



# I.) WORKSHOP



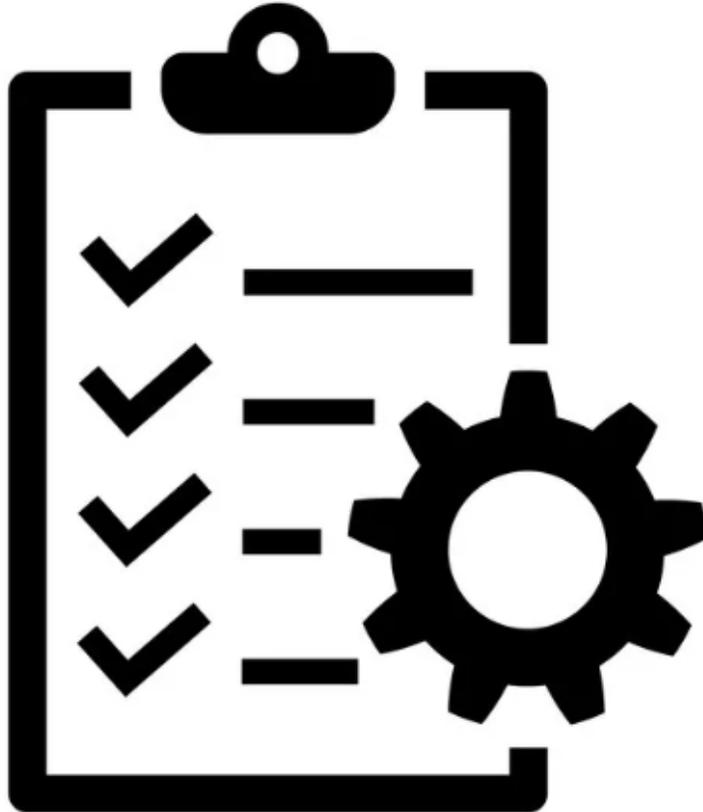
## Project overview

- The Will County Division of Transportation has begun a study of Parker Road/Chicago-Bloomington Trail/Hadley Road/167th Street from US Route 6 to Will-Cook Road.
- The impetus of this study is two-fold, safety and pavement life.
- Will County has projected cost for Project Construction and Engineering at \$20 Million
- Will County has projected an additional \$2 Million for Design & \$1.5 Million for Right of Way acquisition.





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## Project update

- During the County’s public comment period, there were 176 unique public comments. The County indicated this is very high community involvement and they will take this into consideration.
- At this time, the County has unofficially paused the project in order to allow the Village to review options to protect the road corridor.
- On September 13, 2023, the Village Board of Trustees passed a Resolution (RES-23-013) to urge the County to protect the natural, historic and cultural resources along the road corridor.
- Staff has requested the technical reports and surveys that Will County has been working on thus far. These documents are not available at this time for public record, as the reports created thus far are still considered in “draft” status and not subject to FOIA release.



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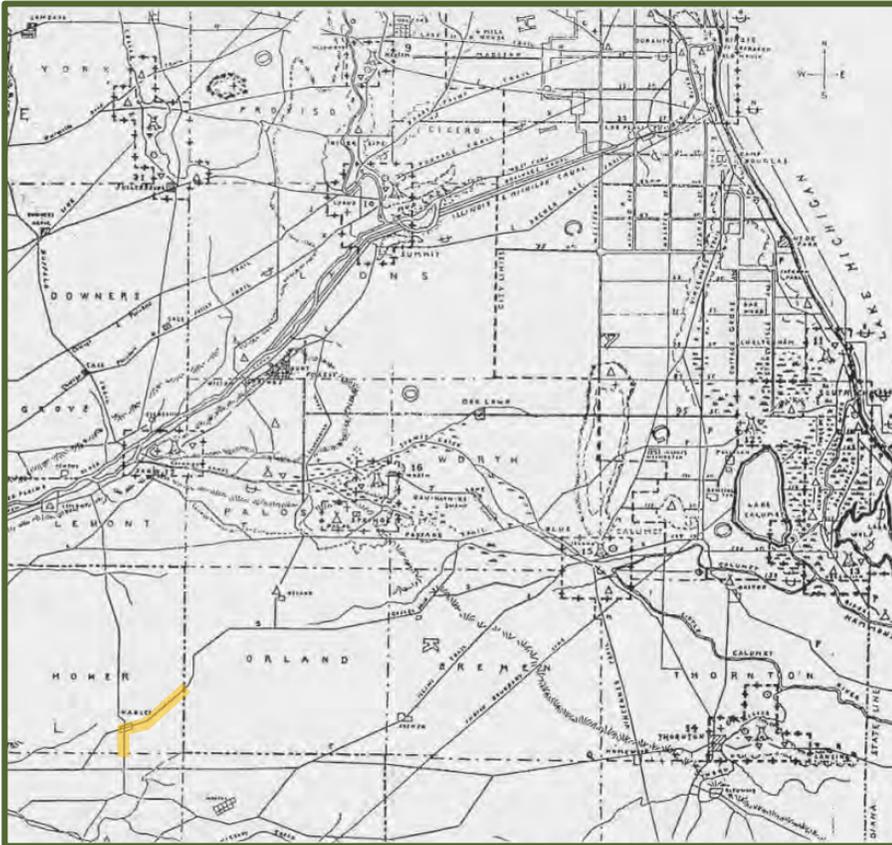
*The Village Slogan “Community and Nature in Harmony”, exemplifies a commitment to a quality of life through maintaining open space, preserving our unique rural character, and safeguarding our natural resources.*

## Corridor Character

- The corridor is predominantly a rural residential road dominated by large acreage properties with single family homes.
- The corridor is adjacent to the Will County Forest Preserve “Spring Creek Preservation System” that conserves over 2,000 acres and includes Messenger Marsh and Messenger Woods.
- The corridor is heavily wooded with mature trees that provide not only an environmental benefit, but are a defining cultural aesthetic.
- The corridor is also surrounded by sensitive environmental features such as floodplain, wetlands, creeks and natural drainageways that are tributary to the Spring Creek Preservation System.



