RESOLUTION 2022-100 **PASSED: OCTOBER 10, 2022**

ADOPTING THE RECOMMENDATION OF THE TRANSIT SITE SELECTION COMMITTEE FOR THE NEW TRANSIT MAINTENANCE AND OPERATIONS FACILITY AT THE DRESSER ROAD LOCATION, AND APPROVING THE FINAL MINUTES OF AND DISSOLVING THE TRANSIT SITE SELECTION COMMITTEE.

WHEREAS, the City of DeKalb (the "City") is a home rule unit of local government and may exercise any power and perform any function pertaining to its government and affairs pursuant to Article VII, Section 6, of the Illinois Constitution of 1970; and

WHEREAS, the Transit Site Selection Committee (the "TSSC") unanimously recommended that the City Council select the Dresser Road site attached hereto and incorporated herein as Exhibit A (the "Dresser Road Site") for the construction of a new Transit Maintenance and Operations Facility (the "Transit Facility"); and

WHEREAS, the City's corporate authorities find that it is in the City's best interests to adopt the TSSC's recommendation of the Dresser Road Site for the Transit Facility for the protection of the public health, morals and welfare; and.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF DEKALB, ILLINOIS:

SECTION 1: The above recitals are true, correct, material, adopted and incorporated herein as Section 1 to this resolution.

SECTION 2: The City's corporate authorities adopt and approve the TSSC's recommendation of the Dresser Road Site for the Transit Facility, approve the TSSC minutes dated September 22, 2022, dissolve the TSSC, and authorize and direct the City Manager and Staff to take all actions to advance the design and construction of the Transit Facility for the Dresser Road Site.

SECTION 3: This resolution and each of its terms shall be the effective legislative act of a home rule municipality without regard to whether such resolution should (a) contain terms contrary to the provision of current or subsequent non-preemptive state law, or (b) legislate in a manner or regarding a matter not delegated to municipalities by state law. It is the intent of the City's corporate authorities that, to the extent that the terms of this resolution should be inconsistent with any non-preemptive state law, this resolution shall supersede state law in its jurisdiction.

SECTION 4: This resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED BY THE CITY COUNCIL of the City of DeKalb, Illinois at a Regular meeting thereof held on the 10th day of October 2022 and approved by me as Mayor on the same day. Passed by a 7-0-1 roll call vote. Aye: Morris, Larson, Perkins, McAdams, Verbic, Faivre, Barnes. Nay: None. Absent: Smith.

CITY OF DEKALB STATE OF ILLINOIS

COHEN BARNES, Mayor

ATTEST:

Ruth A. Scott, Executive Assistant

City of DeKalb
opportunity · innovation

AGENDA

TRANSIT SITE SELECTION COMMITTEE MEETING

September 22, 2022
3:30 p.m.

LOCATION
164 E. Lincoln Highway
DeKalb City Hall First Floor Conference Room
DeKalb, Illinois 60115

A. Roll Call

B. Approval of the Agenda

C. Approval of Minutes

1. Approval of the Minutes from February 17th, 2022

D. Public Participation

E. Reports

F. Old Business

G. New Business

1. Discuss the Results of the Site Selection Report provided by Stantec, dated 9/6/22
2. Adopt and Advance to City Council the Committee's Site Selection Recommendation

H. Adjournment

Minutes of the February 17th Transit Site Selection Committee Meeting

A. Roll Call: Mr. Gill called the meeting to order at 9:01 AM. Present Gill, Smith, Webb, Irving, Groce, Duffy. Absent, None.

B. Approval of the Agenda: motion Smith, 2nd Duffy, voice vote all Aye no Nays, motion passes

C. Approval of Minutes: Minutes of Feb 10th, motion Groce, 2nd Smith, voice vote All Ayes on Nays, motion passes

D. Public Participation: None present, none submitted for the record

E. Reports: None

F. Old Business: 1. Transit Maintenance and Operations Facility Site Selection Matric: motion to discuss Webb, 2nd Groce, voice vote, all Aye no Nay motion passes, item opened:

Mr. Gill asked if all present participants had any final specific questions/concerns on individual item break-downs. None which altered content.

No further action required

G. New Business:

1. Mr. Gill asked if all present participants were comfortable formalizing the Criterion Weighting. All responded in the affirmative.

Mr. Gill led review of previous scored sub-headings. The decision to utilize "tenths" over whole numbers or "quarters" as presented received concurrence. No issues persisted.

No issues requiring further review.

Motion to Adopt the Criterion Weighting and Advance such to Stantec for use in the Overall Scoring: Duffy, 2nd Smith, voice vote, all Aye no Nay motion passes.

H. Next Meeting TBD based upon conclusion of 3rd Party Scenario Scoring services; anticipated for late August/September.

I. Adjournment: motion Irving, 2nd Groce, voice vote all aye, no nay. Adjourned at 9:43 AM

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection Report-FINAL

Prepared for:
DeKalb, IL

Prepared by:
Stantec & Engineering Enterprises, Inc. (EEI)

Project No. 177920059

September 6, 2022

TABLE OF CONTENTS

APPENDICES

A. Overall Map and Site Maps
B. Site Selection Summary
C. Site Selection Committee Criterion Weighting
D. Narrative – Dresser Road
E. Site Selection Matrix – Dresser Road
F. Environmental Results to Date – Dresser Road
G. Narrative – Barber Greene Road
H. Site Selection Matrix – Barber Greene Road
I. Environmental Results to Date – Barber Greene Road
J. Narrative – West Lincoln Highway
K. Site Selection Matrix – West Lincoln Highway
L. Environmental Results to Date – West Lincoln Highway
M. Sites and City of DeKalb Bus Routes
N. DeKalb Transit Deadhead Analysis
O. Environmental Justice

1.0 EXECUTIVE SUMMARY

The City of DeKalb, Illinois contracted with Stantec Architecture Inc. (Stantec) in August 2021 to provide programming and site selection services for a new Operations and Maintenance Facility.

The Stantec Design Team facilitated a Kickoff Meeting on September 30, 2021. On October 4, 2021, Stantec performed site visits and conducted meetings with user groups to better understand their operations and to review and populate the questionnaires that had been previously distributed. Following the User Group meetings, Stantec prepared a Space Needs Program. The Final Space Needs Program was submitted November 9, 2021.

Stantec developed a Site Selection Matrix, which was reviewed and approved by the City of DeKalb on November 23, 2021. The City of DeKalb created a Site Selection Committee that determined the weighted scoring for each of the categories. The City of DeKalb provided Stantec three sites for consideration at Dresser Road, Barber Greene Road, and West Lincoln Highway. The Design Team researched, assessed, and scored each criterion. This Report provides a consolidated assessment of the Site Selection.

Each site underwent a scenario scoring evaluation using a -1, +1, +2, to a +3 scale. The narrative provides the background research that determined the scores. Each site was evaluated under four major category headings: Operations, Acquisitions, Developability, and Feasibility. The scores were summed and the Dresser Road site received the overall highest score, followed by the Barber Greene Road site then the West Lincoln Highway site.

The Design Team consists of the following consultants:

- **Stantec:** Project Management, Architecture, Interior Design, Industrial Equipment Design, Lighting Design, Environmental, and Sustainability
- **Engineering Enterprises, Inc. (EEI):** Civil Engineering
- **CCJM:** Mechanical, Electrical, Plumbing and Fire Protection
- **Marlene Connor Associates, LLC:** Funding Strategy and Grant Writing

2.0 EXISTING FACILITY

2.1 EXISTING FACILITY DESCRIPTION

The existing transit maintenance facility is located at 1825 Pleasant Street. The existing site is zoned Light Industrial, the intended use of the new public transit maintenance facility, and completely surrounded by light industrial zoned properties, including a foundry to the west.

The existing transit facility consists of two buildings with a surrounding parking lot on 4.3 acres of the 10-acre property. There is a 1,100 feet access road to the site from the two-lane road Pleasant Street. Immediately to the north of the facility is an electrical substation. The site contains no floodplain, wetlands, endangered species, or historical artifacts, including archaeological sites. The existing facility is within the service area, but inadequately sized, as 12 acres was determined to be the minimal size of the site.

APPENDIX A

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix A
Overall Map and Site Maps

Prepared for:
DeKalb, IL

Prepared by:
Stantec & Engineering Enterprises, Inc. (EEI)

Project No. 177920059

September 6, 2022

OVERALL MAP

Legend

The Farmer's Garden

Sycamore

Sycamore Park District

Jak Ranch

DRESSER ROAD SITE

BARBER GREENE ROAD SITE

WEST LINCOLN HIGHWAY SITE

Northern Illinois University

DeKalb

DeKalb Taylor Municipal Airport

Cortland

Chicago - Kansas City Expy

Google Earth

2 mi

N

DRESSER ROAD

Legend

Heritage Woods of DeKalb

DeKalb County Rehab & Nursing Center

DeKalb County Health Department

DeKalb County Community Outreach...

TRI-STAR INSTRUMENTS...

북일리노이 한인 교회 Northern Illinois...

DeKalb Fire Department Station 3

DeKalb High School Football Field

Dekalb Hig

3.79 ACRE DONATION
FROM IRONGATE
FOR NORMAL ROAD

Glidden Rd

N Annie Glidden Rd

W Dresser Rd

W Dresser Rd

W Dresser Rd

W Dresser Rd

Normal Rd

Twombly Rd

Ruby Ln

Google Earth

N

1000 ft


BARBER GREENE ROAD
Legend
Oakland Dr
Oakland Dr
Dosen Dr
Hy-Vee Grocery Store
Target
Panera Bread
Raising Cane's Chicken Fingers
BioLife Plasma Services
County Farm Rd
Barber Greene Rd
Tails Humane Society
Peace Rd
Barber Greene Rd
Lowe's Home Improvement
Best Buy
Google Earth
1000 ft
N

WEST LINCOLN HIGHWAY

Legend

NIU Convocation Center
Stadium Dr N
Stadium Dr W
Stadium Dr S
C1
C2
Ralph McKinzie Field
Huskie Sta
IMTS
Linc
38
Fatty's Pub & Gri
Culv
Stonefield Dr
Moluf St
Jasmine Ct
Chestnut St
Knolls Ave N
Graham St
Harlan's Home Inspections Inc
Google Earth
1000 ft
N

APPENDIX B

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix B
Site Selection Summary

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

City of DeKalb

Transit Operations and Maintenance Facility
Site Selection - Summary
9/6/2022

#	Criterion	Site 1 Dresser Road Score	Site 2 Barber Greene Rd. Score	Site 3 West Lincoln Hwy. Score
		Criteria Weighting X Scenario Score	Criteria Weighting X Scenario Score	Criteria Weighting X Scenario Score
1	**Operations**	**22.60**	**16.60**	**25.20**
1.1	Location within service area	6.6	2.2	6.6
1.2	Program Compliance	5.2	7.8	7.8
1.3	Deadhead Analysis	4.8	-2.4	4.8
1.4	Impacts to adjacent developments, users, and occupants	2.4	7.2	2.4
1.5	Impacts from adjacent developments, users, and occupants	3.6	1.8	3.6
2	**Acquisition**	**20.60**	**10.20**	**7.40**
2.1	Ownership and Availability	6.6	2.2	-2.2
2.2	Development Cost	2.4	7.2	4.8
2.3	Purchase Cost (if applicable)	6	-2	2
2.4	Title Search	5.6	2.8	2.8
3	**Developability**	**18.60**	**17.00**	**11.00**
3.1	Jurisdictional Authorities	5.6	-2.8	2.8
3.2	Zoning & Comprehensive Plan	2.4	-2.4	-2.4
3.3	Ecological Resources through EcoCAT	9	9	9
3.4	Historical Resources through IDNR-SHPO	-2.4	7.2	-2.4
3.5	Demolition Requirements	4	6	4
4	**Feasibility**	**21.60**	**28.60**	**28.40**
4.1	Available Land Area	6	9	9
4.2	Vehicular Access	5.2	7.8	5.2
4.3	Site Queueing	4.2	4.2	4.2
4.4	Access to Utilities with Field Verification	2.4	2.4	2.4
4.5	General Topography (LiDAR Only)	1.4	2.8	2.8
4.6	Site Features	2.4	2.4	4.8

OVERALL SCORE (Sum of Category Headings)	**83.40**	**72.40**	**72.00**

APPENDIX C

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix C
Site Selection Committee
Criterion Weighting

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

City of DeKalb

Transit Operations and Maintenance Facility
Site Selection Committee Criterion Weighting
9/6/2022

#	Criterion	Site Selection Committee					Criterion Weighting
		1	2	3	4	5	Committee Avg
1	**Operations**						**2.28**
1.1	Location within service area	2	3	2	3	1	2.2
1.2	Program Compliance	3	3	3	2	2	2.6
1.3	Deadhead Analysis	2	3	3	2	2	2.4
1.4	Impacts to adjacent developments, users, and occupants	1	2	3	3	3	2.4
1.5	Impacts from adjacent developments, users, and occupants	2	2	2	2	1	1.8
2	**Acquisition**						**2.35**
2.1	Ownership and Availability	2	3	2	2	2	2.2
2.2	Development Cost	3	2	2	3	2	2.4
2.3	Purchase Cost (if applicable)	1	3	2	3	1	2.0
2.4	Title Search	3	3	3	2	3	2.8
3	**Developability**						**2.52**
3.1	Jurisdictional Authorities	3	3	3	2	3	2.8
3.2	Zoning & Comprehensive Plan	3	3	1	3	2	2.4
3.3	Ecological Resources through EcoCAT	3	3	3	3	3	3.0
3.4	Historical Resources through IDNR-SHPO	3	2	2	3	2	2.4
3.5	Demolition Requirements	3	2	2	1	2	2.0
4	**Feasibility**						**2.20**
4.1	Available Land Area	3	3	3	3	3	3.0
4.2	Vehicular Access	3	3	2	3	2	2.6
4.3	Site Queueing	1	2	1	2	1	1.4
4.4	Access to Utilities with Field Verification	3	3	3	1	2	2.4
4.5	General Topography (LiDAR Only)	2	2	1	1	1	1.4
4.6	Site Features	3	3	1	3	2	2.4

APPENDIX D

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix D
Narrative – Dresser Road

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

DRESSER ROAD SITE

1 OPERATIONS

1.1 LOCATION WITHIN SERVICE AREA

The Dresser Road site is close to the current DeKalb transit routes which are concentrated by Northern Illinois University (NIU). Refer to the site area map in the appendix that shows the three site locations and current transit routes.

1.2 PROGRAM COMPLIANCE

The Dresser Road site is a 35-acre property owned by the City of DeKalb. Fifteen acres of the site are available to develop, with the remaining portion of the property consisting of a water treatment plan and water tower. The site is located directly off a current bus route. As discussed at previous meetings with the City, the site meets the minimum design criteria from a land area perspective. The City will also be able to acquire a portion of the parcel to the east as part of a previous annexation agreement to construct the proposed Normal Road extension.

1.3 DEADHEAD ANALYSIS

A DeKalb Transit Deadhead Analysis for the existing and potential future routes shows the Dresser Road site to be the most efficient of the site options when comparing the three sites. It is also more efficient than the existing site. Refer to the Appendix for the Deadhead Analysis table.

1.4 IMPACTS TO ADJACENT DEVELOPMENTS, USERS, AND OCCUPANTS

Currently the property is zoned SFR1 for Single Family Residential. All surrounding properties are currently zoned as planned development residential or single family residential. Properties to the east will be residential. The property would be located adjacent to two existing sites, a fire station and water tower, which are also classified as essential service and part of the emergency preparedness plan. Potential impacts will be noise and increased vehicle emissions in the area, but adequate landscape buffering should minimize the noise impacts. The area road network will be designed to handle the increased bus traffic with all bus ingress and egress to be via the Normal Road extension. The Normal Road extension northerly of Dresser Road will have a signalized intersection at Dresser Road that will be a benefit to existing and future traffic. Employee traffic will use the existing driveway along the west side of the site and not mix with bus traffic. The adjacent residential areas are not yet developed and can plan for any impacts those developers deem the transit facility will generate.

1.5 IMPACTS FROM ADJACENT DEVELOPMENTS, USERS, AND OCCUPANTS

The site avoids being near industrial areas which would contribute to additional noise, vibration and exhaust. As the residential areas develop, no changes are expected to occur with those issues. Impact to the transit facility, from adjoining properties should be of no concern once the transit facility project has improved the area roadway network.

2 ACQUISITION

2.1 OWNERSHIP AND AVAILABILITY

The City currently owns the property. The City can acquire, by donation, an additional 3.79 acres of property to the east in accordance with the Irongate Annexation Agreement (Article VII, Paragraph H) whenever desired to construct an extension of Normal Road, which can be used to access the site.

2.2 DEVELOPMENT COST

Specific development costs are not part of the scope of work during site selection, only rating the potential cost differences between the 3 sites. This site will have higher development costs related to local transportation improvements, but those cost should be easily offset by the City's current ownership of the site. Municipal utility costs to serve the property with sanitary sewer, water main and stormwater management facilities are expected to be similar to the other sites. It is anticipated that the later the construction takes place, the more the cost of the project will be due to inflation. The site has an existing overhead electrical source located off the north side of Dresser Road; however, it is unknown if this existing electric source will have the capacity to handle future electric buses. It is not anticipated there will be any disturbance to the existing facilities during the construction of the facility.

2.3 PURCHASE COST (IF APPLICABLE)

The City owns the site. Therefore, no negotiation or cost will be required for acquisition.

2.4 TITLE SEARCH

The overall status of the title search is unknown until the title commitments are complete, However the site is currently owned by the City of DeKalb. An existing wetland easement is at the back of the property and a drainage easement for a farm tile runs through the property from southwest to northeast. No other easements are known.

3 DEVELOPABILITY

3.1 JURISDICTIONAL AUTHORITIES

The site contains a wetland to the north of the proposed site development area. The existing wetland is contained within a wetland easement, and no wetland impacts are anticipated with the proposed development. Additional coordination will be required with IDNR as the State Historic Preservation Agency has flagged the site as needing an archeological survey.

3.2 ZONING & COMPREHENSIVE PLAN

The site is currently zoned SFR1 (Single-Family Residential) and will have to be rezoned. There are multiple options for rezoning the property for the proposed use including General Commercial or Central Business District as a Special Use, or Light Industrial as a Permitted Use. There will be impacts as the adjacent residential properties begin to develop to the south and northeast.

3.3 ECOLOGICAL RESOURCES THROUGH ECOCAT

According to the Illinois Department of Natural Resources (IDNR) Ecological Compliance Assessment Tool (EcoCAT) there are no records of state-listed threatened or endangered species Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity Dresser Road site. Refer to the Appendix for Environmental Results to Date – Dresser Road.

According to the US Fish and Wildlife Service's (USFWS) Information for Planning and Consulting (IPaC) website, the federally listed endangered Indiana bat, and federally listed threatened northern long-eared bat and eastern prairie fringed orchid, as well as 11 species of migratory birds, have the potential to occur at the Dresser Road site. Consultation with the USFWS would be required to determine the projects potential effects to these species.

3.4 HISTORICAL RESOURCES THROUGH IDNR-SHPO

A project review request was submitted to the IDNR Historic Preservation Division on April 15, 2022. In a response letter dated May 13, 2022, the Historic Preservation Division stated that the project area has a high probability of containing prehistoric/historic archaeological resources and that a Phase I archaeological survey is required. The Phase I survey will need to be completed to adequately evaluate the Dresser Road site for selection.

3.5 DEMOLITION REQUIREMENTS

An existing field tile that runs through the site will need to be removed and replaced with new site drainage improvements. There may be demolition related to existing utilities, to be determined during design.

