

# **Environmental Studies Manual**



**March 2017**

**ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

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This Environmental Studies Manual, dated March 2017, replaces the March 2016 version.

This manual is for general guidance purposes. If a law, regulation, standard, or agency guidance is not in agreement with this manual, the law, regulation, or standard takes precedence. Conflicts between this manual and any agency guidances should be clarified with the Illinois Tollway Environmental Unit.

Projects shall be in compliance with all requirements of federal and state laws. As new regulations are adopted, compliance with new requirements is mandatory, even if not specifically mentioned in this document.

### **Major Highlight Revisions**

Section 1.0 Introduction – Was previously Definitions and Acronyms

Article 1.1 – Is now Purpose and Use

Article 1.2 – Is now Abbreviations and Acronyms

Article 1.3 – Is now Definitions

Section 2.0 General Information – Was previously Introduction

Article 6.4.5 now includes the requirements to determine if an approved watershed plan has requirements for stormwater management, which must be considered.

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## SECTION 1.0 INTRODUCTION

### 1.1 Purpose and Use

The Environmental Studies Manual provides guidance for project development in order to document and understand potential environmental effects of Illinois State Highway Authority (Illinois Tollway) projects. In adopting an environmental process, the Illinois Tollway can better satisfy resource and regulatory agency regulations and permitting requirements.

### 1.2 Abbreviations and Acronyms

<b>AAG</b>	Assistant Attorney General
<b>ACHP</b>	Advisory Council on Historic Preservation
<b>ADID</b>	Advanced Identification (wetland)
<b>ASTM</b>	American Society for Testing and Materials
<b>BRM</b>	Biological Resource Memorandum
<b>BTEX</b>	benzene, toluene, ethylbenzene, and xylenes
<b>CERCLA</b>	Comprehensive Environmental Resource Conservation and Liability Act
<b>CFR</b>	Code of Federal Regulations
<b>CCDD</b>	clean construction or demolition debris
<b>CM</b>	Construction Manager
<b>CMAAP</b>	Chicago Metropolitan Agency for Planning
<b>CE</b>	Consulting Engineer:
<b>CO</b>	carbon monoxide
<b>DCM</b>	Design Corridor Manager:
<b>DDC</b>	drainage design criteria
<b>DSE</b>	Design Section Engineer
<b>EcoCAT</b>	Ecological Compliance Assessment Tool
<b>EA</b>	Environmental Assessment:
<b>EED</b>	Environmental Evaluation Document
<b>EIS</b>	Environmental Impact Statement
<b>EL</b>	Environmental Lead
<b>EP</b>	Environmental Professional
<b>ESA</b>	Environmental Site Assessment:
<b>ESIS</b>	Environmental Studies Inventory Sheet
<b>ESCM</b>	Erosion and Sediment Control Manager
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration, Department of Transportation
<b>FONSI</b>	Finding of No Significant Impact
<b>HAARGIS</b>	Historic Architectural and Archaeology Resources Geographic Information System
<b>HAZWOPER</b>	40-hour Hazardous Waste Operations and Emergency Response training
<b>IAC</b>	Illinois Administrative Code
<b>IDNR</b>	Illinois Department of Natural Resources
<b>IDNR/OWR</b>	Illinois Department of Natural Resources, Office of Water Resources
<b>IDOA</b>	Illinois Department of Agriculture

<b>IDOT</b>	Illinois Department of Transportation
<b>IEPA</b>	Illinois Environmental Protection Agency
<b>IHPA</b>	Illinois Historic Preservation Agency
<b>ILCS</b>	Illinois Compiled Statutes
<b>Illinois Tollway</b>	Illinois State Toll Highway Authority
<b>INAI</b>	Illinois Natural Areas Inventory
<b>LA</b>	Landscape Architect
<b>LWCF</b>	Land and Water Conservation Fund
<b>MAC</b>	maximum allowable concentration
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>MTBE</b>	methyl tertiary butyl ether
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act of 1969
<b>NOI</b>	Notice of Intent
<b>NPDES</b>	National Pollutant Discharge Elimination System
<b>NWI</b>	National Wetland Inventory
<b>OSHA</b>	Occupational Safety and Health Administration
<b>OSLAD</b>	Open Space Lands Acquisition and Development Act
<b>PE</b>	Project Engineer
<b>PG</b>	Professional Geologist
<b>PIPs</b>	potentially impacted properties
<b>PM</b>	Project Manager
<b>PNAs</b>	polynuclear aromatics
<b>RCRA</b>	Resource Recovery and Conservation Act
<b>RE</b>	Resident Engineer
<b>RECs</b>	recognized environmental conditions
<b>SPLP</b>	synthetic precipitation leaching procedure
<b>TACO</b>	IEPA Tiered Approach to Corrective Action Objectives
<b>TCLP</b>	toxicity characteristic leaching procedure
<b>TNM</b>	traffic noise model
<b>TMDL</b>	Total Maximum Daily Load
<b>USACE</b>	United States Army Corp of Engineers
<b>USEPA</b>	United States Environmental Protection Agency
<b>USFWS</b>	United States Fish and Wildlife Service
<b>USGS</b>	United States Geological Survey
<b>US NPS</b>	United States Department of Interior, National Park Service
<b>US NRCS</b>	United States Department of Agriculture, Natural Resource Conservation Service

### 1.3 Definitions

**Bid Documents.** All documents and agreements pertaining to the performance and construction of the Work, including the Contract Requirements which may include, but are not necessarily limited to, Advertisement for Bids, Instructions to Bidders, and the Proposal Form; the form of Contract; the recommended outline for preparing the Progress Schedule; the Plant and Equipment Questionnaire; the Statement of Experience and Financial Condition; the Plans; the Standard Specifications; the Supplemental Specifications, if any; the Special Provisions, if any; Addenda, if any; the form of Proposal Guaranty; the form of Certificates of Insurance; the form of Payment Bonds; the form of Incumbency Certificate; and form of Secretary's Certificate.

**Categorical Exclusion.** A category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect that neither an environmental assessment nor an environmental impact statement is required under the National Environmental Policy Act (NEPA) (40 CFR 1508.4).

**Clean Construction or Demolition Debris.** Uncontaminated broken concrete without protruding metal bars, bricks, rock, stone, reclaimed asphalt pavement or soil generated from construction or demolition activities.

**Construction Manager.** The Engineer or firm of engineers and their duly authorized employees, agents, and representatives engaged by the Illinois Tollway to observe The Work to determine whether or not it is being performed and constructed in compliance with the Contract.

**Consulting Engineer:** The Engineer or firm of engineers retained by the Illinois Tollway for the purpose of carrying out the duties imposed on the Consulting Engineer pursuant to the terms and conditions of the contract between the Consulting Engineer and the Illinois Tollway and any trust indenture entered into by or on behalf of the Illinois Tollway.

**Contract.** The written agreement executed between the Illinois Tollway and the successful Bidder and any supplemental agreements duly executed, establishing the terms and conditions for the performance and construction of The Work and the furnishing of labor, materials and equipment by which the Contractor is bound to perform The Work and to furnish labor, equipment and materials, and by which the Illinois Tollway is obligated to compensate the Contractor at the established rate or price. The Contract also includes the Advertisement to Bidders, Instructions to Bidders, the Proposal, the Standard Specifications, Bonds, the drawings, the Special Provisions, the Plans, the Specifications and all Addenda and any Extra Work Order, Change Order or Supplemental Agreement after execution of the Agreement.

**Contract Documents.** All the documents mentioned under the definition of "Contract".

**Design Corridor Manager:** The Engineer or firm of engineers contracted by the Illinois Tollway to act as the duly authorized agent of the Chief of Engineer to manage other DSEs, in accordance with the scope of the particular duties delegated to them by the terms of their agreement.

**Design Section.** A geographic location or area between designated termini or limits for which the Professional Services specified in the Agreement are to be performed by the DSE. (different from supplemental spec)

**Design Section Engineer.** The Engineer or firm of engineers and their duly authorized employees, agents and representatives engaged by the Illinois Tollway to prepare Plans and Special Provisions for a Design Section.

**Environmental Assessment.** A concise public document for which a Federal agency is responsible that serves to briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact under NEPA (40 CFR 1508.9).

**Environmental Evaluation Document.** An environmental assessment report which incorporates the level of detail required to adequately evaluate the anticipated impacts of a proposed action. This is similar to a NEPA environmental document but does not have the

required federal funding or action requirements or commitments.

**Environmental Impact Statement.** A detailed written statement, prepared for major Federal actions under NEPA for projects which will significantly affect the quality of the human environment, which discusses the environmental impact of the proposed action; any adverse environmental effects which cannot be avoided should the proposal be implemented; alternatives to the proposed action; the relationship between local short-term uses of man's environment and the maintenance and enhancement of long term productivity; and any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented [40 Code of Federal Regulations (CFR) 1502].

**Environmental Lead.** As defined by IDOT's minimum requirements for pre-qualification; i.e., must meet the educational, training, and experience requirements defined by IDOT as needed to be the lead for EAs or EISs.

**Environmental Professional.** for purposes of Section 6.0 – Solid Waste, a Professional Engineer or Professional Geologist

**Environmental Site Assessment:** A study/report on the potential for environmental contamination which addresses the existing and prior uses of the property and adjacent properties. Typically subdivided into Phase I ESAs, which include database searches, interviews of knowledgeable persons, and site visits; or Phase II ESAs, which include sampling and laboratory analysis. Governed by ASTM standards.

**Environmental Studies Inventory Sheet.** An Illinois Tollway two-part process which provides information for assessing the potential for environmental impacts of a proposed action. Part I is submitted as part of the conceptual design submittal (30%). Part II is submitted twice, initially as part of the Preliminary Engineering (60%) submittal and again as part of the Pre-Final plans (95%). The ESIS process serves as a summary and checklist to ensure potential impacts to resources are not overlooked.

**Finding of No Significant Impact.** A document by a Federal agency briefly presenting the reasons why an action, not otherwise excluded, will not have a significant impact on the human environment and for which an environmental impact statement therefore will not be prepared under NEPA (40 CFR 1508.13)

**Impact.** An effect to an object or resource due to the proposed action.

**Illinois Natural Areas Inventory.** State inventory that provides information about high quality natural areas, habitats of endangered species, and other significant natural features. The INAI process allows the state to be thoroughly and systematically screened in order to find, evaluate, classify, and map natural areas and prioritize conservation.

**Land and Water Conservation Fund.** A Federal program providing funds for the conservation of irreplaceable lands and improvement of outdoor recreation opportunities throughout the nation. LWCF grants funds to states in support of the acquisition and development of state and local parks and recreational facilities.

**Letter of Permission.** A type of individual permit issued through an abbreviated process which includes coordination with the Federal and state fish and wildlife agencies and a public interest evaluation, but without the publishing of an individual public notice.

**Letter of No Jurisdiction.** When the proposed action is not believed to involve regulated waters of the United States, the USACE may issue a Letter of No Jurisdiction. This letter is requested as clarification in some cases when it is thought that regulatory authority is not required.

**Level 1, 2, 3, or 4.** Illinois Tollway levels of study for project actions. Generally, Level 1 would be considered more basic in nature and Level 4 studies would be more comprehensive. Section 4.0 of this Manual provides a detailed discussion of the action types and the application of these types.

**Mitigation.** The sequencing of the degree of the effects to a resource or receptor. This includes the avoidance, minimization, and finally compensation for an impact.

**National Environmental Policy Act of 1969.** A law that was signed into law on January 1, 1970 and is the basic national charter for protection of the environment. This Act was essentially a national declaration that established policy, set goals, and provided a means to protect the environment. NEPA procedures insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect restore, and enhance the environment. The policy (40 CFR 1500.1(a) and 1500.2) for compliance with NEPA applies to all Federally regulated or Federally funded projects. As the Illinois Tollway is a privately funded agency, several factors may trigger NEPA involvement. The application for a Section 404 permit, applying for access to the Federal interstate system, or co-funding IDOT studies may all initiate federal action, and therefore invoke the NEPA process.

**National Pollutant Discharge Elimination System Permit.** A permit from the USEPA as delegated to the IEPA for eliminating non-point pollution sources. For the purposes of Illinois Tollway projects this permit is for construction sites of one acre or larger and pertains primarily to stormwater runoff and sedimentation control.

**Project Engineer** A member of the Design Section Engineer's staff responsible for all design disciplines and who serves as the interface with the Illinois Tollway Project Manager.

**Qualified Environmental Staff.** A person who meets IDOT's minimum requirements for pre-qualification as Qualified Environmental Staff in the specific environmental disciplines described by IDOT; i.e., Community Impacts, Ecology, Noise, Water, and Public Involvement.

**Section 404 Permit Application.** An application to the USACE for authorization of activities that involve structures or work in or affecting navigable waters of the United States as defined by Section 10 of the Rivers and Harbors Act of 1899, and discharges of dredged or fill material into wetlands or waters of the United States as defined by the Clean Water Act. Permits are usually either Individual (greater impacts) or General (minor impacts). The project will have to be evaluated as to what type of permit is appropriate for the proposed action.

**Special Provisions.** Special clauses, directions, and requirements supplemental to the Standard Specifications, setting forth requirements specific to The Work included in Contract.

**Special Waste.** Any potentially infectious medical waste, hazardous waste, pollution control waste or industrial process waste. The regulations which govern the proper generation, hauling and manifesting of these wastes can be found in 35 Ill. Adm. Code, Subtitle G: Waste Disposal.

**Standard Specifications.** IDOT Standard Specifications for Road and Bridge Construction, latest edition.

**Supplemental Specifications.** Additions and revisions to the Standard Specifications published by IDOT that are adopted subsequent to issuance of the Standard Specifications for Road and Bridge Construction.

**The Work.** The improvement described in the Contract Documents.

**Total Maximum Daily Load.** A calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.

**Transactional Screening Analysis.** A study/report for potential environmental contamination conducted as a limited environmental due diligence, in place of a Phase I ESA. Governed by ASTM standards.

**Note:**

This manual follows the traditional definitions for **shall**, **should**, and **may**. **Shall** is used to mean something that is required or mandatory, while **should** is used to mean something that is recommended, but not mandatory and **may** is used to mean that it is optional and carries no requirement or recommendation.

## SECTION 2.0 GENERAL INFORMATION

### 2.1 Objectives

The Environmental Studies Manual establishes an environmental process that comprehensively addresses the environmental issues of our regional transportation system and development planning. The following four objectives provide a framework for which the Illinois Tollway can execute the process:

- documentation of environmental effects during all phases of project development
- coordination with federal, state, and local agencies with regulatory responsibility and jurisdictional authority
- coordination with affected public
- internal coordination at the Illinois Tollway

Illinois Tollway proposed system improvement studies and projects shall be subject to environmental documentation that is appropriate to its scope and scale. The Illinois Tollway's environmental process shall be applied to all studies and projects, except in those cases where a National Environmental Policy Act (NEPA) process would supersede.

Illinois Tollway coordination will:

- be compliant with statutory and regulatory requirements
- seek concurrence for the appropriate level of documentation
- seek input regarding key environmental and other resource issues, e.g., methods of study, mitigation, data sources, etc.
- be formalized by the use of interagency agreements, as appropriate

The Illinois Tollway will provide opportunities for public involvement, as appropriate, in the environmental process and shall inform the public of proposed system improvements, increase the public's transportation planning knowledge, establish a forum that seeks input, be sensitive to individual and group concerns, and document public comments.

## 2.2 Resources of Concern

To achieve the environmental objectives, Illinois Tollway projects shall follow procedures for evaluating, documenting, and coordinating the effects of Illinois Tollway projects and studies for the following environmental areas of concern:

### A. Wetlands

Procedures developed and implemented shall be compliant with the coordination requirements and regulations of the United States Army Corps of Engineers (USACE), United States Environmental Protection Agency (USEPA), United States Fish and Wildlife Service (USFWS), and the Illinois Department of Natural Resources (IDNR).

### B. Biological Resources

This category includes, but is not limited to, Illinois Natural Area Inventory (INAI) sites; Illinois Nature Preserves; threatened and endangered species; aquatic, riparian, migratory birds; and upland habitats; trees; and associated buffer areas for all of the above. Procedures developed and implemented shall be compliant with the coordination requirements and regulations of the USACE, USEPA, USFWS and the IDNR.

### C. Publicly Owned Recreational Properties

Illinois Tollway projects will avoid, to the extent practicable, the use and access of publicly owned properties. Where avoidance is not possible, efforts shall be undertaken to minimize use. Where the use of publicly owned property may occur, the Illinois Tollway will coordinate the project with the public entity having jurisdiction or ownership of the property.

### D. Waters of the United States / Public Bodies of Water

Waters of the United States, public bodies of water, and navigable waterways are those as defined by the USACE, the IDNR Office of Water Resources, and the United States Coast Guard. Procedures developed and implemented shall be compliant with the coordination requirements and regulations of these three agencies, as well as the USEPA, and the Illinois Environmental Protection Agency (IEPA).

### E. Cultural, Historical, and Archaeological Resources

Procedures developed and implemented shall be compliant with the coordination requirements and regulations of the Illinois Historic Preservation Agency and the State Historic Preservation Officer.

### F. Solid Waste

Procedures developed and implemented for the screening, testing, evaluation, treatment, and disposal of special waste shall be compliant with the coordination requirements and regulations of the USEPA and the IEPA.

### G. Clean Construction and Demolition Debris

Procedures developed and implemented shall be compliant with the Illinois Pollution Control Board's regulations and coordination requirements with the IEPA.



**H. Noise**

Procedures developed and implemented shall be consistent with the Federal Highway Administration criteria for evaluating traffic noise impacts and consideration of appropriate mitigation; as well as the Illinois Tollway's *Traffic Noise Study and Abatement Policy*.

**I. Air Quality**

Procedures developed and implemented shall be in conformance with the requirements and regulations of the USEPA and the IEPA.

**J. Agricultural Resources**

Procedures developed and implemented shall be in conformance with the requirements and regulations of the Illinois Department of Agriculture.

**K. Landscape, Erosion and Sediment Control**

Procedures developed and implemented shall be in conformance with the requirements of the IEPA and the Illinois Tollway Landscaping Design, Erosion and Sediment Control criteria.

## SECTION 3.0 ROLES AND RESPONSIBILITIES

### 3.1 Resource and Regulatory Agencies

#### 3.1.1 Federal Agencies and Responsibilities

The following description of coordinated work is not all inclusive and is provided as guidance as applied to Illinois Tollway projects only.

- A. Advisory Council on Historic Preservation (ACHP)  
Jurisdiction: effects to properties included or eligible for inclusion in the National Register of Historic Places. Coordinated work includes projects on new right of way potentially impacting culturally sensitive sites, prehistoric sites, historic sites and structures, cemeteries, etc.
- B. United States Army Corps of Engineers (USACE)  
Jurisdiction: work in waters of the United States, including rivers, streams, and wetlands. Coordinated work includes bridge and culvert replacements and repairs, fill or dredging in wetlands, erosion control, and scour protection.
- C. United States Department of Agriculture, Natural Resource Conservation Service (US NRCS)  
Jurisdiction: Coordinated work includes projects on new right of way involving the conversion of agricultural land-use areas.
- D. United States Coast Guard  
Jurisdiction: work in navigable waterways. Coordinated work includes work in waterways which may affect navigation.
- E. United States Department of the Interior, Fish and Wildlife Service (USFWS)  
Jurisdiction: Federally listed threatened and endangered species. Coordinated work includes requesting review of Section 404 permit applications, review of field studies for threatened and endangered species, and development of mitigation plans.
- F. United States Department of the Interior, National Park Service (US NPS)  
Jurisdiction: work in Section 6(f) lands. These properties are lands which had Land and Water Conservation funds involved in their purchase. Coordinated work includes projects on new right of way involving the conversion or use of public lands purchased with these federal funds.
- G. United States Department of Transportation, Federal Highway Administration (FHWA)  
Jurisdiction: work on FHWA right of way, federal interstate system access permission, or involvement as the environmental lead on a NEPA project. Coordinated work includes interstate access permits and NEPA documentation guidance.
- H. United States Environmental Protection Agency (USEPA)  
Jurisdiction: air quality, wetlands, special waste, water quality, urban land use, NEPA documentation. Directly coordinated work includes review of NEPA documents. Of

special note is the USEPA's authority to veto USACE Section 404 permits.

### 3.1.2 State Agencies and Responsibilities

The following description of coordinated work is not all inclusive and is provided as guidance as applied to Illinois Tollway projects only.

- A. Illinois Department of Agriculture (IDOA)  
Jurisdiction: agricultural lands. Coordinated work includes projects on new right of way involving the conversion of agricultural land-use areas.
- B. Illinois Department of Natural Resources (IDNR)  
Jurisdiction: state listed threatened and endangered species, wetlands, Illinois Natural Area Inventory (INAI) sites, and Open Space Lands Acquisition and Development Act Lands (OSLAD). Coordinated work includes all work outside of existing right of way, work in streams and rivers, wetlands, and OSLAD conversion requests.
- C. Illinois Department of Natural Resources – Office of Water Resources (IDNR/OWR)  
Jurisdiction: waterways, floodplains, and floodways.
- D. Illinois Department of Transportation (IDOT)  
Jurisdiction: IDOT right of way. Coordinated work includes access permits to IDOT roadways and NEPA projects.
- E. Illinois Environmental Protection Agency (IEPA)  
Jurisdiction: water quality, air quality, solid waste, and special waste. Coordinated work includes Section 401 (water quality certification), review of Section 404 permits, stormwater runoff from construction sites (National Pollutant Discharge Elimination System permits), erosion control, air quality violations, and leaking underground storage tanks.
- F. Illinois Historic Preservation Agency (IHPA)  
Jurisdiction: historic and prehistoric resources, including buildings, bridges, and archaeological resources. Coordinated work includes review of Section 404 permits, impacts to non-Illinois Tollway buildings, and work outside of existing right of way.

### 3.1.3 Local Agencies and Responsibilities

This group generally consists of Metropolitan Planning Organizations (MPO), Regional Planning Commissions, and County units of government. The MPO of northeast Illinois is the Chicago Metropolitan Agency for Planning (CMAP). County governments consist of Forest Preserve Districts, Stormwater Commissions, highway departments, municipalities, park districts, etc. The Illinois Tollway routinely coordinates with this level of government on a case-by-case as-needed basis.

### 3.1.4 Illinois Tollway Staff

Description of staff responsibilities can vary by contract; this discussion is for guidance only.

**A. Illinois Tollway Project Engineer/Senior Project Engineer**

The Project Engineer (PE) shall be the primary point of contact with the Design Section Engineer (DSE). The Project Engineer shall be responsible for ensuring that the DSE complies with the directives of this manual and for disseminating information and submittals to the appropriate individuals.

**B. Illinois Tollway Environmental Planner/Senior Environmental Planner**

The Environmental Planner (EP) shall be responsible for ensuring that the Project Engineer, and thus the DSE, is aware of how environmental concerns affect the project or study. The EP shall review all related environmental submittals to the Illinois Tollway by the DSE, and other reports and contract documents as necessary. The EP shall be the primary point of contact with state and federal resource and regulatory agencies.

**C. Illinois Tollway Landscape Specialist/Senior Landscape Architect**

The Landscape Architect (LA) shall review projects for their potential impact on permanent landscape and issues related to erosion control, and review the DSE's recommended solutions for avoiding and minimizing impacts. The LA shall primarily assist in administering the Illinois Tollway policy and procedures for the application and planning of natural/constructed elements, vegetation impacts, and erosion/sediment control with a concern for stewardship and conservation of natural resources.

**D. Illinois Tollway Assistant Attorney General**

The Assistant Attorney General (AAG) shall review and comment on Level 3 and Level 4 documents to ensure compliance with regulatory statutes and the Toll Highway Act.

**E. Consulting Engineer to Illinois Tollway**

The Consulting Engineer (CE) is directed by the Illinois Tollway to review and comment on plans, procedures, and costs to ensure compliance with accepted engineering and planning practices.

### **3.1.5 Design Corridor Manager (DCM)**

The Engineer or firm of engineers contracted by the Illinois Tollway to act as the duly authorized agent of the Chief of Engineer to manage other DSEs, in accordance with the scope of the particular duties delegated to them by the terms of their agreement.

### **3.1.6 Design Section Engineer (DSE) Staff**

Description of staff responsibilities can vary by contract, this discussion is for guidance only.

**A. Project Manager**

The Project Manager (PM) is the representative of the Chief Engineer assigned to be the primary technical and administrative liaison between the Illinois Tollway and its various Contractors, Construction Managers, Designers of Record, Program Manager, and Consulting Engineers.

**B. Project Engineer**

The Project Engineer (PE) is a member of the Design Section Engineer's staff responsible for the design of a singular discipline identified within the Contract Documents.

**C. Environmental Lead**

The Environmental Lead (EL) is the staff member from the DSE charged with coordinating the DSE team's environmental studies. This individual shall meet the IDOT Prequalification Guidelines for Environmental Studies.

**D. Environmental Professional**

The Environmental Professional (EP) is needed if excess soil will be generated by the project which requires disposal. The EP is responsible for any needed Transaction Screening Analysis or Environmental Site Assessments, and prepare/sign-off on Forms 662 and 663.

**3.1.7 Construction Manager (CM) Staff**

Description of staff responsibilities can vary by contract, this discussion is for guidance only.

**A. Resident Engineer**

The Resident Engineer (RE) is responsible for the day to day duties associated with on-site activities of the construction of the proposed project. This would include the schedule, quantities, insurance of material testing, and National Pollutant Discharge Elimination System (NPDES) permit compliance.

**B. Erosion and Sediment Control Manager**

The Erosion and Sediment Control Manager (ESCM) is responsible for the scheduling, inspection, and maintenance of all sediment and erosion control measures. On small projects this shall be the RE. On large-scale projects, a separate ESCM shall be assigned. See *Construction Manager's Manual* (latest edition) Article 5.1.2.2.9 for required qualifications.

## SECTION 4.0 PROJECT ACTION LEVELS

### 4.1 Background

For projects where a NEPA documentation process has not superseded Illinois Tollway procedures, projects will be categorized as one of four potential Levels. The Level determines the depth of environmental documentation deemed necessary for the project. The Level itself is determined by the potential for adverse environmental impact, the potential for significant resource and regulatory agency involvement, and public interest or controversy. The Illinois Tollway will determine the Level through a project scoping process prior to public advertising for professional services. The Level may be upgraded or downgraded during project development based on changes in the project scope, or through the results of technical and environmental studies, or as a result of coordination with environmental resource and regulatory agencies.

Where a project has been advertised for professional services as requiring an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) under NEPA, the NEPA documentation shall supersede any Illinois Tollway-specific documentation and procedures.

When publicly advertised in a Professional Services Bulletin, Illinois Tollway projects will be equated with IDOT prequalification categories. Projects with a designation of Level 3 would require an EA. Projects with a designation of Level 4 would generally be categorized as EIS. Projects designated as Level 2 are generally managed with the ESIS process but could at any time be elevated, therefore they will require IDOT EA prequalification. Projects designated as Level 1 can be managed with the ESIS process and are not expected to be elevated.

