

# Illiana Corridor

## SCOPING SUMMARY



November 18, 2011



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## 1.0 Project Definition

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The Illiana Corridor has been a component of long-range plans for the bi-state region since the early 1900s, and was first envisioned as a vital link in an outer ring of highways encircling the Chicago region. Conceptual highway corridors linking Illinois and Indiana south of I-80 were also studied by regional planning agencies in the 1960s and 1970s. More recently, feasibility studies for a potential expressway in the Illiana Corridor were completed in 2009 by Indiana Department of Transportation (INDOT) and a supplemental study by Illinois Department of Transportation (IDOT) in 2010.

On June 9, 2010, governors Pat Quinn of Illinois and Mitch Daniels of Indiana moved the Illiana Corridor project forward by signing a Memorandum of Agreement (MOA). This MOA outlined a mutual commitment to the project by both states.

An Illiana Corridor Tier One Environmental Impact Statement (EIS) is being prepared to identify potential transportation improvements between I-55 in Illinois and I-65 in Indiana. The Tier One EIS will complete a broad analysis of transportation system alternative(s) in the study area and evaluate environmental impacts at a planning level.

The study area for the Illiana Corridor is approximately 950 square miles in portions of Will and Kankakee counties in Illinois and Lake County in Indiana. In Illinois between approximately I-57 and the Indiana line, the study area's northern border is the border between Will and Cook counties. The study area is shown in Figure 1. The lighter shades of brown highlight the contents of the study area.

## 2.0 Process

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The National Environmental Policy Act (NEPA) of 1969, as amended requires that agencies using federal money consider and minimize the impacts of their actions to both the human-made and natural environments. The human-made environment includes residences, businesses, agriculture, noise, and community and land use conditions of the area. The natural environment consists of features including streams, threatened and endangered species, and wildlife. The NEPA process requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. The project development process is an approach to balanced transportation decision-making that considers both potential environmental impacts and the need for safe and efficient transportation.

The Council on Environmental Quality (CEQ) regulations (40 CFR 1502.20) allow NEPA studies for large, complex transportation projects to be carried out in a tiered process. This tiered approach to transportation decision making under NEPA involves preparing a Tier One NEPA document that focuses on broad issues such as purpose and need, general location of alternatives, transportation mode composition (auto, truck, rail, transit, utilities), and the avoidance and minimization of potential environmental effects.



The phrase “broad issues” means in contrast to “detailed issues” such as interchange design, sizing of bridges to facilitate flood flow and wildlife passage, and noise impact modeling needed to evaluate the need for and feasibility of noise barriers.

As part of the NEPA process, the Federal Highway Administration (FHWA), in cooperation with IDOT and INDOT, will complete a Tiered EIS for the Illiana Corridor project. The Tiered EIS will be advanced in two tiers that build upon one another.

NEPA requires scoping and encourages early and frequent coordination with the public and resource agencies throughout the project development process. Scoping facilitates public and agency participation and provides the opportunity for their input during preparation of the EIS. The scoping process for this project followed the scoping guidelines within the CEQ Regulations, 40 CFR § 1501.7, which provide that “there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action.”

## 2.1 Tiered with Notice of Intent for Tier One EIS

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A Tiered Environmental Impact Statement (EIS) is applicable to projects where a single transportation solution for the study area has not been identified with respect to mode (e.g., roadway or transit) and/or location. The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One evaluation is completed at a sufficient level of engineering and environmental detail to assist decision makers in selecting a preferred transportation system alternative(s). Tier One includes preparing a draft and final EIS that will disclose potential environmental and social effects (evaluated at a planning level) of the proposed improvements. The final EIS will conclude with a Record of Decision (ROD) by FHWA that states the preferred transportation system alternatives to be carried forward into Tier Two that serve the transportation needs of the study area as identified by the project’s statement of purpose and need.

The Tier One EIS will produce the following outcomes:

- Approval of the Preferred Alternative for the study area.
- Identified components of the overall transportation system alternative that can be advanced independently by various agencies through Tier Two studies.

The goal of the Tier One EIS is to ensure that the Preferred Alternative adequately balances the needs of the communities, the resource agencies (i.e., the environment) and the transportation system (local, regional and state-wide). The needs of the community and resource agencies are considered to be those associated with their desires to avoid and minimize impacts to the environmental features of the study area and support, as opposed to hinder, planning and regulatory goals.

## 2.2 Potential Tier Two Activities

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The Tier One process identifies components of the overall transportation system alternative that can be advanced independently through Tier Two studies. The second tier could involve the preparation of one or more NEPA documents including EISs; Environmental Assessments (EAs); or Categorical Exclusions (CEs) for specific stand alone projects that have independent utility within the overall corridor.

The manner in which the components will be prioritized has not been decided and it is unlikely that this will be finalized until close to when decisions are made. It is anticipated that such factors could include components that offer the highest benefit per dollar spent and components that offer the best opportunities for financing using other than traditional transportation tax revenues. It is expected that input from stakeholders will be sought during stakeholder involvement.

For each Tier Two project, the engineering analysis completed during the Tier One process will be supplemented to verify the general layout, preliminary design and footprint of the project, as well as associated right-of-way requirements. Additionally, Tier Two will include detailed studies of possible methods to avoid, minimize, and mitigate impacts on environmental resources within the project footprint. The Tier Two environmental document(s) will serve as the basis for a decision on whether to proceed with the design and possible construction of each project.

## 3.0 Description of Context Sensitive Solution Policies

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This project is being developed using the principles of Context Sensitive Solutions (CSS) per IDOT and INDOT's CSS procedures. CSS is an interdisciplinary approach to transportation planning that addresses both the needs of the transportation system and the overall community. IDOT formally adopted a CSS policy on August 1, 2005, and implementation procedures have been developed for all modal divisions as well as in the Office of Planning and Programming. As a result, IDOT has developed a framework for including stakeholders in its decision-making process. IDOT also maintains a website to provide education and information regarding CSS in the state: [www.dot.state.il.us/css/home.html](http://www.dot.state.il.us/css/home.html).

In March 2003, INDOT formally adopted a policy for CSS. The goal of INDOT's CSS Policy is to develop transportation solutions that balance community and environmental goals with transportation goals. An Implementation Plan (April 2007) was developed to incorporate CSS into all levels of INDOT's policies and projects. INDOT also maintains a website to provide education and information regarding CSS in Indiana: [www.in.gov/indot/div/projects/indianacss/](http://www.in.gov/indot/div/projects/indianacss/).

As stated previously, CSS is an interdisciplinary approach to transportation planning that addresses both the needs of the transportation system and the overall community. CSS seeks effective, multi-modal transportation solutions by working with stakeholders

to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings – its “context.” Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

The CSS approach will provide stakeholders with the tools and information they require to participate effectively in the study process, including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT and INDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and frequently.
- Establish an understanding of the stakeholder's project role.
- Address all modes of transportation.
- Apply flexibility in design to address stakeholder's concerns whenever possible.

## 4.0 Stakeholder Involvement Plan

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FHWA, IDOT and INDOT developed a Stakeholder Involvement Plan (SIP) for agency and public involvement for the Illiana Corridor study to meet the requirements of CSS, as well as to address the Coordination Plan requirements of 23 USC 139(g) within the context of the NEPA process. Per IDOT and INDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Early coordination and/or meetings will be conducted with communities within the study area as a means of identifying interested parties and stakeholders. A copy of the SIP can be viewed online on the Illiana Corridor study's website at [http://www.illianacorridor.org/about/public\\_involvement.aspx](http://www.illianacorridor.org/about/public_involvement.aspx).

IDOT and INDOT have invited stakeholders to participate in project working groups for the Illiana Corridor study, consisting of a Project Study Group (PSG) and a bi-state Corridor Planning Group (CPG). In addition to the CPG, a bi-state Transportation Task Force (TTF) will be established to provide external subject-matter expertise during the Tier One EIS. The project working groups are described in detail in the SIP. These groups will be used to obtain input on purpose and need, alternatives, and possible

mitigation measures. The DEIS review period will be used to obtain input on the selection of the Preferred Alternative. IDOT and INDOT are committed to working with all agencies and stakeholders in the study process to identify issues early and seek consensus on disagreements.

The purpose of the SIP is to provide a guide for implementing stakeholder involvement for the Illiana Corridor study. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses.

The goal of the SIP is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

The draft SIP is currently under review by the stakeholder agencies as part of the Illiana Corridor study scoping process and will be revised, as necessary, once formal comments are received.

## **5.0 Bi-State Interagency Coordination Plan**

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Resource agency coordination for the Tier One EIS for the Illiana Corridor study will include four components:

1. Scoping, for which the release of this scoping summary marks the completion of the formal scoping process.
2. Consultation with individual agencies during data gathering as needed to augment published geographical information system (GIS) data.
3. Environmental resource and regulatory agency concurrence at three points, as per agreements related to the merger of the requirements of NEPA and Section 404 of the Clean Water Act. These concurrence points are: Statement of Purpose and Need; Alternatives for Detailed Study; and Identification of the Preferred Alternative. Written concurrence will not be requested. FHWA and IDOT will summarize and distribute to all signatory agencies a meeting summary following a concurrence meeting. The signatory agencies will provide comments on the meeting summary within 30 days of receipt. FHWA and IDOT will finalize the meeting summary and redistribute it to the signatory agencies. The finalized meeting summary will serve to document the decisions on concurrence for the proposed actions discussed at the NEPA/404 concurrence meeting.
4. An interagency field trip prior to the development of alternatives so that resource agency representatives have a familiarity with resources within the study area that

may be impacted by the project. It is also anticipated that a second field trip will be held after alternatives have been identified to address potential corridor-specific resources and impacts.

IDOT has merged NEPA and Section 404 decision-making with a formal process in which environmental resource agencies participate in joint meetings and by signature indicate their concurrence on Purpose and Need, Alternatives to be Carried Forward for Evaluation in the DEIS, and Preferred Alternative, as well as participating in discussions and informational briefings during the NEPA/Section 404 Merger process. IDOT merger team meetings generally occur at four month intervals in June, September, and February. INDOT generally accomplishes the same objectives with one-on-one meetings with environmental resource agencies. The IDOT formal merger process is a key component of the transportation project development process in Illinois. It is essential that environmental resource agencies in Indiana have an opportunity to share their perspectives with Illinois environmental resource agencies, as well as affirm the final decision at each concurrence point. Therefore, IDOT and INDOT propose that Indiana agencies participate in the Illinois merger process, with the tentative schedule as indicated in Table 1.

## 6.0 Public Involvement Process

### 6.1 Public Outreach Meetings

Stakeholder involvement for the Illiana Corridor study will be an ongoing process from project initiation through completion. In addition to the Corridor Planning Group (CPG) and Technical Task Force (TTF) meetings described below, various other meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Additional meeting opportunities are listed below.

**Table 1. NEPA/404 Merger Meetings Tentative Schedule**

NEPA/404 Merger Meetings	Date*
<b>Scoping Meeting (Concurrent with NEPA/404 Meeting)</b> – Tier process, background, public involvement, bi-state environmental coordination.	June 28, 2011
<b>NEPA/404 Briefing</b> – Transportation System Performance (TSP) report findings, Purpose and Need outline, evaluation process, range of alternatives identified, public involvement process comments.	September 8, 2011
<b>NEPA/404 Briefing on Concurrence Point #1</b> – Concurrence on Purpose and Need. Present initial list of alternatives to study.	January 2012
<b>NEPA/404 Concurrence #2</b> – Concurrence on alternatives to carry forward for detailed evaluation in the DEIS.	February 2012
<b>NEPA/404 Concurrence #3</b> – Concurrence on Preferred Alternative.	June 2012

\*These dates are tentative and may be revised as the project progresses.

## 6.2 Project Study Group

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The Project Study Group (PSG) is the working group consisting of a multidisciplinary team of representatives from IDOT, INDOT, FHWA, and the project consultant team (PB Americas, Inc.), and is tasked with determining the ultimate project recommendations and decisions on this project. Per IDOT and INDOT's CSS procedures, IDOT and INDOT have formed the initial interdisciplinary PSG; however, to maintain an optimal multi-disciplinary team, this membership may evolve as the study progresses and the understanding of the project's context is clarified. Also, if recommended by the stakeholders and determined necessary by the PSG, additional project working groups may be formed in the future.

The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

- Expediting the project development process.
- Identifying and resolving project development issues.
- Promoting partnership with stakeholders to address identified project needs.
- Working to develop consensus among stakeholders.

The members of the PSG are listed in Appendix A of the SIP for the Illiana Corridor study.

## 6.3 Corridor Planning Group

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To assist the PSG, a bi-state Corridor Planning Group (CPG) will be established to assist in the development of the environmental and engineering studies for the Illiana Corridor study. The CPG will consist of community leaders (elected officials from each of the communities in the study area) and an elected official representative from Will and Kankakee counties, Illinois and Lake County, Indiana that are directly affected by the study. The responsibilities of this group include providing input to the study process, and reaching a consensus at key project milestones (e.g., project purpose and need, range of alternatives to be advanced for detailed study, and the recommended alternative[s]).

The members of the bi-state CPG are listed in Appendix A of the SIP for the Illiana Corridor study.

## 6.4 Technical Task Force

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In addition to the CPG, a bi-state Technical Task Force (TTF) will be established to provide external subject-matter expertise during the Tier One EIS. The responsibilities

of the TTF are to provide input on the planning and design criteria used during the alternatives development process and to verify that any local, state, and federal standards and requirements are addressed within the Tier One EIS analysis. The TTF will focus on understanding and resolving more specific technical issues as they arise and report back to the PSG. These technical issues include: transportation issues (interchange designs, profiles, right-of-way, engineering, transit, freight, local access, traffic, etc.) and land use/environmental issues (air and noise, mitigation, parks, water quality, historic properties, agriculture, economic development, etc.). The TTF members may include CPG members or designated staff and other governmental bodies, transportation agencies, and interested groups. The TTF members will be identified by the PSG, with input from the CPG.

The members of the bi-state TTF are listed in Appendix A of the SIP for the Illiana Corridor study.

## 6.5 Other Mechanisms for Public Involvement

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In addition to the meeting opportunities described in the preceding sections, there will be several other methods for the public to obtain information about the project. Stakeholder involvement activities anticipated to occur in the Tier One studies, and outlined in the SIP, include:

- Small Group Meetings
- Speakers Bureau
- Project Website – [www.illianacorridor.org](http://www.illianacorridor.org)
- Project Newsletters and Fact Sheets
- Public Meetings
- Public Hearings (Draft EIS)
- Project Mailing List
- Public Workshops
- Response to Public Comments

These other methods also will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the study area. Additional information on these other methods can be found in the SIP.

## 7.0 Notice of Intent to Prepare the Tier One EIS and Conduct Scoping

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In accordance with NEPA, FHWA published a Notice of Intent (NOI) in the Federal Register for the Illiana Corridor study. The NOI was published on June 8, 2011. The NOI contained a brief description of the proposed project, provided an approximate date for the scoping meeting along with contacts for further information, and introduced the CSS policy.

## 8.0 Scoping Events

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The following sections summarize the stakeholder coordination activities that have occurred through the end of June 2011. The complete meeting summaries are included in Appendix A of this document.

### 8.1 CPG/TTF Meeting No. 1 – Project Kick-Off/Scoping

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The first meeting of the CPG/TTF was held on June 14 and 15, 2011. The purpose of the meeting was to “kick-off” project scoping for the Illiana Corridor study. The meeting agenda included introductions of the PSG and other project stakeholders, a history and overview of the Illiana Corridor study, an overview of the CSS process, and a discussion of next steps in the scoping process. Project stakeholders in attendance also participated in a workshop to identify project issues and goals – the results of this workshop are summarized below.

Workshop participants were divided into nine groups (six groups for Illinois participants and three groups for Indiana participants) and asked to identify issues and concerns related to the Illiana Corridor study. The primary issues and concerns discussed by the participants from each state are discussed in the following sections.

#### 8.1.1 Illinois Participants Issues/Concerns and Goals/Objectives

The primary issues and concerns discussed by the Illinois participants were:

- Environmental and community impacts.
- Accessibility.
- Land use and economic development.
- Regional mobility, including for trucks.
- Transportation compatibility.
- Safety.
- Multi-modal and intermodal opportunities.
- Political support.
- Influence of a potential public private partnership (P3) on corridor selection.
- Congestion and traffic.
- Location and design issues.
- Planning needs.
- Costs, financing, and constructability.
- Governmental authority.
- Study process.
- Transportation highway system.
- Freight movement.
- Right-of-way protection.

Based on these issues and concerns, the goals and objectives for the Illiana Corridor study identified by the Illinois participants were as follows:

- Evaluation of a comprehensive range of transportation system improvements that optimize mobility, capacity, accessibility, and safety (vehicular and pedestrian) in the region, in particular maximizing congestion relief on existing facilities (i.e., I-80 and associated arterials) and providing for future capacity needs and improvement of east to west bi-state connectivity.
- Minimize and mitigate community and environmental impacts, in particular avoiding unnecessary negative impacts to environmentally and culturally sensitive areas and choosing a sustainable project that improves lives in the region.
- Provide a transportation system that will optimize current and future economic development opportunities by accommodating the vital national link between transportation and commerce.
- Optimize multi-modal accommodations and intermodal connection opportunities, including planning for obtaining sufficient right-of-way to support multi-modal traffic, communications, and utilities.
- Consideration of financial feasibility and sustainability in selecting project alternatives, including consideration of alternative funding mechanisms, such as a potential P3 or toll road, that allow for timely completion of the selected alternative.
- Development of the Illiana Corridor in a manner that maintains consistency with the existing and future land use plans adopted by the communities in the region, as well as provides a mechanism for early right-of-way protection.
- Provide a transportation facility that will support and enhance other major existing and planned future infrastructure projects.
- Improve environment and community assets as opportunities arise.
- Provide a transportation system that is safe and accessible for all users.
- Provide a transportation system that will improve the movement of freight in the region.
- Balance local economic and transportation needs in the location and design of the Illiana Corridor, as well as create an economically viable corridor for a potential P3.

### **8.1.2 Indiana Participants Issues/Concerns and Goals/Objectives**

The primary issues and concerns discussed by the Indiana participants were similar and included the following:

- Environmental, community, and socioeconomic impacts.
- Corridor study planning process, including project limits.
- Transportation system improvement.
- Economic development.

- Costs and financing.
- Facility design, including multi-modal opportunities and intermodal connections.
- Existing traffic congestion relief.
- Public safety.
- Land use compatibility and property impacts.
- Public involvement.

Based on these issues and concerns, the goals and objectives for the Illiana Corridor study identified by the Indiana participants were as follows:

- Minimize environmental, social, and property impacts, in particular minimizing negative impacts to environmental justice communities, farmland preservation efforts, water resources, and other environmental assets.
- Improve mobility and connectivity while reducing congestion in the bi-state region.
- Provide for economic development while supporting adopted local land use plans.
- Increase the environmental sustainability of the bi-state region.
- Balancing community values with transportation needs throughout the bi-state region comprising the study area, including sensitivity to ongoing development in the region.
- Developing and locating a multi-modal corridor that provides for needed traffic capacity, multi-modal options, and freight movement, including encouraging large scale distribution logistics and freight development.
- Consideration of innovative design concepts.
- The project process needs to follow a strong project management plan to ensure timely achievement of milestones.
- Follow through on the commitments for public involvement opportunities contained in the public involvement plan.
- Consideration of the public safety impacts of the Illiana Corridor, as well as the associated cost implications.

## 8.2 Public Meeting No. 1 – Illinois

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The first Illinois public meeting for the Illiana Corridor study was held on Tuesday, June 21, 2011 at the Matteson Hotel and Conference Center (Holiday Inn) in Matteson, Illinois. The meeting was a hybrid open house format with a continuous PowerPoint presentation, question and answer forum, exhibit boards for review, and large scale maps of the study area to which meeting attendees provided comments, suggestions, issues and concerns.

The meeting was attended by 71 people, including representatives from the following media outlets: Sun Times Media, The Times of NWI, Chicago Tribune, and SouthTown. In addition, elected officials and other representatives from the following federal, state, and local government agencies and non-governmental organizations (NGOs) were in attendance:

- Kankakee County
- Lake County
- Will County
- City of Wilmington
- Village of University Park
- Village of Beecher
- Village of Matteson
- Village of Manhattan
- Federal Aviation Administration
- USDA Forest Service
- South Suburban Mayors and Managers Association
- Forest Preserve District of Will County
- Park Forest Historical Society
- Midewin National Tallgrass Prairie
- Local 150
- Grundy Economic Development Council
- Kankakee Regional Chamber of Commerce
- Illinois Chamber of Commerce

Meeting attendees had the opportunity to sign-up for consideration to participate on the CPG and TTF. Four stakeholders signed-up to participate as TTF members.

Nine written comment forms were received at the meeting. These comments covered a variety of topics, with the most predominant themes including:

- Study process and timeline.
- Identifying and taking existing environmental features into consideration.
- Creating multi-modal opportunities within the Illiana Corridor.

Additional comment topics included: general support for the project; identifying and considering existing and proposed trail systems and the Will County Historic Preservation Commission's structures surveys; extending the study area to I-80; locating the Corridor in the southern portion of the study area; improving interchanges along I-57; and creating additional employment opportunities.

### 8.3 Public Meeting No. 1 – Indiana

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The first Indiana public meeting for the Illiana Corridor study was held on Wednesday, June 22, 2011 at Crown Point High School in Crown Point, Indiana. Similar to the first Illinois public meeting, the Indiana meeting was a hybrid open house format with a continuous PowerPoint presentation, question and answer forum, exhibit boards for

review, and large scale maps of the study area to which meeting attendees provided comments, suggestions, issues and concerns.

The meeting was attended by 140 people, including representatives from the following media outlets: The Times of NWI, The Times, Post Tribune, Lowell Tribune, and Lakeshore Public Television. In addition, elected officials and other representatives from the following federal, state, and local government agencies and NGOs were in attendance:

- Center Township
- Town of Winfield
- Town of Schneider
- Town of St. John
- US Senator for Indiana Dan Coats Office
- Indiana Department of Natural Resources – Division of Nature Preserves
- Northwestern Indiana Regional Planning Commission
- Active Transportation Alliance
- Sierra Club
- Gardens of the Prairie
- Will County Illinois Farm Bureau

Meeting attendees had the opportunity to sign-up for consideration to participate on the CPG and TTF. One stakeholder signed-up to participate as a CPG member, and two stakeholders signed-up to participate as TTF members.

Sixteen written comment forms were received at the meeting. These comments covered a variety of topics, with the most predominant themes including:

- Demand for a new facility.
- Study process and communications.
- Farmland/agriculture preservation.
- Project costs (both direct and indirect).
- Corridor location and route configuration.

Additional comment topics included: incorporation of trails; costs to communities; public safety concerns (police, fire, and medical personnel); long-term maintenance; other transportation concerns; and environmental justice impacts.

## 8.4 Resource Agency Scoping Meeting (Concurrent with NEPA/404 Meeting)

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A Resource Agency Scoping Meeting was held on June 28, 2011 at the Ralph Metcalfe Federal Building in Chicago, Illinois. The meeting was held as a part of the NEPA/404 Merger Process to introduce the Illiana Corridor study to federal and state resource agencies. The meeting also provided an opportunity for upfront agency comments on

both the overall study process and any special resource concerns. The meeting summary and sign-in sheet are included in the Appendix A of this document.

The Illiana Corridor Scoping Document was distributed to agencies prior to the meeting. For agencies not receiving an advance copy of the Scoping Document, additional copies were included with the Cooperating/Participating Agency invitation letters that were sent out after the meeting, with comments on the document requested by August 19, 2011.

The meeting agenda included the following discussion points:

- Introductions
- Purpose of Meeting
- Project Overview
- Geographic Information System (GIS) Database and Planned Use
- Next Steps for Agencies

The meeting was guided by a PowerPoint presentation (see copy in Appendix A of this document). The project overview included discussion of the bi-state project leadership structure with IDOT serving as the lead agency and with assistance and cooperation from INDOT. In addition, the FHWA Illinois Division will serve as the lead with cooperation from the FHWA Indiana Division. This was followed by discussion of the project purpose, the project history (including previous feasibility studies by Illinois and Indiana), the study area, the tiered EIS process, stakeholder outreach based on IDOT and INDOT CSS guidelines, the organization of the PSG and joint CPG/TTF, and the project schedule.

Next, the presentation included a discussion of potential alternatives, the integration of project implementation financial strategies into the Tier One EIS, and potential key environmental issues. This was followed by a presentation of the GIS database components and structure, as well as a demonstration of how the GIS database could be used in the development and comparative analysis of various alternatives.

The presentation concluded with a discussion of the key points of the proposed bi-state agency coordination program and a request for scoping letters and an indication of desired cooperating or participating agency participation in the NEPA process.

Following the formal presentation, resource agency representatives were given an opportunity to ask questions and make comments. Comments received, along with the project team's responses, included the following:

- USACE indicated that a representative of the Rock Island District should be involved in the project since Kankakee County is within that USACE district. It was agreed that a representative of the Rock Island District will be contacted and invited to all future NEPA/404 Merger Meetings for the project.

- USEPA asked about the reasoning behind the location of the southern study area boundary, and whether it should be extended further to the south. The project team responded that the southern study area boundary was not expanded further to the south because doing so would encroach on the City of Kankakee and the large floodplain at the Kankakee River in Lake County. Based on this, USEPA agreed that the current location of the southern study area boundary was reasonable.
- USACE asked if the Illiana Corridor study will be discussed at the September 2011 NEPA/404 Merger Meeting. The project team responded that, based on the current project schedule, a progress presentation for the Illiana Corridor study is planned for the September 2011 Merger Meeting.
- The Indiana Department of Environmental Management (IDEM) noted that Illinois and Indiana differ in their stream and water feature descriptions such as with “classified streams.” For example, in Indiana ditches that are fishable and swimmable are classified as streams. IDEM asked how this will be addressed. The project team responded that the I-69 Tier One study is the model for water feature identification in Indiana, and that joint project team/agency field reviews are proposed, as necessary, to confirm resource presence/quality and discuss concerns. In addition, the study will consider all database descriptors and use the nomenclature that each state uses. It was also mentioned that the project’s GIS database is still being consolidated and sorted, and that Indiana and Illinois data can be archived on separate GIS layers for data integrity and ease of reference with the highest quality data having priority where duplicate data sets are available.
- USACE asked how the 2,000-foot corridor width was determined and expressed concerns about possible overestimation of impacts with this corridor width. The project team responded that this width will be used to identify and characterize the sensitive features within each proposed corridor, but will not be used to determine impacts. Working alignments approximately 400-feet-wide within the overall 2,000-foot corridors will be used to tabulate potential impacts of “a transportation facility” inside the larger corridors. This was the approach used for the I-69 project and it worked well. However, unlike the I-69 project, the Illiana Corridor study does not have fixed end points, so there is more flexibility to move the corridor termini north and south along the terminating highways (i.e., I-55 and I-65) to avoid impacts. Therefore, identifying and characterizing the sensitive features within each proposed 2,000-foot corridor will be important for identifying reasonable working alignments within these corridors, as well as for tabulating the potential impacts for various working alignments.
- USEPA mentioned the potential for an east-west facility to fragment greenways that serve north-south migratory routes. USEPA also requested that both existing and planned Northwestern Indiana Regional Planning Commission (NIRPC) and Chicago Metropolitan Agency for Planning (CMAP) open spaces and natural areas be included, and asked if the database included retention of open space. The project

team responded that the NIRPC and CMAP 2040 planning cycles were complete, and that open space plans will be included where applicable.

## 8.5 CPG/TTF Meeting No. 2 – Problem Statement

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The second meeting of the CPG/TTF was held on July 11 and 12, 2011. The purpose of the meeting was to review the problem statement for the Illiana Corridor study. The meeting agenda included a summary of CPG/TTF and Public Meeting #1; development of the problem statement and project goals; discussion of the technical analysis approach, and a discussion of next steps in the process. Project stakeholders in attendance also participated in a workshop to identify environmentally sensitive areas and opportunities – the results of these meetings are summarized below.

### 8.5.1 Illinois Participants Issues/Concerns

The primary issues and concerns discussed by the Illinois participants regarding the problem statement were:

- Recognize positive improvement to other existing roads.
- Address intermodal and truck flow patterns.
- Relieve rail freight congestion in Chicago.
- Address omission of economic development.
- Access – serving other communities

The following comments were made regarding project goals:

- Revise goal statement as: Improve a safe and accessible transportation system for all users.
- Address corridor management/oversight once constructed.
- Reword ‘moving the planning process forward as rapidly as possible’.
- Acknowledge that project goals will be more specific as evaluation criteria is prioritized.

### 8.5.2 Indiana Participants Issues/Concerns

The primary issues and concerns discussed by the Indiana participants regarding the problem statement were:

- Strengthen reference to environmental justice.
- Note that economic development can attract development from existing communities depending on the alignment.
- Clarify the implied increase in fire/police patrols.
- Reword reference to access points for intermodal facilities, airports and jobs.
- Note congestion on I-65.

In a discussion of Public Meeting No. 1 Top Issues, comments were made regarding the need for a new facility which should have been clearer in the Indiana meeting. Several

comments were also made regarding the Technical Analysis, asking for clarification of the updated MPO model and questioning the need to extend the study area east of I-65.

## 8.6 State and Federal Agency Scoping and Participating/Cooperating Agency Written Responses

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State and Federal agencies, including representatives at the scoping meeting, were asked in letters dated July 19, 2011 to provide a response letter to accept the invitation to be a cooperating or participating agency, as well as to provide scoping comments, in particular related to what they see as important environmental issues, alternatives to consider, and the components of the bi-state agency coordination plan. Tribal governments that may have an interest in the project were also invited to become involved with the project as a participating agency. The letters of response are contained in the Appendix B of this document. Two agencies offered scoping comments. The letters received from state and federal agencies and their key points are presented in the following sections. Responses to specific scoping comments made by the USEPA and the Indiana Department of Natural Resources also are presented.

### 8.6.1 US Army Corps of Engineers, Chicago District

In a letter dated July 26, 2011, the US Army Corps of Engineers agreed to serve as a Cooperating Agency. The agency made no written scoping comments.

### 8.6.2 US Department of Agriculture

In an e-mail dated August 3, 2011, the US Department of Agriculture agreed to serve as a Participating Agency. The agency made no written scoping comments.

### 8.6.3 US Environmental Protection Agency

In a letter dated July 19, 2011, the US Environmental Protection Agency agreed to serve as a Cooperating Agency. In addition in a letter dated August 26, 2011, the agency had the following scoping comments:

#### EPA PROPOSAL

- **Comment:** A linear project such as the Illiana Corridor can irreversibly fragment or isolate remaining natural habitats. Therefore, EPA proposes that the Tier 1 EIS for the Illiana Corridor include build alternatives that would establish a large green infrastructure corridor connecting natural habitats and integrating various transportation modes from its conception. Transportation modes could be designed within this green infrastructure to jointly or separately provide functional natural habitat corridors for north-south and east-west habitat connections. EPA recommends that multi-function designs be studied, including integration of public utilities with transportation corridors, bicycle and pedestrian corridors, and thoughtful design of freight rail and highway corridors. Additionally, a green infrastructure corridor could potentially incorporate required mitigation into its design.

*Response: It is our intent to avoid and minimize fragmentation or isolation of portions of existing wildlife corridors. We will continue to coordinate with you on how green infrastructure might be considered in the Illiana Corridor EIS during our ongoing process of selecting alternatives to evaluate in detail in the Tier One EIS. We see as potential considerations: green infrastructure corridors identified in area land use plans, existing habitat corridors and the behavior of the types of wildlife that inhabit those corridors, and plans or expectations of the need for new utility trunk lines, freight rail lines, and pedestrian and bicycle facilities to serve forecast growth in our study area.*

## EIS SCOPING COMMENTS

### Purpose and Need

- **Comment:** EPA recommends that the project area's underlying transportation (connectivity) problem(s) be identified and substantiated so that the Purpose and Need Statement (P&N) can focus on finding solutions to, and solving, those problems. This may result in the need for the currently-defined study area to be expanded or modified. Furthermore, the P&N should specify what criteria (quantifiable when possible) will be used to screen alternatives to be eliminated or carried forward for further analysis in the Tier I Draft Environmental Impact Statement (DEIS).

*Response: The Purpose and Need Statement will conform to the Federal Highway Administration's guidelines and document the transportation problems and needs within the 950 square mile study area. Transportation problems will be identified and substantiated. They will be quantified using modeled traffic forecasts and other traffic-related data. The same measures used to define need will be used to measure the success of the alternatives in meeting the purpose and need during the screening of alternatives. The current study area encompasses the population and employment the project is intended to serve and in turn can encompass a broad range of alternatives that could meet the purpose and need. If modeling results show trends that would indicate that an improvement outside the current study limits might offer additional travel benefits, this potential opportunity may be explored.*

*The travel model needed to generate quantitative measures of need is nearing completion. The measures will be included in the statement of purpose and need.*

### Alternatives

- **Comment:** Alternatives should be identified based on the substantiated Purpose and Need. EPA cannot discern, from currently available information, what may be included in the range of alternatives. As the P&N is finalized and alternatives are developed, EPA is not clear on if the Tier 1 document will identify only a geographic corridor? Alternately, will all relevant modes of transportation be assessed for placement in multiple as-yet undefined corridors, or will all relevant transportation

modes be co-located in one selected corridor? We recommended that ancillary infrastructure requirements also be addressed as Tier 1 alternatives are identified.

***Response:** The range of alternatives studied for the Illiana Corridor will include but not be limited to transportation system management, transit, improvement of existing roads, freight rail, and new highway facility. These transportation modes and associated location alternatives will be assessed for multiple corridors in order to select the alternatives to be assessed in detail in the Tier One EIS. Their ability to meet the purpose and need will be one factor when comparing alternatives. For alternatives that involve new facilities on new location, a single 2,000-foot wide preferred corridor is anticipated to be the outcome of the Tier One EIS process, as well as decisions on the features to include in the project, including mode(s) and financing strategies. However, until the assessment is done the outcome cannot be predicted. Regarding ancillary infrastructure requirements, see our response to “EPA Proposal.”*

## **Environmental Impacts**

- **Air Quality:** This project is located in the Chicago Metropolitan Agency for Planning (CMAP) air quality nonconforming region and requires conformity with the State Implementation Plans for Air Quality in both Indiana and Illinois. EPA recommends using the recently released Motor Vehicle Emission Simulator (MOVES2010) program for modeling air quality conformity parameters for this project. Although modeling Mobile Source Air Toxics (MSATs) is a developing field of science, we further recommend a qualitative assessment of these potential impacts be included in the DEIS for alternative impacts.

Additionally, EPA recommends that a construction diesel emissions reduction plan be committed to for this project to reduce and mitigate the known construction emissions. Similar projects have included commitments to some or all of the following reduction methods:

- (a) retrofitting off-road construction equipment including repower or engine upgrades
- (b) using ultra-low-sulfur fuels for all equipment
- (c) limiting the age of on-road vehicles in construction projects to 1998 and newer and 1996 and newer for off-road equipment
- (d) diesel particulate traps and oxidation catalysts
- (e) using existing power sources or clean fuel generators rather than temporary power generators
- (f) encouraging the use of off-road equipment that meets the Tier 3 standards

The transportation agencies anticipate, if this project improves travel and reduces congestion, that greenhouse gases (GHGs) will be reduced compared to the no-build alternative; modeling via MOVES2010 can determine if this is the case. The reduction of GHGs would negate climate change impacts from the project; however, EPA recommends the project still be designed to accommodate impacts from climate

change. Design elements to accommodate climate change could include the width of stream span sizing to accommodate increased intensity and frequency of precipitation events, ensuring appropriate storm water management and hazardous material spill management, and implementation of appropriate winter icing controls.

***Response:** The Tier One EIS air quality assessment will consist of review of the National Ambient Air Quality Standards (NAAQS) for both primary and secondary pollutants. NAAQS standards will be presented to show the pollutant type, level and averaging time for both the primary and secondary pollutants. The current status on air quality pollutants for the study corridor will be reviewed and summarized in the Tier One EIS. Our review of the 40 CFR Part 93 indicates that the Tier One assessment is exempt for air quality conformity analysis based on Section 93.126 because it is a planning level study. Carbon monoxide levels will be screened as part of Tier Two environmental documents to determine whether improvements have the potential to violate standards.*

*At a minimum, a qualitative MSAT analysis will be undertaken in Tier Two. The FHWA's Interim Guidance on Air Toxics Analysis in NEPA Documents will be used.*

*If appropriate, we anticipate using the MOVES2010 emission factor model for air quality analysis completed for Tier Two environmental documents.*

*In regard to construction emissions, mitigation will be evaluated and addressed in Tier Two commitments. It should be noted, the Illinois Department of Transportation currently has three Air Quality Special Provisions: Ultra Low Sulfur Diesel Fuel, Idling restrictions, and the use of diesel retrofits. Additional approaches, such as the ones described in your comment, could be further evaluated in Tier Two.*

*FHWA has not developed an approved methodology for considering changes in greenhouse emissions for environmental impact studies, nor have the states of Illinois or Indiana. However, we agree that improvements in travel and reductions in congestion can be indicative of a reduction in greenhouse gas emissions and the extent of such improvements will be an important factor in assessing the merits of alternatives. As the project planning progresses, policy and design criteria changes on the part of IDOT and INDOT as adaptations to climate change will be taken into account as they are put in place.*

- **Wetlands, Streams, and Floodplains:** EPA recommends that a wetland delineation be completed and verified by the U.S. Army Corps of Engineers prior to finalizing alternatives and choosing a preferred alternative. As design progresses, EPA recommends that all crossings of wetlands, streams and floodplains be spanned to provide habitat connectivity and promote recovery of natural areas within the project area. Alignments should be designed to cross streams perpendicularly and to span streams and their adjacent floodplain and wetlands. Additionally, EPA recommends that infrastructure location and floodplain crossings be designed taking forecast climate change and recent flooding events into consideration. We believe

these considerations may warrant using a 100-year or even 500-year flood level reference in designing protection and bridging structures.

We expect that during design that transportation agencies will identify and address the potential for impacts to public and private drinking water wells (surface waters/groundwater wells) or aquifers and that you will identify and describe any wellhead protection areas within the study area. Appropriate mitigation measures should be identified for each location that could potentially be impacted by the project.

The study area incorporates many streams and rivers that flow to the Kankakee River, the Des Plaines River, and in a small portion of Lake County, to Lake Michigan. As design progresses, waters that are designated as impaired on each state's Clean Water Act Section 303(d) list of impaired waterbodies should be noted along with their specific impairments and reference to approved Total Maximum Daily Loads (TMDLs).

The DEIS should identify all former and active surface/underground mine sites and any other atypical geological formations such as karst in the study area. The DEIS should thoroughly document potential water movements and routes of contamination.

*Response: Wetland delineations and jurisdictional determinations will be completed in Tier Two. Impacts to wetlands, streams, water supplies, and floodplains will be avoided or minimized to the extent possible during the development of alternatives. During Tier One, impacts will be assessed based on an anticipated 300 to 400-foot-wide working alignment. Preliminary designs will not be developed until Tier Two, so many of the details related to mitigation will not be developed until the Tier Two. Thus, the focus on Tier One will be on avoidance and minimization of impacts. See our response under "Air Quality" related to the adaptation of new infrastructure to the potential effects of climate change.*

*Regarding wells, during Tier One existing data will describe the geologic characteristics associated with the public and private water and community water supply wells in the study area, range of well depths, and typical use of wells. The Tier One EIS will describe the groundwater resources and aquifers, the wellhead protection areas, and sole source aquifers in the study area. The GIS database and interpretation of available data will be used to estimate potential impacts that the alternatives could have on groundwater resources and groundwater quality. Private wells and public wells have established setback zones. The alternatives will be evaluated to identify wells in close proximity, i.e. within the setback zone, to the working alignments. For these wells the potential for a groundwater impact will be discussed.*

*During Tier One, impaired streams in the broad corridors being assessed in detail will be noted and the number of impaired stream crossings will be included in the impact*

*assessment. Specific stream crossing mitigation that takes into consideration stream impairments will be developed during Tier Two.*

*Existing geological resources and features within the broad corridors will be identified and impacts to these resources will be discussed in the Tier One EIS. As with other impacts, the focus of Tier One will be on avoidance and minimization by location choice. Design details to avoid, minimize, and mitigate impacts, such as affecting water movement or creating routes of groundwater contamination, will be addressed in Tier Two.*

- **Environmental Justice:** Environmental Justice (EJ) communities inside and outside the study area that might be adversely impacted should be identified. We recommend special outreach efforts be made to make contact with representatives of these communities early in the process to ensure their involvement in stakeholder meetings and discussions. Transportation limitations and health vulnerabilities of potentially-affected EJ communities should be addressed in the DEIS.

*Response: An assessment of potential impacts, such as access changes, community cohesion, and relocations to EJ populations, will be included in the Tier One EIS. We will plan to meet with your representatives to discuss this further. Where EJ populations are identified, emphasis will be placed on reaching out to these residents during the project's public involvement process.*

- **Secondary and Cumulative Impacts:**

Secondary impacts analysis: A stated purpose for this project is to accommodate and promote future growth in-the study area. To the degree local and regional plans anticipate development (and associated connected actions), impacts must be accounted for in planning stages, including air, water and habitat considerations. Specific interchange locations and proximity-induced future development should be fully accounted for in this analysis, and include impact avoidance or minimization efforts.

Cumulative impacts analysis: The development of the Illiana Corridor will include increased traffic as well as future residential and commercial development. All reasonably associated future development, regional changes, and land conversion should be identified, and their respective impacts determined and analyzed so that the corridor accommodates them adequately. The cumulative impacts analysis should include, at a minimum, the increase of impervious surfaces due to development of farmland and wetlands in the study area.

*Response: The Tier One EIS will include an indirect (secondary) and cumulative impact assessment. It will address items listed in your comment.*

- **Historic Structures and Sites:** The transportation agencies should contact Native American Tribes with historic relations to the study area. Both the Indiana and

Illinois State Historic Preservation Officers (SHPOs) should be involved in approving the presence of historic sites and/or artifacts and any impacts associated with the project. The DEIS should include appropriately signed memoranda of agreement (MOAs) regarding the anticipated impacts and procedures to be taken for avoidance and mitigation.

