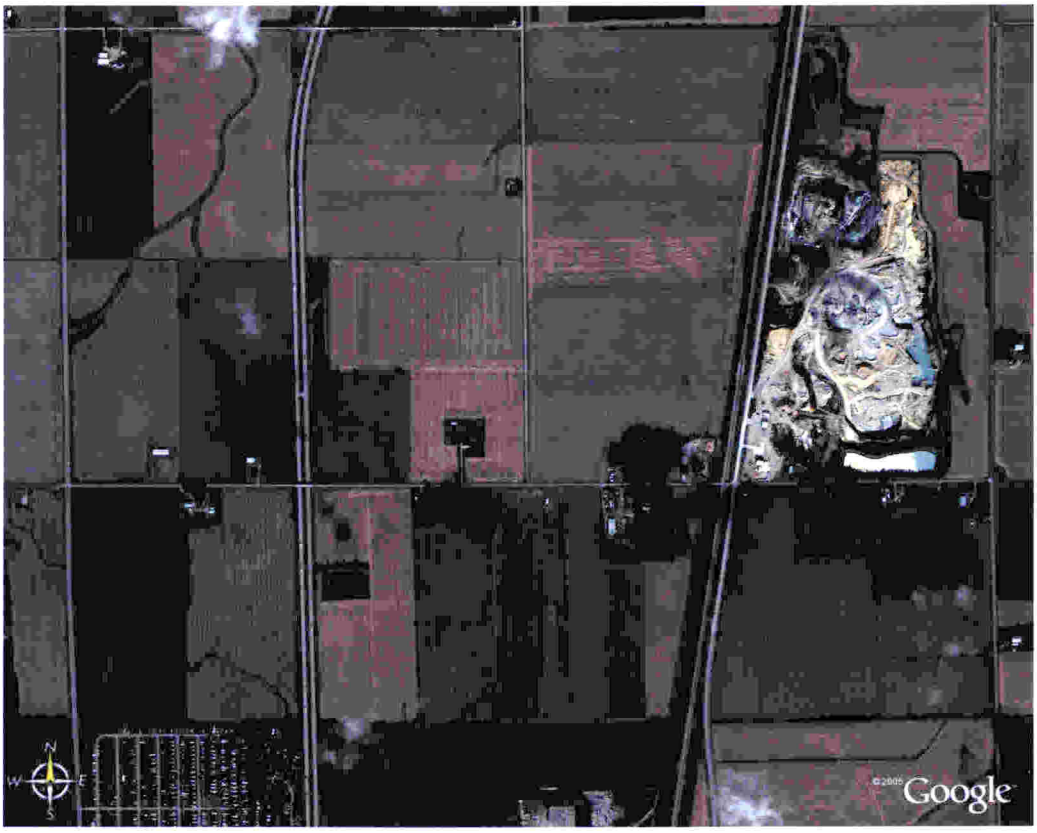
Environmental Assessment

Route FAI 57 (I-57) at 6000 North Road

Kankakee County

Project Number P-93-036-06 **D-3 No. 2100**
Section (46-1)HBK-1

New Interchange at I-57 and 6000 N. Road;
Remove and replace Structure Number 046-0086; widen 6000 N. Road



Illinois Department of Transportation

Region 2, District 3, Ottawa
Bureau of Program Development

December 2010

Route FAI 57 (I-57) at 6000 North Road, Kankakee County, Illinois

ENVIRONMENTAL ASSESSMENT

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

by the
U.S. Department of Transportation
Federal Highway Administration
and the
Illinois Department of Transportation

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Date of Approval	For IDOT
1/7/2011	[signature]
Date of Approval	For FHWA

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The proposed action consists of the installation of a new diamond type interchange at the 6000 North Road location over I-57, in Kankakee County Illinois. The proposed interchange will involve the installation of a new bridge over I-57, improvement of 6000 North Road from a two-lane rural section to a four-lane urban section, intersection improvements at 6000 North Road and US 45/52 to the west and Illinois 50 to the east. The project will enhance regional access to I-57 for existing and planned employment and community facilities and improve safety and relieve congestion by relieving local roads of truck traffic. The project will require approximately 75.4 acres of right-of-way. Virtually all of the right-of-way to be acquired is currently farmland. No wetlands, parks or 4(f) properties will be impacted. Two residential displacements and a number of partial business displacements will be required.

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1. PURPOSE AND NEED FOR ACTION

1.1 Introduction

A new full access interchange is proposed on Interstate 57 (I-57) and 6000 North Road in Kankakee County, Illinois. The increasing economic development of communities in central Kankakee County have led to a need for a new access point to I-57, the prime north-south interstate highway in eastern Illinois.

The proposed project is located near the center of Kankakee County in northeastern Illinois, approximately 55 miles south of downtown Chicago, Illinois. The project is located along 6000 North Road, the approximate municipal boundary between the communities of Bourbonnais, Bradley and Manteno. The intersection of I-57 with 6000 North Road is approximately three miles north of the existing I-57/Illinois Route 50 (IL 50) interchange in Bradley and approximately three miles south of the existing I-57 / 9000 North Road interchange in Manteno. Reference Exhibits 1-1 and 1-2.

1.2 Purpose for the Proposed Action

The purpose of the new interchange is to improve accessibility, improve the east-west roadway network access to a regional route, and improve the safety of vehicular movement throughout the region. The transportation network was discovered to be deficient in servicing the current and future regional travel demand in northern Kankakee County.

1.3 Project Background

The Kankakee County Regional Planning Department is the Metropolitan Planning Organization (MPO) for the area and is responsible for regional long-range transportation and land use planning. The MPO includes Aroma Park, Bourbonnais, Bradley, Kankakee, and Kankakee County. Through community concerns, the MPO requested that the Illinois Department of Transportation (IDOT) study the possibility of a new interchange on I-57 between the existing Manteno and Bradley interchanges. The communities in the area have expressed an interest in a new interchange to expand economic growth in the form of industrial or commercial facilities, the common goal of all three communities.

In response to local requests, an Access Justification Report (AJR) for the proposed I-57 Interchange was prepared for the Illinois Department of Transportation (IDOT). The report was prepared to present the Kankakee County Regional Planning Department's proposal for a new interchange access at I-57 / 6000 North Road to the Federal Highway Administration (FHWA) and IDOT for a determination of engineering and operational acceptability. The FHWA granted conceptual approval for a new I-57 interchange at 6000 North Road on April 19, 2006. Final approval will be considered after completion of the Phase I report and the National Environmental Policy Act (NEPA) process.

A number of other general corridor and area-wide studies have been conducted in the I-57/6000 North Road area. Many of the other factors driving the purpose and need for the project are best

summarized in the Kankakee County Regional Planning Department's *Kankakee Area Transportation Study – 2004 Long Range Transportation Plan Update* (LRTP).

In addition, the Kankakee County Regional Planning Commission's *Corridor Planning Grant Study* (also referred to as the 6000 North Corridor Study) evaluated roadway improvements to a 35-mile long by two-mile wide east-west and north-south transportation corridor in Kankakee County. The east-west portion centers on 6000 North Road and includes the area within which the proposed I-57 / 6000 North Road interchange would be located. The end result of the corridor study was Kankakee County's adoption of a transportation corridor that would include the proposed I-57 / 6000 North Road interchange. This planned and approved east-west transportation corridor, in conjunction with the proposed interchange, is meant to improve the region's transportation network and connectivity.

1.3.1 Existing Transportation Network

The current transportation network in this area of Kankakee County consists primarily of a roadway network with additional service from railroads and air. The primary transportation focus is in a north-south direction with I-57, US 45/52, IL 50 as well as the Canadian National Railroad (CNRR), all oriented in a north-south direction.

Highways: I-57 is a four-lane, divided, north-south interstate highway that bisects Kankakee County. It provides direct access to Chicago to the north and to Champaign-Urbana and ultimately Memphis and New Orleans to the south. Within the project area, I-57 has an interchange in Manteno at 9000 North Road (Exit 322) and an interchange in Bradley at IL 50 (Exit 315). There are two additional I-57 interchanges further south in the City of Kankakee - Exit 308 and Exit 312.

Other major highways in the project area include US 45/52 and IL 50. Like I-57, US 45/52 extends through the center of Kankakee County. Within the project area, US 45/52 is primarily a two-lane principal arterial that is located approximately 0.5 miles west of I-57 and roughly parallels the Interstate in a north-south direction.

IL 50 also extends roughly parallel to I-57 and is located approximately 0.9 miles east of the Interstate, also in a north-south direction. Within the project area, IL 50 is a four-lane, major arterial with no median.

There are no major east-west connector roads serving the project area. Secondary roads serving the east-west travel needs of the study area include: 4000 North Road, 5000 North Road, 6000 North Road, 7000 North Road, and 9000 North Road. These roads are typically, two-lane roadways with one lane in each direction and were originally constructed as farm-to-market roads.

Rail: The freight rail company, CNRR (the former Illinois Central Railroad), extends immediately parallel to IL 50 in the project area. The 6000 North Road crosses this two track line at grade.

Amtrak, the national rail passenger service, runs six trains daily on the line, servicing New Orleans and east-central and southern Illinois.

Air: Kankakee Regional Airport is located directly adjacent to I-57 approximately eight and a half miles south of the project area.

I-57 also connects to other Interstate routes to the north providing access to Chicago Midway, Chicago O'Hare, and the Gary/Chicago Airport, the major airports in the region.

The State of Illinois is studying the possibility of constructing a third regional airport at Peotone, Illinois, approximately six miles north of and directly adjacent to I-57. The State has been purchasing land in the area in anticipation of the third airport.

Transit/Bicycle/Pedestrian: Transit services in the area are comprised of fixed route buses, operating from a downtown Kankakee hub. The service is offered to within one mile of the project area. A commuter rail link shuttle from Kankakee/Manteno to the University Park Metra commuter rail terminal is also offered with 12 round trips daily.

There are currently no pedestrian or bicycle facilities in the project area; however, 6000 North Road has been shown as a regional multi-use trail location in the Kankakee County Greenways and Trails Plan, adopted in 1999. The path is proposed to travel along 6000 North Road from Kankakee River State Park east to IL 50/CNRR. The path is planned to connect to the planned Bourbonnais/Manteno Trail Shared-Use Path. The Bourbonnais/Manteno Trail Shared-Use Path is proposed along the ComEd easement along IL 50/CNRR within the project limits. The path is proposed to extend from the Village of Bourbonnais to the Village of Manteno and will be a key link as the two communities grow toward each other. Portions of the trail have been constructed south of 5000 North Road along IL 50.

1.4 Need for the Proposed Action

The need for the proposed project is based on the combination of factors related to providing a more efficient travel route to I-57 while also improving the local roadway network transportation linkages. In particular, the proposed action is intended to meet the following needs:

Regional Access – Improve regional access to employment and community facilities, both existing and planned.

Truck Traffic – The need to reduce congestion within the local communities due to truck traffic.

Existing and Proposed Traffic Volumes and Levels of Service – The need to provide capacity for anticipated traffic growth.

Traffic Safety – The need to improve safety at the existing 6000 North Road/CNRR at-grade crossing, at the I-57 interchanges at 9000 North Road (3 miles north) in Manteno and at IL 50 (3 miles south) in Bradley, as well as reduce overall crash rates.

Transportation System Linkages - The need to provide an additional link from local roadway networks to the Interstate system and multi-modal opportunities.

Travel Efficiency – The need to reduce congestion at the existing I-57 interchanges at 9000 North Road (3 miles north) in Manteno and at IL 50 (3 miles south) in Bradley by providing additional east-west connections to and from the Interstate.

The remainder of this section discusses these needs in greater detail and considers reasonable alternatives to meet these needs and provides the criteria for selection of a preferred solution.

1.4.1 Regional Access

I-57 is a four-lane, divided, north-south interstate highway that bisects Kankakee County. It provides direct access to Chicago to the north and to Champaign-Urbana and ultimately Memphis and New Orleans to the south. Other major highways in the project area include US 45/52 and IL 50. Like I-57, US 45/52 extends through the center of Kankakee County. Within the project area, US 45/52 is primarily a two-lane principal arterial that is located approximately 0.5 miles west of I-57 and roughly parallels the Interstate in a north-south direction. Illinois 50 also runs roughly parallel to I-57 and is located approximately 0.9 miles east of the Interstate, also in a north-south direction. Within the project area, IL 50 is a four-lane, major arterial with no median.

Within the project area, the I-57 interchanges are located approximately three miles in either direction from the proposed project. Zoning from the adjacent communities includes both heavy and light industrial along with retail components. The access to these properties and any potential industrial developments would be greatly enhanced by the proposed project and would divert any current truck traffic from the downtown areas of the adjacent communities.

There are no major east-west connector roads serving the project area. Secondary roads serving the east-west travel needs of the study area include: 4000 North Road, 5000 North Road, 6000 North Road, 7000 North Road, and 9000 North Road. These roads are typically, two-lane roadways with one lane in each direction and were originally constructed as farm-to-market roads.

1.4.2 Truck Traffic

The general study area consists of a mixture of commercial and industrial establishments interspersed with agricultural areas. The commercial and industrial firms generate a substantial amount of truck traffic associated with shipping and receiving activities. Table 1-4-1 notes that percentages of truck traffic on the area roadways is large, in some cases up to 21 percent of the total traffic.

The commercial and industrial establishments provide a substantial amount of goods and services to the region and are vital to its overall welfare. As trucks carry goods and material to and from the region, and other parts of the State of Illinois and Midwestern United States, the existing nearby interchanges are not able to maintain sufficient access to I-57 and surrounding communities.

1.4.3 Existing Traffic Volumes and Levels of Service

As a part of the AJR conceptually approved by the FHWA in 2006, year 2005 traffic volumes were collected and/or projected from historic counts for the roadways and intersections within the study area. I-57 carries between 27,300 and 30,700 vehicles per day (vpd). Approximately 20 percent of this traffic is truck traffic. The following table shows truck percentages and Average Daily Traffic (ADT) for other roadways within the study area.

Table 1-4-1
2005 ADT and Truck Percentages

Roadway	Location	Average Daily Traffic	Truck Percentage
I-57	South of IL 50	28,600	21
I-57	Between IL 50 & 9000 N	27,300	21
I-57	North of 9000 N	30,700	20
US 45 / 52	At 3000N	19,700	6
US 45 / 52	At 6000N	8,500	9
US 45 / 52	At 9000 N	8,400	13
IL 50	At 3000 N	25,800	10
IL 50	At 6000 N	8,600	9
IL 50	At 9000 N	11,300	11
4000 E	Between 3000 N and 9000 N	1,800	6
6000 N	Between US45/52 and IL 50	1,600	3

Level of Service (LOS) is denoted in a range from A (best) to F (worst). For LOS categories A through C, traffic conditions are such that speeds are not impeded by other vehicles and maneuverability within the traffic stream is good. Motorists are not generally subjected to appreciable delays under this range of traffic conditions. LOS D describes a traffic stream that is generally moving, but borders on a threshold in which small increases in traffic flow may cause substantial increases in delay, decreases in speed, and breakdowns in traffic flow. Appreciable motorist delays are commonly experienced when the LOS is at or below LOS D. LOS categories E and F typify frustrating stop-and-go conditions, significant delays, and reduced travel speeds causing motorists to experience recurrent traffic flow breakdowns and extensive wait times at intersections.

For IDOT and FHWA, LOS C is frequently used as an urban roadway design standard, to the extent feasible within the constraints of economic costs, community compatibility, and environmental sensitivities. When an acceptable LOS is achieved, traffic flow is maximized, and travel times and driver frustration are minimized. Potential crashes caused by stop-and-go conditions, heavy bumper-to-bumper traffic, and erratic driver behavior are reduced and maneuverability within the traffic flow is increased by improving LOS. A less than acceptable LOS along a corridor is characterized by slow traffic flow, reduced maneuverability, and increased potential for crashes.

The levels of service analyses from the AJR indicate that for the Existing Condition (2005), generally all aspects of the I-57, IL 50, 9000 North Road, and the existing interchange ramps operate at LOS D or better. A number of area intersections, however, do not perform at LOS D or better during one or both peak hours. The intersection of IL 50 at 3000 North Road and the I-57 SB ramps at 9000 North Road, both perform below LOS D during one or both peak hours. The intersection of 6000 North Road at US 45/52, operates below LOS D in the PM peak hour, due entirely to the delay encountered by westbound traffic on 6000 North Road. The analysis indicates that the left turn movements from northbound I-57 to westbound 9000 North Road are at LOS F.

1.4.4 Projected Traffic Volumes and Levels of Service

As a part of the AJR, year 2030 traffic volumes were projected for the roadways and intersections within the study area to examine scenarios for not building any improvement vs. building the proposed interchange. Traffic volumes in the area can be expected to increase by double or more by 2030. Refer to Exhibit 1-4 for ADTs in the vicinity of the study area. Table 1.4-2 shows the approximate volumes for 2030.

Table 1.4-2
2030 ADT – No Build

Roadway	Location	2030 Average Daily Traffic
I-57	South of IL 50	70,000
I-57	Between IL 50 & 9000 N	62,500
I-57	North of 9000 N	77,000
US 45 / 52	At 3000N	36,700
US 45 / 52	At 6000N	26,000
US 45 / 52	At 9000 N	20,300
IL 50	At 3000 N	43,200
IL 50	At 6000 N	56,000
IL 50	At 9000 N	37,000
6000 N	Between US 45/52 and IL 50	28,000

For the 'No Build' analysis, without an intermediate interchange along I-57, the AJR analysis showed that traffic demand will exceed capacity at virtually all locations by 2030, in some cases by a factor of three. According to the AJR, numerous intersections, freeway sections, and ramps would perform at below LOS D levels. Ten of the 14 intersections studied would perform below a LOS D, including all of the ramp intersections.

For the 2030 Build scenario, the operations of I-57 would not be substantially altered from the No Build and the merge and diverge areas would have little effect. The installation of an interchange at 6000 North Road changes the operations of the two adjacent interchange ramp capacities, greatly increasing the performance levels and improving intersection delays.

1.4.5 Traffic Safety

Some of the major safety concerns involve the amount of traffic and in particular truck traffic on the east-west roads leading to I-57; 9000 North Road in Manteno and IL50 in Bradley. The 9000 North Road location in Manteno serves as a bus route for the local school system and also passes through residential areas between IL 50 and I-57. A reduction in truck traffic and easing of projected traffic increases will enhance the safety of this community. The Manteno-Deselm Road crash diagram (refer to Exhibits 1-5A and 1-5B) shows 2 fatal crashes between US 45/52 and I-57 during the 2005 to 2009 period. The same situation is true to the south in Bradley with IL 50, except at this location, the truck routing is through commercial and retail corridors, with major turning traffic. On IL 50 between Armour Road and Larry Powers Road there were 351 crashes resulting in 96 injuries from 2005 to 2009 (refer to Exhibit 1-5C). The Access Justification Report (AJR) previously predicted that the 6000 North Road Interchange would lead to 90 fewer crashes on IL 50 and US 45/52. On page 61 of the AJR, it was mentioned that crash rates are

higher at interchanges which have higher ramp to mainline volumes. Since this new interchange will likely divert traffic from the two nearby interchanges (in Manteno and at IL 50 in Bradley), it is reasonable to assume that the result would be reduced crash rates at those two interchanges.

Additionally, the Build Alternative will improve the railroad crossing with the CNRR at the crossing with 6000 North Road by installing new, longer gates, median barriers to discourage driving around crossing gates and interconnect rail and traffic signals to better control the flow of traffic and minimize any potential stopping of traffic on rail tracks. Rail crossing safety is a south suburban priority with crashes involving trains that resulted in fatalities, including the 1999 Amtrak crash at McKnight Road in Bourbonnais that resulted in 11 fatalities and 122 injuries, and the most recent fatality at Stuenkel Road in University Park, along the same train line, in April of 2010.

1.4.6 Transportation System Linkages

Transportation system linkages are the relationship between the study area and the existing and or/potential transportation systems. The roadway network provides vehicular and non-motorized access to trails, transit, rail, air, and intermodal freight facilities.

Interstate Highways: I-57 is considered a critical link in the national Interstate system of highways. This roadway serves as a main north-south route from Chicago to New Orleans. Convenient and efficient connections to I-57 from the local road networks are essential to providing effective transportation service in the eastern Illinois area. The local east-west access to I-57 is limited to the IL 50 interchange, three miles south of the project location, or at the 9000 North Road interchange, three miles north of the project location, both of which are located in retail areas.

Local Highway Accessibility: Convenient and efficient connections between I-57 and the local highway system are essential to providing efficient and effective transportation service to the surrounding area. The local highways in the area, US 45/52 and IL 50 are primarily north-south routes, originally constructed to serve the traffic between southern Illinois and Chicago. The east-west roads in the study area are primarily farm-to-market type roads, serving agricultural needs and constructed along the approximate one mile section grid lines as originally platted.

The interchanges and local system have not kept pace with the changing land use and changes in travel patterns in the area, creating adverse or undesirable travel patterns in the region. This is a primary reason for a new interchange at 6000 North Road. Refer to Exhibit 2-1 Existing Land Use and Zoning Map in Appendix A.

1.4.7 Travel Efficiency

Currently, 5000 North Road and 6000 North Road serve several major industrial and commercial facilities in the study area including Chapel Steel, Alabama Metals and Global Steel and new commercial areas (including a Wal-Mart Supercenter) at IL 50 and 5000 North Road. Industrial areas along 6000 North Road include an extensive aggregate quarry, as well as concrete ready-mix and asphalt mix plants. An interchange at 6000 North Road would offer immediate improvements in the accessibility to these traffic generators. In addition, the interchange would reduce truck traffic through the communities of Manteno, Bradley, and Bourbonnais, by allowing an alternate access to I-57 from crowded commercial or downtown east-west routes. The AJR estimates that 6,500 trucks would use the proposed interchange, thereby removing those trucks from the 9000 North Road and IL 50 interchanges with I-57. Refer to Exhibit 2-1.

1.4.8 Anticipated Growth

The Kankakee metropolitan area is anticipated to experience growth between now and 2030. Some examples of recent land use changes and future land use changes in the study area are summarized below:

- A new residential subdivision is being constructed at the southwest quadrant of the US 45/52 and 6000 North Road intersection, with a commercial area at the actual intersection.
- Recent commercial activity (Walmart Supercenter and others) has been constructed at 5000 North Road and IL 50.
- Property east of IL 50 and south of 6000 North Road (approximately 140 acres) has been annexed and zoned commercial by the Village of Bradley.
- Areas east of I-57 to the CNRR on either side of 6000 North Road have been zoned as either light or heavy industrial either in the Village of Bourbonnais or Kankakee County and are being marketed as vacant industrial sites for development.
- Additional commercial development is anticipated for property east of IL 50 and south of 6000 North Road (Roadway entrance and turn lane permits applied for to IDOT).

Other large scale development proposals have been put forth and tentatively discussed with local officials in the project area but many have been deferred due to the economic climate, most notably the construction of a new hospital at the intersection of US 45/52 and 6000 North Road.

2. AFFECTED ENVIRONMENT

The project area was inventoried for environmental resources. Those cultural, natural, physical, and socio-economic resources, and special waste sites found to be present in the study area are identified in this section and on the Existing Land Use and Zoning Map, Exhibit 2-1 and the Environmental Characteristics Map, Exhibit 2-2.

2.1 Social/Economic

Demographic information such as population size, ethnicity and income help to describe the characteristics of a community. Descriptions of the area and trends help explain changing social and economic relationships of a project area.

The proposed project potentially affects the Villages of Bourbonnais, Bradley, and Manteno and Kankakee County. The following is a result of an evaluation of the existing social and economic conditions of the municipalities in the project area.

2.1.1 Demographics

The study area is located within Kankakee County. Portions of the incorporated limits of the Villages of Bourbonnais and Bradley are within the project area. In general, the Village of Bourbonnais is located on the western areas of the project, west of I-57 and on either side of 6000 North Road. The Village of Bradley is located south of 6000 North Road and east of IL 50. A border agreement exists between the two villages for future annexations and growth. The Village of Manteno is located north of the study area and portions north of 6000 North Road and east of I-57 are in the Village 1.5 mile planning area. The City of Kankakee is located approximately two miles south of the project area.

2.1.1.1 Population

The three Villages experienced population growth between 1990 and 2000. Table 2.1-1 shows the population statistics and trends for the area.

Table 2.1-1
Population

Municipality	1990	2000	% Change 1990-2000
Village of Bourbonnais	13,934	15,256	+9.5
Village of Bradley	10,792	12,784	+18.5
Village of Manteno	3,488	6,414	+83.9
Kankakee County	95,255	103,833	+9.0
State of Illinois	11,430,602	12,419,293	+8.6

Source: U.S. Census Bureau, 2000 Census

2.1.1.2 Age

In general, the median age of residents in the study area is comparable to Kankakee County and the State of Illinois in general.

Table 2.1-2
Age Composition (% of population)

Municipality	Under 18 (%)	18-64 (%)	Over 64 (%)	Median Age (years)
Village of Bourbonnais	30.9	59.8	9.3	31.9
Village of Bradley	28.9	57.9	13.5	33.5
Village of Manteno	28.6	56.9	14.5	36.1
Kankakee County	30.2	52.9	17.0	35.2
State of Illinois	29.1	59.0	12.0	34.7

Source: U.S. Census Bureau, 2000 Census

2.1.1.3 Housing Characteristics

Residential areas are concentrated primarily in the communities, with rural residences (farmsteads) scattered throughout the project area.

Table 2.1-3
Housing Characteristics of the Study Area (2000)

Municipality	Housing Units	No. Vacant Units	Renter Occupied	Owner Occupied
Village of Bourbonnais	5,525	428	1,962	3,135
Village of Bradley	5,261	332	1,644	3,285
Village of Manteno	2,735	603	799	1,333
Kankakee County	40,610	7,088	11,507	22,015
State of Illinois	4,885,615	927,773	1,487,504	2,470,338

Source: U.S. Census Bureau, 2000 Census

2.1.1.4 Poverty Rate

The poverty rates for individuals in the project area are less than that of Kankakee County and of the State of Illinois. Table 2.1-4 summarizes the poverty rate in the project area.

Table 2.1-4
Population below Poverty Rate

Municipality	Population	No. Below Threshold	% Below Threshold
Village of Bourbonnais	15,256	906	6.5
Village of Bradley	12,784	853	6.8
Village of Manteno	6,414	335	5.3
Kankakee County	103,833	11,445	11.4
State of Illinois	12,419,293	1,291,958	10.7

Source: U.S. Census Bureau, 2000 Census

2.1.1.5 Economic Characteristics

The review of the Census 2000 median household income showed that the median incomes in the study area are greater than the median household income for Kankakee County for Bourbonnais and Manteno. The characteristics of the Village of Bradley are nearly identical to that of Kankakee County. Compared to the State of Illinois, incomes in Bourbonnais and Manteno are greater than the State average, while Bradley and Kankakee County as a whole are lower than Illinois. Table 2.1-5 summarizes the income characteristics of the project area.

Table 2.1-5
Income Characteristics

Municipality	Median Household Income	Per Capita Income
Village of Bourbonnais	$49,329	$22,476
Village of Bradley	$41,757	$19,035
Village of Manteno	$48,599	$22,826
Kankakee County	$41,532	$19,055
State of Illinois	$46,590	$23,104

Source: U.S. Census Bureau, 2000 Census

2.1.1.6 Employment

The top three employers in the project area include medical and developmental institutions, sales and office occupations, and warehouse operations. Table 2.1-6 summarizes the top three employers and the number of employees for the project area. None of the large employment centers identified on Table 2.1-6 are located immediately adjacent to the project limits. Employment within the project limits is limited to agricultural and mining activities.

Table 2.1-6
Major Employers

	Top Three Employers with Total Number of Employees		
Municipality	**#1 (Employees)**	**#2 (Employees)**	**#3 (Employees)**
Village of Bourbonnais	Riverside Medical (1475)	Shapiro Development Center (1375)	Aventis Behring (1040)
Village of Bradley	Riverside Medical (1475)	Shapiro Development Center (1375)	Provena St. Mary's Hospital (1020)
Village of Manteno	Centeon (1050)	Sears Logistics (800)	Bayer Tayler (500)
Kankakee County	Riverside Medical (1475)	Shapiro Development Center (1375)	Aventis Behring (1040)

Source: Illinois Department of Commerce and Economic Opportunity

2.1.2 Land Use

The current existing land use in the project area is primarily agricultural with scattered properties with either residential (farm home or farmette) and industrial uses. Properties closest to the CNRR are industrial in nature. The northeast quadrant at the intersection of 6000 North Road and IL 50 is occupied by a large aggregate quarry that also includes other related uses, including a ready-mix concrete plant, truck scales and truck/equipment repair buildings.

The project area is generally within the corporate limits of either the Village of Bourbonnais or Bradley. Properties located in Bourbonnais are zoned for industrial uses and properties in the Village of Bradley are zoned for commercial/ retail uses. Areas within Kankakee County are zoned for industrial uses. Properties with County Zoning also fall within the 1.5 mile planning radius for the Village of Manteno, which has designated these areas as potential industrial zoning. Refer to Exhibit 2-1 and Table 2.1-7.

Table 2.1-7
Existing Land Use

Land Use Type	Approx. Acres	Percent of Total
Residential	32.9	2.8
Industrial	200.7	17.2
Agricultural	936.0	80.0
TOTAL	1,169.7	100.0

2.1.3 Public Facilities and Services

At the present time, there are no public facilities (schools, municipal buildings, parks, water/sewer facilities, hospitals, libraries, maintenance garages, etc) within the project study area.

There are a number of public transit facilities near the project area.

River Valley Metro Bus Service: Transit services in the general area are provided by the River Valley Metro Bus Service and are comprised of fixed route buses, operating from a downtown City of Kankakee hub. The service is offered to within one mile of the proposed project area to Northfield Square Mall on IL 50. A commuter rail link shuttle from Kankakee and Manteno to the University Park Metra commuter rail terminal and passing through the project area is also offered with 12 round trips daily.

Amtrak/Metra: The City of Kankakee is served by the national passenger rail carrier Amtrak via two trains in each direction per day. The station is approximately five miles south of the project area. The closest Metra (commuter rail) station is approximately 20 miles north of Manteno in the Village of University Park, served by Metra Electric service.

Bicycle: Based on the Illinois Official Bicycle Map, produced by Illinois Department of Transportation (IDOT), there are no on-road bicycle lanes or off-road bicycle trails located within the study area. IL 50 and US Route 45/52 are not recommended for bicycling. 6000 North Road west of US Route 45/52 is noted as "most suitable for bicycling". 6000 North Road between US Route 45/52 and IL 50 and all of 2000 East Road in the project limits are noted as "caution advised". East of IL 50, 6000 North Road is noted as "use at your discretion", due to roadway surface type.

