

Section 4(f) De Minimis Documentation

Arthur Janura Forest Preserve

Forest Preserve District of Cook County

IL 58 (Golf Road)

At Barrington Road



P-91-167-16

Village of Hoffman Estates

Cook County, Illinois

December 2018

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1. Project Description

- a. **Project Name:** Illinois Route 58 (IL 58)(Golf Road) at Barrington Road
- b. **Project Number:** P-91-167-16
- c. **Location:** Village of Hoffman Estates, Cook County, Illinois
- d. **Project Type:** Intersection Safety Improvement
- e. **Project Length:** The project extends approximately 3,160 feet along IL 58 (about 2,000 feet west and 1,160 feet east of the IL 58 and Barrington Road intersection centerline) and 640 feet along Barrington Road (approximately 480 feet north and 160 feet south of the intersection centerline). See **Appendix A, Exhibit 1** for the Project Location Map.
- f. **NEPA Class of Action:** Categorical Exclusion
- g. **Purpose and Need Summary:** The intersection of IL 58 and Barrington Road has been identified as a candidate for Highway Safety Improvement Program (HSIP) funding. IL 58 at the intersection with Barrington Road and approximately 1,600 feet of IL 58 east of the intersection has been listed as a 5% location in 2011, 2012, and 2015. The predominate crash types during the most recent five year period are rear end (45%) and turning left (35%). Of the 217 crashes that occurred during the five year period there were a total of 68 injury crashes with 101 injuries (12 A-injury crashes/19 injuries, 18 B-injury crashes/27 injuries, and 38 C-injury crashes/55 injuries). Seven crashes at the intersection involved pedestrians or bicyclists and all resulted in injury of the pedestrian or bicyclist.

Investigation of crash data reflects numerous crashes at this intersection with a pattern of westbound and southbound left-turn vehicles. The intersection has outdated traffic signal equipment and is used by multiple jurisdictions as an emergency vehicle route.

The proposed improvement includes traffic signal modernization, additional left turn lanes and storage, changing all left turn movements to protected-only phases, and improving accommodations and visibility of pedestrians and bicyclists. See Proposed Typical Sections and Preliminary Plan & Profile Sheets under separate cover.
- h. **Project Status:** Illinois Department of Transportation (IDOT) is in the process of completing a preliminary engineering and environmental study (Phase I). Phase I is anticipated to be completed by the end of 2018.

2. Section 4(f) Resources

- a. **Resource Type:** Forest Preserve
- b. **Name of Resource:** Arthur Janura Forest Preserve (the area or sections of it also known as Poplar Creek, Shoe Factory Road Woods or Carl Hansen Woods)

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- c. **Officials with Jurisdiction (OWJ):** Forest Preserve District of Cook County (FPDCC)
- d. **Description of Role/Significance in the Community:** The Arthur Janura Forest Preserve, as reflected on the FPDCC map, **Exhibit 2 in Appendix A**, encompasses 4,366 acres of trails, restored prairies, oak woodlands and ponds. The forest preserve is an ideal location for people seeking family-friendly and easily accessible time outdoors. The forest preserve offers:
- Several picnic areas that can accommodate large groups with a large picnic shelter
 - Shoe Factory Road Prairie Nature Preserve
 - Bode Lake, North and South
 - Model airplane flying field
 - Fishing
 - Equestrian trails

The forest preserve includes the 20.9-mile Poplar Creek Trail System. The primary trail within the forest preserve is an 8.9-mile multi-use paved loop circling the majority of the preserve, with shorter looped unpaved trails to the west. Trail uses include:

- Hiking
- Biking
- Equestrian
- Cross-county skiing

3. Description of Intended Section 4(f) Resource Use

- a. **Type and Acres of Impact:** Approximately 0.87 acre of the Arthur Janura Forest Preserve and 238 feet of trail will be impacted. See **Appendix A, Exhibit 3** for the defined area of impact.
1. **Permanent Easement:** A total of 0.02 acre of forest preserve is needed in the northwest and southwest quadrants to improve the corner radii and install right turn islands. Approximately 65 feet of paved trail, 34 feet in the southwest quadrant and 31 feet in the northwest quadrant, will be shortened to accommodate the roadway improvements. Even though the path is shortened, the path is contiguous and gaps are not created in the existing system.
 2. **Temporary Easement:** A total of 0.85 acre of forest preserve will be utilized and as noted in the September 2016 meeting minutes, the CCFPD indicated a donation of the temporary easements needed to complete the project. The easements are needed to realign 132 feet of trail in the northwest quadrant to coincide with the intersection improvements, right turn island, and pedestrian signal controls. In the southwest quadrant the easement is needed to re-grade and improve sight distance between Poplar Creek Trail users and vehicular traffic on IL 58. Additionally, in the southwest quadrant approximately 41 feet of trail will be re-graded and realigned to

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coincide with the intersection improvements, right turn island, and pedestrian signal controls.

- b. Existing function of impacted areas:** The impacted area consists of vegetated open area with no direct recreational use, but serves as a buffer between the roadways and the Forest Preserve.

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- c. **Description of the relationship of the impacted area to the Section 4(f) function and significance of resource:** Most of the recreational uses and amenities of this property previously listed are located one-quarter mile or more away from the Project intersection and would not be impacted.

The trail would have temporary impacts while under construction. Upon completion the crossing will be improved and all functions as originally intended.

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance the Resource

- a. **Avoidance and minimization efforts made and benefits to resource:**

Efforts to minimize impacts to the forest preserve include omission of a right turn lane on eastbound IL 58. A right turn lane does not exist today, but is recommended based on traffic volumes. A right turn lane would require a larger permanent easement to accommodate the right turn lane and additional area for temporary easement to grade the area for sight lines. Adding a right turn lane would also increase the crossing distance of IL 58 for trail users.

The intersection improvement identified not only improves safety of the vehicular traffic, but through collaboration with the FPDCC, also improves the safety of trail users. Several intersection improvement features were designed specifically with trail user safety in mind. Improvements with FPDCC's concurrence include:

1. Re-grade the southwest quadrant to provide clear sight line which will allow both drivers and trail users to be more aware of each other, creating a safer crossing.
2. Re-align the trail at the intersection to slow bicyclists down and make them more visible to motorists.
3. Install corner islands at the northwest and southwest corners of the intersection to slow bicyclists down and shorten the crossing distance across the roadway, shortening the amount of time a pedestrian or bicyclist must be in the roadway at one time.
4. Install count down pedestrian signals to make trail users aware of the time needed to cross the road.
5. Restrict left turn movements on Barrington Road to occur only on a green arrow. This action, while not required for safety of vehicles, enhances safety for pedestrians and bicyclists. The conflict of left turning vehicles with through pedestrian/bicyclist movements is removed, making the overall intersection safer.