*Response:* Tribes with interest in Illinois and Indiana land in the project area have been invited to become consulting parties and participating agencies for the project. Additional consulting parties have been invited to participate. Available historic resource data will be used to assess impacts during Tier One. The potential for impact will be determined by the study team for comment by the SHPOs during agency review. Tier Two will include new surveys of archaeological and architectural resources in the preferred corridor, determination of National Register eligibility in association with the SHPOs, Determinations of Effects in association with the SHPOs, and development of Memorandums of Agreement with the SHPOs where Adverse Effects exist.

- **Hazardous Materials Sites:** The location and identification of toxic and hazardous materials sites should be mapped to determine potential for impacts to and by the project. Specific Superfund sites located within the project study area should be characterized to understand how they may affect or be affected by the project.

*Response:* Hazardous material sites will be identified in Tier One. In Tier One, the focus will be on avoidance of impacts, particularly Superfund and other sites with a medium to high potential for impact if disturbed.

### **Mitigation for Unavoidable Impacts**

- **Comment:** Unavoidable impacts should be minimized, and mitigation proposals should be proposed for unavoidable impacts. EPA distinguishes between mitigation proposals and mitigation commitments. We recommend the DEIS include, but not be limited to, a summary chart of mitigation to include locations (keyed to maps in the document) and specific commitments, including required monitoring, maintenance, and follow-up as appropriate.

Development of a Preferred Alternative Mitigation Package (PAMP) for unavoidable impacts to water and other resources that has resource agencies' concurrence is recommended prior to the Tier One Record of Decision.

*Response:* The Tier One EIS will discuss potential mitigation measures for unavoidable impacts. As indicated in other responses, the focus of Tier One will be on avoidance and minimization, with potential mitigation being described in conceptual terms. Specific mitigation measures are referenced in the IDOT Bureau of Design and Environment Manual Chapter 27, Environmental Surveys and a Preferred Alternative and Mitigation Package (PAMP) (per INDOT in its 2008 Procedural Manual for Preparing Environmental Documents) will be developed in Tier Two for the Tier Two preferred alternatives, when more

*detailed resource data, impact assessment findings, and project design information (including INDOT's required Stage 2 Detailed Design Plans) will be available.*

#### **COMMENTS ON THE NOTICE OF INTENT (NOI)**

- **Comment:** EPA was present for the June 28, 2011 Resource Agency presentation indicated in the FHWA NOI. The Illiana Corridor Project (IC) study area was identified and the plan for developing a Tier 1 Environmental Impact Statement (Tier 1 EIS) was discussed. That plan includes that the Illinois and Indiana Departments of Transportation will jointly utilize a merged NEPA / Clean Water Act 404 permit process.

The IC is defined as extending from Interstate Highway 55 in Will County, Illinois to Interstate Highway 65 in Lake County, Indiana.

Based upon the range of alternatives indicated in the NOI, the Tier 1 EIS will consider No Action, Transportation System Management (TSM) options, and transit and roadway build alternatives. EPA would like to work with the project leaders to broaden the scope of alternatives to be considered.

***Response:** Someone from the project team will contact your representative directly to discuss how you would like to be involved in the development of alternatives. We are assuming you are requesting involvement beyond that described in the proposed bi-state interagency coordination plan presented in the Scoping Document.*

#### **COMMENTS/QUESTIONS REGARDING THE "ILLIANA CORRIDOR SCOPING DOCUMENT" (DATED JUNE 2011)**

Based on our review of the "Illiana Corridor Scoping Document" received at the June 28, 2011, Resource Agency meeting, EPA has the following questions, comments, and concerns, which are presented in the order of and referenced to the numbered sections of the Scoping document. Our review team members request clarification and additional information as follows:

- **Section 1.0 - Project Definition:** This section would benefit from a clearer definition of the project, including explanations of the expected decisions at the end of Tier 1 and the anticipated elements of Tier 2. The term "Illiana expressway" is mentioned in the first paragraph and then shifts to the term "Illiana Corridor." EPA requests further definition of the term "Illiana Corridor."

The relationship between the current Tier 1 EIS and previous transportation studies, such as the Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT) feasibility studies mentioned here, should be better explained. Did these studies define the "Illiana Corridor?" If so, that definition should be provided here.

Describing a substantiated Purpose and Need statement in the first chapter may better define the project.

**Response:** As indicated in our response to the comment under “Alternatives,” for new facilities on new location, a single 2,000-foot-wide preferred corridor is anticipated to be the outcome of the Tier One EIS process, as well as decisions on the features to include in the project, including mode(s) and financing strategies. However, until the assessment is done the outcome cannot be predicted. Tier Two environmental documents will contain the elements of a traditional non-tiered environmental document, focused on the preferred alternative selected during Tier One.

The intent was to refer consistently to the project as the Illiana Corridor. The Illiana Corridor is the area between I-65 in Indiana and I-55 in Illinois encompassed by the study area boundaries. Note that the term Illiana Corridor reflects that although previous feasibility studies focused on an expressway, this study will consider other potential modes of transportation.

Previous feasibility studies and transportation planning helped define the Illiana Corridor as described in the previous paragraph of this response. They include the:

- June 2009 Illiana Expressway Feasibility Study ([http://www.in.gov/indot/files/FR\\_INDOT\\_IllianaExprsswy\\_07-31-2009.pdf](http://www.in.gov/indot/files/FR_INDOT_IllianaExprsswy_07-31-2009.pdf))
  - April 2010 *The Strategic Role of the Illiana Expressway* (<http://www.dot.state.il.us/Illiana/strategicrole.pdf>)
  - April 2010 *Illiana Expressway Economic Opportunities Analysis* (<http://www.dot.state.il.us/Illiana/finalreport.pdf>).
- **Figure 1 - Study Area:** The boundaries of the "study area" on the figure do not match the text description of the "study area" boundaries. We recommend this be rectified in all future documents.

**Response:** Figure 1 of the scoping document reflects the study area. The description will be clarified in the Scoping Summary Report.

- **Section 2.0 - Process:** EPA requests further clarification of the term "broad issues" as it relates to the Tier One process. In particular, it is not clear how "purpose and need" is a "broad issue." The NEPA process hinges on the identification of specific underlying problems (needs) that have been substantiated and are to be solved by the project. Furthermore, EPA expects that identification of alternatives will be based on such a substantiated purpose and need.

**Response:** The phrase “broad issues” was used to mean in contrast to “detailed issues” such as interchange design, sizing of bridges to facilitate flood flow and wildlife passage, and noise impact modeling needed to evaluate the need for and feasibility of noise barriers. As indicated in our response under “Purpose and Need,” transportation problems will be identified and substantiated. They will be quantified using modeled traffic forecasts and other traffic-

*related-data. The same measures will be used to measure the success of the alternatives in meeting the purpose and need during the screening of alternatives.*

- **Section 2.1 - Tiered with Notice of Intent For Tier One EIS:** EPA noted that the use of the term "broad" in this section was only used to mention "broad consideration of potential environmental and social impacts." The term should be expanded to also describe "transportation needs," study of alternatives, and identification of possible alternatives. (See above EPA comments regarding the use of the phrase "broad issues" under Section 2.0 - Process)

Please explain how Tier 1 and Tier 2 will relate to each other, including timing, and what decisions will be made at the end of each tier.

Please elaborate on the statement: "The final EIS will conclude with a Record of Decision (ROD) by FHWA that states the preferred transportation system alternatives to be carried forward into Tier Two."

Section 2.1 of the scoping document also states (p. 3) that "The Tier One EIS will produce the following outcomes:

- Approval of the Preferred Alternative for the study area; and
- Identified components of the overall transportation system alternatives that can be advanced independently by various agencies through Tier Two studies."

Please provide further definition of what is meant by an "overall transportation system alternative." EPA also requests definition and examples of specific components that could be part of an "overall transportation system alternative." Will the various alternatives under consideration in the Tier One EIS be "overall transportation system alternatives?"

Also stated on Page 3 in Section 2.1: "The goal of the Tier One EIS is to ensure that the Preferred Alternative adequately balances the needs of the communities, the resource agencies (i.e., the environment) and the transportation system (local, regional and state-wide)." EPA is not clear on what is meant here by "needs" and whether or not all "needs" will be an integral part of the Purpose and Need statement. As discussed earlier in this letter, EPA believes that this project presents an opportunity to enhance habitat and ecosystems connectivity in the study area, not just maintain or diminish its current condition.

**Response:** *The sentence referenced in the first paragraph of this comment states "The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives." We believe this sentence without change expresses our intent related to need, alternatives, and impacts.*

*The section that relates to this comment explains the outcome of Tier One studies. Tier Two documentation is described in Section 2.5. One or more Tier Two environmental documents are currently expected to follow immediately the issuance of the Tier One Record of Decision.*

*For alternatives that involve new facilities on new location, a single 2,000-foot-wide preferred corridor is anticipated to be identified as the selected alternative in the Tier One ROD, as well as decisions on the features to include in the project, including mode(s) and financing strategies. However, until the EIS is done the outcome cannot be predicted.*

*The overall transportation system alternative is the Tier One preferred alternative. The various alternatives evaluated in the Tier One will be overall transportation system alternatives that serve the transportation needs of the study area as identified by the project's statement of purpose and need. As is common with tiered studies, this "overall" alternative could be divided into several projects, each with independent utility. Each project would be assessed in its own Tier Two environmental document and implemented separately. Individual projects could be implemented for example by mode or geographic sections such as between I-65 in Indiana and I-57 in Illinois.*

*The statement of purpose and need will focus on transportation needs, per NEPA. The needs of the community and resource agencies are considered to be those associated with their desires to avoid and minimize impacts to the environmental features of the study area and support, as opposed to hinder, planning and regulatory goals. If transportation project features can be designed to enhance habitat and ecosystem connectivity in the transportation project's area of effect that will be taken into consideration in developing alternatives, most likely in Tier Two when preliminary designs for the preferred alternative will be developed.*

- **Section 2.2 - Potential Tier Two Activities:** Section 2.2 (on page 3) states: "The Tier One process identifies components of the overall transportation system alternative that can be advanced independently through Tier Two Studies." Please describe how Tier One will prioritize "components" for further study and/or implementation based on the Purpose and Need and other factors, such as cost and public acceptance.

***Response:** The manner in which components will be prioritized has not been decided and it is unlikely that it will be finalized until close to when decisions will be made. It is impossible to predict all factors will be important at this early stage of the project. We anticipate that such factors could include components that offer the highest benefit per dollar spent and components that offer the best opportunities for financing using other than traditional transportation tax revenues. We expect that input from stakeholders will be sought during stakeholder involvement.*

- **Section 2.3 - Project Milestone Schedule:** Timeline discussions should clearly distinguish what elements (e.g., Tier 1 EIS, Tier 2 EIS, implementation of discreet components) of the overall Illiana Corridor Project are being referenced.

*Response:* As indicated in the title of the figure, as its reference in the text, Figure 2 of the Scoping Document shows the schedule for Tier One.

- **Section 3.0 - Stakeholder Outreach:** Please clarify the transportation agencies' expectations for stakeholder outreach and involvement, including how Context Sensitive Solutions policies will be applied. This section should list important stakeholders, interest groups, agencies, and landowners, and explain what is expected from outreach efforts. We recommend that stakeholder outreach include those who live and work in the study area, regardless of whether they are property owners. Furthermore, outreach should include representatives from Environmental Justice (EJ) communities, environmental organizations and other non-profits, members of tribes, historical societies, trade associations, chambers of commerce, and other interested parties.

*Response:* In response to this comment, you were provided with a copy of the Stakeholder Involvement Plan. It thoroughly answers the questions asked in this comment.

**Section 3.1 - General Stakeholder Involvement Activities:** This section should expound upon and explain the purpose(s) for which you are holding stakeholder involvement activities.

*Response:* In response to this comment, you were provided with a copy of the Stakeholder Involvement Plan. It explains the objectives of the various stakeholder involvement activities.

**Section 3.2 - Corridor Planning Group/Technical Task Force (CPG/TTF):** This scoping document did not explain the roles of the Project Study Group (PSG) and the Corridor Planning Group (CPG). The membership and affiliation of the PSG, CPG, and TTF should be publicized, including on the project website, and in the scoping document. How will FHWA, IDOT, and INDOT ensure that the PSG, the CPG, and the TTF are comprised of a well balanced constituency? Please explain how the input from these different groups (PSG, CPG, and TTF) will be used to advise decision makers and study managers, especially if they do not reach consensus at key milestones, such as Purpose and Need, Range of Alternatives, and Selection of Preferred Alternative(s). Will stakeholder input and/or concurrence be sought on possible mitigation measures?

*Response:* In response to this comment, you were provided with a copy of the Stakeholder Involvement Plan. It will answer your questions related to the PSG, CPG, and TTF. These groups will be used to obtain input on purpose and need, alternatives, and possible mitigation measures. The DEIS review period will be used to obtain input on the selection of the Preferred Alternative. IDOT and INDOT are committed to working with all agencies and stakeholders in the study process to identify issues early and seek resolution of areas of disagreement by consensus of the stakeholders.

IDOT and INDOT are committed to building stakeholder consensus for decisions. However, if an impasse has been reached after making good faith efforts to address unresolved concerns, IDOT and INDOT may proceed to the next stage of project development without achieving consensus. In the case of an unresolved dispute between agencies, IDOT and INDOT will notify stakeholders of their decision and proposed course of action.

**Section 4.0 - Proposed Bi-State Interagency Coordination Plan:** EPA notes that this section of the document specifies that an interagency field trip will occur prior to the development of alternatives so that resource agency representatives can see the landscapes and resources within the study area that could potentially be impacted. When during the NEPA Tier One EIS development process will the interagency field trip(s) occur? EPA recommends holding such a field trip during the growing season, so participants, especially resource agencies, can see wetlands and streams without snow cover. Other field trips may be warranted throughout the NEPA process. We request that the scoping document describe interagency participation in, or concurrence on, potential mitigation for impacts.

*Response:* It is expected that the interagency field trip will occur this fall (2011). Concurrence on potential mitigation of US Army Corps of Engineers jurisdictional impacts (and other natural resource impacts as appropriate) is expected to be sought during the preparation of Tier Two environmental documents. This effort's focus will be on detailed mitigation agreements for the Preferred Alternative. It will be done in the context of a detailed, interdisciplinary, and interagency review of the Preferred Alternative to optimize the design and benefits of the project while first avoiding and minimizing jurisdictional impacts.

## ENCLOSURE 2

### EPA COMMENTS ON THE DRAFT STAKEHOLDER PROBLEM STATEMENT

- **Comment:** Transportation is providing connectivity from point A to point B. For this Illiana Corridor Project, that extends to multiple points within and beyond the study area. The project also intends to consider many kinds of connectivity. One of the potential results of long linear transportation projects is that they can interrupt crossing connections, fragment local social and natural environment fabrics, and often quickly induce developments. The Stakeholder Problem Statement (SPS) specifies improving east-west connections. As discussed more fully under sustainability / connectivity in Attachment 1, we recommend the SPS include the concept of also retaining the many natural and man-made north-south connections being crossed by this corridor, and recover some east-west connections that some existing north-south corridors previously severed. This is an opportunity to enhance not only the regional transportation system, but to also preserve and enhance the region's ecosystem connectivity.

*Response:* See our response to the "EPA Proposal" above.

- **Comment:** The SPS reference to maximizing economic development and job growth should be constrained to follow well-planned local and regional designs for sustainability. Rapid random development simply following market pressures or meeting only localized goals will not adequately consider how the Illiana Corridor project can fit into metropolitan-scale plans for development and preservation.

*Response:* The counties and municipalities in the study area have land use plans and associated regulations to guide development. The Tier One EIS will assess indirect and cumulative impacts within the context of how the improved accessibility provided by the project could affect development patterns, past development trends, and the intent expressed in local land use plans. The extent to which this combination of influences leads to adverse impacts to the community and natural environment in the region will be noted in this assessment. IDOT and INDOT have no jurisdiction of local development decisions, but as is customary in indirect and cumulative impact assessment, opportunities for local government to minimize these impacts will be described in the indirect and cumulative impact assessment mitigation discussion.

#### **8.6.4 Illinois Department of Agriculture, Bureau of Land and Water Resources**

In a letter dated July 21, 2011, the Illinois Department of Agriculture, Bureau of Land and Water Resources agreed to serve as a Participating Agency. The agency made no written scoping comments.

#### **8.6.5 Illinois Department of Natural Resources**

In a letter dated July 20, 2011, the Illinois Department of Natural Resources agreed to serve as a Cooperating Agency. The agency made no written scoping comments.

#### **8.6.6 Illinois Historic Preservation Agency**

In a handwritten note dated July 27, 2011, the Illinois Historic Preservation Agency agreed to participate. The agency made no written scoping comments.

#### **8.6.7 Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology**

In a letter dated August 10, 2011, the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology agreed to serve as a Cooperating and Participating Agency. In addition in a letter dated August 16, 2001, the agency provided the following scoping comments:

- **Comment:** Coordination with Indiana Department of Natural Resources for regulatory areas other than Division of Historic Preservation and Archaeology and SHPO should be addressed to Mr. Matt Buffington at IDNR Division of Fish and Wildlife.

*Response:* The study will coordinate accordingly with Mr. Buffington in the future.

- **Comment:** The June 2011 "Illiana Corridor Tier One Environmental Impact Statement Scoping Document" states, in Section 4.0, that consultation will occur, as needed, with individual resource agencies during the data gathering, in order to augment published geographical information system ("GIS") data. Our contacts in the Environmental Services Division of the Indiana Department of Transportation have advised us that the data gathering on archaeological and historical resources during Tier One probably will be limited to drawing upon existing GIS and documentary sources.

We wish to advise you that we believe that the existing GIS sources on historical (also referred to as "above-ground") resources in Lake County, Indiana date mostly from the 1996 Lake County Interim Report: Indiana Historic Sites and Structures Inventory, the underlying survey for which began in 1994 (the paper records for which are housed in our office). That survey was intended to identify potentially significant historical properties that were at least 40 years old at the time. Generally speaking, properties must be at least 50 years old in order to be considered for eligibility for the National Register of Historic Places. Consequently, it is possible that properties that turned 50 years old in 2005 or later and that may now be eligible for the National Register would not be included in either the available GIS data or in the paper records in our office. Thus, it should not be assumed that GIS or documentary data on potentially significant historical properties in Lake County is entirely up to date.

*Response:* For the Tier One EIS the study team plans to do a records check at your office and a search of available data online, such as Indiana State and National Register listings, Indiana State Historic Architectural and Archaeological Research Database (SHAARD), Indiana Historic Sites and Structures Inventory (IHSSI) Lake County Interim Report, and the INDOT Historic Bridges Inventory. Resources identified will be considered during the Tier One impact assessment and selection of a Preferred Alternative, expected to be a 2,000-foot wide corridor. During Tier Two, a full survey to identify structures over 50 years old and determine their eligibility for inclusion in the National Register of Historic Places will be done for an Area of Potential Effect for that preferred corridor. As with a traditional EIS process, the findings of that survey could lead to adjustments in the corridor and the project alternatives within that corridor to avoid and minimize impact to any new resources not noted in Tier One.

- **Comment:** In regards to archaeology, please be aware that not all of the currently recorded archaeological sites in Lake County, Indiana have been entered into the DHPA electronic SHAARD database. Other documents in the DHPA office that may contain archaeological site locations that may not be entered yet into a GIS system include topographic maps, archaeological reports, archaeological site forms, etc.

*Response:* We plan to send our prequalified Principal Investigator to your office to search your non-electronic records. The results will be added to the project's GIS data base by our study team.

- **Comment:** Section 4.0 of the scoping document indicates that environmental resource agencies will be asked to affirm certain final decisions on the Illiana Tier One process at the three concurrence points, and it is our impression that such affirmation would be indicated by signature. We wish to advise you that the Indiana SHPO staff members who are most likely to attend the NEPA/404 concurrence meetings may not have the authority to sign documents on behalf of the Indiana SHPO or to make formal, oral commitments on behalf of the Indiana SHPO. Consequently, we hope that an alternative means of securing formal affirmations of our agreement on key issues will be provided.

*Response:* We will not be asking for written concurrence. FHWA and IDOT will summarize and distribute to all signatory agencies a meeting summary following a concurrence meeting. The signatory agencies will provide comments on the meeting summary within 30 days of receipt. FHWA and IDOT will finalize the meeting summary and redistribute it to the signatory agencies. The finalized meeting summary will serve as to document the decisions on concurrence for the proposed actions discussed at the NEPA/404 concurrence meeting.

- **Comment:** PowerPoint slides that were shown at the June 28, 2011 Agency Scoping meeting indicate that the alternatives that will be presented for review and comment in Tier One would consist of corridors of 2,000 feet in width, although the width could vary at certain locations. We understand the practical need to limit the geographic area of the alternatives that will be studied to a certain degree in Tier One and the geographic area of the preferred alternative that will be studied to a greater degree in Tier Two. However, we wish to advise you that a 2,000-foot-wide corridor may not be wide enough to take into account all effects on National Register-listed or -eligible properties. Visual effects, in particular, can occur at distances greater than 1,000 feet or even 2,000 feet. Consequently, regardless of the width of the corridors studied for NEPA purposes in Tier One, we may be asking that consideration be given to studying effects in a wider area (known as the "area of potential effects") in Tier Two, for the purposes of Section 106 of the National Historic Preservation Act and 36 C.F.R. Part 800.

*Response:* Your position is understood. Visual impacts also will be a component of our consideration of Areas of Potential Effect.

- **Comment:** Finally, we have observed in other environmental impact statements on large projects that resources of certain kinds and the impacts on those resources tend to be tallied and that the tallies are then used to compare the alternatives being studied. We would ask that you keep in mind that not all archaeological or historical resources are of the same quality or significance and that, consequently, a purely numerical comparison does not necessarily provide an accurate assessment of the impact on archaeological or historical resources that a given alternative will have.

*Response: We agree and it is our intent in Tier One, as well as Tier Two, to go beyond a simple tally of the number of resources affected to take into consideration the significance of resources and the nature and magnitude of the effects.*

### **8.6.8 Indiana State Department of Agriculture**

In a letter dated August 16, 2011, the Indiana State Department of Agriculture agreed to serve as a Cooperating and Participating Agency. The agency made no written scoping comments.

### **8.6.9 Tribal Governments**

Tribal governments were identified as having a potential interest in the project. Letters of invitation to become a Participating Agency were, consequently, sent to representatives of fifteen tribal governments. Only one response was received from the Kickapoo Traditional Tribe of Texas, and they declined to participate in the project.

### **8.6.10 Other**

The Indiana Department of Environmental Management was invited to participate in the Illiana Corridor's NEPA/Section 404 merger meetings. It is understood a letter is forthcoming from the Commissioner, and it is expected that their willingness to be a Participating or Cooperating Agency will be addressed therein, along with any other comments regarding the scope of the study.

## **8.7 Local Government Participating/Cooperating Agency Written Responses**

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Municipal, county, and other local government bodies were asked in letters dated July 20, 2011 to provide a response letter to accept the invitation to be a cooperating or participating agency, as well as to provide scoping comments, in particular related to what they see as important environmental issues, alternatives to consider, and the components of the bi-state agency coordination plan. These letters also are contained in the Appendix B of this document.

The following local governmental bodies asked to be participating agencies:

- Chicago Metropolitan Agency for Planning
- Kankakee County
- Will County
- Center Township
- Township of Monee
- West Creek Township
- Winfield Township
- City of Wilmington
- Town of Crete
- Town of Lowell
- Town of Schneider

- Town of Winfield
- Village of Diamond
- Village of Grant Park
- Village of Manhattan
- Village of Manteno
- Village of Peotone
- Village of University Park
- Metra
- PACE
- Northwest Indiana Regional Bus Authority

The Economic Alliance of Kankakee County submitted resolutions of support for the Illiana Corridor project from 12 Kankakee County local government agencies. The resolutions expressed three core principles relative to the proposed project:

1. The Illiana Expressway Feasibility Study should be extended, at a minimum, to include a single continuous corridor from I-65 to I-55 prior to establishing a centerline alignment.
2. The corridor should contain sufficient right-of-way to support other uses such as rail, power distribution and communications. In essence, a real commerce corridor.
3. Kankakee County be afforded fair and equitable representation on any commission, task force, or partnership that may be organized and created to advance this project.

The following 12 Kankakee County local government agencies were included in the resolutions of support of the Illiana Expressway submitted by the Economic Alliance of Kankakee County:

- Kankakee County
- City of Kankakee
- City of Momence
- Village of Aroma Park
- Village of Bourbonnais
- Village of Bradley
- Village of Grant Park
- Village of Hopkins Park
- Village of Manteno
- Village of St. Anne
- Economic Alliance of Kankakee County
- Kankakee Regional Chamber of Commerce

## 9.0 Conclusion/Key Transportation Issues Raised by Stakeholders

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IDOT and INDOT have used the early and often scoping process described in this document to coordinate with project stakeholders, including the general public, NGOs, environmental resource and regulatory agencies, and elected officials and other representatives of federal, state, and local government agencies, to determine the scope of issues to be addressed and to identify significant issues for the Illiana Corridor study. The following sections list the findings of scoping as it relates to:

- Purpose and need
- Environmental impact issues
- Alternatives
- Bi-state coordination
- Use of GIS databases

## 9.1 Purpose and Need

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The following key issues with respect to the purpose and need for the Illiana Corridor study were identified during the scoping process:

- The study area's underlying transportation problems be identified and substantiated so that the purpose and need statement (can focus on solving those problems. This may result in the need for the currently-defined study area to be modified.
- The purpose and need statement should specify what criteria (quantifiable when possible) will be used to screen alternatives to be analyzed in the Tier One DEIS.
- The need to reduce traffic congestion on existing facilities (i.e., I-80 and associated arterials), as well as to provide for future capacity, mobility, and east to west connectivity needs in the bi-state region.
- The need to provide a transportation system that will optimize current and future economic development opportunities, in particular creating additional employment opportunities, by accommodating the vital national link between transportation and commerce and supporting adopted local land use plans.
- The need to provide a transportation system that will improve the movement of freight in the region.
- The need to provide a transportation system that is safe and accessible for all users.
- The need to optimize vehicular and pedestrian safety in the region.
- The need to provide a transportation facility that will support and enhance other major existing and planned future infrastructure projects.

## 9.2 Environmental Impact Issues

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The following general environmental impact issues of concern for the Illiana Corridor study were identified during the scoping process:

- Minimize and mitigate community and environmental impacts, in particular avoiding unnecessary negative impacts to environmentally and culturally sensitive areas and choosing a sustainable project that improves lives in the region.
- Development of the Illiana Corridor in a manner that maintains consistency with the existing and future land use plans adopted by the communities in the region, as well as provides a mechanism for early right-of-way protection.
- Improve environment and community assets as opportunities arise.

The following specific environmental impact issues of concern were identified:

- Impacts to farmland and loss of agricultural land/production
- Impacts to threatened and endangered species including habitat destruction
- Fragmentation of open spaces and wildlife passage, including providing for habitat connectivity and promoting recovery of natural areas within the study area
- Kankakee River impacts, including floodplain drainage tributary ditches
- Division of communities
- Impacts to Midewin and Des Plaines conservation areas
- Loss of preserved natural areas
- Minimize residential and business relocations
- Air pollution increase, including MSATs, greenhouse gas emissions, and minimizing construction air pollutants.
- Adapt design elements to reflect the impact of climate change
- Noise impacts
- Preservation of small town characteristics in corridor
- Impacts to historic and cultural assets, including gathering appropriate resource location information, considering visual in addition to on-site impacts, and taking into consideration the significance of resources and the nature and magnitude of the effects
- Impacts on local businesses
- Preservation of open areas to ensure ample future draining
- Impacts to planned land uses
- Impacts to wetlands, including wetland impact avoidance, minimization, and mitigation
- Impacts to watersheds, rivers, and streams/creeks, including crossing streams/creeks perpendicularly. spanning streams (including their associated wetlands and floodplains), and considering the impacts of impaired waterways
- Sediment and erosion impacts
- Environmental constraints at the west end of the study area
- Environmental constraints at arsenal

- Urban sprawl
- Environmental justice impacts
- Stormwater management
- Floodplain impacts, including crossing floodplains perpendicularly, spanning floodplains, and accounting for climate change
- Impacts to groundwater/drinking water supply
- Water quality
- Avoid impacts to the Kankakee Wetland Restoration Project
- Light pollution
- Impacts to existing and proposed trail systems
- Avoid hazardous waste sites
- Public safety concerns (i.e., impacts to law enforcement and emergency services)
- Consider former and active surface/underground mine sites and any other atypical geological formations
- Indirect and cumulative impacts
- Mitigate for unavoidable impacts
- Project costs (e.g., long-term maintenance costs of new facilities)

### 9.3 Alternatives

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The following issues with respect to alternatives development for the Illiana Corridor study were identified during the scoping process:

- Alternatives should be identified based on the purpose and need.
- Consider whether alternate modes would be co-located in a single corridor or placed in multiple corridors.
- Address ancillary infrastructure requirements as a part of the Tier One alternatives.
- Optimize multi-modal accommodations and intermodal connection opportunities, including planning for obtaining sufficient right-of-way to support multi-modal traffic, communications, and utilities.
- Consider financial feasibility and sustainability in selecting project alternatives, including consideration of alternative funding mechanisms, such as a potential public private partnership (P3) or toll road, that allow for timely completion of the selected alternative.
- Develop and locate a multi-modal corridor that provides for needed traffic capacity, multi-modal options, and freight movement, including encouraging large scale distribution logistics and freight development.
- Consider innovative design concepts.

## 9.4 Bi-State Interagency Coordination

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Indiana DNR indicated that its staff members most likely to attend NEPA/404 Merger Team Meetings may not have signature authority or authority to make formal commitments, so an alternative means of securing formal affirmations of SHPO agreement on key issues should be provided. The plan in Section 5.0 has been revised to clarify how concurrence will be obtained. Signatures will not be required.

The USEPA recommends holding the proposed field trip during the growing season, so participants, especially resource agencies, can see wetlands and streams without snow cover. INDOT and IDOT will do the best they can to accommodate this request. An aerial field trip is scheduled for October.

## 9.5 Use of GIS Databases

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The following issues with respect to the use of GIS databases for the Illiana Corridor study were identified during the scoping process:

- Indiana DEM asked that the EIS consider that Illinois and Indiana differ in their stream and water feature descriptions such as with “classified streams.” For example, in Indiana ditches that are fishable and swimmable are classified as streams.
- USEPA asked that the EIS consider the potential for an east-west facility to fragment greenways that serve north-south migratory routes. Thus, both existing and planned NIRPC and CMAP open spaces and natural areas should be included in the GIS data base.
- Indiana DNR (SHPO) commented that the existing GIS databases on historical resources in Lake County were mostly from 1996, so there may be additional resources not in the database (or in the paper records in their office) that are now 50 years old and eligible for the NRHP.
- Indiana DNR (SHPO) also commented that not all currently recorded archaeological sites in Lake County are entered into the DHPA electronic SHAARD database, so other sources in their office (e.g., topographic maps, archaeological reports and site forms, etc.) also should be consulted.



# *Appendix A*

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## **Stakeholder Involvement Summaries and Handouts**



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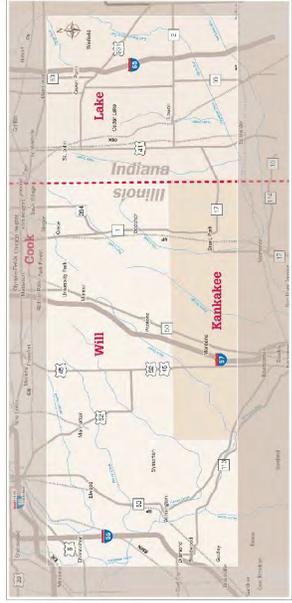
### History of Illiana

- 1909 Plan of Chicago recommended an "outer encircling highway"
- Studied by regional planning agencies in NE IL & NW IN in the 1960s and 1970s
- Recommended in previous long-range transportation plans by CATS & NIRPC
- Feasibility studies completed in 2009 by Indiana and a supplemental study in 2010 by Illinois





### Illiana Corridor Study Area





### Prior Studies and Events

- 2009: INDOT Feasibility Study
  - I-57 to I-65
- 2010: IDOT Supplemental Study
  - Extended analysis west to I-55
- 2010: Public Private Partnership (P3) Legislation
- June 2010: Joint IL/IN Press Conference
- January 2011: Illiana Consultant Team Selection

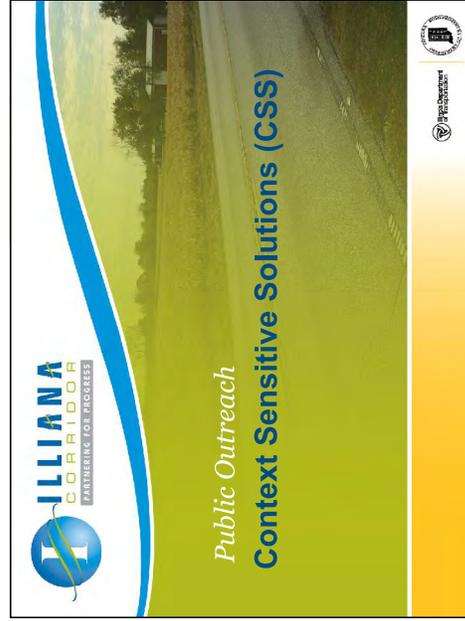



### Study Process: What is NEPA?

- Following federal National Environmental Policy Act (NEPA) process
  - Facilitate open and transparent study process
  - Tiered Environmental Impact Statement (EIS)







### Context Sensitive Solutions (CSS)

- Flexible and creative approach to design
- Promotes frequent communication with stakeholders
- Addresses all modes of transportation





### Public Involvement Opportunities



- Public Meetings and Workshops
- Project Website
- Agency Meetings
- Media Outreach
- Newsletters
- Speakers' Bureaus
- Corridor Planning Group & Technical Task Force
- Small Group Meetings




### Stakeholder Involvement Plan

- Blueprint for defining tools and methods
- Identifies roles and responsibilities of participants
- Establishes timing of stakeholder activities
- SIP on website for review ([www.illianaCorridor.org](http://www.illianaCorridor.org))





### Outreach Schedule



2011 STAKEHOLDER INVOLVEMENT AND AGENCY INPUT 2013

- Data Collection**
- Public Meeting June 2011**
  - Study process
  - Solicit issues and concerns
- Public Meeting Winter 2011**
  - Present Purpose and Need
  - Solicit Alternatives and Evaluation
- Public Meeting Spring 2012**
  - Round 2 alternatives evaluation
  - Alternatives to be carried forward
- Public Meeting Summer 2012**
  - Present DEIS
- Preferred Alternatives**

CPG/TTF Meetings






### Decision Making

- IDOT & INDOT will utilize input throughout the decision-making process
- Final project decisions will be made by IDOT, INDOT, and FHWA

### Membership Expectations and Critical Success Factors

- Commit to meetings
- Agree to act as a team in a spirit of collaboration.
- Candidly communicate local issues
- Respect all opinions
- Provide timely reviews of all submittals



**Next Steps**

**Public Meeting #1 – June 21 (IL) & 22 (IN), 2011**

- Define transportation issues....continued

**CPG & TTF Meeting #2 – July 2011:**

- Summarize Goals and Objectives
- Develop Problem Statement
- Discuss Environmental Process
- Workshop: Environmental Constraints





**Questions?**




**Next Steps**

**CPG & TTF Meeting #3 – August 2011**

- Complete technical analysis of existing and 2040 no build transportation system performance
- Outline Purpose and Need points based upon technical work and stakeholder input
- Toolbox exercise for alternatives ideas and P3

**CPG & TTF Meeting #4 – September 2011**

- Present expanded outline of Purpose and Need document and completed TSP
- Present alternatives development/evaluation process for stakeholder review
- Workshop: identification for alternatives location and footprint





**Workshop**



**Group Exercise**




**Part 1:**

- Identify Issues and Concerns

**Part 2:**

- Defining Goals and Objectives



**Group Exercise: Part 1**

*Issues and Concerns – Discussion Notes*

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

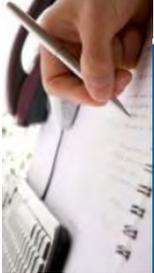


**Group Exercise: Part 1**

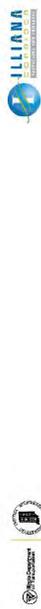
- **Develop a list of issues and concerns in the project area**

These may include:

- Transportation
- Environmental
- Traffic Congestion
- Land Use
- Economic Development



*These issues and concerns will be used to draft a project problem statement which will lead to the Purpose & Need Statement.*



**Group Exercise: Part 1**

*Issues and Concerns – Discussion Notes*

- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.



**Group Exercise: Part 2**

**Project Goals and Objectives**

- What are the goals of this project?
- How can we address the concerns/issues identified?
- Prioritize goals of the project area






**Group Exercise: Part 2**

**Issues and Concerns – Discussion Notes**

- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.





**Group Exercise: Part 2**

**Issues and Concerns – Discussion Notes**

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.







**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Issues and Concerns - Illinois**

**Table 1 (Yellow) – Issues and Concerns**

- Table Participants:**
- Kristen Anderson- Metra
  - Richard Duran- Village of Peotone
  - Marian Gibson- Village of Manhattan
  - Andrew Hawkins- Forest Preserve District of Will County
  - Mike Van Mill- Economic Alliance of Kankakee
  - Robert Massat- Green Garden Township Highway Commissioner
  - Amy Hanson- Federal Aviation Administration
  - Rich Kula- Federal Aviation Administration

**Environmental Impacts/Resource Accessibility**

- o Access to Midelin
- o Loss of Ag production in Southern Will and Northern Kankakee County
- o I-55 connection- Issue with Kankakee River
- o Impacts to T & E Species
- o Fragmentation of open space areas, i.e., State, County, Federal
- o Sensitivity to environmental assets

**Economic Development**

- o Economic developments maximized
- o Urbanization- Ability to preserve ROW with current and future development
- o Sufficient number and location of interchanges
- o Planning a corridor to meet future needs- trucks, cars, rail, utilities, communication
- o Rail- right of way in Illiana alignment
- o Once Highway develops will CN & RR want an intermodal near Peotone thus increasing



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Mobility (Trucks)**

- o Current Congestion traffic
  - trucks from intermodal, Peotone, Wilmington Rd, to I-57 at Peotone
  - Trucks from Manteno on Gov Highway Rte 50 to Peotone, Wilmington Rd. at I-57
  - Trucks E-W to Indiana
  - Beecher/Peotone Rd.
  - Kankakee/Will County Rd.
  - Gov Highway to In Route 41
- o Increased truck traffic by passing expressways using local roadways
- o Truck traffic dedicated lanes

**Transportation Compatibility**

- o Provide sufficient local/collectors
- o Accommodate and compliment airport location
- o Lack of coordination with IDOT Bureau of Aeronautics
- o South Suburban Airport impact on Illiana and surrounding communities

**Safety**

- o Safety and security issue can arise with placing a highway within an airport boundary

**Multi-Modal Opportunities**

- o Bike path accommodation and coordination
- o Preserving and facilitating access to existing METRA stations in University Park, New Lenox, Laraway Rd and Manhattan
- o Alternate means of transportation
- o -Trails along corridor and trail connections
- o Preserving access to and right of way of long-term prospect
- o -Metra expansion projects
- o -South East Service
- o -Rock Island extension to Minooka
- o -SWS Midewin- Metra electric Peotone

**Maintaining Political Support**

- o Choose Route that will allow most efficient and quick construction
- o Political Uncertainty

**Influence of P3 on Corridor Selection**

- o Influence of private sector in corridor selection



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Table 2 (Green)-Issues and Concerns**

**Table Participants:**  
George Gray- Village of Peotone  
Jim Piekarczyk- Kankakee County Engineer  
Tim Vanderhyden- Jackson Township Supervisor  
Ralph Shultz--Forest Preserve District of Will County  
Tom Thanaas- City of Joliet  
Jamy Lyne- Will County

**Congestion and Traffic**

- o Truck traffic and congestion
  - Disperses onto local collectors
  - Damages and deteriorates roads not designed to carry truck loads
  - Consumes capacity, slowing travel time, emergency responses, reduces quality of life and public safety
- o Allow for capacity not just for current needs but for future expansion
- o Truck drivers networking via CB radios to bypass congestion through Kankakee county
- o Opportunities to create a new non-motorized transportation corridor
- o Impacts or disruption to existing non-motorized transportation
- o Truck traffic/ congestion on I-80
- o Move container traffic off local roads

**Environmental & Community Impacts**

- o Impacts on communities from separation or bisection
- o Impacts on communities in path
- o Environmental impacts to Midewin and Des Plaines conservation area
- o Impacts to or loss of preserved natural areas
  - Federal, State, County, Municipal
- o Impacts/Opportunities to or for natural resources

**Location/Design**

- o Truck traffic growing at rapid rate
- o Types of developments in corridor
- o Number of interchanges
- o Location
- o Facility should be designed for the future
- o Corridor has room for future growth/expansion

**3** Corridor Planning Group / Technical Task Force Meeting # 1: Identify Project Issues and Goals



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Location of corridor meeting and future travel/ distribution needs

**Planning Needs**

- o Ability to accommodate traffic from South Suburban Airport
- o How growth will impact groundwater quality and drinking water supply issues
- o Changes to planned land use transitions
- o Coordination with long range plans of communities and local agencies
- o Control growths and development in \_\_\_ planning practices
- o Identify development in unincorporated areas
- o Complete streets or multi-modal solutions
- o Connections to existing multi-modal facilities
- o Illiana accommodates largest service area possible

**Cost**

- o Funding
- o Cost of project and how paying for it could impact cost of using road
- o Cost of crossing Des Plaines River
- o Safe and efficient commercial travel is necessary to maintain economic vitality
- o Preserving enough ROW to protect an adequate size corridor

**Table 3 (Pink)-Issues and Concerns**

**Table Participants:**

John Grueling- Will County Center for Economic Development  
Teresa Kernc- Village of Diamond  
Marc Nelson- Village of Manhattan  
Timothy Nugent- Village of Manteno  
James Walsh- Village of Manhattan  
Seth Jaasen- Congressman Kinzinger  
Steve Lazzara- Will County

**Environmental**

- o Least amount of displaced residents
- o Air pollution increase
- o Small communities along the corridor “small town characteristics”
- o Small towns have numerous historic and cultural assets that could be upset
- o Will townships and villages be responsible for EPA and respective studies
- o Impacts on local businesses

**4** Corridor Planning Group / Technical Task Force Meeting # 1: Identify Project Issues and Goals



**Corridor Planning Group / Technical Task Force Meeting # 1**  
**June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
 (Transcribed Workshop Feedback)

- o Acquisition on land, both residential and farm land
- o Location of Midewin
- o Farmland impacts
- Financing Costs/Construction ability**
- o How will cost/participation be shared/determined
- o Will this project be completed as one? Or will it be built like I-55, I-57
- o If intermodal is a big part of this will they help in the financial end?
- o Location of rivers in relation to I-55 and cost of bridge construction
- o State and Federal funding availability
- o P3 source of private financing

**Governmental Authority**

- o Police: who's jurisdiction, where will fines collected go?
- o Maintenance: Who maintains? Who pays for maintenance?
- o Governing Authority

**Traffic**

- o Capital
- o Operating
- o Maintenance

**Study Process**

- o I-80 is already congested
- o Truck traffic needs an East-West corridor
- o How will this affect traffic on I-55-I-57
- o Study local roads to make sure they can handle additional traffic
- o Truck traffic congestion
- o Relieve congestion on I-80
- o Local roads and rural roads specifically Peotone Road.
- o Local truck traffic

**Multi-Modal**

- o Dedicated freight rail line to compliment intermodal and CN line
- o Lanes: How many? PACE bus lane (if traffic slows)
- o What about bus lanes/light commuter rail in Median
- o Location of industrial and logistics parks
- o Recreational facilities (Bike path)
- o Multi-purpose road vehicles- Rail information
- o Dedicated truck lanes



**Corridor Planning Group / Technical Task Force Meeting # 1**  
**June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
 (Transcribed Workshop Feedback)

**Land/ Economic Development**

- o Land use planning along corridor
- o Promote economic development/Create jobs
- o Could help promote tourism (In/Out) Midewin-Abe Lincoln cemetery RT.66 Corridor

**Design Issues**

- o Dedicated truck lanes
- o Location of interchanges
- o Can existing road be widened and deemed acceptable
- o Location of South Suburban Airport
- o Incorporation of South Suburban airport
- o Route?

