

**PROJECT DEVELOPMENT REPORT
FOR
151ST STREET
FROM CEDAR ROAD TO BELL ROAD
ROADWAY RECONSTRUCTION / RESURFACING**

**VILLAGE OF HOMER GLEN
WILL COUNTY, ILLINOIS**

Section No.: 16-00017-00-PV

March 5th, 2020

Revised: July 7th, 2020 / January 4, 2021

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|----------------------|---|
| County: | <u>Will</u> |
| Local Public Agency: | <u>Village of Homer Glen</u> |
| Section Number: | <u>16-00017-00-WR</u> |
| Route: | <u>151st Street (FAU 3771)</u> |

Project Number: _____ Project Length: 2.54 miles

Street/Road Name: 151st Street

Termini: West of Cedar Road to West of Bell Road

For Township or Road District bridge projects: The County Engineer certifies that the project design speed exceeds the minimum design speed recommended for this classification of roadway as provided in the BLRS Manual in order to prevent a deficient NBIS rating for approach roadway alignment appraisal. All elements have been designed to the chosen design speed unless noted otherwise in Section 2(e) and/or the attached BLR 22120.

| | |
|-----------------|-------|
| _____ | _____ |
| County Engineer | Date |

Categorical Exclusion and Design Approval Recommended

| | |
|--|-------------------|
|  | <u>11/10/2020</u> |
| Local Agency | Date |

Categorical Exclusion Statement

This project will not have any significant impacts on the environment, or involve any unusual circumstances, therefore, it is a Categorical Exclusion I.

Categorical Exclusion and Design Approval

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|--|-----------------|
|  | <u>2/8/2021</u> |
| Regional Engineer | Date |

1. LOCATION AND EXISTING CONDITIONS

a. Location (attach location map to supplement narrative description)

The project is located in the Village of Homer Glen, Will County, Illinois. The proposed limits of the improvement are from west of Cedar Road to west of Bell Road. The total length of the improvements is 13,423 ft or 2.54 miles. See Attachment 1 for a project location map.

b. Description of Existing Facility - Give narrative description, including such items as width of travel, parking and turn lanes, sidewalks, alignment, traffic control devices, utilities, jurisdiction, maintenance responsibility, drainage, terrain and current land use (including major public facilities and local landmarks). Attach existing typical sections showing roadway widths, bridge widths, ROW widths, sidewalk widths, guardrail, curb and gutter and surface types.

Roadway Facility: 151st Street is classified as a Major Collector and is under the jurisdiction and maintenance of the Village of Homer Glen. 151st Street runs in an east/west direction and provides 1 lane in each direction. The typical section consists of full depth HMA with lane widths of 12 ft and 1 ft to 3 ft wide aggregate shoulders. From Station 216+30 to Station 234+15, the existing roadway widens to provide a three lane section. Within this segment right turn channelization is provided at the entrance to the Homer Township Highway Department offices (Station 224+00).

Alignment: The existing horizontal alignment is straight with exception of three curves; however, the radii are large enough that no superelevation is required.

Profile: The existing vertical alignment is rolling with grades ranging from 0.06% to 8.5%. Three existing crest curves are deficient in providing adequate sight distance for the posted speed limits. A chart is listed below identifying the location and deficiencies:

| Curve | K Value / Associated Speed | Posted Speed Limit |
|----------------|----------------------------|--------------------|
| Station 266+00 | 33 / 35 mph | 45 mph |
| Station 292+09 | 16.5 / 25 mph | 40 mph |
| Station 309+20 | 17 / 25 mph | 40 mph |

Right of Way: The existing Right-of-Way width varies from 66' to 120' and is centered on the section line. The existing roadway centerline and section line vary from 0 ft to approximately 4 ft.

Land Use: The land use along the corridor is a mix of agricultural, residential and a small amount of commercial. The Homer Glen Village Hall, Homer Township Library and Clerks Office are located off of 151st Street as well.

Utilities: Existing utilities include water main and sanitary sewer main (both owned by Illinois American Water), storm sewer, gas lines (NICOR, Aux Sable and Praxair), Commonwealth Edison, Comcast and AT&T overhead lines and high tension power lines. NICOR has a distribution center located north of 151st Street west of Parker Road. Atlas information from utility companies has been added to the design plans. Utility correspondence is included in Attachment 12.

Drainage: The existing drainage system along 151st Street is open drainage, swales, ditches or sheet flow. There are 22 existing outlets within the project area. These outlets drain to existing roadside ditches, channels in farm fields, storm sewers, or basins. Outlets 7, 8, 9, and 18 are sensitive to change in flow rates. Outlet 7 drains into a channel located on private property near residential homes and farm fields; no increase in flow is anticipated at this outlet. Outlet 8 will be routed into an existing storm sewer pipe which drains through an existing field tile; detention will be provided at this outlet. The existing Outlet 9 drains towards Eagle Ridge Drive and the downstream area is prone to flooding; flow tributary to this outlet will be detained in a Village owned detention pond and in oversized storm sewers. Finally, Outlet 18 drains into an un-named stream with structures located adjacent to the creek.

There are eight existing culvert crossings along 151st Street. Seven of these crossing are pipe culverts ranging in size from 15 inch to 30 inch diameter and one is a 4'x2' (W x H) box culvert. There is an existing 4' x 2' box culvert with end sections located west of Parker Road. The culvert was constructed in Year 2014 as part of the widening project for the intersection of 151st Street at Parker Road. The culvert is proposed to be extended to

accommodate the multi-use path along the south side of 151st Street. All other existing culverts will be incorporated into the proposed storm sewer system. The storm sewers and culverts draining ditches along 151st Street are designed to convey the 50-year storm.

Intersections: The intersection of 151st Street at Parker Avenue is a signalized intersection and provides exclusive left and right turn channelization on all four approaches. Curb and gutter is provided along the radius returns and the exclusive right turn lanes. The intersection of 151st Street at Bell Road is a signalized intersection and provides an exclusive left turn lane on the west approach with an exclusive right turn lane at the entrance located just west of the intersection. Approximately 300 ft of sidewalk is located north and south of 151st Street, west of Bell Road. The existing sidewalk is 6 ft wide and located 5 ft to 30 ft from the edge of pavement. The intersection of Cedar Road at 151st Street is a three-way stop, all approaches under a stop condition. All remaining intersections (Crème Road, Heritage Circle, Eagle Ridge Drive, Arboretum Drive and Rosarie Drive) are 2-way stop with the side streets under stop conditions.

Lighting: There is no continuous lighting along 151st Street. There are individual street light beacons located on utility poles and separate light poles at all the intersections.

Current Improvements: The Village of Homer Glen has constructed Heritage Circle, which is a roadway connecting into 151st Street east and west of the Village Hall. The improvement was completed in 2018.. The proposed improvement is shown and noted on the Typical Sections, Attachment 2 and the Plan and Profile sheets in Attachment 3. The Village has constructed a multi-use path on the north side of 151st Street from Eagle Ridge Drive to Heritage Circle which was completed August of 2019.

c. Traffic Data

Current ADT: West of Cedar Rd – 5,400 % trucks: 2%
 (Year 2019) Cedar Rd to Bell – 9,500

Will 80,000 trucks be legally permitted on this route? Yes No

Design Year: 2050 ADT: West of Cedar Rd – 8,400 DHV: 480-908 % trucks: 2%
 Cedar Rd to Bell Road – 11,700

See Attachment 12 for correspondence with Chicago Metropolitan Agency for Planning CMAP.

d. Structures - Identify location within the proposed improvement of all structures on attached location map. Attach a copy of the Structure Master Report for all structures within the project limits. Attach a copy of the Bridge Condition Report or the Bridge Deck Resurfacing approval letter for structures to be replaced, rehabilitated, or resurfaced.

Along 151st Street is an existing culvert crossing, 2 ft x 4 ft box culvert with end sections. The culvert was constructed in Year 2014 as part of the widening project for the intersection of 151st Street at Parker Road. The culvert is proposed to be lengthened to accommodate the multi-use path along the south side of 151st Street.

e. Railroads - Identify location of all railroad crossings on attached location map and complete the following:

| Railroad Name | No. and Type of Tracks (Main or Switching) | Type of Warning Devices* | No. of Trains Per Day | Railroad Width of Crossing at Rt. Angles |
|---------------|---|-----------------------------|-----------------------|---|
| N/A | | | | |
| | | | | |

*Include a sketch showing location of railroad protective devices from the edge of roadway and to the nearest track.

- f. **Contiguous Sections** - Describe the existing typical sections at each end of the proposed improvement including number of travel lanes, turning lanes and parking lanes, lane widths and roadway width (f-f of curbs or e-e of shoulders), and sidewalk width.

The western limit consists of 1 lane in each direction, 12 ft wide lanes, with aggregate shoulders. The eastern limit is the intersection of Bell Road. There is 1- 12 ft wide lane in each direction and an exclusive left turn lane. An existing three lane section with aggregate shoulders continues to the east.

2. Proposed Improvement

- a. Discuss the purpose and need of the project:

The purpose of the project is to provide access to multiple future / existing traffic generators within the corridor and maintain acceptable flow of traffic, raising / lowering the roadway to meet posted and / or design speed limit standards for the vertical alignment, and to provide pedestrian accommodations within the corridor. Generators are listed below:

- The Village has completed constructed of Heritage Circle which was stated in the Description of Existing Conditions, which will be the new location of the Village Festival. The area was a golf course that the Village converted into a large park with multiple recreation activities.*
- To the west is the Homer Township Athletic Fields which generate a significant volume of traffic during events. This facility is planned to be expanded.*
- Within this same location, to the south of 151st Street, the Village has been coordinating with a developer that is desirous of constructing a large sports complex.*
- East of Parker Road is Bengtson's Pumpkin Farm. The farm holds a fall fest through the month of October which causes significant backups for traffic along 151st Street and north along Bell Road. The owners have plans of expanding the facility and adding additional events.*

- b. What design guidelines will be used for the proposed improvement? (Check One)

- Rural (BLRS Manual Chapter 32)
- Urban (BLRS Manual Chapter 32)
- Suburban (BLRS Manual Chapter 32)
- 3R Guidelines (BLRS Manual Chapter 33)
- Bicycle Guidelines (BLRS Manual Chapter 42)
- Pedestrian Guidelines
- Other:

Functional Classification: Arterial Collector Local Road Other _____

Terrain: Level Rolling

Regulatory or Posted Speed Limit: Posted Design Speed: 40 mph (Refer to Section 2.c below)

West of Cedar Road to Station 199+09 = 45 mph
Station 199+09 to Station 213+65 = 40 mph
Station 213+65 to Station 280+04 = 45 mph
Station 280+04 to Bell Road = 40 mph

As of August 1, 2020 the posted speed limit from Cedar Road to Bell Road will be 35 mph

- c. Describe type of work to be accomplished by the improvement. Discussion should include width of proposed travel, parking, bicycle and turning lanes, sidewalks, shared-use paths, guardrail, traffic control devices, drainage items (including storm sewer outfalls), alignment changes, railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Specify the emax for horizontal curves. Attach typical sections, plan and profile sheets, and intersection design studies when applicable.

See Attachments 2 and 3 for Proposed Typical Sections and Plan and Profile Sheets. The improvement will consist of roadway reconstruction, with a continuous left turn lane, and resurfacing.

151st Street will be reconstructed to provide a three lane section, 3-11 ft lanes, with Type B-6.12 curb and gutter.

A HMA multi-use path, 8 ft wide, will be provided along the south side of 151st Street and tie into the existing concrete sidewalk 300 ft west of Bell Road. The edge of path is located 5 ft from the roadway face of curb.

Based on 625 ILCS 5/11-604, the Village passed an ordinance lowering the speed limit to 35 mph from Cedar Road to Will Cook Road effective August 1, 2020. The Village of Homer Glen approved a Resolution on June 10, 2020 (Refer to Attachment 12). Concerns regarding the speed limit on 151st Street were discussed at the Village's Public Services and Safety Committee on February 5, 2020. This committee is chaired by two Village Trustees and includes members from the Will County Sheriff's Department, representatives of the Homer, Northwest Homer and New Lenox fire districts, the Village's EMA Director, the Homer Township Road Commissioner and Village staff.

At the meeting on June 10, 2020, the Village Board of Trustees discussed multiple issues related to the speed limit on 151st Street, including the following concerns:

- Beginning in late 2013, the Village acquired the former Woodbine Golf Course, located on 151st street. Since that time, the property has been redeveloped to include the new village hall for the Village of Homer Glen (2016) and the new community park, Heritage Park (2018). The Village has continued to develop Heritage Park, to add multiple amenities for the residents, including tennis, pickleball and volleyball courts, bike trails, disk golf, swings, and other exercise equipment. The park has been extremely popular and well used by residents, especially during the current Covid conditions.
- With the opening of Heritage Park, the Village has begun to utilize the park facilities to provide various activities and events for residents, which have been extremely popular and well attended. These include the Village's annual Community Festival, Trunk-or-Treat and Christmas Festival. Additional activities are being plans for the park.
- The Homer Township Public Library is located on 151st Street, next to the new Village Hall. The Library has recently completed an expansion and is well used by the public.
- The Homer Township athletic fields are located on 151st Street, adjacent to the Homer Township Library. These fields are used extensively throughout the year by sports groups for both baseball and football games and tournaments. These events are consistently well attended, and often result in an increase in traffic.
- The Bengtson Farms site is located on 151st Street, between Bell Road and Parker Road. The Bengtson Farm property holds an annual Pumpkin/Fall Festival, from September to November. This festival regularly generates a significant amount of traffic. Although the current activities at this site occur in the fall season, the property owners are seeking to add additional events throughout the year.
- The Village is currently working with a developer to construct a new sports complex on 151st Street. The proposed sports complex will include multiple hockey, volleyball, and baseball/softball fields, which is intended to attract a significant amount of traffic on 151st Street.
- The Village has recently constructed a multi-use path along 151st Street, which has increased pedestrian traffic along 151st Street.
- The Village had received multiple resident complaints regarding safety concerns as a result of the previous speed limits (40 mph and 45 mph) along 151st Street.

Alignment: Generally the horizontal alignment is being maintained. The alignment was designed to avoid impacts to the culturally sensitive site located to the west and avoid impacts to NICOR's distribution center and high pressure gas mains.

The vertical alignment will be raised / lowered to provide a design speed of 5 mph over the posted speed limit.

Pavement Rehabilitation: It is anticipated that the reconstructed pavement will consist of hot-mix asphalt base course, and asphalt binder and surface courses. The intersection of Parker Road (Station 275+00 to Station 285+62) will be resurfaced. The intersection was widened in Year 2014 to provide exclusive turning lanes and signalization. From Station 322+95.33 to the project end will also be resurfaced to tie into the butt joint of recently resurfaced Bell Road.

Traffic Control Improvements: The intersections at Cedar Road, Crème Road, Heritage Circle (east entrance), Eagle Ridge Drive, Arboretum Drive and Rosarie Drive will be improved with exclusive left lanes. The remaining intersections will maintain the auxiliary lanes which currently are provided. There will be no changes to how the intersections within the corridor are currently controlled.

Utility Improvements: Utility adjustments will be required throughout the project limits. Illinois American Water has sanitary sewer manholes which will require reconstruction and adjustment and water main relocation. Commonwealth Edison, AT&T and Comcast have overhead lines and light poles that will be impacted.

Correspondence has begun and will be continued into the design phase of the project, refer to Attachment 12.

Highway Lighting: Continuous lighting is not proposed. The intersection lighting will be maintained and will meet Illuminating Engineering Standards (IES).

Drainage Improvements: Storm sewer will be installed along 151st Street from Cedar Road to Bell Road. Swales and ditches will be provided throughout the corridor for offsite drainage areas with a 2' bottom and 4:1/3:1 foreslopes and 3:1 backslopes. The proposed storm sewer system is designed for a 10-year storm. The proposed ditches and sections of storm sewers draining ditches are designed to convey the 50-year storm. The proposed storm sewer will drain into the 22 existing outlets which are located through the project limits. Catch basins will be installed along the roadway to redirect flow from the roadway and away from many of the existing outlets, consolidating the roadway flow to viable outlets; as a result, many of the existing outlets will exhibit a reduction in flow. Detention will be provided per IDOT District 1 Standards. Oversized sewers with restrictors and ditch checks will be installed to provide detention for the sensitive outlets. Outlet 9 will be rerouted away from Eagle Ridge Drive into a Village owned detention pond. The Village owned basin has been designed to accommodate this flow. Eagle Ridge Drive is a sensitive outlet that regularly experiences roadway flooding.

Guardrail, Sideslopes and Clear Zones: There are no sideslopes which warrant guardrail within the project limits. There is no existing guardrail within the project corridor. A minimum obstruction free zone of 1.5 ft from the face of curb will be maintained throughout the project limits. Guardrail is being provided at the Bengtson's Pumpkin Farm adjacent to their internal roadway to provide protection from the 4 ft drop at the retaining wall.

- d. Discuss items affecting improvement such as hazardous mailbox supports, parking and truck restrictions, mail delivery from traffic lanes, justification (including warrants) for multi-way stop signs, traffic signals and other traffic control and railroad protective devices, stage construction, nearby airports, and additional lighting:

There are no hazardous mailbox supports. Mailboxes will be temporarily relocated during construction. Currently, there is no designated on-street parking throughout the project limits. There is no truck restriction limit along 151st Street. Midway International Airport in Chicago is the closet airport and is approximately 25 miles northeast of Homer Glen. Lighting will continue to be provided at the intersections located within the corridor. Continuous lighting is not proposed. A one-way detour and stage construction will be utilized for construction of the improvement.

Refer to Attachment 12 for notification letters to USPS, Fire Protection District, Sheriff's Department and the School District.

- e. Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required design variances and appropriate justification. (BLRS Manual Section 27-7). If a design variance is required, include a copy of the approved BLR 22120 form as an attachment.

There are no design exceptions required.

- f. Current estimated cost of proposed improvement? \$9,217,449

(See Attachment 13)

- g. Analyze the need for accommodating pedestrians, bicyclists and the handicapped. When applicable, describe the facilities to be provided for pedestrians and bicyclists. Discuss the ADA accessibility and maximum longitudinal grade of these facilities. (BLRS Manual Chapter 41)

A multi-use path is proposed along the 151st Street from Cedar Road to Bell Road. The path will connect residents to existing attractions and proposed recreational areas such as Bengtson's Pumpkin Farm located east of Parker Road and Heritage Park, which will host events and provide numerous recreational activities. The proposed multi-use path along 151st Street will provide access to Hero's Trail system. Hero's Trail is an existing path which travels north/south through Commonwealth Edison right of way and crosses 151st Street just west of Bell Road providing connections between neighborhoods, commercial areas and the existing trail along 159th Street. The path will also connect into existing sidewalk located just west of Bell Road. The sidewalk provides access to the commercial establishments at the intersection of 151st Street and Bell Road. There are two pedestrian crossings, one proposed at Station 239+25 to Heritage Park and maintaining an existing crossing of Hero's Trail at Station 318+00. Both crossings will include four W11-2 pedestrian signs, two with W16-9P

"Ahead" and two with W16-7P slanted down arrow plaques with rectangular rapid flashing beacons.

Sidewalks/Shared-Use Paths:

Maximum 2% crosslope: Yes No Not Applicable

ADA ramps with detectable warnings at street intersections: Yes No Not Applicable

If no, provide justification.

- h. Discuss any proposed improvements being considered in adjacent segments including the anticipated construction startup date of these improvements.

The Village of Homer Glen has constructed Heritage Circle which is located off of 151st Street between Crème Road and Eagle Ridge Drive. The Village of Homer Glen is converting a golf course into a park which includes numerous recreational activities and a multi-use path.

3. Crash Analysis (BLRS Manual Section 22-2.11(b)(9))

- a. Summarize crash data for the past five years, including a spot map or a location map showing crash locations when possible. Detail the types of crashes and include collision diagrams, if possible, especially at cluster sites. Give the source of this data.

Crash reports have been provided by the Village of Homer Glen for Years 2012 through 2018. Crashes that occurred within the project limits were analyzed to determine those proposed improvements that will enhance the operational safety of the roadway. The crashes have been tabulated by types of collisions, injuries, roadway surface conditions, and time of day or lighting conditions. The Crash Data is shown in Attachment 4. There were a total of 34 crashes throughout the project limits.

The cyclist collision occurred at the intersection of Crème Road. The cyclist was traveling eastbound and turned left being struck by a westbound vehicle. The cyclist did not hand signal before their left turn movement. There were eleven rear-end crashes occurring within the corridor. These crashes occurred at intersections and along Bengtson's Farm. Most of these crashes were due to drivers failure to reduce speed for traffic that is slowed or stopped.

There were two sideswipe opposite direction crashes, one lost control of the vehicle due to snow on the pavement and the other was due to driver error. Eleven collisions where drivers running off the roadway (out of control) with three additional crashes hitting power poles. Only one of these crashes was due to snow/ice on the pavement. Many did not give reasons for leaving the roadway or the driver was affected by a medical condition causing the crash. The angle and turning type crashes accounted for eleven of the total crashes. These crashes occurred at the intersections of Parker Road and west of Bell Road. Those occurring at Parker Road occurred during 2012. The intersection was reconstructed in 2014 to provide channelization and signalization. The collisions west of Bell Road are due to drivers existing / entering the entrances and failing to stop for through traffic. There was one crash involving a deer just west of Bell Road.

There were 8 injuries resulting from the 36 crashes. No fatalities occurred within the corridor during the five-year period. There were four B type injuries, two C type injuries and two injuries with the type not stated. From the reports, these injuries were not incapacitating.

Eleven crashes occurred at night, most occurring at the intersections which are illuminated. There was one nighttime crash within the Bengtson's Farm entrances. The crash was a rear-end collision and the driver was arrested for being under the influence of alcohol.

- b. Analyze available crash data including results of field check. Discussion should include high crash locations, critical wet weather sites, and other crash patterns. If the data is inconclusive, make a statement to that effect.

Based upon the crash data there are no high crash location sites. There are no 5% locations identified within the project limits. Many crashes occurring along the corridor were due to drivers failure to reduce speed for slowed or stopped vehicles. A couple crashes were attributed to wet/icing pavement. The roadway improvements done in 2014 at Parker Road appears to have help reduce turning/angle collisions.

There is inadequate stopping sight distance at curves located at Stations 265+87, 271+58, 292+09, 308+56 and 312+38. It is inconclusive to state that the lack of sight distance at the curves caused collisions. The reasons stated in the reports was that the driver was not paying attention. The intersection sight distance is adequate at the intersections within the corridor.

Most the crashes occurring at night where within illuminated areas.

- c. Describe how the proposed project will address any crash issues.

Providing exclusive left turn lanes for all the entrances / intersections may help reduce potential conflicts as traffic increases due to growth of development within the corridor. Lowering / raising the vertical curves to increase sight distance may reduce rear-end crashes. The path will provide safe passage for pedestrians traveling to points of interests along 151st Street.

4. Right-of-Way

- a. Describe the right-of-way taking, including the total acreage required for each of the following categories: ROW, permanent easements, temporary easements and temporary land use permits. Include the width of taking, number of property owners, acreage of right-of-way and/or easements, character of land; i.e., farm, residential, commercial or publicly owned properties, anticipated impacts to properties that remain, and location of any improvements with respect to required right-of-way. Discuss any impacts on setbacks required by zoning.

Right-of-way is required throughout the project limits for ditches and swales. Where ROW is needed a constant width of 50' is maintained which is an additional 17' needed on the south side and 10' to 17' on the north side. The ROW needed is from residential and agricultural properties. A total of 1.28 acres of ROW is needed throughout the corridor. Temporary easements, totaling 0.58 acres, will be necessary for grading and driveway reconstruction along 151st Street. There are no anticipated impacts to the remaining properties and no impacts to setbacks required by zoning. No ROW was taken in residential areas where the houses are closer to the existing roadway (west of Bell Road). Temporary easements were only required for grading back to existing ground. See Attachment 14 for breakdown of ROW and easements needed per property owner.

- b. Are any residents, businesses or farms to be displaced?

Yes No

If yes, describe the number and type of displacements anticipated and mitigation that will be taken to provide relief for this impact on an attached sheet.

5. Prime Farmland (BLRS Manual Section 20-10)

- a. If the project requires more than 3 acres/mile (0.75 hectares/kilometers), 10 acres (4 hectares) for a non-linear improvement, or the project ROW is not contiguous to the existing ROW, contact the Illinois Department of Agriculture and attach results of the coordination and summarize the results below.

N/A

- b. The project requires consultation with the Natural Resource Conservation Service., Form AD-1006 has been completed and submitted to the local office of NRCS. The completed AD-1006 form is attached.
- The impact of this project on farmland conversion has been evaluated in accordance with the requirements of the US Natural Resources (NRCS). The project will cover 3 acres or less of farmland per mile (0.75 hectares or less of farmland per kilometer) and the conversion will not result in more than minor impacts. Accordingly, the project conforms to the general form AD-1006 prepared by NRCS. Therefore, further coordination with NRCS on this project will not be necessary.

6. Floodplain Encroachment (BLRS Manual Section 20-7)

Does the proposed work cross or encroach upon a 100-year floodplain, including a regulatory floodway?

Yes No

If yes, summarize the location hydraulics study, regulatory floodway restrictions, the effect of any encroachment (including a comparison between existing and proposed conditions) and the effect of over-the-road flow on the proposed transportation facility. Attach any available floodplain maps.

