# 5.0 Commitments

*An environmental commitment is a documented promise or obligation concerning an environmental issue made by a representative of IDOT to an entity outside the Department.*

### *What environmental commitments have been made for the ESH?*

- The Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Relocation Act) (Title 42 United States Code Sections 4601-4655), as amended, provides relocation assistance and compensation to owners of any residence or business displaced.
- Farm access points will be coordinated with property owners at the time of design and during land acquisition proceedings to ensure access to farm fields, where deemed practical.
- Mitigation measures are identified in IDOT specifications to reduce erosion potential. Soil erosion control practices will limit sediment reaching the stream. For example, river and stream banks disturbed by construction will be re-vegetated immediately following construction. Raw banks will be mulched or protected with blankets until vegetation is established. Because the ESH study area contains highly erodible soils, strict adherence to erosion and sediment control practices during construction would minimize any impacts. Furthermore, quick re-vegetation of final graded areas not under pavement would stabilize soils and prevent erosion. As the highly erodible soils are near stream banks, special provisions will be used for erosion control to minimize impacts to these streams during construction.
- Design, construction, and operational features will be included in the design of the Preferred Alternative to minimize highway impacts upon receiving streams. These measures will include the use of drainage ditches, erosion control features, and Best Management Practices for deicing.
- Any construction in an existing waterway will be conducted in low- to zero-flow conditions. As necessary, flow will be maintained during construction, and erosion and sediment control practices will be used to minimize downstream impacts. Disturbance to streamside vegetation will be kept to a minimum. Temporary fencing or alternative measures will be considered to protect existing vegetation to remain in critical erosion prone areas. Opportunities for stream enhancements (e.g., stream bank stabilization, installing rock riffles) within the study area watersheds will be investigated with further mitigation in the design phase of the project.

- Storm water impacts will be minimized by collecting all storm water runoff using Best Management Practices (BMPs). A storm water treatment system will be designed to manage storm water runoff. Key elements will consist of a bioswale or ditch supplemented with native vegetation plantings, infiltration basins, ditch checks or detention basins for storm water management and groundwater recharge. BMPs to minimize storm water impacts are described in the ESH Aesthetic and Sustainability Master Plan, which will be included in the Combined Design Report.
- Any drainage facilities that are designed specifically for the Eastside Highway project in Phase II would draw down any standing water within 48 hours.
- Deicing is important to maintain safe roads; however, IDOT continues to develop improved maintenance and management strategies to minimize salt application rates. The following strategies would be incorporated into the deicing maintenance program:
    - Public education and employee training
    - Proper storage and handling operations (e.g., perform on impervious surfaces, completely cover salt piles, control stormwater runoff)
    - Use of digitally calibrated spreaders to minimize over-application
    - Routing calibration (at least twice a year)
    - Timing of application
    - Weather information and forecasting using Road Weather Information Systems (RWIS) and Maintenance Decision Support Systems (MDSS)
    - Passive snow control with the use of snow fences
    - Plowing and snow removal
- Private water wells within the ROW will be properly abandoned in accordance with the Illinois Department of Health codes. If a home remains, the well will be replaced. As a result of the storm water BMPs implemented, there will be no sheet runoff to areas adjacent to the ESH. These actions minimize the potential for infiltration of chlorides and other pollutants.
- During construction no parking of vehicles or storage of equipment and materials shall occur in the prairies.
- Prairie areas will be fenced off during construction to protect existing vegetation.

- All activities in the floodplain will comply with applicable FEMA-approved state and local floodplain management requirements. Where the Preferred Alternative encroaches on floodplain, structures and facilities will be designed to allow no more than a one-foot increase in the base flood elevation.
- Where fill within floodplains is unavoidable, mitigation such as compensatory storage will be provided to offset the impact to the floodplain. Mitigation for fill in the floodplain will be based upon Illinois Administrative Code Title 17 Part 3700, 8/20/10.
- All practical measures will be used to reduce impacts to wetlands during construction. IDOT will protect and preserve wetlands within the study area through various ways. The most important way is to identify wetland areas to prevent construction workers from accidentally entering a site with equipment. Identification can be accomplished by fencing off wetlands that are not proposed to be impacted. In addition, wetland areas will be illustrated on plan sheets that the construction contractors use in the field.
- A Preliminary Site Investigation (PSI) will be conducted 1) prior to acquisition of any contaminated parcel, and/or required temporary or permanent easements, and 2) if the proposed improvements require excavation on or adjacent to a property identified with a Recognized Environmental Condition (REC) or require excavation, including subsurface utility relocation, on a property with an easement.
- IDOT will manage and dispose of contaminated materials in accordance with applicable federal and state regulations and in a manner that will protect human health and the environment.
    - For properties containing only a petroleum REC, IDOT will determine if the REC can be addressed during construction without a PSI. If a PSI is not warranted, IDOT may determine the project is eligible to be a Risk Managed Project (RMP). In lieu of a PSI, IDOT will have special provisions for monitoring or managing any potentially contaminated soil and/or groundwater that may be encountered during construction.
    - If the affected properties containing the RECs are full acquisitions, then the property is ineligible to be a RMP, according to IDOT BDE Chapter 27, Section 2.05(a), and a PSI must be completed.
- Special waste issues encountered during construction, and not otherwise identified in a special provision, will be managed in accordance with the IDOT “Standard Specifications for

