IL 71 from IL 47 to Orchard/Minkler Road, Kendall County, Illinois

ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332 (2)(c)
by the

US Department of Transportation
Federal Highway Administration
and
Illinois Department of Transportation

July 30, 2013
Date of Approval

For IDOT

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Date of Approval

For FHWA

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The proposed project consists of reconstructing Illinois Route (IL) 71 in Kendall County from approximately 1,000 feet west of IL 47 in Yorkville to 900 feet southwest of Orchard/Minkler Road in Oswego. The project is approximately 5.55 miles in length. The purpose of the proposed action is to provide an improved transportation facility along IL 71 by addressing the needs of the community, the current and anticipated traffic demands, and improving safety and drainage. The project is needed because projected traffic volumes are anticipated to exceed the roadway's capacity, subsequently increasing congestion and compromising safety in the corridor. The preferred alternative will widen the existing alignment to four 12-foot through lanes separated by a 22-foot raised concrete median. Curb and gutter will be utilized, and the posted speed limit will be reduced to 45 miles per hour throughout the corridor. The three existing signals along the project corridor at IL 47, IL 126, and Van Emmons/Reservation Road will be upgraded as well. The project also includes construction of a shared use path along the entire length of the project limits.

Environmental impacts include 0.084 acre of wetland and a total of 1,053 linear feet of stream at five crossings. As per request from the Illinois Historic Preservation Agency, all woody landscape plants impacted by the project on Lyon Farm will be replaced in-kind. One residence will be relocated as a result of the project; residential acquisition will be conducted in accordance with the *Uniform Relocation Assistance and Real Property Policies Act of 1970*, as amended, and the IDOT *Land Acquisition Procedures Manual*.

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1. INTRODUCTION

The proposed action consists of reconstructing Illinois Route (IL) 71 in Kendall County from approximately 1,000 feet west of IL 47 in Yorkville to 900 feet southwest of Orchard/Minkler Road in Oswego (Exhibit 1, page 2). The project is approximately 5.55 miles in length. Two alternatives are currently being studied for the project: a No-Build Alternative, which will maintain the current configuration of the roadway, and a Build Alternative which proposes to widen the roadway to four lanes along the existing alignment.

The existing roadway has two 12-foot lanes. Signals are present at three intersections: IL 47, IL 126, and Van Emmons/Reservation Road. The road is a Strategic Regional Arterial (SRA), indicating that it handles a high volume of express and local traffic and provides access to major and regional facilities. IL 71 is a Class II truck route and is on the National Highway System.

2. PURPOSE AND NEED

2.1 Purpose of the Project

The purpose of the proposed action is to provide an improved transportation facility along IL 71 by addressing the needs of the community, the current and anticipated traffic demands, and improving safety and drainage. IL 71, an arterial roadway, provides both regional and local access.

Though not a specific "purpose" of the project, early public involvement identified several project goals, including supporting local and regional economic vitality and development, maintaining reasonable access to adjacent properties, supporting local agency pedestrian and bicycle plans, and preserving key community characteristics. These goals have guided project development.

2.2 Need for the Project

The project is needed because projected traffic volumes are anticipated to exceed the roadway's capacity, subsequently increasing congestion and compromising safety in the corridor. The project corridor is located in Kendall County, one of the fastest-growing counties in the nation (Christy 2010). To accommodate the growing population, new residential subdivisions are being developed on land previously used for agriculture and low-density rural residences. The population's growth has increased the demands placed on the existing roadway.

2.2.1 Roadway Deficiencies and Safety

According to US census data, Kendall County's population has nearly doubled since 2000. As the population has increased, so too has traffic along IL 71. Traffic counts to determine existing daily and peak hour traffic volumes along the roadway were conducted in 2009 at various locations along the corridor. The roadway's 2009 average daily traffic (ADT) ranges from 10,400 and 12,900 vehicles per day (VPD). The Chicago Metropolitan Agency for Planning (CMAP) predicts traffic along the corridor will increase to 19,100 to 23,650 VPD by 2040. The corridor averages six percent medium truck and four percent heavy truck traffic.

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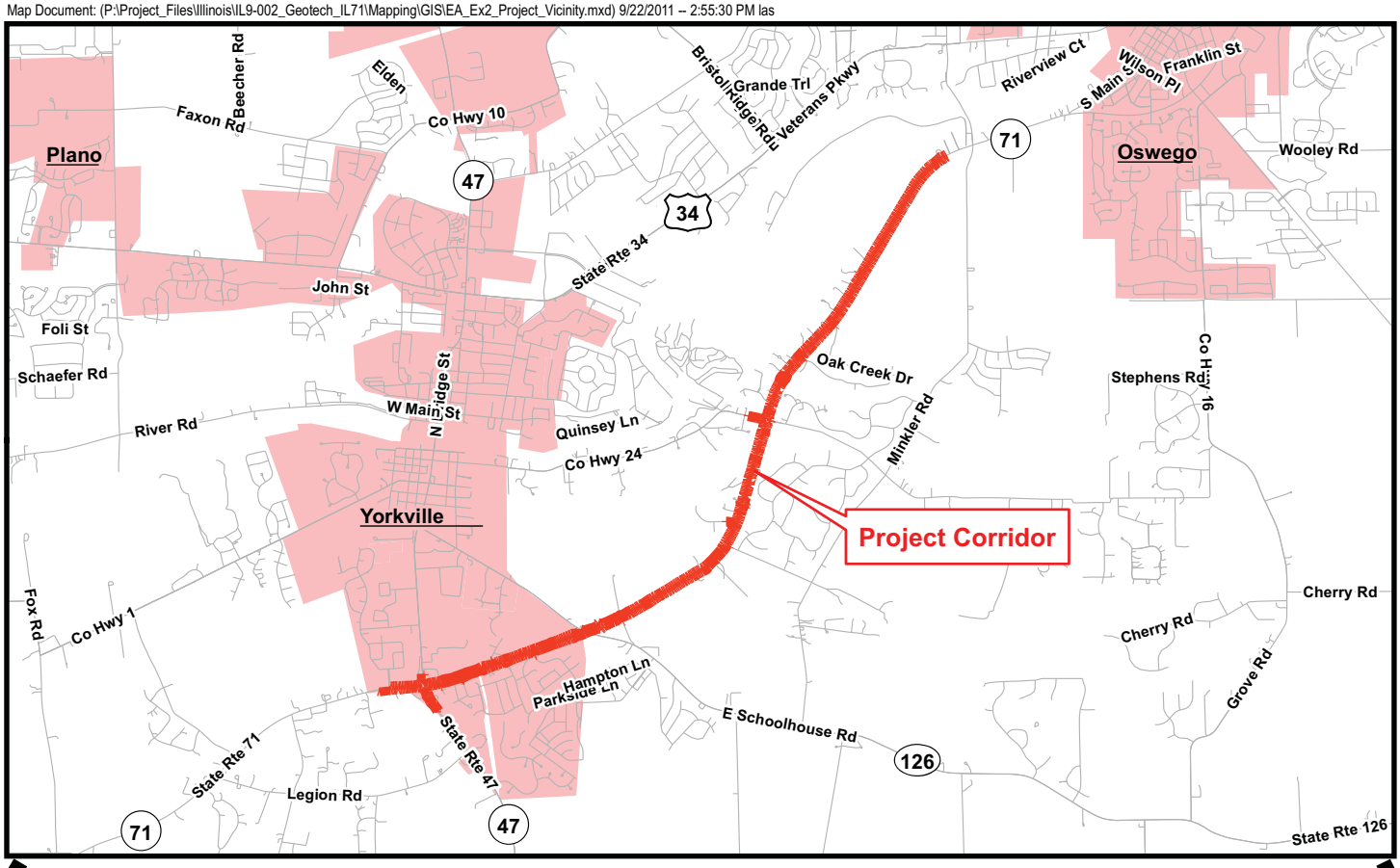

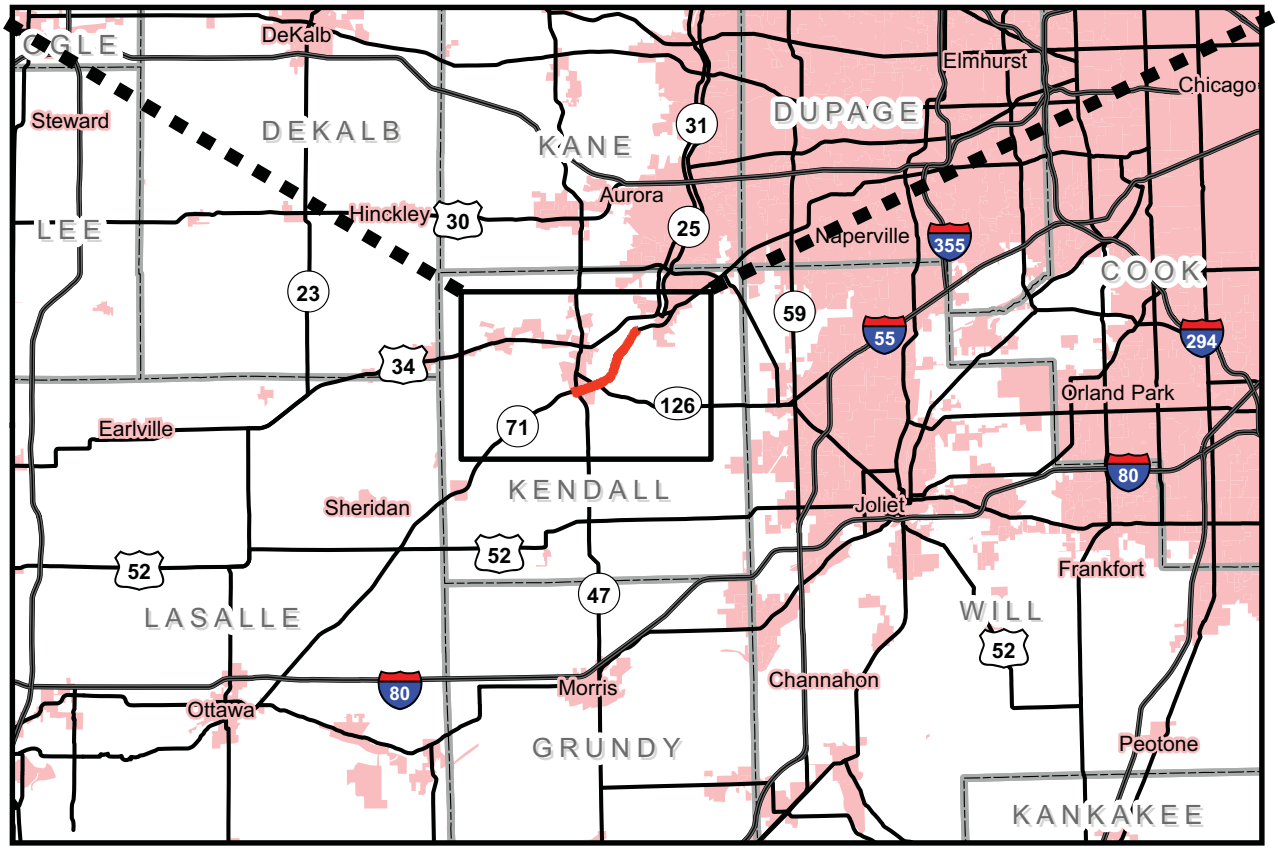

GIS data fromthe Illinois Natural Resources Geospatial Data Clearinghouse. 2010 TIGER/Line Shapefiles from U.S. Census Bureau.

NOT TO SCALE

Exhibit 1
Project Vicinity
IL 71 from IL 47 to Orchard Road
Kendall County, Illinois

Design Hour Volume (DHV) describes regularly recurring peak conditions along a roadway, such as daily commuter "rush hour" traffic. The roadway's 2009 DHV ranges from 728 to 1,000 vehicles; CMAP predicts the roadway's DHV will increase to 1,368 to 1,824 vehicles by 2040. Suburban/urban four-lane roadways are typically warranted when the DHV is between 1,250 and 2,050 vehicles, indicating that the capacity of the existing two-lane roadway is insufficient to meet future demands.

Data from the Northeastern Illinois Planning Commission incorporated into the *Kendall County 2010-2030 Long-Range Transportation Plan* indicates that Kendall County's population will increase approximately 80 percent from 2010 to 2030, from 105,600 to 190,000 residents. The expanded population will create an increase of approximately 500,000 new trips on Kendall County roadways from 2000 to 2030, with vehicle miles traveled along the county's roads increasing from 4.5 million to nearly 5 million per day, creating tremendous strain on area roadways.

Vehicular crash data for the proposed project corridor was analyzed for a five-year period from 2007 through 2011. During this time there were a total of 226 crashes resulting in 88 injuries and three fatalities. Of these 226 crashes, rear-end collisions were the most common, comprising 36.7 percent of crashes. The high number of rear-end collisions may be due to drivers speeding, insufficient following distances, and the high number of vehicles turning onto the many entrances/side streets along the roadway. Existing entrance and side road intersections along the length of the project lack turn lanes at some non-signalized intersections and have insufficient turn lane storage lengths at both signalized and non-signalized intersections. These conditions likely contribute to the high number of crashes.

Other sources of collisions included striking animals (19.0 percent), turning (14.6 percent), hitting a fixed object (10.6 percent), angle crashes (8.0 percent), and sideswipes (6.6 percent). The majority (approximately 74 percent) of collisions along the roadway occurred during periods with clear weather and dry roads. Appendix A contains the crash data collected along the roadway from 2007 to 2011, as well as a location map for fatal and injury crashes.

Crashes along the corridor are increasing. Older crash data for the corridor, which analyzed crashes over the five-year period between 2004 and 2008, indicated five fewer total crashes (221 crashes) and one fewer fatality (two fatalities) along the roadway than the more recent five year period (2007-2011). The types of crashes are also changing. The 2007 to 2011 crash data indicated an increase in turning crashes (up 4.6 percent), rear end crashes (up 4.1 percent), fixed object crashes (up 2.0 percent) and angle crashes (up 0.08 percent) since the 2004-2008 crash analysis. The number of animal crashes decreased 10.9 percent since the 2004-2008 crash analysis.

Improved drainage is also needed along the roadway. Maintenance records have indicated that flooding is a concern at several points along the roadway, including near Hilltop Road (where recorded flood events have included 7.5 linear feet of pavement flooding five inches deep for eight hours and 150 linear feet of pavement flooding six inches deep for two hours), just east of Oak Creek Drive (50 linear feet of pavement flooding five inches deep for two hours), and a culvert between Country Hills Drive and Identa Road (100 linear feet of pavement flooding six inches deep for four hours).

This flooding is due to undersized cross-road culverts along the existing roadway. The majority of existing cross-road culverts are 15 or 18 inches, whereas current guidance from the Illinois Department of Transportation (IDOT) Bureau of Design and Environment (BDE) recommends 24-inch cross-road culverts. Many were also determined not to meet the minimum freeboard requirement of three feet. Larger, 24-inch

cross-road culverts that conform to current BDE recommendations will be utilized to correct roadway drainage issues.

3. PROJECT ALTERNATIVES

3.1 Build Alternatives Considered and Eliminated

Early in the project development process, a 3-lane alternative was considered for the project. This alternative proposed to widen the existing roadway to include two through lanes and a center turn lane. This alternative was eliminated from consideration because it does not meet the purpose and need for the project, as it will not accommodate the volume of traffic projected along the roadway.

Also considered for the project were public transit and transportation system management alternatives. Public transportation alternatives generally relieve congestion by improving the efficiency of travel; *i.e.,* utilizing buses, trains, etc. to decrease the number of individual cars on a roadway. These alternatives are generally best suited for more urban project areas with a population exceeding 200,000 individuals (FHWA 1987).

Limited public transportation is available in Kendall County through Kendall Area Transit (KAT). KAT provides curb-to-curb and door-to-door service to all county residents, with the elderly and disabled given priority. Trips may be scheduled between 7 a.m. to 6 p.m. Monday through Friday and must be scheduled at least two days in advance. Though Kendall County has experienced a tremendous population boom over the past decade, the county's population is still not large enough to create sufficient demand for more conventional public transportation options, such as buses serving regular routes on a fixed schedule. The county has discussed the possibility of extending Metra, the Chicago-area's commuter rail service, into Kendall County, but local surveys have found that the majority of the population is not willing to raise taxes to bring the rail service to the county (Kendall County 2010).

The transportation system management (TSM) alternative is intended to improve the operational efficiency of the existing transportation system. Typically, TSM measures include low-cost measures such as widening shoulders, constructing minor realignment of curves, adding turning and/or climbing lanes, installing traffic signals and/or computerizing digital systems, designating high-occupancy vehicle (HOV) lanes, or other improvements designed to promote efficient travel. As with public transportation, this alternative is generally only useful in urbanized areas where the population is greater than 200,000 (FHWA 1987). The project includes some TSM measures, including the addition of turning lanes and traffic signals. However, these measures alone are not sufficient to handle the projected traffic volumes along the roadway. Because this alternative does not sufficiently address capacity, it was eliminated from consideration.

3.2 No-Build Alternative

A No-Build Alternative was also considered for the project. Under the No-Build Alternative, the proposed improvement will not be constructed. The No-Build Alternative denotes that only minor improvements, such as small safety improvements and normal maintenance, would be made to the existing road and intersection areas. This alternative will not address the project's purpose and need; however, it will be carried forward throughout the NEPA process as a baseline for the Build Alternative.

3.3 Build Alternative

One Build Alternative is being carried forward in the NEPA process. This alternative will widen the existing alignment to four 12-foot through lanes separated by a 22-foot raised concrete median. An exhibit of the

proposed roadway typical section is contained in Appendix B. Raised medians are generally safer than flush medians. Currently, 22.7 crashes per year are predicted along the existing corridor, which could be potentially reduced to 13.5 with a raised median. Crashes are predicted to increase to 32.4 per year with a flush median. As safety is a major component of the project's purpose and need, raised medians were included in the proposed project design.

Curb and gutter will be utilized, which will have the effect of calming traffic. The posted speed limit will be 45 miles per hour throughout the corridor (a reduction of 10 miles per hour from the current posted speed limit along much of the corridor), another measure intended to improve safety.

The project proposes to extend an existing sidewalk on the north side of IL 71 from Walsh Drive to the IL 47 intersection. The project also proposes a sidewalk along IL 47 from the IL 71 intersection to an existing sidewalk north of Saravanos Drive. Both sections of new sidewalk will be five feet wide. Small sections of new sidewalk are proposed to connect sidewalks within existing subdivisions to a proposed shared use path. The shared use path will be located on the south side of IL 71 from the project's western terminus until IL 126, where it will shift to the north side of the road until approximately 80 feet north of Hilltop Road, where it will shift back to the south side until the project's eastern terminus. The path will be eight feet wide within Yorkville, as per the City's request, and 10 feet wide along the remainder of the route.

The three existing traffic signals along the project corridor at IL 47, IL 126, and Van Emmons/Reservation Road will be upgraded by the proposed project.

This alternative meets the purpose and need, as it is able to handle the current and projected traffic along the roadway and address safety and drainage issues. Therefore, the Build Alternative is the Preferred Alternative.

4. ENVIRONMENTAL RESOURCES, IMPACTS, AND MITIGATION

The project area was inventoried for environmental resources. Those cultural, natural, physical, and socio-economic resources found to be present in the study area are identified in this section and on the environmental inventory map (Exhibits 2 through 7, pages 6 through 11). Resources potentially impacted by the proposed action or that require discussion pursuant to applicable laws and regulations are addressed in this section.

All data sets were downloaded from the Illinois Natural Resources Geospatial Data Clearinghouse hosted by the Illinois State Geological Survey (ISGS). Aerial Images are dated 2009.

N

Yorkville

Colonial Pkwy
Beaver St
Burning Bush Dr
E Barberry
Walsh Dr
Garden Cir
W Barberry Cir
Hawthorne Ct
Walsh Ct
Westwind Dr
Cornerstone Dr
Greenbriar Rd
Sunflower Ct
Walsh Cir
Aster Dr
N State Rte 47
Badger St
Deer St
Wolf St
State Rte 126
Wooden Bridge Dr
Crooked Creek Dr
Trillium Ct
Candleberry Ln
E Schoolhouse Rd
State Rte 71
Stagecoach Trl
Clover Ct
Raintree Rd
Country Hills Dr
Greenfield Turn
Hampton Ln
Bluebird Ln
Canary Ave
Prairie Crossing Dr
Hawk Hollow Dr
Ingemunson Ln
Deerpoint Ln
Parkside Ln
Hartfield Ave
Hearthstone Ave
Tremont St
Richmond Ave
Coach Rd
Manchester Ln
Fairfax Way
Ashworth Ln
Braemore Ln
Fairfield Ave
Windett Ridge Rd
Claremont Ct
Bonnie
Legion Rd
Wythe Pl
Sutton St
Kingsmill St
Baltrusol Ct
Kingsmill Ct
Hazeltine Way
Village View Dr
Muirfield Dr
N Bridge St

Vacant Commercial Building ISGS #2229-31

Wetland 1
Wetland 2
Wetland 3
Wetland 4

Walgreens ISGS #2229-3

Growmark Tech Center ISGS #2229-5

Stream 5

Willman Contractors ISGS #2229-16

Silver Dollar Restaurant ISGS #2229-6

Circle K/Shell Gas Station ISGS #2229-4

Begin Project

Harris Forest Preserve

Proposed EOP
Limits of Construction
Road
Stream
Illinois Natural History Survey Wetland Determination Site
City Boundary

0 375 750 1,500 Feet

Exhibit 2
Environmental Inventory Map
(Aerial) 1 of 3
IL 71 Reconstruction
Kendall County, IL

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All data sets were downloaded from the Illinois Natural Resources Geospatial Data Clearinghouse hosted by the Illinois State Geological Survey (ISGS). Aerial Images are dated 2009.

N

Cowdrey Cemetery
Stream 2
Morgan Creek
Fox River
Lyon Farm
Stream 3
Wetland 10
Wetland 9
Wetland 8
Wetland 7
Richard Young Forest Preserve
Wetland 6
Stream 4
Peaceful Pathways Montessori School

Oak Creek Dr
Fox Hill Ct
Winding Creek Rd
Acorn Ln
Riverside Dr
Countryview Dr
Morgan Ct
Hide Away Ln
Colony Ct
Yorkville St
Van Emmon Rd
Riverside St
Cardinal Ln
Country Rd
Ponderosa Dr
Reservation Rd
Co Hwy 24
State Rte 71
Jennifer Ct
Fields Dr
Madeline Dr
Gilda Ct
Cole Ct
Danielle Ln
Thornhill Ct
Shadow Creek Ln
Austin Ct
Audrey Ave
Emily Ct
Minkler Rd
Hilltop Rd
Rosehill Ln
Savanna Ct
Ravine Ct

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0 750 1,500 Feet

Exhibit 3
Environmental Inventory Map
(Aerial) 2 of 3
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All data sets were downloaded from the
Illinois Natural Resources Geospatial Data Clearinghouse
hosted by the Illinois State Geological Survey (ISGS).
Aerial Images are dated 2009.

N

Lyncliff Dr
Orchard Rd
Lyman Loop
US Hwy 34
Sundown Ln
E Veterans Pkwy
Fox River
Maple Lane Farm
End Project
Herren Ln
Old Minkler Rd
Minkler Rd
Orchard Rd
Farmstead
ISGS #2229-62
State Rte 71
Minkler Rd
Regal Oaks Ct
Farmstead
ISGS #2229-55
Stream 1
Fred Wayne &
Sons Trucking
ISGS #2229-53
Cowdrey Cemetery
River Oaks Dr
Fox Hill Ct
Oak Creek Dr
Stream 2
Morgan Creek
Timber Ct
Winding Creek Rd
Morgan Ct
Country Rd
Tallgrass Ln
Farm Ct
Ave

Proposed EOP
Limits of Construction
Road
Stream
Illinois Natural History Survey Wetland Determination Site
City Boundary

0 750 1,500 Feet

Exhibit 4
Environmental Inventory Map
(Aerial) 3 of 3
IL 71 Reconstruction
Kendall County, IL

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N

Yorkville

Colonial Pkwy
Beaver St
Burning Bush Dr
E Barberry
Walsh Dr
Garden Cir
W Barberry Cir
Hawthorne Ct
Badger St
Deer St
Wolf St
State Rte 47
N Bridge St
Wooden Bridge Dr
Crooked Creek Dr
State Rte 126
E Schoolhouse Rd
Trillium Ct
Westwind Dr
Cornerstone Dr
Walsh Ct
Greenbriar Rd
Sunflower Ct
Walsh Cir
Aster Dr
Candleberry Ln
Stagecoach Trl
State Rte 71
Clover Ct
Country Hills Dr
Greenfield Turn
Hampton Ln
Ingemunson Ln
Bluebird Ln
Canary Ave
Prairie Crossing Dr
Hawk Hollow Dr
Deerpoint Ln
Parkside Ln
Muirfield Dr
Village View Dr
Hazeltine Way
Kingsmill Ct
Banbury Ave
Kingsmill St
Raintree Rd
Hartfield Ave
Hearthstone Ave
Tremont St
Coach Rd
Manchester Ln
Baltrusol Ct
Sutton St
Claremont Ct
Bonnie
Windett Ridge Rd
Wythe Pl
Legion Rd
Fairfax Way
Ashworth Ln
Braemore Ln
Fairfield Ave
Richmond Ave

BM 728

Growmark Tech Center ISGS #2229-5
Stream 5
Wetland 1
Walgreens ISGS #2229-3
Wetland 4
Wetland 3
Willman Contractors ISGS #2229-16
Vacant Commercial Building ISGS #2229-31
Begin Project
Wetland 2
Circle K/Shell Gas Station ISGS #2229-4
Silver Dollar Restaurant ISGS #2229-6
Harris Forest Preserve

Proposed EOP
Limits of Construction
Road
Stream
Illinois Natural History Survey Wetland Determination Site
Woodland
City Boundary

0 375 750 1,500 Feet

Exhibit 5
Environmental Inventory Map
(Topographic) 1 of 3
IL 71 Reconstruction
Kendall County, IL

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All data sets were downloaded from the Illinois Natural Resources Geospatial Data Clearinghouse hosted by the Illinois State Geological Survey (ISGS). Aerial Images are dated 2009.

N

Cowdrey Cemetery

Stream 2

Morgan Creek

Fox River

Lyon Farm

Stream 3

Wetland 10

Wetland 9

Wetland 8

Wetland 7

Richard Young Forest Preserve

Wetland 6

Stream 4

Peaceful Pathways Montessori School

Campground

Cowdry Cem

Morgan

LYON COUNTY FOREST PRESERVE

Oak Creek Dr
Fox Hill Ct
Winding Creek Rd
Acorn Ln
Riverside Dr
Hide Away Ln
CountryView Dr
Morgan Ct
Colony Ct
Yorkville St
Riverside St
Van Emmon Rd
Cardinal Ln
Country Rd
Reservation Rd
Ponderosa Dr
Co Hwy 24
Jennifer Ct
Fields Dr
State Rte 71
Madeline Dr
Gilda Ct
Cole Ct
Danielle Ln
Thornhill Ct
Shadow Creek Ln
Austin Ct
Audrey Ave
Emily Ct
Rosehill Ln
Savanna Ct
Minkler Rd
Hilltop Rd
Ravine Ct

640 650 660 685 700 738 750

0 750 1,500 Feet

Proposed EOP
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Road
Stream
Illinois Natural History Survey Wetland Determination Site
Woodland
City Boundary

Exhibit 6
Environmental Inventory Map
(Topographic) 2 of 3
IL 71 Reconstruction
Kendall County, IL

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N

Fox River

Maple Lane Farm

End Project

Farmstead ISGS #2229-62

Farmstead ISGS #2229-55

Stream 1

Fred Wayne & Sons Trucking ISGS #2229-53

Cowdrey Cemetery

Stream 2 Morgan Creek

Lyncliff Dr
Lyman Loop
US Hwy 34
E Veterans Pkwy
Sundown Ln
Orchard Rd
Old Minkler Rd
Minkler Rd
Herren Ln
Dowd Cem
State Rte 71
Regal Oaks Ct
Minkler Rd
River Oaks Dr
Fox Hill Ct
Oak Creek Dr
Timber Ct
Winding Creek Rd
Morgan Ct
Country Rd
Tallgrass Ln
Farm Ct

600 602 643 650 595 653 637 640 649

23 24 25 26

KRE PARK

ROAD

MINKLER

O S W E G O

Proposed EOP
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City Boundary

0 750 1,500 Feet

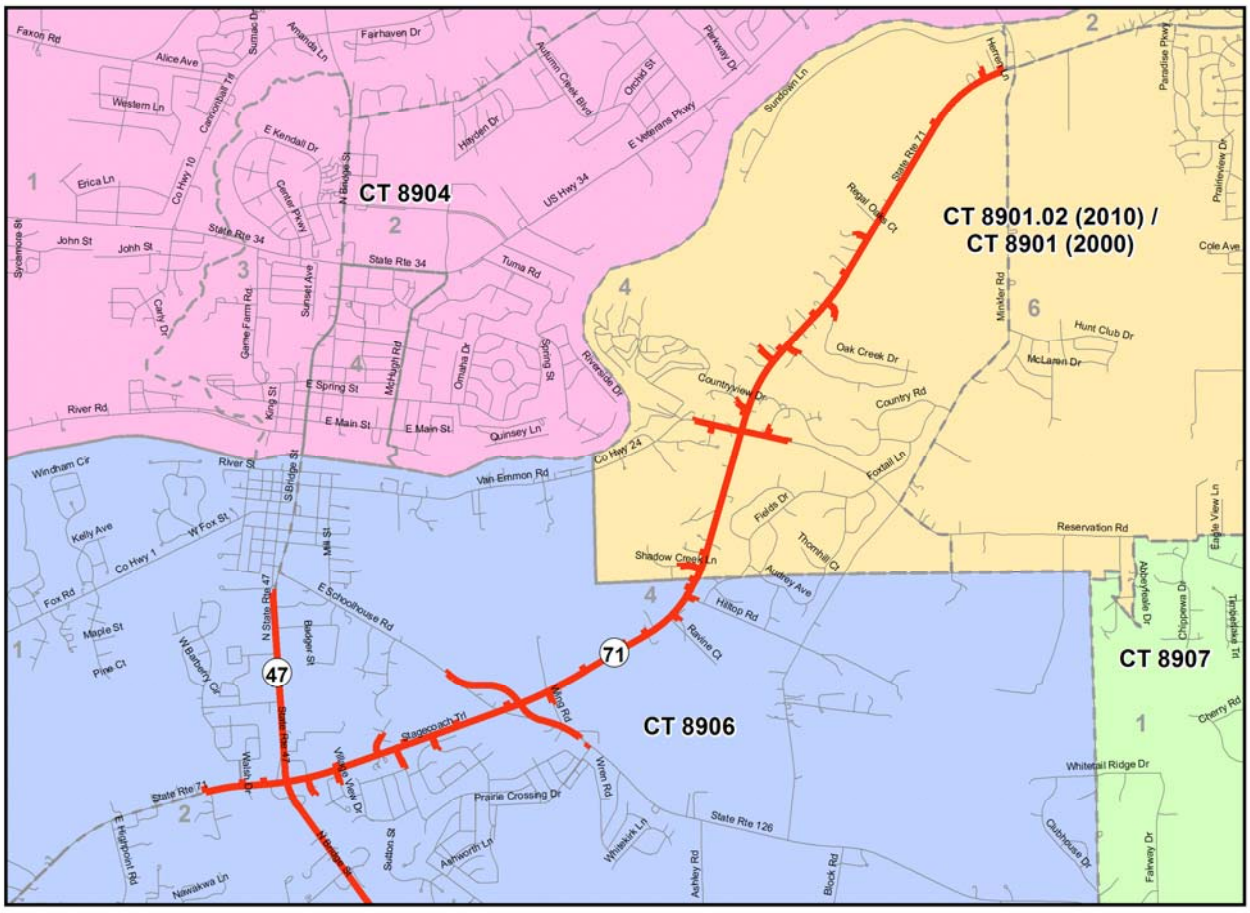
Exhibit 7
Environmental Inventory Map
(Topographic) 3 of 3
IL 71 Reconstruction
Kendall County, IL

4.1 Social/Economic

4.1.1 Community Characteristics and Cohesion

Data from the US Census Bureau was utilized for Kendall County and Census Tracts (CT) 8906 and 8901/8901.02 to provide demographic data for the project area. Figure 1 shows CT 8906 and 8901/8901.02 in relation to the corridor.

