

**FHWA/IDOT/WILL COUNTY DIVISION OF TRANSPORTATION
SUBURBAN COORDINATION MEETING
May 3, 2022**

**Caton Farm-Bruce Road Phase I Study
Will County, Illinois
Section No. 99-00074-20-EG & 00-00074-21-EG
Schaumburg - IDOT District 1**

This was the 15th presentation of this project. The previous presentation was on January 18, 2019. The purposes of this presentation were to update IDOT and FHWA on the status of the project with regards to next steps for the project, given that the County and local municipalities do not have the means or funds to sponsor the project past Phase I at this time. In addition to the meeting agenda, a project status summary was distributed in advance to meeting attendees. The following summarizes the main discussion points and action items.

- Ms. Johnson (Civiltech) provided an overview of occurrences in the project. Following reexamination of the eastern north-south link of the Preferred Alternative, and selection of the Preferred Alternative as the Caton Farm Road – Oak Avenue – Bruce Road – Gougar Road alignment, an addendum Environmental Survey Request (AESR) was submitted to IDOT in 2020. She also stated that Concurrence Point #3 for the newly selected Preferred Alternative was reached in February 2021.
- Mr. Matkovic stated that an Operationally Independent and Non-Concurrent Construction (OINCC) Determination request was prepared for the project based on insufficient financial resources currently available to complete the entire project. The OINCC document identified five independent implementation Phases (A-E). The document was submitted to IDOT in Fall of 2021. IDOT responded to the submittal stating that based on consultation with FHWA, no further consideration of the OINCC document or completion of the NEPA process can occur without project sponsors for Phase II Engineering and Construction being identified for the full project limits.
- Ms. Kupkowski stated that based on IDOT's response to the OINCC document, the County pursued discussions with municipalities whose roadway jurisdictions are along the Preferred Alternative alignment. These municipalities included the City of Crest Hill, Homer Township, Lockport Township, and the City of Lockport. Although all municipalities acknowledged a need for the project, none of them are able to be a project sponsor or contribute financially or logistically at this time. Since the County does not have jurisdiction over any of the roadways along the Preferred Alternative alignment, it also does not have the means or funds to be the project sponsor at this time, and the County requested further input from IDOT and FHWA and the next steps for project development and/or completion.

IDOT-CBLRS asked if federal funds were used for Phase I Engineering, when the project began, and if an extension had ever been requested for the project based on FHWA Order 5020.1A (i.e., 10-year Rule). Ms. Kupkowski stated that the project received about \$1.5 million in STP funding in 2000 or 2001 and believes an extension was requested. IDOT-CBLRS indicated that without an extension, FHWA requires repayment of federal funds if

land acquisition or on-site construction has not started after the 10th fiscal year of project initiation based on the FHWA Order.

IDOT BDE asked if a No-Build option has been considered since repayment of the funds is not required if the NEPA process is completed with the selection of the No-Build alternative. IDOT CBLRS stated that changes in local funding and municipality and county priorities cannot be justified for selection of the No-Build alternative and there would need to be other justification.

FHWA stated that a secondary option would be to consider a Preliminary Environmental Linkage (PEL) document to close out the NEPA process and preserve the work complete on the project to date. Since the region displays a need for the project, the future Purpose and Need would likely remain the same. Though some evaluations such as traffic analysis would need to be updated, much of the work completed would still be relevant to the project with regards to impacts and alternatives examined.

FHWA stated that the 10-year rule of FHWA's 5020.1A directive has not been discussed previously within FHWA in regards to a PEL study. FHWA continued that the County should formally request confirmation from FHWA that changing the project from an Environmental Assessment (EA) to a PEL study is an option and would allow the County to keep the STP funds awarded at the beginning of the project.

CMAA stated that given the project's status, it should be removed from CMAA's regionally significant project list.

Action Items

- Will County will send a request to IDOT and FHWA to request concurrence to conclude the project as a PEL without the need to repay federal funding used at the beginning of the Phase I Engineering process.

Meeting Summary prepared by Madelaine M. Johnson, P.E. – Civiltech Engineering, Inc.

May 3, 2022 FHWA & District 1- BLRS Coordination Meeting Attendance Roster

Local Agency: Will County

Section Number: 99-00074-20-EG & 00-00074-21-EG

Agenda Item #: 1

Time: 8:30 A.M.

- John Rogers, FHWA
- Chris Byars, FHWA
- Michael Kowalczyk, FHWA
- Irene Pantoja, FHWA

- William Raffensperger, IDOT Central Bureau of Local Roads & Streets (CBLRS)
- Filiberto Sotelo, IDOT Bureau of Design and Environmental - Policy
- Jason Salley, IDOT Dist. 1, Bureau of Programming (Geometrics Unit)
- Heidi Thomas, IDOT Bureau of Design and Environmental
- Kevin Stallworth, IDOT Dist. 1, BLRS
- Michelle Davis, IDOT Dist. 1, BLRS

- Russell Pietrowiak, CMAP

- Christina Kupkowski, Will County
- Elaine Bottomley, Will County Executive Office (Deputy Chief of Staff)
- Michael Matkovic, Christopher B. Burke Engineering
- Matt Huffman, Christopher B. Burke Engineering
- Mary Young, Civiltech Engineering Inc.
- Joel Christell, Civiltech Engineering Inc.
- Madelaine Johnson, Civiltech Engineering Inc.