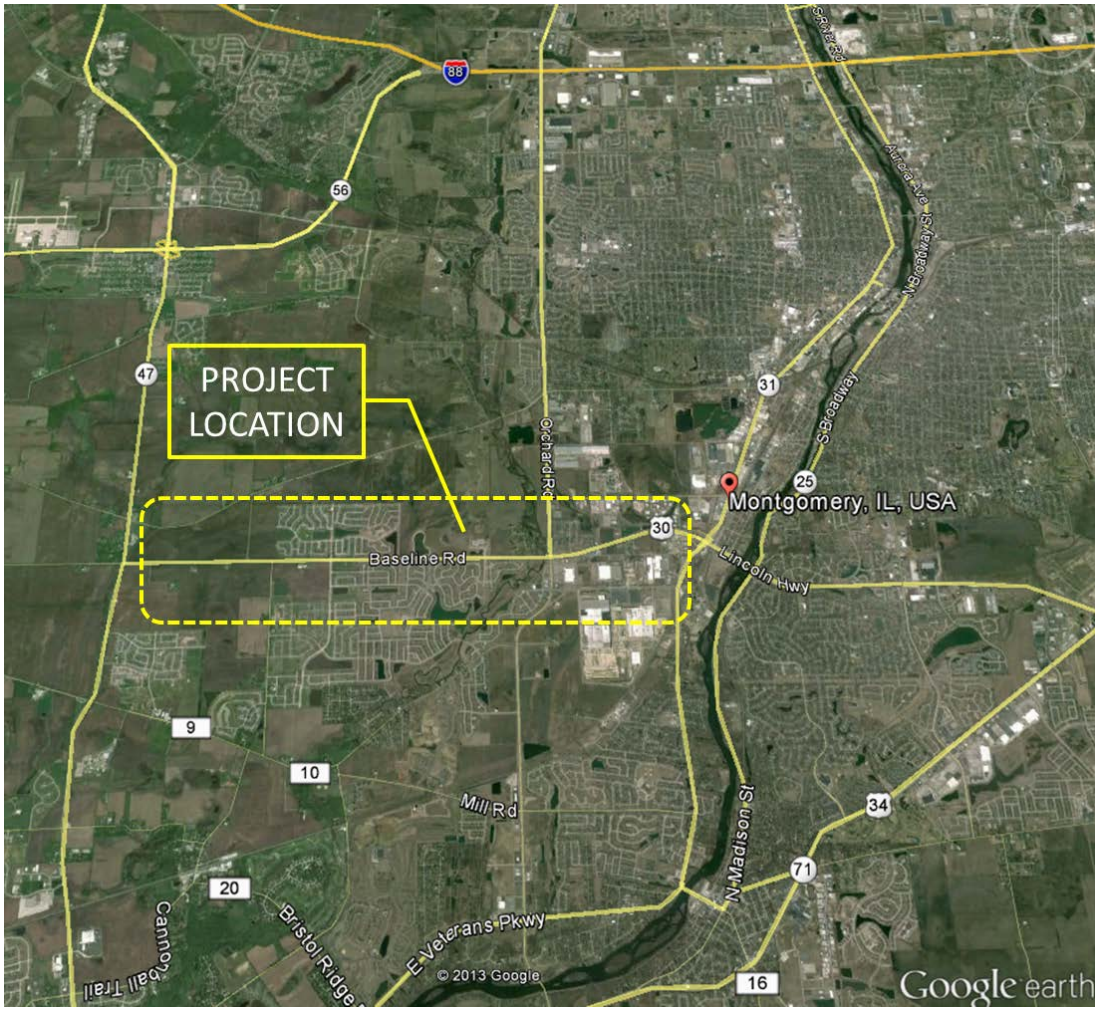
Illinois Department of Transportation

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 2 of 7

Table of Contents

VOLUME 2 – COORDINATION / DOCUMENTATION

Environmental Resources D-1
- Environmental Survey Request D-1.1
- Cultural Resources D-1.2
- Biological 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

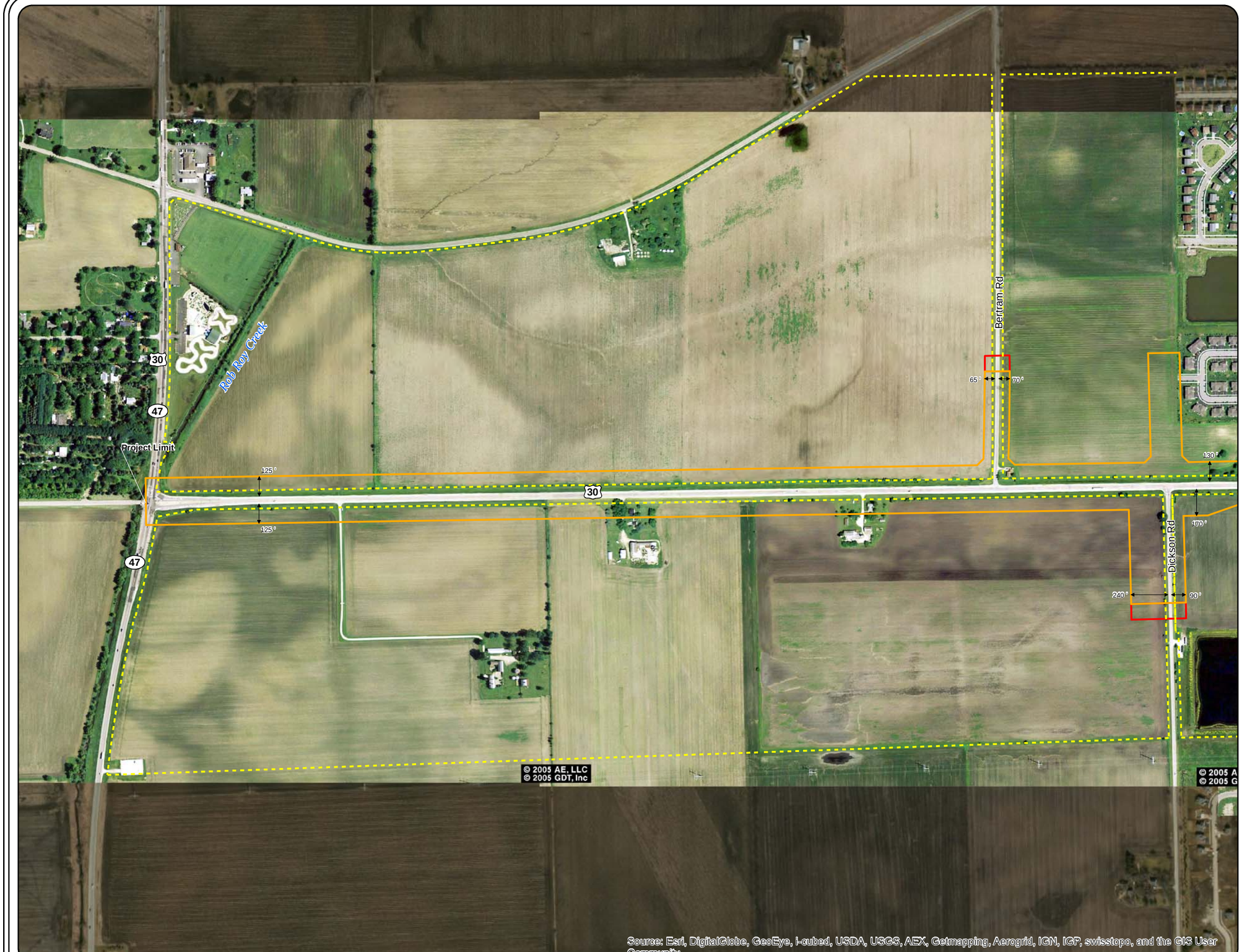
D-1

Environmental Resources

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

D-1.1

Environmental Survey Request



LEGEND

- Existing ROW
- Original ESR Limits
- Addendum A Limits

NORTH

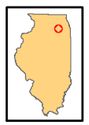
0 250 500 1,000
Feet

Exhibit 1 of 4

ESR Addendum A
US 30 from Illinois 47 to Illinois 31
May 7, 2014
Kane and Kendall Counties

LEGEND

- Existing ROW
- Original ESR Limits
- Addendum A Limits



NORTH

0 250 500 1,000
Feet

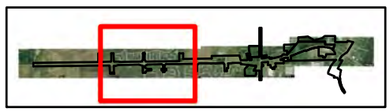


Exhibit 2 of 4

ESR Addendum A
US 30 from Illinois 47 to Illinois 31
May 7, 2014
Kane and Kendall Counties

LEGEND

- Existing ROW
- Original ESR Limits
- Addendum A Limits

NORTH

0 250 500 1,000
Feet

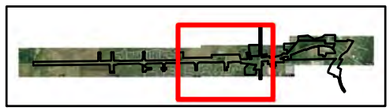
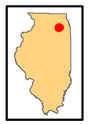


Exhibit 3 of 4

ESR Addendum A
US 30 from Illinois 47 to Illinois 31
May 7, 2014
Kane and Kendall Counties

LEGEND

- Existing ROW
- Original ESR Limits
- Addendum A Limits



NORTH

0 250 500 1,000
Feet

Exhibit 4 of 4

ESR Addendum A
US 30 from Illinois 47 to Illinois 31
May 7, 2014
Kane and Kendall Counties

D-1.2

Cultural Resources

Illinois Department of Transportation

Memorandum

To:	John A. Fortmann	Attn: Sam M. Mead
From:	John D. Baranzelli	By: Brad H. Koldehoff
Subject:	Conditional No Adverse Effect - Cultural Resources	
Date:	April 9, 2014	

Kane & Kendall Counties
FAP 349, US 30 (Baseline Road)
Add Lanes
Montgomery
Sequence #17659

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, the Illinois State Historic Preservation Officer (SHPO) concurs with IDOT's determination that the above referenced project will not cause an Adverse Effect to Historic Properties provided that IDOT has Illinois State Archaeological Survey (ISAS) personnel monitor construction activities within the limits of the Keck Cemetery and School site (11KE621) (see attached).

This project is cleared for Design Approval provided that a special provision be placed in 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.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

Kane & Kendall Counties
FAP 349, US 30 (Baseline Road)
Add Lanes
Montgomery
Sequence #17659
ISAS Log#13001

March 26, 2014

FEDERAL 106 PROJECT

CONDITIONAL NO ADVERSE EFFECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are copies of the Phase I Survey Report completed by Illinois State Archaeological Survey (ISAS) personnel concerning archaeological and historical resources potentially impacted by the above referenced project. Survey of the 253-acre project area resulted in the identification of 16 archaeological sites. Only one of these sites appears to warrant National Register consideration (11KE621). No architectural resources eligible for National Register consideration were identified by IDOT's cultural resources staff within the project area.

The Keck Cemetery and School site (11KE621) may be minimally impacted by the proposed project. However, previous road construction and buried utility line installation have likely impacted any cultural features in the 20'-wide project area, and test excavations are precluded by the buried utilities (see attached ISAS memo). Pursuant to Section 106 of the National Historic Preservation Act and the Illinois Human Skeletal Remains Protection Act, monitoring of construction activities in the site area is recommended to ensure cultural features and/or unmarked graves, if present in the project area, are not unintentionally impacted during construction.

In accordance with the established procedure for coordination of IDOT projects, we request the concurrence of the State Historic Preservation Officer (SHPO) in our determination that the proposed project will not cause an adverse effect to historic properties or human remains, provided that project construction activities are monitored by IDOT/ISAS in coordination with SHPO and Illinois State Burial Law Coordinator.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design & Environment

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer
Date 4/8/14

Figure 1. Detail Map of Keck Cemetery and School (11KE621). ISAS Project 13001 (IDOT Seq. # 17659). Area of potential impact highlighted in yellow.

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	John Baranzelli	By:	Brad Koldehoff
Subject:	US 30 Widening Project Addendum– Property Avoidance		
Date:	August 18, 2014		

Kane & Kendall Counties
Montgomery
FAP 349 (US 30)
Road Widening
Job # P-91-403-11
IDOT Sequence # 17659A

Thank you for submitting the Environmental Survey Request Addendum form and photo log for the project referenced above. One architectural resource within the project area is potentially eligible for listing on the National Register of Historic Places:

- Bungalow, 30 E. Baseline Rd. (Photo #17A)

Due to the historic nature of this resource, all feasible means of avoidance need to be considered. If this resource cannot be avoided, please coordinate possible minimization and mitigation measures with this office.

If there are any questions concerning this project review, please contact Emilie Eggemeyer at Emilie.Eggemeyer@illinois.gov or 217-558-7223.

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

BK:ee

US 30
IL 47 to IL 31
Kane & Kendall County
P-91-403-11

Response to Potentially Historic Property Impacts
November 1, 2016

The table below discusses the proposed impacts to the potentially historic properties identified in the Cultural Resource Unit's email dated October 17, 2016 for Sequence Number 17659A. Two archaeological sites, 11KE1320 and 11KE1374, were identified in the project addendum and warrant avoidance. Please see the Project Sketch Map and Avoidance Exhibits for more information.

No.	Location	Response
11KE1320	Southwest quadrant of US 30 and Orchard Road intersection; South of Keck Cemetery and School Site	Avoided; Outside of project limits.
11KE1374	Northeast quadrant of US 30 and Orchard Road intersection; North of the UAW Local	Avoided; Outside of project limits.

By: Ryan Dettmann/Bureau of Programming

FILE NAME = S:\VP\p&ea\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\5.ENVIRONMENTAL\7.Cultural\Keck Cemetery site\Border Full.dgn

=	USER NAME = dettmannra	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 10/31/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30: SITE 11KE1374
CULTURAL AVOIDANCE EXHIBIT

SCALE: _____ SHEET ___ OF ___ SHEETS STA. _____ TO STA. _____

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

Border Full.dgn 10/31/2016 2:16:28 PM User=dettmannra

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet
From:	Maureen Addis	By:	Brad Koldehoff
Subject:	Cultural Resource Concurrence		
Date:	December 27, 2016		

Kane & Kendall Counties
FAP 349, US 30 - Montgomery
Job No. P-91-403-11
Seq. # 17659A

The attached letter documents the concurrence of the State Historic Preservation Officer in the following determination by IDOT's professional cultural resources staff: "No Historic Properties Affected." This concurrence completes the necessary cultural resource coordination for the above referenced project.

Brad Koldehoff

Attachment

BK:km

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED
NOV 18 2016

Preservation Services

Kane & Kendall County
Montgomery
FAP 349, US 30 (Baseline Road)
Add Lanes
IDOT Sequence #17659A
ISAS Log #14128
Log #033040814
FEDERAL - Section 106 Project

November 18, 2016

2 copies + CD rwd.

IHPA REVIEW
H/A
AC
AR
File

NO HISTORIC PROPERTIES AFFECTED

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Dr. Leibowitz:

In continuing coordination with your office, please find enclosed copies of the Phase I Survey Report completed by Illinois State Archaeological Survey (ISAS) personnel concerning archaeological and historical resources potentially impacted by the above referenced project. Survey of the 194-acre project area, or Area of Potential Effect (APE), resulted in the identification of seven archaeological sites: 11KE621, 11KE1320, 11KE1321, and 11K1371-1374. No architectural resources eligible for National Register consideration were identified by IDOT's Cultural Resources staff.

Three sites warrant National Register consideration because of their information potential: 11KE621, 11KE1320, and 11K1374. The four remaining sites lack integrity and information potential, largely fall outside the APE, and do not warrant National Register consideration.

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 (see attached SHPO concurrence letter dated April 8, 2014). The results of this monitoring will be coordinated with your office. Potential impacts to sites 11KE1320 and 11K1374 will be avoided.

In coordination with the Federal Highway Administration (FHWA) and in accordance with the ***Programmatic Agreement for Minor Projects of the Federal Aid Highway Program in Illinois***, we requests the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be affected by the project.

If SHPO does not object to the "no historic properties affected" finding within 30 days, FHWA's responsibilities under section 106 are fulfilled (36 CFR 800.4(d)(1)(i)).

Sincerely,

Brad Koldehoff

Brad H. Koldehoff
Cultural Resources Unit
Bureau of Design & Environment

CONCUR

By: Rachel Leibowitz
Deputy State Historic Preservation Officer

Date: 12-22-16

D-1.3

Natural Resources

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn: Peter E. Harmet
From:	John D. Baranzelli	By: Thomas C. Brooks
Subject:	Biological Resources Review	
Date:	August 9, 2013	

FAP 349 (US 30) (Baseline Road)
Job No. P-91-403-11 (Seq. 17659)
From IL 47 to East of Albright Road
Municipality of Montgomery
Kane and Kendall Counties

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological surveys. The IDNR Natural Heritage Database has no records of listed species, natural areas or nature preserves within the project corridor. There is a state listed river redhorse buffer at the Fox River, outside the project area and thus not impacted. Per email dated January 8, 2013, from INHS ichthyologist Dr. Chris Taylor, Blackberry Creek at US 30 (in the project area) is too small to support this species. In addition, the creek had been sampled several times previously (1997 and 1998 and likely after that) with no river redhorse found (IDNR EcoCAT Report dated January 7, 2013). In accordance with the 2013 Memorandum of Understanding by and between IDNR and IDOT, consultation is terminated.

A preliminary review was performed of the project area for the potential impact on threatened or endangered species pursuant to Section 7 of the Endangered Species Act as amended. The following threatened or endangered species are listed by the United States Fish and Wildlife Service (USFWS) as occurring in Kane and Kendall Counties: Eastern prairie fringed orchid (*Platanthera leucophaea*) for both counties and Indiana bat (*Myotis sodalis*) for Kendall County. This office has determined that there will be no effect to the species listed for Kane and Kendall Counties, Illinois, as described below. Please keep this memorandum in your project files as it documents and concludes consultation with the IDNR and USFWS.

The federally threatened and Illinois endangered Eastern prairie fringed orchid (*Platanthera leucophaea*) is a plant of open-canopied mesic to wet prairies and wetlands. There is no prairie or high quality wetland (FQI of 20 and/or mean C of 3.5 or greater) within the project area. Therefore, we conclude absence of Eastern prairie fringed orchid in the project area.

Appendix 2 of the Indiana bat (Myotis sodalis) draft Recovery Plan: First Revision lists no range-wide distribution records for *Myotis sodalis* in Kendall

County. This species requires caves and mines for hibernaculae. It requires small stream corridors with well developed riparian woods and upland forests containing trees with exfoliating bark and/or hollows, for foraging and maternity colonies. There is an unknown quantity of tree removal proposed for this project. According to aerial photographs, the trees in the project area are either residential or not in a well developed riparian corridor. This office has concluded no effect to the Indiana bat by this project.

The National Wetland Inventory Map (South Aurora and Yorkville Quadrangles) depicts wetlands in the project area. The project was sent for field survey. The INHS wetland delineation report and wetland GIS are posted on the shared drive and this office notified August 1, 2013. The results of the survey indicate the presence of two jurisdictional wetlands within the project area (Sites 1 and 6 with Sites 3-5, 7, 8, 11-13 considered isolated).

In accordance with IDOT BDE Manual Section 26-8, wetland impacts are to be avoided, minimized and then mitigated. Section 26-8.05(c)4 states that for all projects that are surveyed for wetlands and determined to have wetlands within the study area, a Wetland Impact Evaluation (WIE) form must be completed and submitted to the BDE, even if there are no wetland impacts. Further information on completing and processing of WIEs is contained in IDOT BDE Manual Section 26-8.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is required at this time.

SDH

From:	Ruiz, Vanessa V
To:	Brown, Lori S.; Dettmann, Ryan A.
Cc:	Murphy, Kimberly K.
Subject:	RE: US 30 Baseline Rd Seq. #17659A, "Cleared for Design Approval" - Biological Form
Date:	Tuesday, August 22, 2017 11:34:58 AM

FYI, 30 days is up the project is cleared via tacit FWS concurrence

---

From: Ruiz, Vanessa V
Sent: Monday, July 24, 2017 10:11 AM
To: Brown, Lori S.; Dettmann, Ryan A.
Cc: Murphy, Kimberly K.
Subject: US 30 Baseline Rd Seq. #17659A, 'Cleared for Design Approval' - Biological Form

Attached. FWS has 30 days to reply, no reply is tacit concurrence.

From: Hargrove, Susan Dees
Sent: Thursday, July 20, 2017 3:31 PM
To: Mead, Sam M; Ruiz, Vanessa V
Cc: Hargrove, Susan Dees
Subject: PMA Seq. #17659A, 'Cleared for Design Approval' - Biological Form

All 'Cleared for Design Approval' dates have been entered for the following PMA record:

Please note this was approved for DA only. It will be approved for letting once FWS concurs.

Sequence #: 17659A
District: 1
Route: FAP 349
Marked Route: US 30
County: Kane and Kendall

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.

Illinois Department of Transportation

Memorandum

To:	Anthony J. Quigley	Attn: John Baczek
From:	Maureen M. Addis	By: Thomas C. Brooks
Subject:	Natural Resources Review Update	Thomas C. Brooks
Date:	August 20, 2017	

Baseline Road and Addendum A
Job No. P-91-403-11
T38N/R8E/S 32
Seq. No.: 17659 and 17659A
Kane and Kendall Counties

The proposed project involves potential widening of Baseline Road (U.S. 30) to five lanes for 4.7 miles from IL 47 to east of Albright Road in Montgomery. Addendum A is for additional study area to investigate options to address the Montgomery overflow issue associated with roadway improvements.

The project requires an unknown acreage of land acquisition. There will be in stream work in Blackberry Creek. There will be an unknown quantity of trees to be removed. The land cover in the vicinity of the project is a mixture of residential, wetland, forested and agricultural areas.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

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. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

A Wetland Impact Evaluation form had been processed previously. **Therefore, Wetland Review under Part 1090 is terminated.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)(2) of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was received and is saved to the project folder. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed in Kane and Kendall Counties: Indiana bat, Northern long-eared bat (NLEB), Eastern prairie fringed orchid (EPFO), and Rusty patched bumble bee. There is no Critical Habitat in the project vicinity.

Northern long-eared bat

Northern long-eared bat suitable summer habitat consists of a wide variety of forested or wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees or snags ≥3 inches dbh that have exfoliating bark, cracks, crevices, or hollows) as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1,000 feet of other forested or wooded habitat. Trees found in highly-developed urban areas (e.g., street trees, downtown areas) are extremely unlikely to be suitable NLEB habitat.

There will be an unknown quantity of trees to be removed for this project. There are no records of maternity roost trees, maternity colonies or hibernacula in the project vicinity.

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.

Our assessment determination for the NLEB is valid for one year from the date on the Northern Long-Eared Bat 4(d) Rule Consultation Form.

Eastern prairie fringed orchid

Eastern prairie fringed orchid occurs in a wide variety of habitats, from mesic prairie to wetland communities such as sedge meadows, marsh edges and even bogs. It requires full sunlight for optimum growth and flowering, which restricts it to grass- and sedge-dominated plant communities. The substrate of the sites where it occurs ranges from

neutral to mildly calcareous. Occasionally the orchid colonizes successional habitats or recolonizes previously occupied areas.

We evaluated the limits of the proposed improvement for the presence of potentially suitable EPFO habitat. Our evaluation included the use of EPFO guidance from the US Fish and Wildlife Service, Chicago Ecological Services Field Office. A survey was conducted for EPFO in 2016, with none found. We determined there would be no effect to EPFO from the proposed improvement.

Rusty patched bumble bee

We evaluated the limits of the proposed improvement for the presence of potentially suitable Rusty patched bumble bee habitat. Our evaluation included the use of the guidance issued by USFWS dated March 21, 2017 and titled "The Rusty Patched Bumble Bee (*Bombus affinis*), Interagency Cooperation under Section 7(a)(2) of the Endangered Species Act, Voluntary Implementation Guidance" ("USFWS Interagency Guidance"). According to the guidance, if a project is outside of a high potential zone, then the USFWS advises that the incidental take coverage is not necessary (https://www.fws.gov/midwest/endangered/insects/rpbb/guidance.html). Therefore, if the project is outside of a high potential zone, then a "no effect" determination is appropriate.

We cross referenced the preferred habitat of the Rusty patched bumble bee with our knowledge of the project areas and determined that there is no USFWS High Potential Zone or RPBB record in the project vicinity. In accordance with Section 7 of the Endangered Species Act, we determined that there will be no effect to the Rusty patched bumble bee.

Other Federally Listed Species

We cross-referenced the preferred habitat of each of the remaining listed species with our knowledge of the project area and determined that there are no suitable habitats present. We have determined that the proposed improvement will have no effect on any of the remaining listed species.

We have determined that the proposed improvement is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of any critical habitat.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

Attachment — USFWS species list

SDH

Huff & Huff, incorporated
A Subsidiary of GZA

GEOTECHNICAL
ENVIRONMENTAL
ECOLOGICAL
WATER
CONSTRUCTION MANAGEMENT

915 Harger Road
Suite 330
Oak Brook, IL 60523
T: 630.684.9100
F: 630.684.9120
www.huffnhuff.com
www.gza.com

November 11, 2016

Mr. Sam Mead
Illinois Department of Transportation
Bureau of Programming, Environmental Section
District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: Job No. P-91-108-12
PTB No. 162-011
Various Environmental Studies
Region One, District One
Baseline Road (US 30) from Illinois Route 47 to Albright Road
Village of Montgomery and Unincorporated Kane and Kendall Counties, Illinois
Eastern Prairie Fringed Orchid Survey
Sequence #17659

Attn: Vanessa Ruiz

Dear Ms. Ruiz:

Huff & Huff, Inc. (H&H) conducted surveys for the federally threatened eastern prairie fringed orchid ([EPFO] *Platanthera leucophaea)* within the environmental survey limits of the proposed roadway improvements to Baseline Road (US 30) from Illinois Route 47 (IL 47) to Albright Road in the Village of Montgomery and unincorporated Kane and Kendall Counties, Illinois. This survey provides documentation to the U.S. Army Corps of Engineers (USACE) and the U.S. Fish and Wildlife Service (USFWS) that the EPFO is not present within wetland Sites 6 and 11.

A survey to determine the presence/absence of this species within Sites 6 and 11 were determined to be required due to the high floristic quality and presence of associate plant species, which were identified by Illinois Natural History Survey (INHS) staff during wetland delineations conducted in 2013 and 2014.

Site 6 is a wet meadow and marsh, which is appropriate EPFO habitat. Site 11 is a forested wetland and marsh. Forested wetlands are typically not considered appropriate EPFO habitat. However, due to the high floristic quality and presence of associate plant species, Site 11 was investigated for the presence of the EPFO. The EPFO was not identified during the wetland delineation.

METHODS

The Chicago office of the USFWS has developed guidelines for evaluating EPFO habitat in northeastern Illinois (USFWS 2013) based in part on Floristic Quality Assessment (FQA) and utilizing indices calculated solely from native species (e.g., Native Floristic Quality Index [FQI] and Native Mean Coefficient of Conservatism [C-value]). The USFWS indicates that the EPFO occurs in a wide variety of prairie and wetland habitats but that highly degraded wetlands

An Equal Opportunity Employer M/F/V/H

(e.g., sites with FQI < 20 or Mean C-value < 3.5) likely will not support this species. As an aid to identifying possible EPFO habitat, a list of associate species in northeastern Illinois has been compiled. These guidelines indicate that sites meeting the FQI and Mean C-value criteria with four or more of these associate species should be surveyed during the flowering period.

(http://www.fws.gov/midwest/endangered/section7/s7process/plants/epfo_associates.html)

The EPFO flowers from late June to early July and lasts for 7 to 10 days (Bowles, 1999). According to *Plants of the Chicago Region* (Swink and Wilhelm, 1994), the EPFO flowers between June 22 and July 22 in the Chicago Region, which they define as twenty-two (22) counties which have more than half of their area lying within a 75-mile radius of downtown Chicago, Illinois, at the southern tip of Lake Michigan.

H&H staff conducted meander surveys within Sites 6 and 11 to determine the presence/absence of the EPFO. On June 16, 2016, the USFWS observed the EPFO population in bloom at the Grant Creek Nature Preserve located in Will County. The Grant Creek Nature Preserve is located approximately 26.3 miles south of Site 6 and 11. EPFO surveys for the proposed US 30 project were conducted on June 28, June 30, and July 5, 2016, for approximately 10.0 total hours over the three above mentioned dates.

The Wetland Location Map for the US 30 project, presented in the *Wetland Delineation Report* (INHS, 2014), was utilized as a guide for conducting the survey and is attached with this letter.

SPECIES HABITAT CHARACTERISTICS AND NATURAL HISTORY

The EPFO is known to occur in six states, mostly in the Midwest. Illinois is believed to have had the largest populations of this species during the pre-settlement conditions. It was known to occur in 33 Illinois counties but is now believed to be limited to the six-county Chicago Metropolitan area.

Only small, local populations of this rare plant exist in high quality habitats. It occurs in a variety of habitats which include mesic prairies, sedge meadows, marsh edges, fens, and bogs and inhabits a broad moisture gradient primarily in mesic prairies and along the edges of waterbodies and wetlands. The orchid is adapted to natural patch disturbances and tolerates fire and periodic drought. Long term population maintenance requires reproduction from fertilized seed which is pollinated only by the hawkmoth (*Sphingidae*). There are no other known natural pollinators. Long term population maintenance also requires the development of mycorrhizae and soil fungi and maintenance of a graminoid habitat, mainly by fire. It requires full sun for optimum growth and flowering and a grassy habitat with little or no woody encroachment.

The EPFO is eight to 40 inches tall and has an upright leafy stem with a flower cluster called an inflorescence. The three to eight-inch lance-shaped leaves sheath the stem. Each plant has one single flower spike composed of five to forty creamy white flowers. Each flower has a three-part fringed lip less than one inch long and a nectar spur (tube-like structure) which is about two inches long.

The orchid is a perennial herb that grows from an underground tuber. Flowering begins from late June to early July and lasts from seven to ten days. Blossoms often rise just above the height of the surrounding grasses and sedges. The more exposed flower clusters are more likely to be visited by the hawkmoths, though they are also at risk to be eaten by deer. Seed capsules mature over the growing season and are dispersed by the wind from late August through September.

Historically, the EPFO has mostly been extirpated by the conversion of habitat to cropland and pasture. Currently, the orchid is threatened by the succession of woody species from former graminoid habitats, competition from aggressive exotic species, over collecting, predation, and drainage and development of supporting wetland habitat.

RESULTS

The temperature range on the dates of the survey was approximately between the low 70s to high 80s Fahrenheit, with moderate to high humidity, and was partly cloudy each day. Weather conditions did not hinder the investigation. The EPFO was not encountered within the project limits of the survey (Sites 6 and 11). Other threatened or endangered plant species were not observed during the investigation. The sites are briefly described below and are mapped on the Wetland Location Map. Updated FQIs and photographic documentation is attached to this letter. Table 1 summarizes the site conditions during the EPFO surveys.

Table 1 – EPFO Site Survey Summary

Wetland Site Number	Visit 1			Visit 2			Visit 3		
	Date	Survey Time (hours)	Weather Conditions Clouds Coverage/ Temperature (F)	Date	Survey Time (hours)	Weather Conditions Clouds (% cover)/ Temperature (F)	Date	Survey Time (hours)	Weather Conditions Clouds (% cover)/ Temperature (F)
6 and 11	June 28 2016	4.5	Partly cloudy/Low 80s	June 30 2016	3.0	Partly cloudy/High 70s	July 5 2016	2.5	Partly cloudy/Low 70s

Site 6 is a wet meadow, marsh, and forested wetland complex located adjacent to Blackberry Creek (Site W2). Site 6 is located west of Orchard Road, north of Mayfield Drive. Portions of Site 6 extend along Blackberry Creek to approximately 0.24 mile north of US 30. Several areas were investigated based on vegetation, the presence of associate plant species, and the presence of appropriate habitat for the EPFO. Habitat types within the investigation area include wet meadow and marsh.

The majority of Site 6 was considered to be unlikely habitat for the EPFO due to the limited presence of associate plant species and/or monocultures of reed canary grass (*Phalaris arundinacea*) or narrow-leaved cattail (*Typha angustifolia*). Areas considered more likely to have EPFO habitat were investigated more thoroughly. The portion of Site 6 on the north side of US 30 was not investigated due to the presence of a fence. However, this area was recently mowed and appeared to be dominated by turf grasses and spike rush species (*Eleocharis* spp.). A map depicting the areas with appropriate EPFO habitat and presence of associate species within Site 6 is attached to this letter. The native FQI and native mean C-value of Site 6 were calculated as 29.0 and 3.7, respectively, for plants identified by H&H and INHS staff during the wetland delineation and orchid survey.

Site 11 is a forested wetland located north of US 30, approximately 1,850 feet west of Albright Road. Several areas were investigated based on vegetation, the presence of associate plant species, and the presence of appropriate habitat for the EPFO. Habitat types within the investigation area include forested wetland and marsh. Site 11 was considered unlikely habitat for the EPFO due to the limited presence of associate plant species and/or were heavily wooded forested and scrub-shrub areas. The native FQI and native mean C-value of Site 11 were calculated as

21.0 and 2.9, respectively, for plants identified by H&H and INHS staff during the wetland delineation and orchid survey.

SUMMARY

H&H conducted meander surveys within Sites 6 and 11 on three non-consecutive days during the bloom period of the orchid for approximately 10.0 hours in total. Survey results indicate that the EPFO most likely does not occur within Site 6 and 11. No other state or federally listed species were encountered during the site visits.

Very Truly Yours,
HUFF & HUFF, INC. (A SUBSIDIARY OF GZA)

Evan Markowitz
Senior Project Manager

Alycia Kluenenberg
Consultant Reviewer

Jim Novak
Associate Principal

Enclosures

REFERENCES

Bowles, L.M., *Eastern Prairie Fringed Orchid, Platanthera leucophaea (Nuttall) Lindley, Recovery Plan.* The Morton Arboretum, Fort-Snelling, MN, 1999.

Fernald, M.L *Gray's Manual of Botany*. 8th ed. American Book Co., New York. 1950.

Gleason, H.A., and A. Cronquist. *Manual of vascular plants of north-eastern United States and adjacent Canada*. Van Nostrand Reinhold, Co., New York. 1963.

Jones, G.N. *Flora of Illinois.* Third ed. American Midland Natural sit Monograph. University of Notre Dame, Indiana. 1963.

Kenney, I., P. Marcum, S. McIntyre, and D. Skultety. *Wetland Delineation Report, Project Site: US 30 – Baseline Road (FAP 349), IL 47 to Albright Road – Addendum A, Kane and Kendall Counties, Illinois*. Illinois Natural History Survey/Illinois Department of Transportation Wetland Science Program, November 2014.

Mohlenbrock, R.H., ed. *Guide to Vascular Flora of Illinois.* Southern Illinois University Press, Carbondale. 1975.

Newcomb, L. *Newcomb's Wildflower Guide: An Ingenious New Key System for Quick Positive Field Identification of the Wildflowers, Flowering Shrubs, and Vines of Northeastern and North-central America.* New York: New York, Little, Brown and Company. 1977.

Peterson, Rory T. and McKenny, M., *Wildflowers*, Houghton Mifflin Company, Boston MA, 1968.

Lichvar, R.W., D.L. Banks, W.N. Kirchner and N.C. Melvin, 2016. *The National Wetland Plant List*: 2016 wetland ratings. Phytoneuron 2016-30: 1-17. (http://wetland-plants.usace.army.mil/)

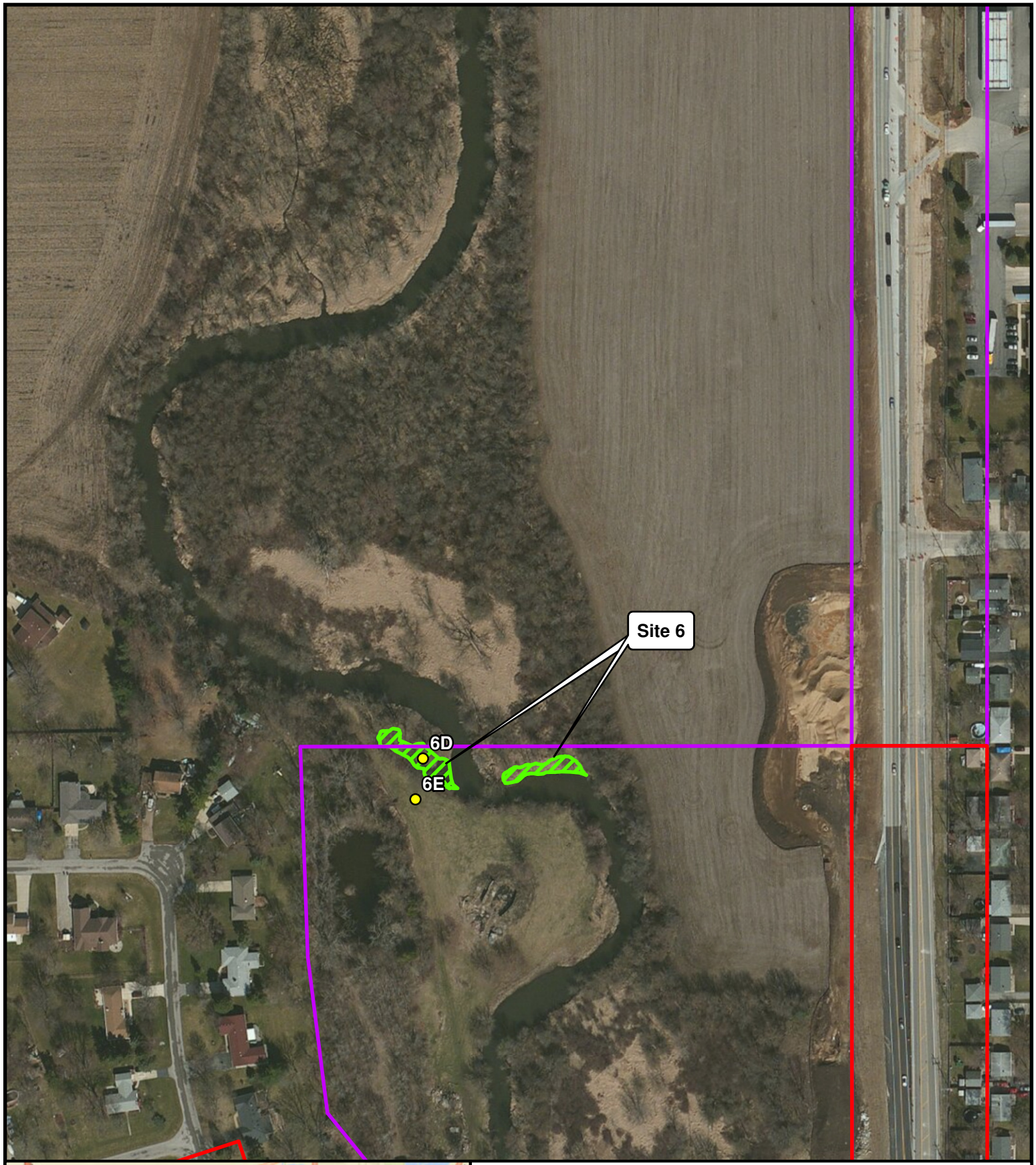
Steyermark, J.A. 1963. *Flora of Missouri*. Iowa State University Press, Ames.

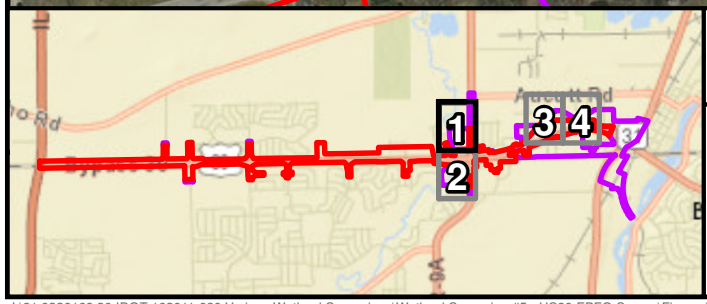
Swink, F. and G. Wilhelm, *Plants of the Chicago Region*, The Morton Arboretum, Lisle, IL. 1994.

Wiesbrook, S, P. Marcum, D. Skultety, B. Beas, and B. Wilm. *Wetland Delineation Report, Project Site: US 30 – Baseline Road (FAP 349), IL 47 to Albright Road, Kane and Kendall Counties, Illinois*. Illinois Natural History Survey Wetland Science Program, July 2013.

Winterringer, G.S. Wild Orchids of Illinois. Illinois State Museum. State of Illinois. 1967.

Young, Dick. *Kane County Wild Plants and Natural Areas*. Kane County Forest Preserve District. Geneva, Illinois. 1994.





D-1.3-12

0 200 400
Feet

N
W E
S

Aerial Source: ESRI Online World Imagery

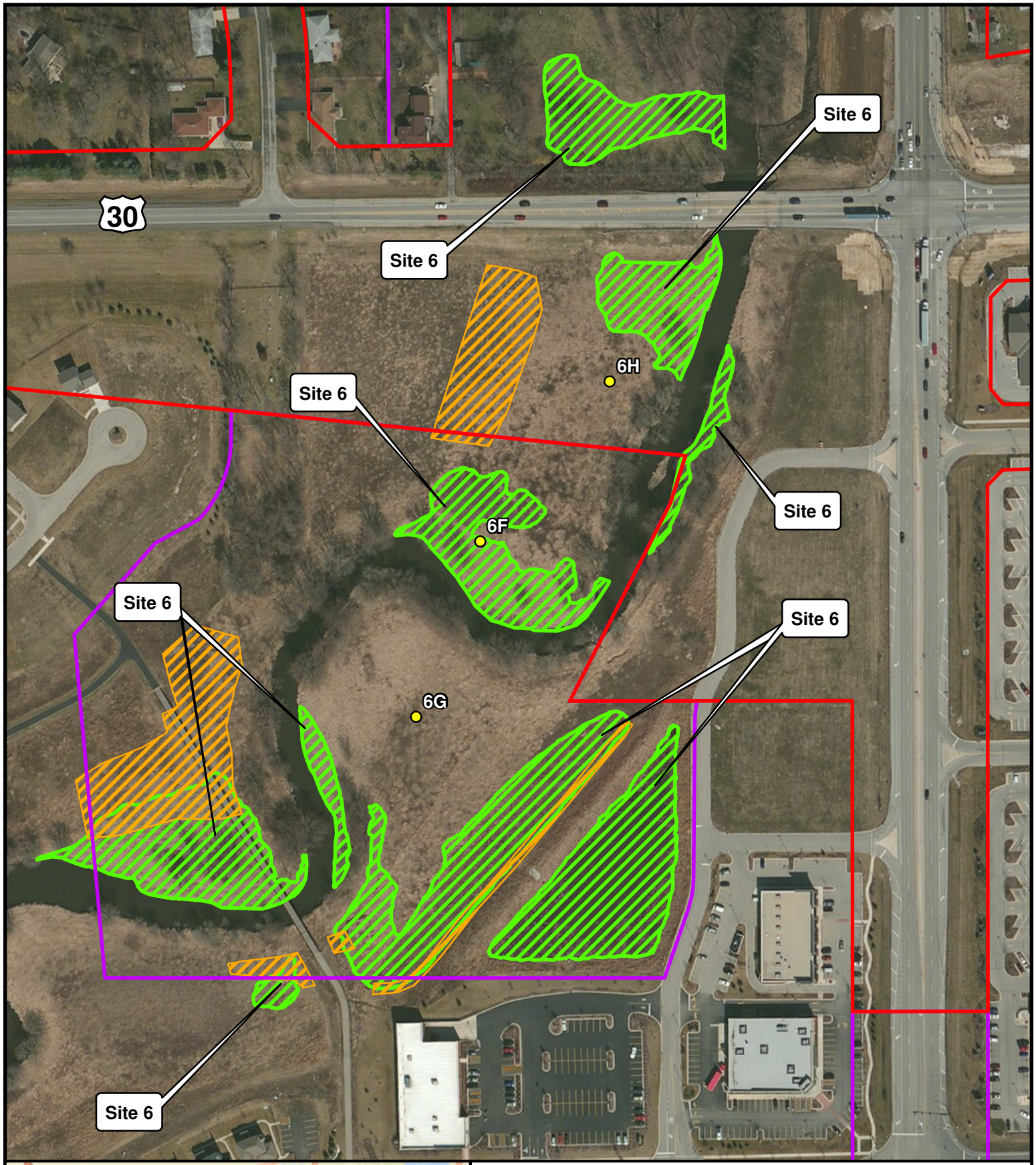
Legend

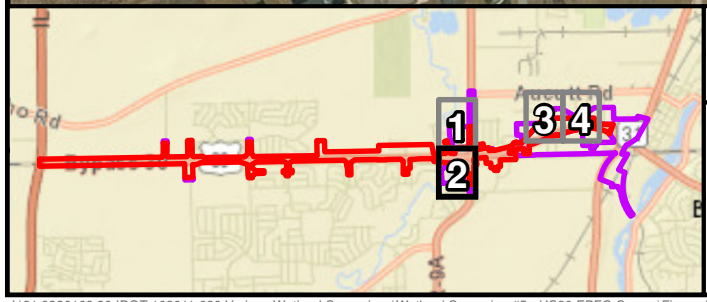
- Project Limits
- Addedum A
- Wetland Boundary by INHS
- Suitable EPFO Habitat
- Data Point

Huff & Huff, Inc.

