



United States  
Department of  
Agriculture

Forest  
Service

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# Environmental Assessment

## Midwin-Wauponsee, Drummond Road & Klingler Parking Lots

**Midwin National Tallgrass Prairie**

**Midwin-Wauponsee parking: Will County Illinois T34N, R11E, Section 31**

**Klingler parking: Will County Illinois, T33N, R11E, Section 6**

**Drummond Rd. parking: Will County Illinois T34N, R10E, Section 24**

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## INTRODUCTION

The Forest Service has prepared this Environmental Assessment in compliance with the National Environmental Policy Act (NEPA) and other relevant Federal and State laws and regulations. This Environmental Assessment discloses the direct, indirect, and cumulative environmental impacts that would result from the proposed action and alternatives. The document is organized into four parts:

- *Introduction:* The section includes information on the history of the project proposal, the purpose of and need for the project, and the agency's proposal for achieving that purpose and need. This section also details how the Forest Service informed the public of the proposal and how the public responded.
- *Comparison of Alternatives, including the Proposed Action:* This section provides a more detailed description of the agency's proposed action as well as alternative methods for achieving the stated purpose. These alternatives were developed based on significant issues raised by the public and other agencies. This discussion also includes possible mitigation measures. Finally, this section provides a summary table of the environmental consequences associated with each alternative.
- *Environmental Consequences:* This section describes the environmental effects of implementing the proposed action and other alternatives. This analysis is organized by resource area. Within each section, the affected environment is described first, followed by the effects of the No Action Alternative that provides a baseline for evaluation and comparison of the other alternatives that follow.
- *Agencies and Persons Consulted:* This section provides a list of preparers and agencies consulted during the development of the environmental assessment.

Additional documentation, including more detailed analyses of project-area resources, may be found in the project planning record located at the Midewin National Tallgrass Prairie Supervisor's Office in Wilmington, Illinois.

## Background

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The Midewin Land and Resource Management Plan (Prairie Plan, 2002c) identifies six public access areas with parking. Access to a trail system is a long-term recreation goal at Midewin. There is public interest in gaining access to the site for recreational and educational activities. Nine administrative access points will allow for management, clean-up activities, and access to cemeteries. Implementation of the three parking lot areas will facilitate Midewin's future goal to public access to the entire prairie for recreational and educational uses.

## Purpose and Need for Action

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The purpose of this project is to construct three new parking lots to increase recreational access to Midewin. This action responds to the goals and objectives outlined in the Midewin Prairie Plan, and helps move areas toward desired conditions described in the Prairie Plan. The authorizing legislation and the Prairie Plan's vision includes, "providing a variety of recreation opportunities that enhance the visitor's appreciation of the prairie ecosystem" (Prairie Plan, Section 2.3). Also, the Illinois Conservation Act of 1996, Section 2914, states one of the requirements of the Establishment and Administration of Midewin is to provide a variety of recreation opportunities which is also outlined as

one of the goals identified in the Prairie (Prairie Plan Section 2.5.2) To achieve the goal of legislation in a safe manner, off road parking is needed. Until 2008 or 2009, the Army will control portions of Midewin and the public will have limited access until that time. As lands are conveyed, Army infrastructure will need to be removed because buildings are in poor condition and dangerous if entered. Midewin wants to provide parking lots so that lands currently open and anticipated to open in the next two years can be used by the public for a number of recreation purposes. Public interest in visiting Midewin is growing and existing parking is not adequate to meet needs.

Currently there is no parking provided near any of the proposed sites. The Midewin-Wauponsee parking lot and the Drummond Road parking lot would expand the public's opportunity to visit, learn, and enjoy Midewin in a safe manner as directed by the plan. The Klingler Cemetery parking would support administrative use and improve safety as directed by the plan.

## **Proposed Action**

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The action proposed by the Forest Service to meet the purpose and need is to construct three new parking lots with amenities as required for the health, safety, and informational needs of public visitors to Midewin. The three parking lots (Figure 1) are the Midewin-Wauponsee, Drummond Road and the Klingler Cemetery parking lots. The Midewin-Wauponsee and the Drummond Road parking lots will be constructed to accommodate recreational visitors. The Klingler Cemetery Parking Lot will harden a site that has been used in the past and will better facilitate parking for burials, and visitation.

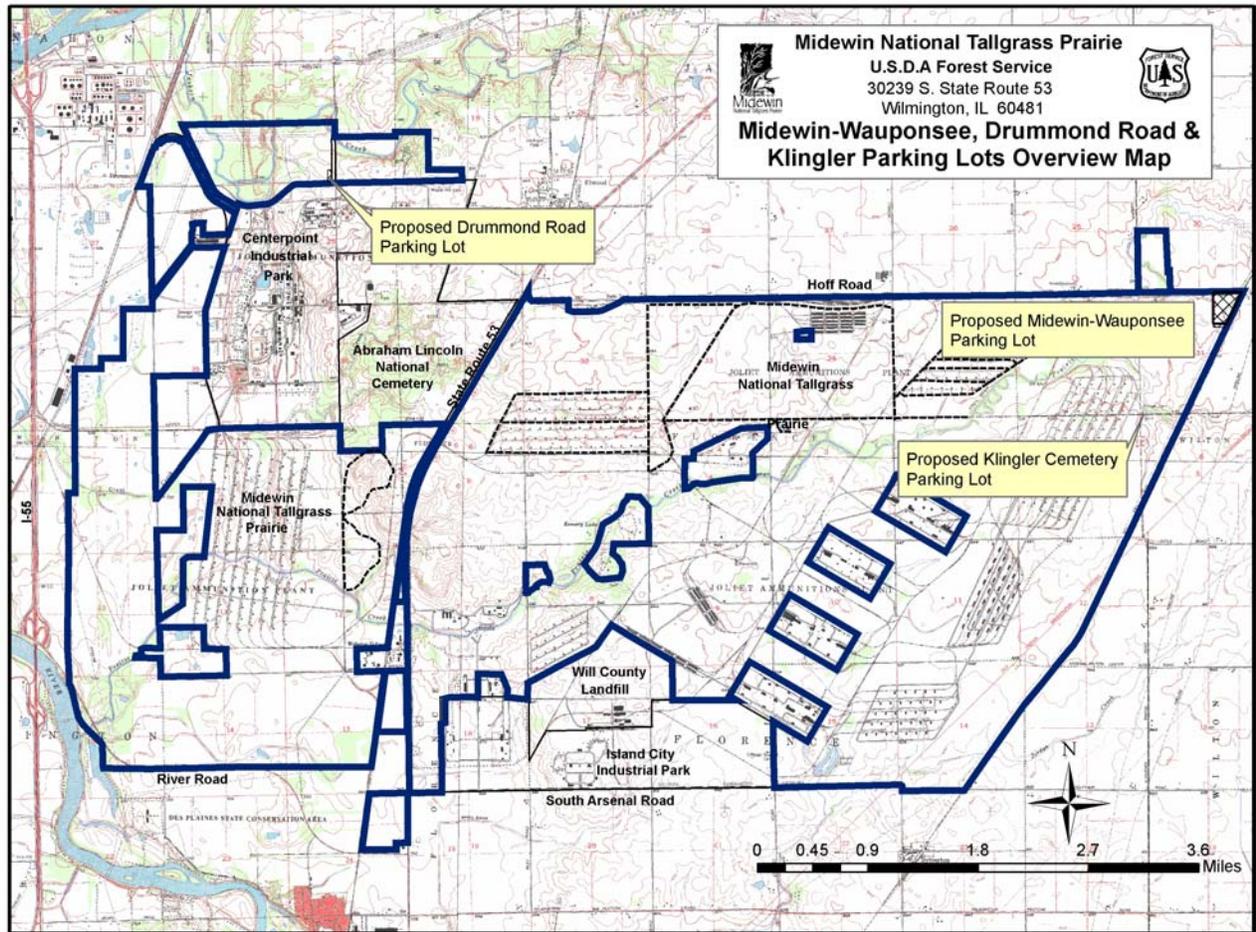


Figure 1. Midwin-Wauponsee, Drummond Road, and Klingler Parking Lots Map Overview Map.

## Decision Framework

Given the purpose and need, the deciding official reviews the proposed action and the other alternatives in order to make the following decisions:

1. Will the proposed project meet the needs as defined here?
2. Are there any significant impacts to the affected environment as a result of the proposed action?