4 FEASIBILITY

4.1 AVAILABLE LAND AREA

The property has adequate space for the intended use of the project.

4.2 VEHICULAR ACCESS

Currently Dresser Road does not meet the requirements for accessing the site. To access the site, the extension of Normal Road will need to be built and Dresser Road will require roadway widening improvements from Annie Glidden through Normal Road. A secondary egress can either be a new access point off Dresser Road, or a connection can be made to the fire station and water tower access drive. With the Normal Road extension, a traffic signal can easily be placed at this intersection.

4.3 SITE QUEUEING

Normal Road is located 2,000 feet east of Annie Glidden Road, allowing a queue of up to 40 buses in peak times. The queue length of the Normal Road extension is 900 feet. A traffic signal could be installed off Normal Road to assist with peak volumes.

4.4 ACCESS TO UTILITIES WITH FIELD VERIFICATION

No substations are located nearby, however, there is existing electric located off Dresser at the front of the proposed site. City atlases have been provided, and the City has a water and sanitary main easily accessible to the site. Significant stormwater improvements will be required for the site.

4.5 GENERAL TOPOGRAPHY (LIDAR ONLY)

In looking at USGS Topography, the site is relatively flat, but has a ridgeline halfway between the north and south property lines. This results in water being contained at the southwest corner and the northeast corner. The ridgeline will have to be eliminated and the ponding water at the southwest corner will have to be conveyed north of the project site. The ponding water also occurs as a result of a broken agricultural field tile, which will be repaired and rerouted as a result of development.

4.6 SITE FEATURES

The soils appear to be relative to typical agricultural soils. All of the soils at the site are prime farmland soils. The majority of the soils are hydric or have minor components that are hydric. There is no floodplain located within the project area and the NWI shows an existing wetland on the north end of the property. No disturbance is anticipated within the wetland area. A significant amount of water currently ponds at the southwest corner of the site, so stormwater improvements will be needed to contain all the water on the site to discharge to the north to the existing wetland. This wetland ultimately drains to a creek running north of the high school northeast of the project site. An outfall storm sewer will likely be necessary to property drain the required stormwater management facilities, the route of which an easement can be acquired for, at no cost to the City, via the Irongate Annexation Agreement (Article VIII, Paragraph C).

APPENDIX E

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix E
Site Selection Matrix –
Dresser Road

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

City of DeKalb
Transit Operations and Maintenance Facility
Site Selection - **Dresser Road**
9/6/2022

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
1	**Operations**				**22.60**		
1.1	Location within service area	Location and adjacency of the site to Existing or Planned Transit Service. Scoring Criterion: ● Location within existing route network = higher score ● Location outside of existing route network = lower score	2.2	3	**6.6**	Considerations: ● Location with City of DeKalb. ● Proximity to existing routes. ● Proximity to planned future routes.	The Dresser Road site is close to the current DeKalb transit routes which are concentrated by Northern Illinois University (NIU).
1.2	Program Compliance	Sufficiency of the site size to accommodate the defined capacity requirements. Scoring Criterion: ● Sufficient size to meet requirements and allow design flexibility = higher score ● Site size limits ability to meet defined requirements and/or imposes constraints which may cause increased construction complexity/cost = lower score	2.6	2	**5.2**	Considerations: ● Ability to meet design capacity. ● Requirement for design constraints/concessions that may be driven by smaller sites (e.g., above ground light vehicle parking structure, less capacity at the site). ● Selected site has the potential to be expanded.	The Dresser Road site is a 35-acre property owned by the City of DeKalb. Fifteen acres of the site are available to develop, with the remaining portion of the property consisting of a water treatment plant and water tower. The site is located directly off a current bus route. As discussed at previous meetings with the City, the site meets the minimum design criteria from a land area perspective. The City will also be able to acquire, at no cost, a portion of the parcel to the east as part of a previous annexation agreement to construct the proposed Normal Road extension.
1.3	Deadhead Analysis	High-level comparative assessment of Transit Operations costs based on the facility infrastructure. Scoring Criterion: ● Lower operational cost = higher score ● Higher operational cost = lower score	2.4	2	**4.8**	Considerations: ● Relative differences in revenue fleet deadheading costs based on number of sites and/or site location(s), to evaluate prospective sites. ● Relative differences in non-revenue fleet travel-related costs based on number of sites and/or site location(s). ● Incremental operating costs during construction.	A DeKalb Transit Deadhead Analysis for the existing and potential future routes shows the Dresser Road site to be the most efficient of the site options when comparing the three sites. It is also more efficient than the existing site.
1.4	Impacts to adjacent developments, users, and occupants	Avoid locations close to residential areas that may effect residents with new adjacent noise, vibration, or exhaust. Scoring Criterion: ● More preferred adjacent uses = higher score ● Less preferred adjacent uses = lower score	2.4	1	**2.4**	Considerations: ● Adjacent zoning. ● Adjacent land uses based on existing land use and development. ● Nice to have as it may limit options, however, becomes a risk to be evaluated. ● Is there any legislation that could dictate proximity or adjacency requirements given its role as an essential service and part of emergency preparedness plan?	Currently the property is zoned SFR1 for Single Family Residential. All surrounding properties are currently zoned as planned development residential or single family residential. Properties to the east will be residential. The property would be located adjacent to two existing sites, a fire station and water tower, which are also classified as essential service and part of the emergency preparedness plan. Potential impacts will be noise and increased vehicle emissions in the area, but adequate landscape buffering should minimize the noise impacts. The area road network will be designed to handle the increased bus traffic with all bus ingress and egress to be via the Normal Road extension. The Normal Road extension northerly of Dresser Road will have a signalized intersection at Dresser Road that will be a benefit to existing and future traffic. Employee traffic will use the existing driveway along the west side of the site and not mix with bus traffic. The adjacent residential areas are not yet developed and can plan for any impacts those developers deem the transit facility will generate.

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
1.5	Impacts from adjacent developments, users, and occupants	Avoid locations close to major industrial areas that may have adjacent noise, vibration, or exhaust. Scoring Criterion: ● More preferred adjacent uses = higher score ● Less preferred adjacent uses = lower score	1.8	2	**3.6**	Considerations: ● Adjacent zoning. ● Adjacent land uses based on existing land use and development. ● Nice to have as it may limit options, however, becomes a risk to be evaluated. ● Is there any legislation that could dictate proximity or adjacency requirements given its role as an essential service and part of emergency preparedness plan?	The site avoids being near industrial areas which would contribute to additional noise, vibration and exhaust. As the residential areas develop, no changes are expected to occur with those issues. Impact to the transit facility, from adjoining properties should be of no concern once the transit facility project has improved the area roadway network.
2	**Acquisition**				**20.60**		
2.1	Ownership and Availability	Qualitative assessment of the ease of implementing each option, considering the complexity of the site development and facility design. Scoring Criterion: ● More ease of implementation = higher score ● Less ease of implementation = lower score	2.2	3	**6.6**	Considerations: ● Does the City own the property? ● Is a land swap possible? ● Identify current ownership of site? ● Is the property available? ● Land acquisition timelines. ● Political expectations.	The City currently owns the property. The City can acquire, at no cost, an additional 3.79 acres of property to the east in accordance with the Irongate Annexation Agreement (Article VII, Paragraph H) whenever desired to construct an extension of Normal Road, which can be used to access the site.
2.2	Development Cost	High-level comparative assessment of capital / construction costs over the planning horizon. Includes risk and additional operating costs to accommodate construction sequencing and interim work procedures. Scoring Criterion: ● Lower cost option = higher score ● Higher cost option = lower score	2.4	1	**2.4**	Considerations: ● Relative differences in magnitude and timing of construction costs over the planning horizon ● Cost for E-Bus related infrastructure ● Federal funding amounts and timing ● Require full operations to be maintained during (any) construction activities in and around existing facilities. ● Land planning, funding and acquisition needs to be resolved before a significant amount of design related to a new facility can occur. ● Is the 2025 to 2045 growth plan understood? This is critical to timing of facility development (i.e. sequencing, timing and staying ahead of growth curve and meeting targets)	Specific development costs are not part of the scope of work during site selection, only rating the potential cost differences between the 3 sites. This site will have higher development costs related to local transportation improvements, but those cost should be easily offset by the City's current ownership of the site. Municipal utility costs to serve the property with sanitary sewer, water main and stormwater management facilities are expected to be similar to the other sites. It is anticipated that the later the construction takes place, the more the cost of the project will be due to inflation. The site has an existing overhead electrical source located on the north side of Dresser Road; however, it is unknown if this existing electric source will have the capacity to handle future electric buses. It is not anticipated there will be any disturbance to the existing facilities during the construction of the facility.
2.3	Purchase Cost (if applicable)	Anticipated site purchase cost (if applicable). Scoring Criterion: ● Lower cost option = higher score ● Higher cost option = lower score	2.0	3	**6**	Considerations: ● Does the City own the property? ● Is a land swap possible? ● Acquire value for similar parcels?	The City owns the site. Therefore, no negotiations or cost will be required for acquisition.
2.4	Title Search		2.8	2	**5.6**	Considerations: ● Potential title restrictions ● Existing easements and access rights in site	The City has a Title Insurance policy dating from the acquisition of this site. An existing wetland easement is at the back of the property. There is a drainage easement through the property that contains a farm tile which will be relocated as part of the site improvements. No other easements are known. The City currently owns the site.

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
3	**Developability**				**18.60**		
3.1	Jurisdictional Authorities		2.8	2	**5.6**	Considerations: ● Number of permitting agencies near site ● Site location	The site contains a wetland north of the area to be developed, but no impact is anticipated. Additional coordination will be required with IDNR as the State Historic Preservation Agency has flagged the site as needing an archeological survey. Access to the site is from a highway owned by the City of DeKalb. The Normal Road extension will also be a City road.
3.2	Zoning & Comprehensive Plan	Consideration of site zoning and whether the site has a comprehensive plan with which to adhere. Scoring Criterion: ● More preferred adjacent uses = higher score ● Less preferred adjacent uses = lower score	2.4	1	**2.4**	Considerations: ● Adjacent zoning. ● Adjacent land uses based on existing land use and development. ● Nice to have as it may limit options, however, becomes a risk to be evaluated. ● Is there any legislation that could dictate proximity or adjacency requirements given its role as an essential service and part of emergency preparedness plan?	The site is currently zoned SFR1 (Single-Family Residential) and will have to be rezoned. There are multiple options for rezoning the property for the proposed use including General Commercial or Central Business District as a Special Use, or Light Industrial as a Permitted Use. There will be impacts as the adjacent residential properties begin to develop to the south and northeast.
3.3	Ecological Resources through EcoCAT	Consideration for the amount (or risk) of contamination on the site that would require remediation as part of the site development. Scoring Criterion: ● Lesser contamination (or risk of contamination) = higher score ● More contamination (or risk of contamination) = lower score	3.0	3	**9**	Considerations: ● The extent to which remediation is expected to be required for implementation of each option. ● May be a nice to have as it may limit options, however, remains a risk to be evaluated due to cost implications to the overall project. ● Presents an opportunity to reclaim and/or improve a site that would otherwise remain vacant and a potential hazard depending upon level of contamination (i.e., good news story, improved public perception of the development…). ● Phase 1 ESA (Initial Environmental Assessment of prospective property).	According to the Illinois Department of Natural Resources (IDNR) Ecological Compliance Assessment Tool (EcoCAT) there are no records of state-listed threatened or endangered species Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity Dresser Road site. According to the US Fish and Wildlife Service's (USFWS) Information for Planning and Consulting (IPaC) website, the federally listed endangered Indiana bat, and federally listed threatened northern long-eared bat and eastern prairie fringed orchid, as well as 11 species of migratory birds, have the potential to occur at the Dresser Road site. Consultation with the USFWS would be required to determine the projects potential effects to these species. According to the US Fish and Wildlife Service's (USFWS) Information for Planning and Consulting (IPaC) website, the federally listed endangered Indiana bat, and federally listed threatened northern long-eared bat and eastern prairie fringed orchid, as well as 11 species of migratory birds, have the potential to occur at the Dresser Road site. Consultation with the USFWS would be required to determine the projects potential effects to these species.
3.4	Historical Resources through IDNR-SHPO	Consideration for the historic nature of the site. Scoring Criterion: ● Lesser amount of historic implications = higher score ● Greater amount of historic implications = lower score	2.4	-1	**-2.4**	Considerations: ● Are there any historic buildings on the site? ● Does the site have historic implications?	A project review request was submitted to the IDNR Historic Preservation Division on April 15, 2022. In a response letter dated May 13, 2022, the Historic Preservation Division stated that the project area has a high probability of containing prehistoric/historic archaeological resources and that a Phase I archaeological survey is required. The Phase I survey will need to be completed to adequately evaluate the Dresser Road site for selection.

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
3.5	Demolition Requirements	Consideration for the amount of existing buildings to be demolished. Scoring Criterion: ● Lesser amount of demolition = higher score ● Greater amount of demolition = lower score	2.0	2	**4**	Considerations: ● Differential magnitude of demolition between site options. ● This is nice to have and not a requirement. ● Green sites are preferable to reduce costs.	An existing field tile that runs through the site will need to be removed and replaced with new site drainage improvements. There may be demolition related to existing utilities, to be determined during design.
4	**Feasibility**				**21.60**		
4.1	Available Land Area	Sufficiency of the site size to accommodate the defined capacity requirements. Scoring Criterion: ● Sufficient size to meet requirements and allow design flexibility = higher score ● Site size limits ability to meet defined requirements and/or imposes constraints which may cause increased construction complexity/cost = lower score	3.0	2	**6**	Considerations: ● Value of site from a locational perspective versus availability of land of a sufficient size.	The property has adequate space for the intended use of the project.
4.2	Vehicular Access	Proximity and all directional access to major collector or arterial roadways. Scoring Criterion: ● More preferred site access = higher score ● Less preferred site access = lower score	2.6	2	**5.2**	Considerations: ● Mandatory requirement - make sure buses can move efficiently to and from facility with little (if any) interruption to traffic flows (i.e. queuing on-site versus on public roadway) ● More than one ingress/egress must be available ● Differential ability to provide redundant site access. ● Ability to have egress controlled by traffic lights for safe exit from the facility.	Currently Dresser Road does not meet the requirements for accessing the site. To access the site, the extension of Normal Road will need to be built and Dresser Road will require roadway widening improvements from Annie Glidden through Normal Road. A secondary egress can either be a new access point off Dresser Road, or a connection can be made to the fire station and water tower access drive. With the Normal Road extension, a traffic signal can easily be placed at this intersection.
4.3	Site Queueing	Sufficiency of inbound and outbound queueing on the property for revenue fleet arrivals and departures from site. Scoring Criterion: ● More queueing space (without excessive travel distance) = higher score ● Less queueing space (if posing operational challenges) = lower score	1.4	3	**4.2**	Considerations: ● Inbound queueing space (# of buses). ● Outbound queueing space (# of buses). ● Operational requirements based on peak departure and arrival times from site. ● Traffic controls and congestion during peak times	Normal Road is located 2,000 feet east of Annie Glidden Road, allowing a queue of up to 40 buses in peak times. The queue length of the Normal Road extension is 900 feet. A traffic signal will likely be required at the Normal Road/Dresser Road intersection to control peak traffic volumes.
4.4	Access to Utilities with Field Verification	Ease of implementation of servicing site with required water, gas wastewater, and electrical infrastructure. Scoring Criterion: ● More preferred site servicing = higher score ● Less preferred site servicing = lower score	2.4	1	**2.4**	Considerations: ● Timing and complexity of providing required power to site based on proximity to existing electrical infrastructure (e.g. substations). ● Resiliency of electrical service (e.g. ability to implement redundant feeds, proximity to site which are at less risk of power interruption). ● Timing and complexity of providing required non-electrical site services based on proximity to existing infrastructure.	No substations are located nearby, however, there is existing electric located along Dresser at the front of the proposed site. City atlases have been provided, and the City has a water and sanitary main easily accessible to the site. Significant stormwater improvements will be required for the site.
4.5	General Topography (LiDAR Only)	The site landform should be flat or gently sloping to minimize earthwork costs. Scoring Criterion: ● Flatter site = higher score ● Less flat site = lower score	1.4	1	**1.4**	Considerations: ● Magnitude and location of site elevation variability with respect to facility footprint and site development areas. ● This is a nice to have versus a requirement.	In looking at USGS Topography, the site is relatively flat, but has a ridgeline halfway between the north and south property lines. This results in water being temporarily contained at the southwest corner and the northeast corner while being drained by farm tiles. The ridgeline will have to be eliminated and the ponding water at the southwest corner will be better managed by the site's stormwater management basins and storm sewer outfall improvements.

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
4.6	Site Features	Ability to accommodate other site features based on size and shape of site. Scoring Criterion: ● Available space and/or layout flexibility = higher score ● Limited space and/or layout constraints = lower score	2.4	1	**2.4**	Considerations: ● Drainage with field verification ● General soils ● Floodplains ● National Wetland Inventory Map ● Stormwater management ● Storm ponds	The soils appear to be typical agricultural soils. All of the soils at the site are prime farmland soils. The majority of the soils are hydric or have minor components that are hydric. There is no floodplain located within the project area and the NWI shows an existing wetland on the north end of the property. No disturbance is anticipated within the wetland area. A significant amount of water currently ponds at the southwest corner of the site, so stormwater improvements will be needed to contain all the water on the site to discharge to the north to the existing wetland. This wetland ultimately drains to a creek running north of the high school which is northeast of the project site. An outfall storm sewer will be necessary to property drain the required stormwater management facilities, the route of which an easement can be acquired for, at no cost to the City, via the Irongate Annexation Agreement (Article VIII, Paragraph C).
	OVERALL SCORE (Sum of Category Headings)				**83.40**		

APPENDIX F

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix F
Environmental Results to Date –
Dresser Road

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

EcoCAT
Ecological Compliance Assessment Tool

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Applicant: Engineering Enterprises, Inc.
Contact: Doug Keppy
Address: 52 Wheeler Rd
Sugar Grove, IL 60554

IDNR Project Number: 2212267
Date: 04/21/2022
Alternate Number: DK2001

Project: DeKalb Transit Maintenance Facility - Dresser Road
Address: 850 West Dresser Road, DeKalb

Description: Construct a new Transit and Maintenance Facility for the City of DeKalb to service public transportation

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: DeKalb

Township, Range, Section:
40N, 4E, 10

IL Department of Natural Resources Contact
Adam Rawe
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction
IL Environmental Protection Agency
Doug Keppy
52 Wheeler Road
Sugar Grove, Illinois 60554