FIGURE 1 – PROJECT AREA CENSUS TRACTS



In 2010, Kendall County had a population of 114,736 residents. Since the previous decennial census (2000), the county's population essentially doubled, increasing by 99.9 percent.

In 2009, the median age of Illinois residents was 35.9 years. Kendall County residents averaged 32.7 years of age in 2009. Residents of CT 8901 were younger than the county average (median 30.4 years of age) though residents of CT 8906 were several years older (median 37.1 years of age).

Over one-quarter of Illinois residents are minorities (Table 1, page 13). Kendall County and the project-area census tracts have a much lower percentage of minority residents compared to the state average, particularly CT 8906, where 5.3 percent of the population are minorities. Despite Kendall County's lower percentage of minority residents, the county's percentage of Hispanic or Latino residents is nearly the same as the state as a whole. However, in addition to containing a lower percentage of minority residents than the state or county, the project area census tracts also contain a lower percentage of Hispanic or Latino residents.

TABLE 1 – DEMOGRAPHIC DATA (2010)

	ILLINOIS	KENDALL COUNTY	CT 8906	CT 8901.02
Total population	12,830,632	114,736	9,414	13,081
One Race (%)	97.7	97.7	98.8	98.3
White (%)	71.5	83.6	94.7	89.1
Black or African American (%)	14.5	5.7	1.5	3.8
American Indian and Alaska Native (%)	0.3	0.3	0.1	0.2
Asian (%)	4.6	3.0	0.9	2.7
Native Hawaiian and Other Pacific Islander (%)	0.0	0.0	0.0	0.1
Some Other Race (%)	6.7	5.0	1.5	2.5
Two or More Races (%)	2.3	2.3	1.2	1.7
Hispanic or Latino* (%)	15.8	15.6	6.4	9.5
Total Minorities** (%)	28.5	16.4	5.3	10.9

*The US Census considers Hispanic Origin to be an ethnicity, not a separate race; therefore, Hispanic Origin is not included in percentage of minorities in order to avoid duplication, though individuals of Hispanic Origin who identified themselves as "nonwhite" during the 2000 US Census are included in this category.

**As Hispanic Origin is not considered a separate race, the number shown is counted twice, once as Hispanic Origin and once as one of the US Census' six other racial groups: White, Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, or Some Other Race.

Source: 2010 US Census, American Fact Finder

Kendall County and the project area census tracts contain a higher percentage of family households and a larger average household size than the state as a whole (Table 2). Kendall County and the project area census tracts also have a higher percentage of households containing persons under the age of 18; particularly CT 8901, where more than half of households contain children (Table 3). The county and census tracts also have a lower percentage of households containing residents aged 65 years or older than the Illinois average (Table 3).

TABLE 2 – HOUSEHOLD DATA (2010)

	ILLINOIS	KENDALL COUNTY	CT 8906	CT 8901.02
Total Households	4,836,972	38,022	3,277	4,173
Family Households (%)	65.8	79.1	79.5	83.4
Average Household Size	2.59	3.01	2.87	3.12

Source: 2010 US Census, American Fact Finder

TABLE 3 – HOUSEHOLDS WITH CHILDREN AND SENIOR CITIZEN RESIDENTS (2009)

	ILLINOIS	KENDALL COUNTY	CT 8906	CT 8901
Households with Individuals < 18 Years of Age (%)	34.5	46.3	40.6	52.0
Households with Individuals $\geq$ 65Years of Age (%)	22.9	15.8	18.5	10.3

Source: 2005-2009 American Community Survey, American Fact Finder

Kendall County and the project area census tracts have a lower percentage of vacant housing units and a higher percentage of owner-occupied homes than the State of Illinois (Table 4). As expected of a community experiencing rapid residential growth, homes in the county and project area census tracts are younger than in the state as a whole; particularly in CT 8901, where the median age of homes is a decade. Homes at the county and census tract level also have a higher median value than in the State of Illinois as a whole (Table 5).

TABLE 4 – HOUSING CHARACTERISTICS (2010)

	ILLINOIS	KENDALL COUNTY	CT 8906	CT 8901.02
Total Housing Units	5,296,715	40,321	3,494	4,386
Vacant Housing Units (%)	8.7	5.7	6.2	4.9
Owner-Occupied Housing Units (%)	67.5	85.6	84.3	87.9

Source: 2010 US Census, American Fact Finder

TABLE 5 – AGE AND VALUE OF HOUSING UNITS (2009)

	ILLINOIS	KENDALL COUNTY	CT 8906	CT 8901
Median Year Structure Built	1965	1996	1989	2001
Median Value of Structure	$200,400	$250,800	$306,200	$289,400

Source: 2005-2009 American Community Survey, American Fact Finder

County and area census tract residents have a higher median household and per capita income, and a smaller percentage of households receiving public assistance, than the state as a whole (Table 6). Devoting 30 percent or less of household income to rent/utilities has been established as the US Department of Housing and Urban Development's standard of housing affordability; residents of the state, county, and census tracts all expend 30 percent or less of their income on rent, indicating they are not burdened by housing costs.

TABLE 6 – INCOME AND POVERTY (2009)

	ILLINOIS	KENDALL COUNTY	CT 8906	CT 8901
Median Household Income	$55,222	$79,504	$78,829	$88,951
Per Capita Income	$28,469	$29,640	$32,195	$31,234
Median Gross Rent (Including Utilities) as a Percentage of Household Income	29.9	28.2	29.1	30.0
Percentage of Households Receiving Public Assistance	2.0	1.3	1.7	1.9

Source: 2005-2009 American Community Survey, American Fact Finder

4.1.2 Title VI and Other Protected Groups

It is the policy of the FHWA to ensure nondiscrimination under Title VI of the 1964 Civil Rights Act, designed to ensure that no person is excluded from participation in, or denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Groups of ethnic, racial, religious minorities, or elderly or disabled people are not known to be present within the area that the project will affect. No groups of individuals have been or will be excluded from participation in public involvement activities, denied the benefit of the project, or subjected to discrimination in any way on the basis of race, color, age, national origin, disability, or religion.

4.1.3 Environmental Justice

Pursuant to Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, the project area was examined for any minority or low-income populations that may be impacted by the project. Executive Order 12898 ensures that minority and low-income populations do not bear a disproportionate share of high and adverse human health or environmental impacts by identifying and addressing the impacts a project may have on these populations.

As discussed previously, the project-area census tracts have a lower percentage of minority and Hispanic or Latino residents than the state and county, particularly CT 8906 in the southwestern half of the corridor. No minority communities are known to be present along IL 71 in the proposed project area; therefore, no disproportionate impacts are anticipated.

Median household income in Kendall County was $82,649 in 2011, the most recent year for which income data is available at the county level, and $78,829 (CT 8906) and $88,951 (CT 8901) in the project area census tracts in 2009, the most recent year for which income data is available at the census tract level. Per capita income in 2011 was $31,325 in Kendall County and $32,195 and $31,234 in CT 8906 and CT 8901, respectively. For 2011, the US Department of Health and Human Services established the poverty line at an annual income of $10,890 for an individual and $22,350 for a family of four. A smaller percentage of county and census tract residents receive public assistance than the state as a whole. Based on this information, it is unlikely that any low-income communities are present in the project area.

4.1.4 Public Facilities and Services

The project is located in Kendall County, within the City of Yorkville and the Oswego and Kendall Townships. A small portion of the project corridor on the southeast side of IL 71, north of Winding Creek Road, is within the Village of Oswego. Yorkville and Oswego have city police departments, with the outlying portion of the corridor served by the Kendall County Sheriff. The Bristol-Kendall Fire Department provides fire protection throughout the majority of the project area. The Owego Fire Department provides fire protection for the portion of the project located in Oswego.

Harris Forest Preserve is located immediately west of the project's western terminus. The Richard Young Forest Preserve and adjacent (to the north) Lyon Forest Preserve are located along the corridor, west of IL 71's intersection with Hilltop Road. Lyon Farm, home of the Kendall County Historical Society, is also present north of the Young Forest Preserve. This facility is open to the public during special events, and includes several older farm buildings that have been moved to the site from elsewhere in the area. Cowdry Cemetery is also in the area, across from Winding Creek Road.

Peaceful Pathways Montessori, a private school owned/operated by Gospel Assembly Church for children aged 15 months to 12 years, is located along the corridor. No other schools are located along the project corridor, which is served by Community Unified School Districts 115 and 308.

The Kendall County Health Department is located in Yorkville and additional medical providers in the area include Dreyer Medical Clinic, Rush-Copley Convenient Care Center, and Edward Hospital and Health Services. None of these facilities are located along the project corridor; however, Edward Healthcare has purchased land south of IL 126 and north of IL 71 for a new facility. They have requested an access permit to connect to IL 71 in this area.

IL 71 provides access to Yorkville's urban center, via IL 47, as well as Oswego's center, where the roadway becomes US 34. Numerous businesses and community facilities (schools, libraries, health care facilities, etc.) are located in these areas, and the reconstructed roadway will provide safe and efficient transportation via IL 71 to these facilities.

4.1.5 Change in Travel Patterns

IL 71 connects Yorkville, Kendall County's seat, and Oswego, Kendall County's largest city, where the roadway becomes US 34. IL 71 provides access to numerous residential, commercial, and agricultural properties along the corridor, as well as a private school (Peaceful Pathways Montessori) and community facilities (Harris Forest Preserve at the project's western terminus; Young Forest Preserve and Lyon's Farm near IL 71's intersection with Hilltop Road). Few commercial or industrial activities are present along the corridor, and the commercial development present is primarily located near the project's western terminus.

Because the project proposes to widen the existing facility, travel patterns will not be substantially impacted. No access points will be removed by the project. In 2012, a traffic signal was installed at the Van Emmons/Reservation Road intersection. The proposed project will upgrade the traffic signals at IL 47 and IL 126. The posted speed limit will be reduced from 55 mph to 45 mph to increase safety along the route.

The project will include a raised median along the majority of the route. Raised medians are the safest option, as they are most successful at preventing vehicular crossover, but a raised median will leave three businesses and 24 residences with only right in/right out access to their properties. Median crossovers will be provided to accommodate U-turns for these businesses and residences. Other negative impacts will be minimal and short-term in duration. They will include delays and detours during construction, as well as the presence of heavy equipment along the corridor. Drivers will also have to become accustomed to the raised median and the lower speed limit. Ultimately, however, the raised median and reduced speed will result in a beneficial impact, as safety will improve along the route. Though the speed is being reduced, the increased number of lanes will reduce congestion and improve travel time along the roadway.

Access to/from emergency services providers will not change, as none are located along the project corridor, but the safer, less congested roadway will improve emergency response times. The presence of the raised median will not be a detriment to emergency vehicles. Larger vehicles such as fire trucks will be able to traverse the median; emergency vehicles may also utilize the median openings that will be present along the route.

4.1.6 Residential Relocation

One residence will be relocated as a result of the project. Owners and/or tenants of the relocated residence, located on the west side of IL 71 south of Lyon Farm, will be assisted with locating decent, safe,

and sanitary housing that is a comparable replacement dwelling. The residential acquisition will be conducted in accordance with the *Uniform Relocation Assistance and Real Property Policies Act of 1970*, as amended, and relocation resources are available to relocated persons without discrimination. All right-of-way acquisitions will also be conducted in accordance with the IDOT *Land Acquisition Procedures Manual*. IDOT's procedure includes consultation between the resident(s) and a Relocation Manager, who will explain relocation benefits the resident(s) are eligible for.

A March 2013 search for available homes for sale in and around Yorkville on the National Association of REALTORS® website revealed approximately 200 homes available for sale. Adequate replacement housing appears to be available for the relocated resident within the project area. IDOT will provide housing of last resort if comparable housing is not available at the time of displacement, though the use of Last Resort Housing is not anticipated to be necessary for the project.

Additionally, one farm storage building will be acquired. No businesses will be relocated as a result of the project.

4.1.7 Economic Impacts

According to statistics compiled by the Illinois Department of Employment Security, Kendall County has a labor force of 60,201. Manufacturing and Retail Trade are the industry sectors employing the highest number of Kendall County workers (approximately 4,500 individuals are employed by each industry). Education Services employs the next highest number of Kendall County workers, approximately 2,700 individuals.

Industries growing in the county include Professional and Business Services (annual compound growth rate of 2.11 percent), Educational and Health Services (annual compound growth rate of 2.03 percent), and Leisure and Hospitality (1.62 percent). Occupations with the highest percentage of projected growth in the county between 2006 and 2016 include Landscaping and Groundskeeping Workers (2.12 percent increase), Combined Food Preparation and Serving Workers, Including Fast Food (2.07 percent increase), Elementary School Teaches, Except Special Education (1.85 percent increase) and Customer Service Representatives (1.75 percent increase).

Kendall County has had lower unemployment rates compared with the State of Illinois in recent years, though its unemployment rates have been similar to the nation as a whole. Consistent with national trends, unemployment in the county increased dramatically between 2008 and 2009. Unlike unemployment rates at the state and national level, unemployment in the county dropped slightly in 2010. Unemployment rates for the county, state, and nation for the past five years are included in Table 7.

TABLE 7 – UNEMPLOYMENT RATES (%)

	KENDALL COUNTY	ILLINOIS	US
2010	9.8	10.3	9.6
2009	10.0	10.1	9.3
2008	5.8	6.4	5.8
2007	4.3	5.1	4.6
2006	3.8	4.6	4.6

Source: Illinois Department of Employment Security

The William Wrigley Company has a large manufacturing facility in Yorkville. Other principal area employers include Menards, Caterpillar, Wal-Mart, AT&T, Plano Custom Molding and Engineering, Jewel/Osco, and Target. Raging Waves Waterpark, the largest waterpark in Illinois, is also located in Yorkville.

Yorkville's Economic Incentives Policy, approved in 2005, was developed to meet the area comprehensive plan's goal of broadening the city's economic base. The policy offers a variety of incentives for commercial and industrial enterprises that locate in the city. The reconstructed roadway may further entice new businesses to open or relocate to the area served by IL 71.

4.1.8 Land Use

Kendall County has a land area of 320.58 square miles, with an average population density of 358 persons per square mile. The project's western terminus is in the City of Yorkville, the seat of Kendall County, and the eastern terminus is just outside the Village of Oswego, Kendall County's largest city. Residential properties and undeveloped and agricultural land are present along the corridor, with commercial development concentrated closer to the IL 47 intersection. The project is approximately 40 miles from Chicago and, as discussed previously, the area is experiencing rapid growth. This rapid growth has resulted in new residential developments being constructed throughout the county. Though much of this new residential development is in the northeastern portion of the county, some has occurred along IL 71 in the project corridor, with more planned for the area including Windmill Farms (a proposed new residential subdivision) at the IL 71/IL 126 intersection. Several undeveloped lots, most formerly used for agriculture, are also for sale along the corridor. Project corridor land use is shown on Exhibit 8, page 19.

The project corridor is currently transitioning from low-density rural residential and agricultural/undeveloped land use to higher density suburban residential and commercial land use. Existing zoning mapping for the City of Yorkville shows land uses along the Yorkville portion of the corridor ranging from business/limited manufacturing at IL 47 and IL 126, with the remainder of the Yorkville corridor zoned as single-family residential and planned unit development (a zoning category that promotes larger-scale unified land development, in contrast to standard lot-by-lot zoning). A small portion of the southeastern side of IL 71 north of Winding Creek Road is part of the Village of Oswego, with this portion of the corridor zoned as single-family residential. The area where the project terminates at Orchard/Minkler Roads at the Oswego urban boundary is zoned commercial.

The unincorporated portion of the corridor is currently zoned for agricultural or residential land uses. Future land use plan mapping included in Kendall County's 2011 *Land Use Management Plan* shows the entirety of the unincorporated portion of the corridor as commercial (near the IL 126 intersection) or residential land use.

The proposed project is consistent with current and proposed land uses in the corridor. Future land use along the majority of the corridor will be residential, with additional higher density subdivision-style developments planned. The changes in land use will result in a higher number of vehicles on the roadway. The Build Alternative's additional lanes will provide the roadway capacity necessary to serve existing and proposed residential developments in the area. The upgraded signals will also enhance traffic flow throughout the corridor and ultimately provide safe, efficient access for residents of the corridor to/from Yorkville, Oswego, and surrounding communities.

Map Document: (P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\For Report\EA_Ex8_Project_Corridor_Land_Use.mxd) 10/11/2011 -- 9:11:11 AM sje

Aerial photography from <http://datagateway.nrcs.usda.gov>.
2010 TIGER/Line Shapefiles from U.S. Census Bureau.
Design mapping from Geotech.

N

Proposed EOP
Limits of Construction
Stream
Barren Land (Rock/Sand/Clay)
Cultivated Crops
Deciduous Forest
Developed, High Intensity
Developed, Low Intensity
Developed, Medium Intensity
Developed, Open Space
Emergent Herbaceous Wetlands
Evergreen Forest
Grassland/Herbaceous
Mixed Forest
Open Water
Pasture/Hay
Shrub/Scrub
Woody Wetlands

2,000 0 2,000
Feet

Exhibit 8
Project Corridor Land Use
Environmental Assessment
IL 71 from IL 47 to Orchard Road
Kendall County, Illinois

4.1.9 Growth and Economic Development

During early project involvement activities, members of the public identified supporting local and regional economic vitality and development as a project goal. Kendall County's growing population has sparked a boom in residential subdivision development, which will continue as long as the population keeps expanding. As the county's population grows, additional providers of goods and services will locate in the area to serve the growing consumer base.

The majority of existing commercial development along the corridor is located near the project's western terminus, particularly along IL 71's intersection with IL 47. Businesses at this intersection include a strip mall with a Walgreens and a gas station, as well as a local restaurant, motel, and larger industrial facilities such as Growmark Tech Center and the Kendall County Highway Department, both of which have large trucks entering/exiting the properties regularly. Several smaller non-farm businesses are located along the corridor, including Village Faire (small gift shop), a lawn care business, Fred Wayne and Sons Trucking, and a gun club. Edward Healthcare has purchased land south of IL 126 and north of IL 71 for a new facility. They have requested a permit to connect to IL 71 in this area, so the reconstructed roadway will provide access to this facility. The project's negative impacts include detours and delays due to construction that may temporarily inconvenience employees and customers. However, these negative impacts will be temporary, as no roadways will be reconfigured and access to businesses will not be removed. The proposed project will ultimately benefit area businesses, as the reduction of traffic and the upgraded signal at IL 71/IL 47 will enhance access to/from their establishments.

4.1.10 Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities along the existing highway are minimal to nonexistent, and there are no dedicated bike lanes. The only sidewalks or other pedestrian facilities in the area are sidewalks or shared-use paths within subdivisions or commercial areas (along entrance to Fountain Village at IL 71 and IL 47 intersection.) Pedestrians must use roadway shoulders, which are very narrow in portions of the corridor.

The project proposes to extend an existing sidewalk on the north side of IL 71 from Walsh Drive to the IL 47 intersection. The project also proposes a sidewalk along IL 47 from the IL 71 intersection to an existing sidewalk north of Saravanos Drive. Both sections of new sidewalk will be five feet wide. Small sections of new sidewalk are proposed to connect sidewalks within existing subdivisions to a proposed shared use path. The shared use path will be located on the south side of IL 71 from the project's western terminus until IL 126, where it will shift to the north side of the road until approximately 80 feet north of Hilltop Road, where it will shift back to the south side until the project's eastern terminus. The path will be eight feet wide within Yorkville, as per the City's request, and 10 feet wide along the remainder of the route.

The sidewalk and shared use path will offer connectivity to bicycle facilities planned for IL 47 immediately north of IL 71.

4.2 Agriculture

According to the US Department of Agriculture (USDA)'s most recent (2007) Census of Agriculture, Kendall County has 424 farms, an increase of three percent since the 2002 Census. Though the number of farms in the county increased between 2002 and 2007, the amount of Kendall County land being farmed decreased by one percent over this period, to 166,872 acres. The average farm size also decreased slightly over this period, from 408 acres to 394 acres.

Cropland accounts for the majority (96.2 percent) of Kendall County farmland, with corn the primary crop. The average Kendall County farmer is a white male aged 55.8 years. Of Kendall County's farmers, 54 percent list "farming" as their primary occupation.

Agricultural property is located throughout the corridor. Large farms are present, and smaller farms are interspersed between residential developments. Coordination with the Illinois Department of Agriculture (IDOA) regarding impacts to farmland was conducted in September 2012. Approximately 38 acres of farmland will be converted to roadway right-of-way by the project. Farmland soils to be converted to roadway right-of-way, as well as their susceptibility to wind and water erosion, are identified by type in Table 8. Twenty-seven acres of this farmland is classified as prime and unique farmland and the remaining eleven acres are classified as statewide and local important farmland. No protected Agricultural Areas are present along the corridor. A copy of the completed USDA NRCS Form AD-1006 *Farmland Conversion Impact Rating for Corridor Type Projects*, completed by IDOA, is included in Appendix C. IDOA's site assessment evaluated the relative value of farmland in the corridor and the project's impact on this farmland. The Build Alternative was assigned a score of 151 out of a possible maximum of 300 points. A score of 175 points or fewer indicates that the site has a low rating for protection and evaluating additional alternatives is not necessary.

TABLE 8 – FARMLAND SOILS CONVERTED TO RIGHT-OF-WAY

Soil Type	Acres	Susceptibility to Wind/ Water Erosion
Brenton silt loam	1.72	Low/Low
Camden silt loam	0.06	High/Low
Dresden silt loam	1.90	Low/Low
Drummer silty clay loam	0.94	Low/Low
Elpaso silty clay loam	4.35	Low/Low
Fox silt loam	1.37	Low/Low
Hennepin-Casco complex	0.29	High/Low
La Rose clay loam*	1.14	Moderate/Low
La Rose silt loam**	3.04	Moderate/Low
Lisbon silt loam	0.64	Low/Low
Lorenzo loam*	0.54	Moderate/Low
Mayville silt loam	2.79	Low/Low
Millington silt loam	1.17	Low/Low
Orthents, loamy	0.21	Moderate/Low
Peotone silty clay loam	0.27	Low/Low
Rush silt loam	5.91	Low/Low
Saybrook silt loam	4.76	Low/Low
Somonauk silt loam	0.91	Moderate/Low
Strawn clay loam*	0.87	High/Low
Strawn silt loam*	3.30	Moderate/Low
Waupecan silt loam	2.29	Low/Low

*Surface layer is mostly subsoil material
**Surface layer has been thinned by erosion

Because the proposed project follows the existing alignment, direct agricultural impacts will be minimized. All additional right-of-way acquired for the project will be adjacent to the existing right-of-way; therefore, no farms will be bisected. The only residence that will be acquired by the project is not a farm residence.

As part of their site assessment, IDOA agreed that the project had been designed to acquire the least possible amount of farmland required to meet the purpose and need of the project and determined that the project complies with IDOT's *Agricultural Land Preservation Policy* and Illinois' *Farmland Preservation Act*.

The construction contractor will be bound to erosion and sediment control measures included in IDOT's *Standard Specifications for Road and Bridge Construction*. Use of these measures will minimize erosion and sedimentation impacts, including impacts to soils listed in Table 8, page 21, that are classified as having a Moderate or High susceptibility to wind or water erosion.

4.3 Cultural Resources

An Archaeological Report and Phase I documentation concerning historical and archeological properties and sites that could potentially be impacted by the proposed project was prepared. Fourteen archaeological sites, 11-KE-1120 through 11-KE-1136 were found in the project area. All 14 sites are prehistoric lithic scatters or deposits of historic material resulting from multi-household occupations. None of the sites meet the criteria for listing on the National Register of Historic Places (NRHP). No NRHP-listed historic structures or districts are located within the project area. A search of the Illinois Historic Preservation Agency's Historic Architectural/Archaeological Resources Geographic Information System indicated no listed historic properties/structures along the corridor. No bridges listed on IDOT's Historic Bridge Survey are located along the corridor; subsequently, coordination for compliance with Section 106 on historic bridges is not required.

The Illinois State Historic Preservation Officer (SHPO) concurred on April 20, 2011 with the report's findings that no sites subject to protection under Section 106 of the National Historic Preservation Act will be affected by the proposed project. A copy of this concurrence is contained in Appendix D. Also included in Appendix D is a copy of the memorandum issued by IDOT on April 22, 2011 indicating that, as SHPO concurred that the project would have no effect on significant cultural resources, cultural resource coordination was complete for the project.

4.4 Air Quality

4.4.1 Air Quality Conformity

The National Ambient Air Quality Standards (NAAQS), established by the US Environmental Protection Agency (USEPA), set maximum allowable concentration limits for six criteria air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as "nonattainment." States where a nonattainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS. Areas that had been designated as nonattainment, but that have attained the NAAQS for the criteria pollutant(s) associated with the nonattainment designation, will be designated as maintenance areas.

All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. For the eight-hour ozone and $PM_{2.5}$ standards, Oswego Township in Kendall County has been designated as nonattainment areas.

The proposed project is located within the Chicago metropolitan area in Kendall County from 0.3 miles west of IL 47 in Yorkville to 0.3 mile west of Orchard Road in Oswego. Thus, the project area is in attainment for carbon monoxide, lead, sulfur dioxide, nitrogen dioxide, and PM_{10}. The project area is designated as nonattainment for ozone and $PM_{2.5}$.

This project is not an air quality concern under 40 CFR 93.123(b)(1). Due to no significant increase in ADT or diesel truck ADT, it has been determined that the project will not cause or contribute to any new localized $PM_{2.5}$ or PM_{10} violations or increase the frequency or severity of any $PM_{2.5}$ or PM_{10} violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

This project is included in the FY 2010-2015 Transportation Improvement Program (TIP) endorsed by the Metropolitan Planning Organization Policy Committee of the Chicago Metropolitan Agency for Planning (CMAP) for the region in which the project is located. Projects in the TIP are considered to be consistent with the 2010-2015 regional transportation plan endorsed by CMAP. The project is within the fiscally constrained portion of the plan.

On October 25, 2010, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the 2010-2015 regional transportation plan conforms with the State Implementation Plan (SIP) and the transportation-related requirements of the 1990 Clean Air Act Amendments. On June 13, 2013, the FHWA and the FTA determined that the TIP also conforms with the SIP and the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, "Determining Conformity of Federal Actions to State or Federal Implementation Plans."

The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

The TIP number for this project is 09-09-0071.

4.4.2 Carbon Monoxide Microscale Analysis

A pre-screen carbon monoxide analysis was completed for three intersections within the proposed project. The results from this proposed roadway improvement indicate that a COSIM air quality analysis is not required, as the results for the worst-case receptor are below the eight-hour average National Ambient Air Quality Standard for CO of 9.0 ppm, which is necessary to protect the public health and welfare.

4.4.3 Mobile Source Air Toxics

The annual average daily traffic (AADT) projected for this minor roadway widening project is less than 140,000 vehicles per day in the design year. As such, this project is considered to have low potential for MSAT effects.

For the Build Alternative carried forward in this Environmental Assessment the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT. The VMT estimated for the Build Alternative is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase may be offset somewhat by lower MSAT emission rates due to increased speeds from

vehicles moving more efficiently along the roadway. Though the speed limit will be reduced, vehicles will not have to slow as frequently to accommodate other motorists turning; thus, overall average roadway speed will increase. According to USEPA's MOVES2010b model, emissions of all of the priority MSAT decrease as speed increases.

Also, regardless whether the Build or No Build Alternative is chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes of the project Build Alternative will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, under the Build Alternative there may be localized areas where ambient concentrations of MSAT could be higher than the No Build Alternative. However, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In summary, where a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which is associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

4.4.4 Construction-Related Particulate Matter

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions can be minimized if the equipment is well maintained.) The potential air quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

IDOT's *Standard Specifications for Road and Bridge* Construction include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the IDOT will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

4.5. Traffic Noise

According to the Federal Highway Administration (FHWA) Policy, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, contained in 23 CFR 772, and FHWA's *Highway Traffic Noise Analysis and Abatement – Policy and Guidance* (June 2010, as revised December 2011), potential traffic noise impacts must be evaluated and feasible and reasonable noise abatement alternatives must be addressed. Traffic noise impacts occur when the predicted traffic noise levels approach (as defined by the state) or exceed the Noise Abatement Criteria (NAC). The policy states that traffic noise impacts also occur when the predicted traffic noise levels for the build scenario substantially exceed existing noise levels (increase beyond existing levels by a level determined by the state). The FHWA has established seven Activity categories based on the interference of speech communication associated with the land use activities, as shown in Table 9.

TABLE 9 – NOISE ABATEMENT CRITERIA

Activity Category	NAC (dBA)	Description Of Activity / Land Use
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 (Exterior)	Residential
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structure, radio studios, recording studios, schools, and television studios
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F
F	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	Undeveloped lands that are not permitted.

IDOT Noise Policy as presented in Chapter 26 of the *IDOT Bureau of Design and Environment (BDE) Manual* and the companion guidance in the *Highway Traffic Noise Assessment Manual* (2011) incorporate FHWA procedures and Noise Abatement Criteria contained in 23 CFR 772. IDOT policy defines a noise impact as occurring when the noise level predicted for the design year (typically defined as 20 years into the future) approaches (within 1 dBA) or exceeds the NAC for the land use category affected; and/or the noise level increase predicted for the design year is greater than 14 dBA than the measured existing noise level (a substantial exceedance). Traffic noise abatement must be evaluated at impacted receptors to identify reasonable and feasible noise abatement measures.

Receptor locations were identified within common noise environments (CNEs) of human use through analysis of mapping and visual inspection of the project corridor. These receptors were selected for modeling purposes because of accessibility, representative proximity to the roadway, and potential sensitivity to noise impacts. Thirty-one CNEs were identified in the area representing 284 noise sensitive receptors. Twenty-nine CNEs are Activity Category B representing 267 residences ("R"). One CNE is Activity Category C representing the Peaceful Pathways Montessori School (one receptor, school indicated by "S"). Though schools are generally classified as Activity Category D, Peaceful Pathways Montessori's curriculum includes daily outdoor activities. As the school property contains frequent areas of outdoor use, the facility was classified as Activity Category C. One CNE is Activity Category E, representing 16 rooms at the All Seasons Motel ("M"). These CNEs are shown on Exhibits 9 and 10, pages 27 and 28, and summarized in Table 10, page 29.

Twenty-eight receptors were selected for field measurement and modeling of the representative conditions. Existing noise levels were measured on September 14 through 17, 2010 at 28 locations identified in Exhibits 9 and 10, pages 27 and 28. Modeling results indicate that the Noise Abatement Criteria NAC of 67 dBA for Activity Category B residences is approached or exceeded at several locations. As summarized in Table 11, page 30, traffic noise levels above the NAC were predicted in five CNEs representing 16 residences for the Build Alternative. No substantial increases (greater than 14 dBA) from Existing noise levels are predicted.

