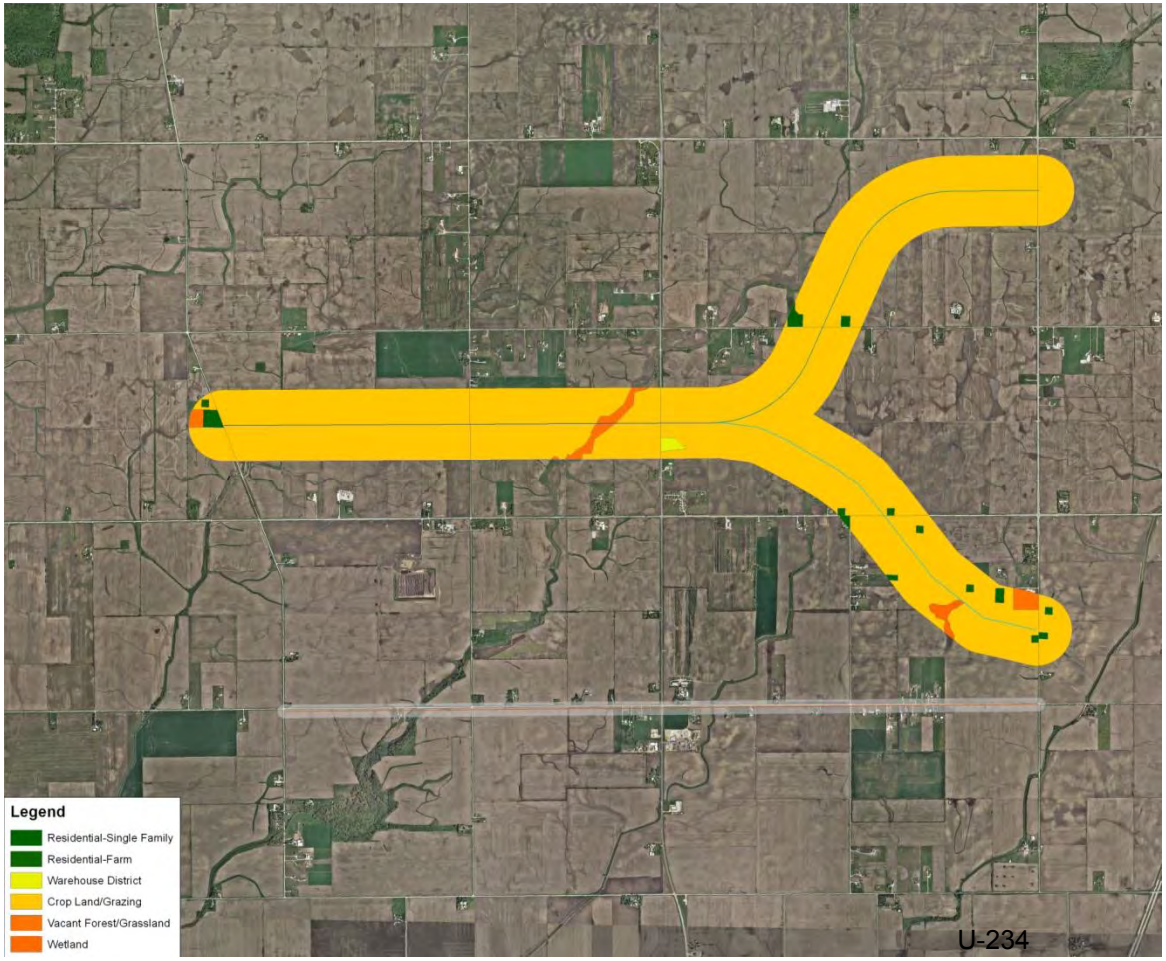
Methodology for Analysis (Pilot)

- Example of areas of analysis included in the Impact Rating System (quantified):

Land Cover/Use

Agricultural (acres)

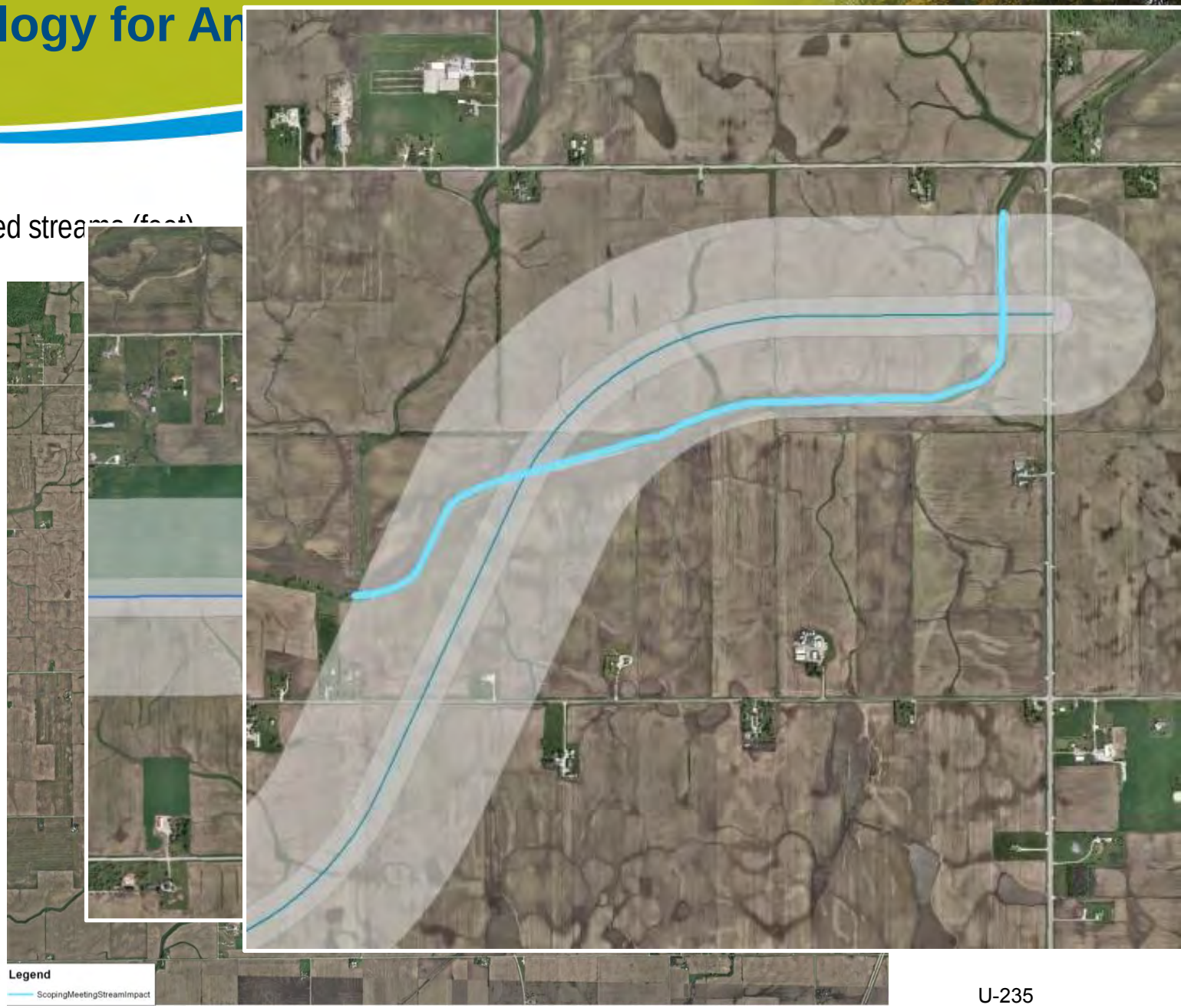
LANDUSE	Shape Area (acres)
1110 Residential - Single Family Total	35.92
1120 Residential Farm Total	6.99
1430 Warehouse District Total	4.68
2100 Crop/Grazing Land Total	7347.98
4110 Vacated Forest/Grassland Total	46.29
4120 Wetland Total	10.29
Grand Total	7,452.15



Methodology for An

Streams

Length of classified streams (feet)

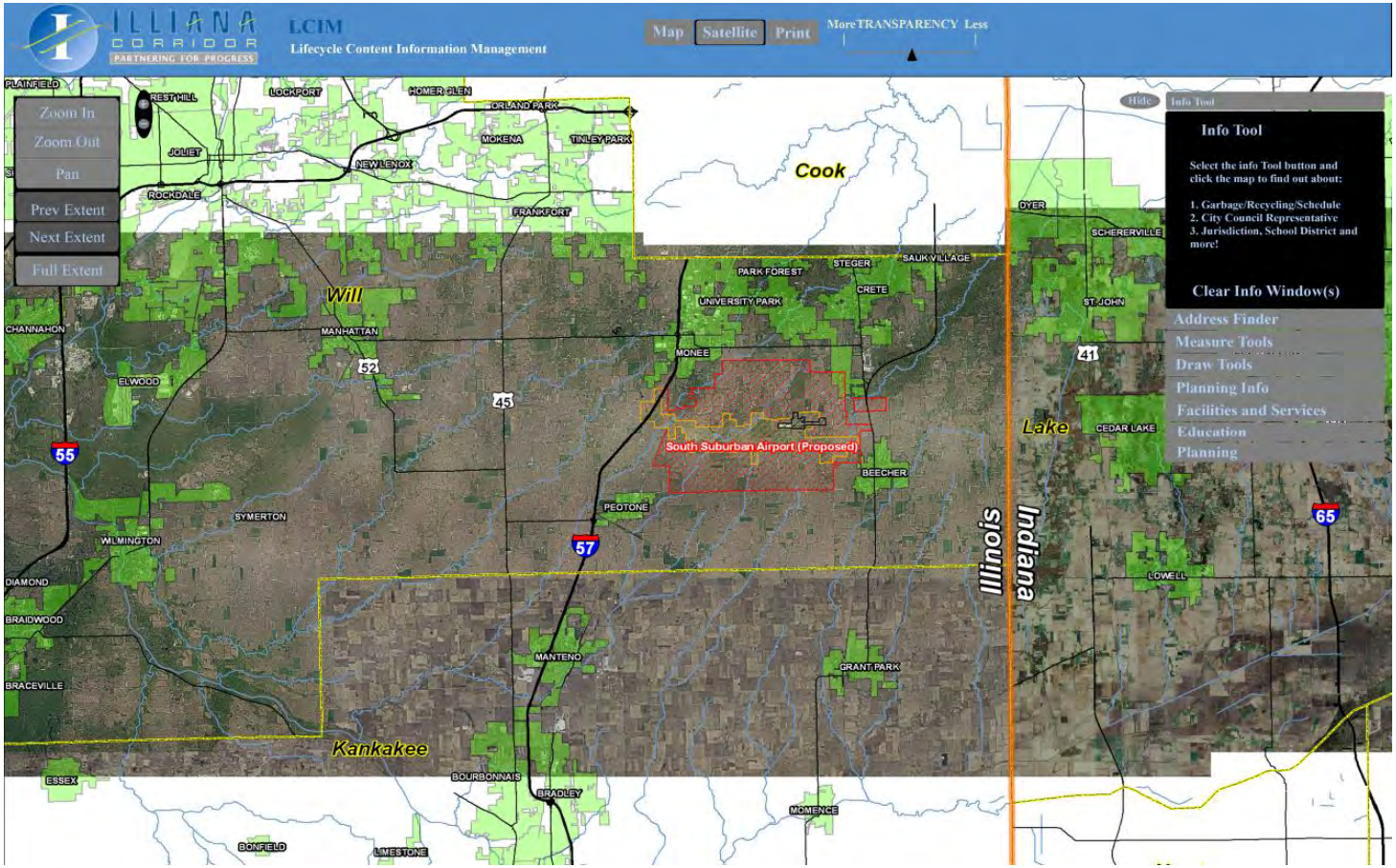


Environmental Impact Tabulation Example

Illiana Corridor		AC 1		AC 1A		AC 1B		Arterial	
Environmental Impact Analysis		Corridor	Working Alignment	Corridor	Working Alignment	Corridor	Working Alignment	Corridor (Not Calculated)	Working Alignment
DRAFT MATRIX	**Corridor Designation**								
	Length (miles)								
	Facility Type	Access Controlled		Access Controlled		Access Controlled		Arterial	
	As of Date								
Land Cover / Use	**Total Acres**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**		**N/A**
Agricultural	**Acres**								
Forested	**Acres**								
Urban	**Acres**								
Other (Waters & Wetlands)	**Acres**								

Data Availability for review

Web based mapping and analysis tools



GIS Pilot Workshop

The GIS team is available to host a GIS Pilot workshop on request.

ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

What's Next for You

Illinois Department of Transportation

Proposed Bi-State Agency Coordination Program

- Informal contacts during data gathering
- NEPA/Section 404 Concurrence Points:
  - Purpose and Need
  - Alternatives to be carried forward for detailed study (DEIS)
  - Preferred Alternative
- Interagency field trip during alternatives screening
- Remote participation available via conferencing technology

Needed from You

- Scoping letter addressing your agency's perspective on:
  - Environmental issues
  - Project alternatives
  - Bi-state agency coordination
- Response to letter requesting cooperating or participating agency involvement.
- Provide both by July 29, 2011 to:

Kesti Susinskas
IDOT, PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Questions?

Illinois Department of Transportation

DRAFT
NEPA/404 Merger Meeting Summary
June 27 and 28, 2011

IDOT District 1, Cook County
CREATE Grand Avenue Project (P4)
Environmental Impact Statement
Information – Introduction and Scoping

The purpose of this meeting was to provide a project introduction and discuss project scoping for the Grand Crossing Rail Project. The Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) are preparing an Environmental Impact Statement (EIS) for this project, which is one of 70 projects included in the Chicago Region Environmental and Transportation Efficiency Act (CREATE) Program. Parsons, the Phase I Consultant for the project, made a presentation summarizing the project.

CREATE Program Overview. CREATE is a partnership between FHWA, IDOT, the Chicago Department of Transportation (CDOT), and the Association of American Railroads (AAR) to provide critical infrastructure improvements to increase the efficiency of the region's passenger and freight rail infrastructure in the Chicago area. The program consists of 70 projects that include highway-rail grade separations, rail-rail separations, and improvements to the rail infrastructure, viaducts, and grade crossings. The CREATE Program goals are to:

- Reduce rail and roadway congestion.
- Improve passenger and freight rail service.

CREATE Program benefits are to:

- Enhance public safety.
- Provide national, regional and local economic benefits.
- Reduce energy consumption.
- Improve regional air quality.

Grand Crossing Rail Project. The Grand Crossing Rail Project was identified in the CREATE Program Feasibility Plan as a project that will provide a direct route to Union Station for City of New Orleans, Illini, and Saluki trains and provide sufficient mainline capacity for Amtrak and freight trains. Currently, these Amtrak trains must back into Union Station. This maneuver lengthens trip time by approximately 19 minutes. Additionally, these Amtrak trains must cross other heavily congested tracks at grade at 16th Street. Congestion at this location leads to unreliability for the Amtrak trains in terms of on-time performance. If the Amtrak trains are shifted to another route, capacity will be affected along the new route.

There are limited options for re-routing these Amtrak trains. Use of a route along the Norfolk Southern (NS) Chicago Line has been identified as a potential option for re-routing these Amtrak trains. The NS track currently accommodates other Amtrak trains traveling to and from the east.

The project study area is located in a highly developed urban setting. As a result, there is limited potential for impacts to biological and natural resources. It is anticipated that impact evaluations will focus on the project's social and economic effects on neighborhoods and community facilities. Most impacts associated with this project will likely occur in two areas. The first area is around 75th Street where a connection between the CN and NS tracks would be required. There was a former connection between these two rail lines in this area. However, the previous alignment for this connection cannot be matched

June 28, 2011

8:00 am – 10:00 am

- I-55 from Illinois Route 113 to Lorenzo Road (District 1, Will County)
    - Concurrence – Preferred Alternative

- US 45 from Illinois Route 132 to Illinois Route 173 including Millburn Bypass, (District 1, Lake County)
    - Concurrence – Alternatives to Carry Forward
    - Concurrence – Preferred Alternative

10:00 am – 10:15 am (Break)

10:15 am – 12:00 noon

- Illinois Route 47 from US Route 14 to Charles Road in Woodstock (District 1, McHenry County)
    - Concurrence – Purpose and Need

- Pershing Road Realignment and Belvidere Street Bridge Extension, Waukegan (District 1, Lake County)
    - Concurrence – Purpose and Need

12:00 noon – 1:00 pm (Lunch Break)

1:00 pm – 4:30 pm

- I-290 Eisenhower from West of Mannheim Road to East of Cicero Avenue (District 1, Cook and DuPage Counties)
    - Information – Purpose and Need

- Elgin O'Hare – West Bypass, Tier 2 EIS (District 1, Cook and DuPage Counties)
    - Information – Purpose and Need and Alternatives

- Illiana Expressway Tier 1 EIS (IDOT District 1, Will and Kankakee Counties and Indiana Department of Transportation, Lake County, Indiana)
    - Information - Project Introduction

exactly. The former alignment crossed under the NS tracks and connected to the NS on the north side of the railroad right-of-way. The new connection will most likely connect to the NS on the south side of the right-of-way. Current railroad design standards also lead to the need to modify the former alignment to be able to provide adequate horizontal and vertical clearance beneath the Chicago Skyway – which was not present when the former connection was constructed.

The second area is around 59th Street, west of I-94 (Dan Ryan Expressway). Through this area, alternatives will be considered that add rail capacity. Potential improvements could include adding a connection between the NS Chicago Line and the Metra (former C&WI) line, as well as providing additional capacity along each of these lines.

EIS and Outreach Process. The proposed EIS schedule is approximately 2.5 years. In 2011, the purpose and need will be prepared and the development of alternatives will be initiated. In 2012, development of alternatives will be completed, alternatives will be evaluated, and the Draft EIS will be prepared. In 2013, the Final EIS will be prepared and the Record of Decision will be issued.

This project will employ IDOT's Context Sensitive Solutions (CSS) process. A Stakeholder Involvement Plan has been prepared for this project that defines the methods and tools for engaging stakeholders. The Plan will also be used to ensure that the project addresses community needs and concerns. Cooperating and Participating Agency invite letters were sent in June 2011. To date, the Illinois Department of Natural Resources has responded that they will be a Participating Agency.

Throughout the project, extensive community and agency outreach is planned. This will include:

- Attending the NEPA/404 merger meetings to brief Federal, state, and local agencies on the project as it develops.
- Meeting with elected officials during project initiation and other key project milestone periods to brief them on the project and to help identify community issues and stakeholders.
- Forming Community Advisory Groups to help develop the project's problem statement and purpose and need, and to assist in the development and evaluation of alternatives.
- Conducting Public Meetings to discuss Purpose and Need and Alternatives.
- Holding a Public Hearing after issuance of the Draft EIS.

Upcoming activities for this project include completing the scoping process, initiating stakeholder involvement, and developing the project problem statement and purpose and need.

Discussion. Following the presentation, discussion took place regarding the project. That discussion is summarized below.

1. U.S. Environmental Protection Agency (EPA) (West) requested clarification on the existing Amtrak route and whether it crosses the river before turning back into Union Station. Parsons clarified that yes that is the case.
2. U.S. EPA (West) asked if the potential connection in the Grand Crossing area would be a flyover. Parsons clarified that it is assumed that the connection between the CN and NS rail lines in Grand Crossing area would be grade separated and would probably use the existing bridge at approximately 79th Street.
3. U.S. Army Corps of Engineers (Hall) asked whether an Individual Section 404 Permit is anticipated. Parsons responded that based on previous studies in the project area, wetland impacts are unlikely, and therefore, an Individual Section 404 Permit is not anticipated.

4. U.S. EPA (West) asked how many elected officials will be contacted. Parsons noted that the project is entirely within the City of Chicago and in seven aldermanic wards. However, in some project area wards, little or no work is envisioned.
5. U.S. EPA (West) asked if there are other neighborhood groups that should be contacted as part of the outreach process. Parsons noted that when meeting with the local elected officials, the project team will ask what key community stakeholders should be invited to be part of the Community Advisory Group.
6. U.S. EPA (West) noted that they will likely recommend that health impacts be considered as part of the EIS. Health impact assessments are a part of NEPA according to U.S. EPA, but have been overlooked over the years. U.S. EPA has been trying to put more of an emphasis on it lately. There was some discussion on how this could be evaluated. FHWA noted that this project would not impact the overall number of trains operating in the Chicago hub. AAR stated that the project should help reduce pollutant emissions by moving the Amtrak trains to a route that should reduce travel time by approximately 19 minutes. Ultimately IDOT BDE and FHWA noted that health impact assessments are not typically part of an EIS when they are joint lead agencies, and there are no guidelines for such an assessment.
7. U.S. Army Corps of Engineers (Hall) asked if it would be demonstrated that the Grand Crossing Project has independent utility from the other CREATE projects. Parsons noted that as part of developing the CREATE Feasibility Plan, all of the projects were evaluated to determine independent utility. The results of that process will be summarized in the EIS relative to the Grand Crossing Project.
8. FHWA noted that those agencies receiving invitations to be cooperating or participating agencies should respond in writing that they accept or decline the invitation.

IDOT District 1, Cook County
CREATE 75th Street Corridor Improvement
Environmental Impact Statement
Information – Purpose and Need

This was the second presentation of the CREATE 75th Street Corridor Improvement Project (CIP) to the NEPA/404 Merger group members. The purpose of the meeting was to update the merger group on progress to date, present the project purpose and need, and preview upcoming project activities.

Project Overview

Matt Fuller of FHWA opened the NEPA/404 Merger meeting for the 75th Street Corridor Improvement Project at 1:30 pm on Monday, June 27, 2011. He noted that FHWA did not anticipate the need for any individual US Army Corps of Engineers 404 permits for this project, and therefore, the 75th Street CIP EIS presentation to be provided today was for the agencies' information only.

Doug Knuth, Project Manager for Jacobs, the project consultant, and Joe Leindecker, Jacobs Environmental Lead, presented an overview of the project progress to date, including the public involvement process, and presented details of the project's purpose and need, including a number of slides from the recent June 2011 public meetings.

The presentation included a summary of technical activities completed since the last meeting with the agencies in June, 2010, and focused on details of the various public involvement activities conducted during that period, including the formation of the two Community Advisory Groups (CAGs) and the meetings with the CAGs and the general public to develop and confirm the purpose and need for the project.

Jacobs noted that there were four major components of the project purpose and need. These included:

- rail-rail conflicts,
- highway-rail conflicts,
- passenger transit reliability, and
- local mobility within the study area.

Specific rail-rail conflicts detailed included Forest Hill Junction, Belt Junction, 80th Street Junction, and along the CWI. The transportation and community problems resulting from these conflicts were also described. Jacobs described the highway-rail conflicts at 71st Street and the passenger transit reliability problems associated with there being only a single Metra track along Landers Yard. Local mobility problems associated with the numerous rail viaducts were also described, as were the expressed community concerns about aesthetics and security.

Jacobs also noted that the completed review of existing conditions within the project study area confirmed that there were no wetlands, protected species, or other natural resources. Jacobs then presented a summary schedule of the major upcoming activities, through the publication of the Draft EIS and public hearing in the spring of 2012. A printed presentation handout and the preliminary draft of Chapter 1 of the DEIS Purpose and Need were distributed to those agencies participating in the meeting. All resource and regulatory agencies also received project information in advance of this meeting, including the Spring 2011 Project Newsletter, which included six pages of information on the environmental study process, the existing road and rail traffic problems in the study area, and a community involvement update on the Community Advisory Group meetings. A nine-page Meeting Summary of the April 19 meeting with the West Community Advisory Group was also included.

Agency Questions and Comments

Following the presentation, FTA (Lois Kimmelman) asked about how many relocations might be involved with the potential connection of the Metra SouthWest Service to the Rock Island Line. Jacobs responded that the number would vary slightly by alternate, but it could be up to about 20 individual properties that would be impacted, with an estimated 6 of those properties vacant and the remaining 14 occupied residential units. USEPA (Norm West) remarked that he thought the public meeting was very effective and that he was impressed with the level of interaction between the project team and the community at the meeting. In conversation following this comment, USEPA asked for further detail about improvements being considered at the viaducts. Jacobs described possible improvements in the drainage, pavement, lighting and aesthetics of the viaducts. USEPA also asked if a preferred alternative has already been identified, and if going through Hamilton Park was a consideration. Jacobs responded that they were still developing alternatives and that no preferred alternative had yet been identified, and that going through Hamilton Park was being discussed as a preliminary alternate. USEPA also asked if any brownfield sites would be involved, and Jacobs responded that the Special Waste Surveys had not yet been conducted, but would occur in the next several weeks.

FHWA (Matt Fuller) asked if there were any other questions or issues to be addressed in the meeting. Hearing no further issues, he adjourned the meeting.

IDOT District 1, McHenry County
Illinois Route 31 from Illinois Route 176 to Illinois Route 120
Environmental Assessment
Information – Introduction

Meeting Purpose

This is the first presentation for this project. The purpose of this meeting is to review the study history, past findings, existing conditions, traffic and crash data, environmental issues, discuss planned public coordination activities and to provide a project introduction in anticipation of presenting the project Purpose and Need (P&N) in February of 2012.

Project Introduction

The Illinois Department of Transportation (IDOT) is initiating a Preliminary Engineering and Environmental (Phase I) Study for Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120), a distance of approximately seven miles. See attached Project Location Map. The project is located in McHenry County within the municipalities of Crystal Lake, Prairie Grove, McHenry, and unincorporated Nunda Township.

IL 31 is a strategic route since it is one of only a few continuous north-south routes in McHenry County. IL 31 provides access to Interstate 90 in Elgin, south of the project, and connects to U.S. Route 12 in Richmond, south of the Wisconsin border. IL 31 is a Strategic Regional Arterial (SRA) route and Class II truck route. The immediate surrounding land use is residential, commercial, office, and agricultural scattered across the project limits. Much of the existing agricultural land is located in the middle section of the study within Prairie Grove. Mixed residential, commercial, and office uses are located in the north and south sections of the roadway in McHenry and Crystal Lake.

Within the project limits, IL 31 is currently one though lane in each direction, with sections of the roadway consisting of a painted median and bi-directional turn lanes, primarily north of Bull Valley Road. South of IL 176, IL 31 has two through lanes in each direction, with a raised median and dedicated turn lanes. At the north study limit, IL 31 intersects IL 120 from the south. East of the intersection, IL 120 is dual marked with IL 31 to just west of the Fox River. IL 31 then extends north from IL 120 at a three-legged intersection. The project limits include only the western IL 31 and IL 120 intersection.

IL 31currently carries 23,500 vehicles per day (vpd) north of IL 176 and 17,500 vpd south of IL 120. These traffic volumes are projected to increase to 32,000 and 21,000 vpd in Year 2040 without any highway improvements.

A previous IL 31 Phase I Study from IL 176 to Bull Valley Road was started in 1999 by IDOT. The project was being processed as an ECAD, but was never completed because several separate projects were broken out of this study to address immediate needs: the IL 31 and IL 176 Intersection Reconstruction Project, and the IL 31 at Edgewood /Ames Road Interim Safety Project. McHenry County has also completed a Phase I study of Bull Valley/Miller Road which includes the IL 31 intersection. The proposed scope of work for both the IL 31 at IL 176 and IL 31at Bull Valley Road projects include the reconstruction of the IL 31 intersections to provide two through lanes in each direction, dual left turn lanes and single right turn lanes on all four legs. The proposed scope of work for the IL 31 at Edgewood and Ames Road Project includes widening IL 31 to provide left turn lanes at each intersection. Construction is anticipated to begin in Fiscal Year 2012 for all three projects.

Environmental surveys were performed for the original study between IL 176 and Bull Valley Road. The surveys are being updated for the entire study and are due to be completed in July 2011. Natural resources within the study limits include the following, subject to the new survey results:

Threatened and Endangered Species – None

Wetlands - ADID wetlands are identified on both sides of IL 31 between the Squaw Creek and Sleepy Hollow Creek crossings. See attached ADID Map. On the east side of IL 31, the wetland is identified as ADID 529, a High Quality Habitat wetland, the highest ADID designation. West of IL 31, the wetland is identified as ADID 525, a High Functional Value Wetland. Sleepy Hollow Creek is identified as a part of ADID 525. In addition, a seep wetland located across from the Terra Cotta Facility was identified during the wetland delineations for the original project. The ADID complex that includes Squaw Creek extends for approximately three miles west of IL 31 to Oak Ridge Road. This complex extends east to the Fox River approximately 2½ miles east of IL 31. As IL 31 crosses this wetland, avoidance may not possible.

A portion of Squaw Creek was relocated years ago and was directed along the east side of IL 31 for approximately 700 feet. This relocated section of Squaw Creek is generally highly eroded and lacks significant vegetation within the stream bank area. The relocated stream on the east side of IL 31 is fed through a series of smaller tributaries on the west side of IL 31. At one time, a single defined channel for Squaw Creek may have existed west of IL 31. However, land development activities have altered drainage patterns on properties west of IL 31, eliminating any single defined channel for this creek on the west side of IL 31. The City of Crystal Lake has indicated that effluent from their wastewater treatment plant discharges into Squaw Creek, west of the project site near the intersection of Knack Blvd. and E. Terra Cotta Ave.

There are other non-ADID wetlands located along IL 31 that are primarily located north of the ADID wetlands and south of the town of McHenry. These non-ADID wetlands are located on both sides of the roadway. Because impacts to ADID wetlands may be unavoidable, it is anticipated that the project will be processed as an Individual Section 404 permit. Because the ADID wetlands in the Squaw Creek area are considered High Quality Habitat, water quality issues are expected to be important during the permitting process. If the Individual Permit processed is used, an Individual Section 401 Water Quality Certification will be required by the IEPA and an anti-degradation analysis is anticipated to be required. As part of this analysis, stormwater best management practices (BMP) will need to be considered for the project. These BMPs will have to consider both construction and operational activities.

Surface Waters – IL 31 has three water crossings: Squaw Creek (south of Half-Mile Trail), Sleepy Hollow Creek (north of Half Mile Trail), and a small channelized tributary that extends west of IL 31 south of Lillian Street. This drainage ditch flows east towards Edgebrook Elementary School and then enters an enclosed in storm sewer pipe that flows northeast. The creek daylights on the east side of North Green Street and continues east through the McHenry Country Club towards the Fox River. Boone Creek is further north (outside the project limits) and does not appear to connect to this channel.

Agricultural Land - Much of the agricultural land is under development pressure. Most of the remaining agricultural land is in the Village of Prairie Grove.

Noise - There are numerous sensitive receptors along the route that will be potentially impacted by traffic noise. This will be an important issue in McHenry as multi-family apartments are located immediately adjacent to the road.

Special Waste - There are numerous gasoline stations along IL 31, both existing and abandoned. As a result, there is the potential for encountering special waste along the route.

Special Lands - No public recreational land is located within the project limits; however, the McMillan Cemetery (established 1843) in Prairie Grove is located at the southeast corner of IL 31 and Gracy Road. Fruend Field in McHenry is located north of IL 120 and may part of the IL 31 drainage system.

The first public meeting was held on June 9, 2011 and Design Approval is anticipated in December 2012.

The project is not included in IDOT's Fiscal Year 2012 to 2017 Proposed Highway Improvement Program for Contract Plan Preparation and Land Acquisition (Phase II), or Construction (Phase III).

IDOT District 1, Lake County
Illinois Route 173 from Illinois Route 59 to US Route 41
Environmental Assessment
Information – Introduction

This was the first NEPA/404 presentation of this project. The purpose of this meeting was to present an introduction to the project. In advance of the merger meeting, documents providing background information related to the project area were distributed to the agencies.

The consultant presented a PowerPoint presentation to the group. The presentation began with an introduction to the project, which is a Phase I study for the improvement of approximately 9 miles of Illinois Route 173 from Illinois Route 59 to US Route 41 in Lake County. The logical termini of Illinois Route 59 and US Route 41 were presented at a February 9, 2011 IDOT/Federal Highway Administration (FHWA) coordination meeting at IDOT District 1. IDOT Bureau of Design and Environment (BDE) and FHWA concurred with the logical termini.

Illinois Route 173 is designated by the Illinois Department of Transportation (IDOT) as a Strategic Regional Arterial (SRA) in the project area. Illinois Route 173 is the only state highway that is continuous between Interstate 90 and Interstate 94 in Lake County and is regionally significant. In the project area, the existing roadway consists primarily of a single through lane in each direction. There are additional through lanes and turn lanes at some intersections.

Within the Illinois Route 173 project corridor, land uses include commercial, residential, agricultural and industrial. There are eight existing signalized intersections within the project limits. The project will follow IDOT's Context Sensitive Solutions (CSS) process for Public Involvement. The project is anticipated to be processed as an Environmental Assessment/Finding of No Significant Impacts (EA/FONSI).

Existing technical data was presented. The existing ADT's ranged from 13,000 to 20,000 vehicles per day. Future traffic is projected for the year 2040 to be between 16,000 and 23,000 vehicles per day. Traffic operations for two-lane facilities like Illinois Route 173 have been observed to begin to break down when ADT's approach 14,000 vehicles per day in combination with many varied access types.

There were 885 crashes in the four year period from 2006 to 2009. There were five "Top 5%" crash locations in the project limits during 2008 and 2009. Rear end collisions accounted for 46% of all crashes which is indicative of congested related conditions.

A site visit was conducted in December of 2010 with IDOT, FHWA and consultant staff. A number of notable environmental resources exist in the project area. An offer of a similar site visit with NEPA agencies was extended. There are numerous wetlands including ADID wetlands. The Redwing Slough State Natural Area is located along the project and there are several forest preserves as well. Along the western portion of the project, Antioch Lake is adjacent to the roadway and along the project corridor the roadway crosses seven floodplains. The eastern half of the project includes numerous agricultural properties adjacent to the roadway.

The first Public Information Meeting is scheduled for Thursday, June 30. The first Citizen's Advisory Group (CAG) meeting is planned for late July/early August. The next NEPA presentation is planned for February of 2012 at which time the project team anticipates presenting the project Purpose and Need for concurrence.

The project is anticipated to take approximately 4 years with Design Approval anticipated in the fall of 2014. The Phase I Study anticipates conducting 3 Pubic Meetings, 1 Public Hearing and several workshops during that time period.

IDOT District 1, Will County
I-55 from Illinois Route 113 to Lorenzo Road
Environmental Assessment
Concurrence – Preferred Alternative

This was the sixth NEPA/404 presentation of this project. The purpose of the meeting was to seek concurrence for Alternative C-5 as the preferred alternative.

The consultant opened the meeting by presenting a PowerPoint presentation outlining the four sets of alternative types considered for this project:

- Alternative A – No Build
- Alternative B – A free flow interchange at IL Rte. 129 and minimal modifications to the existing Lorenzo Road interchange.
- Alternative C - One of two partial clover leaf designs at IL Rte. 129 and a modified trumpet or modified cloverleaf at Lorenzo Road
- Alternative D – The complete closure of the Lorenzo Interchange and the creation of a single combined interchange at IL Rte. 129.

And the alternatives that were approved to be carried forward over the course of two NEPA 404 meetings:

- Alternative C-2 – Single Loop Partial Cloverleaf at IL 129 and a Modified Trumpet at Lorenzo Road
- Alternative C-3 – Two Loop Partial Cloverleaf at IL 129 and a Modified Trumpet at Lorenzo Road
- Alternative C-5 – Single Loop Partial Cloverleaf at IL Rte. 129 and a Modified Cloverleaf at Lorenzo Road

The consultant summarized the third public meeting which was held to introduce the C-5 alternative and the comments received which supported alternative C-5.

Agency Questions/Comments:

The USACE (Chernich) stated that it would be useful to have the Alternative C-5 superimposed on the wetlands to better understand the impacts. This exhibit will be included with the minutes for this meeting. The consultant indicated that the wetland impact quantities shown are worst case, and as normal practice, efforts will be made to refine the geometrics to minimize impacts. All of the three alternatives carried forward have the same impacts at the IL 129 interchange, so this issue did not impact the choice of preferred alternative. USACE asked that efforts be made to minimize impacts to the forested wetlands if possible, as they are high quality wetlands. Now that the preferred alternative is approved, the study team will work to minimize impacts as much as possible.

The USACE (Chernich) stated that the concern moving forward would be with regard to the direct and indirect impacts to the wetlands and the water quality. The consultant indicated that the intent would be to implement best management practices into the project particularly with respect to the outfall(s) to the Kankakee River and buffer areas adjacent to the Kankakee River.

FHWA requested concurrence with Alternative C-5 as the preferred alternative. IDOA (Savko), USEPA (West), USACE (Chernich), IDNR (Hammer) all concurred. USFWS was not present at the meeting and will require follow up with the request for concurrence.

IDOT District 1, Lake County
US 45 from Illinois Route 132 to Illinois Route 173 including Millburn Bypass
Environmental Assessment
Concurrence – Alternatives to Carry Forward
Concurrence – Preferred Alternative

This was the 6th presentation of this project. The previous presentation was on September 9, 2010. The goal of this presentation was to request Concurrence Point 2 (Bypass Alternatives Carried Forward) and Concurrence Point 3 (Preferred Bypass Alternative).