## Public Involvement

The proposal has been listed continually in the Schedule of Proposed Actions (SOPA) starting in October 2006 and up to the most recent SOPA in April 2007. The proposal was provided to the public and other agencies for comment during scoping March 20 through April 19, 2006. Using the comments from the public and other agencies (see *Issues* section), the interdisciplinary team developed a list of issues to address.

## Issues

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The Forest Service separated the issues into two groups: significant and non-significant issues. Significant issues were defined as those directly or indirectly caused by implementing the proposed action. Non-significant issues were identified as those: 1) outside the scope of the proposed action; 2) already decided by law, regulation, Prairie Plan, or other higher level decision; 3) irrelevant to the decision to be made; or 4) conjectural and not supported by scientific or factual evidence. A list of non-relevant issues and reasons regarding their categorization as non relevant may be found in section B of the project record.

The Forest Service identified nine topics raised during scoping. These significant issues include:

**Vegetation:** Potential change in vegetation within a project area is compared to vegetation at Midewin and the surrounding area as a whole. An important aspect of vegetation at Midewin is the impact of a project on native vegetation remnants.

**Wildlife:** Potential impacts on wildlife are measured by the size of impact on wildlife habitat and type and quality of habitat that will be affected.

**Invasive Species:** Introducing new mobile populations such as people and horses has the potential to create or increase the spread of invasive species. Origin of the transient populations and proximity to habitats that are at risk are important considerations in this issue. Monitoring can be done by visual inventory.

**Threatened, Endangered, and Sensitive Species:** Nearly all threatened, endangered, and sensitive species (both animals and plants) are habitat specialists and intolerant of human disturbance, edge effects, or habitat degradation. Potential effects can be analyzed based on the amount of anticipated resource damage and increase in edge effects.

**Water Quality:** This development has the potential to affect water quality in the short and long term. Construction methods and mitigation measures should be considered in analyzing short-term effects. Proximity to wetlands and floodplains and design parameters should be considered in analyzing long-term effects.

**Soils:** Potential effects to soils include: loss of farmland, soil productivity, and soil erosion. Soil usually is most impacted during the construction phase of the project although it can persist. Mitigation measures can reduce impacts. Loss of farmland should be compared with a net loss for each alternative. Soil productivity can be compared based on quality of soil and soil moisture content.

**Air:** The potential impacts of a project on air quality consider air emissions from vehicles burning fossil fuels.

**Cultural Resources:** Potential impacts on cultural resources are determined by the amount of impact and the type of impact on historic and prehistoric sites in addition to the importance of that site within the geographic area.

**Recreation and Scenery Management:** Potential effects on recreation are determined by measuring the impact of a project on the quantity, variety and quality of recreation experiences that are available. The potential for conflict between recreationists should also be considered.

Scenery management seeks to determine a scenery integrity objective (SIO) within an area. The scenery management system used by the USFS considers landscape character, existing scenic integrity, landscape visibility, and constituent information to determine the scenic integrity objective for an area.

The impact of a project on scenic integrity is determined by the consistency of a project with the SIO in the area. Various mitigation measures can be implemented to allow a project to meet the Scenic Integrity Objective for an area.

## ALTERNATIVES INCLUDING THE PROPOSED ACTION

This chapter describes and compares the alternatives considered for the Midewin-Wauponsee, Drummond and Klingler Parking Lots project. It includes a description and map of each alternative considered. This section also presents the alternatives in comparative form.

### Alternatives

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#### Alternative 1

##### *No Action*

Under the No Action alternative, current management plans would continue to guide management of the project area. No parking lot construction would be implemented to accomplish project goals.

#### Alternative 2

##### *The Proposed Action*

**Description:** Project activities for the **Midewin-Wauponsee Trailhead** (Figure 2) would take place within approximately two acres of fairly level terrain covered mainly by non-native cool-season grasses. This project is planned with support and participation of the Forest Preserve District of Will County. Proposed activities include:

- Constructing an approximately one-acre parking lot designed to accommodate 20 single vehicles and 15 vehicles with horse trailers.
- Designating two of the parking spaces for accessible parking.
- Using crushed aggregate or asphalt for the parking lot surface.
- Installing a two-riser vault toilet.
- Providing a horse tie-up area.
- Providing an information bulletin board for trail users.
- Fencing the trailhead area to protect Midewin's natural and cultural resources from prohibited motorized vehicles.

For the purposes of this EA, the Midewin-Wauponsee Trailhead area has three levels of impact as defined below.

- Parking lot area – the paved area of the parking lot (1 acre)
- The concentrated use area – includes the parking lot, the area that contains the toilet facilities, bulletin board, bike racks, horse tie-up area and connector trails (2 acres)
- The overall project area – this area includes the concentrated use area and the surrounding area in which the connector trails will run through like fingers of impact. Except for the two-acre

impacted area, defined above, this area will remain much as it is today and will eventually be planted and maintained to meet wildlife management goals in addition to meeting the recreation goals of the area (12 acres).

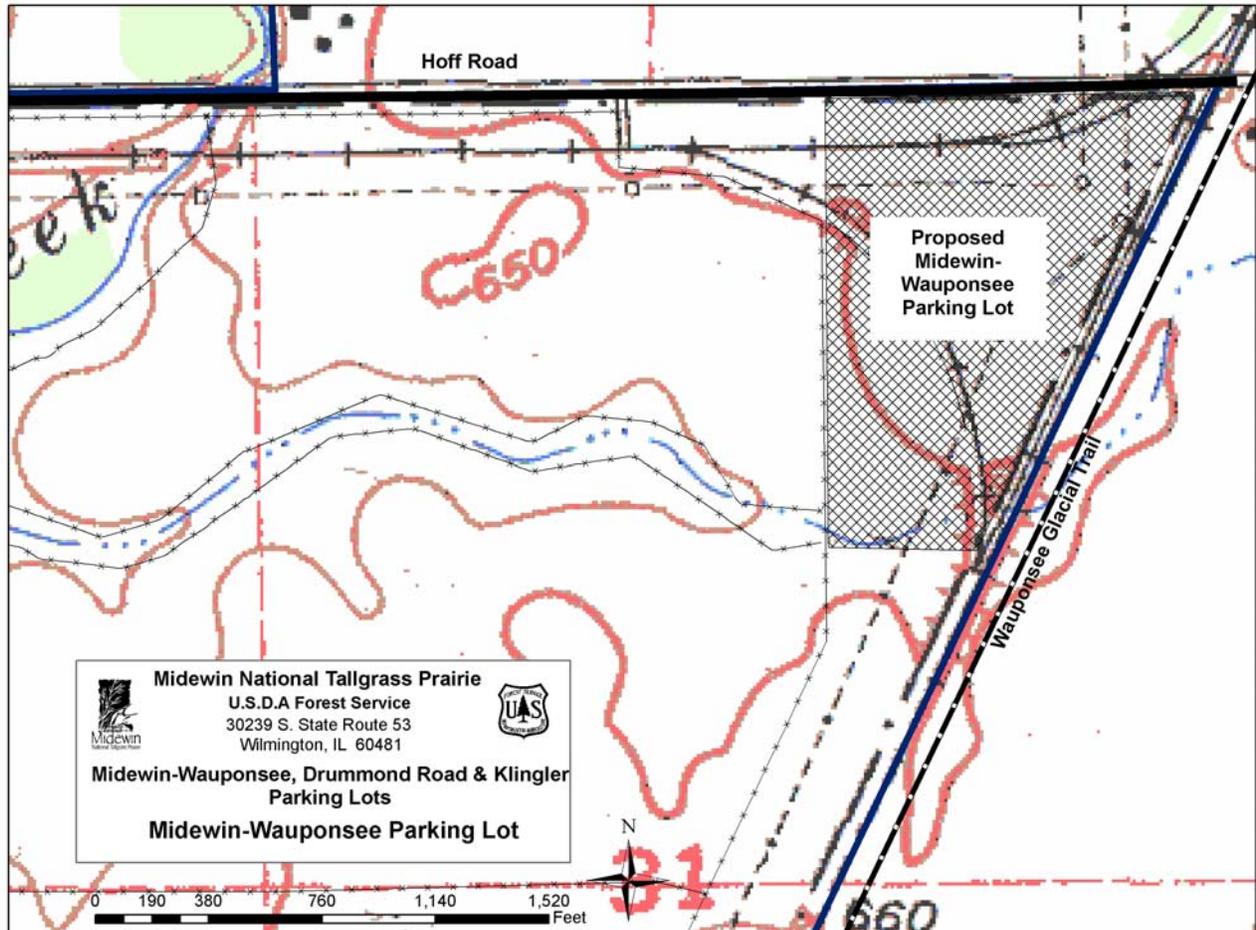


Figure 2. Midwin-Wauponsee Parking Lot Area.