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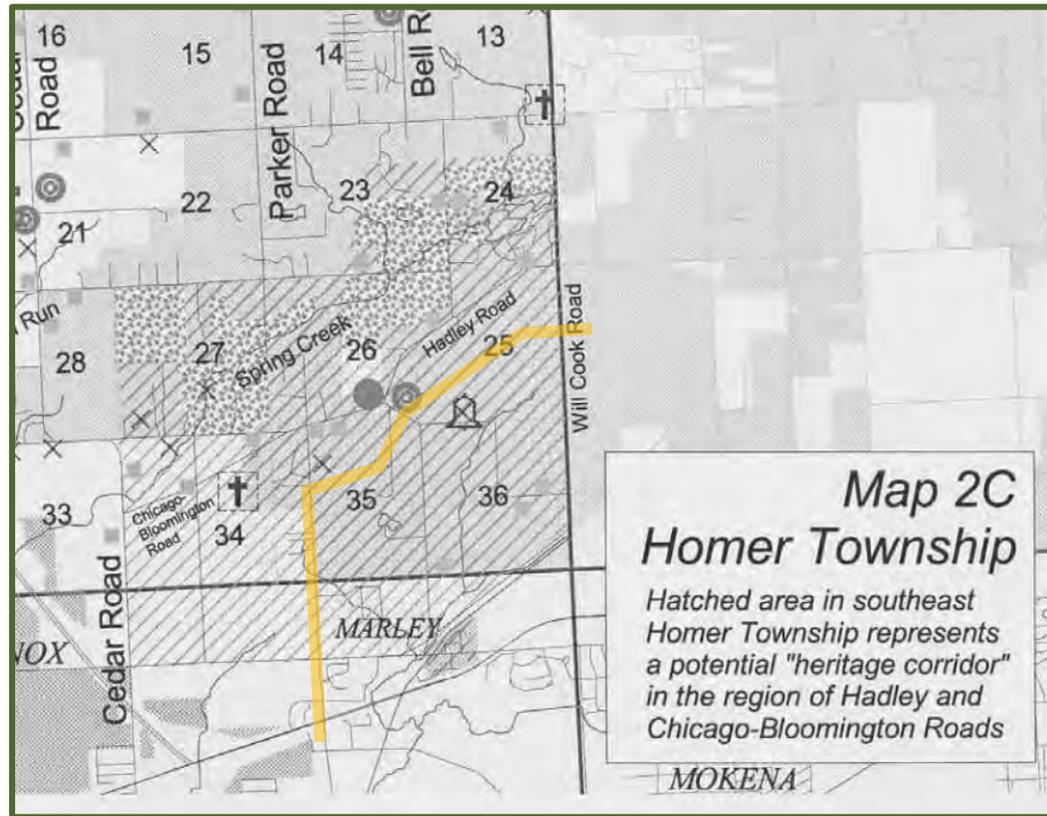
## 2002 Will County Rural Historic Structural Survey

- Recommends that the Hadley Road and Chicago Bloomington Road be named a “Heritage Route.”
- States that “the Hadley area was an early rural crossroads settlement in northwest Will County, located along a route that had been a Native American Trail.”
- Describes this area as “a region forming a ‘heritage trail’ in southeast Homer Township with numerous architectural resources and unique landscape views,” and further identifies seven farmsteads, Hadley Cemetery, the Hadley Settlement, and Stone Manor, which is listed on the National Register of Historic Places.

*The above map is an excerpt of Indian Trails and Villages of Chicago and of Cook, Du Page, and Will Counties, Illinois (1804) prepared by Albert F. Scharf, 1900. Chapter I-7 of the Rural Historic Structural Survey of Homer Township Will County, Illinois, 2002.*



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*Hatched area showing potential heritage corridor, as recommended in the Rural Historic Structural Survey of Homer Township Will County, Illinois, 2002. (map 2C)*

 Scope of Project

## 2002 Will County Rural Historic Structural Survey

- States the regions first post office was established on July 27, 1835, at the intersection of present-day Parker and Chicago-Bloomington Roads.
- Settlers in the region named the area Hadley, after Hadley, Massachusetts, where they emigrated from, and for which Hadley Road is named.
- The Survey recommended additional research and planning is necessary to define and implement the preservation of the proposed Hadley Road and Chicago Bloomington Road Heritage Route.



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## National Register of Historic Places