Figure 1.1
Suitable EPFO Habitat
Sequence #17659
Champaign, Kendall County, Illinois

J:\81.0220169.36 IDOT 162011-080 Various Wetland Screenings\Wetland Screening #5 - US30 EPFO Survey\Figures\IDOT_162011_080_US30_EPFO.mxd





D-1.3-13

0 200 400
Feet

N
W E
S

Aerial Source: ESRI Online World Imagery

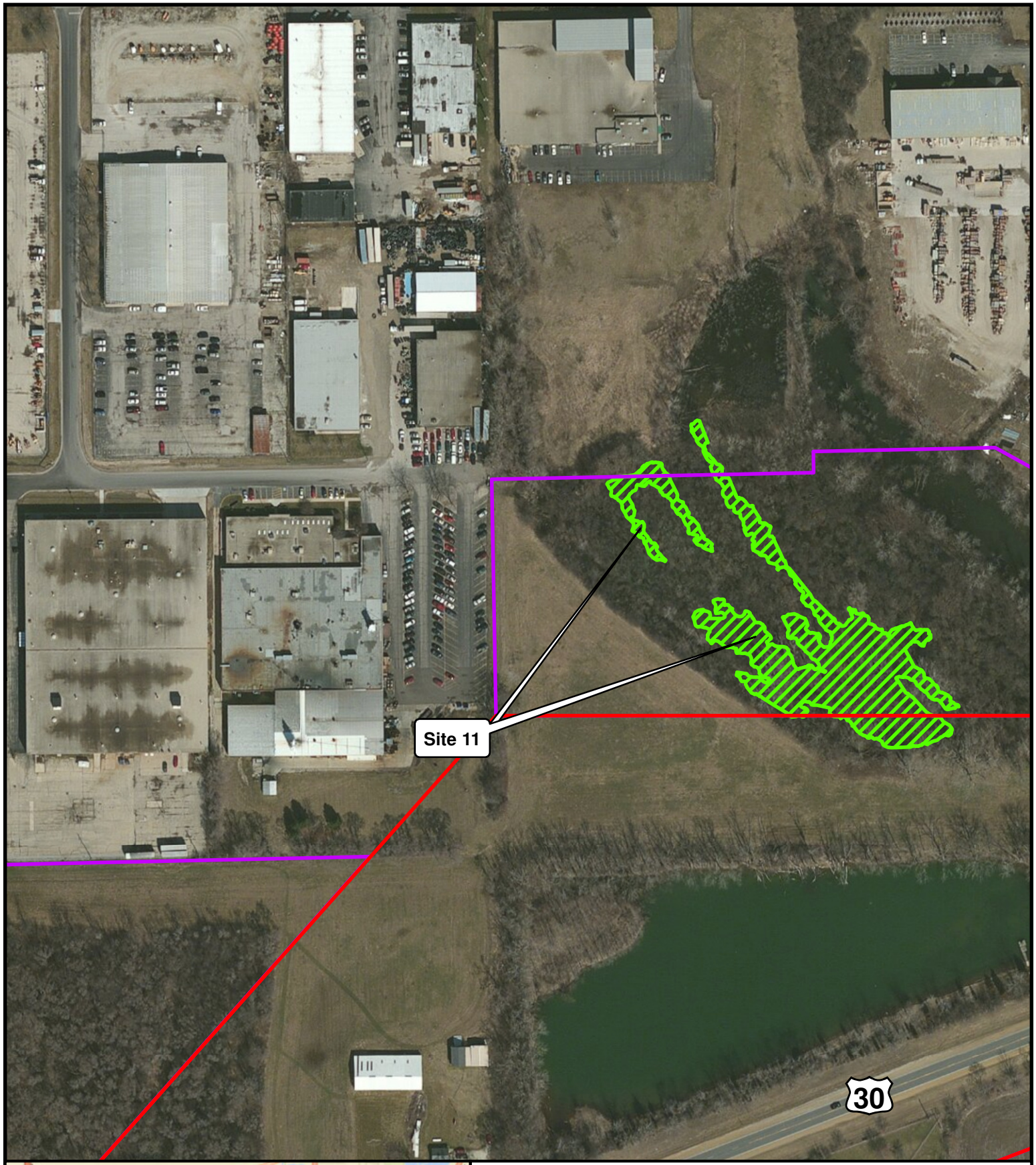
Legend

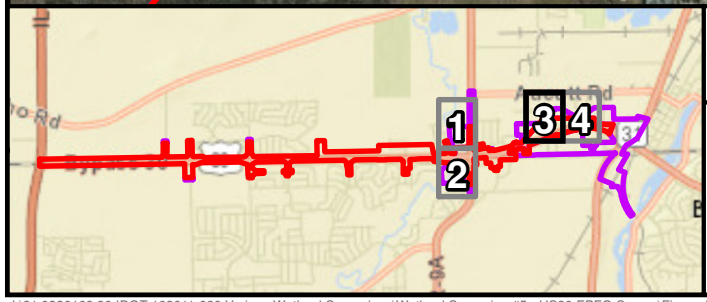
- Project Limits
- Addedum A
- Wetland Boundary by INHS
- Suitable EPFO Habitat
- Data Point

Huff & Huff, Inc.

Figure 1.2
Suitable EPFO Habitat
Sequence #17659
Champaign, Kendall County, Illinois

J:\81.0220169.36 IDOT 162011-080 Various Wetland Screenings\Wetland Screening #5 - US30 EPFO Survey\Figures\IDOT_162011_080_US30_EPFO.mxd





D-1.3-4

0 200 400
Feet

N
W E
S

Aerial Source: ESRI Online World Imagery

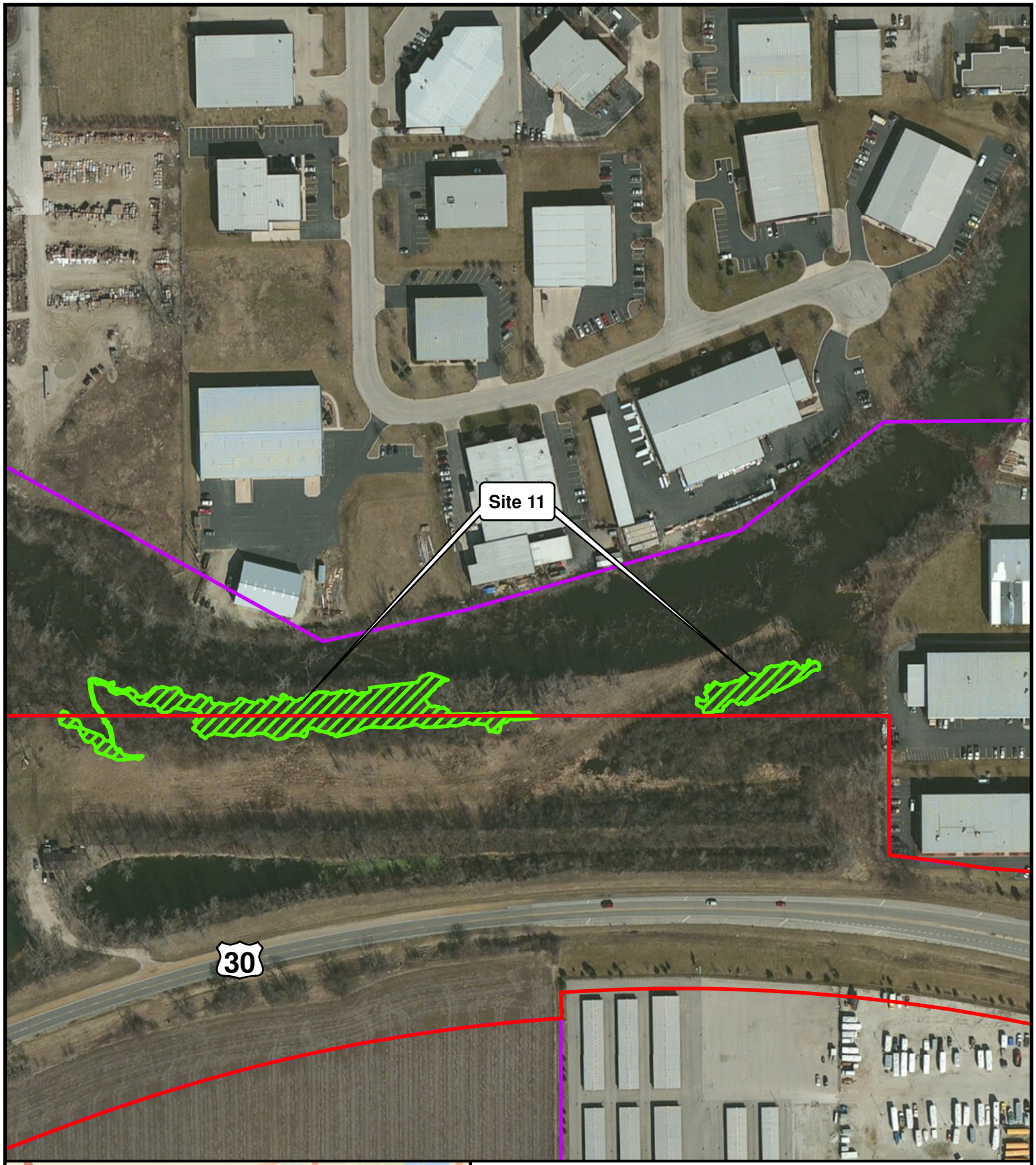
Legend

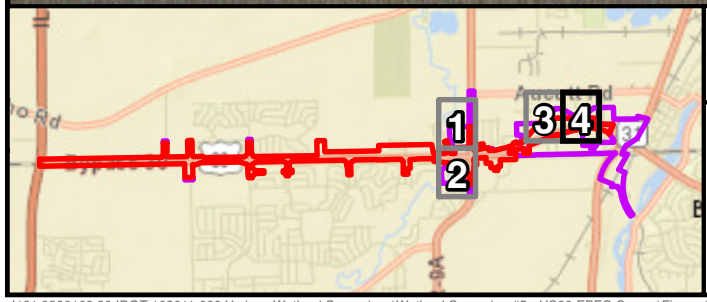
- Project Limits
- Addedum A
- Wetland Boundary by INHS
- Suitable EPFO Habitat
- Data Point

Huff & Huff, Inc.

Figure 1.3
Suitable EPFO Habitat
Sequence #17659
Champaign, Kendall County, Illinois

J:\81.0220169.36 IDOT 162011-080 Various Wetland Screenings\Wetland Screening #5 - US30 EPFO Survey\Figures\IDOT_162011_080_US30_EPFO.mxd





D-1.3-15

0 200 400
Feet

N
W E
S

Aerial Source: ESRI Online World Imagery

Legend

- Project Limits
- Addedum A
- Wetland Boundary by INHS
- Suitable EPFO Habitat
- Data Point

Huff & Huff, Inc.

Figure 1.4
Suitable EPFO Habitat
Sequence #17659
Champaign, Kendall County, Illinois

J:\81.0220169.36 IDOT 162011-080 Various Wetland Screenings\Wetland Screening #5 - US30 EPFO Survey\Figures\IDOT_162011_080_US30_EPFO.mxd

Photographic Log for the Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) Survey of Baseline Road (US 30) from Illinois Route 47 (IL 47) to Albright Road
Montgomery and Unincorporated Kane and Kendall Counties, Illinois
June 28 and 30 and July 5, 2016

Photo 1: Site 6 (marsh; 6/28/2016).

Photo 2: Site 6 (marsh; 6/28/2016).

Photo 3: Site 6 (marsh and wet meadow; 6/28/2016).

Photo 4: Site 6 (Blackberry Creek and wet meadow; 6/28/2016).

Photographic Log for the Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) Survey of Baseline Road (US 30) from Illinois Route 47 (IL 47) to Albright Road
Montgomery and Unincorporated Kane and Kendall Counties, Illinois
June 28 and 30 and July 5, 2016

Photo 5: Site 6 (wet meadow; 6/28/2016).

Photo 6: Site 6 (wet meadow; 6/28/2016).

Photo 7: Site 6 (wet meadow; 6/28/2016).

Photo 8: Site 6 (wet meadow; 6/28/2016).

Photographic Log for the Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) Survey of Baseline Road (US 30) from Illinois Route 47 (IL 47) to Albright Road
Montgomery and Unincorporated Kane and Kendall Counties, Illinois
June 28 and 30 and July 5, 2016

Photo 9: Site 6 (Blackberry creek and wet meadow; 6/28/2016).

Photo 10: Site 6 (wet meadow; 6/28/2016).

Photo 11: Site 11 (forested wetland; 6/28/2016).

Photo 12: Site 11 (forested wetland; 6/28/2016).

Photographic Log for the Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) Survey of Baseline Road (US 30) from Illinois Route 47 (IL 47) to Albright Road
Montgomery and Unincorporated Kane and Kendall Counties, Illinois
June 28 and 30 and July 5, 2016

Photo 13: Site 11 (forested wetland; 6/28/2016).

Photo 14: Site 11 (forested wetland; 6/28/2016).

Photo 15: Site 6 (wet meadow; 6/30/2016).

Photo 16: Site 6 (wet meadow and marsh; 6/30/2016).

Photographic Log for the Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) Survey of Baseline Road (US 30) from Illinois Route 47 (IL 47) to Albright Road
Montgomery and Unincorporated Kane and Kendall Counties, Illinois
June 28 and 30 and July 5, 2016

Photo 17: Site 6 (wet meadow; 6/30/2016).

Photo 18: Site 6 (wet meadow; 6/30/2016).

Photo 19: Site 6 (wet meadow; 6/30/2016).

Photo 20: Site 6 (wet meadow; 6/30/2016).

Photographic Log for the Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) Survey of Baseline Road (US 30) from Illinois Route 47 (IL 47) to Albright Road
Montgomery and Unincorporated Kane and Kendall Counties, Illinois
June 28 and 30 and July 5, 2016

Photo 21: Site 11 (forested wetland; 6/30/2016).

Photo 22: Site 11 (forested wetland; 6/30/2016).

Photo 23: Site 6 (wet meadow; 7/5/2016).

Photo 24: Site 6 (wet meadow; 7/5/2016).

Photographic Log for the Eastern Prairie Fringed Orchid (*Platanthera leucophaea*) Survey of Baseline Road (US 30) from Illinois Route 47 (IL 47) to Albright Road
Montgomery and Unincorporated Kane and Kendall Counties, Illinois
June 28 and 30 and July 5, 2016

Photo 25: Site 6 (wet meadow; 7/5/2016).

Photo 26: Site 6 (wet meadow; 7/5/2016).

Photo 27: Site 6 (Blackberry Creek and wet meadow; 7/5/2016).

Photo 28: Site 6 (marsh; 7/5/2016).

SITE: US Route 30
LOCALE: Kane and Kendall Counties,
BY: Huff & Huff, Inc. (E. Markowitz)
NOTES: Site 6

CONSERVATISM-BASED METRICS		ADDITIONAL METRICS	
MEAN C (NATIVE SPECIES)	3.65	SPECIES RICHNESS (ALL)	81
MEAN C (ALL SPECIES)	2.84	SPECIES RICHNESS (NATIVE)	63
MEAN C (NATIVE TREES)	2.60	% NON-NATIVE	0.22
MEAN C (NATIVE SHRUBS)	3.25	WET INDICATOR (ALL)	-0.56
MEAN C (NATIVE HERBACEOUS)	3.85	WET INDICATOR (NATIVE)	-0.70
FQAI (NATIVE SPECIES)	28.98	% HYDROPHYTE (MIDWEST)	0.78
FQAI (ALL SPECIES)	25.56	% NATIVE PERENNIAL	0.65
ADJUSTED FQAI	32.20	% NATIVE ANNUAL	0.11
% C VALUE 0	0.31	% ANNUAL	0.12
% C VALUE 1-3	0.25	% PERENNIAL	0.85
% C VALUE 4-6	0.36		
% C VALUE 7-10	0.09		

SPECIES ACRONYM	SPECIES NAME (NWPL/ MOHLENBROCK)	SPECIES (SYNONYM)	COMMON NAME	C VALUE	MIDWEST WET INDICATOR	NC-NE WET INDICATOR	WET INDICATOR (NUMERIC)	HABIT	DURATION	NATIVITY
aceneg	Acer negundo	Acer negundo var. violaceum	Ash-Leaf Maple	0	FAC	FAC	0	Tree	Perennial	Native
acesau	Acer saccharum	Acer saccharum	Sugar Maple	3	FACU	FACU	1	Tree	Perennial	Native
agralb	Agrostis gigantea	AGROSTIS ALBA	Black Bent	0	FACW	FACW	-1	Grass	Perennial	Adventive
alisub	Alisma subcordatum	Alisma subcordatum	American Water-Plantain	4	OBL	OBL	-2	Forb	Perennial	Native
ambart	Ambrosia artemisiifolia	Ambrosia artemisiifolia elatior	Annual Ragweed	0	FACU	FACU	1	Forb	Annual	Native
andger	Andropogon gerardii	Andropogon gerardii	Big Bluestem	5	FAC	FACU	0	Grass	Perennial	Native
angatr	Angelica atropurpurea	Angelica atropurpurea	Purple-Stem Angelica	7	OBL	OBL	-2	Forb	Perennial	Native
apocan	Apocynum cannabinum	Apocynum sibiricum	Indian-Hemp	2	FAC	FAC	0	Forb	Perennial	Native
ascsyr	Asclepias syriaca	Asclepias syriaca	Common Milkweed	0	FACU	UPL	1	Forb	Perennial	Native
bidfro	Bidens frondosa	Bidens frondosa	Devil's-Pitchfork	1	FACW	FACW	-1	Forb	Annual	Native
boecyl	Boehmeria cylindrica	Boehmeria cylindrica drummondiana	Small-Spike False Nettle	2	OBL	OBL	-2	Forb	Perennial	Native
bollat	Boltonia asteroides var. recognita	Boltonia latisquama recognita	White Doll's Daisy	9	OBL	FACW	-2	Forb	Perennial	Native
consep	Calystegia sepium	Convolvulus sepium	Hedge False Bindweed	1	FAC	FAC	0	Forb	Perennial	Native
cxfran	Carex frankii	Carex frankii	Frank's Sedge	8	OBL	OBL	-2	Sedge	Perennial	Native
cxtrib	Carex tribuloides	Carex tribuloides	Blunt Broom Sedge	3	OBL	FACW	-2	Sedge	Perennial	Native
cxvulp	Carex vulpinoidea	Carex vulpinoidea	Common Fox Sedge	2	FACW	OBL	-1	Sedge	Perennial	Native
celocc	Celtis occidentalis	Celtis occidentalis	Common Hackberry	3	FAC	FAC	0	Tree	Perennial	Native
cepocc	Cephalanthus occidentalis	Cephalanthus occidentalis	Common Buttonbush	5	OBL	OBL	-2	Shrub	Perennial	Native
casfas	Chamaecrista fasciculata	Cassia fasciculata	Sleepingplant	5	FACU	FACU	1	Forb	Annual	Native

cirarv	Cirsium arvense	CIRSIUM ARVENSE	Canadian Thistle	0 FACU	FACU	1 Forb	Perennial	Adventive
corobl	Cornus obliqua	Cornus obliqua	Pale Dogwood	6 FACW	FACW	-1 Shrub	Perennial	Native
daucar	Daucus carota	DAUCUS CAROTA	Queen Anne’s Lace	0 UPL	UPL	2 Forb	Biennial	Adventive
echcru	Echinochloa crus-galli	Echinochloa crusgalli	Large Barnyard Grass	0 FACW	FAC	-1 Grass	Annual	Native
equarv	Equisetum arvense	Equisetum arvense	Field Horsetail	0 FAC	FAC	0 Fern	Perennial	Native
solgra	Euthamia graminifolia	Solidago graminifolia; Solidago graminifolia nuttallii	Flat-Top Goldentop	4 FACW	FAC	-1 Forb	Perennial	Native
eutmac	Eutrochium maculatum	Eupatorium maculatum	Spotted Trumpetweed	4 OBL	OBL	-2 Forb	Perennial	Native
geucan	Geum canadense	Geum canadense	White Avens	1 FAC	FAC	0 Forb	Perennial	Native
glehed	Glechoma hederacea	GLECHOMA HEDERACEA	Groundivy	0 FACU	FACU	1 Forb	Perennial	Adventive
horjub	Hordeum jubatum	HORDEUM JUBATUM	Fox-Tail Barley	0 FAC	FAC	0 Grass	Perennial	Adventive
impcap	Impatiens capensis	Impatiens capensis	Spotted Touch-Me-Not	3 FACW	FACW	-1 Forb	Annual	Native
iripse	Iris pseudacorus	IRIS PSEUDACORUS	Pale-Yellow Iris	0 OBL	OBL	-2 Forb	Perennial	Adventive
jundud	Juncus dudleyi	Juncus dudleyi	Dudley's Rush	4 FACW	FACW	-1 Forb	Perennial	Native
juneff	Juncus effusus ssp. solutus	Juncus effusus	Lamp Rush	7 OBL	OBL	-2 Forb	Perennial	Native
juntor	Juncus torreyi	Juncus torreyi	Torrey's Rush	4 FACW	FACW	-1 Forb	Perennial	Native
leeory	Leersia oryzoides	Leersia oryzoides	Rice Cut Grass	4 OBL	OBL	-2 Grass	Perennial	Native
lemmio	Lemna minor	Lemna minor	Common Duckweed	5 OBL	OBL	-2 Forb	Annual	Native
lycame	Lycopus americanus	Lycopus americanus	Cut-Leaf Water-Horehound	5 OBL	OBL	-2 Forb	Perennial	Native
lytsal	Lythrum salicaria	LYTHRUM SALICARIA	Purple Loosestrife	0 OBL	OBL	-2 Forb	Perennial	Adventive
moralb	Morus alba	MORUS ALBA	White Mulberry	0 FAC	FACU	0 Tree	Perennial	Adventive
oenbie	Oenothera biennis	Oenothera biennis	King's-Cureall	0 FACU	FACU	1 Forb	Biennial	Native
panvir	Panicum virgatum	Panicum virgatum	Wand Panic Grass	5 FAC	FAC	0 Grass	Perennial	Native
parqui	Parthenocissus quinquefolia	Parthenocissus quinquefolia	Virginia-Creeper	2 FACU	FACU	1 Vine	Perennial	Native
polcoc	Persicaria amphibia	Polygonum coccineum; Polygonum amphibium stipulaceum	Water Smartweed	4 OBL	OBL	-2 Forb	Perennial	Native
polpun	Persicaria punctata	Polygonum punctatum	Dotted Smartweed	6 OBL	OBL	-2 Forb	Annual	Native
phaaru	Phalaris arundinacea	PHALARIS ARUNDINACEA	Reed Canary Grass	0 FACW	FACW	-1 Grass	Perennial	Adventive
phrausu	Phragmites australis ssp. australis	Phragmites australis	Common Reed	0 FACW	FACW	-1 Grass	Perennial	Adventive
pilpum	Pilea pumila	Pilea pumila	Canadian Clearweed	5 FACW	FACW	-1 Forb	Annual	Native
plarug	Plantago rugelii	Plantago rugelii	Black-Seed Plantain	0 FAC	FAC	0 Forb	Annual	Native
poapra	Poa pratensis	POA PRATENSIS	Kentucky Blue Grass	0 FAC	FACU	0 Grass	Perennial	Adventive
pycten	Pycnanthemum tenuifolium	Pycnanthemum tenuifolium	Narrow-Leaf Mountain-Mint	7 FAC	FAC	0 Forb	Perennial	Native
ratpin	Ratibida pinnata	Ratibida pinnata	Yellow Coneflower	4 UPL	UPL	2 Forb	Perennial	Native
rhacat	Rhamnus cathartica	RHAMNUS CATHARTICA	European Buckthorn	0 FAC	FAC	0 Shrub	Perennial	Adventive
rosmul	Rosa multiflora	ROSA MULTIFLORA	Rambler Rose	0 FACU	FACU	1 Shrub	Perennial	Adventive
rudlac	Rudbeckia laciniata	Rudbeckia laciniata	Green-Head Coneflower	5 FACW	FACW	-1 Forb	Perennial	Native
rudsub	Rudbeckia subtomentosa	Rudbeckia subtomentosa	Sweet Coneflower	9 FACU	FACU	1 Forb	Perennial	Native
rumcri	Rumex crispus	RUMEX CRISPUS	Curly Dock	0 FAC	FAC	0 Forb	Perennial	Adventive

saglat	Sagittaria latifolia	Sagittaria latifolia	Duck-Potato	4	OBL	OBL	-2	Forb	Perennial	Native
salint	Salix interior	Salix interior	Sandbar Willow	1	FACW	FACW	-1	Shrub	Perennial	Native
salnig	Salix nigra	Salix nigra	Black Willow	4	OBL	OBL	-2	Tree	Perennial	Native
samnig	Sambucus nigra ssp. canadensis	Sambucus canadensis	Black Elder	1	FACW	FACW	-1	Shrub	Perennial	Native
scipun	Schoenoplectus pungens	Scirpus pungens	Three-Square	5	OBL	OBL	-2	Sedge	Perennial	Native
sciatv	Scirpus atrovirens	Scirpus atrovirens	Dark-Green Bulrush	4	OBL	OBL	-2	Sedge	Perennial	Native
scicyp	Scirpus cyperinus	Scirpus cyperinus	Cottongrass Bulrush	6	OBL	OBL	-2	Sedge	Perennial	Native
setgla	Setaria pumila	SETARIA GLAUCA	Yellow Bristle Grass	0	FAC	FAC	0	Grass	Annual	Adventive
silint	Silphium integrifolium	Silphium integrifolium deamii	Entire-Leaf Rosinweed	5	UPL	FAC	2	Forb	Perennial	Native
sillac	Silphium laciniatum	Silphium laciniatum	Compass-Plant	5	UPL	UPL	2	Forb	Perennial	Native
solgig	Solidago gigantea	Solidago gigantea	Late Goldenrod	4	FACW	FACW	-1	Forb	Perennial	Native
sonarv	Sonchus arvensis	SONCHUS ARVENSIS	Field Sow-Thistle	0	FACU	FACU	1	Forb	Perennial	Adventive
sornut	Sorghastrum nutans	Sorghastrum nutans	Yellow Indian Grass	5	FACU	FACU	1	Grass	Perennial	Native
astsim	Symphyotrichum lanceolatum	Aster simplex	White Panicled American-Aster	3	FAC	FACW	0	Forb	Perennial	Native
astnov	Symphyotrichum novae-angliae	Aster novae-angliae	New England American-Aster	4	FACW	FACW	-1	Forb	Perennial	Native
teucan	Teucrium canadense	Teucrium canadense	American Germander	3	FACW	FACW	-1	Forb	Perennial	Native
thadio	Thalictrum dioicum	Thalictrum dioicum	Early Meadow-Rue	7	FACU	FACU	1	Forb	Perennial	Native
typang	Typha angustifolia	Typha angustifolia	Narrow-Leaf Cat-Tail	0	OBL	OBL	-2	Forb	Perennial	Adventive
typlat	Typha latifolia	Typha latifolia	Broad-Leaf Cat-Tail	1	OBL	OBL	-2	Forb	Perennial	Native
ulmame	Ulmus americana	Ulmus americana	American Elm	3	FACW	FACW	-1	Tree	Perennial	Native
ulmpum	Ulmus pumila	ULMUS PUMILA	Siberian Elm	0	UPL	FACU	2	Tree	Perennial	Adventive
urtpro	Urtica dioica ssp. gracilis	Urtica procera	Tall Nettle	2	FACW	FAC	-1	Forb	Perennial	Native
verhas	Verbena hastata	Verbena hastata	Simpler's-Joy	4	FACW	FACW	-1	Forb	Perennial	Native
viosor	Viola sororia	Viola sororia	Hooded Blue Violet	3	FAC	FAC	0	Forb	Perennial	Native
vitrip	Vitis riparia	Vitis riparia	River-Bank Grape	2	FACW	FAC	-1	Vine	Perennial	Native

SITE: US Route 30
LOCALE: Kane and Kendall Counties,
BY: Huff & Huff, Inc. (E. Markowitz)
NOTES: Site 11

CONSERVATISM-BASED METRICS		ADDITIONAL METRICS	
MEAN C (NATIVE SPECIES)	2.89	SPECIES RICHNESS (ALL)	80
MEAN C (ALL SPECIES)	1.91	SPECIES RICHNESS (NATIVE)	53
MEAN C (NATIVE TREES)	2.10	% NON-NATIVE	0.34
MEAN C (NATIVE SHRUBS)	2.50	WET INDICATOR (ALL)	-0.48
MEAN C (NATIVE HERBACEOUS)	3.19	WET INDICATOR (NATIVE)	-0.79
FQAI (NATIVE SPECIES)	21.02	% HYDROPHYTE (MIDWEST)	0.73
FQAI (ALL SPECIES)	17.11	% NATIVE PERENNIAL	0.55
ADJUSTED FQAI	23.50	% NATIVE ANNUAL	0.09
% C VALUE 0	0.43	% ANNUAL	0.09
% C VALUE 1-3	0.30	% PERENNIAL	0.83
% C VALUE 4-6	0.26		
% C VALUE 7-10	0.01		

SPECIES ACRONYM	SPECIES NAME (NWPL/ MOHLENBROCK)	SPECIES (SYNONYM)	COMMON NAME	C VALUE	MIDWEST WET INDICATOR	NC-NE WET INDICATOR	WET INDICATOR (NUMERIC)	HABIT	DURATION	NATIVITY
aceneg	Acer negundo	Acer negundo var. violaceum	Ash-Leaf Maple	0	FAC	FAC	0	Tree	Perennial	Native
acesai	Acer saccharinum	Acer saccharinum	Silver Maple	0	FACW	FACW	-1	Tree	Perennial	Native
agralb	Agrostis gigantea	AGROSTIS ALBA	Black Bent	0	FACW	FACW	-1	Grass	Perennial	Adventive
alisub	Alisma subcordatum	Alisma subcordatum	American Water-Plantain	4	OBL	OBL	-2	Forb	Perennial	Native
allpet	Alliaria petiolata	ALLIARIA PETIOLATA	Garlic-Mustard	0	FAC	FACU	0	Forb	Biennial	Adventive
arcmin	Arctium minus	ARCTIUM MINUS	Lesser Burrdock	0	FACU	FACU	1	Forb	Biennial	Adventive
bidcom	Bidens tripartita	Bidens comosa; Bidens connata	Three-Lobe Beggarticks	5	OBL	FACW	-2	Forb	Annual	Native
boecyl	Boehmeria cylindrica	Boehmeria cylindrica drummondiana	Small-Spike False Nettle	2	OBL	OBL	-2	Forb	Perennial	Native
cxluri	Carex lurida	Carex lurida	Sallow Sedge	8	OBL	OBL	-2	Sedge	Perennial	Native
cxnorm	Carex normalis	Carex normalis	Greater Straw Sedge	5	FACW	FACW	-1	Sedge	Perennial	Native
cxtrib	Carex tribuloides	Carex tribuloides	Blunt Broom Sedge	3	OBL	FACW	-2	Sedge	Perennial	Native
cxvulp	Carex vulpinoidea	Carex vulpinoidea	Common Fox Sedge	2	FACW	OBL	-1	Sedge	Perennial	Native
celocc	Celtis occidentalis	Celtis occidentalis	Common Hackberry	3	FAC	FAC	0	Tree	Perennial	Native
cirlut	Circaea canadensis	Circaea lutetiana canadensis	Broad-Leaf Enchanter's-Nightshade	1	FACU	FACU	1	Forb	Perennial	Native
cirarv	Cirsium arvense	CIRSIUM ARVENSE	Canadian Thistle	0	FACU	FACU	1	Forb	Perennial	Adventive
cirvul	Cirsium vulgare	CIRSIUM VULGARE	Bull Thistle	0	FACU	FACU	1	Forb	Biennial	Adventive
corobl	Cornus obliqua	Cornus obliqua	Pale Dogwood	6	FACW	FACW	-1	Shrub	Perennial	Native
daucar	Daucus carota	DAUCUS CAROTA	Queen Anne’s Lace	0	UPL	UPL	2	Forb	Biennial	Adventive
dipsyl	Dipsacus fullonum	DIPSACUS SYLVESTRIS	Fuller's Teasel	0	FACU	FACU	1	Forb	Biennial	Adventive

elaumb	Elaeagnus umbellata	ELAEAGNUS UMBELLATA	Autumn-Olive	0 UPL	UPL	2 Shrub	Perennial	Adventive
epicol	Epilobium coloratum	Epilobium coloratum	Purple-Leaf Willowherb	3 OBL	OBL	-2 Forb	Perennial	Native
eriann	Erigeron annuus	Erigeron annuus	Eastern Daisy Fleabane	0 FACU	FACU	1 Forb	Biennial	Native
erican	Erigeron canadensis	Erigeron canadensis	Canadian Horseweed	0 FACU	FACU	1 Forb	Annual	Native
eriphi	Erigeron philadelphicus	Erigeron philadelphicus	Philadelphia Fleabane	4 FACW	FAC	-1 Forb	Perennial	Native
eupper	Eupatorium perfoliatum	Eupatorium perfoliatum	Common Boneset	4 OBL	FACW	-2 Forb	Perennial	Native
eupser	Eupatorium serotinum	Eupatorium serotinum	Late-Flowering Thoroughwort	0 FAC	FAC	0 Forb	Perennial	Native
rhafra	Frangula alnus	RHAMNUS FRANGULA	Glossy False Buckthorn	0 FACW	FAC	-1 Shrub	Perennial	Adventive
frapen	Fraxinus pennsylvanica	Fraxinus pennsylvanica subintegerrima	Green Ash	1 FACW	FACW	-1 Tree	Perennial	Native
geucan	Geum canadense	Geum canadense	White Avens	1 FAC	FAC	0 Forb	Perennial	Native
geulac	Geum laciniatum	Geum laciniatum	Rough Avens	2 FACW	FACW	-1 Forb	Perennial	Native
glehed	Glechoma hederacea	GLECHOMA HEDERACEA	Groundivy	0 FACU	FACU	1 Forb	Perennial	Adventive
hacvir	Hackelia virginiana	Hackelia virginiana	Beggar's-Lice	0 FACU	FACU	1 Forb	Biennial	Native
impcap	Impatiens capensis	Impatiens capensis	Spotted Touch-Me-Not	3 FACW	FACW	-1 Forb	Annual	Native
juntor	Juncus torreyi	Juncus torreyi	Torrey's Rush	4 FACW	FACW	-1 Forb	Perennial	Native
junvir	Juniperus virginiana	Juniperus virginiana crebra	Eastern Red-Cedar	2 FACU	FACU	1 Tree	Perennial	Native
leeory	Leersia oryzoides	Leersia oryzoides	Rice Cut Grass	4 OBL	OBL	-2 Grass	Perennial	Native
lemmio	Lemna minor	Lemna minor	Common Duckweed	5 OBL	OBL	-2 Forb	Annual	Native
ligvul	Ligustrum vulgare	LIGUSTRUM VULGARE	European Privet	0 FACU	FACU	1 Shrub	Perennial	Adventive
lonmaa	Lonicera maackii	LONICERA MAACKII	Amur Honeysuckle	0 UPL	UPL	2 Shrub	Perennial	Adventive
lonmor	Lonicera morrowii	LONICERA MORROWII	Morrow's Honeysuckle	0 FACU	FACU	1 Shrub	Perennial	Adventive
lycame	Lycopus americanus	Lycopus americanus	Cut-Leaf Water-Horehound	5 OBL	OBL	-2 Forb	Perennial	Native
lysnum	Lysimachia nummularia	LYSIMACHIA NUMMULARIA	Creeping-Jenny	0 FACW	FACW	-1 Forb	Perennial	Adventive
lytsal	Lythrum salicaria	LYTHRUM SALICARIA	Purple Loosestrife	0 OBL	OBL	-2 Forb	Perennial	Adventive
moralb	Morus alba	MORUS ALBA	White Mulberry	0 FAC	FACU	0 Tree	Perennial	Adventive
osmlon	Osmorhiza longistylis	Osmorhiza longistylis	Aniseroot	3 FACU	FACU	1 Forb	Perennial	Native
parqui	Parthenocissus quinquefolia	Parthenocissus quinquefolia	Virginia-Creeper	2 FACU	FACU	1 Vine	Perennial	Native
polpun	Persicaria punctata	Polygonum punctatum	Dotted Smartweed	6 OBL	OBL	-2 Forb	Annual	Native
phaaru	Phalaris arundinacea	PHALARIS ARUNDINACEA	Reed Canary Grass	0 FACW	FACW	-1 Grass	Perennial	Adventive
phrausu	Phragmites australis ssp. australis	Phragmites australis	Common Reed	0 FACW	FACW	-1 Grass	Perennial	Adventive
phyame	Phytolacca americana	Phytolacca americana	American Pokeweed	1 FACU	FACU	1 Forb	Perennial	Native
pilpum	Pilea pumila	Pilea pumila	Canadian Clearweed	5 FACW	FACW	-1 Forb	Annual	Native
poapra	Poa pratensis	POA PRATENSIS	Kentucky Blue Grass	0 FAC	FACU	0 Grass	Perennial	Adventive
popdel	Populus deltoides	Populus deltoides	Eastern Cottonwood	2 FAC	FAC	0 Tree	Perennial	Native
ducind	Potentilla indica	DUCHESNEA INDICA	Indian-Strawberry	0 FACU	FACU	1 Forb	Perennial	Adventive
pruvull	Prunella vulgaris ssp. lanceolata	Prunella vulgaris lanceolata	Common Selfheal	0 FAC	FAC	0 Forb	Perennial	Native
pruser	Prunus serotina	Prunus serotina	Black Cherry	1 FACU	FACU	1 Tree	Perennial	Native
ransce	Ranunculus sceleratus	Ranunculus sceleratus	Cursed Buttercup	6 OBL	OBL	-2 Forb	Annual	Native

rhacat	Rhamnus cathartica	RHAMNUS CATHARTICA	European Buckthorn	0	FAC	FAC	0	Shrub	Perennial	Adventive
rumcri	Rumex crispus	RUMEX CRISPUS	Curly Dock	0	FAC	FAC	0	Forb	Perennial	Adventive
salamy	Salix amygdaloides	Salix amygdaloides	Peach-Leaf Willow	5	FACW	FACW	-1	Tree	Perennial	Native
saldis	Salix discolor	Salix discolor	Pussy Willow	2	FACW	FACW	-1	Shrub	Perennial	Native
salint	Salix interior	Salix interior	Sandbar Willow	1	FACW	FACW	-1	Shrub	Perennial	Native
salnig	Salix nigra	Salix nigra	Black Willow	4	OBL	OBL	-2	Tree	Perennial	Native
samcan	Sambucus nigra ssp. canadensis	Sambucus canadensis	Black Elder	1	FACW	FACW	-1	Shrub	Perennial	Native
scival	Schoenoplectus tabernaemontani	Scirpus validus creber	Soft-Stem Club-Rush	5	OBL	OBL	-2	Sedge	Perennial	Native
sciatv	Scirpus atrovirens	Scirpus atrovirens	Dark-Green Bulrush	4	OBL	OBL	-2	Sedge	Perennial	Native
sculat	Scutellaria lateriflora	Scutellaria lateriflora	Mad Dog Skullcap	5	OBL	OBL	-2	Forb	Perennial	Native
soldul	Solanum dulcamara	SOLANUM DULCAMARA	Climbing Nightshade	0	FAC	FAC	0	Vine	Perennial	Adventive
solcan	Solidago canadensis	Solidago canadensis	Canadian Goldenrod	1	FACU	FACU	1	Forb	Perennial	Native
solgig	Solidago gigantea	Solidago gigantea	Late Goldenrod	4	FACW	FACW	-1	Forb	Perennial	Native
astsim	Symphyotrichum lanceolatum	Aster simplex	White Panicled American-Aster	3	FAC	FACW	0	Forb	Perennial	Native
astlat	Symphyotrichum lateriflorum	Aster lateriflorus	Farewell-Summer	4	FACW	FAC	-1	Forb	Perennial	Native
taroff	Taraxacum officinale	TARAXACUM OFFICINALE	Common Dandelion	0	FACU	FACU	1	Forb	Perennial	Adventive
typang	Typha angustifolia	Typha angustifolia	Narrow-Leaf Cat-Tail	0	OBL	OBL	-2	Forb	Perennial	Adventive
typlat	Typha latifolia	Typha latifolia	Broad-Leaf Cat-Tail	1	OBL	OBL	-2	Forb	Perennial	Native
typgla	Typha X glauca	Typha X glauca	0	0	OBL	OBL	-2	Forb	Perennial	Adventive
ulmame	Ulmus americana	Ulmus americana	American Elm	3	FACW	FACW	-1	Tree	Perennial	Native
verurt	Verbena urticifolia	Verbena urticifolia leiocarpa	White Vervain	5	FAC	FAC	0	Forb	Perennial	Native
vibopu	Viburnum opulus var. opulus	VIBURNUM OPULUS	Highbush-Cranberry	0	FAC	FACW	0	Shrub	Perennial	Adventive
vitrip	Vitis riparia	Vitis riparia	River-Bank Grape	2	FACW	FAC	-1	Vine	Perennial	Native

From: Taylor, Christopher A
To: Hargrove, Susan Dees
Subject: RE: Potential for River Redhorse Blackberry Creek, Kane Co, seq. 17659
Date: Monday, January 07, 2013 4:44:26 PM

1997 and 1998 looks like the last years we have IDNR records from. I'm guessing they've sampled it since then, but we don't have their records in our Database.

Chris A. Taylor, Ph.D.
Curator of Fishes and Crustaceans
Prairie Research Institute
Illinois Natural History Survey
1816 S. Oak
Champaign, IL 61820
(217) 244-2153
ctaylor@inhs.illinois.edu

From: Hargrove, Susan Dees [Susan.Hargrove@Illinois.gov]
Sent: Monday, January 07, 2013 4:34 PM
To: Taylor, Christopher A
Subject: RE: Potential for River Redhorse Blackberry Creek, Kane Co, seq. 17659

Thanks very much! Any idea when it was sampled?

From: Taylor, Christopher A [mailto:cataylor@illinois.edu]
Sent: Monday, January 07, 2013 4:29 PM
To: Hargrove, Susan Dees
Subject: RE: Potential for River Redhorse Blackberry Creek, Kane Co, seq. 17659

Sue:
In my opinion, Blackberry Creek is too small for river redhorse at the Hwy 30 bridge. The Creek has been sampled by IDNR streams crews several times and they did not find the species there. The INHS database also does not have any records for the species from the Creek.

Chris

Chris A. Taylor, Ph.D.
Curator of Fishes and Crustaceans
Prairie Research Institute
Illinois Natural History Survey
1816 S. Oak
Champaign, IL 61820
(217) 244-2153
ctaylor@inhs.illinois.edu

From: Hargrove, Susan Dees [Susan.Hargrove@illinois.gov]
Sent: Monday, January 07, 2013 2:53 PM
To: Taylor, Steven Joseph
Cc: Chris Taylor
Subject: Potential for River Redhorse Blackberry Creek, Kane Co, seq. 17659

Good Afternoon Gentlemen,

Would you mind reviewing the attached quad map depicting a new project? DIRT shows river redhorse in the Fox River but not in Blackberry Creek. Do you feel there is suitable habitat in Blackberry Creek or is it too small? (Not sure what the INHS fisheries database shows.) We'll have instream work in Blackberry Creek since we are considering widening to 5 lanes. Your thoughts please. Appreciate it!

Thanks,

Susan Dees Hargrove
Biological Resources Specialist
Bureau of Design and Environment
Illinois Department of Transportation
2300 South Dirksen Parkway, Room 330
Springfield, Illinois 62764
217/785-0150
Susan.Hargrove@illinois.gov (formerly Susan.Dees@illinois.gov)

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

Bruce Rauner, Governor

Wayne Rosenthal, Director

July 05, 2017

Susan Hargrove
Illinois Department of Transportation
2300 S Dirksen Parkway
Room 330
Springfield, IL 62764

RE: FAP 349 (US 30)
Project Number(s): 1710893 [17659 and 17659A, 1308063]
County: Kane, Kendall

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

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

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Sheldon Fairfield
Division of Ecosystems and Environment
217-785-5500

Illinois Department of
Natural Resources
One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

Pat Quinn, Governor
Marc Miller, Director

January 07, 2013

Susan Hargrove
Illinois Department of Transportation - Bureau Design & Environment
2300 South Dirksen Parkway
Room 330
Springfield, IL 62764

Re: FAP 349, US 30, Baseline Rd, P-91-403-11, seq. 17659
Project Number(s): 1308063 [17659]
County: Kane, Kendall

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

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

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Karen Miller
Division of Ecosystems and Environment
217-785-5500

Printed on recycled and recyclable paper

EcoCAT
Ecological Compliance Assessment Tool

Applicant:	Illinois Department of Transportation - Bureau Design & Environment	*IDNR Project #:*	1308063
Contact:	Susan Hargrove	Alternate #:	17659
Address:	2300 South Dirksen Parkway Room 330 Springfield, IL 62764	Date:	01/07/2013

Project: FAP 349, US 30, Baseline Rd, P-91-403-11, seq. 17659
Address: n/a, Montgomery

Description: Potential widening US 30 from IL 47 to east of Albright Rd to 5 lanes; unknown new ROW & tree removal, yes instream work Blackberry Cr, yes wetland delineations. DIRT: river redhorse buffer from Fox River; no habitat.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)
The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

River Redhorse *(Moxostoma carinatum)*

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

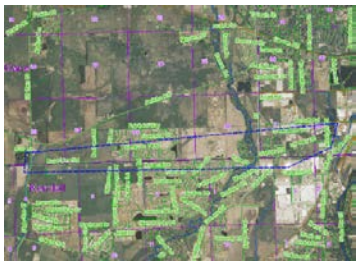
The applicant is responsible for the accuracy of the location submitted for the project.

County: Kane
Township, Range, Section:

38N, 7E, 33	38N, 7E, 34
38N, 7E, 35	38N, 7E, 36
38N, 8E, 31	38N, 8E, 32

County: Kendall
Township, Range, Section:

37N, 7E, 1	37N, 7E, 2
37N, 7E, 3	37N, 7E, 4
37N, 8E, 6	



IL Department of Natural Resources Contact
Karen Miller
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
IL Department of Transportation
Susan Hargrove
2300 South Dirksen Parkway
Room 330
Springfield, Illinois 62764

Disclaimer

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

Terms of Use

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

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

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

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

Security

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

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

Privacy

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

EcoCAT
Ecological Compliance Assessment Tool

Applicant:	Illinois Department of Transportation-Central Office	*IDNR Project Number:*	1710893
Contact:	Janel Veile	*Date:*	05/12/2017
Address:	2300 S. Dirksen Parkway Room 330 Springfield, IL 62764	*Alternate Number:*	17659 and 17659A, 1308063

Project: FAP 349 (US 30)
Address: N/A, N/A

Description: Potential widening of US 30 to 5 lanes. Addendum A involves additional area to address the Montgomery overflow issue associated with roadway improvements. Undetermined amount of new ROW. In stream work in Blackberry Creek. Undetermined amount of tree removal.

Natural Resource Review Results

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

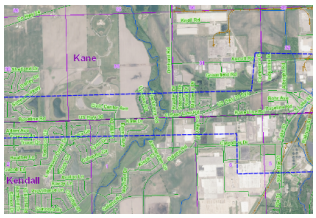
The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Blanding's Turtle *(Emydoidea blandingii)*
Greater Redhorse *(Moxostoma valenciennesi)*
River Redhorse *(Moxostoma carinatum)*

An IDNR staff member will evaluate this information and contact you to request additional information or to terminate consultation if adverse effects are unlikely.

