

3. Construction Activities Sequencing
4. Emergency Access Routes

To mitigate impacts, an Emergency Response Plan would be developed by the Illinois Tollway and emergency providers; coordination would be undertaken with emergency providers to develop acceptable response times and routes. The plan would involve organizing Mutual Aid Agreements between all emergency responders in the project area. It would identify which resources are available and would have contingency plans in place to make up for any deficiencies. Whatever the situation, people, equipment, facilities, and materials needed for emergency response would be identified, and where they would come from must be determined in advance. Moreover, the people supplying these resources must be made aware of their role in the plan, a key to effective emergency response being a communications system that can relay accurate information quickly. As a result, reliable communication equipment must be used, procedures developed, personnel trained, and a backup system in place. Accordingly, the Emergency Response Plan would identify a list of site personnel with cellular phones, email addresses, and/or two-way radios.

Another means to mitigate impacts is to sequence construction activities such as road or ramp closures, so that local access is maintained at all times. However, in areas where sequencing of work cannot be instituted, temporary access routes for emergency routing during construction activities may be required. These locations would be identified with input from emergency responders in the area.

### 3.6 Agriculture

The project corridor does not have any property with agricultural use. Further, the project corridor is located within the Chicago, Illinois-Indiana urbanized area, as defined by the U.S. Bureau of the Census (U.S. Bureau of the Census, 2000<sup>6</sup>). Per the cooperative agreements between IDOT and the Illinois Department of Agriculture (IDOA), coordination with IDOA and the Natural Resource Conservation Service (NRCS) is not required.

### 3.7 Cultural Resources

Cultural resources include archaeological sites and standing structures with architectural integrity that adequately represent American history and culture. The National Historic Preservation Act and its implementing regulations require that federal agencies consider the impact that their actions have on such resources and allow the Advisory Council on Historic Preservation an opportunity to comment on such undertakings. Section 4(f) of the Department of Transportation Act of 1966 also protects historic properties.

No cultural resources subject to the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended, or of Section 4(f) of the Department of Transportation Act of 1966 were found in the project corridor. Where field surveys were conducted, the Illinois State Historic Preservation Officer (SHPO) has concurred in this finding (see Appendix B). Elsewhere, the professional IDOT cultural resources staff, under the

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<sup>6</sup> Urbanized areas determined for the 2000 Census is the most recent available information. The urbanized areas have not yet been published for the 2010 Census.

provisions of an agreement between the Illinois SHPO, FHWA, and IDOT, made the determination without field surveys (see Appendix B).

Each of the eight Tribal governments (see subsection 5.1.3 of the *Tier One Final EIS* for the list) with an interest in Cook and DuPage Counties was invited to be a participating agency and Section 106 consulting party. The Peoria Tribe of Indians of Oklahoma was the only respondent (see Appendix B). The Peoria indicated they are unaware of any link between Indian Religious Sites and the proposed project and have no objection to construction of the proposed project. According to SAFETEA-LU Section 6002, Tribal agencies that did not respond are considered to have declined the invitation to be NEPA participating agencies. However, they will be contacted immediately if human remains are uncovered during construction.

## 3.8 Noise

### 3.8.1 Affected Environment

Traffic on the proposed alignment would affect noise levels in areas adjacent to the proposed alignment. This section describes existing noise levels in those areas and the likely future increase in noise levels. The noise analysis contrasted existing conditions, predicted design year (2040, Build and No-Build) noise levels, and the FHWA's Noise Abatement Criteria (NAC) to determine whether noise abatement measures should be considered. A noise abatement analysis was conducted at impacted receptors to determine if feasible and reasonable noise abatement measures could be developed.

#### 3.8.1.1 Noise Abatement Criteria

The criteria used to evaluate noise impacts are contained in Title 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, and the IDOT *Bureau of Design and Environment Manual*, Chapter 26, "Noise Analysis" (IDOT, 2011). The Activity Category B and C NAC of 67 A-weighted sound level-decibels (dB[A]) in the *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, apply to residences, churches, schools, recreation areas, and similar activities. Other developed land (e.g., hotels/motels or other business areas) is included in Activity Category E, with a NAC of 72 dB(A). Primary consideration is given to exterior areas where frequent human use occurs. Noise levels are determined under worst case traffic noise conditions.

Table 3-19 shows the FHWA NAC for specific land uses. The FHWA considers a traffic noise impact to occur if predicted traffic noise levels approach or exceed the NAC, or if predicted future traffic noise levels are substantially higher than existing levels. The IDOT defines "approach" as noise levels within 1 dB(A) of NAC. For Activity Categories B and C, this is equal to 66 dB(A). For Activity Category E, this is equal to 71 dB(A).