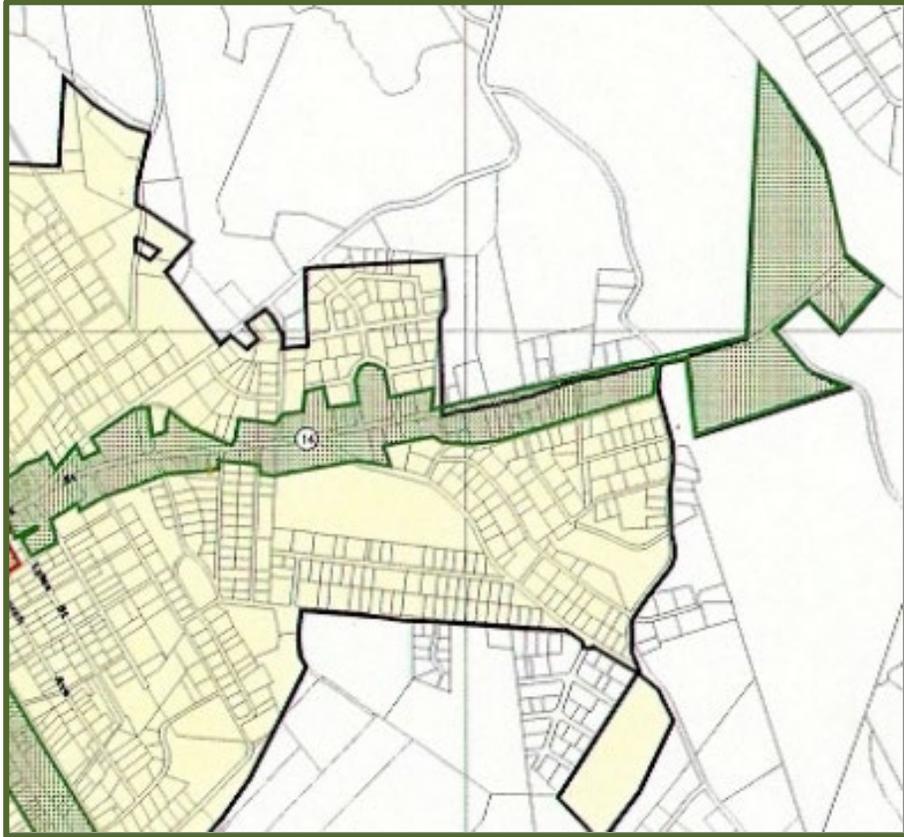
- Per the State Historic Preservation Officer, the Village can apply to have the corridor on the National Register and the County cannot object.  
*\*Clarification: this pertains to publicly owned land.*
- Placement on the National Register is generally “honorific” in nature.
- Will not stop eminent domain if need is proven.
- Will create regulatory slow down of project

## Private Preservation/Conservation Easements or Deed Restrictions

- Will not stop eminent domain
- Could create procedural slow down for the project.



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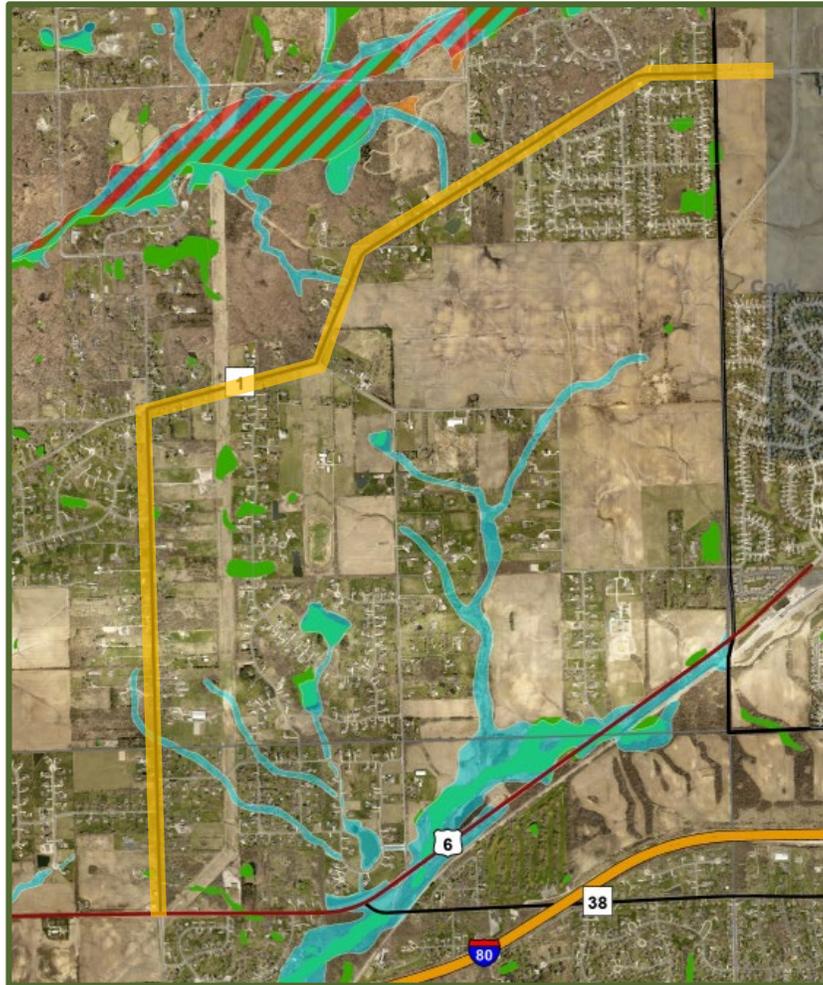
*Example of Overlay District Map for City of Landrum North Carolina.*

## **Local Overlay District**

- The Village could create a new Overlay District specifically for the corridor.
- This would require a text amendment to the Village Code.
- Shows Village support of corridor protection.
- Will not stop progression of the Will County project.
- Provides local protection if road jurisdiction changes.



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Scope of Project

## Legend

- Roadways
  - Federal
  - State
  - County
  - Local and Private
- Surrounding Counties
- Townships
- Flood Hazard Area
  - 1% Annual Chance Flood Hazard
  - Regulatory Floodway
  - 0.2% Annual Chance Flood Hazard
  - Area of Minimal Flood Hazard
  - Area with Reduced Risk Due to Lev
- Wetlands
  - Lacustrine
  - Palustrine
  - Riverine
  - Upland



## Environmental Feature Protection

- The presence of floodplain, wetlands, Forest Preserve, old growth trees, potential Long-Eared Bat habitat, etc. will create procedural slow down for the project regardless of jurisdiction.
- It is likely that the presence of these features will not stop the project, but the road design may be adjusted based on specific regulatory requirements.

