

Minutes of Meeting

October 8, 2020

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

ATTENDANCE: See Attached Roster

Ms. Winfrey began the meeting by stating the purposes of the meeting were to update the TCC members with the status of the project, and to discuss next steps.

Mr. Christell (Civiltech) began by summarizing recent accomplishments on the project including:

- Submitted Addendum Environmental Survey Request (AESR) to IDOT for the new Gougar Road preferred alternative
- Received comments from IDOT to complete a formal Section 106 process for historic properties, including development of an Area of Potential Effect (APE), Historic Property Index (HPI), and produce an Assessment of Effects (AOE) document.
- Completed wetland delineations
- Refined horizontal and vertical design for the preferred alternative
- Updated all traffic projections to 2050 to meet the latest (Chicago Metropolitan Agency for Planning) CMAP model
- Evaluated changes to the design based on current and projected traffic
- Completed stream survey for hydraulic and drainage studies

Mr. Christell continued by stating the next steps in the design and environmental process:

- Continue with design development (estimated completion in early 2021)
- Begin drainage design
- Complete submittal required for February NEPA/404 Merger Meeting (submittal due 10/26/2020)
- Begin noise analysis prior to inclement winter weather
- Revise Environmental Analysis (EA) per new federal and state requirements

Mr. Christell stated that there has been no change in the anticipated schedule since the last TCC letter, and the Phase I process is anticipated to take 2-3 years for completion.

The next federal NEPA/404 Merger meeting is scheduled for February 2021. Though the County is seeking approval for the newly chosen preferred alternative, this meeting does not encompass all environmental approvals for the project, but approval to proceed forward with the current Gougar Road alignment. Mr. Benson asked what would happen if the project team misses the February meeting. Mr. Christell said the next meeting is scheduled for

June 2021, but the County and project team have no issues meeting the schedule for the February 2021 meeting pending IDOT environmental coordination.

Mayor Streit (Lockport) inquired as to why the process is taking so long and why tasks are being looked at that have already been completed. Mr. Christell and Mr. Matkovic responded by stating state and federal requirements need to be met. IDOT requested updated wetland delineations as well as a more comprehensive and formal Section 106 process for historic resources. There are no records of previous cultural concurrence from IDOT, though the process had been started. Additionally, IDOT is now requiring the project applicant to complete the cultural studies instead of completing them in house. Other updates for the entire project corridor include the noise analysis, updating traffic forecasts to 2050, and the Preliminary Environmental Site Assessment.

Mayor Streit mentioned a concept study that is occurring to provide an interchange at I-355 and Bruce Road and asked if interchange project could be added to the Caton Farm – Bruce Road Phase I Study project. Mr. Matkovic stated that in general, projects like an interchange could be added, but it would likely be easier to leave it independent and reference it in the EA. Additionally, design considerations could be made to accommodate for the interchange project if adequate development has occurred prior or concurrently with the Caton Farm –Bruce Road Phase I design.

Mayor Streit expressed concern that the local municipalities would need to provide more money for the additional work requested by IDOT. Ms. Kupkowski stated that the County is not requesting any additional funds from the local agencies at this time for the additional proposed work.

Ms. Meyers asked how many phases there are to the project. Ms. Kupkowski said there are generally four phases to each Federal-aid project (Phase I, II, right-of-way acquisition, and construction/construction engineering). Since the project is estimated at \$600 million, the project will be broken into sections. Some portions of the project will be done without federal money, and some will be federally funded and will be required to follow the process of these four phases. Right-of-way can be reserved as part of the land development process and planned by the local agencies prior to the completion of Phase I; however, negotiations with property owners cannot occur until the Phase I is complete.

Mr. Benson asked who would be taking ownership of portions of the project. Mr. Christell responded that another discussion would be occurring soon. Ownership and identification of individual projects will be established during the Phase I process.

Mr. Palmer asked what type of expectation can be given to the residents regarding project schedule and completion. Ms. Kupkowski stated that we need to follow the federal and state process. Once National Environmental Protection Agency (NEPA) approval is received, it is unlikely the corridor will need to be reevaluated for impacts, and we can proceed with design. The website is being updated periodically to provide the public with an updated project status. Mr. Palmer suggested the County and consultants could consider additional avenues to keep the public up to date.

The TCC meeting was adjourned at 2:30 P.M.



Attendance Roster

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

Date: October 8, 2020

Meeting Location: Virtual Meeting
(Via WebEx)

Time: 1:30 P.M.

Attending:

NAME / AFFILIATION	TEL	EMAIL
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