

Minutes of Meeting

April 5, 2021

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

ATTENDANCE: See Attached Roster

Mr. Ronaldson 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.

Ms. Johnson (Civiltech) began by summarizing recent accomplishments and anticipated scheduling on the project including:

- Attended the NEPA/404 Merger Meeting on 2/25/2021 and received concurrence on the Caton Farm Road – Oak Avenue – Bruce Road – Gougar Road Preferred Alternative.
- Continued refinement of the Gougar Road corridor geometric design
- Revised corridor design based on future 2050 traffic projections
- Continued updating the noise analysis models
 - Anticipated draft report in mid-2021
- On-site noise monitoring expected to occur in late Spring 2021
- Began historic Section 106 field surveys and began developing Historic Property Inventory (HPI) documents
 - Anticipated for draft completion in late Spring 2021
- Continue to update the Draft Environmental Assessment report
 - Anticipated draft report by Fall 2021
- Currently developing an outreach plan for the Fairmont and low income/minority communities within the project corridor

Ms. Johnson continued by stating additional next steps in the project:

- Develop an Operationally Independent Non-Concurrent Construction (OINCC) Analysis for the project corridor
- Continue discussions regarding addition of future projects in the corridor to the Transportation Improvement Program (TIP)

Mr. Matkovic (CBBEL) continued by further explaining the ongoing coordination related to the TIP and the OINCC analysis. Based on IDOT and the Federal Highway Administration (FHWA) requirements, a subsequent phase of project development beyond Phase I Engineering (e.g., Phase II Engineering, Right-of-Way acquisition, or Construction) must be included in the CMAP 5-year Transportation Improvement Program (TIP; currently FY 2019-2024), to demonstrate a commitment to advance the project before FHWA will approve the Environmental Assessment (NEPA document). Although the Caton Farm Bruce Road

project is listed in the TIP as project #12-00-0035, there is currently no funding for a next phase of project development included in the TIP.

One of the challenges is that funding a next phase of project development in the TIP for the entire 11-mile long corridor is cost prohibitive. The project team is preparing a project implementation plan, or OINCC plan, that identifies operationally independent sections of the overall project that can be implemented over time as funding allows. FHWA must concur with the first section identified in the OINCC plan, and then funding for the next phase of project development beyond Phase I Engineering can be focused on the first section in the approved OINCC plan. The FHWA criteria is that the first section of the project identified in the OINCC plan must be shown to be needed now, provide an operationally independent transportation benefit in perpetuity, regardless of the timing of the remainder of the project.

Mayor Streit (Lockport) stated the Gougar Road corridor could be a good option for the first project and the U.S. 30 and IL Route 53 Intersection could be another. Mr. Matkovic indicated that the OINCC plan will need to justify the project phasing to FHWA based on traffic patterns without the bridge being constructed initially, which would be a challenge for Gougar Road, but that a full range of options will be discussed with FHWA. Areas at the west end of the corridor that includes considerable traffic growth with or without the bridge, are currently viewed as good OINCC options. Mr. Benson asked if the I-355 interchange with Bruce Road could be considered, which is currently being pursued independently with the tollway. Mr. Matkovic responded that it could not because it is not included as part of the project. Further discussions are needed with FHWA to identify criteria needed to select a first project. Mr. Matkovic also stated there is potential for the first phase to be right-of-way acquisition to prepare the corridor until further funding is secured. Mr. Palmer also mentioned the Weber Road and Caton Farm Road intersection as a possibility that was discussed previously. It was also discussed that independent of the OINCC plan and TIP funding, and after Phase I Engineering is completed, various elements of the project can be considered for implementation as funding becomes available over time.

Mr. Palmer stated FHWA will be provided with a list of projects for the OINCC analysis. Once a project has been identified, it can be discussed how roadway ownership and maintenance will be divided between the municipalities. An existing jurisdictional map will be included with the TCC meeting minutes.

Mr. Carroll asked if there is an estimated cost for the entire project. Mr. Christell stated a ballpark range of \$500-600 million was estimated 5 years ago, but the revised design needs to be completed before the cost estimate is updated.

Mr. Benson stated that federal Surface Transportation Program (STP) funding could be used to fund construction projects within the corridor. Mr. Matkovic stated this is a possibility; however, this would be subject to FHWA approval based on the federal funding and the first step is FHWA's approval of the OINCC plan so the first project phase can be added to the TIP. He continued, stating FHWA will not approve federal funding for a project until this occurs.

Mr. Ronaldson stated that further discussions will need to occur regarding project funding outside of the TCC format. Since a preferred alternative has been approved, this will be the last TCC meeting. Members of the TCC will still continue to be informed. Updates to the website will continue throughout the course of the project.

Mayor Streit suggested continued pursuit of IDOT creating a new state route along the corridor or moving existing IL Route 7 to follow the Caton Farm – Oak Avenue – Bruce Road – Gougar Road alignment. Mr. Ronaldson stated there has not been coordination with IDOT on this topic since 2020 and will be evaluated.

Mayor Streit mentioned coordination efforts with the Fairmont community and offered to help with the outreach efforts. Ms. Bertino-Terrant stated there has been discussion of plans for the community. Mr. Alberico concurred, but stated it had been a while since the last individual public meeting with just the Fairmont Community regarding the Caton Farm – Bruce Road project. Ms. Ventura said the previous preferred alternative (Middle alignment) was the last information presented to the Fairmont community, and it did not provide detailed improvements. Mr. Christell stated an outreach plan that includes newsletters and group meetings will be distributed for review to the appropriate leadership parties.

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: April 5, 2021

Meeting Location: Virtual Meeting
(Via WebEx)

Time: 1:30 P.M.

Attending:

NAME / AFFILIATION	TEL	EMAIL
Joel Christell / Civiltech	(630) 773-3900	JChristell@civiltechinc.com
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