Location

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



County: Kane	*County:* Kendall
Township, Range, Section:	*Township, Range, Section:*
38N, 7E, 33	, ,
38N, 7E, 34	, ,
38N, 7E, 35	, ,
38N, 7E, 36	, ,
38N, 8E, 31	, ,
38N, 8E, 32	, ,
, ,	37N, 7E, 1
, ,	37N, 7E, 2
, ,	37N, 7E, 3
, ,	37N, 7E, 4
, ,	37N, 8E, 5
, ,	37N, 8E, 6

IL Department of Natural Resources Contact
Sheldon Fairfield
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction
IL Department of Transportation
Janel Veile
2300 South Dirksen Parkway
Room 330
Springfield, Illinois 62764

Disclaimer

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

Terms of Use

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

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

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

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

Security

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

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

Privacy

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

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Service Field Office
U.s. Fish And Wildlife Service Chicago Ecological Services Office
230 South Dearborn St., Suite 2938
Chicago, IL 60604-1507
Phone: (312) 216-4720 Fax:
http://www.fws.gov/midwest/endangered/section7/s7process/7a2process.html

In Reply Refer To: May 11, 2017
Consultation Code: 03E13000-2017-SLI-0344
Event Code: 03E13000-2017-E-00813
Project Name: FAP 349 (US 30) Seq. No. 17659 and 17659A

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Please note! For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

For all other projects, continue the Section 7 Consultation process by going to our Section 7 Technical Assistance website at http://www.fws.gov/midwest/endangered/section7/s7process/index.html. If you are familiar with this website, you may want to go to Step 2 of the Section 7 Consultation process at http://www.fws.gov/midwest/endangered/section7/s7process/step2.html.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and

completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Chicago Ecological Service Field Office
U.s. Fish And Wildlife Service Chicago Ecological Services Office
230 South Dearborn St., Suite 2938
Chicago, IL 60604-1507
(312) 216-4720

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office:

Illinois-iowa Ecological Services Field Office
Rock Island Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
(309) 757-5800

Project Summary

Consultation Code: 03E13000-2017-SLI-0344

Event Code: 03E13000-2017-E-00813

Project Name: FAP 349 (US 30) Seq. No. 17659 and 17659A

Project Type: TRANSPORTATION

Project Description: This is a renewal for the original project and a processing for Addendum A. The project involves widening of US 30 to five lanes. Additional study area to investigate options to address the Montgomery overflow issue associated with roadway improvements. Amount of new land acquisition is undetermined at this time. In stream work in Blackberry Creek. Undetermined amount of tree removal.

Project Location:

Approximate location of the project can be viewed in Google Maps:
https://www.google.com/maps/place/41.72409458511651N88.36748329164882W

Counties: Kane, IL | Kendall, IL

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Northern Long-eared Bat *(Myotis septentrionalis)* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid *(Platanthera leucophaea)* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Follow the guidance provided at https://www.fws.gov/midwest/endangered/section7/s7process/plants/epfos7guide.html Species profile: https://ecos.fws.gov/ecp/species/601	Threatened

Critical habitats

There are no critical habitats within your project area.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Illinois-iowa Ecological Services Field Office
Rock Island Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
Phone: (309) 757-5800 Fax: (309) 757-5807

In Reply Refer To: May 11, 2017
Consultation Code: 03E18000-2017-SLI-0722
Event Code: 03E18000-2017-E-01334
Project Name: FAP 349 (US 30) Seq. No. 17659 and 17659A

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/s7process/index.html. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all wind energy projects and projects that include installing towers that use guy wires or are over 200 feet in height, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Illinois-iowa Ecological Services Field Office
Rock Island Ecological Services Field Office
1511 47th Ave
Moline, IL 61265-7022
(309) 757-5800

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following office:

Chicago Ecological Service Field Office
U.s. Fish And Wildlife Service Chicago Ecological Services Office
230 South Dearborn St., Suite 2938
Chicago, IL 60604-1507
(312) 216-4720

Project Summary

Consultation Code: 03E18000-2017-SLI-0722

Event Code: 03E18000-2017-E-01334

Project Name: FAP 349 (US 30) Seq. No. 17659 and 17659A

Project Type: TRANSPORTATION

Project Description: This is a renewal for the original project and a processing for Addendum A. The project involves widening of US 30 to five lanes. Additional study area to investigate options to address the Montgomery overflow issue associated with roadway improvements. Amount of new land acquisition is undetermined at this time. In stream work in Blackberry Creek. Undetermined amount of tree removal.

Project Location:

Approximate location of the project can be viewed in Google Maps:
https://www.google.com/maps/place/41.72409458511651N88.36748329164882W

Counties: Kane, IL | Kendall, IL

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Indiana Bat *(Myotis sodalis)* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *(Myotis septentrionalis)* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid *(Platanthera leucophaea)* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	Threatened

Critical habitats

There are no critical habitats within your project area.

D-1.4

Wetland Resources

Wetlands

Submittal Date: 01/02/2013 **Sequence No:** 17659
District: 1 **Requesting Agency:** DOH **Project No:**
Contract #: **Job No.:** P- 91-403-11
Counties: Kane and Kendall
Route: FAP 349 **Marked:** US 30
Street: Baseline Road **Section:**
Municipality(ies): Montgomery **Project Length:** 7.5639 **km** 4.7 **miles**
FromTo (At): IL 47 to east of Albright Road
Quadrangle: South Aurora, Yorkville **Township-Range-Section:** T38N, R7E, S33-36; T37N R7E, S1-4; T38N, R8E, S31-32; T37N, R8E S 5-6
Survey Target Date: 02/01/2014 **Anticipated Design Apprvl:** 04/30/2014 **Cleared for Design Apprvl:** 07/06/2017
Cleared for Letting: 07/06/2017 **Mitigation:** Yes **Mitigation Completed:**

Initial Survey and WIE **Addendum No:**

Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
01/07/2013	07/31/2013	08/01/2013	Yes	08/09/2013	Yes	01/03/2017	Yes	07/06/2017	

Comments:

Clearances: **Cultural:** 4/9/2014 **Bio** 8/9/2013 **SW:** 2/28/2014

Submittal Date: 07/31/2014 **Sequence No:** 17659 A
District: 1 **Requesting Agency:** DOH **Project No:**
Contract #: **Job No.:** P- 91-403-11
Counties: Kane and Kendall
Route: FAP 349 **Marked:** US 30
Street: Baseline Road **Section:**
Municipality(ies): Montgomery **Project Length:** 7.5639 **km** 4.7 **miles**
FromTo (At): IL 47 to E/o Albright Road
Quadrangle: South Aurora, Yorkville **Township-Range-Section:** T38N, R7E, S33-36; T37N R7E, S1-4; T38N, R8E, S31-32; T37N, R8E S 5-6
Survey Target Date: 01/15/2015 **Anticipated Design Apprvl:** 12/31/2014 **Cleared for Design Apprvl:** 07/06/2017
Cleared for Letting: 07/06/2017 **Mitigation:** Yes **Mitigation Completed:**

Initial Survey and WIE **Addendum No:** A

Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
08/05/2014	11/01/2014	11/06/2014	Yes	11/19/2014	Yes	01/03/2017	Yes	07/06/2017	

Comments:

Clearances: **Cultural:** 12/27/2016 **Bio** **SW:** 11/18/2014

Processing Programmatic Action

Individual Compensation Plan Required:
404 Individual Permit Required:

Mitigation Site:	Wetland Bank Site	**Owner:**	
Mitigation Basin:	In-Basin	**Name:**	
Bank:	Yes	**Location:**	
Accumulation:		**Size:**	
		Types:	
		Quad:	
		Basin:	

Processing Comments:

Wetland Impacts Evaluation

Submittal Date: 01/03/2017 **Submitted By:**

Does the project have wetland impacts? Yes **Type:** Permanent

Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands: Urban Cross Section with curb/gutter and closed drainagerather than rural cross section with ditches; narrower shoulders and narrower width between shared use path and curb.

Summarize briefly why there are no practicable alternatives to the use of the wetland(s): Due to the proximity of wetlands to proposed improvements, total avoidance is not possible.

Wetland mitigation is being proposed: wetland bank site ☑ **Reviewed**

Memo Date: 07/06/2017 **Memo By:** Susan Hargrove

Memo: The WIE dated 1/3/17 is acceptable to this office. Because this project occurs on existing alignment, it shall be processed as a Programmatic Review Action in accordance with the IDOT Wetlands Action Plan. As such, lower mitigation ratios apply. Mitigation is proposed to occur at an in-basin bank. This office concurs. Impacts shall occur to Wetland sites 1, 3, 4, and 5. Impacts total 1.01 acres. Mitigation ratio is 1.5:1.0 for each wetland impacted except for Wetland Site 6, described below. Total IWPA wetland mitigation acreage is 2.275 acres. WOUS impacts total 0.312 ac for impacts to WOUS Sites W2, W3, and W6. WOUS mitigation ratio is 1.5:1.0, with WOUS mitigation acreage totaling 0.468 acres. This project is cleared for construction with respect to wetlands.

Memo Date: 01/03/2017 **Memo By:** V. Ruiz

Memo: Wetland site 6 FQI 26.2, C value 3.5. Mapped ADID for Habitat, HQAR. USACE mitigation 5.5:1.
WOUS site W2, 0.30 ac. Blackberry Creek mapped biologically significant stream.
Site W3, 0.01 acre
Site W6, 0.002 acre

Memo Date: 11/19/2014 **Memo By:** Janel Veile

Memo: The National Wetlands Inventory shows wetlands in the vicinity of the project location. A survey for wetlands was conducted within the Environmental Survey Request limits for the proposed improvements. All potential sites were examined and 15 were determined to be wetlands. The Wetland Delineation Report and spatial information (ArcGIS shapefile) are saved in the project folder.

The project sponsor will consider location and design alternatives to avoid and minimize adverse wetland impacts to the extent practical. After the extent of impacts is determined, a Wetland Impact Evaluation (WIE) form will be completed and submitted to the IDOT Bureau of Design and Environment. Unavoidable adverse wetland impacts are subject to the applicable ratios specified in 17 Ill. Adm. Code Part 1090.50 (c)(8). If the project will avoid adverse wetland impacts, the WIE should reflect the determination that adverse wetland impacts will not occur.

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation
1	Farmed	No	No	No	No	0.71	.670	1.5	1.005
Basin	07120006	**Quadrangle**	Yorkville		**FQI**				
Describe the work:	Fill								
3	Farmed	No		No	No	1.35	.040	1.5	.060
Basin	07120006	**Quadrangle**	Yorkville		**FQI**				
Describe the work:	Fill								

4	Wet Mead	No	No	No	No	0.53	.110	1.5	.165
Basin	07120006	**Quadrangle**	Yorkville			**FQI** 3.6			
Describe the work:	Fill								
6	Wet Mead	No	No	No	No	5.73+	.190	5.5	1.045
Basin	07120006	**Quadrangle**	Yorkville			**FQI** 26.2			
Describe the work:	Fill								
						Total	1.010		2.275

Mitigation Site Suitability Study:

Wetland Compensation Plan:

Preparer: **Preparer:**

Conceptual					Final				
Plan Received	**Agency**	**Report Sent and District Notified**	**Agency Response**	**District Notified**	**Plan Received**	**Agency**	**Report Sent and District Notified**	**Agency Response**	**District Notified**
	IDNR					**IDNR**			
	USFWS					**USFWS**			
	COE					**COE**			

Monitoring

	Monitoring Reports			
	Received	**COE Notified**	**IDNR Notified**	**District Notified**
Year 1				
Year 2				
Year 3				
Year 4				
Year 5				

Monitoring Agency:

Construction Begin Date:

Construction Complete Date:

Tasked Date:

Monitoring Begin Date:

Monitoring Complete Date:

Monitoring Comments:

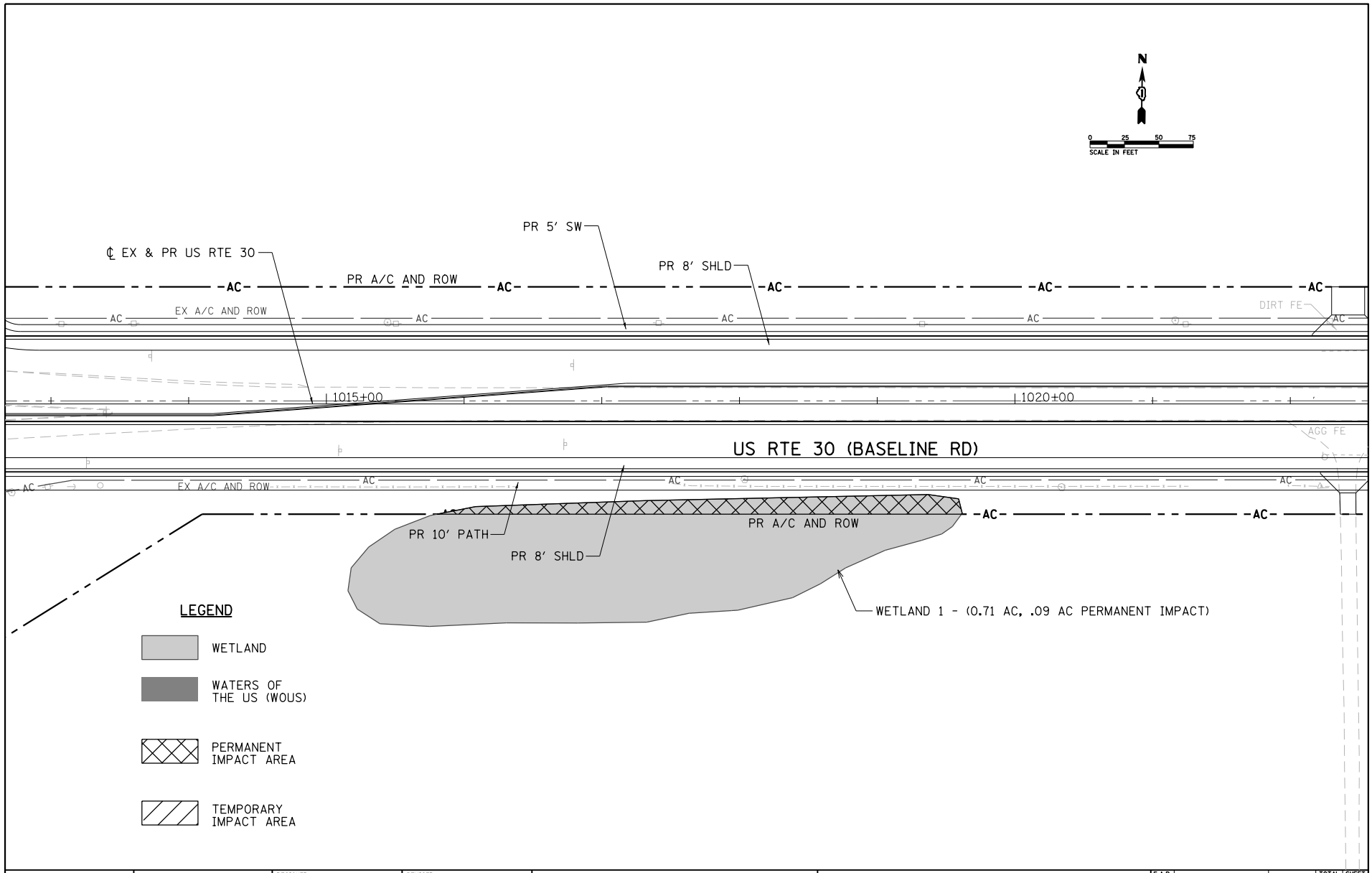
Permit(s) **Type:** **Corps Dist.:** **Permit Issued:**

☐ **Special Conditions:**

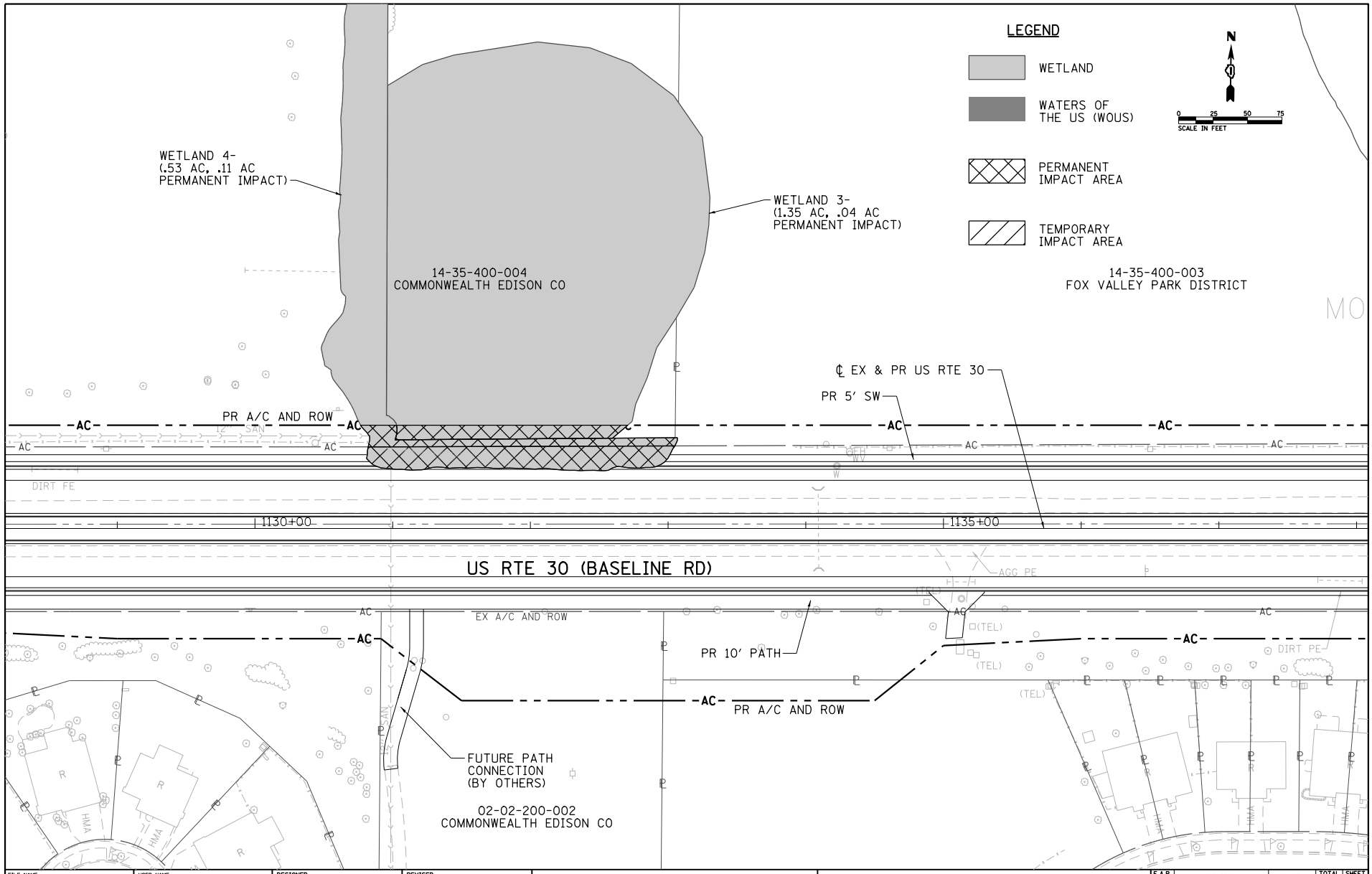
☐ **Permit Agreements/Commitments:**

Project Phase

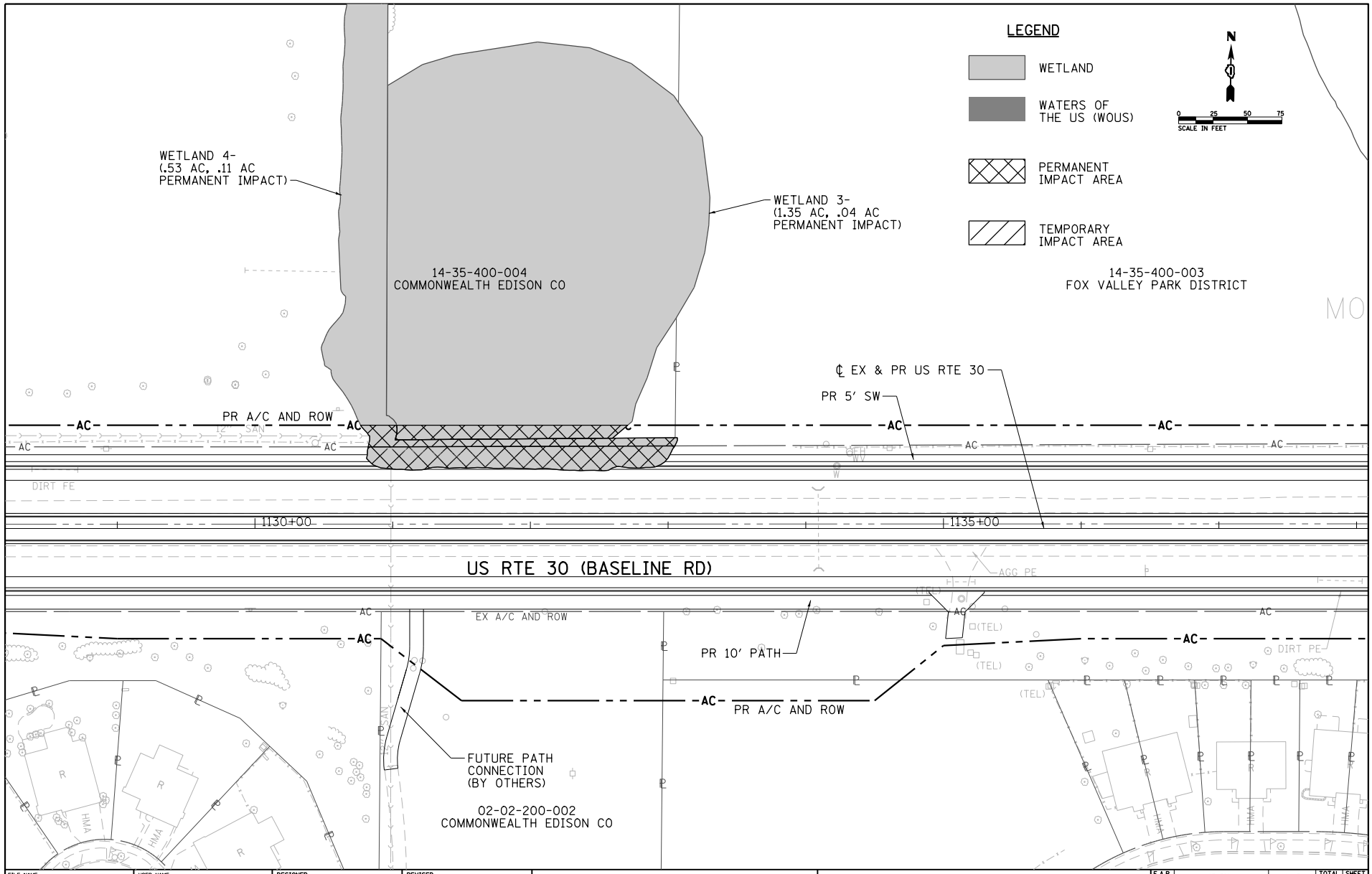
Project Phase Comments:



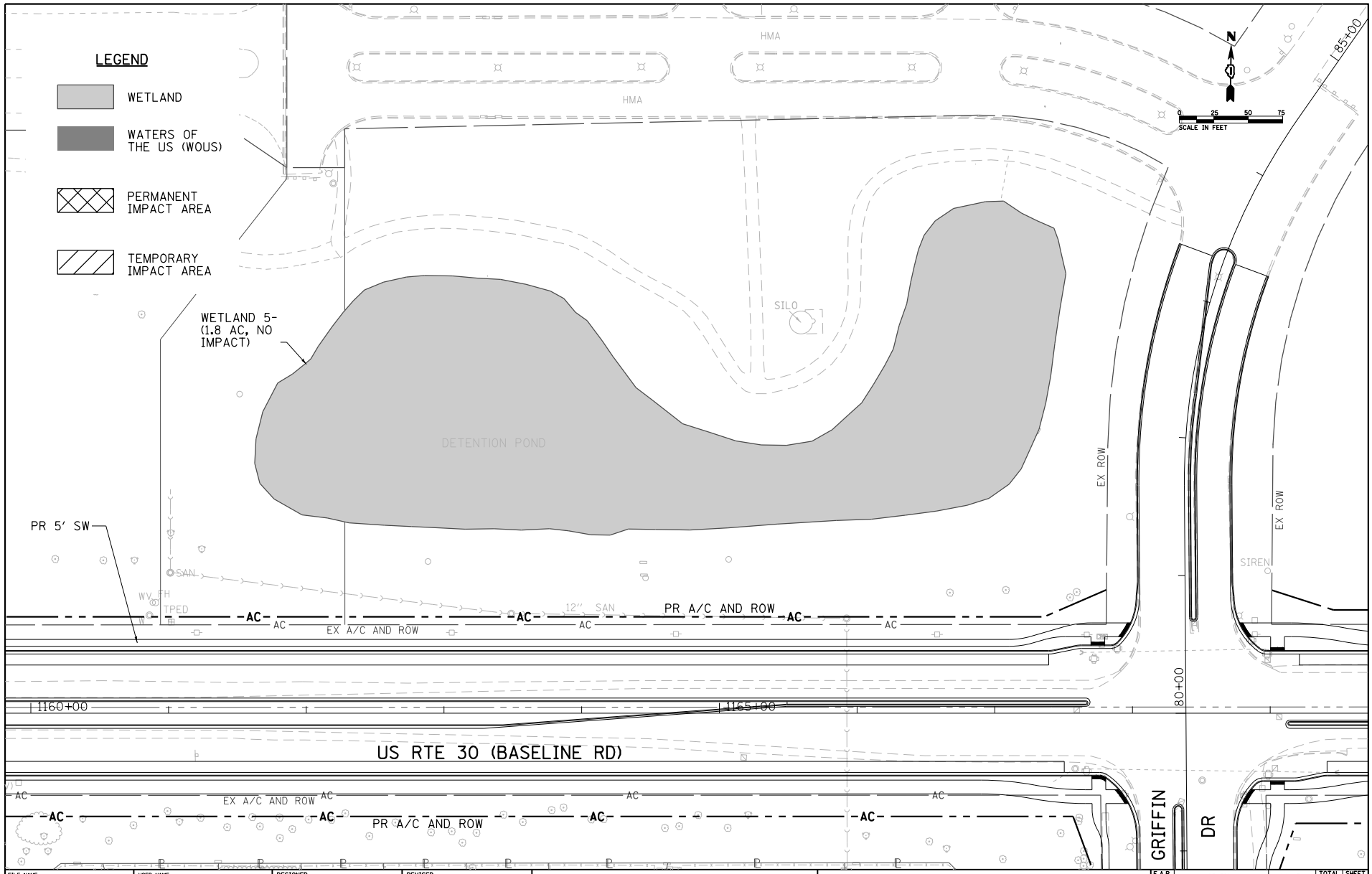
FILE NAME = P142311-exhibit-pln-01.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 1
$MODELNAME$	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 1	CONTRACT NO.	
	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



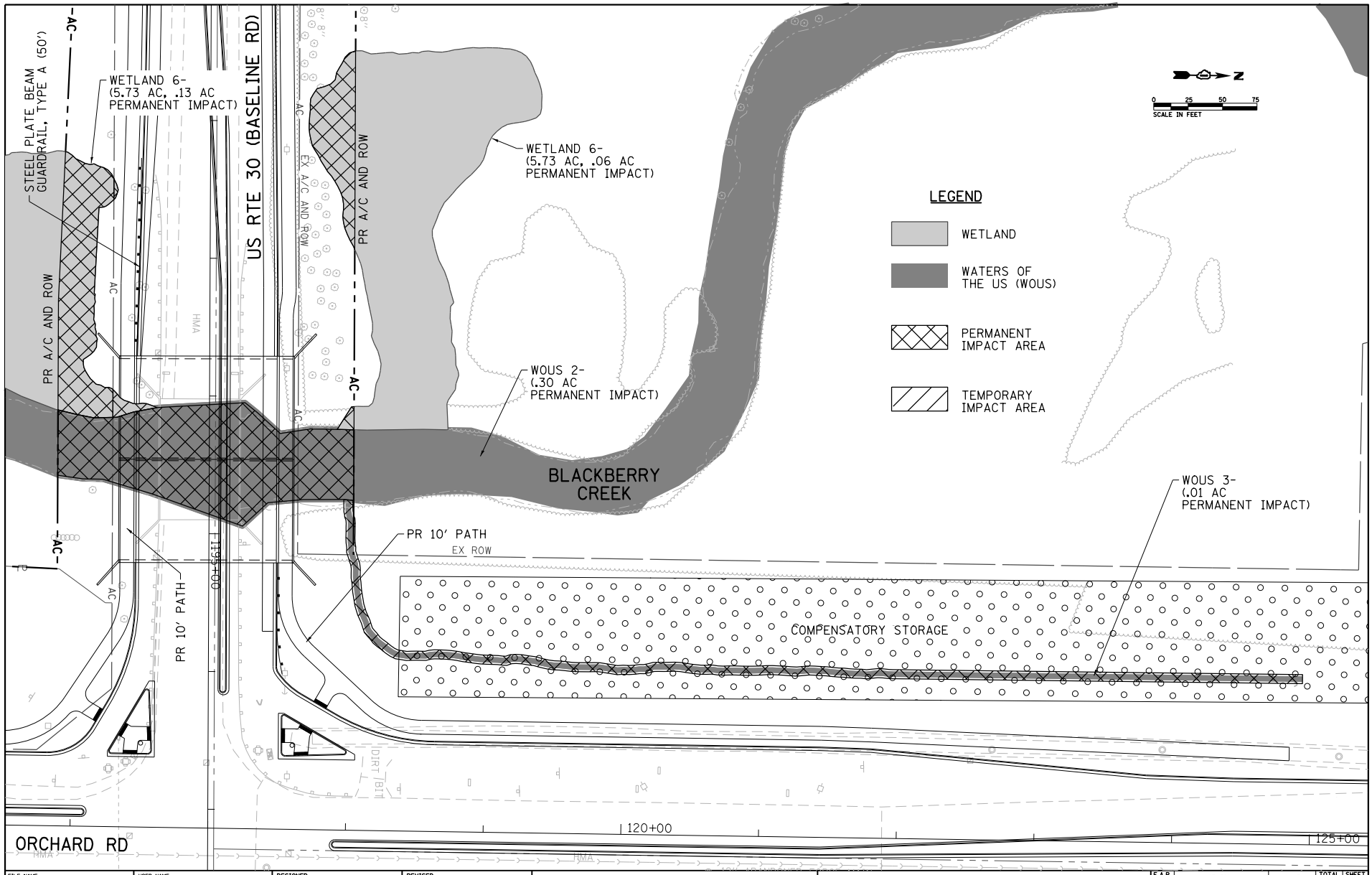
FILE NAME = P142311-eshaht-pln-02.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 12 / SHEET NO. 2
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			DRAWING NO.	EXHIBIT - 2	CONTRACT NO.	
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				



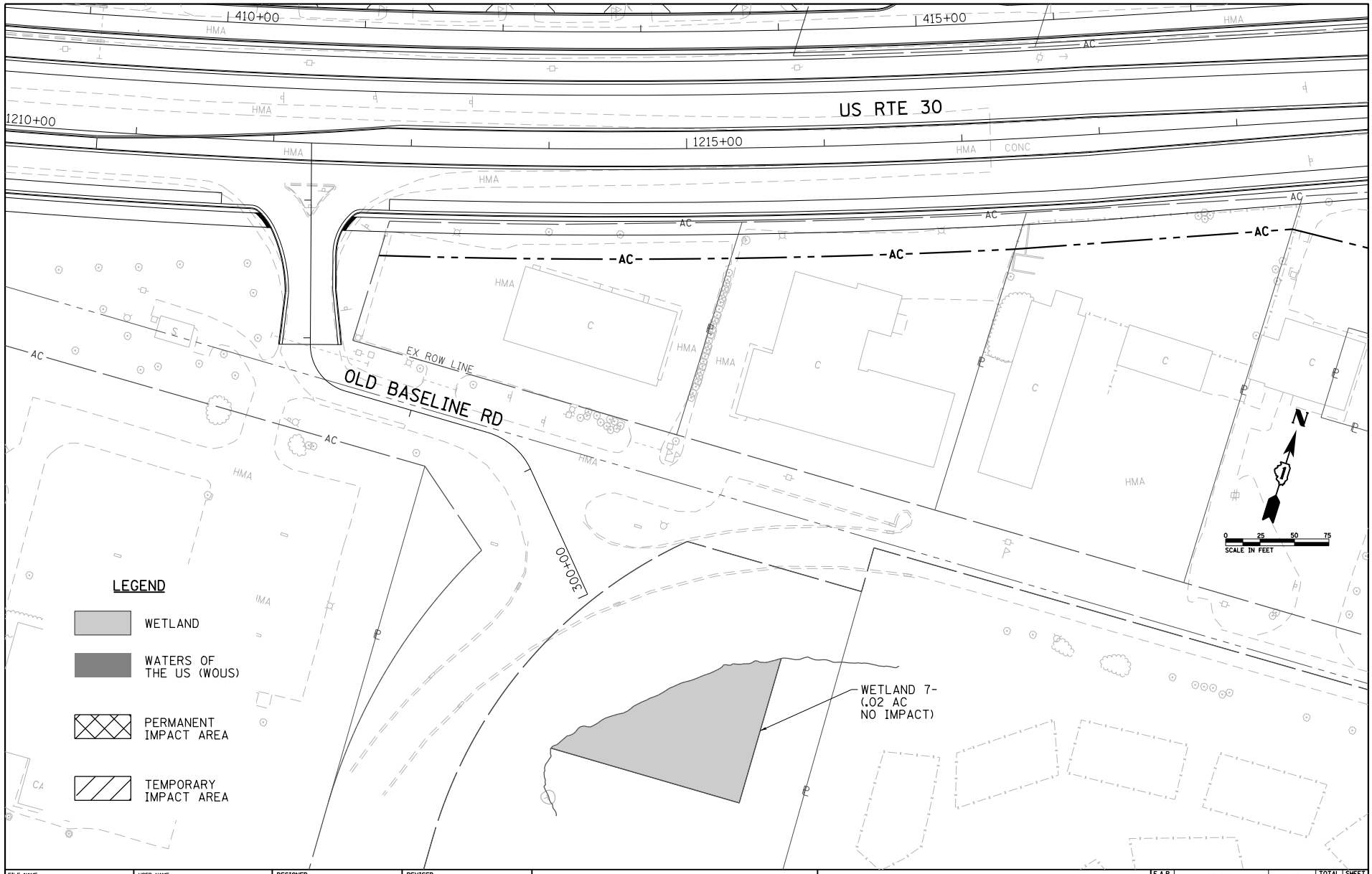
FILE NAME = P142311-exhibit-plan-02.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 12 / SHEET NO. 2
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			DRAWING NO.	EXHIBIT - 2	CONTRACT NO.	
$MODELNAME$	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT	
	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				



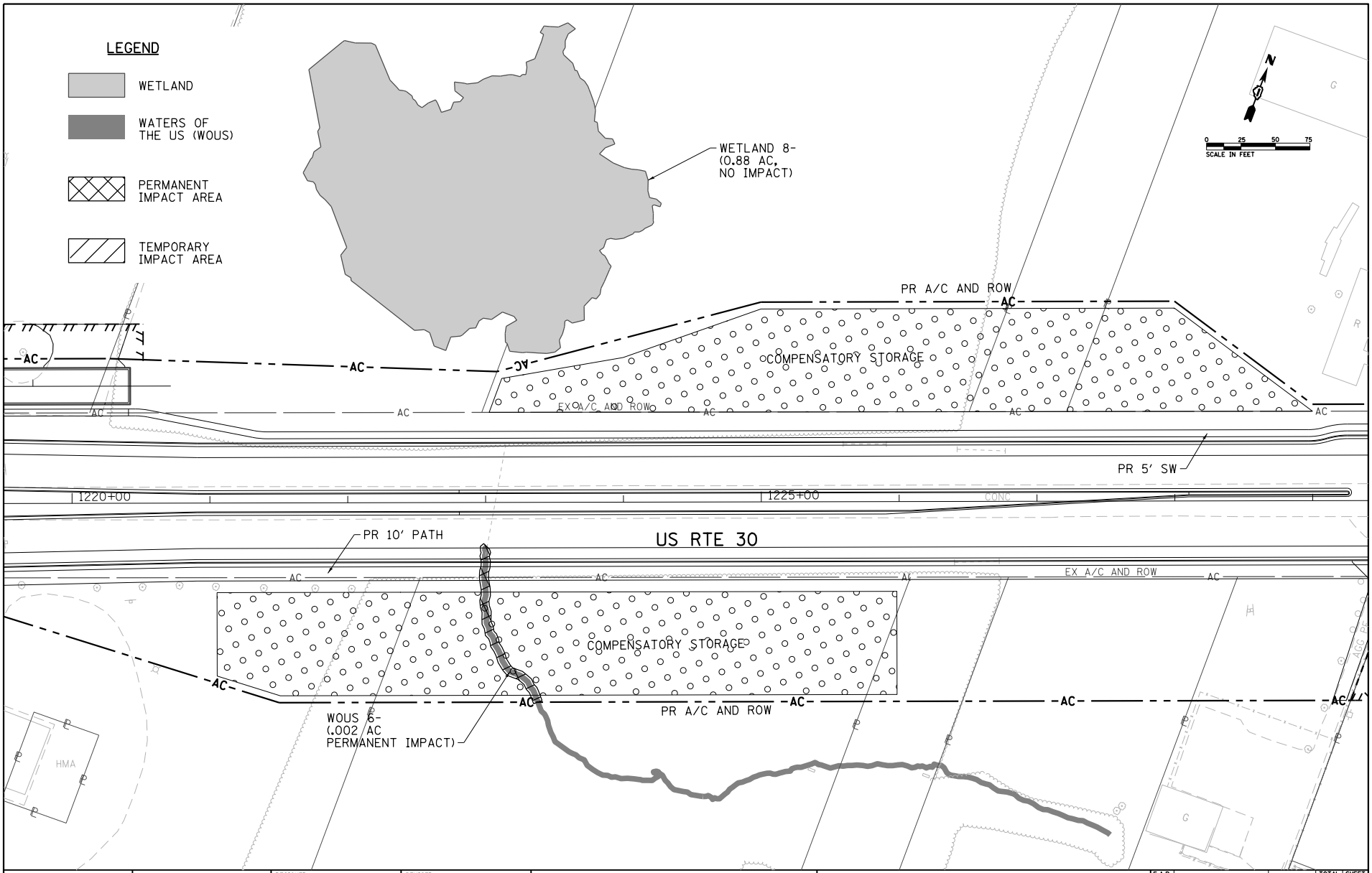
FILE NAME = P142311-exhaht-pln-03.dgn	USER NAME = gapsvey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 12	SHEET NO. 3
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			DRAWING NO. EXHIBIT - 3		CONTRACT NO.		
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT		
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.					



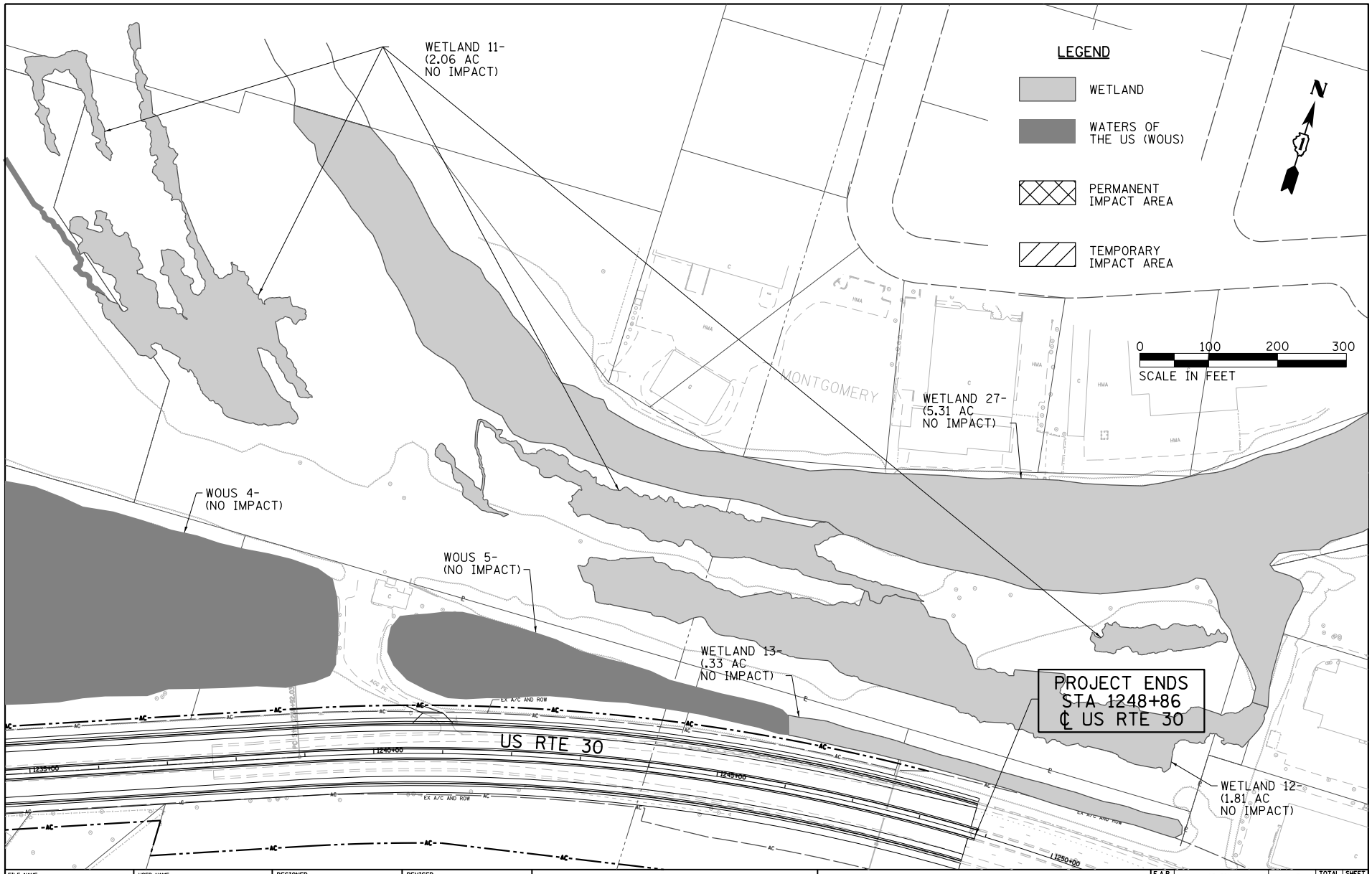
FILE NAME = P142311-eshaht-pln-84.dgn	USER NAME = gapsvey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 12 / SHEET NO. 4
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -			DRAWING NO.	EXHIBIT - 4	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				



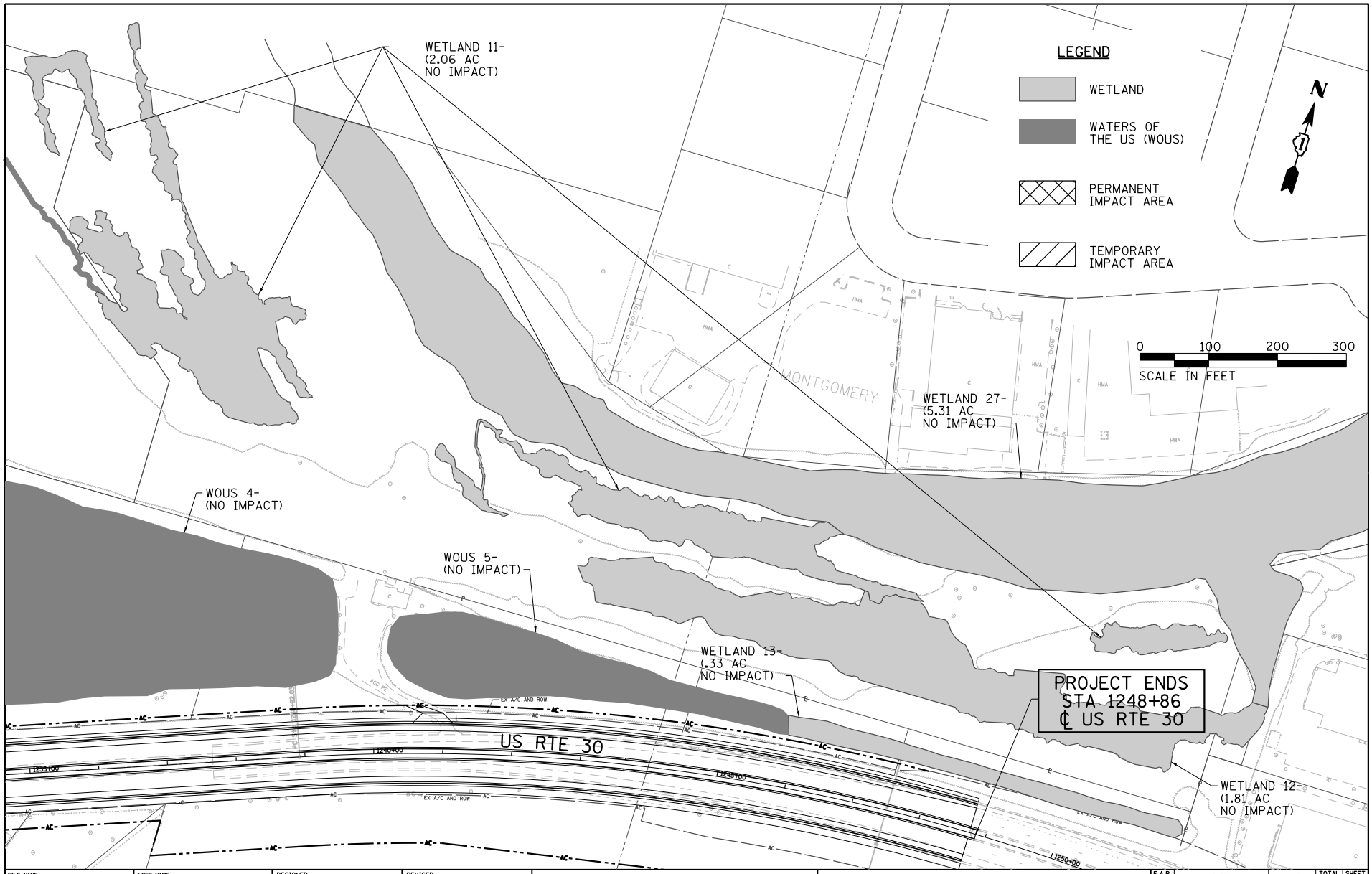
FILE NAME = P142311-exhibit-plan-06.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 5
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO. EXHIBIT - 6		CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