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

U.S. Fish and Wildlife Service
National Wetlands Inventory

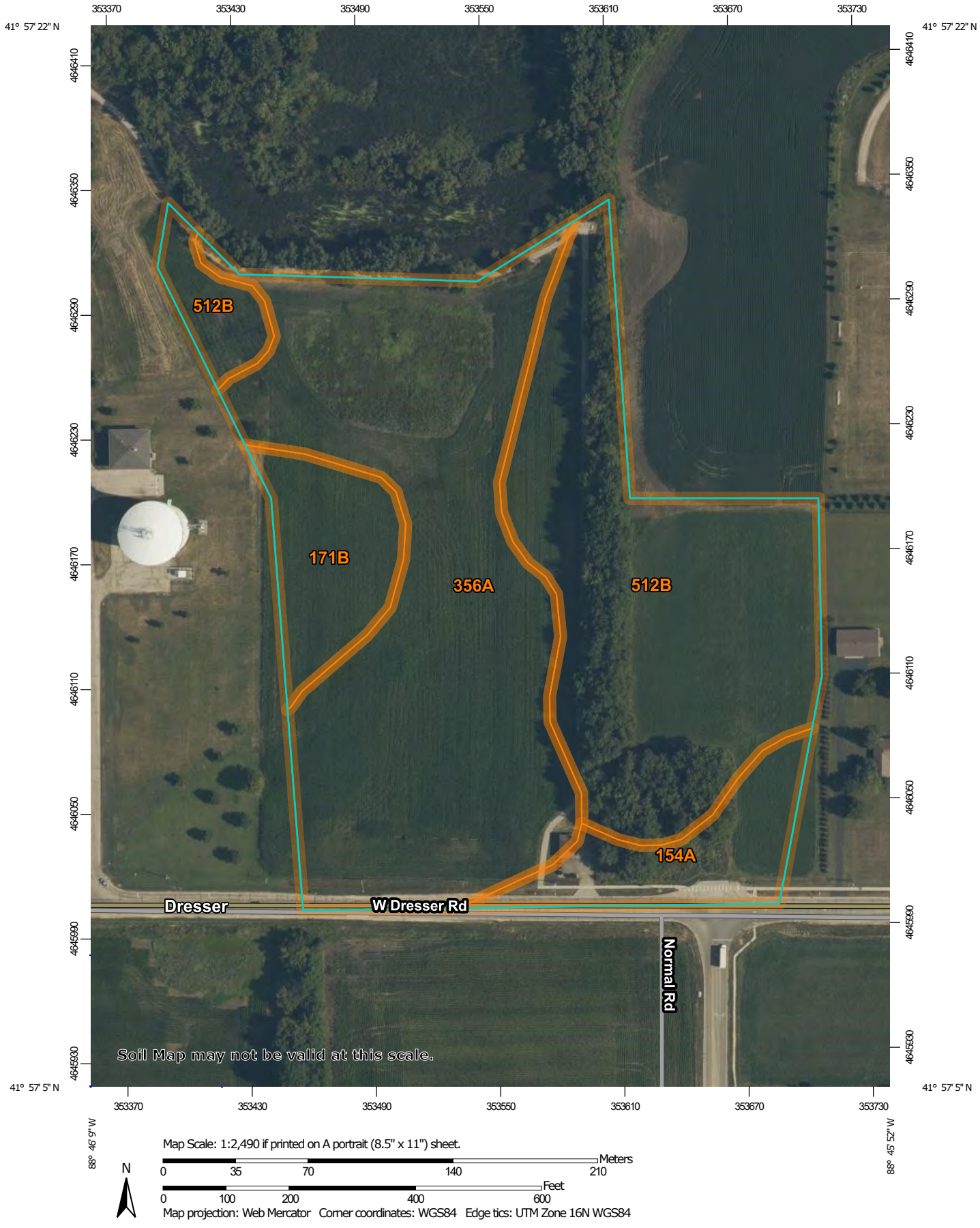
West Dresser Road

August 1, 2019

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



Map Scale: 1:2,490 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 35 70 140 210

Feet: 0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: DeKalb County, Illinois
Survey Area Data: Version 16, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 3, 2019—Aug 24, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
154A	Flanagan silt loam, 0 to 2 percent slopes	1.4	7.8%
171B	Catlin silt loam, 2 to 5 percent slopes	1.4	7.8%
356A	Elpaso silty clay loam, 0 to 2 percent slopes	8.4	46.8%
512B	Danabrook silt loam, 2 to 5 percent slopes	6.7	37.6%
Totals for Area of Interest		**17.9**	**100.0%**

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of **Natural Resources**

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

DeKalb County PLEASE REFER TO: SHPO LOG #013042522
DeKalb
North of Normal Road & Dresser Road
IEPA
*New construction, transit operation & maintenance facility

May 13, 2022

SURVEY REQUEST

Douglas Keppy
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

Dear Mr. Keppy:

The Illinois State Historic Preservation Office is required by the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420, as amended, 17 IAC 4180) to review all state funded, permitted or licensed undertakings for their effect on cultural resources. We have received information indicating that the referenced project will, under the state law cited above, require comments from our office and our comments follow. Should you have any contrary information, please contact our office at the number below.

According to the information provided to us concerning your proposed project, apparently there is no federal involvement in your project. However, please note that the state law is less restrictive than the federal cultural resource laws concerning archaeology, therefore if your project will use federal loans or grants, need federal agency permits or federal property then your project must be reviewed by us under a slightly different procedure under the National Historic Preservation Act of 1966, as amended. Please notify us immediately if such is the case.

The project area has a high probability of containing significant prehistoric/historic archaeological resources. Accordingly, a Phase I archaeological reconnaissance survey to locate, identify, and record all archaeological resources within the project area will be required, in addition to the survey we will also need clear photographs of all structures in, or adjacent to, the current project area. This decision is based upon our understanding that there has not been any large scale disturbance of the ground surface (excluding agricultural activities) or major construction activity within the project area which would have destroyed existing cultural resources prior to your project. If the area has been disturbed, please contact our office with the appropriate written and/or photographic evidence. The area(s) that need(s) to be surveyed (within the zone that needs to be surveyed) include(s) all area(s) that will be developed as a result of the issuance of the state agency permit(s) or the granting of the state funds or loan guarantees that have prompted this review. Enclosed you will find an attachment briefly describing Phase I surveys and listing archaeological contracting services. A COPY OF OUR LETTER WITH THE SHPO LOG NUMBER SHOULD BE PROVIDED TO THE SELECTED PROFESSIONAL ARCHAEOLOGICAL CONTRACTOR TO ENSURE THAT THE SURVEY RESULTS ARE CONNECTED TO YOUR PROJECT PAPERWORK.

If you have further questions, please contact Jeff Kruchten, Chief Archaeologist at 217/785-1279 or Jeffery.kruchten@illinois.gov.

Sincerely,

Carey L. Mayer

Carey L. Mayer , AIA
Deputy State Historic Preservation Officer

Enclosure

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of **Natural Resources**

JB Pritzker, Governor
Colleen Callahan, Director

www.dnr.illinois.gov

Mailing address: State Historic Preservation Office, 1 Old State Capitol Plaza, Springfield, IL 62701

PROTECTING ILLINOIS' CULTURAL RESOURCES

An Introduction to Archaeological Surveys

Prepared by
ILLINOIS STATE HISTORIC PRESERVATION OFFICE

When you read the accompanying letter, you were notified that your Federal or State permitted, funded, or licensed project will require an archaeological survey. We also review projects that use public land. The purpose of this survey will be to determine if prehistoric or historic resources are present within the project area. If you are the average applicant you have had little or no experience with such surveys – this short introduction is designed to help you fulfill the Federal/State requirements and complete the process.

WHY PROTECT HISTORIC RESOURCES? Historic preservation legislation grew out of the public concern for the rapid loss of our prehistoric and historic heritage in the wake of increasingly large-scale Federal/State and private development. The legislation is an attempt to protect our heritage while at the same time allowing economic development to go forward.

WHAT IS THE LEGAL BASIS? The basis for all subsequent historic preservation legislation lies within the national Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires all Federal Agencies "undertakings" to "take into account" their effect on historic properties. As of January 1, 1990, the State Agency Historic Resources Preservation Act (Public Act 86-707) requires the same for all private or public undertakings involving state agencies. An "undertaking" is defined to cover a wide range of Federal or State permitting, funding, and licensing activities. It is the responsibility of Federal/State Agencies to ensure the protection of historic resources and the State Historic Preservation Office (SHPO) regulates this effort. In Illinois the SHPO is part of the Illinois Historic Preservation Agency (IHPA).

WHAT IS AN ARCHAEOLOGICAL SURVEY? An archaeological survey includes both (1) an examination of the written records, such as county plat books, published and unpublished archaeological reports, state site files, and (2) a field investigation of the project area to determine if prehistoric or historic resources are present. This process of resource identification is called a Phase I survey.

WHAT DOES A PHASE I SURVEY REQUIRE? Archaeological evidence is normally buried beneath the surface of the ground. To determine if an archaeological site is present it is necessary to get below this surface. The most efficient way is by plowing. If the project area is or can be plowed then the artifactual evidence will be brought to the surface and systematic pedestrian surveys (walkovers) will determine if a site is present. These walkovers are best done when the vegetation is low in the fall or spring. If the project area is covered with vegetation then small shovel probes (1' sq.) are excavated on a systematic grid pattern (usually 50' intervals) to sample the subsurface deposits. Where deeply buried sites may be present, such as in floodplains, deep coring or machine trenching may be required.

WHO DOES ARCHAEOLOGICAL SURVEYS? Professional archaeologists who meet the Federal standards set forth in the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9) may conduct Federal surveys, while those meeting the State standards set forth in the Archaeological and Paleontological Resources Protection Act (20 ILCS 3435) may conduct surveys on public land in the State (see the other side of this sheet for information on obtaining the services of a contract archaeologist). The applicant is responsible for obtaining and paying for such services.

AFTER THE SURVEY – WHAT NEXT? When the field investigations are completed the archaeologist will submit a report of their findings and recommendations to the applicant. **IT IS THE RESPONSIBILITY OF THE APPLICANT TO FORWARD ONE PAPER COPY AND ONE (1) CD WITH THE REPORT IN PDF FORMAT TO THE SHPO FOR EVALUATION AND FINDINGS.** If no sites were found or the sites found are not eligible for the National Register the project may proceed after cleared through our office. Occasionally, a significant archaeological site may be encountered. In such a case the SHPO and the Federal or State Agency will work with the applicant to protect both the cultural resources and to facilitate the completion of your project.

NEED FURTHER ASSISTANCE? The SHPO is here to assist you and the Federal/State agencies in complying with the mandates of the historic preservation legislation. If you have questions or need assistance with archaeological resources protection or Federal/State compliance, please contact the Archaeology Section, Review & Compliance, Illinois State Historic Preservation Office, One Old State Capitol Plaza, Springfield, Illinois 62701 (217-782-4836 or SHPO.Review@illinois.gov).

OVER

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of **Natural Resources**

JB Pritzker, Governor
Colleen Callahan, Director

www.dnr.illinois.gov

Mailing address: State Historic Preservation Office, 1 Old State Capitol Plaza, Springfield, IL 62701

Illinois State Historic Preservation Office – Archaeology Section
Information for Developers and Agencies about general procedures for Phase 2 archaeology projects

Anyone notified of an archaeological site subject to Phase 2 testing in their project area, has several options:

1 Preserve the site by planning your project to avoid or greenspace the site, a deed covenant maybe necessary depending on the land ownership and the law the project is being reviewed under.
2. Hire an archaeological firm to conduct a Phase 2 project on the site.
3. Choose a different location for the project (generally means starting review process over from scratch, but there will be rare occasions when this is actually the fastest and cheapest option). This is something you may wish to consider if there are burials in the project area, or an extremely large or dense site in the project area.

Phase 2 archaeological projects consist of fieldwork, analysis, and report by the archaeological firm, and then review of the report by the IHPA and sometimes also by the funding or permitting agency, with additional work required part of time depending on the significance of the site(s). However, if a project has no significant sites after a Phase 2 project has been completed and reviewed, then the archaeology is completed as soon as IHPA accepts the report. If a project area has more than 1 site, each one is reviewed independently, in other words, one could be determined not significant and while another one is determined significant or potentially significant.

Phase 2 field work generally consists of obtaining good artifact type and location data from the site surface by methods such as grid collections, piece plotting, etc., this is followed by a small scale excavation. In some cases the fieldwork (commonly called test units) can be done with assistance of machines like backhoes or occasionally even large equipment like belly scrapers (plowed or partially disturbed sites), but sometimes it is necessary to dig by hand (mounds, unplowed sites, or inaccessible locations). The test units are excavated to the base of the plowzone or topsoil, and then the base of the unit is checked for presence of archaeological features (foundations, pits, hearths, burials, middens, etc.) If features are present, a small number (generally not more than 5-10) of them are excavated to provide information about the site's age, function, integrity, etc. Samples of soil from each feature for botanical and zoological analysis are usually taken. Also on floodplains of large rivers, several additional "deep" trenches are usually necessary to check for buried sites. The amount of time required for fieldwork is highly dependent on the size of a site, on whether machines can be used, and on the density of features, as well as the weather.

Analysis at Phase 2 consists of identifying and inventorying all of the artifacts recovered and preparing data recorded in the field for a report. The length of time needed is again highly variable based on the factors listed above. The report describes the field and lab information, provides a preliminary interpretation of the site, and makes recommendations concerning the significance of the site.

The archaeology staff at the State Historic Preservation Office (SHPO in Illinois) and sometimes the archaeologists at the lead funding or permitting agency review the report. Based on the report and their knowledge of regional archaeological, they determine (following criteria outlined in the appropriate law and regulations for each project) if the work done was acceptable, and whether the site(s) are not significant and need no further investigation or are significant. If a site is significant (meets the eligibility criteria for the National Register of Historic Places), the choices are mitigation (generally by complete excavation) or preservation.

ALL PHOTOS AND MAPS CONTAINED IN ALL REPORTS SHOULD BE SUBMITTED IN COLOR WITH 1 HARD COPY AND ONE PDF VERSION ON A CD.

Jeffery Kruchten, Chief Archaeologist (7-16-2018)

ILLINOIS-BASED CONSULTING SERVICES WITH PROFESSIONAL ARCHAEOLOGISTS In order to assist agencies, engineering firms, and others who require professional archaeological services the Illinois State Historic Preservation Office (SHPO) has listed below Illinois-based firms with professional archaeologists currently performing contract archaeological compliance work. Based on documentation supplied by them these individuals appear to meet current Federal qualifications. This list is provided for your assistance, however, you may use any archaeologist who meets the minimum qualifications as set forth in Secretary of the Interior's Professional Qualifications Standards (36 CFR 61). If you have any questions please contact SHPO at 217-782-4836. THE INCLUSION OF INDIVIDUALS OR ORGANIZATIONS ON THIS LIST DOES NOT CONSTITUTE ANY RECOMMENDATION OR ENDORSEMENT OF THEIR PROFESSIONAL EXPERTISE OR PERFORMANCE RECORD.

Dr. Kevin P. McGowan
Public Service Archaeology Prgm
Chicagoland Office (UI-UC)
7428 Bradford Ct.
Gurnee, Illinois 60031
847-287-9045 Fax-217-244-3490
kevin57m@earthlink.net

Dr. Leslie B. Kirchler, RPA
Ecology and Environment, Inc.
33 West Monroe
Chicago, Illinois 60603
312/578-9243 Ext. 4109-Office
312/802-5598-Cell
leslie.kirchler-Owen@ene.com

Jay Martinez, M.A., RPA
Midwest Archaeological
Research Services
P.O. Box 2533
Crystal Lake, Illinois 60039
815-568-0680
jmartinez.mars@gmail.com

Jim Snyder, MA
Civil & Environmental Consultants, Inc.
555 Butterfield Road, Suite 300
Lombard, Illinois 60148
630/963-6026 or 877/963-6026
Fax-630/963-6027
jsnyder@cecinc.com

Dr. Cynthia L. Balek, PhD, RPA 15689
Archaeology & Geomorphology Services
2220 Mayfair Avenue
Westchester, Illinois 60154
708-308-4713
clb2220@gmail.com

Paul P. Kreisa, PHD, RPA
Stantec Consulting Services, Inc.
701 E. 22nd Street, Suite 115
Lombard, IL 60148
240/793-1992
Paul.kreisa@stantec.com

Mr. Douglas Kullen
Burns & McDonnell
1431 Opus Place, Suite 400
Downers Grove, Illinois 60515
630/515-4626, Cell-630/408-2385
dkullen@burnsmcd.com

Ben Banks, MA, RPA
Atwell, LLC
1245 East Diehl Road, Suite 100
Naperville, Illinois 60563
866/850-4200
bbanks@atwell-group.com

Anastasis Gilmer, M.A., RPA
Jonathan Libbon, M.A., RPA
SWCA Environmental Consultants
200 W. 22nd St., Suite 220
Lombard, Illinois 60148
630/705-1762
smitchell@swca.com,agilmer@swca.com

Dr. Phil Millhouse
Red Gates Archaeology
410 Wight Street
Galena, Illinois 61036
608/205-2753 / Cell – 608/718-9324
philipgmillhouse@gmail.com

Veronica Parsell, MA
Cardno JFNew
6605 Steger Road, Unit A
Monee, Illinois 60449
708/534-3450, cell-574/229-8747
Veronica.parsell@cardno.com

Thomas Zych, MS, RPA
Lowlands Cultural Resources, LLC.
670 Harasek Street
Lemont, IL 60439
630/247-5594
lowlandsculturalresources@gmail.com

Thomas Bodor, MA, RPA
Michael Baker International, Inc.
200 West Adams St., Suite 2800
Chicago, IL 60606
412/269-2049
Thomas.bodor@mbakerintl.com

Alice Muntz, MA, RPA
Environmental Resources Mgmt.
1701 Golf Rd., Suite 1-700
Rolling Meadows, IL 60008
574/286-9086
Alice.muntz@erm.com

Ms. Karen A. Atwell
Farmland Archaeological Services
10475 N 2300 Avenue
Geneseo, Illinois 61254
309-507-1330
Karen@karenatwell.com

Mr. Addison Kimmel, MA, RPA
1916 21st Street
Rock Island, IL 61201
309/430-0789
Addison.kimmel.rrc@gmail.com

Mr. Lawrence A. Conrad
Western Illinois Archaeology Research
Center, 1104 West Piper Street
Macomb, Illinois 61455
309-333-6783 or 836-3811
La-conrad@wiu.edu

Dr. Charles L. Rohrbaugh
Archaeological Consultants
302 Kelly Drive
Normal, Illinois 61761
309-454-6590

Dr. Gregory Walz
University of Illinois
Anthropology Department
Public Service Archaeology Program
1707 South Orchard Street
607 South Matthews Avenue
Urbana, Illinois 61801
217-333-1636 Fax-217-244-3490
gwalz@netonecom.net

Dr. Brian Adams, Dr. Thomas Leobel
University of Illinois Champaign-Urbana
UIUC-ITARP Statewide Office
23 East Stadium Drive
209 Nuclear Physics Lab (MC 571)
Champaign, Illinois 61820
217-333-0667 / 244-7458 (fax)

04/13/22

Mr. Mark C. Branstner
Great Lakes Research, Inc.
Post Office Box 2341
Champaign, Illinois 61825-2341
517-927-4556
mark.branstner@branstner.com

Dr. Fred A. Finney
Upper Midwest Archaeology
Post Office Box 106
St. Joseph, Illinois 61873-0106
217-469-0106 (voice/fax same)
Cell 217-778-0348
FAFinney@aol.com

Dr. Jason King
Center for American Archeology
(Kampsville Archeological Center)
Post Office Box 22
Kampsville, Illinois 62053
618-653-4316 / 4232 (fax)
jking@caa-archeology.org

Mr. David J. Nolan
ISAS Western Illinois Survey Division
604 East Vandalia
Jacksonville, Illinois 62650
217-243-9491 / 7991 (fax)
Macomb Lab, 309-833-3097
Spfld Lab, 217-522-4295/4395 (fax)
djnolan@illinois.edu

Dr. Brooke M. Morgan
Curator of Anthropology
Illinois State Museum Society
1011 East Ash Street
Springfield, Illinois 62703
217/785-8930
Brooke.morgan@illinois.gov

Mr. Floyd Mansberger
Fever River Research
Post Office Box 5234
Springfield, Illinois 62705
217-525-9002 / 6093 (fax)
217/341-8138
fmansberger@comcast.net

Mr. Joseph Craig
Prairie Archaeology & Research
Environmental Compliance Consultants
Post Office Box 5603
Springfield, Illinois 62705-5603
217-544-4881 / 4988 (fax)
jcraig@prairiearchaeology.com
jcraig@eccinc.org