For the Build Alternative, the receptors above the NAC are as follows:

- 1 residence south of IL 71 from Village View Dr to Raintree Rd (CNE/Receptor 4)
- 1 residence north of IL 71 and west of Candleberry Lane (CNE/Receptor 6)
- 8 residences south of IL 71 and east of Country Hills Rd (CNE/Receptor 12)
- 3 residences west of IL 71 between Van Emmon Rd and River Oaks Dr (CNE/Receptor 23)
- 3 residences northwest of IL 71 between Regal Oaks Ct and Buell Rd (CNE/Receptor 29)

Map Document: (P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\For Report\EA_Ex9_Noise_1_of_2.mxd) 4/4/13 las

2009 aerial photography obtained from the USGS Geospatial Data Gateway at http://datagateway.nrcs.usda.gov/. Proposed alignment provided to Third Rock by Geotech. Zoning for Undeveloped Lands based on Comprehensive Plans for Yorkville and Oswego provided by Kendall County Planning, Building, and Zoning

N

1 Receptor
9 Receptors
5 Receptors
10 Receptors
10 Receptors
10 Receptors
1 Receptor
4 Receptors
8 Receptors
22 Receptors
26 Receptors
33 Receptors
27 Receptors
16 Receptors
3 Receptors
1 Receptor
1 Receptor
9 Receptors
3 Receptors
6 Receptors

Begin Project

Route 71
Route 126
Route 47
Stagecoach
Shadow Creek
Hazeltine
Raintree
Village View
Kingsmill
Parkside
Prairie Crossing
Country Hills
Hampton
Goldfinch
Pennman
Dunbar
Hilltop
Roselhill
Audrey
Madelin
Ravine
Wing
Identa
Rodak
Dydyna
Bator
Benjamin
Woodland
Lotus Ridge
Ridge
Washington
Heustis
Orange
Main
Olsen
Mill
Walter
Illini
Blaine
Elizabeth
Colonial
Deer
Beaver
Wolf
Garden
Wooden Bridge
Crooked Creek
Foxboro
Jamestown
Maple
Burning Bush
Buckthorne
Barberry
Bridge
Green Briar
Sunflower
Walsh
Aster
Fountainview
Drayton
Warbler
Coach
Hartfield
Tremont
Richmond
Fairfield
Windett Ridge
Sutton
Wythe
Bonnie
Legion

Modeled Noise Receptor
Centerline
Road

Common Noise Environment
- Category B
- Category C
- Category E

Zoning for Undeveloped Lands
- Commercial
- Mixed Use
- Residential

1,000 500 0 1,000 Feet

Exhibit 9
Noise Receptor Locations
(Aerial) 1 of 2
IL 71 Reconstruction
Kendall County, Illinois

Map Document: P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\For Report\EA_Ex10_Noise_2_of_2.mxd) 4/4/13 las

2009 aerial photography obtained from the USGS Geospatial Data Gateway at http://datagateway.nrcs.usda.gov/. Proposed alignment provided to Third Rock by Geotech. Zoning for Undeveloped Lands based on Comprehensive Plans for Yorkville and Oswego provided by Kendall County Planning, Building, and Zoning

N

Cranston
Bristol
Lyncliff
Riverwood
Pleasantview
Orchard
Linden
Lyman
River Ridge
Riverside
Oaklawn
Sundown
6 Receptors
7 Receptors
Bruell
Herren
31
30
Project End
Route 34
Timber Ridge
Timber Ridge
Sundown
King Moor
3 Receptors
29
Route 71
3 Receptors
Regal Oak
28
Minkler
Minkler
8 Receptors
27
3 Receptors
River Oaks
26
Winding Creek
4 Receptors
Oak Creek
Hunt Club
Laughton
Butler
17 Receptors
25
24 Receptors
Timber
Winding Creek
Countryview
24
Morgan
Country
23
Colony
Farm
Van Emmon
22
Tallgrass
2 Receptors
Reservation
21
Reservation
2 Receptors
Foxtail
Route 71
Quantock
Jennifer
Madeline
Cole
Gilda
Audrey
Schmidt
1 Receptor
20
Thornhill

Modeled Noise Receptor
Centerline
Road
Common Noise Environment
Category B
Category C
Category E
Zoning for Undeveloped Lands
Commercial
Mixed Use
Residential

1,000 500 0 1,000
Feet

Exhibit 10
Noise Receptor Locations
(Aerial) 2 of 2
IL 71 Reconstruction
Kendall County, Illinois

TABLE 10 – SUMMARY OF COMMON NOISE ENVIRONMENTS

Noise Receptor/CNE Number	Activity Category	# of Receptors*	Location
1	E	16 M	South of IL 71; west of Walnut Dr (near picnic table in parking lot in front of the motel)
2	B	27 R	South of IL 71; Walnut Dr to Village View Dr; 2nd row +
3	B	3 R	South of IL 71; Walnut Dr to Village View Dr; 1st row
4	B	1 R	South of IL 71; Village View Dr to Raintree Rd; 1st row
5	B	33 R	South of IL 71; Village View Dr to Raintree Rd; 2nd row +
6	B	1 R	North of IL 71; west of Candleberry Ln; 1st row
7	B	9 R	North of IL 71; west and east of Candleberry Ln; 2nd row +
8	B	3 R	North of IL 71; east of Candleberry Ln; south of Meadow Rose Ln
9	B	6 R	South of IL 71; Raintree Rd to Country Hills Rd; 1st row
10	B	26 R	South of IL 71; Raintree Rd to Country Hills Rd; 2nd row +
11	B	22 R	South of IL 71; Country Hills Rd and Clover Ct; 2nd row +
12	B	8 R	South of IL 71; east of Country Hills Rd; 1st row
13	B	4 R	South of IL 71; west and east of Wing Rd
14	C	1 S	Southeast of IL 71; 8250 IL 71; Peaceful Pathways Montessori School
15	B	5 R	Northwest of IL 71; south of Ravine Ct to Shadow Creek Ln
16	B	10 R	Southeast of IL 71; west of Ravine Ct to Hilltop Rd
17	B	10 R	East of Il 71; Hilltop Rd to Austin Ct
18	B	9 R	West of IL 71; north of Shadow Creek Ln
19	B	10 R	East of Il 71; Madeline Dr
20	B	1 R	West of Il 71; 7933 IL 71; Across from Madeline Dr
21	B	2 R	West of Il 71; south of Van Emmon Rd
22	B	2 R	East of IL 71; north of Reservation Rd
23	B	3 R	West of IL 71; Van Emmon Rd to River Oaks Dr; 1st row
24	B	17 R	West of IL 71; south of Van Emmon Rd to east of River Oaks Dr; 2nd row +
25	B	24 R	Southeast of IL 71; south of Winding Creek Rd to Oak Creek Dr; 1st row
26	B	4 R	Southeast of IL 71; Reservation Rd to Oak Creek Dr; 2nd row +
27	B	8 R	Northwest of IL 71; between River Oaks Dr and Regal Oak Ct
28	B	3 R	Northwest of IL 71; Regal Oaks Ct
29	B	3 R	Northwest of IL 71, between Regal Oaks Ct and Buell Rd
30	B	7 R	North of IL 71; west of Buell Rd to east of Herren Ln; 2nd row+
31	B	6 R	North of IL 71; west of Buell Rd to east of Orchard Rd; 1st row

*Receptor types are indicated by letters. "C" indicates commercial receptors, "R" indicates residences, "S" indicates a school, and "M" indicates motel rooms.

TABLE 11 – NOISE ANALYSIS RESULTS (L_{EQ}) SUMMARY

Noise Receptor/CNE Number	Type	# of Represented Receptors	Sound Level (dBA)			Change from Existing (dBA)	
			Existing 2011	No-Build 2040	Build 2040	No-Build 2040	Build 2040
1	M	16	64	65	65	1	1
2	R	27	54	56	56	2	2
3	R	3	64	65	65	1	1
4	R	1	64	66	66	2	2
5	R	33	57	59	59	2	2
6	R	1	65	67	68	2	3
7	R	9	55	57	58	2	3
8	R	3	61	63	63	2	2
9	R	6	60	62	62	2	2
10	R	26	57	58	59	1	2
11	R	22	56	57	58	1	2
12	R	8	65	67	67	2	2
13	R	4	60	61	63	1	3
14	S	1	58	59	59	1	1
15	R	5	59	60	59	1	0
16	R	10	60	60	63	0	3
17	R	10	58	59	60	1	2
18	R	9	63	64	64	1	1
19	R	10	51	52	53	1	2
20	R	1	64	65	65	1	1
21	R	2	60	61	61	1	1
22	R	2	63	64	63	1	0
23	R	3	66	67	67	1	1
24	R	17	59	60	60	1	1
25	R	24	59	60	60	1	1
26	R	4	60	61	61	1	1
27	R	8	64	66	64	2	0
28	R	3	55	56	56	1	1
29	R	3	67	68	67	1	0
30	R	7	62	63	62	1	0
31	R	6	54	56	56	2	2

Note: Yellow shading indicates the noise levels approach, meet or exceed the NAC. Receptor types are indicated by letters. - "R" indicates residences, "S" indicates a school, and "M" indicates motel rooms.

Five noise barriers were evaluated to determine whether the abatement measure would be reasonable and feasible at the five impacted CNEs. IDOT policy requires that a noise abatement measure must be determined to be feasible and reasonable in order to be implemented. To be feasible, noise abatement measures must achieve a 5 dBA reduction for at least one impacted receptor and meet safety, barrier height, topography, drainage, utilities, maintenance, and access issue requirements. To be reasonable, a noise abatement measure must meet all three of the following criteria: achievement of IDOT's noise reduction design goal (8 dBA for at least one benefited receptor), consideration of the viewpoints of the benefited receptors (property owners and residents), and cost effectiveness. The allowable noise abatement base value cost is $24,000 per benefited receptor with other reasonableness factors added to this base value when (1) absolute noise level of the benefited receptors exceeds 70 dBA in the design year, (2) the incremental increase in noise level between the existing noise level and the predicted noise level before abatement is greater than 5 dBA, and (3) if the project is on new alignment or the receptor existed prior to the original roadway construction. None of these conditions applied, so the allowable cost per benefitted receptor for all CNE's is $24,000. Table 12 summarizes the noise wall abatement analysis. A cost of $25 per square foot of noise wall was assumed for the analysis. Barriers were modeled at a height of 20 feet in all locations.

TABLE 12 – SUMMARY OF EVALUATED NOISE BARRIER ABATEMENT

CNE	Barrier Height (ft)	Barrier Length (ft)	Cost ($)	Noise Reduction Design Goal-Benefited Receptors **(≥8 dBA)**	Total Benefited Receptors **(≥5 dBA)**	Cost Per Benefited Receptor (<$24,000)	Likely to be Implemented
4	20	235	$117,353	0	0	$117,353	No, not feasible nor reasonable
6	20	106	$ 52,912	0	1	$ 52,912	No, feasible but not reasonable
12	20	967	$483,510	7	13	$ 37,193	No, feasible but not reasonable
23	20	329	$164,572	0	1	$164,572	No, feasible but not reasonable
29	20	286	$142,941	0	1	$142,941	No, feasible but not reasonable

A noise barrier was found to be neither feasible nor reasonable for CNE 4 due to the accessibility on both IL 71 and Village View Dr. A noise reduction of only 4 dBA was predicted at this location.

Noise barriers were feasible at the other four locations (CNEs 6, 12, 23, and 29) as a reduction of at least 5 dBA was predicted for at least one impacted receptor in each CNE. However, for CNEs 6, 23, and 29, noise barriers were not found to be reasonable because the noise reduction design goal (8 dBA) could not be achieved for any receptors. The noise barrier for CNE 12 was able to achieve at least an 8 dBA reduction for seven receptors and was predicted to benefit a total of 13 receptors. However, the cost of this barrier is $483,510, or $37,193 per benefited receptor. This amount was compared against the allowable noise abatement cost value to determine whether this cost is reasonable. No receptors meet the thresholds for adjustment from the base value of $24,000. Therefore, the cost exceeds the allowable cost per benefited receptor; therefore, traffic noise abatement measures are not likely to be implemented.

Trucks and machinery used for construction produce noise which may affect some land uses and activities during the construction period. Residents along the alignment will at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction

noise on these receptors, mitigation measures have been incorporated into IDOT's *Standard Specifications for Road and Bridge Construction* as Article 107.35.
As part of the noise assessment, coordination was conducted with local officials within whose jurisdiction the project falls, including the Kendall County Engineer, the Mayor of Yorkville, and the Village of Oswego President. Information was sent to each official regarding approximate generalized design year noise levels (for various distances from the highway improvement) for currently undeveloped lands or properties in the immediate vicinity of the project, as well as other information that may be useful to protect future land development from becoming incompatible with anticipated highway noise levels. Mapping depicting recommended setback distances was also included in the information sent to each local official. Copies of the letters sent to the local officials, including the mapping depicting setback distances, are included in Appendix E.

4.6. Natural Resources

4.6.1 Upland Plant Communities

The project corridor occurs within the Grand Prairie Natural Division (Schwegman 1973). This Natural Division encompasses grasslands, wetlands, streams, lakes and ponds, open woodland/savanna, and forests. Historic prairie is presently in row crops, and prairie remnants are small and non-functioning. Forests in this area are commonly formerly pastured wood lots invaded by exotic species such as bush honeysuckle, multiflora rose, osage orange, and garlic mustard; forests are highly fragmented and over-browsed by deer (IDNR Conservation Plan). What little open woodland/savanna that remains has exotic species, including autumn olive, and is becoming forested in the absence of proper management (IDNR Conservation Plan).

Based on the USDA/NRCS National Cartography and Geospatial Center, National Land Cover Dataset, 2001, Kendall County is dominated by crops/pasture/hay (74 percent) and developed land (15 percent). Additional land cover types include forest (5 percent), grassland (2 percent), and wetlands (0.1 percent. Within the project corridor, low or medium intensity development (75 percent) and cultivated crops (13 percent) predominate. The land cover types are depicted on the land use mapping in Exhibit 8, page 19.

Approximately 3,600 trees will be removed by the project. The diameter at breast height (dbh) of these trees ranges from six inches to 60 inches. The highest concentration of large trees near the existing highway in the project area are located in the vicinity of Morgan Creek. The riparian forests of Morgan Creek are composed of mature trees, predominantly green ash, sugar maple, boxelder, cottonwood, and American elm. The understory is composed of boxelder, hackberry, and elm saplings as well as exotic bush honeysuckle. Vines such as poison ivy, Virginia creeper, and greenbriar are common. Large trees are also present near the highway in some residential areas toward the project's eastern terminus. Other large trees occur sporadically along the roadway. Very few forest blocks are in vicinity of the project area.

Harris Forest Preserve is located near the project's western terminus, but it will not be impacted by the proposed project. Richard Young Forest Preserve is located along the corridor, on the northern side of IL 71 just south of Hilltop Road. The project has been designed to avoid impacts to the Richard Young Forest Preserve.

The Illinois Historic Preservation Agency asked IDOT to replace in-kind any woody landscape plants impacted by the project on Lyon Farm, home of the Kendall County Historical Society. Existing plants potentially impacted are listed in Table 13, page 33.

TABLE 13 – LYON FARM, EXISTING WOODY VEGETATION

IL 71 STATION	OFFSET	DESCRIPTION	COMMENTS
648+31	36.2' LT	24" – 15' Span Evergreen Tree	On Existing ROW
648+42	54.3' LT	12" Stump	--
648+72	62.5' LT	12" – 15' Span Evergreen Tree	--
649+01	61.4' LT	12" – 15' Span Evergreen Tree	--
649+21	58.7' LT	15" Deciduous Tree	--
649+41	63.5' LT	8" – 10' Span Evergreen Tree	--
649+43	32.6' LT	18" – 15' Span Evergreen Tree	On Existing ROW
649+49	32.2' LT	24" – 15' Span Evergreen Tree	--
649+69	62.3' LT	6" – 10' Span Evergreen Tree	--
649+97	61.3' LT	12" – 12' Span Evergreen Tree	--
650+32	70.2' LT	12" Deciduous Tree	--
650+34	51.8' LT	30" Deciduous Tree	--
650+46	47.4' LT	8' Bush or Shrub	On Existing ROW
650+55	49.0' LT	8' Bush or Shrub	On Existing ROW
650+65	49.9' LT	8' Bush or Shrub	On Existing ROW
651+14 to 651+71	47.0' LT	57 Linear Feet of Woods & Brush Line	--
652+22 to 657+38	45.5' LT	516 Linear Feet of Woods & Brush Line	--

Because this project is located along an existing roadway, in a landscape heavily altered by human disturbance, the spread of invasive species during construction and/or as a result of project maintenance is not likely to be significant. Invasive species are already established in most of the roadside habitats, and no high quality or sensitive habitats will be disturbed by the proposed project.

The State of Illinois is included in the US Department of Agriculture's Emerald Ash Borer Quarantine Zone, which means that the interstate movement of living or dead ash material is regulated. It is not anticipated that the project will require the interstate movement of living or dead ash material. Emerald ash borer has been confirmed at one location in Yorkville (Sheridan Street) and one location in Oswego (Merlot Court). Neither location is near the project area and the project will have no impact on either infested location.

4.6.2 Wildlife Resources

Kendall County is within the portion of east central Illinois classified as the Grand Prairie Natural Division (Schwegman 1973), described as a vast plain formerly occupied primarily by tallgrass prairie, now converted extensively to agriculture or development (IDNR Conservation Plan). The primary goal of management in the Grand Prairie as stated in the *Illinois Comprehensive Wildlife Conservation Plan & Strategy* (Illinois Wildlife Action Plan) is to restore the rich mosaic of plants and wildlife that was typical of the Grand Prairie by development and management of grassland ecosystems capable of maintaining viable populations of grassland species, including both permanent and migrant residents; buffering streams and waterways with at least 50 feet of ecologically-beneficial habitat; and increasing early seral richness within forests. Currently, wildlife habitat within the division is diminutive, highly fragmented and often poorly managed (Illinois Wildlife Action Plan).

Many of the historic wetlands within the Grand Prairie Natural Division have been drained and are presently farmed. Exotic reed canary grass and other invasive species threaten remaining wetlands. Many of the streams in this area have been channelized; sedimentation and pesticide run-off from agricultural lands impair stream function within this natural division.

Habitats within the impact area of the proposed improvements to IL 71 are primarily roadside, residential, and agricultural with several small wetlands of low to average natural quality. Streams along existing IL 71 are encapsulated, meaning they are contained within culverts. Wildlife usage of the project corridor is likely to be species tolerant of disturbance and human presence. The species listed as critical for the Grand Prairie Natural Division by the Illinois Conservation Plan are primarily species requiring habitat found outside the project corridor, in large relatively non-fragmented forests, savannahs, and prairies.

Correspondence from the Illinois Department of Natural Resources (IDNR) from 2012 is located in Appendix F. Biological surveys were not requested by IDNR. The EcoCAT natural resource review by IDNR concluded that adverse effects are unlikely.

4.6.3 Threatened and Endangered Species

4.6.3.1 Federally Listed Species

The US Fish and Wildlife Service Region 3 list of threatened or endangered species in Illinois (http://www.fws.gov/midwest/endangered/lists/illinois-cty.html) lists Indiana bat (*Myotis sodalis*) and Eastern prairie fringed orchid (*Platanthera leucophaea*) as occurring in Kendall County.

Appendix 2 of the Indiana bat (*Myotis sodalis*) Draft Recovery Plan: First Revision lists no range-wide distribution records for *Myotis sodalis* in Kendall County. There are no records of occurrence for the Indiana bat in Kendall County.

The Indiana bat requires small stream corridors with well developed riparian woods and adjoining upland forests for foraging. There are stream crossings involved with this project; however, they do not have well developed riparian corridors and they are in a developed residential area. There is no suitable habitat for the Indiana bat in the project area. Therefore, there will be no effect on the Indiana bat.

The Eastern prairie fringed orchid is a plant of open-canopied mesic to wet prairies and wetlands. There are no high quality wetlands or prairie within the project area. Therefore, absence of the Eastern prairie fringed orchid in the project area has been concluded.

4.6.3.2 State Listed Species

IDOT submitted an Environmental Survey Request (ESR) in May 2010. IDOT's Natural Resources Unit completed a Biological Resources Review (BRR) in November 2010, which was updated in March 2012 for additional project right-of-way. The Natural Resources Unit determined that biological surveys are not required for the project. IDNR's Natural Heritage Database contains records of listed species, natural heritage landmarks, natural areas, and a nature preserve in the vicinity of – though not within – the project corridor, but concluded that adverse effects are not likely and terminated consultation in a letter dated March 16, 2012.

IDNR conducted a check of its EcoCAT database in March 2012 to determine if any protected resources are in the vicinity of the proposed project. Two species, both fish, were listed: the state endangered greater redhorse (*Moxostoma valenciennesi*) and the state threatened river redhorse (*Moxostoma carinatum*).

Greater redhorse is a state endangered fish that prefers moderate to fast-flowing, medium to large rivers, with clear water and clean sand, gravel, or boulder substrate, though it has been known to occur in river reservoirs and large lakes. Spawning occurs in May or June. Threats to the species include stream

siltation, pollution, and other habitat degradation, as well as habitat fragmentation, loss of suitable feeding and spawning areas, and blockage of spawning migration routes by stream channelization, dam construction, and river impoundments (NatureServe 2011). Habitat for this species is not present within the project corridor.

River redhorse is a state threatened fish that occurs in large creeks and rivers with adults preferring moderate to swift water and substrates of clean gravel, boulders, and rubble. The species has also been observed in deep, fast-flowing portions of pools. Small individuals can be found in pool shallows and backwaters. The species spawn in gravel or gravel/rubble in shoals or large runs. Threats to the species include pollution and heavy siltation (NatureServe 2011). Habitat for this species is not present within the project corridor.

IDNR reviewed the database results and concluded that adverse effects to these species are unlikely (Appendix F).

4.6.4 State Designated Lands

The Illinois Natural Heritage Database EcoCAT search conducted in March 2012 indicated the following features may be present in the area:

- Fox River Illinois Natural Areas Inventory (INAI) site
- Yorkville Forested Seep and Fen INAI Site
- Yorkville Prairie INAI Site
- Yorkville Seep INAI Site
- Yorkville Prairie Nature Preserve
- Yorkville Prairie South Natural Heritage Natural Heritage Landmark
- Yorkville Railroad Prairie Natural Heritage Landmark

IDNR reviewed the results of this database search and concluded that adverse effects are unlikely (Appendix F). No natural areas are present within approximately 1,000 feet of the project area.

Harris Forest Preserve is located near the project's western terminus, but it will not be impacted by the proposed project. Richard Young Forest Preserve is located along the corridor, on the northern side of IL 71 just south of Hilltop Road, but will not be impacted by the proposed project.

4.6.5 Water Resources and Aquatic Habitats

The project is located in the Fox River-Lower basin; USGS hydrologic unit code (HUC) of 071200007. There are no designated Outstanding Resource Waters within the project area. The streams in the project corridor (listed in Table 14, on page 36) are not included on the *Illinois Integrated Water Quality Report and Section 303(d) List, Volume 1, Surface Water, 2010* (303 (d) List). The Fox River, to which the project drainage flows, is included on the 303(d) list; listed causes include alteration in stream side vegetation, overflow regime alterations, sediment/siltation, total suspended solids, pH, and aquatic algae. The sources of these impairments are listed as streambank modifications, impacts from hydrostructure flow, crop production, urban runoff, and impoundment.

Highways are a source of pollutants to streams. Contaminants from vehicles such as dirt, rubber and metal deposits from tire wear, antifreeze and engine oil, pesticides and fertilizers, cigarette butts, and other litter are washed from roads into streams when it rains or snow melts. During highway construction soil particles

are eroded from the land during precipitation and transported to streams. This sediment clogs fish and other small aquatic organisms' gills, prevents sunlight from reaching aquatic plants, and covers fish spawning areas. Heavy metals and pesticides that adhere to sediment can degrade water quality and harm aquatic life.

The project area streams flow to the Fox River, which is included on the 303(d) list for contaminants, including sediment/siltation and total suspended solids. The proposed roadway construction could contribute to this impairment if strict erosion and sediment control measures are not enforced.

The project corridor crosses five streams. Table 14 summarizes the streams, their characteristics and the proposed impacts.

TABLE 14 – STREAM IMPACT SUMMARY

FEATURE	STREAM 1	STREAM 2	STREAM 3	STREAM 4	STREAM 5
Name	Unnamed Tributary to Fox River	Morgan Creek	Unnamed Tributary to Fox River	Unnamed Tributary to Fox River	Unnamed Tributary to Fox River
Watershed	545 acres	10,691 acres	222 acres	616 acres	237 acres
Flow Regime	Intermittent or Perennial	Perennial	Intermittent	Perennial	Perennial
Channel Width	7 to 10 feet	25 feet	7-15 feet	6 feet	5 to 35 feet
Bank Height	4 feet	3 to 4.5 feet	3 feet	1 to 3 feet	1 foot
Substrate	Gravel/cobble/boulder	Cobble	Silt/gravel	Gravel/cobble	Silt/woody debris/vegetation
Riparian Width	0 to 15 feet	> 100 feet	5 to 40 feet	> 100 feet	>100 feet
% Riffle/Run/Pool	25/20/55	30/50/20	20/70/10	35/30/35	0/30/70
Dominant Riparian Vegetation	Boxelder, elderberry, mowed grass,	Cottonwood, green ash, boxelder	Elm, boxelder, sugar maple, bush honeysuckle	Elm, bush honeysuckle	Mulberry, bush honeysuckle
Impact Type	Crossing	Crossing	Crossing	Crossing	Crossing
Impact Length*	251 feet	264 feet	203 feet	190 feet	145 feet
Notes		Fish and frogs observed		Pooled at end of culvert	Fish observed

*Impacts calculated using disturbance limits from preliminary design mapping.

Impacts to these streams will require a US Army Corps of Engineers Section 404 Nationwide Permit and Section 401 Water Quality Certification from the Illinois Environmental Protection Agency.

4.6.6 Groundwater

Surficial drainage in the project area is generally toward the northwest, in the direction of the Fox River. Neither the near-surface nor the shallow unconfined groundwater flow direction was specifically determined for the project, but they generally follow local topography. The City of Yorkville and the Village of Oswego are the local water utilities supplying the community with potable water. The utilities utilize deep wells as the primary source of potable water supply for the area. Groundwater from these municipal supplies and private wells are the primary source of potable water in the area. According to the Illinois Environmental

Protection Agency's Source Water Assessment database, no areas of karst development, reservoirs or high quality streams are located near the project limits. No seeps were documented during the technical assessment of either wetland or stream resources. There are no Sole Source Aquifers, as designated under Section 1424(e) of the Safe Drinking Water Act, within the project area. Exhibits 11 and 12, pages 38 and 39, show the location of the features discussed in this section.

Highways are not considered sources of groundwater contamination by the Illinois Wellhead Protection Act. However, setbacks for community water supply wells have been established to prevent potential impacts. This project does not affect any designated setback zones for community water supply wells.

The project will not create any new potential "routes" for groundwater pollution or any new potential "sources" of groundwater pollution as defined in the Illinois Environmental Protection Act (415 ILCS 5/3 et seq.) Accordingly, the project is not subject to compliance with the minimum setback requirements for community water supply wells (CWS) or other potable water supply wells as set forth in 415 ILCS 5/14, et seq. However, the project does create an increase in the amount of stormwater runoff from the facility and could create an adverse effect to individual wells in close proximity to the project limits.

The Illinois State Geological Survey (ISGS) reports that there are 19 private wells located within 100 feet of the project area and an additional 13 private wells are located within 250 feet of the project area. Additional information regarding these wells is included in Appendix G. According to well logs, most wells in the project area are finished in sandstone between 500 and 600 feet below the surface; however, some wells are finished at shallower depths in limestone or dolomite ranging from 138 to 500 feet deep.

IDOT performed a field check of the project corridor in February 2012 for wells within 300 feet of the project limits. The field check identified 20 wells within 300 feet of the project; five of these wells are within 100 feet of the project. The field check concluded that of the wells identified, only two appear likely to be affected by the project. One is a well associated with the residence being acquired by the project. IDOT plans to cap this well as part of the property acquisition process. The other well is associated with a residence near the Van Emmon/Reservation Road intersection. A field survey will be completed during Phase II to determine whether this well, or any additional wells, will be impacted by the project. Location information regarding the wells identified during the field check will be included in the Phase II survey documentation.

Data for the location of the wells identified by ISGS is based on the Source Water Assessment Program well database and may not be complete and accurate. As the information from the Source Water Assessment Program database may not be complete or accurate, a field survey will be completed during Phase II to determine the occurrence of water supply wells not observed by IDOT during the February 2012 field check within the 200-foot setback zone. Should additional wells be located within this zone, each will be evaluated to determine if the project has any potential to create an adverse impact on the water quality of these wells.

The project is located in three zones for groundwater recharge potential as shown on Exhibits 11 and 12, pages 38 and 39. Zone 1 indicates the highest potential for groundwater recharge and Zone 7 indicates the lowest potential. From the project's western terminus to Shadow Creek Lane, the project is located in Zone 7. From Shadow Creek Lane until Van Emmon Road, the project is located in Zone 5. From Van Emmon Road until the project's eastern terminus, the project is located in Zone 1. Groundwater recharge potential information is provided for a general regional perspective only. The additional impervious area

Map Document: (P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\For Report\EA_Ex11_Wells_1_of_2.mxd 4-17-13 las

2009 aerial photography obtained from the USGS Geospatial Data Gateway at http://datagateway.nrcs.usda.gov/. Proposed alignment provided to Third Rock by Geotech. Zoning for Undeveloped Lands based on Comprehensive Plans for Yorkville and Oswego provided by Kendall County Planning, Building, and Zoning

N

Begin Project

Ridge
Washington
Heustis
Orange
Main
Foxboro
Jamestown
Maple
Blaine
Elizabeth
Olsen
Mill
Walter
Illini
Rodak
Benjamin
Woodlan
Lotus Ridge
Shadow Creek
Madelin
Audrey
Hilltop
Roseh
Ravine
Colonial
Deer
Beaver
Dydyna
Bator
Burning Bush
Buckthorne
Garden
Barberry
Wolf
Deer
Wooden Bridge
Crooked Creek
Bridge
Route 126
Identa
Wing
Route 71
Green Briar
Sunflower
Walsh
Fountainview
Aster
Raintree
Hazeltine
Village View
Kingsmill
Warbler
Hartfield
Country Hills
Tremont
Parkside
Prairie Crossing
Hampton
Goldfinch
Pennman
Dunbar
Route 126
Drayton
Coach
Fairfield
Windett Ridge
Richmond
Sutton
Wythe
Bonnie
Route 47
Legion

1
2
3
4-5
19A
19C
20
22
23
24-25
15
16-17
26
27
29
9-14
6
7
8

1,000 500 0 1,000 Feet

Existing Well Location
Centerline
Non-CWS Wellhead Protection Areas
5. Moderate to Moderately Low Aquifer Recharge Potential
7. Low Aquifer Recharge Potential

Exhibit 11
Water Wells and Wellhead Protection Areas
(Aerial) 1 of 2
IL 71 Reconstruction
Kendall County, Illinois

Map Document: (P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\For Report\EA_Ex12_Wells_2_of_2.mxd 4-17-13 las

2009 aerial photography obtained from the USGS Geospatial Data Gateway at http://datagateway.nrcs.usda.gov/. Proposed alignment provided to Third Rock by Geotech. Zoning for Undeveloped Lands based on Comprehensive Plans for Yorkville and Oswego provided by Kendall County Planning, Building, and Zoning

N

Project End

Route 34
Route 34
Sundown
Sundown
River Ridge
Riverside
Bruell
Bruell
Herren
Orchard
Timber Ridge
King Moor
19
Route 71
Route 71
Regal Oak
32
Minkler
Minkler
Hunt Club
Laughton
Butler
Seeley
River Oaks
River Oaks
Winding Creek
Winding Creek
Oak Creek
Oak Creek
18
Timber
Countryview
Countryview
Morgan
Colony
Country
Farm
Van Emmon
Reservation
Tallgrass
Ponderosa
30-31
Reservation
Foxtail
Jennifer
28
29
Madeline
Fields
Cole
Gilda
Audrey
Schmidt
27
16-17
Shadow Creek
Audrey
Danielle
Thornhill

1,000 500 0 1,000
Feet

Existing Well Location
Centerline
CWS Wellhead Protection Areas
Non-CWS Wellhead Protection Areas
1. Very High Aquifer Recharge Potential
5. Moderate to Moderately Low Aquifer Recharge Potential
7. Low Aquifer Recharge Potential

Exhibit 12
Water Wells and Wellhead Protection Areas
(Aerial) 2 of 2
IL 71 Reconstruction
Kendall County, Illinois

presented by the proposed roadway surface represents a very small reduction in groundwater recharge area and represents an increase in the amount of stormwater runoff from the facility. This change in recharge rate is not significant and does not represent an adverse impact.

