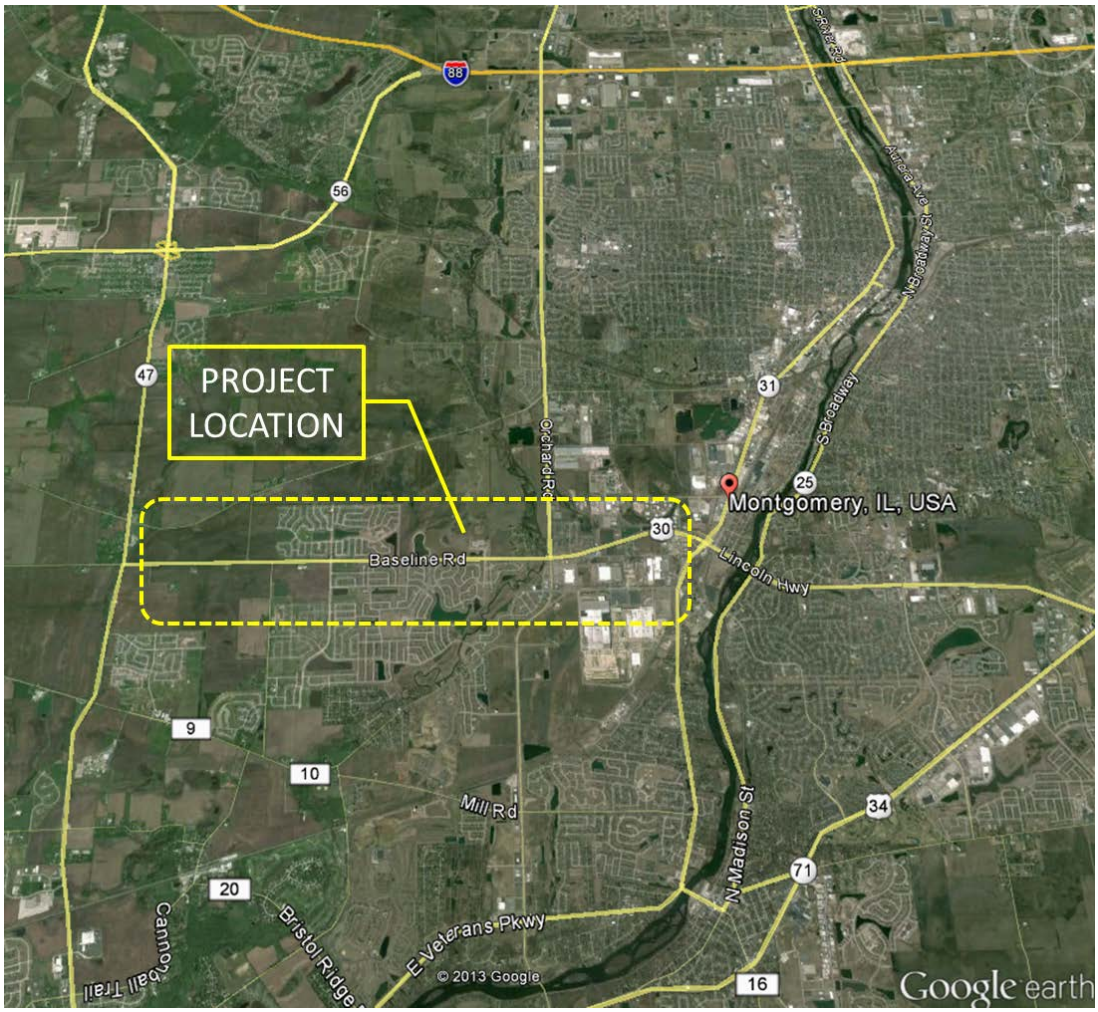
Illinois Department of Transportation

PROJECT REPORT

US ROUTE 30

ILLINOIS 47 to ILLINOIS 31



P-91-403-11
Kane & Kendall Counties

IDOT - Division of Highways - District One

May, 2018
Volume 1 of 7

VOLUMES

Volume 1	Narrative & Exhibits
Volume 2	Coordination / Documentation
Volume 3	Public Involvement
Volume 4	Supplements
Volume 5	Supplements (Cont.)
Volume 6	Supplements (Cont.)
Volume 7	Supplements (Cont.)

Published Under Separate Cover

Hydraulic Report - US 30 over Blackberry Creek

Hydraulic Analysis – Jericho Lake Diversion (Montgomery Overflow)

Location Drainage Study

Illinois Department of Transportation

Phase I Report Approval

Key Route: FAP 349 Marked Route/Road Name: US 30

Job No.: P-91-403-11 Contract No.: 13185

Section: Project Length: 4.4 miles

PPS No.: 1777150000 County(ies): Kane & Kendall

Location/Limits: IL 47 to IL 31

General Description of Existing Facility: The roadway generally consists of one 12-foot wide lane in each direction with 10-foot-wide aggregate shoulders and open drainage. There are signalized intersections with turn lanes at Gordon Road, Griffin Drive and Orchard Road, and there are seven un-signalized intersections.

Need for Proposed Improvement: The proposed action is needed to improve safety, to improve capacity, and to accommodate community growth.

Scope of Project: ☐ New Construction ☒ Reconstruction ☐ 3R ☐ 3P

☐ SMART ☐ Other

General Description of Proposed Improvement: US 30 will be reconstructed to provide two 12-foot wide lanes in each direction separated by a raised median vaying from 18 to 30 feet wide; 8-foot wide shoulders flanked by curb and gutter; pedestrian and bicycle accommodations; and drainage improvements.

Environmental Processing: ☐ EIS ☐ EA ☒ Federal Approved CE

☐ State Approved CE ☐ Other

Approximate Amount of ROW to be Purchased: 93 Parcels Totaling 30.48 Acres.

Number of Businesses _____ and Residences _____ to be Acquired. ROW Cost: $ 7,525,000

Estimated Program Cost: $ 64,999,000 (in FY 2018) Fund Type: _____

Construction Cost: $ 58,856,000 Utility Reloc. Cost: $ _____ Consultant PE Cost: $ _____

Design Exceptions:

- Level One Required? ☒ Yes ☐ No
- Level Two Required? ☒ Yes ☐ No
- If yes, note date approved: 08/9/2016 & 8/9/2017

Type of Public Involvement Activity:

- Public Hearing Offered? ☒ Yes ☐ No
- Informational Meeting Held? ☒ Yes ☐ No
- Property Owners Contacted? ☒ Yes ☐ No

Regional Design Approval _____ Date: 5/18/18

IDOT Regional Engineer Signature

Illinois Department of Transportation

Categorical Exclusion Determination and Approval

Key Route	Marked Route/Road Name
US 30 (FAP 349)	Baseline Road
Section	**Job Number**
IL 47 to IL 31	P-91-403-11
County(ies)	**Contract Number**
Kane & Kendall	

☐ State Approved Categorical Exclusion (CE)

IDOT has addressed all environmental requirements for this _____ and determined that it has met the following requirements for a State Approved CE in the CE Programmatic Agreement (approved 10/14/15): (1) the scope is consistent with the project scope listed

in Appendix ☐ A or ☐ B , item number _____ and (2) none of the circumstances in Section V exist.

Therefore, on behalf of FHWA, IDOT hereby approves this project as a State Approved CE.

Approved by

Signature of Regional Engineer	Date
	5/18/18

☒ Federal Approved Categorical Exclusion

After reviewing the project information provided, FHWA has determined that this project will not have any significant impacts on the human environment and approves its designation as a Federal Approved CE.

Approved by

Signature of FHWA Representative	Date
Robin Helmerichs	January 4, 2018

Wetland Impacts Involved

☒ Yes ☐ No

The FHWA issued a programmatic Wetland Finding for CEs on October 14, 2015, in compliance with Executive Order 11990, Protection of Wetlands. The programmatic Wetland Finding is contained in the CE Agreements, available online in the BDE Manual Appendix A.

Illinois Department of Transportation	Environmental Coordination

Project: US 30, IL 47 to East of Albright
P Number: P-91-403-11 **Sequence No.:** 17659

US ACE 404 Permit

Regional: Yes **Individual** N/A

	Clearance Date	Expiration Date
Cultural Resources Clearance does not expire. Refer to the clearance memo; there may be an MOU or other stipulations that must be adhered to in Phase II.	04/18/2014	N/A
Natural Resources Review Clearance expires two (2) years after initial clearance date. Refer to the clearance memo; there may be commitments or other stipulations that must be adhered to in Phase II. USFWS coordination may or may not have been initiated in Phase I, depending on the scope of work. If initiated in Phase I, refer to the memo. No two letters are the same.	07/20/2017	07/20/2019
Northern Long-Eared Bat (NLEB) Tree clearing date restriction.	No	
Wetlands Wetland delineations expire five (5) years after the delineations are initiated. If the project letting date is scheduled beyond the five (5) year timeframe, Phase II must contact the ESU a minimum of one (1) year prior to the project letting to have the delineations updated.		05/25/2018
Special Waste • ***In House Sign/Off*** This project has been signed off in house for special waste. This sign-off is valid for six (6) months. After six months it requires validation by the District Special Waste Coordinator. If proposed scope of work changes or if additional ROW/temporary easements are required please contact the ESU.		
• ***Risk Managed:*** No PESA will be performed for this project. Soil investigations for material to be disposed of will be the responsibility of the contract environmental consultant.		
• ***PESA:*** The Preliminary Environmental Site Assessment (PESA) is valid for three (3) years. After three (3) years the PESA shall be re-done to update existing geologic conditions.	06/13/2017	06/13/2020
• ***PESA VALIDATION:*** The Preliminary Environmental Site Assessment (PESA) must be validated prior to design approval. After three (3) years the PESA shall be re-done to update existing geologic conditions.		
• ***PSI:*** The Preliminary Site Investigation (PSI) is valid for five (5) years. If the project is not let within five (5) years of the Final PSI date, the project shall be re-submitted to the ESU for a complete Special Waste update.		

Comments: Cultural Resources Concurrence is conditional based on a commitment to the SHPO. Please see commitments section in the project report.

Contact Information

Job Number: **P-91-403-11**

Project: **US Route 30**

Location: **Illinois Route 47 to Illinois Route 31**

IDOT Unit Head:	Kimberly Murphy	**Phone:**	847-705-4791
		Email:	Kimberly.Murphy@illinois.gov
IDOT Manager:	Lori Brown	**Phone:**	847-705-4477
		Email:	Lori.S.Brown@illinois.gov
IDOT Engineer:	Ryan Dettmann	**Phone:**	847-705-4126
		Email:	Ryan.Dettmann@Illinois.gov

Consultant:

PTB:	159-006	**Firm:**	Hutchison Engineering, Inc.
Project Manager:	Gregg Mounts	**Phone:**	815-773-2233
		Email:	gmounts@hutchisoneng.com
Project Engineer:	Dan Draper	**Phone:**	815-773-2233
		Email:	ddraper@hutchisoneng.com

Table of Contents

ITEM **PAGE**

VOLUME 1 – NARRATIVE AND EXHIBITS

Narrative

Introduction 1
1. Project Location and Termini 1
2. Project History 1
3. Description of Existing Conditions 1

Project Purpose and Need 4
1. Project Purpose 4
2. Need for Proposed Action 4

Alternatives Considered 9
1. No-Action 9
2. Build Alternative 10
3. Evaluation of Alternatives 12

Description of Proposed Improvement 17
1. Introduction 17
2. Design Criteria Utilized 17
3. Geometric Improvements 17
4. Drainage 19
5. Design Exceptions 20
6. Public Involvement 23
7. Right-of-Way 27
8. Structures 27
9. Traffic Signal Modernization/Installation 27
10. Lighting 28
11. Parking 28
12. Bicycle & Pedestrians 28
13. Mass Transportation 29
14. Utility Conflicts 29

Table of Contents (Continued)

ITEM **PAGE**

15. Encroachments 29
16. Mail Drop-Off 29
17. Landscape/Roadside Development 29
18. At-Grade Railroad Crossing 30
19. Surveillance 30
20. Pump Stations 30
21. Retaining Walls 30
22. Dry Land Bridges 30
23. Environmental Resources 30
24. Air Quality 33
25. Noise 36
26. Erosion and Sediment Control 37
27. Transportation Management Plan 39
28. Local Cost Participation 42

Commitments 43

Special Design and Construction Considerations 44

Preliminary Cost Estimate 45

Exhibits

Location & Study Area Maps E-1
Typical Cross Sections E-2
Traffic Diagram E-3
Environmental Inventory Map E-4
Proposed Conditions – Plan and Profile E-5
ADA Compliance Details E-6
Intersection Design Studies (IDS's) E-7
Autoturn Movements For Non-Signalized Intersections E-8

Table of Contents (Continued)

ITEM **PAGE**

VOLUME 2 – COORDINATION / DOCUMENTATION

Environmental Resources D-1
- Environmental Survey Request D-1.1
- Cultural Resources D-1.2
- Natural Resources D-1.3
- Wetland Resources D-1.4
- Special Waste D-1.5
- 4(f) Resources D-1.6

Meetings D-2
- FHWA/BDE D-2.1

Coordination D-3
- Elected Officials D-3.1
- Local Agencies D-3.2
- Chicago Metropolitan Agency for Planning (CMAP) D-3.3
- Federal and State Agencies D-3.4
- Bicycle D-3.5
- PACE D-3.6
- Forest Preserve Districts and Park Districts D-3.7
  - *(See Supplement S-11 4(f) Documentation for Forest Preserve and Park District Coordination)*
- Other Agencies D-3.8
- Utilities D-3.9
- IDOT Correspondence D-3.10

VOLUME 3 – PUBLIC INVOLVEMENT

Public Involvement D-4
- Stakeholder Involvement Plan D-4.1
- Community Advisory Group (CAG) Meetings D-4.2
- Public Meetings D-4.3
- Public Hearing D-4.4
- Newsletters D-4.5
- Press Releases and News Articles D-4.6
- Stakeholder Comments D-4.7

Table of Contents (Continued)

ITEM **PAGE**

VOLUME 4 – SUPPLEMENTS

Crash Analysis S-1
Existing and No-Build Traffic S-2
Traffic Signal Warrants S-3

VOLUME 5 – SUPPLEMENTS (CONT.)

Turn Lane Warrants S-4
Traffic Management Plan S-5
Design Criteria Checklist & Design Exception Forms S-6
Bicyclist and Pedestrian Checklist S-7
Tree Survey – Vegetation Assessment S-8
Wetland Delineation Reports S-9
Historic Photo Log S-10

VOLUME 6 – SUPPLEMENTS (CONT.)

Noise Analysis Report S-11
Section 4(f) Documentation S-12
Bridge Condition Report S-13
Lighting Assessment S-14

VOLUME 7 – SUPPLEMENTS (CONT.)

Potential Utility Conflicts S-15
Cross-Sections S-16

PUBLISHED UNDER SEPARATE COVER

Hydraulic Report - US 30 over Blackberry Creek S-17
Hydraulic Analysis – Jericho Lake Diversion (Montgomery Overflow) S-18
Location Drainage Study S-19

Introduction

1. Project Location and Termini

The US 30 study length is approximately 4.4 miles. The western limits are defined by a proposed IL 47 intersection improvement which is part of a separate improvement of IL 47 from Kennedy Drive in the City of Yorkville to Cross Street in the Village of Sugar Grove. The eastern study limits are defined by recently completed improvements to the US 30 and IL 31 interchange. The study corridor divides Kendall and Kane counties and crosses four townships: Sugar Grove, Bristol, Aurora, and Oswego. The majority of the corridor is within the current limits of the Village of Montgomery. See Exhibit 1 for Location and Study Area Maps.

2. Project History

The roadway and bridge over Blackberry Creek were originally constructed in 1956 as a bypass to move US 30 traffic out of downtown Aurora. Since the time of the original construction, several resurfacings have been undertaken at various times, but the original pavement, now serving as the base in a composite pavement, has never been reconstructed.

The Blackberry Creek Bridge (Existing S.N. 047-0029) was constructed in 1956. The substructure was widened in 1990 and the superstructure was replaced.

The Orchard Road intersection has been expanded significantly since the original construction, and several new intersections with turn lanes have been constructed between Dickson Road and Orchard Road to serve developments. Only the portion of the corridor west of Dickson Road remains completely undeveloped. The development along the corridor and the surrounding area has led to increased travel demand.

3. Description of Existing Conditions

The roadway generally consists of one 12-foot wide lane in each direction with 10-foot wide aggregate shoulders. The roadway surface is hot-mix asphalt. There are three signalized intersections with turn lanes at Gordon Road, Griffin Drive and Orchard Road, and there are seven un-signalized intersections. There are no sidewalks or shared use paths along the corridor. US 30 is access controlled the entire length of the project.

The existing Average Daily Traffic (ADT) ranges from 11,300 to 24,900 vehicles per day (vpd). The Chicago Metropolitan Agency for Planning (CMAP) projected ADT for the year 2040 ranges from 19,000 to 41,000.

Additional existing roadway data and cross street data is shown in Tables 1 and 2.

TABLE 1. Existing Mainline and Major Side Street Roadway Data

Design Element	US 30/ Baseline Rd	Gordon Road	Griffin Drive	Orchard Road (North Leg)	Orchard Road (South Leg)
Highway Functional Classification	Strategic Regional Arterial	Minor Arterial/Major Collector	Major Collector	Strategic Regional Arterial	Minor Arterial
Truck Route Classification	Class II	None	None	Class II	Class III
On NHS (yes/no)	Yes	No	No	Yes	No
Jurisdiction	IDOT	Montgomery	Montgomery	Kane	Kendall
Current ADT	11,300 to 24,900	2,450 to 6,000	300 to 2,300	26,400	25,000
% Trucks	7%	14%	29%	6%	5%
Posted Speed	45 - 55 (mph)	35 (mph)	30 (mph)	45 (mph)	45 (mph)
Design Speed	45 - 60 (mph)	40 (mph)	30 (mph)	40 - 50 (mph)	50 (mph)
Number of through lanes and widths	2 @ 12’	4 @ 12’	4 @ 12’	4 @ 12’	4 @ 12’
Turn lanes and widths	Prescott: EB RTL & WB LTL – 12’ Lakewood: EB RTL & WB LTL – 12’ Horsemen Tr.: EB RTL & WB LTL – 12’ Baseline Conn.: EB RTL – 12	Left 12’	Left & Right 12’	Left & Right 12’	Left & Right 12’
Shoulder or Curb Type	Aggregate	Curb & Gutter	Curb & Gutter	Hot Mix Asphalt	Hot Mix Asphalt
Shoulder Width	10’	N/A	N/A	Varies 6’ to 12’	Varies 6’ to 12’
Clear Zone Width	30’	18’	30’	28’	28’
Pavement Surface Cond.CRS (year)	5.8 to 9.0 (2013)	Unknown	Unknown	8.8 (2013)	N/A
Sidewalks/paths	No	Yes	Yes	Yes	Yes
Parking	No	No	No	No	No
Roadway Lighting	No	Yes	Yes	Yes	Yes

TABLE 2: Cross Road Data

Roadway	Classification	Jurisdiction	Posted Speed Limit	Intersection Control
Bertram Road	Major Collector	Sugar Grove Township	Unposted (Use 50 mph design speed)	Stop - Minor Approach
Dickson Road	Major Collector	Bristol Township	Unposted (Use 50 mph design speed)	Stop - Minor Approach
Gordon Road	*	*	*	Traffic Signal
Prescott Drive	Local	Montgomery	Unposted (Use 30 mph design speed)	Stop - Minor Approach
Lakewood Creek Drive	Major Collector	Montgomery	30 mph	Stop - Minor Approach
Griffin Drive	*	*	*	Traffic Signal
Blackberry Road	Local	Sugar Grove Township	Unposted (Use 30 mph design speed)	Stop - Minor Approach
Orchard Road	*	*	*	Traffic Signal
Horseman Trail	Local	Montgomery	Unposted (Use 30 mph design speed)	Stop - Minor Approach
Old Baseline Road	Major Collector	Montgomery	Unposted (Use 30 mph design speed)	Stop - Minor Approach

*See Table 1

The study corridor features a mix of land uses, including cultivated farm land, residential, public, and commercial development. Blackberry Creek and Kendall County Forest Preserve's Blackberry Trail are just west of Orchard Road. A large park facility owned by the Fox Valley Park District, Stuart Sport Complex, borders the north side of US 30 west of Orchard Road. Three sites in the project study limits were identified that are potentially eligible for listing on the National Register of Historic Places. Those sites are the Keck Cemetery and School Site located west of Blackberry Creek; an area in the northeast quadrant of US 30 and Orchard Road intersection north of the UAW building; and a bungalow at 30 E. Old Baseline Road (on the north side of the roadway east of Pasadena Drive). The bungalow itself is not on the corridor, but the property parcel abuts US 30.

The Blackberry Creek Bridge (Existing S.N. 047-0029) is a two span non-composite continuous steel beam bridge with concrete closed wall abutments and a reinforced concrete solid wall pier, both on metal shell (1956 original construction) and steel (1990 structural widening) piles. The structure has no skew. The overall length of the structure is 90'-11/2" from back to back abutments and has an out to out width of 59'-2". The structure was designed for HS-20 truck loading. It has a sufficiency rating of 81.3.

Open drainage with ditches is generally present along the study corridor. Significant outlet locations include the IL 47 ditches to Rob Roy Creek at the west end, and Blackberry Creek.

Various detention facilities are present along the US 30 corridor within the study limits. These facilities serve the adjacent subdivisions, the Stuart Sports Complex, and Montgomery Police Department.

Project Purpose and Need

1. Project Purpose

The purpose of the project is to improve vehicular, pedestrian, and bicycle safety along the corridor, improve roadway and intersection capacity and efficiency, and meet existing and future growth and development in the area.

2. Need for Proposed Action

The following sections address the need for the proposed action in terms of improving safety for all modes of transportation in the corridor, improving roadway and intersection capacity and efficiency, and meeting existing and future growth and development in the area.

Vehicular Safety

Crash data was collected and analyzed along US 30 within the project area for the 5-year study period 2010 through 2014. A total of 373 crashes occurred within the project corridor. Rear-end crashes typically occur during heavily congested roadway conditions or when a median is not provided for left turning vehicles to queue out of the through travel lanes. Rear-end collisions accounted for 55 percent of the total crashes, followed by turning crashes (21 percent), both indicative of high volumes of traffic, traffic congestion, and the number of intersections and driveway access points within the project corridor.

Between 2010 and 2014, there were two crashes which resulted in two fatalities. Both were turning type crashes. One occurred at Prescott Drive and involved a passenger vehicle turning in front of a motorcycle. The other occurred at Orchard Road and involved a semi-truck striking a passenger vehicle while attempting to turn left during a yellow light.

See Supplement S-1 for detailed crash analysis.

Pedestrian and Bicycle Safety

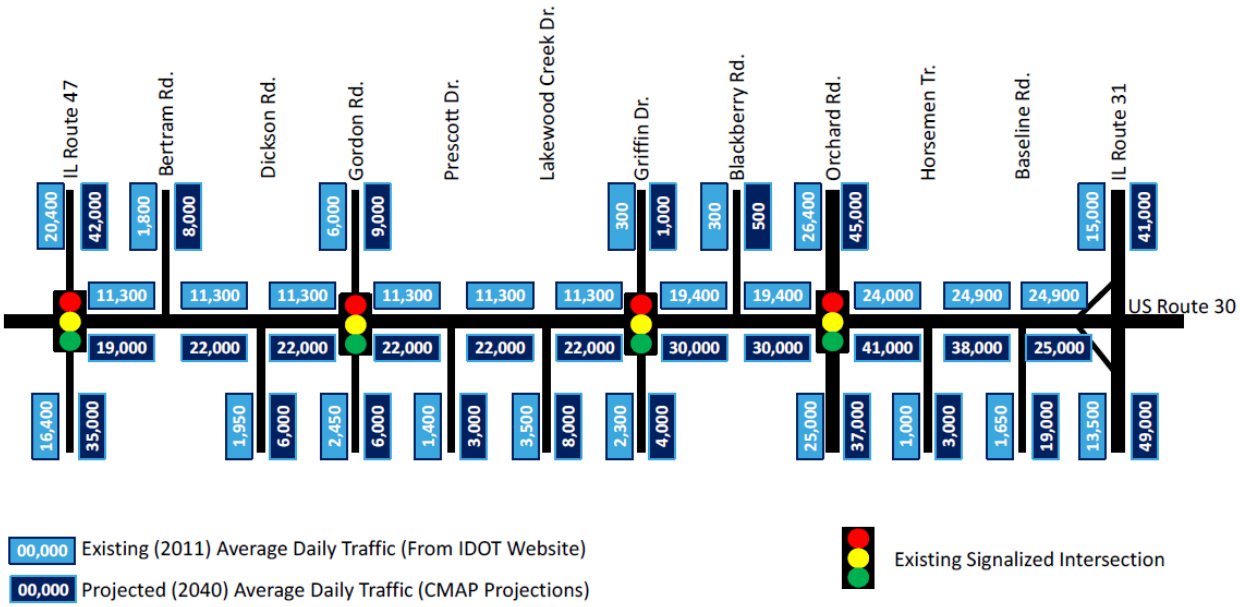
There are no existing accommodations for non-motorized travel along US 30. The insufficient roadway capacity creates congestion, negatively impacts intersection operations along this segment, and leads to safety issues for motorists, pedestrians and bicyclists. The lack of pedestrian and bicycle paths discourages alternative means of travel to nearby destinations (such as schools, parks, or businesses), thereby increasing the number of vehicles entering, exiting, or traveling along the roadway.

Roadway and Intersection Capacity and Efficiency

The study corridor operates poorly under existing conditions, with moderate to high traffic congestion at the intersections and along the corridor. Congestion is primarily the result of insufficient capacity and inadequate lanes at the intersections. In the design year (2040) under the no-build scenario, congestion is predicted to increase significantly throughout the corridor and traffic capacity and operations are predicted to deteriorate as a result.

As shown in Figure 1, IDOT traffic data shows the average daily traffic (ADT) ranges from about 11,000 at the west end of the corridor to 25,000 at the east end of the corridor. The CMAP projected no-build 2040 traffic volumes show an ADT range from about 19,000 to 41,000 vehicles per day. In general, a 2-lane roadway can accommodate approximately 14,000 to 18,000 vehicles per day, depending on roadway conditions and number of access points. Current traffic volumes are approaching that level, and projected traffic volumes will exceed that level.

FIGURE 1. Average Daily Traffic Volumes



The *Highway Capacity Manual* defines the level of service (LOS) by measuring the average vehicle delay. The measure uses letter grades, from LOS A (minimal delay) to LOS F (maximum delay). The performance of US 30 is controlled by several factors including traffic volumes, the number of lanes, the number of access points, and the presence of signalized intersections. Some of the corridor is approaching the limits of acceptable capacity.

As shown in Figure 2, under existing conditions, US 30 operates at LOS E from west of Griffin Road to the east end of the study corridor. Under 2040 no-build conditions (if no improvements are made), US 30 between Orchard Road and IL 31 will deteriorate to LOS F.

FIGURE 2. Level of Service

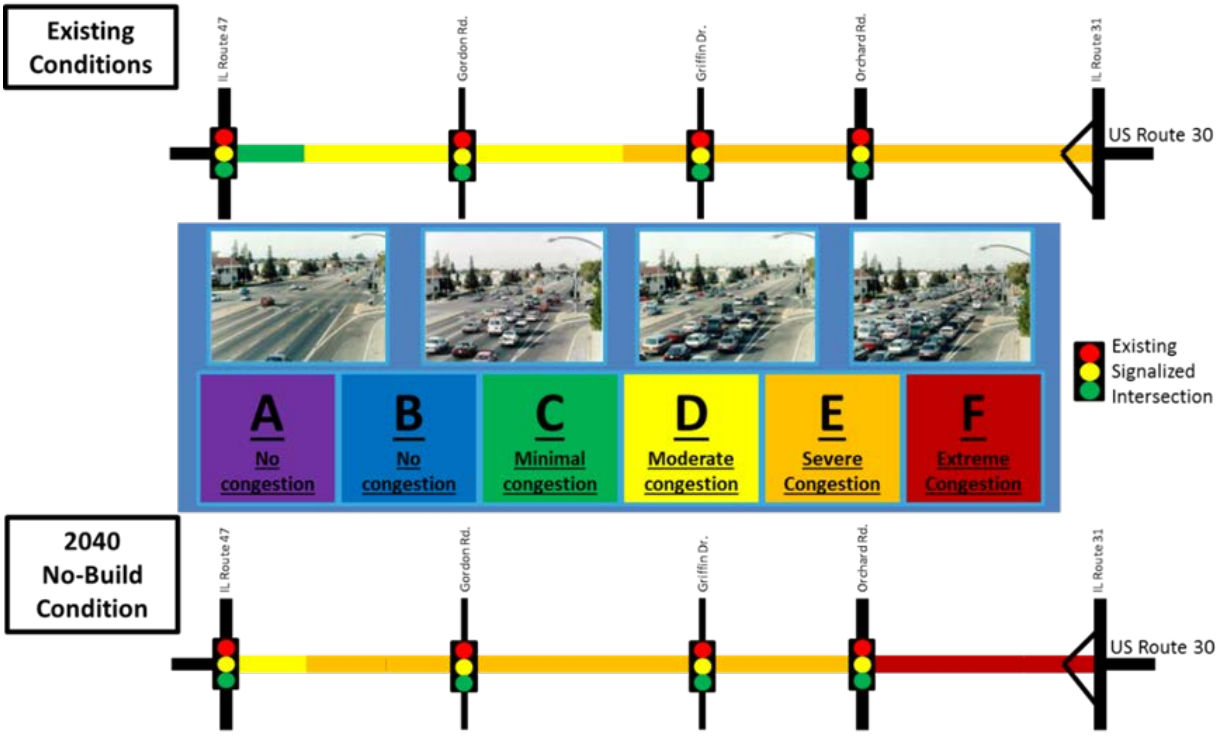


TABLE 3. Intersection Operations and Capacity Analyses

Intersection	Intersection LOS	
	Existing (2012) a.m./p.m. peak hour	**No Build 2040** a.m./p.m. peak hour
Bertram Road (un-signalized)	C / A	F / F
Dickson Road (un-signalized)	E / D	F / F
Gordon Road (signalized)	F / B	F / D
Prescott Drive (un-signalized)	A / B	E / C
Lakewood Creek Drive (un-signalized)	B / B	F / F
Griffin Drive (signalized)	E / C	F / E
Blackberry Road (un-signalized)	C / C	F / F
Orchard Road (signalized)	F / F	F / F
Horseman Trail/Galena Road (un-signalized)	E / C	F / F
Baseline Connector Road (un-signalized)	C / A	F / F

See Supplement S-2 for detailed capacity analysis.

Growth and Development

Proposed roadway improvements are needed to serve existing land uses and for remaining properties as they develop as predicted under the various land use plans. Properties along US 30 consist of a mix of uses: residential (both single and multi-family), public, institutional (including park and forest preserve lands, as well as the Village of Montgomery's Police Department), commercial, and agricultural.

Population forecasts by CMAP, the official land use planning agency for northeastern Illinois, project growth in housing and jobs to continue to 2040, when Montgomery's and Yorkville's combined population is projected to reach 82,292, a 70 percent increase over the 2010 population, and the number of jobs is projected to reach 34,324, a 205 percent increase (Table 4).

The population and employment in both Kane and Kendall counties are also forecast to increase over the 30-year period. The increased population and employment will increase travel demand through the US 30 project corridor, which is a major east-west travel route.

The communities along the corridor have tools in place, such as formal comprehensive plans and zoning, to guide future land use and development. Based upon review of the various adopted documents, continued commercial and residential uses are planned throughout the corridor. Most of the lands within Kendall County are incorporated municipalities of either Yorkville or Montgomery.

All four governmental bodies with jurisdiction over land use development along the corridor—Kendall and Kane Counties, the Village of Montgomery, and the City of Yorkville—identify future development along the US 30 corridor.

TABLE 4. CMAP Population and Employment Forecasts Population Employment

	Population			**Employment**		
	2010	**2040 Forecast**	**% Change**	**2010**	**2040 Forecast**	**% Change**
Kane County	508,482	802,231	57.8	190,527	368,493	93.4
Kendall County	114,528	207,716	81.4	22,013	73,190	232.5
Village of Montgomery	25,144	43,731	73.9	6,159	16,533	168.4
City of Yorkville	22,942	38,561	68.1	5,093	17,791	249.3

Source: CMAP *2040 Forecast of Population, Households, and Employment* (developed as part of the *GO TO 2040 Comprehensive Regional Plan)*.

The Kendall County Land Resource Management Plan, adopted in 2011, identifies business use occurring on properties within its jurisdiction that are farmed. *Kane County's 2040 Land Use Plan*, adopted May 2012, designate "institutional/private open space" for undeveloped properties (currently in agricultural use) on the north side of US 30 between the residential development and IL 47.

The *City of Yorkville's Comprehensive Plan*, adopted October 2008, shows future commercial development for the part of US 30 within its corporate planning boundary (the south side of the roadway, just east IL 47). This land currently is in agricultural use.

Finally, *the Village of Montgomery's 2011 Comprehensive Land Use Development Plan* shows a mix of uses throughout the US 30 corridor, including open space, park, residential, industrial uses and commercial uses. The land in agricultural use (on the west end of the corridor) is shown as future retail development, on both the north and south sides of US 30. The agricultural areas at the west end of the project would be replaced with retail/commercial areas. These types of land use changes have the potential to change the travel characteristics along the project corridor.

Drainage

Flooding occurs at depressional areas on either side of US 30 near the Commonwealth Edison utility corridor approximately 3000 feet east of Gordon Road. Under existing conditions, storm water runoff from the detention ponds associated with the nearby subdivisions and Stuart Sports Complex, both north of US 30, is directly tributary to the flooded depressional areas adjacent to US 30. The depressional area does not have a working outlet.

A history of flooding exists along US 30 approximately one quarter of a mile west of the US 30/IL 31 Interchange near an existing 18-inch culvert crossing. During a 1996 storm event approximately 600' of roadway was inundated with storm water causing the downstream Pasadena Subdivision to flood and IDOT to close US 30 until the flood waters receded. Current FEMA flood maps show the 100-year flood limits extending along the north side of US 30 between the 18-inch culvert crossing and the US 30/IL31 interchange and overtopping US 30 near the existing culvert crossing.

The flooding is caused by the "Montgomery Overflow", which stems from the over-flowing of Jericho Lake, located northwest of the US 30/IL 31 interchange near the intersection of Jericho Road and Orchard Road. Jericho Lake was excavated as a rock quarry in the 1970s, whereas US 30 and the existing 18-inch culvert were originally constructed in the 1950s. The existing 18-inch culvert crossing at US 30 is pitched to drain south to north and was likely designed to convey runoff in roadside ditches from south to north, but not to convey the Montgomery Overflow. No culverts or storm sewers were designed to account for the Montgomery Overflow at the time US 30 was constructed.

Alternatives Considered

Two alternatives were considered including the No-Action Alternative and the Build Alternative. The Build Alternative involves the reconstruction of the existing two-lane roadway within the existing corridor to provide two through lanes in each direction, separated by a median. Several build alternatives were considered throughout the project development process. The refined Build Alternative was compared to the No-Action Alternative, and a Preferred Alternative was selected.

1. No-Action

Under the No-Action Alternative, transportation improvements within the study area would be limited to those which are normally part of the existing traffic management and maintenance program. Roadway repairs would continue to be made and traffic signal timings would be adjusted as necessary to attempt to accommodate future traffic demands. However, no additional roadway improvements would be added to the existing and presently committed highway system.

- *Vehicular Safety* – A total of 373 crashes have occurred within the project limits over the five years between January 1, 2010 and December 31, 2014. The predominant types of crashes that occurred in the study area were rear-end collisions (55%), followed by turning crashes (21%). Rear-end crashes typically occur during heavily congested roadway conditions or when a median is not provided for left turning vehicles to queue out of the through travel lanes. Turning crashes can be attributed to high traffic volumes and lack of turn lanes at un-signalized intersections or too few turn lanes at signalized intersections. All of these conditions exist along US 30 in the study area. Without a substantial roadway improvement, these trends can be expected to continue.

  Because the No-Action Alternative does not include improvements to add through lane capacity, add a median for refuge for turning motorists, or add additional turn lanes at signalized intersections, it provides no improvement of the vehicular safety deficiencies along the project corridor.

- *Pedestrian and Bicycle Safety* - There are no existing accommodations for non-motorized travel. The insufficient roadway capacity creates congestion, negatively impacts intersection operations along this segment, and leads to safety issues for motorists, pedestrians and bicyclists. The lack of pedestrian and bicycle paths does not allow for alternative means of travel to nearby destinations (such as schools, parks, or businesses), thereby increasing the number of vehicles entering, exiting, or traveling along the roadway.

  Because the No-Action Alternative does not include improvements to add sidewalks or shared-use paths, it provides no improvement of pedestrian and bicycle safety along the project corridor.

- *Roadway and Intersection Capacity and Efficiency* – Due to continued growth in Kane and Kendall Counties, traffic volumes on US 30 are expected to increase. Existing (2011) traffic volumes within the area range from 11,000 vehicles per day (vpd) to 25,000 vpd. Without improvements to US 30, the Chicago Metropolitan Agency for Planning (CMAP) projects that by 2040, ADT's in the study area will increase to between 19,000 vpd and 41,000 vpd. This is up to approximately 2.3 times the desirable capacity of a 2-lane roadway. Table 3 the Purpose and Need Section illustrates that the operation of intersections will degrade considerably between now and 2040, without roadway and intersection capacity improvements.

  Increased traffic delays in the area would likely result in increased costs to businesses for the delivery of goods and services, increased crash potential, and increased driver frustration, which could have a potentially adverse impact on commercial development in the area and region. Increased travel times may render the area less attractive to potential consumers and residents.

  The No-Action Alternative does not improve roadway and intersection capacity to meet expected future travel demands.

- *Growth and Development* – The No-Action Alternative does not increase roadway capacity to serve the significant population and employment growth forecast for Kane and Kendall Counties.

The No-Action Alternative does not address the Purpose and Need for action, therefore it has not been selected as the Preferred Alternative. However, it is presented with the awareness that any Build Alternative will result in impacts to the surrounding environment. The No-Action Alternative is therefore presented as a benchmark to which the Build Alternative will be judged to determine if roadway improvement benefits outweigh the impacts.

2. Build Alternative

During the course of this project, several Build Alternatives were analyzed. Alternatives differed in terms of cross-section types, median width, and use of curb and gutter versus shoulders. Numerous refinements were made to these features to address local agency and public concern as well as to avoid or minimize impacts to the surrounding environment. This resulted in many features that are comparable between alternatives.

The following discussion, therefore, first describes general features that are included in all alternatives. This is followed by a general description of the cross-section alternatives that were considered, an evaluation of these alternatives, and then a selection of a preferred cross-section alternative. Selection of the Preferred Alternative is then described, followed by a description of refinements that were made to the Preferred Alternative. A detailed description of the Preferred Alternative is provided in the Proposed Improvements section.

Common Features of the Build Alternatives

The Build Alternatives involve:

- Reconstruction of the existing two-lane roadway within the existing corridor to provide two through lanes in each direction, separated by a median.
- A proposed alignment which follows the existing centerline of US 30.
- Purchase of additional right-of-way.
- Intersection improvements to provide new or lengthened turn lanes at several locations.
- Intersections designed to accommodate design vehicles appropriate for the functional classification of the cross streets in accordance with IDOT standards.
- Replacement of the existing traffic signals along US 30 at Gordon Road, Griffin Drive, and Orchard Road.
- Reconstruction of the bridge carrying US 30 over Blackberry Creek.
- Pedestrian and bicycle accommodations.
- Crosswalks and pedestrian signals at each of the signalized intersections.
- American's with Disabilities Act (ADA) compliant pedestrian and bicycle accommodations.
- Five-foot sidewalk along the north side US 30, and a shared-use path along the south side.

Cross-Section Alternatives

Alternative 1: Rural - 50-foot Depressed Median with Shoulders and Ditches

In accordance with the BDE Manual, this alternative would provide a rural cross-section consisting of two lanes in each direction separated by a 50-foot wide depressed grass median. There would be 10-foot wide outside shoulders, 6-foot-wide inside shoulders, open drainage, and a 10-foot wide shared use path on one side and a 5-foot wide sidewalk on the other. The pedestrian and bicyclist accommodations are located outside of the ditches near the right-of-way line. The right-of-way required to accommodate this alternative is approximately 200 feet.

Alternative 2: Rural – 30-foot Depressed Median with High Tension Cable (HTC) Barrier, Shoulders and Ditches

The 30-foot Depressed Median with High Tension Cable (HTC) Barrier, Shoulders and Ditches alternative is identical to Alternative 1 except the median is 20 feet narrower and includes a high tension cable barrier in the median. The right-of-way required to accommodate this alternative is approximately 180 feet.

Alternative 3: Urban: 30-foot Raised Median with Shoulders and Curb and Gutter

This alternative would provide an urban cross-section consisting of two lanes in each direction separated by a 30-foot barrier median. There would be 10-foot-wide outside shoulders flanked by curb and gutter, with a 10-foot wide shared use path on one side

and a 5-foot wide sidewalk on the other side. The shared use path and sidewalk are each proposed 5 feet behind the curb and gutter. Drainage is generally addressed utilizing storm sewer and small swales. Approximately 160 feet of right-of-way is needed to accommodate this alternative.

Alternative 4: Urban – 30-foot Raised Median with Curb and Gutter

The 30-foot Raised Median with Curb and Gutter alternative is identical to Alternative 3 except it does not include outside shoulders. Approximately 140 feet of right-of way is needed to accommodate this alternative.

3. Evaluation of Alternatives

Each alternative was evaluated on its ability to meet the project's stated purpose and need. The evaluation also included a resource impact determination for each of the alternatives. The resources listed below were considered in the evaluation of alternatives.

- *Right-of-way Acquisition* – Acres based on right-of-way documents and field studies.
- *Potential Displacements* – Number and type of displacements/relocations based on field studies and review of GIS sources.
- *Construction Cost* – Programming level construction cost estimates considering roadway, drainage, earthwork and right of way acquisition costs.
- *Floodplain Encroachments* – Acres impacted based upon FEMA Flood Insurance Mapping.
- *Agricultural Land Impacts* – Acres based on right-of-way documents and field studies.
- *Wetlands Impacted* -- Acres impacted based upon Illinois Natural History Survey (INHS) field delineations.
- *Potential Section 4(f) Involvement* – Acres impacted based upon known right-of-way and locations of recreational properties within the project limits.
- *Recovery Area / Emergency Pull-off Area* – Presence of a shoulder to provide recovery area for errant vehicles and emergency pull-offs.

Other considerations included public/local agency input.

Table 5 summarizes a comparison of the quantifiable impacts within the above categories. In general, the rural cross-sections have significantly higher impacts and result in more potential displacements than the urban cross-sections. The cost of the urban cross-sections is higher than the rural cross-section due to the higher costs associated with closed drainage. Impacts to floodplains, agricultural lands, wetlands and 4(f) properties would be realized under all alternatives. Alternatives 1, 2, and 3 all have shoulders which allow for errant vehicle recovery and emergency pull-offs.

TABLE 5. Alternatives Comparison

Evaluation Criteria	Metric	No-Build	Build Alternative			
			1	2	3	4
			Rural / 50' Median	Rural / 30' Median w/ HTC Barrier	Urban / 30' Median w/ Shoulders	Urban / 30' Median No Shoulders
Satisfy Purpose & Need	Yes/No	No	Yes	Yes	Yes	Yes
ROW Required	Acres	0	38.4	29.6	20.0	10.0
Potential Displacements						
Residential	Number	0	7	5	4	1
Commercial	Number	0	2	2	0	0
Industrial	Number	0	0	0	0	0
Construction Cost	Million $		35.8	34.1	44.3	37.4
Floodplain Encroachments	Acres	0	2.1	2.1	1.6	0.8
Agricultural Land Impacts	Acres	0	12.1	9.1	6.1	3.2
Wetlands Impacted	Acres	0	0.7	0.5	0.5	0.3
Potential Section 4(f) Involvement	Acres	0	2.4	1.4	1.4	0.6
Recovery Area/ Emergency Pull-off Area	Yes/No	Yes	Yes	Yes	Yes	No

These alternatives were discussed and evaluated with the Community Advisory Group (CAG), the project team, and at FHWA coordination meetings. The two rural cross-sections were eliminated due to property and environmental resource impacts, and input from the Village of Montgomery. The two urban cross-sections (Alternatives 3 and 4) were carried forward for further evaluation and were presented at the second Public Meeting held on July 30, 2014 to receive input.

Although Alternative 3 has more impacts than Alternative 4 the shoulders provide several safety and operational benefits including:

- Reduction in crash types including:
    - Sideswipe crashes (15%–41%)[1]
    - Fixed object crashes (29%–49%)[1]
- Emergency stopping space for broken-down vehicles
- Space for maintenance operations and snow storage
- Bypass stopped traffic for emergency responders.

Before selection of the project Preferred Alternative, the Build Alternative was better-defined based upon evaluations of the cross-section alternatives. Refinements occurred as a result of public comments and coordination with affected local agencies.

Selection of Preferred Alternative

Two Alternatives were evaluated against the Purpose and Need for Action: The No-Action, and the Build Alternative. As discussed, the No-Action Alternative does not meet the Purpose and Need for action; therefore, it was dropped from consideration.

The Build Alternative selected as the preferred build alternative is the reconstruction of US 30 to provide two through lanes in each direction flanked by a sidewalk and a shared-use path, with a center median. The Build Alternative includes Cross-Section Alternative 3 (30-foot Raised Median with Shoulders and Curb and Gutter).

The purpose of the Proposed Action is to improve vehicular, pedestrian, and bicycle safety along the corridor, improve roadway and intersection capacity and efficiency, and meet existing and future growth and development in the area.

Build Alternative 3 meets the Project Purpose and Need for Action as described below.

Increased Vehicular Safety **–** The proposed improvement includes the addition of a second through lane in each direction on US 30 to increase roadway capacity and reduce congestion. Shoulders will be provided and a median is proposed to be added through the length of the project to remove left-turning vehicles from the through lanes. Therefore, the proposed improvement addresses the need to improve safety by reducing crashes along this section of the US 30 corridor.

Increased Pedestrian and Bicycle Safety – The proposed improvement provides accommodations for sidewalks and shared-use paths through the length of the project. Therefore, the proposed improvement addresses the need to improve pedestrian and bicycle safety along this section of the US 30 corridor.

[1] Florida Department of Transportation, Update of Florida Crash Reduction Factors and Countermeasures to improve the Development of District Safety Improvement Projects. FDOT, Tallahassee, FL, 2005.
[1] Florida Department of Transportation, Update of Florida Crash Reduction Factors and Countermeasures to improve the Development of District Safety Improvement Projects. FDOT, Tallahassee, FL, 2005.

Increased Roadway and Intersection Capacity and Efficiency – The proposed improvement will provide four travel lanes, which is adequate for the current and projected 2040 traffic volumes. The improvements to the intersections will result in a LOS D or better at each intersection. Therefore, the proposed improvement addresses the need to improve capacity and efficiency along this section of US 30.

Accommodate Future Growth and Development – The proposed improvement will provide four travel lanes, which is adequate for the current and projected 2040 traffic volumes, and will meet the demands created by forecast growth and development in the study area.

Based on the above, in order to increase vehicular safety, pedestrian and bicycle safety, improve capacity and efficiency, and accommodate future growth and development, Build Alternative 3 has been selected as the Preferred Alternative.

Refinement of Preferred Alternative

The Preferred Alternative was refined through numerous coordination meetings with the Village of Montgomery, the Fox Valley Park District, the Kendall County Forest Preserve District, and other affected agencies as well as a Community Advisory Group Meeting. Refinements to the Preferred Alternative can be grouped into two categories: cross-section refinements and path location refinements. Those refinements are described below.

Cross-Section Refinements

In the Village of Montgomery there are established, landscaped berms between residences and US 30 adjacent to the right-of-way along the residential subdivisions between Dickson Road and Blackberry Road. The Village requested that the US 30 roadway improvements minimize impacts to these berms.

In response to these concerns, several options to reduce the impacts to the berms were developed, evaluated, and presented to Village staff. Ultimately the preferred alternative was reduced to the narrowest practicable cross-section that would balance the needs to provide safe, efficient traffic flow with the Village's desire to minimize the berm impacts. The cross section was narrowed by reducing the median from 30 feet to 22 feet, reducing the shoulder width from 10 to 8 feet, and reducing the offset between the curb and edge of sidewalk or shared-use path from five feet to three feet.

Other cross-section refinements included a reduction in the median width from 30 feet to 18 feet along the tangent section east of the Baseline Road Connector to the IL 31 interchange in order to minimize impacts and match into the existing 18-foot wide median at the interchange.

Shared-Use Path Location Refinements

The location of the shared-use path was refined based on local agency coordination with the Village of Montgomery, Fox Valley Park District and the Kendall County Forest Preserve District. The original concept was to install the shared-use path on the south side for the entire length of the corridor. As a result of the local agency coordination, accommodations for a shared-use path were refined to include a 15-foot wide flat area adjacent to the back of curb on the south side of US 30 from IL 47 to Gordon Road to accommodate future construction of a shared-use path. Beginning at Gordon Road, a 10-foot-wide shared-use path will be provided on the south side and will extend to the connector to Old Baseline Road where it will provide for a future connection to the Village of Montgomery's planned path, which would extend eastward along Old Baseline Road. Beginning at Griffin Road and continuing to Oakton Road a 10-foot wide shared-use path will also be constructed on the north side to accommodate bicycle traffic generated from the residential subdivisions located on the west side of Blackberry Creek and in the northeast quadrant of the Orchard Road intersection. East of the connector to Old Baseline Road a 15-foot flat area and right of way will be provided to accommodate a future continuance of the path along the south side of US 30 to IL 31.

Refined Preferred Alternative

In summary, the refined Build Alternative includes the following geometric elements.

- A reduced median width (from 30 feet to 22 feet) between Gordon and Orchard roads,
- Reduced shoulder width throughout the corridor (from 10 feet to 8 feet), and
- Reduced offset from the back of curb to the shared-use path (from 5 feet to 3 feet).

A detailed description of the Preferred Alternative follows in Proposed Improvement section.

Description of Proposed Improvement

1. Introduction

The preferred alternative is to reconstruct US 30 to provide two lanes in each direction with a 30-foot raised median, outside shoulders flanked by curb & gutter, and a sidewalk and shared-use path for bicycle and pedestrian accommodations.

2. Design Criteria Utilized

US 30 is designated as a Strategic Regional Arterial (SRA) and will be designed in accordance with the Bureau of Design & Environment (BDE) Manual Chapter 46 for New Construction/Reconstruction for Suburban Strategic Regional Arterials. See Supplement S-6 for the design criteria checklist.

3. Geometric Improvements

The required minimal operational offset of 1.5 feet behind the curb & gutter (BDE Section 38-3.02(f)1 will be maintained throughout.

The desirable clear zone value (per DBE Figure 38-3.A) is 20 feet for a design speed of 50 mph. Utility poles, fire hydrants and trees will be removed or relocated outside this distance where feasible.

<u>Roadway</u>

US 30 will be reconstructed with two 12 foot lanes in each direction separated by a raised median. From IL 47 to east of Gordon Road the median will be 30 feet wide. East of Gordon Road the median will transition to 22 feet wide and continue west of Orchard Road where the median will widen to 30 feet. The 30-foot wide median will continue to east of the Baseline Road Connector where the median will narrow to 18 feet and continue to the IL 31 interchange. Median openings are spaced according to SRA requirements. Left turn lanes are provided at all median openings and right turn lanes are provided at intersections where warranted. U-turns for passenger vehicles are also accommodated at all median openings. Curb and Gutter Type M-4.24 will be provided at the edge of the 8-foot wide shoulders.

The addition of the curb and gutter requires the posted speed limit to be lowered to 45 mph along the entire corridor.

The horizontal alignment follows the alignment of the existing roadway and right-of-way impacts are similar to both the north and south sides of the corridor.

The proposed vertical profile was designed to provide an improvement in the longitudinal slope for drainage purposes, within the constraints of existing topography and development. The existing profile is relatively flat over much of the project length, and large changes in grade would not be compatible with the available right-of-way, future land-use planning and existing development. As a result, much of the profile utilizes longitudinal slopes of 0.30% to 0.50% and fairly frequent alternating high and low points

except one-quarter mile east of Orchard Road where the profile was specifically designed as to not increase the 500-year flood elevation in the Montgomery Overflow area. This required a significant flat area in the profile that was accomplished by multiple vertical curves with less than policy grades. In this area the curb and gutter will be warped to provide additional inlets to account for the long stretch of flat vertical profile.

Intersections

Intersection improvements are described below. No additional intersections will be signalized. Turn lanes will be added all warranted locations. See Supplements S-3 for Traffic Signal Warrants Analysis and S-4 for Turn Lane Warrants Analysis.

Bertram Road - Left turn lanes will be added on the west and north legs. Right turn lanes will be added on the east leg. The intersection will remain stop controlled on the minor approach.

Dickson Road - Left turn lanes will be added on the east and south legs. A right turn lane will be added on the west leg. The intersection will remain stop controlled on the minor approach.

Gordon Road - Dual left turn lanes will be provided on the west, north and south legs. A single left turn lane will be provided on the east leg. Right turn lanes will be provided on the east and west legs. The intersection will remain signal controlled.

Prescott Drive - A left turn lane will be provided on the east leg. Left turns from Prescott onto US 30 will continue to be prohibited as they are in the current condition. The intersection will remain stop controlled on the minor approach.

Lakewood Creek Drive - A left turn lane will be provided on the east and the south leg. A right turn lane will be provided on the west leg. The intersection will remain stop controlled on the minor approach.

Griffin Drive - Left turn lanes will be provided on all legs. The intersection will remain signal controlled.

Blackberry Road- Left turn lanes will be added on the east and west legs. The intersection will remain stop controlled on the minor approach.

Orchard Road - Dual left turn lanes and single right turn lanes will be provided on all legs. Orchard Road will be expanded to three lanes in the northbound and southbound directions from Galena/Caterpillar Road to north of Countryside Drive. The intersection will remain signal controlled.

Horsemen Trail - A left turn lane will be provided on the east leg. A right turn lane will be provided on the west leg. Left turns from Horseman Trail onto US 30 will continue to be prohibited as they are in the current condition. The intersection will remain stop controlled on the minor approach.

Baseline Road Connector - The intersection will continue to function as a right-in right-out intersection with all movements to and from westbound US 30 prohibited. The intersection will remain stop controlled on the minor approach.

Shared-use Paths

Accommodation for a shared-use path will be provided on the south side of US 30 and will extend to the connector to Old Baseline Road where it will provide for a future connection to the Village of Montgomery's planned path, which would extend eastward along Old Baseline Road. Beginning at Griffin Road and continuing to Oakton Road a 10-foot wide shared-use path will also be provided on the north side of US 30 to accommodate bicycle traffic generated from the residential subdivisions located on the west side of Blackberry Creek and in the northeast quadrant of the Orchard Road intersection. A three-foot buffer between the back of curb and edge of path will be provided. East of the connector to Old Baseline Road a 15-foot flat area and right-of-way will be provided to accommodate a future continuance of the path along the south side of US 30 to IL 31.

A 10-foot wide shared-use path will also be provided along the west side of Orchard Road from north of Caterpillar Drive to US 30 to connect to the existing shared-use path on the west side of Orchard Road north of US 30.

As noted in the "Special Design and Construction Considerations" section of this report, the Fox Valley Park District (FVPD) and the Village have requested the opportunity to revisit the pedestrian and bicyclist accommodations during Phase II of the project.

Sidewalks

Accommodation for 5-foot sidewalks will be provided along the north side of US 30, except in the locations where either the FVPD or the Village has requested a 10-foot wide shared use path. In addition, a sidewalk will be provided along the east side of Orchard Road from Caterpillar Drive to Brentwood Avenue.

See Exhibit E-5 for proposed condition plan and profile sheets and Supplement S-15 for cross-section sheets.

4. Drainage

A Location Drainage Study (LDS) has been prepared for this project, and is bound under separate cover. The LDS provides detailed information regarding existing and proposed drainage features. The Proposed Drainage Plan (PDP), contained in the LDS, includes an enclosed drainage system along the entire length of US 30 to replace the existing open-ditch drainage system. The PDP will more effectively collect roadway runoff and reduce the potential for roadway flooding. Swales are proposed where necessary to collect and convey storm water runoff from both inside and outside the roadway right-of-way, occurring beyond the proposed back of curb along US 30.

The increased runoff from the proposed improvement will be mitigated in detention basins and oversized storm sewers. IDOT, County, and local storm water ordinances were considered in the design of the detention facilities.

To address flooding concerns which occur approximately one-quarter mile east of Orchard Road the roadway profile will be raised to meet freeboard criteria and separate bypass storm sewer is proposed along the north side of US 30. The bypass sewer is designed to convey 100-year storm event flows that historically have over topped the roadway. This new sewer line will be designed to carry the runoff to the recently completed IL 31 interchange infields which have been constructed with the capacity to handle the additional water. With the construction of the bypass sewer, storm impacts to the US 30 roadway as well as properties south of US 30 will be reduced.

5. Design Exceptions

There are 19 design exceptions for this project as listed in Table 6. These exceptions were presented and approved at the BDE Design Exception Meetings on August 9, 2016 and August 9, 2017. See Supplement S-6 for Design Exception Forms.

TABLE 6. Design Exceptions

BDE/BLRS Standard	Proposed Design	Location(s) of Exception	Justification of Exception
5' buffer between bike path and back of curb *BDE 17-2.03(b)*	3'	US Route 30	It was discussed with the District at an August 25, 2014 meeting that with the presence of 8' shoulders, the buffer space between the bike path and back of curb could be reduced to 3' to reduce impacts to Village and 4(f) properties.
1:40 Approach Taper *Per BLRS Fig. 34-3.D*	1:14	Northbound and Southbound Prescott Drive	Existing geometrics maintained. South project limits would have to be extended to accommodate design policy approach taper with potential R.O.W. impacts.
1:40 Approach Taper *Per BLRS Fig. 34-3.D*	1:19	Northbound Lakewood Creek Drive	Existing geometrics maintained. South project limits would have to be extended to accommodate design policy approach taper.
1:40 Approach Taper *Per BLRS Fig. 34-3.D*	1:21	Southbound Lakewood Creek Drive	Existing geometrics maintained. South project limits would have to be extended to accommodate design policy approach taper.
30' median width through dual left storage length and turn lane taper Per BDE 36-3.05(b)	Median tapers from 18'/22' to 30' in dual left turn lane taper	North, South and West legs of the US Route 30 and Orchard Road intersection	Combining the approach tapers and turn lane tapers (partially shadowed approach taper) reduces the project limits and impacts. US Route 30 has a 22' median west of Orchard Road, so the same practice was applied on west leg of the intersection to reduce impacts.

TABLE 6. Design Exceptions (Cont.)

BDE/BLRS Standard	Proposed Design	Location(s) of Exception	Justification of Exception
Minimum Horizontal Curve Length = 500' Per BLRS 29-2.06	153.57'	South Leg of Gordon Road	Baseline was fitted to match existing conditions. Using minimum length curves would have extended the limits of Gordon Road much longer than already proposed. Adam Avenue would also need to be reconstructed.
Minimum Horizontal Curve Length = 500' *Per BLRS 29-2.06*	121.93'	South Leg of Gordon Road	Baseline was fitted to match existing conditions. Using minimum length curves would have extended the limits of Gordon Road much longer than already proposed. Adam Avenue would also need to be reconstructed.
271-ft Left Turn Lane Storage Length *AM Red-Time Queue*	120'	Northbound Gordon Road Left Turn Lane	Physically constrained by Adam Ave. intersection just to south. Policy storage length for left turn lane would decrease storage for turn lane onto Adams Ave., which is proposed at the 115' minimum currently.
LOS C *Per BDE Fig. 46-3E*	LOS D	Eastbound Left AM/PM Westbound Left PM US 30 at Gordon Road	Intersection is designed with dual lefts as proposed, so additional lanes are not an option. Timings have been set to achieve overall acceptable LOS for the intersection. Increasing green times for any movements would cause intersection to fail.
LOS C *Per BDE Fig. 46-3E*	LOS E	Westbound Left AM US 30 at Gordon Road	Timings have been set to achieve overall acceptable LOS for the intersection. Increasing green times for any movements would cause intersection to fail.
311-ft Right Turn Lane Storage Length AM Red-Time Queue	185'	Northbound Griffin Drive Right Turn Lane	Existing geometrics maintained. Additional ROW would be required from subdivision to obtain policy. Would also impact Kate Drive intersection just to the south.
155-ft Turn Lane Taper Per BLRS Fig. 34-3.B	95'	Southbound Griffin Drive Right and Left Turn Lane	Turn lane taper to match existing in order to avoid any impacts with the intersection at Civic Center Drive and minimize project limits.
1:40 Approach Taper Per BLRS Fig. 34-3.D	1:8.5	Southbound Griffin Drive Thru Lane on South Leg	Existing geometrics maintained. South project limits would have to be extended to accommodate design policy approach taper. Would impact Kate Drive intersection just to the south.

TABLE 6. Design Exceptions (Cont.)

BDE/BLRS Standard	Proposed Design	Location(s) of Exception	Justification of Exception
609-ft Right Turn Lane Storage Length AM Red-Time Queue	220'	Northbound Orchard Road Right Turn Lane	Commercial entrance breaks turn lane striping, which causes 220' of true storage. The commercial entrance has of storage that could accept extra storage from Orchard Road but was not included in the overall length.
LOS C *Per BDE Fig. 46-3E*	LOS D	Eastbound Left AM Eastbound Thru AM/PM Westbound Left AM/PM Westbound Thru AM/PM Northbound Thru AM Southbound Thru PM	Intersection is designed with dual lefts as proposed, so additional lanes are not an option. Timings have been set to achieve overall acceptable LOS for the intersection. Increasing green times for any movements would cause intersection to fail.
LOS C *Per BDE Fig. 46-3E*	LOS E	Eastbound Left PM Westbound Left PM Northbound Left AM/PM Northbound Thru PM Northbound Right AM Southbound Left AM/PM	Timings have been set to achieve overall acceptable LOS for the intersection. Increasing green times for any movements would cause intersection to fail.
0.3% minimum grade on curbed streets *Per BDE 33-2.03*	<0.3%	US Route 30 Between Orchard Rd. and IL Route 31	The profile design in this area of US Route 30 was specifically designed as to not increase the 500-year flood elevation in the Montgomery Overflow area. This required a significant flat area in the profile that was accomplished by multiple vertical curves with less than policy grades. The curb and gutter will be warped to prevent ponding in the flat areas.
75' guardrail length of need BDE Barrier Warrant Analysis	56.25'	US Route 30 NW quadrant of Orchard Rd. intersection	The Blackberry Creek bridge is located roughly 85' from the Orchard Road intersection. This distance only leaves enough room to fit a TBT Type 6 to a TBT Type 1. Neither of the Type 1 (Special) TBT's can fit with the proposed geometrics as they are designed.
30' median width through dual left storage length and turn lane taper Per BDE 36-3.05(b)	Median tapers from 18'/22' to 30' in dual left turn lane taper	North, South and West legs of the US Route 30 and Orchard Road intersection	Combining the approach tapers and turn lane tapers (partially shadowed approach taper) reduces the project limits and impacts. US Route 30 has a 22' median west of Orchard Road, so the same practice was applied on west leg of the intersection to reduce impacts.

6. Public Involvement

The project followed the guidelines of Context Sensitive Solutions (CSS) for public outreach. The Stakeholder Involvement Plan (SIP) is located in Documentation Section D-4.1.

Community Advisory Group (CAG) Meetings

Four Community Advisory Group (CAG) meetings were held as part of the US 30 project, as summarized below. Please refer to Documentation Section D-4.2 for copies of the CAG meeting summaries.

CAG Meeting #1 - The first CAG meeting was held on November 1, 2012 at the Village of Montgomery Police Department facility. There were 16 attendees. The purpose of the meeting was to introduce the study, set CAG ground rules, identify transportation issues and concerns and begin to frame the problem statement.

The major issues identified by the CAG included safety and congestion.

CAG Meeting #2 - The second CAG meeting was held on July 25, 2013 at the Village of Montgomery Police Department facility. Ten members attended. The Problem Statement and Draft Purpose & Need Statements were presented and a General Understanding of Agreement was achieved on both statements.

A brief introduction to cross-sectional elements was provided and a rural policy four lane cross-section with 50-foot depressed median was presented. CAG member were given an opportunity to review exhibits and comment. The most frequent comment expressed was concern regarding the rural cross-section and requests for consideration of an urban cross-section.

CAG Meeting #3 - The third CAG meeting was held on February 25, 2014. Ten members and five additional community members attended. An overview of the public involvement process to date was provided.

Three additional four lane cross-section alternatives were presented. At the previous CAG meeting only the rural policy cross-section with 50-foot depressed median was presented. The additional alternatives were developed to address concerns expressed by the CAG members and the Village of Montgomery to minimize impacts. The four alternatives presented included:

1. Rural cross-section with 50-foot wide depressed median and shoulders, discussed at previous CAG meeting.
2. Rural cross-section with 30-foot wide depressed median, shoulders, and high tension cable (HTC) median barrier.
3. Urban cross-section with 30-foot wide raised median and shoulders with curb and gutter.
4. Urban cross-section with 30-foot wide raised median and curb and gutter (no shoulders).

An evaluation matrix comparing the different alternatives and a comparison of the impacts to the landscape buffers at the subdivisions west of Orchard Road was also presented

After the presentation, the group reviewed aerial exhibits showing the four different alternatives. Each person was given a Comment Form and was asked to record their comments.

The group discussed the comments recorded on the forms and the overall thoughts on the four alternatives.

The alternative most favored by the group was Alternative #3 when considering safety and potential impacts. The second most favored was Alternative #4. Alternative #4 was preferred by Village of Montgomery officials due to lowest impacts to the landscaped berms at the residential subdivisions west of Orchard Road. A General Understanding of Agreement was achieved to eliminate Alternatives #1 and #2 and carry forward Alternatives #3 and #4.

CAG Meeting #4 - The fourth CAG meeting was held on Thursday, December 4, 2014. Eight members and one additional community member attended. The purpose of the meeting was to recap the project development process as well to present the preferred alternative.

The preferred alternative presented was Alternative #3 including a raised median and outside shoulders flanked by curb and gutter with the following refinements:

- A reduced median width (from 30 feet to 22 feet) between Gordon and Orchard Roads,
- Reduced shoulder width throughout the corridor (from 10 feet to 8 feet), and
- Reduced offset from the back of curb to the shared-use path (from 5 feet to 3 feet).

Preliminary impacts including 4(f) resources, wetland resources, floodplain encroachments and estimated right of way were presented. A brief description of the noise study process was provided to the group for informational purposes

After the presentation, the group reviewed aerial exhibits showing the preferred alternative. Each person was given a Comment Form and was asked to record their comments on their sheet or directly on the exhibit. Following the review of the exhibits the group reconvened and comments were discussed.

Following discussion, the CAG concurred that a General Agreement had been achieved regarding the preferred alternative.

<u>Public Meetings</u>

Two Public Information Meetings were held as part of the US 30 project, as summarized below. Please refer to Documentation Section D-4.3 for copies of the public information meeting summaries.

Public Information Meeting #1 - The first public meeting was held on September 13, 2012 at Kaneland McDole Elementary School. The purpose of the meeting was to introduce the study, describe the project development process, solicit input on transportation needs, and provide information on additional public involvement opportunities. The meeting was attended by 25 people, 11 people signed up for the Community Advisory Group (CAG), and five comments were received. There was no organized opposition to the project. The most notable results of the meeting were the identification of several recent crashes in 2012 including a serious non-fatal crash near Gordon Drive, a fatal motorcycle crash near Prescott Drive, and a multiple fatality crash at the US 30/Orchard Road intersection.

Public Information Meeting #2 - The second Public Meeting was held on Wednesday, July 30, 2014, at Montgomery Village Hall. The meeting was an open house format with a continuously cycling audio-visual presentation, exhibit boards, and large scale aerial exhibits showing existing conditions and preliminary designs. The purpose of the meeting was to discuss the purpose and need of the project, to present the proposed improvement alternatives carried forward and to obtain public input. The meeting was attended by approximately 77 people, and 18 comment forms and one internet comment were received. The Village of Montgomery also submitted a letter during the comment period summarizing their concerns. There was no organized opposition to the project.

Eight of the written comments specifically supported Alternative 3 which included a 30 foot raised median with outside shoulders flanked by curb and gutter. Two comments preferred Alternative 4 with no shoulders. Other notable comments included concerns about drainage and flooding in the vicinity of the Pasadena Drive neighborhood.

The Village of Montgomery expressed concerns regarding impacts to trees and the landscaped buffers near the subdivisions west of Orchard Road and indicated they were not ready to endorse Alternative #3 due those impacts.

Public Hearing

The Public Hearing was held on June 29, 2016, at Montgomery Village Hall. The hearing was an open house format with a continuously cycling audio-visual presentation, exhibit boards, and large scale aerial exhibits showing existing conditions and preliminary designs. The purpose of the hearing was to present the preferred alternative and the Section 4(f) impacts to the Stuart Sports Complex and the Blackberry Trail Forest Preserve and to obtain public input.

The hearing was attended by approximately 85 people. Four verbal comments were recorded by the court reporter, and five individuals gave statements during a public forum.

Seven comment forms were submitted at the hearing, with an additional 18 submitted by mail and seven by e-mail during the comment period. There was no organized opposition to the project.

The comments submitted covered a variety of topics, including:

- Neighborhood access
- Intersection improvements
- Property concerns and land acquisition
- Traffic signal additions
- Turn only lanes
- Drainage
- Pedestrian and bicycle concerns
- U.S. 30 ramp additions
- Safety
- Noise walls and their impacts; including aesthetics, impact to cell phone service in homes, and property taxes.

Please refer to Documentation Section D-4.4 for Public Hearing documentation.

Website

A website was developed for the study. It was used to provide study information, announce study events and provided an opportunity for the public to make comments regarding the study electronically. Comments received via the website may be found in Documentation Section D-4.7

Newsletters

Two newsletters were developed to share project information with the public, as summarized below. Please refer to Documentation Section D-4.5 for copies of the project newsletters.

- November 2014: Newsletter #1 provided responses for the comments received during the public comment period for Public Meeting #2.
- December 2016: Newsletter #2 provided responses for the comments received during the public comment period for the Public Hearing and reported results of the noise barrier viewpoint solicitation.

Press Releases and News Articles

Several press releases and news articles pertaining to the US 30 Study are contained in Documentation Section D-4.6, and include:

- Pochet, Judy. “Montgomery City Officials Not Happy with US 30 Plans”, Aurora Beacon News. August 23, 2013. The article summarizes the Village of Montgomery’s concerns with the impacts related to the proposed cross-section with a 50-foot-wide median and ditches.
- Etheredge, John. “Montgomery Seeks Route 30 Changes”, Oswego Ledger Sentinel. August 29, 2013. The article summarizes the Village of Montgomery’s

concerns with the impacts related to the proposed rural cross-section with a 50-foot-wide median and ditches.

- Pochet, Judy. “Montgomery Residents Look Over Proposed Route 30 Improvements”, Aurora Beacon News. August 1, 2014. The article summarizes Public Meeting #2.
- Etheredge, John. “Plans to Widen Rt. 30 West of Rt. 31 Put on Display but Montgomery Official Cautions That Construction’s Years Away”, Oswego Ledger Sentinel. August 7, 2014. The article summarizes Public Meeting #2.

7. Right-of-Way

The Preferred Alternative will require the acquisition of 29.54 acres of proposed right of way and 0.83 acres of temporary easement from 93 separate properties. No building removals or relocations are proposed.

Acquisition:
Total Parcels: 87 Total Acres: 30.48
Land Use Summary: Agricultural, Residential, Commercial and Institutional

Temporary Easements:
Total Parcels: 17 Total Acres: 0.83
Land Use Summary: Agricultural, Residential, Commercial and Institutional

Permanent Easements:
Total Parcels: Total Acres: 0.0
Land Use Summary: N/A

8. Structures

The structure (Existing S.N. 047-0029) carrying US 30 over Blackberry Creek is in good condition. However, it is recommended to be replaced instead of widened as part of the project because the substructure is 59 years old, and the proposed structure is more than double the width of the existing structure. The proposed structure has been sized to meet the required clearance and freeboard requirements, and will increase the waterway opening area thereby improving conveyance. The new structure is anticipated to be approximately 150 feet long and 127’-2” edge to edge of deck with a face to face clear roadway width of 102’-0”. The bridge opening will be large enough to accommodate a proposed animal crossing. The substructure will consist of integral abutments, a solid wall pier and steel composite beams. The structure will have a 10-foot wide shared-use path on both sides. The shared-use paths will be separated from traffic by a concrete parapet. Foundation borings, and the type, size and location (TS&L) drawing will be completed in Phase II.

9. Traffic Signal Modernization/Installation

The existing traffic signal installations at Gordon Road, Griffin Drive and Orchard Road will be removed and replaced. New traffic signals will conform to all current District One design standards and policies. Pedestrian signals are proposed at all three locations. No

interconnect systems are existing or proposed. Temporary signals will be installed during construction.

All three locations have existing emergency vehicle preemption (EVP) systems installed. Relocation or replacement of the EVP equipment has been coordinated with the Village of Montgomery, the local agencies responsible for the systems.

10. Lighting

At the request of the Village of Montgomery, lighting will be installed at signalized intersections at 100% Village cost and maintenance.

11. Parking

On-street parking is currently prohibited along the project corridor and will continue to be prohibited after the improvement is implemented.

12. Bicycle & Pedestrians

Per Complete Streets policy, pedestrian and bicyclist accommodations are required, as the through lanes are proposed to be moved.

The Bicycle Checklist is included in Supplement S-7. Correspondence with bicycle advocacy groups and other related agencies and organizations is also provided in Documentation Section D-3.5.

Based on the assessment for this project, appropriate accommodations for bicycle travel are required and were considered in the development of the preliminary roadway plans. Accommodations for a separate ten-foot paved shared-use path are proposed along the corridor, generally three feet from the back of curb.

In addition to the shared-use path, the proposed cross-section also includes a sidewalk or shared-use path on the opposite side of US 30. The locations were coordinated with existing and planned facilities of the Village of Montgomery, the Kendall County Forest Preserve, and the Fox Valley Park District. Crosswalks and pedestrian signals with countdown timers will be provided at all signalized intersections. Crosswalks will also be provided at all stop-controlled side street approaches.

The paths are shown on the preliminary plan and profile sheets in Exhibit E-5 and on the proposed typical cross-section exhibits contained in Exhibit E-2. Along US 30 the paths will connect into existing Village of Montgomery paths at Gordon Road, Prescott Drive, Lakewood Creek Drive and Griffin Drive; and an existing Kane County path at Orchard Road. Potential future connections include a connection by the Village Montgomery to a path which runs along the ComEd utility corridor, and the Kendall County Forest Preserve District plans to make a future connection to the US 30 path at Blackberry Trail Forest preserve. In addition, the Village of Montgomery and the Fox Valley Park District are considering several alternatives for a shared-use path or sidewalk connections to the Stuart Sports Complex.

Funding participation for the shared-use paths is being coordinated with the Village of Montgomery. In the event that the Village is not able to provide the required matching funds, the roadway cross-section and right-of-way is designed such that a future path can be accommodated at 100 percent Village cost.

All sidewalks and shared-used paths will meet accessibility standards for the disabled.

13. Mass Transportation

According to PACE there are no existing or future plans to extend bus service to this corridor. See Documentation Section D-3.6 for PACE coordination.

14. Utility Conflicts

Private utility companies and public agencies own and operate facilities within the project limits. These companies and agencies were contacted for information describing their facilities that exist within the project corridor.

Companies and agencies identified as having facilities within the project right-of-way include the following:

- AT&T
- Comcast
- ComEd
- Nicor
- Village of Montgomery

Based on the atlases and plans received, numerous utility poles and pedestals will need to be relocated to accommodate roadway widening and noise barriers. Underground potential conflicts at locations where foundations, proposed storm sewer, or ditches cross existing utility lines of unknown depth have been identified. See Documentation Section D-3.9 for utility company coordination and Supplement S-14 for potential utility conflict locations.

15. Encroachments

There are no encroachments within the study area.

16. Mail Drop-Off

There are currently four residential mail boxes located along the corridor. The mailboxes were investigated and it was determined none of them have supports which are considered hazardous. The existing mail delivery methods are assumed to be maintained and the shoulders will accommodate delivery. For correspondence with the US Postal Service, see Documentation Section D-3.8.

17. Landscape/Roadside Development

All areas disturbed by construction will be restored to turf cover in accordance with “Guidelines for Use of Landscape Items” as appropriate for the project location. All trees

and other plants removed for construction will be replaced on a 1:1 nursery stock basis at a minimum wherever feasible and appropriate under Illinois Department of Transportation guidelines. Forested areas or dense stands of trees and shrubs may be replaced with seedling trees on a 3:1 basis where appropriate. Wildflower plantings will be considered for inclusion where applicable to the project.

The tree survey is included in Supplement S-8. Recommendations (to save or remove trees) are primarily based on the size and quality of the trees, as well as proposed geometrics. Final grading and new utility locations may not be known at the time of the tree impact analysis. Therefore, removals may increase in the design phase. However, all efforts shall be made to keep removals to a minimum in accordance with Departmental Policy D&E-18, "A Policy on Removal and Replacement of Trees."

Protection and care will be provided for all existing trees and shrubs to remain with the project limits as provided in Section 201 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, adopted January 1, 2012. Existing trees and shrubs which are to remain will be delineated on the plans, as will those which are to be removed.

18. At-Grade Railroad Crossing

There are no at-grade railroad crossings in the study area.

19. Surveillance

Surveillance systems are not part of the project scope.

20. Pump Stations

There are no existing or proposed pump stations within the study area.

21. Retaining Walls

There are no existing or proposed retaining walls within the study area.

22. Dry Land Bridges

There are no existing or proposed dry land bridges within the study area.

23. Environmental Resources

Trees

It is anticipated that 1,275 trees will be impacted by this project.

Wetlands

It is anticipated that 1.101 acres of wetlands will be impacted by the improvements. Wetland impacts are anticipated to be mitigated at a 1.5:1 ratio with the exception of Wetland Site 6, which is a High Quality Aquatic Resource (HQAR) and shall be mitigated at a ratio of 5.5:1. Wetland banks will be utilized for mitigation. The total wetland mitigation acreage is anticipated to be 2.275 acres.

Waters of the United States (WOUS)/Streams/Surface Waters

It is anticipated that 0.312 acres of WOUS will be impacted by the improvements. WOUS impacts are anticipated to be mitigated at a 1.5:1.0 ratio (0.468 acres).

Blackberry Creek is a mapped HQAR for High Habitat Value. Impacts to Blackberry Creek shall be mitigated at a ratio of 5.5:1.

Cultural Resources

The cultural resource surveys for the area of potential effect resulted in identification of three sites which warrant National Register consideration because of their information potential: 11KE621, 11KE1320, and 11K1374.

The northern limits of Keck Cemetery and School site (11KE621) will be minimally affected by the proposed road widening. Construction activities in this site area will be monitored by ISAS personnel. Potential impacts to sites 11 KE1320 and 11K1374 will be avoided. See Commitments.

Natural Resources

The Illinois Natural Heritage Database contains a record of State-listed endangered Blanding's turtle from 2013 located 0.25 miles north of the project corridor. The turtle was found in a residential subdivision and had been fitted with a radio-tracking device. It was not detected again. EcoCAT was submitted May 12, 2017, with concurrence dated July 5, 2017.

The Natural Resources review (NRR) concluded that while there is a state-listed river redhorse buffer at the Fox River, it is outside the project area, and thus not impacted. Within the project area, Blackberry Creek at US 30 is too small to support the river redhorse. In addition, the creek had been sampled several times previously with no river redhorse found. Therefore, in accordance with the 2013 Memorandum of Understanding by and between IDNR and IDOT, consultation is terminated.

The threatened or endangered species listed by the USFWS as occurring in Kane and Kendall Counties are shown in Table 7.

A screening for the Federally Listed Eastern Prairie Fringed Orchid (EPFO) was conducted in accordance with USFWS guidelines. EFPO was not found present within the project limits.

TABLE 7. USFWS Listing of Threatened and Endangered Species in Kane & Kendall Counties

Species	Location	Conclusion
Eastern Prairie Fringed Orchid	Kane and Kendall Counties	It was determined there would be no effect to EPFO from the proposed improvement.
Northern Long-Eared Bat	Kane and Kendall Counties	No restrictions or discretionary conservation measures for this species have been placed on the proposed improvement.
Rusty Patched Bumble Bee	Kane and Kendall Counties	It was determined there will be no effect to the RPBB from the proposed improvement.
Indiana Bat	Kane and Kendall Counties	Trees in the project area are either residential or not in a well-developed riparian corridor. Conclude no effect to Indiana bat by project

We assessed the potential for adverse impacts to the NLEB in accordance with the Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long Eared Bat and Activities Excepted from Take Prohibitions and determined that the proposed improvement may affect the NLEB, but will not cause prohibited incidental take. We consulted with the USFWS via the Northern Long-Eared Bat 4(d) Rule Streamlined Consultation Form. The form was submitted on July 20, 2017. The USFWS did not respond to our submittal within 30 days, therefore, we presume our responsibilities under 7(a)(2) with respect to the NLEB are fulfilled through the USFWS January 5, 2016 Programmatic BO. No restrictions or discretionary conservation measures for this species have been placed on the proposed improvement.

The NRR review findings indicated that that there would be no effect to remaining three species; therefore, consultation with IDNR and USFWS is concluded.

Special Waste

The USEPA listing of potential, suspected, and known hazardous waste or hazardous substance sites in Illinois (the Comprehensive Environmental Response Compensation and Liability Information System [CERCLIS] list) has been reviewed to determine whether the proposed improvement will involve any listed site(s). As a result of the review, it has been determined that no CERCLIS sites will be involved or impacted by the project.

A Preliminary Environmental Site Assessment (PESA) for special waste sites was conducted by the Illinois State Geological Survey. The assessment concluded that the Build Alternative could involve sites potentially impacted with regulated substances.

Section 4(f) Lands

There are two recreation areas adjacent to US 30: Stuart Sports Complex owned by the Fox Valley Park District (FVPD) on the north side of the roadway (between Sta. 1133+05 and 1160+94); and Blackberry Trail Forest Preserve owned by Kendall County Forest Preserve District (KCFPD) on the south side of the roadway (between Sta. 1182+56 and 1195+50). Both of these properties are subject to the requirements of Section 4(f) of the U.S. Department of Transportation Act. Permanent right-of-way acquisition will be required as follows:

- A 2,790-foot-long strip of right-of-way, totaling 0.6 acres, is required from the Stuart Sports Complex property. The needed right-of-way width is 6 feet on the east portion, and 11- to 15-feet-wide on the west portion of the property. The impacted area represents 0.05 percent of the 135-acre park property. The impacted area is needed to accommodate roadway embankment, drainage swales, and a 5 foot sidewalk[2].
- The project improvements will require a strip of Blackberry Trail Forest Preserve property adjacent to US 30 to accommodate roadway embankment, the bridge over Blackberry Creek, and a 10 foot shared-use path. A 775-foot-long strip of right-of-way, totaling approximately 0.6 acres, is needed from forest preserve property. The right-of-way width varies in width from 25 feet (on the west side) to 40 feet (on the east side). The impacted area is approximately 26,000 square feet, and represents 0.5 percent of the 133-acre forest preserve property.

Section 4(f) coordination with the FVPD and KCFPD was completed, resulting in a Section 4(f) de Minimis finding by the FHWA.

Additional information regarding environmental resources can be found in Documentation Section D-1.

24. Air Quality

Conformity

The National Ambient Air Quality Standards (NAAQS), established by the US Environmental Protection Agency, set maximum allowable concentration limits for six criteria air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as “nonattainment.” States where a nonattainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS. Areas that had been designated as nonattainment, but that have attained the NAAQS for the criteria

[2] The Phase I study will show a 5-foot-wide sidewalk along the north side of US 30 adjacent to the Stuart Sports Complex. The Park District and the Village of Montgomery will be given the opportunity to revisit the accommodation plan during Phase II. Specifically, the agencies will explore options to provide a shared-use path in lieu of sidewalk along Stuart Sports Complex frontage that may be located outside the US 30 right-of-way on Park District property in order to create further separation between bicyclists/pedestrians and vehicles. Such a path would require an agreement the Village and the Park District. If the Village and Park District want the path to meander, the ROW needed for the meander would need to be donated and any necessary tree removal for the meander would be at the Village’s or Park District’s expense.

pollutant(s) associated with the nonattainment designation, will be designated as maintenance areas.

All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. For the eight-hour ozone and PM2.5 standards, Cook, DuPage, Kane, Lake, McHenry, and Will Counties, as well as Aux Sable and Goose Lake Townships in Grundy County and Oswego Township in Kendall County, have been designated as nonattainment areas. The Lake Calumet area and Lyons Township in Cook County have been designated as a maintenance area for the particulate matter (PM_{10}) standard.

This project is included in the FY 2018-2023 Transportation Improvement Program (TIP) endorsed by the Metropolitan Planning Organization Policy Committee of the Chicago Metropolitan Agency for Planning (CMAP) for the region in which the project is located. Projects in the TIP are considered to be consistent with the 2040 regional transportation plan endorsed by CMAP. The project is within the fiscally constrained portion of the plan.

On October 9, 2014, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the 2040 regional transportation plan conforms with the State Implementation Plan (SIP) and the transportation-related requirements of the 1990 Clean Air Act Amendments. On October 9, 2014, the FHWA and the FTA determined that the TIP also conforms with the SIP and the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, "Determining Conformity of Federal Actions to State or Federal Implementation Plans."

The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

The TIP number for this project is ***09-09-0099***.

Mobile Source Air Toxics

This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the non-build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSATs emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travels are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Microscale Analysis

In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," projects are exempt from project-level carbon monoxide air quality analysis if the highest design-year approach-volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT. The traffic volumes for the US Route 30 project fall below this criteria and therefore a project-level carbon monoxide air quality analysis is not required.

Hot-Spot Analysis

This US 30; IL 47 to IL 31 project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1). As the project is anticipated to improve traffic flow and reduce idling, it has been determined that the project will not cause or contribute to any new localized $PM_{2.5}$ or PM_{10} violations or increase the frequency or severity of any $PM_{2.5}$ or PM_{10} violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

Construction – Related Particulate Matter

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions can be minimized if the equipment is well maintained.) The potential air quality impacts will be short-term, occurring only while demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, includes provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department are required to meet to review the nature and extent of dust-generating activities and they are required to cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emission during construction, this US 30 project will not cause any significant, short-term particulate matter air quality impacts.

25. Noise

Traffic Noise

Traffic noise levels were evaluated at 16 receptor locations.

Based on the traffic noise analysis and noise abatement evaluation, highway traffic noise abatement measures are deemed feasible and reasonable for implementation at nine locations based on preliminary design. These nine noise barriers are identified in Table 8. The Viewpoint Solicitation resulted in eight barriers approved and one barrier rejected by the benefited receptors.

Should unforeseen constraints occur during final design, or should public input substantially change reasonableness, an abatement measure may need to be modified or removed from the project plans. A final decision on the installation of abatement measures will be made upon completion of project's final design and the public involvement process.

TABLE 8. Noise Barrier Location Summary

Wall Number	Location	Length (Feet)	Height (Feet)	Results of Viewpoint Solicitation
B3	North side of US 30 west of Gordon (Fairfield Way Subdivision)	2205	14	Supported
B4	North side of US 30 east of Gordon (Foxmoor Subdivision)	2740	17	Supported
B5	South side of US 30 east of Gordon (Lakewood Creek West Subdivision)	1795	15	Supported
B6	South side of US 30 west of Griffin (Lakewood Creek Subdivision)	3165	15	Supported
B8	South side of US 30 east of Griffin (Orchard Prairie North Subdivision)	1785	13	Supported
B9	North side of US 30 west of Blackberry Creek (Creek View Manor Subdivision)	895	9	Supported
B11	North side of US 30 along south side of Oakton Drive	1450	13	Not Supported
B15	South side of US 30 west of IL 31 (Pasadena Subdivision)	730	9	Supported
B16	East side of Orchard Road north of US 30 (Blackberry Heights Subdivision); location modified to accommodate a unique property	1410	9	Supported

Construction Noise and Vibration

Trucks and machinery used for construction will produce noise that may well influence and effect some residents and residential area activities during the construction period. Individuals residing in the homes along the alignment will at some time experience perceptible construction noise from the implementation for the reconstruction of and improvements. Noise generated by construction equipment would vary greatly, depending on the equipment type, model and age, mode and duration of operation, closeness to developed properties and residential receptors, and with the specific type of work in progress. Impacts resulting from construction noise that are anticipated are likely to occur during daylight hours, to be localized, temporary, and transitory. No adverse noise and vibration impacts are anticipated during the construction phase of the project.

Abatement of construction noise can be accomplished by construction staging, sequencing of operations, or alternative construction methods. Typically, the specific construction methods to be used for a project are determined in the final engineering design. If situations are identified as requiring abatement during the design phase abatement measures should be included with and described in the contract plan documents.

In addition, as a mitigation measure in order to minimize or eliminate the effect of construction noise from the project as proposed in the areas of residential receptors construction noise mitigation measures will be incorporated into the project in accordance with Article 107.35 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction. Construction contractors need to be aware of any local noise ordinances to assure compliance.

The complete Noise Analysis Report can be found in Supplement S-10.

26. Erosion and Sediment Control

The need for erosion and sediment control measures (and any additional right-of-way necessary to accommodate their implementation) has been evaluated for this project.

I. Project Description

a) Proposed Construction Activity

Roadway reconstruction including pavement removal, earthwork, storm sewer, bridge replacement.

b) Soil Disturbance

☒ ≥ 1.0 acre NPDES SWPPP documentation necessary

☐ < 1.0 acre

c) Sensitive Environmental Resources--The presence of sensitive environmental resources requiring special consideration for protection from sedimentation, or other resources which require special commitments for protection will require attention during the preparation of the erosion control plan whether or not a permit is required.

☒ yes See Commitments section

☐ No

II. Information for the Erosion Control Plan

This project will result in the disturbance of 1.0 acres or more of total land area and is subject to the statewide general NPDES Storm Water Permit for Construction Site Activities. The District is responsible for preparing and updating as necessary throughout subsequent stages of project implementation, a Storm Water Pollution Prevention Plan (SWPPP). The portions of the Plan describing the construction activity, describing the erosion and sediment control measures intended for use and the associated maintenance practices, and describing any requirements applicable under approved State or local erosion and sediment control plans shall be prepared prior to project implementation.

Temporary measures in accordance with applicable Department standards will be used to control erosion and sedimentation while the project is under construction, prior to establishment of permanent measures. Permanent measures as necessary will be part of the completed project and will be used to prevent erosion and sedimentation after completion of the construction project. The designer shall include appropriate pay items and details in the plans and specifications to implement the selected erosion and sediment control measures. This project may also involve sensitive environmental resources to be protected during all stages of project implementation (see section III).

The following section includes information that will be required in the preparation of the suggested erosion control plan.

1. Additional information for the preparation of the erosion control plan

a) Area of Disturbance
117 acres

b) Environmental Resources or Critical Areas
Blackberry Creek, Blackberry Trail Forest Preserve, Keck Cemetery and School Site, and wetlands

c) Sequence of Activity and Anticipated Erosion Control Items
Storm sewer installation, complete removal of existing pavement and appurtenances followed by reconstruction of pavement, curb and gutter, sidewalk, shared-use path and proposed drainage structure will require the following erosion control items:

- Perimeter erosion barrier
- Inlet and pipe protection
- Ditch checks
- Temporary seeding

d) Site Map, Runoff Coefficient, Receiving Waters
Rob Roy Creek, Blackberry Creek, Fox River

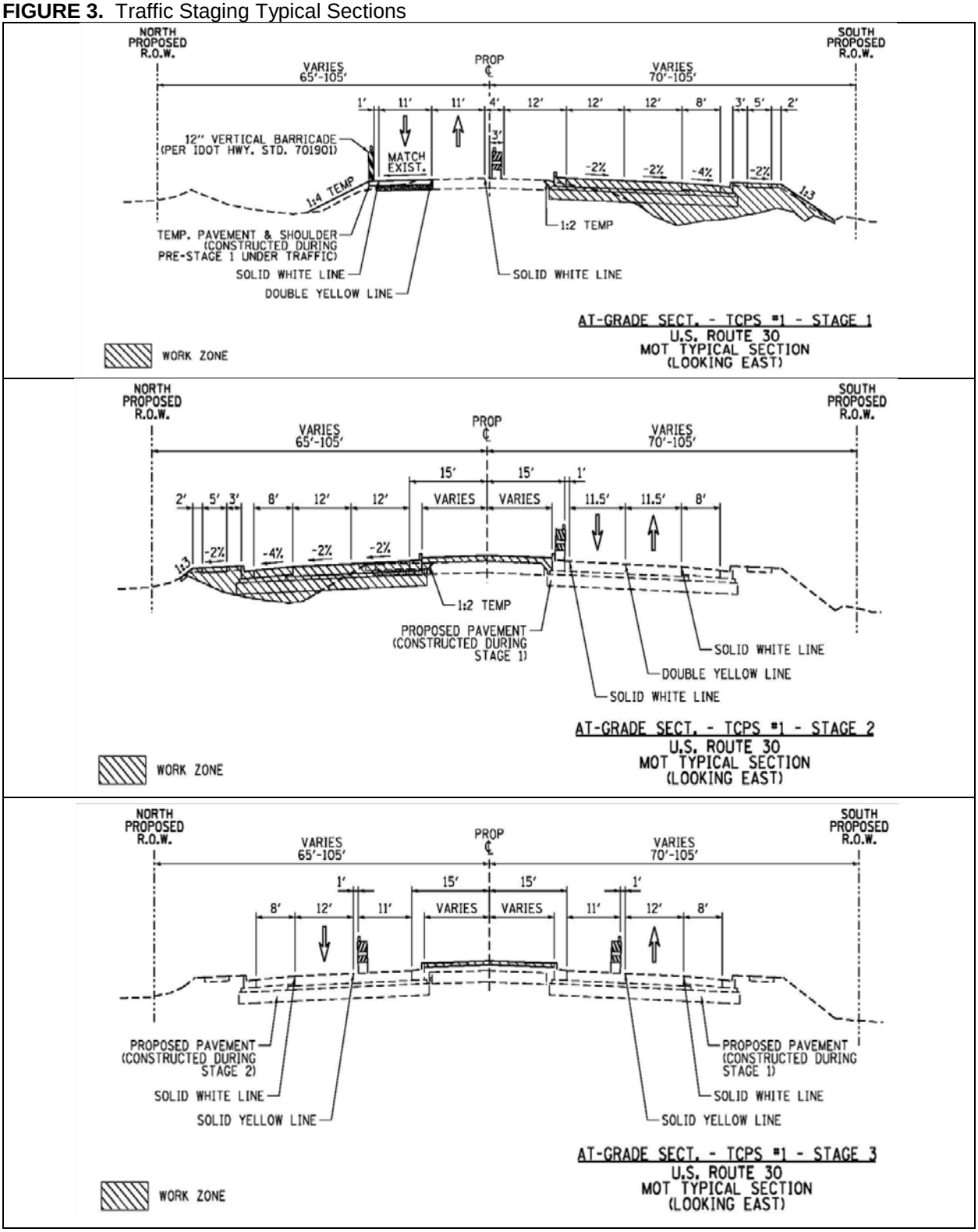
27. Transportation Management Plan

Traffic Control Plan

A Traffic Control Plan was investigated to determine how traffic flow will be maintained during construction of the improvement. At least one lane of through traffic in each direction will be provided throughout the project duration, with at least one lane of left turn channelization maintained at the main cross street intersections. Vehicular access to cross-streets and local property driveways will be maintained using temporary pavement or aggregate, except when paving operations occur directly on or in front of access points. In these cases, flag persons will be used to direct traffic.