- b. **Commitments for mitigation or enhancement:** A total of 7 trees (5 species) are proposed to be removed to improve sight distance along the south side of IL 58 and west of Barrington Road. Mitigation for tree removal will follow the guidelines established in the FPDCC Tree Mitigation Plan dated February 7, 2018. Based on these guidelines

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the total mitigation fee for tree removal is approximately \$84,105. The trees will be replaced at a 1:1 ratio. The FPDCC will be coordinated with during the contract plan preparation (Phase II) to determine the species, size, and location of replacement trees within the Arthur Janura Forest Preserve. For additional details please see the *Golf Road (IL 58) at Barrington Road Tree Survey Report* under separate cover. Concurrent with the tree mitigation coordination, grass and plant materials will be coordinated to provide clear sight lines for that quadrant. A special design/construction consideration will be included in the project report.

5. Evidence of Opportunity for Public Review and Comment

a. **Type of public availability (internet postings, public meetings, mailers):** A newspaper advertisement allowing the public an opportunity to review and comment on the Section 4(f) impacts was published on XX/XX/2018 in the XXXXXX and the XXXXXXX. Copies of the publishing can be found in **Appendix B**. The documentation describing the impacts and mitigation associated with the effects of the project on the Arthur Janura Forest Preserve was available during normal business hours at:

1. IDOT, 201 W. Center Court, Schaumburg, IL 60193
2. FPDCC, 536 North Harlem Avenue, River Forest, IL 60305
3. IDOT Website: XXXXX
4. FPDCC Website: XXXXX

b. **Summary of comments:** TBD

6. Evidence of Coordination with Official(s) with Jurisdiction (OWJ)

- | | |
|-----------------------|---|
| 1. July 16, 2015 | FPDCC Coordination Meeting |
| 2. December 10, 2015 | FPDCC Coordination Meeting |
| 3. September 8, 2016 | FPDCC Coordination Meeting |
| 4. September 13, 2017 | FHWA/BDE Coordination Meeting |
| 5. September 14, 2017 | FPDCC Coordination Meeting |
| 6. June 14, 2018 | FPDCC Coordination Meeting |
| 7. June 14, 2018 | Transmittal of Section 4(f) |
| 8. XXXXX | FPDCC Coordination Meeting |
| 9. XXXXX | Transmittal of Section 4(f) with Public Comment |
| 10. XXXXX | Concurrence of No Adverse Impact |

The above items can be found in **Appendix C**.

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7. Supporting Documentation

Appendix A – Exhibits

Project Location Map.....	Exhibit 1
FPDCC Map – Poplar Creek Trail in Arthur Janura Forest Preserve	Exhibit 2
Section 4(f) Impact Exhibit	Exhibit 3
Photographs.....	Exhibit 4

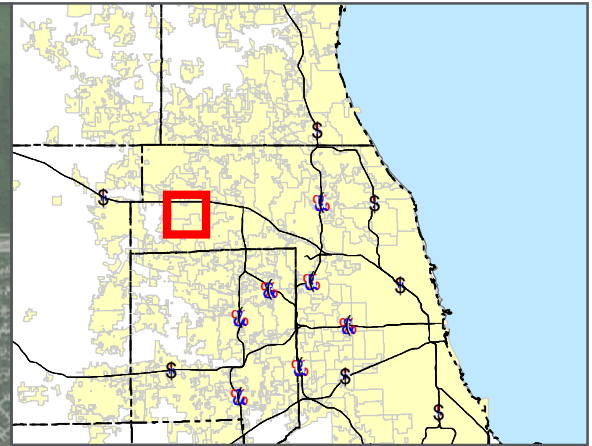
Appendix B – Public Review

Appendix C – Coordination

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Appendix A

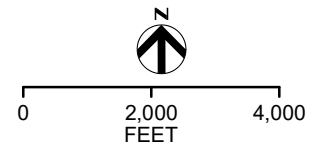
Exhibits



 Project Location

PROJECT LOCATION

FEBRUARY 1, 2018



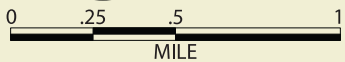
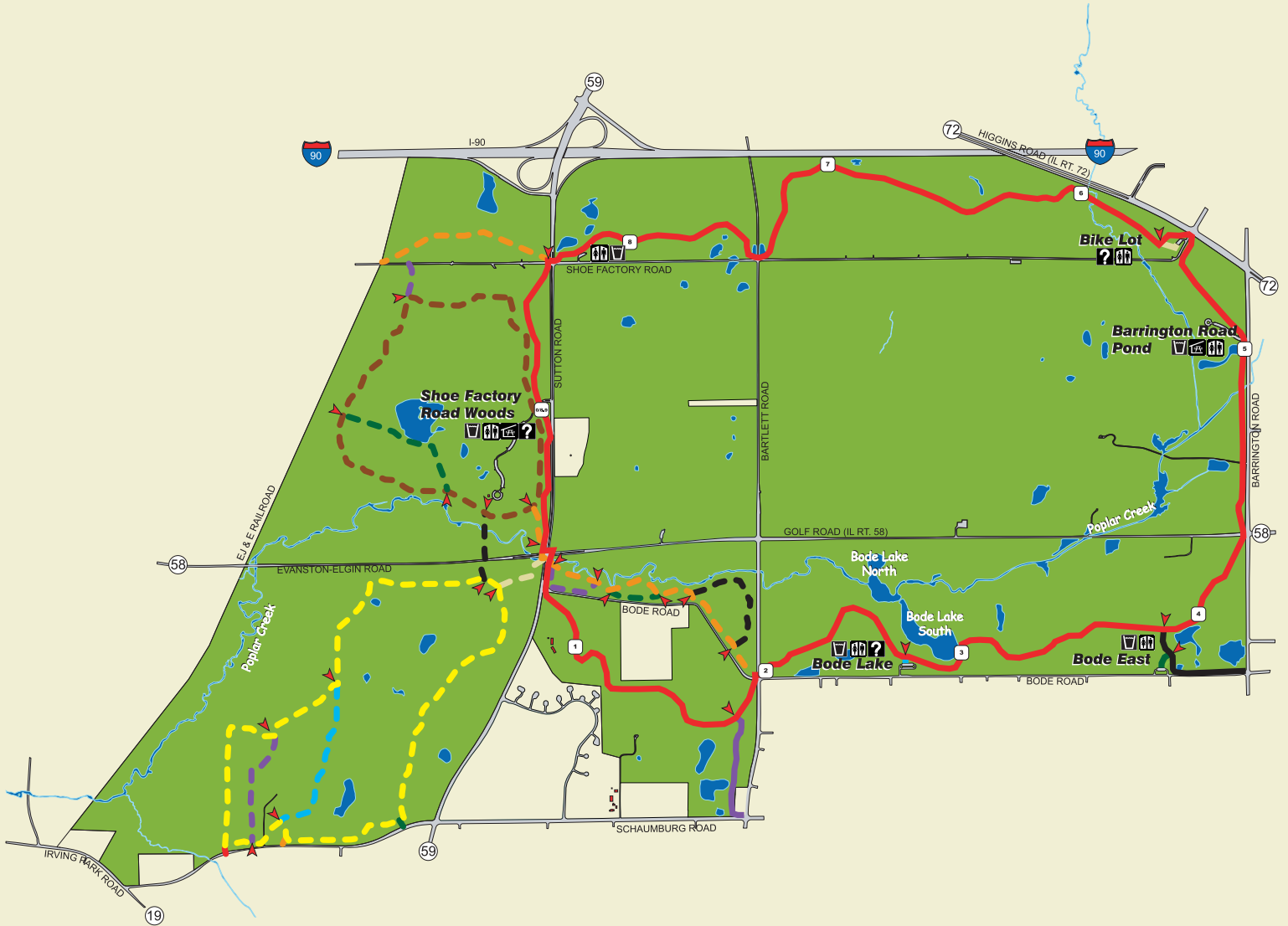
GOLF ROAD (IL 58) AT
BARRINGTON ROAD
SECTION 4(F) REPORT



