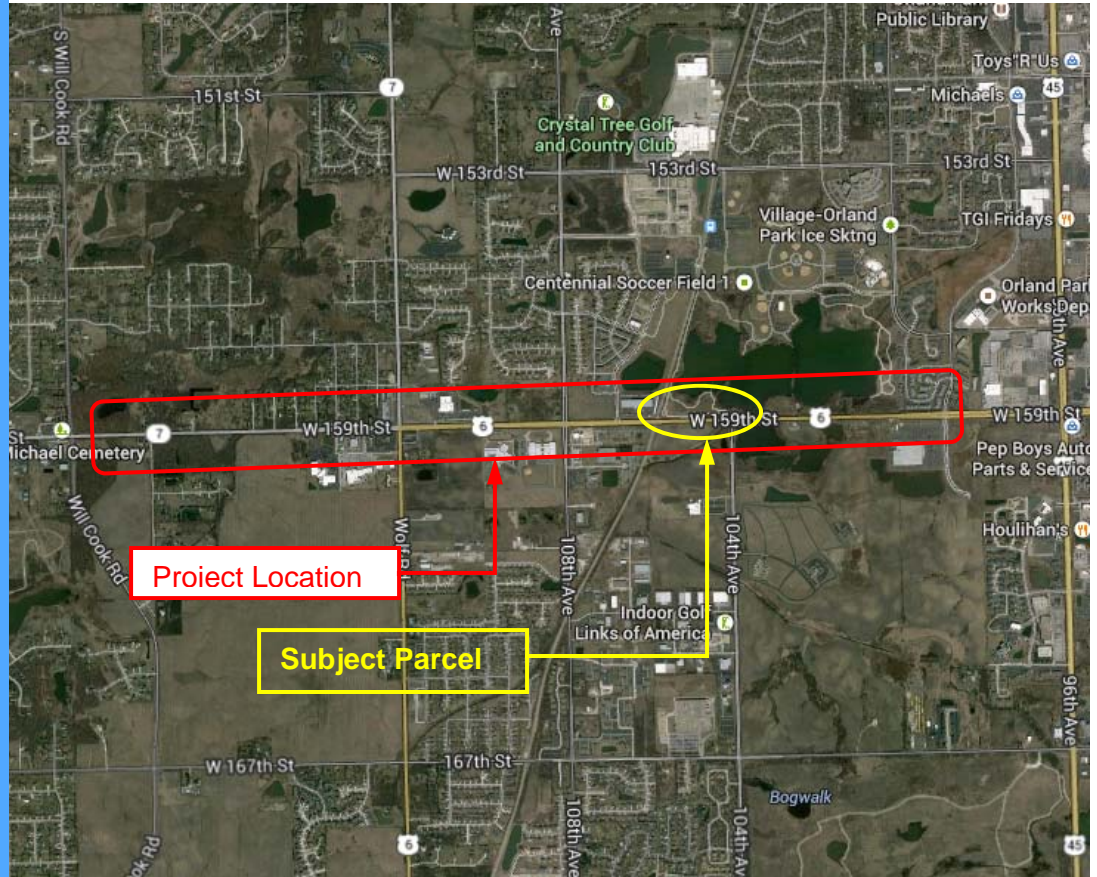




Section 4(f) DeMinimis Evaluation

US 6 / IL 7 / 159th Street
(Will-Cook Road to Ravinia)



IDOT Job No. P-91-284-93

Village of Orland Park
Cook County, Illinois

*Illinois Department of Transportation
Division of Highways / District One / Region 1*

October 2013

1. Marked Route:

- a. **Project Number:** P-91-284-93 (IDOT)
- b. **Project Name:** US 6 / IL 7 / 159th Street (Will-Cook to Ravinia)
- c. **Location:** Village of Orland Park, Cook County, Illinois
- d. **Project Type:** Reconstruction and Widening
- e. **Project Size:** The project is 2.55 miles long.
- f. **Purpose and need of the project:** The purpose of this project is to implement necessary components of the Strategic Regional Arterial system to supplement the existing and proposed expressway facilities by accommodating a significant portion of long distance, high-volume automobile and commercial vehicle traffic in the region. This project of roadway also contains high crash rate intersections and roadways. This segment increases the capacity and updates US 6 / IL 7 / 159th Street to improve traffic safety, provide socioeconomic benefits to the surrounding communities, and expand the network of multi-use pathways.
- g. **NEPA Class of Action:** Categorical Exclusion Type II
- h. **Project Status:** The project report was approved on September 22, 2011 and is currently under Phase II design.

2. Section 4(f) Resources:

- a. **Name of Resource:** Centennial Park
- b. **Type of Resource:** Municipal Park
- c. **Official with Jurisdiction:** Village of Orland Park
- d. **Description of role/significance in the community:** Centennial Park is a municipal park located north of 159th Street and south of 153rd Street, East of the Norfolk Southern Railroad (Metra) and West of West Avenue. The park contains several amenities including walking / bike paths and Lake Sedgewick.

3. Description of Intended Section 4(f) Resource Use

- a. The proposed improvements include providing additional shared-use path access to the park at 104th Avenue. The regional shared-use path to be constructed along the 159th Street corridor will be connected to the internal walking / bike path in the park. The improvements will also include additional right-of-way to provide a natural buffer between the roadway and the park. The overall impact will be 0.146 acre of temporary easement for construction of the path connections and 0.52 acres of permanent right-of-way for a natural buffer between the roadway and park.
- b. The anticipated impact to the Park property is limited to the removal of several trees as necessary to construct a drainage ditch and the shared-use path connections. Tree replacement will follow IDOT policy. The improvement will provide additional access to

the Park's amenities through the additional path connections and avoid construction of retaining walls along the park property from the railroad to 104th Avenue.

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance the Resource

- a. The proposed median width along 159th Street has been reduced from Sta. 372+60 to Sta. 413+50 to minimize the roadway width from 28 feet wide to 18 feet wide. The path connection is intended to enhance public access to the park. The additional right-of-way will allow for a natural buffer area between the park and the roadway by allowing for graded slopes. Without the right-of-way, retaining walls are required and vary in height from 1 foot to 8 feet high adjacent to the existing park internal path. Trees replacement will follow IDOT policy.
- b. List of Commitments for Mitigation or Enhancement: None.

5. Evidence of Opportunity for Public Review and Comment:

- a. A newspaper ad will be posted to allow the public an opportunity to review and comment on the section 4(f) impacts.

6. Evidence of Coordination with Official(s) with Jurisdiction

- a. Copy of the Preliminary Plan Comments provided by the Village of Orland Park in a letter dated June 3, 2013
- b. Copy of IDOT BDE/FHWA meeting minutes regarding Village Request

7. Supporting Documentation

- a. **Project Location Map** (See Attachment 01)
- b. **Existing Aerial** (See Attachment 02)
- c. **Preliminary Proposed Plan and Profile** (See Attachment 03)
- d. **Photographs of Resource** (See Attachment 04)
- e. **Newspaper Public Comment Display Ad** (See Attachment 05)
- f. **Copies of other Correspondence** (See Attachment 06)
 - i. Copy of the Preliminary Plan Comments provided by the Village of Orland Park in a letter dated September 6, 2012
 - ii. Copy of IDOT response letter dated July 25, 2013
 - iii. Copy of IDOT BDE/FHWA meeting minutes regarding Village Request dated September 17, 2013