Generally, temporary widening, where needed, on the north side of US 30 will maintain two-way traffic on the existing and temporary pavement while the proposed eastbound lanes are constructed on the south side of the road. Traffic will be switched to the newly-constructed lanes on the south while the proposed westbound lanes are constructed on the north side. Finally, the proposed median will be constructed. Figure 3 shows the traffic staging typical sections.

FIGURE 3. Traffic Staging Typical Sections



Phase I recommends using the following Temporary Traffic Control Plan (TCP) strategies which include temporary widening, temporary lane closures, signing alternate routes, pedestrian accommodations, signal phasing adjustments within the project limits, lane shifts, channelizing devices, temporary pavement markings, flaggers/traffic control officers, temporary signals, temporary lighting, temporary signage, incentive/disincentive clauses in contract documents, coordination with local stakeholders and adjacent projects during construction activities.

Work Zone Safety and Mobility

US 30 is approaching significant route designation in the Work Zone Safety and Mobility Significant Route Location Map. Based on current impact analysis and construction strategies the Work Zone Safety and Mobility Rule goals (Safety Memorandum 3-07) are expected to be met.

Transportation Operations Plan

Phase I recommends using the following Transportation Operations Plan (TOP) strategies which include, portable changeable message signs, speed limit reduction initiatives, variable work hours, signal timing/coordination improvements, temporary traffic signals, alternate route improvements, coordination with adjacent projects during construction activities.

Public Involvement Plan

Phase I recommends using the following Public Information Plan (PIP) strategies for this project: brochures/mailers, press releases and media advisories, websites, Public Hearings and/or Meetings, coordination with media outlets, municipalities, schools and emergency services, and signage during construction activities.

All traffic control devices will conform to the Illinois Manual on Uniform Traffic Control Devices (ILMUTCD). All signs, barricades, and temporary striping will conform to the ILMUTCD. Vehicular access to local properties will be maintained at all times during construction, except when paving operations occur directly on or in front of entrances. In this case, flag persons will be used to direct traffic. All properties will have access at the end of every workday.

The complete Traffic Management Plan can be found in Supplement S-5.

28. Local Cost Participation

Local cost participation is summarized below. Additional information on local cost participation can be found in the Letters of Intent located in Documentation Section D-3.2.

TABLE 9. Local Cost Participation (Construction Costs Only)

Cost Participation Item	Village of Montgomery	City of Yorkville	Sugar Grove Township	Bristol Township	Kane County	Kendall County
Traffic Signals	$82,500	-	-	-	$22,500	$22,500
Emergency Vehicle Pre-emption Devices	$18,000	-	-	-	-	-
Sidewalks	$103,600	$12,600	-	$31,500	-	-
Shared-use Paths	$143,920	$12,600	$31,500	-	-	-
Lighting	$840,000	-	-	-	-	-
Lighting Removal	$7,500	-	-	-	-	-
LED Street Signs	$54,000	-	-	-	-	-
Subtotal	$1,248,520	$25,200	$31,500	$31,500	$22,500	$22,500
					Total	$1,381,720

Commitments

1. A special provision shall be placed in the bid documents and construction plans that states:

   The contractor shall contact Illinois State Archaeological Survey (ISAS) personnel within 48 hours prior to any excavation operations within the limits of the Keck Cemetery and School site. ISAS personnel must attend the preconstruction meeting to discuss monitoring procedures and safety protocols with IDOT staff and the contractor. ISAS personnel will monitor project excavations and will have the authority to halt excavations for no longer than two working days (or 48 hours) to document and remove archaeological materials. However, if human remains are discovered, construction will be halted until approval to resume construction is approved by the Illinois Historic Preservation Agency.

Special Design and Construction Considerations

1. Phase II shall coordinate with ESU one year prior to project letting when a permit is required for in-stream work or wetland impacts. One year is needed in order to provide ample time for the review process as well as to conduct any necessary field surveys that will need to be performed.

2. A Preliminary Environmental Site Assessment (PESA) has been completed for this project. It is the responsibility of Phase II to determine if any of the sites or ROW adjacent to the site will be impacted with the proposed work and/or if any ROW will be required at any of the locations.

3. The Construction Resident Engineer will contact the Forest Preserve District of Kendall County prior to the start of construction to inform them of the initiation of construction activities near their properties.

4. The Fox Valley Park District (FVPD) and the Village of Montgomery will be given the opportunity to revisit the bicyclist and pedestrian accommodation plan during Phase II. The agencies will explore options to provide a shared-use path in lieu of sidewalk along Stuart Sports Complex frontage that may be located outside the US 30 right-of-way on FVPD property in order to create further separation between bicyclists/pedestrians and vehicles. Such a path would require an agreement between the Village and the FVPD. If the Village and FVPD want the path to meander, the right-of-way needed for the meander would need to be donated and any necessary tree removal for the meander would be at the Village's or FVPD's expense. In addition, the FVPD would need to provide written documentation the meander would not impact the recreational use of the property.

5. The pavement design shall be verified during Phase II.

6. Contact Vanessa Ruiz, ESU, x4627 one month prior to the pre-con to insure appropriate ISAS staff is present.

Preliminary Cost Estimate

Route: **US 30**
Limits: **IL 47 to IL 31**

Excavation and Earthwork	$ 2,905,000
Drainage	$ 3,971,000
Pavement	$19,868,000
Shoulders, Curbs and Gutters	$ 5,011,000
Roadside Improvements	$ 5,898,000
Structures	$ 4,995,000
Roadway and Structure Item Sub-Total	**$42,648,000**
Traffic Protection and Mobilization (10% of roadway items)	$ 4,265,000
Roadway Lighting	$ 840,000
Traffic Signal Replacement	$ 1,275,000
Emergency Vehicle Preemption	$ 18,000
Construction Sub-Total	**$49,046,000**
Contingencies (20% of roadway items)	$ 9,810,000
Construction Total	**$58,856,000**
Right-of-Way _X_Permanent Easement __Temporary Easement _X_	$ 7,525,000
TOTAL ESTIMATED COST	**$66,381,000**
Less Local Cost Participation	$ 1,382,000
Total IDOT Cost	**$64,999,000**

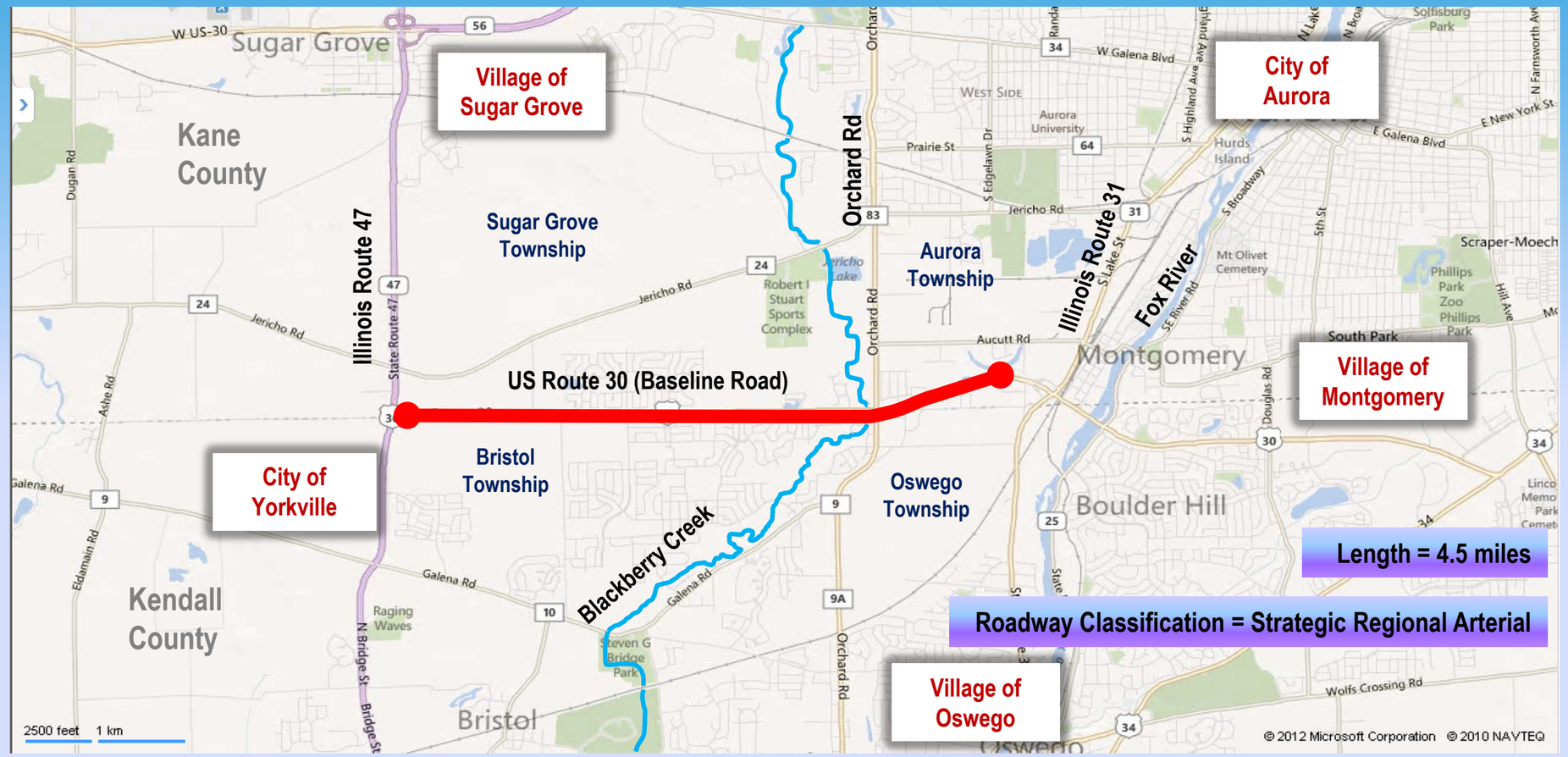
Exhibits

Location & Study Area Maps	E-1
Typical Cross Sections	E-2
Traffic Diagram	E-3
Environmental Inventory Map	E-4
Proposed Conditions - Plan & Profile	E-5
ADA Compliance Details	E-6
Intersection Design Studies	E-7
Autoturn Movements For Non-Signalized Intersections	E-8

E-1

Location & Study Area Maps

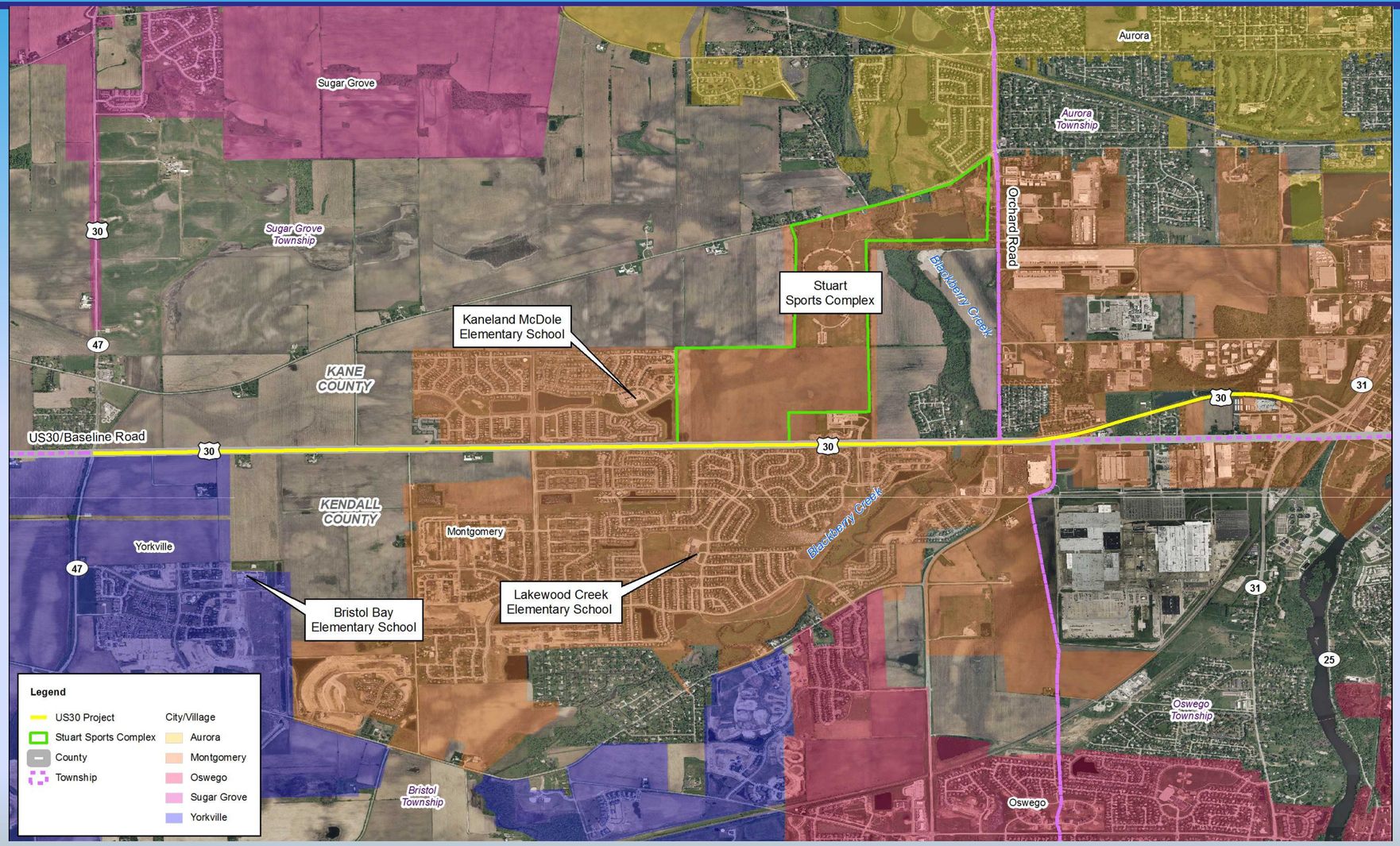
Study Location Map



30 IL 47 to IL 31

Illinois Department of Transportation

Study Area

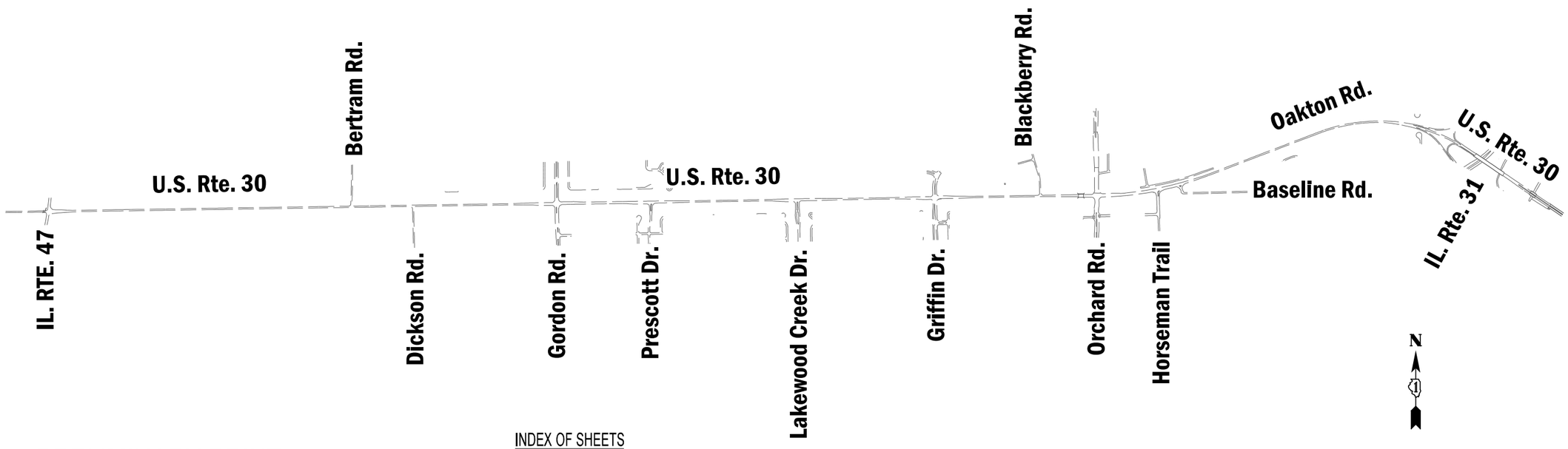

Sugar Grove
Sugar Grove Township
Aurora
Aurora Township
Orchard Road
Stuart Sports Complex
Blackberry Creek
Kaneland McDole Elementary School
KANE COUNTY
US30/Baseline Road
KENDALL COUNTY
Montgomery
Yorkville
Bristol Bay Elementary School
Lakewood Creek Elementary School
Bristol Township
Oswego
Oswego Township
30
47
31
25
Legend
US30 Project
Stuart Sports Complex
County
Township
City/Village
Aurora
Montgomery
Oswego
Sugar Grove
Yorkville

E-2

Typical Cross Sections

U.S. RTE. 30 PHASE I STUDY
IL. RTE. 47 TO IL. RTE. 31
KENDALL & KANE COUNTIES
P-91-403-11

TYPICAL SECTIONS



PRELIMINARY PRINT

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROJECT AND ENVIRONMENTAL STUDIES

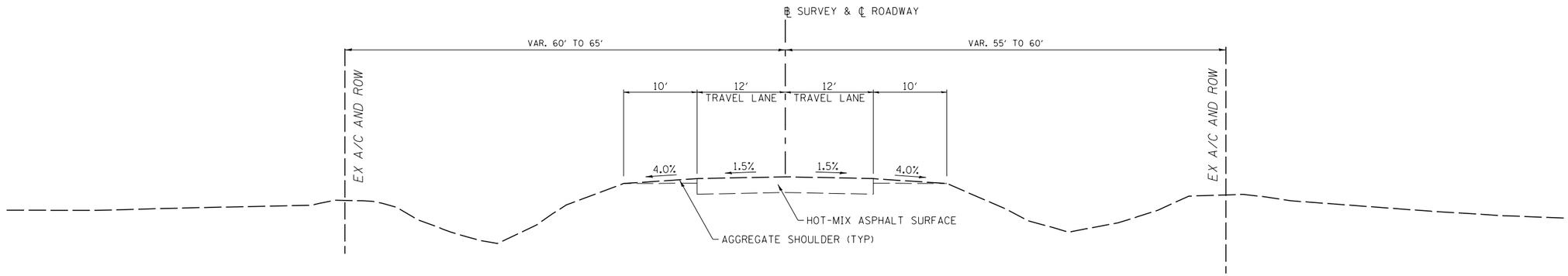
SUBJECT TO REVISIONS

INDEX OF SHEETS

COVER SHEET	1
EXISTING TYPCAL SECTIONS	2 to 12
PROPOSED TYPICAL SECTIONS	13 to 34

DATE: 6/19/2017

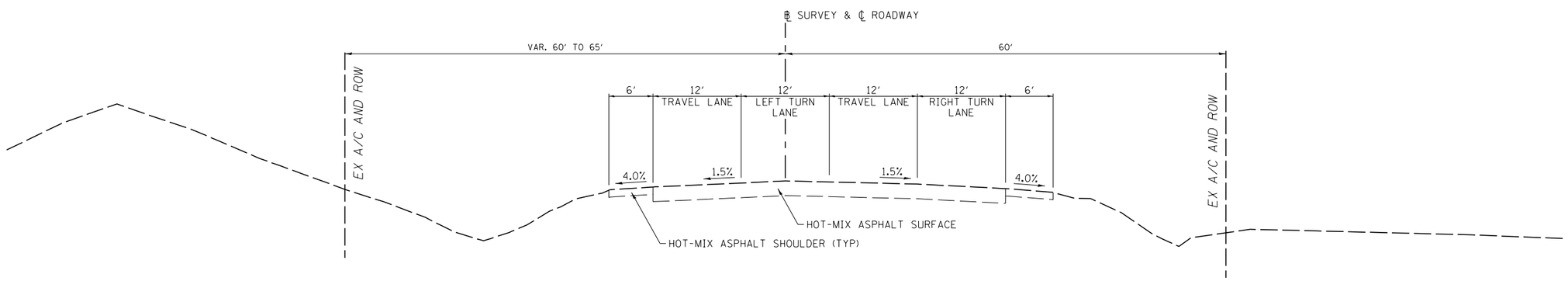
FILE NAME = V:\3171\CADD Sheets\P140311-sht-cover_typicals.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 1
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -					CONTRACT NO.		
	PLOT DATE = 6/16/2017	CHECKED -	REVISED -							
		DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

U.S. ROUTE 30

STA 1015+00 TO STA 1093+41
STA 1125+19 TO STA 1139+09
STA 1151+28 TO STA 1161+33
STA 1175+42 TO STA 1187+82
STA 1217+20 TO STA 1237+66



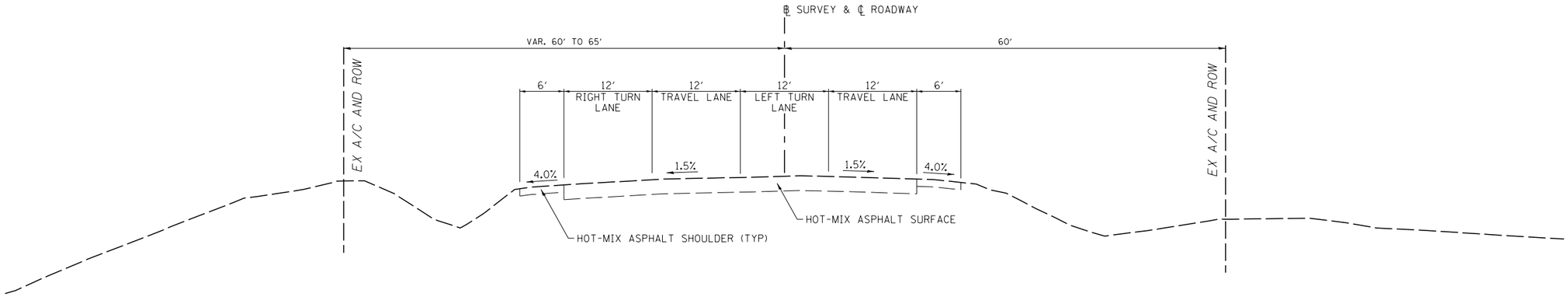
EXISTING TYPICAL SECTION

U.S. ROUTE 30

STA 1093+41 TO STA 1100+95
STA 1113+06 TO STA 1117+07
STA 1139+09 TO STA 1143+22
STA 1161+33 TO STA 1168+39

PRELIMINARY

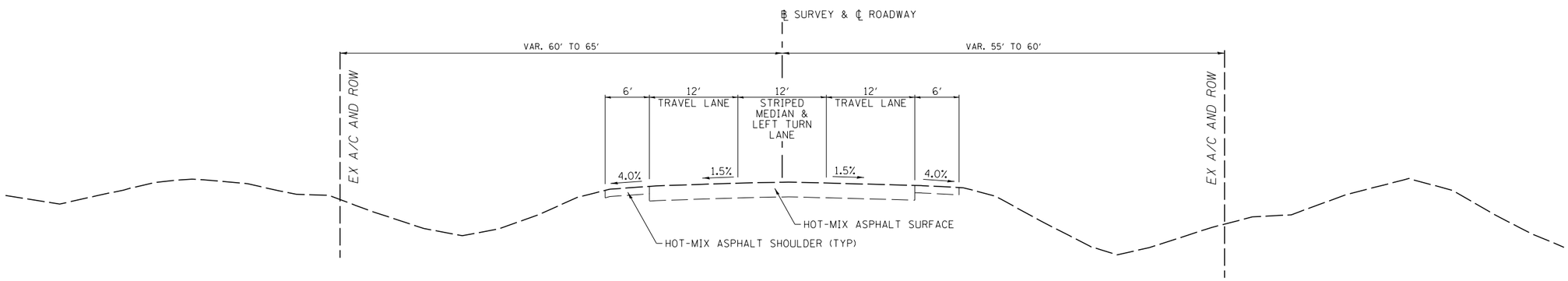
FILE NAME = V:\3171\CADD Sheets\P140311-typical-01.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 EXISTING TYPICAL SECTION	F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34	SHEET NO. 2
		DRAWN -	REVISED -					CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -							
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A / SHEET NO. 1 OF 32 SHEETS / STA. N/A / TO STA. N/A	ILLINOIS	FED. AID PROJECT			



EXISTING TYPICAL SECTION

U.S. ROUTE 30

STA 1100+95 TO STA 1105+74
STA 1168+39 TO STA 1175+42



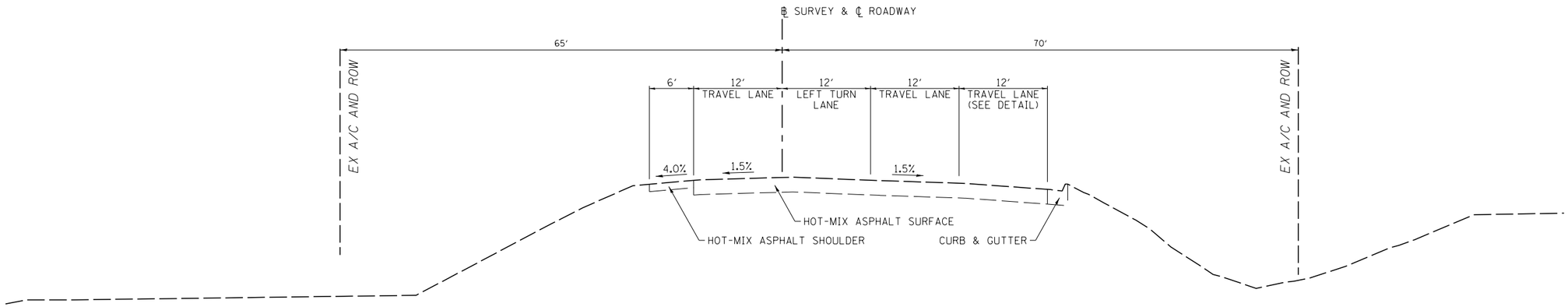
EXISTING TYPICAL SECTION

U.S. ROUTE 30

STA 1105+74 TO STA 1113+06
STA 1117+07 TO STA 1125+19
STA 1143+22 TO STA 1151+28
STA 1212+45 TO STA 1217+20

PRELIMINARY

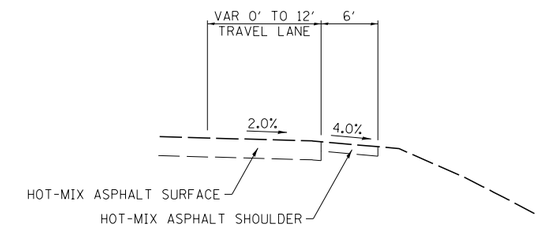
FILE NAME = V:\3171\CADD Sheets\P140311-typical-02.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 EXISTING TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 3
		DRAWN -	REVISED -								
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO.	
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 2 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	



EXISTING TYPICAL SECTION

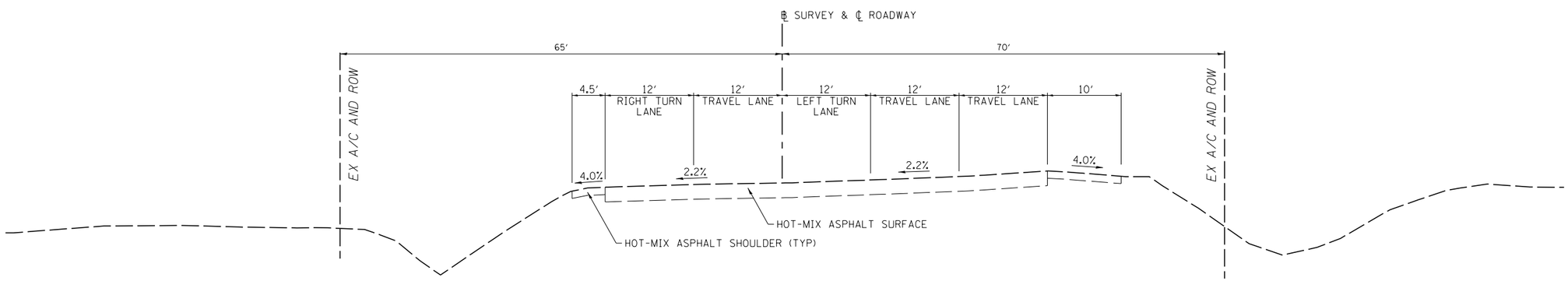
U.S. ROUTE 30

STA 1187+82 TO STA 1194+02
STA 1194+02 TO STA 1194+90 (BRIDGE OMISSION)
STA 1194+90 TO STA 1197+14



DETAIL

STA 1187+82.23 TO STA 1194+02.14



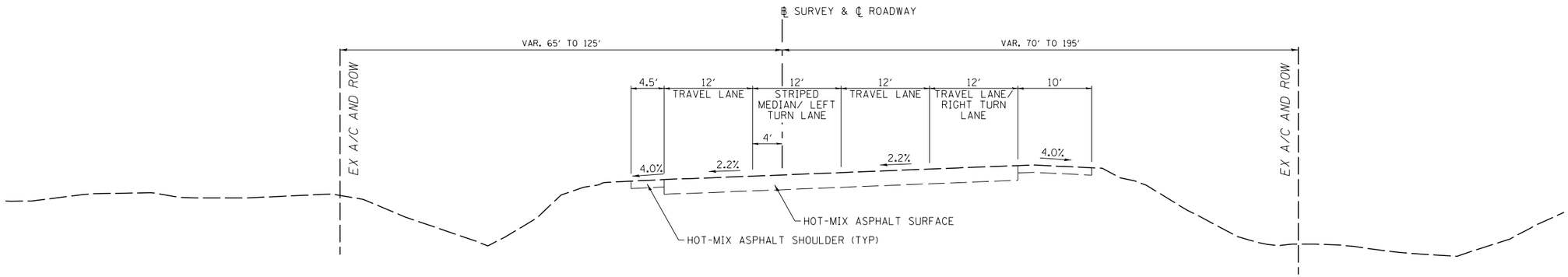
EXISTING TYPICAL SECTION

U.S. ROUTE 30

STA 1197+14 TO STA 1201+61

PRELIMINARY

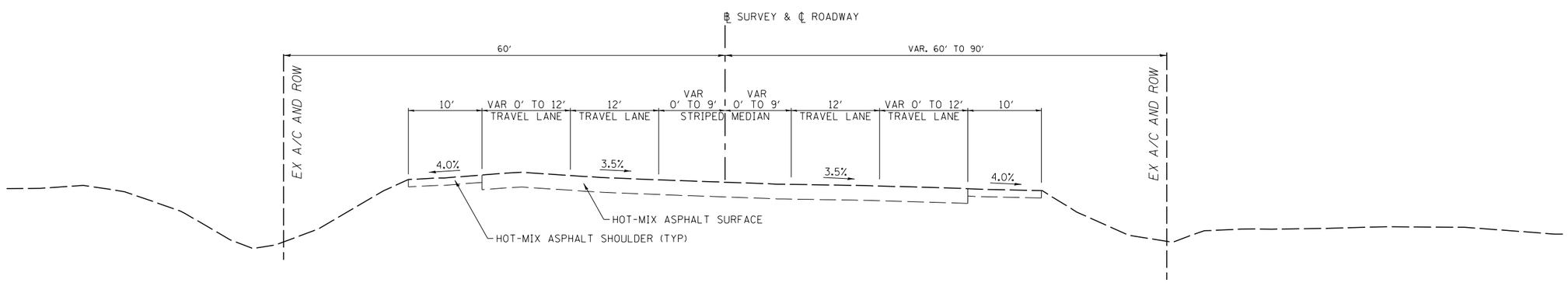
FILE NAME = V:\3171\CADD Sheets\P140311-typical-03.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 EXISTING TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 4
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ′ / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 3 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION

U.S. ROUTE 30

STA 1201+61 TO STA 1212+45



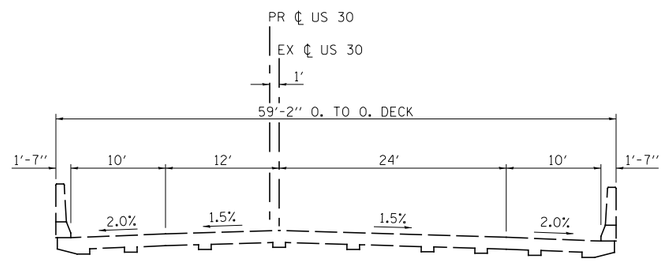
EXISTING TYPICAL SECTION

U.S. ROUTE 30

STA 1237+66 TO STA 1248+76

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-04.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 EXISTING TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 5
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 4 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	



EXISTING U.S. RTE. 30 TYPICAL SECTION
AT BLACKBERRY CREEK

STA 1194+02 TO STA 1194+90

PRELIMINARY

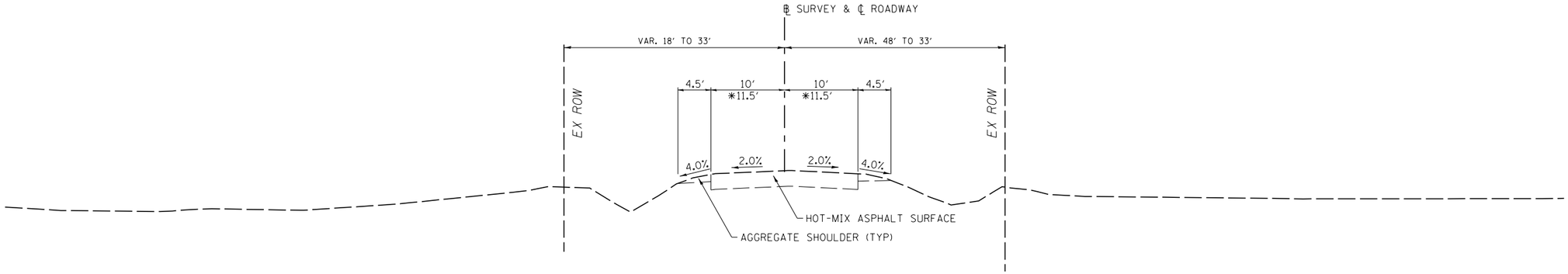
FILE NAME = V:\3171\CADD Sheets\P140311-typical-05-Bridge-existing.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 30
EXISTING TYPICAL SECTION

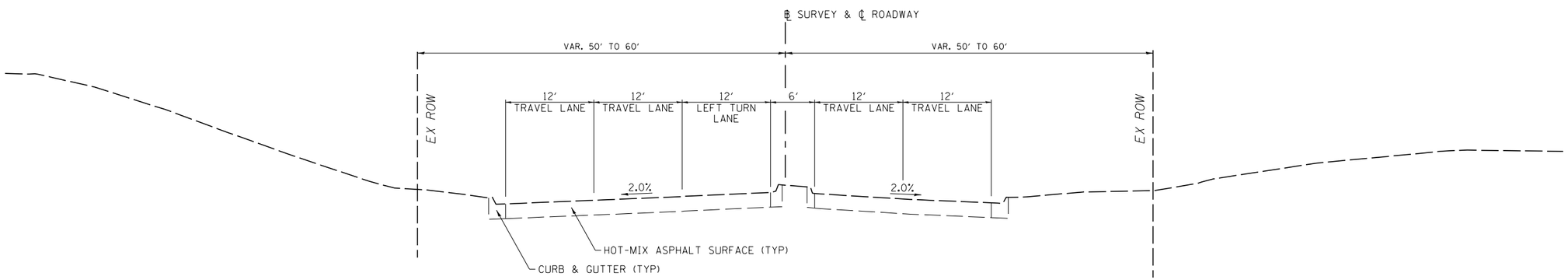
SCALE: N/A | SHEET NO. 5 OF 32 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	6
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
SIDE ROADS

BERTRAM RD (STA 10+54 TO STA 18+10)
DICKSON RD (STA 20+64 TO STA 28+50)
* BLACKBERRY RD (STA 90+36 TO STA 92+32)

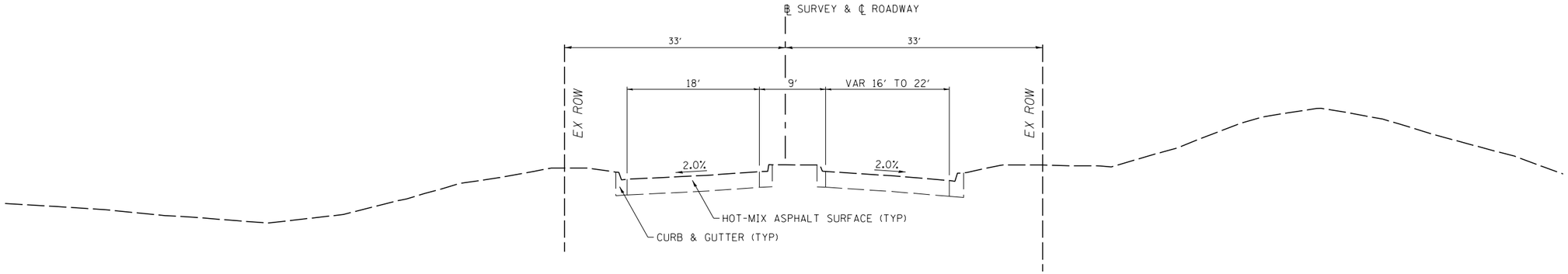


EXISTING TYPICAL SECTION
SIDE ROADS

GORDON RD (STA 33+31 TO STA 46+34)

PRELIMINARY

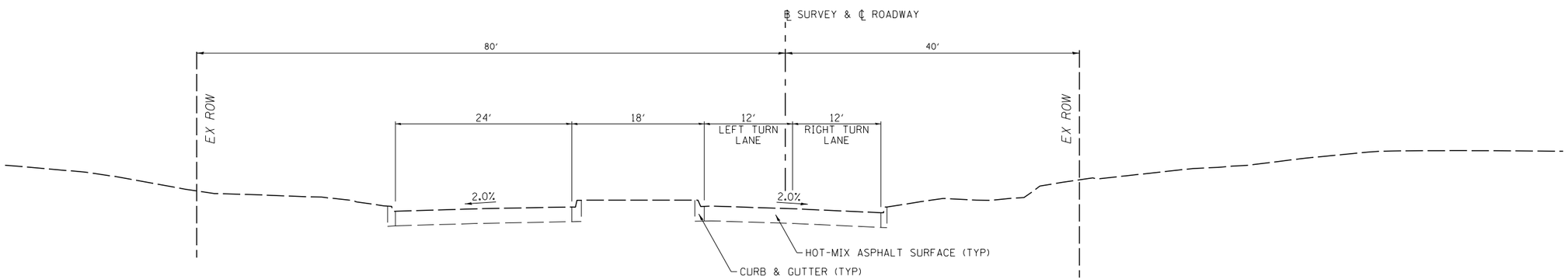
FILE NAME = V:\3171\CADD Sheets\P140311-typical-06.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD EXISTING TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 7
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 6 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION

SIDE ROADS

PRESCOTT DR (STA 55+50 TO STA 57+15)



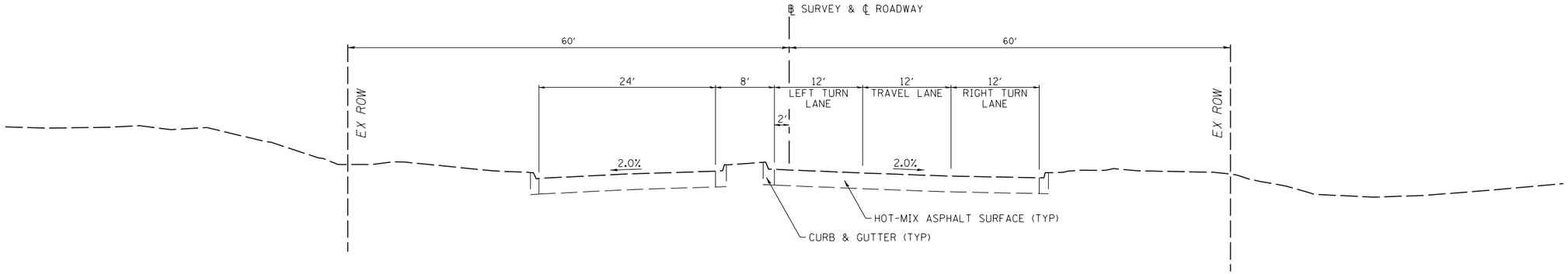
EXISTING TYPICAL SECTION

SIDE ROADS

LAKEWOOD CREEK DR (STA 65+50 TO STA 67+03)

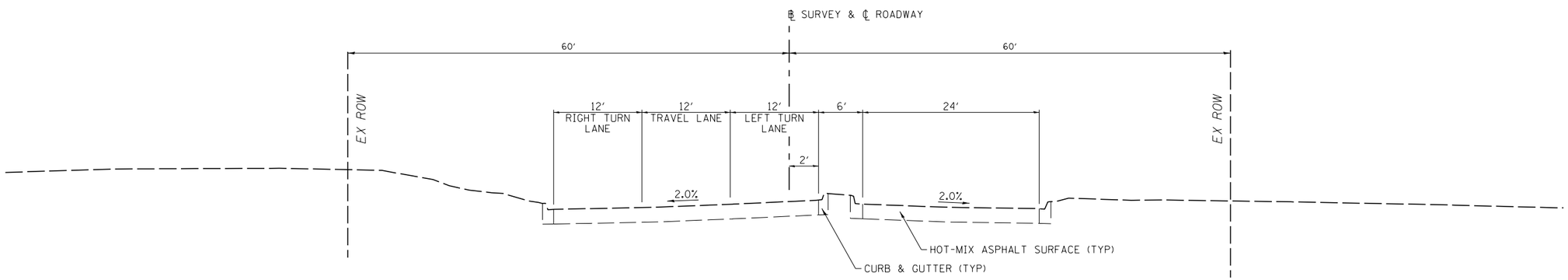
PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-07.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD EXISTING TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 8
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 7 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION
SIDE ROADS

GRIFFIN DR (SOUTH LEG) (STA 77+50 TO STA 80+00)

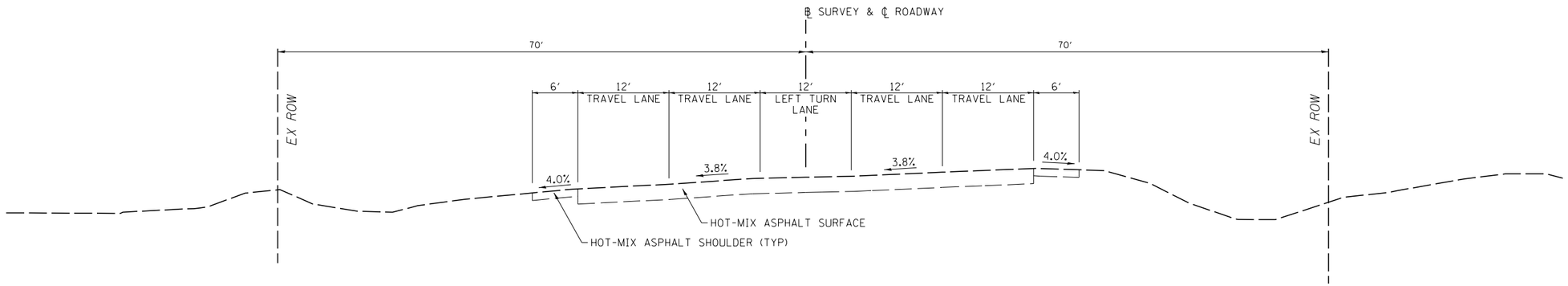


EXISTING TYPICAL SECTION
SIDE ROADS

GRIFFIN DR (NORTH LEG) (STA 80+00 TO STA 83+32)

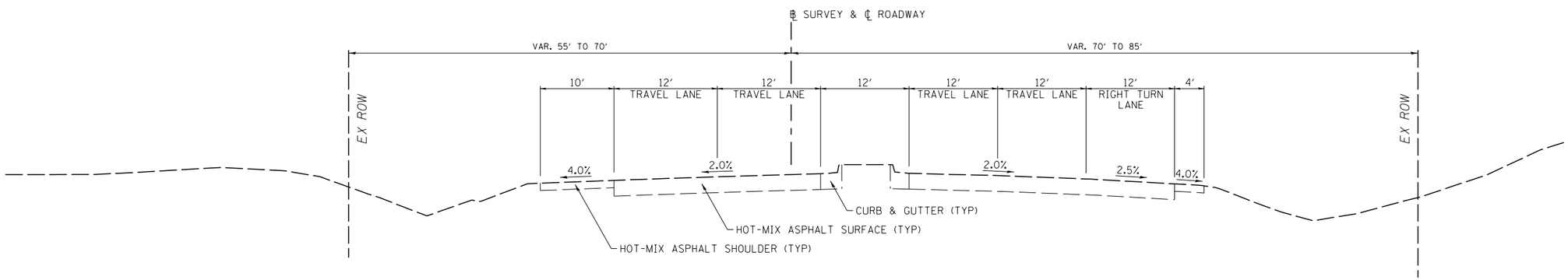
PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-08.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD EXISTING TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 9
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 8 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	



EXISTING TYPICAL SECTION
SIDE ROADS

ORCHARD RD (STA 102+47 TO STA 104+32)

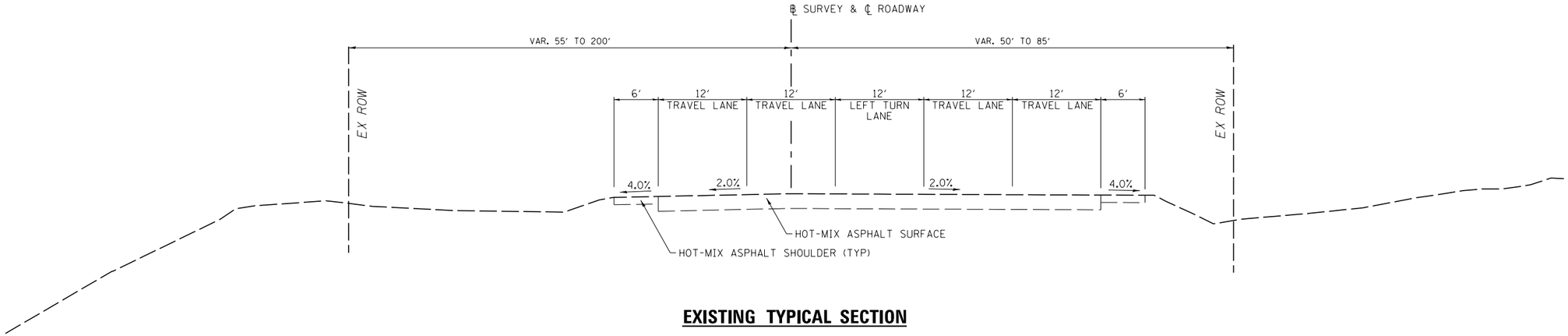


EXISTING TYPICAL SECTION
SIDE ROADS

ORCHARD RD (STA 104+32 TO STA 113+86)

PRELIMINARY

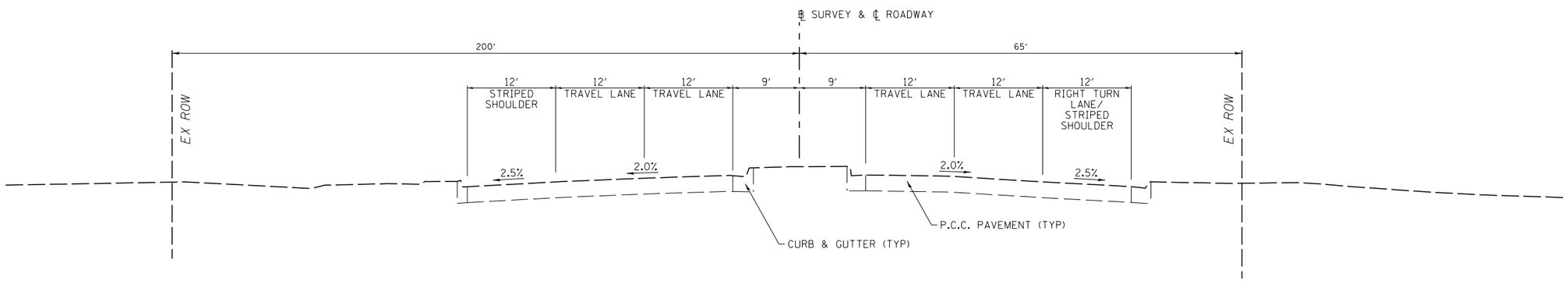
FILE NAME = V:\3171\CADD Sheets\P140311-typical-09.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD EXISTING TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 10
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 9 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION

SIDE ROADS

ORCHARD RD (STA 113+86 TO STA 127+25)



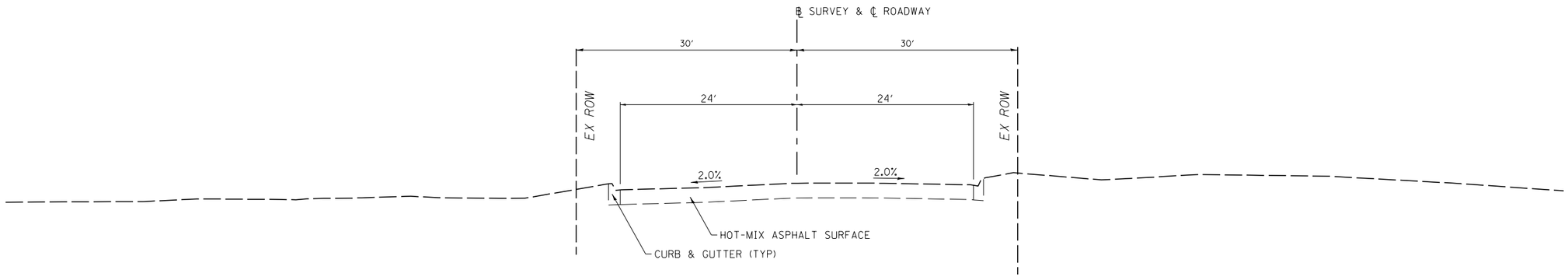
EXISTING TYPICAL SECTION

SIDE ROADS

ORCHARD RD (STA 127+25 TO STA 145+00)

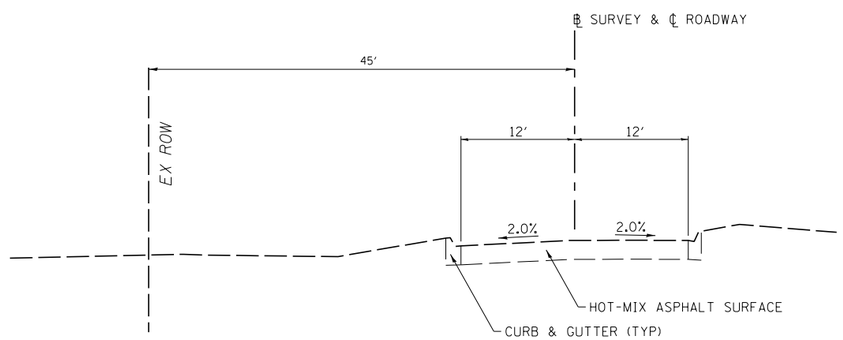
PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-10.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD EXISTING TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34	SHEET NO. 11
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 10 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION
SIDE ROADS

HORSEMAN TRAIL (STA 205+00 TO STA 206+85)
OLD BASELINE RD (STA 302+95 TO STA 303+96)

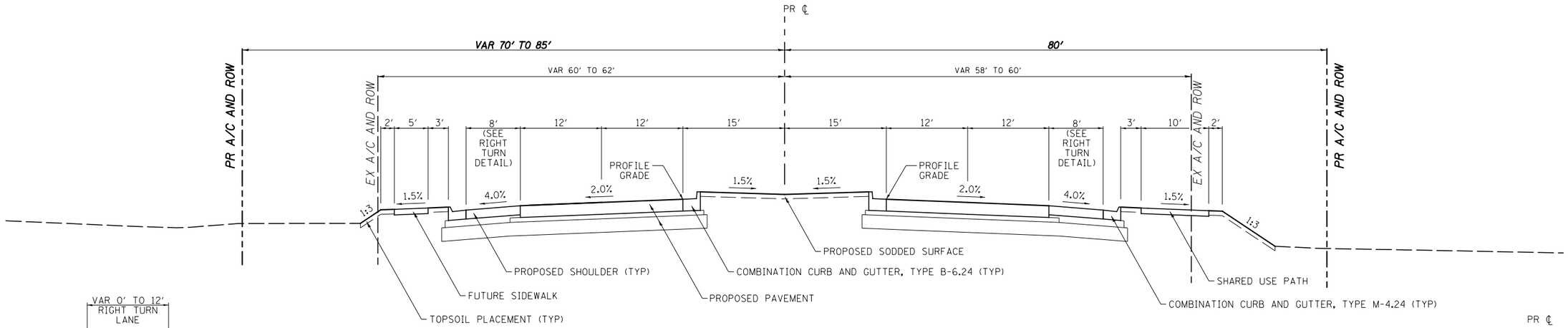


EXISTING TYPICAL SECTION
SIDE ROADS

OAKTON RD (STA 404+50 TO STA 418+69)

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-11.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD EXISTING TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 12
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 11 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	

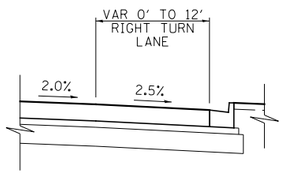


PROPOSED TYPICAL SECTION

U.S. ROUTE 30

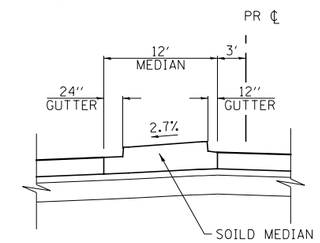
STA 1017+50 TO STA 1036+13
STA 1044+85 TO STA 1059+05
STA 1064+73 TO STA 1074+97
STA 1080+65 TO STA 1094+28

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



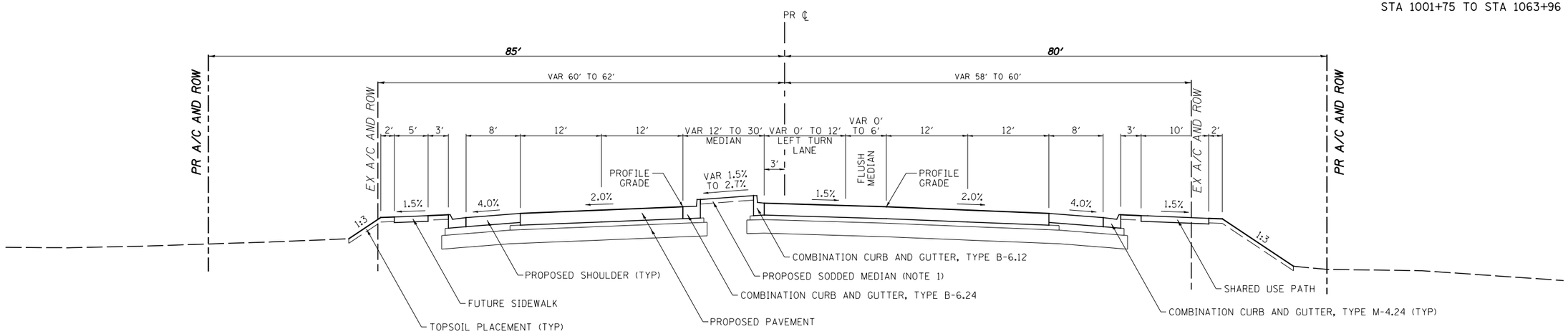
RIGHT TURN LANE DETAIL

WESTBOUND
STA 1064+73 TO STA 1069+52
EASTBOUND
STA 1070+18 TO STA 1074+97



MEDIAN DETAIL

STA 1001+75 TO STA 1063+96



NOTES:

1. MEDIAN WIDTH 0'-12' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 12' SODDED SURFACE

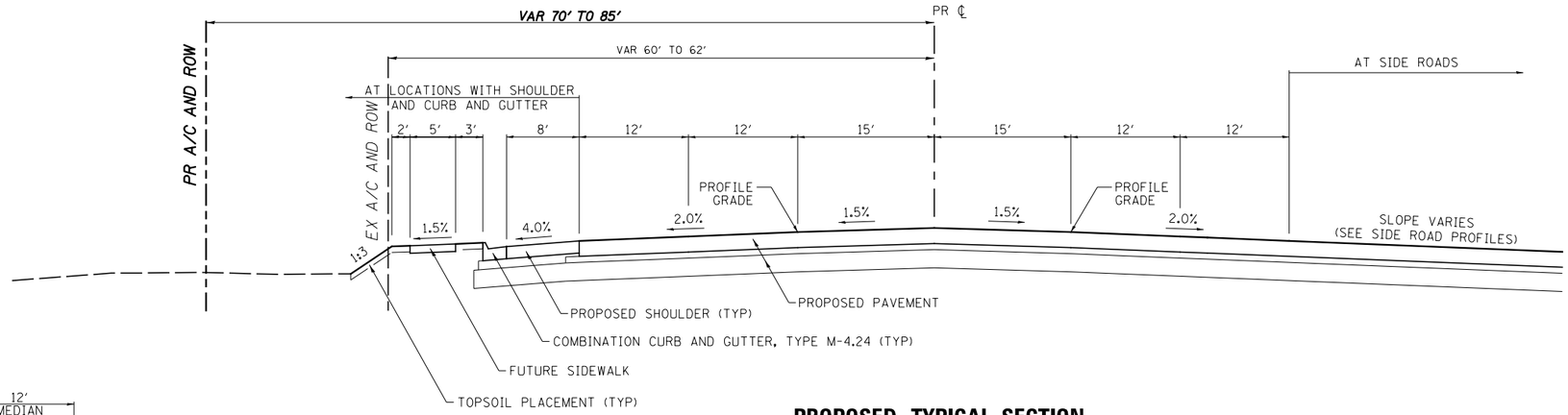
PROPOSED TYPICAL SECTION

U.S. ROUTE 30

STA 1036+13 TO STA 1040+04
STA 1059+05 TO STA 1063+96

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-12.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34 / SHEET NO. 13
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 12 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	

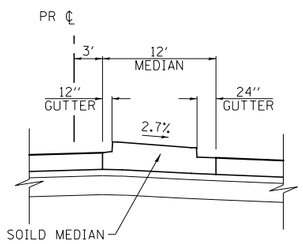


PROPOSED TYPICAL SECTION

U.S. ROUTE 30

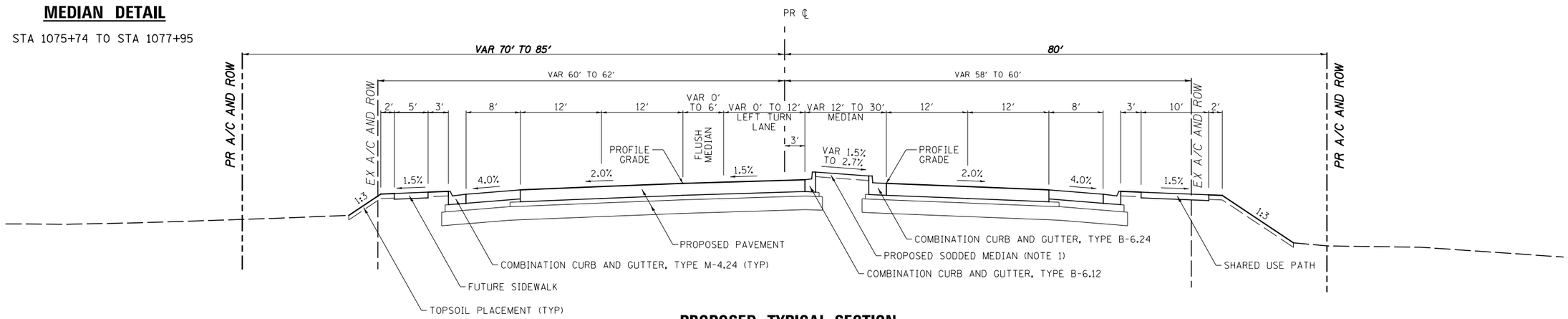
STA 1040+04 TO STA 1040+94 (CURB ON BOTH LT AND RT)
STA 1063+96 TO STA 1064+73 (CURB ON RT SIDE)
STA 1074+97 TO STA 1075+74 (CURB ON LT SIDE)
STA 1100+04 TO STA 1101+83 (SIDE ROAD LT & RT)
STA 1196+17 TO STA 1198+11 (SIDE ROAD LT & RT)

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



MEDIAN DETAIL

STA 1075+74 TO STA 1077+95



NOTES:

1. MEDIAN WIDTH 0'-12' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 12' SODDED SURFACE

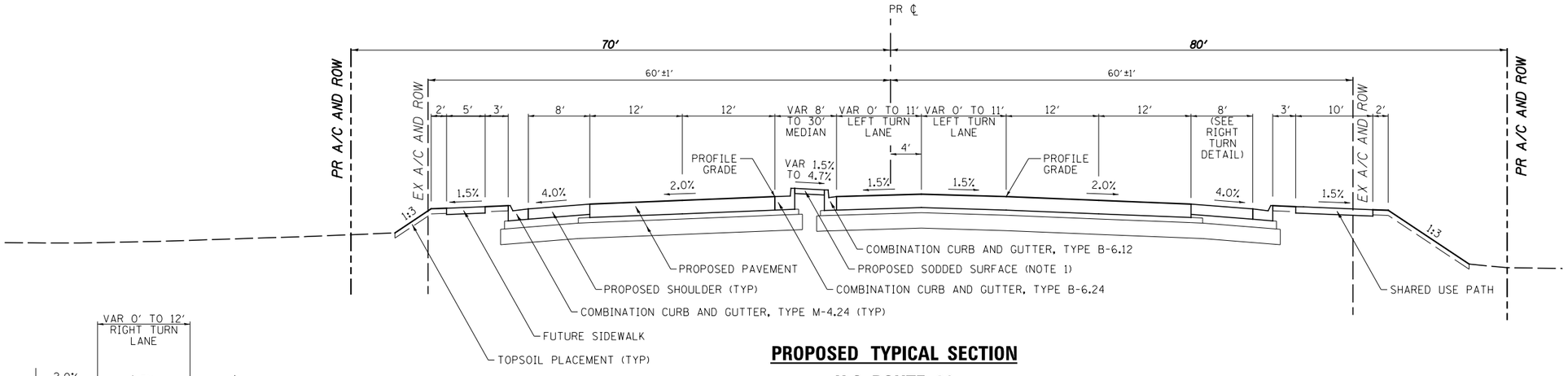
PROPOSED TYPICAL SECTION

U.S. ROUTE 30

STA 1040+94 TO STA 1044+85
STA 1075+74 TO STA 1080+65

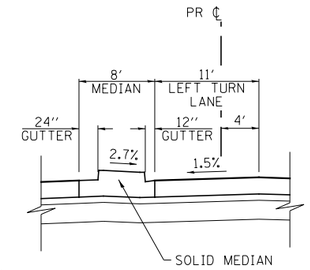
PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-13.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED -					349		KANE/ KENDALL	34 / 14
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO.	
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 13 OF 32 SHEETS	STA. N/A TO STA. N/A		ILLINOIS FED. AID PROJECT		



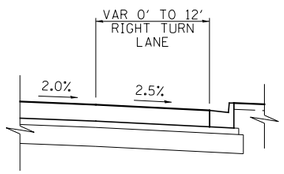
PROPOSED TYPICAL SECTION
U.S. ROUTE 30

STA 1094+28 TO STA 1100+04



MEDIAN DETAIL

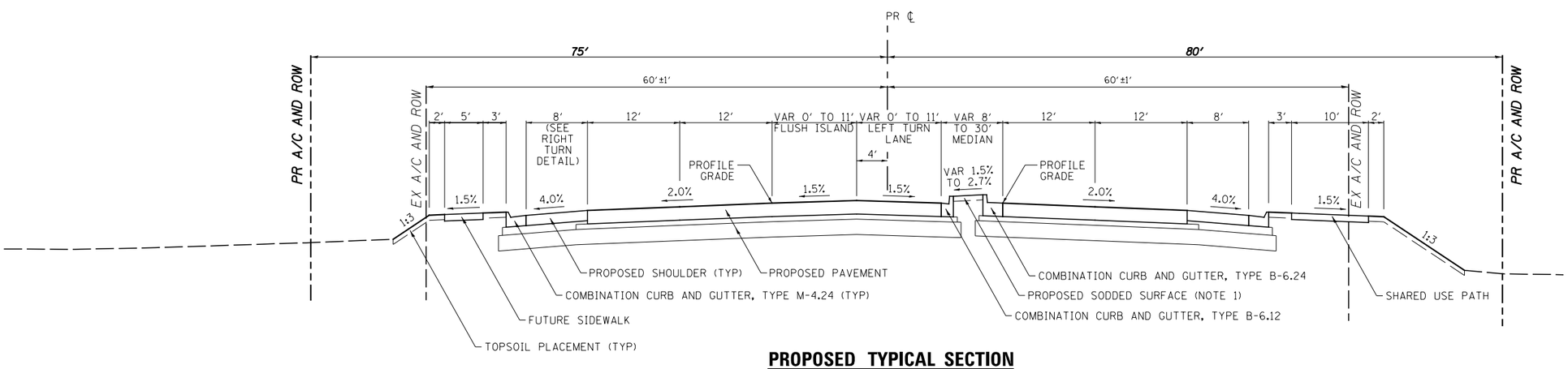
STA 1097+28 TO STA 1100+04



RIGHT TURN LANE DETAIL

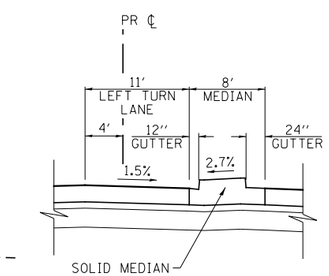
EASTBOUND
STA 1094+98 TO STA 1099+91
WESTBOUND
STA 1101+99 TO STA 1107+04

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



PROPOSED TYPICAL SECTION
U.S. ROUTE 30

STA 1101+83 TO STA 1107+04



MEDIAN DETAIL

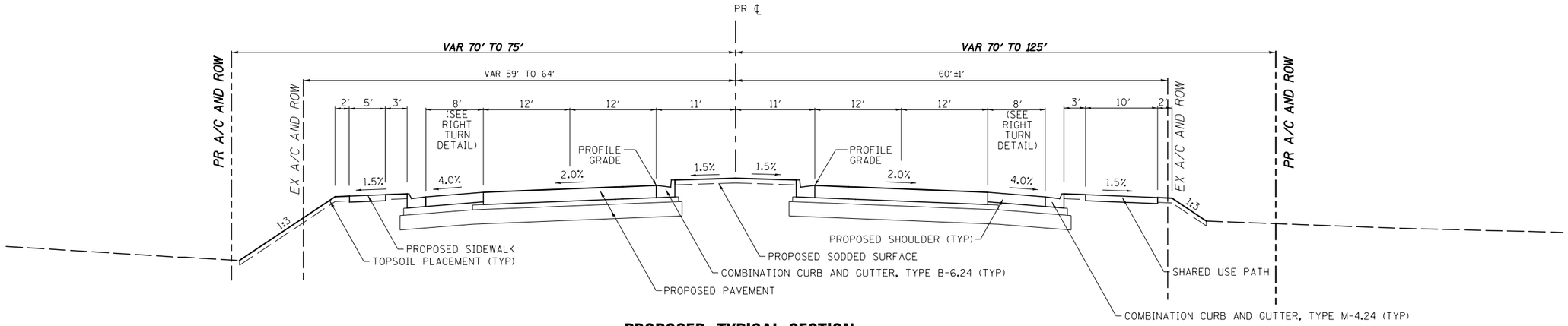
STA 1101+83 TO STA 1104+04

NOTES:

1. MEDIAN WIDTH 0′-8′ SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 8′ SODDED SURFACE

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-14.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34 / SHEET NO. 15
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ′ / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 14 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	

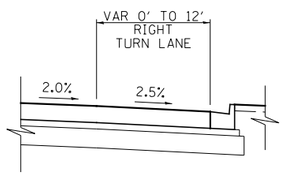


PROPOSED TYPICAL SECTION

U.S. ROUTE 30

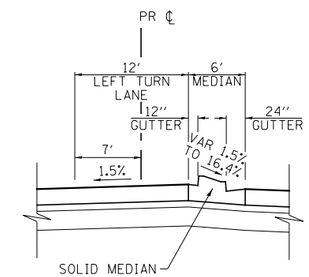
STA 1107+04 TO STA 1117+52
STA 1122+50 TO STA 1143+54
STA 1148+70 TO STA 1163+29

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



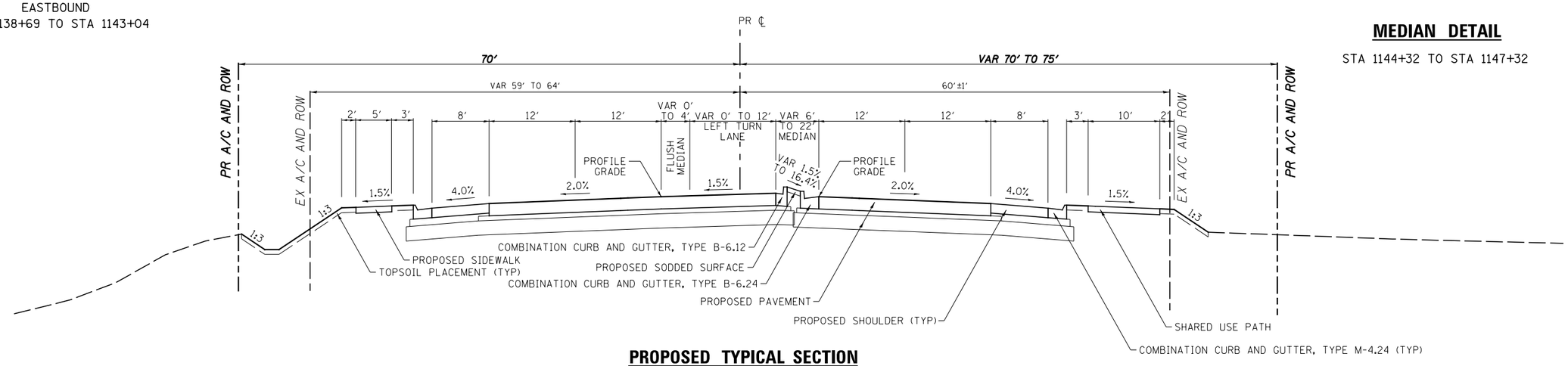
RIGHT TURN LANE DETAIL

WESTBOUND
STA 1107+04 TO STA 1108+09
EASTBOUND
STA 1138+69 TO STA 1143+04



MEDIAN DETAIL

STA 1144+32 TO STA 1147+32



PROPOSED TYPICAL SECTION

U.S. ROUTE 30

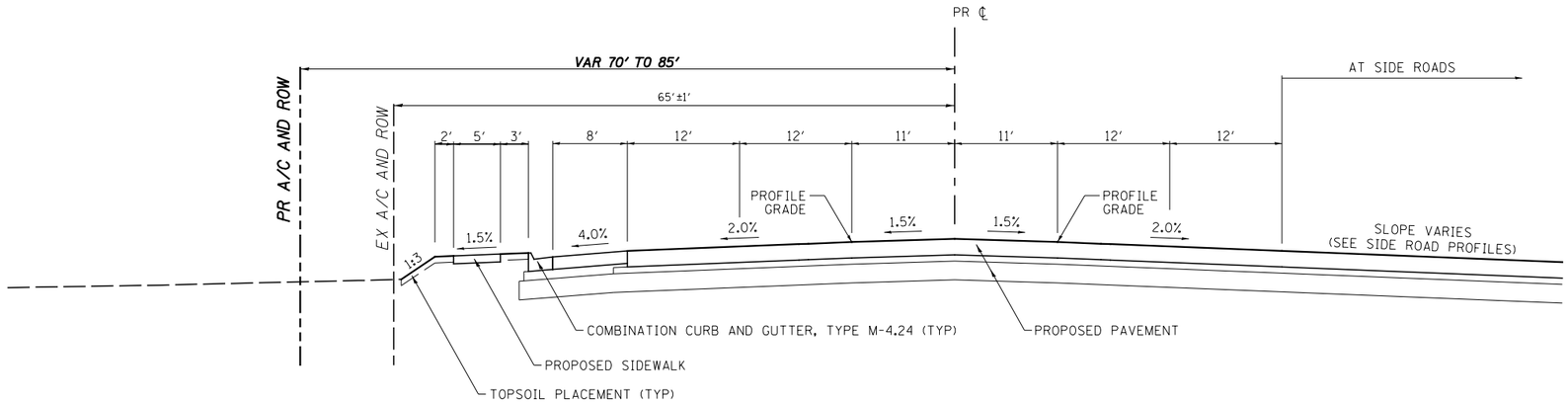
STA 1117+52 TO STA 1122+50
STA 1144+32 TO STA 1148+70

NOTES:

1. MEDIAN WIDTH 0'-6' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 6' SODDED SURFACE

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-15.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 16
		DRAWN -	REVISED -								
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO.	
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 15 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	

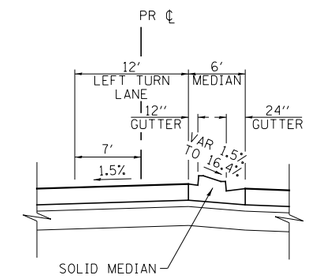


PROPOSED TYPICAL SECTION

U.S. ROUTE 30

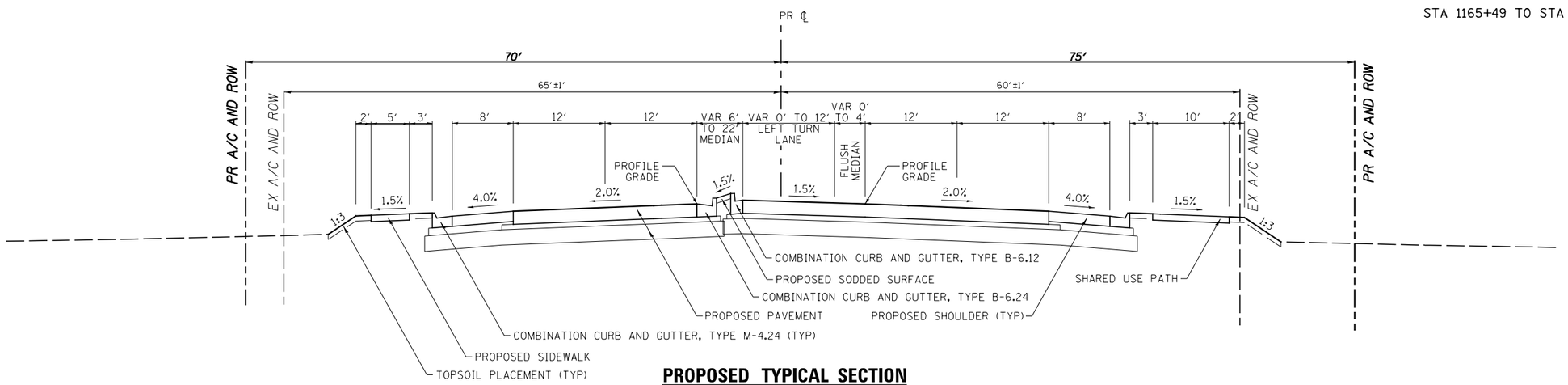
STA 1143+54 TO STA 1144+32
STA 1167+69 TO STA 1169+11 (SIDE ROAD LT AND RT)
STA 1186+87 TO STA 1187+70 (SIDE ROAD LT WITH BIKE PATH RT)

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



MEDIAN DETAIL

STA 1165+49 TO STA 1167+69



PROPOSED TYPICAL SECTION

U.S. ROUTE 30

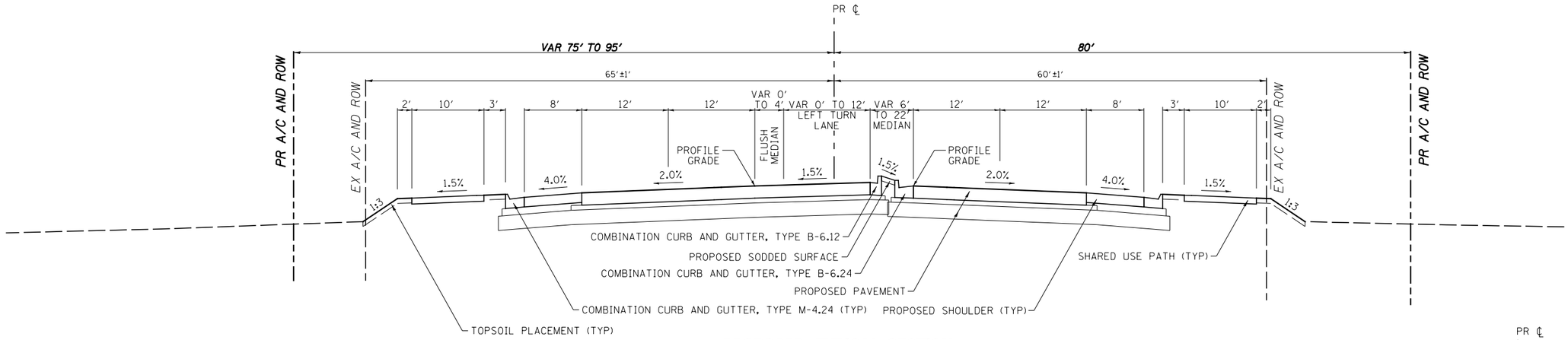
STA 1163+29 TO STA 1167+69

NOTES:

1. MEDIAN WIDTH 0'-6' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 6' SODDED SURFACE

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-16.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 17
		DRAWN -	REVISED -								
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO.	
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 16 OF 32 SHEETS	STA. N/A TO STA. N/A		ILLINOIS	FED. AID PROJECT	

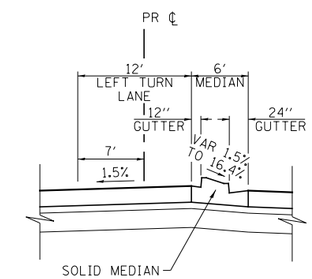


PROPOSED TYPICAL SECTION

U.S. ROUTE 30

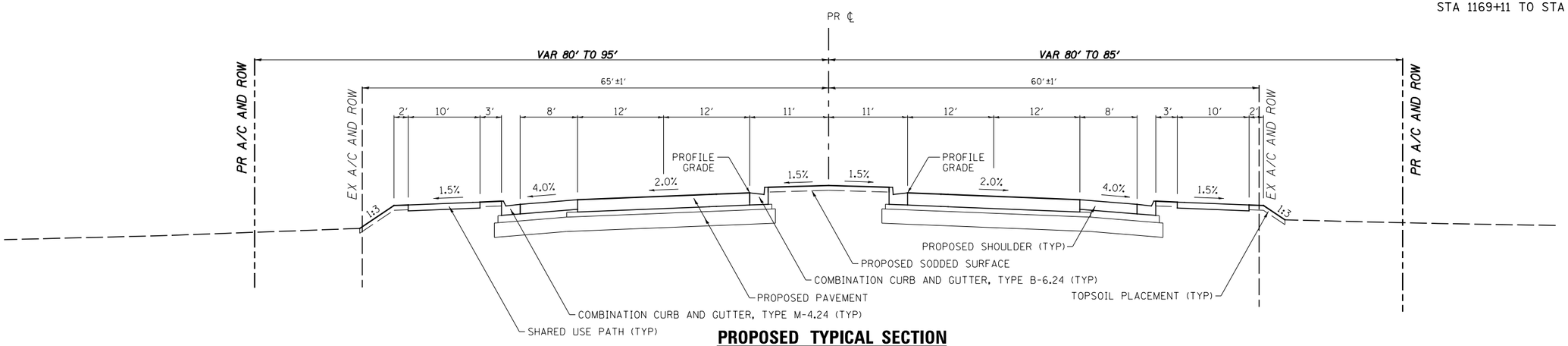
STA 1169+11 TO STA 1173+51

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



MEDIAN DETAIL

STA 1169+11 TO STA 1172+46



PROPOSED TYPICAL SECTION

U.S. ROUTE 30

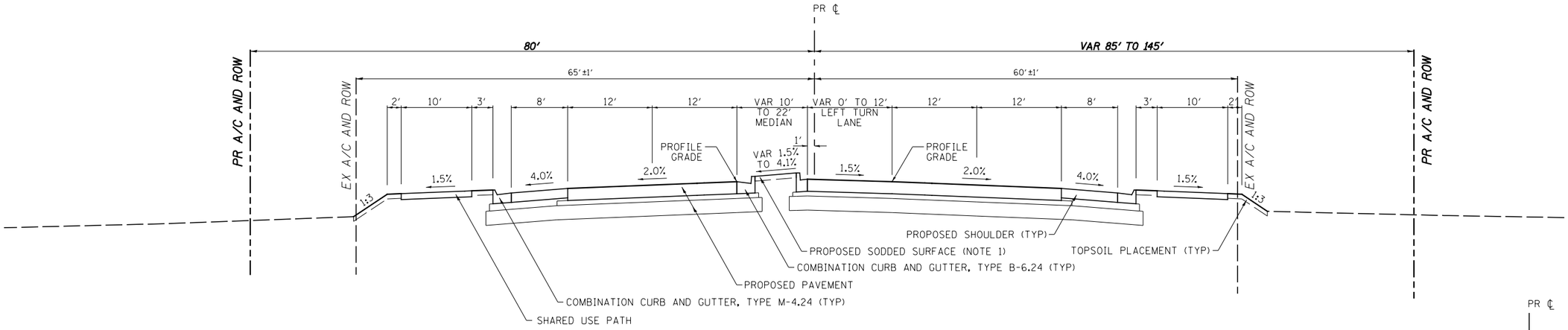
STA 1173+51 TO STA 1182+47

NOTES:

1. MEDIAN WIDTH 0'-6' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 6' SODDED SURFACE

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-17.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 18
		DRAWN -	REVISED -								
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO.	
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 17 OF 32 SHEETS	STA. N/A TO STA. N/A		ILLINOIS FED. AID PROJECT		

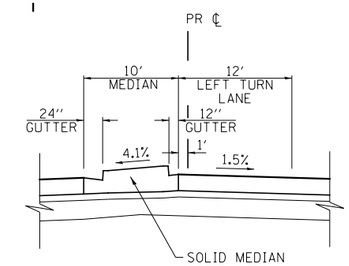


PROPOSED TYPICAL SECTION

U.S. ROUTE 30

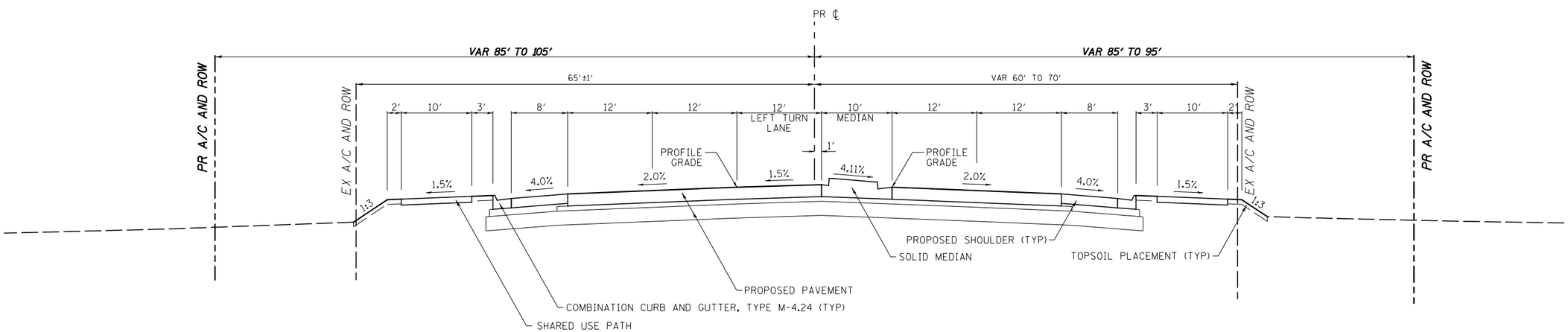
STA 1182+47 TO STA 1186+87

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



MEDIAN DETAIL

STA 1184+67 TO STA 1186+87



PROPOSED TYPICAL SECTION

U.S. ROUTE 30

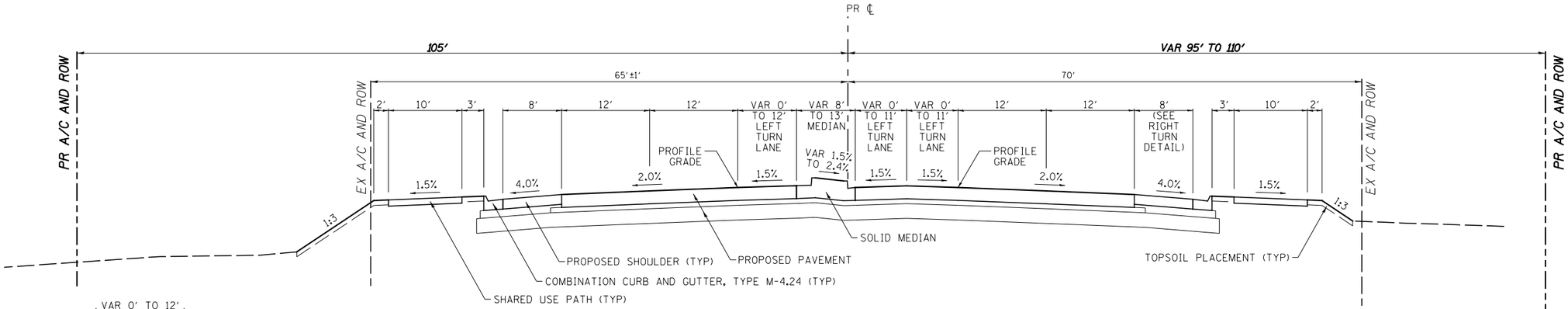
STA 1187+70 TO STA 1190+21

NOTES:

1. MEDIAN WIDTH 0'-10' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 10' SODDED SURFACE

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-18.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34 / SHEET NO. 19
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 18 OF 32 SHEETS	STA. N/A TO STA. N/A		ILLINOIS	FED. AID PROJECT	

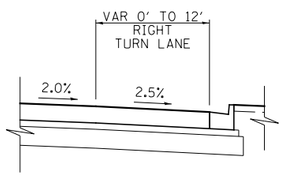


PROPOSED TYPICAL SECTION

U.S. ROUTE 30

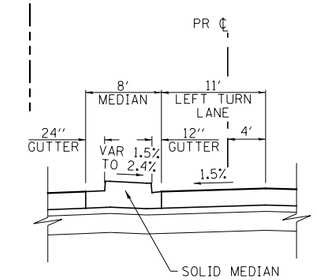
STA 1190+21 TO STA 1193+71
STA 1195+21 TO STA 1196+17

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



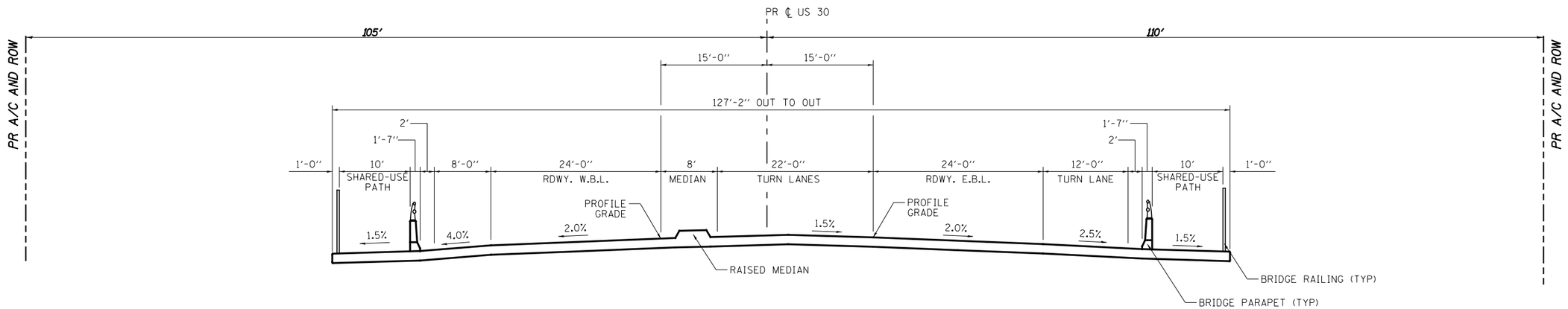
RIGHT TURN LANE DETAIL

EASTBOUND
STA 1190+70 TO STA 1193+71
STA 1195+21 TO STA 1196+17



MEDIAN DETAIL

STA 1190+21 TO STA 1193+71
STA 1195+21 TO STA 1196+17



PROPOSED U.S. RTE. 30 TYPICAL SECTION

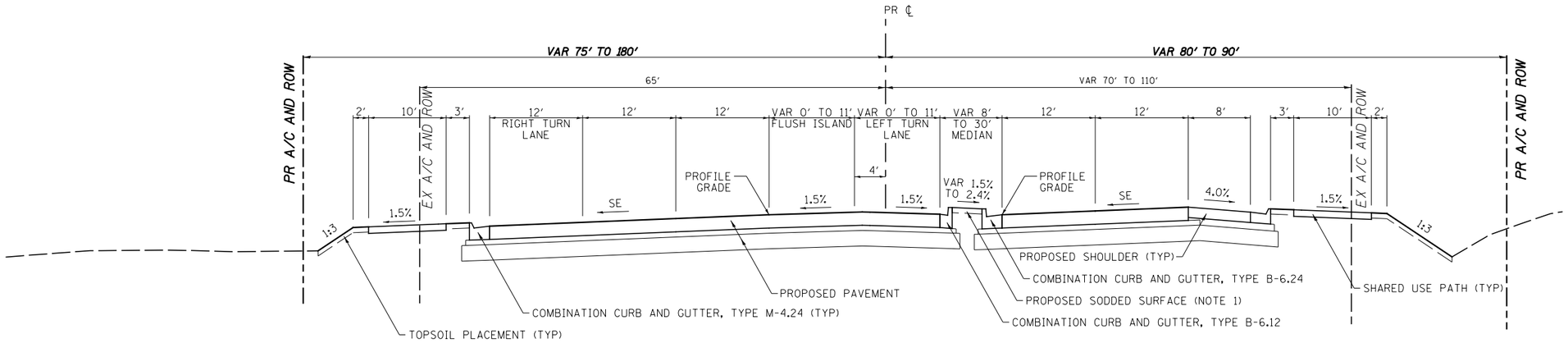
AT BLACKBERRY CREEK

STA 1193+71 TO STA 1195+21

PRELIMINARY

E-2-20

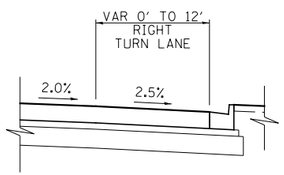
FILE NAME = V:\3171\CADD Sheets\P140311-typical-19.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34 / SHEET NO. 20
		DRAWN -	REVISED -								
	PLOT SCALE = 16.0000 ′ / in.	CHECKED -	REVISED -							CONTRACT NO.	
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 19 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	



PROPOSED TYPICAL SECTION

U.S. ROUTE 30

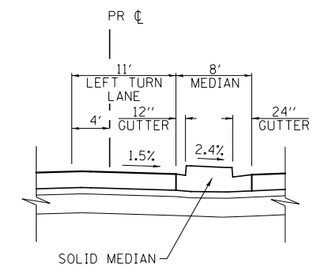
STA 1198+11 TO STA 1204+87



RIGHT TURN LANE DETAIL

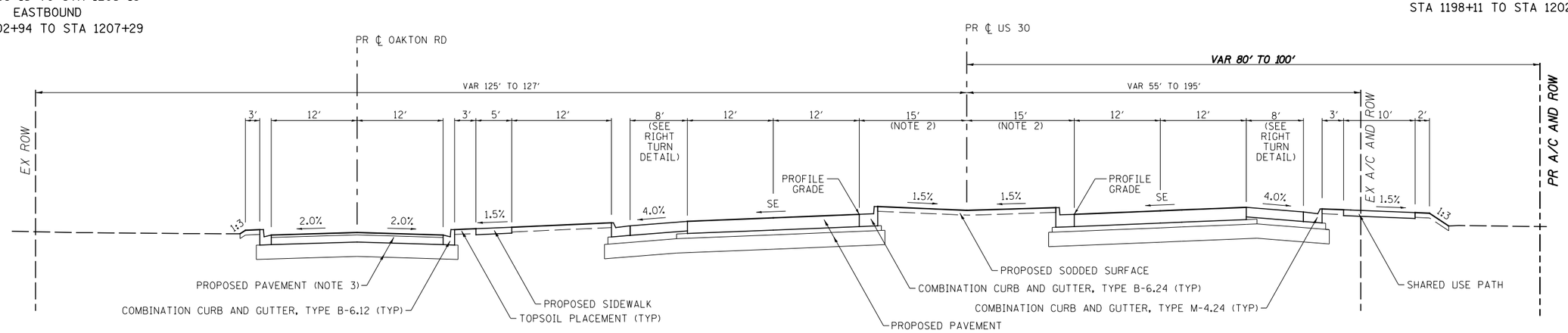
WESTBOUND
STA 1198+15 TO STA 1205+19
EASTBOUND
STA 1202+94 TO STA 1207+29

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



MEDIAN DETAIL

STA 1198+11 TO STA 1202+17



PROPOSED TYPICAL SECTION

U.S. ROUTE 30

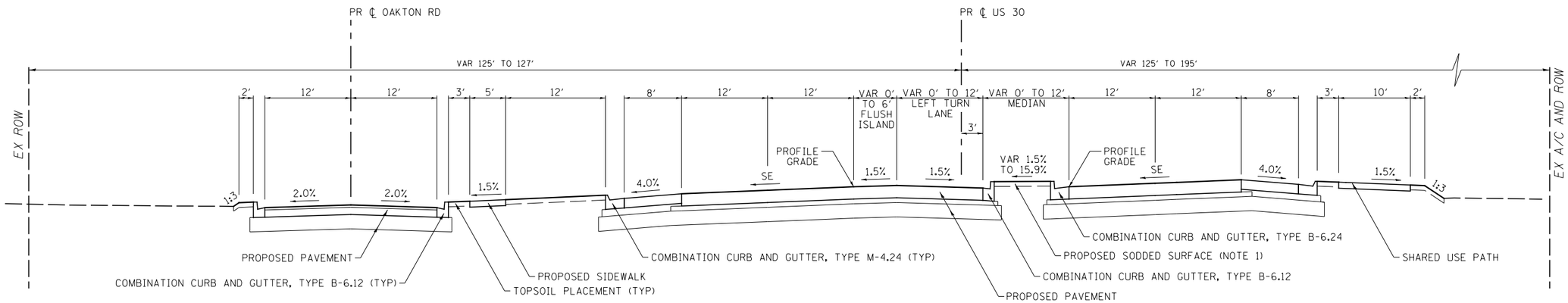
STA. 1204+87 TO STA. 1207+90
STA. 1212+92 TO STA. 1219+61

NOTES:

1. MEDIAN WIDTH 0'-8' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 8' SODDED SURFACE
2. VARIES FROM 15' @ STA 1217+91 TO 9' @ STA 1220+62
3. OAKTON RD PAVEMENT STARTS @ STA 1206+03 AND ENDS @ STA 1220+41.

