

Caton Farm - Bruce Road Corridor Study

Summer 2021 Newsletter

As part of the Caton Farm-Bruce Road Phase I Engineering Study, the Will County Division of Transportation (WCDOT) is undertaking an extensive outreach effort to engage residents and business owners in the Fairmont Community. We are asking members of the Fairmont community to take a few minutes to complete and return the enclosed postage paid Community Impact Questionnaire. This questionnaire will help the project team better understand community concerns about this project. Input received from questionnaires will be used to develop solutions to minimize impacts that may result from this project.



U.S. Route 30/Caton Farm Road/Gaylord Road Intersection Looking East Along Caton Farm Road

The questionnaire can also be submitted online at www.cfb-study.com/community-outreach. If you have questions or would prefer to complete this questionnaire by phone, please contact the Will County Division of Transportation at the contact information listed at the end of this newsletter.

We look forward to hearing from you.

PROJECT PURPOSE

The purpose of the Proposed Action is to provide a transportation system improvement that will address capacity, operational, and safety deficiencies; and satisfy projected travel demands within a regional corridor extending between Caton Farm Road at U.S. Route 30 and IL Route 7 (159th Street) at Cedar Road.

PROJECT NEEDS

- Accommodate population and employment growth
- Improve roadway system linkage
- Accommodate projected transportation demand
- Provide for multi-modal facility
- Increase travel safety



Stay Updated

Visit the project website at www.cfb-study.com to learn more about the project or sign up for email updates.

Public Involvement to Date



As part of the project's outreach, several public meetings have occurred since the project's beginning including:

- **Public Information Meeting #1** - 4/9/2002 (east side of the Des Plaines River) & 6/18/2002 (west side of the Des Plaines River)
- **Public Information Meeting #2** - 6/5/2007 and 6/7/2007
- **Fairmont Neighborhood Meeting** - 1/28/2014
- **Public Information Meeting #3** - 3/21/2019

Transportation Corridor Committee (TCC) is made up of 14 community leaders from the Will County area and was commissioned to study the development of a new river crossing over the Des Plaines River and the Caton Farm - Bruce Road corridor. The TCC has met multiple times over the course of the project. Representation for the Fairmont Community on the TCC is provided by Pastor Richard House.

Proposed Corridor in Fairmont



Property Acquisition and Relocation Information

Projects involving the use of Federal funds are required to follow the federal rules and regulations of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. 4601-4655 (referred to as the “Uniform Act”) regarding land acquisition and relocation. Below is a summary of the process and property as it relates to property owners/occupants.

Public Law 91-646

Right-of-Way Acquisition and Relocation Assistance for all Federal-Aid projects is governed by Public Law 91-646: Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and the Uniform Relocation Act Amendments of 1987.

Purpose of Acquisition Process

To encourage and expedite acquisition by agreement, to avoid litigation and to assure consistent treatment for property owners.

Law Requires “Just Compensation”

Just Compensation is defined as payment of fair market value for the property taken, taking into account partial takings, damages and benefits to the remaining land.

4 Step Acquisition Process

- 1) Preparation of Plat of Survey and Legal Description of property to be acquired.
- 2) Preparation of Property Appraisal by independent professional appraiser.
- 3) Preparation of Review Appraisal by another independent appraiser.
- 4) Negotiations with property owners.