The floodplain map is included in Attachment 8.

7. Phase I & II NPDES Storm Water Permit Requirements (BLRS Manual Section 7-4.01)

Will the project involve soil disturbance of 1 acre (0.4 hectares) or more?

Yes No

If yes, the project must comply with the Phase II NPDES Storm Water Permit Requirements.

8. "404" Permit (BLRS Manual Section 7-4.02)

Does this project involve waters regulated by Section 404?

Yes No

If yes, what type of 404 permit is required? Nationwide Individual Regional None

Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers.

If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application. *Refer to Attachment 5 for correspondence with U.S. Army Corps of Engineers.*

9. Special Waste (BLRS Manual Section 20-12)

- a. Following the special waste assessment screening criteria shown on Figure 20-12A of the BLRS Manual, is Preliminary Environmental Site Assessment (PESA) required?

Yes No

- b. Is work being done on property in the name of the state or are contract plans being prepared by the state?

Yes No

- c. If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?

Yes No

If the PESA results determine that the project contains REC's, describe how the special waste is proposed to be handled (including if a Preliminary Site Investigation (PSI) is required).

There are four sites that have been flagged as having RECS and are listed below:

The north adjoining Speedway gas station located at 15060 South Bell Road was identified within the RCRA VSQG, UST, EDR US Historic Auto Stations, and RCRA NonGen/NLR databases. Based on the continued operation as a fueling station, and number and capacity of current/former UST systems, the property is considered a REC to the Site. (REC #1)

The south adjoining Former BP Amoco #3786 located at 15112 South Bell Road was

identified within the UST and EDR US Historic Auto Stations databases. Based on the former fueling station operations and presumed hydraulic gradient, the property is considered a REC to the Site. (REC #2)

Village of Homer Glen located at 14110 West 151st Street was identified within the AST database. Based on the close proximity and reported NOV(s), the AST operation is considered a REC to the Site. (REC #3)

Village of Homer Glen located at 14240 West 151st Street was identified within the AST database. Based on the close proximity and reported NOV(s), the AST operation is considered a REC to the Site. (REC #4)

A PESA Response form and PSI will be processed as part of the Phase II Engineering.

10. Environmental Survey (BLRS Manual Section 20-2)

Whenever a project involves land acquisition (including easements), any in-stream work (including drainage structure run-around), is located within or adjacent to historic properties listed in (or eligible for) the National Register of Historic Places, a bridge on the historic list, is near wetlands, or known locations of threatened or endangered species, the Environmental Survey Request Form should be submitted early in the project development phase.

- a. Wild and Scenic Rivers - If this project crosses or affects a river on the National Wild and Scenic Rivers System or a river listed in the Nationwide Inventory of Rivers with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).

Involvement No Involvement

- b. Wetlands - Does the proposed work impact the use of regulatory wetlands?

Yes No Refer to Attachment 6 for Wetland Clearance.

If yes, indicate how the wetlands will be migrated. Banking Accumulation On-site Other

- c. Archaeological and Historical Preservation Include results of coordination. Does the project impact an archaeological or historic preservation site?

Yes No A site is located within the project limits; refer to Attachment 6 and associated project commitments.

If yes, describe any required documents.

- d. Threatened or Endangered Species – Does the project impact any endangered species or plants?

Involvement No Involvement Refer to Attachment 6 for Biological Clearance

Include copy of biological resources memorandum or signoff by BDE and/or IDNR.

- e. Stream Modification and Wildlife Impacts - Include copies of any correspondence between BDE and IDNR or U.S. Fish and Wildlife Service. Attach copies of any additional coordination between local agency and IDNR or U.S. Fish and Wildlife Service whenever required as a result of biological review by BDE. Address any proposed mitigation measures.

Involvement No Involvement

11. Section 4(f) Lands (BLRS Manual Section 20-3)

- a. Does this project require any right-of-way, including temporary construction easements, from a publicly owned park, recreational area, wildlife and waterfowl, or any historic site in or eligible for the National Register of Historic Places?

Yes No

- b. If yes, what type of the Section 4(f) involvement has been completed?

Section 4(f) de minimis Standard Section 4(f) Temporary Occupancy None

12. **Air Quality (BLRS Manual Section 20-11)** Check One:

- a. This project is in an attainment area.
- Projects within a portion of a nonattainment area for which the Chicago Metropolitan Agency for Planning (CMAP) is the MPO.

This project is included in the FY 2021- 2025 (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the Will Co Gov League, the region's Metropolitan Planning Organization. The FY 2021 - 2025 (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on 12/08/2020

The TIP was found to conform by FHWA on 12/08/2020 and by FTA on 12/08/2020

Tip ID: 12-20-0019

- Projects within a nonattainment area served by a Metropolitan Planning Organization other than CMAP.

This project is included in the Long-Range Transportation Plan and in the _____ Transportation Improvement Program (TIP) endorsed by _____, the Metropolitan Planning Organization (MPO) for the region in which the project is located.

On _____ the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the Long-Range Transportation Plan conforms with the transportation-related provisions of the Clean Air Act Amendments of 1990. The FHWA and the FTA determined on _____ that the TIP conforms with the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and projects Funded or Approved Under Title 23 USC or the Federal Transit Act."

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

b. **Mobile Source Air Toxics (See BDE PM 52-06)**

This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

c. **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 are usually insignificant when equipment is well maintained.) The potential air quality impacts will be short-term, occurring only when 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.

d. **Project-level Hot Spot Analysis. Check One:**

- This project is in an attainment area and does not require a hot spot analysis.
- This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1).
Due to
There will be no impacts to the LOS at the intersections within or adjacent to the corridor. There are not a significant amount of diesel vehicles along 151st Street and the project will not increase that number. The project does not include any new or expansion bus and / or rails terminals or transfer points.

it has been determined that the project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

- This project is in a non-attainment or maintenance area and is a project of air quality concern. Therefore, a qualitative hot spot analysis is required. See Attachment _____ .

e. **COSIM**

Are through lanes or auxiliary turn lanes being added with this project?

- Yes No

If yes, has a COSIM pre-screen analysis been completed?

- Yes No

If yes, pre-screen analysis is attached as Attachment _____ .

If no, explain why an analysis has not been performed. *In accordance with the IDOT-EPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects", projects are exempt from project-level carbon monoxide air quality analysis if the highest design-year approach volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT. The traffic volumes fall below this criteria and therefore a project-level carbon monoxide air quality analysis is not required.*

If yes, did the COSIM pre-screen analysis pass or fail? Pass Fail

If the COSIM pre-screen analysis failed, a full COSIM analysis would be required.

13. Noise (BLRS Manual Section 20-6)

The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.

Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified on the attachment. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

If this project involves a new alignment, additional lanes, or involves a significant alignment change, attach a traffic noise analysis.

14. Work Zone Transportation Management Plans

Does the project intersect or follow a state route?

Yes No

Is the state or local route considered a significant route?

Yes No Not Applicable

If yes, describe how the Work Zone Transportation Management Plan is being implemented.

15. Complete Streets (BLRS Manual Chapter 10)

Does the project include the addition of a travel, turning, or bi-directional turn lane on a state highway?

Yes No

If yes, describe how the Complete Streets Law requiring accommodating bicyclists on a state route apply.

16. Maintenance of Traffic (BLRS Manual Section 22-2.11(b)(9))

Discuss how vehicle traffic and pedestrians will be accommodated during construction, including the impacts of any road and/or sidewalk closure. If the road will be closed, include information concerning location of alternate routes, their ability to handle the additional traffic (street width, number of traffic lanes, structural adequacy, etc.), and the amount of adverse travel. When a marked detour route will be provided, include coordination with appropriate agencies, a description of the adverse travel, and include a map showing the alternate routes or marked detour in the report.

The project will be constructed utilizing both staged construction and a detour. Construction will be split into two segments and two construction seasons will be required: Segment 1-151st Street from Parker Road to Bell Road, Segment 2-151st Street from Cedar Road to Parker Road.

Construction Season 1:

Pre-Stage – Temporary widening will be provided along the eastbound lane of 151st Street from approximately Station 307+00 to 314+00 to provide additional working zone through the vertical curve, which will be lowered.

Stage 1 – The detour for the westbound traffic will be provided for Segment 1. The proposed westbound lane, a portion of the TWLTL and the storm sewer mainline will be constructed. Within Segment 2, temporary widening will be constructed along the north side of 151st Street from approximately Station 197+00 to Station 218+50 and Station 231+50 to Station 271+00. This widening will be completed by May 31st.

Stage 2 – In this stage the eastbound traffic will be shifted north onto the newly constructed pavement. The eastbound lane and the remaining TWLTL will be reconstructed along with the short storm sewer segment east of Parker Road. The bike path will also be constructed within this stage.

Stage 3 – All lanes may be open to traffic and the final surface may be placed with daily standard lane closures and flaggers. No construction will be allowed within Segment 1 until after November 15th (if needed).

Construction Season 2:

Stage 1 – The detour for the westbound traffic will be provided for Segment 2. The eastbound traffic will be shifted to the north on the temporary pavement. The eastbound and TWLTL lanes will be constructed along with the storm sewer mainline. By June 15th, the detour may no longer be used, and two lanes of traffic must be maintained along 151st Street for the remainder of the construction season.

Stage 2 – In this stage, 151st Street will be open to two-way traffic. The eastbound lanes will be shifted to the south on the newly constructed pavement and the westbound lanes will utilize the TWLTL. The westbound lanes will be constructed.

Stage 3 – The multi-use path and the final surface will be constructed in this stage maintaining two-way traffic using Highway Traffic Control standards.

See Attachment 10 for correspondence concerning the detour routes.

17. Public Involvement (BLRS Manual Chapter 21)

- a. Summarize public informational meetings, formal public hearings, property owner signoffs, council or board meetings, media coverage, and personal contact with public. Include copies of newspaper advertisements, letter to property owners, public comments, and documents showing all public comments have been addressed.

A public meeting was held for the project on Thursday, February 13th, 2020, from 4:00 pm to 7:00 pm at the Village of Homer Glen. Advertisements in the Joliet Herald and Southtown were posted on January 29th and February 7th, 2020. In addition, the Village of Homer Glen posted information with regards to the meeting on the Village's website. See Attachment 9 for advertisement.

A message box was provided at the meeting. A total of two comments were received, one giving concern over the potential tree impact and the other concerning the noise problem from traffic. See Attachment 9 for response to comments.

There was a mix of responses for the project. Residents appeared to be concerned that more ROW was needed from the south side of 151st Street than the north while others were opposed to the entire project.

Drainage was a concern that more pavement would increase the amount of runoff. For those residents voicing concerns, it was explained why more ROW was taken from the south side due to the constraints of the culturally sensitive area, the Village Hall parking lot and utility locations. The additional runoff would be collected by the storm sewer system and detention would be added so the outlet flows would not be increased. There were also residents who voiced approval of the improvement, especially the multi-use path. Many residents wanted the speed limit reduced within the 45 mph zone.

b. Has any opposition been expressed toward the improvement?

Yes No

If yes, briefly discuss the type and extent of opposition.

There was some opposition to the project from the residents along the south side of 151st Street, between Cedar Road and Parker Road. The residents were confused on why only ROW was needed on the south side of 151st Street and not the north side.

Some residents in general did not want the roadway or pedestrian improvements along 151st Street.

c. If yes, discuss how the opposition has been addressed with the property owners?

It was explained at the meeting to these residents that due to the Village Hall and Library parking lot locations and the culturally sensitive site that the multi-use path could not be provided on the north side of the roadway. The roadway cross section is designed for minimal lane widths of 11' with minimum buffer and path widths. These residents did not provide written comments.

18. Coordination: LA-IDOT-FHWA (BLRS Manual Section 22-1.02)

Has there been any coordination meetings for this project? Yes No

If yes, list the date(s) of the coordination meeting(s) below and attach coordination meeting minutes in the report. *Meeting was held December 8, 2020, refer to Attachment 15 for meeting minutes.*

19. Other Coordination

Attach results.

20. Summary of Commitments

1. *Perimeter erosion barrier and high visibility fence will be installed during construction to protect the culturally sensitive site located along the north side of 151st Street from Station 195+00 to 199+00 as shown on the Plan and Profile Sheets, Attachment 4. Refer to Attachment 6 for correspondence concerning the site.*
 2. *The proposed detour will need to be presented again to IDOT during Phase 2, one year prior to the targeted letting date. Refer to Attachment 10.*
 3. *During Phase 2, IDOT must be notified of the proposed installation of rectangular rapid flashing beacons at both pedestrian crossings along 151st Street to comply with BLRS Circular Letter CL2018-06 and TRA-23 Guidelines. Refer to Attachment 12 for submittal to IDOT.*
 4. *To comply with IWPA, wetland mitigation credits must be purchased before construction activities begin.*
 5. *A PESA Response form and PSI will be processed at part of Phase II Engineering.*
-

Summary of Attachments (when required):

1. Location Map and Functional Classification Map
2. Existing and Proposed Typical Sections
3. Plan and Profile Sheet (for Rural Projects with additional ROW, Urban Projects, bike trail/or sidewalk projects, and Bridge Projects)
4. Spot Map and/or Collision Diagram
5. "404" Permit Correspondence
6. Environmental Clearances and Correspondence
7. IDOT Kickoff Meeting Minutes
8. Floodplain Map
9. Public Information Meeting Newspaper Advertisement and Correspondence with Property Owners Regarding Public Comments
10. Detour or Alternate Route Map
11. Intersection Design Study of 151st Street at Parker Road
12. Other Coordination
 - CMAP
 - Utility Correspondence
 - Notification Letters
 - Ordinance Number 20-020
 - TRA-23 Guidelines Request for Pedestrian Crossings
13. Cost Estimate
14. Proposed ROW and Easement Table
15. Bimonthly Coordination Meeting Minutes

The following Summary of Attachments are Not Applicable and not included within the report.

- Structure Master Report.
- Bridge Condition Report Approval Cover Letter
- Preliminary Bridge Design and Hydraulic Report Approval Cover Letter
- Intersection Design Studies
- Railroad Crossing Drawing
- Soil Conservation Service and Illinois Department of Agriculture Coordination

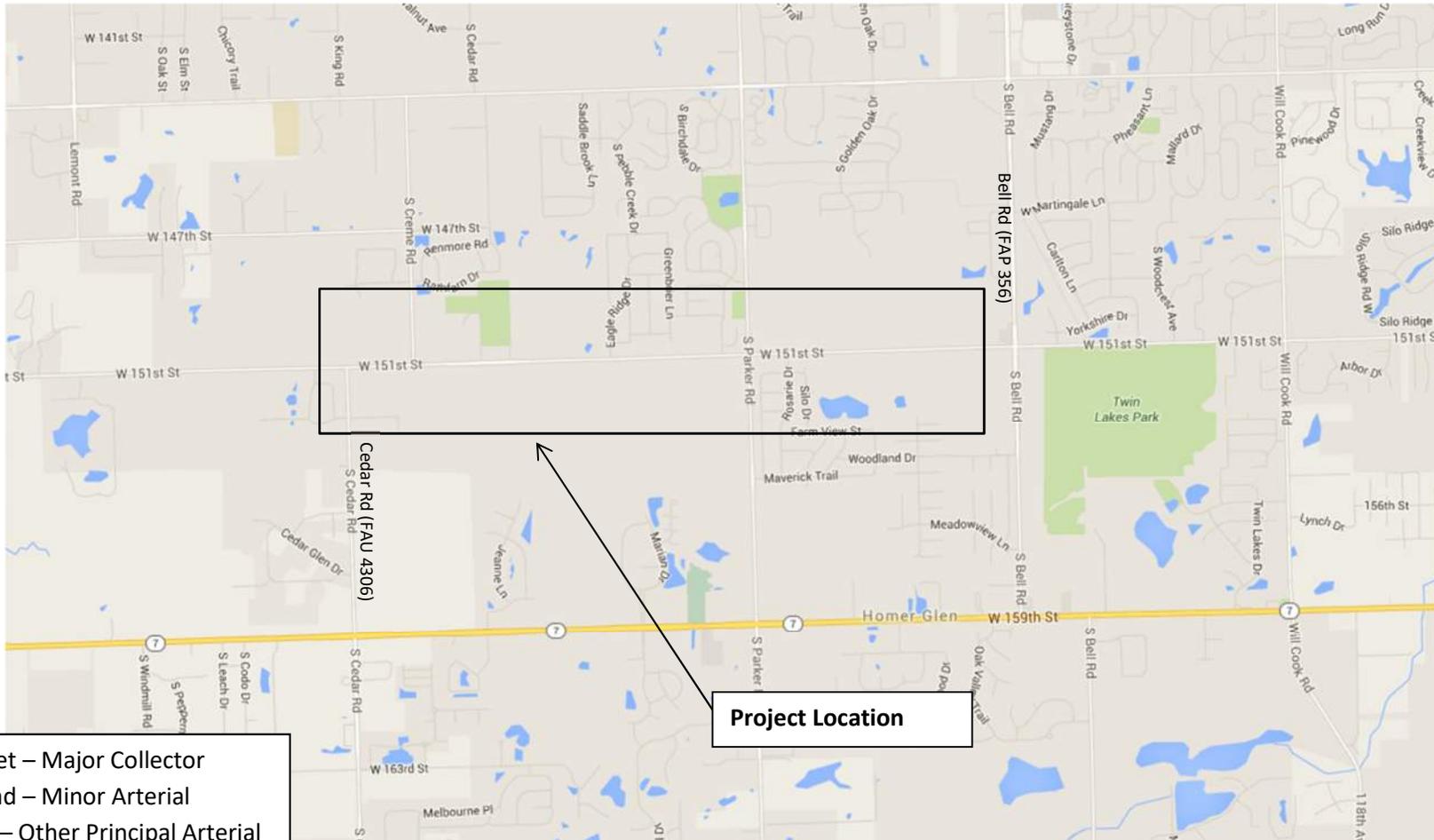
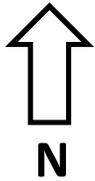
ATTACHMENT 1

LOCATION MAP

Village of Homer Glen

151st Street (FAU 3771): West of Cedar Road (FAU 369) to West of Bell Road (FAP 356)

Section 16-00017-00-WR



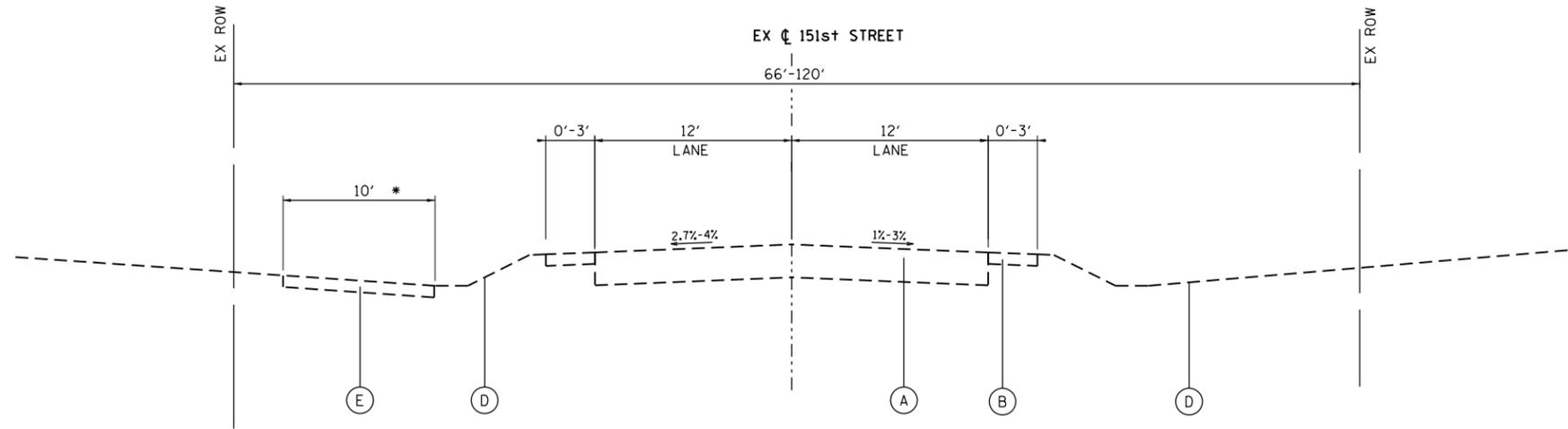
Project Location

151st Street – Major Collector
Cedar Road – Minor Arterial
Bell Road – Other Principal Arterial

ATTACHMENT 2

EXISTING LEGEND

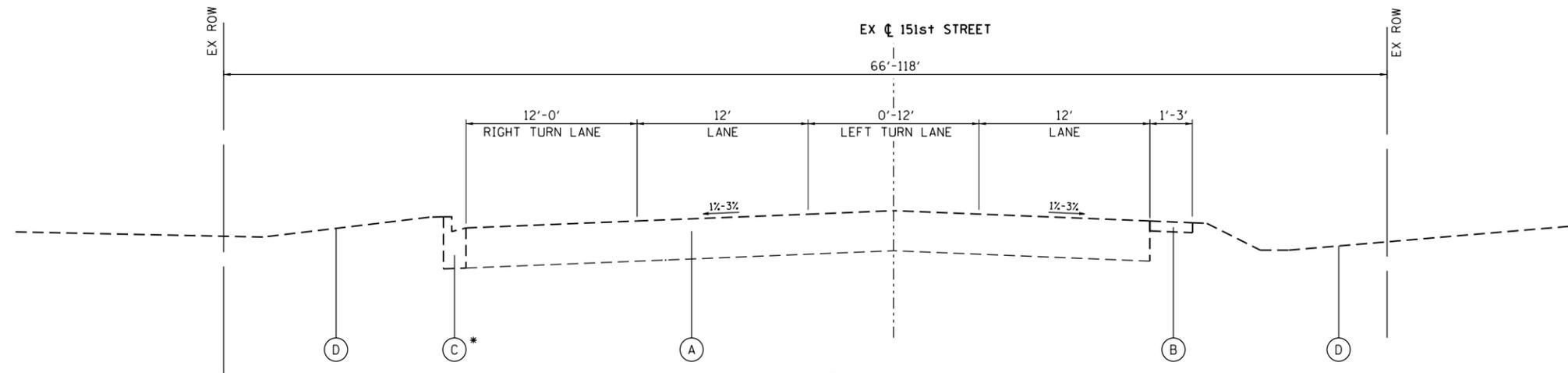
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- (B) EXISTING AGGREGATE SHOULDER
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE-B.12
- (D) EXISTING GROUND
- (E) EXISTING SIDEWALK



EXISTING TYPICAL SECTION

151st STREET
 STA. 193+49.20 TO STA. 216+48.10
 STA. 234+15.20 TO STA. 269+11.40
 STA. 285+36 TO STA. 322+77.6

* WITHIN ROW FROM STA. 247+43.7 TO STA. 249+48.6



EXISTING TYPICAL SECTION

151st STREET
 STA. 216+48.10 TO STA. 234+15.20

* CURB & GUTTER LIMITS
 STA. 222+13.60 TO STA. 227+17.10

16" PAPER, INCHES, 10/20/2020

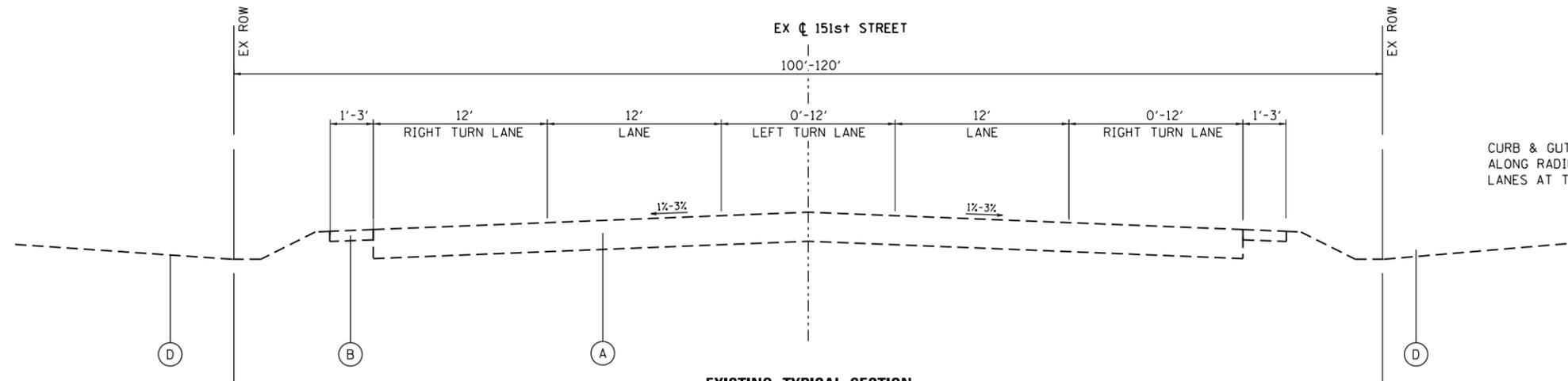
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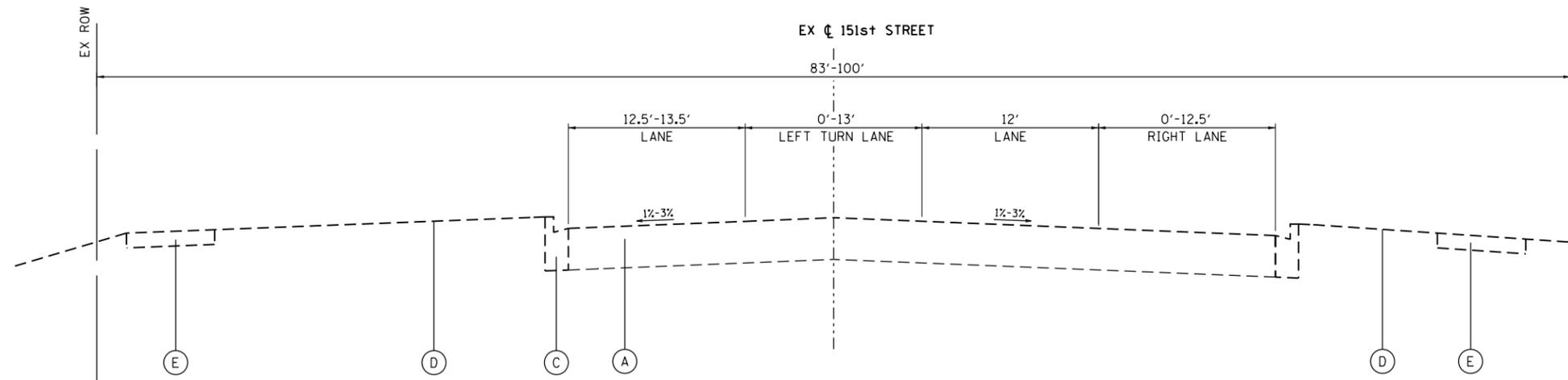
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- (D) EXISTING GROUND
- (E) EXISTING SIDEWALK