For the **Klingler Cemetery Parking Lot** (Figure 3) project activities would cover approximately 2,800 square feet. Construction effects would be limited to the south shoulder of the gravel road (Road 1 North/Offner Road) that accesses the cemetery and which has been previously impacted by vehicles and a fence. The 12 gravel parking spaces, including two wide spaces for handicapped parking, would be immediately accessed at a right angle from Road 1 North. Parking spaces would be 10 feet wide and 20 feet long.

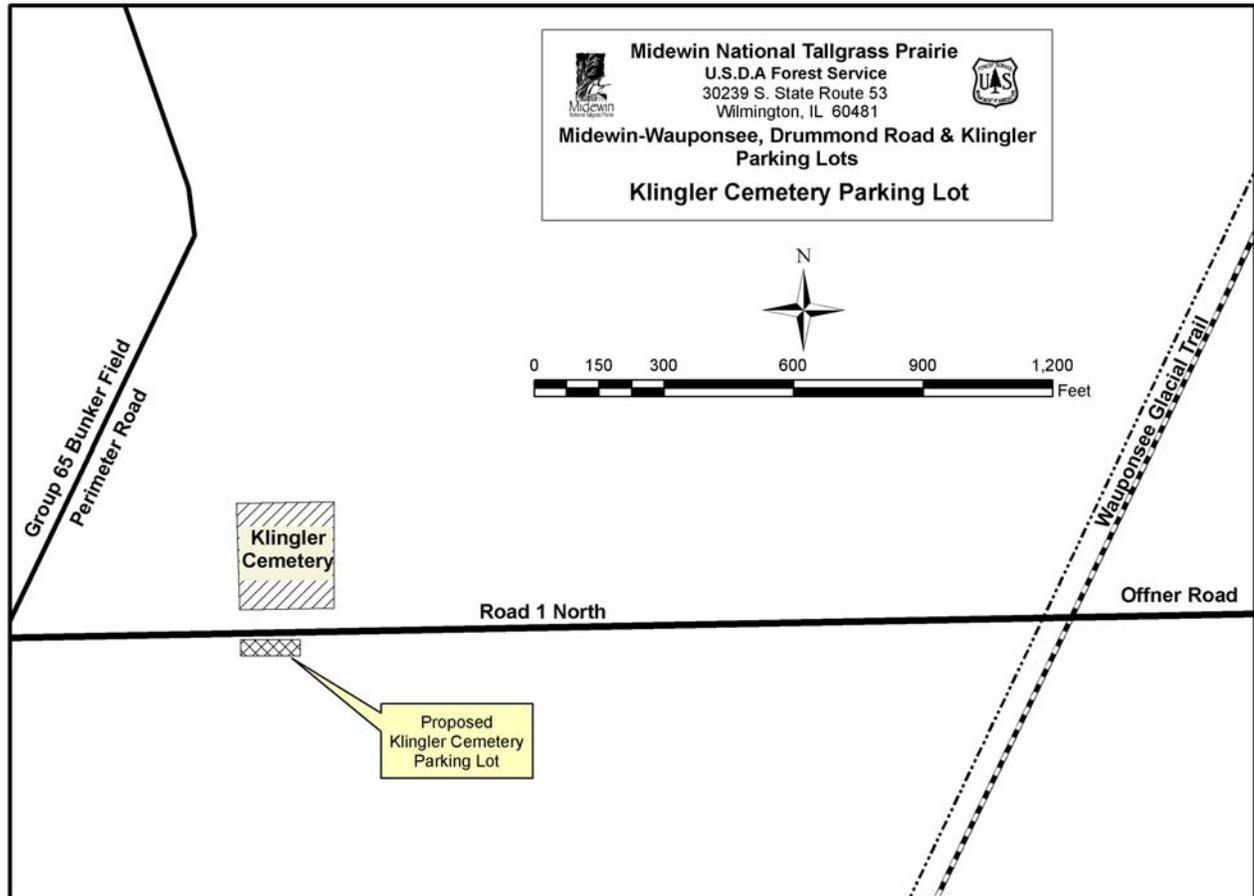


Figure 3. Klingler Parking Lot Area.

Construction of the **Drummond Parking Lot** (Figure 4) would cover approximately 8,000 square feet at the location of a former Joliet Army Ammunition Plant parking lot. This site has been impacted in the past by arsenal-related construction activities. Parking spaces would be 10 feet wide and 20 feet long. Parking lot materials would consist of 6-inch of crushed aggregate. Proposed activities include:

- Constructing a parking lot designed to accommodate 12 single vehicles (decreased from 20 spaces, as was proposed in the scoping letter).
- Designating two of the parking spaces for handicapped parking.
- Using crushed aggregate materials for the parking surface.
- Installing a two-riser vault toilet.
- Installing an information bulletin board and interpretive signing.
- Fencing part of the parking lot.

- Removing and appropriately disposing of materials from part of the long end of a soil stockpile berm to make room for parking spaces on the east side of the lot.
- Constructing a short access spur from Drummond Road to the parking lot (approximately 50 feet long and 30 feet wide).

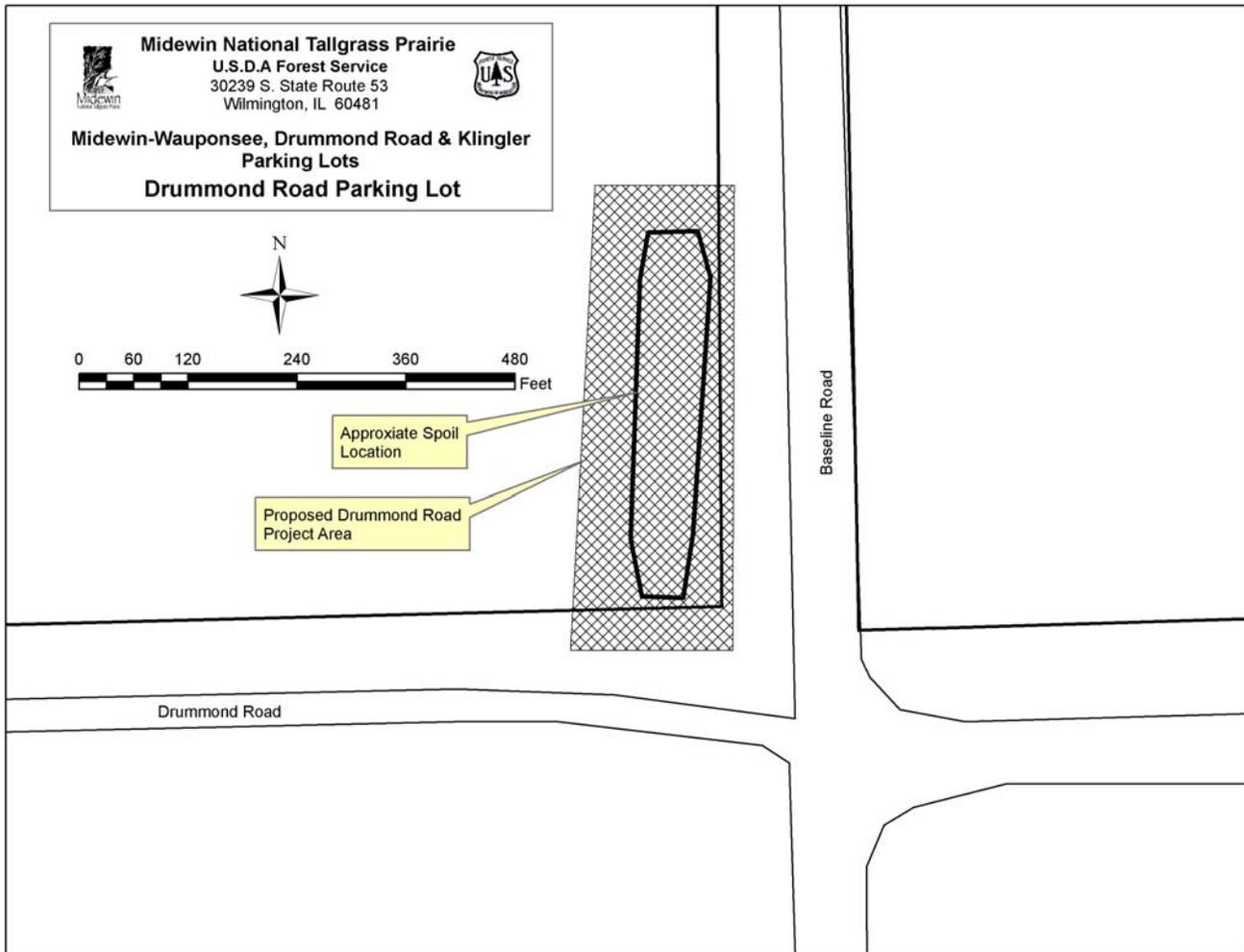


Figure 4. Drummond Parking Lot Area.