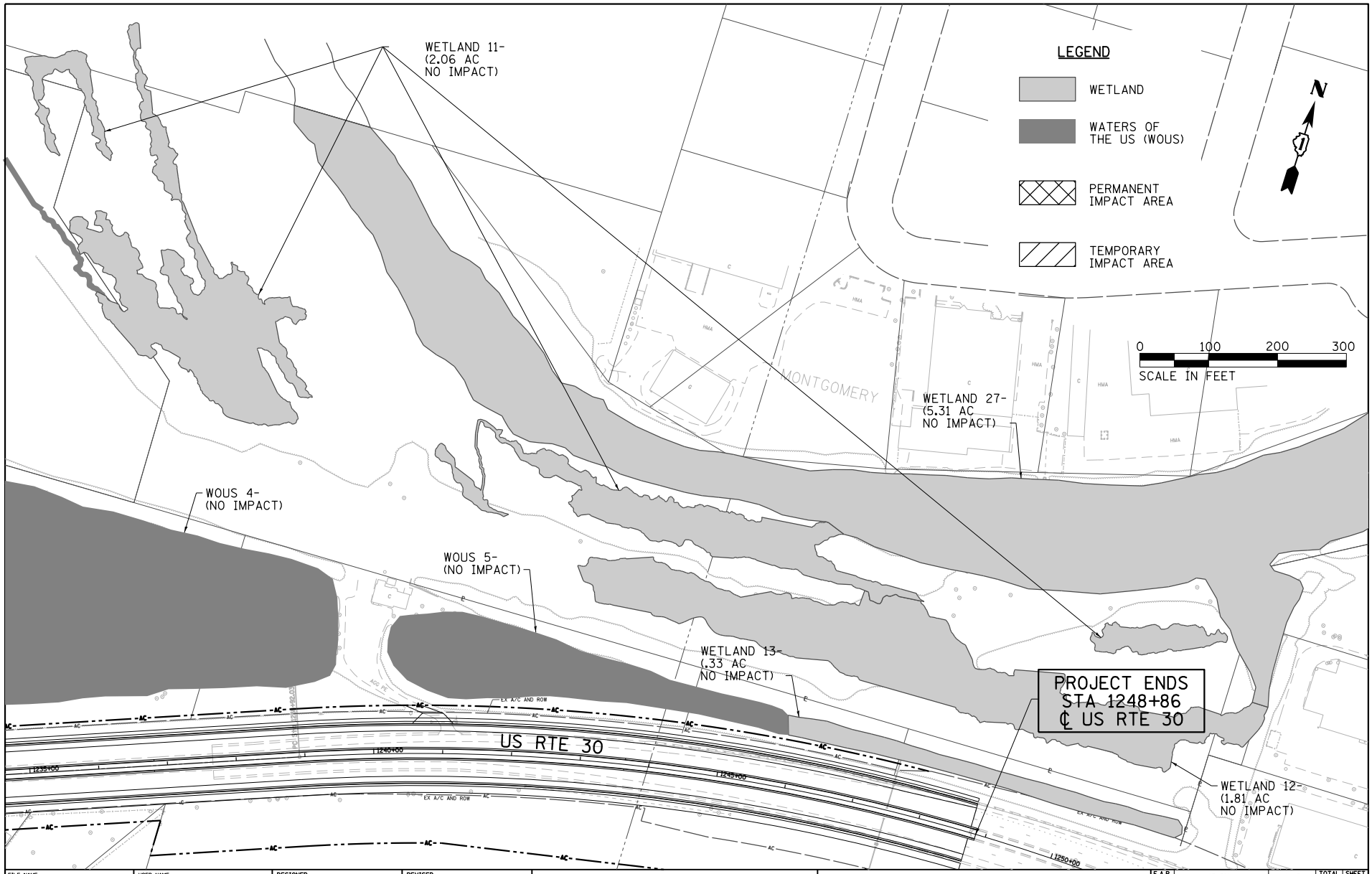
FILE NAME = P142311-eshaht-pln-05.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 5
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 5	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



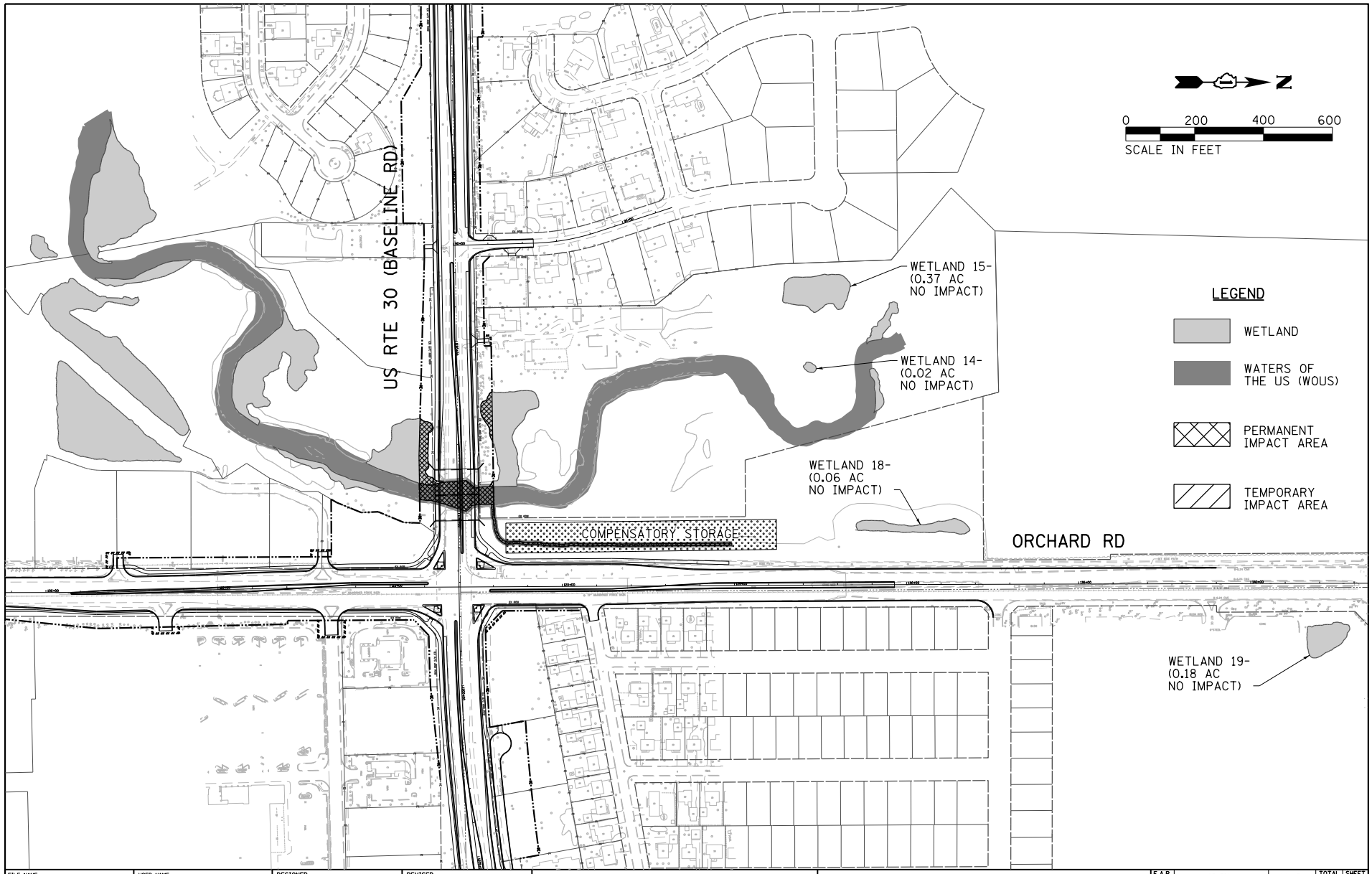
FILE NAME = P148311-eshaht-pln-87.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 7
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 7	CONTRACT NO.	
MODELNAME=	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



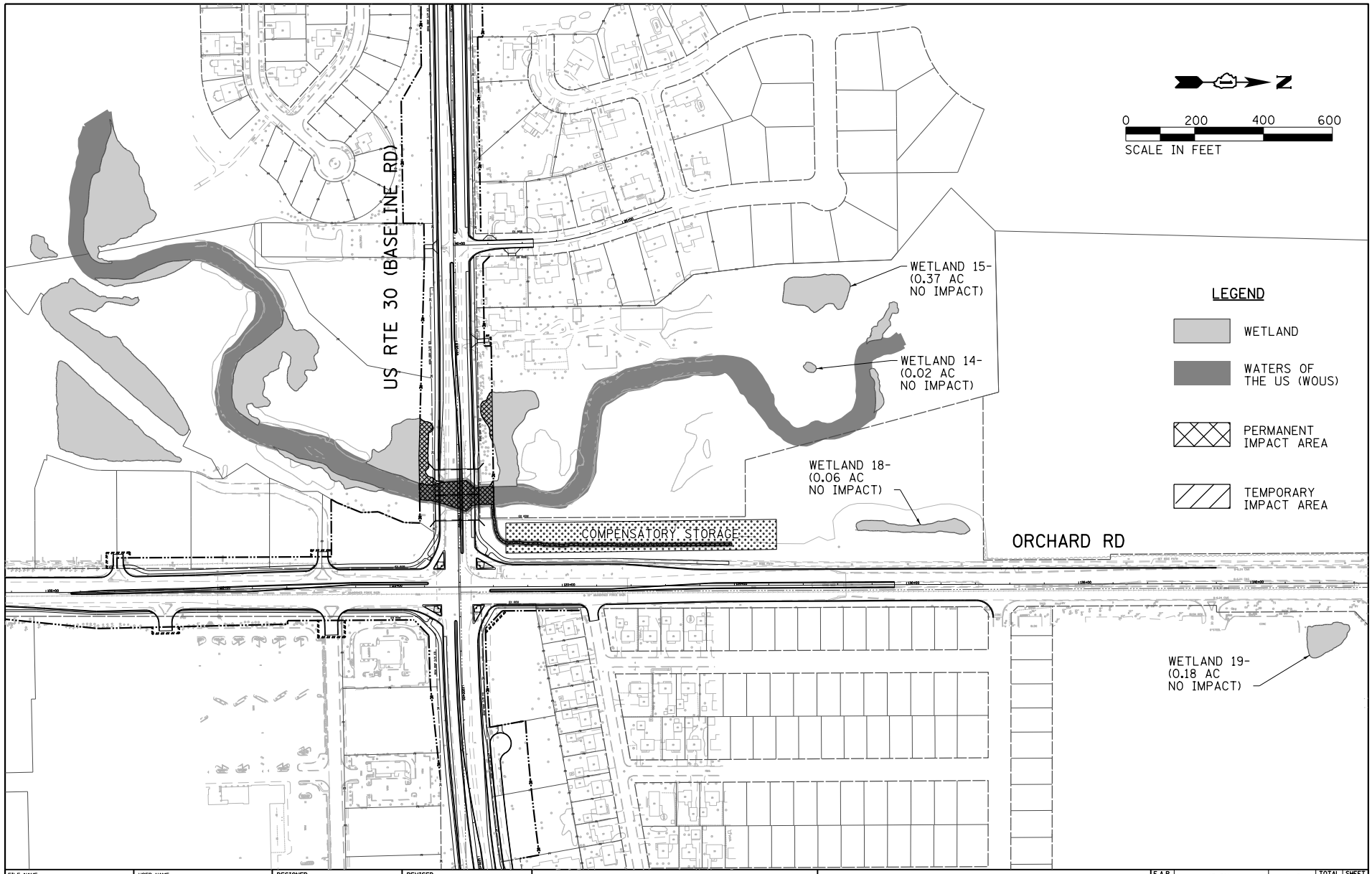
FILE NAME = P148311-eshaht-pln-87.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 12 / SHEET NO. 7
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			DRAWING NO. EXHIBIT - 7		CONTRACT NO.	
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT	
	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				



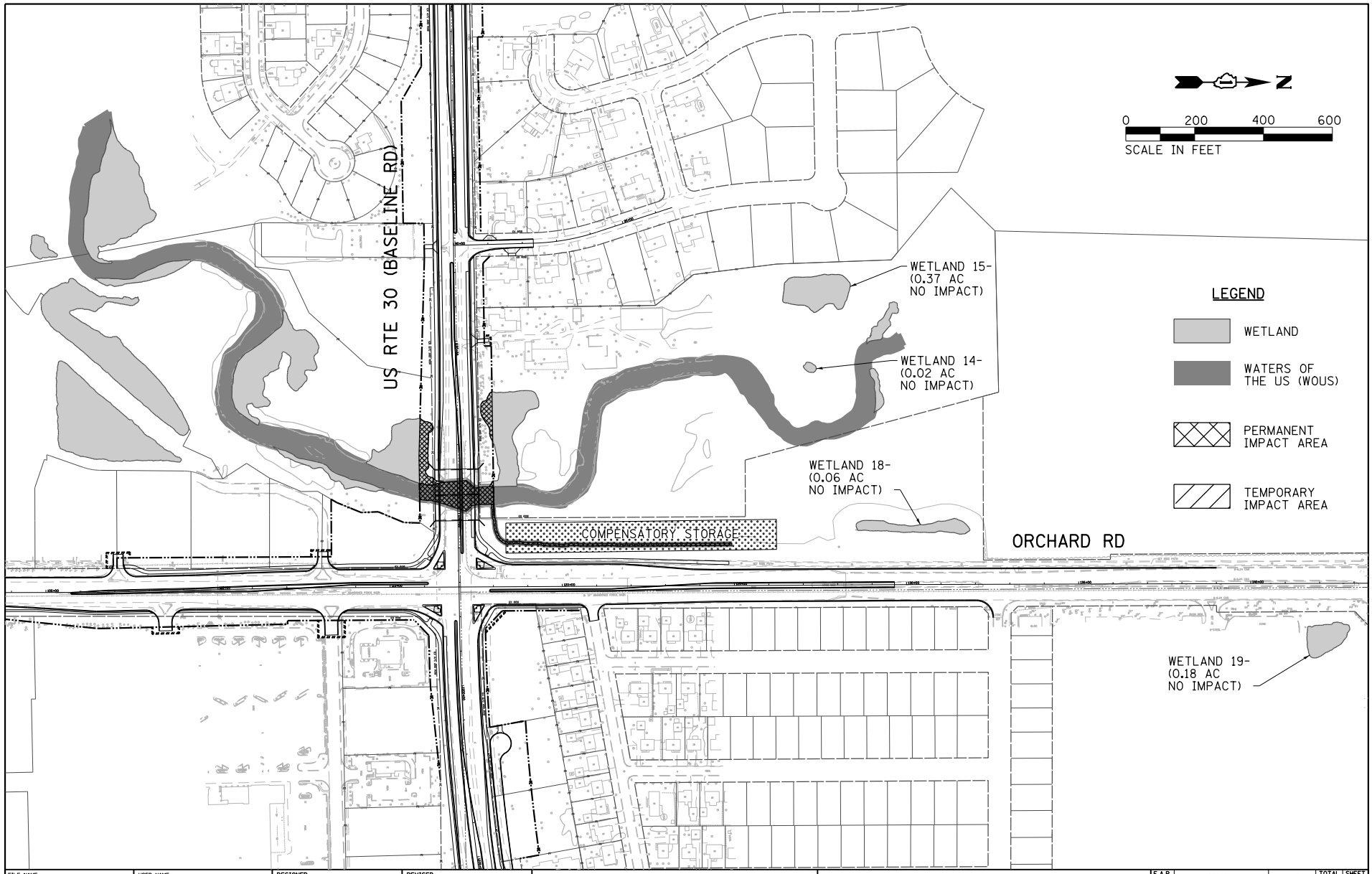
FILE NAME = P148311-eshaht-pln-87.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 12 / SHEET NO. 7
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			DRAWING NO. EXHIBIT - 7		CONTRACT NO.	
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT	
MODELNAME=	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				



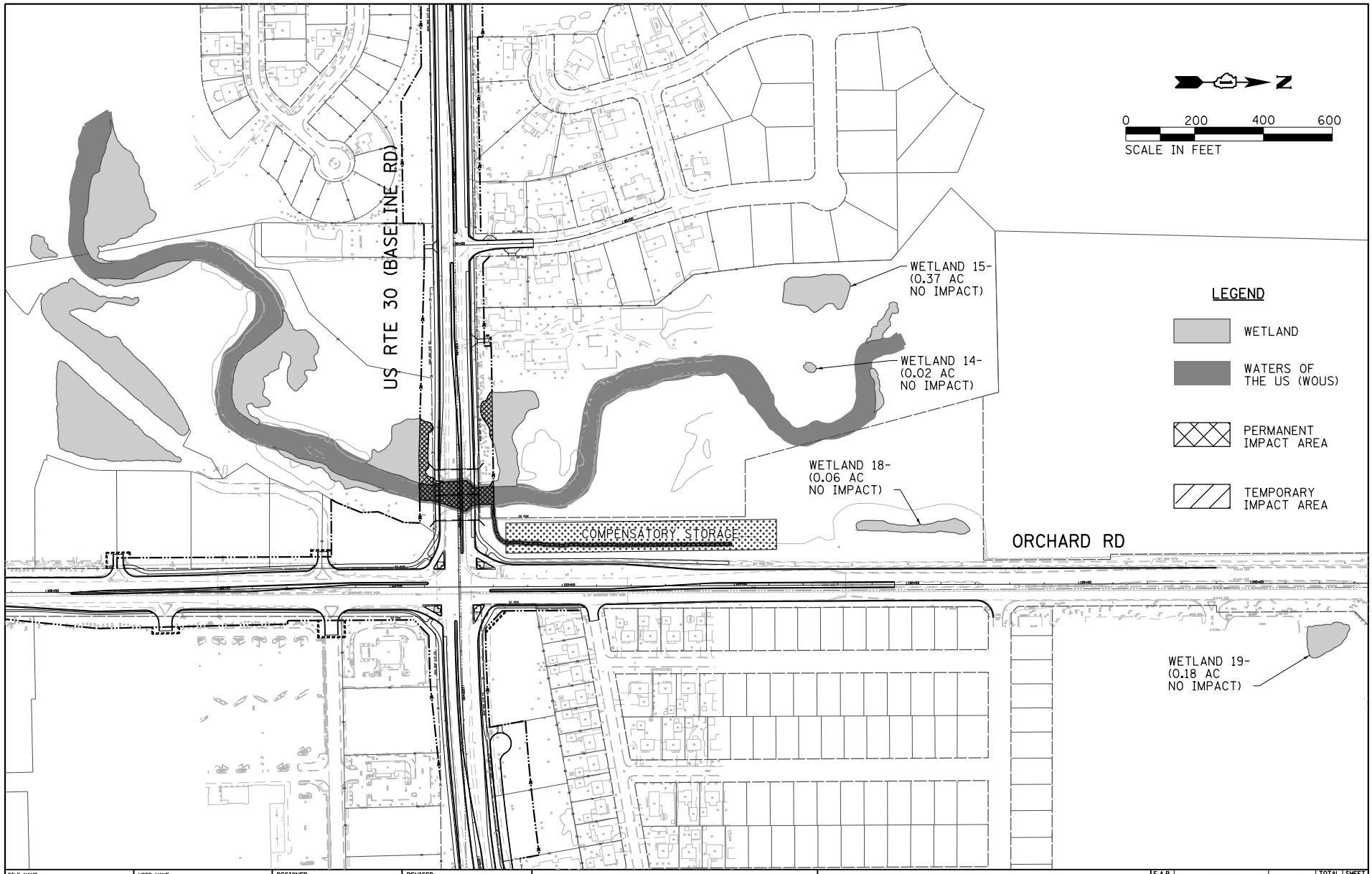
FILE NAME = P142311-exhibit-pln-08.dgn	USER NAME = gapsvey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 8
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 8	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	



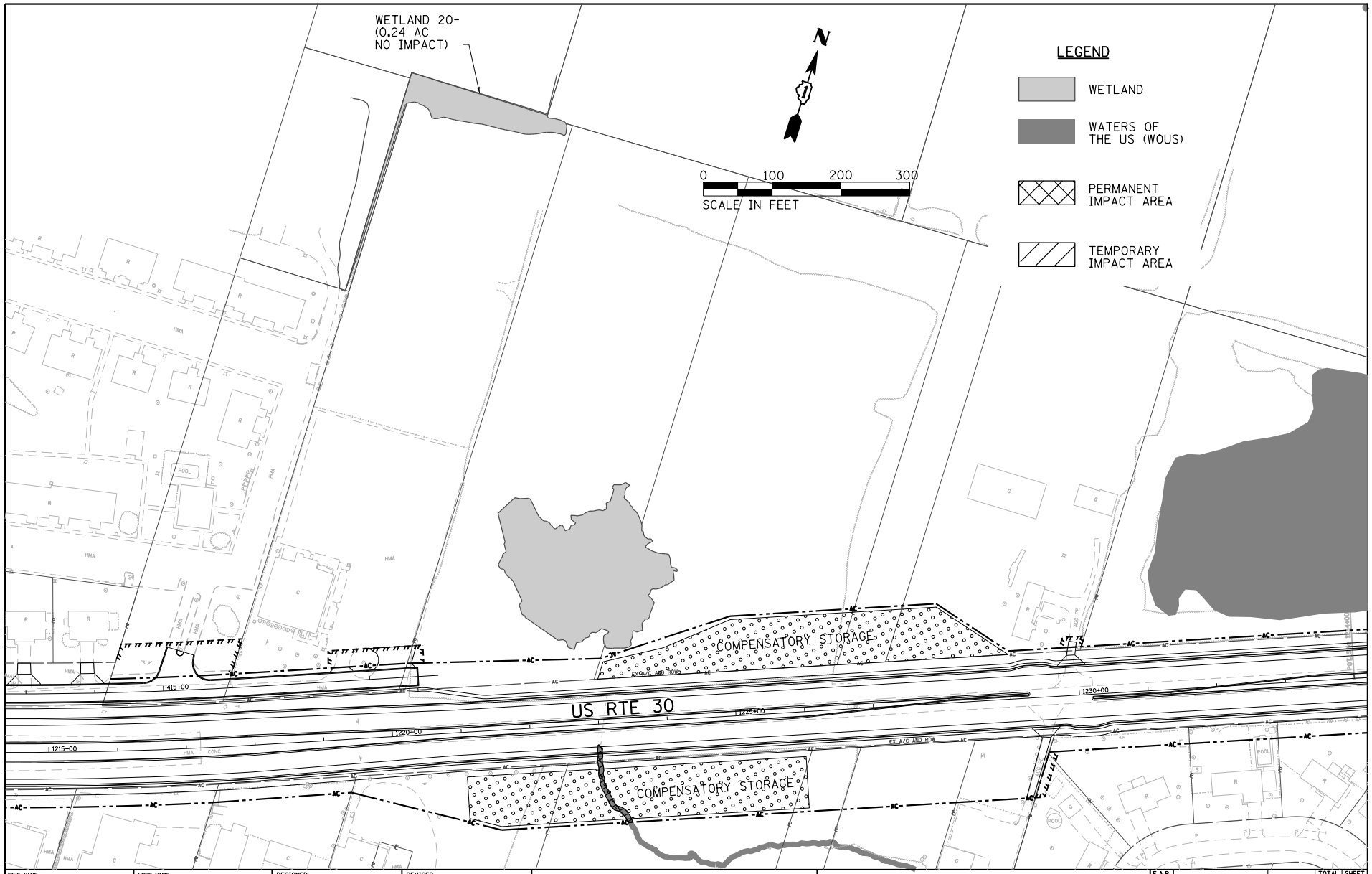
FILE NAME = P142311-exhibit-pln-08.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 8
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 8	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



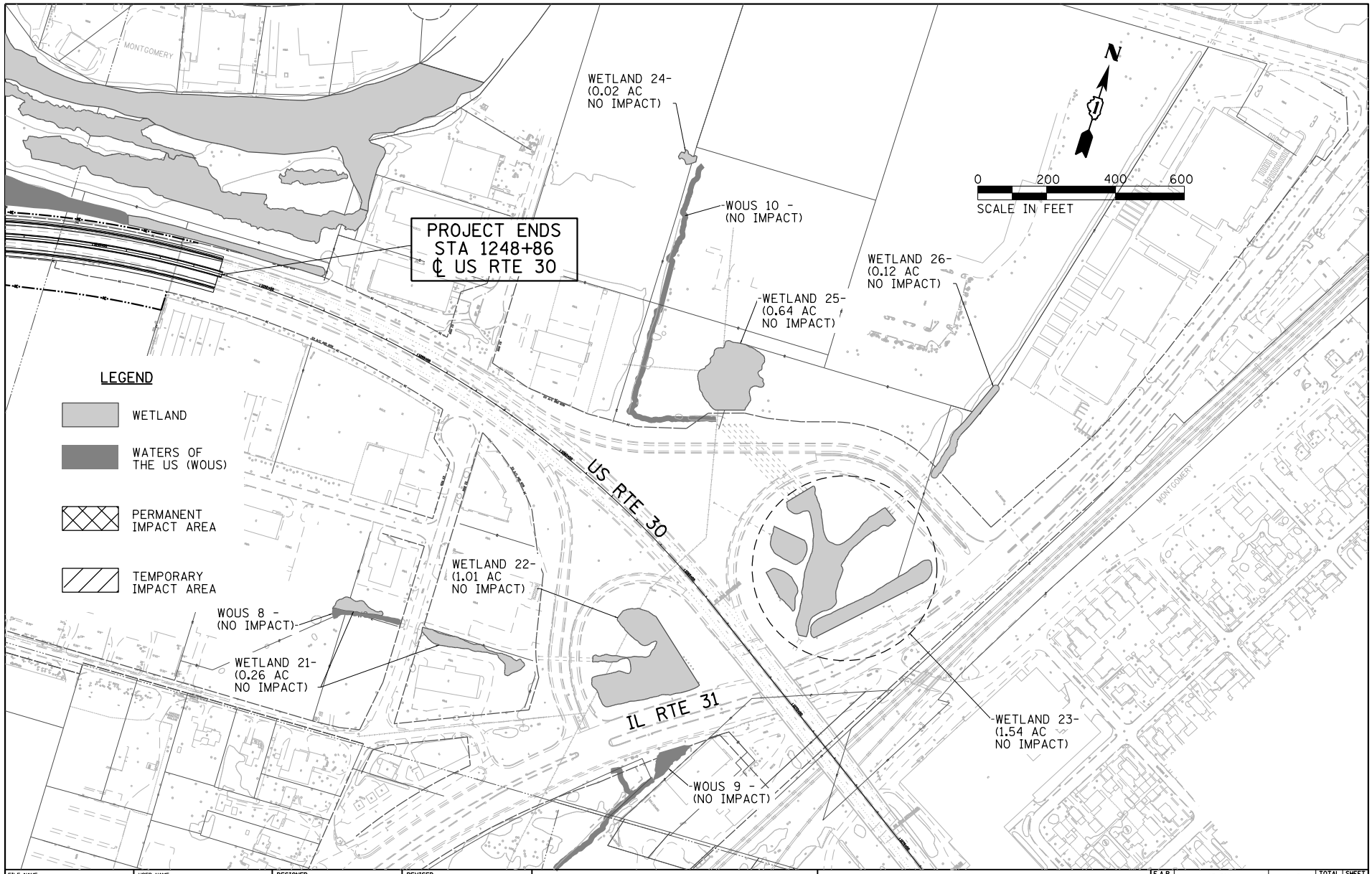
FILE NAME = P142311-exhibit-pln-08.dgn	USER NAME = gapsvey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 8
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 8	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	



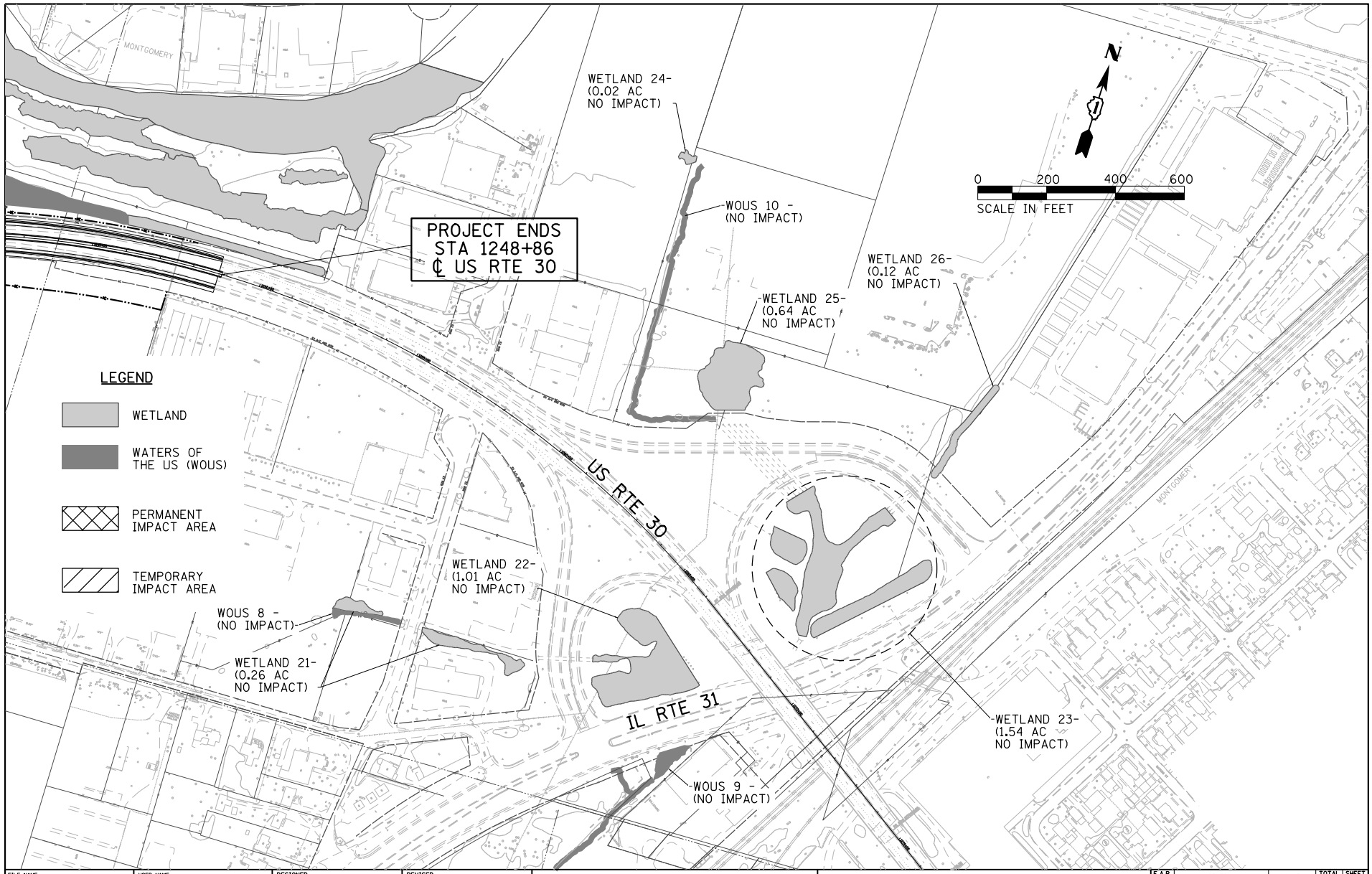
FILE NAME = P142311-exhibit-pln-08.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 8
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 8	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	



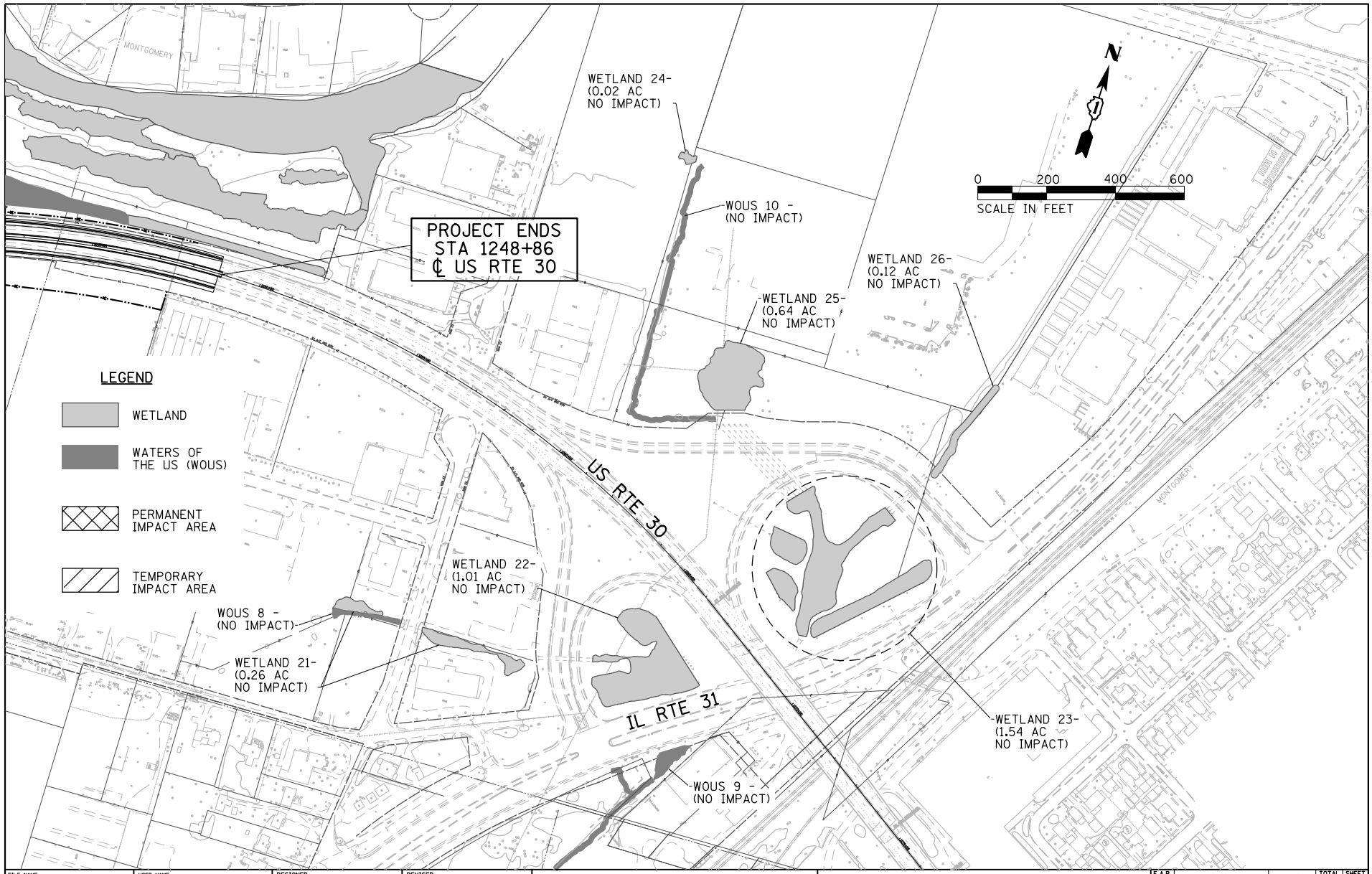
FILE NAME = P142311-exhibit-pln-09.dgn	USER NAME = gapsvey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12	9
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 9	CONTRACT NO.		
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT		



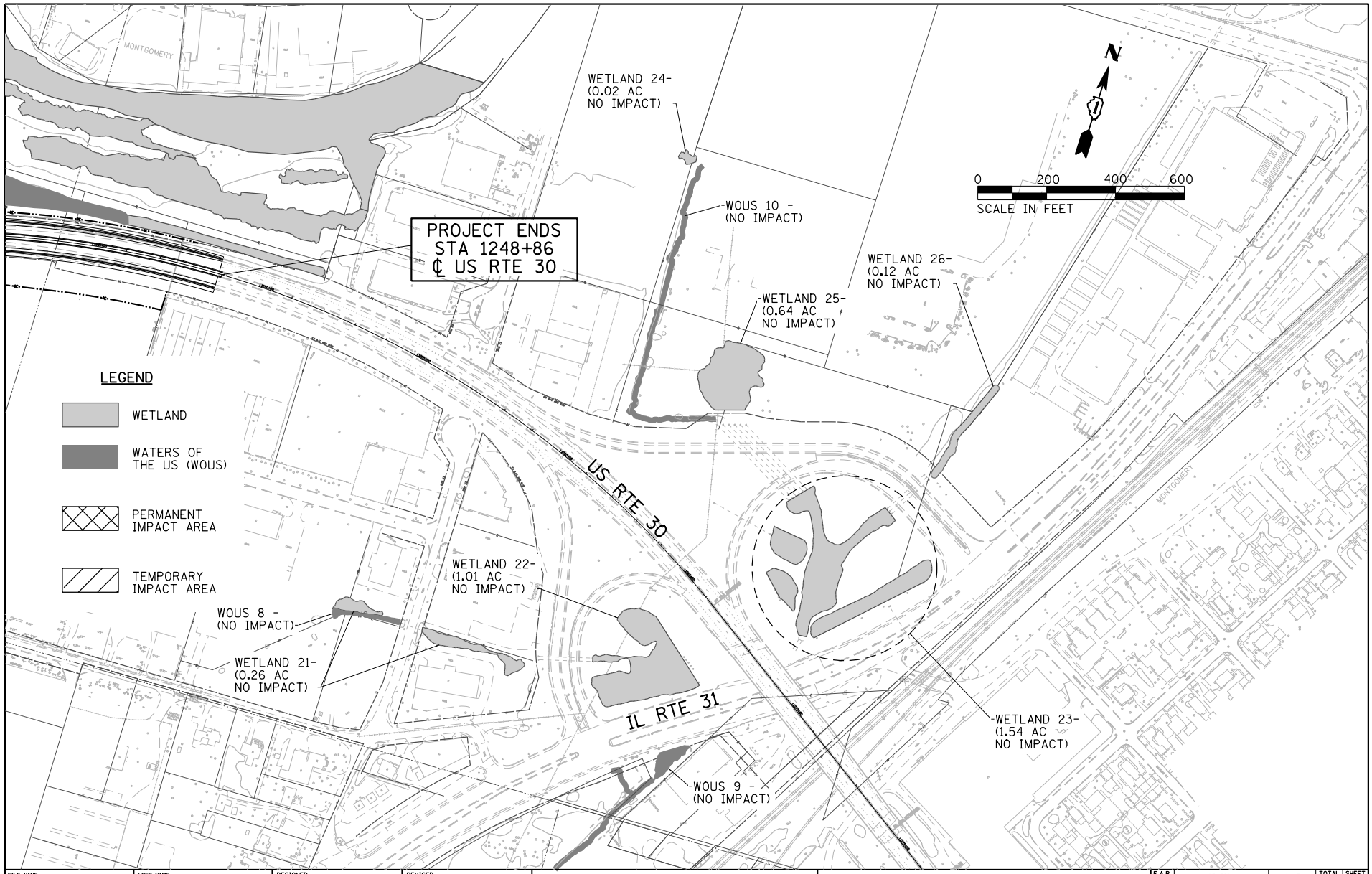
FILE NAME = P148311-eshaht-pln-10.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 10
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 10	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



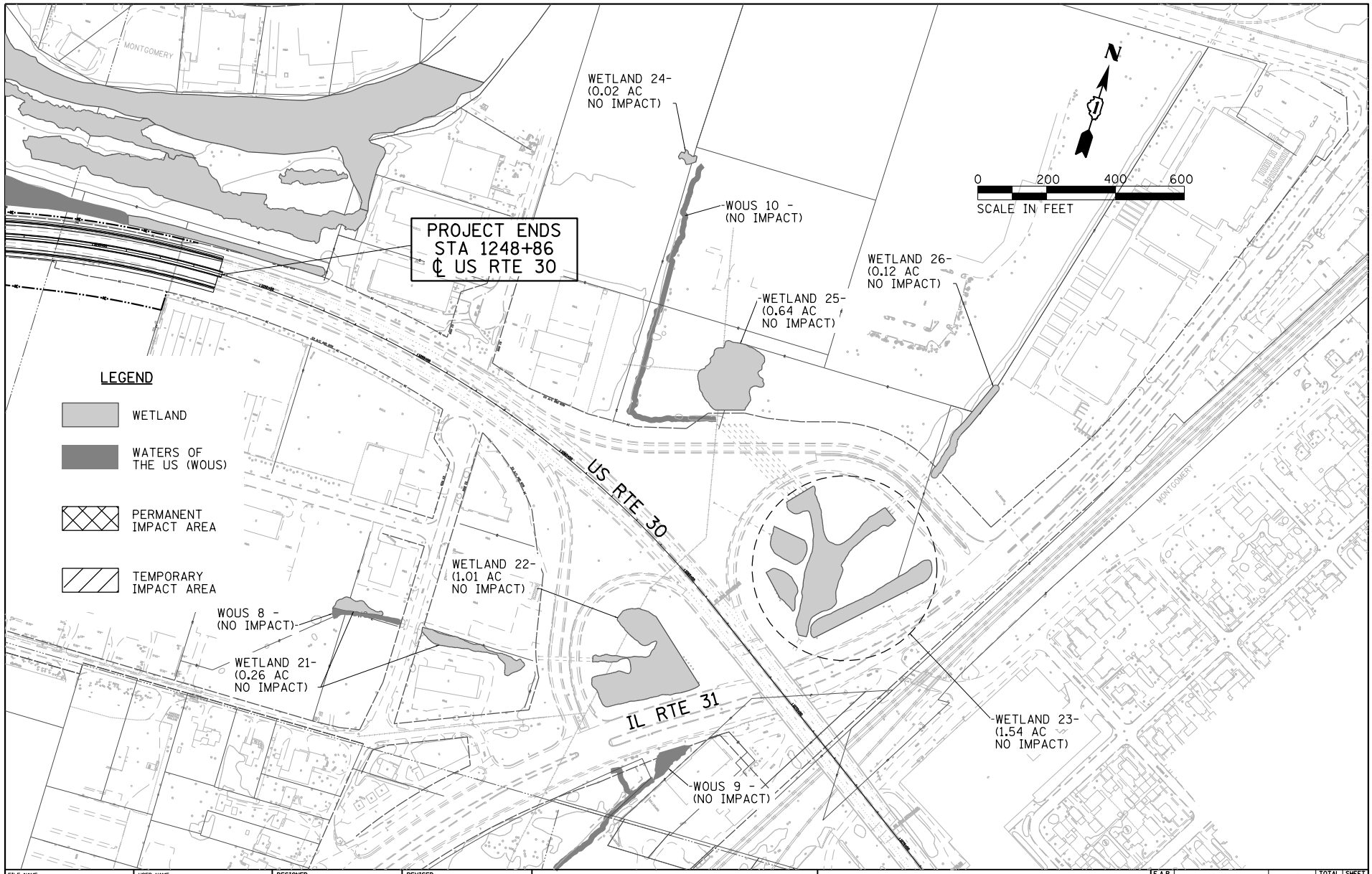
FILE NAME = P142311-eshaht-pln-10.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 10
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 10	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



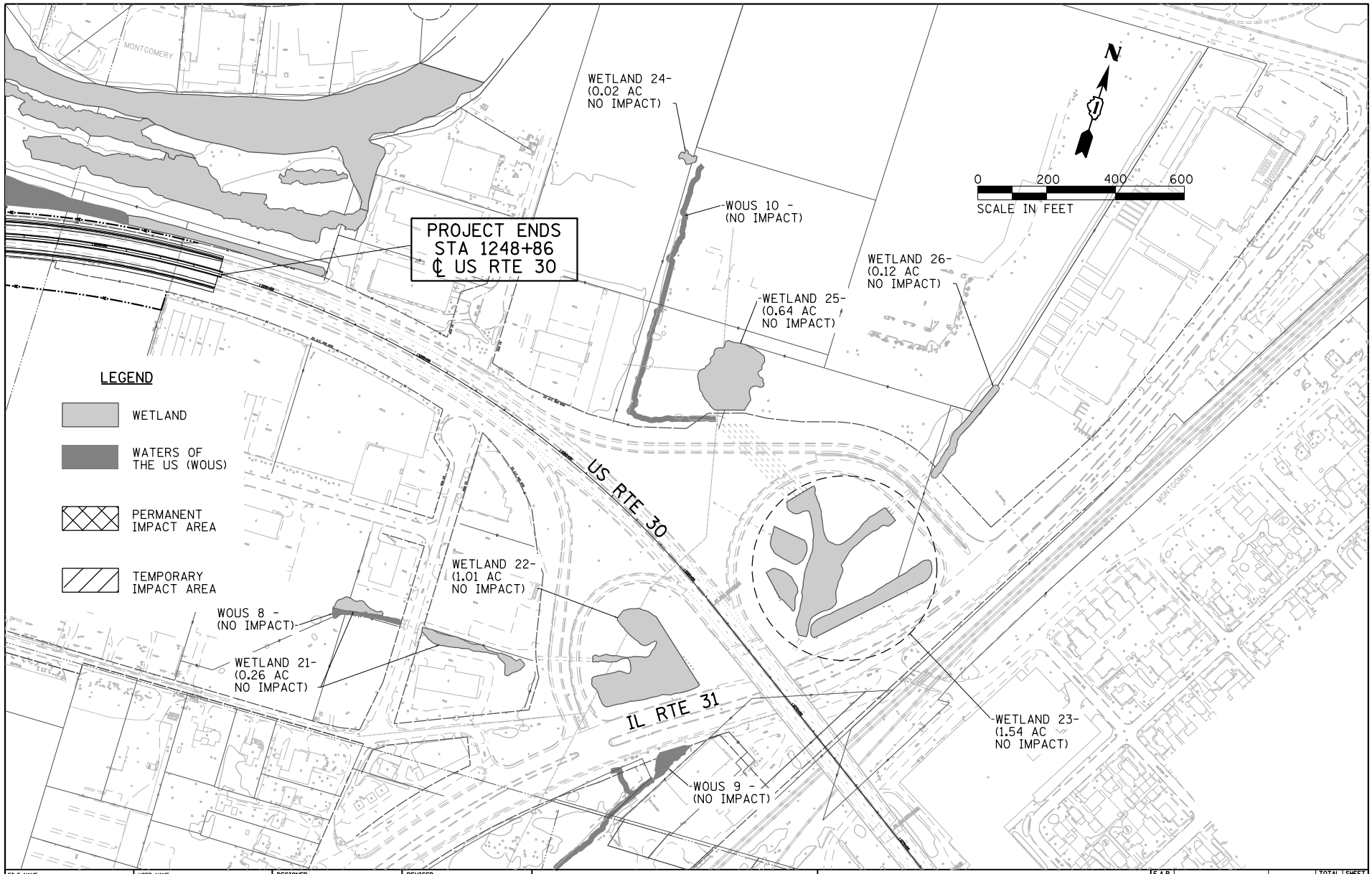
FILE NAME = P142311-eshaht-pln-10.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 10
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 10	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