CURB & GUTTER IS LOCATED ADJACENT TO PAVEMENT ALONG RADIUS RETURNS AND EXCLUSIVE RIGHT TURN LANES AT THE INTERSECTION OF PARKER ROAD



EXISTING TYPICAL SECTION

151st STREET
STA. 269+11.40 TO STA. 285+36.00



EXISTING TYPICAL SECTION

151st STREET
STA. 322+77.60 TO STA. 327+72.42

16" SHEET INCLUDES 1/4" = 1' 0" 00001-00-WR



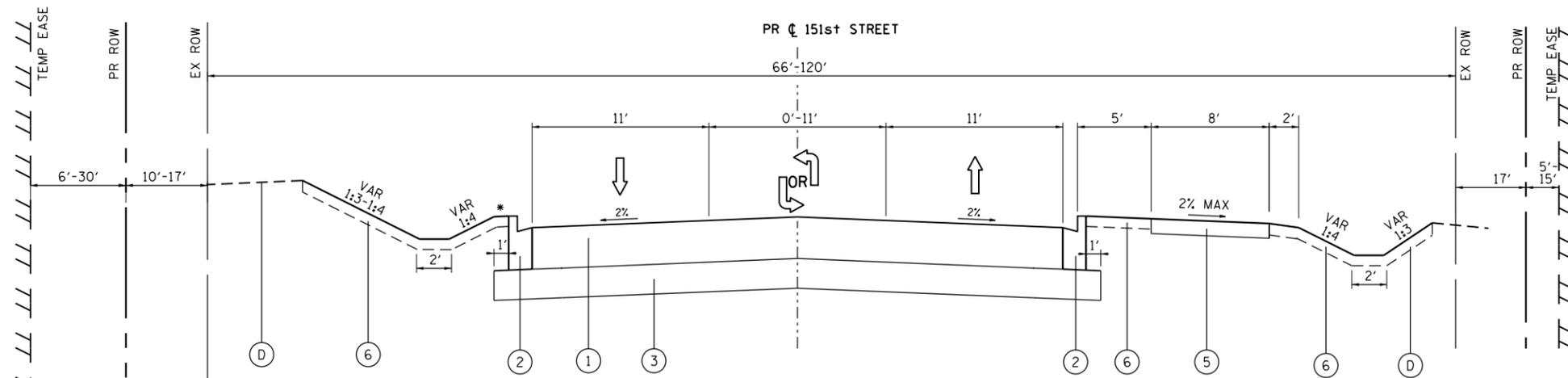
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING TYPICAL SECTIONS
151ST STREET**

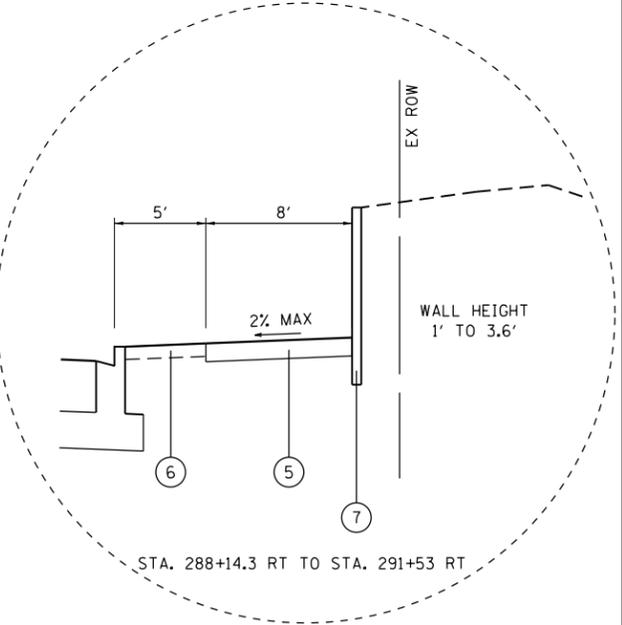
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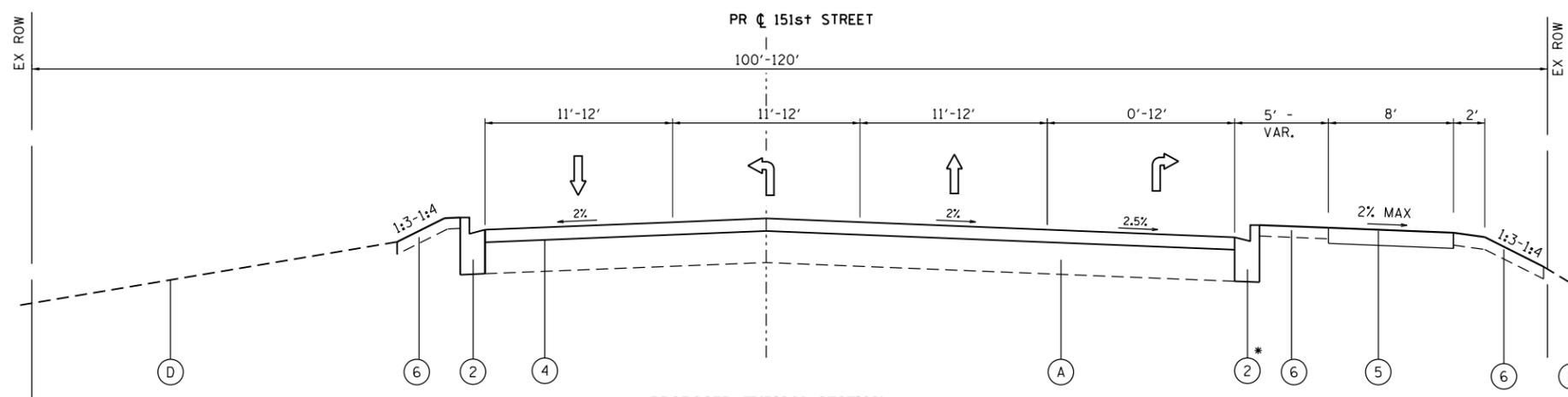


* SHELF EXTENDS FROM 1' TO 7.5' FROM STATION 297+90 TO STATION 301+30
 SHELF EXTENDS FROM 1' TO 3.6'-7.2' FROM STATION 302+50 TO STATION 306+50

PROPOSED TYPICAL SECTION
 151st STREET
 STA. 193+10.62 TO STA. 275+00
 STA. 283+19.57 TO STA. 324+85.41

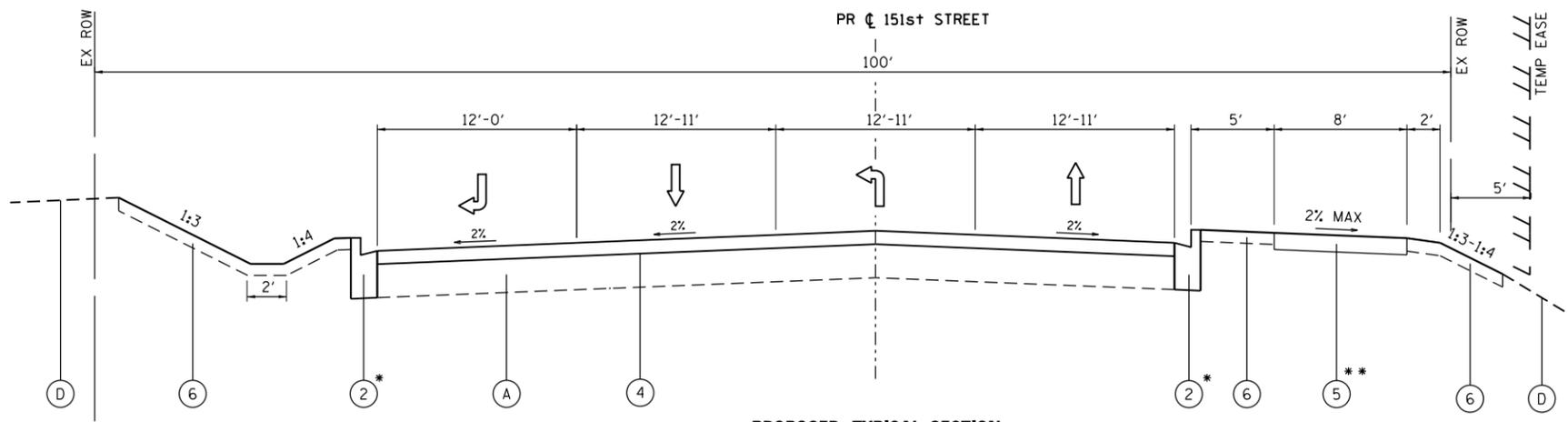


STA. 288+14.3 RT TO STA. 291+53 RT



PROPOSED TYPICAL SECTION
 151st STREET
 STA. 275+00 TO STA. 277+07
 STA. 324+85.41 TO STA. 327+72.42

* CURB AND GUTTER TIES INTO EXISTING AT STA. 274+27



PROPOSED TYPICAL SECTION
 151st STREET
 STA. 277+07 TO STA. 283+19.57

EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT
- (B) EXISTING AGGREGATE SHOULDER
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE-B.12
- (D) EXISTING GROUND
- (E) EXISTING SIDEWALK

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT PAVEMENT, FULL-DEPTH
- (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) HOT-MIX ASPHALT SURFACE & BINDER COURSE
- (5) HOT-MIX ASPHALT MULTI-USE PATH
- (6) SEEDING, SALT TOLERANT/TOPSOIL FURNISH & PLACE, 4"
- (7) RETAINING WALL

* EXISTING CURB & GUTTER WILL BE MAINTAINED ALONG RIGHT TURN LANE AND PORTION OF THRU LANE

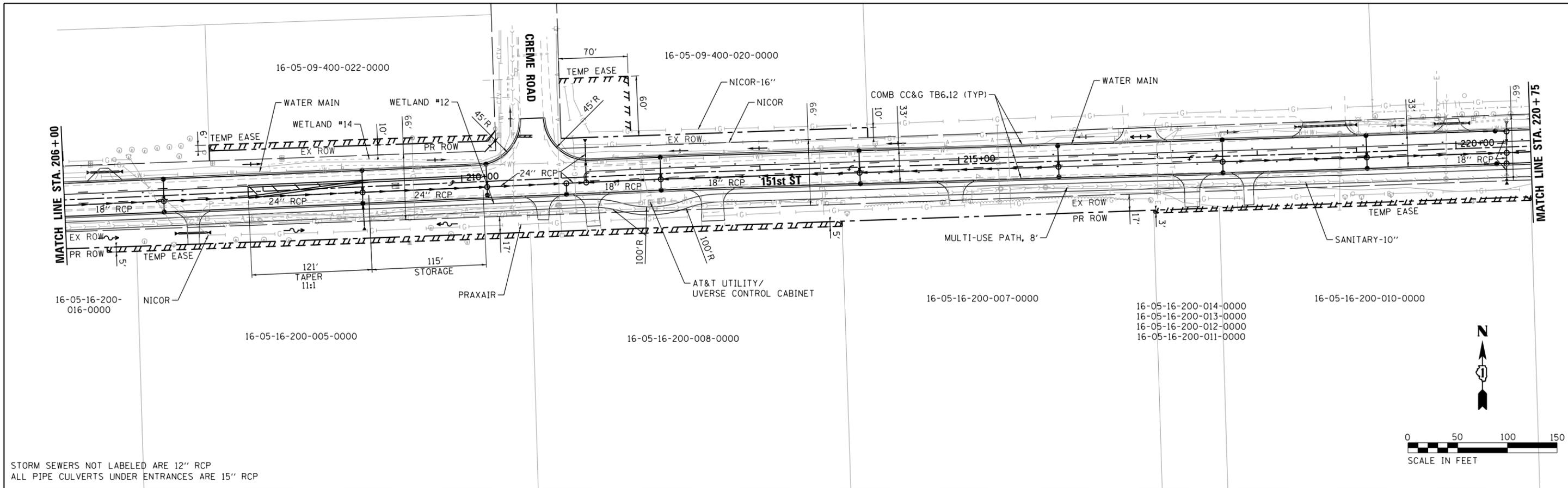
**MULTI-USE PATH ENDS AT STA. 326+53 AND TIES INTO EXISTING SIDEWALK

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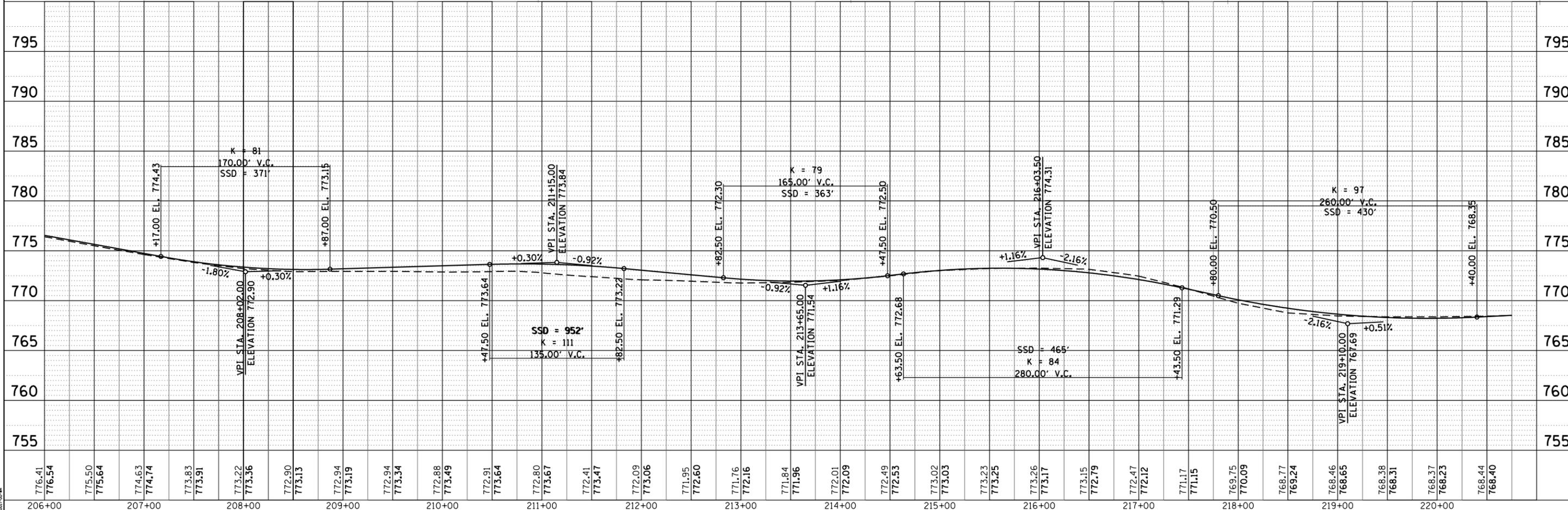
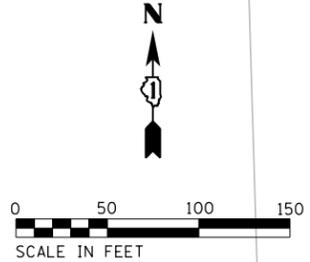
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| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

ATTACHMENT 3



STORM SEWERS NOT LABELED ARE 12" RCP
 ALL PIPE CULVERTS UNDER ENTRANCES ARE 15" RCP



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 776.41 776.54 | 775.50 775.64 | 774.63 774.74 | 773.83 773.91 | 773.22 773.36 | 772.90 773.13 | 772.94 773.19 | 772.94 773.34 | 772.88 773.49 | 772.91 773.64 | 772.80 773.67 | 772.41 773.47 | 772.09 773.06 | 771.95 772.60 | 771.76 772.16 | 771.84 771.96 | 772.01 772.09 | 772.49 772.53 | 773.02 773.03 | 773.23 773.25 | 773.26 773.17 | 773.15 772.79 | 772.47 772.12 | 771.17 771.15 | 769.75 770.09 | 768.77 769.24 | 768.46 768.65 | 768.38 768.31 | 768.37 768.23 | 768.44 768.40 |
| 206+00 | 207+00 | 208+00 | 209+00 | 210+00 | 211+00 | 212+00 | 213+00 | 214+00 | 215+00 | 216+00 | 217+00 | 218+00 | 219+00 | 220+00 | | | | | | | | | | | | | | | |

HRGreen.com
 Micro Professional Design Firm
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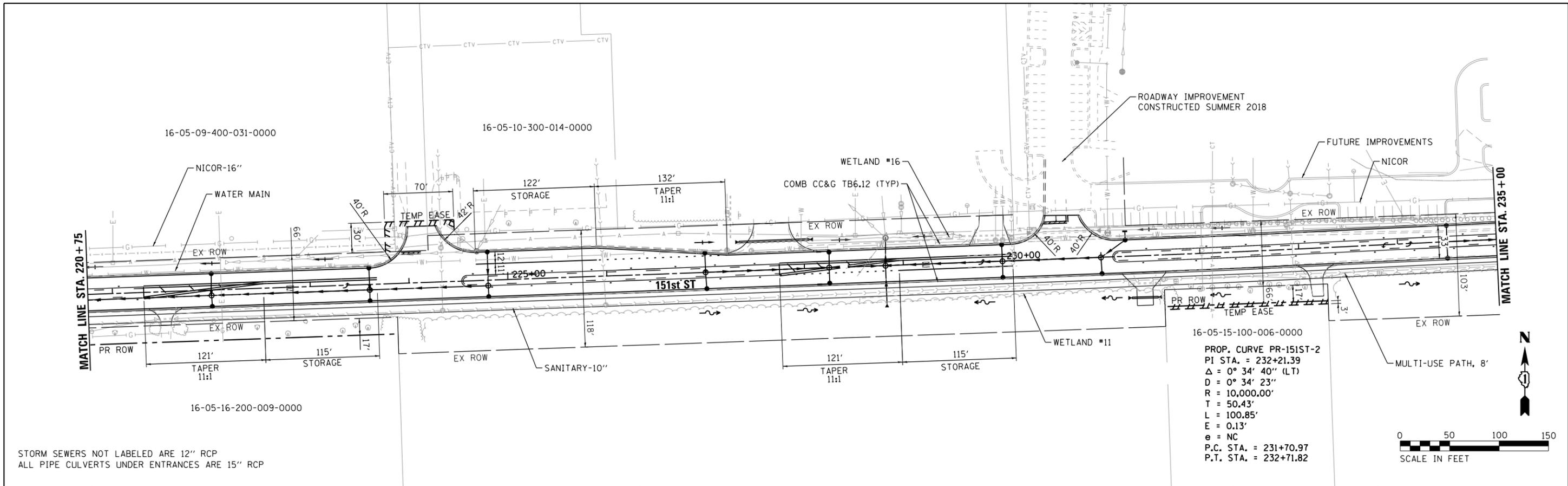
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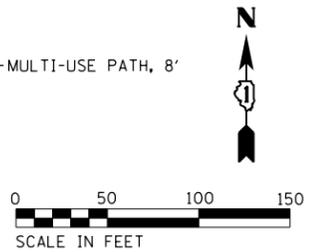
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
 151ST STREET
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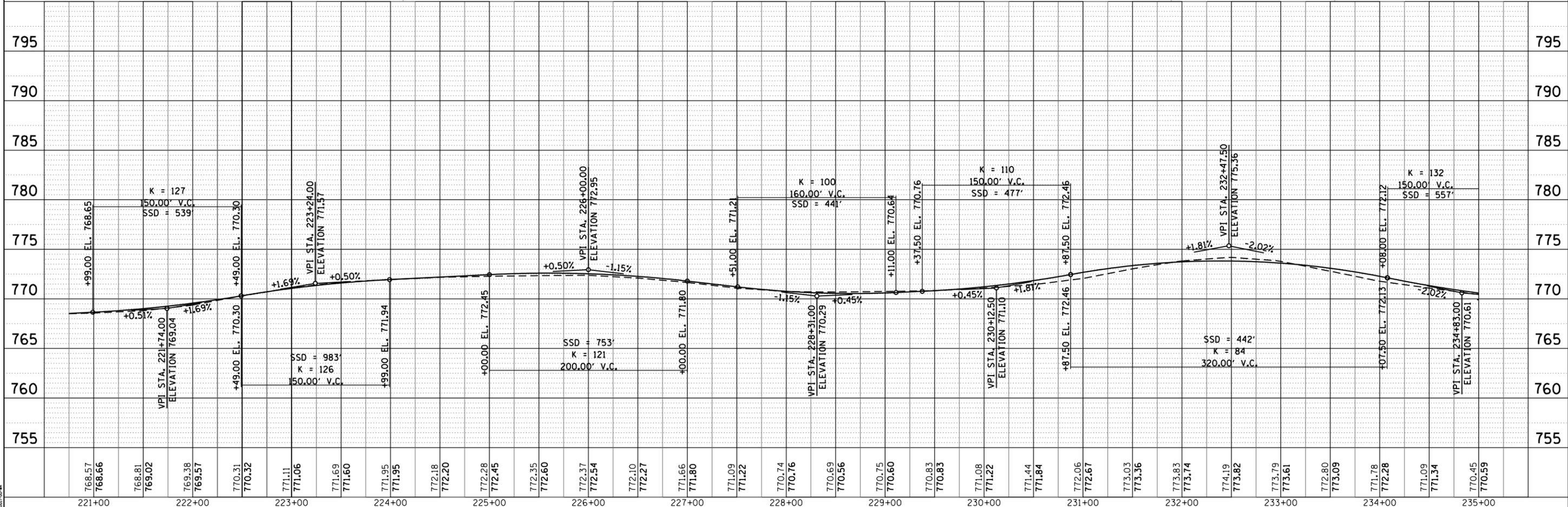
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| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



16-05-15-100-006-0000
 PROP. CURVE PR-151ST-2
 PI STA. = 232+21.39
 $\Delta = 0^\circ 34' 40''$ (LT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 50.43'$
 $L = 100.85'$
 $E = 0.13'$
 $e = NC$
 P.C. STA. = 231+70.97
 P.T. STA. = 232+71.82



STORM SEWERS NOT LABELED ARE 12" RCP
 ALL PIPE CULVERTS UNDER ENTRANCES ARE 15" RCP



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 768.57 768.66 | 768.81 769.02 | 769.38 769.57 | 770.31 770.32 | 771.11 771.06 | 771.69 771.60 | 771.95 771.95 | 772.18 772.20 | 772.28 772.45 | 772.35 772.60 | 772.37 772.54 | 772.10 772.27 | 771.66 771.80 | 771.09 771.22 | 770.74 770.76 | 770.69 770.56 | 770.75 770.60 | 770.83 770.83 | 771.08 771.22 | 771.44 771.84 | 772.06 772.67 | 773.03 773.36 | 773.83 773.74 | 774.19 773.82 | 773.79 773.61 | 772.80 773.09 | 771.78 772.28 | 771.09 771.34 | 770.45 770.59 | 795 | 795 | |
| 221+00 | 222+00 | 223+00 | 224+00 | 225+00 | 226+00 | 227+00 | 228+00 | 229+00 | 230+00 | 231+00 | 232+00 | 233+00 | 234+00 | 235+00 | | | | | | | | | | | | | | | | | |

