

Minutes of Meeting

May 4, 2011

SUBJECT: Transportation Corridor Committee (TCC) Meeting
Caton Farm – Bruce Road Phase I Study

ATTENDANCE: See Attached Roster

Ms. Kupkowski (Will County Department of Highways) opened the meeting by stating that the purpose of this meeting is to update the TCC on the status of the project including the environmental coordination, the preferred improvement plan, obtain comments from the TCC on the preliminary plans, and discuss the upcoming schedule. The project team has accomplished a lot of work in the last year and the County wants to keep the project moving.

ENVIRONMENTAL COORDINATION

Ms. Young (Civiltech) summarized the status of the environmental coordination.

Archeological – Additional studies are necessary and will occur in May and June. The studies are being conducted by the Illinois State Archaeological Survey.

Historic – Historic sites are located within the project area, but will not be impacted by the preferred alternative. Formal signoff should occur this summer.

Wetlands – Wetland Impact Evaluation forms were submitted to IDOT in October of 2010. Formal signoff should occur this summer.

Special Waste Studies – Numerous special waste sites are within the project area and these properties will be impacted by the preferred alternative. IDOT performs the special waste studies for the properties along IDOT routes and a sub consultant performs the special waste studies for all other routes. The County received the IDOT Preliminary Environmental Site Assessment (PESA) last week and the sub consultant PESA is expected this week. After the reports are reviewed, the impacts to these sites will be determined.

Section 4(f) Lands Coordination – Section 4(f) lands are publicly owned land (public park, recreation area, wildlife and waterfowl refuge, etc.) A project requiring the use of Section 4(f) lands must be avoided or planned to minimize harm, or shown that there is no feasible and prudent alternative to using the land. As part of the project, right-of-way is required for the Lamb's Woods Forest Preserve, located at the northwest corner of intersection of Bruce Road and Farrell Road. The preferred alternative will not impact

the use of the preserve. Coordination with IDOT and the Federal Highway Administration (FHWA) will occur within the next couple of months.

Highway Noise Analysis – Highway noise impacts and abatement measures were evaluated resulting from the preferred alternative. Based on current FHWA and IDOT policy, noise impacts occurs when the design-year traffic noise levels are equal to or greater than one decibel less than the FHWA noise abatement criteria or design-year traffic noise levels are more than 14 dBA above existing traffic generated noise levels. Noise impacts resulted from the preferred alternative on the adjacent properties. Although noise abatement is warranted, it must be both feasible and reasonable. Also, the property owners who are directly affected by the noise wall must agree to build the noise wall. Individual or group meetings will be held to determine if a noise wall will be constructed.

Hine's Emerald Dragonfly – The Hine's Emerald Dragonfly (HED) is a federally endangered species with known habitat recorded in the Federal Register along the west side of the Des Plaines River with the southern limit of that habitat just north of the Crest Hill Water Treatment Facility. In 2005, 2007, and 2009 HED studies were performed by IDOT's specialist, the University of South Dakota. HEDs were identified in numerous areas south of the Crest Hill Water Treatment Facility, on the MWRD Island, and east of the shipping canal. In May 2011 there will be a more detailed study of the MWRD Island. An Impact Assessment is currently being conducted with respect to the proposed bridge crossing on the HED, which can take up to 6 months for completion. The project team must go through Section 7 Consultation which identifies the impact and mitigation strategies for the HED habitat. Ultimately there may be some profile adjustments based on the Impact Assessment and further coordination with the State and Federal Resource Agencies to minimize impact to the HED. However, the Federal Resource Agencies have agreed to the alignment and the project team is proceeding with detailed design and bridge studies.

PREFERRED ALTERNATIVE, DETAILED DESIGN

The corridor generally consists of two through lanes in each direction with a 22 – 30 foot barrier median. A sidewalk is located along the south side of the roadway and a 10-foot multi-use path along the north side of the roadway. The roadway is designed to provide full access approximately every ¼ of a mile. U-turns by passenger cars will be accommodated at breaks in the median or at full access locations throughout the project.

Mr. Matkovic started discussion at the western terminus of the project, the US Route 30/Caton Farm Road/Gaylord Road six way intersection in the City of Crest Hill, Plainfield Township, and Lockport Township. The preliminary Intersection Design Studies for the projects existing and proposed intersections have been reviewed by the County and IDOT. Comments have been received from IDOT and they will be addressed in several months after additional comments are received from the local agencies.

The US Route 30/Caton Farm Road/Gaylord Road intersection will remain a six-way intersection. West of this intersection Caton Farm Road is a Strategic Regional Arterial

Roadway which is intended for regional travel and someday could be widened depending on traffic demand to the County line.

Proceeding east, the project has two through lanes in each direction with a 30-foot median. There is a 12 foot paved shoulder on the south side of Caton Farm Road to provide refuge for the residential property owners during ingress/egress. The profile of Caton Farm Road over the Canadian National Railroad bridge is raised asymmetrically to accommodate clearance requirements as well as keeping access to Durness Court and Richland School. There are no proposed impacts or right-of-way acquisition to Richland School.