Pedestrian: There are currently no pedestrian facilities in the project area.

2.1.4 Environmental Justice

The Federal Highway Administration (FHWA) Order 6640.23 establishes policies and procedures to use in complying with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The project study area was evaluated in accordance with these procedures to determine if a potential exists for disproportionate and adverse impacts to low-income or minority populations.

The racial composition of the study area is predominantly Caucasian, accounting for over 93 percent of the population in the project area (Table 2.1-8). In 2000, African Americans accounted for approximately 6.1 percent of the combined population of the three villages. Other racial groups (American Indian and Alaskan Native, Asian, Native Hawaiian and Other Pacific Islander, some other race, or two or more races) accounted for the remaining 3.3 percent.

Table 2.1-8
2000 Racial Composition (% of population)

Municipality	Caucasian	African American	Other	Hispanic or Latino (of any Race)
Village of Bourbonnais	90.7	4.6	2.4	2.3
Village of Bradley	95.6	1.2	0.7	3.6
Village of Manteno	97.8	0.3	0.2	2.8
Kankakee County	79.9	15.5	0.7	4.8
State of Illinois	73.3	15.1	3.4	12.3

Source: U.S. Census Bureau, 2000 Census

2.2 Agricultural

The current existing land use within the project area is primarily agricultural, interspersed with farmette properties and small industrial uses. Aerial photography indicates the existing land use is primarily agricultural (row crops). The proposed impacted farmland has limited viability for long-term agricultural productions due to the current and future land use plans. The 2008 Kankakee County Zoning Map has the project area zoned as incorporated area. The Long Range Land Use Plan figure in the 2030 Kankakee County Comprehensive Plan has the project area zoned as incorporated area and community growth. As of 2010, all farm land in the project area has been annexed into either the Village of Bourbonnais or the Village of Bradley and zoned for either industrial or commercial type usage. Refer to Exhibit 2-1 Existing Land Use and Zoning Map in Appendix A.

2.2.1 Prime Farmland

Table 2.2-1 summarizes the soil types located within the project limits. This table also indicates which soil types are considered prime farmland in Kankakee County. The following soil types are present along 6000 North Road. None of these soils are considered highly erodible.

Table 2.2-1
Prevalent Soil Types and Status in Project Area

Soil type	Mapping Number	Prime Farmland Status	Highly Erodible Land
Milford silty clay loam	69A	Prime farmland when drained	No
Elliot silt loam	146A	Prime farmland in all areas	No
Martinton silt loam	189A	Prime farmland in all areas	No
Varna silt loam	223B	Prime farmland in all areas	No
Ashkum silty clay loam	232A	Prime farmland when drained	No
Platteville silt loam	240A	Prime farmland in all areas	No
Andres silt loam	293A	Prime farmland in all areas	No
Symerton silt loam	294A	Prime farmland in all areas	No
Beecher silt loam	298A	Prime farmland when drained	No
Peotone silty clay loam	330A	Prime farmland when drained	No
Rockton loam	503A/503B	Prime farmland in all areas	No
Reddick clay loam	594	Prime farmland when drained	No

Source: Soil Survey of Kankakee County, U.S. Department of Agriculture

No Centennial or Sesquicentennial Farms are identified in the project area.

2.3 Cultural

IDOT has conducted a series of Cultural Resources Surveys and coordinated with the State Historic Preservation Office (SHPO). In accordance with Section 106 of the National Historic Preservation Act of 1966 the project was evaluated for potential adverse effects to historic and archaeological resources. Section 106 requires federal agencies to consider the effects of their undertakings on properties included in or eligible for inclusion on the National Register of

Historic Places (NRHP). Kankakee County has ten (10) sites listed on the NRHP. They include the following:

- Downtown Momence Historic District
- Durham-Perry Farmstead
- Warren Hickox House
- Illinois Central Railroad Depot
- Kankakee State Hospital Historic District
- Lemuel Milk Carriage House
- Point School
- Riverview Historic District
- Charles E. Swannell House
- Windrose Site

The above sites are not located within the project area.

The State Historic Preservation Officer on March 17, 2010, April 7, 2010 and August 24, 2010, concurred that No Historic Properties are affected by this project.

2.3.1 Archeological Sites

As part of the Cultural Resources Surveys, an Archeological Report and Phase I documentation was completed by the Illinois State Archaeological Survey. The report concluded that no historically significant archaeological sites meeting the criteria for listing in the NRHP had been identified within the project area. Therefore, on March 17, 2010, April 7, 2010 and August 24, 2010, the State Historic Preservation Officer concurred that No Historic Properties are affected by this project.

2.4 Air Quality

The 6000 North Road over I-57 study area is in Kankakee County. No portion of this project is located within a designated non-attainment or maintenance area.

A complete listing of the NAAQS is shown in Table 2.4-1. The primary standards are established at levels which are intended to protect the public health. Secondary standards are required to protect the public welfare from any known or anticipated adverse effects of a pollutant.

Table 2.4-1
National Ambient Air Quality Standards (NAAQS)

Pollutant	Average Time	Primary	Secondary
Particulate Material (PM_{10}) (10 microns or smaller)	24-hour Annual Mean	150 µg/M^3 50 µg/M^3	Same Same
$PM_{2.5}$**	24-hour Annual Mean	-35 µg/M^3 15 µg/M^3	Same Same
Sulfur Dioxide (SO_2)	24-hour Annual Mean 3-hour	0.14 ppm 0.03 ppm None	None None 0.5 ppm
Carbon Monoxide (CO)	8-hour	9 ppm	Same
Carbon Monoxide (CO)	1-hour	35 ppm	Same
Ozone	- 8-hour/day**	- 0.08 ppm	- Same
Nitrogen Dioxide (NO_2)	Annual Mean	0.053 ppm	Same
Lead	Quarterly Mean Rolling 3-month average	1.5 µg/M^3 0.15 µg/M^3	Same

**The ozone 8-hour standard and the PM 2.5 standards are included for information only. These standards were proposed by the USEPA in 1997 and have been the subject of litigation. The U.S. Supreme Court issued a ruling upholding the standards on February 27, 2001. However, that ruling found USEPA's implementation policy unlawful and remanded the case to USEPA to 'develop a reasonable interpretation of the non-attainment implementation provisions insofar as they apply to revise ozone NAAQS'."

2.5 Noise

The Federal Aid Highway Act of 1970 established that noise control be a part of the planning and design of all federally aided projects. FHWA regulations for conducting noise studies set forth in 23 CFR 772 outline noise abatement criteria for different land use categories. The dominant source of noise in the project study area is vehicular traffic on I-57, US 45/52, or IL 50. Other environmental noise sources include traffic on local roadways, noise from agricultural operations, railroad train noise, and noise from the adjacent industrial users for aggregate and construction material (concrete mix and hot mix asphalt) production.

Noise sensitive receptors in the project area include a number of single family and farmette residential buildings. The noise analysis can be found in Section 4.5 of this document.

2.6 Natural Resources

2.6.1 Geological Setting

Overall topography of the project corridor is relatively flat, with a low point of approximately 649 feet above sea level (east extent of corridor) and high point of approximately 676 feet above sea level (central portion of corridor near IL 50) in the Bradley Quadrangle, in central Kankakee County. Kankakee County is in the glacial till plain of the Central Lowland Province, with most

of the county being part of the Kankakee Plain. Sediment from glacial tills deposited in the Kankakee Plain ranges from less than 25 to over 200 feet in thickness overlying limestone bedrock. The underlying bedrock has been modified by glaciation and limestone bedrock outcrops in the Kankakee River Valley. The main soil types in the project area are silt and silty clay loams.

Surface Geology and Topography

With the retreat of the glacial system, deposition of thick layers of drift in the form of end and ground moraines and associated outwash covered the region to varying depths ranging from less than 25 feet to over 200 feet thick. Moraines consist of glacial drift with lenses of clay, silt, sand, gravel, and scattered humic and wood deposits. Deposits related to glacial activity in this area influence the topography and include the following features: broad hilly ridges (end moraines), flat or gently rolling areas (ground moraines), large knobs of sand and gravel (kames), and broad plains of sand and gravel (outwash plains).

Deposits in the project area are part of the Lemont Formation of the Wedron Group and include deposits of glacial till and outwash up to 250 feet thick in larger moraines, averaging about 100 feet thick (Willman, 1970). The Wedron Group spans all but the earliest part of the Woodfordian Substage of the Wisconsin Stage glacial advances deposited by glaciers of the Lake Michigan and Erie Lobes.

The project area is within the Yorkville Till Member of the Lemont Formation that consist of very clayey gray till that is characterized by an abundance of small dolomite pebbles that become concentrated on weathered surfaces and give the till the appearance of gravel. The Yorkville Till Member is in the mid-part of the Woodfordian substage of the Wisconsin Stage and was deposited by glaciers of the Peoria, Princeton, and Harvard Sublobes of the Lake Michigan Lobe.

The topography of the project corridor is relatively flat with the highest elevation at approximately the center of the project corridor at 676 feet above mean sea level (msl) near at the intersection of East 6000 North Road and North 1000 East Road (within Bradley quadrangle). At the western extent of the project corridor (East 6000 North Road and I-57) the elevation is approximately 670 feet msl and at the eastern extent of the project corridor (East 6000 North Road and North 2000 East Road/Cardinal Drive) the elevation is approximately 653 feet msl.

Mineral Resources

Table 2.6-1 indicates the number of stone quarries and mineral producers in Kankakee county, as listed in the Directory of Illinois Mineral Producers, and Maps of Extraction Sites 1997 (Masters et al, 1999), which is the last year this listing was produced in Illinois. There were eight companies listed with nine active stone quarries and mineral producers in Kankakee County and a total of two within two miles of the project corridor. The facilities within two miles include a stone quarry owned by the Prairie Group (North Central Material Quarry Pit 95) at 8215-C N. Route 45/52, Manteno, IL and the Vulcan Materials owned Manteno Lime Plant #391 at 6141 N. Route 50, Manteno, IL.

Vulcan Materials Manteno Lime Plant #391 is located at the intersection of IL 50 and East 6000 North Road along the project corridor and the Prairie Group Pit 95 is located two miles north of intersection of I-57 and East 6000 North Road which is the western extent of the project corridor.

Table 2.6-1
Stone Quarries and Mineral Producers

	Stone Quarries (number)		Mineral Producers (number)	
	Total	Within 1 Mile of Detailed Study Alternatives	Total	Within 1 Mile of Detailed Study Alternatives
Kankakee County	5	2	4 (S&G)	0

Source: Masters *et al*, 1999 S&G=sand and gravel

Bedrock Geology

Bedrock geology underlying the glacial deposits in the project area consists of rocks of the Silurian System at a depth of 0 to 100 feet except in small areas and on some of the prominent sandhills. Silurian strata are exposed in northeastern Illinois in large deep quarries in the Chicago region, in the bluffs of the Des Plaines, Kankakee, Du Page, and Fox Valley river systems, but are typically buried by deep glacial drift in the northern half of this region. The Silurian system is primarily comprised of carbonates and almost entirely comprised of dolomite in northern Illinois (Willman, 1973). The bedrock is typically composed of gray to white, medium grained, pure to slightly argillaceous, fossiliferous dolomite. Typically, the upper portion of the dolomite bedrock is fractured, and has increased porosity and permeability. The Silurian dolomites are underlain by shale of the Maquoketa Group, which separate the shallow dolomite aquifer from the underlying Cambrian-Ordivician deposits.

Soils

Over 600 soil types are known from Illinois, and most of these have developed from windblown silt (loess deposits) which overlies glacial till. The windblown silt of loess deposits was deposited during times of glacial retreat. The project area is dominated by silt loams and silty clay loams. Of the nine published general soils associations for Kankakee County, the four primary general soil associations associated with the project area include; Elliott-Varna-Ashkum Association (21% of county); Beecher-Milford Association (5% of county); Rockton-Platteville-Selma Bedrock Stratum Association (21% of county); and Andres-Reddick-Symerton Association (18.5% of county) A description of each of the four primary soil associations follows:

- Elliott-Varna-Ashkum Association: *Deep, moderately slowly permeable, nearly level to moderately sloping soils that formed in moderately fine textured glacial till; on glacial moraines*

- Beecher-Milford Association: *Deep, slowly permeable and moderately slowly permeable, nearly level to gently sloping soils that formed in moderately fine textured glacial lake sediment and glacial till; on glacial moraines and lakebeds*

- Rockton-Platteville-Selma, Bedrock Stratum Association: *Deep and moderately deep, moderately permeable, nearly level to gently sloping soils that formed in glacial outwash over limestone bedrock; on uplands*

- Andres-Reddick-Symerton Association: *Deep, moderately permeable, nearly level to gently sloping soils that formed in medium textured and moderately fine textured outwash sediment and glacial till; on uplands*

According to the Soil Survey, there are eleven specific soil types associated with the project area including:

- Milford Silty Clay Loam (mapping unit 69A)
- Elliott Silt Loam 0-2% slopes (mapping unit 146A)
- Martinton Silt Loam (mapping unit 189A)
- Varna Silt Loam (mapping unit 223B)
- Ashkum Silty Clay Loam (mapping unit 232A)
- Platteville Silt Loam 0-2% slopes (mapping unit 240A)
- Andres Silt Loam (mapping unit 293A)
- Symerton silt loam (294A)
- Beecher Silt Loam 0-2% slopes (mapping unit 298A)
- Peotone Silt Loam (mapping unit 330A)
- Rockton Loam 0-2% slopes (mapping unit 503A)
- Rockton Loam 2-4% slopes (mapping unit 503B)
- Reddick clay loam (594A)

According to the Soil Survey of Kankakee County all twelve of these soil associations have some hydric soil components. Four soil types are defined as hydric soils including Milford silty clay loam (mapping unit 69A), Ashkum silty clay loam (mapping unit 232A), Peotone silt loam (mapping unit 330A) and Reddick clay loam (mapping unit 594A).

Sources

Masters, John C., and Viju C. Ipe, Lisa R. smith, and Michael falter. 1999. *Directory of Illinois Mineral Producers, and Maps of Extraction Sites 1997.* Illinois State Geological survey, Illinois Minerals 117.

Lineback, Jerry A. 1979. Quaternary Deposits of Illinois. Illinois State Geological Survey.

Piskin, Kemal and Robert E. Bergstrom. 1975. *Glacial Drift in Illinois: Thickness and Character.* Illinois State Geological Survey, Circular 490.

Samson, I.E. 1986 Illinois Mineral Industry in 1984 and review of Preliminary Mineral Production data for 1985. 1986. Illinois state Geological Survey, Mineral Notes Series No. 95.

United States Geological Survey (U.S.G.S) 7.5 Minute Series Topographic Map, Bradley Quadrangle
U.S.D.A. Soil Conservation Service, June 1979 (authorized for reprinting 1990) updated/reissued September 2005, *Soil Survey of Kankakee County, Illinois.*

Willman, H.B. 1971. *Summary of the Geology of the Chicago Area.* Illinois State Geological Survey, Circular 460.

Willman, H.B. 1973. *Rock Stratigraphy of the Silurian System in Northeastern and Northwestern Illinois.* Illinois State Geological Survey, Circular 479.

2.6.2 Ecological Resources

The ecological resources discussed in this section include plant communities, threatened and endangered species, Illinois designated natural areas, and wetlands. A field investigation of the project corridor was conducted on October 10, 2007 (Illinois Natural History Survey (INHS) 2008, 2008a).

Vegetation and Habitat

Categories for cover types are based on the Illinois Natural Areas Inventory (White, 1978). The project corridor consists of eight land use/cover types. The dominant cover types are agricultural land and developed land. The most abundant natural cover types are non-native grassland and shrubland. Most natural communities within the project limits were found to be of low natural quality (INHS 2008). The aerial photograph from Exhibit 2-2 generally shows the location of the different cover types. Table 2.6-2 lists the eight cover types as well as the number of acres and percentage each represents within the project corridor.

Table 2.6-2
Vegetative Cover Types

Cover Type	Acres	Percent
Agricultural Land	126.0	55.5%
Developed Land	85.5	37.7%
Non-native Grassland	8.7	3.8%
Shrubland	3.6	1.6%
Prairie	1.8	0.8%
Pond	0.7	0.3%
Marsh	0.6	0.3%
Forested Wetland	0.08	0.03%
Total	226.98	100%

Source: INHS, 2008.

Agricultural fields planted in row crops (corn, wheat, or soybeans) are designated agricultural land. Developed land includes any land that has been highly modified by humans or has structures on it. Non-native grassland consists of pastures and other open land dominated by exotic grasses. Shrubs and young trees dominate shrublands that include areas of abandoned pasture, successional field, and railway or roadway right-of-way (ROW), with at least 25% woody cover. Prairies are areas dominated by herbaceous plants; some of which are considered to have been a component of historic Illinois prairie communities. A pond is defined as standing water that is too deep for emergent vegetation to grow; however, pond edges often support wetland vegetation. Marshes are wetlands that are dominated by grasses and grass-like plants (i.e., sedges and rushes). Forested wetlands are wetlands that are dominated by trees. This cover type makes up the smallest area within the project corridor. Following the field investigation, it was suggested by the INHS that further investigation of the two prairie areas may be necessary during the growing season since much of the area had been mowed.

Two small prairie areas, totaling 1.8 aces, were found in the project area located along the east side of IL 50, north of 6000 North Road at the crossing of the Canadian National Railroad (CNRR) and IL 50. These two areas were determined to be of average natural quality and were dominated by prairie grasses (big bluestem, switch grass), prairie forbs (blazing star, coneflower,

compass plant, wild quinine) and non-native grasses (Kentucky bluegrass, tall fescue). Much of the area had been mowed at the time of the site visit. Additional surveys of these two prairie remnants were completed by the INHS (Appendix B: Handel 2009). They confirmed the presence of two prairie remnants containing a number of plant species with high conservation ratings.

Threatened and Endangered Species

In accordance with the Threatened and Endangered Species Act of 1973 as amended, the study area was evaluated for the presence of both federal and state listed species of flora and fauna. The U.S Fish and Wildlife Service website (February 2009) indicates the potential presence of two listed species (Indiana bat, eastern prairie fringed orchid) and a candidate species (sheepnose mussel) as occurring in Kankakee County. The Indiana bat hibernates in caves and underground mines during the winter and forms maternity colonies within small stream corridors containing well developed riparian forests during the summer. The bat forages in upland forests. There are no caves, underground mines, wooded riparian corridors, or upland forests in the project area. Therefore, the project will not affect the Indiana bat. The eastern prairie fringed orchid occurs within mesic to wet prairies. There are two small prairie areas between the CNRR and IL 50 (Exhibit 2-2). These areas were surveyed in 2002 and 2007. The orchid was not observed at these sites. Therefore, the project will not affect the eastern prairie fringed orchid. The sheepnose mussel occurs within rivers. There are no rivers within the project area and therefore, the project will not affect this species. In summary, the project will not affect any federally listed species.

The Illinois Endangered Species Protection Board lists 42 species of plants and animals as occurring in Kankakee County. The IDNR Wetland Impact Review Tool Report (Appendix B) indicated that none of these species occur within the project area. The project will not affect any state listed species.

Wildlife

Although most of the project area consists of agricultural and developed land, available habitat can support wildlife. Wildlife have adapted to edge habitats as well as human and agricultural development. The most common wildlife species in the project area include the eastern fox squirrel, white-footed mouse, muskrat, coyote, raccoon, and white-tailed deer (Edwards, editor, 2006). The mammal of greatest economic and recreational importance in the study area is the white-tailed deer. The white-tailed deer is an edge species that benefits from a mix of agricultural land (food resources) and forested areas.

Invasive Species

Executive Order 13112 (Invasive Species) directs federal agencies to expand and coordinate their efforts to combat the introduction and spread of plants and animals not native to the United States. The Federal Highway Administration (FHWA) has indicated that consideration of invasive species should occur during all phases of the environmental process to fulfill the requirements of the National Environmental Policy Act (NEPA). Approximately 30 percent of the state's flora is composed of alien (introduced) plant species. The *US Department of Agriculture Noxious Weeds List for Illinois* contains several plant species that occur within the project area.

IDOT's *District 3 Operations Manual* (IDOT, 1999) Section 5-500 defines the policy for chemical vegetation control. The District conducts chemical vegetation control for both noxious and invasive species. Key species controlled include thistles and teasels.

Nuisance plant species dominate many of the wetlands and upland areas found in the project area. Common species present in the project area include reed canary grass *(Phalaris arundinacea),* common reed *(Phragmites australis) and* multiflora rose *(Rosa multiflora).*

Natural Areas

The INHS did not identify any nature preserves or natural areas during the resource review of the project corridor or during the field investigation. The IDNR Wetland Impact Review Tool Report (Appendix B) indicates that none of these resources are in the project area.

2.6.3 Tree Survey

The identification and evaluation of trees, in and adjacent to the ROW of I-57 was performed in accordance with the IDOT Departmental Policies (D&E No. 18) regarding the preservation and replacement of trees. The tree survey was conducted along 6000 North Road beginning at US 45/52 and continuing to Cardinal Drive, and along I-57 beginning north of 5000 North Road and ending south of 7000 North Road. This tree survey included all landscaped trees (regardless of size) as well as volunteer trees with a diameter breast height (DBH) of six inches or greater.

A total of 946 trees were identified within the proposed project limits, including all alternates. Forty different types of trees were identified in the project area (Tree Survey and Preservation Plan, December 2007). The most common types were: hawthorn species *(Crataegus* sp., 17 percent*)*, amur maple *(Acer ginnala*, 10 percent*)*, white mulberry (*Morus alba*, eight percent*)*, and Siberian elm (*Ulmus pumila*, seven percent*)*. Within the project area, the majority of the trees are in good health with two percent excellent, 75 percent good, 19 percent fair, three percent poor, and one percent dead.

No specimen trees were identified within the 6000 North Road project limits. IDOT defines specimen trees as those on the inventory of state record trees.

One exceptional landscaped 30 inch DBH (diameter at breast height) bur oak (*Quercus macrocarpa*) tree was identified within the 6000 North Road project limits. An exceptional tree includes trees that are outstanding examples of size and form and those that may have recognized historical significance.

2.7 Water Quality/Resources

This section describes the physical, biological, and chemical characteristics of water resources in the project area. Analysis of these characteristics provides evidence relevant to water quality and provides a baseline from which to assess water quality impacts associated with the proposed project improvements.

The proposed project lies within the Kankakee/Iroquois River basin. The only stream within the project corridor is an unnamed tributary of South Branch Rock Creek, which crosses I-57 approximately 0.17 miles north of 6000 North Road and crosses 6000 North Road approximately 0.30 miles east of I-57. The USGS topographic map (Bradley Quadrangle) depicts the South Branch of Rock Creek as being intermittent or ephemeral. In many areas the creek is shallow with vegetated swales in other areas. The substrate of this creek may be bedrock or inorganic particles

that range in size from clay to boulders. This tributary flows into South Branch Rock Creek approximately 1.25 miles north of the project corridor. South Branch Rock Creek flows into the main stem of Rock Creek approximately 2.5 miles northwest of the project corridor.

Water Resources

South Branch Rock Creek Tributary. The tributary to the South Branch of Rock Creek is an intermittent drainage swale flowing through open land and agricultural land. This tributary originates in farm fields and all riparian vegetation consists of grasses and cropland. This tributary currently receives stormwater from agricultural lands and roadways (6000 North Road and I-57). (See Exhibit 2-2).

The tributary merges into the South Branch of Rock Creek approximately 1.25 miles downstream of the project area. The South Branch of Rock Creek is a permanent stream originating east of Manteno and flowing west to merge with Rock Creek. The South Branch of Rock Creek is 21 miles in length and is associated with a drainage basin of 46.7 square miles. The South Branch of Rock Creek has not been assessed for aquatic life, fish consumption, public and food processing water supplies, primary contact, secondary contact, indigenous aquatic life, or aesthetic quality.

The stream bottom of the tributary to the South Branch of Rock Creek consists of silty clay; no information is available regarding water quality or biological resources of this tributary.

Groundwater

According to the USEPA's list of sole source aquifers (draft version, 1997) there are no sole source aquifers in Illinois as defined by Section 1424 (E) of the Safe Drinking Water Act and therefore, no sole source aquifers are located within the project limits. Potable individual wells are located at each occupied property in the project area.

Sources

Biological Stream Characterization (BSC): Biological Assessment of Illinois Stream Quality through 1993.; IEPA; November 1996

River Mileages and Drainage Areas for Illinois Streams – Volume 2, Illinois River Basin; U.S. Army Corps of Engineers; 1979

Illinois Integrated Water Quality Report and Section 303(d) List – 2006; IEPA Bureau of Water; April 2006

Biologically Significant Illinois Streams; Lawrence M. Page, Kevin S. Cummings, Christine A. Mayer, Susan L. Post, and Michael E. Retzer; 1991

2.8 Flood Plains

No floodplains or floodways are located with the 6000 North Road project area. An unnamed intermittent tributary of South Branch Rock Creek is located within the project corridor and crosses I-57 approximately 0.17 miles north of 6000 North Road and crosses 6000 North Road approximately 0.30 miles east of I-57. No floodplains or floodways are associated with the unnamed tributary to South Branch Rock Creek.

2.9 Wetlands

Sources of published data, including National Wetland Inventory (NWI) Maps, were used to conduct preliminary evaluation of the extent of wetlands occurring within the project area. Field surveys were conducted by the INHS, Division of Ecology and Conservation Science in October of 2007 to verify the presence of wetlands identified during the resource material review and to identify any additional wetlands located within the project area (INHS 2008, 2008a).

There were five (5) locations evaluated within the project area for the presence of wetlands. Of these, two (2) were found to meet the three criteria of wetlands and none were found to be jurisdictional. Wetland function was assessed qualitatively for each site during the field delineations. Field assessments were based on visual observations, including plant community composition and structure, landscape position, surrounding land uses, hydrologic inputs and discharges, and soils.

Both wetlands were delineated following procedures outlined in the "Corps of Engineers Delineation Manual" (Technical Report Y-87-1). Sources utilized during the delineation process include: United States Geologic Survey (USGS) topographic map and NWI map (Bradley 7.5 minute quadrangle), Kankakee County Soil Survey, and aerial photographs. These two wetlands were assessed for floristic quality and delineated by on-site evaluation of soil, vegetation and hydrology. The wetlands are depicted on Exhibit 2-2 (Environmental Characteristics Preferred Alternative).

The Floristic Quality Assessment (FQA) methodology (Swink and Wilhelm 1979, 1994: Taft et al. 1997) was applied by INHS to plant communities (jurisdictional wetlands and upland communities) assessed in the project area. The FQA method is based on a numerical rating of plant communities, termed the Floristic Quality Index (FQI). The numerical rating describes the natural quality of plant communities. The basis of the numerical rating is the assignment of coefficients of conservatism (numbered 0-10) to each plant species known to occur in Illinois. Higher coefficients of conservatism are generally assigned to those plant species that are native, rare, and found in specialized habitats. Lower coefficients of conservatism are generally assigned to those plant species that are non-native, common, and habitat generalists. Once a comprehensive plant species list has been compiled for a natural area remnant, the FQI is calculated for the remnant. An FQI of 10 or less is indicative of disturbed sites with very little natural quality. An FQI of 20 or more is indicative of a plant community with considerable natural character. Calculated values of FQI in this document include all native and non-native plant species recorded at the site. Of the wetlands investigated, none were rated as having a score of 20 or higher.

As stated above, two sites in the I-57 at 6000 North Road Interchange project corridor were investigated and determined to be jurisdictional wetlands. These sites are identified in the INHS study as Wetlands 1 and 4.

Wetland Site 1

Site 1 is a marsh located approximately 20 feet west of 2000 East Road, 1,900 feet north of 6000 North Road. Approximately 0.60 acres of the marsh are located within the project corridor and extends northwest and southwest outside the project boundaries. Dominant vegetation consists of fall panicum (*Panicum dichotomiflorum*), narrow-leaved cattails (*Typha angustifolia*), and common cattails (*Typha latifolia*). This site stores floodwater but has low quality wildlife habitat.

The FQI was 5.7, indicating poor natural quality. Site 1 was not mapped as a wetland by the NWI.

Wetland Site 4

Site 4 is a forested wetland located approximately 140 feet east of I-57, 985 feet south of 6000 North Road. The entire wetland, approximately 0.08 acres is located within the project corridor. Dominant vegetation includes brittle willow (*Salix fragilis*), rice cutgrass (*Leersia oryzoides*), and fog-fruit (*Phyla lanceolata*). This site stores some floodwater and has medium quality wildlife habitat. The FQI was 10.9, indicating fair natural quality. Site 4 was mapped by the NWI as a palustrine, open water, permanently flooded, excavated (POWHx) wetland.

2.10 Special Waste

Special waste is defined in the Illinois Environmental Protection Act (415 ILCS 5/3.45) and includes hazardous waste, potentially infectious medical waste, industrial process waste, and pollution control waste. Two categories, special waste sites and hazardous waste sites, describe the areas where there is a potential for hazardous substances to occur. Recognized environmental conditions, defined in ASTM E 1527-05 as "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or material threat of a release of any hazardous substances or petroleum products into structures on the property or the ground, ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions compliance with laws. The term is not is not intended to include de minimus conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimus are not recognized environmental conditions."

A Preliminary Environmental Site Assessment (PESA) for sites potentially impacted with hazardous substances was completed by the Illinois State Geological Survey in March 2008. Additional PESAs were conducted for an expanded project areas in November, 2009 and May 2010. The assessments concluded that the build alternative will involve sites with recognized environmental conditions (RECs). Further investigations have been conducted to determine the risks and liabilities of the involvement.

2.10.1 Hazardous Waste (CERCLIS)

The *PESA Report* for the project corridor (ISGS #1700, March 6, 2008) indicated there are no sites on the USEPA's CERCLIS list in the project corridor. One archived CERCLIS site, the Lesage Farm (Site 1710-6), is located along the potential project right of way of one studied alignment alternative. Another archived CERCLIS site (CBI Services, Site 1700-F) is located approximately 300 feet from the potential project right of way of one studied alignment alternative. The additional PESA Reports of November 2009 and May 2010 for additional right of way areas to the corridor indicated no additional sites on the USEPA CERCLIS list near or within the project corridor.