ATTACHMENT 1

SOURCE: ESRI, DIGITALGLOBE, GEOEYE, EARTHSTAR GEOGRAPHICS, CNES/AIRBUS DS, USDA, USGS, AERGRID, IGN, AND THE GIS USER COMMUNITY

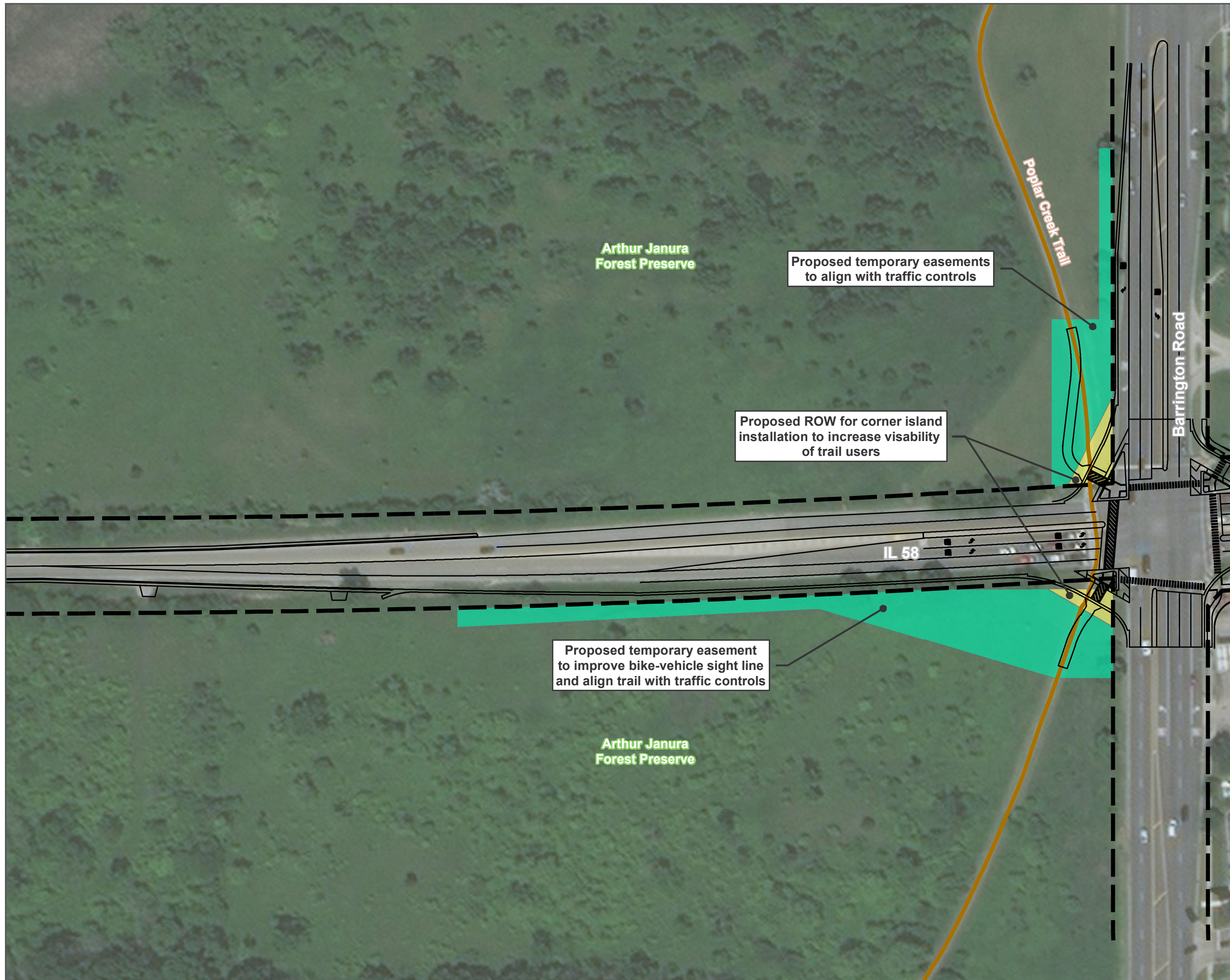
Poplar Creek Trail System



JULY 2004

KEY			
	Water		Information
	Restrooms		Shelter
	Underpass		Trail Intersection Marker
	Mile Marker		Paved Trails (Solid Lines)
	Unpaved Trails (Dashed Lines)		Red Trail 8.9 Miles
	Yellow Trail 3.7 Miles		Brown Trail 2.6 Miles

NOTE:
Mileage is approximated to the closest tenth of a mile.
All colored lines represent trails.