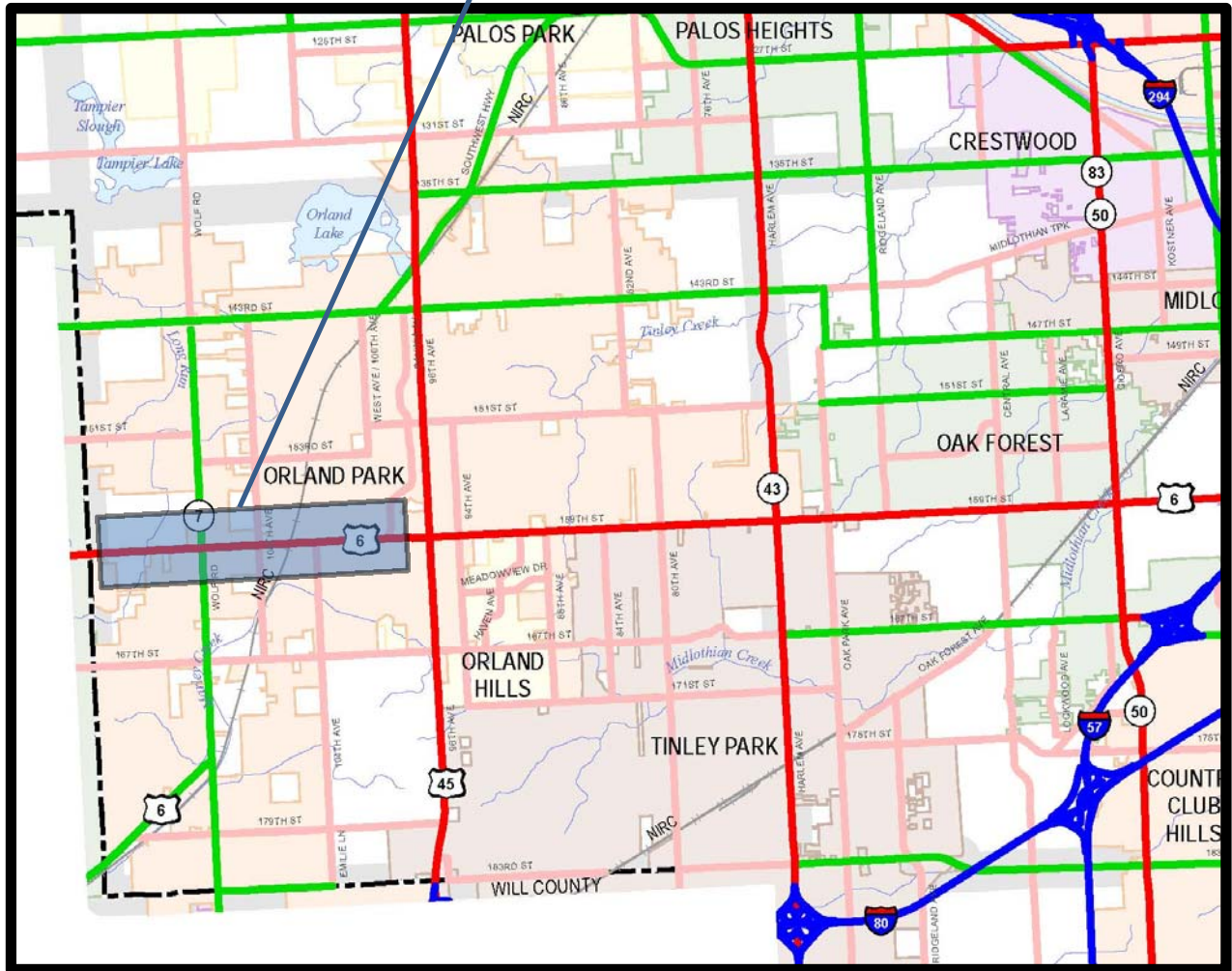
PROJECT LOCATION MAP

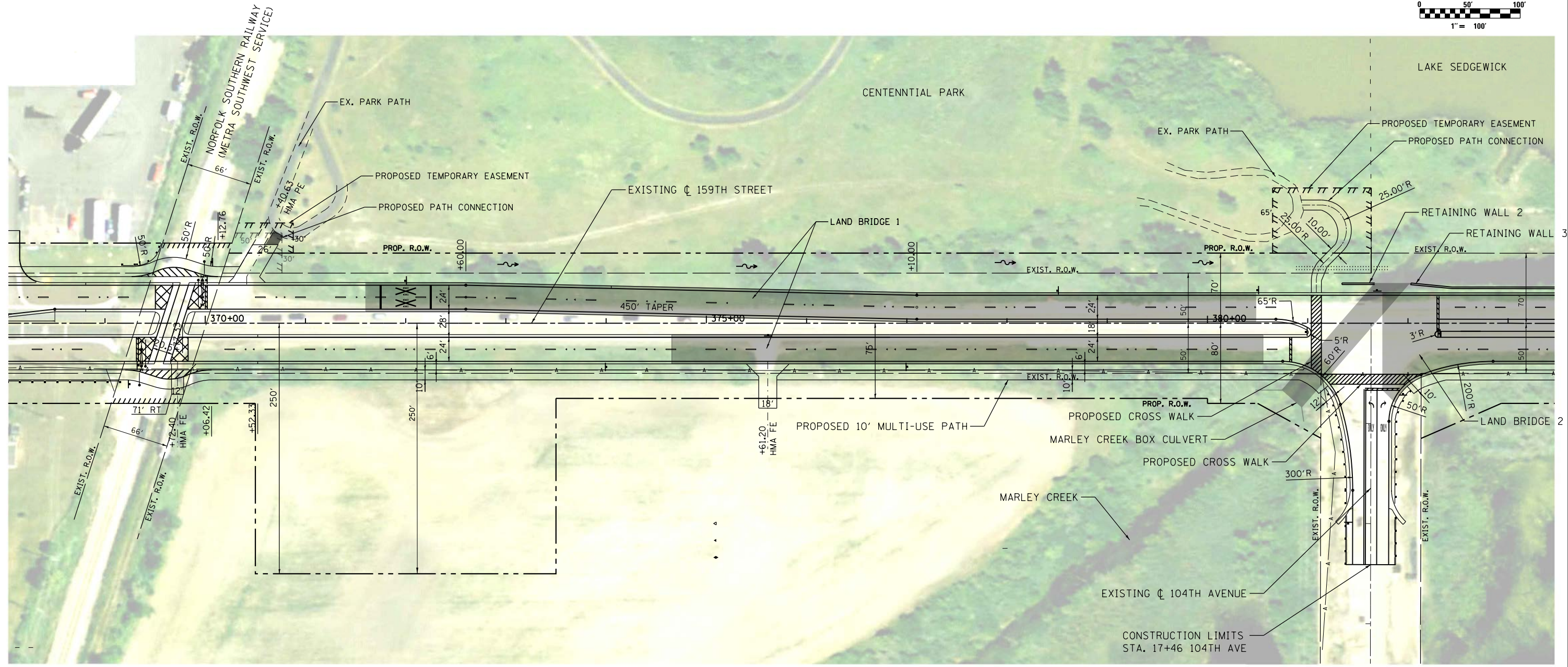
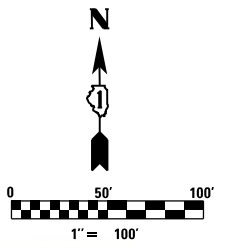
US 6 / IL 7 / 159th Street (Will-Cook to Ravinia)



Municipality:	Village of Orland Park
County:	Cook
Project Number:	P-91-011-11
Route:	F.A.P. 351