## Design Criteria and Mitigation Measures to Proposed Action

The Prairie Plan lays out standards and guidelines for all projects, which are intended to insure the protection or management of resources at Midwin. The design criteria identify specific standards and guidelines from the Prairie Plan that should be implemented as part of this project.

Mitigation Measures are actions that are designed for this specific project which are intended to minimize or eliminate impacts.

## Design Criteria

1. Install silt fences placed around the construction area when soil removal is needed during construction.
2. Use appropriate native shrubs, forbs, grasses, and trees in landscaping parking areas. These plant materials should also be of appropriate provenance (genetic origin) for Midewin (northeastern Illinois and adjacent portions of northwestern Indiana). (Prairie Plan Section 4.2.1.3.1)
3. Control all existing invasive plants in all three project areas. Regularly monitor for invasive plants and off-trail resource damage. Respond as needed. (One exception Osage-orange at Wauponsee Trailhead maintained as coppice for interpretive purposes). (Prairie Plan Section 4.2.1.3.5.2)
4. All seed mixes and plant materials used should be true to labeling and free of noxious weed/invasive plant seeds. (Prairie Plan Section 4.2.1.3.5.1)
5. Equipment used for construction and development of the parking areas should be cleaned of dirt, clinging vegetation, or other potential reservoirs of invasive plant seeds before arriving on site. (Prairie Plan Section 4.2.1.3.5.1b)
6. Contracts for provision of mulch or other materials used in construction and maintenance should specify that these materials should be free of weed seeds. (Prairie Plan Section 4.2.1.3.5.1a)
7. Provide vegetative or topographic screening where possible to mitigate visual impact of parking lots on outside viewpoints. (Prairie Plan Section 4.2.2.4f)
8. Plant vegetation within the developed area to blend it with the surrounding landscape. (Prairie Plan Section 4.2.2.1)
9. Minimize the use of straight lines in the design of the developed facilities to more completely blend new facilities with the natural landscape. (Prairie Plan Section 4.2.2.1)

## Mitigation Measures

1. The Midewin-Wauponsee parking lot has floodplains located at the southern edge of the project area. The construction area should be restricted to 150 feet north of the northern fence line along the unnamed tributary to Prairie Creek immediately to the west of the project area (see Figure 2).
2. Reduce the size of the Drummond-Baseline Parking Area to twelve spaces to reduce indirect impacts from user made trails on sensitive vegetation.
3. Minimize encroachment on grassland bird habitat by not planting trees and tall shrubs in and around the southerly edges of parking areas (at both Wauponsee and Klingler site). Select low stature trees, such as hawthorns and crabapples, for planting around parking lots instead of taller species (e.g., oaks, hickories, hackberry, basswood).
4. Using thorny native shrubs and trees (hawthorns) for landscaping adjacent to the Wauponsee Trailhead area might provide nesting and foraging sites for migrant loggerhead shrikes, a Regional Forest Sensitive Species (RFSS) that is present in the grasslands adjacent to the parking area.
5. Design parking lot with islands to reduce expanses of contiguous pavement or gravel.
6. Provide vegetative or topographic screening where possible to mitigate visual impact of parking lots on outside viewpoints.

## Comparison of Alternatives

This section provides a summary of the direct, indirect, and cumulative effects of implementing each alternative. Information in the table is focused on activities and effects where different levels of effects or outputs can be distinguished quantitatively or qualitatively among alternatives.

Table 1. Summary of Effects Comparison of Alternatives

	Alternative 1 (No Action Alternative)									Alternative 2 (Proposed Action Alternative)								
	Midwin-Wauponsee Parking Lot			Klingler Cemetery Parking Lot			Drummond Parking Lot			Midwin-Wauponsee Parking Lot			Klingler Cemetery Parking Lot			Drummond Parking Lot		
	Direct	Indirect	Cumulative	Direct	Indirect	Cumulative	Direct	Indirect	Cumulative	Direct	Indirect	Cumulative	Direct	Indirect	Cumulative	Direct	Indirect	Cumulative
Soils	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0
Air Quality	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-
Recreation/ Public Services	0	0	0	0	0	0	0	0	0	+	+	+	0	+	0	+	+	+
Scenery Management	0	0	0	0	0	0	0	0	0	0	+	+	0	0	0	+	+	+

Key: - = Minimal Negative Impact  
 0 = No Impact  
 + = Positive Impact

Note: No effects are expected to the following resources: vegetation; wildlife; invasive species; threatened, endangered, and sensitive species; water; and cultural resources.

## ENVIRONMENTAL EFFECTS

### Vegetation

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#### Alternative #1 – No Action Alternative

This action does not have any direct, adverse effects on remnant or restored native vegetation. However, there may be potential future impacts from the no-action alternative, which may include location of public access sites closer to sensitive vegetation, or uncontrolled public access which may result in trampling or user-made trails.

#### Alternative #2 – Proposed Action Alternative

**Wauponsee Trailhead** There are no existing or restored native habitats in or adjacent to the proposed parking lot and adjacent areas that will be impacted by the proposed construction and use of the parking lot, facilities, and connection trails. Some native vegetation remnants (prairie remnants) occur along the Wauponsee Trail right-of-way, but more than mile south of the proposed parking lot.

The vegetation along Hoff Road and the Wauponsee Glacial Trail consists of early successional habitats dominated by non-native grasses and shrub thickets. The existing vegetation for the majority of the parking lot footprint consists of agricultural habitat (pasture). This grassland is currently managed by grazing with livestock. There are scattered shrubs and small trees, and the pasture has some yellow coneflower, wild bergamot, and other disturbance-tolerant prairie plants.

The proposed action will not impact any existing remnants of natural vegetation or any restored native habitats. The 12 acres of agricultural grassland converted to parking area and amenities should not cause any large changes to vegetation on Midewin. Agricultural grassland and the plant species growing in this habitat are widespread and common on Midewin. However, the area northeast of the proposed parking area and west of the Wauponsee Trail will probably become dense shrubland unless it receives periodic mowing or is restored to native prairie vegetation.

**Klingler Cemetery** There are no native vegetation remnants at or near this proposed parking area. The vegetation on the site for the proposed parking lot is a highly disturbed habitat, dominated by common annual weeds, including giant foxtail, velvetleaf, common ragweed, chicory, and wild carrot. There are scattered saplings (under 4" DBH) of honey-locust, Osage-orange, and green ash on this site.

The proposed action will not impact any existing remnants of natural vegetation or any restored native habitats. The conversion of this site to a gravel parking area should not have any adverse impacts on native vegetation, nor should it result in any changes to adjacent vegetation. The existing vegetation at this site consists of weedy plants that are common and widespread throughout Midewin and adjacent areas.

**Drummond/Baseline Parking Area** The vegetation on this site consists of early successional habitats; there is no remnant or restored native habitats. The nearest native vegetation consists of riparian woodlands and wetlands along Jackson Creek, approximately 1500-2500 feet north and northwest of the proposed parking area.

Portions of this site have been more recently disturbed (since 2000) by the placement of a soil stockpile; the remainder consists of long established seral habitat vegetation that was once an active pasture (>15 years ago). The vegetation on the soil stockpile consists mostly of coarse forbs, including teasel, wild carrot, wild mustard, hairy aster, sweet-clover, common ragweed, and chicory. The surrounding fields are open successional grasslands (“old fields”) dominated by non-native grasses, similar to those described above.