An advance materials packet was distributed to the Resource Agencies for review in advance of this meeting, with an additional copy provided to all attendees of this meeting. The advance materials packet included the following information:

Advance Materials Packet

- NEPA/404 Merger meeting Agenda
- NEPA/404 Merger Meeting Summary - June 11, 2010
- NEPA/404 Merger Meeting Summary - September 9, 2010
- Meeting minutes from IHPA coordination meeting on July 19, 2010
- FHWA meeting minutes - March 16, 2011
- Public Meeting #2 Questionnaire Response Summary (September 2, 2010)
- Lake County Forest Preserve District McDonald Woods *de minimis* concurrence letter (April 4, 2011)
- IHPA Druce-Hoffman NRHP eligibility determination letter (May 24, 2011)
- Millburn Bypass - Finalist Bypass Alternatives Comparison Positive/Negative white paper
- Traffic Measures of Effectiveness (MOE) spreadsheet
- Finalist Bypass Alternatives color exhibits (A1, A4, and C4)
- Finalist Bypass Alternatives Impact Evaluation Matrix

The following additional materials were provided to all meeting attendees:

- Power point presentation slides
- Section 4(f) *De Minimis* Impact Documentation package (McDonald Woods)
- Lake County Forest Preserve District Preliminary Trail Alignment - Route 45 Bike and Pedestrian Trail Exhibit (March 1, 2011)

Concurrence Point 2 (Bypass Alternatives Carried Forward) Presentation:
The project consultant (Christopher B. Burke Engineering, Ltd. - CBBEL) made a formal presentation guided by PowerPoint seeking concurrence on the Bypass Alternatives Carried Forward. A summary of the projects 4th NEPA/404 meeting presentation on June 11, 2010 and 5th NEPA/404 meeting presentation on September 9, 2010 was made. As part of these meetings and follow-up coordination, the Resource Agencies had concurred with the three Finalist Bypass Alternatives, although Concurrence Point 3 was not requested at that time due to ongoing cultural resources review, which is now completed. On this basis, Concurrence Point 2 (Bypass Alternatives Carried Forward) was requested.

Agency Questions/Comments:

1) Norm West of US EPA asked about the status of the Druce-Hoffman property with respect to eligibility for the National Register of Historic Places (NRHP)?

   Response: The project team indicated that in a letter dated May 24, 2011, IHPA concluded that neither the site nor any individual structure on the property is eligible for National Register of Historic Places. Subsequent to IHPA's determination IDOT issued Cultural Clearance for the project.

Agency Poll on Concurrence Point 2 (Bypass Alternatives Carried Forward):

The FHWA polled the resource agencies for concurrence with the project Bypass Alternatives Carried Forward as follow:

- Illinois Department of Natural Resources (IDNR: Hamer) - Concur
- US Army Corps of Engineers (USACE: Chernich and Hall) - Concur
- US Environmental Protection Agency (USEPA: West and Westlake) - Concur
- US Fish and Wildlife Service (USFWS: Cirton) - Not Present
- Illinois Historic Preservation Agency (IHPA: Haaker) - Not Present

All Resource Agencies in attendance concurred with the project Bypass Alternatives Carried Forward. Agencies not present will be contacted by FHWA for their formal vote.

Concurrence Point 3 (Preferred Bypass Alternative) Presentation:
The project consultant (Christopher B. Burke Engineering, Ltd. - CBBEL) made a formal presentation guided by PowerPoint seeking concurrence on the Preferred Bypass Alternative. The presentation was broken up into two portions, (1) project activities since the 4th NEPA/404 presentation in September 2010 and (2) other factors in determining the Preferred Bypass Alternative.

Since September, there has been ongoing coordination between the Illinois Historic Preservation Agency (IHPA) and the FHWA concerning the eligibility of the Druce-Hoffman property for inclusion on the NRHP. In a letter dated May 24, 2011, the IHPA concluded that the Druce-Hoffman property as a complex or any individual structure is not eligible for the NRHP based on lack of factual evidence provided by the owner and/or the separate documentation developed by IDOT. The Druce-Hoffman property is impacted by Bypass Alternatives A4 and C4, which both re-align Grass Lake Road to meet Millburn Road. Based on the determination by IHPA Alternatives A4 and C4 remain viable bypass alternatives for consideration.

LCFPD has a representative on the project Community Advisory Group (CAG) and there has also been two separate meetings with LCFPD to gather their input on the project, including a separate meeting to discuss the three Finalist Bypass Alternatives. Bypass Alternatives A1 and A4 include a west bypass of US Route 45 around the Millburn Historic District. The southern portion of the west bypass would require 3.13 acres of right-of-way to be acquired from the McDonald Woods Forest Preserve, a Lake County Forest Preserve District holding. McDonald Woods Forest Preserve is a total of 298 acres which contains a loop path around a ravine and wetlands, paved and gravel trails (Millennium Trail) and other recreational activities with access off of Grass Lake Road. A West Bypass alternative would also result in a 7.13 acre remnant parcel east of the proposed improvement which LCFPD indicated they may prefer also be purchased as a part of a West Bypass alternative due to disconnection with the remainder of McDonald Woods. Portions of this remnant site appear to be usable for compensatory storage and/or stormwater detention. The wetlands in this area would not be filled. Further coordination with LCFPD will occur if a West Bypass Alternative advances to determine the appropriate use of this remnant site. As part of the most recent coordination with LCFPD they provided their Preliminary Trail Alignment Route 45 Bike and Pedestrian Trail plan. As represented on this exhibit, LCFPD indicated that a West Bypass, which will accommodate a multi-use trail within the west portion of the right-of-way for the entire project limits, is compatible with their future trail plans, providing bikepath connections between McDonald Woods and other LCFPD holdings to the north and south. In a letter dated March 18, 2011 and signed by LCFPD on April 4, 2011, LCFPD concurred that a "West Bypass will not adversely affect the overall recreation activities, features, and attributes of McDonald Woods." On this basis, and based on the Section 4(f) *De Minimis* Impact Documentation package prepared and submitted, the FHWA issued a *de minimis* impact finding at the FHWA coordination meeting on June 8th.

An update of the environmental resource clearances was provided. Biological and Cultural Resource Clearances have been received for the entire US Route 45 project limits, including the Bypass study area as follows:

- Biological resource clearance - January 8, 2010
- Archeological resource clearance - April 25, 2011
- Cultural resource clearance - May 24, 2011

The next portion of the presentation included highlights of the primary factors considered in a joint

determination by LCDOT and IDOT that Alternative A4 (West Bypass with realigned Grass Lake Road) is the preferred bypass alternative. These factors included public involvement, transportation performance, Strategic Regional Arterial (SRA) roadway design considerations, and environmental considerations. The project team indicated that additional factors are presented in the Finalist Bypass Alternatives Comparison Positive/Negative white paper which was provided to meeting attendees.

The second Public Meeting for the project was held on September 2, 2010. A total of four Community Advisory Group (CAG) meetings were held, with the last one covering the finalist alternatives. With input from the CAG the initial range of 18 bypass alternatives was narrowed down to the three Finalist Bypass Alternatives, which includes two West Bypass alternatives (A1 and A4) and one east bypass alternative (C4). The Village of Lindenhurst favors the east bypass alternative (C4) and the Village of Old Mill Creek favors the west bypass alternatives (A1 and A4). A project questionnaire was provided to Public Meeting attendees with 201 questionnaires received. Highlights of the questionnaire responses includes the following:

- The number one expressed concern was transportation performance.
- A majority of the attendees agree that a bypass is needed.
- A majority of the attendees favor the Grass Lake Road re-alignment.
- A majority of the attendees reside to the west of US Route 45 and favored an east bypass.

Regarding transportation performance, Alternative A4 is the best transportation performing alternative. The west bypass (Alternatives A1 and A4) is most compatible with the area travel demand identified in the purpose and need, to/from the northwest and southeast. The Measures of Effectiveness (MOE) spreadsheet was referenced in the advance materials packet; Alternative A4 has the lower overall network travel times, travel delay, and main intersection performance compared to the other finalist alternatives.

Although each of the three Finalist Bypass Alternatives meets the IDOT SRA roadway design criteria, the west bypass has more desirable geometry than the east alternative. The east bypass (C4) alignment was modified to avoid the identified Historic Millburn Burial Site with continuously rotating reverse curves, with full superelevation, which is less desirable that the west bypass alignments. The proximity of the main east bypass intersection (East Bypass and Millburn Road) to existing US Route 45 is shorter than desirable which will require less than desirable geometry to provide eastbound and westbound left turn lanes at these intersections. Based on the 2040 traffic projections for the three Finalist Bypass Alternatives as provided by the Chicago Metropolitan Agency for Planning (CMAP), Alternative C4 would result in 22 percent and 44 percent higher traffic volumes along Millburn Road to the east than Alternatives A4 and A1 respectively.

Regarding environmental considerations, Alternative A1 displaces two residential properties and alternatives A4 and C4 displace three residential properties. Alternative A4 has no wetland impacts, compared with Alternative A1 and C4 with 0.02 and 0.04 acres of wetland impacts respectively. Each of the three Finalist Bypass Alternatives avoids ADID wetlands and/or waters impacts. The delineated waters will be bridged with a three sided culvert or simple span bridge. Alternative A1 and A4 have two crossings and C4 has one crossing, but has a wider riparian corridor. Alternative C4 bisects the Millburn Historic District and disconnects the most significant historical structure (Strang House) from the rest of the 17 historic structures within the historic district. Alternatives A1 and A4 avoid any property acquisition from the Millburn Historic District. Alternative C4 impacts 11.49 acres of prime farm land where Alternative A1 and A4 impact 1.92 acres. Wildlife considerations compared against the west and east bypass alternatives; the west bypass and McDonald Woods is adjacent to existing development whereas the east bypass would be in close proximity to the North Mill Creek Wooded Riparian Corridor, which is largely existing open space. A highway traffic noise study has been initiated and will be finalized when a preferred alternative is selected.

Based on the above described further project development activities, and the other factors as described, the LCDOT and IDOT have jointly identified West Bypass Alternative A4 as the Preferred Bypass Alternative. At the June 8th FHWA coordination meeting, FHWA concurred with presenting Alternative A4 as the preferred bypass alternative at a NEPA/404 merger meeting.

Agency Comments:

1) Kathy Chernich of USACE asked if the LCFPD would also relinquish the remnant parcel of McDonald Woods Forest Preserve for west bypass alternatives. Would the use of that parcel could possibly be for compensatory storage? Would the wetland complex contained within this remnant parcel be compromised?

   Response: From coordination meetings with the Forest Preserve District they indicated they would have no use for this property and it would likely be purchased as a part of this project which is reflected in the LCFPD *de minimis* impact finding. A portion of this site does contain a wetland complex that is not anticipated to be impacted in any way if this property is purchased by LCDOT. Any compensatory storage or stormwater detention provided on this site would be located within the open space within the remnant parcel.

2) Norm West of USEPA asked if the *de minimis* finding was appropriate if there is an impact to the McDonald Woods Forest Preserve?

   Response: The project team indicated that the *de minimis* impact finding is part of the Section 4(f) coordination for the project. A *de minimis* impact finding does not mean no impact, but a minor and insignificant impact. LCFPD, as the agency of jurisdiction, has found that the use of the property associated with a West Bypass would not affect the overall recreation activities, features, and attributes of the property. LCFPD further indicated that a west bypass is compatible with bike path connections to other LCFPD holdings to the north and south. The FHWA agreed with this finding and issued the *de minims* finding for the impact to their property. During open discussion on the *de minims* finding it was mentioned that all of the 27 comments in the *de minimis* finding package referenced some concern of impacts to the Forest Preserve District. It was clarified that the 27 comments are the only comments from the 201 comments received from the second Public Meeting for the project that mentioned anything about the McDonald Woods Forest Preserve, positive or negative.

3) Soren Hall of USACE asked if the area west of Alternative C4 alignment could be used for BMPs?

   Response: Yes it could.

4) Soren Hall of USACE asked if the Preliminary Trail alignment, as shown on the LCFPD District exhibit, could still be possible if there was not a west bypass there.

   Response: Yes, but LCFPD would need to purchase land on their own for the path, which would be a considerable disadvantage.

5) Soren Hall of USACE indicated that USACE is not comfortable with the West Bypass since the public comments push for the east bypass.

   Response: The project team indicated that the public comments are not the only factor in determining the west bypass as the preferred alternative. The areas to the west of US Route 45 are developed with residential subdivisions (Lindenhurst), whereas east of US Route 45 there is predominantly prime farmland and few residences (Old Mill Creek). Therefore there is an over representation of people favoring the east bypass as there are not nearly an equal amount of people living east of US Route 45.

6) Soren Hall of USACE indicated that there is some concern over the crossing of the ADID streams. As mentioned during the presentation, the ADID streams are approximately 4 feet wide and three sided culverts are proposed to span these streams without impacts. It is felt that a three sided box culvert may be too narrow and a span should be considered.

   Response: The project team indicated that this will be evaluated in more detailed. The intent is to not impact the ADID streams and thus a larger three sided culvert, or short span bridge would be

considered.

7) Norm West of USEPA indicated that a three sided box culvert may not be conducive to wildlife crossings. Wildlife does not like to use culverts and this would apply to either an east or west bypass alternative.

   Response: The project team indicated that coordination with LCFPD will occur to best handle the wild-life concerns in the area. A clear span or con-span bridge will be considered as a possible mitigation strategy for wild-life movements in the area.

8) Kathy Chernich of USACE indicated that if the ADID wetland in the remnant parcel is relinquished by LCFPD and used for compensatory storage or stormwater detention that would be a major impact.

   Response: The project team indicated that the wetland in the remnant parcel would not be impacted. The only portion of this parcel that would be considered for compensatory storage or stormwater detention use is the non-wetland area in the north portion of this parcel.

Agency Poll on Preferred Alternative (Concurrence Point #3):
The FHWA polled the resource agencies for concurrence with the project Alternatives Carried Forward as follow:

- Illinois Department of Natural Resources (IDNR: Hamer) - Concur
- US Army Corps of Engineers (USACE: Chernich and Hall) - Does not Concur
- US Environmental Protection Agency (USEPA: West and Westlake) - Concur
- US Fish and Wildlife Service (USFWS: Cirton) - Not Present
- Illinois Historic Preservation Agency (IHPA: Haaker) - Not Present

USACE further explained that their concern with Alternative A4 as the preferred alternative is based on this alternative crossing two ADID streams, bringing the roadway closer to residential properties (noise), and reductions in transportation delay is not significant as compared to the other alternatives. USACE indicated they wanted to discuss with USFWS. USACE would also like more information on the proximity of the west bypass with the Heritage Trails subdivision. The project team indicated that the west bypass is approximately 70 feet away from the east property line of the Heritage Trails Subdivision to the face of curb of the proposed west bypass. There is a 30 foot buffer between the east Heritage Trail property line and the proposed roadway right of way, which is a 135 feet in width. The ultimate project would likely purchase the 30 foot strip of property for possible landscape berm or noise mitigation (if warranted under new FHWA criteria).

Agencies not present will be contacted by FHWA and subsequent presentations may be made at individual meetings. USACE indicated that USFWS is at their office two times a week and a possible meeting could be set up with both agencies to further discuss the project. LCDOT expressed concern and frustration that not all of the Resource Agencies have a representative at the NEPA/404 merger meetings as is expected, thus requiring follow-up coordination which adversely affects the Federal project development process. This has occurred multiple times during the course of the study, resulting in project delays.

The meeting concluded at approximately 10:30 a.m.

IDOT District 1, McHenry County
Illinois Route 47 from US Route 14 to Charles Road in Woodstock
Environmental Assessment
Concurrence – Purpose and Need

This was the second presentation of the IL Route 47 project to the NEPA/404 Merger Team. The purpose of the meeting was to seek concurrence point number one, "Purpose and Need," and to present the initial range of alternatives. An information packet was distributed to the group containing a presentation outline, a copy of the slides from the presentation, the Proposed project Purpose and Need, and a corridor schematic of alternatives and their associated Average Daily Traffic (ADT) projections.

The presentation was conducted by Darcie Gabrisko of Strand Associates, the project consultant. The presentation began with a review of information presented at the September 9, 2010 NEPA/404 Merger meeting including the project location, limits, description, and a summary of related Context Sensitive Solutions public involvement activities to date.

A brief overview of the project corridor was presented. IL Route 47 is a Strategic Regional Arterial (SRA) located in central McHenry County in the City of Woodstock and unincorporated McHenry County. The southern terminus of the project is US Route 14, which is a major arterial crossroad and source of traffic for the corridor. The northern terminus, Charles Road, is also a designated SRA County Route and represents the northern edge of the urban area beyond which corridor traffic volumes decrease substantially. The existing IL Route 47 can be considered as three sections. The south end is mostly a mix of industrial and commercial land uses. The middle section is mainly commercial transitioning to high density residential. The north section is a rural cross section with adjacent agriculture with planned future land use as residential.

An update of recent public outreach activities was presented. Citizen Advisory Group (CAG) meeting #3 and Public meeting #2 were held to develop initial project alternatives. CAG meeting #4 was held to identify alternatives screening criteria. Additionally, the Chicago Metropolitan Agency for Planning (CMAP) created a detailed Woodstock traffic model with 2040 projections.

A summary of CAG meeting #1 and Public Meeting #1 was presented to show the issues and concerns in the project corridor and the goals and objectives of the project as identified by the stakeholders. Examples of these issues include congestion, safety, environmental/aesthetics, access/business impacts, land acquisition, alternative modes of transportation, funding, and utilities, positive and negative opinions on a bypass option, identified drainage issues, and a need for pedestrian accommodations. These elements were used in the creation of the project Purpose and Need, and a summary of the five main sections were highlighted.

There are identified safety deficiencies in the corridor. There were 635 crashes from 2006-2008, with the majority (60.3%) being rear end crashes. The majority of the crashes were property damage only (83%). There were no fatalities and 10 type A injuries. A crash cluster diagram was shown in the presentation demonstrating the frequency of crashes throughout the corridor. Many areas, particularly from US Route 14 to IL Route 120, including the intersections of Lake Avenue, Country Club Road, and Judd Street/Irving Avenue, show a high prevalence of crashes. The frequency of crashes reduces north of IL Route 120.

There are deficiencies in capacity and traffic operations. Intersections were modeled with Highway Capacity Software for existing and 2040 Future No-Build (FNB) conditions. This analysis showed traffic delays in the existing condition and increasing delays and congestion in the 2040 FNB condition. There are four intersections where the existing pm level of service is D. The future no build pm scenario yields 3 intersections with LOS D and 3 with LOS F. Projected future queue's become excessive, approaching or exceeding a 1/2 mile in some locations. A corridor level of service map was presented showing the increasing traffic delays graphically. USEPA asked about the intersection of IL Route 47 and Charles

Road, which exhibited poor LOS at the intersection but not adjacent midblock segments. The consultant stated that the Charles Road traffic volume was contributing to delays at the intersection, and the existing intersection is stop controlled. USEPA (West) asked if the 2040 ADT's were substantially larger than the 2030 volumes presented at an earlier meeting. The 2030 volumes were not available at the meeting for comparison, but it was stated that 2040 household projections are 149% of current levels and the new model will more accurately reflect the local Woodstock traffic impact so the 2030 to 2040 numbers aren't directly comparable.

There are deficiencies in the access management throughout the corridor. There are 190 driveways and 31 intersections throughout the corridor with generally no access management principles utilized. The lack of access control increases the likelihood of crashes.

There is a lack of pedestrian and bicycle accommodations. A map was presented showing the locations of sidewalk and bike accommodations in the corridor. There is currently intermittent sidewalk and no bike paths throughout the corridor. There are only two existing pedestrian crosswalks, at IL Route 120 and Russel Court.

The geometric deficiencies of the corridor were presented. Six major intersections are on a skew of at least 15 degrees and three of which exceed 30 degrees. There is a deficient vertical curve at Ware Road. There are reports of drainage issues at the Union Pacific railroad bridge. The rural cross section north of Ware Road is inconsistent with future land use plans.

CONCURRENCE

The USACE (Chernich), USEPA (West), IDNR (Hamer) and IDOA (Savko) gave concurrence with the Purpose and Need presented at the meeting. USFWS was not present at the meeting and will require follow up with the request for concurrence.

The consultant also presented an overview of the initial project alternatives that have been developed to date. A detailed traffic model of the Woodstock area was developed to update projections to 2040 and also to develop forecasts for bypass alternatives. Alternatives development is following an evaluation process discussing fatal flaws, followed by Purpose and Need screening, and finally a detailed evaluation on remaining alternatives to be carried forward. This process was presented to the CAG, and participants have already identified pros and cons of the initial alternatives in a workshop format.

The initial alternatives are:

- No Build
- Existing alignment alternative
- Full Western Bypass
- Full Eastern Bypass
- One Way couplet alternatives
    - Southview Drive to St. Johns Road
    - Southview Drive to Ware Road
    - Irving Avenue Drive to St. Johns Road
    - Irving Avenue Drive to Ware Road

The proposed typical section for the existing alignment alternative is 2 lanes in each direction with a center 22' barrier median. A sidewalk is included on the west side of the road and a shared use path on the east side. In order to minimize impacts, variations of median width and type and slight shifts in centerline alignment may occur as the alternative is developed.

Additional alternatives related to the existing alignment include roundabouts at the intersections of IL Route 47 with Lake Avenue, McConnell Road, Judd Street/Irving Avenue, IL Route 120, and Charles Road.

A map of the corridor was presented showing each of the bypass alternatives in schematic form. Additionally, a map was presented showing the results of the CMAP model for the ADT of each alternative at each segment of the corridor. Generally, this ADT map suggests the west and east bypass alternatives do not appear to be sufficient, in that they do not draw enough traffic to prevent the need for the expansion of existing IL Route 47. The CMAP model showed that the one-way couplet alternatives appear to be sufficient from an ADT perspective to prevent the need for expansion of IL Route 47.

The consultant then presented the pros and cons of each alternative as determined by the CAG workshop. These comments show that there was little support for either the bypass or couplet alternatives because: they would generally have negative impacts to ROW and regional environmental resources; result in an inconvenient traffic pattern that would harm businesses and residents; and have a high cost due to constructing new roadway alignments or maintaining two separate roadways.

The next steps for this project will be to select the Alternatives to Be Carried Forward. The September NEPA/404 Merger meeting is being targeted for this concurrence point. The packet of information for the Alternatives to be Carried Forward will be sent prior to the meeting. Additionally, individual meetings with the resource agencies was offered outside of the NEPA meetings to provide additional information or clarification on the alternatives if it is requested.

AGENCY QUESTIONS AND COMMENTS

USEPA (West) asked if detailed drawings of the alternatives presented was available. The consultant said that 11x17 plans of each alternative will be distributed to all in attendance.

USEPA (Westlake) asked if an individual permit was anticipated to be necessary for the project. The consultant stated we are not certain yet. The east bypass and couplet alternatives presented would require an individual permit. Existing IL Route 47 improvements may require an individual permit. The environmental delineation is not yet available, and all determinations at this point were based on existing GIS mapped data from the County.

USEPA (Lopez) asked how much pedestrian traffic currently utilizes the corridor. The consultant stated the corridor is used by pedestrians, particularly at the north end near the school and government complex. There are pictures on file of individuals walking in parkway areas or shoulders along IL Route 47. Public outreach efforts to date have found that pedestrians currently avoid IL Route 47 due to the lack of pedestrian accommodations.

USEPA (West) stated that the ADT's as presented do not seem realistic, given the regional importance of the corridor as a freight corridor. IDOT stated that the ADT'S presented were developed by CMAP in conjunction with their new 2040 regional model. Any differences between the 2030 volumes presented at the previous meeting can be attributed to different baseline planning horizon and a model specific to this corridor. More information regarding this point will be presented at the next meeting.

IDOT District 1, Lake County
Illinois Route 131 from Russell Road to Sunset Ave
Environmental Assessment
Information – Preferred Alternative

This was the third NEPA/404 presentation of this project. The Purpose and Need (Concurrence Point 1) received concurrence from the attending agencies on June 11, 2010. The Alternatives to be Carried Forward (Concurrence Point 2) received concurrence on February 18, 2011. The purpose of this meeting was to present a preview of the Preferred Alternative for the Illinois Route 131 Improvements from Russell Road to Sunset Avenue. IDOT anticipates requesting concurrence on the Preferred Alternative from the participating agencies at the next regularly scheduled meeting in September 2011.

Project Overview

The meeting presented a recap of the Purpose and Need, Alternatives to Be Carried Forward that were previously approved, the changes made to develop the Refined Alternatives, and to discuss the potential Preferred Alternative.

Purpose and Need

The Purpose and Need was developed based on stakeholder input and the Problem Statement. It was used to develop alternatives and guide their evaluation and refinement. The project purpose addresses the needs to improve safety, capacity, and operations and mobility.

Summary of Alternatives

Preliminary Alternatives

The four build Preliminary Alternatives that addressed the Purpose and Need were reviewed. All four alternatives propose increasing capacity of the roadway by adding a through lane in each direction to create a four-lane highway. The median treatment, edge treatment, and bicycle/pedestrian accommodations differ amongst the four alternatives. The alternatives all propose alignment shifts at the forest preserve, park districts, golf courses, and cemetery along the route to minimize or avoid impacts to these sensitive resources.

Alternative A1 proposes a 13' flush median and 10' outside shoulders. This median allows the highest level of access to adjacent properties and the shoulder provides space to accommodate stranded motorists and emergency vehicles. Alternative A2 proposes the same flush median but reduces the required right-of-way by replacing the shoulder with curb and gutter. Alternative B1 proposes a 22' barrier median and 10' outside shoulders. This median increases safety by providing a barrier between opposing directions of traffic and better manages access to minor streets and driveways. Median openings are proposed at one-quarter mile intervals to allow U-turns for passenger cars. Alternative B2 proposes the same barrier median but replaces the shoulders with curb and gutter to reduce the right-of-way requirement. In all of the Preliminary Alternatives, bicycle and pedestrian accommodations were provided through a combination of the following elements: 5-foot sidewalks to accommodate pedestrians and widened outside lanes or paved shoulders to accommodate bicyclists. Due to the state's Complete Streets Policy, which was adopted after development of the Preliminary Alternatives, some of the bicycle facilities proposed in the Preliminary Alternatives could not be carried forward to the Refined Alternatives.

The study team presented the methodology to develop the Refined Alternatives. The corridor is divided into three sections to meet more specific needs along the route:

- Sunset Avenue to Wadsworth Road. There is generally less right-of-way available in this segment, and many low-volume streets and driveways intersect IL Rte. 131. Land use is primarily residential with some commercial properties and the Waukegan Regional Airport.

- Wadsworth Road to IL Rte. 173. In this segment, there is more existing right-of-way and fewer intersecting streets and driveways. The Village of Beach Park has proposed a Tax Increment Financing (TIF) Redevelopment area along IL Rte. 131 from 21st Street to Nemesis Avenue, which may affect the land use in these areas, which is primarily residential with many vacant parcels at this time.
- IL Rte. 173 to Russell Road. This segment has the fewest driveways and streets, as well as a comparatively greater amount of existing right-of-way. The existing land uses are generally industrial and agricultural, although the City of Zion has proposed a TIF redevelopment area in this section as well.

The Illinois Complete Streets Law requires the full consideration of bicycle and pedestrian accommodations into state highway projects. Under the new policy, pedestrians and bicyclists are best accommodated by an off-road shared-use path on roadways of IL Rte. 131's classification, traffic volumes, and posted speed limits.

To carry the alternatives forward, modified and/or additional bicycle and pedestrian accommodations were required, increasing the amount of right-of-way needed. The study team developed evaluation criteria, including the three identified needs; environmental impacts; accessibility; coordination with the Waukegan Airport study; property impacts; and project construction and maintenance costs. Using the evaluation criteria and combining comments received from agencies at the September 2010 404/NEPA meeting and stakeholder input from previous meetings, two Refined Alternatives were developed.

Refined Alternatives

Alternatives A1, A2, B1, and B2 were combined with the revised pedestrian and bicycle guidance from the Complete Streets Policy to form Refined Alternatives E1 and E2.

Alternative E1, Sunset Avenue to IL Rte. 173. The main distinguishing element of Alternative E1 is the shoulder and open ditch design. Similar to Alternative A1, the 13' flush median two-way left-turn lane accommodates full access to homes and businesses in this section of the project, since there are some areas with more than 30 access points per mile. A 10' shared-use path is located on one side of the highway, and a 5' sidewalk is on the other side. Shoulders and ditches are the preferred drainage method, but they will require comparatively more right-of-way than a curb & gutter alternative.

Alternative E1, IL Rte. 173 to Russell Road. In this section, Alternative E1 is based on the geometry of Preliminary Alternative B1, with 4 through lanes and a 22-' barrier median. The barrier median would be used because there are fewer driveways and intersections and it would provide access management for future development. A barrier median is also a safe design that eliminates many conflict points created by unrestricted left turns. The bicycle and pedestrian facilities as described for the previous section would be continued throughout the project.

Alternative E2, Sunset Avenue to Wadsworth Road. Refined Alternative E2 resembles Preliminary Alternative A2 in this section, proposing a 4-lane roadway with a 13' flush median two-way left-turn lane and curb & gutter on the outside roadway edge. As with Alternative E1, the two-way left-turn lane would provide access to the many businesses and residences in this segment, and the curb & gutter reduces right-of-way acquisition. A 10' shared-use path is proposed on one side of the roadway and a 5' sidewalk on the other to provide full access and mobility for pedestrians and bicyclists.

Alternative E2, Wadsworth Road to Russell Road. In this section, Refined Alternative E2 is based on Preliminary Alternative B2, with four through lanes, a 22' barrier median and curb & gutter. The bicycle and pedestrian facilities would be continued throughout the project.

Refined Alternative Development

Since an open ditch drainage system is used throughout the project in Refined Alternative E1, comparatively more ROW, more potential relocations, and more environmental impacts would be required than with Refined Alternative E2. The shoulder provides the safety and operational benefits of dedicated space off the highway for emergency and stranded vehicles, and ditches help limit erosion and may be attributed to higher water qualities, but at a higher land acquisition and relocation cost. However, if curb

and gutter were used instead of ditches, storm sewer would be necessary. While this would increase the cost of construction and maintenance, some of this cost may be offset by the reduced cost and impact of land acquisition and relocations.

Refined Alternative E2 would propose curb and gutter throughout the project. This will require less ROW acquisition and fewer potential relocations and other property and resource impacts than Refined Alternative E1. However, storm sewer would be required for drainage, which would increase construction and maintenance costs.

Refined Alternative E2 also would propose barrier median from Wadsworth Road to Russell Road, as opposed to only from IL Rte. 173 to Russell Road as in Refined Alternative E1. The continuation of the barrier median would provide access management benefits and increased safety for this area of the project, which is has experienced recent growth.

Kenosha Road Alternatives

The study team evaluated several alternatives to improve the skewed Kenosha Road intersection, which is a safety concern for stakeholders. Lake County Division of Transportation (LCDOT) has jurisdiction of Kenosha Road.

One alternative realigns Kenosha Road to intersect IL Rte. 131 approximately half-way between 21st Street and 29th Street. This alternative in not favorable because it would use property owned and planned for development by the Beach Park School District.

Another alternative would close Kenosha Road at IL Rte. 131 and route traffic north to 21st Street. This alternative would route extra traffic onto 21st Street, it would diminish the continuity of this county route, and it may cause potential negative impacts regarding access to residential areas along Kenosha Road.

A final alternative for Kenosha Road realignment creates an intersection approximately 1,000 feet north of 29th Street where Kenosha Road intersects IL Rte. 131 at a perpendicular angle. This alternative offers the best operations, improving sight distance, while minimizing environmental and residential impacts. LCDOT expressed their preference for this alternative for the Kenosha Road intersection realignment. The 1000-foot spacing is the minimum required spacing between signalized intersections, and while neither intersection is currently signalized, this spacing will ensure that future signalization could be implemented if warranted.

Waukegan Airport

An ongoing study at the Waukegan Airport influences the alternatives development of IL Rte. 131, which travels along the west side of the airport. The Waukegan Port District is conducting an Environmental Assessment study for the Federal Aviation Administration to provide improved and more efficient aviation facilities at the Waukegan Regional Airport. The Project study team is coordinating with the Airport study team to determine the potential impacts to IL Rte. 131.

One roadway design has been developed for both Alternative E1 and E2 that will satisfy the needs of the IL Rte. 131 study while minimizing impact to airport property in an effort to not preclude any future airport expansion plans. Preliminary feasibility alternatives that lower IL Rte. 131 to cross under the proposed airfield designs have also been developed to determine feasibility and potential impacts. Coordination is ongoing with the FAA and FHWA regarding the two studies.

Preferred Alternative Development

Stakeholders commented on the Refined Alternatives at a Corridor Planning and Technical Advisory Group Meeting in November 2010. Issues raised included agency jurisdiction for pedestrian facility construction and maintenance, requirement of pedestrian facilities on both sides of the roadway, determination of partial acquisitions versus full relocations, TIF districts established in the project area, exclusive turn lane suggestions at various intersections.

At the fourth Public Meeting in March 2011, public comments included preferences of a ditch section versus minimizing right-of-way, barrier median suggested locations, alternatives for Kenosha Road

realignment, and proposed traffic signal locations.

The preliminary recommendation for the Preferred Alternative is described as follows:
Sunset Avenue to Yorkhouse Road, and Beach Road to IL Rte. 173. The Preferred Alternative features two 12' through lanes in each direction separated by a 13' two-way left-turn lane flush median that provides access to the frequent low-volume streets and driveways in these areas. Curb and gutter is proposed along the outside edge of the roadway to minimize right-of-way acquisition. A shared-use path is proposed on the east side of the highway to connect with a proposed Lake County Forest Preserve trail, and sidewalk is proposed on the other side to provide full accessibility for pedestrians.

Yorkhouse Road to Beach Road. The Preferred Alternative narrows to two 11' through lanes in each direction and an 11' two-way left-turn lane with curb and gutter to stay within the existing right-of-way and avoid impacting the Waukegan Regional Airport property. Retaining walls are necessary to accommodate the improvements and eliminate the need for temporary construction easements. Because there are no properties to access, no pedestrian accommodations will be proposed on the east side. However, to provide continuity to the path system and direct access to the Waukegan Sports Park, the path will shift to the west side of the roadway, narrow to 8-ft, and be located as close as possible to the roadway, requiring barrier protection.

IL Rte. 173 to Russell Road. The Preferred Alternative proposes a 22' barrier median in this section. To minimize impacts to the adjacent residential properties, landfills, and wetlands, curb and gutter is proposed along the roadside from IL Rte. 173 to north of Stonebridge Drive, and from Ninth Street to north of the Shepherd's Crook Golf Course. The other areas, totaling approximately 0.83 miles, propose a paved shoulder and open ditch drainage system. The shared-use path is proposed on the west side of the roadway and sidewalk is proposed on the east side in this section. The facilities are located behind the curb and gutter or beyond the ditch where shoulder is proposed.

Impacts
The roadway elements from the Refined Alternatives that best satisfied the project needs and minimized impacts were integrated into the Preferred Alternative. Avoidance and minimization measures included shifting the roadway alignment away from sensitive resources and properties, proposing retaining walls, reducing roadway lane or shared-use path widths, and proposing a closed drainage system along much of the project area. Meeting handouts include a table comparing more detailed impacts of the Refined and Preferred Alternatives. Approximately 34 acres would be acquired to accommodate new right-of-way. Some impacts are unavoidable and they are summarized as follows:

- Wetlands. The Preferred Alternative impacts up to 2.55 acres of wetlands. Two sites totaling 0.11 acres of impact fall under USACE jurisdiction.
- Relocations. Many of the potential relocations are due to septic field impacts on small residential parcels. The Preferred Alternative potentially relocates up to 23 residences, two commercial businesses and one industrial property.
- Farmland. Up to 4.6 acres of farmland would need to be acquired in the northern half of the project. The Lake County Regional Plan for 2030 shows all of the agricultural land rezoned to commercial.
- Section 4(f) properties. The study team is working with the Waukegan Park District regarding right-of-way needs at the Waukegan Sports Park. The park plan and roadway improvements indicate right-of-way to be acquired by this project. Temporary construction easements are required for grading where the Zion Park District and Lake County Forest Preserve District golf courses abut the IDOT right-of-way.

Project Schedule
The Draft EA is currently being prepared. The project anticipates seeking concurrence on the preferred alternative at the September NEPA meeting. Publishing the EA and holding the Public Hearing is anticipated for this fall, and the FONSI and Errata is anticipated to be completed later in the winter.

Agency Questions and Comments
During and after the presentation, the following questions and comments were addressed:

Comment (FHWA – Fuller): If the Sports Complex plans show future accommodations for IL Rte. 131, then Section 4(f) may not apply. The study team has a follow up internal meeting to confirm applicability of Section 4(f) on the project.

Q: Why is there so much shifting of the shared use path along the corridor? (USEPA – West)

The team can re-examine the alignment. The path is located to best serve land uses along the corridor. For example, the Waukegan Sports Park is located on the west side of the road, but Beach Park Middle School is on the east side. In addition, the Waukegan Savanna Forest Preserve Master Plan indicates a regional trail planned for the ComEd utility corridor (south of Yorkhouse Road and on the east side of IL Rte. 131) to connect with trails in the Forest Preserve, which is located on the west side of IL Rte. 131. To avoid a midblock crossing, the shared-use path would need to be on the east side of IL Rte. 131 to connect the utility corridor trail to a signalized crossing at Yorkhouse Road. Transitions from east and west sides of the road would occur at signalized intersections. The planned airport acquisitions on the west side of the road may affect the need to keep the path on the west side.

Q: How close to reality is the runway project? (USACE – Chernich and USEPA - West)

The airport study is due out in 2012. The IL Rte. 131 study team has coordinated with the Port District and FAA. The IL Rte. 131 study team and airport study team have developed a below-grade (a tunnel under a future extended runway and safety zone) alternative that would potentially accommodate the airport alternatives.

We don't know if the runway extension is happening; it's a very expensive project. The roadway study team's preferred alternative stays within the right-of-way and at-grade to avoid impacts to airport property, should the airport project not proceed. In the event that the airport project does proceed, the airport plans can be noted in the CDR.