Joyce McKay
Archaeological & Architectural Historian
P.O. Box 409
Hampton, Illinois 61256
309/755-3519
trmckay@wisc.edu

Mr. Bryan Carlo
SCI Engineering, Inc.
650 Pierce Boulevard
O'Fallon, Illinois 62269
Ph: 618-206-3034
Cell: 618 779-4281
bcarlo@sciengineering.com

Dr. Alleen Betzenhauser
Coordinator, American Bottom Field Sta
Illinois State Archaeological Survey
Institute Natural Resource Sustainability
University of IL at Urbana-Champaign
13 Gateway Drive
Collinsville, Illinois 62234
618-855-9206
betzenha@illinois.edu

Robin Jorcke-Harl
Archaeological Research Ctr of StL
2812 Woodson Road
St. Louis, MO 63114-4702
Office: 314-426-2577 / 2599 (fax)
Cell: 314/277-0974
arc@arcstl.com

Mr. Steve Titus
American Resources Group, Ltd.
127 North Washington Street
Carbondale, Illinois 62901
618-529-2741 / 457-5070 (fax)
steve@argltd.com;
archeology@argltd.com

Dr. Mark Wagner
Southern Illinois University
Center for Archaeological Investigations
Mail Code 4527
Carbondale, Illinois 62901
618-453-5031 / 8467 (fax)
mjwagner@siu.edu

Mr. H. Blaine Ensor
Historic Properties Consultants *(HPC)*
1515 Oak St.
Murphysboro, Illinois 62966
Office 618 684-6292
blaine@historicpropertiesconsultants.com

Michele Lorenzini
Mound City Arch. Services
P.O. Box 190614
St. Louis, Missouri 63119
314/723-2226
lorenzini@moundcity.net

Mr. Charles O. Witty
Looking Glass Prairie Archaeological
Reconnaissance (LGPAR)
613 West St. Louis Street
Lebanon, Illinois 62254
618/623-8749
Charles.witty@sbcglobal.net

Sean Stretton, MS, RPA
Trileaf
1515 Des Peres Road, Suite 200
St. Louis, MO 63131
Office-314/997-0611, Ext. 252
Mobile-847/707-8223
s.stretton@trileaf.com

Joe Galloy, Ph.D.
Gateway Archaeology, Ltd.
5377 State Highway N, Suite 326
Cottleville, Missouri 63304
O: 636/357-0035 Fax: 636/946-9340
galloy@gatewaydig.com

Charles Beeker, Ph.D.
Center for Underwater Science
Indiana University, School of Public Health,
Room 508, Bloomington, IN 47405
812/856-2360
cbeeker@indiana.edu

Eli Orrvar
Environmental Solutions & Innovations, Inc.
3851 S. Jefferson Ave.
Springfield, MO 65807
O: 513/591-6280 C: 317/534-9073
eorrvar@envsi.com

Jennifer M. Sanda, M.A., RPA.
GEI Consultants, Inc.
400 North Lakeview Pkwy., Suite 140
Vernon Hills, IL 60061
O: 847/984-3401 C: 626/476-7249
jsanka@geiconsultants.com

APPENDIX G

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix G
Narrative – Barber Greene Road Site

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

BARBER GREENE ROAD SITE

1 OPERATIONS

1.1 LOCATION WITHIN SERVICE AREA

The Barber Greene Road site is easternmost site of the three options. It is located to the north of the existing site. The site is remote to the majority of the current DeKalb transit routes which are concentrated by Northern Illinois University (NIU). Refer to the site area map in the appendix that shows the three site locations and current transit routes.

1.2 PROGRAM COMPLIANCE

The Barber Greene Road site is an over 59-acre total site located on two parcels, one being 52.8 acres and the other being a 6.55-acre site, located in DeKalb and Cortland Townships, respectively. The property's north lot lines border the City of Sycamore. The proposed properties are currently privately owned by the same owner, and available for purchase. It is estimated that the proposed site is almost triple that of the previous sites and will have sufficient room for expansion. It is assumed that the design capacities will be met with the property, with several points of access, and located east of the transit routes.

1.3 DEADHEAD ANALYSIS

A DeKalb Transit Deadhead Analysis for the existing and potential future routes shows the Barber Greene Road site to be the least efficient of the site options when comparing the three sites. It is also less efficient than the existing site. Refer to the Appendix for the Deadhead Analysis table.

1.4 IMPACTS TO ADJACENT DEVELOPMENTS, USERS, AND OCCUPANTS

All surrounding properties are zoned or comprehensively planned for commercial or industrial. No residential zoned areas are near the property. Nearly all sites are developed surrounding the property and no negative impact is expected from the site being developed. The many access points to the site as well as a portion being accessible off Illinois Route 23 also help the site in considering its role as an essential service. Potential impacts will be noise and increased vehicle emissions in the area, but adequate landscape buffering should minimize the noise impacts. The area road network is adequate to handle the increased bus traffic and no additional road improvements will be required other than at the immediate access points. There are no planned residential developments in the vicinity and the impacts to the commercial and industrial uses in the area should be minimal.

1.5 IMPACTS FROM ADJACENT DEVELOPMENTS, USERS, AND OCCUPANTS

There are industrially zoned properties along the entire east side of the property. All other adjacent properties are existing or planned commercial. The industrial properties are separated by the former railroad property that is intended to be used as a multiuse path. The existing industrial buildings to the east can create additional noise and exhaust, which will also be the case for the new Transit Maintenance Facility. Impact to the transit facility, from adjoining properties, is deemed minimal.

2 ACQUISITION

2.1 OWNERSHIP AND AVAILABILITY

Currently both parcels are owned by the Klages and used for agricultural purposes. The properties have been for sale since July of 2021. A land swap is not expected to be part of negotiation of sale.

2.2 DEVELOPMENT COST

Specific development costs are not part of the scope of work during site selection, only rating the potential cost differences between the 3 sites. This site will have lower development costs related to local transportation improvements due to the existing road improvements along the property frontages. Municipal utility costs to serve the property with sanitary sewer, water main and stormwater management facilities are expected to be similar to the other sites. It is anticipated that the later the construction takes place, the more the cost of the project will be due to inflation. Three-phase electrical supply is located along the east property line, making accessibility to new electrical supply easier for E-Bus charging stations. Final electrical load delivery will have to be coordinated between electrical supplier and design. No anticipated disturbance to the existing route or operations is anticipated as it is a green site.

2.3 PURCHASE COST (IF APPLICABLE)

The city does not own the property and a land swap is not expected. The site is the only one available within the vicinity. This site is currently listed for sale at $3.2 million, but due to the size of the property, acquisition of the entire site would not be required if the owner is willing to sell only part.

2.4 TITLE SEARCH

The overall status of the title search is unknown until the title commitments are complete. No easements are known throughout the site.

3 DEVELOPABILITY

3.1 JURISDICTIONAL AUTHORITIES

The site is not within the City of DeKalb corporate limits and will require annexation. The corporate limits of the City of DeKalb are adjacent westerly, southerly and easterly of the site. Access to the project site is along county and state highways and will require coordination with both entities.

3.2 ZONING & COMPREHENSIVE PLAN

The Comprehensive Plan designation for this property is Commercial. A General Commercial zoning upon annexation would require a Special Use for the proposed bus terminal. Light Industrial zoning would allow the proposed use as a Permitted Use.

3.3 ECOLOGICAL RESOURCES THROUGH ECOCAT

According to the Illinois Department of Natural Resources (IDNR) Ecological Compliance Assessment Tool (EcoCAT) there are no records of state-listed threatened or endangered species Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity Barber Greene Road site. Refer to the Appendix for Environmental Results to Date – Barber Greene Road.

According to the US Fish and Wildlife Service's (USFWS) Information for Planning and Consulting (IPaC) website, the federally listed endangered Indiana bat, and federally listed threatened northern long-eared bat and eastern prairie fringed orchid, as well as 11 species of migratory birds, have the potential to occur at the Barber Greene Road site. Consultation with the USFWS would be required to determine the projects potential effects to these species.

3.4 HISTORICAL RESOURCES THROUGH IDNR-SHPO

The Illinois State Historic Preservation Office (SHPO) clearance was submitted. No existing structures are on site and the State HARGIS showing locations of historical impact indicate nothing exists within the project location.

3.5 DEMOLITION REQUIREMENTS

The site is a green site, therefore there will be no demolition of existing structures. There may be demolition related to existing utilities, to be determined during design.

4 FEASIBILITY

4.1 AVAILABLE LAND AREA

The property has more than sufficient space for the intended use of the project, with the possibility to sell off unneeded land area for the project, if desired. It can also be investigated to purchase only part of the property, allowing the Illinois State Route 23 frontage to be sold to others.

4.2 VEHICULAR ACCESS

Buses will be able to queue both on a longer access drive off Barber Greene and on Barber Greene if necessary. Barber Greene is a three-lane road allowing queue traffic to be in the middle lane. There is an existing signal at Illinois Route 23 and Oakland Drive. Additional access can be established off Illinois Route 23, Oakland Drive (with the purchase of an existing vacant property just north of the site), and/or Wirsing Parkway. A new traffic signal could be installed off Barber Greene. All other access points would have to be stop-controlled.

4.3 SITE QUEUEING

Queuing will vary between 500 to 1,000 feet depending on the access location of the site, which equates to 10 to 20 buses. A traffic signal could be installed off Barber Greene to assist with peak volumes, where it would flash yellow in other non-peak hours. Queuing will not be an issue off Barber Greene as there is an existing shared turn lane along the entire length of Barber Greene.

4.4 ACCESS TO UTILITIES WITH FIELD VERIFICATION

No substations are located nearby, however, the adjacent and easterly electrical distribution lines appear to be three-phase of unknown capacity. This is a major benefit as other sites may not be able to provide this power. The City has provided atlas maps that indicate storm and sanitary at the southwest corner of the site and water along the south side of Barber Greene. Water is also along available along a possible extension of Wirsing Parkway. The site is the only undeveloped site in the area, so other utilities should be readily available around the site.

4.5 GENERAL TOPOGRAPHY (LIDAR ONLY)

In looking at USGS Topography, it appears most of the site flows to an existing waterway dividing the two parcels of the site. The flow goes from the southeast corner to the north portion of the site. The northerly flow enters a storm sewer system that crosses Oakland Drive in Sycamore to the north. The detention could be constructed along the waterway before tying into existing storm, if applicable. From the USGS topo, there appears to be almost 20 feet of vertical fall from one part of the site to the other, resulting in a significant amount of earthwork to balance the site.

4.6 SITE FEATURES

The soils appear to be relative to typical agricultural soils. All of the soils at the site are prime farmland soils. The majority of the soils are hydric or have minor components that are hydric. There is no floodplain located within the project area and the NWI shows a small wetland on the property along the south property line, that will require mitigation or can be located between access drives.

APPENDIX H

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix H
Site Selection Matrix – Barber Greene Road

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

City of DeKalb
Transit Operations and Maintenance Facility
Site Selection - **Barber Greene Road**
9/6/2022

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
1	**Operations**				**16.60**		
1.1	Location within service area	Location and adjacency of the site to Existing or Planned Transit Service. Scoring Criterion: ● Location within existing route network = higher score ● Location outside of existing route network = lower score	2.2	1	**2.2**	Considerations: ● Location with City of DeKalb. ● Proximity to existing routes. ● Proximity to planned future routes.	The Barber Greene Road site is easternmost site of the three options. It is located to the north of the existing site. The site is remote to the majority of the current DeKalb transit routes which are concentrated by Northern Illinois University (NIU).
1.2	Program Compliance	Sufficiency of the site size to accommodate the defined capacity requirements. Scoring Criterion: ● Sufficient size to meet requirements and allow design flexibility = higher score ● Site size limits ability to meet defined requirements and/or imposes constraints which may cause increased construction complexity/cost = lower score	2.6	3	**7.8**	Considerations: ● Ability to meet design capacity. ● Requirement for design constraints/concessions that may be driven by smaller sites (e.g. above ground light vehicle parking structure, less capacity at the site). ● Selected site has the potential to be expanded.	The Barber Greene Road site is an over 59-acre total site located on two parcels, one being 52.8 acres and the other being a 6.55-acre site, located in DeKalb and Cortland Townships, respectively. The property's north lot lines border the City of Sycamore. The proposed properties are currently privately owned by the same owner, and listed as available for purchase on the CREXI.com website. It is estimated that the proposed site is almost triple that of the previous sites and will have sufficient room for expansion. It is assumed that the design capacities will be met with the property, with several points of access, and located east of the transit routes.
1.3	Deadhead Analysis	High-level comparative assessment of Transit Operations costs based on the facility infrastructure. Scoring Criterion: ● Lower operational cost = higher score ● Higher operational cost = lower score	2.4	-1	**-2.4**	Considerations: ● Relative differences in revenue fleet deadheading costs based on number of sites and/or site location(s), to evaluate prospective sites. ● Relative differences in non-revenue fleet travel-related costs based on number of sites and/or site location(s). ● Incremental operating costs during construction.	A DeKalb Transit Deadhead Analysis for the existing and potential future routes shows the Barber Greene Road site to be the least efficient of the site options when comparing the three sites. It is also less efficient than the existing site.
1.4	Impacts to adjacent developments, users, and occupants	Avoid locations close to residential areas that may effect residents with new adjacent noise, vibration, or exhaust. Scoring Criterion: ● More preferred adjacent uses = higher score ● Less preferred adjacent uses = lower score	2.4	3	**7.2**	Considerations: ● Adjacent zoning. ● Adjacent land uses based on existing land use and development. ● Nice to have as it may limit options, however, becomes a risk to be evaluated. ● Is there any legislation that could dictate proximity or adjacency requirements given its role as an essential service and part of emergency preparedness plan?	All surrounding properties are zoned or comprehensively planned for commercial or industrial. No residential zoned areas are near the property. Nearly all sites are developed surrounding the property and no negative impact is expected from the site being developed. The many access points to the site as well as a portion being accessible off Illinois Route 23 also help the site in considering its role as an essential service. Potential impacts will be noise and increased vehicle emissions in the area, but adequate landscape buffering should minimize the noise impacts. The area road network is adequate to handle the increased bus traffic and no additional road improvements will be required other than at the immediate access points. There are no planned residential developments in the vicinity and the impacts to the commercial and industrial uses in the area should be minimal.

1.5	Impacts from adjacent developments, users, and occupants	Avoid locations close to major industrial areas that may have adjacent noise, vibration, or exhaust. Scoring Criterion: ● More preferred adjacent uses = higher score ● Less preferred adjacent uses = lower score	1.8	1	**1.8**	Considerations: ● Adjacent zoning. ● Adjacent land uses based on existing land use and development. ● Nice to have as it may limit options, however, becomes a risk to be evaluated. ● Is there any legislation that could dictate proximity or adjacency requirements given its role as an essential service and part of emergency preparedness plan?	There are industrially zoned properties along the entire east side of the property. All other adjacent properties are existing or planned commercial. The industrial properties are separated by the former railroad property that is intended to be used as a multiuse path. The existing industrial buildings to the east can create additional noise and exhaust, which will also be the case for the new Transit Maintenance Facility. Impact to the transit facility, from adjoining properties, is deemed minimal.
2	**Acquisition**				**10.20**		
2.1	Ownership and Availability	Qualitative assessment of the ease of implementing each option, considering the complexity of the site development and facility design. Scoring Criterion: ● More ease of implementation = higher score ● Less ease of implementation = lower score	2.2	1	**2.2**	Considerations: ● Does the City own the property? ● Is a land swap possible? ● Identify current ownership of site? ● Is the property available? ● Land acquisition timelines. ● Political expectations.	Currently both parcels are owned by the Klages and used for agricultural purposes. The properties have been for listed for sale on the CREXI website since July of 2021. A land swap is not expected to be part of negotiation of sale.
2.2	Development Cost	High-level comparative assessment of capital / construction costs over the planning horizon. Includes risk and additional operating costs to accommodate construction sequencing and interim work procedures. Scoring Criterion: ● Lower cost option = higher score ● Higher cost option = lower score	2.4	3	**7.2**	Considerations: ● Relative differences in magnitude and timing of construction costs over the planning horizon ● Cost for E-Bus related infrastructure ● Federal funding amounts and timing ● Require full operations to be maintained during (any) construction activities in and around existing facilities. ● Land planning, funding and acquisition needs to be resolved before a significant amount of design related to a new facility can occur. ● Is the 2025 to 2045 growth plan understood? This is critical to timing of facility development (i.e. sequencing, timing and staying ahead of growth curve and meeting targets)	Specific development costs are not part of the scope of work during site selection, only rating the potential cost differences between the 3 sites. This site will have lower development costs related to local transportation improvements due to the existing road improvements along the property frontages. Municipal utility costs to serve the property with sanitary sewer, water main and stormwater management facilities are expected to be similar to the other sites. It is anticipated that the later the construction takes place, the more the cost of the project will be due to inflation. Three-phase electrical supply is located along the east property line, making accessibility to new electrical supply easier for E-Bus charging stations. Final electrical load delivery will have to be coordinated between electrical supplier and design. No anticipated disturbance to the existing route or operations is anticipated as it is a green site.
2.3	Purchase Cost (if applicable)	Anticipated site purchase cost (if applicable). Scoring Criterion: ● Lower cost option = higher score ● Higher cost option = lower score	2.0	-1	**-2**	Considerations: ● Does the City own the property? ● Is a land swap possible? ● Acquire value for similar parcels?	The city does not own the property and a land swap is not expected. The site is the only one available within the vicinity. This site is currently listed for sale on the CREXI website at $3.2 million, but due to the size of the property, acquisition of the entire site would not be required if the owner is willing to sell only part.
2.4	Title Search		2.8	1	**2.8**	Considerations: ● Potential title restrictions ● Existing easements and access rights in site	The overall status of the title search is unknown until the title commitments are complete. No easements are known throughout the site.
3	**Developability**				**17.00**		
3.1	Jurisdictional Authorities		2.8	-1	**-2.8**	Considerations: ● Number of permitting agencies near site ● Site location	The site is not within the City of DeKalb corporate limits and will require annexation. The corporate limits of the City of DeKalb are adjacent westerly, southerly and easterly of the site. Access to the project site is county and state highways and will require coordination with both entities.