## Wildlife

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### Alternative #1 – No Action Alternative

This alternative does not have any direct or indirect effect on wildlife. However, parking lots and access located at other sites, or allowing non-directed access across the Midewin boundary, could have adverse impacts on some wildlife species, especially those sensitive to human disturbance or habitat fragmentation.

### Alternative #2 – Proposed Action Alternative

**Wauponsee Trailhead** The trailhead is at the northeast margin of a large tract (> 250 acres) of unfragmented grassland bird habitat. These grasslands were identified as part of a larger grassland block to be restored in the future (USDA Forest Service, 2002a). Among the non-RFSS grassland bird species that use this grassland area are dickcissel, grasshopper sparrow, savanna sparrow, eastern meadowlark, and western meadowlark. However, because of edge effects and the presence of the overhead utility lines, the grassland habitat at the margins of this tract is suboptimal habitat at best. The proposed parking area and trail access lies within this marginal habitat.

This project will remove no more than 12 acres of wildlife habitat, mostly grassland. The location and size of area is too small to have adverse effects on populations of grassland wildlife. However, because this site is located at the edge of a larger grassland complex, certain design criteria (see page 9) should be followed to prevent any adverse impacts on area-sensitive birds and other grassland wildlife present in adjacent areas.

Given the small size of the proposed action, there should not be any impacts on wildlife species that are generalists, edge species, or wetland species, because they are not sensitive to edge effects or because their habitat will not be impacted. Most generalist and edge species are widespread and numerous on Midewin and public lands throughout Will County.

**Klingler Cemetery Parking Area** The Klingler Cemetery parking area will remove no more 0.5 acres of early successional vegetation; this area is smaller than the breeding territory of any bird species likely

to use the fencerow and roadside as habitat. Other wildlife species using this area consist of widespread species that are common on Midewin and nearby public and private lands.

This project will remove <0.5 acres of early successional habitat. This small amount of habitat loss should not have any adverse impacts on any wildlife populations present on Midewin. However, given the large expanse of grassland bird habitat immediately to the south of the proposed parking area, the design criteria on page 9 should be followed to prevent any adverse impacts on grassland habitat and grassland wildlife. Because of the location and small size of the parking area, there will be no adverse impacts on generalist, edge, and wetland wildlife.

### **Drummond Road/Baseline Road Parking Area**

The Drummond Road/Baseline Road parking area is a highly disturbed site, dominated by early successional weeds and invasive plants. There is little ground cover and it has poor value as habitat for most wildlife, except for transient individuals. The surrounding area consists of fields (abandoned pastures) dominated by non-native grasses with thorny shrubs and small trees, and support many edge and generalist species of wildlife. Jackson Creek (approximately 0.5 miles north and northwest of the parking lot) is fairly high quality stream that supports mussel beds and a moderate diversity of fishes and aquatic arthropods. Some of these species are relatively intolerant of sedimentation and prolonged turbidity.

The removal of <1.5 acres of early successional habitat will not have any adverse impacts on wildlife populations present on Midewin. The parking area will allow hunter access to the adjacent portions of Midewin, which will probably change deer behavior and movements in this area during fall and winter. Non-directed foot travel during spring and early summer may disturb locally widespread and common nesting birds. Monitoring and design criteria can be implemented to prevent adverse impacts.

Aquatic wildlife in Jackson Creek may be impacted by increased and undirected foot travel across Jackson Creek, resulting in trampling, substrate disturbance, and bank erosion. Design criteria should prevent this disturbance.

## **Invasive Species**

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### **Alternative #1 – No Action Alternative**

This action does not have any direct effects concerning the invasive plants. However, the no-action alternative may have effects caused by uncontrolled public access. Uncontrolled or undirected access may result in more diffuse infestations of invasive plants which will be more difficult to detect and treat.

### **Alternative #2 – Proposed Action Alternative**

**Wauponsee Trailhead** Many invasive shrubs are already present in this area, especially autumn-olive, Amur honeysuckle, and multiflora rose. Although they are not dominant in the pastures and roadsides, they easily could become more common. Most other invasive plant infestations in the area are concentrated along Wauponsee Trail (a former railroad right-of-way) and Hoff Road. Maintenance of the overhead power lines, buried pipelines, and their rights-of-way are another source of invasive plants.

Among the more obvious invasives along these features are cut-leaved teasel, reed canary grass, spotted knapweed, diffuse knapweed, and Canada thistle. White sweet-clover and common burdock are present along these corridors and in the pasture. Some of the trees present in the pasture include non-native invasive trees (Osage-orange, white mulberry) and aggressive native species (green ash, cottonwood, hawthorn).

Given the types and relatively large amount of public use expected at this parking area, plus its connectedness with trail networks and road systems, this proposed project would be expected to increase the risk of spread and establishment of invasive plants on Midewin. There will always be some risks associated with spread and colonization by invasive plants, regardless of the sites chosen for public access and trail locations (USDA Forest Service, 2002b). This site is far from habitats (such as prairie remnants) that would be most at risk from invasive plants that could be transported by trail users. The design criteria listed on page 9 include monitoring and treatment for new infestations, and should mitigate for any increased risks posed by invasive species from public access at this site.

**Klingler Cemetery** Most of the non-native plants present at this site are annuals and perennials that require frequent disturbance, such as velvetleaf, common ragweed, and foxtail. Some non-native invasive shrubs and aggressive native trees are present at the margins of the site. Road 1N, which is the primary access to this site, has infestations of widespread invasive plants present along both sides. Invasive plant species present along this road include Amur honeysuckle, autumn olive, multiflora rose, Canada thistle, white sweet-clover, and common teasel. Reed canary grass is present along the tributary of Prairie Creek that is east of the proposed parking area.

Of the three sites, the parking area will likely have the smallest effect concerning invasive plants. Intermittent use and small area will result in the lowest possibility of new infestations and will require the least amount of monitoring and treatment. Following the design criteria listed on page 9 will also help ensure that adverse effects are minimized.

**Drummond/Baseline Parking Area** Because of the highly disturbed nature of this site, it supports infestations of many invasives, including cut-leaved teasel, Canada thistle, common teasel, white sweet-clover, reed canary-grass, autumn-olive, and European St. John's-wort.

This proposed parking area would have some adverse impacts concerning the spread and establishment of invasive plants on Midewin. Foot travel could bring in seeds or other propagules of invasive plants; user-made trails or erosion caused by heavy use could create opportunities for invasive plants to become established. This site is located far from sensitive habitats (seeps and sensitive forest plant habitats) that would be most at risk from invasive plants that could be transported by the public. The design criteria listed on page 9 were created to reduce any increased risks posed by invasive species at this site.

## **Threatened, Endangered & Sensitive Species \_\_\_\_\_**

### **Alternative #1 – No Action Alternative**

This alternative does not have any direct or indirect effect on threatened, endangered or sensitive (TES) species. However, parking lots and access located at other sites, or allowing non-directed access across the Midewin boundary, could have adverse impacts on some TES species, especially those sensitive to trampling, invasive plants, habitat fragmentation, or other human disturbance.

## **Alternative #2 – Proposed Action Alternative**

### **Wauponsee Trailhead**

#### Federal Threatened, Endangered, and Proposed Species

No Federal-listed species have been recorded on or adjacent to this project site; no effects to these species are expected.

#### Regional Forester Sensitive Species (RFSS)

Several sensitive bird species are known to breed or forage in the grasslands south of this proposed parking area: bobolink, upland sandpiper, loggerhead shrike, short-eared owl, and northern harrier. The habitat used by these birds is beyond the construction limits of the parking area, and mitigation measures should prevent any adverse effects from the parking area, connections to the Wauponsee Trail, amenities, and use as an access point.

The other sensitive species known to occur in the vicinity of the parking area is the Franklin's ground-squirrel. The proposed action should not have any adverse effects on this native mammal, because the habitat being impacted is suboptimal for this species.

#### State (Illinois) Endangered and Threatened Species

All species listed by the Illinois DNR that occur in or adjacent to the proposed parking area are included on the RFSS list, and discussed in the previous paragraph. No other state-listed species are known to occur in or adjacent to this project area and thus there will be no effect to Illinois Endangered and Threatened Species.