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-20.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 21
		DRAWN -	REVISED -								
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO.	
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 20 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	



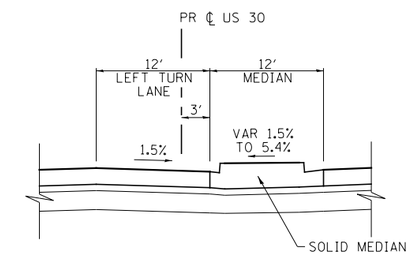
PROPOSED TYPICAL SECTION

U.S. ROUTE 30

STA. 1207+90 TO STA. 1212+92

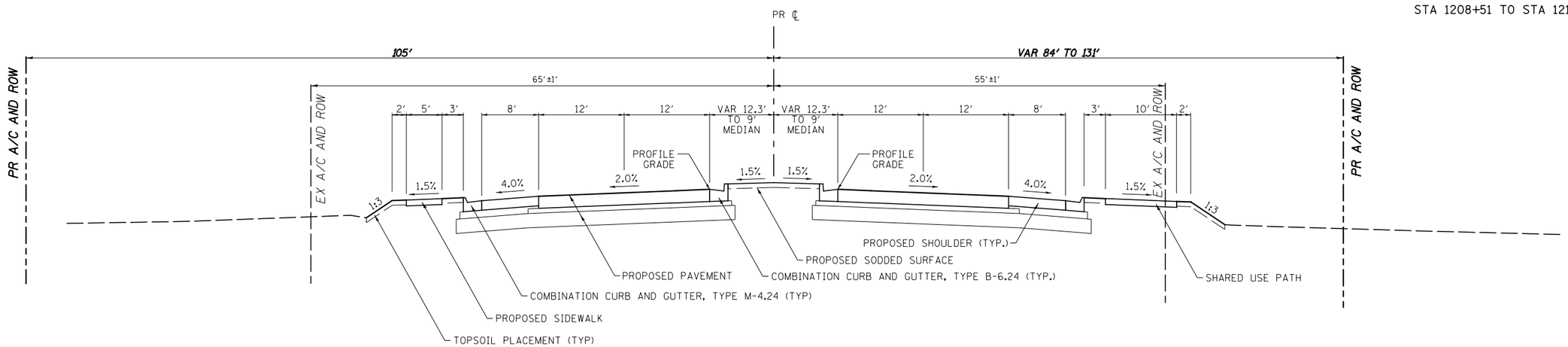
NOTES:

1. MEDIAN WIDTH 0'-12' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 12' SODDED SURFACE



MEDIAN DETAIL

STA 1208+51 TO STA 1210+72



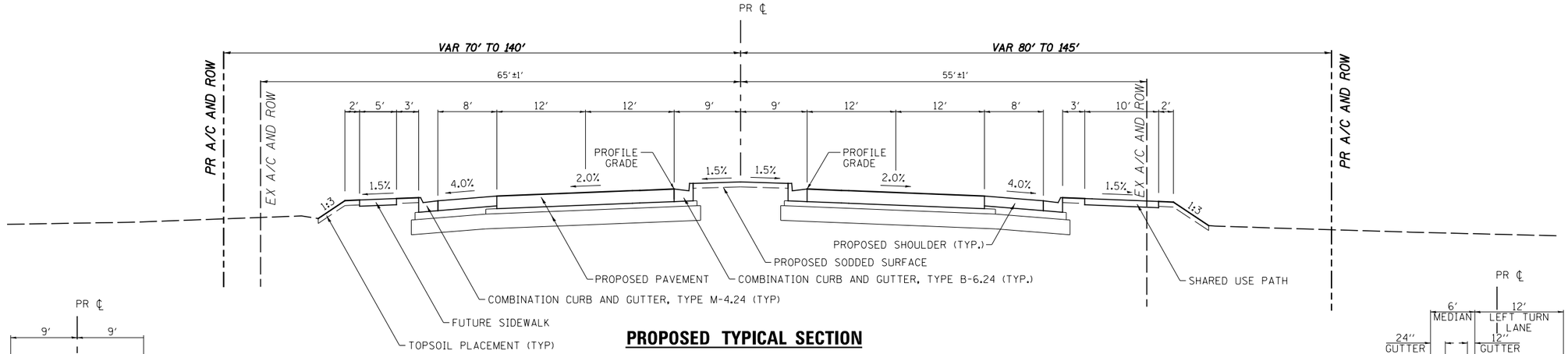
PROPOSED TYPICAL SECTION

U.S. ROUTE 30

STA 1219+12 TO STA 1220+61

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-21.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34 / SHEET NO. 22
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 21 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	

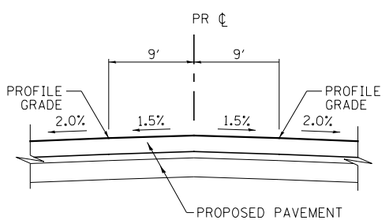


PROPOSED TYPICAL SECTION

U.S. ROUTE 30

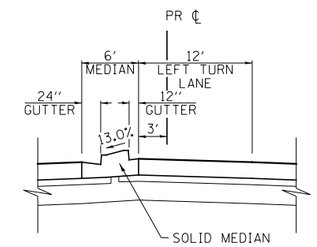
STA 1220+61 TO STA 1226+30
STA 1233+13 TO STA 1237+36

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



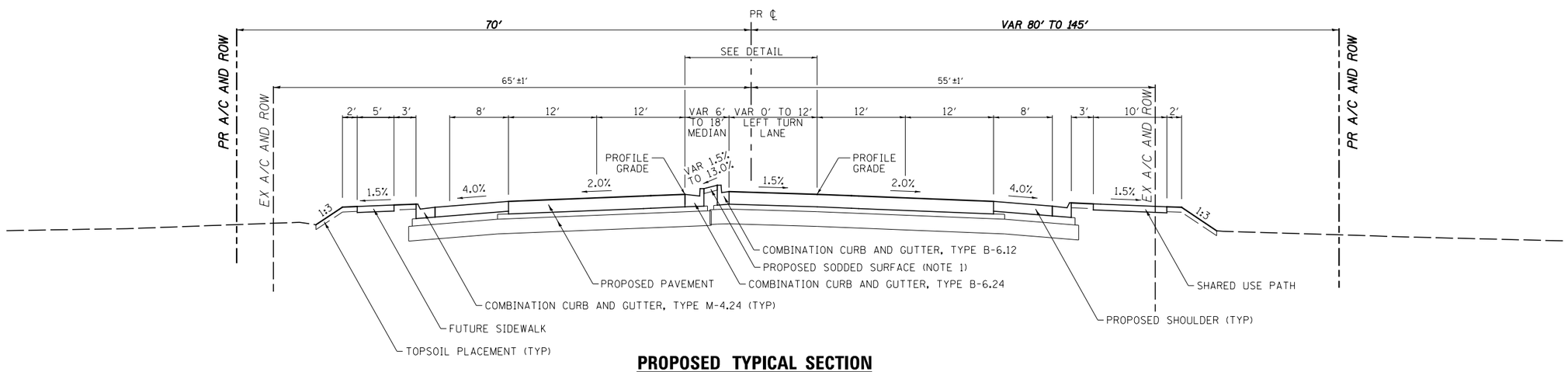
DETAIL

STA 1229+28 TO STA 1230+18



MEDIAN DETAIL

STA 1228+10 TO STA 1229+28



PROPOSED TYPICAL SECTION

U.S. ROUTE 30

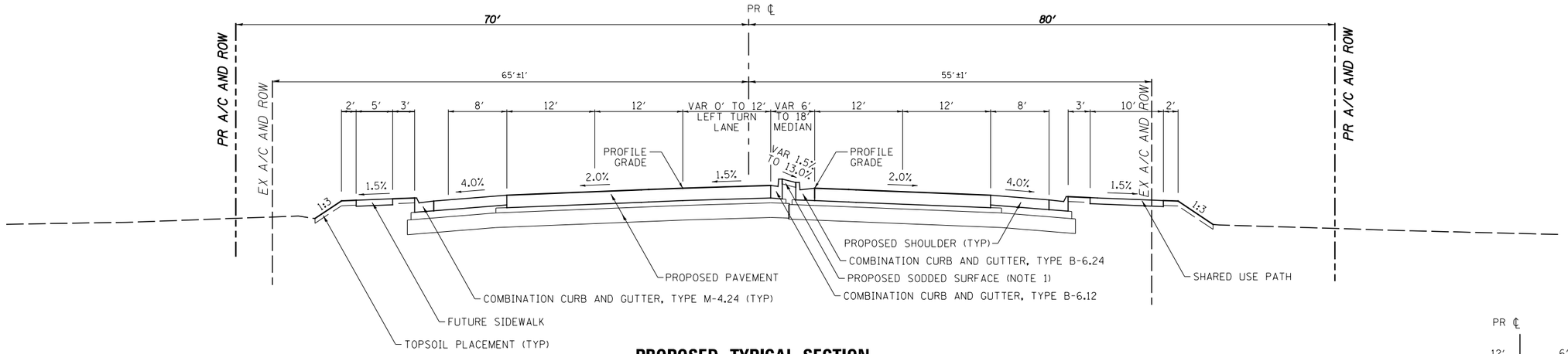
STA 1226+30 TO STA 1230+18

NOTES:

1. MEDIAN WIDTH 0'-6' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 6' SODDED SURFACE

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-22.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 23
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 22 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	



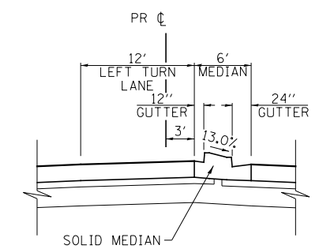
PROPOSED TYPICAL SECTION

U.S. ROUTE 30

STA 1230+18 TO STA 1233+13

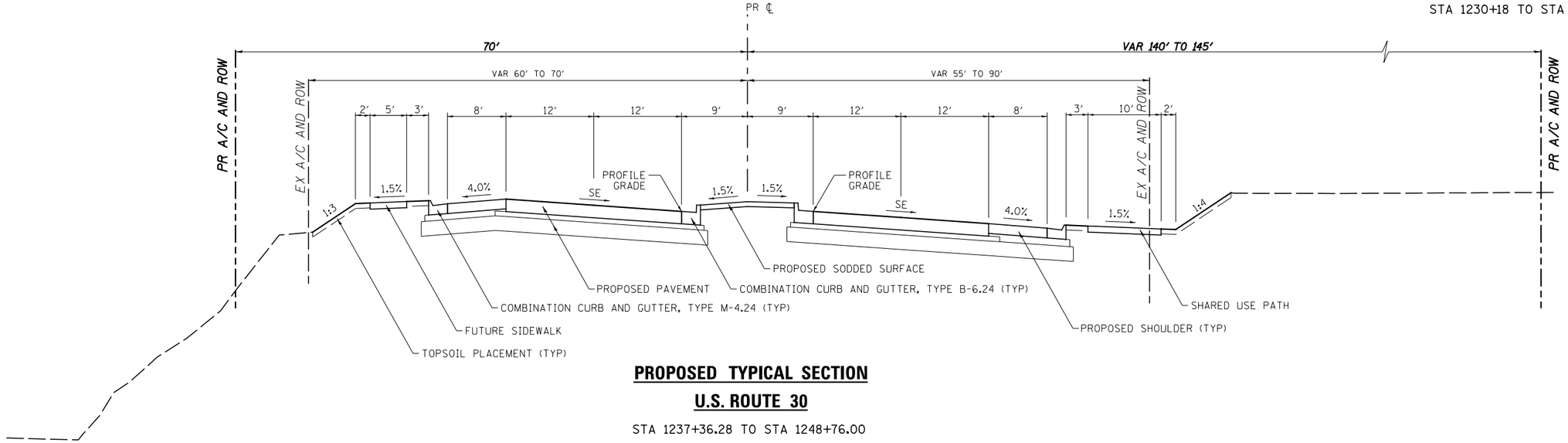
NOTES:

1. MEDIAN WIDTH 0'-6' SOLID MEDIAN (SEE MEDIAN DETAIL)
   MEDIAN WIDTH > 6' SODDED SURFACE



MEDIAN DETAIL

STA 1230+18 TO STA 1231+33



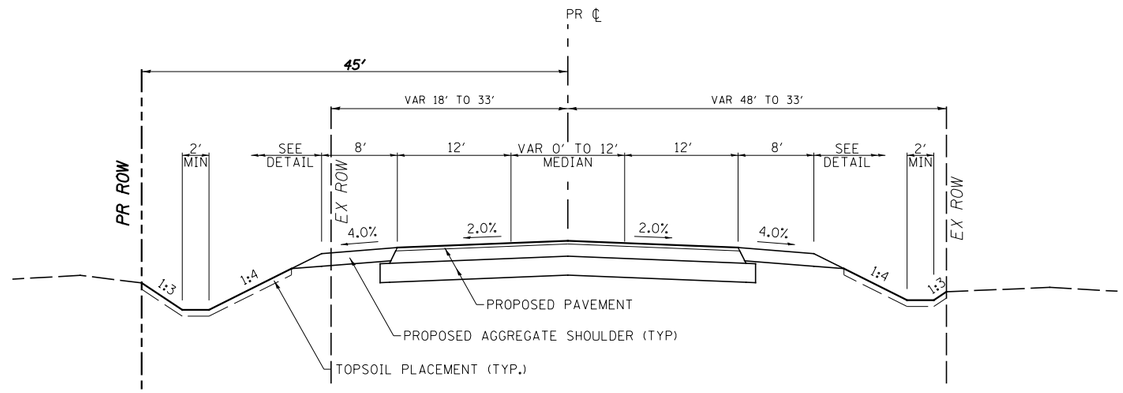
PROPOSED TYPICAL SECTION

U.S. ROUTE 30

STA 1237+36.28 TO STA 1248+76.00

PRELIMINARY

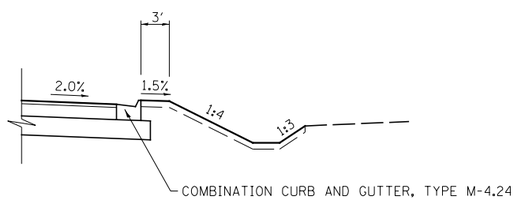
FILE NAME = V:\3171\CADD Sheets\P140311-typical-23.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 24
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 23 OF 32 SHEETS	STA. N/A TO STA. N/A		ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION

BERTRAM RD.

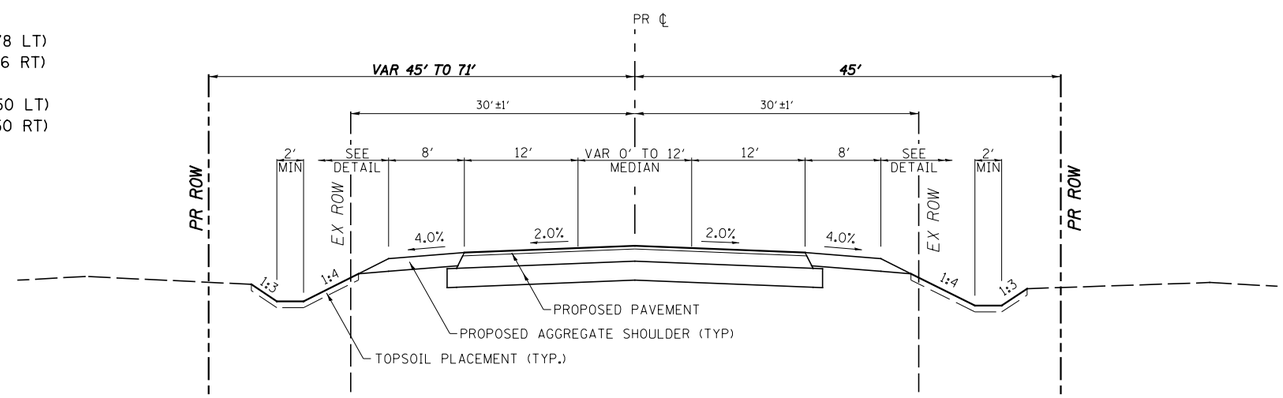
STA 10+54 TO STA 17+85



ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.

DETAIL

BERTRAM RD
(STA 10+54 TO STA 10+78 LT)
(STA 10+54 TO STA 11+56 RT)
DICKSON RD
(STA 27+47 TO STA 28+50 LT)
(STA 28+18 TO STA 28+50 RT)



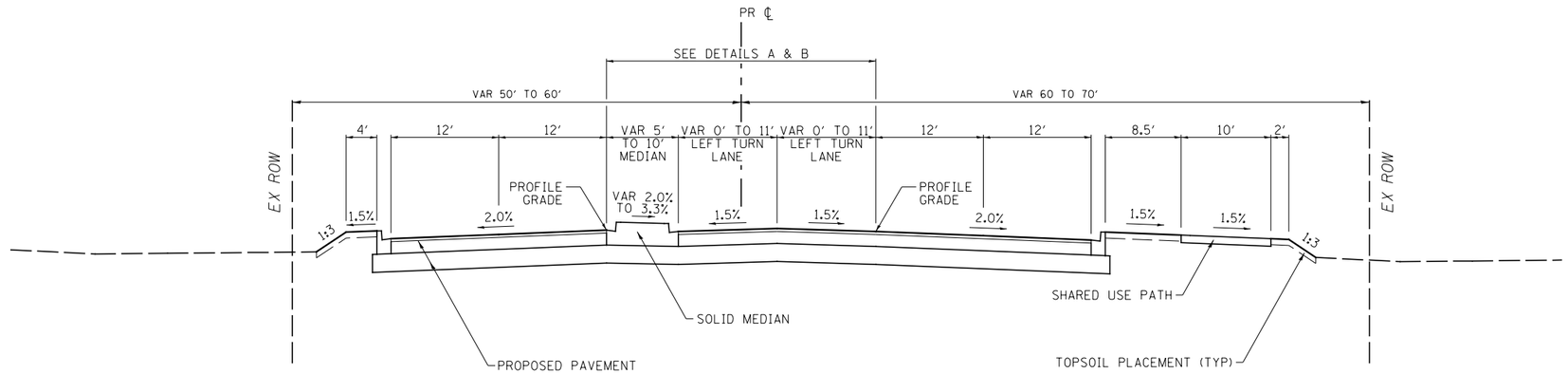
PROPOSED TYPICAL SECTION

DICKSON RD.

STA 20+87 TO STA 28+50

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-24.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 26
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 24 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	

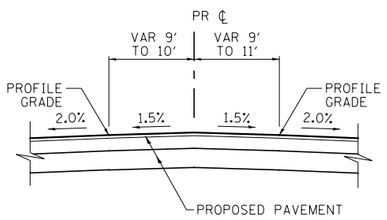


PROPOSED TYPICAL SECTION

GORDON RD.

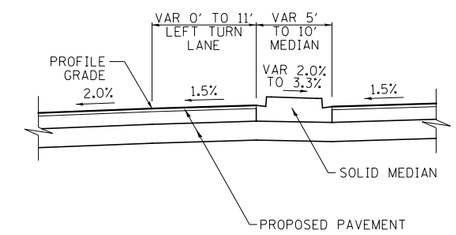
STA 33+31 TO STA 40+00

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



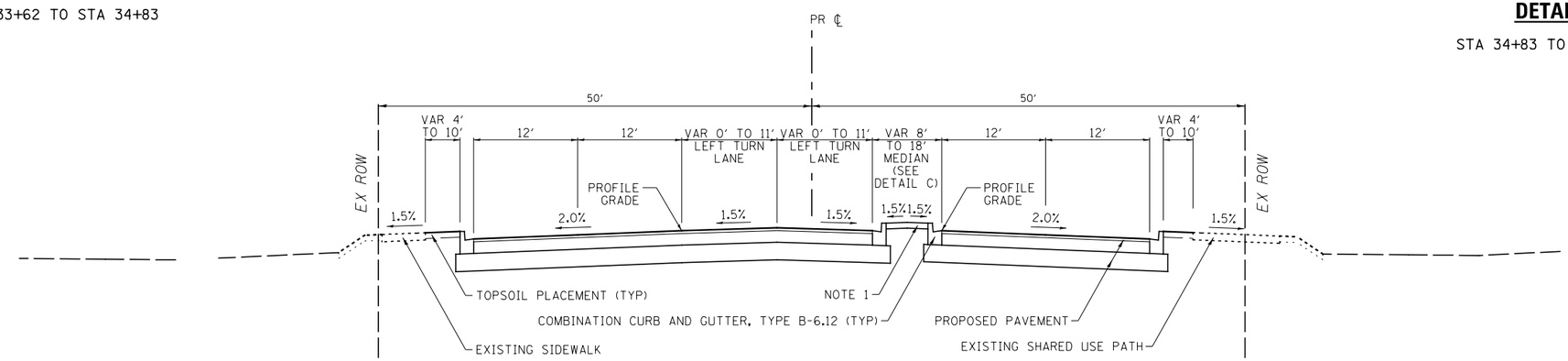
DETAIL A

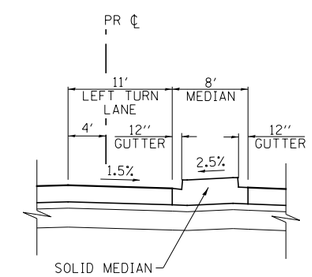
STA 33+62 TO STA 34+83



DETAIL B

STA 34+83 TO STA 37+88





DETAIL C

STA 40+89 TO STA 43+09

NOTES:

1. MEDIAN WIDTH 0'-10' SOLID MEDIAN
   MEDIAN WIDTH > 10' SODDED SURFACE

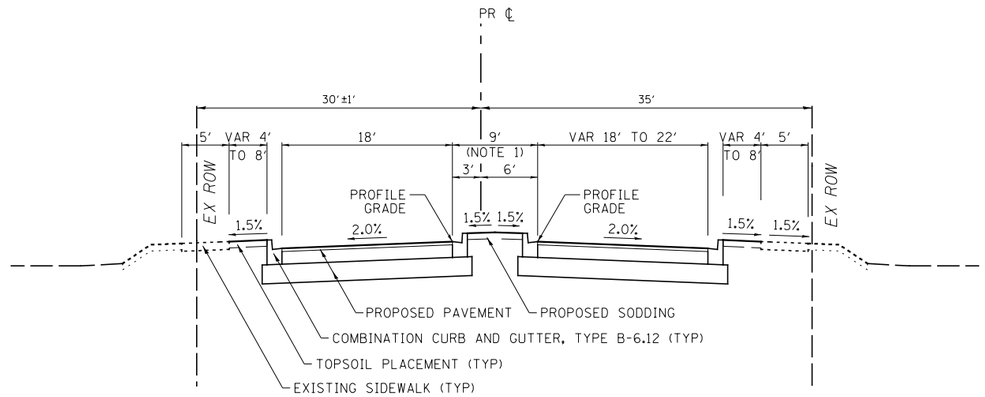
PROPOSED TYPICAL SECTION

GORDON RD.

STA 40+00 TO STA 46+09

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-25.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE / KENDALL	TOTAL SHEETS 34 / SHEET NO. 27
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 25 OF 32 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION

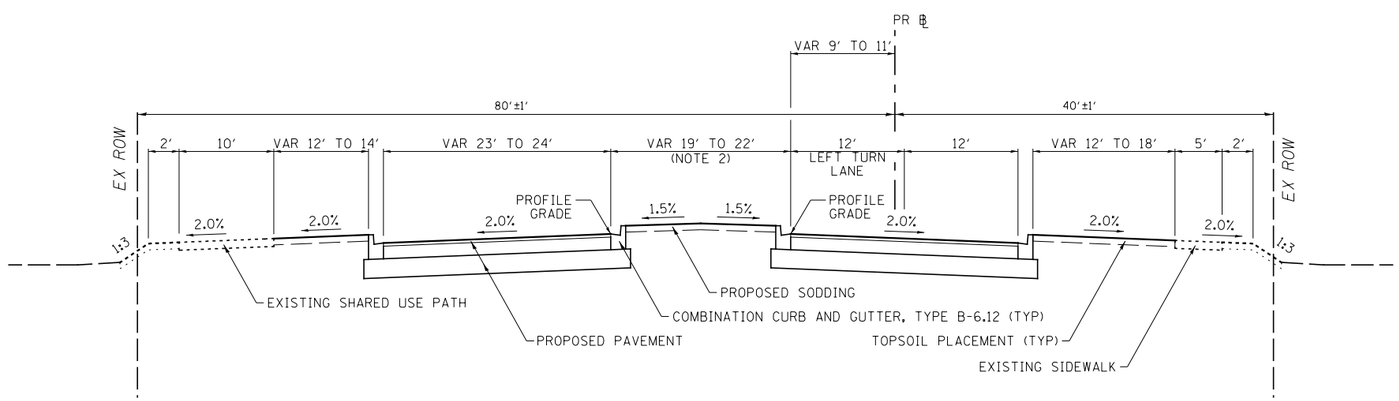
PRESCOTT DR.

STA 55+50 TO STA 57+15

NOTES:

1. NO RAISED MEDIAN FROM STA 55+50 TO STA 55+89 (PRESCOTT DR.)
2. NO RAISED MEDIAN FROM STA 65+50 TO STA 65+67 (LAKEWOOD CREEK DR.)

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



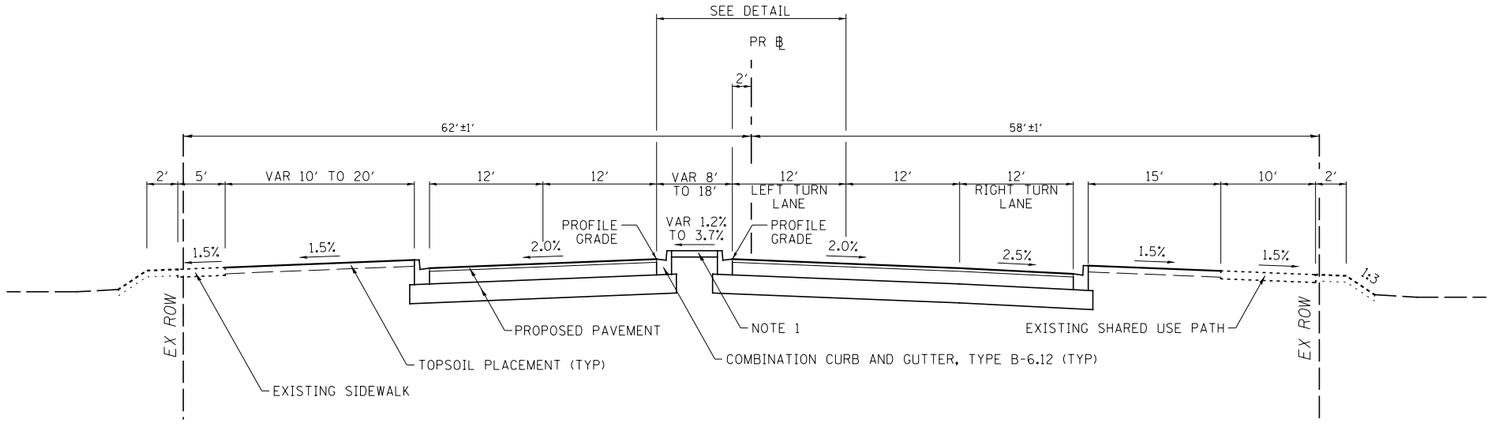
PROPOSED TYPICAL SECTION

LAKEWOOD CREEK DR.

STA 65+50 TO STA 67+03

PRELIMINARY

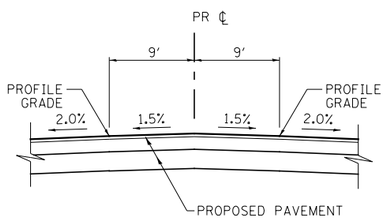
FILE NAME = V:\3171\CADD Sheets\P140311-typical-26.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIDE ROAD PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 28
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 26 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION

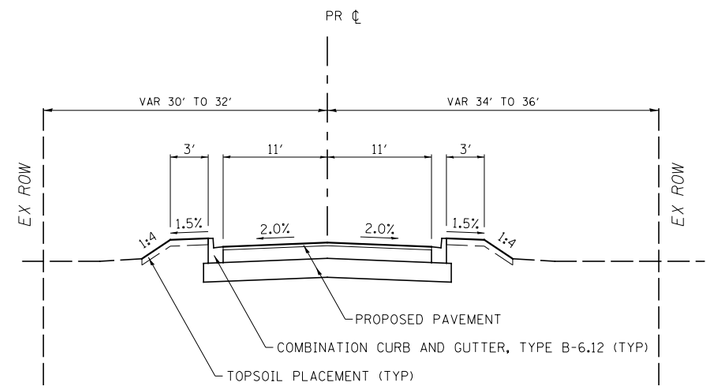
GRIFFIN DR.

STA 77+50 TO STA 80+00



DETAIL

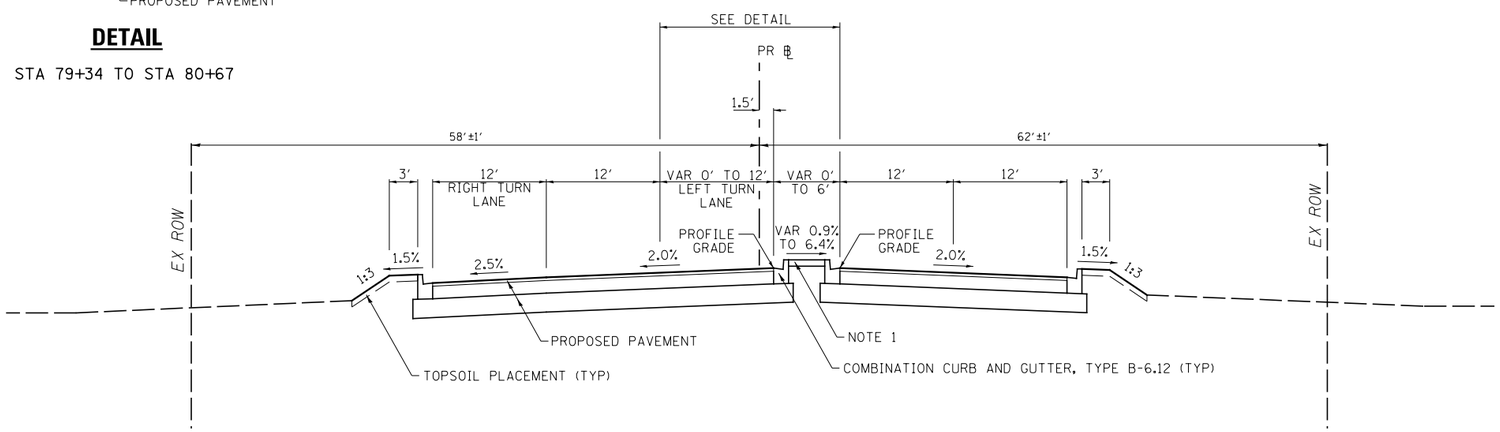
STA 79+34 TO STA 80+67



PROPOSED TYPICAL SECTION

BLACKBERRY RD.

STA 90+36 TO STA 92+32



PROPOSED TYPICAL SECTION

GRIFFIN DR.

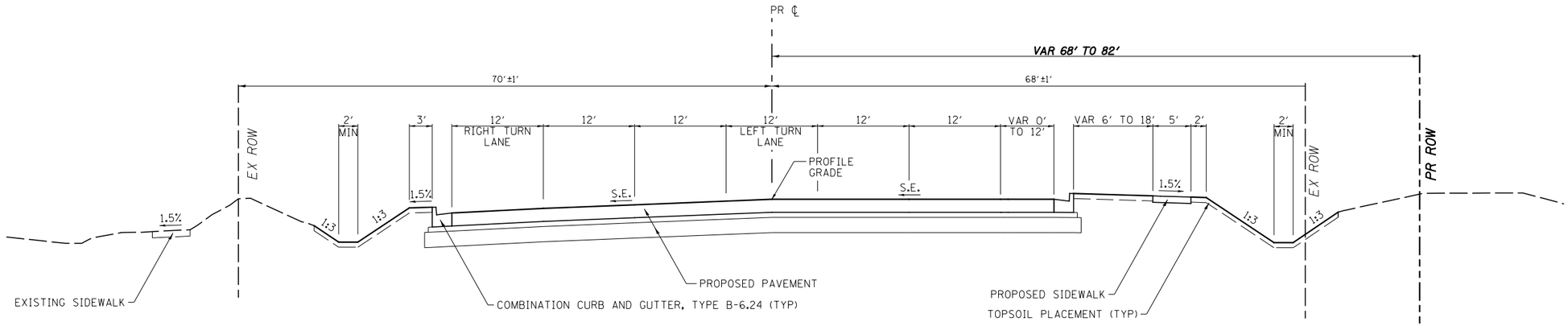
STA 80+00 TO STA 83+42

NOTES:

1. MEDIAN WIDTH 0'-8' SOLID MEDIAN
   MEDIAN WIDTH > 8' SODDED SURFACE

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-27.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34	SHEET NO. 29
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 27 OF 32 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT			



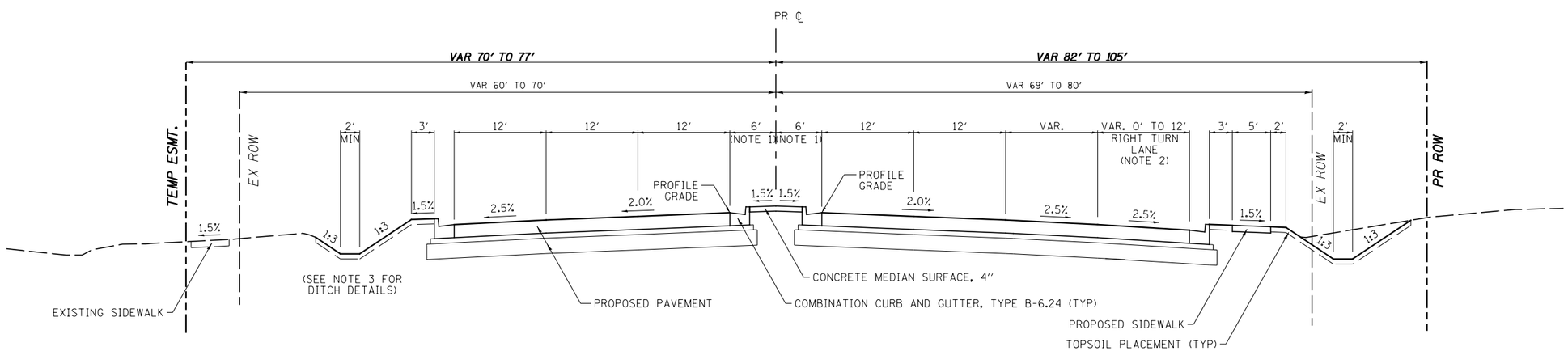
PROPOSED TYPICAL SECTION
ORCHARD ROAD

STA 102+47 TO STA 104+32

NOTES:

1. NO RAISED MEDIAN FROM STA 104+32 TO STA 105+72
   VARIES FROM 6' @ STA 109+06 TO 9' @ STA 110+56
2. RIGHT TURN LANE STA 104+27 TO STA 110+85
3. NO PROPOSED DITCH FROM STA 106+70 TO STA 110+85

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.

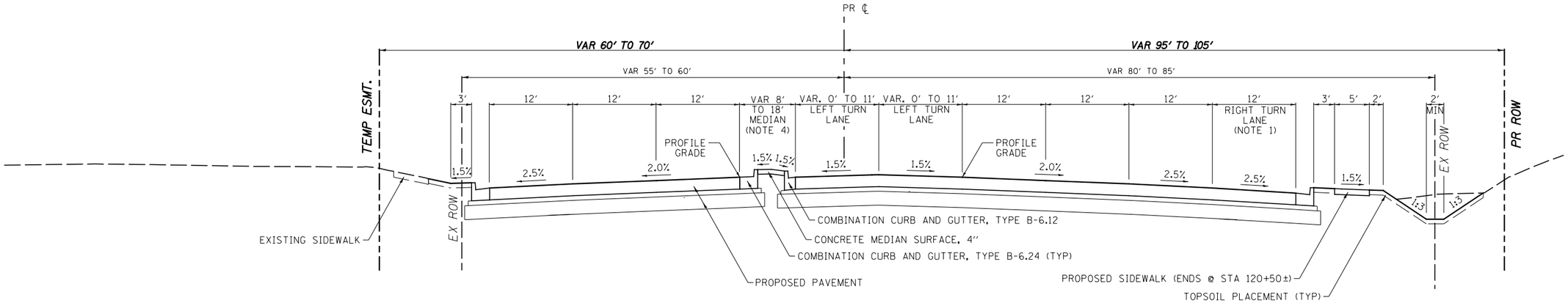


PROPOSED TYPICAL SECTION
ORCHARD ROAD

STA 104+32 TO STA 110+85

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-28.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 30
		DRAWN -	REVISED -							CONTRACT NO.	
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 28 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT	



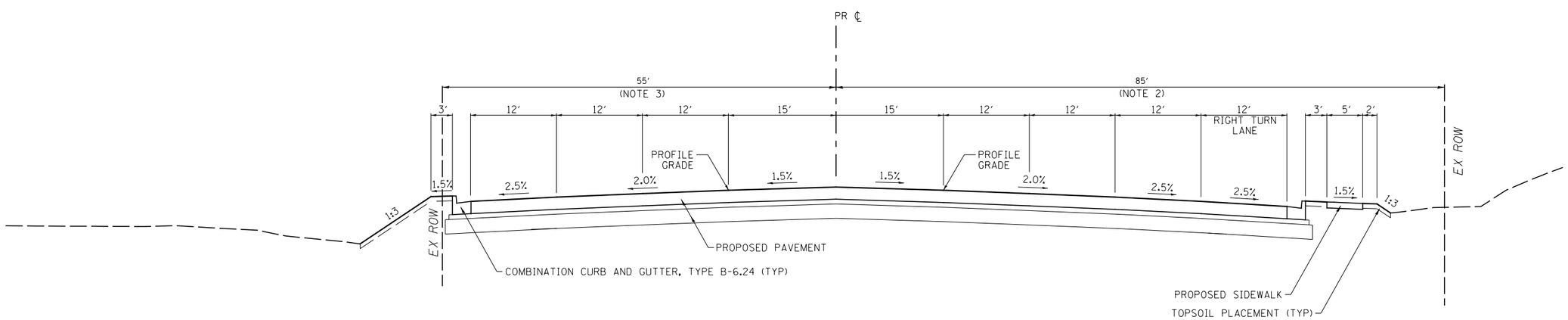
PROPOSED TYPICAL SECTION
ORCHARD ROAD

STA 110+85 TO STA 116+12

NOTES:

1. RIGHT TURN LANE STA 110+85 TO STA 116+08
2. 65' FROM STA 117+65 TO STA 117+88
3. EXISTING ROW 200' FROM STA 117+65 TO STA 117+88
   NO PROPOSED ROW FROM STA 117+65
4. MEDIAN SLOPE VARIES FROM 1.5% AT STA 113+00
   TO 4.7% AT STA 114+00

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.

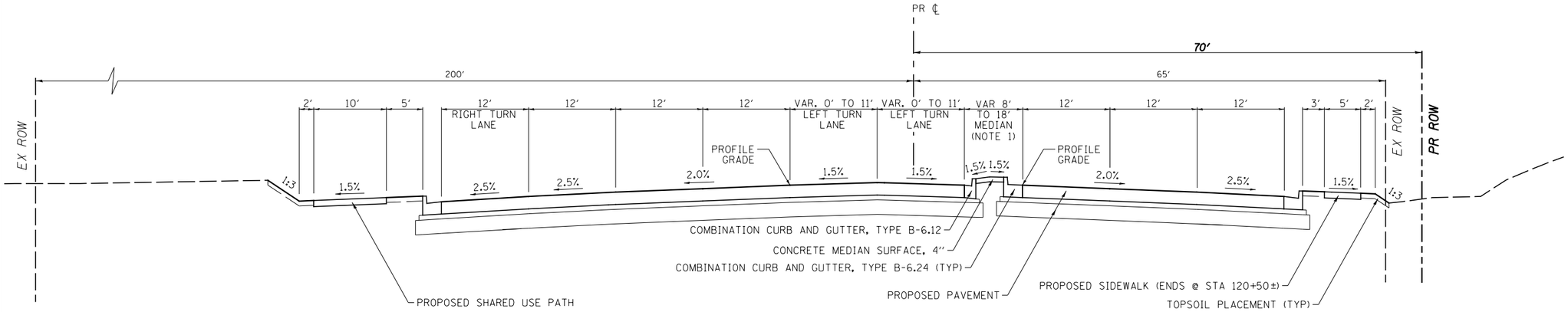


PROPOSED TYPICAL SECTION
ORCHARD ROAD

STA 116+12 TO STA 117+88

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-29.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 31
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 29 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION

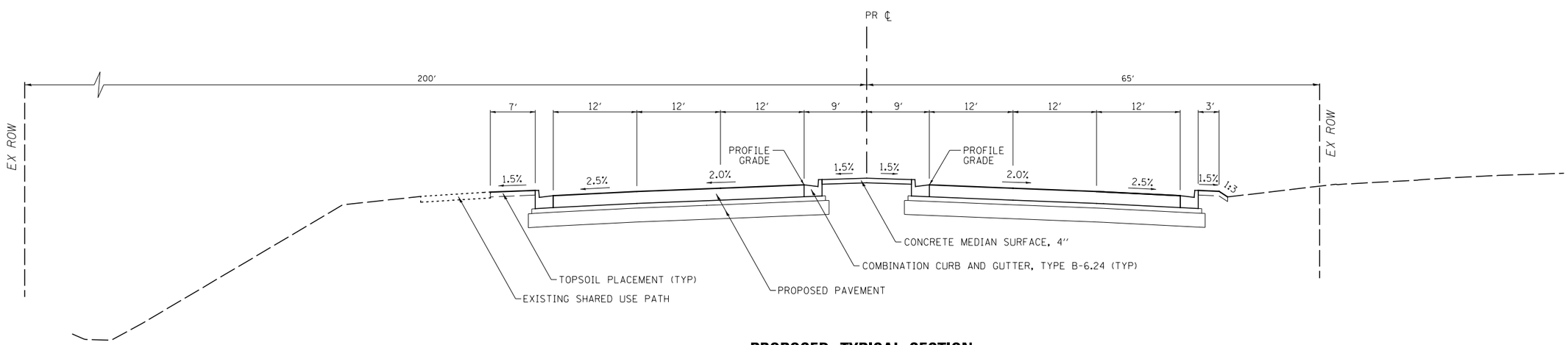
ORCHARD ROAD

STA 117+88 TO STA 124+44

NOTES:

1. MEDIAN SLOPE VARIES FROM 4.7% AT STA 121+00 TO 1.5% AT STA 122+50

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



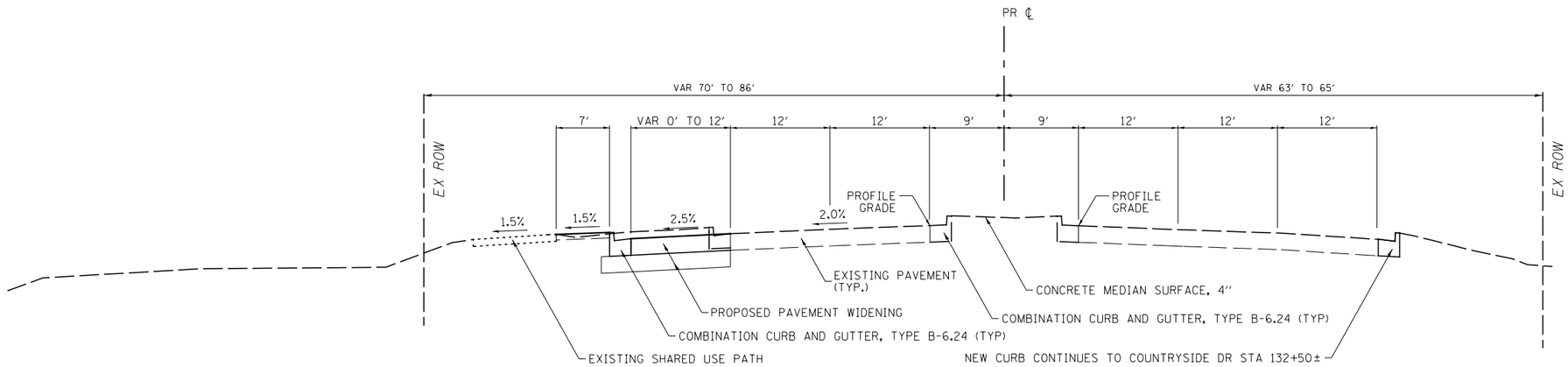
PROPOSED TYPICAL SECTION

ORCHARD ROAD

STA 124+44 TO STA 129+65

PRELIMINARY

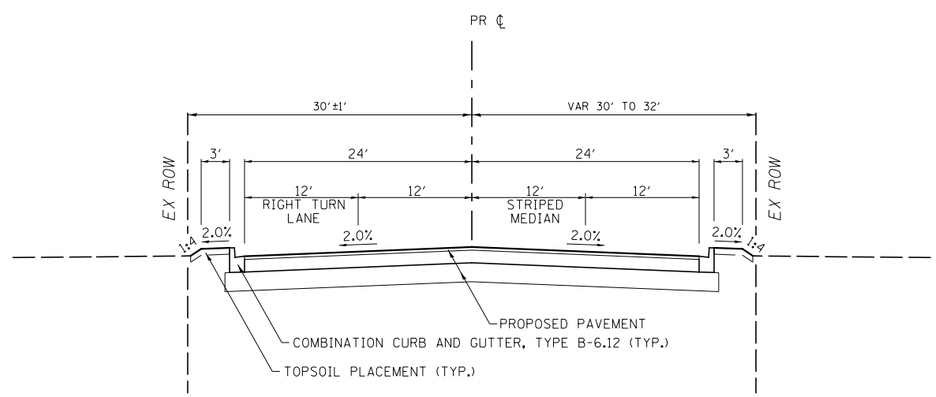
FILE NAME = V:\3171\CADD Sheets\P140311-typical-30.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIDE ROAD PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 32
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 30 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION
ORCHARD ROAD

STA 129+65 TO STA 139+00

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.

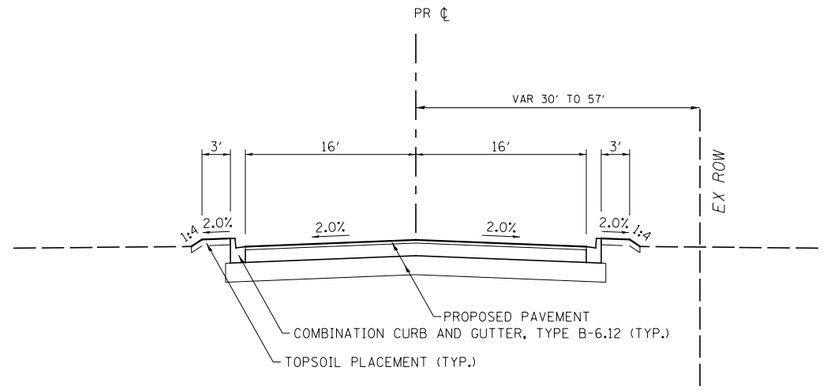


PROPOSED TYPICAL SECTION
HORSEMAN TRAIL

STA 205+00 TO STA 206+85

PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-31.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD PROPOSED TYPICAL SECTION			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 33
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 31 OF 32 SHEETS	STA. N/A	TO STA. N/A		ILLINOIS FED. AID PROJECT		

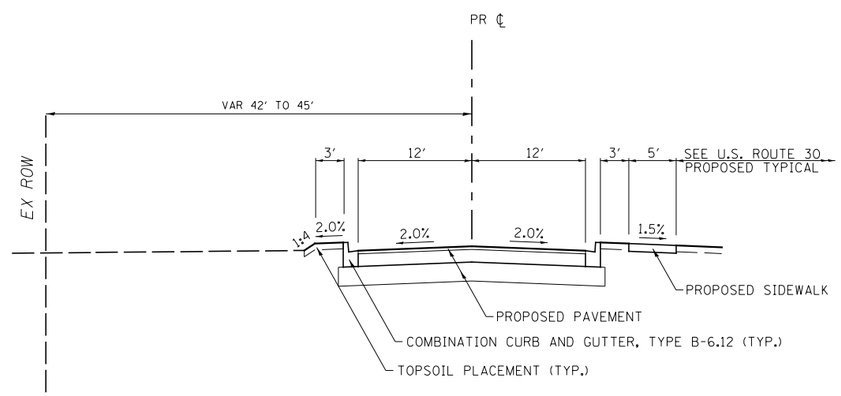


PROPOSED TYPICAL SECTION

BASELINE RD.

STA 302+95 TO STA 303+96

ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.



PROPOSED TYPICAL SECTION

OAKTON RD.

STA 404+50 TO STA 418+69

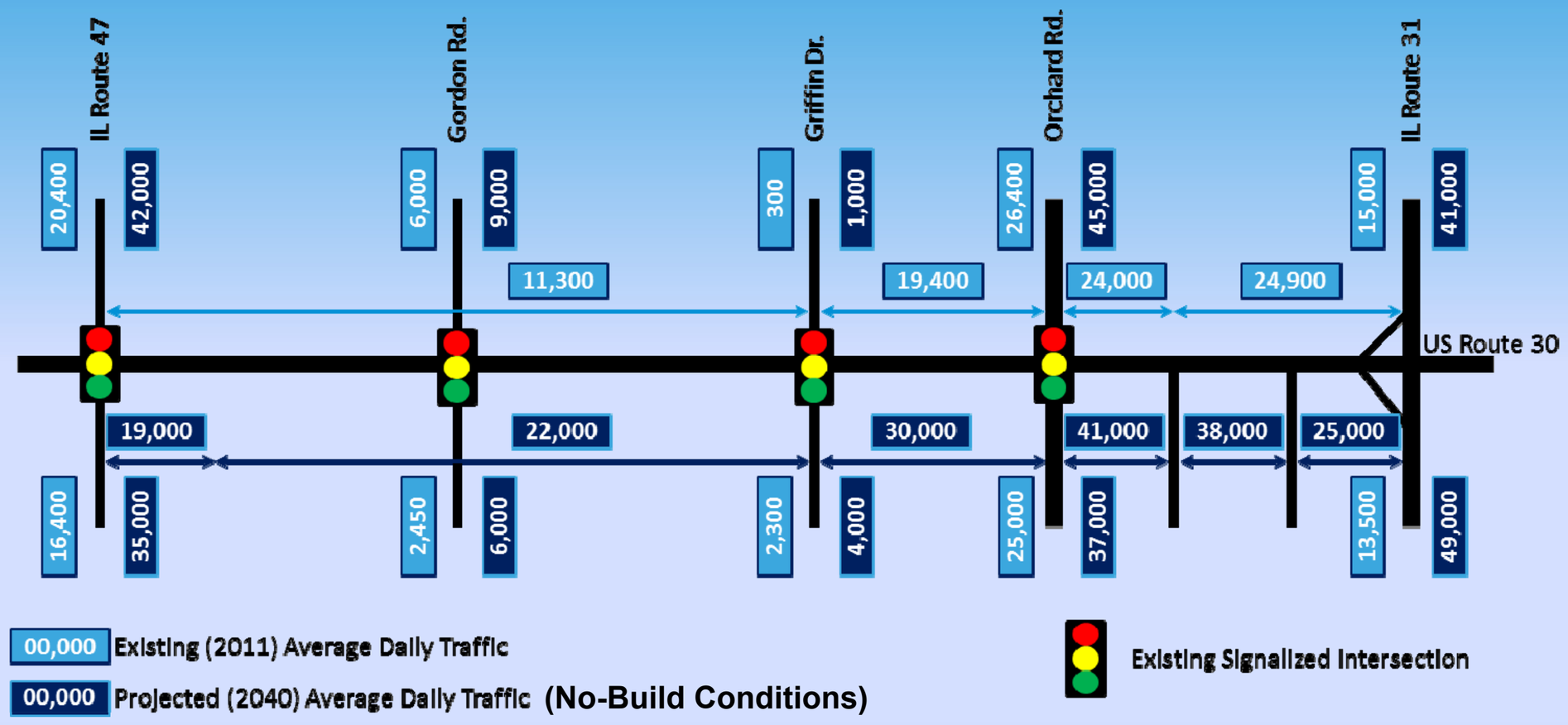
PRELIMINARY

FILE NAME = V:\3171\CADD Sheets\P140311-typical-32.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	SIDE ROAD PROPOSED TYPICAL SECTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED -					349		KANE/ KENDALL	34 / 34
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO.	
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: N/A	SHEET NO. 32 OF 32 SHEETS	STA. N/A TO STA. N/A		ILLINOIS FED. AID PROJECT		

E-3

Traffic Diagram

Average Daily Traffic Volumes



30 IL 47 to IL 31

Illinois Department of Transportation

E-4

Environmental Inventory Map

LEGEND

- Waters of the US
- INHS Wetlands
- Recreational Area

Cultural Resources

NORTH

0 250 500 1,000
Feet

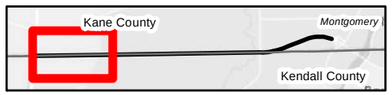


Exhibit E-4 (1)

US30
Environmental Inventory Map
May 13, 2015

LEGEND

- Waters of the US
- INHS Wetlands
- Recreational Area

Cultural Resources

NORTH

0 250 500 1,000
Feet

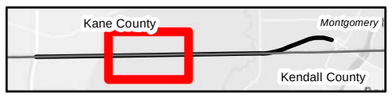
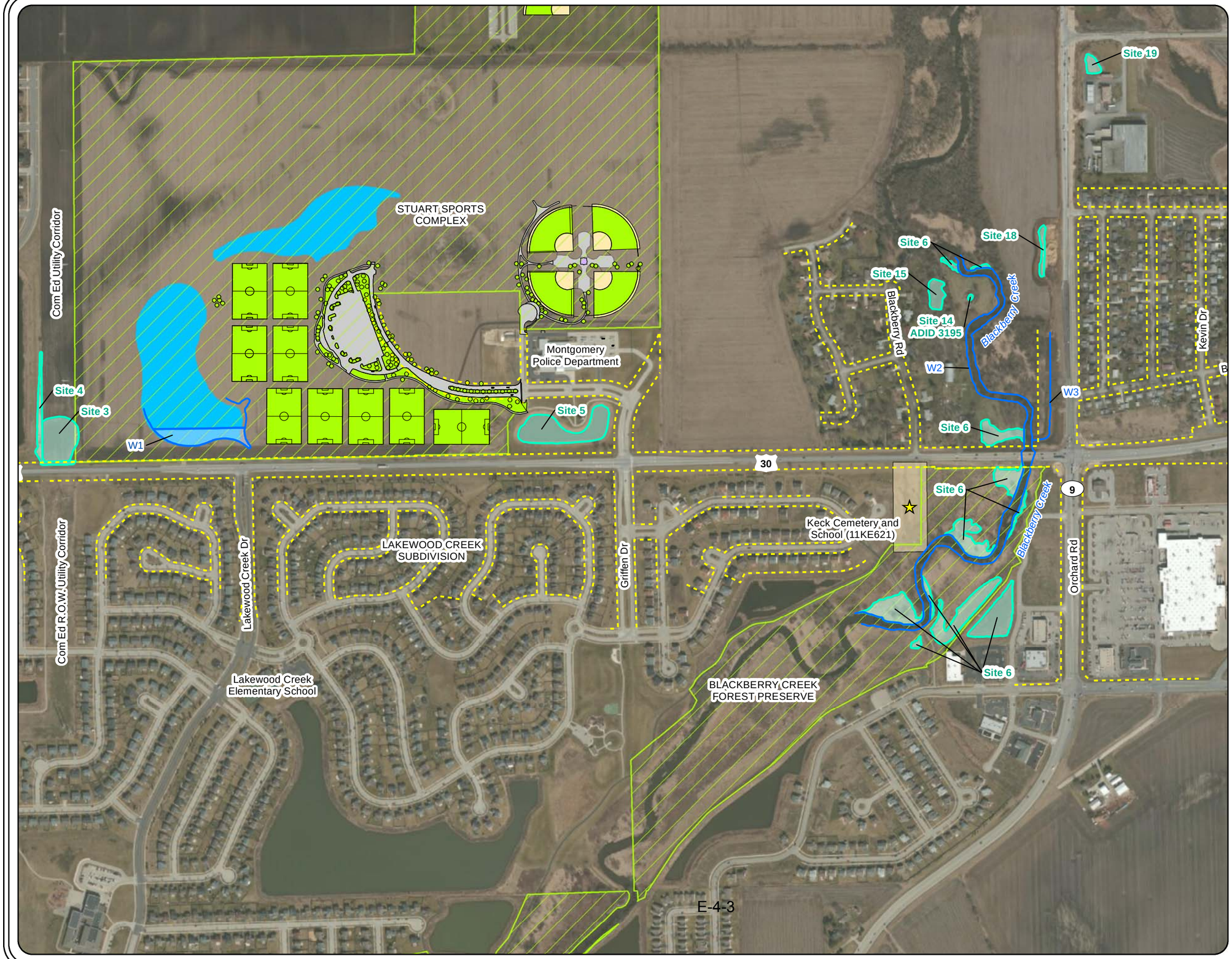


Exhibit E-4 (2)

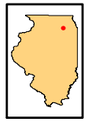
US30
Environmental Inventory Map
May 13, 2015



LEGEND

- Waters of the US
- INHS Wetlands
- Recreational Area

Cultural Resources



NORTH

0 250 500 1,000
Feet

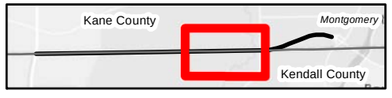


Exhibit E-4 (3)

US30
Environmental Inventory Map
May 13, 2015

LEGEND

- Waters of the US
- INHS Wetlands
- Recreational Area

Cultural Resources

NORTH

0 250 500 1,000
Feet

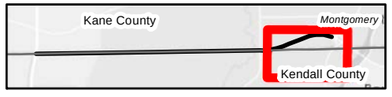


Exhibit E-4 (4)

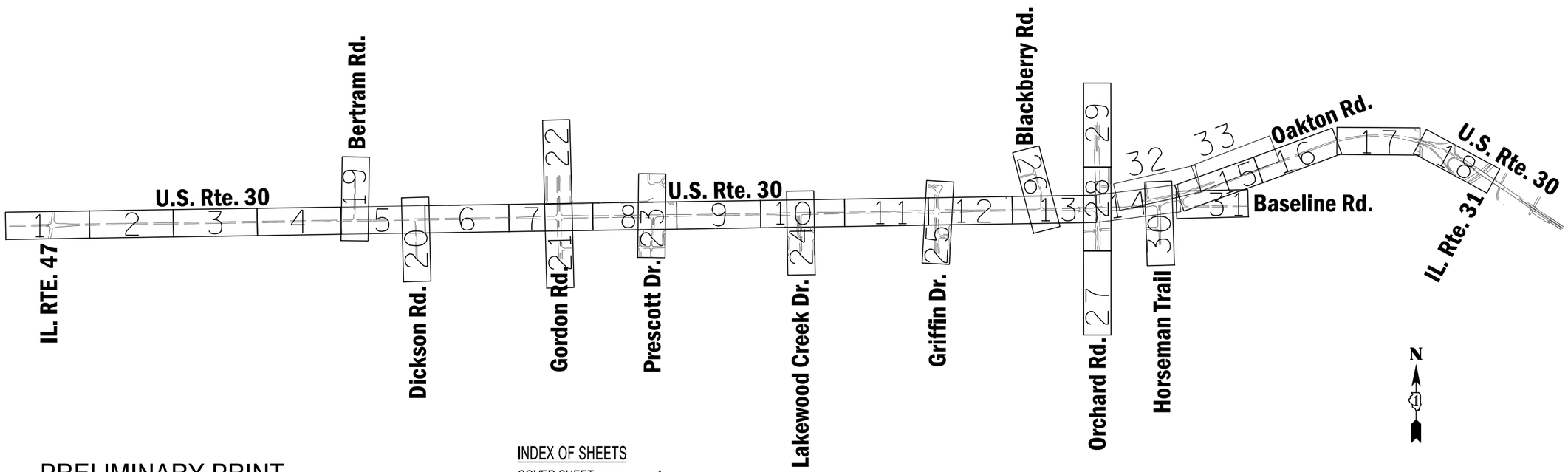
US30
Environmental Inventory Map
May 13, 2015

E-5

Proposed Conditions - Plan & Profile

U.S. RTE. 30 PHASE I STUDY
IL. RTE. 47 TO IL. RTE. 31
KENDALL & KANE COUNTIES
P-91-403-11

PLAN AND PROFILES



PRELIMINARY PRINT

ILLINOIS DEPARTMENT OF TRANSPORTATION

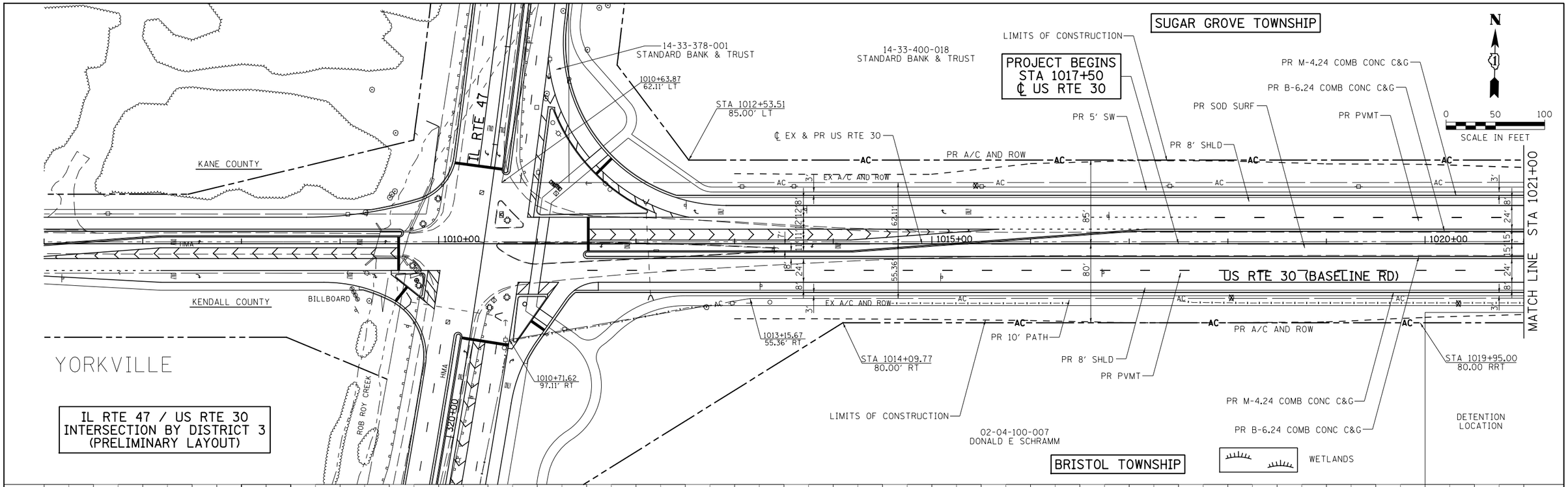
PROJECT AND ENVIRONMENTAL STUDIES

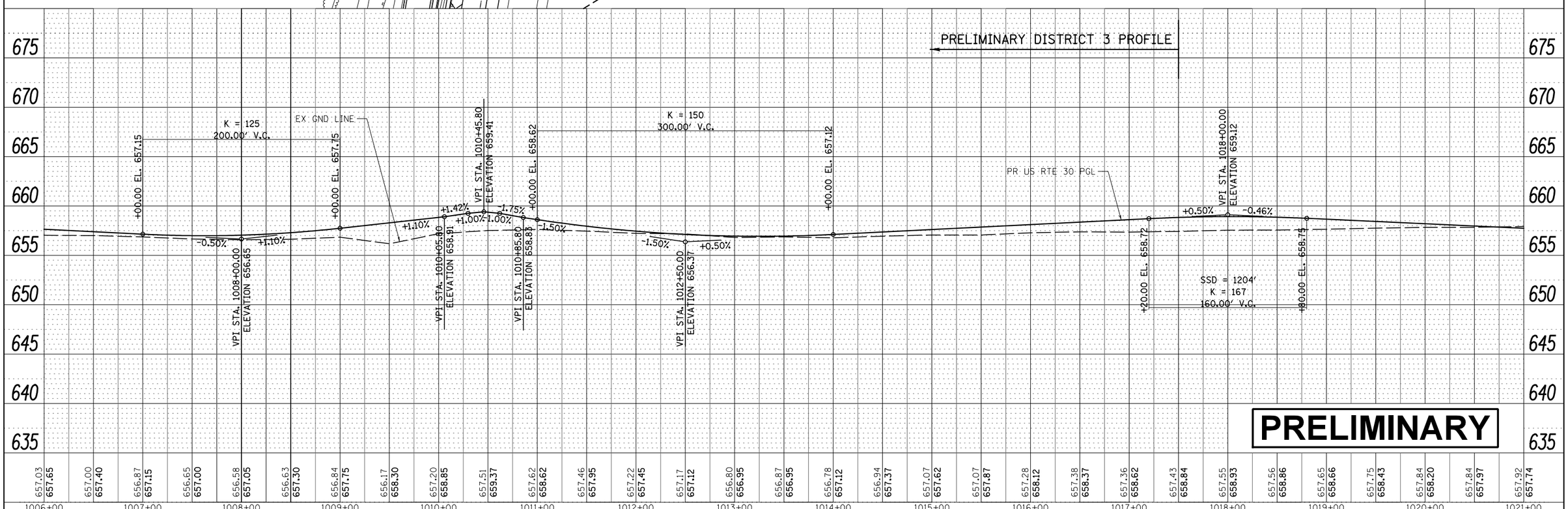
SUBJECT TO REVISIONS

INDEX OF SHEETS

COVER SHEET	1
U.S. RTE. 30	2 to 19
BERTRAM RD.	20
DICKSON RD.	21
GORDON RD.	22 to 23
PRESCOTT DR.	24
LAKEWOOD CREEK DR.	25
GRIFFIN DR.	26
BLACKBERRY RD.	27
ORCHARD RD.	28 to 30
HORSEMAN TRAIL	31
BASELINE RD.	32
OAKTON RD.	33 to 34

DATE: 9/6/2017





PLAN	BY	DATE
SURVEYED		
PLOTTED		
HORIZ. CHECKED		
VERT. CHECKED		
R.O.W. CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
HORIZ. CHECKED		
VERT. CHECKED		
BLM. NOTED		
STRUCTURE NOTATNS CHKD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-1.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-2
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

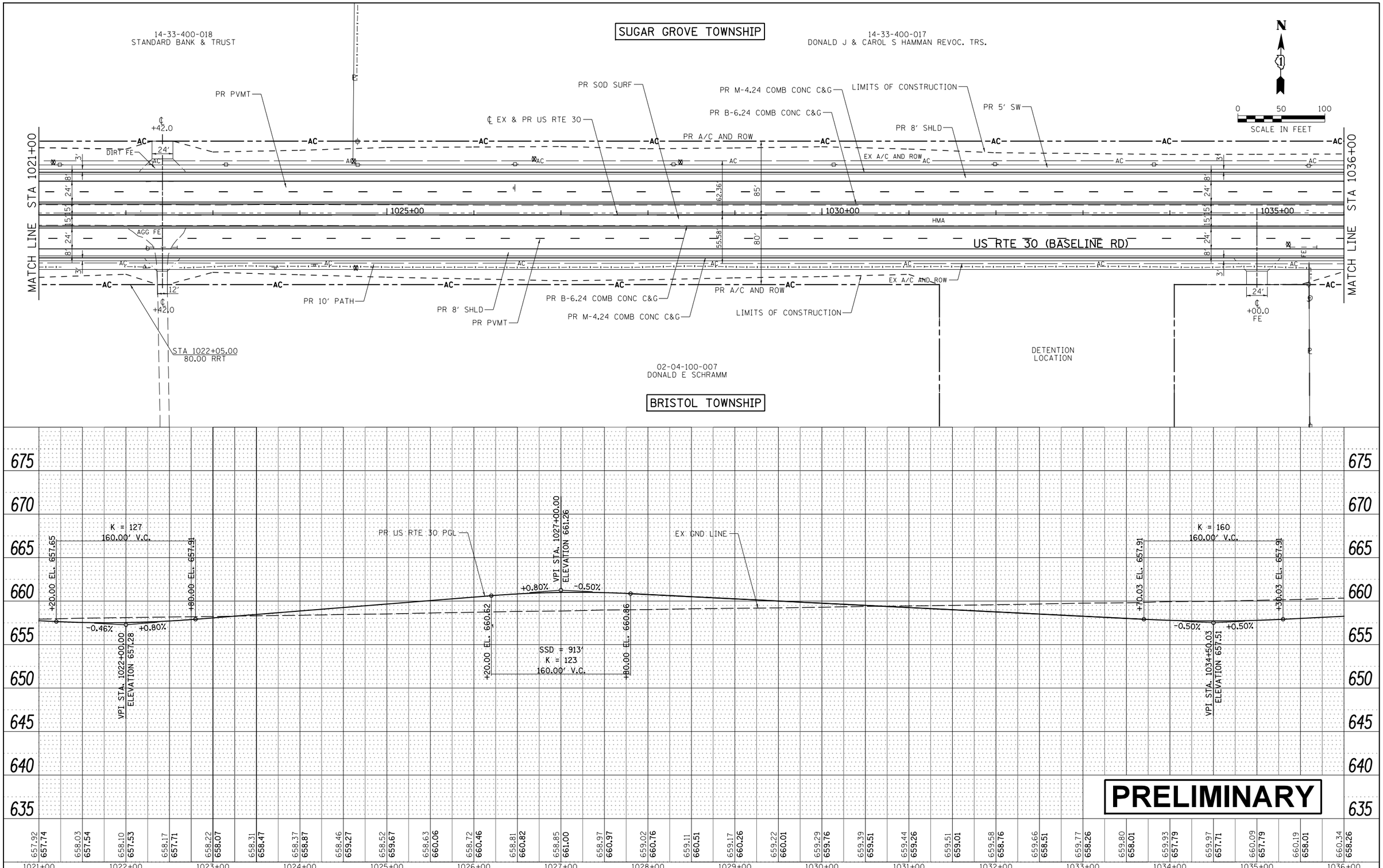
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 1 OF 33 SHEETS | STA. 1006+00 TO STA. 1021+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	2

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PLAN			
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
RT. OF WAY CHECKED			
CADD FILE NAME			
NOTE BOOK NO.			
DATE	BY		

PROFILE			
SURVEYED			
PLOTTED			
GRADES CHECKED			
BKM. NOTED			
STRUCTURE NOTATNS CHKD			
NOTE BOOK NO.			
DATE	BY		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-2.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-3
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

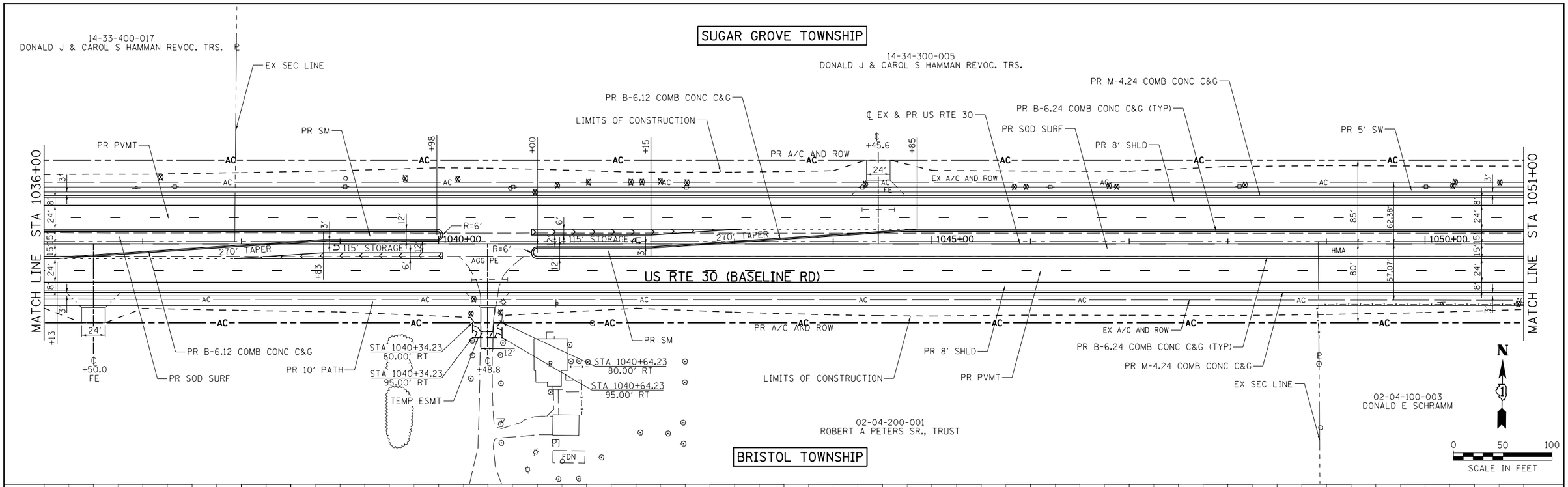
US RTE 30
PLAN AND PROFILE

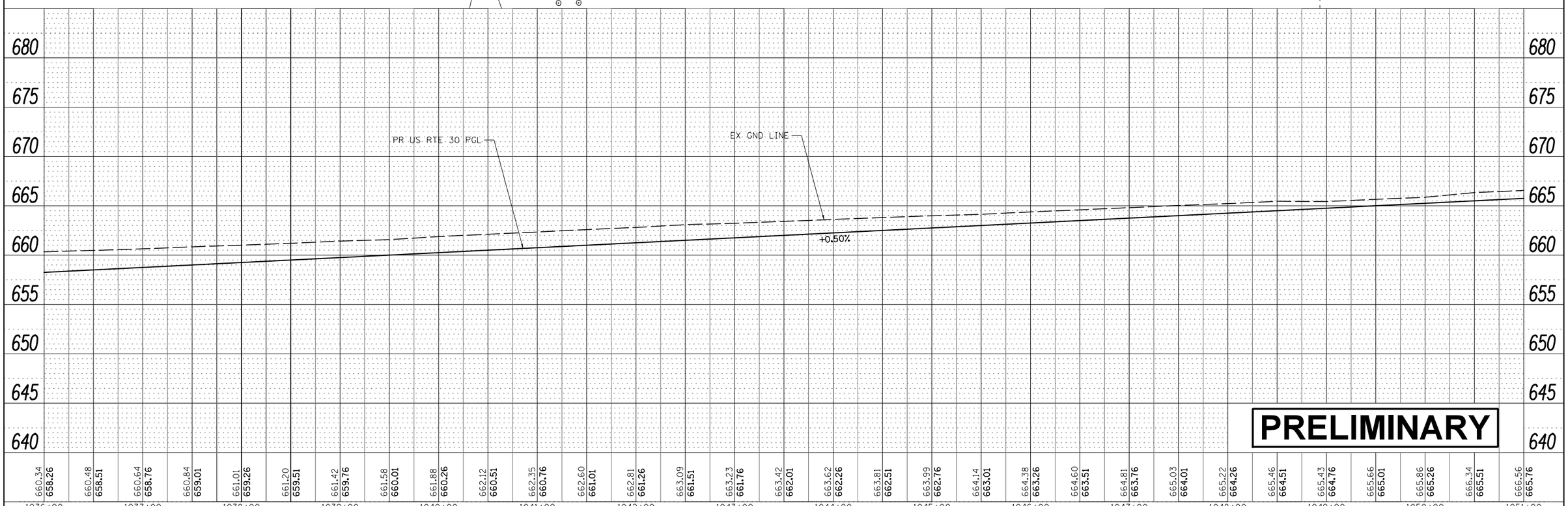
SCALE: 1"=50' | SHEET 2 OF 33 SHEETS | STA. 1021+00 TO STA. 1036+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	3

CONTRACT NO.

ILLINOIS FED. AID PROJECT





PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BRK. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK NO. / BY / DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-3.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-4
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

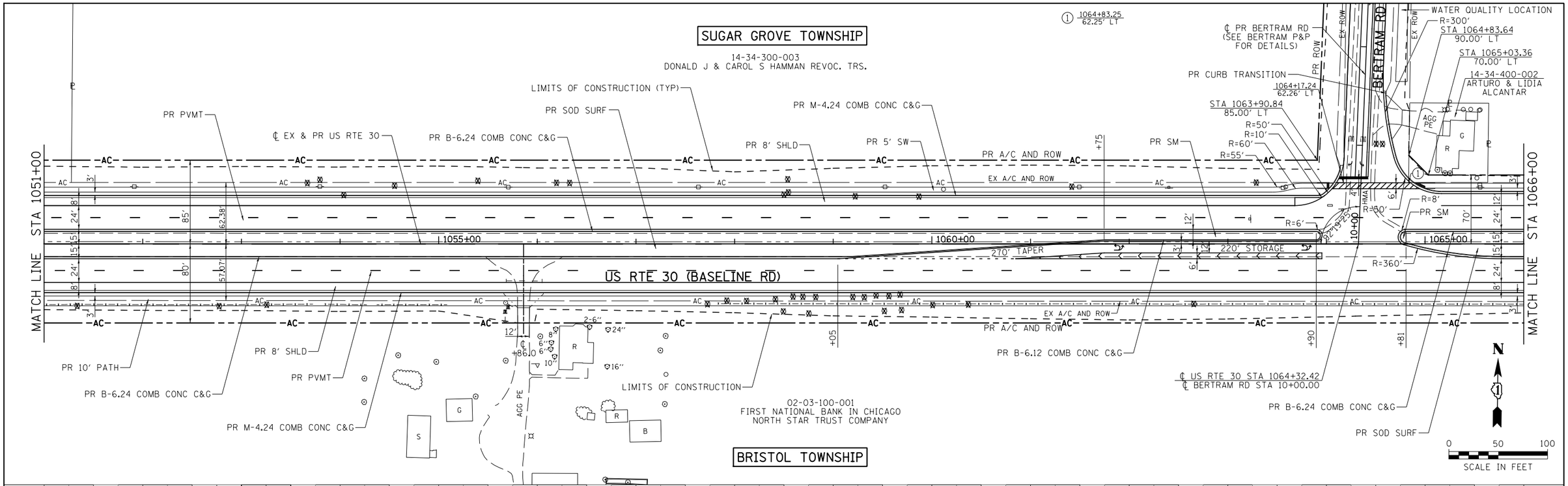
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 3 OF 33 SHEETS | STA. 1036+00 TO STA. 1051+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	4

CONTRACT NO.

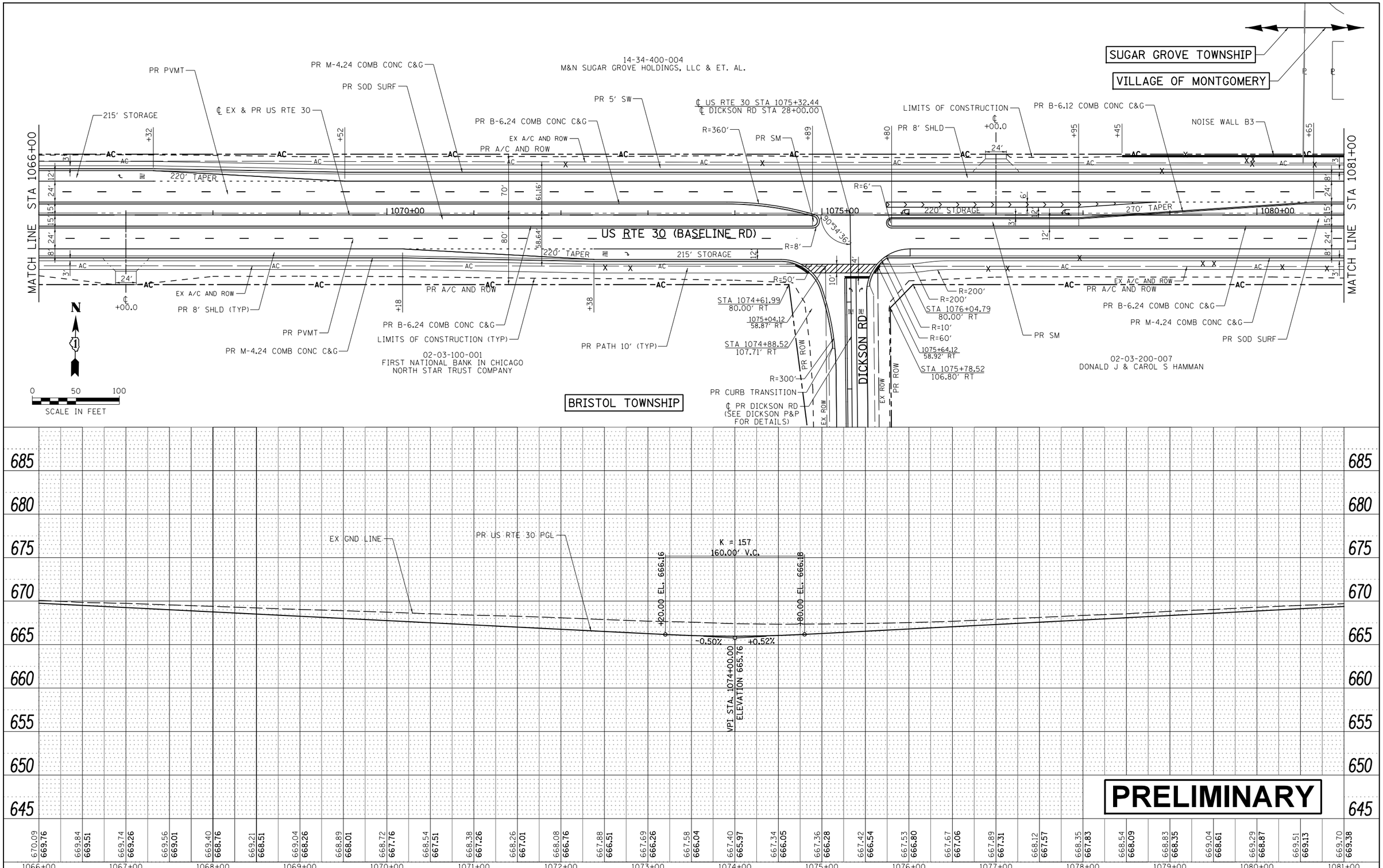
ILLINOIS FED. AID PROJECT



PLAN
NOTE BOOK NO. ____
SURVEYED ____
PLOTTED ____
ALIGNMENT CHECKED ____
RT. OF WAY CHECKED ____
CADD FILE NAME ____
BY
DATE

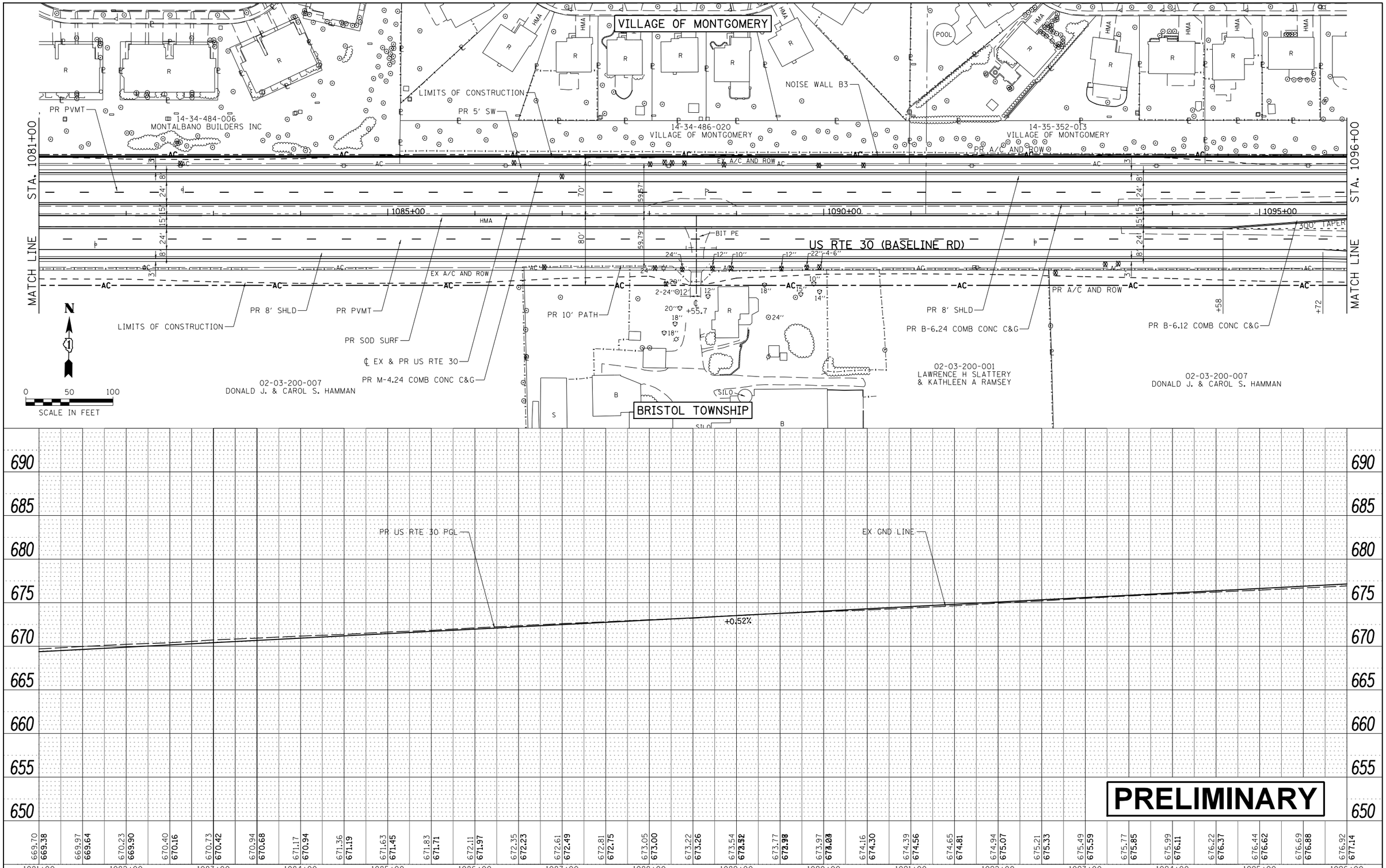
PROFILE
NOTE BOOK NO. ____
SURVEYED ____
PLOTTED ____
GRADES CHECKED ____
B.M. NOTED ____
STRUCTURE NOTAT'NS CH'KD ____
BY
DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-4.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	E-5-5 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 PLAN AND PROFILE	F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 5
Default		DRAWN -	REVISED -					CONTRACT NO.		
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		SCALE: 1"=50'	SHEET 4 OF 33 SHEETS	STA. 1051+00 TO STA. 1066+00	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 3/7/2018	DATE -	REVISED -							



FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-5.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	E-5-6 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 PLAN AND PROFILE
Default	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -		SCALE: 1"=50' SHEET 5 OF 33 SHEETS STA. 1066+00 TO STA. 1081+00
	PLOT DATE = 3/7/2018	CHECKED -	REVISED -		
		DATE -	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	6
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
BM. NOTED		
STRUCTURE NOTATNS CHKD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-6.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-7
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

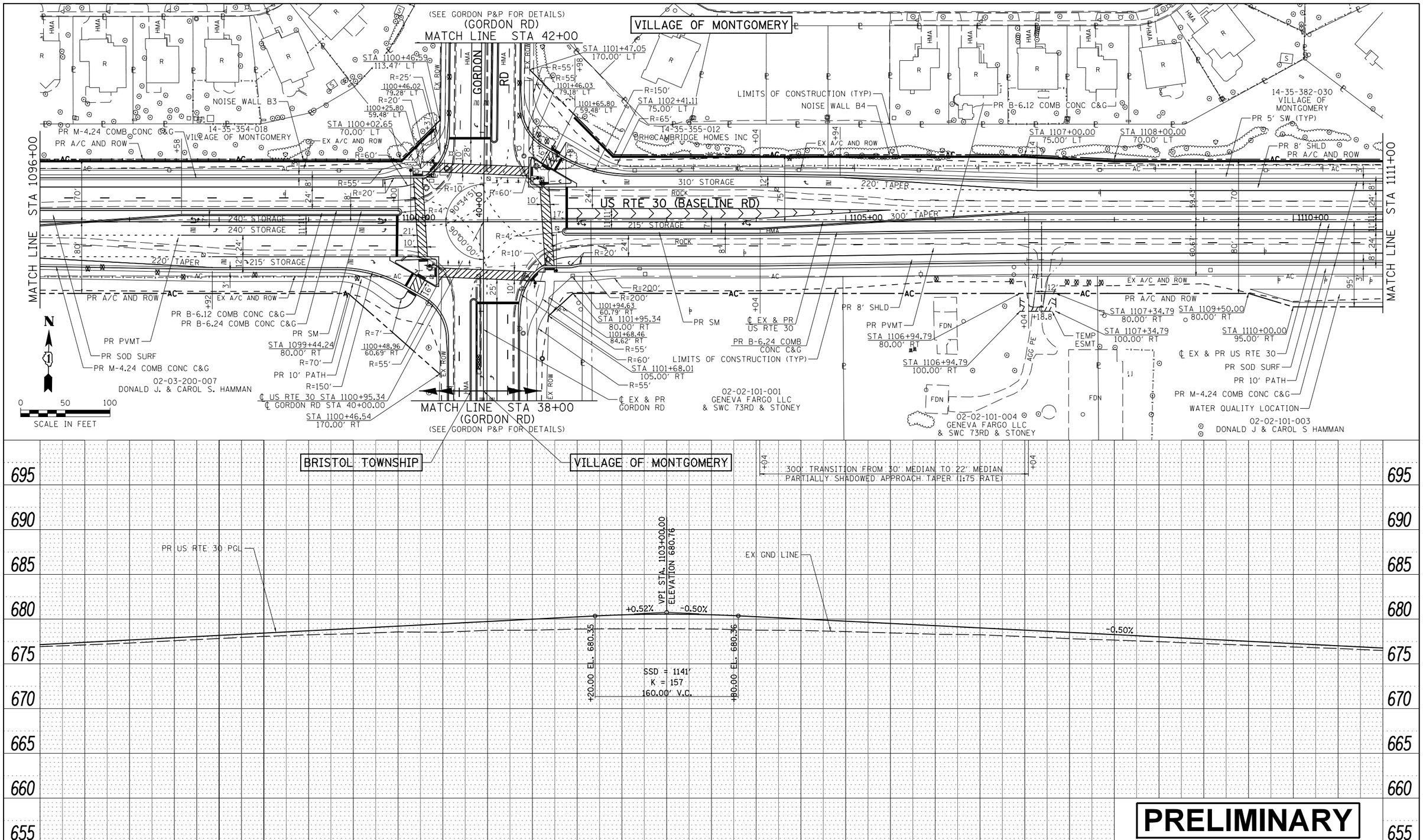
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 6 OF 33 SHEETS | STA. 1081+00 TO STA. 1096+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	7

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
RT. OF WAY CHECKED			
CADD FILE NAME			
NOTE BOOK NO.			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
B.M. NOTED			
STRUCTURE NOTATNS CHKD			
NOTE BOOK NO.			

