

evaluation of potential development could be prompted by the EO-WB project over the next 30 years. It is estimated that approximately 90 percent of potential development would impact existing urban or built-up land. Almost six percent would impact wooded land, and a little over four percent would impact wetlands/waters, agricultural land, and barren/exposed land (i.e., areas without vegetation or structures).

In general, the majority of the potential development that could be spurred by the Build Alternative is anticipated to take place along the existing interstates and the proposed EO-WB project. Property that is unprotected open space, underdeveloped, or underused may be developed. However, generally speaking, direct impacts to higher-quality natural resources (e.g., Ned Brown Forest Preserve) and resources with regulatory protection (e.g., wetlands) near the project corridor are anticipated to be minimal (see Exhibit 3-21). One example includes the higher-quality natural area and nature preserve at the north end of Ned Brown Forest Preserve located west of Arlington Heights Road and adjacent to the south side of I-90. The proposed EO-WB improvements end at the east side of Arlington Heights Road, and stormwater runoff from the project corridor drains east in this location toward Higgins Creek. The nature preserve is located west of Arlington Heights Road in the Salt Creek Watershed. No direct impacts to the nature preserve at Ned Brown are anticipated from this project. The potential indirect and cumulative impacts of the induced development areas on higher-quality natural resources and wetlands can be managed at the local, state, and federal levels through permit requirements, the implementation of best management practices, and the increasing consideration of sustainable practices.

Excluding special lands, the remaining natural resources near the project corridor are generally confined to relatively small, isolated parcels that are primarily located adjacent to existing roadways, rail lines, and other built-out parcels; in essence, these areas are already fragmented. Development induced by the proposed EO-WB project improvements could cause loss of habitat and increased competition in remaining natural areas. However, in regard to induced or cumulative impacts as a result of this specific project, very little habitat fragmentation is anticipated. Preservation of special lands can reduce fragmentation by protecting habitat resources.

In the vicinity of the project corridor, large contiguous areas of open space are generally located within special lands or are adjacent to waterways. Due to the large percentage of urban development, fragmented habitat, and transportation infrastructure near the project corridor in the existing condition, wildlife movement is limited. No substantial indirect or cumulative impacts to wildlife movement are anticipated.

Future development has the potential to create additional edge effect at the perimeter of larger preserved open space and to displace isolated habitat areas (old fields or small wooded lots) that are not within special lands. The extent of habitat area affected by edge effect could continue to move inward due to the cumulative effect of other developments and projects in the area. Additional developments could further reduce the number and size of remaining open spaces and available habitat.

3.15 Section 4(f)

Significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and historical sites of national, state, or local significance are afforded special protection under

Section 23 CFR 774, Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)). FHWA may not approve the use of Section 4(f) property unless a determination is made that either: (1) there is no feasible and prudent avoidance alternative to the use of land from the property, and (2) the action includes all possible planning to minimize harm to the property resulting from such use; or the FHWA determines that the use of the property, including any measure(s) to minimize harm committed to by the applicant will have a *de minimis* impact on the property.

In Tier One, a preliminary Section 4(f) evaluation concluded that the Selected Alternative could involve three Section 4(f) resources – Medinah Wetlands Forest Preserve, Salt Creek Greenway Trail, and the North Central DuPage Regional Trail (see Section 5 in the *Tier One ROD*). Continued design in Tier Two resulted in the ability to avoid involvement with Medinah Wetlands Forest Preserve and the North Central DuPage Regional Trail. Medinah Wetlands Forest Preserve is no longer within the project corridor. The North Central DuPage Regional Trail does cross the project corridor, but the improvements do not require involvement with the trail. Further discussion is provided in subsections 3.15.1 and 3.15.2 of this document. The Build Alternative continues to require involvement with the Salt Creek Greenway Trail as well as three new resources: the Salt Creek Golf Club and two Schaumburg bicycle paths. The golf club is a Wood Dale Park District property. It is a significant, publicly-owned recreation area that is open to the public and, therefore, qualifies as a Section 4(f) property. The Schaumburg bicycle paths are owned by the Village of Schaumburg and are primarily used for recreation. They are considered significant resources and open to the public. Furthermore, they are in a specific location (bicycle lane or path) along the roadway. Therefore, Section 4(f) applies to these bicycle facilities.