The project crosses a wellhead protection recharge area for the Yorkville community well located along Winding Creek Road. This wellhead protection recharge area is crossed by IL 71 from approximately 750 feet southwest of Winding Creek Road to approximately 430 feet northeast of Winding Creek Road. A non-CWS Phase I Wellhead Protection Recharge Area is located within the Yorkville community well's wellhead protection recharge area and extends an additional 450 feet to the east. IL 71 crosses a second non-CWS Phase I Wellhead Protection Recharge Area approximately 320 feet from the project's western terminus. The addition of new lanes along the existing roadway alignment represents a very small reduction in groundwater recharge. Subsequently, the proposed project will not impact these wellhead protection recharge areas and is not within a designated setback zone for these wells. Strict adherence to Best Management Practices (BMPs), including erosion and sediment control measures, contained in IDOT's *Standard Specifications for Road and Bridge Construction* will be utilized to protect these features during construction.

4.6.7 Floodplains

Floodplains provide benefits to water resources through natural flood and erosion control, water quality maintenance, and groundwater recharge. Floodplains can reduce flood velocities and peaks, process organic waste, and provide infiltration and aquifer recharge. Floodplains also add biodiversity and provide breeding and feeding grounds for wildlife.

FEMA 100-year floodplain mapping indicates that the Fox River floodplain is at least 1,000 feet from the proposed corridor along the length of its route. No base floodplains (100-year floodplain) or regulatory floodways are located within the corridor. As no base or regulatory floodplains will be impacted, permits for floodplain impacts, including FEMA No-Rise Certification for construction within a floodplain and IDNR Individual or Floodway permits, are not required.

The proposed improvements to IL 71 will include replacing culverts for five small streams or drainage ditches. Hydraulic reports, which included hydraulic modeling of each culvert using HEC-RAS version 4.1.0, were prepared for each crossing. None of these streams or drainage ditches are associated with base (100-year) floodplains or regulatory floodways. None are hydraulically connected to or within the floodways of a public body of water. No sensitive flood receptors are present at any crossing. No significant floodplain encroachment or incompatible floodplain development will result from the proposed project. As such, the project has no impact on floodplains. Permits are not necessary for any of the culvert replacements.

Use of Best Management Practices (BMPs) for erosion and sediment control included in IDOT's *Standard Specifications for Road and Bridge Projects* will be followed to minimize water quality impacts to the small streams and drainage ditches during construction as well as appropriate erosion control measures as specified by IDOT's BDE Manual, Chapter 41, Construction Site Storm Water Pollution Control.

4.6.8 Wetlands

The Illinois Natural History Survey (INHS) conducted Wetland Delineations for the project corridor in September and October 2010. All potential wetlands in the corridor were delineated using the *1987 US Army Corps of Engineers Wetlands Delineation Manual*. Of the ten routine on-site wetland determinations

completed, nine sites satisfying wetland criteria were identified. All of these sites function as water storage areas. Of these nine sites, two will be impacted by the project. The remaining seven wetlands are located outside of the project limits. Table 15 summarizes the characteristics of project area wetlands, as well as the impact the project will have on these features.

TABLE 15 – WETLAND CHARACTERISTICS

WETLAND ID	WETLAND TYPE	DOMINANT VEGETATION	FQI	WETLAND SIZE (ACRES)	CONNECTION TO STREAM	IMPACT (ACRES)
1	Shrubland	Sandbar willow, reed canary grass, cattail	6.7	0.036	Yes – Tributary to Fox River	No Impact
2	Wet Meadow	Fox sedge, reed canary grass, cattail	15.7	0.045	Yes – Tributary to Fox River	0.017
3	Marsh	Cattail	3.0	0.009	Yes – Tributary to Fox River	No Impact
4	Marsh/Wet Meadow	Barnyard grass, cattail	8.25	0.049	Yes – Tributary to Fox River	No Impact
5	Floodplain Forest	Boxelder, silver maple, white ash, white snakeroot	Does not satisfy wetland criteria; is not a wetland			No Impact
6	Wet Meadow	Fowl manna grass	10.6	0.014	Yes – Tributary to Fox River	No Impact
7	Wet Meadow	Common beggar-ticks, dark green rush	10.8	0.039	Yes – Tributary to Fox River	No Impact
8	Marsh	Red-rooted spike rush, cattail	6.1	0.109	Yes – Tributary to Fox River	No Impact
9	Shrubland	Sandbar willow, narrow-leaved cattail	8.6	0.198	Yes – Tributary to Morgan Creek	No Impact
10	Marsh	Narrow leaved cattail, cattail	7.6	0.067	Yes – Tributary to Morgan Creek	0.067

Floralistic quality is measured by the Floralistic Quality Index (FQI), which is a measure of the integrity of the plant community as related to its history of disturbance. All plant species native to Illinois (non-native species are excluded) are assigned a Coefficient of Conservatism (C) ranging from 0 to 10, with high values indicating intolerance to disturbance and low values tolerance. The mean C value is calculated at each site by summing the C values for all species present and dividing by the number (N) of each species present. To calculate the FQI, this mean C value is divided by the square root of N. FQI values less than 10 indicate low natural plant community quality, while an FQI of 20 or more indicates a plant community that could be an environmental asset.

The project is in compliance with Executive Order 11990 (Protection of Wetlands). All practicable measures to minimize impacts to wetlands have been incorporated into project design. Because the proposed Build Alternative follows the existing alignment, impacts to wetlands will be minimized. Approximately 0.084 acre of wetland will be impacted by the proposed project. Mitigation for impacts to Wetlands 2 and 10 will occur at an off-site wetland bank. As the project is outside the bank's basin, a 2:1 mitigation ratio will be applied, which will result in 0.168 acre of credit. A copy of the Wetland Impact Evaluation (WIE) form is contained in Appendix H.

Wetland impacts will require a US Army Corps of Engineers Section 404 Permit and Section 401 Water Quality Certification from the Illinois Environmental Protection Agency.

Remaining wetland areas will be protected from construction activities through the use of perimeter barrier fencing and appropriate erosion control measures as specified by IDOT's BDE Manual, Chapter 41, *Construction Site Storm Water Pollution Control*.

Based upon these considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use.

4.7 Special Waste

The Illinois State Geological Survey (ISGS) prepared a Preliminary Environmental Site Assessment (PESA) in May 2011 for the proposed project. The PESA evaluated 67 sites for the potential presence of special wastes. Each of these 67 sites would be impacted with the construction of the proposed IL 71 project. The majority of these sites were either agricultural or residential, though some commercial sites were identified. Nine of the sites have Recognized Environmental Conditions (RECs) that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the proposed project. Fifty of the remaining sites were associated with *de minimis* conditions, which characterize sites with normal use of lead-based paints on building interior/exteriors, use of asbestos-containing materials in structure, transformers in normal use, and agricultural use of pesticides and herbicides. *De minimis* conditions generally do not present a threat to human health or the environment. The remaining eight sites contain neither RECs nor *de minimis* conditions. IDOT District 3 Environmental Unit validated the PESA and addendum on June 27, 2013.

4.7.1 Hazardous Waste

The PESA indicated that no sites listed on the US Environmental Protection Agency's Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) or the Resource Conservation Recover Act Sites Subject to Corrective Action (RCRA CORRACTS) databases are present in the project corridor.

4.7.2 Non-Hazardous Waste

Table 16 includes a list of the REC sites identified by the PESA. As indicated by Table 16, page 43, the majority (seven) of the REC sites are commercial facilities. The remaining two are agricultural sites. Each REC site is described in greater detail in Appendix I. In some cases, the portion of the project that involves the REC can be risk managed and not require additional assessment. If the affected property containing the REC is a full take, then the property is ineligible to be risk managed. If risk managing is not possible, further environmental study is required, specifically, a Preliminary Site Assessment (PSI), to determine the nature and extent of possible contamination. If a PSI is required, it will be conducted at the site(s) prior to right-of-way acquisition, easement, and/or excavation.

A PESA response for the proposed project was submitted on March 12, 2012. The PESA response determined the impact at each REC site. A Preliminary Site Investigation (PSI) to determine the nature and extent of possible contamination will be conducted at each of the REC sites, as the proposed improvements require right-of-way acquisition, easements, and/or excavation to be conducted at each site. Acquisition and easement will be coordinated with the Bureau of Land Acquisition.

The proposed IL 71 project will require the purchase of right-of-way from parcels containing RECs, and the use of these parcels cannot be avoided. PSIs will be conducted at the REC sites. Once the nature and extent of involvement are known and the areas of contamination are determined, those soils found to be contaminated will be managed and disposed of in accordance with applicable federal and state laws and regulations and in a manner that will protect human health and the environment. The quantities anticipated to be disposed are not expected to have a substantial effect on landfill capacity.

TABLE 16 – IDENTIFIED REC SITES

PROPERTY NAME	ISGS SITE NUMBER	REC
Walgreens	2229-3	Former USTs with documented releases, potential former chemical use,
Shell	2229-4	USTs with documented releases, monitoring wells
FS Growmark	2229-5	ASTs, former USTs with documented releases; potential chemical use
Silver Dollar	2229-6	Possible USTs, VOCs, metals
Wilman Contractors	2229-16	AST
Vacant Commercial Building	2229-31	ASTs
Fred Wayne Trucking	2229-53	AST, potential chemical use
Farmstead	2229-55	ASTs, potential pesticide/herbicide presence
Farmstead	2229-62	AST, potential pesticide/herbicide presence

Special waste issues that may arise in the construction phase will be managed in accordance with the "IDOT Standard Specifications for Road and Bridge Construction and Supplemental Specifications and Recurring Special Provisions."

The PESA indicated that many of the buildings in the project area may contain asbestos-containing materials (ACM); if building modification or demolition will occur due to the project, ACM testing should be performed.

4.8 Special Lands

4.8.1 Section 6(f) Lands

Section 6(f) of the Land and Water Conservation Fund Act (LWFCA) of 1965 (16 USC. 4601-4) established a funding source for both federal acquisition of parks and recreation lands and matching grants to state and local governments for recreation planning, acquisition, and development.

There are no Section 6(f) lands within the project corridor.

4.8.2 OSLAD Act Lands

The Open Space Lands Acquisition and Development (OSLAD) program is a state program similar in nature to the Land and Water Conservation Fund Act. The program, administered through the IDNR, provides financial assistance that enables local governments to acquire and develop land for public parks and open space.

Lyon Forest Preserve (to the north of the Young Forest Preserve) and Young Forest Preserve received OSLAD funding for various improvements (adding trails, other features); however, right-of-way will not be acquired from either of these properties. The project will not impact any sites funded with OSLAD monies.

4.8.3 Section 4(f) Lands

Section 4(f), as established by the US Department of Transportation (US DOT) Act of 1966 and amended in 1989 (49 USC. Section 303), states that all park and recreation lands, wildlife and waterfowl refuges, and historic sites must be considered in transportation project development.

No Section 4(f) resources will be impacted by the project. Lyon Farm is located north of Richard Young Forest Preserve. The site is the home of the Kendall County Historical Society, and contains restored farm buildings as well as structures of local historic interest that have been moved to the site. It is open to the public during special events. The facility is not listed on the National Register of Historic Places (NRHP), nor is it eligible for listing. Two forest preserves that contain trails and other recreational opportunities – Harris Forest Preserve and Richard Young Forest Preserve, as well as the adjacent (to the north) Lyon Forest Preserve – are located in the vicinity of the project, but right-of-way for the proposed project will not be acquired from either property. Harris Forest Preserve and Lyon Forest Preserve are shown on Exhibits 2 and 3, pages 6 and 7.

4.9 Indirect and Cumulative Impacts

The proposed project is anticipated to result in several reasonably foreseeable indirect or cumulative impacts. The project's largest indirect impact is to area land use. As discussed previously, the county's population has increased, and new residential development is being constructed on previously undeveloped land to meet the larger population's housing needs. As such, the nature of the community is transitioning from a low density rural residential and agricultural community to a higher density suburban community. Accommodating the increase in traffic created by a larger population is a component of the project's purpose and need; however, the reconstructed roadway may further induce growth and development along the corridor. The change in land use is occurring in accordance with local land use plans, as Kendall County's 2011 *Land Use Management Plan* shows the entirety of the unincorporated portion of the corridor as commercial (near the IL 126 intersection) or residential land use.

The area's changing land use will indirectly impact area agriculture. Several undeveloped parcels previously used for agriculture are listed for sale along the corridor or have recently been sold for the purpose of residential development. The improved roadway, coupled with increased residential growth in the county, may encourage additional development of agricultural properties. However, as discussed previously, the conversion of land from agricultural to residential use is consistent with local land use planning.

During the roadway construction process, soil particles erode from the construction site and can runoff into area streams. This sediment clogs aquatic organisms' gills, prevents sunlight from reaching aquatic plants, and covers fish spawning areas. Once the roadway is complete, runoff can cause pollutants such as oil, antifreeze, and litter to wash into streams. These heavy metals and eroded sediment can degrade water quality and harm aquatic life over time.

The project area streams flow to the Fox River, which is included on the 303(d) list for contaminants, including sediment/siltation and total suspended solids. If strict erosion and sediment control measures are not enforced, the proposed roadway construction could contribute to this impairment and result in cumulative negative impacts to the river. Following IDOT's *Standard Specifications for Road and Bridge Construction* and IDOT's BDE Manual, Chapter 41, *Construction Site Storm Water Pollution Control* will minimize impacts to the Fox River.

The proposed project will indirectly benefit area businesses, as the reduction of traffic and the upgraded signal at IL 71/IL 47 will enhance access to/from their establishments. The roadway's improved access and capacity may also entice new businesses to locate in the area. Much undeveloped land is located along the corridor; some, but not all, is currently used for agriculture.

4.10 Permits/Certifications Required

The project's total of 1,053 linear feet of stream impacts at five crossings will require a USACE Section 404 Nationwide permit and Section 401 Water Quality Certification from the IEPA. The 0.084 acre of wetland impact will also require a USACE Section 404 permit and Section 401 Water Quality Certification from the IEPA.

As the project disturbance exceeds one acre, a Section 402 National Pollutant and Discharge Elimination System (NPDES) permit will be required.

4.11 Other Issues

4.11.1 Public and Local Agency Involvement

Throughout the project development process, the project team has utilized a collaborative approach involving key stakeholders (including public officials, local agencies, and area residents) to develop a facility that fits into its surroundings and preserves key community characteristics while improving safety and mobility in the area. A Stakeholder Involvement Plan (SIP) was developed for the project.

An initial project step was a Community Context Audit in late February/early March 2010, whereby members of a Community Working Group comprised of representatives of various stakeholder groups identified key issues of concern in the project area, including community characteristics (preserving Lyons Farm, forest preserves, integrating shared-use trails, consistency with regional planning), transportation (safety, improving pedestrian facilities), and economic development (preserving area visitor attractions such as nature preserves, enabling planned/new development).

One public meeting has been held thus far for the project, on July 29, 2010. Members of the public were invited to view the proposed project corridor on aerial mapping and to discuss the project, its purpose and need, and concerns with members of the project development team, which included representatives from IDOT and their consultants. Eight-six individuals attended the meeting; the majority (70) were property owners representing their own interests. Also present were developers/property managers, representatives from local municipalities, and a park district employee, among others. Attendees were furnished with a comment sheet to note their name, affiliation, contact information, and any concerns they had regarding the project. A total of 49 written comments were received, as well as one tape recorded message. Approximately half (25) of the comments received were related to noise – requests for a noise study and/or noise barrier. Nineteen individuals requested improvements at intersections – the construction of turn lanes and/or traffic signals. Other concerns included whether property values would decline, landscaping impacts, the closer proximity of the roadway to their homes, reduction of speed, and the shared use path. Information from this meeting is included in Appendix J.

Additional meetings have been held between members of the project development team and local stakeholders regarding the concerns raised during the public meeting. IDOT responded to all individuals who commented on the project, and mailed the results of the public meeting to all property owners along the corridor.

Public involvement activities are ongoing, and will continue for the duration of the project development process.

4.11.2 Energy

Construction of the proposed project will require indirect consumption of energy for processing materials, construction activities, and maintenance for the new lanes that will be added along the approximately 5.5 mile project corridor. Energy consumption by vehicles in the area may increase during construction due to possible traffic delays.

Construction of the proposed improvement will reduce traffic congestion and turning conflicts along the route and thereby reduce vehicular stopping and slowing conditions. Additional benefits would be realized from increased capacity and smoother riding surfaces. This will result in less direct and indirect vehicular operational energy consumption for the proposed Build Alternative than for the No-Build Alternative. Thus, in the long term, post-construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy usage.

The project includes provisions for improved bicycling and walking conditions, thereby encouraging travel by these non-motorized and thus non-energy consuming modes of transportation.

4.12 Environmental Commitments

In addition to the impacts that will require permits, discussed in Section 4.9, *Permits/Certifications*, the following commitments have been made:

- As per request from the Illinois Historic Preservation Agency, all woody landscape plants impacted by the project on Lyon Farm will be replaced in-kind.
- Wetlands not impacted by the proposed project will be protected from construction activities through the use of perimeter barrier fencing and appropriate erosion control measures as specified by Chapter 41 of IDOT's BDE manual.
- IDOT District 3 has committed to fund a portion of the project's shared–use path along the corridor.
- Best Management Practices (BMPs) will be implemented to minimize the volume of stormwater runoff discharge. This will result in physical, chemical, or biological pollutant load reduction, increased infiltration, and evapotranspiration.
- Prior to the purchase of property and prior to construction, a Preliminary Site Investigation (PSI) will be performed at each affected property containing a REC ineligible for risk management to determine the nature and extent of the waste present. The PSI will be conducted if the proposed improvements require excavation on or adjacent to a property identified with a REC or requires excavation, including subsurface utility relocation, on a property with an easement.
- Accidental spills of hazardous materials and wastes during construction or operation of the transportation system require special response measures. Occurrences will be handled in accordance with local government response procedures. Refueling, storage of fuels, or maintenance of construction equipment will not be allowed within 100 feet of wetlands or water bodies to avoid accidental spills impacting these resources.
- If construction is managed by IDOT, special waste issues encountered during construction will be managed in accordance with the IDOT "Standard Specifications for Road and Bridge Construction and Supplemental Specifications and Recurring Special Provisions.
- A field survey will be completed during Phase II to determine the occurrence of water supply wells within the 200 foot setback zone. Should wells be located within this zone, each will be evaluated

to determine if the project has any potential to create an adverse impact in the water quality from these wells.

- Any water wells located in a high recharge area along the Build Alternative that will be impacted will be properly abandoned.

5. COMMENTS AND COORDINATION

In addition to the local agency coordination conducted as part of the Stakeholder Involvement Plan (SIP) discussed in Section 4.10.1, Public and Local Agency Involvement, additional local, state, and federal agencies with a potential interest in the project were contacted.

As part of the Biological Resources Review, IDNR was contacted to conduct an EcoCAT database check in March 2012. IDNR's database check indicated that adverse ecological effects are unlikely and that additional coordination with IDNR is not required. By agreement, coordination with USFWS was not required.

The Illinois SHPO reviewed the project's potential cultural resource impacts and concurred in April 2011 that the project will have no effect on significant cultural resources. Also in April 2011, the Kendall County Forest Preserve District was contacted regarding the shared-use path proposed along the corridor. The District responded with a commitment to fund a portion of the trail's construction and maintenance.

Coordination with the Illinois Department of Agriculture was completed in September 2012. The proposed project complies with IDOT's *Agricultural Land Preservation Policy* and Illinois' *Farmland Preservation Act.* The project team also coordinated the project with the Illinois Historic Preservation Agency (IHPA). Though not an NRHP listed or eligible historic resource, Lyons Farm is a site of local historic interest. Subsequently, IHPA requested that IDOT replace in-kind any woody landscape plants impacted by construction; IDOT has committed to this request.

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APPENDICES

APPENDIX A – VEHICULAR CRASH DATA, 2007 – 2011

Tabulation of Crash Data

IL 71 from Illinois Route 47 to Orchard Road

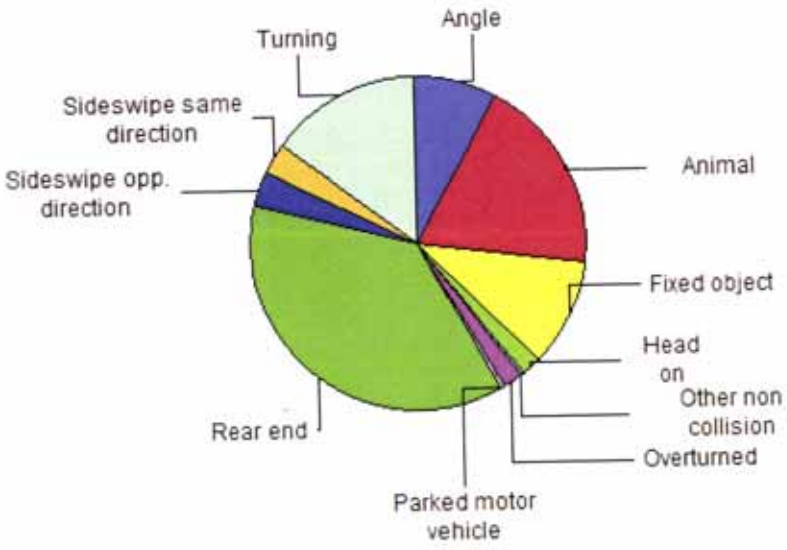
WEATHER- ROAD CONDITION	2007	2008	2009	2010	2011	TOTALS	%
CLEAR-DRY	49	32	23	35	29	168	74.3%
CLEAR-WET	2	6	1		3	12	5.3%
CLEAR-ICE		1				1	0.4%
CLEAR-NOT STATED	1		1		1	3	1.3%
FOG/SMOG-WET	1					1	0.4%
FOG/SMOG-DRY					1	1	0.4%
RAIN-WET	5	4	5			14	6.2%
RAIN-DRY	2					2	0.9%
RAIN-NOT STATED					1	1	0.4%
SLEET-ICE	1					1	0.4%
BLOWDUST-ICE/SNOW						0	0.0%
SNOW-DRY						0	0.0%
SNOW-WET						0	0.0%
CLEAR-SNOW	1	1		1		3	1.3%
SNOW-SNOW	5	4	2	3	1	15	6.6%
OTHER-WET			1			1	0.4%
SNOW-NOT STATED					1	1	0.4%
NOT STATED-NOT STATED	1	1				2	0.9%
TOTALS:	**68**	**49**	**33**	**39**	**37**	**226**	**100.0%**

SEVERITY OF CRASH						TOTALS	%
PROPERTY DAMAGE ONLY	58	37	21	25	27	168	74.3%
PERSONAL INJURY - TYPE A	3	2	1	3	3	12	5.3%
PERSONAL INJURY - TYPE B	3	4	7	6	5	25	11.1%
PERSONAL INJURY - TYPE C	3	6	4	4	1	18	8.0%
NUMBER OF INJURIES	15	15	22	21	15	88	injuries
FATAL CRASH	1			1	1	3	1.3%
NUMBER OF FATALITIES	1			1	1	3	fatalities
TOTALS:	**68**	**49**	**33**	**39**	**37**	**226**	**100.0%**

CRASH TYPE						TOTALS	%
REAR END-BOTH MOVING	24	22	15	10	12	83	36.7%
SIDESWIPE-SAME DIR.	3	2			2	7	3.1%
SIDESWIPE-OPP. DIR	3	2	1	1	1	8	3.5%
ANGLE	4	3	2	6	3	18	8.0%
OVERTURNED-VEHICLE		1	1	1	1	4	1.8%
FIXED OBJECT OFF RD	4	5	3	7	5	24	10.6%
OTHER NON-COLL				1		1	0.4%
OTHER-OBJECT						0	0.0%
PARKED VEHICLE				1		1	0%
TURNING	13	2	6	7	5	33	14.6%
HEAD ON	1		1	1	1	4	1.8%
ANIMAL	16	12	4	4	7	43	19.0%
TOTALS:	**68**	**49**	**33**	**39**	**37**	**226**	**100.0%**

2007 – 2011 Crashes

Collision Type



Angle	8.0%
Animal	19.0%
Fixed object	10.6%
Head on	1.8%
Other non collision	0.4%
Overturned	1.8%
Parked motor vehicle	0.4%
Rear end	36.7%
Sideswipe opp. direction	3.5%
Sideswipe same direction	3.1%
Turning	14.6%
Total:	100.0%

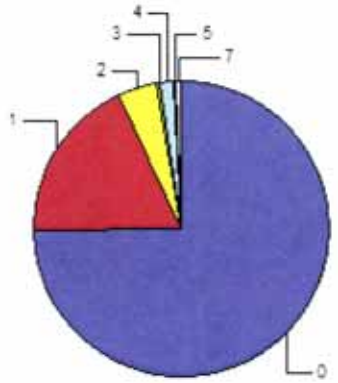
226 – Reported Crashes

3 – Fatal Crashes

55 – Injury Crashes

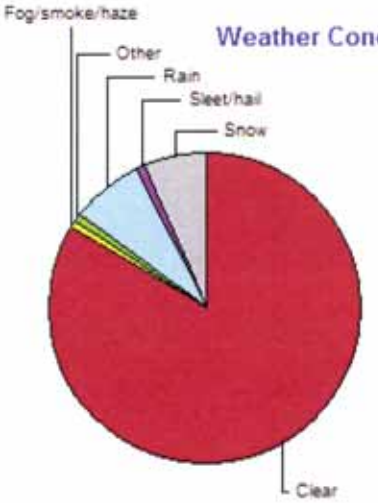
168 – Property Damage Crashes

Injuries Per Crash



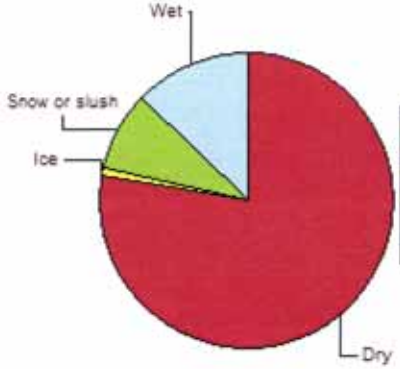
0	74.8%
1	18.1%
2	4.4%
3	0.4%
4	1.3%
5	0.4%
7	0.4%
Total:	100.0%

Weather Conditions



	0.0%
Clear	83.5%
Fog/smoke/haze	0.9%
Other	0.9%
Rain	7.6%
Sleet/hail	0.9%
Snow	6.3%
Total:	100.0%

Surface Conditons



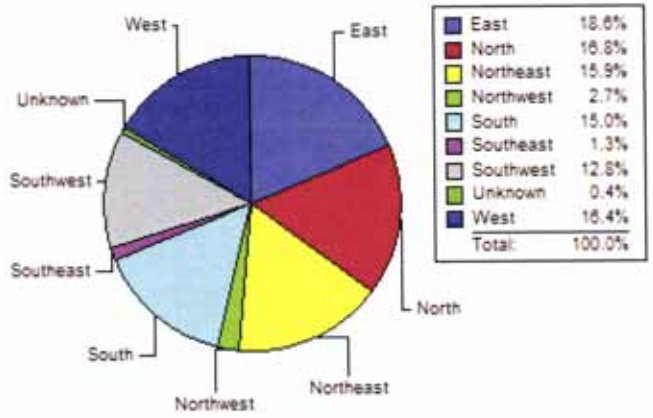
	0.0%
Dry	77.7%
Ice	0.9%
Snow or slush	8.6%
Wet	12.7%
Total:	100.0%

ILLINOIS DEPARTMENT OF TRANSPORTATION 9/11/2012

GIS Crash Analysis Report - Crash Data Summary

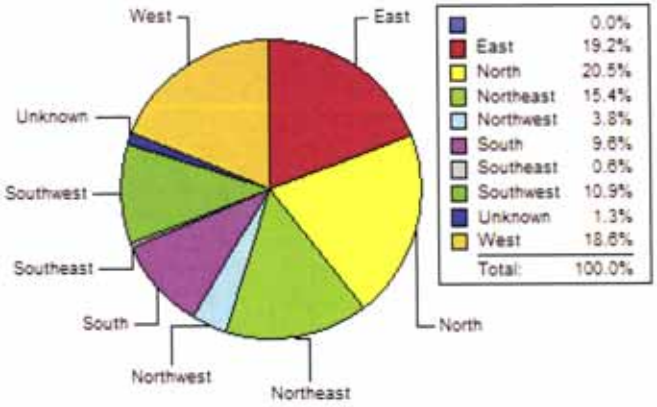
YORKVILLE - IL 71 - IL 47 TO ORCHARD ROAD WEST OF OSWEGO

Direction of Travel - Vehicle 1



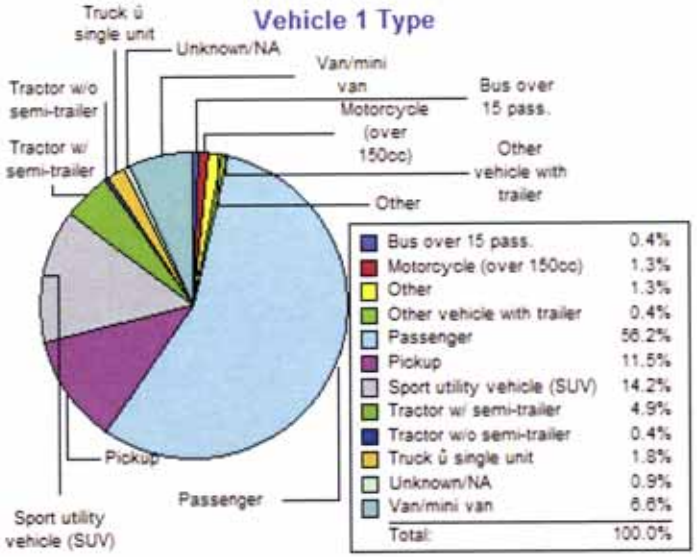
East	18.6%
North	16.6%
Northeast	15.9%
Northwest	2.7%
South	15.0%
Southeast	1.3%
Southwest	12.8%
Unknown	0.4%
West	16.4%
Total:	100.0%

Direction of Travel - Vehicle 2



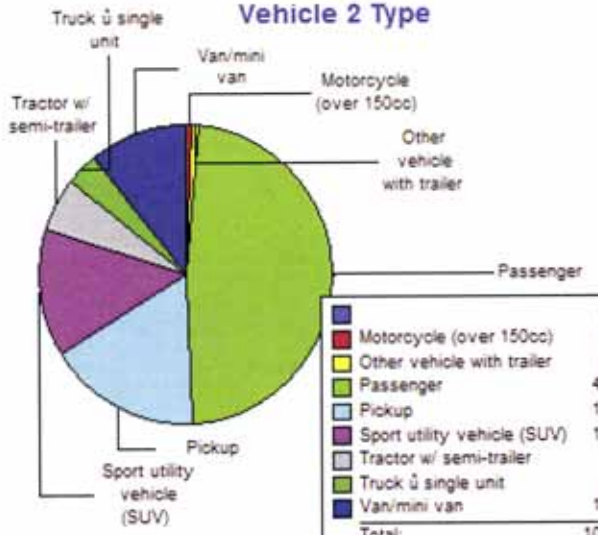
	0.0%
East	19.2%
North	20.5%
Northeast	15.4%
Northwest	3.8%
South	9.6%
Southeast	0.6%
Southwest	10.9%
Unknown	1.3%
West	18.6%
Total:	100.0%