- o Locate to make most sense with Suburban airport

- o Make sure it does not go too far south so as much intermodal traffic is captured

**Planning Process**

- o Length of time to complete NEPA process

**Table 4 (Blue)-Issues and Concerns**

**Table Participants:**

- William Borgo- Village of Manhattan
- Alicia Hanlon- Will County Center for Economic Development
- Christina Kupkowski- Will County Highway Department
- Daniel Tovo- village of Monsee
- Don Kopec- CMAP
- Adam Linter- Tollway
- Jim Testin- REHCE Braidwood
- Jim Trizna- City of Joliet
- Gregg Ruddy- City of Joliet

**Environmental**

- o Midewin tall grass prairie
- o Impacts to Midewin
- o Preservation of productive agricultural land
- o Need to preserve open areas to ensure ample future draining
- o Ability to work around environmental issues
- o Impacts to planned land uses
- o Impacts/ barriers to environmentally sensitive areas



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Endangered Species
- Congestion**
  - o I-80 congestion
  - o Major congestion relief
- Transportation Highway System**
  - o Lack of Roadway continuity across IL/IN boarder
  - o Need high quality roadways designed specifically to handle truck loads
  - o Need for East/West alternatives in region & County
  - o Alternate route around Lake Michigan (I-80,I-90,I-99)
  - o Lack of alternate E-W routed to I-80 in area
  - o Location of connection to I-55 at west end of corridor
  - o Costs/impacts to secondary roads
  - o Potential connection of Prairie Parkway

**Freight**

- o Freight movement
- o Intermodal facility growth
- o Growth in truck traffic
- o Access to intermodal
- o Intermodal transportation corridor
- o Increased truck traffic from intermodal
- o Ease of existing intermodal facilities to get trucks to and from Illiana expressway
- o Significance for regional and national freight system

**Accessibility**

- o Want infrastructure to connect resident to jobs
- o New road would provide opportunity to access large portions of under developed land
- o Access to proposed 3<sup>rd</sup> airport
- o Ability to serve future airport

**Safety**

- o Safety issues on I-80
- o Access controlled highways safely incorporate more vehicles than arterials

**Economic Development**

- o Population and employment growth in Will Co.
- o Promote development revenue
- o Create jobs in region
- o Balance economic development opportunities with need for mobility

**7** Corridor Planning Group / Technical Task Force Meeting # 1: Identify Project Issues and Goals



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- Financing Funding**
  - o Any new investment to infrastructure should be self-sustaining
  - o Lack of public financing for highway expansion
  - o Costs of obtaining land on to which build Illiana
  - o Funding
  - o First application of IL P3 in legislation
  - o Construction/ maintenance cost (Toll way)
- Process**
  - o Little precedence for IL/IN Bi-State cooperation
  - o Interface with SSA project
  - o 3<sup>rd</sup> Airport status
  - o Extensive land acquisition requirements
  - o Ease of getting land dedications

**Table 5 (Purple)-Issues and Concerns**

**Table Participants:**

- Michael Bossert- Kankakee County Board
- Steve Hamer- IDNR
- Ed Paesel-South Suburban Mayor & Managers Association
- David Vanderzee- Pace
- Lawrence Walsh- Will County
- Mark Thompson- IDOT aeronautics/ Hanson professional services
- Nick Palmer- Will County Exec
- Bud Fleming- SSM& MA

**Access**

- o Transportation Connections
- o Traffic congestion
- o Transportation options
- o Lack of existing infrastructure
- o Needs to be located at ease existing projected traffic congestion
- o Provide a more direct E-W access to Rt. 65 on East and Rt. 55 on West from Southern areas of IL and IN
- o Reduce traffic congestion, E-W particularly truck traffic
- o Support south suburban airport

**8** Corridor Planning Group / Technical Task Force Meeting # 1: Identify Project Issues and Goals



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Maximize benefit for access to the South Suburban airport
- o Avoid south suburban airport footprint

**Environment**

- o Minimize impacts
  - Communities
  - Residential
  - Relocation
  - Community disruption
  - Prime farmland
  - Wetlands
  - Endangered species
  - Watersheds/rivers and creeks
- o Agricultural
  - Avoid leaving uneconomic remnants of parcels or severing parcels
- o Habitat destruction
- o Sediment and erosion impacts
- o Air and noise

**Economic Development**

- o Land use plans-existing and future
- o Illiana should be an economic development tool
  - Connects and supports intermodal centers
  - South suburban airport
  - Employment in other cities
- o Regional commuting patterns within the corridor

**Multi-Intermodal**

- o Facility must be intermodal in nature
- o Public transit use for future
- o Concerns about cost of project, need more use of corridor to help pay cost
  - Freight
  - Rail
  - Broadband
  - Fiber

**Funding**

- o Critical corridor for regional network and national network
- o Competing priorities for limited funds—is this the best investment/needed investment?



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Cook County Courthouse replacement parking—is funding available?
- Right of way protection**
- o Determine how much to fast track process so ROW protection can begin or we can risk losing viable corridors

**Table 6 (Orange)-Issues and Concerns**

**Table Participants:**

- Michael Einhorn-Village of Crete
- Matt Fritz- Village of Coal City
- Bruce Gould- Will County Highway Department
- Michael Lammey- Kankakee Area Transportation Study
- David Wallace- Village of Monsee
- Rocco Zuccherro- Toll way
- Mike Bolton-PACE
- Harry Gimore- Robinson Engineering

**Trucks**

- o Truck traffic in excess of 50% in Kankakee county
- o “Secondary” truck route
  - Manhattan/Elwood to 3<sup>rd</sup> airport along Illiana
  - Hoff road corridor in Manhattan
  - Will County 2030 plan
- o Intermodal/Truck access
  - Elwood
  - Crete
- o Intermodal truck traffic on I-5, are we just moving the problem south of I-80
- o How will truck traffic lanes be considered
- o Truck traffic east and west traveling in Kankakee county that have neither origin nor destination in the county
- o Accommodate planned freight growth with intermodal
- o I-80 is number 1st in the US in carrying commercial traffic & 2<sup>nd</sup> longest in the U.S

**Airport/Intermodal**

- o Study area served by: Interstates
  - I-55, I-57, I-65, I-80 and I-355
- o Rail



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Airports
  - Proposed existing water
- o 3<sup>rd</sup> Airport access
- o With and without airport
- Regional Mobility**
  - o I-80, I-94, I-294 Implications
    - Traffic
    - Air quality
  - o Increasing crash incidents between trucks and cars in Kankakee
  - o Local traffic movement
  - o Through traffic movement
  - o I-55 access through bi-pass of Wilmington
  - o Interchange locations
  - o What type of transit lanes to consider
  - o Poor connections between cross-border roads in IL./IN few direct roads

**Economic Development**

- o Development on top of interchanges
- o Business growth and expressway interchanges
- o Not located to address most immediate needs
- o Economic impacts
  - Protect land values
  - Indiana/Illinois conflicts

**Process**

- o Financial viability, cannot wait until end to consider limitations
- o Look for partnerships to establish corridor-rail, utility, fiber etc. to generate additional money and leverage resources
- o Unconstrained Vs. Constrained projects
- o Tolls Vs. Non-Tolls
- o No federal money, need to plan for this upfront this will impact
  - Design
  - Need
  - Demand



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Environment**

- o Environmental constraints at west end
- o Environmental constraints at arsenal
- o Regional drainage/designation facilities
- o Residential displacement
- o Wide enough Row for future growth

**Toll**

- o Expand the Indiana Toll way concession to cover construction DBom
- o Financial feasibility
- o Collect money at every meeting!

**Goals and Objectives - Illinois**

Table 1 (Yellow)-Goals and Objectives

- Multi-modal accommodations and connections
- Optimize current and future economic development opportunities
- Minimize and mitigate environmental impacts
- Optimize transportation capacity and safety

Table 2 (Green)-Goals and Objectives

- **Environment & Community**
  - o Minimize and mitigate community and environment impacts
  - o Improve environment and community assets as opportunities arise
- **Traffic & Congestion**
  - o Reduce traffic and congestion on state and local roads
- **Planning Needs**
  - o Sufficient ROW to support multi-modal traffic, communications and utilities
- **Location and Design**
  - o Balance local economic and transportation needs
  - o Create an economically viable corridor for P3



Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

Table 3 (Pink)-Goals and Objectives

- **Costs and financing**
  - Identify financial sustainability
- **Traffic**
  - Improve East /West traffic flows
- **Environmental**
  - Avoid unnecessary negative impacts to environmentally and culturally sensitive areas
- **Design Issues**
  - Maximize congestion relief for current and future needs

Table 4 (Blue)-Goals and Objectives

- **Transportation System**
  - Evaluate a comprehensive system of transportation improvements that maximize movement in the region, accessibility and safety
  - Increase E/W connectivity through corridor while providing for capacity for the future
  - Relieve congestion on I-80 and associated arterials
  - Improve safety of vehicular and pedestrian traffic in the corridor
  - Provide a safe and accessible transportation system for all users
  - Improve transportation system to assist mobility in the study area
  - Design the most cost efficient E/W highway/toll way that will reduce congestion on I-80 and provide freight haulers easy access
  - Establish a multi-modal transportation corridor
- **Environmental**
  - Minimize environmental impacts
  - Construct a highway that will meet economic logistics needs, but have the least amount if impact on the environment
- **Process/ Funding**
  - Identify a financially feasible transportation project
  - Consider alternative funding mechanisms like public/private partnerships
  - Design a sustainable product that improves lives in the region
  - Identify and evaluate financing options that allow for timely completion of the roadway
- **Economic Development**
  - Improve and maximize economic development opportunities



Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- Consider potential impacts of roads as a development too
- Plan a highway in a way to encourage new support and existing economic development opportunities

Table 5 (Purple)-Goals and Objectives

- **Provide connections and access for all modes of transportation and utilities/ technology**
- **Support major existing And future infrastructure projects**
- **Provide mechanism for early ROW protection**
- **Avoid/ minimize environmental impacts**
- **Maintain consistency with existing and future land use plans**

Table 6 (Orange)-Goals and Objectives

- **Provide higher function facility for E-W Bi-State travel**
- **Improve intermodal connection and opportunities**
- **Develop the Illiana asset in a manner that is supportive of local planning**
- **Accommodate the vital national link for transportation and commerce**



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Issues and Concerns- Indiana**

**Table 1 (Yellow) - Issues and Concerns**

**Table Participants:**

- William Brown – Northwestern Indiana Regional Planning Commission
- Robert Carnahan – President, Town of Cedar Lake
- Gerry Scheub – Lake County Commissioner
- Howard Fink – Merrillville Town Manager
- Spero Batistatos – South Shore Convention & Visitors Authority
- Paul Lohmann – President, Village of Beecher
- Mike McIntire – West Creek Township
- Dewey Pearman – Construction Advancement Foundation

**Study Process**

- Is the Study Area broad enough?
- Congestion Management Process: Multi-modal alternatives
- Taking too much time to complete
- Preservation of determined corridor
- What market are we looking to serve?

**Environmental**

- Preserve farm land
- Preservation of environmental assets, farmland
- Homes minimize impact
- Urban sprawl
- Taking of farm land
- Environmental justice: disinvestment in lakefront communities
- Be compatible or support local land use plans



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Transportation**

- Network continuity, bi-state route options
- Limit number of interchanges
- Promote transportation
- How much congestion will this mitigate?
- Reduce truck congestion
- Cut through truck traffic as far south as 16 14
- Stormwater management
- Kankakee River Basin water quantity

**Economic Development**

- Not adversely impact Gary
- Perception this for new Illinois airport
- Corridor should be where it is most attractive to investor
- Maximize economic development potential
- Work with locals to determine standards for hotel development and restaurant impacts to existing markets

**Costs**

- Cost
- Toll or Interstate
- What commitment is there to build?
- Is Government willing to sell bonds for construction?



Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Table 2 (Green)-Issues and Concerns**

**Table Participants:**  
Tom Goraczyk – President, City of Merrillville  
Kay Nelson – Northwest Indiana Forum  
Ian Nicolini – Cedar Lake Town Administrator  
Donald Babcock – Northern Indiana Public Service Company  
Tris Miles – City of Crown Point  
Leesa Beal – Army Corps  
Paul Leffler – Army Corps  
Keith Piszro – Cedar Lake  
Kathy Luther – Northwestern Indiana Regional Planning Commission

**Environmental**

- Flooding
- Wetland impacts
- Threatened and endangered species
- Sensitive natural areas
- Groundwater/drinking water supply on unconsolidated aquifers
- Unconfined aquifer
- Stormwater management
- Water quality
- Kankakee Wetland Restoration Project
- Kankakee floodplain drainage tributary ditches
- Wetland mitigation
- Regional vs. localized air impacts
- Historic issues
- Awareness of Great Lakes compact limits on water supply
- Air pollution
  - Emission testing
- Light pollution
- Noise pollution
- Historical sites
- Wildlife passage



Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Economic Development**

- Broadband or other corridor uses
- Development of intersections
- Light industrial or logistics parks
- Indiscriminate unplanned land use change

**Design**

- Reversible travel/traffic lanes congestion mitigation
- Aesthetic sound barrier walls
- Indiana's first green highway
- Electric vehicle charging stations
- Center restrooms/travel stops
- Travel areas
  - Diesel truck support re: no need to idle
- Multi-modal

**Community/Socioeconomic**

- Relocation of people
- Preserve livable community centers/downtowns
- Property acquisition process
- Not in my backyard
- Agricultural/land use compatibility
- Environmental justice concerns
- Farmland preservation
- Tribal cooperation
- Potentially benefits Peotone Airport at expense of Gary Airport
- Proliferation of interchanges promotes sprawl

**Traffic**

- Route 30 traffic back ups
- Alteration of existing traffic pattern
- Truck/rail connectivity



Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Project Process**

- o On-going bi-state coordination
- o Corridor preservation
- o Funding
- o IL vs. IN requirements
- o NEPA/CWA404 merger

**Table 3 (Pink)-Issues and Concerns**

**Table Participants:**

- Philip Kuiper – Vice President, Town of Lowell
- Rick Niemeyer – Lake County Councilman
- Steve Strains – Northwestern Indiana Regional Planning Commission
- Eldon Strong – Center Township Trustee
- Mark Maassel – Northwest Indiana Forum
- Wilbur Cox – Town of Lowell
- Doug Niksun – Town of Lowell

**Environmental and social impacts**

- o Floodways/wetlands
- o Environmental mitigation will be important
- o How will current wetlands be impacted
- o Environmental heritage
  - Work in concert to avoid wetlands, etc. while building needed routes
- o Drainage impact of ditches and wetlands
- o Determine environmental justice impacts on communities to north in IN
  - Gary, Hammond, E.C.
  - Noise and pollution concerns

**Public safety and cost**

- o Issues concerning public safety
  - Ambulance, fire, regarding funding for services to corridor
- o Safety
  - Lesser traffic flow on a single road but traffic in total
  - EMS coverage



Corridor Planning Group / Technical Task Force Meeting # 1  
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**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Multi-modal options**

- o Include other modes in the right-of-way including utilities recreation corridor
- o Build with context sensitive design
- o ROW Options
  - Does it make sense to put pipelines, railroads, etc. in same ROW

**Project limits**

- o Length of Illiana? Why not all the way to I-94 (LaPorte)
- o Consider long-term future and study farther east and west beyond I-55 and I-65

**Economic development**

- o Enhancing the economic viability of NWI
  - Alternative traffic routes
  - Planning for job “centers” such as industrial parks
- o Economic development along corridor

**Land Use Compatibility**

- o Recent community planning
- o Impact on Lake County Master Plan for zoning and growth in the unincorporated area
- o New developments being interfered
- o Community park under development
- o Stone quarry’s in service as well as future
- o Preservation of farmland where possible (minimize losses)
- o Easement and size of corridor regarding farming impact

**Property Impacts**

- o Eminent domain?
- o How will current property owners be affected of highway location

**Intermodal Connections**

- o Truck traffic on State Route 2
- o Railroads being utilized
- o Truck traffic
- o Interphase with rail connections
  - i.e. Intermodal transloading
- o Congestion relief (keep traffic not destined for or coming from Chicagoland away from Chicago area freeways, etc.)
- o Location of interchanges on corridor
- o Bypass for truck traffic needed?



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Public Involvement**

- o Form a bi-state coalition to help guide and provide input and support
- o Be serious about public input throughout the study. Today is a good start.
- o Is this part of Peotone Airport?
- o Thoughts and input of local communities, etc. built into location and design

**Congestion Relief**

- o Congestion relief for Borman expressway
- o Capacity?

**Cost and financing**

- o Make Illiana a toll road
- o Vacant properties availability
- o Right of way or corridor preservation
- o Cost:
  - Build with other people's money
  - Keep tolls realistic
- o Preserve a corridor soon before there is less room
- o Timeliness
  - Build it in a reasonable fashion



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Goals and Objectives - Indiana**

**Table 1 (Yellow)-Goals and Objectives**

- **Location should encourage large scale distribution logistics, and freight development**
- **Minimize negative impacts on EJ communities, farm preservation, water resources, environmental assets**
- **Support local land use plan for economic development**
- **Improve mobility and congestion in the region**

**Table 2 (Green)-Goals and Objectives**

- **Design**
  - o Innovative design concepts
- **Community/socioeconomic**
  - o Balancing community values with transportation needs throughout the bi-state region
- **Economic development**
  - o Improve bi-state regional economic and technological competitive advantage
- **Traffic**
  - o Reduce congestion and increase connectivity and mobility in the bi-state region
- **Environmental**
  - o Increase environmental sustainability of the bi-state region.  
(Sustainability needs to be defined)
- **Project process**
  - o Strong project management plan to ensure timely achievements of milestones.

**Table 3 (Pink)-Goals and Objectives**

- **Develop a multi-modal corridor that provides needed capacity, multi-modal options, and freight movement.**
- **Minimize environmental, social, and property impacts.**
- **Follow thru on public involvement plan.**
- **Be sensitive to ongoing development and land use plans.**
- **Consider public safety impacts and associated cost implications.**



### Draft Stakeholder Problem Statement

The Illiana Corridor Study should address existing and future traffic congestion and improve safety in the study area. This includes providing improved east-west connections, addressing growing truck traffic on both regional and study area roads, and relieving congestion on I-80/94 and US-30. Multimodal opportunities, including transit, non-motorized, freight rail, and utilities should be examined. Access to intermodal facilities, the proposed South Suburban Airport, study area and regional jobs should also be examined. Transportation solutions should maximize the economic development and job growth potential. These solutions should also support the regionally and nationally significant freight system in the study area. Transportation solutions should be coordinated with land use and community planning. Care must be taken to first avoid and then minimize and mitigate environmental, social, and property impacts.

The study will need to closely examine the construction and operating costs of transportation solutions and ways to finance these transportation solutions. This includes tolling and public private partnerships (P3) opportunities. Right-of-way preservation should be considered. Bi-state coordination and political support are required for implementing transportation solutions.

The Illiana covers multiple jurisdictions over a large area, and therefore, care should be taken to manage the process in an efficient manner, and the planning process should move forward as rapidly as possible.



### Corridor Planning Group / Technical Task Force Meeting # 1 June 14-15, 2011

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

#### Issues and Concerns - Illinois

##### Table 1 (Yellow) - Issues and Concerns

###### **Table Participants:**

Kristen Anderson- Metra  
Richard Duran- Village of Peotone  
Marian Gibson- Village of Manhattan  
Andrew Hawkins- Forest Preserve District of Will County  
Mike Van Mill- Economic Alliance of Kankakee  
Robert Massat- Green Garden Township Highway Commissioner  
Amy Hanson- Federal Aviation Administration  
Rich Kula- Federal Aviation Administration

###### **Environmental Impacts/Resource Accessibility**

- o Access to Midelin
- o Loss of Ag production in Southern Will and Northern Kankakee County
- o I-55 connection- Issue with Kankakee River
- o Impacts to T & E Species
- o Fragmentation of open space areas, i.e., State, County, Federal
- o Sensitivity to environmental assets

###### **Economic Development**

- o Economic developments maximized
- o Urbanization- Ability to preserve ROW with current and future development
- o Sufficient number and location of interchanges
- o Planning a corridor to meet future needs- trucks, cars, rail, utilities, communication
- o Rail- right of way in Illiana alignment
- o Once Highway develops will CN & RR want an intermodal near Peotone thus increasing



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- Mobility (Trucks)**
  - o Current Congestion traffic
    - trucks from intermodal, Peotone, Wilmington Rd. to I-57 at Peotone
    - Trucks from Manteno on Gov Highway Rte 50 to Peotone, Wilmington Rd. at I-57
    - Trucks E-W to Indiana
    - Beecher/Peotone Rd.
    - Kankakee/Will County Rd.
    - Gov Highway to In Route 41
  - o Increased truck traffic by passing expressways using local roadways
  - o Truck traffic dedicated lanes
- Transportation Compatibility**
  - o Provide sufficient local/collectors
  - o Accommodate and compliment airport location
  - o Lack of coordination with IDOT Bureau of Aeronautics
  - o South Suburban Airport impact on Illiana and surrounding communities
- Safety**
  - o Safety and security issue can arise with placing a highway within an airport boundary
- Multi-Modal Opportunities**
  - o Bike path accommodation and coordination
  - o Preserving and facilitating access to existing METRA stations in University Park, New Lenox, Laraway Rd and Manhattan
  - o Alternate means of transportation
  - o -Trails along corridor and trail connections
  - o Preserving access to and right of way of long-term prospect
  - o -Metra expansion projects
    - South East Service
    - Rock Island extension to Minooka
    - SWS Midwin- Metra electric Peotone
  - o Choose Route that will allow most efficient and quick construction
- Maintaining Political Support**
  - o Political Uncertainty
- Influence of P3 on Corridor Selection**
  - o Influence of private sector in corridor selection



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- Table 2 (Green) - Issues and Concerns**
- Table Participants:**
- George Gray- Village of Peotone
  - Jim Piekarczyk- Kankakee County Engineer
  - Tim Vanderhyden- Jackson Township Supervisor
  - Ralph Shultz--Forest Preserve District of Will County
  - Tom Thanas- City of Joliet
  - Jamy Lyne- Will County
- Congestion and Traffic**
- o Truck traffic and congestion
    - Disperses onto local collectors
    - Damages and deteriorates roads not designed to carry truck loads
    - Consumes capacity, slowing travel time, emergency responses, reduces quality of life and public safety
  - o Allow for capacity not just for current needs but for future expansion
  - o Truck drivers networking via CB radios to bypass congestion through Kankakee county
  - o Opportunities to create a new non-motorized transportation corridor
  - o Impacts or disruption to existing non-motorized transportation
  - o Truck traffic/ congestion on I-80
  - o Move container traffic off local roads
- Environmental & Community Impacts**
- o Impacts on communities from separation or bisection
  - o Impacts on communities in path
  - o Environmental impacts to Midwin and Des Plaines conservation area
  - o Impacts to or loss of preserved natural areas
    - Federal, State, County, Municipal
  - o Impacts/Opportunities to or for natural resources
- Location/Design**
- o Truck traffic growing at rapid rate
  - o Types of developments in corridor
  - o Number of interchanges
  - o Location
  - o Facility should be designed for the future
  - o Corridor has room for future growth/expansion



**Corridor Planning Group / Technical Task Force Meeting # 1**  
June 14-15, 2011

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Location of corridor meeting and future travel/ distribution needs
- Planning Needs**
- o Ability to accommodate traffic from South Suburban Airport
  - o How growth will impact groundwater quality and drinking water supply issues
  - o Changes to planned land use transitions
  - o Coordination with long range plans of communities and local agencies
  - o Control growths and development in \_\_\_ planning practices
  - o Identify development in unincorporated areas
  - o Complete streets or multi-modal solutions
  - o Connections to existing multi-modal facilities
  - o Illiana accommodates largest service area possible

**Cost**

- o Funding
- o Cost of project and how paying for it could impact cost of using road
- o Cost of crossing Des Plaines River
- o Safe and efficient commercial travel is necessary to maintain economic vitality
- o Preserving enough ROW to protect an adequate size corridor

**Table 3 (Pink)-Issues and Concerns**

**Table Participants:**

- John Grueling- Will County Center for Economic Development
- Teresa Kerne- Village of Diamond
- Marc Nelson- Village of Manhattan
- Timothy Nugent- Village of Manteno
- James Walsh- Village of Manhattan
- Seth Jaasen- Congressman Kinzinger
- Steve Lazzara- Will County

**Environmental**

- o Least amount of displaced residents
- o Air pollution increase
- o Small communities along the corridor “small town characteristics”
- o Small towns have numerous historic and cultural assets that could be upset
- o Will townships and villages be responsible for EPA and respective studies
- o Impacts on local businesses



**Corridor Planning Group / Technical Task Force Meeting # 1**  
June 14-15, 2011

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Acquisition on land, both residential and farm land
  - o Location of Midewin
  - o Farmland impacts
- Financing Costs/Construction ability**
- o How will cost/participation be shared/determined
  - o Will this project be completed as one? Or will it be built like I-55, I-57
  - o If intermodal is a big part of this will they help in the financial end?
  - o Location of rivers in relation to I-55 and cost of bridge construction
  - o State and Federal funding availability
  - o P3 source of private financing

**Governmental Authority**

- o Police: who’s jurisdiction, where will fines collected go?
- o Maintenance: Who maintains? Who pays for maintenance?
- o Governing Authority

**Traffic**

- o Capital
- o Operating
- o Maintenance

**Study Process**

- o I-80 is already congested
- o Truck traffic needs an East-West corridor
- o How will this affect traffic on I-55-I-57
- o Study local roads to make sure they can handle additional traffic
- o Truck traffic congestion
- o Relieve congestion on I-80
- o Local roads and rural roads specifically Peotone Road.
- o Local truck traffic

**Multi-Modal**

- o Dedicated freight rail line to compliment intermodal and CN line
- o Lanes: How many? PACE bus lane (if traffic slows)
- o What about bus lanes/light commuter rail in Median
- o Location of industrial and logistics parks
- o Recreational facilities (Bike path)
- o Multi-purpose road vehicles- Rail information
- o Dedicated truck lanes



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Land/ Economic Development**

- o Land use planning along corridor
- o Promote economic development/Create jobs
- o Could help promote tourism (In/Out) Midewin-Abe Lincoln cemetery RT.66 Corridor

**Design Issues**

- o Dedicated truck lanes
- o Location of interchanges
- o Can existing road be widened and deemed acceptable
- o Location of South Suburban Airport
- o Incorporation of South Suburban airport
- o Route?
- o Locate to make most sense with Suburban airport
- o Make sure it does not go too far south so as much intermodal traffic is captured

**Planning Process**

- o Length of time to complete NEPA process

**Table 4 (Blue)-Issues and Concerns**

**Table Participants:**

- William Borgo- Village of Manhattan
- Alicia Hanlon- Will County Center for Economic Development
- Christina Kupkowski- Will County Highway Department
- Daniel Tovo- village of Monsee
- Don Kopec- CMAP
- Adam Linter- Tollway
- Jim Testin- REHCE Braidwood
- Jim Trizna- City of Joliet
- Gregg Ruddy- City of Joliet

**Environmental**

- o Midewin tall grass prairie
- o Impacts to Midewin
- o Preservation of productive agricultural land
- o Need to preserve open areas to ensure ample future drainage
- o Ability to work around environmental issues
- o Impacts to planned land uses
- o Impacts/ barriers to environmentally sensitive areas

**6** Corridor Planning Group / Technical Task Force Meeting # 1: Identify Project Issues and Goals



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Congestion**

- o Endangered Species
- o I-80 congestion
- o Major congestion relief

**Transportation Highway System**

- o Lack of Roadway continuity across IL/IN boarder
- o Need high quality roadways designed specifically to handle truck loads
- o Need for East/West alternatives in region & County
- o Alternate route around Lake Michigan (I-80,I-90,I-99)
- o Lack of alternate E-W routed to I-80 in area
- o Location of connection to I-55 at west end of corridor
- o Costs/impacts to secondary roads
- o Potential connection of Prairie Parkway

**Freight**

- o Freight movement
- o Intermodal facility growth
- o Growth in truck traffic
- o Access to intermodal
- o Intermodal transportation corridor
- o Increased truck traffic from intermodal
- o Ease of existing intermodal facilities to get trucks to and from Illiana expressway
- o Significance for regional and national freight system

**Accessibility**

- o Want infrastructure to connect resident to jobs
- o New road would provide opportunity to access large portions of under developed land
- o Access to proposed 3<sup>rd</sup> airport
- o Ability to serve future airport

**Safety**

- o Safety issues on I-80
- o Access controlled highways safely incorporate more vehicles than arterials

**Economic Development**

- o Population and employment growth in Will Co.
- o Promote development revenue
- o Create jobs in region
- o Balance economic development opportunities with need for mobility

**7** Corridor Planning Group / Technical Task Force Meeting # 1: Identify Project Issues and Goals



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Financing Funding**

- o Any new investment to infrastructure should be self-sustaining
- o Lack of public financing for highway expansion
- o Costs of obtaining land on to which build Illiana
- o Funding
- o First application of IL P3 in legislation
- o Construction/ maintenance cost (Toll way)

**Process**

- o Little precedence for IL/IN Bi-State cooperation
- o Interface with SSA project
- o 3<sup>rd</sup> Airport status
- o Extensive land acquisition requirements
- o Ease of getting land dedications

**Table 5 (Purple)-Issues and Concerns**

**Table Participants:**

- Michael Bossert- Kankakee County Board
- Steve Hamer- IDNR
- Ed Paesel-South Suburban Mayor & Managers Association
- David Vanderzee- Pace
- Lawrence Walsh- Will County
- Mark Thompson- IDOT aeronautics/ Hanson professional services
- Nick Palmer- Will County Exec
- Bud Fleming- SSM& MA

**Access**

- o Transportation Connections
- o Traffic congestion
- o Transportation options
- o Lack of existing infrastructure
- o Needs to be located at ease existing projected traffic congestion
- o Provide a more direct E-W access to Rt. 65 on East and Rt. 55 on West from Southern areas of IL and IN
- o Reduce traffic congestion, E-W particularly truck traffic
- o Support south suburban airport

**8** Corridor Planning Group / Technical Task Force Meeting # 1: Identify Project Issues and Goals



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Maximize benefit for access to the South Suburban airport
- o Avoid south suburban airport footprint

**Environment**

- o Minimize impacts
  - Communities
  - Residential
  - Relocation
  - Community disruption
  - Prime farmland
  - Wetlands
  - Endangered species
  - Watersheds/rivers and creeks
- o Agricultural
  - Avoid leaving uneconomic remarks of parcels or severing parcels
- o Habitat destruction
- o Sediment and erosion impacts
- o Air and noise

**Economic Development**

- o Land use plans-existing and future
- o Illiana should be an economic development tool
  - Connects and supports intermodal centers
  - South suburban airport
  - Employment in other cities
- o Regional commuting patterns within the corridor

**Multi-Intermodal**

- o Facility must be intermodal in nature
- o Public transit use for future
- o Concerns about cost of project, need more use of corridor to help pay cost
  - Freight
  - Rail
  - Broadband
  - Fiber

**Funding**

- o Critical corridor for regional network and national network
- o Competing priorities for limited funds—is this the best investment/needed investment?

**9** Corridor Planning Group / Technical Task Force Meeting # 1: Identify Project Issues and Goals



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Cook County Courthouse replacement parking—is funding available?
- Right of way protection**
- o Determine how much to fast track process so ROW protection can begin or we can risk losing viable corridors

**Table 6 (Orange)-Issues and Concerns**

**Table Participants:**

- Michael Einhorn-Village of Crete
- Matt Fritz- Village of Coal City
- Bruce Gould- Will County Highway Department
- Michael Lammey- Kankakee Area Transportation Study
- David Wallace- Village of Monsee
- Rocco Zuccherro- Toll way
- Mike Bolton-PACE
- Harry Gimore- Robinson Engineering

**Trucks**

- o Truck traffic in excess of 50% in Kankakee county
- o “Secondary” truck route
  - Manhattan/Elwood to 3<sup>rd</sup> airport along Illiana
  - Hoff road corridor in Manhattan
  - Will County 2030 plan
- o Intermodal/Truck access
  - Elwood
  - Crete
- o Intermodal truck traffic on I-5, are we just moving the problem south of I-80
- o How will truck traffic lanes be considered
- o Truck traffic east and west traveling in Kankakee county that have neither origin nor destination in the county
- o Accommodate planned freight growth with intermodal
- o I-80 is number 1st in the US in carrying commercial traffic & 2<sup>nd</sup> longest in the U.S
- o Study area served by: Interstates
  - I-55, I-57, I-65, I-80 and I-355
- o Rail

**Airport/Intermodal**

- o No federal money, need to plan for this upfront this will impact
  - Design
  - Need
  - Demand



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- 6 out of 7 class I run through study area
- o Airports
  - Proposed existing water
- o 3<sup>rd</sup> Airport access
- o With and without airport
- Regional Mobility**
- o I-80, I-94, I-294 Implications
  - Traffic
  - Air quality
- o Increasing crash incidents between trucks and cars in Kankakee
- o Local traffic movement
- o Through traffic movement
- o I-55 access through bi-pass of Wilmington
- o Interchange locations
- o What type of transit lanes to consider
- o Poor connections between cross- border roads in IL/IN few direct roads

**Economic Development**

- o Development on top of interchanges
- o Business growth and expressway interchanges
- o Not located to address most immediate needs
- o Economic impacts
  - Protect land values
  - Indiana/Illinois conflicts

**Process**

- o Financial viability, cannot wait until end to consider limitations
- o Look for partnerships to establish corridor-rail, utility, fiber etc. to generate additional money and leverage resources
- o Unconstrained Vs. Constrained projects
- o Tolls Vs. Non-Tolls
- o No federal money, need to plan for this upfront this will impact



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- Environment**
  - o Environmental constraints at west end
  - o Environmental constraints at arsenal
  - o Regional drainage/designation facilities
  - o Residential displacement
  - o Wide enough Row for future growth
- Toll**
  - o Expand the Indiana Toll way concession to cover construction DBom
  - o Financial feasibility
  - o Collect money at every meeting!

**Goals and Objectives - Illinois**

**Table 1 (Yellow)-Goals and Objectives**

- **Multi-modal accommodations and connections**
- **Optimize current and future economic development opportunities**
- **Minimize and mitigate environmental impacts**
- **Optimize transportation capacity and safety**

**Table 2 (Green)-Goals and Objectives**

- **Environment & Community**
  - o Minimize and mitigate community and environment impacts
  - o Improve environment and community assets as opportunities arise
- **Traffic & Congestion**
  - o Reduce traffic and congestion on state and local roads
- **Planning Needs**
  - o Sufficient ROW to support multi-modal traffic, communications and utilities
- **Location and Design**
  - o Balance local economic and transportation needs
  - o Create an economically viable corridor for P3



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Table 3 (Pink)-Goals and Objectives**

- **Costs and financing**
  - o Identify financial sustainability
- **Traffic**
  - o Improve East /West traffic flows
- **Environmental**
  - o Avoid unnecessary negative impacts to environmentally and culturally sensitive areas
- **Design Issues**
  - o Maximize congestion relief for current and future needs

**Table 4 (Blue)-Goals and Objectives**

- **Transportation System**
  - o Evaluate a comprehensive system of transportation improvements that maximize movement in the region, accessibility and safety
  - o Increase E/W connectivity through corridor while providing for capacity for the future
  - o Relieve congestion on I-80 and associated arterials
  - o Improve safety of vehicular and pedestrian traffic in the corridor
  - o Provide a safe and accessible transportation system for all users
  - o Improve transportation system to assist mobility in the study area
  - o Design the most cost efficient E/W highway/toll way that will reduce congestion on I-80 and provide freight haulers easy access
- **Environmental**
  - o Establish a multi-modal transportation corridor
  - o Minimize environmental impacts
  - o Construct a highway that will meet economic logistics needs, but have the least amount if impact on the environment
- **Process/ Funding**
  - o Identify a financially feasible transportation project
  - o Consider alternative funding mechanisms like public/private partnerships
  - o Design a sustainable product that improves lives in the region
  - o Identify and evaluate financing options that allow for timely completion of the roadway
- **Economic Development**
  - o Improve and maximize economic development opportunities



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

- o Consider potential impacts of roads as a development too
  - o Plan a highway in a way to encourage new support and existing economic development opportunities
- Table 5 (Purple)-Goals and Objectives**
- Provide connections and access for all modes of transportation and utilities/ technology
  - Support major existing And future infrastructure projects
  - Provide mechanism for early ROW protection
  - Avoid/ minimize environmental impacts
  - Maintain consistency with existing and future land use plans

**Table 6 (Orange)-Goals and Objectives**

- Provide higher function facility for E-W Bi-State travel
- Improve intermodal connection and opportunities
- Develop the Illiana asset in a manner that is supportive of local planning
- Accommodate the vital national link for transportation and commerce



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Issues and Concerns- Indiana**

**Table 1 (Yellow)- Issues and Concerns**

**Table Participants:**

- William Brown – Northwestern Indiana Regional Planning Commission
- Robert Carnahan – President, Town of Cedar Lake
- Gerry Scheub – Lake County Commissioner
- Howard Fink – Merrillville Town Manager
- Spero Batistatos – South Shore Convention & Visitors Authority
- Paul Lohmann – President, Village of Beecher
- Mike McIntire – West Creek Township
- Dewey Pearman – Construction Advancement Foundation

**Study Process**

- o Is the Study Area broad enough?
- o Congestion Management Process: Multi-modal alternatives
- o Taking too much time to complete
- o Preservation of determined corridor
- o What market are we looking to serve?

**Environmental**

- o Preserve farm land
- o Preservation of environmental assets, farmland
- o Homes minimize impact
- o Urban sprawl
- o Taking of farm land
- o Environmental justice: disinvestment in lakefront communities
- o Be compatible or support local land use plans



**Corridor Planning Group / Technical Task Force Meeting # 1  
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**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Transportation**

- o Network continuity, bi-state route options
- o Limit number of interchanges
- o Promote transportation
- o How much congestion will this mitigate?
- o Reduce truck congestion
- o Cut through truck traffic as far south as 16 14
- o Stormwater management
- o Kankakee River Basin water quantity

**Economic Development**

- o Not adversely impact Gary
- o Perception this for new Illinois airport
- o Corridor should be where it is most attractive to investor
- o Maximize economic development potential
- o Work with locals to determine standards for hotel development and restaurant impacts to existing markets

**Costs**

- o Cost
- o Toll or Interstate
- o What commitment is there to build?
- o Is Government willing to sell bonds for construction?