The intersection of Weber Road and Caton Farm Road will be improved and the Menards site development preserved right-of-way to accommodate a future widening of Caton Farm Road. The proposed improvement diverges north from existing Caton Farm Road east of the Will County Department of Highway facility on the Department of Corrections property. The alignment swings south east of Hendrickson Stamping and west of the industrial businesses on the south side of Caton Farm Road. No buildings will be impacted by the proposed improvement in this area, however Hendrickson Stamping will have its parking lot and septic field impacted, with possible relocation north of Caton Farm Road. A new intersection is proposed for a connector road linking Caton Farm Road and IL Route 53. The south leg of this intersection is a direct access to the Hendrickson Stamping facility.

Caton Farm Road swings south along the Canadian National Railroad and bridges IL Route 53 and proceeds to cross the Des Plaines River Valley meeting the intersection of IL 171 and Oak Avenue to the east. Bridge studies are initiating in the coming months for the major bridge crossing. The proposed improvement east of IL 171 holds the north right-of-way line along Oak Avenue and widens south impacting numerous residential properties. Noise wall's are warranted through this part of the project. There will be a frontage road on the north side where the existing Oak Avenue is to accommodate the potential noise wall. The proposed improvement swings north through undeveloped farm land to meet with Bruce Road just west of Briggs Street.

Mr. Christell summarized the proposed improvements starting at Briggs Street to the east and north. At Briggs Street, the roadway cross section consists of two through lanes in each direction with a 30-foot barrier median. The alignment shifts to the south and narrows to provide a 22-foot barrier median to reduce the impacts to the Lambs Woods Forest Preserve. The existing bridge over Fraction Run Creek is anticipated to be reconstructed. A proposed detention pond is located east of the creek and along the south side of Bruce Road. Compensatory storage has not been determined at this time. The locations to provide compensatory storage could increase the right-of-way.

The alignment shifts to the north at the intersection of Farrell Road and Bruce Road to minimize impact to the homes along the south side of Farrell Road. A potential noise wall is located along the north side of Bruce Road between Farrell Road and Yakima Drive. Because of the residential properties in the area, left turn lanes are proposed for ingress and egress to the homes. West of Cagwin Drive, the existing bridge structure is anticipated to be extended to accommodate the roadway widening. A detention basin is proposed along the south side of Bruce Road near the bridge. A potential noise wall is proposed from Golfview Drive to Gougar Road.

East of Gougar Road, the roadway widens to provide a 30-foot barrier median. At Interstate 355, the existing bridge is anticipated to be widened. East of Interstate 355, the roadway heads to the north (referred to as the New Alignment). A potential noise wall is proposed along the east side of the New Alignment from the end of the proposed horizontal curve to 167th Street. Two bridges are proposed at Fraction Run and North Fraction Run Creek. The alignment continues to the north to IL Route 7 (159th Street). A new signalized intersection is located at 159th Street and New Alignment. A study is underway by IDOT to widen 159th Street to 5 lanes with a 28-foot median. The IDOT improvement includes an intersection improvement at 159th Street and Cedar Road. The preferred improvement plan for the Caton Farm – Bruce Road Phase I Study consists of adding an eastbound and westbound right turn lane and a southbound through lane to the IDOT improvement.

Ms. Ries (Lockport) asked that if proposed detention ponds could be relocated off of commercially zoned property. Ms. Meyers (Homer Township) was concerned that the location of the detention ponds would affect residents in unincorporated Homer Township. Ms. Young stated that the detention pond locations are preliminary and could be moved based on the comments from the TCC.

Ms. Meyers (Homer Township Supervisor) asked how many impacts to residential and commercial properties are associated with this project. Mr. Christell stated that we don't have the total number quantified, but that the impacts would be included in the Design Report and the Environmental Assessment.

The meeting was adjourned at 10:00 A.M.

DATE: 5-4-11

TIME: 9:00

SIGN IN SHEET

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>	<u>AFFILIATION</u>
MIKE MATKOVIC	ROSEMONT 9575 W. HILLINS RD	847/823-0500	CBBL
Mel Mangoba	IDOT-Local Roads	847-705-4468	IDOT
Kimberly Jones	City Lockport	815-838-0549	Lockport
Amy Pies	17112 S. Prime Blvd 60441	815-838-0549 x2312	City of Lockport
Jeremy Conway	Trustee of Lockport Town		
Wally	City of Lockport	815-724-4211	
MARY Young	450 E. Devon Civiltech Itasca	600.755.3943	Civiltech.
MATTHEW HUFEMAN	Rosemont 9575 W. Hillins RD	847-823-0500	CBBL
George Cateh		815-727-8476	WCHD
Michael Salamone	14733 S Flanders Avenue Homer Glen	708 301 0632	Vol of Homer Glen
John Tomaszak	1610 Plainfield Rd Crest Hill, IL 60403	815-741-5124	Crest Hill
Pam Meyers ^{SUN 12}	14350 W. 151 st , Homer Glen	708 301 0522	Homer Township
MIKE DEVIVO			HOMER ROADS
Jamy Lyle			Will County

PWP.

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Kimberly Jones	City Lockport	815-838-0549	Lockport
Amy Rios	17112 S. Prime Blvd 60441	815-838-0549 x2310	City of Lockport
Jerry Conway	Trustee of Lockport Town		
Wally	City of Lockport	815-724-4211	
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Pam Meyers ^{SUPV}	14350 W. 151 st , Homer Glen	708 301 0522	Homer Township
MIKE DEVIVO			HOMER ROADS
Jamy Lynn			Will County