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-7.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-8
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

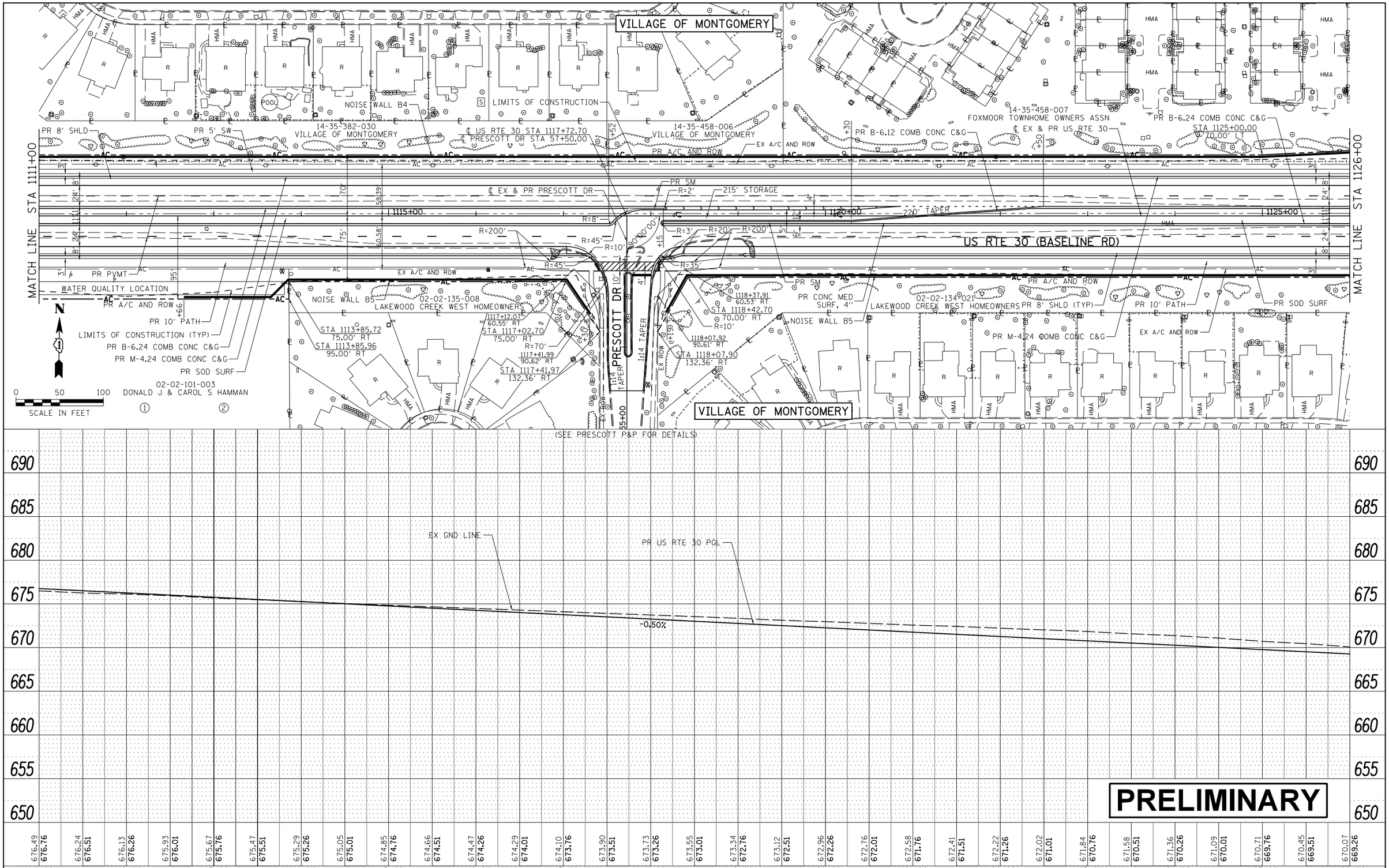
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 7 OF 33 SHEETS | STA. 1096+00 TO STA. 1111+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	8

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTATIONS CHKD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-8.dgn

Default

USER NAME = bdecraene | DESIGNED - | REVISED -
DRAWN - | REVISED -
PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED -
PLOT DATE = 3/7/2018 | DATE - | REVISED -

E-5-9
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

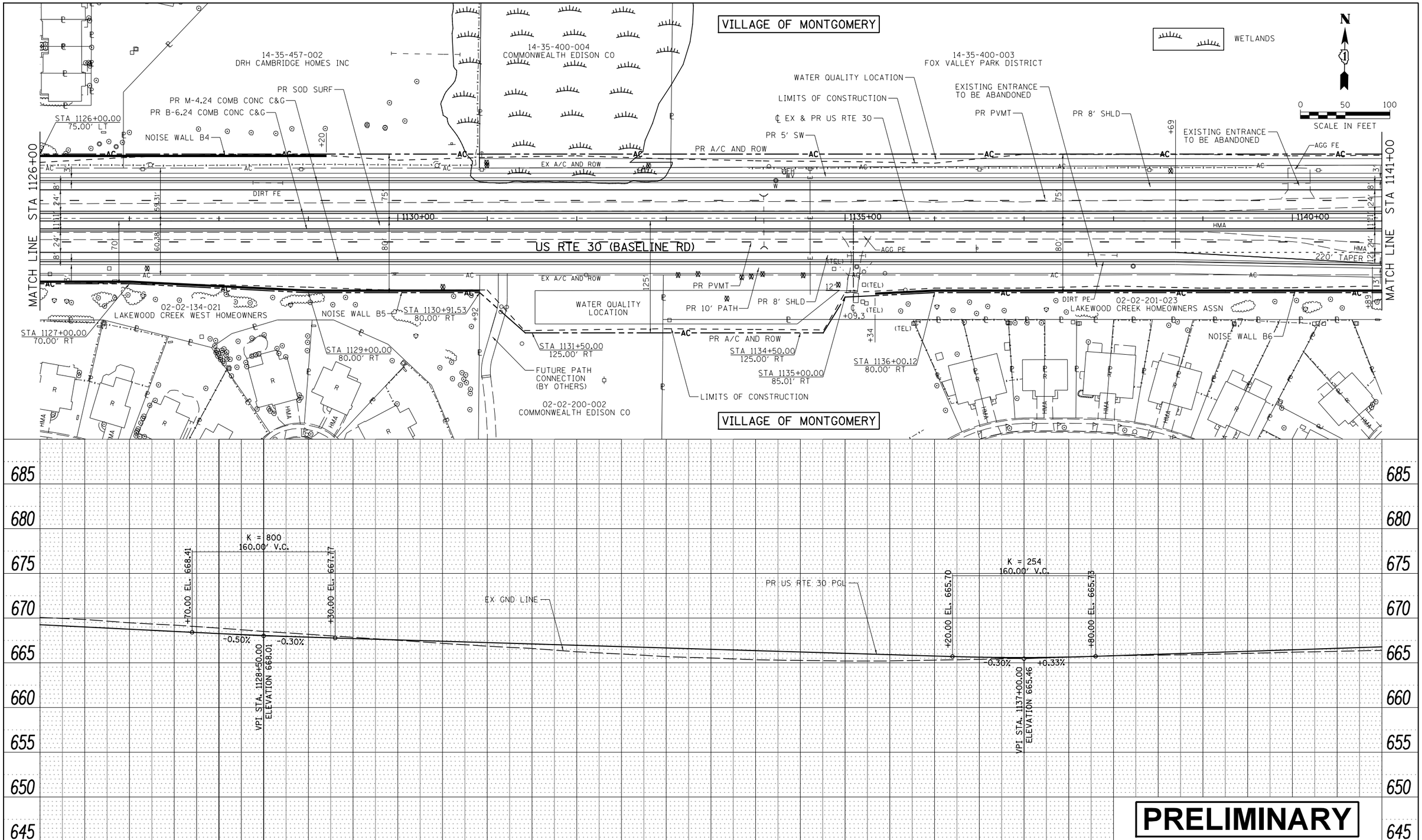
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 8 OF 33 SHEETS | STA. 1111+00 TO STA. 1126+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	34	9

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTATIONS CHKD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-9.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-10
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

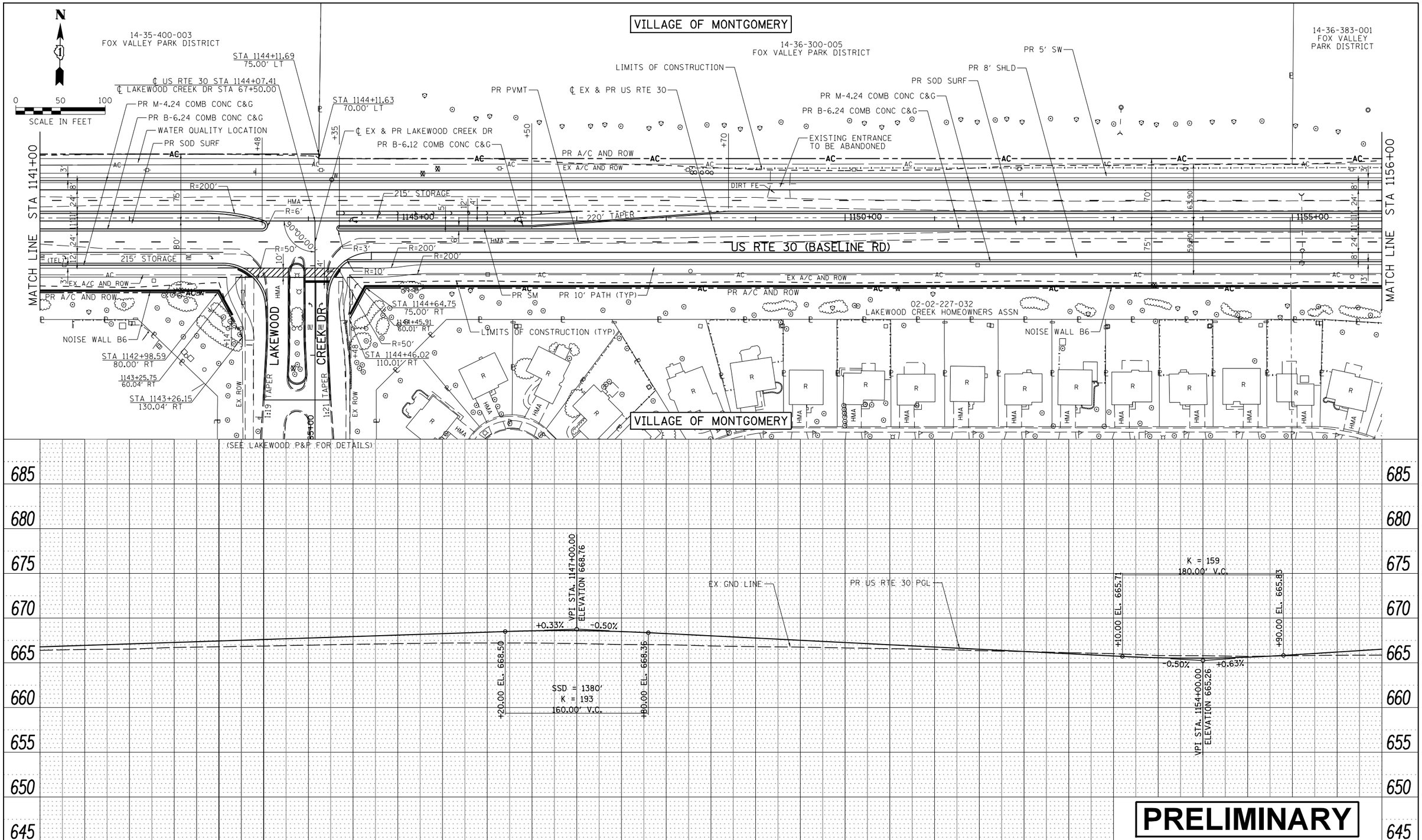
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 9 OF 33 SHEETS | STA. 1126+00 TO STA. 1141+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	34	10

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK NO. / BY / DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-10.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-11
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

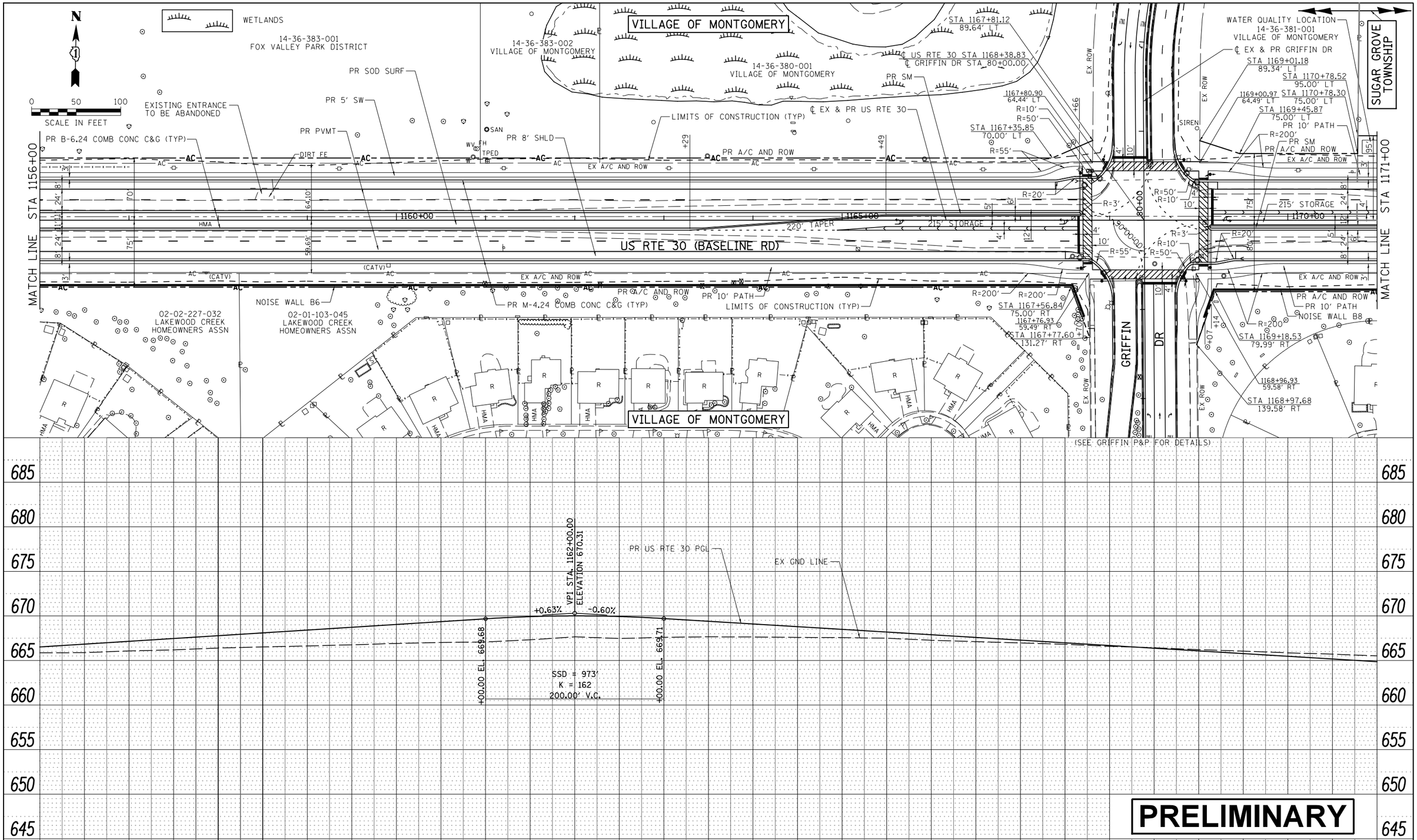
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 10 OF 33 SHEETS | STA. 1141+00 TO STA. 1156+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	34	11

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK NO. / BY / DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-11.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-12
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

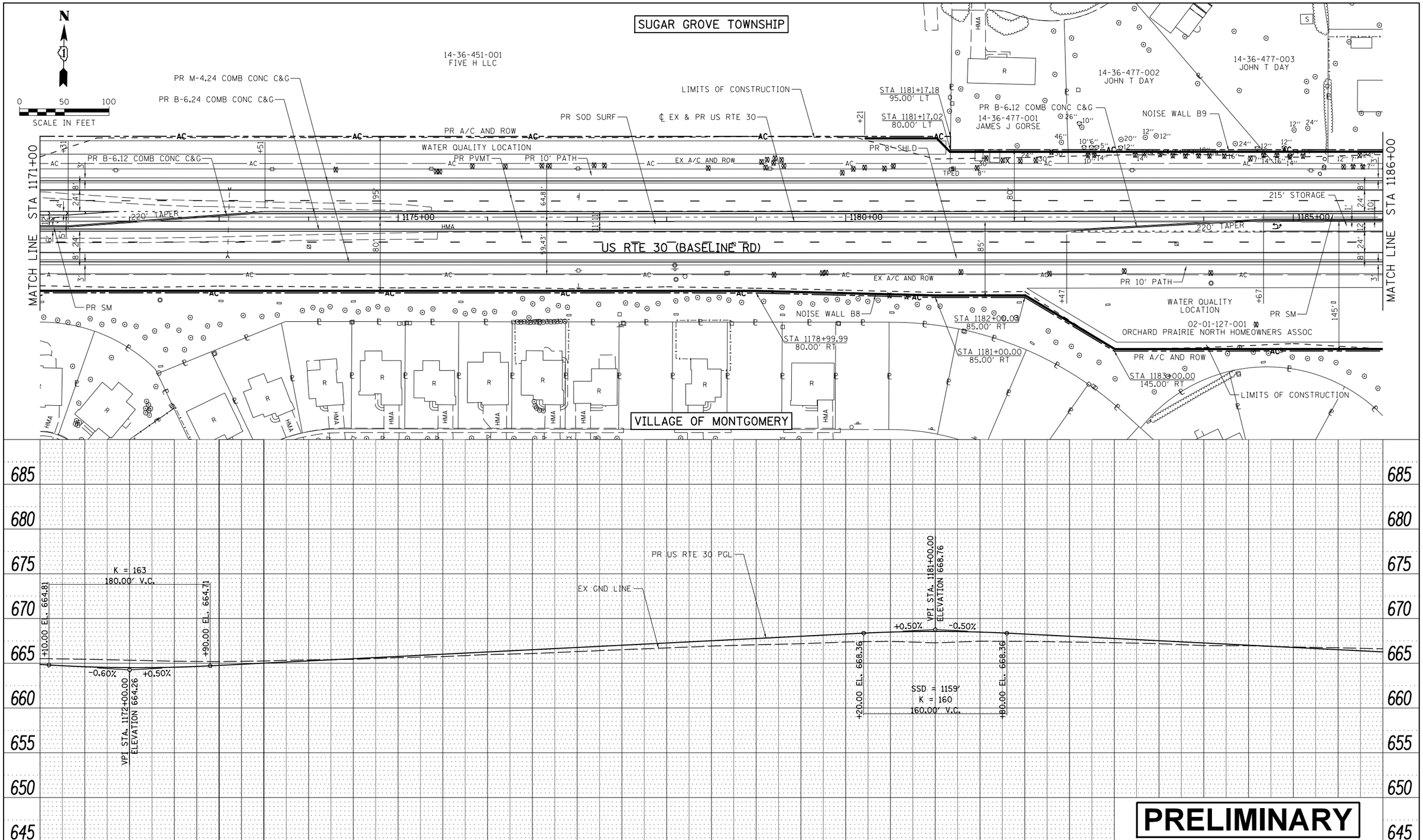
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 11 OF 33 SHEETS | STA. 1156+00 TO STA. 1171+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	34	12

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME — NOTE BOOK NO. — BY — DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATINS CHKD — NOTE BOOK NO. — BY — DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-12.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-13
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

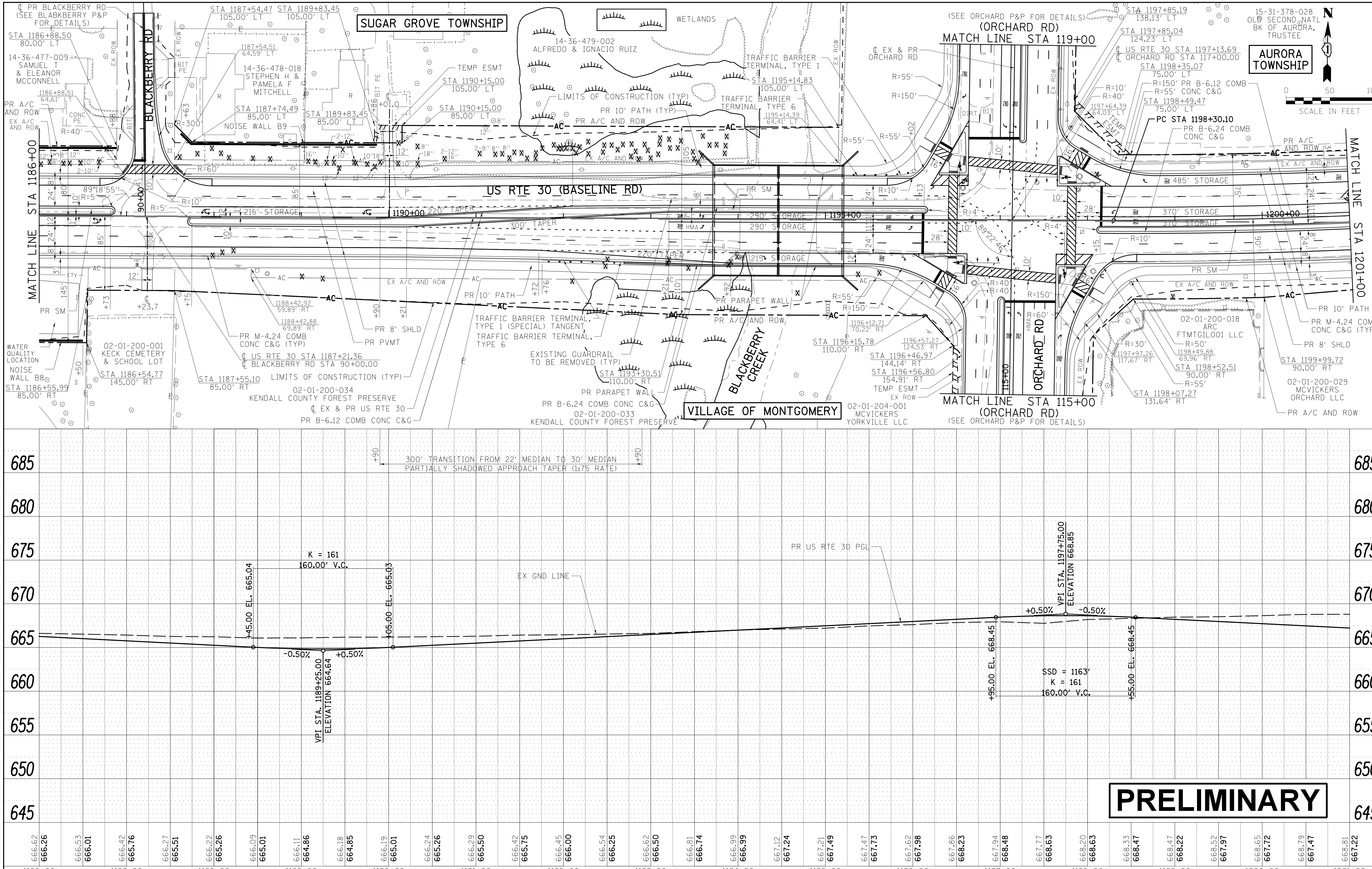
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 12 OF 33 SHEETS | STA. 1171+00 TO STA. 1186+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	34	13

CONTRACT NO.

ILLINOIS FED. AID PROJECT



FILE NAME =	USER NAME = bdecraene	DESIGNED -	REVISED -
V:\3171\CADD Sheets\P140311-sht-plnprf-13.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

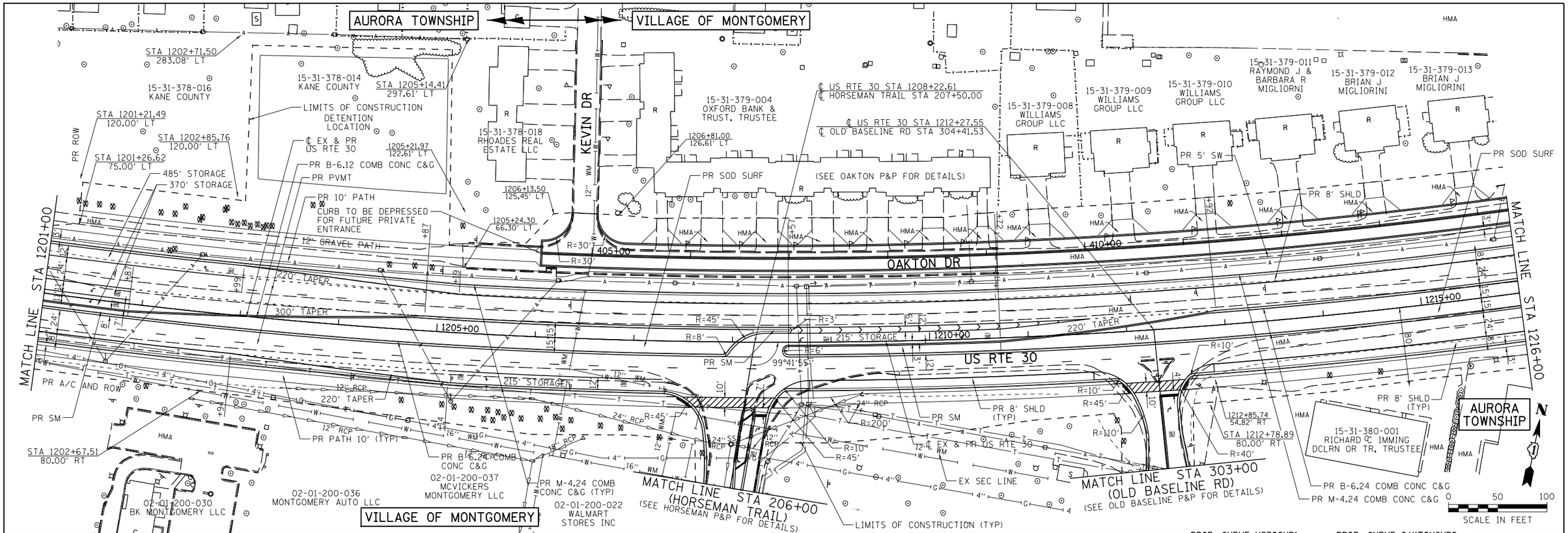
E-5-14
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 13 OF 33 SHEETS | STA. 1186+00 TO STA. 1201+00

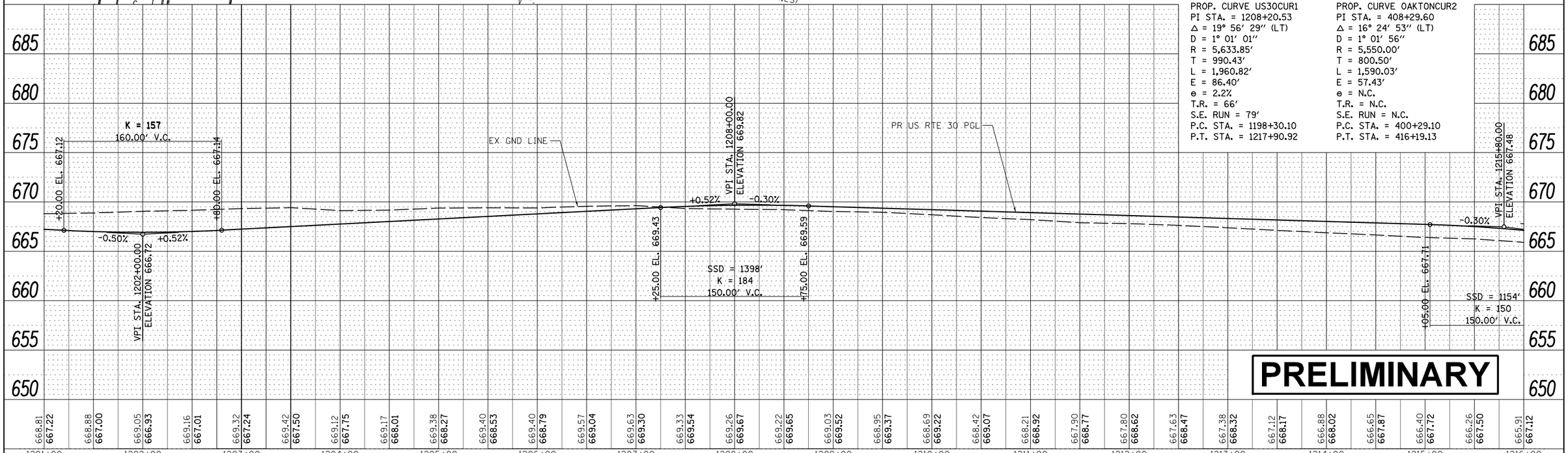
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	14
		CONTRACT NO.		

ILLINOIS | FED. AID PROJECT



PROP. CURVE US30CUR1
PI STA. = 1208+20.53
Δ = 19° 56′ 29″ (LT)
D = 1° 01′ 01″
R = 5,633.85′
T = 990.43′
L = 1,960.82′
E = 86.40′
e = 2.2%
T.R. = 66′
S.E. RUN = 79′
P.C. STA. = 1198+30.10
P.T. STA. = 1217+90.92

PROP. CURVE OAKTONCUR2
PI STA. = 408+29.60
Δ = 16° 24′ 53″ (LT)
D = 1° 01′ 56″
R = 5,550.00′
T = 800.50′
L = 1,590.03′
E = 57.43′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 400+29.10
P.T. STA. = 416+19.13



PRELIMINARY

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTAT'NS CH'KD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-14.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ′ / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/9/2018	DATE -	REVISED -

E-5-15
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

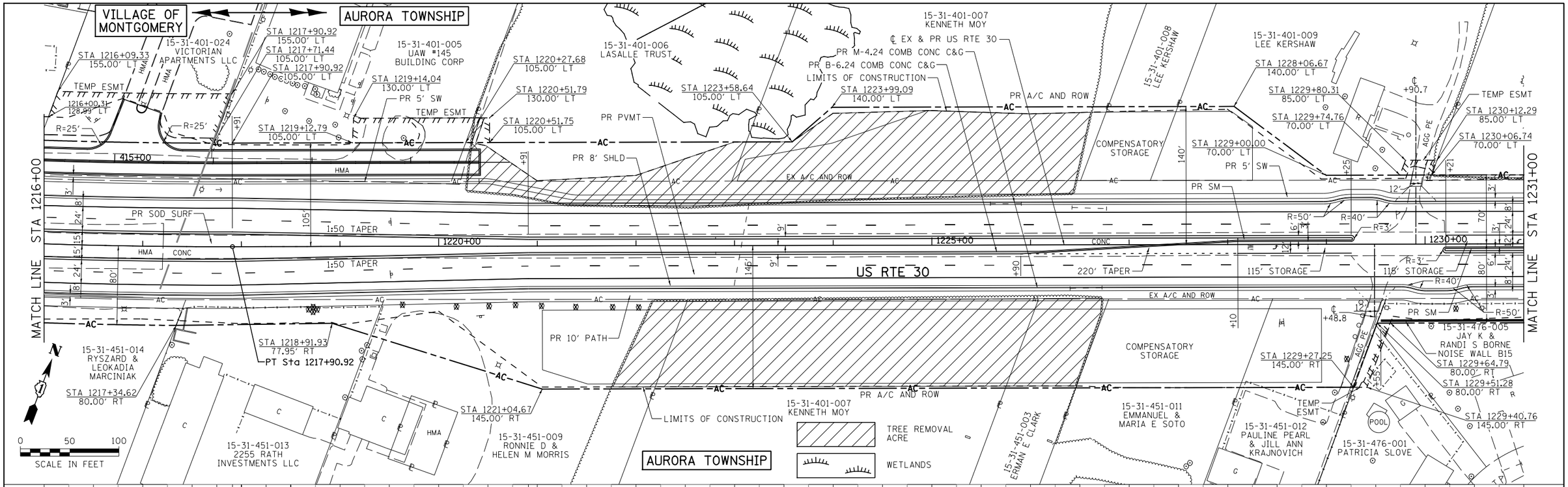
US RTE 30
PLAN AND PROFILE

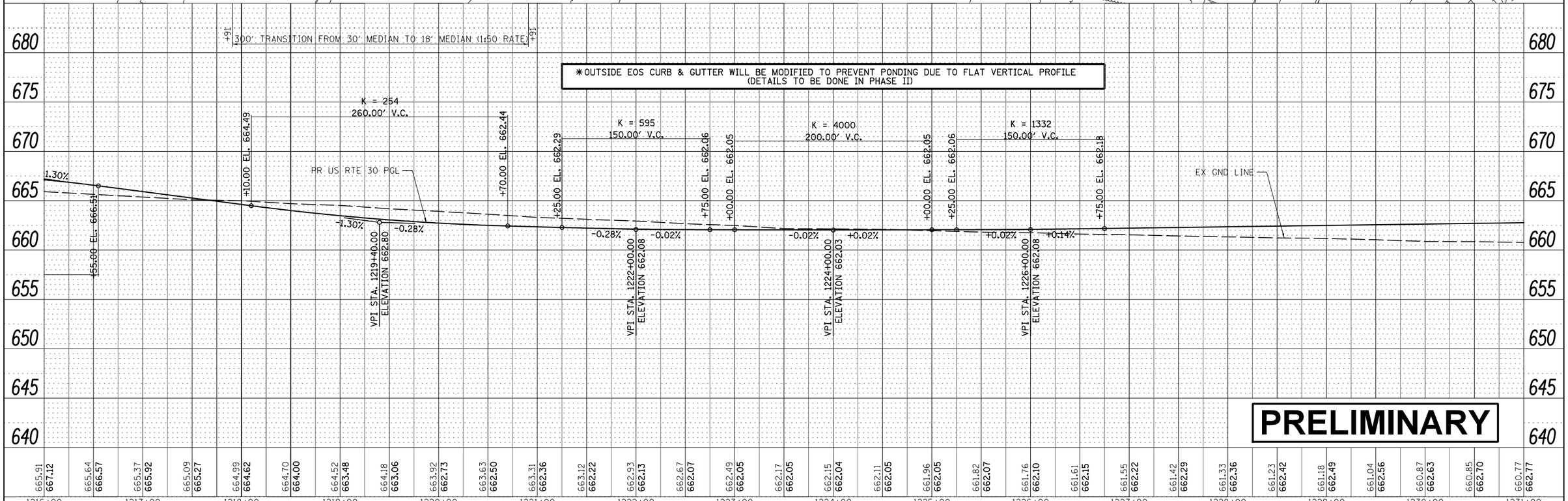
SCALE: 1"=50' | SHEET 14 OF 33 SHEETS | STA. 1201+00 TO STA. 1216+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	34	15

CONTRACT NO.

ILLINOIS FED. AID PROJECT





FILE NAME = V:\3171\CADD Sheets\PL40311-sht-plnprf-15.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/9/2018	DATE -	REVISED -

E-5-16
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

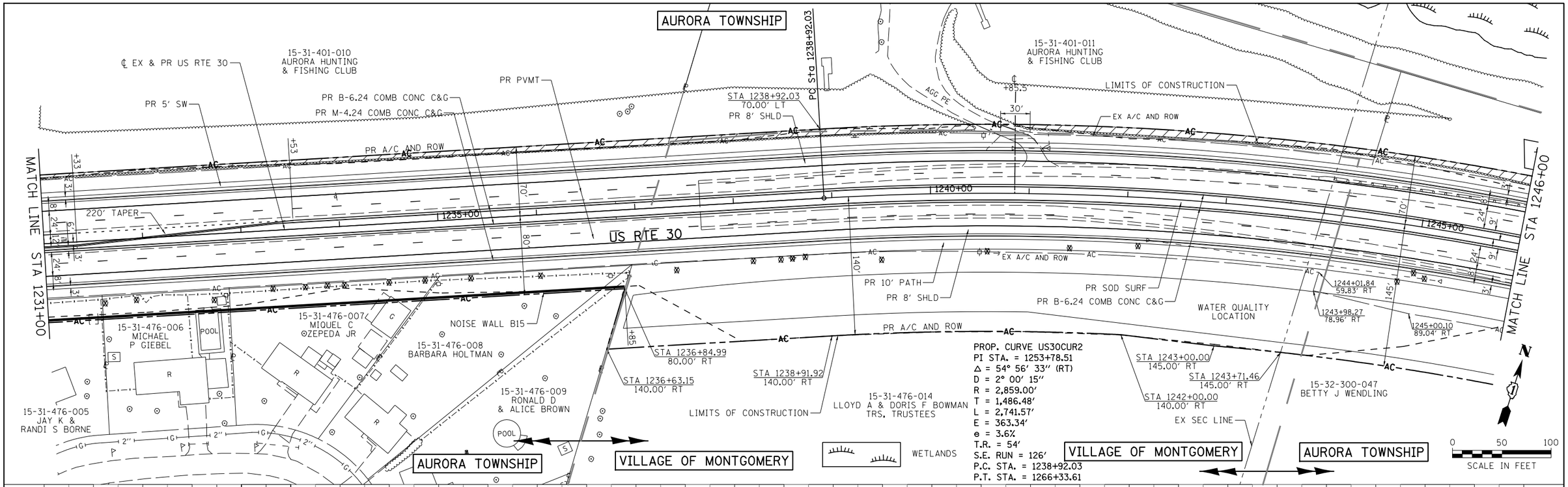
US RTE 30
PLAN AND PROFILE

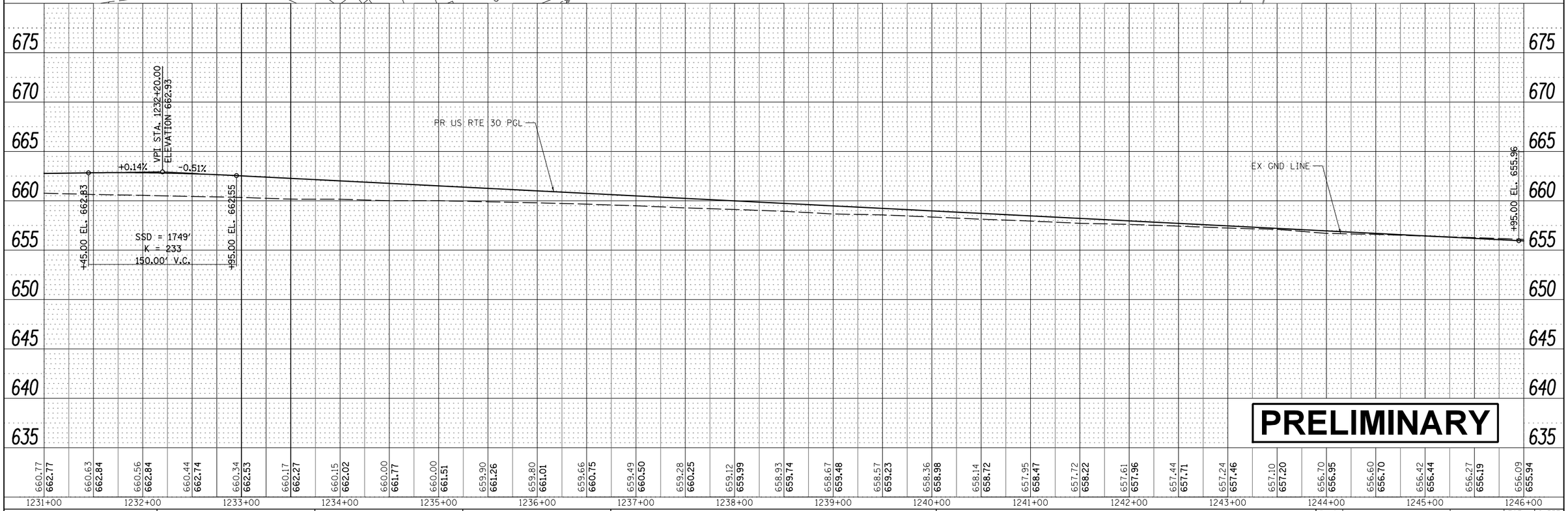
SCALE: 1"=50' | SHEET 15 OF 33 SHEETS | STA. 1216+00 TO STA. 1231+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	16

CONTRACT NO.

ILLINOIS FED. AID PROJECT





PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
RT. OF WAY CHECKED			
CADD FILE NAME			
NOTE BOOK			
NO.			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
BM. NOTED			
STRUCTURE NOTATNS CHKD			
NOTE BOOK			
NO.			

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-16.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/9/2018	DATE -	REVISED -

E-5-17
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

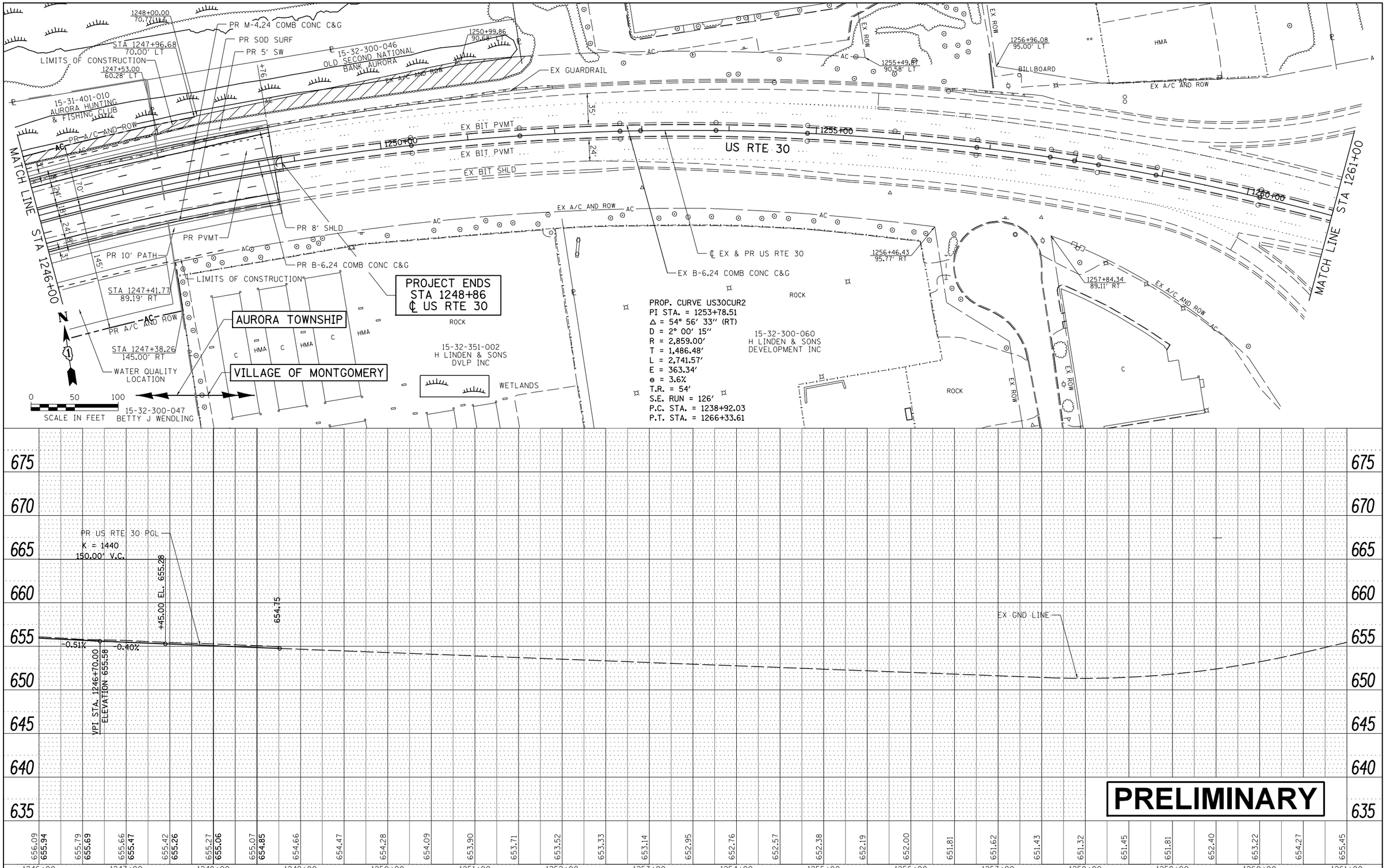
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 16 OF 33 SHEETS | STA. 1231+00 TO STA. 1246+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	17

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PRELIMINARY

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME — NOTE BOOK NO. — BY — DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BM. NOTED / STRUCTURE NOTATNS CHKD — NOTE BOOK NO. — BY — DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-17.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	E-5-18 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 PLAN AND PROFILE	F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34 / SHEET NO. 18
		DRAWN -	REVISED -					CONTRACT NO.	
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -						
	PLOT DATE = 3/9/2018	DATE -	REVISED -		SCALE: 1"=50' / SHEET 17 OF 33 SHEETS / STA. 1246+00 TO STA. 1261+00			ILLINOIS FED. AID PROJECT	

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTATINS CHKD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-18.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-19
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

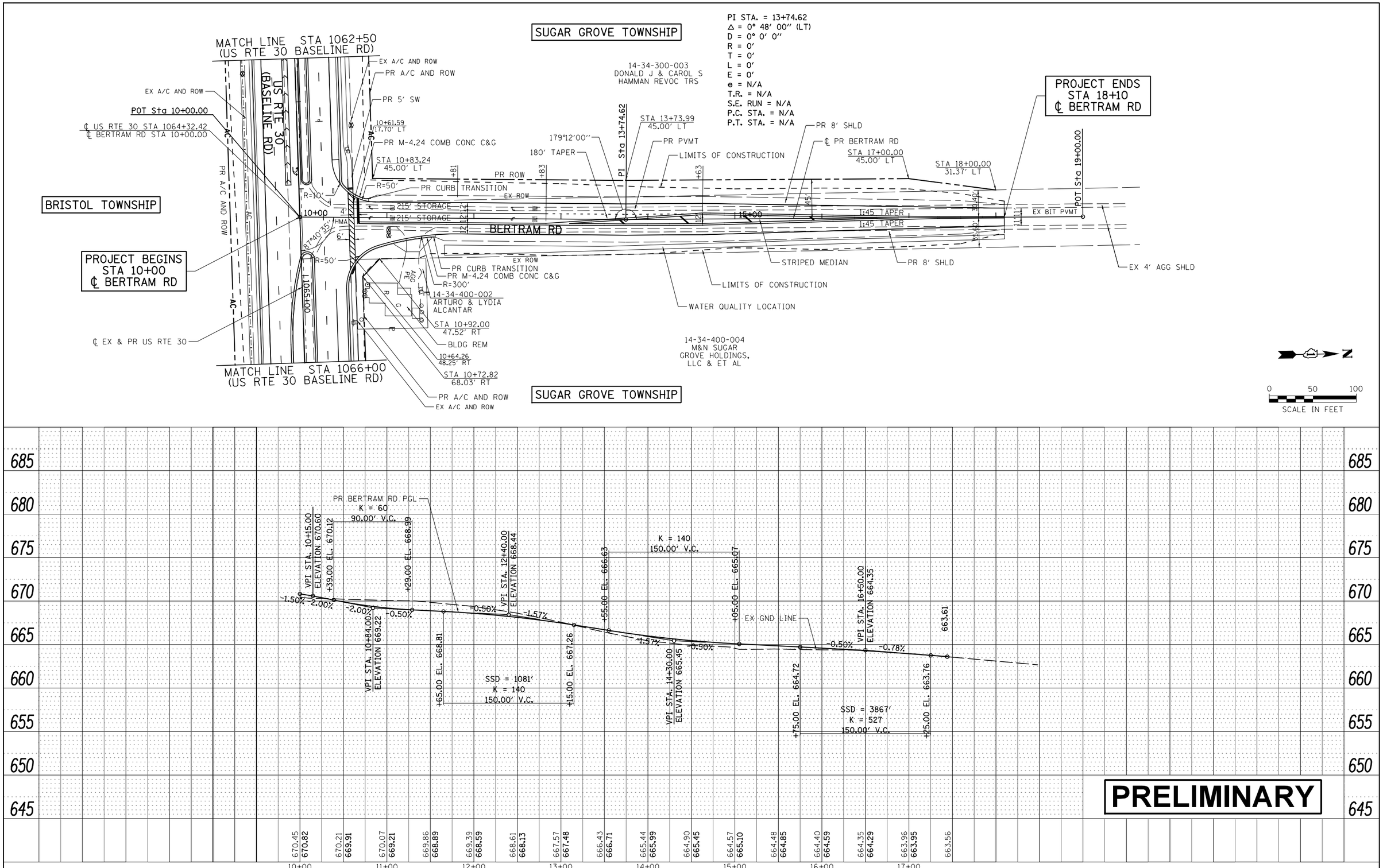
US RTE 30
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 18 OF 33 SHEETS | STA. 1261+00 TO STA. 1276+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	19

CONTRACT NO.

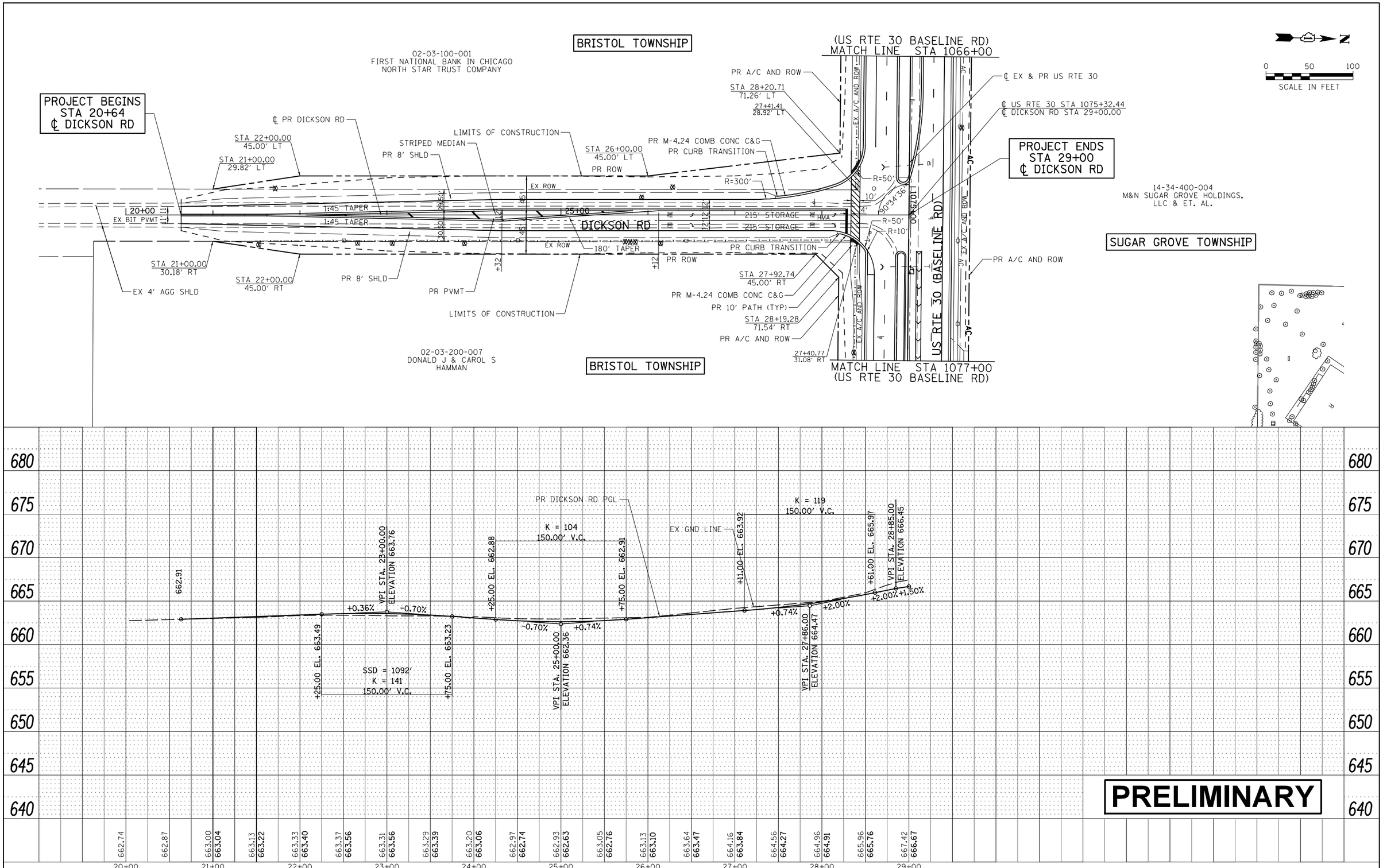
ILLINOIS FED. AID PROJECT



PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME — NOTE BOOK NO. ____ — BY — DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BRIDGE NOTED / STRUCTURE NOTATNS CHKD — NOTE BOOK NO. ____ — BY — DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-19.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	E-5-20 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BERTRAM RD PLAN AND PROFILE			F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 20
		DRAWN -	REVISED -							CONTRACT NO.		
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		SCALE: 1"=50'	SHEET 19 OF 33 SHEETS	STA. 10+00 TO STA. 17+56					
	PLOT DATE = 3/7/2018	DATE -	REVISED -							ILLINOIS FED. AID PROJECT		



PLAN	DATE	BY
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	DATE	BY
SURVEYED		
PLOTTED		
GRADES CHECKED		
BM. NOTED		
STRUCTURE NOTATNS CHKD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-20.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-21
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DICKSON RD
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 20 OF 33 SHEETS | STA. 20+00 TO STA. 28+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	21

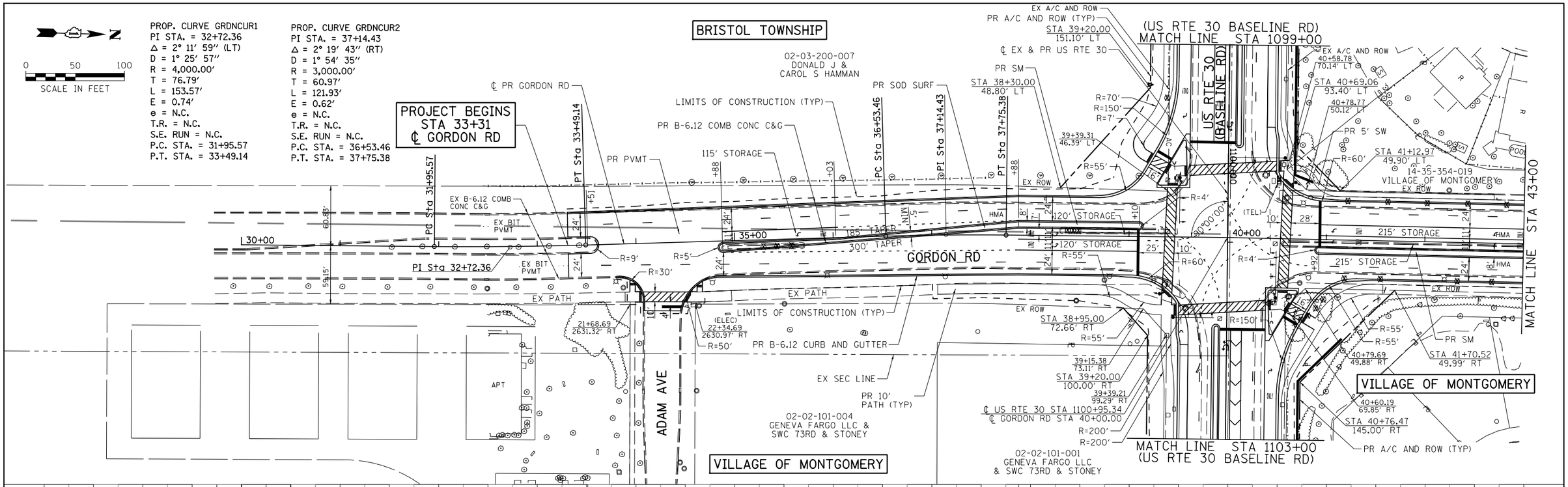
CONTRACT NO.

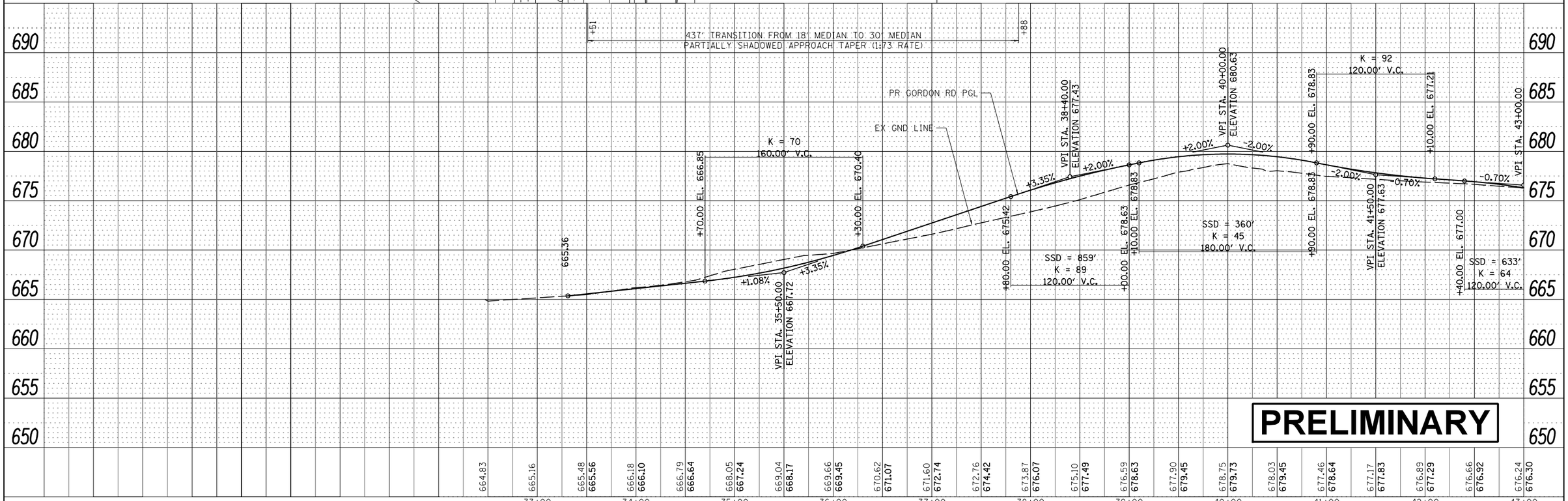
ILLINOIS FED. AID PROJECT

PROP. CURVE GRDNCUR1
PI STA. = 32+72.36
Δ = 2° 11′ 59″ (LT)
D = 1° 25′ 57″
R = 4,000.00′
T = 76.79′
L = 153.57′
E = 0.74′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 31+95.57
P.T. STA. = 33+49.14

PROP. CURVE GRDNCUR2
PI STA. = 37+14.43
Δ = 2° 19′ 43″ (RT)
D = 1° 54′ 35″
R = 3,000.00′
T = 60.97′
L = 121.93′
E = 0.62′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 36+53.46
P.T. STA. = 37+75.38

0 50 100
SCALE IN FEET





PRELIMINARY

PLAN	SURVEYED	PLOTTED	ALIGNMENT CHECKED	RT. OF WAY CHECKED	CADD FILE NAME	NOTE BOOK NO.	BY	DATE

PROFILE	SURVEYED	PLOTTED	GRADES CHECKED	BM. NOTED	STRUCTURE NOTATNS CHKD	NOTE BOOK NO.	BY	DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-21.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
Default		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ′ / in.	CHECKED -	REVISED -
	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-22
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

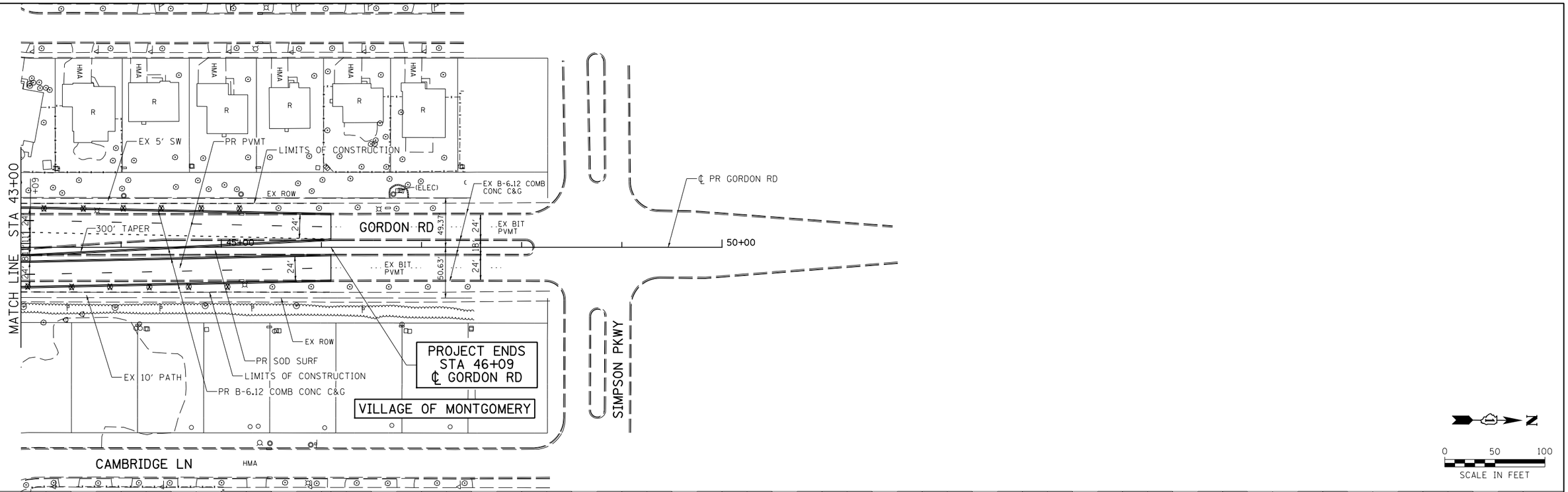
GORDON RD
PLAN AND PROFILE

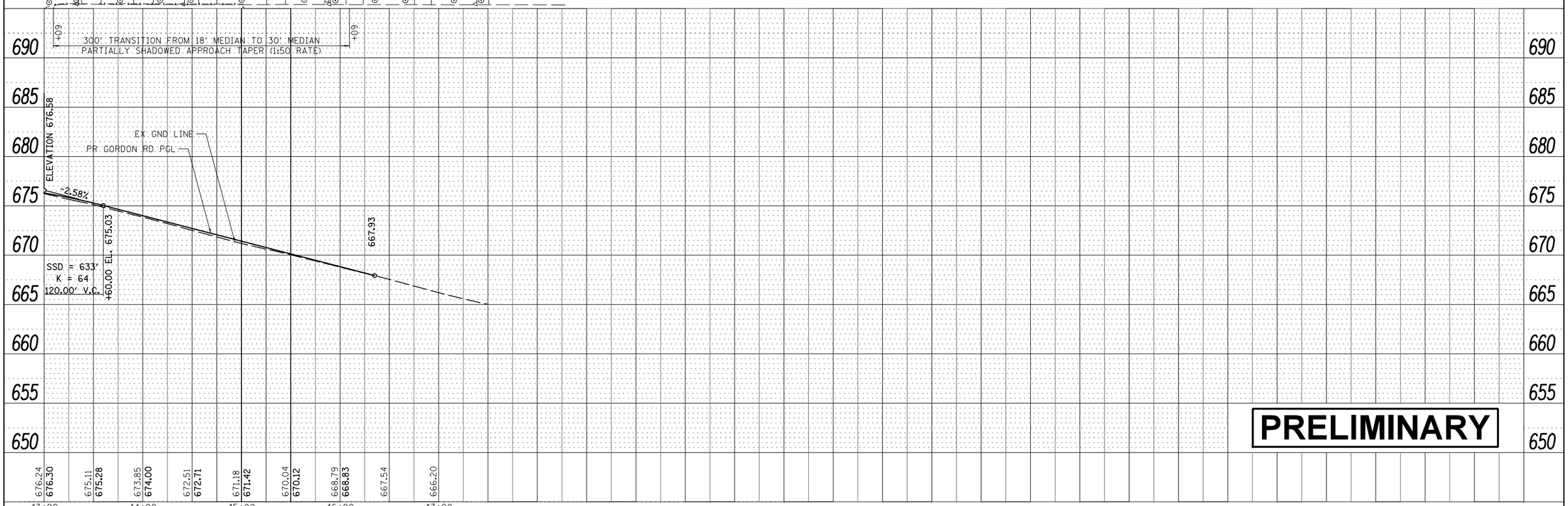
SCALE: 1″=50′ | SHEET 21 OF 33 SHEETS | STA. 30+00 TO STA. 43+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	22

CONTRACT NO.

ILLINOIS FED. AID PROJECT





PRELIMINARY

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-22.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-23
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GORDON RD
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 22 OF 33 SHEETS | STA. 43+00 TO STA. 48+41

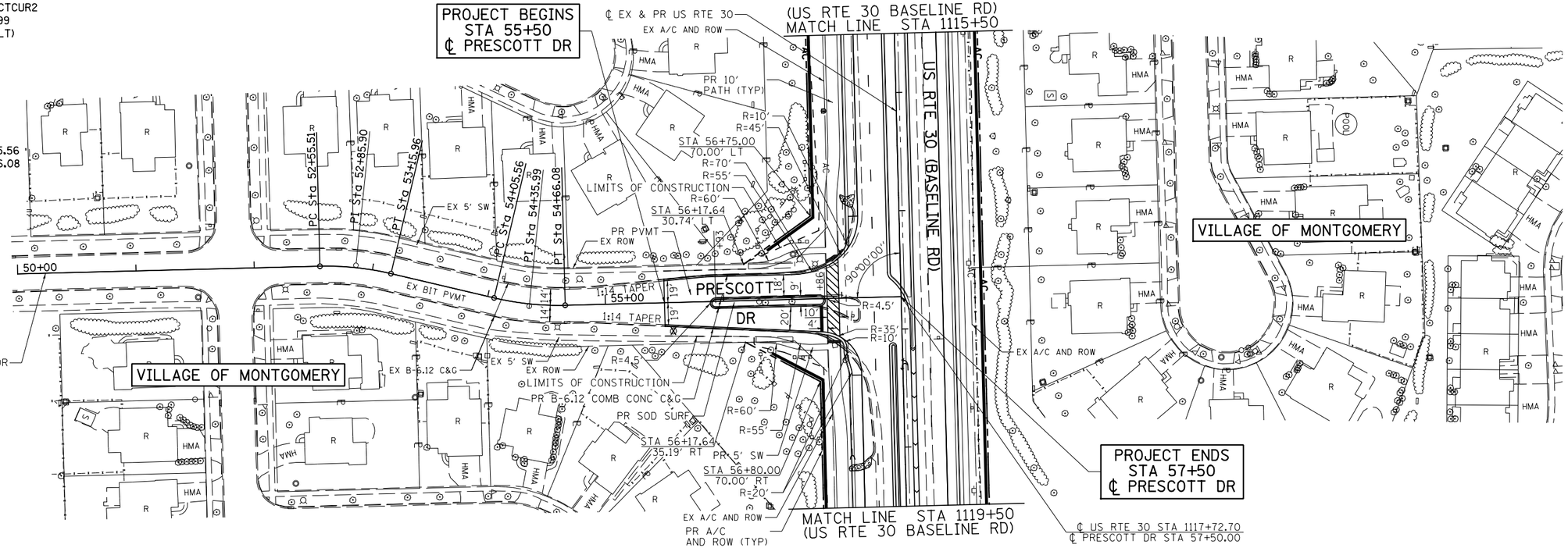
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	23

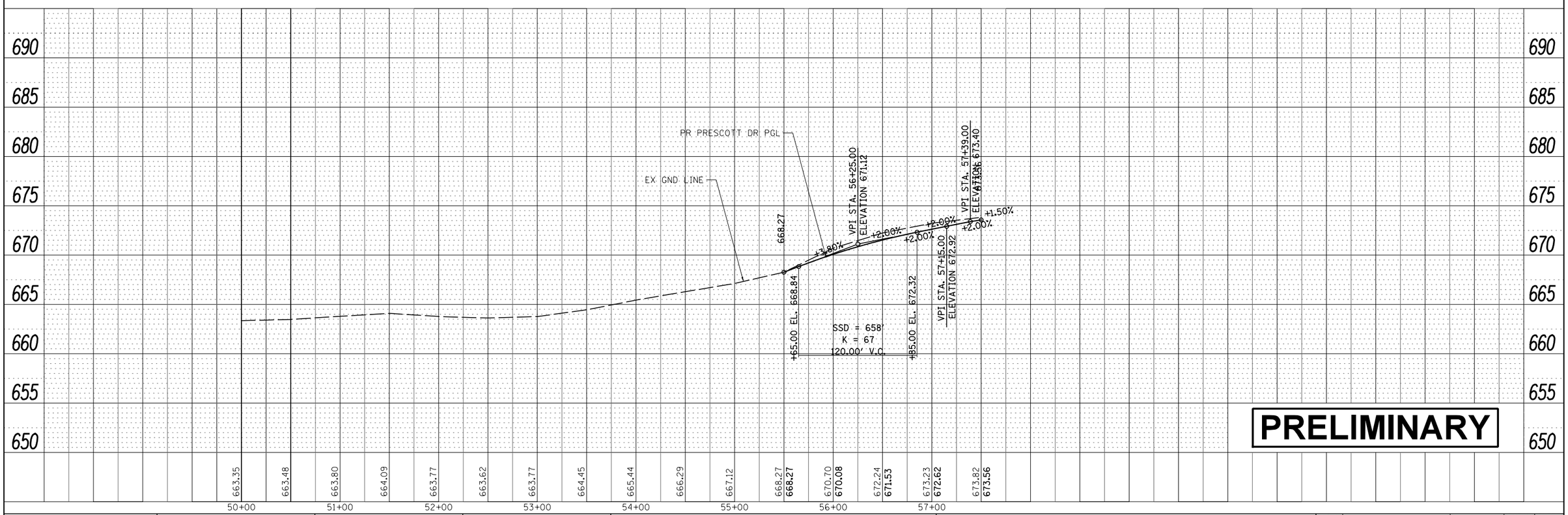
CONTRACT NO.

ILLINOIS FED. AID PROJECT

PROP. CURVE PRSCTCUR1
PI STA. = 52+85.90
Δ = 14° 44′ 18″ (RT)
D = 24° 22′ 52″
R = 235.00′
T = 30.39′
L = 60.45′
E = 1.96′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 52+55.51
P.T. STA. = 53+15.96

PROP. CURVE PRSCTCUR2
PI STA. = 54+35.99
Δ = 14° 45′ 19″ (LT)
D = 24° 22′ 52″
R = 235.00′
T = 30.43′
L = 60.52′
E = 1.96′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 54+05.56
P.T. STA. = 54+66.08

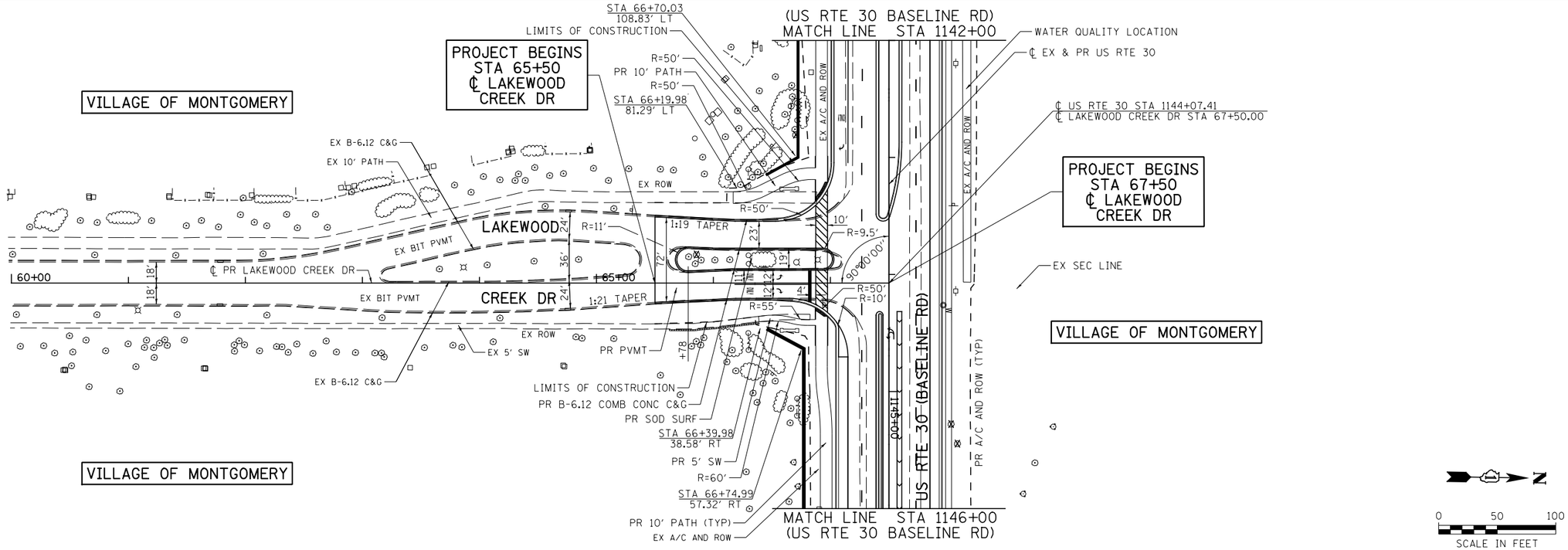


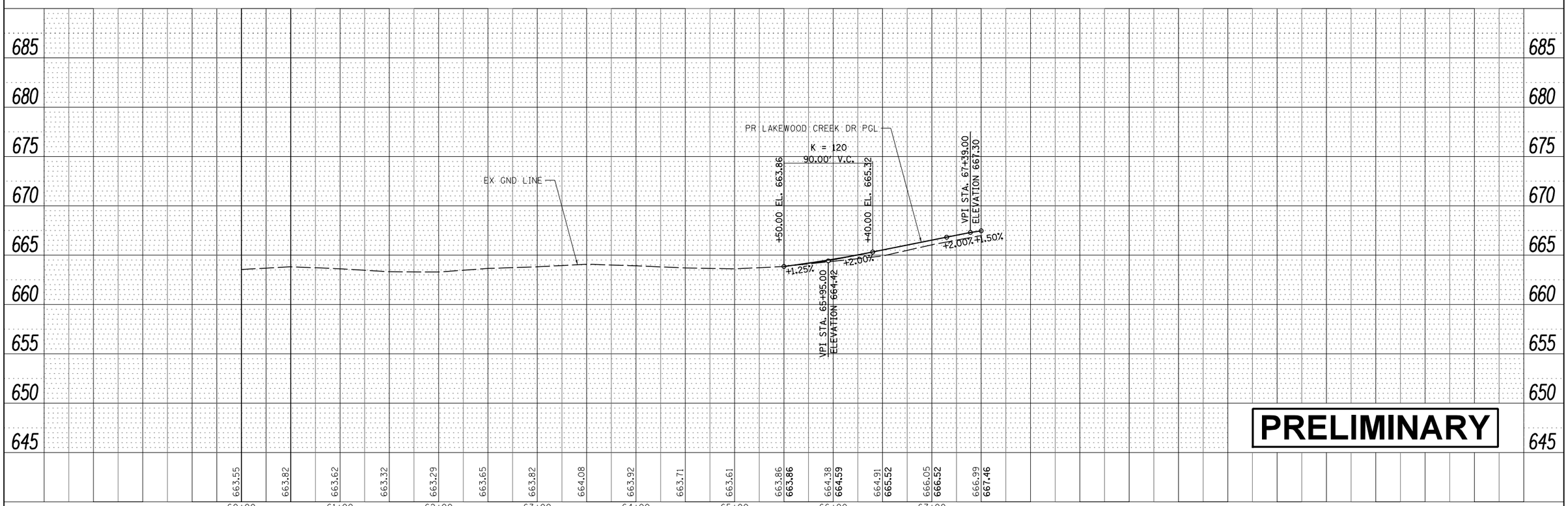


PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BRK. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK NO.
BY
DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-23.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	E-5-24 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRESCOTT DR PLAN AND PROFILE	F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 24
Default		DRAWN -	REVISED -					CONTRACT NO.	
	PLOT SCALE = 100.0000 ′ / in.	CHECKED -	REVISED -		SCALE: 1″=50′ SHEET 23 OF 33 SHEETS STA. 50+00 TO STA. 57+50				
	PLOT DATE = 3/7/2018	DATE -	REVISED -					ILLINOIS FED. AID PROJECT	

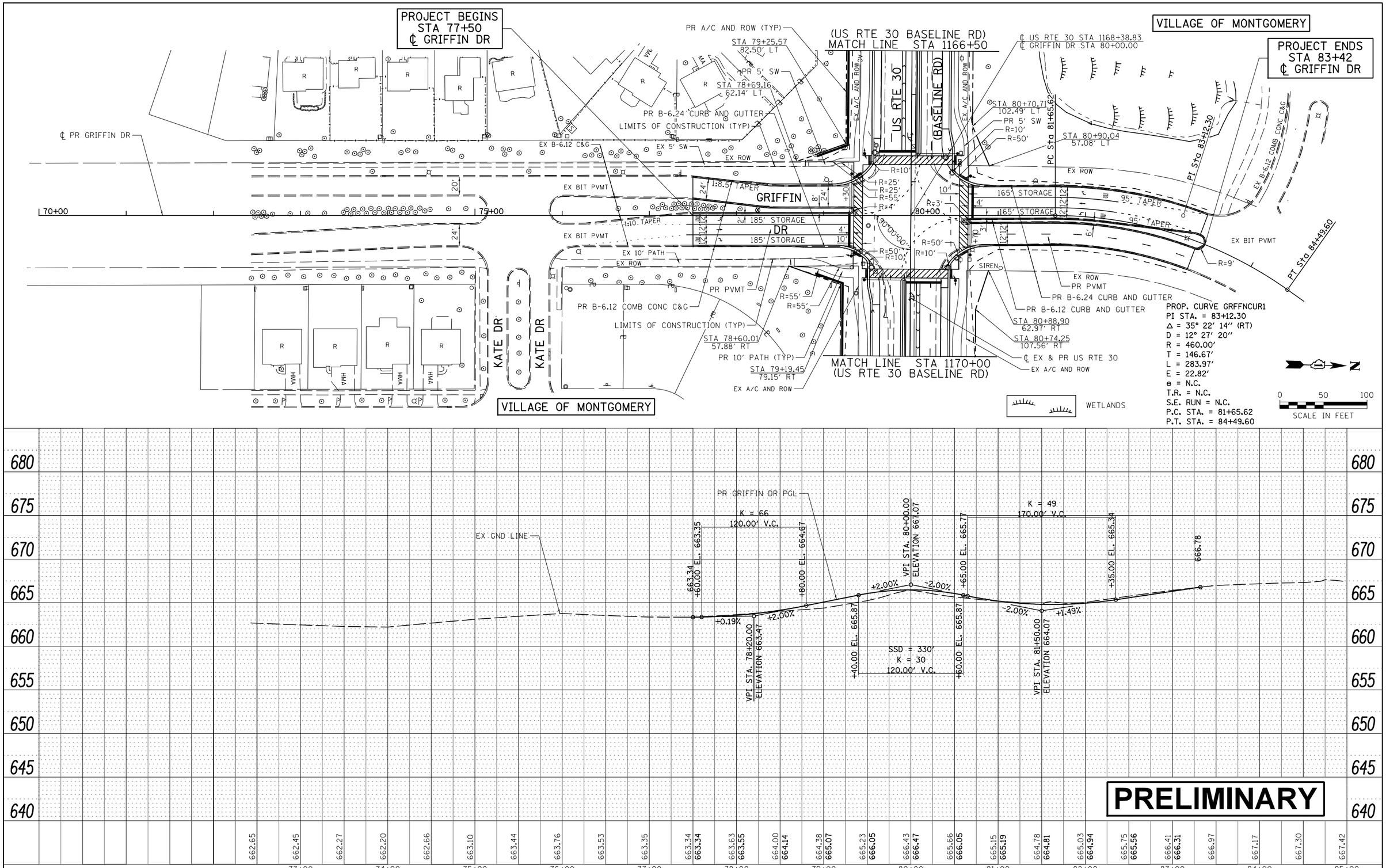




PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BLDG. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK NO.
BY
DATE

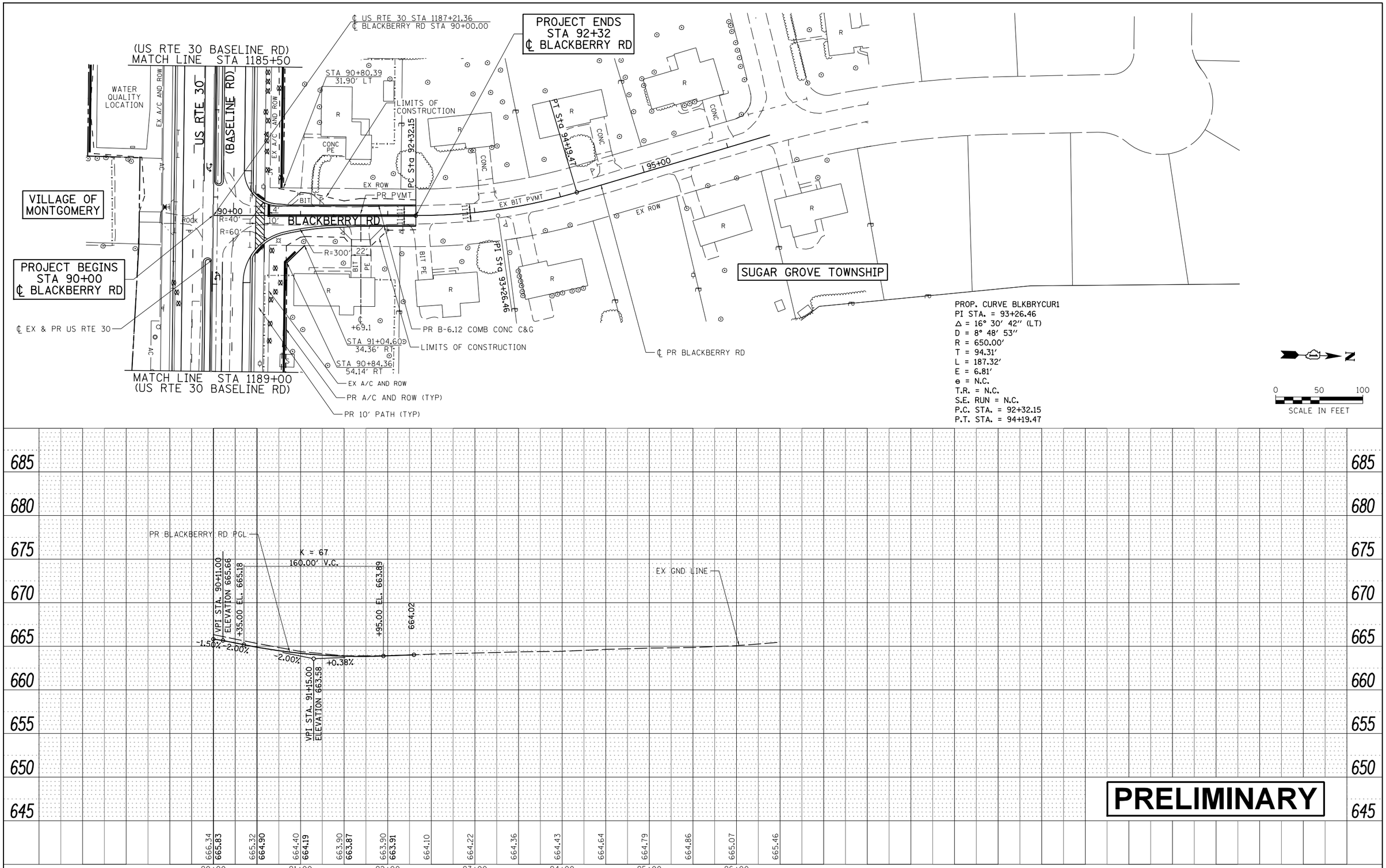
FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-24.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	E-5-25 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LAKEWOOD CREEK DR PLAN AND PROFILE	F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 25
		DRAWN -	REVISED -					CONTRACT NO.	
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		SCALE: 1"=50' / SHEET 24 OF 33 SHEETS / STA. 60+00 TO STA. 67+50				
	PLOT DATE = 3/7/2018	DATE -	REVISED -			ILLINOIS FED. AID PROJECT			



PLAN
NOTE BOOK NO. ____
SURVEYED ____
PLOTTED ____
ALIGNMENT CHECKED ____
RT. OF WAY CHECKED ____
CADD FILE NAME ____
BY
DATE

PROFILE
NOTE BOOK NO. ____
SURVEYED ____
PLOTTED ____
GRADES CHECKED ____
BRIDGE NOTED ____
STRUCTURE NOTATNS CHKD ____
BY
DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-25.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	E-5-26 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GRIFFIN DR PLAN AND PROFILE	F.A.P. RTE. 349	SECTION
		DRAWN -	REVISED -			COUNTY KANE/KENDALL	TOTAL SHEETS 34 / SHEET NO. 26
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO.	
	PLOT DATE = 3/7/2018	DATE -	REVISED -		SCALE: 1"=50' / SHEET 25 OF 33 SHEETS / STA. 77+50 TO STA. 82+00	ILLINOIS FED. AID PROJECT	



FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-26.dgn Default	USER NAME = bdecraene	DESIGNED -	REVISED -	E-5-27 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BLACKBERRY RD PLAN AND PROFILE	F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34	SHEET NO. 27
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -					CONTRACT NO.		
	PLOT DATE = 3/7/2018	CHECKED -	REVISED -		SCALE: 1"=50' SHEET 26 OF 33 SHEETS STA. 90+00 TO STA. 92+32			ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -							

PROJECT BEGINS
STA 102+47
℄ ORCHARD RD

VILLAGE OF MONTGOMERY

02-01-204-014
930 N RUSH STREET LLC,
C/O J MARINO

02-01-204-013
PNJ INVESTMENTS

02-01-204-018
FULLER GROUP SEVEN LLC

02-01-204-017
FULLER GROUP SEVEN LLC

02-01-204-015
MILCO-BLACKBERRY
CREEK LLC

PR B-6.24 COMB CONC C&G
TEMP ESMT
STA 107+47.10
115.00' LT
STA 107+47.10
77.06' LT
PR B-6.12 COMB CONC C&G
LIMITS OF CONSTRUCTION
STA 112+70.08
110.00' LT
STA 112+70.08
66.44' LT
STA 113+35.00
110.00' LT
STA 113+35.00
66.15' LT
R=40'
PR PVMT
STA 106+77.10
115.00' LT
STA 106+77.10
68.59' LT
102+24.56
120.16' LT
102+77.67
69.56' LT
PI Sta 102+45.87
PC Sta 100+00.00
PR ORCHARD RD
EX B-6.12 COMB CONC C&G
EX BIT PVMT
EX BIT SHLD
100+00
160' STORAGE
220' STORAGE
PI Sta 106+46.18
200' TAPER
105+00
110+00
PI Sta 112+19.17
300' TAPER
267' STORAGE
220' STORAGE
ORCHARD RD
EX ROW
PR ROW
140' STORAGE
200' TAPER
100' TAPER
R=100'
R=55'
R=60'
PI Sta 101+23.45
PROP. CURVE PRORCHCUR1
PI STA. = 101+23.45
Δ = 12° 48' 23" (LT)
D = 5° 12' 31"
R = 1,100.00'
T = 123.45'
L = 245.87'
E = 6.91'
e = 3.7%
T.R. = 46'
S.E. RUN = 123'
P.C. STA. = 100+00.00
P.T. STA. = 102+45.87
CATERPILLER DR
PR 5' SW
102+96.24
68.84' RT
102+47.39
118.21' RT
STA 106+46.48
105.00' RT
PR CONC MED SURF, 4"
LIMITS OF CONSTRUCTION
PR B-6.12 COMB CONC C&G (TYP)
STA 108+05.22
105.00' RT
STA 108+05.22
125.00' RT
STA 108+85.22
105.00' RT
STA 108+85.22
125.00' RT
STA 112+00.00
94.68' RT
STA 112+00.00
105.00' RT
STA 112+89.00
95.00' RT
STA 112+89.00
145.00' RT
STA 113+69.00
95.00' RT
STA 113+69.00
145.00' RT
MATCH LINE STA 114+00
02-01-200-023
MART PROPERTIES LLC
02-01-200-028
MART PROPERTIES LLC
02-01-200-027
WAL-MART STORES INC
0 50 100
SCALE IN FEET

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

150' TRANSITION FROM 12' MEDIAN TO 18' MEDIAN (1:50 RATE)
300' TRANSITION FROM 18' MEDIAN TO 30' MEDIAN PARTIALLY SHADOWED APPROACH TAPER (1:50 RATE)

PROJECT BEGINS
STA 102+47
℄ ORCHARD RD

PR ORCHARD RD PGL
EX GND LINE
667.31
VPI STA. 106+10.00
ELEVATION 668.40
+0.30%
-0.60%
+40.00 EL. 668.19
+80.00 EL. 667.98
SSD = 1275'
K = 156
140.00' V.C.
+30.00 EL. 664.71
+70.00 EL. 664.82
K = 104
140.00' V.C.
-0.60%
+0.76%
VPI STA. 113+00.00
ELEVATION 664.29

685 680 675 670 665 660 655 650 645

PRELIMINARY

666.92 666.97 667.00 667.32 667.25 667.31 667.32 667.36 667.47 667.35 667.62 667.46 667.77 667.32 667.92 667.18 668.07 667.00 668.21 667.33 668.25 667.09 668.13 666.99 667.86 666.83 667.56 666.60 667.27 666.40 666.97 665.96 666.67 665.48 666.37 665.30 666.08 665.14 665.78 664.99 665.48 664.81 665.18 664.69 664.88 664.54 664.61 664.54 664.53 664.69 664.69 664.92 665.04

100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
BRK. NOTED		
STRUCTURE NOTATINS CHKD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-27.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-28
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

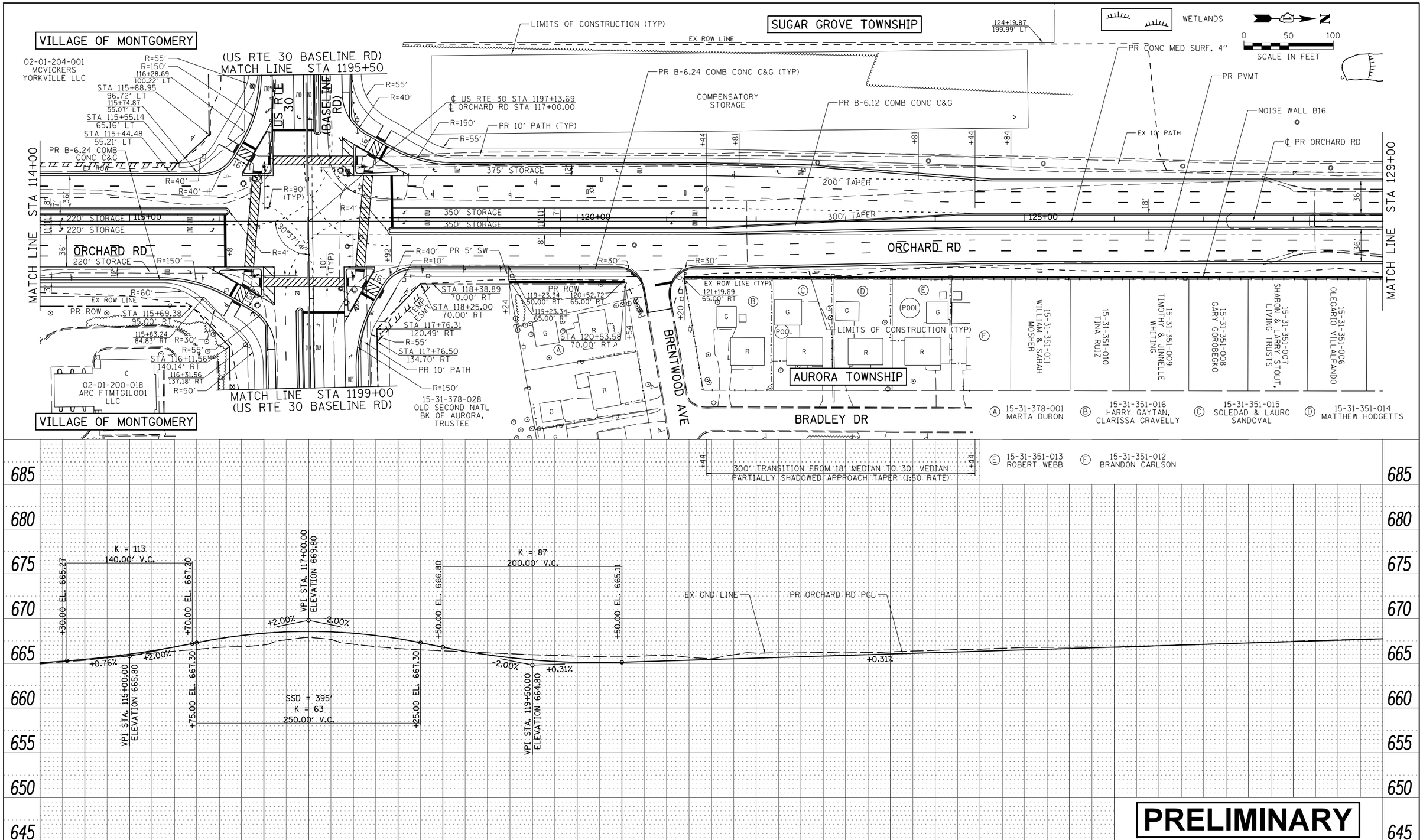
ORCHARD RD
PLAN AND PROFILE

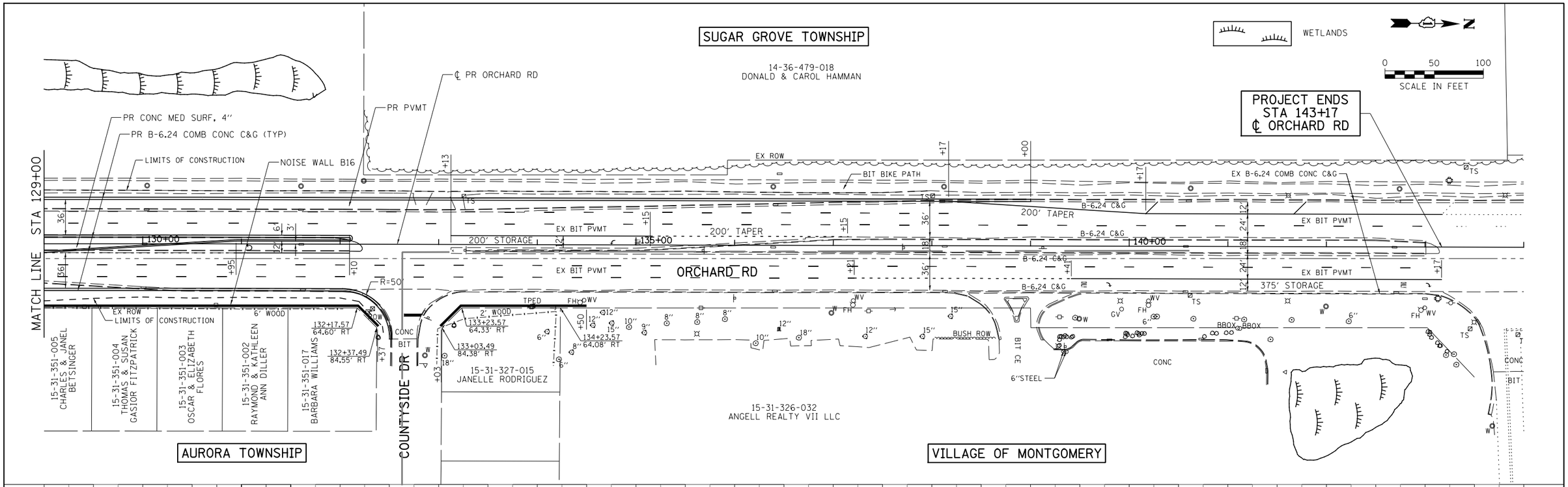
SCALE: 1"=50' | SHEET 27 OF 33 SHEETS | STA. 100+00 TO STA. 114+00

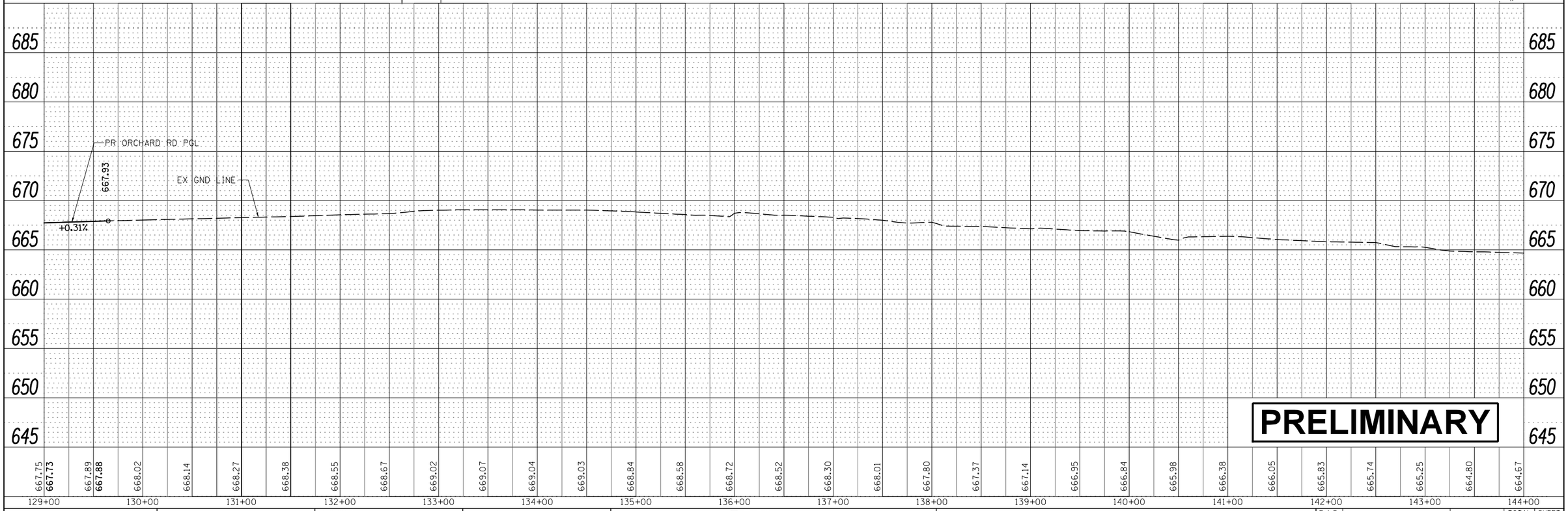
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	34	28

CONTRACT NO.