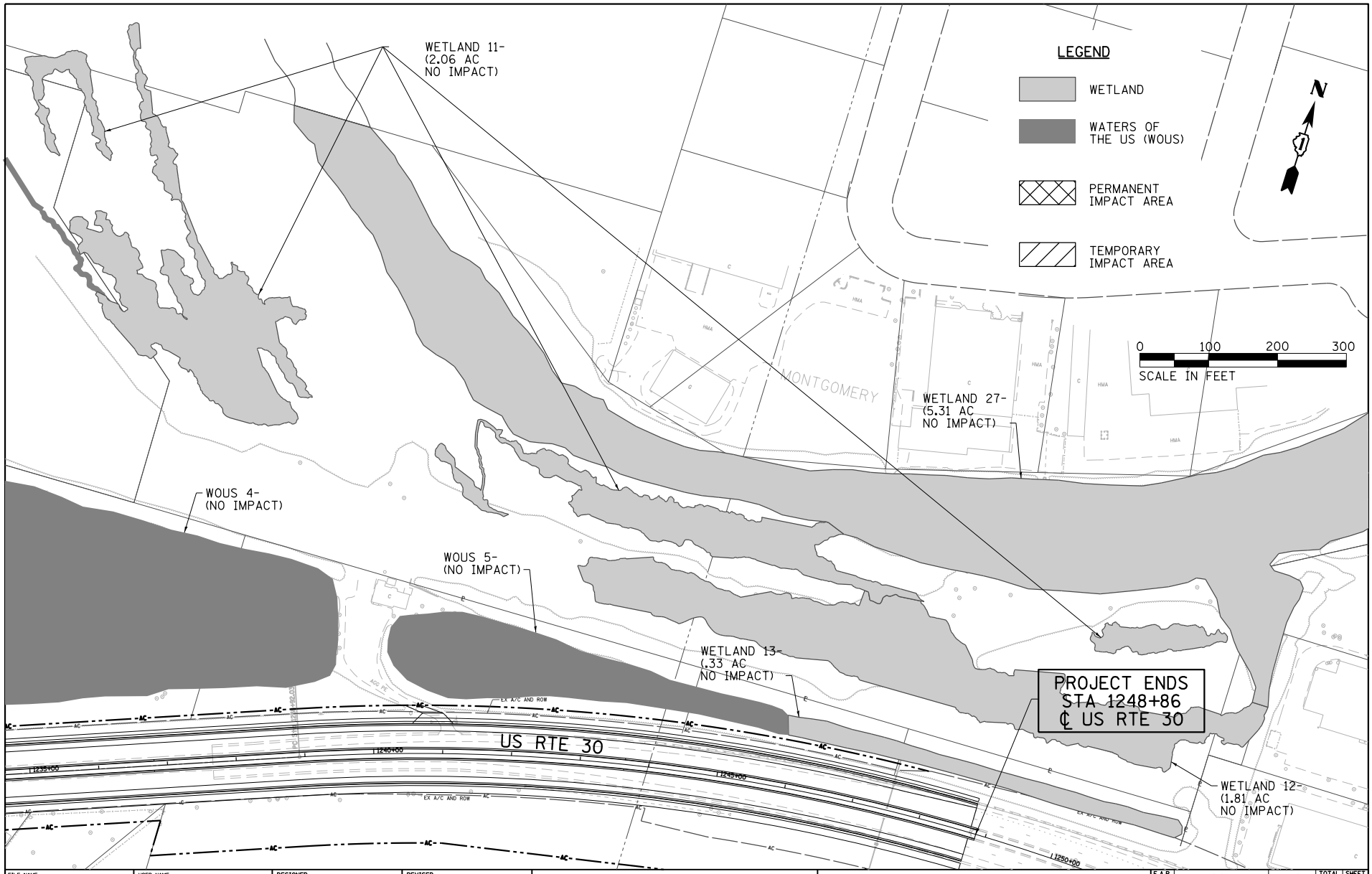
FILE NAME = P142311-eshaht-pln-10.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 10
$MODELNAME$	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 10	CONTRACT NO.	
	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



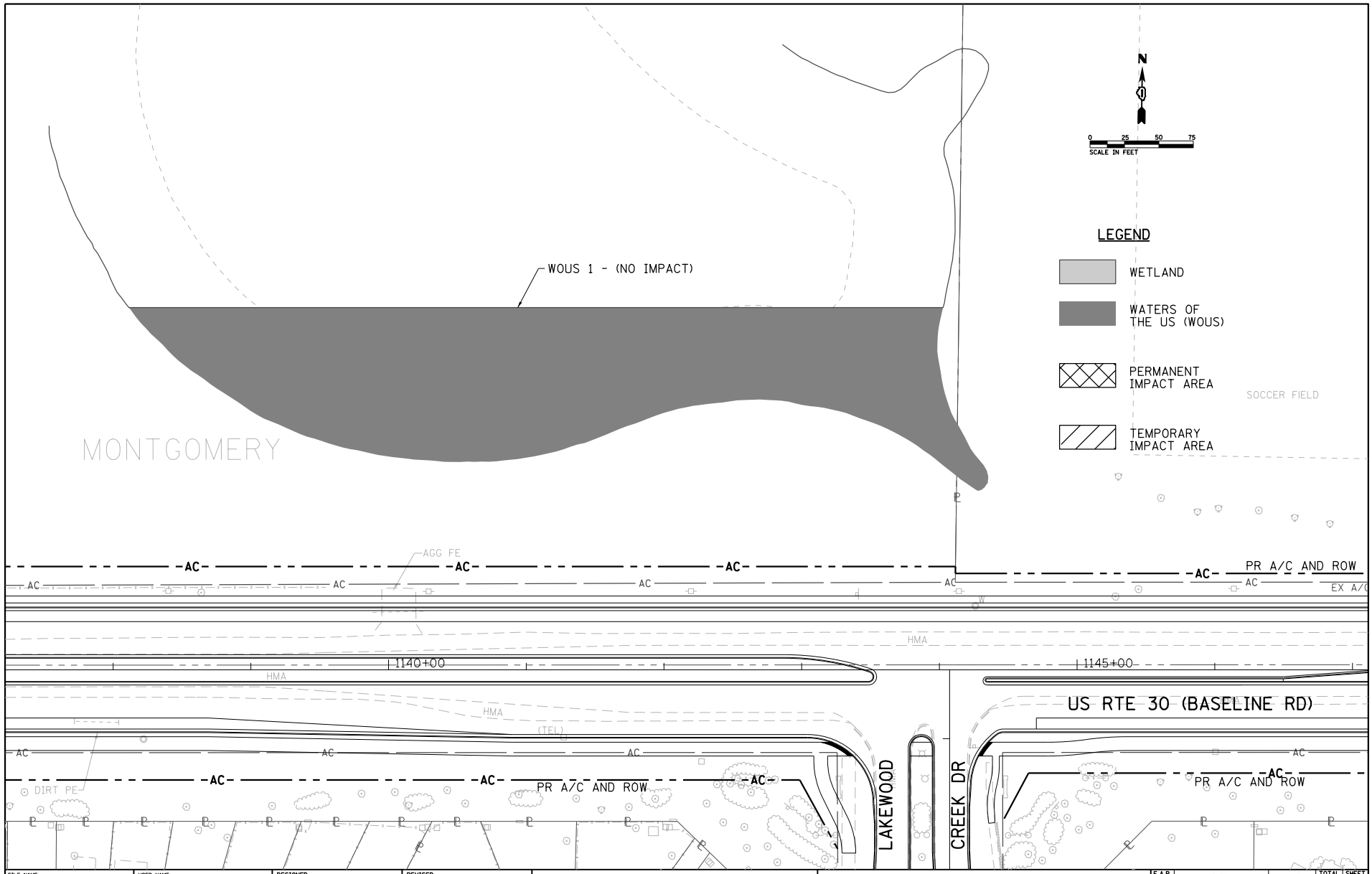
FILE NAME = P148311-exhibit-plan-10.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 10
$MODELNAME$	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 10	CONTRACT NO.	
	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



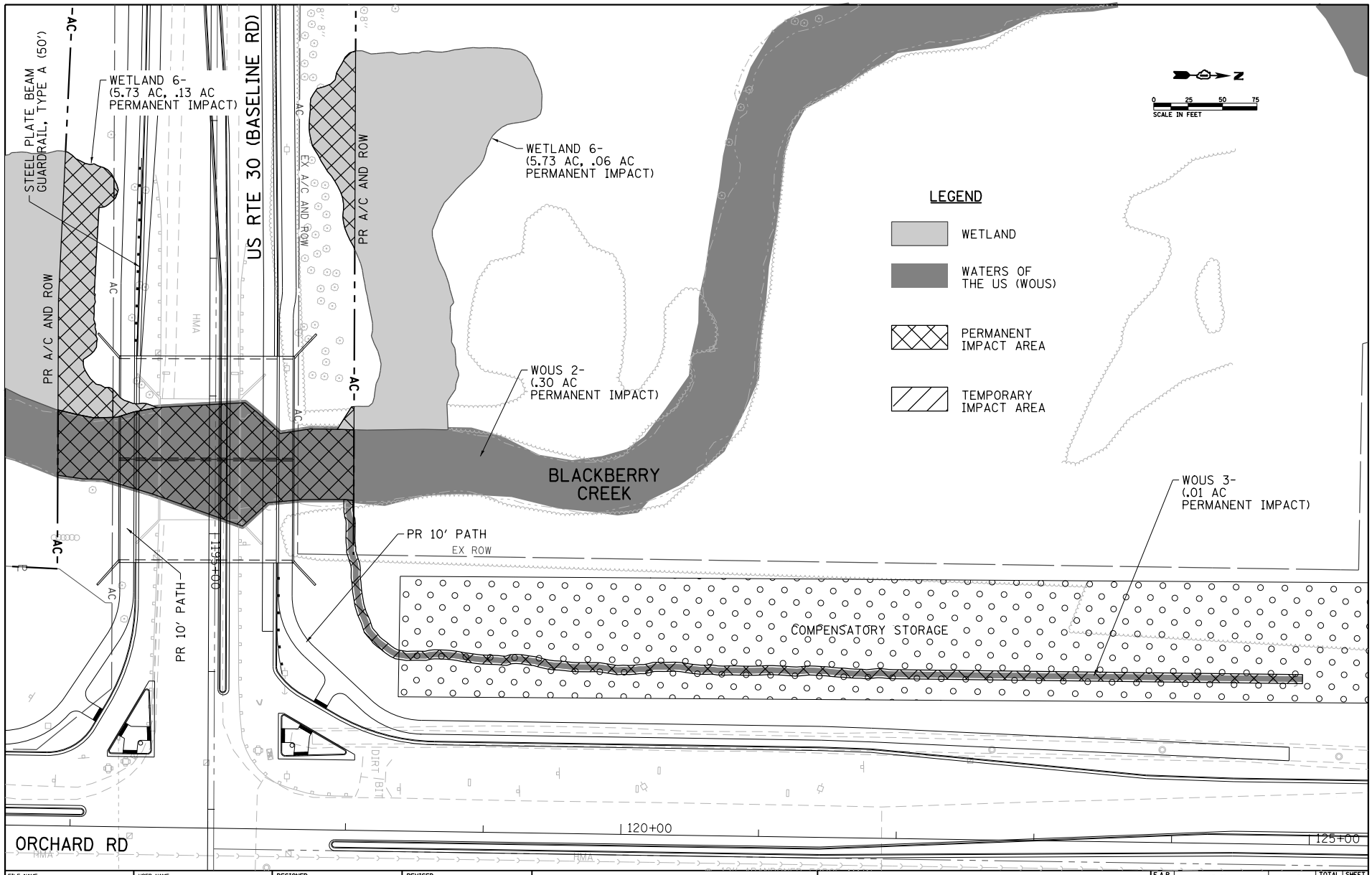
FILE NAME = P142311-eshaht-pln-10.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 10
$MODELNAME$	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 10	CONTRACT NO.	
	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



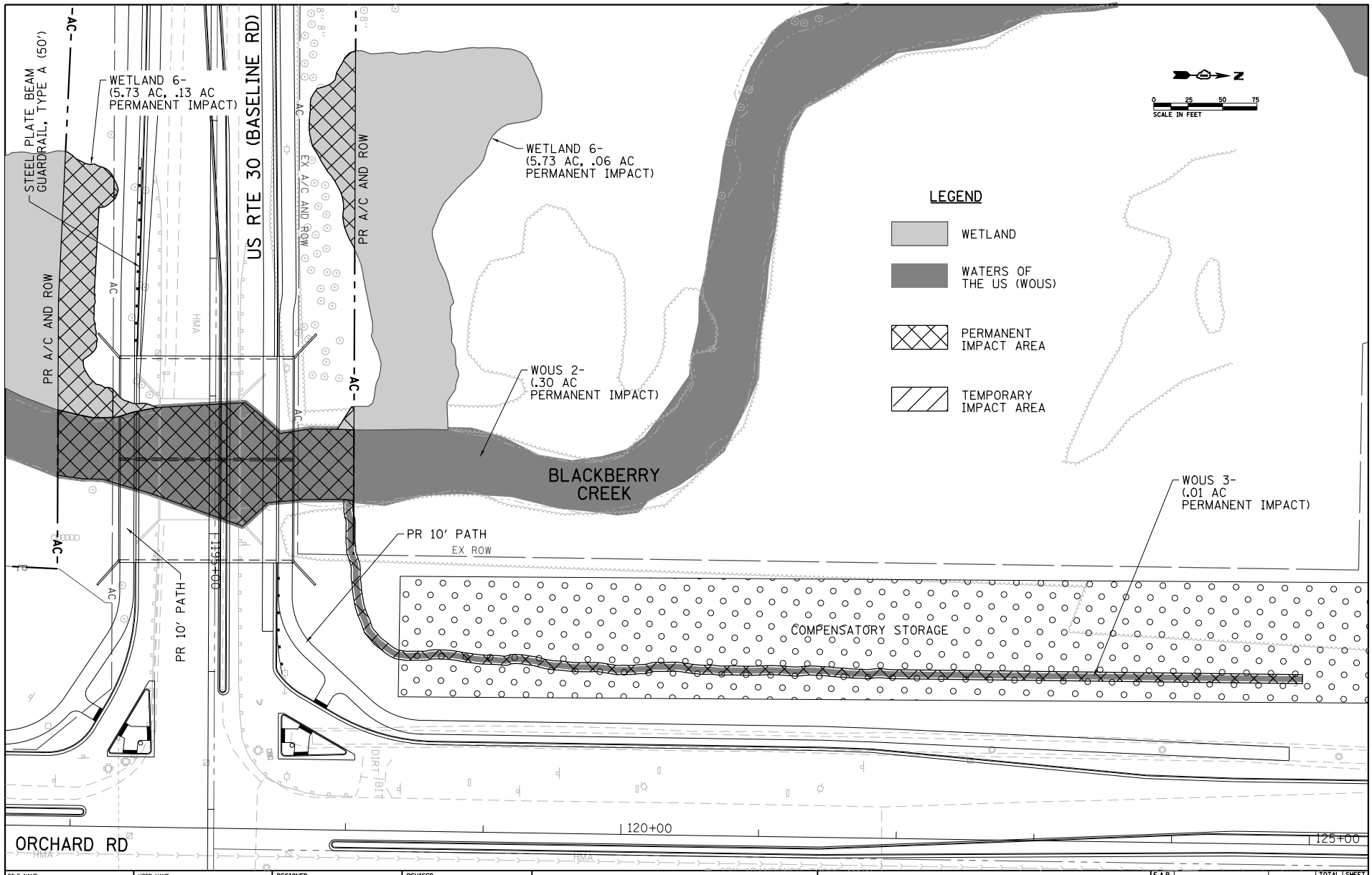
FILE NAME = P148311-eshaht-pln-87.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 12 / SHEET NO. 7
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			DRAWING NO. EXHIBIT - 7		CONTRACT NO.	
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				



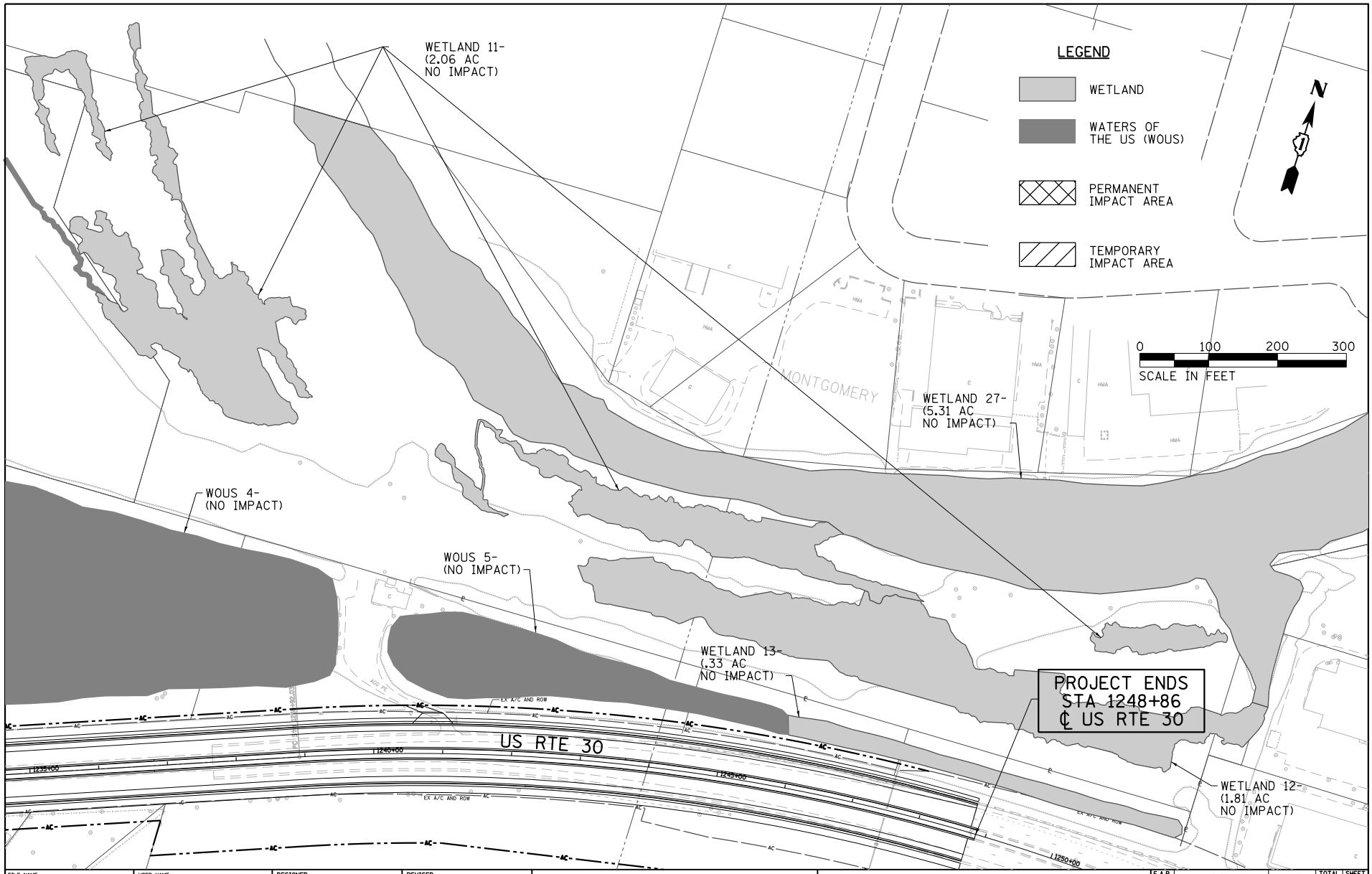
FILE NAME = P142311-eshaht-pln-11.dgn	USER NAME = gapsvey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 11
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 11	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	



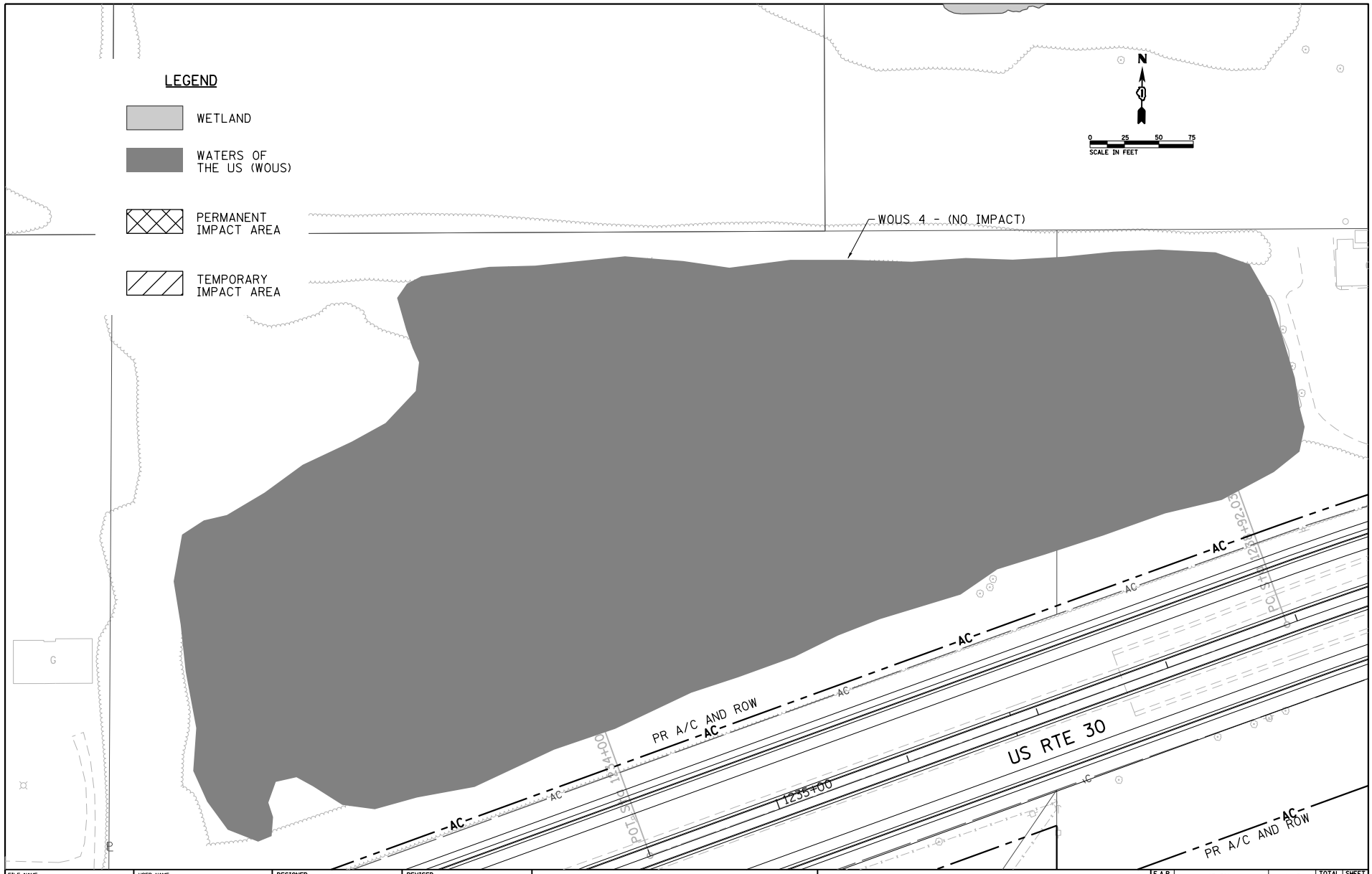
FILE NAME = P148311-eshaht-pln-84.dgn	USER NAME = gapsvey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -			349		KANE/KENDALL	12	4
$MODELNAME$	PLOT DATE = 5/31/2016	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 4	CONTRACT NO.		
		DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



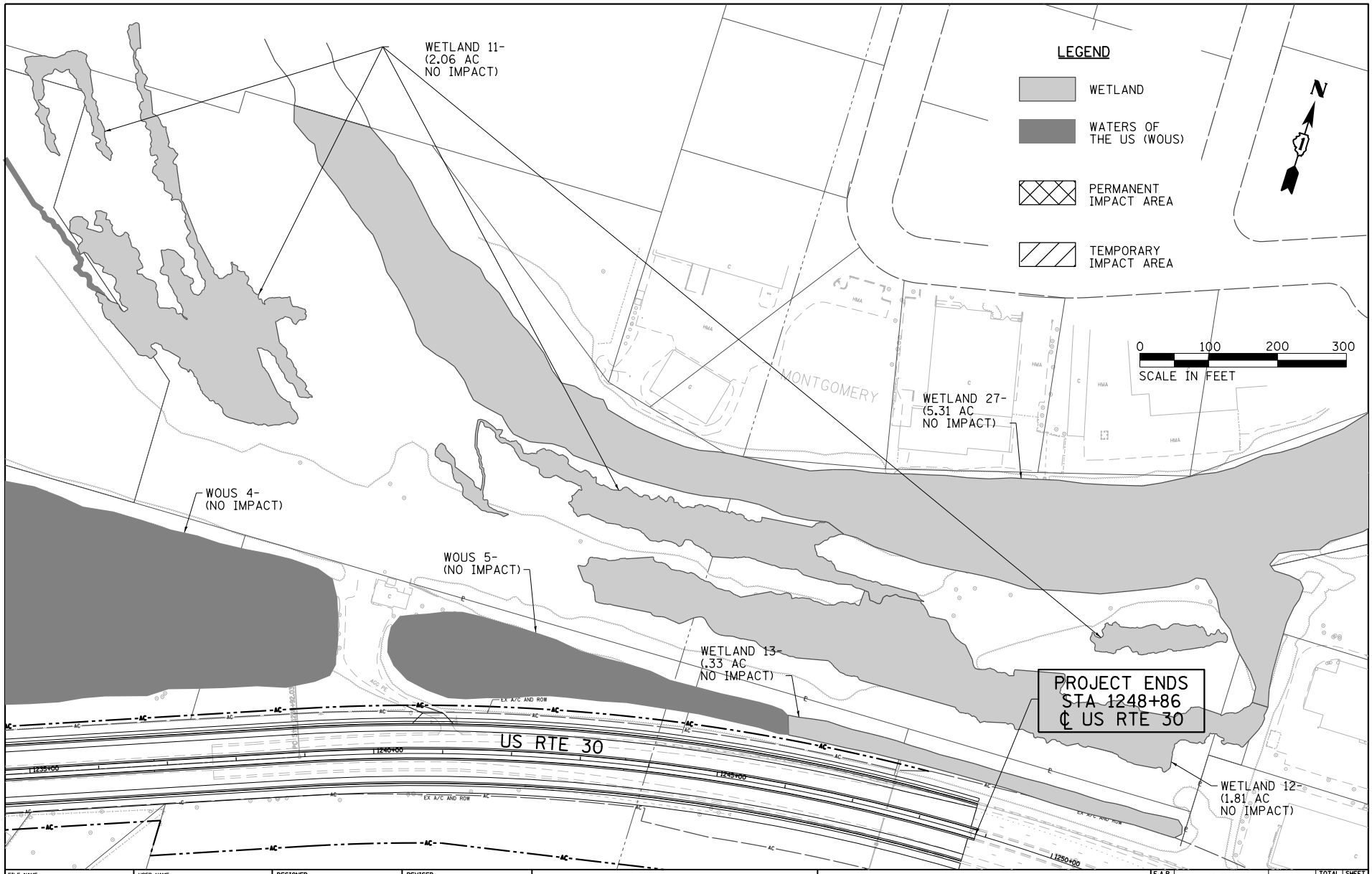
FILE NAME = P142311-eshaht-pln-84.dgn	USER NAME = gapsvey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12	4
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 4	CONTRACT NO.		
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



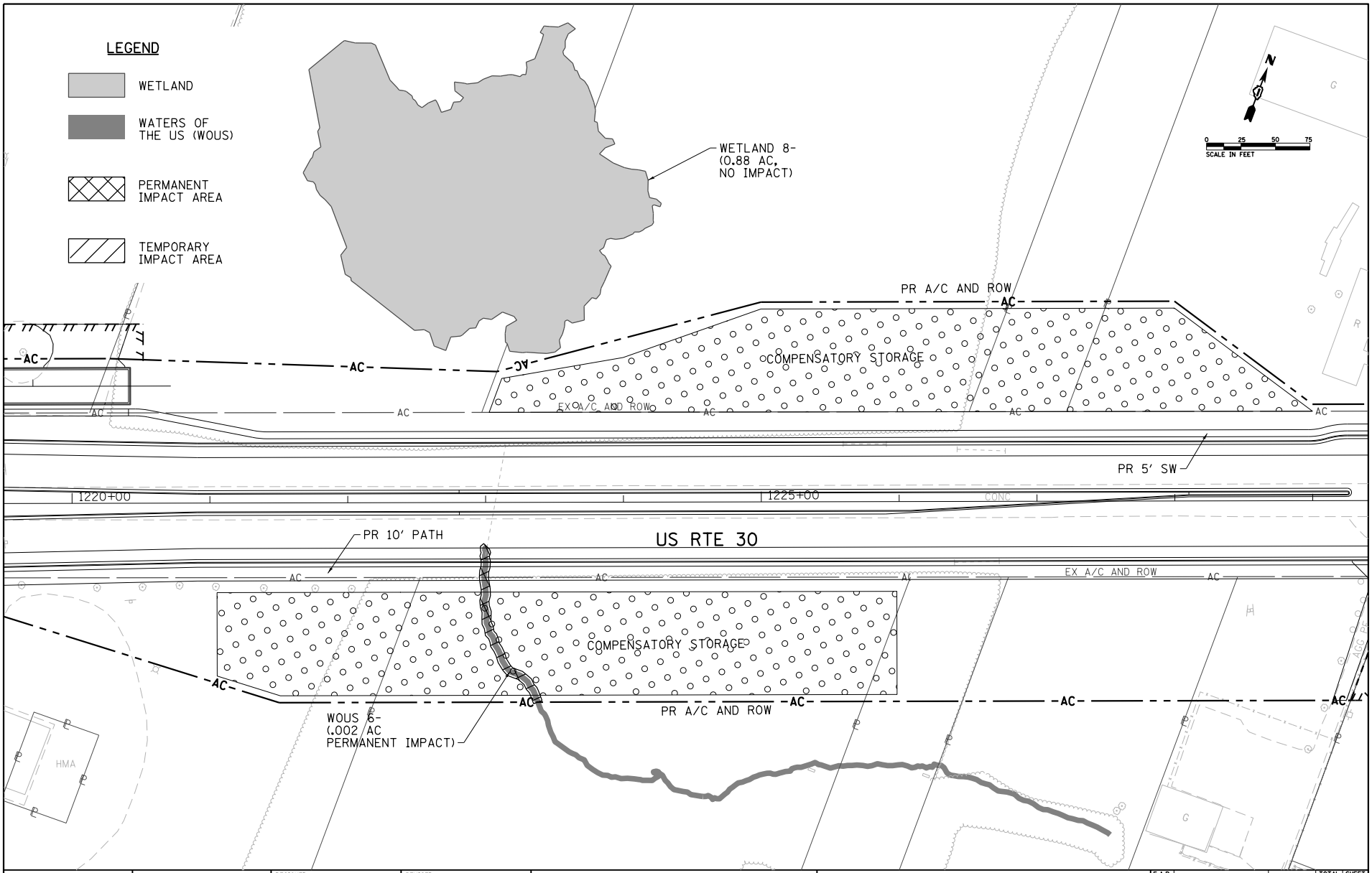
FILE NAME = P148311-eshaht-pln-87.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 12 / SHEET NO. 7
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			DRAWING NO. EXHIBIT - 7		CONTRACT NO.	
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -			ILLINOIS	FED. AID PROJECT		
MODELNAME=	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				



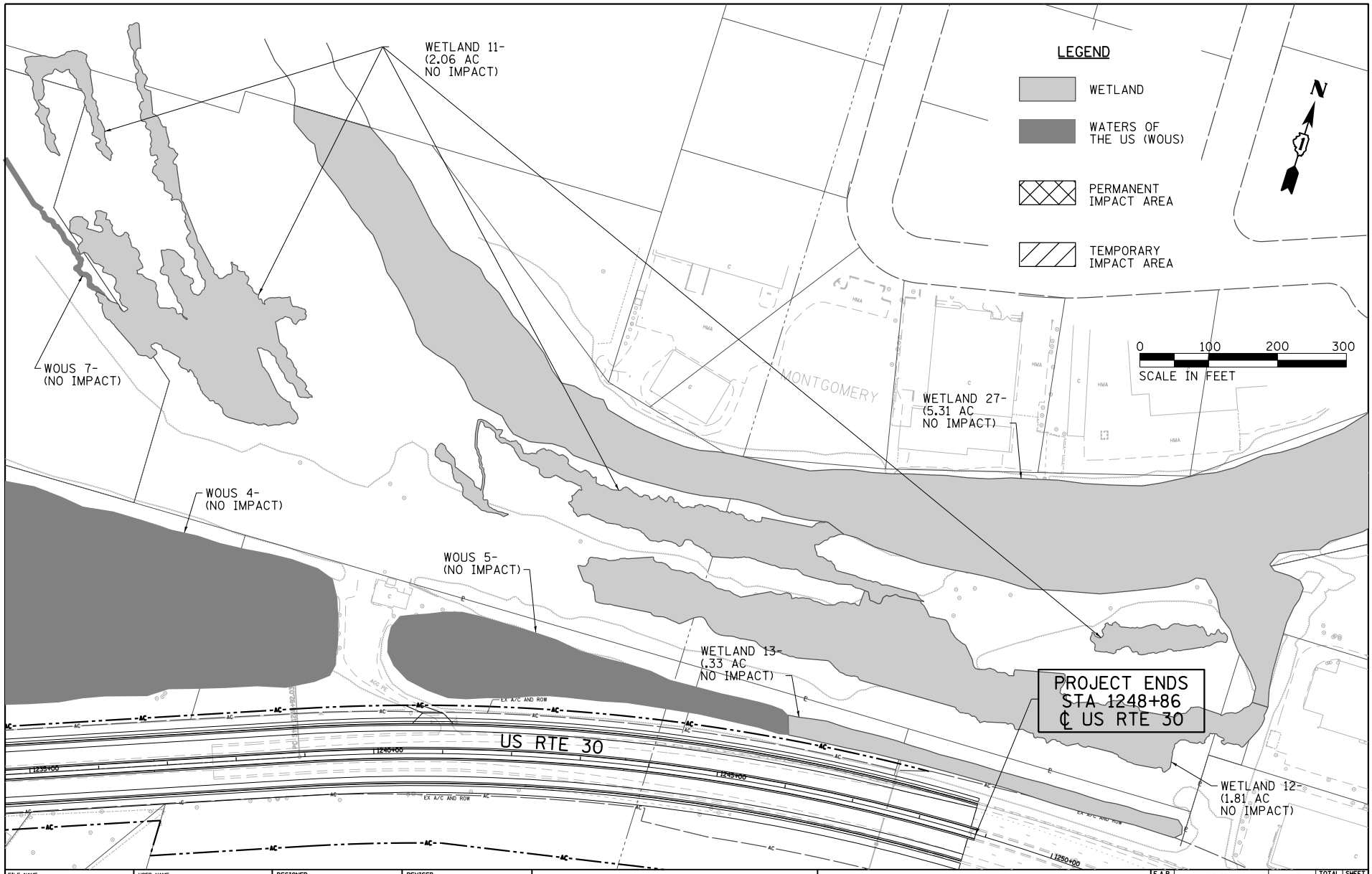
FILE NAME = P148311-eshaht-pln-12.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12	12
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 12	CONTRACT NO.		
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT		



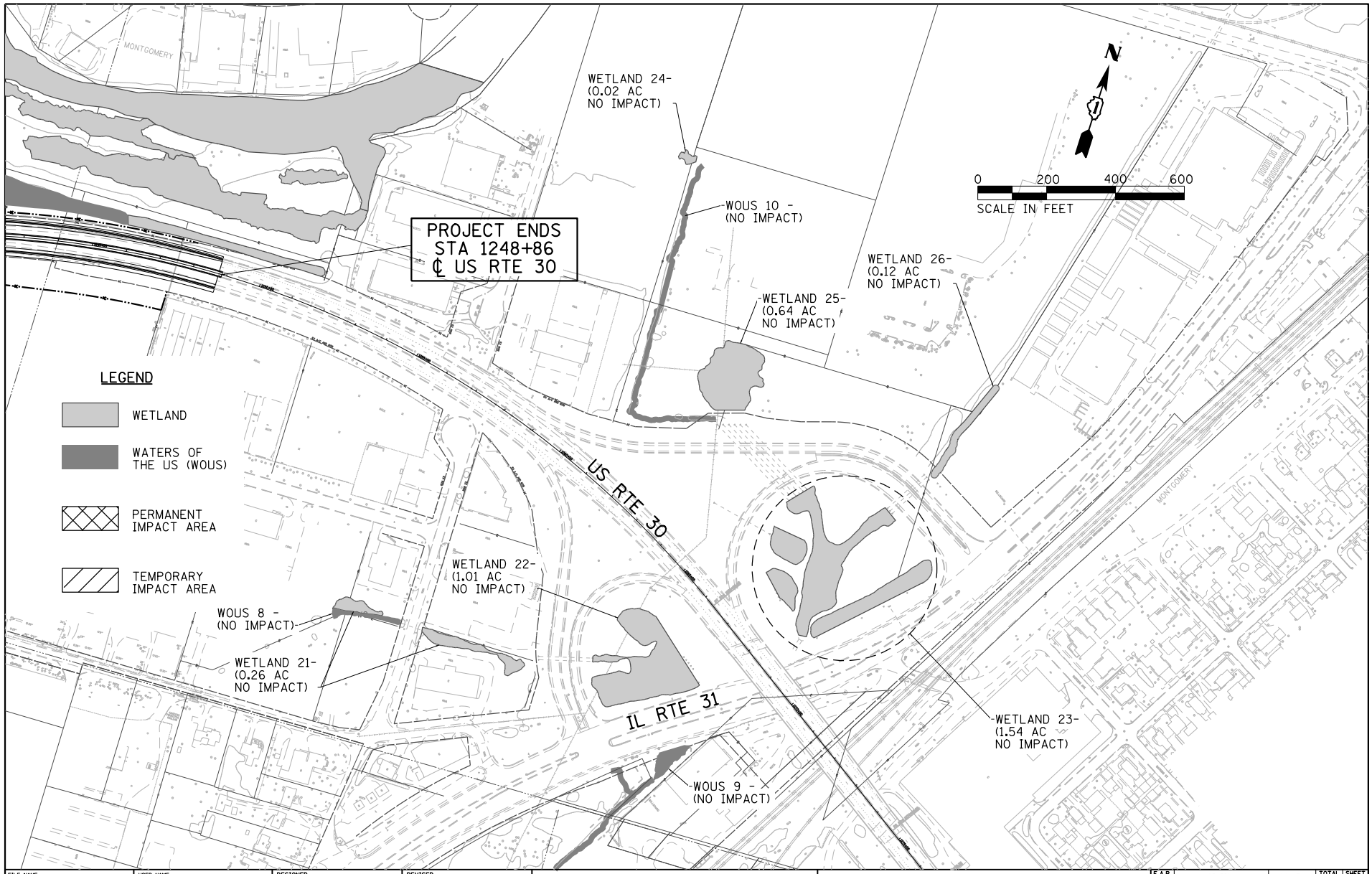
FILE NAME = P142311-eshaht-pln-87.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 7
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 7	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



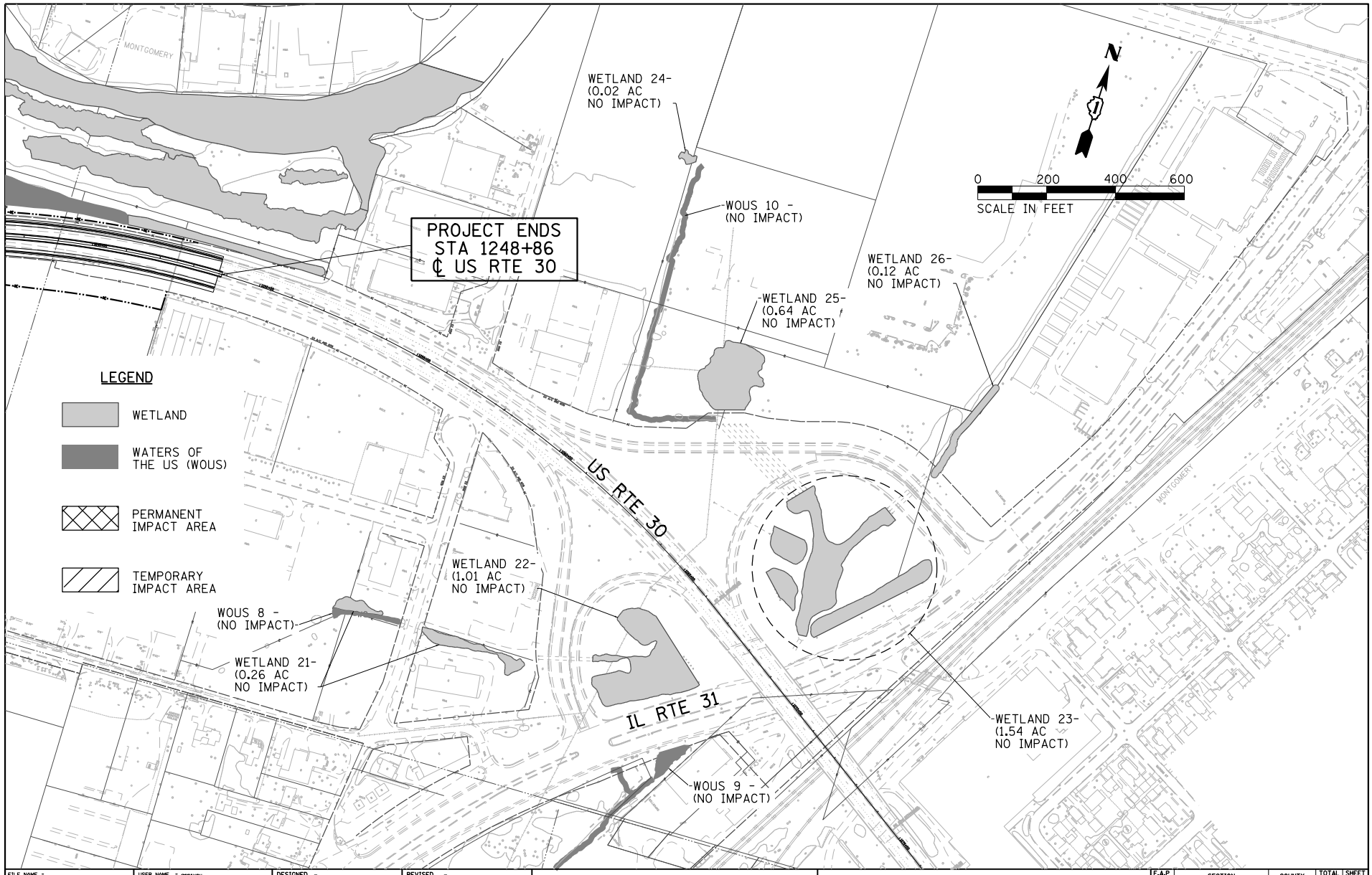
FILE NAME = P142311-exhaht-pln-05.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 5
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 5	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	



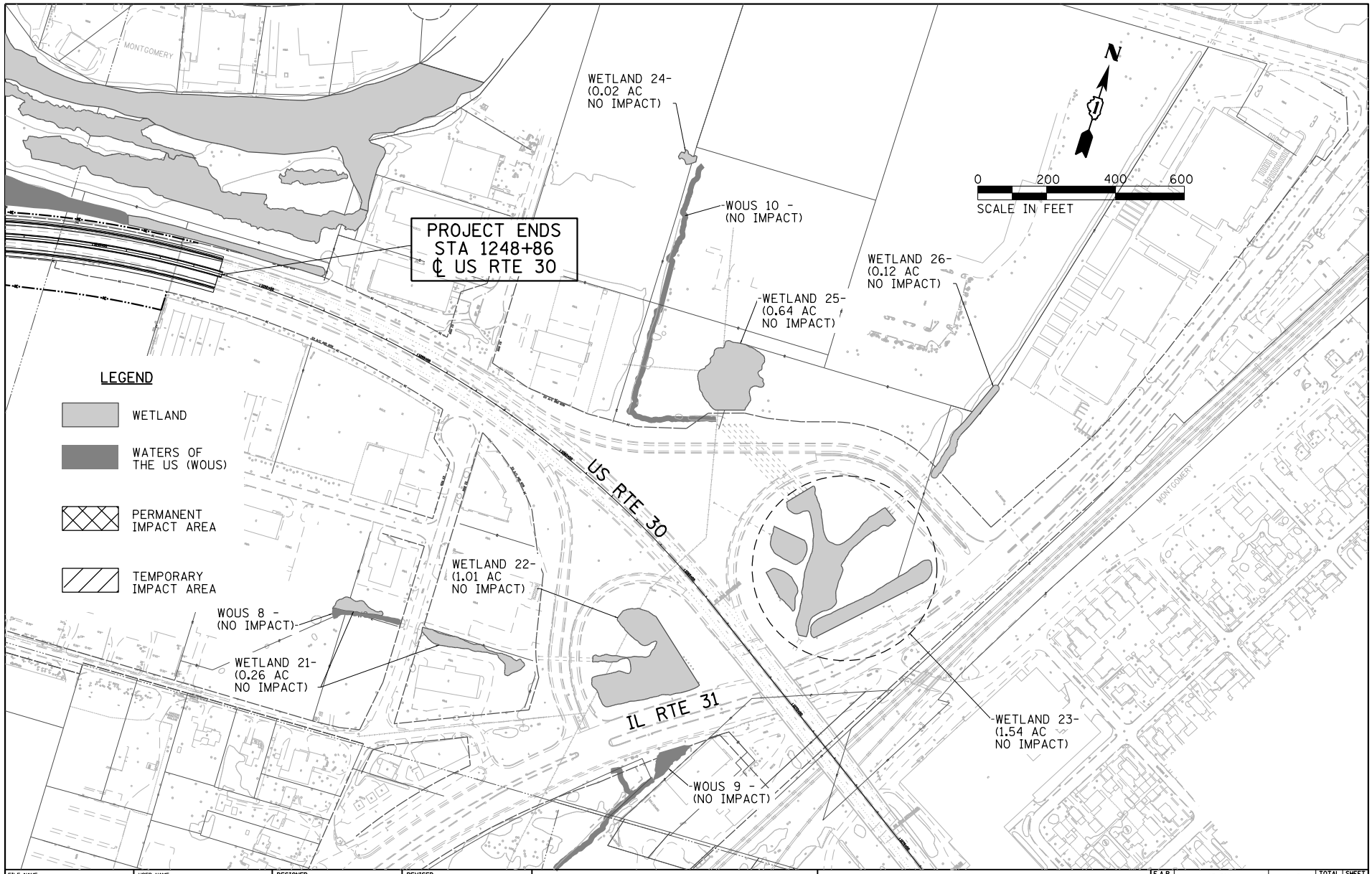
FILE NAME = P148311-eshaht-pln-87.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 12 / SHEET NO. 7
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			DRAWING NO. EXHIBIT - 7		CONTRACT NO.	
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -			ILLINOIS	FED. AID PROJECT		
MODELNAME=	PLOT DATE = 9/21/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				



FILE NAME = P142311-eshaht-pln-10.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 10
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 10	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



FILE NAME = P148311-exhibit-plan-10.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 10
$MODELNAME$	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 10	CONTRACT NO.	
	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	



FILE NAME = P142311-eshaht-pln-10.dgn	USER NAME = gapivey	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 STREAM/WETLAND IMPACT, ROW	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
ch2m 8735 West Higgins Road Suite 400 Chicago, IL 60631		DRAWN -	REVISED -			349		KANE/KENDALL	12 / 10
	PLOT SCALE = 400.0000 ' / in.	CHECKED -	REVISED -			DRAWING NO.	EXHIBIT - 10	CONTRACT NO.	
$MODELNAME$	PLOT DATE = 5/31/2016	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT	

D-1.5

Special Waste

Illinois Department of Transportation

Memorandum

To:	Anthony Quigley	Attn:	Pete Harmet, c/o Sam Mead
From:	Maureen M. Addis	By:	Scott E. Stitt
Subject:	PESA Review		*Scott E. Stitt*
Date:	June 13, 2017		

Project:	US Route 30 (FAP 349) / Baseline Road; IL Route 47 to east of Albright Road in Montgomery		
District 1	Kane & Kendall County	Job #:	P-91-403-11
Requesting Agency:	DOH	Contract #:	Not provided
Survey Target Date:	02/01/2014	Anticipated DA:	04/30/2014
Anticipated Letting:	Not provided	Section:	Not provided
BDE Sequence #	17659	ISGS PESA #:	2728V

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) report prepared by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request (ESR). Table 1 identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves any of the following situations:

- New right of way or easement (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities; or
- Building demolition / modification.