The Tier One preliminary Section 4(f) evaluation also concluded that two publicly-owned parcels potentially impacted by the Selected Alternative, and currently impacted by the Tier Two Build Alternative, do not meet Section 4(f) criteria – the Elk Grove Detention Pond and Majewski Athletic Complex (see subsection 4.6.2 in the Tier One Final EIS). The primary function of the Elk Grove Detention Pond is detention for stormwater runoff from the Rogers Industrial Park in Elk Grove Village and Des Plaines. No formal recreational facilities have ever been developed at the site, nor does Elk Grove Village plan to do so in the future. Its location is within an industrial area; therefore, it is not conducive to recreational uses and does not attract any users. The Elk Grove Detention Pond is not identified on the Elk Grove website as a public park. For these reasons, FHWA does not consider this property a Section 4(f) resource. Impact to this property is discussed in subsection 3.5.2.4 of this document.

The other public land, the Majewski Athletic Complex, is owned by MWRDGC for potential future expansion of the Kirie Wastewater Treatment Plant, and currently leased to the Mount Prospect Park District. The Mount Prospect Park District uses the property for field sports. The lease was originally established in 1980, extended in 1992 and again in 2000, with a renewal date of 2012. The lease does provide for the MWRDGC to recover the property for the agency's corporate purposes with the provision that one-year notice be supplied. This is expected to remain in the lease renewed in 2012 (Morakalis, 2011). The recapture clause in the lease categorically defines the property as a temporary recreational area; the lease is not considered a long-term lease for Section 4(f) purposes; and the land being temporarily used for recreational purposes could be recaptured by the property owners with a one-year notice. Therefore, FHWA does not consider the Majewski Athletic

Complex a Section 4(f) resource. Impact to this property is also discussed in subsection 3.5.2.4 of this document.

Involvement with the Section 4(f) resources, as described below, is temporary. Because the involvement meets the temporary occupancy criteria under 23 CFR 774.13(d) during and after construction, FHWA has concluded that there would be no use of any Section 4(f) properties by the proposed improvements.

3.15.1 Affected Environment

Five Section 4(f) resources are located along the project corridor including one community park, two regional trails, and two community bicycle paths (see Exhibit 3-22).

Salt Creek Golf Club

Salt Creek Golf Club is a public golf course owned by the Wood Dale Park District and located in the northeast quadrant of Thorndale Avenue and Prospect Avenue. When open, it is available for use by any member of the public.

North Central DuPage Regional Trail

The North Central DuPage Regional Trail is primarily an east-west trail extending from Ned Brown Forest Preserve south and west to Mallard Lake Forest Preserve. Plans exist for the trail to be extended west to the Pratts Wayne Woods Forest Preserve to connect with the Illinois Prairie Path. Within the project corridor, the North Central DuPage Regional Trail crosses the Elgin-O'Hare Expressway in the designated bicycle lanes along Plum Grove Road. The trail is a multi-jurisdictional facility coordinated by FPDDC; along this stretch, it is owned and maintained by the Village of Roselle.

Salt Creek Greenway Trail

The Salt Creek Greenway Trail is primarily a north-south path that parallels Salt Creek. It connects Ned Brown Forest Preserve to Brookfield Woods (directly across from Brookfield Zoo). In the project corridor, it crosses Thorndale Avenue in a designated bicycle lane along Mittel Boulevard/Mittel Drive. The Salt Creek Greenway Trail is also a multi-jurisdictional trail coordinated by FPDDC. In the project corridor, it is owned and maintained by the Village of Wood Dale.

