

Minutes of Meeting

April 13, 2012

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 refinement of the preferred improvement plan, and discuss the upcoming schedule.

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 U.S. Route 30/Caton Farm Road/Gaylord Road six way intersection in the City of Crest Hill, Plainfield Township, and Lockport Township. The Intersection Design Studies for the projects existing and proposed intersections have been reviewed by the County and IDOT.

The U.S. 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 walls 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). 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.

At the last TCC meeting the City of Lockport indicated that they would prefer several detention facilities to be moved away from parcels directly adjacent to intersections. The project team was able to relocate the ponds to other locations, but is limited to locations that allow the detention ponds to release to the natural drainage in the area.

ENVIRONMENTAL COORDINATION

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

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.

Special Waste Studies – Numerous special waste sites are within the project area and these properties will be impacted by the preferred alternative. The County received the IDOT Preliminary Environmental Site Assessment (PESA) in April of 2011 and the sub consultant PESA was received in May of 2011. There are over 50 sites with special waste concerns that are being impacted by the Preferred Alternative. The design phase of the project will determine the extent of impacts and costs. Special Waste is concluded for Phase I.

Highway Noise Analysis – As anticipated, the FHWA and IDOT released a new policy for Highway Noise Analyses. The biggest change in the policy is to validate the existing noise model with existing noise measurements at the locations of the noise receptors. 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.

Historical/Cultural – The properties listed as potentially eligible for the National Register of Historic Places have been identified. Coordination will occur with the local historical society once Concurrence Point #3 is reached.

Wetlands – Wetland Impact Evaluation forms were submitted to IDOT in October of 2010 and updated WIE forms were submitted to include Waters of the United States (WOUS) in July of 2011.

Hine's Emerald Dragonfly – 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. As part of Section 7 Consultation, the IDOT Bureau of Design and Environment have submitted a Biological Assessment to the U.S. Fish and Wildlife Service.

Environmental Assessment (EA) – The Preliminary Preferred Alternative Document (the first four chapters of the EA) was submitted in February 2012 for review. The NEPA/404 Merger Meeting will be held in June of 2012, to have all of the regulatory and resource agencies approve the Preferred Alternative. We hope to have the EA complete by spring of 2013.

GENERAL DISCUSSION

The members of the TCC did not object to any parts of the proposed improvement. Several questions were asked:

Q: When is construction scheduled to start?

A: The project is currently only funded through Phase I Engineering. Phase II Engineering and construction are not funded. However, the County will be exploring options to fund Phase II engineering and construction when Phase I is complete. The project will be in a better position to receive funding with an engineering design report and a Federal environmental document completed. If funding is secured, it is likely that the project will be constructed in stages. Currently it is unknown when the project will be built.

Q: What will be done to impacted wetlands?

A: The wetlands that are impacted will be banked at approved wetland banking locations. Money will be paid to the fund that supports those sites based on the number of acres of wetland impacts.

Statement: (Lockport) The project team should coordinate with the City of Lockport (Amy Wagner) regarding the Logovista Development.

Response: The project team will reach out to the City of Lockport.

Statement (Will County Planning): The Fairmont neighborhood has secured funding to prepare a community planning document. Will County Department of Highways has currently attended several meetings and has been collaborative. The Caton Farm Bruce Road project team should stay in close coordination with the efforts that are going on as part of the community planning.

Response: WCDOH plans to stay involved in the Fairmont Community planning study.

Statement: The project team needs to coordinate with regards to the Koppers Coke site with the Will County Commission.

Response: As part of the coordination with Illinois Historic Preservation Agency, the project team must meet with the local historic agency regarding the project and discuss how the project will affect historic site/structure. A meeting will be setup.

The meeting was adjourned at 10:30 A.M.

DATE 4-13-12TIME: 9:00SIGN IN SHEET

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