3.2	Zoning & Comprehensive Plan	Consideration of site zoning and whether the site has a comprehensive plan with which to adhere. Scoring Criterion: ● More preferred adjacent uses = higher score ● Less preferred adjacent uses = lower score	2.4	-1	**-2.4**	Considerations: ● Adjacent zoning. ● Adjacent land uses based on existing land use and development. ● Nice to have as it may limit options, however, becomes a risk to be evaluated. ● Is there any legislation that could dictate proximity or adjacency requirements given its role as an essential service and part of emergency preparedness plan?	The Comprehensive Plan designation for this property is Commercial. A General Commercial zoning upon annexation would require a Special Use for the proposed bus terminal. Light Industrial zoning would allow the proposed use as a Permitted Use.
3.3	Ecological Resources through EcoCAT	Consideration for the amount (or risk) of contamination on the site that would require remediation as part of the site development. Scoring Criterion: ● Lesser contamination (or risk of contamination) = higher score ● More contamination (or risk of contamination) = lower score	3.0	3	**9**	Considerations: ● The extent to which remediation is expected to be required for implementation of each option. ● May be a nice to have as it may limit options, however, remains a risk to be evaluated due to cost implications to the overall project. ● Presents an opportunity to reclaim and/or improve a site that would otherwise remain vacant and a potential hazard depending upon level of contamination (i.e., good news story, improved public perception of the development…). ● Phase 1 ESA (Initial Environmental Assessment of prospective property).	According to the Illinois Department of Natural Resources (IDNR) Ecological Compliance Assessment Tool (EcoCAT) there are no records of state-listed threatened or endangered species Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity Barber Greene Road site. According to the US Fish and Wildlife Service's (USFWS) Information for Planning and Consulting (IPaC) website, the federally listed endangered Indiana bat, and federally listed threatened northern long-eared bat and eastern prairie fringed orchid, as well as 11 species of migratory birds, have the potential to occur at the Barber Greene Road site. Consultation with the USFWS would be required to determine the projects potential effects to these species.
3.4	Historical Resources through IDNR-SHPO	Consideration for the historic nature of the site. Scoring Criterion: ● Lesser amount of historic implications = higher score ● Greater amount of historic implications = lower score	2.4	3	**7.2**	Considerations: ● Are there any historic buildings on the site? ● Does the site have historic implications?	The Illinois State Historic Preservation Office (SHPO) clearance was received on May 13, 2022. No existing structures are on site and the State HARGIS showing locations of historical impact indicate nothing exists within the project location.
3.5	Demolition Requirements	Consideration for the amount of existing buildings to be demolished. Scoring Criterion: ● Lesser amount of demolition = higher score ● Greater amount of demolition = lower score	2.0	3	**6**	Considerations: ● Differential magnitude of demolition between site options. ● This is nice to have and not a requirement. ● Green sites are preferable to reduce costs.	The site is a green site, therefore there will be no demolition of existing structures. There may be demolition related to existing utilities, to be determined during design.
4	**Feasibility**				**28.60**		
4.1	Available Land Area	Sufficiency of the site size to accommodate the defined capacity requirements. Scoring Criterion: ● Sufficient size to meet requirements and allow design flexibility = higher score ● Site size limits ability to meet defined requirements and/or imposes constraints which may cause increased construction complexity/cost = lower score	3.0	3	**9**	Considerations: ● Value of site from a locational perspective versus availability of land of a sufficient size.	The property has more than sufficient space for the intended use of the project, with the possibility to sell off unneeded land area for the project, if desired. It can also be investigated to purchase only part of the property, allowing the Illinois State Route 23 frontage to be sold to others.
4.2	Vehicular Access	Proximity and all directional access to major collector or arterial roadways. Scoring Criterion: ● More preferred site access = higher score ● Less preferred site access = lower score	2.6	3	**7.8**	Considerations: ● Mandatory requirement - make sure buses can move efficiently to and from facility with little (if any) interruption to traffic flows (i.e. queuing on-site versus on public roadway) ● More than one ingress/egress must be available ● Differential ability to provide redundant site access. ● Ability to have egress controlled by traffic lights for safe exit from the facility.	Buses will be able to queue both on a longer access drive off Barber Greene and on Barber Greene if necessary. Barber Greene is a three-lane road allowing queue traffic to be in the middle lane. There is an existing signal at Illinois Route 23 and Oakland Drive. Additional access can be established from Illinois Route 23 at Oakland Drive (with the purchase of an existing Oakland Drive vacant property just north of the site), and/or Wirsing Parkway. A new traffic signal could be installed at a new access drive from Barber Greene. All other access points would have to be stop-controlled.

4.3	Site Queueing	Sufficiency of inbound and outbound queueing on the property for revenue fleet arrivals and departures from site. Scoring Criterion: ● More queueing space (without excessive travel distance) = higher score ● Less queueing space (if posing operational challenges) = lower score	1.4	3	**4.2**	Considerations: ● Inbound queueing space (# of buses). ● Outbound queueing space (# of buses). ● Operational requirements based on peak departure and arrival times from site. ● Traffic controls and congestion during peak times	Queuing will vary between 500 to 1,000 feet depending on the access location of the site, which equates to 10 to 20 buses. A traffic signal could be installed on Barber Greene at a new access drive to assist with peak volumes, where it would flash yellow in other non-peak hours. Queuing will not be an issue on Barber Greene as there is an existing shared turn lane along the entire length of Barber Greene.
4.4	Access to Utilities with Field Verification	Ease of implementation of servicing site with required water, gas wastewater, and electrical infrastructure. Scoring Criterion: ● More preferred site servicing = higher score ● Less preferred site servicing = lower score	2.4	1	**2.4**	Considerations: ● Timing and complexity of providing required power to site based on proximity to existing electrical infrastructure (e.g. substations). ● Resiliency of electrical service (e.g. ability to implement redundant feeds, proximity to site which are at less risk of power interruption). ● Timing and complexity of providing required non-electrical site services based on proximity to existing infrastructure.	No substations are located nearby, however, the adjacent and easterly electrical distribution lines appear to be three-phase of unknown capacity. This is a major benefit as other sites may not be able to provide this power. The City has provided atlas maps that indicate storm and sanitary at the southwest corner of the site and water along the south side of Barber Greene. Water is also along available along a possible extension of Wirsing Parkway. The site is the only undeveloped site in the area, so other utilities should be readily available around the site.
4.5	General Topography (LiDAR Only)	The site landform should be flat or gently sloping to minimize earthwork costs. Scoring Criterion: ● Flatter site = higher score ● Less flat site = lower score	1.4	2	**2.8**	Considerations: ● Magnitude and location of site elevation variability with respect to facility footprint and site development areas. ● This is a nice to have versus a requirement.	In reviewing USGS Topography, it appears most of the site flows to an existing waterway dividing the two parcels of the site. The flow goes from the southeast corner to the north portion of the site. The northerly flow enters a storm sewer system that crosses Oakland Drive in Sycamore to the north. The detention could be constructed along the waterway before tying into the existing storm sewer, if applicable. From the USGS topo, there appears to be almost 20 feet of vertical fall from one part of the site to the other, resulting in a significant amount of earthwork to balance the site.
4.6	Site Features	Ability to accommodate other site features based on size and shape of site. Scoring Criterion: ● Available space and/or layout flexibility = higher score ● Limited space and/or layout constraints = lower score	2.4	1	**2.4**	Considerations: ● Drainage with field verification ● General soils ● Floodplains ● National Wetland Inventory Map ● Stormwater management ● Storm ponds	The soils appear to be typical agricultural soils. All of the soils at the site are prime farmland soils. The majority of the soils are hydric or have minor components that are hydric. There is no floodplain located within the project area and the NWI shows a small wetland on the property along the south property line, that will require mitigation or can be located between access drives.
	OVERALL SCORE (Sum of Category Headings)				**72.40**		

APPENDIX I

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix I
Environmental Results to Date –
Barber Greene Road

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

EcoCAT
Ecological Compliance Assessment Tool

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Applicant: Engineering Enterprises Inc.
Contact: Doug Keppy
Address: 52 Wheeler Road
Sugar Grove, IL 60554

IDNR Project Number: 2212244
Date: 04/20/2022
Alternate Number: DK2001

Project: Dekalb Transit Maintenance Facility - Site 1
Address: 1701 Barber Greene Road, Dekalb

Description: Construct a new Transit and Maintenance Facility to be used for servicing public transportation

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: DeKalb

Township, Range, Section:
40N, 4E, 12
40N, 5E, 7

IL Department of Natural Resources Contact
Adam Rawe
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction
IL Environmental Protection Agency
Douglas Keppy
52 Wheeler Road
Sugar Grove, Illinois 60554

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

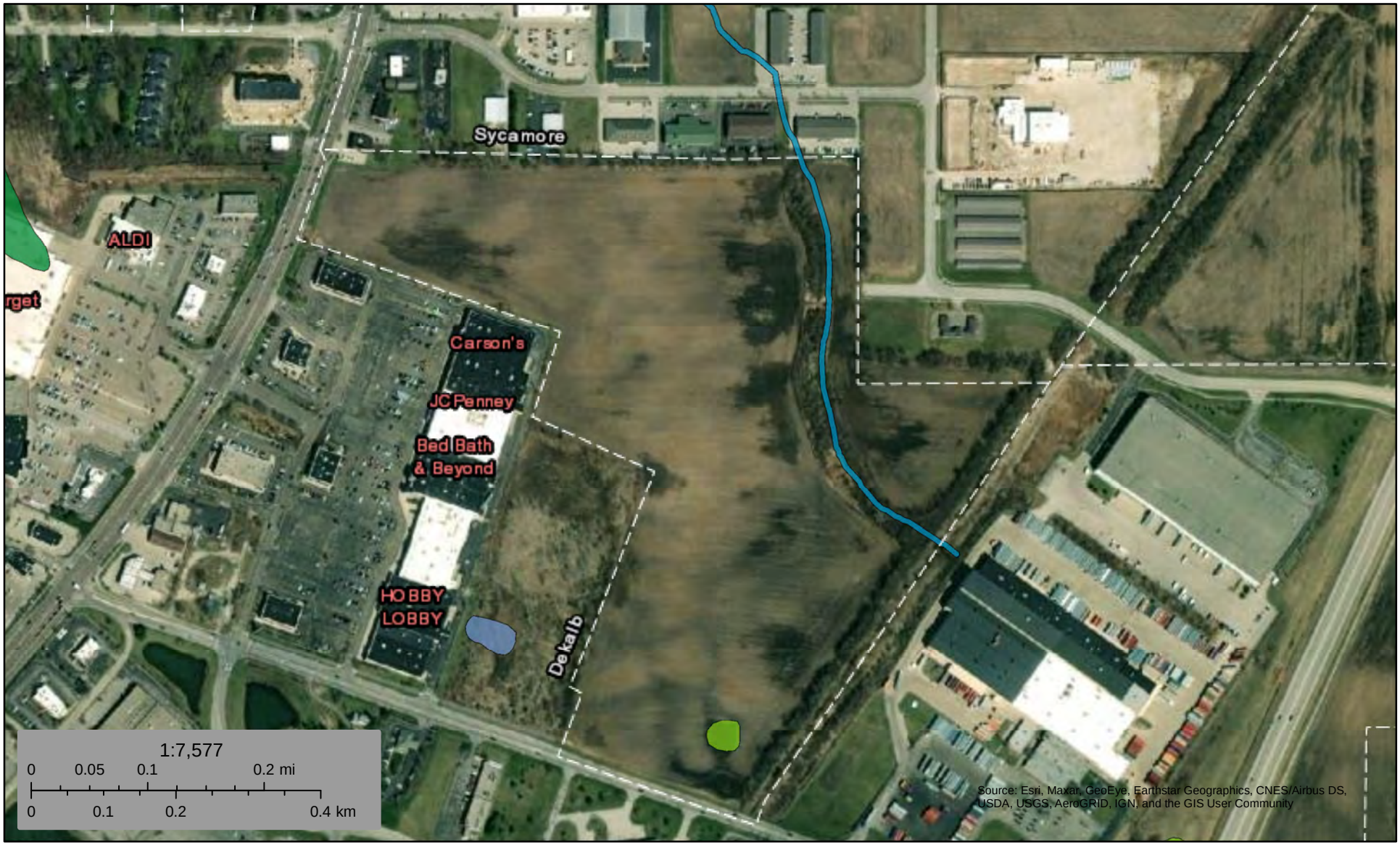
Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

U.S. Fish and Wildlife Service

National Wetlands Inventory

NWI



April 13, 2022

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Map Scale: 1:5,850 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 250 500 1000 1500

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: DeKalb County, Illinois
Survey Area Data: Version 16, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 3, 2019—Aug 24, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
154A	Flanagan silt loam, 0 to 2 percent slopes	1.5	2.3%
348B	Wingate silt loam, cool mesic, 2 to 5 percent slopes	42.3	66.4%
356A	Elpaso silty clay loam, 0 to 2 percent slopes	20.0	31.3%
Totals for Area of Interest		**63.8**	**100.0%**

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

DeKalb County PLEASE REFER TO: SHPO LOG #013041522
DeKalb
Area bound by Barber Greene Rd., Peace Rd., Wirsing Parkway, Oakland Dr.
IEPA
*New construction, transit operation & maintenance facility

May 13, 2022

Douglas Keppy
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

Dear Mr. Keppy:

The Illinois State Historic Preservation Office is required by the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420, as amended, 17 IAC 4180) to review all state undertakings for their effect on cultural resources. Pursuant to this requirement, we have received information regarding the above referenced project for our comment.

According to the information provided concerning the proposed project, apparently there is no federal involvement in your project. However, please note that the state law is less restrictive than the federal cultural resource laws concerning archaeology. If your project will use federal loans or grants, need federal agency permits, use federal property, or involve assistance from a federal agency, then your project must be reviewed under the National Historic Preservation Act of 1966, as amended. Please notify us immediately if such is the case.

Our files do not identify any known historic properties within this proposed project area, nor is the project area within the high probability area for archaeological resources as defined in the state Act. Accordingly, this project is EXEMPT pursuant to the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420/6). An archaeological survey for your above referenced project is not required under STATE law.

If further assistance is needed please contact Jeff Kruchten, Chief Archaeologist at 217/785-1279 or Jeffery.kruchten@illinois.gov.

Sincerely,

Carey L. Mayer

Carey L. Mayer , AIA
Deputy State Historic
Preservation Officer

APPENDIX J

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix J
Narrative – West Lincoln Highway

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

WEST LINCOLN HIGHWAY SITE

1 OPERATIONS

1.1 LOCATION WITHIN SERVICE AREA

The West Lincoln Highway site is close to the current DeKalb transit routes which are concentrated by Northern Illinois University (NIU). Refer to the site area map in the appendix that shows the three site locations and current transit routes.

1.2 PROGRAM COMPLIANCE

The proposed site is 15.5-acres of undeveloped land just 200 feet west of the current bus route. The site is greater than the desired 12 acres minimum requested for the project site. The site has the potential to be expanded as the property to the west is also undeveloped.

1.3 DEADHEAD ANALYSIS

A DeKalb Transit Deadhead Analysis for the existing and potential future routes shows the West Lincoln Highway site to be the second most efficient of the site options when comparing the three sites. It is similar to the deadhead miles accrued by the Dresser Road site. It is also more efficient than the existing site. Refer to the Appendix for the Deadhead Analysis table.

1.4 IMPACTS TO ADJACENT DEVELOPMENTS, USERS, AND OCCUPANTS

The subject property is vacant and is zoned GC General Commercial. The property to the west is vacant and zoned SFR1 (Single Family Residential-10,000 SF min.). Adjoining the south property line is the Union Pacific Railroad. Property to the east is a vacant strip 90 feet wide that is not in the City limits and easterly of that is a built out multi-family residential area. The property is bounded on the north by IL Route 38 (Lincoln Highway) and across the highway is the NIU Convocation Center. The accessibility to Illinois State Route 38 assists emergency preparedness. Potential impacts will be noise and increased vehicle emissions in the area, but adequate landscape buffering should minimize the noise impacts. The area road network (IL Route 38) is adequate to handle the increased bus traffic and no additional road improvements will be required other than at the immediate access point(s). The adjacent westerly residential area is not yet developed and can plan for any impacts those developers deem the transit facility will generate.

1.5 IMPACTS FROM ADJACENT DEVELOPMENTS, USERS, AND OCCUPANTS

The site avoids being near industrial areas which would contribute to additional noise, vibration, and exhaust. The existing railroad will have some noise impact on this site, but the administrative area of the facility would likely be planned for the north side of the property, farthest away from the railroad. The residential areas, existing and future, are not expected to have impacts on a transit facility at this location.

2 ACQUISITION

2.1 OWNERSHIP AND AVAILABILITY

The property is currently privately owned by Forever Farms and not listed for sale. This is the only property owned by them in the County. Negotiations for the site would be anticipated.

2.2 DEVELOPMENT COST

Specific development costs are not part of the scope of work during site selection, only rating the potential cost differences between the 3 sites. This site will have lower development costs related to local transportation improvements due to the existing improvements on Illinois Route 38, though signalization at the primary access point will likely be required. Municipal utility costs to serve the property with sanitary sewer, water main and stormwater management facilities are expected to be similar to the other sites. It is anticipated that the later the construction takes place, the more the cost of the project will be due to inflation. The site has an existing overhead electrical source located off the south side of Illinois Route 38; however, it is unknown if this existing electric source will have the capacity to handle future electric buses. It is not anticipated there will be any disturbance to the existing utilities during the construction of the facility.

2.3 PURCHASE COST (IF APPLICABLE)

The City does not own the property and a land swap is not expected to be part of the negotiation. The City will need to approach the owner to investigate whether purchase of the site is possible. Other similar parcels are available.

2.4 TITLE SEARCH

The overall status of the title search is unknown until the title commitments are complete. An access easement may be required at the northwest corner of the site to properly align the new access with access drives to the north of Route 38. A City water main easement runs along the west side of the site and crosses the railroad.. No other easements are known.

3 DEVELOPABILITY

3.1 JURISDICTIONAL AUTHORITIES

The site will require coordination with Union Pacific Railroad and IDOT. No other state coordination is expected.

3.2 ZONING & COMPREHENSIVE PLAN

The subject property is zoned GC General Commercial. Bus terminals/stations are classified a Special Use in the General Commercial District resulting in the need for Special Use processing of a development application.

3.3 ECOLOGICAL RESOURCES THROUGH ECOCAT

According to the Illinois Department of Natural Resources (IDNR) Ecological Compliance Assessment Tool (EcoCAT) there are no records of state-listed threatened or endangered species Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity West Lincoln Highway site. Refer to the Appendix for Environmental Results to Date – West Lincoln Highway.

According to the US Fish and Wildlife Service's (USFWS) Information for Planning and Consulting (IPaC) website, the federally listed endangered Indiana bat, and federally listed threatened northern long-eared bat and eastern prairie fringed orchid, as well as 11 species of migratory birds, have the potential to occur at the West Lincoln Highway site. Consultation with the USFWS would be required to determine the projects potential effects to these species.

3.4 HISTORICAL RESOURCES THROUGH IDNR-SHPO

The Illinois State Historic Preservation Office (SHPO) clearance was submittal. No existing structures are on site and the State HARGIS showing locations of historical impact indicate nothing exists within the project location. A project review request was submitted to the IDNR Historic Preservation Division on April 15, 2022. In a response letter dated August 5, 2022, the Historic Preservation Division stated that the project area has a high probability of containing prehistoric/historic archaeological resources and that a Phase I archaeological survey is required. The Phase I survey will need to be completed to adequately evaluate the West Lincoln site for selection.

3.5 DEMOLITION REQUIREMENTS

The site contained a silo and some stands of trees that were removed early the week of May 2, 2022. There may be demolition related to existing utilities, to be determined during design.

4 FEASIBILITY

4.1 AVAILABLE LAND AREA

The property has adequate space for the intended use of the project.

4.2 VEHICULAR ACCESS

There is currently only agricultural access to the site. The site will only be accessible off Illinois Route 38. A shared property can be used with the site to the west to create a shared access point with Presidents Boulevard across Illinois 38 and providing a traffic signal to control the 5-lane traffic of the highway.

4.3 SITE QUEUEING

A shared middle turn lane exists along Illinois 38 from Annie Glidden to Presidents Boulevard. Annie Glidden is located 3,800 feet to the east and this site is located at the western terminus of the bus routes, meaning the queue will be governed by the shared turn lane. Internally from the site, the proposed Presidents Boulevard extension from the north would be close to 900 feet in length, providing a que of up to 45 buses.

4.4 ACCESS TO UTILITIES WITH FIELD VERIFICATION

No substations are located nearby, however, there is existing electric located along Illinois 38 at the front of the proposed site. There is also a major electric transmission line running north-south one-quarter mile west of the site. City atlases have been provided, and the City has a water and sanitary main accessible to the site from the north side of Illinois Route 38 and a water main running along the west side of the site.

4.5 GENERAL TOPOGRAPHY (LIDAR ONLY)

In looking at USGS Topography, the site is relatively flat, with most of the site primarily draining from the north and east sides towards the railroad tracks approximately 500-900 feet from the west property line to what appears to be an existing culvert. Major earthwork operations are not anticipated.