2.10.2 Recognized Environmental Conditions (REC)

The *PESA Reports* for the project area (ISGS #1700, March 6, 2008, ISGS #1700A, November 24, 2009 and ISGS #1700B, May 17, 2010) listed the following sites within the project corridors identified as having recognized environmental conditions:

- ISGS #1700 – 14 sites
- ISGS #1700A – 8 sites (note that certain sites are extensions or additions to previously identified sites)
- ISGS #1700B – 4 sites (note that certain sites are extensions or additions to previously identified sites)

PESA Report ISGS #1700 also performed soil testing via multiple boreholes at seven sites for volatile organic compounds (VOC), metals, polynuclear aromatic hydrocarbons (PAH), polychlorinated biphenyls (PCB) and cyanide.

The *PESA Reports* for the project area (ISGS #1700A, November 24, 2009 and ISGS #1700B, May 17, 2010) also listed the following sites within the project corridors identified as having de minimis conditions, which included normal use of lead based paint, asbestos in building construction, electrical transformers or agricultural use of pesticides and herbicides:

- ISGS #1700 - *
- ISGS #1700A – 16 sites
- ISGS #1700B- 9 sites (note that certain sites are extensions or additions to previously identified sites)

* PESA reporting format and terminology were changed between 2008 and 2009. 'De Minimis' conditions were not previously reported as such.

2.11 Special Lands

The Existing Land Use map and the Long Range Land Use Plan map presented in the 2030 Kankakee County Comprehensive Plan does not designate land within or adjacent to the project limits as open land, public land, or forest preserves.

As there are no Section 4(f) properties within the project limits, there are no Section 6(f) or OSLAD properties within the project limits.

2.12 Other Issues

No other issues have been identified.

3. ALTERNATIVES

The proposed project consists of a new interchange at 6000 North Road and I-57 along with associated improvements to 6000 North Road with the study termini of US 45/52 to the west and IL 50 to the east. Work proposed includes a new diamond interchange and ramps, a new 6000 North Road Bridge over I-57, 6000 North Road improvements and western termini intersection/connection improvements at US 45/52 and IL 50 as well as railroad crossing improvements.

3.1 Alternatives

The alternatives considered for the proposed action are based on the Access Justification Report (AJR) that considered and evaluated a broad range of alternative alignments and locations for a new interchange. The development and screening of alternatives was a collaborative process, involving input from public agencies, municipal officials, business leaders, the farm community, and interested citizens. Other resources, such as prior highway studies conducted in the study area, were also used in the consideration of possible alternatives. Numerous resources were incorporated to develop alternatives that provided for efficient travel with minimal disruption to communities and environmental resources.

This section describes the alternates for the eastern logical termini that were considered and dismissed for not serving the purpose and need (including no-build and non-roadway alternatives). The preferred alternate is detailed in this section. Alternates considered include:

Alternate 1 - Relocated IL 50 (to the Cardinal Drive/2000 East Road location)
Alternate 2 - At grade CNRR rail crossing with relocated IL 50/6000 North Road intersection
Alternate 3 - Grade separation structure at CNRR and IL 50 intersection with connector roads

The common work for all alternates includes the installation of the new interchange ramps, new traffic signals at the ramp terminal intersections, a new 6000N Road Bridge over I-57, intersection improvements to the US 45/52 intersection at the western logical termini and improvements to 6000 North Road, including widening from a two-lane rural section to a four-lane urban section with a raised median and a closed drainage system.

The Preferred Build Alternate selected for detail evaluation (Alternate 2) emerged from the screening process as the alternative that best satisfies the project purpose and need. This alternate would improve travel efficiency and access to I-57 that would relieve traffic and truck congestion from adjacent communities.

The Preferred Build Alternate also improves rural access with improved travel times and access for the home to work trip, emergency response, and other essential trips. Lastly, the improved roadway would enhance the overall access to the area, thereby improving its economic stability and competitive position.

3.2 No Build Alternative

The No-Build Alternative is defined as no new major construction. Improvements implemented under this alternative would be limited to short-term restoration activities (maintenance

improvements) needed to ensure continued use of 6000 North Road and US 45/52 and IL 50 within the project area. The design of the existing roadways, including location, geometric features, and current capacity limitations, would remain unchanged. Under this alternative, some minor improvements could be anticipated at high volume intersections, based on adjacent development when it occurs. Generally, there would be no need for any additional right-of-way for the No-Build Alternative.

Under the No-Build Alternative, committed improvements (as detailed in the 2011-2016 Illinois Department of Transportation Highway Improvement Program) would still be undertaken. Committed improvements include the replacement of the 5000 North Road Bridge over I-57, 1 mile south of the project area, resurfacing of IL 50 within the project area and the reconstruction of the IL 50 at I-57 Interchange, 3 miles south of the project area.

The 'No-Build' Alternative would not serve the project purpose and need with respect to improving compatibility between land use and the transportation network, serving the existing and future growth scenarios for the adjacent communities and improving connections to I-57.

3.3 Preferred Build Alternative

The following alternate (Alternate 2) was selected as the Preferred Build Alternative for consideration.

The proposed project consists of the construction of a new 'diamond' type interchange of 6000 North Road with I-57 along with associated improvements to 6000 North Road. The project termini are identified as US 45/52 to the west and IL 50 to the east. Work proposed includes a new diamond interchange and ramps with traffic signals at the intersection with 6000 North Road, a new 6000 North Road Bridge over I-57, 6000 North Road improvements including widening to a four-lane urban section with raised median and western termini intersection improvements with new traffic signals at US 45/52. A multi-use trail will be provided along the north side 6000 North Road and a sidewalk will be provided on the south side of 6000 North Road. US 45/52 will receive widened outside lanes to accommodate bicyclists within the limits of the project.

The project includes the intersection improvements at the 6000 North Road and IL 50 intersection along with an at-grade rail crossing improvements at the CNRR crossing with new rail crossing interconnected traffic signals. A multi-use trail will be provided on the east side of IL 50 from the south project limit to 6000 North Road, in accordance with regional trail plans by Kankakee County.

This alternate requires the acquisition of approximately 17.8 acres of additional right-of-way over that needed for the interchange (common to all alternatives) to accommodate a realigned roadway. The 17.8 acres consists primarily of prime farmland that is also zoned for either commercial/retail or industrial uses as well as two residential displacements at the existing intersection of IL 50 and 6000 North Road and a number of partial business displacements, consisting of the required removal of agricultural out buildings (sheds/grain bins) and the removal of a truck scale and scale house at the adjacent stone quarry.

This alternate was determined to meet the purpose and need for the project by providing the necessary access and congestion relief in the most cost effective and least disruptive manner.

3.4 Alternatives Eliminated from Further Consideration

The location of the eastern logical termini was the subject of alternate evaluations.

Alternate 1 – Relocated IL 50 to Cardinal Drive/2000 East Road.

The eastern logical termini for this alternate, IL 50, was proposed to be completely realigned to move the 6000 North Road/IL 50 intersection completely away from the CNRR tracks, allowing for non-traffic signal interconnected railroad crossing of 6000 North Road. Reference Exhibit 3-1. The realignment proposed to completely bypass the quarry at the northeast corner of existing IL 50 and 6000 North Road by routing a new roadway on the quarry's east side and utilized an existing roadway right-of-way corridor at 2000 East Road (identified as the Cardinal Drive extension in the Village of Bradley Comprehensive Plan). This plan was compatible with long-range development plans of the adjacent communities.

This alternative realignment of IL 50 would require approximately 3.5 additional miles of highway construction with approximately 57.8 acres of additional right-of-way over that needed for the interchange (common to all alternatives) to accommodate a realigned roadway. The 57.8 acres consists primarily of prime farmland, that is also zoned for either commercial/retail or industrial uses. The relocated IL 50 would impact identified wetlands north of 6000 North Road and east of 2000 East Road as well as an archived CERCLIS/SRP former landfill site on the northern edge of the alternative.

This alternative was eliminated from further consideration due to the excessive right-of-way acquisition, potential disturbance of wetlands, potential disturbance of a special waste site and excessive roadway realignment distances.

Alternate 3 - Grade separation structure at CNRR and IL 50 intersection with connector road

The eastern logical termini for this alternate, IL 50, was proposed to be connected to 6000 North Road using connector roadways and the construction of a 400' long structure to carry 6000 North Road over both the CN RR and IL 50, thereby eliminating the railroad grade crossing of the CNRR. The six lane connector roadway with signalized intersections at IL 50 and at 6000 North Road was proposed to provide access to and from IL 50 and 6000 North Road. Reference Exhibit 3-2. This alternate required the acquisition of approximately 39.8 acres of additional right-of-way over that needed for the interchange (common to all alternatives) to accommodate a realigned roadway, the addition of the overpass bridge structure over the railroad and the connector roadway between 6000 North Road and IL 50. The 39.8 acres consists primarily of prime farmland that is also zoned for either commercial/retail or industrial uses as well as two residential displacements at the existing intersection of IL 50 and 6000 North Road and a number of partial business displacements, including the need for retaining walls and frontage roads.

This alternate was eliminated from further consideration due to the excessive right-of-way acquisition and the potential breakdown in traffic capacities at the intersections of the connector roadway with both IL 50 and 6000 North Road caused by the intersection configurations and the concentrations of traffic in certain turning movements.

4. ENVIRONMENTAL CONSEQUENCIES

The environmental characteristics map, Exhibit 2-2, identifies all sensitive cultural, natural, physical, and socio-economic resources, and special waste sites in the study area. Resources potentially impacted by the proposed action or that require discussion pursuant to applicable laws and regulations are addressed in this Section.

4.1 Social/Economic

The development of the preferred alternate for the proposed 6000 North Road interchange requires the acquisition of approximate 75.26 acres of new right-of-way. The preferred alternate would displace a number of structures including residences, farmstead residences, outlot buildings and business enterprises. However, there will be economic benefits to the region with the installation of a new interchange.

4.1.1 ROW Acquisition

Table 4.1-1 below outlines the amount of proposed right-of-way to be acquired, the current parcel use and the future zoned use. Reference Exhibit 4-1. Right-of-way acquisition predominantly consists of farmstead and farmland with relatively few acres of residential and industrial land acquisition. The residential and business relocations are discussed in greater detail in Section 4.1.2 and 4.1.3, respectively.

Table 4.1-1
Potential Property Acquisition in the Project Area

Site #	Owner of Record Name	Existing Use - General Description	Future Use - Zoning (town)	Potential Acquisition Area (ac)
1	Homestar Bank Trust #1086	Farmland	Light. Industrial (Bourbonnais)	1.12
2	Capstone Bank Trust #1618	Farmland	Light. Industrial (Bourbonnais)	14.26
3	ATG Trust Co. #LT0415	Farmland	Light. Industrial (Bourbonnais)	0.71
4	Mainsource Bank of Indiana Trust #2683	Farmland	Heavy. Industrial (Bourbonnais)	10.77
5	Mainsource Bank of Indiana Trust #2683	Farmland	Heavy. Industrial (Bourbonnais)	1.51
6	N Kids Grove LLC	Vacant/ Farmland	Heavy. Industrial (Bourbonnais)	0.08
7	Oak Real Estate Ventures LLC	Farmland	Light. Industrial (Bourbonnais)	0.14
8	Kankakee Valley Construction Co.	Industrial	Light. Industrial (County)	0.52
9	Marcella Wood	Farmstead	Light. Industrial (County)	0.78

10	Kankakee Valley Construction Co.	Farmland	Light. Industrial (County)	0.09
11	William and Debra Wagner	Farmland	Light. Industrial (County)	0.81
12	Limestone Manteno Co	Industrial	Heavy. Industrial (County)	6.70
13	Wendell and Debra Provost	Farmland	Light. Industrial (Bourbonnais)	0.83
14	Commonwealth Edison	Utility	Light. Industrial (Bourbonnais)	*
15	Thomas Schmitt	Residential	Retail Commercial (Bradley)	1.05
16	Wayne Snyder	Residential	Retail Commercial (Bradley)	0.42
17	Homestar Bank Trust #1149	Farmland	Light. Industrial (Bourbonnais)	0.49
18	Azzarelli Development Corp.	Farmland	Light. Industrial (Bourbonnais)	0.53
19	Thomas Edison	Industrial	Light. Industrial (Bourbonnais)	0.48
20	Cronin Farms LLC	Farmland	Retail Commercial (Bradley)	3.60
21	James Caron	Farmstead	Retail Commercial (Bradley)	0.96
22	Cronin Farms LLC	Farmland	Retail Commercial (Bradley)	0.47
23	Kimberly Stluka	Farmstead	Retail Commercial (Bradley)	0.06
24	Stella Berry	Farmstead	Retail Commercial (Bradley)	0.07
25	Park City Mobile Home	Farmland	Light. Industrial (Bourbonnais)	2.41
26	Park City Mobile Home	Farmland	Light. Industrial (Bourbonnais)	10.39
27	Park City Mobile Home	Farmstead	Light. Industrial (Bourbonnais)	0.56
28	Nancy Cryier	Farmland	Light. Industrial (Bourbonnais)	10.26
29	Cynthian Clemans	Farmstead	Light. Industrial (Bourbonnais)	0.37
30	Smith Development	Farmland	Light. Industrial (Bourbonnais)	0.07

31	Homestar Bank Trust #0816	Farmland	Light. Industrial (Bourbonnais)	0.41
32	Homestar Bank Trust #0816	Farmland	Light. Industrial (Bourbonnais)	0.47
33	Homestar Bank #1149	Vacant (unused)	Light. Industrial (Bourbonnais)	0.30
34	Standard Bank and Trust #13112	Vacant (unused)	Retail Commercial (Bourbonnais)	1.48
35	CS Homes of Bourbonnais Inc.	Vacant (unused)	Retail Commercial (Bourbonnais)	1.45
36	Kankakee 6000 LLP	Farmland	Heavy Industrial (Bourbonnais)	0.56
37	Kankakee 6000 LLP	Farmland	Heavy Industrial (Bourbonnais)	0.19
38	Commonwealth Edison	Utility	Light Industrial (Bourbonnais)	0.04
39	Canadian National Railroad	Industrial	Heavy Industrial (County)	*
	TOTAL			**75.41**

* - Permanent Easement Acquisition

4.1.2 Residential Relocations

Two (2) residential properties will require acquisition and relocation for the preferred alternate. The residences are located at the southeast corner of IL 50 and 6000 North Road and are needed for the widening and improvement of the intersection. Reference Exhibit 4-1.

Table 4.1-2 lists those properties of residential displacement:

Table 4.1-2
Potential Residential Displacement in the Project Area

Site #	Name	Existing Use - General Description	Future Use - Zoning (town)	Acquisition Area (ac)
15	Thomas Schmitt	Residential	Retail/ Commercial (Bradley	1.05
16	Wayne Snyder	Residential	Retail/ Commercial (Bradley)	0.42

Land acquisition and displacement procedures will follow the "Uniform Relocation Assistance and Real Property Acquisition Polices Act" and the *IDOT Land Acquisition Procedure Manual.* Housing of last resort will be provided, if necessary. Housing resources will be available to all relocates, without discrimination.

4.1.3 Business Relocation

No businesses will be completely displaced as a result of the construction of the preferred alternate. However, a number of buildings associated with industrial and agricultural operations will be displaced. In addition, impacts to portions of one utility are anticipated. Access to existing businesses and agricultural operations is expected to generally be maintained. Reference Exhibits 4-1A through 4-1C.

Table 4.1-3 lists those properties that potentially have industrial or business structure or agricultural outbuilding displacement.

Table 4.1-3
Potential Industrial/Agricultural Building Displacement in the Project Area

Site #	Name	Potential Building Displacement	Proposed Use Zoning (town)	Total Acquisition Area (ac)
2	Capstone Bank Trust #1618	Farm Storage Barn	Heavy. Industrial (Bourbonnais)	14.26
9	Marcella Wood	Farm Storage Shed	Light. Industrial (County)	0.78
8	Kankakee Valley Construction Co.	Office Trailer/Metal Garage Building	Light. Industrial (County)	0.56
12	Limestone Manteno Co	Truck Scale, Weigh House	Heavy. Industrial (County)	6.70
14	Commonwealth Edison	Portions of land at Electrical SubStation, Fence	Light. Industrial (Bourbonnais)	*

* - Permanent Easement Acquisition

Land acquisition and displacement procedures will follow the "Uniform Relocation Assistance and Real Property Acquisition Polices Act" and the *IDOT Land Acquisition Procedure Manual.*

4.1.4 Other Related Social Issues

Community Characteristics and Cohesion

The development of a new interchange at 6000 North Road has been planned and accommodated by the Villages of Bourbonnais, Bradley and Manteno in their comprehensive, long range municipal planning studies. This interchange is expected to serve as primary access to I-57 from existing heavy industry in Bourbonnais, Bradley, and Manteno, allowing heavy truck traffic to avoid commercial and downtown areas to gain highway access. It is also planned to provide improved access for industrial zoned properties in both Bourbonnais and Bradley that straddle the 6000 North Road corridor from US 45/52 to IL 50.

Title VI and Other Protected Groups

Groups of ethnic, racial, or religious minorities or elderly or handicapped people are not present within the project area. No groups or 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.

The project will follow the "Americans With Disabilities Act Accessibility Guidelines for Buildings and Facilities", 36 CFR Part 1191 to ensure the project meets the goals of the Americans with Disabilities Act (ADA).

Environmental Justice

In accordance with the Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, this section addresses potential impacts and examines the spatial distribution among minority and low-income populations that could be affected by the proposed project. The evaluation process includes consideration of environmental justice to ensure that low-income and minority groups do not suffer a disproportionate share of adverse impacts resulting from federal actions.

The US Department of Health and Human Services defined the 2009 poverty guideline for a family of four at $22,050. The census 2000 median household income level in the study area is well above the poverty threshold. Further, the median household income level in the study area exceeds the median household income of $41,532 for Kankakee County.

4.1.5 Public Facilities and Services

There are no public facilities or services located within the project area. The construction of the proposed project will increase the access of the area to the I-57, allowing faster and better response from public safety providers (fire, police, paramedic).

The project also includes provisions for the installation of sidewalks and will include the installation of a multi-use trail along the north side of 6000 North Road and the east side of IL 50 from the south project limits to 6000 North Road. Refer to Exhibit 5-1 for the Regional Trail Plan.

Change in Travel Patterns

Travel patterns in the project area and in the adjacent communities are expected to change as a result of the proposed project. Currently, existing truck traffic from heavy industrial areas (Nucor Steel and CBI) in Bourbonnais and Bradley must use IL 50 to access I-57 to the south. Similarly, industrial facilities located south and east of Manteno (Diversitech campus), must have truck traffic pass through downtown Manteno to reach access to I-57 at 9000 North Road.

The proposed project will allow trucks to access the Interstate system without mixing with general retail and downtown traffic in either area, thereby relieving traffic concerns at existing retail and residential areas and providing faster and improved access for industrial businesses.

Additionally, the properties adjacent to the interchange along 6000 North Road are annexed into the villages and are zoned for heavy or light industrial uses by the local communities. The

proposed interchange may promote industrial job growth in the area. Future planning by the communities also has identified the installation of an internal circulation roadway (to be built by others) approximately in line with 1000 East Road, which would assist even further in access for existing industries.

For bicyclists and pedestrians, the multi-use trail included as part of the project will provide an all new facility in an area that does not have any such facilities. It will also provide a portion of the proposed Grand Northern Trail and Parkway and potentially provide a portion of the Manteno Trail in Kankakee County. The Grand Northern Trail proposes to connect IL 50 with the Kankakee River State Park, approximately 6 miles west of the project area. The Manteno Trail proposes to run adjacent to the CNRR and IL 50 between the Villages of Bradley and Manteno. Portions of the trail have been constructed south of St. Georges Road, approximately 1 mile south of the project area.

Refer to Exhibit 5-1.

4.1.6 Economic Impacts

The economic impact of the proposed preferred alternate is expected to be very positive. The improved access to I-57 will be attractive to new businesses and industries using truck transportation for goods and services. Existing businesses will be able to re-route existing trucking requiring Interstate access, thereby decreasing transit time and improving flow. Current existing Interstate access is located either approximately 3 miles south at IL 50 in Bradley (access though retail areas) or approximately 3 miles north at 9000 North Road in Manteno (access through downtown retail and neighborhood residential areas).

Land Use

The existing land use in the project area is primary agricultural with areas of heavy industry and scattered single family residences in a farmette setting. The land adjacent to 6000 North Road and the proposed interchange has either been annexed into or has annexation agreements with the Villages of Bourbonnais, Bradley or Manteno. The land is generally zoned as industrial or manufacturing for all of Bourbonnais and Manteno and as retail/commercial in the Village of Bradley. Refer to Exhibit 2-1. Future land use is consistent with the purpose and need for the interchange.

Growth and Economic Development

As noted in the section on Land Use, the currently vacant farmland adjacent to the project limits is zoned for various industrial or manufacturing classifications. The availability of the land for industrial development with close Interstate and rail access is promoted and encouraged by all three Villages and Kankakee County as extremely important to the region. The future installation of the interchange is also key toward attracting industrial and/or manufacturing concerns.

4.2 Agricultural

Farmland and Soils Identification

The farmland in the project study area has been identified by soil type and is shown in the Table 4.2-1. The approximate acreage of soil type required for the preferred alternate is also listed.

Table 4.2-1
Farmland Required

Soil type	Mapping Number	Prime Farmland Status	Approximate acres required for Preferred Alternate
Milford silty clay loam	69A	Prime farmland where drained	24.52
Elliot silt loam	146A	Prime farmland in all areas	2.79
Martinton silt loam	189A	Prime farmland in all areas	4.33
Varna silt loam	223B	Prime farmland in all areas	2.93
Ashkum silty clay loam	232A	Prime farmland where drained	0.09
Platteville silt loam	240A	Prime farmland in all areas	1.81
Andres silt loam	293A	Prime farmland in all areas	14.52
Symerton silt loam	294A	Prime farmland in all areas	3.91
Beecher silt loam	298A	Prime when drained	3.63
Peotone silty clay loam	330A	Prime farmland where drained	0.30
Rockton loam 0-2%	503A	Prime farmland in all areas	0.47
Reddick clay loam	594A	Prime farmland when drained	3.98
TOTAL			**63.28**

Protected Agricultural Areas

No protected agricultural areas are included in the project area. Protected agricultural areas are defined by the Illinois Agricultural Areas Conservation and Protection Act (505ILCS 5/1) of 2004 and administered through County administration. Kankakee County has not designated any farmland within the project corridor as a Protected Agricultural Area. Additionally, all of the farmland within the project limit is within an incorporated municipal boundary or within the official 1.5 mile planning area of incorporated municipalities. Agricultural coordination may be found in Appendix F.

Coordination

All of the farmland to be acquired as right-of-way for the preferred alternate is either within the municipal boundary of one of the three communities or is within the planning area of one of the three communities, as identified in a community Comprehensive Plan on file with the Municipal Clerk. The approved dates of Comprehensive plans are:

Village of Bourbonnais -2006
Village of Bradley -2007
Village of Manteno - 2006

Each of the communities has planned for and expects development along the 6000 North Road Corridor. Each of the Village comprehensive plans anticipates the installation of a new interchange for 6000 North Road at I-57 and has planned for the changes in traffic patterns as part of each of their municipal plans.

The project has been coordinated with the United State Department of Agriculture (USDA), the Natural Resource Conservation Service (NRCS) and the Illinois Department of Agriculture (IDOA). On April 30, 2010, the IDOA determined that the project complies with the IDOT Agricultural Land Preservation Policy and the Illinois Farmland Preservation Act. (Appendix F).

Impacts

The proposed project will require a total of approximately 63.28 acres of currently used agricultural land for the construction of the interchange and 6000 North Road improvements. The current land adjacent to the proposed interchange has already been zoned for other uses and as of mid-2008, has been marketed for the new uses and zoning.

The impacts to any agricultural uses from the interchange and associated roadway improvements will be the loss of acreage from production but the larger impact will occur when the land is sold for redevelopment and converted to other uses.

Erodible Soils

No highly erodible soils will be impacted by the 6000 North Road improvement. All of the identified soils in the project area exhibit Low susceptibility to wind or water erosion and exhibit Negligible to Slight susceptibility to accelerated erosion characteristics.

4.3 Cultural

Archaeological Sites

There are no known archaeological sites within the project area hence there will be no impacts. As part of the Cultural Resources Survey, an Archeological Report and Phase I documentation was completed by the Illinois State Archaeological Survey. The report concluded that no historically significant archaeological sites meeting the criteria for listing in the NHRP had been identified within the project area, and therefore, on March 17, 2010, April 7, 2010 and August 24, 2010 the State Historic Preservation Officer concurred that No Historic Properties are affected by this project.

FHWA and IDOT, in cooperation with the Illinois State Archaeological Survey at UIUC, have developed an electronic Project Notification System (PNS) which automatically sends proposed project data to American Indian tribes which have an interest in Illinois counties. The I-57 at 6000 North Road project was posted on March 23, 2009. No comments were received from tribes and the project was submitted to the Illinois SHPO for review on April 5, 2010. The SHPO concurred with a finding of no historic properties affected on April 7, 2010 completing the Section 106 requirements.

Historic Bridges

There are no known historic bridges within the project area hence there will be no impacts.

Historic Districts & Buildings

A number of Historic Districts and Buildings exist within Kankakee County. None are within the project limits and there will be no impacts to historic districts or buildings. The State Historic Preservation Officer on March 17, 2010 and April 7, 2010, concurred that No Historic Properties are affected by this project.

4.4 Air Quality

4.4.1 Microscale Analysis

There are no intersections within the project limits that contain sensitive receptors. Therefore no Microscale COSIM analysis is required.

4.4.2 Mobile Source Air Toxics

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources. 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the Clean Air Act. In its rule, EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA projects that even with a 64 percent increase in VMT, these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent.

As a result, EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs. The agency is preparing another rule under authority of CAA Section 202(l) that will address these issues and could make adjustments to the full 21 and the primary six MSATs.

Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order

to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

1. Emissions. The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While MOBILE 6.2 is used to predict emissions at a regional level, it has limited applicability at the project level. MOBILE 6.2 is a trip-based model--emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE 6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE 6.2 can only approximate the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter, the model results are not sensitive to average trip speed, although the other MSAT emission rates do change with changes in trip speed. Also, the emissions rates used in MOBILE 6.2 for both particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles. Lastly, in its discussions of PM under the conformity rule, EPA has identified problems with MOBILE6.2 as an obstacle to quantitative analysis.

   These deficiencies compromise the capability of MOBILE 6.2 to estimate MSAT emissions. MOBILE6.2 is an adequate tool for projecting emissions trends, and performing relative analyses between alternatives for very large projects, but it is not sensitive enough to capture the effects of travel changes tied to smaller projects or to predict emissions near specific roadside locations.

2. Dispersion. The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide to determine compliance with the NAAQS. The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk. The NCHRP is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

3. Exposure Levels and Health Effects. Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a

70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or State level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at http://www.epa.gov/iris. The following toxicity information for the six prioritized MSATs was taken from the IRIS database Weight of Evidence Characterization summaries. This information is taken verbatim from EPA's IRIS database and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- Benzene is characterized as a known human carcinogen.
- The potential carcinogenicity of acrolein cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- Formaldehyde is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals. 1,3-butadiene is characterized as carcinogenic to humans by inhalation.
- Acetaldehyde is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- Diesel exhaust (DE) is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases.
- Diesel exhaust also represents chronic respiratory effects, possibly the primary noncancerous hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health

implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes -- particularly respiratory problems. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

While there is not a significant increase in future traffic expected as a result of the completed project versus the no-build alternative, the new interchange ramps, the roadway widening/improvements to 6000 North Road and the intersection improvements at US 45/52 and IL 50 contemplated as part of the project carried forward may have the effect of moving some traffic closer to nearby homes and businesses; therefore, there may be localized areas where ambient concentrations of MSATs would be higher than the no build alternative. The localized differences in MSAT concentrations would likely be most pronounced along the new/expanded roadway sections. However, as discussed above, the magnitude and the duration of these potential increases cannot be accurately quantified because of limitations on modeling techniques. Further, overall future MSATs are expected to be substantially lower than today due to implementation of EPA's vehicle and fuel regulations.

In summary, under the Build Alternative carried forward in the design year it is expected there would be higher MSAT emissions in the study area, relative to the No Build Alternative, due to increased VMT. There could be slightly elevated but unquantifiable changes in MSATs to residents and others in a few localized areas where VMT increases, which may be important particularly to any members of sensitive populations. 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.

4.4.3 Air Quality Conformity

No portion of this project is within a designated non-attainment or maintenance area for any of the air pollutants for which the USEPA has established standards. Accordingly, a conformity determination under 40 CFR Part 93 Determining Conformity to State or Federal implementation plans is not required.

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.

The Department'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 Department 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 Noise

4.5.1 Definition of Noise Impact

The Federal Highway Administration (FHWA) has established comprehensive policies and procedures for dealing with the abatement of highway traffic noise. These policies and procedures are contained in the U.S. Code of Federal Regulations, 23 CFR 772. Highway agencies use these procedures in the identification and analysis of traffic noise impacts resulting from proposed roadway improvements.

The FHWA and IDOT Highway Traffic Noise Assessment Manual have established Noise Abatement Criteria (NAC) used to assess potential noise impacts as defined by 23 CFR 772. A traffic noise impact occurs when noise levels approach, meet or exceed the NAC. When traffic noise impacts occur, abatement measures must be considered. For exterior noise levels, the NAC for residences, schools, parks and similar type developments (Type B land uses) is 67dBA, while the NAC for commercial developments (Type C land uses) is 72-dBA. For residential receivers, approaching the NAC is defined by IDOT as design year traffic noise levels equal to or exceeding 1-dBA less than the NAC, or 66-dBA. For commercial receivers, 71-dBA is the impact threshold level. The noise abatement criteria are based on exterior noise levels evaluated at locations where frequent human use occurs and a lowered level would be a benefit. In addition, a noise impact occurs when design year traffic noise levels are predicted to substantially increase (greater than 14 dBA) over existing traffic-generated noise levels.

FHWA Traffic Noise Model (TNM) 2.5 software was used to estimate the traffic noise levels that will occur at noise-sensitive receivers within the project area.

4.5.2 Existing Conditions

Noise levels were monitored at four sensitive receptor locations to determine noise levels under existing conditions. The receivers are noted in Table 4.5-1 and depicted in Exhibit 4-2. The monitored noise levels were then used to validate the accuracy of future noise levels as predicted by the FHWA TNM 2.5.