### 4.2 Project Levels

*There are four action types for the purposes of documentation; i.e., Level 1, 2, 3, or 4. Placement of a study or project into one of these four Levels is dependent on the study or project conditions. The conditions are issues, requirements, or concerns that trigger a level of documentation to satisfy public and resource agency concerns.*

Level	Study or Project Conditions
-------	-----------------------------

- |    |   |
|----|---|
| 1. | Generally, the project is not expected to have environmental issues; there is no new right of way; and no impacts to resources such as waters of the United States, wetlands, cultural resources, endangered species, etc. Examples include pavement patching or resurfacing, lighting improvements, or guardrail installation. |
| 2. | Generally, study or project conditions may include any or all of the following: minor alternatives to the proposed course of action (limited to design or alignment variations); no significant right of way; limited potential for involvement with resource or regulatory issues.   |
| 3. | Generally, these projects may include any or all of the following: the study of major alternatives to the proposed course of action; projects that increase system capacity; potential for significant right of way acquisition; potential involvement with complex or multiple resource and regulatory issues.                 |

4. Generally, these projects may include any or all of the following: the study of major alternatives to a proposed course of action; projects that increase system capacity; significant right of way acquisition; known involvement with complex or multiple resource and regulatory issues.

## SECTION 5.0 DOCUMENTATION

### A. Purpose of Documentation of Studies, Engineering, and Environmental Issues

- Documentation for file
- To enhance agency coordination
- As a tool to identify and evaluate resource issues

### B. Application of Document Action Types to Projects

#### 1. Level 1 –

- a. Reserved for projects not expected to have environmental issues, where there is no new right of way and no impacts to resources such as waters of the United States, wetlands, cultural resources, endangered species, etc. Examples include pavement patching or resurfacing, lighting improvements, or guardrail installation.
- b. Completion of the ESIS, Parts I (Concept Phase Submittal) and Parts II [Preliminary Engineering (60%) submittal and Pre-Final Phase (95%) submittal]. Unlikely to but may require additional special studies, depending on findings of ESIS process. See Section 6.0 for guidance on assessing resources of concern.
- c. Generally does not require IDOT prequalification for preparation of environmental documents.

#### 2. Level 2 –

- a. Completion of the ESIS, Parts I (Concept Phase Submittal) and Parts II [Preliminary Engineering (60%) submittal and Pre-Final Phase (95%) submittal] may require additional special studies, depending on findings of ESIS process. See Section 6.0 for guidance on assessing resources of concern.
- b. Requires IDOT prequalification for EAs because it can be elevated to Level 3. Either the lead firm or an Environmental Lead employed full time by the lead firm shall be prequalified by IDOT for the preparation of EAs. The IDOT Qualified Environmental Staff component requirement can be met by a subconsultant.

#### 3. Level 3

- a. Completion of Environmental Evaluation Document (EED) accompanying a master plan (per DSE Manual, Article 4.3)
- b. Requires IDOT prequalification for EAs. Either the lead firm or a full-time Environmental Lead employed by the lead firm shall be prequalified by IDOT for the preparation of EAs. Pre-qualified IDOT Qualified



Environmental Staff shall also be employed by the lead firm.

- c. A project initiation meeting shall be required to identify environmental issues for special studies. This meeting shall be a staff level meeting addressing environmental studies and scoping.

4. Level 4

- a. A project in which the Illinois Tollway initiates the programming, planning, design and construction of a new roadway on new alignment. An EIS may be required.
- b. A project initiation meeting shall be required to identify environmental issues for special studies. This meeting shall be a staff level meeting addressing environmental studies and scoping.
- c. Requires IDOT prequalification for EIS. Either the lead firm or a full-time Environmental Lead employed by the lead firm shall be prequalified by IDOT for the preparation of EISs. Pre-qualified IDOT Qualified Environmental Staff shall also be employed by the lead firm.

**C. Types of Illinois Tollway Environmental Documents**

The type of document is determined by the Level assigned to the project. The following only applies when a NEPA document is neither proposed nor applicable.

1. Environmental Studies Inventory Sheet (ESIS)

a. Part I: Concept Submittal (30%)

ESIS submittals are to be completed using the Illinois Tollway's Web-Based Project Management system (e-Builder). ESIS Part I shall be submitted with the 30% design submittal. E-Builder will ask a series of questions related to environmental resources in the project vicinity, and require the uploading of supporting documentation. Once submitted, e-Builder will notify the Illinois Tollway Environmental Planner, who will review the ESIS submittal for completeness.

b. Part II: Preliminary Engineering 60% and Pre-Final (95%) submittals

ESIS submittals are to be completed using the Illinois Tollway's Web-Based Project Management system (e-Builder). ESIS Part II shall be submitted with the 60% and 95% design submittals. The ESIS II submittal updates information developed for the earlier ESIS submittals and requires information that may not have been available at the 30% design milestone. Once submitted, e-Builder will notify the Illinois Tollway Environmental Planner, who will review the ESIS submittal for completeness.

2. Environmental Evaluation Document (EED)

a. Purpose of the EED

The purpose of the EED is to provide an avenue for documenting environmental concerns, coordinating with the public and agencies, and providing groundwork for regulatory and permit issues. The EED provides environmental reporting when NEPA documents do not apply. It is ultimately intended to recommend the most prudent action by evaluating project alternatives and minimizing or avoiding environmental impacts. The depth, scope, and breath will be dependent upon the scope of the project and the needs of the Illinois Tollway.

b. Scoping Process

Once the ESIS Form Part I is completed and other preliminary information is obtained, a scoping meeting should be held with the stakeholders (at the discretion of the Illinois Tollway) to ascertain potential project constraints and benefits. This meeting is intended to gather additional information, inform the appropriate parties of the project, provide a forum for information exchange, review preliminary alternatives, identify concerns, and discuss scope and breath of EED.

c. Preliminary EED

The preliminary document should be submitted to the Project Engineer for initial review. It may not be complete upon submittal; placeholders shall be inserted where information is missing. The preliminary EED will demonstrate the status of the project and identify areas that need additional work. Upon acceptance of the preliminary EED, the document will be circulated within the Illinois Tollway, including Legal Staff, for review.

d. The EED should be formatted as follows, and defined below:

1. Purpose of the Project
2. Existing Conditions
3. Alternatives
4. Environmental Impacts
5. Recommended Action
6. Coordination
7. Exhibits

(1) *Purpose of the Project*

This shall be a description of the proposed project, including the project limits, identification and description of the problem, and objective of the recommended action.

(2) *Existing Conditions*

This shall be a description of the site conditions, including adjacent land use, environmental concerns, and overall existing conditions.

(3) *Alternatives*

This shall be a description of the alternatives considered, including the objective of each alternative, whether it meets the project objective, and a short list of alternatives that are feasible and prudent. The level of analysis shall be sufficient to adequately identify the impacts and appropriate mitigation measures, and address known or foreseeable public or agency concerns. Briefly describe the significance of these impacts.

(4) *Environmental Impacts*

This section shall be a discussion of the overall potential impacts of the alternatives considered. An environmental impact matrix shall be developed to show the comparisons. This section shall include the supporting information found in Section 6.0 - Guidance for Assessing Resources of Concern.

(5) *Recommended Action*

This section shall include a discussion of the recommended alternative and why it was considered to be the most practicable.

(6) *Comments and Coordination*

This section shall discuss the public, municipality, and agency coordination that has occurred or might be needed. It shall summarize milestones and dates of coordination points and decisions. Meeting minutes and correspondence, as applicable, shall be included.

(7) *Exhibits and Appendices (if any)/Technical Reports*

The list of exhibits shall include:

- location map
- environmental constraints (existing conditions)
- feasible and prudent alternatives
- recommended alternative with impacts shown
- environmental impact matrix
- The Appendices shall include any analytical information that substantiates an analysis that is important to the

document [e.g., a Biological Resource Memorandum (BRM) for Threatened and Endangered species].

e. Public Availability/Circulation

All final documentation shall be available to the public. Requests for documents shall be routed through the Project Engineer or the Freedom of Information Officer.

## SECTION 6.0 GUIDANCE FOR ASSESSING RESOURCES OF CONCERN

### 6.1 Wetlands

#### 6.1.1 Purpose and Introduction

This Article provides technical guidance for procedures for identifying, evaluating, documenting, and coordinating the effects of Illinois Tollway projects and studies on wetland resources. In addition, this Article discusses procedures for interagency coordination and state and federal permitting. By following this guidance, compliance with applicable regulations and requirements will be ensured.

#### 6.1.2 Applicable Regulations

The following regulations, policies, or Memoranda of Understanding (MOU) regulate or influence procedures related to wetland resources.

##### Federal

- Executive Order 11990, Protection of Wetlands (42 FR 26961)
- Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)
- Section 401 Water Quality Certification (33 U.S.C. 1341)
- Section 404 of the Clean Water Act (33 U.S.C. 1344)

##### State

- Interagency Wetland Policy Act of 1989 [Illinois Compiled Statutes (ILCS) 830] and Administrative Rules [Illinois Administrative Code (IAC) Title 17, Chapter 1, Part 1090; May 6, 1996], as Amended through October 24, 1997.
- MOU with the IDNR entitled “Natural Resource Review and Coordination Agreement between IDNR and ISTHA” (most current amendment).

#### 6.1.3 Responsibilities

##### Illinois State Toll Highway Authority

The Illinois Tollway is to provide overall direction for the work, assess the findings of the DSE, determine regulatory applicability, make permit determinations, conduct all agency coordination, and submit permit applications prepared by the DSE.

##### Design Section Engineer

The DSE is to determine the presence and extent of wetlands, perform quality assessments, determine potential impacts, identify agencies with jurisdictional responsibility, and prepare permit application submittals when necessary. The DSE shall not contact the regulatory agencies directly unless directed by the Illinois Tollway.

#### 6.1.4 DSE Staff Qualifications

Wetland determinations and delineations shall be performed by a qualified wetland scientist. A qualified wetland scientist shall meet two or more of the following criteria:

- a. hold a bachelor's degree or higher in a life science from an accredited institution,
- b. have at least three years' of wetland science experience,
- c. have appropriate non-collegiate wetland science training including wetland delineations, and/or
- d. be a certified Professional Wetland Scientist by the Society of Wetland Scientists.

#### 6.1.5 Submittals and Timing

Wetland issues shall be addressed at the earliest possible point in project development. The objective is to identify potential wetland impacts during the planning stage, rather than in the design stage. Since Levels 1 and 2 projects would likely fall under the Design Department, the ESIS Part I submittal will serve as the primary indicator for the presence of wetlands. Addressing wetland issues during the planning stage is the best means possible of assuring compliance with the sequencing process of avoidance, minimization, and mitigation of impacts. It also assures that the Illinois Tollway has the greatest amount of lead-time possible for coordinating and obtaining permits and approvals from agencies with jurisdictional responsibility. **Figure 6-1** summarizes the wetland coordination and submittal process.

##### ESIS Part I

The first step in project development is to conduct a field reconnaissance and submit the ESIS Part I. Article 6.1.6, entitled Methodology, describes this process. The ESIS submittal provides a foundation to assess the potential for environmental concerns on the project. It is to initiate an awareness of the environmental issues present. The ESIS Part I submittal shall be completed on e-Builder.

Once the ESIS submittal is completed, the DSE project staff and the Illinois Tollway will evaluate the existing and proposed conditions, including potential impacts. The Illinois Tollway will then verify the current project Level and determine the need for special environmental study/studies. If potential impacts are greater than anticipated, the Level may be elevated. Factors or resource issues other than wetlands may affect this decision. One or two special studies would not necessarily affect a change in the project Level.

If a special wetland environmental study is determined necessary, a wetland delineation will be authorized. Article 6.1.6 outlines the methodology for wetland investigations.

##### Wetland Technical Memorandum and Report

In all instances when wetlands are present, a Technical Memorandum shall be produced. This memo is to document the wetland findings, anticipated impacts, if any, and propose the course of action as to any further wetland studies or permit actions.

If anticipated impacts are likely to be greater than two acres, or if the Illinois Tollway determines that unique features or habitat may be impacted, a *Wetland Technical*

*Report* shall be produced. The report shall include the wetland delineation, photographs, a quality assessment of the wetlands present (utilizing Swink and Wilhelm's floristic quality methods), avoidance and minimization measures, and the anticipated impact. The format for the memo and report are outlined in Article 6.1.7 Documentation. Two copies of any Wetland Determination Memorandums or Wetland Technical Reports shall be forwarded to the Project Engineer at the Illinois Tollway.

#### ESIS Part II

As part of the Preliminary Engineering (60%) design completion and again at the Pre-Final design (95%) submittal, Part II of the ESIS submittal shall be completed. The ESIS Part II submittals will enable the Illinois Tollway and the DSE to determine if the overall project design has changed since the earlier ESIS submittals were completed, thereby causing impacts that were not originally anticipated. The ESIS Part II submittals also document measures that were taken to avoid or minimize wetland impacts, and discuss any mitigation that is required for unavoidable impacts. The ESIS Part II submittals shall be completed on e-Builder.

The Pre-Final design shall have incorporated all of the sequencing measures to reduce potential impacts. These measures shall be shown on the drawings as well as be described in the text. Article 6.1.7, entitled Documentation, describes how the contract documents, symbology, specifications, and drawings shall be incorporated.

#### Section 404 Permit Application

If wetland impacts are unavoidable, the DSE shall prepare permit application materials, including all necessary exhibits. The permit application materials shall be forwarded to the Illinois Tollway for review and submittal. The Illinois Tollway will initiate project specific coordination with the appropriate regulatory and resource agencies. The DSE may be asked to provide additional information or exhibits for this coordination. The Illinois Tollway will then submit all application materials to the appropriate agencies.

The overall design of the project shall proceed with incorporation of design features in conformance with the DSE Manual. The design process shall consider all intergovernmental agreements, agency and municipal coordination, and any permit stipulations related to the project.

### **6.1.6 Methodology**

The process for addressing wetland issues may require several transmittals and coordination points with the Illinois Tollway. Each of these is discussed below for the various types of projects. All coordination shall be documented with written responses.

#### ESIS Part I

Reconnaissance/field observations: Background research shall be conducted for a preliminary determination as to the potential for wetlands to exist within the vicinity of the project. Background research shall include examination of the following:

- National Wetland Inventory (NWI) mapping
- county wetland mapping, including Advanced Identification (ADID) maps, if available

- US NRCS Soils mapping
- aerial photographs
- U. S. Geological Survey (USGS) topographic maps
- Ecological Compliance Assessment Tool (EcoCAT) search
- USFWS determination memorandum
- Federal Emergency Management Agency (FEMA) Flood Insurance map

A site visit shall be made for the purpose of confirming the background research and determining the potential presence of wetlands that may not have been identified by the research. The field investigation shall identify areas that possess wetland plants; evidence of water ponding, saturation, or water flow; or water marks on trees, structures, or buildings. Photographs of known or suspected wetlands shall be taken.

At the time of the site visit, roadside ditches shall also be noted. Subject to ruling by the USACE, ditch wetlands are sometimes considered jurisdictional. If not jurisdictional under the Clean Water Act, IDNR may require replacement under the Interagency Wetland Policy Act.

The DSE shall complete and submit the ESIS Part I. The submittal shall include photographs of any potential wetlands. Based on the information provided in the ESIS, the Illinois Tollway will make a recommendation, in writing, of one of the following:

- a. there is no reason for further investigation, or
- b. further investigation is required.

Generally, the Illinois Tollway would determine no further investigations are necessary when:

- a. there are no wetlands shown on the NWI maps
- b. there are no wetlands shown on County maps
- c. the area does not have hydric soils
- d. there is no field evidence of wetlands found during the site visit
- e. the project will not affect any vegetated ditches
- f. there are no protected species or species' habitat in the project area
- g. the project will not result in alterations in the floodplain/floodway



Wetland Determinations

If any one of the criteria previously listed is not true, further investigation may be required. The DSE shall wait for a written authorization from the Illinois Tollway before proceeding with any additional wetland studies.

- a. For impacts to vegetated ditches, the DSE will be requested to determine if it is possible to replace the vegetated ditches on site at a 1:1 ratio with new vegetated ditches. If this is possible, the DSE shall document this information with rough quantities and appropriate attachments in a memo to the Illinois Tollway. If a 1:1 replacement is not possible, the DSE shall document in a memo the reason(s) that such replacement is not possible. The Illinois Tollway will then begin coordination with the USACE. The DSE shall not perform any coordination with resource agencies; all coordination will be performed by the Illinois Tollway. The Illinois Tollway may request additional exhibits from the DSE for use in these coordination efforts.
- b. For impacts to suspected wetland areas other than ditches, the Illinois Tollway will request that the DSE perform a wetland determination or a delineation. If the suspected wetland areas are likely to be impacted, the Illinois Tollway may authorize a wetland delineation. If impacts are unknown, the Illinois Tollway may authorize a wetland determination only. Wetland determinations are less comprehensive than delineations and serve to determine whether there is a wetland present at the site but do not identify the precise boundary. A delineation report shall be submitted in the form as described in Article 6.1.7 Documentation. The wetland determination memo will be in the form of a brief memo with appropriate photos and exhibits. Two copies of either document shall be sent to the attention of the Project Engineer.

If the DSE determines that a wetland may be present in the project area, they shall examine whether the project will avoid the wetland. A decision on wetland avoidance may not be possible at this point in project development, but avoidance opportunities shall be discussed in the determination memo. If the wetland determination does not result in the identification of a wetland, or if it is known that the project will avoid any wetland area that is encountered, the DSE's memo and the Illinois Tollway's written approval of the determination memo shall be placed in the project file and wetland studies will be terminated.

If the determination encounters a wetland and the project will impact the wetland or has the potential to do so, this shall be discussed in the determination memo. The Illinois Tollway will either recommend considering measures to avoid the wetland or determine that a wetland delineation will be necessary to continue coordination. If the Illinois Tollway determines that a wetland delineation is necessary, the DSE shall perform the delineation. The Illinois Tollway will provide guidance regarding delineations.

Wetland Delineation

The DSE shall perform any required wetland delineations in conformance with the most current methodology accepted by the USACE and the IDNR Administrative Rules. At the printing of this Manual, the accepted methodology is as described in the 1987 Corps of Engineers Delineation Manual (Environmental Laboratory. 1987. *Corps of Engineers*

*Wetlands Delineation Manual*, Technical Report Y-87-1, US Army Engineer Waterways Experiment Station, Vicksburg, MS) and the Midwest Region Supplement (Environmental Laboratory. 2010. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual; Midwest Region (Version 2.0)*, Technical Report TR-10-16, US Army Engineer Waterways Experiment Station, Vicksburg, MS).

When a wetland delineation is required for agricultural land, the DSE shall perform the delineation in accordance with wetland identification methods developed by the US NRCS. This method requires the use of Farm Security Agency aerial slides and follows the methodology of the National Food Security Act. The mapping conventions call for a comparison of at least five normal-rainfall years of aerial photos against aerial photos of one wet-rainfall year and one dry year, which are used as a reference to detect characteristic field signatures that indicate the presence of wetlands. The National Food Security Act Manual standards require an area to have wetland signatures present in three years out of the five normal years in order to be considered a wetland.

As with the wetland determination, once a delineation has been conducted, the DSE shall determine if the project can avoid wetland impacts. When a wetland is identified and anticipated to be impacted by a project, sequencing shall be initiated. A wetland is first to be avoided. This can be accomplished through a design change, structural modification, or no action. If the project cannot avoid wetland impacts, the DSE shall discuss in the Technical Memorandum why avoidance is not possible and how the project will minimize impacts. The report shall discuss specific methods for avoiding and/or minimizing impacts, as well as a description of the acreage of impacts which are unavoidable. Note: Impacts due to necessary utility relocations or placements shall be included in project documentation.

### **6.1.7 Documentation**

#### ESIS Parts I and II

These submittals serve to document and summarize overall site constraints and conditions at the project site. They act as a checklist to ensure environmental issues are not overlooked. When it is determined there is reason for wetland investigations, these forms serve as the preliminary documentation.

#### Wetland Determination Memorandum

Wetland determinations shall be documented in a memorandum. The memorandum shall state if a wetland is present, its approximate size, its location, and whether the proposed project is expected to impact it.

#### Wetland Delineation Technical Report

Wetland delineations shall be documented in a technical memorandum. The report shall include all information required by USACE, IDNR, and/or IEPA for permitting purposes (e.g., floristic quality assessments, hydrologic connections, etc.) The format for this document shall follow the organization below.

- a. Title
- b. Location of Delineation
- c. Methodology

- d. Results
- e. Table Listing the number of wetland(s) and acreage
- f. Exhibits
  - 1. Location Map
  - 2. NWI Map(s)
  - 3. US NRCS Soils Map(s)
  - 4. Aerial Photograph with wetland(s) shown
  - 5. Advanced Identification Wetland Map (if available or applicable)
  - 6. Photographs
  - 7. Data Sheets

*Wetland Technical Report*

Wetland Technical Reports shall be standalone reports and are required when two or more acres are anticipated to be impacted, or if the Illinois Tollway determines that unique features or habitat may be impacted. The format for these reports shall follow the organization below.

- a. Title
- b. Project Description
- c. Delineation
- d. Avoidance and Minimization Measures
- e. Mitigation
- f. Summary of Wetland Quality, Impacts, and Mitigation
- g. Agency Coordination (if any)

*Endangered Species Coordination*

All coordination shall follow the procedures and submittals as outlined in the Illinois Tollway's MOU with the IDNR (see Appendix A). The Illinois Tollway will be the point of contact with the IDNR, however, the DSE shall develop any documentation necessary for this coordination. The DSE shall obtain a report from the IDNR's on-line Ecological Compliance Assessment Tool (EcoCAT) program. EcoCAT reports shall be obtained for the purpose of obtaining information on Illinois T&E species or INAI sites for **project planning** (second button on EcoCAT website). The DSE shall provide appropriate documents to the Illinois Tollway's Environmental Unit, and shall include determinations of impacts to protected species or INAI sites, streams, forests/trees, prairie/savannas, or IDNR properties; the results of biological surveys or wetland delineations (if directed by

the Illinois Tollway); and measures to avoid, minimize, or mitigate potential adverse effects.

If there is a potential need for a Section 404 Clean Water Act permit, the DSE shall obtain information on the potential for the presence of federally protected species through the USFWS 7 Compliance Tool website. The DSE shall obtain information on what species are present in the county where the project will occur, determine the habitat and/or life cycle requirements of the species, and verify whether or not the habitat is present or conditions necessary for the life cycle of the protected species are present. The DSE shall document this information in a Memorandum of Findings. Coordination or consultation with USFWS shall not be initiated by the DSE. The Illinois Tollway will be the point of contact with USFWS.

#### Section 404 Permit Application

All permit applications shall include the current required information as requested by the USACE.

Mitigation and sequencing shall be discussed in the Permit Application. If compensatory mitigation is required, the type, ratio, total amount, and location shall be discussed. The mitigation could take place in an approved wetland mitigation bank unless otherwise directed by the Illinois Tollway.

#### Contract Documents

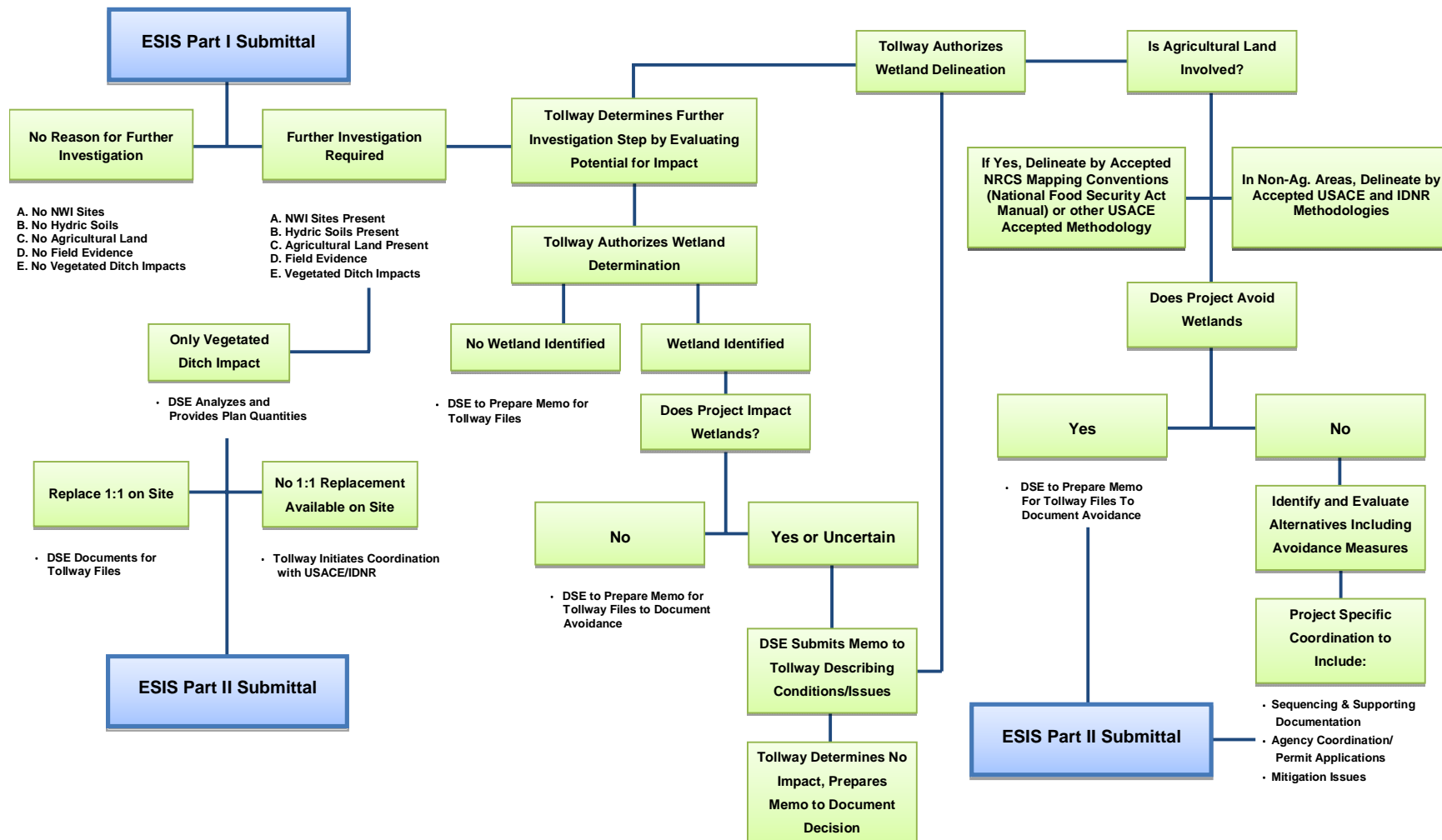
Contract Documents shall make note of any special environmental issues. Contract drawings which may require environmental notations include, but are not limited to, site plans, erosion and sediment control plans, landscape plans, mitigation plans, and specifications.