PROJECT AREA

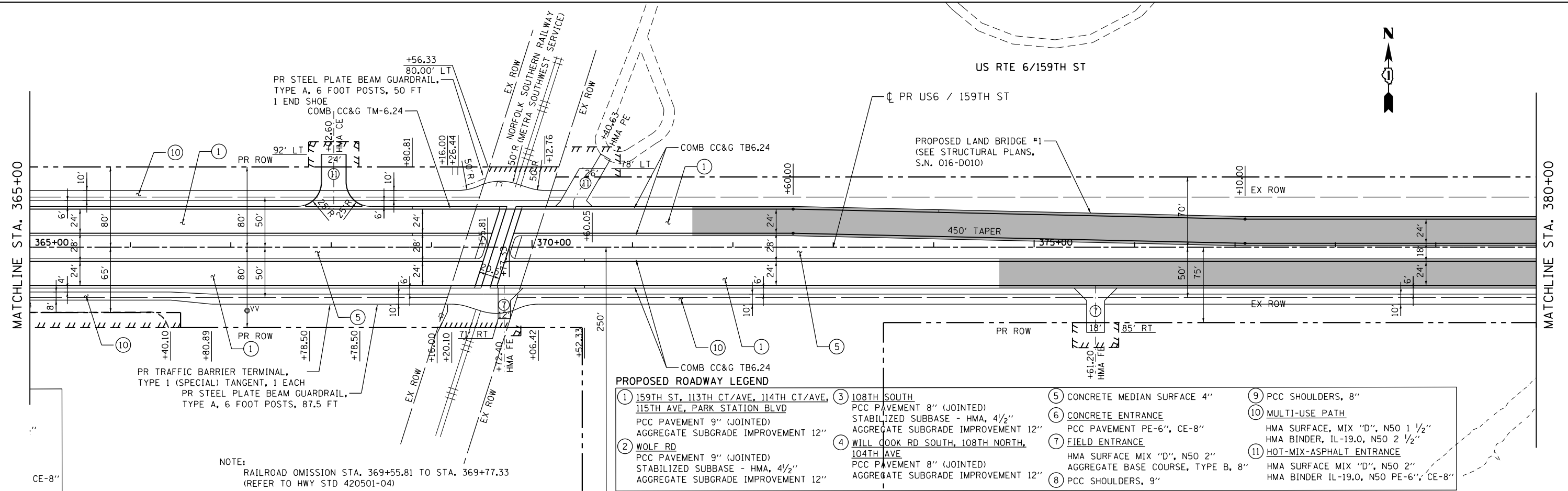




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BP-RR-104 - 2	PLOT DATE = 10/18/2013	DATE - 09/26/13	REVISED -	SCALE: 1" = 100'		SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 60L72 2010-081-R		

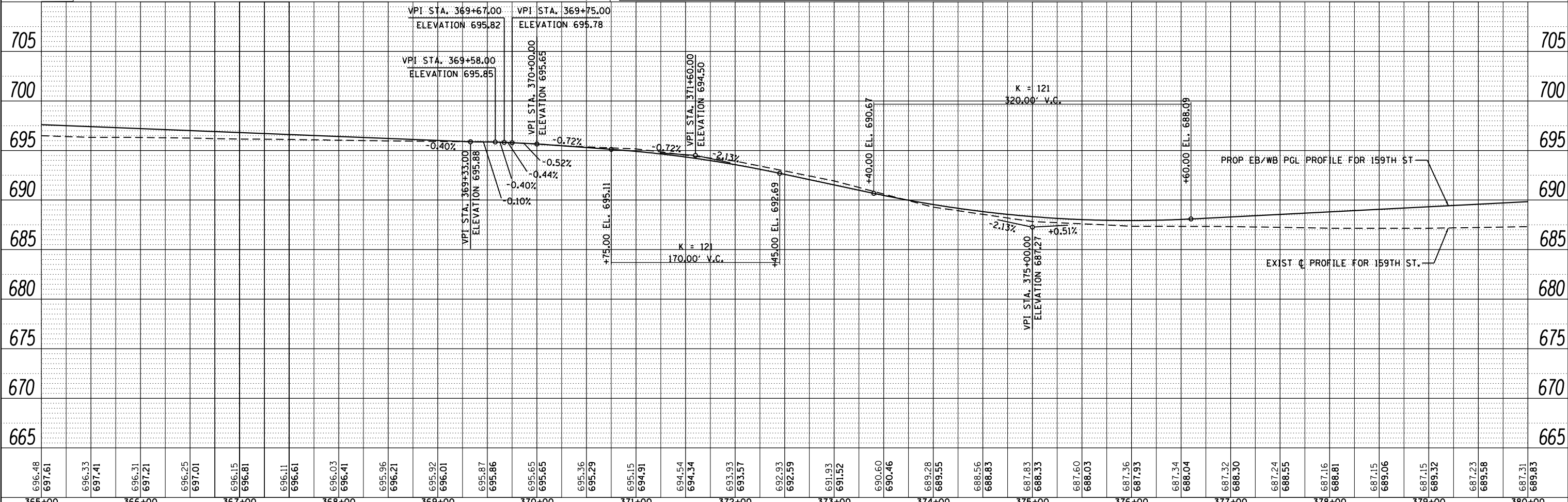
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	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		



- PROPOSED ROADWAY LEGEND**
- ① 159TH ST, 113TH CT/AVE, 114TH CT/AVE, 115TH AVE, PARK STATION BLVD
PCC PAVEMENT 9" (JOINTED)
STABILIZED SUBBASE - HMA, 4 1/2"
AGGREGATE SUBGRADE IMPROVEMENT 12"
 - ② WOLF RD
PCC PAVEMENT 9" (JOINTED)
STABILIZED SUBBASE - HMA, 4 1/2"
AGGREGATE SUBGRADE IMPROVEMENT 12"
 - ③ 108TH SOUTH
PCC PAVEMENT 8" (JOINTED)
STABILIZED SUBBASE - HMA, 4 1/2"
AGGREGATE SUBGRADE IMPROVEMENT 12"
 - ④ WILL COOK RD SOUTH, 108TH NORTH, 104TH AVE
PCC PAVEMENT 8" (JOINTED)
AGGREGATE SUBGRADE IMPROVEMENT 12"
 - ⑤ CONCRETE MEDIAN SURFACE 4"
 - ⑥ CONCRETE ENTRANCE
PCC PAVEMENT PE-6", CE-8"
 - ⑦ FIELD ENTRANCE
HMA SURFACE MIX "D", N50 2"
AGGREGATE BASE COURSE, TYPE B, 8"
 - ⑧ PCC SHOULDERS, 9"
 - ⑨ PCC SHOULDERS, 8"
 - ⑩ MULTI-USE PATH
HMA SURFACE, MIX "D", N50 1 1/2"
HMA BINDER, IL-19.0, N50 2 1/2"
 - ⑪ HOT-MIX-ASPHALT ENTRANCE
HMA SURFACE MIX "D", N50 2"
HMA BINDER IL-19.0, N50 PE-6", CE-8"

NOTE:
RAILROAD OMISSION STA. 369+55.81 TO STA. 369+77.33
(REFER TO HWY STD 420501-04)



696.48 697.61	696.33 697.41	696.31 697.21	696.25 697.01	696.15 696.81	696.11 696.61	696.03 696.41	695.96 696.21	695.92 696.01	695.87 695.86	695.65 695.65	695.36 695.29	695.15 694.91	694.54 694.34	693.93 693.57	692.93 692.59	691.93 691.52	690.60 690.46	689.28 689.55	688.56 688.83	687.83 688.33	687.60 688.03	687.36 687.93	687.34 688.04	687.32 688.30	687.24 688.55	687.16 688.81	687.15 689.06	687.15 689.32	687.23 689.58	687.31 689.83	
365+00	366+00	367+00	368+00	369+00	370+00	371+00	372+00	373+00	374+00	375+00	376+00	377+00	378+00	379+00	380+00																