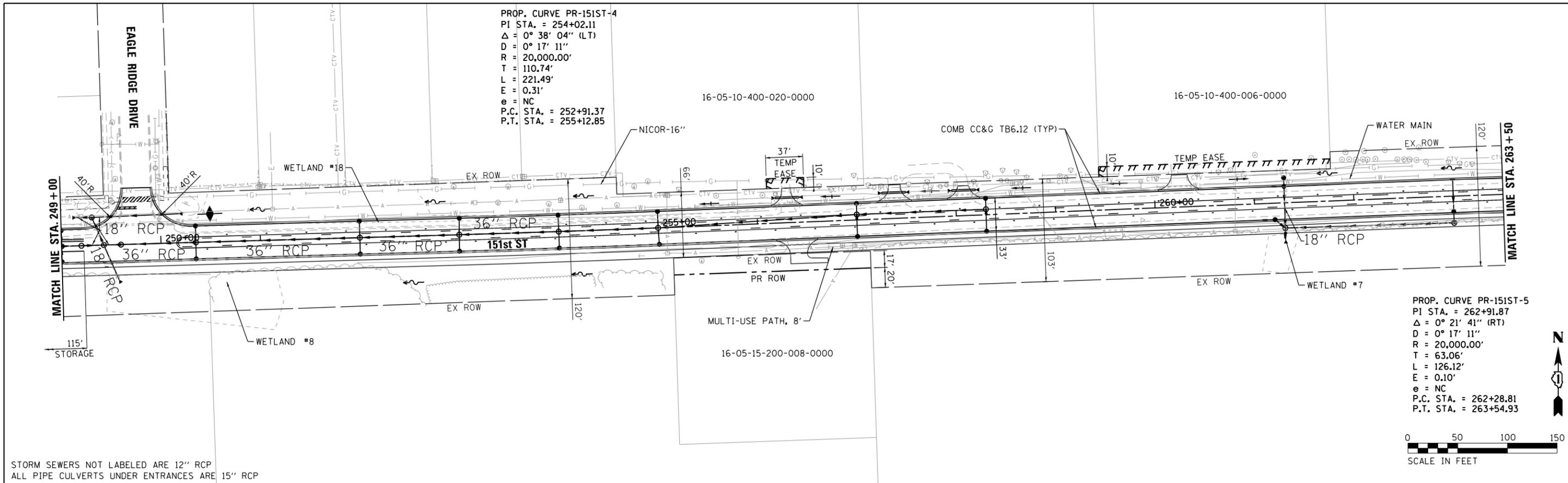
HRGreen.com
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 #184-001322

| | | |
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| FILE NAME = 183-sht-plnprf03.dgn | DRAWN - DMS | REVISED - |
| PLOT SCALE = 1"=50' | CHECKED - | REVISED - |
| PLOT DATE = 10/20/2020 | DATE - 10/20/20 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
 151ST STREET
 SCALE: 1"=50' SHEET NO. 3 OF 10 SHEETS STA. 220+75.00 TO STA. 235+00.00

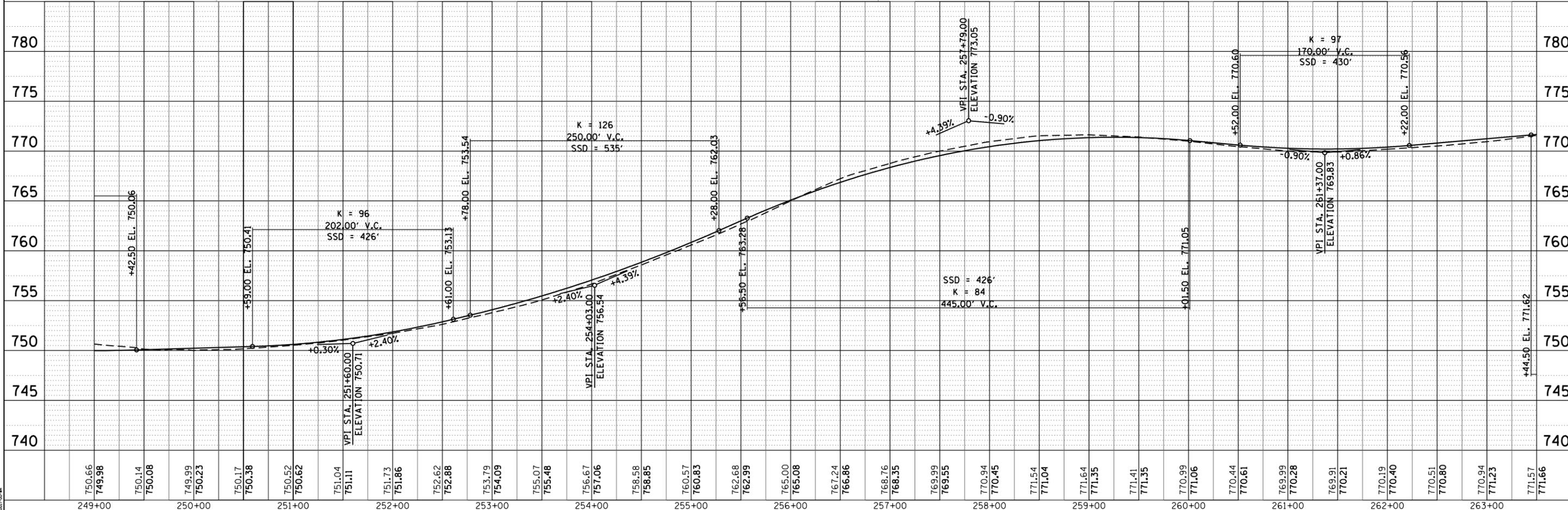
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|---|----------------------------|-------------|-----------------|-------------|
| F.A.U. RTE. 3771 | SECTION NO. 16-00017-00-WR | COUNTY WILL | TOTAL SHEETS 14 | SHEET NO. 6 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



PROP. CURVE PR-151ST-4
 PI STA. = 254+02.11
 $\Delta = 0^\circ 38' 04''$ (L.T)
 $D = 0^\circ 17' 11''$
 $R = 20,000.00'$
 $T = 110.74'$
 $L = 221.49'$
 $E = 0.31'$
 $e = NC$
 P.C. STA. = 252+91.37
 P.T. STA. = 255+12.85

PROP. CURVE PR-151ST-5
 PI STA. = 262+91.87
 $\Delta = 0^\circ 21' 41''$ (RT)
 $D = 0^\circ 17' 11''$
 $R = 20,000.00'$
 $T = 63.06'$
 $L = 126.12'$
 $E = 0.10'$
 $e = NC$
 P.C. STA. = 262+28.81
 P.T. STA. = 263+54.93

STORM SEWERS NOT LABELED ARE 12" RCP
 ALL PIPE CULVERTS UNDER ENTRANCES ARE 15" RCP



USER NAME = mzuizio
 FILE NAME = 183-shr-plnpr-f05.dgn
 PLOT SCALE = 1"=50'
 PLOT DATE = 10/20/2020

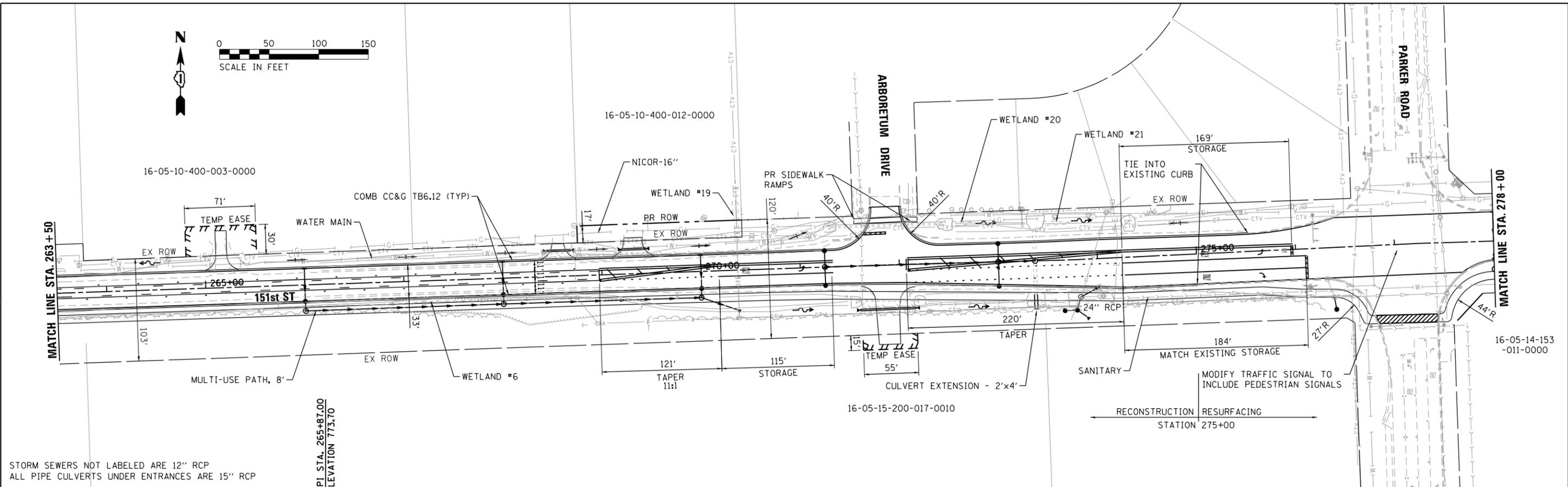
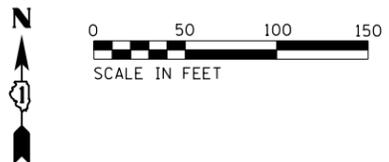
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 CHECKED -
 DATE - 10/20/20

REVISED -
 REVISED -
 REVISED -
 REVISED -

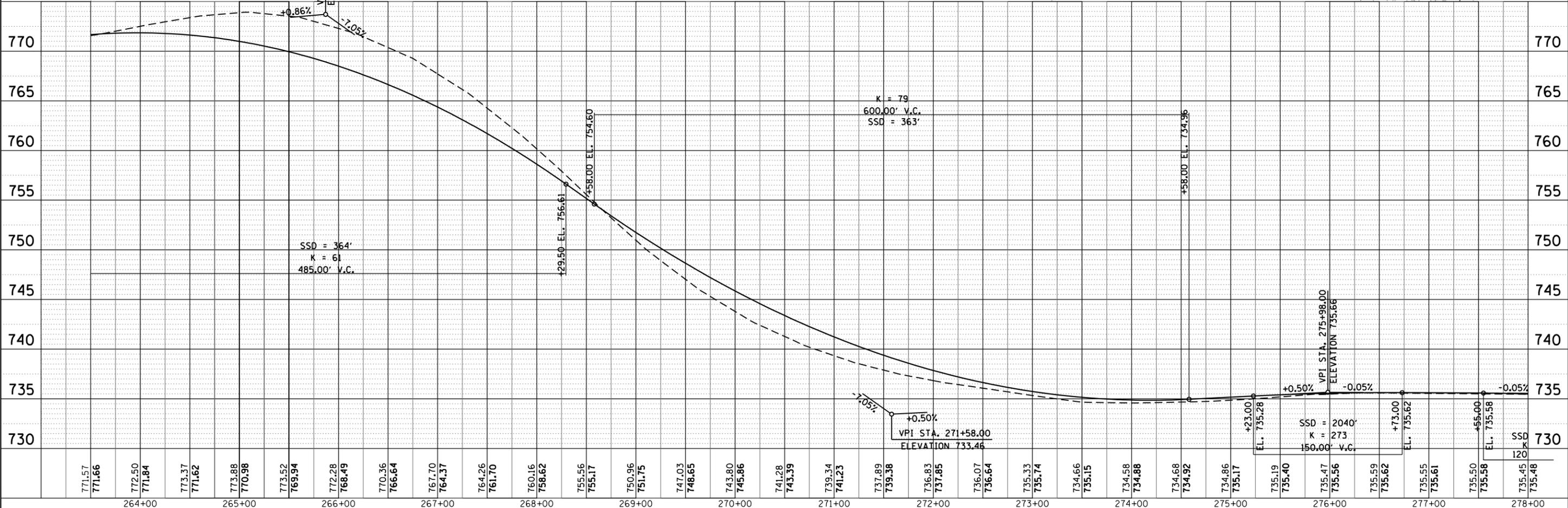
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
 151ST STREET
 SCALE: 1"=50' SHEET NO. 5 OF 10 SHEETS STA. 249+00.00 TO STA. 263+50.00

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A.U. R.E. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3771 | 16-00017-00-WR | WILL | 14 | 8 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



STORM SEWERS NOT LABELED ARE 12" RCP
 ALL PIPE CULVERTS UNDER ENTRANCES ARE 15" RCP



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 771.57 | 771.66 | 772.50 | 771.84 | 773.37 | 771.62 | 773.88 | 770.98 | 773.52 | 769.94 | 772.28 | 768.49 | 770.36 | 766.64 | 767.70 | 764.37 | 764.26 | 761.70 | 760.16 | 758.62 | 755.56 | 755.17 | 750.96 | 751.75 | 747.03 | 746.65 | 743.80 | 745.86 | 741.28 | 743.39 | 739.34 | 741.23 | 737.89 | 739.38 | 736.83 | 737.85 | 736.07 | 736.64 | 735.33 | 735.74 | 734.66 | 735.15 | 734.66 | 734.58 | 734.88 | 734.68 | 734.92 | 734.86 | 735.17 | 735.19 | 735.40 | 735.47 | 735.56 | 735.59 | 735.62 | 735.55 | 735.61 | 735.50 | 735.58 | 735.45 | 735.48 |
| 264+00 | 265+00 | 266+00 | 267+00 | 268+00 | 269+00 | 270+00 | 271+00 | 272+00 | 273+00 | 274+00 | 275+00 | 276+00 | 277+00 | 278+00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



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| PLOT SCALE = 1"=50' | CHECKED - | REVISED - |
| PLOT DATE = 10/20/2020 | DATE - 10/20/20 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| | |
|-------------------------|--------------------------|
| PLAN AND PROFILE | |
| 151ST STREET | |
| SCALE: 1"=50' | SHEET NO. 6 OF 10 SHEETS |
| STA. 263+50.00 | TO STA. 278+00.00 |

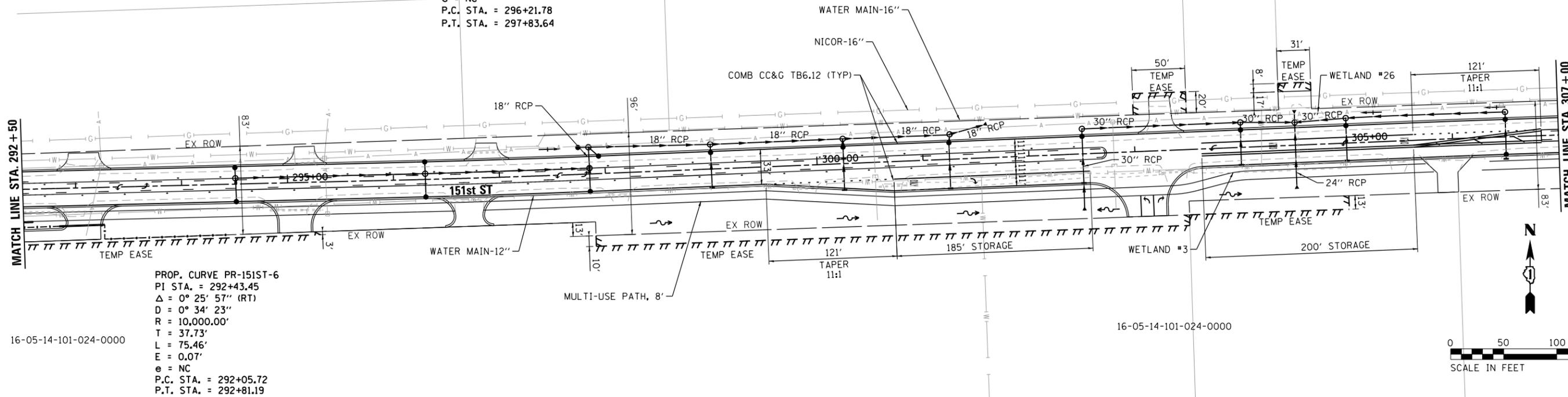
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| F.A.U. R.T.E. 3771 | SECTION NO. 16-00017-00-WR | COUNTY WILL | TOTAL SHEETS 14 | SHEET NO. 9 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

STORM SEWERS NOT LABELED ARE 12" RCP
 ALL PIPE CULVERTS UNDER ENTRANCES ARE 15" RCP

PROP. CURVE PR-151ST-7
 PI STA. = 297+02.72
 $\Delta = 0^\circ 55' 39''$ (LT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 80.93'$
 $L = 161.86'$
 $E = 0.33'$
 $e = NC$
 P.C. STA. = 296+21.78
 P.T. STA. = 297+83.64

16-05-11-300-021-0000

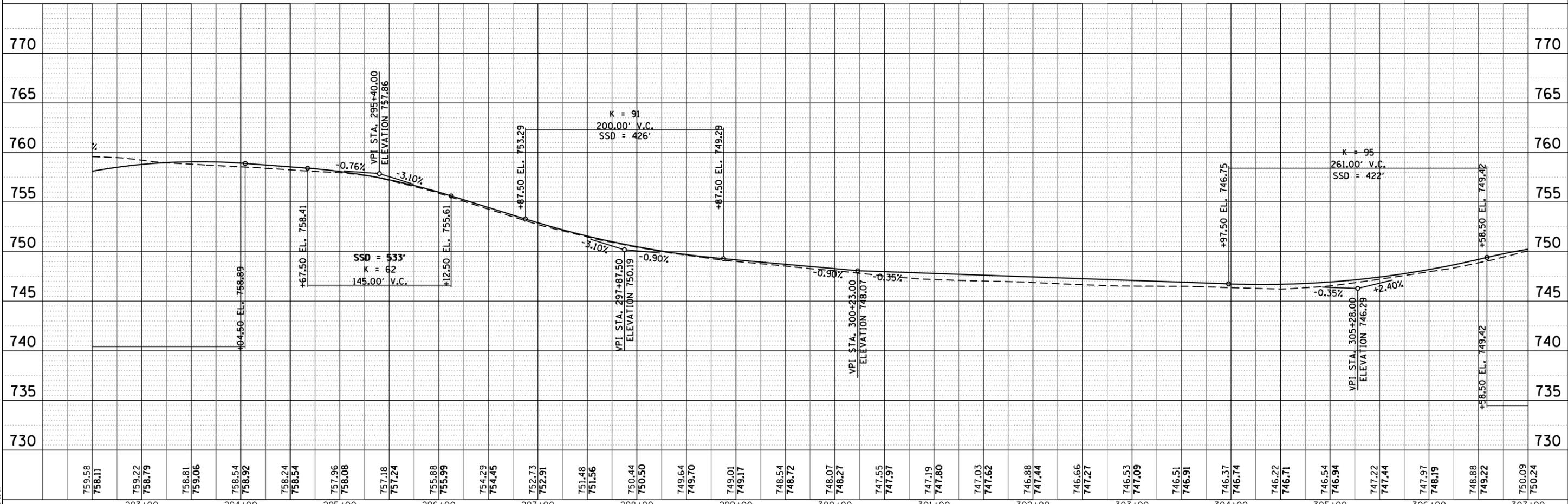
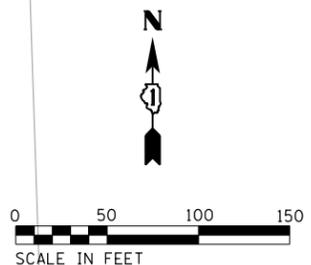
16-05-11-400-019-0000



PROP. CURVE PR-151ST-6
 PI STA. = 292+43.45
 $\Delta = 0^\circ 25' 57''$ (RT)
 $D = 0^\circ 34' 23''$
 $R = 10,000.00'$
 $T = 37.73'$
 $L = 75.46'$
 $E = 0.07'$
 $e = NC$
 P.C. STA. = 292+05.72
 P.T. STA. = 292+81.19

16-05-14-101-024-0000

16-05-14-101-024-0000



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 759.58 | 758.11 | 759.22 | 758.79 | 758.81 | 759.06 | 758.54 | 758.92 | 758.24 | 758.54 | 757.96 | 758.08 | 757.18 | 757.24 | 755.88 | 755.99 | 754.29 | 754.45 | 752.73 | 752.91 | 751.48 | 751.56 | 750.44 | 750.50 | 749.64 | 749.70 | 749.01 | 749.17 | 748.54 | 748.72 | 748.07 | 748.27 | 747.55 | 747.97 | 747.19 | 747.80 | 747.03 | 747.62 | 746.88 | 747.44 | 746.66 | 747.27 | 746.53 | 747.09 | 746.51 | 746.91 | 746.37 | 746.74 | 746.22 | 746.71 | 746.54 | 746.94 | 747.22 | 747.44 | 747.97 | 748.19 | 748.88 | 749.22 | 750.09 | 750.24 |
| 293+00 | 294+00 | 295+00 | 296+00 | 297+00 | 298+00 | 299+00 | 300+00 | 301+00 | 302+00 | 303+00 | 304+00 | 305+00 | 306+00 | 307+00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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USER NAME = mzuzzio
 FILE NAME = 183-sht-plnprf08.dgn
 PLOT SCALE = 1"=50'
 PLOT DATE = 10/20/2020

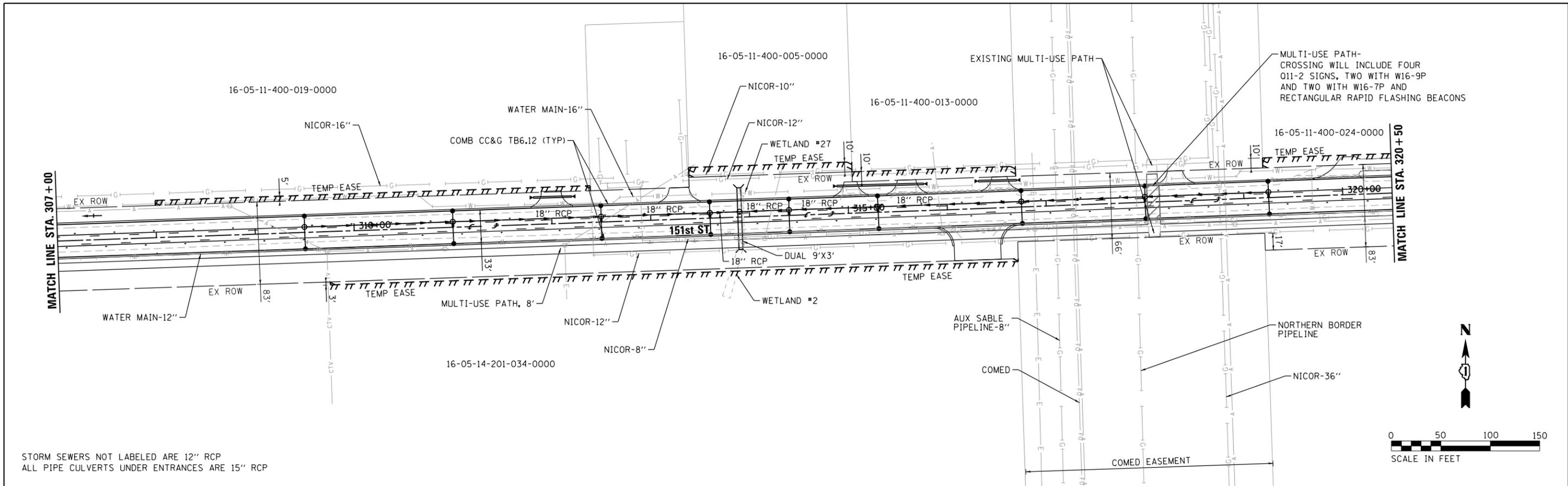
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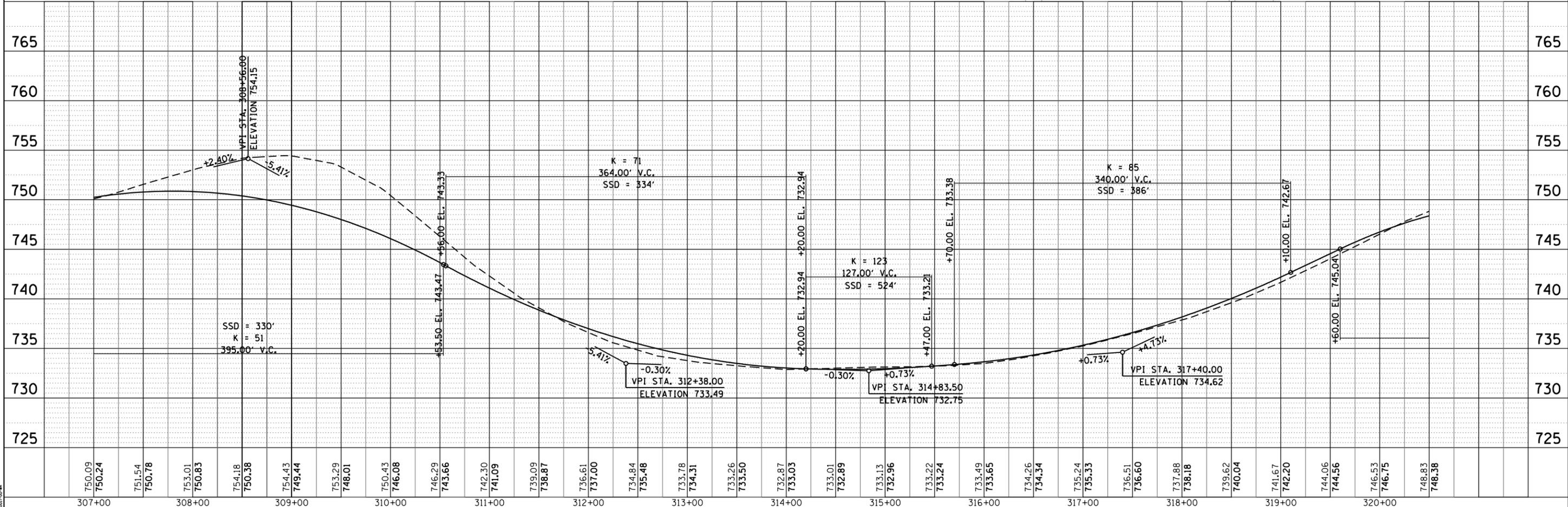
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
 151ST STREET
 SCALE: 1"=50' SHEET NO. 8 OF 10 SHEETS STA. 292+50.00 TO STA. 307+00.00