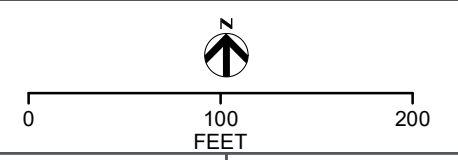
- Existing ROW
- Design Improvements
- Impact (Forest Preserve, Trail)**
- Permanent (.02 acre, 65ft)
- Temporary (0.85 acre, 173ft)

Proposed ROW for corner island installation to increase visibility of trail users

Proposed temporary easement to improve bike-vehicle sight line and align trail with traffic controls

Proposed temporary easements to align with traffic controls

**SECTION 4(F) IMPACTS
POPLAR CREEK FOREST
PRESERVE AND TRAIL**
MARCH 5, 2018



GOLF ROAD (IL 58) AT
BARRINGTON ROAD
SECTION 4(F) REPORT



PATH: SOURCE: ESRI, DIGITAL GLOBE, GEOEYE, EARTHSTAR GEOGRAPHICS, CNES/AIRBUS DS, USDA, USGS, AERGRID, IGN, AND THE GIS USER COMMUNITY



PHOTOGRAPHIC LOG

Project: Golf Road (IL58) at Barrington Road

Site Location: Intersection of IL58 and Barrington Road

Photo # 1

Date: 09/23/16

Direction of Photo:

West Side of Barrington Road, South of IL58 looking East



Project: Golf Road (IL58) at Barrington Road

Site Location: Just south of I-80

Photo # 2

Date: 09/23/16

Direction of Photo:

West Side of Barrington Road, South of IL58 looking West





PHOTOGRAPHIC LOG

Project: Golf Road (IL58) at Barrington Road

Site Location: Intersection of IL58 and Barrington Road

Photo # 3

Date: 09/23/16

Direction of Photo:

West Side of Barrington Road, North of IL58 looking East



Project: Golf Road (IL58) at Barrington Road

Site Location: Intersection of IL58 and Barrington Road

Photo # 4

Date: 09/23/16

Direction of Photo:

West Side of Barrington Road, North of IL58 looking West



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Appendix B

Coordination

IDOT/FPDCC COORDINATION MEETING
IDOT Office – 201 W. Center Ct, Schaumburg
4th Floor Executive Conference Room

December 10, 2015

General Discussion:

The purpose of this meeting was to coordinate various Illinois Department of Transportation (IDOT) projects which are currently in Phase I, Preliminary Engineering and Environmental Studies, and to discuss various locations selected by the Forest Preserve District of Cook County (FPDCC) where IDOT action is needed.

FPDCC Items:

Old Willow Springs Road over Des Plaines River – The FPDCC inquired about the status of the improvement initially expected to be done while the MWRDGC had the Centennial Trail closed to minimize impacts to the trail. Unfortunately, the funding for the improvement was not available in IDOT’s Multi-Year Proposed Highway Improvement Program before the MWRDGC finished their improvement. This improvement is included in IDOT’s FY 2016-2021 Proposed Highway Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the latter years of our current multi-year program contingent upon plan readiness and funding availability through our future annual legislative appropriations.

Keane Avenue Culverts –The FPDCC informed IDOT that the Village of Hickory Hills had complained about culverts under Keane Avenue being filled with silt and overtopping with water over the roadway north of 95th Street, around 92nd Street. IDOT informed the FPDCC that these culverts would be outside of IDOT’s jurisdiction of Keane Avenue which starts at 95th Street onto the south. IDOT does have an improvement involving culverts which are in poor condition south of 95th Street, at the Belly Deep Slough and north of 103rd Street. These culverts are planned to be replaced without impacts to the Forest Preserve properties.

Willow Road; IL 21 to east of Sanders –The FPDCC inquired if IDOT was doing a tree survey as part of that improvement. IDOT informed them that an update to the original Tree Survey is being performed and that any impacts to trees would be coordinated with the FPDCC.

IDOT Items:

The following are the discussions had for various Phase I projects that IDOT has or will coordinate with the FPDCC. See agenda spreadsheet for additional project information:

public to both the FPDCC trail and the roadway. IDOT has reached out to the Village of Niles and they appeared to be open to discussing with the FPDCC cost sharing opportunities.

The FPDCC requested IDOT reconsider the private benefit status of the pedestrian signal, arguing that the signal serves a public bicycle trail and since IDOT promotes multi-modal accommodations as part of their improvements, the FPDCC would argue that it's IDOT's responsibility to take jurisdiction of the signal. IDOT's position is that under that premise, all private benefit signals installed on State property would have to be funded and become a financial, maintenance and legal liability to the State. Therefore it would be forced to either cease all private benefit permits on State highways, which would not be in the best interest of its citizens, or honor the agreements by which the signals were installed under. Also, although IDOT would have the right to remove the signal if the FPDCC would not be interested in paying for their share of the costs; without closing both sides of the North Branch Trail, this approach would lead to an unsafe crossing for bicycle and pedestrians at this location. As such, IDOT is not interested in either closing the trail or removing the signal. The Illinois Administrative Code Title 92, Part 550, Section 550.40 addresses the laws regarding Permits on State Highways. IDOT is bound by the Illinois Administrative Code and is not in a position to set precedence for payment of private benefit facilities for permits on State Highways. The FPDCC stated they may have documentation that IDOT and the FPDCC had agreed to put the pedestrian signal in due to warrants but that due to funding shortages the FPDCC assisted IDOT and paid for the pedestrian signal. IDOT requested that any documentation be submitted for further consideration. The FPDCC Staff will discuss internally and inform IDOT on how they wish to proceed.

Illinois Route 58 at Barrington Road – This is the first presentation of this Phase I improvement. This is a Highway Safety Improvement Program project to address safety concerns at the intersection. There is a pattern of east-west and north-south left turning crashes at this intersection that mainly involve westbound and southbound left turning vehicles. IL 58 (Golf Road) is a principal arterial which has two through lanes in each direction separated by a 15-foot barrier median, as well as single left turn lanes and a westbound right turn lane. Barrington Road is a major arterial that has two through lanes in each direction with a 15-foot mountable median north of IL 58 and a 15-foot painted median south of IL 58. At the intersection, Barrington Road contains single left turn lanes and northbound and southbound right turn lanes.

The Poplar Creek Forest Preserve occupies the land west of the intersection and the Poplar Creek Trail crossing is located on the west leg of IL 58. The FPDCC and IDOT had discussed the anticipated safety improvements at the intersection and trail crossing needs in a meeting on July 16, 2015. At the time, the FPDCC felt that the timing of the roadway improvements worked well with the pedestrian safety improvement needs. IDOT was

encouraged to initiate the approval process for these intersection improvements. Preliminary findings identify a need for increased pedestrian refuge and better sight lines from the trail to the crosswalk. The FPDCC would also like evaluate if reducing the berm height along the south side of IL 58 would increase lines of sight and possibly rerouting the path closer to the intersection.

IDOT will evaluate several alternatives including placement of a corner island at the northwest corner of the intersection. According to FHWA documents, these islands are implemented at intersections containing high volumes of pedestrian/bicyclists to increase driver awareness for right turning movements. Providing crosswalks and additional safety features may increase easement needs. The FPDCC noted that these features would provide a benefit and should be further investigated. IDOT will initiate the preliminary project geometry and coordinate with the FPDCC as it is further refined.