Additionally, a PSI is required if the project will have excavation or subsurface utility relocation on existing right-of-way adjoining a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites containing RECs, then a PSI is not required and the project will be in compliance with Departmental Policy D&E-11. If the district determines the project will involve a site containing a REC(s), then a PSI is required and the statewide special waste consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response and Work Order form can be found on PMA.

The district should determine if any new right-of-way or easement will involve: any site identified in Table 1 of the PESA report, or any site adjoining a site listed in Table 4. For those identified situations, the District Bureau of Land Acquisition (DBLA) shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) assessment is required prior to the acquisition process for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. For questions regarding this report or the tasking of the statewide consultant, please contact Tim Garvis at 217/524-1651 or James R. Curtis at 217/558-4653.

Attachments

cc: Office of Chief Counsel – Rm. 313
District Bureau of Land Acquisition
Central Bureau of Land Acquisition – Rm. 210
District Utility Coordinator

D-1.6

Section 4(f)

From:	Fuller, Matt (FHWA)
To:	Dettmann, Ryan A.; Brown, Lori S.; Ruiz, Vanessa V
Cc:	Helmerichs, Robin; Qudus, Omar; Sherrill, John
Subject:	[External] US 30: IL 47 to IL 31; Section 4(f) de minimis findings
Date:	Tuesday, September 26, 2017 1:16:01 PM

Ryan – In response to your 9/21/2017 request, see FHWA findings and determinations described below regarding the subject project.

The US 30 project from IL 47 to US 31 in Kane and Kendall Counties, Illinois, will result in the use of the **Stuart Sports Complex - Fox Valley Park District**, a Section 4(f) resource. FHWA hereby makes a *de minimis* impact finding for this use as it will not adversely affect this resource's activities features and attributes. The *de minimis* impact finding is based upon the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation dated January 2017.

The US 30 project from IL 47 to US 31 in Kane and Kendall Counties, Illinois, will result in the use of the **Blackberry Trail Forest Preserve – Kendall County Forest Preserve District**, a Section 4(f) resource. FHWA hereby makes a *de minimis* impact finding for this use as it will not adversely affect this resource's activities features and attributes. The *de minimis* impact finding is based upon the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation dated January 2017.

Matt Fuller
Environmental Programs Engineer
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703
matt.fuller@dot.gov
217-492-4625

D-2

FHWA Meetings & Additional Project Study Group Meetings

D-2.1

FHWA Meetings

AGENDA ITEM #8

US 30
Illinois 47 to Illinois 31
Job No. P-91-403-11
Kane & Kendall Counties

June 13, 2012

This was the initial presentation of this project. The purpose of the meeting was to discuss logical termini, environmental processing, public involvement schedule and existing conditions.

Type of Improvement
The type of the improvement is reconstruction. An SRA cross-section will be used.

Public Involvement
The CSS process will be utilized.

Limits of Project
Illinois 47 to Illinois 31 a length of approximately 5 miles. On the western end, this project will tie into an Illinois 47 project currently being studied by District 3. On the eastern end the project will tie into the IL 31 interchange improvement scheduled for construction in FY 2012.

Existing Conditions
US 30 is classified as a Strategic Regional Arterial. According to CMAP the existing ADT ranges from approximately 7,500 at the west end to 23,500 at the east end of the study area. Orchard Road which intersects US 30 just east of Blackberry Creek is classified as a Strategic Regional Arterial north of US 30 and is proposed to be classified as one south of US 30. It has an existing ADT of approximately 25,000 south of US 30 and 26,400 north of US 30. According to 2040 CMAP projections the ADT's will increase to 14,000 at the west end to 26,000 at the east end. Orchard Road Traffic is expected to increase to 39,000 south of US 30 and 48,000 north of US 30.

The existing land use from IL 47 to Dickson Road is agricultural. East of Dickson Road to Blackberry Creek is a mixture between residential and agricultural use. East of Orchard Road the land is generally commercial and industrial south of US 30 with some residential and agricultural mixed in. On the north side the land use is more residential and agricultural until just west of the IL 31 interchange where it becomes industrial. Many of the residential subdivisions were developed with setbacks to accommodate future expansion of US 30.

The posted speed limits of US 30 are 55 mph from IL 47 to Orchard Road. East of Orchard Road to west of the IL 31 interchange the speed limit is 50 mph and it drops to 45 mph at the east end of the project where it approaches the interchange area.

The roadway was originally constructed in 1956. The roadway generally consists of one 12 foot lane in each direction with 10 feet wide aggregate shoulders. There are three signalized intersections with turn lanes located at Gordon Road, Griffin Drive and Orchard Road.

The structure carrying US 30 over Blackberry Creek (S.N. 047-0029) was originally constructed in 1956 and was reconstructed in 1991. It is a two span continuous steel beam structure. It is 90 feet long from back to back of deck and is 56 feet wide from face of parapet to face of parapet. It has a sufficiency rating of 81.3 (2012).

Significant features along the corridor include Blackberry Creek, the Blackberry Trail Forest Preserve, Jacob Keck Memorial Cemetery and the Orchard Road Corridor. Stuart Sports Complex property abuts the corridor but there are no existing facilities near the corridor.

According to Kane County ADID maps there are high functional value wetlands adjacent to Blackberry Creek and approximately 0.5 miles east of Orchard Road.

Environmental Processing

This project was originally advertised for an EA. However, the impact to environmental resources is expected to be minor. Therefore, the District would like pursue a CE II for environmental processing. An ECAD journal will be kept throughout the project and will be included as an appendix in the design report. If impacts to resources are greater than anticipated or other factors are discovered which would potentially kick it into an EA this issue will be revisited.

Based upon preliminary investigations, it is anticipated less than 5 displacements will be required. No public controversy is expected.

Considering these factors it was agreed the project would proceed as a CE II at this time, with an ECAD journal. Once further details are known regarding impacts, this issue will be revisited if necessary.

Public Involvement Schedule

The first public meeting is scheduled for September 13, 2012.

AGENDA ITEM #27

US Route 30
Illinois 47 to Illinois 31
Job No. P-91-403-11
Kane & Kendall Counties

October 24, 2012

This was the second presentation of this project. The last presentation was on June 13, 2012. The purpose of this meeting was to provide a project update and summarize the first public meeting.

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 was the identification of several recent crashes in 2012; 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.

Section 4(f) impacts are possible at the Fox Valley Park District's (FVPD) Stuart Sports Complex. FVPD is currently expanding the up to US 30 and noted that the plans did not take widening of US 30 into account.

The Purpose and Need statement is being drafted and will be submitted for review once the problem statement is developed. Noise measurements are being performed.

The first CAG meeting is scheduled to be held on November 1, 2012at the Montgomery Police Facility. The purpose of this meeting is to develop a problem statement. At the second CAG meeting the purpose and need, and preliminary alternatives will be presented.

The project will continue to move forward as a Categorical Exclusion, Group II with an ECAD journal. The journal will be used for documentation only and items will not need to be closed.

Scott Czaplicki, IDOT/Consultant

S:\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Meetings\2012-10-24 FHWA #2\2012-10-24 FHWA Item#27.docx

AGENDA ITEM #6

US Route 30
Illinois Route 47 to Illinois Route 31
Job No. P-91-403-11
Kane & Kendall Counties

March 13, 2013

This was the third presentation of this project. The last presentation was on October 24, 2012. The purpose of this meeting was to provide a project update, present the Draft Stakeholder Involvement Plan (SIP), present the Draft Problem Statement and present the Draft Purpose & Need Statement.

Project Update
The initial Community Advisory Group (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.

Draft SIP, Draft Problem Statement and Draft Purpose & Need Statement
The Draft SIP, Draft Problem Statement and Draft Purpose & Need Statements were presented. The FHWA and BDE found all documents acceptable for presentation to the CAG.

Next Steps
The second CAG meeting will be scheduled for the spring of 2013. The purpose of this meeting will be to obtain a general agreement of understanding on the Problem Statement and Purpose & Need Statement and to present preliminary alternatives.

Other Topics
- Initial alternatives to present to the CAG were discussed. At the present time the only alternative that will be presented will be the policy alternative for a Rural Strategic Regional Arterial.
- There is some concern that the model the Chicago Metropolitan Agency for Planning (CMAP) used to prepare the 2040 projections may include the full Prairie Parkway. The Consultant will contact CMAP to verify the parameters used to develop the projections.

AGENDA ITEM #6 (Continued)
March 13, 2013

Post Meeting Notes
CMAP was contacted after the meeting by the Consultant. It was verified that:

- Both the Build and No-Build (as regarded US 30 capacity) sets of projections provided to IDOT in August 2012 (dated August 3, 2012) were developed with a regional transportation model that *did not* include the Prairie Parkway. The Prairie Parkway was *not* a fiscally constrained major capital project in CMAP's GOTO 2040 regional comprehensive plan and thus has not been featured in the series of standard year 2040 models used to provide small area traffic forecasts
- In addition, these projections did include the IL 47 add-lanes improvements from Cross Street (in Sugar Grove) south to I-80. Also featured was an additional North-South bridge crossing over the Fox River west of Eldamain Road connecting US 34 to IL 71.

FHWA and BDE agreed with the project proceeding as indicated above.

Dan Draper, Gregg Mounts - Hutchison Engineering
Jeff Frantz, Christine Norrick – CH2M Hill
Marty Morse, Ken Doll - IDOT

AGENDA ITEM #11

US Route 30
Illinois Route 47 to Illinois Route 31
Job No. P-91-403-11
Kane & Kendall Counties

September 18, 2013

This was the fourth presentation of this project. The last presentation was on March 13, 2013. The purpose of this meeting was to provide an environmental update, provide a summary of the CAG #2 meeting and present potential alternatives to carry forward.

Environmental Update

Wetland delineations have been received. There are ten wetland sites within the ESR limits. Two of the sites are ADID High Habitat Value and High Quality Aquatic Resource Sites. One site is located near Blackberry Creek and the other on the north side of US 30 approximately one-half mile east of Orchard Road.

No threatened and endangered species have been identified within the ESR limits.

CAG #2 Summary

The second CAG meeting was held on July 25, 2013. 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 rural policy cross-section with a 50 foot depressed median was presented. This was the only cross-section presented because of the posted speed limit and the current rural nature of the corridor, particularly at the west end. Also, the potential impacts of the rural cross-section at the newer residential subdivisions, is minimized due to the distance they are set back from US 30. Due to the straight roadway with generally uninterrupted flow, the District was wary of introducing a raised median with curb and gutter alternative and lowering the speed limit based on the typical section.

At the meeting several CAG members expressed concern over the rural cross-section.

After the CAG meeting the District received a letter from the Village of Montgomery President and from the Village Planner expressing their objection to the rural cross-section and support of an urban cross-section. They indicated the Village has planned for expansion of the highway, but always contemplated an "urban cross-section". Furthermore, they indicated that the landscaped areas adjacent to the subdivisions were developed as a buffer from the planned expansion, not to absorb the widened rural cross-section highway.

Discussion of Potential Alternatives

In response to the local concern, an investigation into other potential alternatives was conducted to see what could be allowed by policy and determine alternatives to present to the FHWA and Bureau of Design and Environment for concurrence to be carried forward.

Four primary alternatives were considered. They include:

1. Rural with 50' depressed median
2. Rural with 30' depressed median & high tension cable median barrier
3. Suburban with 30' raised median & outside shoulders with curb and gutter
4. Suburban with 30' raised median and outside curb & gutter.

Urban Versus Rural Cross-Section

Per the 1993 Strategic Regional Arterial (SRA) report, this corridor is classified as a rural SRA west of Orchard and as a suburban SRA east of Orchard Road. When the original SRA report was developed the land along the corridor west of Orchard was undeveloped with the exception of the subdivision on the west side of Blackberry Creek, north of US 30. Since that time, residential subdivisions have been constructed with four new intersections, two of which are signalized. The western one mile of the corridor is all that remains as entirely agricultural use.

A review of the SRA guidelines in the BDE Manual indicates it may be appropriate to consider the suburban alternatives for the entire corridor, due to the recent and proposed land use. Per the BDE Manual Section 46-1.02 suburban routes are appropriate where the household density is between 0.5 and 5.0 households per acre in the design year. Reviewing a corridor 2000 feet wide through the limits of the project shows the household density is already at approximately 1.1 households per acre. The developed subdivisions along the corridor have densities in the range of 3 to 4 households per acre. Also, the undeveloped land at the western end of the corridor is planned for commercial development in both the Village of Montgomery and the City of Yorkville land use plans.

There are currently three existing signalized intersections and three additional signalized intersections are included in the Village of Montgomery's transportation plan. The locations have previously been coordinated with IDOT. The current intersection spacing ranges from 0.2 miles to 0.5 miles east of Bertram Road. The existing spacing of the signalized intersections is 1.3 miles between Gordon Road and Griffin Drive and 0.5 miles between Griffin Drive and Orchard Road. The spacing of the three additional planned signalized intersections west of Griffin would be approximately 0.5 miles. These intervals are consistent with a suburban SRA.

One of the key issues in determining whether to introduce an urban cross-section is the speed limit. Currently, US 30 has a posted speed limit of 55 mph west of Orchard. The District has scheduled a new speed study to be conducted later this month.

Potential Sub-Alternatives - East End – Extension of 18 Foot Median
In addition to the four primary alternatives, it is suggested a narrower median at the east end of the corridor, east of the Baseline Connector intersection, be considered for two reasons. First, the IL 31 Interchange improvement, which is currently under construction, calls for two lanes in each direction with an 18' raised median and shoulders on the outside. The transition from the existing two lane US 30 to the proposed IL 31 configuration occurs in the middle of a horizontal curve. It is assumed the median to the west will be wider than 18 feet and therefore a transition will be required. It is preferable to locate that transition in a tangent area instead of on a curve. Secondly, it will reduce impacts and/or project cost. There are privately owned ponds on the north side of US 30. The impacts on these areas can be minimized with a narrower median.

FHWA and BDE agreed that Alternatives 1, 3 and 4 can be carried forward if the District chooses to do so. Alternative 2 is not considered a viable option due to the number of median openings and the minimal benefit in the reduction of impacts.

The FHWA and BDE also agreed that it would be appropriate to extend the 18' median to the west from IL 31 so that the cross-section transition can occur in a tangent section.

Next Steps
The District will complete the speed study and make a determination on whether they wish to carry the suburban alternatives forward for further evaluation.

BDE and FHWA agreed with the project proceeding as indicated above.

Dan Draper, Gregg Mounts - Hutchison Engineering
Kimberly Murphy, Ken Doll - IDOT

ITEM #2

US Route 30
Illinois Route 47 to Illinois Route 31
Job No. P-91-403-11
Kane & Kendall Counties

March 11, 2014

This was the fifth presentation of this project. The last presentation was on September 18, 2013. The purpose of this meeting was to discuss the Montgomery Overflow Hydraulic Study, provide a project status update, including a summary of CAG Meeting #3; and discuss Complete Streets Issues.

Montgomery Overflow Hydraulic Study

The Department has decided to add an additional hydraulic study to investigate flooding associated with the overflow of Jericho Lake during lower frequency storm events.

During a 1996 event, flooding had encroached as far west as the subdivisions at the Orchard Road intersection. This is an ongoing concern shared by the Village during the public involvement process. The District has decided to conduct a hydraulic study to determine potential alternatives to address the problem. Although the ultimate improvement may likely be a separate project outside the US 30 corridor, this project will incorporate drainage improvements to address or at a minimum accommodate improvements that would be made by the local agency.

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

A total of four 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' depressed median and shoulders, discussed at previous CAG meeting.
2. Rural cross-section with 30' depressed median, shoulders, and high tension cable (HTC) median barrier.
3. Urban cross-section with 30' raised median and shoulders with curb and gutter.
4. Urban cross-section with 30' 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.

AGENDA ITEM #6

US Route 30
Illinois 47 to Illinois 31
Job No. P-91-403-11
Kane & Kendall Counties

August 12, 2014

This was the sixth presentation of this project. The last presentation was on March 11, 2014. The purpose of this meeting was to summarize the 2nd public meeting, discuss the preferred geometric alternative, and discuss the Montgomery Overflow study.

Public Meeting #2 Summary

The second public meeting was held on July 30, 2014 at the Montgomery Village Hall. The purpose of the meeting was to present 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 77 people, and 17 comments have been received to date. The comment period ends August 13, 2014. There was no organized opposition to the project.

The two alternatives carried forward and presented at this public meeting were urban cross-sections. Both include two lanes in each direction separated by a 30 foot raised median. Both alternatives include curb and gutter on the outside, a sidewalk on one side and a shared use path on the other side. One alternative (Alternative #3) also has a 10' wide shoulder between the thru lanes and the curb and gutter. Alternative #4 does not include shoulders.

Of the public comments received most were in favor of Alternative #3 with the shoulders. Other comments related to safety, noise concerns and drainage/flooding east of Orchard Road related to the overflowing of Jericho Lake during heavy rain events (a.k.a. Montgomery overflow).

Official comments from the Village of Montgomery have not been received yet but representatives of the Village expressed concerns regarding impacts to trees and the landscaped buffers near the subdivisions west of Orchard Road and indicated they are not ready to endorse Alternative #3 at this point. They recognize the enhanced safety of the additional 10' shoulder and recovery area, but expressed the importance of retaining the existing berm and landscaping that is currently on it. Their concern is that the right-of-way will be clear cut. Additionally, the Village would like to improve the drainage at the north side of US 30 in the ComEd property west of the Stuart Sport Complex. It is currently a low area outside the construction limits that does not drain. The Village is also very concerned about the drainage at the east end of the project related to the overflowing of Jericho Lake. The Village intends to provide written comments prior to the end of the comment period and will likely request a meeting prior to the identification of the preferred alternative.

AGENDA ITEM #6 (Continued)
August 12, 2014

Preferred Alternative Discussion

From a safety standpoint Alternative #3 is preferred by District 1. The majority of the Community Advisory Group (CAG) members and comments received from the general public support Alternative #3. The Village of Montgomery is reluctant to support Alternative #3 due to concerns about impacts to landscape berms near subdivisions west of Orchard Road.

The tree impacts in the area of concern near the subdivisions were investigated. Alternative #3 would result in removal of approximately 91 trees. Alternative #4 would result in removal of 55 trees. The majority of the trees in this area are volunteer trees growing up along or in the existing right-of-way. It is estimated that only 21 landscape trees would be removed by Alternative #3 and seven by Alternative #4.

Montgomery Overflow Study

A drainage investigation is currently underway, as part of this study, to identify potential solutions for handling the storm water that flows to and thru the US 30 corridor east of Orchard Road during large storm events when Jericho Lake overflows. The study is focusing on several alternatives including raising the US 30 profile to eliminate roadway overtopping, improving downstream conveyance to reduce backwater and a couple of alternatives to convey runoff including a storm sewer on the north side of US 30 and a storm sewer run along Old Baseline Road. In the near future, meetings will be arranged with local agencies to gather input on the potential solutions.

Other Notes

- FHWA indicated that if the project cost estimate exceeds $50 million a value engineering study will be required.
- BDE reemphasized that the Complete Street accommodations are a necessary requirement of proposed improvements through the US 30 corridor.

Next Steps

- Meet with the Village of Montgomery to discuss preferred alternative.
- Develop preferred alternative.
- Small group meetings – Kendall County Forest Preserve / Fox Valley Park District

The FHWA and BDE agreed with the project proceeding as indicated above.

Dan Draper, Dan Mestelle - Hutchison Engineering
Kimberly Murphy, Lori Brown, Ken Doll - IDOT

EXTRA ITEM #1
FHWA MEETING

US Route 30
Illinois 47 to Illinois 31
Job No. P-91-403-11
Kane & Kendall Counties

October 8, 2014

This was the seventh presentation of this project. The last presentation was on August 12, 2014. The purpose of this meeting was to summarize the recent meeting with the Village of Montgomery (Village) and discuss their desire to incorporate an 18' wide median as part of the preferred geometric alternative.

Throughout the Phase I study the Village has acknowledged the safety and mobility benefits of the proposed US 30 add lanes improvement, and have expressed their support for timely construction. However, they have consistently encouraged IDOT to reduce the width of the proposed cross-section. Their intent has been to minimize any impacts to the landscaped berms within the segments of the project corridor that are bounded by residential subdivisions. In keeping with this focus, IDOT proposed reducing the width of the following cross-section elements, and presented them to the Village for consideration:

- 30' median reduced to 22' from east of Gordon Road to west of Orchard Road
- 10' outside shoulder reduced to 8'
- 5' berm between the back of the curb and the shared use path reduced to 3'

The Village requested that the median be further reduced to 18', while understanding 22' was necessary at the intersections. To accommodate the Village request, the Phase I consultant, Hutchison Engineering (HEI), investigated reducing the median width to 18' between the intersections in the subdivision segment. The resulting aerial exhibits, which outlined the impacts of the 18' median, were shown to FHWA/BDE at today's presentation. FHWA/BDE opposed any reduction in median width below 22 feet through the subdivision areas of the US 30 project corridor. The essential objection of FHWA/BDE to the 18' median proposal was that there would be no tangible benefit realized for the short segments involved. The following points were also noted:

- The 22' width would ensure that a crossing refuge for pedestrian traffic and staged vehicle turns would be a possibility for any future median access breaks.
- Driver expectancy would not be violated by the accordion effect of varying the median's width through the project corridor.
- The reduction in the construction limits by going with the 18' median width would not significantly lessen any impacts to the landscaped berms or the number of existing trees.

AGENDA ITEM #1 EXTRA ITEM (Continued)
October 8, 2014

The reduced impacts to the landscaped berms stemming from the geometric revisions noted above should be sufficient for the Village to endorse the refined alternative since it achieves the common goal of reducing impacts without sacrificing safety.

Next Steps

- Meet with the Kane County and Kendall County Highway Departments to present the potential preferred geometric alternative.
- Meet with the Kendall County Forest Preserve District and the Fox Valley Park District to discuss potential project impacts.
- Schedule the next CAG meeting and target the timeframe for conducting the Public Meeting.

The FHWA and BDE agreed with the project proceeding as indicated above.

Kimberly Murphy, Ken Doll - IDOT

S:\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\IDOT\FHWA & BDE Coord Meetings\US 30 FINAL EXTRA ITEM FHWA Minutes 10-08-14.docx

AGENDA ITEM #1

US Route 30
Illinois 47 to Illinois 31
Job No. P-91-403-11
Kane & Kendall Counties

December 9, 2014

This was the eighth presentation of this project. The last presentation was on October 8, 2014. The purpose of this meeting was to discuss local agency coordination, 4(f) resource coordination, summarize the 4th Community Advisory Group (CAG) meeting, and seek concurrence on the preferred alternative.

Local Agency Coordination

Village of Montgomery

At their November 10, 2014 board meeting the Village of Montgomery voted to support Alternative #3 (consisting of two lanes in each direction with a raised median, paved outside shoulders, and curb & gutter) with the following refinements:

1. Reduce shoulder width from 10 feet to 8 feet.
2. Reduce median width from 30 feet to 22 feet between Gordon Road & Orchard Road.
3. Reduce offset from back of curb to shared-use path from 5 feet to 3 feet

Kane County Division of Transportation / Kendall County Highway Department

Meetings were held with the highway authorities for both counties on October 16, 2014 to discuss proposed improvements on Orchard Road. It is proposed to expand Orchard Road from two lanes in each direction to three lanes in each direction from the Caterpillar Drive to south of Aucutt Road. A raised median is proposed. With the exception of the first intersection north of US 30, Brentwood Avenue, access will remain as it is in existing conditions. At Brentwood the raised median will be extended through the intersection because the southbound dual left turn lanes at US 30 will extend through the intersection. Full access will be maintained at Countryside Drive and internal subdivision connections to Brentwood Drive do exist.

Kane County has jurisdiction north of US 30 and had no objection to the proposed improvements. They requested a traffic signal warrant study be conducted at Countryside Drive. Also, they suggested sidewalk should be extended to Brentwood Avenue along the east side of Orchard Road.

Kendall County has jurisdiction south of US 30 and had no objection to the proposed improvements.

AGENDA ITEM #1 (Continued)
December 9, 2014

4(f) Lands Coordination
Meetings were held with the Kendall County Forest Preserve District and the Fox Valley Park District on November 21, 2014.

The Blackberry Trail Forest Preserve located south of US 30 along Blackberry Creek is under the jurisdiction of the Kendall County Forest Preserve. In the vicinity of the Forest Preserve, approximately 0.5 acres of right-of-way (ROW) (consisting of a 774' long strip of land with a width varying from 20' to 35' is desired for roadway purposes – specifically this property would be required for embankment. To avoid Forest Preserve property would require a 600-foot-long retaining wall that would be roughly 6-10 feet high. It was noted that, instead of full acquisition, if the Forest Preserve preferred, a permanent easement could be considered and would introduce local maintenance. The Forest Preserve stated that they will consider the options, and the project team has been invited to attend a Forest Preserve board meeting on December 10, 2014 to discuss the matter further.

Stuart Sports Complex located west of Griffin Drive on the north side of US 30 is under the jurisdiction of the Fox Valley Park District (FVPD). Approximately 0.5 acres of ROW is expected to be needed from the park property; the ROW width would be 6 feet on the east portion, and between 11-15 feet on the west portion of the property. The width requested is wider on the west to incorporate some drainage needs. It was noted that ROW is needed to accommodate the swales/drainage, and the proposed roadway improvements would occur within the existing ROW. To avoid use of FVPD property, two 300- foot-long retaining walls would be needed instead. IDOT's preferred option would be for the ground to slope away from the roadway so drainage could be accommodated. FVPD representatives were not opposed to the proposed ROW impacts.

Impacts at both of these locations are not expected to result in adverse impacts to the activities, features or attributes that qualify the resources for protection under Section 4(f). Therefore, the 4(f) de minimis process will be followed.

CAG #4 Summary
The fourth CAG meeting was held on December 4, 2014. Eight members and one additional community representative attended. The agenda for this meeting included: a recap of the project development process; a review of crash history and projected traffic volumes; a recap of project coordination; an update on the progress since the last CAG meeting; a summary of Public Meeting #2; and a description of the preferred alternative. This was followed by a group exercise where CAG members had a chance to comment on the preferred alternative and identify specific areas of concern. During the group exercise, members suggested the following: keep proposed detention basins from being constructed on corner properties; establish a left turn movement out of the Blackberry subdivision to allow quicker transport to hospitals in emergencies; and reduce the median width to 22 feet from west of Gordon Road to the west end of the Fairfield Way Subdivision.

AGENDA ITEM #1 (Continued)
December 9, 2014

Following the group discussion, a General Understanding of Agreement was achieved on the preferred alternative, which is Alternative #3 with the refinements described above.

Other Notes

- FHWA indicated that even though Orchard Road is under County jurisdiction, if noise barriers are feasible, reasonable and benefited receptors are in favor of the proposed abatement measures then the barriers must be erected in order for the entire project to be eligible for federal funding.
- The Consultant will investigate whether the median opening at Blackberry Road can remain full access.
- Widening and resurfacing is preferred on Orchard Road. The Consultant will investigate the profile along Orchard Road to minimize the amount of full reconstruction.

Next Steps

- Detailed studies (geometric, drainage, noise) and Environmental Analysis
- Public Hearing targeted for spring 2015

The FHWA and BDE agreed with the project proceeding as indicated above.

Dan Draper, Gregg Mounts - Hutchison Engineering
Kimberly Murphy, Lori Brown, Ken Doll - IDOT

AGENDA ITEM #7

US Route 30
Illinois 47 to Illinois 31
Job No. P-91-403-11
Kane & Kendall Counties

August 10, 2016

This was the ninth presentation of this project. The last presentation was on December 9, 2014. The purpose of this meeting was to, summarize the public hearing, provide a project status update and discuss next steps.

Public Hearing Summary

The Public Hearing for the US 30 (Baseline Road) Phase I Study between IL 47 and IL 31 was held on Wednesday, June 29, 2016 at the Montgomery Village Hall. The hearing was conducted in 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; 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 the public forum that ran from 6:00 to 7:00 p.m. Seven comment forms were submitted at the hearing, with an additional 18 submitted by mail and seven by e-mail during the comment period. In addition, 132 benefited receptor viewpoint forms were also submitted. The comment period ended on July 28, 2016. There was no organized opposition to the project.

The most commented issue was the access to the Blackberry Heights Subdivision located in the northeast quadrant of the US 30 and Orchard Road intersection. Other issues commented on included intersection improvements, property concerns and land acquisition, drainage, pedestrian and bicycle concerns, safety and noise wall impacts; including aesthetics, impact to cell phone service in homes, and property taxes.

Other Notes

- Noise viewpoint solicitation is ongoing. Eight of nine wall locations received the required number of responses and were favored. A second mailing will be required for one wall location in an effort to achieve the 33% response threshold.
- The field survey for the Prairie Fringe Orchid was conducted. No plants of this species were found in the project area.
- No public comments have been received on 4(f) documents for Stuart Sports Complex or Blackberry Trail Forest Preserve. IDOT will seek concurrence on the de minimis finding from Fox Valley Park District and the Kendall County Forest Preserve. Once that concurrence is received the 4(f) documentation will be forwarded to the FHWA for approval.
- The Wetland Impact Evaluation forms will be submitted soon.

- The project has received conformity determination.

Next Steps

- Continue report preparation.
- Finish location drainage study.

The FHWA and BDE agreed with the project proceeding as indicated above.

Dan Draper, Dan Mestelle - Hutchison Engineering
Kimberly Murphy, Lori Brown, Ken Doll, Ryan Dettmann - IDOT

EXTRA ITEM # 1

Assorted Intersection Design Studies
Design Exception Review
District One

August 09, 2016

The purpose of this meeting was to review proposed design exceptions for 3 Phase I, 1 LR&S Phase I. The Design Exceptions were presented to Scott Stitt, Bureau of Design and Environment, Springfield. Also present, Jason Salley with IDOT, D-1, Bureau of Programming, Geometric Studies Unit Head. All of the presented Design Exceptions are noted below.

List of Projects Presented

Burley Ave, 126th St to 106th St / City of Chicago, Cook County / LR&S Phase I (NPO)
US 45, IL 132 to n/o Country Place / Lindenhurst, Lake County / IDOT Phase I (CDL/JFP)
US 30, IL 47 to IL 31 / Montgomery, Kane & Kendall Counties / IDOT Phase I (KD/LB/KMM)

US 30, IL 47 to IL 31 / Montgomery, Kane & Kendall Counties / IDOT Phase I

This project scope of work includes consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicycle accommodations, and drainage improvements.

The following proposed design exceptions were presented and approved:

BDE Standard	Proposed Design	Location of Exception	Justification of Exception
5' buffer between bike path and back of curb *Per 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.

BDE Standard	Proposed Design	Location of Exception	Justification of Exception
Prescott Drive			
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.
Lakewood Creek Drive			
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.
Gordon Road			
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 East legs of the US Route 30 and Gordon 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 east of Gordon Road, so the same practice was applied on the east leg of the intersection to reduce impacts.
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.

BDE Standard	Proposed Design	Location of Exception	Justification of Exception
Gordon Road (cont.)			
LOS C *Per BDE Fig. 46-3E*	LOS D	Eastbound Left AM/PM Westbound Left 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	Westbound Left on US Route 30 AM	Timings have been set to achieve overall acceptable LOS for the intersection. Increasing green times for any movements would cause intersection to fail.
Griffin Drive			
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.
Orchard Road			
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.

BDE Standard	Proposed Design	Location of Exception	Justification of Exception
Orchard Road (cont.)			
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.

By: Ryan Dettmann/Ken Doll – Illinois Department of Transportation

EXTRA ITEM # 1

Assorted Intersection Design Studies
Design Exception Review
District One

August 09, 2017

The purpose of this meeting was to review proposed design exceptions for 4 Permit Project, 2 IDOT Phase II Project, 1 Hydraulics Studies Project, and 1 Project Studies Project. The Design Exceptions were presented to Scott Stitt, Bureau of Design and Environment, Springfield. Also present, Jason Salley with IDOT, D-1, Bureau of Programming, Geometrics Studies Unit Head. All of the presented Design Exceptions are noted below.

List of Projects Presented

1. US 30, IL 47 to IL 31 / IDOT Phase I
2. Lee St at Touhy Ave / Permit Project
3. US 45 at Deerpath / IDOT Phase II
4. US 12/45 (Mannheim Rd) at Consolidated Rental Facility / Permit
5. IL 53 south of West River Road / Hydraulics
6. IL 58 at Bronx Ave / Permit Project (EP)
7. US 6 at IL 50 / IDOT Phase II
8. IL 53 at IL 64 / Permit Project

1. US 30: IL 47 to IL 31, Village of Montgomery and City of Yorkville, Kane and Kendall County, P-91-403-11

This project scope of work includes consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicycle accommodations, and drainage improvements.

The following proposed design exceptions were presented and approved:

BDE Standard	Proposed Design	Location of Exception	Justification of Exception
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.
125' 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.

Prepared by: Luke D. Zeller/ Hutchison Eng. Presented by: Anand Patel

EXTRA ITEM # 1

Assorted Intersection Design Studies
Design Exception Review
District One

September 13, 2017

The purpose of this meeting was to review proposed design exceptions for 5 Permit Project, 2 IDOT Phase II Project, 1 Local Roads Project, and 3 Project Studies Project. The Design Exceptions were presented to Scott Stitt, Bureau of Design and Environment, Springfield. Also present, Jason Salley with IDOT, D-1, Bureau of Programming, Geometrics Studies Unit Head. All of the presented Design Exceptions are noted below.

List of Projects Presented

1. IL 72 (Higgins Rd), Touhy Ave to IL 171 (Cumberland Ave) / Park Ridge & Chicago, Cook County / IDOT Phase II (MEP's) – Radoslaw Rostkowski
2. US 52 at I-55 Ramps / Shorewood, Will County / IDOT Phase I (DE's) – Jim Prola
3. Hunt Club Rd at IL 132 / Gurnee, Lake County / LR&S Phase I (DE's) – Jim Prola
4. IL 171 at 95th St / Willow Springs, Cook County / IDOT Phase I (DE's) – Anand Patel
5. US 30, IL 47 to IL 31 / Montgomery, Kane & Kendall Counties / IDOT Phase I – Anand Patel
6. US 45 south of LaPorte Rd / Frankfort, Will County / Permit (DE's) – Anand Patel
7. US 45/IL 21 at Deerfield Rd/ Buffalo Grove, Lake County/ Permit (DE's)- Anand Patel
8. US 20 at I-90 Ramps / Hampshire, Kane County / Permit (DE's) – Evelina Perry
9. US 20 at Rosedale Ave / Bloomingdale, DuPage County / Permit (DE's) – Evelina Perry
10. IL 68 at Northgate Pkwy (SEQ) / Wheeling, Cook County / Permit (DE's) – Joe Cross
11. IL 83 n/o Thorndale Ave (at Mark St) / Bensenville, DuPage County / Permit (DE's) – Joe Cross

5. US 30, IL 47 to IL 31, Montgomery, Kane & Kendall Counties, IDOT Phase I, Project # P-91-403-11

This project involves the reconstruction of US 30 from IL 47 to IL 31. This project includes the removal and replacement of the structure carrying US 30 over Blackberry Creek in Kane and Kendall Counties. The following design exception was presented and approved:

	Design Element for Which an Exception is Requested	Proposed Design Element Value	Location of Exception	Summary of Justification for Exception
1.	75' per BDE Barrier Warrant Analysis	56.25'	US Route 30 - NW quadrant of Orchard Road 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.

Prepared By: Luke D. Zeller, Hutchison Engineering, Inc. **Presented By**: Anand Patel

D-3

Coordination

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 *(See Supplement S-11 4(f) Documentation for Forest Preserve and Park District Coordination)*	D-3.7
Other Agencies	D-3.8
Utilities	D-3.9
District Coordination	D-3.10

D-3.1

Elected Officials

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

June 22, 2012

«Full_Name»
«Title»
«CompanyAgency»
«Address1»
«Address2»
«Address3»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

This is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies (Phase I) to improve US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. A location map is attached for your reference.

This improvement is not included in the Department's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program. However, this improvement will be included in our priorities for future funding considerations among similar improvement needs throughout the region. The proposed project is anticipated to consist of roadway reconstruction to address operational and safety deficiencies and to accommodate existing and projected year 2040 travel demands. The Department extends to you an invitation to have members of our staff and consultant team give a brief presentation regarding this study to provide you with an opportunity to comment or express any concerns concerning this improvement.

A key planning tool for this project will include a public involvement program based upon the principles of Context Sensitive Solutions (CSS). CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with Stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings (its "context"). Through early, frequent, and meaningful communication with stakeholders (which includes elected officials at the federal, state and local levels) and a flexible as well as creative approach to design, the resulting project should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

This will be, in part, accomplished through an outreach program that will include meetings with stakeholder groups including a Community Advisory Group (CAG), Public Meetings, as well as a Public Hearing, at key points in the study process. All this input will be evaluated and used to help shape viable solutions. A project website is being developed that will provide current project information, activities and details on upcoming public involvement.

If you have any questions or need additional information, or would like to schedule a meeting, please contact me or Kimberly Murphy, Project Studies Unit Head, at (847) 705-4791.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Enclosure

bcc: Marva Boyd
Marsha Campos
Director of Highways
William Frey
Charles Ingersoll
John Webber
Samantha Fields
John Fortmann
Brian Carlson
Scott Czaplicki

Prepared By: Scott Czaplicki, Ext. 4074
Bureau of Programming

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Letters\2012-05-08 Legislators (Initial).docx

The Honorable Richard Durbin
United States Senator
Kluczynski Building
230 S Dearborn Street, Suite 3892
Chicago, IL 60604

The Honorable Mark Kirk
United States Senator
Kluczynski Building
230 South Dearborn, Suite 3900
Chicago, IL 60604

The Honorable Randy Hultgren
Member of Congress
Fourteenth Congressional District
1797 State Street, Suite A
Geneva, IL 60134

The Honorable Chris Lauzen
Illinois State Senator
Twenty-fifth Legislative District
52 West Downer Place, Suite 201
Aurora, IL 60506

The Honorable Linda Holmes
Illinois State Senator
Forty-second Legislative District
13242 S. IL Route 59, Suite 200
Plainfield, IL 60585

The Honorable Kay Hatcher
Illinois State Representative
Fiftieth Representative District
P.O. Box 1150, Suite A
Yorkville, IL 60560

The Honorable Linda Chapa LaVia
Illinois State Representative
Eighty-third Representative District
8 E. Galena Boulevard, Suite 240
Aurora, IL 60506

The Honorable Tom Cross
Illinois State Representative
Eighty-fourth Representative District
24047 W. Lockport Street, Suite 213
Plainfield, IL 60544

D-3.2

Local Agencies

Local Agency Project Initiation Letters	D-3.2.1
General Local Agency Meetings	D-3.2.2
Village of Montgomery	D-3.2.3
United City of Yorkville	D-3.2.4
Kane County Division of Transportation	D-3.2.5
Kendall County Highway Department	D-3.2.6
Bristol Township	D-3.2.7
Sugar Grove Township	D-3.2.8

D-3.2.1

Local Agency Project Initiation Letters

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

FILE COPY

June 20, 2012

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

We are writing to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies (Phase I) for the improvement of US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. A location map is attached for your reference. This project is not included in the Department's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program. This project will be included in our priorities for future funding considerations among similar improvement needs throughout the region. The proposed project is anticipated to consist of roadway reconstruction to address operational and safety deficiencies and to accommodate existing and projected year 2040 travel demands. The Department extends to you an invitation to have members of our staff and consultant team give a brief presentation regarding this study to provide you with an opportunity to comment or express any concerns concerning this improvement.

A key planning tool for this project will include a public involvement program based upon the principles of Context Sensitive Solutions (CSS). CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with Stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings (its "context"). Through early, frequent, and meaningful communication with stakeholders (which includes elected officials at the federal, state and local levels) and a flexible as well as creative approach to design, the resulting project should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

This will be, in part, accomplished through an outreach program that will include meetings with stakeholder groups including a Community Advisory Group (CAG), Public Meetings, as well as a Public Hearing, at key points in the study process. All this input will be evaluated and used to help shape viable solutions. A project website is being developed that will provide current project information, activities and details on upcoming public involvement.

Proposed highway improvements are typically processed in three distinct phases. In Phase I, proposed geometry, environmental concerns, as well as right-of-way requirements are defined. During Phase II, contract plans are prepared and the necessary right-of-way is acquired. Phase III represents the actual construction of the improvement.

In an effort to ensure that our highway improvement will address actual highway needs and will be sensitive to local and community concerns, we will be contacting you at various points during our preliminary studies. The purpose of these contacts will be to assist us in data gathering, to incorporate locally requested improvements into our highway improvement (as appropriate), and to keep you informed of project status. Please note that our Hydraulics Section may be contacting you independently to discuss the drainage elements of our project.

At this early stage of our project development, we would particularly like to inform the «Attention» of their opportunity to provide input into the need for pedestrian and bicycle accommodations in the vicinity of our improvement. We would like to know of any existing or planned bicycle usage in the vicinity of the project, particularly bike lanes, separate bicycle trails, or signed bike routes. This information will be helpful in determining whether any special design features need to be considered to accommodate bicyclists or pedestrians within the improvement area.

Based on a preliminary review of existing conditions, it appears as though a separate off-road shared-use path will likely be required in order to accommodate bicyclists and pedestrians. According to our policy, this accommodation would be provided along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and accept maintenance responsibilities of this path. If the local agency chooses not to participate in the bicycle or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without the local agency cost participation, the Department will consider the highest and best accommodation feasible.

As described in the attached Exhibit "A", the Department is responsible for 100% of the cost for removal and replacement of existing sidewalk or paths affected by the roadway improvements. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee. In addition, the «Attention» must agree to assume long-term responsibility for the administration, control, reconstruction, and maintenance of the sidewalk or shared-use path.

Additionally, we request that you provide the following data and information, if it is available. It may be useful to us in the development of this proposed improvement.

- Land use plans and planned developments.
- Zoning ordinances and maps.
- School, park, fire protection, and sanitary districts and boundaries.
- On street parking ordinances, if applicable.
- Other community features, facilities, or items that you feel may be relevant for our consideration in development of this project.
- GIS shapefiles for property parcels and resources.

At this time, we request that the «Attention» inform us of any engineering studies and/or programmed improvements, along with their respective schedules, involving «Attention» routes which may affect implementation of our proposed project.

Enclosed for your information and reference is a copy of Exhibit "A" and Exhibit "B". Exhibit "A" generally defines our cost participation policies for highway improvements, including such items as traffic signals, parking lanes, utilities, lighting, sidewalks, and additional work. Exhibit "B" outlines the steps and cost participation specifically for emergency vehicle pre-emption related items. Your areas of participation, if any, will be defined at a later date as the study nears completion. This information will be provided via a Letter of Intent. The Letter of Intent will form the groundwork for the «Attention»/State agreement to be written during Phase II, contract plan development.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Project Studies Unit Head, at (847) 705-4791.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Enclosures

bcc: John Fortmann
Brian Carlson
Rick Wojcik
File

Prepared By: Scott Czaplicki, Ext. 4087
Bureau of Programming

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Letters\2012-05-08 County_Municipal (Initial).docx

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicycle and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicycle and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the local agency, for its consideration, a bicycle and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the local agency; therefore, be it

RESOLVED, That the local agency hereby rejects the Department's proposed bicycle and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

Mr. Carl Schoedel, P.E.
County Engineer/Director of Transportation
Kane County
Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175
«Attention» = County

Mr. Francis Klaas
County Engineer
Kendall County
Highway Department
6780 Route 47
Yorkville, IL 60560
«Attention» = County

The Honorable Gary J. Golinski
Mayor
United City of Yorkville
800 Game Farm Road
Yorkville, IL, 60560
«Attention» = City

Ms. Marilyn Michelini
Village President
Village of Montgomery
200 North River Street
Montgomery, IL 60538
«Attention» = Village

Ms. Anne Marie Gaura
Village Manager
Village of Montgomery
200 North River Street
Montgomery, IL 60538
«Attention» = Village

Mr. Brian LeClercq
Village President
Village of Oswego
100 Parkers Mill
Oswego, IL 60543
«Attention» = Village

Mr. P. Sean Michels
Village President
Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554
«Attention» = Village

The Honorable Thomas J. Weisner
Mayor
City of Aurora
44 East Downer Place
Aurora, IL 60507
«Attention» = City

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

July 23, 2012

«Full_Name»
«Title»
«CompanyAgency»
«Address1»
«Address2»
«City», «State» «PostalCode»

FILE COPY

Dear «Alt_Salutation»:

We are writing to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies (Phase I) for the improvement of US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. A location map is attached for your reference. This project is not included in the Department's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program. This project will be included in our priorities for future funding considerations among similar improvement needs throughout the region. The proposed project is anticipated to consist of roadway reconstruction to address operational and safety deficiencies and to accommodate existing and projected year 2040 travel demands. The Department extends to you an invitation to have members of our staff and consultant team give a brief presentation regarding this study to provide you with an opportunity to comment or express any concerns concerning this improvement.