**Corridor Planning Group / Technical Task Force Meeting # 1  
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**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Table 2 (Green)-Issues and Concerns**

**Table Participants:**

- Tom Goraczyk – President, City of Merrillville
- Kay Nelson – Northwest Indiana Forum
- Ian Nicolini – Cedar Lake Town Administrator
- Donald Babcock – Northern Indiana Public Service Company
- Tris Miles – City of Crown Point
- Leesa Beal – Army Corps
- Paul Leffler – Army Corps
- Keith Piszro – Cedar Lake
- Kathy Luther – Northwestern Indiana Regional Planning Commission

**Environmental**

- o Flooding
- o Wetland impacts
- o Threatened and endangered species
- o Sensitive natural areas
- o Groundwater/drinking water supply on unconsolidated aquifers
- o Unconfined aquifer
- o Stormwater management
- o Water quality
- o Kankakee Wetland Restoration Project
- o Kankakee floodplain drainage tributary ditches
- o Wetland mitigation
- o Regional vs. localized air impacts
- o Historic issues
- o Awareness of Great Lakes compact limits on water supply
- o Air pollution
  - Emission testing
- o Light pollution
- o Noise pollution
- o Historical sites
- o Wildlife passage



**Corridor Planning Group / Technical Task Force Meeting # 1  
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**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Economic Development**

- Broadband or other corridor uses
- Development of intersections
- Light industrial or logistics parks
- Indiscriminate unplanned land use change

**Design**

- Reversible travel/traffic lanes congestion mitigation
- Aesthetic sound barrier walls
- Indiana's first green highway
- Electric vehicle charging stations
- Center restrooms/travel stops
- Travel areas
  - Diesel truck support re: no need to idle
- Multi-modal

**Community/Socioeconomic**

- Relocation of people
- Preserve livable community centers/downtowns
- Property acquisition process
- Not in my backyard
- Agricultural/land use compatibility
- Environmental justice concerns
- Farmland preservation
- Tribal cooperation
- Potentially benefits Peotone Airport at expense of Gary Airport
- Proliferation of interchanges promotes sprawl

**Traffic**

- Route 30 traffic back ups
- Alteration of existing traffic pattern
- Truck/rail connectivity



**Corridor Planning Group / Technical Task Force Meeting # 1  
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**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Project Process**

- On-going bi-state coordination
- Corridor preservation
- Funding
- IL vs. IN requirements
- NEPA/CWA404 merger

**Table 3 (Pink)-Issues and Concerns**

**Table Participants:**

- Philip Kuiper – Vice President, Town of Lowell
- Rick Niemeyer – Lake County Councilman
- Steve Strains – Northwestern Indiana Regional Planning Commission
- Eldon Strong – Center Township Trustee
- Mark Maassel – Northwest Indiana Forum
- Wilbur Cox – Town of Lowell
- Doug Nixsun – Town of Lowell

**Environmental and social impacts**

- Floodways/wetlands
- Environmental mitigation will be important
- How will current wetlands be impacted
- Environmental heritage
  - Work in concert to avoid wetlands, etc. while building needed routes
- Drainage impact of ditches and wetlands
- Determine environmental justice impacts on communities to north in IN
  - Gary, Hammond, E.C.
  - Noise and pollution concerns

**Public safety and cost**

- Issues concerning public safety
  - Ambulance, fire, regarding funding for services to corridor
- Safety
  - Lesser traffic flow on a single road but traffic in total
  - EMS coverage



**Corridor Planning Group / Technical Task Force Meeting # 1  
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**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Multi-modal options**

- Include other modes in the right-of-way including utilities recreation corridor
- Build with context sensitive design
- ROW Options
  - Does it make sense to put pipelines, railroads, etc. in same ROW

**Project limits**

- Length of Illiana? Why not all the way to I-94 (LaPorte)
- Consider long-term future and study farther east and west beyond I-55 and I-65

**Economic development**

- Enhancing the economic viability of NWI
  - Alternative traffic routes
  - Planning for job "centers" such as industrial parks
- Economic development along corridor

**Land Use Compatibility**

- Recent community planning
- Impact on Lake County Master Plan for zoning and growth in the unincorporated area
- New developments being interfered
- Community park under development
- Stone quarry's in service as well as future
- Preservation of farmland where possible (minimize losses)
- Easement and size of corridor regarding farming impact

**Property Impacts**

- Eminent domain?
- How will current property owners be affected of highway location

**Intermodal Connections**

- Truck traffic on State Route 2
- Railroads being utilized
- Truck traffic
- Interphase with rail connections
  - i.e. Intermodal transloading
- Congestion relief (keep traffic not destined for or coming from Chicagoland away from Chicago area freeways, etc.)
- Location of interchanges on corridor
- Bypass for truck traffic needed?



**Corridor Planning Group / Technical Task Force Meeting # 1  
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**Workshop:** Identify Project Issues and Goals  
(Transcribed Workshop Feedback)

**Public Involvement**

- Form a bi-state coalition to help guide and provide input and support
- Be serious about public input throughout the study. Today is a good start.
- Is this part of Peotone Airport?
- Thoughts and input of local communities, etc. built into location and design

**Congestion Relief**

- Congestion relief for Borman expressway
- Capacity?

**Cost and financing**

- Make Illiana a toll road
- Vacant properties availability
- Right of way or corridor preservation
- Cost:
  - Build with other people's money
  - Keep tolls realistic
- Preserve a corridor soon before there is less room
- Timeliness
  - Build it in a reasonable fashion



**Corridor Planning Group / Technical Task Force Meeting # 1  
June 14-15, 2011**

**Workshop: Identify Project Issues and Goals**  
(Transcribed Workshop Feedback)

**Goals and Objectives - Indiana**

**Table 1 (Yellow)-Goals and Objectives**

- **Location should encourage large scale distribution logistics, and freight development**
- **Minimize negative impacts on EJ communities, farm preservation, water resources, environmental assets**
- **Support local land use plan for economic development**
- **Improve mobility and congestion in the region**

**Table 2 (Green)-Goals and Objectives**

- **Design**
  - Innovative design concepts
- **Community/socioeconomic**
  - Balancing community values with transportation needs throughout the bi-state region
- **Economic development**
  - Improve bi-state regional economic and technologic competitive advantage
- **Traffic**
  - Reduce congestion and increase connectivity and mobility in the bi-state region
- **Environmental**
  - Increase environmental sustainability of the bi-state region.  
(Sustainability needs to be defined)
- **Project process**
  - Strong project management plan to ensure timely achievements of milestones.

**Table 3 (Pink)-Goals and Objectives**

- **Develop a multi-modal corridor that provides needed capacity, multi-modal options, and freight movement.**
- **Minimize environmental, social, and property impacts.**
- **Follow thru on public involvement plan.**
- **Be sensitive to ongoing development and land use plans.**
- **Consider public safety impacts and associated cost implications.**



# Welcome! Public Meeting

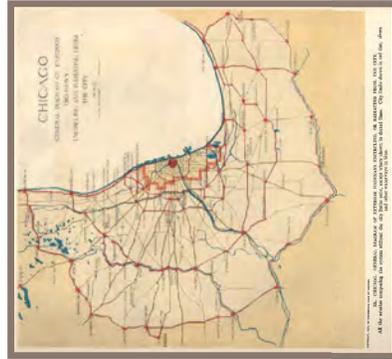


## Where is the Study Area?



## History of Illiana

- 1909 Plan of Chicago recommended an "outer encircling highway"
- Studied by regional planning agencies in NE IL & NW IN in the 1960s and 1970s
- Recommended in previous long-range transportation plans
- Feasibility studies completed in 2009 by Indiana and a supplemental study in 2010 by Illinois



## Bi-State Partnership

- Memorandum of Understanding Signed June 9, 2010 by Illinois Governor Pat Quinn and Indiana Governor Mitch Daniels formalized the partnership between both states for planning a potential new transportation linkage.
- Recently enacted legislation in both states allows a Public Private Partnership (P3) which allows for private sector financing for constructing or operating a transportation facility.

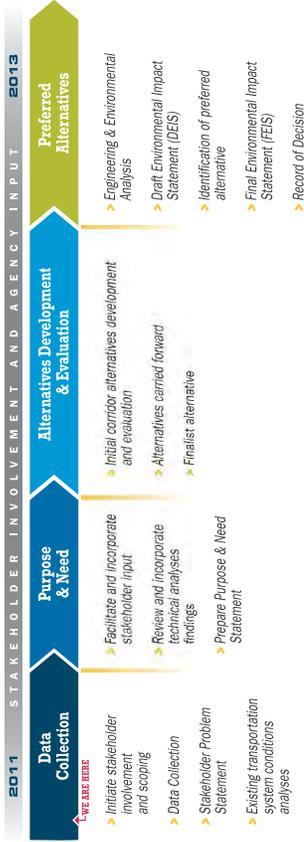


## Study Process: What is NEPA?

- The National Environmental Policy Act (NEPA) requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.



## Tier One Timeline



## Tiered Environmental Process



## Context Sensitive Solutions (CSS)

An interdisciplinary approach that seeks effective, multimodal transportation solutions by **working with stakeholders** to develop, build, and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings.



CSS is used by IDOT and INDOT in the planning and design of major projects.



### KEY PRINCIPLES

- Balance mobility, community needs, and environment, with safety paramount
- Involve stakeholders early and often in the planning process
- Address all transportation modes
- Involve all appropriate disciplines in planning and design
- Consider flexibility as part of design
- Incorporate aesthetics into design



### Project Working Group Structure



### Public Outreach Schedule



### Stakeholder Involvement Plan



- Blueprint for defining tools and methods
- Identifies roles and responsibilities of participants
- Establishes timing of stakeholder activities
- SIP on website for review ([www.illianacorridor.org](http://www.illianacorridor.org))



### Identify Transportation Issues

Develop a list of transportation issues and concerns in the project area and place them on the maps.



- These May Include:**
- Transportation
  - Environmental
  - Land Use
  - Safety
  - Traffic Congestion
  - Modal Options
  - Economic Development
  - Quality of Life
- 



## Questions and Answers

- If you have a question after viewing the PowerPoint presentation, please write it on this card and drop it in the question box.
- Study team members will respond to anonymous questions presented by an independent moderator beginning at 5:30 p.m. and again at 7:00 p.m.
- Also, please feel free to speak to one of the Study Team representatives in the exhibit room.

**Questions?** Study team members will respond to questions regarding the ILLIANA CORRIDOR project on Tuesday, July 6, 2011, from 5:30 p.m. to 7:00 p.m. Write questions on a separate piece of paper and place it in the question box. If you have any questions, please call the toll-free number or visit the website. Thank you for your participation!

ILLIANA CORRIDOR



**Thanks for your participation!**



## Express Your Opinion

- **Comment Forms** Written and online comment forms
- **Comments received by JULY 6, 2011** will become part of the **Public Meeting record**

**ILLIANA CORRIDOR**  
**Comment Form**  
Public Meeting #1 - June 21, 2011

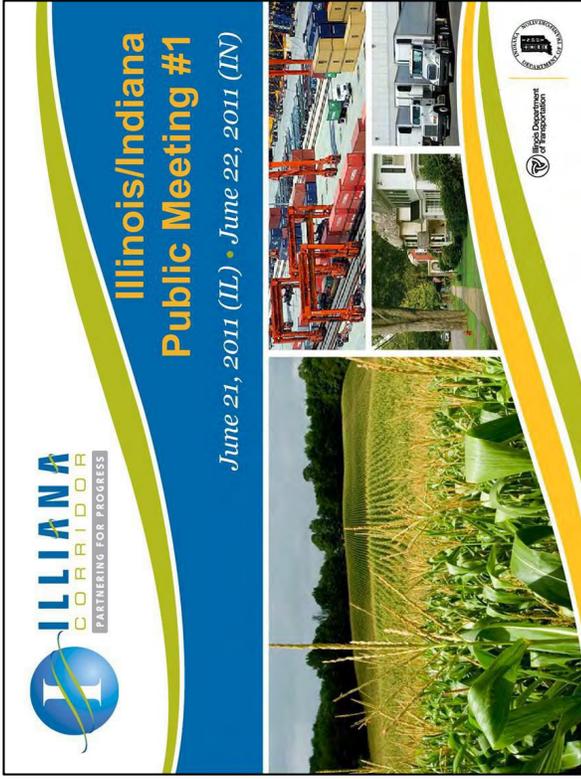


**Project Website**

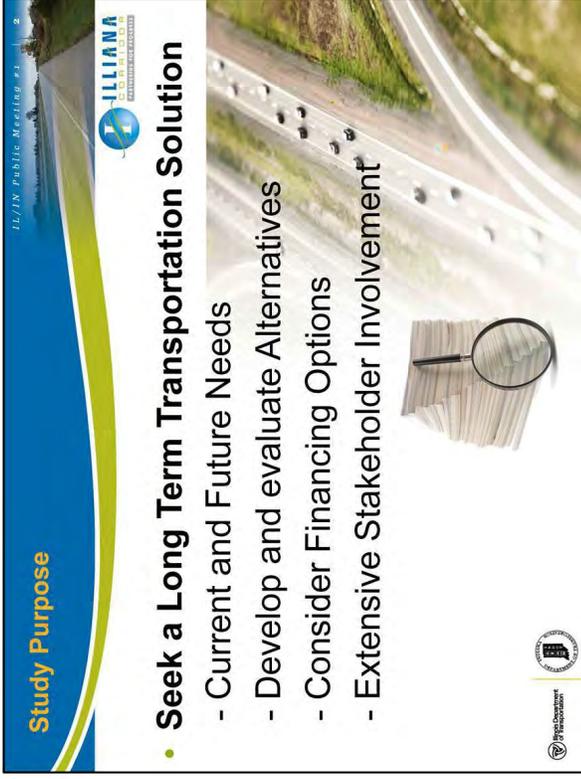


Visit [illianacorridor.org](http://illianacorridor.org) for up to date project information





The Illinois Department of Transportation and the Indiana Department of Transportation welcome you to the first Public Meeting of the Illiana Corridor Study. We thank you for attending today's meeting, and look forward to your continued participation throughout the study process.



This study will begin with a comprehensive review of the transportation needs in the study area, through a combination of stakeholder input and technical analysis. A range of alternatives to address those needs will also be developed and evaluated, while also considering financing options.

Stakeholder input is a big part of the planning process; IDOT and INDOT will continue to reach out and engage stakeholders throughout the study process through a variety of opportunities and methods intended to maximize public participation in the identification of project solutions.

IL/IN Public Meeting #3 3

## Purpose of Today's Meeting

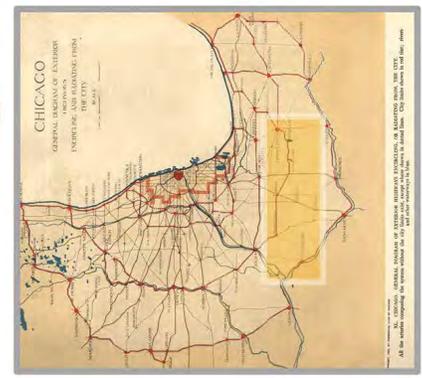
- Outline overall process and schedule
- Gather your early input




- A-37
- The purpose of today's meeting is to outline the overall process and schedule, and gather your early input regarding the transportation needs.

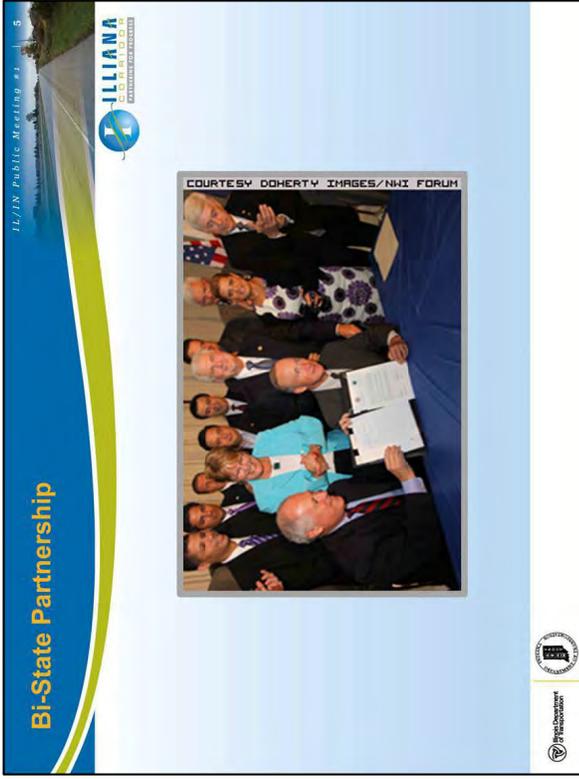
## History of Illiana

- 1909 Plan of Chicago recommended an "outer encircling highway"
- Studied by regional planning agencies in NE IL & NW IN in the 1960s and 1970s
- Recommended in previous long-range transportation plans
- Feasibility studies completed in 2009 by Indiana and a supplemental study in 2010 by Illinois

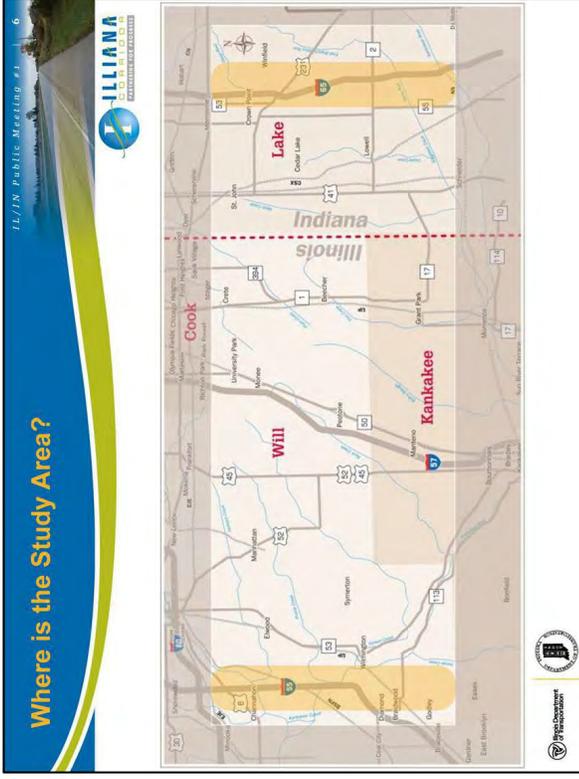



The vision of the Illiana Corridor dates back to the 1909 plan of Chicago by Daniel Burnham that included an "outer encircling highway" serving northeastern Illinois and northwestern Indiana. Conceptual highway corridors linking Illinois and Indiana south of Interstate 80 were also studied by regional planning agencies in both states in the 1960's and 1970's.

More recently, feasibility studies for a potential Illiana expressway were completed in 2009 by Indiana and a supplemental study in 2010 by Illinois. These showed that transportation improvements could be possible, and set the stage for formal studies, which we are now beginning.



## Bi-State Partnership



## Where is the Study Area?

Following completion of these studies, a memorandum of understanding was signed on June 9, 2010 by the Governors of Illinois and Indiana, which formalized the partnership between the two states for planning a potential new transportation linkage.

Recently enacted legislation in both states also allows a “public private partnership” or “P3”, which allows for private sector financing for constructing or operating a transportation facility.

Now more than 100 years after Burnham’s plan, this region is in a different place and has additional demands for transportation options. That’s why this study will begin with a blank slate.

The study area is located in southern Will County and northern Kankakee County in Illinois and southern Lake County in Indiana. The area is generally located between I-65 on the east, I-55 on the west and bordered by U.S. 30 to the north and northern Kankakee County to the south.



Who will be participating in the study?

The Illinois Department of Transportation is managing the consulting contracts and overall study and Indiana Department of Transportation is financially participating in the study and will provide leadership for the Indiana portion of the study area. IDOT and INDOT will act as joint lead agencies with the Federal Highway Administration for preparation of the Environmental Impact Statement.

A consultant team led by Parsons Brinckerhoff will conduct technical studies and coordinate stakeholder outreach efforts. These efforts will include outreach to elected officials, regional agencies, transportation providers, the business community, interest groups, city and county technical staff such as engineers, planners and public works officials, the general public and potential users.



The study will follow the National Environmental Policy Act or (NEPA) process which is the basic framework for transportation planning. The NEPA process will be approached in two parts, or Tiers, with extensive stakeholder involvement throughout.

The study results will be documented in an Environmental Impact Statement or (EIS) which will outline the technical work and stakeholder input that support the Tier One preferred alternative. The study will strive to identify an alternative that provides the best balance of serving transportation needs, avoiding or minimizing environmental impacts, incorporating community input and values, and financial viability.

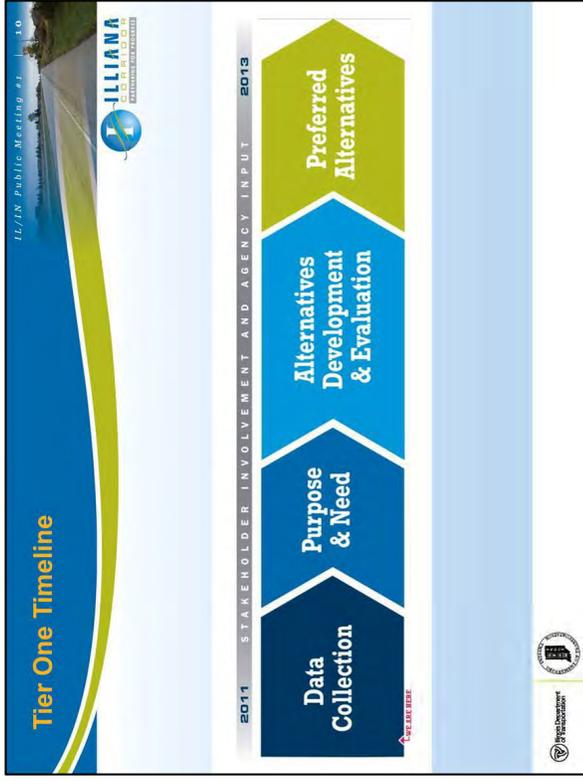


You will often hear reference to the two tiers of the Illiana study. What are these tiers and what do they mean?

Tier One will involve the identification of transportation needs, the development and evaluation of alternatives for all modes, and the selection of a preferred corridor alternative at a conceptual level of detail. A range of factors is considered in the decision making process including stakeholder input, engineering, and environmental considerations. It is anticipated that this Tier will be completed by spring of 2013.

Tier Two begins with the more in-depth discussion and analysis of the preferred alternative in Tier One. This will involve more detailed engineering and environmental studies to define a preliminary design and footprint of the project, and detail financing options. Tier Two may take an additional 24-36 months.

Currently only planning studies (Tiers) are funded.



The Tier One study process includes four distinct but interrelated steps that build upon each other.

The first step which is ongoing, involves collection and analyzing a variety of information, including traffic, safety, population, employment and environmental data, as well as stakeholder input. This information is used for step two, which is developing something called a purpose and need, which is a summary of the transportation problems that will be addressed.

The next step in the study process involves working with stakeholders to develop alternatives to address those problems.

The last step of Tier One involves evaluating the alternatives and selecting a preferred alternative. These findings in addition to those identified in the previous steps are reported in the Environmental Impact Statement. IDOT and INDOT will consider all input, including stakeholder comments and technical analysis when the final decision is determined on a preferred alternative.

ILLIANA  
INDOT/IN PROJECTS

## What is Context Sensitive Solutions?

- Flexible and creative approach to design
- Promotes frequent communication with stakeholders
- Addresses all modes of transportation

ILLIANA  
INDOT/IN PROJECTS

The Illiana study will use the Context Sensitive Solutions process, known as CSS. CSS is a collaborative approach that seeks to involve all stakeholders in the study process to develop a facility that fits into its surroundings, using a flexible and creative approach to design. CSS promotes frequent communication, and addresses all modes of transportation, and strives to preserve scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.

ILLIANA  
INDOT/IN PROJECTS

## Public Involvement Opportunities

- Public Meetings and Workshops
- Project Website
- Newsletters
- Small Group Meetings
- Corridor Planning Group & Technical Task Force
- Speakers' Bureaus
- Media Outreach
- Agency Meetings

ILLIANA  
INDOT/IN PROJECTS

There will be numerous opportunities to become involved in this study. Some of these opportunities include:

Public meetings such as today's, and workshops scheduled throughout the project. These will provide forums for the meaningful exchange of ideas and open dialogue on the project.

The project website will continually be updated with project data, study progress and will allow for the submission of comments online.

Newsletters corresponding with project milestones will be mailed to all stakeholders and anyone wishing to be added to the project mailing list.

The study team will be available to attend small group meetings, to allow for a more informal communication setting.

Additionally, IDOT and INDOT have established a Project Working Group structure to assist with development of project recommendations.

Through these and other means, IDOT and INDOT will proactively seek stakeholder input and partnerships early and often.





In addition to the working groups, Public meetings such as today's event are an important part of the process, and will be scheduled to seek broader input at each stage of the planning process.

Public Meeting #2 will be hosted later this fall to present the purpose and need and initial alternatives; Public Meeting #3 will be held in the spring of 2012.

The Draft Environmental Impact Statement, which summarizes the finalist alternatives and identifies the preferred alternative, is then prepared, and will be presented at a Public Hearing in the Summer of 2012.



Work will continue with collecting information on current conditions, future population, employment growth, and predicting future travel demand. By identifying the current and future project deficiencies and needs, a Problem Statement will be created to help guide the development of the project Purpose and Need.

The Purpose and Need will be the basis for the development, evaluation, and screening of alternatives.

ILL/IN Public Meeting #1 17

## What's Important to You?

- Identify transportation issues on maps





At the conclusion of this presentation, we ask you to visit the exhibit area. There will be a series of large-scale aerials of the study area. We encourage you to identify your transportation issues with the provided post-it notes and place them on the maps in the appropriate location of the study area.

ILL/IN Public Meeting #1 18

## Questions?

- Study team members available in exhibit room
- Q & A session held at 5:30 PM and 7:00 PM in this room.
- Please submit your written questions to study team members





If you have questions this evening, study team members are available in the exhibit room to help. At 5:30 and 7:00 PM we are also holding a question and answer session in this room. If you would like to take part in these sessions and have questions, please fill out a question and answer notecard and drop it in the question box or hand it to a study team member anytime throughout each session, and a moderator will present the questions to study team members to answer.

**We Want to Hear from You!**

- Written comment forms
- Online comment forms at [www.illianacorridor.org](http://www.illianacorridor.org)
- Comments received by July 6, 2011 will become part of the public meeting record.





Throughout the exhibit area feel free to fill out a comment form that you can finish today or mail later. You may also submit comments through our project website. We encourage comments throughout the course of the study, but for inclusion in this public meeting record, please submit your comments by July 6, 2011.

Your input is valuable. It is our continued commitment throughout this study to include stakeholders in this process. We want to hear from you!



**Thank You for Attending!**  
Please visit the exhibit room and meet with study team members.



We appreciate your attendance, and hope to see you at future meetings as well. Please visit the exhibit room to give us your issues and concerns and meet with study team members who are available to discuss the study. This concludes the presentation. If you have missed any part of the presentation, it will restart again momentarily.



## Illiana Corridor Study Public Meeting #1 Summary - Illinois

The first Illinois public meeting for the Illiana Corridor Study was held on Tuesday, June 21, 2011 at the Matteson Hotel and Conference Center (Holiday Inn), 500 Holiday Plaza Drive, Matteson, Illinois from 5 – 8 PM. The meeting was a hybrid open house format with a continuous PowerPoint presentation, question and answer forum, exhibit boards for review, and large scale maps of the study area to which meeting attendees provided comments, suggestions, issues and concerns. The meeting was attended by **71 people**, and **9 comment forms** were received.

### **The following public officials were in attendance:**

- Lake County Commissioner: Gerry Scheub
- Forest Preserve District of Will County: Tim Good
- Village of University Park: Mayor Vivian Covington
- Village of University Park: Trustee Milton Payton
- Village of University Park: Jerry Townsend
- South Suburban Mayors and Managers Association: Ed Paesel
- Federal Aviation Administration: Richard Kula
- Kankakee County: Mike Lamme
- City of Wilmington: City Administrator, Tony Graff
- Will County Land Use Department: Colin Duesing
- USDA Forest Service: Wade Spang
- Village of Beecher: Village President, Paul Lohmann
- Village of Matteson: Village Administrator, Brian Mitchell
- Village of Manhattan: Marc Nelson
- Village of University Park: Trevor Davis

### **Additional agencies/organizations represented included:**

- Will County Land Use Department: Colin Duesing
- Will County Department of Highways: Eric Wesel
- Will County CED: Alicia Hanlon
- Park Forest Historical Society: Michael Gans
- Midewin National Tallgrass Prairie: Robert Hommes
- Local 150: Charile Johnson
- Grundy Economic Development: Doug Pryor

- Kankakee Regional Chamber: David Hinderliter
- Illinois Chamber of Commerce: Gideon Blustein
- Mark Thompson & Jim Messmore from Hanson on behalf of Aeronautics

### **The following Media were represented:**

- Sun Times Media: Brett Roseran
- Times of NWI: Keith Benman
- Chicago Tribune: Rich Wronski
- SouthTown: Bob Rak

Meeting attendees had the opportunity to sign-up for consideration to participate on the Technical Task Force (TTF) and Corridor Planning Group (CPG). **4 stakeholders signed up to participate as a TTF member.**

The **9 comment forms** submitted covered a variety of topics, with the most predominant themes including:

- **Study process and timeline**
- **Identifying and taking existing environmental features into consideration**
- **Creating multi-modal opportunities within the Illiana Corridor**

Additional comment topics included general support for the project, identifying and considering existing and proposed trail systems and Will County's Historic Preservation Commission's structure surveys, extending the study area to I-80, locating the Corridor in the southern portion of the study area, improving interchanges along I-57, and creating additional employment opportunities.



## Illiana Corridor Study Public Meeting #1 Short Summary - Indiana

The first Indiana public meeting for the Illiana Corridor Study was held on Wednesday, June 22, 2011 at Crown Point High School, located at 1500 South Main Street, Crown Point, Indiana from 5–8 PM. The meeting was a hybrid open house format with a continuous PowerPoint presentation, question and answer forum, exhibit boards for review, and large scale maps of the study area to which meeting attendees provided comments, suggestions, issues and concerns. The meeting was attended by **140 people**, and **16 comment forms** were received.

### **The following public officials were in attendance:**

- Center Township: Trustee Eldon Strong
- Senator Coats Representative: Dave Murtaugh
- Town of Winfield: Trustee Rollie Brauer
- Town of Schneider: Town Council President Richard Ludlow
- Town of St. John: Town Council President Michael Forbes

### **Additional agencies/organizations represented included:**

- Northwestern Indiana Regional Planning Commission (NIRPC): Mitch Barloga
- Northwestern Indiana Regional Planning Commission (NIRPC): Bill Brown
- Active Transportation Alliance: Leslie Plemister
- Sierra Club: George Malis
- Sierra Club: Sandy O'Brien
- Sierra Club Dunelands Group: David Ellis
- Gardens on the Prairie: Wayne Gruber
- IDNR: Sergio Mendoza
- Will County Illinois Farm Bureau: Mary Ann Deutsche

### **The following Media were represented:**

- The Times (NWI): Keith Benman
- The Times: John Watkins
- Post Tribune: Chelsea Kirk
- Post Tribune: Neff Nicholls
- Lowell Tribune: Nick Dmitrovich
- Lakeshore Public Television: Cameron Kinzer and Lindsey Cranier

Meeting attendees had the opportunity to sign-up for consideration to participate on the Technical Task Force (TTF) and Corridor Planning Group (CPG). **1 stakeholder signed up to participate as a CPG member, and 2 stakeholders signed up to participate as TTF members.**

The **16 comment forms** submitted covered a variety of topics, with the most predominant themes including:

- **Demand for new facility**
- **Study process and communications**
- **Farmland/agriculture preservation**
- **Project costs (both direct and indirect)**
- **Corridor location and route configuration**

Additional comment topics included the following: incorporation of trails; costs to communities; public safety concerns (police, fire and medical personnel); long-term maintenance; corridor location and route configuration; other transportation concerns; and, environmental justice impacts.



*Agency Scoping Meeting*  
**Introductions**




*Agency Scoping Meeting*  
**Purpose of Meeting**




**Agency Scoping Meeting**  
*June 28, 2011*





**Agenda**

- Introductions
- Purpose of Meeting
- Project Overview
- GIS Database and Planned Use
- Next Steps for Agencies



**Purpose of Meeting**

- Provide overview of the process and schedule
- Get your early input on issues or concerns
- Identify opportunities for future involvement
- Introduce the Geographic Information System (GIS) data base
- Discuss Tier One level of environmental detail



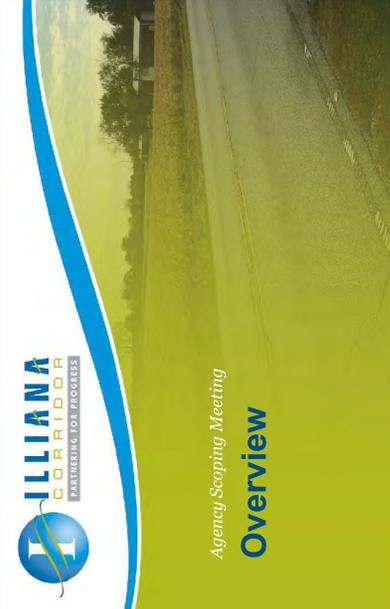

**History**

- In long-range plans since the early 1900's.
- Corridors studied in the 1960's and 1970's.
- Feasibility studies in 2009.
- Feasibility studies in Illinois supplemented in 2010.
- June 9, 2010, governors signed a Memorandum of Agreement outlining the commitment to the project by both states.




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*Agency Scoping Meeting*  
**Overview**




**Study Area**



- Portions of Kankakee and Will (IL) counties, Lake County (IN)
- Approximately 950 square miles



**Transportation Needs**

- To be determined by a combination of Stakeholder Input and Technical Analysis
  - Project Work Groups: meetings and workshops
  - Other stakeholder outreach
  - Data collection
  - Travel Demand Modeling
    - 2010 and 2040 "no action" baseline
- Foundation for Purpose and Need

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INTEGRATED INFRASTRUCTURE ANALYSIS

Parsons Brinckerhoff

**NEPA Process – Tier One**

**Tier One**  
STAKEHOLDER INVOLVEMENT

- Identify Transportation Needs
- Develop & Evaluate Alternatives for All Modes
- Select Preferred Alternative

**Tier Two**  
STAKEHOLDER INVOLVEMENT

Detailed Engineering and Environmental Studies of Preferred Alternative

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INTEGRATED INFRASTRUCTURE ANALYSIS

Parsons Brinckerhoff

**Process**

- Tiered NEPA process:
  - Tier One – Needs, Alternatives, preferred "concept"
    - May include identifying sections of independent utility
  - Tier Two – Details of preferred concept
- Context Sensitive Solutions (CSS)
- GIS based impact assessment
- Financing strategies

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INTEGRATED INFRASTRUCTURE ANALYSIS

Parsons Brinckerhoff

**Context Sensitive Solutions**

- Stakeholder outreach based upon:
  - IDOT CSS Detailed Guidelines for Practice
  - INDOT CSS Implementation Plan

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INTEGRATED INFRASTRUCTURE ANALYSIS

Parsons Brinckerhoff

INDOT  
CSS

CONTEXT SENSITIVE SOLUTIONS  
DETAILED GUIDELINES FOR PRACTICE

**Context Sensitive Solutions**

- Flexible and creative design approach
- Considers all transportation modes
- Addresses all facets of project development
- Promotes frequent and meaningful communication with stakeholders
- Complements the Tiered EIS process

**Project Study Group**

- Multidisciplinary team of representatives from IDOT, INDOT, FHWA and NEPA consultants:
  - IDOT: manage overall study
  - INDOT: participate financially, provide leadership on Indiana portion of study area
  - FHWA: both IN/IL divisions involved
- IL division leads the coordination efforts

**Project Team**

**PROJECT STUDY GROUP**  
IDOT • INDOT • FHWA • Consultant

<b>CORRIDOR PLANNING GROUP (CPG)</b>	<b>INDIAN</b>	<b>TECHNICAL TASK FORCE</b>
<ul style="list-style-type: none"> <li>• Question and Answer sessions</li> <li>• Meetings</li> <li>• Outreach Meetings</li> <li>• Agency for Planning</li> <li>• Regional Planning</li> <li>• Construction</li> </ul>	<ul style="list-style-type: none"> <li>• Question and Answer sessions</li> <li>• Meetings</li> <li>• Outreach Meetings</li> <li>• Agency for Planning</li> <li>• Regional Planning</li> <li>• Construction</li> </ul>	<ul style="list-style-type: none"> <li>• Agencies (for transportation, environmental, etc.)</li> <li>• Communities, Counties</li> <li>• Other state of government</li> <li>• Interest Groups</li> <li>• Organizations</li> </ul>

**Project Working Groups**

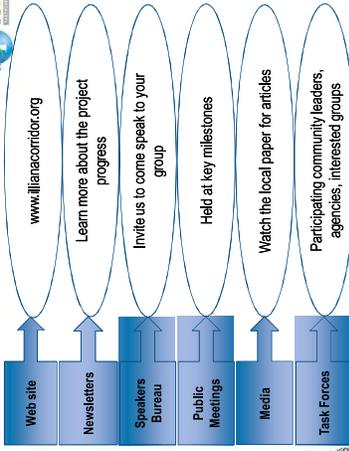
- Work Groups
  - Corridor Planning Group (CPG)
  - Technical Task Force (TTF)
- Key stakeholder input venue
- CPG/TTF will meet jointly in Tier One
- CPG/TTF meetings in each state, and joint meetings anticipated

**Corridor Planning Group**

- Elected officials from each community, county, and Metropolitan Planning Organizations
- Role:
  - Participate in every major aspect of the NEPA process
  - Provide policy level perspectives
  - Reach consensus at key project decision milestones




**Public Involvement Opportunities**



- Web site: [www.illianacorridor.org](http://www.illianacorridor.org)
- Newsletters: Learn more about the project progress
- Speakers Bureau: Invite us to come speak to your group
- Public Meetings: Held at key milestones
- Media: Watch the local paper for articles
- Task Forces: Participating community leaders, agencies, interested groups

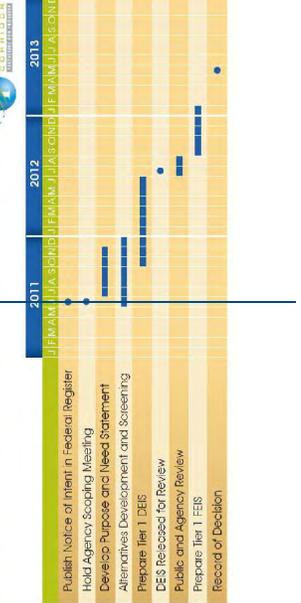



**Technical Task Force**

- Includes CPG representatives, other governmental bodies, agencies (including resource agencies), and interested groups
- Role:
  - Participate in every major aspect of the NEPA process
  - Provide technical expertise
  - Reach consensus at key project decision milestones




**Schedule**



**2011**

- Publish Notice of Intent in Federal Register
- Hold Agency Scoping Meeting
- Develop Purpose and Need Statement
- Alternatives Development and Screening
- Prepare Tier 1 DEIS
- DEIS Released for Review
- Public and Agency Review
- Prepare Tier 1 FEIS
- Record of Decision

**2012**

**2013**

You Are Here




**Next Steps**

**CPG & TTF Meeting #2 – July 11 (IL) & 12 (IN), 2011**

- Summarize Goals and Objectives
- Develop Problem Statement
- Discuss Environmental Process
- Workshop: Environmental Constraints

**CPG & TTF Meeting #3 – August 2011**

- Complete technical analysis of existing and 2040 no build transportation system performance
- Outline Purpose and Need points based upon technical work and stakeholder input
- Toolbox exercise for alternatives ideas and P3

**Potential Alternatives**

- No-Action Alternative (separate population and employment scenarios)
- Transportation Alternatives (various modes, locations, improving existing facilities or new facilities)
- Alternatives generated by stakeholder input and technical analysis
- Alternatives will be measured by how they meet transportation needs as well as how they address environmental impacts

**Next Steps**

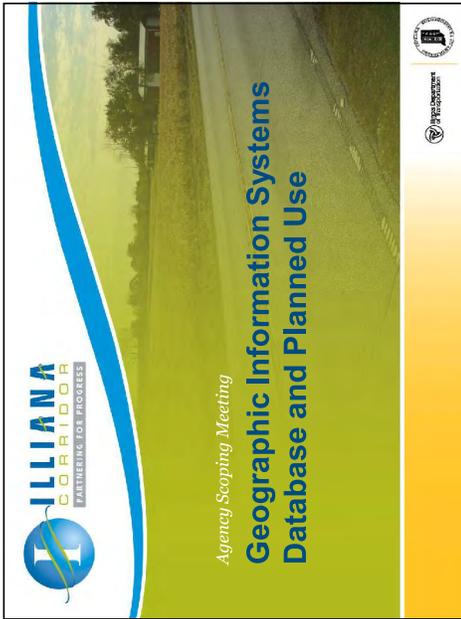
**CPG & TTF Meeting #4 – September 2011**

- Expanded Purpose and Need
- Transportation System Performance
- Alternatives development/evaluation process
- Alternatives Workshop – footprint and location

**NEPA 404 Merger Briefing September 2011**

**Potential Key Environmental Issues**

- Agriculture
- River and stream crossings
- Indirect /cumulative impacts
- Protected lands
- Community, natural resource, and cultural resource issues



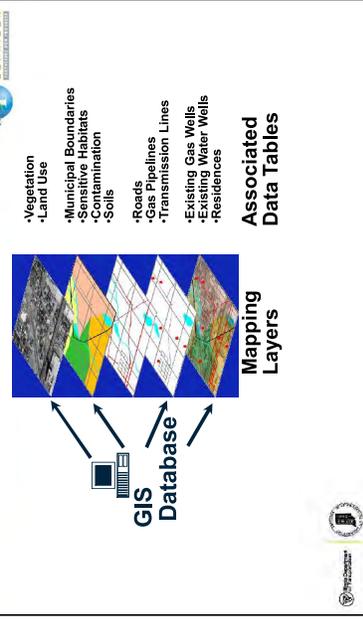
**ILLIANA CORRIDOR**  
PARTNERING FOR PROGRESS

*Agency Scoping Meeting*

## Geographic Information Systems Database and Planned Use



### Generic GIS Map Overlay Process



- Vegetation
- Land Use
- Municipal Boundaries
- Sensitive Habitats
- Contamination
- Soils
- Roads
- Crossing Right-of-Way
- Transmission Lines
- Existing Gas Wells
- Existing Water Wells
- Residences

**Associated Data Tables**

**Mapping Layers**

**GIS Database**



### GIS Database for Illiana Corridor Study

- Geographic Information System
  - Comprehensive Database including
    - Study Area Mapping
    - Aerial Photography
    - Existing Resources
  - Use
    - Alternatives Impact analysis
    - Preparing Maps and Exhibits
    - Data Management



### Data Boundary

- Will & Kankakee Counties, IL
- Lake County, IN

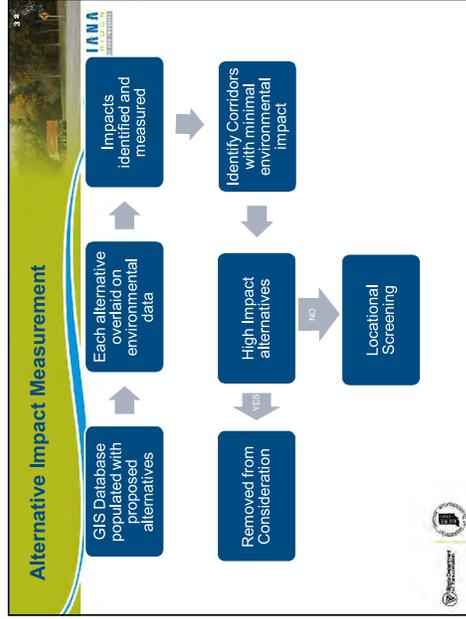
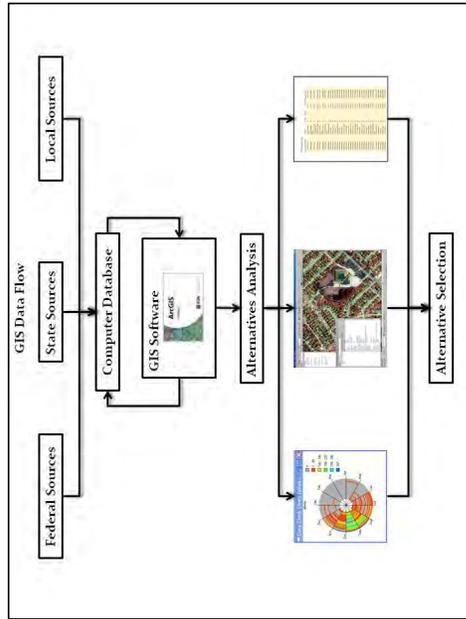


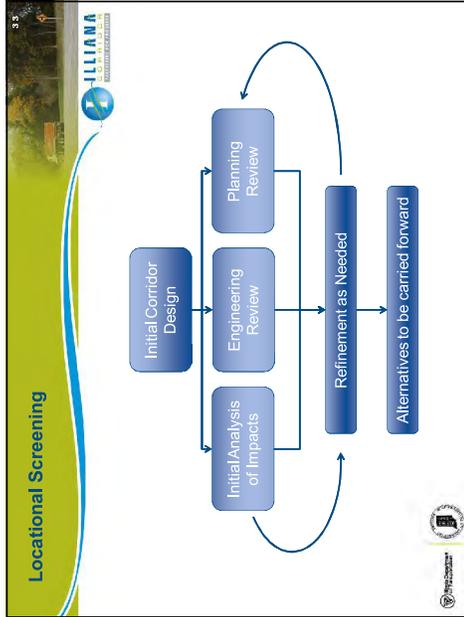

### Existing Data Sources

- Department of Interior, U.S. Fish and Wildlife Service
- Kankakee Area Transportation Study (KATS)
- Federal Emergency Management Agency (FEMA)
- Illinois Department of Agriculture (IDA)
- Illinois Department of Natural Resources (IDNR)
- Indiana Department of Natural Resources (IDNR)
- Indiana Department of Environmental Management (IDEM)
- Illinois State Geological Survey (ISGS)
- Illinois Environmental Protection Agency (IEPA)
- Illinois Historic Preservation Agency (IHPA)
- United States Geological Survey (USGS)

### Alternative Layout Process

- Develop initial alternative corridors





### Environmental Consequences Evaluation

#### Tier One

- Evaluation documents impacts of the finalist alternatives within the full study area
- Develop preferred corridor/s of 2,000 feet in width (varying in width at select locations).
- Data Quality control
  - Present maps to local agencies and public for verification of assets
  - Field check key resources within alternative corridor ranges

### Affected Environment

- The Affected Environment chapter of the Draft Environmental Impact Statement (DEIS) describes the environmental and social resources in the study area that may be affected by the alternatives.
- ArcGIS software will be used to summarize resources, habitat, land cover, public lands, hazardous sites, and land use in the study area.
- Socioeconomic features such as population, employment and racial composition, political townships will also be used to measure alternative impacts.