Contract documents shall follow all appropriate DSE Manuals. Special requirements by any of the resource agencies shall be noted on the drawings. Special requirements may include avoidance measures such as retaining walls, enhanced sediment and erosion control measures, or the placement of mats to minimize soil disturbance from heavy equipment. Wetland locations and impacts which result from utility locations or placements shall also be identified and clearly labeled.

Wetlands shall be shown on all applicable drawings. The boundary shall be in bold font with the interior of the polygon showing the standard Microstation “grass” symbol. Any impacts, such as fill, shall be shown with cross-hatched shading. The size of the wetland (in acres) shall be clearly labeled.

Any wetlands within the construction zone which will not be directly impacted by the project shall be shown on the drawings. They are to have “no intrusion” fencing, as well as appropriate sediment and erosion control methods to be applied and shown on the drawings. This will reduce the overall project impacts to the resource.

Figure 6-1 Illinois Tollway Wetland Coordination Process



## 6.2 Biological Resources

### 6.2.1 Purpose and Introduction

This Article provides technical guidance for procedures for identifying, evaluating, and documenting the effects of Illinois Tollway projects and studies on biological resources, including projects affecting INAI sites; nature preserves; threatened and endangered species; aquatic, riparian, and upland habitats; trees; and their associated buffer areas. In addition, this Article provides guidance regarding state and federal regulations.

### 6.2.2 Applicable Regulations

The following regulations and policies regulate or influence procedures related to biological resources.

#### Federal

- National Environmental Policy Act (NEPA) of 1969
- Wild and Scenic Rivers Act of 1968
- United States Endangered Species Protection Act of 1972
- The Fish and Wildlife Coordination Act
- Migratory Bird Treaty Act of 1918
- Section 6(f) of the Land and Water Conservation Fund Act (LAWCON)

#### State

- Illinois Natural Areas Preservation Act of 1981
- Illinois Executive Order No. 7, Protection of Endangered Species and Natural Areas, 1985
- Illinois Endangered Species Protection Act of 1972
- MOU with the IDNR entitled “Natural Resource Review and Coordination Agreement Between IDNR and the Illinois Tollway” (most current version).

### 6.2.3 Responsibilities

#### Illinois State Toll Highway Authority

The Illinois Tollway is to provide overall direction for the work, assess the findings of the DSE, determine regulatory applicability, make permit determinations, conduct all agency coordination, and submit permit applications prepared by the DSE.

Design Section Engineer

The DSE shall determine the presence of biological or natural resources within the project area based upon background research and field observations. The DSE shall examine land use in the project area for:

- grasslands or prairies
- savannas
- woodlands
- ponds/lakes/wetlands
- streams
- ditches
- windrows/hedgerows
- greenways
- Biologically Significant Streams
- Impaired Waters under Section 303(d) of the Clean Water Act
- waterways with developed total maximum daily loads (TMDLs)

Review by IDNR and/or USWFS may be required for any of the following:

- projects which require additional right of way
- projects which are on new alignment and cross a stream segment
- projects which cross a Biologically Significant Stream or its riparian corridor, even if the project is not on a new alignment
- projects which change the existing drainage characteristics or sedimentation adjacent to an INAI site or wetland
- projects which include application of chemicals adjacent to a Class 1 stream or a wetland
- projects which bisect or fragment a forest of ten acres or more in size
- projects which require the removal of trees
- projects which are located within the vicinity of a nature preserve, Park District designated open space, or Forest Preserve District property
- projects with the potential to impact any waters
- projects otherwise covered by regulations or laws

The DSE shall determine the presence and extent of any biological resources, determine potential impacts, propose avoidance measures, and identify agencies with jurisdictional responsibility. The DSE shall not contact the regulatory agencies directly unless directed by the Illinois Tollway. The Illinois Tollway will assess the findings of the DSE, make review and permit determinations, request all agency reviews, and conduct all agency coordination. Should agency coordination result in the necessity for further environmental studies, the DSE will be directed to conduct any special studies as needed.

#### **6.2.4 DSE Staff Qualifications**

DSE biological resource evaluations shall be performed by a qualified biologist. A qualified biologist shall meet all three of the following criteria:

- a. hold a bachelor's degree or above in a Life Science from an accredited institution,
- b. have at least three years' of environmental evaluation experience, and
- c. have appropriate non-college training and/or experience in habitat assessment for the individual species/habitat in question.

#### **6.2.5 Submittals and Timing**

Biological resources shall be addressed at the earliest possible point in project development. The objective is to identify potential impacts during the planning stage, rather than in the design stage. Since Levels 1 and 2 projects would likely fall under the Design Department, the ESIS Part I submittal would serve as the primary indicator for the presence of biological resources. Addressing biological issues during the planning stage is the best means possible of avoiding unnecessary impacts, assuring compliance with the regulations, and assuring that the Illinois Tollway has the greatest amount of lead time possible for coordinating with the various jurisdictional agencies. **Figure 6-2** summarizes the biological resource coordination and submittal process.

##### *ESIS Part I*

The first step in project development is to conduct background research and perform a field reconnaissance, and then submit the ESIS Part I. The ESIS submittal provides a foundation to assess the environmental concerns (if any) on the project. It allows the project staff to have an awareness of all of the environmental issues, where there may be some issues of concern, and which issues can be eliminated from further consideration. The ESIS Part I submittal shall be completed on e-Builder.

Once the ESIS submittal is completed and submitted, the DSE project staff and the Illinois Tollway will evaluate the existing and proposed conditions, including potential resource impacts. The Illinois Tollway will then verify current project Level and determine the need for special environmental study/studies. If potential impacts are greater than anticipated, the Level may be elevated. Factors or resource issues other than biological resources may affect this decision. One or two special studies would not necessarily affect a change in the project Level.

If at this point the Illinois Tollway determines that a special environmental study is necessary, a Biological Resource Memorandum may be authorized.



Memorandum of Findings

The DSE shall make a preliminary determination as to the potential for there to be a biological resource present, and whether or not the project will avoid the resource. The DSE shall issue a memorandum discussing these findings. Two copies of the Memorandum of Findings shall be forwarded to the Project Engineer at the Illinois Tollway.

Endangered Species Determination

All coordination shall follow the procedures and submittals as outlined in the Illinois Tollway's MOU with the IDNR (see Appendix A). The Illinois Tollway will be the point of contact with the IDNR, however, the DSE shall develop any documentation necessary for this coordination. The DSE shall obtain a report from the IDNR's on-line EcoCAT program. EcoCAT reports shall be reviewed for the purpose of obtaining information on Illinois threatened or endangered species or INAI sites for **project planning** (second button on EcoCAT website). The DSE shall provide appropriate documents to the Tollway's Environmental Unit, and may include determinations of impacts to Illinois protected species or INAI sites, streams, forests/trees, prairie/savannas, migratory bird habitat, or IDNR properties; the results of biological surveys or wetland delineations (if directed by the Illinois Tollway); and measures to avoid, minimize, or mitigate potential adverse effects.

If there is a potential need for a Section 404 Clean Water Act permit, the DSE shall obtain information on the potential for the presence of federally protected species through the USFWS Compliance Tool website. The DSE shall obtain information on what species are present in the county where the project will occur, determine the habitat and/or life cycle requirements of the species, and verify whether or not the habitat is present or conditions necessary for the life cycle of the protected species are present. The DSE shall document this information in a Memorandum of Findings. Coordination or consultation with USFWS shall not be initiated by the DSE. The Illinois Tollway will be the point of contact with USFWS.

Special Environmental Studies - The Biological Resource Memorandum

Either upon review of the ESIS Part I submittal, the EcoCAT report, or the USFWS website results, special environmental studies may be required. The nature of these studies and required techniques will depend on the type of resource present in the project area. Examples of the types of projects which could require special environmental studies include, but are not limited to:

- projects which are located within the vicinity of an INAI site or Nature Preserve
- projects which are located within the vicinity of an IDNR property
- projects which are located near any site registered with the Register of Land and Water Resources
- projects which are located in the vicinity of threatened or endangered species
- projects which cross a Biologically Significant Stream or its riparian corridor

- ADID wetlands or high quality aquatic resources (as defined by the USACE)
- projects which change the existing drainage characteristics or sedimentation adjacent to an INAI site or wetland
- projects which bisect or fragment a forest of 10 acres or more in size

Information on the requested study/studies will be provided on a case by case basis as requested by the Illinois Tollway. The type of special environmental study that will be required will be dependent on the type of resource that could be impacted. All special environmental studies shall be documented in a Biological Resource Memorandum (BRM) document.

The BRM shall be completed upon the conclusion of any special environmental study/studies. The BRM shall indicate the results of the field work and describe efforts made to avoid or minimize adverse impacts to the resource. If translocation of a species is proposed for minimization, enough information shall be provided to evaluate the likelihood of success. Two copies of the BRM shall be forwarded to the Project Engineer at the Illinois Tollway.

Plan development shall proceed with incorporation of design features in conformance with the DSE manual. The design shall consider all intergovernmental agreements, agency and municipal coordination, and any stipulations related to the biological resource impacts from the project.

#### ESIS Part II

As part of the Preliminary Engineering (60%) and Pre-Final design (95%) submittals, Part II of the ESIS submittal shall be completed. The ESIS Part II will enable the Illinois Tollway and the DSE to determine if the overall project design has changed since earlier ESIS submittals were completed, thereby causing impacts that were not originally anticipated. The ESIS Part II submittals also document measures that were taken to avoid or minimize impacts to biological resources, as well as discuss any mitigation that is required for unavoidable impacts. The ESIS Part II submittals shall be completed on e-Builder.

The Pre-Final Design shall have incorporated all of the measures to reduce potential impacts. These measures shall be shown on the drawings, where appropriate, as well as be described in the text. Below is a description as to how the contract documents, specifications, and drawings shall have biological resources incorporated.

### **6.2.6 Methodology**

The process for addressing biological resource issues may require several transmittals and coordination points with the Illinois Tollway. Each of these is discussed below. All coordination shall be documented with written responses.

ESIS Part I

Reconnaissance/field observations: Background research shall be conducted for a preliminary determination as to the potential for biological resources to exist within the vicinity of the project. Background research shall include examination of the following, where available and appropriate:

- aerial photographs
- hydrologic atlas maps
- USGS topographic maps
- US NRCS soil maps
- plat atlases
- large scale community maps which indicate parks and preserves
- Forest Preserve maps
- NWI and County ADID maps
- Directory of Illinois Nature Preserves
- review of IDNR's Biologically Significant Stream database
- review of IEPA's impaired waters and TMDL status database
- potential for protected species (EcoCAT and USFWS website)
- potential for historic or cultural resources
- potential for floodplain or floodway impacts
- records search and site visits as part of Phase I Environmental Site Assessment

A site visit shall be made for the purpose of confirming the background research and determining the potential presence of biological resources which may not have been identified by the research. The field investigation shall identify areas that possess grasslands, prairies, savannas, woodlands, ponds, streams, wetlands, ditches, and areas which have the potential to be INAI sites, IDNR properties, nature preserves, etc. Photographs and other applicable documentation of these resources shall be taken and documented with date, resource, and location.

The DSE shall complete and submit ESIS Part I. The submittal shall include photographs taken during the site visit of all undeveloped land. Based on the information provided in the ESIS, the Illinois Tollway will make a recommendation, in writing, of one of the following:

- a. there is no reason for further investigation, or

- b. further investigation is required.

Generally, the Illinois Tollway would determine no further investigations are necessary if all of the following criteria are true:

- a. additional right of way is not required for the project
- b. there are no resources indicated on the available maps
- c. there are no streams within 500 feet of the project boundaries
- d. there are no forested areas located within 500 feet of the project boundaries
- e. there is no field evidence of grasslands, prairie, wetlands, or savannas located within 500 feet of the project boundaries

Memorandum of Findings

If the DSE determines that a biological resource may be present, the DSE shall examine whether the project will avoid the resource. A decision on avoidance may not be possible at this point in project development, but avoidance possibilities shall be examined. If the background research or site visit do not result in the identification of a biological resource, or if it is known that the project will avoid any resources that are encountered, the DSE shall issue a Memorandum of Findings documenting this determination. The memo and the Illinois Tollway's written approval of the determination made in the DSE memo shall be placed in the project file and biological resource studies will be terminated.

If it is determined that the project will impact a biological resource, or has the potential to do so, this shall be discussed in the Memorandum of Findings. The Illinois Tollway will either recommend considering measures to avoid the resource or recommend that further environmental studies will be necessary to continue coordination. If the Illinois Tollway determines that further environmental studies are necessary, the DSE shall be responsible for their performance.

Special Environmental Studies - The Biological Resource Memorandum

Special environmental studies may be required once a determination has been made that biological resources are present or potentially present in the project area. Depending on the type of biological resource present, the DSE shall perform studies in conformance with procedures acceptable to the Illinois Tollway and the resource agency reviewing the project. These studies may include field surveys to determine resource presence and/or delineate the resources' boundaries, whatever is appropriate. An assessment will be made as to the quality of the resource utilizing professional judgment; standard, accepted ecological survey methods; standard, accepted sampling methods; Swink and Wilhelm floristic quality methodology [Swink and Wilhelm (1994)]; or any other methods determined to be appropriate by the Illinois Tollway and/or the resource agency reviewing the project.

The DSE shall evaluate the potential for impacting the biological resource both directly (primary effects) and indirectly (secondary effects). The DSE shall also provide a

recommendation of the applicability of state and federal regulations and policies. The Illinois Tollway will make the final determination of that applicability.

## **6.2.7 Documentation**

### ESIS Parts I and II

These submittals serve to document and summarize overall site constraints and conditions at the project site. They act as a checklist to ensure environmental issues are not overlooked. When it is determined there is reason for resource investigations, these forms serve as the preliminary documentation.

### Memorandum of Findings

This memorandum shall document the DSE's initial determination as to the presence/absence of a biological resource, and whether or not the project will avoid the resource. Two copies of this informal discussion shall be sent to the attention of the Project Engineer at the Illinois Tollway.

### Biological Resource Memorandum

Any special environmental studies shall be documented by issuing a BRM report. The format for this document shall follow the organization below.

- a. Title
- b. Purpose and Introduction
- c. Methodology
- d. Results
- e. Discussion/Recommendations
- f. Exhibits

Two copies of the report shall be sent to the attention of the Project Engineer.

Biological resources that can be avoided shall be discussed in the report. If the project cannot avoid resource impacts, the DSE shall discuss in the report why avoidance is not possible and how the project will minimize impacts. Note: Impacts due to utility relocations or placements shall be included in project documentation.

### Contract Documents

Any special requirements made by any resource agency or the Illinois Tollway shall be incorporated into the design and duly noted on the contract documents. Contract documents which require environmental incorporations include, but are not limited to, site plans, erosion and sediment control plans, landscape plans, mitigation plans, and specifications. Special requirements shall include avoidance measures such as retaining walls, enhanced sediment and erosion control measures, no intrusion fencing and/or signage, or the placement of mats to minimize soil disturbance from heavy equipment. Impacts which result from utility relocations or placements shall also be identified and clearly labeled. Formatting for any special environmental issues shall be done as

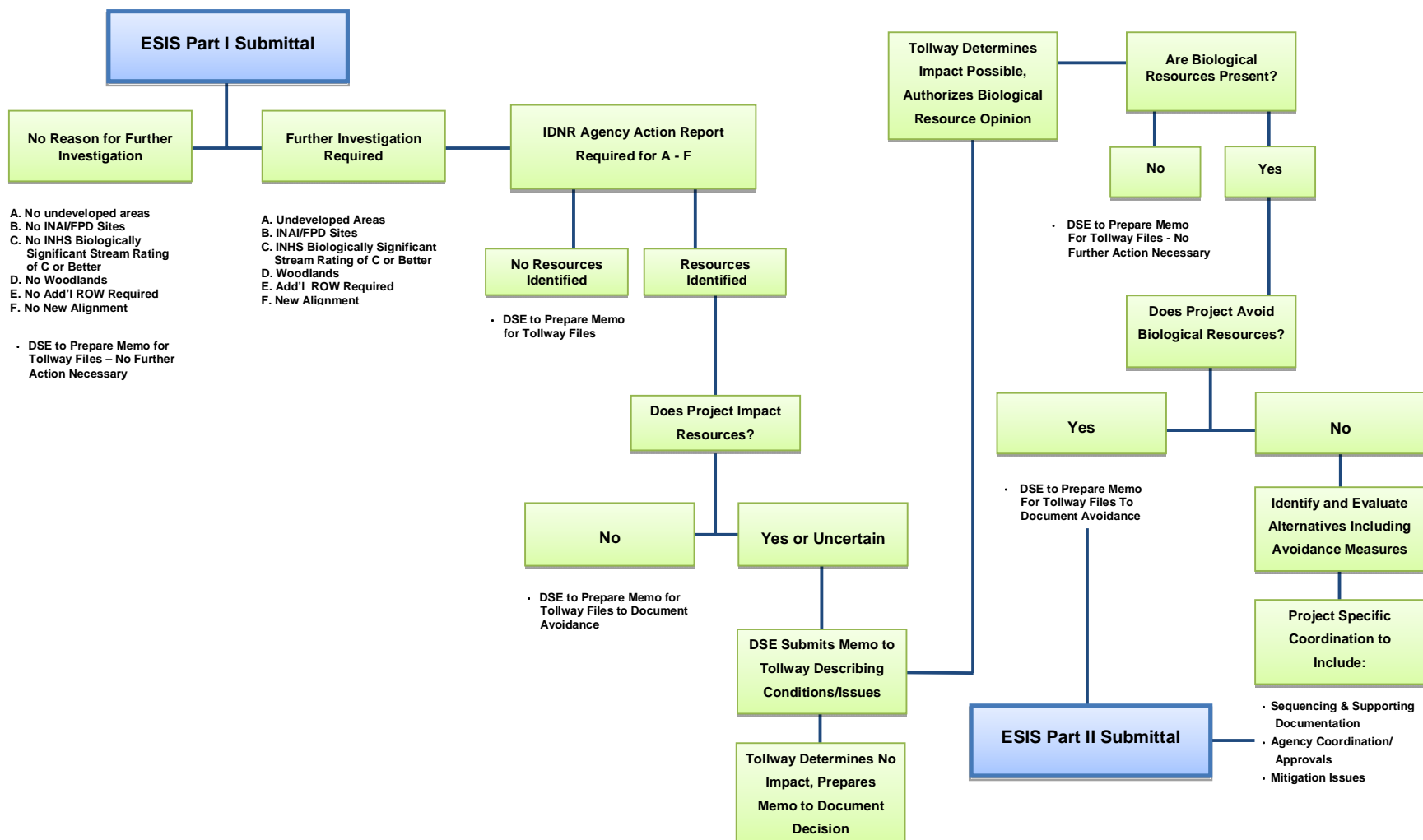
instructed in the DSE manual. Any special requirements made by any resource agency shall be noted.

Special biological resources shall be shown on all applicable drawings. The boundary shall be in bold font. Any impacts, such as clearing, shall be shown with cross-hatched shading. The size of the impact and total size of the resource, where applicable, shall be clearly labeled.

Any biological resources located within the construction zone which are not to be directly impacted by the project shall be shown on the drawings. They are to have “no intrusion” fencing as well as appropriate sediment and erosion control methods to be applied shown on the drawings. This will reduce the overall project impacts to the resource.

Figure 6-2

Illinois Tollway Biological Resource Coordination Process



## 6.3 Publicly Owned Recreational Properties or Natural Lands

### 6.3.1 Purpose and Introduction

This Article provides technical guidance for identifying, evaluating, documenting and coordinating the effects of Illinois Tollway projects and studies on the conversion of publicly owned recreational properties or natural areas supporting wildlife or waterfowl to transportation-related uses. For purposes of this Article, publicly owned recreational or natural lands will be referred to as publicly owned recreational properties, and include, but are not limited to:

- a. state, county, or city-owned parks
- b. county forest preserve district properties
- c. school-owned or community recreational facilities, such as sports parks
- d. publicly owned golf courses
- e. bicycle, walking, nature, or multi-use trails
- f. publicly owned wildlife viewing sites
- g. INAI sites
- h. Illinois Nature Preserves

In addition, this Article provides guidance for interagency coordination and state and federal regulations.

### 6.3.2 Applicable Regulations

The MOU entitled “Natural Resource Review and Coordination Agreement between IDNR and ISTHA,” (most current amendment), has additional requirements for any publicly owned properties that are listed as an INAI site or an Illinois Nature Preserve. See Appendix A.

### 6.3.3 Responsibilities

#### Illinois State Toll Highway Authority

The Illinois Tollway is to provide overall direction for the work, assess the findings of the DSE, determine regulatory applicability, make review determinations, and conduct agency coordination.

#### Design Section Engineer

The DSE shall determine the presence of publicly owned recreational properties in the project area based upon background research and field observations and determine the amount, if any, of land use conversions.



#### 6.3.4 DSE Staff Qualifications

Publicly owned recreational properties' evaluations shall be performed by a staff member familiar with land use, land use conversions, and land acquisition requirements.

#### 6.3.5 Submittals and Timing

Publicly owned recreational properties shall be addressed at the earliest possible point in project development. The objective is to realize potential impacts during the planning stage, rather than in the design stage. Since Levels 1 and 2 projects would likely fall under the Design Department, the ESIS Part I submittal would serve as the primary indicator for the presence of publicly owned recreational properties. Addressing issues during the planning stage is the best possible means of avoiding unnecessary impacts, assuring compliance with the regulations, and assuring that the Illinois Tollway has the greatest amount of lead time possible for coordinating with the various resource or municipal agencies. **Figure 6-3** summarizes the public lands coordination and submittal process.

##### ESIS Part I

The first step in project development is to conduct a field reconnaissance and submit the ESIS Part I. Article 6.3.6, entitled Methodology, describes this process. The ESIS submittal provides a foundation to assess the publicly owned recreation property impacts (if any) of the project. It allows the project staff to have an awareness of all of the publicly owned recreational properties where there may be some issues of concern, and which issues can be eliminated from further consideration. The ESIS Part I submittal shall be completed on e-Builder.

Once the ESIS submittal is completed and submitted, the DSE project staff and the Illinois Tollway will evaluate the existing and proposed conditions, including potential publicly owned recreational properties impacts. The Illinois Tollway will then verify the current project Level and determine the need for special environmental study/studies. If at this point the Illinois Tollway determines that further research is necessary, appropriate actions will be authorized. If potential impacts are greater than anticipated, the Level may be elevated. Factors or resource issues other than publicly owned recreational properties may affect this decision. One or two special studies would not necessarily affect a change in the project Level.

##### Publicly Owned Recreational Properties Memorandum

If publicly owned recreational properties investigations are required, the DSE shall prepare a memorandum and all necessary exhibits (including a project location map) documenting the area of concern. The memorandum shall indicate the results of a site evaluation and describe efforts made to avoid or minimize adverse impacts to publicly owned recreational properties. Article 6.3.6 describes the methodology for developing this memorandum. The memorandum shall be forwarded the Illinois Tollway for review. The Illinois Tollway will use the memorandum to begin project specific coordination with the affected property owner. The DSE may be asked to provide additional information or exhibits for this coordination.

The design shall proceed with incorporation of design features in conformance with the DSE Manual. The design shall consider all intergovernmental agreements, agency and municipal coordination, and any stipulations related to the public recreation impacts from the project.

### ESIS Part II

As part of the Preliminary Engineering (60%) and Pre-Final Design (95%) submittals, Part II of ESIS shall be completed. The ESIS Part II submittals will enable the Illinois Tollway and the DSE to determine if the overall project design has changed since earlier ESIS submittals were completed, thereby causing impacts that were not originally anticipated. The ESIS Part II also documents measures that were taken to avoid or minimize impacts to publicly owned recreational properties. The ESIS Part II submittals shall be completed on e-Builder.

The Pre-Final Design will have incorporated all of the measures to reduce potential impacts. These measures shall be shown on the drawings as well as described in the text. Article 6.3.7 below describes how the contract documents, symbology, specifications, and drawings shall be incorporated.

## **6.3.6 Methodology**

The process for addressing publicly owned recreational property issues may require several transmittals and coordination points. Each of these is discussed below. All coordination shall be documented with written memoranda.

### ESIS Part I

Reconnaissance/field observations: Background research shall be conducted for a preliminary determination as to the potential for publicly owned recreational properties to exist within the vicinity of the project. Background research shall include examination of the following:

- aerial photographs
- zoning maps
- adopted municipal plans
- plat atlases
- regional council plans
- Active Transportation Alliance maps
- Park District or Forest Preserve maps

A site visit shall be made for the purpose of confirming the background research and determining the potential presence of publicly owned recreational properties that may not have been identified by the research.

The DSE shall complete and submit the ESIS Part I to the Illinois Tollway, including photographs of all potential publicly owned recreational properties taken during the site visit. Based on the information provided in the ESIS, the Illinois Tollway will make a recommendation, in writing, of one of the following:

- a. there is no reason for further investigation, or

- b. further investigation is required.

Generally, the Illinois Tollway will determine no further investigations are necessary if no publicly owned recreational properties are located within 100 feet of the proposed project limits.

*Publicly Owned Recreational Properties Memorandum*

The DSE shall prepare a Public Lands Memorandum that includes a precise location map, a brief description of the property, what the public property use is, and how the public recreation could be impacted by the proposed project. Total area (in acres) which will be impacted, percent area impacted of the total parcel, and identification of the types of impacts (including access or parking) shall be discussed.

In addition, the DSE shall examine and discuss whether the project can avoid or minimize impacts to the property. A decision on avoidance may not be possible at this point in project development, but avoidance possibilities shall be examined.

### **6.3.7 Documentation**

*ESIS Parts I and II*

These submittals serve to document and summarize overall site constraints and conditions at the project site. They act as a checklist to ensure environmental issues are not overlooked. When it is determined there is reason for public recreation land investigations, these forms serve as the preliminary documentation

*Publicly Owned Recreational Properties Memorandum*

The DSE shall provide a written memorandum to the Illinois Tollway discussing the findings. The Illinois Tollway will either recommend considering additional measures to avoid the resource or determine that it will be necessary to continue coordination. Mitigation options shall be discussed. The Illinois Tollway will initiate coordination with the appropriate agency or municipality. All meetings and coordination are to be documented in the Memorandum. The DSE shall await instructions from the Illinois Tollway before proceeding with any additional coordination or studies.

If it is determined that there will be no impacts, the memo and the Illinois Tollway's written approval of no further action required shall be placed in the project file.

Any special environmental studies shall be documented by issuing a Publicly Owned Recreational Properties Memorandum. The format for this document should follow the organization below.

- a. Title
- b. Purpose and Introduction
- c. Methodology
- d. Evaluation of Alternatives
- e. Results

- f. Discussion/Recommendations
- g. Exhibits

Two copies of the report shall be sent to the attention of the Project Engineer.