ILLINOIS FED. AID PROJECT


VILLAGE OF MONTGOMERY
SUGAR GROVE TOWNSHIP
AURORA TOWNSHIP
WETLANDS
SCALE IN FEET
LIMITS OF CONSTRUCTION (TYP)
EX ROW LINE
(US RTE 30 BASELINE RD)
MATCH LINE STA 1195+50
MATCH LINE STA 1199+00
(US RTE 30 BASELINE RD)
MATCH LINE STA 114+00
MATCH LINE STA 129+00
02-01-204-001
MCVICKERS
YORKVILLE LLC
02-01-200-018
ARC FTMTGIL001
LLC
15-31-378-028
OLD SECOND NATL
BK OF AURORA,
TRUSTEE
PR B-6.24 COMB CONC C&G (TYP)
PR B-6.12 COMB CONC C&G
COMPENSATORY
STORAGE
PR 10' PATH (TYP)
PR 10' PATH
PR 5' SW
PR CONC MED SURF, 4"
PR PVMT
NOISE WALL B16
EX 10' PATH
℄ PR ORCHARD RD
℄ US RTE 30 STA 1197+13.69
℄ ORCHARD RD STA 117+00.00
375' STORAGE
200' TAPER
350' STORAGE
300' TAPER
220' STORAGE
ORCHARD RD
BRENTWOOD AVE
BRADLEY DR
15-31-351-011
WILLIAM & SARAH
MOSHER
15-31-351-010
TINA RUIZ
15-31-351-009
TIMOTHY & JINNELLE
WHITING
15-31-351-008
GARY GOROBECKO
15-31-351-007
SHARON & LARRY STOUT,
LIVING TRUSTS
15-31-351-006
OLEGARIO VILLALPANDO
Ⓐ 15-31-378-001
MARTA DURON
Ⓑ 15-31-351-016
HARRY GAYTAN,
CLARISSA GRAVELLY
Ⓒ 15-31-351-015
SOLEDAD & LAURO
SANDOVAL
Ⓓ 15-31-351-014
MATTHEW HODGETTS
Ⓔ 15-31-351-013
ROBERT WEBB
Ⓕ 15-31-351-012
BRANDON CARLSON
300' TRANSITION FROM 18' MEDIAN TO 30' MEDIAN
PARTIALLY SHADOWED APPROACH TAPER (1:50 RATE)
K = 113
140.00' V.C.
K = 87
200.00' V.C.
SSD = 395'
K = 63
250.00' V.C.
VPI STA. 117+00.00
ELEVATION 669.80
VPI STA. 115+00.00
ELEVATION 665.80
VPI STA. 119+50.00
ELEVATION 664.80
+30.00 EL. 665.27
+70.00 EL. 667.20
+75.00 EL. 667.30
+25.00 EL. 667.30
+50.00 EL. 666.80
+50.00 EL. 665.11
EX GND LINE
PR ORCHARD RD PGL
PRELIMINARY
PLAN
PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
NOTE BOOK
NO.
BY
DATE
FILE NAME =
V:\3171\CADD Sheets\P140311-sht-plnprf-28.dgn
Default
USER NAME = bdecraene
PLOT SCALE = 100.0000 ' / in.
PLOT DATE = 3/7/2018
DESIGNED -
DRAWN -
CHECKED -
DATE -
REVISED -
E-5-29
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ORCHARD RD
PLAN AND PROFILE
SCALE: 1"=50'
SHEET 28 OF 33 SHEETS
STA. 114+00 TO STA. 129+00
F.A.P. RTE. 349
SECTION
COUNTY KANE/KENDALL
TOTAL SHEETS 34
SHEET NO. 29
CONTRACT NO.
ILLINOIS FED. AID PROJECT





PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
RT. OF WAY CHECKED			
CADD FILE NAME			
NOTE BOOK NO.			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
BM. NOTED			
STRUCTURE NOTATNS CHKD			
NOTE BOOK NO.			

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-29.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-30
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

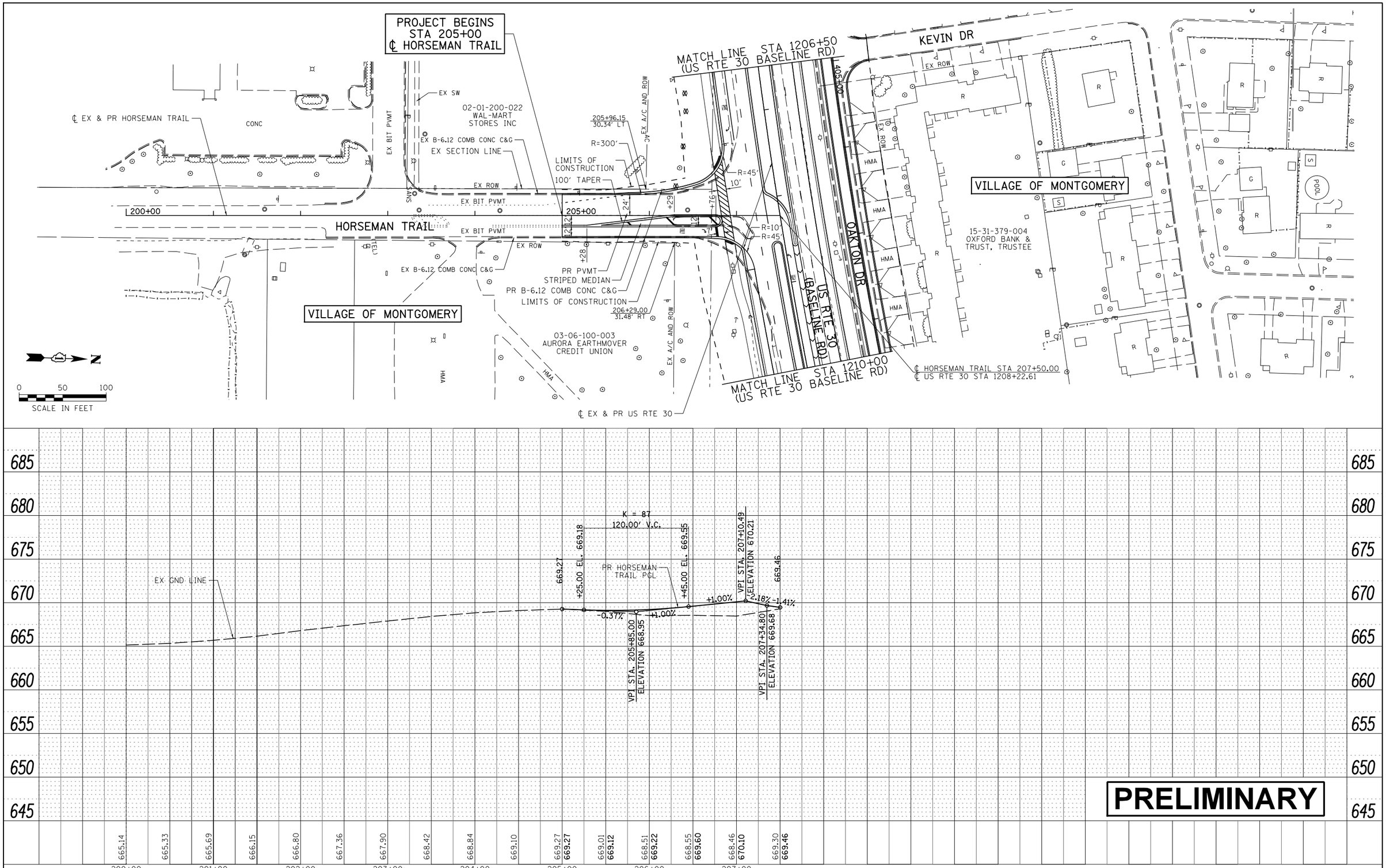
ORCHARD RD
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 29 OF 33 SHEETS | STA. 129+00 TO STA. 144+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	30

CONTRACT NO.

ILLINOIS FED. AID PROJECT



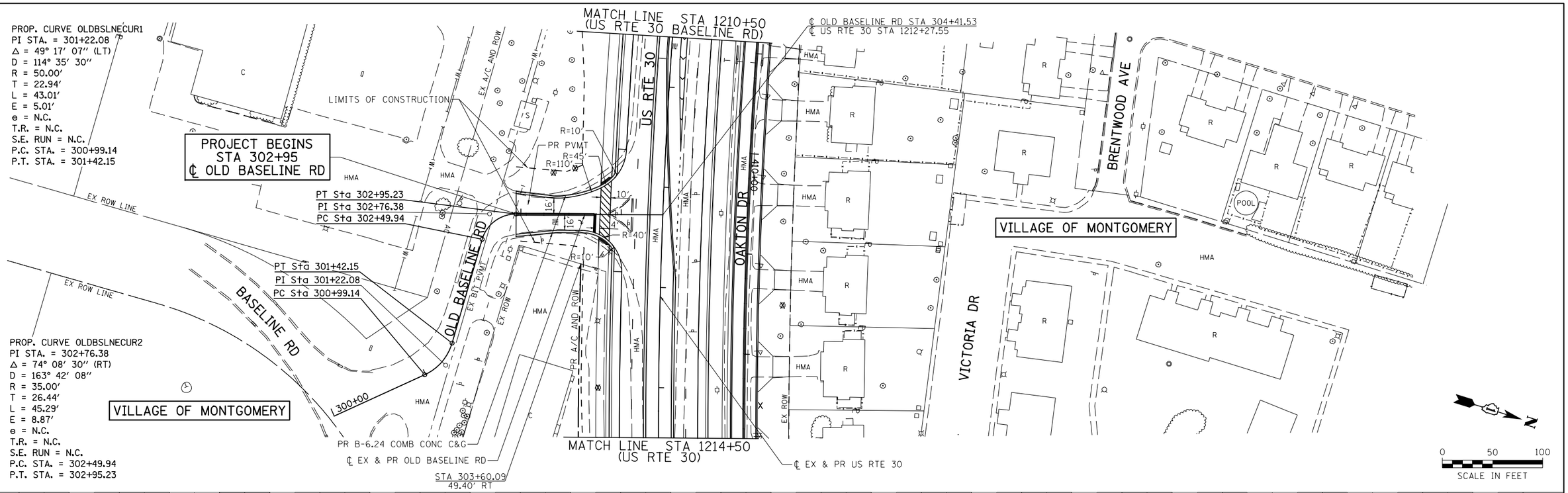
PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

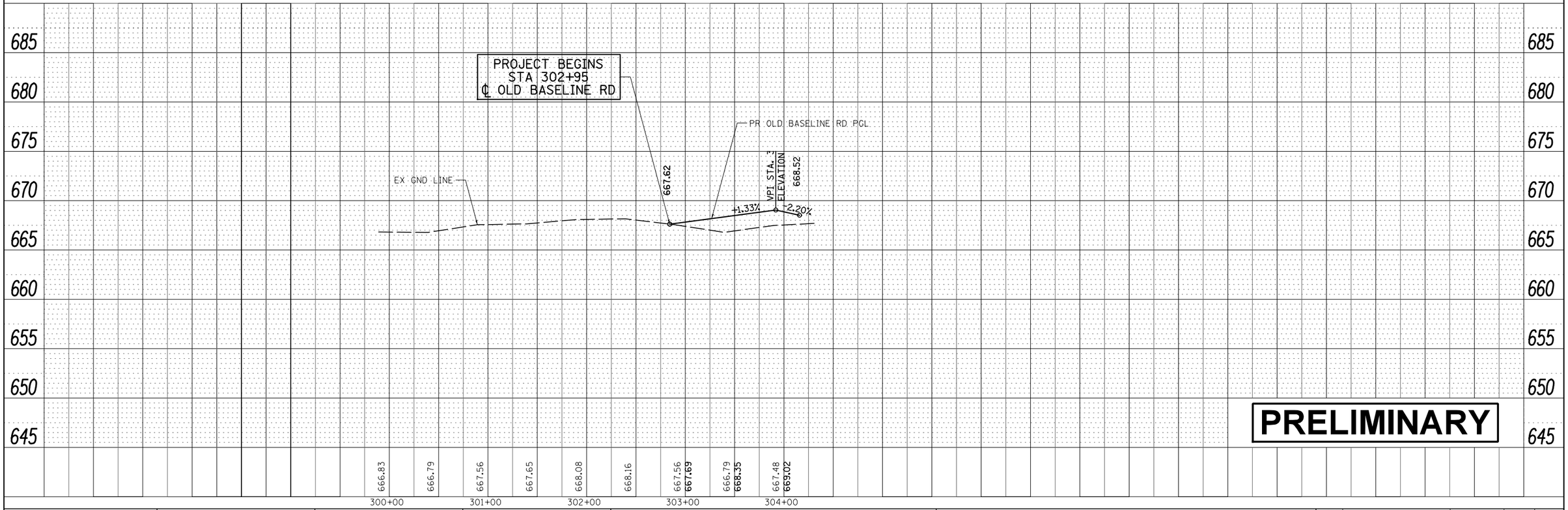
PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BKM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-30.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	E-5-31 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORSEMAN TRAIL PLAN AND PROFILE	F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 34 / SHEET NO. 31
		DRAWN -	REVISED -					CONTRACT NO.	
Default	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -						
	PLOT DATE = 3/7/2018	DATE -	REVISED -		SCALE: 1"=50' SHEET 30 OF 33 SHEETS STA. 200+00 TO STA. 207+50			ILLINOIS FED. AID PROJECT	

PROP. CURVE OLDBSLNECUR1
PI STA. = 301+22.08
Δ = 49° 17′ 07″ (LT)
D = 114° 35′ 30″
R = 50.00′
T = 22.94′
L = 43.01′
E = 5.01′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 300+99.14
P.T. STA. = 301+42.15

PROP. CURVE OLDBSLNECUR2
PI STA. = 302+76.38
Δ = 74° 08′ 30″ (RT)
D = 163° 42′ 08″
R = 35.00′
T = 26.44′
L = 45.29′
E = 8.87′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 302+49.94
P.T. STA. = 302+95.23





PLAN	BY	DATE
SURVEYED		
PLOTTED		
HORIZ. CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
PLANS CHECKED		
BM. NOTED		
STRUCTURE NOTATNS CHKD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-31.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ′ / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-32
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OLD BASELINE RD
PLAN AND PROFILE

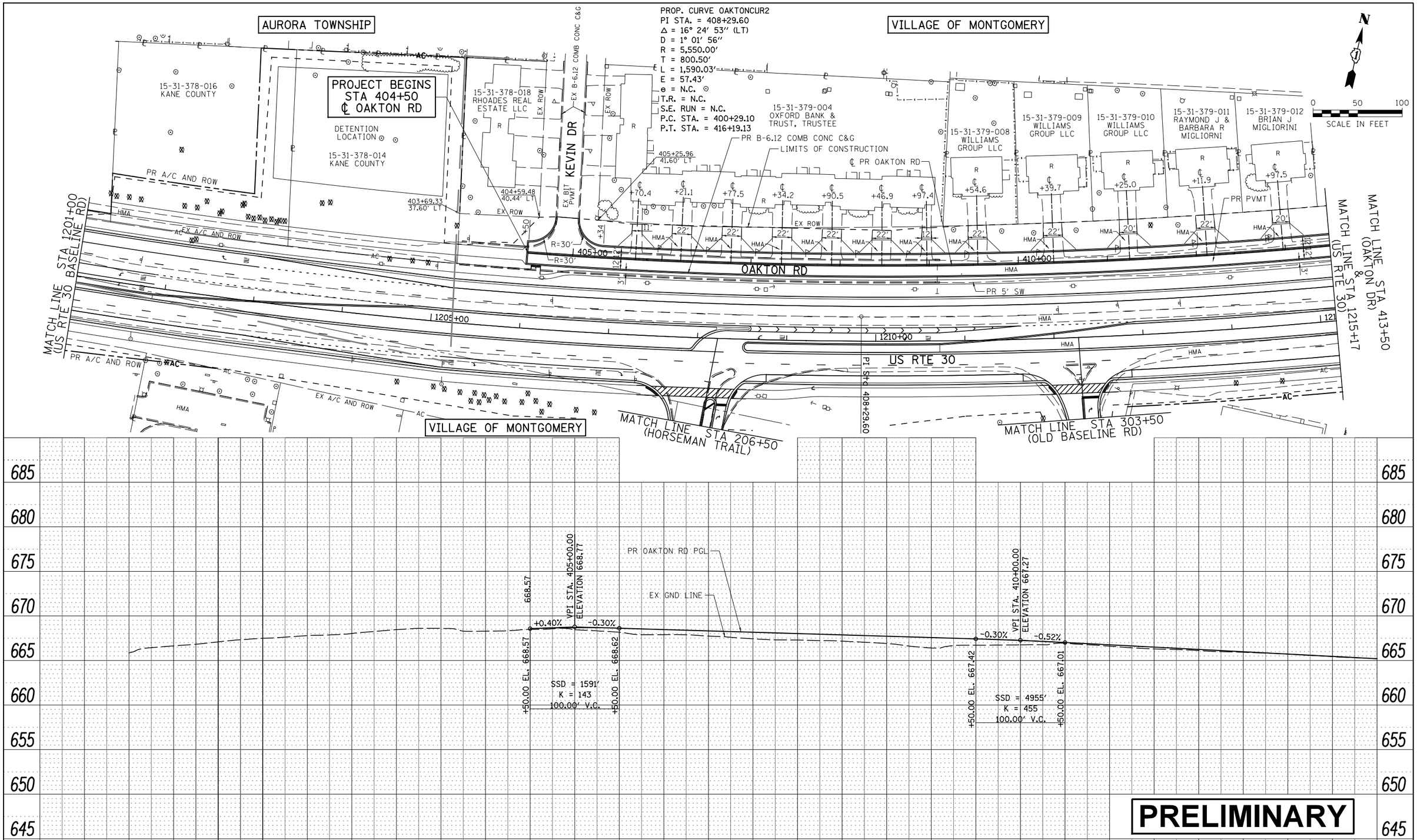
SCALE: 1″=50′ | SHEET 31 OF 33 SHEETS | STA. 302+95 TO STA. 304+42

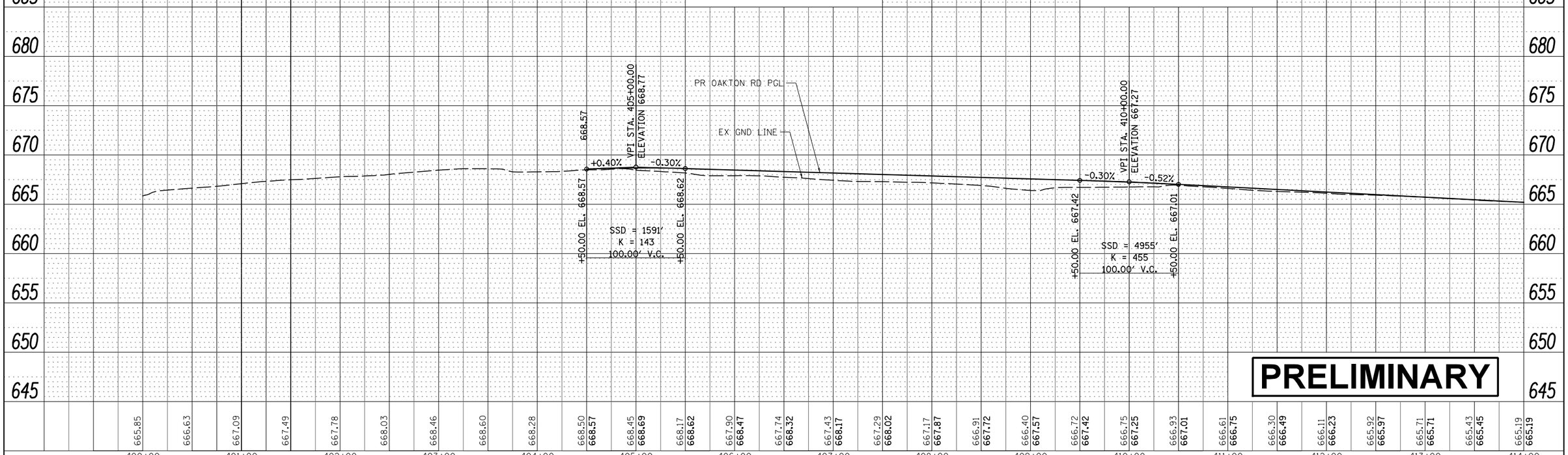
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	32

CONTRACT NO.

ILLINOIS FED. AID PROJECT

PROP. CURVE OAKTONCUR2
PI STA. = 408+29.60
Δ = 16° 24′ 53″ (LT)
D = 1° 01′ 56″
R = 5,550.00′
T = 800.50′
L = 1,590.03′
E = 57.43′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 400+29.10
P.T. STA. = 416+19.13





PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTATIONS CHKD		
NOTE BOOK NO.		

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-32.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ′ / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-33
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

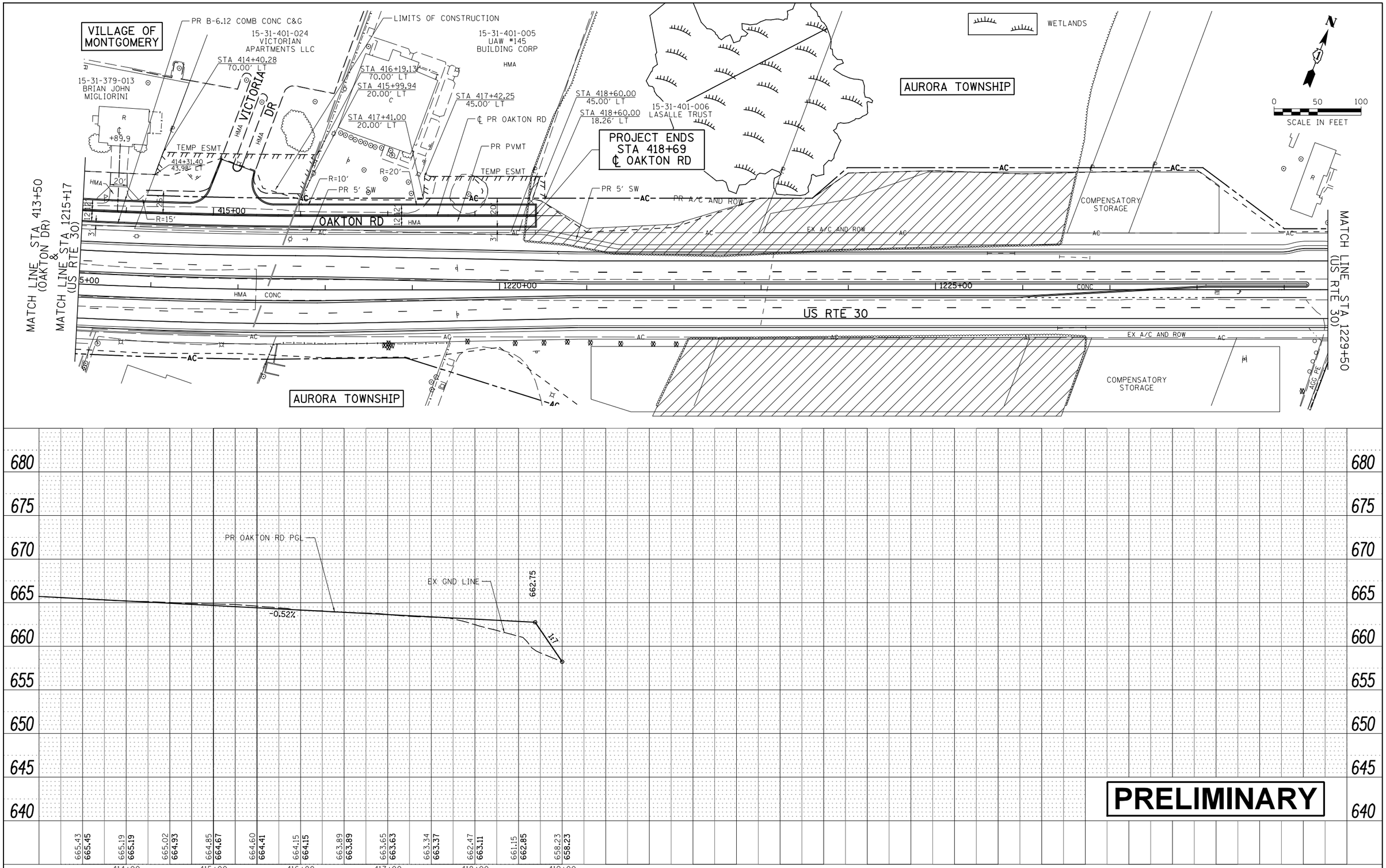
OAKTON RD
PLAN AND PROFILE

SCALE: 1″=50′ | SHEET 32 OF 33 SHEETS | STA. 400+00 TO STA. 414+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	34	33

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / BM. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK NO. / BY / DATE

FILE NAME = V:\3171\CADD Sheets\P140311-sht-plnprf-33.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/7/2018	DATE -	REVISED -

E-5-34
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OAKTON RD
PLAN AND PROFILE

SCALE: 1"=50' | SHEET 33 OF 33 SHEETS | STA. 413+50 TO STA. 418+56

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	34	34

CONTRACT NO.

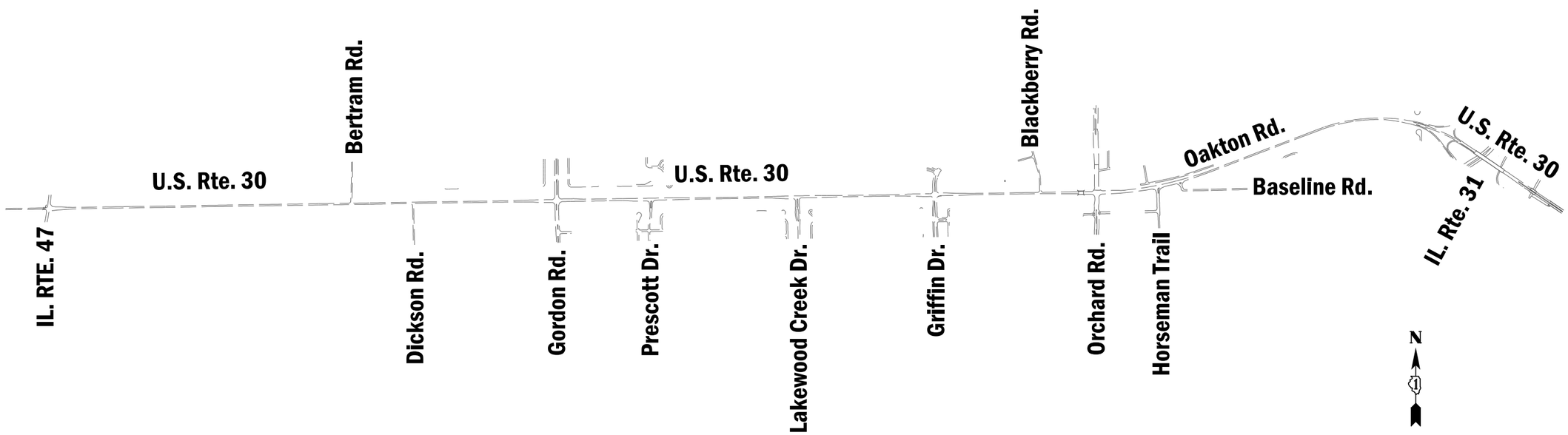
ILLINOIS FED. AID PROJECT

E-6

ADA Compliance Details

U.S. RTE. 30 PHASE I STUDY
IL. RTE. 47 TO IL. RTE. 31
KENDALL & KANE COUNTIES
P-91-403-11

ADA COMPLIANCE DETAILS



PRELIMINARY PRINT

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROJECT AND ENVIRONMENTAL STUDIES

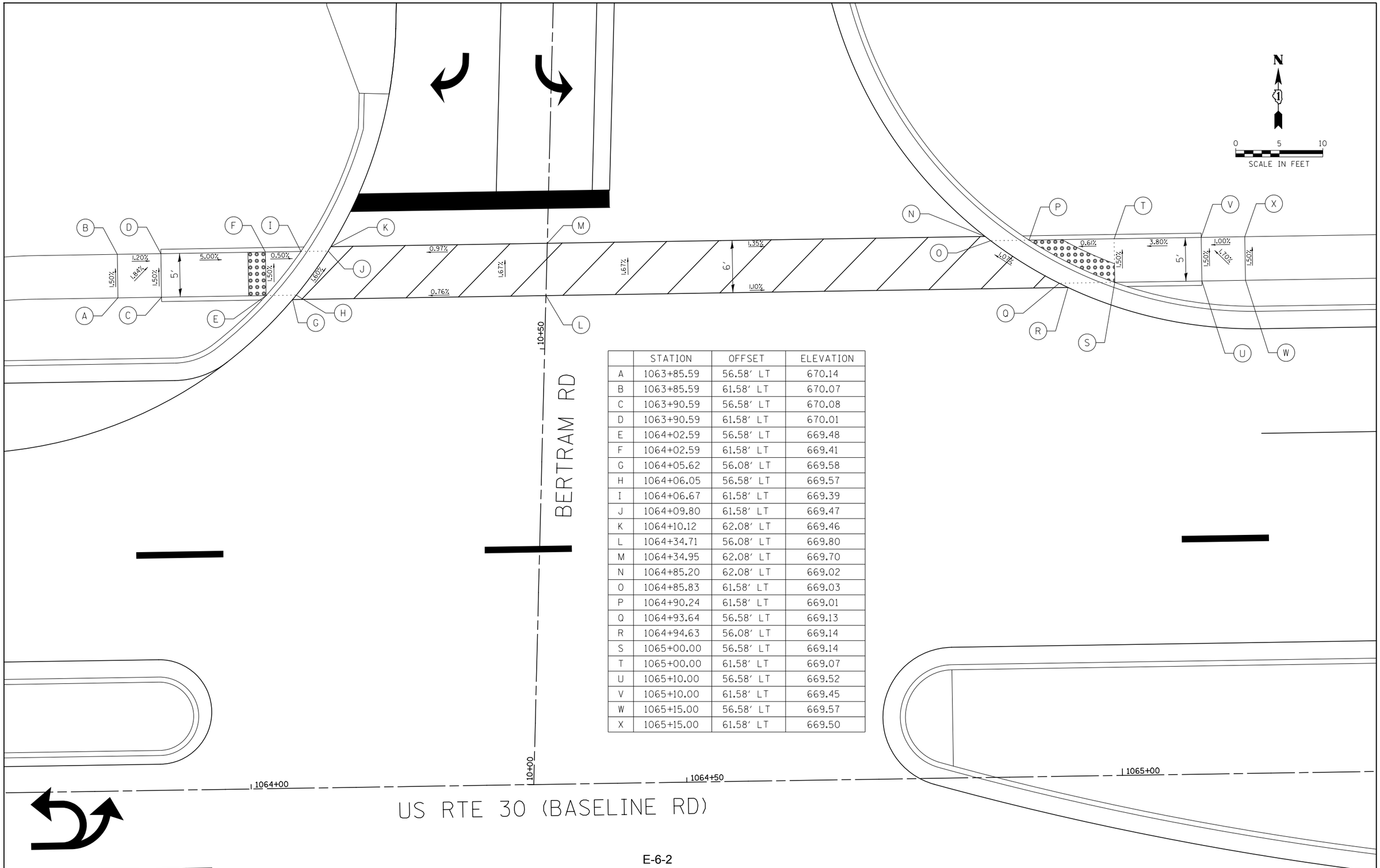
SUBJECT TO REVISIONS

INDEX OF SHEETS

COVER SHEET	1
U.S. RTE. 30 INTERSECTIONS	2 to 19
ORCHARD RD. INTERSECTIONS	20 to 25
OAKTON RD. INTERSECTION	26
U.S. RTE. 30 ENTRANCES	27 to 43

DATE: 6/19/2017

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-cover_ADA.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 44	SHEET NO. 1
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO.		
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT			



	STATION	OFFSET	ELEVATION
A	1063+85.59	56.58' LT	670.14
B	1063+85.59	61.58' LT	670.07
C	1063+90.59	56.58' LT	670.08
D	1063+90.59	61.58' LT	670.01
E	1064+02.59	56.58' LT	669.48
F	1064+02.59	61.58' LT	669.41
G	1064+05.62	56.08' LT	669.58
H	1064+06.05	56.58' LT	669.57
I	1064+06.67	61.58' LT	669.39
J	1064+09.80	61.58' LT	669.47
K	1064+10.12	62.08' LT	669.46
L	1064+34.71	56.08' LT	669.80
M	1064+34.95	62.08' LT	669.70
N	1064+85.20	62.08' LT	669.02
O	1064+85.83	61.58' LT	669.03
P	1064+90.24	61.58' LT	669.01
Q	1064+93.64	56.58' LT	669.13
R	1064+94.63	56.08' LT	669.14
S	1065+00.00	56.58' LT	669.14
T	1065+00.00	61.58' LT	669.07
U	1065+10.00	56.58' LT	669.52
V	1065+10.00	61.58' LT	669.45
W	1065+15.00	56.58' LT	669.57
X	1065+15.00	61.58' LT	669.50

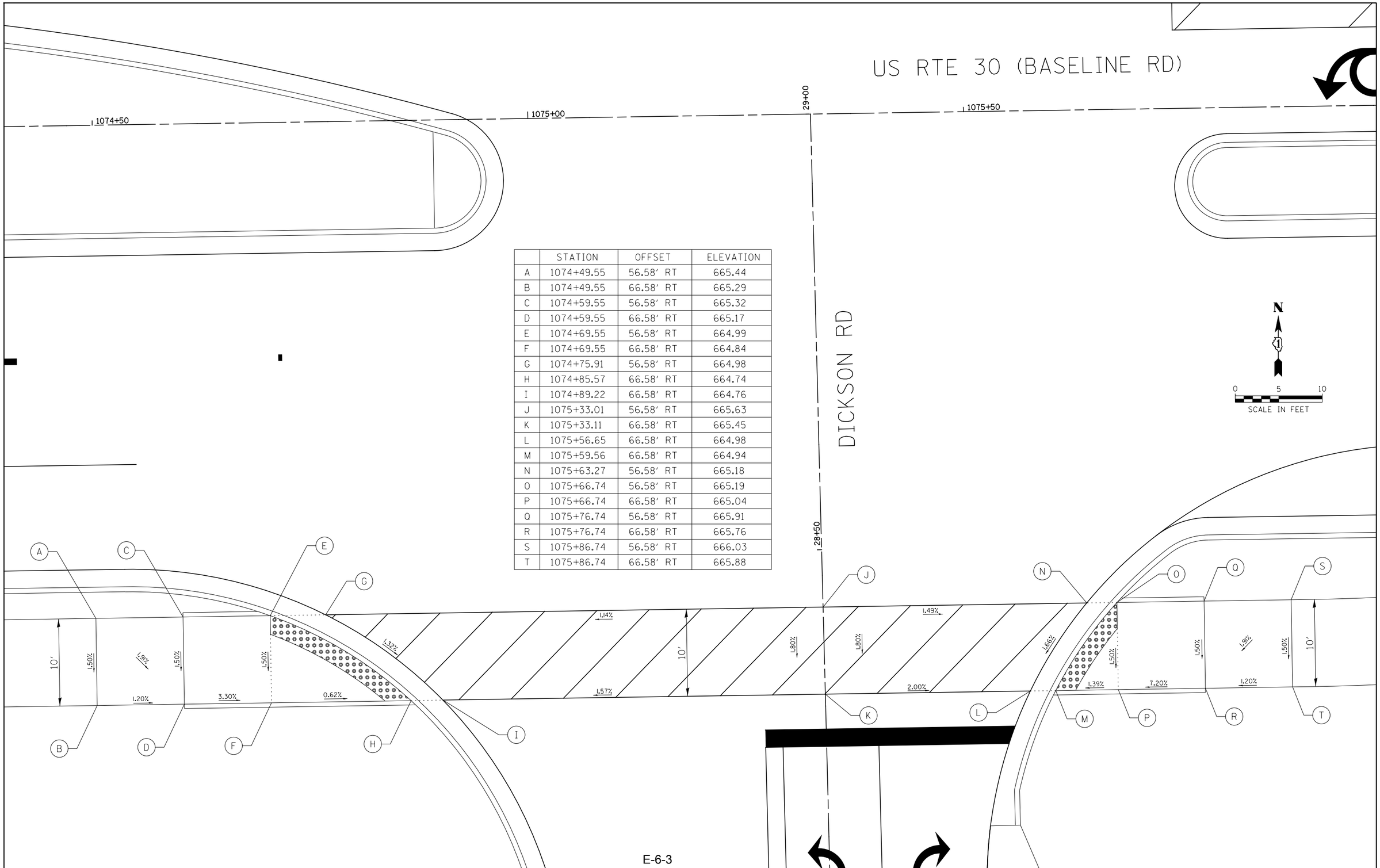
FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-01.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 1 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	2
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET	ELEVATION
A	1074+49.55	56.58' RT	665.44
B	1074+49.55	66.58' RT	665.29
C	1074+59.55	56.58' RT	665.32
D	1074+59.55	66.58' RT	665.17
E	1074+69.55	56.58' RT	664.99
F	1074+69.55	66.58' RT	664.84
G	1074+75.91	56.58' RT	664.98
H	1074+85.57	66.58' RT	664.74
I	1074+89.22	66.58' RT	664.76
J	1075+33.01	56.58' RT	665.63
K	1075+33.11	66.58' RT	665.45
L	1075+56.65	66.58' RT	664.98
M	1075+59.56	66.58' RT	664.94
N	1075+63.27	56.58' RT	665.18
O	1075+66.74	56.58' RT	665.19
P	1075+66.74	66.58' RT	665.04
Q	1075+76.74	56.58' RT	665.91
R	1075+76.74	66.58' RT	665.76
S	1075+86.74	56.58' RT	666.03
T	1075+86.74	66.58' RT	665.88

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-02.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

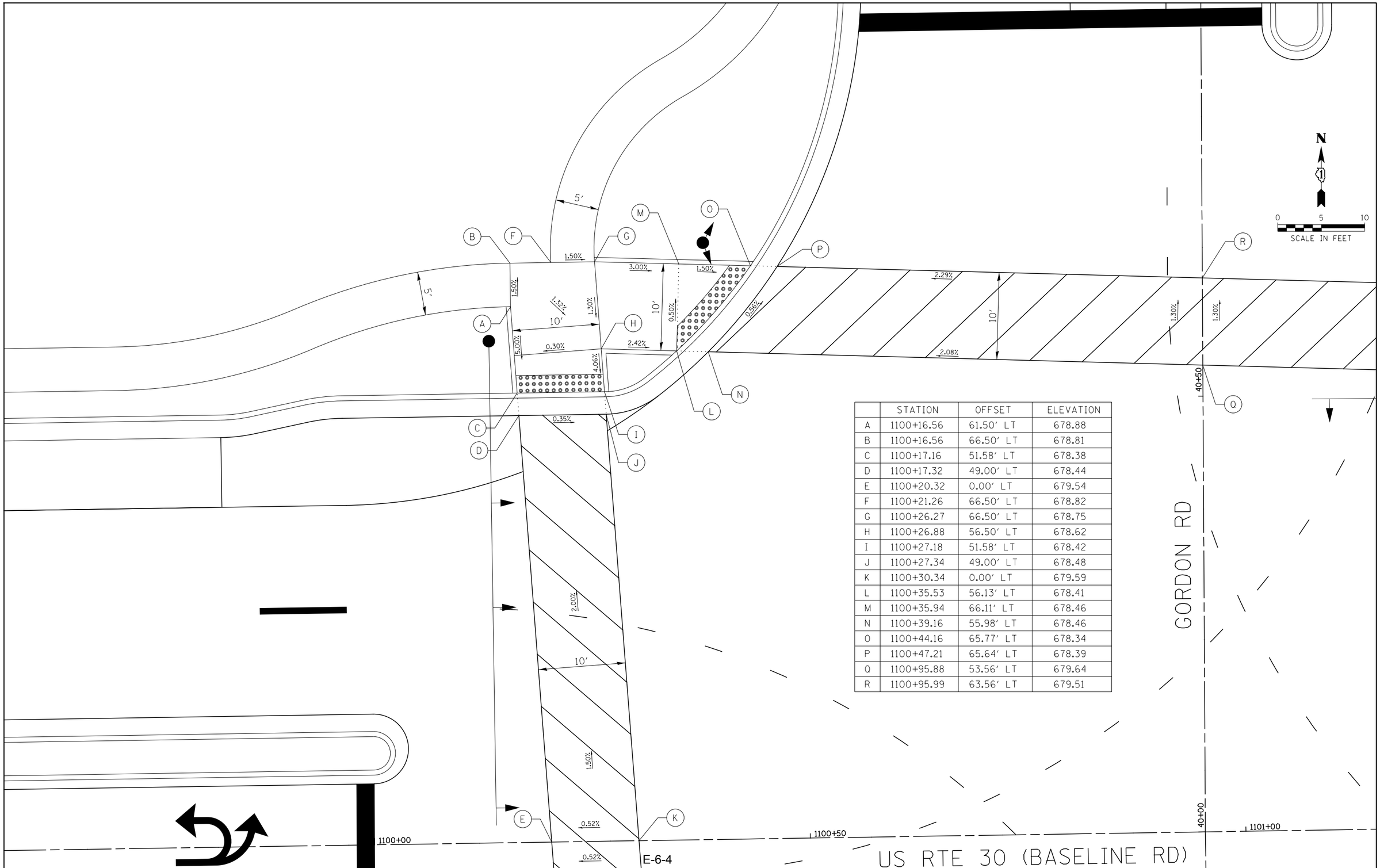
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 2 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	3

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1100+16.56	61.50' LT	678.88
B	1100+16.56	66.50' LT	678.81
C	1100+17.16	51.58' LT	678.38
D	1100+17.32	49.00' LT	678.44
E	1100+20.32	0.00' LT	679.54
F	1100+21.26	66.50' LT	678.82
G	1100+26.27	66.50' LT	678.75
H	1100+26.88	56.50' LT	678.62
I	1100+27.18	51.58' LT	678.42
J	1100+27.34	49.00' LT	678.48
K	1100+30.34	0.00' LT	679.59
L	1100+35.53	56.13' LT	678.41
M	1100+35.94	66.11' LT	678.46
N	1100+39.16	55.98' LT	678.46
O	1100+44.16	65.77' LT	678.34
P	1100+47.21	65.64' LT	678.39
Q	1100+95.88	53.56' LT	679.64
R	1100+95.99	63.56' LT	679.51

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-03.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

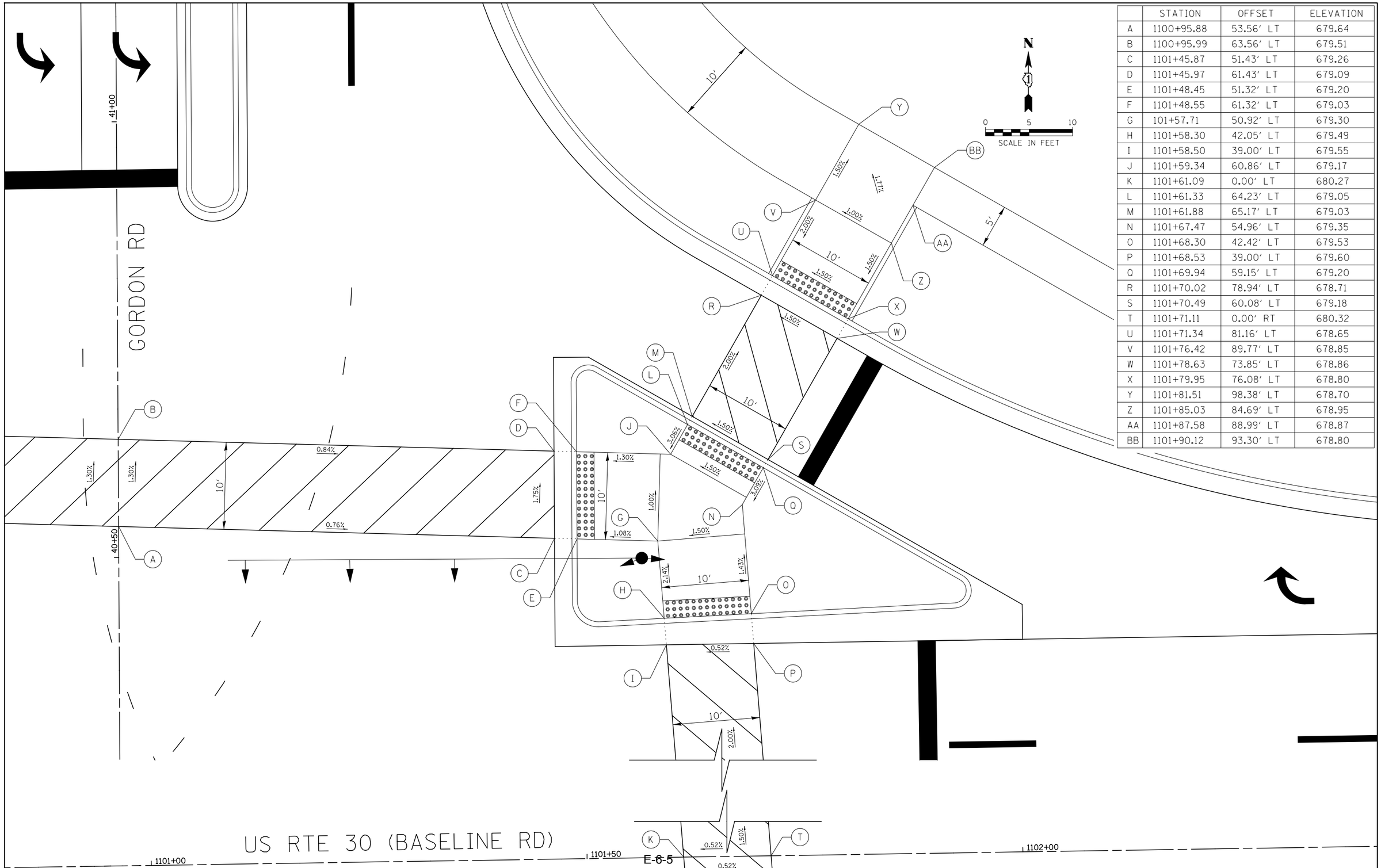
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 3 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	4

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1100+95.88	53.56' LT	679.64
B	1100+95.99	63.56' LT	679.51
C	1101+45.87	51.43' LT	679.26
D	1101+45.97	61.43' LT	679.09
E	1101+48.45	51.32' LT	679.20
F	1101+48.55	61.32' LT	679.03
G	101+57.71	50.92' LT	679.30
H	1101+58.30	42.05' LT	679.49
I	1101+58.50	39.00' LT	679.55
J	1101+59.34	60.86' LT	679.17
K	1101+61.09	0.00' LT	680.27
L	1101+61.33	64.23' LT	679.05
M	1101+61.88	65.17' LT	679.03
N	1101+67.47	54.96' LT	679.35
O	1101+68.30	42.42' LT	679.53
P	1101+68.53	39.00' LT	679.60
Q	1101+69.94	59.15' LT	679.20
R	1101+70.02	78.94' LT	678.71
S	1101+70.49	60.08' LT	679.18
T	1101+71.11	0.00' RT	680.32
U	1101+71.34	81.16' LT	678.65
V	1101+76.42	89.77' LT	678.85
W	1101+78.63	73.85' LT	678.86
X	1101+79.95	76.08' LT	678.80
Y	1101+81.51	98.38' LT	678.70
Z	1101+85.03	84.69' LT	678.95
AA	1101+87.58	88.99' LT	678.87
BB	1101+90.12	93.30' LT	678.80

E-6-5

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-04.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

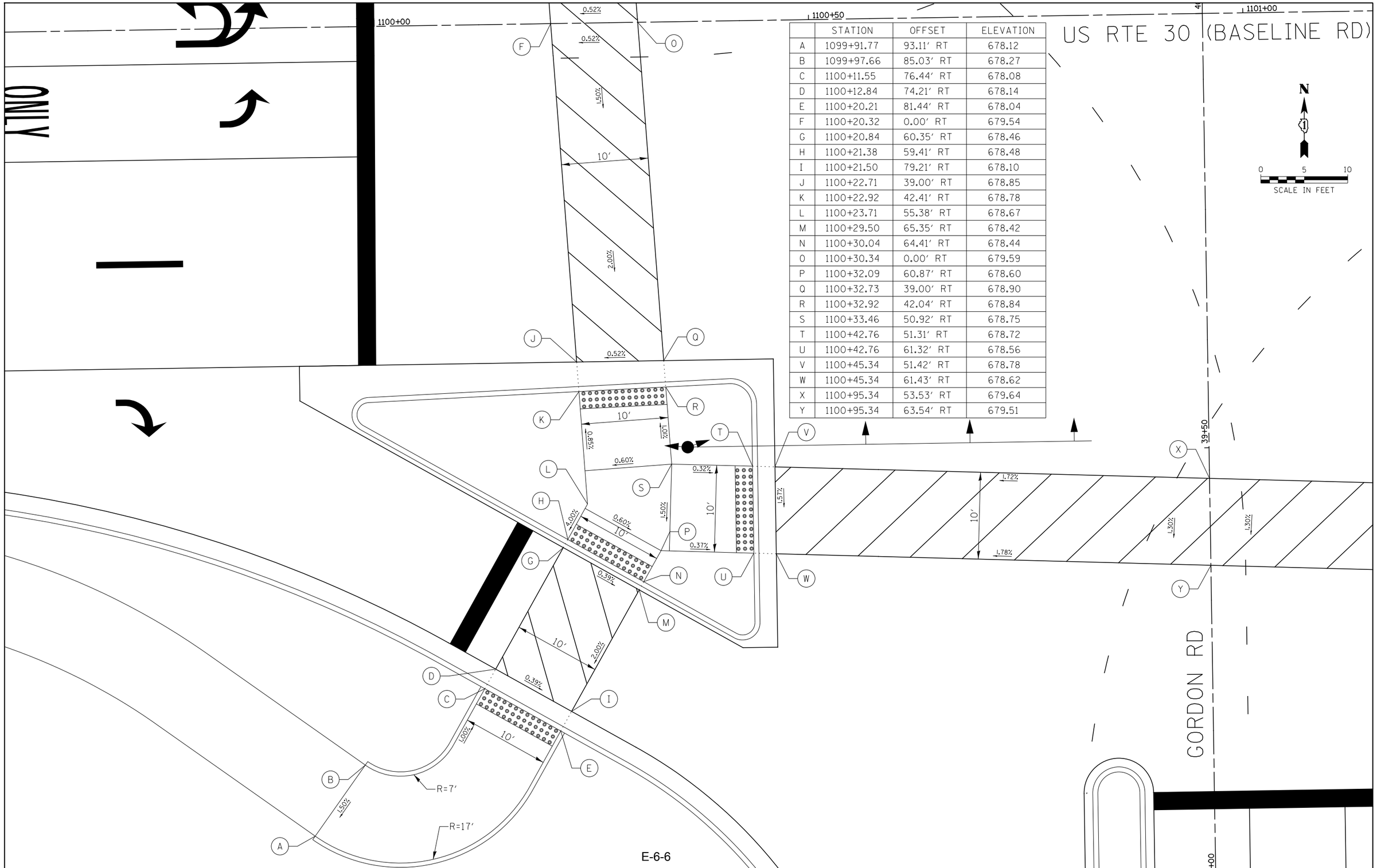
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 4 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	5

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1099+91.77	93.11' RT	678.12
B	1099+97.66	85.03' RT	678.27
C	1100+11.55	76.44' RT	678.08
D	1100+12.84	74.21' RT	678.14
E	1100+20.21	81.44' RT	678.04
F	1100+20.32	0.00' RT	679.54
G	1100+20.84	60.35' RT	678.46
H	1100+21.38	59.41' RT	678.48
I	1100+21.50	79.21' RT	678.10
J	1100+22.71	39.00' RT	678.85
K	1100+22.92	42.41' RT	678.78
L	1100+23.71	55.38' RT	678.67
M	1100+29.50	65.35' RT	678.42
N	1100+30.04	64.41' RT	678.44
O	1100+30.34	0.00' RT	679.59
P	1100+32.09	60.87' RT	678.60
Q	1100+32.73	39.00' RT	678.90
R	1100+32.92	42.04' RT	678.84
S	1100+33.46	50.92' RT	678.75
T	1100+42.76	51.31' RT	678.72
U	1100+42.76	61.32' RT	678.56
V	1100+45.34	51.42' RT	678.78
W	1100+45.34	61.43' RT	678.62
X	1100+95.34	53.53' RT	679.64
Y	1100+95.34	63.54' RT	679.51

E-6-6

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-05.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

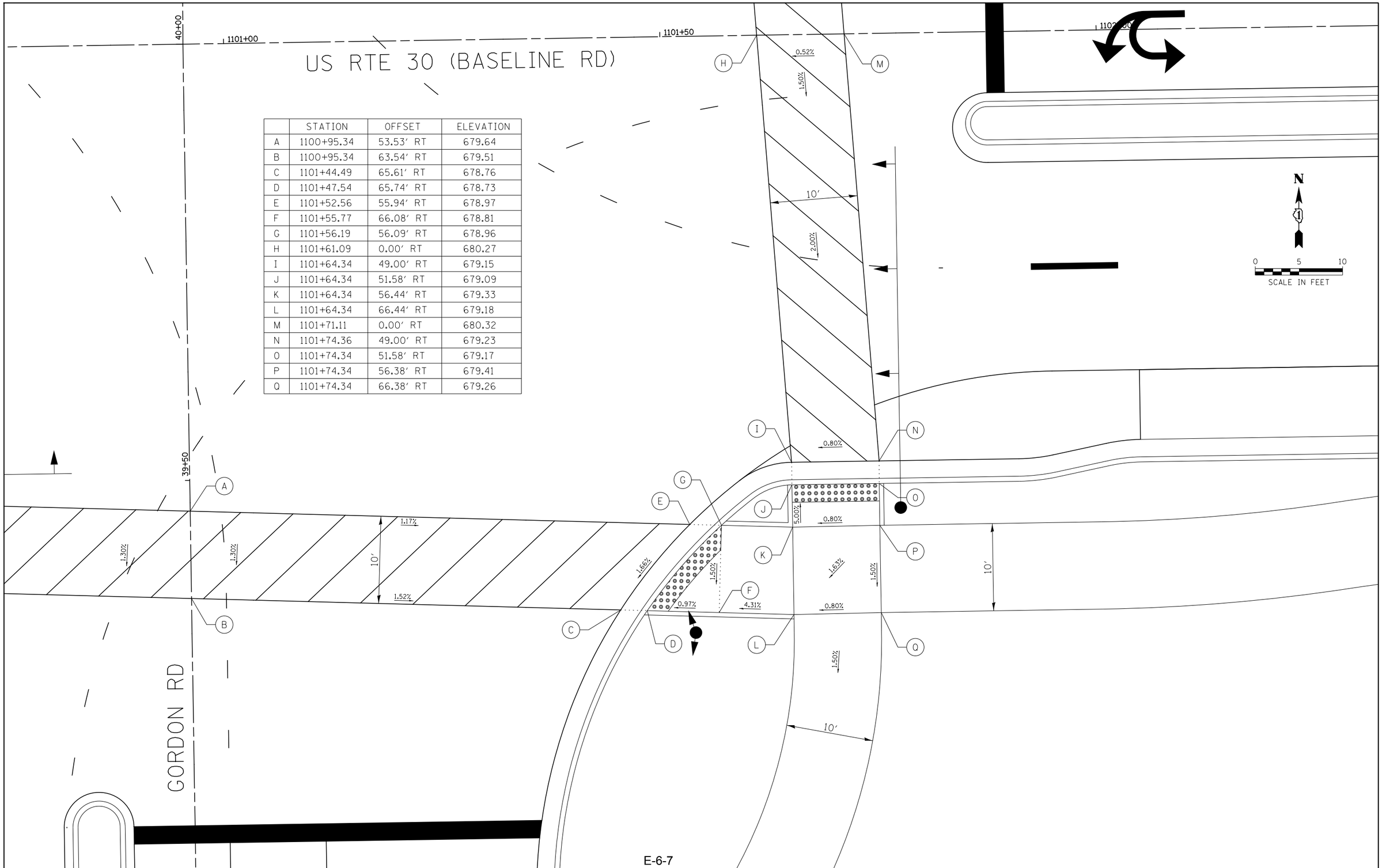
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 5 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	6

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1100+95.34	53.53' RT	679.64
B	1100+95.34	63.54' RT	679.51
C	1101+44.49	65.61' RT	678.76
D	1101+47.54	65.74' RT	678.73
E	1101+52.56	55.94' RT	678.97
F	1101+55.77	66.08' RT	678.81
G	1101+56.19	56.09' RT	678.96
H	1101+61.09	0.00' RT	680.27
I	1101+64.34	49.00' RT	679.15
J	1101+64.34	51.58' RT	679.09
K	1101+64.34	56.44' RT	679.33
L	1101+64.34	66.44' RT	679.18
M	1101+71.11	0.00' RT	680.32
N	1101+74.36	49.00' RT	679.23
O	1101+74.34	51.58' RT	679.17
P	1101+74.34	56.38' RT	679.41
Q	1101+74.34	66.38' RT	679.26

E-6-7

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-06.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

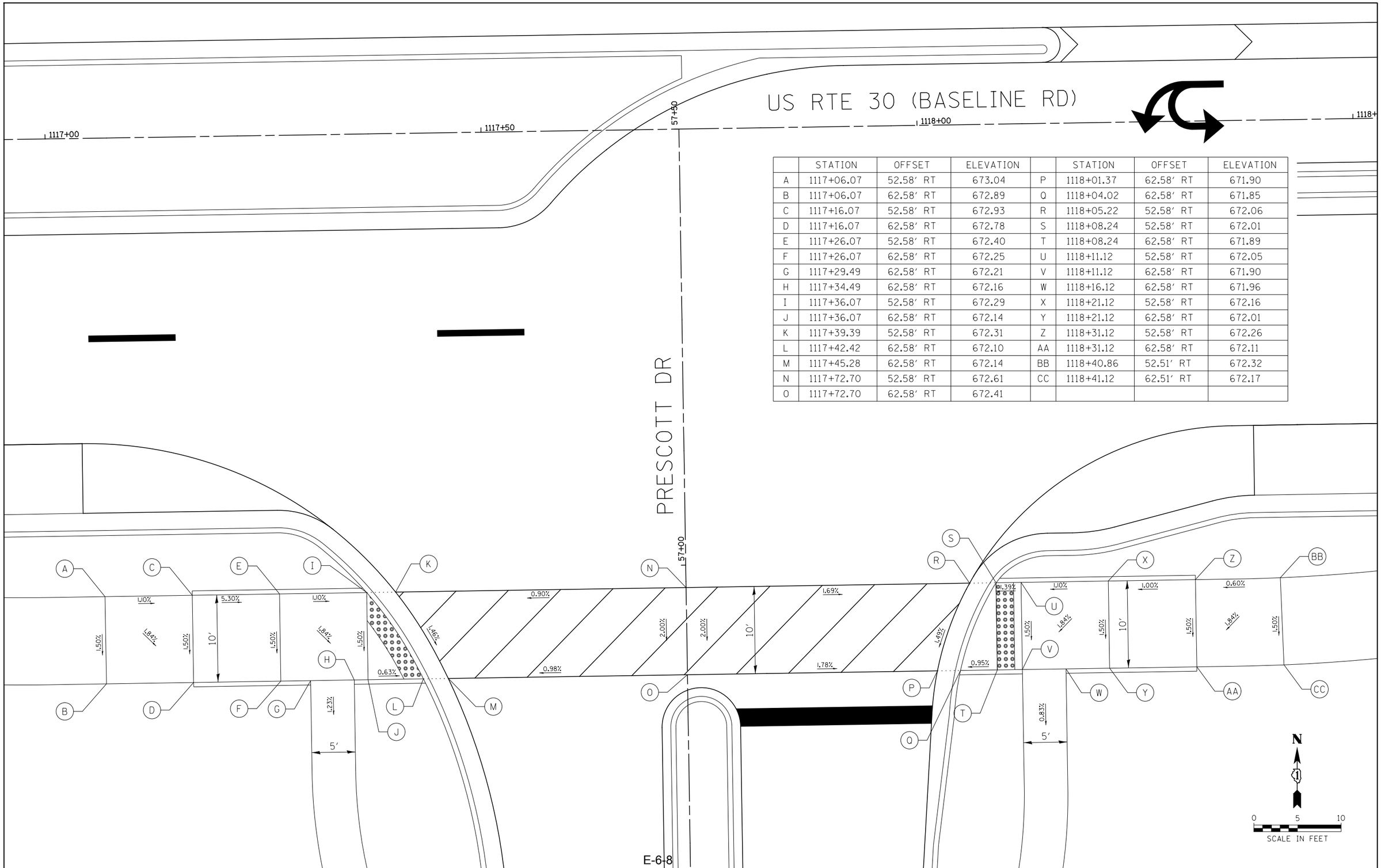
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 6 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	7

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	1117+06.07	52.58' RT	673.04	P	1118+01.37	62.58' RT	671.90
B	1117+06.07	62.58' RT	672.89	Q	1118+04.02	62.58' RT	671.85
C	1117+16.07	52.58' RT	672.93	R	1118+05.22	52.58' RT	672.06
D	1117+16.07	62.58' RT	672.78	S	1118+08.24	52.58' RT	672.01
E	1117+26.07	52.58' RT	672.40	T	1118+08.24	62.58' RT	671.89
F	1117+26.07	62.58' RT	672.25	U	1118+11.12	52.58' RT	672.05
G	1117+29.49	62.58' RT	672.21	V	1118+11.12	62.58' RT	671.90
H	1117+34.49	62.58' RT	672.16	W	1118+16.12	62.58' RT	671.96
I	1117+36.07	52.58' RT	672.29	X	1118+21.12	52.58' RT	672.16
J	1117+36.07	62.58' RT	672.14	Y	1118+21.12	62.58' RT	672.01
K	1117+39.39	52.58' RT	672.31	Z	1118+31.12	52.58' RT	672.26
L	1117+42.42	62.58' RT	672.10	AA	1118+31.12	62.58' RT	672.11
M	1117+45.28	62.58' RT	672.14	BB	1118+40.86	52.51' RT	672.32
N	1117+72.70	52.58' RT	672.61	CC	1118+41.12	62.51' RT	672.17
O	1117+72.70	62.58' RT	672.41				

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-07.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

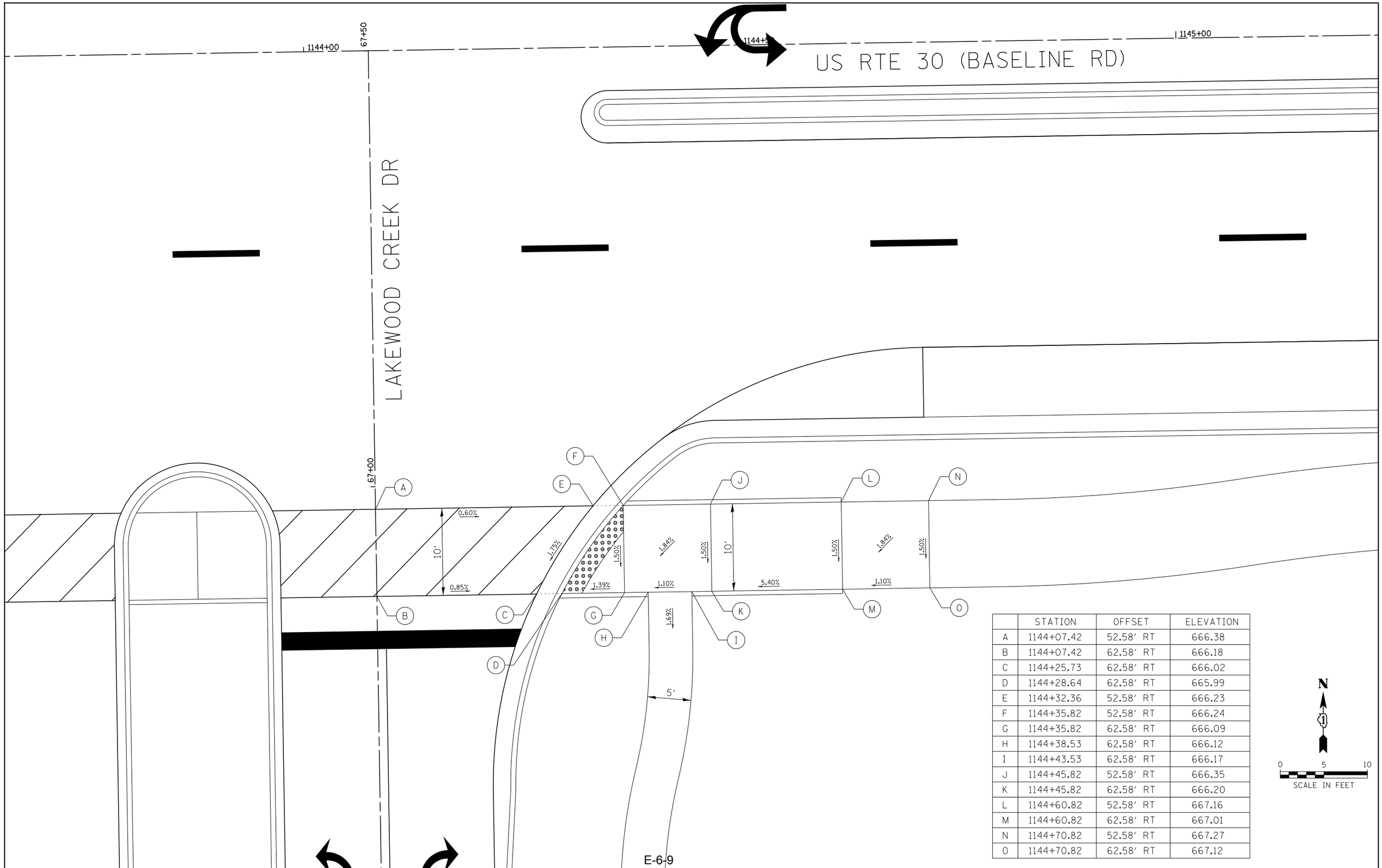
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 7 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	8

CONTRACT NO.

ILLINOIS | FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1144+07.42	52.58' RT	666.38
B	1144+07.42	62.58' RT	666.18
C	1144+25.73	62.58' RT	666.02
D	1144+28.64	62.58' RT	665.99
E	1144+32.36	52.58' RT	666.23
F	1144+35.82	52.58' RT	666.24
G	1144+35.82	62.58' RT	666.09
H	1144+38.53	62.58' RT	666.12
I	1144+43.53	62.58' RT	666.17
J	1144+45.82	52.58' RT	666.35
K	1144+45.82	62.58' RT	666.20
L	1144+60.82	52.58' RT	667.16
M	1144+60.82	62.58' RT	667.01
N	1144+70.82	52.58' RT	667.27
O	1144+70.82	62.58' RT	667.12

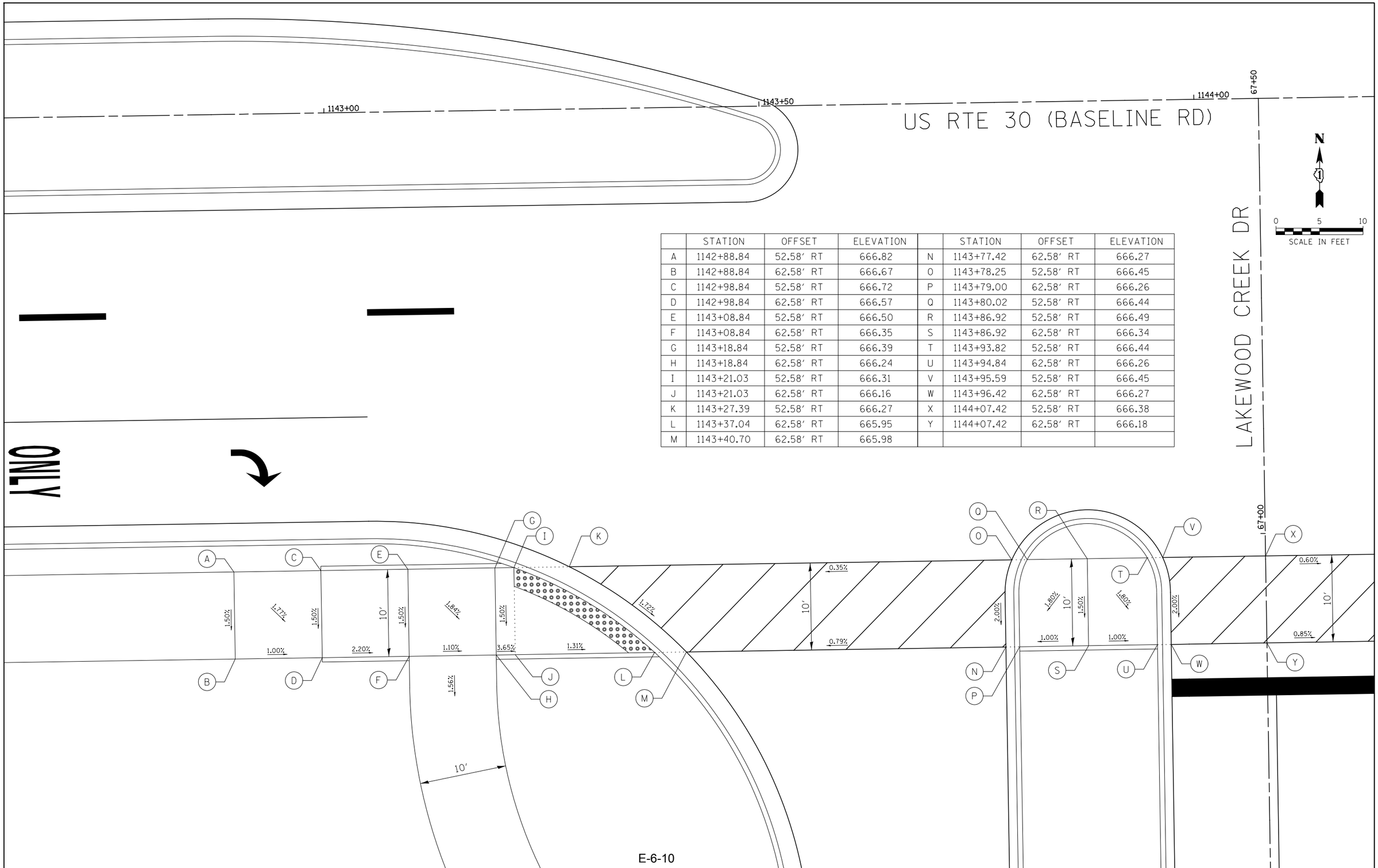
FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-08.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 8 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE / KENDALL	44	9
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	1142+88.84	52.58' RT	666.82	N	1143+77.42	62.58' RT	666.27
B	1142+88.84	62.58' RT	666.67	O	1143+78.25	52.58' RT	666.45
C	1142+98.84	52.58' RT	666.72	P	1143+79.00	62.58' RT	666.26
D	1142+98.84	62.58' RT	666.57	Q	1143+80.02	52.58' RT	666.44
E	1143+08.84	52.58' RT	666.50	R	1143+86.92	52.58' RT	666.49
F	1143+08.84	62.58' RT	666.35	S	1143+86.92	62.58' RT	666.34
G	1143+18.84	52.58' RT	666.39	T	1143+93.82	52.58' RT	666.44
H	1143+18.84	62.58' RT	666.24	U	1143+94.84	62.58' RT	666.26
I	1143+21.03	52.58' RT	666.31	V	1143+95.59	52.58' RT	666.45
J	1143+21.03	62.58' RT	666.16	W	1143+96.42	62.58' RT	666.27
K	1143+27.39	52.58' RT	666.27	X	1144+07.42	52.58' RT	666.38
L	1143+37.04	62.58' RT	665.95	Y	1144+07.42	62.58' RT	666.18
M	1143+40.70	62.58' RT	665.98				

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-09.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

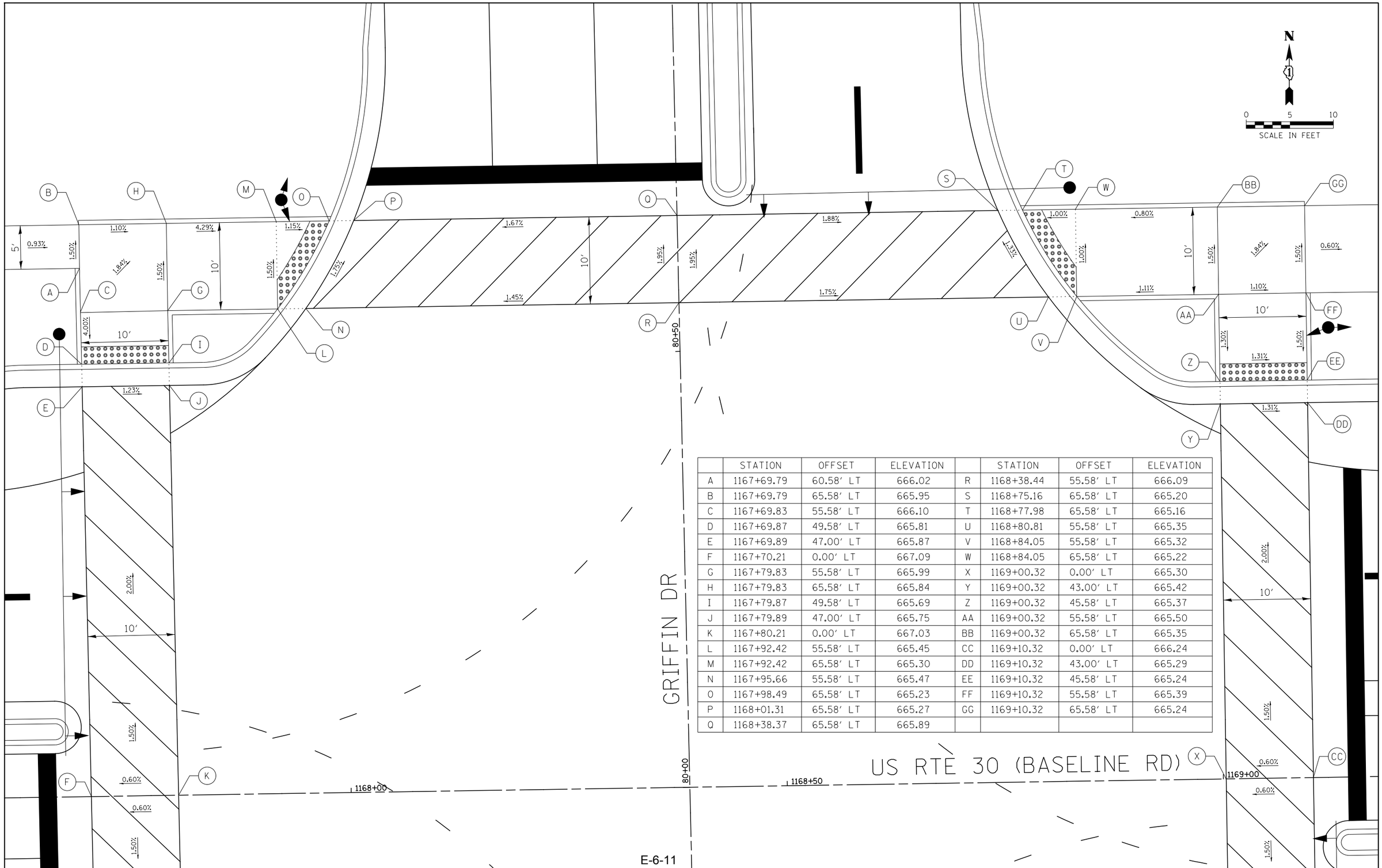
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 9 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	10

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	1167+69.79	60.58' LT	666.02	R	1168+38.44	55.58' LT	666.09
B	1167+69.79	65.58' LT	665.95	S	1168+75.16	65.58' LT	665.20
C	1167+69.83	55.58' LT	666.10	T	1168+77.98	65.58' LT	665.16
D	1167+69.87	49.58' LT	665.81	U	1168+80.81	55.58' LT	665.35
E	1167+69.89	47.00' LT	665.87	V	1168+84.05	55.58' LT	665.32
F	1167+70.21	0.00' LT	667.09	W	1168+84.05	65.58' LT	665.22
G	1167+79.83	55.58' LT	665.99	X	1169+00.32	0.00' LT	665.30
H	1167+79.83	65.58' LT	665.84	Y	1169+00.32	43.00' LT	665.42
I	1167+79.87	49.58' LT	665.69	Z	1169+00.32	45.58' LT	665.37
J	1167+79.89	47.00' LT	665.75	AA	1169+00.32	55.58' LT	665.50
K	1167+80.21	0.00' LT	667.03	BB	1169+00.32	65.58' LT	665.35
L	1167+92.42	55.58' LT	665.45	CC	1169+10.32	0.00' LT	666.24
M	1167+92.42	65.58' LT	665.30	DD	1169+10.32	43.00' LT	665.29
N	1167+95.66	55.58' LT	665.47	EE	1169+10.32	45.58' LT	665.24
O	1167+98.49	65.58' LT	665.23	FF	1169+10.32	55.58' LT	665.39
P	1168+01.31	65.58' LT	665.27	GG	1169+10.32	65.58' LT	665.24
Q	1168+38.37	65.58' LT	665.89				

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-10.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

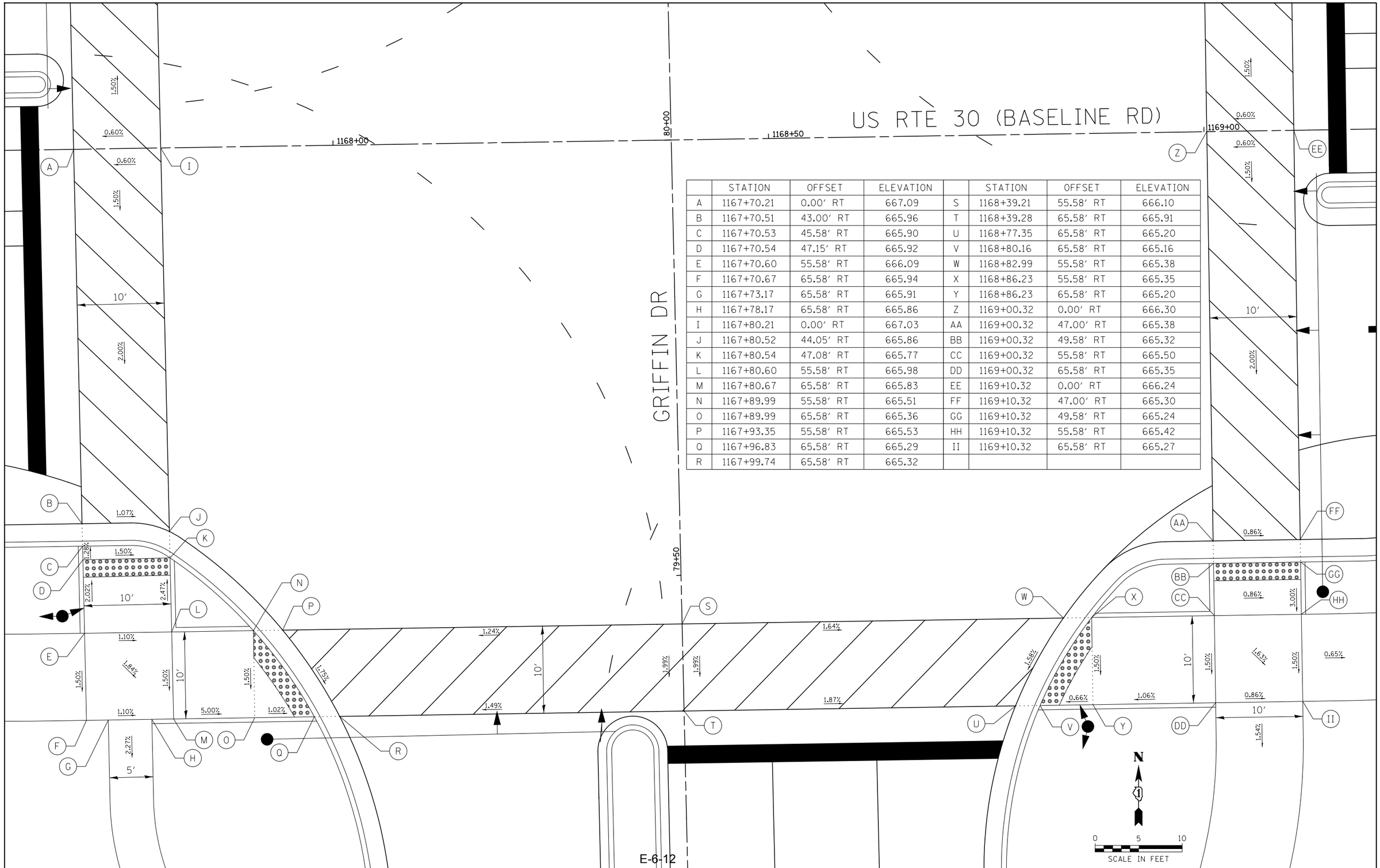
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 10 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	11

CONTRACT NO.