### **Klingler Cemetery**

#### Federal Threatened, Endangered, and Proposed Species

No Federal-listed species have been recorded on or adjacent to this project site; no effects to these species are expected. Riparian trees immediately east of the project area may provide suitable summer habitat for Indiana bat (Federal Endangered); however, this riparian area will not be affected by the proposed action.

#### Regional Forester Sensitive Species

Several sensitive bird species are known to breed or forage in the grasslands south of this proposed parking area: bobolink, upland sandpiper, loggerhead shrike, and northern harrier. The habitat used by these birds is beyond the construction limits of the parking area, and mitigation measures should prevent any adverse effects from the parking area.

#### State (Illinois) Endangered and Threatened Species

All species listed by the Illinois DNR that occur in or adjacent to the proposed parking area are included on the RFSS list, and discussed in the previous paragraph. No other state-listed species are known to occur in or adjacent to this project area and thus there will be no effect to Illinois Endangered and Threatened Species.

## **Drummond/Baseline Parking Area**

### Federal Threatened, Endangered, and Proposed Species

No Federal-listed species have been recorded on or adjacent to this project site; no effects to these species are expected. Riparian woodlands present 0.5 miles north of the proposed parking lots may provide suitable summer habitat for Indiana bat (Federal Endangered). However, this riparian area will not be affected by the proposed action, and mitigation measures will minimize any adverse effects associated with use of the parking area and public access.

### Regional Forester Sensitive Species

Several sensitive bird species (bobolink, upland sandpiper, and northern harrier) are known to have nested or foraged in the grasslands around this proposed parking area. The proposed action should have little or no adverse effects on these species, largely because industrial development and increased road traffic have destroyed much of the habitat or further contributed to the fragmentation of the remaining habitat.

The other sensitive species known to occur in the vicinity of the parking area is the ellipse, a freshwater mussel present in Jackson Creek. The mitigation measures should minimize any adverse effects from increased public access to the stream corridor from the proposed parking area.

### State (Illinois) Endangered and Threatened Species

All species listed by the Illinois DNR that occur in or adjacent to the proposed parking area are included on the RFSS list, and discussed in the previous paragraph. No other state-listed species are known to occur in or adjacent to this project area and thus there will be no effect to Illinois Endangered and Threatened Species.

## **Soils**

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### **Alternative #1 – No Action Alternative**

No disturbance would occur so the soil resource would stay in its current state and vegetation would be retained at the Klinger and Midwin-Wauponsee sites. The Drummond area would remain in its currently disturbed state with no vegetative cover. Minor wind and water erosion would continue to affect bare soil in the Drummond area.

### **Alternative #2 – Proposed Action Alternative**

#### **Effects Common at All Parking Areas**

No significant effects on soil productivity will occur from these three projects. Precipitation would continue to infiltrate into the soil at the Drummond and Klingler Cemetery sites, maintaining soil moisture. Soil moisture would be reduced at the Midwin-Wauponsee site if the parking lot is paved, but infiltration would occur on the surrounding land.

Soils within the Wauponsee are slightly susceptible to wind and water erosion in general, but there are small areas within the Klingler and Drummond areas that are moderately susceptible to erosion. Constructing parking lots would not negatively impact erosion on these more erosive soils, and may

actually help decrease erosion because the soil would be covered with gravel, which would help protect the soil from erosive wind and flowing water.

A paved parking lot at Midewin-Wauponsee may have increased maintenance costs due to the high shrink-swell potential of the soils within the project area.

## **Water**

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### **Alternative #1 – No Action Alternative**

No additional disturbance would occur so there would be no negative impacts to the water resources (water quality, floodplains, wetlands).

### **Alternative #2 – Proposed Action Alternative**

#### **Effects Common at All Parking Areas**

**Wetlands:** The three proposed parking lots are not located within existing wetland areas. There are no significant effects on wetlands from these three projects.

#### **Other Water Effects**

**Floodplains:** Project areas for the Klingler Cemetery and Drummond parking lots are not located within 100-year floodplains. There are no significant effects from these two projects on floodplains. The Midewin-Wauponsee parking lot has floodplains located at the southern edge of the project area. Parking lot construction should be restricted to at least 150 feet from the unnamed tributary to Prairie Creek immediately to the west of the project area (Mitigation Measure #1, page 9).

**Water Quality:** With proposed mitigations implemented, no significant effects on floodplains or water quality will occur from these three projects.

There is the potential for construction of parking lots to have a direct effect on water quality if soil removal is part of the construction. Soil removal may result in increased water and wind erosion during construction. Installing silt fences (design criteria #1, page 9) placed around the construction area if soil removal is needed during construction can mitigate this. Water quality may also be degraded from animal waste at the Midewin-Wauponsee parking lot area and vehicle leaks or spills. Maintaining prairie vegetation around the parking area will eliminate water quality concerns. No effect on water quality is anticipated from the two-riser vault toilets because human waste is contained within the structure and periodically pumped out.

## Air \_\_\_\_\_

### **Alternative #1 – No Action Alternative**

No change would occur so there would be no negative impacts to the air quality.

### **Alternative #2 – Proposed Action Alternative**

#### **Effects Common at All Parking Areas**

Air Quality – Effects common at All Parking Areas

No significant effects on air quality will occur from these three projects.

Construction of the parking areas will result in slightly increased air emissions in the area from the construction equipment. Air emissions will also be slightly increased after construction due to the increased available parking and resulting higher number of vehicles visiting the area.

## Cultural Resources \_\_\_\_\_

### **Alternative #1 – No Action Alternative**

There would be no effect on cultural resources.

### **Alternative #2 – Proposed Action Alternative**

No cultural resource sites were found within the project boundaries of the three proposed parking lots.

## Recreation and Scenery Management \_\_\_\_\_

Currently, approximately 6,370 of the 19,000 acres the Forest Service manages are open to the public. Half of the area open to the public is east of Illinois Route 53, south of Hoff Road and west of Prairie Creek. This area can be accessed by the public from a parking lot located at the intersection of Hoff and Old Chicago Roads. Approximately 15 miles of multiple use trail (hiking, biking and equestrian) and 2 miles of hiking only trails are available from this location.

A new trail bridge is being constructed across Prairie Creek, which will allow for expansion of the open area to the northeast corner of Midewin and the interim trail system to the Wauponsee Glacial trail.

Approximately 2,900 acres are open to the public on the west side of Illinois Route 53 with three miles of interim hiking trails. Three additional parking lots access the west side of Midewin along River Road. No trails are accessible from these access points at this time. The remaining 10,000 acres of Midewin lands is closed to visitors due to army clean up of arsenal remnants and public safety concerns associated with those activities.

Typical recreation activities at Midewin include hiking, biking, horseback riding, bird watching and deer and turkey hunting.

A new parking lot is under construction on the east side of Illinois Route 53 that will access a new multiple use trail that crosses Illinois Route 53 and runs to the south and west. The parking lot will also access the interim trail system on the east side of Midewin. The new parking lot, which will provide parking for 12 vehicles with trailers and 20 single vehicles, is expected to open in the summer of 2007.

## **Alternative #1 – No Action Alternative**

**Midewin-Wauponsee Parking Lot** No additional recreation opportunities would be provided. The authorizing legislation and the Prairie Plan vision for recreation access would not be achieved. Recreationists would be limited to accessing Midewin and the Wauponsee Glacial Trail from the existing parking lot at the intersection Old Chicago and Hoff Roads approximately four miles away. The alternative to using the existing trailhead would be parking on the shoulder of Hoff Road. A narrow shoulder in this location raises concerns for public safety for recreationists and others traveling on Hoff Road. Possibilities for user conflict would remain. Additional, permanent facilities and amenities that would enhance the recreation experience would not be constructed.

**Klingler Cemetery Parking Lot** Parking for administrative access including family funerals and cemetery visits would continue to be parallel parking along Offner Road. Because through access is not allowed, “3-point turn arounds” are required to exit the area. Access to the cemetery for elderly family members and hearses would remain difficult. If Offner Road is opened as an interim trail, potential for conflict between recreation users and administrative access would remain.

**Drummond Road Parking Lot** Recreationists would be forced to parallel park on Drummond Road where there is no shoulder or along Baseline Road which is extremely busy with commercial traffic related to the adjacent intermodal transportation facility. Parking in either location would raise safety concerns for recreationists and passersby. The proposed parking lot area would remain a severely disturbed area because no development or enhancements would take place.