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A.U. RT. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3771 | 16-00017-00-WR | WILL | 14 | 11 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



STORM SEWERS NOT LABELED ARE 12" RCP
ALL PIPE CULVERTS UNDER ENTRANCES ARE 15" RCP



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#184-001322

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PLOT DATE = 10/20/2020

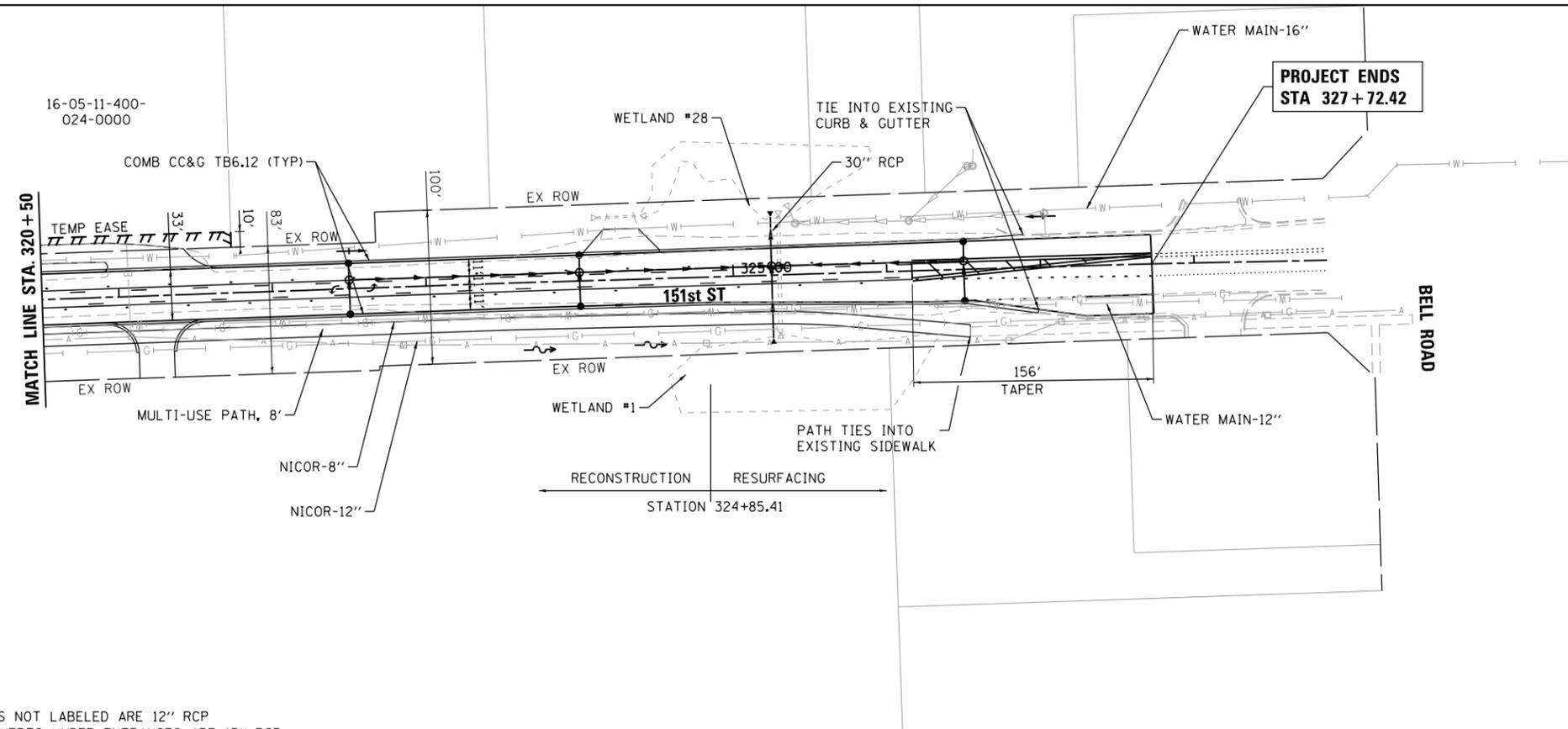
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| DESIGNED - | REVISD - |
| DRAWN - DMS | REVISD - |
| CHECKED - | REVISD - |
| DATE - 10/20/20 | REVISD - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

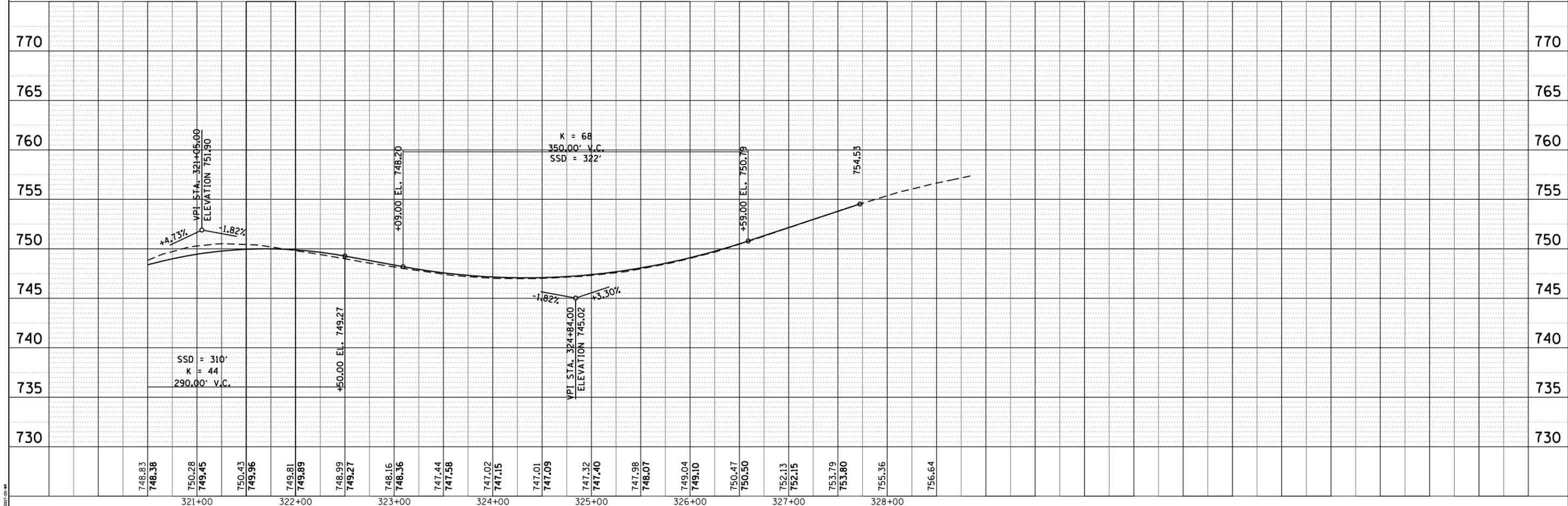
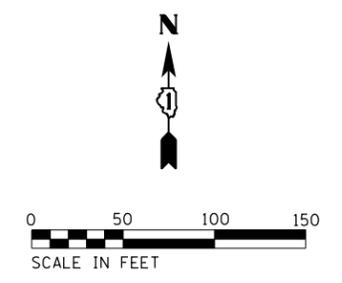
**PLAN AND PROFILE
151ST STREET**

SCALE: 1"=50' SHEET NO. 9 OF 10 SHEETS STA. 307+00.00 TO STA. 320+50.00

| | | | | |
|--|----------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3771 | 16-00017-00-WR | WILL | 14 | 12 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



STORM SEWERS NOT LABELED ARE 12" RCP
 ALL PIPE CULVERTS UNDER ENTRANCES ARE 15" RCP



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|----------------------------------|-----------------|-----------|
| USER NAME = mzuzzio | DESIGNED - | REVISED - |
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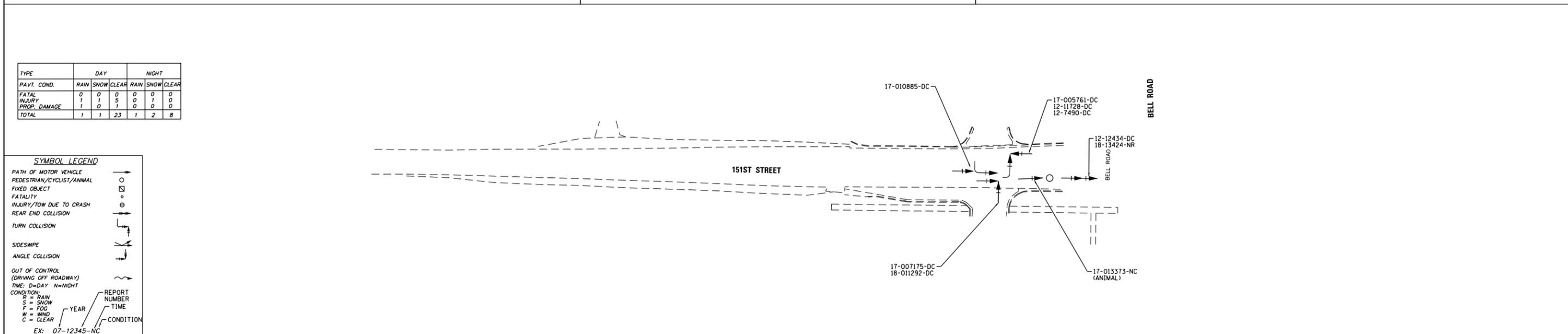
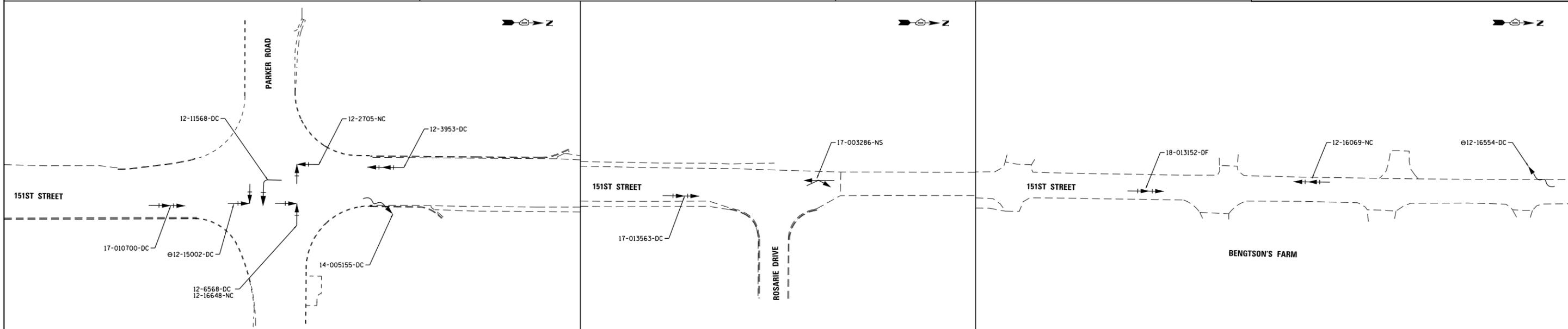
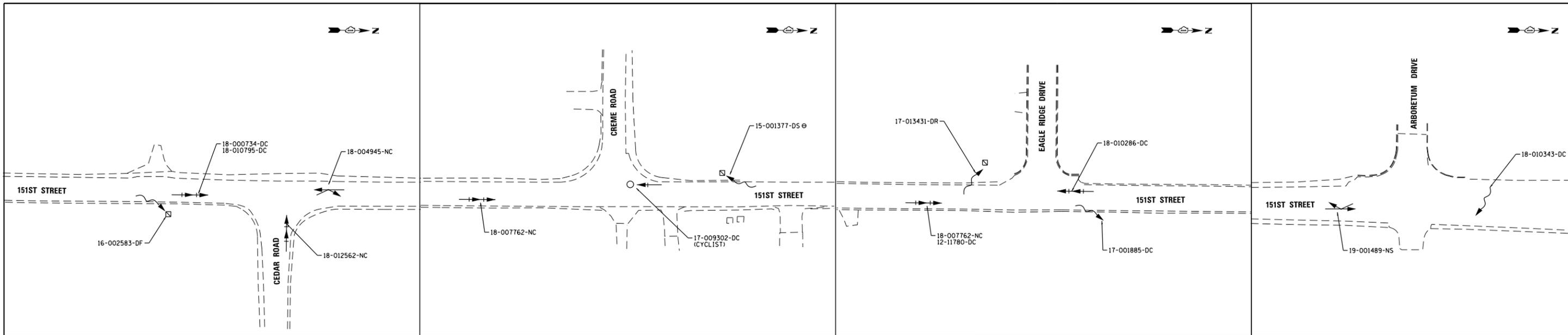
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
 151ST STREET**

SCALE: 1"=50' SHEET NO. 10 OF 10 SHEETS STA. 320+50.00 TO STA. 327+72.42

| | | | | |
|--|----------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3771 | 16-00017-00-WR | WILL | 14 | 13 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

ATTACHMENT 4



| TYPE | DAY | | | NIGHT | | |
|--------------|------|------|-------|-------|------|-------|
| | RAIN | SNOW | CLEAR | RAIN | SNOW | CLEAR |
| FATAL | 0 | 0 | 0 | 0 | 0 | 0 |
| INJURY | 1 | 1 | 5 | 0 | 1 | 0 |
| PROP. DAMAGE | 1 | 0 | 1 | 0 | 0 | 0 |
| TOTAL | 1 | 1 | 23 | 1 | 2 | 8 |

SYMBOL LEGEND

- PATH OF MOTOR VEHICLE
- PEDESTRIAN/CYCLIST/ANIMAL
- FIXED OBJECT
- FATALITY
- INJURY/TOW DUE TO CRASH
- REAR END COLLISION
- TURN COLLISION
- SIDESWIPE
- ANGLE COLLISION
- OUT OF CONTROL (DRIVING OFF ROADWAY)

TIME: D=DAY N=NIGHT
 CONDITION: R=RAIN S=SNOW F=FOG W=WIND C=CLEAR
 REPORT NUMBER YEAR TIME CONDITION
 EX: 07-12345-NC

ATTACHMENT 5

Wetlands

Submittal Date: 05/25/2016 **Sequence No:** 20000
District: 1 **Requesting Agency:** Local Village of Homer Glen **Project No:**
Contract #: **Job No.:**
Counties: Will
Route: FAU 3771 **Marked:**
Street: 151st Street **Section:** 16-00017-00-WR
Municipality(ies): Homer Glen **Project Length:** 4.0234 km 2.5 miles
FromTo (At): Cedar Road to Bell Road
Quadrangle: Mokena **Township-Range-Section:** T36N - 14E - 9-11, 14-16
Survey Target Date: 12/10/2016 **Anticipated Design Apprvl:** 04/17/2017 **Cleared for Design Apprvl:**
Cleared for Letting: 11/15/2019 **Mitigation:** Yes **Mitigation Completed:** 11/15/2019

Initial Survey and WIE

Addendum No:

| Initiated | Due Date | Results Received | Wetland Present | District Notified | WIE Requested | WIE Received | Wetland Impacts | Resp to District | Coord Complete |
|-----------|----------|------------------|-----------------|-------------------|---------------|--------------|-----------------|------------------|----------------|
| | | 05/17/2017 | Yes | | Yes | | | | |

Comments: Wet by consultant. (JMV) Asked local roads for updated wet report to include add A area.

Clearances: Cultural: 4/27/2017 Bio 11/15/2019 SW:

Submittal Date: 04/17/2017 **Sequence No:** 20000 A
District: 1 **Requesting Agency:** Local Village of Homer Glen **Project No:**
Contract #: **Job No.:**
Counties: Will
Route: FAU 3771 **Marked:**
Street: 151st Street **Section:** 16-00017-00-WR
Municipality(ies): Homer Glen **Project Length:** 4.0234 km 2.5 miles
FromTo (At): Cedar Road to Bell Road
Quadrangle: Mokena **Township-Range-Section:** T36N, 14E, 9-11, 14-16
Survey Target Date: 11/18/2017 **Anticipated Design Apprvl:** 12/31/2017 **Cleared for Design Apprvl:**
Cleared for Letting: 11/15/2019 **Mitigation:** Yes **Mitigation Completed:** 11/15/2019

Initial Survey and WIE

Addendum No: A

| Initiated | Due Date | Results Received | Wetland Present | District Notified | WIE Requested | WIE Received | Wetland Impacts | Resp to District | Coord Complete |
|-----------|----------|------------------|-----------------|-------------------|---------------|--------------|-----------------|------------------|----------------|
| | | 05/17/2017 | Yes | | | 10/15/2019 | Yes | 11/15/2019 | Yes |

Comments:

Clearances: Cultural: 5/25/2017 Bio 11/15/2019 SW:

Processing Programmatic Action

Individual Compensation Plan Required:

404 Individual Permit Required:

Mitigation Site: Wetland Bank Site
Mitigation Basin: In-Basin
Bank: Yes
Accumulation: No

Owner:
Name: Mink Creek
Location:
Size:
Types:
Quad:
Basin:

Processing
Comments:

Wetland Impacts Evaluation

Submittal Date: **Submitted By:**

Does the project have wetland impacts? **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: **Memo By:**

Memo:

Memo Date: **Memo By:**

Memo:

Wetland Impacts and Mitigation Required

| Site No. | Type | T&E | Nature Preserve | Natural Area | Essential Habitat | Size (acres) | Acres of Impact | Ratio | Acres of Compensation |
|---------------------------|----------|-------------------|-----------------|--------------|-------------------|--------------|-----------------|-------|-----------------------|
| 1 | Farmed | No | No | No | No | 0.16 | .030 | 1.5 | .045 |
| Basin | 07120004 | Quadrangle | Mokena | | | FQI | 4.24 | | |
| Describe the work: | Drainage | | | | | | | | |
| 2 | Ditch | No | No | No | No | 0.01 | .005 | 1.5 | .008 |
| Basin | 07120004 | Quadrangle | Mokena | | | FQI | 10.7 | | |
| Describe the work: | Fill | | | | | | | | |
| 7 | Farmed | No | No | No | No | 0.03 | .010 | 1.5 | .015 |
| Basin | 07120004 | Quadrangle | Mokena | | | FQI | 0 | | |
| Describe the work: | Drainage | | | | | | | | |
| 8 | Farmed | No | No | No | No | 0.2 | .060 | 1.5 | .090 |
| Basin | 07120004 | Quadrangle | Mokena | | | FQI | 5.67 | | |
| Describe the work: | Drainage | | | | | | | | |
| 9 | Farmed | No | No | No | No | 0.1 | .080 | 1.5 | .120 |
| Basin | 07120004 | Quadrangle | Mokena | | | FQI | 0 | | |
| Describe the work: | Fill | | | | | | | | |
| 10 | Farmed | No | No | No | No | 0.06 | .060 | 1.5 | .090 |
| Basin | 07120004 | Quadrangle | Mokena | | | FQI | 0 | | |
| Describe the work: | Fill | | | | | | | | |
| 22 | Ditch | No | No | No | No | 0.022 | .015 | 1.5 | .023 |
| Basin | 07120004 | Quadrangle | Mokena | | | FQI | 3 | | |
| Describe the work: | Drainage | | | | | | | | |

| | | | | | | | | | |
|---------------------------|----------|--------------------------|----|----|----|------------|------|------|------|
| 26 | Ditch | No | No | No | No | 0.01 | .010 | 1.5 | .015 |
| Basin | 07120004 | Quadrangle Mokena | | | | FQI | 0.71 | | |
| Describe the work: | | Fill | | | | | | | |
| 27 | Ditch | No | No | No | No | 0.001 | .001 | 1.5 | .002 |
| Basin | 07120004 | Quadrangle Mokena | | | | FQI | 0 | | |
| Describe the work: | | Fill | | | | | | | |
| 28 | Farmed | No | No | No | No | 0.024 | .010 | 1.5 | .015 |
| Basin | 07120004 | Quadrangle Mokena | | | | FQI | 5.55 | | |
| Describe the work: | | Drainage | | | | | | | |
| Total | | | | | | | | .281 | .422 |

Mitigation Site Suitability Study:

Wetland Compensation Plan:

Preparer:

Preparer:

| Conceptual | | | | | Final | | | | |
|---------------|--------|-----------------------------------|-----------------|-------------------|---------------|--------|-----------------------------------|-----------------|-------------------|
| Plan Received | Agency | Report Sent and District Notified | Agency Response | District Notified | Plan Received | Agency | Report Sent and District Notified | Agency Response | District Notified |
| | IDNR | | | | | IDNR | | | |
| | USFWS | | | | | USFWS | | | |
| | COE | | | | | COE | | | |

Monitoring

| | Monitoring Reports | | | | Monitoring Agency: <input type="text"/> |
|--------|--------------------|--------------|---------------|-------------------|--|
| | Received | COE Notified | IDNR Notified | District Notified | |
| Year 1 | | | | | Construction Begin Date: <input type="text"/> |
| Year 2 | | | | | Construction Complete Date: <input type="text"/> |
| Year 3 | | | | | Tasked Date: <input type="text"/> |
| Year 4 | | | | | Monitoring Begin Date: <input type="text"/> |
| Year 5 | | | | | Monitoring Complete Date: <input type="text"/> |

Monitoring Comments:

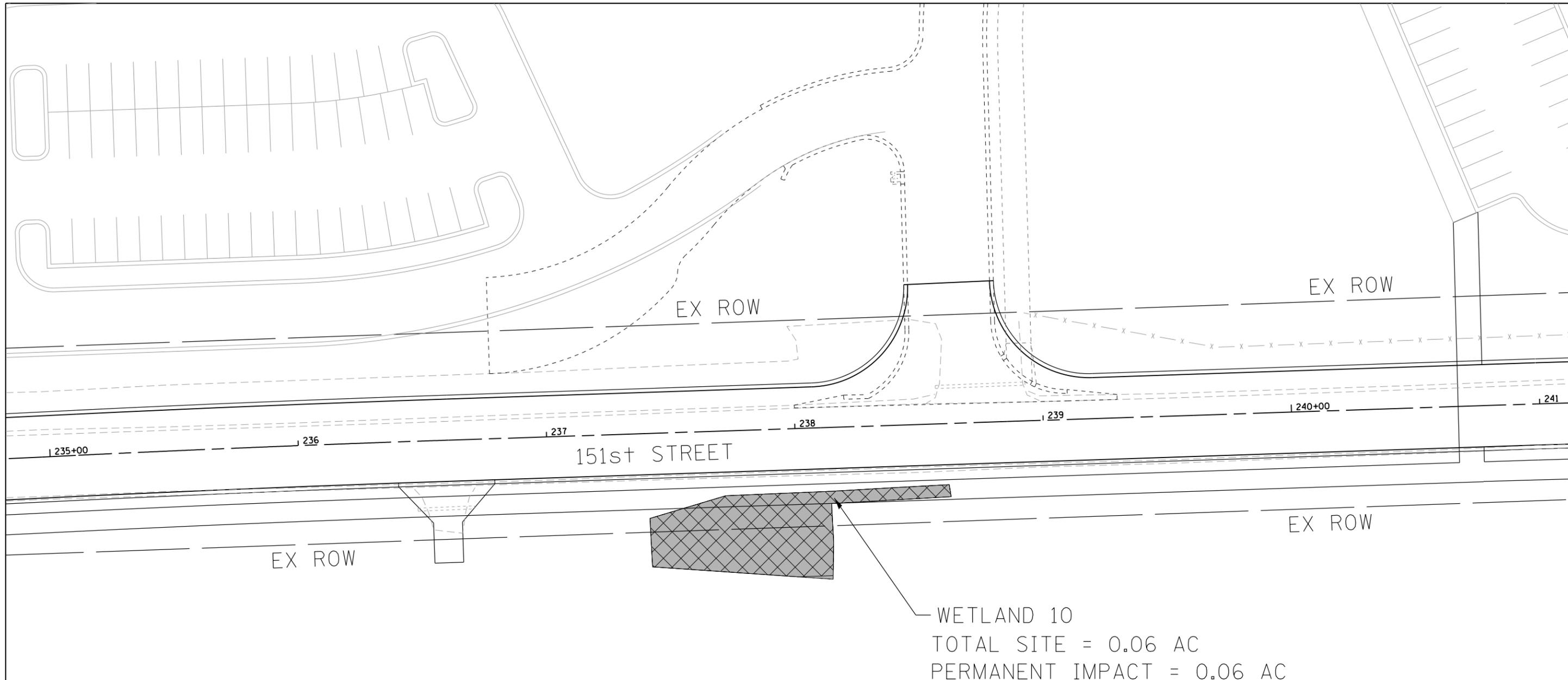
Permit(s) Type: Corps Dist.: Permit Issued:

Special Conditions:

Permit Agreements/Commitments:

Project Phase

Project Phase Comments:

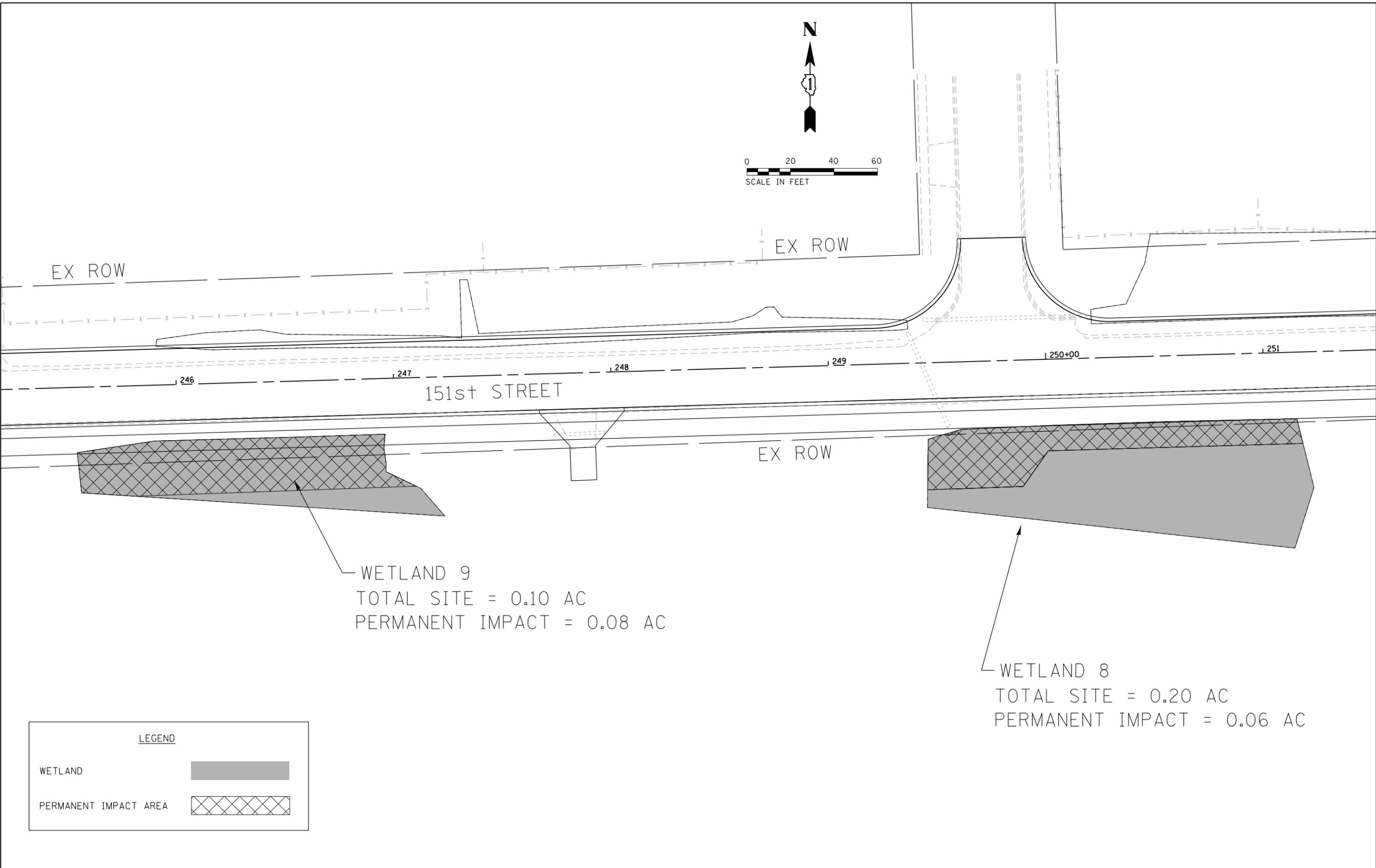


| LEGEND | |
|-----------------------|--|
| WETLAND | |
| PERMANENT IMPACT AREA | |



| | | |
|------------------------------------|----------------|-----------|
| USER NAME = mzuzzio | DESIGNED - | REVISED - |
| FILE NAME = 183-sht-wetland-01.dgn | DRAWN - DMS | REVISED - |
| PLOT SCALE = 1"=20' | CHECKED - | REVISED - |
| PLOT DATE = 9/19/2017 | DATE - 9/19/17 | REVISED - |

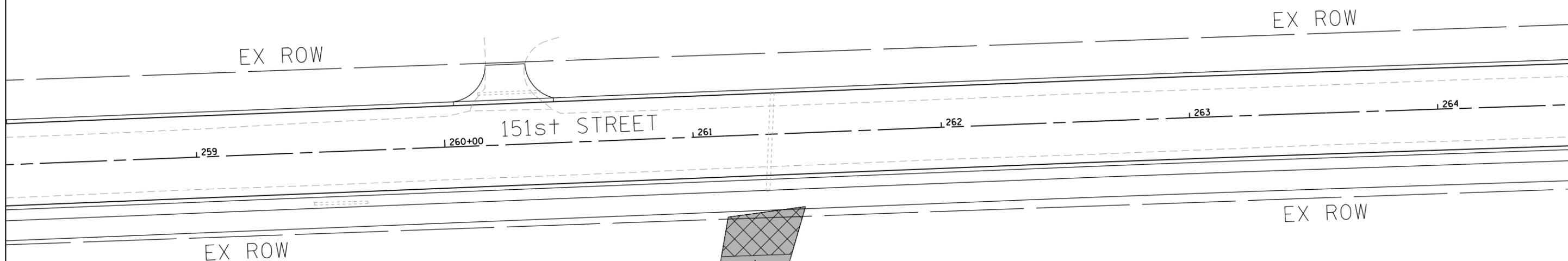
| F.A.U. RTE. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|--------|--------------|-----------|
| 3771 | 16-00017-00-WR | WILL | 8 | 1 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



WETLAND 9
 TOTAL SITE = 0.10 AC
 PERMANENT IMPACT = 0.08 AC

WETLAND 8
 TOTAL SITE = 0.20 AC
 PERMANENT IMPACT = 0.06 AC

| LEGEND | |
|-----------------------|--|
| WETLAND | |
| PERMANENT IMPACT AREA | |



WETLAND 7
 TOTAL SITE = 0.03 AC
 PERMANENT IMPACT = 0.01 AC

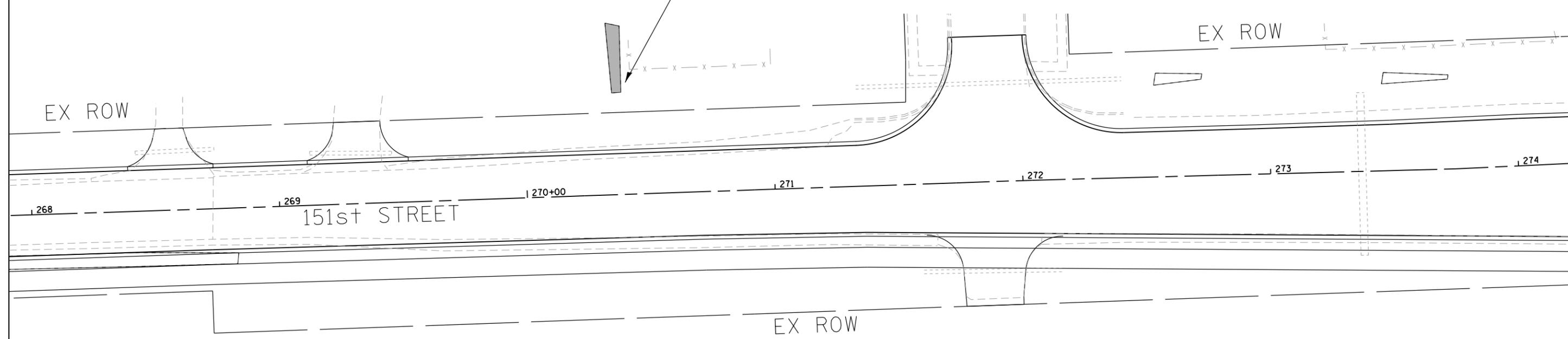
| LEGEND | |
|-----------------------|--|
| WETLAND | |
| PERMANENT IMPACT AREA | |

| | | |
|------------------------------------|----------------|-----------|
| USER NAME = mzuzzio | DESIGNED - | REVISED - |
| FILE NAME = 183-shr-wetland-03.dgn | DRAWN - DMS | REVISED - |
| PLOT SCALE = 1"=20' | CHECKED - | REVISED - |
| PLOT DATE = 9/19/2017 | DATE - 9/19/17 | REVISED - |

| F.A.U. RTE. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|--------|--------------|-----------|
| 3771 | 16-00017-00-WR | WILL | 8 | 3 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



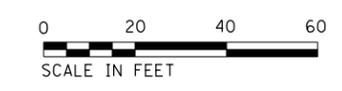
WETLAND 19
TOTAL SITE = 0.003 AC
NO IMPACT



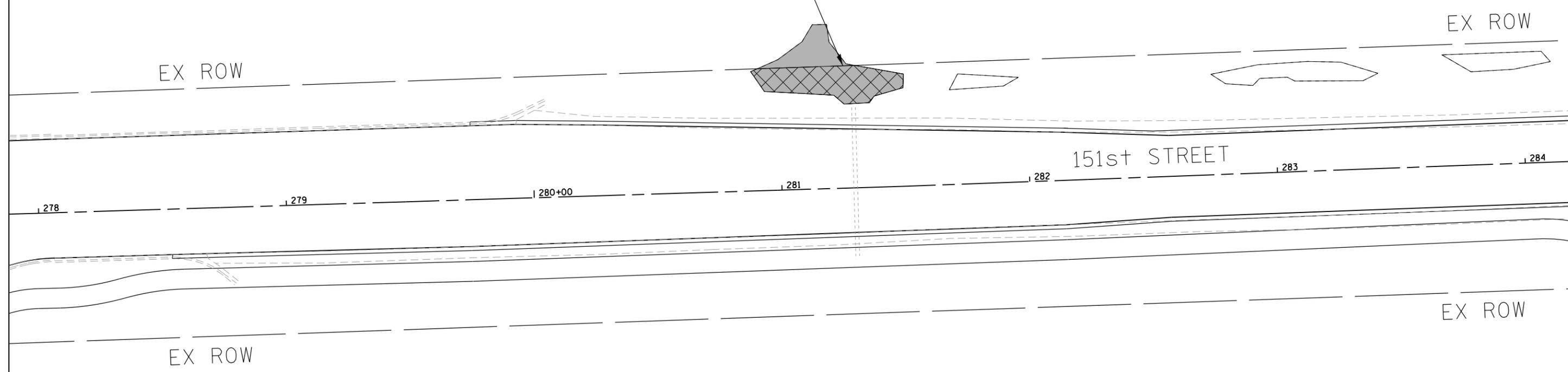
LEGEND

WETLAND 

PERMANENT IMPACT AREA 



WETLAND 22
 TOTAL SITE = 0.022 AC
 TEMPORARY IMPACT = 0.015 AC



| LEGEND | |
|-----------------------|--|
| WETLAND | |
| PERMANENT IMPACT AREA | |

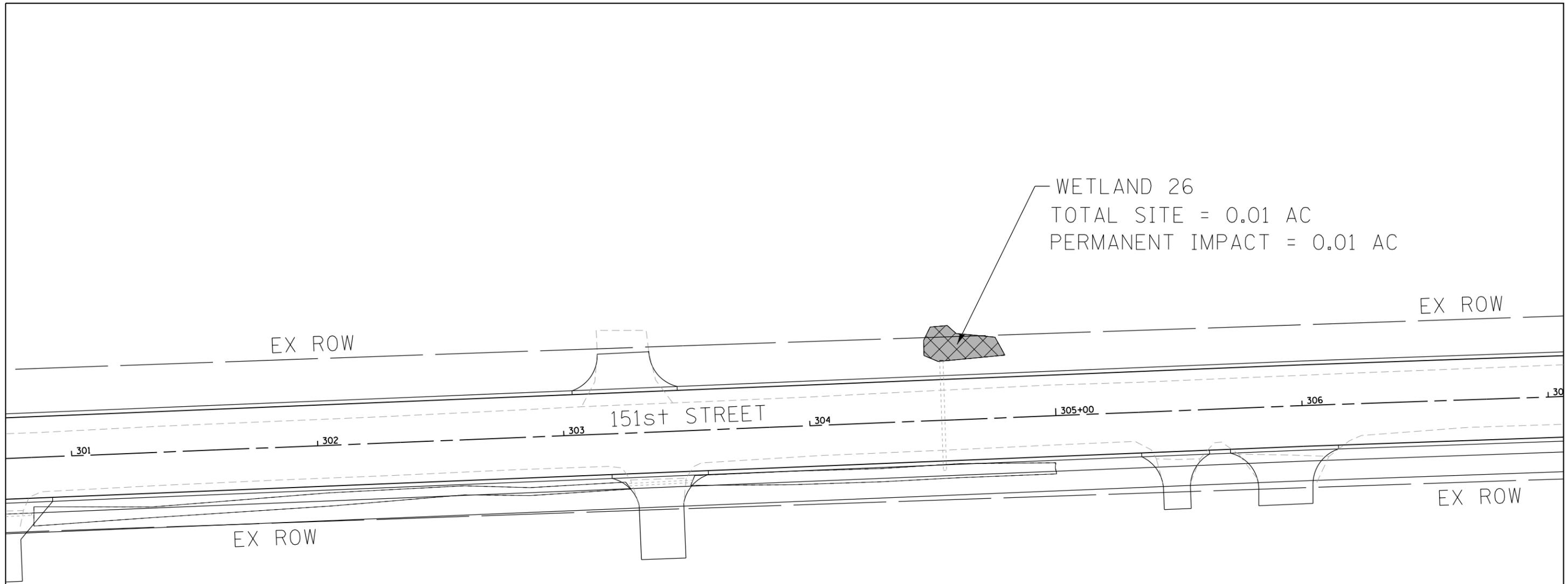


| | | |
|------------------------------------|----------------|-----------|
| USER NAME = mzuzzio | DESIGNED - | REVISED - |
| FILE NAME = 183-sht-wetland-05.dgn | DRAWN - DMS | REVISED - |
| PLOT SCALE = 1"=20' | CHECKED - | REVISED - |
| PLOT DATE = 9/19/2017 | DATE - 9/19/17 | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

| WETLAND IMPACT EXHIBIT SITE: WETLAND 22 | | | |
|--|-------------------------|------|---------|
| SCALE: 1"=20' | SHEET NO. 5 OF 8 SHEETS | STA. | TO STA. |

| F.A.U. RTE. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|--------|--------------|-----------|
| 3771 | 16-00017-00-WR | WILL | 8 | 5 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



WETLAND 26
 TOTAL SITE = 0.01 AC
 PERMANENT IMPACT = 0.01 AC

LEGEND

- WETLAND
- PERMANENT IMPACT AREA



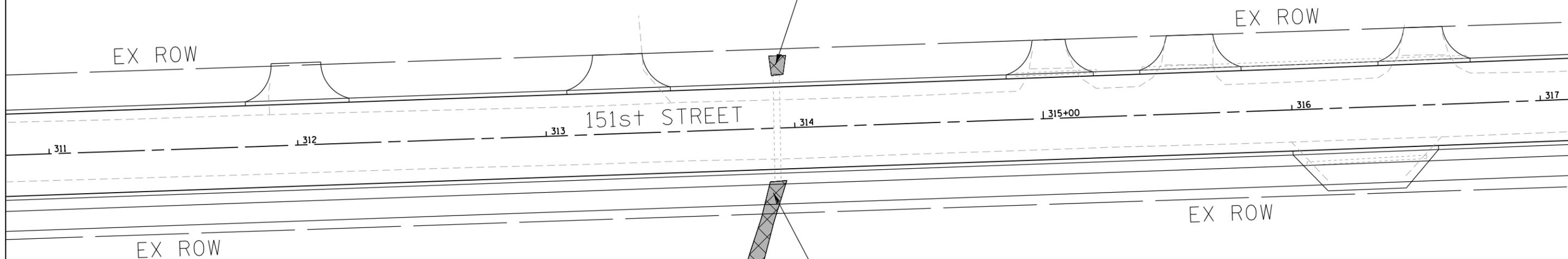
| | | |
|------------------------------------|----------------|-----------|
| USER NAME = mzuzzio | DESIGNED - | REVISED - |
| FILE NAME = 183-sht-wetland-06.dgn | DRAWN - DMS | REVISED - |
| PLOT SCALE = 1"=20' | CHECKED - | REVISED - |
| PLOT DATE = 9/19/2017 | DATE - 9/19/17 | REVISED - |

| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3771 | 16-00017-00-WR | WILL | 8 | 6 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



WETLAND 27
 TOTAL SITE = 0.001 AC
 PERMANENT IMPACT = 0.001 AC

WETLAND 2
 TOTAL SITE = 0.01 AC
 PERMANENT IMPACT = 0.005 AC



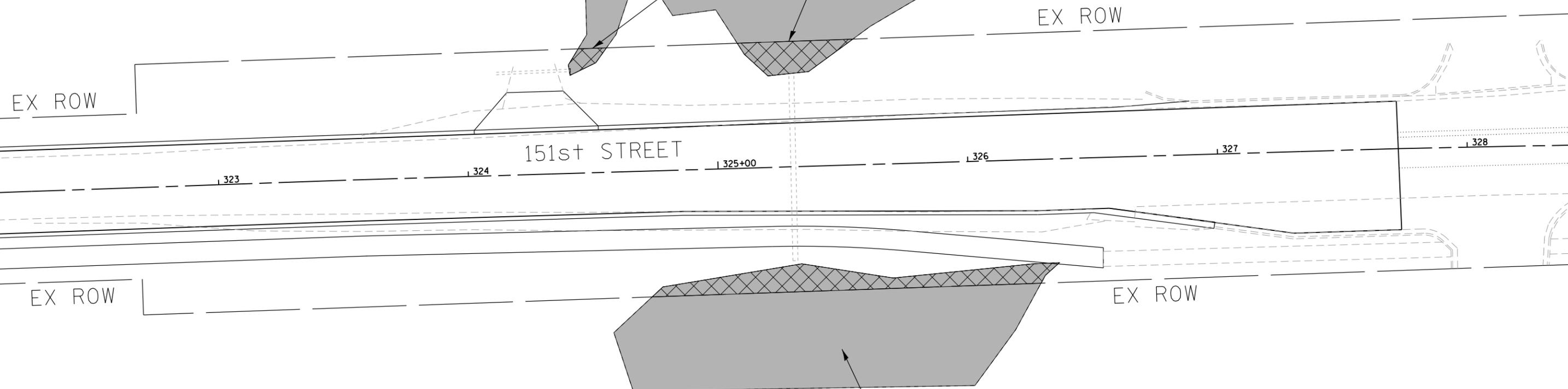
| LEGEND | |
|-----------------------|--|
| WETLAND | |
| PERMANENT IMPACT AREA | |

| | | |
|------------------------------------|----------------|-----------|
| USER NAME = mzuzzio | DESIGNED - | REVISED - |
| FILE NAME = 183-sht-wetland-07.dgn | DRAWN - DMS | REVISED - |
| PLOT SCALE = 1"=20' | CHECKED - | REVISED - |
| PLOT DATE = 9/19/2017 | DATE - 9/19/17 | REVISED - |

| F.A.U. RTE. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|--------|--------------|-----------|
| 3771 | 16-00017-00-WR | WILL | 8 | 7 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



WETLAND 28
 TOTAL SITE = 0.10 AC
 PERMANENT IMPACT = 0.01 AC



WETLAND 1
 TOTAL SITE = 0.16 AC
 PERMANENT IMPACT = 0.03 AC

| LEGEND | |
|-----------------------|--|
| WETLAND | |
| PERMANENT IMPACT AREA | |

| | | |
|------------------------------------|----------------|-----------|
| USER NAME = mzuzzio | DESIGNED - | REVISED - |
| FILE NAME = 183-sht-wetland-08.dgn | DRAWN - DMS | REVISED - |
| PLOT SCALE = 1"=20' | CHECKED - | REVISED - |
| PLOT DATE = 9/19/2017 | DATE - 9/19/17 | REVISED - |

| F.A.U. RTE. | SECTION NO. | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|----------------|--------|--------------|-----------|
| 3771 | 16-00017-00-WR | WILL | 8 | 8 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
231 SOUTH LA SALLE STREET
CHICAGO, ILLINOIS 60604-1437

January 9, 2017

Technical Services Division
Regulatory Branch
LRC-2016-00891

SUBJECT: Jurisdictional Determination for 151 Street between Cedar Road and Bell Road in Homer Glen, Will County, Illinois

Mike Salamawicz
Village of Homer Glen
14240 West 151st Street
Homer Glen, Illinois 60491

Dear Mr. Salamawicz:

This is in response to your request that the U.S. Army Corps of Engineers complete a jurisdictional determination for the above-referenced site submitted on your behalf by Applied Ecological Services, Inc. The subject project has been assigned number LRC-2016-00891. Please reference this number in all future correspondence concerning this project.

Following a review of the information you submitted, this office has determined that the subject property contains "waters of the United States".

Wetlands #2, #8 & #27 have been determined to be under the jurisdiction of this office and therefore, subject to Federal regulation.

Wetlands #1, #7, #9, #10, #19, #22, #26 & #28 have been determined to be isolated and therefore not subject to Federal regulation. Please be informed that this office does not concur with the boundaries of waters not under the jurisdiction of this office.

Wetlands (Roadside Ditches) #3, #4, #5, #6, #11, #12, #13, #14, #15, #16, #17, #18, #20, #21, #23, #24 & #25 are water features Exempt from Federal regulation. Please be informed that this office does not concur with the boundaries of waters not subject to Federal regulation.

In the event an application is submitted for work within jurisdictional areas, a concurrence of the wetland boundaries and/or a professional survey of the identified wetland and water features stamped by a professional surveyor will need to be prepared and shall accompany the approved wetland delineation.

For a detailed description of our determination please refer to the enclosed decision document. This determination covers only your project as depicted in the Wetland Delineation Report dated 11/02/16, prepared by Applied Ecological Services, Inc.

This determination is valid for a period of five (5) years from the date of the letter, unless new information warrants revision of the determination before the expiration date or a District Commander has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.

This letter is considered an approved jurisdictional determination for your subject site. If you object to this determination, you may appeal, according to 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and a Request for Appeal (RFA) form. If you request to appeal the above determination, you must submit a completed RFA form to the Great Lakes/Ohio River Division Office at the following address:

Jacob Siegrist
Appeal Review Officer
Great Lakes and Ohio River Division
CELRD-PD-REG
550 Main Street, Room 10032
Cincinnati, Ohio 45202-3222
Phone: (513) 684-2699 Fax: (513) 684-2460

In order to be accepted, your RFA must be complete, meet the criteria for appeal and be received by the Division Office within sixty (60) days of the date of the NAP. If you concur with the determination in this letter, submittal of the RFA form to the Division office is not necessary.

This determination has been conducted to identify the limits of the Corps Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

It is your responsibility to obtain any required state, county, or local approvals for impacts to wetland areas not under the Department of the Army jurisdiction.

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers regulates the discharge of dredged or fill material into waters of the United States, including wetlands. A Department of the Army permit is required for any proposed work involving the discharge of dredged or fill material within the jurisdiction of this office. To initiate the permit process, please submit a joint permit application form along with detailed plans of the proposed work. Information concerning our program, including the application form and an application checklist, can be found at and downloaded from our website:

<http://www.lrc.usace.army.mil/Missions/Regulatory.aspx>

If you have any questions, please contact Mr. Mike Machalek of my staff by telephone at (312) 846-5534 or email at Mike.J.Machalek@usace.army.mil.

Sincerely,

A handwritten signature in blue ink, appearing to read "Keith L. Wozniak". The signature is fluid and cursive, with the first name "Keith" being the most prominent.

Keith L. Wozniak
Chief, West Section
Regulatory Branch

Enclosures

Copy Furnished w/out Enclosures

Will County Land Use Department (Jim Song)
HR Green, Inc. (Michelle Zuzzio)

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Mike Salamawicz, Village of Homer Glen

File Number: LRC-2016-00891

Date: January 9, 2017

Attached is:

See Section below

| | | |
|---|--|---|
| | INITIAL PROFFERED PERMIT (Standard Permit or Letter of Permission) | A |
| | PROFFERED PERMIT (Standard Permit or Letter of Permission) | B |
| | PERMIT DENIAL | C |
| X | APPROVED JURISDICTIONAL DETERMINATION | D |
| | PRELIMINARY JURISDICTIONAL DETERMINATION | E |

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/CECW/Pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A. INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit or a Letter of Permission (LOP), you may sign the permit document and return it to the district commander for final authorization. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district commander. Your objections must be received by the district commander within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district commander will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district commander will send you a proffered permit for your reconsideration, as indicated in Section B below.

B. PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit or a Letter of Permission (LOP), you may sign the permit document and return it to the district commander for final authorization. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division commander. This form must be received by the division commander within 60 days of the date of this notice.

C. PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division commander. This form must be received by the division commander within 60 days of the date of this notice.

D. APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division commander. This form must be received by the division commander within 60 days of the date of this notice.

E. PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Regulatory Branch
Chicago District Corps of Engineers
231 South LaSalle Street, Suite 1500
Chicago, IL 60604-1437
Phone: (312) 846-5530
Fax: (312) 353-4110

If you only have questions regarding the appeal process you may also contact:

Jacob Siegrist
Appeal Review Officer
Great Lakes and Ohio River Division
CELRD-PD-REG
550 Main Street, Room 10032
Cincinnati, Ohio 45202-3222
Phone: (513) 684-2699 Fax: (513) 684-2460

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Commanders personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.