*An example of this regulatory requirement along the corridor is the long-eared bat, a federally threatened species. Their habitat is protected during the breeding season only, outside timeframe the habitat is not protected.*

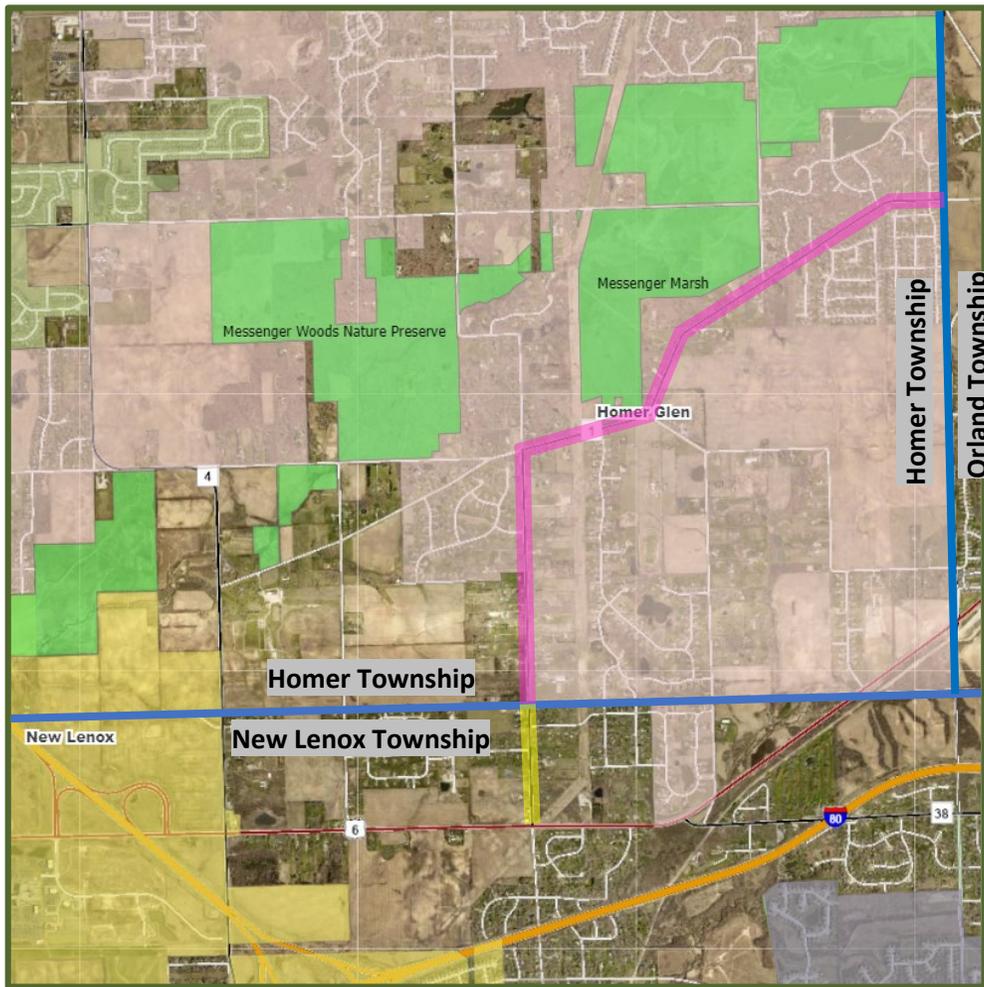




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## Jurisdictional Transfer

- Road mileage breakdown per location (all of which is currently under Will County DOT Jurisdiction):
  - Village of Homer Glen: approx. 3.16 miles
  - New Lenox Township: approx. .59 miles
- Pursuant to Section 5/11-91.2-1, the Illinois Municipal Code: The Village can request a jurisdictional transfer for the road corridor that is currently under Will County's jurisdiction.
- If accepted, the Village would be responsible for all maintenance of the roads. The funding source will dictate how the road could be designed in the future.
  - The Will County Board will have to vote to authorize.
  - The Village Board will have to vote to authorize.
  - An agreement will be required between the two entities.
- Based on legal opinion, the Village could take over jurisdiction from the County and then transfer jurisdiction to the Township.



## Legend

- Village of Homer Glen
- Village of Mokena
- Village of New Lenox
- Forest Preserves