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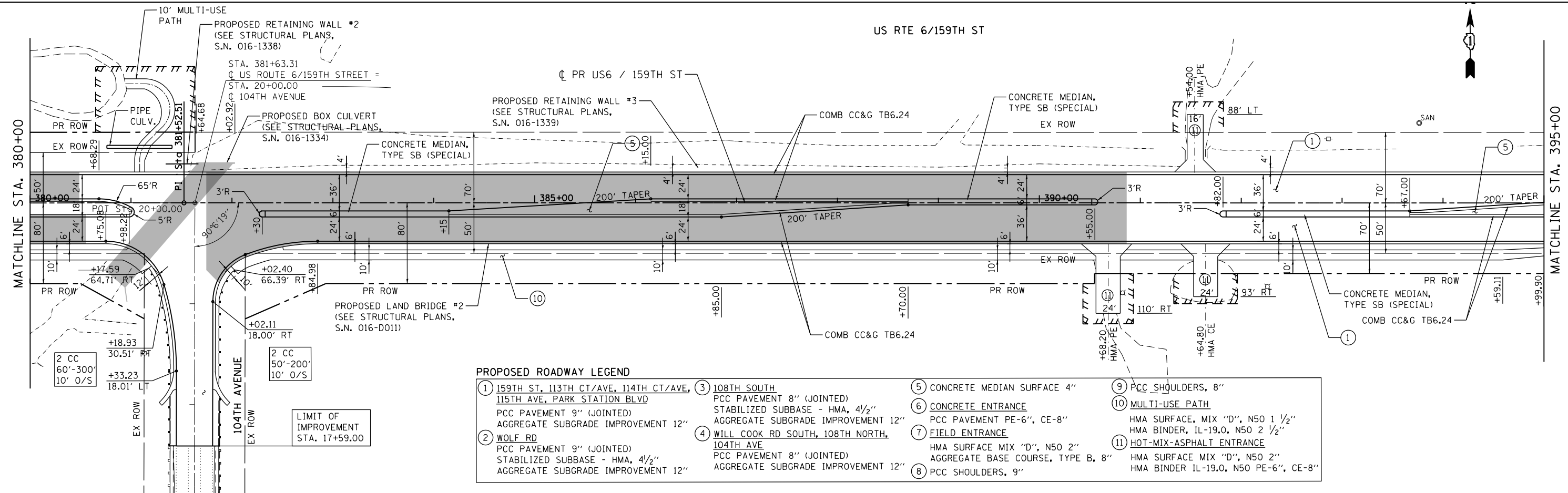
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ATTACHMENT 03 - PROPOSED ROADWAY 1 of 2
159TH STREET PLAN & PROFILE
SCALE: 1"=50' SHEET 48 OF 551 SHEETS STA. 365+00.00 TO STA. 380+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 60L72			ILLINOIS FED. AID PROJECT	

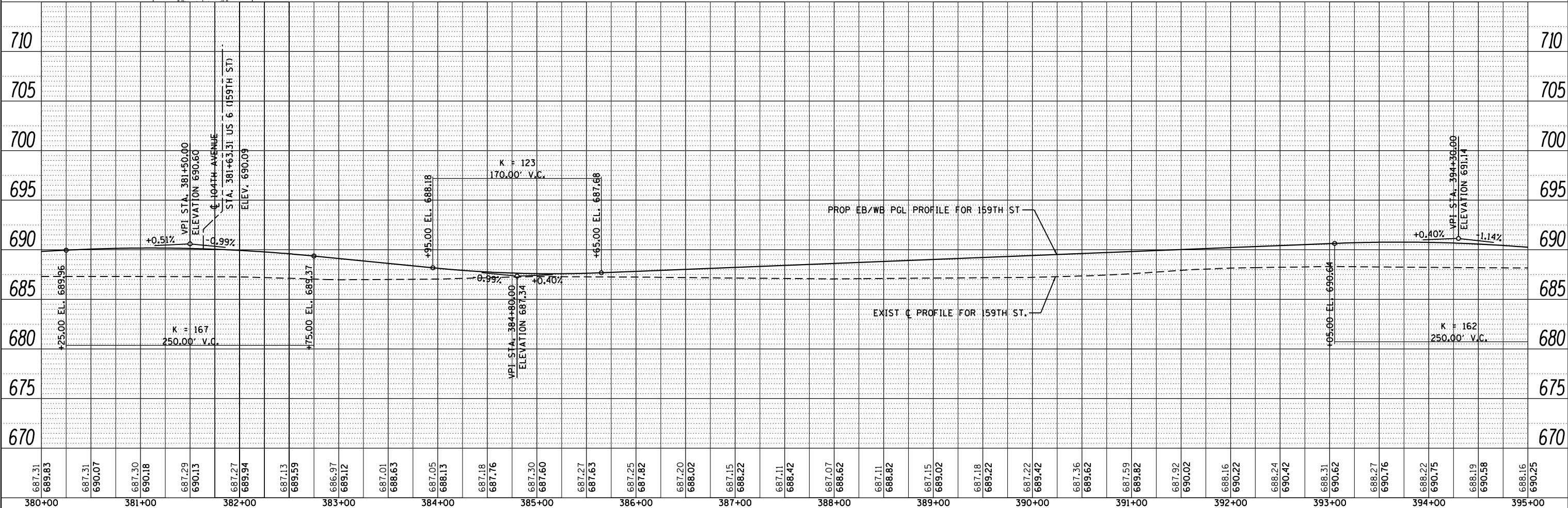
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	NOTE BOOK NO.		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NOTE BOOK NO.		
	FILE NAME		



PROPOSED ROADWAY LEGEND

① 159TH ST, 113TH CT/AVE, 114TH CT/AVE, 115TH AVE, PARK STATION BLVD PCC PAVEMENT 8" (JOINTED) AGGREGATE SUBGRADE IMPROVEMENT 12"	③ 108TH SOUTH PCC PAVEMENT 8" (JOINTED) STABILIZED SUBBASE - HMA, 4 1/2" AGGREGATE SUBGRADE IMPROVEMENT 12"	⑤ CONCRETE MEDIAN SURFACE 4"	⑨ PCC SHOULDERS, 8"
② WOLF RD PCC PAVEMENT 9" (JOINTED) STABILIZED SUBBASE - HMA, 4 1/2" AGGREGATE SUBGRADE IMPROVEMENT 12"	④ WILL COOK RD SOUTH, 108TH NORTH, 104TH AVE PCC PAVEMENT 8" (JOINTED) AGGREGATE SUBGRADE IMPROVEMENT 12"	⑥ CONCRETE ENTRANCE PCC PAVEMENT PE-6", CE-8"	⑩ MULTI-USE PATH HMA SURFACE, MIX "D", N50 1 1/2" HMA BINDER, IL-19.0, N50 2 1/2"
		⑦ FIELD ENTRANCE HMA SURFACE MIX "D", N50 2" AGGREGATE BASE COURSE, TYPE B, 8"	⑪ HOT-MIX-ASPHALT ENTRANCE HMA SURFACE MIX "D", N50 2" HMA BINDER IL-19.0, N50 PE-6", CE-8"
		⑧ PCC SHOULDERS, 9"	



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	PLOT DATE = 10/18/2013	DATE = 04/08/13	REVISED -			ILLINOIS FED. AID PROJECT						

LOOKING NORTH TOWARDS THE WESTERN ACCESS POINT EAST OF RAILROAD (APPROX. STA. 370+00)



LOOKING EAST ALONG THE NORTH SIDE OF 159TH STREET R.O.W. (APPROX. STA. 371+00)



LOOKING EAST ALONG THE NORTH SIDE OF 159TH STREET R.O.W. (APPROX. STA. 371+50)



LOOKING EAST ALONG NORTH SIDE OF 159TH STREET R.O.W. (APPROX. STA. 372+00)



LOOKING EAST ALONG NORTH SIDE OF 159TH STREET R.O.W. (APPROX. STA. 373+00)



LOOKING EAST ALONG NORTH SIDE OF 159TH STREET R.O.W. (APPROX. STA. 375+00)



LOOKING NORTH TOWARDS CENTENNIAL PARK (APPROX. STA. 376+75)



LOOKING NORTHEAST TOWARDS CENTENNIAL PARK (APPROX. STA. 376+75)



LOOKING EAST ALONG NORTH SIDE OF 159TH STREET R.O.W. (APPROX. STA. 376+75)



LOOKING NORTH TOWARDS CENTENNIAL PARK (APPROX. STA. 378+00)



LOOKING NORTH TOWARDS CENTENNIAL PARK (APPROX. STA. 379+25)



LOOKING NORTH TOWARDS CENTENNIAL PARK (APPROX. STA. 381+25)





IDOT is seeking public comments on impacts the U.S. 6 / IL 7 / 159th Street (Will-Cook to Ravinia) project will have on Centennial Park, owned and operated by the Village of Orland Park.