A key planning tool for this project will include a public involvement program based upon the principles of Context Sensitive Solutions (CSS). CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with Stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings (its "context"). Through early, frequent, and meaningful communication with stakeholders (which includes elected officials at the federal, state and local levels) and a flexible as well as creative approach to design, the resulting project should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

This will be, in part, accomplished through an outreach program that will include meetings with stakeholder groups including a Community Advisory Group (CAG), Public Meetings, as well as a Public Hearing, at key points in the study process. All this input will be evaluated and used to help shape viable solutions. A project website is being developed that will provide current project information, activities and details on upcoming public involvement.

Proposed highway improvements are typically processed in three distinct phases. In Phase I, proposed geometry, environmental concerns, as well as right-of-way requirements are defined. During Phase II, contract plans are prepared and the necessary right-of-way is acquired. Phase III represents the actual construction of the improvement.

In an effort to ensure that our highway improvement will address actual highway needs and will be sensitive to local and community concerns, we will be contacting you at various points during our preliminary studies. The purpose of these contacts will be to assist us in data gathering, to incorporate locally requested improvements into our highway improvement (as appropriate), and to keep you informed of project status. Please note that our Hydraulics Section may be contacting you independently to discuss the drainage elements of our project.

At this early stage of our project development, we would particularly like to inform the Township of their opportunity to provide input into the need for pedestrian and bicycle accommodations in the vicinity of our improvement. We would like to know of any existing or planned bicycle usage in the vicinity of the project, particularly bike lanes, separate bicycle trails, or signed bike routes. This information will be helpful in determining whether any special design features need to be considered to accommodate bicyclists or pedestrians within the improvement area.

Based on a preliminary review of existing conditions, it appears as though a separate off-road shared-use path will likely be required in order to accommodate bicyclists and pedestrians. According to our policy, this accommodation would be provided along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and accept maintenance responsibilities of this path. If the local agency chooses not to participate in the bicycle or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without the local agency cost participation, the Department will consider the highest and best accommodation feasible.

As described in the attached Exhibit "A", the Department is responsible for 100% of the cost for removal and replacement of existing sidewalk or paths affected by the roadway improvements. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee. In addition, the Township must agree to assume long-term responsibility for the administration, control, reconstruction, and maintenance of the sidewalk or shared-use path.

Additionally, we request that you provide the following data and information, if it is available. It may be useful to us in the development of this proposed improvement.

- Land use plans and planned developments.
- Zoning ordinances and maps.
- School, park, fire protection, and sanitary districts and boundaries.
- On street parking ordinances, if applicable.
- Other community features, facilities, or items that you feel may be relevant for our consideration in development of this project.

At this time, we request that the Township inform us of any engineering studies and/or programmed improvements, along with their respective schedules, involving Township routes which may affect implementation of our proposed project.

Enclosed for your information and reference is a copy of Exhibit "A" and Exhibit "B". Exhibit "A" generally defines our cost participation policies for highway improvements, including such items as traffic signals, parking lanes, utilities, lighting, sidewalks, and additional work. Exhibit "B" outlines the steps and cost participation specifically for emergency vehicle pre-emption related items. Your areas of participation, if any, will be defined at a later date as the study nears completion. This information will be provided via a Letter of Intent. The Letter of Intent will form the groundwork for the Township/State agreement to be written during Phase II, contract plan development.

If you have any questions or need additional information, or would like to schedule a meeting, please contact me or Kimberly Murphy, Project Studies Unit Head, at (847) 705-4791.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Enclosures

bcc: John Fortmann
Brian Carlson
Rick Wojcik
File

Prepared By: Scott Czaplicki, Ext. 4074
Bureau of Programming

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicycle and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicycle and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the local agency, for its consideration, a bicycle and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the local agency; therefore, be it

RESOLVED, That the local agency hereby rejects the Department's proposed bicycle and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

Mr. Daniel A Nagel
Supervisor
Township of Sugar Grove
54 Snow Street
P.O. Box 465
Sugar Grove, IL 60554

Mr. Greg Huggins
Highway Commissioner
Township of Sugar Grove
54 Snow Street
P.O. Box 465
Sugar Grove, IL 60554

Robert W. Walker
Supervisor
Bristol Township
29 Bristol Ridge Road
Bristol, IL 60560

Mr. Jeff Croneils
Highway Commissioner
Bristol Township Highway Department
9075 Corniels Road
Bristol, IL 60512

Mr. Jim Detzler
Supervisor
Oswego Township
P.O. Box 792
Oswego, IL 60543

Mr. Gary Grosskopf
Highway Commissioner
Oswego Township Road District
P.O. Box 792
Oswego, IL 60543

Ms. Christina Campos
Supervisor
Aurora Township
80 N. Broadway
P.O. Box 2847
Aurora, IL 60507-2847

Mr. John Shoemaker
Highway Commissioner
Aurora Township Highway Department
220 Butterfield Road
North Aurora, IL 60542

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Letters\2012-06-28 Townships (Initial).docx

D-3.2.2

General Local Agency Meetings

Hutchison Engineering, Inc.

Since 1945

Jacksonville
Shorewood

MEMORANDUM

TO: THE RECORD

FROM: Dan Draper DJD

DATE: July 31, 2012

SUBJECT: FAP (349) US 30
Illinois 47 to Illinois 31
Kane and Kendall Counties
P-91-403-11
LOCAL AGENCY KICK-OFF MEETING

On Monday, July 30, 2012, a local agency kick-off meeting was held at Yorkville City Hall for the US 30 study. The following were in attendance:

Name	Representing	Title
Jeff Zoephel	Village of Montgomery	Acting Village Administrator
Pete Wallers	Village of Montgomery	Engineering Consultant
Eric Dhuse	United City of Yorkville	Director of Public Works
Krysti Noble	United City of Yorkville	Community Development Director
Pete Rator	United City of Yorkville	Building inspector/Zoning Officer
Lynn Dubajic	Yorkville Economic Development Corporation	Executive Director
Fran Klaas	Kendall County Highway Department	Director
Angela Zubko	Kendall County	Senior Planner
Steve Coffinbargar	Kane County Department of Transportation	Assistant Director of Transportation
Scott Czaplicki	IDOT/Consultant	Project Manager
Gregg Mounts	Hutchison Engineering	Project Manager
Dan Draper	Hutchison Engineering	Project Engineer
Luke Zeller	Hutchison Engineering	Design Engineer

(attendance record attached)

605 Rollingwood Drive • Shorewood, IL 60404
Phone: (815) 773-2233 • FAX: (815) 773-2236

James O. Hamilton, PE, SE
Vice President
Lenny L. Chaudoin
Vice President

Gary L. Hutchison, PE, PLS
President
Michael V. Moier, PE
Executive Vice President

Gregory L. Mounts, PE
Senior Vice President
Roger W. Wright, PE
Vice President

1. Hutchison gave a PowerPoint presentation providing an overview of the study and explaining the IDOT process. (see attachment for PowerPoint presentation and handouts that were provided at the meeting.)

2. The following information was requested from each local agency:
   a. Complete the provided Community Context Audit form and return by the end of the public comment period after the Public Informational Meeting in September.
   b. Complete the questionnaire/comment form included in the meeting packet and return to Scott Czaplicki by August 6, 2012.

3. IDOT encouraged the local agencies to have a representative be part of the CAG.

Village of Montgomery:

4. The Village indicated it has forwarded requested information to IDOT, including land use planning documents and anticipated access break locations.

5. The Village has an approved Transportation and Access plan for US Route 30. The plan indicates the approved access points along the Route 30 corridor from Route 47 to Route 34. The plan identifies future traffic signal location. The plan was approved by IDOT Central Office.

6. The Village has an existing 16 inch water main installed in an easement adjacent to Route 30 and on the south side of Route 30. Easement and water main information were furnished to the consultant.

7. The Village recently installed a 12 inch water main on the north side of Route 30 in the ROW under permit. Information on this water main was furnished to the consultant.

8. The Village noted the following drainage problems along US 30:
   a. A depressional area on the Com Ed property on the north side of US 30. This depressional area also impacts the Fox Valley Park District (FVPD) Stuart Sports Complex. Stuart Sports Complex is currently under construction.
   b. An existing undersized culvert at the point of intersection of US 30 and the Montgomery Overflow of Blackberry Creek. The Village and Kane County experiences significant flooding at this location. The existing culvert is an 18 inch.

9. The Village recommended contacting Jeff Palmquist with the Fox Valley Park District regarding the expansion of the Stuart Sports Complex. The expansion adjacent to US 30 is underway and the planning may not have taken the potential widening of US 30 into consideration.

10. Flooding in and along Blackberry Creek both upstream and downstream of US 30 is a major concern for the Village of Montgomery. The Village would like to be able to comment on the H & H analysis for the new bridge on US 30.

11. The Village is in the process of exploring the feasibility of establishing a TIF along the Orchard Road corridor north of US 30. The Village is using the most recent Flood information from FEMA, FIRM panels 17089C0385H and 401H revised August 2, 2009.

12. The Village noted the USGS performed a study for Kane County for Blackberry Creek, which may be useful for the IDOT studies.

United City of Yorkville:

13. The City noted a crash earlier in the year damaged the guardrail at the NW corner of the US 30/Baseline Road and IL 47 intersection, but IDOT only replaced the section along IL 47. The City would like IDOT to replace the damaged guardrail along Baseline Road. IDOT will forward the request to IDOT's Bureau of Maintenance.

Cc: Meeting Participants

IL 47 to IL 31

Local Agency Kick-off Meeting

07/30/2012

US 30
IL 47 to IL 31
Kane & Kendall Counties
P-91-403-11

ATTENDENCE RECORD

NAME	REPRESENTING	ADDRESS	TELEPHONE	E-MAIL
Scott Czaplicki	IDOT/consultant	201 W. Center Court Schaumburg, IL 60196	(847) 705-4074	scott.czaplicki@illinois.gov
PETE WALLERS	MONTGOMERY	52 WHEELER RD. SUGAR GROVE	630 466-6700	PWALLERS@EEWEB.COM
GREGG MOUNTS	HUTCHISON ENG.		815-773-2233	gmounts@hutchisonengr.com
FRAN KLAAS	KENDALL CO.	6780 Rte. 47 YORKVILLE, IL	630-553-7616	ON FILE
JEFF ZOEPHEL	VILL. OF MONTGOMERY	200 N. RIVER MONTGOMERY, IL 60538	630-896-8080	zoephel@ci.montgomery.il.us
Krysti Noble	City of Yorkville	800 Game Farm Rd	630-553-8573	KNoble@yorkville.il.us
Steve Coffinbarger	Kane Cnty DOT	41W011 Burlington St. Charles, IL	630-406-7170	ON FILE
Pete Ratos	City of Yorkville	800 Game Farm Rd Yorkville IL,	630-553-8073	PRatos@Yorkville.IL.US
ERIC DALESS	CITY OF YORKVILLE	"	630-553-4378	EDALESS@YORKVILLE.IL.US
LYNN DUBAJIC	YORKVILLE EDC	YORKVILLE DRIVE 651 PRAIRIE POINTE	630-209-7151	dubajic@yedconline.org
Angela Zubko	Kendall County	111 W. Fox St.	630.553.4137	AZubkoe co.kendall.il.us
DAN DRAPER	HUTCHISON ENG.	605 ROLLINGWOOD DR. SHOREWOOD, IL 60404	815-773-2233	ddraper@hutchisoneng.com
Luke Zeller	Hutchison Eng.	605 Rollingwood Dr. Shorewood, IL 60404	815-773-2233	lzeller@hutchison-eng.com

US 30 (Baseline Road)
IL 47 to IL 31
Local Agency Coordination Meeting

July 30, 2012

Meeting Agenda

- Introductions
- Study Description/Overview
- IDOT Project Development, Phase I Process, and Funding
- Progress to Date
- Why is this Corridor Being Studied?
- Data Collection from Municipality
- What's Next?
- Questions?

Introductions

Study Team

- Study sponsor and director: IDOT District 1 (Kimberly Murphy, Consultant Studies Unit Head)
- Study consultant team
  - Prime Consultant: Hutchison Engineering
  - Sub-Consultants
    - CH2M HILL: Environmental Lead, Public Involvement support
    - Lin Engineering: Drainage and Hydraulic Studies
    - EFK Moen: Crash Analysis and Traffic Management Plan

Purpose of Today's Meeting

- Introduce study
- Describe IDOT process
- Identify public involvement opportunities
- Discuss concerns, ideas and needs from municipalities
- Summarize next steps

Study Description/Overview

Study Area

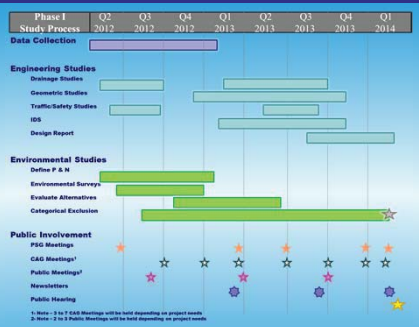
IDOT Project Development Process, Phase I Process, and Funding

Project Development

Phase I Studies

- **Engineering Studies**
  - **Drainage & Hydraulic**
  - **Geometric**
  - **Traffic/Safety**
  - **Intersection**
- **Environmental Studies**
  - **Cultural**
  - **Ecological and Water Resources**
  - **Noise**

Phase I Schedule



Context Sensitive Solutions

- **IDOT is committed to advancing the US 30 (Baseline Road) study in conformance with the IDOT *CSS Detailed Guidelines for Practice***

Context Sensitive Solutions

- CSS is basically…
  - An approach that focuses on outcome (design) as well as process
  - Structured, interdisciplinary, and participatory
  - A process that addresses all facets of project development
  - A process that meaningfully engages stakeholders throughout the process

Stakeholder Involvement Methods

- Community Advisory Group
- Small Group Meetings
- Speakers' Bureaus
- Project Web Site *(under development)* : US30baselineroadstudy.org
- Newsletters
- Public Meetings/Public Hearing

Community Advisory Group

- Group of stakeholders that meets with IDOT throughout the study process
- Provides input to the study
- Assist in the development of study alternatives
- Serve as conduit for communication between study team and stakeholders
- Provide insight and communicate issues
- Participate in the public involvement program

Suggestions for Community Advisory Group membership?

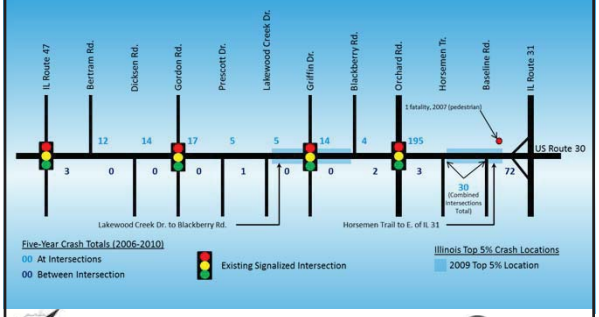
- Local interest groups?
  - Environmental
  - Historic
- Community representatives?
- Chambers of Commerce/Business Interests?
- Transportation Advocates?

Progress to Date

- Data Collection
- Roadway and Hydraulic Surveys
- Traffic Counts
- Crash Analysis
- Environmental Survey Request
- Public Involvement Activities
  - Aerial Mosaic Preparation
  - Website Development
  - Public Meeting #1 Preparation

Why Is This Corridor Being Studied?

Needs Issue: Crash Locations

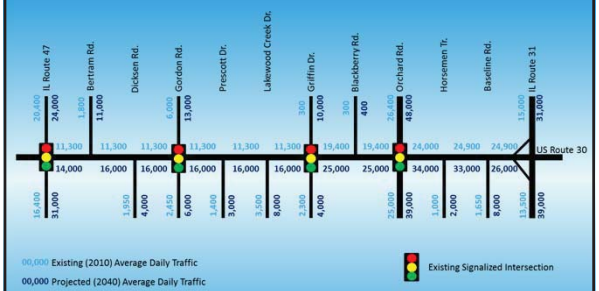


Needs Issue: Crash Types

COLLISION TYPE	YEAR					TOTAL	% OF TOTAL CRASHES
	2006	2007	2008	2009	2010		
Rear End	32	46	52	28	28	186	49%
Fixed Object	6	6	5	11	5	33	9%
Turning	18	28	19	11	13	89	24%
Head-on	1	4	6	6	2	19	5%
Sideswipe (Opposite Direction)	0	1	3	2	0	6	2%
Parked Motor Vehicle	0	0	2	2	0	4	1%
Angle	2	4	5	0	2	13	3%
Overturned	0	0	2	0	0	2	1%
Sideswipe (Same Direction)	7	6	3	2	1	19	5%
Animal	0	0	2	1	0	3	1%
Pedestrian	0	1	0	0	0	1	0%
Other Object	0	0	0	0	0	0	0%
Other Non-Collision	0	0	0	0	2	2	1%
TOTAL	**66**	**96**	**99**	**63**	**53**	**377**	**100%**

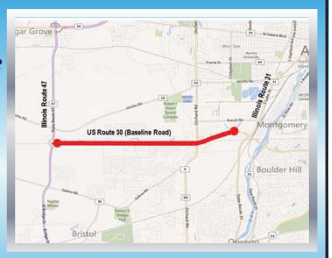
CRASH SEVERITY	YEAR					TOTAL
	2006	2007	2008	2009	2010	
"A" Injury (Incapacitating)	1	3	5	2	9	20
"B" Injury (Non-incapacitating)	8	34	15	13	10	80
"C" Injury (Reported, not apparent)	16	20	10	16	22	84
"K" (Fatality)	0	1	0	0	0	1
TOTAL	**25**	**58**	**30**	**31**	**41**	**185**

Needs Issue: Average Daily Traffic Volumes



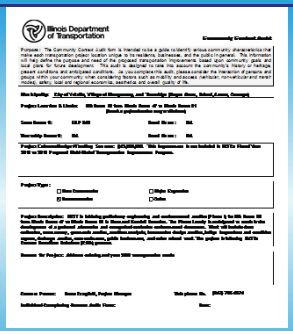
Identifying additional transportation issues

- ***What do you feel are the primary transportation problems/ issues that occur within the study area?***



Data Collection from Municipality

Community Context Audit



Community Context Audit

- Community Characteristics/Land Use
- Infrastructure Assessment
- Neighborhood Culture, Aesthetics and Street Amenities
- Economic Development
- Community Planning

USED TO HELP DEVELOP PURPOSE & NEED FOR PROJECT

Please Complete and Return by end of public meeting comment period (09/28/2012)

Illinois Department of Transportation

Local Agency Cost Participation & Maintenance Responsibilities

- Potential cost participation items
  - Exhibits A & B
    - Traffic Signals
    - Lighting
    - Landscaping
    - Emergency Preemption
    - Sidewalks and Paths

Illinois Department of Transportation

Sidewalks and Paths

- Anticipate separate off-road shared-use path
- Local agency must be willing to participate in cost and accept maintenance responsibilities.
  - New Path/Sidewalk
    - Local cost share = 20% of construction cost plus 15% engineering fee
  - Existing Path/Sidewalk Impacted by Project
    - 100% IDOT cost

Illinois Department of Transportation

Local Agency Cost Participation

- Potential cost participation items
  - Exhibits A & B
    - Traffic Signals
    - Lighting
    - Landscaping
    - Emergency Preemption
    - Sidewalks and Paths
- Letter of Intent

Illinois Department of Transportation

Other Issues

- How are residents contacted?
- Suggestions on CAG meeting locations?
- Future planning (developments, bicycle plans, land use, nearby projects, etc.)
- Local Agency point of contact
- IDOT Point of Contact → Scott Czaplicki

Illinois Department of Transportation

What's Next?

- Public Meeting 1: September 13th
  4 – 7 p.m. Kaneland McDole School
- Initial CAG Meeting: Fall 2012

Illinois Department of Transportation

Questions?

Illinois Department of Transportation

Illinois Department of Transportation

Community Context Audit

Purpose: The Community Context Audit form is intended to be a guide to identify various community characteristics that make each transportation project location unique to its residents, businesses, and the public in general. This information will help define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. This audit is designed to take into account the community's history or heritage, present conditions and anticipated conditions. As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access *(vehicular, non-vehicular and transit modes)*, safety, local and regional economics, aesthetics and overall quality of life.

Municipality: City of Yorkville, Village of Montgomery, and Townships (Sugar Grove, Bristol, Aurora, Oswego)

Project Location & Limits: US Route 30 from Illinois Route 47 to Illinois Route 31
(Attach a project location map to this form)

State Route #: FAP 349 **Road Name:** NA

Township Route #: NA **Road Name:** NA

Project Estimate/Budget/Funding Sources: $42,000,000. This improvement is not included in IDOT's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program.

Project Type:

- ☐ New Construction
- ☒ Reconstruction
- ☐ Major Expansion
- ☐ Other _____

Project Description: IDOT is initiating preliminary engineering and environmental studies (Phase I) for US Route 30 from Illinois Route 47 to Illinois Route 31 in Kane and Kendall Counties. The Phase I study is anticipated to result in the development of a preferred alternative and categorical exclusion environmental document. Work will include data collection, route survey, geometric studies, accident analysis, intersection design studies, bridge inspections and condition reports, drainage studies, cost estimates, public involvement, and other related work. The project is following IDOT's Context Sensitives Solutions (CSS) process.

Reason for Project: Address existing and year 2040 transportation needs

Contact Person: Scott Czaplicki, Project Manager **Telephone No.** (847) 705-4074

Individual Completing Context Audit Form: _____ **Date:** _____

Section 1: Community Characteristics/Land Use

Please conduct a visual assessment in the field and attach a project location map. If appropriate, include a photo index for the project area. If appropriate, gather public opinions and concerns about the proposed project. Consider community needs as the basis for this assessment. Assess the community characteristics and indicate the community's perception of importance for each characteristic currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Is this place an established city center?	☐	☐	☐	☐	☐
Is this place a multi-modal transportation center?	☐	☐	☐	☐	☐
Is this place a commercial center?	☐	☐	☐	☐	☐
Is this place a residential center?	☐	☐	☐	☐	☐
Is this place a mixed residential/commercial center?	☐	☐	☐	☐	☐
Is this place an industrial center?	☐	☐	☐	☐	☐
Is this place a rural/agricultural area?	☐	☐	☐	☐	☐
Are there important cultural features or identifiers that convey information about the community within the project area? **If yes, list:**	☐	☐	☐	☐	☐
Are there social/community features or identifiers within the project area? **If yes, list:**	☐	☐	☐	☐	☐
Are there important architectural features within the project area? **If yes, list:**	☐	☐	☐	☐	☐
Are there important natural features within the project area? **If yes, list:**	☐	☐	☐	☐	☐
Is this place of historical significance to the community? **If yes, list:**	☐	☐	☐	☐	☐

Overall assessment of community characteristics and setting:

☐ Urban ☐ Suburban ☐ Rural

(Please note, this is not the identification of a functional classification. This is an assessment of the community based upon physical characteristics noted above.)

Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks **Comments:**	☐	☐	☐	☐	☐
ADA Compliance **Comments:**	☐	☐	☐	☐	☐
Bicycle Lanes/Paths/Facilities **Comments:**	☐	☐	☐	☐	☐
On-street Parking **Comments:**	☐	☐	☐	☐	☐
Transit Connections **Comments:**	☐	☐	☐	☐	☐
Transit Shelters **Comments:**	☐	☐	☐	☐	☐
Street Lighting **Comments:**	☐	☐	☐	☐	☐
Pedestrian Lighting **Comments:**	☐	☐	☐	☐	☐
Pedestrian Crossings **Comments:**	☐	☐	☐	☐	☐
Signals (Traffic, Directional & Pedestrian) **Comments:**	☐	☐	☐	☐	☐
Crosswalks **Comments:**	☐	☐	☐	☐	☐

Other Comments:

Section 3: Neighborhood Culture, Aesthetics and Street Amenities

Assess the study area for the following amenities and cultural, aesthetic and comfort factors. If present (a "Yes" response below) and items are in poor condition, please make notation and provide any other relevant comments in the space provided for each item. If not present (a "No" response), indicate in the comment section if the item requires further evaluation. Indicate the level of importance each item may have to the neighborhood currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Neighborhood Parks/Open Space /Civic Areas **Comments:**	☐	☐	☐	☐	☐
Benches **Comments:**	☐	☐	☐	☐	☐
Trash Containers **Comments:**	☐	☐	☐	☐	☐
Street Trees **Comments:**	☐	☐	☐	☐	☐
Landscaping **Comments:**	☐	☐	☐	☐	☐
Wayfinding Signage **Comments:**	☐	☐	☐	☐	☐
Community Safety Issues **Comments:**	☐	☐	☐	☐	☐
Traffic Safety **Comments:**	☐	☐	☐	☐	☐

Please list any seasonal events affected by proposed improvements at this location:

Other Comments:

Section 4: Economic Development

Assess the project or study area for the following community development indicators. Indicate the level of importance for each indicator currently and based upon known/planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Has this area been identified for new development? If yes, describe the proposed or planned development.	☐	☐	☐	☐	☐
Are visitors attracted to this area? If yes, indicate why?	☐	☐	☐	☐	☐
Is the local economy supported by historic, natural, cultural and entertainment resources?	☐	☐	☐	☐	☐
Does the roadway serve as a commuter corridor?	☐	☐	☐	☐	☐
Does the roadway serve as a gateway?	☐	☐	☐	☐	☐
Do stakeholders include business or other advocacy groups (in addition to public agencies and residential associations)?	☐	☐	☐	☐	☐
Is limiting sprawl a regional concern applicable to this place?	☐	☐	☐	☐	☐
Is redevelopment underway or planned for this place? If yes, how does the proposed transportation project impact redevelopment?	☐	☐	☐	☐	☐

Other Comments:

Section 5: Community Planning

Assess the proposed project in context to local planning initiatives. Please provide the following information and documentation related to the project or study area.

	Yes	No
Does the municipality, county or regional planning authority have a comprehensive plan? If yes, indicate the date of plan. **Date:**_____	☐	☐
Is this project generally consistent with the municipality's comprehensive plan? If yes, indicate how. .	☐	☐
Are there any special studies associated with this project? If yes, please indicate the name of study or studies and attach copies.	☐	☐
Has the municipality adopted a growth management plan or designated growth area? If yes, is this project located within the designated growth area.	☐	☐
Does this project have regional significance? If so, explain.	☐	☐
Are there other scheduled or planned projects that may tie into this project or impact this project? If yes, please indicate the project name(s) and type of project(s).	☐	☐
Identify planning and project development partners for this project.	☐	☐

Other Comments:

Exhibit "A"

TRAFFIC SIGNAL PARTICIPATION

The cost participation associated with traffic signal installation, modernization, or relocation will be in accordance with 92 Ill. Adm. Code 544 "Financing of Traffic Control Signal Installations, Modernization, Maintenance, and Operation on Streets and Highway under State Jurisdiction."

Traffic signals may be installed only where conditions meet warrants established in the current Illinois Manual on Uniform Traffic Control Devices. If a new signal installation is warranted, it may be included within the roadway improvement.

Current IDOT policy requires that IDOT and Local Agency (ies) share the responsibility for installation, modernization, and relocation of traffic signals. The installation, modernization, and relocation of pedestrian signals associated with traffic signal improvements will also require the Department and Local Agency (ies) to share financial responsibility. The eligible share of the cost to each agency will be in proportion to the number of intersection approaches that the agency maintains. Generally, traffic signal costs are 80% Federal and 20% non-Federal based on established cost participation policy (90% Federal and 10% non-Federal for safety projects). IDOT will participate in the non-Federal portion for the State-owned legs of an intersection. At locations where all legs of an intersection are State-owned, IDOT will participate in 100% of the cost of the traffic signal installation, modernization, or relocation. Closely spaced new or modernized traffic signals within the improvement limits generally require signal coordination or hardware interconnection for the purpose of providing vehicle progression. IDOT will be financially responsible for 100% of coordination or interconnection costs.

IDOT will be financially responsible for 100% of the installation and modernization of traffic signals at ramp terminals of ramps connecting to or from a State highway.

The entire cost of installing push button ("Fire pre-emption") and emergency vehicle pre-emption equipment is the responsibility of the requesting local fire district or municipality.

The entire cost of installing, modernizing, relocating, maintaining and energizing private benefit signals is the responsibility of the private benefit agency being served by the traffic signals. However, IDOT will enter into a formal agreement for a private benefit signal installation only with the local jurisdictional or governmental agency.

It should be noted that an agency involved might voluntarily assume responsibility for another agency's share of the cost in order to expedite the installation or modernization.

When warrants are met for school crossing signals at public road intersections, the eligible share to each agency for the installation and modernization cost shall be split on a 50/50 basis or in proportion to the number of intersection approaches that each agency maintains.

TRAFFIC SIGNAL MAINTENANCE

At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will be responsible for the maintenance of the signals.

At intersections lying wholly or partially within the Corporate Limits of one or more municipalities, IDOT will assume the following costs for the maintenance of traffic signals on State highways within municipalities:

(A) The total costs for all signals at the intersections of two or more State highways.
(B) The total costs for all signals at the intersections along State highways that have an average daily traffic in excess of 35,000 vehicles per day as shown on the latest published edition of the traffic volume (AADT) map. The District Engineer will determine the limits of this section within the municipality.
(C) The total costs for all signals located at the terminals of ramps connecting to or from a State highway.
(D) At all other intersections IDOT and the municipalities will share in the cost of signal maintenance. The cost to the municipalities will be in proportion to the number of approaches that they maintain.

ENERGY CHARGES

The division of financial responsibility for the energy charges will be as follows:

(A) At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will pay the energy charges for the operation of the signals.
(B) At intersections lying wholly within the Corporate Limits of a municipality, IDOT and the municipality will share the energy charges according to the proportionate number of intersection approaches maintained by each agency.
(C) At intersections lying partially within the Corporate Limits of one or more municipalities, the municipalities will be responsible for the energy charges.

Traffic Signal Master Agreements, consummated by IDOT, give municipality defined maintenance and energy responsibilities required for the operation of traffic signals. New traffic signal improvements shall contain maintenance and energy provisions in the improvement agreement adding the new traffic signals to said Master Agreement. Existing traffic signals to be modernized or relocated, shall contain maintenance and energy provisions in the improvement agreement indicating traffic signal maintenance and energy responsibilities for given traffic signal(s) shall continue to be as outlined in the Master Agreement. Certain circumstances, such as jurisdictional transfers of roadway segments affecting signalized intersections with the improvement limits, could result in a revision to maintenance and energy responsibilities contained in the Master Agreement for a given traffic signal(s). An amendment to the Master Agreement would be required.

IDOT does not share in maintenance costs for school crossing signals unless specified otherwise in the Master Agreement or if the school crossing signals are installed at public road intersections for which the maintenance costs shall be shared in proportion to the number of intersection approaches that each agency maintains.

PARKING LANES

If a new parking lane is added, IDOT will participate in 50% of the cost if the ADT is greater than 5,000 vehicles per day and if the pavement composition and lane width meets the IDOT criteria. The municipality would assume the total cost (100%) of the parking lane if the pavement composition or lane width does not meet IDOT criteria or if the ADT is less than 5,000 vehicles per day.

If an exclusive existing parking lane requires resurfacing, IDOT will participate in 50% of the milling and resurfacing costs for parking with lane widths equal to or less than the adjacent travel lanes. The municipality will assume the total cost (100%) of the milling and resurfacing costs for that portion of the parking that is greater than the width of the adjacent travel lane. The municipality will also assume 100% of any base repair cost for the entire width of the existing parking as well as any patching and curb and gutter repairs. If the municipality declines to participate, a very minimal amount of resurfacing would be done IDOT expense. (Minimal amount of resurfacing is defined as a taper across the parking lane ranging from approximately 1½ inch thick adjacent to the through lane to 1 inch or less adjacent to gutter line).

IDOT will assume the total cost (100%) associated with the milling and resurfacing of parking lanes when parking is eliminated during one or more peak hours.

The municipality is responsible for the total cost (100%) of reconstructing existing parking and any adjacent curb and gutter.

The State will not consider an improvement of a State-maintained highway unless the proposed parking or existing parking adjacent to the traffic lanes is parallel parking except as provided under Chapter 95 1/2 Art. 11-1304(c) (Illinois Revised Statutes).

Parking prohibition ordinances will be required through areas where there are no parking lanes.

ROADWAY MAINTENANCE

The State will assume the maintenance cost associated with the through traffic lanes, turning lanes, and the curb and gutter adjacent to these traffic lanes. The municipality will assume the maintenance cost associated with all other facilities including but not limited to items such as storm sewers, parkways, exclusive parking lanes, curb and gutter adjacent to the parking lanes, sidewalks, landscape features, appurtenances, etc.

UTILITY RELOCATION

Municipal utilities, installed by permit and requiring relocation, will be relocated at no expense to the Department.

Municipal utilities installed prior to the Department's assuming maintenance of the roadway will be relocated, if required, at IDOT expense.

The cost of any improvement to, or betterment of municipal utilities, would be the entire financial responsibility (100%) of the local agency.

ROADWAY LIGHTING

Existing highway lighting that is owned and maintained by the municipality, will be relocated and upgraded to current standards. New lighting, proposed by the municipality, may be incorporated into the total improvement plans.

The cost of the above work would be the entire financial responsibility of the local agency.

PEDESTRIAN AND BICYCLE FACILITIES

Sections 17 Bicycle and Pedestrian Accommodations and 48-2.04 Sidewalks of the IDOT Bureau of Design and Environment Manual establish the criteria to determine pedestrian and bicycle needs. Maintenance responsibilities as well as State and local agency participation toward the cost of these facilities included as part of a roadway construction contract on a State route shall be in accordance with Sections 5-03 and 5-05 of the Bureau of Design and Environment Manual as follows.

Maintenance Responsibilities – The Municipality will maintain any new or replacement sidewalks the Department provides in conjunction with the highway improvement project, excluding those constructed on structures. The Municipality will also maintain any bicycle paths associated with the State highway project other than that portion of the bicycle path carried on state structures. The State will assume the maintenance responsibilities for On-Road Bicycle Lanes or Wide Outside Lane and Widened Shoulders constructed as bicycle accommodations.

Cost Participation

1. New and Deteriorated Sidewalks – Use the criteria in Chapters 17 and 48 to determine the warrants for sidewalks. If these criteria are met and the Local Agency agrees to maintain the sidewalks, proportion the improvement costs associated with new or deteriorated sidewalks as follows:

    a. New Sidewalks – Proportion the cost between the State and Local Agency at 80/20 for new sidewalks within the project termini or for short distances outside the project termini as may be required to connect sidewalks to significant pedestrian generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for sidewalk construction.

    b. Deteriorated Sidewalks – The Local Agency will pay 100% of the cost to remove existing deteriorated sidewalks. Proportion the cost 80/20 between the State and Local Agency for deteriorated sidewalk replacement when associated with a highway project. Local Agency will pay 100% of the cost of decorative sidewalks.

    c. Sidewalk Removal and Replacement – The State is 100% financially responsible for removing and replacing existing sidewalks if such a need is caused by the construction of an IDOT highway improvement.

2. Bicycle Accommodations – Use the criteria in Chapter 17 to determine the warrants for bicycle accommodations. If these criteria are met and the Local Agency agrees to maintain the bicycle accommodation as appropriate, proportion the improvement costs associated with the bicycle accommodations as follows:

a. On-Road Bicycle Lanes – Proportion the cost 80/20 between the State and Local Agency for the construction of new on-road bicycle lanes as indicated by the facility selection criteria contained in Chapter 17.

b. Wide Outside Lanes and Widened Shoulders – The State will pay 100% of all costs for wide outside lanes or widened shoulders indicated for bicycle accommodation.

c. New Paths – Proportion the cost 80/20 between the State and Local Agency for construction of new paths within the project termini or for short distances outside the project termini as may be required to connect paths to significant bicycle traffic generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for path construction.

d. Path Removal and Replacement – The State is 100% financially responsible for removing and replacing existing paths if such a need is caused by the construction of an IDOT highway improvement.

e. Adjustment of Existing Paths – If an existing path requires adjustment due to an IDOT improvement, the State will pay 100% of the adjustment cost. The Department will construct the replacement in accordance with IDOT path criteria. The Local Agency is 100% financially responsible for path adjustments that are caused or initiated by a work request from the Local Agency.

f. Paths Above and Beyond Selection Criteria – If facility selection criteria for side paths are not met and the Local Agency still requests side path installation, the Local Agency is 100% financially responsible for all costs for installation of the path above those costs for the improvement identified in the selection criteria, including any necessary right-of-way and construction.

3. Utility Adjustments and Other Items – Proportion the cost 80/20 between the State and Local Agency for reimbursable utility adjustments as defined in Chapter 6, Section 6-1.03 of the BDE Manual, as well as pedestrian barriers, retaining walls, and other collateral items that are required solely for pedestrian and bicycle accommodations not necessitated by the IDOT project. The Local Agency is responsible for 100% of the costs for right-of-way, utility adjustments, barriers, retaining walls, and other collateral items that are not required solely for the pedestrian and bicycle accommodations.

4. Right-of-Way – Proportion the cost 80/20 between the State and Local Agency for right-of-way if acquired solely for sidewalk construction. Also, the Local Agency will pay 100% of the construction costs for sidewalks associated with the construction of on-system parking not necessitated by the IDOT project. The State will pay 100% for right-of-way if additional right-of-way is required to construct an IDOT-proposed highway cross section.

5. Local Agency Does Not Accept Maintenance Responsibilities – If the Local Agency does not agree to maintain the sidewalk, the State will not construct it, even if it is warranted. However, the State will take reasonable actions to not preclude future additions of sidewalk at such locations.

6. Local Agency Does Not Choose To Participate – If the local agency chooses not to participate financially in the bicycle or pedestrian accommodation, the Department will request that that local agency pass a local resolution indicating their non-participation and have this noted in the Phase I Project Report.

ADDITIONAL WORK

IDOT would be receptive to considering additional highway related work items suggested and paid for by the local agency for incorporation within the improvement, providing that the additional work items would not delay the implementation of the project. Such items could include lighting, over-size storm sewer, utilities, emergency vehicle pre-emption equipment etc.

The local agency may be expected to provide plans, specifications, and estimates for such additional work that is requested to be incorporated into the contract plans for the State-owned portion of the project. Said plans and specifications shall be of such quality to facilitate inclusion in the contract package and shall be available in a timeframe consistent with anticipated contract processing schedules and deadlines.

S:\WP\p&es\TEMPLATES & EXAMPLES\Templates - Letters\EXHIBIT A (4-12).docx

EXHIBIT "B"

(Updated June 2002)

The following improvements are optional and may be incorporated into this traffic signal improvement if the Municipality requests it. Construction costs and engineering costs of these items would have to be borne entirely by the Municipality. Please check the appropriate square. The Bureau of Traffic will not proceed with the design of plans for this improvement until this questionnaire has been completed.

Construction bracket-mounted traffic signals on existing street lighting standards.

❑Yes ❑No

Install emergency fire pre-emption equipment.

❑Yes ❑ No

If "Yes" indicate what type:_____

Type of existing parking on the four approaches of this intersection:

❑ Parallel ❑ Diagonal ❑ Prohibition Ordinance

Would the Municipality be willing to prohibit existing parking, including any off street parking within the limits of the State right-of-way, on the approaches to this intersection? (Depending upon individual situations the minimum distance for no parking from the stop line, along any approach, would vary from 30 to 250 feet).

❑Yes ❑ No

Is this intersection located at an established school crossing?

❑Yes ❑ No

If "Yes", across which leg or legs of the intersection do children cross?

❑ North ❑ South ❑ East ❑ West

Additional comments: _____

_____

By: _____

Date: _____

Local Agency Coordination Meeting

July 30, 2012

Questionnaire/Comment Form

FAP 349 (US 30)
From Illinois Route 47 to Illinois Route 31
Kane & Kendall Counties

Name: _____

Representing: _____ **Are you the point of contact (Y/N)?** _____

Suggestions for Community Advisory Group (CAG) membership?

_____

_____

Suggestions for Community Advisory Group (CAG) meeting location?

_____

How are residents contacted?

_____

Future planning (developments, bicycle plans, land use, nearby projects, etc.) that Study Team should be aware of?

_____

_____

Other Comments:

_____

_____

_____

Please complete and return to:

Scott Czaplicki
IDOT District 1
201 W. Center Court
Schaumburg, IL 60196-1096
Scott.Czaplicki@illinois.gov

Return by August 6, 2012.

Local Agency Coordination Meeting

July 30, 2012

Questionnaire/Comment Form

FAP 349 (US 30)
From Illinois Route 47 to Illinois Route 31
Kane & Kendall Counties

Name: Steve Coffinbargar

Representing: KDOT

Are you the point of contact (Y/N)? No for Kane Cnty. DOT too

Suggestions for Community Advisory Group (CAG) membership?

LIB & KKCOM's (Jan Ward) @ 41W011 Burlington Rd.
St Charles, IL 630.584.1170

Suggestions for Community Advisory Group (CAG) meeting location?

Vill of Montgomery

How are residents contacted?

KK Council of Mayors newsletter, &

Future planning (developments, bicycle plans, land use, nearby projects, etc.) that Study Team should be aware of?

KKCOM's website has 2 maps - (1) Existing bike paths & (2) Planned bike paths

Other Comments:

Please complete and return to:

Scott Czaplicki
IDOT District 1
201 W. Center Court
Schaumburg, IL 60196-1096
Scott.Czaplicki@illinois.gov

Return by August 6, 2012.

US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Local Agency / Shared Use Path Meeting

February 11, 2015

The meeting was held with Village of Montgomery and Fox Valley Park District representatives to discuss the shared use path and sidewalk proposals associated with the US Route 30 project from IL 47 to IL 31. The goal of the meeting was to receive local consensus regarding the proposed accommodations.
The following were in attendance:

Name	Representing
Jeff Palmquist	Fox Valley Park District
Mike Pubentz	Village of Montgomery
Laura Julien	Village of Montgomery
Rich Young	Village of Montgomery
Pete Wallers	Village of Montgomery
Kimberly Murphy	IDOT (via phone)
Lori Brown	IDOT
Ken Doll	IDOT
Christine Norrick	CH2M Hill
Dan Mestelle	Hutchison Engineering
Gregg Mounts	Hutchison Engineering

(See attendance roster attached)

As a starting point the meeting opened with a brief overview of the accommodations that are currently proposed, based on individual stakeholder feedback to date. Generally the preliminary proposal includes:

- **From IL 47 to Griffin Drive: A shared use path along the south side and a sidewalk on the north side.**
- **From Griffin Dr. to Orchard Rd.: A shared use path along the north side and a sidewalk along the south side.**
- **From Orchard Rd. to Kevin Dr.: A shared use path along the north side.**
- **From Kevin Dr. to IL 31: A sidewalk along the north side.**
- **From Orchard Rd. to IL 31: A shared use path along the south side.**
- **US 30 shared use path crossings at the signalized intersections with Gordon Road, Griffin Drive and Orchard Road.**

The key discussion points were:

1. Lori Brown defined the shared use path as a bituminous surfaced facility 10' wide. She stated the sidewalk would be 5' wide constructed of concrete. She also stated that the cost of the sidewalk vs. shared use path is nearly equal and interchangeable depending on the Village of Montgomery's preferences. However, she noted that there is a difference in the amount of right-of-way needed, depending on which facility type is chosen.
2. The Village representatives stated they were reluctant to support a specific accommodations plan without knowledge of where noise abatement walls may be proposed and due to the

unknown project construction timeline. Kimberly Murphy stated that the Department understood that corridor conditions and local agency priorities can change over time; and that there would be opportunities to revisit aspects of the project during the subsequent (Phase II) design phase.