4.6 SITE FEATURES

The soils appear to be relative to typical agricultural soils. All of the soils at the site are prime farmland soils. The interior for the site does not contain hydric soils, but the outer periphery does. There is no floodplain located within the project area and the NWI shows no wetlands within the site. The drainage will have to maintain its existing routing toward the railroad tracks, with the cross tracks

culvert size to be confirmed. The current railroad culvert is obstructed by aggregate ballast on both side of the railroad, but flow is from north to south.

APPENDIX K

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix K
Site Selection Matrix – West Lincoln Highway

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

City of DeKalb
Transit Operations and Maintenance Facility
Site Selection - **West Lincoln Hwy.**
9/6/2022

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
1	**Operations**				**25.20**		
1.1	Location within service area	Location and adjacency of the site to Existing or Planned Transit Service. Scoring Criterion: ● Location within existing route network = higher score ● Location outside of existing route network = lower score	2.2	3	**6.6**	Considerations: ● Location with City of DeKalb. ● Proximity to existing routes. ● Proximity to planned future routes.	The West Lincoln Highway site is close to the current DeKalb transit routes which are concentrated by Northern Illinois University (NIU).
1.2	Program Compliance	Sufficiency of the site size to accommodate the defined capacity requirements. Scoring Criterion: ● Sufficient size to meet requirements and allow design flexibility = higher score ● Site size limits ability to meet defined requirements and/or imposes constraints which may cause increased construction complexity/cost = lower score	2.6	3	**7.8**	Considerations: ● Ability to meet design capacity. ● Requirement for design constraints/concessions that may be driven by smaller sites (e.g. above ground light vehicle parking structure, less capacity at the site). ● Selected site has the potential to be expanded.	The proposed site is 15.5-acres of undeveloped land just 200 feet west of the current bus route. The site is greater than the desired 12 acres minimum requested for the project site. The site has the potential to be expanded as the property to the west is also undeveloped.
1.3	Deadhead Analysis	High-level comparative assessment of Transit Operations costs based on the facility infrastructure. Scoring Criterion: ● Lower operational cost = higher score ● Higher operational cost = lower score	2.4	2	**4.8**	Considerations: ● Relative differences in revenue fleet deadheading costs based on number of sites and/or site location(s), to evaluate prospective sites. ● Relative differences in non-revenue fleet travel-related costs based on number of sites and/or site location(s). ● Incremental operating costs during construction.	A DeKalb Transit Deadhead Analysis for the existing and potential future routes shows the West Lincoln Highway site to be the second most efficient of the site options when comparing the three sites. It is similar to the deadhead miles accrued by the Dresser Road site. It is also more efficient than the existing site.
1.4	Impacts to adjacent developments, users, and occupants	Avoid locations close to residential areas that may effect residents with new adjacent noise, vibration, or exhaust. Scoring Criterion: ● More preferred adjacent uses = higher score ● Less preferred adjacent uses = lower score	2.4	1	**2.4**	Considerations: ● Adjacent zoning. ● Adjacent land uses based on existing land use and development. ● Nice to have as it may limit options, however, becomes a risk to be evaluated. ● Is there any legislation that could dictate proximity or adjacency requirements given its role as an essential service and part of emergency preparedness plan?	The subject property is vacant and is zoned GC General Commercial. The property to the west is vacant and zoned SFR1 (Single Family Residential-10,000 SF min.). Adjoining the south property line is the Union Pacific Railroad. Property to the east is a vacant strip 90 feet wide that is not in the City limits and easterly of that is a built out multi-family residential area. The property is bounded on the north by IL Route 38 (Lincoln Highway) and across the highway is the NIU Convocation Center. The accessibility to Illinois State Route 38 assists emergency preparedness. Potential impacts will be noise and increased vehicle emissions in the area, but adequate landscape buffering should minimize the noise impacts. The area road network (IL Route 38) is adequate to handle the increased bus traffic and no additional road improvements will be required other than at the immediate access point(s). The adjacent westerly residential area is not yet developed and can plan for any impacts those developers deem the transit facility will generate.

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
1.5	Impacts from adjacent developments, users, and occupants	Avoid locations close to major industrial areas that may have adjacent noise, vibration, or exhaust. Scoring Criterion: ● More preferred adjacent uses = higher score ● Less preferred adjacent uses = lower score	1.8	2	**3.6**	Considerations: ● Adjacent zoning. ● Adjacent land uses based on existing land use and development. ● Nice to have as it may limit options, however, becomes a risk to be evaluated. ● Is there any legislation that could dictate proximity or adjacency requirements given its role as an essential service and part of emergency preparedness plan?	The site avoids being near industrial areas which would contribute to additional noise, vibration, and exhaust. The existing railroad will have some noise impact on this site, but the administrative area of the facility would likely be planned for the north side of the property, farthest away from the railroad. The residential areas, existing and future, are not expected to have impacts on a transit facility at this location.
2	**Acquisition**				**7.40**		
2.1	Ownership and Availability	Qualitative assessment of the ease of implementing each option, considering the complexity of the site development and facility design. Scoring Criterion: ● More ease of implementation = higher score ● Less ease of implementation = lower score	2.2	-1	**-2.2**	Considerations: ● Does the City own the property? ● Is a land swap possible? ● Identify current ownership of site? ● Is the property available? ● Land acquisition timelines. ● Political expectations.	The property is currently privately owned by Forever Farms and not listed for sale. This is the only property owned by them in the County. Negotiations for the site would be anticipated.
2.2	Development Cost	High-level comparative assessment of capital / construction costs over the planning horizon. Includes risk and additional operating costs to accommodate construction sequencing and interim work procedures. Scoring Criterion: ● Lower cost option = higher score ● Higher cost option = lower score	2.4	2	**4.8**	Considerations: ● Relative differences in magnitude and timing of construction costs over the planning horizon ● Cost for E-Bus related infrastructure ● Federal funding amounts and timing ● Require full operations to be maintained during (any) construction activities in and around existing facilities. ● Land planning, funding and acquisition needs to be resolved before a significant amount of design related to a new facility can occur. ● Is the 2025 to 2045 growth plan understood? This is critical to timing of facility development (i.e. sequencing, timing and staying ahead of growth curve and meeting targets)	Specific development costs are not part of the scope of work during site selection, only rating the potential cost differences between the 3 sites. This site will have lower development costs related to local transportation improvements due to the existing improvements on Illinois Route 38, though signalization at the primary access point will likely be required. Municipal utility costs to serve the property with sanitary sewer, water main and stormwater management facilities are expected to be similar to the other sites. It is anticipated that the later the construction takes place, the more the cost of the project will be due to inflation. The site has an existing overhead electrical source located off the south side of Illinois Route 38; however, it is unknown if this existing electric source will have the capacity to handle future electric buses. It is not anticipated there will be any disturbance to the existing utilities during the construction of the facility.
2.3	Purchase Cost (if applicable)	Anticipated site purchase cost (if applicable). Scoring Criterion: ● Lower cost option = higher score ● Higher cost option = lower score	2.0	1	**2**	Considerations: ● Does the City own the property? ● Is a land swap possible? ● Acquire value for similar parcels?	The city does not own the property and a land swap is not expected to be part of the negotiation. The City will need to approach the owner to investigate whether purchase of the site is possible. Other similar parcels are available.
2.4	Title Search		2.8	1	**2.8**	Considerations: ● Potential title restrictions ● Existing easements and access rights in site	The overall status of the title search is unknown until the title commitments are complete. An access easement may be required at the northwest corner of the site to properly align the new access with access drives to the north of Route 38. A City water main easement runs along the west side of the site and crosses the railroad. No other easements are known.

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
3	**Developability**				**11.00**		
3.1	Jurisdictional Authorities		2.8	1	**2.8**	Considerations: ● Number of permitting agencies near site ● Site location	The site will require coordination with Union Pacific Railroad and IDOT. No other state coordination is expected.
3.2	Zoning & Comprehensive Plan	Consideration of site zoning and whether the site has a comprehensive plan with which to adhere. Scoring Criterion: ● More preferred adjacent uses = higher score ● Less preferred adjacent uses = lower score	2.4	-1	**-2.4**	Considerations: ● Adjacent zoning. ● Adjacent land uses based on existing land use and development. ● Nice to have as it may limit options, however, becomes a risk to be evaluated. ● Is there any legislation that could dictate proximity or adjacency requirements given its role as an essential service and part of emergency preparedness plan?	The subject property is zoned GC General Commercial. Bus terminals/stations are classified a Special Use in the General Commercial District resulting in the need for Special Use processing of a development application.
3.3	Ecological Resources through EcoCAT	Consideration for the amount (or risk) of contamination on the site that would require remediation as part of the site development. Scoring Criterion: ● Lesser contamination (or risk of contamination) = higher score ● More contamination (or risk of contamination) = lower score	3.0	3	**9**	Considerations: ● The extent to which remediation is expected to be required for implementation of each option. ● May be nice to have as it may limit options, however, remains a risk to be evaluated due to cost implications to the overall project. ● Presents an opportunity to reclaim and/or improve a site that would otherwise remain vacant and a potential hazard depending upon level of contamination (i.e., good news story, improved public perception of the development…). ● Phase 1 ESA (Initial Environmental Assessment of prospective property).	According to the Illinois Department of Natural Resources (IDNR) Ecological Compliance Assessment Tool (EcoCAT) there are no records of state-listed threatened or endangered species Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity West Lincoln Highway site. According to the US Fish and Wildlife Service's (USFWS) Information for Planning and Consulting (IPaC) website, the federally listed endangered Indiana bat, and federally listed threatened northern long-eared bat and eastern prairie fringed orchid, as well as 11 species of migratory birds, have the potential to occur at the West Lincoln Highway site. Consultation with the USFWS would be required to determine the projects potential effects to these species.
3.4	Historical Resources through IDNR-SHPO	Consideration for the historic nature of the site. Scoring Criterion: ● Lesser amount of historic implications = higher score ● Greater amount of historic implications = lower score	2.4	-1	**-2.4**	Considerations: ● Are there any historic buildings on the site? ● Does the site have historic implications?	No existing structures are on site and the State HARGIS showing locations of historical impact indicate nothing exists within the project location. A project review request was submitted to the IDNR Historic Preservation Division on April 25, 2022. In a response letter dated August 5, 2022, the Historic Preservation Division stated that the project area has a high probability of containing prehistoric/historic archaeological resources and that a Phase I archaeological survey is required. The Phase I survey will need to be completed to adequately evaluate the West Lincoln site for selection.
3.5	Demolition Requirements	Consideration for the amount of existing buildings to be demolished. Scoring Criterion: ● Lesser amount of demolition = higher score ● Greater amount of demolition = lower score	2.0	2	**4**	Considerations: ● Differential magnitude of demolition between site options. ● This is nice to have and not a requirement. ● Green sites are preferable to reduce costs.	The site contained a silo and some stands of trees that were removed early the week of May 2, 2022. There may be demolition related to existing utilities, to be determined during design.

#	Criterion	Basis of Evaluation	Criterion Weighting	Scenario Score	Score	Considerations	Scoring Notes
			High = 3; Medium = 2; Low = 1	Enter Scenario scoring (-1, +1, +2, to +3 scale)	Criteria Weighting X Scenario Score		
4	**Feasibility**				**28.40**		
4.1	Available Land Area	Sufficiency of the site size to accommodate the defined capacity requirements. Scoring Criterion: ● Sufficient size to meet requirements and allow design flexibility = higher score ● Site size limits ability to meet defined requirements and/or imposes constraints which may cause increased construction complexity/cost = lower score	3.0	3	**9**	Considerations: ● Value of site from a locational perspective versus availability of land of a sufficient size.	The property has adequate space for the intended use of the project.
4.2	Vehicular Access	Proximity and all directional access to major collector or arterial roadways. Scoring Criterion: ● More preferred site access = higher score ● Less preferred site access = lower score	2.6	2	**5.2**	Considerations: ● Mandatory requirement - make sure buses can move efficiently to and from facility with little (if any) interruption to traffic flows (i.e. queuing on-site versus on public roadway) ● More than one ingress/egress must be available ● Differential ability to provide redundant site access. ● Ability to have egress controlled by traffic lights for safe exit from the facility.	There is currently only agricultural access to the site. The site will only be accessible off Illinois Route 38. A shared property can be used with the site to the west to create a shared access point with Presidents Boulevard across Illinois 38 and providing a traffic signal to control the 5-lane traffic of the highway.
4.3	Site Queueing	Sufficiency of inbound and outbound queueing on the property for revenue fleet arrivals and departures from site. Scoring Criterion: ● More queueing space (without excessive travel distance) = higher score ● Less queueing space (if posing operational challenges) = lower score	1.4	3	**4.2**	Considerations: ● Inbound queueing space (# of buses). ● Outbound queueing space (# of buses). ● Operational requirements based on peak departure and arrival times from site. ● Traffic controls and congestion during peak times	A shared middle turn lane exists along Illinois 38 from Annie Glidden to Presidents Boulevard. Annie Glidden is located 3,800 feet to the east and this site is located at the western terminus of the bus routes, meaning the queue will be governed by the shared turn lane. Internally from the site, the proposed Presidents Boulevard extension from the north would be close to 900 feet in length, providing a que of up to 45 buses.
4.4	Access to Utilities with Field Verification	Ease of implementation of servicing site with required water, gas wastewater, and electrical infrastructure. Scoring Criterion: ● More preferred site servicing = higher score ● Less preferred site servicing = lower score	2.4	1	**2.4**	Considerations: ● Timing and complexity of providing required power to site based on proximity to existing electrical infrastructure (e.g. substations). ● Resiliency of electrical service (e.g. ability to implement redundant feeds, proximity to site which are at less risk of power interruption). ● Timing and complexity of providing required non-electrical site services based on proximity to existing infrastructure.	No substations are located nearby, however, there is existing electric located along Illinois 38 at the front of the proposed site. There is also a major electric transmission line running north-south one-quarter mile west of the site. City atlases have been provided, and the City has a water and sanitary main accessible to the site from the north side of Illinois Route 38 and a water main running along the west side of the site.
4.5	General Topography (LiDAR Only)	The site landform should be flat or gently sloping to minimize earthwork costs. Scoring Criterion: ● Flatter site = higher score ● Less flat site = lower score	1.4	2	**2.8**	Considerations: ● Magnitude and location of site elevation variability with respect to facility footprint and site development areas. ● This is a nice to have versus a requirement.	In looking at USGS Topography, the site is relatively flat, with most of the site primarily draining from the north and east sides towards the railroad tracks approximately 500-900 feet from the west property line to what appears to be an existing culvert. Major earthwork operations are not anticipated.
4.6	Site Features	Ability to accommodate other site features based on size and shape of site. Scoring Criterion: ● Available space and/or layout flexibility = higher score ● Limited space and/or layout constraints = lower score	2.4	2	**4.8**	Considerations: ● Drainage with field verification ● General soils ● Floodplains ● National Wetland Inventory Map ● Stormwater management ● Storm ponds	The soils appear to be typical agricultural soils. All of the soils at the site are prime farmland soils. The interior for the site does not contain hydric soils, but the outer periphery does. There is no floodplain located within the project area and the NWI shows no wetlands within the site. The drainage will have to maintain its existing routing toward the railroad tracks, with the cross tracks culvert size to be confirmed. The current railroad culvert is obstructed by aggregate ballast on both side of the railroad, but flow is from north to south.
	OVERALL SCORE (Sum of Category Headings)				**72.00**		

APPENDIX L

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix L
Environmental Results to Date –
West Lincoln Highway

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec

EcoCAT
Ecological Compliance Assessment Tool

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Applicant: Engineering Enterprises, Inc.
Contact: Doug Keppy
Address: 52 Wheeler Rd
Sugar Grove, IL 60554

IDNR Project Number: 2212268
Date: 04/21/2022
Alternate Number: DK2001

Project: Dekalb Transit Maintenance Facility - West Site
Address: 1550 West Lincoln Highway, Dekalb

Description: Construct a new public transit and maintenance facility for City of Dekalb public transportation

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: DeKalb

Township, Range, Section:
40N, 4E, 21

IL Department of Natural Resources Contact
Adam Rawe
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction
IL Environmental Protection Agency
Doug Keppy
52 Wheeler Road
Sugar Grove, Illinois 60554

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

U.S. Fish and Wildlife Service
National Wetlands Inventory

Wetlands

April 26, 2022

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Map Scale: 1:2,500 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 35 70 140 210

Feet
0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: DeKalb County, Illinois
Survey Area Data: Version 16, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 3, 2019—Aug 24, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
171B	Catlin silt loam, 2 to 5 percent slopes	13.3	60.6%
356A	Elpaso silty clay loam, 0 to 2 percent slopes	8.4	38.1%
512B	Danabrook silt loam, 2 to 5 percent slopes	0.3	1.2%
Totals for Area of Interest		**22.0**	**100.0%**

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of Natural Resources

JB Pritzker, Governor
Colleen Callahan, Director

www.dnr.illinois.gov

Mailing address: State Historic Preservation Office, 1 Old State Capitol Plaza, Springfield, IL 62701

PROTECTING ILLINOIS' CULTURAL RESOURCES

An Introduction to Archaeological Surveys

Prepared by
ILLINOIS STATE HISTORIC PRESERVATION OFFICE

When you read the accompanying letter, you were notified that your Federal or State permitted, funded, or licensed project will require an archaeological survey. We also review projects that use public land. The purpose of this survey will be to determine if prehistoric or historic resources are present within the project area. If you are the average applicant you have had little or no experience with such surveys – this short introduction is designed to help you fulfill the Federal/State requirements and complete the process.

WHY PROTECT HISTORIC RESOURCES? Historic preservation legislation grew out of the public concern for the rapid loss of our prehistoric and historic heritage in the wake of increasingly large-scale Federal/State and private development. The legislation is an attempt to protect our heritage while at the same time allowing economic development to go forward.

WHAT IS THE LEGAL BASIS? The basis for all subsequent historic preservation legislation lies within the national Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires all Federal Agencies "undertakings" to "take into account" their effect on historic properties. As of January 1, 1990, the State Agency Historic Resources Preservation Act (Public Act 86-707) requires the same for all private or public undertakings involving state agencies. An "undertaking" is defined to cover a wide range of Federal or State permitting, funding, and licensing activities. It is the responsibility of Federal/State Agencies to ensure the protection of historic resources and the State Historic Preservation Office (SHPO) regulates this effort. In Illinois the SHPO is part of the Illinois Historic Preservation Agency (IHPA).

WHAT IS AN ARCHAEOLOGICAL SURVEY? An archaeological survey includes both (1) an examination of the written records, such as county plat books, published and unpublished archaeological reports, state site files, and (2) a field investigation of the project area to determine if prehistoric or historic resources are present. This process of resource identification is called a Phase I survey.

WHAT DOES A PHASE I SURVEY REQUIRE? Archaeological evidence is normally buried beneath the surface of the ground. To determine if an archaeological site is present it is necessary to get below this surface. The most efficient way is by plowing. If the project area is or can be plowed then the artifactual evidence will be brought to the surface and systematic pedestrian surveys (walkovers) will determine if a site is present. These walkovers are best done when the vegetation is low in the fall or spring. If the project area is covered with vegetation then small shovel probes (1' sq.) are excavated on a systematic grid pattern (usually 50' intervals) to sample the subsurface deposits. Where deeply buried sites may be present, such as in floodplains, deep coring or machine trenching may be required.