The U.S. 6 / IL 7 / 159th Street (Will-Cook to Ravinia) improvement consists of the reconstruction and widening of 159th Street from Will-Cook Road to Ravinia Avenue and adjacent to Centennial Park. Effects of the U.S. 6 / IL 7 / 159th Street (Will-Cook to Ravinia) project on Centennial Park will include right-of-way acquisition, temporary construction easements and the connection of multi-use paths to Centennial Park. As this project is anticipated to utilize federal funds, the NPD property is eligible for protection under federal regulations 23 U.S.C. 138 and 49 U.S.C. 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. IDOT is seeking public comments on the impact of acquiring this right-of-way. This is the first opportunity for the public to comment on the public land needed for this project.

Hard copies of the proposed plans and the de minimis documentation will be provided at the following location during normal business hours.

DATE: November 1, 2013 to November 30, 2013
TIME: 9:00 AM to 3:00 PM, Monday thru Friday
PLACE: Illinois Department of Transportation
Bureau of Programming – 4th Floor
201 West Center Court
Schaumburg, IL 60196

OR

Village of Orland Park
14700 Ravinia Avenue
Orland Park, IL 60462

Written comments can be submitted at the IDOT office, mailed to the IDOT office, or submitted electronically via the website at http://www.dot.state.il.us/section_4.html. Comments must be received by November 30, 2013 to be considered part of the public record.

This documentation will be accessible to handicapped individuals. Anyone needing special assistance should contact Terry Walloch, at (847) 705-4479. Persons planning to visit the IDOT office to review the documents and who need a sign language interpreter or other similar accommodations should notify the Department's TDD number (888) 642-3455 at least five days prior.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
Bureau of Programming
Attn: Terry Walloch
201 West Center Court
Schaumburg, IL 60196-1096

MAYOR
Daniel J. McLaughlin
VILLAGE CLERK
David P. Maher
14700 S. Ravinia Ave.
Orland Park, IL 60462
(708) 403-6100
www.orland-park.il.us



VILLAGE HALL

TRUSTEES
Kathleen M. Fenton
Brad S. O'Halloran
James V. Dodge
Edward G. Schussler III
Patricia A. Gira
Carole Griffin Ruzich

September 6, 2012

John Fortmann, PE
Acting Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

RECEIVED
JUN 03 2013
DIST. ONE - DESIGN

RE: IDOT 159th Street Widening- Ravinia Avenue to Gougar Road
IDOT Job. No. P-91-284-93
Letter of Intent

Dear Mr. Fortmann;

We have reviewed Volumes 1 and 2 of the Project Development Report provided to us by your department. The Village understands that the development of this report spans a number of years and some of the existing/proposed conditions need to be updated. In order to keep this very important project moving forward the Village will continue working with the Department during the PH II Engineering process. Please find below Village comments.

PDR Volume 1

Volume 1, Part 2.2.2- Capacity Deficiencies

1. Why does the report use 2030 CMAP traffic projections, whereas we've seen other projects like LaGrange Road in Orland Park use 2040 projections? To stay consistent with other projects and Department requests to update approved IDS's with new traffic counts and 2040 projections the Village recommends that 2040 traffic projects be utilized.

Volume 1, Part 2.2.6- Crash Analysis

2. The report indicates 108th Avenue intersection has the highest number of collisions in the project corridor. While the Village does not desire to have intersection lighting improvements constructed at this location, would intersection lighting be beneficial and appropriate at this location to improve the safety as suggested by IDOT?

Volume 1, Part 3.3- Structures, Dry Land Bridge

3. The report indicates the existence of dry land bridge structures around the 104th Avenue region of the corridor. The Village desires to have an interconnection of pedestrian paths that terminate in the SW region of Centennial Park (just east of Metra rail crossing) and the east side of 104th Avenue at Good Shepherd Cemetery. Therefore it appears the dry land bridge west of 104th may need to be widened in order to support the critical need for a pedestrian path on the north side of 159th Street, west of 104th to the Metra rail crossing.

Volume 1, Part 5.1.1- Typical Sections

4. The proposed 28' full median is rather large. Understanding that the need is to provide for large vehicle u-turns at selected locations, would it be possible to reduce the median/overall road width at lengthy straight locations - where no large radii turning movements are expected? Doing so would greatly reduce the amount of roadway impact throughout the corridor. Consider posting 45 mph speed limit between 104th and Ravinia due to the fact there is limited access to 159th Street along this segment.

Volume 1, Part 5.3.2 Culvert Structure at Marley Creek (Sta. 380+35)

5. This culvert needs to be increased in size and/or alignment to allow for the aforementioned pedestrian path crossing that is desired at 104th Avenue. Orland Park Basin Dam is located just north of the culvert. The dam is a backwater dam preventing the downstream Marley Creek from flooding the areas north of Lake Sedgewick. The culvert extension must provide sufficient area for the dam to function properly.

Volume 1, Part 5.3.3- Dry Land Bridges

6. Same comment as #3 applies here

Volume 1, Part 5.3.4- Retaining Walls

7. There are three retaining walls proposed in the Orland Park corridor of the project:
 - NW corner of 159th & Will Cook (~50 ft. along cemetery)
 - North side of 159th just east of Metra crossing (~350 ft. along north side @ Marley Creek ditch/culvert)
 - Centennial Park, Lake SedgewickThese walls are assumed to be the maintenance responsibility of IDOT.

Lighting:

Staff concurs that no roadway lighting improvements are desired on this project. Suitable lighting exists at most intersections, due to "spillover" lighting caused by adjoining developments. The only lighting modifications that the Village agrees with is that at Costco, where existing lights must be relocated with respect to the proposed pavement widening along the west region of Costco's frontage. The Village would like to discuss with the Department the potential of having lighting at the Wolf Road Intersection to the Sportsplex Complex west of

Wolf Road. The Village has the opportunity to salvage a number of poles along LaGrange Road as part of that reconstruction project and would consider using them along 159th Street.

PDR Volume 2

Volume 2 Appendix B- Traffic Projections

Why does the exhibit use 2030 CMAP traffic projections, whereas we've seen other projects like LaGrange Road in Orland Park use 2040 projections?

Volume 2 Appendix C 11 of 16

Update exhibit to show NE corner of Wolf as being commercial (green boundary line) instead of presently being shown in red outline (open/vacant)

Volume 2 Appendix C 12 of 16

W22 wetland (Colette Highlands commercial parcel) symbol should be eliminated. Property owner received USACOE approval to mitigate this wetland and thus it has been excavated and filled (2010?).

Volume 2 Appendix D, Sheet 3

Cross section shows inverted, landscaped median. What provision, if any is there for drainage collection, be it actual storm sewer or underdrain system?

Proposed bike path or sidewalk should indicate thickness specification.

Volume 2 Appendix E Sheet 19

Speedway gas station at SW corner of 159th & Will-Cook recently redeveloped. Driveway entry reconstruction on Will-Cook should be redesigned accordingly

Volume 2 Appendix E Sheet 22

Proposed shared use path on NE corner of Wolf should consider existing sidewalk recently installed (2011) on commercial parcel.

With the high NB to WB left turn movements at the Wolf Road/159th Street intersection consider revising the geometrics for NB and SB dual left turns. Traffic volumes along Wolf Road will continue to grow therefore the Village feels that it is very important to have this intersection built to accommodate the future traffic demands.

Volume 2 Appendix E Sheet 23

Proposed shared use path on north side should consider existing sidewalk recently installed (2011) on commercial parcel.

Plan should reflect two now-existing access points for commercial parcel. These entrance points are located along north side of 159th (BMW Dealership). School

District 135 has inquired about a new access point opposite the BMW access in the area between Sta 340+00 to 345+00. The intent would be to have a full access intersection at this location which would be signalized once signal warrants were met.

Volume 2 Appendix E Sheet 24

Shared use path along SW corner needs to extend southerly and coordinate with CCHWY improvements on this south leg of 108th Avenue.

Volume 2 Appendix E Sheet 25

Why does project not include shared use path signal crossing at RR? Include the connection to the existing path at the NE corner of the RR Tracks and 159th.

The Village desires to extend its public water main from Sta 368+00 to 406+25.