Schaumburg Bicycle Path along Springinsguth Road

The Schaumburg Bicycle System includes a path along Springinsguth Road located on the west side of the road and crosses under the Elgin-O'Hare Expressway in Schaumburg. It is separated from the edge of pavement, except where Springinsguth Road travels under the Elgin-O'Hare Expressway. During this stretch, the bicycle path is on the curb adjacent to the roadway.

Schaumburg Bicycle Path along Wright Boulevard

The Schaumburg Bicycle System also includes a path located along Wright Boulevard. Similar to the bicycle path along Springinsguth Road, it is separated from the edge of the pavement, except along the stretch of Wright Boulevard that crosses under the Elgin-O'Hare Expressway where it is on the roadway.

3.15.2 Environmental Consequences

The Build Alternative would result in temporary involvement with four Section 4(f) resources: one community park and three trails. Proposed improvements would be constructed across all four bicycle facilities described in subsection 3.15.1; however, only three bicycle facilities would be affected and are described in greater detail in the following subsections.

Salt Creek Golf Club

A temporary easement would be required for resurfacing the entrance to the Salt Creek Golf Club. Resurfacing is necessary to match the profiles of the entrance and the new pavement along Prospect Avenue. The park entrance is not expected to be closed during construction; access is expected to remain. Access to and from the golf club, however, would be modified with the proposed improvements. Currently, turning movements into and out of the park are not restricted. However, the proposed project improvements would prohibit left turns from the entrance because of proximity to the intersection of Prospect Avenue and the proposed exit ramp terminal. To mitigate this restriction, a U-turn is provided north on Prospect Avenue for those who wish to go southbound from the park.

North Central DuPage Regional Trail

The proposed improvements include the widening of the Elgin-O'Hare Expressway from two lanes in each direction to four lanes in each direction (inclusive of auxiliary lanes) under Plum Grove Road. No work on Plum Grove Road or the trail is proposed. Therefore, the North Central DuPage Regional Trail would remain in its current location and would not be affected by the project.

Salt Creek Greenway Trail

The Salt Creek Greenway Trail will be impacted by mainline, frontage road, and Mittel Boulevard/Mittel Drive improvements. The trail is expected to remain open for the entirety of construction, either in its current location or along a detour route. During construction, the trail may need to be temporarily closed in its current location and moved to the opposite side of the road or offsite for safety or logistical reasons. After construction of the proposed improvements, the trail will be reinstated on the west side of Mittel Boulevard/Mittel Drive as a path separated from the roadway.

Schaumburg Bicycle Path along Springinsguth Road

The Schaumburg Bicycle Path along Springinsguth Road will be impacted by construction along Springinsguth Road and on the Elgin-O'Hare Expressway overhead. The bicycle path will remain open for the duration of construction, either in its current location or along a detour route. During construction, safety or feasibility issues may require the path to be closed in its current location and rerouted temporarily to the opposite side of the road or offsite. After construction, the Schaumburg bicycle path along Springinsguth Road would be reinstated in its current location.

Schaumburg Bicycle Path along Wright Boulevard

The Schaumburg Bicycle Path along Wright Boulevard will be impacted by construction along Wright Boulevard and the Elgin-O'Hare Expressway overhead. The bicycle path will remain open for the duration of construction, either in its current location or along a detour route. For safety or logistical reasons, the path's current location may need to be closed

temporarily and rerouted to the opposite side of the street or offsite during construction. Following construction, the bicycle path will be improved as a continuous trail separate from the roadway.

3.15.3 Application of Section 4(f)

As mentioned above, the Build Alternative requires a temporary easement from Salt Creek Golf Club to resurface the entrance to blend the profile of the entrance with the improved roadways along which the park is located. The proposed improvements also would require temporary relocation of the Schaumburg bicycle paths along Springinsguth Road and Wright Boulevard, as well as the Salt Creek Greenway Trail.