Vehicle 1 Type



Bus over 15 pass.	0.4%
Motorcycle (over 150cc)	1.3%
Other	1.3%
Other vehicle with trailer	0.4%
Passenger	56.2%
Pickup	11.5%
Sport utility vehicle (SUV)	14.2%
Tractor w/ semi-trailer	4.9%
Tractor w/o semi-trailer	0.4%
Truck û single unit	1.8%
Unknown/NA	0.9%
Van/mini van	6.6%
Total:	100.0%

Vehicle 2 Type



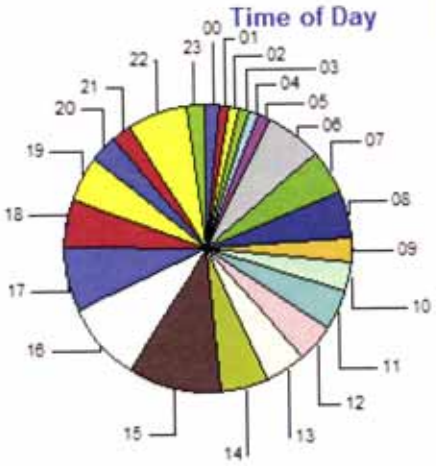
	0.0%
Motorcycle (over 150cc)	0.6%
Other vehicle with trailer	0.6%
Passenger	48.1%
Pickup	16.7%
Sport utility vehicle (SUV)	14.1%
Tractor w/ semi-trailer	5.8%
Truck û single unit	3.2%
Van/mini van	10.9%
Total:	100.0%

ILLINOIS DEPARTMENT OF TRANSPORTATION 9/11/2012

GIS Crash Analysis Report - Crash Data Summary

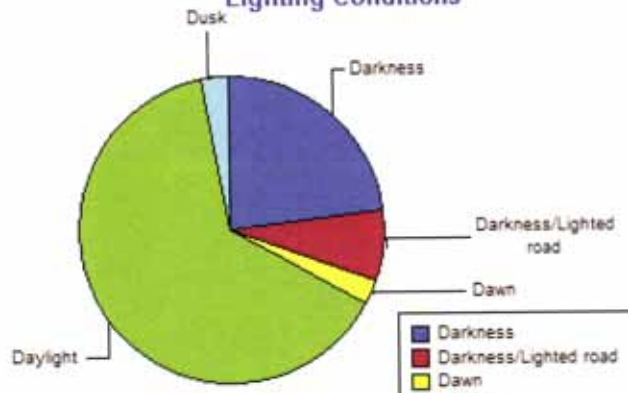
YORKVILLE - IL 71 - IL 47 TO ORCHARD ROAD WEST OF OSWEGO

Time of Day



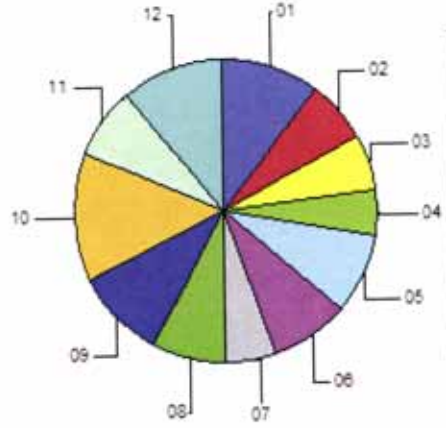
00	1.8%
01	0.9%
02	1.3%
03	0.9%
04	1.3%
05	1.3%
06	6.2%
07	4.9%
08	5.3%
09	2.7%
10	3.5%
11	4.4%
12	4.0%
13	4.9%
14	5.3%
15	10.6%
16	8.8%
17	7.1%
18	5.3%
19	5.3%
20	3.1%
Total:	100.0%

Lighting Conditions



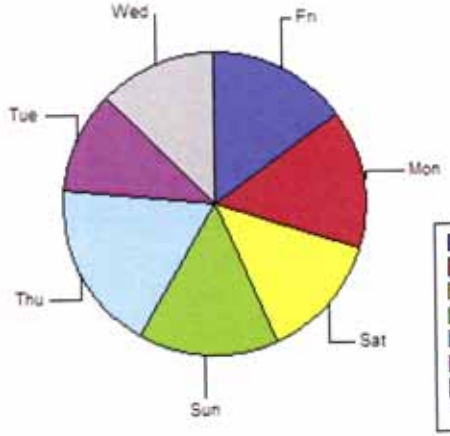
Darkness	23.0%
Darkness/Lighted road	7.5%
Dawn	2.7%
Daylight	63.7%
Dusk	3.1%
Total:	100.0%

Month of Year



01	10.2%
02	6.6%
03	6.2%
04	4.9%
05	8.4%
06	8.4%
07	5.3%
08	8.0%
09	9.7%
10	13.7%
11	7.5%
12	11.1%
Total:	100.0%

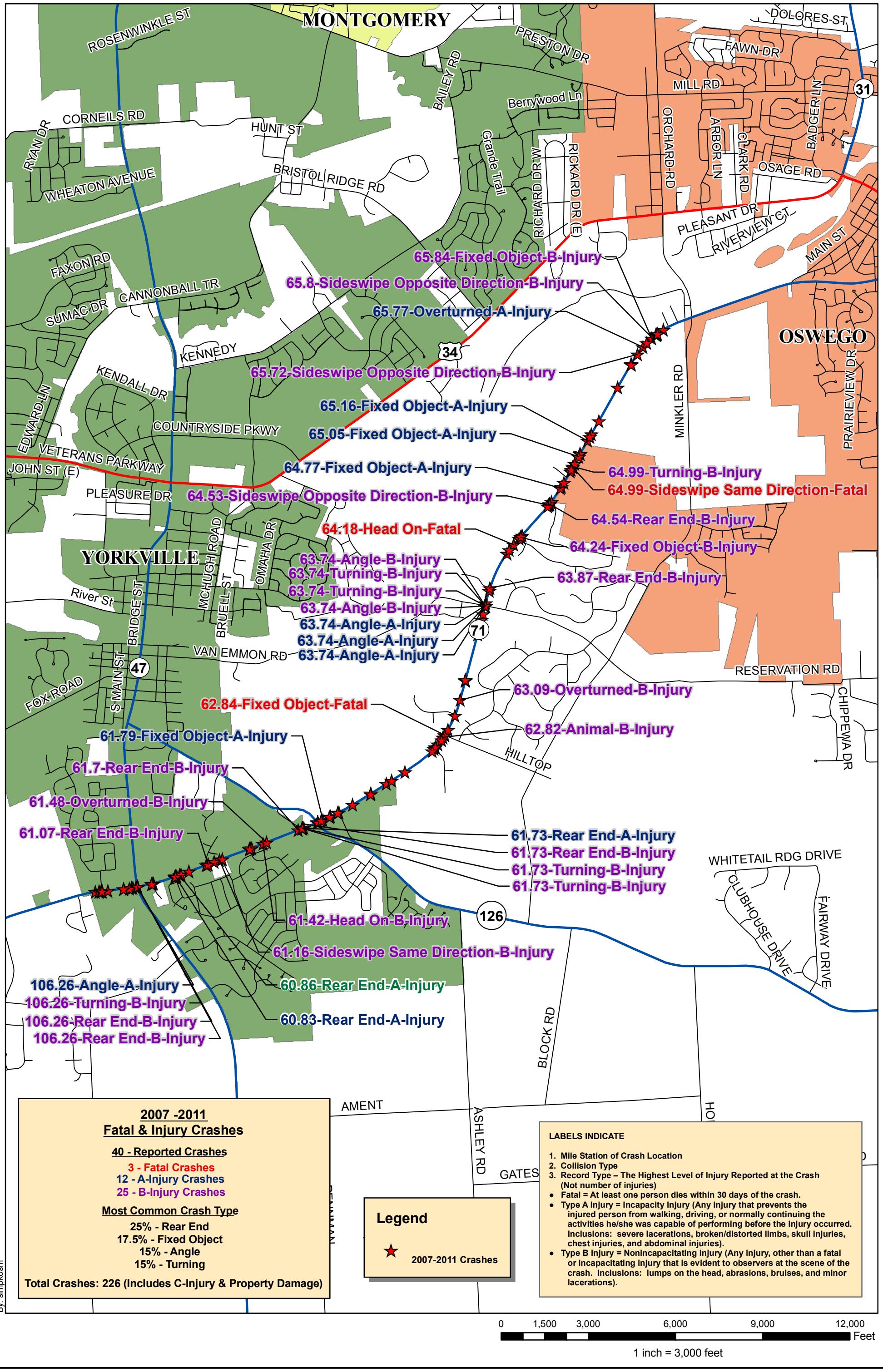
Day of Week



Fri	15.0%
Mon	15.0%
Sat	13.3%
Sun	15.0%
Thu	18.1%
Tue	11.1%
Wed	12.4%
Total:	100.0%

Illinois Department of Transportation

2007-2011 Fatal, Type A , and Type B Injury Crash Locations
IL 71 From 1500' West of IL 47 to 1000' West of Orchard/Minkler Rd
Kendall County



2007 -2011
Fatal & Injury Crashes

40 - Reported Crashes

3 - Fatal Crashes
12 - A-Injury Crashes
25 - B-Injury Crashes

Most Common Crash Type

25% - Rear End
17.5% - Fixed Object
15% - Angle
15% - Turning

Total Crashes: 226 (Includes C-Injury & Property Damage)

Legend

★ 2007-2011 Crashes

LABELS INDICATE

1. Mile Station of Crash Location
2. Collision Type
3. Record Type – The Highest Level of Injury Reported at the Crash (Not number of injuries)

- Fatal = At least one person dies within 30 days of the crash.
- Type A Injury = Incapacity Injury (Any injury that prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Inclusions: severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries).
- Type B Injury = Nonincapacitating injury (Any injury, other than a fatal or incapacitating injury that is evident to observers at the scene of the crash. Inclusions: lumps on the head, abrasions, bruises, and minor lacerations).

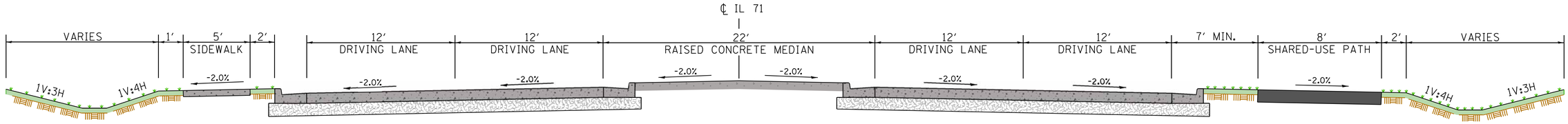
0 1,500 3,000 6,000 9,000 12,000 Feet

1 inch = 3,000 feet

S:\STUDIES\Writers\Simpko\Crash Reports\Crash Exhibits\2013\IL 71 from Il 47 to Orchard\IL 71 from IL 47 to Orchard Rd-EA Document.mxd
Map Date: 7-09-2013
By: simpkosm

APPENDIX B – PROPOSED TYPICAL SECTION, BUILD ALTERNATIVE

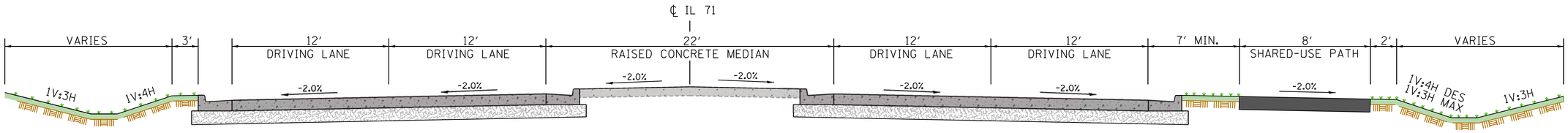
TYPICAL SECTIONS



TO BE USED:

FROM BEGINNING OF PROJECT TO IL 47

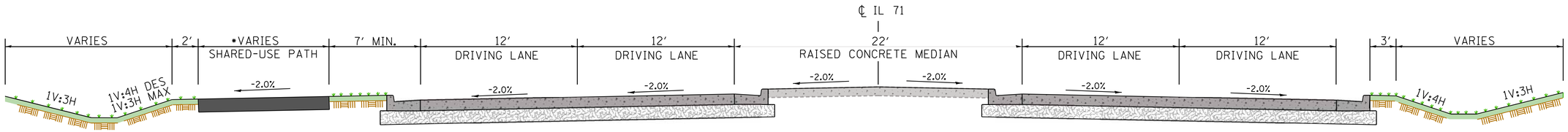
NOT TO SCALE



TO BE USED:

FROM IL 47 TO IL 126

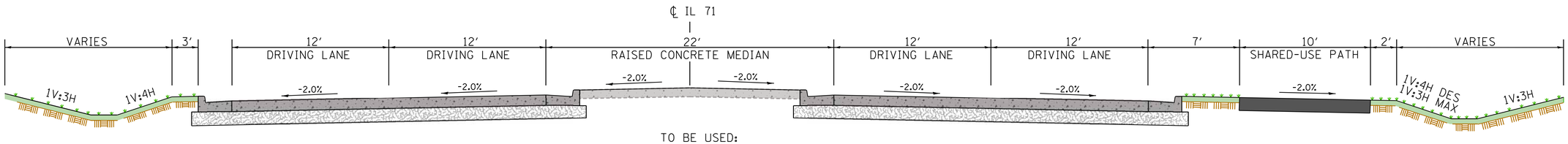
NOT TO SCALE



TO BE USED:

FROM IL 126 TO APPROX. 80' NORTH OF HILLTOP ROAD
• 8' FROM IL 126 TO YORKVILLE LIMITS
• 10' FROM YORKVILLE LIMITS TO APPROX. 80' NORTH OF HILLTOP ROAD

NOT TO SCALE



TO BE USED:

FROM APPROX. 80' NORTH OF HILLTOP RD TO END OF PROJECT

NOT TO SCALE

Illinois Department of Transportation

ILLINOIS ROUTE 71

From IL Route 47 in Yorkville to Orchard Road in Oswego
Kendall County

4-LANE ALTERNATE

BFW

APPENDIX C – IDOA COORDINATION AND FARMLAND CONVERSION IMPACT RATING FORM

Illinois Department of Agriculture

Pat Quinn, Governor
Robert F. Flider, Acting Director

Bureau of Land and Water Resources
State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

September 11, 2012

Mr. Paul Loete, P.E.
Region 2 Engineer/ District 3
700 East Norris Drive
Ottawa, Illinois 61350-0697

Re: Illinois Route 71, Section (I, 1-1)R
Roadway Improvements
Kendall County, Illinois
USDA NRCS Form AD-1006

Dear Mr. Loete:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with proposed improvements for Illinois Route 71 (IL 71), from west of the IL 47 intersection to south of the Orchard Minkler Road intersection in Kendall County. The project was examined for its compliance with IDOT's Agricultural Land Preservation Policy as well as the Illinois Farmland Preservation Act (505 ILCS 75/1 et seq.).

Projected traffic volumes for Illinois Route 71 (IL 71) are anticipated to exceed the roadway's capacity, resulting in increasing congestion and compromising safety in the urbanizing corridor. The 5.6 mile project consists of reconstructing the existing two-lane roadway to a four-lane roadway with concrete curb and gutter, a raised concrete median and an 8-10 foot shared use path and ditch reconstruction. In addition, the intersections of IL 71 with IL 47, IL 126 and Van Emmon/Reservation Road will be improved, including traffic signals. These improvements result in the conversion of 38.78 cropland acres to a non-agricultural use.

Because the project has been designed to acquire the least possible amount of land to meet the safety needs of the public, the IDOA has determined that the project complies with IDOT's Agricultural Land Preservation Policy and Illinois' Farmland Preservation Act.

Enclosed are two copies of the USDA NRCS form AD-1006. One copy must be included in the project's environmental assessment; the other is for your files. Should you have any questions or comments, please contact Terry Savko of my staff at 217-785-4458.

Sincerely,

Steven D. Chard

Steven D. Chard, Acting Chief
Bureau of Land and Water Resources

SDC:TS
Enclosures-2
cc: Kendall County SWCD
Agency project file

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 3/23/12
Name Of Project IL 71 widening in Kendall County	Federal Agency Involved FHWA
Proposed Land Use highway improvement	County And State Kendall County, Illinois
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 4/26/12

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes ☑	No ☐	Acres Irrigated N/A	Average Farm Size 394
Major Crop(s) corn, soybeans	Farmable Land In Govt. Jurisdiction Acres: 29,633,500	% 91	Amount Of Farmland As Defined in FPPA Acres: 27,965,900	% 97
Name Of Land Evaluation System Used statewide	Name Of Local Site Assessment System Illinois LESA Corridor		Date Land Evaluation Returned By NRCS 5/2/12	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	38.8			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	38.8	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	27.8			
B. Total Acres Statewide And Local Important Farmland	11.0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	50.7			
PART V *(To be completed by NRCS)* Land Evaluation Criterion 150 Relative Value Of Farmland To Be Converted *(Scale of 0 to ~~100~~ Points)*	124	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS 150	~~160~~	0	0	0	0

See the attached Illinois LESA Site Assessment *CORRIDOR* Factors

PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)* 150	~~100~~	124	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)* 150	~~160~~	27	0	0	0
TOTAL POINTS *(Total of above 2 lines)* 300*	~~260~~	151	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ■

Reason For Selection: Illinois LESA - Corridor factors

* When utilizing the Illinois LESA Site Assessment CORRIDOR factors, 150 points are assigned to the Land Evaluation portion and 150 points are assigned to the Site Assessment portion for a possible total of 300 points.

Illinois Route 71
Section (I,1-1)R
Kendall County, Illinois
Federal Highway Administration Funds

PART VI-B **Illinois Site Assessment *CORRIDOR* Factors**	**Maximum Points**	**Site A**
1. Amount of agricultural land required	30	23
2. Location of the proposed alignment	30	0
3. Acres of off-site agricultural land required for borrow materials	15	0
4. Acres of Prime and Important farmland required for mitigation	15	0
5. Creation of severed farm parcels	10	0
6. Creation of uneconomical remnants	10	0
7. Creation of landlocked parcels	10	0
8. Creation of adverse travel	10	0
9. Relocations of rural residences and farm buildings	10	1
10. Utilization of minimum design standards	10	3
TOTAL SITE ASSESSMENT *CORRIDOR* POINTS	**150**	**27**

PART VII

Relative Value of Farmland	150	124
Total Site Assessment *CORRIDOR* Factors	150	27
TOTAL ILLINOIS LESA POINTS	**300**	**151**

* *The Illinois LESA System applies the **225 point cutoff** when evaluating state and federally funded projects. Site or Corridor alternatives receiving **175 or fewer points** have a **low rating** for protection, and it is not necessary to evaluate additional alternatives. Those alternatives receiving **176 to 225 points** are in the **moderate range** for protection. In most cases, alternatives **exceeding the 225 point level should be retained for agricultural use**, and an alternate site should be utilized for the intended project. Selecting the alternative with the lowest total points will usually protect the best farmland located in the most agriculturally viable areas. LESA also serves to maintain and promote the agricultural industry in Illinois.*

51112
TS

APPENDIX D – STATE HISTORIC PRESERVATION OFFICE COORDINATION

Copy to [illegible]
4-25-2011

66883

Illinois Department of Transportation

Memorandum

To:	Eric Therkildsen	Attn: David Broviak
From:	Scott E. Stitt	By: J. A. Walthall
Subject:	Cultural Resource Concurrence	
Date:	April 22, 2011	

Kendall County
FAP 311, IL 71
Sec. (1,1-1)R
Job No. P-93-016-04
Seq. #15919

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

J. A. Walthall

Attachment

JAW:km

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 20, 2011

Kendall County
FAP 311, IL 71
Yorkville
Job No. P-93-016-04

IDOT Seq# 15919
ITARP# 10161

FEDERAL 106 PROJECT

NO HISTORIC PROPERTIES AFFECTED

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by Illinois State Archaeological Survey personnel concerning historical and archaeological properties and sites potentially to be impacted by the 210 acre project referenced above Fourteen archaeological sites, 11-KE-1120-1136, were found in the project area. All of these sites are prehistoric surface lithic scatters or deposits of historic materials resulting from multi-household occupations and do not meet the criteria for listing on the National Register. Several of the most promising historic period sites will only be partially impacted in what were their front yards, site areas which do not produce intact cultural deposits or features in such Euro-American rural farming contexts.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project.

Very truly yours,

John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date: 4/20/11

APPENDIX E – LOCAL OFFICIAL COORDINATION

Illinois Department of Transportation
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-1628
Telephone 815/434-6131

December 9, 2011

Mr. Francis Klaas
Kendall County Engineer
6780 Route 47
Yorkville, IL 60560

Traffic Noise Information for Undeveloped Lands
IL 71 – From IL 47 to Orchard Road
FAP 311 (IL 71)
Section (1, 1-1)R
Kendall County
Contract No. 66883
D3# 1239
File No. 1584

Dear Mr. Klaas:

The Illinois Department of Transportation (IDOT) is currently conducting environmental (Phase I) preliminary engineering studies for proposed improvements to IL 71. The improvements consist of a reconstruction of IL 71 from a two-lane roadway to four thru lanes with a 22-foot raised median with some areas of different median types and a center turn lane. The project begins 0.3 mile southwest of IL 47 and extends northeasterly to 0.2 miles southwest of Orchard Road. The total project length is 5.6 miles.

As part of the Phase I Environmental Study for this proposed project, projected future traffic noise levels were evaluated for lands (either currently under your jurisdiction or land that may come under your jurisdiction) near the proposed roadway improvement. For your information, this study area includes undeveloped or agriculture land that is zoned for uses other than agriculture, OR land that is planned for future development in a comprehensive land use plan.

Attached for your information are exhibits showing the predicted design year 2035 build traffic noise levels for these undeveloped lands identified along the project corridor. The 66 dBA traffic noise level may be utilized to establish a noise buffer zone for residential areas and the 71 dBA noise level for commercial areas.

We hope this information will be useful to you in planning and permitting future development in your area. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels.

To help with your future planning and discernment regarding permitting decisions, we encourage you to obtain the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website: http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quitezon.pdf.

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's website at: http://www.dot.il.gov/. Click on the "Environment" link and then the "Traffic Noise" link to access this information.

If you have any questions, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Director of Highways
Region Two Engineer

By: Dave Broviak, P.E.
Studies & Plans Engineer

DL:lw/dl 12-9-11 Traffic Noise 66883

Illinois Department of Transportation
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-1628
Telephone 815/434-6131

December 9, 2011

The Honorable Gary Golinski
Mayor of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Traffic Noise Information for Undeveloped Lands
IL 71 – From IL 47 to Orchard Road
FAP 311 (IL 71)
Section (1, 1-1)R
Kendall County
Contract No. 66883
D3# 1239
File No. 1584

Dear Mayor Golinski:

The Illinois Department of Transportation (IDOT) is currently conducting environmental (Phase I) preliminary engineering studies for proposed improvements to IL 71. The improvements consist of a reconstruction of IL 71 from a two-lane roadway to four thru lanes with a 22-foot raised median with some areas of different median types and a center turn lane. The project begins 0.3 mile southwest of IL 47 and extends northeasterly to 0.2 miles southwest of Orchard Road. The total project length is 5.6 miles.

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If you have any questions, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Director of Highways
Region Two Engineer

By: Dave Broviak, P.E.
Studies & Plans Engineer

DL:lw/dl 12-9-11 Traffic Noise 66883

cc: Mr. Eric Dhuse, Director of Public Works
Mr. Brad Sanderson, City Engineer
Mr. Bart Olson, City Administrator

Illinois Department of Transportation
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-1628
Telephone 815/434-6131

December 9, 2011

The Honorable Brian LeClercq
Village President
100 Parkers Mill
Oswego, IL 60543

Traffic Noise Information for Undeveloped Lands
IL 71 – From IL 47 to Orchard Road
FAP 311 (IL 71)
Section (1, 1-1)R
Kendall County
Contract No. 66883
D3# 1239
File No. 1584

Dear President LeClercq:

The Illinois Department of Transportation (IDOT) is currently conducting environmental (Phase I) preliminary engineering studies for proposed improvements to IL 71. The improvements consist of a reconstruction of IL 71 from a two-lane roadway to four thru lanes with a 22-foot raised median with some areas of different median types and a center turn lane. The project begins 0.3 mile southwest of IL 47 and extends northeasterly to 0.2 miles southwest of Orchard Road. The total project length is 5.6 miles.

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If you have any questions, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at 815-434-8565.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Director of Highways
Region Two Engineer

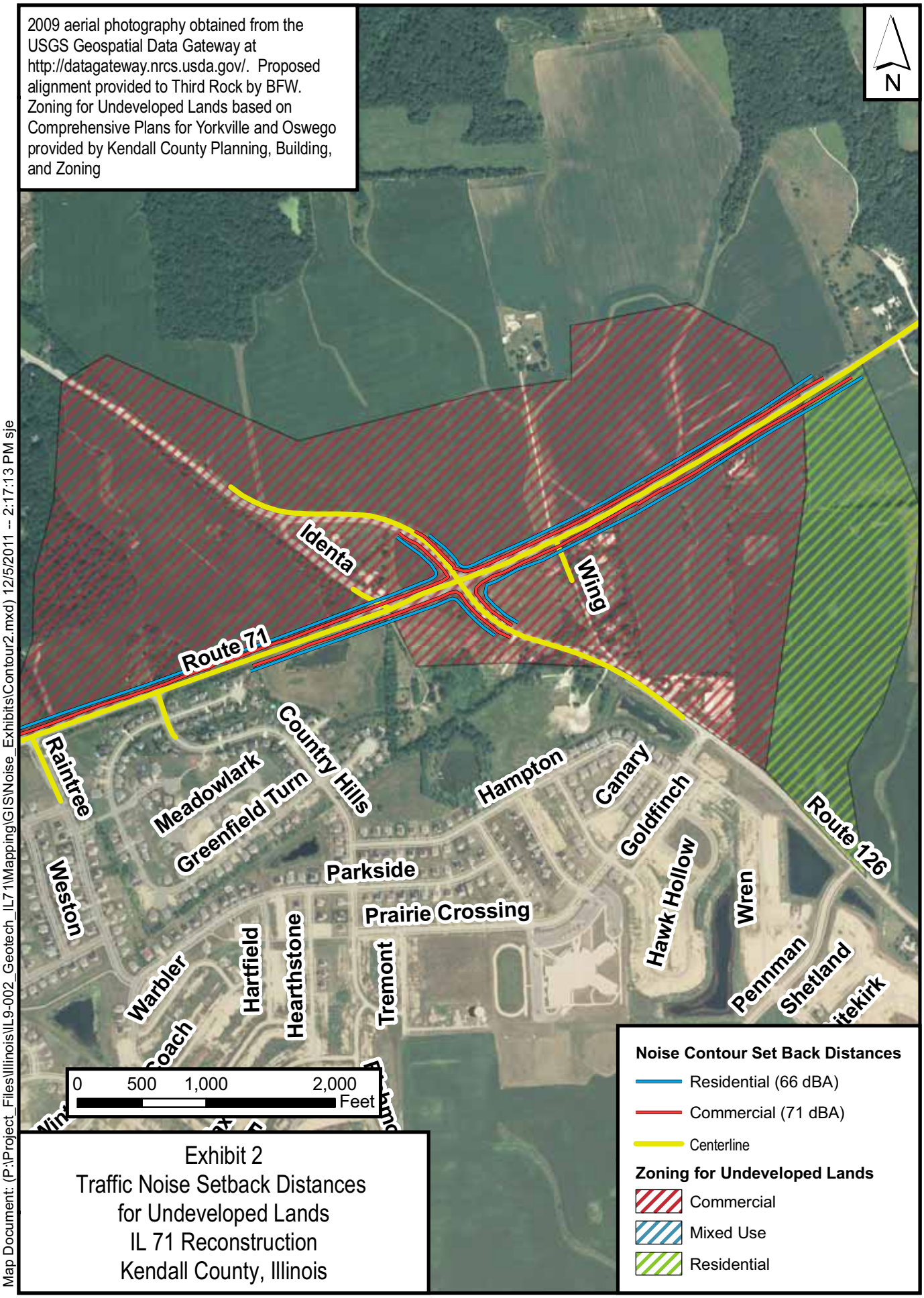
Dave Broviak

By: Dave Broviak, P.E.
Studies & Plans Engineer

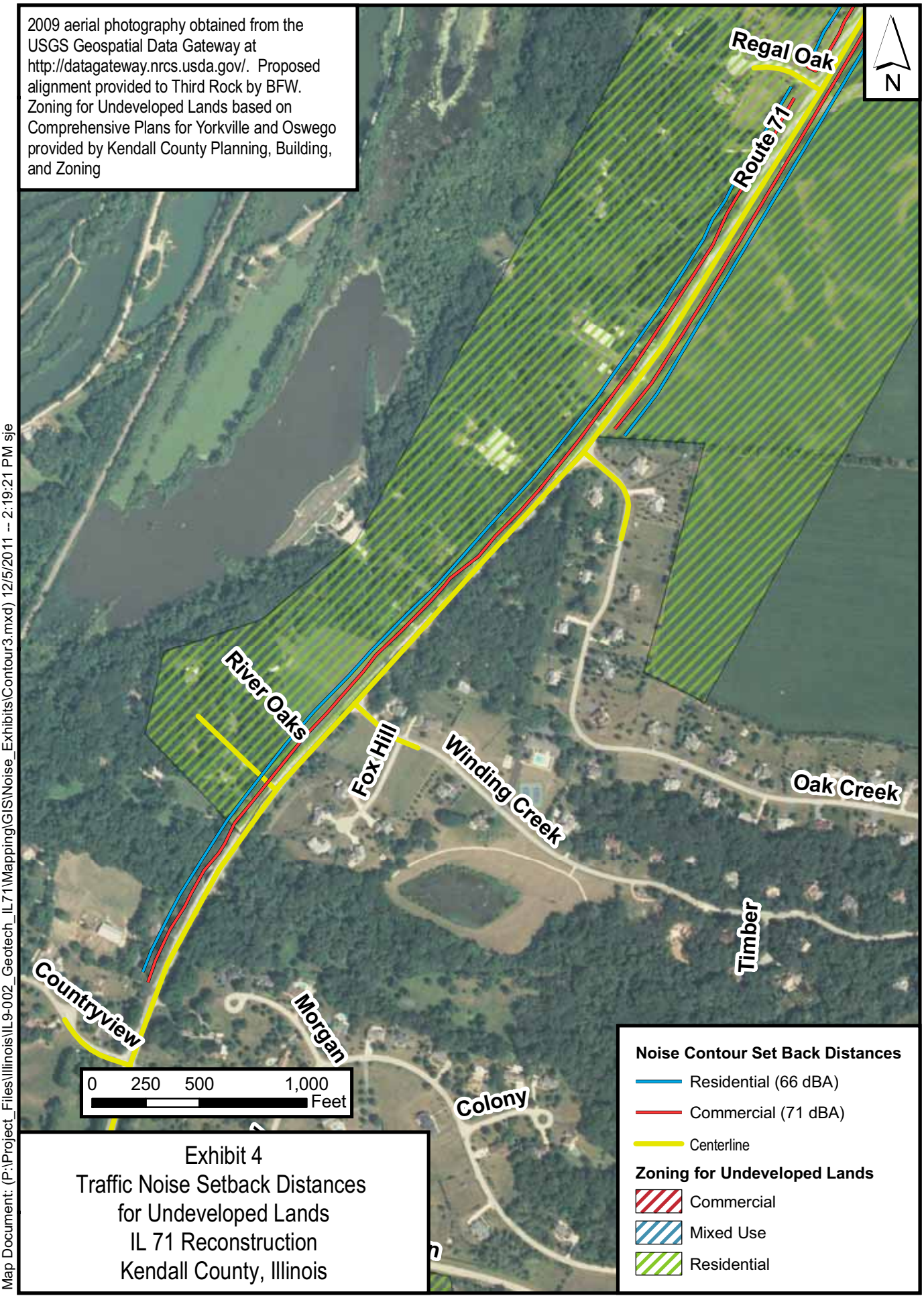
DL:lw/dl 12-9-11 Traffic Noise 66883

cc: Mr. Gary Adams, Village Administrator
Mr. Jerry Weaver, Director of Public Works