## **Alternative #2 – Proposed Action Alternative**

**Midewin-Wauponsee Trailhead** The proposed action enhances public access and recreation use consistent with the Prairie Plan Standards and Guidelines. The Midewin Wauponsee Parking Lot site lies at the extreme northeast corner of Midewin at the southwest corner of Hoff Road and the Wauponsee Glacial Trail. The proposed site is outside of the former Ammunition Plant perimeter security fence. It has been grazed the last five years. A high power transmission line that runs east and west along the northern end of the site bisects the site. Several buried pipelines run north and south through the site.

The site is classified in the Prairie Plan as “Roaded Natural” in the Recreation Opportunity Spectrum. According to the Prairie Plan, Roaded Natural:

“represents a moderate level of development and moderate to high level of social interaction within a modified physical setting that is not dominated by evidence of humans. New facilities are minimal, subtle and in harmony with the natural environment. The environment may be modified but would appear natural. Automobile and road access would be acceptable in these

areas. The visitor would likely experience a moderate-high feeling of safety with relatively low opportunities for challenge.” (Prairie Plan page D-2)

The site is classified with a Scenic Integrity Objective of ‘High’. This is due primarily to the proximity of the site to Hoff Road and the Wauponsee Glacial Trail. The Prairie Plan guidelines states that this area:

“Appears unaltered. Valued landscape character appears intact. Deviations may be present, but are not evident because they so completely repeat the lines, forms, colors, textures and patterns, at the appropriate scale, of the characteristic landscape.” (Prairie Plan Section 4.2.2.4.2a)

**Klingler Cemetery** The proposed site lies on the south side of Offner Road (Road 1 North as per Army nomenclature) directly across from Klingler Cemetery. The cemetery is active with new burials and frequent visitation by family and friends. Offner Road will likely become an interim trail connecting the existing interim trail system to the west with the Wauponsee Glacial Trail to the east.

The site is classified in the Prairie Plan as “Semi-Primitive” in the Recreation Opportunity Spectrum, and

“represents an area with the lowest level of development, highest opportunity for solitude, and the greatest opportunity to escape from the sights and sounds of humans. The environment would appear natural. New facility development would be minimal and rarely noticeable. Only foot traffic would be permitted in these areas. The visitor would likely experience a moderate-high feeling of self-reliance with moderate opportunities for challenge.” (Prairie Plan page D-2)

The site is classified to have a Scenic Integrity Objective of “Moderate” The Prairie Plan guidelines states that this area:

“Appears slightly altered. Noticeable deviations to the valued landscape character should remain visually subordinate to the landscape being viewed.” (Prairie Plan Section 4.2.2.4.2b)

**Drummond Parking Area** The Drummond Parking Lot site is located at the northwest corner of the intersection of Drummond and Baseline Roads. This section of Baseline Road is an extremely busy, three-lane paved road, managed by Will County serving CenterPoint Intermodal Transportation Center directly to the south. Several hundred trucks per day use this section of road. Drummond Road is a two-lane gravel road managed by CenterPoint Properties.

The Jackson Creek area lies to the north on both sides of Baseline Road. None of the Jackson Creek area is currently open to the public.

This is a slightly sloping site that is severely disturbed from former ammunition activities. A stockpile of soil runs from the southeast corner to the northeast corner of the site.

The site is classified in the Prairie Plan as “Roaded Natural” in the Recreation Opportunity Spectrum., and

“represents a moderate level of development and moderate to high level of social interaction within a modified physical setting that is not dominated by evidence of humans. New facilities are minimal, subtle and in harmony with the natural environment. The environment may be

modified but would appear natural. Automobile and road access would be acceptable in these areas. The visitor would likely experience a moderate-high feeling of safety with relatively low opportunities for challenge.” (Prairie Plan page D-2)

The site is classified to have a Scenic Integrity Objective of “High” similar to the Midewin Wauponsee parking lot. This is due primarily to the proximity of the site to Baseline Road.

## Cumulative Effects

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### **CUMULATIVE EFFECTS – Vegetation, Wildlife, Invasive Plants, and Threatened, Endangered, and Sensitive Species**

The three sites correspond to conceptual public and administrative access points identified and analyzed in the Prairie Plan (USDA Forest Service, 2002a, 2002b). Because the three sites proposed for development and use as parking area and public access are small (totaling <15 acres), the potential for adverse cumulative effects is very limited, both temporally and spatially. The area analyzed for cumulative effects is the Prairie Parklands, which covers approximately 1,477 square miles in Will, Kankakee, Grundy, LaSalle, Kendall, and extreme southern Cook counties.

### **Vegetation**

To a great extent, native vegetation on Midewin exists as it does in the surrounding region, as small remnants immersed in a landscape dominated by agricultural or developed land. Most open lands that are not agricultural consist mostly of disturbed, successional vegetation, composed largely of non-native plants or disturbance tolerant native plants. As the landscape is further developed, the amount of open land is expected to decline, as are the amount and quality of remaining native vegetation. Exceptions to this general trend are tracts of public and private land that are protected and managed, such as Goose Lake Prairie State Natural Area. Prairie Plan implementation, including this project, will enhance vegetation conditions in the cumulative effects area. As habitat restoration proceeds, Midewin will make significant contributions to the amount of native vegetation present in this region. The restored habitats, because of their size and diversity, are expected to increase connectivity between existing remnants and contribute to ecosystem function and maintenance of species diversity on Midewin and in the Prairie Parklands region. The proposed action does not have any adverse cumulative effects on this outcome.

**Wauponsee Trailhead Parking Area** This location avoids impacting existing native vegetation, both natural remnants and restored. The Wauponsee Trailhead Parking Area does not increase adverse impacts (such as edge effects) along this portion of Midewin. To the south and southwest, the parking area will be adjacent to extensive grasslands managed as grassland bird habitat. To the north and east, land use is now primarily agricultural; in the future, however, most of this land will be converted to residential use, which will have much stronger edge effects on native vegetation in Midewin than the presence and use of the Wauponsee Trailhead Parking Lot. By serving as a trailhead, this parking area will focus public access use into areas where monitoring of resource damage can be more easily

monitored. Trailheads and other public access points are also good places to inform the public how to prevent resource damage and raise the appreciation and understanding about native vegetation.

**Klingler Cemetery** This location avoids existing native vegetation, both natural remnants and restored. This parking area is adjacent to Klingler Cemetery and a tributary of Prairie Creek, which will eventually exist as a small exclusion surrounded by grasslands managed for bird habitat. Use of the parking lot is primarily administrative use or activities associated with the cemetery, so long-term impacts should be minimal or can be avoided by following mitigation measures listed on page 9.

**Drummond/Baseline Parking Lot** Development and use of this parking area should have no impact on existing native vegetation of Midewin National Tallgrass Prairie. Eventually the surrounding portions of Midewin will be restored to savanna and woodland, but there will always be edge effects because of the proximity of Deer Run Industrial Park. Following the mitigation measures will minimize any adverse effects on vegetation associated with the development and use of the parking area. As an access point, the parking area will focus public access and use into areas where resource damage can be easily monitored, and away from sensitive vegetation and habitats. As a public access point, this parking area is also a good location to inform the public how to prevent resource damage and raise the appreciation and understanding about native vegetation.

## Wildlife

Most wildlife species that are widespread and relatively common in the Prairie Parklands include species that are habitat generalists, edge species, disturbance tolerant, and/or adaptable to a human-dominated environment. The most tolerant species can survive in residential areas or in patches of successional vegetation amid agricultural or industrial land. Wildlife requiring more natural conditions but tolerant of edge effects thrive in forest preserves, parks, undeveloped private land, and small nature preserves. These adaptable species are expected to remain fairly widespread and numerous throughout the Prairie Parklands. The proposed action does not have any adverse cumulative effects on these adaptable wildlife species.

Some wildlife species are habitat specialists and intolerant of human disturbance, edge effects, or habitat degradation. These specialists are often restricted to one or a few habitats, such as large tracts of grassland, unpolluted wetlands, or well-managed prairie remnants. These species have undergone considerable declines, and only survive at relatively few, often large sites, such as Goose Lake Prairie State Natural Area, Midewin National Tallgrass Prairie, Des Plaines State Fish and Wildlife Area, and the larger nature preserves managed by the Forest Preserve District of Will County. These species were once common, but have undergone great declines in the last two hundred years. Further declines are expected, but these declines may be offset, at least on the Prairie Parklands, by continued habitat management and restoration through Prairie Plan implementation. The proposed action does not have any adverse cumulative effects on the survival of these species.