## Corridor Location

- Village of Homer Glen
- Unincorporated/New Lenox Township

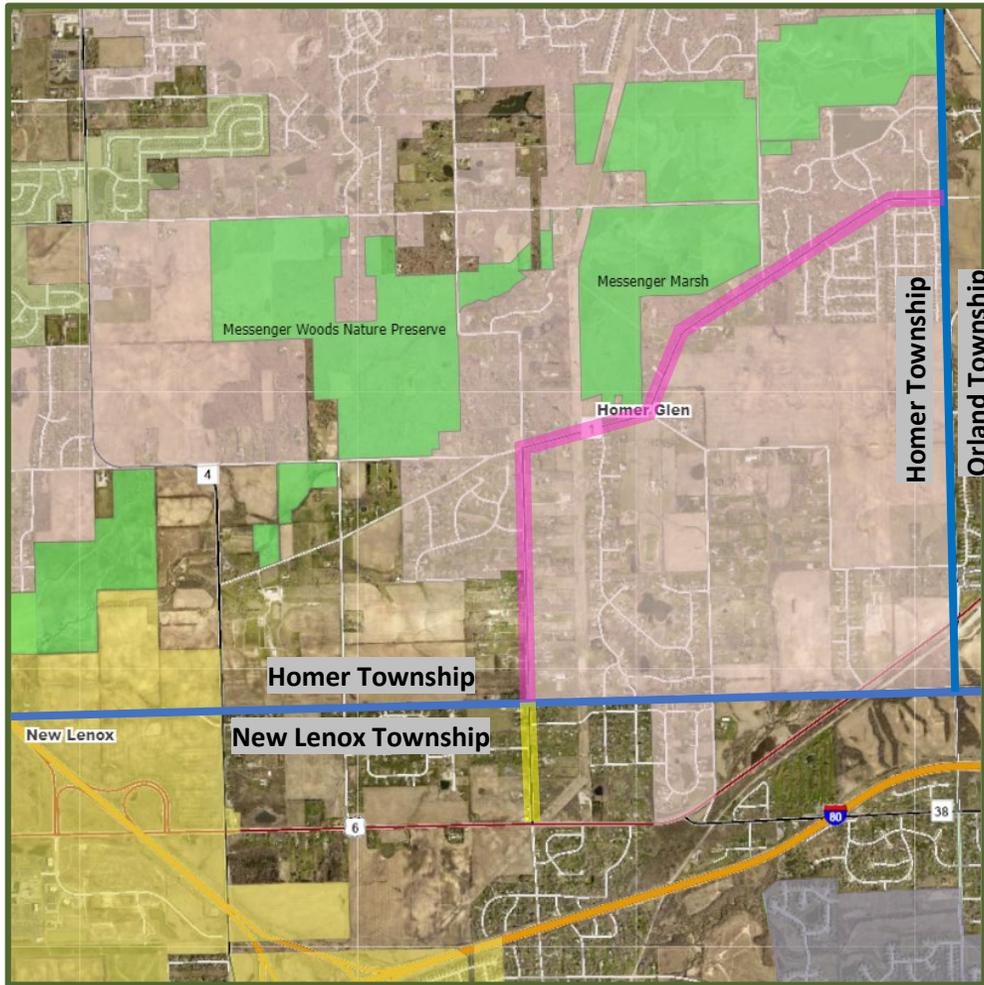




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## Jurisdictional Transfer

- Pursuant to State Statute, 65 ILCS 5/11-91.2-1, 605 ILCS 5/2-104, and 605 ILCS 5/7-202.3, municipalities can have jurisdiction of roads within 1.5 miles outside their corporate limits.
- These roads should be contiguous to the corporate limits and connect to existing streets within the municipality.
- Whether the Village can pursue jurisdictional transfer outside of the corporate limits is subject to legal review of the Boundary Agreements between the Village of Homer Glen and the Village of New Lenox.



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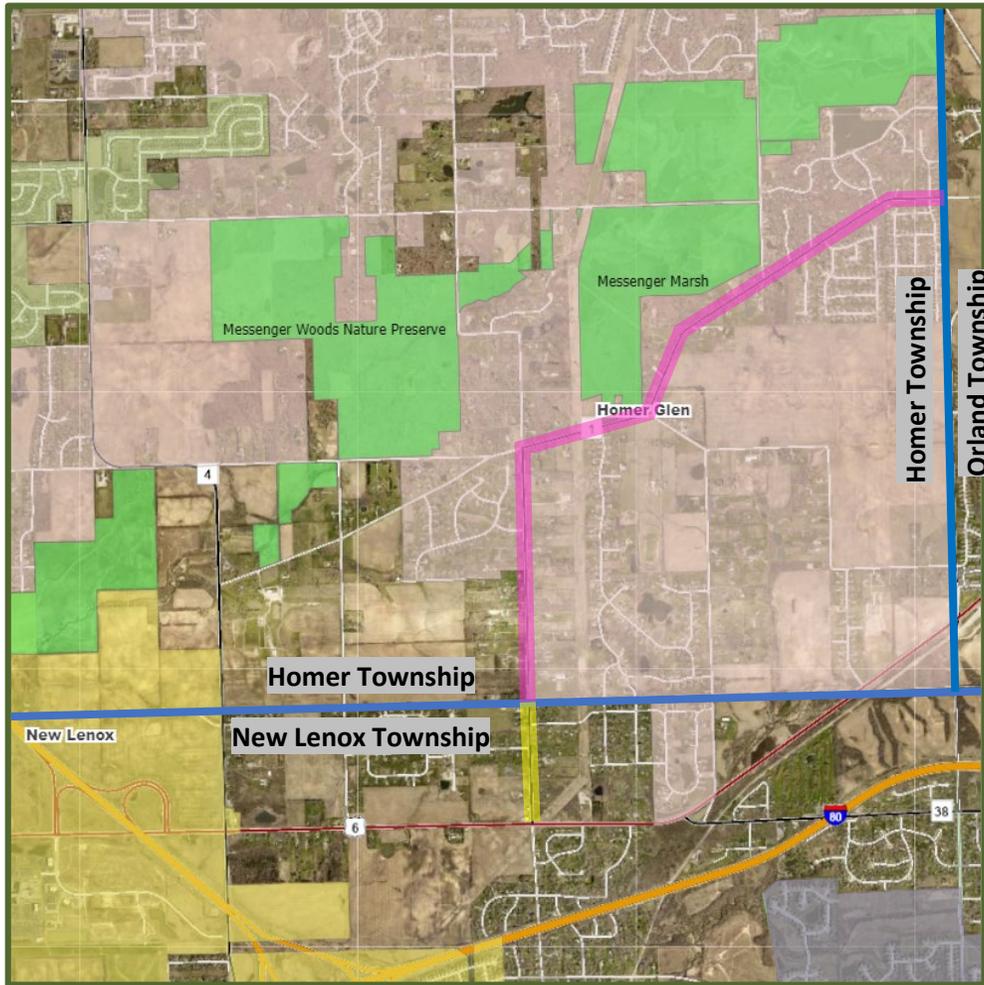




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## Jurisdictional Transfer

- Estimated Lifespan of Pavement: 5 – 10 years is a fair estimate.
- The largest impact to pavement lifespan will be freeze/thaw which is dependent on weather and how harsh of winters we have over the next few years.
- Depending on current conditions this would impact and determine what the next step is in repairing the roadway once it reaches the end of its service.
- Geotechnical data is not available from Will County at this time for public record, as the reports created thus far are still considered in “draft” status.