Table 4.5-1
Noise Levels

Receptor	Type	Represents	NAC* (dBA)	Existing (dBA)	Predicted		
					No-Build (dBA)	Build (dBA)	Change from Existing (Build)
M1	Residential	1 home	67	57	69	71	14
M2	Residential	1 home	67	56	68	71	15
M3	Residential	4 homes	67	59	74	74	15
M4	Residential	1 home	67	56	70	72	16

* Noise Abatement Criteria

The existing noise levels range from 57 to 59 decibels (A-weighted). None of the existing noise levels at the receivers approaches, meets or exceeds the NAC noise criteria of 66 dBA for residential locations. All noise levels exceed the NAC noise criteria in the predicted 'Build' and 'No-Build' scenarios.

The same four sites were used for analysis of 2030 No Build and 2030 Build Alternate noise levels. Table 4.5-1 also notes the 2030 Build and 2030 No-Build noise levels as predicted by the TNM computer software model. Noise levels for the No Build scenario range from 12 to 15 dBA above existing noise levels. Noise levels for the Build scenario range from 14 to 16 dBA above existing noise levels.

4.5.3 Noise Abatement

There are three possible ways to abate traffic noise at existing receptors: change the source, change the receptor, or change the noise path between the source and the receptor. Noise abatement measures typically available for consideration and evaluation by the FHWA are:

- Traffic management measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations);
- Alteration of horizontal and vertical alignments of the project under consideration;
- Acquisition of property rights (either in fee simple [total] or lesser interest) for construction of noise barriers;
- Construction of noise barriers (including landscaping for aesthetic purposes) whether within or outside the highway right-of-way; and
- Acquisition of real property or interests therein (predominately unimproved property) to serve as a buffer zone between traffic and receptors.

Traffic management measures most effective in reducing noise levels include prohibition of heavy trucks and use of lower speed limits. Prohibition of heavy trucks along the detailed build

alternative will not be practical considering the existence of commercial land uses in the study area and that the I-57 interchange with 6000 North Road will serve as a major route for commercial traffic. Such a prohibition will have adverse economic impacts. Lowering the speed limit will reduce the level of service provided by the alternatives and will thereby increase delays, air pollutant emissions, and the overall cost of transporting goods and services.

Alteration of the horizontal and vertical alignment of the detailed build alternative was considered as a potential abatement option. However, as improvements are being proposed along existing alignment, adjustment of horizontal and vertical alignment would not be practical to maintain access for side streets and driveways along the route. Therefore, alteration of the horizontal and vertical alignment would not be a reasonable noise abatement option for this project. Alteration of receptor locations, by moving or replacing them, is not an economically reasonable or practicable noise abatement option for this project because of the potential cost and impact to property owners.

Remaining options deal with changing the noise path, essentially the line-of-sight, between the source and the receptor. This can be done by lengthening the noise path, interrupting it, or a combination of both through the construction of a barrier between the receptor and source. The most feasible and effective noise abatement measure would be the installation of noise walls. Calculations indicate that the installation of noise barriers would reduce noise levels from 8 to 10 dBA for the affected sites, meeting IDOT's criteria. Noise barriers may also not exceed $24,000 per benefited residence per IDOT's policy. Refer to Table 4.5-2 for a summary of the noise abatement evaluation. Noise barriers are not economically reasonable, and therefore, are not proposed.

In addition, the installation of noise barriers would also cut off access for various properties in the study area without special consideration for driveways or offset barriers to allow access. Also, no new residential areas are planned or zoned for the project area.

Table 4.5-2
Noise Abatement

Receptor	Height (ft.)	Barrier Length (ft.)	Cost* (000's)	Reduction Potential (dBA)	# of Benefited Receptors	Cost /Benefited Receptor (000's)	Likely to be Implemented	If No, Why
M1	12	545	$163.5	8	1	$163.5	No	Does not meet cost criteria plus cuts off property access.
M2	10	530	$132.5	8	1	$132.5	No	Does not meet cost criteria plus cuts off property access.
M3	8	2230	$446.0	10	2	$223.0	No	Does not meet cost criteria plus cuts off property access.
M4	10	530	$132.5	9	2	$66.25	No	Does not meet cost criteria plus cuts off property access.

* Based on $25 per square foot.

4.5.4 Construction Noise

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 point 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 the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction as Article 107.35.

4.6 Natural Resources

4.6.1 Ecological Resources

The ecological resources discussed in this section include plant communities, - and wetlands. A field investigation of the project corridor was conducted on October 10, 2007 (INHS 2008, 2008a).

Vegetation and Habitat

Categories for cover types are based on the Illinois Natural Areas Inventory (White, 1978). The project corridor consists of eight land use/cover types. The dominant cover types are agricultural

land and developed land. The most abundant natural cover types are non-native grassland and shrubland. Table 4.6.1 lists the eight cover types as well as the acres proposed for conversion to paved or other unvegetated uses, acres proposed for conversion to vegetated right-of-way, and total anticipated acres for conversion.

The majority of the land to be acquired for the project is currently farmland but has been annexed into and zoned by the various communities as either industrial or retail/commercial. It is currently being marketed as such. The developed land to be acquired is industrial (quarry, asphalt plant, factory) or residential (two properties).

Table 4.6-1
Vegetative Cover Types and Impacts

Cover Type	Conversion to Paved or Other Unvegetated Uses, (acres)	Conversion to Vegetated ROW (acres)	Total Acres Conversion
Agricultural Land	11.8	51.6	63.4
Developed Land	6.0	6.0	12.0
Non-native Grassland	0	0	0
Shrubland	0	0	0
Prairie	0	0	0
Pond	0	0	0
Marsh	0	0	0
Forested Wetland	0	0	0
Total	**17.8**	**57.6**	**75.4**

4.6.2 Trees

It is estimated that the Preferred Design Alternative will require the removal of approximately 156 trees of six-inches or greater in size. Most are adjacent to or within proposed right-of way purchases, parallel to existing 6000 North Road and relocated IL 50.

The one exceptional bur oak tree described in Section 2 will not be impacted by the preferred alternative.

Tree replacement based on the IDOT Departmental Policies (D&E No. 18) requires the replacement of isolated trees or small groups of trees within the project right-of-way involving the removal of trees, to the extent practical. If bare root or balled and burlapped trees are used for replacement plantings, a minimum ratio of 1:1 is recommended for the number of trees planted to the number of trees impacted. If seedlings are used, a minimum ratio of 3:1 is recommended for the number of trees planted to the number of trees impacted. Replacement trees should be planted in suitable locations as close as practical to the removal site. Replacement of trees providing visual screens must provide similar function as the trees removed.

Protection and care of existing trees and shrubs which remain within the project limits will be provided in accordance with Section 201 of the IDOT *Standard Specifications for Road and Bridge Construction*, which will be included in the construction contract documents.

4.6.3 Energy

Construction of the proposed 6000 North Road Interchange with I-57 improvement will require indirect consumption of energy for processing materials, construction activities, and maintenance for the lane miles (kilometers) to be added within the project limits. Energy consumption by vehicles in the area may increase during construction due to possible traffic delays.

Construction of the proposed 6000 North Road Interchange with I-57 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 build alternative than for the no-action 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/non-energy consuming modes of transportation.

4.7 Water Quality/Resources

The No-Build Alternative will result in temporary impacts to the water quality of the tributary to South Branch Rock Creek during maintenance activities associated with pavement and the existing culvert. These impacts include increased sedimentation in the stream, bank erosion, and water quality concentration increases in deicing chemicals and roadway pollutants.

The Preferred Build Alternative is associated with construction, operations, and maintenance activities that also affect water quality within the only stream in the project corridor, the tributary to South Branch Rock Creek. Incremental increases in flow, suspended solids, and deicing chemicals will occur as a result of the addition of impervious areas for ramps and adjacent roadways. Additional detention will be provided in ditches and oversized sewers to offset this increase in storm water flow.

4.7.1 Construction Impacts to Surface Waters

Typical construction activities associated with culverts, ramps, and roadway widening involve grading, filling, and excavation. Construction impacts include the installation of two culverts, consisting of 60-inch x 36-inch elliptical pipes under the proposed ramps from I-57 to carry any drainage associated with this tributary to South Branch Rock Creek. In addition, the existing 38-inch x 60-inch culvert under 6000 North Road will either be replaced or extended. During installation of these culverts, temporary increases in turbidity and sedimentation will occur. Construction will include heavy equipment in the waterway; working in the stream will result in temporary increases in sedimentation and turbidity downstream. Such construction impacts may temporarily affect the diversity of aquatic resources downstream; however, these resources will recover and no permanent effects will occur (Wellman et al., 2000). The tributary to South Branch Rock Creek is an intermittent, drainage swale tributary that has no known aquatic resources; therefore, impacts will be temporary for any existing aquatic resource in this tributary. The IDOT BDE Manual, Chapter 59, Landscape Design and Erosion Control, will be implemented to minimize impacts to surface water resources.

4.7.2 Measures to Minimize Harm

Proper soil and erosion controls will be installed prior to construction and maintained throughout the project construction to minimize impacts to the tributary water quality. These controls will be consistent with IDOT's BDE Manual, Chapter 59, Landscape Design and Erosion Control, as well as other IDOT required procedures.

It is anticipated this project will result in the disturbance of more than one acre (4047 m^2) of total land area. Accordingly, it is subject to the requirement for a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges from the construction sites. Permit coverage for the project will be obtained either under the Illinois Environmental Protection Agency (IEPA) General Permit for Stormwater Discharges from Construction Site Activities (NPDES Permit No. ILR10) or under an individual NPDES permit. Requirements applicable to such a permit will be followed, including the preparation of a Stormwater Pollution Prevention Plan. Such a plan shall identify potential sources of pollution which may reasonably be expected to affect the quality of stormwater discharges from the construction site and shall describe and ensure the implementation of practices which will be used to reduce the pollutants in discharges associated with construction site activity and to assure compliance with the terms of the permit.

4.7.3 Groundwater Quality

According to the USEPA's list of sole source aquifers (draft version, 1997) there are no sole source aquifers in Illinois as defined by Section 1424 (E) of the Safe Drinking Water Act and so the proposed project will not affect any such aquifers in Illinois.

This 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 ILCS5/3, et seq.). Accordingly, the project is not subject to compliance with the minimum setback requirements for community water supply wells or other potable water supply wells as set forth in 415 ILCS 5/14, et seq.).

4.8 Flood Plains

No mapped flood plains or flood ways exist within the project area, hence there will be no impacts.

4.9 Wetlands

The wetlands for this project were delineated by the Illinois Natural History Survey (INHS), on October 10, 2007 (INHS 2008, 2008a). Five potential wetland sites within the project corridor were investigated. Two of these sites were determined to be wetlands (Site 1 and Site 4). There will be no impacts to either site as a result of the preferred alternative. The Wetland Site Exhibit and Wetland Impact Evaluation Form may be found in Appendix B.

4.10 Special Waste

The No-Build Alternative will not affect any special waste sites.

No Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) sites will be involved with the Preferred Build Alternative. Seven non-CERCLIS special waste sites were identified within the project limits. Of the seven non-CERCLIS sites, only one site (Kankakee Valley Construction Site 1700-4) was identified with a grading and depth stipulation. There is no prudent or feasible alternative for avoidance of this site. At this site, additional testing will be conducted as required. Soils found to be contaminated and affected by the project 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 environment.

4.10.1 Hazardous Waste (CERCLIS)

The USEPA listing of potential, suspected, and known hazardous waste or hazardous substance sites in Illinois (i.e. the Comprehensive Environmental Response Compensation and Liability Information System) (CERCLIS) has been reviewed to ascertain whether the proposed project will involve any listed site(s). As a result of this review, it has been determined that the Preferred Alternative will not require right-of-way and/or easement from CERCLIS sites in the project area.

4.10.2 Non-hazardous or Special Waste Sites

Preliminary Environmental Site Assessments were conducted by the Illinois State Geological Survey (ISGS #1700, March 6, 2008, ISGS #1700A, November 24, 2009 and ISGS #1700B, May 17, 2010). These assessments concluded that the Preferred Build Alternative could involve sites potentially impacted with recognized environmental conditions (RECs). Further, it has been determined that not all of the sites can be avoided. The sites which cannot be avoided include:

- Buckeye Pipeline/Explorer Pipeline (PESA Sites 1700-1, 1700-2, 1700A-4, 1700A-5, 1700B-5 and 1700B-5))
- G L Johnson Construction Co (PESA Site 1700-C, 1700A-6 and 1700B-6))
- Enterprise Pallets & Lumber/Lee Metal Products (PESA Site 1700-3, 1700A-16))
- Kankakee Valley Construction Co. (PESA Site 1700-4, 1700A-18)
- Electrical Substation (ComEd) (PESA Site 1700-5)
- Vulcan Construction Material/Ozinga Ready-Mix Concrete (PESA Site 1700-7, 1700A-25, 1700B-12)
- Farmstead (Marcella Wood) (PESA Site 1700A-15)

Sampling results presented in the PESA (ISGS #1700 March 6, 2008) at one site indicate the following: Sampling results presented in the PESA (ISGS #1700 March 6, 2008) at one site indicate the following:

In one soil sample (1700-4a-PAH) taken from site 1700-4 (Kankakee Valley Construction) at a depth of 0.015m (0.0-0.5 ft), the following PAH/SVOC exceeded the ingestion value for the IEPA Tier 1 residential TACO objectives: benzo(a)pyrene.

In other soil samples also taken from Site 1700-4 (Kankakee Valley Construction), the laboratory analytical detection limit or reporting limit for PAHs/SVOCs exceeded one or more Tier 1 TACO

objectives and , the samples may potentially have exceeded one or more TACO objectives for: dibenzo(a,h)anthracene and benzo(a)pyrene.

The nature and extent of the involvement are known and the areas of contamination, involving up to 5-foot depth of excavation for installation of storm sewer, curb and gutter and new roadway, 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 to be disposed are not expected to have a major effect on landfill capacity.

Further investigations will be conducted to determine the risks and liabilities of the above involvements. The project will not be implemented until all risks and liabilities (costs, etc) of involvement are known and acceptable to IDOT.

4.11 Special Lands

This project does not involve any lands using Land Water Conservation (LAWCON) Section 6(f)) funds, any Open Space Lands Acquisition and Development (OSLAD) Act lands, or any publically owned, publically used parks, recreation areas or wildlife/ waterfowl refuges (Section 4(f)). Hence there will be no impacts to any area designated as Special Lands.

4.12 Permits/Certifications Required

4.12.1 Section 404 Permits

Impacts to the unnamed tributary to South Branch Rock Creek will require a Section 404 nationwide permit #14 from the US Army Corps of Engineers. The work includes replacement of existing 36" round and 38x60" elliptical culverts under 6000 North Road with a 12x3' box culvert, as well as new 12x5' culverts under the proposed interchange ramps.

4.12.2 NPDES Permits

This project will disturb more than one (1) acre of total land area and therefore an NPEDS permit for stormwater discharge from construction sites will be required. Requirements applicable to such a permit include the preparation of a Stormwater Pollution Prevention Plan. This plan will identify the sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the construction site, and describe the practices to be employed to reduce pollutants in discharges associated with construction site activity and to assure compliance with the permit.

4.13 Other Issues

4.13.1 Aesthetics

To improve the aesthetics of the study area, any disturbed areas will be replanted with natural vegetation to reduce erosion and include replacement of trees removed for the construction. In addition, a landscaping plan can be established along right-of-way areas and along the edges of

the prairies located adjacent to the IL 50 ROW to lessen the impacts caused by the proposed improvements and improve the appearance of the corridor. Coordination will occur with the IDNR on the landscaping shoulders and ditches located adjacent to the prairies to avoid introducing invasive species in the landscaping that may threaten the prairies.

4.13.2 Construction Impacts

Measures to minimize traffic delays due to construction may include limiting lane closures to off-peak hours only, and public information campaign in advance of the construction to publicize alternate routes when portions of 6000 North Road are closed for construction. Construction phasing of the project may also minimize the traffic delays. Minimization measures for construction noise impacts are included in IDOT's Standard Specifications for Road and Bridge Construction as Article 107.35.

4.14 Indirect and Cumulative Effects

The I-57 at 6000 North Road Interchange project involves the construction of a new interchange access where none previously existed, in an area that is primarily agricultural with scattered properties with either residential (farm home or farmette) and industrial uses. As such, this type of improvement can be expected to have a series of indirect and cumulative impacts on the surrounding land uses and roadway networks.

Indirect impacts are defined as "effects which are caused by the proposed action and are later in time or farther removed in distance, but are still reasonably forseeable". Cumulative impacts are defined as impacts "on the environment which results from the incremental consequences of the action when added to other past, present and reasonable forseeable future actions". (40 CFR Section 1508).

Current Planning

The I-57 at 6000 North Road Interchange has been a part of the regional and local planning for a number of years. The proposed interchange is noted in the *Kankakee Area Transportation Study – 2004 Long Range Transportation Plan Update (LRTP)* document produced by Kankakee County. Additionally, the Comprehensive Plans for the Villages of Bourbonnais, Bradley and Manteno all acknowledge and incorporate the proposed interchange in their local plans.

The vast majority of the land adjacent to the proposed interchange and 6000 North Road has been annexed into either the Village of Bourbonnais or the Village of Bradley. The properties have all been zoned as either industrial or commercial/retail usages. Refer to Exhibit 2-1 Existing Land Use and Zoning Map in Appendix A.

A number of properties within the project limits are not within the actual Village boundaries but remain under Kankakee County zoning authority. These properties, are located at the intersection of IL 50 and 6000 North Road and include: the two single family homes at the southeast corner (zoned as agricultural), the quarry and concrete plant on the northeast corner (zoned general industrial) and various properties north of 6000 North Road and from IL 50 west to 1000 East Road (zoned as light industrial). Refer to Exhibit 2-1 Existing Land Use and Zoning Map in Appendix A.

Land Use and Economics

Changes to adjacent land or land use as a result of the proposed project may occur. With regard to the proposed interchange, areas of farmland would be expected to change to industrial or commercial/retail land use, depending on local zoning laws, development trends in the Kankakee County area and the national economy. The interchange construction is expected to provide improved access to the area, potentially enhancing the likelihood of development in the area already planned for development. These changes have been planned for and welcomed by the local communities and Kankakee County, as they will provide new jobs and opportunities in a region that has traditionally suffered higher unemployment rates than other areas of the State of Illinois due to the loss of manufacturing jobs.

Environmental

The environmental impacts associated with the actual proposed interchange and roadway construction are limited, as there are no wetland impacts and the only stream within the area is an intermittent, unnamed tributary to the South Branch of Rock Creek. Tree removal will be compensated by existing IDOT tree replacement policies. The vast majority of the agriculatural land adjacent to the project area is within a municipal boundary and is zoned. Agricultural impacts may occur whether or not the interchange is constructed. Both the local communities and Kankakee County have local ordinances for the protection of environmental resources and for the restoration and/or enhancement of these resources, depending on the location, level and type of development. Development induced by the proposed project will potentially have impacts on environmental resources such as wetlands, water quality and agricultural resources. Any increased development is regulated through the respective communities and County, State and Federal law. Developments typically avoid wetland areas, but where they cannot be avoided, wetlands are protected by federal, state and local regulations. Similarly, water quality is protected by Kankakee County regulations that pertain to development in the County.

Transportation

The project along with other planned IDOT projects (including revising the IL 50 at I-57 interchange to the south, as well as pavement preservation and bridge replacement projects on IL 50 and US 45/52) will result in an improved transportation infrastructure that will reduce congestion and delays in commercial areas by removing existing freight trucking from retail areas and will improve access to the Interstate highway system by providing an additional access point.

4.15 Summary of Mitigation Measures

The following table summarizes the impacts and mitigation measures for the proposed I-57 at 6000 North Road interchange:

Resource	Impact	Mitigation
Relocations/ROW Impacts	2 residences and 5 businesses/farm operations require relocation or partial relocation. Approximately 75.32 acres of land will be required for ROW.	*Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended (1989).
Farmlands	Approximately 63.07 acres of farmland will be required for ROW.	*Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended (1989).
Air Quality	No impact.	No mitigation required.
Traffic Noise	The noise levels for 4 residences will approach or exceed the noise abatement criteria.	Noise barriers are not economically feasible and hinder property access, and are therefore not proposed.
Natural Resources		
Wildlife	No impact.	No mitigation required.
Threatened and Endangered Species	No impact.	No mitigation required.
Trees	Approximately 156 impacted trees.	156 replacement trees (balled and burlaped, IDOT policy).
Prairies	No Impact.	Prairie remnants should be managed by burning to increase their quality.

Resource	Impact	Mitigation
Water Resources and Water Quality		
Intermittent Tributary to South Branch Rock Creek	Approximately 400 ft. intermittent tributary minor relocation at NW and NE ramp quadrants. New box culvert under proposed ramps.	Nationwide 404 permit No. 14 will be obtained from US Army Corps of Engineers; Best Management Practices (BMPs) for construction to be determined during final design.
6000 North Road Ditch	600 ft. intermittent tributary ditch impacts in 6000 North Road. New cross road culverts.	Best Management Practices (BMPs) for construction to be determined during final design.
I-57 Ditch	2,000 ft. east side of I-57 ditch, 2,000 ft. west side of I-57 ditch.	Best Management Practices (BMPs) for construction to be determined during final design.
Wetlands	None impacted.	Best Management Practices (BMPs) for construction adjacent to wetland areas to be determined during final design.
Floodplains/Floodways	No mapped floodplains in project area.	No mitigation necessary. Best Management Practices (BMPs) for construction to be determined during final design.
Historic and Archaeological Resources	No impact.	No mitigation required.
Special Lands		
Section 4 (f) resources	No impact.	No mitigation required.
Section 6(f) resources	No impact.	No mitigation required.

Resource	Impact	Mitigation
Special Waste		
Gasoline Spills	The project has a high potential to impact sites within the project area.	If deemed necessary, additional investigation will be required to determine exact impact.
UST	The project has a high potential to impact sites within the project area.	If deemed necessary, additional investigation will be required to determine exact impact.
LUST	The project has a high potential to impact sites within the project area.	If deemed necessary, additional investigation will be required to determine exact impact.
Asbestos	Several buildings were built prior to 1970 and may include asbestos.	Additional investigation will be required for these buildings if they are modified or demolished.
Aesthetics	Potential to impact views from remaining residences.	Landscaping plan for ROW areas to be provided.
Construction Impacts	Traffic Delay. Construction Noise Impacts.	Detours will be posted. Construction phasing and limits of time for on-road activities. IDOT's Standard Specifications for Road and Bridge Construction, Article 107.35.

4.16 Environmental Commitments

- The construction limits along the prairie remnants will be minimized, as much as possible.
- Parking of vehicles and storage of equipment or materials is prohibited on the west side of IL 50 in the designated prairie areas.
- Areas disturbed by construction will be reseeded with a native mix (Class 4 and 5A).

5. PUBLIC INVOLVEMENT

5.1 Public Involvement

Public and local involvement has been an integral part of the I-57 at 6000 North Road Interchange study process. The project was conceived starting in 2001 when local communities expressed support for a new interchange between Manteno and Kankakee. An Access Justification Report, prepared for IDOT, was conceptually approved by the FHWA on April 19, 2005, recommending an interchange at I-57 and 6000 North Road.

The project was discussed at Kankakee County Regional Planning Commission, Transportation subcommittee meetings on November 17, 2006, February 15, 2007, and April 19, 2007. Local community officials meetings were held on November 30, 2006 and May 28, 2008.

A Public Informational Meeting for the project was held on January 30, 2007 at the Bourbonnais Village Hall. Approximately 66 people were registered as attending and 12 written comments were received. The comments were generally in favor of one of those alignments shown (5 comments), environmental issues (2 comments), request for other projects to take priority (2 comments) or general comments regarding the highway system in general or requesting additional information (3 comments).

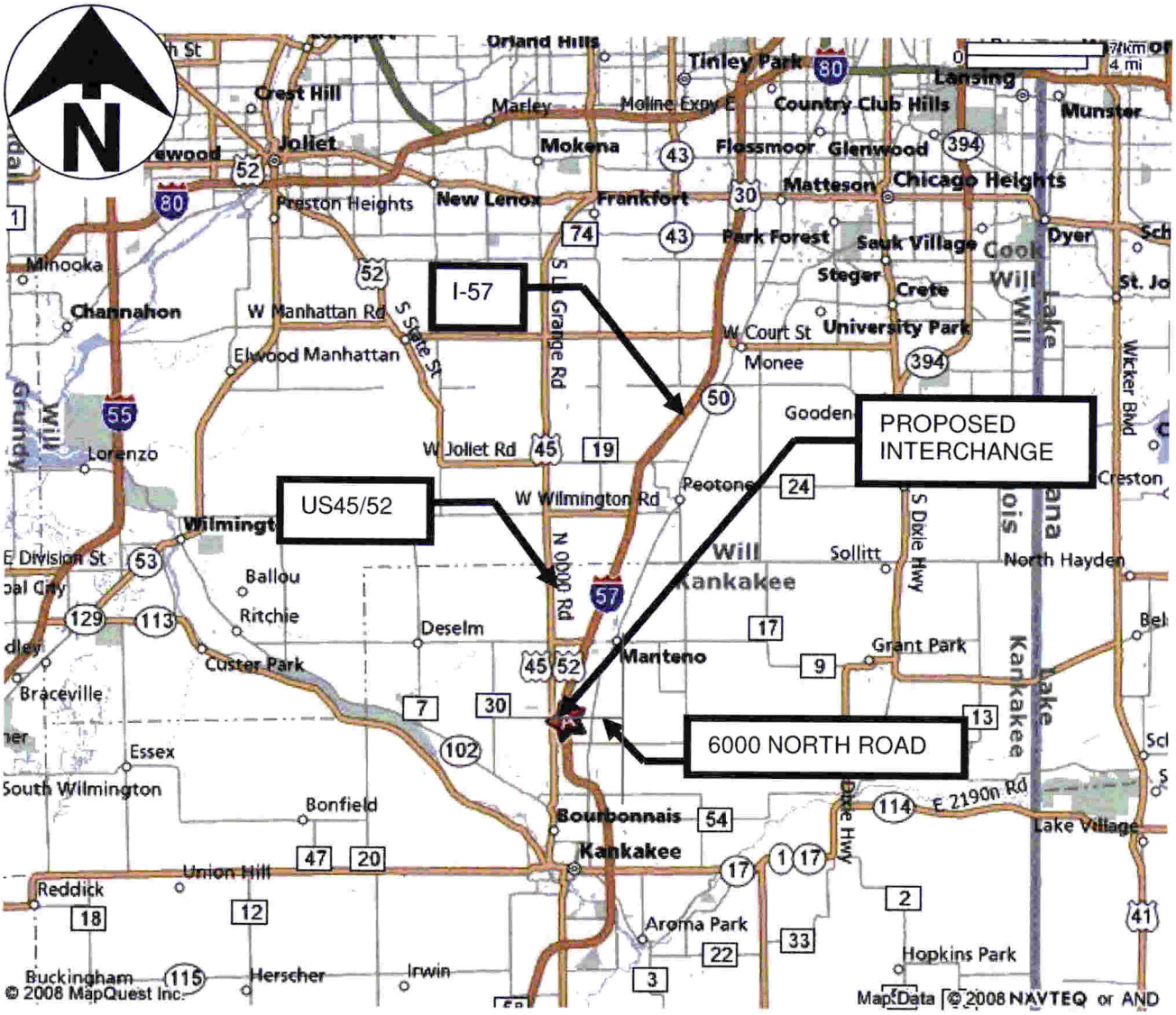
5.2 Agency Coordination

Coordination material with resource agencies is included in this section. The following agencies were consulted during the Environmental Assessment process:

- Kankakee County Regional Planning Commission
- Illinois Historic Preservation Agency (IHPA)/State Historic Preservation Officer (SHPO)
- Illinois Department of Natural Resources (IDNR)
- Illinois Department of Agriculture (IDOA)
- Illinois Natural History Survey (INHS)
- Illinois Nature Preserves Commission (INPC)
- Illinois State Geological Survey (ISGS)
- U.S. Environmental Protection Agency (USEPA)
- U.S. Fish and Wildlife Service (USFWS)

APPENDIX A

Exhibits

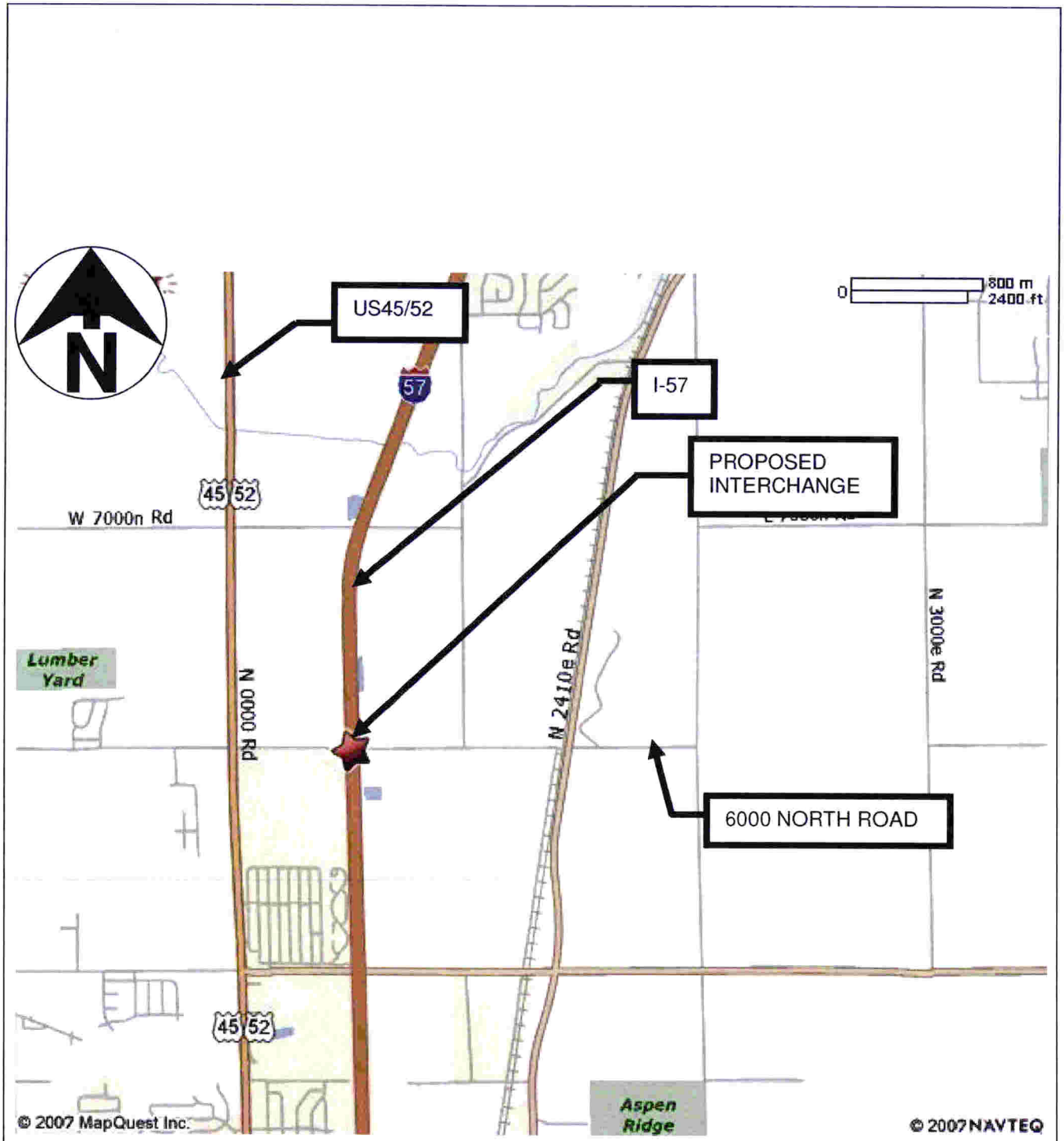


Illinois Department of Transportation

REGIONAL LOCATION MAP
Interstate 57 at 6000North Road
Proposed Interchange

DATE: May 2010

Exhibit No. 1-1



Illinois Department of Transportation	**SITE LOCATION MAP** **Interstate 57 at 6000North Road** Proposed Interchange	
	DATE: May 2010	Exhibit No. 1-2