Volume 2 Appendix E Sheet 26

The Village desires to extend its public water main from Sta 368+00 to 406+25

Consider extending or modifying the end of the culvert to allow an 8'-10' path to be constructed along the north side of 159th or provisions for a future path crossing at the intersection.

Volume 2 Appendix E Sheet 27, 28

The Village staff has reviewed the proposed noise wall installation on the north side of 159th street from Ravinia Avenue to approximately 730 feet west of Ravinia Avenue. While we understand the benefits of the wall for noise reduction, we feel the installation of the wall can be removed from the proposed improvement for the following reasons:

The existing pavement on the west leg of 159th at Ravinia Avenue coincides with the proposed improvement for approximately two thirds of the length of the proposed noise wall. While traffic volumes will increase over time, the proximity of the roadway to the receptors will not change with or without the final improvement for a majority of the length of the proposed wall.

Extensive landscaping consisting of mature trees would be removed or adversely impacted by the construction of the wall. The Village actively pursues green enhancements of their roadway network and feels these impacts would be moving in the wrong direction.

The cost of the wall and associated land acquisition could be better directed in the project.

The reduction in right of way required to install the wall will reduce impacts to affected property owners.

The visual perception of the wall relates to an expressway landscape and is not in keeping with Village wide aesthetics.

Please verify that the maintenance of the noise wall would be the responsibility of the Department.

Historically the Village has not installed noise walls for the reasons listed above. However the Village will survey the Centennial Village residents for their concurrence not to install the noise wall. As soon as we have this determination we will communicate the Department.

Volume 2 Appendix E Sheet 36

Road plan view should reflect recently installed access points on NB Wolf Road, north of 159th, east side at commercial parcel (one intermediate access and full access at 158th St) and now-existing sidewalk along Wolf on same parcel

Volume 2 Appendix E Sheet 37

This sheet should reflect/coordinate future improvements for 108th Avenue by CCHWY

Volume 2 Appendix E Sheet 38

This sheet should reflect/coordinate future improvements for 108th Avenue by CCHWY- Village understanding is that CCHWY proposes to reconfigure this leg after completion of recent improvements

Appendix E Sheet 39

This sheet should reflect recent improvements on 104th leg elevated by CCHWY project to alleviate chronic flooding.

The Village requests that the Department provide an updated engineering and construction timeframe. This will assist the Village in budgeting the appropriate funds in the proper years.

We have included signed copy of the requested concurrence letter. If you have additional questions, please do not hesitate to contact Kurt Corrigan, Transportation and Engineering Manager at 708-403-6123.

Sincerely,



Daniel J. McLaughlin
Mayor

Cc: Paul Grimes
Karie Friling
Kurt Corrigan
John Ingram



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Bureau of Design-Consultant Services

US Route 6 (159th Street)
From Will-Cook Road to west of US Route 45
Cook County

July 25, 2013

The Honorable Daniel J. McLaughlin
Mayor
Village of Orland Park
14700 S. Ravinia Avenue
Orland Park, IL 60462

RE: IDOT 159th Street Widening – Ravinia Avenue to Gougar Road
IDOT Job No. P-91-284-93
Letter of Intent

Dear Mayor McLaughlin:

The Illinois Department of Transportation (Department) is currently preparing contract plans and documents for the reconstruction of US Route 6 / IL Route 7 (159th Street) to provide two (2) travel lanes in each direction separated by a twenty-eight (28) foot raised curbed median. The limit of improvement is from Gougar Road to Ravinia Avenue located within the municipalities of Lockport, Homer Glen, Homer Township, Orland Park, Orland Township, Will County, and Cook County, Illinois. Funding for this project is included in our Fiscal Year 2014 Annual Highway Improvement Program with funding made available through the Illinois Jobs Now! Capital Improvement Program.

The Department received the Letter of Intent (LOI) signed September 12, 2012 from the Village of Orland Park (Village), outlining the Village's cost participation responsibilities and concurrence for the improvement. Along with the LOI, the Village sent a letter dated September 6, 2012 (enclosed), which had included additional comments. The purpose of this letter is to respond to the Village's comments and concerns. Village's comments are provided as italics and Department's responses are as regular text.

Volume 1, Part 2.2.2 – Capacity Deficiencies

- 1. Why does the report use 2030 CMAP traffic projections, whereas we've seen other projects like LaGrange Road in Orland Park use 2040 projections? To stay consistent with other projects and Department requests to update approved IDS's with new traffic counts and 2040 projections, the Village recommends that 2040 traffic projects be utilized.*

During the time of the Phase I study, the Department transitioned from using 2030 CMAP traffic projections to 2040 traffic projections. The transition plan to use updated 2040 CMAP traffic projections allowed projects that were going to Public Hearing or receiving Design Approval in 2011 to utilize 2030 traffic projections. Design Approval was received for 159th Street on September 22, 2011.

Volume 1, Part 2.2.6 – Crash Analysis

- 2. The report indicates 108th Avenue intersection has the highest number of collisions in the project corridor. While the Village does not desire to have intersection lighting improvements constructed at this location, would intersection lighting be beneficial and appropriate at this location to improve the safety as suggested by IDOT?*

For the study period from 2006 to 2008, seventy-eight percent of the crashes at the intersection of 108th Avenue and 159th Street were rear-end crashes, which typically result when a road does not provide adequate capacity. As part of the improvement, modernized signal equipment will be installed as part of this project, which is expected to reduce the frequency of rear-end collisions. Of the ninety-eight (98) crashes at the intersection, only twenty-nine (29) occurred at night.

The improvements to the geometry and corridor will provide improved capacity; therefore, the frequency and likelihood of rear-end crashes will be reduced. In addition, the project includes an exclusive right turn lane from 108th Avenue (northbound) to 159th Street (eastbound) at the request of Cook County and this will also improve traffic flow at the intersection. Based on this, lighting would not be recommended as needed to reduce crashes. Since the Village is not requesting lighting, it is not included in the plans.

Volume 1, Part 3.3 – Structures, Dry Land Bridge

- 3. The report indicates the existence of dry land bridge structures around the 104th Avenue region of the corridor. The Village desires to have an interconnection of pedestrian paths that terminate in the SW region of Centennial Park (just east of Metra rail crossing) and the east side of 104th Avenue at Good Sheperd Cemetery. Therefore it appears the dry land bridge west of 104th may need to be widened in order to support the critical need for a pedestrian path on the north side of 159th Street, west of 104th to the Metra rail crossing.*

The widening of the dry land bridges and provisions for the path as requested would require significant cost, delay, and additional impacts to the adjacent wetlands. The 10 foot multi- use path within Orland Park (going east from Will-Cook Road) runs on the south end of 159th Street all the way to Costco, to tie into the existing path. On the north side of 159th Street (going east from Will-Cook Road) a 10 foot multi-use path goes to the east side of the Metra rail crossing.

Pedestrian safety gates will be installed on both the north and south side of the tracks. Physical connection to the Centennial Park cannot be made as we are only able to go up to the right-of-way (ROW) property line. Acquiring additional ROW from Centennial Park would require a Section (4f) determination and is not feasible to be added to the contract and complete the plans in the time frame scheduled. The Village on its own can make a connection up to the property line once the project is complete. The path per the project report is included on the south side of 159th Street, east of the railroad tracks. This fulfills the Department's requirements under the 'Complete the Streets' policy. Additional work to make additional path connections would need to be funded by the Village.

Volume 1, Part 5.1.1 – Typical Sections

4. *The proposed 28' full median is rather large. Understanding that the need is to provide for large vehicle u-turns at selected locations, would it be possible to reduce the median / overall road width at lengthy straight locations – where no large radii turning movements are expected? Doing so would greatly reduce the amount of roadway impact throughout the corridor. Consider posting 45 mph speed limit between 104th and Ravinia due to the fact there is limited access to 159th Street along this segment.*

The 28-foot wide proposed median allows the space necessary to provide left turn lanes with the least modification to the through lanes geometry. Since barrier median is being built, vehicles travelling to certain destinations will be making u-turns. A narrower median would require pavement bump-outs for u-turns. It is more desirable to have a smooth cross sections rather providing bump-outs for pavement maintenance, especially snow removal. Finally, the wider median allows a better turning radii for emergency vehicles making u-turns.