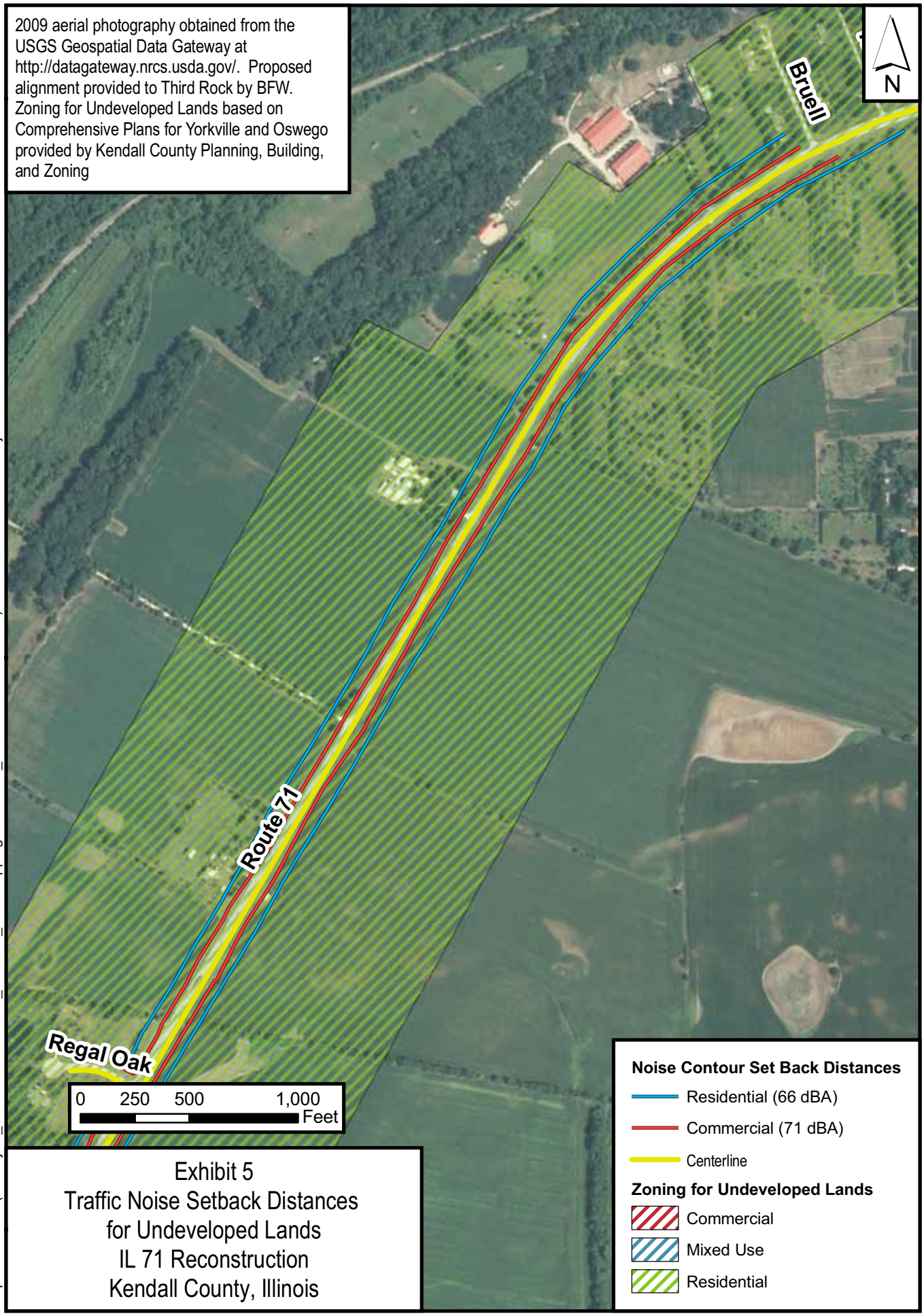

2009 aerial photography obtained from the USGS Geospatial Data Gateway at http://datagateway.nrcs.usda.gov/. Proposed alignment provided to Third Rock by BFW. Zoning for Undeveloped Lands based on Comprehensive Plans for Yorkville and Oswego provided by Kendall County Planning, Building, and Zoning
N
Green Briar
Bridge
Walsh
Fountainview
Columbine
Aster
Route 71
Route 71
Walnut
Village View
Muirfield
Tommy Hughes
Saravanos
0 250 500 1,000 Feet
Noise Contour Set Back Distances
Residential (66 dBA)
Commercial (71 dBA)
Centerline
Zoning for Undeveloped Lands
Commercial
Mixed Use
Residential
Exhibit 1
Traffic Noise Setback Distances
for Undeveloped Lands
IL 71 Reconstruction
Kendall County, Illinois
Map Document: (P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\Noise_Exhibits\Contour1.mxd) 12/5/2011 -- 2:19:21 PM sje


2009 aerial photography obtained from the USGS Geospatial Data Gateway at http://datagateway.nrcs.usda.gov/. Proposed alignment provided to Third Rock by BFW. Zoning for Undeveloped Lands based on Comprehensive Plans for Yorkville and Oswego provided by Kendall County Planning, Building, and Zoning
N
Identa
Wing
Route 71
Raintree
Meadowlark
Greenfield Turn
Country Hills
Hampton
Canary
Goldfinch
Route 126
Weston
Parkside
Prairie Crossing
Hawk Hollow
Wren
Warbler
Hartfield
Hearthstone
Tremont
Pennman
Shetland
0 500 1,000 2,000 Feet
Noise Contour Set Back Distances
Residential (66 dBA)
Commercial (71 dBA)
Centerline
Zoning for Undeveloped Lands
Commercial
Mixed Use
Residential
Exhibit 2
Traffic Noise Setback Distances
for Undeveloped Lands
IL 71 Reconstruction
Kendall County, Illinois
Map Document: (P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\Noise_Exhibits\Contour2.mxd) 12/5/2011 -- 2:17:13 PM sje


2009 aerial photography obtained from the USGS Geospatial Data Gateway at http://datagateway.nrcs.usda.gov/. Proposed alignment provided to Third Rock by BFW. Zoning for Undeveloped Lands based on Comprehensive Plans for Yorkville and Oswego provided by Kendall County Planning, Building, and Zoning
N
Countryview
Morgan
Van Emmon
Reservation
Country
Cardinal
Ponderosa
Route 71
Quantock
Madeline
Cole
Fields
0 250 500 1,000 Feet
Noise Contour Set Back Distances
Residential (66 dBA)
Commercial (71 dBA)
Centerline
Zoning for Undeveloped Lands
Commercial
Mixed Use
Residential
Exhibit 3
Traffic Noise Setback Distances
for Undeveloped Lands
IL 71 Reconstruction
Kendall County, Illinois
Map Document: (P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\Noise_Exhibits\Contour3.mxd) 12/5/2011 -- 2:19:21 PM sje



Map Document: (P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\Noise_Exhibits\Contour3.mxd) 12/5/2011 -- 2:19:21 PM sje


2009 aerial photography obtained from the USGS Geospatial Data Gateway at http://datagateway.nrcs.usda.gov/. Proposed alignment provided to Third Rock by BFW. Zoning for Undeveloped Lands based on Comprehensive Plans for Yorkville and Oswego provided by Kendall County Planning, Building, and Zoning
N
Bruell
Route 71
Regal Oak
0 250 500 1,000 Feet
Noise Contour Set Back Distances
Residential (66 dBA)
Commercial (71 dBA)
Centerline
Zoning for Undeveloped Lands
Commercial
Mixed Use
Residential
Exhibit 5
Traffic Noise Setback Distances
for Undeveloped Lands
IL 71 Reconstruction
Kendall County, Illinois
Map Document: (P:\Project_Files\Illinois\IL9-002_Geotech_IL71\Mapping\GIS\Noise_Exhibits\Contour5.mxd) 12/5/2011 -- 2:36:15 PM sje

APPENDIX F – NATURAL RESOURCE COORDINATION

Copies to: D. Lukkari & Phase I consult 12-6-2010

Illinois Department of Transportation

Memorandum

RECEIVED
STUDIES & PLANS
DEC 1 '10

To:	George F. Ryan	Attn: David Broviak	
From:	Scott E. Stitt	By: Thomas C. Brooks	
Subject:	Biological Resources Review		
Date:	November 24, 2010		

Thomas C. Brooks

S&R ENG	TCB
ENVIRONMENT	X
ESTIMATOR	
GEOMETRICS	
HYDRAULICS	
LOCATIONS	✓
PLANS ENG	
SEE ME	
SEC	LW
CO-ORD	

IL 71 (FAP 311)
Section (1, 1-1)R
West of IL 47 in Yorkville to South of
Orchard Rd./Minkler Rd. intersection
Job No. P-93-016-04 (Seq. #15919)
Kendall County
Contract #66883

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological surveys. The IDNR Natural Heritage Database has records of listed species, natural heritage landmarks, natural areas and a nature preserve in the vicinity of the project location. IDNR concluded that adverse effects are unlikely and terminated consultation (IDNR EcoCAT Response letter dated May 18, 2010).

The National Wetland Inventory Map (Platteville and Yorkville Quadrangle) depicts wetlands in the project area. The project was sent for field survey. The INHS wetland delineation report and GIS data are posted on Sharepoint. The results of the survey indicate the presence of nine jurisdictional wetlands within the project area (Sites 1, 2, 3, 4, 6, 7, 8, 9, 10).

The list of trees at the Lyon's Farm is included on page 5 of this report.

In accordance with IDOT Procedure Memorandum 33-03, wetland impacts are to be avoided, minimized and then mitigated. Section 3 states that for all projects that are surveyed for wetlands and determined to have wetlands within the study area, a Wetland Impact Evaluation (WIE) form must be completed and submitted to the BDE, even if there are no wetland impacts. Further information on completing and processing of WIEs is contained in PM 33-03.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is required at this time.

Attachments

BT

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request

A. Project Information ☑ Bio ☑ Cultural ☑ Wetlands ☑ Special Waste

Submittal Date: 05/11/2010 Sequence No: 15919
District: 3 Requesting Agency: DOH Project No:
Contract #: 66883 Job No.: P-93-016-04
Counties: Kendall
Route: FAP 311 Marked: IL 71
Street: Section: (1, 1-1)R
Municipality(ies) Yorkville Project Length: 9.012 km 5.6 miles
FromTo (At): West of IL 47 in Yorkville to South of Orchard Rd/ Minkler Rd intersection
Quadrangle: Platteville / Yorkville Township-Range-Section: (T36N, R7E, Sec.5,4,3,2), (T37N, R7E, Sec.34,35,26,25,24)

Anticipated Design Approval: 07/01/2011

B. Reason for Submittal: (Check all that apply)

☑ Acquisition of additional ROW or easement 54.875286 ha/ 135.6 acres
☑ In-Stream Work Stream Name: Morgan Cr, and tribs. to Fox River
☐ Other:

C. Project Description: Reconstruct IL 71 from 2-lane pavt. to 4-lane pavt. including raised median, possible multi-use trail, intersection improvements including traffic signals, and drainage structures.

Proposed Work: ☑ Highway ☑ Bridge ☐ Bike Trail ☐ Other

D. Tree Removal?: Yes Number?: 0 ha/ acres
Existing Bridge(s) Structure Number: 047-0059 On Historic Bridge List: No
Historic District Involved? No Historic Buildings Involved? Don't Know
Section 4(f) Lands Involved? Yes Section 6(f) Lands Involved? Don't Know
Wetland delineation performed by: BDE End. Species Consultation performed by: BDE

E. Funding: ☑ Federal ☐ State ☐ TBP ☐ MFT ☐ Local Non-MFT
☑ 404 Permit Required Anticipated Processing: EA

F.

Contact Person:	Connie Lindenmier	Local Contact Person:	
Telephone #:	(815) 434-8434 ext.	Telephone #:	
Env.Contact:		E-Mail:	
Telephone #:		Title/Company:	

☐ Field Sign Off (Bio & Cultural Only) ☑ Received in CO 05/14/2010 ☑ SW Received 05/14/2010

BIOLOGICAL RESOURCES
NO SURVEY OR FURTHER COORDINATION REQUIRED

Thomas Brooks 11/24/10
SIGNED (BT) DATE

EcoCAT
Ecological Compliance Assessment Tool

Applicant:	Illinois Department of Transportation - CO	*IDNR Project #:*	1210674
Contact:	Barb Traeger	Alternate #:	1009488
Address:	2300 S. Dirksen Pkwy, Room 330 Springfield, IL 62764	Date:	03/14/2012

Project: #15919 - IL 71
Address: West of IL 47 to South of Orchard Rd/Minkler Rd intersection, Yorkville

Description: Reconstruct IL 71 from 2-lane pavement to 4-lane pavement including raised median, possible multi-use trail, intersection improvements including traffic signals and drainage structures. 136.51 acres (135.6 original project and 0.91 addendum) of additional right of way required. Tree removal is required, quantities are undetermined at this time.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)
The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Fox River INAI Site
Yorkville Forested Seep And Fen INAI Site
Yorkville Prairie INAI Site
Yorkville Seep INAI Site
Yorkville Prairie Nature Preserve
Yorkville Prairie South Natural Heritage Landmark
Yorkville Railroad Prairie Natural Heritage Landmark
Greater Redhorse *(Moxostoma valenciennesi)*
River Redhorse *(Moxostoma carinatum)*
River Redhorse *(Moxostoma carinatum)*

Wetland Review (Part 1090)
The National Wetlands Inventory shows wetlands within 250 feet of the project location.

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Kendall

Township, Range, Section:

36N, 7E, 2	36N, 7E, 3
36N, 7E, 4	36N, 7E, 5
36N, 7E, 8	36N, 7E, 9
37N, 7E, 23	37N, 7E, 24
37N, 7E, 25	37N, 7E, 26
37N, 7E, 34	37N, 7E, 35

IL Department of Natural Resources Contact
Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
IL Department of Transportation
Barb Traeger
Room 330, 2300 South Dirksen Parkway
Springfield, Illinois 62764

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law. Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

Illinois Department of
Natural Resources
One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

Pat Quinn, Governor
Marc Miller, Director

March 16, 2012

Barb Traeger
Illinois Department of Transportation - CO
2300 S. Dirksen Pkwy, Room 330
Springfield, IL 62764

Re: #15919 - IL 71
Project Number(s): 1210674 [1009488]
County: Kendall

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

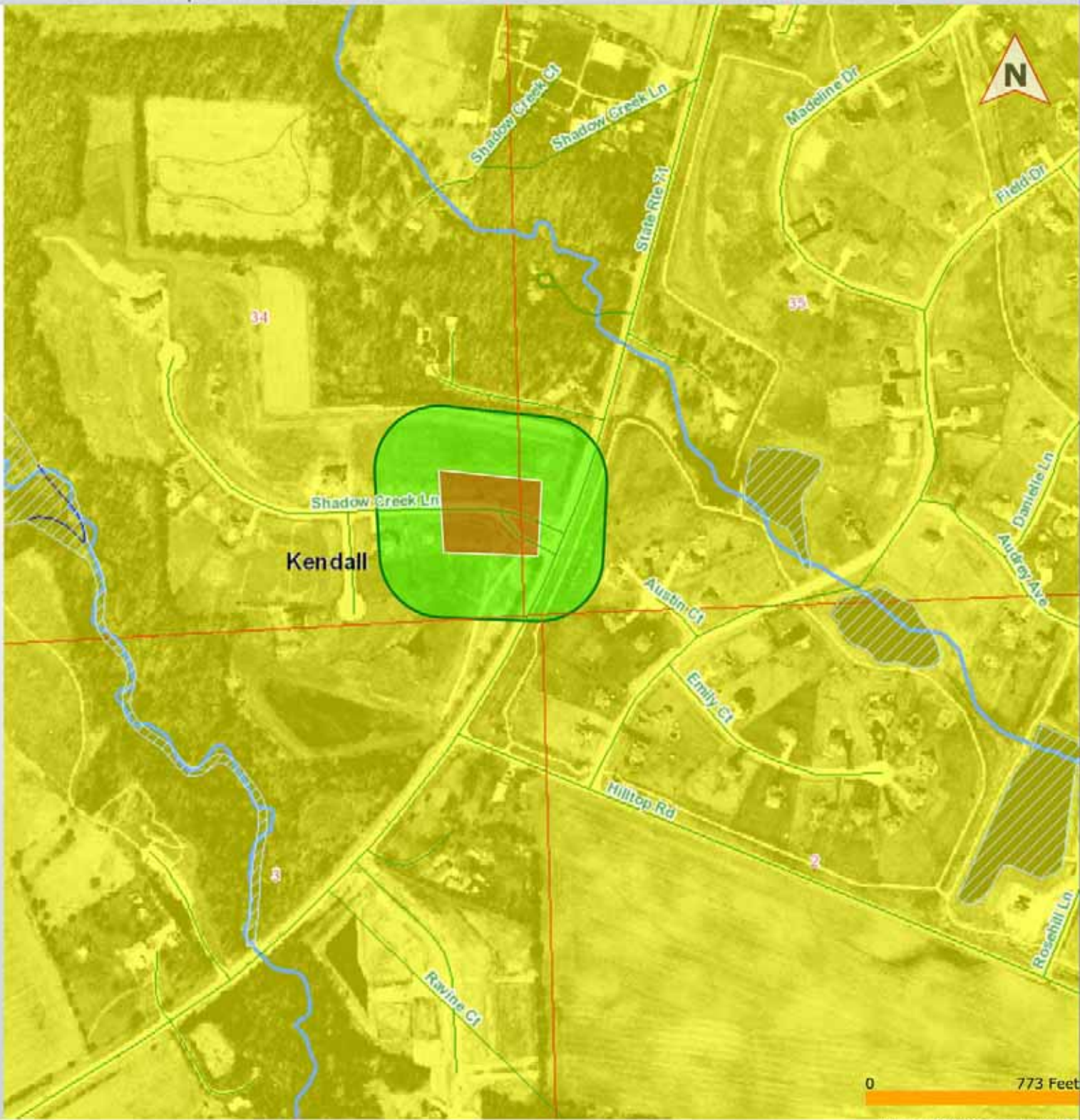
Steve Hamer
Division of Ecosystems and Environment
217-785-5500

#15919A - IL 71

Resource within Buffer
*Nature Preserve/LWR Site

No Resource Found
*Threatened and Endangered Species
*Natural Area Inventory Site
*Wetlands-DU Data
*Class 3 Ground Water Area

County:Kendall.
Section(PLSS):337N 7E35, 337N 7E34.
Area: 0.004 square miles = 2.326 acres
Barb Traeger



Detailed Impact Review Tool

Illinois Department of Transportation

Memorandum

To:	Eric S. Therkildsen	Attn:	David Broviak
From:	John D. Baranzelli	By:	Thomas C. Brooks
Subject:	Biological Resources Review		Thomas C. Brooks
Date:	March 13, 2012		

IL 71 (FAP 311)
Section (1, 1-1)R
At Shadow Creek lane entrance
Job No. P-93-016-04 (Seq. #15919A)
Kendall County
Contract #66883

The Natural Resources Unit has reviewed this project. The IDNR Natural Resources Review Tool has no records of listed species, natural areas or nature preserves within the addendum project area (IDNR NRRT/WIRT Report dated March 9, 2012). In accordance with the 2011 Memorandum of Understanding by and between IDNR and IDOT, consultation is terminated.

The project was screened for the presence of wetlands using the National Wetland Inventory (NWI) and aerial photography. The NWI map does not depict wetlands in the project area. Based on our review, this office has determined there will be no impacts to wetlands in the addendum project area.

The project, as described on the Environmental Survey Request Form, does not require biological or wetland surveys. By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is necessary.

Attachment

BT

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request Addendum

A. Project Information ☑ Bio ☑ Cultural ☐ Wetlands ☐ Special Waste

Submittal Date: 03/02/2012 Sequence No: 15919 A

District: 3 Requesting Agency: DOH Project No:

Contract #: 66883 Job No.: P- 93-016-04

Counties: Kendall

Route: FAP 311 Marked: IL 71

Street: Section: (1, 1-1)R

Municipality(ies): Yorkville Project Length: 9.0123 km 5.6 miles

FromTo (At): West of IL 47 in Yorkville to South of Orchard Rd/ Minkler Rd intersection

Quadrangle: Platteville / Yorkville Township-Range-Section: (T36N, R7E, Sec.5,4,3,2), (T37N, R7E, Sec.34,35,26,25,24)

Survey Target Date: Anticipated Design Approval: 07/01/2011

B. Reason for Submittal: (Check all that apply)

☑ Acquisition of additional ROW or easement Addendum: 0.91 acres Total Project: 136.51 acres

☐ In-Stream Work Stream Name:

☐ Other:

☐ Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Addresses the need for approximately 0.91 acres to reduce the median width of Shadow Creek lane entrance to comply with policy.

D. Tree Removal?: Yes Number?: 4 ha/ acres

Wetland delineation performed by: BDE End. Species Consultation performed by: BDE

E.

Contact Person:	Roger F. Rynke	Local Contact Person:	
Telephone #:	(815) 434-8569 ext.	Telephone #:	
Env.Contact:		E-Mail:	
Telephone #:		Title/Company:	

F.

☐ Update Entire Project

☑ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☑ Received in CO 03/09/2012