ILLINOIS | FED. AID PROJECT



	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	1167+70.21	0.00' RT	667.09	S	1168+39.21	55.58' RT	666.10
B	1167+70.51	43.00' RT	665.96	T	1168+39.28	65.58' RT	665.91
C	1167+70.53	45.58' RT	665.90	U	1168+77.35	65.58' RT	665.20
D	1167+70.54	47.15' RT	665.92	V	1168+80.16	65.58' RT	665.16
E	1167+70.60	55.58' RT	666.09	W	1168+82.99	55.58' RT	665.38
F	1167+70.67	65.58' RT	665.94	X	1168+86.23	55.58' RT	665.35
G	1167+73.17	65.58' RT	665.91	Y	1168+86.23	65.58' RT	665.20
H	1167+78.17	65.58' RT	665.86	Z	1169+00.32	0.00' RT	666.30
I	1167+80.21	0.00' RT	667.03	AA	1169+00.32	47.00' RT	665.38
J	1167+80.52	44.05' RT	665.86	BB	1169+00.32	49.58' RT	665.32
K	1167+80.54	47.08' RT	665.77	CC	1169+00.32	55.58' RT	665.50
L	1167+80.60	55.58' RT	665.98	DD	1169+00.32	65.58' RT	665.35
M	1167+80.67	65.58' RT	665.83	EE	1169+10.32	0.00' RT	666.24
N	1167+89.99	55.58' RT	665.51	FF	1169+10.32	47.00' RT	665.30
O	1167+89.99	65.58' RT	665.36	GG	1169+10.32	49.58' RT	665.24
P	1167+93.35	55.58' RT	665.53	HH	1169+10.32	55.58' RT	665.42
Q	1167+96.83	65.58' RT	665.29	II	1169+10.32	65.58' RT	665.27
R	1167+99.74	65.58' RT	665.32				

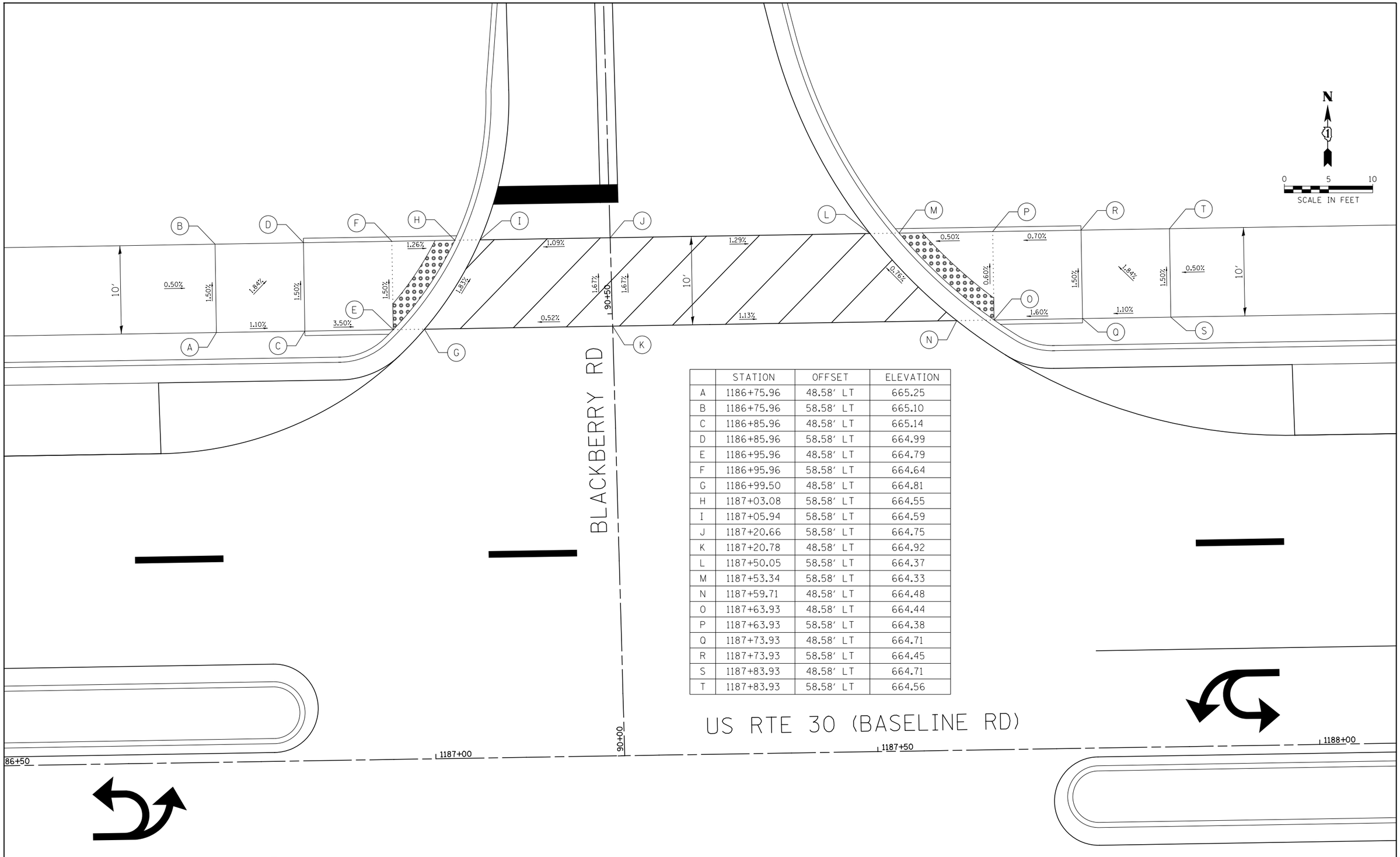
FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-11.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 11 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	12
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



	STATION	OFFSET	ELEVATION
A	1186+75.96	48.58' LT	665.25
B	1186+75.96	58.58' LT	665.10
C	1186+85.96	48.58' LT	665.14
D	1186+85.96	58.58' LT	664.99
E	1186+95.96	48.58' LT	664.79
F	1186+95.96	58.58' LT	664.64
G	1186+99.50	48.58' LT	664.81
H	1187+03.08	58.58' LT	664.55
I	1187+05.94	58.58' LT	664.59
J	1187+20.66	58.58' LT	664.75
K	1187+20.78	48.58' LT	664.92
L	1187+50.05	58.58' LT	664.37
M	1187+53.34	58.58' LT	664.33
N	1187+59.71	48.58' LT	664.48
O	1187+63.93	48.58' LT	664.44
P	1187+63.93	58.58' LT	664.38
Q	1187+73.93	48.58' LT	664.71
R	1187+73.93	58.58' LT	664.45
S	1187+83.93	48.58' LT	664.71
T	1187+83.93	58.58' LT	664.56

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-12.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

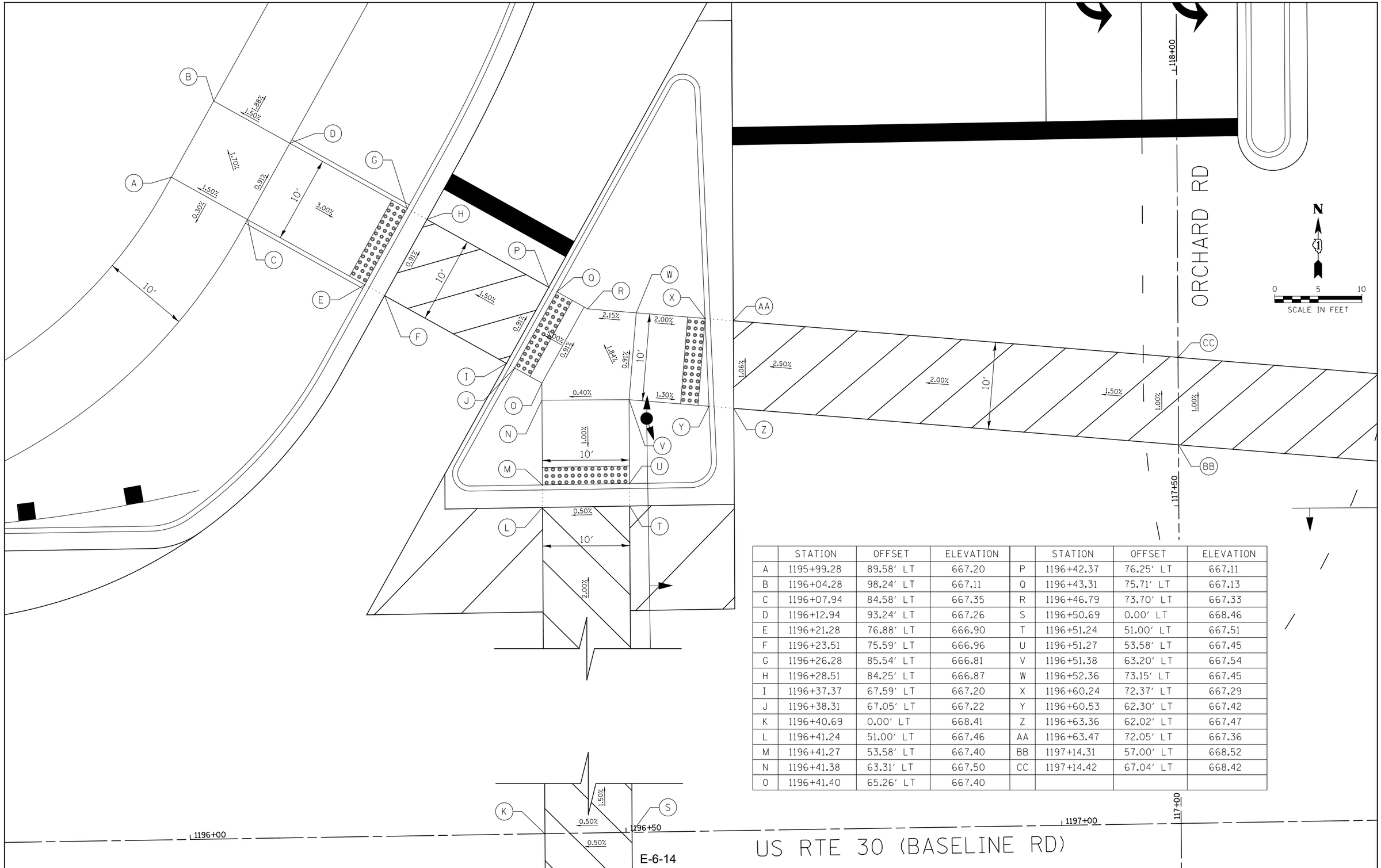
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 12 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE / KENDALL	44	13

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	1195+99.28	89.58' LT	667.20	P	1196+42.37	76.25' LT	667.11
B	1196+04.28	98.24' LT	667.11	Q	1196+43.31	75.71' LT	667.13
C	1196+07.94	84.58' LT	667.35	R	1196+46.79	73.70' LT	667.33
D	1196+12.94	93.24' LT	667.26	S	1196+50.69	0.00' LT	668.46
E	1196+21.28	76.88' LT	666.90	T	1196+51.24	51.00' LT	667.51
F	1196+23.51	75.59' LT	666.96	U	1196+51.27	53.58' LT	667.45
G	1196+26.28	85.54' LT	666.81	V	1196+51.38	63.20' LT	667.54
H	1196+28.51	84.25' LT	666.87	W	1196+52.36	73.15' LT	667.45
I	1196+37.37	67.59' LT	667.20	X	1196+60.24	72.37' LT	667.29
J	1196+38.31	67.05' LT	667.22	Y	1196+60.53	62.30' LT	667.42
K	1196+40.69	0.00' LT	668.41	Z	1196+63.36	62.02' LT	667.47
L	1196+41.24	51.00' LT	667.46	AA	1196+63.47	72.05' LT	667.36
M	1196+41.27	53.58' LT	667.40	BB	1197+14.31	57.00' LT	668.52
N	1196+41.38	63.31' LT	667.50	CC	1197+14.42	67.04' LT	668.42
O	1196+41.40	65.26' LT	667.40				

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-13.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

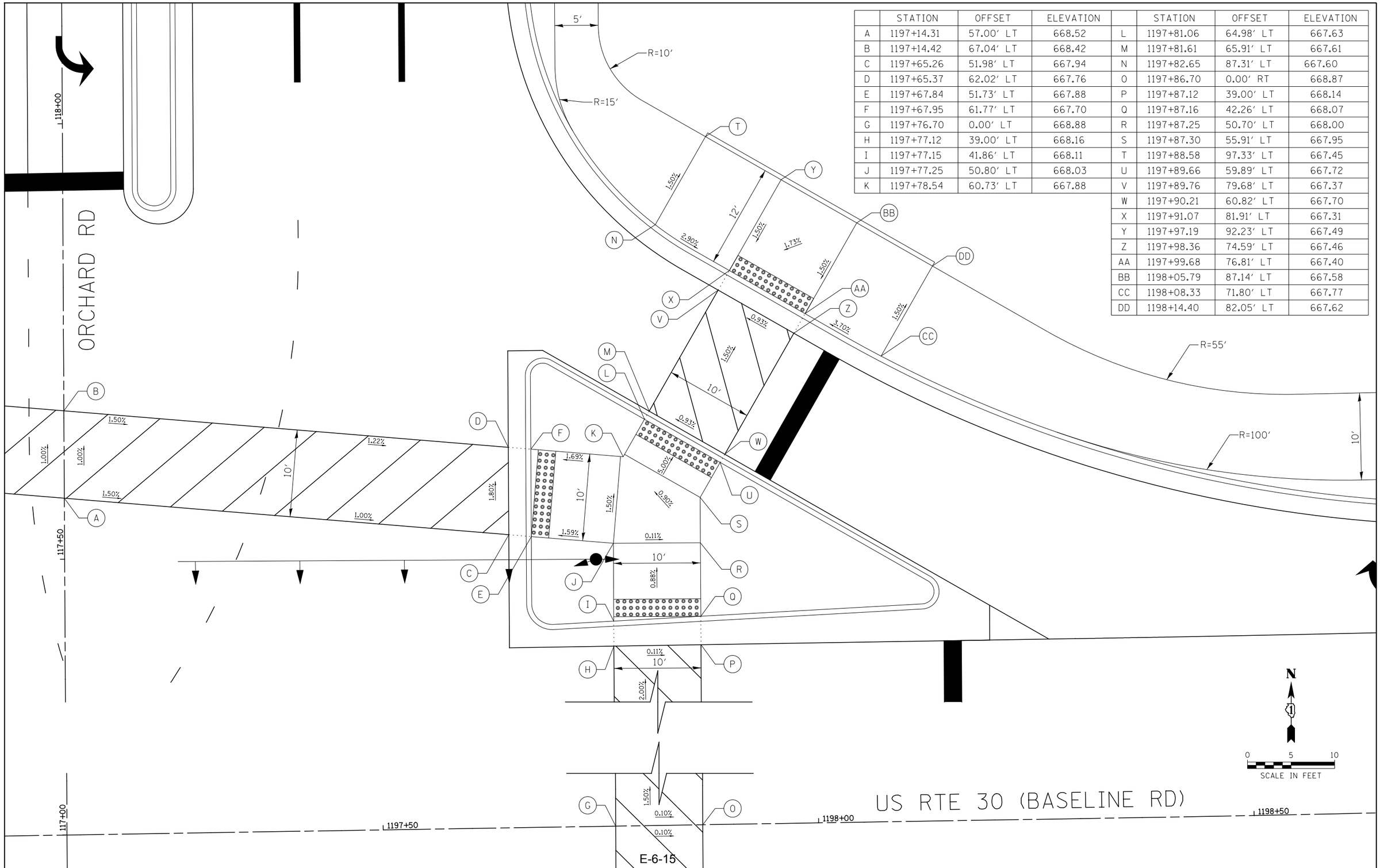
SCALE: 1"=10' | SHEET NO. 13 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	14

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	1197+14.31	57.00' LT	668.52	L	1197+81.06	64.98' LT	667.63
B	1197+14.42	67.04' LT	668.42	M	1197+81.61	65.91' LT	667.61
C	1197+65.26	51.98' LT	667.94	N	1197+82.65	87.31' LT	667.60
D	1197+65.37	62.02' LT	667.76	O	1197+86.70	0.00' RT	668.87
E	1197+67.84	51.73' LT	667.88	P	1197+87.12	39.00' LT	668.14
F	1197+67.95	61.77' LT	667.70	Q	1197+87.16	42.26' LT	668.07
G	1197+76.70	0.00' LT	668.88	R	1197+87.25	50.70' LT	668.00
H	1197+77.12	39.00' LT	668.16	S	1197+87.30	55.91' LT	667.95
I	1197+77.15	41.86' LT	668.11	T	1197+88.58	97.33' LT	667.45
J	1197+77.25	50.80' LT	668.03	U	1197+89.66	59.89' LT	667.72
K	1197+78.54	60.73' LT	667.88	V	1197+89.76	79.68' LT	667.37
				W	1197+90.21	60.82' LT	667.70
				X	1197+91.07	81.91' LT	667.31
				Y	1197+97.19	92.23' LT	667.49
				Z	1197+98.36	74.59' LT	667.46
				AA	1197+99.68	76.81' LT	667.40
				BB	1198+05.79	87.14' LT	667.58
				CC	1198+08.33	71.80' LT	667.77
				DD	1198+14.40	82.05' LT	667.62



E-6-15

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-14.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

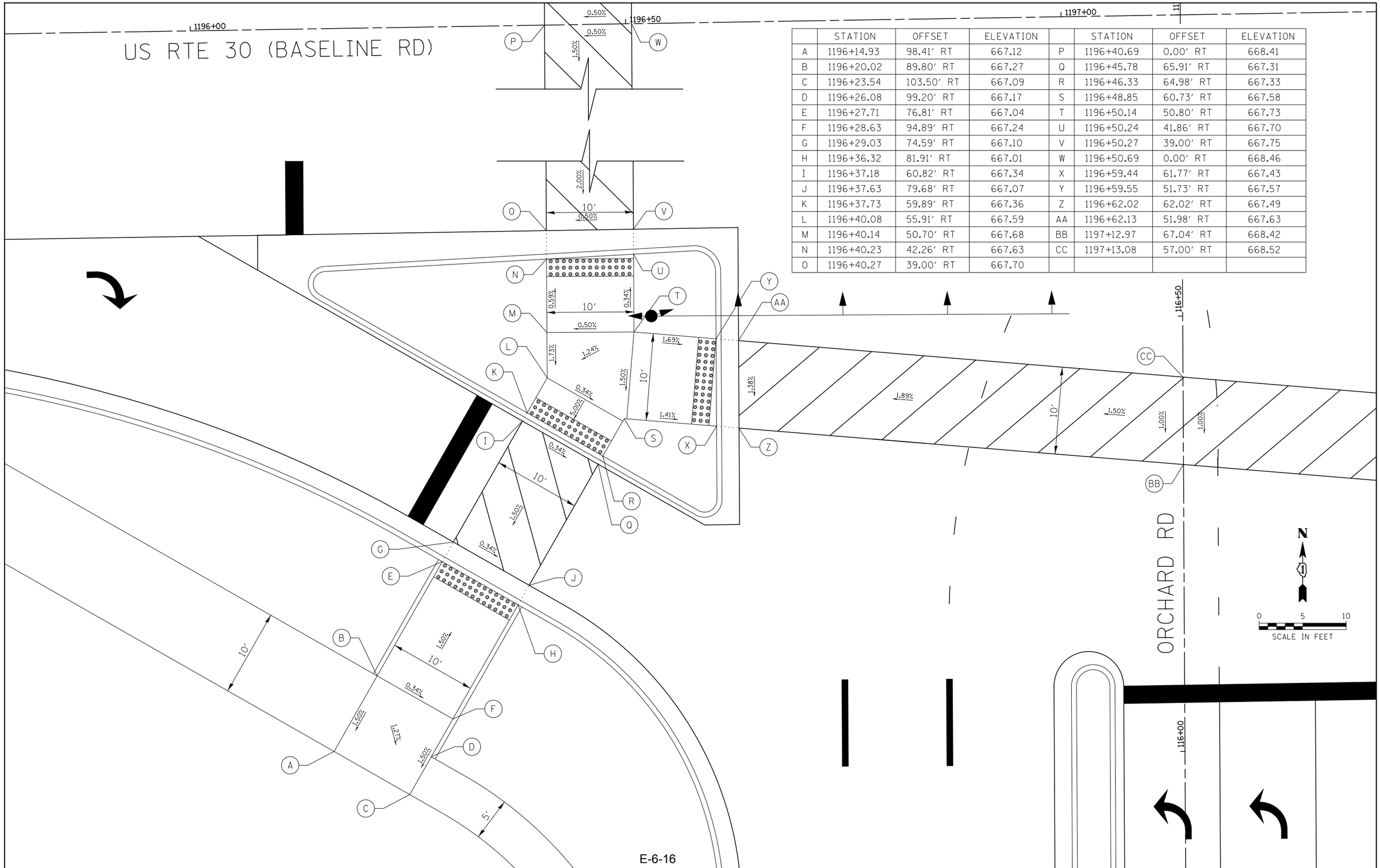
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 14 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	15

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	1196+14.93	98.41' RT	667.12	P	1196+40.69	0.00' RT	668.41
B	1196+20.02	89.80' RT	667.27	Q	1196+45.78	65.91' RT	667.31
C	1196+23.54	103.50' RT	667.09	R	1196+46.33	64.98' RT	667.33
D	1196+26.08	99.20' RT	667.17	S	1196+48.85	60.73' RT	667.58
E	1196+27.71	76.81' RT	667.04	T	1196+50.14	50.80' RT	667.73
F	1196+28.63	94.89' RT	667.24	U	1196+50.24	41.86' RT	667.70
G	1196+29.03	74.59' RT	667.10	V	1196+50.27	39.00' RT	667.75
H	1196+36.32	81.91' RT	667.01	W	1196+50.69	0.00' RT	668.46
I	1196+37.18	60.82' RT	667.34	X	1196+59.44	61.77' RT	667.43
J	1196+37.63	79.68' RT	667.07	Y	1196+59.55	51.73' RT	667.57
K	1196+37.73	59.89' RT	667.36	Z	1196+62.02	62.02' RT	667.49
L	1196+40.08	55.91' RT	667.59	AA	1196+62.13	51.98' RT	667.63
M	1196+40.14	50.70' RT	667.68	BB	1197+12.97	67.04' RT	668.42
N	1196+40.23	42.26' RT	667.63	CC	1197+13.08	57.00' RT	668.52
O	1196+40.27	39.00' RT	667.70				

E-6-16

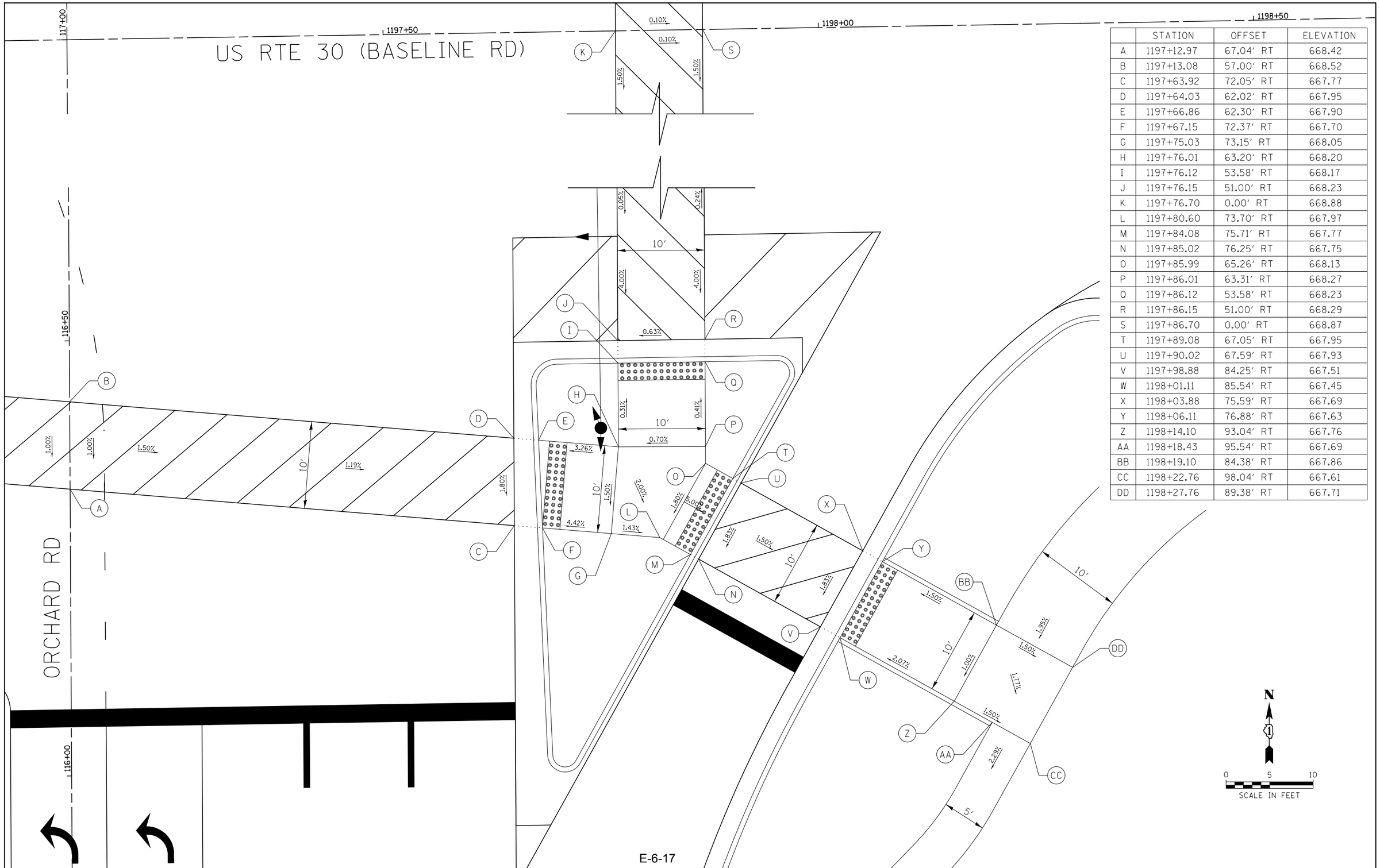
FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-15.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 15 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	16
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET	ELEVATION
A	1197+12.97	67.04' RT	668.42
B	1197+13.08	57.00' RT	668.52
C	1197+63.92	72.05' RT	667.77
D	1197+64.03	62.02' RT	667.95
E	1197+66.86	62.30' RT	667.90
F	1197+67.15	72.37' RT	667.70
G	1197+75.03	73.15' RT	668.05
H	1197+76.01	63.20' RT	668.20
I	1197+76.12	53.58' RT	668.17
J	1197+76.15	51.00' RT	668.23
K	1197+76.70	0.00' RT	668.88
L	1197+80.60	73.70' RT	667.97
M	1197+84.08	75.71' RT	667.77
N	1197+85.02	76.25' RT	667.75
O	1197+85.99	65.26' RT	668.13
P	1197+86.01	63.31' RT	668.27
Q	1197+86.12	53.58' RT	668.23
R	1197+86.15	51.00' RT	668.29
S	1197+86.70	0.00' RT	668.87
T	1197+89.08	67.05' RT	667.95
U	1197+90.02	67.59' RT	667.93
V	1197+98.88	84.25' RT	667.51
W	1198+01.11	85.54' RT	667.45
X	1198+03.88	75.59' RT	667.69
Y	1198+06.11	76.88' RT	667.63
Z	1198+14.10	93.04' RT	667.76
AA	1198+18.43	95.54' RT	667.69
BB	1198+19.10	84.38' RT	667.86
CC	1198+22.76	98.04' RT	667.61
DD	1198+27.76	89.38' RT	667.71

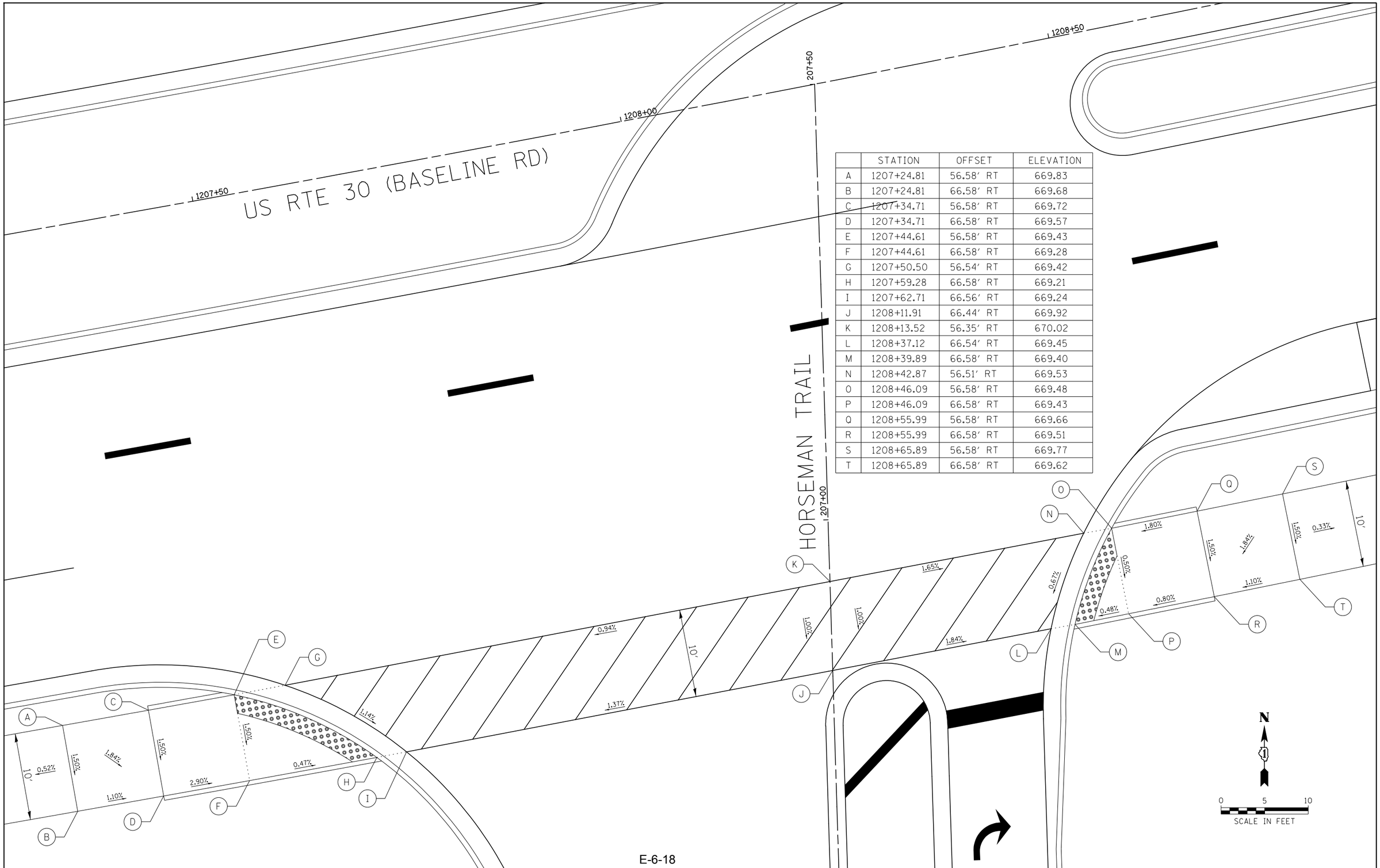
FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-16.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 16 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	17
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET	ELEVATION
A	1207+24.81	56.58' RT	669.83
B	1207+24.81	66.58' RT	669.68
C	1207+34.71	56.58' RT	669.72
D	1207+34.71	66.58' RT	669.57
E	1207+44.61	56.58' RT	669.43
F	1207+44.61	66.58' RT	669.28
G	1207+50.50	56.54' RT	669.42
H	1207+59.28	66.58' RT	669.21
I	1207+62.71	66.56' RT	669.24
J	1208+11.91	66.44' RT	669.92
K	1208+13.52	56.35' RT	670.02
L	1208+37.12	66.54' RT	669.45
M	1208+39.89	66.58' RT	669.40
N	1208+42.87	56.51' RT	669.53
O	1208+46.09	56.58' RT	669.48
P	1208+46.09	66.58' RT	669.43
Q	1208+55.99	56.58' RT	669.66
R	1208+55.99	66.58' RT	669.51
S	1208+65.89	56.58' RT	669.77
T	1208+65.89	66.58' RT	669.62

E-6-18

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-17.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

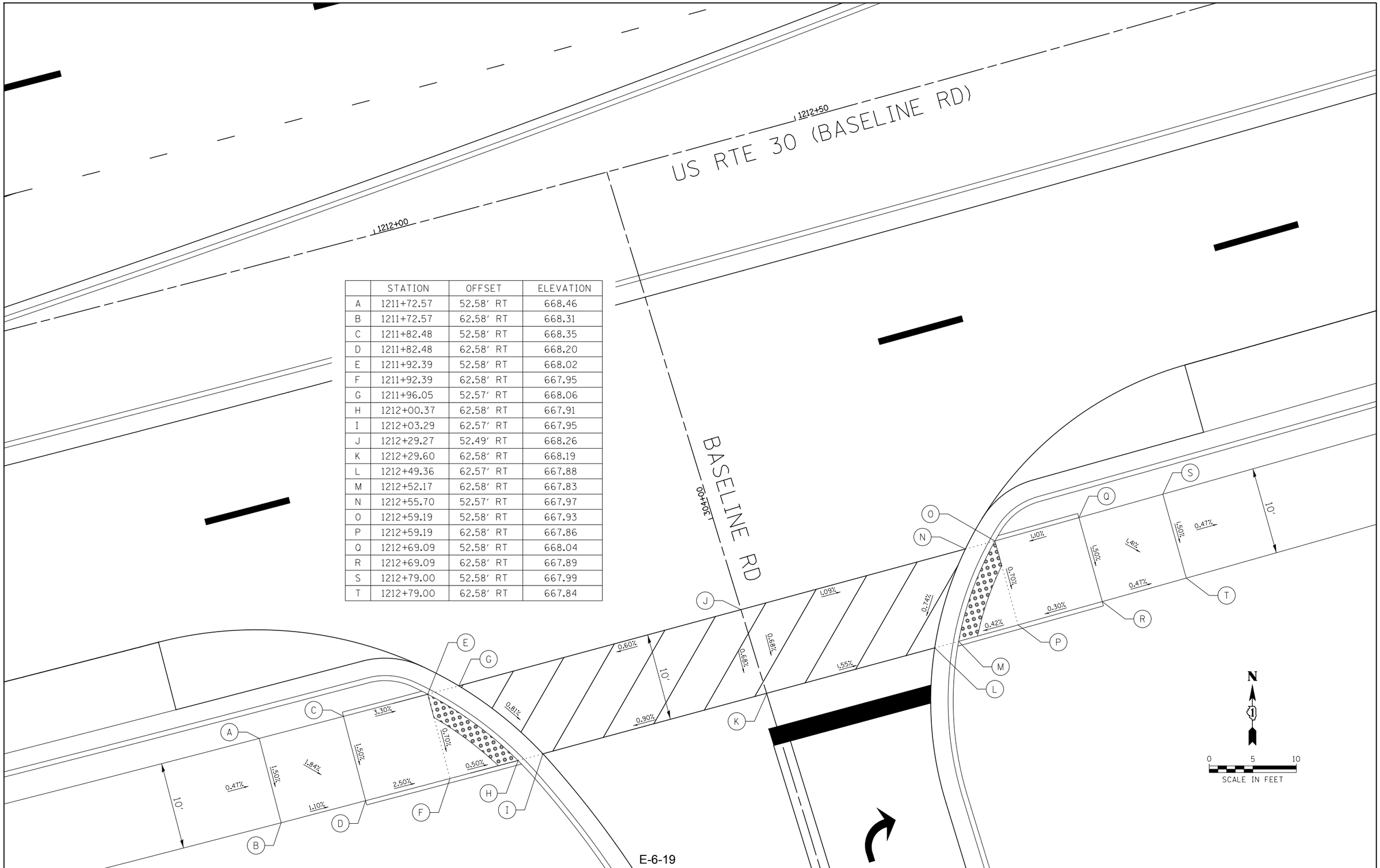
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 17 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	18

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1211+72.57	52.58' RT	668.46
B	1211+72.57	62.58' RT	668.31
C	1211+82.48	52.58' RT	668.35
D	1211+82.48	62.58' RT	668.20
E	1211+92.39	52.58' RT	668.02
F	1211+92.39	62.58' RT	667.95
G	1211+96.05	52.57' RT	668.06
H	1212+00.37	62.58' RT	667.91
I	1212+03.29	62.57' RT	667.95
J	1212+29.27	52.49' RT	668.26
K	1212+29.60	62.58' RT	668.19
L	1212+49.36	62.57' RT	667.88
M	1212+52.17	62.58' RT	667.83
N	1212+55.70	52.57' RT	667.97
O	1212+59.19	52.58' RT	667.93
P	1212+59.19	62.58' RT	667.86
Q	1212+69.09	52.58' RT	668.04
R	1212+69.09	62.58' RT	667.89
S	1212+79.00	52.58' RT	667.99
T	1212+79.00	62.58' RT	667.84

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-18.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

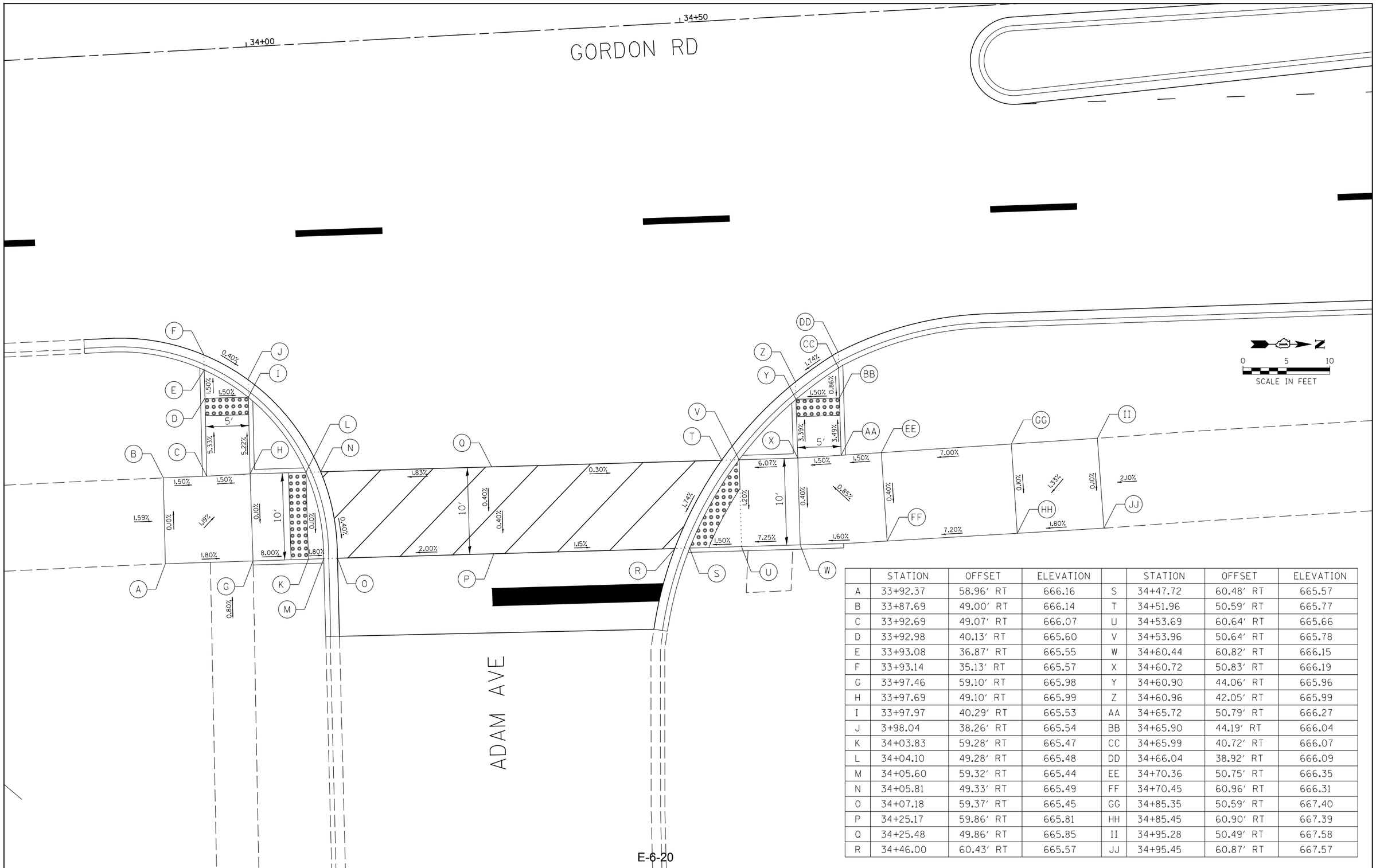
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 18 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE / KENDALL	44	19

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	33+92.37	58.96' RT	666.16	S	34+47.72	60.48' RT	665.57
B	33+87.69	49.00' RT	666.14	T	34+51.96	50.59' RT	665.77
C	33+92.69	49.07' RT	666.07	U	34+53.69	60.64' RT	665.66
D	33+92.98	40.13' RT	665.60	V	34+53.96	50.64' RT	665.78
E	33+93.08	36.87' RT	665.55	W	34+60.44	60.82' RT	666.15
F	33+93.14	35.13' RT	665.57	X	34+60.72	50.83' RT	666.19
G	33+97.46	59.10' RT	665.98	Y	34+60.90	44.06' RT	665.96
H	33+97.69	49.10' RT	665.99	Z	34+60.96	42.05' RT	665.99
I	33+97.97	40.29' RT	665.53	AA	34+65.72	50.79' RT	666.27
J	3+98.04	38.26' RT	665.54	BB	34+65.90	44.19' RT	666.04
K	34+03.83	59.28' RT	665.47	CC	34+65.99	40.72' RT	666.07
L	34+04.10	49.28' RT	665.48	DD	34+66.04	38.92' RT	666.09
M	34+05.60	59.32' RT	665.44	EE	34+70.36	50.75' RT	666.35
N	34+05.81	49.33' RT	665.49	FF	34+70.45	60.96' RT	666.31
O	34+07.18	59.37' RT	665.45	GG	34+85.35	50.59' RT	667.40
P	34+25.17	59.86' RT	665.81	HH	34+85.45	60.90' RT	667.39
Q	34+25.48	49.86' RT	665.85	II	34+95.28	50.49' RT	667.58
R	34+46.00	60.43' RT	665.57	JJ	34+95.45	60.87' RT	667.57

E-6-20

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-19.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

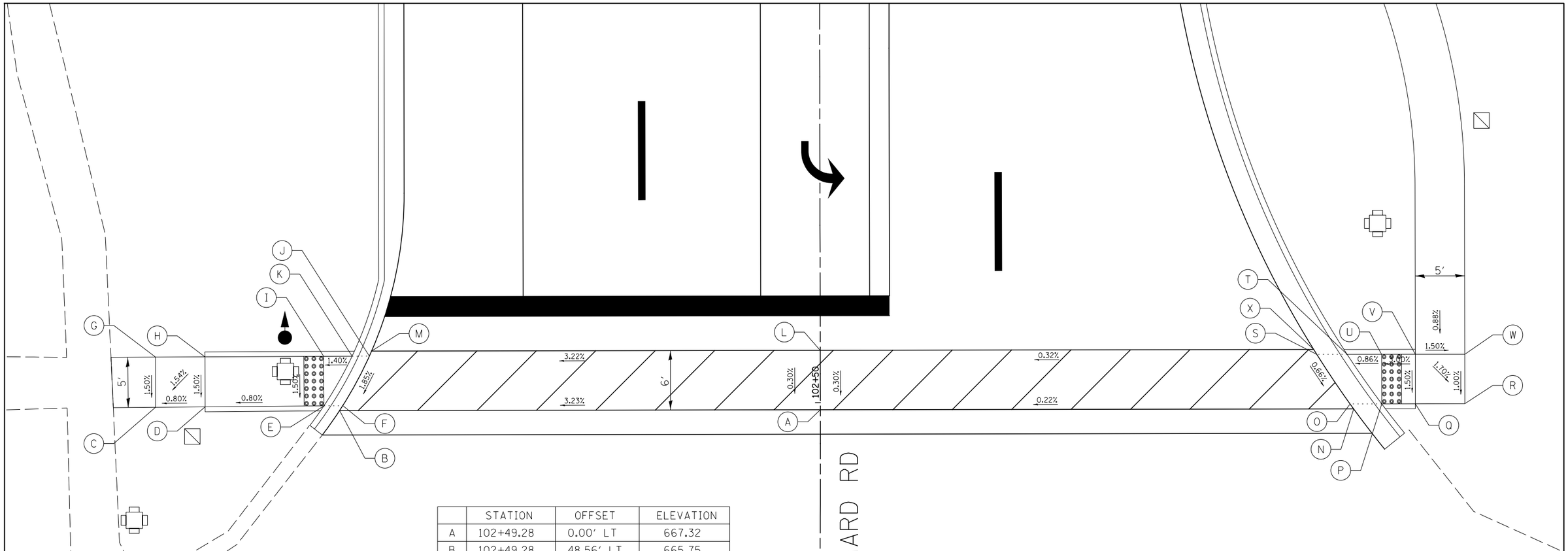
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 19 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	20

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	102+49.28	0.00' LT	667.32
B	102+49.28	48.56' LT	665.75
C	102+49.65	67.14' LT	665.59
D	102+49.68	62.14' LT	665.63
E	102+49.77	50.14' LT	665.73
F	102+49.78	48.24' LT	665.76
G	102+54.72	67.15' LT	665.66
H	102+54.74	62.15' LT	665.70
I	102+54.77	50.15' LT	665.80
J	102+54.78	45.54' LT	665.87
K	102+54.78	47.29' LT	665.84
L	102+55.28	0.00' LT	667.33
M	102+55.28	45.32' LT	665.86
N	102+49.28	53.86' RT	667.43
O	102+49.78	53.50' RT	667.44
P	102+49.78	56.70' RT	667.37
Q	102+49.78	60.10' RT	667.47
R	102+49.78	65.10' RT	667.42
S	102+54.78	50.15' RT	667.48
T	102+54.78	53.22' RT	667.41
U	102+54.78	56.70' RT	667.44
V	102+54.78	60.10' RT	667.54
W	102+54.78	65.10' RT	667.47
X	102+55.28	49.84' RT	667.49

N

0 5 10

SCALE IN FEET

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-20.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

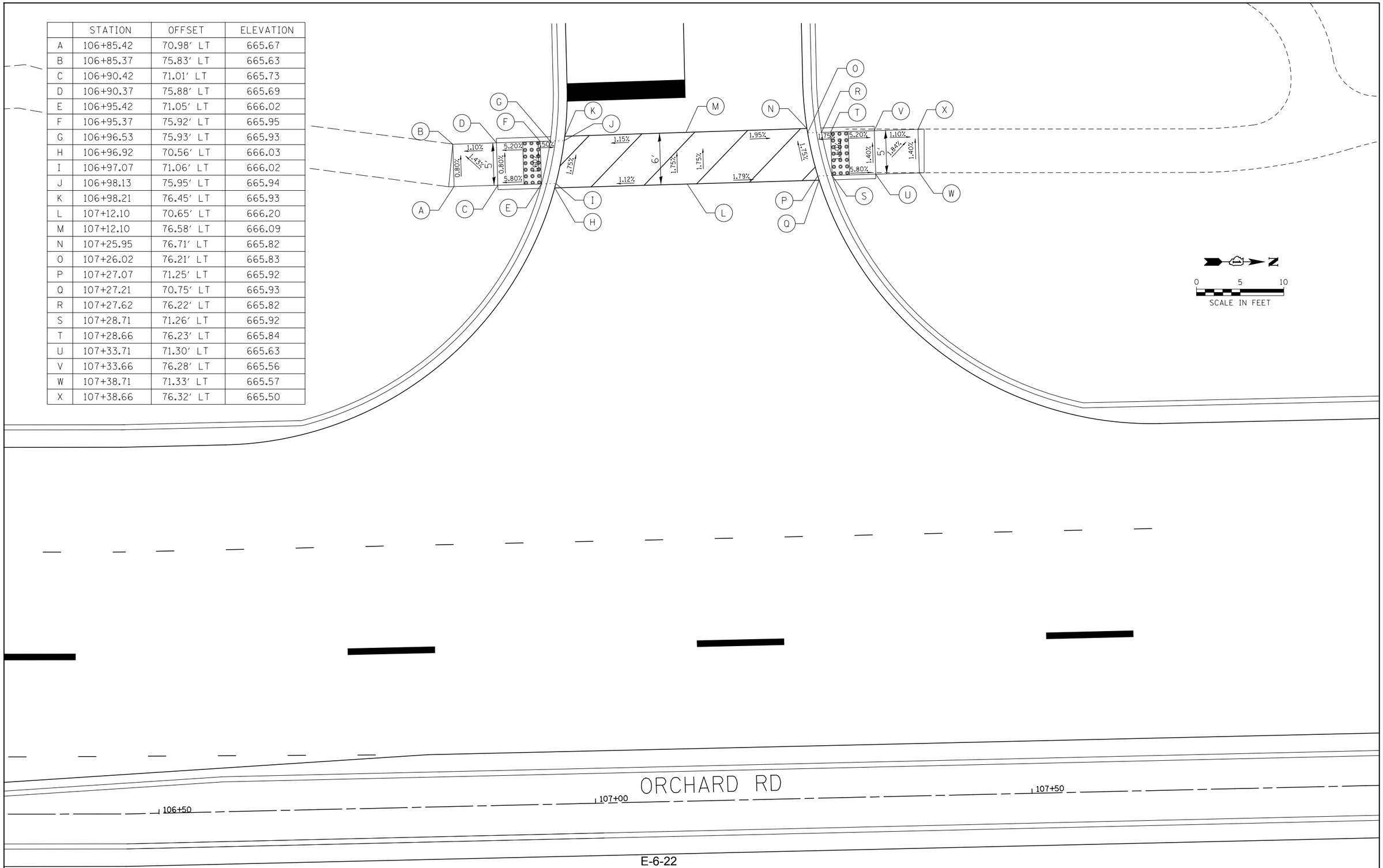
SCALE: 1"=10' | SHEET NO. 20 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	21

CONTRACT NO.

ILLINOIS FED. AID PROJECT

	STATION	OFFSET	ELEVATION
A	106+85.42	70.98′ LT	665.67
B	106+85.37	75.83′ LT	665.63
C	106+90.42	71.01′ LT	665.73
D	106+90.37	75.88′ LT	665.69
E	106+95.42	71.05′ LT	666.02
F	106+95.37	75.92′ LT	665.95
G	106+96.53	75.93′ LT	665.93
H	106+96.92	70.56′ LT	666.03
I	106+97.07	71.06′ LT	666.02
J	106+98.13	75.95′ LT	665.94
K	106+98.21	76.45′ LT	665.93
L	107+12.10	70.65′ LT	666.20
M	107+12.10	76.58′ LT	666.09
N	107+25.95	76.71′ LT	665.82
O	107+26.02	76.21′ LT	665.83
P	107+27.07	71.25′ LT	665.92
Q	107+27.21	70.75′ LT	665.93
R	107+27.62	76.22′ LT	665.82
S	107+28.71	71.26′ LT	665.92
T	107+28.66	76.23′ LT	665.84
U	107+33.71	71.30′ LT	665.63
V	107+33.66	76.28′ LT	665.56
W	107+38.71	71.33′ LT	665.57
X	107+38.66	76.32′ LT	665.50



E-6-22

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-21.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ′ / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

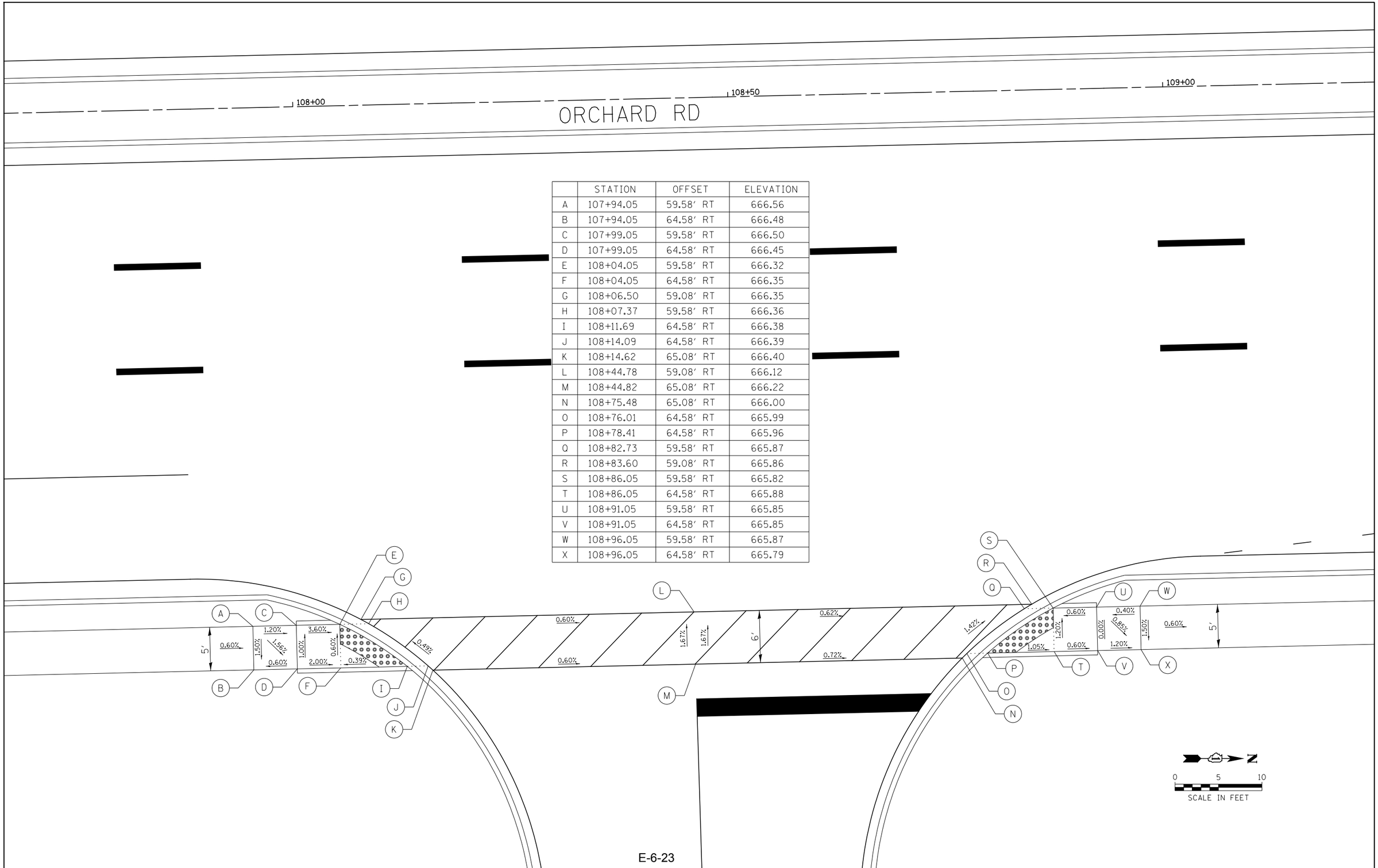
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1″=10′ | SHEET NO. 21 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE / KENDALL	44	22

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	107+94.05	59.58' RT	666.56
B	107+94.05	64.58' RT	666.48
C	107+99.05	59.58' RT	666.50
D	107+99.05	64.58' RT	666.45
E	108+04.05	59.58' RT	666.32
F	108+04.05	64.58' RT	666.35
G	108+06.50	59.08' RT	666.35
H	108+07.37	59.58' RT	666.36
I	108+11.69	64.58' RT	666.38
J	108+14.09	64.58' RT	666.39
K	108+14.62	65.08' RT	666.40
L	108+44.78	59.08' RT	666.12
M	108+44.82	65.08' RT	666.22
N	108+75.48	65.08' RT	666.00
O	108+76.01	64.58' RT	665.99
P	108+78.41	64.58' RT	665.96
Q	108+82.73	59.58' RT	665.87
R	108+83.60	59.08' RT	665.86
S	108+86.05	59.58' RT	665.82
T	108+86.05	64.58' RT	665.88
U	108+91.05	59.58' RT	665.85
V	108+91.05	64.58' RT	665.85
W	108+96.05	59.58' RT	665.87
X	108+96.05	64.58' RT	665.79

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-22.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

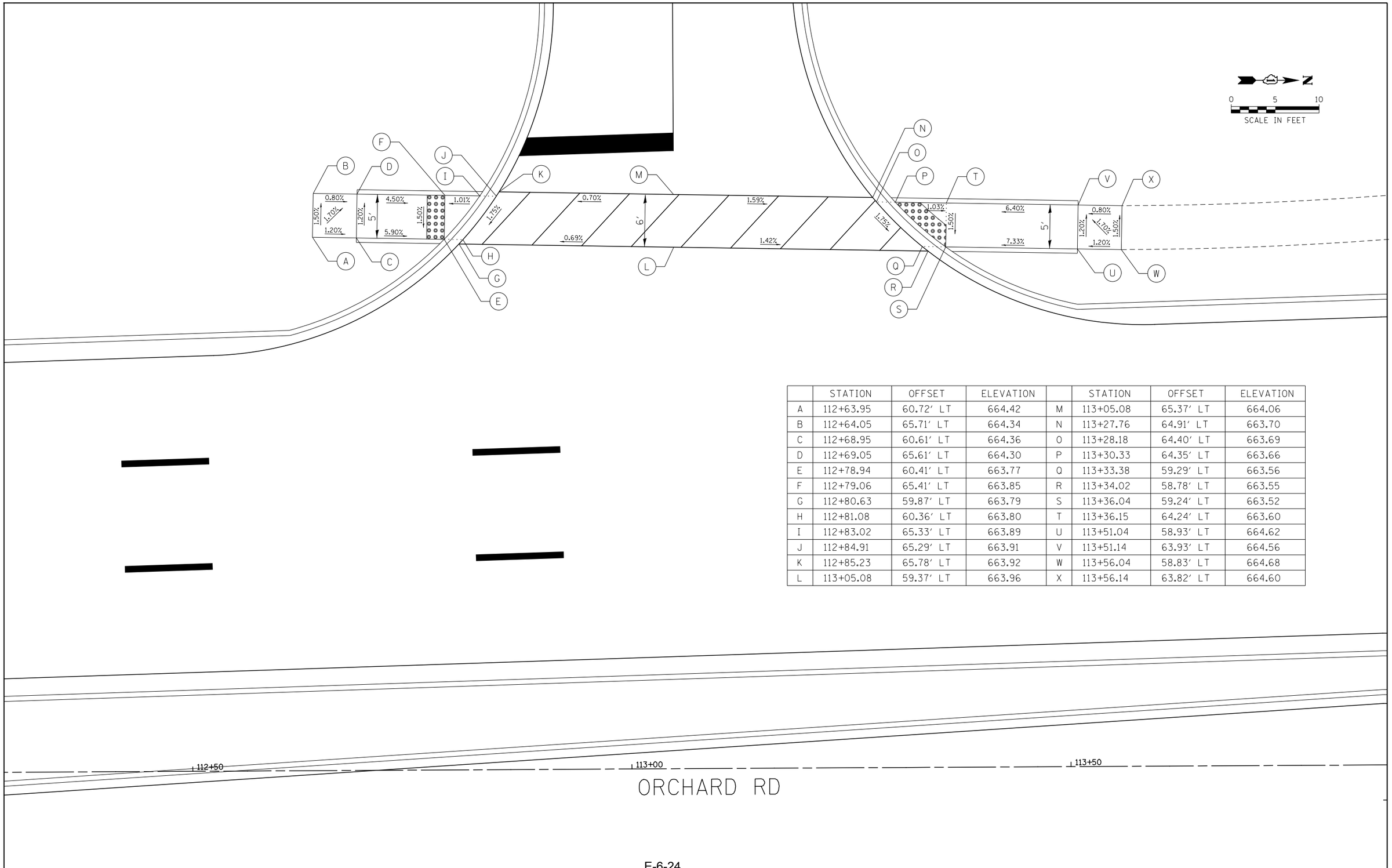
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 22 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	23

CONTRACT NO.

ILLINOIS | FED. AID PROJECT



	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	112+63.95	60.72′ LT	664.42	M	113+05.08	65.37′ LT	664.06
B	112+64.05	65.71′ LT	664.34	N	113+27.76	64.91′ LT	663.70
C	112+68.95	60.61′ LT	664.36	O	113+28.18	64.40′ LT	663.69
D	112+69.05	65.61′ LT	664.30	P	113+30.33	64.35′ LT	663.66
E	112+78.94	60.41′ LT	663.77	Q	113+33.38	59.29′ LT	663.56
F	112+79.06	65.41′ LT	663.85	R	113+34.02	58.78′ LT	663.55
G	112+80.63	59.87′ LT	663.79	S	113+36.04	59.24′ LT	663.52
H	112+81.08	60.36′ LT	663.80	T	113+36.15	64.24′ LT	663.60
I	112+83.02	65.33′ LT	663.89	U	113+51.04	58.93′ LT	664.62
J	112+84.91	65.29′ LT	663.91	V	113+51.14	63.93′ LT	664.56
K	112+85.23	65.78′ LT	663.92	W	113+56.04	58.83′ LT	664.68
L	113+05.08	59.37′ LT	663.96	X	113+56.14	63.82′ LT	664.60

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-23.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ′ / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

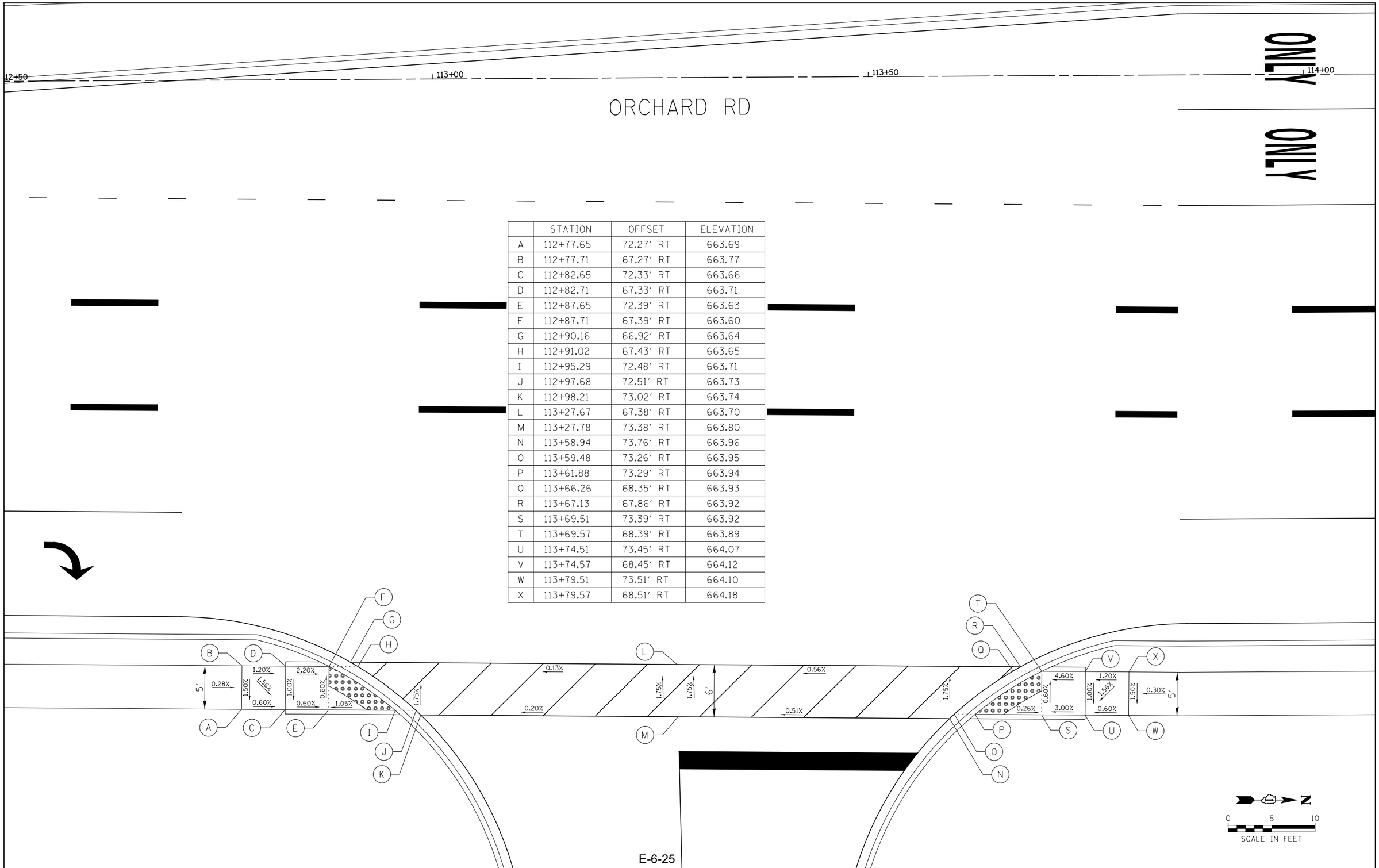
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10′ | SHEET NO. 23 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	24

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	112+77.65	72.27' RT	663.69
B	112+77.71	67.27' RT	663.77
C	112+82.65	72.33' RT	663.66
D	112+82.71	67.33' RT	663.71
E	112+87.65	72.39' RT	663.63
F	112+87.71	67.39' RT	663.60
G	112+90.16	66.92' RT	663.64
H	112+91.02	67.43' RT	663.65
I	112+95.29	72.48' RT	663.71
J	112+97.68	72.51' RT	663.73
K	112+98.21	73.02' RT	663.74
L	113+27.67	67.38' RT	663.70
M	113+27.78	73.38' RT	663.80
N	113+58.94	73.76' RT	663.96
O	113+59.48	73.26' RT	663.95
P	113+61.88	73.29' RT	663.94
Q	113+66.26	68.35' RT	663.93
R	113+67.13	67.86' RT	663.92
S	113+69.51	73.39' RT	663.92
T	113+69.57	68.39' RT	663.89
U	113+74.51	73.45' RT	664.07
V	113+74.57	68.45' RT	664.12
W	113+79.51	73.51' RT	664.10
X	113+79.57	68.51' RT	664.18

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-24.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

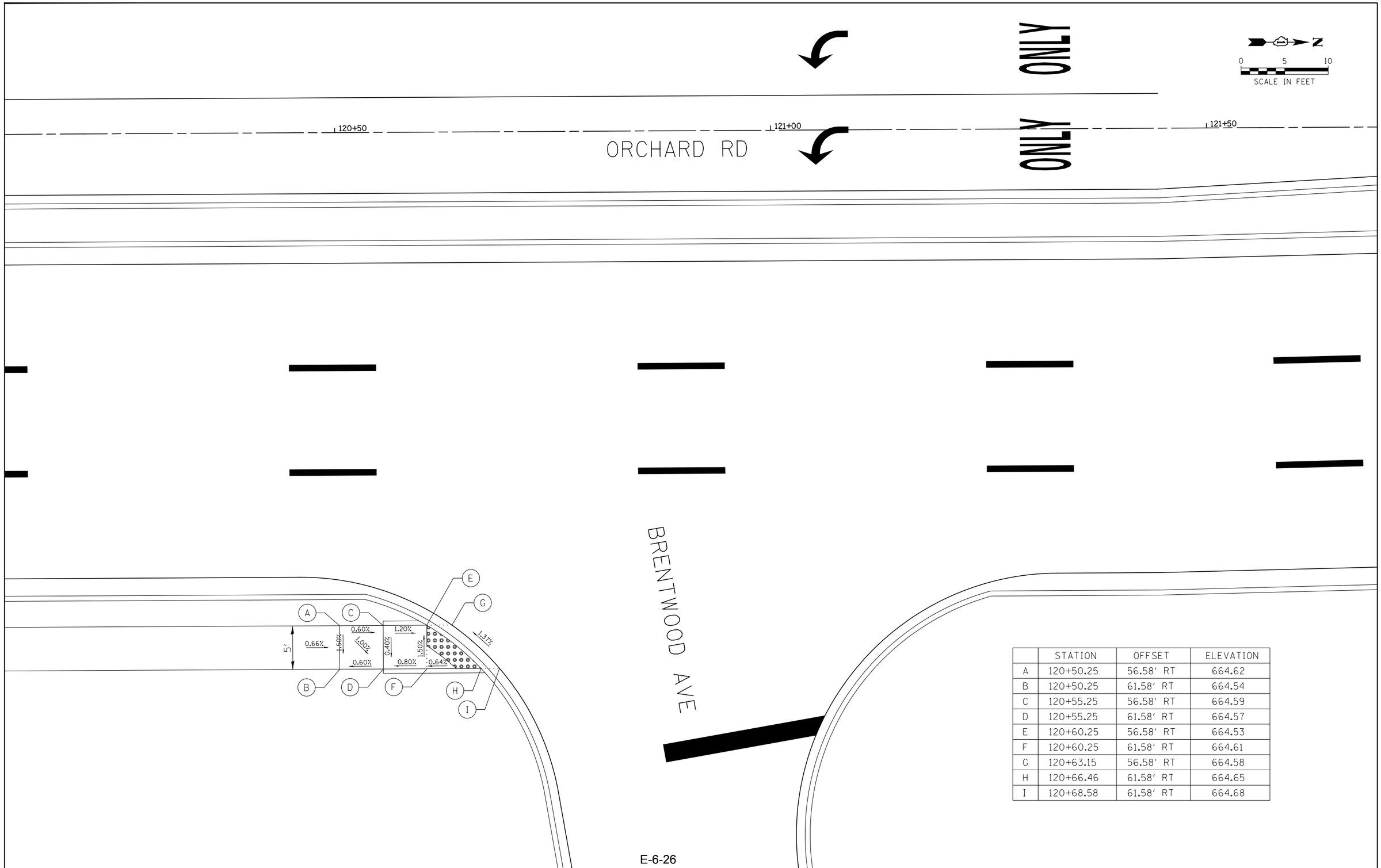
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 24 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	25

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	120+50.25	56.58' RT	664.62
B	120+50.25	61.58' RT	664.54
C	120+55.25	56.58' RT	664.59
D	120+55.25	61.58' RT	664.57
E	120+60.25	56.58' RT	664.53
F	120+60.25	61.58' RT	664.61
G	120+63.15	56.58' RT	664.58
H	120+66.46	61.58' RT	664.65
I	120+68.58	61.58' RT	664.68

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-25.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

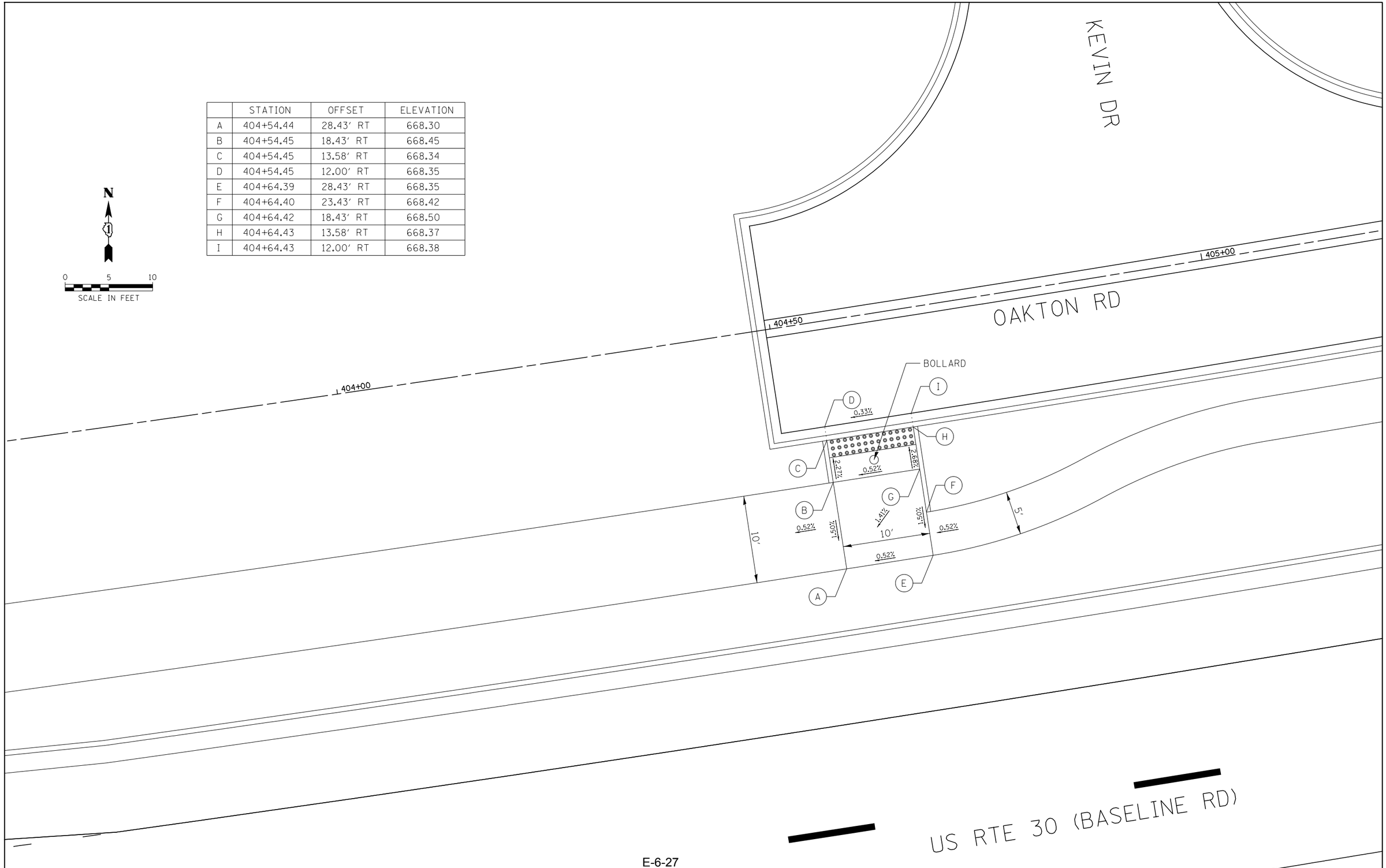
SCALE: 1"=10' | SHEET NO. 25 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	26

CONTRACT NO.

ILLINOIS FED. AID PROJECT

	STATION	OFFSET	ELEVATION
A	404+54.44	28.43′ RT	668.30
B	404+54.45	18.43′ RT	668.45
C	404+54.45	13.58′ RT	668.34
D	404+54.45	12.00′ RT	668.35
E	404+64.39	28.43′ RT	668.35
F	404+64.40	23.43′ RT	668.42
G	404+64.42	18.43′ RT	668.50
H	404+64.43	13.58′ RT	668.37
I	404+64.43	12.00′ RT	668.38



E-6-27

FILE NAME =	USER NAME = bdecraene	DESIGNED -	REVISED -
V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-26.dgn		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ′ / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

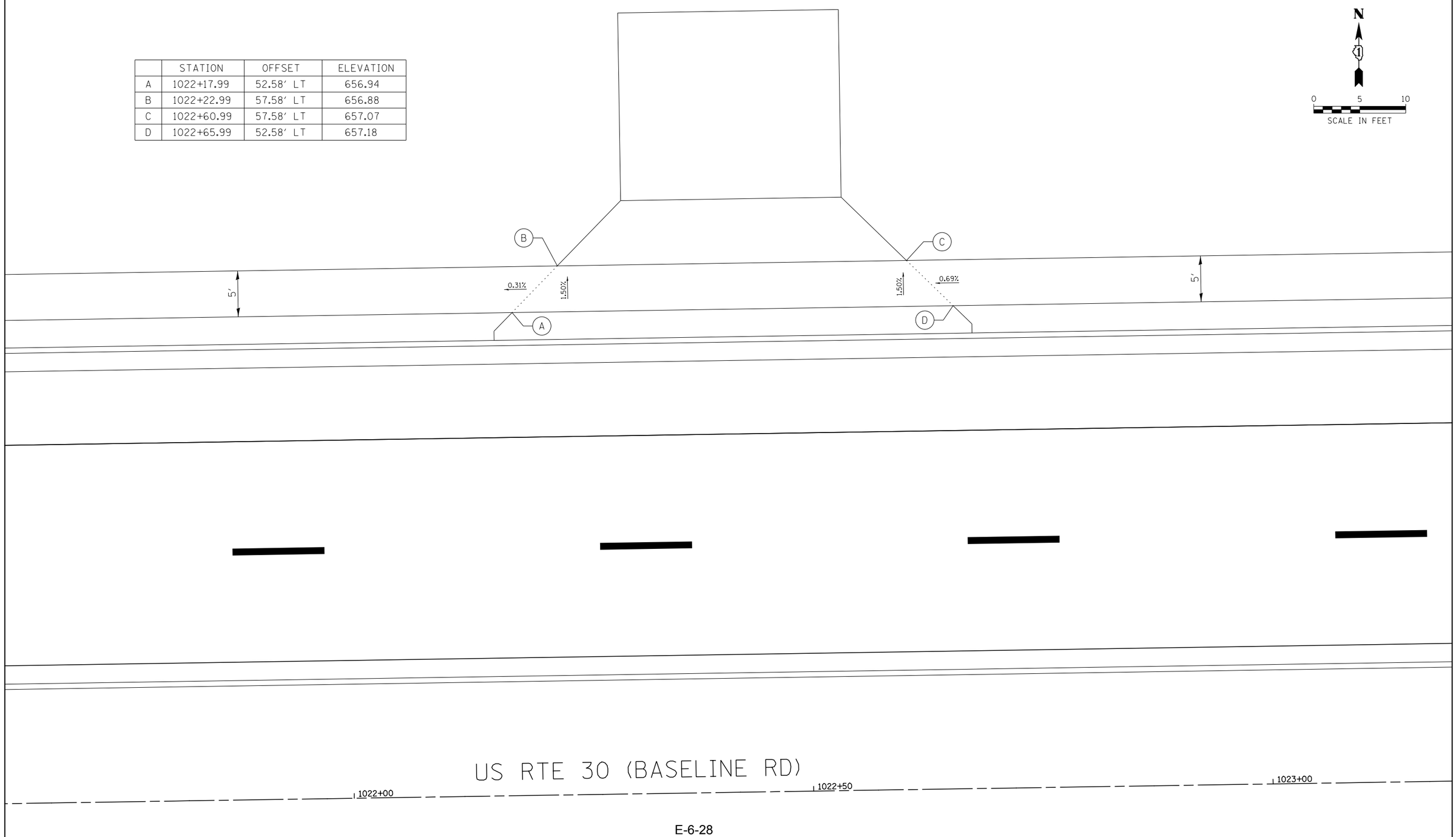
SCALE: 1″=10′ | SHEET NO. 26 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	27

CONTRACT NO.

ILLINOIS FED. AID PROJECT

	STATION	OFFSET	ELEVATION
A	1022+17.99	52.58' LT	656.94
B	1022+22.99	57.58' LT	656.88
C	1022+60.99	57.58' LT	657.07
D	1022+65.99	52.58' LT	657.18



E-6-28

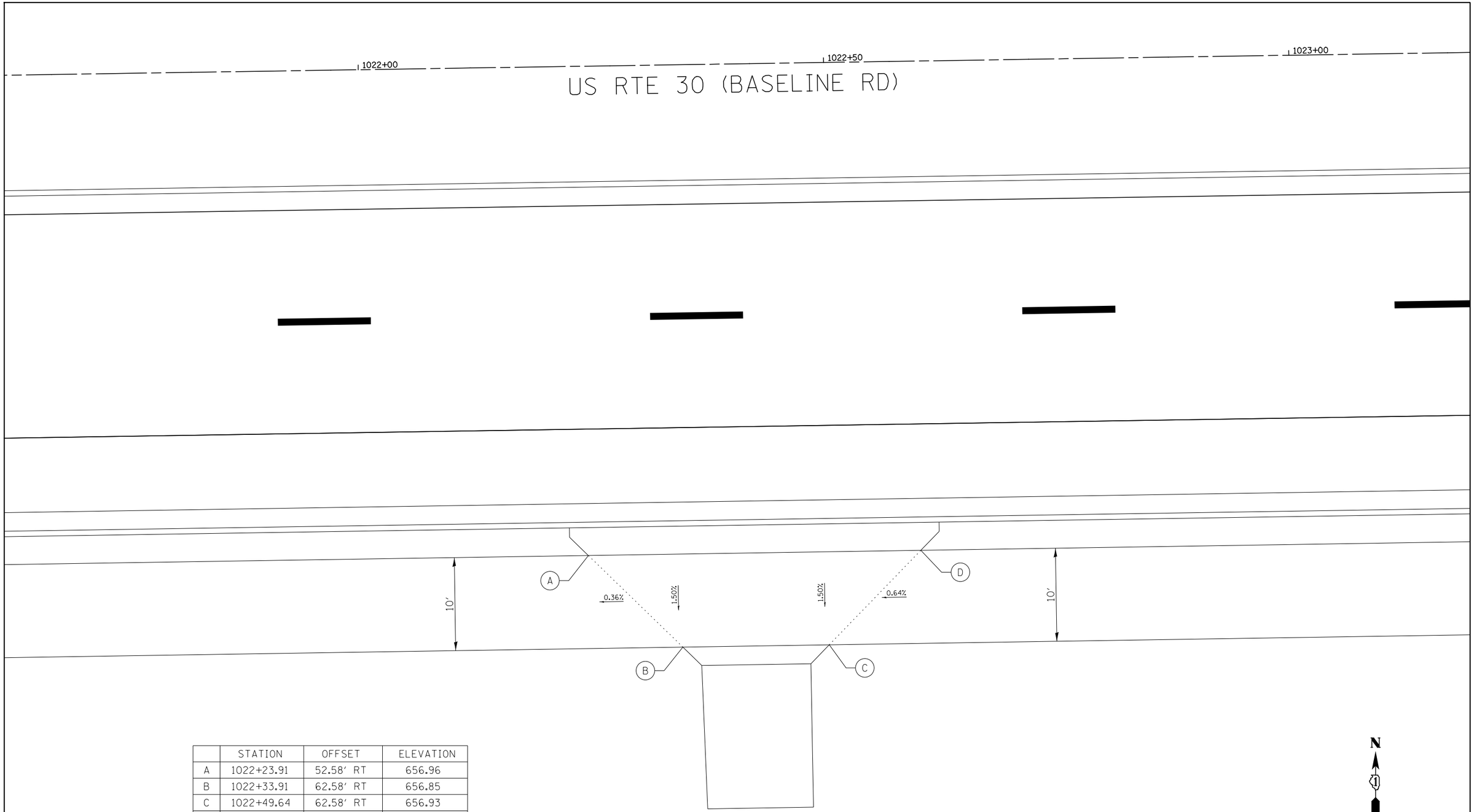
FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-27.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

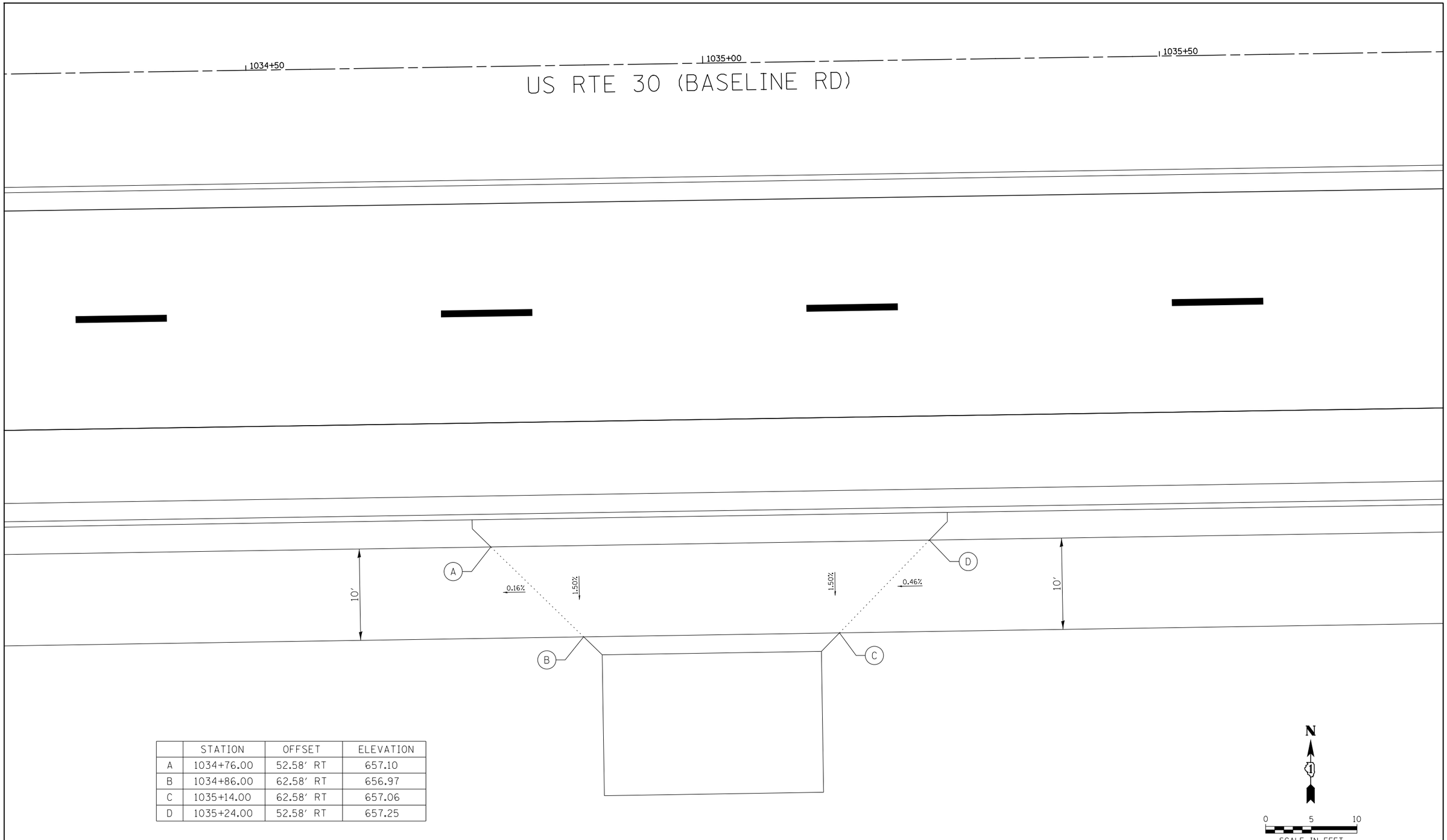
SCALE: 1"=10' | SHEET NO. 27 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE / KENDALL	44	28
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET	ELEVATION
A	1022+23.91	52.58' RT	656.96
B	1022+33.91	62.58' RT	656.85
C	1022+49.64	62.58' RT	656.93
D	1022+59.64	52.58' RT	657.14

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-28.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	US RTE 30 ADA COMPLIANCE DETAILS			F.A.P. RTE. 349	SECTION	COUNTY KANE / KENDALL	TOTAL SHEETS 44	SHEET NO. 29
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE: 1"=10'	SHEET NO. 28 OF 43 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT			



	STATION	OFFSET	ELEVATION
A	1034+76.00	52.58' RT	657.10
B	1034+86.00	62.58' RT	656.97
C	1035+14.00	62.58' RT	657.06
D	1035+24.00	52.58' RT	657.25

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-29.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

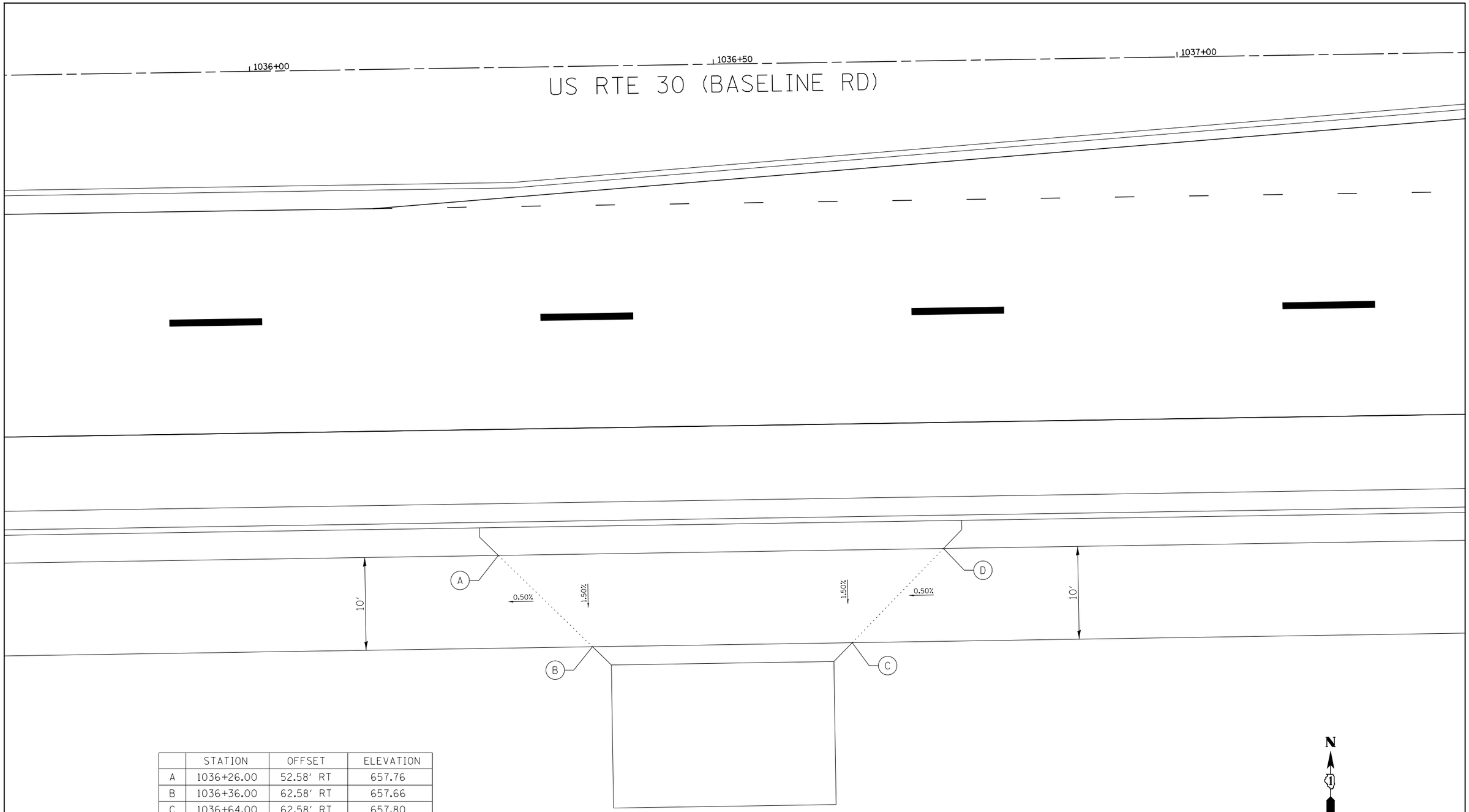
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 29 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	30

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1036+26.00	52.58' RT	657.76
B	1036+36.00	62.58' RT	657.66
C	1036+64.00	62.58' RT	657.80
D	1036+74.00	52.58' RT	658.00

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-30.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

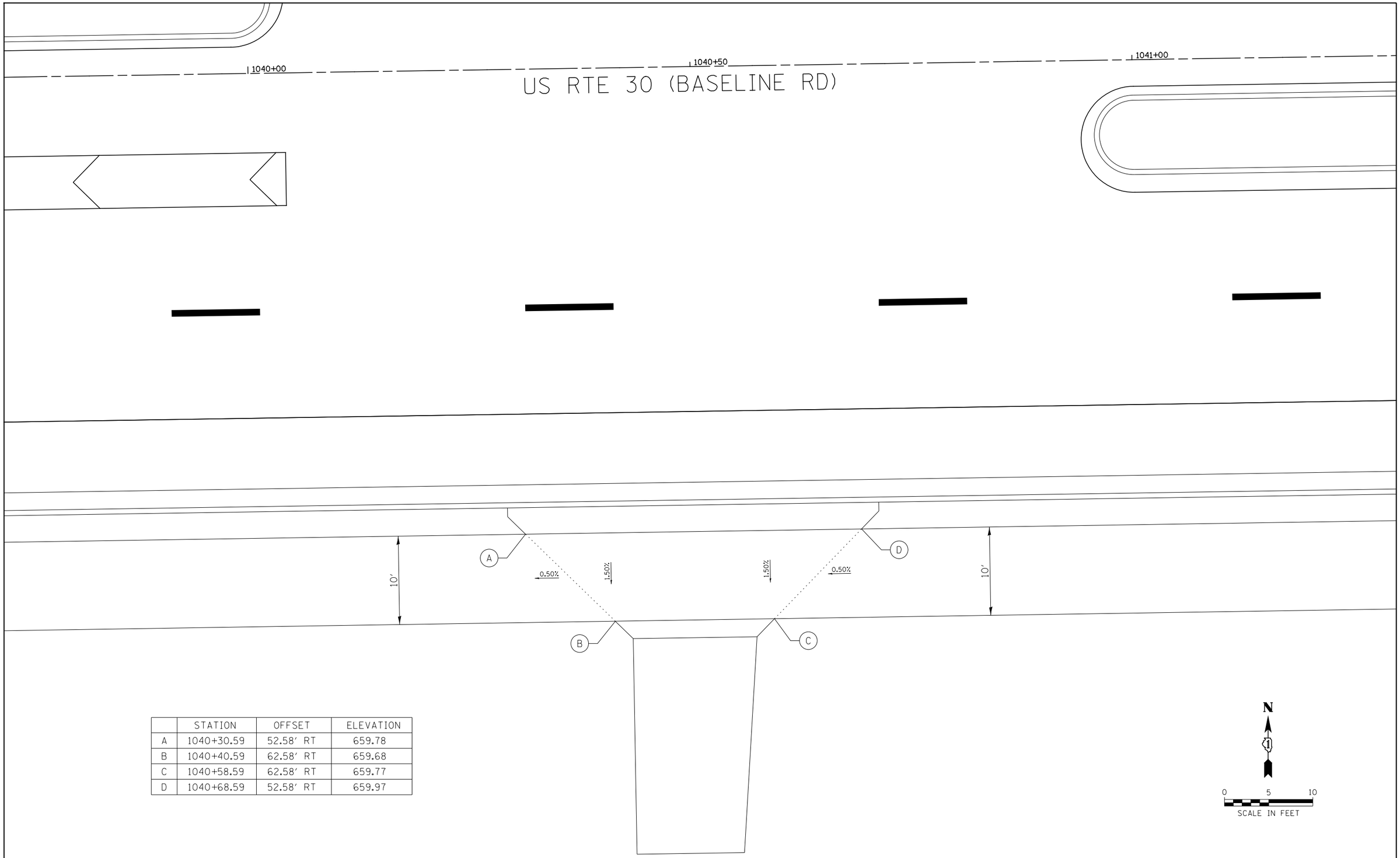
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 30 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	31

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1040+30.59	52.58' RT	659.78
B	1040+40.59	62.58' RT	659.68
C	1040+58.59	62.58' RT	659.77
D	1040+68.59	52.58' RT	659.97

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-31.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

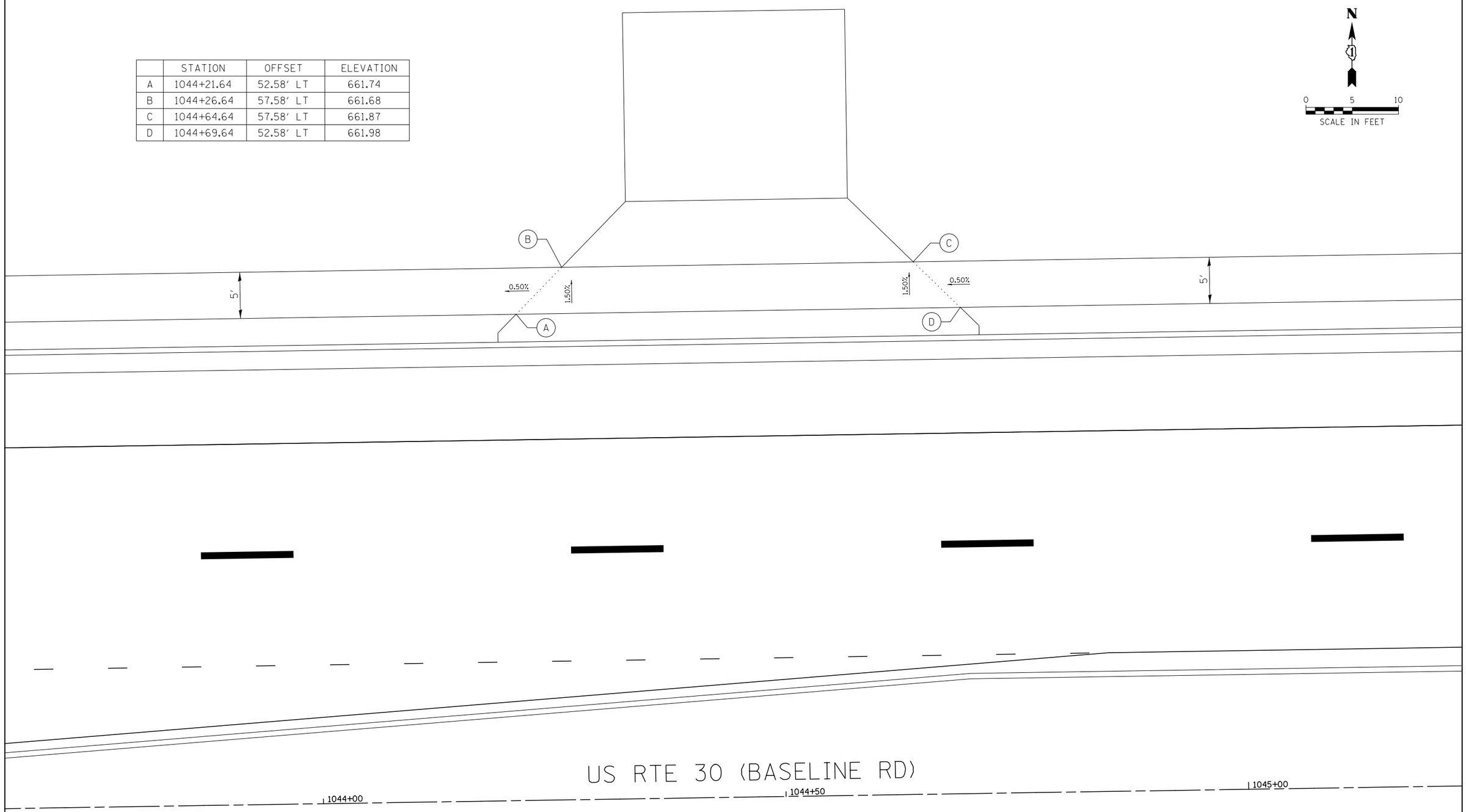
SCALE: 1"=10' | SHEET NO. 31 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	32

CONTRACT NO.

ILLINOIS FED. AID PROJECT

	STATION	OFFSET	ELEVATION
A	1044+21.64	52.58' LT	661.74
B	1044+26.64	57.58' LT	661.68
C	1044+64.64	57.58' LT	661.87
D	1044+69.64	52.58' LT	661.98



E-6-33

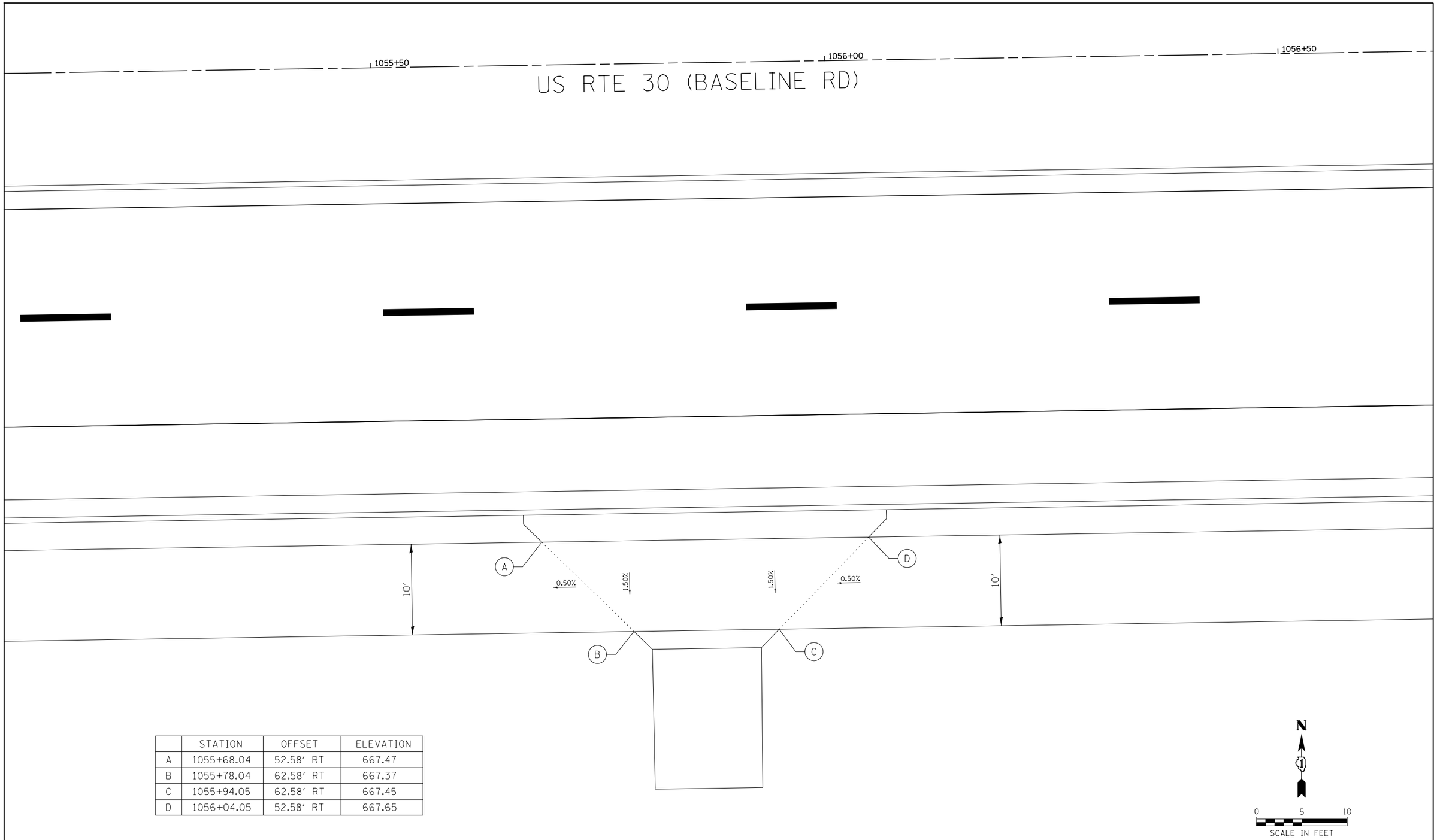
FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-32.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 32 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	33
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET	ELEVATION
A	1055+68.04	52.58' RT	667.47
B	1055+78.04	62.58' RT	667.37
C	1055+94.05	62.58' RT	667.45
D	1056+04.05	52.58' RT	667.65

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-33.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

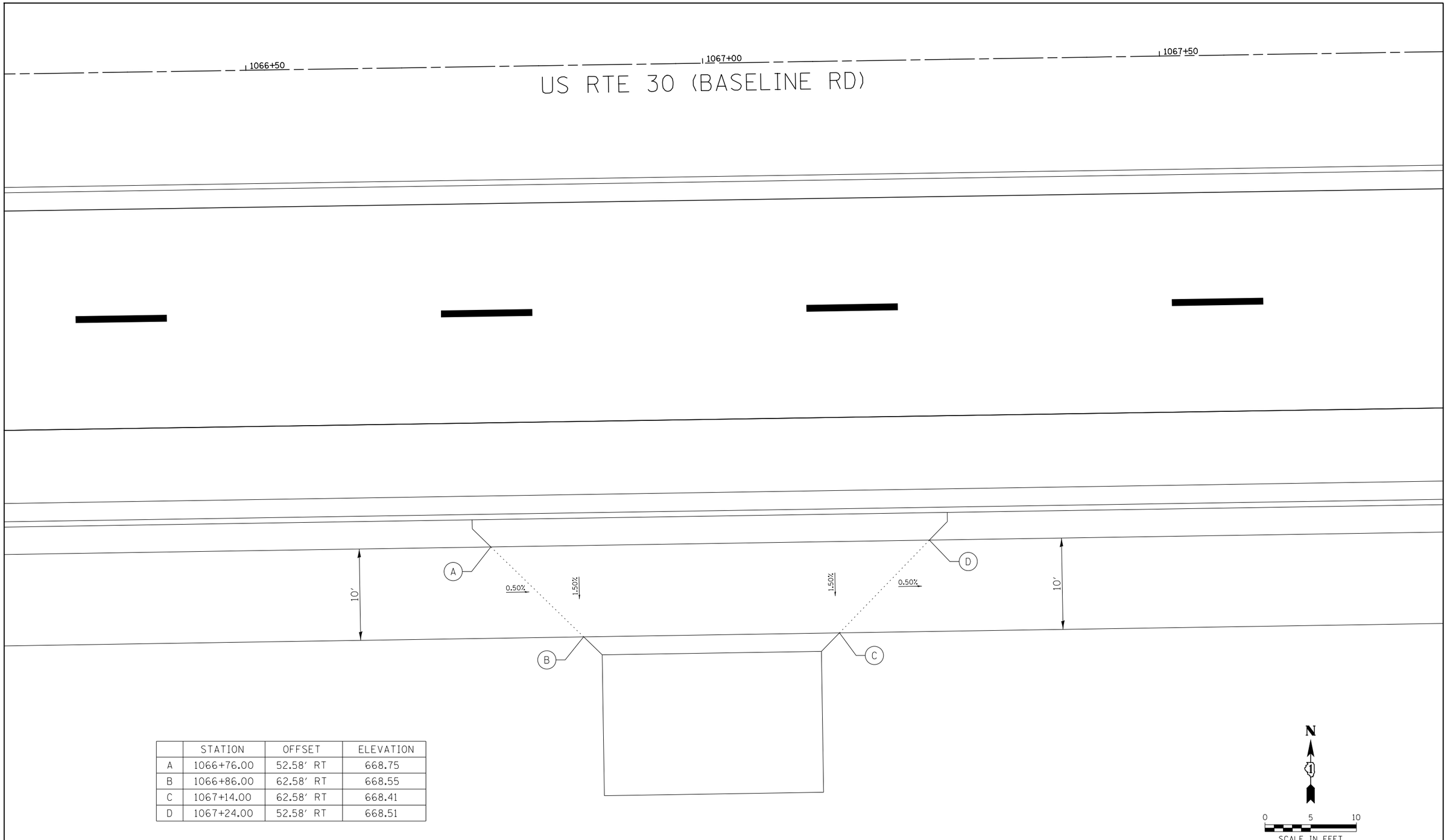
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 33 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	34

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1066+76.00	52.58' RT	668.75
B	1066+86.00	62.58' RT	668.55
C	1067+14.00	62.58' RT	668.41
D	1067+24.00	52.58' RT	668.51

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-34.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

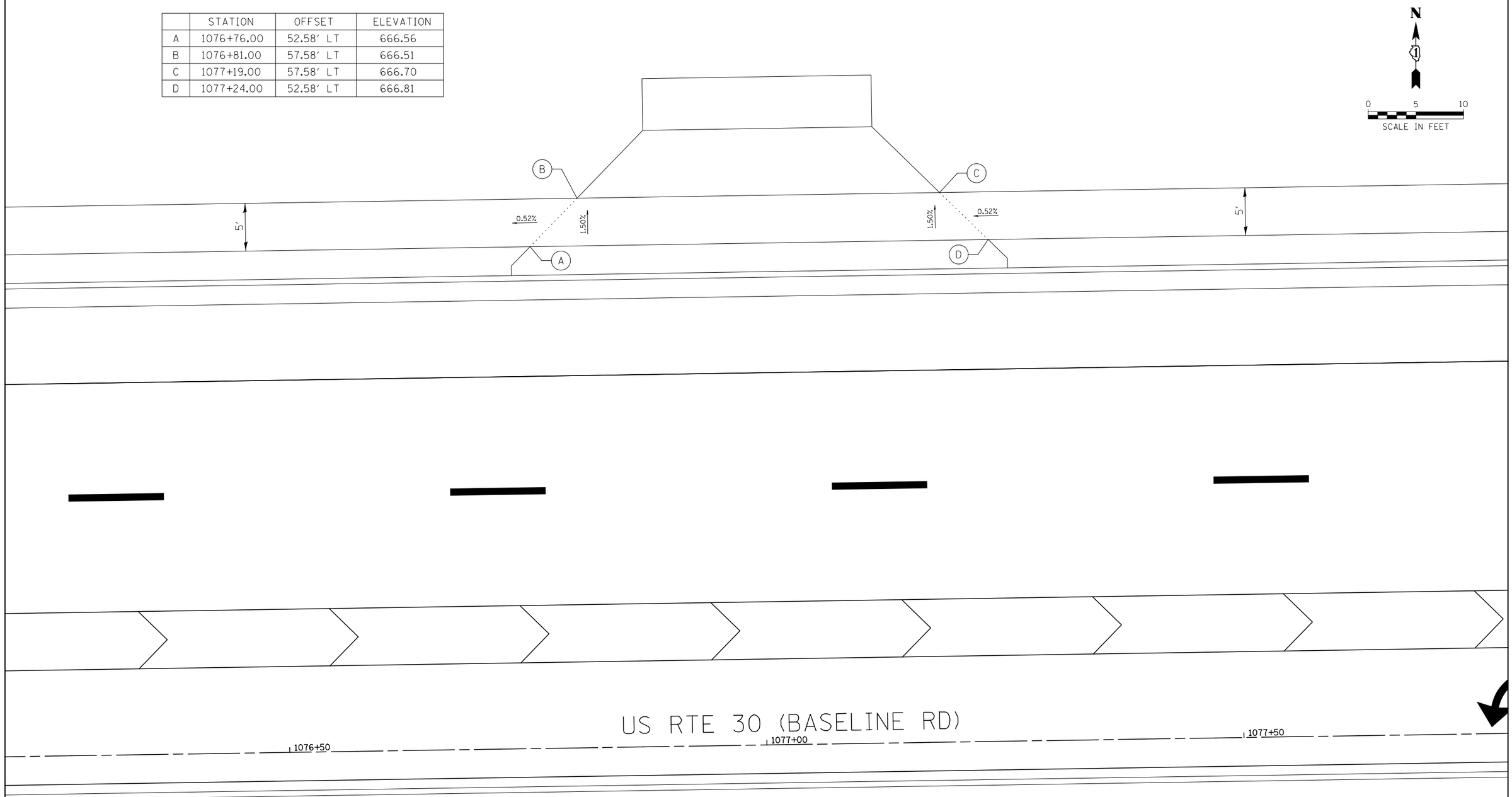
SCALE: 1"=10' | SHEET NO. 34 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	35

CONTRACT NO.