Date:

Telephone number:

APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers

This form should be completed by following the instructions provided in Section IV of the JD Form Instructional Guidebook.

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): January 9, 2017

B. DISTRICT OFFICE, FILE NAME, AND NUMBER: Chicago District, Village of Homer Glen, LRC-2016-891

C. PROJECT LOCATION AND BACKGROUND INFORMATION: 151st Street from Cedar to Bell Road

State: Illinois County/parish/borough: Will City: Homer Glen
Center coordinates of site (lat/long in degree decimal format): Lat. 41.614°N, Long. -87.956° W.
Universal Transverse Mercator: Zone 16

Name of nearest waterbody: Fiddymet Creek

Name of nearest Traditional Navigable Water (TNW) into which the aquatic resource flows: **Illinois and Michigan Canal**

Name of watershed or Hydrologic Unit Code (HUC): **Des Plaines (07120004)**

- Check if map/diagram of review area and/or potential jurisdictional areas is/are available upon request.
 Check if other sites (e.g., offsite mitigation sites, disposal sites, etc...) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

- Office (Desk) Determination. Date: December 14, 2016
 Field Determination. Date(s): December 6, 2016

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There **Are no** "navigable waters of the U.S." within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area. [Required]

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There **Are no** "waters of the U.S." within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area. [Required]

2. Non-regulated waters/wetlands (check if applicable):¹

- Potentially jurisdictional waters and/or wetlands were assessed within the review area and determined to be not jurisdictional.
Explain: **Wetlands #1 & #28 are connected under the road via a culvert, but do not drain off-site. Swale #19 is a lateral drainage ditch to the roadside ditches, and is also isolated. Farmed Wetlands #7, #9, #10, #22 & #26 were all impoundments against the road, and are do not drain to any flowing water of the U.S..**

SECTION III: CWA ANALYSIS

E. ISOLATED [INTERSTATE OR INTRA-STATE] WATERS, INCLUDING ISOLATED WETLANDS, THE USE, DEGRADATION OR DESTRUCTION OF WHICH COULD AFFECT INTERSTATE COMMERCE, INCLUDING ANY SUCH WATERS (CHECK ALL THAT APPLY):²

- which are or could be used by interstate or foreign travelers for recreational or other purposes.
 from which fish or shellfish are or could be taken and sold in interstate or foreign commerce.
 which are or could be used for industrial purposes by industries in interstate commerce.
 Interstate isolated waters. Explain: .
 Other factors. Explain: .

Identify water body and summarize rationale supporting determination: .

Provide estimates for jurisdictional waters in the review area (check all that apply):

- Tributary waters: linear feet width (ft).
 Other non-wetland waters: acres.
Identify type(s) of waters: .
 Wetlands: acres.

¹ Supporting documentation is presented in Section III.F.

² Prior to asserting or declining CWA jurisdiction based solely on this category, Corps Districts will elevate the action to Corps and EPA HQ for review consistent with the process described in the Corps/EPA Memorandum Regarding CWA Act Jurisdiction Following Rapanos.

F. NON-JURISDICTIONAL WATERS, INCLUDING WETLANDS (CHECK ALL THAT APPLY):

- If potential wetlands were assessed within the review area, these areas did not meet the criteria in the 1987 Corps of Engineers Wetland Delineation Manual and/or appropriate Regional Supplements.
- Review area included isolated waters with no substantial nexus to interstate (or foreign) commerce.
 - Prior to the Jan 2001 Supreme Court decision in "SWANCC," the review area would have been regulated based solely on the "Migratory Bird Rule" (MBR).
- Waters do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction. Explain: .
- Other: (explain, if not covered above): .

Provide acreage estimates for non-jurisdictional waters in the review area, where the sole potential basis of jurisdiction is the MBR factors (i.e., presence of migratory birds, presence of endangered species, use of water for irrigated agriculture), using best professional judgment (check all that apply):

- Non-wetland waters (i.e., rivers, streams): linear feet width (ft).
- Lakes/ponds: acres.
- Other non-wetland waters: acres. List type of aquatic resource: .
- Wetlands: 0.33 acres.

Provide acreage estimates for non-jurisdictional waters in the review area that do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction (check all that apply):

- Non-wetland waters (i.e., rivers, streams): linear feet, width (ft).
- Lakes/ponds: acres.
- Other non-wetland waters: acres. List type of aquatic resource: .
- Wetlands: acres.

SECTION IV: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):

- Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Applied Ecological Services, Inc. Wetland Delineation Report dated 11/02/16.
- Data sheets prepared/submitted by or on behalf of the applicant/consultant.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report.
- Data sheets prepared by the Corps: .
- Corps navigable waters' study: .
- U.S. Geological Survey Hydrologic Atlas:Mokena HA 204, 1966, .
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Mokena 7.5", 1993, Pick List, Pick List, Pick List, .
- USDA Natural Resources Conservation Service Soil Survey. Citation: Soil Survey of Will County, Illinois (2004).
- National wetlands inventory map(s). Cite name: Mokena, .
- State/Local wetland inventory map(s): Pick List, .
- FEMA/FIRM maps: .
- 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): 2005, 2012.
 - or Other (Name & Date): .
- Previous determination(s). File no. and date of response letter: .
- Applicable/supporting case law: .
- Applicable/supporting scientific literature: .
- Other information (please specify): .

B. ADDITIONAL COMMENTS TO SUPPORT JD: Site visit on December 6, 2016 to walk all sites and look for any connections.

- Area(s) are geographically isolated. .
- Area(s) do not have a hydrologic nexus. .
- Area(s) do not have an ecological nexus. .
- Area(s) do not have evidence of a subsurface flow connection to a jurisdictional water. .
- Area(s) do not have evidence of surface overland sheet flow. .
- Area(s) are not located within the flood plain. .

APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers

This form should be completed by following the instructions provided in Section IV of the JD Form Instructional Guidebook.

SECTION I: BACKGROUND INFORMATION

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State: Illinois County/parish/borough: Will City: Homer Glen

Center coordinates of site (lat/long in degree decimal format): Lat. 41.614°N, Long. -87.956° W.

Universal Transverse Mercator: Zone 16

Name of nearest waterbody: Fiddymment Creek

Name of nearest Traditional Navigable Water (TNW) into which the aquatic resource flows: **Illinois and Michigan Canal**

Name of watershed or Hydrologic Unit Code (HUC): **Des Plaines (07120004)**

Check if map/diagram of review area and/or potential jurisdictional areas is/are available upon request.

Check if other sites (e.g., offsite mitigation sites, disposal sites, etc...) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date: December 14, 2016

Field Determination. Date(s): December 6, 2016

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There **Are no** "navigable waters of the U.S." within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area. [Required]

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There **Are no** "waters of the U.S." within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area. [Required]

2. **Non-regulated waters/wetlands (check if applicable):¹**

Potentially jurisdictional waters and/or wetlands were assessed within the review area and determined to be not jurisdictional.
Explain: **Roadside ditches #3, #4, #5, #6, #11, #12, #13, #14, #15, #16, #17, #18, #20, #21, #23, #24 & #25 running along both sides of 151st street were constructed for roadside drainage only, and as such are exempt from jurisdiction..**

SECTION III: CWA ANALYSIS

F. NON-JURISDICTIONAL WATERS, INCLUDING WETLANDS (CHECK ALL THAT APPLY):

If potential wetlands were assessed within the review area, these areas did not meet the criteria in the 1987 Corps of Engineers Wetland Delineation Manual and/or appropriate Regional Supplements.

Other: (explain, if not covered above): .

SECTION IV: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):

Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Applied Ecological Services, Inc. Wetland Delineation Report dated 11/02/16.

Data sheets prepared/submitted by or on behalf of the applicant/consultant.

Office concurs with data sheets/delineation report.

Office does not concur with data sheets/delineation report.

Data sheets prepared by the Corps: .

Corps navigable waters' study: .

¹ Supporting documentation is presented in Section III.F.

- U.S. Geological Survey Hydrologic Atlas:Mokena HA 204, 1966,
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Mokena 7.5", 1993, Pick List, Pick List, Pick List,
- USDA Natural Resources Conservation Service Soil Survey. Citation: Soil Survey of Will County, Illinois (2004).
- National wetlands inventory map(s). Cite name: Mokena,
- State/Local wetland inventory map(s): Pick List,
- FEMA/FIRM maps:
- 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): 2005, 2012.
or Other (Name & Date):
- Previous determination(s). File no. and date of response letter:
- Applicable/supporting case law:
- Applicable/supporting scientific literature:
- Other information (please specify):

B. ADDITIONAL COMMENTS TO SUPPORT JD: Linear roadside ditches with some water and/or wetland vegetation are exempt water features.

- Areas are ditches (check all that apply):
 - Non-tidal drainage and irrigation ditches excavated on dry land (51 FR 41217, Nov. 13, 1986).
 - Ditches (including roadside ditches) excavated wholly in and draining only uplands and that do not carry a relatively permanent flow of water (USACE JD Form Instructional Guidebook 5/30/2007).
 - Ditches that do not have a relatively permanent flow into waters of the U.S. or between two (or more) waters of the U.S. (USACE JD Form Instructional Guidebook 5/30/2007).
- Area(s) are artificial waters created in upland or dry land:
 - Artificially irrigated areas which would revert to upland if the irrigation ceased (51 FR 41217, Nov. 13, 1986).
 - Artificial lakes or ponds created by excavating and/or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing (51 FR 41217, Nov. 13, 1986).
 - Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating and/or diking dry land to retain water for primarily aesthetic reasons (51 FR 41217, Nov. 13, 1986).
 - Waterfilled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States (51 FR 41217, Nov. 13, 1986).
 - Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of the Clean Water Act (other than cooling ponds as defined in 40 CFR 423.11(m) which also meet criteria of this definition) (33 CFR 328.3 (a)).
- Area(s) are swales (USACE JD Form Instructional Guidebook 5/30/2007).
- Area(s) are erosional features (including gullies) (USACE JD Form Instructional Guidebook 5/30/2007).
- Area(s) are prior converted cropland (33 CFR 328.3(a)(8)).
- Area(s) are uplands.
- Other:

APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): January 9, 2017

B. DISTRICT OFFICE, FILE NAME, AND NUMBER: Chicago District, Village of Homer Glen, LRC-2016-891

C. PROJECT LOCATION AND BACKGROUND INFORMATION: 151st Street from Cedar to Bell Roads

State: Illinois County/parish/borough: Will City: Homer Glen

Center coordinates of site (lat/long in degree decimal format): Lat. 41.614°N, Long. -87.956° W.

Universal Transverse Mercator: Zone 16

Name of nearest waterbody: Fiddymet Creek

Name of nearest Traditional Navigable Water (TNW) into which the aquatic resource flows: **Illinois and Michigan Canal**

Name of watershed or Hydrologic Unit Code (HUC): **Des Plaines (07120004)**

Check if map/diagram of review area and/or potential jurisdictional areas is/are available upon request.

Check if other sites (e.g., offsite mitigation sites, disposal sites, etc...) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date: December 14, 2016

Field Determination. Date(s): December 6, 2016

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There **Are no** "navigable waters of the U.S." within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area. [Required]

Waters subject to the ebb and flow of the tide.

Waters are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.

Explain: Defined in People of State of Ill. ex rel. Scott v. Hoffman, No. P-CIV-76-45, slip op. at 7 (S.D.Ill. Jan. 20, 1979).

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There **Are** "waters of the U.S." within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area. [Required]

1. Waters of the U.S.

a. Indicate presence of waters of U.S. in review area (check all that apply): ¹

TNWs, including territorial seas

Wetlands adjacent to TNWs

Relatively permanent waters² (RPWs) that flow directly or indirectly into TNWs

Wetlands directly abutting RPWs that flow directly or indirectly into TNWs

b. Identify (estimate) size of waters of the U.S. in the review area:

Non-wetland waters: 50 linear feet: 2-3 width (ft) and/or acres.

Wetlands: 0.27 acres.

c. Limits (boundaries) of jurisdiction based on: **1987 Delineation Manual**

Elevation of established OHWM (if known): .

SECTION III: CWA ANALYSIS

A. TNWs AND WETLANDS ADJACENT TO TNWs

The agencies will assert jurisdiction over TNWs and wetlands adjacent to TNWs. If the aquatic resource is a TNW, complete Section III.A.1 and Section III.D.1. only; if the aquatic resource is a wetland adjacent to a TNW, complete Sections III.A.1 and 2 and Section III.D.1.; otherwise, see Section III.B below.

1. TNW

Identify TNW: **Pick List.**

Summarize rationale supporting determination: As defined in People of State of Ill. ex rel. Scott v. Hoffman, No. P-CIV-76-45, slip op. at 7 (S.D.Ill. Jan. 20, 1979).

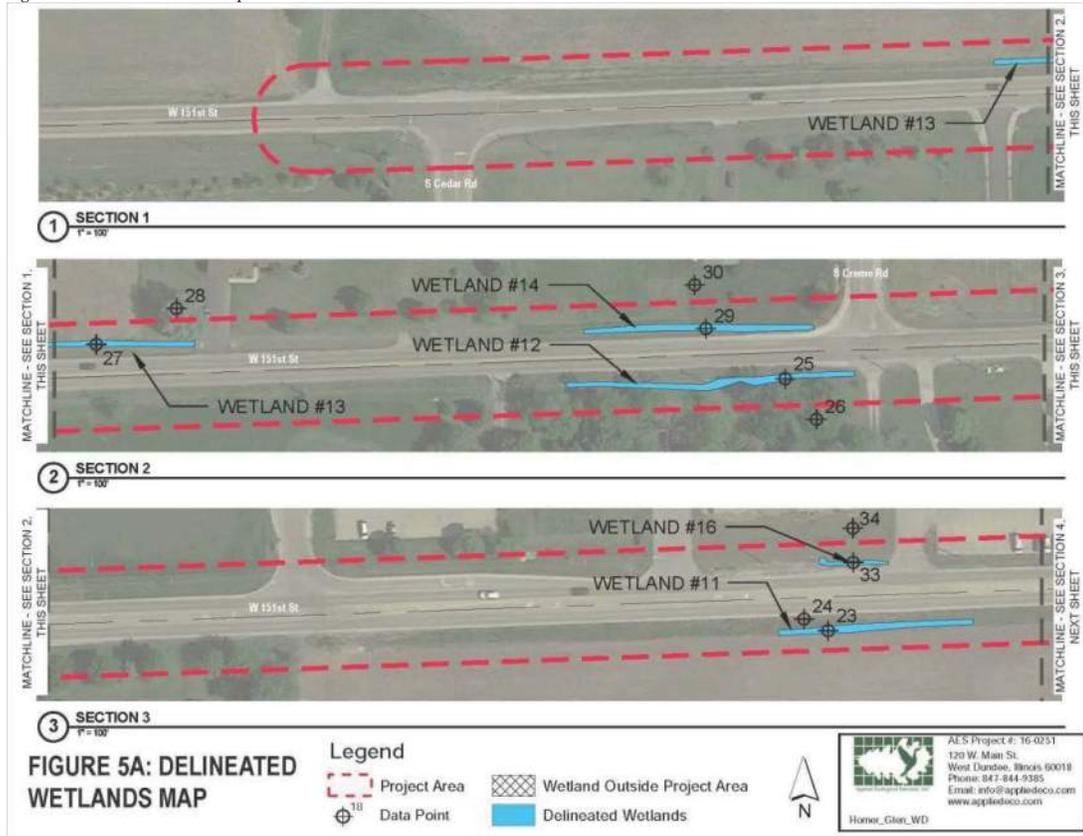
2. Wetland adjacent to TNW

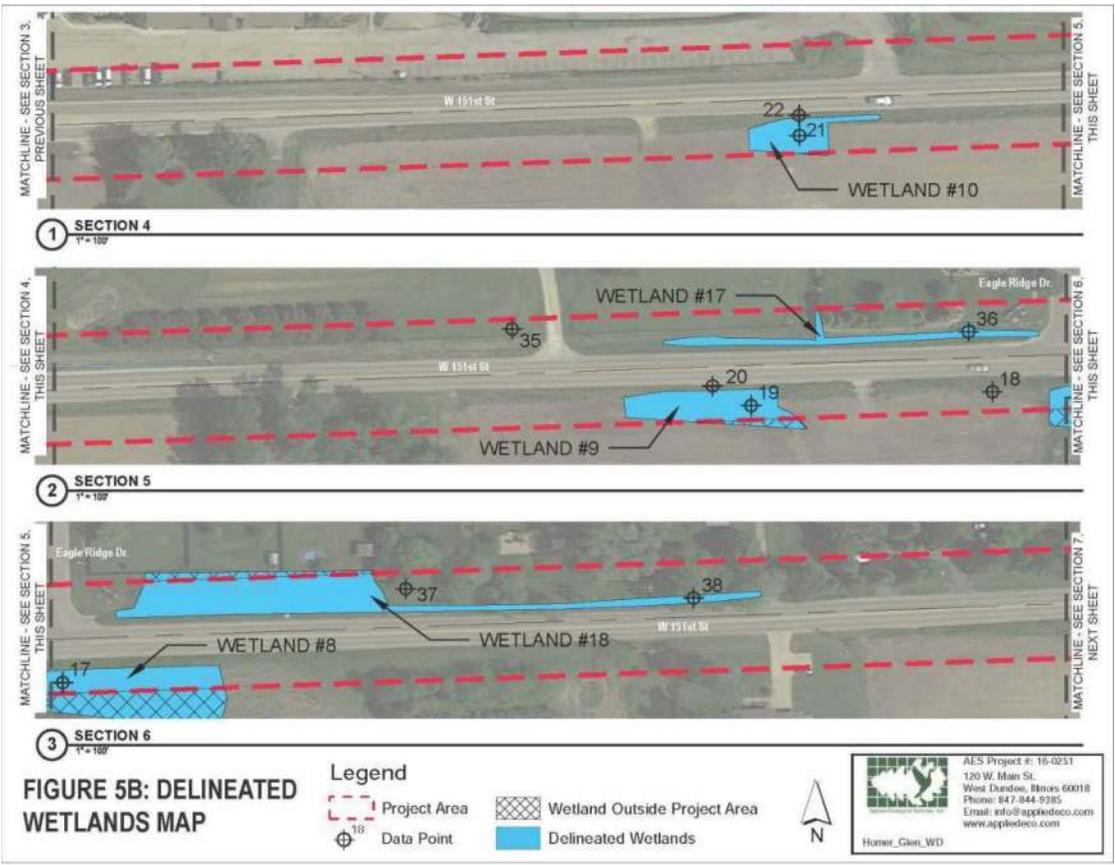
Summarize rationale supporting conclusion that wetland is "adjacent": .

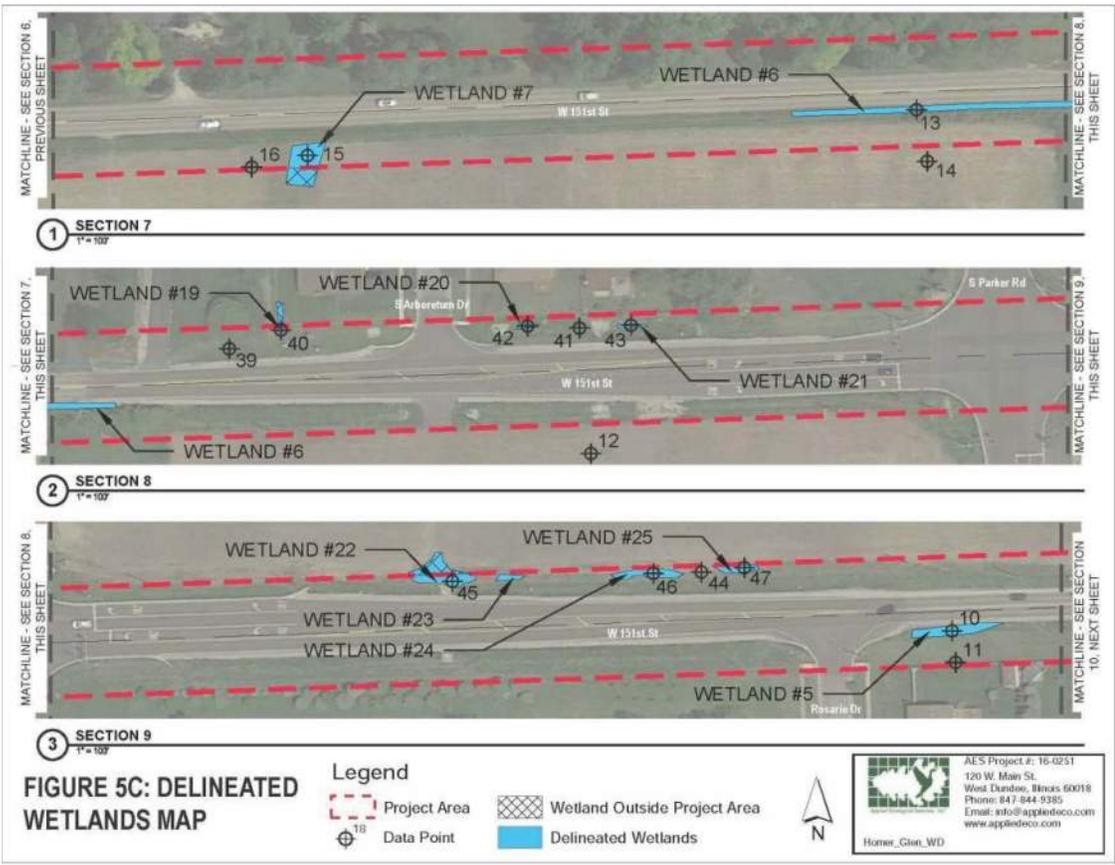
¹ Boxes checked below shall be supported by completing the appropriate sections in Section III below.

² For purposes of this form, an RPW is defined as a tributary that is not a TNW and that typically flows year-round or has continuous flow at least "seasonally" (e.g., typically 3 months).

Figure 5. Delineated Wetlands Maps











D. DETERMINATIONS OF JURISDICTIONAL FINDINGS. THE SUBJECT WATERS/WETLANDS ARE (CHECK ALL THAT APPLY):

1. **TNWs and Adjacent Wetlands.** Check all that apply and provide size estimates in review area:

- TNWs: linear feet width (ft), Or, acres.
 Wetlands adjacent to TNWs: acres.

2. **RPWs that flow directly or indirectly into TNWs.**

- Tributaries of TNWs where tributaries typically flow year-round are jurisdictional. Provide data and rationale indicating that tributary is perennial: Swale/Wetlands #2 and #27 show up on aerials with water, and exhibited strong flow on the day of my visit in the winter time. The exposed tile line next to Wetland #8 is 16" and had strong flow.
 Tributaries of TNW where tributaries have continuous flow "seasonally" (e.g., typically three months each year) are jurisdictional. Data supporting this conclusion is provided at Section III.B. Provide rationale indicating that tributary flows seasonally:

Provide estimates for jurisdictional waters in the review area (check all that apply):

- Tributary waters: **50** linear feet **2-3** width (ft).
 Other non-wetland waters: acres.
Identify type(s) of waters:

4. **Wetlands directly abutting an RPW that flow directly or indirectly into TNWs.**

- Wetlands directly abut RPW and thus are jurisdictional as adjacent wetlands.
 Wetlands directly abutting an RPW where tributaries typically flow year-round. Provide data and rationale indicating that tributary is perennial in Section III.D.2, above. Provide rationale indicating that wetland is directly abutting an RPW: **Wetland #8 (Farmed Wetland) is part of a huge wetland complex that extends to the south, and had an exposed 16" clay drain tile that had strong flow and ties into the tributary comprised of Swale/Wetlands #2 & #27..**
 Wetlands directly abutting an RPW where tributaries typically flow "seasonally." Provide data indicating that tributary is seasonal in Section III.B and rationale in Section III.D.2, above. Provide rationale indicating that wetland is directly abutting an RPW:

Provide acreage estimates for jurisdictional wetlands in the review area: **0.27** acres.

SECTION IV: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):

- Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Applied Ecological Services, Inc. Wetland Delineation Report dated 11/02/16.
 Data sheets prepared/submitted by or on behalf of the applicant/consultant.
 Office concurs with data sheets/delineation report.
 Office does not concur with data sheets/delineation report.
 Data sheets prepared by the Corps:
 Corps navigable waters' study:
 U.S. Geological Survey Hydrologic Atlas:Mokena HA 204, 1966,
 USGS NHD data.
 USGS 8 and 12 digit HUC maps.
 U.S. Geological Survey map(s). Cite scale & quad name: Mokena 7.5", 1993, Pick List, Pick List, Pick List,
 USDA Natural Resources Conservation Service Soil Survey. Citation: Soil Survey of Will County, Illinois (2004).
 National wetlands inventory map(s). Cite name: Mokena,
 State/Local wetland inventory map(s): Pick List,
 FEMA/FIRM maps:
 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
 Photographs: Aerial (Name & Date): 2005, 2012.
or Other (Name & Date):
 Previous determination(s). File no. and date of response letter:
 Applicable/supporting case law: People of State of Ill. ex rel. Scott v. Hoffman, No. P-CIV-76-45, (S.D.Ill. Jan. 20, 1979)
 Applicable/supporting scientific literature:
 Other information (please specify):

B. ADDITIONAL COMMENTS TO SUPPORT JD: Site visit on December 6, 2016 to walk these areas and observe strong flow in defined channel with bed & bank, and within clay tile.