The proposed improvements are anticipated to include the installation of eastbound and westbound dual left turn lanes, traffic signal replacement, as well as conversion of the left turn phase on all approaches from permitted/protected to protected only. The scope of work will also incorporate upgraded pedestrian accommodations at the intersection to include crosswalks, pedestrian signals and ADA compliant curb ramps.

IDOT inquired if there was a portion of the Poplar Creek Forest Preserve that was purchased using LAWCON funds, and the FPDCC noted it would investigate this and inform IDOT. Additional easements will be needed for the replaced traffic signal equipment. Existing plan information shows that the signals are currently on FPDCC right-of-way.

Illinois Route 58: College Drive to E. River Road – A brief overview of the project was presented. The scope of work includes drainage improvements to the storm water collection system, maintenance to the outfall storm sewer, reinstatement of the existing berms to their original design elevations, and revisions to the access road to Pump Station Number 17.

A Section 4(f) *de Minimis* Document was prepared and submitted to the FPDCC for review on June 29, 2015. The Department requested comments from the FPDCC at the coordination meeting on September 10, 2010. The FPDCC noted that the Kloempkin Prairie, located on the north side of IL 58, west of the railroad tracks was a managed restoration site and coordination would be required during construction. The FPDCC had previously received input from the steward who manages the site. IDOT indicated that this would be noted in the commitment section of the project report and requested to move to advertise the Section 4(f) *de Minimis* Document.



Illinois Department of Transportation

Attendance Roster

Bureau: Programming Section: Project & Environmental Studies

Project/Topic: FPDCC/IDOT Quarterly Coordination Meeting

Date: December 10, 2015

Time: 9:00 AM

Location: IDOT 4th, Executive Conference Room

	Attendees	Representing	Phone Number	Email Address
1.	Carlos A. Feliciano <i>CAF</i>	IDOT	847-705-4106	Carlos.Feliciano@illinois.gov
2.	<i>JASON SALLEY</i>	<i>IDOT</i>	<i>4085</i>	<i>JASON.SALLEY@ILLINOIS.GOV</i>
3.	<i>Catherine Kubbe</i>	<i>IDOT Design</i>	<i>847 705 4269</i>	<i>catherine.kubbe@illinois.gov</i>
4.	<i>MARK Somers</i>	<i>IDOT</i>	<i>847-705-4290</i>	<i>Mark.Somers@ILLINOIS.GOV</i>
5.	<i>Kimberly Murphy</i>	<i>IDOT - Prog</i>	<i>847-705-4791</i>	<i>Kimberly.Murphy@illinois.gov</i>
6.	<i>GRISelda MONSIVALS</i>	<i>IDOT - PROG - CSU/GSD</i>	<i>847.705.4716</i>	<i>griselda.monsivals@illinois.gov</i>
7.	<i>SAM MEZAD</i>	<i>IDOT - ENV</i>	<i>847-705-4101</i>	<i>SAM.MEZAD@ILLINOIS.GOV</i>
8.	<i>Adnan Nammar:</i>	<i>FPDCC</i>	<i>708-771-1357</i>	<i>adnan.nammar@cookcountyil.gov</i>
9.	<i>JOHN STERENBERG</i>	<i>FPDCC</i>	<i>708-771-1192</i>	<i>john.sterenberg@cookcountyil.gov</i>
10.	<i>John McCabe</i>	<i>FPDCC</i>	<i>708 771 1180</i>	<i>john.mccabe@ " "</i>
11.	<i>Mohammad Amjad</i>	<i>Programming-IDOT</i>	<i>847-705-4719</i>	<i>Mohammad.Amjad@ILLINOIS.GOV</i>
12.	<i>Scott Czapliski</i>	<i>IDOT/Prog-Consultant</i>	<i>(847) 705-4107</i>	<i>scott.czapliski@illinois.gov</i>
13.	<i>MELISSA DEL ROSARIO</i>	<i>IDOT - MAINT</i>	<i>847.705.4391</i>	<i>melissa.delrosario@illinois.gov</i>
14.	<i>KEN YANG</i>	<i>IDOT - PROG CONSULTANT</i>	<i>847 705 4048</i>	<i>KEN.YANG@ILLINOIS.GOV</i>
15.				
16.				
17.				
18.				
19.				
20.				
21.				
22.				

IDOT/FPDCC COORDINATION MEETING
IDOT Office – 201 W. Center Ct, Schaumburg
Lower Level Training Room A

September 8, 2016

General Discussion:

The purpose of this meeting was to coordinate various Illinois Department of Transportation (IDOT) projects which are currently in Phase I, Preliminary Engineering and Environmental Studies, and to discuss various locations selected by the Forest Preserve District of Cook County (FPDCC) where IDOT action is needed. The following is a brief summary by project:

FPDCC Items:

Illinois Route 7 (Southwest Hwy) e/o U.S. Route 45 Collapsed Culverts –The FPDCC informed IDOT that they need to drain the McGinnis Slough to protect the habitat of species at the McGinnis Slough in Orland Park in accordance with their agreement with the IDNR. The overflow is drained across a culvert on the north leg of U.S. Route 45 and Illinois Route 7 and then continues east and drains south through a culvert on the east leg to continue on the ditch. On this ditch there are two collapsed culverts within a couple hundred feet of each other along the south side of Illinois Route 7 that inhibit the flow of water. It was not discussed if Orland Park has fixed the culvert under Jeane’s Construction (13841 SW Hwy). The second culvert is under AutoMedics business (13751 Southwest Hwy). IDOT’s last letter to the business was sent on January 28, 2015 and was in the process of mailing another letter at the end of last year informing them that failure to repair the culvert will force IDOT to close their driveway. The FPDCC noticed that for the past 2 years they have not drained the slough and have concerns that if Orland Park or the IDNR required the slough to be drained there could be concerns of an inability to do so or for Illinois Route 7 to be flooded during the drain. The FPDCC’s plan is to release the slough water at a slower rate over several days in order to minimize/avoid flooding on Southwest Highway. IDOT’s Traffic Permits Section was going to send the property owner an ultimatum letter to repair the culvert but this letter has not been sent out yet. IDOT will inform administrative staff of the FPDCC’s intent and follow up on the culvert’s status. For further questions, IDOT can contact Jim Phillips, Fisheries Biologist, at (708) 906-3905 / James.Phillips@cookcountyil.gov who is in charge of draining the slough.

FPDCC Capital Bike Plan – The FPDCC informed IDOT that they will be working on a Capital Bike Program and that future coordination with IDOT can be expected.