### Environmental Consequences Evaluation

#### Tier Two

- Mapping is confined to the corridor selected in Tier One
- Detailed environmental evaluation, including field surveys, is conducted on corridor identified in Tier One
- Mapping is provided at a higher resolution

### Methodology for Analysis (Pilot)

- Example of areas of analysis included in the Impact Rating System (quantified):  
**Land Cover/Use**  
**Agricultural (acres)**

LANDUSE	Shape Area (acres)
1118 Residential - Single Family Total	35,52
1128 Residential Farm Total	6,59
1430 Warehouse Districts Total	4,68
2100 Commercial/Industrial Total	7,947,98
2110 Recreation/Openland Total	46,25
2120 Water Total	7,482,15
<b>Grand Total</b>	

### Environmental Impact Tabulation Example

Illiana Corridor	AC 1		AC 1A		AC 1B		Anneal	
	Corridor Alignment	Working Alignment	Corridor Alignment	Working Alignment	Corridor Alignment	Working Alignment	Corridor Alignment	Working Alignment
<b>Environmental Impact Analysis</b>								
<b>DRAFT MATRIX</b>	Corridor Designation							
	Length (miles)							
	Facility Type	Access Controlled	Access Controlled	Access Controlled	Access Controlled	Access Controlled	Access Controlled	Access Controlled
	As of Date							
<b>Land Cover / Use</b>	<b>Total Acres</b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Agricultural	Acres							
Forested	Acres							
Urban	Acres							
Other (Waters & Wetlands)	Acres							

### Methodology for Analysis

**Streams**  
 Length of classified stream

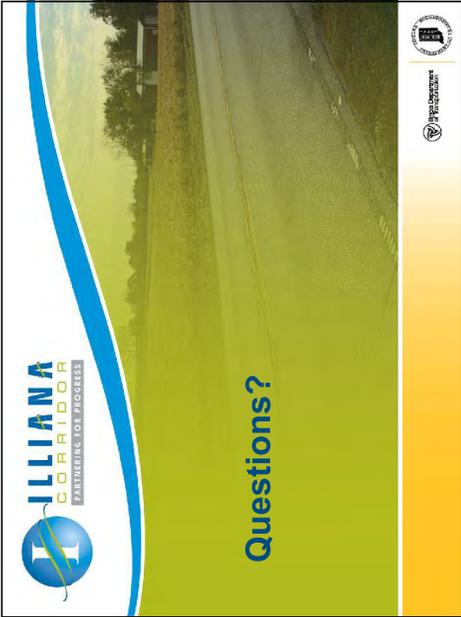
### Data Availability for review

Web based mapping and analysis tools



# Geographic Information Systems Technical Documentation

Illiana Corridor Study



*Prepared for*

Illinois Department of Transportation and  
Indiana Department of Transportation

*June 27, 2011*



Data		Type	Classification	Location	Source	Collected (2011)
School districts	Schools pois	point	Land Use	Indiana	IDOE	May
303d waterways	SSA full build	poly	Infrastructure	Will	IDOT	May
303d waterways	SSA Inagural	poly	Infrastructure	Will	IDOT	May
303d waterways with TDML	Midewin NTP	poly	Environment	Will	IDOT SSA Website	May
303d waterways with TDML	Pipelines	line	Utilities	Indiana	IGS	May
305b waterways	Water wells	point	Hydrology	Indiana	ILITH	May
305b waterways	Airports	point	Infrastructure	Indiana	INDOT	May
Bacteria monitoring	Bridges, county	point	Infrastructure	Indiana	INDOT	May
Sediment inventory	Bridges, system1	point	Infrastructure	Indiana	INDOT	May
Water quality observations	Highways INDOT model	line	Infrastructure	Indiana	INDOT	May
Water quality statistics	Rail crossings	point	Infrastructure	Indiana	INDOT	May
Schools higher ed	Rail system	line	Infrastructure	Indiana	INDOT	May
Brownfields	Rail system active abandoned	line	Infrastructure	Indiana	INDOT	May
Cleanup sites	Ramps	line	Infrastructure	Indiana	INDOT	May
Composting facilities	Traffic counts INDOT model	line	Infrastructure	Indiana	INDOT	May
Confirmed feeding operations	Hospitals dincs	point	Land Use	Indiana	ISDH	May
Construction demo waste	LTC facilities (Care_Long_Term)	point	Land Use	Indiana	ISDH	May
Corrective action sites	Libraries	point	Land Use	Indiana	ISL	May
Impaired lakes	Airport districts	poly	Infrastructure	K3	Kankakee Co	May
Institutional controls	Buildings	poly	Land Use	K3	Kankakee Co	May
LUST	Cemetery district	poly	Land Use	K3	Kankakee Co	May
Manufactured gas plants	Census block group	poly	Base Map	K3	Kankakee Co	May
NPDES facility	Centerlines	line	Infrastructure	K3	Kankakee Co	May
NPDES pipe	Community college districts	poly	Land Use	K3	Kankakee Co	May
Open dumps	Conservancy districts	poly	Environment	K3	Kankakee Co	May
Superfund	ETJ [extra-territorial jurisdiction]	poly	Base Map	K3	Kankakee Co	May
UST	Farmstead exemptions	point	Cultural/Historic	K3	Kankakee Co	May
VRP sites	Fire district	poly	Land Use	K3	Kankakee Co	May
Waste industrial	Forest preserve districts	poly	Environment	K3	Kankakee Co	May
Waste old landfills	Hydrology drain	line	Hydrology	K3	Kankakee Co	May
Waste restricted sites	Hydrology reach	line	Hydrology	K3	Kankakee Co	May
Waste septage	Hydrology structure	poly	Hydrology	K3	Kankakee Co	May
Waste solid active permitted	Hydrology waterbody	poly	Hydrology	K3	Kankakee Co	May
Waste tire sites	K3_Blocks	poly	Base Map	K3	Kankakee Co	May
Waste transfer stations	K3_Cem	poly	Land Use	K3	Kankakee Co	May
Waste treatment storage disposal	K3_Flood	poly	Hydrology	K3	Kankakee Co	May
County govt boundaries	K3_Flood_P1	poly	Hydrology	K3	Kankakee Co	May
County land parcels	K3_Flood_P2	poly	Hydrology	K3	Kankakee Co	May
County street centerlines	K3_KRVEZ	poly	Land Use	K3	Kankakee Co	May
Fire stations HISP	K3_MantenoEZ	poly	Land Use	K3	Kankakee Co	May
Dams	K3_POI	point	Land Use	K3	Kankakee Co	May
Floodplains DFIRM	K3_School_Loc	point	Land Use	K3	Kankakee Co	May
Recreational facilities	Library districts	poly	Land Use	K3	Kankakee Co	May
Trails	MTA district	poly	Base Map	K3	Kankakee Co	May
Water wells	Municipalities	poly	Base Map	K3	Kankakee Co	May



Data		Type	Classification	Location	Source	Collected (2011)
Parcel		poly	Land Use	K3	Kankakee Co	May
Park districts		poly	Environment	K3	Kankakee Co	May
Parks		poly	Environment	K3	Kankakee Co	May
Rezonings		point	Land Use	K3	Kankakee Co	May
Road districts		poly	Infrastructure	K3	Kankakee Co	May
Roads		poly	Infrastructure	K3	Kankakee Co	May
School districts		poly	Land Use	K3	Kankakee Co	May
Special services district		poly	Land Use	K3	Kankakee Co	May
Special uses		point	Land Use	K3	Kankakee Co	May
TIF districts		poly	Land Use	K3	Kankakee Co	May
Trails		line	Environment	K3	Kankakee Co	May
Variances		point	Land Use	K3	Kankakee Co	May
Wind farm		poly	Land Use	K3	Kankakee Co	May
Zoning		poly	Land Use	K3	Kankakee Co	May
CELCP Priority Areas		poly	Environment	Lake	NIRPC	June
County		poly	Base Map	Lake	NIRPC	June
Dams		point	Infrastructure	Lake	NIRPC	June
DEM_USGS_Regional		raster	Base Map	Lake	NIRPC	June
DNR_Forest_Prior		raster	Environment	Lake	NIRPC	June
Existing Land Use		poly	Land Use	Lake	NIRPC	June
Floodplains		poly	Environment	Lake	NIRPC	June
HUC10_Boundaries		poly	Hydrology	Lake	NIRPC	June
HUC12_Boundaries		poly	Hydrology	Lake	NIRPC	June
HUC8_Boundaries		poly	Hydrology	Lake	NIRPC	June
Hydric_Soils		poly	Geotechnical	Lake	NIRPC	June
Interstates		line	Infrastructure	Lake	NIRPC	June
Lakes		poly	Hydrology	Lake	NIRPC	June
Lakes_303d		poly	Hydrology	Lake	NIRPC	June
Managed Lands		poly	Environment	Lake	NIRPC	June
Municipal Boundaries		poly	Base Map	Lake	NIRPC	June
NHD_Waterbody_Linear		poly	Hydrology	Lake	NIRPC	June
NRC_Outstanding_Rivers		line	Hydrology	Lake	NIRPC	June
NW1_DU_Update		poly	Hydrology	Lake	NIRPC	June
Roads		line	Infrastructure	Lake	NIRPC	June
Salmonid_Streams		line	Hydrology	Lake	NIRPC	June
State highways		line	Infrastructure	Lake	NIRPC	June
Streams		line	Hydrology	Lake	NIRPC	June
Streams_303d		line	Hydrology	Lake	NIRPC	June
TAZ_EI_Poverty_5Yr		poly	Socio-Economic	Lake	NIRPC	June
TAZ_EI_Race		poly	Socio-Economic	Lake	NIRPC	June
TAZ_Regional		poly	Base Map	Lake	NIRPC	June
Trails_IDNR_IN_NW1_IN		line	Environment	Lake	NIRPC	June
US highways		line	Infrastructure	Lake	NIRPC	June
Watersheds		poly	Hydrology	Lake	NIRPC	June
Benchmarks		point	Base Map	Indiana	NOAA	May
Benchmarks GPS		point	Base Map	Indiana	NOAA	May
Intermodal terminals		point	Infrastructure	Indiana	NTAD	May
Railroad 100k		line	Infrastructure	Indiana	NTAD	May
Railroad 2m		line	Infrastructure	Indiana	NTAD	May
Railroad Amtrak		point	Infrastructure	Indiana	NTAD	May
Wetland		point	Hydrology	Indiana	NWI	May
Wetland		poly	Hydrology	Indiana	NWI	May
Illinois Farms [Historic]		point	Cultural/Historic	Will + K3	PB, IDA	May
SSA existing		poly	Infrastructure	Will	PB, IDOT SSA	May
Highways TIGER		line	Infrastructure	Indiana	TIGER	May
Interstates		line	Infrastructure	Indiana	TIGER	May
Census block		poly	Base Map	Indiana	TIGER2000	May
Census block group		poly	Base Map	Indiana	TIGER2000	May
Census tracts		poly	Base Map	Indiana	TIGER2000	May
Populated areas		poly	Base Map	Indiana	TIGER2000	May
Traffic zones		poly	Base Map	Indiana	TIGER2000	May
Urban areas		poly	Land Use	Indiana	TIGER2000	May
Child Poverty		poly	Base Map	Indiana	USCB	May
Cultivated areas		poly	Agriculture	Indiana	USDA	May
NASS-Illinois, 2010		poly	Agriculture	Illinois	USDA-NRCS	May
NASS-Indiana, 2010		poly	Agriculture	Indiana	USDA-NRCS	May
Aquifers bedrock		poly	Hydrology	Indiana	USGS	May
Aquifers unconsolidated		poly	Hydrology	Indiana	USGS	May
Cemeteries		point	Land Use	Indiana	USGS	May
Hydrography highs		point	Hydrology	Indiana	USGS	May
Hydrography highs flow line		line	Hydrology	Indiana	USGS	May
Hydrography highs waterbody discrete		poly	Hydrology	Indiana	USGS	May
Hydrography highs waterbody linear		poly	Hydrology	Indiana	USGS	May
Impervious surfaces		raster	Land Use	Indiana	USGS	May
Lake		point	Hydrology	Indiana	USGS	May
Lake shore		point	Hydrology	Indiana	USGS	May
NHD area		poly	Hydrology	Will + K3	USGS	May
NHD flowline		line	Hydrology	Will + K3	USGS	May
NHD line (non-earthen shore)		line	Hydrology	Will + K3	USGS	May
NHD point event		point	Hydrology	Will + K3	USGS	May
NHD waterbody		poly	Hydrology	Will + K3	USGS	May
Observation wells		point	Hydrology	Indiana	USGS	May
Places		point	Base Map	Indiana	USGS	May
Quadrangles		poly	Base Map	Indiana	USGS	May
Religious centers		point	Land Use	Indiana	USGS	May
Stream		point	Hydrology	Indiana	USGS	May
Stream features		point	Hydrology	Indiana	USGS	May
Streamflow gauging stations		point	Hydrology	Indiana	USGS	May
Swamp		point	Hydrology	Indiana	USGS	May
Tree canopy 2001		raster	Land Use	Indiana	USGS	May



Data	Type	Classification	Location	Source	Collected (2011)
Watersheds HUC06	poly	Hydrology	Indiana	USGS	May
Watersheds HUC08	poly	Hydrology	Indiana	USGS	May
Watersheds HUC11	poly	Hydrology	Indiana	USGS	May
Watersheds HUC14	poly	Hydrology	Indiana	USGS	May
WBD_HU10	poly	Hydrology	Will + K3	USGS	May
WBD_HU12	poly	Hydrology	Will + K3	USGS	May
WBD_HU8	poly	Hydrology	Will + K3	USGS	May
Airport boundaries	poly	Infrastructure	Will	Will Co	May
Board districts	poly	Base Map	Will	Will Co	May
Business parks	poly	Land Use	Will	Will Co	May
CERCLIS sites	point	Environment	Will	Will Co	May
CNW v2 dd	line	Hydrology	Will	Will Co	May
Community college districts	poly	Land Use	Will	Will Co	May
DPRVEZ	poly	Environment	Will	Will Co	May
Drainage districts	poly	Base Map	Will	Will Co	May
Elem school districts	poly	Land Use	Will	Will Co	May
Federal/DOD	poly	Land Use	Will	Will Co	May
Fire district	poly	Land Use	Will	Will Co	May
Fire stations	point	Land Use	Will	Will Co	May
FPDWC - Nature Preserves	poly	Environment	Will	Will Co	May
FPDWC - Parcels	poly	Environment	Will	Will Co	May
FPDWC - Preserves	poly	Environment	Will	Will Co	May
FPDWC - Proposed Acquisition	poly	Environment	Will	Will Co	May
FPDWC - Public Prop	poly	Environment	Will	Will Co	May
FPDWC - Trails	line	Environment	Will	Will Co	May
FPDWC - Trails, Regional	line	Environment	Will	Will Co	May
High School Districts	poly	Land Use	Will	Will Co	May
Judicial districts	poly	Base Map	Will	Will Co	May
Kankakee wetlands	poly	Hydrology	Will	Will Co	May
Land use	poly	Land Use	Will	Will Co	May
Library districts	poly	Land Use	Will	Will Co	May
Municipalities	poly	Base Map	Will	Will Co	May
Natural wetlands	poly	Hydrology	Will	Will Co	May
Parcel	poly	Land Use	Will	Will Co	May
Park districts	poly	Environment	Will	Will Co	May
PLSS	poly	Base Map	Will	Will Co	May
Precincts	poly	Base Map	Will	Will Co	May
Railroad crossings	point	Infrastructure	Will	Will Co	May
Railroads	line	Infrastructure	Will	Will Co	May
Sanitary district	poly	Land Use	Will	Will Co	May
School districts	poly	Land Use	Will	Will Co	May
Schools	point	Land Use	Will	Will Co	May
Soils	poly	Geotechnical	Will	Will Co	May
State house	poly	Base Map	Will	Will Co	May
State senate	poly	Base Map	Will	Will Co	May



Data	Type	Classification	Location	Source	Collected (2011)
Streams	line	Hydrology	Will	Will Co	May
Street lighting district	poly	Land Use	Will	Will Co	May
Streets	line	Infrastructure	Will	Will Co	May
Subdivision	poly	Land Use	Will	Will Co	May
Tax TIF districts	poly	Land Use	Will	Will Co	May
Township	poly	Base Map	Will	Will Co	May
Trailer park districts	poly	Land Use	Will	Will Co	May
Water features	poly	Hydrology	Will	Will Co	May
Watersheds	poly	Hydrology	Will	Will Co	May
Wetland	point	Hydrology	Will	Will Co	May
Zoning	poly	Land Use	Will	Will Co	May
NWI	poly	Hydrology	Will	Will Co / DOI-USFW	May
Ag census 1997	poly	Agriculture	Indiana		May
Air quality	poly	Environment	Indiana		May
Airports HAZUS	point	Infrastructure	Indiana		May
Airports NTAD	point	Infrastructure	Indiana		May
Alt fuel sites	point	Land Use	Indiana		May
Cadastral Anno	anno	Land Use	Lake		May
Cadastral Line	line	Land Use	Lake		May
Canals, historic	line	Infrastructure	Indiana		May
Canals, historic structures	point	Infrastructure	Indiana		May
Census MCD ethnicity	poly	Base Map	Indiana		May
Centerlines	line	Infrastructure	Lake		May
CONUS wetland	poly	Hydrology	Lake		May
Corp boundaries	point	Base Map	Lake		May
Corp boundaries	poly	Base Map	Lake		May
County	poly	Base Map	Lake		May
County address	point	Base Map	Lake		May
Drainage	line	Land Use	Lake		May
Drainage nodes	point	Land Use	Lake		May
Ecoregions	poly	Environment	Indiana		May
Emergency HAZUS	point	Land Use	Indiana		May
EMS stations	point	Land Use	Indiana		May
Farms Hoosier homestead 1994	poly	Cultural/Historic	Indiana		May
Fire stations MHMP	point	Land Use	Indiana		May
Floodplains general	poly	Hydrology	Indiana		May
Func class INDOT model	line	Infrastructure	Indiana		May
Geo townships	poly	Base Map	Lake		May
Hospitals HAZUS	point	Land Use	Indiana		May
IN Senate, 114 - 117 GA	poly	Base Map	Indiana		May
Incorporated areas	poly	Base Map	Indiana		May
Industrial parks	point	Land Use	Indiana		May
Lake MI watershed	line	Hydrology	Indiana		May
Lakes	poly	Hydrology	Lake		May
Land cover 2001	raster	Land Use	Indiana		May



Data		Type	Classification	Location	Source	Collected (2011)
Landsurvey county		poly	Base Map	Indiana		May
Landsurvey sections		poly	Base Map	Indiana		May
Landsurvey townships		poly	Base Map	Indiana		May
Managed lands		poly	Environment	Indiana		May
Managed lands		poly	Environment	Lake		May
MCD		poly	Base Map	Indiana		May
Medical care facilities MHMP		point	Land Use	Indiana		May
Mile marker system		point	Infrastructure	Indiana		May
Museums		point	Land Use	Indiana		May
Parcel		poly	Land Use	Lake		May
Parcel ownership		poly	Land Use	Lake		May
Parcel point		point	Land Use	Lake		May
Police stations MHMP		point	Land Use	Indiana		May
Political twp		poly	Base Map	Lake		May
Power HAZUS		point	Utilities	Indiana		May
Regional boundaries		poly	Base Map	Lake		May
Rivers NRI NPS		line	Hydrology	Indiana		May
Rivers outstanding NRC		line	Hydrology	Indiana		May
Roads		line	Infrastructure	Indiana		May
School facilities MHMP		point	Land Use	Indiana		May
Schools HAZUS		point	Land Use	Indiana		May
Section		point	Base Map	Lake		May
Section		poly	Base Map	Lake		May
Soilmu		poly	Geotechnical	Lake		May
Soils statsgo		poly	Geotechnical	Indiana		May
Sub		table	Land Use	Lake		May
Sub		point	Land Use	Lake		May
Sub		poly	Land Use	Lake		May
T&E Species		poly	Environment	Lake		May
Towers cellular		point	Land Use	Indiana		May
Watershed divide		poly	Hydrology	Lake		May
Waterway		line	Hydrology	Lake		May
Wetland		point	Hydrology	Lake		May
Wetland		poly	Hydrology	Lake		May

Unless otherwise specified, Indiana data came from the Indiana Map or the Lake County Surveyor, GIS Department. All data collected is the most recently available; duplicate data will be removed. Environmental Survey Request for Illinois filed in May; waiting for additional data from IDNR & IHPA. Additional data collection is ongoing; specifics include US Bureau of the Census data, hazardous materials for Illinois and sensitive receptors (hospitals, hotels & motels, churches, other residential, outdoor recreational areas)

Orthophotos	Type	Format	Location	Source	Year
Kankakee Co, IL	raster	SID	K3	Kankakee Co	2011
Will Co, IL	raster	SID	Will	Will Co	2009
Lake Co, IN	raster	SID	Lake	Indiana Map	2005



Data		Type	Classification	Location	Source	Collected (2011)
Contours		Type	Interval	Location	Source	Year
Kankakee Co, IL		line	2ft	K3	Kankakee Co	2006
Will Co, IL		line	2ft	Will	Will Co	2007
Lake Co, IN		line	5m	Lake	Indiana Map	2002
Lake Co, IN		line	10m	Lake	Indiana Map	2002
Lake Co, IN		line	1 ft	Lake	Lake Co	1998
Lake Co, IN		line	2 ft	Lake	NIRPC	?

Data Category	Data Layer	Will	K3	Lake	Source/Contact (1)	Source/Contact (2)	Source/Contact (3)	Source/Contact (4)
	Nature Preserves - All	X		X	FPDWC - Will County GIS			
	Nature Preserves - LWR	X		X	FPDWC - Will County GIS			
	Proposed Acquisitions				FPDWC - Will County GIS			
Geotechnical	Geologic formations							
	Soils (type, location, description)	X		X	<a href="http://datagateway.nrcs.usda.gov/">http://datagateway.nrcs.usda.gov/</a>	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>		
	Earthquake Zones				<a href="http://www.npms.phmsa.dot.gov/">http://www.npms.phmsa.dot.gov/</a>			
Hazardous Materials	Hazardous materials (storage, processing, disposal)	X			<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
	Hazardous materials transportation routes				<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
Hydrology	Watersheds	X		X	<a href="http://nhd.usgs.gov/">http://nhd.usgs.gov/</a>	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	<a href="http://nirpc.org/">http://nirpc.org/</a>
	Sub-watersheds			X	<a href="http://nhd.usgs.gov/">http://nhd.usgs.gov/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>		
Socio-economic/4(f)	2000 Census geometry (blocks, block groups, tracts) with attributes			X	<a href="http://factfinder.census.gov/servlet/DownloadDatasetServlet?_lang=en">http://factfinder.census.gov/servlet/DownloadDatasetServlet?_lang=en</a>			
	2010 Census geometry (blocks, block groups, tracts) with attributes (as available)			X	<a href="http://factfinder.census.gov/servlet/DownloadDatasetServlet?_lang=en">http://factfinder.census.gov/servlet/DownloadDatasetServlet?_lang=en</a>			
	Churches/Cemeteries	X		X	<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
	Parks	X	X	X	<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
	Schools	X	X	X	<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	
	Environmental Justice areas				GIS/Assessment			
	Neighborhood boundaries				<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
	Demographics				GIS/Assessment			
	Enterprise Zones			X	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Board District	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Business Parks	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Community College Districts	X	X		<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Elementary School Districts	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Fire Districts	X	X		<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Fire Stations	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	High School Districts	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Judicial Districts	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Library Districts	X	X		<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Park Districts	X	X		<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Precincts	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	State House Districts	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	State Senate Districts	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Street Lighting Districts	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Tax TIF Districts	X	X		<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Trailer Park Districts	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
Topology	Topological lines / Contours			X	Will County GIS	Lake County GIS	Kankakee County GIS	
	Traffic studies - directional volumes/turning movements by intersection			X	<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
Traffic	Well locations			X	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
Utilities	Power - Transmission				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	Oil pipelines			X	<a href="http://www.rextagstrategies.com/">http://www.rextagstrategies.com/</a>			
	Natural gas pipelines			X	<a href="http://www.rextagstrategies.com/">http://www.rextagstrategies.com/</a>			
	Liquified Natural Gas pipelines				<a href="http://www.rextagstrategies.com/">http://www.rextagstrategies.com/</a>			
	Utility Pipelines				<a href="http://www.npms.phmsa.dot.gov/">http://www.npms.phmsa.dot.gov/</a>			
	Sanitary Districts				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			

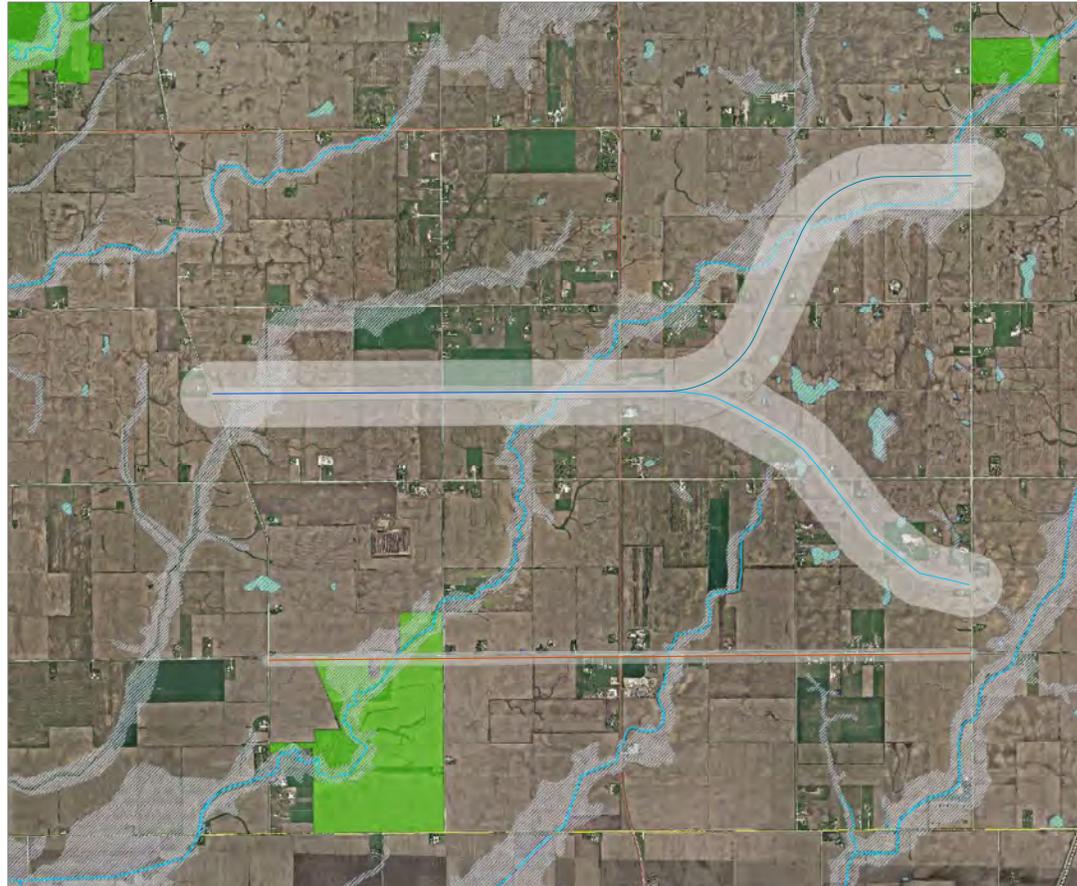
\* Notes: Due to scale and corridor location a number of these features may not be suitable for scale or corridor length.

Data Category	Data Layer	Will	K3	Lake	Source/Contact (1)	Source/Contact (2)	Source/Contact (3)	Source/Contact (4)
Basemap/Planning	Bridges			X	<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
	State boundaries (IN & IL)			X	<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
	County boundaries (IL)			X	<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>
	Land Use	X			<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	
	Municipal/Incorporated Place boundaries	X	X	X	<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>
	Parcels	X	X	X	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	Place names	X	X		<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
	Railroads	X	X		<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	Roads/Streets centerlines	X	X	X	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	Transportation Analysis Zones (TAZs)				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	Zip codes				<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
	Zoning	X	X	X	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	Hospitals, Post Offices, Malls			X	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	Contours			X	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	Airport	X	X	X	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	PLSS	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>		
	Trails	X	X	X	FPDWC - Will County GIS			
	Subdivisions	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>		
	Townships	X	X		<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>		
	Pages			X	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>			
	Public Properties	X			FPDWC - Will County GIS			
	Cadastral				<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>			
Cultural/Historical/Archeological	Archeological Sites				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	Archeological Surveys				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	State Inventory of Historic Properties				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
	National Register of Historic Places				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://www.k3gis.com/">http://www.k3gis.com/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	
Drainage	SWM facilities				CAD			
	Ditches/Swales				CAD	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>		
	Drainage Districts				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
Environmental	National Hydrography Dataset (NHD) (lakes, ponds, streams, rivers)			X	<a href="http://nhd.usgs.gov/">http://nhd.usgs.gov/</a>	<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	<a href="http://nirpc.org/">http://nirpc.org/</a>
	National Wetlands Inventory	X	X	X	<a href="http://www.fws.gov/awetlands/Data/DataDownload.html">http://www.fws.gov/awetlands/Data/DataDownload.html</a>			
	State DNR Wetlands Inventory				<a href="http://www.igs.uiuc.edu/nsd/home/ISGIndex.html">http://www.igs.uiuc.edu/nsd/home/ISGIndex.html</a>			
	JFA Wetlands				field work			
	FEMA Floodplain (100 and 500 Year)			X	<a href="http://msc.fema.gov/webapp/fwcs/stores/servlet/StoreCatalogDisplay?storeId=10001&amp;catalogId=10001&amp;langId=-1&amp;userType=C">http://msc.fema.gov/webapp/fwcs/stores/servlet/StoreCatalogDisplay?storeId=10001&amp;catalogId=10001&amp;langId=-1&amp;userType=C</a>			
	Ground water table				<a href="http://www.indianamap.org/data.html">http://www.indianamap.org/data.html</a>	<a href="http://www.dot.il.gov/gist2/select.html">http://www.dot.il.gov/gist2/select.html</a>		
	Ephemeral Streams				<a href="http://www.igs.uiuc.edu/nsd/home/ISGIndex.html">http://www.igs.uiuc.edu/nsd/home/ISGIndex.html</a>			
	Forested Areas				<a href="http://www.igs.uiuc.edu/nsd/home/ISGIndex.html">http://www.igs.uiuc.edu/nsd/home/ISGIndex.html</a>			
	Significant Trees			X	field work			
	Endangered/Protected species identification			X	<a href="http://www.igs.uiuc.edu/nsd/home/ISGIndex.html">http://www.igs.uiuc.edu/nsd/home/ISGIndex.html</a>			
	Protected habitat	X	X		<a href="http://www.igs.uiuc.edu/nsd/home/ISGIndex.html">http://www.igs.uiuc.edu/nsd/home/ISGIndex.html</a>			
	Wildlife refuges	X	X		<a href="http://www.igs.uiuc.edu/nsd/home/ISGIndex.html">http://www.igs.uiuc.edu/nsd/home/ISGIndex.html</a>			
	Environmentally Critical Areas				<a href="http://www.igs.uiuc.edu/nsd/home/ISGIndex.html">http://www.igs.uiuc.edu/nsd/home/ISGIndex.html</a>			
	Environmental Zone Management				<a href="http://www.igs.uiuc.edu/nsd/home/ISGIndex.html">http://www.igs.uiuc.edu/nsd/home/ISGIndex.html</a>			
	Noise monitoring sites				field work/desktop assess			
	Noise thresholds, isolines, plumes				GIS/Assessment			
	Air quality monitoring sites				field work/desktop assess			
	State Farmland/Agricultural Land	X	X	X	<a href="http://www.igs.uiuc.edu/nsd/home/ISGIndex.html">http://www.igs.uiuc.edu/nsd/home/ISGIndex.html</a>			
	Forest Preserves	X	X		FPDWC - Will County GIS			
	Wetland Points	X	X		<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>		
	Wetland Polygons	X	X		<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>		
	Streams				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>	<a href="http://lakecountysurveyor.org/gis.html">http://lakecountysurveyor.org/gis.html</a>	<a href="http://nirpc.org/">http://nirpc.org/</a>	
	Commercially Navigable Waterways				<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			
	CERCLUS Sites	X			<a href="http://www.willcogis.org/">http://www.willcogis.org/</a>			

DRAFT MATRIX

Corridor Designation	Length (miles)	Facility Type	Access Controlled		Access Controlled		Access Controlled		Arterial	
As of Date	Total Acres	N/A	N/A	N/A	N/A	N/A	N/A			N/A
<b>Land Cover / Use</b>	<b>Total Acres</b>									
Agricultural	Acres									
Forested	Acres									
Urban	Acres									
Other (Waters & Wetlands)	Acres									
<b>Wetlands</b>	<b>Total Acres</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>7.1</b>	<b>0.8</b>			<b>0.0</b>
Fens (all)	Acres	N/A	N/A	N/A	N/A	N/A	N/A			N/A
ADID [Advanced Identification] LAKE COUNTY ONLY?	Acres	N/A	N/A	N/A	N/A	N/A	N/A			N/A
NWI Wetlands	Acres	0.00	0.00	1.30	0.00	7.10	0.84			0.00
<small>(note: NWI wetlands may also be represented in the ADID count. ADID includes wetlands, streams, and waterbodies)</small>										
<b>Floodplains</b>	<b>Total Acres</b>	<b>126.8</b>	<b>27.6</b>	<b>148.7</b>	<b>22.9</b>	<b>16.8</b>	<b>1.8</b>			<b>25.7</b>
Floodplain Acres	Acres	126.8	27.6	148.7	22.9	16.8	1.8			25.7
Floodplain Crossings (all angles)	Count	2	3	3	3	3	2			2
<small>(note: these acreages do not consider bridges that would ultimately reduce floodplain impacts)</small>										
<b>Rivers / Streams</b>	<b>Total Feet</b>	<b>3,626.0</b>	<b>851.0</b>	<b>8,472.2</b>	<b>964.5</b>	<b>0.0</b>	<b>0.0</b>			<b>881.1</b>
Total Length of Classified	Feet	0?	0?	0?	0?	0?	0?			0?
Non-Classified	Feet	3,626.0	851.0	8,472.2	964.5	0.0	0.0			881.1
<small>(note: Some streams may fall under more than 1 classification)</small>										
Stream Crossings (all angles)	Count	1	1	2	2	0	0			2
<b>Water Bodies (Rivers, Lakes, Ponds)</b>	<b>Total Acres</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>0.0</b>
Lakes	Acres	0.0	0.0	0.0	0.0	0.0	0.0			0.0
Ponds	Acres	0.0	0.0	0.0	0.0	0.0	0.0			0.0
Rivers	Acres	0.0	0.0	0.0	0.0	0.0	0.0			0.0
Other (canal, ditch)	Acres	0.0	0.0	0.0	0.0	0.0	0.0			0.0
Number impacted	Count	0	0	0	0	0	0			0
<b>Endangered &amp; Protected Species</b>	<b>Total Count</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>
Threatened & Endangered (IDOT) <small>potentially affected</small>	Count	0	0	0	0	0	0			0
Threatened & Endangered (InDOT) <small>potentially affected</small>	Count	0	0	0	0	0	0			0
<b>Parks / Nature Preserves / Natural Areas</b>	<b>Total Acres</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			<b>22.4</b>
All Open Space - Illinois	Acres	0.0	0.0	0.0	0.0	0.0	0.0			22.4
All Open Space - Indiana	Acres	0.0	0.0	0.0	0.0	0.0	0.0			0.0
<b>Cultural Resources</b>	<b>Total Number</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>			<b>N/A</b>
Historical Sites <small>Within corridor</small>	Count									
Historical Bridges <small>Within working alignment</small>	Count									

Illiana Corridor Study - GIS Pilot



**Legend**

- Access Control 1
- Access Control 1A
- Access Control 1B
- Arterial
- 400 Foot Buffer
- 2000 Foot Buffer
- ⚠ School [Pre-K through 12]
- Historic Site
- ◆ Chemical Site [includes Municipal Wells]
- Endangered & Threatened Species
- Forest Preserve
- Other Public Property
- ~ River or Stream
- ~ River or Stream Bank
- Flood Zone
- Interstate
- Will County FPD Trail
- Proposed Regional Trail
- Pipeline
- Municipality

Sources: IDOT, Will County GIS, Kankakee County GIS, Illinois Department of Natural Resources (IDNR), US Fish & Wildlife (USFW), Federal Emergency Management Agency (FEMA), PB, ESRI

NEPA/404 Merger Meeting  
June 28, 2011

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JEFF MATTHEWS	INHS	217-244-2168	jmatthew@illinois.edu
KEN WESTLAKE	USEPA	312-886-2910	westlake.kenneth@epa.gov

Illiana Corridor  
Environmental Impact Analysis

	AC 1		AC 1A		AC 1B		Arterial	
	Corridor	Working Alignment	Corridor	Working Alignment	Corridor	Working Alignment	Corridor (Not Calculated)	Working Alignment

DRAFT MATRIX

		Corridor Designation							
		Length (miles)		Access Controlled		Access Controlled		Arterial	
		Facility Type		Access Controlled		Access Controlled		Arterial	
		As of Date		Access Controlled		Access Controlled		Arterial	
		Total Number		Access Controlled		Access Controlled		Arterial	
<b>Special Waste</b>		<b>Total Number</b>		N/A	N/A	N/A	N/A	N/A	N/A
CERCLIS	Within corridor	Count							
RCRA	Within corridor	Count							
LUST	Within corridor	Count							
UST	Within corridor	Count							
Landfills	Within corridor	Count							
<b>Other</b>		<b>Total Number</b>		N/A	N/A	N/A	N/A	N/A	N/A
Cemeteries	Within corridor	Count							
Quarries	Within corridor	Count							
<b>Affected Buildings/Property (Estimated)</b>		<b>Total Number</b>		N/A	N/A	N/A	N/A	N/A	N/A
Houses	Within working alignment	Count							
Structures (misc)	Within working alignment	Count							
Industrial Structure	Within working alignment	Count							
Commercial Structure	Within working alignment	Count							
Farmstead Areas	Within working alignment	Count							
Churches	Within corridor	Count							
Schools	Within corridor	Count							
<b>Farms (Within Corridor Sections)</b>		<b>Total Number</b>		N/A	N/A	N/A	N/A	N/A	N/A
Centennial Farms (IDOT)		Count							
Sesquicentennial Farms (IDOT)		Count							
Historic Farms (INDOT)		Count							
<b>Infrastructure</b>		<b>Total Number</b>		N/A	N/A	N/A	N/A	N/A	N/A
Railroads	crossed	Count							
Roads	crossed	Count							
Roads	CLOSED	Count							
<b>Utilities</b>		<b>Total Number</b>		0	0	0	0	1	1
Water Wells	direct impact	Count	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Power Lines	crossed	Count	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pipeline	crossed	Count	0	0	0	0	1	1	1
<b>Build Cost</b>		<b>Total \$ (Million)</b>							
Right of Way									
Construction Cost									
Other (Contingency)									

Terry Sulko on conference call for I-55 @ Lorens from IL  
113 to Lorens Rd.

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NEPA/404 Merger Meeting  
June 28, 2011

RESOURCE AGENCY  
SCOPING MEETING SUMMARY

Date: June 28, 2011  
 Time: 2:00 PM  
 Location: US EPA Region 5 Office  
 Ralph Metcalfe Federal Building  
 77 West Jackson Blvd  
 Chicago, Illinois  
 Attendees: See attached Meeting Sign-In Sheet

On June 28, 2011 an Agency Scoping Meeting was held as part of the NEPA/404 Merger meeting to introduce the Illiana Corridor project to the Resource Agencies and provide an opportunity for upfront agency comments on the overall study process and any special process or resource concerns they may have. A Scoping Document (copy attached) was prepared. Several agencies did not receive the Scoping Document in advance of this meeting. As such an additional copy of the Scoping Document will be included with the Cooperating/Participating Agency invitation letters that will be sent out after this meeting. Comments from the Resource Agencies will be requested by July 29, 2011.