ATTACHMENT 6

Project Overview

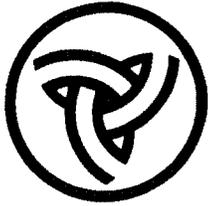
Submittal Date: 05/25/2016 **Sequence No:** 20000
District: 1 **Requesting Agency:** Local Village of Homer Glen **Project No:**
Contract #: **Job No.:**
Counties: Will
Route: FAU 3771 **Marked:**
Street: 151st Street **Section:** 16-00017-00-WR
Municipality(ies): Homer Glen **Project Length:** 4.0234 km 2.5 miles
FromTo (At): Cedar Road to Bell Road
Quadrangle: Mokena **Township-Range-Section:** T36N - 14E - 9-11, 14-16
Survey Target Date: 12/10/2016 **Anticipated Design Appr.:** 04/17/2017 **Anticipated Processing:** CE
Funding: Federal State TBP MFT Local Non-MFT

Consultant:
PTB No.: **Item No.:** **PTB Date:** **Prequal Level:**

| | | | | |
|---|-------------------|--------------------------------------|-----------------|----------------------|
| Sequence No: 20000 | Biological | Wetlands | Cultural | Special Waste |
| Entered By | BDE | BDE | BDE | |
| Cleared for DA | 11/15/2019 | | 4/27/2017 | |
| Cleared for Letting | 11/15/2019 | 11/15/2019 | 4/27/2017 | |
| Resubmittal | | | | |
| ResubmittalCleared | | | | |
| Section: 16-00017-00-WR | | Job No.: <input type="text"/> | | |
| FromTo (At): Cedar Road to Bell Road | | | | |
| Sequence No: 20000 A | Biological | Wetlands | Cultural | Special Waste |
| Entered By | BDE | BDE | BDE | |
| Cleared for DA | 11/15/2019 | | 5/25/2017 | |
| Cleared for Letting | 11/15/2019 | 11/15/2019 | 5/25/2017 | |
| Resubmittal | | | | |
| ResubmittalCleared | | | | |
| Section: 16-00017-00-WR | | Job No.: <input type="text"/> | | |
| FromTo (At): Cedar Road to Bell Road | | | | |

| Notice of Intent | Project Initiation Ltr to FHWA | Public Info Meeting(s) | | Notice of Availability | | Public Hearing | Draft | ROD/FONSI Approved |
|------------------|--------------------------------|------------------------|-----|------------------------|-------|----------------|-------|--------------------|
| | | 1st | 2nd | Draft | Final | | | |
| | | | | | | | | |

Project Phase Comments:



Illinois Department of Transportation

Memorandum

To: Maureen Kastl Attn: William Raffensperger
From: Maureen Addis By: Brad Koldehoff
Subject: Cultural Resource Clearance
Date: May 25, 2017

Will County
FAU 3771, 151st Street, Homer Glen
Sec. 16-00017-00-WR
Seq. 20000A

For the above referenced project, IDOT's qualified professional Cultural Resources staff hereby make a **"No Historic Properties Affected"** finding pursuant to Section 106 of the National Historic Preservation Act.

This determination follows the stipulations of the Section 106 Programmatic Agreement for the Delegation of Authority for Minor Projects of the Federal Aid Highway Program in the State of Illinois, executed by FHWA, Illinois SHPO, IDOT and the Advisory Council on Historic Preservation. This project is consistent with the minor project types listed in Appendix B of the agreement.

The attached stamped IDOT Environmental Survey Request form documents that no further coordination for this project is required for cultural resources.

Attachment

BK:km

Environmental Survey Request Addendum

A. Project Information

Bio Cultural Wetlands Special Waste

Submittal Date: 04/17/2017 Sequence No: 20000 A
District: 1 Requesting Agency: Local Village of Homer Glen Project No:
Contract #: Job No.:
Counties: Will
Route: FAU 3771 Marked:
Street: 151st Street Section: 16-00017-00-WR
Municipality(ies): Homer Glen Project Length: 4.0234 km 2.5 miles
FromTo (At): Cedar Road to Bell Road
Quadrangle: Mokena Township-Range-Section: T36N, 14E, 9-11, 14-16
Survey Target Date: 11/18/2017 Anticipated Design Approval: 12/31/2017 Anticipated NEPA Processing: CE

B. Reason for Submittal: (Check all that apply) ; Includes SW Level 1 Screening Criteria

Survey Types: B = Biological; C = Cultural; SW = Special Waste

- B,C,SW Involves Acquisition of additional ROW or temporary or permanent easements. Addendum: acres
Total Project: acres
- SW On a state-maintained route, crosses or involves RR ROW (except a single rail rural ROW with no maintenance facilities).
- B,C Requires In-Stream work (e.g., drainage structure runaround). Stream Name:
- C Potential to affect a historic district or historic property.
- C Involves replacement or rehabilitation of a bridge/culvert 40 years old or older.
- SW Involves acquisition of, excavation (defined in BDE Manual 27-3.01) on, or subsurface utility relocation on State ROW.
- Other: Scope of work change: i.e. Original gap in project has now been included at intersection of 151st Street and Parker Road

C. Addendum Description: Additional area is proposed at the intersection of 151st Street and Parker Road. A proposed multi-use path is proposed at the intersection. This area was originally omitted.

D. Tree Removal?: No Number?: ha/ acres Within Mahomet SSA Project Review Area

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

E. Contact Person: Michelle Davis-Byrd **Local Contact Person:** Michelle Zuzzio
Telephone #: (847) 705-4795 ext. Telephone #: (815) 759-8377 ext.
Env.Contact: E-Mail: mzuzzio@hrgreen.com
Telephone #: Title/Company:

- F.** Update Entire Project
 Addendum Only

Closed PSI/RMP Only ESR Rec'd in CO SW Rec'd

CULTURAL RESOURCES:
NO SURVEY OR FURTHER COORDINATION REQUIRED

Bruce Koldehoff 5/25/17
SIGNED DATE

Cultural Resources

Submittal Date: 05/25/2016 Sequence No: 20000
District: 1 Requesting Agency: Local Village of Homer Glen Project No:
Contract #: Job No.:
Counties: Will
Route: FAU 3771 Marked:
Street: 151st Street Section: 16-00017-00-WR
Municipalities: Homer Glen Project Length: 4.0234 km 2.5 miles
FromTo (At): Cedar Road to Bell Road
Quadrangle: Mokena Township-Range-Section: T36N - 14E - 9-11, 14-16
Survey Target Date: 12/10/2016 Anticipated DA: 04/17/2017 Cleared for DA: 04/27/2017
Cleared for Letting: 04/27/2017 Anticipated Processing: CE

Project Description: Widening/reconstruction to provide a continuous three lane section.

Funding: Federal State TBP MFT Local Non-MFT
Proposed Work: Highway Bridge Bike Trail Other
 Acquisition of additional ROW or easement ha/ acres

Overall Cultural Resource

In-House Cultural Resources Clearance District Notified:

Archaeological Resources

In-House Archeology Only Clearance District Notified: 04/27/2017

Sent for Survey ISAS: 06/15/2016 SHPO Concurrence: 04/26/2017

Architectural Resources (Standing Structures)

In-House Architectural Only Clearance District Notified: 04/27/2017

Historic District Involved: No Historic Building Involved: No

Architectural Photos Requested: Photos Received:

Sent for Architectural Survey: SHPO Concurrence: 04/26/2017

Historic Bridges

In-House Historic Bridge Only Clearance District Notified:

Sent for Archival Recordation: Substitute Bridge Identification:

SHPO Submittal:

Comments: Printed, reviewed, and given to BK - CD 6/14/16. Sent to E. Land for historic review on 6/15/16. KM--6/28/2016: No historic architectural resources (EL).



Community and Nature . . . in Harmony

14240 W. 151st Street
Homer Glen, Illinois 60491

Phone (708) 301-0632
Fax (708) 301-8407

April 12, 2017

Mr. Christopher J. Holt, P.E.
IDOT Bureau Chief of Local Roads
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention: Kevin Stallworth

Re: Village of Homer Glen, 151st Street
Cultural Clearance
HR Green Job No. 86160183
#20000 Will County
Section Number: 16-00017-00-WR

Dear Mr. Holt:

The Village of Homer Glen is currently involved with preliminary engineering studies for improvements along 151st Street from Cedar Road to Bell Road. The Central Office completed an archaeological survey and determined one site (11WI4202) which warrants National Register of Historic Places (NHRP) consideration. The Illinois Department of Transportation (IDOT) requested the proposed improvements avoid impacts to the site.

The proposed improvements along 151st Street will not impact this archaeological site. A commitment will be added to the Project Development Report to erect perimeter erosion barrier and high visibility fence to protect the site during construction. On April 5, 2017, HR Green submitted to IDOT a plan and profile sheet showing the location of the site and construction limits verifying the sensitive site will be avoided. The exhibit and all correspondence will be included within the Project Development Report.

If you have any questions or need additional information, please contact me at 708-301-0632.

Sincerely,

Michael Salamowicz
Development Services Director

CC: Akram Chaudhry- HR Green, Inc.

Biological Resources

Submittal Date: **Sequence No:**
District: **Requesting Agency:**
Counties:
Route: **Marked:**
Street: **Section:**
Municipality(ies): **Project Length:** miles
FromTo (At):
Township-Range-Section: **Cleared for Design Apprvl:**
Cleared for Letting:

Acquisition of additional ROW or easement acres
 In-Stream Work **Stream Name:**
 Other:

Tree Removal?: **Number?:** acres

Biological Sign Off: **Field Sign Off:**
Wetland Sign Off: **Surveys Performed:** **Commitments:**

| BRR | | | | | | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------------|--------------------------------------|----------------|--------------|--------------------------|--------------------------|--------------------------|
| District Notified | IDNR Notified | USFWS Notified | NPS Notified | IDNR Response | | USFWS Response | NPS Response | District Notified | | |
| | | | | <input type="checkbox"/> Comments | <input type="checkbox"/> Concurrence | | | IDNR | USFWS | NPS |
| <input type="checkbox"/> | <input type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ITA Type: **Translocation**

Comments:

| Endangered Species Consultation | | | | | |
|---|-------------------------------------|--|-------------------------------------|--|-----------|
| NRRT (Natural Resources Review Tool) <input type="text" value="09/17/2019"/> | | | | | |
| EcoCAT (Ecological Compliance Assessment Tool) | | | | | |
| Submitted | Initial Consultation | | Final Consultation | | NRRT(OLD) |
| | <input type="checkbox"/> Terminated | | <input type="checkbox"/> Terminated | | |
| Resubmitted | Consultation Renewal | | NRRT or EcoCAT: | | |
| | <input type="checkbox"/> Terminated | | | | |

| Biological Assessment | | | | | | | |
|--------------------------|--------------------------|---------------|----------------|--------------------------|--------------------------|-------------------|---------------|
| IDNR Notified | USFWS Notified | IDNR Response | USFWS Response | District Notified | | IDNR Consultation | USFWS Opinion |
| | | | | IDNR | USFWS | | |
| <input type="checkbox"/> | <input type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | | |

Comments:

| Further Studies | Federal Species * | Tasked | Report Due Date | Results Received |
|------------------------|-------------------------------------|---|---|---|
| Bio/Cover Type: | | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Mammals: | <input type="checkbox"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Birds: | <input type="checkbox"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Plants: | <input type="checkbox"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Herps: | <input type="checkbox"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Fish: | <input type="checkbox"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Mussels: | <input type="checkbox"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Inverts: | <input checked="" type="checkbox"/> | <input type="text" value="06/08/2017"/> | <input type="text" value="09/08/2017"/> | <input type="text" value="09/12/2017"/> |
| Other: | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

Comments:



Illinois Department of Transportation

Memorandum

To: Greg S. Lupton
From: Jack A. Elston By: Thomas C. Brooks
Subject: Natural Resources Review
Date: November 15, 2019

Thomas C. Brooks

151st Street and Addendum A
Sec. 16-00017-00-WR
T36N/R11E/S 12
Seq. No.: 20000 and 20000A
Will County

The proposed project involves widening and reconstruction to provide a continuous three lane section along 2.5 miles of 151st Street in Homer Glen. The project limits are Cedar Road to Bell Road. For Addendum A an additional area is proposed at the intersection of 151st Street and Parker Road. A multi-use path is proposed at the intersection. This area was originally omitted from the original project.

The overall project requires an unknown acreage of land acquisition. There will be no in stream work for the overall project. There will be an unknown acreage of urban trees to be removed for the overall project. The land cover in the vicinity of the project is urban.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains a record of State-listed and federally-listed threatened Northern long-eared bat south of the project. The project area is urban and contains no habitat for this species. The project area also falls within the State-listed and federally-listed endangered Hine's emerald dragonfly (HED) recharge zone. A HED habitat survey was conducted. No habitat was found. There will thus be no adverse effect by the project on these two species. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The proposed improvement was surveyed for wetlands. We reviewed the wetland survey report and the Wetlands Impact Evaluation form and approve both. There are 28 wetlands located within the ESR limits. There will be impacts to ten wetlands totaling 0.281 acres. Compensation for permanent losses will be provided at a commercial wetland bank. **Our review for compliance under Part 1090 is terminated.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)(2) of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was received and is saved to the project folder. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed in Will County: Northern long-eared bat (NLEB), Eastern massasauga, Hine's emerald dragonfly, sheepsnose mussel, rattlesnake-master borer moth, Eastern prairie fringed orchid (EPFO), lakeside daisy, leafy prairie-clover, Mead's milkweed, and Rusty patched bumble bee. There is no Critical Habitat in the project vicinity. The project area falls within the State-listed and federally-listed endangered Hine's emerald dragonfly (HED) recharge zone. **Under 50 CFR 402.12(e), the accuracy of the species list is limited to 90 days.**

Hine's emerald dragonfly

The project area falls within the State-listed and federally-listed endangered Hine's emerald dragonfly (HED) recharge zone. A HED habitat survey was conducted by the Illinois State Geological Survey. No habitat was found. There will be no effect by the project on the HED.

Northern long-eared bat

Northern long-eared bat suitable summer habitat consists of a wide variety of forested or wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees or snags ≥ 3 inches dbh that have exfoliating bark, cracks, crevices, or hollows) as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1,000 feet of other forested or wooded habitat. Trees found in highly-developed urban areas (e.g., street trees, downtown areas) are extremely unlikely to be suitable NLEB habitat.

There will be an unknown quantity of urban trees removed as a result of this project. Land use in the project area is urban. There are records of maternity roost trees, maternity colonies or hibernacula in the vicinity of the project corridor.

We assessed the potential for adverse impacts to the NLEB in accordance with the Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions and determined that the proposed improvement will have no effect to the NLEB.

Eastern prairie fringed orchid

Eastern prairie fringed orchid occurs in a wide variety of habitats, from mesic prairie to wetland communities such as sedge meadows, marsh edges and even bogs. It requires full sunlight for optimum growth and flowering, which restricts it to grass- and sedge-dominated plant communities. The substrate of the sites where it occurs ranges from neutral to mildly calcareous. Occasionally the orchid colonizes successional habitats or recolonizes previously occupied areas.

We evaluated the limits of the proposed improvement for the presence of potentially suitable EPFO habitat. Our evaluation included the use of EPFO guidance from the US Fish and Wildlife Service, Chicago Ecological Services Field Office. There are no impacted prairies or high quality wetlands in the project corridor. We determined there would be no effect to EPFO from the proposed improvement.

Rusty patched bumble bee

We evaluated the limits of the proposed improvement for the presence of potentially suitable Rusty patched bumble bee habitat. Our evaluation included the use of the guidance issued by USFWS dated March 21, 2017 and titled "The Rusty Patched Bumble Bee (*Bombus affinis*), Interagency Cooperation under Section 7(a)(2) of the Endangered Species Act, Voluntary Implementation Guidance" ("USFWS Interagency Guidance"). According to the guidance, if a project is outside of a high potential zone, then the USFWS advises that the incidental take coverage is not necessary (<https://www.fws.gov/midwest/endangered/insects/rpbb/guidance.html>). Therefore, if the project is outside of a high potential zone, then a "no effect" determination is appropriate.

We cross referenced the preferred habitat of the Rusty patched bumble bee with our knowledge of the project areas and determined that there is no USFWS High Potential Zone or RPBB record in the project vicinity. USFWS shapefiles dated March 25, 2019, were reviewed September 17, 2019. In accordance with Section 7 of the Endangered Species Act, we determined that there will be no effect to the Rusty patched bumble bee.

Other Federally Listed Species

We cross-referenced the preferred habitat of each of the remaining listed species with our knowledge of the project area and determined that there are no suitable

habitats present. We have determined that the proposed improvement will have no effect on any of the remaining listed species.

We have determined that the proposed improvement is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of any critical habitat.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

Attachment — USFWS species list

SDH

Sequence #: 20000 A

151st St
From Nutmeg to Bell

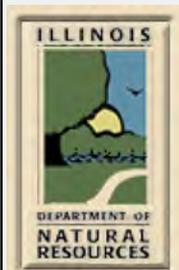
- Resource in Vicinity of Project Polygon
- *T&E
- *Ducks Unlimited Wetlands
- *INHS Wetland
- *National Wetlands Inventory
- INAI & NP w/in 1 mile
- *none found

No Resource Found

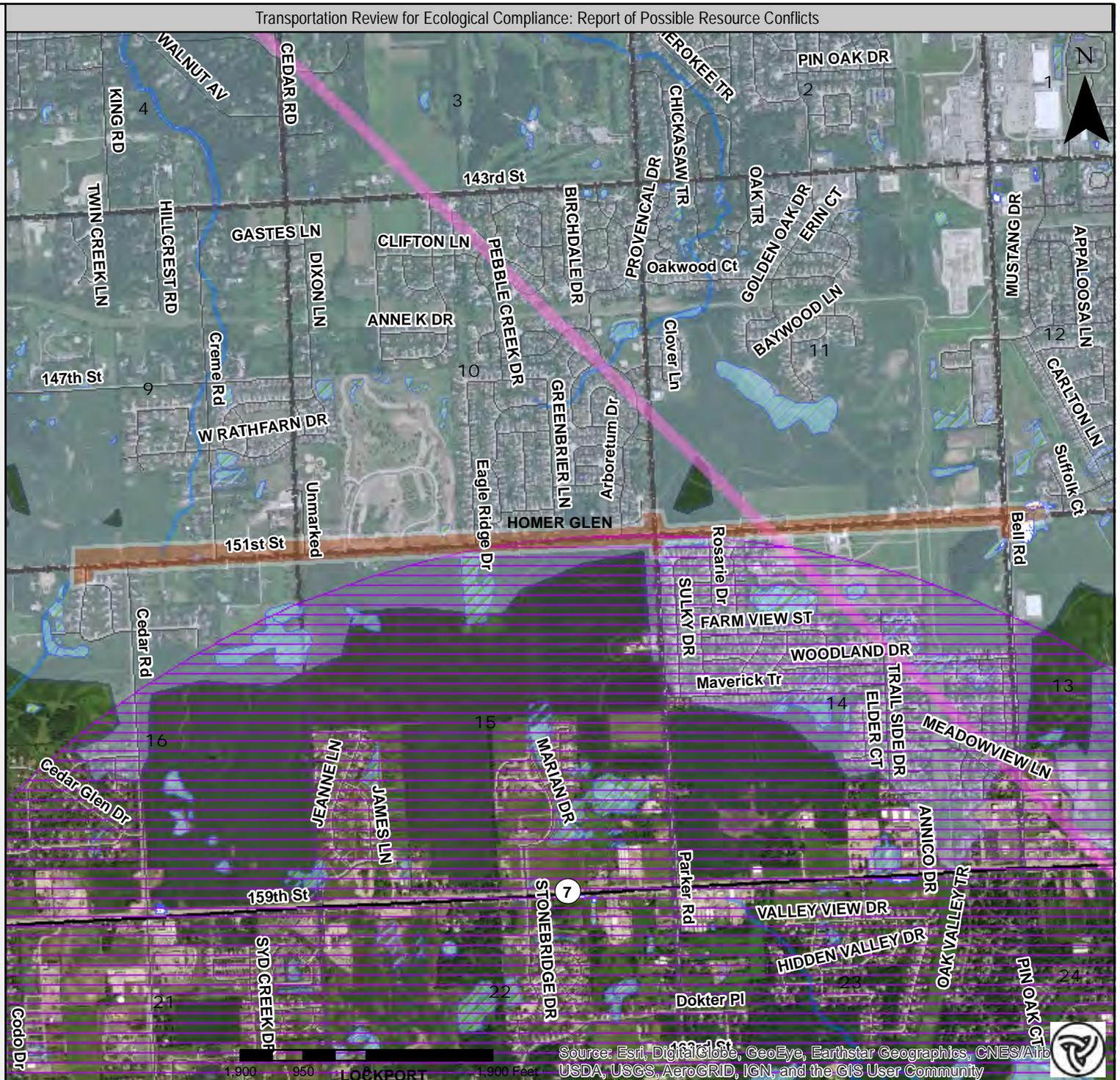
- *INAI
- *Nature Preserve
- *Roadside Prairie Inventory

County: WILL
Section(PLSS): 3 36N11E12
Area: 0.18079 sq. miles = 115.70305 acres
Report created by KessingerK

-  Threatened & Endangered Species (T&E)
-  Nature Preserve (NP)
-  Illinois Natural Areas Inventory (INAI)
-  Wetlands
-  INHS Wetland
-  Roadside Prairie Inventory



Include as additional documentation with permit applications (USACE).





United States Department of the Interior



FISH AND WILDLIFE SERVICE

Chicago Ecological Service Field Office
U.s. Fish And Wildlife Service Chicago Ecological Services Office
230 South Dearborn St., Suite 2938
Chicago, IL 60604-1507
Phone: (312) 485-9337 Fax:

<http://www.fws.gov/midwest/endangered/section7/s7process/7a2process.html>

In Reply Refer To:

November 15, 2019

Consultation Code: 03E13000-2020-SLI-0112

Event Code: 03E13000-2020-E-00223

Project Name: 151st St from Cedar Rd to Bell Rd, Homer Glen, Will Co,seq. 20000/A

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Please note! For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

For all other projects, continue the Section 7 Consultation process by going to our Section 7 Technical Assistance website at <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. If you are familiar with this website, you may want to go to Step 2 of the Section 7 Consultation process at <http://www.fws.gov/midwest/endangered/section7/s7process/step2.html>.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and

completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Chicago Ecological Service Field Office

U.s. Fish And Wildlife Service Chicago Ecological Services Office

230 South Dearborn St., Suite 2938

Chicago, IL 60604-1507

(312) 485-9337

Project Summary

Consultation Code: 03E13000-2020-SLI-0112

Event Code: 03E13000-2020-E-00223

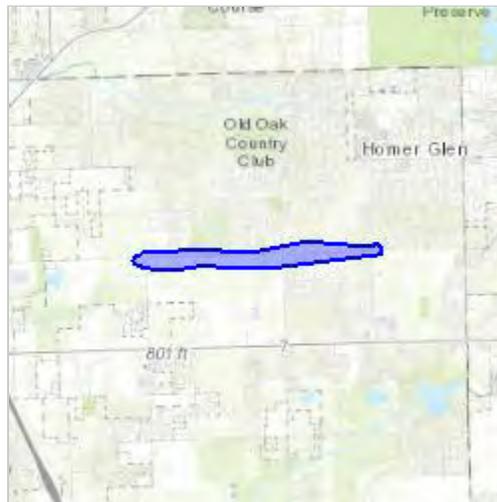
Project Name: 151st St from Cedar Rd to Bell Rd, Homer Glen, Will Co,seq. 20000/A

Project Type: TRANSPORTATION

Project Description: Widening/reconstruction to provide a continuous three lane section. Add A: more ROW, new path. Unknown acreage new ROW, no instream work, unknown urban tree removal. Land use urban. Unknown construction date.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.61367762205485N87.95502776413085W>



Counties: Will, IL

Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

| NAME | STATUS |
|--|------------|
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045 | Threatened |

Reptiles

| NAME | STATUS |
|---|------------|
| Eastern Massasauga (=rattlesnake) <i>Sistrurus catenatus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2202 | Threatened |

Clams

| NAME | STATUS |
|---|------------|
| Sheepnose Mussel <i>Plethobasus cyphus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6903 | Endangered |

Insects

| NAME | STATUS |
|--|------------|
| <p>Hine's Emerald Dragonfly <i>Somatochlora hineana</i></p> <p>There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7877</p> | Endangered |
| <p>Rattlesnake-master Borer Moth <i>Papaipema eryngii</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7863</p> | Candidate |

Flowering Plants

| NAME | STATUS |
|---|------------|
| <p>Eastern Prairie Fringed Orchid <i>Platanthera leucophaea</i></p> <p>No critical habitat has been designated for this species. This species only needs to be considered under the following conditions:</p> <ul style="list-style-type: none"> ▪ Follow the guidance provided at https://www.fws.gov/midwest/endangered/section7/s7process/plants/epfos7guide.html <p>Species profile: https://ecos.fws.gov/ecp/species/601 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/984/office/31131.pdf</p> | Threatened |
| <p>Lakeside Daisy <i>Hymenoxys herbacea</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3615</p> | Threatened |
| <p>Leafy Prairie-clover <i>Dalea foliosa</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5498</p> | Endangered |
| <p>Mead's Milkweed <i>Asclepias meadii</i></p> <p>No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8204</p> | Threatened |

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.