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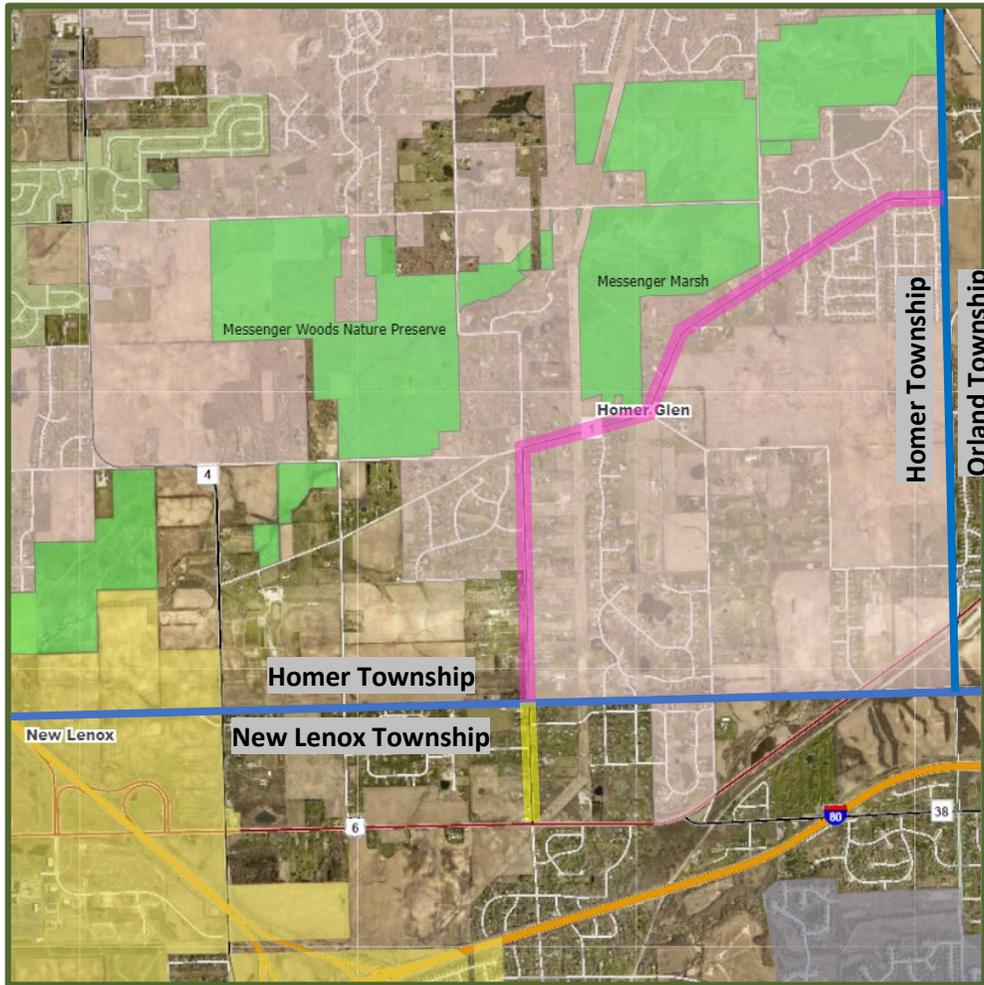


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## Jurisdictional Transfer

- Maintenance Cost: \$45,000/year
- w/Contingency: \$58,500/year
- This was estimated using the current Public Works dept budget, subtracting out non-applicable costs (office supplies, etc.) and dividing it by the total mileage that Public Works currently services (130 mi)
  - Current per mile cost = \$15,000
- Public Works would need to hire another employee/worker. Average starting costs for a new employee: \$72,861
- These would be yearly repeating costs.

*Please keep in mind these are **ESTIMATES**, costs can fluctuate based on increased labor or material prices. These costs can be used as a general ballpark but should not be treated as the 'end all be all' of costs. These costs are in 2023 dollars and also only account for the portion of the road currently in the Corporate Limits. Staff recommends a 30% contingency.*