There was discussion as to whether the depressed alternative should be considered an alternative in the EA. However the depressed alternative is related to the airport's action and should be part of the airport's NEPA document. The IL Rte. 131 design accounts for, and the NEPA document acknowledges the airport's action. The study team cannot control what will happen with FAA's decision, or the timing of this decision.

Q: Has FHWA asked FAA to be a Cooperating Agency? (IDOT BDE – Zyznieuski)

No, FHWA will do so. However, both the airport and FAA are part of the TAG and the team has coordinated closely with the airport study.

Q: Could IL Rte. 131 go west around the runway extension? (IDOT BDE – Zyznieuski)

Yes, the airport study team evaluated and dismissed this alternative in their Environmental Screening Study (March 2009).

Comment (USACE - Chernich): Get documentation on what airport wants to do.

IDOT received a determination of No Impact to air navigation from FAA regarding proposed roadway impacts.

Q: Why not build the north sections first to allow time for the airport to make a decision? (USEPA – Westlake)

That's possible. The IL Rte. 131 reconstruction is not programmed at this time, however we can add a commitment in the EA to coordinate with the airport when funding for construction moves forward. The study team can re-evaluate the decision for the at-grade alternative at that time.

Q: Would the Kenosha Road intersection be signalized? (USEPA – West)

Traffic signal warrant analysis indicates that a signal is warranted at Kenosha Road based on existing traffic volumes. The preferred alternative proposes this realigned and signalized intersection 1,000-ft from the intersection of 29th St. and IL Rte. 131 to accommodate potential future signalization of both intersections. The traffic projections from CMAP indicate that the

current roadway is at capacity. With improvements to IL Rte. 131, year 2040 traffic doubles; indicating pent up traffic demand for improvements.

Q: Can you label the Preferred Alternative E3? It would be less confusing. (USACE – Chernich)
Yes.

Q: Are there no hydrologic crossings connecting wetlands on the corridor?
(USACE – Chernich)
The study team will check this, but believe there are no such crossings. The alignment is unique in that it follows a ridgeline between two watersheds. *Note: It was determined after the meeting that no hydrologic crossings connect any of the wetlands.*

Comment (USACE)
Corps had planned a field jurisdictional determination before September 2011, but may defer since no construction is scheduled at this time.

Q: Are there any hazardous materials issues of note? (USEPA – West)
No, but the team will confirm that issues are related to USTs and ASTs.

Conclusion

IDOT will provide FAA documentation to Matt Fuller to forward to the agencies. The study team anticipates presenting the Preferred Alternative for concurrence at the next NEPA/404 Merger Meeting in September 2011.

IDOT District 1, Cook and DuPage Counties
I-290 Eisenhower from West of Mannheim Road to East of Cicero Avenue
Environmental Impact Statement
Information – Purpose and Need

This was the second presentation of the I-290 project. The previous presentation was on September 9, 2009. The purpose of the meeting was to update the Merger Team on the status of the I-290 Project and present the draft Purpose and Need for information only.

The IDOT District One and project consultant, Parsons Brinckerhoff (PB), made a PowerPoint presentation to the Merger Team. The presentation consisted of a project overview, a study process update, an introduction to the Draft Purpose and Need statement, a synopsis of the Public Meeting comments, and the next steps for the Project.

PROJECT OVERVIEW

Interstate 290 (I-290) Eisenhower Expressway provides the primary east-west roadway access between Chicago and the western suburbs and also serves other transportation markets. The study area extends along I-290 in Cook County from west of Mannheim Road, to east of Cicero Avenue. Extending for approximately 9 miles, the study area passes through eight communities including Hillside, Westchester, Broadview, Bellwood, Maywood, Forest Park, Oak Park, and Chicago. The I-290 Corridor was originally constructed and opened to traffic in the 1950's, and was the first new multi-modal transportation corridor in the United States. Now, at over 50 years of age, I-290 has exceeded its life expectancy and is in need of reconstruction.

STUDY PROCESS UPDATE
The I-290 Study has been categorized as an Environmental Impact Statement (EIS), and is following IDOT's Context Sensitive Solutions (CSS) public involvement process. The Project Study Group (PSG) and the Corridor Advisory Group/Task Force (CAG/TF) have committed significant time and effort to the study process and progress of the project. Using stakeholder input, combined with detailed technical studies, the PSG has; identified goals and objectives for the study, developed the project problem statement, identified existing environmental constraints, identified the existing transportation system deficiencies, developed the draft purpose and need statement, and identified an initial range of suggested single-mode alternatives. Through the CSS process, the PSG has held many stakeholder events including two public meetings and nine CAG/TF meetings.

PURPOSE AND NEED INTRODUCTION
The project purpose is to provide an improved transportation facility along the I-290 Eisenhower Expressway multimodal corridor. The Five specific needs to be addressed are: improve regional and local travel, improve access to employment, improve safety for all users, improve modal connections and opportunities, and improve facility deficiencies. The Draft Purpose and Need statement is available on the project website where it has been posted since April 2011. Individual need points were presented as follows:

- **Need Point #1: Improve Regional and Local Travel:** Severe congestion along the I-290 corridor reduces its ability to serve regional travel. The existing mainline exceeds the calculated ideal highway capacity by 136% in the six lane section between Mannheim Road and Cicero Avenue, and I-290 experiences up to 17 hours of congestion (LOS D or worse) each day in both the eastbound and westbound directions. Improve Local Travel addresses the congested conditions on parallel and crossing arterials within the study area caused by diversion of traffic from I-290 and failing or constrained movements at I-290 interchanges. Seven out of ten study area interchanges have failing movements.

- **Need Point #2: Improve Access to Employment:** Heavy congestion on I-290 and the arterials in the study area constrains connectivity between workers and jobs. Both the Traditional commute and the Reverse commute experience Level of Service F on I-290 during the am and pm peak periods. Congestion on I-290 and parallel routes negatively affects bus travel times, ability to make modal connections and access to transit by automobile. Accessibility to regional jobs by automobile is expected to decline by up to 33% and remain unchanged or increase slightly for transit accessibility to jobs by 2040.

- **Need Point #3: Improve Safety for all Users:** Improve safety for all users addresses the high comparative crash rates on I-290 which are 61% higher than similar expressways in the region. Rear end crashes were the highest crash frequency type comprising 71% of the total 6066 crashes recorded in the 3 year period from 2006 to 2008. The peak crash areas were eastbound from Mannheim Road to 1st Avenue, both directions between Des Plaines Avenue and Harlem Avenue, and westbound from Central Avenue to Austin Avenue. The main contributors to these crash hot spots are attributed to congestion, lane reductions, left hand ramps, narrow shoulders, and weaving. Type K and A injury crashes primarily occurred during off-peak hours when expressway travel speeds were higher. The Purpose and Need will also address the pedestrian-vehicle conflicts on cross streets.

- **Need Point #4: Improve Modal Connections and Opportunities:** The study area has a well developed transportation system that carries 21% of the home-to-work travel. Although this utilization rate is higher than transit usage for the Chicago Region overall, there are many deficiencies that prevent optimum usage of study area transit services. The specific areas of focus include: improve bicycle and pedestrian access to transit, improve vehicular access to transit, improve bus transfer connections, and improve non-motorized connections.

- **Need Point #5: Improve Facility Deficiencies:** The original concrete pavement base and granular subbase are over 50 years old, exceeding their typical service life by approximately 30 years. This need point will address pavement age, address structure deficiencies, address geometric deficiencies, address ADA Ramp and Sidewalk deficiencies, and address drainage deficiencies related to drainage system capacity and condition.

SYNOPSIS OF PUBLIC MEETING #2 COMMENTS

The purpose of Public Meeting #2 was to solicit public input on the Draft Purpose and Need statement and the initial range of single mode alternatives for public comment. The public meeting format received a number of positive comments on how well the material was presented.

The majority of the comments received on the Draft Purpose and Need can be summarized in five distinct areas. These five areas are: include environmental criteria (such as climate change, air quality, water quality, public health, fossil fuel consumption, etc), include discussion of alternatives, include addressing CTA/Pace/Metra facility deficiencies, include addressing freight traffic needs in the corridor, and extend the study area. These comments will be included in the public record. The PSG is preparing comment responses, and considering changes to the Draft Purpose and Need that may be necessary based on the public input.

The initial range of single mode alternatives were developed from a list of 170 alternatives suggested through the public involvement process including a CAG/TF workshop, public meeting #1 and through website comments. The 170 alternatives include transit, highway, bicycle and pedestrian, as well as traffic management systems and strategies. Alternatives comments received at Public Meeting #2 were largely endorsements of previously identified alternatives or suggested enhancements to displayed alternatives.

NEXT STEPS

The next steps are to finalize the Draft Purpose and Need statement and to request formal NEPA/404 Merger Team concurrence on the document.

The PSG is currently working to refine and evaluate alternatives. Round 1 of the alternatives evaluation will test single-mode alternatives based on travel benefit and how well they meet the project Purpose and Need. Round 2 will evaluate combination alternatives, and Round 3 will provide detailed evaluation of Draft Environmental Impact Statement (DEIS) alternatives.

PROJECT DISCUSSIONS

USEPA (West) requested clarification on the Single Mode Travel Benefit Analysis. IDOT (Harmet) responded that we will initially model the single mode alternatives to see how they perform individually. An example of a single mode would be a Blue Line extension or a High Occupancy Vehicle (HOV) lane. These single mode alternatives will not address all of the needs of the corridor, but when combined with another single mode alternative, a greater number of needs will be satisfied.

USACE (Chernich) asked whether this project will receive official concurrence given that an Individual Permit will not likely be needed. IDOT (Harmet) answered that this is not an official concurrence project because we do not know the extent of the alternatives, and whether an Individual Permit will be needed. However, IDOT plans to go through with NEPA coordination because of the public interest and because it is too early to make concrete decisions about concurrence. USEPA (Westlake) suggested that the project should continue to seek concurrence due to the level of public interest and the potential for future environmental considerations such as air, noise or environmental justice should they arise.

IDOT District 1, Cook and DuPage Counties
Elgin O'Hare West Bypass Tier 2 EIS
Environmental Impact Statement
Information – Purpose and Need

A briefing of the overall project status, Purpose and Need, and the alternative development process was presented. Concurrence was not being requested on either the Purpose and Need, or the Alternatives to be Carried Forward.

The project status focused on engineering, environmental, and Governor Quinn's Advisory Council for the project. Project engineering has been advancing and refinements of the initial geometry set is underway with new traffic data (2040) that is affecting project sizing and interchange forms. Revised cost estimates will be developed for the final project configuration and the cost will be set to the mid-year of construction. Drainage work is well underway with the existing drainage plan nearing completion. The required conveyance and detention for the project will be established by fall of 2011.

The work of the Governor's Council is nearing completion. The final report of the Council is planned for the end of June. The focus of the report is fourfold including financing, economic impact, diverse work force, and sustainability. There is general agreement amongst stakeholders that the facility be a tollway. Some aspects of finance remain unresolved and will be the subject of further work.

The environmental document has been advancing with the completion of special resource studies, and the preparation of a preliminary draft of the DEIS. The Federal Aviation Administration has joined the DEIS process in Tier Two because of the needed "Land Release" of airport property for use as a highway. The release constitutes a federal approval/federal action and the DEIS will contain appropriate information supporting that decision. The first round of agency review will be completed by mid August, and the second round is schedule for late fall 2011. The DEIS is expected to be circulated for public comment after the first of the year.

Purpose and Need was presented describing updates to the FEIS document developed in Tier One. The Tier Two Purpose and Need of the Elgin O'Hare – West Bypass (EO-WB) project builds on the Tier One statement and findings. The project Purpose and Need statements remain the same from Tier One to Tier Two, the difference being that the "need" has been evaluated using 2040 No-Build travel forecasts. The planning period was extended from 2030 to the year 2040 to be consistent with the regions CMAP *GO TO 2040 Comprehensive Regional Plan.* The base year was also shifted from 2007 to 2010. The update included a revision to the scope of the improvements in the No-Build Alternative, and the development of the 2040 No-Build Alternative travel forecasts.

The results of the Tier Two analysis included below indicates the overwhelming need to *improve regional and local travel, improve travel efficiency, improve access to O'Hare Airport, and improve modal connections* in the study area:

- 19 percent (almost 4 million) of all trips in the six-county region occur in study area
- The number of trips in the project area will increase by 14% in 2040
- By 2040, every major roadway in the project area will be congested (LOS "D" or worse)
- Freeways/principal arterials count for 47% of total roadway miles, but carry 75% of vehicle miles of travel (VMT)
- 86 percent of the area's roadways will be congested in the peak hour periods by 2040
- Congestion on major roads will spill over to secondary roads and will grow from 86 percent in 2010 to 88 percent by 2040

- By 2040, 91 percent of the minor arterials and 78 percent of collectors in the study area will be congested during the P.M. peak travel period
- 40 percent of the study area has the longest travel times to interstate connections (greater than 10 minutes)
- Travel times for all trips originating from the west side of O'Hare to points north, northwest, south, and west worsen in 2040, increasing from approximately 26 to 50%
- Trips to/from west and northwest will experience approximately 35 to 50% increase by 2040
- Transit ridership in the study area is relatively low at 4%, and will increase to only 4.5% by 2040 without major transit improvement. Stakeholders rank transit improvements as the #1 priority in project area and seek opportunities to improve transit ridership in the future

The alternatives development process for Tier Two was described. Whereas, Tier One established "what and where" (high type roadway and the preferred corridor), the focus of Tier Two will be on refining the project features that fit within the selected corridor. The major decisions in Tier Two include agreement on facility type (freeway, tollway, or some combination), mainline lane requirements, interchange forms, drainage requirements, requirements needed to accommodate transit and bicycle/pedestrian facilities, and limis of construction/ROW requirements.

Following the presentation, participants suggested that the concurrence for Purpose and Need and the Alternatives to be Carried Forward not occur at the same merger meeting. Thus, concurrence for Purpose and Need will be requested in July/August via correspondence, and concurrence for the Alternatives to be Carried Forward would be requested at the September, 2011 NEPA 404 Merger Meeting. It was also mentioned that IDOT would conduct a working session with some of the agencies regarding the projects alternative development process in Tier Two. The purpose of the meeting would be to have the agencies thoroughly understand the approach in Tier Two and the considerations given to avoiding and minimizing impacts, as well as planned mitigation measures. Several members of the merger group asked for electronic copies of the presentation.

IDOT District 1 and Indiana Department of Transportation
Will and Kankakee Counties, Illinois
Lake County, Indiana
Illiana Corridor
Environmental Impact Statement, Tier One
Information – Introduction and Scoping

On June 28, 2011 an Agency Scoping Meeting was held as part of the NEPA/404 Merger meeting to introduce the Illiana Corridor project to the Resource Agencies and provide an opportunity for upfront agency comments on the overall study process and any special process or resource concerns they may have. A Scoping Document (copy attached) was prepared. Several agencies did not receive the Scoping Document in advance of this meeting. As such an additional copy of the Scoping Document will be included with the Cooperating/Participating Agency invitation letters that will be sent out after this meeting. Comments from the Resource Agencies will be requested by July 29, 2011.

The Agency Scoping meeting agenda included the following discussion points:

- Introductions
- Purpose of Meeting
- Project Overview
- Geographic Information System (GIS) Database and Planned Use
- Next Steps for Agencies

The meeting was guided by a Powerpoint presentation (copy attached). The project overview included discussion of the bi-state project leadership structure with Illinois DOT as the lead agency with Indiana DOT assistance and cooperation, and with the FHWA Illinois Division as the lead with cooperation with the FHWA Indiana Division. This was followed by discussion of the project purpose, the project history (including previous feasibility studies by Illinois and Indiana), the study area, the tiered EIS process, Stakeholder outreach based on IDOT and InDOT Context Sensitive Solutions (CSS) guidelines, the organization of the Project Study Group (PSG) and joint Corridor Planning Group (CPG)/Technical Task Force (TTF), and the project schedule. Next, the presentation included a discussion of potential alternatives, the integration of project implementation financial strategies into the Tier One EIS, and potential key environmental issues. This was followed by a presentation of the GIS database components and structure, followed by a demonstration of how the GIS database could be used in the development and comparative analysis of various alternatives. The presentation concluded with a presentation of the key points of a proposed bi-state agency coordination program and a request for scoping letters and an indication of desired cooperating or participating agency participation in the NEPA process.

Open discussion followed the presentation and the following questions and/or comments were made:

- **The USACE indicated that the Rock Island District should be involved in the project since Kankakee County is within that district of the USACE, and she suggested that they be invited to all future NEPA/404 Merger meetings for this project.**

  - The project team agreed and will contact John Betker of the Rock Island office.

- **The USACE indicated that they did not receive a copy of the Scoping Document.**

  - The project team indicated that the Scoping Document will be emailed to the agencies in addition to being included with the cooperating/participating agency letters as noted above, with comments requested by July 29, 2011.

- **The USEPA inquired as to the reasoning for the southern study area boundary, and whether it should be extended further south.**

  - The project team indicated that expanding the corridor further south was constrained by the City of Kankakee and the large floodplain at the Kankakee River in Lake County. An expansion south of Kankakee and the floodplain would be excessive. USEPA felt this was reasonable.

- **The USACE asked if this project will be presented at the September 2011 NEPA/404 Merger meeting.**

  - The project team indicated yes, a progress presentation is planned for September 2011.

- **The Indiana Department of Environmental Management (IDEM) noted that Illinois and Indiana differ in their stream and water feature descriptions such as with "classified streams." For example, in Indiana ditches that are fishable and swimable are streams. They asked how this will be addressed.**

  - The project team referenced the I-69 Tier One study as the model for water feature identification in Indiana, and that joint project team/agency field reviews are proposed as necessary to confirm resource presence/quality and discuss concerns. The study will consider all database descriptors and use the nomenclature that each state uses. It was also mentioned that the GIS database is still being consolidated and sorted, and that Indiana and Illinois data can be archive on separate GIS layers for data integrity and ease of reference with the highest quality of data having priority where duplicate data sets are available.

- **The USACE asked how the 2,000 feet corridor width was determined, and expressed concern with possible overestimation of impacts with this corridor width.**

  - The project team indicated that this width would be used to characterize the sensitive features within the corridor and not impacts. The 400 to 600 feet wide working alignment will be used to tabulate potential impacts of "a transportation facility" inside the larger corridor. This was the approach on I-69 and worked well. In addition, unlike I-69, the Illiana project does not have fixed end points so there is more flexibility in moving the corridor termini up and down along terminating highways (I-55 and I-65) to avoid impacts, and therefore characterizing the sensitive features within the separate corridors will be important to identifying reasonable alternatives in addition to tabulating potential impacts for various working alignments.

- **The USEPA mentioned the potential for east-west facility to fragment greenways that serve north-south migratory routes, requested that NIRPC and CMAP planned open spaces and natural areas be included as well as existing, and asked if database included retention of open space.**

  - The project team indicated that NIRPC and CMAP 2040 planning cycles were complete and open space plans will be included where applicable.

The meeting concluded at approximately 3:30 PM.

Illinois NEPA/404 Merger Meeting

June 27 and 28, 2011

US Environmental Protection Agency
Ralph Metcalfe Federal Building
Room #328
77 West Jackson Blvd.
Chicago, IL 60604-3590

June 27, 2011

1:00 pm to 4:30 pm

- CREATE Grand Ave Project (P4) (District 1, Cook County)
  - Information - Introduction and Scoping

- CREATE 75th Street Corridor Improvement (District 1, Cook County)
  - Information - Purpose and Need

- Illinois Route 31 from Illinois Route 176 to Illinois Route 120 (District 1, McHenry County)
  - Information – Project Introduction

- Illinois Route 173 from Illinois Route 59 to US Route 41 (District 1, Lake County)
  - Information – Project Introduction

June 28, 2011

8:00 am – 10:00 am

- I-55 from Illinois Route 113 to Lorenzo Road (District 1, Will County)
  - Concurrence – Preferred Alternative

- US 45 from Illinois Route 132 to Illinois Route 173 including Millburn Bypass, (District 1, Lake County)
  - Concurrence – Alternatives to Carry Forward
  - Concurrence – Preferred Alternative

10:00 am – 10:15 am (Break)

10:15 am – 12:00 noon

- Illinois Route 47 from US Route 14 to Charles Road in Woodstock (District 1, McHenry County)
  - Concurrence – Purpose and Need

- Illinois Route 131 from Russell Road to Sunset Ave (District 1, Lake County)
  - Information – Preferred Alternative

- ~~Pershing Road Realignment and Belvidere Street Bridge Extension, Waukegan (District 1, Lake County)~~
  - ~~Concurrence – Purpose and Need~~

12:00 noon – 1:00 pm (Lunch Break)

1:00 pm – 4:30 pm

- I-290 Eisenhower from West of Mannheim Road to East of Cicero Avenue (District 1, Cook and DuPage Counties)
  - Information – Purpose and Need

- Elgin O'Hare – West Bypass, Tier 2 EIS (District 1, Cook and DuPage Counties)
  - Information – Purpose and Need and Alternatives

- Illiana Expressway Tier 1 EIS (IDOT District 1, Will and Kankakee Counties and Indiana Department of Transportation, Lake County, Indiana)
  - Information - Project Introduction

NEPA/404 Merger Meeting
June 27, 2011

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NEPA/404 Merger Meeting
June 28, 2011

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NEPA/404 Merger Meeting
June 28, 2011

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ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

June 28, 2011

Illinois Department of Transportation

U-283

INDIANA DEPARTMENT OF TRANSPORTATION

Agenda

- Introductions
- Purpose of Meeting
- Project Overview
- GIS Database and Planned Use
- Next Steps for Agencies

ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

Introductions

Illinois Department of Transportation

ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

Purpose of Meeting

Illinois Department of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION

Purpose of Meeting

- Provide overview of the process and schedule
- Get your early input on issues or concerns
- Identify opportunities for future involvement
- Introduce the Geographic Information System (GIS) data base
- Discuss Tier One level of environmental detail

ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

Overview

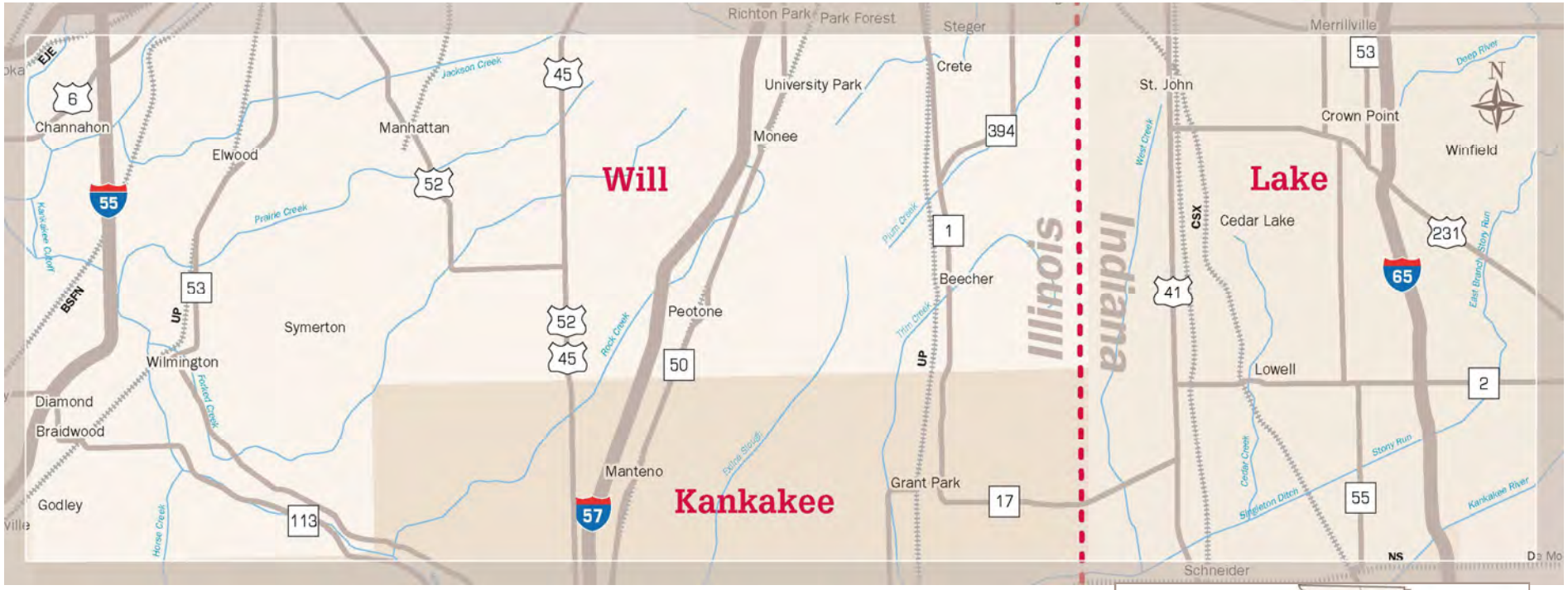
Illinois Department of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION

History

- In long-range plans since the early 1900's.
- Corridors studied in the 1960's and 1970's.
- Feasibility studies in 2009.
- Feasibility studies in Illinois supplemented in 2010.
- June 9, 2010, governors signed a Memorandum of Agreement outlining the commitment to the project by both states.

Study Area



- Portions of Kankakee and Will (IL) counties, Lake County (IN)
- Approximately 950 square miles

Transportation Needs

- To be determined by a combination of Stakeholder Input and Technical Analysis
  - Project Work Groups: meetings and workshops
  - Other stakeholder outreach
  - Data collection
  - Travel Demand Modeling
    - 2010 and 2040 “no action” baseline
- Foundation for Purpose and Need

Process

- Tiered NEPA process:
  - Tier One – Needs, Alternatives, preferred “concept”
    - May include identifying sections of independent utility
  - Tier Two – Details of preferred concept
- Context Sensitive Solutions (CSS)
- GIS based impact assessment
- Financing strategies

NEPA Process – Tier One

Tier One

STAKEHOLDER INVOLVEMENT

Identify Transportation Needs → *Develop & Evaluate Alternatives for All Modes* → *Select Preferred Alternative*

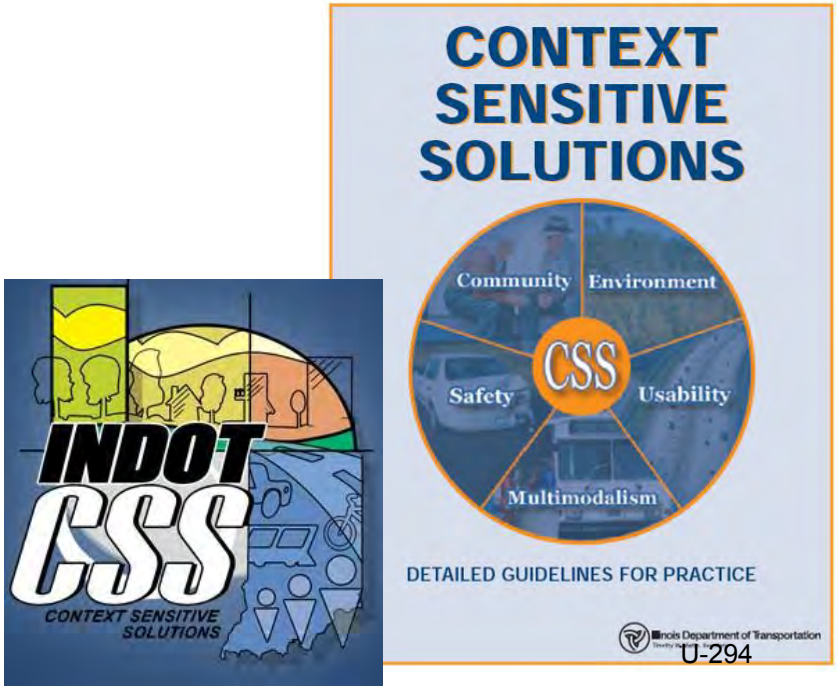
Tier Two

STAKEHOLDER INVOLVEMENT

Detailed Engineering and Environmental Studies of Preferred Alternative

Context Sensitive Solutions

- Stakeholder outreach based upon:
  - IDOT CSS Detailed Guidelines for Practice
  - INDOT CSS Implementation Plan



Context Sensitive Solutions

- Flexible and creative design approach
- Considers all transportation modes
- Addresses all facets of project development
- Promotes frequent and meaningful communication with stakeholders
- Complements the Tiered EIS process

Project Team

PROJECT STUDY GROUP

IDOT • INDOT • FHWA • Consultant

CORRIDOR PLANNING GROUP (CPG)

ILLINOIS	INDIANA
Counties and Municipalities • Chicago Metropolitan Agency for Planning • Kankakee Area Transportation Study (KATS)	Counties and Municipalities • Northwestern Indiana Regional Planning Commission

TECHNICAL TASK FORCE

Agencies
(i.e. transportation, resource etc.)
•
Communities, Counties, other units of Government
•
Interested Groups
•
Organizations

Project Study Group

- Multidisciplinary team of representatives from IDOT, INDOT, FHWA and NEPA consultants:
  - IDOT: manage overall study
  - INDOT: participate financially, provide leadership on Indiana portion of study area
  - FHWA: both IN/IL divisions involved
    - IL division leads the coordination efforts

Project Working Groups

- Work Groups
  - Corridor Planning Group (CPG)
  - Technical Task Force (TTF)
- Key stakeholder input venue
- CPG/TTF will meet jointly in Tier One
- CPG/TTF meetings in each state, and joint meetings anticipated

Corridor Planning Group

- Elected officials from each community, county, and Metropolitan Planning Organizations
- Role:
  - Participate in every major aspect of the NEPA process
  - Provide policy level perspectives
  - Reach consensus at key project decision milestones

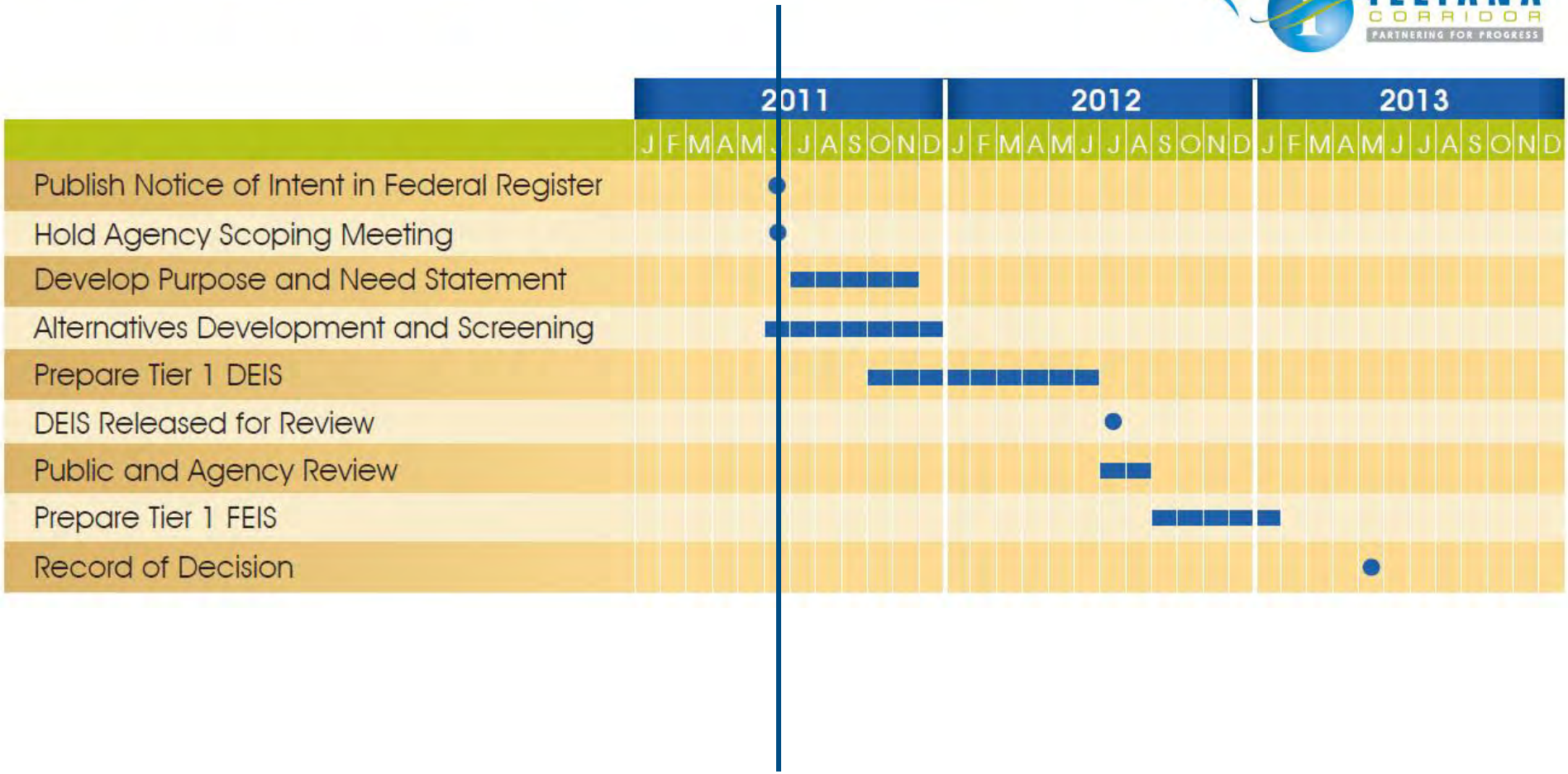
Technical Task Force

- Includes CPG representatives, other governmental bodies, agencies (including resource agencies), and interested groups
- Role:
  - Participate in every major aspect of the NEPA process
  - Provide technical expertise
  - Reach consensus at key project decision milestones

Public Involvement Opportunities

Web site	www.illianacorridor.org
Newsletters	Learn more about the project progress
Speakers Bureau	Invite us to come speak to your group
Public Meetings	Held at key milestones
Media	Watch the local paper for articles
Task Forces	Participating community leaders, agencies, interested groups

Schedule



You Are Here

Next Steps

CPG & TTF Meeting #2 – July 11 (IL) & 12 (IN), 2011

- Summarize Goals and Objectives
- Develop Problem Statement
- Discuss Environmental Process
- Workshop: Environmental Constraints

CPG & TTF Meeting #3 – August 2011

- Complete technical analysis of existing and 2040 no build transportation system performance
- Outline Purpose and Need points based upon technical work and stakeholder input
- Toolbox exercise for alternatives ideas and P3

Next Steps

CPG & TTF Meeting #4 – September 2011

- Expanded Purpose and Need
- Transportation System Performance
- Alternatives development/evaluation process
- Alternatives Workshop – footprint and location

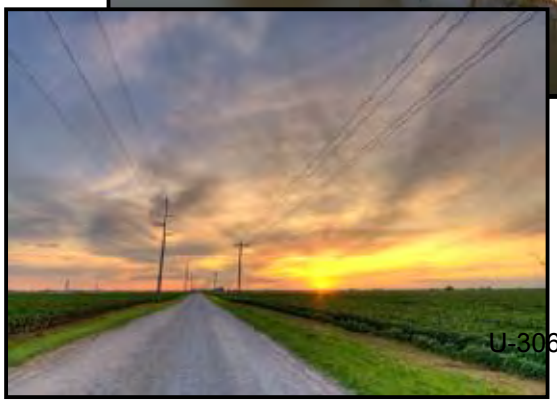
NEPA 404 Merger Briefing September 2011

Potential Alternatives

- No-Action Alternative (separate population and employment scenarios)
- Transportation Alternatives (various modes, locations, improving existing facilities or new facilities)
- Alternatives generated by stakeholder input and technical analysis
- Alternatives will be measured by how they meet transportation needs as well as how they address environmental impacts

Potential Key Environmental Issues

- Agriculture
- River and stream crossings
- Indirect /cumulative impacts
- Protected lands
- Community, natural resource, and cultural resource issues



ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

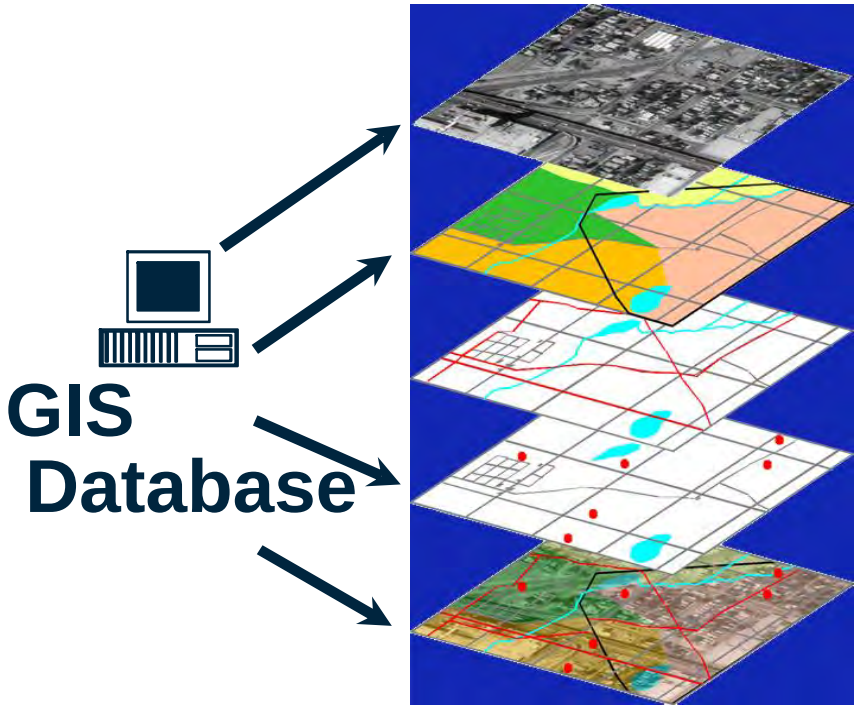
Geographic Information Systems Database and Planned Use