BIOLOGICAL & WETLAND RESOURCES

NO SURVEY OR FURTHER COORDINATION REQUIRED

Thomas Brooks 3/13/12

SIGNED (BT) DATE

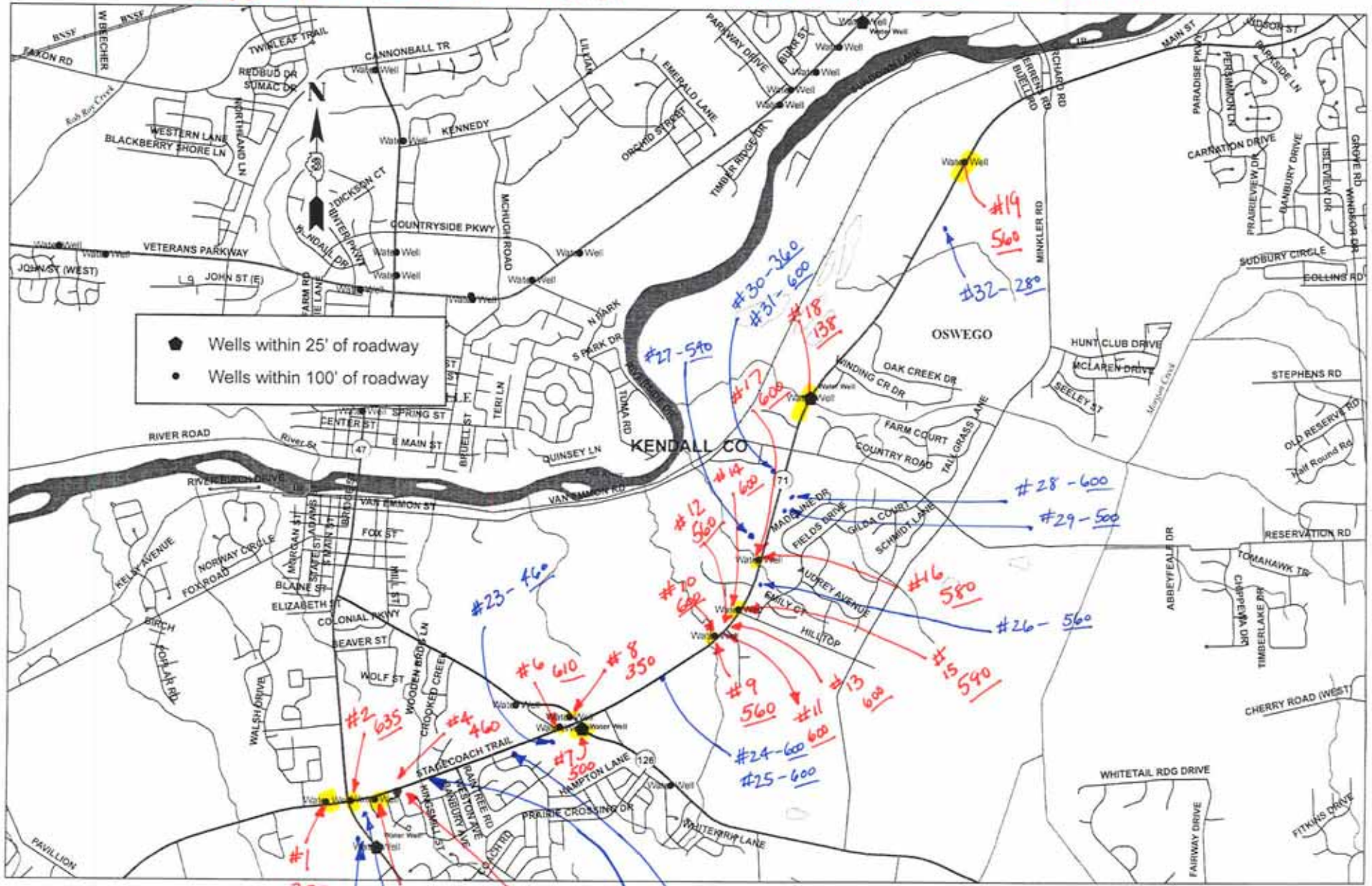
APPENDIX G – WELL / GROUNDWATER DATA

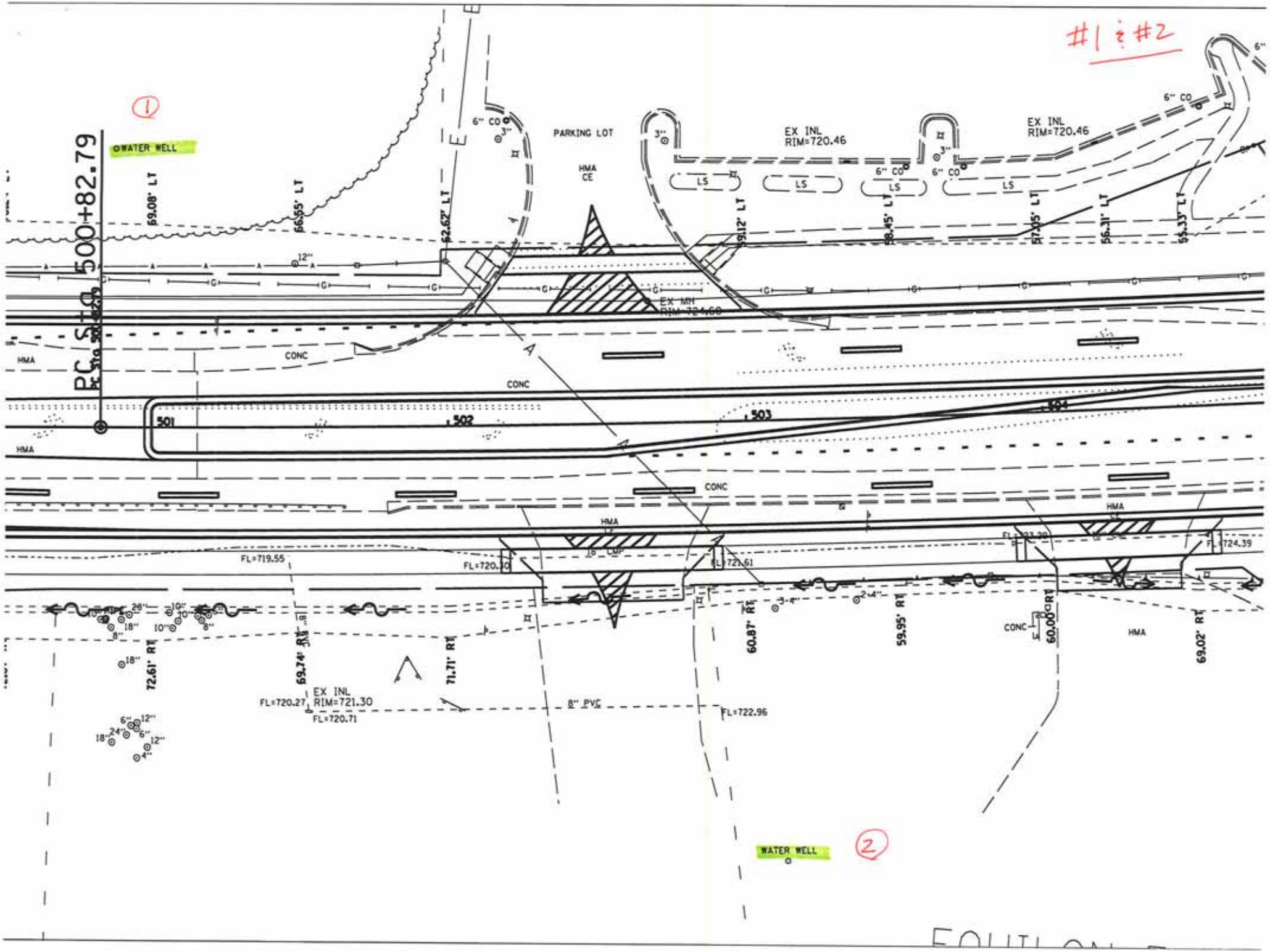
KENDALL CO. –

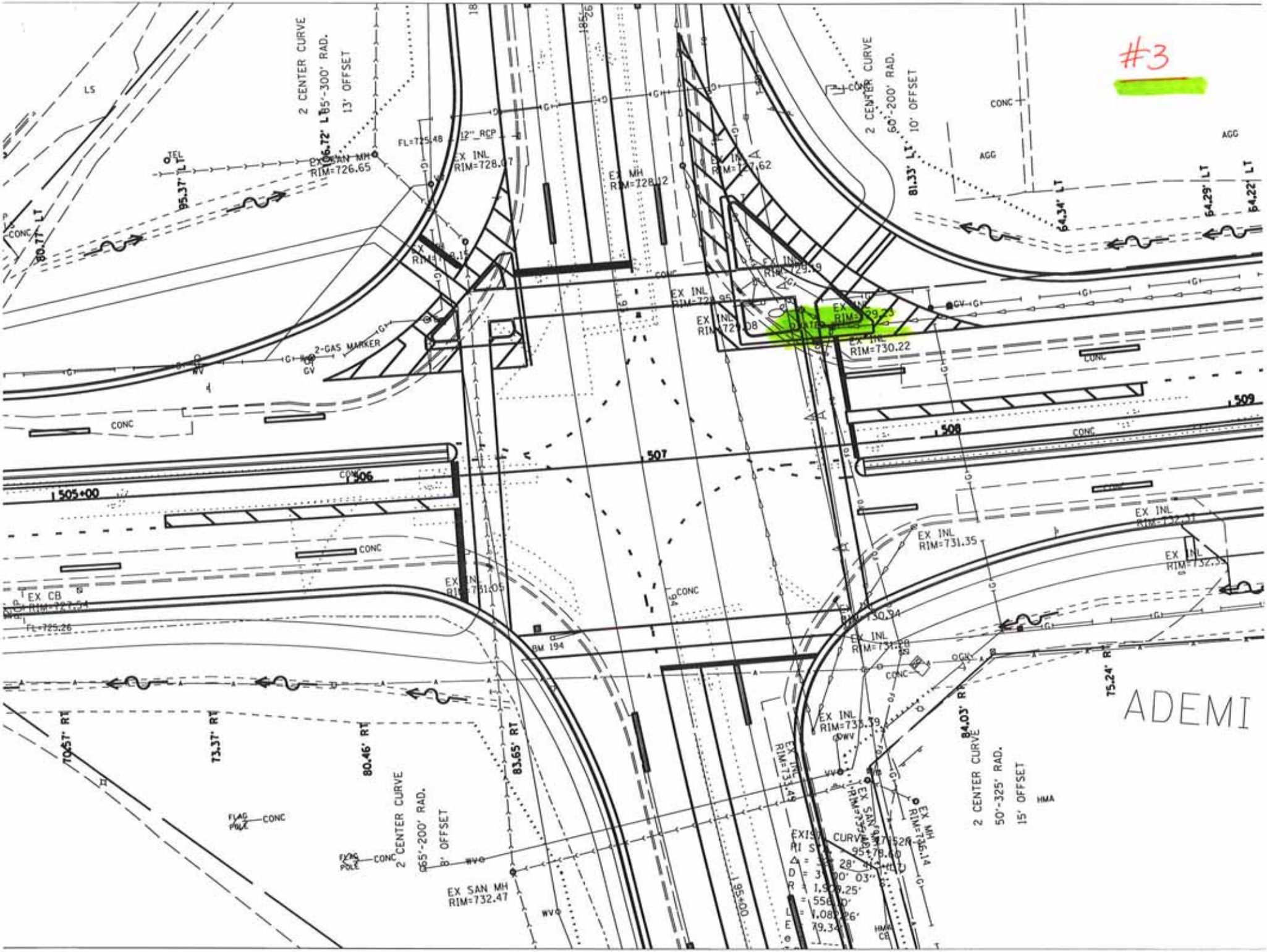
1/20/12

B. VOLLMER

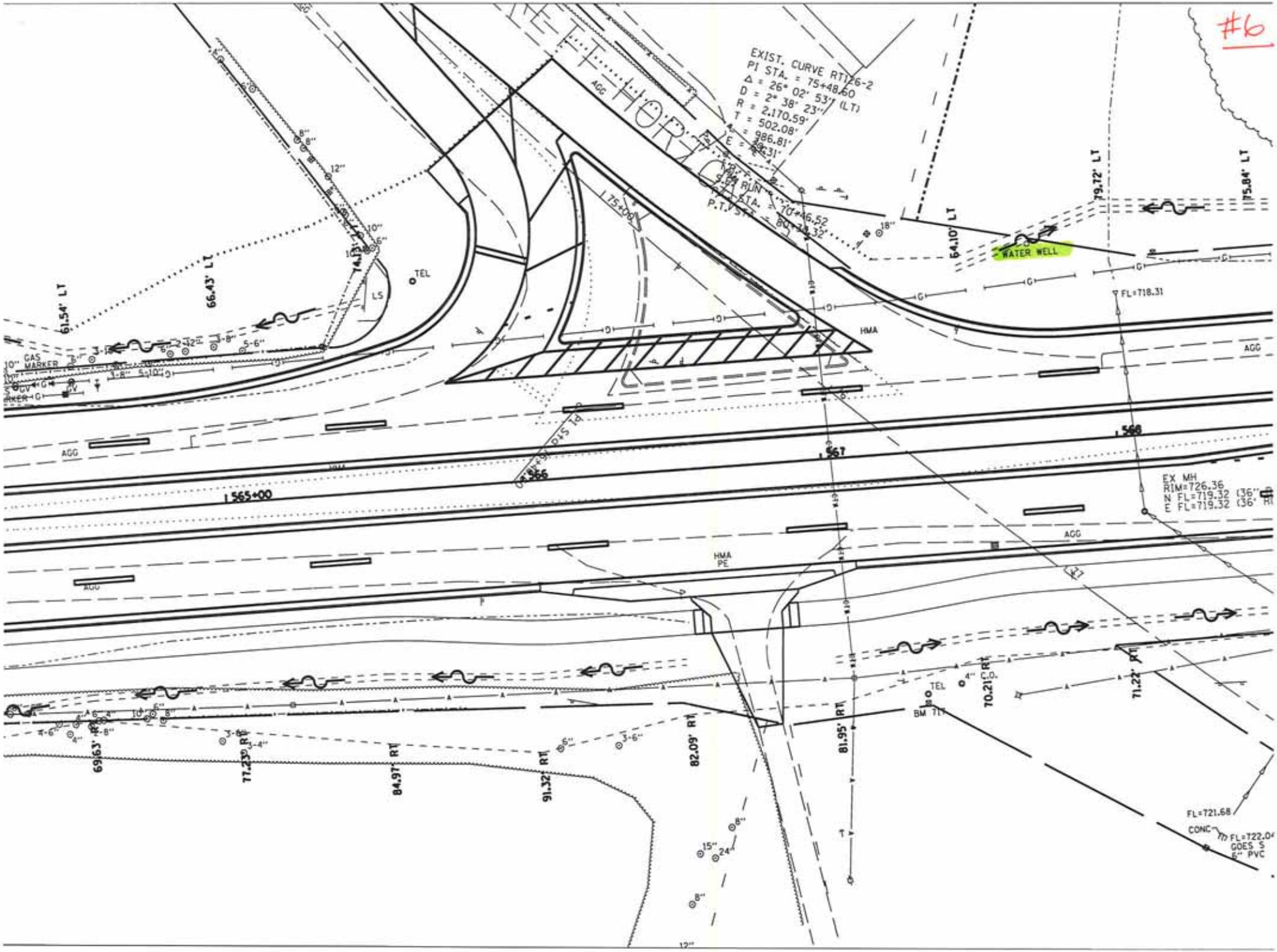
09304 – IDOT IL 71 – EXISTING WELL LOCATIONS

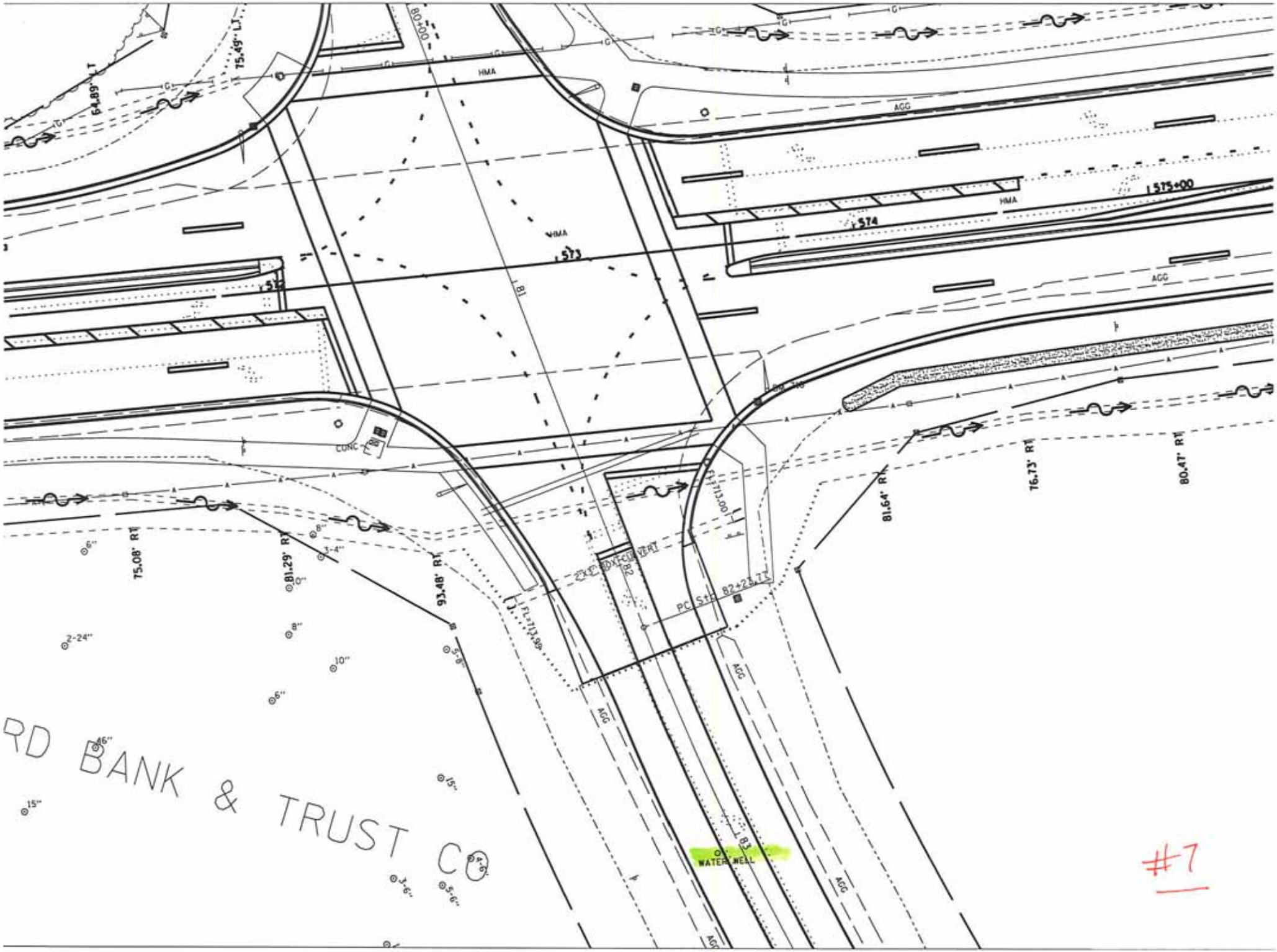



#1 & #2
1
WATER WELL
PC Sta 500+82.79
69.08' LT
66.55' LT
62.62' LT
PARKING LOT
HMA
CE
6" CO
3"
EX INL
RIM=720.46
EX INL
RIM=720.46
LS
LS
LS
LS
59.12' LT
58.45' LT
57.05' LT
56.31' LT
55.33' LT
12"
EX MH
RIM=724.60
CONC
HMA
CONC
501
502
503
504
HMA
CONC
HMA
HMA
FL=719.55
FL=720.30
FL=721.61
FL=723.39
FL=724.39
18" CMP
72.61' RT
69.74' RT
71.71' RT
60.87' RT
59.95' RT
60.00' RT
69.02' RT
CONC
HMA
EX INL
FL=720.27
RIM=721.30
FL=720.71
8" PVC
FL=722.96
2
WATER WELL


#3
2 CENTER CURVE
R=300' RAD.
13' OFFSET
2 CENTER CURVE
60'-200' RAD.
10' OFFSET
EX SAN MH
RIM=726.65
FL=725.48
12" RCP
EX INL
RIM=728.07
EX MH
RIM=728.12
EX INL
RIM=729.19
EX INL
RIM=729.95
EX INL
RIM=729.08
EX INL
RIM=730.22
2-GAS MARKER
CONC
AGG
507
506
505+00
508
509
EX INL
RIM=731.35
EX INL
RIM=732.37
EX INL
RIM=732.35
EX INL
RIM=730.94
EX INL
RIM=731.28
EX INL
RIM=730.39
EX CB
RIM=732.54
FL=725.26
BM 194
EX INL
RIM=731.05
EX SAN MH
RIM=732.47
EX MH
RIM=736.14
2 CENTER CURVE
50'-325' RAD.
15' OFFSET
2 CENTER CURVE
R=200' RAD.
8' OFFSET
FLAG POLE
HMA
ADEMI


#4 & #5
INC
81.22' LT
70.95' LT
81.39' LT
82.67' LT
81.86' LT
81.05' LT
78.58' LT
84.98' LT
TEL POLE (ABANDONED)
HMA
CE
AGG
FL=726.70
GRASS
POT Sta 10+00.00
EX CB
RIM=736.82
SE FL=731.77 (12" CMP)
CONC
734.61
L=732.20 (12" CMP)
514
515+00
516
24" RCP
FL=731.08
EX MH
RIM=735.76
NW FL=731.70 (12" CMP)
E FL=731.59 (15" CMP)
S FL=731.52 (15" CMP)
W FL=731.48 (18" CMP)
15" SPAN
12"- 20' SPAN
FL=727.64
BM 702
NAIL
WATER WELL (2)
PIPE
3"- 6' SP
80.10' RT
80.53' RT
80.32' RT
80.77' RT
84.79' RT
82.63' RT
81.25' RT
81.66' RT
82.60' RT
FL=731.11
FL=735.74
FL=735.46
FL=735.49
12" CMP
GOES W
10" LS
6"- 2' SPAN
8"- 12' SPAN
3- 4"
5- 12"
4- 12"
FL=737.51
HSE
KLEEFISCH TOM & RITA R


#6
EXIST. CURVE RT126-2
PI STA. = 75+48.60
Δ = 26° 02' 53" (LT)
D = 2° 38' 23"
R = 2,170.59'
T = 502.08'
L = 986.81'
E = 28.31'
P.C.S. STA. = 70+46.52
P.T.S. STA. = 80+33.32
HORTON RUN
WATER WELL
FL=718.31
EX MH
RIM=726.36
N FL=719.32 (36"
E FL=719.32 (36"
FL=721.68
CONC
FL=722.0
GOES S
6" PVC
HMA
AGG
HMA PE
TEL
BM 71
GAS MARKER
10" GAS MARKER
LS
565+00
566
567
568
61.54' LT
66.43' LT
64.10' LT
79.72' LT
75.84' LT
69.63' RT
77.23' RT
84.97' RT
91.32' RT
82.09' RT
81.95' RT
70.21' RT
71.22' RT


HMA
AGG
573
574
575+00
81
CONC
64.89' LT
75.49' LT
80.00
75.08' RT
81.29' RT
93.48' RT
81.64' RT
76.73' RT
80.47' RT
PC Sta 82+28.77
WATER WELL
RD BANK & TRUST C

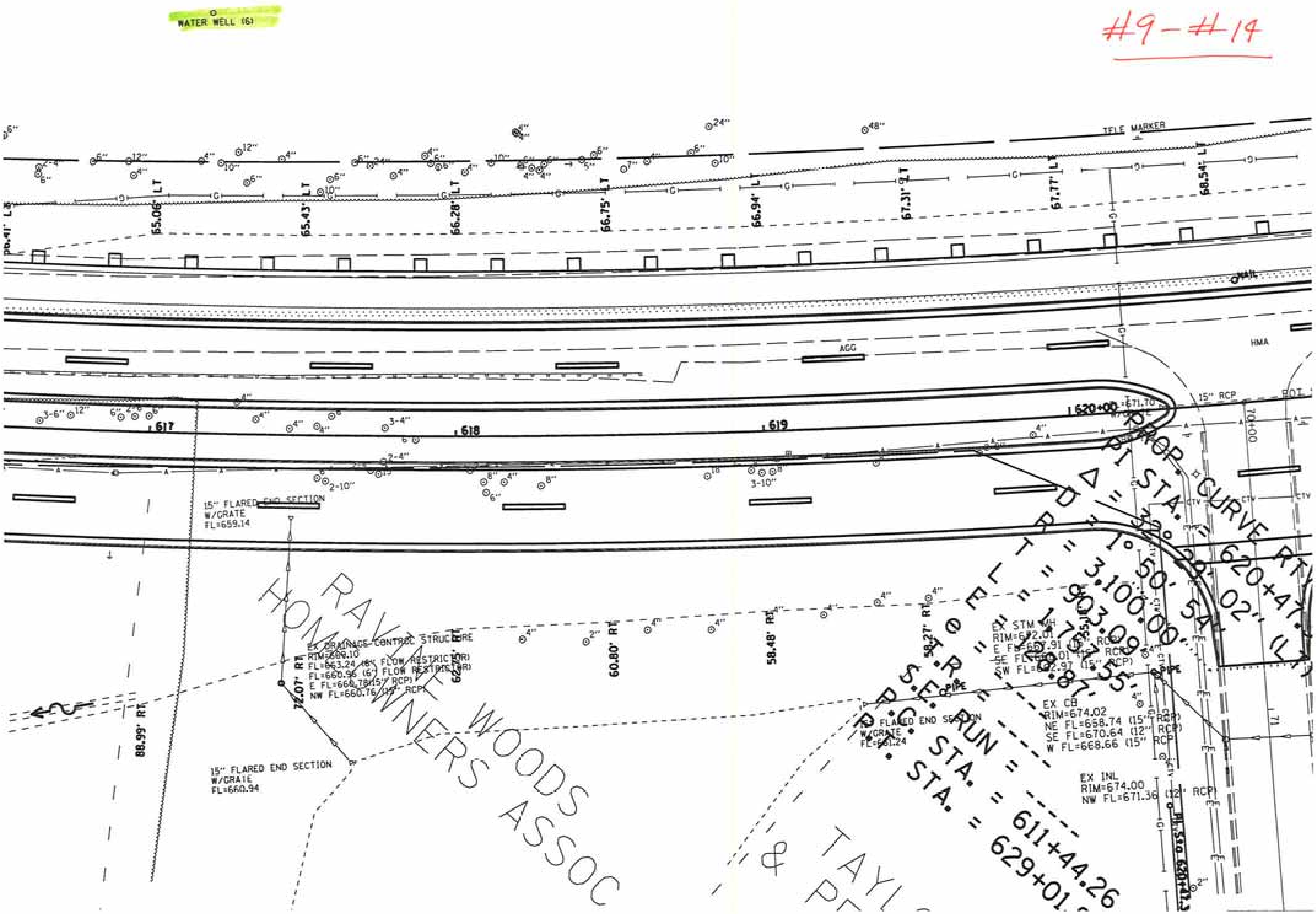
#7

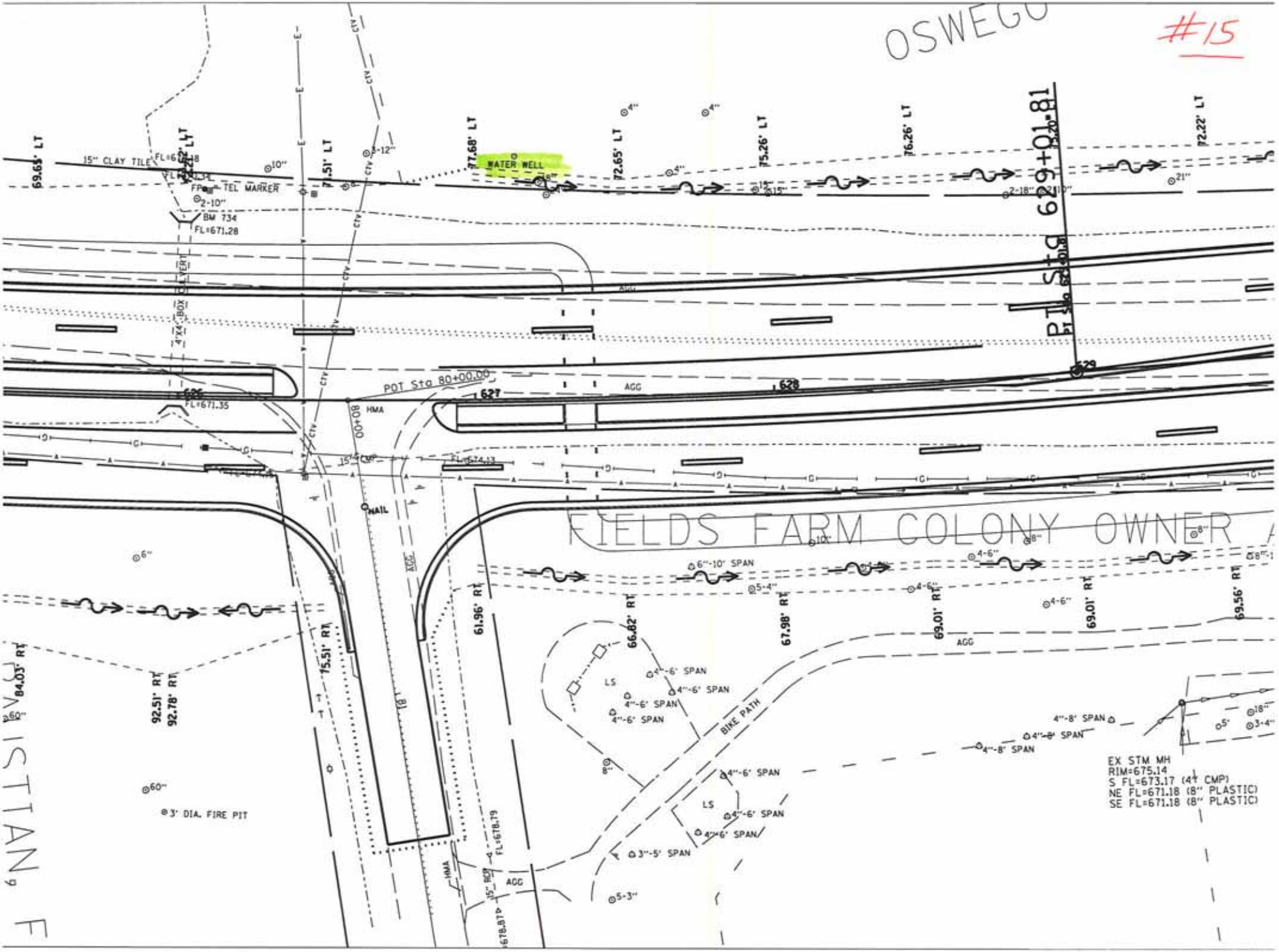
#8

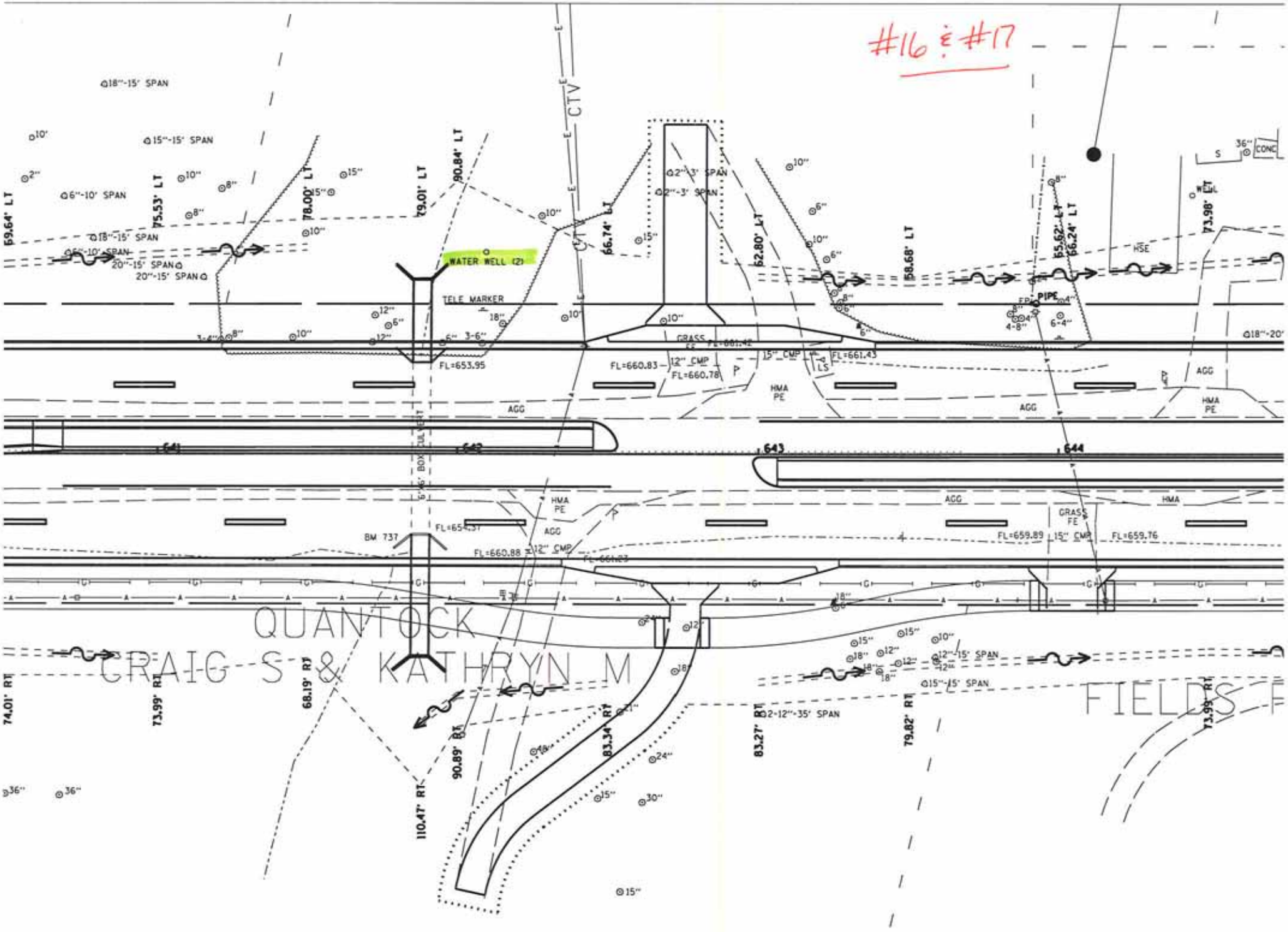

WATER WELL
AGG
AGG
179
PT Sta 179+47.01
180+00
82.31' LT
83.27' LT
77.05' LT
75.49' LT
64.89' LT
61.08' LT
HMA
AGG
HMA
HMA
573
574
572
571
181
CONC
76.73' RT

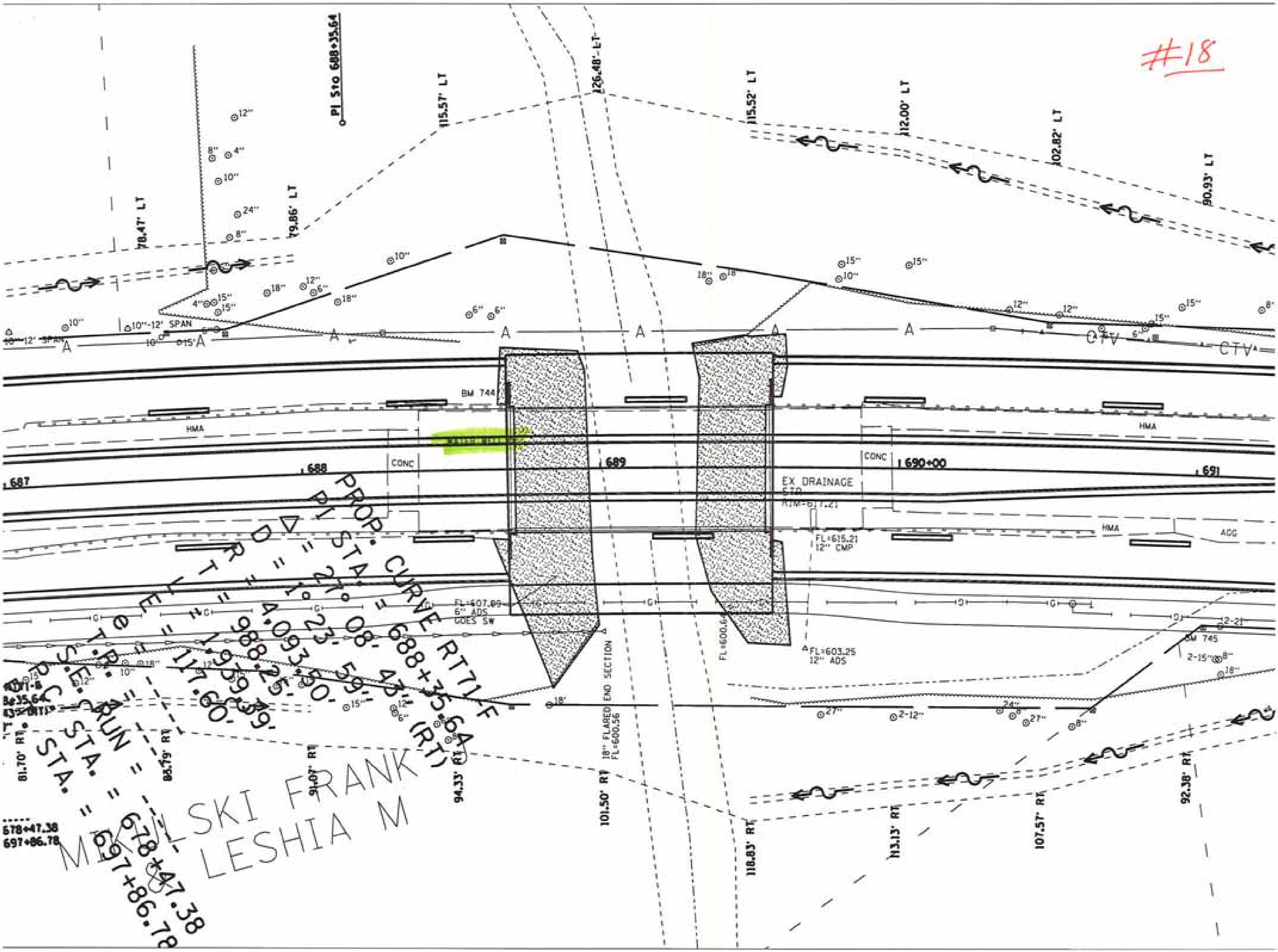
#8 & #8

#9 – #14


WATER WELL (6)
TELE MARKER
65.06' LT
65.43' LT
66.28' LT
66.75' LT
66.94' LT
67.31' LT
67.77' LT
68.54' LT
MAIL
HMA
AGG
15" RCP
620+00
671.70
617
618
619
70+00
CTV
15" FLARED END SECTION
W/GRATE
FL=659.14
PROP. CURVE RT.
P.I. STA. = 620+47
Δ = 32° 28' 02" (LT)
D = 1° 50' 54"
R = 3,100.00'
T = 903.09'
L = 1,756.55'
E = 129.87'
T.R. @ 2 S.E. RUN
P.C. STA. = 611+44.26
P.T. STA. = 629+01.
RAVINE WOODS
HOMEOWNERS ASSOC
& TAYL
EX DRAINAGE CONTROL STRUCTURE
E FL=660.78 (15" RCP)
NW FL=660.76 (15" RCP)
72.07' RT
62.75' RT
60.80' RT
58.48' RT
58.27' RT
88.99' RT
15" FLARED END SECTION
W/GRATE
FL=660.94
EX STM MH
SW FL=662.97 (15" RCP)
EX CB
RIM=674.02
NE FL=668.74 (15" RCP)
SE FL=670.64 (12" RCP)
W FL=668.66 (15" RCP)
15" FLARED END SECTION
W/GRATE
FL=661.24
EX INL
RIM=674.00
NW FL=671.36 (12" RCP)
PIPE