Illinois Route 72 @ Shoe Factory Road – IDOT informed the FPDCC that it is currently evaluating a potential safety improvement at this intersection which could entail restricting turning movements (northbound right turns, and all left turns). During internal discussions it was brought up that realigning Shoe Factory Road, a Cook County Department of

Countryside. An update regarding the project scope will be provided at the next quarterly meeting.

183rd at Central Avenue – The scope of work consists of replacement of the existing temporary wire span signal with a permanent one, as well as intersection channelization and reconstruction to raise the profile by 2 feet in order to address standing water due to flat ditches.

The Section 4(f) de Minimis document was advertised for public comment in December 2015 and no comments were received. A Concurrence letter and updated Section 4(f) Document was mailed to the FPDCC on July 5, 2016. A copy of the letter was provided to the FPDCC. The FPDCC will follow-up on the status of the concurrence letter.

IDOT will add a Special Design/Construction Consideration to the Phase I project report to coordinate with the FPDCC regarding a future trail crossing along the west leg of the intersection.

Illinois Route 58 at Barrington Road – This was the second project presentation to the FPDCC. The project was first introduced at the December 2015 quarterly meeting. The scope of work consists in the addition of dual left turn lanes on both legs of IL 58, traffic signal replacement, as well as pedestrian accommodations.

An overview of the ongoing study was presented. A total of 217 crashes have occurred at the intersection over the last five years. The majority of the crashes occurring at the intersection consist of eastbound and southbound rear end crashes. There have been a total 7 pedestrian/bicyclist accidents which occurred on both the east and west legs. There are no existing signs indicating the trail crossing on any of the intersection approaches. The existing traffic signals do not have pedestrian countdowns.

The lack of signage as well as the visibility of the path may be contributing factors to the accidents involving pedestrians and bicyclists. Another recommendation is to increase the path visibility by moving the crosswalk closer to the intersection and realigning the path so it is aligned to the crosswalk. The FPDCC would be in favor of realigning the path, based on the unique nature of the crossing. IDOT noted that it would request that easements needed for realignment of the path be donated by the FPDCC. Recently the FPDCC issued a license for the ADA ramps at the crossings.

Widening to add the dual left turn lanes will likely occur to the south, in order to match into the driveway located at the southeast corner of the intersection. Widening to the south will allow for grading of the existing berm located on FPDCC property on the southwest corner of the intersection and address the existing sight line issues between the trail crossing and eastbound traffic.

The next steps for the project include submitting preliminary geometry, which will be presented at the next FPDCC meeting.

Cook Co. FPD coord meet. 9/8/2016
IDOT Training Room A.

<u>NAME</u>	<u>Organization</u>	<u>e-mail</u>
PERRI Masouridis	IDOT/PROG/ITD	eleftherios.masouridis@illinois.gov
Dave Kircher	FPDCC	david.kircher@cookcountyil.gov
Grizelda Monsivas	IDOT/PROG/CSU	grizelda.monsivas@illinois.gov
Kimberly Murphy	IDOT-Programming	Kimberly.Murphy@illinois.gov
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Attendance Roster
Bureau of Programming
BDE/FHWA Monthly Coordination Meeting

September 13, 2017

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Scott Stitt	IDOT/BDE
Chris Byars	FHWA
Hassan Dastgir	FHWA
Dwayne Ferguson	IDOT/BDE
Earl D. Dunn	IDOT-Prog. Dev
Gia Zaffina	IDOT-Prog. Dev
Steve Lipkie	IDOT. Maint.
John Sherrill	IDOT-BDE
Omar Qudus	FHWA
Jason Soudun	Bwke Eng.
Kurt Corrigan	Orland Park
Mike Matkovic	CBBEL
Brenda L. Alicea	IDOT Programming
Stacie Dovalovsky	Clark Dietz
Thomas Borges	Bloom Companies
Ronald Nordmeyer	Clark Dietz
Griselda Monsivais	IDOT-Programming-Consultant
Jonathan Lloyd	IDOT Traffic
Jennifer Mitchell	HDR
Fahad Channa	IDOT-Programming
Emily Anderson	CBBEL
Michelle Davis-Byrd	D1 Local Roads
Steve Travia	IDOT
Chad Riddle	IDOT-D1 Local Roads
John Baczek	IDOT
Temi Latinwo	IDOT-Local Roads
Kelsey Mulhausen	SW mayons & mawagen
Chris Holt	IDOT-D1-Local Roads
Kevin Stallworth	IDOT-D1-Local Roads
Kimberly Murphy	IDOT-Programming
Robin Helmerichs	FHWA
Joe Lamargo	Orland Park
Lori Brown	IDOT-Programming
Theresa Pelletier	IDOT Programming/consultant
Jen Hyman	Civiltech
Mary Young	Civiltech
Greg Summers	Barrington
Giovanna Zaffina	IDOT Maintenance
Sam Mead	IDOT-ENV
Corey Smith	IDOT-Programming
Kyle Bochte	IDOT-Programming

Steve Schilke	IDOT/Programming
<u>Name</u>	<u>Representing</u>
Dave Pieniazek	Stantec
Melissa McGhee	Cbbel
Mike Matkovic	Cbbel
Vanesa Ruiz	IDOT/Programming
Serin Keller	IDOT Design
Kyle Buck	Wight & Company
Ana Abreu	IDOT-Design
John O' Holleran	Stentec
Pete Johnston	GMAT
Tony Speciale	Village of Sugar Grove
Jim Prola	AECOM/IDOT/ Programming
Brian Smith	AECOM IDOT Env.
Bill Plant	Strand
Darcie Gabrisko	Strand

Agenda Item #9

Illinois 58 (Golf Road) at Barrington Road
Job No.: 91-167-16
Cook County
Intersection Improvement

September 13, 2017

This is the first presentation for this project. The purpose of the meeting is to present and discuss the existing conditions, purpose and need for improvement, identify environmental impacts, and gain concurrence for environmental processing for the HSIP intersection improvement.

The project location is Golf Road at Barrington Road in Hoffman Estates, IL and the adjacent land uses are commercial properties on the east and Forest Preserve District of Cook County (FPDCC) holdings to the west. The Poplar Creek Trail runs north-south along the west leg of the intersection. St. Alexius Hospital is located approximately one-third of a mile north of the signalized intersection and is an emergency vehicle route with Emergency Vehicle Preemption (EVP) provided. Pedestrian Signals and crosswalks are provided in the north-south direction only. The intersection is coordinated with one signal north, two signals south, and two signals east. The closest adjacent signal, West Driveway, is approximately 600 feet east at the entrance to Hoffman Village Shopping Center on the south and Walgreens and McDonalds on the north. The Golf Road at Barrington Road intersection was identified as a 5% Location in 2011, 2012, and 2015. The operations of the signal are B's and C's in the north-south direction along Barrington Road and in the east-west direction along Golf Road is D's, E's with EB = F's in PM peak.