Illinois Department of Transportation

LOGICAL TERMINI
Interstate 57 at 6000 North Road
Proposed Interchange

DATE: May 2010

Exhibit No.
1-3

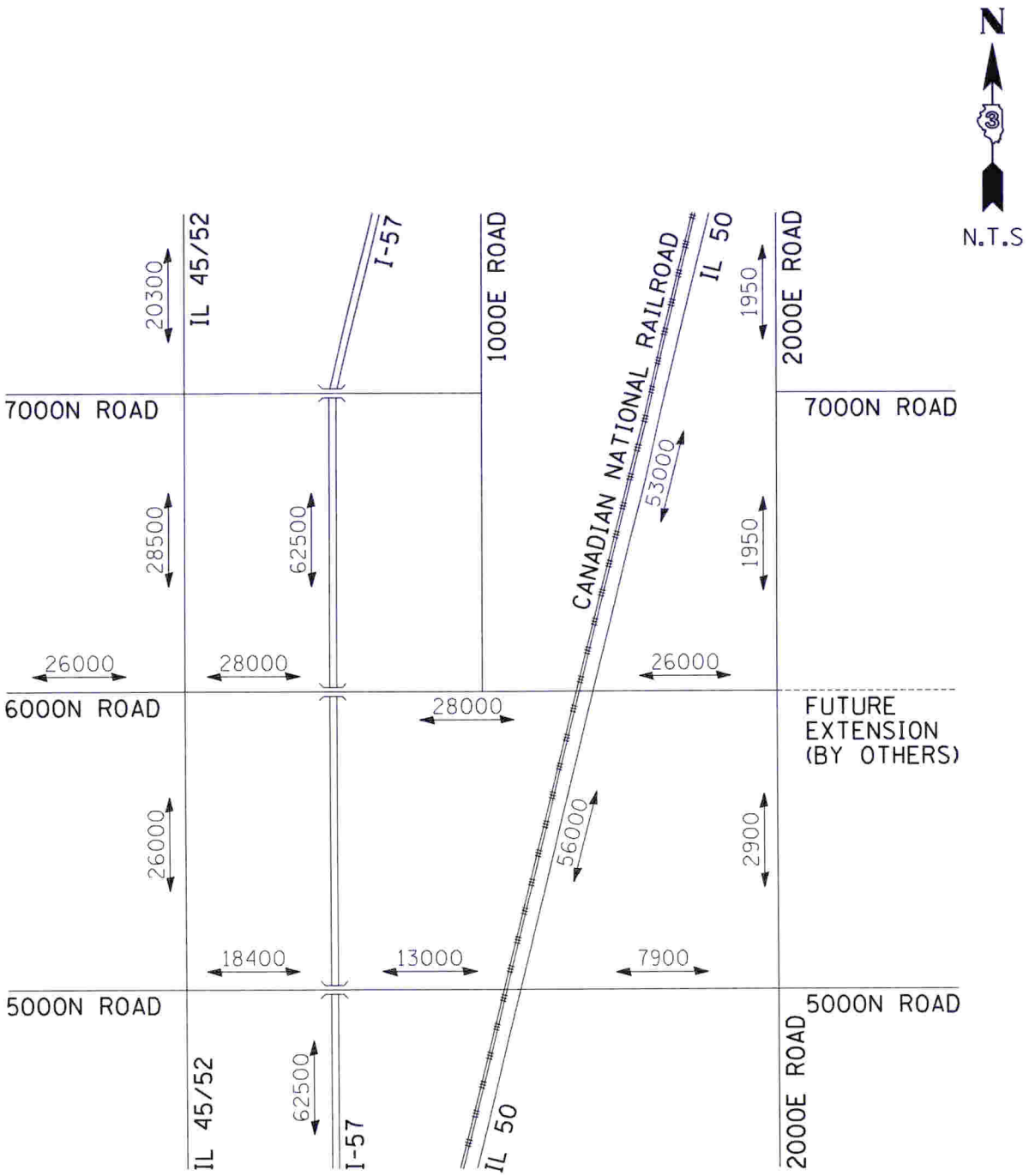


EXHIBIT 1–4

I–57 AT 6000 NORTH ROAD
2030 NO–BUILD ALTERNATIVE
AVERAGE DAILY TRAFFIC

MANTENO-DESELM ROAD

2005-2009 CRASHES

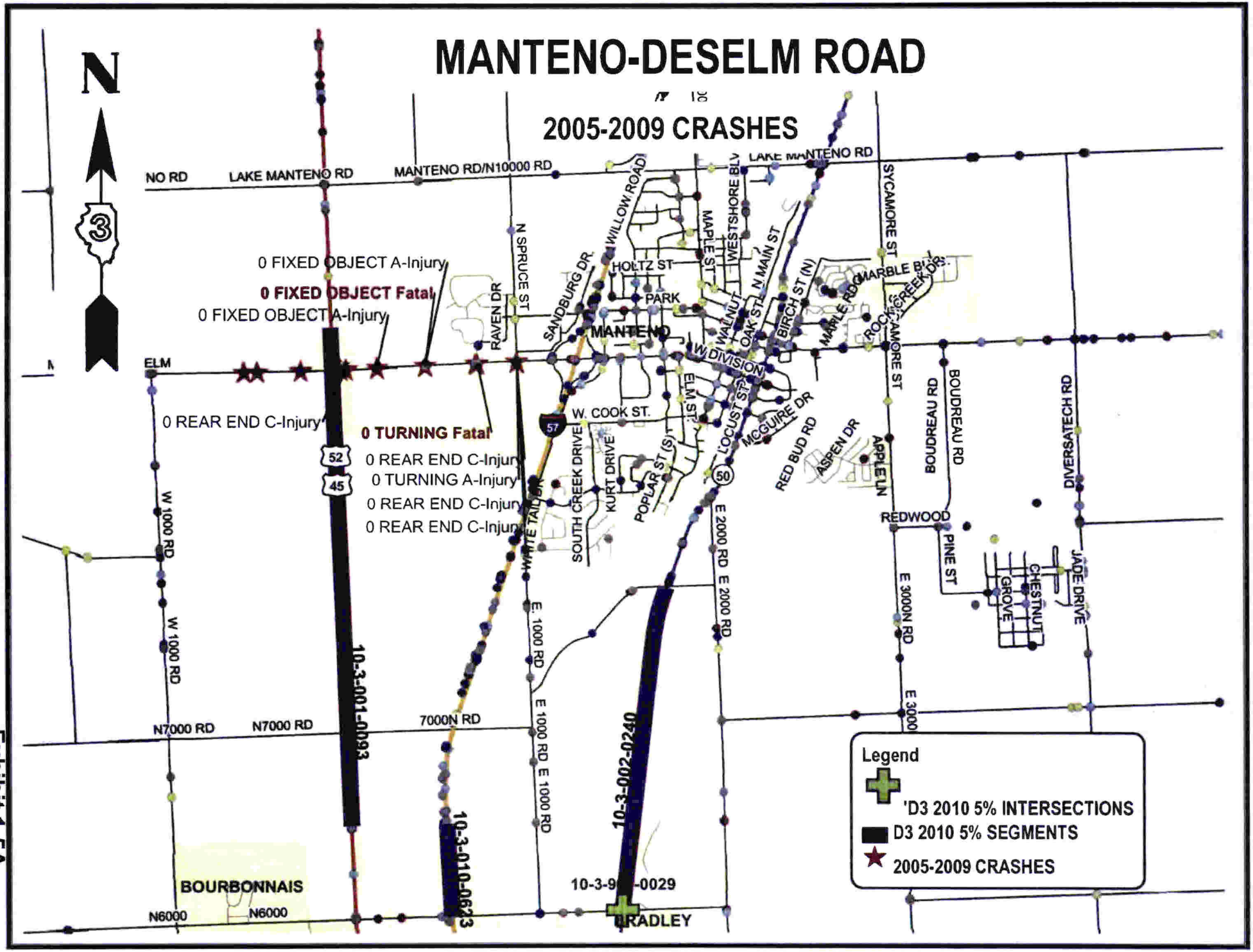


Exhibit 1-5A

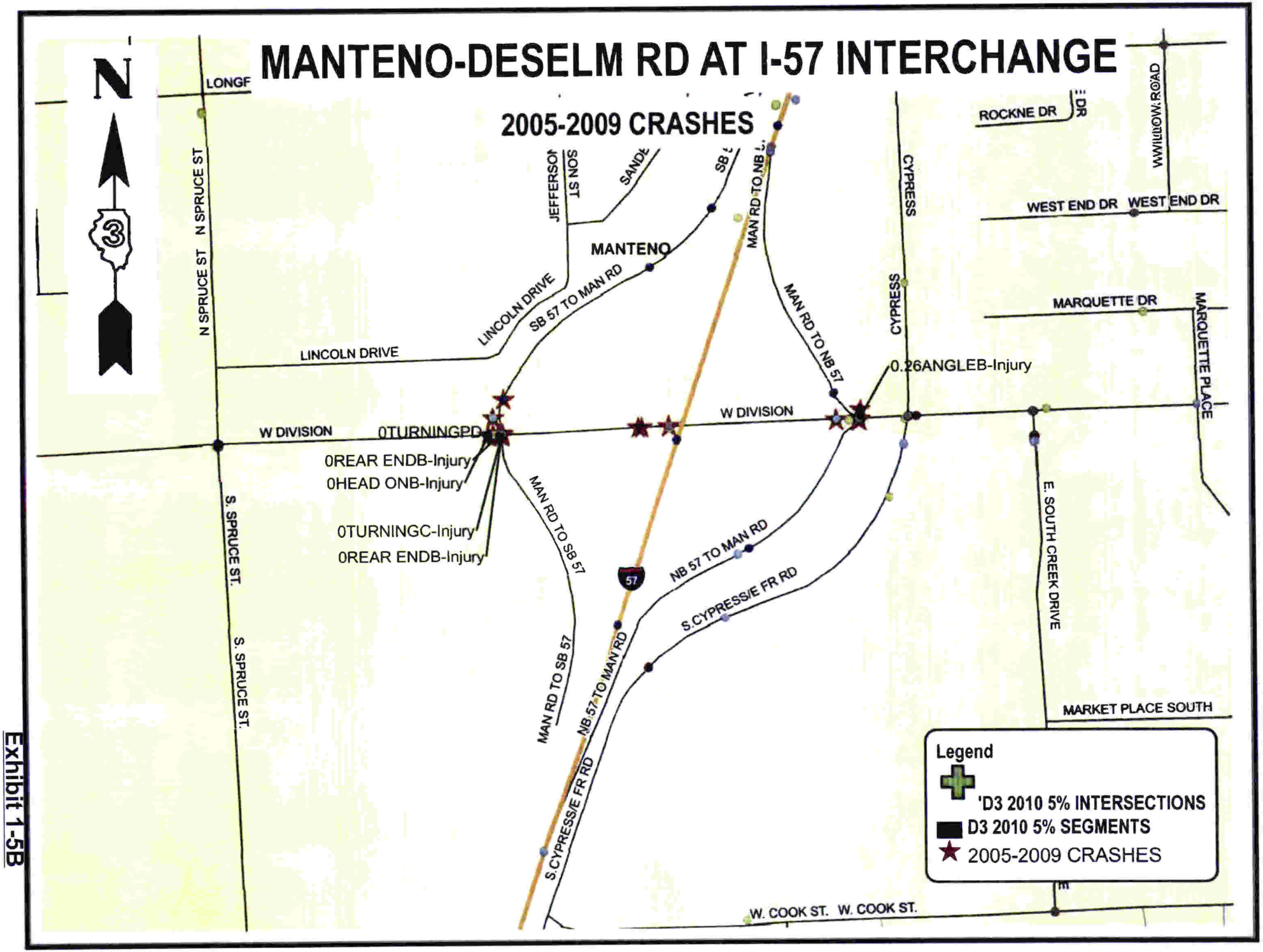

MANTENO-DESELM RD AT I-57 INTERCHANGE
2005-2009 CRASHES
N
LONGF
N SPRUCE ST
N SPRUCE ST
JEFFERSON ST
SANDE
SB
MANTENO
LINCOLN DRIVE
LINCOLN DRIVE
SB 57 TO MAN RD
MAN RD TO NB 57
CYPRESS
CYPRESS
ROCKNE DR
DR
WILLOW ROAD
WEST END DR
WEST END DR
MARQUETTE DR
MARQUETTE PLACE
0.26ANGLEB-Injury
W DIVISION
W DIVISION
0TURNINGPD
0REAR ENDB-Injury
0HEAD ONB-Injury
0TURNINGC-Injury
0REAR ENDB-Injury
MAN RD TO SB 57
MAN RD TO SB 57
S. SPRUCE ST.
S. SPRUCE ST.
57
NB 57 TO MAN RD
S.CYPRESS/E FR RD
NB 57 TO MAN RD
S.CYPRESS/E FR RD
E. SOUTH CREEK DRIVE
MARKET PLACE SOUTH
W. COOK ST.
W. COOK ST.
Legend
'D3 2010 5% INTERSECTIONS
D3 2010 5% SEGMENTS
2005-2009 CRASHES

Exhibit 1-5B

IL 50 - FROM ARMOUR RD TO LARRY POWER RD

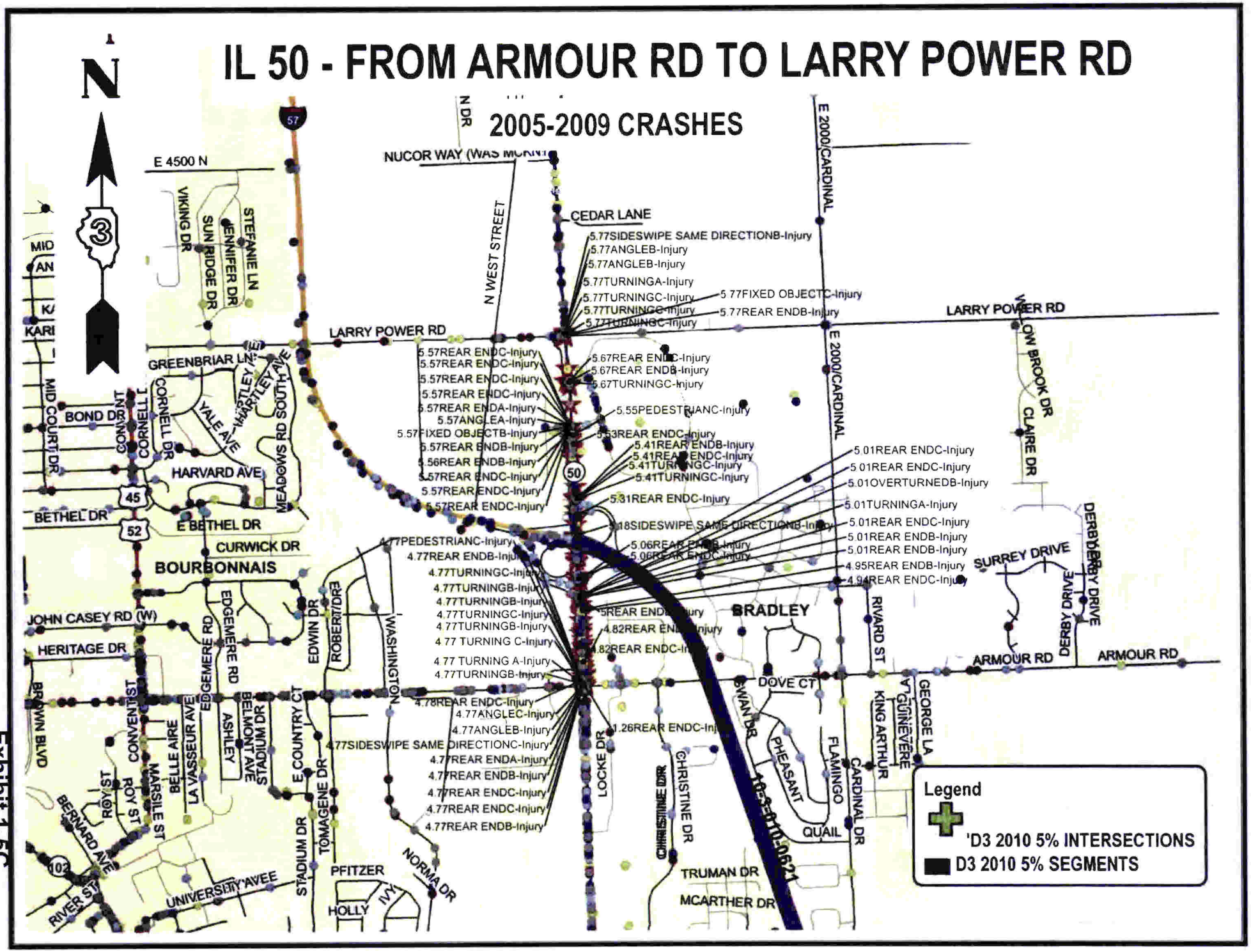
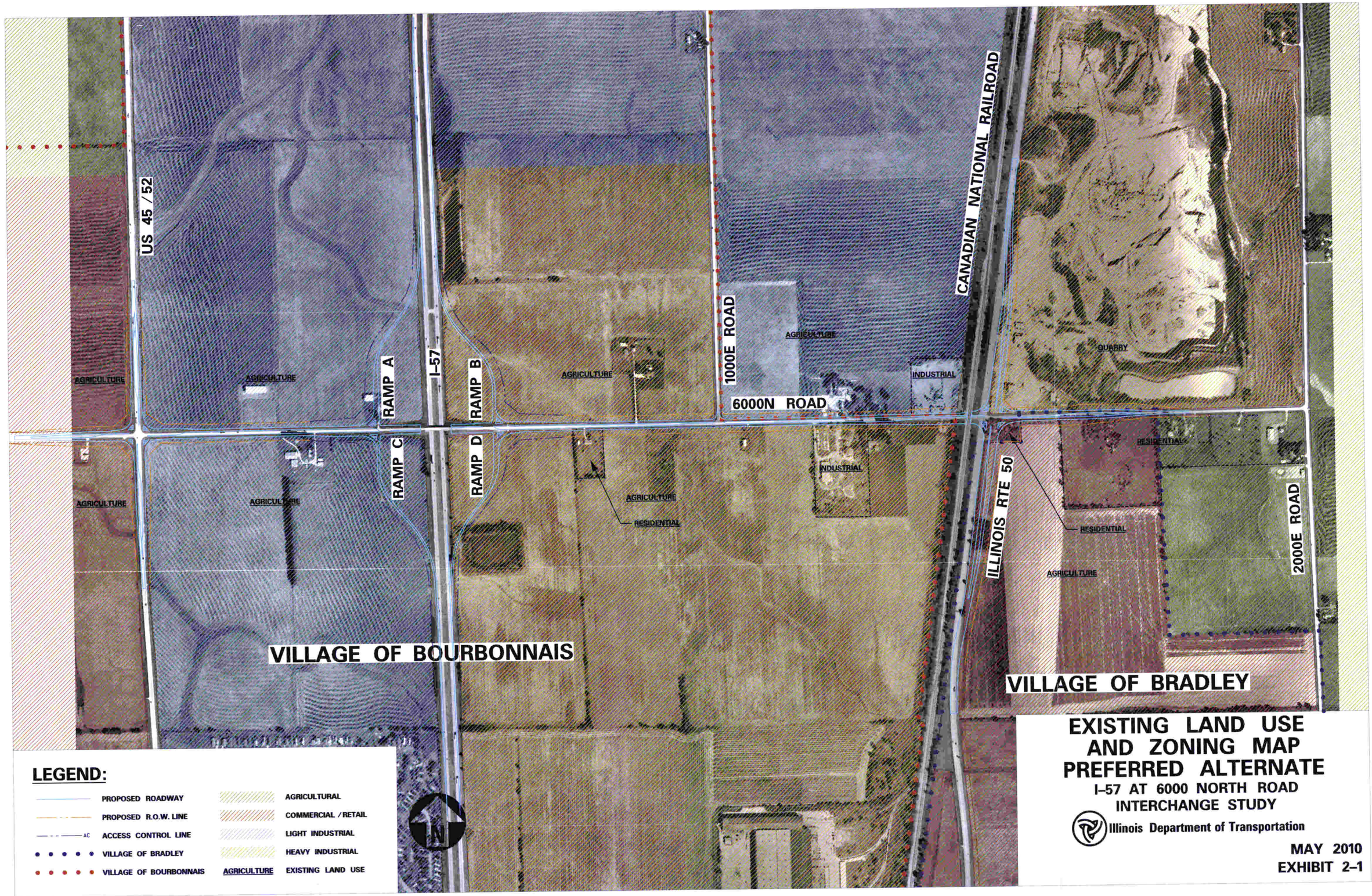


Exhibit 1-5C



EXISTING LAND USE AND ZONING MAP PREFERRED ALTERNATE

I–57 AT 6000 NORTH ROAD INTERCHANGE STUDY

Illinois Department of Transportation

MAY 2010

EXHIBIT 2–1

ENVIRONMENTAL CHARACTERISTICS PREFERRED ALTERNATE

I-57 AT 6000 NORTH ROAD
INTERCHANGE STUDY

Illinois Department of Transportation

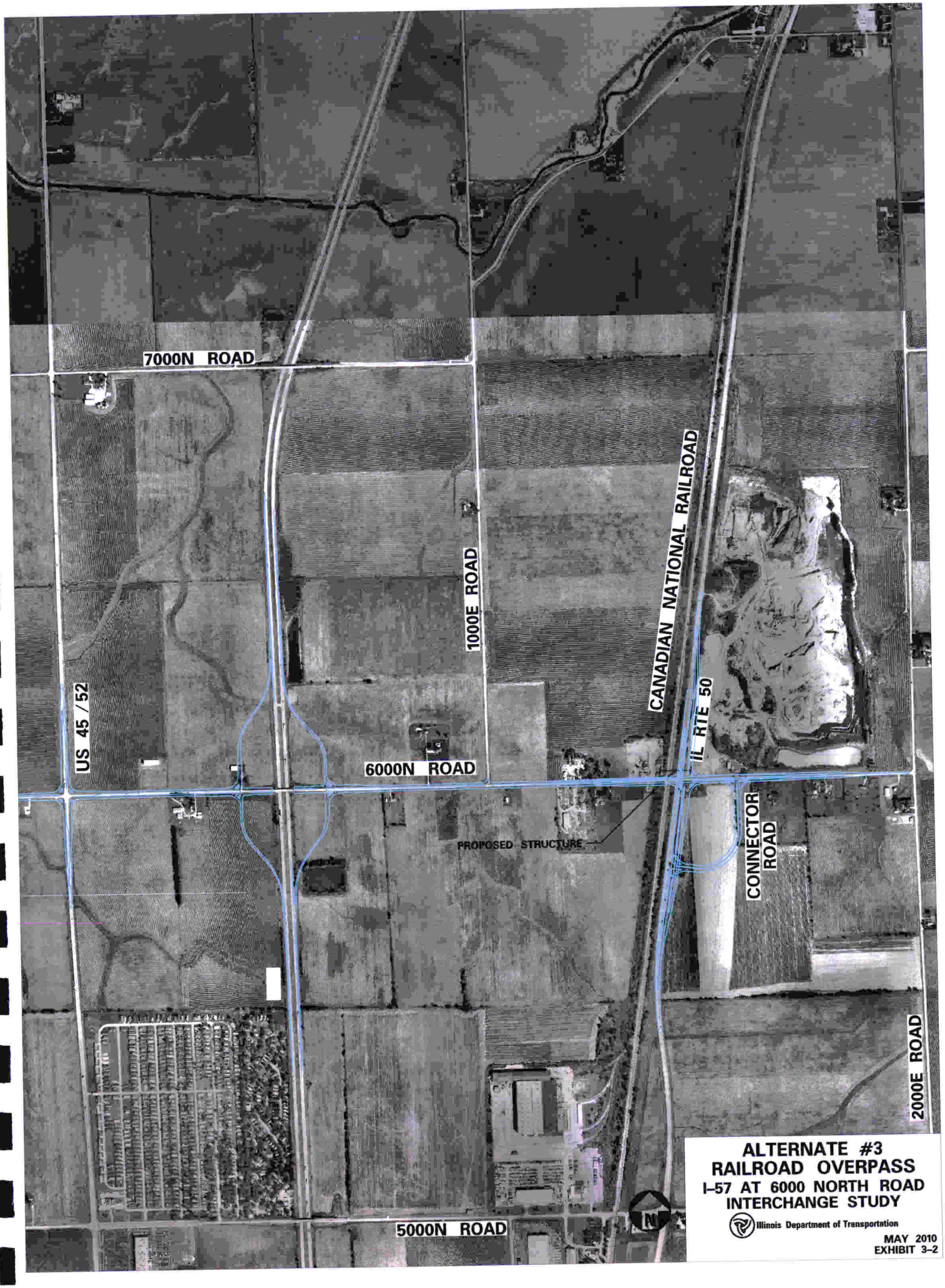
NOVEMBER 2010

EXHIBIT 2-2

ALTERNATE #1
RELOCATED IL RTE 50
I-57 AT 6000 NORTH ROAD INTERCHANGE STUDY

Illinois Department of Transportation

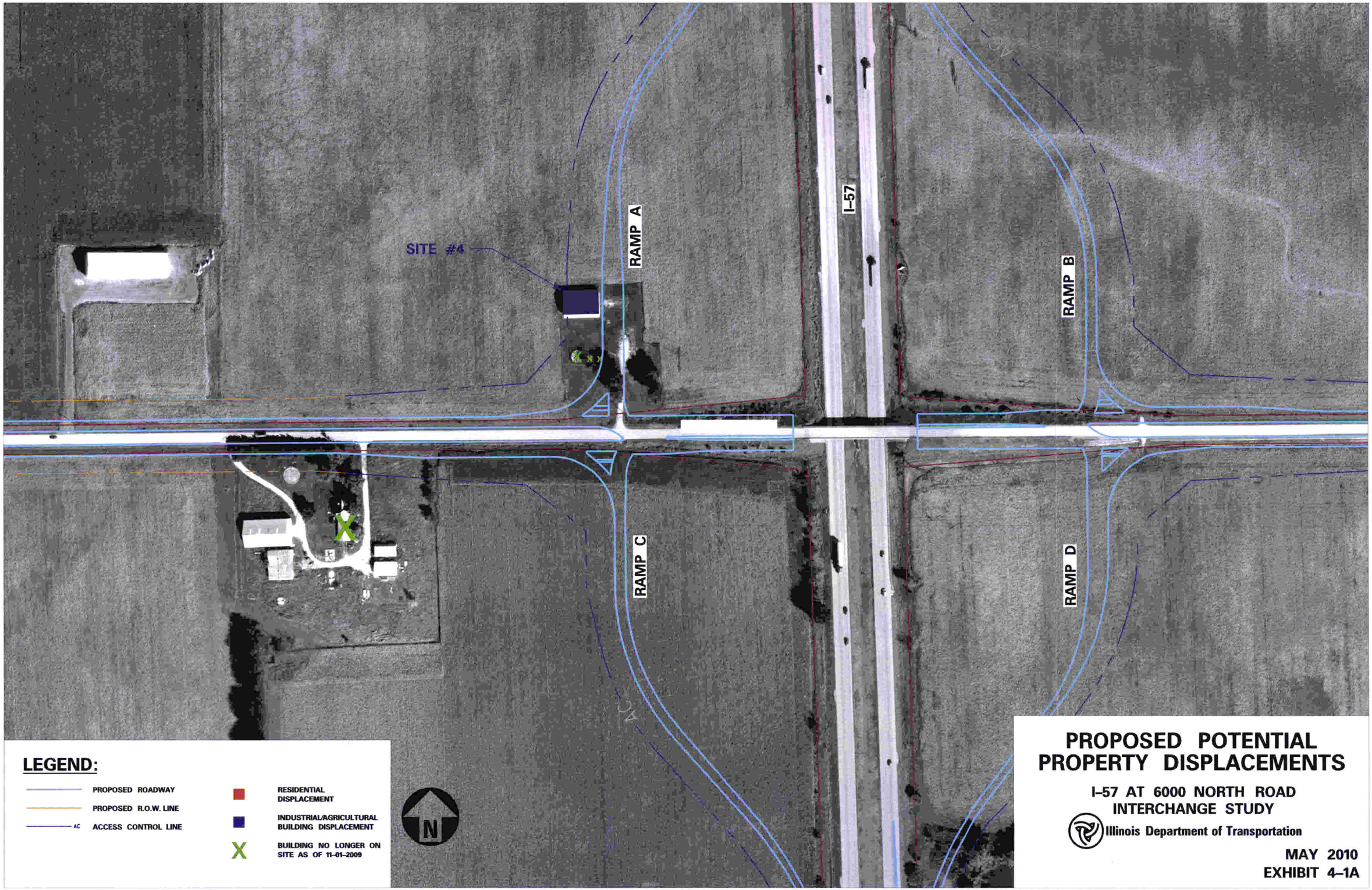
MAY 2010
EXHIBIT 3-1



ALTERNATE #3
RAILROAD OVERPASS
I-57 AT 6000 NORTH ROAD
INTERCHANGE STUDY

Illinois Department of Transportation

MAY 2010
EXHIBIT 3-2



PROPOSED POTENTIAL PROPERTY DISPLACEMENTS

I-57 AT 6000 NORTH ROAD INTERCHANGE STUDY

Illinois Department of Transportation

MAY 2010

EXHIBIT 4-1A

LEGEND:

- PROPOSED ROADWAY
- PROPOSED R.O.W. LINE
- AC ACCESS CONTROL LINE
- RESIDENTIAL DISPLACEMENT
- INDUSTRIAL/AGRICULTURAL BUILDING DISPLACEMENT
- X BUILDING NO LONGER ON SITE AS OF 11-01-2009

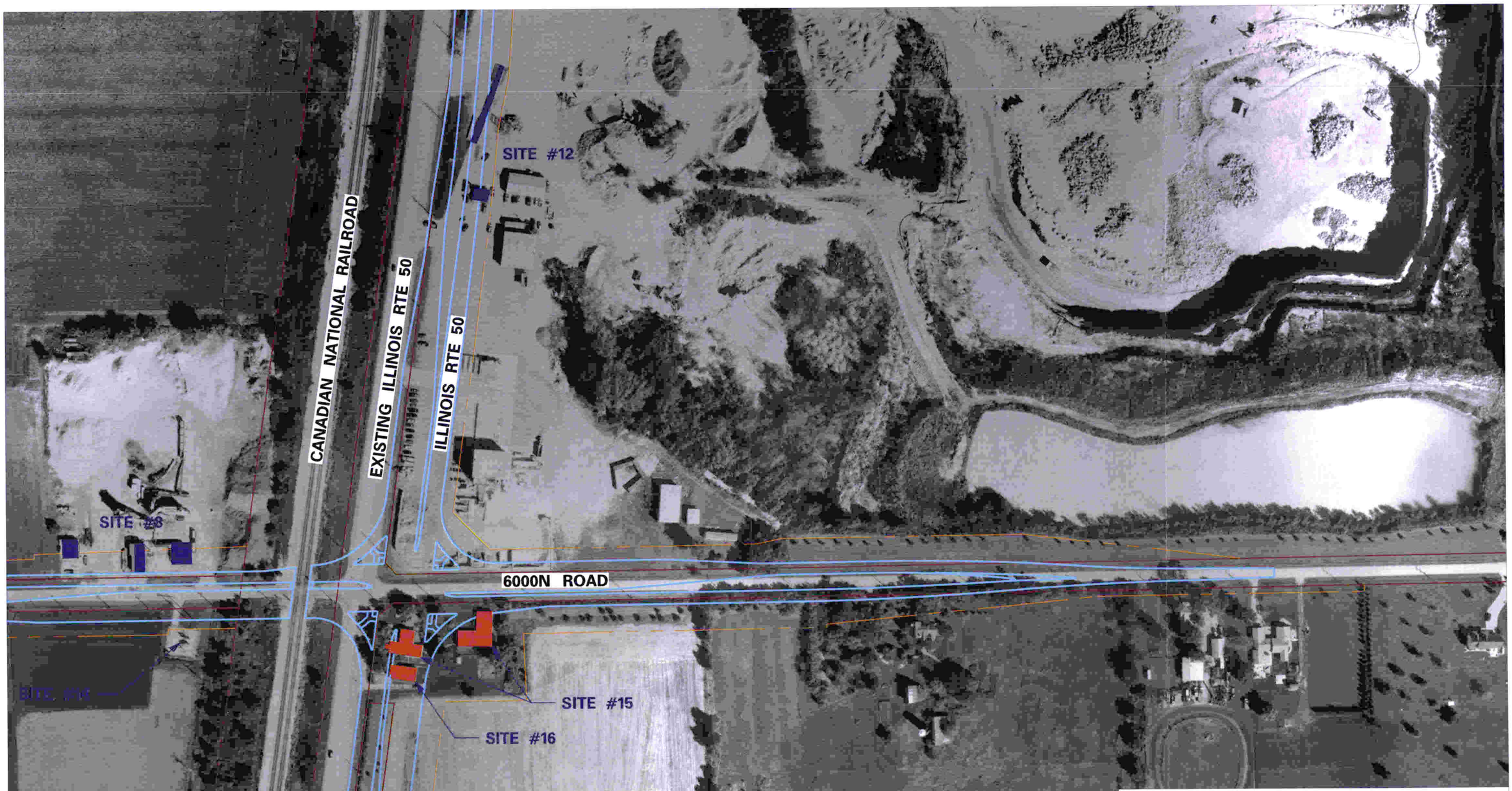
PROPOSED POTENTIAL PROPERTY DISPLACEMENTS

I–57 AT 6000 NORTH ROAD INTERCHANGE STUDY

Illinois Department of Transportation

MAY 2010

EXHIBIT 4–1B

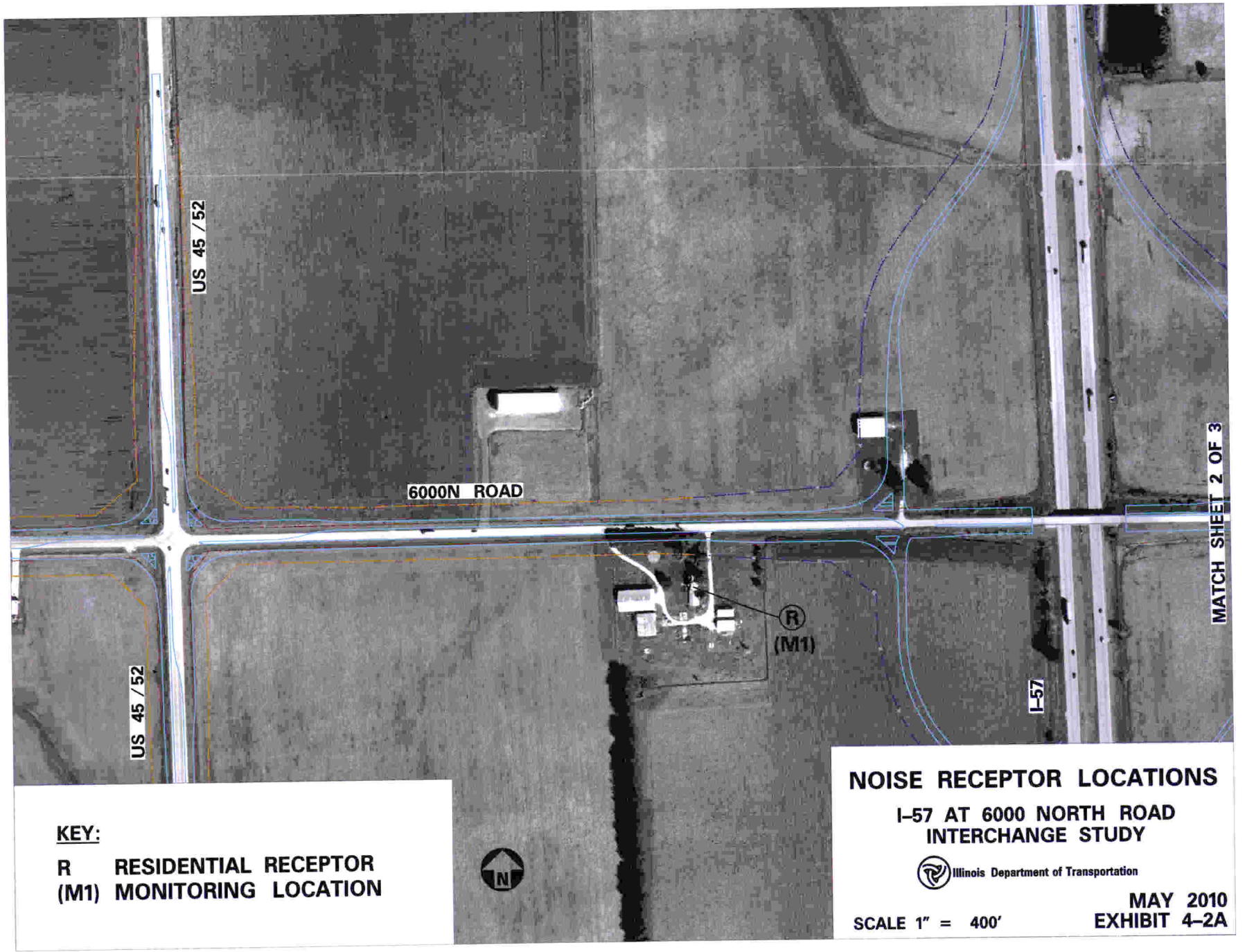


PROPOSED POTENTIAL PROPERTY DISPLACEMENTS

I–57 AT 6000 NORTH ROAD
INTERCHANGE STUDY

Illinois Department of Transportation

MAY 2010
EXHIBIT 4–1C



KEY:

R RESIDENTIAL RECEPTOR
(M1) MONITORING LOCATION

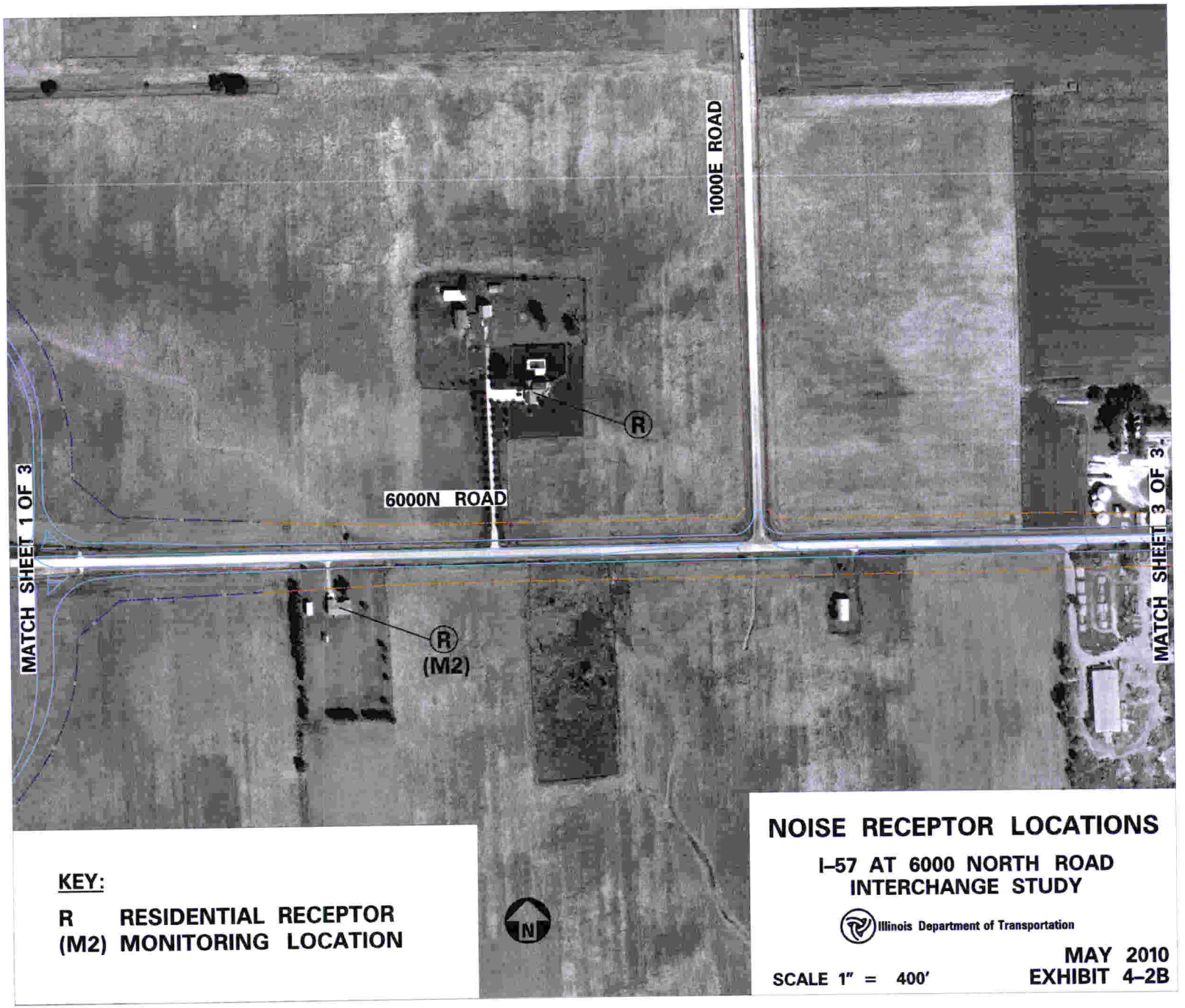
NOISE RECEPTOR LOCATIONS

I-57 AT 6000 NORTH ROAD
INTERCHANGE STUDY

Illinois Department of Transportation

SCALE 1" = 400'

MAY 2010
EXHIBIT 4-2A



KEY:

R RESIDENTIAL RECEPTOR
(M2) MONITORING LOCATION

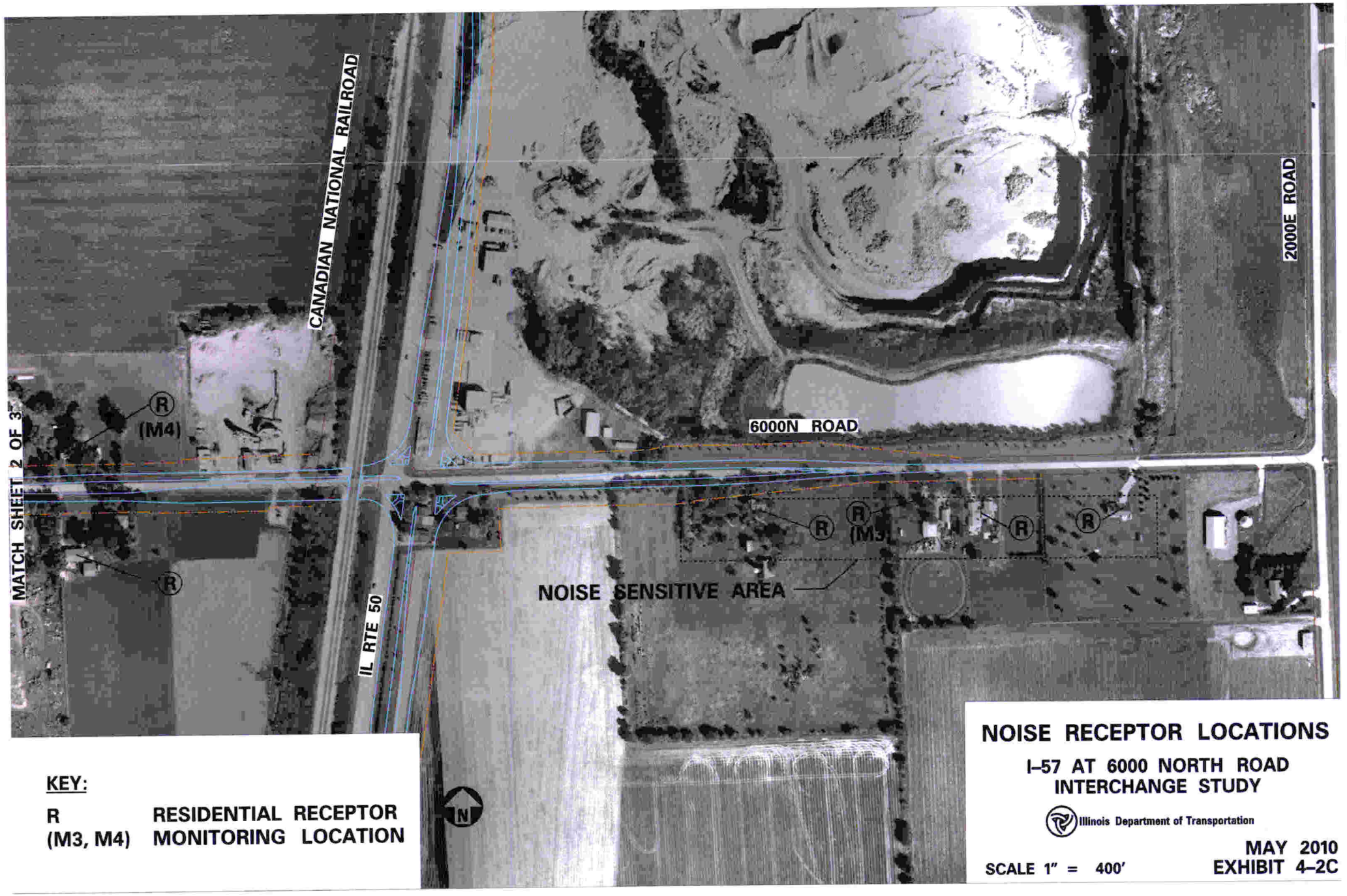
NOISE RECEPTOR LOCATIONS

I–57 AT 6000 NORTH ROAD INTERCHANGE STUDY

Illinois Department of Transportation

SCALE 1" = 400'

MAY 2010
EXHIBIT 4–2B



KEY:

R	RESIDENTIAL RECEPTOR
(M3, M4)	MONITORING LOCATION

NOISE RECEPTOR LOCATIONS

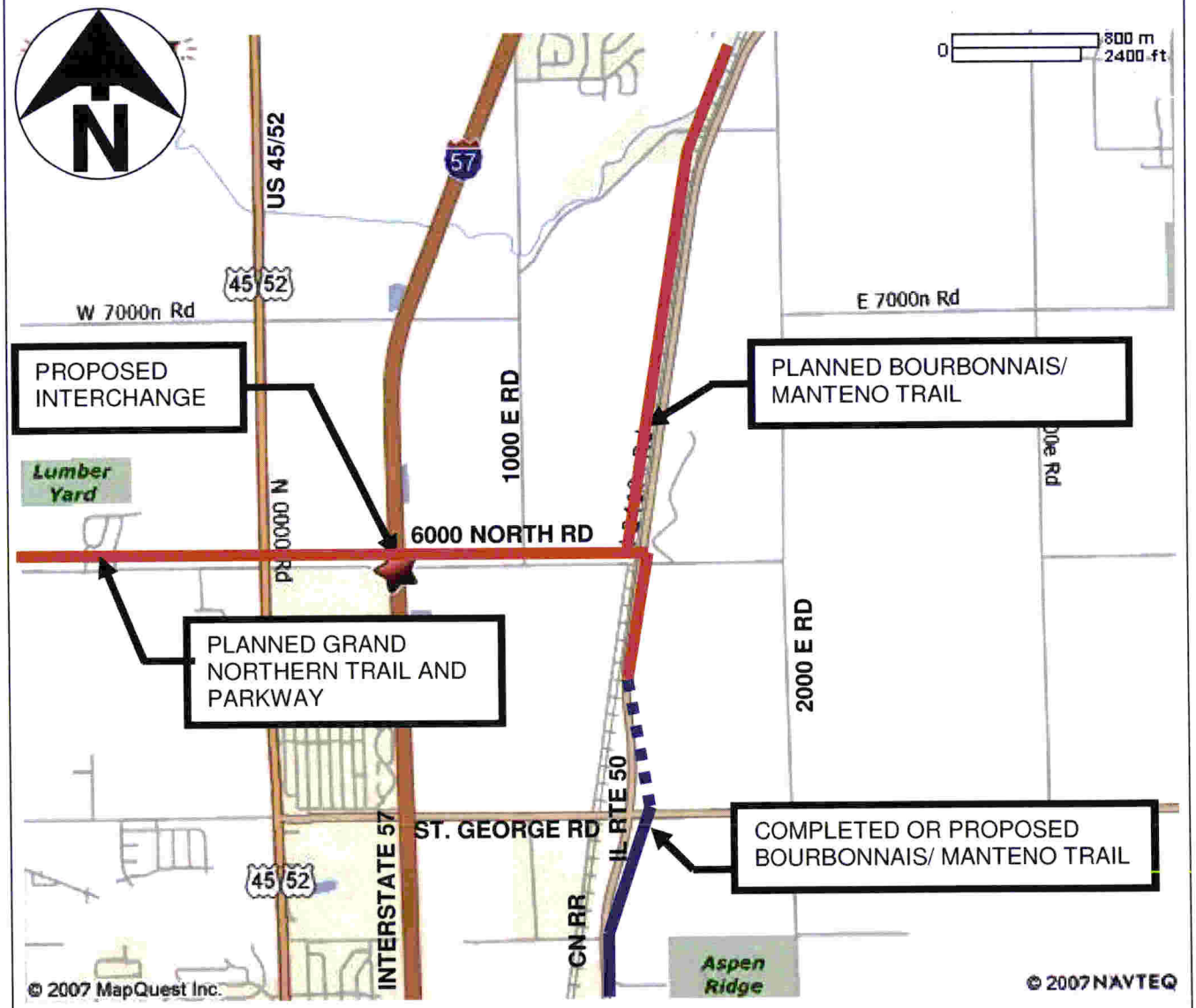
I–57 AT 6000 NORTH ROAD INTERCHANGE STUDY

Illinois Department of Transportation

SCALE 1" = 400'

MAY 2010

EXHIBIT 4–2C



Illinois Department of Transportation

PROPOSED REGIONAL MULTI-USE TRAIL
Interstate 57 at 6000 North Road
From the Kankakee County Greenways & Trails Plan (1999)

DATE: May 2010

Exhibit No. 5-1

APPENDIX B

Local Coordination

Illinois Department of Transportation
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

August 23, 2007

The Honorable Robert Latham
Mayor, Village of Bourbonnais
700 Main Street N. W.
Bourbonnais, Illinois 60914

Dear Mayor Latham:

Thank you for your letter dated July 12, 2007 regarding Township Road (TR) 136 which was originally located between 5000N Road and 6000N Road, just west of and parallel to the Illinois Central Railroad in Section 4 of Bourbonnais Township. That area is now inside the northern city limits of Bourbonnais.

Please be advised that TR 136 was renamed as Municipal Street (MS) 1005 when the subject location became an incorporated area in Bourbonnais. Therefore, any previously existing roadway records for TR 136 and MS 1005 have been deleted from the Illinois Department of Transportation road inventory database.

We hope this will alleviate any further confusion or concern about local agency responsibilities for the former roadway in this corridor. However, if you need additional information, please contact Ms. Marti Clark, Road Inventory Unit Chief (815/434-8556), in the District 3 Office in Ottawa.

Thank you for your cooperation in this matter.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

Rick Powell

By: Rick Powell, P.E.
District Studies and Plans Engineer

cc: James Piekarczyk, Kankakee County Engineer
Mike Lammey, Kankakee County Transportation Planner
Dave Tyson, Tyson Engineering, Inc.
Ted Fultz, IDOT Location & Environmental Studies Engineer

MC:ct

Commonwealth Edison Company
Two Lincoln Centre
Oakbrook Terrace, IL 60181-4260

www.exeloncorp.com

An Exelon Company

November 2, 2009

Amy K. Reed, P.E.
Project Support Engineer
Illinois Department of Transportation
Division of Highways / Region Two / District Three
700 East Norris Drive
Ottawa, IL 61350

Re: **THAT PORTION OF A PROPOSED ROAD WIDENING PROJECT**
@ COMED TRANSMISSION RIGHT OF WAY/SUBSTATION PROPERTY
SOUTH SIDE 6000N ROAD
WEST OF IL ROUTE 50
KANKAKEE COUNTY

Dear Ms. Reed:

Please note that in response to your correspondence (received via email) dated April 16, 2009, regarding the above referenced portion of a Phase I study (at this time unfunded); please find my response on behalf of ComEd, An Exelon Company.

Please understand that this response is being provided specific to your request to determine our willingness to reconfigure the existing entrance into a ComEd substation. The proposed reconfiguration (highlighted in yellow) is shown on the drawing attached hereto and labeled as Exhibit 'A'. The ComEd Substation referenced is a single transformer DC site, which contains equipment energized at both 34kV and 12kV.

In that regard, please note that a reconfiguration of the existing entrance would be acceptable. However, the new entrance road would have to be constructed to accommodate large construction traffic and/or equipment. IDOT would be responsible for any/all costs associated to our relocation.

In addition, please understand that this response is also specific to your request to determine our willingness to accommodate the installation of a retaining wall. The proposed retaining wall (highlighted in blue) is also shown on the above-mentioned drawing.

In that regard, please note that the installation of a retaining wall would also be acceptable. Of course a J.U.L.I.E would need to be established in order to ensure that any existing or future underground distribution lines would not be compromised during, or as a result of the installation. The expectation associated to the security of the substation would also have to be defined during the installation. IDOT would be responsible for any/all costs associated to this installation.

In closing, I look forward to working with you and supporting your project once it evolves, at which time more specific information can be exchanged. Please contact me at (630) 437-2212 if any further clarification may be required.

Respectfully,

John D. Pribich, SR/WA, R/W NAC
IDOT & Tollway Program Manager
ComEd, An Exelon Company

APPENDIX C

Biological Resource Coordination

1-31-2008

Illinois Department of Transportation

Memorandum

To:	George F. Ryan	Attn:	William R. Powell
From:	Eric E. Harm	By:	Thomas C. Brooks
Subject:	Biological Resources Review		Thomas C. Brooks
Date:	January 25, 2008		

I-57
Section (46-1) HBK-1
I-57 and 6000N Road interchange
Job No. P-93-036-06 (Seq. #13874)
Kankakee County

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 Resources Review Tool has no records of listed species, natural areas or nature preserves within the project corridor (IDNR NRRT/WIRT Report dated July 6, 2007).

Attached are the results of a cover type survey conducted by the Illinois Natural History Survey. This report depicts the cover types and tabulates the acreages for each cover type in the project corridor. This information is being provided for use in the preparation of the Environmental Assessment.

Two small prairie areas were found in the project area located north and south of 6000N Road at the crossing of the railroad and IL 50 (see attached report and map). These areas are also included in Site #42 of the IDOT Inventory of Roadside Prairies (INHS Technical Report (18) 2003). If these areas will be impacted by the proposed improvements, please notify this office.

The National Wetland Inventory Map (Bradley Quadrangle) depicts wetlands in the project area. The project was sent for field survey. Attached is a copy of the Wetland Report and aerial photograph. The results of the survey indicate the presence of two jurisdictional wetlands within the project area (Sites 1, 4).

In accordance with Section V of the IDOT Wetlands Action Plan, wetland impacts are to be avoided, minimized and then mitigated.

For unavoidable impacts, please fill out the Wetland Impact Evaluation Form (WIE Tab in the Wetland Form of the Project Monitoring Database) and submit the form to this office.

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: 06/26/2007 Sequence No: 13874
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P-93-036-06
Counties: Kankakee
Route: FAI 57 Marked: I-57
Street: 6000 N Section: (46-1) HBK-1
Municipality(ies) Bradley Project Length: 9.656 km 6 miles
FromTo (At): I-57 & 6000N Rd interchange including 6000N from US45/52 to 2000E, & relocated IL 50
Quadrangle: Bradley Township-Range-Section: T32N, R12E, Sec.31-34 & T31N, R12E, Sec.6-3

Anticipated Design Approval: 01/01/2009

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

☑ Acquisition of additional ROW or easement 57.1010535 ha/ 141.1 acres
☑ In-Stream Work Stream Name: tributary to South Branch of Rock Creek
☑ Other: Excavation for constructing a new interchange, widen 6000N, rem.& repl. structs, & realign IL 50 to the East, improve ints. w/ US 45/52 & IL 50, & approx. 0.8 acres of T.E.

C. Project Description: Constructing a new interchange at I-57 & 6000N, remove and replace S.N. 046-0086 with wider structure, widen 6000N, & improve US 45/52 & IL 50 intersections, and realign IL 50 to the East.

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

D. Tree Removal?: Yes Number?: 0 ha/ acres
Existing Bridge(s) Structure Number: 046-0086 On Historic Bridge List: No
Historic District Involved? No Historic Buildings Involved? No
Section 4(f) Lands Involved? No Section 6(f) Lands Involved? No
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
Telephone #: (815) 434-8434 ext.
Env.Contact:
Telephone #:
Local Contact Person:
Telephone #:
E-Mail:
Title/Company:

☐ Field Sign Off (Bio & Cultural Only) ☐ Received in CO ☐ SW Received

BIOLOGICAL RESOURCES
NO SURVEY OR FURTHER COORDINATION REQUIRED

Thomas Brooks (BT) 1/25/08
SIGNED DATE

Information Systems and Technology

a Strategic Research Initiative funded by the Illinois Council on Food and Agricultural Research

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Wetland Impact Review Tool Report: Report of Possible Resource Conflicts.

Resource in Vicinity of Project Polygon
- National Wetlands Inventory (NWI)

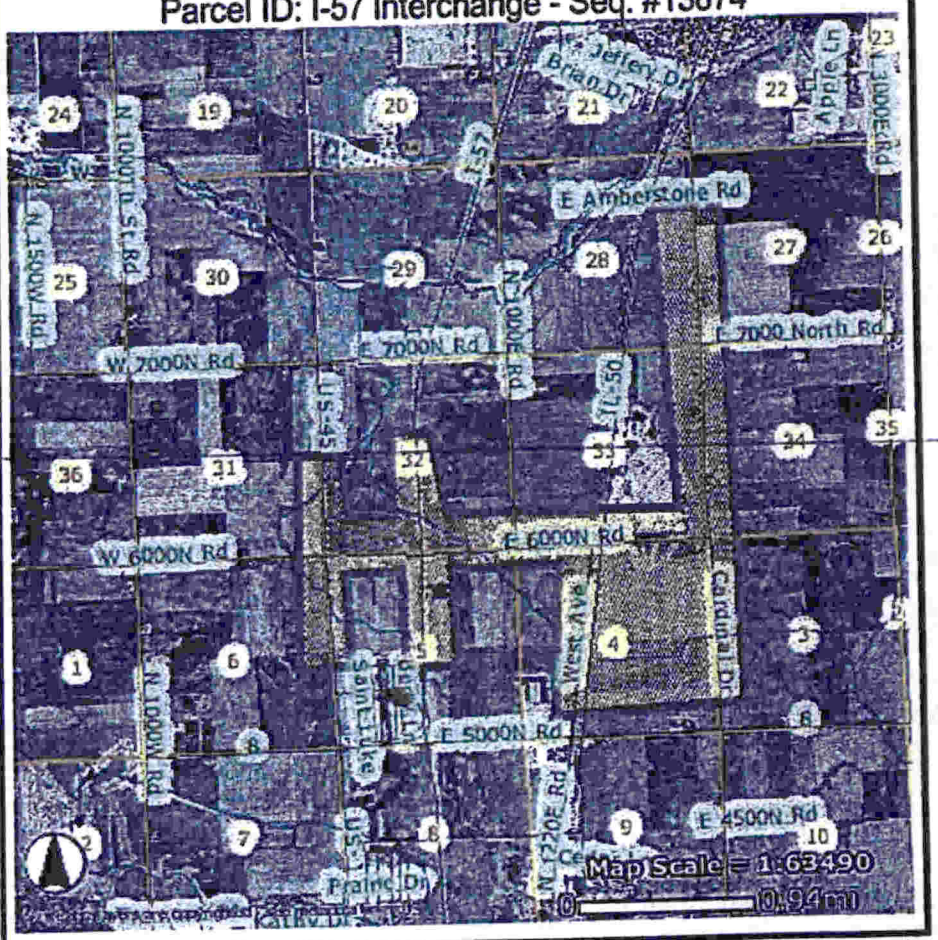
Resource within Buffer

No Resource Found
- Threatened and Endangered Species
- Natural Area Inventory
- Nature Preserve/LWR

County: KANKAKEE.
Section (PLSS): 332N12E32.