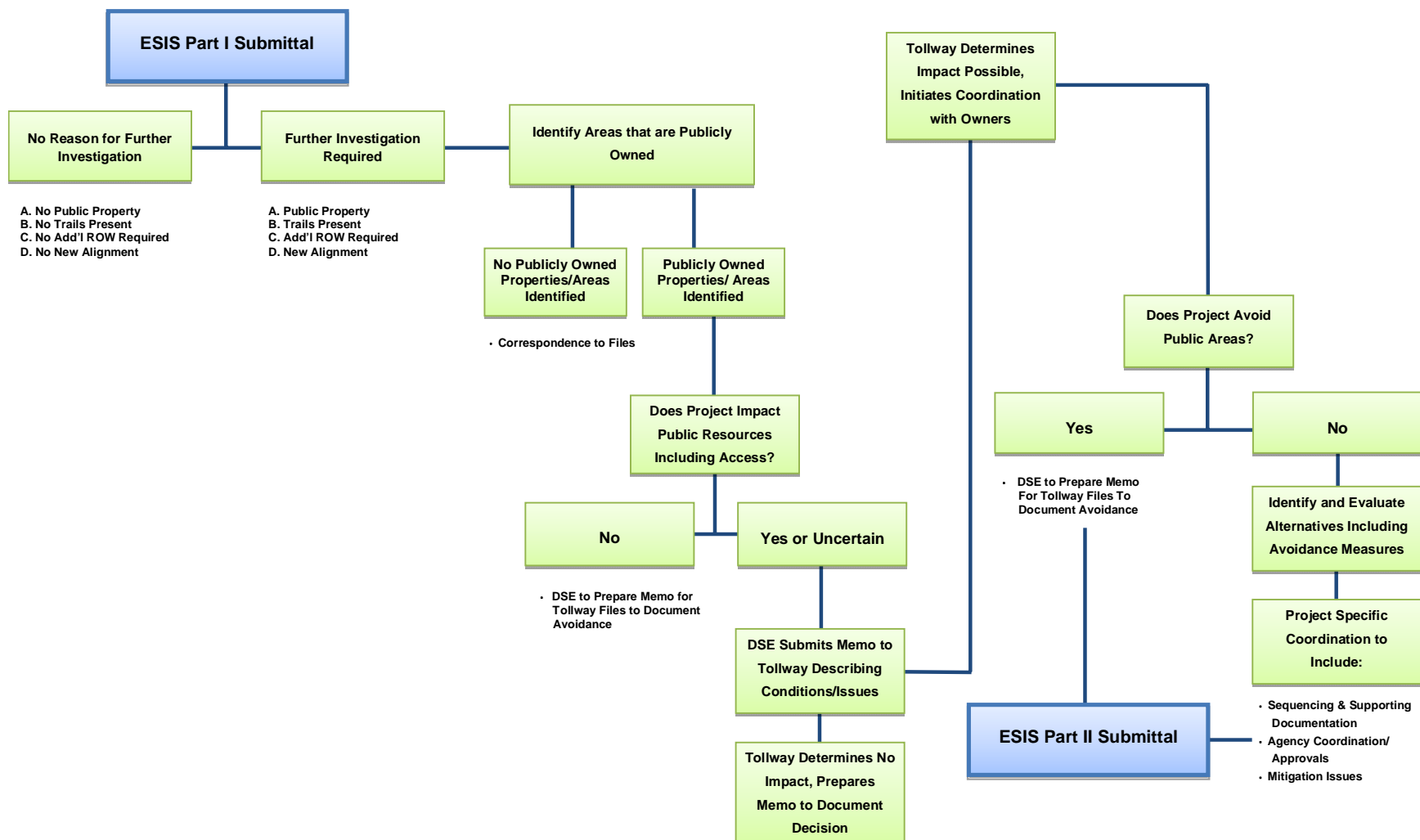
Publicly owned recreational properties that can be avoided shall be discussed in the report. If the project cannot avoid resource impacts, the DSE shall discuss in the report why avoidance is not possible and how the project will minimize impacts. Note: Impacts due to utility relocations or placements shall be included in project documentation.

Contract Documents

Any special requirements agreed to by the Illinois Tollway to any resource agency or property owner shall be incorporated into the design and noted on the contract documents. Contract documents which may require public property incorporations include, but are not limited to, noise abatement, mitigation plans, erosion and sediment control plans, landscape plans, access, and specifications. Special requirements may include avoidance measures such as retaining walls, enhanced sediment and erosion control measures, or the placement of mats to minimize soil disturbance from heavy equipment. Contract documents are to follow the DSE manual.

Any publicly owned recreational properties located within the construction zone which are not to be directly impacted by the project shall be shown on the drawings. They are to have “no intrusion” fencing as well as appropriate sediment and erosion control methods applied. This will reduce the overall project impacts to publicly owned recreational properties.

Figure 6-3 Illinois Tollway Public Lands Coordination Process



## 6.4 Hydraulics and Hydrology

### 6.4.1 Purpose and Introduction

This Article provides technical guidance for the identification, evaluation, and documentation on the effects of Illinois Tollway projects and studies on streams, lakes, and waterways in accordance with the Illinois Tollway-Drainage Design Criteria (DDC) and other applicable regulations. It discusses coordination of Illinois Tollway projects and studies with the federal, state, and local agency requirements regarding drainage issues related to the streams, lakes, or waterways.

### 6.4.2 Applicable Regulations

The requirements contained in the following federal and state acts, regulations, and policies pertaining to the streams, lakes, and waterways shall be considered in environmental and design analyses:

#### Federal

- Rivers and Harbors Act of 1899
- National Flood Insurance Act of 1968 / National Flood Insurance Program
- National Wild and Scenic Rivers Act of 1968
- Clean Water Act

#### State

- Flood Disaster Protection Act of 1973, as amended
- Illinois' Rivers, Lakes and Streams Act, administered by the IDNR Office of Water Resources (IDNR-OWR), regulates construction activities in floodways. It is administered through two regulatory programs:
  - "The Northeastern Illinois Regulatory Program" for six metropolitan counties in northeastern Illinois (Cook, DuPage, Kane, Lake, McHenry, and Will), requires permits be issued for construction in any regulated floodway, regardless of the size of the drainage area.
  - "The Downstate Illinois Program" for the rest of Illinois, requires permits for construction in the floodway of any stream with a tributary area of 640 acres in urban areas, or 6400 acres in rural areas.
- Illinois State Toll Highway Authority - Drainage Design Criteria (current revision) outlines the general policies and procedures regarding the design of drainage facilities for Illinois Tollway projects.
- Illinois State Toll Highway Authority - standard specifications and standard drawings.

- Other bulletins and publications, as directed by the Illinois Tollway

### 6.4.3 Responsibilities

#### The Illinois State Toll Highway Authority

The Illinois Tollway provides overall direction and coordination of the study, assesses the findings of the DSE, determines regulatory applicability, reviews and evaluates submittals, submits permit applications, and conducts agency coordination. A special situation occurs for projects that are under the jurisdiction of both the Illinois Tollway and IDOT. These two authorities have specific and separate stormwater management requirements that require coordinated through various phases of the study preparation.

#### The Design Section Engineer

The DSE shall delineate the presence and extent of streams, lakes, or waterways affected by Illinois Tollway projects. The DSE shall establish the potential for impacts related to floodplain encroachment; bridge and culvert hydraulics; stormwater detention storage; water quality; and determine and design mitigation measures taking into account Illinois Tollway current practices and the federal, state, local, and other specific agency requirements, as necessary. The DSE shall perform the special studies, as necessary, and prepare the permit application submittals, as directed by the Illinois Tollway.

### 6.4.4 DSE Staff Qualifications

Studies related to drainage, streams, lakes, or waterways shall be performed by staff members that are familiar with the application of the Illinois Tollway DDC and the related federal, state, and local stormwater regulations. It is the responsibility of the DSE to be knowledgeable in the current practices of hydrology, hydraulics, and highway drainage design, and to provide cost-effective solutions for handling the stormwater runoff from Illinois Tollway facilities. An Illinois Professional Engineer with at least three years' experience in drainage design shall certify the study.

### 6.4.5 Submittals and Timing

The main drainage issues related to streams, lakes, and waterways shall be investigated and addressed at the beginning of the project. A first step in project development is to perform a detailed field inspection and to submit the ESIS Part I. This provides the basis for assessing the environmental issues related to streams, lakes, and waterways so that the DSE can address adequate measures to mitigate the potential impacts of the proposed project. The ESIS Part I submittal shall be completed on e-Builder.

If the project involves bridges, culverts, or other crossing structures over existing streams, lakes, or waterways, special analysis shall be performed in order to determine the existing and proposed flow conditions upstream and downstream of the crossing areas. Preliminary sizing of the cross-structures shall be performed, taking into account the allowable increase of the water surface elevations and the encroachment of floodplain area.

Water quality issues related to surface and ground waters shall be addressed in accordance with their designated uses. Generally, an IEPA NPDES stormwater permit is required if more than one acre will be disturbed during construction of the project. In these cases, the DSE shall prepare the necessary documentation for a permit application. The permit application shall

follow the instructions provided in the Illinois Tollway's Special Provision 111 and the NPDES ILR10 permit.

Water quality shall also be addressed with respect to impaired waters and rivers/waterbodies for which TMDLs have been designated. The DSE shall determine if receiving waters are impaired and if TMDLs have been developed to address the impairment/s. Additionally, the DSE shall determine if the project is located within a watershed which has an approved watershed plan that has requirements for stormwater management. The DSE shall design to minimize the runoff of any of the contaminants from stormwater that are contributing to the impairment of the receiving water and/or in compliance with watershed plan stormwater requirements.. Designs shall address impacts during both construction and operations.

Based upon the extent of the impacts, the Illinois Tollway will determine if special environmental studies would be necessary for the project.

**Figure 6-4** summarizes the streams, lakes, and waterways coordination and submittal process.

#### 6.4.6 Methodology

The methodology for addressing the issues related to streams, lakes, and waterways shall include the following:

- Methodology consistent with regulatory agencies requirements (FEMA, NPDES, IDNR-OWR, USACE).
- Methodology for impact determinations shall use the same computation method for the analysis of the existing and proposed conditions.
- Methodology for mitigation measures shall be consistent with the Illinois Tollway-DDC and Design Standards, with special consideration given to the following Illinois Tollway general drainage policies:
  - Existing drainage pattern and drainage area boundaries should generally be maintained.
  - Implement green infrastructure stormwater management techniques where appropriate and practicable. These techniques include stormwater infiltration, reuse, and evapotranspiration.
  - Include the following measures where appropriate and practicable, in order of preference:
    - i. preservation of natural features, including storage and infiltration characteristics
    - ii. preservation of existing natural streams, channels, and drainage ways
    - iii. minimization of impervious surfaces
    - iv. conveyance of stormwater in open vegetated channels



- v. incorporation of structures that provide both water quantity and quality control
- Increases in runoff discharge rates as compared to the existing conditions are not permitted. The need for stormwater detention with attenuated release rates shall be considered in all projects where additional impervious areas are proposed.
- Ponding of runoff resulting from the Illinois Tollway facilities is not permitted on the adjacent properties located outside of the Illinois Tollway right of way.
- Design shall include measures to prevent erosion on the Illinois Tollway, as well as on the outside adjacent areas which receive water from Illinois Tollway facilities (for erosion control see also Article 6.10 of this manual).
- Any work that needs to be performed outside of the existing right of way requires obtaining permanent or construction easements from the owner(s) of the affected property.
- Design shall take into consideration the future maintenance of the proposed drainage system, and shall reduce the possibility of future damage to adjacent drainage systems during maintenance operations.
- If the proposed measures for mitigation of the impacts of Illinois Tollway projects on streams, lakes, or waterways would require acquisition of additional properties outside of the existing right of way, the DSE shall investigate the new property/properties for all environmental concerns outlined in this Manual.
- All aspects related to the drainage issues for the proposed project shall be included in a Drainage Report, as indicated in the Illinois Tollway DDC.
- Generally, construction projects in Illinois floodplains, lakes, waterways, or those involving wetlands require both State and Federal authorization. The permit application is a joint application process which simplifies the process and unifies the procedures for project authorization from the USACE, IDNR/OWR, and IEPA.

#### **6.4.7 Documentation**

##### ESIS Parts I and II

These submittals serve to document and summarize overall site constraints and conditions at the project site. They act as a checklist to ensure environmental issues are not overlooked. When it is determined there is reason for special investigations, these forms serve as the preliminary documentation.

##### Streams, Lakes, and Waterways Memorandum

Findings shall be documented in a technical memorandum. The format for this document should follow the organization below.

- a. Title

- b. Purpose and Executive Summary
- c. Site Location Map
- d. Methodology
- e. Results
- f. Discussion/Recommendations/Conclusions
- g. Exhibits

Contract Documents

Contract documents shall reference any issue or special concern related to streams, lakes, or waterways, including but not limited to the site plans, mitigation plans, and project specifications. Contract documents shall follow the DSE Manual, the Illinois Tollway DDC, and the other resource agency requirements, as necessary. They shall include the following:

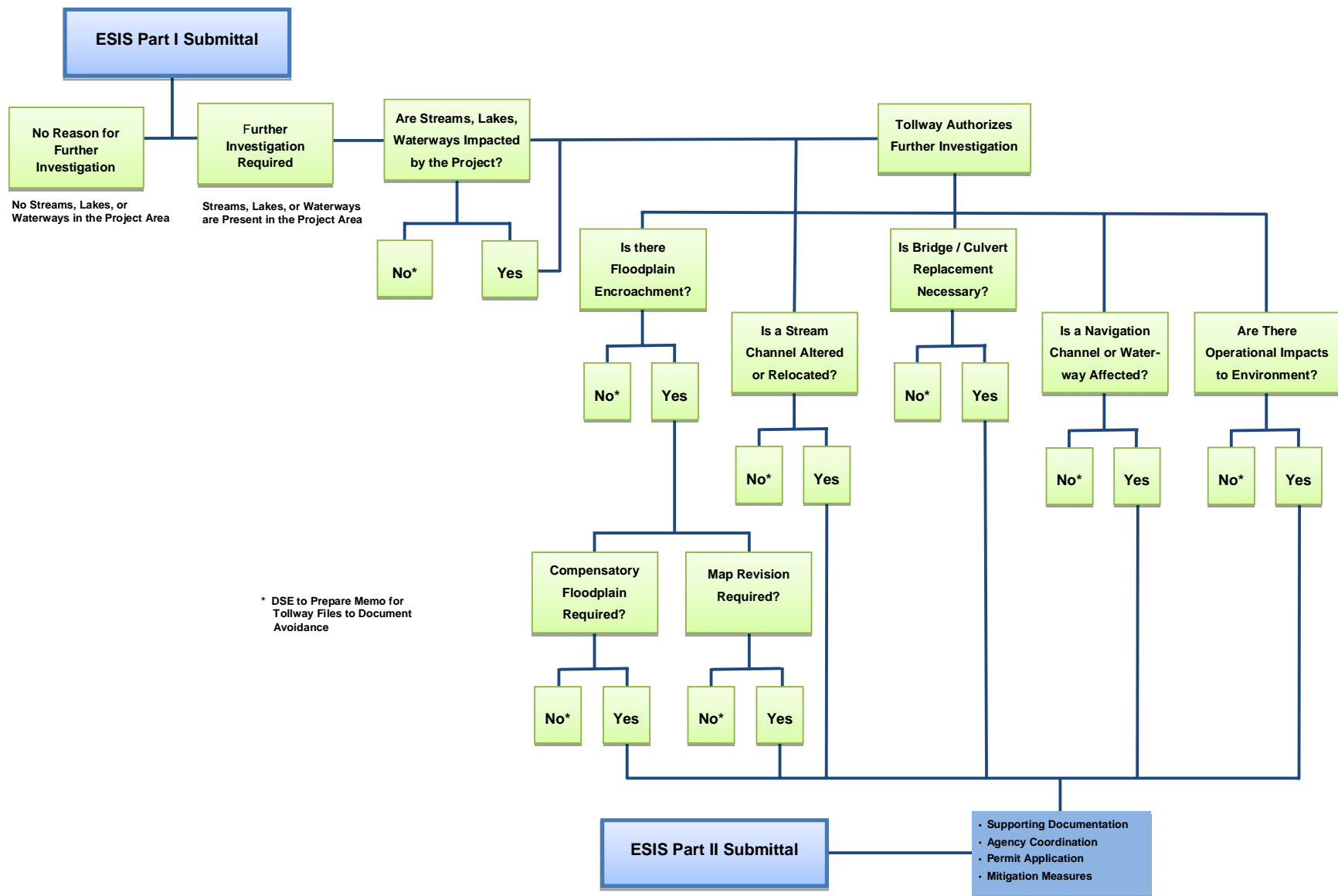
- plan notes
- symbols, specifications, and special provisions
- standard drawings

NPDES Notice of Intent

The DSE shall begin the NPDES Permit ILR10 (Stormwater Discharges from Construction Sites) Notice of Intent (NOI) if the project will disturb a land area of one acre or larger. The DSE shall complete the portions of the form that include owner information, construction site information, type of construction, Historic Preservation and Endangered Species compliance information, and receiving water information.

The NOI shall be submitted electronically to CM. The NOI shall be submitted to the IEPA at least 30 days prior to the start of construction, therefore the DSE shall provide this form to the CM within a time frame that will allow the Contractor to complete the form and the Illinois Tollway to meet the 30-day requirement.

Figure 6-4 Illinois Tollway Streams, Lakes, and Waterways Coordination Process



## 6.5 Architectural, Cultural, Historical, and Archaeological Resources

### 6.5.1 Purpose and Introduction

This Article provides technical guidance procedures for evaluating, documenting, and coordinating the effects of Illinois Tollway projects and studies on cultural, historical, and archaeological resources. These resources include, but are not limited to, either public or private architecturally significant features or structures, historical landmarks, historic and pre-historic features, as well as archaeologically significant sites or other objects on or eligible for listing on the National Register of Historic Places.

### 6.5.2 Applicable Regulations

The following Policies and Acts regulate or influence procedures related to architectural, cultural, historical, and archaeological resources.

- Section 106 of the National Historic Preservation Act
- Illinois State Agency Historic Resources Preservation Act
- Illinois State Archaeological & Paleontological Resources Protection Act (1989)  
Illinois State Human Skeletal Remains Protection Act
- Section 404 of the Clean Water Act

### 6.5.3 Responsibilities

#### Illinois State Toll Highway Authority

The Illinois Tollway is to provide overall direction for the work, assess the findings of the DSE, determine regulatory applicability, make review determinations, and conduct agency coordination.

#### Design Section Engineer

The DSE shall determine the location and extent, if any, of public or private architectural, cultural, historical, and archaeological resources within the project area based upon background research and field observations and determine the amount, if any, of potential land use conversions. Land use in the project area shall be examined for:

- historic or pre-historic settlement/structures
- proximity to rivers and lakes
- cemeteries/headstones
- plaques or landmarks
- structure foundations

The DSE shall note any public or private architectural, cultural, historical, or archaeological resources, describe potential impacts, and propose avoidance measures. Consideration shall be given to alternatives that would minimize impacts to those resources. Should agency coordination result in the necessity for further studies, the DSE shall conduct any special studies as directed by the Illinois Tollway.

#### 6.5.4 DSE Staff Qualifications

Staff shall be prequalified by IDOT to conduct Phase I archaeological reconnaissance surveys and Historical Structure Reconnaissance. Staff shall have at least three years' experience in field methods and surveys in accordance with the *Illinois Historic Preservation Office Guidelines for Archaeological Reconnaissance Surveys/Report* or professional qualifications as defined by the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation*.

#### 6.5.5 Submittals and Timing

Architectural, cultural, historical, and archaeological resources shall be addressed at the earliest possible point in project development. The objective is to realize potential impacts during the planning stage, rather than in the design stage. Since Levels 1 and 2 projects would likely fall under the Design Department, the ESIS Part I submittal would serve as the primary indicator for the presence of structures or undeveloped land. Addressing architectural, cultural, historical, and archaeological issues during the planning stage is the best possible means of avoiding unnecessary impacts, assuring compliance with the regulations, and assuring that the Illinois Tollway has the greatest amount of lead time possible for coordinating with the various jurisdictional agencies. **Figure 6-5** summarizes the cultural, historical, and archaeological coordination and submittal process.

##### ESIS Part I

The first step in project development is to conduct background research, conduct a field reconnaissance, and submit the ESIS Part I. Article 6.5.6, entitled Methodology, describes this process. The ESIS submittal provides a foundation to assess the cultural, historical, and archaeological impacts (if any) of the project. It allows the project staff to have an awareness of potential impacts, where there may be some issues of concern, and which issues can be eliminated from further consideration. The ESIS Part I submittal shall be completed on e-Builder.

Once the ESIS submittal is completed and submitted, the DSE project staff and the Illinois Tollway will evaluate the existing and proposed conditions, including potential cultural, historical, and archaeological resource impacts. The Illinois Tollway will then verify the current project Level and determine the need for special environmental study/studies. If at this point the Illinois Tollway determines that further research is necessary, appropriate actions will be authorized. If potential impacts are greater than anticipated, the Level may be elevated. Factors or resource issues other than cultural, historical, or archaeological may affect this decision. One or two special studies would not necessarily affect a change in the project Level.

##### Cultural Resource Memorandum

If cultural resource investigations are required, the DSE shall prepare a memorandum and all appropriate and necessary exhibits (including a project location map) documenting the area of concern, along with its pertinent features. The memorandum

shall indicate the results of the evaluation and describe efforts made to avoid or minimize adverse impacts to cultural resources. Article 6.5.6 describes the methodology for submitting this memorandum. The memorandum shall be forwarded to the Illinois Tollway for review. The Illinois Tollway will submit the memorandum to the IHPA to begin project specific coordination. The DSE may be asked to provide additional information or exhibits for this coordination.

The design shall proceed with incorporation of design features in conformance with the DSE Manual. The design shall consider all intergovernmental agreements, agency and municipal coordination, and any stipulations related to the architectural, archaeological, or cultural resource impacts from the project.

#### ESIS Part II

As part of the Preliminary Engineering (60%) design and Pre-Final Design (95%) submittals, Part II of the ESIS submittal shall be completed. The ESIS Part II will enable the Illinois Tollway and the DSE to determine if the overall project design has changed since earlier ESIS submittals were completed, thereby causing impacts that were not originally anticipated. The ESIS Part II submittals also document measures that were taken to avoid or minimize impacts to cultural resources. The ESIS Part II submittals shall be completed on e-Builder.

The Pre-Final Design will have incorporated all of the measures to reduce potential impacts. These measures shall be shown on the drawings as well as be described in the text. Article 6.5.7 below describes how the contract documents, symbology, specifications, and drawings shall be incorporated.

### **6.5.6 Methodology**

The process for addressing cultural resource issues may require several transmittals and coordination points. Each of these is discussed below. All coordination shall be documented with written memoranda.

#### ESIS Part I

Reconnaissance/field observations: Background research shall be conducted for a preliminary determination as to the potential for cultural resources to exist within the vicinity of the project. Background research shall include, but not be limited to, examination of the following:

- aerial photographs
- plat atlases
- cultural resource database such as Historic Architectural and Archaeology Resources Geographic Information System (HAARGIS)

A site visit shall be made for the purpose of confirming the background research and determining the potential for the presence of structures, burial sites, or undeveloped land that may not have been identified by the research. Photographs of the following structures need to be taken:

- within existing Illinois Tollway right of way, all structures that will be impacted
- for new right of way acquisitions, all structures located on the original, contiguous, or adjacent parcels
- any other potentially significant resource

Photographs shall be documented with date, resource, and location.

The DSE shall complete and submit the ESIS Part I to the Illinois Tollway, including photographs of all potential cultural resource areas taken during the site visit. Based on the information provided in the ESIS, the Illinois Tollway will make a recommendation, in writing, of one of the following:

- a) there is no reason for further investigation, or
- b) further investigation is required.

Further investigation and coordination with the IHPA may be required for any of the following:

- right of way required
- presence of potentially eligible structures/features
- work in the vicinity of cemeteries or burial sites
- project involves work on undisturbed lands
- work in vicinity of river of known/high probability historic or pre-historic settlement site

#### Cultural Resource Memorandum

The DSE shall prepare a Cultural Resource Memorandum that shall include a precise location map and a brief description of the cultural resource that could be impacted by the proposed project. In addition, the DSE shall examine and discuss whether the project can avoid or minimize impacts to the cultural resource. A decision on avoidance may not be possible at this point in project development, but avoidance possibilities shall be examined.

### **6.5.7 Documentation**

#### ESIS Parts I and II

These submittals serve to document and summarize overall site constraints and conditions at the project site. They act as a checklist to ensure environmental issues are not overlooked. When it is determined there is reason for cultural resource investigations, these forms serve as the preliminary documentation

Cultural Resource Memorandum

The DSE shall provide a written memorandum to the Illinois Tollway discussing the findings. Mitigation options shall be discussed, and all meetings and coordination are to be documented in the Memorandum. The Illinois Tollway will either recommend considering additional measures to avoid the resource or determine that it is necessary to continue coordination. If determined to be necessary, the Illinois Tollway will initiate coordination with IHPA. The DSE shall await instructions from The Illinois Tollway before proceeding with any additional coordination or studies.

The memo and the Illinois Tollway's written determination shall be placed in the project file. If the Illinois Tollway determines no further studies are needed, the cultural resource studies will be terminated.

If additional studies are needed, any special studies shall be documented by issuing a Cultural Resources Memorandum. The format for this document should follow the organization below.

- a. Title
- b. Purpose and Introduction
- c. Methodology
- d. Evaluation of Alternatives
- e. Results
- f. Mitigation, if any
- g. Discussions/Recommendations
- h. Exhibits

Two copies of the report shall be sent to the Project Engineer at the Illinois Tollway.

Cultural resources that can be avoided shall be discussed in the report. If the project cannot avoid resource impacts, the DSE shall discuss in the report why avoidance is not possible and how the project will minimize impacts. Note: Impacts due to utility relocations or placements shall be included in the project documentation.