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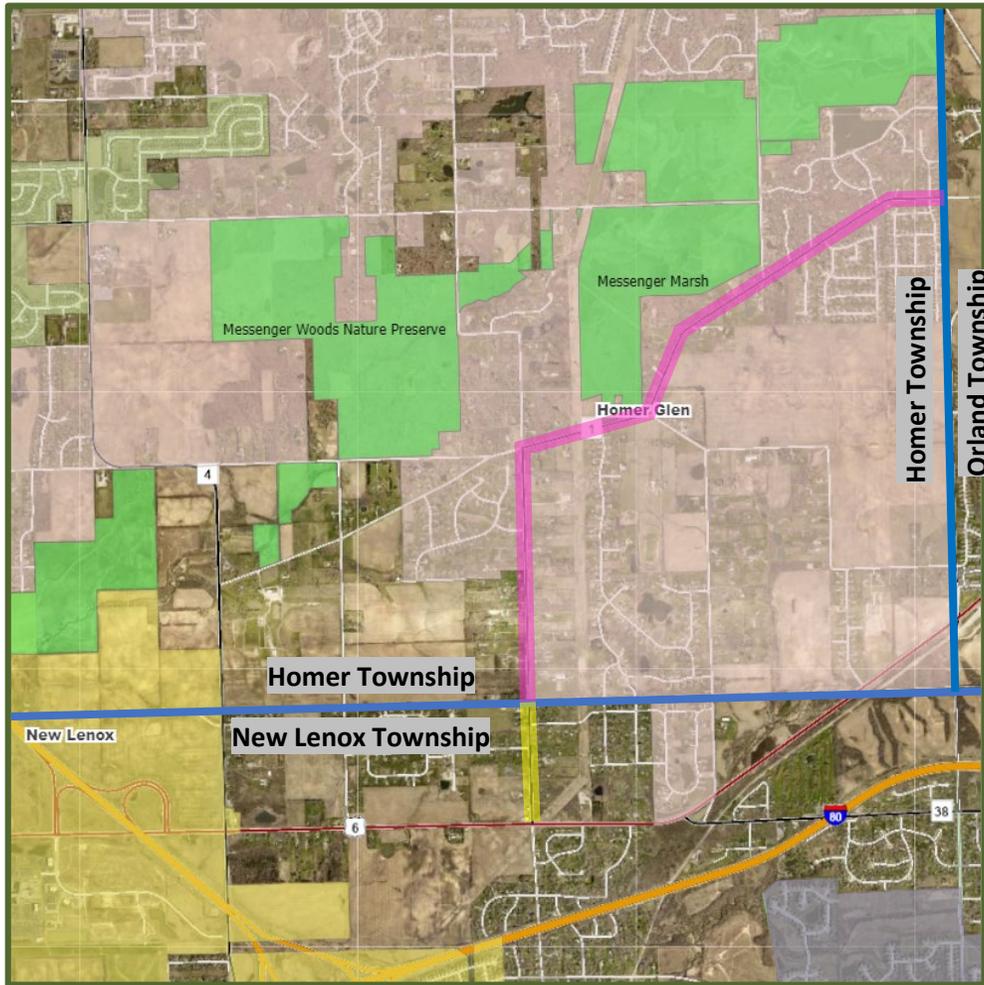


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## Jurisdictional Transfer

- Estimated Cost to Resurface: \$1,071,800
- w/contingency: \$1,393,340
- This would be the estimated cost to mill and resurface the roadway in its current state.
- The County has indicated the subbase for the pavement is a material that is no longer in use due to poor performance.
- If the subbase is failing, resurfacing is only a band-aid and will not completely solve the problem.

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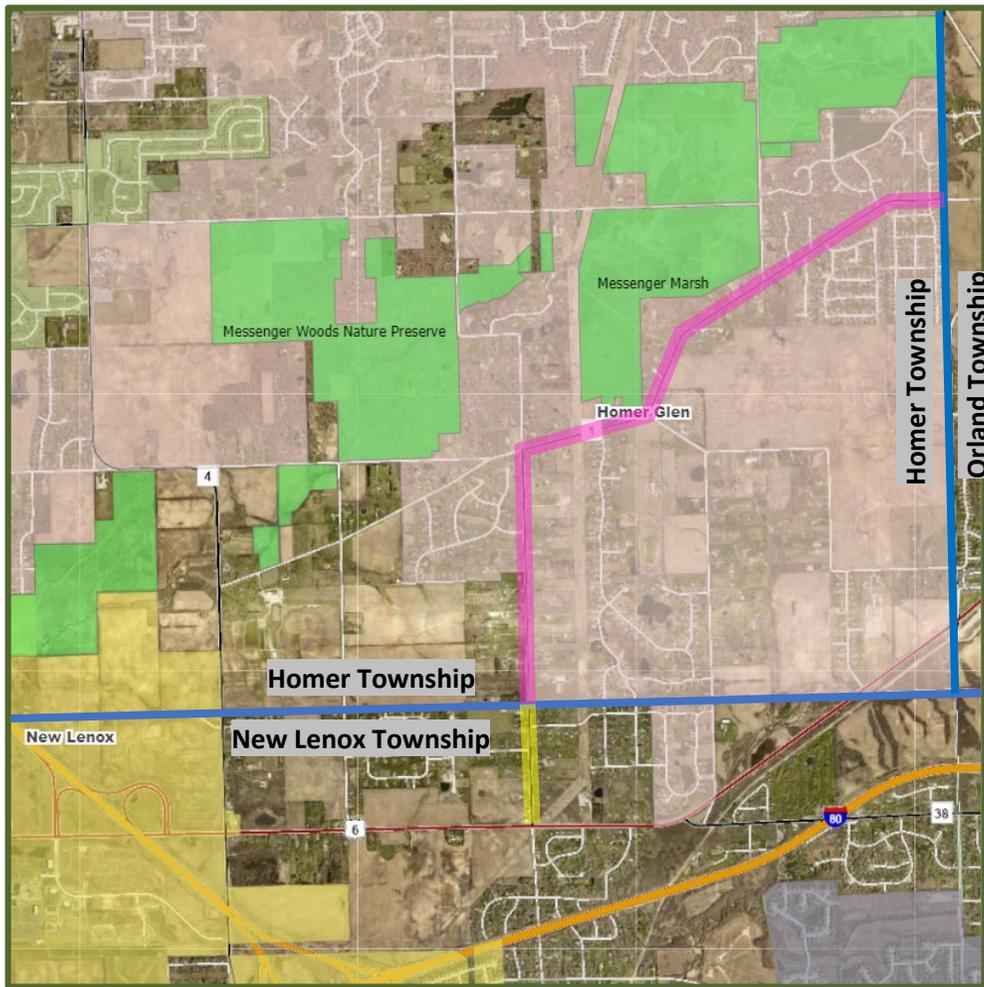