Area: 2.354 square miles = 1515.78 acres

Parcel ID: I-57 Interchange - Seq. #13874



Report generated by: Barb Traeger

Fri Jul 6 15:28:10 CDT 2007

Prairie

A botanical survey was performed by the Illinois Natural History Survey on May 27, June 26, August 7, and September 11, 2009. No high quality natural communities or endangered and threatened plant species were found during the surveys. Although individual prairie plants occur scattered along IL 50, only two areas had a concentration of prairie species that resembled a natural community. The two Grade C+ prairie remnants were mapped during the field season (see attached map). Both prairie remnants occur approximately 8 feet from the roadside edge on the west side of IL 50.

In order to protect the prairie, no parking of vehicles or storage of equipment or materials should occur on the west side of IL 50 in the areas shown on the attached map. After construction, the disturbed area should be seeded with a native mix (Class 4 and 5A).

Wetlands

Wetland delineations were sent previously for the original project. The National Wetland Inventory Map does not depict wetlands in the addendum project area.

Streams

The project crosses a tributary to the South Branch of Rock Creek. The IDNR Biological Stream Rating (BSR) indicates that this portion of South Branch of Rock Creek is not rated.

Instream work involves that which is necessary to remove and replace two box culverts.

Because of the construction activity in and around the stream, short-term sedimentation will occur. In accordance with Chapter 59, Section 8 of the BDE Manual, an erosion and sediment control plan will be designed incorporating measures to minimize sedimentation effects.

Tree Removal

Tree removal will be required. The amount of tree removal is undetermined at this time. Trees should be replaced in accordance with Departmental Policy D&E-18.

Recommendations

The following recommendations should be incorporated into the project plans.

- Minimize the construction limits along the prairie remnants, as much as possible.
- No parking of vehicles or storage of equipment or materials should occur on the west side of IL 50 in the designated prairie areas.
- Reseed the area disturbed by construction with a native mix (Class 4 and 5A).

Coordination

By copy of this memorandum, IDNR is being notified of this project. Their mitigation recommendations and our recommendations for further coordination will be forwarded to your office upon receipt of a response.

Conclusion

Project development may proceed with no additional Biological Resources Review unless (a) the scope of work is changed or otherwise different from that described to us, (b) IDNR coordination response requires further coordination, or (c) otherwise notified by this office.

Attachments

cc: Steve Hamer (IDNR)

BT

12-7-2009

Illinois Department of Transportation

Memorandum

To:	George F. Ryan	Attn:	David Broviak
From:	Charles J. Ingersoll	By:	Thomas C. Brooks
Subject:	Biological Resources Review		Thomas C. Brooks
Date:	December 1, 2009		

I-57 (FAI 57)
Section (46-1)HBK-1
I-57 & 6000N Rd. interchange
Job No. P-93-036-06 (Seq. #13874B)
Kankakee County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological or wetland surveys. The IDNR Natural Resources Review Tool has no records of listed species, natural areas or nature preserves within the project corridor (IDNR NRRT/WIRT Report dated November 30, 2009).

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

Attachment

BT

Environmental Survey Request Addendum

Project Information ☑ Bio ✔ Cultural Wetlands ✔ Special Waste

Submittal Date: 11/17/2009 Sequence No: 13874 B

District: 3 Requesting Agency: DOH Project No:

Contract #: Job No.: P- 93-036-06

Counties: Kankakee

Route: FAI 57 Marked: I-57

Street: 6000 N Section: (46-1) HBK-1

Municipality(ies): Bradley Project Length: 9.6561 km 6 miles

FromTo (At): I-57 & 6000N Rd interchange including 6000N from US45/52 to 2000E, & relocated IL 50

Quadrangle: Bradley Township-Range-Section: T32N, R12E, Sec.31-34 & T31N, R12E, Sec.6-3

Anticipated Design Approval: 06/01/2010

B Reason for Submittal: (Check all that apply)

✔ Acquisition of additional ROW or easement Addendum: 13.5 acres Total Project: 178.90 acres

☐ In-Stream Work Stream Name:

☐ Other:

☐ Field Sign Off (Bio & Cultural Only)

C Addendum Description: This addendum addresses the need for approximately 13.5 acres of proposed right of way at US45/52 intersection, I-57 interchange, and East of IL 50 relocation area.

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

Existing Bridge(s) Structure Number: 046-0086 On Historic Bridge List: No

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

E

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

F

☐ Update Entire Project

✔ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☐ Received in CO

BIOLOGICAL & WETLAND RESOURCES

NO SURVEY OR FURTHER COORDINATION REQUIRED

Thomas Brooks 12/1/09

SIGNED (BT) DATE

Information Systems and Technology

a Strategic Research Initiative funded by the Illinois Council on Food and Agricultural Research

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Wetland Impact Review Tool Report: Report of Possible Resource Conflicts.

Resource in Vicinity of Project Polygon

Resource within Buffer

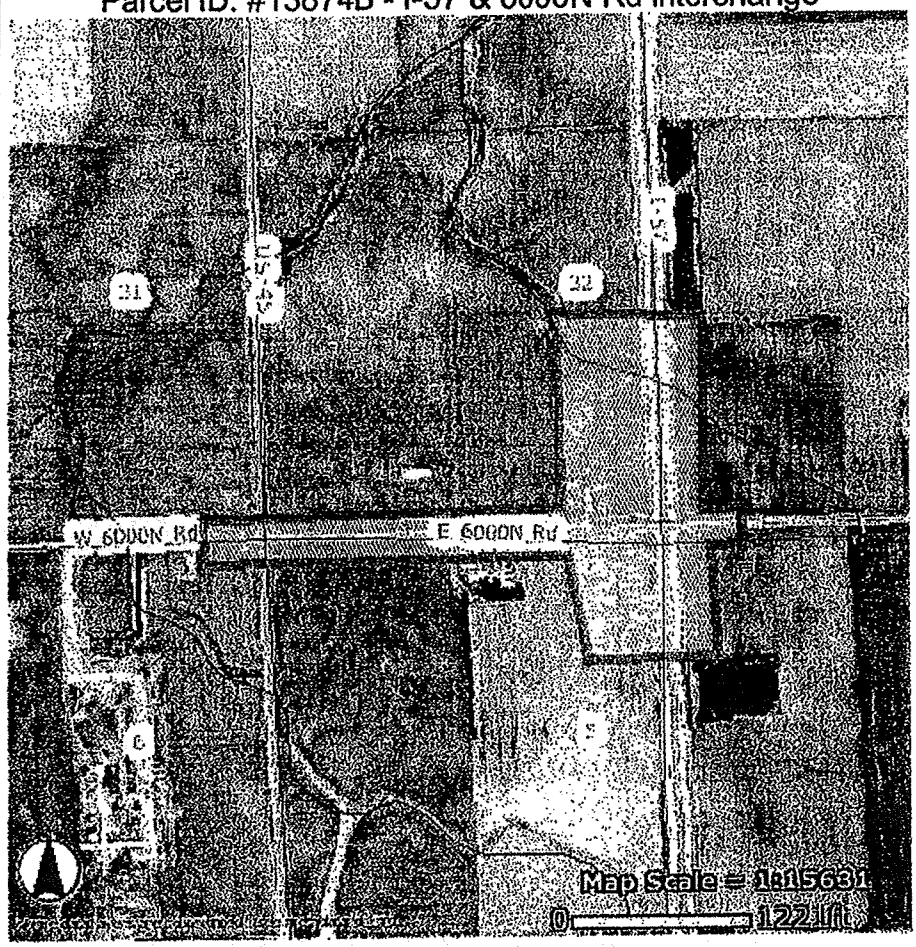
No Resource Found

- Threatened and Endangered Species
- Natural Area Inventory
- Nature Preserve/LWR
- National Wetlands Inventory (NWI)

County: KANKAKEE.
Section (PLSS): 332N12E32.

Area: 0.107 square miles = 69.168 acres

Parcel ID: #13874B - I-57 & 6000N Rd interchange



Report generated by: Barb Traeger

Mon Nov 30 14:46:22 CST 2009

Copy to D. Lukkas + Phase I Consultant 11-18-2009

Illinois Department of Transportation

Memorandum

RECEIVED
NOV 13 2009
ENVIRONMENT SECTION

To:	George F. Ryan	Attn:	Dave Broviak
From:	Charles J. Ingersoll	By:	Thomas C. Brooks
Subject:	Biological Resources Review		Thomas C. Brooks
Date:	November 5, 2009		

DEPARTMENT OF NATURAL RESOURCES
NOV 09 2009
CONCUR
OREP
By Steve Hamer
Division of Impact Analysis
11-12-09 IDOT

I-57 (FAI 57)
Section (46-1) HBK-1
I-57 & 6000N Rd. interchange
Job No. P-93-036-06 (Seq. #13674A)
Kankakee County

Implement Recommendations

Introduction

The proposed project involves constructing a new interchange at I-57 & 6000N, remove and replace SN 046-0086, widen 6000N and improve US 45/52 & IL 50 intersections and realign IL 50 to the east. Approximately 165.4 acres (141.1 acres for the original project and an additional 24.3 acres for the addendum) of additional right of way will be required.

The proposed project is being processed as an Environmental Assessment. Based on the information your office has provided regarding the scope of work, a discussion of relevant biological resources is provided.

Endangered and Threatened Species

The U.S. Fish and Wildlife Service Region 3 list of threatened or endangered species in Illinois (http://midwest.fws.gov/index.html) lists the Indiana bat (*Myotis sodalis*) as occurring statewide and lists Eastern prairie fringed orchid (*Platanthaera leucophaea*) as occurring in Kankakee County.

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

There is no suitable habitat for any federal threatened and endangered species in the project area.

The Illinois Endangered Species Protection Board lists a number of species as occurring in Kankakee and adjacent counties. This office has concluded that there is no suitable habitat for any of these species in the project area. The IDNR Natural Resources Review Tool has no records of listed species, natural areas or nature preserves within the project corridor (IDNR NRRT/WIRT Report dated July 6, 2007 (original) and March 23, 2009 (addendum)).

CC; Duane Lukkarila
Consultant Copy
6-9-10

Wetlands

Submittal Date: 06/26/2007 **Sequence No:** 13874
District: 3 **Requesting Agency:** DOH **Project No:**
Contract #: **Job No.:** P- 93-036-06
Counties: Kankakee
Route: FAI 57 **Marked:** I-57
Street: 6000 N **Section:** (46-1) HBK-1
Municipality(ies): Bradley **Project Length:** 9.6561 km 6 miles
FromTo (At): I-57 & 6000N Rd interchange including 6000N from US45/52 to 2000E, & relocated IL 50
Quadrangle: Bradley **Township-Range-Section:** T32N, R12E, Sec.31-34 & T31N, R12E, Sec.6-3
Anticipated Design Approval: 01/01/2009 **Cleared for Design Approval:** 06/09/2010
Cleared for Letting: 06/09/2010 **Mitigation:** No

Wetland Impacts Evaluation

Submittal Date: 05/28/2010 **Submitted By:**

Does the project have wetland impacts? No **Type:**

Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:

Summarize briefly why there are no practicable alternatives to the use of the wetland(s):

Wetland mitigation is being proposed: ✓ Reviewed

Memo Date: 06/09/2010 **Memo By:** Barb Traeger

Memo:
This memo is in response to the Wetland Impact Evaluation form dated May 28, 2010.

Based on the information provided, it has been determined that the project will not have wetland impacts. The plans will indicate that fencing will be placed to ensure that construction activities do not encroach upon the wetland.

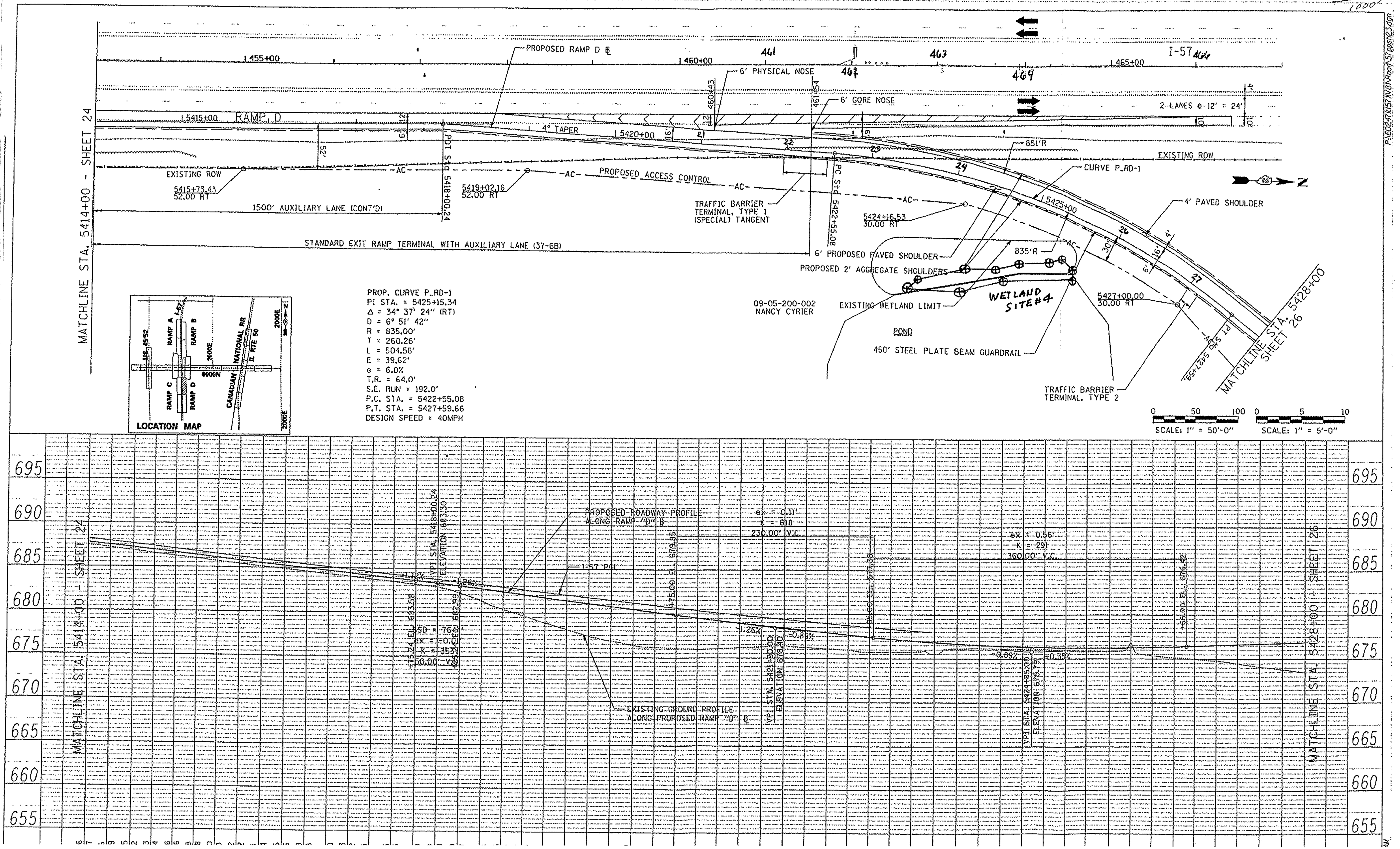
The project is cleared for construction.

Memo Date: 05/28/2010 **Memo By:** Roger F. Rynke

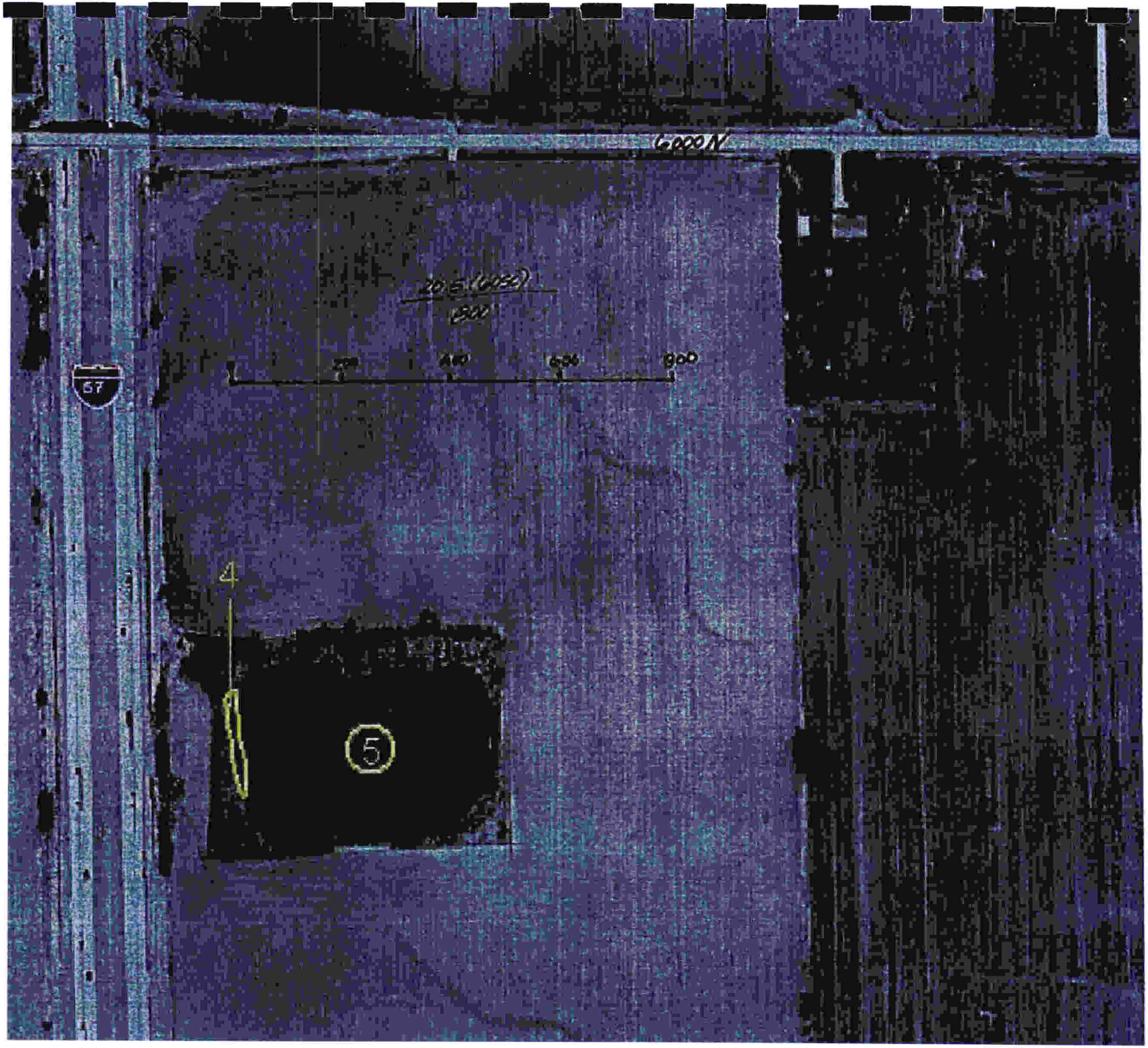
Memo:
Site #1 (Marsh) - No impacts to wetland site

Site #4 (Forested Wetland) - No impacts to wetland site. (A temporary high visibility orange snow fence, and perimeter erosion barrier will be placed from Station 5422+00 to Station 5427+00 RT to protect the wetland during construction).

Wetland Impacts and Mitigation Required



PROPOSED RAMP D ℄
I-57
455+00
460+00
465+00
6' PHYSICAL NOSE
6' GORE NOSE
2-LANES @ 12' = 24'
5415+00 RAMP D
4' TAPER
5420+00
851'R
EXISTING ROW
CURVE P_RD-1
EXISTING ROW
5415+73.43 52.00 RT
5419+02.16 52.00 RT
PROPOSED ACCESS CONTROL
POT Sta 5418+00.24
PC Sta 5422+55.08
1500' AUXILIARY LANE (CONT'D)
TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
5424+16.53 30.00 RT
5425+00
4' PAVED SHOULDER
STANDARD EXIT RAMP TERMINAL WITH AUXILIARY LANE (37-6B)
6' PROPOSED PAVED SHOULDER
835'R
PROPOSED 2' AGGREGATE SHOULDERS
EXISTING WETLAND LIMIT
WETLAND SITE #4
5427+00.00 30.00 RT
POND
450' STEEL PLATE BEAM GUARDRAIL
TRAFFIC BARRIER TERMINAL, TYPE 2
PT Sta 5427+59.66
MATCHLINE STA. 5414+00 - SHEET 24
MATCHLINE STA. 5428+00 SHEET 26
09-05-200-002 NANCY CYRIER
PROP. CURVE P_RD-1
PI STA. = 5425+15.34
Δ = 34° 37' 24" (RT)
D = 6° 51' 42"
R = 835.00'
T = 260.26'
L = 504.58'
E = 39.62'
e = 6.0%
T.R. = 64.0'
S.E. RUN = 192.0'
P.C. STA. = 5422+55.08
P.T. STA. = 5427+59.66
DESIGN SPEED = 40MPH
LOCATION MAP
SCALE: 1" = 50'-0"
SCALE: 1" = 5'-0"
PROPOSED ROADWAY PROFILE ALONG RAMP "D" ℄
I-57 PGL
EXISTING GROUND PROFILE ALONG PROPOSED RAMP "D" ℄
VPI STA. 5418+00.24 ELEVATION 683.30
SD = 764' ex = 0.01' K = 353 50.00' V.C.
-1.13%
-1.26%
-0.89%
+0.35%
ex = 0.11' K = 618 230.00' V.C.
ex = 0.56' K = 291 360.00' V.C.
VPI STA. 5421+30.00 ELEVATION 678.30
VPI STA. 5424+85.00 ELEVATION 675.79
695
690
685
680
675
670
665
660
655


6000N
57
4
5

0 400 800 Feet

scale 1:4800
1 inch=400 ft

0 100 200 N

Wetland Site #1 - Not within project area

APPENDIX D

Cultural

4-13-2010

Illinois Department of Transportation

Memorandum

To:	George Ryan	Attn: Rick Powell
From:	Scott E. Stitt	By: J. A. Walthall
Subject:	Cultural Resource Concurrence	
Date:	April 12, 2010	

Kankakee County
FAI 57, I-57
Sec. (46-1)HBK-1
Job No. P-93-036-06
Seq. #13874

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 5, 2010

Kankakee County
FAI 57, I-57
Interchange Improvement
6000N
Project: P-93-036-06

IDOT Seq# 13874
ISAS# 07097
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 483 acre project referenced above Sixteen archaeological sites, 11-KA-604-619 were located partially or wholly within the project area. These sites appear to be a surface scatters of lithic debitage or late 19th -20th century materials and do not meet the criteria for listing on the National Register. Two 19th century sites, KA-612-613, are short-term farmstead occupations, but the portions of these sites with the potential for intact cultural deposits will be avoided.

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: April 7, 2010

Consultant Copy

Illinois Department of Transportation

Memorandum

To:	George Ryan	Attn: Rick Powell
From:	Scott E. Stitt	By: J. A. Walthall
Subject:	Cultural Resource Concurrence	
Date:	March 23, 2010	

Kankakee County
FAI 57, I-57, Addendum A
Sec. (46-1)HBK-1
Job No. P-93-036-06
Seq. #13874A

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

March 15, 2010

Kankakee County
FAI 57, I-57
Bradley
Project: P-93-036-06

IDOT Seq# 13874A
ITARP# 09045
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 24 acre project referenced above Five archaeological sites, 11-KA-612, 614, 616, 617, & 630 were found in the project area. With the exception of site KA-612, all of these sites appear to be surface scatters of late 19th -20th century materials and do not meet the criteria for listing on the National Register. Site KA-612 has a more restricted occupation but is located outside of the construction area and will remain on private land.

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: 3/17/10

copy to D. Lukkari
8/25/2010

Illinois Department of Transportation

Memorandum

To:	George Ryan	Attn: Rick Powell
From:	Scott E. Stitt	By: J. A. Walthall
Subject:	Cultural Resource Concurrence	
Date:	August 25, 2010	

Kankakee County
FAI 57, I-57, Addendum B
Sec. (46-1) HBK-1
Job No. P-93-036-06
Seq. #13874B

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 Walthall

Attachment

JAW:km

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

August 23, 2010

Kankakee County
FAI 57, I-57
6000N
Bradley
Project: P-93-036-06

IDOT Seq# 13874B
ITARP# 09256
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 98 acre project referenced above Four archaeological sites, 11-KA-631, 611, 613, & 614, were found in the project area. These sites appear to be surface only scatters of non-diagnostic lithic materials and late historic materials and do not meet the criteria for listing on the National Register.

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: 8-24-10

APPENDIX E

Special Waste Assessment

Illinois Department of Transportation

Memorandum

To: George F. Ryan Attn: Ted Fultz

From: Barbara H. Stevens

Subject: PESA Review

Date: April 2, 2008 *Barbara H. Stevens*

Refer to: I-57 (FAI 57), Section: (46-1)HBK-1
Job No. P-93-036-06
Interchange at I-57 & 6000N
Kankakee County
ISGS # 1700 Sequence # 13874

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at two sites. The report has assessed a **high** risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if excavation or additional right-of-way is required at these locations.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **includes a parcel with an underground storage tank(s) and Land Acquisition Procedures are followed** and if construction excavation and **utility relocation** do not exceed the maximum testing depth at each site and does not exceed the attached stipulations, then no additional preliminary testing for the project is necessary.

If the stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The PESA Response form can be found on PMA.

*Please note that an archived **CERCLIS** site is located along the project ROW at Lesage Farm (Site 1700-6). Another archived **CERCLIS** site is located at CBI Services Inc. and is currently subdivided into Chicago Bridge & Iron/Alabama Metals (Site 1700-E) and Global Steel Trading Sales Office (Site 1700-F), located approximately 300 feet southwest of the project ROW.*

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Debbra Mehra at 217/785-6068 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 311
District Bureau of Land Acquisition
Central Bureau of Land Acquisition
District Utility Coordinator

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Copies to (4-8-2008)
Dist. Land Acquisition
Report Writer
(D. LuKKari)
Phase I Consultant
Amy Reed
+ McCleary

Illinois Department of Transportation

Memorandum

To:	George F. Ryan	Attn: Ted Fultz
From:	Charles J. Ingersoll	By: Barbara H. Stevens
Subject:	PESA Review	
Date:	November 24, 2009	*Barbara H. Stevens*

Refer to: Interstate Route I-57 (FAI 57), Section: (46-1) HBK-1
Job No. P-93-036-06
I-57 & 6000N Rd. Interchange From US 45/52 to 2000E Road
Kankakee County
ISGS # 1700A Sequence # 13874A

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

The attached PESA report identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). See Table 1 in the PESA report for a list of sites with RECs. It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves new right-of-way or easement, railroad right-of-way other than single rail rural with no maintenance facilities, or building demolition/modification. A PSI is also required to be conducted on any site identified in Table 1 of the PESA report that involves linear excavation or subsurface utility relocation or on existing right-of-way adjacent to a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites that contain RECs, then a PSI is not required for the project and the project will be in compliance with Departmental Policy D&E-11. If the district determines that the project will involve a site that contains RECs, then a PSI is required and the statewide consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response form can be found on PMA.

The District's Bureau of Land Acquisition (DBLA) should determine if any new right-of-way or easement will involve any site identified in Table 1 or any site located adjacent to a site listed in Table 4 of the PESA report. On those sites identified, DBLA shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) is required for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Debbra Mehra at 217/785-6068 or Steven Gobelman at 217/785-4246.

Attachments

Copies to: 12-1-09
Dist. Land Acqu.
Report Writer
(D. Lukkar)
Phase I Consult.
Amy Reed
Joe Wick

cc: Office of Chief Counsel – Rm. 313
District Bureau of Land Acquisition
Central Bureau of Land Acquisition
District Utility Coordinator

s:\gen\wpdocs\mehra\phase1\district3\1700A

Illinois Department of Transportation

Memorandum

To:	George F. Ryan	Attn: Ted Fultz
From:	Scott E. Stitt	By: Barbara H. Stevens
Subject:	PESA Review	
Date:	May 17, 2010	*Barbara H. Stevens*

Refer to: Interstate Route I-57 (FAI 57), Section: (46-1) HBK-1
Job No. P-93-036-06
I-57 & 6000N Rd. Interchange Including 6000N From US 45/52 to 2000E & Relocated IL 50
Kankakee County
ISGS # 1700B Sequence # 13874B

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

The attached PESA report identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). See Table 1 in the PESA report for a list of sites with RECs. It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves new right-of-way or easement, railroad right-of-way other than single rail rural with no maintenance facilities, or building demolition/modification. A PSI is also required to be conducted on any site identified in Table 1 of the PESA report that involves linear excavation or subsurface utility relocation or on existing right-of-way adjacent to a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites that contain RECs, then a PSI is not required for the project and the project will be in compliance with Departmental Policy D&E-11. If the district determines that the project will involve a site that contains RECs, then a PSI is required and the statewide consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response form can be found on PMA.

Copies to: (5-19-10)
Dist. Land Acqu.
Report Writer (D. Lukkari)
Phase I CONSULT:
Amy Reed
Geotech. Eng.