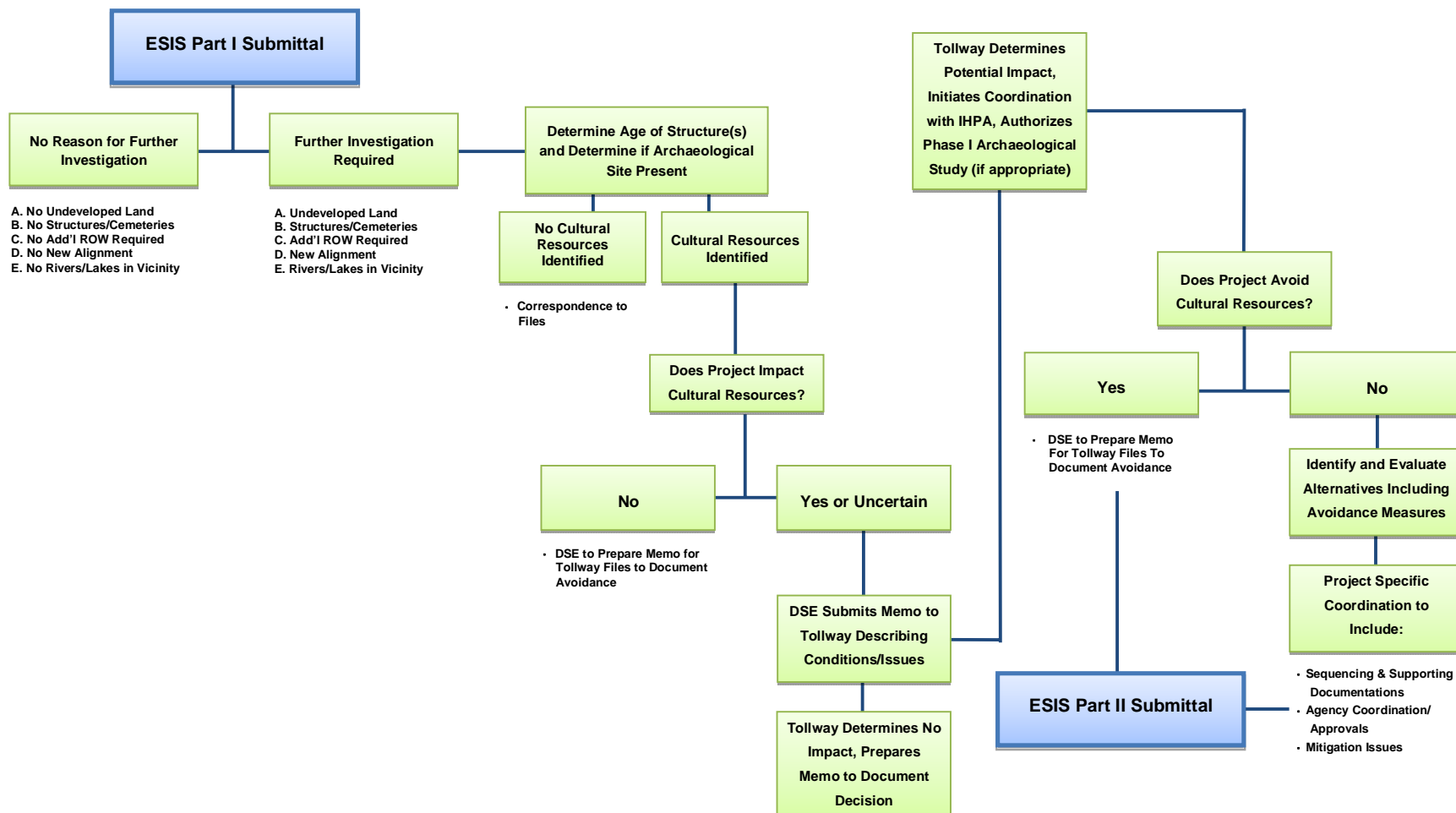
Contract Documents

Any special requirements agreed to by the Illinois Tollway with any resource agency shall be incorporated into the design and noted on the contract documents. Contract documents which may require cultural resource protection incorporations include, but are not limited to, site plans, erosion and sediment control plans, landscape plans, and specifications. Special requirements shall include avoidance measures such as retaining walls, enhanced sediment and erosion control measures, or the placement of mats to minimize soil disturbance from heavy equipment. Contract documents are to follow the DSE manual.



Any special cultural resources located within the construction zone which are not to be directly impacted by the project shall be shown on the drawings. They are to have “no intrusion” fencing as well as appropriate sediment and erosion control methods applied. This will reduce the overall project impacts to cultural resources.

Figure 6-5 Illinois Tollway Cultural, Historical, and Archaeological Coordination Process



## 6.6 Solid Waste

Disposal of excess soils associated with projects is a significant cost to the Illinois Tollway. The Illinois Tollway's goal is to minimize off site soil disposal on all projects in an environmentally responsible manner by developing a soil management strategy that maximizes soil reuse.

There is the potential on projects to encounter soils that have been impacted by historic releases. The Illinois Tollway's goal is to identify such soils prior to construction to the extent possible, to assure worker protection during construction, avoid construction delays, and avoid cost overruns. Prior to acquiring new property, environmental due diligence is also an important step to avoid the Illinois Tollway assuming unnecessary liability.

### 6.6.1 Purpose and Introduction

This chapter provides technical guidance for procedures for identifying, evaluating, documenting, and coordinating the effects of Illinois Tollway projects on soils management. This Article outlines a consistent, industry-accepted method for assessing the presence or absence of hazardous or special waste on properties affected by Illinois Tollway projects and the disposal of excess soils in compliance with 35 IAC Part 1100. 212.

This chapter provides the procedures, responsibilities, and documentation for environmental due diligence associated with soils management and disposal.

### 6.6.2 Applicable Regulations

The following regulations or policies apply

#### Federal

- Comprehensive Environmental Resource Conservation and Liability Act (CERCLA)
- Resource Recovery and Conservation Act (RCRA)

#### State

- IEPA, Tiered Approach to Corrective Action Objectives (TACO), as presented in Title 35 IAC Part 742.
- IEPA. Clean Construction or Demolition Debris Fill Operations and Uncontaminated Soil Fill Operations, as presented in Title 35 IAC 1100.

#### Other

- American Society for Testing Materials (ASTM) Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (Designation E 1528)
- ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Designation E 1527)

- ASTM Standard Practice for Environmental Site Assessments: Phase II Environmental Site Assessment Process (Designation E 1903)

### 6.6.3 Definitions

a. Clean Construction or Demolition Debris (CCDD)

Clean construction or demolition debris (CCDD) means uncontaminated broken concrete without protruding metal bars, bricks, rock, stone, reclaimed or other asphalt pavement, or soil generated from construction or demolition activities. For purposes of this Article, CCDD may include uncontaminated broken concrete without protruding metal bars, bricks, rock, stone, or reclaimed or other asphalt pavement that has been painted if the painted CCDD is used as fill material at a CCDD fill operation in accordance with 35 IAC Part 1100. 212.

Clean construction or demolition debris includes uncontaminated soil generated during construction, remodeling, repair, and demolition of utilities, structures, and roads provided the uncontaminated soil is not commingled with any clean construction or demolition debris or other waste. Uncontaminated soil may include incidental amounts of stone, clay, rock, sand, gravel, roots, and other vegetation. [415 ILCS 5/3.160(b)]

b. Maximum Allowable Concentration (MAC)

The maximum allowable concentration (MAC) is the highest concentration for any contaminant that below which the soil can be considered uncontaminated soil for purposes of disposal at CCDD disposal facilities. The MAC values developed by the IEPA are the most restrictive Tier 1 remedial objectives found in 35 IAC Part 742.

c. Transaction Screening Analysis

A limited study to determine the potential for a property to be impacted from recent or historical activities. A Transaction Screening Analysis should be used for Illinois Tollway-owned property where there is limited potential for Potential Impacted Properties. The Illinois Tollway requires that any Transaction Screening Analyses be conducted in accordance with ASTM-E-1528 standards.

d. Phase I Environmental Site Assessment

A study to determine the potential for a range of pollutants, from both recent and historical activities, that might be present on a property. This practice is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations under federal law (CERCLA). The Illinois Tollway requires that the Phase I constitute all appropriate inquiries into the previous ownerships and uses of the property consistent with ASTM-E-1527 standards. A Phase I shall always be conducted on new right of way.

e. Potentially Impacted Properties (PIPs)

Potentially impacted properties (PIPs) are intended to identify soil that is more likely to be contaminated and in need of professional evaluation and certification before placement in a fill site. The following shall be considered when determining whether property is "potentially impacted property": the current use of the property, prior uses of the property, and the uses of adjoining property. For

example, for transportation rights of way or utility easements, the current use of the property as a right of way or easement, the uses of the property prior to its use as right of way or easement, and the uses of adjoining property shall be considered.

- f. Recognized Environmental Conditions (RECs)  
The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions. From the Illinois Tollway's perspective a REC is the same as a PIP.
- g. Special Waste  
Under 35 IAC Part 808.110, special waste includes any hazardous waste, industrial process waste, or pollution control waste which has not been declassified.
- h. Tiered Approach to Corrective Action Objectives (TACO)  
Illinois regulations (35 IAC 742) for evaluating the risk to human health posed by environmental conditions and developing remediation objectives that achieve acceptable risk levels.
- i. Tier 1 Remedial Objective  
Look-up tables in 35 IAC 742 for default clean up objectives based on conservative assumptions. There are tables for inhalation, ingestion, vapor intrusion, soil migration to groundwater, and groundwater. MACs are based on the most restrictive of the Tier 1 remedial objectives for the various pathways.

#### 6.6.4 Soils Classification

From the Illinois Tollway's perspective, soils can be divided into four broad categories, as described herein:

- a. Hazardous Waste  
Both IEPA and the USEPA regulate waste that poses a threat to human health and the environment as hazardous waste. The federal regulations are found in 40 CFR 260 to 268 and the equivalent Illinois regulations are found in 35 IAC Part 721 to 729. Hazardous waste is rarely encountered on the Illinois Tollway's construction projects, but would typically entail buried chemical drums or soils contaminated with chlorinated solvents. For industrial property acquisitions, drum storage areas, underground tanks, and residue in aboveground tanks are potentially associated with hazardous materials. Contractors engaged in the removal of hazardous material shall have specialized Occupational Safety and Health Administration (OSHA) training in this area in accordance with 29 CFR 1910.120.
- b. Uncontaminated Soil  
Illinois has adopted unique regulations on excavated soil that will be disposed of in quarries accepting CCDD and uncontaminated soil fill operations. The regulations, found in 35 IAC Part 1100, specify that such soil cannot exceed any

MAC. The MACs, established by the IEPA, are set at the most restrictive Tier 1 value for each contaminant found in 35 IAC Part 742, (TACO). For many of the naturally occurring metals, the IEPA has set the MAC at the median concentration that occurs naturally in Illinois. Unique to the uncontaminated soil regulations is an expectation that only contaminants associated with a PIP require testing.

c. Soils for Reuse

The Illinois Tollway's goal of balancing all soils on projects allows for the movement of excess soil from one area to another area. Soils that achieve the Tier 1 remedial objectives under 35 IAC Part 742 or soils that can be managed such that there is no risk to human health or the environment can be classified as *Soils for Reuse*. As guidance, the Illinois Tollway utilizes the TACO Tier I remedial objectives for industrial/commercial properties, use of engineered barriers, and groundwater use restrictions in place where the soils will be placed.

d. Solid Waste

Soils that do not meet the definition of uncontaminated soils and are not a hazardous waste, but are to be taken offsite are classified as a Solid Waste. In Illinois, two classifications of solid waste are commonly used, Special Waste and Non-Special Waste. These two subcategories are essentially the same thing, except a manifest is used if shipped to a landfill as special waste, while a load ticket can be used if shipped as a non-special waste. For the Tollway's purpose, soil to be landfilled that is not a hazardous waste will simply be referred to herein as Solid Waste.

## 6.6.5 Responsibilities

### Illinois State Toll Highway Authority

The Illinois Tollway is to provide overall direction for the work, assess the findings of the DSE, determine regulatory applicability, and conduct all agency coordination.

The Illinois Tollway's DCM shall work with the DSE to identify locations where excess soil can be used and temporarily stored, if necessary.

The Illinois Tollway's Environmental Unit will screen each proposed soil stockpile area to identify any environmental issues prior to the DCM's approval.

If no PIPs are identified by the Environmental Professional (a licensed Professional Engineer or Professional Geologist) based on a protocol outlined in Article 6.6.8 below, and soil pH values achieve the pH requirements for CCDD disposal (between 6.25 and 9.0), the Illinois Tollway will sign the completed LPC-662 Source Site Certification form developed by the DSE.

The Illinois Tollway's Environmental Unit will supply the Construction Manager with the Illinois Tollway's completed and signed Form LPC-662 and any Form LPC-663 signed by the DSE's Environmental Professional.

### Design Section Engineer

For all construction projects, the DSE shall be responsible for identifying all areas where cuts are necessary and all areas where fill will be necessary, with the goal of balancing the project's soil to the maximum extent practicable.

DSE Environmental Professional (EP)

The EP shall follow the environmental due diligence outlined herein. The EP shall determine if there are PIPs within or adjacent to the project area. If PIPs are identified, the EP is to conduct the required number of soil borings to the anticipated depth of soil disturbance during the construction phase.

### 6.6.6 DSE Staff Qualifications

All environmental services outlined herein are to be performed by a qualified Environmental Professional. A qualified environmental professional shall meet all of the following criteria:

- 1) hold a bachelor's degree or above in civil, chemical, environmental engineering, or geology.
- 2) have at least three years' experience in special waste assessments, including Phase I assessments and/or Transaction Screening Analyses
- 3) have been 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) trained, and hold a current 8-hour refresher certificate
- 4) be a registered Professional Engineer or Professional Geologist in the State of Illinois

### 6.6.7 Submittals and Timing

The identification of excess soil and the potential for said soil to be impacted shall be addressed at the earliest possible point in project development. The objective is to identify the four types of soils present:

- hazardous waste
- uncontaminated soil
- soils for reuse
- solid waste

The identification of RECs, or PIPs as the term is used in the uncontaminated soils regulations (35 IAC Part 1100)<sup>1</sup>, shall occur during the planning stage, rather than the design stage.

Table 6-1 outlines the soils management steps for projects totally within existing Illinois Tollway right of way. Table 6-2 outlines the steps necessary where property acquisition by the Illinois Tollway is planned. The procedures are similar, and each step is described in the tables.

### 6.6.8 Methodology

Database Search and Site Reconnaissance

A database search shall be conducted as the first step, followed by a site reconnaissance. At the time of the site reconnaissance, special note shall be made to identify any indications of PIPs. This could include signs of contamination (either within

<sup>1</sup> For the Illinois Tollway's purposes RECs and PIPs are the same thing. PIPs will be used throughout the remainder of this document.

the right of way or adjacent to it) or adjacent property uses that could cause contamination. Particular attention shall be paid to properties and issues identified by the database search, noting actual separation distances from the project to each of the record search items, ground slopes between each identified area and the Illinois Tollway project, current use of the properties if different than listed in the database search, presence of groundwater monitoring wells, location of dumpsters or solid waste storage areas, condition of pavement, and condition of buildings on site.

#### ESIS Part I

If the proposed project will occur entirely within existing Illinois Tollway right of way, the next step in project development is to complete and submit the ESIS Part I. The ESIS submittal provides a foundation to assess the potential for environmental concerns on the project. It is to initiate an awareness of any environmental issues present.

#### Transaction Screening Analysis

For projects which will occur entirely within existing Illinois Tollway right of way, and for which there are no indications of PIPs, the EP is to complete a Transaction Screening Analysis in accordance with the latest ASTM standard.

#### Environmental Site Assessment(s)

For property acquisitions, the EP is to complete a Phase I Environmental Site Assessment (ESA) in accordance with the latest ASTM standard for Phase I ESAs.

#### Soil Balance

At this point, the DSE is to complete the initial assessment of where cuts will be necessary, where soil fill will be necessary, and the overall soil balance. A copy of this assessment shall be provided to the DCM, with mile posts indicated, depths provided for each area, and estimated volume in each area.

#### Soil Samples

The EP shall proceed with soil samples in the following areas:

- suspected hazardous waste areas
  - test for suspected contaminants of concern and soil pH
- PIP identified areas
  - test for suspected contaminants of concern and soil pH
- no PIP identified areas
  - if planned for off-site disposal – test for soil pH only
- if identified for reuse by the Illinois Tollway, **no testing required**

Once the above tasks are completed, if disposal is needed for excess soil, soil sampling shall be undertaken to investigate all PIPs. **Testing shall be conducted only for those compounds that are associated with each individual PIP.** For example, if a gasoline station is identified as a PIP, testing shall be limited to benzene, toluene, ethyl



benzene, xylenes (BTEX), methyl tertiary butyl ether (MTBE), polynuclear aromatics (PNAs), total lead, and soil pH. As a general rule, if there are no PIPs, no soil testing shall be conducted, except a single sample for soil pH for each stretch of the project between PIPs. Soil samples shall not be collected near the gravel/soil interface, as the limestone fines can result in soil pH values above the acceptable soil pH. This practice is consistent with ASTM Phase II protocols (E 1903). All sampling in areas of PIPs are to be grab samples, with samples collected from the surface to the expected depth of the cut (avoiding the gravel/soil interface), with continuous two foot thick samples. The number of borings is based on the frontage owned by facilities identified as PIPs and the specific contaminant. Information received under a Freedom of Information Act request can also provide more exacting information on contaminant plumes.

The following is offered as general guidance on the number of borings associated for the more common PIPs:

gasoline releases	2 borings
heating oil releases	1 boring
transformers	1 boring
railroad crossings	2 borings, one each side of tracks
dry cleaners	2 borings
industrial properties	1 boring per 200 feet

Metals require special comment. There are three approaches to determining if metals achieve the MAC limits. The Illinois Tollway policy is to initially ANALYZE for TOTAL METALS, with one exception chromium, where toxicity characteristic leaching procedure (TCLP) chromium shall be run instead of total chromium. Chromium is the only metal where the TCLP test is to be utilized. Where a total metal test result exceeds a MAC, the EP shall immediately have the laboratory run synthetic precipitation leaching procedure (SPLP) metal for ONLY THE METAL(S) THAT FAILED the total metal MAC. For chromium, if the TCLP result fails the MAC, run total chromium.

Arsenic also requires special note because of the Pollution Control Board's adoption of a MAC that will result in 5% of the soil in Illinois failing due to naturally occurring arsenic. The CCDD and Uncontaminated Soils law and regulations both suggest testing only where PIPs are identified, and then only for contaminants associated with the PIP. Therefore, testing for arsenic shall be limited to PIPs where arsenic use is associated with the PIP. This would include railroad crossings; pesticides, herbicides, and insecticide manufacturing; orchards; manicured lawns, such as golf course greens and tee boxes, where arsenic based insecticides were commonly used; semiconductor manufacturing; and optical electronic manufacturing. Outside of these types of locations, there is no reason to test for arsenic, as arsenic would not be a PIP. This policy is consistent with ASTM E 1903 for conducting Phase II ESAs. Arsenic is also a unique metal, where the SPLP (and TCLP) test cannot be used to achieve the MAC result. Arsenic has a MAC limit of 13 mg/kg for total arsenic, with no alternative SPLP or TCLP limit.

ESIS Part II

As part of the Preliminary Engineering (60%) and Pre-Final Design (95%) submittals, Part II of the ESIS shall be completed. The ESIS Part II submittals will enable the Illinois Tollway and the DSE to determine if the overall project design has changed since earlier ESIS submittals were completed, thereby causing impacts that were not originally anticipated. The ESIS Part II also documents measures that were taken to avoid or minimize impacts. The ESIS Part II submittals shall be completed on e-Builder.

Prepare Soils Management Memo

From the due diligence tasks above, the EP shall prepare a Soils Management Memo in conjunction with the DSE. The outline for this report shall include the following:

- Title Page
- Introduction
- Project Location, Description, with mile posts
- Anticipated soil balance for project
- Summary of records search, PIPs
- Summary of identified site reconnaissance, PIPs identified
- Summary of Phase I ESA, PIPs identified
- Subsurface Findings
- Table of results with mile posts listed in table for each soil sample and depth of sample
- Conclusions
- Table with:
  - Hazardous Waste Areas, by mile post and depth
  - Uncontaminated Soil, based on absence of PIPs, for disposal using outside CCDD or uncontaminated soil locations, by mile post and depths
  - Uncontaminated Soil, based on PIPs identified but testing demonstrated soil achieves MACs for contaminants of concern, for disposal using outside locations
  - Soils for Reuse on the project, with mile posts and depths
  - Soils identified through testing as solid waste for landfill, with mile posts and depths.

- Appendix. Include records search, site reconnaissance photos, and complete analytical.
- Forms Preparation.
  - Prepare Form 662 for properties with no PIPs, including supporting documentation with letter to Illinois Tollway stating the EP's findings and that the Illinois Tollway can rely on the findings.
  - Prepare and stamp the Form 663 for PIPs areas determined to be uncontaminated soil and forward to Illinois Tollway's Environmental Department. Form 663 shall be signed and stamped by the PE or PG.

### **6.6.9 Documentation**

Contract documents shall make note of the location/s where soil from cuts will be used as fill within the project limits. If soil must be stockpiled because it cannot be used immediately, the location of the stockpile/s and required erosion and sediment control shall be noted on the plans.

Contract documents are to follow all appropriate DSE Manuals. Special requirements shall be noted on the drawings. Special provisions may need to be developed for the project specifications. These special provisions could include, but are not limited to, special provisions requiring monitoring for worker protection or; for moving, managing, or disposing of solid waste. Cuts in areas with solid waste soils that occur as a result of utility relocations or placements shall also be identified and clearly labeled.

Areas with solid waste and hazardous waste soils shall be shown on all applicable drawings. The boundary shall be in bold font. Excavation areas shall be shown with a cross-hatched shading. The size of the areas (in acres) shall be clearly labeled.

Any areas with solid waste soil within the construction zone, but which will not to be excavated by the project, shall also be shown on the drawings.

**Table 6–1 Soils Management for Projects Completely within Illinois Tollway Existing Right of Way**

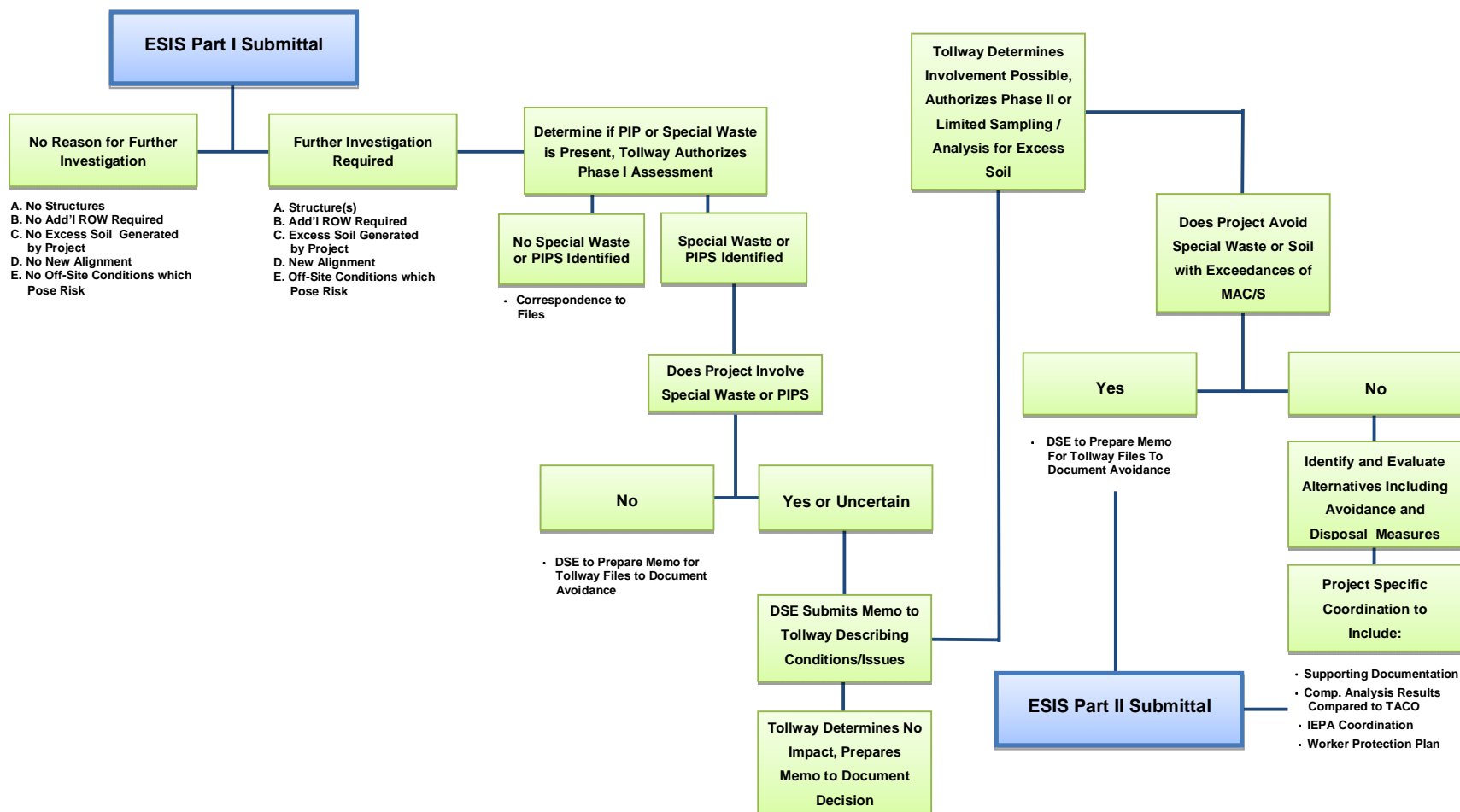
Step	Responsibility	Task
1	EP	Complete Records Search
2	EP	Site Visit
3	EP	Complete ESIS Part I Identify all PIPs
4	DSE	Attempt to balance sites Identify cuts & fills, with estimated soil volumes Identify cuts for off-site disposal and maximum depths Identify all temporary soil storage locations
5	EP	Collect soil samples Non-PIPs in cuts-soil pH only All PIPs – soil pH & PIP specific contaminants
6	EP	Complete ESIS Part II
7	EP	Prepare Soils Management Memo Complete Form 662 for Non-Pip Cut Areas to Illinois Tollway Complete & stamp Form 663 for PIP areas reaching MACs, provide to Illinois Tollway

**Table 6–2 Soils Management for Property Acquisitions by the Illinois Tollway**

Step	Responsibility	Task
1	EP	Complete Records Search
2	EP	Complete Site Visit & interview property owner representative
3	EP	Complete Phase I ESA <sup>2</sup> & ESIS Part I All PIPs identified
4	DSE	Attempt to balance sites Identify cuts & fills, with estimated soil volumes Identify cuts for off-site disposal and maximum depths Identify all temporary soil storage locations
5	EP	Collect samples Non-PIPs – soil pH only PIPs – soil pH & PIP Specific Contaminants
6	EP	Complete ESIS Part II
7	EP	Prepare Soils Management Memo Complete Form 662 for Non-PIP Cut Areas to Illinois Tollway Complete & stamp Form 663 for PIP areas reaching MACs, provide to Illinois Tollway

<sup>2</sup> If acquisition is less than 0.4 acres of farmland, a transaction screening analysis shall be completed, with records search, in lieu of Phase I ESA

Figure 6-6 Illinois Tollway Solid Waste Coordination Process



## **6.7 Traffic Noise**

### **6.7.1 Purpose and Introduction**

This Article provides technical guidance for identifying, evaluating, documenting, and coordinating Illinois Tollway projects and studies on traffic generated noise. It further describes the Illinois Tollway's Traffic Noise Study and Abatement Policy (current version) (see Appendix B). This policy establishes criteria and guidelines for initiating traffic noise studies and considering traffic noise abatement. The policy first establishes the eligibility of a site for a traffic noise study. The policy then establishes when traffic noise abatement shall be considered.

### **6.7.2 Applicable Regulations**

The following Policies and Acts regulate or influence procedures related to noise.

- Illinois Tollway Traffic Noise Study and Abatement Policy (current version)

### **6.7.3 Responsibilities**

#### The Illinois State Toll Highway Authority

The Illinois Tollway is to provide overall direction for the work, assess the findings of the DSE, determine policy and abatement applicability, and conduct agency coordination as necessary.