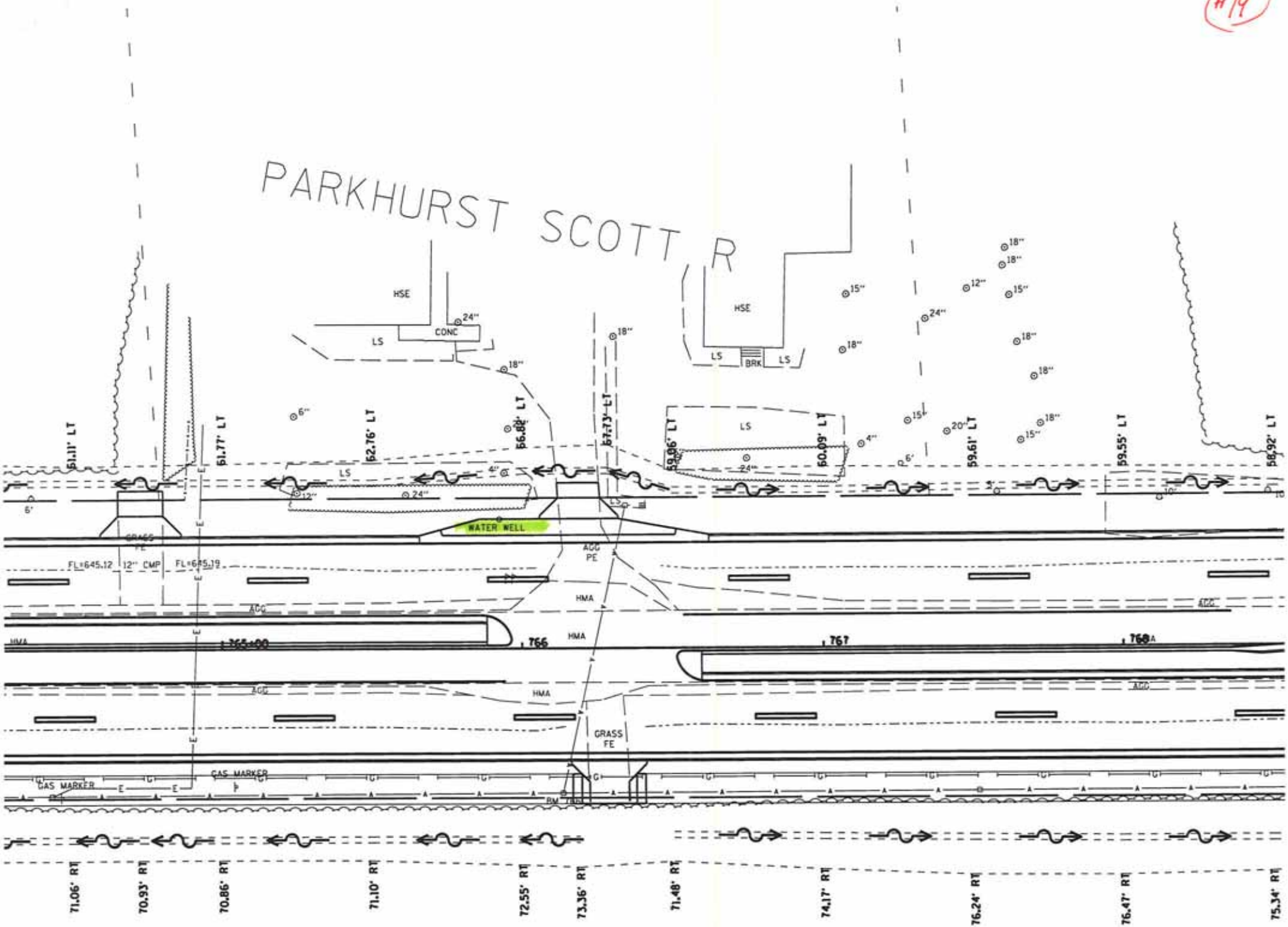

#15
OSWEGO
WATER WELL
15" CLAY TILE
FP at TEL MARKER
BM 734
FL=671.28
4'X4' BOX CULVERT
FL=671.35
POT Sta 80+00.00
PT Sta 629+01.81
HMA
AGG
NAIL
FIELDS FARM COLONY OWNER
6"-10' SPAN
4"-6' SPAN
4"-8' SPAN
3"-5' SPAN
LS
BIKE PATH
3' DIA. FIRE PIT
EX STM MH
RIM=675.14
S FL=673.17 (4" CMP)
NE FL=671.18 (8" PLASTIC)
SE FL=671.18 (8" PLASTIC)
69.65' LT
71.51' LT
77.68' LT
72.65' LT
75.26' LT
76.26' LT
72.22' LT
61.96' RT
66.82' RT
67.98' RT
69.01' RT
69.56' RT
84.03' RT
92.51' RT
92.78' RT
75.51' RT


#16 & #17
WATER WELL (2)
TELE MARKER
FL=653.95
FL=660.83
12" CMP
FL=660.78
15" CMP
FL=661.43
FL=661.42
GRASS
FE
AGG
HMA
PE
LS
PIPE
HSE
CTV
BM 737
FL=659.89
FL=659.76
FL=660.88
FL=661.23
QUANTOCK
CRAIG S & KATHRYN M
FIELDS F
2-12"-35' SPAN
12"-15' SPAN
15"-15' SPAN
18"-15' SPAN
20"-15' SPAN
6"-10' SPAN
2"-3' SPAN
18"-20'
36" CONC
641
642
643
644



#18
PI Sta 688+35.64
126.48' LT
115.57' LT
115.52' LT
112.00' LT
102.82' LT
90.93' LT
79.86' LT
78.47' LT
BM 744
HMA
CONC
688
689
690+00
691
687
EX DRAINAGE STR
RIM=617.21
FL=615.21
12" CMP
FL=607.89
6" ADS
GOES SW
FL=603.25
12" ADS
BM 745
18" FLARED END SECTION
FL=600.56
ACG
PROP. CURVE RT71-F
PI STA. = 688+35.64
Δ = 27° 08' 47" (RT)
D = 1° 23' 59"
R = 4,093.50'
T = 988.25'
L = 1,939.39'
E = 117.60'
e = -
T.R. = -
S.E. RUN = -
P.C. STA. = 678+47.38
P.T. STA. = 697+86.78
MIKULSKI FRANK & LESHIA M
81.70' RT
83.79' RT
91.07' RT
94.33' RT
101.50' RT
118.83' RT
113.13' RT
107.57' RT
92.38' RT
678+47.38
697+86.78

#19


PARKHURST SCOTT R
HSE
LS
CONC
24"
18"
6"
HSE
LS
BRK
LS
15"
18"
12"
24"
18"
18"
15"
18"
18"
15"
20"
18"
15"
4"
24"
6'
51.11' LT
61.77' LT
62.76' LT
66.88' LT
67.73' LT
59.06' LT
60.09' LT
59.61' LT
59.55' LT
58.92' LT
LS
4"
12"
24"
6'
WATER WELL
GRASS FE
FL=645.12
12" CMP
FL=645.19
ACC
PE
HMA
ACC
HMA
765+00
766
767
768
ACC
HMA
ACC
GRASS FE
GAS MARKER
GAS MARKER
RIM
71.06' RT
70.93' RT
70.86' RT
71.10' RT
72.55' RT
73.36' RT
71.48' RT
74.17' RT
76.24' RT
76.47' RT
75.34' RT

APPENDIX H – WETLAND IMPACT EVALUATION FORM

Copy to D. Lukka
3-14-2012

Wetlands

FILE COPY

Submittal Date: 05/11/2010 **Sequence No:** 15919
District: 3 **Requesting Agency:** DOH **Project No:**
Contract #: 66883 **Job No.:** P- 93-016-04
Counties: Kendall
Route: FAP 311 **Marked:** IL 71
Street: **Section:** (1, 1-1)R
Municipality(ies): Yorkville **Project Length:** 9.0123 km 5.6 miles
FromTo (At): West of IL 47 in Yorkville to South of Orchard Rd/ Minkler Rd intersection
Quadrangle: Platteville / Yorkville **Township-Range-Section:** (T36N, R7E, Sec.5,4,3,2), (T37N, R7E, Sec.34,35,26,25,24)
Anticipated Design Approval: 07/01/2011 **Cleared for Design Approval:** 03/13/2012
Cleared for Letting: 03/13/2012 **Mitigation:**

Wetland Impacts Evaluation

Submittal Date: 03/09/2012 **Submitted By:**

Does the project have wetland impacts? Yes **Type:** Permanent

Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands: The existing wetland sites were identified, and proposed embankment work, and ditch work limits were reduced as much as policy allows.

Summarize briefly why there are no practicable alternatives to the use of the wetland(s): Storm sewer work, ditch work, and pavement construction will be required.

Wetland mitigation is being proposed: wetland bank site ☑ **Reviewed**

Memo Date: 03/13/2012 **Memo By:** Barb Traeger

Memo:
This memo is in response to the Wetland Impact Evaluation form dated March 9, 2012.

Since this project occurs on existing alignment, it qualifies to be processed as a Programmatic Review Action under the IDOT Wetlands Action Plan. As such, coordination with IDNR and USFWS is not required at this time.

Mitigation for the 0.084 acre of permanent impact to Sites 2 and 10 has been proposed to occur at the Morris Wetland Bank site. We concur with that form of mitigation. Since the project is outside the bank's basin, a 2.0 to 1 mitigation ratio has been applied which requires 0.168 acre of credit. An entry will be made to reflect this action. The project is cleared for construction.

Memo Date: 03/09/2012 **Memo By:** Roger F. Rynke

Memo:
Wetland Impact Evaluation for jurisdictional wetland sites along IL 71 from West of IL 47 to Orchard Road.
Site #1 (Wet shrubland) - Sta. 493+61 to Sta. 494+05(LT)
No wetland impacts will occur. The wetland site is located outside of project limits.
Site #2 (Wet meadow) - Sta. 498+44 to Sta. 499+15 (RT)
Wetland site will be impacted by pavement reconstruction & storm sewer work. Approximately 746 square feet (0.017 acres) of wetland impacts.
Site #3 (Marsh) - Sta. 542+29 to Sta. 542+50 (RT)
No wetland impacts will occur. Wetland site is located outside of project limits.
Site #4 (Marsh / wet meadow) - Sta. 567+26 to Sta. 568+56 (RT)
No wetland impacts will occur. Wetland site is located outside of project limits.
Site #6 (Wet meadow) - Sta. 616+50 to Sta. 616+98 (LT)
No wetland impacts will occur. Wetland site is located outside of project limits.
Site #7 (Wet meadow) - Sta. 625+56 to Sta. 626+31 (LT)
No wetland impacts will occur. Wetland site is located outside of project limits.
Site #8 (Marsh) - Sta. 635+67 to Sta. 636+91 (RT)
No wetland impacts will occur. Wetland site is located outside of project limits.
Site #9 (Wet shrubland) - Sta. 658+62 to Sta. 660+29 (RT)
No wetland impacts will occur. Wetland site is located outside of project limits. Silt fence will be placed at proposed R.O.W. to protect wetland site.
Site #10 (Marsh) - Sta. 660+12 to Sta. 661+54 (RT)
Wetland site will be impacted by pavement reconstruction, storm sewer, and ditch work. Approximately 2910 square feet (0.067 acres) of wetland impacts.

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation
2	Wet Mead	No	No	No	No	0.045	.017	2.0	.034
Basin	07120007	**Quadrangle**	Plattville			**FQI** 15.7			
Describe the work:	Excavation								
10	Marsh	No	No	No	No	0.067	.067	2.0	.134
Basin	07120007	**Quadrangle**	Yorkville			**FQI** 7.6			
Describe the work:	Excavation								
						Total	.084		.168

APPENDIX I – REC SITE DESCRIPTIONS

REC SITE SUMMARY

PROPERTY NAME	ISGS SITE NUMBER	REC
Walgreens	2229-3	Former USTs with documented releases, potential former chemical use,
Shell	2229-4	USTs with documented releases, monitoring wells
FS Growmark	2229-5	ASTs, former USTs with documented releases; potential chemical use
Silver Dollar	2229-6	Possible USTs, VOCs, metals
Wilman Contractors	2229-16	AST
Vacant Commercial Building	2229-31	ASTs
Fred Wayne Trucking	2229-53	AST, potential chemical use
Farmstead	2229-55	ASTs, potential pesticide/herbicide presence
Farmstead	2229-62	AST, potential pesticide/herbicide presence

REC SITE DESCRIPTIONS

Site 2229-3

Prior to Walgreens' construction in 2006, Site 2229-3 was occupied by the Silica Sand Transport Company and served as a truck terminal and maintenance facility. Four underground storage tanks (USTs) were removed from the site in 1989; a leak from one of the USTs was observed at this time. Soil samples were analyzed and determined to be below IEPA's soil cleanup objectives and no further remediation efforts were deemed necessary. A No Further Remediation (NFR) letter was issued for the site by IEPA in 1990. Due to the site's use as a truck maintenance facility, a variety of chemicals associated with this use would have been stored on the site. No evidence of current contamination observed during the PESA site visit. The site's OSFM status is "Closed." Excavation will be required at the site.

Site 2229-4

Site 2229-4 contains a Shell gas station. The site contains seven USTs and monitoring wells. VOC-impacted groundwater, believed to have been the result of small, undocumented UST releases, was noted in 2008 and 2009. The affected area was delineated by 2010, and IEPA recommended a Corrective Action Plan and Budget. The most recent information regarding the site in IEPA's files is a rejection of a budget proposed by the site owner in letter dated November 24, 2010. No further information regarding the status of this site was present in IEPA or Office of the State Fire Marshall (OSFM) files. No evidence of current contamination was noted during the PESA site visit. Right-of-way acquisition and excavation will be required at the site.

Site 2229-5

Site 2229-5 is occupied by Growmark, which services and stores farm equipment. A large propane above-ground storage tank (AST) is present on the site. Three USTs removed from the site in the 1990s; leaks were documented at that time. Remediation activates were conducted and an NFR letter from the IEPA was issued in September 1998. The site's OSFM status is "Closed." Due to the site's use as a farm equipment maintenance facility, a variety of chemicals associated with this use would have been stored on the site. No evidence of current contamination was observed during the PESA site visit. Right-of-way acquisition and excavation will be required at the site.

Site 2229-6

Site 2229-6 is occupied by Silver Dollar Restaurant. According to local residents, a gas station was located on the site in the 1960s and 1970s but had closed by the early 1970s. The number and status of USTs associated with the former gas station is unknown; however, no signs of USTs were observed during the PESA site visit. During a PESA conducted at the site in 2000 and a PSI conducted in 2005, VOCs and metals were detected in soil bore holes, though only one (thallium) exceeded IEPA's soil cleanup objectives. Excavation will be required at the site.

Site 2229-16

Site 2229-16 is occupied by Willman Contractors. A fuel AST is present on the site. There are no records of previous contamination at the site and no evidence of current contamination was observed during the PESA site visit. Right-of-way acquisition and excavation will be required at the site.

Site 2229-31

Site 2229-31 contains a vacant commercial building. Signage still present on the site indicates that it was previously occupied by an animal feed and supply store. Five ASTs are present on the site and were likely used for chemical (pesticide/herbicide) storage or for watering animals. There are no records of previous contamination at the site and no evidence of current contamination was observed during the PESA site visit. Right-of-way acquisition, easement, and excavation will be required at the site.

Site 2229-53

Site 2229-53 is occupied by Fred Wayne Trucking. A fuel AST is present on the site. Chemicals associated with vehicular maintenance are likely stored on the site as well. There are no records of previous contamination at the site and no evidence of current contamination was observed during the PESA site visit. Right-of-way acquisition, easement, and excavation will be required at the site.

Sites 2229-55 and 2229-62

Sites 2229-55 and 2229-62 are farmsteads. Site 2229-55 contains two fuel ASTs and Site 2229-62 contains one fuel AST. There are no records of previous contamination at either site nor was any evidence of current contamination observed at either site during the PESA site visit. Right-of-way acquisition, easement, and excavation will be required at Site 2229-55. Right-of-way acquisition and excavation will be required at Site 2229-62.

APPENDIX J – PUBLIC MEETING INFORMATION

CERTIFICATE OF PUBLICATION

I, Jeffery A. Farren, do hereby certify that I am the publisher of the Ledger-Sentinel, a weekly secular newspaper of general circulation, regularly published in the City of Oswego, in the County of Kendall and the State of Illinois; and I hereby further certify that the notice a copy of which is attached hereto, in the matter of:

Public Notice: Open House public information meeting for Il 71 from Il 47 to Orchard Rd Thursday July 29th 2010 4pm-7pm

was published once each week for 1 successive weeks in said Newspaper, the first insertion being on the 15th day of July, 2010, and the last insertion being on the 15th day of July 2010 and we further certify that the said Ledger-Sentinel was regularly published continuously for more than six months in the City of Oswego, in said County, next preceding the first publication of said notice, and that we are duly authorized to make proof of matters published in said Ledger-Sentinel.

Given under my hand and seal at Oswego, Illinois this 15th day of July, 2010

Jeffery A Farren
OM
Publisher

The Ledger-Sentinel is a legal newspaper as defined in Chapter 715, Paragraph 5/5 of the Illinois Compiled Statutes. Said newspaper was regularly published for twelve month prior to the first publication of said notice.

NOTICE

OPEN HOUSE PUBLIC INFORMATION MEETING FOR IL 71 FROM IL 47 TO ORCHARD ROAD

THURSDAY
JULY 29, 2010
4 PM TO 7 PM

TO BE HELD AT YORKVILLE PUBLIC LIBRARY
DOWNSTAIRS MEETING ROOM
902 GAME FARM ROAD
YORKVILLE, IL 60560

(NO FORMAL PRESENTATION)

THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3 OFFICE, WILL CONDUCT AN OPEN HOUSE PUBLIC INFORMATION MEETING REGARDING THE PROPOSED IMPROVEMENT OF IL 71 FROM IL 47 TO ORCHARD ROAD. THE EXISTING ROADWAY IS AT OR NEAR CAPACITY AND TRAFFIC IS PROJECTED TO INCREASE. THE PROPOSED IMPROVEMENT MAY INCLUDE ADDING LANES AND CONSTRUCTING AN URBAN TYPICAL SECTION. THE INTERSECTIONS AT IL 47, IL 126, AND VAN EMMON ROAD ARE WITHIN THE PROJECT LIMITS AND WILL BE UPGRADED. ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED THROUGHOUT THE PROJECT.

IDOT PERSONNEL WILL BE AVAILABLE TO ADDRESS QUESTIONS AND COMMENTS CITIZENS MAY HAVE ABOUT THE PROJECT. RELATED EXHIBITS, MAPS AND TYPICAL SECTIONS WILL ALSO BE AVAILABLE FOR PUBLIC REVIEW. THERE WILL BE NO FORMAL PRESENTATION. ALL INTERESTED PERSONS ARE INVITED TO ATTEND AND PARTICIPATE.

DISABLED PERSONS PLANNING TO ATTEND THIS MEETING, WHO ARE IN NEED OF SPECIAL ACCOMMODATIONS, SIGN LANGUAGE INTERPRETER OR OTHER SIMILAR ASSISTANCE, SHOULD NOTIFY MR. TED FULTZ AT (815) 434-8469. WRITE TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION, 700 EAST NORRIS DRIVE, OTTAWA, ILLINOIS 61350 (FAX 815-434-8553) OR (TTY 800-526-0844, VOICE USERS 800-526-0857) SO REASONABLE ACCOMMODATIONS CAN BE MADE.

CERTIFICATE OF PUBLICATION

I, Jeffery A. Farren, do hereby certify that I am the publisher of the Plano Record, a weekly secular newspaper of general circulation, regularly published in the City of Plano, in the County of Kendall and the State of Illinois; and I hereby further certify that the notice a copy of which is attached hereto, in the matter of

Public Notice: Open house public information meeting for Il 71 from Il 47 to Orchard rd Thursday July 29, 2010 4pm to 7pm

was published once each week for 1 successive weeks in said Newspaper, the first insertion being on the 15th day of July 2010, and the last insertion being on the 15th day of July 2010, and we further certify that the said Plano Record was regularly published continuously for more than six months in the City of Plano in said County, next preceding the first publication of said notice, and that we are duly authorized to make proof of matters published in the said Plano Record.

Given under my hand and seal at Plano, Illinois this 15th day of July, 2010

Jeffery A. Farren

Publisher

The Plano Record is a legal newspaper as defined in Chapter 715, Paragraph 5/5 of the Illinois Compiled Statutes. Said newspaper was regularly published for twelve month prior to the first publication of said notice.

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THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3 OFFICE, WILL CONDUCT AN OPEN HOUSE PUBLIC INFORMATION MEETING REGARDING THE PROPOSED IMPROVEMENT OF IL 71 FROM IL 47 TO ORCHARD ROAD. THE EXISTING ROADWAY IS AT OR NEAR CAPACITY AND TRAFFIC IS PROJECTED TO INCREASE. THE PROPOSED IMPROVEMENT MAY INCLUDE ADDING LANES AND CONSTRUCTING AN URBAN TYPICAL SECTION. THE INTERSECTIONS AT IL 47, IL 126, AND VAN EMMON ROAD ARE WITHIN THE PROJECT LIMITS AND WILL BE UPGRADED. ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED THROUGHOUT THE PROJECT.

IDOT PERSONNEL WILL BE AVAILABLE TO ADDRESS QUESTIONS AND COMMENTS CITIZENS MAY HAVE ABOUT THE PROJECT. RELATED EXHIBITS, MAPS AND TYPICAL SECTIONS WILL ALSO BE AVAILABLE FOR PUBLIC REVIEW. THERE WILL BE NO FORMAL PRESENTATION. ALL INTERESTED PERSONS ARE INVITED TO ATTEND AND PARTICIPATE.

DISABLED PERSONS PLANNING TO ATTEND THIS MEETING, WHO ARE IN NEED OF SPECIAL ACCOMMODATIONS, SIGN LANGUAGE INTERPRETER OR OTHER SIMILAR ASSISTANCE, SHOULD NOTIFY MR. TED FULTZ AT (815) 434-8469. WRITE TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION, 700 EAST NORRIS DRIVE, OTTAWA, ILLINOIS 61350 (FAX 815-434-8553) OR (TTY 800-526-0844, VOICE USERS 800-526-0857) SO REASONABLE ACCOMMODATIONS CAN BE MADE.

CERTIFICATE OF PUBLICATION

I, Jeffery A. Farren, do hereby certify that I am the publisher of the Kendall County Record, a weekly secular newspaper of general circulation, regularly published in the City of Yorkville, in the County of Kendall and the State of Illinois; and I hereby further certify that the notice a copy of which is attached hereto, in the matter of

Public Notice: Open House public information meeting for Il 71 from Il 47 to Orchard rd. Thursday July 29th 2010 4pm-7pm

was published once each week for 1 successive weeks in said Newspaper, the first insertion being on the 15th day of July, 2010 and the last insertion being on the 15th day of July 2010 and we further certify that the said Kendall County Record was regularly published continuously for more than six months in the City of Yorkville in said County, next preceding the first publication of said notice, and that we are duly authorized to make proof of matters published in the said Kendall County Record.

Given under my hand and seal at Yorkville, Illinois this day of 15th day of July, 2010

Jeffery A. Farren OM
Publisher

The Kendall County Record is legal a newspaper as defined in Chapter 715, Paragraph 5/5 of the Illinois Compiled Statutes. Said newspaper was regularly published for twelve months prior to the first publication of said notice.

NOTICE

OPEN HOUSE PUBLIC INFORMATION MEETING
FOR IL 71 FROM IL 47 TO ORCHARD ROAD

THURSDAY
JULY 29, 2010
4 PM TO 7 PM

TO BE HELD AT YORKVILLE PUBLIC LIBRARY
DOWNSTAIRS MEETING ROOM
902 GAME FARM ROAD
YORKVILLE, IL 60560

(NO FORMAL PRESENTATION)

THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3 OFFICE, WILL CONDUCT AN OPEN HOUSE PUBLIC INFORMATION MEETING REGARDING THE PROPOSED IMPROVEMENT OF IL 71 FROM IL 47 TO ORCHARD ROAD. THE EXISTING ROADWAY IS AT OR NEAR CAPACITY AND TRAFFIC IS PROJECTED TO INCREASE. THE PROPOSED IMPROVEMENT MAY INCLUDE ADDING LANES AND CONSTRUCTING AN URBAN TYPICAL SECTION. THE INTERSECTIONS AT IL 47, IL 126, AND VAN EMMON ROAD ARE WITHIN THE PROJECT LIMITS AND WILL BE UPGRADED. ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED THROUGHOUT THE PROJECT.

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Please view the exhibits on display and provide input about the community & any issues you would like to see the study address. Personnel from the Illinois Department of Transportation and the project consultant are available to answer questions and receive comments from 4 PM to 7 PM.

Transportation issues that have been brought to the study team so far:

- Providing turn lanes from IL 71 into the subdivisions.
- Improving safety and operations at the intersections.
- Improving pedestrian and bicycle safety.
- Improving safety through increased lighting.

Community issues that have been brought to the study team so far:

- Maintaining access during construction and preserving driveway access in the final design.
- Better connectivity between shared-use trail systems and subdivisions.
- Controlling storm water.
- Preservation of key community characteristics.

ANY QUESTIONS OR CONCERNS?

Please Write.....

Mr. Dan Mestelle
Program Development Engineer
Illinois Department of Transportation
700 East Norris Drive
Ottawa, IL 61350

Comments should be received at the above address by August 12, 2010 to be included in the public meeting records.

Illinois Department of Transportation

Open House Public Information Meeting For IL 71 From IL 47 in Yorkville to Orchard Road in Oswego

July 29, 2010
Yorkville Public Library
902 Game Farm Road
Yorkville, IL

Today's public information meeting is being held to:

- Gather information about transportation issues and concerns from members of the community and users of the roadway.
- Identify possible improvements and solutions that could become part of the proposal.
- Locate important resources or features that should be considered as the study continues.
- Answer questions about the project.
- Receive public comments.

Future public involvement activities:

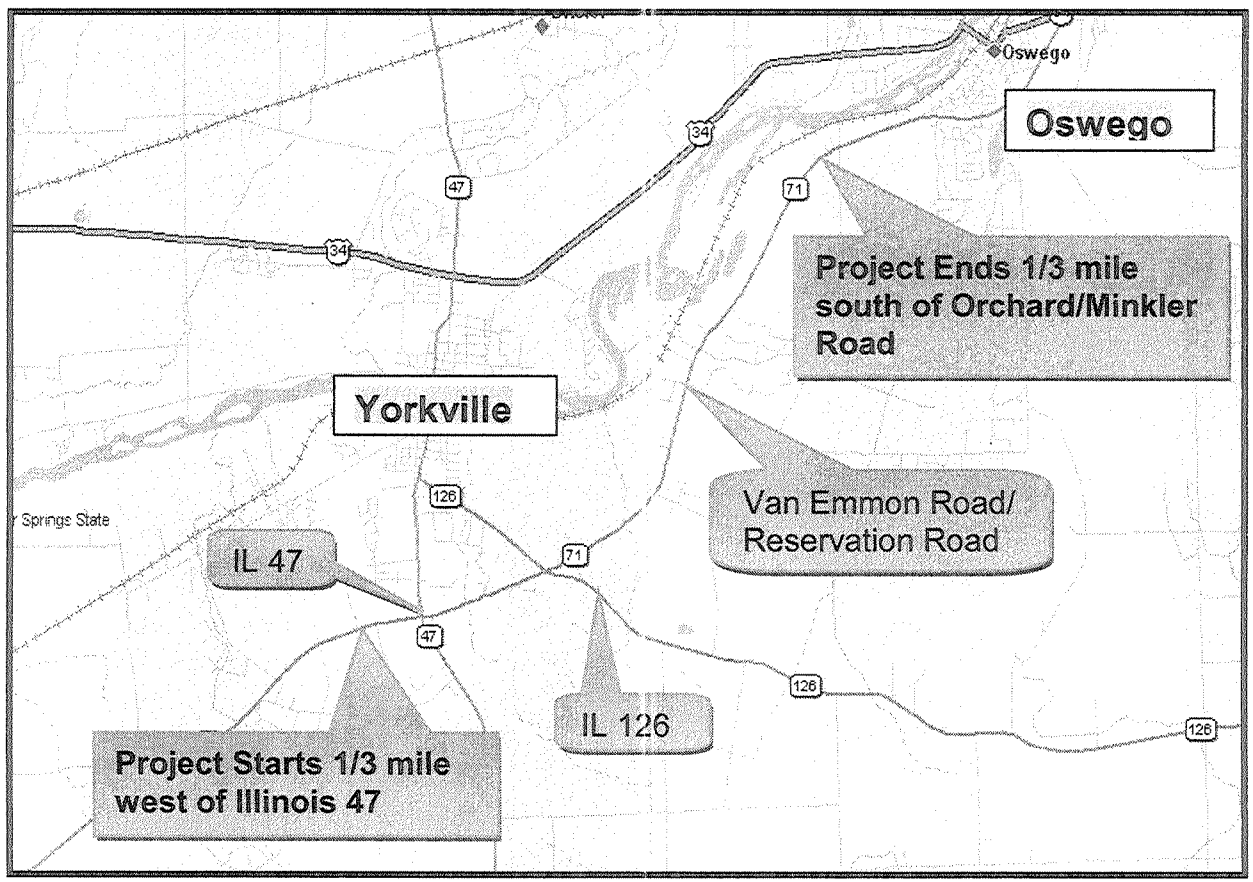
- Public hearing to present preferred alternative.
- Public comments, questions and ideas accepted through the project website throughout the course of the study.

Please visit the study website at:
www.dot.il.gov/ilroute71/index.html

Need for the Study

- Existing roadway is at or near capacity and traffic is projected to increase.
- Crash data indicates congestion.
- Regional growth creates demand.
- Existing features may not be adequate for expected traffic.

Project Location



Summary of 7-29-10 Public Information Meeting for IL 71

The comments included the following:	No. Comments
Requested a noise barrier or a noise study	25
Requested a right turn lane for WB IL 71 to NB IL 47	10
Requested traffic signals at Village View, Raintree, or Country Hills	9
Concerned that their property values will decline	7
Concerned about landscaping (trees, flowers, bricks, berm, etc.)	7
Concerned about the road being closer to home / safety concerns	6
Requested to move the centerline / or widen other side of the road	5
Requested a portion of the exhibits	4
Requested that the speed limit be lowered to 40 mph	4
In favor of the shared use path	4
Stated that they want the path moved to other side or eliminated	4
Requested that IDOT refine/reduce the proposed right-of-way	4
Concerned about nearby drainage	3
Does not feel that IL 71 warrants four lanes	3
Stated that they do not want additional signals from IL 47 to IL 126	3
Requested that the 22' raised median be reduced in width	3
Requested that IDOT utilize rubberized asphalt for less noise	3
Stated that sidewalks are not fiscally responsible	2
Stated that they do not want a noise wall	2
Requested traffic signals at Van Emmon Road	2
Favor grass in the median areas if possible	2
Does not like the raised median / prefers a flush median	2
Concerned about the road being too close to their well	2
Requested a left turn lane for their subdivision or house	2
Stated that it will be more difficult getting out of their driveway	1
Stated that it would be easier getting in/out of their driveway	1
Concerned about the safety for the COMED bike path crossing	1
Glad to find out that signals will be installed at Van Emmon	1
Would like IDOT to disregard the 3 lane alternate	1
Requested that IDOT limit left turns out of developments	1
Favors a reduced speed limit	1
Favors any interim projects – such as the Van Emmon signal project	1
Concerned about the utility adjustments	1
Concerned about additional air pollution	1
Stated that travel on IL 71 would be improved	1
Requested that more property owners get on the stakeholder list	1
Concerned that concrete curb and median is less safe	1
Favor the 22' wide raised median	1
Requested driveway access to their property	1
Asked if sidewalk and a path are both needed	1
Asked if residents could review the tree removal & style of wall?	1

A total of 49 written comments and one tape recorded message were received as of the August 12, 2010 comment deadline. It should be noted that some individuals submitted multiple comments.

Total number of individuals registered at the Public Meeting 86

Breakdown of individuals who attended the Public Meeting:

Village of Oswego (includes consultant)	1
Village of Yorkville	2
Kendall County	1
Property Owners representing themselves	70
Representing someone else's interests	3
Construction Company	1
Newspapers	1
Developers or Property Management	5
Oswegoland Park District	2