WHO DOES ARCHAEOLOGICAL SURVEYS? Professional archaeologists who meet the Federal standards set forth in the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-9) may conduct Federal surveys, while those meeting the State standards set forth in the Archaeological and Paleontological Resources Protection Act (20 ILCS 3435) may conduct surveys on public land in the State (see the other side of this sheet for information on obtaining the services of a contract archaeologist). The applicant is responsible for obtaining and paying for such services.

AFTER THE SURVEY – WHAT NEXT? When the field investigations are completed the archaeologist will submit a report of their findings and recommendations to the applicant. **IT IS THE RESPONSIBILITY OF THE APPLICANT TO FORWARD ONE PAPER COPY AND ONE (1) CD WITH THE REPORT IN PDF FORMAT TO THE SHPO FOR EVALUATION AND FINDINGS.** If no sites were found or the sites found are not eligible for the National Register the project may proceed after cleared through our office. Occasionally, a significant archaeological site may be encountered. In such a case the SHPO and the Federal or State Agency will work with the applicant to protect both the cultural resources and to facilitate the completion of your project.

NEED FURTHER ASSISTANCE? The SHPO is here to assist you and the Federal/State agencies in complying with the mandates of the historic preservation legislation. If you have questions or need assistance with archaeological resources protection or Federal/State compliance, please contact the Archaeology Section, Review & Compliance, Illinois State Historic Preservation Office, One Old State Capitol Plaza, Springfield, Illinois 62701 (217-782-4836 or SHPO.Review@illinois.gov).

OVER

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of **Natural Resources**

JB Pritzker, Governor
Colleen Callahan, Director

www.dnr.illinois.gov

Mailing address: State Historic Preservation Office, 1 Old State Capitol Plaza, Springfield, IL 62701

Illinois State Historic Preservation Office – Archaeology Section
Information for Developers and Agencies about general procedures for Phase 2 archaeology projects

Anyone notified of an archaeological site subject to Phase 2 testing in their project area, has several options:

1. Preserve the site by planning your project to avoid or greenspace the site, a deed covenant maybe necessary depending on the land ownership and the law the project is being reviewed under.
2. Hire an archaeological firm to conduct a Phase 2 project on the site.
3. Choose a different location for the project (generally means starting review process over from scratch, but there will be rare occasions when this is actually the fastest and cheapest option). This is something you may wish to consider if there are burials in the project area, or an extremely large or dense site in the project area.

Phase 2 archaeological projects consist of fieldwork, analysis, and report by the archaeological firm, and then review of the report by the IHPA and sometimes also by the funding or permitting agency, with additional work required part of time depending on the significance of the site(s). However, if a project has no significant sites after a Phase 2 project has been completed and reviewed, then the archaeology is completed as soon as IHPA accepts the report. If a project area has more than 1 site, each one is reviewed independently, in other words, one could be determined not significant and while another one is determined significant or potentially significant.

Phase 2 field work generally consists of obtaining good artifact type and location data from the site surface by methods such as grid collections, piece plotting, etc., this is followed by a small scale excavation. In some cases the fieldwork (commonly called test units) can be done with assistance of machines like backhoes or occasionally even large equipment like belly scrapers (plowed or partially disturbed sites), but sometimes it is necessary to dig by hand (mounds, unplowed sites, or inaccessible locations). The test units are excavated to the base of the plowzone or topsoil, and then the base of the unit is checked for presence of archaeological features (foundations, pits, hearths, burials, middens, etc.) If features are present, a small number (generally not more than 5-10) of them are excavated to provide information about the site's age, function, integrity, etc. Samples of soil from each feature for botanical and zoological analysis are usually taken. Also on floodplains of large rivers, several additional "deep" trenches are usually necessary to check for buried sites. The amount of time required for fieldwork is highly dependent on the size of a site, on whether machines can be used, and on the density of features, as well as the weather.

Analysis at Phase 2 consists of identifying and inventorying all of the artifacts recovered and preparing data recorded in the field for a report. The length of time needed is again highly variable based on the factors listed above. The report describes the field and lab information, provides a preliminary interpretation of the site, and makes recommendations concerning the significance of the site.

The archaeology staff at the State Historic Preservation Office (SHPO in Illinois) and sometimes the archaeologists at the lead funding or permitting agency review the report. Based on the report and their knowledge of regional archaeological, they determine (following criteria outlined in the appropriate law and regulations for each project) if the work done was acceptable, and whether the site(s) are not significant and need no further investigation or are significant. If a site is significant (meets the eligibility criteria for the National Register of Historic Places), the choices are mitigation (generally by complete excavation) or preservation.

ALL PHOTOS AND MAPS CONTAINED IN ALL REPORTS SHOULD BE SUBMITTED IN COLOR WITH 1 HARD COPY AND ONE PDF VERSION ON A CD.

Jeffery Kruchten, Chief Archaeologist (7-16-2018)

ILLINOIS-BASED CONSULTING SERVICES WITH PROFESSIONAL ARCHAEOLOGISTS In order to assist agencies, engineering firms, and others who require professional archaeological services the Illinois State Historic Preservation Office (SHPO) has listed below Illinois-based firms with professional archaeologists currently performing contract archaeological compliance work. Based on documentation supplied by them these individuals appear to meet current Federal qualifications. This list is provided for your assistance, however, you may use any archaeologist who meets the minimum qualifications as set forth in Secretary of the Interior's Professional Qualifications Standards (36 CFR 61). If you have any questions please contact SHPO at 217-782-4836. THE INCLUSION OF INDIVIDUALS OR ORGANIZATIONS ON THIS LIST DOES NOT CONSTITUTE ANY RECOMMENDATION OR ENDORSEMENT OF THEIR PROFESSIONAL EXPERTISE OR PERFORMANCE RECORD.

Dr. Kevin P. McGowan
Public Service Archaeology Prgm
Chicagoland Office (UI-UC)
7428 Bradford Ct.
Gurnee, Illinois 60031
847-287-9045 Fax-217-244-3490
kevin57m@earthlink.net

Dr. Leslie B. Kirchler, RPA
Ecology and Environment, Inc.
33 West Monroe
Chicago, Illinois 60603
312/578-9243 Ext. 4109-Office
312/802-5598-Cell
leslie.kirchler-Owen@ene.com

Jay Martinez, M.A., RPA
Midwest Archaeological
Research Services
P.O. Box 2533
Crystal Lake, Illinois 60039
815-568-0680
jmartinez.mars@gmail.com

Jim Snyder, MA
Civil & Environmental Consultants, Inc.
555 Butterfield Road, Suite 300
Lombard, Illinois 60148
630/963-6026 or 877/963-6026
Fax-630/963-6027
jsnyder@cecinc.com

Dr. Cynthia L. Balek, PhD, RPA 15689
Archaeology & Geomorphology Services
2220 Mayfair Avenue
Westchester, Illinois 60154
708-308-4713
clb2220@gmail.com

Paul P. Kreisa, PHD, RPA
Stantec Consulting Services, Inc.
701 E. 22nd Street, Suite 115
Lombard, IL 60148
240/793-1992
Paul.kreisa@stantec.com

Mr. Douglas Kullen
Burns & McDonnell
1431 Opus Place, Suite 400
Downers Grove, Illinois 60515
630/515-4626, Cell-630/408-2385
dkullen@burnsmcd.com

Ben Banks, MA, RPA
Atwell, LLC
1245 East Diehl Road, Suite 100
Naperville, Illinois 60563
866/850-4200
bbanks@atwell-group.com

Anastasis Gilmer, M.A., RPA
Jonathan Libbon, M.A., RPA
SWCA Environmental Consultants
200 W. 22nd St., Suite 220
Lombard, Illinois 60148
630/705-1762
smitchell@swca.com,agilmer@swca.com

Dr. Phil Millhouse
Red Gates Archaeology
410 Wight Street
Galena, Illinois 61036
608/205-2753 / Cell – 608/718-9324
philipgmillhouse@gmail.com

Veronica Parsell, MA
Cardno JFNew
6605 Steger Road, Unit A
Monee, Illinois 60449
708/534-3450, cell-574/229-8747
Veronica.parsell@cardno.com

Thomas Zych, MS, RPA
Lowlands Cultural Resources, LLC.
670 Harasek Street
Lemont, IL 60439
630/247-5594
lowlandsculturalresources@gmail.com

Thomas Bodor, MA, RPA
Michael Baker International, Inc.
200 West Adams St., Suite 2800
Chicago, IL 60606
412/269-2049
Thomas.bodor@mbakerintl.com

Alice Muntz, MA, RPA
Environmental Resources Mgmt.
1701 Golf Rd., Suite 1-700
Rolling Meadows, IL 60008
574/286-9086
Alice.muntz@erm.com

Ms. Karen A. Atwell
Farmland Archaeological Services
10475 N 2300 Avenue
Geneseo, Illinois 61254
309-507-1330
Karen@karenatwell.com

Mr. Addison Kimmel, MA, RPA
1916 21st Street
Rock Island, IL 61201
309/430-0789
Addison.kimmel.rrc@gmail.com

Mr. Lawrence A. Conrad
Western Illinois Archaeology Research
Center, 1104 West Piper Street
Macomb, Illinois 61455
309-333-6783 or 836-3811
La-conrad@wiu.edu

Dr. Charles L. Rohrbaugh
Archaeological Consultants
302 Kelly Drive
Normal, Illinois 61761
309-454-6590

Dr. Gregory Walz
University of Illinois
Anthropology Department
Public Service Archaeology Program
1707 South Orchard Street
607 South Matthews Avenue
Urbana, Illinois 61801
217-333-1636 Fax-217-244-3490
gwalz@netonecom.net

Dr. Brian Adams, Dr. Thomas Leobel
University of Illinois Champaign-Urbana
UIUC-ITARP Statewide Office
23 East Stadium Drive
209 Nuclear Physics Lab (MC 571)
Champaign, Illinois 61820
217-333-0667 / 244-7458 (fax)

04/13/22

Mr. Mark C. Branstner
Great Lakes Research, Inc.
Post Office Box 2341
Champaign, Illinois 61825-2341
517-927-4556
mark.branstner@branstner.com

Dr. Fred A. Finney
Upper Midwest Archaeology
Post Office Box 106
St. Joseph, Illinois 61873-0106
217-469-0106 (voice/fax same)
Cell 217-778-0348
FAFinney@aol.com

Dr. Jason King
Center for American Archeology
(Kampsville Archeological Center)
Post Office Box 22
Kampsville, Illinois 62053
618-653-4316 / 4232 (fax)
jking@caa-archeology.org

Mr. David J. Nolan
ISAS Western Illinois Survey Division
604 East Vandalia
Jacksonville, Illinois 62650
217-243-9491 / 7991 (fax)
Macomb Lab, 309-833-3097
Spfld Lab, 217-522-4295/4395 (fax)
djnolan@illinois.edu

Dr. Brooke M. Morgan
Curator of Anthropology
Illinois State Museum Society
1011 East Ash Street
Springfield, Illinois 62703
217/785-8930
Brooke.morgan@illinois.gov

Mr. Floyd Mansberger
Fever River Research
Post Office Box 5234
Springfield, Illinois 62705
217-525-9002 / 6093 (fax)
217/341-8138
fmansberger@comcast.net

Mr. Joseph Craig
Prairie Archaeology & Research
Environmental Compliance Consultants
Post Office Box 5603
Springfield, Illinois 62705-5603
217-544-4881 / 4988 (fax)
jcraig@prairiearchaeology.com
jcraig@eccinc.org

Joyce McKay
Archaeological & Architectural Historian
P.O. Box 409
Hampton, Illinois 61256
309/755-3519
trmckay@wisc.edu

Mr. Bryan Carlo
SCI Engineering, Inc.
650 Pierce Boulevard
O'Fallon, Illinois 62269
Ph: 618-206-3034
Cell: 618 779-4281
bcarlo@sciengineering.com

Dr. Alleen Betzenhauser
Coordinator, American Bottom Field Sta
Illinois State Archaeological Survey
Institute Natural Resource Sustainability
University of IL at Urbana-Champaign
13 Gateway Drive
Collinsville, Illinois 62234
618-855-9206
betzenha@illinois.edu

Robin Jorcke-Harl
Archaeological Research Ctr of StL
2812 Woodson Road
St. Louis, MO 63114-4702
Office: 314-426-2577 / 2599 (fax)
Cell: 314/277-0974
arc@arcstl.com

Mr. Steve Titus
American Resources Group, Ltd.
127 North Washington Street
Carbondale, Illinois 62901
618-529-2741 / 457-5070 (fax)
steve@argltd.com;
archeology@argltd.com

Dr. Mark Wagner
Southern Illinois University
Center for Archaeological Investigations
Mail Code 4527
Carbondale, Illinois 62901
618-453-5031 / 8467 (fax)
mjwagner@siu.edu

Mr. H. Blaine Ensor
Historic Properties Consultants *(HPC)*
1515 Oak St.
Murphysboro, Illinois 62966
Office 618 684-6292
blaine@historicpropertiesconsultants.com

Michele Lorenzini
Mound City Arch. Services
P.O. Box 190614
St. Louis, Missouri 63119
314/723-2226
lorenzini@moundcity.net

Mr. Charles O. Witty
Looking Glass Prairie Archaeological
Reconnaissance (LGPAR)
613 West St. Louis Street
Lebanon, Illinois 62254
618/623-8749
Charles.witty@sbcglobal.net

Sean Stretton, MS, RPA
Trileaf
1515 Des Peres Road, Suite 200
St. Louis, MO 63131
Office-314/997-0611, Ext. 252
Mobile-847/707-8223
s.stretton@trileaf.com

Joe Galloy, Ph.D.
Gateway Archaeology, Ltd.
5377 State Highway N, Suite 326
Cottleville, Missouri 63304
O: 636/357-0035 Fax: 636/946-9340
galloy@gatewaydig.com

Charles Beeker, Ph.D.
Center for Underwater Science
Indiana University, School of Public Health,
Room 508, Bloomington, IN 47405
812/856-2360
cbeeker@indiana.edu

Eli Orrvar
Environmental Solutions & Innovations, Inc.
3851 S. Jefferson Ave.
Springfield, MO 65807
O: 513/591-6280 C: 317/534-9073
eorrvar@envsi.com

Jennifer M. Sanda, M.A., RPA.
GEI Consultants, Inc.
400 North Lakeview Pkwy., Suite 140
Vernon Hills, IL 60061
O: 847/984-3401 C: 626/476-7249
jsanka@geiconsultants.com

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of **Natural Resources**

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

DeKalb County PLEASE REFER TO: SHPO LOG #004072522
DeKalb
SW of Stadium Drive & IL State Route 38
IEPA
*New construction, transit operation & maintenance facility - West Site

August 5, 2022

SURVEY REQUEST

Douglas Keppy
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

Dear Mr. Keppy:

The Illinois State Historic Preservation Office is required by the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420, as amended, 17 IAC 4180) to review all state funded, permitted or licensed undertakings for their effect on cultural resources. We have received information indicating that the referenced project will, under the state law cited above, require comments from our office and our comments follow. Should you have any contrary information, please contact our office at the number below.

According to the information provided to us concerning your proposed project, apparently there is no federal involvement in your project. However, please note that the state law is less restrictive than the federal cultural resource laws concerning archaeology, therefore if your project will use federal loans or grants, need federal agency permits or federal property then your project must be reviewed by us under a slightly different procedure under the National Historic Preservation Act of 1966, as amended. Please notify us immediately if such is the case.

The project area has a high probability of containing significant prehistoric/historic archaeological resources. Accordingly, a Phase I archaeological reconnaissance survey to locate, identify, and record all archaeological resources within the project area will be required, in addition to the survey we will also need clear photographs of all structures in, or adjacent to, the current project area. This decision is based upon our understanding that there has not been any large scale disturbance of the ground surface (excluding agricultural activities) or major construction activity within the project area which would have destroyed existing cultural resources prior to your project. If the area has been disturbed, please contact our office with the appropriate written and/or photographic evidence. The area(s) that need(s) to be surveyed (within the zone that needs to be surveyed) include(s) all area(s) that will be developed as a result of the issuance of the state agency permit(s) or the granting of the state funds or loan guarantees that have prompted this review. Enclosed you will find an attachment briefly describing Phase I surveys and listing archaeological contracting services. A COPY OF OUR LETTER WITH THE SHPO LOG NUMBER SHOULD BE PROVIDED TO THE SELECTED PROFESSIONAL ARCHAEOLOGICAL CONTRACTOR TO ENSURE THAT THE SURVEY RESULTS ARE CONNECTED TO YOUR PROJECT PAPERWORK.

If you have further questions, please contact Jeff Kruchten, Chief Archaeologist at 217/785-1279 or Jeffery.kruchten@illinois.gov.

Sincerely,

Carey L. Mayer

Carey L. Mayer, AIA
Deputy State Historic Preservation Officer

Enclosure

APPENDIX M

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix M
Sites and City of DeKalb Bus Routes

Stantec

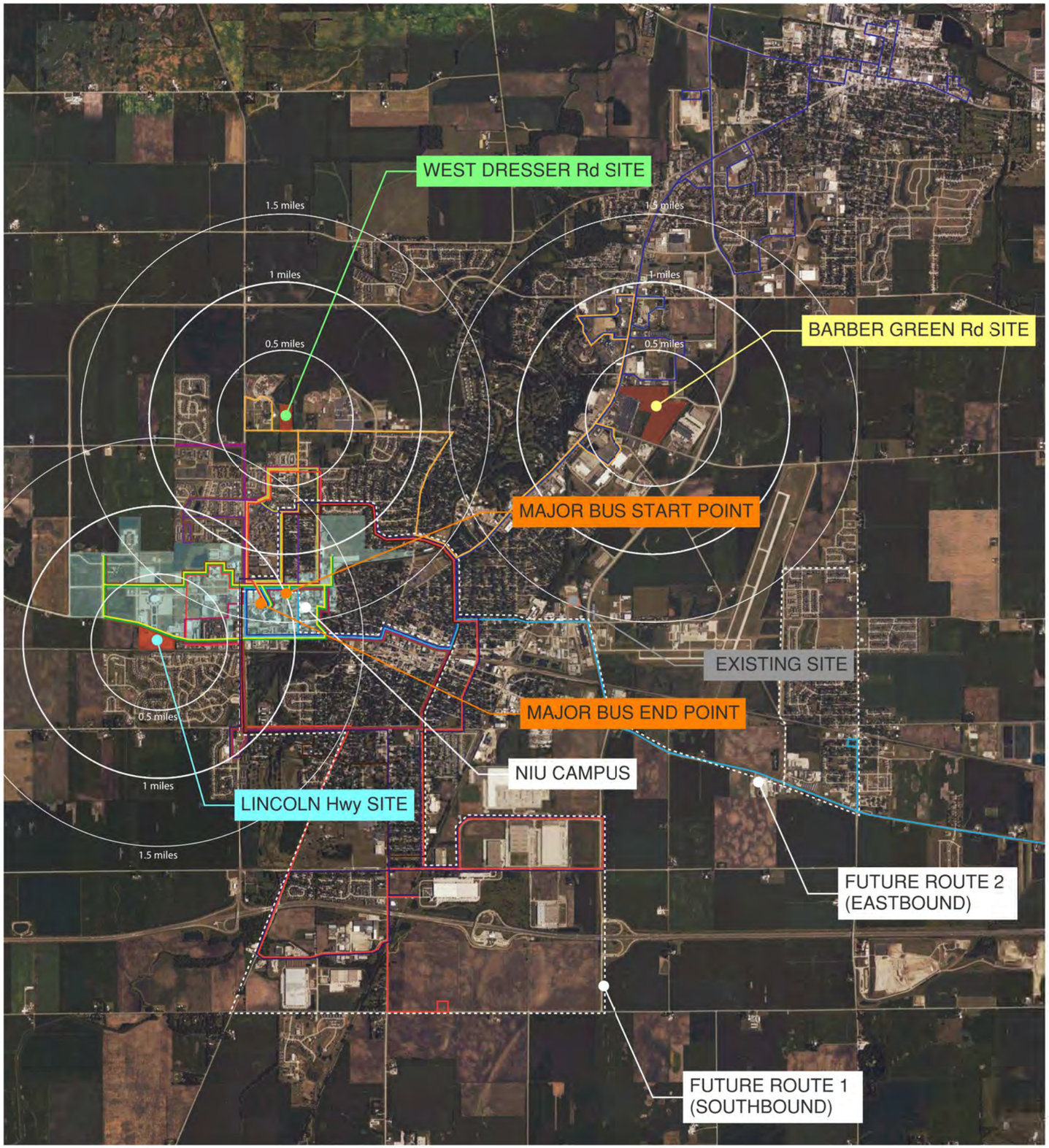
Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Stantec