ILLINOIS FED. AID PROJECT

	STATION	OFFSET	ELEVATION
A	1076+76.00	52.58' LT	666.56
B	1076+81.00	57.58' LT	666.51
C	1077+19.00	57.58' LT	666.70
D	1077+24.00	52.58' LT	666.81



E-6-36

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-35.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

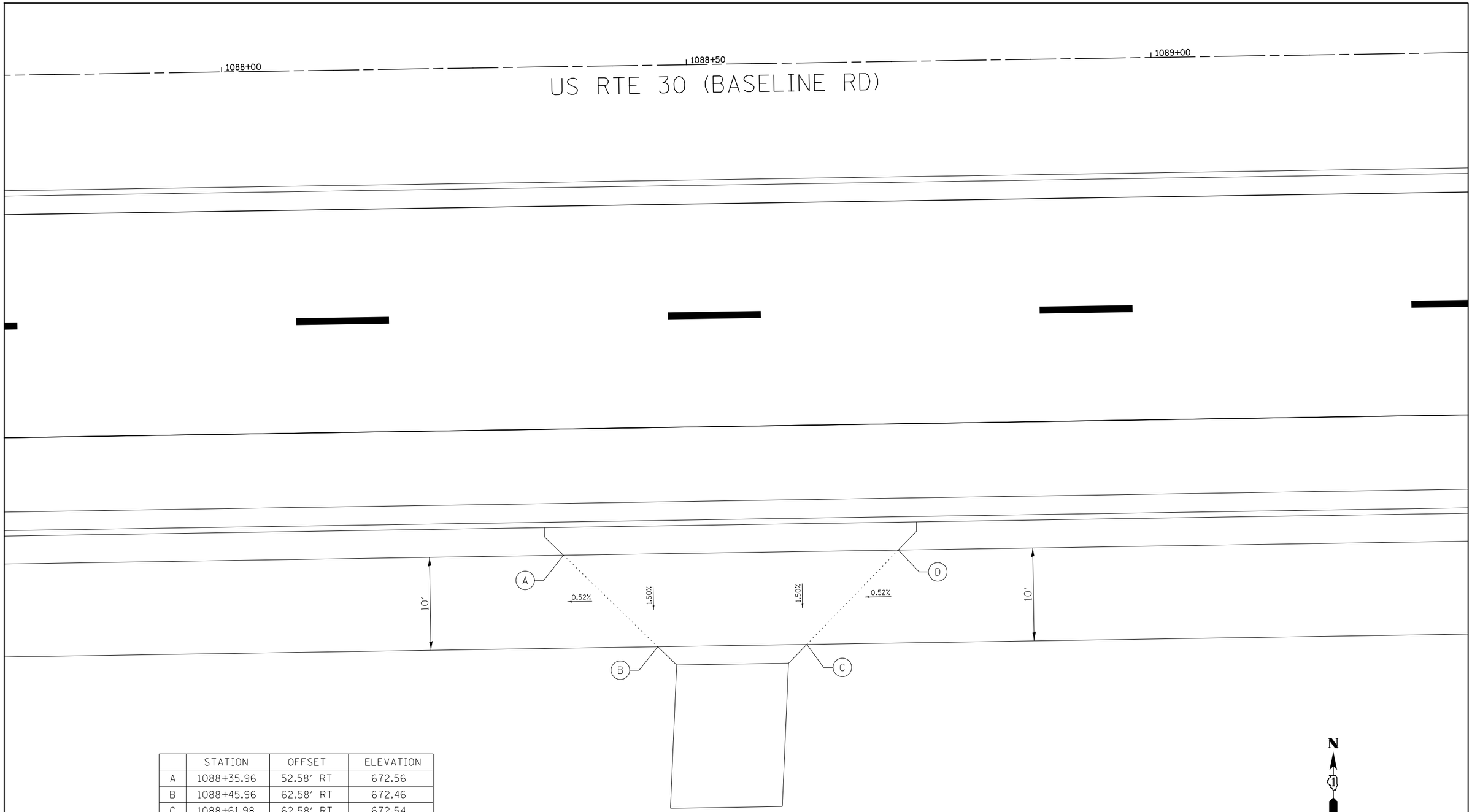
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 35 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	36

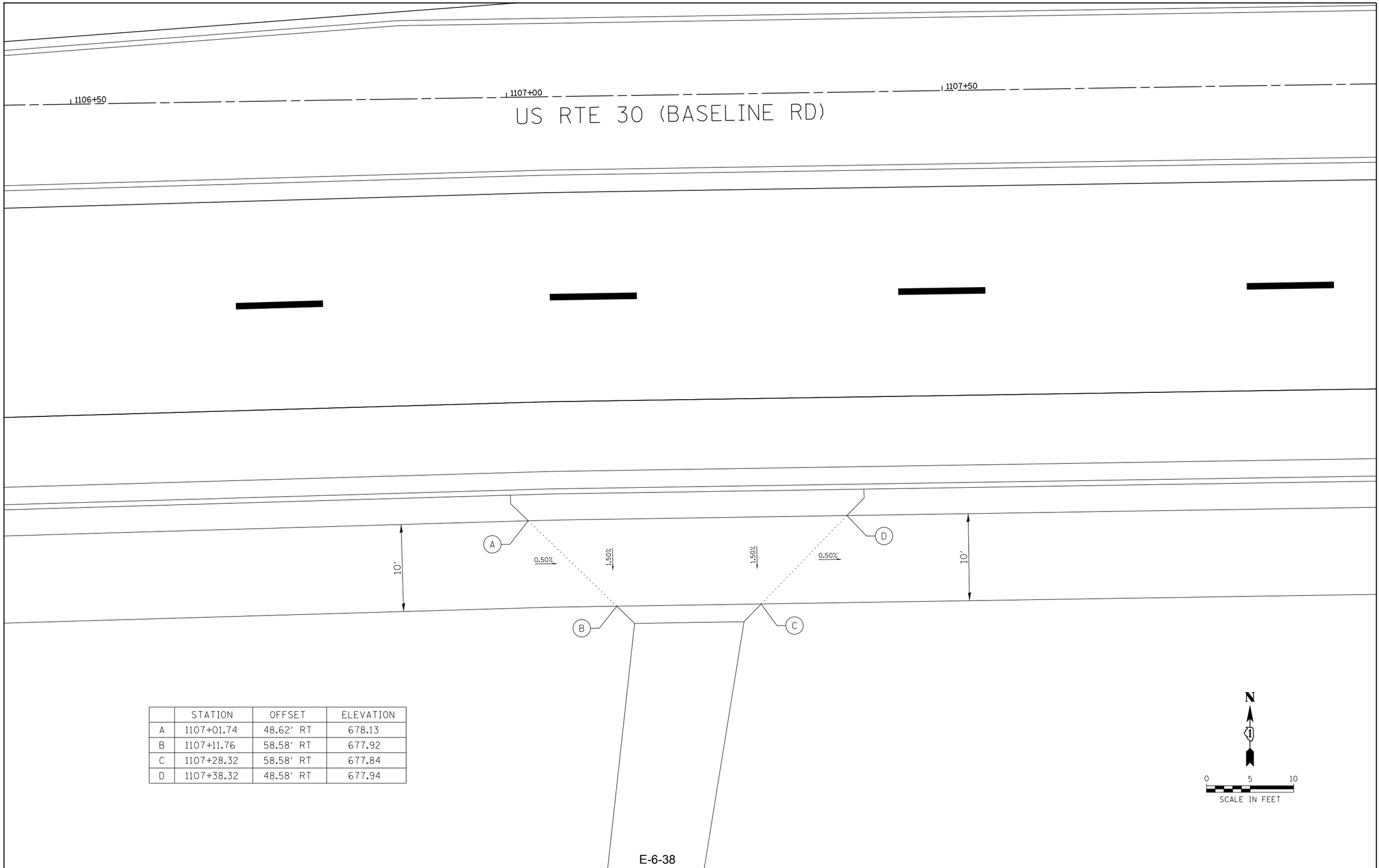
CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1088+35.96	52.58' RT	672.56
B	1088+45.96	62.58' RT	672.46
C	1088+61.98	62.58' RT	672.54
D	1088+71.98	52.58' RT	672.75

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-36.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	US RTE 30 ADA COMPLIANCE DETAILS	F.A.P. RTE. 349	SECTION	COUNTY KANE/ KENDALL	TOTAL SHEETS 44 / SHEET NO. 37
	PLOT SCALE = 10.0000 ' / in.	DRAWN -	REVISED -					CONTRACT NO.	
	PLOT DATE = 6/16/2017	CHECKED -	REVISED -						
		DATE -	REVISED -		SCALE: 1"=10' / SHEET NO. 36 OF 43 SHEETS / STA. N/A / TO STA. N/A	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET	ELEVATION
A	1107+01.74	48.62' RT	678.13
B	1107+11.76	58.58' RT	677.92
C	1107+28.32	58.58' RT	677.84
D	1107+38.32	48.58' RT	677.94

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-37.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

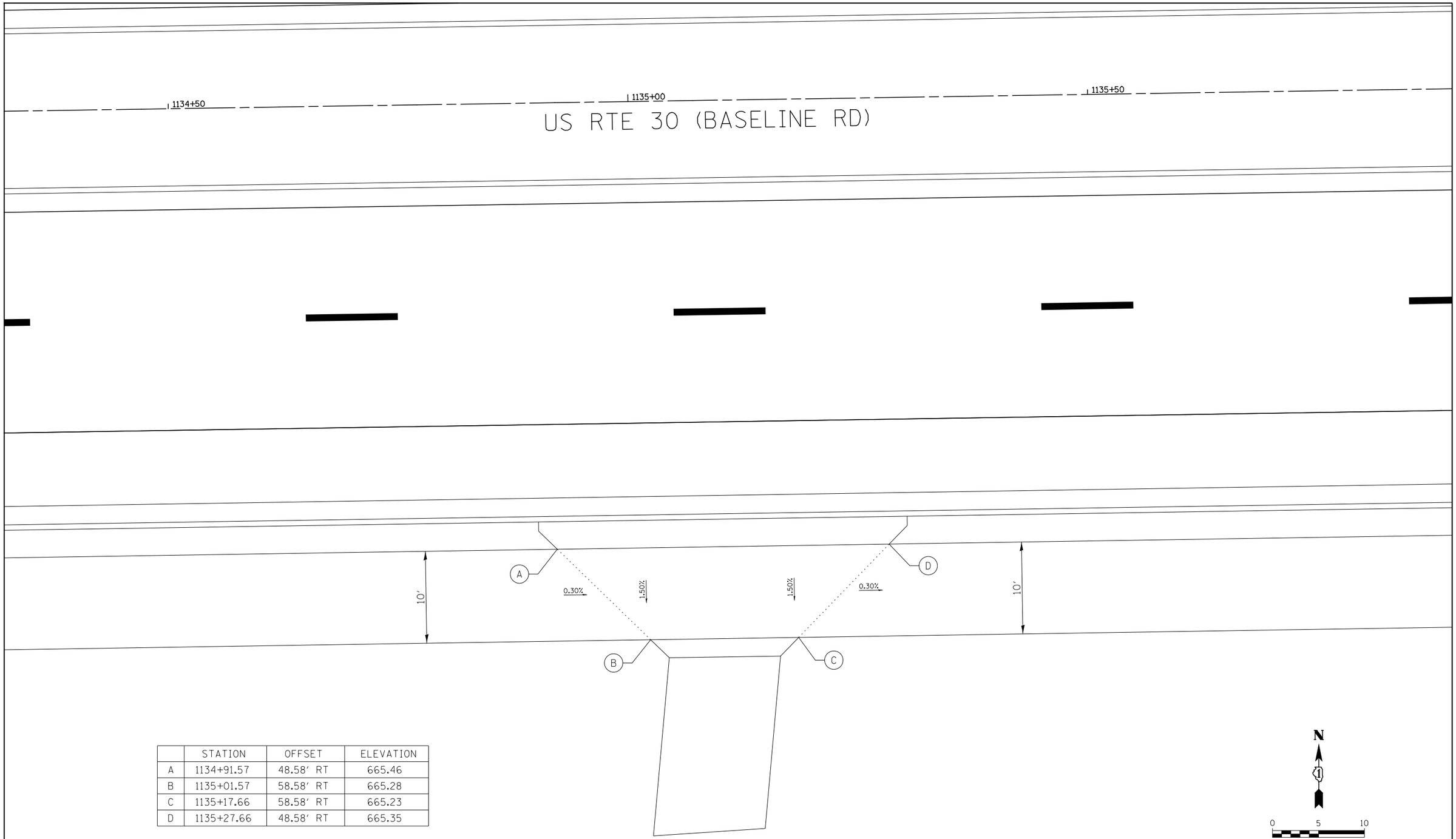
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 37 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	38

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1134+91.57	48.58' RT	665.46
B	1135+01.57	58.58' RT	665.28
C	1135+17.66	58.58' RT	665.23
D	1135+27.66	48.58' RT	665.35

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-38.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

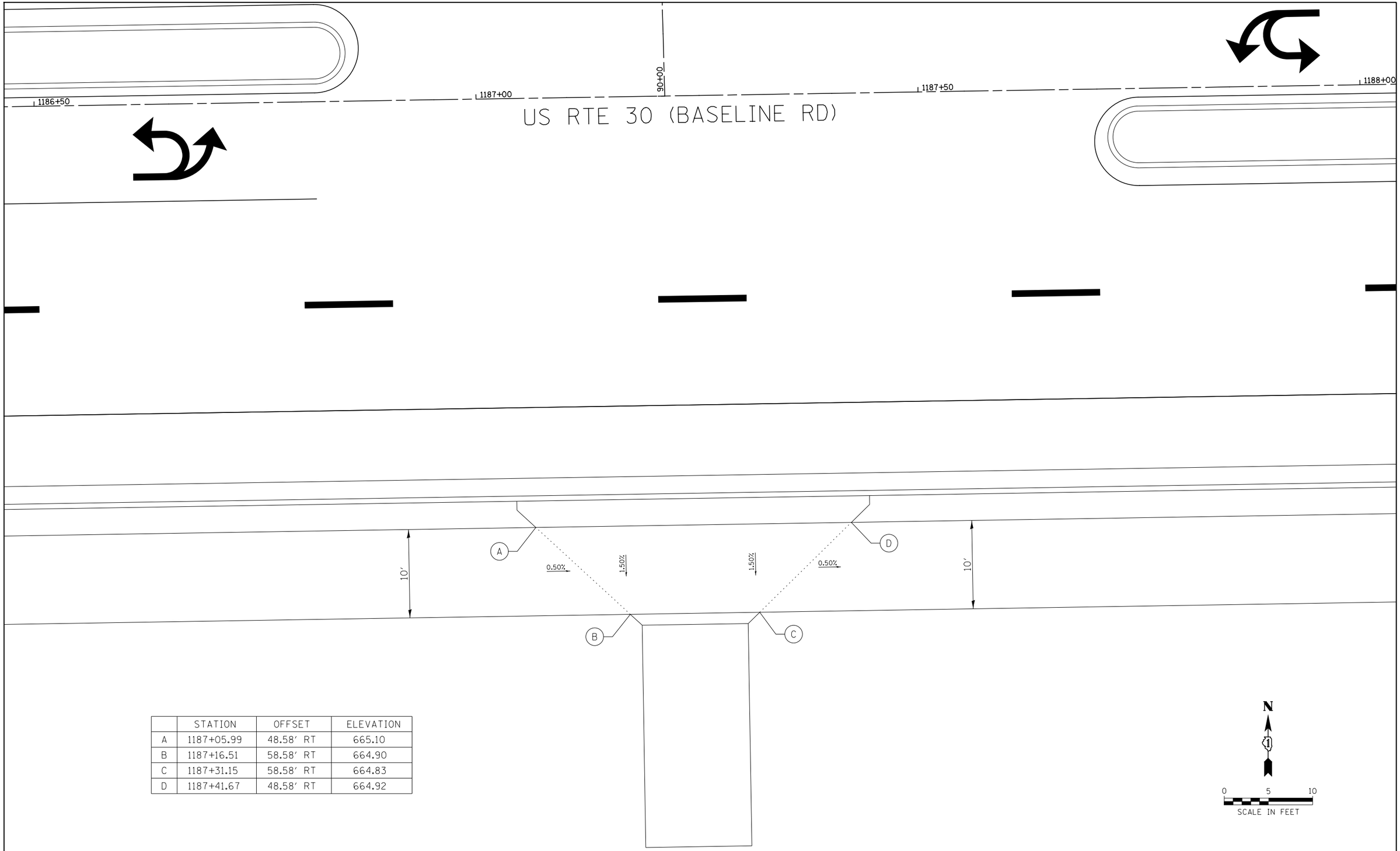
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 38 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	39

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1187+05.99	48.58' RT	665.10
B	1187+16.51	58.58' RT	664.90
C	1187+31.15	58.58' RT	664.83
D	1187+41.67	48.58' RT	664.92

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-39.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

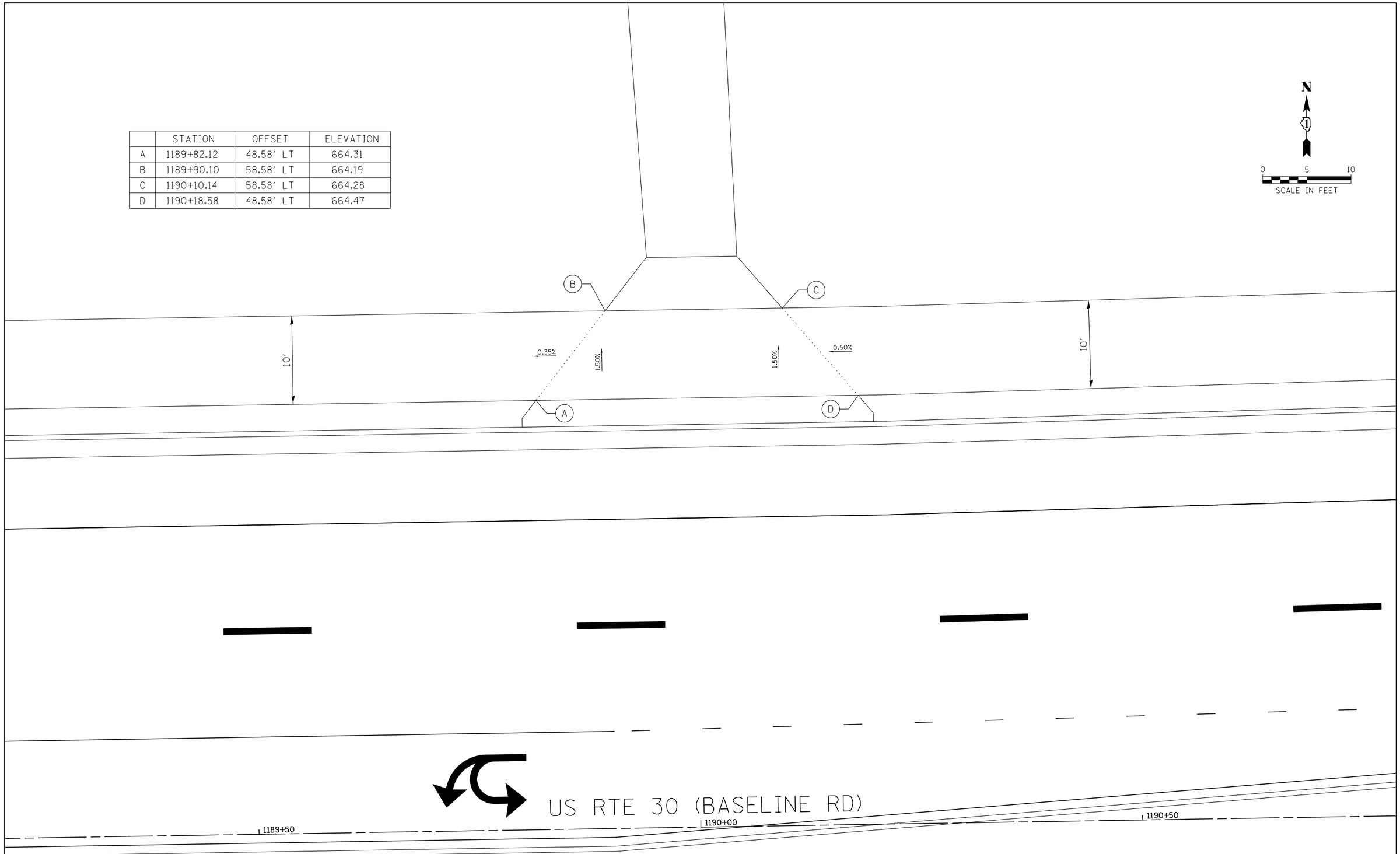
SCALE: 1"=10' | SHEET NO. 39 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	40

CONTRACT NO.

ILLINOIS FED. AID PROJECT

	STATION	OFFSET	ELEVATION
A	1189+82.12	48.58' LT	664.31
B	1189+90.10	58.58' LT	664.19
C	1190+10.14	58.58' LT	664.28
D	1190+18.58	48.58' LT	664.47



E-6-41

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-40.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

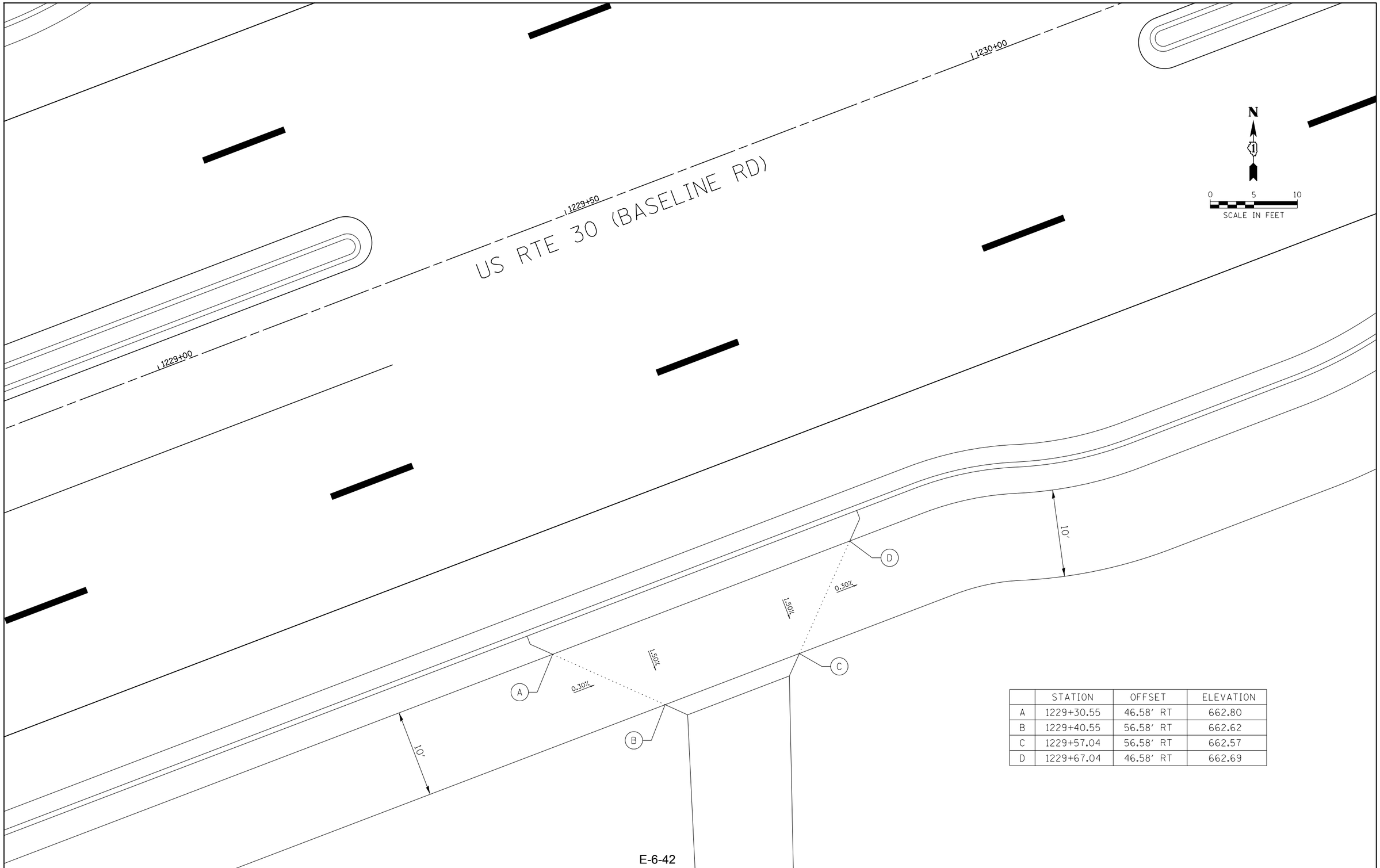
US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 40 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE / KENDALL	44	41

CONTRACT NO.

ILLINOIS FED. AID PROJECT



	STATION	OFFSET	ELEVATION
A	1229+30.55	46.58' RT	662.80
B	1229+40.55	56.58' RT	662.62
C	1229+57.04	56.58' RT	662.57
D	1229+67.04	46.58' RT	662.69

E-6-42

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-41.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

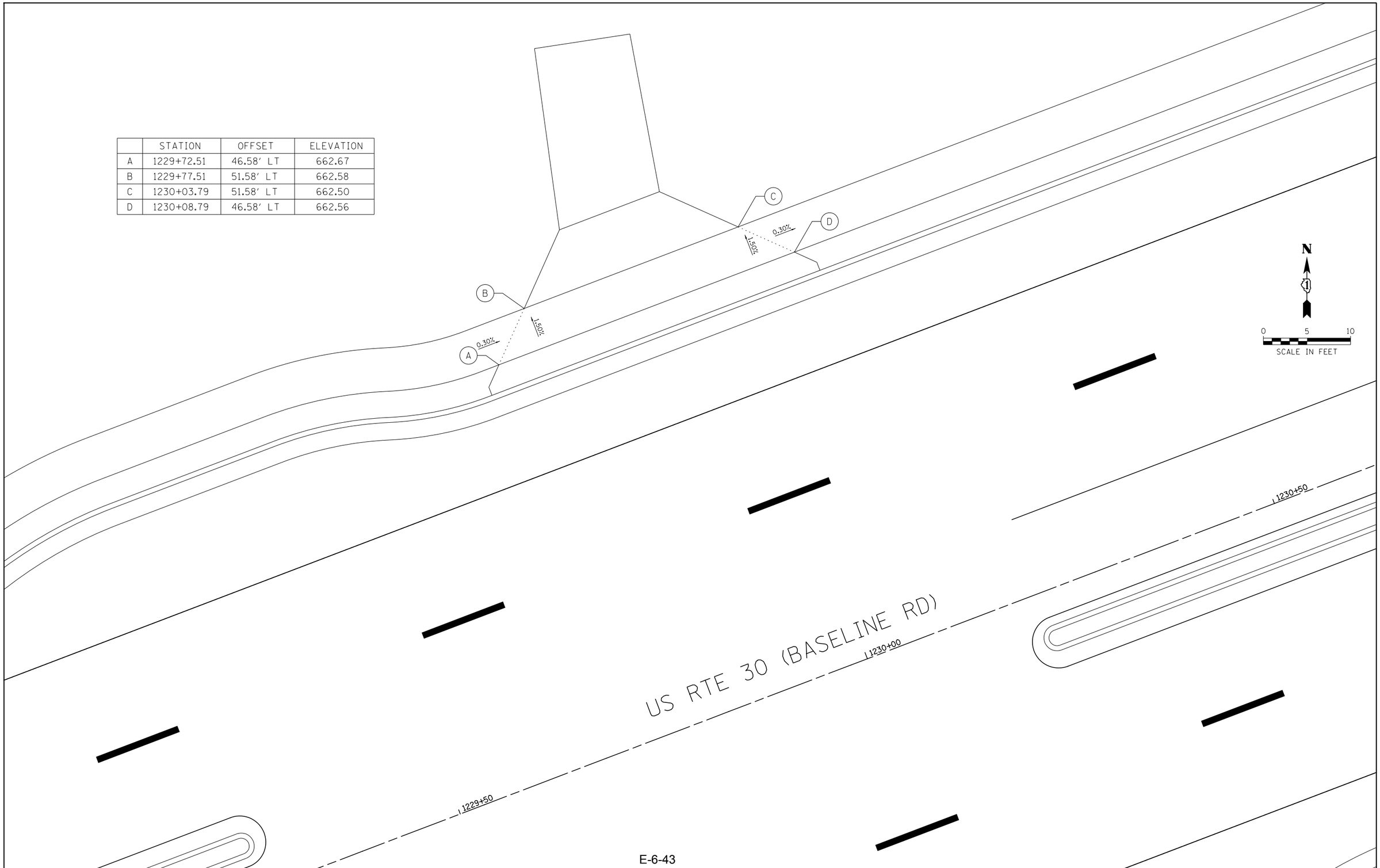
SCALE: 1"=10' | SHEET NO. 41 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	42

CONTRACT NO.

ILLINOIS FED. AID PROJECT

	STATION	OFFSET	ELEVATION
A	1229+72.51	46.58' LT	662.67
B	1229+77.51	51.58' LT	662.58
C	1230+03.79	51.58' LT	662.50
D	1230+08.79	46.58' LT	662.56



E-6-43

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-42.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

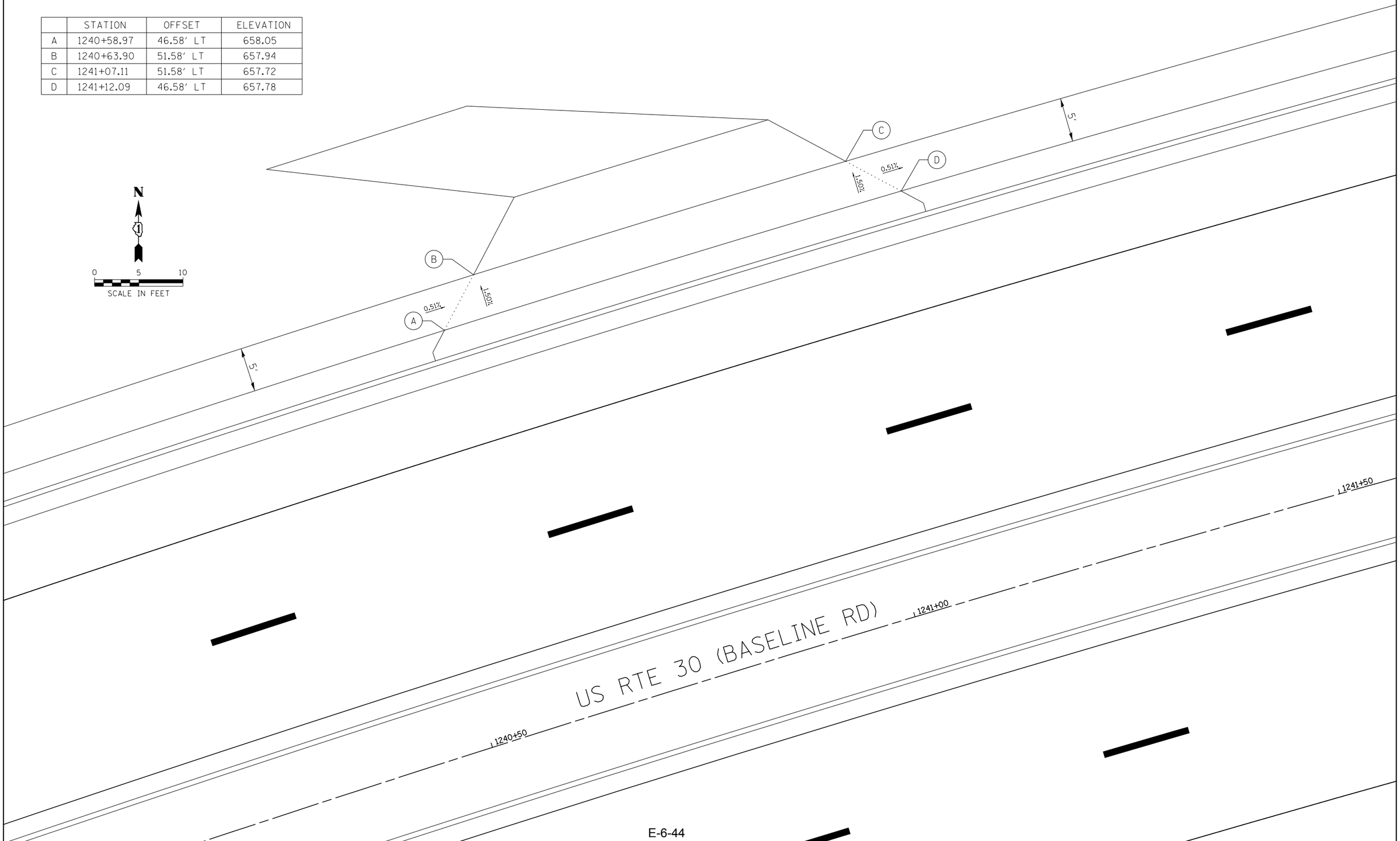
SCALE: 1"=10' | SHEET NO. 42 OF 43 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	43

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

	STATION	OFFSET	ELEVATION
A	1240+58.97	46.58' LT	658.05
B	1240+63.90	51.58' LT	657.94
C	1241+07.11	51.58' LT	657.72
D	1241+12.09	46.58' LT	657.78



E-6-44

FILE NAME = V:\3171\CADD Sheets\ADA sheets\P140311-sht-ADA-43.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

US RTE 30
ADA COMPLIANCE DETAILS

SCALE: 1"=10' | SHEET NO. 43 OF 43 SHEETS | STA. N/A | TO STA. N/A

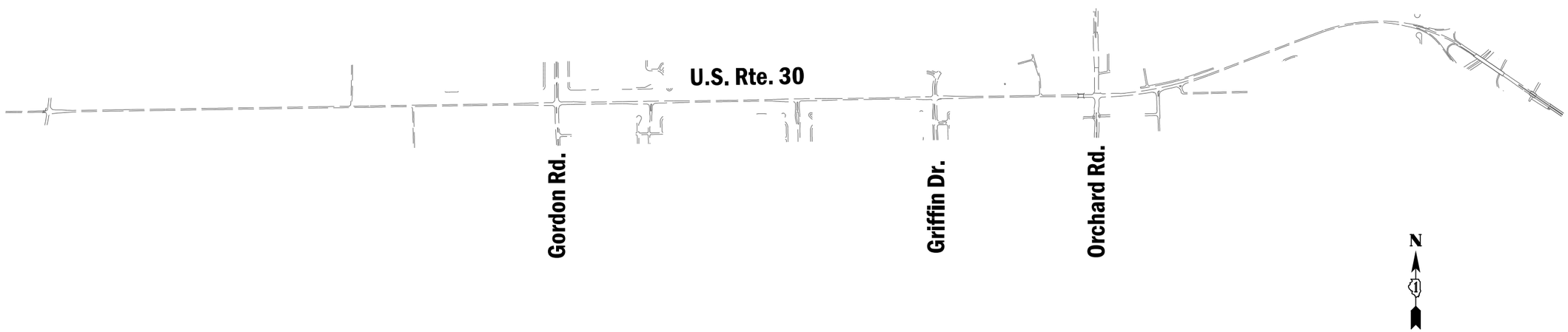
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/ KENDALL	44	44
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

E-7

Intersection Design Studies

U.S. RTE. 30 PHASE I STUDY
IL. RTE. 47 TO IL. RTE. 31
KENDALL & KANE COUNTIES
P-91-403-11

INTERSECTION DESIGN STUDIES



PRELIMINARY PRINT

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROJECT AND ENVIRONMENTAL STUDIES

SUBJECT TO REVISIONS

DATE: 9/6/2017

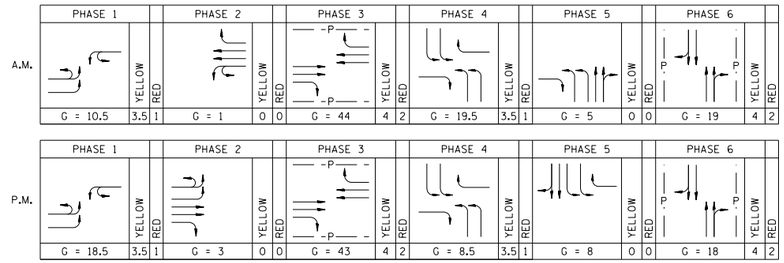
FILE NAME = V:\3171\Intersection Design Studies\P1403	USER NAME = LZeller	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
	1-sht-ids-cover.dgn	DRAWN -	REVISED -			349		KANE/ KENDALL	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO.	
	PLOT DATE = 9/6/2017	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-gordon-1.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = LZeller

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: SYNCHRO , VERSION: 9.0 SIGNAL TYPE: ACTUATED AREA TYPE:
NUMBER OF PHASES: (A.M.) 6 (P.M.) 6 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 31.2 SECONDS LOS C P.M. 26.7 SECONDS LOS C

APPROACH		EASTBOUND (C)				WESTBOUND (D)				NORTHBOUND (B)				SOUTHBOUND (A)			
LANE GROUP		L	T	R		L	T	R		L	T	T/R		L	T	T/R	
NUMBER OF LANES		2	2	1		1	2	1		2	1	1		2	1	1	
2040 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	101	578	7		45	762	105		408	249			305	387		
	P.M.	347	607	167		125	654	366		73	171			201	139		
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900		1900	2000	1900		1900	1900			1900	1900		
LANE WIDTH (FT)		11	12	12		11	12	12		11	12			11	12		
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 7		P.M. 167		A.M. 105		P.M. 366		A.M. 179		P.M. 120		A.M. 147		P.M. 110	
PEDESTRIANS/HOUR (ped/h)		A.M. N/A		P.M. N/A		A.M. N/A		P.M. N/A		A.M. N/A		P.M. N/A		A.M. N/A		P.M. N/A	
ARRIVAL TYPE		3				3				3				3			
LANE UTILIZATION ADJ. FACTOR		0.97	0.95	1.00		1.00	0.95	1.00		0.97	0.95			0.97	0.95		
GREEN TIME (SECONDS)	A.M.	10.5	44	68.5		11.5	45	64.5		24.5	24			19.5	19		
	P.M.	21.5	46	54.5		18.5	43	59.5		8.5	18			16.5	26		
GREEN RATIO (g/C)	A.M.	0.09	0.37	0.57		0.10	0.38	0.54		0.20	0.20			0.16	0.16		
	P.M.	0.18	0.38	0.45		0.15	0.36	0.50		0.07	0.15			0.14	0.22		
CAPACITY (c)	A.M.	160	1694	758		56	1609	876		533	571			412	231		
	P.M.	467	1771	882		167	1644	893		131	303			299	497		
v/c RATIO (X)	A.M.	0.66	0.36	0.00		0.83	0.50	0.00		0.81	0.08			0.78	0.10		
	P.M.	0.78	0.36	0.00		0.79	0.42	0.00		0.59	0.18			0.71	0.06		
STORAGE QUEUE (FEET OR VEHICLES)	A.M.	89	323	7		81	429	86		271	71			213	34		
	P.M.	237	340	152		176	378	308		58	79			146	40		
LANE GROUP DELAY(SECONDS)	A.M.	50.4	17.1	-		72.9	19.9	-		43.3	35.3			45.4	38.4		
	P.M.	41.5	14.2	-		49.0	17.0	-		47.7	39.5			44.0	34.9		
LANE GROUP LEVEL-OF-SERVICE	A.M.	D	B	-		E	B	-		D	D			D	D		
	P.M.	D	B	-		D	B	-		D	D			D	C		
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	22.0				22.8				42.5				47.4			
	P.M.	24.1				22.2				44.3				42.9			
APPROACH LEVEL-OF-SERVICE	A.M.	C				C				D				D			
	P.M.	C				C				D				D			



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAP 349. MARKED ROUTE NUMBER: US ROUTE 30.
STREET NAME: BASELINE ROAD. SRA ROUTE: YES
FUNCTIONAL CLASSIFICATION: PRINCIPAL ARTERIAL. OSOW DESIGN: YES
EXISTING ADT: 11,300 VPD. (2011) DESIGN YEAR ADT: 27,000 VPD. (2040)
PROPOSED DESIGN SPEED: 50 MPH. PROPOSED POSTED SPEED: 45 MPH.

SECONDARY ROUTE:

F.A. ROUTE NUMBER: FAU 2311. MARKED ROUTE NUMBER: N/A.
STREET NAME: GORDON ROAD. SRA ROUTE: NO
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN: NO
EXISTING ADT: 6,000 VPD. (2011) DESIGN YEAR ADT: 9,000 VPD. (2040)
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH.

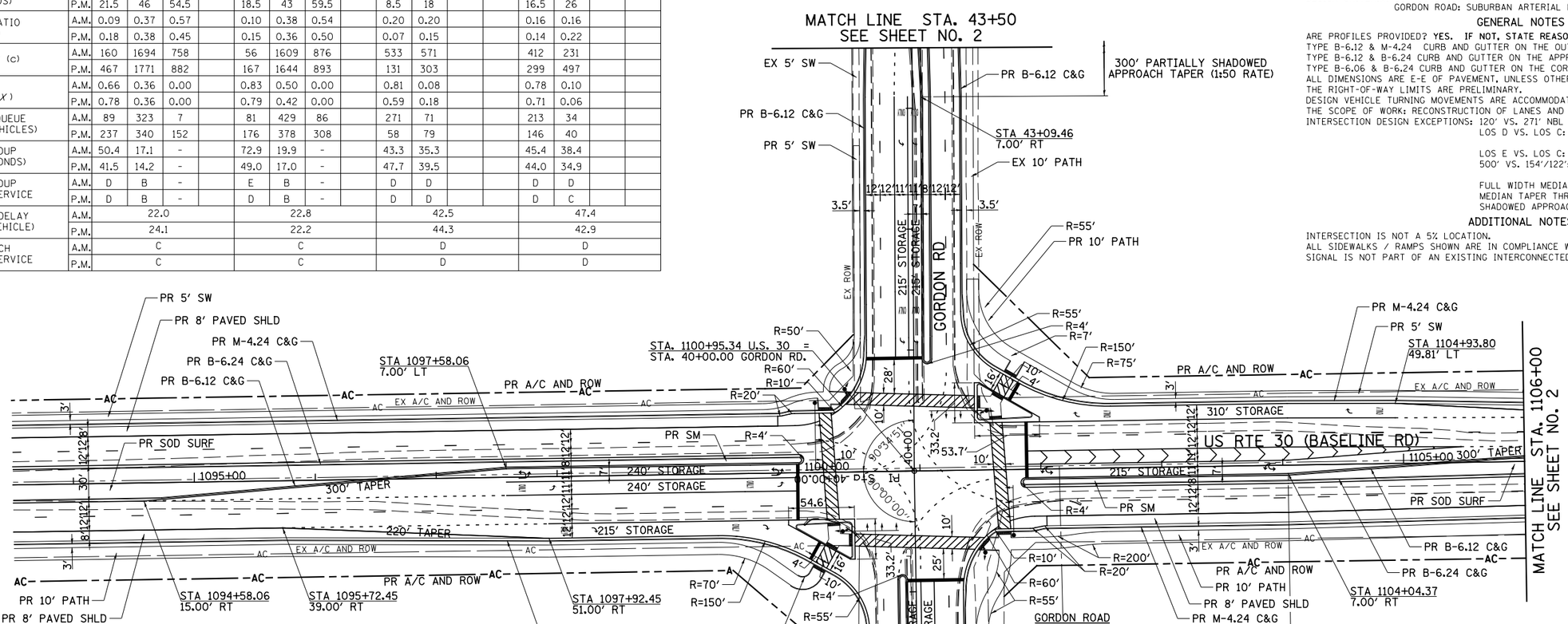
IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: NOT PROGRAMMED.
EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNALS. PROPOSED METHOD: TRAFFIC SIGNALS.
SIGNAL WARRANT: EXISTING SIGNALS.
DESIGN VEHICLE: WB-65 DESIGN VEHICLE WAS UTILIZED AT THIS INTERSECTION.
DESIGN YEAR: 2040 WHICH IS A 20 YEAR DESIGN.
TRUCK ROUTE DESIGNATION: PREFERRED ROADWAY: CLASS II.
SECONDARY ROADWAY: NONE.
DESIGN CRITERIA: US ROUTE 30: SUBURBAN SRA BDE 46-3.E.
GORDON ROAD: SUBURBAN ARTERIAL BLRS 32-2C.

GENERAL NOTES

ARE PROFILES PROVIDED? **YES. IF NOT, STATE REASON WHY: N/A**
TYPE B-6.12 & M-4.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE B-6.12 & B-6.24 CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE B-6.06 & B-6.24 CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E OF PAVEMENT, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTO-TURN SOFTWARE, VERSION 9.0 .
THE SCOPE OF WORK: RECONSTRUCTION OF LANES AND ADDITION OF TURN LANES ON ALL LEGS.
INTERSECTION DESIGN EXCEPTIONS: 120' VS. 271' NBL STORAGE LENGTH (AM)
LOS D VS. LOS C: EBL (AM, PM)
WBL (PM)
LOS E VS. LOS C: WBL (AM)
500' VS. 154'/122': MINIMUM HORIZONTAL CURVE LENGTH
SOUTH LEG OF GORDON ROAD
FULL WIDTH MEDIAN THROUGH TURN LANE TAPER VS. 18'/22'
MEDIAN TAPER THROUGH TURN LANE TAPER (PARTIALLY
SHADOWED APPROACH TAPER) NORTH, SOUTH & EAST LEGS

ADDITIONAL NOTES

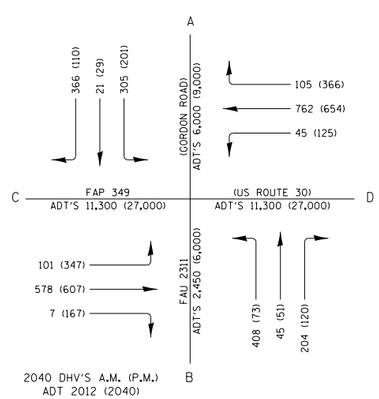
INTERSECTION IS NOT A 5% LOCATION.
ALL SIDEWALKS / RAMPS SHOWN ARE IN COMPLIANCE WITH ADA GUIDELINES.
SIGNAL IS NOT PART OF AN EXISTING INTERCONNECTED SYSTEM.

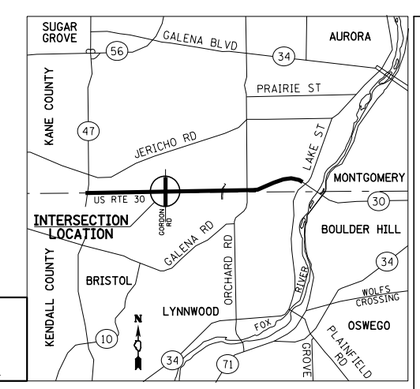


TRAFFIC DATA

MOVEMENT	YEAR 2012 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2040	YEAR 2040 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.
AD (L)	206	136	0	1	48	305	201
AB (T)	14	20	14	5	48	21	29
AC (R)	247	74	2	1	48	366	110
BC (L)	172	31	0	3	137	408	73
BA (T)	19	22	19	10	137	45	51
BD (R)	86	50	3	6	137	204	120
CA (L)	53	182	16	0	90	101	347
CD (T)	304	319	6	9	90	578	607
CB (R)	4	88	33	0	90	7	167
DB (L)	24	66	20	0	90	45	125
DC (T)	400	344	8	8	90	762	654
DA (R)	55	193	6	0	90	105	366
TOTAL A	594	627				943	1104
TOTAL B	319	277				730	565
TOTAL C	1180	1038				2222	1958
TOTAL D	1075	1108				1999	2073

T = THROUGH, L = LEFT, R = RIGHT





E-7-2

PREPARED BY:
605 ROLLINGWOOD DRIVE
SHOREWOOD, IL 60404
PHONE: 815-773-2233
FAX: 815-773-2236
Hutchison Engineering, Inc.
Jacksonville - Peoria - Shorewood
PROJ. MGR. DAN MESTELLE PROJ. ENG. DAN DRAPER

INTERSECTION DESIGN STUDY

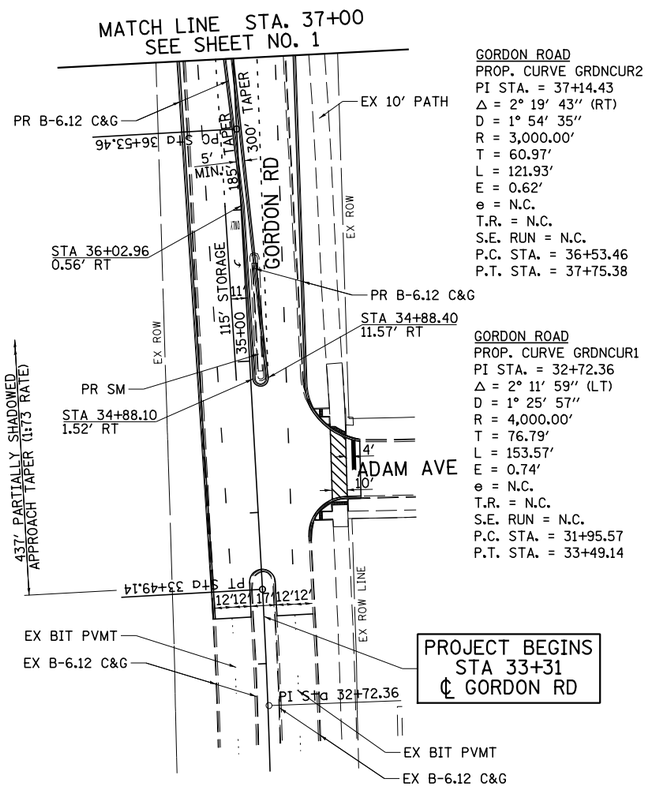
FAP ROUTE 349 WITH (US ROUTE 30)
FAU ROUTE 2311 (GORDON ROAD)

SEC. NO. _____ PROJ. NO. _____
SCALE 1"=50' COUNTY KANE/KENDALL
SJN : P-91-403-11 REV. NO. ___

DESIGNED BY LDZ DATE 10/1/15
SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER _____ DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER _____ DATE
CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 7

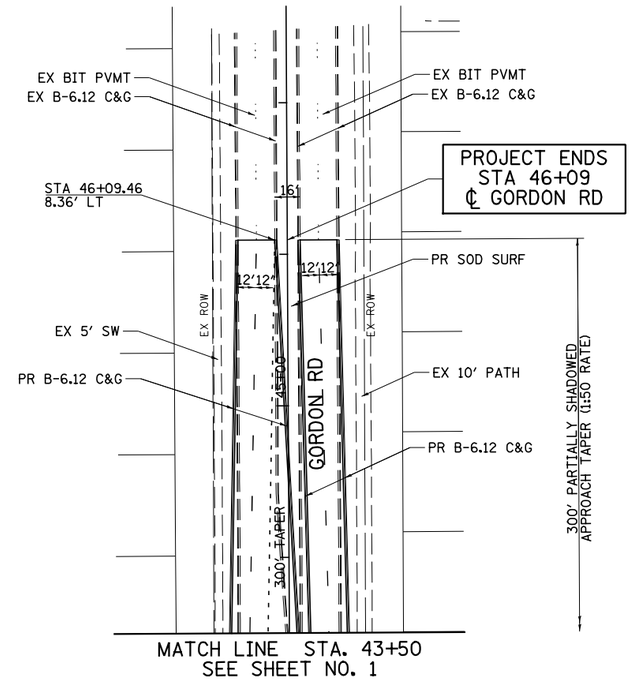
BDE-9908

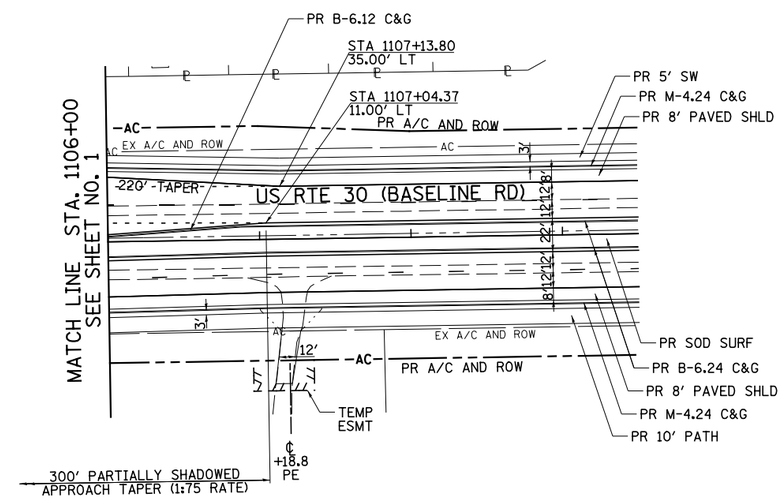
PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-gordon-2.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = LZeller

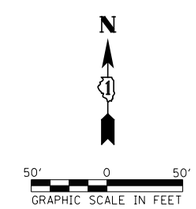


GORDON ROAD
PROP. CURVE GRDNCUR2
PI STA. = 37+14.43
Δ = 2° 19′ 43″ (RT)
D = 1° 54′ 35″
R = 3,000.00′
T = 60.97′
L = 121.93′
E = 0.62′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 36+53.46
P.T. STA. = 37+75.38

GORDON ROAD
PROP. CURVE GRDNCUR1
PI STA. = 32+72.36
Δ = 2° 11′ 59″ (LT)
D = 1° 25′ 57″
R = 4,000.00′
T = 76.79′
L = 153.57′
E = 0.74′
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 31+95.57
P.T. STA. = 33+49.14







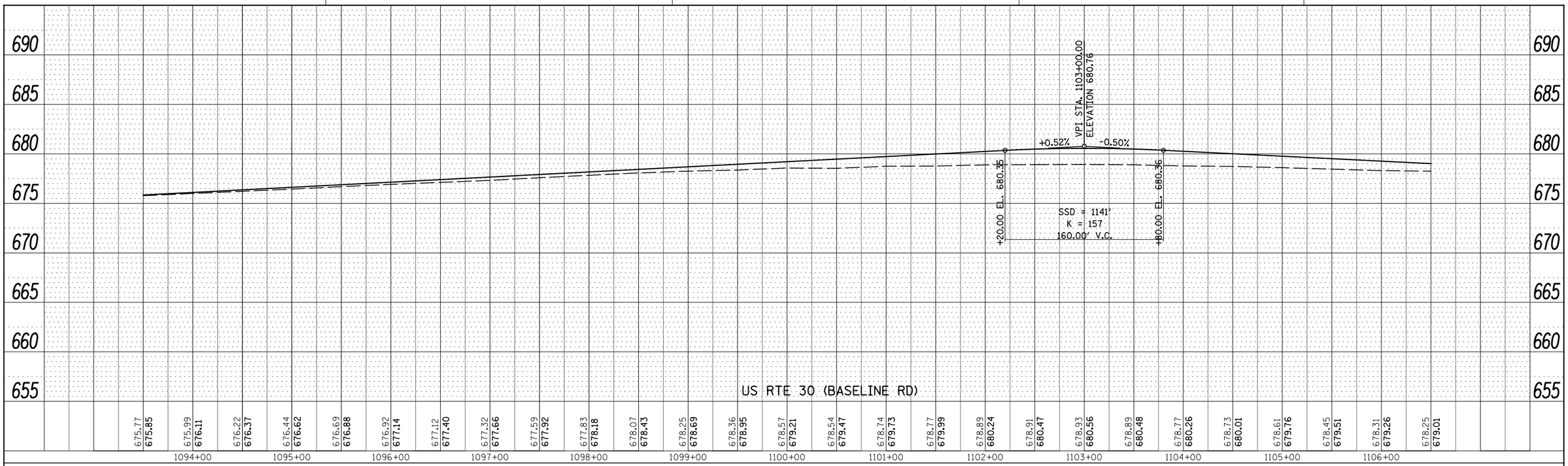
INTERSECTION DESIGN STUDY

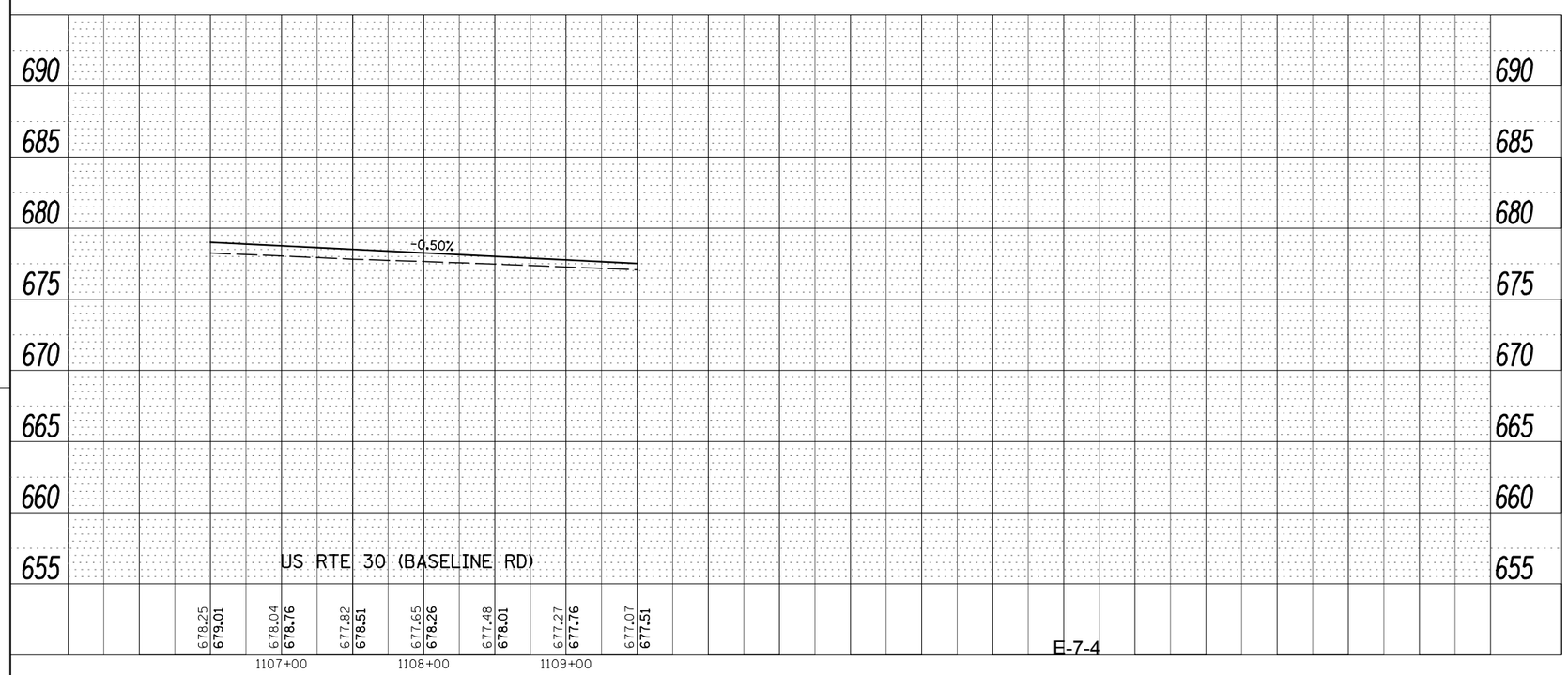
FAP ROUTE 349 (US ROUTE 30)
WITH
FAU ROUTE 2311 (GORDON ROAD)

SEC. NO. _____ PROJ. NO. _____
SCALE 1″=50′ COUNTY KANE/KENDALL
SJN : P-91-403-11 REV. NO. ___

I.D.S. SHEET 2 OF 7

BDE-9908





E-7-4

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-gordon-3.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = LZeller

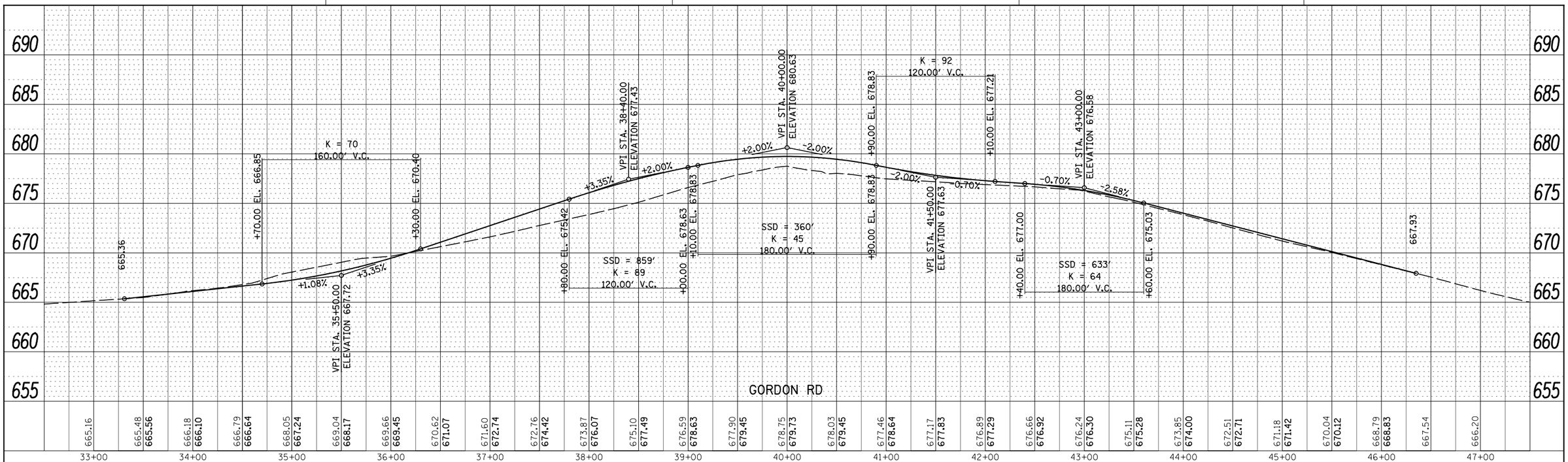
INTERSECTION DESIGN STUDY

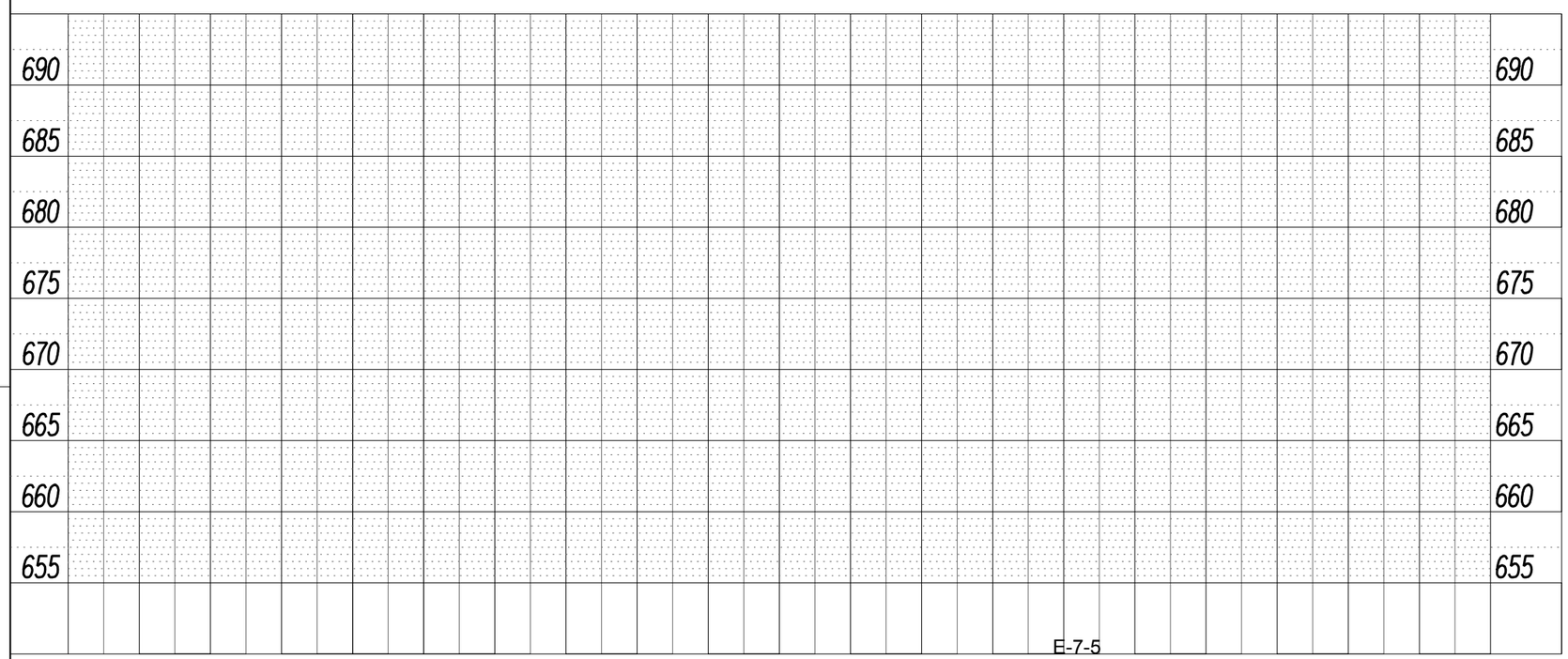
FAP ROUTE 349 (US ROUTE 30)
WITH
FAU ROUTE 2311 (GORDON ROAD)

SEC. NO. _____ PROJ. NO. _____
SCALE 1"=50' COUNTY KANE/KENDALL
SJN : P-91-403-11 REV. NO. ___

I.D.S. SHEET 3 OF 7

BDE-9908





PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-gordon-4.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = LZeller

INTERSECTION DESIGN STUDY

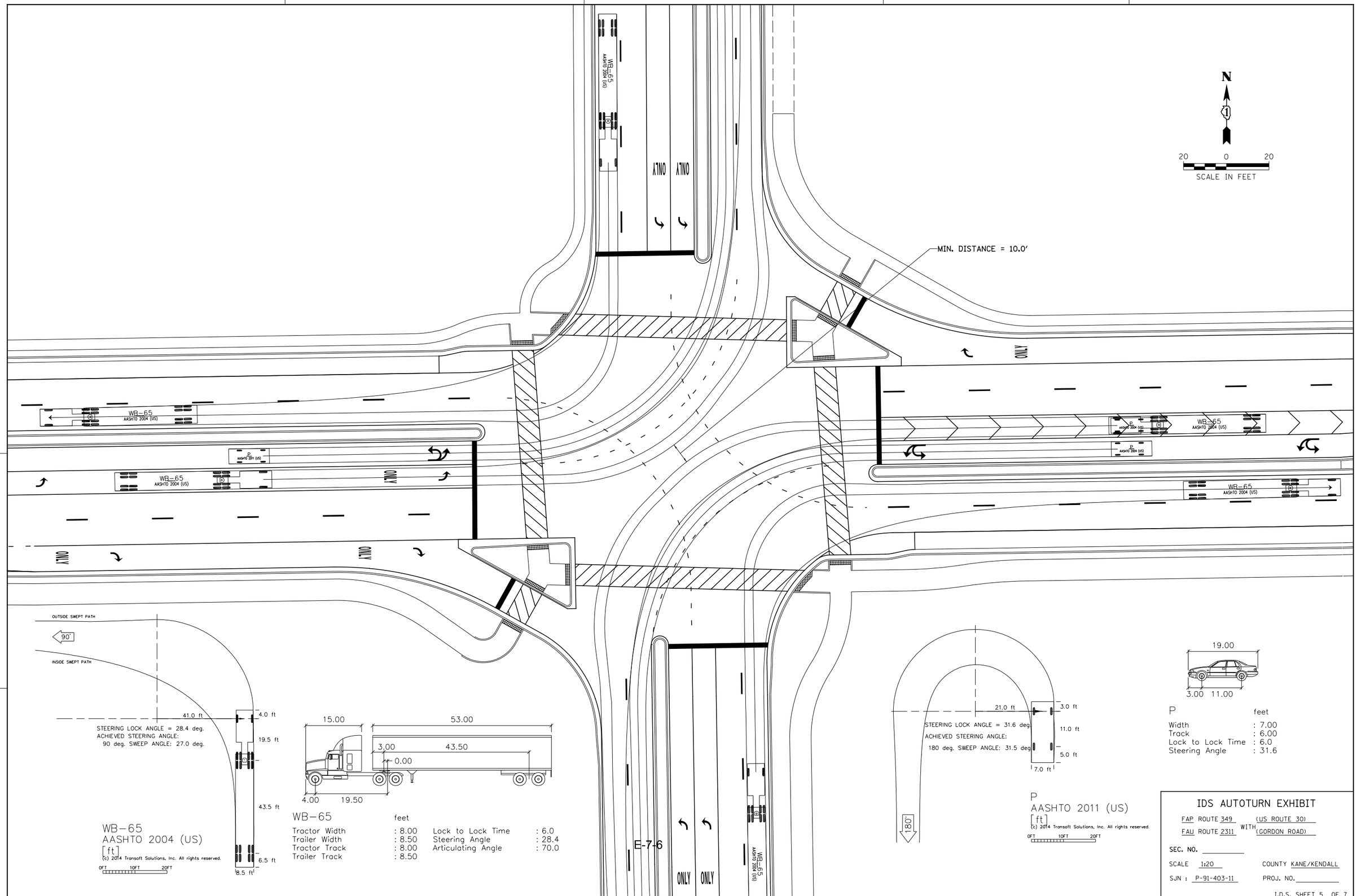
FAP ROUTE 349 (US ROUTE 30)
WITH
FAU ROUTE 2311 (GORDON ROAD)

SEC. NO. _____ PROJ. NO. _____
SCALE 1"=50' COUNTY KANE/KENDALL
SJN : P-91-403-11 REV. NO. ___

I.D.S. SHEET 4 OF 7

BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-gordon-5.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = LZeller



IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
WITH
FAU ROUTE 2311 (GORDON ROAD)

SEC. NO. _____

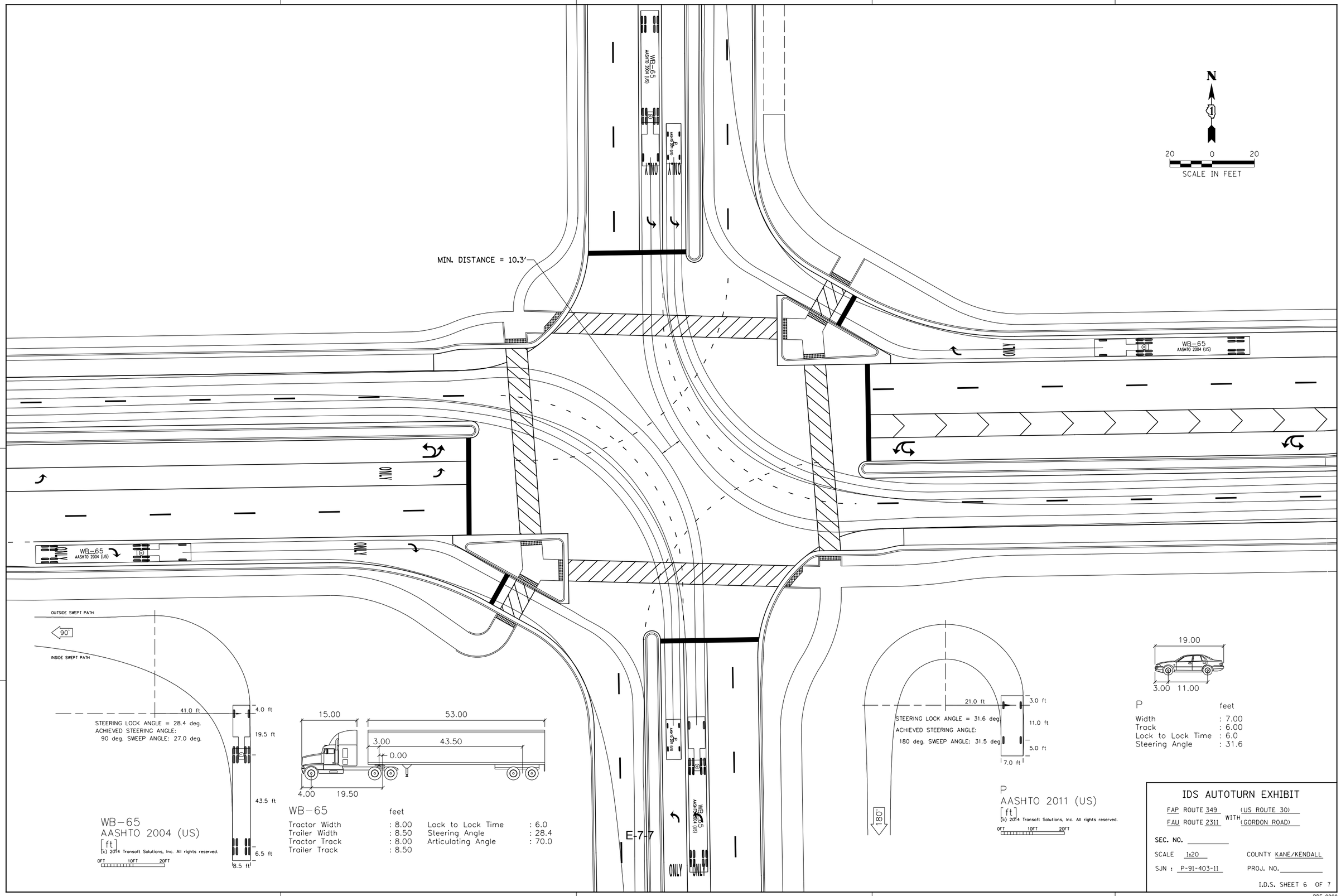
SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

I.D.S. SHEET 5 OF 7

BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-gordon-6.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = LZeller



IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
FAU ROUTE 2311 WITH (GORDON ROAD)

SEC. NO. _____

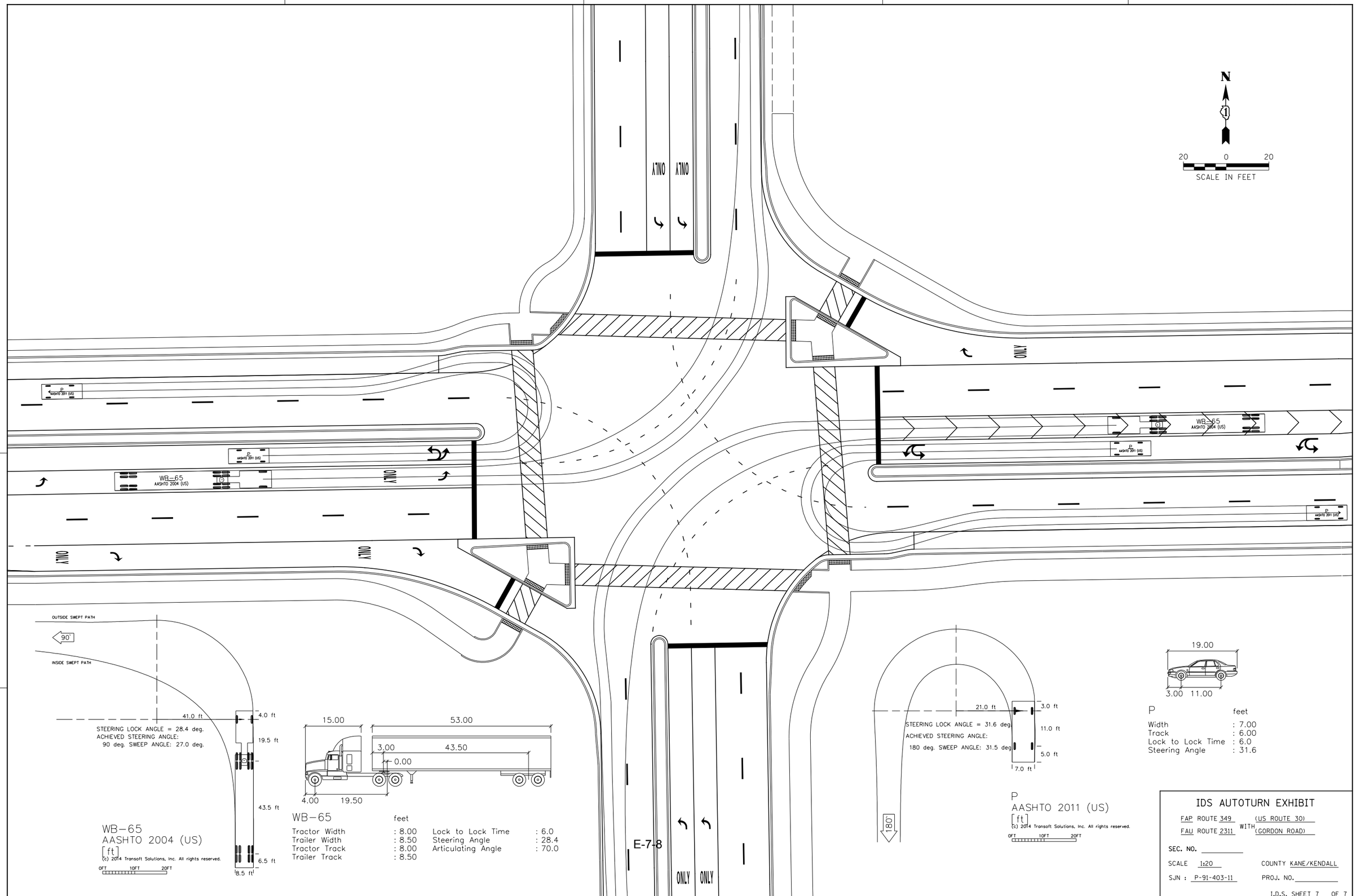
SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

I.D.S. SHEET 6 OF 7

BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-gordon-7.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = LZeller



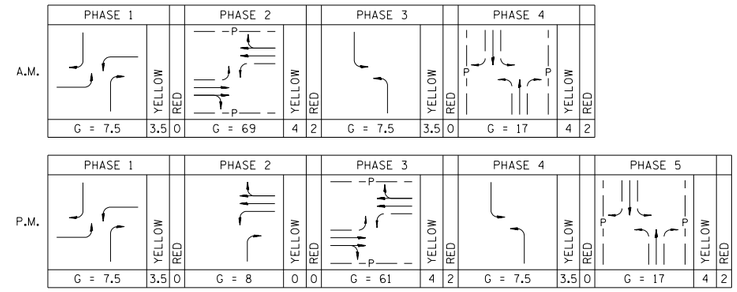
BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-griffin-1.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = LZeller

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: SYNCHRO , VERSION: 9.0 SIGNAL TYPE: ACTUATED AREA TYPE:
NUMBER OF PHASES: (A.M.) 4 (P.M.) 5 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 14.6 SECONDS LOS B P.M. 3.6 SECONDS LOS A

APPROACH		EASTBOUND (C)				WESTBOUND (D)				NORTHBOUND (B)				SOUTHBOUND (A)			
LANE GROUP		L	T	T/R		L	T	T/R		L	T	R		L	T	R	
NUMBER OF LANES		1	1	1		1	1	1		1	1	1		1	1	1	
2040 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	8	1934			32	691			11	2	223		25	0	11	
	P.M.	6	1184			197	1389			7	0	141		10	0	13	
BASE SATURATION FLOW RATE (veh/h)		1900	1900			1900	1900			1900	2000	1900		1900	2000	1900	
LANE WIDTH (FT)		12	12			12	12			12	12	12		12	12	12	
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 1		A.M. 2		P.M. 0		A.M. 89		P.M. 141		A.M. 11		P.M. 13	
PEDESTRIANS/HOUR (ped/h)		A.M. N/A		P.M. N/A		A.M. N/A		P.M. N/A		A.M. N/A		P.M. N/A		A.M. N/A		P.M. N/A	
ARRIVAL TYPE		3				3				3				3			
LANE UTILIZATION ADJ. FACTOR		1.00	0.95			1.00	0.95			1.00	1.00	1.00		1.00	1.00	1.00	
GREEN TIME (SECONDS)	A.M.	69.9	69			36.4	69			17.9	17	24.5		17.8	17	24.5	
	P.M.	67.5	61			71.6	69			7.5	17	32.5		7.5	17	24.5	
GREEN RATIO (g/C)	A.M.	0.58	0.58			0.30	0.58			0.15	0.14	0.20		0.15	0.14	0.20	
	P.M.	0.56	0.51			0.60	0.58			0.06	0.14	0.27		0.06	0.14	0.20	
CAPACITY (c)	A.M.	534	2520			141	2518			233	204	185		231	221	188	
	P.M.	361	2843			472	3114			96	2	76		101	2	9	
v/c RATIO (X)	A.M.	0.01	0.81			0.24	0.29			0.05	0.01	0.70		0.11	0.00	0.00	
	P.M.	0.02	0.44			0.44	0.47			0.07	0.00	0.00		0.11	0.00	0.00	
STORAGE QUEUE (FEET OR VEHICLES)	A.M.	6	1397			49	510			16	3	311		35	0	15	
	P.M.	4	1039			135	1020			11	0	178		16	0	17	
LANE GROUP DELAY(SECONDS)	A.M.	5.4	14.7			15.6	6.8			40.7	41.2	49.8		40.4	-	-	
	P.M.	2.0	3.9			3.0	3.0			41.5	-	-		41.5	-	-	
LANE GROUP LEVEL-OF-SERVICE	A.M.	A	B			B	A			D	D	D		D	-	-	
	P.M.	A	A			A	A			D	-	-		D	-	-	
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	14.6				7.1				49.0				40.4			
	P.M.	3.8				3.0				41.5				41.5			
APPROACH LEVEL-OF-SERVICE	A.M.	B				A				D				D			
	P.M.	A				A				D				D			



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAP 349. MARKED ROUTE NUMBER: US ROUTE 30.
STREET NAME: BASELINE ROAD. SRA ROUTE: YES
FUNCTIONAL CLASSIFICATION: PRINCIPAL ARTERIAL. OSOW DESIGN: YES
EXISTING ADT: 19,400 VPD. (2011) DESIGN YEAR ADT: 35,000 VPD. (2040)
PROPOSED DESIGN SPEED: 50 MPH. PROPOSED POSTED SPEED: 45 MPH.

SECONDARY ROUTE:

F.A. ROUTE NUMBER: MUN 4645. MARKED ROUTE NUMBER: N/A.
STREET NAME: GRIFFIN ROAD. SRA ROUTE: NO
FUNCTIONAL CLASSIFICATION: URBAN COLLECTOR. OSOW DESIGN: NO
EXISTING ADT: 2,300 VPD. (2011) DESIGN YEAR ADT: 4,000 VPD. (2040)
PROPOSED DESIGN SPEED: 35 MPH. PROPOSED POSTED SPEED: 30 MPH.

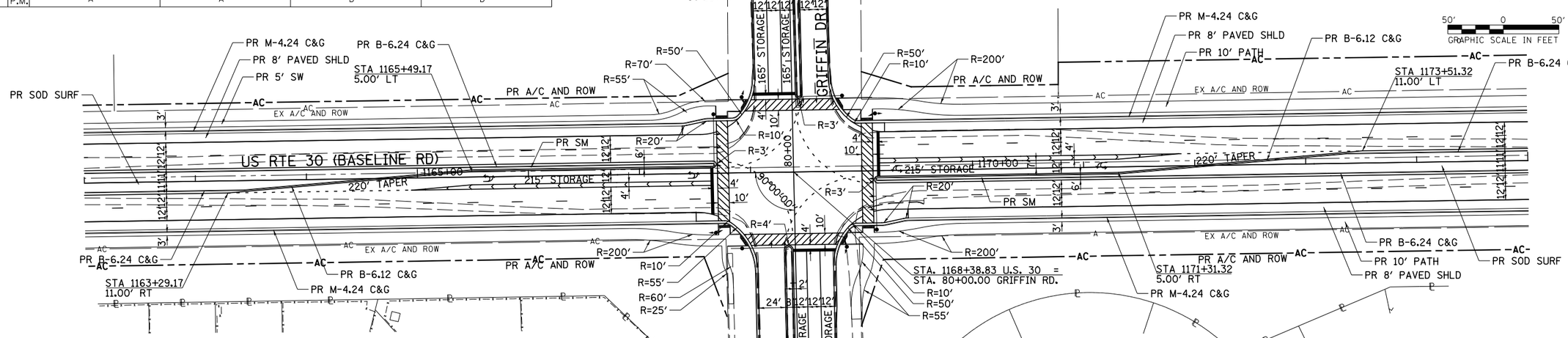
IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: NOT PROGRAMMED.
EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNALS. PROPOSED METHOD: TRAFFIC SIGNALS.
SIGNAL WARRANT: EXISTING SIGNALS.
DESIGN VEHICLE: WB-55 DESIGN VEHICLE WAS UTILIZED AT THIS INTERSECTION.
DESIGN YEAR: 2040 WHICH IS A 20 YEAR DESIGN.
TRUCK ROUTE DESIGNATION: PREFERRED ROADWAY: CLASS II.
SECONDARY ROADWAY: NONE.
DESIGN CRITERIA: US ROUTE 30: SUBURBAN SRA BDE 46-3.E.
GRIFFIN ROAD: URBAN COLLECTOR BLRS 32-2F.

GENERAL NOTES

ARE PROFILES PROVIDED? YES. IF NOT, STATE REASON WHY: N/A
TYPE B-6.12 & M-4.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE B-6.12 & B-6.24 CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E OF PAVEMENT, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTO-TURN SOFTWARE, VERSION 9.0 .
THE SCOPE OF WORK: RECONSTRUCTION OF LANES AND ADDITION OF TURN LANES ON ALL LEGS.
INTERSECTION DESIGN EXCEPTIONS: 185' VS. 311' STORAGE LENGTH NBR (AM)
95' VS. 155' TURN LANE TAPER SBL/SBR
1:8.5 VS. 1:40 APPROACH TAPER RATE SBT

ADDITIONAL NOTES

INTERSECTION IS NOT A 5% LOCATION.
ALL SIDEWALKS / RAMPS SHOWN ARE IN COMPLIANCE WITH ADA GUIDELINES.
SIGNAL IS NOT PART OF AN EXISTING INTERCONNECTED SYSTEM.

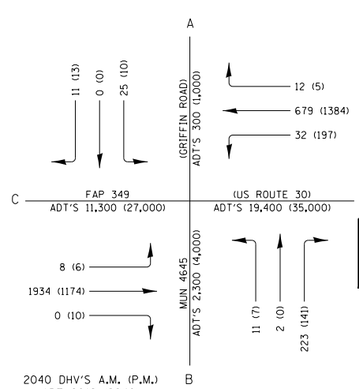


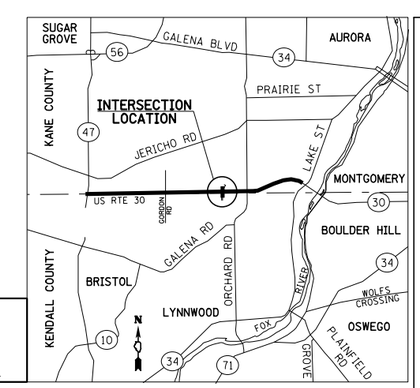
GRIFFIN DRIVE
PROP. CURVE GRFFNCUR1
PI STA. = 83+12.30
Δ = 35° 22' 14" (RT)
D = 12° 27' 20"
R = 460.00'
T = 146.67'
L = 283.97'
E = 22.82'
e = N.C.
T.R. = N.C.
S.E. RUN = N.C.
P.C. STA. = 81+65.62
P.T. STA. = 84+49.60

TRAFFIC DATA

MOVEMENT	YEAR 2012 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2040	YEAR 2040 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.
AD (L)	8	3	0	0	220	25	10
AB (T)	0	0	0	0	220	0	0
AC (R)	3	4	0	0	220	11	13
BC (L)	7	4	0	0	71	11	7
BA (T)	1	0	0	0	71	2	0
BD (R)	131	83	5	4	71	223	141
CA (L)	4	3	0	0	90	8	6
CD (T)	1016	617	2	8	90	1934	1174
CB (R)	0	5	0	0	90	0	10
DB (L)	21	129	32	2	52	32	197
DC (T)	446	908	6	4	52	679	1384
DA (R)	8	3	29	0	52	12	5
TOTAL A	24	13				58	34
TOTAL B	160	221				268	355
TOTAL C	1476	1541				2643	2594
TOTAL D	1630	1743				2905	2911

T = THROUGH, L = LEFT, R = RIGHT





PREPARED BY:
605 ROLLINGWOOD DRIVE
SHOREWOOD, IL 60404
PHONE: 815-773-2233
FAX: 815-773-2236
Hutchison Engineering, Inc.
Jacksonville - Peoria - Shorewood
PROJ. MGR. DAN MESTELLE PROJ. ENG. DAN DRAPER

INTERSECTION DESIGN STUDY

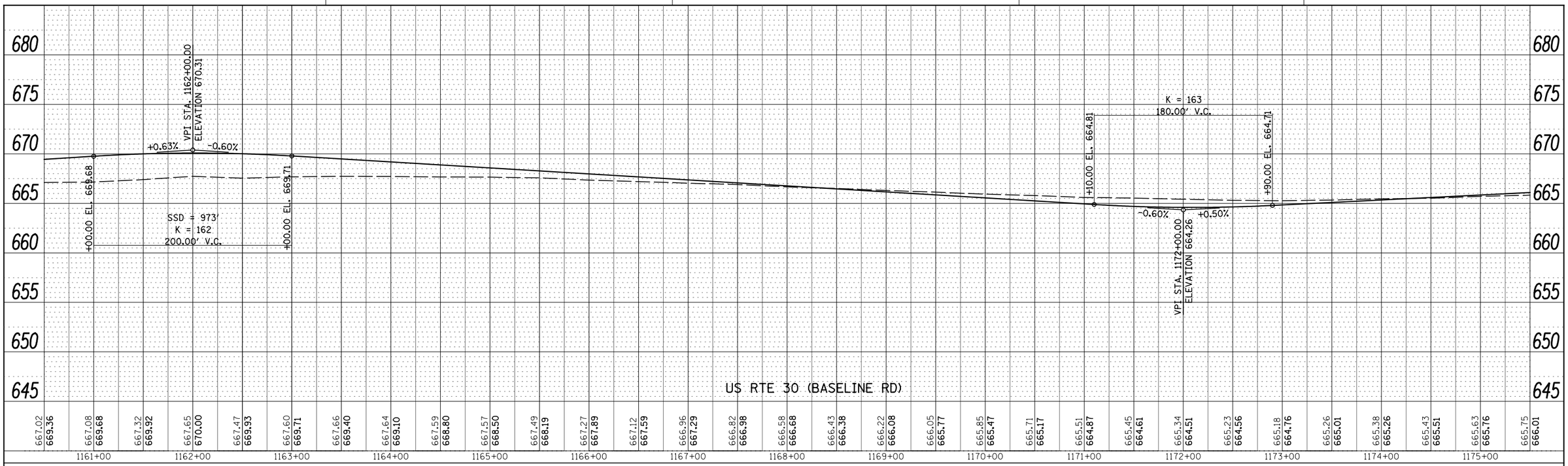
FAP ROUTE 349 (US ROUTE 30)
WITH
MUN ROUTE 4645 (GRIFFIN ROAD)

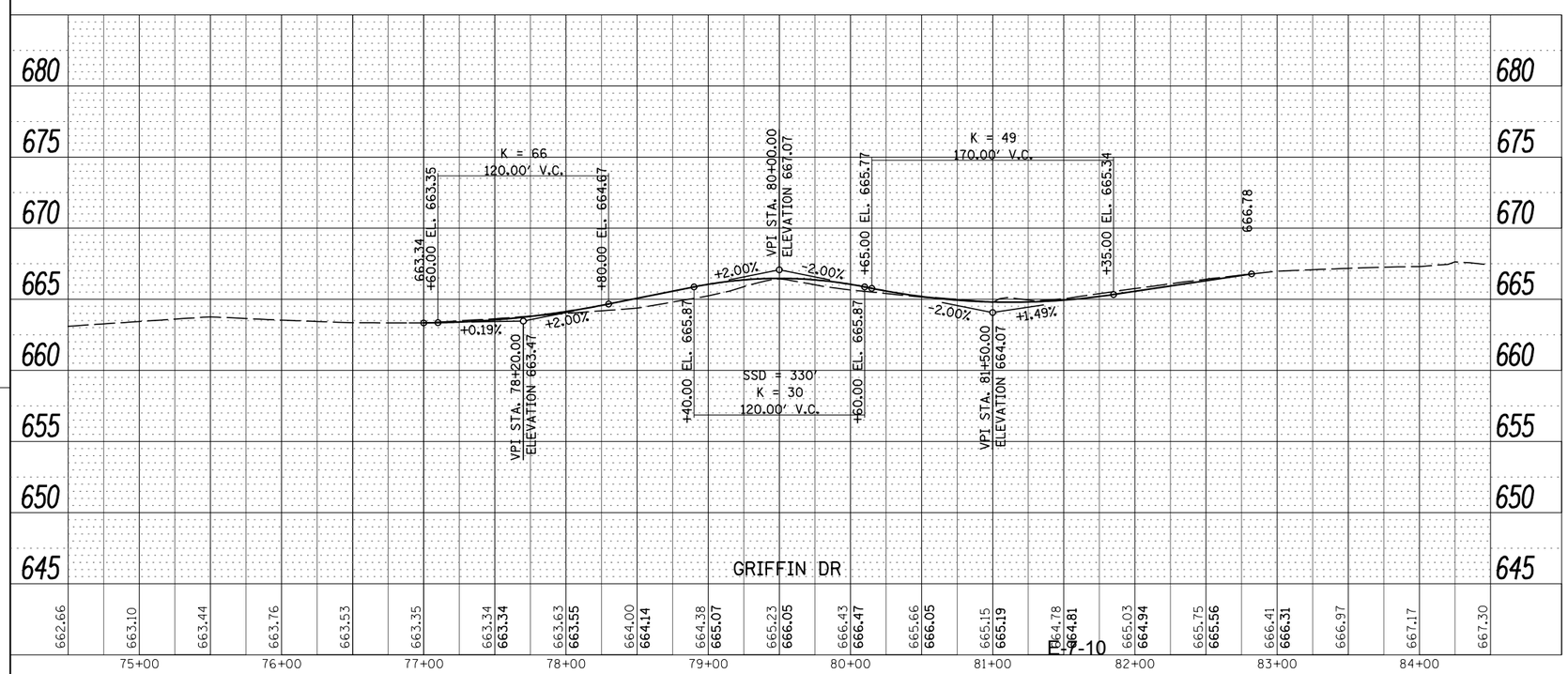
SEC. NO. PROJ. NO.
SCALE 1"=50' COUNTY KANE/KENDALL
SJN : P-91-403-11 REV. NO.