Illinois Department of Transportation

GIS Database for Illiana Corridor Study

- Geographic Information System
  - Comprehensive Database including
    - Study Area Mapping
    - Aerial Photography
    - Existing Resources
  - Use
    - Alternatives Impact analysis
    - Preparing Maps and Exhibits
    - Data Management

Generic GIS Map Overlay Process



Mapping Layers

- Vegetation
- Land Use

- Municipal Boundaries
- Sensitive Habitats
- Contamination
- Soils

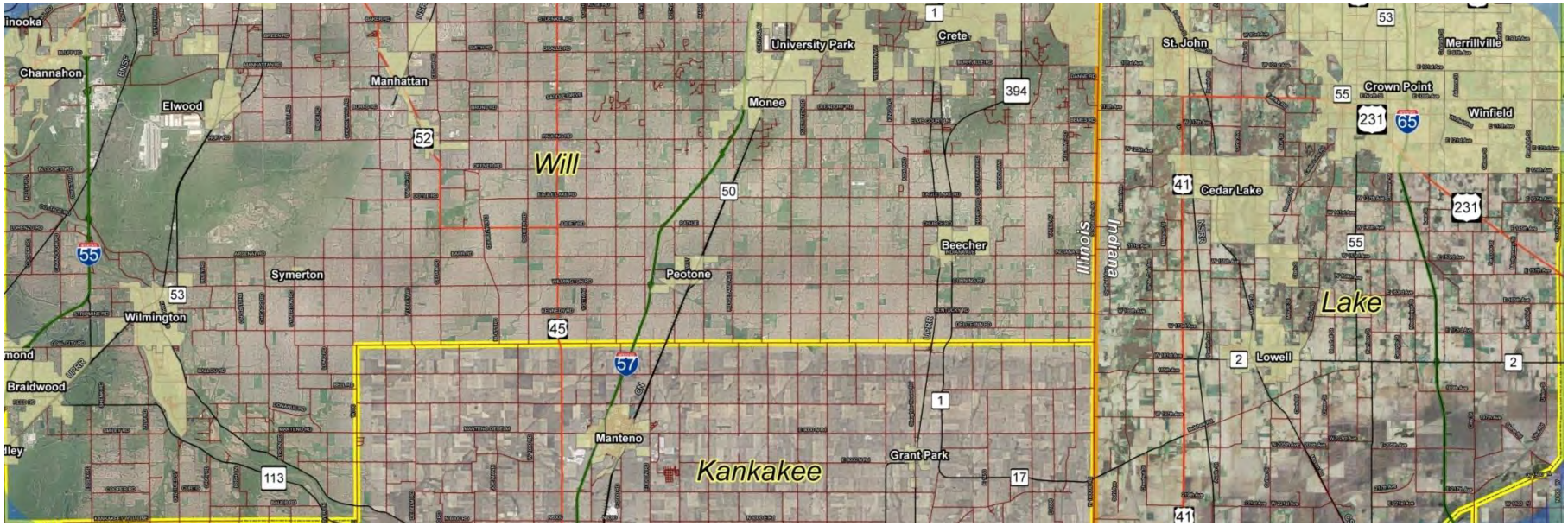
- Roads
- Gas Pipelines
- Transmission Lines

- Existing Gas Wells
- Existing Water Wells
- Residences

Associated Data Tables

Data Boundary

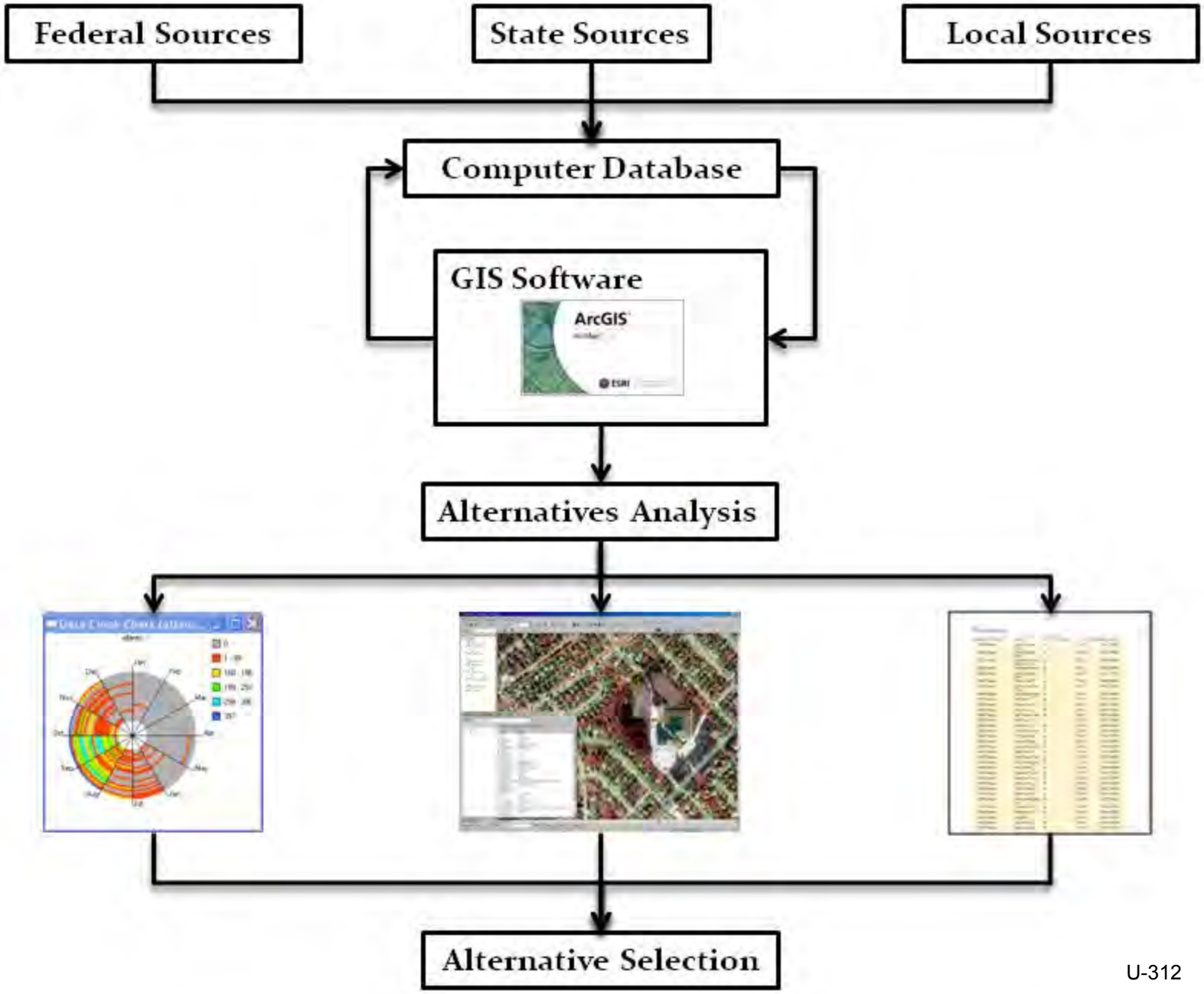
- Will & Kankakee Counties, IL
- Lake County, IN



Existing Data Sources

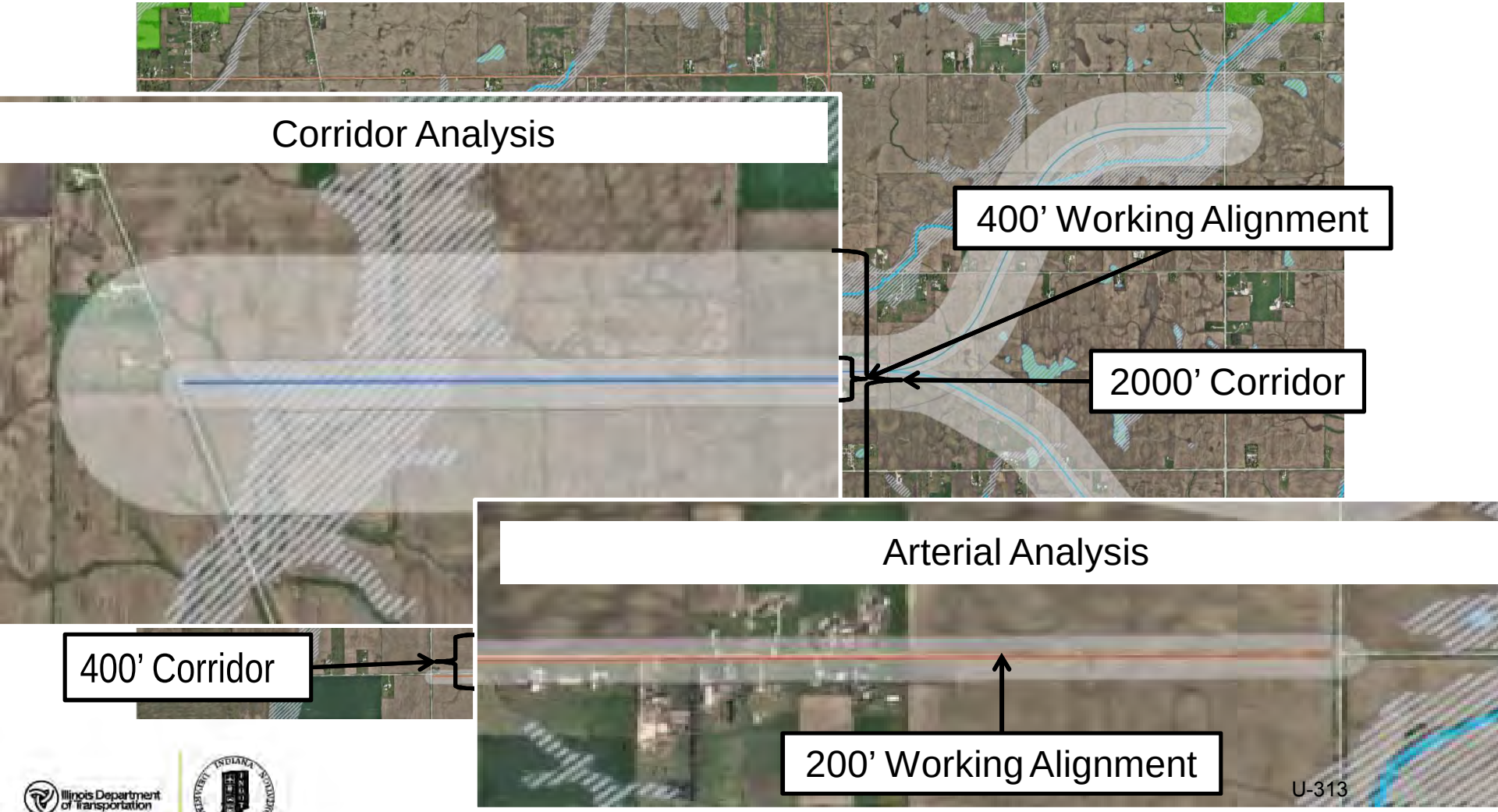
- Department of Interior, U.S. Fish and Wildlife Service
- Kankakee Area Transportation Study (KATS)
- Federal Emergency Management Agency (FEMA)
- Illinois Department of Agriculture (IDA)
- Illinois Department of Natural Resources (IDNR)
- Indiana Department of Natural Resources (IDNR)
- Indiana Department of Environmental Management (IDEM)
- Illinois State Geological Survey (ISGS)
- Illinois Environmental Protection Agency (IEPA)
- Illinois Historic Preservation Agency (IHPA)
- United States Geological Survey (USGS)

GIS Data Flow

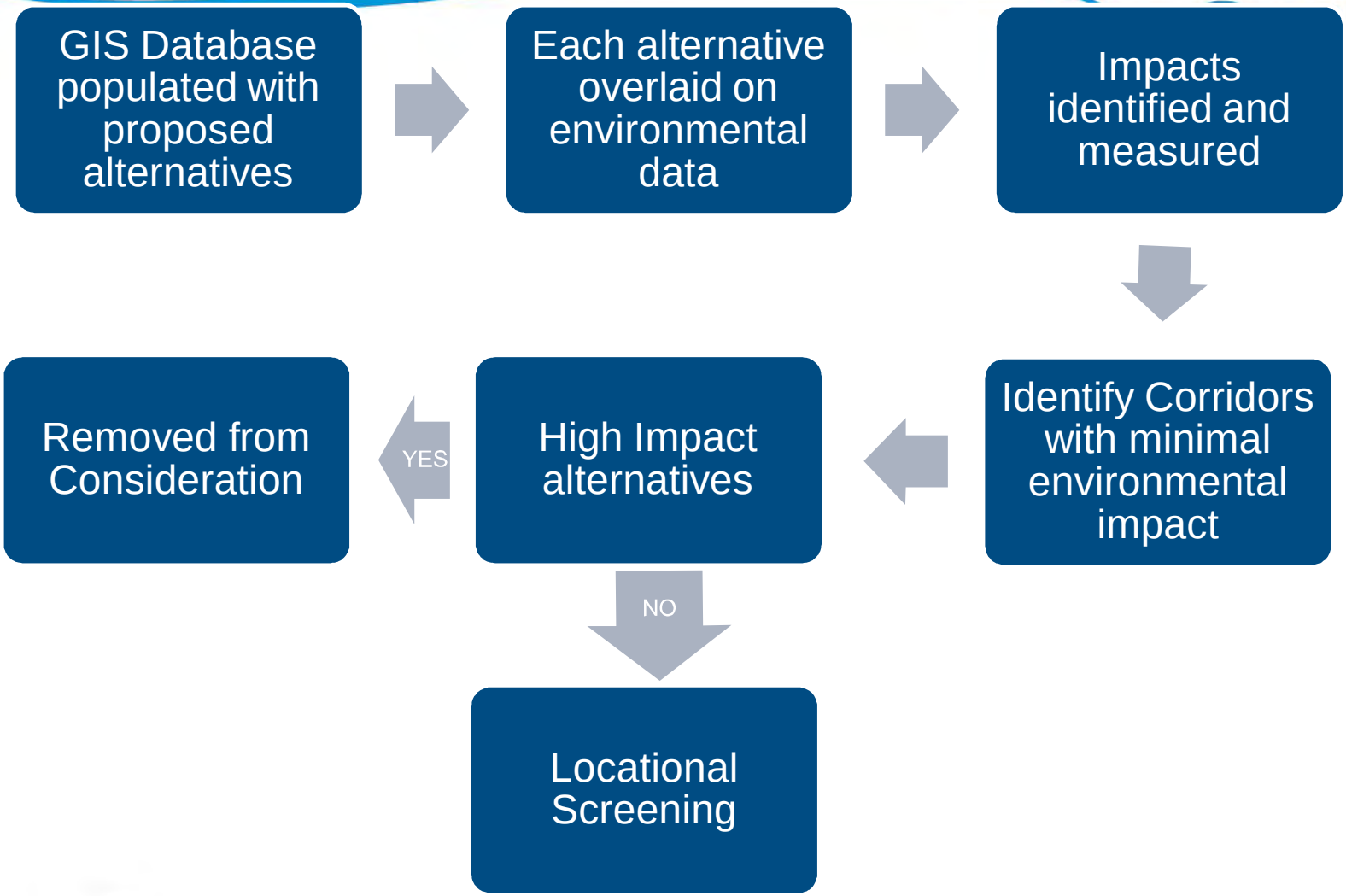


Alternative Layout Process

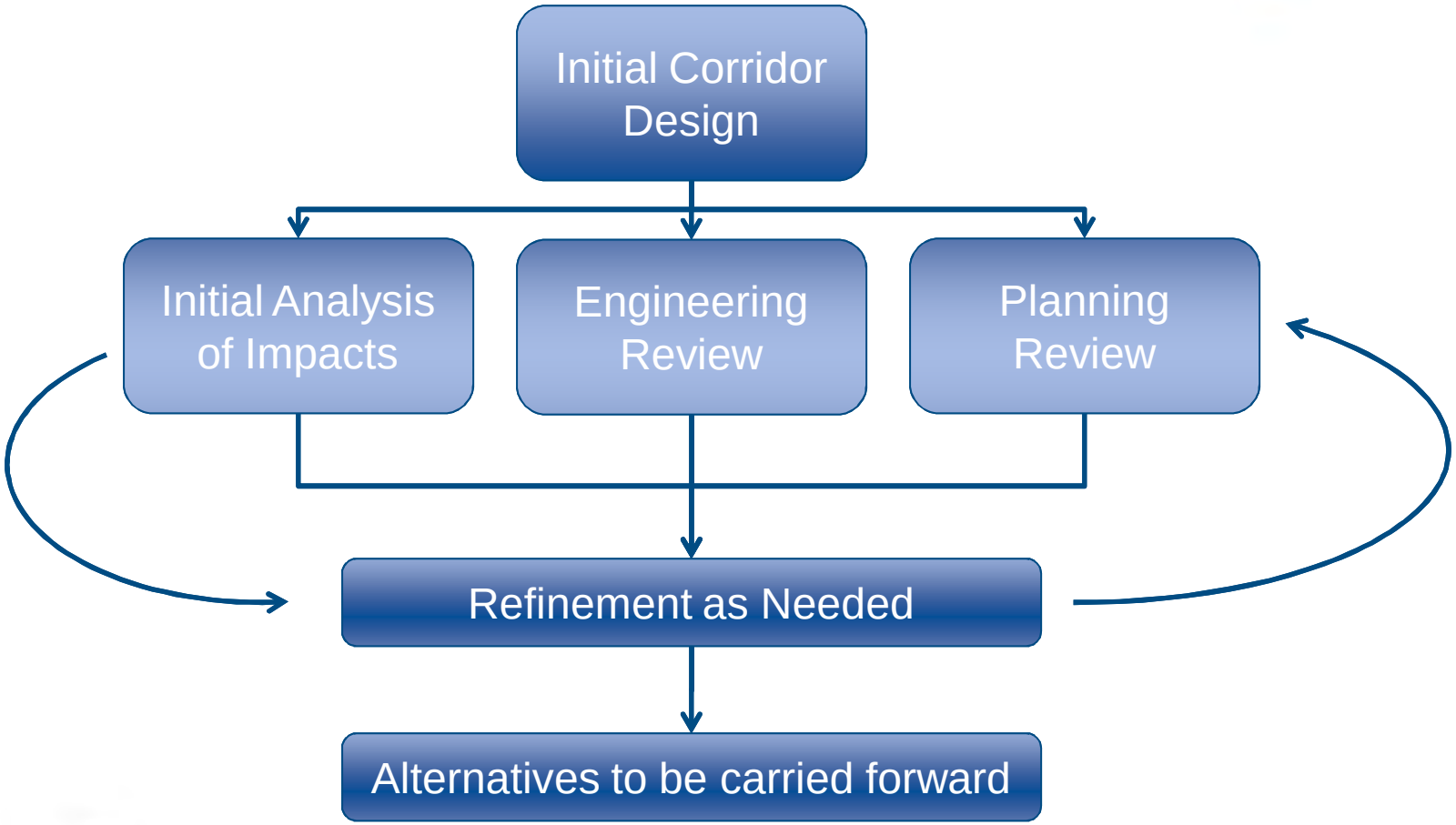
- Develop initial alternative corridors



Alternative Impact Measurement



Locational Screening



Affected Environment

- The Affected Environment chapter of the Draft Environmental Impact Statement (DEIS) describes the environmental and social resources in the study area that may be affected by the alternatives.
- ArcGIS software will be used to summarize resources, habitat, land cover, public lands, hazardous sites, and land use in the study area.
- Socioeconomic features such as population, employment and racial composition, political townships will also be used to measure alternative impacts.

Environmental Consequences Evaluation

Tier One

- Evaluation documents impacts of the finalist alternatives within the full study area
- Develop preferred corridor/s of 2,000 feet in width (varying in width at select locations).
- Data Quality control
  - Present maps to local agencies and public for verification of assets
  - Field check key resources within alternative corridor ranges

Environmental Consequences Evaluation

Tier Two

- Mapping is confined to the corridor selected in Tier One
- Detailed environmental evaluation, including field surveys, is conducted on corridor identified in Tier One
- Mapping is provided at a higher resolution

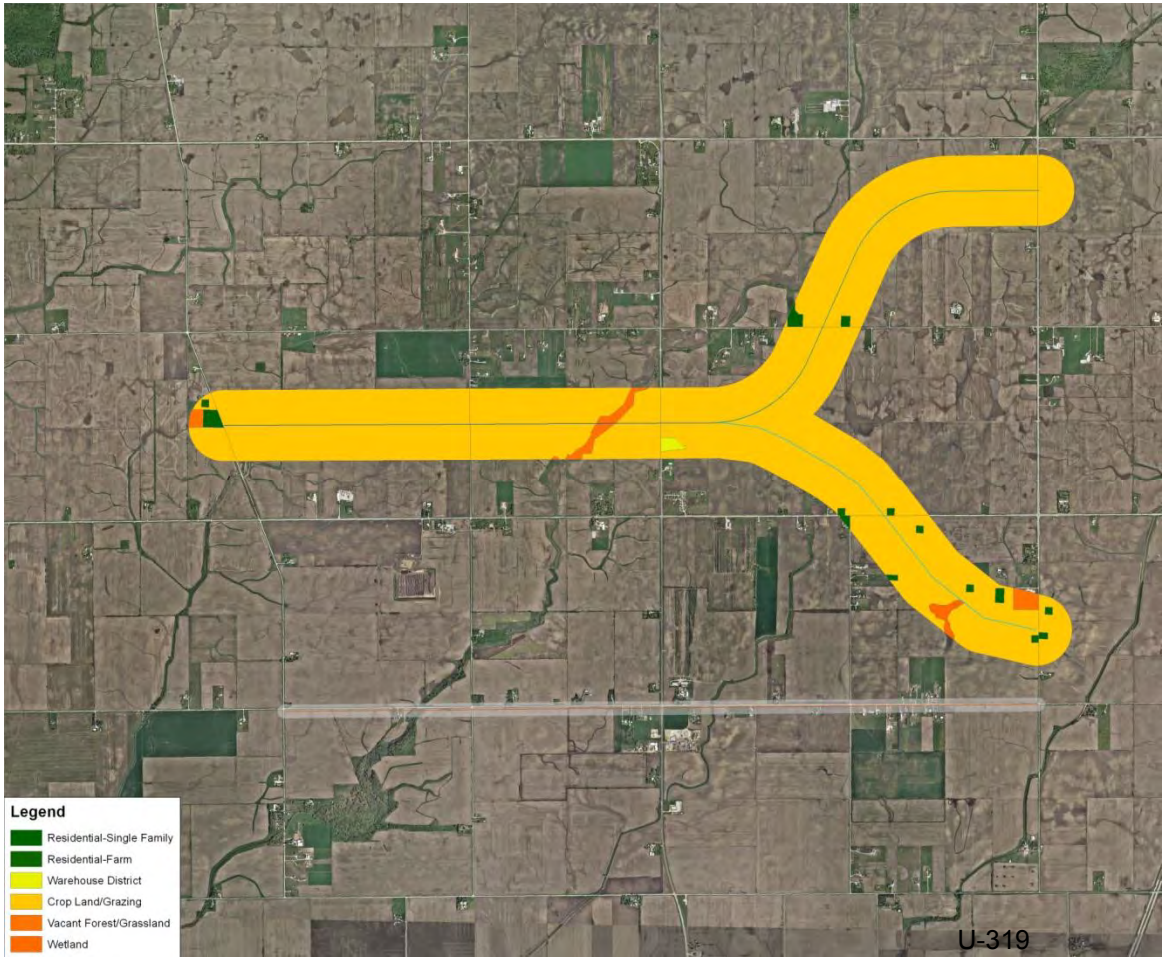
Methodology for Analysis (Pilot)

- Example of areas of analysis included in the Impact Rating System (quantified):

Land Cover/Use

Agricultural (acres)

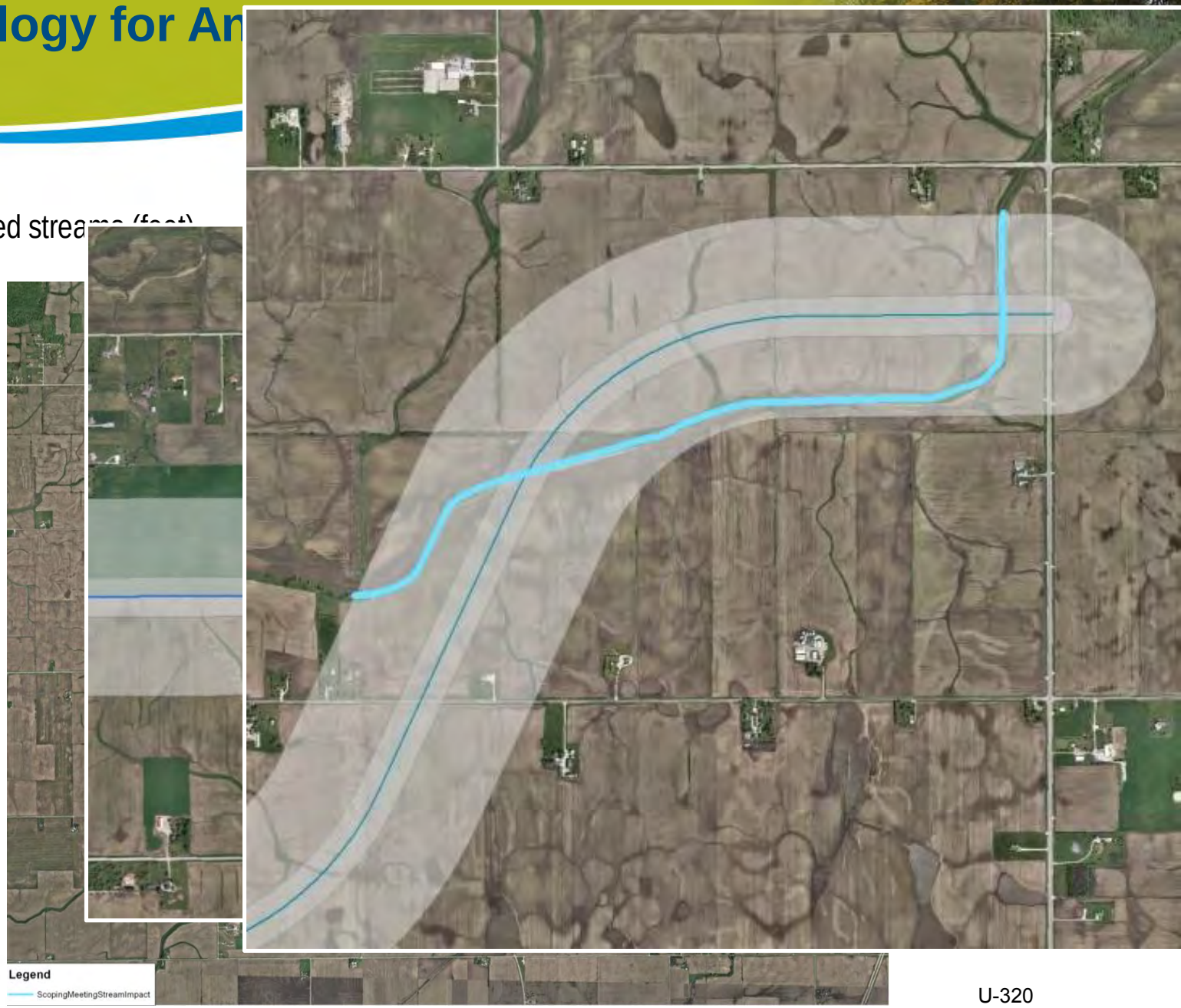
LANDUSE	Shape Area (acres)
1110 Residential - Single Family Total	35.92
1120 Residential Farm Total	6.99
1430 Warehouse District Total	4.68
2100 Crop/Grazing Land Total	7347.98
4110 Vacated Forest/Grassland Total	46.29
4120 Wetland Total	10.29
Grand Total	7,452.15



Methodology for An

Streams

Length of classified streams (feet)



Illinois Department of Transportation

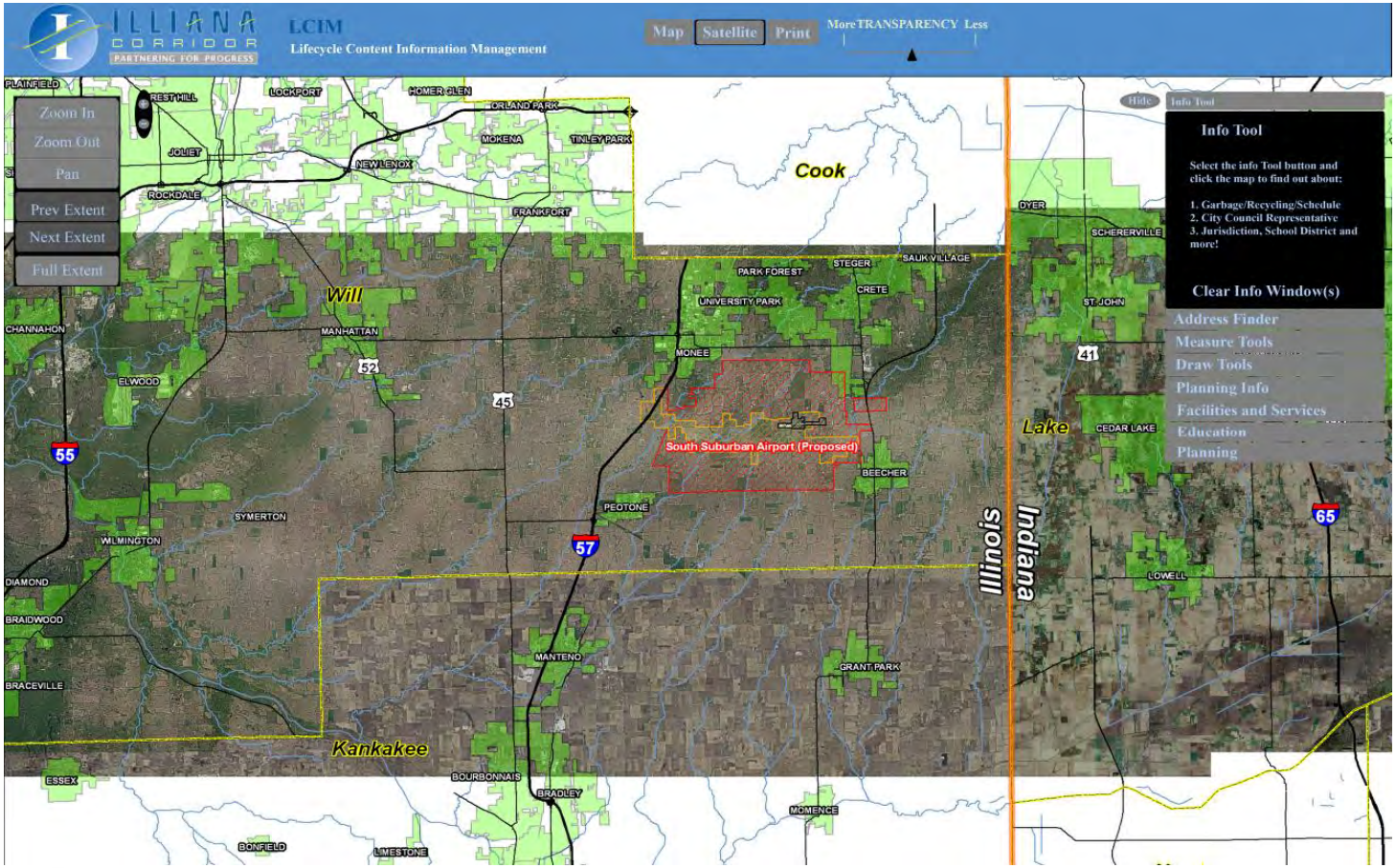
U-320

Environmental Impact Tabulation Example

Illiana Corridor		AC 1		AC 1A		AC 1B		Arterial	
Environmental Impact Analysis		Corridor	Working Alignment	Corridor	Working Alignment	Corridor	Working Alignment	Corridor (Not Calculated)	Working Alignment
DRAFT MATRIX	**Corridor Designation**								
	Length (miles)								
	Facility Type	Access Controlled		Access Controlled		Access Controlled		Arterial	
	As of Date								
Land Cover / Use	**Total Acres**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**		**N/A**
Agricultural	Acres								
Forested	Acres								
Urban	Acres								
Other (Waters & Wetlands)	Acres								

Data Availability for review

Web based mapping and analysis tools



GIS Pilot Workshop

The GIS team is available to host a GIS Pilot workshop on request.

ILLIANA CORRIDOR

PARTNERING FOR PROGRESS

Agency Scoping Meeting

What's Next for You

Illinois Department of Transportation

Proposed Bi-State Agency Coordination Program

- Informal contacts during data gathering
- NEPA/Section 404 Concurrence Points:
  - Purpose and Need
  - Alternatives to be carried forward for detailed study (DEIS)
  - Preferred Alternative
- Interagency field trip during alternatives screening
- Remote participation available via conferencing technology

Needed from You

- Scoping letter addressing your agency's perspective on:
  - Environmental issues
  - Project alternatives
  - Bi-state agency coordination
- Response to letter requesting cooperating or participating agency involvement.
- Provide both by July 29, 2011 to:

Kesti Susinskas
IDOT, PMC Project Manager
201 West Center Court
Schaumburg, IL 60196

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Questions?