The Agency Scoping meeting agenda included the following discussion points:

- Introductions
- Purpose of Meeting
- Project Overview
- Geographic Information System (GIS) Database and Planned Use
- Next Steps for Agencies

The meeting was guided by a Powerpoint presentation (copy attached). The project overview included discussion of the bi-state project leadership structure with Illinois DOT as the lead agency with Indiana DOT assistance and cooperation, and with the FHWA Illinois Division as the lead with cooperation with the FHWA Indiana Division. This was followed by discussion of the project purpose, the project history (including previous feasibility studies by Illinois and Indiana), the study area, the tiered EIS process. Stakeholder outreach based on IDOT and Indiana) Context Sensitive Solutions (CSS) guidelines, the organization of the Project Study Group (PSG) and joint Corridor Planning Group (CPG)/Technical Task Force (TTF), and the project schedule. Next, the presentation included a discussion of potential alternatives, the integration of project implementation financial strategies into the Tier One EIS, and potential key environmental issues. This was followed by a presentation of the GIS database components and structure, followed by a demonstration of how the GIS database could be used in the development and comparative analysis of various alternatives. The presentation concluded with a presentation of the key points of a proposed bi-state agency coordination

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### Illiana Corridor Phase I Study

program and a request for scoping letters and an indication of desired cooperating or participating agency participation in the NEPA process.

Open discussion followed the presentation and the following questions and/or comments were made:

- **The USACE indicated that the Rock Island District should be involved in the project since Kankakee County is within that district of the USACE, and she suggested that they be invited to all future NEPA/404 Merger meetings for this project.**
  - The project team agreed and will contact John Betker of the Rock Island office.
- **The USACE indicated that they did not receive a copy of the Scoping Document.**
  - The project team indicated that the Scoping Document will be emailed to the agencies in addition to being included with the cooperating/participating agency letters as noted above, with comments requested by July 29, 2011.
- **The USEPA inquired as to the reasoning for the southern study area boundary, and whether it should be extended further south.**
  - The project team indicated that expanding the corridor further south was constrained by the City of Kankakee and the large floodplain at the Kankakee River in Lake County. An expansion south of Kankakee and the floodplain would be excessive. USEPA felt this was reasonable.
- **The USACE asked if this project will be presented at the September 2011 NEPA/404 Merger meeting.**
  - The project team indicated yes, a progress presentation is planned for September 2011.
- **The Indiana Department of Environmental Management (IDEM) noted that Illinois and Indiana differ in their stream and water feature descriptions such as with "classified streams." For example, in Indiana ditches that are fishable and swimmable are streams. They asked how this will be addressed.**

- The project team referenced the I-69 Tier One study as the model for water feature identification in Indiana, and that joint project team/agency field reviews are proposed as necessary to confirm resource presence/quality and discuss concerns. The study will consider all database descriptors and use the nomenclature that each state uses. It was also mentioned that the GIS database is still being consolidated and sorted, and that Indiana and Illinois data can be archive on separate GIS layers for data integrity and ease of reference with the highest quality of data having priority where duplicate data sets are available.



### Illiana Corridor Phase I Study

- **The USACE asked how the 2,000 feet corridor width was determined, and expressed concern with possible overestimation of impacts with this corridor width.**
  - The project team indicated that this width would be used to characterize the sensitive features within the corridor and not impacts. The 400 to 600 feet wide working alignment will be used to tabulate potential impacts of "a transportation facility" inside the larger corridor. This was the approach on I-69 and worked well. In addition, unlike I-69, the Illiana project does not have fixed end points so there is more flexibility in moving the corridor termini up and down along terminating highways (I-55 and I-65) to avoid impacts, and therefore characterizing the sensitive features within the separate corridors will be important to identifying reasonable alternatives in addition to tabulating potential impacts for various working alignments.
- **The USEPA mentioned the potential for east-west facility to fragment greenways that serve north-south migratory routes, requested that NIRPC and CMAP planned open spaces and natural areas be included as well as existing, and asked if database included retention of open space.**
  - The project team indicated that NIRPC and CMAP 2040 planning cycles were complete and open space plans will be included where applicable.

The meeting concluded at approximately 3:30 PM.



**ILLIANA CORRIDOR PARTNERS FOR PROGRESS**

**Illinois/Indiana CPG/TTF Meeting #2**

July 11, 2011 (IN)  
July 12, 2011 (IL)







**ILLIANA CORRIDOR PARTNERS FOR PROGRESS**

**Corridor Planning Group/Technical Task Force and Public Meeting #1 Summaries**






**ILLIANA CORRIDOR PARTNERS FOR PROGRESS**

**Agenda**

- Introductions
- CAG/TTF and Public Meeting #1 Summary
- Problem Statement Development
- Technical Analysis Approach
- Next Steps
- Workshop: Environmental Sensitive Areas






**ILLIANA CORRIDOR PARTNERS FOR PROGRESS**

**CPG/TTF Meeting #1**

- Held June 14-15, 2011
- Identified issues/concerns and goals/objectives






### Issues and Concerns Topics

Issues/Concern Topics	Illinois						Indiana		
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6	Table 1	Table 2	Table 3
Airport/ Intermodal/ Freight Congestion /Traffic/ Trucks	•	•	•	•	•	•	•	•	•
Constructability/Design	•	•	•	•	•	•	•	•	•
Cost/ Financing P3	•	•	•	•	•	•	•	•	•
Economic Development	•	•	•	•	•	•	•	•	•
Environmental Impacts/ Resource Accessibility	•	•	•	•	•	•	•	•	•
Land Use	•	•	•	•	•	•	•	•	•
Mobility	•	•	•	•	•	•	•	•	•
Multi-Modal Opportunities	•	•	•	•	•	•	•	•	•
Regional Mobility	•	•	•	•	•	•	•	•	•
Safety	•	•	•	•	•	•	•	•	•
Study Process	•	•	•	•	•	•	•	•	•

### Goals and Objectives Highlights

- Improve east-west connectivity, freight movement, and multimodal options while addressing congestion and providing for future capacity needs
- Provide a safe and accessible transportation system for all users
- Avoid / minimize / mitigate environmental, social, and property impacts
- Coordinate with local development and land use plans
- Maximize current and future economic development opportunities
- Identify a financially feasible, sustainable transportation project
- Expedite study to deliver benefits sooner

### Issues and Concerns Highlights

- Intermodal**
  - Increased Truck Traffic to and from intermodal facilities
  - Impact of increased truck through the study area
  - Accommodate and complement Airport location
  - Improve rail connectivity
- Congestion / Traffic**
  - Truck Traffic on local roads and I-80
  - Capacity for future growth
  - Increased traffic on I-55 / I-57
- Cost / Financing P3**
  - Funding
  - Possible Tollway
  - Cost sharing between states
- Environmental Impacts**
  - Impacts on communities
  - Loss of natural areas
  - Loss of farmland
  - Air pollution
- Study Process**
  - Maintain bi-state participation
  - Study existing truck movements
  - Multimodal corridor
  - Accelerate project

### Public Meeting #1 Summary



- Held on June 21-22, 2011
- Over 200 attendees
- Input via comment forms, post-it notes on maps and website comments.

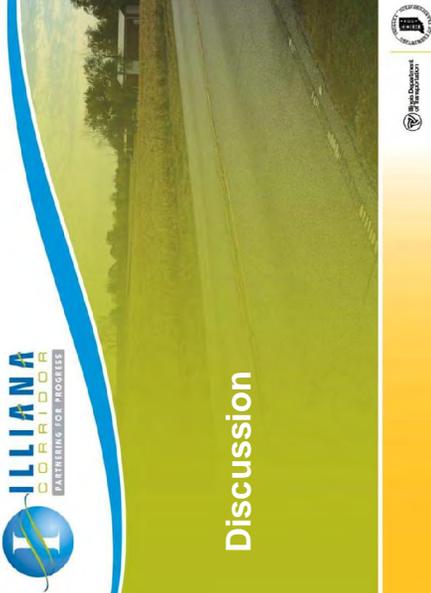


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### Draft Problem Statement

The Illiana Corridor Study should address existing and future traffic congestion and improve safety in the study area. This includes providing improved east-west connections, addressing growing truck traffic on both regional and study area roads, and relieving congestion on I-80/94 and US-30. Multimodal opportunities, including transit, non-motorized, freight rail, and utilities should be examined. Access to intermodal facilities, the proposed South Suburban Airport, study area and regional jobs should also be examined.

Transportation solutions should maximize the economic development and job growth potential. These solutions should also support the regionally and nationally significant freight system in the study area. Transportation solutions should be coordinated with land use and community planning. Care must be taken to first avoid and then minimize and mitigate environmental, social, and property impacts.

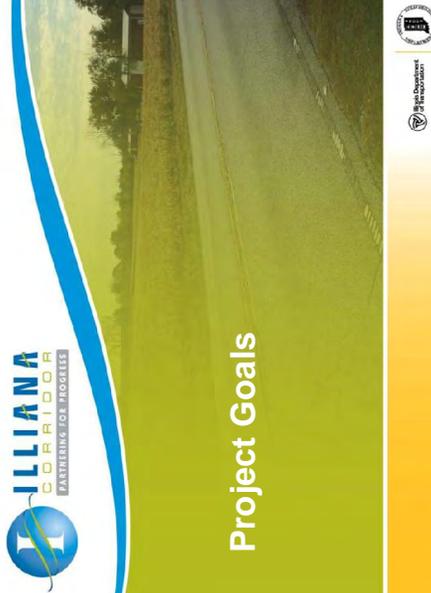
### Discussion

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### Draft Problem Statement (cont.)

The study will need to closely examine the construction and operating costs of transportation solutions and ways to finance these transportation solutions. This includes tolling and public private partnerships (P3) opportunities. Right-of-way preservation should be considered. Bi-state coordination and political support are required for implementing transportation solutions.

The Illiana covers multiple jurisdictions over a large area, and therefore, care should be taken to manage the process in an efficient manner, and the planning process should move forward as rapidly as possible.

### Project Goals

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IL DG/ATL Meeting #1 | 20

### Draft Project Goals

- Improve east-west connectivity, freight movement, and multimodal options while addressing congestion and providing for future capacity needs
- Provide a safe and accessible transportation system for all users
- Avoid / minimize / mitigate environmental, social, and property impacts
- Coordinate transportation and land use in the context of local and regional plans
- Maximize current and future economic development opportunities
- Identify a financially feasible, sustainable transportation project
- Move the planning process forward as rapidly as possible.

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### Technical Analysis Approach

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### Discussion

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IL DG/ATL Meeting #1 | 20

### Tier One Timeline

FOI1 STAKEHOLDER INVOLVEMENT AND AGENCY INPUT

FOI2

FOI3

FOI4

FOI5

FOI6

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IL OIGATTE Meeting #1 | 22

### Purpose and Need Development

**TECHNICAL ANALYSIS**

- Data Collection
- Population/Employment Forecasting
- Travel Demand
- Transportation System Performance

**STAKEHOLDER INPUT**

- CPG/TTF Meetings
- Public Meetings
- Website Comments
- Resource Agencies
- Community Context Audits

## PURPOSE AND NEED




IL OIGATTE Meeting #1 | 23

### Travel Forecasting Model

- CMAP/NIRPC/KATS coordinates planning across region
- Based on latest 2040 Forecast
  - Population/Employment Travel Demand
- Information used by transportation agencies to forecast traffic volumes
- Major Transportation Investments Identified
- IDOT and INDOT uses refined forecasting for Illiana





IL OIGATTE Meeting #1 | 24

### Data Collection Efforts to Date



- Community Context Audits
- Stakeholder Input
- Regulatory Agency Scoping
- Supplemental Traffic Counts
- Existing Databases, Reports and GIS Mapping
  - Traffic, Freight
  - Environmental
  - Community/Regional Planning and Forecasting




IL OIGATTE Meeting #1 | 24

### No-Build = No New Major Improvements

- Population, Employment, and Travel without Major Transportation Investments.

Why Analysis?

- Need to establish a baseline - what are the long term needs regardless
- Basis for evaluating alternatives
- Federal NEPA requirement




**Travel Demand Forecasting**

- Computer model that simulates travel
- Describes existing and future transportation conditions
  - Transportation Network (roadways, freight, and public, air, and non-motorized transportation)
  - Population and employment
  - Socio-economic and land use
  - Travel demand and patterns
- Used for relative comparisons
  - Refinements may happen throughout process





**Next Steps**




**Transportation Performance Report**

- Describes existing and future transportation conditions without major improvement
  - Study area transportation system (roadways, freight, public transportation, air transportation, non-motorized transportation)
  - Socio-economic and land use
  - Study area transportation system demand
  - Transportation system performance





**Next Steps**

- Finalize Problem Statement
- Technical Analysis
- Purpose & Need Outline
- Alternatives Evaluation Process Criteria
- Identify Initial Alternatives
- Evaluate & Screen Initial Alternatives




IL CPG&TTF Meeting #1 | 39



## Upcoming Combined Meetings and Topics

- CPG & TTF Meeting #3 – August 11, 2011 (Avalon- Indiana)
  - Report technical analysis of existing and 2040 no build transportation system performance
  - Outline Purpose and Need points based upon technical work and stakeholder input
  - Toolbox alternative ideas and P3
  - Present alternatives development/evaluation process for stakeholder review
- CPG & TTF Meeting #4 – September 14, 2011 (Matteson- Illinois)
  - Present expanded outline of Purpose and Need document and completed Transportation Systems Performance
  - Workshop: identification for alternatives location and footprint





## Workshop: Environmental Sensitive Areas and Opportunities




## Questions?



IL CPG&TTF Meeting #1 | 32



## Environmental Features



### Identified Features

- Wetlands and Floodplains
- River and Stream Crossings
- Protected Lands
- Parks and Nature Preserved
- Historical Sites

### Other Features not identified?





Corridor Planning Group / Technical Task Force Meeting # 2  
July 11-12, 2011

Workshop: Problem Statement Review

CPG/TTF Summary - Indiana

Attendees:

1. Bill Brown, NIRPC
2. Robert Kroll
3. Richard Ludlow, Town of Schneider
4. Kathy Luther, NIRPC
5. George Malis, Sierra Club
6. Phyllis Malis, Sierra Club
7. Dave Murtaugh, Office of Senator Coats
8. Doug Nicksch, Lowell
9. Ian Nicolini, Town of Cedar Lake
10. Bob Carnahan, Town of Cedar Lake
11. Eldon Strong, Center Township Trustee
12. Steve Strains, NIRPC
13. John Swanson, NIRPC

Discussion of Problem Statement:

- Environmental justice is not a strong enough point in the problem statement
- Economic Development can also attract development away from certain towns depending on corridor alignment
- Budget for increased fire/police patrol not directly stated. Note that indirect/direct costs are stated.
- Stating the access points in the problem statement is misleading. Rather statement should read: Access to intermodal facilities, to Airports, to study area and regional jobs should also be examined.
- Increased congestion on I-65 was also cited as a concern in addition to I-55/I-57.

Discussion on Public Meeting Top Issues

- Need for new facility. Statement could be read two different ways. Also individuals felt that at the Indiana Public Meeting this comment wasn't stated.

Discussion on Technical Analysis

- Stakeholders wanted to know if there is a model already in place. The MPO model was recently updated
- Comments were once again raised about extending the study area east of I-65 citing the modeling would benefits to the east. INDOT stated that the legislation limits the project study area.



Corridor Planning Group / Technical Task Force Meeting # 2  
July 11-12, 2011

Workshop: Problem Statement Review

CPG/TTF Summary - Illinois

Attendees:

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>1. Kristen Anderson, Metra</li> <li>2. Jim Bilotta, Will County</li> <li>3. William Borgo, Mayor, Village of Manhattan</li> <li>4. Michael Bossert, Kankakee County</li> <li>5. Donna Dettbarn, Monee Township</li> <li>6. Richard Duran, Village of Peotone</li> <li>7. Tom Durkin, Cillage of Crete</li> <li>8. Colin Duesing, Will County Landuse</li> <li>9. Michael Einhorn, Village of Crete</li> <li>10. Bud Fleming, South Suburban Mayors and Managers</li> <li>11. Marian Gibson, Village of Manhattan</li> <li>12. Lee Goodson, Office of Tom Cross (St. Rep)</li> <li>13. George Gray, Village of Peotone</li> <li>14. John Greuling, Will County Center for Economic Development</li> <li>15. Alicia Hanlon, Will County Center for Economic Development</li> <li>16. Amy Hanson, FAA</li> <li>17. Jerry Heinrich, Midewin Tailgrass Alliance</li> <li>18. Mary Honer, Midewin National Tailgrass Prairie</li> <li>19. Seth Jansen, Office of Congressman Kinzinger</li> <li>20. Teresa Kernc, Mayor, Village of Diamond</li> </ol> | <ol style="list-style-type: none"> <li>21. Todd Koehn, Office of Pam Roth St. Rep</li> <li>22. Michael Lammy, Kankakee County</li> <li>23. Steve Lazzara, Will County Land Use Department</li> <li>24. Adam Lintner, Illinois Tollway</li> <li>25. Marc Neson, Village of Manhattan</li> <li>26. Ed Paesel, South Suburban Mayors and Managers</li> <li>27. Frank Patton, Union League</li> <li>28. Jim Plekarczyk, Kankakee County</li> <li>29. Greg Ruddy, City of Joliet</li> <li>30. Ralph Schultz, Will County Forest Preserve</li> <li>31. Susan Shea, Illinois Division of Aeronautics</li> <li>32. Jeff Snape, RE Hamilton</li> <li>33. Renee Thakali, Midewin National Tailgrass Prairie</li> <li>34. Tom Thomas, City of Joliet</li> <li>35. Mark Thompson, Hason, IDOT Aero</li> <li>36. Jim Trizna, City of Joliet</li> <li>37. Michael Van Mill, Economic Alliance of Kankakee County</li> <li>38. David VanderZee, Pace</li> <li>39. Eric Wesel, Will County Highway</li> </ol> |
|---|---|

Discussion of Problem Statement:

- Recognize the positive improvements to other existing roads
- Reach out to inner modal and understand truck flow patterns
- Relieving freight congestion in Chicago (rail freight) – CREATE II
- Access-serving other communities
- Economic Development not mentioned in Problem Statement



Corridor Planning Group / Technical Task Force Meeting # 2  
July 11-12, 2011

Workshop: Problem Statement Review

Discussion on Goals

- Goal statement should read: Improve a safe and accessible transportation system for all users
- Stakeholders wanted to know how the corridor would be managed (oversight) after it's built.
- Goal statement should read: Move forward "in an unconstrained way" rather than move the planning process forward as rapidly as possible.
- Project Goals will be more specific as we prioritize evaluation criteria.



# *Appendix B*

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**Agency Scoping/Participating  
and Cooperating Agency  
Response Letters**



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The study process for this project will meet State and Federal requirements meant to integrate environmental values and public interaction into transportation movements. The requirements include the National Environmental Policy Act (NEPA), The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU) and IDOT and INDOT's Context Sensitive Solutions (CSS) procedures.

The FHWA, IDOT, and INDOT, as joint lead agencies for this project, are responsible for identifying federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of NEPA.

The FHWA, IDOT, and INDOT, identified the Indiana Department of Environmental Management (IDEM) as an agency that may have an interest in the project. Therefore, with this letter, FHWA, IDOT, INDOT, invite the IDEM to become a participating agency and a cooperating agency in the development of the EIS for the Illiana Corridor. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and INDOT, propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and;

Please respond to our office at the below listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 19, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

In Reply Refer To:  
HPER-IL

Mr. Thomas Easterly  
Commissioner  
Indiana Department of Environmental Management  
100 N. Senate Street  
Indianapolis, IN 46204-2251

Subject: Illiana Corridor Tier One Environmental Impact Statement:  
Cooperating and Participating Agency Request

Dear Mr. Easterly:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), and the Indiana Department of Transportation (INDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Illiana Corridor Project. The anticipated project termini are Interstate 55 in Will County, Illinois and Interstate 65 in Lake County, Indiana. The study area covers approximately 950 square miles in portions of Will and Kankakee counties in Illinois and Lake County in Indiana.

The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One evaluation is completed at a sufficient level of engineering and environmental detail to assist decision makers in selecting a preferred transportation system alternative(s).

Tier One includes preparing a draft and final EIS that will disclose potential environmental and social effects (evaluated at a planning Geographic Information System (GIS) level) of the proposed improvements. The final EIS will conclude with a Record of Decision (ROD) by FHWA that states the preferred transportation system alternatives to be carried forward into Tier Two. The second tier may involve the preparation of several separate National Environmental Policy Act (NEPA) documents including EISs; Environmental Assessments (EA); or Categorical Exclusions (CE) for specific stand alone projects that have independent utility within the overall corridor.

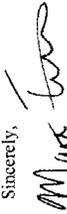
We are also enclosing a copy of the Illiana Corridor EIS scoping document, which was issued pursuant to a project scoping meeting held in Chicago, Illinois on June 28, 2011. We invite you to provide separate written comments on this document at the below listed address prior to August 19, 2011.

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

If your agency does not accept the invitation to be a participating agency in writing, then FHWA, IDOT, and INDOT, will not consider IDEM to be a participating agency. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller at FHWA at 217-492-4625, Kesti Susinskas at IDOT at 847-705-4126, or Greg Kicinski at INDOT at 317-234-1534.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller  
Environmental Programs Engineer

Enclosure



June 2011

# Illiana Corridor

## Tier One Environmental Impact Statement



## Scoping Document



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## 1.0 Project Definition

The Illiana Corridor has been a component of long-range plans for the bi-state region since the early 1900s, and was first envisioned as a vital link in an outer ring of highways encircling the Chicago region. Conceptual highway corridors linking Illinois and Indiana south of Interstate 80 were also studied by regional planning agencies in the 1960's and 1970's. More recently, feasibility studies for a potential Illiana expressway were completed in 2009 by Indiana Department of Transportation (INDOT) and a supplemental study by Illinois Department of Transportation (IDOT) in 2010.

On June 9, 2010, governors Pat Quinn of Illinois and Mitch Daniels of Indiana moved the Illiana Corridor project forward by signing a Memorandum of Agreement (MOA). This MOA outlined a mutual commitment to the project by both states.

An Illiana Corridor Tier One Environmental Impact Statement (EIS) is being prepared to identify potential transportation improvements between I-55 in Illinois and I-65 in Indiana. The Tier One EIS will complete a broad analysis of transportation system alternative(s) in the study area and evaluate environmental impacts at a planning level.

The study area for the Illiana Corridor is approximately 950 square miles in portions of Will and Kankakee counties in Illinois and Lake County in Indiana. The study area is shown in Figure 1.

## 2.0 Process

The National Environmental Policy Act (NEPA) of 1969, as amended requires that agencies using federal money consider and minimize the impacts of their actions to both the human-made and natural environments. The human-made environment includes residences, businesses, agriculture, noise, and community and land use conditions of the area. The natural environment consists of features including streams, threatened and endangered species, and wildlife. The NEPA process requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. The project development process is an approach to balanced transportation decision-making that considers both potential environmental impacts and the need for safe and efficient transportation.

The Council on Environmental Quality (CEQ) regulations (40 CFR 1502.20) allow NEPA studies for large, complex transportation projects to be carried out in a tiered process. This tiered approach to transportation decision making under NEPA involves preparing a Tier One NEPA document that focuses on broad issues such as purpose and need, general location of alternatives, transportation mode composition (auto, truck, rail, transit, utilities), and the avoidance and minimization of potential environmental effects.

As part of the NEPA process, the Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT) will complete a Tiered Environmental Impact Statement (EIS) for the Illiana Corridor project. The Tiered EIS will be advanced in two tiers that build upon one another.

NEPA requires scoping and encourages early and frequent coordination with the public and resource agencies throughout the project development process. Scoping facilitates public and agency participation and provides the opportunity for their input during preparation of the EIS. The scoping process for this project is following the scoping guidelines within the CEQ Regulations, 40 CFR § 1501.7, which provide that “there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action.”

## 2.1 Tiered with Notice of Intent for Tier One EIS

A Tiered Environmental Impact Statement (EIS) is applicable to projects where a single transportation solution for the study area has not been identified with respect to mode (e.g., roadway or transit) and/or location. The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One evaluation is completed at a sufficient level of engineering and environmental detail to assist decision makers in selecting a preferred transportation system alternative(s). Tier One includes preparing a draft and final EIS that will disclose potential environmental and social effects (evaluated at a planning level) of the proposed improvements. The final EIS will conclude with a Record of Decision (ROD) by FHWA that states the preferred transportation system alternatives to be carried forward into Tier Two.

The Tier One EIS will produce the following outcomes:

- Approval of the Preferred Alternative for the study area; and
- Identified components of the overall transportation system alternative that can be advanced independently by various agencies through Tier Two studies.

The goal of the Tier One EIS is to ensure that the Preferred Alternative adequately balances the needs of the communities, the resource agencies (i.e., the environment) and the transportation system (local, regional and state-wide).

## 2.2 Potential Tier Two Activities

The Tier One process identifies components of the overall transportation system alternative that can be advanced independently through Tier Two studies. The second tier could involve the preparation of one or more NEPA documents including EISs; Environmental Assessments (EAs); or Categorical Exclusions (CEs) for specific stand alone projects that have independent utility within the overall corridor.

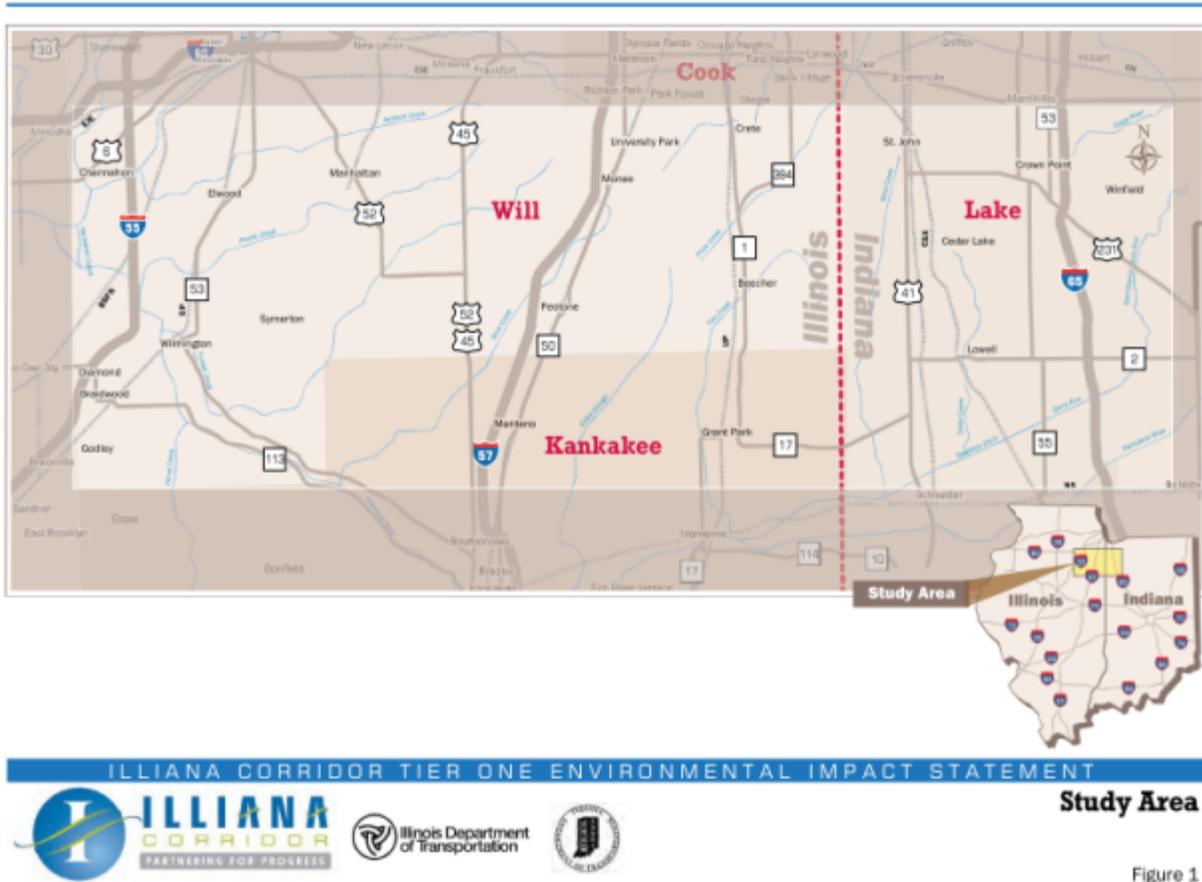


Figure 1



- Public Workshops
- Response to Public Comments

### 3.2 Corridor Planning Group/Technical Task Force

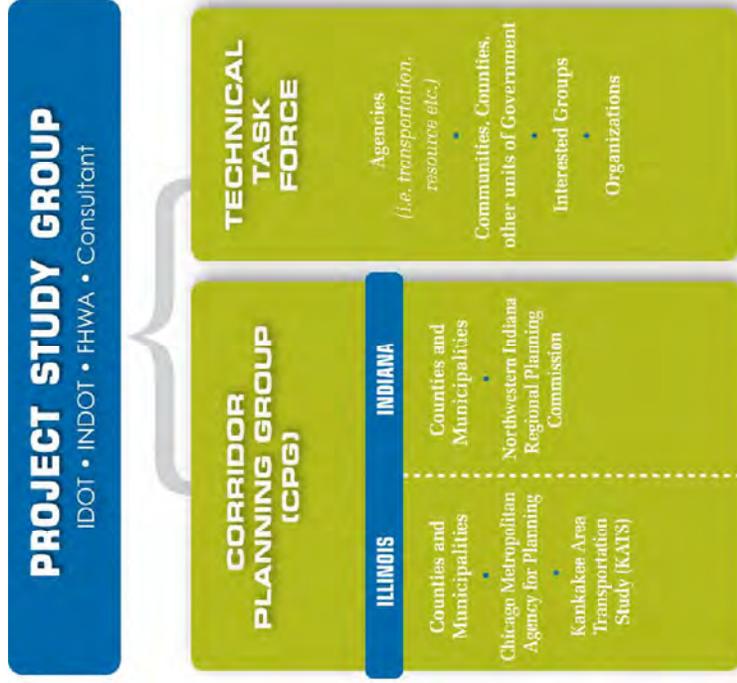
To assist the Project Study Group (PSG), a bi-state Corridor Planning Group (CPG) will be established to assist in the development of the environmental and engineering studies for the Illiana Corridor study (Figure 3). The CPG will consist of community leaders (elected officials from each of the communities in the study area) and an elected official representative from Will and Kankakee counties, Illinois and Lake County, Indiana that are directly affected by the study. The responsibilities of this group include providing input to the study process, and reaching a consensus at key project milestones (e.g., project purpose and need, range of alternatives to be advanced for detailed study, and the recommended alternative[s]).

In addition to the CPG, a bi-state Transportation Task Force (TTF) will be established to provide external subject-matter expertise during the Tier One EIS (Figure 3). The responsibilities of the TTF are to provide input on the planning and design criteria used during the alternatives development process and to verify that any local, state, and federal standards and requirements are addressed within the Tier One EIS analysis. The TTF will focus on understanding and resolving more specific technical issues as they arise and report back to the PSG. These technical issues include: transportation issues (interchange designs, profiles, right-of-way, engineering, transit, freight, local access, traffic, etc.), and land use/environmental issues (air and noise, mitigation, parks, water quality, historic properties, agriculture, economic development, etc.). The TTF members may include CPG members or designated staff and other governmental bodies, transportation agencies, and interested groups. The TTF members will be identified by the PSG, with input from the CPG.

### 4.0 Proposed Bi-State Interagency Coordination Plan

Resource agency coordination for the Tier One Environmental Impact Statement (EIS) for the Illiana Corridor study will include four components:

1. Scoping.
2. Consultation with individual agencies during data gathering as needed to augment published geographical information system (GIS) data.
3. Environmental resource and regulatory agency concurrence at three points, as per agreements related to the merger of the requirements of National Environmental Policy Act (NEPA) and Section 404 of the Clean Water Act. These concurrence points are: Statement of purpose and need; Alternatives for detailed study; and identification of the Preferred Alternative.



4. An interagency field trip prior to the development of alternatives so that resource agency representatives have a familiarity with resources within the study area that may be impacted by the project.

Illinois Department of Transportation (IDOT) has merged NEPA and Section 404 decision-making with a formal process in which environmental resource agencies participate in joint meetings and by signature indicate their concurrence on Purpose and Need. Alternatives to be Carried Forward for Evaluation in the DEIS, and Preferred Alternative, as well as participating in discussions and informational briefings during the NEPA/Section 404 Merger process. IDOT merger team meetings generally occur at four month intervals in June, September, and February. INDOT generally accomplishes the same objectives with one-on-one meetings with environmental resource agencies. The IDOT formal merger process is an essential component of the transportation project development process in Illinois. It is essential that environmental resource agencies in Indiana have an opportunity to share their perspectives with Illinois environmental resource agencies, as well as affirm the final decision at each concurrence point. Therefore, IDOT and INDOT propose that Indiana agencies participate in the Illinois merger process, with the tentative schedule as indicated below in Table 1.

**Table 1. NEPA/Stakeholder Coordination Activities**

NEPA/Stakeholder Coordination Activity	Date
CPG/TTF # 1 – Project Kick off/Scoping – Context audit, perform identify and prioritize issues/concerns exercise. Present outline of June public meeting.	June 14-15, 2011
Public Meeting #1 – Illinois and Indiana – Introduction, public involvement opportunities, scoping, solicit issues and concerns.	June 21-22, 2011
Scoping Meeting (Concurrent with NEPA/404 Meeting) – Tier process, background, public involvement, bi-state environmental coordination.	June 28, 2011
CPG/TTF #2 – Public Meeting #1 Review – Develop/present stakeholder problem statement describing No-Action Alternative development and modeling, and conduct environmental constraints/opportunities exercise.	July 11-12, 2011
CPG/TTF #3 – Coordinate 2040 No-Action Alternative, complete technical analysis of existing and 2040 No-Action transportation system performance, present to stakeholders. Outline purpose and need points based upon technical work and stakeholder input. Toolbox exercise for alternatives ideas and Public-Private Partnerships.	August 9-10, 2011
CPG/TTF #4 – Present expanded outline of Purpose and Need document and completed Transportation System Performance (TSP) report, present alternatives development/evaluation process for stakeholder review. Alternatives identification exercise for location and footprint.	September 13-14, 2011
NEPA/404 Briefing – TSP findings, Purpose and Need outline, evaluation process, range of alternatives identified, public involvement process comments.	September 27, 2011

**Table 1 (concluded). NEPA/Stakeholder Coordination Activities**

NEPA/Stakeholder Coordination Activity	Date
CPG/TTF #5 – Present draft Purpose and Need for stakeholder review. Project team formats/organizes stakeholder alternatives, performs initial Purpose and Need evaluation, identifies first round screening options to be dropped based upon Purpose and Need criteria, and defines mitigation sites and strategies.	December 6-7, 2011
Public Meeting #2 (Illinois and Indiana) – Present Purpose and Need, evaluation process, range of alternatives identified, solicitation of more alternatives and comments. Present first round screening results.	December 13-14, 2011
CPG/TTF #6 – Present “footprint” for second round alternatives, added detail for refined transportation performance analysis, GIS evaluation results, present second round screening results to stakeholders. Identify finalist alternatives for detailed evaluation in the DEIS. Outline EIS analysis approach.	February 7-8, 2012
NEPA/404 Briefing or Concurrence Point #1 – Concurrence on Purpose and Need. Present Second Round screening results, and briefing on alternatives to carry forward.	February 28, 2012
CPG/TTF #7 – Evaluation process, alternatives analysis/evaluation, final alternatives to carry forward into the DEIS for detailed evaluation.	April 3-4, 2012
Public Meeting #3 (Illinois & Indiana) – Evaluation process, alternatives analysis/evaluation, draft alternatives to carry forward into the DEIS for detailed evaluation.	April 9-10, 2012
CPG/TTF #8 – Public Meeting #3 Review. Preliminary DEIS analysis summary.	May 1-2, 2012
NEPA/404 Concurrence #1 (as required) and #2 – Concurrence on Purpose and Need and alternatives to carry forward for detailed evaluation in the DEIS	June 26, 2012
Release DEIS for public comment.	July-August 2012
Public Hearings for DEIS – Illinois and Indiana	August 14-15, 2012
NEPA/404 Briefing – Review of Public Hearings, comments, and status of Preferred Alternative.	September 25, 2012
CPG/TTF #9 – Public Hearing and DEIS comment review. Impact data and 2040 travel performance relative to Preferred Alternative(s) presented to stakeholders and agencies.	October 2-3, 2012
NEPA/404 Concurrence #3 – Concurrence on Preferred Alternative	January 2013
Release of Final EIS	February 2013
Record of Decision	May 2013



201 W. Center Court  
Schaumburg, Illinois 60195  
100 N. Senate Avenue, #1642  
Indianapolis, Indiana 46204  
[www.illianacorridor.org](http://www.illianacorridor.org)

Below is a list of agencies that received this invitation letter.

- |  |  |
|--|--|
| Mr. Thomas Easterly<br>Commissioner<br>Indiana Department of Environmental<br>Management<br>100 N. Senate Street<br>Indianapolis, IN 46204-2251                              | Mr. Robert E. Carter, Jr.<br>Director<br>Indiana Department of Natural Resources<br>402 W. Washington Street<br>Indianapolis, IN 46204   |
| James A. Glass, PhD<br>Indiana Department of Natural Resources<br>Division of Historic Preservation and<br>Archaeology<br>402 W. Washington Street<br>Indianapolis, IN 46204 | Mr. Steve Hamer<br>Transportation Review Program Manager<br>Indiana Department of Natural Resources<br>One Natural Resources Way<br>Springfield, IL 62702-1271                           |
| Ms. Terry Savko<br>Illinois Department of Agriculture<br>P.O. Box 19281, State Fairgrounds<br>Springfield, IL 62794-9281   | Mr. Dan Heacock<br>Illinois Environmental Protection Agency<br>1021 N. Grand Ave. East<br>P.O. Box 19276<br>Springfield, IL 62794-9276   |
| Ms. Anne Haaker<br>Illinois Historic Preservation Agency<br>#1 Old State Capitol Plaza<br>Springfield, IL 62701-1507   | Mr. Kent Sims<br>Team Leader<br>Illinois Natural Resources Conservation Service<br>Chicago Metro Office<br>603 East Diehl Road, Suite 131<br>Naperville, IL 60563-1476                   |
| Mr. Joseph M. Kelsay<br>Indiana State Department of Agriculture<br>1 North Capitol, Suite 600<br>Indianapolis, IN 46204  | Ms. Sue Jennings<br>Environmental Compliance Contact<br>U.S. Department of the Interior National Parks<br>Service<br>Midwest Regional Officer<br>601 Riverfront Drive<br>Omaha, NE 68102 |

- |  |  |
|--|--|
| Mr. John Belker<br>US Army Corps of Engineers<br>Rock Island District<br>1 Clock Tower Building<br>Rodman Avenue<br>Rock Island, IL 61201-2004         | Ms. Kathy Chernich<br>US Army Corps of Engineers<br>Chicago District<br>111 North Canal Street, Suite 600<br>Chicago, IL 60606-7206                              |
| Mr. Ken Westlake<br>U.S. Environmental Protection Agency<br>Region 5<br>77 W. Jackson Boulevard, Mailcode (E-19J)<br>Chicago, IL 60604                 | Ms. Louise Clemency<br>Field Supervisor<br>U.S. Department of the Interior Fish and Wildlife<br>Service<br>1250 S. Grove Ave., Suite 103<br>Barrington, IL 60010 |
| Mr. Scott Pruitt<br>U.S. Department of the Interior Fish and<br>Wildlife Service<br>620 South Walker Street<br>Bloomington, IN 47403-4261              | Mr. John M. Fowler<br>Executive Director Advisory Council on Historic<br>Preservation<br>1100 Pennsylvania Avenue, NW, Suite 803<br>Washington, D.C. 20004       |
| Mr. Barry Cooper<br>Regional Administrator<br>Federal Aviation Administration<br>Great Lakes Region<br>2300 East Devon Avenue<br>Des Plaines, IL 60018 | Mr. Joseph Szabo<br>Administrator<br>Federal Railroad Administration<br>1200 New Jersey Ave., SE<br>Washington, D.C. 20001                                       |
| Mr. Scot Striffler<br>U.S. Coast Guard Ninth District<br>1240 E. Ninth Street<br>Cleveland, OH 44189-2060  | Mr. Eric Washburn<br>U.S. Coast Guard District Two<br>1222 Spruce Street<br>St. Louis, MO 63103-2833   |
| Mr. Matt Harrington<br>US Department of Agriculture<br>P.O. Box 2890<br>Washington, D.C. 20013   |  |



Illinois Department  
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

RECEIVED

JUL 25 2011

FHWA  
Pat Quinn, Governor  
Marc Miller, Acting Director



Illinois Department of  
Natural Resources

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



Pat Quinn, Governor  
Thomas E. Jennings, Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217782-6297 • TDD 217724-6838 • Fax 217557-0993

July 21, 2011

Mr. Matt Fuller  
Federal Highway Administration  
3250 Executive Park Drive  
Springfield, Illinois 62703

Re: Invitation for Participating Agency  
Illiana Corridor Project - Tier One Environmental Impact Statement  
Interstate 55 in Will County, IL to Interstate 65 in Lake County, Indiana  
Will and Kankakee Counties, Illinois and Lake County, Indiana

Dear Mr. Fuller:

Thank you for your July 19, 2011 correspondence notifying the Illinois Department of Agriculture (IDOA) that the Federal Highway Administration, in cooperation with the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT), is initiating a Tier One Environmental Impact Statement for the Illiana Corridor Project. The anticipated project termini are Interstate 55 in Will County and Interstate 65 in Lake County, Indiana.

An Illiana Corridor Tier One Environmental Impact Statement (EIS) is being prepared to identify potential transportation improvements between I-55 in Illinois and I-65 in Indiana. The project study area is in portions of Will and Kankakee counties, Illinois and Lake County, Indiana. The EIS will complete a broad analysis of transportation system alternative(s) in the study area and evaluate environmental impacts at a planning level.