According to 23 CFR 774.13(d), if the following criteria are met, temporary involvement with Section 4(f) resources does not constitute a use of the Section 4(f) resources:

1. *Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;*
2. *Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;*
3. *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;*
4. *The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and*
5. *There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

3.15.3.1 Salt Creek Golf Course

Involvement with the Salt Creek Golf Course meets the criteria for temporary occupancy and, therefore, is not considered use of a Section 4(f) property. A temporary easement would be obtained for work on the entrance to the golf course, and Wood Dale Park District would retain ownership throughout construction and upon completion. The easement would not be needed longer than the time it would take to perform the construction activities at the entrance. The scope of work is minor; the only modification to the golf course would be the regrading of the entrance to blend the profile of the entrance with the newly improved Prospect Avenue. No interference with usage of the golf course is anticipated. It is expected to remain open during construction; the construction will not cause the need for access to be closed at any time. Efforts will be made to conduct construction work between November 1 and April to avoid heavy use periods. Coordination with the Wood Dale Park District has occurred, and the District has concurred that the temporary occupancy would not result in an adverse effect on the property (see Appendix B).

3.15.3.2 Schaumburg Bicycle Path along Springinsguth Road

Activities involving the Schaumburg bicycle path meet the criteria for temporary occupancy and, therefore, are not considered use of a Section 4(f) property. No permanent adverse

changes to the bicycle path will occur. Following construction, the bicycle path on Springinsguth Road would be fully restored in its current location off-road north and south of the Elgin-O'Hare Expressway and alongside the roadway where Springinsguth Road travels under the Elgin-O'Hare Expressway. If the condition of the trail is adversely impacted by construction-related activities, it will be returned to at least its original condition. During construction, temporary interference with use of the bicycle path will not occur, but rerouting of the bicycle path may be necessary temporarily.

If the bicycle path in its current location needs to be closed during construction, users will be rerouted on the opposite side of Springinsguth Road in the vicinity of the project corridor, thereby allowing trail users to continue along the same route. Temporary closure of Springinsguth Road may be required for safety or logistical reasons. If that occurs, bicycle path users would be rerouted to Rodenburg Road or Wright Boulevard, depending on their direction of travel. Closure of the bicycle path in its current location, if necessary, will not last longer than the duration of construction. The City of Schaumburg concurred that the potential temporary occupancy of the trail would not cause an adverse effect on the facility (see Appendix B).

3.15.3.3 Schaumburg Bicycle Path along Wright Boulevard

Involvement with the Schaumburg Bicycle Path along Wright Boulevard meets the criteria for temporary occupancy and, therefore, is not considered use of a Section 4(f) property. Activities related to the bicycle path are temporary, and users would not experience disruption in use during or after construction. After construction, the bicycle path would be reinstated in an improved condition, specifically, as a continuous trail on the west side of Wright Boulevard, separate from the roadway through the project corridor. During construction, if the trail in its current location must be closed, the bicycle path will be rerouted to the opposite side of the street so users can experience continuous use of the route. However, it might be necessary to close Wright Boulevard during construction for safety or logistical reasons. If that occurs, bicycle path users will be temporarily rerouted along Rodenburg Road or Mitchell Boulevard. The City of Schaumburg agreed that temporary occupancy of the bicycle path would not cause an adverse effect on the facility (see Appendix B).

3.15.3.4 Salt Creek Greenway Trail

Activities related to the Salt Creek Greenway Trail meet the temporary occupancy criteria and, therefore, are not considered use of a Section 4(f) property. Activities affecting the trail are temporary and would not cause temporary or permanent adverse effects. After construction, the trail will be reinstated in an improved condition, specifically, as a path separate from the road on the west side of Mittel Road/Mittel Boulevard rather than occupying a bicycle lane on the road. The trail would become a continuous path on the west side of the road from the trail in the northwest quadrant of the Mittel Boulevard/westbound Frontage Road intersection to Bauman Court where it currently continues. If the trail would need to be closed during construction, it would be rerouted to the opposite side of the street so the route can be maintained. If Mittel Road/Mittel Boulevard would need to be closed, trail users would be rerouted along Wood Dale Road. Coordination with Wood Dale has been undertaken, and the City agrees that any temporary occupancy of Salt Creek Greenway Trail would not result in an adverse effect on the facility (see Appendix B).