#### Design Section Engineer

The DSE is to identify and describe adjacent land uses, determine traffic noise impacts using the Traffic Noise Model (TNM) or STAMINA, evaluate and incorporate reasonable and feasible traffic noise mitigation measures into the project, and design noise abatement structures using TNM or STAMINA/Optima, if necessary.

### **6.7.4 DSE Staff Qualifications**

Staff conducting traffic noise analysis shall hold a bachelor's degree or higher in civil, acoustic, or environmental engineering, environmental technology, or physics, and have two years' experience in noise modeling such as STAMINA/Optima or TNM.

### **6.7.5 Submittals and Timing**

The potential for traffic noise impacts to residential or outdoor recreational properties shall be addressed as early as possible in project development. The objective is to identify potential impacts during the planning stage, rather than in the design stage. Since Levels 1 and 2 projects would likely fall under the Design Department, the ESIS Part I submittal serves as the primary indicator for the adjacent land use type. Addressing traffic noise issues during the planning stage assures that the Illinois Tollway has the greatest amount of lead-time possible for coordinating with local agencies and the public. **Figure 6-7** summarizes the traffic noise coordination and submittal process.

#### ESIS Part I

The first step in project development is to conduct a field reconnaissance and submit the ESIS Part I. Article 6.7.6, entitled Methodology, describes this process. The ESIS submittal provides a foundation to assess the potential for environmental concerns on

the project. It is to initiate an awareness of the environmental issues present. The ESIS Part I submittal shall be completed on e-Builder.

Once the ESIS submittal is completed and submitted, the DSE project staff and the Illinois Tollway will evaluate the existing and proposed conditions, including adjacent land uses and potential impacts. The Illinois Tollway will then verify the current project Level and determine the need for special environmental study/studies. If potential impacts are greater than anticipated, the Level may be elevated. Factors or issues other than traffic noise impacts may affect this decision. One or two special studies would not necessarily affect a change in the project Level.

If a special traffic noise study is determined necessary, it will be authorized by the Illinois Tollway. Article 6.7.6 outlines the methodology for traffic noise studies and abatement investigations.

#### *Traffic Noise Technical Memorandum and Report*

In all instances, when the appropriate adjacent land uses are present and there is a potential for traffic noise impact, a Technical Memorandum shall be produced. This internal memo is to document the findings, anticipated impacts, if any, and recommend a course of action as to any further traffic noise studies or abatement considerations.

The format for the memo and report are outlined in Article 6.7.7, entitled Documentation. Two copies of the Technical Memorandum shall be forwarded to the Project Engineer at the Illinois Tollway.

#### *ESIS Part II*

As part of the Preliminary Engineering (60%) and Pre-Final Design (95%) submittals, Part II of the ESIS shall be completed. The ESIS Part II submittals will enable the Illinois Tollway and the DSE to determine if the overall project design has changed since earlier ESIS submittals were completed, thereby causing impacts that were not originally anticipated. The ESIS Part II submittals also document abatement measures that were incorporated into the design. The ESIS Part II submittals shall be completed on e-Builder.

The Pre-Final Design will have incorporated all of the abatement measures to reduce potential impacts. These measures shall be shown on the drawings as well as be described in the text. Article 6.7.7, entitled Documentation, describes how the contract documents, symbology, specifications, and drawings shall be incorporated.

### **6.7.6 Methodology**

The process for addressing traffic noise issues may require several transmittals and coordination points with the Illinois Tollway. Each of these is discussed below for the various types of projects. All coordination will be documented with written responses.

#### *ESIS Part I*

Reconnaissance/field observations: Observation of current aerial photography shall be conducted for a preliminary determination of the adjacent land use. A site visit shall be made for the purpose of confirming the land use depicted in the aerial photos or determining land use differences that may not have been identified or visible on the aerials.

The DSE will complete and submit the ESIS Part I. Based on the information provided in the ESIS, the Illinois Tollway will make a recommendation, in writing, of one of the following:

- a. there is no reason for further investigation, or
- b. further investigation is required.

This decision will be made based upon the following process from the Traffic Noise Study and Abatement Policy.

## **PROCESS FOR DETERMINING WHEN A TRAFFIC NOISE STUDY AND ABATEMENT WILL BE CONSIDERED**

### **Sites Eligible for Traffic Noise Study**

See the Traffic Noise Study and Abatement Policy for a full discussion of when a project is eligible for a traffic noise study. The following is a brief discussion of when a noise study is warranted:

- When the Illinois Tollway undertakes engineering studies or projects which construct a new highway, physically alter an existing highway by changing the horizontal or vertical configuration, add through-traffic lanes, add an auxiliary lane, add or relocate interchange ramps; or add/reconfigure toll collection facilities. (See the Traffic Noise Study and Abatement Policy for a full listing.)
- When initial road construction did not consider the effect of traffic noise and traffic volumes have (or are projected to) at least double since the initial construction.
- When the frontage land use consists of identified outdoor human activity, including: residences, picnic areas, recreation areas, playgrounds, active sports areas, parks, motels, hotels, schools, churches, libraries, and hospitals. Also considered are locations where undeveloped adjacent properties are approved for construction of the above outdoor human activity land uses by the agency or municipality having permit and zoning jurisdiction, prior to the start of Illinois Tollway engineering.
- When the site of potential study is no more than 500 feet from the proposed or existing edge of shoulder.

### **Sites Not Eligible for Traffic Noise Study**

A traffic noise study is not warranted for sites meeting any of the following conditions:

- Where the original design of the roadway provided traffic noise abatement and the design of the abatement considered the traffic-generated noise that would be created by planned future roadway widening.



- Where traffic noise abatement already exists and no work as described above is currently included in a planning or design study.
- Where a traffic noise study has already been completed and it was determined that abatement is not warranted.

### **Sites Eligible for Traffic Noise Abatement**

See the Traffic Noise Study and Abatement Policy for a full discussion of when a project is eligible for traffic noise abatement. The following is a brief discussion of when abatement will be considered:

- The proposed abatement at the site will achieve a minimum 5 dBA reduction in traffic generated noise levels at one receptor location. Reasonable efforts shall be made to achieve reductions of 8 dBA.
- The noise wall is constructible and maintainable, and does not impact safety.

### **Sites Not Eligible for Traffic Noise Abatement**

Traffic noise abatement measures shall not be considered if the study results demonstrate either of the following:

- Traffic noise abatement cannot be achieved in a cost-effective manner.
- The traffic noise abatement measure(s) would pose a threat to safety, hinder maintenance or create operational problems, degrade the environment, disrupt drainage, or alter watershed boundaries.

Means and methods for implementation of traffic noise abatement shall be considered based on effectiveness of traffic noise attenuation and cost.

## **6.7.7 Documentation**

### *ESIS Parts I and II*

These submittals serve to document and summarize overall site constraints and conditions at the project site. They act as a checklist to ensure environmental issues are not overlooked. When it is determined there is reason for traffic noise studies, these forms serve as the preliminary documentation.

### *Traffic Noise and Abatement Memorandum*

Traffic noise and abatement (if any) shall be documented in a memorandum. The format for this document should follow the organization below.

- a. Title
- b. Location of Study
- c. Methodology

- d. Results
- e. Abatement measures (if any)
- f. Summary of land use present, potential impacts, model results, abatement measures if applicable, municipal or agency coordination.
- g. Conclusion
- h. Exhibits
  - 1) Location Map
  - 2) Aerial Photograph with Receptors Shown
  - 3) Ground Photographs of Receptors
  - 4) Output from traffic noise model
  - 5) Abatement measure locations, if any

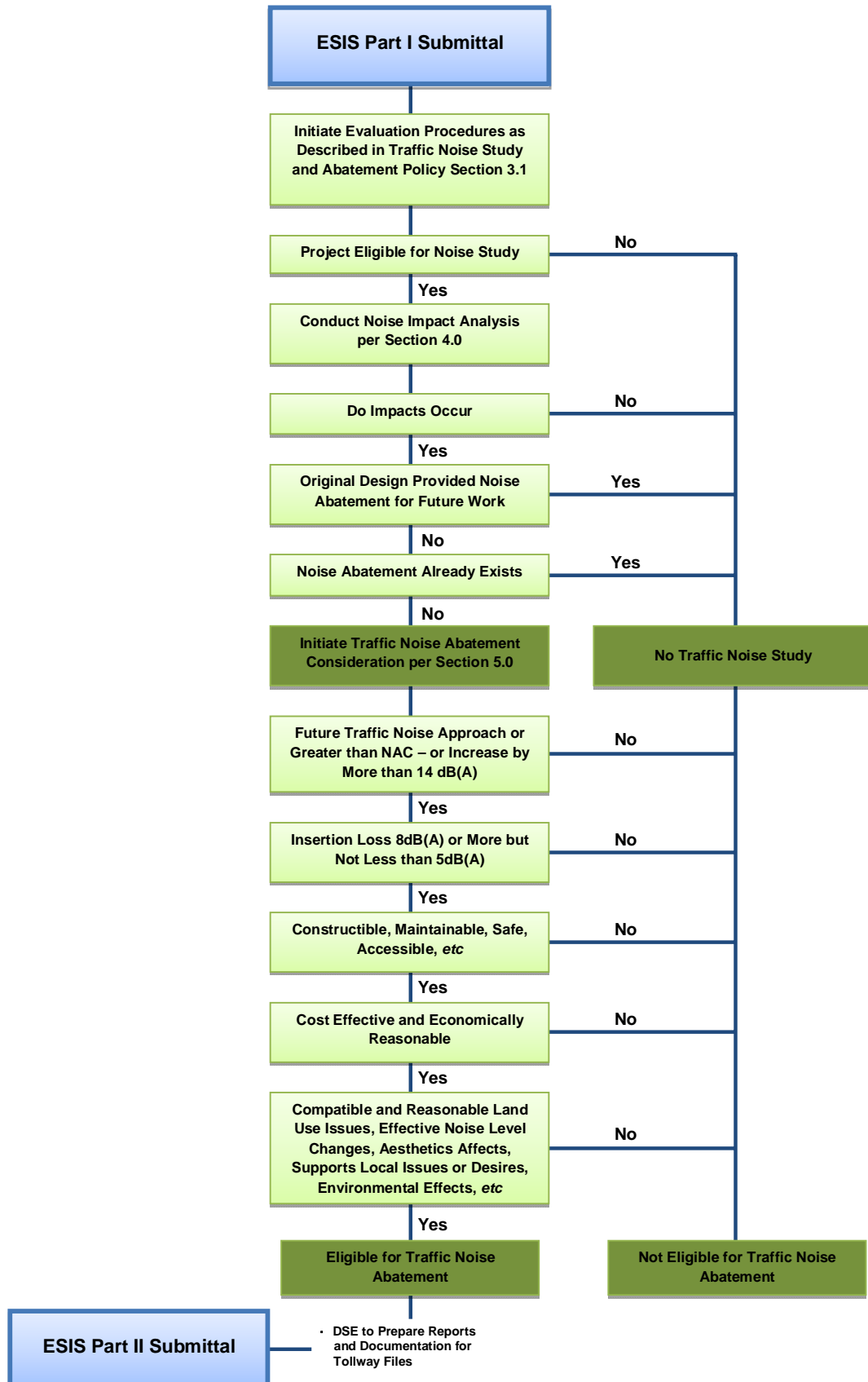
Contract Documents

Contract Documents shall also make note of any special environmental issues. Contract drawings that may require environmental notations include, but are not limited to, site plans, erosion and sediment control plans, landscape plans, mitigation plans, and specifications.

Contract documents are to follow all appropriate DSE Manuals. Special requirements identified during the traffic noise study shall be noted on the drawings. Special requirements shall include noise walls, landscaping, or other features determined necessary during the study.

Figure 6-7

Illinois Tollway Traffic Noise Coordination Process



## 6.8 Air Quality

### 6.8.1 Purpose and Introduction

This Article provides technical guidance procedures for identifying, evaluating, documenting, and coordinating the influence of Illinois Tollway projects on air quality.

### 6.8.2 Applicable Regulations

The following Policies and Acts regulate or influence procedures related to air quality.

- Clean Air Act and Amendment
- National Ambient Air Quality Standards (NAAQS)
- Intermodal Surface Transportation Efficiency Act

### 6.8.3 Responsibilities

#### Illinois State Toll Highway Authority

The Illinois Tollway is to provide overall direction for the work, assess the findings of the DSE, determine regulatory applicability, and conduct all agency coordination.

#### Design Section Engineer

The DSE is to assess existing air quality, determine potential impacts, and initiate or perform any special environmental studies.

### 6.8.4 DSE Staff Qualifications

Staff conducting the air quality analysis shall hold a Bachelor's degree or higher in engineering, science, or planning or have non-college training and two years' experience in air quality analysis, vehicle emissions, and traffic analysis.

### 6.8.5 Submittals and Timing

Air quality issues shall be addressed at the earliest possible point in project development. The objective is to realize potential impacts during the planning and preliminary engineering stage, rather than in the design stage. Since Levels 1 and 2 projects would likely fall under the Design Department, the ESIS Part I submittal would serve as one of the primary indicators for the presence of air quality issues. Addressing air quality issues during the planning stage is the best possible means of avoiding unnecessary impacts, assuring compliance with the regulations, and assuring that the Illinois Tollway has the greatest amount of lead time possible for coordinating with the applicable jurisdictional agencies. **Figure 6-8** summarizes the air quality coordination and submittal process.

#### ESIS Part I

The first step in project development is to conduct a field reconnaissance and submit the ESIS Part I. Article 6.8.6, entitled Methodology, describes this process. The ESIS submittal provides a foundation to identify the air quality issues (if any) of the project. It allows the project staff to have an awareness of adjacent residential properties, and

which issues can be eliminated from further consideration. The ESIS Part I submittal shall be completed on e-Builder.

Once the ESIS submittal is completed and submitted, the DSE project staff and the Illinois Tollway will evaluate the existing and proposed conditions, including the existence of potential air quality issues. The Illinois Tollway will then verify the current project Level and determine the need for special environmental study/studies. If at this point the Illinois Tollway determines that further study is necessary, appropriate actions will be authorized. If potential for impacts is greater than anticipated, the Level may be elevated. Factors or resource issues other than air quality may affect this decision. One or two special studies would not necessarily affect a change in the project Level.

#### *Air Quality Memorandum*

If air quality investigations are required, the DSE will prepare a memorandum and all necessary exhibits (including a project location map) documenting the area of concern. The memorandum shall indicate the results of the evaluation and describe efforts made to identify and avoid, minimize, or abate impacts. Article 6.8.6 describes the methodology for submitting this memorandum. If the NAAQS for carbon monoxide (CO) is violated, the Illinois Tollway will submit this memorandum to the IEPA in order to begin project specific coordination.

The design shall proceed with incorporation of design features in conformance with the DSE Manual. The design shall consider all intergovernmental agreements, agency and municipal coordination, and any stipulations related to the air quality from the project.

#### *ESIS Part II*

As part of the Preliminary Engineering (60%) and Pre-Final Design (95%) submittals, Part II of the ESIS shall be completed. The ESIS Part II submittals will enable the Illinois Tollway and the DSE to determine if the overall project design has changed since the earlier ESIS submittals were completed, thereby identifying new issues or impacts that were not originally anticipated. The ESIS Part II submittals also document measures that are anticipated to be taken to identify, minimize, or abate impacts to air quality. The ESIS Part II submittals shall be completed on e-Builder.

The Pre-Final Design will have incorporated all of the measures to reduce and/or avoid potential impacts. These measures, if appropriate, shall be shown on the drawings as well as be described in the text. Article 6.8.7 below describes how the contract documents, symbology, specifications, and drawings shall be incorporated.

### **6.8.6 Methodology**

The process for addressing air quality issues may require several transmittals and coordination points. Each of these is discussed below. All coordination will be documented with written memoranda.

#### *ESIS Part I*

Background studies shall be conducted for determination of adjacent residential land use. This shall include examination of the most recent available aerial photography. A site visit shall be made for the purpose of confirming the background studies, and determining the presence of conditions consistent with NAAQS criteria and the selection of a worst-case receptor for CO that may not have been identified previously.

The DSE will complete and submit the ESIS Part I to the Illinois Tollway, including photographs of all residential areas taken during the site visit. Based on the information provided in the ESIS, the Illinois Tollway will make a recommendation, in writing, of one of the following:

- a. there is no identified reason for further investigation, or
- b. further investigation is required.

*Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM 4 version)*<sup>3</sup>

COSIM is an intersection screening tool for CO specific to intersection projects. It is applicable for intersecting roadways and ramp termini with cross roadways that add additional through traffic or turn lanes, or for a signalized intersection having a “sensitive receptor” within 1,000 feet of the signalized intersection. It is used to determine if a detailed analysis for CO concentrations is necessary or if a project may cause a NAAQS violation. The screening model uses readily available data to make a conservative worst-case estimate of a project’s impact potential. If the project passes the worst-case screening analyses, then no further analysis is necessary. COSIM analysis will be conducted by IDOT environmental specialists; paperwork for submittal (Illinois COSIM Input Worksheets to be provided by IDOT) will be filled out by the DSE. The Illinois Tollway will initiate coordination with IDOT. IMPORTANT NOTE: In accordance with IDOT-IEPA *Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects*, projects are **exempt** from project level CO air quality analysis if the highest design year approach volume on the busiest leg of the intersection is less than 5,000 vehicles per hour or 62,500 ADT.<sup>4</sup>

For mainline and toll plaza locations, detailed microscale analysis for CO concentrations using modeling software utilizing USEPA MOVES2010b (or most recent) shall be conducted.

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<sup>3</sup>COSIM was originally developed by researchers at the University of Illinois, Urbana-Champaign UIUC). The model is the product of research sponsored by the Illinois Transportation Research center (ITRC) and (UIUC). Principal researchers were Larson, Susan M., Coleman, III, Fred, Peters, Scott, Gollapalli, Padmini K., Schnapp, Angela, and Melcher, Lee. Titled *Carbon Monoxide Analysis for Highway Projects*, Illinois Transportation Research Center, Illinois Department of Transportation, Project IIIA H1, FY97, Report No. ITRC FR 97-2 (October 1999).

<sup>4</sup> IDOT Department Policy D&E-9: Carbon Monoxide Screen for Intersection Modeling Manual, effective June 10, 2013.

Microscale Carbon Monoxide Analysis<sup>5, 6</sup>

USEPA MOVES2010b or the most current in a series of mobile source emission models released by the USEPA, along with CALINE3, and/or CAL3QHC v 2.0 (or the most current) are the air quality analysis tools for detailed analysis. The model is useful to estimate national, state, and county level inventories of criteria pollutants, emissions of greenhouse gases, and some air toxics emitted from highway vehicles. The model can be used as appropriate, and most likely for mainline roadways and/or mainline toll collection facilities for microscale analysis to fulfill any conformity requirements of the 1990 Clean Air Act Amendments. The microscale analysis utilizing the COSIM model will determine if a project will cause a NAAQS violation of the CO criteria. If the project passes the worst-case CO micro analyses, then there is no impact. IMPORTANT NOTE: There are presently no CO nonattainment or maintenance areas in Illinois. The COSIM model is specific with microscale intersection analysis and only utilizes MOVES2010b's ability to predict CO emissions.

Air Quality Memorandum

The DSE will prepare an Air Quality Memorandum that will include a precise location map, receptor location/s, intersection and traffic data, microscale analyses and/or the COSIM results (if applicable), and whether air quality could be impacted by the proposed project. In addition, the DSE shall consider ways the project can avoid, minimize, or abate potential impacts to the air quality.

## 6.8.7 Documentation

ESIS Parts I and II

These submittals serve to document and summarize overall site constraints and conditions at the project site. They act as a checklist to ensure environmental concerns and issues are not overlooked.

Air Quality Memorandum

The DSE will provide documentation in a written memorandum to the Illinois Tollway discussing the detailed microscale analyses and/or COSIM findings or exemptions, if applicable. The Illinois Tollway may recommend considering additional CO microscale modeling and coordination with IEPA for measures that avoid, minimize, or abate identified air quality impacts. The DSE shall await instructions from the Illinois Tollway before proceeding with any additional coordination, studies, or microscale modeling.

The memo and the Illinois Tollway's written approval of the determination made in the memo, along with supporting documentation (e.g., modeling data, calculations, and results), will be placed in the project file.

Contract Documents

Standard specifications currently require dust control by watering. Any additional air quality related incorporations to construction documents would be unlikely. However,

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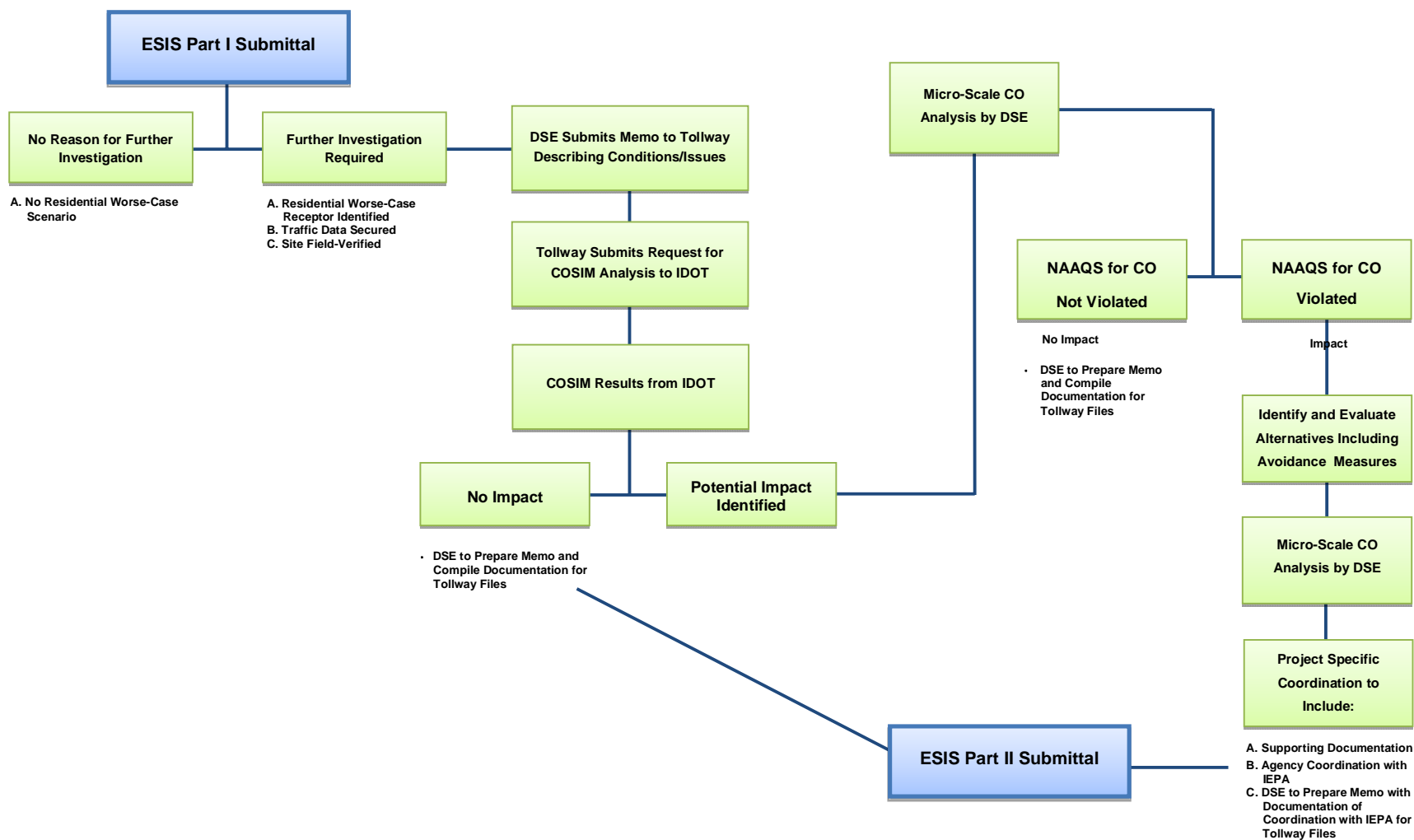
<sup>5</sup>United States Environmental Protection Agency, User's Guide to MOBILE5 (Mobile Source Emissions Factor Model), USEPA, Ann Arbor, Michigan, EPA-AA-AQBA-94-01, May (1994).

<sup>6</sup>United States Environmental Protection Agency, User's Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections, Office of Air Quality Planning and Standards, Research Triangle Park, North Carolina. EPA-454/R-92-006, Sept. (1995)

any special requirements by any regulatory agency shall be incorporated into the contract design plans and shall be noted on the contract specification documents.



Figure 6-8 Air Quality Coordination Process



## 6.9 Agricultural Resources

### 6.9.1 Purpose and Introduction

This Article provides technical guidance for identifying, evaluating, documenting, and coordinating the effects of Illinois Tollway projects and studies on conversion of farmland to non-farm uses. In addition, this Article provides guidance for interagency coordination and state and federal regulations.

### 6.9.2 Applicable Regulations

The following policies regulate or influence procedures related to agricultural resources.

#### Federal

- Farmland Protection Policy Act of 1981

#### State

- Farmland Preservation Act (Title 8, IAC 700)
- State Executive Order No. 4 (1980), Preservation of Illinois Farmland

### 6.9.3 Responsibilities

#### Illinois State Toll Highway Authority

The Illinois Tollway is to provide overall direction for the work, assess the findings of the DSE, determine regulatory applicability, make review determinations, and conduct agency coordination.

#### Design Section Engineer

The DSE is to determine the presence of agricultural resources within the project area based upon field observations and determine the amount, if any, of land use conversions. Land use in the project area shall be examined for:

- |              |                   |
|--------------|-------------------|
| • cropland   | • hayland         |
| • pasture    | • forests         |
| • corrals    | • orchards        |
| • farmsteads | • livestock areas |

The DSE shall note any agricultural resources, describe potential impacts, and propose avoidance measures. Consideration shall be given to alternatives that would minimize impacts to farmland or farm operations. Should agency coordination result in the necessity for further studies, the DSE will conduct any special studies as needed.

#### 6.9.4 DSE Staff Qualifications

Agricultural resource evaluations shall be performed by a staff member familiar with land use, land use conversions, and land acquisition requirements.

#### 6.9.5 Submittals and Timing

Agricultural resources shall be addressed at the earliest possible point in project development. The objective is to realize potential impacts during the planning stage, rather than in the design stage. Since Levels 1 and 2 projects would likely fall under the Design Department, the ESIS Part I submittal serves as the primary indicator for the presence of farmland. Addressing agricultural issues during the planning stage is the best possible means of avoiding unnecessary impacts, assuring compliance with the regulations, and assuring that the Illinois Tollway has the greatest amount of lead time possible for coordinating with the various jurisdictional agencies. **Figure 6-9** summarizes the agricultural coordination and submittal process.

##### ESIS Part I

The first step in project development is to conduct a field reconnaissance and submit the ESIS Part I. Article 6.9.6, entitled Methodology, describes this process. The ESIS submittal provides a foundation to assess the agricultural impacts (if any) of the project. It allows the project staff to have an awareness of all of the agricultural properties, where there may be some issues of concern, and which issues can be eliminated from further consideration. The ESIS Part I submittal shall be completed on e-Builder.