The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One evaluation is completed at a sufficient level of engineering and environmental detail to assist decision makers in selecting a preferred transportation system alternative(s).

The IDOA accepts your invitation to become a participating agency in the development of the Illiana Corridor Environmental Impact Statement.

Sincerely,

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

SDC:TS

cc: Agency project file

July 20, 2011

Mr. Matt Fuller P.E.  
Federal Highway Administration  
3250 Executive Drive  
Springfield, IL 62703

RE: Illiana Corridor Tier One  
Environmental Impact Statement  
IDNR Cooperating Agency

Dear Mr. Fuller:

Thank you for the opportunity to participate as a Cooperating Agency in the development of the Tier One Environmental Impact Statement for the above referenced project. It is important that the Illinois Department of Natural Resources be involved in the review process to assure resources protection and compliance with the state Endangered Species Protection Act and the Illinois Wetlands Protection Act of 1989.

Please address all correspondence and meeting agenda to Mr. Steve Hamer of the Office of Realty and Environmental Planning, Division of Ecosystems and Environment at One Natural Resources Way, Springfield, IL 62702-1271.

If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,

Steve Hamer  
Transportation Review Program  
Division of Environment and Ecosystems

file

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703  
(217) 492-4640  
www.fhwa.dot.gov/ildiv

July 19, 2011

In Reply Refer To:  
IIPER-IL

Ms. Anne Haaker  
Illinois Historic Preservation Agency  
#1 Old State Capitol Plaza  
Springfield, IL 62701-1507

Subject: Illiana Corridor Tier One Environmental Impact Statement;  
Cooperating and Participating Agency Request

Dear Ms. Haaker:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), and the Indiana Department of Transportation (INDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Illiana Corridor Project. The anticipated project termini are Interstate 55 in Will County, Illinois and Interstate 65 in Lake County, Indiana. The study area covers approximately 950 square miles in portions of Will and Kankakee counties in Illinois and Lake County in Indiana.

The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One evaluation is completed at a sufficient level of engineering and environmental detail to assist decision makers in selecting a preferred transportation system alternative(s).

Tier One includes preparing a draft and final EIS that will disclose potential environmental and social effects (evaluated at a planning Geographic Information System (GIS) level) of the proposed improvements. The final EIS will conclude with a Record of Decision (ROD) by FHWA that states the preferred transportation system alternatives to be carried forward into Tier Two. The second tier may involve the preparation of several separate National Environmental Policy Act (NEPA) documents including EISs; Environmental Assessments (EA); or Categorical Exclusions (CE) for specific stand alone projects that have independent utility within the overall corridor.

The study process for this project will meet State and Federal requirements meant to integrate environmental values and public interaction into transportation movements. The requirements include the National Environmental Policy Act (NEPA), The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU) and IDOT and INDOT's Context Sensitive Solutions (CSS) procedures.

The FHWA, IDOT, and INDOT, as joint lead agencies for this project, are responsible for identifying federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of NEPA.

The FHWA, IDOT, and INDOT, identified the Illinois Historic Preservation Agency (IHPA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA, IDOT, INDOT, invite the IHPA to become a participating agency and a cooperating agency in the development of the EIS for the Illiana Corridor. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, and INDOT, propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and;

Please respond to our office at the below listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 19, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2729  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.in.gov](mailto:dhpa@dnr.in.gov)

August 16, 2011

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, Illinois 60196

Federal Agency: Federal Highway Administration ("FHWA")

**Re:** Letter of July 19, 2011 from Matt Fuller of the Illinois Division of FHWA, inviting comments on the June 2011 "Illiana Corridor Tier One Environmental Impact Statement Scoping Document" (HPER-IL; INDOT Des. No. 1006456; DHPA No. 11913)

Dear Ms. Susinskas:

Pursuant to the National Environmental Policy Act, Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act, and Section 106 of the National Historic Preservation Act, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed Mr. Fuller's letter, with enclosure, dated July 19, 2011 and received the same day, for the aforementioned project in Lake County in Indiana and Kankakee and Will counties in Illinois.

As we had indicated in our August 9, 2011 letter, in which we accepted participating agency and cooperating agency statuses, Mr. Fuller's letter to the Indiana Department of Natural Resources ("Indiana DNR") was addressed to me, but my office and I represent only the Indiana DNR Division of Historic Preservation and Archaeology and the Indiana SHPO. To request comments from other divisions of Indiana DNR, we recommend that you contact Matt Buffington of Indiana DNR Division of Fish and Wildlife at (317) 233-4666 or [mbuffington@dnr.in.gov](mailto:mbuffington@dnr.in.gov).

The June 2011 "Illiana Corridor Tier One Environmental Impact Statement Scoping Document" states, in Section 4.0, that consultation will occur, as needed, with individual resource agencies during the data gathering, in order to augment published geographical information system ("GIS") data. Our contacts in the Environmental Services Division of the Indiana Department of Transportation have advised us that the data gathering on archaeological and historical resources during Tier One probably will be limited to drawing upon existing GIS and documentary sources.

We wish to advise you that we believe that the existing GIS sources on historical (also referred to as "above-ground") resources in Lake County, Indiana date mostly from the 1996 Lake County Interim Report: Indiana Historic Sites and Structures Inventory, the underlying survey for which began in 1994 (the paper records for which are housed in our office). That survey was intended to identify potentially significant historical properties that were at least 40 years old at the time. Generally speaking, properties must be at least 50 years old in order to be considered for eligibility for the National Register of Historic Places. Consequently, it is possible that properties that turned 50 years old in 2003 or later and that may now be eligible for the National Register would not be included in either the available GIS data or in the paper records in our office. Thus, it should not be assumed that GIS or documentary data on potentially significant historical properties in Lake County is entirely up to date.

In regards to archaeology, please be aware that not all of the currently recorded archaeological sites in Lake County, Indiana have been entered into the DHPA electronic SHAAARD database. Other documents in the DHPA office that may contain archaeological site locations that may not be entered yet into a GIS system include topographic maps, archaeological reports, archaeological site forms, etc.

Section 4.0 of the scoping document indicates that environmental resource agencies will be asked to affirm certain final decisions on the Illiana Tier One process at the three concurrence points, and it is our impression that such affirmation

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We are also enclosing a copy of the Illiana Corridor EIS scoping document, which was issued pursuant to a project scoping meeting held in Chicago, Illinois on June 28, 2011. We invite you to provide separate written comments on this document at the below listed address prior to August 19, 2011.

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

If your agency does not accept the invitation to be a participating agency in writing, then FHWA, IDOT, and INDOT, will not consider IHPA to be a participating agency. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller at FHWA at 217-492-4625, Kesti Susinskas at IDOT at 847-705-4126, or Greg Kicinski at INDOT at 317-234-1534.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller  
Environmental Programs Engineer

Enclosure

SHPO accepts  
Curtis  
DSHPO  
7-27-11

would be indicated by signature. We wish to advise you that the Indiana SHPO staff members who are most likely to attend the NEPA/404 concurrence meetings may not have the authority to sign documents on behalf of the Indiana SHPO or to make formal, oral commitments on behalf of the Indiana SHPO. Consequently, we hope that an alternative means of securing formal affirmations of our agreement on key issues will be provided.

PowerPoint slides that were shown at the June 28, 2011 Agency Scoping meeting indicate that the alternatives that will be presented for review and comment in Tier One would consist of corridors of 2,000 feet in width, although the width could vary at certain locations. We understand the practical need to limit the geographic area of the alternatives that will be studied to a certain degree in Tier One and the geographic area of the preferred alternative that will be studied to a greater degree in Tier Two. However, we wish to advise you that a 2,000-foot-wide corridor may not be wide enough to take into account all effects on National Register-listed or -eligible properties. Visual effects, in particular, can occur at distances greater than 1,000 feet or even 2,000 feet. Consequently, regardless of the width of the corridors studied for NEPA purposes in Tier One, we may be asking that consideration be given to studying effects in a wider area (known as the "area of potential effects") in Tier Two, for the purposes of Section 106 of the National Historic Preservation Act and 36 C.F.R. Part 800.

Finally, we have observed in other environmental impact statements on large projects that resources of certain kinds and the impacts on those resources tend to be tallied and that the tallies are then used to compare the alternatives being studied. We would ask that you keep in mind that not all archaeological or historical resources are of the same quality or significance and that, consequently, a purely numerical comparison does not necessarily provide an accurate assessment of the impact on archaeological or historical resources that a given alternative will have.

If you have questions about above-ground properties, such as buildings or structures, then please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. In future correspondence regarding this project, please refer to DHPA No. 11913.

Very truly yours,



James A. Glass, Ph.D.  
Deputy State Historic Preservation Officer  
JAG:JLC/RJ/jle

- cc: Kest Susinskas, P.E., IDOT PMC Project Manager  
Matt Fuller, Illinois Division, Federal Highway Administration  
Lisa Brobeck, Illinois Division, Federal Highway Administration  
Joyce Newland, Indiana Division, Federal Highway Administration  
Michelle Allen, Indiana Division, Federal Highway Administration  
Greg Kicinski, Indiana Department of Transportation  
Laura Hilden, Indiana Department of Transportation  
Ben Lawrence, P.E., Indiana Department of Transportation  
Sudhan Pearson, Ph.D., Indiana Department of Transportation  
Surya Kishore, Indiana Department of Transportation  
Shirley Miller, Indiana Department of Transportation  
Amanda Krumm, Indiana Department of Transportation  
Susan Benjain, Indiana Department of Transportation  
Matt Coon, Ph.D., Indiana Department of Transportation  
Melmy Prasher, Indiana Department of Transportation  
Matt Buffington, Division of Fish and Wildlife, Indiana Department of Natural Resources  
Kent Albrecht, P.E., DLZ  
Megan Lytle, Parsons Brinckerhoff



Indiana Department of Natural Resources

Mitchell E. Daniels, Jr., Governor  
Robert E. Carter, Jr., Director



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhp@dnr.IN.gov](mailto:dhp@dnr.IN.gov)

November 10, 2011

Diane O'Keefe, P.E.  
Deputy Director of Highways  
Regional Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

Greg Kicinski, P.E.  
Director of Project Management  
Indiana Department of Transportation  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Your letter of October 5, 2011, responding to our August 16, 2011 comment letter on the June 2011 "Illiana Corridor Tier One Environmental Impact Statement Scoping Document" (IIPER-I); INDOT Des. No. 1006456; DHPA No. 11913)

Dear Ms. O'Keefe and Mr. Kicinski:

Pursuant to the National Environmental Policy Act, Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act, and Section 106 of the National Historic Preservation Act, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your October 5 letter, which we received on October 11, regarding the aforementioned project in Lake County in Indiana and Kankakee and Will counties in Illinois.

Thank you for acknowledging the potential issues that we had raised in our August 16 letter.

We appreciate, as well, receiving your clarification of the process by which concurrence will be demonstrated at key points in the NEPA/404 process. We will be glad to comment formally on the draft summary of each concurrence meeting. If the circumstances allow, however, we might provide formal, written concurrence on essential issues *prior to* a concurrence meeting, so that the Indiana SHPO staff member or members attending the meeting will know what they are authorized to agree upon—even informally—at the meeting. If we are unable to do so, or if the issues discussed at the meeting go beyond the scope of our formal, written comments, then the Indiana SHPO staff member or members likely will be able to offer only provisional comments at the meeting.

In regards to checking archaeological records in our office, we note that there may be other records and sources at other facilities or institutions that we do not have in our records and archives. Additionally, since parts or much of areas to be considered for the project may not have been subjected to archaeological investigations, data regarding archaeological resources is likely to be incomplete regarding the archaeological aspects of planning and choosing areas for the project.

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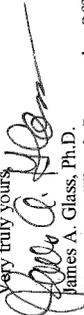
REPLY TO  
ATTENTION OF:

July 26, 2011

Technical Services Division  
Regulatory Branch  
LRC-2011-00344

If you have questions about above-ground properties, such as buildings or structures, then please contact John Carr at (317) 233-1949 or [jearr@dnr.IN.gov](mailto:jearr@dnr.IN.gov). Questions about archaeological issues should be directed to Dr. Rick Jones at (317) 233-0953 or [rjones@dnr.IN.gov](mailto:rjones@dnr.IN.gov). In future correspondence regarding this project, please continue to refer to DHPA No. 11913.

Very truly yours,

  
James A. Glass, Ph.D.  
Deputy State Historic Preservation Officer

JAG:JC:RJ:jj

- encc: Diane O'Keefe, P.E., Illinois Department of Transportation  
Greg Kieinski, Indiana Department of Transportation  
Kesi Susinskas, P.E., Illinois Department of Transportation PMC Project Manager  
Matt Fuller, Illinois Division, Federal Highway Administration  
Joyce Newland, Indiana Division, Federal Highway Administration  
Michelle Allen, Indiana Division, Federal Highway Administration  
Laura Hilden, Indiana Department of Transportation  
Ben Lawrence, P.E., Indiana Department of Transportation  
Stefan Peterson, Ph.D., Indiana Department of Transportation  
Mary Kennedy, Indiana Department of Transportation  
Shawn Miller, Indiana Department of Transportation  
Anuradha Kumar, Indiana Department of Transportation  
Susan Branigan, Indiana Department of Transportation  
Matt Coon, Ph.D., Indiana Department of Transportation  
Melany Praher, Indiana Department of Transportation  
Anne Haaker, Illinois Deputy State Historic Preservation Officer  
Matt Buffington, Division of Fish and Wildlife, Indiana Department of Natural Resources  
Ken Ahrensoltz, P.E., DLZ  
Megan Lytle, Parsons Brinckerhoff

This office is in receipt of your July 19, 2011 letter requesting the participation of the Chicago District U.S. Army Corps of Engineers as a cooperating agency in the review of the environmental assessment for the Illiana Expressway Tier 1 EIS. The Corps cordially accepts the invitation to participate as a cooperating agency in the review of the E/A and looks forward to working closely with Federal and other lead agencies state agencies in completing a comprehensive review of supporting documentation pertaining to the project.

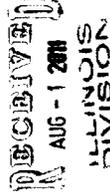
If you have any questions, please contact Mr. Soren Hall of my staff by telephone at 312-846-5532, or email at [Soren.G.Hall@usace.army.mil](mailto:Soren.G.Hall@usace.army.mil).

Sincerely,

  
Keith Wozniak  
Chief, West Section  
Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Norm West)  
U.S. Fish and Wildlife Service (Shawn Cirton)  
Illinois Department of Natural Resources (Steve Hamer)





DEPARTMENT OF THE ARMY  
CHICAGO DISTRICT, CORPS OF ENGINEERS  
111 NORTH CANAL STREET  
CHICAGO, ILLINOIS 60606-7206

REPLY TO  
ATTENTION DF

Technical Services Division  
Regulatory Branch  
LRC-2011-00344

October 20, 2011

SUBJECT: Scoping Comments for the Tier I Environmental Impact Statement Study of the Illiana Corridor, Will and Kankakee Counties, Illinois and Lake County, Indiana

Norman Stoner  
Federal Highway Administration  
3250 Executive Park Drive  
Springfield, Illinois 62703

Dear Mr. Stoner:

This letter is in response to your request that the U.S Army Corps of Engineers (Corps) provide scoping comments for the Illiana Tier I EIS. Various Federal and state agencies are providing a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement National Environmental Policy Act And Clean Water Act Section 404 Concurrent NEPA/404 Processes For Transportation Projects in Illinois".

Following attendance at the several meetings and the review of the draft of the "Illiana Corridor Scoping Summary" dated October 14, 2011, the Corps provides the following scoping comments:

1. Additional field verification and/or investigation should occur during Tier I prior to concurrence on the preferred alternative. If additional areas of environmental concern are discovered or suspected during the consideration of the preferred alternatives, additional field review should be performed to investigate these potentially sensitive areas. The Corps is attempting to avoid a situation where previously unknown sensitive areas are discovered during the detailed environmental assessment to be performed in Tier II. Such discoveries could potentially result in significant project delays.
2. The corridor(s) that is(are) selected as the preferred alternative during Tier I should be sufficiently wide to allow for significant modifications to the alignment of the selected transportation mode during Tier II. This would allow for additional flexibility to avoid and minimize impacts to previously unidentified sensitive natural areas that were missed during the GIS review in Tier I.

RECEIVED

OCT 24 2011

FHWA

If you have any questions, please contact Mr. Soren Hall of my staff by telephone at 312-846-5532 or email at Soren.G.Hall@usacc.army.mil.

- 2 -

Sincerely,

Keith L. Wozniak  
Chief, West Section  
Regulatory Branch

Copy Furnished:

- U.S. Environmental Protection Agency (Norm West)
- U.S. Fish and Wildlife Service (Shawn Cirton)
- Illinois Department of Natural Resources (Steve Hamer)
- Indiana Department of Environmental Management (Jason Randolph)
- 100 N. Senate Avenue, Room IGCN 1255
- Indianapolis, IN 46204
- US Fish and Wildlife Service (Liz McCloskey)
- 1000 W. Oakhill Rd.
- Porter, IN 46304



201 W. Center Court  
Schaumburg, Illinois 60196  
100 N. Senate Avenue, #N642  
Indianapolis, Indiana 46204  
[www.illianacorridor.org](http://www.illianacorridor.org)

November 17, 2011

Mr. Keith Wozniak, Chief, West Section Regulatory Branch  
U.S. Army Corps of Engineers, Chicago District  
111 North Canal Street  
Chicago, IL 60606-7206

Re: Updated: Scoping Comments for the Tier 1 Environmental Impact Statement  
Study of the Illiana Corridor  
Will and Kankakee Counties, Illinois and Lake County, Indiana

Dear Mr. Wozniak:

A previous version was sent in error. Please discard the previous version and replace with this final letter.

We are in receipt of your recent October 20, 2011 letter regarding the above-referenced study.

In your letter, you requested that additional field verification/investigations be undertaken during the Tier 1 study prior to concurrence on the Preferred Alternative. You further described the circumstance where previously unknown sensitive areas may be encountered during the course of more detailed studies during Tier 2. In your second comment, you suggested that the corridor of the Preferred Alternative be of a sufficient width to allow for modifications such that the resource in question can be avoided or impacts minimized to the extent possible.

We acknowledge that environmentally sensitive areas of concern may be identified during the course of more detailed studies which, as you are aware, have been committed to the Tier 2 phase of study. To this point, we have made a considerable effort to compile a GIS data base to support the initial corridor identification and evaluation. However, in undertaking the Tier 1 Environmental Impact Statement (EIS), we intend to conduct an initial field review near and within the candidate corridor(s) prior to issuance of the Draft EIS. This is planned at a reconnaissance-level and will include wetlands, upland plant communities, potential wildlife habitats, and other sensitive areas as identified by the data compiled to date. Given the size of the study area, these investigations will typically be undertaken from public rights-of-way for select or representative resources. As agreed, these studies will be supplemented by more detailed, formal field investigations during Tier 2.

To your second point, the corridor to be advanced into the Tier 1 Draft EIS for a new facility on new alignment will be defined as a 2,000-foot wide corridor, from which a series of working alignments, typically 300-400 feet in width, will be assessed in the Tier One studies. While there is no assurance that such an approach would eliminate habitat

November 17, 2011  
Page 2

losses to sensitive species altogether or preclude unavoidable impacts (such as stream crossings), we believe a corridor of this width should provide ample opportunity for alignment adjustments. In particularly sensitive areas (if any) we could consider a wider corridor. In conclusion, we believe that the commitment to reconnaissance-level field investigations, in conjunction with a sufficiently wide corridor, should reasonably address your concerns and avoid significant delays to the schedule.

Our state transportation leadership and the consultant team are available to discuss this further with you. We look forward to your continued participation in this study.

Sincerely,

Diane O'Keefe, P.E.  
Deputy Director of Highways  
Regional Engineer

Greg Kicinski, P.E.  
Director of Project Management  
Indiana Department of Transportation

By: Steve Schilke, P.E.  
Consultant Studies Unit Head  
Illiana Project Manager



Illinois Department  
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
 REGION 5  
 77 WEST JACKSON BOULEVARD  
 CHICAGO, IL 60604-3590

**RECEIVED**

JUL 25 2011

**FHWA**

JUL 19 2011

REPLY TO THE ATTENTION OF  
 mailcode E-19J

Matthew Fuller  
 Environmental Programs Engineer  
 Federal Highway Administration, Illinois Division  
 3250 Executive Park Drive  
 Springfield, Illinois 62703

**RE: Federal Highway Administration (FHWA) Request for the EPA to be a Participating / Cooperating Agency for the Illinois and Indiana Departments of Transportation Illiana Corridor Tier I Study**

Dear Mr. Fuller:

The United States Environmental Protection Agency, Region 5 (EPA) has received your invitation letter of July 19, 2011, regarding the above project. Because EPA has expertise concerning the nation's natural resources and National Environmental Policy Act (NEPA) documents, we do have an interest in this project.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and in keeping with our responsibilities under the NEPA and Section 309 of the Clean Air Act, we accept the invitation to be a cooperating agency for this project, to the degree time and resources permit, in the manner you requested, specifically, we will:

1. provide meaningful early input to defining the purpose and need, the range of alternatives to be considered in detail, methodologies and level of detail for alternatives analysis;
2. Participate in coordination meetings and appropriate field reviews;
3. Provide timely review and comment on pre-draft and subsequent environmental documents.

We look forward to continuing discussion of the issues involved in this project along with the preparations for and review of the draft Environmental Impact Statement. Feel free to contact me at 312-886-2910 / westlake.kenneth@epa.gov or Norm West, my staff member, at 312-353-5692 / westnorman@epa.gov, with further information or inquiries regarding this project.

Sincerely,

Kenneth A. Westlake  
 Chief, NEPA Implementation Section  
 Office of Enforcement and Compliance Assurance

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U.S. Department  
 of Transportation  
**Federal Highway  
 Administration**

Illinois Division

July 13, 2011

3250 Executive Park Dr.  
 Springfield, IL 62703  
 (217) 492-4640  
 www.fhwa.dot.gov/ildiv

Refer To: HPER-IL

Mr. Juan Garza, Jr.  
 Chairman  
 Kickapoo Traditional Tribe of Texas  
 HCRI, Box 9700  
 Eagle Pass, TX 78852

Subject: Illiana Corridor Tier One Environmental Impact Statement,  
 Participating Agency Request

Dear Mr. Garza:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), and the Indiana Department of Transportation (INDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Illiana Corridor Project. The anticipated project termini are Interstate 55 in Will County, Illinois, and Interstate 65 in Lake County, Indiana. The study area covers approximately 950 square miles in portions of Will and Kankakee counties in Illinois, and Lake County in Indiana.

The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One evaluation is completed at a sufficient level of engineering and environmental detail to assist decision makers in selecting a preferred transportation system alternative(s).

Tier One includes preparing a draft and final EIS that will disclose potential environmental and social effects, evaluated at a planning Geographic Information System (GIS) level of the proposed improvements. The final EIS will conclude with a Record of Decision (ROD) by FHWA that states the preferred transportation system alternatives to be carried forward into Tier Two. The second tier may involve the preparation of several separate National Environmental Policy Act (NEPA) documents including EIS's, Environmental Assessments (EA), or Categorical Exclusions (CE) for specific stand alone projects that have independent utility within the overall corridor.

include the NEPA, The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU) and IDOT and INDOT's Context Sensitive Solutions (CSS) procedures.

The FHWA, IDOT, and INDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA, IDOT, and INDOT identified the Kickapoo Traditional Tribe of Texas as a Tribal government that may have an interest in the project. Therefore, with this letter, FHWA, IDOT, INDOT invite the Kickapoo Traditional Tribe of Texas to become a participating agency and a Section 106 consulting party in the development of the EIS for the Iliana Corridor. The designation does not imply that your Tribe either supports the proposal or has any special expertise with respect to evaluation of the project.

FHWA, IDOT and INDOT propose that your Tribe's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the below listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to August 19, 2011. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

We are also enclosing a copy of the Iliana Corridor EIS scoping document, which was issued pursuant to a project scoping meeting held in Chicago, Illinois, on June 28, 2011. We invite you to provide separate written comments on this document at the below listed address prior to August 19, 2011.

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

If your Tribe does not accept the invitation to be a participating agency in writing, then FHWA, IDOT and INDOT will not consider the Kickapoo Traditional Tribe of Texas to be a participating agency. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller at FHWA by phone at (217) 492-4625, Kesti Susinskas at IDOT at (847) 705-4126, or Greg Kicinski at INDOT at (317) 234-1534.

Thank you for your cooperation and interest in this project.

Sincerely,  
  
Norman Stoner  
Illinois Division Administrator

Enclosure

**Identical letters sent to the following:**

- |  |  |
|--|--|
| Mr. Kenneth Jessepe<br>Vice Chairman<br>Kickapoo Tribe in Kansas<br>1107 Goldfinch Road<br>Horton, KS 66439                          | Mr. Bill Quackenbush<br>TIPO<br>Ho-Chunk Nation<br>PO Box 667<br>Black River Falls, WI 54815 (546157)                                    |
| Mr. Marlon Frye<br>Chairman<br>Kickapoo Tribe of Oklahoma<br>Business Committee<br>P.O. Box 70<br>McCloud, OK 74851                  | Mr. Juan Garza, Jr.<br>Chairman<br>Kickapoo Traditional Tribe of Texas<br>HCR 1, Box 9700<br>Eagle Pass, TX 78852                        |
| Mr. George Strack<br>Tribal Historic Preservation Officer<br>Miami Tribe of Oklahoma<br>202 S. Eight Tribes Trail<br>Miami, OK 74354 | Mr. John P. Froman<br>Chief<br>The Peoria Tribe of Indians of Oklahoma<br>118 S. Eight Tribes Trails<br>P.O. Box 1527<br>Miami, OK 74355 |



Mr. John A. Barrett  
Chairperson  
Citizen Potawatomi Nation  
1601 S. Gordon Cooper Drive  
Shawnee, OK 74801

Mr. Kenneth Meshigaud  
Chairperson  
Hannahville Indian Community  
N14911 Hannahville Boulevard Road  
Wilson, MI 49896

Mr. Steve Ortiz  
Prairie Band Potawatomi Nation  
Government Center  
16281 Q Road  
Mayetta, KS 66509

Ms. Twen Barton  
Chairperson  
Sac and Fox Nation of Missouri  
305 N. Main Street  
Reserve, KS 66454

Mr. Charles Todd  
Principal Chief  
Ottawa Tribe of Oklahoma  
P.O. Box 110  
Miami, OK 74355

Mr. Leaford Bearskin  
Chief  
Wyandotte Tribe of Oklahoma  
P.O. Box 250  
Wyandotte, OK 74370

Mr. Phillip Shopodock  
Chairperson  
Potawatomi – Forest County  
P.O. Box 340  
Crandon, WI 54520

Mr. Steve Winchester  
Councilman  
Pokagon Band of Potawatomi Indians  
58620 Sink Road  
Dowagiac, MI 49047

Mr. Homer Bear, Jr.  
Chairman  
Sac and Fox Tribe of Mississippi  
349 Meskwikai Road  
Tama, IA 52339

Ms. Sandra Massey  
Historic Preservation Officer  
Sac and Fox Nation of Oklahoma  
Route 2, Box 246  
Stroud, OK 74079

Mr. Ron Sparkman  
Chairperson  
Shawnee Tribe  
P.O. Box 189  
Miami, OK 74355

Below is a list of tribal governments that received this invitation letter.

Mr. Kenneth Jessepe  
Vice Chairman  
Kickapoo Tribe in Kansas  
1107 Goldfinch Road  
Horton, KS 64439

Mr. Marlon Frye  
Chairman  
Kickapoo Tribe of Oklahoma  
Business Committee  
P.O. Box 70  
McCloud, OK 74851

Mr. George Strack  
Tribal Historic Preservation Officer  
Miami Tribe of Oklahoma  
202 S. Eight Tribes Trail  
Miami, OK 74354

Mr. John A. Barrett  
Chairperson  
Citizen Potawatomi Nation  
1601 S. Gordon Cooper Drive  
Shawnee, OK 74801

Mr. Kenneth Meshigaud  
Chairperson  
Hannahville Indian Community  
N14911 Hannahville Boulevard Road  
Wilson, MI 49896

Mr. Steve Ortiz  
Prairie Band Potawatomi Nation  
Government Center  
16281 Q Road  
Mayetta, KS 66509

Mr. Bill Quackenbush  
THPO  
Ho-Chunk Nation  
P.O. Box 667  
Black River Falls, WI 54818 (54615?)

Mr. Juan Garza, Jr.  
Chairman  
Kickapoo Traditional Tribe of Texas  
HCR 1, Box 9700  
Eagle Pass, TX 78852

Mr. John P. Froman  
Chief  
The Peoria Tribe of Indians of Oklahoma  
118 S. Eight Tribes Trails  
P.O. Box 1527  
Miami, OK 74355

Mr. Phillip Shopodock  
Chairperson  
Potawatomi – Forest County  
P.O. Box 340  
Crandon, WI 54520

Mr. Steve Winchester  
Councilman  
Pokagon Band of Potawatomi Indians  
58620 Sink Road  
Dowagiac, MI 49047

Mr. Homer Bear, Jr.  
Chairman  
Sac and Fox Tribe of Mississippi  
349 Meskwikai Road  
Tama, IA 52339



Mr. Charles Todd  
Principal Chief  
Ottawa Tribe of Oklahoma  
P.O. Box 110  
Miami, OK 74355

Mr. Leaford Bearskin  
Chief  
Wyandotte Tribe of Oklahoma  
P.O. Box 250  
Wyandotte, OK 74370

Ms. Sandra Massey  
Historic Preservation Officer  
Sac and Fox Nation of Oklahoma  
Route 2, Box 246  
Stroud, OK 74079

Mr. Ron Sparkman  
Chairperson  
Shawnee Tribe  
P.O. Box 189  
Miami, OK 74355

**TRADITIONAL  
COUNCIL**

**CHAIRMAN**  
Juan Garza, Jr., Kisistika

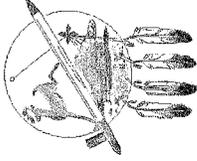
**SECRETARY**  
Jesus Anteo, Chakodata

**TREASURER**  
Rocio Elizondo, Apichicaca

**MEMBERS**  
David J. Gonzalez, Kikokileah  
Nanate Hernandez, Nanate

**KICKAPOO  
TRADITIONAL  
TRIBE OF TEXAS**

HCR 1 Box 97/00  
Eagle Pass, Texas 78852



**Traditional Council**

August 3, 2011

Kesti Susinskas, P.E.  
IDOT PMC Project manager  
201 West Center Court  
Shammburg, IL 60196

Re: Illiana Corridor Tier One Environmental Statement, Participating Agency Request

Dear Kesti:

Thank you for your letter dated on July 13, 2011, regarding Illiana Corridor Tier One Environmental Statement, Participating Agency Request.

Thank you for advising us about the proposed action. The Kickapoo Nation values its traditions and customs so we appreciate your taking the time to ask for our input in this matter. By keeping the lines of communication open we can peacefully co-exist yet attend to our respective businesses.

We do not have any questions or concerns regarding the information within your environmental impact statement, as we are unaware of any tribal sites in this area, therefore it does not affect our interests in any way. Furthermore, the Kickapoo Traditional Tribe of Texas wishes you success in your endeavor.

Should you have any further questions please do not hesitate to contact us.

  
Juan Garza, Jr., Chairman



201 W. Center Court  
Schaumburg, Illinois 60196  
100 N. Senate Avenue, #1642  
Indianapolis, Indiana 46204  
[www.illianacorridor.org](http://www.illianacorridor.org)

July 20, 2011  
Page 2

July 20, 2011

Mr. Eldon Strong  
Trustee  
Center Township  
1450 E. Joliet St.  
Condo A, Ste. 103  
Crown Point, IN 46307

RE: Illiana Corridor Tier One Environmental Impact Statement:  
Participating Agency Request

Dear Mr. Strong:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Illiana Corridor Project. The anticipated project termini are Interstate 55 in Will County, Illinois and Interstate 65 in Lake County, Indiana. The study area covers approximately 950 square miles in portions of Will and Kankakee counties in Illinois and Lake County in Indiana.

The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One evaluation is completed at a sufficient level of engineering and environmental detail to assist decision makers in selecting a preferred transportation system alternative(s).

Tier One includes preparing a draft and final EIS that will disclose potential environmental and social effects (evaluated at a planning Geographic Information System (GIS) level) of the proposed improvements. The final EIS will conclude with a Record of Decision (ROD) by FHWA that states the preferred transportation system alternatives to be carried forward into Tier Two. The second tier generally involves the preparation of several separate National Environmental Policy Act (NEPA) documents including EISs, Environmental Assessments (EAs), or Categorical Exclusions (CEs) for specific stand alone projects that have independent utility within the overall corridor.

The study process for this project will meet state and federal requirements meant to integrate environmental values and public interaction into transportation movements. The requirements include the National Environmental Policy Act (NEPA), The Safe,

Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU) and IDOT and INDOT's Context Sensitive Solutions (CSS) procedures.

The FHWA, IDOT, and INDOT, as joint lead agencies for this project, are responsible for identifying federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The FHWA, IDOT, and INDOT identified the Center Township as an agency that may have an interest in the project. Therefore, with this letter, FHWA, IDOT, INDOT invite the Center Township to become a participating agency in the development of the EIS for the Illiana Corridor. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

FHWA, IDOT and INDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and;
3. Timely review and comment on the pre-draft or pre-final Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the below listed address in writing, with an acceptance or denial of this invitation to be a participating agency prior to August 19, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. We are also enclosing a copy of the Illiana Corridor EIS scoping document, which was issued pursuant to a project scoping meeting held in Chicago, Illinois on June 28, 2011. We invite you to provide separate written comments on this document at the below listed address prior to August 19, 2011.



Illinois Department  
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION



Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

If your agency does not accept the invitation to be a participating agency in writing, then FHWA, IDOT and INDOT will not consider Center Township to be a participating agency. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller at FHWA at 217-492-4625, Kesti Susinskas at IDOT at 847-705-4126, or Greg Kicinski at INDOT at 317-234-1534.

Thank you for your cooperation and interest in this project.

Sincerely,

Diane O'Keefe, P.E.  
Deputy Director of Highways,  
Region One Engineer  
Illinois Department of Transportation

Greg Kicinski, P.E.  
Director of Project Management  
Indiana Department of Transportation

Below is a list of agencies that received this invitation letter.

Mr. Eldon Strong  
Trustee  
Center Township  
1450 E. Joliet St., Condo A, Ste. 103  
Crown Point, IN 46307

The Honorable Marty Orr  
Mayor  
City of Wilmington  
1165 S. Water Street  
Wilmington, IL 60481

Mr. Patrick Feeny  
Township Highway Commissioner  
Channahon Township  
P. O. Box 456  
Channahon, IL 60410

Mr. Tony Recupito  
Township Highway Commissioner  
Crete Township  
25405 South State Street  
Crete, IL 60417

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for  
Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Mr. Rick Hall  
Township Highway Commissioner  
Custer Township  
36005 Ohlhues Rd, P.O. Box 264  
Wilmington, IL 60481

The Honorable Jerry Pressley  
Mayor  
City of Braidwood  
141 W. Main St.  
Braidwood, IL 60408

Mr. James Hadrys  
Township Highway Commissioner  
Florence Township  
30860 Indian Trail Road  
Wilmington, IL 60481

The Honorable David Uran  
Mayor  
City of Crown Point  
101 North East Street  
Crown Point, IN 46307

Mr. Cory Singer  
President  
Forest Preserve District of Will County  
17540 W. Laraway Road  
Joliet, IL 60433

The Honorable Tom Giarranto  
Mayor  
City of Joliet  
150 West Jefferson Street  
Joliet, IL 60432

Mr. Ken Allers  
President  
Forest Preserves of the Kankakee River  
Valley  
1301 Waldron Road, P.O. Box 13  
Aroma Park, IL 60910



Illinois Department  
of Transportation



INDIANA DEPARTMENT OF TRANSPORTATION

Mr. Robert Massat  
Township Highway Commissioner  
Green Garden Township  
8608 Stuenkel Road  
Frankfort, IL 60423

Mr. Mitchell Lopez  
Trustee  
Hanover Township  
9810 W. 136th Lane  
Cedar Lake, IN 46303

Ms. Susan Shea  
Director  
Illinois Division of Aeronautics  
1 Langhorne Bond Drive  
Springfield, IL 62707

Mr. Edward Donald McKay III  
Director & State Geologist  
Illinois State Geological Survey  
615 E. Peabody Drive  
Champaign, IL 61820-6964

Ms. Kristi Lafleur  
Executive Director  
Illinois State Toll Highway Authority  
2700 Ogden Ave.  
Downers Grove, IL 60515

Ms. Nancy Hasenmueller  
Geologic Mapping  
Indiana Geological Survey  
611 N. Walnut Grove  
Bloomington, IN 47405-2208

Mr. Kent McDaniel  
Executive Director  
Indiana Transportation Association  
1900 E. 10th Street, Rm 235  
Bloomington, IN 47406-7512

Mr. Paul Buss  
Township Highway Commissioner  
Jackson Township  
18750 Breen Road  
Elwood, IL 60421

Mr. Michael Lammy  
Transportation Planner  
Kankakee Area Transportation Study  
189 E. Court St., Room 201  
Kankakee, IL 60901

Mr. Michael Bossert  
County Board Chairman  
Kankakee County  
189 E. Court Street  
Kankakee, IL 60901

Mr. Gerry Scheub  
County Commissioner 2nd District  
Lake County  
2293 N. Main Street  
Building 'A', 3rd Floor  
Crown Point, IN 46307

Mr. Jim Baitas  
Township Highway Commissioner  
Manhattan Township  
12900 W. Bruns Rd.  
Manhattan, IL 60442

Mr. Ronald Meyer  
Township Highway Commissioner  
Manteno Township  
1030 Boudreau Road  
Manteno, IL 60950

Mr. Alexander D. Clifford  
Executive Director and CEO  
Metra  
547 W. Jackson Blvd.  
Chicago, IL 60661

Mr. David Deutsche  
Township Highway Commissioner  
Monee Township  
P. O. Box 74  
Monee, IL 60449

Mr. Gerald Hanas  
General Manager  
Northern Indiana Commuter  
Transportation District  
33 East U.S. Highway 12  
Chesterton, IN 46304

Mr. Timothy Brown  
Executive Director  
Northwest Indiana Regional Bus  
Authority  
6100 Southport Road  
Portage, IN 46368

Mr. Bill Hanna  
Executive Director  
Northwest Indiana Regional  
Development Authority  
9800 Connecticut Drive  
Crown Point, IN 46307

Mr. John Swanson  
Executive Director  
Northwestern Indiana Regional Planning  
Commission  
6100 Southport Road  
Portage, IN 46368

Mr. T.J. Ross  
Executive Director  
PACE  
550 W. Algonquin Rd.  
Arlington Heights, IL 60005

Mr. David VanderZee  
Pace Suburban Bus  
550 W. Algonquin Road  
Arlington Heights, IL 60005

Mr. John Hack  
Township Highway Commissioner  
Peotone Township  
P. O. Box 651  
Peotone, IL 60468

Mr. John Dixon  
Township Highway Commissioner  
Reed Township  
630 W. First Street  
Braidwood, IL 60408

Mr. David Murtaugh  
Regional Director Northwest Indiana -  
Senator Dan Coats  
11035 Broadway  
Suite A  
Crown Point, IN 46307

Mr. Peter Fahrenwald  
Regional Transportation Authority  
175 W. Jackson Blvd  
Suite 1550  
Chicago, IL 60604

Mr. Jerry Rice  
Township Highway Commissioner  
Rockville Township  
6076 W. 11000 N. Road  
Manteno, IL 60950

Mr. Joseph Shudick  
Trustee  
Ross Township  
24 W. 73rd Ave.  
Merrillville, IN 46410

Mr. Jerry Flick  
Township Highway Commissioner  
Summer Township  
10307 E. 9000 N. Road  
Grant Park, IL 60940

The Honorable Robert H. Carmahan  
Town Council President  
Town of Cedar Lake  
7408 Constitution Avenue  
Cedar Lake, IN 46303

The Honorable Philip Kuiper  
Town Council President  
Town of Lowell  
501 E. Main Street  
Lowell, IN 46357

The Honorable Tom Goralczyk  
Town Council President  
Town of Merrillville  
7820 Broadway Avenue  
Merrillville, IN 46410

Mr. Richard Ludlow  
Town of Schneider  
P.O. Box 284  
Schneider, IN 46376

The Honorable Mike Forbes  
Town Council President  
Town of St. John  
10955 W. 93rd Avenue  
St. John, IN 46373

The Honorable James Hicks  
Town Council President  
Town of Winfield  
10645 Randolph St.  
Winfield, IN 46307

The Honorable Vivian Covington  
Mayor  
Village of University Park  
4 Town Center  
University Park, IL 60484

The Honorable Paul Lohmann  
Village President  
Village of Beecher  
724 Penfield St.  
Beecher, IL 60401

The Honorable James Homa  
Mayor  
Village of Braceville  
102 W. Main St.  
P.O. Box 187  
Braceville, IL 60407

The Honorable Ed Pacchetti  
Mayor  
Village of Carbon Hill  
695 North Holcomb St.  
Carbon Hill, IL 60416

The Honorable Joe Cook  
Village President  
Village of Channahon  
24555 S. Navajo Drive  
Channahon, IL 60410

The Honorable Neal Nelson  
Mayor  
Village of Coal City  
515 S. Broadway  
Coal City, IL 60416

The Honorable Michael Einhorn  
Village President  
Village of Crete  
524 W. Exchange Street  
Crete, IL 60417

The Honorable Teresa Kerns  
Mayor  
Village of Diamond  
1750 E. Division  
Diamond, IL 60416

The Honorable William Offerman  
Village President  
Village of Elwood  
401 E. Mississippi Avenue  
P.O. Box 435  
Elwood, IL 60421

The Honorable R. A. Willis  
Village President  
Village of Godley  
150 S. Kankakee St.  
Godley, IL 60407

The Honorable Fred Meyer  
Village President  
Village of Grant Park  
106 West Taylor Street  
Grant Park, IL 60940

The Honorable William Borgo  
Mayor  
Village of Manhattan  
245 S. State Street  
Manhattan, IL 60442

The Honorable Timothy Nugent  
Mayor  
Village of Manteno  
98 E. 3rd Street  
Manteno, IL 60950

Mr. Brian Mitchell  
Village of Matteson  
4900 Village Commons  
Matteson, IL 60443

The Honorable Daniel Tovo  
Mayor  
Village of Monee  
5130 W. Court St.  
Monee, IL 60449

The Honorable Richard Duran  
Village President  
Village of Peotone  
208 E. Main Street  
P.O. Box 430  
Peotone, IL 60468

The Honorable Alan Darr, Jr.  
Village President  
Village of Symerton  
18347 W. South St.  
Wilmington, IL 60481

Mr. Milton Payton  
Village of University Park  
698 Burnham  
University Park, IL 60484

Mr. Jerry Townsend  
Village of University Park  
698 Burnham Drive  
University Park, IL 60484

Mr. Jerry Meyer  
Township Highway Commissioner  
Washington Township  
30200 Town Center Road  
Beecher, IL 60401

Mr. Joseph Rodawold  
Township Highway Commissioner  
Wesley Township  
17292 W. Ballou Road  
Wilmington, IL 60481

Mr. Rick Niemeyer  
Trustee  
West Creek Township  
11003 W. 181st Ave.  
Lowell, IN 46356

Mr. Todd A. Morse  
Township Supervisor  
Wheatland Township  
31 W. 236 91st Street  
Naperville, IL 60564

Mr. Dayton Jarragin  
Township Highway Commissioner  
Wheatland Township  
32 W. 236 91st Street  
Naperville, IL 60565

Mr. Jim Moustis  
County Board Chairman/County Board  
District 2  
Will County  
302 N. Chicago Street  
Joliet, IL 60432

Mr. Hugh O'Hara  
Will County Governmental League  
3180 Theodore Street  
Suite 103  
Joliet, IL 60435

Mr. Bruce Hamann  
Township Highway Commissioner  
Will Township  
30317 S. Will-Center Road  
Peotone, IL 60468

Mr. Robert Lardi  
Township Highway Commissioner  
Wilmington Township  
29929 S. Kavanaugh Rd.  
Wilmington, IL 60481

Mr. John Thatcher  
Township Highway Commissioner  
Wilton Township  
16491 W. Kennedy Road  
Wilmington, IL 60481

Mr. Rolie Brauer  
Winfield Township  
10645 Randolph  
Winfield St, IN 46307

Mr. Jeremy Roberts  
Township Highway Commissioner  
Yellowhead Township  
313 S. Meadows Street  
Grant Park, IL 60940



**CENTER TOWNSHIP TRUSTEE**

1450 East Joliet Street  
Condo A, Suite 103  
Crown Point, Indiana 46307  
(219) 663-0250 • Fax (219) 663-2414  
e-mail: cpcentertownship@sbcglobal.net  
web site: cpcentertownship.com

BOARD MEMBERS  
*Bryan J. Bodamer*  
*Kathryn J. Webster*  
*Roland E. Wise*

TRUSTEE  
**Eldon Strong**

July 29, 2011

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

BUREAU OF PROGRAMMING  
RECEIVED  
AUG 9 - 2011  
DISTRICT #1

Dear Kesti,

I am in receipt of your letter dated July 20, 2011. I accept your invitation to be a participating agency on behalf of Center Township in Lake County Indiana.