3.15.3.5 Summary

The Build Alternative would require temporary involvement with four Section 4(f) resources – a park and three bicycle paths. A temporary easement would be required from the Wood Dale Park District's Salt Creek Golf Club for regrading the entrance so that it blends with the profile of the improved Prospect Avenue. The Schaumburg Bicycle Paths along Springinsguth Road and Wright Boulevard, as well as the Salt Creek Greenway Trail along Mittel Road/Mittel Boulevard, might be rerouted temporarily during construction for safety and logistical reasons. Because the temporary involvement with these Section 4(f) resources meets the criteria contained in 23 CFR 774.13(d), the involvement does not constitute a use of the Section 4(f) resources.

3.16 Special Waste

"Special waste," as defined in the Illinois Environmental Protection Act (415 ILCS 5/3.475), includes hazardous waste, potentially infectious medical waste, and industrial process waste or pollution control waste.¹⁰³ In Illinois, highway projects are screened and evaluated to determine a project's potential involvement with special waste and other regulated substances, such as hazardous substances and petroleum products.

3.16.1 Affected Environment

The project area is largely urbanized and consists of various land uses including aging industrial and railroad land uses; there is potential for the area to contain materials of concern. In accordance with IDOT environmental guidance, a Level I Screening of the project was completed, and it was determined that a Preliminary Environmental Site Assessment (PESA) was required for this project.

The PESA was completed following the guidelines of ISGS, "A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Projects"¹⁰⁴ and "ISGS red-line guidance document."¹⁰⁵ Since the project area is vast, the PESA divided the project corridor into six geographic sections and corresponding PESA Volumes (1, 2, 2A, 3, 4, and 5) (see Exhibit 3-23). The PESA reports performed by CH2M HILL were submitted to IDOT between June 10, 2010 and February 24, 2012 and included all PESA Volumes (1, 2, 2A, 3, 4, and 5) and five PESA Addendums (Volumes 1, 2, 2A, 3, and 4) (CH2M HILL, 2012). The eleven PESA reports were officially accepted and approved as "Final" by IDOT on March 8, 2012. The March 8, 2012 IDOT acceptance letter is included in Appendix B. According to IDOT policy, the PESA reports required an update or validation. Therefore, a PESA validation was conducted between September 5, 2012 and September 25, 2012. The PESA validation report was submitted to IDOT on September 25, 2012. IDOT reviewed the PESA validation report and officially accepted and approved the document as Final on October 9, 2012 (see Appendix B).

¹⁰³ Refer to the Illinois Environmental Protection Act for exceptions.

¹⁰⁴ Erdmann, A.L., Bauer, R.A., Bannon, P.L., and Schneider, N.P. (1996, and draft PESA example [red text guidance]). A manual for conducting preliminary environmental site assessments for Illinois Department of Transportation highway projects. Illinois State Geological Survey Open File Series 1996-5.

¹⁰⁵ CH2M HILL and IDOT. PESA Kickoff Meeting. IDOT Springfield Central Office. Attending: Barbara Stevens, IDOT Chief Environment Section, Steve Gobelman, IDOT Geologic and Waste Assessment Specialist, Debbie Mehra, Special Waste Coordinator, Site Assessment Unit, Anne Erdmann, Director of the Center for Transportation and the Environment, Larry Martin, David Klatt, and Ed Walczak CH2M HILL. ISGS red-line guidance document. August 5, 2009.