Once the ESIS submittal is completed and submitted, the DSE project staff and the Illinois Tollway will evaluate the existing and proposed conditions, including potential agricultural resource impacts. The Illinois Tollway will then verify the current project Level and determine the need for special environmental study/studies. If at this point the Illinois Tollway determines that further research is necessary, appropriate actions will be authorized. If potential impacts area greater than anticipated, the Level may be elevated. Factors or resource issues other than agriculture may affect this decision. One or two special studies would not necessarily affect a change in the project Level.

##### Agricultural Resource Memorandum

If agricultural resource investigations are required, the DSE will prepare a memorandum and all necessary exhibits (including a project location map) documenting the area of concern. The memorandum shall indicate the results of the evaluation and describe efforts made to avoid or minimize adverse impacts to agricultural lands. Article 6.9.6 describes the methodology for submitting this memorandum. The memorandum shall be forwarded to the Illinois Tollway for review. The Illinois Tollway will submit the memorandum to the Illinois Department of Agriculture (IDOA) to begin project specific coordination. The DSE may be asked to provide additional information or exhibits for this coordination.

The design shall proceed with incorporation of design features in conformance with the DSE Manual. The design shall consider all intergovernmental agreements, agency and municipal coordination, and any stipulations related to the agricultural resource impacts from the project.

### ESIS Part II

As part of the Preliminary Engineering (60%) and Pre-Final Design (95%) submittals, Part II of the ESIS shall be completed. The ESIS Part II submittals will enable the Illinois Tollway and the DSE to determine if the overall project design has changed since the earlier ESIS submittals were completed, thereby causing impacts that were not originally anticipated. The ESIS Part II submittals also document measures that were taken to avoid or minimize impacts to agricultural resources. The ESIS Part II submittals shall be completed on e-Builder.

The Pre-Final Design will have incorporated all of the measures to reduce potential impacts. These measures shall be shown on the drawings as well as be described in the text. Article 6.9.7 below describes how the contract documents, symbology, specifications, and drawings shall be incorporated.

## **6.9.6 Methodology**

The process for addressing agricultural resource issues may require several transmittals and coordination points. Each of these is discussed below. All coordination will be documented with written memoranda.

### ESIS Part I

Reconnaissance/field observations: Background research shall be conducted for a preliminary determination as to the potential for agricultural resources to exist within the vicinity of the project. Background research shall include examination of the following:

- aerial photographs
- US NRCS soil maps
- plat atlases

A site visit shall be made for the purpose of confirming the background research and determining the presence of agricultural resources that may not have been identified by the research. Photographs of these resources shall be taken and documented with date, resource, and location.

The DSE will complete and submit the ESIS Part I to the Illinois Tollway, including photographs of all potential agricultural areas taken during the site visit. Based on the information provided in the ESIS, the Illinois Tollway will make a recommendation, in writing, of one of the following:

- a. there is no reason for further investigation, or
- b. further investigation is required.

Further investigation and coordination with the IDOA may be required for any of the following:

- projects which are located outside the boundaries of an incorporated municipality

- projects outside of the 1.5 mile planning area of an incorporated municipality
- nonlinear projects such as interchanges or bridges that require more than 10 acres total of land (including approaches, frontage roads, borrow areas, etc.)
- linear projects that require more than three acres total of land per mile of improvement (including approaches, frontage roads, borrow areas, etc.)

*Agricultural Resource Memorandum*

The DSE will prepare an Agricultural Resource Memorandum that will include a precise location map, a brief description of the resource, a description of soil types located in the project vicinity (obtained from soil surveys), and how the agricultural resource could be impacted by the proposed project. Total farmland area (in acres) which will be impacted, and identification of the following impacts shall be discussed.

- number of farms affected
- number of farm parcels severed
- number of landlocked parcels created
- number of miles of adverse travel created
- number of acres of each USDA Land Capability Classification (Land Classes I – VIII) from the county soil survey
- number of acres of each US NRCS soil type
- effects on existing farm drainage systems (surface and subsurface)
- amount (acres) of farmland required for borrow
- techniques for erosion and sediment control adjacent to farmland

In addition, the DSE shall examine and discuss whether the project can avoid or minimize impacts to the agricultural resource. A decision on avoidance may not be possible at this point in project development, but avoidance possibilities shall be examined.

## **6.9.7 Documentation**

*ESIS Parts I and II*

These submittals serve to document and summarize overall site constraints and conditions at the project site. They act as a checklist to ensure environmental issues are not overlooked. When it is determined there is reason for agricultural investigations, these forms serve as the preliminary documentation.

*Agricultural Resource Memorandum*

The DSE will provide a written memorandum to the Illinois Tollway discussing the findings. The Illinois Tollway will either recommend considering additional measures to avoid the resource or recommend that it will be necessary to continue coordination. The Illinois Tollway will initiate coordination with IDOA. The DSE shall await instructions from the Illinois Tollway before proceeding with any additional coordination or studies.

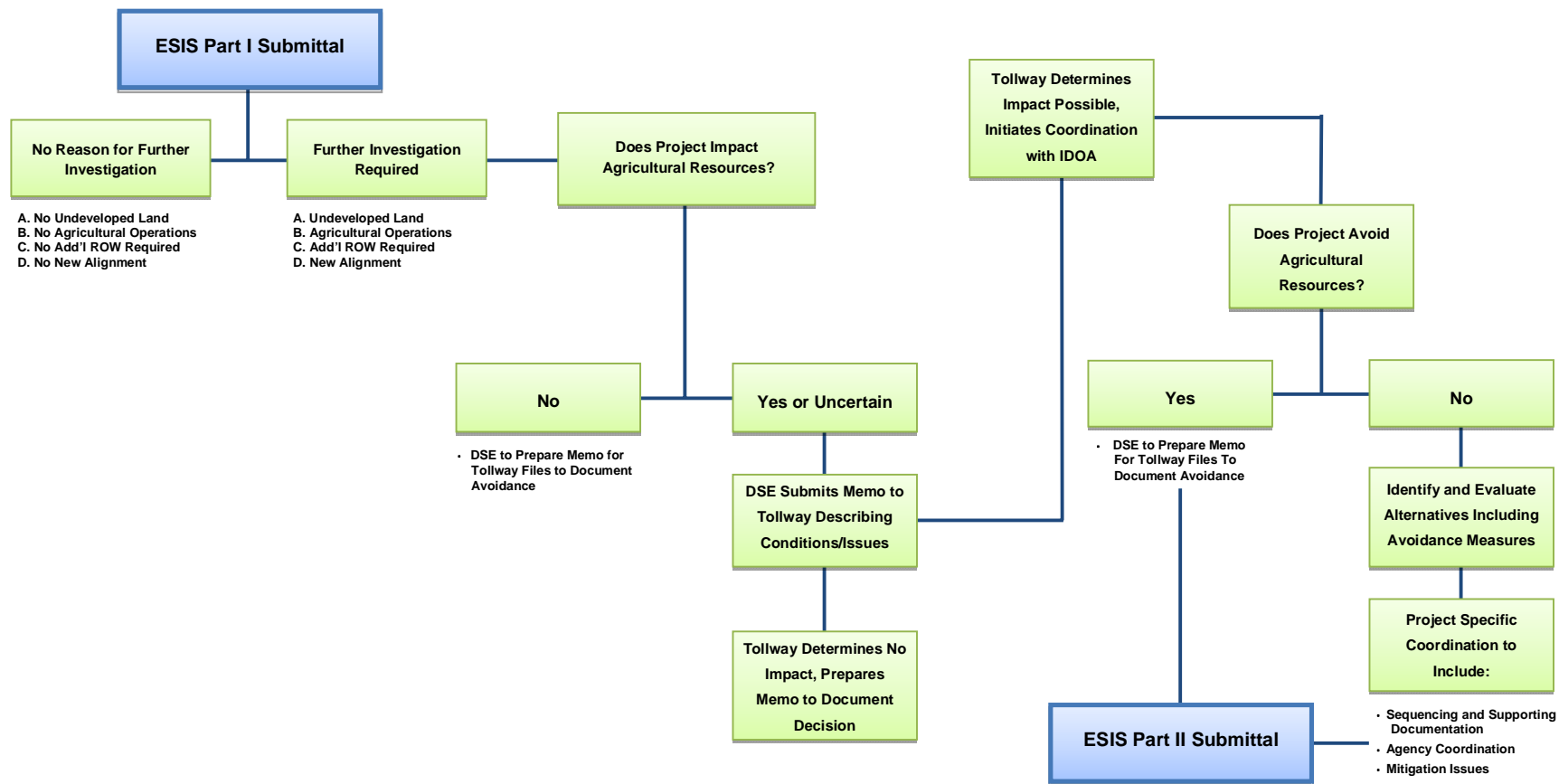
The memo and the Illinois Tollway's written approval of the determination made in the DSE memo shall be placed in the project file.

*Contract Documents*

Any special requirements by any resource agency agreed to by the Illinois Tollway shall be incorporated into the design and noted on the contract documents. Contract documents which may require agricultural incorporations include, but are not limited to, site plans, erosion and sediment control plans, landscape plans, and specifications. Special requirements shall include avoidance measures such as retaining walls, enhanced sediment and erosion control measures, or the placement of mats to minimize soil disturbance from heavy equipment. Contract documents are to follow the DSE manual.

Any special agricultural resources located within the construction zone which are not to be directly impacted by the project shall be shown on the drawings. They are to have "no intrusion" fencing as well as appropriate sediment and erosion control methods applied. This will reduce the overall project impacts to agricultural resources.

Figure 6-9 Illinois Tollway Agricultural Coordination Process



## 6.10 Landscape, Erosion and Sediment Control

### 6.10.1 Purpose and Introduction

This Article provides technical guidance for the identification of appropriate landscape design and soil erosion/sedimentation control measures necessary to ensure the visual and environmentally aesthetic components of Illinois Tollway projects, and to protect the construction site, adjacent areas, and any nearby sensitive environmental resources that could be impacted by the soil erosion and sedimentation processes. It provides for the identification of the aesthetic and environmental effects in the early stages of Illinois Tollway projects, in order to adopt the most efficient and visual high quality design alternative.

This Article also provides for the identification of the most efficient and cost-effective measures for soil erosion control, in relation to the specifics of Illinois Tollway projects. Lastly, it provides a mechanism for the coordination of Illinois Tollway projects and studies addressing landscaping and soil erosion/sedimentation control issues with the federal, state, and local agency requirements, including municipalities.

### 6.10.2 Applicable Regulations

#### Federal

- NPDES Stormwater Permit Requirements for Construction Site Activities.
- Federal, state and local regulations for Streams, Lakes and Waterways
- ()
- American Association of State Highway and Transportation Officials Guide for Transportation Landscape and Environmental Design
- USACE - Section 404 Permit Review Memorandum

#### State

- IEPA Regulations
- Illinois Tollway - Drainage Design Criteria
- Illinois Tollway - Erosion and Sediment Control, Landscape Design Criteria
- Illinois Tollway - Standard Specifications and Standard Drawings
- Other bulletins and publications, as directed by the Illinois Tollway

### 6.10.3 Responsibilities

#### The Illinois State Toll Highway Authority

The Illinois Tollway provides the overall direction and coordination, assesses the findings of the DSE, determines the regulatory applicability, makes review determinations, and conducts



agency coordination, as necessary. The Illinois Tollway provides the DSE standard specifications and standard drawings to be used in preparing the Landscaping, Erosion and Sediment Control Plans. A Landscape Architect will be designated to assist the DSE and to ensure that the plans prepared by the DSE are technically adequate and the contract documents include the Landscaping, Erosion and Sediment Control Plan items.

#### Design Section Engineer

The DSE shall determine the appropriate erosion and sediment control required (or recommended) for the project during construction, and develop plans incorporating best management practices for same. Consideration shall be given to soil characteristics, adjacent property use, distance and sensitivity of receiving waters, receiving waters with impaired water or TMDLs, watershed plans developed for constituents associated with roadways, adjacent high quality natural resources/ADID wetlands, the use of rubbilized concrete for road base, etc. See the Illinois Tollway's *Erosion and Sediment Control, Landscape Design Criteria* and IEPA's NPDES Permit No. IL R10 (most current versions) for additional information.

The DSE shall determine the potential impacts of the project on the existing landscape in the project area by taking into account Illinois Tollway policy and the requirements of other regulatory agencies, as necessary. The DSE is to determine what measures are needed to mitigate the impacts and to restore, preserve, and protect the existing vegetation in the project area. They are to design and prepare plans and specifications for the proposed soil erosion/sedimentation control measures, taking into account the federal, state, local, and other specific agencies' requirements, as necessary. The DSE will provide documentation on sizing and location of the temporary erosion/sedimentation control measures that must be used during the construction phase activities. They are to determine the need for permits and prepare the required permit application submittals, including background information.

The landscape planning shall consider all design elements of the roadway landscape, and must create a facility that is aesthetic and functional in overall form and detail. The design team shall understand the roadway alignment, grading, safety, erosion control, environmental issues, visual quality, planting, and future maintenance practice. The DSE shall also be aware of local and surrounding environmental issues and goals, and shall include them in the design, as possible and necessary.

A special issue for the Illinois Tollway is the treatment of Toll Plazas, especially regarding the influence of heavy salt applications during winter snow removal on the basic vegetation in the surrounding areas. In addition, the planting around Manned Plazas shall avoid plant types that could block the driver's view.

#### **6.10.4 DSE Staff Qualifications**

The issues related to landscaping and soil erosion/sedimentation control measures shall be performed by the DSE staff members that are familiar with Illinois Tollway policies and initiatives, and any related federal, state, and local regulations.

It is the responsibility of the DSE to be knowledgeable in highway landscape design, landscape management practices, temporary and permanent soil erosion control measures, and other applicable requirements and regulations that may affect Illinois Tollway improvement projects. The DSE shall also be knowledgeable of the all characteristics of the Illinois Tollway systems and the proper treatment of the landscape and soil erosion control for various Illinois Tollway elements and facilities (toll plazas, ramps, interchanges, etc.).

The DSE personnel shall understand the soil erosion/sedimentation process, and shall be able to determine which measures will be the most effective, taking into account the Illinois Tollway characteristics. Since new products in soil erosion control and channel lining are continuously introduced on the market, the DSE shall be familiar with such products and shall recommend their use when appropriate. A Landscape Architect or a Professional Engineer with at least three years' experience shall certify the study.

The Illinois Tollway project reviewers shall be aware of the current landscaping and erosion control practices of the Illinois Tollway and other regulatory agencies. They shall also understand landscaping principles, site hydraulics, the soil erosion/sedimentation process, the effectiveness of the erosion and sediment control measures, and the specific construction requirements applicable to Illinois Tollway projects.

### 6.10.5 Submittals and Timing

Landscaping and soil erosion/sedimentation control measures shall be considered in the planning and the preliminary design phases of the project, and shall be based on the environmental design principles needed to protect the environment and mitigate adverse impacts. In the Pre-Final and Final Design phases, the mitigation measures shall focus on the details of proposed landscaping and soil erosion/sedimentation control plans, in correlation with the Final Design plans related to the roadway, drainage system, support facilities, and associated structures. The Final Design plans and specifications shall include the following information regarding landscaping:

- type of seedbed preparation
- delineation of planting locations
- proposed plant materials and the required rates
- fertilizer and mulch requirements and methods
- planting dates
- plant care requirements

The landscape material list shall include columns for the item number, description, unit, contract quantity, record quantity, and comments (i.e., regarding additional information, for example "salt tolerant").

The soil erosion/sedimentation control measures included in the final plans shall conform to the Illinois Tollway *Landscaping Design, Erosion and Sediment Control Manual*, the Illinois Tollway specifications related to erosion and sediment control, any applicable Illinois Tollway design bulletins, and the Illinois Tollway K-Standard Drawings. **Figure 6-10** summarizes the landscape plan and soil erosion/sedimentation control coordination and submittal process.

### 6.10.6 Methodology

The methodology for addressing the issues related to landscaping and soil erosion/sedimentation control shall be based on the applicable documents mentioned in this Article, and shall take into consideration the following main aspects:

Conduct a site analysis in order to collect the necessary information regarding:

- any special off-site areas requiring protection
- information regarding the existing natural landscape and vegetation conditions
- type of soils, topographic gradients
- special designation areas
- existing streams, lakes, waterways, wetlands, and drainage facilities in the project area
- hydrologic drainage area boundaries
- existing utilities

Consider the following:

- Determine regulatory requirements, and include in the environmental study any commitments made to local governments or other agencies during various meetings.
- Consider Tollway initiatives and policies that may affect material choices for landscaping (examples include pollinator habitat initiative and cooperative with Morton Arboretum for tree plantings).
- Preservation and protection of the existing vegetation shall be the first measure to be considered in the proposed landscaping plan.
- Use of native plant materials to replace the appearances and functions of the impacted features shall be considered with priority.
- Use the most practical and cost effective measures to restore and enhance the quality of the environment while considering site compatibility.
- Where trees must be removed, the Illinois Tollway pursues opportunities for providing replacement trees.
- Minimize maintenance activities after construction.
- Define drainage patterns before and during construction to determine best location for soil erosion/sedimentation control measures. The map used to define the drainage area controlled by all sediment traps and stormwater basins shall be included in the documentation.
- Consider slopes, soils, construction sequence, and available land-rights to determine the best erosion control measure to install.
- Protect all downstream watercourses from construction related pollution. As much as possible, sequence the construction activities to carry offsite water through the site without adding untreated runoff from the construction site.

- If rubblized concrete will be used for reconstruction, identify methods for preventing impacts to stormwater from rubblized concrete. Allow for the remediation of rubblized concrete fines prior to discharging stormwater to outside of the Illinois Tollway right of way. • Locate sediment control measures where they can be most effective and can be easily maintained.
- Select and size the soil erosion/sedimentation control measures using the current Illinois Tollway design criteria.
- Prepare a summary report explaining the thought process used to develop the final measures and include the design calculations used to size the erosion control facilities. If critical areas are being protected by any of the measures, include an explanation of when the measure shall be in place in relation to the normal construction activities.

Construction Documents shall include:

- The Temporary Erosion and Sediment Control Plan to be used during construction. This will include the location and description of the temporary erosion control measures.
- Provide an overview drawing that defines any suggested sequencing of construction to limit the size of the area disturbed at one time.
- When appropriate, include an Erosion Control Table in front of the Erosion Control Plan drawings that summarizes, by drawing number, the measures to be installed.
- Use the Illinois Tollway standard symbols for erosion control as shown in the Illinois Tollway K-Standard Drawings. If additional erosion control measures are required which are not included in Illinois Tollway K-Standard Drawings, recommend an appropriate symbol to the Illinois Tollway.
- Include temporary seeding/mulching items for use by the Construction Engineer when an area is disturbed for a longer time period.
- See the Illinois Tollway Special Provisions 111.1 and 111.2 for the information needed to prepare the NPDES document that will be used to notify IEPA of the proposed construction.

Prepare all documentation as required for NPDES permit application submittal.

### **6.10.7 Documentation**

#### ESIS Parts I and II

These submittals serve to document and summarize overall site constraints and conditions at the project site. They act as a checklist to ensure environmental issues are not overlooked. When it is determined there is reason for special investigations, these forms serve as the preliminary documentation.

*Landscape, Erosion and Sediment Control Memorandum*

Findings shall be documented in a technical memorandum. The format for this document should follow the organization below.

- a. Title
- b. Purpose and Executive Summary
- c. Site location map
- d. Methodology
- e. Results
- f. Discussion/Recommendations/Conclusions
- g. Exhibits

*Special Studies*

The following criteria shall be used to determine when special studies are needed:

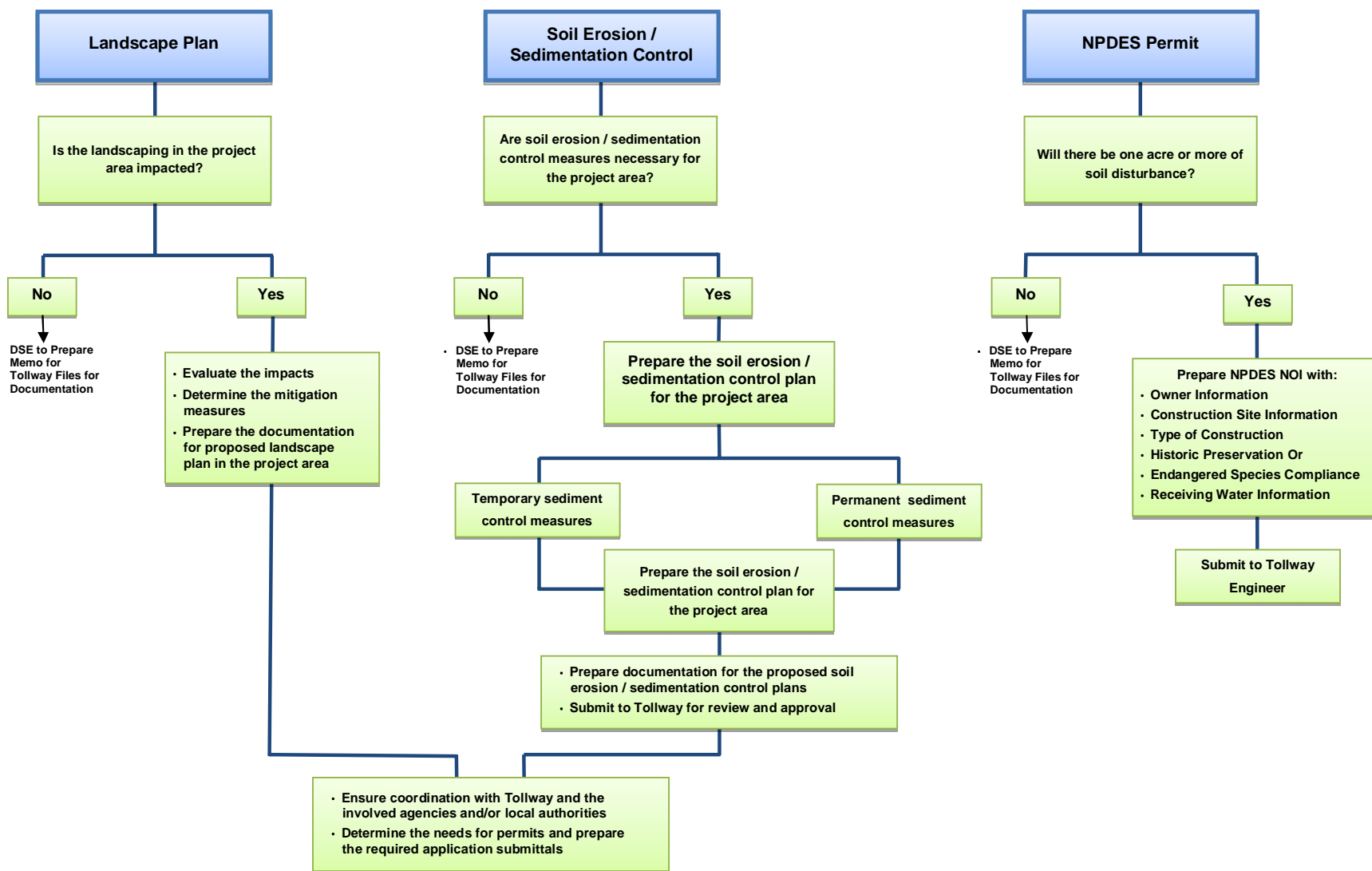
- a. Whenever working near an area identified as a sensitive area in NEPA documents or EEDs, by local governments, or by local citizens, it is very important that all background information on why the area is sensitive be collected and considered prior to developing the Erosion and Sediment Control Plan for that area.
- b. If a measure is proposed that is not currently included in the Illinois Tollway K-Standard Drawings, it will be necessary to provide background data on how the proposed measure works, its effectiveness, the required maintenance, and its cost

*Contract Documents*

Contract documents shall consider the following:

- DSE and ESC Manuals
- additional resource agency requirements
- plan notes
- symbology
- specifications
- standard drawings

Figure 6-10 Illinois Tollway Landscape Plan and Soil Erosion / Sedimentation Control Coordination Process



## **APPENDIX A**

### **Illinois Department of Natural Resources *Memorandum of Understanding***

**MEMORANDUM OF UNDERSTANDING  
BY AND BETWEEN  
THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES  
AND  
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

Pursuant to Title 17 Part 1075.30(d) of the Illinois Administrative Code, this Memorandum of Understanding (MOU) between the Illinois Department of Natural Resources (IDNR) and the Illinois State Toll Highway Authority (ISTHA) sets forth the framework for an expedited review process for compliance with Section 11(b) of the Illinois Endangered Species Protection Act (520 ILCS 10/11(b)), Section 17 of the Illinois Natural Areas Preservation Act (525 ILCS 30/17), and administrative rules promulgated thereunder (17 Ill. Adm. Code Part 1075). The parties enter into this MOU pursuant to the provisions of the Intergovernmental Cooperation Act (5 ILCS 220/1-16). This MOU shall for recording purposes be known as #002013-20. This MOU supersedes the MOU which is no longer in effect dated 12/16/97.

General Principles of Coordination

The review processes required under the Illinois Endangered Species Act and the Illinois Natural Areas Preservation Act, and provisions of the Interagency Wetland Policy Act of 1989, are designed to examine potential impacts to protected natural resources. The IDNR Division of Ecosystems and Environment (E&E) and the ISTHA Environment Unit will be the points of contact for processing of all proposed projects. All official comments, recommendations, and responses made by either IDNR or ISTHA shall be made via email or letter, except in emergency situations as defined in 17 Ill. Admin. Code 1075.60.

The ISTHA agrees to:

1. Ensure that proposed projects funded or performed by ISTHA comply with the Interagency Wetland Policy Act of 1989 and the ISTHA Environmental Studies Manual.
2. Review proposed projects that will be funded or performed by ISTHA to determine if they could have an adverse effect on a State-listed threatened or endangered species (T&E species), or a site listed on the Illinois Natural Areas Inventory (INAI site), which include Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, and registered Land and Water Reserves.
3. Submit to the IDNR EcoCAT website consultation requests for proposed actions that could have an adverse effect, that are adjacent to a Nature Preserve or Land and Water Reserve, or that entail excavation outside of an existing right-of-way and are within one mile of a Nature Preserve or Land and Water Reserve.
4. Determine if proposed projects funded or performed by ISTHA could adversely affect additional natural resources (listed below). Submit to IDNR for review those actions that could have an adverse effect on these resources.
  - a. Streams
  - b. Forest/trees
    - i. Alignment bisects or fragments a block of trees  $\geq 20$  acres
    - ii. New alignment on any stream segment
    - iii. Existing alignment in a riparian corridor
  - c. Prairie/savanna areas
  - d. Properties owned, leased, or managed by IDNR



5. Conduct biological surveys at ISTHA's discretion or when recommended by IDNR. Provide copies of the survey results to IDNR or a written explanation if recommended surveys are not conducted.
6. Develop measures to avoid, minimize or mitigate potential adverse effects to T&E species, INAI sites, or the natural resources listed in Paragraph 4. Submit the measures to IDNR for concurrence.
7. Implement and monitor mitigation measures per IDNR 3(b).
8. By February 1st of each year that this MOU is in effect, report to IDNR the total number of proposed actions that were reviewed by ISTHA the previous year and not submitted for consultation because there were no protected resources in the vicinity or ISTHA determined that the actions were unlikely to have an adverse effect. Provide copies of a random 2% of those reviews to IDNR.
9. Take all reasonable precautions to protect and maintain the confidentiality of protected natural resource data consistent with the use intended by this MOU.