I must admit however, I am a bit confused as to the reason for this letter. I have been to all of the meetings that have occurred regarding this project that have taken place here in Indiana.

Yours truly,

*Eldon Strong*  
Eldon Strong

Center Township Trustee  
Lake County, Indiana



**Chicago Metropolitan  
Agency for Planning**

233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  
voice 312-454-0400  
fax 312-454-0411  
www.cmap.ilinois.gov

July 29, 2011

Mr. Kesti Susinskas, P.E.  
IDOT PMC Project Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196

BUREAU OF PROGRAMMING  
RECEIVED  
AUG 9 - 2011  
DISTRICT #1

Dear Mr. Susinskas:

Per your correspondence of July 20, 2011 regarding an invitation to be a Participating Agency in the development of the Environmental Impact Statement for the Illiana Corridor, the Chicago Metropolitan Agency for Planning accepts this invitation to be a participant. We look forward to working with the Illinois and Indiana Departments of Transportation on this important project.

If you have any questions please contact me or Don Kopec, Deputy Director for Planning and Programming at (312) 386-8725.

Sincerely,

*Randall S. Blankenhorn*

Randall S. Blankenhorn  
Executive Director

RSB/jls

Board Members  
Gerald Bennett, Chair  
Frank Beal  
Alan Bennett  
Susan Campbell  
Roger Clear  
Joe Deal  
Michael Gorman  
Elliott Hartstein  
Al Larson  
Marilyn Michelini  
Raul Raymundo  
Rick Reinbold  
Rae Rupp Srch  
Dan Shea  
Nigel Telman  
Executive Director  
Randy Blankenhorn



**City of Wilmington**

1165 S. Water Street ■ Wilmington, Illinois 60481-1633 ■ Phone: 815-476-2175 ■ Fax: 815-476-2276  
www.wilmington-il.com

BUREAU OF PROGRAMMING  
RECEIVED

JUL 26 2011

DISTRICT #1

July 22, 2011

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60496

RE: Illiana Corridor Tier One Environmental Impact Statement

Dear Ms. Susinskas,

This letter is to inform your agency that the City of Wilmington, IL, accepts the invitation to participate in the development of the EIS for the Illiana Corridor project.

If you require any additional information, please contact Tony Graff, City Administrator at 815-476-2175 ext. 232 or tgrafl@wilmington-il.com.

Sincerely,

  
J. Marty Orr  
Mayor



**City of Wilmington**  
www.wilmington-il.com

**Tony Graff**  
City Administrator

1165 S. Water St. • Wilmington, IL 60481  
(815) 476-2175 ext. 232 • Fax (815) 476-2276  
tgrafl@wilmington-il.com



**TOWNSHIP of CRETE  
HIGHWAY DEPARTMENT**

Will County  
25405 S. STATE STREET • CRETE, ILLINOIS 60417  
(708) 672-7732 • Fax: (708) 672-9487

BUREAU OF PROGRAMMING  
RECEIVED

JUL 27 2011

DISTRICT #1

July 25, 2011

Ms. Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

RE: Illiana Corridor

Dear Ms. Susinskas:

Please let this letter serve as our intent to be a participating agency in the development of the ESI for the Illiana Corridor.

Sincerely,



Anthony Recupito  
Crete Township Highway Commissioner



**ECONOMIC ALLIANCE OF KANKAKEE COUNTY**

200 East Court Street, Suite 507, Kankakee, IL 60901,  
Phone: (815) 935-1177 Fax: (815) 935-1181  
[www.kankakeecountyed.org](http://www.kankakeecountyed.org)

Michael A. Van Mill, AICP  
President / CEO

March 15, 2010

The Honorable Pat Quinn  
Office of the Governor  
207 State House  
Springfield, IL 62706

Dear Governor Quinn:

We are pleased to submit to you *Resolutions of Support for the Illiana Expressway* ratified by Kankakee County communities and organizations. These endorsements reflect broad support among our elected officials and our business community for this project.

Kankakee County believes the construction of this connector between Interstates 65 and 55 will improve traffic safety and boost economic development in the region and throughout the Midwest. As you may be aware, Kankakee County has experienced a high influx of truck traffic in recent years partly as a result of the success of the intermodal facilities in Will County. The heavy truck traffic has burdened our existing road infrastructure and raises concern of traffic safety. Today, Kankakee County has the highest percentage of truck traffic per average daily traffic (ADT) of any county in Illinois. Economically, we see the Illiana Expressway as a key component of a long-term and sustainable strategy for growth. This project will serve as an essential economic catalyst well into the 21<sup>st</sup> Century to create jobs and economic opportunity.

As you will see by the Resolutions, our community supports three (3) core principles relative to the Illiana Expressway:

1. The Illiana Expressway Feasibility Study should be extended, at a minimum, to include a **single continuous corridor** from I-65 to I-55 prior to establishing a centerline alignment.
2. The corridor should contain sufficient right-of-way to support other uses such as rail, power distribution and communications. In essence, a *real* commerce corridor.
3. Kankakee County be afforded fair and equitable representation on any commission, task force, or partnership that may be organized and created to advance this project.

We thank you for the opportunity to share our thoughts and look forward to working with you to make this project a reality.

Respectfully yours,

Michael Bossert, Chairman  
Kankakee County Board

Joseph Franco  
Chairman, Economic Alliance of Kankakee County

**Resolution of the County Board  
of  
Kankakee County, Illinois**

Ordinance # \_\_\_\_\_

Resolution # 2010-02-09-14

**A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways, thereby threatening the quality of life and safety of the citizens of Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, Kankakee County supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

**RESOLUTION NO. 02-09-2010**

**RESOLUTION SUPPORTING A  
NEW ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, the Village of Aroma Park supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee-County, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of location the Illiana Expressway.

**NOW THEREFORE BE IT RESOLVED**, that the Village Board of the Village of Aroma Park supports the construction of a new circumferential East-West Expressway,

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

**NOW THEREFORE BE IT RESOLVED**, that the County Board of Kankakee County supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

**BE IT FURTHER RESOLVED**, that the County Board of Kankakee County supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

**BE IT FURTHER RESOLVED**, that County Board of Kankakee County supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single - continuous corridor from I-65 to I-55 prior to establishing a centeline alignment, and

**BE IT FURTHER RESOLVED**, that County Board of Kankakee County strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

**BE IT FURTHER RESOLVED**, that the County Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Duitin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and The Honorable Carcen Gordon, Illinois State Representative.

BY:

  
Michael Bossert, County Board Chairman

ATTEST:

  
Bruce Clark, County Clerk

more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people as well as providing access to the proposed South Suburban Airport, and

**BE IT FURTHER RESOLVED**, that the Village of Aroma Park supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

**BE IT FURTHER RESOLVED**, that the Village Board of the Village of Aroma Park supports the construction of the Illiana Expressway south of the proposed South Suburban Airport with minimum origin-destination at I-65 and I-55, and

**BE IT FURTHER RESOLVED**, that the Village Board of the Village of Aroma Park supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single-continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

**BE IT FURTHER RESOLVED**, that the Village Clerk be and is hereby directed to forward this resolution to the Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Tot Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and the Honorable Careen Gordon, Illinois State Representative.

**PASSED** by the Board of Trustees of the Village of Aroma Park and Approved by me as Village President this 9<sup>th</sup> day of February, 2010.

  
DUANE DYKSTRA  
Village President

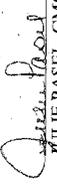
TRUSTEES	Aye	✓	Nay	_____	Absent
Terry Dutour:	Aye	✓	Nay	_____	Absent
Linda Fowler:	Aye	✓	Nay	_____	Absent
Michael Grimsley	Aye	✓	Nay	_____	Absent
Walter Schneider	Aye	✓	Nay	_____	Absent
Brian Stanszeski	Aye	✓	Nay	_____	Absent
Ray Sthay	Aye	✓	Nay	_____	Absent

YEAS: 6

NAYS: 0

ABSTAIN: 0

ABSENT: 0

  
JULIE PASEL, CMC  
Village Clerk

A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY

WHEREAS, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

WHEREAS, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

WHEREAS, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

WHEREAS, the I-80-94 Expressway is experiencing a growing congestion problem, and

WHEREAS, Village of Bourbonnais has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

WHEREAS, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Village of Bourbonnais & Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Village of Bourbonnais and Kankakee County, and

WHEREAS, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

WHEREAS, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

WHEREAS, Village of Bourbonnais supports the planned development of the South-Suburban Airport, and

WHEREAS, the establishment of the South-Suburban Airport will further create significant traffic growth in the Village of Bourbonnais, and

WHEREAS, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

RESOLUTION 10-1061

A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY

ADOPTED BY THE  
BOARD OF TRUSTEES OF THE  
VILLAGE OF BOURBONNAIS  
THIS 16 DAY OF NOVEMBER, 2010.

VILLAGE OF BRADLEY

RESOLUTION NO. R-2-10-3

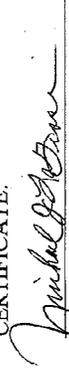
A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY

ADOPTED BY THE  
BOARD OF TRUSTEES  
VILLAGE OF BRADLEY

This 8 day of February, 2010

Published in pamphlet form by authority of the Board of Trustees of the Village of  
Bradley, Kankakee County, Illinois, this 8 day of February, 2010.

CERTIFICATE:

  
Michael J. LaGasse, Village Clerk

Robbins, Schwartz, Nicholas, Lifton & Taylor - Village Attorney - 24 West Cass Street, 5th Floor  
Joliet, Illinois 60432

WHEREAS, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

NOW THEREFORE BE IT RESOLVED, that the Village of Bourbonnais in Kankakee County supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

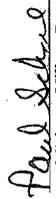
BE IT FURTHER RESOLVED, that the Village of Bourbonnais in Kankakee County supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

BE IT FURTHER RESOLVED, that Village of Bourbonnais in Kankakee County supports this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and The Honorable Careen Gordon, Illinois State Representative.

BE IT FURTHER RESOLVED, that Village of Bourbonnais in Kankakee County strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

BE IT FURTHER RESOLVED, that the Village Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and The Honorable Careen Gordon, Illinois State Representative.

BY:

  
Paul Schore, Village President

ATTEST:

  
Brian Simeur, Village Clerk

**RESOLUTION NO. R-2-10-2**

**A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana; and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century; and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks; and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem; and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55; and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County; and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway; and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west; and

**WHEREAS**, the Village of Bradley ("Village") supports the planned development of the South-Suburban Airport; and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County; and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy; and

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

NOW THEREFORE, BE IT RESOLVED by the President and the Trustees of the Village of Bradley, Kankakee County, Illinois:

**Section 1. Recitals Incorporated.** The recitals set forth above are incorporated herein as though fully set forth.

**Section 2. Support for Illiana Expressway.** The Village, President and Board of Trustees of the Village of Bradley support the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people.

**Section 3. Acquisition of Rights-of-Way.** The President and Board of Trustees support acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications.

**Section 4. Feasibility Study.** The President and Board of Trustees support extending the Illiana Expressway Feasibility Study to, at minimum, include a single - continuous corridor from I-65 to I-55 prior to establishing a centerline alignment.

**Section 5. Task Force Representation.** The President and Board of Trustees strongly support fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project.

**Section 6. Service of Resolution.** The Village Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator; The Honorable Lisa Dugan, Illinois State Representative and The Honorable Careen Gordon, Illinois State Representative.

Section 7. Effective Date. This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

VILLAGE OF GRANT PARK, ILLINOIS

RESOLUTION NO. 10-02-16-01

PASSED this 8 day of February, 2010

TRUSTEES:

Jerry Balhazar:	Aye- <input checked="" type="checkbox"/>	Nay- <input type="checkbox"/>	Absent- <input type="checkbox"/>
Robert Redmond:	Aye- <input checked="" type="checkbox"/>	Nay- <input type="checkbox"/>	Absent- <input type="checkbox"/>
Lori Gaudois:	Aye- <input checked="" type="checkbox"/>	Nay- <input type="checkbox"/>	Absent- <input type="checkbox"/>
George Golwizer:	Aye- <input checked="" type="checkbox"/>	Nay- <input type="checkbox"/>	Absent- <input type="checkbox"/>
Michael A. Slump:	Aye- <input checked="" type="checkbox"/>	Nay- <input type="checkbox"/>	Absent- <input type="checkbox"/>
Eric Cyr:	Aye- <input checked="" type="checkbox"/>	Nay- <input type="checkbox"/>	Absent- <input type="checkbox"/>

Bruce Adams: Aye- Nay- Absent-

TOTALS: AYE-6 NAY-0 ABSENT-0

APPROVED this 8 day of FEBRUARY, 2010

*Bruce Adams*  
Bruce Adams, President of the Board of Trustees of the Village of Bradley

ATTEST:  
*Michael J. LaGesse*  
Michael J. LaGesse, Village Clerk

WHEREAS, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and WHEREAS, radial and circumferential highways have been a component of long-range transportation plans for the Indiana-Illinois bi-state region since the early twentieth century, and WHEREAS, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

WHEREAS, the I-80-94 Expressway is experiencing a growing congestion problem, and

WHEREAS, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

WHEREAS, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee county creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

WHEREAS, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a

feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

WHEREAS, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

WHEREAS, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

WHEREAS, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

WHEREAS, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

NOW, THEREFORE, BE IT RESOLVED, that the Village of Grant Park supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

BE IT FURTHER RESOLVED, that the Village of Grant Park supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

BE IT FURTHER RESOLVED, that the Village of Grant Park supports extending the Illiana Expressway Feasibility Study to, at a minimum, include a single-continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

BE IT FURTHER RESOLVED, that the Village of Grant Park strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

BE IT FURTHER RESOLVED, that the Village Clerk be and is hereby directed to forward this resolution to the Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toti Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator; The Honorable Lisa Dugan, Illinois State Representative; and The Honorable Careen Gordon, Illinois State Representative.



Resolution 09-22

A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY

WHEREAS, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

WHEREAS, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

WHEREAS, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

WHEREAS, the I-80-94 Expressway is experiencing a growing congestion problem, and

WHEREAS, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

WHEREAS, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of the Village of Manteno, and

WHEREAS, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

WHEREAS, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

WHEREAS, the Village of Manteno supports the planned development of the South-Suburban Airport, and

WHEREAS, the establishment of the South-Suburban Airport will further create significant traffic growth within the Village of Manteno, and

WHEREAS, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

WHEREAS, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

NOW THEREFORE BE IT RESOLVED, that the Village of Manteno supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

BE IT FURTHER RESOLVED, that the Village of Manteno supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

BE IT FURTHER RESOLVED, that the Village of Manteno supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single - continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

BE IT FURTHER RESOLVED, that the Village of Manteno strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

BE IT FURTHER RESOLVED, that the Village Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11th Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Tot Hutchinson, Illinois State Senator; and The Honorable Lisa Dugan, Illinois State Representative.

This resolution was adopted by the Mayor and Board of Trustees of the Village of Manteno and deposited in the office of the Village Clerk this 16th day of February, 2010.

RECORD OF THE VOTE	Yes	No	Abstain	Absent
President Timothy Nugent	✓			
Trustee Timothy Boyce	✓			
Trustee Annette LaMore				
Trustee Diane Dole	✓			
Trustee Noel Burke	✓			
Trustee Robin Baika				✓
Trustee Dan Rudin	✓			
TOTAL VOTES or	5			
BY OMNIBUS VOTE				

BY:

*Timothy O. Nugent*  
Timothy O. Nugent, Village President

ATTEST:

*Alisa Blanchette*  
Alisa Blanchette, Village Clerk

CERTIFICATE

I, the undersigned, do hereby certify that I am the duly qualified and acting Village Clerk of the Village of Manteno, Kankakee County, Illinois, and as such official I am the keeper of the records and files of the Village.

I further certify that the foregoing or attached is a complete, true and correct copy of Resolution No. 09-22 entitled:

**A Resolution Supporting the Illiana Expressway**

and was duly passed by the Board of Trustees at a regular meeting on February 16, 2010, approved by the President on said date, and now in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official seal, signature and the corporate seal this 16<sup>th</sup> day of February 2010.

  
Village Clerk

( CORPORATE )  
( SEAL )

**Resolution of the City Council  
of  
The City of Momence,  
in  
the County of Kankakee, Illinois**

Resolution # 133

**A RESOLUTION SUPPORTING A NEW ILLIANA EXPRESSWAY**

WHEREAS, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

WHEREAS, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

WHEREAS, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

WHEREAS, the I-80-94 Expressway is experiencing a growing congestion problem, and

WHEREAS, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

WHEREAS, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

WHEREAS, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

WHEREAS, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

WHEREAS, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

WHEREAS, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Mokenca supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

BE IT FURTHER RESOLVED, that the City Council of the City of Mokenca in Kankakee County supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

BE IT FURTHER RESOLVED, that City Council of the City of Mokenca in Kankakee County supports the construction of the Illiana Expressway in southern Will or northern Kankakee County with minimum origin-destination at I-65 and I-55, and

BE IT FURTHER RESOLVED, that City Council of the City of Mokenca supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

BE IT FURTHER RESOLVED, that the City Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator; The Honorable Lisa Dugan, Illinois State Representative and The Honorable Karen Gordon, Illinois State Representative.

PASSED and adopted this 1 st day of March 2010.

Alderman Denton	Aye	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>	Absent	<input type="checkbox"/>
Alderman Straley	Aye	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>	Absent	<input type="checkbox"/>
Alderman Metz	Aye	<input checked="" type="checkbox"/>	Nay	<input checked="" type="checkbox"/>	Absent	<input type="checkbox"/>
Alderman Steele	Aye	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>	Absent	<input type="checkbox"/>
Alderman Kuptferer	Aye	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>	Absent	<input checked="" type="checkbox"/>
Alderman Cook	Aye	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>	Absent	<input type="checkbox"/>
Alderman Lesyna	Aye	<input checked="" type="checkbox"/>	Nay	<input type="checkbox"/>	Absent	<input type="checkbox"/>
Alderman Puglisc	Aye	<input checked="" type="checkbox"/>	Nay	<input checked="" type="checkbox"/>	Absent	<input type="checkbox"/>
TOTALS	Aye	<u>5</u>	Nay	<u>2</u>	Absent	<u>1</u>

BY:

*Mick Porter*  
Mick Porter, Mayor



ATTEST:

*Gene Henson*  
Gene Henson, City Clerk

State of Illinois  
County of Kankakee S.S.  
City of Kankakee

I, Anjanita Dumas, City Clerk, and Clerk of the City of Kankakee and custodian of the Records and Files of said offices do hereby certify that the attached is a true and correct copy of:

Minutes from City Council Meeting on Tuesday, February 16, 2010, pages 9 and 10 (citing support of Kankakee County Board's Resolution #2010-02-09-14 (Illiana Expressway))

IN TESTIMONY WHEREOF, I have hereunto set my official seal, at Kankakee, in said City this 2nd day of March, 2010

(SEAL)

BY

  
Anjanita Dumas, City Clerk

  
Deputy Clerk

ALDERMAN SWANSON: I'll second it.

MAYOR EPSTEIN: Alderman Swanson to approve items A, B, C, D, E, F, G, H—we've already done I-J and the additional one passed out on your desk. Roll call, please.

CLERK DUMAS:

AYE: Brown; Hunter (I just have one comment, Dave Tyson, on this case Chris came down and showed me. It's also enclosed in our books regarding D, the resolution supporting...Kankakee County Board's resolution blah, blah, blah, blah, blah Illiana Expressway. I have some concerns. Somebody indistinguishable mentioned to me—and I know this resolution does not have the location specific. And, I know that organized labor has some concerns about dropping the proposed location further south whereas building trades will get more jobs as opposed to Will County or Cook County. So, I just want to make reference to that we're only approving the concept.

MAYOR EPSTEIN: That's correct. And, my understanding with meetings that I've had with the County, that Kankakee County is certainly lobbying for the southern alignment. The middle alignment would certainly be better than the northern alignment if we had to compromise, but we certainly are supporting the southern alignment for the Illiana Expressway.

ALDERMAN HUNTER: What I'm saying, more jobs, you know, for people in Kankakee County.

MAYOR EPSTEIN: Well, economic development and everything else.; Brown, R.; Baron; Ciaccio; Faford; Swanson; Osanga; Linteman; Jones; Schwade; Davidson; Cox (13)

WELCOMING STEVE BIRDINE AS 2010 CITY OF KANKAKEE BLACK HISTORY MONTH LUNCHEON SPEAKER

RESOLUTION AUTHORIZING THE EXECUTION OF THE GRANT OF STORM SEWER EASEMENT AND AGREEMENT BETWEEN HOLOHAN NORTH ADDITION, LLC AND THE CITY OF KANKAKEE

RESOLUTION AUTHORIZING INTERVENTION IN THE PENDING ASSESSMENT APPEAL OF HAKEEN A. ALI

RESOLUTION SUPPORTING KANKAKEE COUNTY BOARD'S RESOLUTION # 2010-02-09-14 (ILLIANA EXPRESSWAY)

SUPPLEMENTAL RESOLUTION FOR MAINTENANCE OF STREEITS AND HIGHWAYS BY MUNICIPALITY UNDER THE ILLINOIS HIGHWAY CODE AND REVISED MUNICIPAL ESTIMATE OF MAINTENANCE COSTS - 2010 MFT STREET MAINTENANCE PROGRAM, SECTION 10-00000-00-GM - GROUP 1 - ROCK SALT

RESOLUTION AUTHORIZING THE ACCEPTANCE AND EXECUTION OF A GRANT AGREEMENT FROM THE ILLINOIS HOUSING DEVELOPMENT AUTHORITY FOR THE HOMEBUYER PROGRAM

RESOLUTION AUTHORIZING THE ACCEPTANCE AND EXECUTION OF A GRANT AGREEMENT FROM THE ILLINOIS HOUSING DEVELOPMENT AUTHORITY FOR THE TRUST FUND MODIFICATION PROGRAM

RESOLUTION AUTHORIZING THE ACCEPTANCE AND EXECUTION OF A GRANT AGREEMENT FROM THE ILLINOIS HOUSING DEVELOPMENT AUTHORITY FOR SINGLE FAMILY OWNER-OCCUPIED REHABILITATION PROGRAM

RESOLUTION CELEBRATING AND HONORING THE MUSICAL BLESSINGS OF MR. RICHARD POWELL

AUTHORIZING THE PREPARATION AND FILING OF THE PETITION FOR THE AUTHORIZATION TO RELEASE PHASE 2 FUNDS FOR THE RECONSTRUCTION OF BROOKMONT BOULEVARD UNDERPASS

MAYOR EPSTEIN: Motion carries. We've come to the end of the agenda. Are there any Aldermen's questions, comments or complaints? We have.....Alderman Brown.

ALDERMAN BROWN: I would like to congratulate Alderman Baron on almost being appointed judge. My understanding is this is his first time out and I think that was great of him to be in the top two.

MAYOR EPSTEIN: We appreciate those comments, Alderman. Selfishly, I'm very pleased that he's still in that seat.

ALDERMAN BROWN: I am, too. I am, too.

ALDERMAN BARON: Thank you. I had a speech all prepared. *indistinguishable*

MAYOR EPSTEIN: If you would like to do an acceptance speech, just not so it's not wasted, but probably not. There is no need for Executive Session this evening, so I will entertain a motion to adjourn.

ALDERMAN BROWNE: So moved.

ALDERMAN OSENGA: Second.

MAYOR EPSTEIN: Motion made by Alderman, was it Baron, oh, Browne, seconded by Alderman Osenga. All those in favor?

MOTION TO ADJOURN CITY COUNCIL MEETING

## Resolution of the Village of St. Anne of Kankakee County, Illinois

Ordinance # 44A  
Resolution # 2010-5

### A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways, thereby threatening the quality of life and safety of the citizens of Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential, interstate quality highway to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, Kankakee County supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and



**ECONOMIC ALLIANCE OF KANKAKEE COUNTY**

200 East Court Street, Suite 507, Kankakee, IL 60901  
Phone: (815) 935-1177 Fax: (815) 935-1181  
www.kankakeecountyed.org

**MICHAEL J. VAN MILL, AICP**  
President / CEO

**Resolution**  
**ECONOMIC ALLIANCE OF KANKAKEE COUNTY**  
**Kankakee County, Illinois**

**A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 19,000 vehicles per day including over 34,000 trucks, and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, the Economic Alliance of Kankakee County supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

**WHEREAS**, dense, urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

**NOW THEREFORE BE IT RESOLVED**, that the Village of St. Anne supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

**BE IT FURTHER RESOLVED**, that the Village of St. Anne supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

**BE IT FURTHER RESOLVED**, that Village of St. Anne supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single - continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

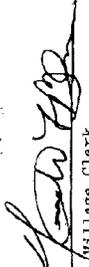
**BE IT FURTHER RESOLVED**, that Village of St. Anne strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

**BE IT FURTHER RESOLVED**, that the County Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Tom Hurdman, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator; The Honorable Lisa Dugan, Illinois State Representative and The Honorable Carren Gordon, Illinois State Representative.

Adopted March 8, 2010 BY:

  
Village President



  
Village Clerk



1137 E 5000 N Rd, Bourbonnais, IL 60914  
Phone: (815) 933-7721 Fax: (815) 933-7675  
www.kankakee.org

Leading  
Businesses.  
Leading  
Communities.

**Resolution of the County Board of  
Kankakee County, Illinois**

Ordinance # \_\_\_\_\_

Resolution # \_\_\_\_\_

**A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, Kankakee County supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

**NOW THEREFORE BE IT RESOLVED**, that the Economic Alliance of Kankakee County supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

**BE IT FURTHER RESOLVED**, that the Economic Alliance of Kankakee County supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

**BE IT FURTHER RESOLVED**, that the Economic Alliance of Kankakee County supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single - continuous corridor from I-65 to I-57 prior to establishing a centerline alignment, and

**BE IT FURTHER RESOLVED**, that the Economic Alliance of Kankakee County strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

**BE IT FURTHER RESOLVED**, that the County Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toti Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator; The Honorable Lisa Dugan, Illinois State Representative and The Honorable Karen Gordon, Illinois State Representative.

BY:

Joseph Fradco, Alliance Chairman

ATTEST:



Accredited by the U.S. Chamber - Serving Members Since 1904



11/11/2008 11:11:21

FROM:KANKAKEE.DRG B15 9337675

# Kankakee County Highway Department

750 SOUTH EAST AVENUE  
MAILING ADDRESS:  
P.O. BOX 825  
KANKAKEE, ILLINOIS 60901

JAMES W. PIEKARCZYK P.E.  
COUNTY ENGINEER  
PHONE: 815/933-1751  
FAX: 815/933-4699

BUREAU OF PROGRAMMING  
RECEIVED  
AUG 1 - 2011

DISTRICT #1

7/27/2011

Ms. Diane O'Keefe, P.E.  
Deputy Director of Highways, Region One Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
ATTN: Mr. Kesti Susinskas, P.E., IDOT PMC Project Manager

RE: ILLIANA CORRIDOR EIS - PARTICIPATING AGENCY REQUEST

Dear Mr. Susinskas:

On behalf of Mr. Michael Bossert, County Board Chairman, the County of Kankakee accepts the invitation by the Illinois Department of Transportation to be a participating agency in the development of the EIS for the Illiana Corridor.

In looking forward to our role in the development of the Illiana Corridor EIS, I remain

Very truly yours,



James W. Piekarczyk P.E.  
County Engineer

JWP/jwp

Copy: Michael Bossert  
Michael Van Mill  
Michael Lammy

"Please drive carefully"

WHEREAS, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

WHEREAS, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

NOW THEREFORE BE IT RESOLVED, that the County Board of Kankakee County supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

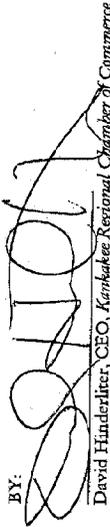
BE IT FURTHER RESOLVED, that the County Board of Kankakee County supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

BE IT FURTHER RESOLVED, that County Board of Kankakee County supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single - continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

BE IT FURTHER RESOLVED, that County Board of Kankakee County strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

BE IT FURTHER RESOLVED, that the County Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator; The Honorable Lisa Dugan, Illinois State Representative and The Honorable Carole Gordon, Illinois State Representative.

BY:



David Hinderliter, CEO, Kankakee Regional Chamber of Commerce

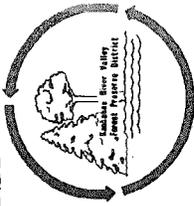
ATTEST:



Robert Hoffmann, Chairman, Government Affairs Committee

# KANKAKEE RIVER VALLEY FOREST PRESERVE DISTRICT

Kenneth Allers, President



August 10, 2011

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

To Whom It May Concern:

The Kankakee River Valley Forest Preserve District would like to thank you for your invitation to us to participate in the Illiana Corridor Tier One Environmental Impact Statement project.

Your invitation was discussed at our Board of Commissioners meeting last night and it was decided to not become a participating agency. None of our commissioners or staff feel that they have the qualifications to contribute in a meaningful way.

Again, we thank you for the invitation.

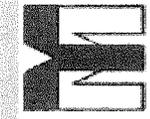
Sincerely yours,

Dale Huizenga, Administrator  
Kankakee River Valley Forest Preserve District

BUREAU OF PROGRAMMING  
RECEIVED

AUG 17 2011

DISTRICT #1



Monee Township  
Founded  
1859

P. O. BOX 74  
MONEE, IL 60449

Supervisor  
708-534-6020  
Fax:  
708-534-6080

Assessor  
708-534-6023  
Fax:  
708-534-6027

Highway  
Commissioner  
708-534-8166  
Fax:  
708-534-8162

E-mail  
Moneetownship@  
AOL.com

Web site  
WWW.  
Moneetownship.com

# Township of Monee

P. O. Box 74  
Monee, Illinois 60449

July 26, 2011

Kesti Susinskas, P. E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, Illinois 60196

Dear Kesti Susinskas:

Please be advised that Monee Township accepts the invitation to be a participating agency in the development of the Environmental Impact Statement (EIS) for the Illiana Corridor. This participation, as I understand it, is at no cost to Monee Township.

Sincerely,

Donna T. Dettbarn  
Monee Township Supervisor

BUREAU OF PROGRAMMING  
RECEIVED

AUG 17 2011

DISTRICT #1



BUREAU OF PROGRAMMING RECEIVED

AUG 13 2011 DISTRICT #1

- Richard Hardaway, President
- Lynn Duttlinger, Vice-President
- Scott Sefton, Secretary
- Robert Lendi, Treasurer
- Stephen P. Adik
- Roosevelt Allen, Jr.
- Charles A. Barbour, Jr.
- Jeff Chidester
- Sheila DeBorris
- Russell Franzman
- Rev. Asher Harris
- Renee Iovino
- Steve Kramer
- Daryl Lampkins
- Thomas O'Donnell
- Brian L. Poland
- Francisco Rosado, Jr.
- Margot Sabato
- Corey Surratt
- Kathy Willman
- Ex-Officio**
- Charles Oberlie Michigan City
- Staff**
- Timothy A. Brown Executive Director
- Kenneth E. Dallmeyer Planning & Transit Manager

August 1<sup>st</sup>, 2011

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

Dear Mr. Susinskas:

The Northwest Indiana Regional Bus Authority (RBA) is pleased to accept the invitation to be a participating agency in the Environmental Impact Statement (EIS) process of the Iliana Corridor Partnering for Progress endeavor.

The RBA has already received emails and written communications from the Project Study Group on meetings and accomplishments to date. Please continue to communicate to our Executive Director, Mr. Timothy A. Brown on future meetings, reviews, or other notices.

Thank You,

Sincerely,

Richard Hardaway  
President



Thomas J. Ross  
Executive Director

BUREAU OF PROGRAMMING RECEIVED

JUL 28 2011 DISTRICT #1

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196-1096

Dear Mr. Susinskas:

We wish to thank you for inviting PACE to become a *Participating Agency* in the development of the Tier One EIS for the Iliana Corridor project. We recognize that this designation does not imply that our agency supports the proposal or has any special expertise with respect to evaluation of the project.

We recognize that our agency's role in the development of the EOWB project should include the following as they relate to your area of expertise: first, to provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; second, to participate in coordination meetings and joint field reviews, as appropriate; third, to provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of our agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

We have designated Michae Bolton, Deputy Executive Director, Strategic Services to serve on the Tier One Process. We believe that it is important to maintain continuity during this environmental planning process as part of an overall regional perspective and expect that the knowledge which Mike has gained during the EIS process for both the Elgin O'Hare and I-290 projects will make our participation more relevant. David VanderZee of our planning staff will be our representative if Mike is unable to attend a meeting.

Sincerely,  
  
Thomas J. Ross  
Executive Director



# TOWN OF LOWELL

501 East Main Street • P.O. Box 157 • Lowell, IN 46356  
Phone: 219-656-7784 • Fax: 219-656-7796

E-Mail: [townhall@townhall.lowell.in](mailto:townhall@townhall.lowell.in)  
BUREAU OF PROGRAMMING

RECEIVED

AUG 22 2011  
DISTRICT #1

August 11, 2011

Kesii Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

At the regular meeting of the Lowell Town Council on Monday, August 8<sup>th</sup>, the Council accepted the invitation to be a participating agency on the Tier One Environmental Impact Statement for the Illiana Corridor Project. The Town Council has many questions regarding this project and felt that the town should participate in this project so that the voice of the town and residents can be heard.

Please direct any further correspondence to our Town Council President, John Alessia at the above address.

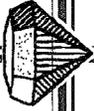
Yours truly,

Judith Walters  
Clerk-Treasurer



"The friendly town with friendly people"

# VILLAGE OF DIAMOND



1750 E. Division • DIAMOND, ILLINOIS 60416  
(815) 694-8149 • FAX: (815) 694-3149

July 25, 2011

Kesii Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, Illinois 60196

Dear Mr. Susinskas:

Please accept this letter as the Village of Diamond formal acceptance of the invitation to be a participating agency in the development of the EIS for the Illiana Corridor.

Sincerely,

Teresa Kenic  
Mayor

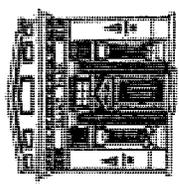
Kestl

# Village of Grant Park

106 W Taylor • P.O. Box 446 • Grant Park, IL 60940  
815-465-6531 • fax: 815-465-6611

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AUG 15 2011

DISTRICT #1



MEMORIS WITH PROGRESS



MANHATTAN, ILLINOIS  
Incorporated in 1886



# Village of Manhattan

245 South State Street, P.O. Box 31, Manhattan, Illinois 60442  
Phone: (815) 418-2100 • Fax: (815) 478-5103

BUREAU OF PROGRAMMING  
RECEIVED  
AUG 15 2011  
DISTRICT #1

August 1, 2011

Kestl Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

Dear Mr. Susinskas:

The Village of Manhattan accepts the opportunity to become a participating agency in the development of the Environmental Impact Statement for the Illiana Corridor. We have reviewed the Illiana Corridor EIS scoping document and have no comments at this time.

Sincerely,

William Borgo  
Village President

WB:jab

President  
Fred Meyer, Jr.  
Clerk  
Audrey C. Lehnert  
Treasurer  
Douglas Graves  
Trustee  
Richard Botcken  
Bob Malkowski  
Christopher Morse  
William Reichel  
Mary Roth  
Bill Spangler

August 6, 2011

Kestl Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

RE: Illiana Corridor Tier One Environmental Impact Statement:  
Participating Agency Request

Dear Mr. Susinskas:

The Village of Grant Park is accepting your invitation to become a participating agency in the development of the EIS for the Illiana Corridor.

We look forward to future communication.

Sincerely,

Fred C. Meyer, Jr.  
Village of Grant Park President

# Village of Manteno

TIMOTHY O. NUGENT, Village President

ALISA BLANCHETTE  
Village Clerk

Torres:  
TIMOTHY BOYCE  
TODD CROCKETT  
DIANE DOLE  
JOEL GESKY  
ANNETTE LAMORF  
WENDELL O. PHILLIPS

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AUG 4 - 2011

DISTRICT #1

July 29, 2011

Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

Re: Invitation for Participating Agency - Illiana Corridor

To Whom It May Concern:

The Village of Manteno would like to accept the invitation to be a participating agency in the development of the Environmental Impact Statement (EIS) for the Illiana Corridor Project. This project will have an impact on our community and we look forward to working with other agencies to identify issues that may have an environmental or socioeconomic impact on the project.

Sincerely,



Timothy O. Nugent  
Village President

TON/dh



Richard P. Duran  
Village President

VILLAGE OF PEOTONE  
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AUG 1 - 2011

DISTRICT #1

July 27, 2011

Mr. Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

RE: Illiana Corridor Tier One Environmental Impact Statement  
Participating Agency Request: PEOTONE

Dear Mr. Susinskas:

Thank you for the invitation to participate in planning for the Illiana Corridor. Peotone is very much interested in engaging the process as a participating agency in the development of the EIS for the Illiana Corridor.

The Village of Peotone is interested in participating in the planning for the Illiana Corridor at all available levels. In addition to myself, you may also contact Mr. George Gray, Village Administrator at [admin@villageofpeotone.com](mailto:admin@villageofpeotone.com).

Yours Truly,



Richard P. Duran  
Village President  
VILLAGE OF PEOTONE

Cc: file, G. Gray

208 East Main Street • P.O. Box 430 • Peotone, Illinois 60468  
[www.villageofpeotone.com](http://www.villageofpeotone.com)

96 EAST THIRD STREET • MANTENO, ILLINOIS 60950 • PHONE (815) 929-4800 • FAX (815) 468-8240

Kesti

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AUG 1 - 2011  
DISTRICT #1

BUREAU OF PROGRAMMING  
RECEIVED  
AUG 9 2011  
DISTRICT #1



COUNTY OF WILL  
WILL COUNTY OFFICE BUILDING • 302 NORTH CHICAGO STREET • JOLIET, ILLINOIS 60432

WEST CREEK TOWNSHIP TRUSTEE  
HAROLD MUSSMAN, JR. TRUSTEE  
11003 WEST 181<sup>ST</sup> AVENUE - PO BOX 84  
LOWELL, INDIANA 46356  
219-696-9432

Lawrence M. Walsh  
Will County Executive  
815-740-4601

James Moustis  
Will County Board Chairman  
815-740-4602

August 1, 2011

Kesti Susinskas, P. E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

Mr. Kesti Susinskas, P.E.  
IDOT PMC Project Manager  
201 West Center Court  
Schaumburg, IL 60196

Dear Kesti Susinskas, etal:

I am writing with my acceptance of your invitation to be a participating agency in your Illiana Corridor Tier One Environmental Impact Statement. Please keep me apprised of dates and times of meetings I will need to attend at the address indicated above, or by telephone or fax. My fax number is also 219-696-9432.

Also, please note the name change. Rick Niemeyer is no longer the Trustee of West Creek Township. He is now a member of the Lake County Council so his address is now 2293 N Main Street; Crown Point, IN 46307.

Yours truly,

*Harold Mussman, Jr.*  
Harold Mussman, Jr.  
Trustee

RE: Illiana Corridor Tier One Environmental Impact Statement Participating Agency Request  
Dear Mr. Susinskas,

Please be advised Will County accepts your invitation to become a participating agency in the development of the Tier One Environmental Impact Statement (EIS) for the Illiana Corridor Project.

Sincerely,

*James G. Moustis*  
James G. Moustis  
Will County Board Chairman

Sincerely,

*Lawrence M. Walsh*  
Lawrence M. Walsh  
Will County Executive

Cc: Diane O'Keefe, P.E. Deputy Director of Highways  
Illinois Dept of Transportation

Greg Kicinski, P.E. Director of Project Management  
Indiana Dept of Transportation