Illinois Department of Transportation

Interstate 55 Study at Lorenzo Road and Illinois Route 129

404 Merger Meeting
June 28, 2011

Illinois Department of Transportation

benesch

Goal

To request concurrence on preferred alternative

Illinois Department of Transportation

benesch

Summary of Alternatives

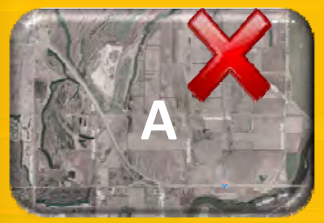
Three Sets of Alternatives (plus “no-build”)

Illinois Department of Transportation

benesch

History of Range of Alternatives

A	B	C	D
No Build	New IL 129 interchange; North Lorenzo ramps closed	Improvements at both interchanges	New IL 129; Lorenzo Rd closed entirely



LEGEND

Eliminated from further consideration

Still under consideration

Public Meeting #2

Goal: to present alternatives to be carried forward B, C-2, C-3 and D

- 73 attendees
- 27 comments :
  - No support for B or D with Lorenzo closed
  - All wanted interchange closer to Lorenzo

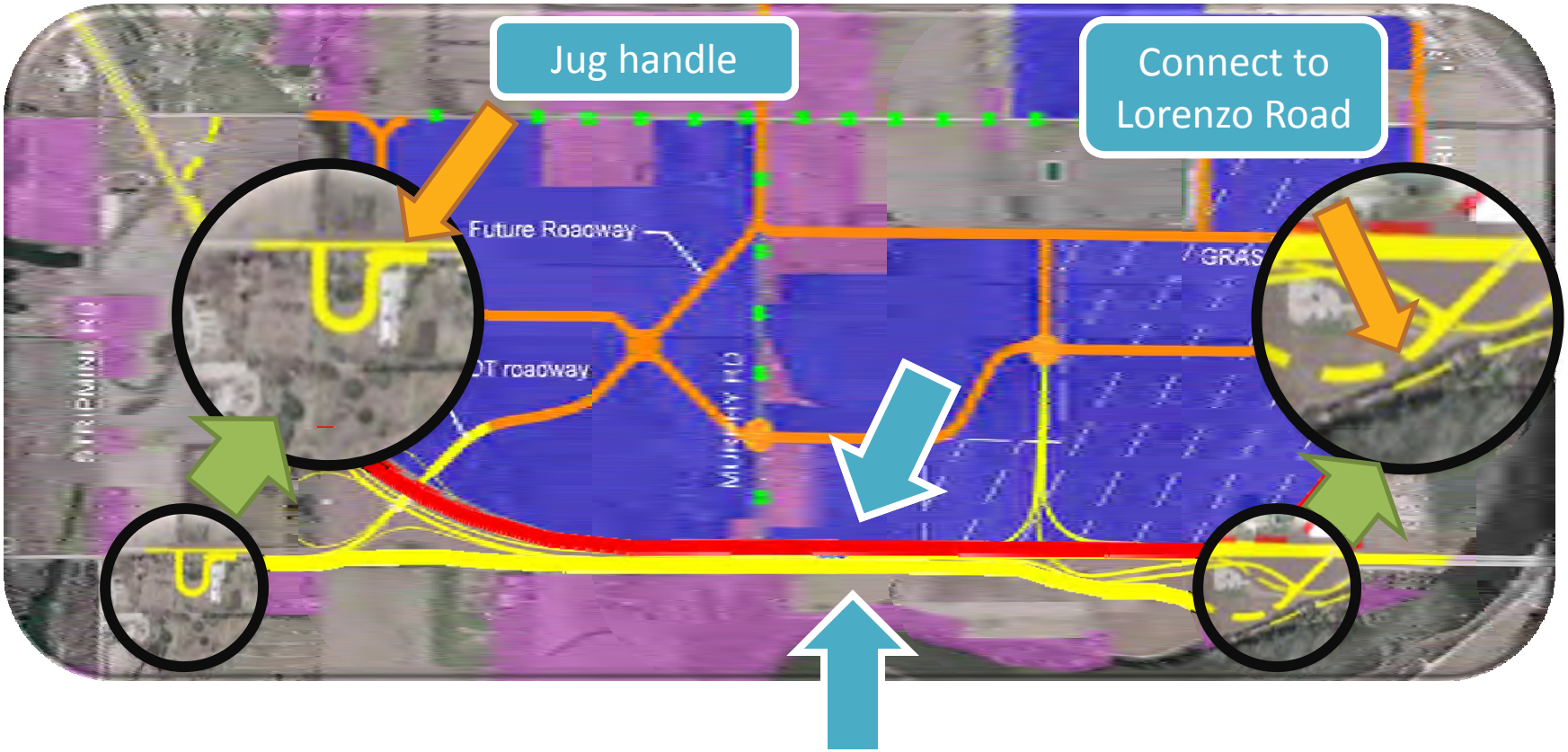
Illinois Department of Transportation

benesch

New Alternative C-5

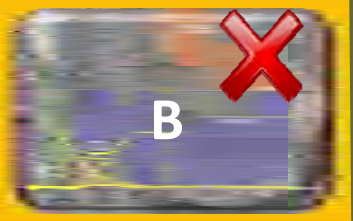
Watch Closely

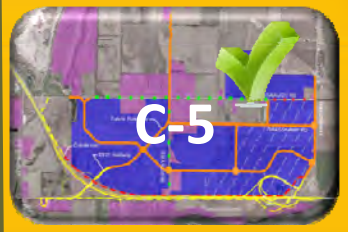
Internal and Frontage Road Plans



Final Range of Alternatives

A	B	C	D
No Build	New IL 129 interchange; North Lorenzo ramps closed	Improvements at both interchanges	New IL 129; Lorenzo Rd closed entirely





LEGEND

- Eliminated from further consideration
- Still under consideration

Public Meeting #3 – April 2011

Goal: to introduce new alternative C-5

- 90 attendees
- 31 comments – 21 with a preference:
  - 18 support C-5 (strong support)
  - Will County, Villages of Diamond, Wilmington and Coal all support C-5
  - 3 prefer C-2/C-3
  - 1 supports the no build

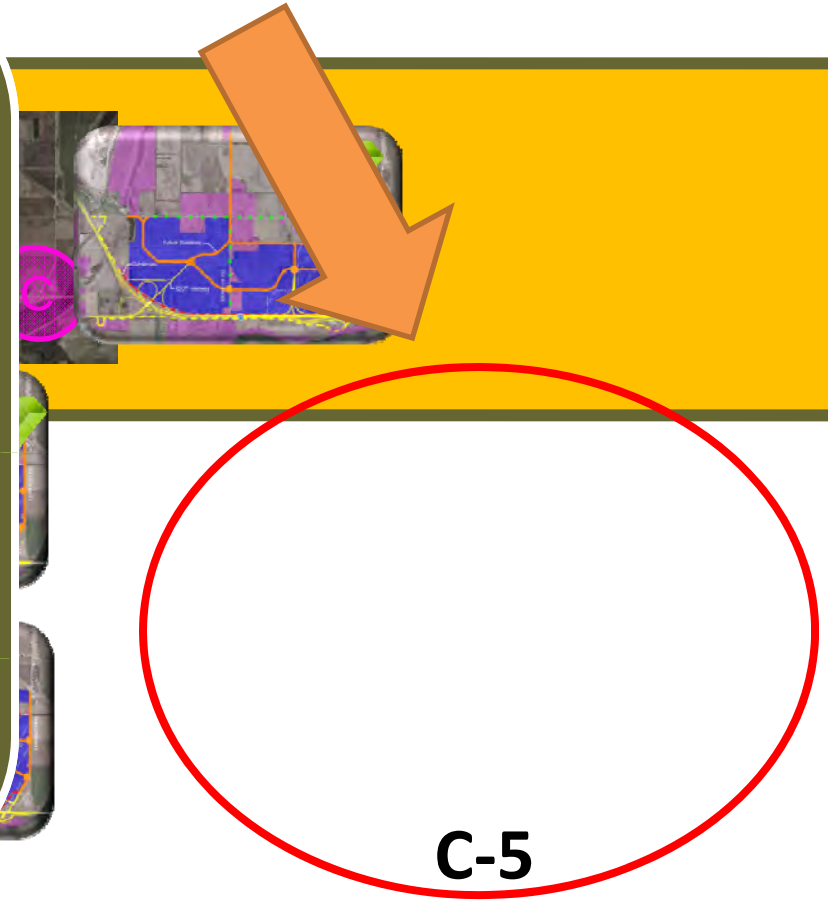
Preferred Alternative Selection

Criteria	C-2	C-3	C-5
Potential wetland impacts (acres)	10.28	10.28	10.28 (+4.4 non-wetland pond)
Potential Floodplain impacts (acres)	4.4	7.05	4.4
Potential Prime Farmland Soil Impacts (acres)	59.17	56.48	65
Potential noise receptors	15	13	13
Potential threatened and endangered (T&E) species impact	None	None	None
Number of homes to be acquired	1	2	1
Number of businesses to be acquired	1	1	1
Residential wells impacted	12	12	12
Est. Right of Way Required	85 acres	85 acres	132 acres

Preferred Alternative

Justification:

- Includes entrance/exit as close to existing Lorenzo as possible (least adverse travel)
- Preserves Lorenzo as Dresden evacuation route
- Preserves existing Lorenzo bridge
- Features strongest public support, including adjacent local agencies
- Eliminates north ramps adjacent to Kankakee River (Riparian buffer)
- Similar environmental impacts on all three alternatives – not a discriminator



Preferred Alternative Concurrence Request

I-55: IL RTE 113 (Coal City Road) to Lorenzo Road
IDOT Project No.: P-91-190-07

Prepared by:
Alfred Benesch & Company

May 23, 2011

benesch Project No. 3920

3. ALTERNATIVES

This section documents the process utilized to develop those reasonable alternatives that can accomplish the Purpose and Need for Interstate 55 between Illinois Route 113 (Coal City Road) and Lorenzo Road (Will County Highway 80). This section also documents those alternatives that were identified as "Alternatives to be Carried Forward" as part of the Concurrent NEPA/404 Process.

The principal features of each alternative are presented. A complete engineering description of each alternative will be provided in the Combined Design Report (CDR) prepared for this project.

In addition to the No-Action Alternative, there are, in general, three sets of reasonable alternatives and these are described in Table 3-1 below. With the exception of the No-Action Alternative, some of the alternatives have several interchange options (Sub-Alternates) that have been developed for evaluation.

Table 3-1
Range of Alternatives

Alternative	Description
A. No Build	No improvements within study area beyond routine maintenance. Required to be Carried Forward.
B. Improve IL-129 interchange	Address safety/operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129. Lorenzo Road interchange ramps to and from the north are closed. Ramps to and from the south remain open with no major capacity improvements.
C. Improve IL-129 and Lorenzo Rd. interchanges (Includes geometric sub-alternates C-1 through C-5)	Address safety/operational deficiencies at IL-129 and provide additional capacity via new western access at IL-129. Provide additional capacity via an improved Lorenzo Road interchange.
D. Combined Interchange	Combine the IL-129 and Lorenzo Road interchanges into a single interchange that provides additional capacity and addresses existing safety and operational issues.

3.1 Alternative A: No-Action Alternative

The No-Action Alternative would include routine maintenance improvements such as rehabilitating the pavement, structures and interchanges along I-55 within the project limits. The No-Action Alternative would not include any capacity improvements at the interchanges and would not include any reconfiguration of the I-55/IL-129 interchange.

The Purpose and Need for this project identifies the need to improve safety at the I-55/IL-129 interchange. The current configuration of the I-55/IL-129 interchange contributes to the crash experience at this interchange.

The Purpose and Need for this project also identifies future access-related capacity deficiencies between I-55 and the surrounding area that are a result of both planned and forecasted development in the study area and its surroundings. The Purpose and Need identifies the need to provide improved access and interchange capacity to service the projected traffic volumes.

The No-Action Alternative does not change the configuration of the I-55/IL-129 interchange and does not provide improved access or interchange capacity at either the I-55/IL-129 interchange or the I-55/Lorenzo Road interchange. The No-Action Alternative will result in increased congestion and delays and will not improve safety at the IL-129 interchange. Therefore, the No-Action Alternative does not satisfy the Purpose and Need for the improvement. The No-Action Alternative will be carried forward in accordance with the National Environmental Policy Act (NEPA) requirements.

3.2 Build Alternatives

In developing the alternatives and their sub-alternates, primary consideration was given to those sub-alternates that satisfied the project's Purpose and Need and either avoided impacts altogether, or minimized impacts to as great an extent as possible. Interchange evaluations started with least impact/ lowest cost and were increased in complexity and scope until a particular geometric Sub-Alternate met the Purpose and Need for the project (i.e. met traffic operations/level of service requirements, capacity demands and improved safety at the IL-129 interchange.)

<u>Common Elements</u>

Several common elements have been developed that apply to all of the "Build Alternatives" (Alternatives B, C, and D). These elements are:

- *Kankakee River Structure*: At this time, there are no alternatives carried forward that impact the I-55 Kankakee River structures, which are at the north end of the project corridor.

- *I-55 Drainage Ditch (Gartke property)*: All of the alternatives would improve the existing, highly eroded drainage ditch that carries stormwater from I-55 and a large tributary area of undeveloped land west of I-55 to the Kankakee River.

- *Roadway Connectivity (North-South Arterial):* The distribution/warehousing and commercial development (RidgePort) associated with the proposed Burlington Northern Santa Fe (BNSF) intermodal facility is zoned in the City of Wilmington. In developing the various alternatives, connectivity between the improved interchange(s) on I-55 and Lorenzo Road via a proposed arterial roadway was coordinated with Will County and the City of Wilmington. The location of this arterial, and therefore the distribution of traffic, will vary by alternative. The evaluation process to assess direct impacts for each alternative encompasses both the interchange(s) and their connection to the development's arterial roadway network.

Traffic Assumptions

Year 2030 traffic forecasts have been developed and concurred with by the Chicago Metropolitan Agency for Planning (CMAP). Detailed peak hour forecasts were developed based on a combination of area wide growth (background growth) and traffic estimates for the proposed RidgePort Logistics Center and BNSF Intermodal.

Each alternative includes improvements at different interchanges. As such, the distribution of traffic at the interchanges will vary for each alternate. In evaluating the traffic operations at each interchange, different assumptions were made as to the internal circulation and distribution of traffic based upon the proposed configuration of the access ramps for that particular option. 100% of the intermodal facility traffic (which represents the majority of truck traffic) was assumed to utilize the IL-129 interchange, as this provides the closest and most direct route from the proposed intermodal access location (Murphy Road north of Kavanaugh Road). These assumptions are provided below in Table 3-2:

Table 3-2
Distribution of Traffic by Alternative

Alternative	% Commercial Traffic	% Warehouse Traffic	% Intermodal Traffic
B. Improve IL-129 interchange only			
IL-129 Interchange Distribution	50%	100%	100%
Lorenzo Road Distribution	50%	0%	0%
C. Improve IL-129 and Lorenzo Rd. interchanges (Includes geometric sub-alternates C-1 through C-5)			
IL-129 Interchange Distribution	50%	50%	100%
Lorenzo Road Distribution	50%	50%	0%
D. Combined Interchange	100%	100%	100%

It should be noted that Alternative C consists of improvements to both the IL-129 and Lorenzo Road interchanges and therefore provides for the most flexibility in interchange design since traffic is distributed across both interchanges. As such, Alternative C has

five (5) geometric sub-alternates (C-1 through C-5) that provide different options for the IL-129 interchange. Because of the close proximity of the Kankakee River to the existing Lorenzo Road interchange, improvements to the Lorenzo Road interchange required development of an offset alignment whereby exit and entrance ramps to Lorenzo Road are shifted to the south to avoid direct impacts to the Kankakee River.

3.2.1 Alternative B: Improved Free-Flow IL-129 Interchange

Alternate B is a full free-flow interchange at IL-129 with the exception of an at-grade intersection between the northbound exit ramp at IL-129, where free flow is not required (see Exhibit 3-1.) The Lorenzo Road interchange is modified to eliminate access to and from the north (removal of southbound off ramp and northbound on ramp.) This eliminates the potential for these traffic movements to interfere with the through traffic on I-55 in the future, resulting in backups or slowing of through traffic. On Lorenzo Road, turn lane channelization on the remaining ramps (right and left-turn lanes) and signalizing the ramp junctions are proposed. Reconfiguration of local roadways to direct truck traffic to use the IL–129 interchange would be required to make this sub-alternate viable.

While Alternative B meets the Purpose and Need for the project, Alternative B results in approximately 4.5 miles of adverse travel for existing traffic on Lorenzo Road destined for I-55 to the north. The adverse travel route also requires traffic to travel through the RidgePort Development in order to access I-55. This will result in passenger car traffic, not destined for the development, traveling through an area with a high percentage of truck traffic associated with the intermodal and warehousing/distribution facilities. As a result, Alternative B was negatively viewed by a vast majority of the public in attendance at the September 16, 2009 public meeting where the alternatives were presented.

Alternative B creates a larger footprint at IL-129, requires more right-of-way and has a larger number of residential relocations than Alternative C.

Based on these factors, Alternative B was eliminated from further consideration at the September 9, 2010 NEPA/404 Merger meeting. (see evaluation matrix).

3.2.2 Alternative C: Improve IL-129 and Lorenzo Road Interchanges
Sub-Alternate C-1: IL-129- Standard Diamond
Lorenzo Road- Non-Traditional Modified Trumpet

This alternative consists of improvements to both the IL-129 and Lorenzo Road interchanges. Because of the close proximity of the Kankakee River to the existing Lorenzo Road interchange, improvements to the Lorenzo Road interchange required development of either an offset alignment, whereby Lorenzo Road is shifted to the south to avoid direct impacts to the Kankakee River, or development of all entrance and exit ramps south of existing I-55 (see Exhibit 3-2). As a result, Sub-Alternates (C-1 through C-4) would require a slightly

different roadway network from Alternative B as part of the intermodal facility and associated development.

The IL-129 interchange is improved to a standard diamond interchange. IL-129 is improved to consist of two through lanes in each direction. Dual eastbound to northbound left turn lanes and right turn lanes are provided at the west intersection ramp intersection. The east ramp terminal consists of left and right-turn lanes. Both ramp terminals at IL-129 would be signalized.

Lorenzo Road would be improved with a non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp. Because of the proximity of the Kankakee River to the existing Lorenzo Road interchange, improvements to Lorenzo Road involve development of an offset alignment whereby Lorenzo Road is shifted to the south to create an interchange that does not, at a preliminary level, result in impacts to the Kankakee River. While this sub-alternate avoids impacts to the Kankakee River, it does result in a small distance of adverse travel (approximately 1.5 miles for traffic destined to the north) and like Alternative B, results in passenger car traffic not destined for the development traveling through an area with a high percentage of truck traffic associated with the intermodal and warehousing/distribution facilities.

While Sub-Alternate C-1 meets the overall purpose and need for the project, the diamond interchange configuration at IL-129 with traffic signal controlled ramp junctions has the potential to breakdown operationally as a result of small fluctuations in truck traffic or signal operations. The forecasted land uses for this area will have high volumes of truck traffic. A sensitivity analysis of the capacity analysis conducted for this interchange indicates that small fluctuations (5%) in the distribution of development traffic or acceleration delays at the signalized ramp junction intersections can change the level of service for some movements to LOS "D". Increasing storage lengths to account for potential fluctuation in truck traffic would require an increased distance between ramp intersections on IL-129. This would shift the northbound ramps further east resulting in additional wetland impacts.

Therefore, in order to protect the I-55 mainline from any potential disruption from ramp queues onto the mainline as well as protecting the flow of traffic on IL-129 from breaking down between the ramp intersections, Sub Alternate C-1 was not carried forward for further evaluation after the September 9, 2009 NEPA/404 Merger meeting.

3.2.3 Alternative C: Improve IL-129 and Lorenzo Road Interchanges
Sub-Alternate C-2: IL-129- Loop Partial Cloverleaf
Lorenzo Road- Non-Traditional Modified Trumpet

IL-129 is improved to consist of a partial cloverleaf (parclo) that accommodates the heaviest movement which is eastbound IL-129 to NB I-55 with a free flow ramp. The free flow ramp will be a single lane ramp that would form an auxiliary

lane to be carried to the Lorenzo Road interchange. The other ramps would be single lane with a standard entrance or exit terminal. This alternative also allows for the WB IL-129 to NB I-55 movement to be a free flow design exiting IL-129 (see Exhibit 3-3).

Lorenzo Road is improved to consist of a non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp (same as C-1).

Because of the proximity of the Kankakee River to the existing Lorenzo Road interchange, improvements to Lorenzo Road involve development of an offset alignment whereby Lorenzo Road is shifted to the south to create an interchange that does not, at a preliminary level, result in impacts to the Kankakee River. While this sub-alternate avoids impacts to the Kankakee River, it does result in a small distance of adverse travel (approximately 1.5 miles for traffic destined to the north) and like Alternative B, results in passenger car traffic not destined for the development traveling through an area with a high percentage of truck traffic associated with the intermodal and warehousing/distribution facilities.

Sub-Alternate C-2 meets the purpose and need for the project and a preliminary environmental screening does not identify any "fatal flaws" or greater impacts relative to the other alternatives. Sub Alternate C-2 was carried forward for further evaluation after the September 9, 2009 NEPA/404 Merger meeting.

3.2.4 Alternative C: Improve IL-129 and Lorenzo Road Interchanges Sub-Alternate C-3: IL-129 - Two Quadrant Cloverleaf Lorenzo Road- Non-Traditional Modified Trumpet

IL-129 is improved to consist of a two-quadrant partial cloverleaf. A partial cloverleaf on the south side of the interchange will provide free flow movements for the northbound entrance and southbound exit ramps, which are the two major movements projected at this interchange (see Exhibit 3-4).

Lorenzo Road is improved to consist of a non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp (same as C-1).

Because of the proximity of the Kankakee River to the existing Lorenzo Road interchange, improvements to Lorenzo Road involve development of an offset alignment whereby Lorenzo Road is shifted to the south to create an interchange that does not, at a preliminary level, result in impacts to the Kankakee River. While this sub-alternate avoids impacts to the Kankakee River, it does result in a small distance of adverse travel (approximately 1.5 miles for traffic destined to the north) and like Alternative B, results in passenger car traffic not destined for the development traveling through an area with a high percentage of truck traffic associated with the intermodal and warehousing/distribution facilities.

Sub-Alternate C-3 meets the purpose and need for the project and a preliminary environmental screening does not identify any "fatal flaws" or greater impacts

relative to the other alternatives. Sub Alternate C-3 was carried forward for further evaluation after the September 9, 2009 NEPA/404 Merger meeting.

3.2.5 Alternative C: Improve IL-129 and Lorenzo Road Interchanges Sub-Alternate C-4: IL-129- Free flow Interchange Lorenzo Road- Non-Traditional Modified Trumpet

IL-129 is improved to consist of a full free–flow interchange, with the exception of an at-grade intersection between the northbound exit ramp at IL-129, where free flow is not warranted (see Exhibit 3-5).

Lorenzo Road is improved to consist of a non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp (same as C-1).

Because of the proximity of the Kankakee River to the existing Lorenzo Road interchange, improvements to Lorenzo Road involve development of an offset alignment whereby Lorenzo Road is shifted to the south to create an interchange that does not, at a preliminary level, result in impacts to the Kankakee River. While this sub-alternate avoids impacts to the Kankakee River, it does result in a small distance of adverse travel (approximately 1.5 miles for traffic destined to the north) and like Alternative B, results in passenger car traffic not destined for the development traveling through an area with a high percentage of truck traffic associated with the intermodal and warehousing/distribution facilities.

Sub-Alternate C-4 meets the purpose and need for the project. However, the provision of both a free-flow interchange at IL-129 and an improved interchange at Lorenzo Road creates additional capacity that is beyond what is required to accommodate the forecasted traffic. This additional capacity results in additional property acquisition impacts and a higher number of residential relocations than Sub-Alternates C-2, C-3 and Alternative B. Sub-Alternate C-4, with its free-flow design also has the highest relative cost compared to the other alternatives. Based on these factors, Sub-Alternate C-4 was eliminated from further consideration at the September 9, 2010 NEPA/404 Merger meeting. (see evaluation matrix).

3.2.6 Alternative C: Improve IL-129 and Lorenzo Road Interchanges Sub-Alternate C-5: IL-129- Loop Partial Cloverleaf Lorenzo Road- Modified Partial Cloverleaf

Sub-Alternate C-5 consists of a partial cloverleaf (parclo) on IL-129 that accommodates the heaviest movement which is eastbound IL -129 to NB I-55 with a free flow ramp. The free flow ramp will be a single lane ramp that would form an auxiliary lane to be carried to the Lorenzo Road interchange. The other ramps would be single lane with a standard entrance or exit terminal. This alternative also allows for the WB IL-129 to NB I-55 movement to be a free flow design exiting IL-129 (see Exhibit 3-6).

Lorenzo Road is improved to consist of a modified partial cloverleaf with all access to/from I-55 occurring via exit and entrance ramps located south of existing Lorenzo Road. This configuration eliminates the adverse travel impacts of the other C sub-alternates and still maintains the benefit of not directly impacting the Kankakee River. The existing southbound off ramp and northbound on-ramp would be removed. This sub-alternate does require some modifications to the bridge structure carrying Lorenzo Road over I-55.

Sub-Alternate C-5 meets the purpose and need for the project and a preliminary environmental screening does not identify any "fatal flaws" or greater impacts relative to the other alternatives. Sub Alternate C-5 was carried forward for further evaluation after the September 9, 2010 NEPA/404 Merger meeting.

3.2.7 Alternative D: Combined Interchange Improved Free-Flow IL-129 Interchange Closure of Lorenzo Road Interchange

Alternative D was developed as a single combined interchange as opposed to improvements at either the existing IL-129 or existing Lorenzo Road interchange. This alternative would result in the closure of the existing Lorenzo Road interchange and the IL–129 interchange. In developing the concept geometry with the constraint of limiting impacts to the Kankakee River resulted in the location of a combined interchange basically falling within the footprint of the existing IL-129 interchange (see Exhibit 3-7). Alternative D consists of the free-flow geometry of Alternative B with the addition of several multi-lane ramps to accommodate all of the forecasted traffic at a single interchange. Alternative D results in the complete closure and removal of the existing Lorenzo Road interchange. Alternative D configuration provides free flow in all directions and provides a through connection over I-55 from IL 129 through local roads to Lorenzo Road.

While Alternative D meets the Purpose and Need for the project for traffic capacity and safety, Alternative D results in approximately 4.5 miles of adverse travel for existing traffic on Lorenzo Road destined for I-55 to the north. The adverse travel route also requires traffic to travel through the RidgePort Development in order to access I-55. This will result in passenger car traffic, not destined for the development, traveling through an area with a high percentage of large truck traffic associated with the intermodal and warehousing/distribution facilities. Alternative D also has a higher number of residential relocations than the Sub-Alternates C-2 and C-3.

Based on these factors, Alternative D was eliminated from further consideration at the September 9, 2010 NEPA/404 Merger meeting. (see evaluation matrix).

3.3 Comparison of Alternatives

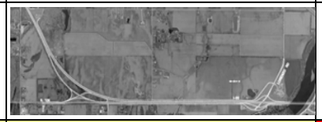
Table 3-3 (following) provides a diagram, description and key points for each of the alternatives. The table also provides a summary of the natural constraints and physical constraints to allow the alternatives to be compared.

3.4 Preferred Build Alternative

A public meeting was held on February 8, 2011 to introduce new Sub-Alternative C-5, which was developed in response to comments from the public. The public was asked to comment on alternatives to be carried forward C-2, C-3 and C-5. The new alternative C-5 is very well supported by the public, with 18 out of 21 comments favoring C-5, including support by Will County, the Village of Coal City and the City of Wilmington. Sub-Alternates C-2 and C-3, while providing adequate capacity, and addressing existing safety and operational deficiencies, result in larger impacts to adjacent residential properties, and require more right-of-way. They also result in adverse travel for existing traffic on Lorenzo Road, and therefore were not preferred by the majority of the public.

A recommendation for the Preferred Build Alternative C-5 will be presented at the June 2011 NEPA/404 Merger meeting.

Table 3-3: Comparison of Alternatives

Alternative	Alternative A: No-Build	Alternative B: Improve IL-129 Interchange	Alternative C: Improve IL-129 and Lorenzo Rd. Interchanges					Alternative D: Combined Interchange
Sub-Alternate			C-1	C-2	C-3	C-4	C-5	
Diagram								
NEPA/404 STATUS	CARRIED FORWARD	ELIMINATED	ELIMINATED	CARRIED FORWARD	CARRIED FORWARD	ELIMINATE	CARRIED FORWARD	ELIMINATED
Description	No improvements to I-55, IL-129 interchange or Lorenzo Road interchange except maintenance.	Alternate B-2 is a full free-flow interchange at IL-129, with the exception of an at-grade intersection between the northbound exit ramp at IL-129, where free flow is not warranted. Minimal operational improvements at the existing Lorenzo Road interchange consisting of turn lane channelization on the ramps (right and left-turn lanes) and signalizing the ramp junctions is assumed. Configuration of local roadways to direct truck traffic to use the IL – 129 interchange would be required to make this alternate viable.	IL-129: Standard diamond interchange with a dual eastbound to northbound left turn lane. The northbound entrance ramp would be designed as a two lane entrance ramp that would form an auxiliary lane which would be carried to the Lorenzo Road interchange. Lorenzo Road: Non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp.	IL-129: Partial cloverleaf (parclo) that accommodates the heaviest movement which is eastbound IL Rte 129 to NB I-55 with a free flow ramp. The free flow ramp will be a single lane ramp that would form an auxiliary lane to be carried to the Lorenzo Road interchange. The other ramps would be single lane with a standard entrance or exit terminal. This alternative also allows for the WB IL Rte 129 to NB I-55 movement to be a free flow design exiting IL Rte 129. Lorenzo Road: Non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp.	IL-129: Partial cloverleaf on the south side of the interchange which will provide free flow movements for the northbound entrance ramp and southbound exit ramps, which are the two major movements projected at this interchange. Lorenzo Road: Non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp.	IL-129: Full free-flow interchange at IL-129, with the exception of an at-grade intersection between the northbound exit ramp at IL-129 where free flow is not warranted. Lorenzo Road: Non-traditional split trumpet with an east to south free flow ramp and east to north flyover ramp.	IL-129: Partial cloverleaf (parclo) that accommodates the heaviest movement which is eastbound IL Rte 129 to NB I-55 with a free flow ramp. The free flow ramp will be a single lane ramp that would form an auxiliary lane to be carried to the Lorenzo Road interchange. The other ramps would be single lane with a standard entrance or exit terminal. This alternative also allows for the WB IL Rte 129 to NB I-55 movement to be a free flow design exiting IL Rte 129. Lorenzo Road: A modifed parclo with a EB to NB flyover entrance Ramp	Alternate D is a full free-flow interchange at IL-129, with the exception of an at-grade intersection between the northbound exit ramp at IL-129, where free flow is not warranted. This alternative includes closing the existing Lorenzo Road interchange. Configuration of local roadways to direct truck traffic to use the IL – 129 interchange would be required to make this alternate viable.
Key Points		• Safe acceleration distances for trucks entering I-55 • Improves safety at IL-129 • Free flow at IL-129 can handle all future traffic • Local traffic can no longer access I-55 at Lorenzo • Access changes for existing parcels at Lorenzo	• Traffic evenly split between two interchanges • Safe acceleration distances for trucks entering I-55 • Improves safety at IL-129 • Allows traffic to continue to enter/exit at relocated Lorenzo • Access changes for existing parcels at Lorenzo • Diamond at IL-129 can't support traffic	• Traffic evenly split between two interchanges • Safe acceleration distances for trucks entering I-55 • Improves safety at IL-129 • Allows traffic to continue to enter/exit at relocated Lorenzo • Parclo can support traffic at IL-129 • Substantial renovation of Lorenzo Road • Access changes for existing parcels at Lorenzo	• Traffic evenly split between two interchanges • Safe acceleration distances for trucks entering I-55 • Improves safety at IL-129 • Allows traffic to continue to enter/exit at relocated Lorenzo • Parclo can support traffic at IL-129 • Substantial renovation of Lorenzo Road • Access changes for existing parcels at Lorenzo	• Traffic evenly split between two interchanges • Safe acceleration distances for trucks entering I-55 • Improves safety at IL-129 • Allows traffic to continue to enter/exit at relocated Lorenzo • Parclo can support traffic at IL-129 • Substantial renovation of Lorenzo Road • Access changes for existing parcels at Lorenzo • Excess capacity at IL-129 with free flow design	• Traffic evenly split between two interchanges • Safe acceleration distances for trucks entering I-55 • Improves safety at IL-129 • Allows traffic to continue to enter/exit at Lorenzo Road • Parclo can support traffic at IL-129	• Safe acceleration distances for trucks entering I-55 • Improves safety at IL-129 • Free flow at IL-129 can handle all future traffic • Local traffic can no longer access I-55 at Lorenzo • Access changes for existing parcels at Lorenzo
Natural Environmental Constraints								
Potential wetland impacts (acres)	0	12.6	5.68	10.28	10.28	13.34	10.28 (+ 4.4 acre non-wetland pond)	6.31
Potential Floodplain	0	6.2	2.5	4.4	7.05	6.18	4.4	6.2
Potential Prime Farmland Soil Impacts (acres) (2)	0	39.08	48.74	59.17	56.48	76.62	65	39.08
Potential noise receptors	0	13	16	15	13	15	13	13
Potential threatened and endangered (T&E) species impact	n/a	Preliminary screenings conducted to date do not indicate presence of T&E species in impacted areas	Preliminary screenings conducted to date do not indicate presence of T&E in impacted areas	Preliminary screenings conducted to date do not indicate presence of T&E in impacted areas	Preliminary screenings conducted to date do not indicate presences of T&E species in impacted areas	Preliminary screenings conducted to date do not indicate presences of T&E species in impacted areas	Preliminary screenings conducted to date do not indicate presences of T&E species in impacted areas	Preliminary screenings conducted to date do not indicate presences of T&E species in impacted areas
Physical Constraints								
Number of homes to be acquired	0	2	0	1	2	2	1	2
Number of businesses to be acquired	0	0	1	1	1	1	1	0
Residential wells impacted	0	12	11	12	12	14	12	12
Est. Right of Way Required	0	145 Acres	72 Acres	85 Acres	85 acres	133 acres	132 acres	145 acres

NOTES:

1. Potential impacts include both proposed interchange and new arterial roadway (roadways shown in yellow on exhibits). Arterial roadway may be constructed by others as part of adjacent development.
2. Impacts to prime farmland and homes may not occur as large portions of this land are in the process of annexation and zoning to more intense land uses. Some residential properties are being purchased by developer.