City of DeKalb Bus Routes

- ROUTE 2L
- ROUTE 2R
- ROUTE 3
- ROUTE 4
- ROUTE 5
- ROUTE 11
- ROUTE 12
- ROUTE 16
- ROUTE 17
- ROUTE 18
- ROUTE 19E
- ROUTE 19S
- ROUTE 19
- ROUTE 21
- FUTURE ROUTE 1
- FUTURE ROUTE 2

APPENDIX N

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix N
DeKalb Transit Deadhead Analysis

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

DeKalb Transit Deadhead Analysis - Existing Routes

Bus Route			Existing Site		West Dresser Rd Site		Barber Green Rd Site		Lincoln Hwy Site		Total Deadhead (mile)			
Route Number	Start Point	End Pont	Facility to SP	EP to Facility	Facility to SP	EP to Facility	Facility to SP	EP to Facility	Facility to SP	EP to Facility	Existing Site	West Dresser Rd Site	Barber Green Rd Site	Lincoln Hwy Site
2L	Lucinda Ave / Normal Ave	Lucinda Ave / Wirtz Dr	2.7	2.7	1.3	1.5	4.5	4.5	1.3	2.2	5.4	2.8	9	3.5
2R	Lucinda Ave / Normal Ave	University Circle	2.7	2.7	1.3	1.7	4.5	4.5	1.3	1.4	5.4	3	9	2.7
3	Lucinda Ave / Normal Ave	University Circle	2.7	2.7	1.3	1.7	4.5	4.5	1.3	1.4	5.4	3	9	2.7
4	Lucinda Ave / Normal Ave	Lucinda Ave / Garden Rd	2.7	2.3	1.3	1.2	4.5	4	1.3	1.4	5	2.5	8.5	2.7
5	Lucinda Ave / Normal Ave	University Circle	2.7	2.7	1.3	1.7	4.5	4.5	1.3	1.4	5.4	3	9	2.7
10	Lucinda Ave / Normal Ave	Lucinda Ave / Garden Rd	2.7	2.3	1.3	1.2	4.5	4	1.3	1.4	5	2.5	8.5	2.7
11	Lucinda Ave / Normal Ave	Lucinda Ave / Garden Rd	2.7	2.3	1.3	1.2	4.5	4	1.3	1.4	5	2.5	8.5	2.7
12	Lucinda Ave / Normal Ave	Lucinda Ave / Normal Ave	2.7	2.7	1.3	1.3	4.5	4.5	1.3	1.3	5.4	2.6	9	2.6
16	Lucinda Ave / Normal Ave	Lucinda Ave / Normal Ave	2.7	2.7	1.3	1.3	4.5	4.5	1.3	1.3	5.4	2.6	9	2.6
17	Lucinda Ave / Normal Ave	Lucinda Ave / Normal Ave	2.7	2.7	1.3	1.3	4.5	4.5	1.3	1.3	5.4	2.6	9	2.6
19E	University Circle	University Circle	2.7	2.7	1.7	1.7	4.5	4.5	1.3	1.4	5.4	3.4	9	2.7
19S	University Circle	University Circle	2.7	2.7	1.7	1.7	4.5	4.5	1.3	1.4	5.4	3.4	9	2.7
19	University Circle	University Circle	2.7	2.7	1.7	1.7	4.5	4.5	1.3	1.4	5.4	3.4	9	2.7
21	Stark Ave/Grant St	N Main St/ Plank Rd	5	7.7	5.4	8.5	4	6.5	9	11	12.7	13.9	10.5	20
											Total Deadhead Mile	**81.7 miles**	**51.2 miles**	**126 miles**	**55.6 miles**

			Existing Site	West Dresser Rd Site	Barber Green Rd Site	Lincoln Hwy Site
Diesel fuel cost per a gallon (The National average price Mar. 2022)	5.11	dollars				
The bus average mile per a gallon	6	miles				
Deadhead cost of fuel(Total deadhead mile / the bus average mile per a gallon x diesel fuel cost per a gallon)			$ 69.58	$ 43.61	$ 107.31	$ 47.35
Equipment wear and tear (per 1 mile)	0.585	dollars				
Equipment wear and tear cost (total deadhead mile x equipment wear and tear cost)			$ 47.79	$ 29.95	$ 73.71	$ 32.53
Bus Driver hourly cost	18	dollars				
Estimated hour per 1 mile(The City of Dekalb)	**0.35**	**per hour**				
Deadhead cost of labor (total deadhead mile x bus driver hourly cost x estimated time per a mile)			$ 514.71	$ 322.56	$ 793.80	$ 350.28
Bus Fleet Count	**25**	**vehicles**				
Anticipated in Service per Day	**80%**					
Total Annual Cost Value			**$3,691,380.29**	**$ 2,313,325.23**	**$ 5,692,948.80**	**$ 2,512,126.61**

***Information Source**

https://www.cityofdekalb.com/1287/Maps-Schedules

Google maps for Traveling hour per a mile

DeKalb Transit Deadhead Analysis - Existing + Future Routes

Bus Route			Existing Site		West Dresser Rd Site		Barber Green Rd Site		Lincoln Hwy Site		Total Deadhead (mile)			
Route Number	Start Point	End Pont	Facility to SP	EP to Facility	Facility to SP	EP to Facility	Facility to SP	EP to Facility	Facility to SP	EP to Facility	Existing Site	West Dresser Rd Site	Barber Green Rd Site	Lincoln Hwy Site
2L	Lucinda Ave / Normal Ave	Lucinda Ave / Wirtz Dr	2.7	2.7	1.3	1.5	4.5	4.5	1.3	2.2	5.4	2.8	9	3.5
2R	Lucinda Ave / Normal Ave	University Circle	2.7	2.7	1.3	1.7	4.5	4.5	1.3	1.4	5.4	3	9	2.7
3	Lucinda Ave / Normal Ave	University Circle	2.7	2.7	1.3	1.7	4.5	4.5	1.3	1.4	5.4	3	9	2.7
4	Lucinda Ave / Normal Ave	Lucinda Ave / Garden Rd	2.7	2.3	1.3	1.2	4.5	4	1.3	1.4	5	2.5	8.5	2.7
5	Lucinda Ave / Normal Ave	University Circle	2.7	2.7	1.3	1.7	4.5	4.5	1.3	1.4	5.4	3	9	2.7
10	Lucinda Ave / Normal Ave	Lucinda Ave / Garden Rd	2.7	2.3	1.3	1.2	4.5	4	1.3	1.4	5	2.5	8.5	2.7
11	Lucinda Ave / Normal Ave	Lucinda Ave / Garden Rd	2.7	2.3	1.3	1.2	4.5	4	1.3	1.4	5	2.5	8.5	2.7
12	Lucinda Ave / Normal Ave	Lucinda Ave / Normal Ave	2.7	2.7	1.3	1.3	4.5	4.5	1.3	1.3	5.4	2.6	9	2.6
16	Lucinda Ave / Normal Ave	Lucinda Ave / Normal Ave	2.7	2.7	1.3	1.3	4.5	4.5	1.3	1.3	5.4	2.6	9	2.6
17	Lucinda Ave / Normal Ave	Lucinda Ave / Normal Ave	2.7	2.7	1.3	1.3	4.5	4.5	1.3	1.3	5.4	2.6	9	2.6
19E	University Circle	University Circle	2.7	2.7	1.7	1.7	4.5	4.5	1.3	1.4	5.4	3.4	9	2.7
19S	University Circle	University Circle	2.7	2.7	1.7	1.7	4.5	4.5	1.3	1.4	5.4	3.4	9	2.7
19	University Circle	University Circle	2.7	2.7	1.7	1.7	4.5	4.5	1.3	1.4	5.4	3.4	9	2.7
21	Stark Ave/Grant St	N Main St/ Plank Rd	5	7.7	5.4	8.5	4	6.5	9	11	12.7	13.9	10.5	20
FUTURE ROUTE 1 (Southbound)	Lucinda Ave / Normal Ave (place holder)	University Circle (place holder)	2.7	2.7	1.3	1.7	4.5	4.5	1.3	1.4	5.4	3	9	2.7
FUTURE ROUTE 2 (Eastbound)	Lucinda Ave / Normal Ave (place holder)	University Circle (place holder)	2.7	2.7	1.3	1.7	4.5	4.5	1.3	1.4	5.4	3	9	2.7
		Total Deadhead Mile									**92.5 miles**	**57.2 miles**	**144 miles**	**61 miles**
		Diesel fuel cost per a gallon (The National average price Mar. 2022)							5.11 dollars					
		The bus average mile per a gallon							6 miles					
		Deadhead cost of fuel(Total deadhead mile / the bus average mile per a gallon x diesel fuel cost per a gallon)									$ 78.78	$ 48.72	$ 122.64	$ 51.95
		Equipment wear and tear (per 1 mile)							0.585 dollars					
		Equipment wear and tear cost (total deadhead mile x equipment wear and tear cost)									$ 54.11	$ 33.46	$ 84.24	$ 35.69
		Bus Driver hourly cost							18 dollars					
		Estimated hour per 1 mile(The City of Dekalb)							**0.35 per hour**					
		Deadhead cost of labor (total deadhead mile x bus driver hourly cost x estimated time per a mile)									$ 582.75	$ 360.36	$ 907.20	$ 384.30
		Bus Fleet Count							**25 vehicles**					
		Anticipated in Service per Day							**80%**					
		Total Annual Cost Value									**$4,179,347.33**	**$ 2,584,418.03**	**$ 6,506,227.20**	**$ 2,756,110.13**

***Information Source**

https://www.cityofdekalb.com/1287/Maps-Schedules

Google maps for Traveling hour per a mile

APPENDIX O

CITY OF DEKALB OPERATIONS AND MAINTENANCE FACILITY

DeKalb, IL

Site Selection
Appendix O
Environmental Justice

Prepared for:
DeKalb, IL

Prepared by:
Stantec

Project No. 177920059

September 6, 2022

Dresser Road site

Environmental Justice populations (i.e., minority and low-income populations) within 0.5 miles of the Dresser Road site were identified at the census block group level using the US Census Bureau's American Community Survey 5-year estimates. Disproportionate impacts to minority and low-income populations may occur when the percentage of these populations is greater than double the state average according to the State of Illinois.

There are seven block groups within 0.5 miles of the sites: Block Group 2 of Census Tract 9, Block Groups 2 and 3 of Census Tract 10.02, Block Groups 1 and 2 of Census Tract 10.03, and Block Groups 1 and 2 of Census Tract 10.04. Only Block Group 1 of Census Tract 10.03 has a minority population at a rate double that of the state average. See the figure in the appendix for the locations of these block groups. **Table 1** below provides the percentages of low-income and minority populations within these block groups as compared to the state averages. Minority and low-income populations that are significantly greater than the Illinois average are highlighted red in **Table 1**. Five block groups contain low-income populations significantly greater than the state average, while one of these block groups also contains a substantial minority population. However, the Dresser Road site is not within any of these block groups, so disproportionate impacts may not be of concern.

Table 1 - Percent Minority and Low-income Populations within 0.5 miles of the Dresser Road Site

	Illinois	CT 9	CT 10.02		CT 10.03		CT 10.04	
		BG 2	BG 2	BG 3	BG 1	BG 2	BG 1	BG 2
Total Population	12,716,164	2,644	2,470	2,191	2,377	1,476	877	1,516
Minority Population (%)	39.2	38.5	43.8	44.4	80.0	40.7	53.5	25.4
Low-Income (%)	12.0	1.1	55.1	48.4	51.9	50.8	44.2	4.2

Barber Greene Road site

Environmental Justice populations (i.e., minority and low-income populations) within 0.5 miles of the Barber Green Road site were identified at the census block group level using the US Census Bureau's American Community Survey 5-year estimates. Disproportionate impacts to minority and low-income populations may occur when the percentage of these populations is greater than double the state average according to the State of Illinois.

There are two block groups within 0.5 miles of the site: Block Group 2 and Block Group 4 of Census Tract 8. See the figure in the appendix for the locations of these block groups. **Table 2** below provides the percentages of low-income and minority populations within these block groups as compared to the state averages. The populations within these block groups do not meet the definition of Environmental Justice populations so disproportionate impacts would not occur if this site were selected for the transit facility.

Table 2 - Percent Minority and Low-income Populations within 0.5 miles of the Barber Greene Road Site

	Illinois	Census Tract 8	
		Block Group 2	Block Group 4
Total Population	12,716,164	3,706	1,228
Minority Population (%)	39.2	39.8	11.2
Low-Income (%)	12.0	22.4	0

West Lincoln Highway site

Environmental Justice populations (i.e., minority and low-income populations within 0.5 miles of the West Lincoln Highway site were identified at the census block group level using the US Census Bureau's American Community Survey 5-year estimates. Disproportionate impacts to minority and low-income populations may occur when the percentage of these populations is greater than double the state average according to the State of Illinois.

There are five census block groups within 0.5 miles of the site: Block Groups 1 and 2 of CT 10.02, Block Group 1 of Census Tract 10.04, Block Group 4 of Census Tract 14, and Block Group 1 of Census Tract 22. See the figure in the appendix for the locations of these block groups. **Table 3** below provides the percentages of low-income and minority populations within these block groups as compared to the state averages. Minority and low-income populations that are significantly greater than the Illinois average are highlighted red in **Table 3**. Five block groups contain low-income populations significantly greater than the state average. None of the block groups meet the definition of a minority population. The West Lincoln Highway site is located within a block group with a low-income population. However, disproportionate impacts may not be a concern if community outreach is conducted, and improved transit opportunities are provided for these communities.

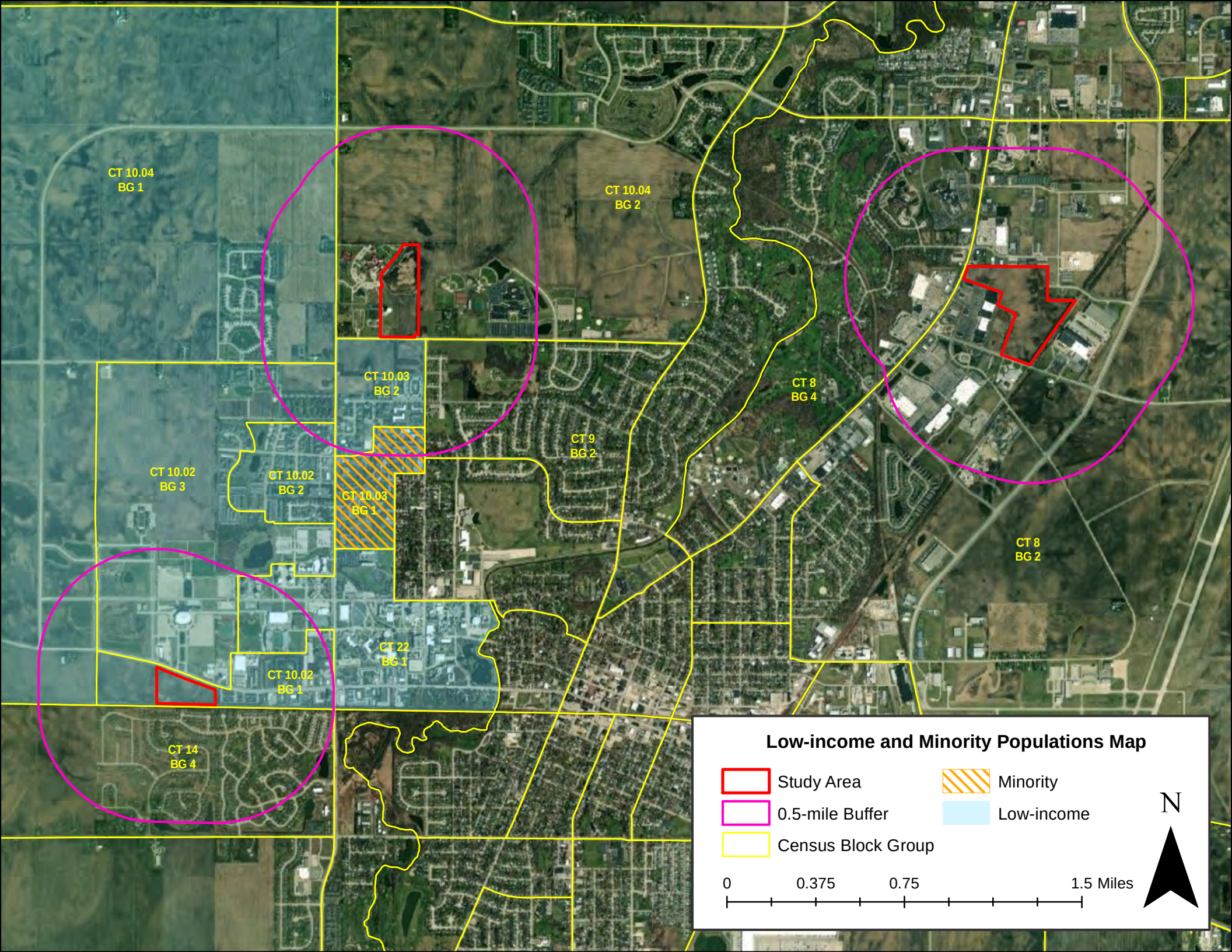
Table 1 - Percent Minority and Low-income Populations within 0.5 miles of the West Lincoln Highway Site

	Illinois	CT 10.02		CT 10.04	CT 14	CT 22
		BG 1	BG 3	BG 1	BG 4	BG 1
Total Population	12,716,164	1,808	2,191	877	2,201	3,674
Minority Population (%)	39.2	52.0	44.4	53.5	15.4	52.2
Low-Income (%)	12.0	46.1	48.4	44.2	22.3	62.7

Illinois Environmental Protection Agency (Illinois EPA), 2022. Data Sources and Definitions – Illinois EPA EJ Start. Available online: https://illinois-epa.maps.arcgis.com/apps/webappviewer/index.html?id=f154845da68a4a3f837cd3b880b0233c. Accessed August 2, 2002.

U.S. Census Bureau, 2022a. American Community Survey 5-year Estimates – Hispanic or Latino Origin by Race. Available online: https://www.census.gov/data.html. Accessed August 2, 2022

U.S. Census Bureau, 2022b. American Community Survey 5-year Estimates – Hispanic or Latino Origin by Race. Available online: https://www.census.gov/data.html. Accessed August 2, 2022


CT 10.04
BG 1
CT 10.04
BG 2
CT 10.03
BG 2
CT 8
BG 4
CT 9
BG 2
CT 10.02
BG 3
CT 10.02
BG 2
CT 10.03
BG 1
CT 8
BG 2
CT 22
BG 1
CT 10.02
BG 1
CT 14
BG 4
Low-income and Minority Populations Map
Study Area
0.5-mile Buffer
Census Block Group
Minority
Low-income
N
0
0.375
0.75
1.5 Miles