The District's Bureau of Land Acquisition (DBLA) should determine if any new right-of-way or easement will involve any site identified in Table 1 or any site located adjacent to a site listed in Table 4 of the PESA report. On those sites identified, DBLA shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) is required for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Debbra Mehra at 217/785-6068 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 313
District Bureau of Land Acquisition
Central Bureau of Land Acquisition
District Utility Coordinator

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PESA Response/Work Order

Attention: Central Office BD&E
Environment Section
Special Waste Unit
Room 330

Submittal Date: 03/02/2009 Sequence No: 13874 A
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P- 93-036-06
Counties: Kankakee
Route: FAI 57 Marked: I-57
Street: 6000 N Section: (46-1) HBK-1
Municipality(ies): Bradley Project Length: 9.6561 km 6 miles
FromTo (At): I-57 & 6000N Rd interchange including 6000N from US45/52 to 2000E, & relocated IL 50
Quadrangle: Bradley Township-Range-Section: T32N, R12E, Sec.31-34 & T31N, R12E, Sec.6-3
Anticipated Design Approval: 12/1/2009 Anticipated Letting Date:

PESA Response PESA Number: 1700 Submittal Date: 06/24/2010

Action Taken by District:
- District will not need ROW from the contaminated property
- Avoid Site
- Excavation will not exceed recommended depths
- ✓ Further Investigation 06/24/2010
- ✓ Other - Use Comments Section 06/24/2010

Comments: PESA Response for REC sites - ISGS # 1700A Site #1700A-4 - Buckley Pipeline - [Sta.7457+32(80'RT) to Sta. 7458+84(85'LT) - 6000N], [Sta.494+10(56'LT) to Sta. 495+36(55'RT) - I-57], [Sta. 4419+22(50'RT) to Sta. 4418+36(16'LT) - Ramp A], [Sta. 6422+11(12'LT) to Sta. 6422+75(43'RT) - Ramp B] - Excavation is required for pavement reconstruction with conc.curb+gutter & ditch reconstruction - (6000N) & Excavation is required for ramp pavement construction - (I-57 interchange) - 4.0ft max. depth. Site # 1700A-5 - Explorer Pipeline - [Sta. 7458+39(80'RT) to Sta. 7459+76(85'LT) - 6000N], [Sta. 485+04(110'LT) to Sta.486+24(95'RT) - I-57], [Sta. 4430+22(22'LT) to Sta.4431+73(80'RT) - Ramp A], [Sta. 6413+05(22'LT) to Sta. 6413+23(50'RT) - Ramp B] - Excavation is required for pavement reconstruction with concrete curb + gutter, & ditch reconstruction (6000N) - Excavation is required for ramp pavement construction - (I-57 interchange) - 4.0ft max. depth Site # 1700A-6 (G.L. Johnson Construction Co. - Sta. 7460+07 to Sta. 7465+41 (RT) - Excavation is required for pavement & ditch reconstruction with concrete curb+gutter & 24inch storm sewer - 4.0ft max. depth Stite #1700A-15 (Farmstead #1 - Sta. 7509+37 to Sta.7518+33 (LT) - Excavation is required for pavement & ditch reconstruction with concrete curb+gutter, 24 inch storm sewer & building removal - 7.0ft max. depth Site #1700A-16 (Metal Industries Inc. - Sta. 7508+92 to Sta. 7514+08 (RT) - Excavation is required for pavement & ditch reconstruction with concrete curb+gutter & 24 inch storm sewer - 7.0ft max. depth Site #1700A-18 (#1700-4) - (Kankakee Valley Construction - Sta. 7518+33 to Sta. 7522+55(LT) - Excavation is required for pavement reconstruction with concrete curb+gutter, 24 inch storm sewer & building removal - 5.0ft max depth Site # 1700A-21 (Vulcan Construction Material / Ozinga Ready Mix Concrete - [Sta. 7524+78 to Sta. 7554+46(LT) - 6000N] & [Sta. 300+23 to Sta. 340+85 (RT) - IL 50] - Excavation is required for pavement reconstruction with concrete curb+gutter, 24 inch storm sewer, retaining wall, & traffic signals - 15.0ft max depth Site #1700A-25 (Farmstead #3 - Sta. 7550+12 to Sta. 7554+46 (RT) - Excavation is required for ditch grading - 3.0ft max depth

Contact Person: Roger F. Rynke Telephone: (815) 434-8569 ext.

Work Order Submittal Date:

Project Description: This addendum addresses the need for approximately 14.75 acres of additional proposed right of way along IL 50, and approximately 9.52 acres of additional proposed right of way along 6000N for the construction of the project.

Survey Type: Potential Waste Site(s) UST-LUST Miscellaneous and Testing

Reason Why Site(s) Cannot Be Avoided:

Property to be surveyed is owned by IDOT:

Property Owner/Tenants has been notified of future survey by certified letter:

Copies to: (6-28-2010)
Dist. Land Acquisition
Central Office Land Acquisition
Report Writer (D. Lokkani)
Phase I Consultant
G. Darton
Amy Reed

PESA Response – ISGS # 1700A

ISGS (Site #)	REC Site & Location	Type of Work	Max. Depth of Excavation	Land Acquisition Required
1700A-4	Buckley Pipeline (Sta. 7458+11 -6000N) Sta.7457+32(80'RT) to Sta.7458+84(85'LT)-6000N Sta.494+10(56'LT) to Sta.495+36(55'RT)-I-57 Sta.4419+22(50'RT) to Sta.4418+38(16'LT)-Ramp A Sta.6422+11(12'LT) to Sta.6422+75(43'RT)-Ramp B	Excavation is required for pavement reconstruction with conc. curb+gutter, & ditch reconstruction – (6000N Road) Excavation is required for ramp pavement construction – (I-57 interchange)	4.0 ft	Proposed R.O.W. is required.
1700A-5	Explorer Pipeline (Sta. 7459+05 – 6000N) Sta.7458+39(80'RT) to Sta.7459+76(85'LT)-6000N Sta.485+04(110'LT) to Sta.486+24(95'RT)-I-57 Sta.4430+22(22'LT) to Sta.4431+73(80'RT)-Ramp A Sta.6413+05(22'LT) to Sta.6413+23(50'RT)-Ramp B	Excavation is required for pavement reconstruction with conc. curb+gutter, & ditch reconstruction – (6000N Road) Excavation is required for ramp pavement construction – (I-57 interchange)	4.0 ft	Proposed R.O.W. is required.
1700A-6	G.L. Johnson Construction Co. Sta. 7460+07 to Sta. 7465+41 (RT)	Excavation is required for pavt. reconstr. w/ conc. curb+gutter, 24" storm sewer, & ditch reconstruction.	4.0 ft	Proposed R.O.W. is required.
1700A-15	Farmstead # 1 Sta. 7509+37 to Sta. 7518+33 (LT)	Excavation is required for pavt. reconstr. w/conc. curb+gutter, 24" storm sewer, ditch reconstr. & building removal	7.0 ft	Proposed R.O.W. & Proposed Temp. Easement is require
1700A-16	Metal Industries Inc. Sta. 7508+92 to Sta. 7514+08 (RT)	Excavation is required for pavt. reconstr. w/conc. curb+gutter & 24"storm sewer, & ditch reconstruction.	7.0 ft	Proposed R.O.W. is required.
1700A-18 (1700-4)	Kankakee Valley Construction Sta. 7518+33 to Sta.7522+55 (LT)	Excavation is required for pavt. reconstr. w/conc. curb+gutter & 24"storm sewer, & building removal.	5.0 ft	Proposed R.O.W. & Proposed Temp. Easement is requir
1700A-21	Vulcan Construction Materials / Ozinga Ready Mix Concrete Sta.7524+78 to Sta.7554+46 (LT) - 6000N Sta.300+23 to Sta.340+85 (RT) – IL 50	Excavation is required for pavt. reconstr. w/conc. curb+gutter & 24"storm sewer, retaining wall construction & traffic signals	15.0 ft	Proposed R.O.W. & Proposed Temp. Easement is requir
1700A-25	Farmstead # 3 Sta. 7550+12 to Sta. 7554+46 (RT)	Excavation is required for ditch grading.	3.0 ft	No R.O.W. or Easement is requi

PESA Response/Work Order

Attention: Central Office BD&E
Environment Section
Special Waste Unit
Room 330

Submittal Date: 11/17/2009 Sequence No: 13874 B
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P- 93-036-06
Counties: Kankakee
Route: FAI 57 Marked: I-57
Street: 6000 N Section: (46-1) HBK-1
Municipality(ies): Bradley Project Length: 9.6561 km 6 miles
FromTo (At): I-57 & 6000N Rd interchange including 6000N from US45/52 to 2000E, & relocated IL 50
Quadrangle: Bradley Township-Range-Section: T32N, R12E, Sec.31-34 & T31N, R12E, Sec.6-3

Anticipated Design Approval: 6/1/2010 Anticipated Letting Date:

PESA Response PESA Number: 1700 Submittal Date: 06/28/2010

Action Taken by District:
- District will not need ROW from the contaminated property
- Avoid Site
- Excavation will not exceed recommended depths
- Further Investigation
- ✓ Other - Use Comments Section 06/28/2010

Comments: PESA Response for REC sites - ISGS #1700B - Site #1700B-4 (1700A-4) - Buckley Pipeline - [Sta. 7457+32 (80'RT) to Sta.7458+84 (85'LT) -6000N], [Sta.494+10 (56'LT) to Sta. 495+36(55'RT) - I-57], [Sta.4419+22(50'RT) to Sta.4418+38(16'LT) - RampA], [Sta.6422+11(12'LT) to Sta.6422+75(43'RT) - Ramp B] - Excavation is required for pavement reconstruction with concrete curb+gutter, & ditch reconstruction - (6000N Road) & Excavation is required for ramp pavement construction - (I-57 interchange) - 4.0ft max. depth Site #1700B-5 (1700A-5) - Explorer Pipeline - [Sta.7458+39 (80'RT) to Sta.7459+76 (85'LT) - 6000N], [Sta.485+04(110'LT) to Sta. 486+24(95'RT) - I-57], [Sta.4430+22(22'LT) to Sta.4431+73 (80'RT) - Ramp A], [Sta. 6413+05 (22'LT) to Sta.6413+23 (50'RT) - Ramp B] - Excavation is required for pavement and ditch reconstruction with concrete curb+gutter - (6000N Road) & Excavation is required for ramp pavement construction - (I-57 interchange) - 4.0ft max. depth Site #1700B-6 (1700A-6) - G.L. Johnson Construction Co. - Sta. 7460+07 to Sta. 7465+41 (RT) - Excavation is required for pavement reconstruction with concrete curb+gutter, 24" storm sewer & ditch reconstruction. - 4.0ft max. depth Site # 1700B-12 (1700A-21) - Vulcan Construction Materials / Ozinga Ready Mix Concrete - [Sta.7524+78 to Sta.7554+46(LT) - 6000N], [Sta. 300+23 to Sta.340+85 (RT) - IL 50] - Excavation is required for pavement reconstruction with concrete curb+gutter & 24 inch storm sewer, retaining wall construction & traffic signals] - 15.0ft max. depth

Contact Person: Roger F. Rynke Telephone: (815) 434-8569 ext.

Work Order Submittal Date:

Project Description: This addendum addresses the need for approximately 13.5 acres of proposed right of way at US45/52 intersection, I-57 interchange, and East of IL 50 relocation area.

Survey Type: Potential Waste Site(s) UST-LUST Miscellaneous and Testing

Reason Why Site(s) Cannot Be Avoided:

Property to be surveyed is owned by IDOT:

Property Owner/Tenants has been notified of future survey by certified letter:

Copies to: (6-28-2010)
Dist. Land Acquisition
Central Office Land Acquisition
Report Writer (D. Lukkari)
Phase I Consultant

G. Dorton
Amy Reed

PESA Response – ISGS # 1700B

ISGS (Site #)	REC Site & Location	Type of Work	Max. Depth of Excavation	Land Acquisition Required
1700B-4 (1700A-4)	Buckley Pipeline (Sta. 7458+11 -6000N) Sta.7457+32(80'RT) to Sta.7458+84(85'LT)-6000N Sta.494+10(56'LT) to Sta.495+36(55'RT)-I-57 Sta.4419+22(50'RT) to Sta.4418+38(16'LT)-Ramp A Sta.6422+11(12'LT) to Sta.6422+75(43'RT)-Ramp B	Excavation is required for pavement reconstruction with conc. curb+gutter, & ditch reconstruction – (6000N Road) Excavation is required for ramp pavement construction – (I-57 interchange)	4.0 ft	Proposed R.O.W. is required.
1700B-5 (1700A-5)	Explorer Pipeline (Sta. 7459+05 – 6000N) Sta.7458+39(80'RT) to Sta.7459+76(85'LT)-6000N Sta.485+04(110'LT) to Sta.486+24(95'RT)-I-57 Sta.4430+22(22'LT) to Sta.4431+73(80'RT)-Ramp A Sta.6413+05(22'LT) to Sta.6413+23(50'RT)-Ramp B	Excavation is required for pavement reconstruction with conc. curb+gutter, & ditch reconstruction – (6000N Road) Excavation is required for ramp pavement construction – (I-57 interchange)	4.0 ft	Proposed R.O.W. is required.
1700B-6 (1700A-6)	G.L. Johnson Construction Co. Sta. 7460+07 to Sta. 7465+41 (RT)	Excavation is required for pavt. reconstr. w/ conc. curb+gutter, 24" storm sewer, & ditch reconstruction.	4.0 ft	Proposed R.O.W. is required.
1700B-12 (1700A-21)	Vulcan Construction Materials / Ozinga Ready Mix Concrete Sta.7524+78 to Sta.7554+46 (LT) - 6000N Sta.300+23 to Sta.340+85 (RT) – IL 50	Excavation is required for pavt. reconstr. w/conc. curb+gutter & 24"storm sewer, retaining wall construction & traffic signals	15.0 ft	Proposed R.O.W. & Proposed Temp. Easement is requir

PESA Response/Work Order

Attention: Central Office BD&E
Environment Section
Special Waste Unit
Room 330

Submittal Date: 06/26/2007 Sequence No: 13874
District: 3 Requesting Agency: DOH Project No:
Contract #: Job No.: P- 93-036-06
Counties: Kankakee
Route: FAI 57 Marked: I-57
Street: 6000 N Section: (46-1) HBK-1
Municipality(ies): Bradley Project Length: 9.6561 km 6 miles
FromTo (At): I-57 & 6000N Rd interchange including 6000N from US45/52 to 2000E, & relocated IL 50
Quadrangle: Bradley Township-Range-Section: T32N, R12E, Sec.31-34 & T31N, R12E, Sec.6-3

Anticipated Design Approval: 1/1/2009 Anticipated Letting Date:

PESA Response PESA Number: 1700 Submittal Date: 06/16/2010

Action Taken by District:
- District will not need ROW from the contaminated property
- Avoid Site
- Excavation will not exceed recommended depths
- ✔ Further Investigation 06/16/2010
- Other - Use Comments Section

Comments: PESA Response - ISGS # 1700 Site #1700-4 (Kankakee Valley Construction - Station 7518+33 to Station 7522+55 LT) - Excavation WILL EXCEED the "No grading or Excavation" at site for pavement & ditch reconstruction, 24 inch storm sewer work, and building removal. Maximum depth = 5.0 feet. Site # 1700-6 (Lesage Farm - (Archived CERCLIS site) - 7200 -7300N - 2000E Rd - West side) - Excavation will not exceed "No grading or Excavation" - No work at site.

Contact Person: Roger F. Rynke Telephone: (815) 434-8569 ext.

Work Order Submittal Date:

Project Description: Constructing a new interchange at I-57 & 6000N, remove and replace S.N. 046-0086 with wider structure, widen 6000N, & improve US 45/52 & IL 50 intersections, and realign IL 50 to the East.

Survey Type: Potential Waste Site(s) UST-LUST Miscellaneous and Testing

Reason Why Site(s) Cannot Be Avoided:

Property to be surveyed is owned by IDOT:

Property Owner/Tenants has been notified of future survey by certified letter:

Copies to: (6-28-2010)
Dist. Land Acquisition
Central Office Land Acquisition
Report Writer (D. Lukkari)
Phase I Consultant
G. Dorton
Amy Reed

APPENDIX F

Agricultural Coordination

Illinois Department of Transportation
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

December 18, 2009

Ms. Terry Savko
Illinois Department of Agriculture
Bureau of Land and Water Resources
State Fairgrounds
P.O. Box 19281
Springfield, IL 62794-9281

FAI (I-57) at 6000 North Road
New Interchange
Section (46-1)HBK-1
Kankakee County

Dear Ms. Savko:

The purpose of this letter is to inform you that the Illinois Department of Transportation is preparing an environmental assessment for a study regarding the construction of a new interchange at I-57 and 6000 North Road. The AD 1006 form is enclosed with a total of 73.15 acres of proposed right of way required for the project. The total length of the project is six miles.

The intersection of I-57 with 6000 North Road is approximately 3 miles north of the existing I-57/IL 50 interchange in Bradley and three miles south of the existing I-57/9000 North Road interchange in Manteno.

The proposed project consists of a new interchange with associated improvements to 6000 North Road with study limits of U.S. 45/52 to the west and IL 50 to the east. The work proposed includes a new diamond interchange and ramps with a new 6000 North Road structure over I-57. The 6000 North roadway will be widened to a four lane urban section with a raised median. The western termini intersection improvements will include new traffic signals at US 45/52. The eastern termini intersection improvements at IL 50 include an at-grade rail crossing at the CNRR crossing and new rail crossing interconnected traffic signals.

A copy of the Kankakee County Land Use Plan (Year 2030) is enclosed. The proposed project is within the 1 ½ mile corporate limits of the villages of Bourbonnais and Bradley. Properties located in Bourbonnais are zoned for industrial uses and properties within the village of Bradley are zoned for commercial/retail uses. Properties with county zoning also fall within the 1 ½ mile planning radius for the village of Manteno, which has designated these areas as potential industrial use. Copies of the land use plans for each of the three villages are enclosed.

The current land use in the project area is primarily agricultural interspersed with residential, farmettes properties, and small industrial uses. The northeast quadrant of IL 50 and 6000 North Road is occupied by a large aggregate quarry that also includes a concrete plant, truck scales and truck/equipment repair buildings. There are no centennial and sesquicentennial farms identified the project area.

If you have any questions concerning the proposed project, please contact Connie Lindenmier at 815-434-8434.

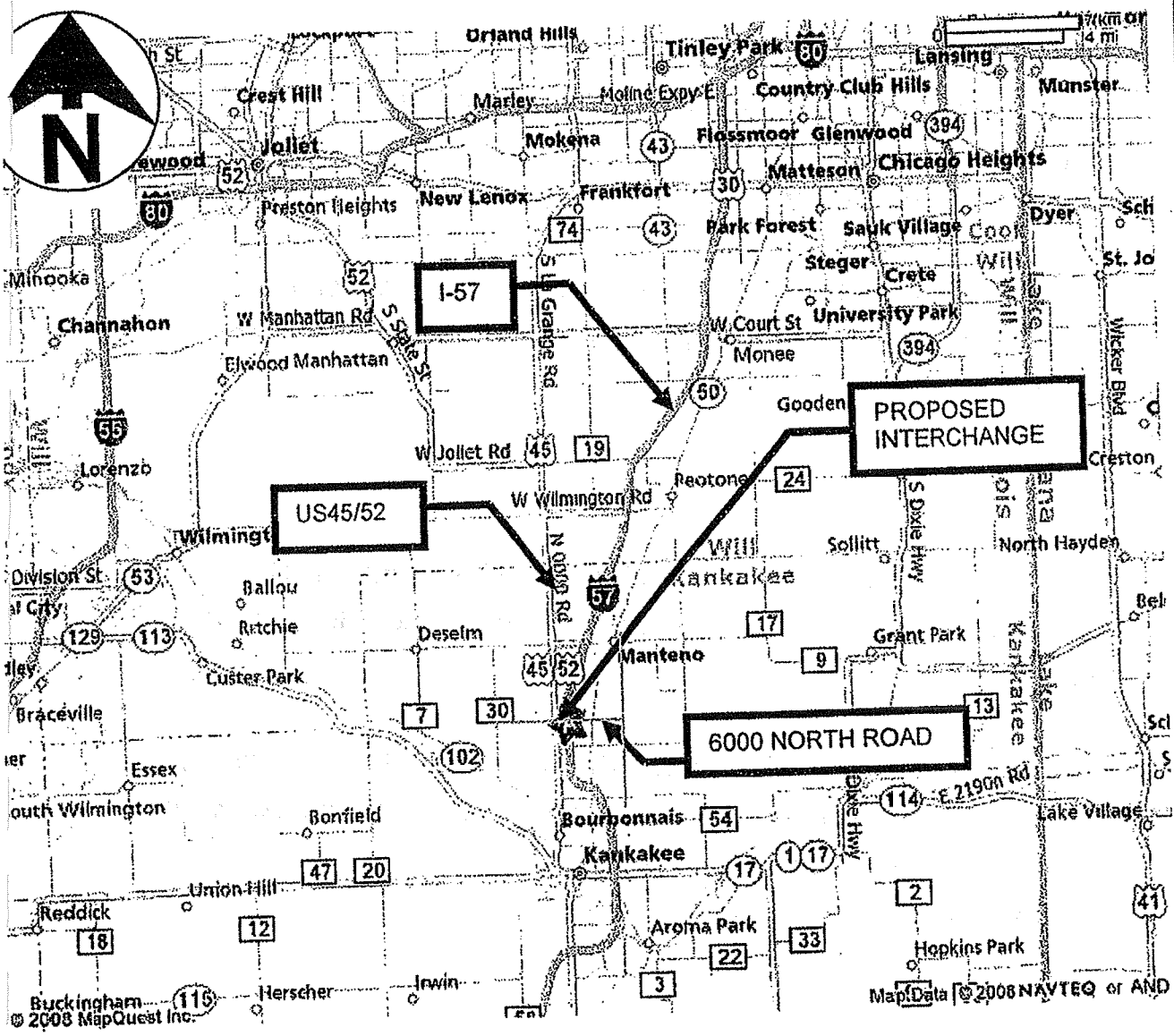
Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

By: Dave Broviak, P.E.
Acting District Studies and Plans Engineer

cc: Duane Lukkari, Studies and Plans Unit Chief

CML:ct



REGIONAL LOCATION MAP
Interstate 57 at 6000North Road
Proposed Interchange

Illinois Department of Transportation

DATE: February 2009

TY·LIN INTERNATIONAL

Exhibit No. A-1

Illinois Site Assessment Factors—For Corridor Projects

The following factors should be included with coordination to be sent to the Ill. Dept of Agriculture and the Natural Resources Conservation Service.

1. Amount of agricultural land required—proposed right of way
   Approximately 73.15 acres. See attached table.

2. Location of the proposed alignment—corridor on existing or adjacent to an existing alignment?
   Proposed alignment is on an existing roadway corridor.

3. Acres of off- site agricultural land required from borrow materials—obtaining borrow from on-site or from existing borrow pits is the most desirable.
   Unknown at this time.

4. Acres of prime and important farmland required for mitigation of environmentally sensitive areas, i.e. wetlands, woodlands, floodplains, etc.
   None.

5. Will any severed farm parcels be created? A tract of land is traversed by a corridor and results in dividing one larger tract into two smaller parcels of land. Severed parcels are measured in acres.
   No severed parcels created.

6. Will any uneconomical remnants be created? Uneconomical remnants are parcels of farmland which are severed from larger tracts of farmland and are too small to be economically farmed by the existing owner/operator. Uneconomical remnants are generally 3 acres in size or less.
   No remnants created.

7. Will any landlocked parcels be created? A landlocked parcel is defined as land that is isolated by the proposed corridor right of way so that the parcel becomes inaccessible to the current owner/operator by public road, existing easement, or proposed access roads.

   No landlocked parcels created.

8. Will any adverse travel be created? Adverse travel is defined as the length of additional travel that owners/operators must undertake to get into their fields. It is calculated as the extra round trip mileage for a single trip. If the additional travel is less than one-half mile, it is not considered to be adverse travel.

   No adverse travel created.

9. Relocations of rural residences and farm buildings—structures shall include all rural residences and farm buildings with permanent foundations. Please indicate number of structure removals and their locations.
   Two rural residences will be relocated. Farm related buildings to be removed may or may not be present. Recent field observations have noted changes in grain bin and/or shed status. See attached exhibit for proposed structure removal.

10. Will design standards which minimize agricultural impacts be utilized?

    Yes.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request
Name Of Project: Interstate 57 at 6000 North Rd.	Federal Agency Involved: Ill. Dept. of Transportati
Proposed Land Use: New Interchange	County And State: Kankakee County, Illinois
PART II *(To be completed by SCS)*	Date Request Received By SCS

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	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS	

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	73.15			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	73.15			
PART IV *(To be completed by SCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*				
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	160			
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland *(From Part V)*	100			
Total Site Assessment *(From Part VI above or a local site assessment)*	160			
TOTAL POINTS *(Total of above 2 lines)*	260			

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

Reason For Selection:

Table 4.2-1
Farmland Required

Soil type	Mapping Number	Prime Farmland Status	Approximate acres required for Preferred Alternate
Milford silty clay loam	69A	Prime farmland where drained	25.75
Elliot silt loam	146A	Prime farmland in all areas	2.80
Martinton silt loam	189A	Prime farmland in all areas	4.85
Varna silt loam	223B	Prime farmland in all areas	3.60
Platteville silt loam	240A	Prime farmland in all areas	4.30
Andres silt loam	293A	Prime farmland in all areas	16.30
Symerton silt loam	294A	Prime farmland in all areas	4.00
Beecher silt loam	298A	Prime when drained	4.95
Peotone silty clay loam	330A	Prime farmland where drained	0.30
Rockton loam 0-2% slopes	503A	Prime farmland in all areas	1.30
Rockton loam 2-4% slopes	503B	Prime farmland in all areas	0.55
Reddick clay loam	594A	Prime farmland when drained	4.45

Table 4.1-2
Potential Residential Displacement in the Project Area

Site #	Name	Existing Use - General Description	Future Use - Zoning (town)	Acquisition Area (ac)
15	Thomas Schmitt	Residential	Retail/ Commercial (Bradley	0.90
16	Wayne Snyder	Residential	Retail/ Commercial (Bradley)	0.25

Table 4.1-3
Potential Industrial/Agricultural Building Displacement in the Project Area

Comment [AM11]: Add column 'Existing Use - General Description' per Table 4.1-2

Site #	Name	Potential Building Displacement	Proposed Use Zoning (town)	Total Acquisition Area (ac)
4	Capstone Bank Trust #1618	Farm Storage Barn & Grain Bins	Heavy. Industrial (Bourbonnais)	14.15
9	Marcella Wood	Farm Storage Shed and Grain Bins	Light. Industrial (County)	0.95
8	Kankakee Valley Construction Co.	Office Trailer/Metal Garage Building	Light. Industrial (County)	0.50
12	Limestone Manteno Co	Truck Scale, Weigh House	Heavy. Industrial (County)	10.00
14	Commonwealth Edison	Portions of land at Electrical SubStation, Fence	Light. Industrial (Bourbonnais)	0.10
13	Wendell and Debra Provost	Farm Storage Shed, Garage	Light. Industrial (Bourbonnais)	1.05

Illinois Department of Agriculture

Pat Quinn, Governor
Thomas E. Jennings, 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

April 30, 2010

Ms. Connie Lindenmier
Illinois Department of Transportation
Division of Highways/District 3
700 East Norris Drive
Ottawa, Illinois 61350

Re: FAI (Interstate 57) at 6000 North Road, Section (46-1) HBK-1
New Interchange
Kankakee County, Illinois
USDA NRCS Form AD-1006

Dear Ms. Lindenmier:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with proposed interchange construction project in Kankakee 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.).

Kankakee County is experiencing significant development northeast of the Kankakee/Bradley/Bourbonnais area. The project involves the construction of a new 'diamond' type interchange at I-57 and 6000 North Road in Kankakee County. Included is the upgrading of 10,750 feet of 6000 North Road, from US Route 45/50 to the west and IL 50 to the east, to a four lane urban section with a raised median. In addition, the project will integrate the existing roadway alignment into the new interchange access alignment.

Kankakee County has zoned the project area as incorporated area, while the 2030 County Comprehensive Land Use Plans designates the region as incorporated area/community growth. Of the ±84 acres of new right-of-way required for the improvements, 73 acres are classified as Prime farmland. Because the upgrades have been designed to acquire the least possible amount of land and still 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: Agency project file

cc: Duane Lukkari
Consultant copy
5-3-10

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

8

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request
Name Of Project Interstate 57 @ 6000 North Rd	Federal Agency Involved IL Dept of Transportation/FHWA
Proposed Land Use New Interchange	County And State Kankakee County, IL
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 1-25-10
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 ☐
Major Crop(s) Corn, Soybeans, Wheat, Hay	Farmable Land In Govt. Jurisdiction Acres: 29,633,500 %97
Name Of Land Evaluation System Used Illinois	Name Of Local Site Assessment System Statewide
Acres Irrigated — Average Farm Size 372	Amount Of Farmland As Defined in FPPA Acres: 27,695,900 %91
	Date Land Evaluation Returned By NRCS 1-25-10

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	73.15			
B. Total Acres To Be Converted Indirectly	—			
C. Total Acres In Site	73.15			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	73.15			
B. Total Acres Statewide And Local Important Farmland	—			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0002			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	35.5			
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	~~87~~ 84			

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		See attached			
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area		ILLINOIS LESA			
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average		CORRIDOR Factors			
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~~				
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)* 150*	~~160~~	134			
Total Site Assessment *(From Part VI above or a local site assessment)* 150*	~~160~~	73			
TOTAL POINTS *(Total of above 2 lines)* 300*	~~200~~	207			

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

Reason For Selection: Statewide Corridor

* When utilizing the ILLESA Corridor Factors, 150 points are assigned to the Land Evaluation (LE) portion and 150 points to the Site Assessment Corridor (SA) factors, for a possible maximum score of 300 points.

(See Instructions on reverse side)

Form AD-1006 (10-83)

This form was electronically produced by National Production Services Staff

FAI (Interstate 57) at 6000 North Road
New Interchange
Kankakee 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	30
2. Location of the proposed alignment	30	0
3. Acres of off-site agricultural land required for borrow materials	15	15
4. Acres of Prime and Important farmland required for mitigation	15	15
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	10
10. Utilization of minimum design standards	10	3
TOTAL SITE ASSESSMENT *CORRIDOR* POINTS	**150**	**73**

PART VII		
Relative Value of Farmland	150	134
Total Site Assessment *CORRIDOR* Factors	150	73
TOTAL ILLINOIS LESA POINTS	**300**	**207**

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