Illinois Department of Transportation

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Exhibit 3-1: Alternative B

Exhibit 3-2: Alternative C-1

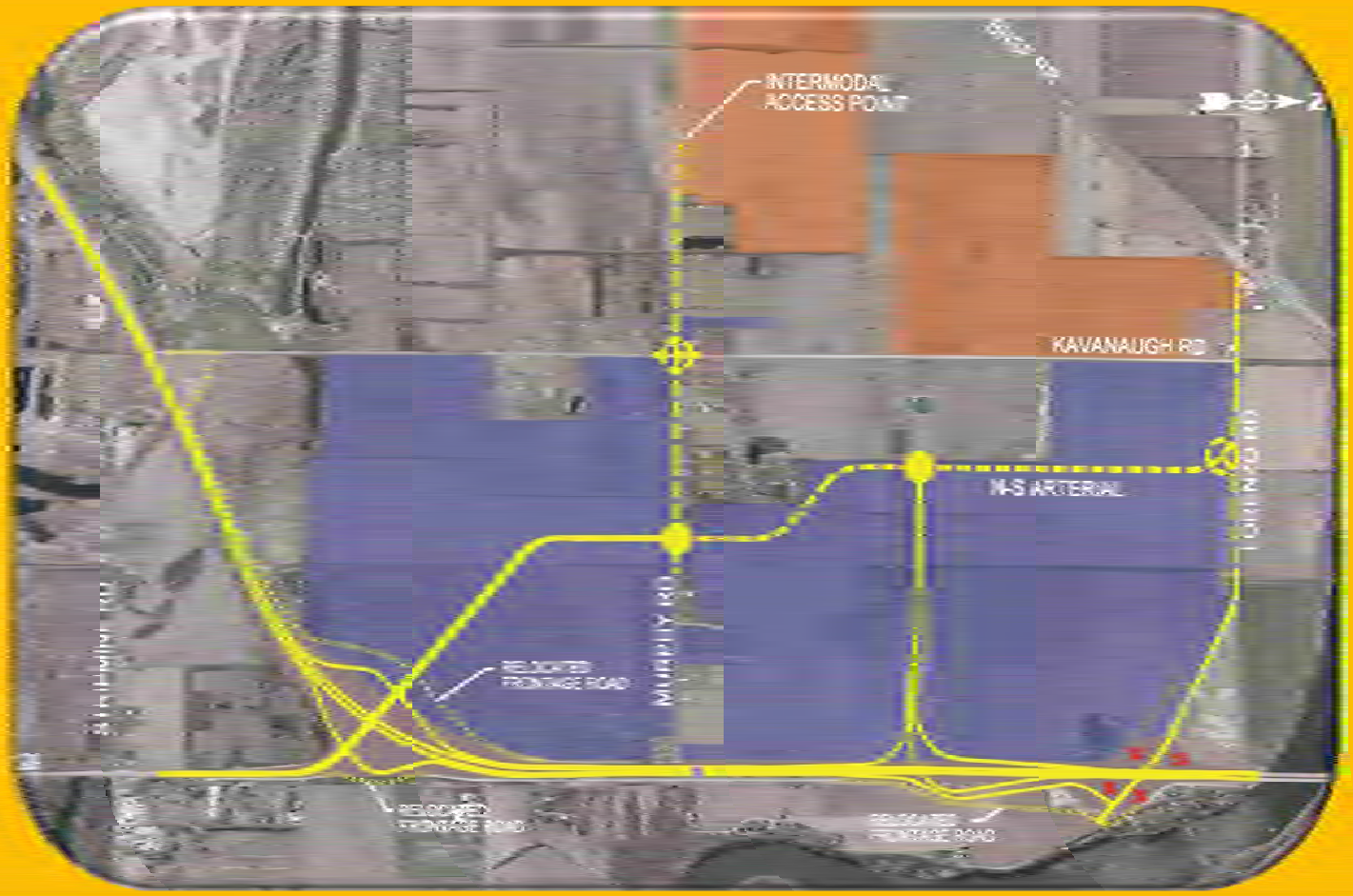

Exhibit 3-3: Alternative C-2

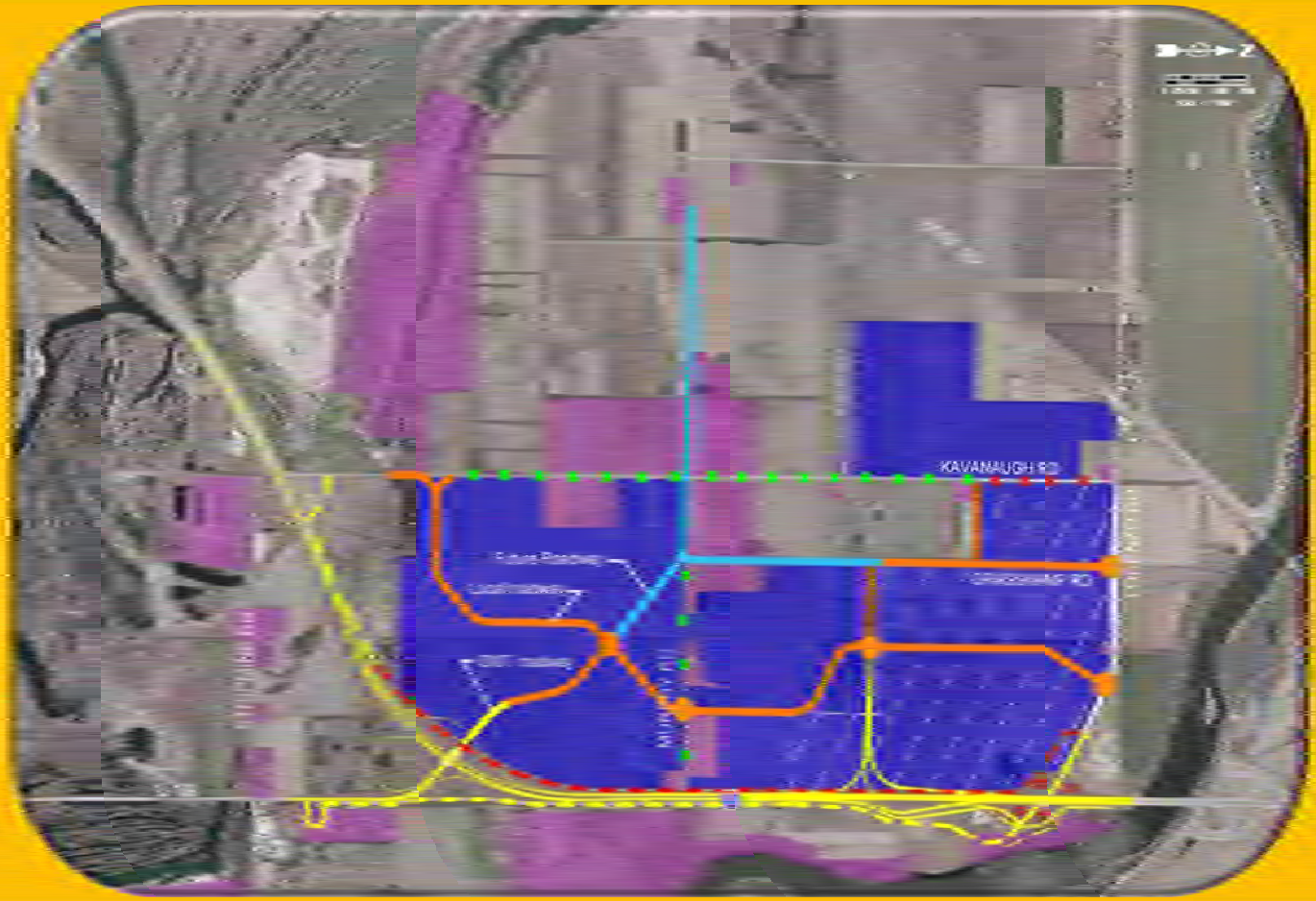

Exhibit 3-4: Alternative C-3

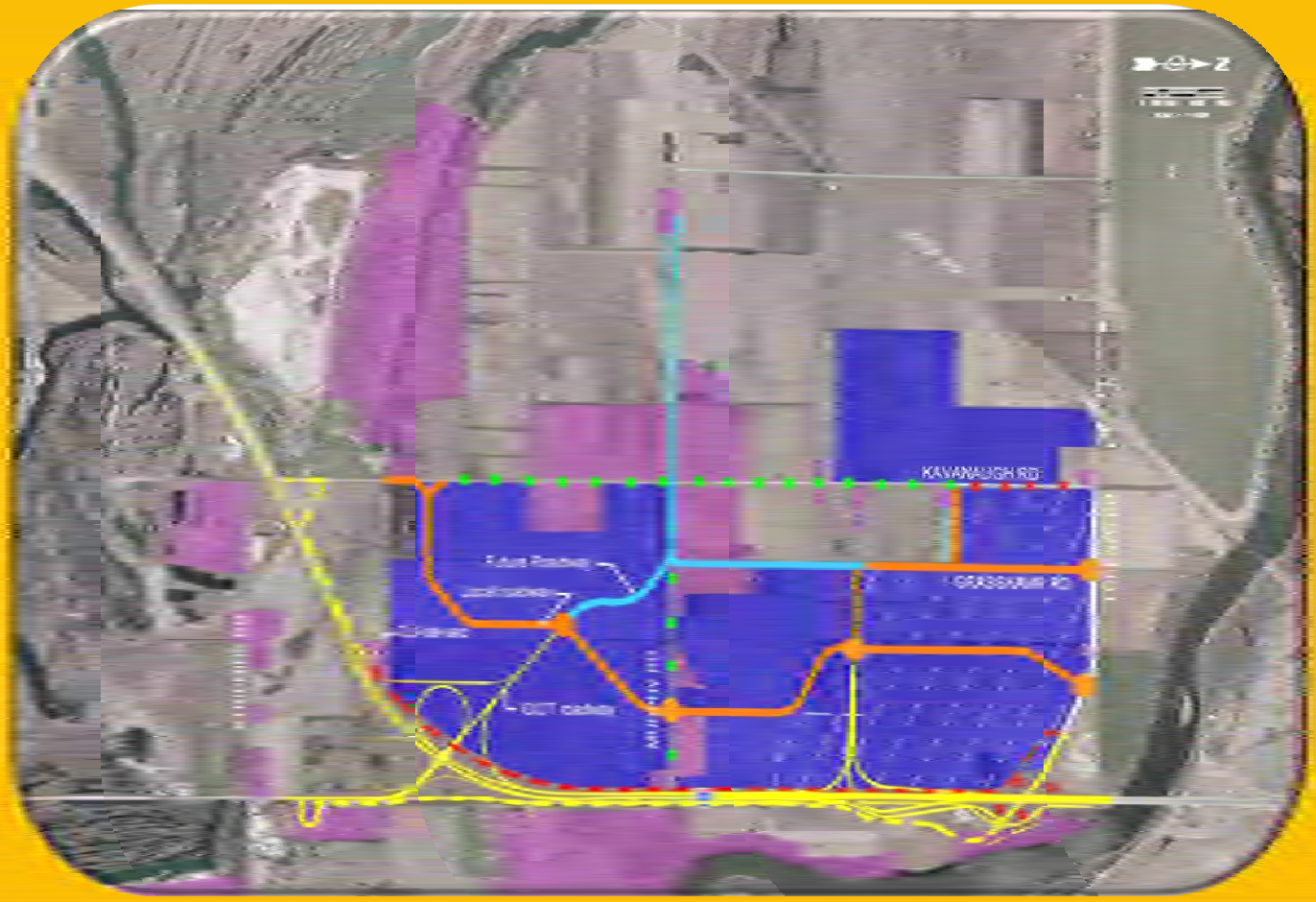

Exhibit 3-5: Alternative C-4

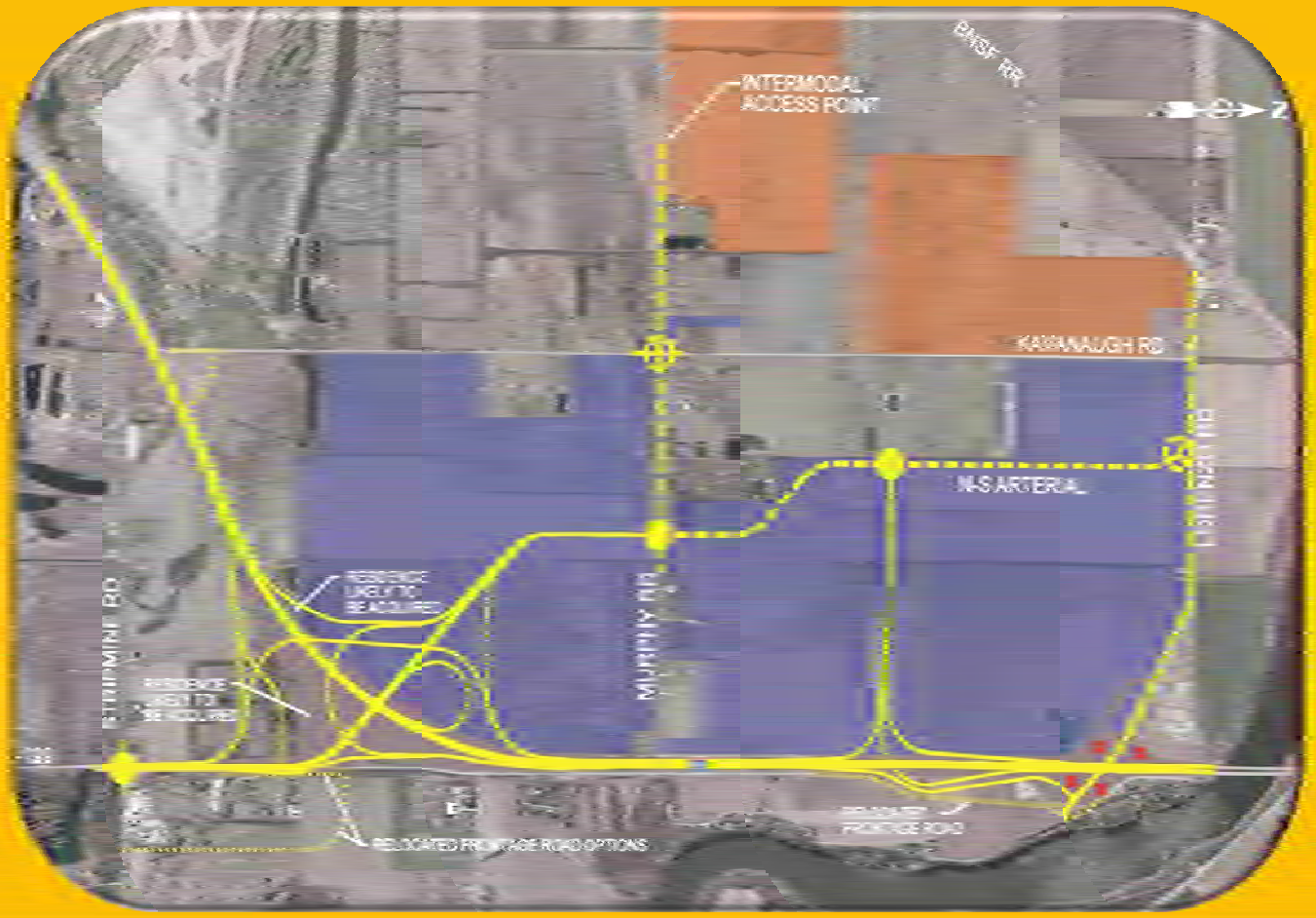

Exhibit 3-6: Alternative C-5

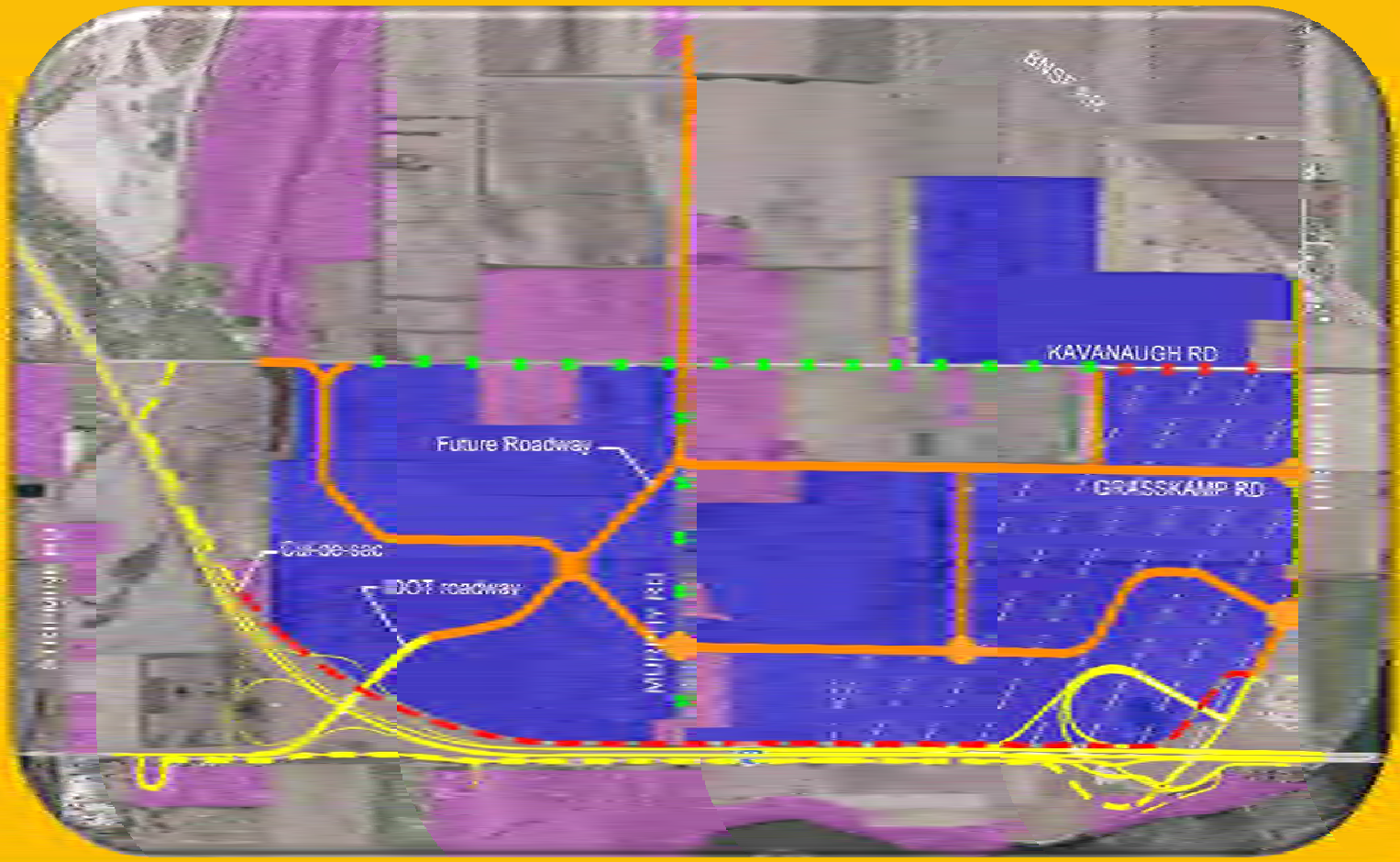

Exhibit 3-7: Alternative D

DRAFT
NEPA/404 Merger Meeting Summary
June 27 and 28, 2011

IDOT District 1, Cook County
CREATE Grand Avenue Project (P4)
Environmental Impact Statement
Information – Introduction and Scoping

The purpose of this meeting was to provide a project introduction and discuss project scoping for the Grand Crossing Rail Project. The Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) are preparing an Environmental Impact Statement (EIS) for this project, which is one of 70 projects included in the Chicago Region Environmental and Transportation Efficiency Act (CREATE) Program. Parsons, the Phase I Consultant for the project, made a presentation summarizing the project.

CREATE Program Overview. CREATE is a partnership between FHWA, IDOT, the Chicago Department of Transportation (CDOT), and the Association of American Railroads (AAR) to provide critical infrastructure improvements to increase the efficiency of the region's passenger and freight rail infrastructure in the Chicago area. The program consists of 70 projects that include highway-rail grade separations, rail-rail separations, and improvements to the rail infrastructure, viaducts, and grade crossings. The CREATE Program goals are to:

- Reduce rail and roadway congestion.
- Improve passenger and freight rail service.

CREATE Program benefits are to:

- Enhance public safety.
- Provide national, regional and local economic benefits.
- Reduce energy consumption.
- Improve regional air quality.

Grand Crossing Rail Project. The Grand Crossing Rail Project was identified in the CREATE Program Feasibility Plan as a project that will provide a direct route to Union Station for City of New Orleans, Illini, and Saluki trains and provide sufficient mainline capacity for Amtrak and freight trains. Currently, these Amtrak trains must back into Union Station. This maneuver lengthens trip time by approximately 19 minutes. Additionally, these Amtrak trains must cross other heavily congested tracks at grade at 16th Street. Congestion at this location leads to unreliability for the Amtrak trains in terms of on-time performance. If the Amtrak trains are shifted to another route, capacity will be affected along the new route.

There are limited options for re-routing these Amtrak trains. Use of a route along the Norfolk Southern (NS) Chicago Line has been identified as a potential option for re-routing these Amtrak trains. The NS track currently accommodates other Amtrak trains traveling to and from the east.

The project study area is located in a highly developed urban setting. As a result, there is limited potential for impacts to biological and natural resources. It is anticipated that impact evaluations will focus on the project's social and economic effects on neighborhoods and community facilities. Most impacts associated with this project will likely occur in two areas. The first area is around 75th Street where a connection between the CN and NS tracks would be required. There was a former connection between these two rail lines in this area. However, the previous alignment for this connection cannot be matched

June 28, 2011

8:00 am – 10:00 am

- I-55 from Illinois Route 113 to Lorenzo Road (District 1, Will County)
  - Concurrence – Preferred Alternative

- US 45 from Illinois Route 132 to Illinois Route 173 including Millburn Bypass, (District 1, Lake County)
  - Concurrence – Alternatives to Carry Forward
  - Concurrence – Preferred Alternative

10:00 am – 10:15 am (Break)

10:15 am – 12:00 noon

- Illinois Route 47 from US Route 14 to Charles Road in Woodstock (District 1, McHenry County)
  - Concurrence – Purpose and Need

- Pershing Road Realignment and Belvidere Street Bridge Extension, Waukegan (District 1, Lake County)
  - Concurrence – Purpose and Need

12:00 noon – 1:00 pm (Lunch Break)

1:00 pm – 4:30 pm

- I-290 Eisenhower from West of Mannheim Road to East of Cicero Avenue (District 1, Cook and DuPage Counties)
  - Information – Purpose and Need

- Elgin O'Hare – West Bypass, Tier 2 EIS (District 1, Cook and DuPage Counties)
  - Information – Purpose and Need and Alternatives

- Illiana Expressway Tier 1 EIS (IDOT District 1, Will and Kankakee Counties and Indiana Department of Transportation, Lake County, Indiana)
  - Information - Project Introduction

exactly. The former alignment crossed under the NS tracks and connected to the NS on the north side of the railroad right-of-way. The new connection will most likely connect to the NS on the south side of the right-of-way. Current railroad design standards also lead to the need to modify the former alignment to be able to provide adequate horizontal and vertical clearance beneath the Chicago Skyway – which was not present when the former connection was constructed.

The second area is around 59th Street, west of I-94 (Dan Ryan Expressway). Through this area, alternatives will be considered that add rail capacity. Potential improvements could include adding a connection between the NS Chicago Line and the Metra (former C&WI) line, as well as providing additional capacity along each of these lines.

EIS and Outreach Process. The proposed EIS schedule is approximately 2.5 years. In 2011, the purpose and need will be prepared and the development of alternatives will be initiated. In 2012, development of alternatives will be completed, alternatives will be evaluated, and the Draft EIS will be prepared. In 2013, the Final EIS will be prepared and the Record of Decision will be issued.

This project will employ IDOT's Context Sensitive Solutions (CSS) process. A Stakeholder Involvement Plan has been prepared for this project that defines the methods and tools for engaging stakeholders. The Plan will also be used to ensure that the project addresses community needs and concerns. Cooperating and Participating Agency invite letters were sent in June 2011. To date, the Illinois Department of Natural Resources has responded that they will be a Participating Agency.

Throughout the project, extensive community and agency outreach is planned. This will include:

- Attending the NEPA/404 merger meetings to brief Federal, state, and local agencies on the project as it develops.
- Meeting with elected officials during project initiation and other key project milestone periods to brief them on the project and to help identify community issues and stakeholders.
- Forming Community Advisory Groups to help develop the project's problem statement and purpose and need, and to assist in the development and evaluation of alternatives.
- Conducting Public Meetings to discuss Purpose and Need and Alternatives.
- Holding a Public Hearing after issuance of the Draft EIS.

Upcoming activities for this project include completing the scoping process, initiating stakeholder involvement, and developing the project problem statement and purpose and need.

Discussion. Following the presentation, discussion took place regarding the project. That discussion is summarized below.

1. U.S. Environmental Protection Agency (EPA) (West) requested clarification on the existing Amtrak route and whether it crosses the river before turning back into Union Station. Parsons clarified that yes that is the case.
2. U.S. EPA (West) asked if the potential connection in the Grand Crossing area would be a flyover. Parsons clarified that it is assumed that the connection between the CN and NS rail lines in Grand Crossing area would be grade separated and would probably use the existing bridge at approximately 79th Street.
3. U.S. Army Corps of Engineers (Hall) asked whether an Individual Section 404 Permit is anticipated. Parsons responded that based on previous studies in the project area, wetland impacts are unlikely, and therefore, an Individual Section 404 Permit is not anticipated.

4. U.S. EPA (West) asked how many elected officials will be contacted. Parsons noted that the project is entirely within the City of Chicago and in seven aldermanic wards. However, in some project area wards, little or no work is envisioned.
5. U.S. EPA (West) asked if there are other neighborhood groups that should be contacted as part of the outreach process. Parsons noted that when meeting with the local elected officials, the project team will ask what key community stakeholders should be invited to be part of the Community Advisory Group.
6. U.S. EPA (West) noted that they will likely recommend that health impacts be considered as part of the EIS. Health impact assessments are a part of NEPA according to U.S. EPA, but have been overlooked over the years. U.S. EPA has been trying to put more of an emphasis on it lately. There was some discussion on how this could be evaluated. FHWA noted that this project would not impact the overall number of trains operating in the Chicago hub. AAR stated that the project should help reduce pollutant emissions by moving the Amtrak trains to a route that should reduce travel time by approximately 19 minutes. Ultimately IDOT BDE and FHWA noted that health impact assessments are not typically part of an EIS when they are joint lead agencies, and there are no guidelines for such an assessment.
7. U.S. Army Corps of Engineers (Hall) asked if it would be demonstrated that the Grand Crossing Project has independent utility from the other CREATE projects. Parsons noted that as part of developing the CREATE Feasibility Plan, all of the projects were evaluated to determine independent utility. The results of that process will be summarized in the EIS relative to the Grand Crossing Project.
8. FHWA noted that those agencies receiving invitations to be cooperating or participating agencies should respond in writing that they accept or decline the invitation.

IDOT District 1, Cook County
CREATE 75th Street Corridor Improvement
Environmental Impact Statement
Information – Purpose and Need

This was the second presentation of the CREATE 75th Street Corridor Improvement Project (CIP) to the NEPA/404 Merger group members. The purpose of the meeting was to update the merger group on progress to date, present the project purpose and need, and preview upcoming project activities.

Project Overview

Matt Fuller of FHWA opened the NEPA/404 Merger meeting for the 75th Street Corridor Improvement Project at 1:30 pm on Monday, June 27, 2011. He noted that FHWA did not anticipate the need for any individual US Army Corps of Engineers 404 permits for this project, and therefore, the 75th Street CIP EIS presentation to be provided today was for the agencies' information only.

Doug Knuth, Project Manager for Jacobs, the project consultant, and Joe Leindecker, Jacobs Environmental Lead, presented an overview of the project progress to date, including the public involvement process, and presented details of the project's purpose and need, including a number of slides from the recent June 2011 public meetings.

The presentation included a summary of technical activities completed since the last meeting with the agencies in June, 2010, and focused on details of the various public involvement activities conducted during that period, including the formation of the two Community Advisory Groups (CAGs) and the meetings with the CAGs and the general public to develop and confirm the purpose and need for the project.

Jacobs noted that there were four major components of the project purpose and need. These included:

- rail-rail conflicts,
- highway-rail conflicts,
- passenger transit reliability, and
- local mobility within the study area.

Specific rail-rail conflicts detailed included Forest Hill Junction, Belt Junction, 80th Street Junction, and along the CWI. The transportation and community problems resulting from these conflicts were also described. Jacobs described the highway-rail conflicts at 71st Street and the passenger transit reliability problems associated with there being only a single Metra track along Landers Yard. Local mobility problems associated with the numerous rail viaducts were also described, as were the expressed community concerns about aesthetics and security.

Jacobs also noted that the completed review of existing conditions within the project study area confirmed that there were no wetlands, protected species, or other natural resources. Jacobs then presented a summary schedule of the major upcoming activities, through the publication of the Draft EIS and public hearing in the spring of 2012. A printed presentation handout and the preliminary draft of Chapter 1 of the DEIS Purpose and Need were distributed to those agencies participating in the meeting. All resource and regulatory agencies also received project information in advance of this meeting, including the Spring 2011 Project Newsletter, which included six pages of information on the environmental study process, the existing road and rail traffic problems in the study area, and a community involvement update on the Community Advisory Group meetings. A nine-page Meeting Summary of the April 19 meeting with the West Community Advisory Group was also included.

Agency Questions and Comments

Following the presentation, FTA (Lois Kimmelman) asked about how many relocations might be involved with the potential connection of the Metra SouthWest Service to the Rock Island Line. Jacobs responded that the number would vary slightly by alternate, but it could be up to about 20 individual properties that would be impacted, with an estimated 6 of those properties vacant and the remaining 14 occupied residential units. USEPA (Norm West) remarked that he thought the public meeting was very effective and that he was impressed with the level of interaction between the project team and the community at the meeting. In conversation following this comment, USEPA asked for further detail about improvements being considered at the viaducts. Jacobs described possible improvements in the drainage, pavement, lighting and aesthetics of the viaducts. USEPA also asked if a preferred alternative has already been identified, and if going through Hamilton Park was a consideration. Jacobs responded that they were still developing alternatives and that no preferred alternative had yet been identified, and that going through Hamilton Park was being discussed as a preliminary alternate. USEPA also asked if any brownfield sites would be involved, and Jacobs responded that the Special Waste Surveys had not yet been conducted, but would occur in the next several weeks.

FHWA (Matt Fuller) asked if there were any other questions or issues to be addressed in the meeting. Hearing no further issues, he adjourned the meeting.

IDOT District 1, McHenry County
Illinois Route 31 from Illinois Route 176 to Illinois Route 120
Environmental Assessment
Information – Introduction

Meeting Purpose

This is the first presentation for this project. The purpose of this meeting is to review the study history, past findings, existing conditions, traffic and crash data, environmental issues, discuss planned public coordination activities and to provide a project introduction in anticipation of presenting the project Purpose and Need (P&N) in February of 2012.

Project Introduction

The Illinois Department of Transportation (IDOT) is initiating a Preliminary Engineering and Environmental (Phase I) Study for Illinois Route 31 (IL 31) from Illinois Route 176 (IL 176) to Illinois Route 120 (IL 120), a distance of approximately seven miles. See attached Project Location Map. The project is located in McHenry County within the municipalities of Crystal Lake, Prairie Grove, McHenry, and unincorporated Nunda Township.

IL 31 is a strategic route since it is one of only a few continuous north-south routes in McHenry County. IL 31 provides access to Interstate 90 in Elgin, south of the project, and connects to U.S. Route 12 in Richmond, south of the Wisconsin border. IL 31 is a Strategic Regional Arterial (SRA) route and Class II truck route. The immediate surrounding land use is residential, commercial, office, and agricultural scattered across the project limits. Much of the existing agricultural land is located in the middle section of the study within Prairie Grove. Mixed residential, commercial, and office uses are located in the north and south sections of the roadway in McHenry and Crystal Lake.

Within the project limits, IL 31 is currently one though lane in each direction, with sections of the roadway consisting of a painted median and bi-directional turn lanes, primarily north of Bull Valley Road. South of IL 176, IL 31 has two through lanes in each direction, with a raised median and dedicated turn lanes. At the north study limit, IL 31 intersects IL 120 from the south. East of the intersection, IL 120 is dual marked with IL 31 to just west of the Fox River. IL 31 then extends north from IL 120 at a three-legged intersection. The project limits include only the western IL 31 and IL 120 intersection.

IL 31currently carries 23,500 vehicles per day (vpd) north of IL 176 and 17,500 vpd south of IL 120. These traffic volumes are projected to increase to 32,000 and 21,000 vpd in Year 2040 without any highway improvements.

A previous IL 31 Phase I Study from IL 176 to Bull Valley Road was started in 1999 by IDOT. The project was being processed as an ECAD, but was never completed because several separate projects were broken out of this study to address immediate needs: the IL 31 and IL 176 Intersection Reconstruction Project, and the IL 31 at Edgewood /Ames Road Interim Safety Project. McHenry County has also completed a Phase I study of Bull Valley/Miller Road which includes the IL 31 intersection. The proposed scope of work for both the IL 31 at IL 176 and IL 31at Bull Valley Road projects include the reconstruction of the IL 31 intersections to provide two through lanes in each direction, dual left turn lanes and single right turn lanes on all four legs. The proposed scope of work for the IL 31 at Edgewood and Ames Road Project includes widening IL 31 to provide left turn lanes at each intersection. Construction is anticipated to begin in Fiscal Year 2012 for all three projects.

Environmental surveys were performed for the original study between IL 176 and Bull Valley Road. The surveys are being updated for the entire study and are due to be completed in July 2011. Natural resources within the study limits include the following, subject to the new survey results:

Threatened and Endangered Species – None

Wetlands - ADID wetlands are identified on both sides of IL 31 between the Squaw Creek and Sleepy Hollow Creek crossings. See attached ADID Map. On the east side of IL 31, the wetland is identified as ADID 529, a High Quality Habitat wetland, the highest ADID designation. West of IL 31, the wetland is identified as ADID 525, a High Functional Value Wetland. Sleepy Hollow Creek is identified as a part of ADID 525. In addition, a seep wetland located across from the Terra Cotta Facility was identified during the wetland delineations for the original project. The ADID complex that includes Squaw Creek extends for approximately three miles west of IL 31 to Oak Ridge Road. This complex extends east to the Fox River approximately 2½ miles east of IL 31. As IL 31 crosses this wetland, avoidance may not possible.

A portion of Squaw Creek was relocated years ago and was directed along the east side of IL 31 for approximately 700 feet. This relocated section of Squaw Creek is generally highly eroded and lacks significant vegetation within the stream bank area. The relocated stream on the east side of IL 31 is fed through a series of smaller tributaries on the west side of IL 31. At one time, a single defined channel for Squaw Creek may have existed west of IL 31. However, land development activities have altered drainage patterns on properties west of IL 31, eliminating any single defined channel for this creek on the west side of IL 31. The City of Crystal Lake has indicated that effluent from their wastewater treatment plant discharges into Squaw Creek, west of the project site near the intersection of Knack Blvd. and E. Terra Cotta Ave.

There are other non-ADID wetlands located along IL 31 that are primarily located north of the ADID wetlands and south of the town of McHenry. These non-ADID wetlands are located on both sides of the roadway. Because impacts to ADID wetlands may be unavoidable, it is anticipated that the project will be processed as an Individual Section 404 permit. Because the ADID wetlands in the Squaw Creek area are considered High Quality Habitat, water quality issues are expected to be important during the permitting process. If the Individual Permit processed is used, an Individual Section 401 Water Quality Certification will be required by the IEPA and an anti-degradation analysis is anticipated to be required. As part of this analysis, stormwater best management practices (BMP) will need to be considered for the project. These BMPs will have to consider both construction and operational activities.

Surface Waters – IL 31 has three water crossings: Squaw Creek (south of Half-Mile Trail), Sleepy Hollow Creek (north of Half Mile Trail), and a small channelized tributary that extends west of IL 31 south of Lillian Street. This drainage ditch flows east towards Edgebrook Elementary School and then enters an enclosed in storm sewer pipe that flows northeast. The creek daylights on the east side of North Green Street and continues east through the McHenry Country Club towards the Fox River. Boone Creek is further north (outside the project limits) and does not appear to connect to this channel.

Agricultural Land - Much of the agricultural land is under development pressure. Most of the remaining agricultural land is in the Village of Prairie Grove.

Noise - There are numerous sensitive receptors along the route that will be potentially impacted by traffic noise. This will be an important issue in McHenry as multi-family apartments are located immediately adjacent to the road.

Special Waste - There are numerous gasoline stations along IL 31, both existing and abandoned. As a result, there is the potential for encountering special waste along the route.

Special Lands - No public recreational land is located within the project limits; however, the McMillan Cemetery (established 1843) in Prairie Grove is located at the southeast corner of IL 31 and Gracy Road. Fruend Field in McHenry is located north of IL 120 and may part of the IL 31 drainage system.

The first public meeting was held on June 9, 2011 and Design Approval is anticipated in December 2012.

The project is not included in IDOT's Fiscal Year 2012 to 2017 Proposed Highway Improvement Program for Contract Plan Preparation and Land Acquisition (Phase II), or Construction (Phase III).

IDOT District 1, Lake County
Illinois Route 173 from Illinois Route 59 to US Route 41
Environmental Assessment
Information – Introduction

This was the first NEPA/404 presentation of this project. The purpose of this meeting was to present an introduction to the project. In advance of the merger meeting, documents providing background information related to the project area were distributed to the agencies.

The consultant presented a PowerPoint presentation to the group. The presentation began with an introduction to the project, which is a Phase I study for the improvement of approximately 9 miles of Illinois Route 173 from Illinois Route 59 to US Route 41 in Lake County. The logical termini of Illinois Route 59 and US Route 41 were presented at a February 9, 2011 IDOT/Federal Highway Administration (FHWA) coordination meeting at IDOT District 1. IDOT Bureau of Design and Environment (BDE) and FHWA concurred with the logical termini.

Illinois Route 173 is designated by the Illinois Department of Transportation (IDOT) as a Strategic Regional Arterial (SRA) in the project area. Illinois Route 173 is the only state highway that is continuous between Interstate 90 and Interstate 94 in Lake County and is regionally significant. In the project area, the existing roadway consists primarily of a single through lane in each direction. There are additional through lanes and turn lanes at some intersections.

Within the Illinois Route 173 project corridor, land uses include commercial, residential, agricultural and industrial. There are eight existing signalized intersections within the project limits. The project will follow IDOT's Context Sensitive Solutions (CSS) process for Public Involvement. The project is anticipated to be processed as an Environmental Assessment/Finding of No Significant Impacts (EA/FONSI).

Existing technical data was presented. The existing ADT's ranged from 13,000 to 20,000 vehicles per day. Future traffic is projected for the year 2040 to be between 16,000 and 23,000 vehicles per day. Traffic operations for two-lane facilities like Illinois Route 173 have been observed to begin to break down when ADT's approach 14,000 vehicles per day in combination with many varied access types.

There were 885 crashes in the four year period from 2006 to 2009. There were five "Top 5%" crash locations in the project limits during 2008 and 2009. Rear end collisions accounted for 46% of all crashes which is indicative of congested related conditions.

A site visit was conducted in December of 2010 with IDOT, FHWA and consultant staff. A number of notable environmental resources exist in the project area. An offer of a similar site visit with NEPA agencies was extended. There are numerous wetlands including ADID wetlands. The Redwing Slough State Natural Area is located along the project and there are several forest preserves as well. Along the western portion of the project, Antioch Lake is adjacent to the roadway and along the project corridor the roadway crosses seven floodplains. The eastern half of the project includes numerous agricultural properties adjacent to the roadway.

The first Public Information Meeting is scheduled for Thursday, June 30. The first Citizen's Advisory Group (CAG) meeting is planned for late July/early August. The next NEPA presentation is planned for February of 2012 at which time the project team anticipates presenting the project Purpose and Need for concurrence.

The project is anticipated to take approximately 4 years with Design Approval anticipated in the fall of 2014. The Phase I Study anticipates conducting 3 Pubic Meetings, 1 Public Hearing and several workshops during that time period.

IDOT District 1, Will County
I-55 from Illinois Route 113 to Lorenzo Road
Environmental Assessment
Concurrence – Preferred Alternative

This was the sixth NEPA/404 presentation of this project. The purpose of the meeting was to seek concurrence for Alternative C-5 as the preferred alternative.

The consultant opened the meeting by presenting a PowerPoint presentation outlining the four sets of alternative types considered for this project:

- Alternative A – No Build
- Alternative B – A free flow interchange at IL Rte. 129 and minimal modifications to the existing Lorenzo Road interchange.
- Alternative C - One of two partial clover leaf designs at IL Rte. 129 and a modified trumpet or modified cloverleaf at Lorenzo Road
- Alternative D – The complete closure of the Lorenzo Interchange and the creation of a single combined interchange at IL Rte. 129.

And the alternatives that were approved to be carried forward over the course of two NEPA 404 meetings:

- Alternative C-2 – Single Loop Partial Cloverleaf at IL 129 and a Modified Trumpet at Lorenzo Road
- Alternative C-3 – Two Loop Partial Cloverleaf at IL 129 and a Modified Trumpet at Lorenzo Road
- Alternative C-5 – Single Loop Partial Cloverleaf at IL Rte. 129 and a Modified Cloverleaf at Lorenzo Road

The consultant summarized the third public meeting which was held to introduce the C-5 alternative and the comments received which supported alternative C-5.

Agency Questions/Comments:

The USACE (Chernich) stated that it would be useful to have the Alternative C-5 superimposed on the wetlands to better understand the impacts. This exhibit will be included with the minutes for this meeting. The consultant indicated that the wetland impact quantities shown are worst case, and as normal practice, efforts will be made to refine the geometrics to minimize impacts. All of the three alternatives carried forward have the same impacts at the IL 129 interchange, so this issue did not impact the choice of preferred alternative. USACE asked that efforts be made to minimize impacts to the forested wetlands if possible, as they are high quality wetlands. Now that the preferred alternative is approved, the study team will work to minimize impacts as much as possible.

The USACE (Chernich) stated that the concern moving forward would be with regard to the direct and indirect impacts to the wetlands and the water quality. The consultant indicated that the intent would be to implement best management practices into the project particularly with respect to the outfall(s) to the Kankakee River and buffer areas adjacent to the Kankakee River.

FHWA requested concurrence with Alternative C-5 as the preferred alternative. IDOA (Savko), USEPA (West), USACE (Chernich), IDNR (Hammer) all concurred. USFWS was not present at the meeting and will require follow up with the request for concurrence.

IDOT District 1, Lake County
US 45 from Illinois Route 132 to Illinois Route 173 including Millburn Bypass
Environmental Assessment
Concurrence – Alternatives to Carry Forward
Concurrence – Preferred Alternative

This was the 6th presentation of this project. The previous presentation was on September 9, 2010. The goal of this presentation was to request Concurrence Point 2 (Bypass Alternatives Carried Forward) and Concurrence Point 3 (Preferred Bypass Alternative).

An advance materials packet was distributed to the Resource Agencies for review in advance of this meeting, with an additional copy provided to all attendees of this meeting. The advance materials packet included the following information:

Advance Materials Packet

- NEPA/404 Merger meeting Agenda
- NEPA/404 Merger Meeting Summary - June 11, 2010
- NEPA/404 Merger Meeting Summary - September 9, 2010
- Meeting minutes from IHPA coordination meeting on July 19, 2010
- FHWA meeting minutes - March 16, 2011
- Public Meeting #2 Questionnaire Response Summary (September 2, 2010)
- Lake County Forest Preserve District McDonald Woods *de minimis* concurrence letter (April 4, 2011)
- IHPA Druce-Hoffman NRHP eligibility determination letter (May 24, 2011)
- Millburn Bypass - Finalist Bypass Alternatives Comparison Positive/Negative white paper
- Traffic Measures of Effectiveness (MOE) spreadsheet
- Finalist Bypass Alternatives color exhibits (A1, A4, and C4)
- Finalist Bypass Alternatives Impact Evaluation Matrix

The following additional materials were provided to all meeting attendees:

- Power point presentation slides
- Section 4(f) *De Minimis* Impact Documentation package (McDonald Woods)
- Lake County Forest Preserve District Preliminary Trail Alignment - Route 45 Bike and Pedestrian Trail Exhibit (March 1, 2011)

Concurrence Point 2 (Bypass Alternatives Carried Forward) Presentation:
The project consultant (Christopher B. Burke Engineering, Ltd. - CBBEL) made a formal presentation guided by PowerPoint seeking concurrence on the Bypass Alternatives Carried Forward. A summary of the projects 4th NEPA/404 meeting presentation on June 11, 2010 and 5th NEPA/404 meeting presentation on September 9, 2010 was made. As part of these meetings and follow-up coordination, the Resource Agencies had concurred with the three Finalist Bypass Alternatives, although Concurrence Point 3 was not requested at that time due to ongoing cultural resources review, which is now completed. On this basis, Concurrence Point 2 (Bypass Alternatives Carried Forward) was requested.