DESIGNED BY LDZ DATE 10/1/15
SATISFACTORY DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY DISTRICT OPERATIONS ENGINEER DATE
APPROVED DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 5

BDE-9908





PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-griffin-2.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = LZeller

INTERSECTION DESIGN STUDY

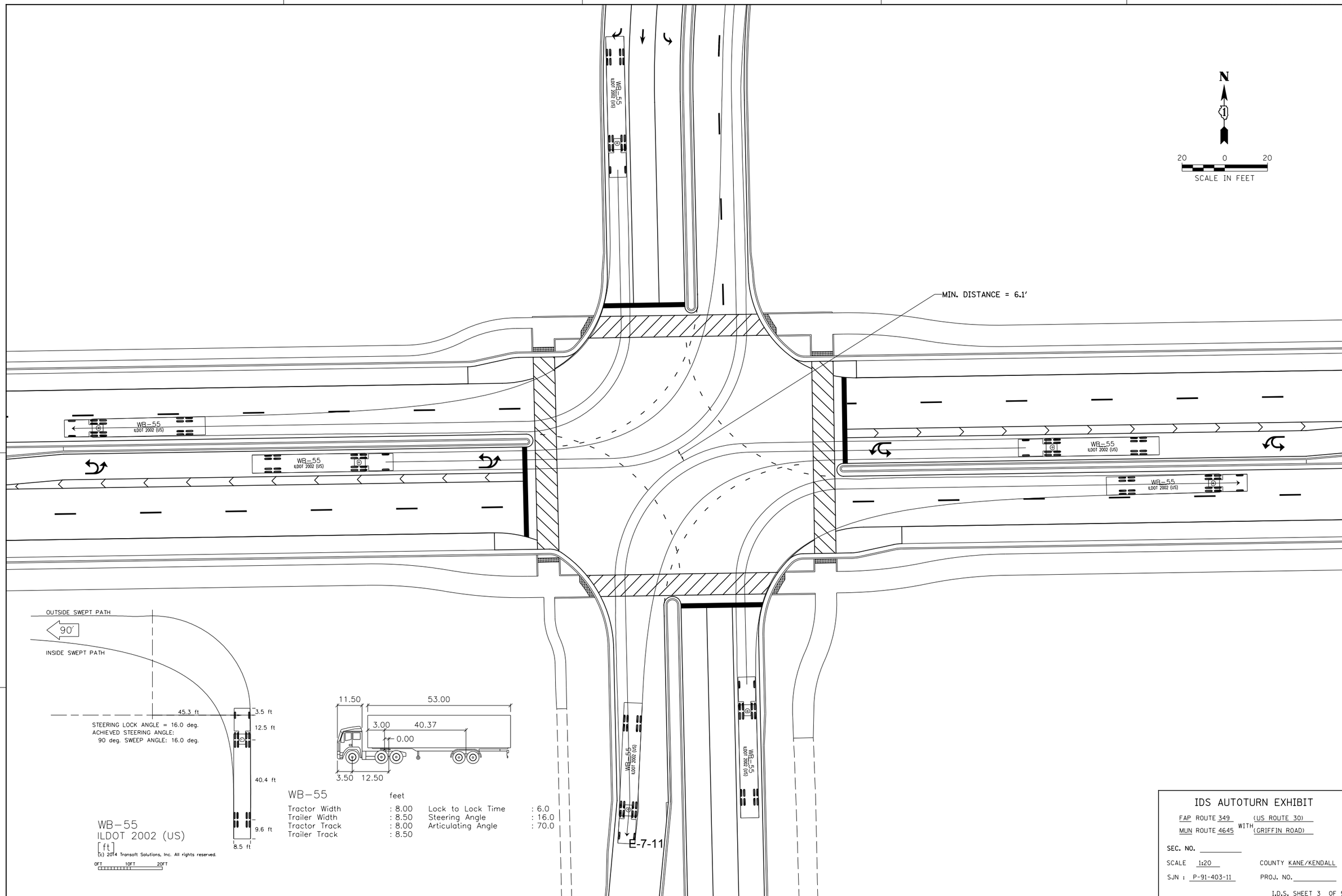
FAP ROUTE 349 (US ROUTE 30)
WITH
MUN ROUTE 4645 (GRIFFIN ROAD)

SEC. NO. _____ PROJ. NO. _____
SCALE 1"=50' COUNTY KANE/KENDALL
SJN : P-91-403-11 REV. NO. ___

I.D.S. SHEET 2 OF 5

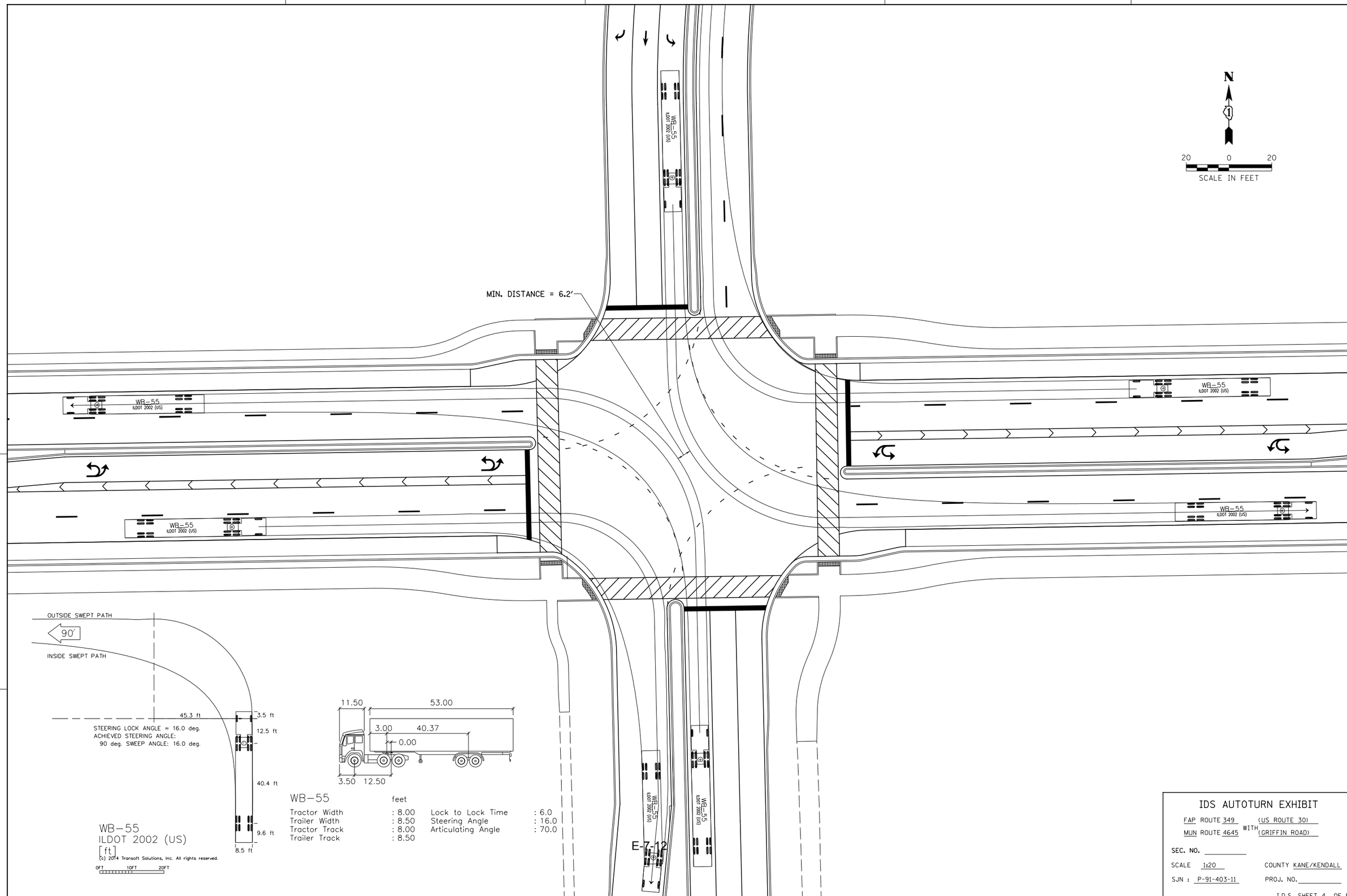
BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403I-sht-rds-griffin-3.dgn
PLOT SCALE = 40.000000 ' / in.
USER NAME = LZeller



BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403I-sht-rds-griffin-4.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = LZeller



IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
MUN ROUTE 4645 WITH (GRIFFIN ROAD)

SEC. NO. _____

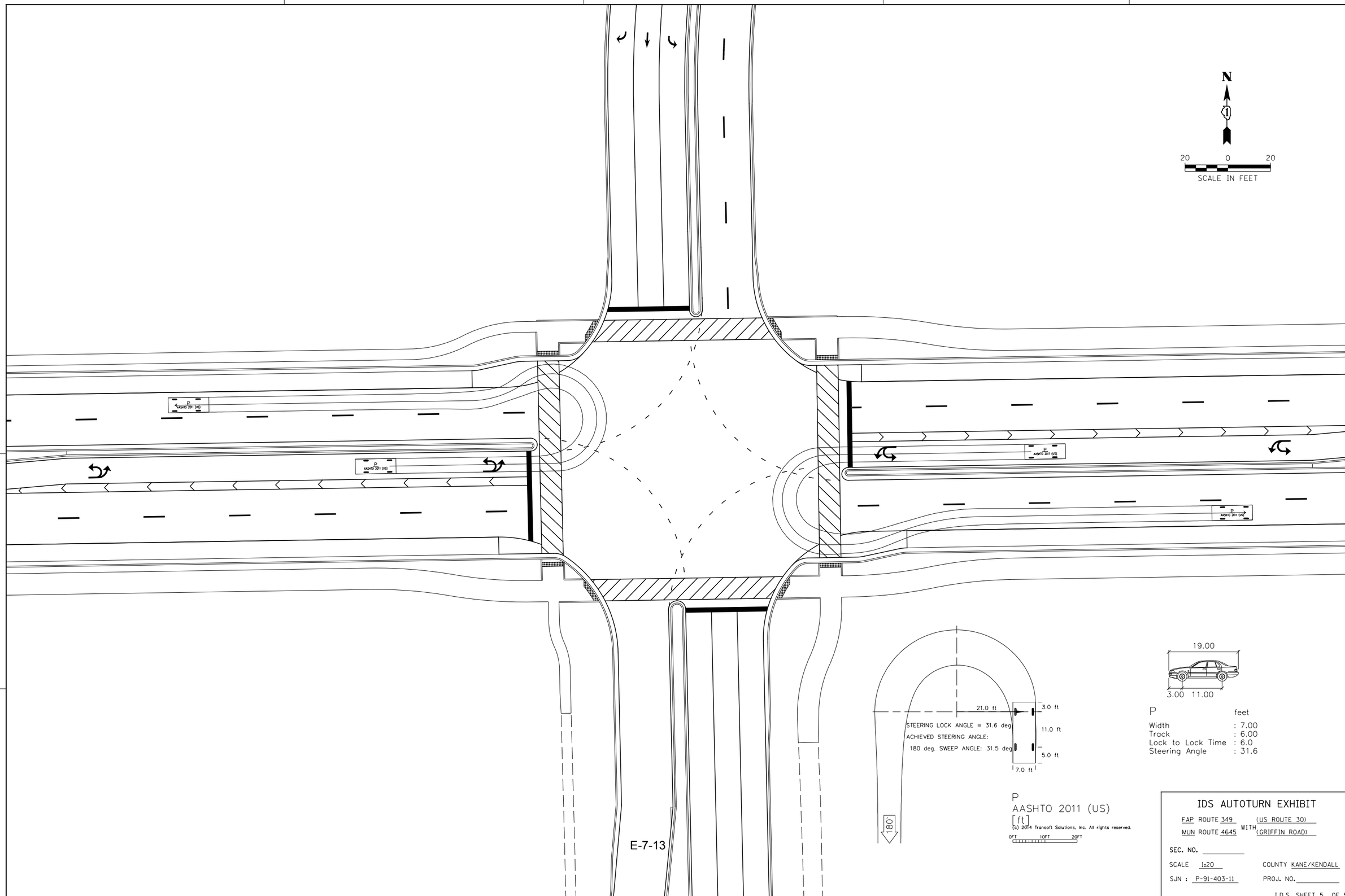
SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

I.D.S. SHEET 4 OF 5

BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403I-sht-rds-griffin-5.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = LZeller

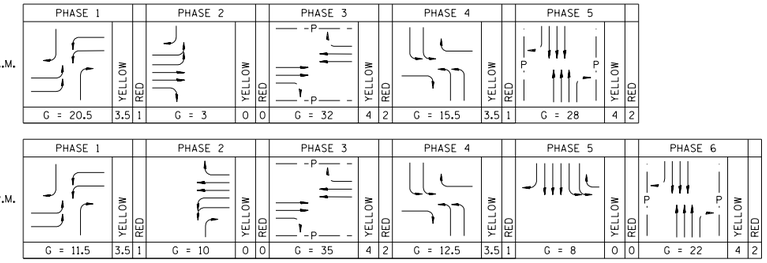


BDE-9908

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: SYNCHRO **, VERSION:** 9.0 **SIGNAL TYPE:** ACTUATED **AREA TYPE:**
NUMBER OF PHASES: (A.M.) 5 (P.M.) 6 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.95
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 46.3 SECONDS LOS D P.M. 49.0 SECONDS LOS D

APPROACH		EASTBOUND (C)			WESTBOUND (D)			NORTHBOUND (B)			SOUTHBOUND (A)		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		2	2	1	2	2	1	2	3	1	2	3	1
2040 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	423	1050	193	189	509	447	85	909	601	411	711	95
	P.M.	235	871	187	524	1028	540	282	845	362	471	1080	332
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
LANE WIDTH (FT)		11	12	12	11	12	12	11	12	12	11	12	12
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 137		P.M. 150	A.M. 63		P.M. 68	A.M. 101		P.M. 109	A.M. 95		P.M. 109
PEDESTRIANS/HOUR (ped/h)		A.M. N/A		P.M. N/A	A.M. N/A		P.M. N/A	A.M. N/A		P.M. N/A	A.M. N/A		P.M. N/A
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
GREEN TIME (SECONDS)	A.M.	23.5	35.0	50.5	20.5	32.0	47.5	15.5	28.0	48.5	15.5	28.0	51.5
	P.M.	11.5	35.0	47.5	21.5	45.0	65.5	12.5	22.0	43.5	20.5	30.0	41.5
GREEN RATIO (g/C)	A.M.	0.20	0.29	0.42	0.17	0.27	0.40	0.13	0.23	0.40	0.13	0.23	0.43
	P.M.	0.10	0.29	0.40	0.18	0.38	0.55	0.10	0.18	0.36	0.17	0.25	0.35
CAPACITY (c)	A.M.	528	1222	593	266	906	610	141	1301	532	463	1780	758
	P.M.	301	1064	628	606	1389	840	351	981	569	550	1299	533
v/c RATIO (X)	A.M.	0.84	0.90	0.10	0.75	0.59	0.66	0.63	0.74	0.99	0.93	0.42	0.00
	P.M.	0.82	0.86	0.06	0.91	0.78	0.59	0.85	0.91	0.47	0.90	0.88	0.44
STORAGE QUEUE (FEET OR VEHICLES)	A.M.	289	645	192	144	345	482	67	410	609	316	324	97
	P.M.	186	540	192	366	557	429	217	399	396	345	473	373
LANE GROUP DELAY(SECONDS)	A.M.	52.1	46.2	22.6	53.8	38.4	32.5	56.7	40.4	73.0	73.5	27.8	-
	P.M.	67.5	48.8	22.3	65.2	36.8	21.1	69.0	59.3	29.8	65.7	49.7	31.2
LANE GROUP LEVEL-OF-SERVICE	A.M.	D	D	C	D	D	C	E	D	E	E	C	-
	P.M.	E	D	C	E	D	C	E	E	C	E	D	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	47.0			39.0			52.3			44.5		
	P.M.	51.8			40.5			55.9			51.6		
APPROACH LEVEL-OF-SERVICE	A.M.	D			D			D			D		
	P.M.	D			D			E			D		



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAP 336. MARKED ROUTE NUMBER: N/A.
STREET NAME: ORCHARD ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: PRINCIPAL ARTERIAL. OSOW DESIGN: NO.
EXISTING ADT: 26,400 VPD. (2011) DESIGN YEAR ADT: 47,000 VPD. (2040)
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 45 MPH.

SECONDARY ROUTE:

F.A. ROUTE NUMBER: FAP 349. MARKED ROUTE NUMBER: US ROUTE 30.
STREET NAME: BASELINE ROAD. SRA ROUTE: YES.
FUNCTIONAL CLASSIFICATION: PRINCIPAL ARTERIAL. OSOW DESIGN: YES.
EXISTING ADT: 24,000 VPD. (2011) DESIGN YEAR ADT: 50,000 VPD. (2040)
PROPOSED DESIGN SPEED: 50 MPH. PROPOSED POSTED SPEED: 45 MPH.

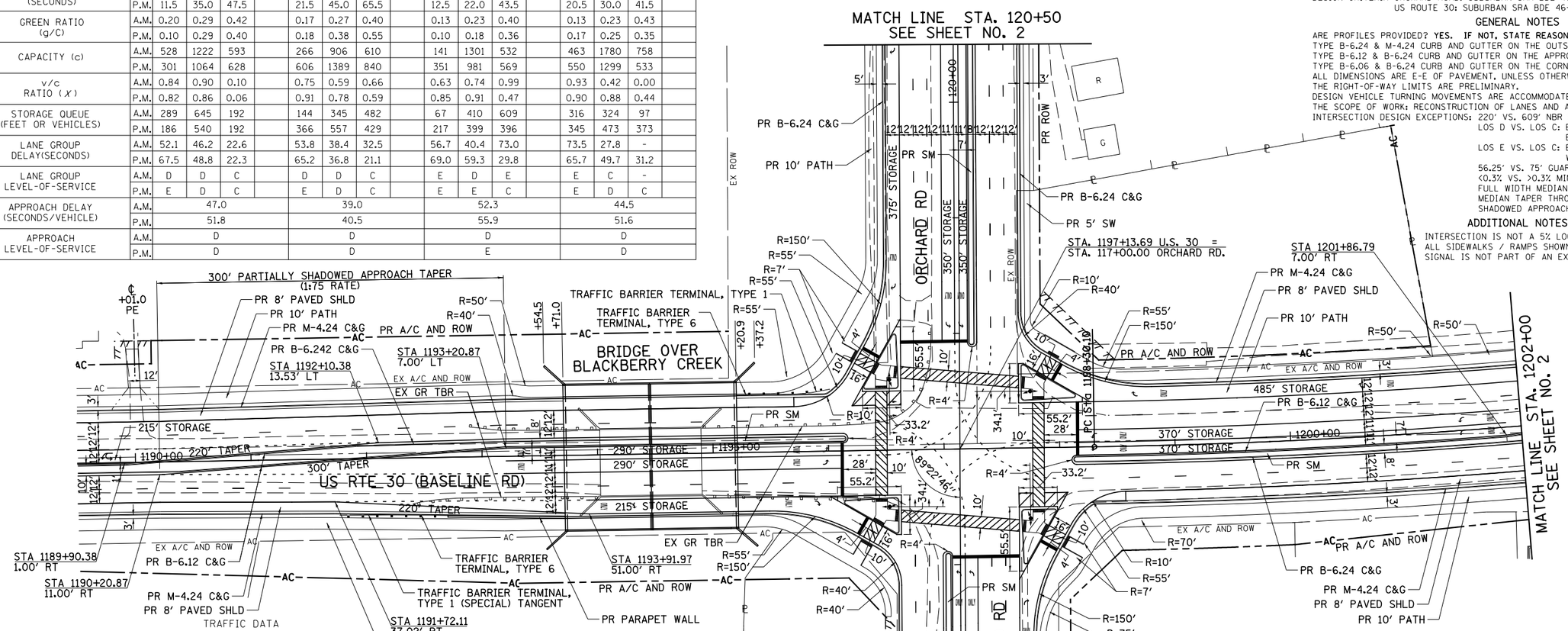
IMPROVEMENT TYPE: RECONSTRUCTION . ANTICIPATED YEAR OF CONSTRUCTION: NOT PROGRAMMED.
EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNALS. PROPOSED METHOD: TRAFFIC SIGNALS.
SIGNAL WARRANT: EXISTING SIGNALS.
DESIGN VEHICLE: WB-65 DESIGN VEHICLE WAS UTILIZED AT THIS INTERSECTION.
DESIGN YEAR: 2040 WHICH IS A 20 YEAR DESIGN.
TRUCK ROUTE DESIGNATION: PREFERRED ROADWAY: NONE.
SECONDARY ROADWAY: CLASS II.
DESIGN CRITERIA ORCHARD ROAD: SUBURBAN SRA BDE 46-3.E.
US ROUTE 30: SUBURBAN SRA BDE 46-3.E.

GENERAL NOTES

ARE PROFILES PROVIDED? **YES. IF NOT, STATE REASON WHY:** N/A
TYPE B-6.24 & M-4.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE B-6.12 & B-6.24 CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE B-6.06 & B-6.24 CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E OF PAVEMENT, UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTO-TURN SOFTWARE, VERSION 9.0.
THE SCOPE OF WORK: RECONSTRUCTION OF LANES AND ADDITION OF TURN LANES ON ALL LEGS.
INTERSECTION DESIGN EXCEPTIONS: 220' VS. 609' NBR STORAGE LENGTH (AM)
LOS D VS. LOS C: EBL (AM) WBL (AM) NBT (AM) EBT (AM, PM) WBT (AM, PM) SBT (PM)
LOS E VS. LOS C: EBL (PM) NBL (AM, PM) NBR (AM) WBL (PM) NBT (PM) SBL (AM, PM)
56.25' VS. 75' GUARDRAIL LENGTH OF NEED
<0.3% VS. >0.3% MINIMUM GRADE ON CURBED STREETS
FULL WIDTH MEDIAN THROUGH TURN LANE TAPER VS. 18'/22'
MEDIAN TAPER THROUGH TURN LANE TAPER (PARTIALLY SHADOWED APPROACH TAPER) NORTH, SOUTH & WEST LEGS

ADDITIONAL NOTES

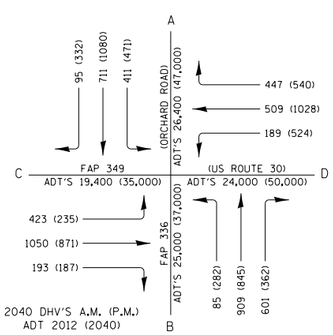
INTERSECTION IS NOT A 5% LOCATION.
ALL SIDEWALKS / RAMPS SHOWN ARE IN COMPLIANCE WITH ADA GUIDELINES.
SIGNAL IS NOT PART OF AN EXISTING INTERCONNECTED SYSTEM.

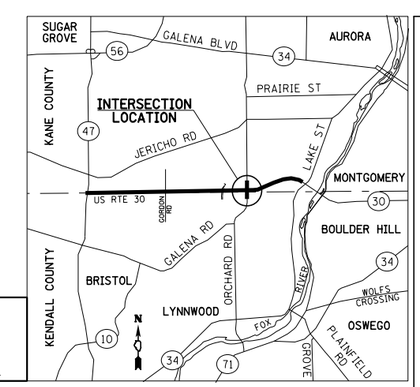


TRAFFIC DATA

MOVEMENT	YEAR 2012 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2040	YEAR 2040 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.
AD (L)	246	281	6	6	67	411	471
AB (T)	425	645	7	5	67	711	1080
AC (R)	57	198	7	3	67	95	332
BC (L)	58	193	9	3	46	85	282
BA (T)	623	578	6	4	46	909	845
BD (R)	412	248	2	3	46	601	362
CA (L)	277	154	2	5	52	423	235
CD (T)	689	572	4	5	52	1050	871
CB (R)	127	123	3	2	52	193	187
DB (L)	113	312	10	2	68	189	524
DC (T)	304	613	11	4	68	509	1028
DA (R)	267	322	7	5	68	447	540
TOTAL A	1895	2178				2996	3503
TOTAL B	1758	2099				2688	3280
TOTAL C	1512	1853				2355	2935
TOTAL D	2031	2348				3207	3796

T = THROUGH, L = LEFT, R = RIGHT





INTERSECTION DESIGN STUDY

FAP ROUTE 349 (US ROUTE 30)
WITH
FAP ROUTE 336 (ORCHARD ROAD)

SEC. NO. ____ PROJ. NO. ____
SCALE 1"=50' COUNTY KANE/KENDALL
SJN : P-91-403-11 REV. NO. ____

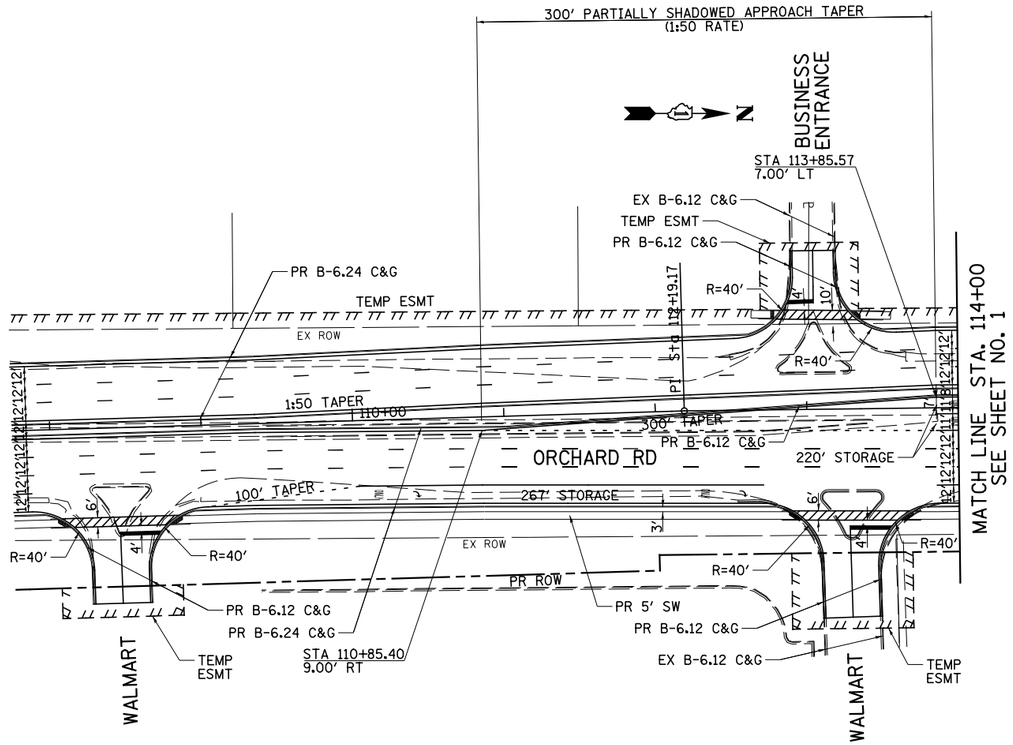
DESIGNED BY LDZ DATE 10/1/15
SATISFACTORY ____ DISTRICT GEOMETRICS ENGINEER ____ DATE
SATISFACTORY ____ DISTRICT PROGRAM DEVELOPMENT ENGINEER ____ DATE
SATISFACTORY ____ DISTRICT OPERATIONS ENGINEER ____ DATE
APPROVED ____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER ____ DATE
CADD FILE NAME : ( ) I.D.S. SHEET 1 OF 7

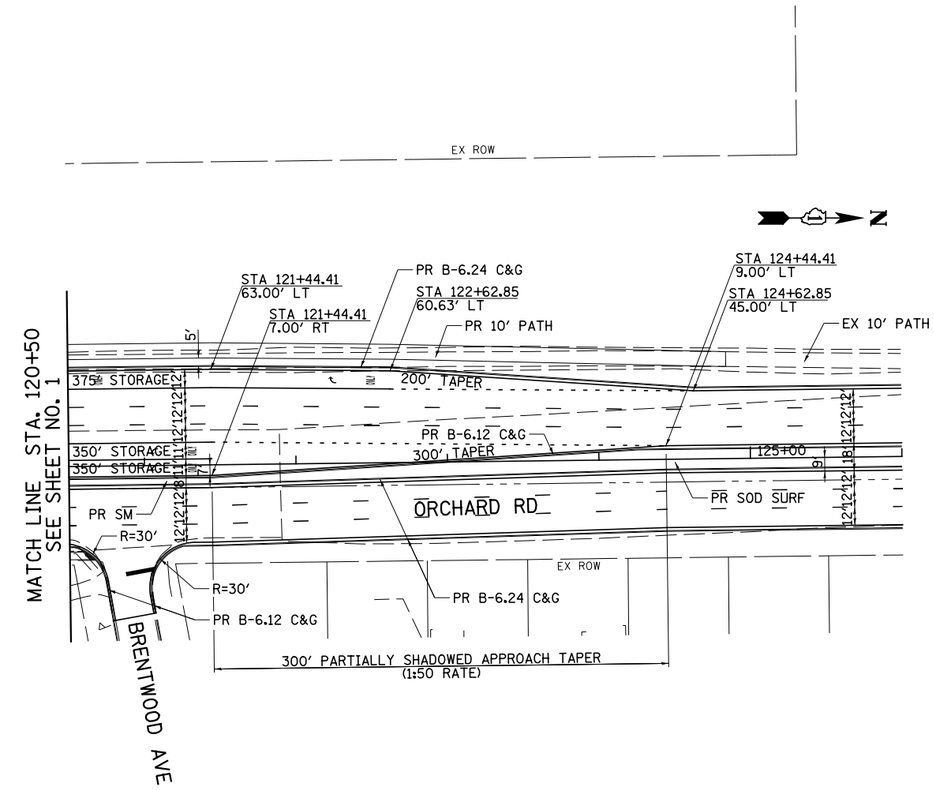
E-7-14

PREPARED BY:
605 ROLLINGWOOD DRIVE
SHOREWOOD, IL 60404
PHONE: 815-773-2233
FAX: 815-773-2236
Hutchison Engineering, Inc.
Jacksonville - Peoria - Shorewood
PROJ. MGR. DAN MESTELLE PROJ. ENG. DAN DRAPER

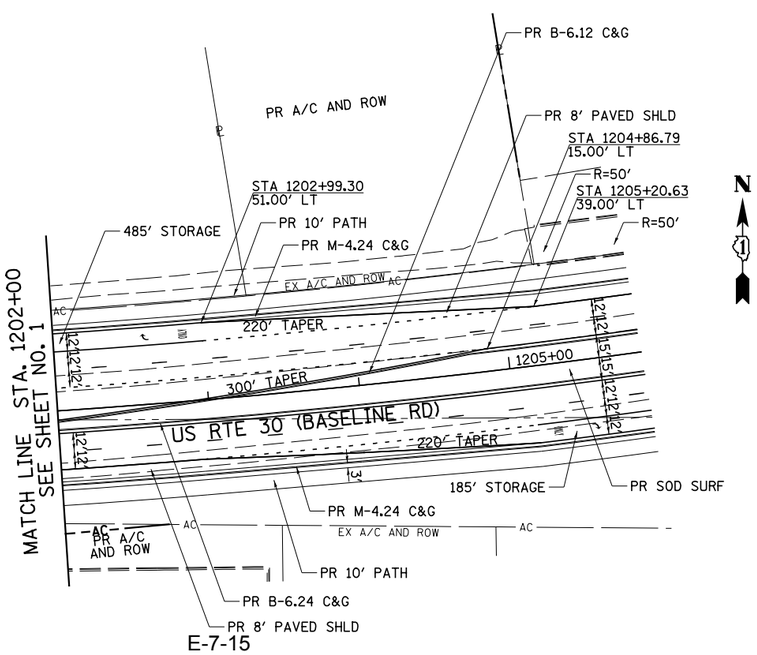
BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-orchard-idgn
PLOT SCALE = 100.0002 ' / in.
USER NAME = LZeller





PROP. CURVE US30CUR1
PI STA. = 1208+20.53
Δ = 19° 56' 29" (LT)
D = 1° 01' 01"
R = 5,633.85'
T = 990.43'
L = 1,960.82'
E = 86.40'
e = 2.2%
T.R. = 66'
S.E. RUN = 79'
P.C. STA. = 1198+30.10
P.T. STA. = 1217+90.92



50' 0 50'
GRAPHIC SCALE IN FEET

INTERSECTION DESIGN STUDY

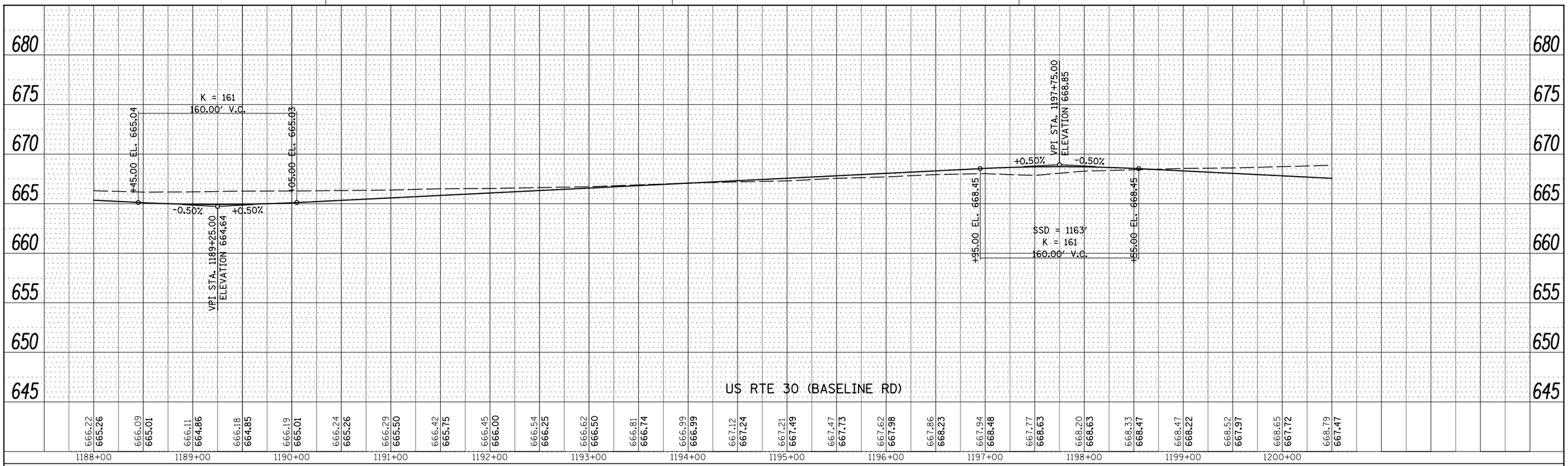
FAP ROUTE 349 (US ROUTE 30)
WITH
FAP ROUTE 336 (ORCHARD ROAD)

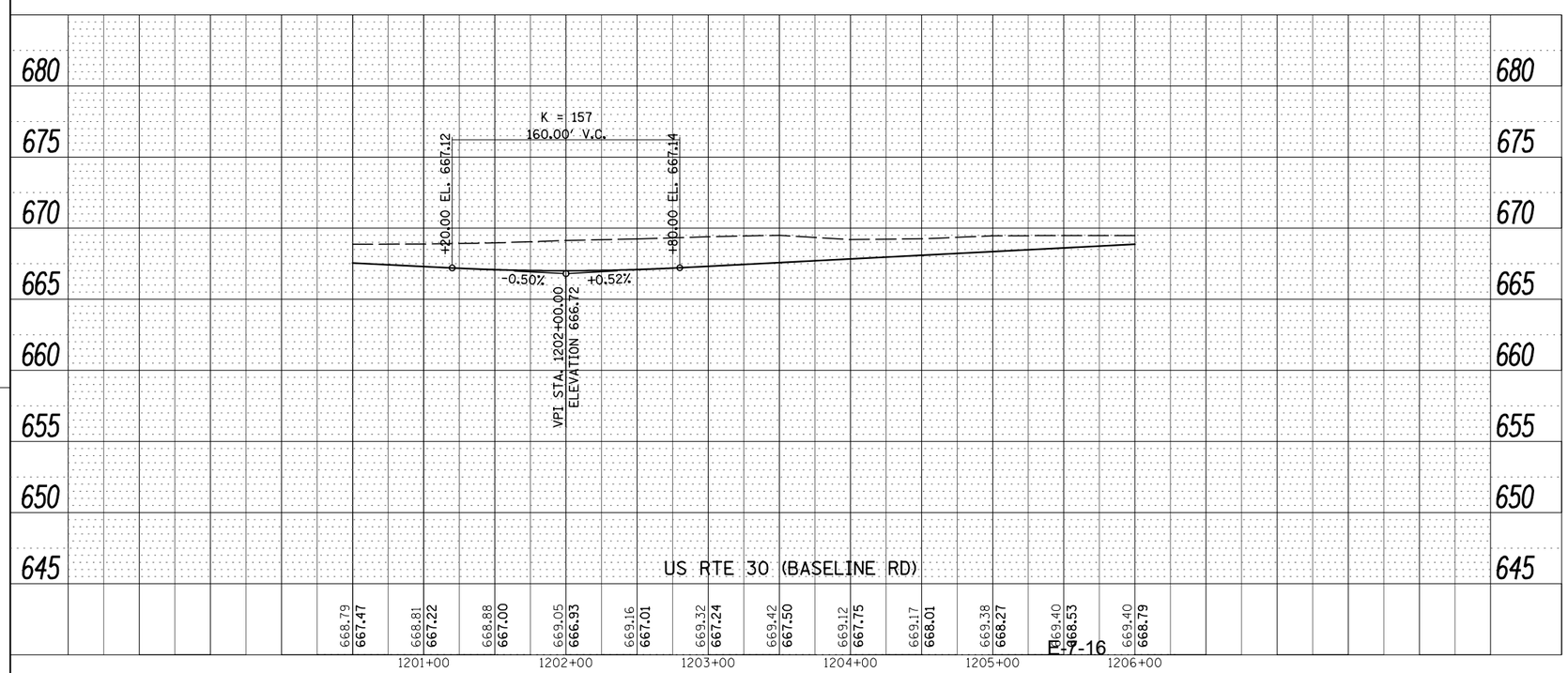
SEC. NO. _____ PROJ. NO. _____
SCALE 1"=50' COUNTY KANE/KENDALL
SJN : P-91-403-1 REV. NO. ___

I.D.S. SHEET 2 OF 7

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-orchard-2.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = LZeller

BDE-9908





PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-orchard-3.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = LZeller

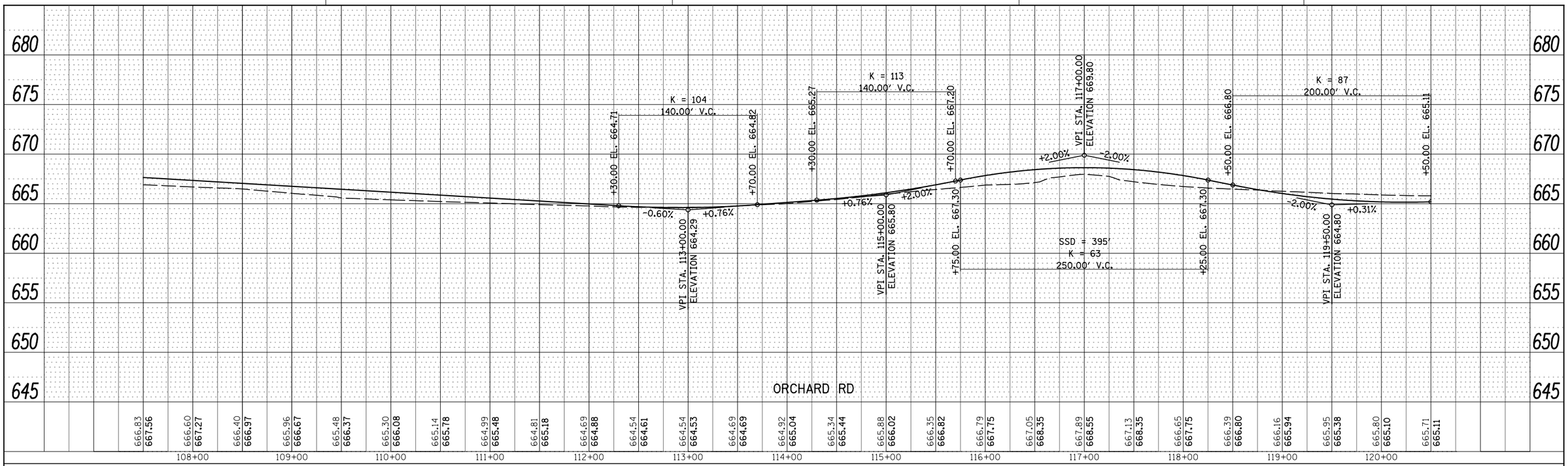
INTERSECTION DESIGN STUDY

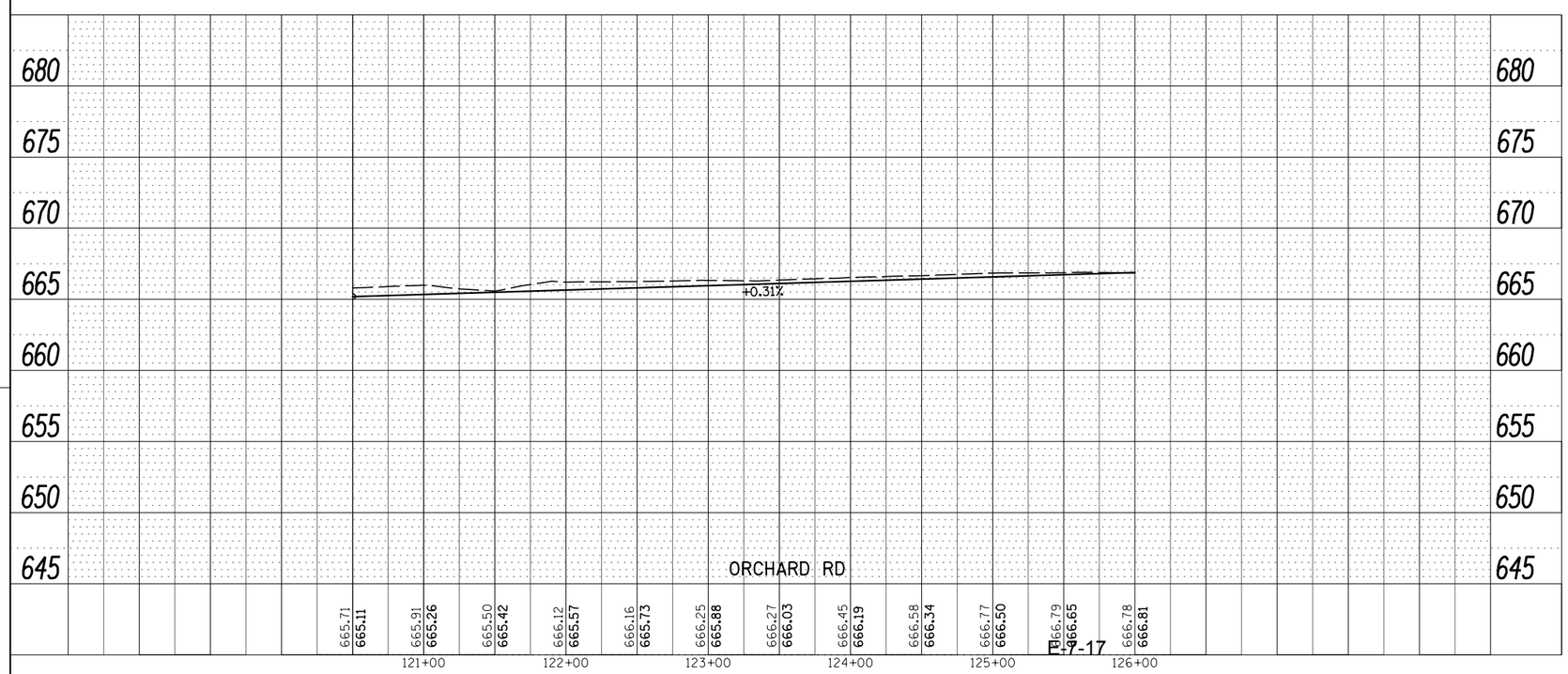
FAP ROUTE 349 (US ROUTE 30)
WITH
FAP ROUTE 336 (ORCHARD ROAD)

SEC. NO. _____ PROJ. NO. _____
SCALE 1"=50' COUNTY KANE/KENDALL
SJN : P-91-403-11 REV. NO. ___

I.D.S. SHEET 3 OF 7

BDE-9908





PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-orchard-d.dgn
PLOT SCALE = 100.0000 ' / in.
USER NAME = LZeller

INTERSECTION DESIGN STUDY

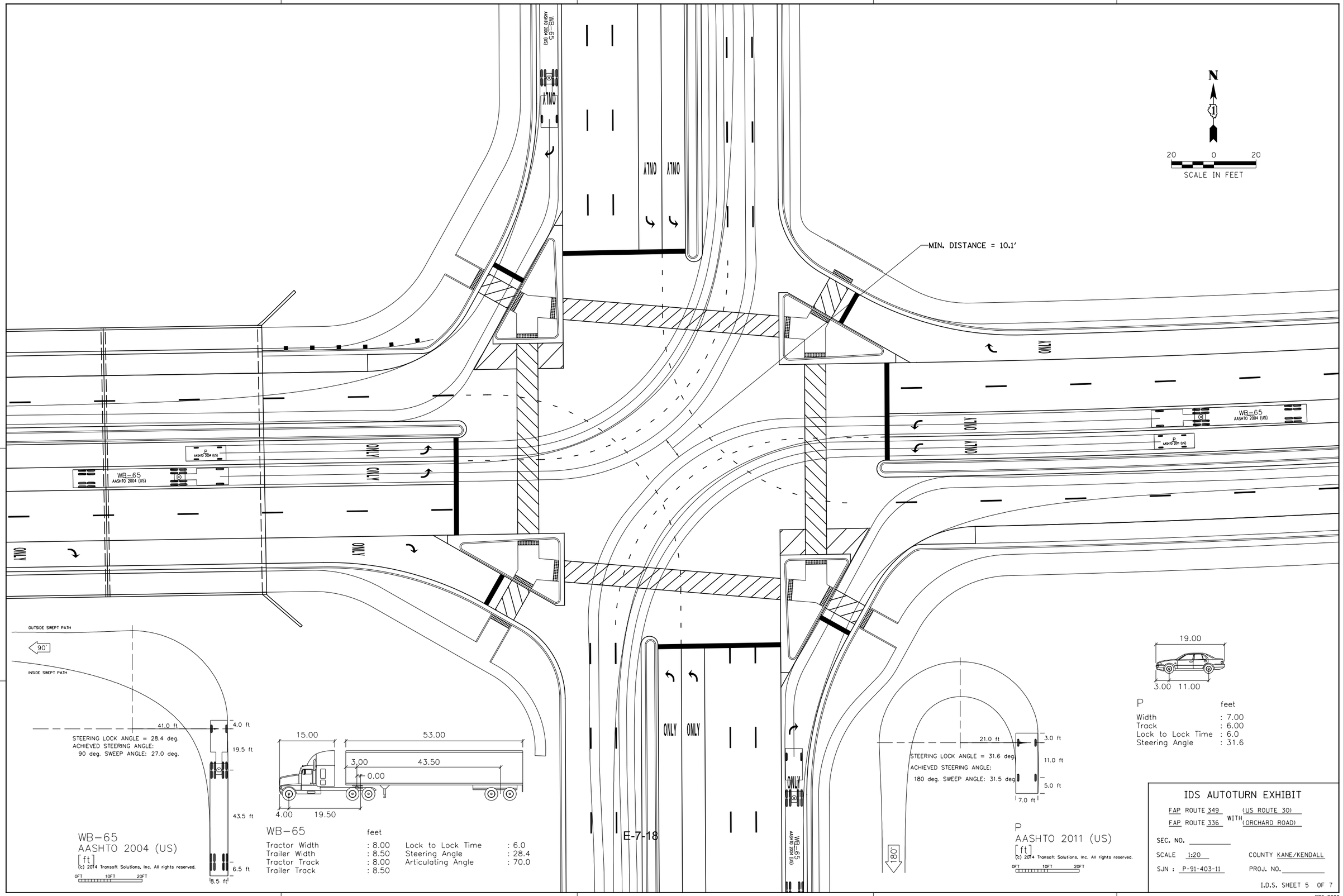
FAP ROUTE 349 (US ROUTE 30)
WITH
FAP ROUTE 336 (ORCHARD ROAD)

SEC. NO. _____ PROJ. NO. _____
SCALE 1"=50' COUNTY KANE/KENDALL
SJN : P-91-403-11 REV. NO. ___

I.D.S. SHEET 4 OF 7

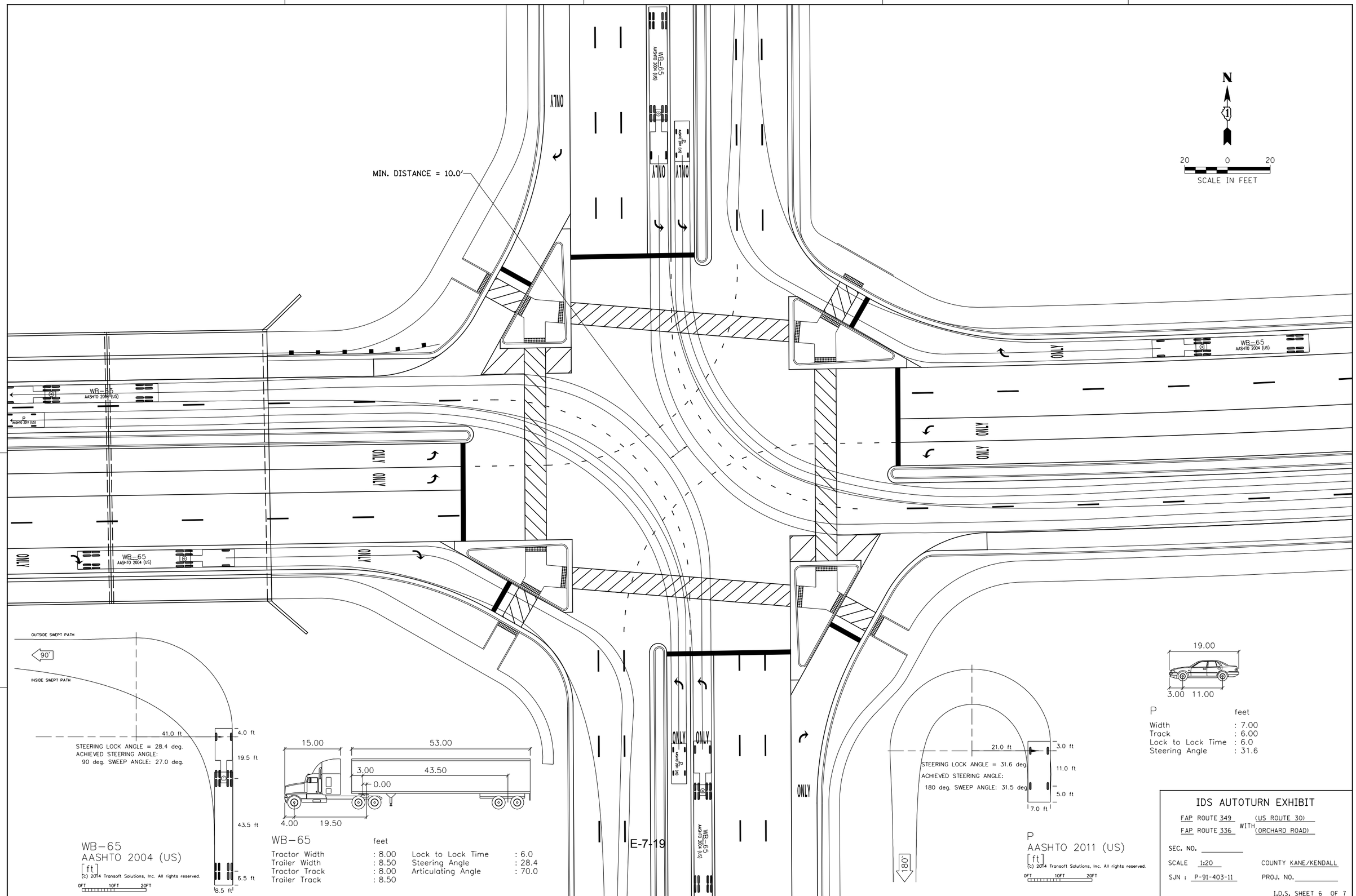
BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-orchard-5.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = LZeller



BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-orchard-6.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = LZeller



IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
FAP ROUTE 336 WITH (ORCHARD ROAD)

SEC. NO. _____

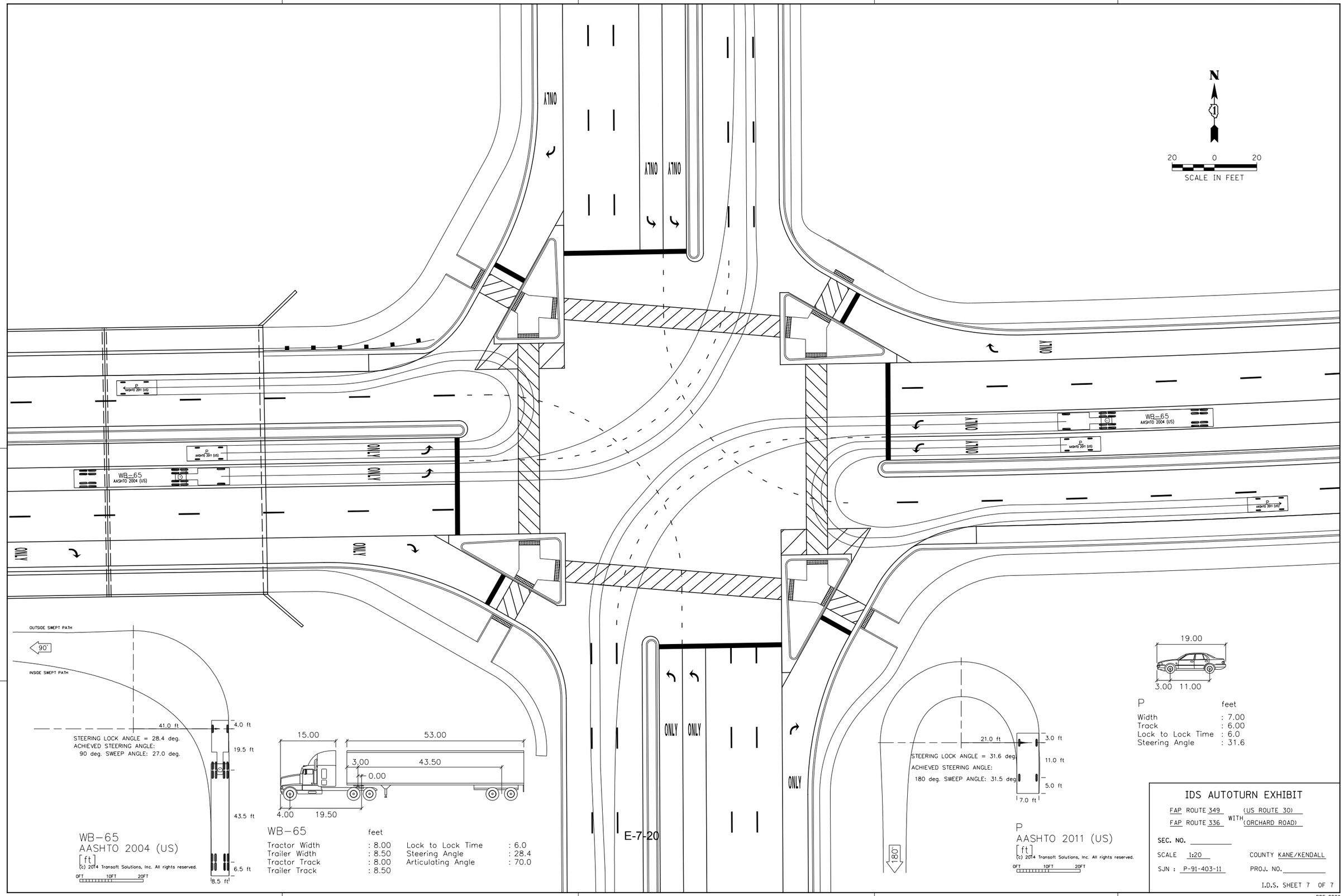
SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

I.D.S. SHEET 6 OF 7

BDE-9908

PLOT DATE = 9/6/2017
FILE NAME = V:\3171\Intersection Design Studies\P1403II-sht-rds-orchard-7.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = LZeller



IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
WITH
FAP ROUTE 336 (ORCHARD ROAD)

SEC. NO. _____

SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

I.D.S. SHEET 7 OF 7

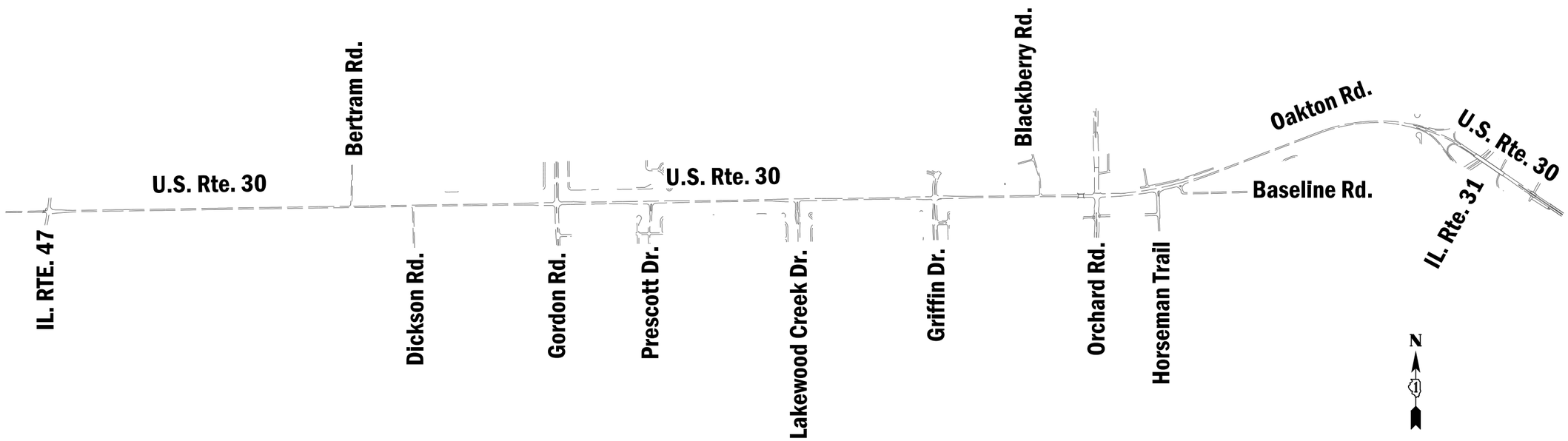
BDE-9908

E-8

Autoturn Movements For Non-Signalized Intersections

U.S. RTE. 30 PHASE I STUDY
IL. RTE. 47 TO IL. RTE. 31
KENDALL & KANE COUNTIES
P-91-403-11

AUTOTURN MOVEMENTS FOR NON-SIGNALIZED INTERSECTIONS



PRELIMINARY PRINT

ILLINOIS DEPARTMENT OF TRANSPORTATION

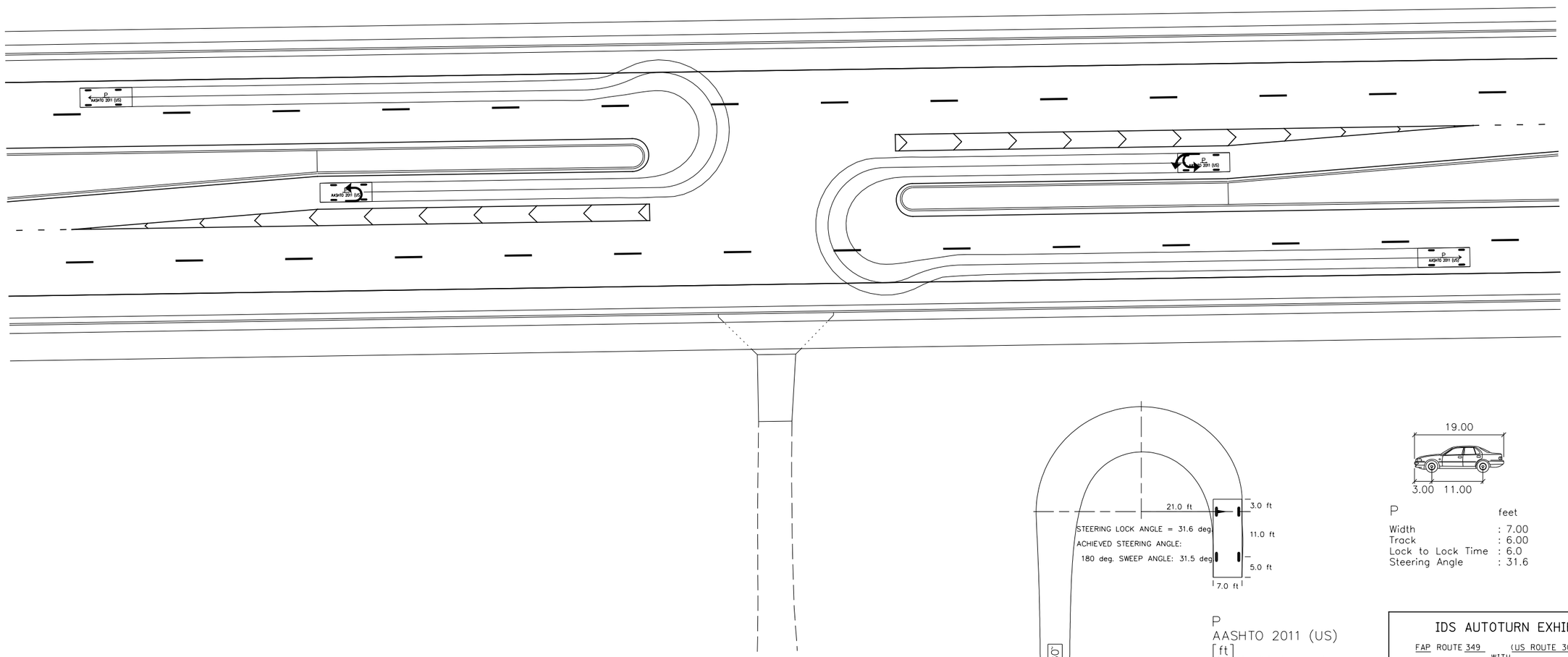
PROJECT AND ENVIRONMENTAL STUDIES

SUBJECT TO REVISIONS

DATE: 6/19/2017

FILE NAME = V:\3171\Intersection Design Studies\Autoturn Exhibit\P140311-sht-cover-autoturn-exhibit.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 34	SHEET NO. 1
		DRAWN -	REVISED -							CONTRACT NO.		
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 6/16/2017	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.		ILLINOIS	FED. AID PROJECT		

PLOT DATE = 6/16/2017
FILE NAME = V:\3171\Intersection Design Studies\Autoturn Exhibit\P1403ii-sht-medianopeningl.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = bdecraene



P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
___ ROUTE ____ WITH (STA 1040+50)

SEC. NO. _____

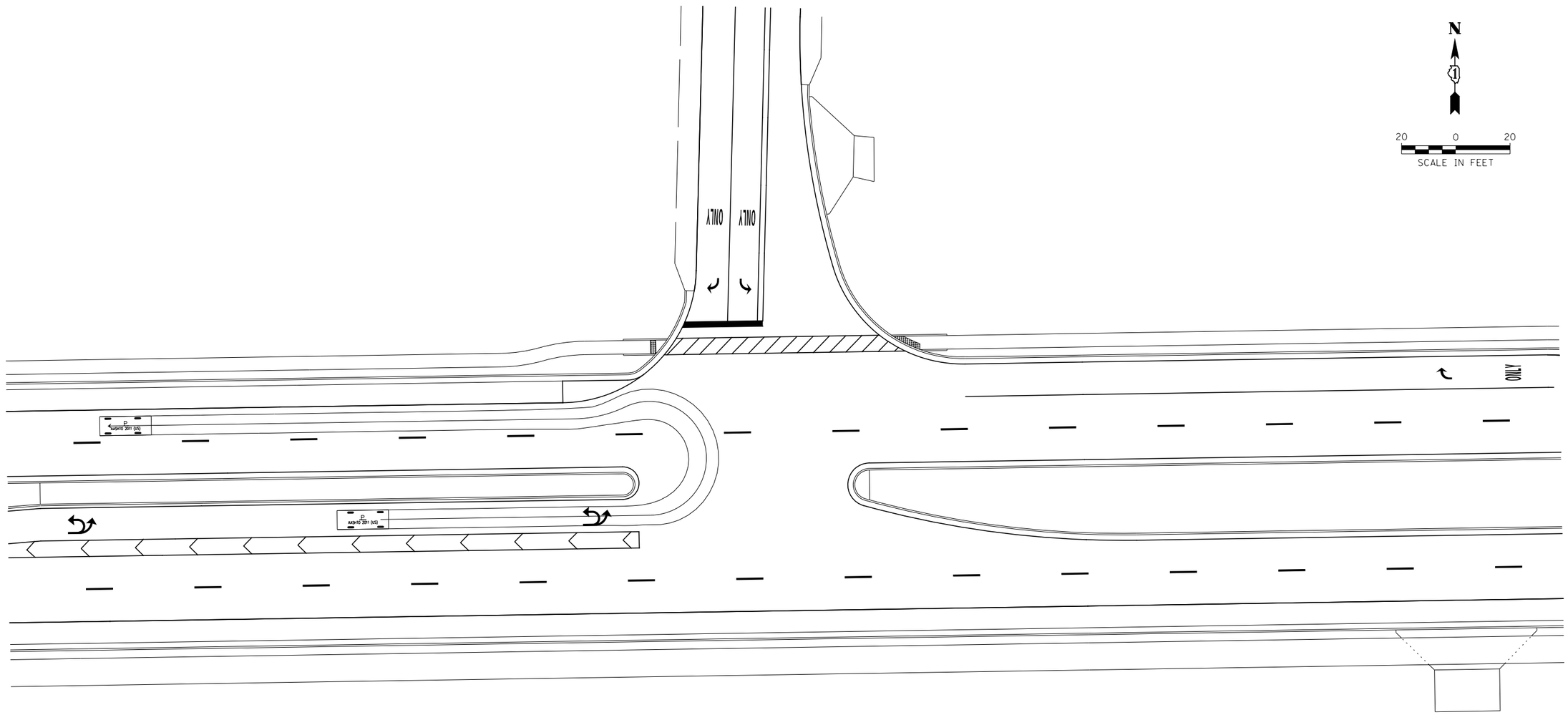
SCALE 1:20 COUNTY KANE/KENDALL

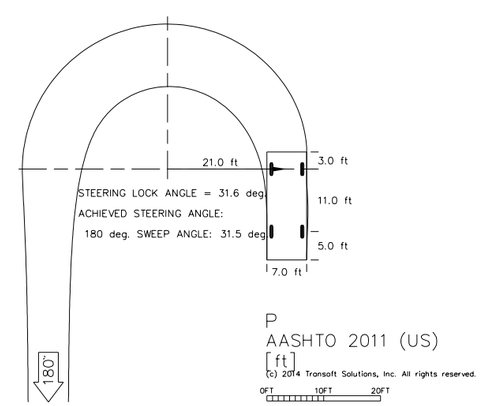
SJN : P-91-403-11 PROJ. NO. _____

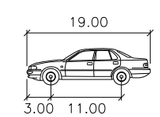
SHEET 1 OF 1

BDE-9908

PLOT DATE = 6/16/2017
FILE NAME = V:\3171\Intersection Design Studies\Autoturn Exhibit\P1403ll-aht-bertram.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = bdecraene







P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
___ ROUTE ____ WITH (BERTRAM RD)

SEC. NO. _____

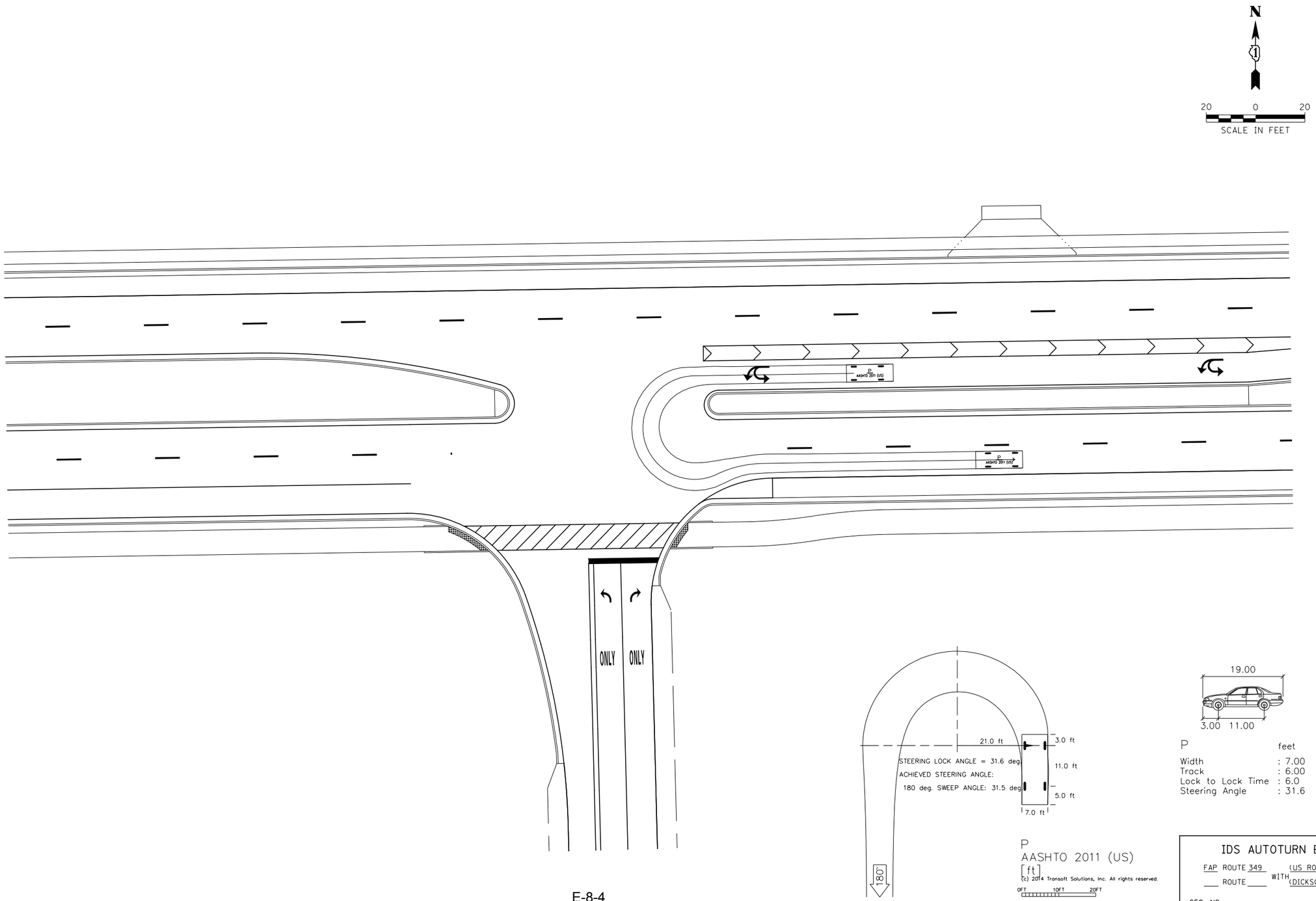
SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

SHEET 1 OF 1

BDE-9908

PLOT DATE = 6/16/2017
FILE NAME = V:\3171\Intersection Design Studies\Autoturn Exhibit\P1403ii-aht-dickson.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = bdecraene



P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
___ ROUTE ____ WITH (DICKSON RD)

SEC. NO. _____

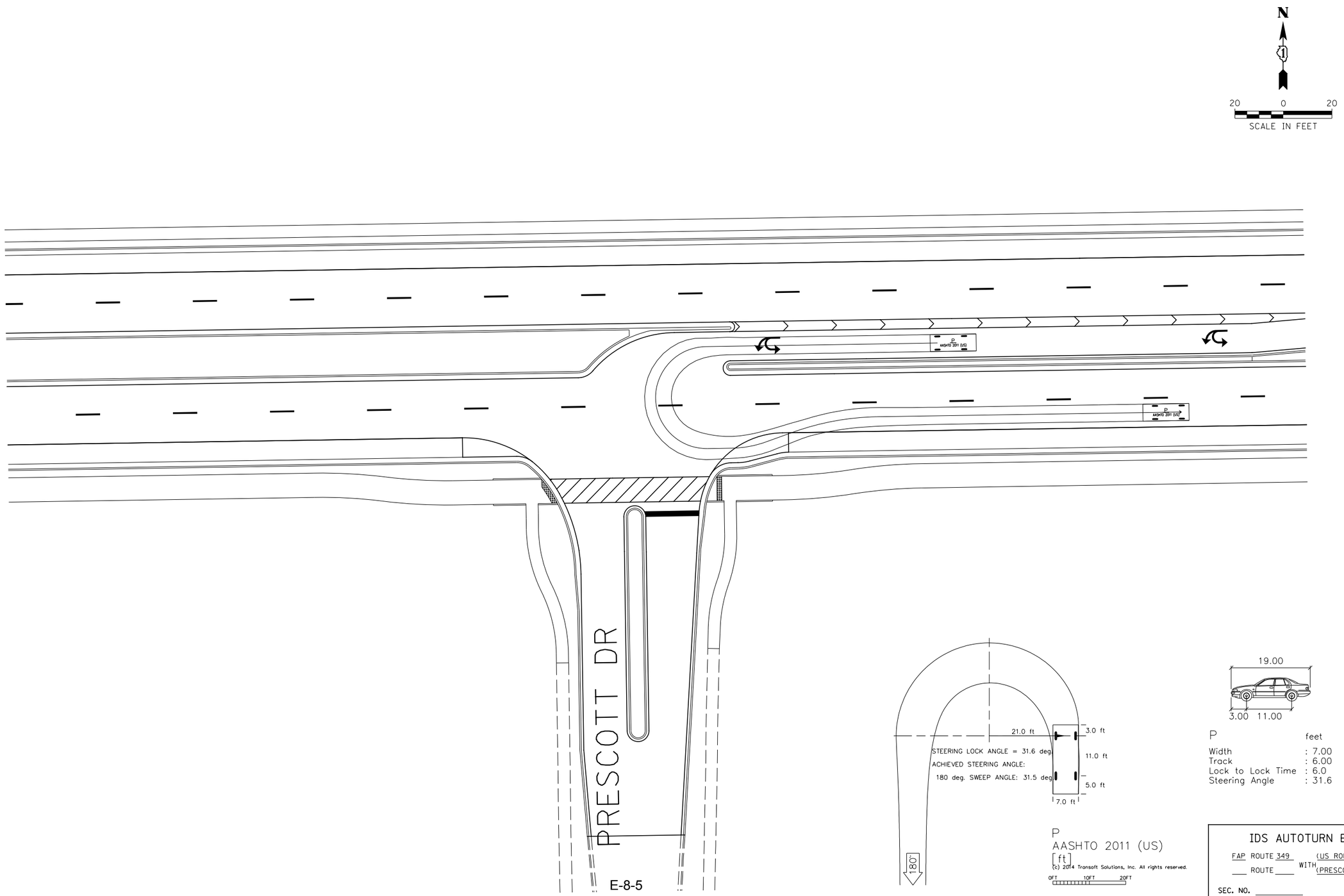
SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

SHEET 1 OF 1

BDE-9908

PLOT DATE = 6/16/2017
FILE NAME = V:\3171\Intersection Design Studies\Autoturn Exhibit\P1403ll-aht-prescott.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = bdecraene



P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
___ ROUTE ____ WITH (PRESCOTT DR)

SEC. NO. _____

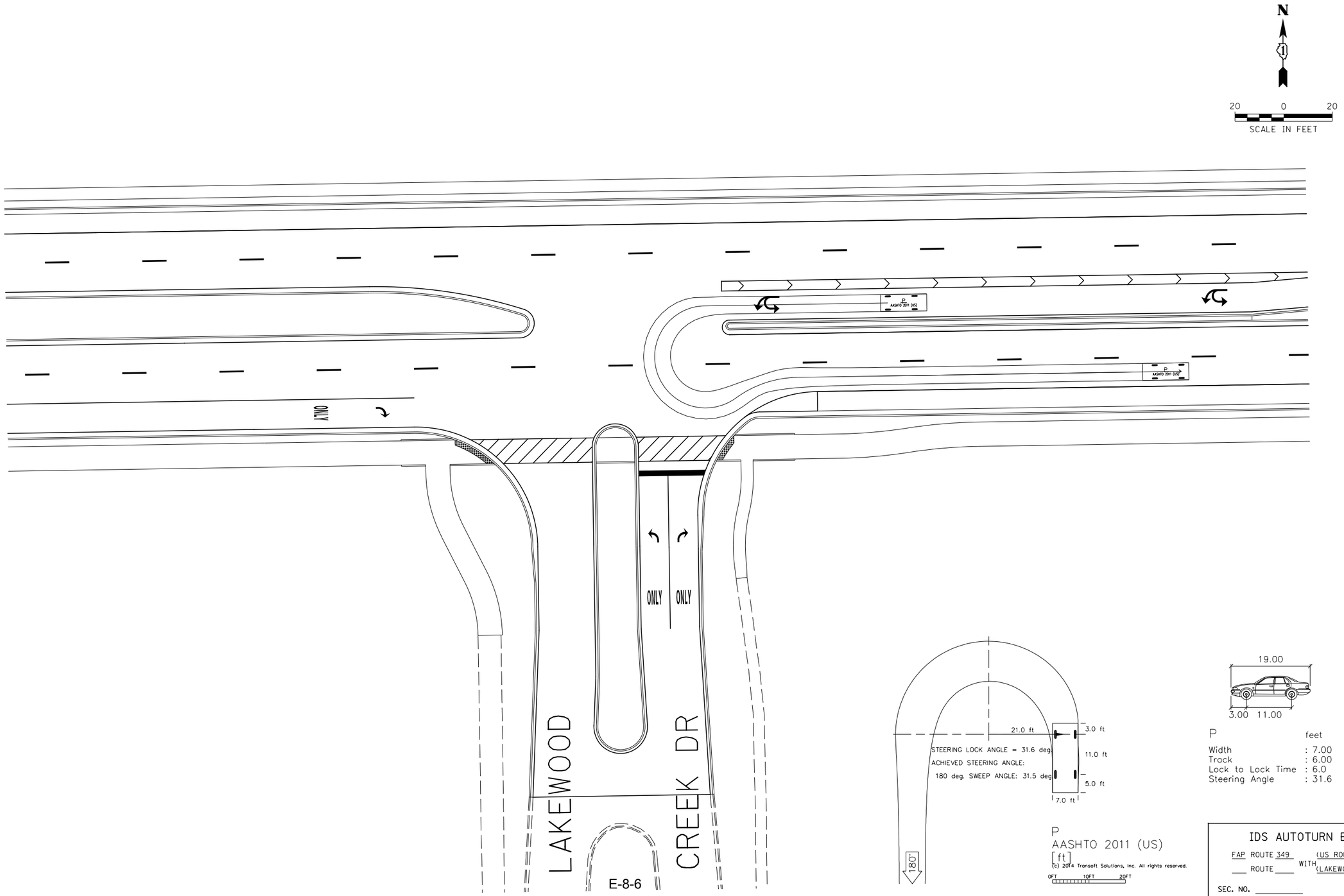
SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

SHEET 1 OF 1

BDE-9908

PLOT DATE = 6/16/2017
FILE NAME = V:\3171\Intersection Design Studies\Autoturn Exhibit\P1403lrsht-lakewood.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = bdecraene



P feet

Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
WITH
ROUTE ____ (LAKEWOOD CREEK DR)

SEC. NO. _____

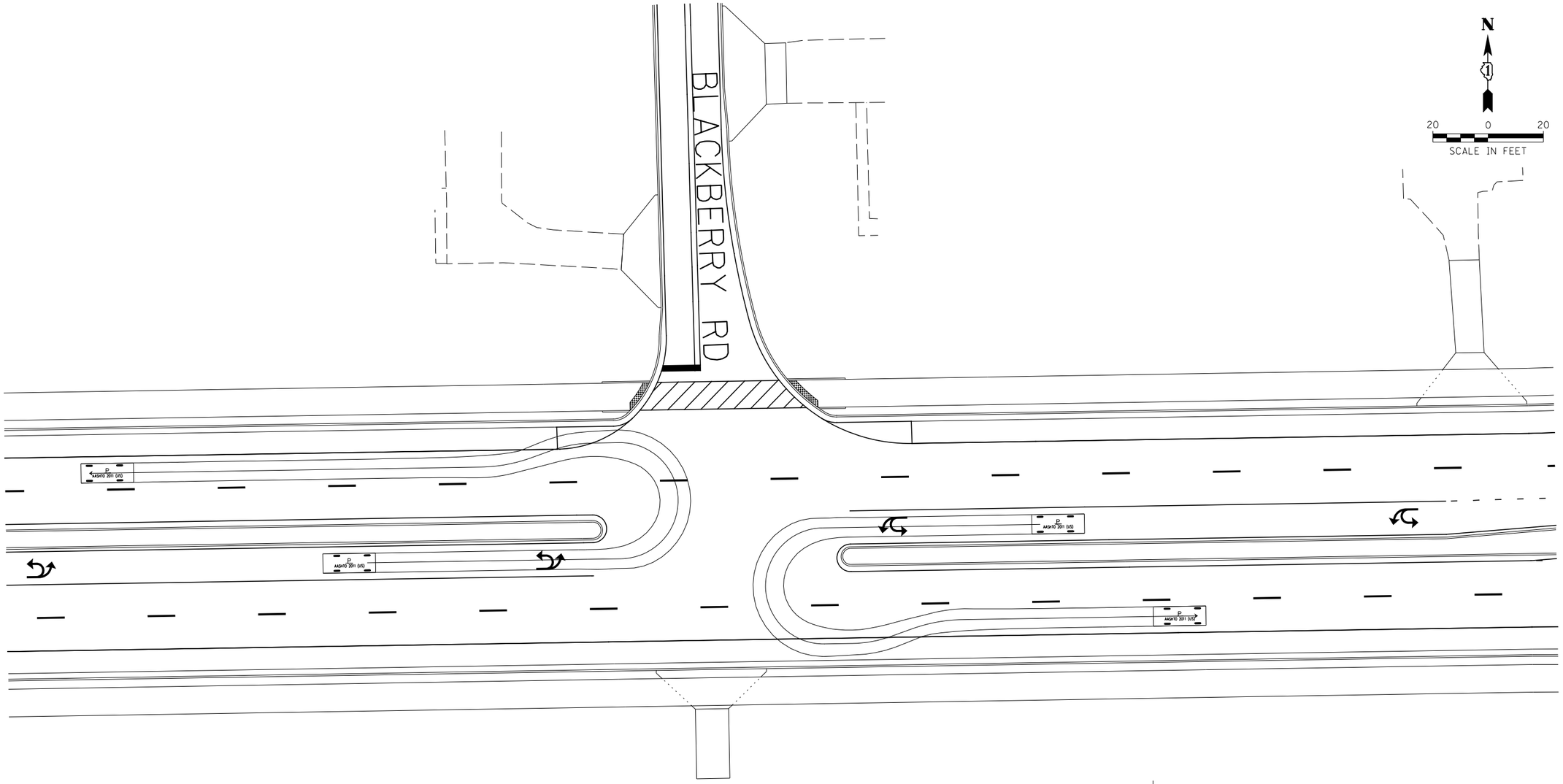
SCALE 1:20 COUNTY KANE/KENDALL

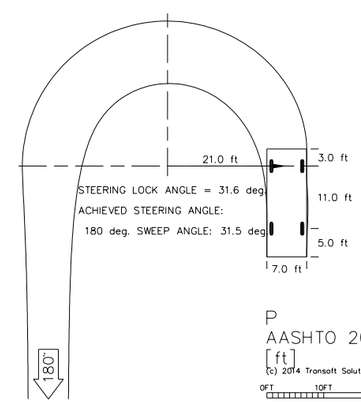
SJN : P-91-403-11 PROJ. NO. _____

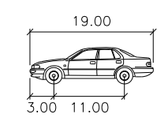
SHEET 1 OF 1

BDE-9908

PLOT DATE = 6/16/2017
FILE NAME = V:\3171\Intersection Design Studies\Autoturn Exhibit\P1403ii-sht-blackberry.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = bdecraene







P
AASHTO 2011 (US)
[ft]
(c) 2014 Transoft Solutions, Inc. All rights reserved.
0FT 10FT 20FT

P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
___ ROUTE ____ WITH (BLACKBERRY RD)

SEC. NO. _____

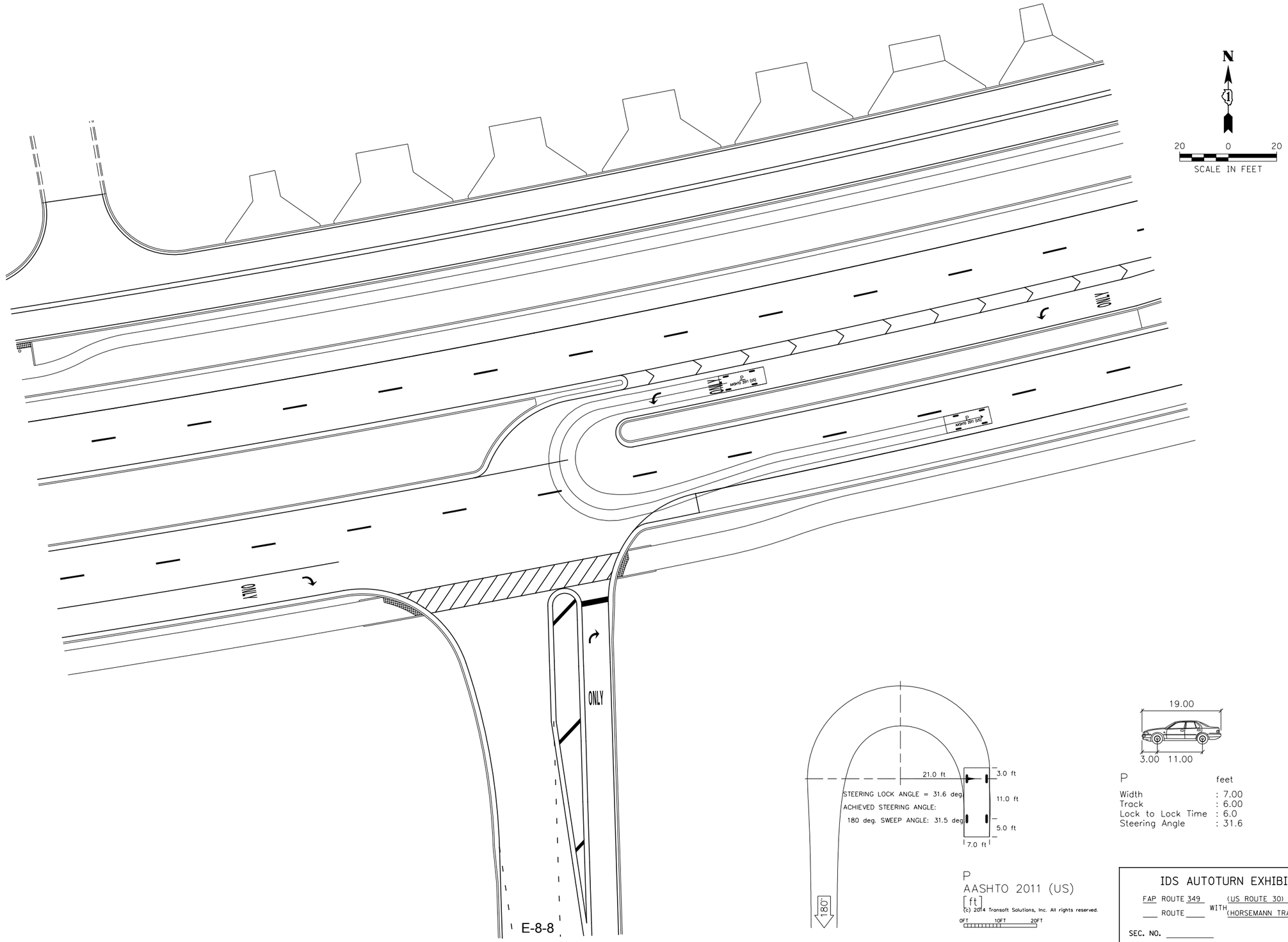
SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

SHEET 1 OF 1

BDE-9908

PLOT DATE = 6/16/2017
FILE NAME = V:\3171\Intersection Design Studies\Autoturn Exhibit\P1403ll-aht-horsemann.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = bdecraene



P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
___ ROUTE ____ WITH (HORSEMANN TRAIL)

SEC. NO. _____

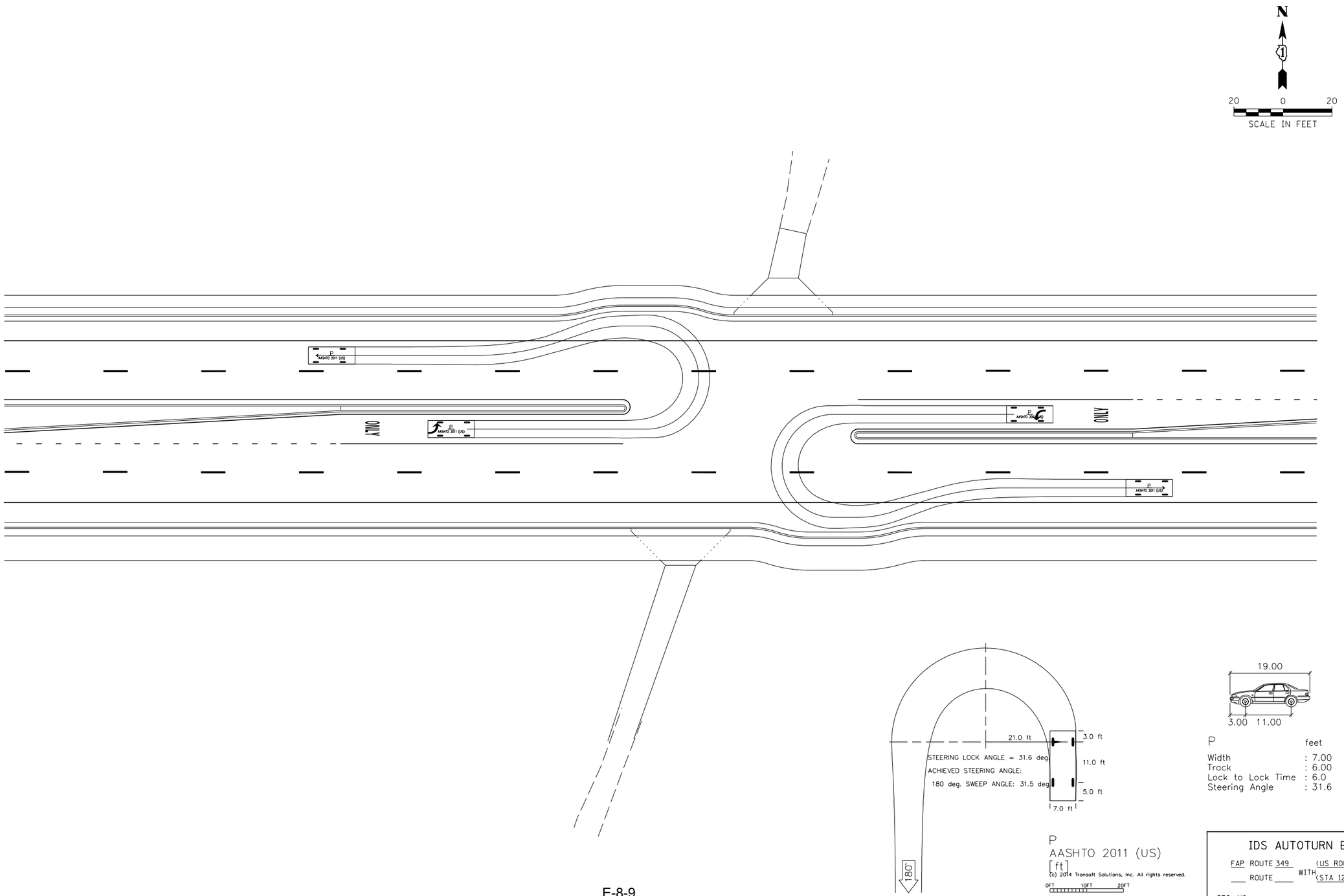
SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

SHEET 1 OF 1

BDE-9908

PLOT DATE = 6/16/2017
FILE NAME = V:\3171\Intersection Design Studies\Autoturn Exhibit\P14031-sht-medianopening2.dgn
PLOT SCALE = 40.0000 ' / in.
USER NAME = bdecrane



P	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

IDS AUTOTURN EXHIBIT

FAP ROUTE 349 (US ROUTE 30)
___ ROUTE ____ WITH (STA 1230+00)

SEC. NO. _____

SCALE 1:20 COUNTY KANE/KENDALL

SJN : P-91-403-11 PROJ. NO. _____

SHEET 1 OF 1

BDE-9908