Road and Bridge Construction and Supplemental Specifications and Recurring Special Provisions."

- Accidental spills of hazardous materials and wastes during construction or operation of the transportation system require special response measures. Occurrences will be handled in accordance with local government response procedures. Refueling, storage of fuels, or maintenance of construction equipment will not be allowed within 100 feet of wetlands or water bodies to avoid accidental spills impacting these resources.
- Any acquisition or easement will be discussed with the Bureau of Land Acquisition prior to responding to the PESA to request further studies.
- The bicycle and pedestrian facilities that will be constructed as part of the ESH will be ADA compliant and will include:
  - Trail adjacent to ESH from U.S. 150 to CR 1800 North Road. Traffic control (signalization, signage, markings) for all at-grade street crossings of this trail
  - Structures over the ESH that will include bicycle and pedestrian accommodations at Cheneys Grove Road, Ireland Grove Road, Empire Street/IL Route 9, General Electric Road, and Fort Jesse Road
  - One trail crossing near the Eagle View subdivision, between General Electric Road and Fort Jesse Road
  - Underpass crossings at three locations:
    - The Norfolk Southern railroad tracks north of I-74
    - The Norfolk Southern railroad tracks south of Ireland Grove Road
    - Drainageway south of CR 1300 N Road
  - Extension of the Constitution Trail east along General Electric Road from Towanda Barnes Road to the ESH trail
  - A side path along U.S. 150/Morrissey Drive, from the ESH trail extending west to Hershey Road extension.
  - A trail in the interchange footprint at Towanda Barnes Road to provide continuity of the locally-planned trail on Towanda Barnes Road. The ESH will include trail improvements within the interchange footprint only.

- The bicycle and pedestrian facilities that will be graded as part of the ESH project, but construction will be funded through others, include:
  - Trail adjacent to General Electric Road, from Towanda Barnes Road to the ESH
- All other bicycle and pedestrian facilities recommended in the EA are expected to be constructed by others, not as a part of the ESH, including:
  - I-55 trail overpass
  - Trail extensions to connect the Towanda Barnes Road locally-planned trail to the ESH trail within the Towanda Barnes interchange footprint
- Visual impacts will be mitigated through the planting of trees near the proposed interchange with Ireland Grove Road and through native plant installation near the I-55 interchange.
- A vegetative screening of tree plantings will be installed along the ESH right-of-way near the NRHP listed Duncan Manor. The plantings will not occur until construction starts on this section of the ESH project. A certified arborist or landscape architect and the SHPO will be consulted with to determine the appropriate spacing and species of trees. The trees will be low-maintenance native species to Illinois that are salt tolerant or moderately salt tolerant, of both salt spray and soil salt.
- Plantings completed as part of the ESH that are within five miles of CIRA will use plant species to minimize wildlife attraction, as listed in the Chicago Department of Aviation specification CDA/OMP Specification 02905 – Sustainable Airport Landscaping
- A Memorandum of Agreement (MOA) will be developed stipulating to conduct test excavations to identify and evaluate archaeological resources at five identified archaeological sites to determine if they are eligible for NRHP under Criterion D. If the resources are determined eligible for the NRHP, and adverse effects by the ESH project cannot be avoided, data-recovery excavations (mitigation) will be completed in accordance with the stipulations of the MOA. The MOA also commits to conducting additional survey in some areas of the ESH project where access was denied during the initial surveys, and additional archaeological sites may be identified that may require further investigation to evaluate their eligibility for the NRHP.
- Erosion control measures will be implemented according to IDOT specifications with special provisions for highly erodible soil areas at stream crossings and adjacent to prairie areas.

- Roadway lighting will be coordinated with CIRA during Phase II design to ensure that approaching aircraft are not impacted by lighting glare.
- Trees three inches or greater in diameter at breast height shall not be cleared from April 1 through October 1.