The IDNR agrees to:

1. Review ISTHA Eco CAT reports within 30 days of receipt. After review, IDNR will either:
  - a. Terminate consultation because adverse effects are unlikely, or
  - b. Request additional information and/or request a biological survey.
2. Review mitigation measures submitted by ISTHA and coordinate with appropriate IDNR staff to determine whether further analysis or recommendations are required.
3. Within 90 days of receipt of ISTHA-proposed mitigation measures, IDNR will either:
  - a. Recommend additional measures to avoid or minimize adverse effects, or
  - b. Concur with proposed mitigation measures and terminate consultation.

Both parties have 45 days to resolve any differences that may remain. If resolution is not reached within this time, both parties can agree to: terminate consultation, elevate the issue within each party, or continue negotiations.

TERMS OF THE MOU

The term of this MOU shall be a period of three (3) years from the date this MOU is executed by all parties. This MOU shall automatically be renewed for an additional three (3) year period unless terminated per the terms of this agreement. Either party shall have the right to terminate this MOU at any time by providing at least ninety (90) days written notice to the other party.

(This space intentionally left blank)

IN WITNESS WHEREOF, the Parties have entered into this MOU as of the date written below.

ILLINOIS DEPARTMENT OF  
NATURAL RESOURCES

By: [Signature]  
Marc Miller, Director

Date: 12-10-13

ILLINOIS STATE TOLL HIGHWAY  
AUTHORITY

By: [Signature]  
Kristi Lafleur, Executive Director

Date: 11-8-13


Approved as to Form and Constitutionality

[Signature] 11/7/13  
Tiffany Bohn, Assistant Attorney General, State of Illinois



**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

TO: Eileen Cosgriff, CIS

FROM: Tiffany I. Bohn, Assistant Attorney General 

DATE: December 16, 2013

SUBJECT: ***Memorandum of Understanding between the Illinois Department of Natural Resources (IDNR) and the Illinois State Toll Highway Authority.***

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Attached please find one (1) fully executed original Memorandum of Understanding between the Illinois Department of Natural Resources (IDNR) and the Illinois State Toll Highway Authority.

This document is transmitted to your attention for the Department's records.

This Memorandum of Understanding does not require a Board Resolution.

RTL:mw  
Attachment

cc:	E. Ajami	P. Pearn
	V. Avila	J. Romano
	T. Bohn	S. Talaber
	K. Kell	B. Wagner
	P. Kovacs	V. Yee
	D. Manetti	G. Zimmer
	M. Molliconi	R. Zuccherro
	R. Panther	

## **APPENDIX B**

### **Traffic Noise Study and Abatement Policy**

# TRAFFIC NOISE STUDY AND ABATEMENT POLICY ILLINOIS STATE TOLL HIGHWAY AUTHORITY

## 1.0 PURPOSE AND OVERVIEW

The Illinois Tollway's (Tollway's) Traffic Noise Study and Abatement Policy update provides an opportunity to evaluate traffic noise throughout the implementation of projects proposed as part of the Tollway's capital improvement programs.

The Tollway's current policy addresses guidelines and procedures for initiating traffic noise studies and considering traffic noise abatement. The policy first establishes the eligibility requirements for a Traffic Noise Study. The policy then establishes the requirements for considering the construction of traffic noise abatement structures and when traffic noise abatement is feasible and reasonable.

The traffic noise analysis guidance provided in this policy is based largely on the regulatory material found in Title 23 Code of Federal Regulations Part 772 (23 CFR Part 772) entitled "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

If initial traffic noise impact screening assessments indicate the possibility of future traffic noise impacts, then a Traffic Noise Study will be performed. A detailed technical memorandum will be prepared to document the assumptions, data, procedures, results and traffic noise abatement considerations and recommendations from the Traffic Noise Study.

## 2.0 DEFINITIONS

**Adjacent Land Use** – The land use that is within 500 feet of the Tollway highway proposed edge of pavement.

**Approach** - For the purpose of this policy, approaching means within 1 decibel (dB(A)) of the appropriate Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) as adopted by the Tollway.

**dB(A)** – A weighted decibel. The decibel is a unit of measurement on a logarithmic scale that describes the relative magnitude of sound levels with respect to a standard reference value. Decibels are defined as ten times the base-10 logarithm of the square of the ratio of the mean-square sound pressure to the reference mean-square sound pressure of 20 micro-Pascals, the threshold of human hearing. The A-weighting network is an electronic filter defined by the American National Standards Institute (ANSI) and the International Organization for Standardization (ISO) that closely simulates the relative response of the human ear.

**Date of Public Knowledge** – This is the date that the Tollway's capital improvement program from which the project is funded received Board approval for project construction. This date establishes the "Date of Public Knowledge" and determines when the Tollway is no longer

responsible for providing noise abatement for new developments adjacent to projects included in the capital improvement program.

**Exterior Traffic-Generated Noise** – This is traffic-generated noise that is measured on the exterior of the receptor as opposed to the interior. The noise model (TNM<sup>®</sup>) and Policy generally refer to exterior noise only.

**L<sub>eq</sub>** – The Equivalent Sound Level, denoted by L<sub>eq</sub>, is the steady-state sound having the same A-weighted sound energy as that contained in the time-varying sound over a specific period of time. The L<sub>eq</sub> correlates reasonably well the effects of noise on people.

**L<sub>eq(h)</sub>** – The Equivalent Sound Level over a one-hour period.

**Noise Abatement Criteria** – Noise impact thresholds for considering abatement. (Abatement must be considered when predicted traffic noise levels for the design year approach [i.e., are within 1 decibel of], equal to, or exceed the noise abatement criteria, or when the predicted traffic noise levels are substantially higher [i.e., are more than 14 decibels greater] than the existing noise level.) The Noise Abatement Criteria are not attenuation design criteria or targets. The goal of noise abatement measures is to achieve a substantial reduction in future noise levels. The reductions may or may not result in future noise levels at or below the Noise Abatement Criteria.

**Noise Abatement** – A structure, land configuration, object or other measure that attenuates or is intended to attenuate traffic noise. Generally considered to be a barrier or wall, abatement could also be in the form of earth berms, landscaping, or any combination of the aforementioned.

**Noise Sensitive Receptor** – Receptor locations with identified outdoor human activity including: residences, picnic areas, recreation areas, playgrounds, active sports areas, parks, motels, hotels, schools, churches, libraries, hospitals and other land uses detailed in Table 1.

**Receptor** – A point used in a traffic noise study for which the traffic-generated noise level is determined. A receptor is generally placed in an area of active outdoor human use. Normally, the areas of active outdoor human use include areas such as patios, swimming pools, porches, balconies, etc. Sites considered include homes, condominiums, apartments, permanent mobile home communities and parks. The associated type of outdoor human activity and the sensitivity to traffic noise will define which parks are considered receptors.

**Substantial Increase** – Traffic noise levels that are predicted to be more than 14 dB(A) over existing traffic noise levels.

**Traffic Noise** – Noise generated from vehicles traveling on the roadway. Noise is usually generated at the tire/pavement interface, from vehicle/truck engines, and from heavy truck exhaust systems.

**Traffic Noise Study** – A study of traffic-generated noise to determine: the existing traffic noise level conditions at receptors representative of normal outside human use; potential future traffic noise levels; an assessment of traffic noise impacts; and consideration of potential, feasible and effective economically reasonable traffic noise abatement. The study is conducted through the use of computer modeling. These studies would utilize the FHWA Traffic Noise Model (TNM<sup>®</sup> 2.5) or the most recent version. The methodology is consistent with 23 CFR 772 which explains processes to be followed in noise analyses and studies.

**Type I Projects** – A proposed project for the construction of a roadway in a new location or the physical alteration of an existing roadway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. The following is obtained from the FHWA “*Procedures for Abatement of Highway Traffic Noise and Construction Noise*,” (23 CFR Part 772).

1. The construction of a highway on new location; or,
2. The physical alteration of an existing highway where there is either:
  - a. *Substantial Horizontal Alteration*. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
  - b. *Substantial Vertical Alteration*. A project that removes shielding, therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,
3. The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,
4. The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or,
5. The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,
6. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
7. The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

If a project is determined to be a Type I project under this definition, then the entire project area, as defined in the environmental documentation, is a Type I project.

**Type II Projects** – A Community Noise Abatement Project proposed for traffic noise abatement on an existing roadway which is not associated with any Type I improvement.

**Type III Projects** – A project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

**Undeveloped Properties** – Property that is currently vacant or is likely to be redeveloped into an approved-for-construction land use by the local governmental body having jurisdiction. To be considered eligible for a traffic noise analysis and noise abatement, the undeveloped property must have secured permits for construction by a governing body prior to the Date of Public Knowledge.

### **3.0 PROCESS FOR DETERMINING WHEN A TRAFFIC NOISE STUDY AND ABATEMENT WILL BE CONSIDERED**

#### **3.1. Projects Eligible for a Traffic Noise Study**

A Traffic Noise Study is warranted when **all** of the following conditions are present:

- 3.1.1.** When the Tollway undertakes engineering studies or projects that meet the definition of a Type I project, or project locations that meet two criteria: 1) the initial roadway construction did not consider the effect of traffic noise and 2) the traffic volumes have, or are projected to at least double from the initial construction.
- 3.1.2.** When the adjacent land use consists of identified outdoor human activity that are identified within Activity Category A, B, C, D or E, detailed in Table 1. Also considered are locations where undeveloped adjacent properties have secured permits for construction of the above outdoor human activity land uses by the jurisdiction or municipality having permit and zoning authority prior to the Date of Public Knowledge.
- 3.1.3.** When the location of noise sensitive receptors is within 500 feet from the proposed or existing edge of shoulder, as highway traffic noise impacts are not typical for receptors more than 500 feet from heavily traveled roadways.
- 3.1.4.** The considerations for Type II projects are discussed in Section 6.0.

#### **3.2. Projects Not Eligible for Traffic Impact Analysis**

A Traffic Noise Study is not warranted for Type III projects.

### **4.0 TRAFFIC NOISE IMPACT ANALYSIS**

- **Cursory Review:** The initial traffic noise impact assessment for all projects will be a cursory review. This assessment would determine if noise sensitive receptors are within the project limits' adjacent land use, if traffic noise impacts are already present, and if future traffic noise levels are likely to increase. This review would include assessment of existing and proposed land use plans, review of aerial photography, and a review of prior studies.



- **Identifying Noise Sensitive Receptors:** Receptors shall be identified based on the activity categories and described land use listed in Table 1.

**Table 1**  
**Noise Abatement Criteria**  
**[Hourly A-Weighted Sound Level-decibels (dB(A))]**

Activity Category	L <sub>eq</sub> (h)	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

\* Title 23 Code of Federal Regulations Part 772 (23 CFR Part 772)

\*\* Use of interior noise levels shall be limited (on a case-by-case basis) to land uses within Activity Category D where exterior noise levels are not applicable, i.e., where there are no exterior activities to be affected by traffic noise, or where exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities.

**Note:** The Noise Abatement Criteria (NAC) are noise **impact** thresholds for considering abatement. (Abatement must be considered when predicted traffic noise levels for the design year approach [i.e., are within 1 decibel of] or exceed the noise abatement criteria, or when the predicted traffic noise levels are substantially higher [i.e., are more than 14 decibels greater] than the existing noise level.) The Noise Abatement Criteria are **not** attenuation design criteria or targets. The goal of noise abatement measures is to achieve a substantial reduction in future noise levels. The reductions may or may not result in future noise levels at or below the Noise Abatement Criteria.

- **Field Noise Monitoring:** A representative number of short-term 10-minute to 15-minute L<sub>eq</sub> field monitoring traffic noise measurements shall be taken. The existing scenario traffic noise model shall be validated through a comparison of the field measured noise levels and the TNM predicted noise levels.
- **Determination of Traffic Noise Levels:** All viable alternatives for all study years (existing and design) will be examined using approved procedures incorporating the best available information and current professional judgment. Existing noise levels at noise sensitive receptor locations shall be determined by using modeling using the most current version of the FHWA-approved TNM (TNM) and/or field measurements. TNM modeling may not be representative of existing conditions if the roadway project is the construction

of a new roadway on new alignment and there is no existing traffic noise contribution. Traffic noise monitoring results should be used to represent existing noise levels in these scenarios. Future condition noise levels shall be predicted using TNM for both the build and no-build conditions. Existing noise levels predicted by TNM shall be validated through comparison of the field noise monitored noise levels and the predicted noise levels. Traffic noise levels should be predicted based on the traffic characteristics that yield the worst traffic noise, typically peak-hour traffic levels or level of service C. The  $L_{eq(h)}$  noise metric shall be used to quantify the measurements of both existing and predicted noise levels.

- **Determination of Traffic Noise Impacts:** When determining traffic noise impacts, primary consideration shall be given to exterior areas of frequent human use. Noise impacts occur when the predicted build scenario traffic noise levels approach, meet, or exceed the Noise Abatement Criteria (NAC) provided in Table 1. The other potential noise impact occurs when predicted build year traffic noise levels substantially increase (increase by more than 14 dB(A)) over the predicted existing traffic noise levels. Some Tollway locations will involve existing traffic noise levels that already approach or exceed the NAC. Under these conditions, even if the proposed project will not cause the traffic noise levels to increase above existing levels, traffic noise abatement will be considered. If, after preparing a computerized traffic noise modeling and the corresponding Traffic Noise Study, it is determined that traffic noise levels will approach or exceed the NAC or the project will cause a substantial traffic noise increase, then traffic noise abatement measures will be considered. The feasibility and reasonableness factors for noise abatement consideration are outlined in Section 5.

## 5.0 Traffic Noise Abatement Considerations

Once a traffic noise impact has been determined at a noise sensitive receptor, the following feasibility and reasonableness factors will be evaluated and considered in order to determine if traffic noise abatement is warranted.

### 5.1. Feasibility

- **Noise Reduction Design Goal:** The traffic noise reduction design goal will be 8 dB(A) or more at a minimum of one receptor location. However, the minimum acceptable noise reduction on the first row of receptors will be 5 dB(A) at a minimum of one receptor location. The more noise reduction achieved the better the traffic noise abatement, as long as the cost, visual impact, etc., do not become excessive. If a minimum 5 dB(A) noise reduction cannot be achieved, a noise barrier will not be considered to be feasible.
- **Constructability:** The noise barrier conceived could actually be constructed using routine standard construction methods and techniques. Factors affecting this will include terrain, utilities, safety, bridges, overpasses, and similar difficulties.
- **Maintainability:** The noise barrier cannot be constructed in a location that inhibits or complicates proper maintenance.
- **Safety:** A critical factor in determining whether abatement is viable is the impact it may have on safety.

- **Utilities:** The impact of noise barriers on utilities and the reverse must be addressed early in the process. Overhead power lines, underground water, sewer, gas, oil, fiber optics, etc. can have a significant impact on costs and design options.
- **Drainage:** One of the most important elements in the physical location and design of noise abatement is drainage. Directing water along, under, or away from a noise abatement structure can be expensive and cause construction and long-term maintenance problems.

## 5.2. Reasonableness

**5.2.1. Cost Effectiveness Evaluation:** Cost factors will include the cost of construction (material and labor), the cost of the right-of-way (ROW) (including easements, etc.), and any other associated costs. The estimated cost of \$30 per square foot of noise barrier will be used for the cost of construction for noise barriers. This unit cost value will be re-evaluated at least every 5 years by the Tollway. Traffic noise abatement must be cost-effective. The Traffic Noise Study will include a cost per benefited residence analysis that will be used to assist in the final determination of traffic noise abatement recommendations. If traffic noise abatement cannot be achieved in a cost effective and economically reasonable manner, traffic noise abatement will not be included in the project. ROW impacts can include the cost to obtain access rights, easements and land. It also includes the consideration of purchase, donation, etc. If access rights and easements are required, these will typically be by donation. This is in consideration of the construction of the traffic noise abatement wall being for the benefit of the property owners.

The consideration of the reasonableness factors, including the relationship of future noise levels to abatement criterion, noise level change from the existing condition to the future build condition, and antiquity are factors within the cost-effective evaluation. The cost-effective evaluation will be based on a base value of \$30,000 per benefited receptor. In addition, each of the following factors can be considered in the cost-effective evaluation to increase the base value up to a maximum value of \$45,000.

- **Relationship of Future Levels to Abatement Criterion:** Is the predicted future noise level from the project approaching or above 67 dB(A)  $L_{eq(h)}$ ? Will it be within 1 dB(A) of the NAC or is it more on the order of 5 dB(A) or more above the NAC?
- **Noise Level Change from the Existing Condition to the Future Build Condition:** Is the future noise level substantially higher than the existing condition? Would the noise level be considered an impact by approaching the NAC or by increasing by greater than 14 dB(A)?
- **Antiquity:** Who was there first, the noise sensitive receptor or the roadway? How long has the noise sensitive receptor been there relative to elevated traffic noise levels? Is the Tollway dealing with original owners or recent purchasers? This implies that someone who builds or buys at a noise sensitive receptor location along

an existing roadway (or within the corridor where a roadway is planned for construction) probably doesn't consider traffic noise a significant factor in their selection of the location

Tables 2, 3, and 4 provide factors that allow for increases to be added to the base value for each of the three factors identified.

**Table 2**  
**Relationship of Future Noise Levels to Noise Abatement Criterion**

Predicted Build Noise Level Above Noise Abatement Criterion	Dollars Added to Base Value Cost per Benefited Receptor
Less than 3 dB(A)	\$0
4 to 5 dB(A)	\$1,000
6 to 8 dB(A)	\$2,000
Greater than 8 dB(A)	\$5,000

**Table 3**  
**Noise Level Change from the Existing Noise Condition to the Future Build Noise Condition**

Increase in Noise Levels from the Existing Condition to the Future Build Condition	Dollars Added to Base Value Cost per Benefited Receptor
Less than 3 dB(A)	\$0
4 to 5 dB(A)	\$1,000
6 to 8 dB(A)	\$2,000
Greater than 8 dB(A)	\$5,000

**Table 4**  
**Antiquity Consideration**

Project is on new alignment OR the receptor existed prior to the original construction of the highway	Dollars Added to Base Value Cost per Benefited Receptor
No for both	\$0
Yes for either	\$5,000

**\*Example:** There is a residential receptor that existed prior to the original construction of the roadway. The receptor's Existing Condition noise level is 63 dB(A) and the Future Build Condition noise level is 71 dB(A). This receptor's adjustment factors are \$1,000 from Table 2, \$2,000 from Table 3, and \$5,000 from Table 4, for a total adjustment of \$8,000. This value of \$8,000 is added to the base value of \$30,000 for a total allowable cost of \$38,000 for this receptor.

One adjustment value from each of the three factor tables can be added to the base value to increase the cost per benefited receptor value up to an increase of \$15,000, or a total cost of \$45,000. This adjustment procedure allows for extra consideration of these factors in order to determine a reasonable cost basis. If the actual build cost is less than the adjusted allowable cost per benefited receptor, and the noise abatement measure is determined to be feasible, it would be considered for construction as part of the proposed project.

Noise abatement measures that are considered feasible and reasonable to implement into the project will be reviewed with the public through the public involvement process. The community desire for the noise wall will be considered as part of the final noise abatement measure implementation.

**5.2.2. Community Desires:** Important in determining if traffic noise abatement should be built at any location is whether the affected community really desires abatement. This may require that a survey or community outreach effort be conducted to assess the community desires. If the community is not in favor of the noise abatement, the Tollway may choose not to build traffic noise abatement features. If access rights are required, the Tollway will attempt to determine if the affected property owners are willing to trade those rights for the abatement without any exchange of money.

**5.2.3. Views of Local Officials:** Consideration should be given to the views of the local representative authorities who may be asked to represent the views of the citizens.

**5.2.4. Other Considerations:**

- **Seasonal Usage:** Some receptors are not occupied or utilized year round. The evaluation will consider usage rates throughout the year.
- **Land Use Stability:** Sometimes the land use for the area expected to change in the future. An example of this is the fact that commercial land uses or other land uses where visual exposure is integral to their existence and vitality may not warrant traffic noise abatement.
- **Local Controls:** In some instances, the local governing or jurisdictional body has not done anything to control noise sensitive land uses from building adjacent to the Tollway corridor or ROW. This implies that if no controls are used, traffic noise abatement is not a very high priority within the community.
- **Aesthetics:** This refers to the physical appearance of the wall from both the roadway side and the community side. It also incorporates the landscaping concept, the opinions of the property owners and the local community desires.
- **Other Environmental Issues:** This refers to impacts of traffic noise abatement installation that should be considered on a site-by-site basis. Examples include but not limited to unwanted reflection of sound, pedestrian, bicycle and trail disruption, wetland destruction, groundwater or surface water impacts, animal migration/flight paths, air quality, shading of vegetation, snow accumulation, etc.

## **6.0 Community Cost-Sharing Noise Abatement Projects**

### **6.1. Type II Projects:**

The following establishes a cost-shared policy to consider requests for retrofitting noise abatement for projects that are not associated with any Type I improvement. Retrofit projects are subject to available funding and will be evaluated for their merits on a case-by-case basis.

In order for a retrofit project to be considered for Type II funding, the project must have a state or local government sponsor, i.e., a unit of government with the authority to levy taxes. This includes general-purpose units of local governments (e.g., cities, counties and townships) as well as specialized governing districts (e.g., sanitary districts, school districts, forest preserve districts, park districts, airport authorities and publicly owned universities or colleges).

For a project to be considered for Type II funding, the local agency sponsor must prepare documentation in accordance with the traffic noise impact analysis and Traffic Noise Study requirements outlined in Section 4.0. The local agency sponsor must pass local zoning ordinances regarding land use, provide all necessary ROW, demonstrate the ability and commitment to provide a minimum of 50% of the funding for the project, and agree to maintain the traffic noise abatement structure and ROW on the community side of the structure.

The Tollway will give priority consideration to those communities where the roadway was constructed through an existing neighborhood and where 75 percent or more of the existing noise sensitive receptors within 500 feet of the edge of pavement preceded the roadway. Developments platted or approved after the date of public knowledge will not be eligible for Type II funding consideration.

## **6.2. Receptor Locations Not Achieving Cost Effectiveness Criterion**

The following establishes a cost-sharing policy for receptor locations that did not meet the cost effectiveness criterion within a Tollway Type I project Traffic Noise analysis. Cost-share opportunities are subject to available funding and will be evaluated for their merits on a case-by-case basis. For noise abatement to be considered for cost-sharing, the receptor location needs to have been determined to be impacted by traffic noise, as determined by a completed Traffic Noise Analysis.

In order for cost-sharing to be considered, the project must have a state or local government sponsor, i.e., a unit of government with the authority to levy taxes. This includes general-purpose units of local governments (e.g. cities, counties and townships) as well as specialized governing districts (e.g. sanitary districts, school districts, forest preserve districts, park districts, airport authorities and publicly owned universities or colleges). The local agency sponsor must commit to providing, at a minimum, the difference between the adjusted allowable cost for noise abatement and the actual barrier cost for the respective receptor location (e.g. if the adjusted allowable cost is \$35,000 per benefited receptor and the actual barrier cost is \$40,000 per benefited receptor, the local agency sponsor would be responsible for \$5,000 per benefited receptor).

## **7.0 Traffic Noise Abatement Techniques**

Means and methods for implementation of traffic noise abatement shall be considered based on effectiveness of traffic noise attenuation and reasonableness of cost.

- **Noise Walls:** Noise walls are solid structures built between the highway and the noise sensitive receptors along the roadway. Noise walls are typically constructed of precast concrete panels, cast-in-place concrete, concrete masonry blocks, masonry or wood. Absorptive surfaces will also be considered in areas where noise sensitive receptors may be affected by reflected noise on either side of the wall, or in instances where wall heights can be reduced to provide comparable effectiveness. Noise walls can reduce traffic noise levels effectively.
- **Earth Berms:** Traffic noise barriers can be formed from earth mounds along the road typically called earth berms. Earth berms have a natural appearance and offer opportunities for landscaping; however, earth berms can require a considerable width across land to accommodate the height necessary to provide the amount of noise reduction required.
- **Vegetation:** If high enough, wide enough, deep enough and dense enough (cannot be seen through), vegetation can decrease the highway traffic noise at a noise sensitive receptor. A 200-foot thickness of effective dense vegetation can reduce noise by 10 dB(A), which can cut the noise volume in half. It is often impractical to plant enough dense vegetation along a road to achieve such reductions; however, if dense vegetation is already present, possibilities exist where it could be saved with some noise reductions achieved.
- **Encouraging Compatible Adjacent Land Use:** Traffic noise compatible land use planning is a community planning method and proactive responsibility that helps reduce or eliminate traffic noise levels at noise sensitive receptors along roadways. This type of planning means considering land use options and traffic noise issues more effectively so that compatible developments are set up next to the Tollway. Municipalities and counties have the power to encourage traffic noise compatible land use planning by developing effective land use plans, zoning or other legal means (such as subdivision or development standards, building or housing regulations), land or easement purchases and community education to inform citizens, developers and local planners about traffic noise compatible land use planning.
- **Promote Tollway Policy and Encourage Local Governments:** The Tollway encourages those who plan and develop land, and local governments controlling development or planning land use near existing or planned Tollway locations, to exercise their powers and responsibility to minimize the effect of roadway traffic noise on future sensitive receptors through appropriate land use control. Where such land use controls are not in place, municipalities, townships and counties may not be eligible for traffic noise abatement consideration for sensitive receptors by the Tollway.
- **Reduction of Traffic Noise at the Source:** Reduction of traffic noise impacts by design or treatment of the road surface is the most cost-effective traffic noise control available to the Tollway. Within the group of traffic noise abatement methods that are feasible and reasonable, and after life-cycle cost analysis have selected a pavement type and other technical and financial constraints, the Tollway will use the quietest surface texture available when repaving or reconstructing a roadway in traffic noise sensitive areas.

- **Traffic Noise Abatement by Others:** All future planned developments adjacent to the Tollway should include a provision in the Subdivision Plat approval requirements that mandates the developer to place a covenant running with the land notifying perspective purchasers that traffic noise abatement will not be provided by the Tollway. The Tollway encourages developers and local governments to coordinate their efforts to mitigate roadway traffic noise. This must be done without encroachment on the Tollway ROW, unless it is determined to be necessary, and authority is granted to permit others to construct a sound barrier, berm or landscape in the Tollway's ROW. The design must meet the Tollway's geometric, structural, safety and maintenance standards. The Tollway shall assume no liability review authority or responsibility of any kind for the structural integrity or acoustical effectiveness of traffic noise abatement sound barriers constructed by others.