As far as considering raising the speed limit from 40 mph to 45 mph between 104th Avenue and Ravinia Avenue, the Illinois Vehicle Code requires that an engineering and traffic investigation be used as the basis for posting any speed limit other than those specified by statute. The purpose of a speed study is to determine the speed limit that is consistent with motorist safety and with the safety of other necessary activities along the highway. Traffic speed observations are made to provide information on the prevailing speed of vehicles traveling along a given stretch of highway. This information is used in conjunction with additional factors such as pedestrian activity, the number of intersecting streets and driveways, parking conditions, accident experience, and speed limits posted on adjacent sections of highway, in order to establish the appropriate posted speed limit.

Since this section of highway is part of the proposed US Route 6 reconstruction project, speed data information would not be valid as to determining a safe speed limit for the redesigned roadway until construction is complete. Once completed and stable traffic flow is established, a speed study can be performed. This is handled by staff in our Bureau of Traffic and they will make adjustments to the speed if warranted. Should the Village have any questions about the study, it would be best to contact Mr. Steve Travia, the Bureau Chief of Traffic.

Volume 1, Part 5.3.2 – Culvert Structure at Marley Creek (Sta. 380+35)

5. *This culvert needs to be increased in size and/or alignment to allow for the aforementioned pedestrian path crossing that is desired at 104th Avenue. Orland Park Basin Dam is located just north of the culvert. The dam is a backwater dam preventing the downstream Marley Creek from flooding the areas north of Lake Sedgewick. The culvert extension must provide sufficient area for the dam to function properly.*

A Location Drainage Study (LDS) was completed for Marley Creek including the surrounding watershed. The Department has been coordinating with the U.S. Army Corps of Engineers (USACOE) on the replacement of this structure. The hydraulic analysis took into consideration the Orland Park Basin Dam located just north of the culvert and the improvement will not impede the existing function of the dam that currently exists today. The size of the new culvert is larger than the existing culvert. The scope of work in the Phase I project report included the installation of a multi-use path along the south side of 159th Street and construction plans have been prepared to include this work. Construction in this area will impact wetlands, which requires a section 404 permit. The construction of the Marley Creek box culvert not only requires mitigation for the placement of fill within the waters of the United States, it also requires excavation for compensatory storage for the Marley Creek watershed. Extension of this culvert as requested will require additional fill, impact the 404 permit, and the compensatory storage requirements. Should the Village require the extension of the culvert to allow future path construction on the north side and is willing to provide funding for all additional work, we can discuss making changes to the plans to extend the culvert.

Volume 1, Part 5.3.3 – Dry Land Bridges

6. *Same comment as #3 applies here*

Please see the above response to comment #3, "Volume 1, Part 3.3 – Structures, Dry Land Bridge".

Volume 1, Part 5.3.4 – Retaining Walls

7. *There are three retaining walls proposed in the Orland Park corridor of the project:*

- *NW corner of 159th & Will Cook (~50 ft. along cemetery)*
 - *North side of 159th just east of Metra crossing (~350 ft. along north side @ Marley Creek ditch / culvert)*
 - *Centennial Park, Lake Sedgewick*
- These walls are assumed to be the maintenance responsibility of IDOT.*

The Department will be responsible for any structural related maintenance required for all of the retaining walls constructed within the project. The Department requests the Village consider accepting maintenance of the appearance of the faces of these retaining walls; performing such work as trash removal and the removal of graffiti should it be necessary. This would be covered under the project intergovernmental agreement for the project. Should the Village decline to accept this arrangement, the Department will maintain the walls, both structurally and in appearance. The possible downside of this arrangement is that wall appearance maintenance would be low in priority for the Department and should work be required (i.e. to remove graffiti) it will be handled when practical for the crews compared with other roadway maintenance responsibilities.

Lighting

Staff concurs that no roadway lighting improvements are desired on this project. Suitable lighting exists at most intersections, due to "spillover" lighting caused by adjoining developments. The only lighting modifications that the Village agrees with is that at Costco, where existing lights must be relocated with respect to the proposed pavement widening along the west region of Costco's frontage. The Village would like to discuss with the Department the potential of having lighting at the Wolf Road intersection to the Sportsplex Complex west of Wolf Road. The Village has the opportunity to salvage a number of poles along LaGrange Road as part of that reconstruction project and would consider using them along 159th Street.

Lighting is not proposed as part of the improvement. Existing lighting will be removed and relocated with respect to the proposed pavement widening near Costco's frontage as requested by the Village. If lighting at the intersection of 159th Street and Wolf Road was desired, it could be included as part of the improvement. However, lighting would be required at all 4 legs of the intersection to include transitional lighting to conform to the Department's standards. Lighting cannot be included specifically at the Sportsplex Complex drive because the lighting would not provide continuity throughout the roadway. The cost would be the responsibility of the Village. Typical cost of lighting at an intersection is around \$200,000 plus 15% engineering fees, but potential savings could be lower if we are able to reuse existing lighting equipment.

If the Village would like to consider additional lighting, a separate meeting could be scheduled to work out the necessary plan details. Please let us know how you would like to proceed.

PDR Volume 2

Volume 2, Appendix B – Traffic Projections

Why does the exhibit use 2030 CMAP projections, whereas we've seen other projects like LaGrange Road in Orland Park use 2040 projections?

Please see response to "Volume 1, Part 2.2.2 – Capacity Deficiencies" above.

Volume 2, Appendix C – 11 of 16

Update exhibit to show NE corner of Wolf as being commercial (green boundary line) instead of presently being shown in red outline (open / vacant)

The property located at the NE corner of Wolf Road and 159th Street is acknowledged to be commercial property and changes to the contract plans will be incorporated to reflect the zoning to be commercial.

Volume 2, Appendix C – 12 of 16

W22 wetland (Colette Highlands commercial parcel) symbol should be eliminated. Property owner received USACOE approval to mitigate this wetland and thus it has been excavated and filled (2010?)

Wetland site 22 (Colette Highlands commercial property) is being coordinated with the USACOE to determine if this site needs to be mitigated with the 159th Street improvement. The comments the Village have provided that this property has been mitigated already through the property owner will be conveyed to the USACOE. Your input is appreciated, but the final decision on how this will need to be addressed will be determined by the USACOE.

Volume 2, Appendix D – Sheet 3

Cross section shows inverted, landscaped median. What provision, if any, is there for drainage collection, be it actual storm sewer or underdrain system?

Proposed bike path or sidewalk should indicate thickness specification.

The storm water in the inverted median will be collected by the median inlets connected to the proposed storm sewer. The storm sewer inlet spacing will be included in the contract plans.

The proposed pavement design of the multi-use path will consist of 10 inches of aggregate and 4 inches of hot mix asphalt. Please see preliminary plans for additional information.

Volume 2, Appendix E – Sheet 19

Speedway gas station at SW corner of 159th & Will-Cook recently redeveloped. Driveway entry reconstruction on Will-Cook should be redesigned accordingly.

The Department is aware of the Speedway gas station at the corner of 159th Street and Will-Cook Road, and the contract plans will reflect and incorporate this recent development.

Volume 2, Appendix E – Sheet 22

Proposed shared use path on NE corner of Wolf should consider existing sidewalk recently installed (2011) on commercial parcel.

With the high NB to WB left turn movements at the Wolf Road / 159th Street intersection consider revising the geometrics for NB and SB dual left turns. Traffic volumes along Wolf Road will continue to grow therefore the Village feels that it is very important to have this intersection built to accommodate the future traffic demands.

The Department is aware of the recent development and the new sidewalk constructed at the northeast corner of 159th Street and Wolf Road. Please see the preliminary plans for the proposed design of sidewalks and multi-use path as part of the improvement.

The northbound and southbound movements left turn lanes on Wolf Road have been designed for future traffic as projected by CMAP. The storage lengths provided will accommodate the queues that are projected in 2030. CMAP also provided 2040 traffic projections for this project. Improvements needed to accommodate potential future development are not the Department's responsibility. The plans will be prepared per the approved project report.

