

**FHWA/IDOT/WILL COUNTY DIVISION OF TRANSPORTATION
SUBURBAN COORDINATION MEETING
September 13, 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 16th presentation of this project. The previous presentation was May 3, 2022. This meeting was held at the request of the Will County Board. The purposes of this presentation were to confirm the next potential steps to complete the project by either completing a Planning and Environmental Linkage (PEL) study or continuing with the Environmental Assessment (EA) process that would close the Phase I process with an environmental determination. The following summarizes the main discussion points and action items.

- Mr. Ronaldson (WCDOT) opened the meeting by summarizing what has occurred on the project since the previous May 3rd meeting. He stated that no further engineering has been done. A memorandum and presentation was given to the Will County Board regarding continuation of the project by converting it to a PEL study. The Public Works & Transportation Committee approved this shift in action for the project with the caveat that the local municipalities be contacted prior to approval, prior to full Board approval, to ensure they agreed with the decision.
- The County reached out to the City of Crest Hill, Homer Township, Lockport and Lockport Township regarding consideration of the PEL study.
 - The City of Crest Hill stated they would not be able to complete any work west of the Des Plaines River Valley. They also requested the termini for the project be changed to IL Route 53.
 - The City of Lockport confirmed their continued support of the project and stated their wishes to continue the EA; however, they were not willing to issue a formal commitment for funding or sponsorship at this time.
- Following the responses from the local communities, Ms. Rachel Ventura (Will County Board) and Ms. Annette Parker (Will County Board) requested a meeting with IDOT and FHWA to better understand the PEL process.

IDOT-CBLR&S stated that as part of the federal repayment process for use of federal funds, the County must complete the project by concluding the Phase I NEPA process or completing a PEL as determined by FHWA. Repayment of funding is currently outlined in the 10-year rule of FHWA's 5020.1A directive.

The City of Lockport asked why the Phase I cannot be completed at this time given the level of design and analysis that has been completed. IDOT-CBLR&S stated that federal regulations require a project that is within a Metropolitan Planning Organization (MPO) to be

listed in the Transportation Improvement Program (TIP) with a Phase subsequent to Phase I in the multi-year portion of the TIP. The project was removed from being part of the constrained regionally significant project (RSP) list due to the lack of sponsorship and funding for Phase II or construction. The project remains on the RSP list as an unconstrained project.

The City of Lockport asked if it would be possible to complete Phase I if just the City of Lockport's section was funded. IDOT-CBLR&S stated that the Phase I Environmental Assessment must be considered as a whole, and that subsequent phases for individual sections could be funded, following completion of the EA and a NEPA determination; however, once the NEPA ruling has been made, the NEPA document must be kept up to date for the entire project and reevaluated every three years until completion of construction of the project for the NEPA analysis to remain valid.

The City of Lockport asked if a PEL would need to be updated in the future. IDOT-CBLR&S stated that a PEL is not a NEPA approval. The purpose of a PEL is to memorialize the work that has been completed to date so that when a project has been added to the TIP and the formal NEPA process continues, the amount of time and effort to prepare the environmental document and complete the Phase I process may be accelerated. A PEL would document the Purpose and Need for the project and the Preferred Alternative, including all documentation used to reach the selection of the Preferred Alternative. PEL documentation may be used in assisting preparation of a Phase I NEPA document.

The City of Lockport stated that that Phase I documents have been completed for other projects in their municipality to help obtain funding for future phases of the project (such as Phase II and construction). The City asked why that cannot occur for a section of this project. IDOT-CBLR&S stated that this project must be evaluated holistically and future funding for each segment must be determined. If funding cannot be committed for all phases of the project and a municipality would like to design or construct a section of the overall Caton Farm – Bruce Road corridor, the municipality may proceed by completing their own individual Phase I for their segment. If a PEL study was completed for the Caton Farm – Bruce Road corridor, the municipality may use this documentation to aid in the completion of their individual Phase I study.

One of the Will County Board members asked if the project could proceed if the County passed a resolution to sponsor the Phase II. IDOT stated that the project would need to be added to the TIP including what type of funds will be committed for the Phase II. Construction estimates are needed to conform the project to the TIP. FHWA stated that an Operationally Independent Non-Concurrent Construction document was completed and evaluated to segment the overall project, but if not all segments of the project will be constructed, utilizing an OINCC is not an option. Completion of the NEPA process with an environmental determination indicates to the public that all segments of the project will be constructed within the timeframe of the current regional plan.

One of the Will County Board members asked if a County resolution is passed for Phase II, would the project still need to go through CMAP and be added to the TIP prior to applying for federal funding. CMAP stated that the project would need to be added into the TIP. The project was removed from the constrained RSP list due to the lack of funding and sponsorship over the course of many years, would need to be reevaluated for its total anticipated

construction cost, and determined if it is a regionally significant project. Addition of the project into the TIP would likely take 6-9 months, due to conformity requirements.

One of the Will County Board members asked if completion of a PEL would make the County eligible to apply for funding through the recent Federal Highway bill. IDOT stated a PEL is not adequate enough to obtain money through the recent Highway bill (funding such as RAISE, etc.)

IDOT asked if the County would like to proceed with completing the EA. One of the County Board members stated that 63 percent of goods are transported through Will County and an additional bridge of the Des Plaines River Valley is needed. The two Will County Board members in attendance stated they would like to continue with the EA. This would have to be taken to the full Board for approval.

Action Items per IDOT in Order to Proceed with Completion of an EA:

- Prepare an achievable project schedule for submittal to IDOT – CBLR&S
- Amend agreements with consultants completing the Caton Farm – Bruce Road Phase I Study.
- Complete an agreement for sponsorship of the Phase II design for all segments of the project.
- Request CMAP add the project into the TIP and complete conformity.
- Finalize Intersection Design Studies (IDSs) and any other necessary information.
- Submit an EA document to IDOT/FHWA for processing and determination.

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

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

September 13, 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 #: 2

Time: 9:00 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 IDO- Policy
- Jason Salley, IDOT Dist. 1, Bureau of Programming (Geometrics Unit)
- Ahmad Nafakh – IDOT Bureau of Programming (Geometrics Unit)
- Heidi Thomas, IDOT Bureau of Design and Environment
- Bryan Cross, IDOT Bureau of Design and Environment
- Caroline Levenda – IDOT Bureau of Design and Environment
- Dwayne Ferguson, IDOT Bureau of Design and Environment
- Carlos Feliciano, IDOT District 1 – Bureau of Programming (Project Studies Unit)
- Kevin Stallworth, IDOT Dist. 1, BLRS
- Michelle Davis, IDOT Dist. 1, BLRS
- Jamil Thalji, IDOT District 1 – Bureau of Programming (Geometrics Unit)
- Steve Lipkie, IDOT District 1 – Bureau of Maintenance
- Helen Lin – IDOT District 1 -Bureau of Maintenance

- Russell Pietrowiak, CMAP

- Jada Porter, Will County Governmental League

- Ben Benson, City of Lockport
- Steven Streit, Mayor of Lockport

- Jeff Ronaldson, Will Count DOT
- Christina Kupkowski, Will County DOT
- Elaine Bottomley, Will County Executive Office (Deputy Chief of Staff)
- Annette Parker, Will County Board
- Rachel Ventura, Will County Board
- Nick Palmer, Will County Board – Chief of Staff

- Michael Matkovic, Christopher B. Burke Engineering
- Matt Huffman, Christopher B. Burke Engineering
- Joel Christell, Civiltech Engineering Inc.
- Madelaine Johnson, Civiltech Engineering Inc.