Golf Road is an east-west principal arterial that is a marked state route, Illinois 58. The existing ADT is 27,300(E)/20,900(W) and the posted speed limit is 45 mph. The typical section is 4-lane urban with barrier median to the east and transitions to 2-lane rural to the west. Golf Road provides a single left turn lane, through lane, and a shared through right turn lane in each direction, with a right turn lane provided westbound. Golf Road has two 5% Segments adjacent to the intersection. The first segment is located 1,700 feet west of Barrington Road extending westerly to Rohrssen Road. The segment was listed in 2011, 2012, and 2015. In the summer of 2017 an HSIP improvement of rumble strip shoulders and centerline was constructed to address the safety of this segment. The second segment was listed in 2011, 2012, and 2015 from Barrington Road east to 220 feet west of Knollwood Drive.

Barrington Road is an un-marked state route and north-south Strategic Regional Arterial. The existing ADT is 32,200(N)/35,100(S) and the posted speed limit is 45 mph. The typical section is 4-lane urban with center painted median. Barrington Road provides a single left turn lane, two through lanes, and a right turn lane in each direction. A 5% Segment was identified on Barrington Road in 2011 from approximately 400 to 1,600 feet south of Golf Road.

West Driveway is a signalized intersection serving Hoffman Village Shopping Center to the south and a Walgreens, McDonalds, and the document archives for the Obama Presidential Library to the north. Each approach provides a left turn lane and a shared through right turn lane.

AGENDA ITEM #9 (Continued)
September 13, 2017

The intersection is a 5% location due to the volume and severity of rear-end and turning crashes. There were 443 crashes from 2012 to 2016. From 2012 to 2013 the annual average was 40 crashes. The 2014 to 2016 annual average increased to 121 crashes. The most frequent crashes are turning (52%), turning (18%) and angle (12%). 2 ped/bike crashes also occurred at the intersection. Rear-end and turning crashes account for 70% of all crashes and 66% of the injury crashes.

The reason for the crashes is the high volume of westbound left turning vehicles. The volume warrants dual left turn lanes. To compensate for the lack of a dual left turn lane, the westbound left arrow is very long. The eastbound traffic is delayed as is noted by the LOS analysis. The eastbound traffic is then also very aggressive in getting through the light when provided a green ball. A secondary result of the high volume of westbound left turns and lack of storage is that the left through lane becomes a defacto left turn lane. Many times the defacto left turn lane extends to the Knollwood Drive intersection. A lot of lane changing is going on to get around the left turn queue; hence the 5% Segment previously identified.

Another safety aspect of the intersection is related to the trail crossing of the west leg. A field review of the northbound approach of the trail indicates that users are not aligned with the pedestrian traffic controls and are shielded from motorists view due to the height of a berm and natural grasses on the southwest quadrant of the intersection. The FPDCC brought the sightline concern to the Departments attention and also asked for ways to make users of the trail more visible at the intersection.

The proposed improvement will address increased capacity needs by providing dual left turn lanes in the east-west direction. The existing spacing on Golf Road between Barrington Road and West Drive does not provide sufficient storage and thus a lead-in left turn lane to Barrington Road is proposed at the West Drive intersection. With the capacity improvements, deceleration lane lengths will be improved as much as possible, taking into consideration driveways and signalized intersections. To improve safety, all left turn lanes at the intersection will be restricted to protected only movements along with other signal timing modifications. The protected only on all approaches will improve driver expectancy at the intersection. Other safety improvements proposed for the trail are to install right turn islands. The islands will slow bicyclists down instead of darting into the intersection. The alignment of the trail will be modified to align at a 90 degree to vehicles. Countdown signals will be added, ADA ramps will be reconstructed, and advance signing for the trail crossing will be provided. Additionally, the berm will be re-graded in the southwest quadrant to improve the sightline between approaching vehicles and bicyclists.

Agenda Item #9 (Continued)
September 13, 2017

The project will be designed following 3R guidelines. A HSM crash reduction analysis reflects a 9% crash reduction due to the dual left turn lanes and protected only movement. Design exceptions are needed for various tapers/storage/deceleration lengths. Limitations are due to intersection and driveway spacing.

Direction	Taper	Storage	Deceleration Length
EB LT	200' < 300'	275' < 280'	475' > 385'
WB LT	157' < 200''	715' + 205' > 660'	365' < 385'
WB RT	100' < 156'	380' > 110'	480' > 385'
NB LT (maintain)	165' > 156'	155' > 120'	320' < 385'
NB RT (maintain)	170' > 156''	160' < 545'	330' < 385'
SB LT (maintain)	200' > 156'	160' < 200'	360' < 385'

Temporary easements are required for the improvement from both the FPDCC and commercial businesses.

The project purpose and need was presented to the FPDCC approximately a year ago. The FPDCC concurred with the concept of lowering the berm to improve sightlines and installation of corner islands. The proposed plan as described will be presented to the FPDCC this week. IDOT will be seeking a Section 4(f) De Minimis finding with the FPDCC.

The geometric concept for the right turn islands, dual lefts, lead-in left, has been concurred upon by the Geometric Studies Unit (GSU). Upon approval of the IDS and coordination with the FPDCC, the right of way will be finalized.

Pending a Section 4(f) De Minimis from the FPDCC and other environmental clearances, IDOT is seeking a State approved Categorical Exclusion. BDE and FHWA concurred with the processing of a State approved Categorical Exclusion, pending outcome of the environmental documentation.

Jennifer Mitchell-HDR; Griselda Monsivais-IDOT-Globetrotters

IL 58 (Golf Road) at Barrington Road
Job No.: 91-167-16
Cook County
Intersection Improvement

September 14, 2017

This is the third presentation for this project. The purpose of this meeting is to present the preferred improvement and define Cook County Forest Preserve coordination needs.

The project location is Golf Road at Barrington Road in Hoffman Estates, IL and the adjacent land uses are commercial properties on the east and Cook County Forest Preserve (CCFP) to the west. The Poplar Creek Trail runs north-south along the west leg of the intersection.

The intersection improvement is to provide dual left turn lanes in the east-west direction and restrict turning movements to a green arrow only. As the project relates to the Poplar Creek Trail, right turn islands will be installed on the west leg, count down pedestrian signals will be installed, advance signing provided, and it is proposed to re-grade the berm in the southwest quadrant. The berm is 3.5 feet high, which is not significant, but with the natural plantings of two to four feet height, then the sightline is blocked. A diagram was provided depicting the sightline for a vehicle from the west and a bicyclist from the south. The sight triangle depicted reflects the distance needed to identify if a conflict would occur at the intersection, react, and stop. A grading plan will be presented with the sightline depicted. It is expected that sightline would need to be sod, not natural plantings. IDOT will work with CCFP to determine replacement plantings. A retaining wall will not be used for the re-grading of the berm.

