

## Memorandum

**To:** Will County Division of Transportation                      **Date:** August 5, 2015  
**From:** Civiltech Engineering, Inc.  
**Subject:** Caton Farm-Bruce Road Phase I Study  
Impacts of Reevaluating North-South Connector

### A. I-355 at Bruce Road Interchange

The TCC has requested that an evaluation be conducted of the impacts of the implementation of an interchange of I-355 at Bruce Road. It has been suggested that I-355 serve as the eastern logical terminus of the project. At a meeting on July 14, 2015 with the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA), FHWA indicated that although an analysis of the traffic impacts of a new interchange could be evaluated, *any change in the logical termini would result in the project being considered a “new project” and the Federal-aid process would need to start over from the beginning.*

It is estimated that the studies needed to evaluate the impact to traffic patterns as a result of an interchange at Bruce Road would cost approximately \$100,000. Analyses would include conducting traffic counts at numerous intersections, coordination with CMAP to develop 2040 future traffic forecasts, an evaluation of the overall roadway network and capacity analyses at study area intersections.

### B. Reevaluation of North-South Connector

The TCC has also requested that an estimate be prepared for what it would take to reevaluate alternatives for the north-south connector roadway between Bruce Road and 159<sup>th</sup> Street associated with the Caton Farm-Bruce Road project. Opening up this evaluation would result in a delay in schedule as well as additional engineering costs. Detailed below are the steps that would need to be taken to reevaluate the three potential north-south connector roadways [Gougar/Middle/Cedar].

- Return to the point in 2007 where concurrence was received from the Regulatory & Resource Agencies on the “Alternatives Carried Forward”. We would need to justify why the Cedar Road corridor, which had been dropped, is now a viable option.
- Conduct public information meetings presenting 9 alternatives [Three north-south alternatives in conjunction with three east-west alignments].

- A decision could then be made as to a Preferred Alternative based upon environmental impacts and stakeholder input.
- Ask for concurrence on the Preferred Alternative from the Regulatory & Resource Agencies.

This process would likely take 18 months to complete and cost an additional \$90,000.

If an alternative other than the middle alignment is chosen, additional detailed environmental and design studies would need to be completed for the eastern portion of the project. These include:

- Topographic design survey
- Geometric design studies
- Traffic analyses and Intersection Design Studies
- Drainage Studies
- Bridge and culvert design
- Historic and archaeological evaluation
- Special waste documentation
- Wetland investigation
- Highway noise analyses
- Cost estimating
- Revision to Environmental Assessment
- Revisions to Design Report

These studies would likely take an additional 12-18 months to complete and cost approximately \$300,000.

Therefore, reevaluating the north-south connectors could result in a project delay of up to 3 years and cost an additional \$390,000 in engineering studies to return to the point the project is currently.