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## Jurisdictional Transfer

- Estimated Cost to Remove and Replace: \$5,500,000 - \$6,000,000
- w/Contingency: \$7,800,000
- Cost is based on replacing in-kind with 10ft lanes with a 2ft aggregate shoulder.
- In order to keep that same cross section, we would need to fund this without federal assistance and without using our Motor Fuel Tax funds; unless design exceptions are granted.
- Typically, use of federal funds requires the IDOT standard section which is wider and would have a larger impact.
- This cost was mainly developed off of materials costs, it provides a contingency for drainage and other items, however the extent of additional work could not be determined until we moved forward with Phase I and II Engineering

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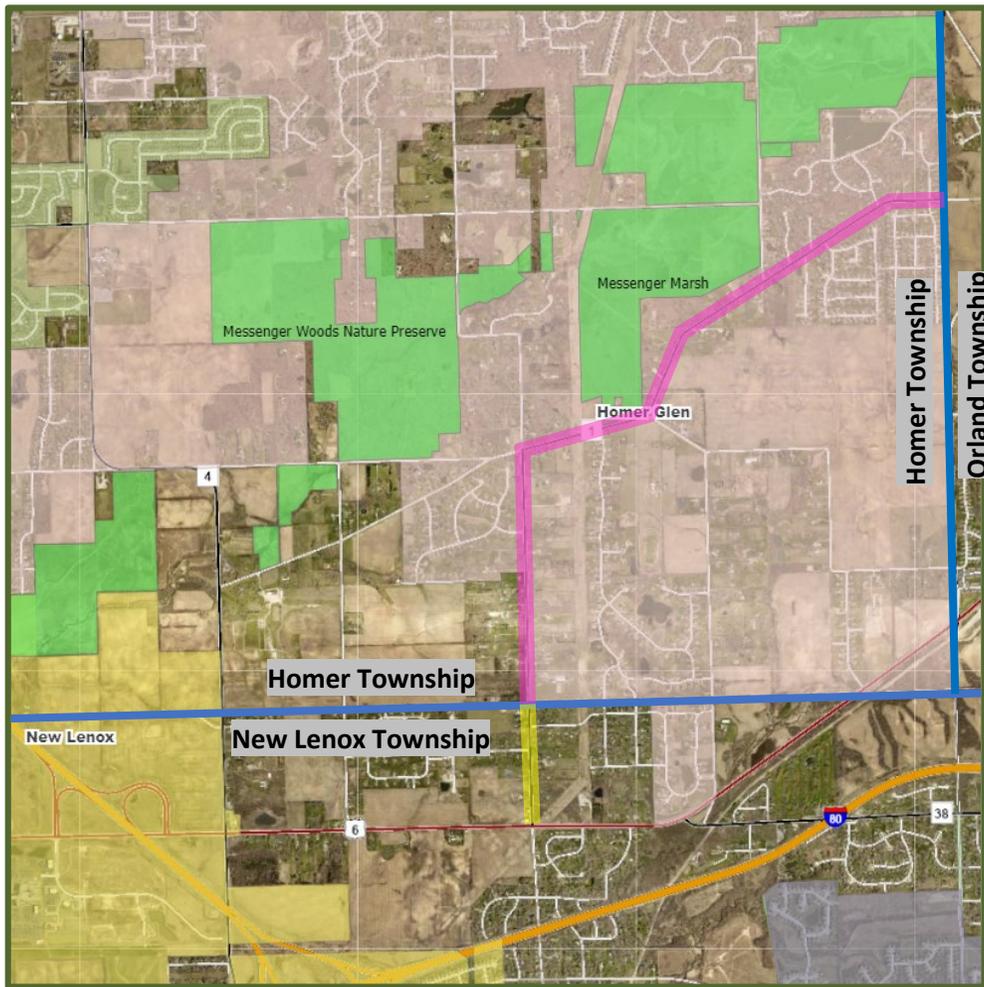
## Jurisdictional Transfer

- Estimated Costs for Intersection Improvements:

	Cost in 2006 Dollars	3% inflation over 17 years	Cost plus inflation plus contingency
Chi-Bloom and Parker	\$1,278,683	\$652,128	\$2,510,054
167 <sup>th</sup> and Parker	\$908,279	\$463,223	\$1,782,953

- Cost is based on improvement recommendations in the Village of Homer Glen Transportation Plan.
- Chicago-Bloomington Tr. & Parker Rd. - add signal, 4 left turn lanes, and 4 right turn lanes. This improvement was listed as priority #1 for 2016.
- 167th St. & Parker Rd. - Add signal and 4 left turn lanes.
- This improvement was listed as priority #4 for 2016.

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## Federal Funding of Road Projects

- It is a typical course of action that the use of federal funds will mandate bringing the roadway up to current IDOT standards.
- There is a process for design exceptions with IDOT. That process, however, involves extensive design review and communication with the State and there is no guarantee the requests will be granted.
- While under Will County jurisdiction, the Engineer of Record would be a consultant who is hired/working for Will County.
- While the Village can *petition* for the County to make design exception requests, ultimately it is Will County's decision.



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## Bureau of Local Roads and Streets Manual



### Federal Funding of Road Projects, Continued

- Design exceptions to IDOT standards are typically reserved for projects or scenarios where an engineer has exhausted all options and there is no other viable solution to resolve the issue.
- A project can be classified as a 3R project (resurface, restoration and rehabilitation) but this is generally for projects where the roads already meet the standard criteria.
- Many criteria are considered in determining whether a project can be considered a 3R including “extent of pavement replacement”, incorporation of geometric improvement which can be dependent on available right-of way, environmental impacts, etc.
- A successful 3R or pavement preservation project is one that improves ride quality and reduces the life-cycle costs of pavement rehab.



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## Other Funding Options

- Self-fund – Village can control design
- Special Service Area (SSA) - This tool establishes a tax on specific parcels to pass the cost of the road improvements to those adjoining property owners.
- Grants – each potential grant would need to be looked at on a case-by-case basis as the program requirements for each one vary.