**Wauponsee Trailhead Parking Area** The small size and placement of this parking area will not increase edge effects or otherwise have impacts on native wildlife, especially generalist and edge species. Implementing mitigation measures will avoid or minimize any impacts that the parking area might cause on the adjacent tract of unfragmented grassland habitat, so there should be no adverse effects on grassland wildlife. This site is one of the best locations for public access, in terms of minimizing or avoiding adverse effects on existing or future grassland habitat.

**Klingler Cemetery** The very small size and location of this parking area will not increase edge effects or otherwise have significant impacts on native wildlife, especially generalist and edge species. Implementing mitigation measures will avoid or minimize any impacts that the parking area might cause on the adjacent tract of unfragmented grassland habitat, so there should be no adverse effects on grassland wildlife. Klingler Cemetery is a permanent feature of the landscape and the parking area will not impact the surrounding landscape in the future.

**Drummond/Baseline Parking Area** The small size and placement of this parking area will not increase edge effects or otherwise have impacts on native wildlife, especially generalist and edge species. Upstream development will have impacts that contribute to the degradation of Jackson Creek; protection of the riparian area on Midewin may help reduce the degree of the effects on the riparian zone and aquatic wildlife. Implementation of mitigation measures will prevent or minimize any impacts that might result from the use of the parking area on wildlife habitat, especially on wetlands and stream banks in the riparian zone of Jackson Creek.

## **Invasive Plants**

Invasive plants will always be a threat to ecosystem restoration and management on Midewin. However, as the surrounding landscape changes, the actual plant species involved may also change, reflecting the change from a predominantly agricultural landscape to a developed landscape. Other factors, such as climate change, release of specific biological controls, and arrival of new invasive plants, will also change the number and species makeup of that group of plants considered “non-native invasives” and aggressive natives”. On Midewin, as restoration proceeds and native habitats increase, many invasive plants will decline overall and/or become increasingly restricted to the edges of Midewin. Monitoring for new infestations and a rapid response to treat these infestations will contribute to this expected decline. Controlled access, such as the actions proposed here, can contribute to the outcomes described above.

**Wauponsee Trailhead Parking Area** This parking area/trailhead should not have any appreciable adverse effects concerning invasive plants on Midewin, because of the implementation of design criteria and mitigation measures (page 9). By focusing public access, new infestations that are associated with public access can be identified, monitored, and treated.

**Klingler Cemetery** This parking area/trailhead should not have any appreciable adverse effects concerning invasive plants on Midewin, because of the implementation of design criteria and mitigation measures. Because of limited use, there should be a minimal risk of new infestations associated with this parking area, even though it lies in the interior of Midewin.

**Drummond/Baseline Parking Area** This parking area/trailhead should not have any appreciable adverse effects concerning invasive plants on Midewin, because of the implementation of design criteria and mitigation measures. By focusing public access, new infestations that are associated with public access can be identified, monitored, and treated.

## **Threatened, Endangered, and Sensitive Species**

Nearly all threatened, endangered, and sensitive species (both animals and plants) are habitat specialists and intolerant of human disturbance, edge effects, or habitat degradation. These specialists are often restricted to one or a few habitats, such as large tracts of grassland, unpolluted wetlands, or well-managed prairie remnants. These species have undergone considerable declines, and only survive at relatively few, often large sites, such as Goose Lake Prairie State Natural Area, Midewin National Tallgrass Prairie, Des Plaines State Fish and Wildlife Area, and the larger nature preserves managed by the Forest Preserve District of Will County. Most threatened, endangered, and sensitive species have declined to a point where their future existence in the Prairie Parklands is questionable, and they require extensive management and protection to prevent further declines or even local extirpation. Current and future habitat management and restoration on Midewin and other public lands will make important contributions to the survival and recovery of these species in the Prairie Parklands. The proposed action does not have any adverse cumulative effects on this outcome for threatened, endangered, or sensitive species.

**Wauponsee Trailhead Parking Area** There should be no adverse effects on any threatened, endangered, or sensitive species by this proposed action, given the location combined with implementation of design criteria. These criteria will minimize or prevent any adverse effects, such as edge effects on RFSS bird species.

**Klingler Cemetery** There should be no adverse effects on any threatened, endangered, or sensitive species by this proposed action, given the location combined with implementation of design criteria. These criteria will minimize or prevent any adverse effects, such as edge effects on RFSS bird species.

**Drummond/Baseline Parking Area** There should be no adverse effects on any threatened, endangered, or sensitive species by this proposed action, given the location combined with implementation of design criteria. These criteria will minimize or prevent any adverse effects, such as resource damage in stream habitats on the ellipse or other riparian species.

## **CUMULATIVE EFFECTS – Soil, Water and Air**

Increasing development on private lands in the area surrounding Midewin will result in more loss of prime farmland and reduced water infiltration due to impervious surfaces. Infiltration is expected to increase on Midewin as unneeded roads and buildings are removed.

Development in the surrounding area is expected to increase stream flow from impervious surfaces and loss of wetlands. These effects can be reduced through enforcement of Clean Water Act provisions and implementation of storm water best management practices.

Increased visitor traffic will cumulatively add to air emissions in the area, which includes traffic from population growth and the inter-modal center and surrounding storage facilities.

None of the effects contributed by this project are significant.

## **CUMULATIVE EFFECTS – Recreation and Scenery Management**

The three sites correspond to conceptual public and administrative access points identified and analyzed in the Prairie Plan. Two of the sites will expand opportunities for recreation at Midewin by expanding parking and providing additional access points. Fifty-five additional parking spaces will provide parking for an estimated 137 extra recreation visitors at Midewin at one time. Additional access points allow people to recreate across the open area. Additional visitors increases the potential for user conflicts, although additional access points will potentially disperse users over a greater area, somewhat mitigating the concerns of user conflict. Effective design can further mitigate the potential for user conflict.

Development of the Midewin–Wauponsee parking lot will facilitate linking Midewin to the Wauponsee Glacial trail, which is part of a larger regional trail system. This link will make Midewin more accessible for outside trail users and will make longer trail opportunities available to Midewin trail users. The project helps realize the recreation goals of the authorizing legislation and the Prairie Plan by enhancing parking and providing opportunities for the public to enjoy their public lands.

## **Alternatives Not Considered in Detail \_\_\_\_\_**

### **CONSTRUCTING ONLY SOME OF THE SITES**

The Forest Service considered constructing some, but not all of the three sites. All sites access portions of Midewin that do not have adequate access per the Prairie Plan. Analyzing all of the sites now provides the opportunity to implement as funds become available.

### **CONSTRUCTING ALTERNATE SITES**

Other sites were reviewed for consideration in place of the Drummond Road and Midewin-Wauponsee sites. The area known as Brown Circle was considered in place of the Drummond Road site. The Brown Circle site was not considered further because of the presence of Threatened, Endangered, and Sensitive Species in the area and was deemed not consistent with the Authorizing Legislation.

## CONSULTATION AND COORDINATION

The Forest Service consulted the following individuals, Federal, State, and local agencies, tribes and non-Forest Service persons during the development of this environmental assessment:

### **ID TEAM MEMBERS:**

Bill Glass – Ecologist  
Mike Rizo – Archeologist  
Rick Short – Landscape Architect  
Margret Smart – Hydrologist  
Jeff Tepp – Hydrologist  
Eric Ulaszek – Horticulturist

### **FEDERAL, STATE, AND LOCAL AGENCIES:**

City of Wilmington  
Forest Preserve District of Will County  
Illinois Department of Natural Resources  
Illinois Environmental Protection Agency  
Illinois Historic Preservation Agency (SHPO)  
Joliet Arsenal Development Authority (JADA)  
Joliet Army Ammunition Plant  
Joliet/Will County Center for Economic Development  
Joliet Army Training Area  
National Cemetery Administration, Veterans Administration  
Northeast Illinois Planning Commission  
US Army Corps of Engineers  
US EPA  
USDA Natural Resources Conservation Service  
USDA OGC  
Will County Land Use Department  
Will County Board  
University of Illinois – Department of Leisure Studies  
University of Illinois – Illinois Natural Heritage Survey Center for Biodiversity  
US Fish and Wildlife Service  
Village of Elwood  
Will County Planning Division

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