Property Rentals

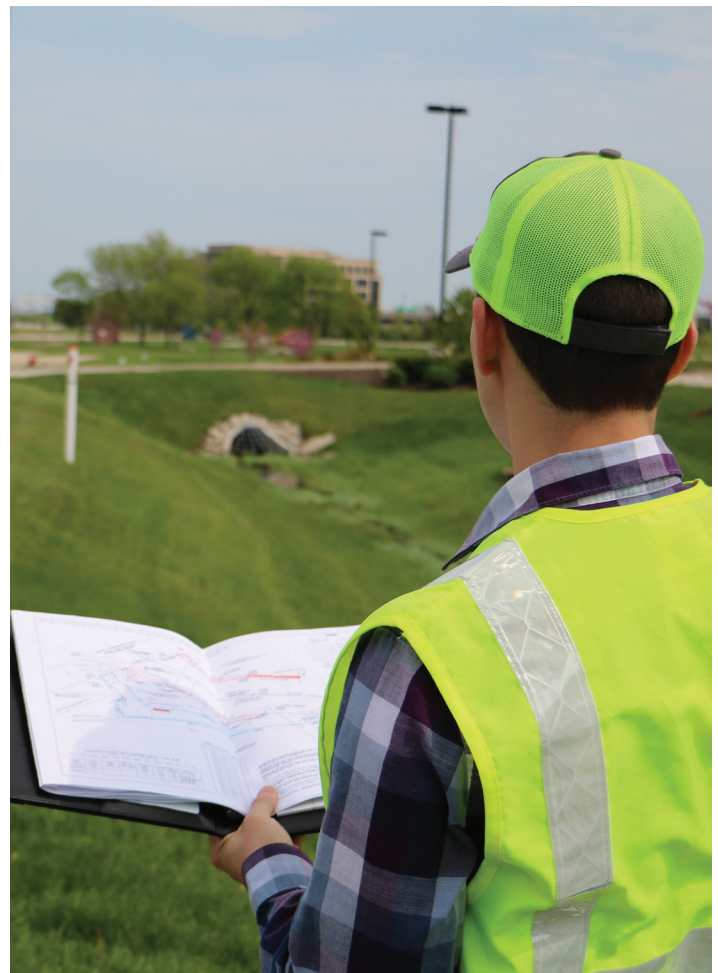
Non-owners who rent housing that must be acquired are also protected under the Uniform Act, as amended. Tenants occupying a home at the time of acquisition may be eligible for relocation services to assist in finding replacement housing.

Acquisition Schedule

Negotiations cannot begin until Design Approval is received.

Design Approval is anticipated in early 2023.

Funding for design and construction has not been established. The County and local municipalities are currently dividing the corridor into smaller projects. The order of construction will then be selected, and funding will be pursued.



Data Collection in the Fairmont Community

Roadway Noise Analysis

A highway traffic noise analysis is required on all Federal-aid highway projects that include the construction of a highway on a new location or the physical alternation of an existing highway that significantly changes either the vertical or horizontal location or increases the number of through traffic lanes.

WCDOT is conducting a highway traffic noise analysis to predict future traffic noise levels from potential improvements. If there are impacts identified, mitigation in the form of barrier walls will be recommended where they are feasible and reasonable. Engineers from Civiltech Engineering, Inc. will perform noise monitoring at sensitive noise locations such as residences as part of the analysis process. Noise levels will be measured with a noise meter placed on top of a tripod. Personnel might need to enter onto your property as measurements are required to be taken on the front porch, backyard, or other outdoor activity area. The measurement process will take approximately 30 to 45 minutes per location. All personnel will carry proper identification as well as letter from WCDOT explaining the reason of their visit.



A Sound Level Meter is used to collect traffic noise data



IL Route 171 and Des Plaines River - Looking South

National Historic Preservation Act

Because Federal funds are being used as part of the CFB Phase I Study, it is necessary to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966. NHPA requires federal agencies to consider the impact of their actions on historic properties. This includes above ground resources such as buildings and other structures as well as archaeological resources. Both of these studies are ongoing in the CFB study area.

Above-ground Area of Potential Effects (APE)

The first step in the Section 106 process is to define an Area of Potential Effects (APE) of the proposed Caton Farm-Bruce Road project which is defined in 36 CFR 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” The APE for above-ground, historic architectural resources must be defined to account for all areas that would have reasonably foreseeable visual, audible, and other indirect effects from the proposed design.

Above-ground Survey Methods

All properties in the APE containing above-ground resources 40 years old and older (built on, or prior to, 1982) are included in this survey of historic resources, per IDOT’s standard procedures. Although fifty years is a generally accepted age criteria for historic properties, a narrower criterion has been adopted by IDOT to accommodate a generous period of time before work may be implemented and to allow for a broader evaluation of mid-century properties.

Prior to fieldwork, database research is undertaken to determine whether any of the resources situated within the APE are listed, or were previously determined eligible for listing, on the NRHP. Research identified two districts in the study area that are already listed on the National Register, which include the Chicago Sanitary and Ship Canal Historic District and the I&M Canal Historic District. There are no individual resources in the study area that are listed on the NRHP.

The fieldwork phase involved photographing all above-ground resources that met the forty-age

requirement. Historic research for the contextual essays was conducted at the public libraries of Joliet, Lockport, and Crest Hill and via various online databases and websites. A variety of materials were reviewed, including local and regional history books, contemporary newspaper articles, comprehensive plans for various municipalities, landmark nomination reports, historic plat maps, zoning maps, historic aerial imagery, and the U.S. Census of Population and Housing.