Minor trail adjustments would be made at the intersection to direct users toward the right turn islands. The use of the right turn islands will improve visibility between trail users and right turning vehicles.

Temporary easements would be needed from the CCFP to perform the work. All land would remain the ownership and maintenance responsibility of CCFP. If sod were installed, CCFP would be responsible for mowing; similar to the existing condition of the northwest quadrant.

It was stated that a Section 4(f) documentation would be requested as a de minimus finding. The improvements at the intersection improve safety of the trail crossing, do not change the use of the property, and have no negative impact.

IDOT will present a draft Section 4(f) de minimus before the end of the year for the CCFP review.

IDOT/FPDCC COORDINATION MEETING
IDOT Office – 201 W. Center Ct, Schaumburg
Executive Conference Room

June 14, 2018

General Discussion:

The purpose of this meeting was to coordinate various Illinois Department of Transportation (IDOT) projects which are currently in Phase I, Preliminary Engineering and Environmental Studies, and to discuss various locations selected by the Forest Preserve District of Cook County (FPDCC) where IDOT action is needed. The following is a brief summary by project:

FPDCC Items:

Various FPDCC Corridors – The FPDCC requested a status update on the IDOT's tree clearing contract CN 62C86. The Bureau of Maintenance stated that there have been some delays after the December 2017 work order which have delayed implementation of the 2018 clearings. A list of the outstanding areas will be sent to the FPDCC.

Illinois Route 7 (IL 7) from 131st Street to 135th Street

McGinnis Slough

The FPDCC requested a status update on IDOT's improvement of IL 7 from 131st Street to 135th Street. The FPDCC noted they would reach out to Orland Park to request action on the collapsed culvert issue. The improvement is in the middle years of the Department's FY 2019-2024 Proposed Highway Improvement Program.

Post Meeting Note – IDOT's Traffic Operation's Permit Section (Permits) noted that they have continued to work with AutoMedics to replace the collapsed culvert. The contractor hired by the business owner submitted plans which had an undersized 36" culvert being proposed and IDOT notified them that the culvert needed to be 48" to meet the ditch's water flow. Requests for status of the revisions have gone unanswered by the Contractor. IDOT is working with the Office of Chief Counsel on having the business address the situation.

Permits also noted that the FPDCC should reach out to the Cook County Zoning Department which would have a stronger ability to force the needed improvements due to their non-compliance since it is believed to be outside of the municipal boundaries for Orland Park.

IL 58 at Barrington Road

Poplar Creek Forest Preserve

This is the 5th presentation for this project. The purpose of this meeting is to present the defined impacts and submit a draft Section 4(f) *de minimus* report.

Since the last presentation the geometry has been fine-tuned and geometric approval is pending from IDOT. The proposed geometric improvements are to provide dual left turn lanes in the east-west direction and add right turn islands. Additional safety improvements include pedestrian count down signals, ADA ramps, crosswalks on all approaches, and advance crossing signing.

The geometric improvements result in the need for 0.02 acre of permanent easement from the FPDCC to accommodate the right turn islands. Additionally, 0.85 acre of temporary easement from the FPDCC is needed to re-align the path and to re-grade the southwest quadrant. The areas impacted are generally open natural grass and mowed grass areas. The areas will be restored to mowed grass.

The benefit from re-grading the southwest quadrant is improving sight lines between motorists in the eastbound direction approaching the intersection and users of the path from the south. The current grade prohibits eastbound motorists and trail users from seeing each other. The path re-alignments will direct users to right turn islands and the trail traffic controls, thus increasing visibility.

A draft Section 4(f) *de minimus* report was hand delivered at this meeting to the FPDCC for review. The report included a CD with a digital copy of the report.

FPDCC expressed concern about safety of the crosswalk at the intersection of Barrington Road and the entrance to the St. Alexius Medical Center. The location is just north of the project and the FPDCC was wondering who installed the crosswalk. Coordination with Permits will need to be down.

Post Meeting Note – The pedestrian crossing at the entrance to the St. Alexius Medical Center was installed via permit by the Village of Hoffmann Estates in June of 2014. IDOT is checking if there have been safety issues with the new crossing.

By: Brenda Alicea – IDOT



Illinois Department of Transportation

Attendance Roster

Bureau: Programming Section: Project & Environmental Studies

Project/Topic: FPDCC / IDOT Quarterly Coordination Meeting

Date: June 14, 2018 Time: 9:00 AM

Location: 4th Floor Executive Conference Room

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23.	Paul Gregoire	IDOT-Construction	847-705-4355	Paul.Gregoire@illinois.gov	

	Attendees	Representing	Phone Number	Email Address
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28.	John McCabe	"	" " 1180	john.mccabe " " "
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Section 4(f) *De Minimis* Documentation
Arthur Janura Forest Preserve
Forest Preserve District of Cook County

Appendix C

Public Review - *TBD*



Illinois Department of Transportation
Public Comment

IDOT is seeking public comments on Section 4(f) impacts the Golf Road at Barrington Road Intersection project will have on Arthur Janura Forest Preserve owned and operated by the Forest Preserve District of Cook County. Section 4(f) lands include publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites. The project will impact Arthur Janura Forest Preserve to the northwest and southwest of the Golf Road at Barrington Road. The intersection improvement is to install a second left turn lane on Golf Road, provide right turn channelizing islands on all approaches, realign the Poplar Creek trail, improve sidewalk and crosswalks, and replace existing traffic signal equipment. This is the first opportunity for the public to comment on the additional public land needed for this project. The Section 4(f) de minimis documentation is available for viewing at the following locations during normal business hours.

DATE: December 3, 2018 to January 4, 2019
TIME: 9:00 AM to 3:00 PM, Monday thru Friday
PLACE: Illinois Department of Transportation
Bureau of Programming – 4th Floor
201 West Center Court
Schaumburg, IL 60196

OR

Forest Preserve District of Cook County
536 North Harlem Avenue
River Forest, IL 60305

Electronic copies are available on IDOT's website at <http://www.idot.illinois.gov/transportation-system/environment/index> under the Section 4(f) tab. Written comments can be submitted at the IDOT office, mailed to the IDOT office, or submitted electronically to <http://www.idot.illinois.gov/transportation-system/environment/index>. Comments must be received by January 4, 2019, to be considered part of the public record.

This documentation will be accessible to people with disabilities. Anyone needing special assistance should contact Griselda Monsivais at (847)705-4716. Persons planning to visit either site or view the documents who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the visit.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Bureau of Programming
Attn: Griselda Monsivais