Agency Questions/Comments:

1) Norm West of US EPA asked about the status of the Druce-Hoffman property with respect to eligibility for the National Register of Historic Places (NRHP)?

   Response: The project team indicated that in a letter dated May 24, 2011, IHPA concluded that neither the site nor any individual structure on the property is eligible for National Register of Historic Places. Subsequent to IHPA's determination IDOT issued Cultural Clearance for the project.

Agency Poll on Concurrence Point 2 (Bypass Alternatives Carried Forward):

The FHWA polled the resource agencies for concurrence with the project Bypass Alternatives Carried Forward as follow:

- Illinois Department of Natural Resources (IDNR: Hamer) - Concur
- US Army Corps of Engineers (USACE: Chernich and Hall) - Concur
- US Environmental Protection Agency (USEPA: West and Westlake) - Concur
- US Fish and Wildlife Service (USFWS: Cirton) - Not Present
- Illinois Historic Preservation Agency (IHPA: Haaker) - Not Present

All Resource Agencies in attendance concurred with the project Bypass Alternatives Carried Forward. Agencies not present will be contacted by FHWA for their formal vote.

Concurrence Point 3 (Preferred Bypass Alternative) Presentation:
The project consultant (Christopher B. Burke Engineering, Ltd. - CBBEL) made a formal presentation guided by PowerPoint seeking concurrence on the Preferred Bypass Alternative. The presentation was broken up into two portions, (1) project activities since the 4th NEPA/404 presentation in September 2010 and (2) other factors in determining the Preferred Bypass Alternative.

Since September, there has been ongoing coordination between the Illinois Historic Preservation Agency (IHPA) and the FHWA concerning the eligibility of the Druce-Hoffman property for inclusion on the NRHP. In a letter dated May 24, 2011, the IHPA concluded that the Druce-Hoffman property as a complex or any individual structure is not eligible for the NRHP based on lack of factual evidence provided by the owner and/or the separate documentation developed by IDOT. The Druce-Hoffman property is impacted by Bypass Alternatives A4 and C4, which both re-align Grass Lake Road to meet Millburn Road. Based on the determination by IHPA Alternatives A4 and C4 remain viable bypass alternatives for consideration.

LCFPD has a representative on the project Community Advisory Group (CAG) and there has also been two separate meetings with LCFPD to gather their input on the project, including a separate meeting to discuss the three Finalist Bypass Alternatives. Bypass Alternatives A1 and A4 include a west bypass of US Route 45 around the Millburn Historic District. The southern portion of the west bypass would require 3.13 acres of right-of-way to be acquired from the McDonald Woods Forest Preserve, a Lake County Forest Preserve District holding. McDonald Woods Forest Preserve is a total of 298 acres which contains a loop path around a ravine and wetlands, paved and gravel trails (Millennium Trail) and other recreational activities with access off of Grass Lake Road. A West Bypass alternative would also result in a 7.13 acre remnant parcel east of the proposed improvement which LCFPD indicated they may prefer also be purchased as a part of a West Bypass alternative due to disconnection with the remainder of McDonald Woods. Portions of this remnant site appear to be usable for compensatory storage and/or stormwater detention. The wetlands in this area would not be filled. Further coordination with LCFPD will occur if a West Bypass Alternative advances to determine the appropriate use of this remnant site. As part of the most recent coordination with LCFPD they provided their Preliminary Trail Alignment Route 45 Bike and Pedestrian Trail plan. As represented on this exhibit, LCFPD indicated that a West Bypass, which will accommodate a multi-use trail within the west portion of the right-of-way for the entire project limits, is compatible with their future trail plans, providing bikepath connections between McDonald Woods and other LCFPD holdings to the north and south. In a letter dated March 18, 2011 and signed by LCFPD on April 4, 2011, LCFPD concurred that a "West Bypass will not adversely affect the overall recreation activities, features, and attributes of McDonald Woods." On this basis, and based on the Section 4(f) *De Minimis* Impact Documentation package prepared and submitted, the FHWA issued a *de minimis* impact finding at the FHWA coordination meeting on June 8th.

An update of the environmental resource clearances was provided. Biological and Cultural Resource Clearances have been received for the entire US Route 45 project limits, including the Bypass study area as follows:

- Biological resource clearance - January 8, 2010
- Archeological resource clearance - April 25, 2011
- Cultural resource clearance - May 24, 2011

The next portion of the presentation included highlights of the primary factors considered in a joint

determination by LCDOT and IDOT that Alternative A4 (West Bypass with realigned Grass Lake Road) is the preferred bypass alternative. These factors included public involvement, transportation performance, Strategic Regional Arterial (SRA) roadway design considerations, and environmental considerations. The project team indicated that additional factors are presented in the Finalist Bypass Alternatives Comparison Positive/Negative white paper which was provided to meeting attendees.

The second Public Meeting for the project was held on September 2, 2010. A total of four Community Advisory Group (CAG) meetings were held, with the last one covering the finalist alternatives. With input from the CAG the initial range of 18 bypass alternatives was narrowed down to the three Finalist Bypass Alternatives, which includes two West Bypass alternatives (A1 and A4) and one east bypass alternative (C4). The Village of Lindenhurst favors the east bypass alternative (C4) and the Village of Old Mill Creek favors the west bypass alternatives (A1 and A4). A project questionnaire was provided to Public Meeting attendees with 201 questionnaires received. Highlights of the questionnaire responses includes the following:

- The number one expressed concern was transportation performance.
- A majority of the attendees agree that a bypass is needed.
- A majority of the attendees favor the Grass Lake Road re-alignment.
- A majority of the attendees reside to the west of US Route 45 and favored an east bypass.

Regarding transportation performance, Alternative A4 is the best transportation performing alternative. The west bypass (Alternatives A1 and A4) is most compatible with the area travel demand identified in the purpose and need, to/from the northwest and southeast. The Measures of Effectiveness (MOE) spreadsheet was referenced in the advance materials packet; Alternative A4 has the lower overall network travel times, travel delay, and main intersection performance compared to the other finalist alternatives.

Although each of the three Finalist Bypass Alternatives meets the IDOT SRA roadway design criteria, the west bypass has more desirable geometry than the east alternative. The east bypass (C4) alignment was modified to avoid the identified Historic Millburn Burial Site with continuously rotating reverse curves, with full superelevation, which is less desirable that the west bypass alignments. The proximity of the main east bypass intersection (East Bypass and Millburn Road) to existing US Route 45 is shorter than desirable which will require less than desirable geometry to provide eastbound and westbound left turn lanes at these intersections. Based on the 2040 traffic projections for the three Finalist Bypass Alternatives as provided by the Chicago Metropolitan Agency for Planning (CMAP), Alternative C4 would result in 22 percent and 44 percent higher traffic volumes along Millburn Road to the east than Alternatives A4 and A1 respectively.

Regarding environmental considerations, Alternative A1 displaces two residential properties and alternatives A4 and C4 displace three residential properties. Alternative A4 has no wetland impacts, compared with Alternative A1 and C4 with 0.02 and 0.04 acres of wetland impacts respectively. Each of the three Finalist Bypass Alternatives avoids ADID wetlands and/or waters impacts. The delineated waters will be bridged with a three sided culvert or simple span bridge. Alternative A1 and A4 have two crossings and C4 has one crossing, but has a wider riparian corridor. Alternative C4 bisects the Millburn Historic District and disconnects the most significant historical structure (Strang House) from the rest of the 17 historic structures within the historic district. Alternatives A1 and A4 avoid any property acquisition from the Millburn Historic District. Alternative C4 impacts 11.49 acres of prime farm land where Alternative A1 and A4 impact 1.92 acres. Wildlife considerations compared against the west and east bypass alternatives; the west bypass and McDonald Woods is adjacent to existing development whereas the east bypass would be in close proximity to the North Mill Creek Wooded Riparian Corridor, which is largely existing open space. A highway traffic noise study has been initiated and will be finalized when a preferred alternative is selected.

Based on the above described further project development activities, and the other factors as described, the LCDOT and IDOT have jointly identified West Bypass Alternative A4 as the Preferred Bypass Alternative. At the June 8th FHWA coordination meeting, FHWA concurred with presenting Alternative A4 as the preferred bypass alternative at a NEPA/404 merger meeting.

Agency Comments:

1) Kathy Chernich of USACE asked if the LCFPD would also relinquish the remnant parcel of McDonald Woods Forest Preserve for west bypass alternatives. Would the use of that parcel could possibly be for compensatory storage? Would the wetland complex contained within this remnant parcel be compromised?

   Response: From coordination meetings with the Forest Preserve District they indicated they would have no use for this property and it would likely be purchased as a part of this project which is reflected in the LCFPD *de minimis* impact finding. A portion of this site does contain a wetland complex that is not anticipated to be impacted in any way if this property is purchased by LCDOT. Any compensatory storage or stormwater detention provided on this site would be located within the open space within the remnant parcel.

2) Norm West of USEPA asked if the *de minimis* finding was appropriate if there is an impact to the McDonald Woods Forest Preserve?

   Response: The project team indicated that the *de minimis* impact finding is part of the Section 4(f) coordination for the project. A *de minimis* impact finding does not mean no impact, but a minor and insignificant impact. LCFPD, as the agency of jurisdiction, has found that the use of the property associated with a West Bypass would not affect the overall recreation activities, features, and attributes of the property. LCFPD further indicated that a west bypass is compatible with bike path connections to other LCFPD holdings to the north and south. The FHWA agreed with this finding and issued the *de minims* finding for the impact to their property. During open discussion on the *de minims* finding it was mentioned that all of the 27 comments in the *de minimis* finding package referenced some concern of impacts to the Forest Preserve District. It was clarified that the 27 comments are the only comments from the 201 comments received from the second Public Meeting for the project that mentioned anything about the McDonald Woods Forest Preserve, positive or negative.

3) Soren Hall of USACE asked if the area west of Alternative C4 alignment could be used for BMPs?

   Response: Yes it could.

4) Soren Hall of USACE asked if the Preliminary Trail alignment, as shown on the LCFPD District exhibit, could still be possible if there was not a west bypass there.

   Response: Yes, but LCFPD would need to purchase land on their own for the path, which would be a considerable disadvantage.

5) Soren Hall of USACE indicated that USACE is not comfortable with the West Bypass since the public comments push for the east bypass.

   Response: The project team indicated that the public comments are not the only factor in determining the west bypass as the preferred alternative. The areas to the west of US Route 45 are developed with residential subdivisions (Lindenhurst), whereas east of US Route 45 there is predominantly prime farmland and few residences (Old Mill Creek). Therefore there is an over representation of people favoring the east bypass as there are not nearly an equal amount of people living east of US Route 45.

6) Soren Hall of USACE indicated that there is some concern over the crossing of the ADID streams. As mentioned during the presentation, the ADID streams are approximately 4 feet wide and three sided culverts are proposed to span these streams without impacts. It is felt that a three sided box culvert may be too narrow and a span should be considered.

   Response: The project team indicated that this will be evaluated in more detailed. The intent is to not impact the ADID streams and thus a larger three sided culvert, or short span bridge would be

considered.

7) Norm West of USEPA indicated that a three sided box culvert may not be conducive to wildlife crossings. Wildlife does not like to use culverts and this would apply to either an east or west bypass alternative.

   Response: The project team indicated that coordination with LCFPD will occur to best handle the wild-life concerns in the area. A clear span or con-span bridge will be considered as a possible mitigation strategy for wild-life movements in the area.

8) Kathy Chernich of USACE indicated that if the ADID wetland in the remnant parcel is relinquished by LCFPD and used for compensatory storage or stormwater detention that would be a major impact.

   Response: The project team indicated that the wetland in the remnant parcel would not be impacted. The only portion of this parcel that would be considered for compensatory storage or stormwater detention use is the non-wetland area in the north portion of this parcel.

Agency Poll on Preferred Alternative (Concurrence Point #3):
The FHWA polled the resource agencies for concurrence with the project Alternatives Carried Forward as follow:

- Illinois Department of Natural Resources (IDNR: Hamer) - Concur
- US Army Corps of Engineers (USACE: Chernich and Hall) - Does not Concur
- US Environmental Protection Agency (USEPA: West and Westlake) - Concur
- US Fish and Wildlife Service (USFWS: Cirton) - Not Present
- Illinois Historic Preservation Agency (IHPA: Haaker) - Not Present

USACE further explained that their concern with Alternative A4 as the preferred alternative is based on this alternative crossing two ADID streams, bringing the roadway closer to residential properties (noise), and reductions in transportation delay is not significant as compared to the other alternatives. USACE indicated they wanted to discuss with USFWS. USACE would also like more information on the proximity of the west bypass with the Heritage Trails subdivision. The project team indicated that the west bypass is approximately 70 feet away from the east property line of the Heritage Trails Subdivision to the face of curb of the proposed west bypass. There is a 30 foot buffer between the east Heritage Trail property line and the proposed roadway right of way, which is a 135 feet in width. The ultimate project would likely purchase the 30 foot strip of property for possible landscape berm or noise mitigation (if warranted under new FHWA criteria).

Agencies not present will be contacted by FHWA and subsequent presentations may be made at individual meetings. USACE indicated that USFWS is at their office two times a week and a possible meeting could be set up with both agencies to further discuss the project. LCDOT expressed concern and frustration that not all of the Resource Agencies have a representative at the NEPA/404 merger meetings as is expected, thus requiring follow-up coordination which adversely affects the Federal project development process. This has occurred multiple times during the course of the study, resulting in project delays.

The meeting concluded at approximately 10:30 a.m.

IDOT District 1, McHenry County
Illinois Route 47 from US Route 14 to Charles Road in Woodstock
Environmental Assessment
Concurrence – Purpose and Need

This was the second presentation of the IL Route 47 project to the NEPA/404 Merger Team. The purpose of the meeting was to seek concurrence point number one, "Purpose and Need," and to present the initial range of alternatives. An information packet was distributed to the group containing a presentation outline, a copy of the slides from the presentation, the Proposed project Purpose and Need, and a corridor schematic of alternatives and their associated Average Daily Traffic (ADT) projections.

The presentation was conducted by Darcie Gabrisko of Strand Associates, the project consultant. The presentation began with a review of information presented at the September 9, 2010 NEPA/404 Merger meeting including the project location, limits, description, and a summary of related Context Sensitive Solutions public involvement activities to date.

A brief overview of the project corridor was presented. IL Route 47 is a Strategic Regional Arterial (SRA) located in central McHenry County in the City of Woodstock and unincorporated McHenry County. The southern terminus of the project is US Route 14, which is a major arterial crossroad and source of traffic for the corridor. The northern terminus, Charles Road, is also a designated SRA County Route and represents the northern edge of the urban area beyond which corridor traffic volumes decrease substantially. The existing IL Route 47 can be considered as three sections. The south end is mostly a mix of industrial and commercial land uses. The middle section is mainly commercial transitioning to high density residential. The north section is a rural cross section with adjacent agriculture with planned future land use as residential.

An update of recent public outreach activities was presented. Citizen Advisory Group (CAG) meeting #3 and Public meeting #2 were held to develop initial project alternatives. CAG meeting #4 was held to identify alternatives screening criteria. Additionally, the Chicago Metropolitan Agency for Planning (CMAP) created a detailed Woodstock traffic model with 2040 projections.

A summary of CAG meeting #1 and Public Meeting #1 was presented to show the issues and concerns in the project corridor and the goals and objectives of the project as identified by the stakeholders. Examples of these issues include congestion, safety, environmental/aesthetics, access/business impacts, land acquisition, alternative modes of transportation, funding, and utilities, positive and negative opinions on a bypass option, identified drainage issues, and a need for pedestrian accommodations. These elements were used in the creation of the project Purpose and Need, and a summary of the five main sections were highlighted.

There are identified safety deficiencies in the corridor. There were 635 crashes from 2006-2008, with the majority (60.3%) being rear end crashes. The majority of the crashes were property damage only (83%). There were no fatalities and 10 type A injuries. A crash cluster diagram was shown in the presentation demonstrating the frequency of crashes throughout the corridor. Many areas, particularly from US Route 14 to IL Route 120, including the intersections of Lake Avenue, Country Club Road, and Judd Street/Irving Avenue, show a high prevalence of crashes. The frequency of crashes reduces north of IL Route 120.

There are deficiencies in capacity and traffic operations. Intersections were modeled with Highway Capacity Software for existing and 2040 Future No-Build (FNB) conditions. This analysis showed traffic delays in the existing condition and increasing delays and congestion in the 2040 FNB condition. There are four intersections where the existing pm level of service is D. The future no build pm scenario yields 3 intersections with LOS D and 3 with LOS F. Projected future queue's become excessive, approaching or exceeding a 1/2 mile in some locations. A corridor level of service map was presented showing the increasing traffic delays graphically. USEPA asked about the intersection of IL Route 47 and Charles

Road, which exhibited poor LOS at the intersection but not adjacent midblock segments. The consultant stated that the Charles Road traffic volume was contributing to delays at the intersection, and the existing intersection is stop controlled. USEPA (West) asked if the 2040 ADT's were substantially larger than the 2030 volumes presented at an earlier meeting. The 2030 volumes were not available at the meeting for comparison, but it was stated that 2040 household projections are 149% of current levels and the new model will more accurately reflect the local Woodstock traffic impact so the 2030 to 2040 numbers aren't directly comparable.

There are deficiencies in the access management throughout the corridor. There are 190 driveways and 31 intersections throughout the corridor with generally no access management principles utilized. The lack of access control increases the likelihood of crashes.

There is a lack of pedestrian and bicycle accommodations. A map was presented showing the locations of sidewalk and bike accommodations in the corridor. There is currently intermittent sidewalk and no bike paths throughout the corridor. There are only two existing pedestrian crosswalks, at IL Route 120 and Russel Court.

The geometric deficiencies of the corridor were presented. Six major intersections are on a skew of at least 15 degrees and three of which exceed 30 degrees. There is a deficient vertical curve at Ware Road. There are reports of drainage issues at the Union Pacific railroad bridge. The rural cross section north of Ware Road is inconsistent with future land use plans.

CONCURRENCE

The USACE (Chernich), USEPA (West), IDNR (Hamer) and IDOA (Savko) gave concurrence with the Purpose and Need presented at the meeting. USFWS was not present at the meeting and will require follow up with the request for concurrence.

The consultant also presented an overview of the initial project alternatives that have been developed to date. A detailed traffic model of the Woodstock area was developed to update projections to 2040 and also to develop forecasts for bypass alternatives. Alternatives development is following an evaluation process discussing fatal flaws, followed by Purpose and Need screening, and finally a detailed evaluation on remaining alternatives to be carried forward. This process was presented to the CAG, and participants have already identified pros and cons of the initial alternatives in a workshop format.

The initial alternatives are:

- No Build
- Existing alignment alternative
- Full Western Bypass
- Full Eastern Bypass
- One Way couplet alternatives
    - Southview Drive to St. Johns Road
    - Southview Drive to Ware Road
    - Irving Avenue Drive to St. Johns Road
    - Irving Avenue Drive to Ware Road

The proposed typical section for the existing alignment alternative is 2 lanes in each direction with a center 22' barrier median. A sidewalk is included on the west side of the road and a shared use path on the east side. In order to minimize impacts, variations of median width and type and slight shifts in centerline alignment may occur as the alternative is developed.

Additional alternatives related to the existing alignment include roundabouts at the intersections of IL Route 47 with Lake Avenue, McConnell Road, Judd Street/Irving Avenue, IL Route 120, and Charles Road.

A map of the corridor was presented showing each of the bypass alternatives in schematic form. Additionally, a map was presented showing the results of the CMAP model for the ADT of each alternative at each segment of the corridor. Generally, this ADT map suggests the west and east bypass alternatives do not appear to be sufficient, in that they do not draw enough traffic to prevent the need for the expansion of existing IL Route 47. The CMAP model showed that the one-way couplet alternatives appear to be sufficient from an ADT perspective to prevent the need for expansion of IL Route 47.

The consultant then presented the pros and cons of each alternative as determined by the CAG workshop. These comments show that there was little support for either the bypass or couplet alternatives because: they would generally have negative impacts to ROW and regional environmental resources; result in an inconvenient traffic pattern that would harm businesses and residents; and have a high cost due to constructing new roadway alignments or maintaining two separate roadways.

The next steps for this project will be to select the Alternatives to Be Carried Forward. The September NEPA/404 Merger meeting is being targeted for this concurrence point. The packet of information for the Alternatives to be Carried Forward will be sent prior to the meeting. Additionally, individual meetings with the resource agencies was offered outside of the NEPA meetings to provide additional information or clarification on the alternatives if it is requested.

AGENCY QUESTIONS AND COMMENTS

USEPA (West) asked if detailed drawings of the alternatives presented was available. The consultant said that 11x17 plans of each alternative will be distributed to all in attendance.

USEPA (Westlake) asked if an individual permit was anticipated to be necessary for the project. The consultant stated we are not certain yet. The east bypass and couplet alternatives presented would require an individual permit. Existing IL Route 47 improvements may require an individual permit. The environmental delineation is not yet available, and all determinations at this point were based on existing GIS mapped data from the County.

USEPA (Lopez) asked how much pedestrian traffic currently utilizes the corridor. The consultant stated the corridor is used by pedestrians, particularly at the north end near the school and government complex. There are pictures on file of individuals walking in parkway areas or shoulders along IL Route 47. Public outreach efforts to date have found that pedestrians currently avoid IL Route 47 due to the lack of pedestrian accommodations.

USEPA (West) stated that the ADT's as presented do not seem realistic, given the regional importance of the corridor as a freight corridor. IDOT stated that the ADT'S presented were developed by CMAP in conjunction with their new 2040 regional model. Any differences between the 2030 volumes presented at the previous meeting can be attributed to different baseline planning horizon and a model specific to this corridor. More information regarding this point will be presented at the next meeting.

IDOT District 1, Lake County
Illinois Route 131 from Russell Road to Sunset Ave
Environmental Assessment
Information – Preferred Alternative

This was the third NEPA/404 presentation of this project. The Purpose and Need (Concurrence Point 1) received concurrence from the attending agencies on June 11, 2010. The Alternatives to be Carried Forward (Concurrence Point 2) received concurrence on February 18, 2011. The purpose of this meeting was to present a preview of the Preferred Alternative for the Illinois Route 131 Improvements from Russell Road to Sunset Avenue. IDOT anticipates requesting concurrence on the Preferred Alternative from the participating agencies at the next regularly scheduled meeting in September 2011.

Project Overview

The meeting presented a recap of the Purpose and Need, Alternatives to Be Carried Forward that were previously approved, the changes made to develop the Refined Alternatives, and to discuss the potential Preferred Alternative.

Purpose and Need

The Purpose and Need was developed based on stakeholder input and the Problem Statement. It was used to develop alternatives and guide their evaluation and refinement. The project purpose addresses the needs to improve safety, capacity, and operations and mobility.

Summary of Alternatives

Preliminary Alternatives

The four build Preliminary Alternatives that addressed the Purpose and Need were reviewed. All four alternatives propose increasing capacity of the roadway by adding a through lane in each direction to create a four-lane highway. The median treatment, edge treatment, and bicycle/pedestrian accommodations differ amongst the four alternatives. The alternatives all propose alignment shifts at the forest preserve, park districts, golf courses, and cemetery along the route to minimize or avoid impacts to these sensitive resources.

Alternative A1 proposes a 13' flush median and 10' outside shoulders. This median allows the highest level of access to adjacent properties and the shoulder provides space to accommodate stranded motorists and emergency vehicles. Alternative A2 proposes the same flush median but reduces the required right-of-way by replacing the shoulder with curb and gutter. Alternative B1 proposes a 22' barrier median and 10' outside shoulders. This median increases safety by providing a barrier between opposing directions of traffic and better manages access to minor streets and driveways. Median openings are proposed at one-quarter mile intervals to allow U-turns for passenger cars. Alternative B2 proposes the same barrier median but replaces the shoulders with curb and gutter to reduce the right-of-way requirement. In all of the Preliminary Alternatives, bicycle and pedestrian accommodations were provided through a combination of the following elements: 5-foot sidewalks to accommodate pedestrians and widened outside lanes or paved shoulders to accommodate bicyclists. Due to the state's Complete Streets Policy, which was adopted after development of the Preliminary Alternatives, some of the bicycle facilities proposed in the Preliminary Alternatives could not be carried forward to the Refined Alternatives.

The study team presented the methodology to develop the Refined Alternatives. The corridor is divided into three sections to meet more specific needs along the route:

- Sunset Avenue to Wadsworth Road. There is generally less right-of-way available in this segment, and many low-volume streets and driveways intersect IL Rte. 131. Land use is primarily residential with some commercial properties and the Waukegan Regional Airport.

- Wadsworth Road to IL Rte. 173. In this segment, there is more existing right-of-way and fewer intersecting streets and driveways. The Village of Beach Park has proposed a Tax Increment Financing (TIF) Redevelopment area along IL Rte. 131 from 21st Street to Nemesis Avenue, which may affect the land use in these areas, which is primarily residential with many vacant parcels at this time.
- IL Rte. 173 to Russell Road. This segment has the fewest driveways and streets, as well as a comparatively greater amount of existing right-of-way. The existing land uses are generally industrial and agricultural, although the City of Zion has proposed a TIF redevelopment area in this section as well.

The Illinois Complete Streets Law requires the full consideration of bicycle and pedestrian accommodations into state highway projects. Under the new policy, pedestrians and bicyclists are best accommodated by an off-road shared-use path on roadways of IL Rte. 131's classification, traffic volumes, and posted speed limits.

To carry the alternatives forward, modified and/or additional bicycle and pedestrian accommodations were required, increasing the amount of right-of-way needed. The study team developed evaluation criteria, including the three identified needs; environmental impacts; accessibility; coordination with the Waukegan Airport study; property impacts; and project construction and maintenance costs. Using the evaluation criteria and combining comments received from agencies at the September 2010 404/NEPA meeting and stakeholder input from previous meetings, two Refined Alternatives were developed.

Refined Alternatives

Alternatives A1, A2, B1, and B2 were combined with the revised pedestrian and bicycle guidance from the Complete Streets Policy to form Refined Alternatives E1 and E2.

Alternative E1, Sunset Avenue to IL Rte. 173. The main distinguishing element of Alternative E1 is the shoulder and open ditch design. Similar to Alternative A1, the 13' flush median two-way left-turn lane accommodates full access to homes and businesses in this section of the project, since there are some areas with more than 30 access points per mile. A 10' shared-use path is located on one side of the highway, and a 5' sidewalk is on the other side. Shoulders and ditches are the preferred drainage method, but they will require comparatively more right-of-way than a curb & gutter alternative.

Alternative E1, IL Rte. 173 to Russell Road. In this section, Alternative E1 is based on the geometry of Preliminary Alternative B1, with 4 through lanes and a 22-' barrier median. The barrier median would be used because there are fewer driveways and intersections and it would provide access management for future development. A barrier median is also a safe design that eliminates many conflict points created by unrestricted left turns. The bicycle and pedestrian facilities as described for the previous section would be continued throughout the project.

Alternative E2, Sunset Avenue to Wadsworth Road. Refined Alternative E2 resembles Preliminary Alternative A2 in this section, proposing a 4-lane roadway with a 13' flush median two-way left-turn lane and curb & gutter on the outside roadway edge. As with Alternative E1, the two-way left-turn lane would provide access to the many businesses and residences in this segment, and the curb & gutter reduces right-of-way acquisition. A 10' shared-use path is proposed on one side of the roadway and a 5' sidewalk on the other to provide full access and mobility for pedestrians and bicyclists.

Alternative E2, Wadsworth Road to Russell Road. In this section, Refined Alternative E2 is based on Preliminary Alternative B2, with four through lanes, a 22' barrier median and curb & gutter. The bicycle and pedestrian facilities would be continued throughout the project.

Refined Alternative Development

Since an open ditch drainage system is used throughout the project in Refined Alternative E1, comparatively more ROW, more potential relocations, and more environmental impacts would be required than with Refined Alternative E2. The shoulder provides the safety and operational benefits of dedicated space off the highway for emergency and stranded vehicles, and ditches help limit erosion and may be attributed to higher water qualities, but at a higher land acquisition and relocation cost. However, if curb

and gutter were used instead of ditches, storm sewer would be necessary. While this would increase the cost of construction and maintenance, some of this cost may be offset by the reduced cost and impact of land acquisition and relocations.

Refined Alternative E2 would propose curb and gutter throughout the project. This will require less ROW acquisition and fewer potential relocations and other property and resource impacts than Refined Alternative E1. However, storm sewer would be required for drainage, which would increase construction and maintenance costs.

Refined Alternative E2 also would propose barrier median from Wadsworth Road to Russell Road, as opposed to only from IL Rte. 173 to Russell Road as in Refined Alternative E1. The continuation of the barrier median would provide access management benefits and increased safety for this area of the project, which is has experienced recent growth.

Kenosha Road Alternatives

The study team evaluated several alternatives to improve the skewed Kenosha Road intersection, which is a safety concern for stakeholders. Lake County Division of Transportation (LCDOT) has jurisdiction of Kenosha Road.

One alternative realigns Kenosha Road to intersect IL Rte. 131 approximately half-way between 21st Street and 29th Street. This alternative in not favorable because it would use property owned and planned for development by the Beach Park School District.

Another alternative would close Kenosha Road at IL Rte. 131 and route traffic north to 21st Street. This alternative would route extra traffic onto 21st Street, it would diminish the continuity of this county route, and it may cause potential negative impacts regarding access to residential areas along Kenosha Road.

A final alternative for Kenosha Road realignment creates an intersection approximately 1,000 feet north of 29th Street where Kenosha Road intersects IL Rte. 131 at a perpendicular angle. This alternative offers the best operations, improving sight distance, while minimizing environmental and residential impacts. LCDOT expressed their preference for this alternative for the Kenosha Road intersection realignment. The 1000-foot spacing is the minimum required spacing between signalized intersections, and while neither intersection is currently signalized, this spacing will ensure that future signalization could be implemented if warranted.

Waukegan Airport

An ongoing study at the Waukegan Airport influences the alternatives development of IL Rte. 131, which travels along the west side of the airport. The Waukegan Port District is conducting an Environmental Assessment study for the Federal Aviation Administration to provide improved and more efficient aviation facilities at the Waukegan Regional Airport. The Project study team is coordinating with the Airport study team to determine the potential impacts to IL Rte. 131.

One roadway design has been developed for both Alternative E1 and E2 that will satisfy the needs of the IL Rte. 131 study while minimizing impact to airport property in an effort to not preclude any future airport expansion plans. Preliminary feasibility alternatives that lower IL Rte. 131 to cross under the proposed airfield designs have also been developed to determine feasibility and potential impacts. Coordination is ongoing with the FAA and FHWA regarding the two studies.

Preferred Alternative Development

Stakeholders commented on the Refined Alternatives at a Corridor Planning and Technical Advisory Group Meeting in November 2010. Issues raised included agency jurisdiction for pedestrian facility construction and maintenance, requirement of pedestrian facilities on both sides of the roadway, determination of partial acquisitions versus full relocations, TIF districts established in the project area, exclusive turn lane suggestions at various intersections.

At the fourth Public Meeting in March 2011, public comments included preferences of a ditch section versus minimizing right-of-way, barrier median suggested locations, alternatives for Kenosha Road

realignment, and proposed traffic signal locations.

The preliminary recommendation for the Preferred Alternative is described as follows:
Sunset Avenue to Yorkhouse Road, and Beach Road to IL Rte. 173. The Preferred Alternative features two 12' through lanes in each direction separated by a 13' two-way left-turn lane flush median that provides access to the frequent low-volume streets and driveways in these areas. Curb and gutter is proposed along the outside edge of the roadway to minimize right-of-way acquisition. A shared-use path is proposed on the east side of the highway to connect with a proposed Lake County Forest Preserve trail, and sidewalk is proposed on the other side to provide full accessibility for pedestrians.

Yorkhouse Road to Beach Road. The Preferred Alternative narrows to two 11' through lanes in each direction and an 11' two-way left-turn lane with curb and gutter to stay within the existing right-of-way and avoid impacting the Waukegan Regional Airport property. Retaining walls are necessary to accommodate the improvements and eliminate the need for temporary construction easements. Because there are no properties to access, no pedestrian accommodations will be proposed on the east side. However, to provide continuity to the path system and direct access to the Waukegan Sports Park, the path will shift to the west side of the roadway, narrow to 8-ft, and be located as close as possible to the roadway, requiring barrier protection.

IL Rte. 173 to Russell Road. The Preferred Alternative proposes a 22' barrier median in this section. To minimize impacts to the adjacent residential properties, landfills, and wetlands, curb and gutter is proposed along the roadside from IL Rte. 173 to north of Stonebridge Drive, and from Ninth Street to north of the Shepherd's Crook Golf Course. The other areas, totaling approximately 0.83 miles, propose a paved shoulder and open ditch drainage system. The shared-use path is proposed on the west side of the roadway and sidewalk is proposed on the east side in this section. The facilities are located behind the curb and gutter or beyond the ditch where shoulder is proposed.

Impacts
The roadway elements from the Refined Alternatives that best satisfied the project needs and minimized impacts were integrated into the Preferred Alternative. Avoidance and minimization measures included shifting the roadway alignment away from sensitive resources and properties, proposing retaining walls, reducing roadway lane or shared-use path widths, and proposing a closed drainage system along much of the project area. Meeting handouts include a table comparing more detailed impacts of the Refined and Preferred Alternatives. Approximately 34 acres would be acquired to accommodate new right-of-way. Some impacts are unavoidable and they are summarized as follows:

- Wetlands. The Preferred Alternative impacts up to 2.55 acres of wetlands. Two sites totaling 0.11 acres of impact fall under USACE jurisdiction.
- Relocations. Many of the potential relocations are due to septic field impacts on small residential parcels. The Preferred Alternative potentially relocates up to 23 residences, two commercial businesses and one industrial property.
- Farmland. Up to 4.6 acres of farmland would need to be acquired in the northern half of the project. The Lake County Regional Plan for 2030 shows all of the agricultural land rezoned to commercial.
- Section 4(f) properties. The study team is working with the Waukegan Park District regarding right-of-way needs at the Waukegan Sports Park. The park plan and roadway improvements indicate right-of-way to be acquired by this project. Temporary construction easements are required for grading where the Zion Park District and Lake County Forest Preserve District golf courses abut the IDOT right-of-way.

Project Schedule
The Draft EA is currently being prepared. The project anticipates seeking concurrence on the preferred alternative at the September NEPA meeting. Publishing the EA and holding the Public Hearing is anticipated for this fall, and the FONSI and Errata is anticipated to be completed later in the winter.

Agency Questions and Comments
During and after the presentation, the following questions and comments were addressed:

Comment (FHWA – Fuller): If the Sports Complex plans show future accommodations for IL Rte. 131, then Section 4(f) may not apply. The study team has a follow up internal meeting to confirm applicability of Section 4(f) on the project.

Q: Why is there so much shifting of the shared use path along the corridor? (USEPA – West)

The team can re-examine the alignment. The path is located to best serve land uses along the corridor. For example, the Waukegan Sports Park is located on the west side of the road, but Beach Park Middle School is on the east side. In addition, the Waukegan Savanna Forest Preserve Master Plan indicates a regional trail planned for the ComEd utility corridor (south of Yorkhouse Road and on the east side of IL Rte. 131) to connect with trails in the Forest Preserve, which is located on the west side of IL Rte. 131. To avoid a midblock crossing, the shared-use path would need to be on the east side of IL Rte. 131 to connect the utility corridor trail to a signalized crossing at Yorkhouse Road. Transitions from east and west sides of the road would occur at signalized intersections. The planned airport acquisitions on the west side of the road may affect the need to keep the path on the west side.

Q: How close to reality is the runway project? (USACE – Chernich and USEPA - West)

The airport study is due out in 2012. The IL Rte. 131 study team has coordinated with the Port District and FAA. The IL Rte. 131 study team and airport study team have developed a below-grade (a tunnel under a future extended runway and safety zone) alternative that would potentially accommodate the airport alternatives.

We don't know if the runway extension is happening; it's a very expensive project. The roadway study team's preferred alternative stays within the right-of-way and at-grade to avoid impacts to airport property, should the airport project not proceed. In the event that the airport project does proceed, the airport plans can be noted in the CDR.

There was discussion as to whether the depressed alternative should be considered an alternative in the EA. However the depressed alternative is related to the airport's action and should be part of the airport's NEPA document. The IL Rte. 131 design accounts for, and the NEPA document acknowledges the airport's action. The study team cannot control what will happen with FAA's decision, or the timing of this decision.

Q: Has FHWA asked FAA to be a Cooperating Agency? (IDOT BDE – Zyznieuski)

No, FHWA will do so. However, both the airport and FAA are part of the TAG and the team has coordinated closely with the airport study.

Q: Could IL Rte. 131 go west around the runway extension? (IDOT BDE – Zyznieuski)

Yes, the airport study team evaluated and dismissed this alternative in their Environmental Screening Study (March 2009).

Comment (USACE - Chernich): Get documentation on what airport wants to do.

IDOT received a determination of No Impact to air navigation from FAA regarding proposed roadway impacts.

Q: Why not build the north sections first to allow time for the airport to make a decision? (USEPA – Westlake)

That's possible. The IL Rte. 131 reconstruction is not programmed at this time, however we can add a commitment in the EA to coordinate with the airport when funding for construction moves forward. The study team can re-evaluate the decision for the at-grade alternative at that time.