More information regarding the Section 106 process as well as a complete listing of the properties evaluated for above-ground resources can be found on the project website: cfb-study.com



**John Lane Memorial, Inventor of the first steel plow
Lockport, IL**

Archaeological Studies

Illinois State Archaeological Survey (ISAS), on behalf of the Illinois Department of Transportation, conducts the archaeology survey to identify potential underground historic resources within the APE. Archaeology work focuses on locations where there could be the potential for ground disturbance. Initial archaeological studies occurred in the study area in 2003-2005 and additional studies were recently completed earlier this year.

Frequently Asked Questions

Who is the lead agency for this project?

The Caton Farm-Bruce Road Phase I Study is being led by the Will County Division of Transportation in cooperation with the Illinois Department of Transportation and Federal Highway Administration.

What happens if the project is not implemented?

Severe traffic congestion currently exists for several hours of the day on the IL Route 7 bridge in downtown Lockport. If an additional river crossing is not constructed, peak congestion times will continue to expand into other hours of the day.

Why not just build the bridge?

If only the bridge was constructed, the roadways carrying traffic to and from the bridge would not be able to accommodate the increased traffic associated with the new travel patterns. This would result in roadway congestion, a potential increase in traffic accidents, and reduced mobility in the area.

What is the cost of this project?

The cost of the project is currently under development. The total construction cost of the 11 mile corridor project is anticipate to be greater than \$400 million. The project will be constructed in stages to reduce the financial burden on the local communities and County and maximize the use of federal and state funding opportunities.

When will construction start on this project?

There is currently no set date for construction to begin. The County, local municipalities and project team are in the process of developing a staged construction plan for the project. Construction on any portion of the project cannot begin until the Phase I study has received Design Approval, design plans have been completed and approved for the project, and land acquisition negotiations have been finalized. Design Approval is anticipated for early 2023.

Will noise walls be constructed?

As part of this study, WCDOT will perform a noise study in accordance with state and federal regulations and guidance. It is anticipated that increases in noise levels would occur along the corridor and implementation of noise walls will be investigated. Tenants and property owners who would benefit from the potential noise walls will have the opportunity to vote on whether they would like them to be installed.

How can I make my opinion known?

Please write all your comments down and submit them to us either via mail or email to the contact information listed at the end of this brochure. Your comments will be included as part of the formal project record and will assist us develop solutions to minimize impacts to communities and the environment.

Where can I get copies of the improvement plan and other project materials?

All materials are posted on the project website: www.cfb-study.com

What roadway corridor alternatives were considered as part of this study?

The first step of the alternatives process established project termini at the Caton Farm Road/U.S. Route 30/Gaylord Road intersection on the western limit of the project and the IL Route 7 (159th Street)/Cedar Road intersection on the eastern limit. A project study area inclusive of the termini was then established, and 8 river crossing locations between 135th Street in Romeoville and Theodore Street in Joliet were evaluated for viability. The alternatives were then narrowed to 5 river crossing locations resulting in 14 associated alternatives. These alternatives were evaluated to see if they met the project's purpose and need. If the alternative met the purpose and need, it was further analyzed to quantify the potential environmental impacts. Additional information for the alternatives analysis can be found on the project website: www.cfb-study.com/technical-studies/alignment-studies/



Bruce Road at Briggs Street - Looking West



Your Voice

We Are Here to Listen!

How to Provide Input



Submit your responses to our questionnaire using the prepaid envelope included

OR



complete the questionnaire online at www.cfb-study.com/community-outreach



Participate in Community Partner Meetings* to share additional feedback. Please contact Christina Kupkowski if you would like to be included as a community partner.

*These activities will be conducted according to current COVID-19 guidelines and may be virtual rather than in-person.

For additional questions, please contact Christina Kupkowski:

Phone: (815) 727-8476

Email: ckupkowski@willcountyillinois.com

Mail: Christina Kupkowski

16841 W. Laraway Road

Joliet, IL 60433



Visit the Caton Farm - Bruce Road Corridor Study website to obtain updates on the latest project developments and project information. If you do not have access to the internet, please contact the County to obtain hard copies of project information.

- Questionnaire
- Additional FAQs
- Project Updates
- Contact Information