Volume 2, Appendix E – Sheet 23

Proposed shared use path on north side should consider existing sidewalk recently installed (2011) on commercial parcel.

Plan should reflect two now-existing access points for commercial parcel. These entrance points are located along north side of 159th (BMW Dealership). School District 135 has inquired about a new access point opposite the BMW access in the area between Sta 340+00 to 345+00. The intent would be to have a full access intersection at this location which would be signalized once signal warrants were met.

The property located at the NE corner of Wolf Road and 159th Street is proposed to have a 10-foot wide multi-use path running on the north side of 159th Street. The existing entrance to the BMW dealership will be maintained.

The Department recently received a letter from School District 135 for consideration of a new access across from the BMW driveway, with the intersection being signalized. We are currently evaluating the proposed intersection and we will share with you the results once we have completed the review.

Volume 2, Appendix E – Sheet 24

Shared use path along SW corner needs to extend southerly and coordinate with CCHWY improvements on this south leg of 108th Avenue.

The Department is coordinating the improvement with the Cook County Highway Department at 108th Avenue. The multi-use path and/or sidewalk are proposed throughout the corridor. The multi-use path will be considered to be extended to the south provided that there is sufficient right-of-way.

Volume 2, Appendix E – Sheet 25

Why does project not include shared use path signal crossing at RR? Include the connection to the existing path at the NE corner of the RR Tracks and 159th.

The multi-use path will cross the Metra Southwest railroad tracks and will have pedestrian gates. The request to connect the proposed path to the existing path, at the southwest quadrant of Centennial Park, requires work off of the Department's highway right-of-way. This request for this connection was not made during the Phase I coordination. A Section (4f) documentation is required to work on the park district property. The Department could only include this work if others dedicated the necessary easements, obtained the Section (4f) clearance, and provided funding for the connection.

Volume 2, Appendix E – Sheet 26

The Village desires to extend its public water main from Sta 368+00 to 406+25

Consider extending or modifying the end of the culvert to allow for an 8' – 10' path to be constructed along the north side of 159th or provisions for a future path crossing at the intersection.

The Village noted the desire to extend the public water main from Sta. 368+00 to 406+25. This work can be included as part of the plans, please coordinate this work with Mr. Long Tran, Project Manager.

The scope of work in the project report included the installation of a multi-use path along the south side of 159th Street and plans have been prepared to include this work. Work in this area impacts wetlands and a section 404 permit is required. The Department is required to mitigate for the placement of fill within the waters of the United States, and is also required to provide for compensatory storage for the Marley Creek watershed. Extension of this culvert will require additional fill, which will impact the 404 permit and the compensatory storage requirements. If the Village is willing to fund these items, we can discuss making the necessary revisions to the plans to extend the culvert.

Volume 2, Appendix E – Sheet 27 & 28

The Village staff has reviewed the proposed noise wall installation on the north side of 159th street from Ravinia to approximately 730 feet west of Ravinia Avenue. While we understand the benefits of the wall for noise reduction, we feel the installation of the wall can be removed from the proposed improvement for the following reasons:

The existing pavement on the west leg of 159th at Ravinia Avenue coincides with the proposed improvement for approximately two thirds of the length of the proposed noise wall. While traffic volumes will increase over time, the proximity of the roadway to the receptors will not change with or without the final improvement for a majority of the length of the proposed wall.

Extensive landscaping consisting of mature trees would be removed or adversely impacted by the construction of the wall. The Village actively pursues green enhancements of their roadway network and feels these impacts would be moving in the wrong direction.

The cost of the wall and associated land acquisition could be better directed in the project.

The reduction in right of way required to install the wall will reduce impacts to affected property owners.

The visual perception of the wall relates to an expressway landscape and is not in keeping with Village wide aesthetics.

Please verify that the maintenance of the noise wall would be the responsibility of the Department.

Historically the Village has not installed noise walls for the reasons listed above. However the Village will survey the Centennial Village residents for their concurrence not to install the noise wall. As soon as we have this determination we will communicate with the Department.

The Environmental Class Action Determination (ECAD) document was completed and approved by BDE and FHWA on June 28, 2011. Since the completion of the environmental coordination was prior to July 1, 2013, a vote by the receptors for or against the noise abatement wall construction is not required. Since the Village requested in their September 6, 2012 letter to remove the noise abatement wall, the wall will be removed from the plans.

Volume 2, Appendix E – Sheet 36

Road plan view should reflect recently installed access points on NB Wolf Road, north of 159th, east side at commercial parcel (one intermediate access and full access at 158th St) and now-existing sidewalk along Wolf on same parcel

Please see response to “Volume 2, Appendix E – Sheet 22” above. The contract plans will reflect existing conditions and account for all recent developments.

Volume 2, Appendix E – Sheet 37

This sheet should reflect / coordinate future improvements for 108th Avenue by CCHWY

The Department is coordinating the improvement with the Cook County Highway Department at 108th Avenue. An exclusive right turn lane was recently approved and will be part of the improvement.

Volume 2, Appendix E – Sheet 38

This sheet should reflect / coordinate future improvements for 108th Avenue by CCHWY – Village understanding is that CCHWY proposes to reconfigure this leg after completion of recent improvements.

The Department is coordinating the improvement with the Cook County Highway Department at 108th Avenue. An exclusive right turn lane was recently approved and will be part of the improvement.

The Honorable Daniel J. McLaughlin
July 25, 2013
Page Eleven

Volume 2, Appendix E – Sheet 39

This sheet should reflect recent improvements on 104th leg elevated by CCHWY project to alleviate chronic flooding


The Department is coordinating the improvement with the Cook County Highway Department and the improvement will reflect the recent improvements on 104th Avenue.

Subsequent to receiving the September 6, 2012 letter, we received a letter dated June 3, 2013 which outlined comments to the preliminary plans. A separate response will be forthcoming which provides a response to these comments.

If you have any questions or need additional information, please contact me or Ms. Catherine Kibble, Consultant Services Engineer, at (847) 705-4269.

Very truly yours,

John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
Ken Eng, P.E.
Interim Bureau Chief of Design

Enclosures

cc: Paul Grimes, Village Manager – Village of Orland Park
Karie Frilling, Development Services Director – Village of Orland Park
Kurt Corrigan, Transportation & Engineering Manager – Village of Orland Park
John Ingram, Director of Infrastructure Maintenance – Village of Orland Park
John Baczek – IDOT Programming
Michael Zorn – H.W. Lochner

bcc: Lisa Heaven-Baum
Steve Travia
File

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AGENDA ITEM #4

US Route 6/Illinois Route 7 (159th Street)
West of Gougar Road to West of US Route 45
Will & Cook Counties
P-91-284-93

September 17, 2013

This was the 18th FHWA/BDE presentation of this project. The previous meeting was on April 13, 2011. Design Approval was granted on September 22, 2011. The purpose of today's meeting was to discuss potential 4f impacts to Centennial Park located in Orland Park, Illinois.

The following items were discussed at this meeting:

The Village of Orland Park approached IDOT and requested to have the proposed multi-use path connect directly to Centennial Park at 104th Avenue. To provide a connection to Centennial Park at this location, it would require additional ROW from the Park and it would classify as 4f impacts to recreational areas. Current accommodations to the park were provided through transit at 108th Avenue, but the Village desired access at the 104th Avenue location. The Village of Orland Park stated that they do not have a separate Park District, and the property is owned by the Village and they are willing to donate the ROW to IDOT at no cost to make the connection at 104th Avenue.

Since the property is owned by the Village of Orland Park, and they are offering to donate the ROW necessary to provide the connection to Centennial Park, IDOT wanted to clarify the process to be followed. FHWA and BDE agreed that this would not adversely affect the activities of the park and would provide enhancement to the recreational facility. However, the Department should prepare a de minimis impact report and open the plan for a public comment period.

Public coordination will be considered complete when all comments received during the public comment period have been addressed.

Craig Bauer

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