Q: Would the Kenosha Road intersection be signalized? (USEPA – West)

Traffic signal warrant analysis indicates that a signal is warranted at Kenosha Road based on existing traffic volumes. The preferred alternative proposes this realigned and signalized intersection 1,000-ft from the intersection of 29th St. and IL Rte. 131 to accommodate potential future signalization of both intersections. The traffic projections from CMAP indicate that the

current roadway is at capacity. With improvements to IL Rte. 131, year 2040 traffic doubles; indicating pent up traffic demand for improvements.

Q: Can you label the Preferred Alternative E3? It would be less confusing. (USACE – Chernich)
Yes.

Q: Are there no hydrologic crossings connecting wetlands on the corridor?
(USACE – Chernich)
The study team will check this, but believe there are no such crossings. The alignment is unique in that it follows a ridgeline between two watersheds. *Note: It was determined after the meeting that no hydrologic crossings connect any of the wetlands.*

Comment (USACE)
Corps had planned a field jurisdictional determination before September 2011, but may defer since no construction is scheduled at this time.

Q: Are there any hazardous materials issues of note? (USEPA – West)
No, but the team will confirm that issues are related to USTs and ASTs.

Conclusion

IDOT will provide FAA documentation to Matt Fuller to forward to the agencies. The study team anticipates presenting the Preferred Alternative for concurrence at the next NEPA/404 Merger Meeting in September 2011.

IDOT District 1, Cook and DuPage Counties
I-290 Eisenhower from West of Mannheim Road to East of Cicero Avenue
Environmental Impact Statement
Information – Purpose and Need

This was the second presentation of the I-290 project. The previous presentation was on September 9, 2009. The purpose of the meeting was to update the Merger Team on the status of the I-290 Project and present the draft Purpose and Need for information only.

The IDOT District One and project consultant, Parsons Brinckerhoff (PB), made a PowerPoint presentation to the Merger Team. The presentation consisted of a project overview, a study process update, an introduction to the Draft Purpose and Need statement, a synopsis of the Public Meeting comments, and the next steps for the Project.

PROJECT OVERVIEW

Interstate 290 (I-290) Eisenhower Expressway provides the primary east-west roadway access between Chicago and the western suburbs and also serves other transportation markets. The study area extends along I-290 in Cook County from west of Mannheim Road, to east of Cicero Avenue. Extending for approximately 9 miles, the study area passes through eight communities including Hillside, Westchester, Broadview, Bellwood, Maywood, Forest Park, Oak Park, and Chicago. The I-290 Corridor was originally constructed and opened to traffic in the 1950's, and was the first new multi-modal transportation corridor in the United States. Now, at over 50 years of age, I-290 has exceeded its life expectancy and is in need of reconstruction.

STUDY PROCESS UPDATE
The I-290 Study has been categorized as an Environmental Impact Statement (EIS), and is following IDOT's Context Sensitive Solutions (CSS) public involvement process. The Project Study Group (PSG) and the Corridor Advisory Group/Task Force (CAG/TF) have committed significant time and effort to the study process and progress of the project. Using stakeholder input, combined with detailed technical studies, the PSG has; identified goals and objectives for the study, developed the project problem statement, identified existing environmental constraints, identified the existing transportation system deficiencies, developed the draft purpose and need statement, and identified an initial range of suggested single-mode alternatives. Through the CSS process, the PSG has held many stakeholder events including two public meetings and nine CAG/TF meetings.

PURPOSE AND NEED INTRODUCTION
The project purpose is to provide an improved transportation facility along the I-290 Eisenhower Expressway multimodal corridor. The Five specific needs to be addressed are: improve regional and local travel, improve access to employment, improve safety for all users, improve modal connections and opportunities, and improve facility deficiencies. The Draft Purpose and Need statement is available on the project website where it has been posted since April 2011. Individual need points were presented as follows:

- **Need Point #1: Improve Regional and Local Travel:** Severe congestion along the I-290 corridor reduces its ability to serve regional travel. The existing mainline exceeds the calculated ideal highway capacity by 136% in the six lane section between Mannheim Road and Cicero Avenue, and I-290 experiences up to 17 hours of congestion (LOS D or worse) each day in both the eastbound and westbound directions. Improve Local Travel addresses the congested conditions on parallel and crossing arterials within the study area caused by diversion of traffic from I-290 and failing or constrained movements at I-290 interchanges. Seven out of ten study area interchanges have failing movements.

- **Need Point #2: Improve Access to Employment:** Heavy congestion on I-290 and the arterials in the study area constrains connectivity between workers and jobs. Both the Traditional commute and the Reverse commute experience Level of Service F on I-290 during the am and pm peak periods. Congestion on I-290 and parallel routes negatively affects bus travel times, ability to make modal connections and access to transit by automobile. Accessibility to regional jobs by automobile is expected to decline by up to 33% and remain unchanged or increase slightly for transit accessibility to jobs by 2040.

- **Need Point #3: Improve Safety for all Users:** Improve safety for all users addresses the high comparative crash rates on I-290 which are 61% higher than similar expressways in the region. Rear end crashes were the highest crash frequency type comprising 71% of the total 6066 crashes recorded in the 3 year period from 2006 to 2008. The peak crash areas were eastbound from Mannheim Road to 1st Avenue, both directions between Des Plaines Avenue and Harlem Avenue, and westbound from Central Avenue to Austin Avenue. The main contributors to these crash hot spots are attributed to congestion, lane reductions, left hand ramps, narrow shoulders, and weaving. Type K and A injury crashes primarily occurred during off-peak hours when expressway travel speeds were higher. The Purpose and Need will also address the pedestrian-vehicle conflicts on cross streets.

- **Need Point #4: Improve Modal Connections and Opportunities:** The study area has a well developed transportation system that carries 21% of the home-to-work travel. Although this utilization rate is higher than transit usage for the Chicago Region overall, there are many deficiencies that prevent optimum usage of study area transit services. The specific areas of focus include: improve bicycle and pedestrian access to transit, improve vehicular access to transit, improve bus transfer connections, and improve non-motorized connections.

- **Need Point #5: Improve Facility Deficiencies:** The original concrete pavement base and granular subbase are over 50 years old, exceeding their typical service life by approximately 30 years. This need point will address pavement age, address structure deficiencies, address geometric deficiencies, address ADA Ramp and Sidewalk deficiencies, and address drainage deficiencies related to drainage system capacity and condition.

SYNOPSIS OF PUBLIC MEETING #2 COMMENTS

The purpose of Public Meeting #2 was to solicit public input on the Draft Purpose and Need statement and the initial range of single mode alternatives for public comment. The public meeting format received a number of positive comments on how well the material was presented.

The majority of the comments received on the Draft Purpose and Need can be summarized in five distinct areas. These five areas are: include environmental criteria (such as climate change, air quality, water quality, public health, fossil fuel consumption, etc), include discussion of alternatives, include addressing CTA/Pace/Metra facility deficiencies, include addressing freight traffic needs in the corridor, and extend the study area. These comments will be included in the public record. The PSG is preparing comment responses, and considering changes to the Draft Purpose and Need that may be necessary based on the public input.

The initial range of single mode alternatives were developed from a list of 170 alternatives suggested through the public involvement process including a CAG/TF workshop, public meeting #1 and through website comments. The 170 alternatives include transit, highway, bicycle and pedestrian, as well as traffic management systems and strategies. Alternatives comments received at Public Meeting #2 were largely endorsements of previously identified alternatives or suggested enhancements to displayed alternatives.

NEXT STEPS

The next steps are to finalize the Draft Purpose and Need statement and to request formal NEPA/404 Merger Team concurrence on the document.

The PSG is currently working to refine and evaluate alternatives. Round 1 of the alternatives evaluation will test single-mode alternatives based on travel benefit and how well they meet the project Purpose and Need. Round 2 will evaluate combination alternatives, and Round 3 will provide detailed evaluation of Draft Environmental Impact Statement (DEIS) alternatives.

PROJECT DISCUSSIONS

USEPA (West) requested clarification on the Single Mode Travel Benefit Analysis. IDOT (Harmet) responded that we will initially model the single mode alternatives to see how they perform individually. An example of a single mode would be a Blue Line extension or a High Occupancy Vehicle (HOV) lane. These single mode alternatives will not address all of the needs of the corridor, but when combined with another single mode alternative, a greater number of needs will be satisfied.

USACE (Chernich) asked whether this project will receive official concurrence given that an Individual Permit will not likely be needed. IDOT (Harmet) answered that this is not an official concurrence project because we do not know the extent of the alternatives, and whether an Individual Permit will be needed. However, IDOT plans to go through with NEPA coordination because of the public interest and because it is too early to make concrete decisions about concurrence. USEPA (Westlake) suggested that the project should continue to seek concurrence due to the level of public interest and the potential for future environmental considerations such as air, noise or environmental justice should they arise.

IDOT District 1, Cook and DuPage Counties
Elgin O'Hare West Bypass Tier 2 EIS
Environmental Impact Statement
Information – Purpose and Need

A briefing of the overall project status, Purpose and Need, and the alternative development process was presented. Concurrence was not being requested on either the Purpose and Need, or the Alternatives to be Carried Forward.

The project status focused on engineering, environmental, and Governor Quinn's Advisory Council for the project. Project engineering has been advancing and refinements of the initial geometry set is underway with new traffic data (2040) that is affecting project sizing and interchange forms. Revised cost estimates will be developed for the final project configuration and the cost will be set to the mid-year of construction. Drainage work is well underway with the existing drainage plan nearing completion. The required conveyance and detention for the project will be established by fall of 2011.

The work of the Governor's Council is nearing completion. The final report of the Council is planned for the end of June. The focus of the report is fourfold including financing, economic impact, diverse work force, and sustainability. There is general agreement amongst stakeholders that the facility be a tollway. Some aspects of finance remain unresolved and will be the subject of further work.

The environmental document has been advancing with the completion of special resource studies, and the preparation of a preliminary draft of the DEIS. The Federal Aviation Administration has joined the DEIS process in Tier Two because of the needed "Land Release" of airport property for use as a highway. The release constitutes a federal approval/federal action and the DEIS will contain appropriate information supporting that decision. The first round of agency review will be completed by mid August, and the second round is schedule for late fall 2011. The DEIS is expected to be circulated for public comment after the first of the year.

Purpose and Need was presented describing updates to the FEIS document developed in Tier One. The Tier Two Purpose and Need of the Elgin O'Hare – West Bypass (EO-WB) project builds on the Tier One statement and findings. The project Purpose and Need statements remain the same from Tier One to Tier Two, the difference being that the "need" has been evaluated using 2040 No-Build travel forecasts. The planning period was extended from 2030 to the year 2040 to be consistent with the regions CMAP *GO TO 2040 Comprehensive Regional Plan.* The base year was also shifted from 2007 to 2010. The update included a revision to the scope of the improvements in the No-Build Alternative, and the development of the 2040 No-Build Alternative travel forecasts.

The results of the Tier Two analysis included below indicates the overwhelming need to *improve regional and local travel, improve travel efficiency, improve access to O'Hare Airport, and improve modal connections* in the study area:

- 19 percent (almost 4 million) of all trips in the six-county region occur in study area
- The number of trips in the project area will increase by 14% in 2040
- By 2040, every major roadway in the project area will be congested (LOS "D" or worse)
- Freeways/principal arterials count for 47% of total roadway miles, but carry 75% of vehicle miles of travel (VMT)
- 86 percent of the area's roadways will be congested in the peak hour periods by 2040
- Congestion on major roads will spill over to secondary roads and will grow from 86 percent in 2010 to 88 percent by 2040

- By 2040, 91 percent of the minor arterials and 78 percent of collectors in the study area will be congested during the P.M. peak travel period
- 40 percent of the study area has the longest travel times to interstate connections (greater than 10 minutes)
- Travel times for all trips originating from the west side of O'Hare to points north, northwest, south, and west worsen in 2040, increasing from approximately 26 to 50%
- Trips to/from west and northwest will experience approximately 35 to 50% increase by 2040
- Transit ridership in the study area is relatively low at 4%, and will increase to only 4.5% by 2040 without major transit improvement. Stakeholders rank transit improvements as the #1 priority in project area and seek opportunities to improve transit ridership in the future

The alternatives development process for Tier Two was described. Whereas, Tier One established "what and where" (high type roadway and the preferred corridor), the focus of Tier Two will be on refining the project features that fit within the selected corridor. The major decisions in Tier Two include agreement on facility type (freeway, tollway, or some combination), mainline lane requirements, interchange forms, drainage requirements, requirements needed to accommodate transit and bicycle/pedestrian facilities, and limis of construction/ROW requirements.

Following the presentation, participants suggested that the concurrence for Purpose and Need and the Alternatives to be Carried Forward not occur at the same merger meeting. Thus, concurrence for Purpose and Need will be requested in July/August via correspondence, and concurrence for the Alternatives to be Carried Forward would be requested at the September, 2011 NEPA 404 Merger Meeting. It was also mentioned that IDOT would conduct a working session with some of the agencies regarding the projects alternative development process in Tier Two. The purpose of the meeting would be to have the agencies thoroughly understand the approach in Tier Two and the considerations given to avoiding and minimizing impacts, as well as planned mitigation measures. Several members of the merger group asked for electronic copies of the presentation.

IDOT District 1 and Indiana Department of Transportation
Will and Kankakee Counties, Illinois
Lake County, Indiana
Illiana Corridor
Environmental Impact Statement, Tier One
Information – Introduction and Scoping

On June 28, 2011 an Agency Scoping Meeting was held as part of the NEPA/404 Merger meeting to introduce the Illiana Corridor project to the Resource Agencies and provide an opportunity for upfront agency comments on the overall study process and any special process or resource concerns they may have. A Scoping Document (copy attached) was prepared. Several agencies did not receive the Scoping Document in advance of this meeting. As such an additional copy of the Scoping Document will be included with the Cooperating/Participating Agency invitation letters that will be sent out after this meeting. Comments from the Resource Agencies will be requested by July 29, 2011.

The Agency Scoping meeting agenda included the following discussion points:

- Introductions
- Purpose of Meeting
- Project Overview
- Geographic Information System (GIS) Database and Planned Use
- Next Steps for Agencies

The meeting was guided by a Powerpoint presentation (copy attached). The project overview included discussion of the bi-state project leadership structure with Illinois DOT as the lead agency with Indiana DOT assistance and cooperation, and with the FHWA Illinois Division as the lead with cooperation with the FHWA Indiana Division. This was followed by discussion of the project purpose, the project history (including previous feasibility studies by Illinois and Indiana), the study area, the tiered EIS process, Stakeholder outreach based on IDOT and InDOT Context Sensitive Solutions (CSS) guidelines, the organization of the Project Study Group (PSG) and joint Corridor Planning Group (CPG)/Technical Task Force (TTF), and the project schedule. Next, the presentation included a discussion of potential alternatives, the integration of project implementation financial strategies into the Tier One EIS, and potential key environmental issues. This was followed by a presentation of the GIS database components and structure, followed by a demonstration of how the GIS database could be used in the development and comparative analysis of various alternatives. The presentation concluded with a presentation of the key points of a proposed bi-state agency coordination program and a request for scoping letters and an indication of desired cooperating or participating agency participation in the NEPA process.

Open discussion followed the presentation and the following questions and/or comments were made:

- **The USACE indicated that the Rock Island District should be involved in the project since Kankakee County is within that district of the USACE, and she suggested that they be invited to all future NEPA/404 Merger meetings for this project.**

  - The project team agreed and will contact John Betker of the Rock Island office.

- **The USACE indicated that they did not receive a copy of the Scoping Document.**

  - The project team indicated that the Scoping Document will be emailed to the agencies in addition to being included with the cooperating/participating agency letters as noted above, with comments requested by July 29, 2011.

- **The USEPA inquired as to the reasoning for the southern study area boundary, and whether it should be extended further south.**

  - The project team indicated that expanding the corridor further south was constrained by the City of Kankakee and the large floodplain at the Kankakee River in Lake County. An expansion south of Kankakee and the floodplain would be excessive. USEPA felt this was reasonable.

- **The USACE asked if this project will be presented at the September 2011 NEPA/404 Merger meeting.**

  - The project team indicated yes, a progress presentation is planned for September 2011.

- **The Indiana Department of Environmental Management (IDEM) noted that Illinois and Indiana differ in their stream and water feature descriptions such as with "classified streams." For example, in Indiana ditches that are fishable and swimable are streams. They asked how this will be addressed.**

  - The project team referenced the I-69 Tier One study as the model for water feature identification in Indiana, and that joint project team/agency field reviews are proposed as necessary to confirm resource presence/quality and discuss concerns. The study will consider all database descriptors and use the nomenclature that each state uses. It was also mentioned that the GIS database is still being consolidated and sorted, and that Indiana and Illinois data can be archive on separate GIS layers for data integrity and ease of reference with the highest quality of data having priority where duplicate data sets are available.

- **The USACE asked how the 2,000 feet corridor width was determined, and expressed concern with possible overestimation of impacts with this corridor width.**

  - The project team indicated that this width would be used to characterize the sensitive features within the corridor and not impacts. The 400 to 600 feet wide working alignment will be used to tabulate potential impacts of "a transportation facility" inside the larger corridor. This was the approach on I-69 and worked well. In addition, unlike I-69, the Illiana project does not have fixed end points so there is more flexibility in moving the corridor termini up and down along terminating highways (I-55 and I-65) to avoid impacts, and therefore characterizing the sensitive features within the separate corridors will be important to identifying reasonable alternatives in addition to tabulating potential impacts for various working alignments.

- **The USEPA mentioned the potential for east-west facility to fragment greenways that serve north-south migratory routes, requested that NIRPC and CMAP planned open spaces and natural areas be included as well as existing, and asked if database included retention of open space.**

  - The project team indicated that NIRPC and CMAP 2040 planning cycles were complete and open space plans will be included where applicable.

The meeting concluded at approximately 3:30 PM.

MEETING SUMMARY

I-55/Illiana – Lorenz Road Coordination Meeting

Date: February 13, 2013
Time: 9:00 am
Location: IDOT District One

Please provide the author any comments or clarifications within five (5) business days of receipt. If no additional comments or clarifications are received, the summary will be considered final. In the event that any comments are received, the meeting summary will be revised and redistributed as necessary.

A meeting was held between IDOT D1 staff, Alfred Benesch (Benesch), and Parsons Brinckerhoff (PB) to discuss the geometric improvements at the I-55/Illiana interchange, Lorenz Road improvements, and coordination between the two projects. The following is our understanding of the meeting minutes and direction provided by IDOT during the meeting.

The following points of discussion were made.

1. Kesti Susinskas should be the IDOT point of contact for the Lorenz Road project team. Ryan Thady will be the Benesch point of contact for the Lorenz Road project. Rich Hoffman will be the point of contact for the Illiana Corridor project.
2. The Illiana Corridor project is anticipated to begin construction in 2015. The Lorenz Road project is anticipated to begin construction in 2017.
3. PB to provide a copy of the NEPA time frames agreement to Benesch. Major milestones are listed below for the Illiana Corridor:
    a. Draft EIS – Anticipated July 1, 2013
    b. RFQ – Anticipated end of 2013
    c. Tier 2 ROD – Anticipated December 2013
4. IDOT indicated Benesch would need to provide two Phase I documents for the Lorenz Road project; one with the Illiana Corridor and one without the Illiana Corridor.
5. IDOT to verify type of funding used for Lorenz Road to confirm the monies would be available to be used on the proposed Illiana/I-55 interchange which includes similar improvements to I-55 and IL 129.
6. Coordination is needed between two project teams on interchange layouts, mainline section, and drainage improvements. PB and Benesch to coordinate outside of the meeting. Both consultants will exchange cadd files with current designs. Benesch to use the PB layout at I-55 and IL 129 based on the new Illiana Corridor. It is anticipated final interchange geometrics at the Illiana Corridor and I-55 will not be finalized for at least 3 to 4 months.
7. Local access for existing properties west of I-55 should be maintained in both projects. IDOT indicated a local frontage road connecting into IL 129 would be the best option if local roads are not maintained for this area. An exhibit was provided by Benesch showing parcel ownership west of the proposed interchange which included Ridgeport and several other landowners.
8. Both consultants are to investigate how to address environmental impacts between projects due to nature of both projects and the possible joint documents being used in the Phase I process.

9. Benesch to provide to IDOT a revised scope and schedule based on current scoping changes due to the Illiana Corridor improvements and meeting discussion.
10. IDOT requested PB to provide 2040 Illiana Corridor traffic numbers to Benesch.
11. As both projects are very interrelated, the public comment meetings may overlap with comments. Consultants need to review NEPA timeframes and recommend how, if needed, both project should address required public meetings and comments.

The meeting concluded at approximately 10:30 AM.

Attendees:

See attached sign-in sheet.

Illinois Department of Transportation

Attendance Roster

Bureau: Programming Section: Project Studies

Project/Topic: Illiana & I-55 @ Lorenzo/IL 129 Coordination

Date: Feb. 13, 2013

Time: 9am

Location: Maintenance Conference Room

	Attendees	Representing	Phone Number	Email Address
1.	OJAS PATEL	IDOT - P+ES	847-705-4477	~~ojpatel~~ ojas.patel@illinois.gov
2.	Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
3.	Laura McGovern	Benesch	312-819-8888	lmcgovern@benesch.com
4.	Paul Kanellopoulos	Parsons Brinckerhoff	312-803-6506	Kanellopoulos@pbworld.com
5.	Alex Lane	Parsons Brinckerhoff	312-803-6527	lanea@pbworld.com
6.	JIM PROLA	AECOM/IDOT GEO. UNIT	847-705-4679	JAMES.PROLA@ILLINOIS.GOV
7.	FAWAD AQUEEL	IDOT - PROG. GEO	847-705-4677	FAWAD.AQUEEL@ILLINOIS.GOV
8.	Steve Schilke	IDOT - Prog.	847 705-4125	Steven.Schilke@illinois.gov
9.	RICH Hoffman	Parsons Brinckerhoff	312 803-6525	hoffmanrp@pbworld.com
10.	Kimberly Murphy	IDOT - P&ES	847-705-4791	Kimberly.Murphy@illinois.gov
11.	Kesti Susinskas	AECOM	847-705-4126	Kesti.Susinskas@illinois.gov
12.				
13.				

VILLAGE OF COAL CITY

Neal Nelson
President

Pamela M. Noffsinger
Village Clerk

Village Trustees

Tom Hanley
Terry J. Halliday

David Togliatti
Joe Phillips

Daniel J. Greggain
Georgette Vota

May 15, 2008

Illinois Department of Transportation
Division of Highways, District One
Attn: Bureau of Programming
Mr. John Baczek, P.E.
201 West Center Court
Schaumburg, IL 60196-1096

RE: IMPROVEMENTS TO I-55 WILMINGTON

Dear Mr. Baczek:

The Village of Coal City Board of Trustees has requested I provide a comment to IDOT on behalf of the Village regarding any improvements in I-55 related to a proposed development along Lorenzo Road. The public hearings provided within Wilmington provided an excellent opportunity to view the project and meet other stakeholders. You are to be commended for your and others' efforts in the management of the process. The Village of Coal City would like to remain a stakeholder in the process and continue to be considered as the development is considered and resources are allocated.

The Village of Coal City supports industrial development and the diversification of the property tax, which comes with non-residential growth. The development that was discussed during the public hearing proposes the following concerns:

- *Quality of Life Concerns* – The introduction of 40,000 trucks per day (planned buildout) and significantly increased train traffic to the already bustling traffic along State Route 113 and its related interchange adds to the necessity of grade separation within Coal City. Emergency services are bisected from the presence of the BNSF and additional train traffic will cause backups to grow from the regular chaotic rush hours during the early evening hours.

- *Remediate Wetland Areas locally* – Dependent upon the total wetland area to be disturbed, the Village of Coal City is working on the creation of a wetland remediation area along North Broadway. This site, which exceeds 40 acres, has been slated for a wetland recreational area for a number of years, is being planned for its final use during the remainder of 2008.

- *Comprehensive Evaluation of Area Truck Routes* – The regional effect of warehouse distribution is not supported by a regional funding mechanism for the maintenance of the roads currently utilized by truck drivers. The existence of Centerpoint in Elwood

515 S. Broadway, Coal City, Illinois 60416
Phone: (815) 634-8608 Fax: (815) 634-2487

has taught landowners along State Route 102 trucks will find direct routes between major interchanges and destinations. Coal City will be tracking statistics of truck traffic in its State Route 113 corridor, which has been on the increase. The location of additional warehousing and interchange improvements requires a comprehensive review of the allowable state truck routes; i.e. if the interstate is enhanced, ensure it is utilized by dissuading travel on local state routes.

- *Air & Water Quality* – Village and area residents enjoy a number of natural amenities to include the natural river habitats and private clubs surrounding the proposed development and affected IDOT area. Grade separation may assist the air quality deterioration to come with increased traffic and congestion. Please ensure the improvements do not affect existing watersheds and aquifers.

As stated previously, the Village of Coal City is supportive of development, but believes affected parties should receive compensation and/or improvements to offset any detrimental affect to quality of life. Please do not hesitate to contact me if you have questions or further concerns.

Sincerely,

Matthew T. Fritz
Village Administrator

cc: Mayor Neal Nelson
Trustee Vota
Trustee Togliatti
Trustee Halliday
Trustee Phillips
Trustee Hanley
Trustee Greggain
Pam Noffsinger, Village Clerk
Jeff Jurgens, Village Attorney

DATE: 12-04-08

TO: Diamond Village Board

FROM: Mayor Ramme

Re: IDOT Meeting/RidgePort

A meeting was scheduled with IDOT for December 4, 2008 to discuss RidgePort. The agenda was:

Transportation Plan:

1.	IDOT	I55 and Interchange
2.	Will County	Lorenzo Road
3.	Grundy County	Pine Bluff Road
4.	Diamond	RidgePort Interior and Local Roads

Objectives of Meeting:

1. Reach mutual understanding of the scope of RidgePort project.
2. Identify impacts of IDOT roads and how to address in RidgePort annexation agreement.
3. IDOT discussion on typical financing plan for these projects.
4. IDOT update on funds committed for this project.
5. Identify IDOT contact person for communicating impacts and resolution with Village.
6. Summary of I55 Corridor Committee.

On December 4, 2008 we met at the IDOT Schaumburg office. Present were: Attorney John Gallo, Mike Perry, Mayor Ramme, Commissioner Kernc, IDOT Deputy Director Diane O'Keefe, her engineering staff, John Baczek, Peter Harmet and John Fortmann. Dick Smith participated by conference call. A summary of the meeting follows:

Initially when IDOT was contacted by RidgePort the project was described as an intermodal. RidgePort purposed accessing private activity bonds, thereby giving them a tax break. State backing was necessary to apply for the Federal Authority 2005 and they were required to pledge the Title 23 Act. The state did in fact become involved and an engineer was selected. An amendment was put into the Regional TIP for RidgePort for two interchanges. Since that time IDOT has spoken with BNSF and learned that their decision is three to five years away. RidgePort will initially be rail serviced by not as an intermodal. As a result, IDOT has taken a step back. Kyle Schaumacher advised them that as of his last conversation with the Feds, they are still interested in making the loan. IDOT believes that commitment of 90 million is for one, possibly two, interchanges plus potentially Frontage Road, some auxiliary lanes and a Collection/Distribution system. IDOT is working with the intent of developing cost estimates for access to I55 and maintaining integrity.

IDOT had planned a rehab of 129 however, when RidgePort approached them they stopped. RidgePorts traffic numbers continue to change. The higher numbers initially involved both Lorenzo and 129 Interchanges. Based on the lower numbers, only one interchange is now required. The Lorenzo Interchange would need to be moved. The 129 Interchange has available land. IDOT advises that it is key that RidgePort directs the truck traffic towards 129 where it can be handled. There is also an issue with truck traffic going down Lorenzo/Pine Bluff Road to Rt. 47. They believe energy and money should be focused on the 129 Interchange. They are in Phase I, which includes engineering. Phase I, including approval and public involvement, should be completed by the Spring of 2010. Phase II will include land acquisition and will take 18 months to two years to complete. They believe they are approximately four years from breaking ground. However, that is only an estimate. They will get hard money when it gets into the state program and from there makes it to the annual program. Their commitment is to not stand in the way of the development and to do what they need to do in a timely fashion so the development doesn't negatively impact I55 or the surrounding area.

Regarding financing, IDOT advised that they are not looking at the Village of Diamond for money, and they cannot present a bill to the developer. They would however be looking for "right-of-ways". If requested in a letter, Deputy Director O'Keefe advised that she would state in writing they IDOT will not require municipal dollars for the required interchange/roadway work.

Deputy Director O'Keefe advised that IDOT cannot put weight or speed restrictions on Frontage Road. If it was structurally deficient they could, however, that does not apply. Once annexed, if Diamond requests, IDOT will resurface Frontage Road and turn it over to the Village.

IDOT recommends:

The Village obtains the IDOT Cost Participation Policy which will break down costs that might be required of the Village for certain improvements; signalization, moving utilities, etc.

A Unified Truck Traffic Study be conducted for the commercial property only.

An Internal Roadway Plan be created to minimize Lorenzo Road usage and direct truck traffic towards 129.

The Village requires RidgePort to improve impacted County and Local roads.

RidgePort and IDOT maintain scheduling connectivity.

Diamond obtains all necessary "right-of-ways" from RidgePort.

VILLAGE OF DIAMOND

1750 E. Division • DIAMOND, ILLINOIS 60416
(815) 634-8149 • FAX: (815) 634-3149

December 8, 2008

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Attn: Deputy Director Diane O'Keefe

Dear Deputy Director O'Keefe:

I would like to thank you and your engineering staff for meeting with us Thursday. It was extremely informative. We will definitely continue to work with your office closely on the RidgePort project.

During the meeting you indicated that IDOT would not be requiring municipal or developer funds for the Interchange/Interstate work pursuant to the RidgePort project. Please confirm that in writing.

Sincerely,

Teresa Kernc
Street Commissioner

INTERNATIONAL UNION OF OPERATING ENGINEERS

LOCAL UNION NO. 150, 150B, 150A, 150C, 150RA, 150D, 150G, 150M

AFFILIATED WITH THE A.F.L.-C.I.O. AND BUILDING TRADES DEPARTMENT

JAMES M. SWEENEY
PRESIDENT-BUSINESS MANAGER

(708) 482-8800 - FAX (708) 482-7186
6200 JOLIET ROAD
COUNTRYSIDE, IL 60525-3992

October 15, 2009

Ms. Diane O'Keefe
Deputy Director, Region 1 Engineer
201 West Center Court
Schaumburg, Illinois 60196-1096

RE: I-55 and Lorenzo Road

Dear Ms. O'Keefe:

On behalf of the 23,000 members of International Union of Operating Engineers Local 150, I am writing to express our strong support for the Illinois Department of Transportation's plans to improve interchanges along Interstate 55 at Lorenzo Road and Illinois Route 129 in Will County. The proposed changes will improve traffic flow, make the interchanges safer, and help stimulate economic development in the area.

We have all seen firsthand the impact the current economic climate has on the lives of working men and women in our region. With tens of thousands unemployed in the Will County area alone, projects that stimulate the economy and create jobs should be welcomed. We understand that part of the reason for IDOT's study of these interchanges is the planned RidgePort Logistics Center, near Lorenzo Road and I-55. IDOT should be commended for thinking ahead and planning for this new business development.

The jobs that will be generated by this new roadwork and the jobs that will be generated by building and operations at RidgePort will be welcome news to our union members. In addition to Local 150 members, many others will benefit from these projects. There will be a wide variety of jobs created and local governments will receive significant tax revenues.

Anyone who wants to see progress for the Will County area and provide hope for its unemployed families should be in support of both the improved interchanges, as well as the new intermodal facility, RidgePort.

Thank you for your consideration, and we look forward to a continued partnership.

Respectfully,

James M. Sweeney
President–Business Manager

Mr. Gould,

Per our August 2, 2010 meeting at your office, attached please find exhibits and a summary letter for new Alternative C-5. We were pleased to learn that this alternative successfully addresses the County's concerns regarding the previous alternatives.

The development of this alternative was completed in response to a letter that you sent to the Department in November, 2009, as well as the subsequent IDOT response letter and follow up meeting between our agencies. Your November letter articulately outlined the County's concerns, so thought we would provide responses to these with respect to the new alternative:

> ***Concern No. 1*** *Will County requests ALL ramps at the existing I-55/Lorenzo Road interchange remains open indefinitely. It is critical to existing businesses and residences located at the Lorenzo Road interchange and along Lorenzo Road to the west to have full access to the existing interchange.*
>
> Response: Alternative C-5 accommodates the request to maintain ALL of the existing movements at the existing I-55/Lorenzo Road interchange including access to the existing businesses.
>
> ***Concern #2:*** *Will County supports some form of Alternative B (with the provisions that all ramps on Lorenzo Road remain open)*
>
> Response: With the projected high traffic volume movements at the Lorenzo Road ramps, the intersection operations could deteriorate and breakdown which then could result in backups on the mainline which would be a significant safety concern. Our new proposed Alternative C-5 maintains all four ramps at Lorenzo with the ramps terminals as physically close to Lorenzo as possible while still providing adequate level of service and avoiding backups on mainline I-55. We believe C-5 is a better overall solution to address the County's and local stakeholder requests and we therefore seek your support.
>
> ***Concern #3:*** *In an effort to minimize the use of Lorenzo Road for new traffic into and out of the RidgePort Logistics Center, we request IDOT's commitment to install appropriate signage along I-55 directing RidgePort traffic to the new IL-129 Interchange once it is completed. We feel this plan will help to minimize the number of vehicles utilizing Lorenzo Road once the new interchange is completed.*
>
> Response: IDOT commits to the installation of appropriate signage along I-55 which will direct the RidgePort traffic to the new IL 129 Interchange once it is completed.
>
> ***Concern #4:****Will County and Ridge Property Trust have determined some change in intersections within the RidgePort Logistics Center property internal network of roads*

that will assist in directing traffic south to the new Route 129 Interchange. We feel these changes will assist in minimizing the amount of RidgePort traffic utilizing Lorenzo Road in the future, and will minimize any truck traffic utilizing Lorenzo/Pine Bluff Road westbound to Grundy County.

Response: IDOT concurs that the changes in the intersections within the RidgePort Logistics Center internal network of roads will assist in directing the traffic south to the proposed Route 129 Interchange. The department agrees that these changes should help to minimize the amount of RidgePort traffic utilizing Lorenzo Road westbound if its ultimate destination is not Grundy County. Once finalized, the Department will request a final trip distribution for the development based on the final approved internal roadway network so that we can update the interchange design studies accordingly.

Concern #5: *Will County requests the final geometry of the Lorenzo Road/Grasskamp intersection remain a standard "T" intersection as is being considered by the County for the Phase 1 portion of the development, not the curvilinear geometry shown in the previous IDOT exhibits. In this way, Lorenzo Road will remain the primary east-west movement and not tee into the intersection from the east. The free-flow right turn lane (north to east) would be removed from the final signal configuration so as not promote that movement towards the Lorenzo Road Interchange.*

Response: It is agreed that the final geometry of the Lorenzo Road/Grasskamp intersection can remain a standard "T" intersection for the C-5 Alternative.

Concern #6:*Ridge Property Trust has agreed to work with the local municipality to install directional signs to I-55/I-80 within the RidgePort development identifying the IL Rte 129 Interchange as the primary entrance to I-55 and I-80.*

Response: Directional signage in combination with the intersection modifications noted inconcern 4 above will help to support the traffic modeling assumptions for the development.

It is IDOT's intent to request that Alternative C-5 be added to the alternatives to be carried forward at the September NEPA/404 merger meeting. We would appreciate your support and/or comments to this alternative. The attached documents are for your use in sharing with the County's leadership in assisting you to present this material to them.

Please feel free to contact me with any further questions you may have.

MEMORANDUM

benesch

Project No.: P-91-190-07 Interstate 55 at Lorenzo Road
Date: September 16, 2010
From: Alfred Benesch & Company
Ryan Thady, Mike Magnuson

To: Mir Mustafa, Ojas Patel
Illinois Department of Transportation

Subject: Concept C-5 Modified Parclo at Lorenzo Road
Location of Ramp Terminal Intersection and Private Access Roadway

This memorandum is a continuation of the September 14, 2010 memorandum with the same subject.

Per IDOT's comments, northbound left-turn and eastbound right-turn truck percentages have been included in the capacity analyses. Also, for the 4-approach intersection (relocated commercial access aligned opposite the proposed ramp intersection) the southbound left-turn was analyzed as a protected-only movement with the northbound dual left-turn. The changes to the 4-approach intersection made no substantial improvement or drop in intersection LOS or critical queue lengths.

Additionally, Benesch reviewed the queue lengths generated from the proposed traffic volumes, signal phasing and timing. As noted in the September 14 memorandum, Benesch recommends that the ramp intersection be separated ("T" configuration) from the private access driveway. Two movements at this intersection have large volumes which are incurring large queue lengths, as noted in the table below. These values were calculated after attempting to minimize the delay and queue lengths while maintaining LOS C or better for every movement.

"T" Intersection Configuration			
Movement	**Heaviest Volumes (2030 DHV) AM (PM) peak hour**	**Movement LOS**	**Queue Lengths in feet AM (PM)**
Eastbound right-turn	832 (1412)	A (B)	315 (915)
Northbound left-turn	977 (577)	C (C)	630 (350)

These queue lengths, though large, correspond with the large volumes associated with these movements.

In an effort to further reduce these queue lengths while maintaining an acceptable LOS, Benesch analyzed the "T" intersection with a free-flow eastbound right-turn movement. This effectively removes this movement from the capacity analysis, allowing a redistribution of the green time to reduce the northbound left-turn queue length. Benesch fully understands that a free-flow right-turn is typically discouraged. However, this right-turn is being made onto a freeway entrance ramp, and will therefore be fully access-controlled. Furthermore, with only three approaches, the