3. The Village desires advance notice of the noise abatement wall locations, prior to the viewpoint letters going out.
4. It was asked if IDOT was obligated to put in sidewalk or shared use path throughout the project length as part of the improvements. Lori Brown stated that IDOT is obligated to provide space for pedestrian accommodations and at a minimum, the project would include a "shelf" for future sidewalk construction. Because sidewalks and shared use paths require Village cost participation (to be detailed in the Letter of Intent), if the Village declines to participate the facilities would not be constructed. If a local agency chose not to have the sidewalk built in conjunction with the road project and instead deferred the sidewalk construction, it would be at 100% cost to the local agency. IDOT would allow a local agency to agree to cost participate in limited segments of sidewalk or shared use path within the project, as long as the segment(s) had independent utility.
5. To formalize the commitment to allow the local agencies to revisit the accommodation plan during Phase II, Kimberly Murphy stated that a commitment would be included in the Project Report and in the "Letter of Intent".
6. Jeff Palmquist stated that some of the property that comprises the Stuart Sports Complex was purchased with LAWCON funding. He believes that funding was limited to areas well north of the US 30 corridor; however, he will confirm. (In a follow-up email on 02/13/15, J. Palmquist confirmed that LAWCON funding was not used for the Park District land along the U.S. 30 corridor.)
7. Village and Park District representatives indicated there may be some desire to have a shared-use path constructed along the Stuart Sports Complex, located outside the US 30 right-of-way on Park District property in order to create further separation between bicyclists/pedestrians and vehicles. Kimberly Murphy stated that a path adjacent to the corridor, on Park District property, could be considered as long as a temporary easement was granted and the Park District signed off that Section 4(f) involvement did not apply to the path easement requirement. There was further discussion about the Village and Park District potentially entering into an agreement for an easement for a path that would extend from an existing path in the Foxmoor Subdivision, through the ComEd easement, and onto park property. Kimberly Murphy stated that IDOT would not be involved in this off project "connecting" segment. HEI will provide cross sections along the Stuart Sports Complex to Jeff Palmquist so the Park District can evaluate path options.
8. Village of Montgomery representatives indicated that there were differing local opinions regarding the proper placement of any proposed noise abatement wall in relationship to a shared use path. Lori Brown stated that IDOT preferred to construct the shared use path on the roadway side of noise abatement walls for improved safety. When the path is on the roadway side both the drivers and the path users can see who is sharing the corridor. This is especially important as drivers turn and move through intersections.
9. At the close of the meeting all a general understanding of agreement was achieved to proceed at this point with the sidewalk and shared-use path locations as currently proposed and as defined in bold above. It is understood the local agencies will be given the opportunity to revisit the accommodation plan during Phase II. Specifically, the Park District wants to

explore with the Village a shared-use path in lieu of sidewalk along the Stuart Sports Complex frontage during Phase II. (See #5 above)

Gregg Mounts - Hutchison Engineering

2/11/2015

US 30
IL 47 to IL 31
Kane & Kendall Counties
P-91-403-11

ATTENDENCE RECORD

NAME	REPRESENTING	TELEPHONE	E-MAIL
DAN MESTELLE	HUTCHISON ENG.	815-773-2233	dmestelle@hutchisoneng.com
GREGG MOUNTS	HUTCHISON ENG.	" "	gmounts@hutchisoneng.com
Ken Doll	IDOT - Programming	847-705-4088	ken.doll@illinois.gov
Christine Norrick	CH2M HILL	773-693-3809	cnorrick@ch2m.com
Loki Brown	IDOT - PROGRAMMING	847-705-4977	Loki.S.Brown@illinois.gov
JEFF PALMQUIST	FOX VALLEY PARK DISTRICT	630-966-4512	JPALMQUIST@FVPD.NET
PETE WALLERS	EEI/VOM	630-466-6721	PWALLERS@EEIWEB.COM
Laura Julien	Village Attorney	630-801-9699	[redacted]LMJEMICKEYWILSON.COM
MIKE PUBENTZ	VOM PUBLIC WKS	630-896-1354	pubentz@ci.montgomery.il.us
RICH YOUNG	VOM COM. DEV.	630-896-8080 EX 1221	RYOUNG@CI.MONTGOMERY.IL.US

US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Local Agency / Shared Use Path Meeting

February 11, 2015

The meeting was held with Village of Montgomery and Fox Valley Park District representatives to discuss the shared use path and sidewalk proposals associated with the US Route 30 project from IL 47 to IL 31. The goal of the meeting was to receive local consensus regarding the proposed accommodations.
The following were in attendance:

Name	Representing
Jeff Palmquist	Fox Valley Park District
Mike Pubentz	Village of Montgomery
Laura Julien	Village of Montgomery
Rich Young	Village of Montgomery
Pete Wallers	Village of Montgomery
Kimberly Murphy	IDOT (via phone)
Lori Brown	IDOT
Ken Doll	IDOT
Christine Norrick	CH2M Hill
Dan Mestelle	Hutchison Engineering
Gregg Mounts	Hutchison Engineering

(See attendance roster attached)

As a starting point the meeting opened with a brief overview of the accommodations that are currently proposed, based on individual stakeholder feedback to date. Generally the preliminary proposal includes:

- **From IL 47 to Griffin Drive: A shared use path along the south side and a sidewalk on the north side.**
- **From Griffin Dr. to Orchard Rd.: A shared use path along the north side and a sidewalk along the south side.**
- **From Orchard Rd. to Kevin Dr.: A shared use path along the north side.**
- **From Kevin Dr. to IL 31: A sidewalk along the north side.**
- **From Orchard Rd. to IL 31: A shared use path along the south side.**
- **US 30 shared use path crossings at the signalized intersections with Gordon Road, Griffin Drive and Orchard Road.**

The key discussion points were:

1. Lori Brown defined the shared use path as a bituminous surfaced facility 10' wide. She stated the sidewalk would be 5' wide constructed of concrete. She also stated that the cost of the sidewalk vs. shared use path is nearly equal and interchangeable depending on the Village of Montgomery's preferences. However, she noted that there is a difference in the amount of right-of-way needed, depending on which facility type is chosen.
2. The Village representatives stated they were reluctant to support a specific accommodations plan without knowledge of where noise abatement walls may be proposed and due to the

unknown project construction timeline. Kimberly Murphy stated that the Department understood that corridor conditions and local agency priorities can change over time; and that there would be opportunities to revisit aspects of the project during the subsequent (Phase II) design phase.

3. The Village desires advance notice of the noise abatement wall locations, prior to the viewpoint letters going out.
4. It was asked if IDOT was obligated to put in sidewalk or shared use path throughout the project length as part of the improvements. Lori Brown stated that IDOT is obligated to provide space for pedestrian accommodations and at a minimum, the project would include a "shelf" for future sidewalk construction. Because sidewalks and shared use paths require Village cost participation (to be detailed in the Letter of Intent), if the Village declines to participate the facilities would not be constructed. If a local agency chose not to have the sidewalk built in conjunction with the road project and instead deferred the sidewalk construction, it would be at 100% cost to the local agency. IDOT would allow a local agency to agree to cost participate in limited segments of sidewalk or shared use path within the project, as long as the segment(s) had independent utility.
5. To formalize the commitment to allow the local agencies to revisit the accommodation plan during Phase II, Kimberly Murphy stated that a commitment would be included in the Project Report and in the "Letter of Intent".
6. Jeff Palmquist stated that some of the property that comprises the Stuart Sports Complex was purchased with LAWCON funding. He believes that funding was limited to areas well north of the US 30 corridor; however, he will confirm. (In a follow-up email on 02/13/15, J. Palmquist confirmed that LAWCON funding was not used for the Park District land along the U.S. 30 corridor.)
7. Village and Park District representatives indicated there may be some desire to have a shared-use path constructed along the Stuart Sports Complex, located outside the US 30 right-of-way on Park District property in order to create further separation between bicyclists/pedestrians and vehicles. Kimberly Murphy stated that a path adjacent to the corridor, on Park District property, could be considered as long as a temporary easement was granted and the Park District signed off that Section 4(f) involvement did not apply to the path easement requirement. There was further discussion about the Village and Park District potentially entering into an agreement for an easement for a path that would extend from an existing path in the Foxmoor Subdivision, through the ComEd easement, and onto park property. Kimberly Murphy stated that IDOT would not be involved in this off project "connecting" segment. HEI will provide cross sections along the Stuart Sports Complex to Jeff Palmquist so the Park District can evaluate path options.
8. Village of Montgomery representatives indicated that there were differing local opinions regarding the proper placement of any proposed noise abatement wall in relationship to a shared use path. Lori Brown stated that IDOT preferred to construct the shared use path on the roadway side of noise abatement walls for improved safety. When the path is on the roadway side both the drivers and the path users can see who is sharing the corridor. This is especially important as drivers turn and move through intersections.
9. At the close of the meeting all a general understanding of agreement was achieved to proceed at this point with the sidewalk and shared-use path locations as currently proposed and as defined in bold above. It is understood the local agencies will be given the opportunity to revisit the accommodation plan during Phase II. Specifically, the Park District wants to

explore with the Village a shared-use path in lieu of sidewalk along the Stuart Sports Complex frontage during Phase II. (See #5 above)

Gregg Mounts - Hutchison Engineering

2/11/2015

US 30
IL 47 to IL 31
Kane & Kendall Counties
P-91-403-11

ATTENDENCE RECORD

NAME	REPRESENTING	TELEPHONE	E-MAIL
DAN MESTELLE	HUTCHISON ENG.	815-773-2233	dmestelle@hutchisoneng.com
GREGG MOUNTS	HUTCHISON ENG.	" "	gmounts@hutchisoneng.com
Ken Doll	IDOT - Programming	847-705-4088	ken.doll@illinois.gov
Christine Norrick	CH2M HILL	773-693-3809	cnorrick@ch2m.com
Loki Brown	IDOT - PROGRAMMING	847-705-4977	Loki.S.Brown@illinois.gov
JEFF PALMQUIST	FOX VALLEY PARK DISTRICT	630-966-4512	JPALMQUIST@FVPD.NET
PETE WALLERS	EEI/VOM	630-466-6721	PWALLERS@EEIWEB.COM
Laura Julien	Village Attorney	630-801-9699	[redacted]LMJEMICKEYWILSON.COM
MIKE PUBENTZ	VOM PUBLIC WKS	630-896-1354	pubentz@ci.montgomery.il.us
RICH YOUNG	VOM COM. DEV.	630-896-8080 EX 1221	RYOUNG@CI.MONTGOMERY.IL.US

MEETING MINUTES

Project:	US 30 from IL 47 to IL 31	
Date:	July 30, 2015	
Attendees:	Ken Doll	IDOT - Programming
	Dan Draper	Hutchison Engineering
	Dan Mestelle	Hutchison Engineering
	Geoff Elfers	Lin Engineering
	Perry Masouridis	IDOT – Hydraulics
	Lori Brown	IDOT - Programming
	Ahmed Rashidianfar	IDOT – Hydraulics
	Zhengzhong Zhang	Lin Engineering
	Todd Hoppenstedt	Village of Montgomery
	Jorge Jimenez	IDOT – Hydraulics
	Jerad Chipman	Village of Montgomery
	Rich Young	Village of Montgomery
	Jodie Wollnik	Kane County
	Pete Wallers	EEI / Village of Montgomery
	Fran Klaas	Kendall County

A project meeting was conducted at the Montgomery Village Hall, Montgomery, Illinois on Thursday, July 30, 2015 at 1:30 pm. The purpose of the meeting was to review the Proposed Drainage Plan (PDP) at US 30 with respect to drainage outlet locations, overall drainage patterns, water quality and detention storage locations, compensatory storage, and the Montgomery Overflow flooding at US 30. The meeting began with introductions by Hutchison Engineering.

Lin Engineering ("Lin") presented the concept drainage plan for US 30 from IL 47 to IL 31. The current plan is preliminary and open for comment. The project consists of three major drainage outlets including Rob Roy Creek, Blackberry Creek, and the Fox River. The plan was presented starting at the far west end and moving to the east.

Rob Roy Creek and IL 47 is the western limit of the project. At this location approximately 1/3 of the proposed project drainage exits the site through Rob Roy Creek. Prior to the outlet, two locations have been flagged for detention/water quality both north and south of US 30. The Village of Montgomery ("the Village") commented on the 60" RCP culvert crossing IL 47 and the water quality / detention criteria being used; specifically, that Kane County criteria should be considered.

Lin and IDOT noted that the culvert placed under IL 47 was intended to replace an existing 48” CMP believed to be undersized. The IL 47 intersection with US 30 is currently outside of the project limits of the presented US 30 project. It is proposed to be improved as part of another project within IDOT District 3 jurisdiction. The Village would like an opportunity to review and discuss that project. IDOT will relay this to District 3. It is unclear at this time what the timing of the two projects may be; however, the culvert crossing has been preliminarily sized based on the 50-year design. The culvert conveys flows from the north of US 30 currently crossing under US 30 through an existing 36” CMP and not just runoff from the US 30 corridor.

Lin stated the requirements being met for the preliminary drainage plan were those set by the IDOT Drainage Manual which represents the criteria often used within IDOT ROW. Water quality retention volumes used are those based on Army Corps requirements. The plan as-is provides for a minimum 10-year detention volume with the proposed runoff rate not to exceed the existing. The first 0.5” of rainfall over all impervious cover, *or* the first 1” of rainfall over all newly proposed impervious cover is being retained at each outlet. The plan currently shows whichever volume is the greater of the two requirements. A 1:1 compensatory storage ratio is being used to compensate for volumes filled within the floodway only.

The Village and Kane County described some of Kane County’s drainage ordinance requirements which are generally more stringent than IDOT’s. Kane County bases detention storage volumes off of the 100-year event and states that the release rate cannot exceed existing or 0.1 cfs per acre of development. Kane County uses a 1.5:1 compensatory storage ratio for all fills placed within the floodplain. Kane County requires the first 0.75” of rainfall to be retained for all “hydraulically connected impervious areas”.

Lin and IDOT will investigate the feasibility of meeting the Kane County drainage requirements and analyze the impacts to the preliminary drainage plan, due to the linear nature of the project and ROW restraints.

The Village requested more details concerning the water quality pond/ditch locations. The ponds are at locations of storm sewer outlets where water is allowed to accumulate up to a depth of 1’ before exiting the ponds via ditch checks or storm sewer. The Village asked if pipe underdrains are being used and expressed concerns about the standing water. IDOT stated underdrains are not being used. Currently the Corps prefers this retention volume to be retained such that it never leaves the site except through evaporation. The 1’ depth is being proposed based off of maintenance and plant-life. The Village would prefer that underdrains be installed to ensure the pond locations drain. IDOT will discuss this possibility with the Corps.

Lin continued presenting the plan and noted that portions of the existing US 30 ROW drain to a ComEd easement. This location may be a good location for water quality requirements. The Village concurred if ComEd finds that acceptable. The Village noted that the ComEd easement is a location of concern and currently runoff from the Stuart Sport Complex enters the easement before eventually draining through an existing 24" culvert to the south side of US 30, where there is ponding in the ComEd easement and back yards of some homes. The runoff eventually enters a localized storm sewer network. The Village would prefer that the flow currently tributary to the ComEd easement be captured by the proposed US 30 storm sewer which outfalls to Blackberry Creek. IDOT/Lin will investigate the possibility of allowing the 24" culvert or a replacement culvert to connect the US 30 drainage system. The Village will provide any information they may have regarding the flow rates from the Stuart Sports Complex pond, and the drainage system on the south side of US 30 near the ComEd Easement.

Lin described the location of another water quality ROW acquisition adjacent to Lakewood Creek subdivision. At all locations, water quality ponds/ditches will be shaped to avoid landscaped features such as the tree lines and landscaped berms.

The Village noted additional detention storage volume may be present within the pond in front of the Montgomery Police Department. Lin believed this may be helpful towards meeting the overall detention requirement, especially if Kane County's requirement is being considered. IDOT does not typically share facilities and may not be able to utilize the volume; however this location will be considered as a possibility. The Village will determine if there may be available storage at this location.

The water quality location adjacent to a residential subdivision and the cemetery was briefly discussed (Sta. 1184+00 RT). This location would avoid the tree line backing the subdivision and maintain any existing berms.

At the Orchard Road intersection, detention previously shown as being located at the northeast corner has been removed. Detention and water quality is still located at the southwest corner. The Village had previously commented to free up corner lots at this location for potential development. The lot at the southwest corner is already being impacted by the Orchard Road widening to the east and is bound by the Blackberry Creek floodplain to the west. This location is still being considered for water quality/ detention since it may be difficult to develop.

Lin stated that outlets to Blackberry Creek will all pass through roadside ditches before entering the creek. Lin briefly described another potential detention location occurring just to the east of the Kevin Drive and Oakton Road intersection.

Lin went on to describe the plan sheets and storm sewer design occurring along the Montgomery Overflow. Through the Montgomery Overflow there is a proposed localized storm sewer system which ultimately discharges into a water quality/detention ditch location east of the overflow point before proceeding to drain into the recently improved US 30/IL 31 interchange via road side ditches and storm sewer. North of US 30 along the overflow floodplain there is a proposed "Montgomery Overflow Bypass Storm Sewer". It is anticipated the US 30 profile will be raised through the Montgomery Overflow floodplain such that the 100-year storm will not overtop the roadway and 1' - 1.5' of freeboard will be provided for the 50-year event. During the 500-year event, flow will occur through the bypass storm sewer and over US 30.

The bypass storm sewer has been sized to convey flows which currently overtop US 30 during the 100-year and 500-year events. During the 100-year event the entire estimated overtopping flow rate will be conveyed by the bypass and during the 500-year event a portion of the flow rate will be conveyed by the bypass such that there is no increase in 500-year elevations north of US 30. The portion of runoff not conveyed by the storm sewer will still flow overland similar to the existing conditions. It is expected that south of US 30 there will be significant improvements to the flooding as the 100-year flood will no longer pass US 30.

The Village and Kane County expressed concerns over the localized drainage systems already present near the overtopping point and over the capacity of overland/storm sewer conveyance north of US 30. The Village/Kane County asked how low flows south of US 30 will be addressed. Although not shown on the drainage plan at the meeting, Lin/IDOT will incorporate low flows from the US 30 south ditch into the south storm sewer. Those flows will ultimately be conveyed to the improved interchange. In addition, there is a drainage tile in the vicinity of the existing 18" cross culvert at the Montgomery Overflow which crosses US 30 from north to south. IDOT stated that this drain tile could be reinstated as part of the US 30 Drainage improvements. IDOT would likely install drainage structures on either side of US 30 to intercept the drain tile. The drain tile crossing under US 30 may be increased to 24" to meet IDOT culvert crossing requirements.

The Village/Kane County agreed that the bypass storm sewer would represent an improvement, but were concerned that full flow rate and flooding potential of the Montgomery Overflow floodplain was still not being addressed. The Village recommended improving the overland drainage via a roadside ditch in addition to installing the bypass storm sewer in order to fully address flooding. IDOT / Lin did not believe there would be room for this ditch between the widened US 30 and interchange

and the existing fishing ponds and businesses. The Village may have previously developed a concept plan for the ditch location they can share. IDOT / Lin will make an effort to accommodate improvements to overland drainage if a suitable location can be identified within the project corridor. The Village stated it may be possible to acquire some of the parking from Alta Equipment and the adjacent BOC Gas. IDOT noted that based on the hydrology presented, the ditch would need to have a capacity of approximately 400 cfs in order to convey runoff not being conveyed by the bypass storm sewer. On the existing plan, it is estimated 560 cfs will be the 100-year flow rate along the north side of US 30. This flow rate is similar to the one calculated by Christopher Burke Engineering in a previous study.

A separate option was briefly discussed in which a channel or ditch improvement could be added south of US 30 where there may be more room available. IDOT and Lin prefer to keep the flow north of US 30 so that storage within the new IL 31 interchange can be utilized at both the north and south infield locations. In addition, at previous public meetings the residents of the Pasadena Subdivision have made several requests that the culvert or conveyance across US 30 should not be improved in any way.

The BNSF rail road culverts east of the IL 31 interchange were briefly discussed. At this time, these are not being considered as part of IDOT's scope or jurisdiction but IDOT agrees with the Village and Kane County that the culverts are undersized. IDOT can provide the report calculations which detail the effect of the undersized railroad culverts on the Montgomery Overflow.

The water quality locations were re-reviewed after the proposed drainage plan had been presented. The Village / Kane County requested that the two water quality/ detention locations near IL 47 be pushed further back from IL 47 to the east so that they are outside of commercial zoning limits. IDOT/Lin will re-evaluate this location.

Kane County noted there are three lots with existing access issues which would make good candidates for water quality or possibly compensatory storage. The lots are fairly well located for achieving both of these goals, and would reduce impacts to parcel with a potentially historic structure. IDOT/Lin will evaluate using these lots for those purposes.

The Village had additional comments on the Blackberry Creek bridge crossing. The plan currently calls for an improved 3-span bridge which will improve capacity through the structure. The bridge design meets IDOT hydraulic performance criteria. The Village noted downstream development has occurred based on previous floodplain delineations. IDOT/Lin will provide a copy of the Hydraulic Report to the Village for their review.

The design approval date for this project is currently anticipated as spring 2016. The public hearing may occur sometime in the fall of 2015.

After the drainage portion of the meeting a brief discussion was held regarding the US 30 and Orchard Road intersection. Funding for the US 30 project beyond Phase I Preliminary Engineering is not currently included in the FY 2016-2021 Proposed Highway Improvement Program. The Village understands but stated their desire to address congestion and safety issues at the intersection as soon as possible. IDOT is aware of the concern and has tasked the Consultant to study alternatives for improving the intersection as a stand-alone project. The study will consider several alternatives and is scheduled to be completed in the fall of 2015. Once the study is complete IDOT will consider funding options.

The action items discussed throughout the meeting are as follows:

- Lin/IDOT will provide the Village/Kane County with drainage calculations and models. These will include the models and report for the proposed bridge at Blackberry Creek and the Montgomery Overflow. Storm sewer calculations will be provided for the drainage plan after additional modifications such as those discussed are made.
- Lin/IDOT will evaluate the project with respect to Kane County drainage ordinances in order to evaluate final design criteria.
- The Village will provide information regarding flow rates from the Stuart Sports complex and details regarding the downstream receiving storm sewer at the ComEd Easement.
- The Village will provide information regarding available storage at the Montgomery Police Department.
- The Village may provide a conceptual ditch schematic if available for improving overland flow along the Montgomery Overflow which may have been previously developed.
- The Village will provide drainage tile details and information for the drain tile present near the existing 18” RCP near the Montgomery Overflow point.

LIST OF ATTACHMENTS

#1: Agenda (*1 Page*)

#2: **Sign-in Sheet** (*1 Page*)

#3: Overall Aerial Map (*2 Sheets*)

#4: PDP (*27 Sheets*)

#5: Montgomery Overflow Hydrologic Summary – North Bypass (*1 Sheet*)

Attachment#1: Agenda

MEETING PURPOSE: U.S. Route 30 (IL 47 to IL 31) – Concept Proposed Drainage Plan

MEETING DATE: July 30, 2015

MEETING TIME: 1:30 pm – 3:00 pm

LOCATION: Montgomery Village Hall

MEETING AGENDA:

The purpose of this meeting is to discuss the proposed concept drainage plan for U.S. 30 from IL 47 to IL 31 with respect to the following key points:

- Review Concept PDP Plan
  - Review proposed outlet locations/conditions.
    - #1 Rob Roy Creek
    - #2 Dickson Road (adjacent farm field)
    - #3 Prescott Drive (local storm sewer)
    - #4 ComEd Easement
    - #5 Lakewood Creek Drive (local storm sewer)
    - #6 Police Department Pond / Local Storm Sewer
    - #7 Griffen Drive (Local Storm Sewer)
    - #8 Blackberry Creek
    - #9 Horseman Trail (local storm sewer)
    - #10 Pasadena Subdivision (Jericho Lake Overflow path)
    - #11 U.S. 30 / IL 31 Interchange
    - #12 Bertram Road roadside ditches
    - #13 Gordon Road South (local storm sewer)
    - #14 Gordon Road North (local storm sewer)
    - #15 Orchard Road South (local storm sewer / Walmart detention)
    - #16 Orchard Road North (local storm sewer / IDOT detention)

Suitable
Sensitive
Not being used

- Proposed Detention and BMP Locations
  - Discuss potential water quality and detention locations.
    - Army Corps requiring 'first flush' retention

- Jericho Lake Overflow
  - 'North Bypass' storm sewer displayed
  - BNSF railroad culvert restriction

- Open Discussion

Attachment#2:
Sign-in Sheet

MEETING PURPOSE: U.S. 30 – Concept Proposed Drainage Plan

MEETING DATE: Thursday, July 30, 2015

MEETING TIME: 1:30 pm – 3:00 pm

LOCATION: IDOT Bureau of Programming Conference Room

ATTENDEES:

NAME	COMPANY / ORGANIZATION	PHONE NUMBER	EMAIL ADDRESS
1. Geoff Elfers	Lin Eng.	630-323-5168	gelfers@lineng
2. DAN MESTELLE	HUTCHISON ENG.	815-773-2233	dmestelle@hutchisoneng.com
3. DAN DRAPER	HUTCHISON ENG.	815-773-2233	ddraper@hutchisoneng.com
4. ZHENGZHONG ZHANG	LIN ENG.	630-323-5168	ZZHANG@LINENG.com
5. Ken Doll	IDOT-P&E.S	847-705-4088	ken.doll@illinois.gov
6. AHMAD RASHIDIANFAR	IDOT - HYD. SEC.	847-705-4720	ahmad.rashidianfar@illinois.gov
7. PERRY MASOURIDIS	IDOT/HYD.	847-705-4474	eleftherios.masouridis@illinois.gov
8. Todd Happenstedt	Village of Montgomery	630-688-8195	thappenstedt@ci.montgomery.il.us
9. Jorge Jimenez	IDOT - Hyd.	847 705 4711	jorge.jimenez@illinois.gov
10. LORI BROWN	IDOT – PROG.	847-705-4477	lori.S.Brown@illinois.gov
11. Jerad Chipman	Village of Montgomery	630 896 8080 x1224	chipman@ci.montgomery.il.us
12. RICH YOUNG	VOM	" x1221	RYOUNG@CI.MONTGOMERY.IL.US
13. Jodie Wollik	Kane County	630-232-3499	wollikjodie@co.kane.il.us
14. PETE WALLERS	EEI/VOM	630-466-6721	PWALLERS@EEIWEB.COM
15. FRAN KLAAS	KENDALL COUNTY	630-553-7616	fklaas@co.kendall.il.us
16.			
17.			
18.			
19.			

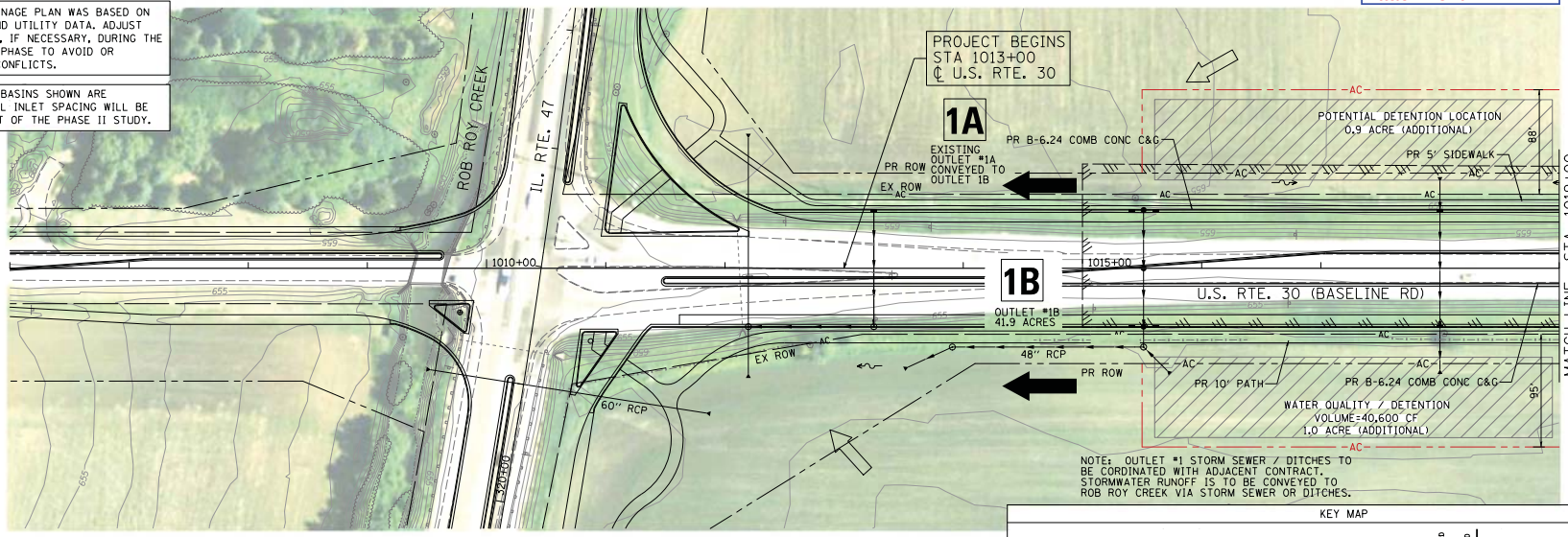
Attachment#3:
Overall Aerial Map

PREFERRED ALTERNATIVE
AERIAL EXHIBIT
LEGEND
EXISTING ROW LINE
EXISTING ACCESS CONTROL & ROW
PROPOSED ROW LINE
PROPOSED ACCESS CONTROL & ROW
PROPERTY LINE
EXISTING TRAFFIC SIGNAL
BODY OF WATER
WETLANDS
100YR OR 500YR FLOODPLAIN
BLACKBERRY CREEK FOREST PRESERVE
ALL PROPOSED ROWS & APPROXIMATE.
SCALE: 1"=80'
AURORA TOWNSHIP
SOUTH AURORA
MONTGOMERY
BOULDER HILL
SANDWICH CREEK CHANNEL
BLACKBERRY CREEK
Illinois Department of Transportation

Attachment#4: PDP

THE PROPOSED DRAINAGE PLAN WAS BASED ON AVAILABLE TOPO AND UTILITY DATA. ADJUST LOCATION AND SIZE, IF NECESSARY, DURING THE PLAN PREPERATION PHASE TO AVOID OR MINIMIZE UTILITY CONFLICTS.

THE INLETS/CATCH BASINS SHOWN ARE CONCEPTUAL. ACTUAL INLET SPACING WILL BE CONDUCTED AS PART OF THE PHASE II STUDY.

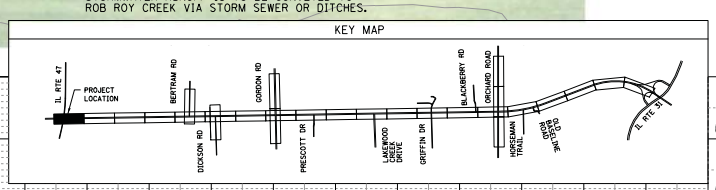


N

0 50 100
1" = 50' HORIZ

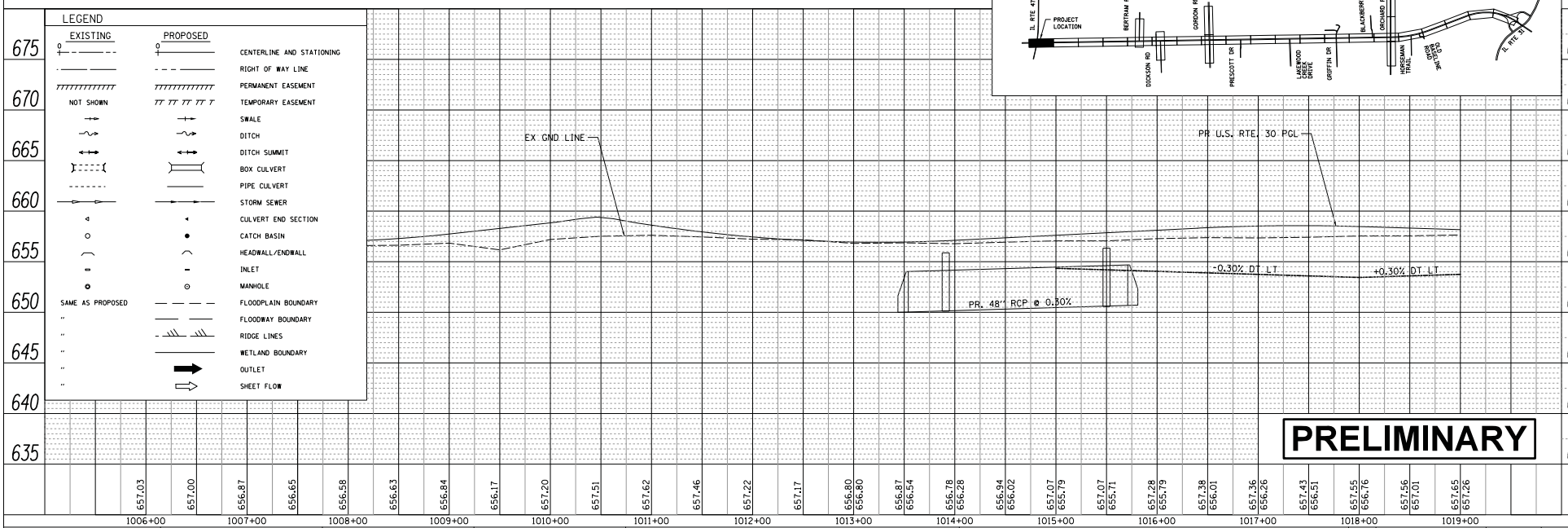
0 5 10
1" = 5' VERT

KEY MAP



LEGEND

EXISTING	PROPOSED	
		CENTERLINE AND STATIONING
		RIGHT OF WAY LINE
		PERMANENT EASEMENT
NOT SHOWN		TEMPORARY EASEMENT
		SWALE
		DITCH
		DITCH SUMMIT
		BOX CULVERT
		PIPE CULVERT
		STORM SEWER
		CULVERT END SECTION
		CATCH BASIN
		HEADWALL/ENDWALL
		INLET
		MANHOLE
SAME AS PROPOSED		FLOODPLAIN BOUNDARY
"		FLOODWAY BOUNDARY
"		RIDGE LINES
"		WETLAND BOUNDARY
"		OUTLET
"		SHEET FLOW



PRELIMINARY

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

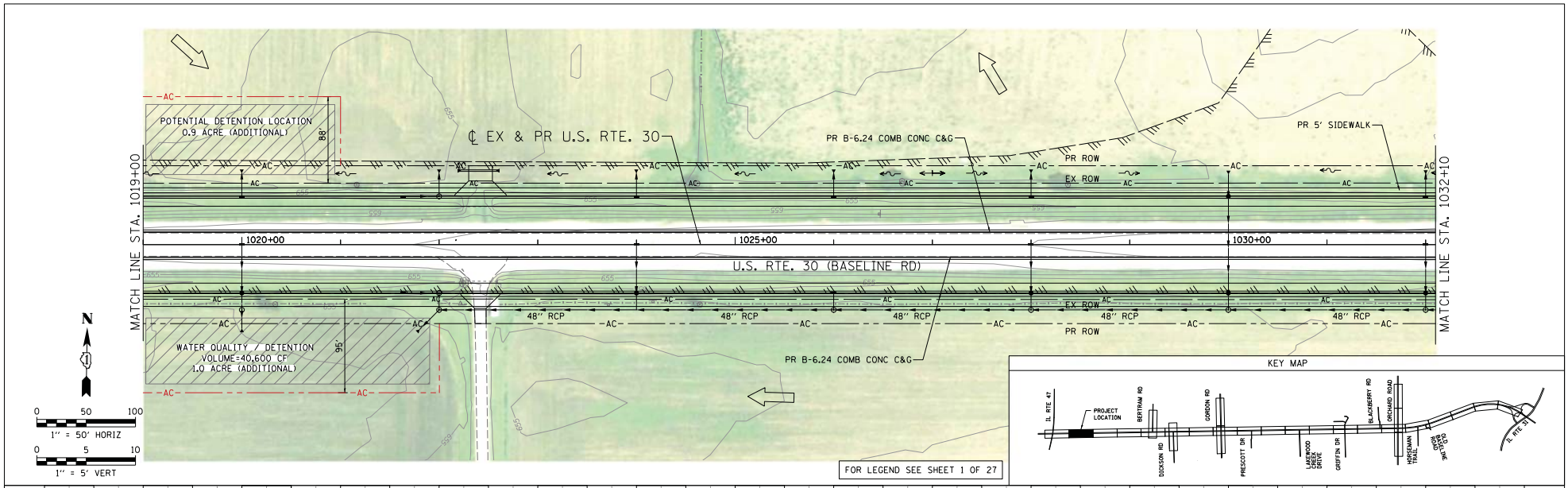
U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 1 OF 27 SHEETS | STA. 1006+00 TO STA. 1019+00

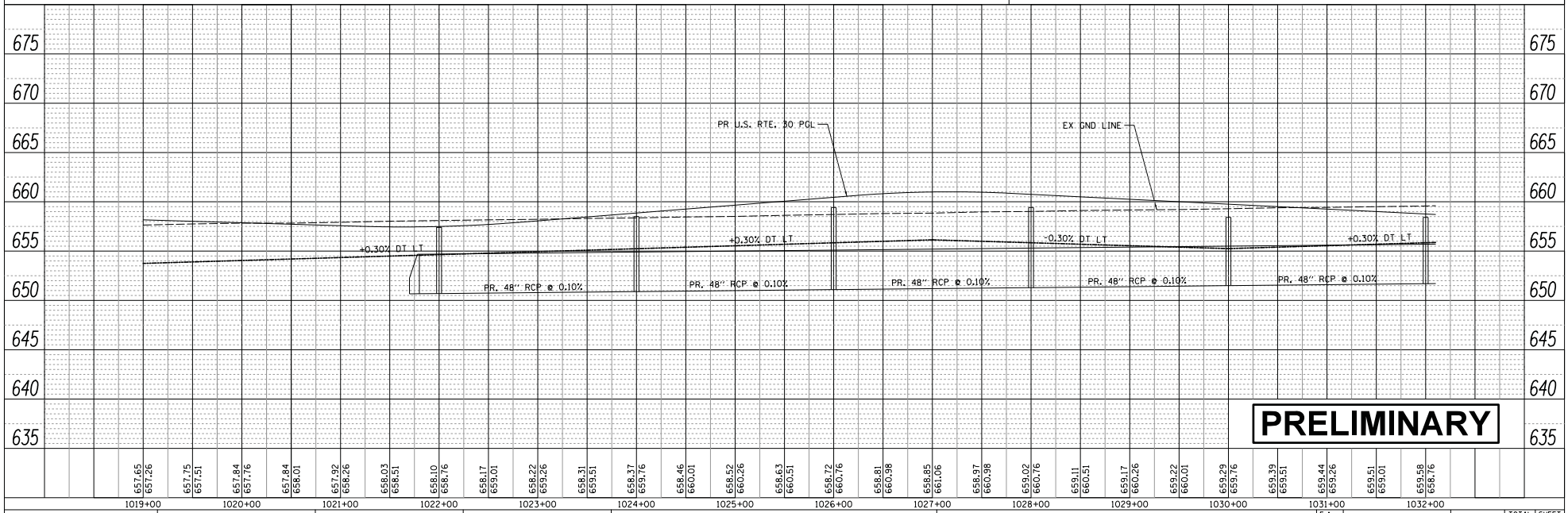
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	1
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / PLOT & REF LINE CHECKED / PLOT & REF LINE VERIFIED — NOTE BOOK NO. — BY — DATE

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



FOR LEGEND SEE SHEET 1 OF 27



PRELIMINARY

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / DTL. & EL. CHECKED / PLOT PLAN NAME / NOTE BOOK NO. / BY / DATE

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

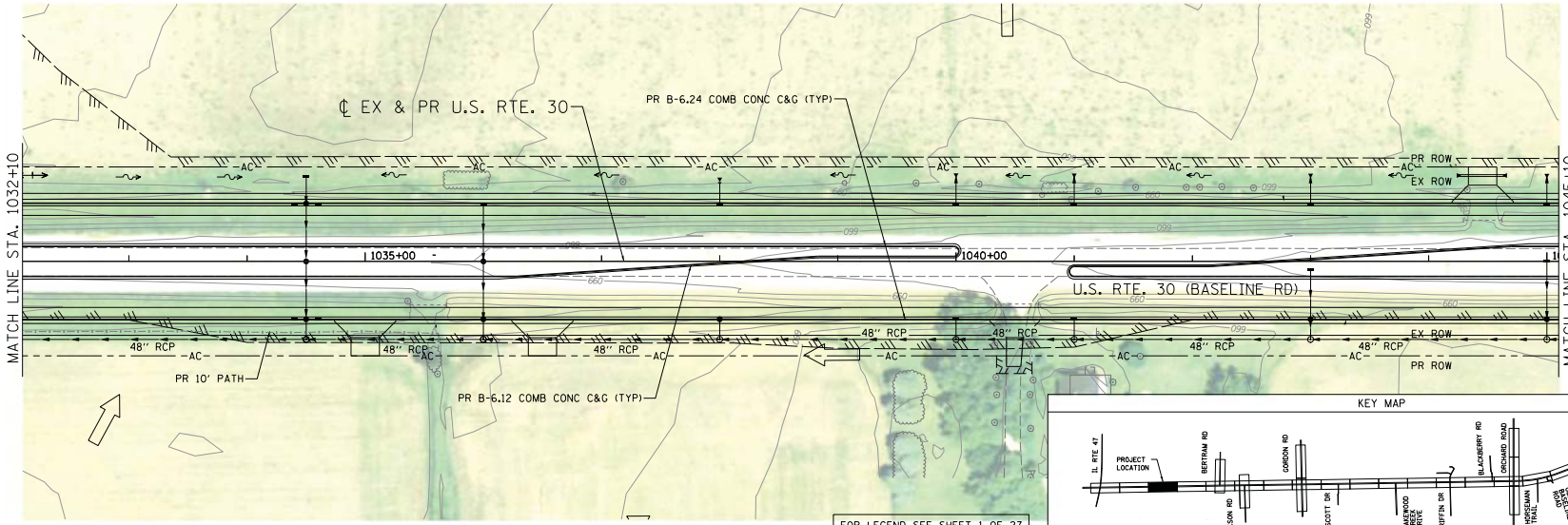
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

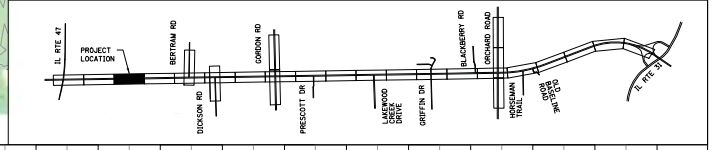
U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

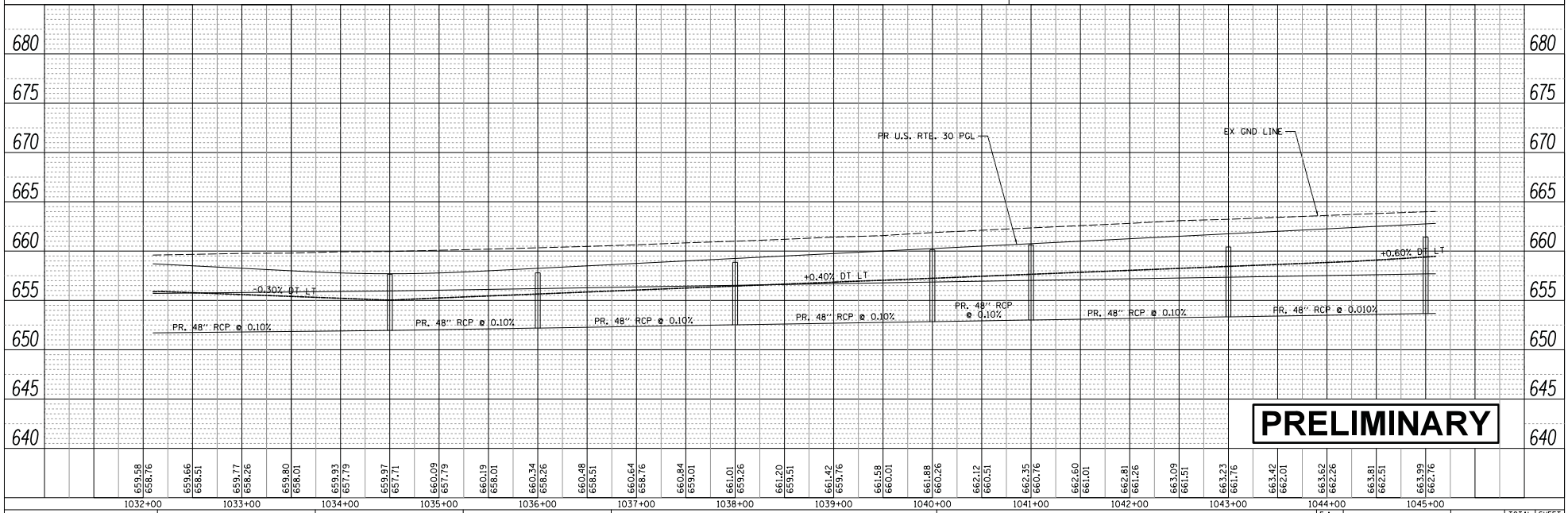
SCALE: 1"=50' | SHEET 2 OF 27 SHEETS | STA. 1019+00 TO STA. 1032+10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	2
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



KEY MAP





PRELIMINARY

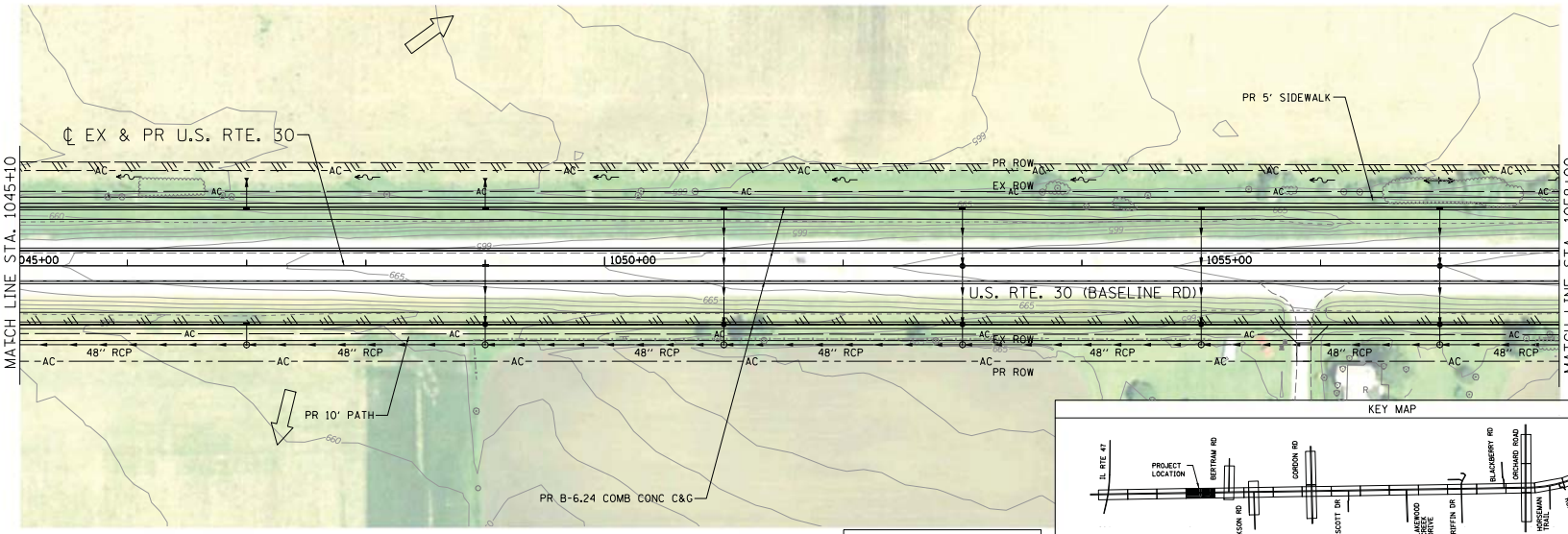
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

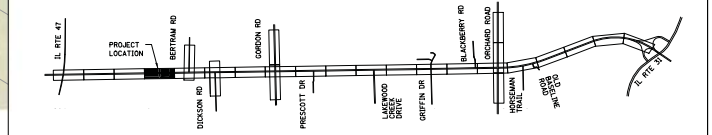
SCALE: 1"=50' | SHEET 3 OF 27 SHEETS | STA. 1032+10 TO STA. 1045+10

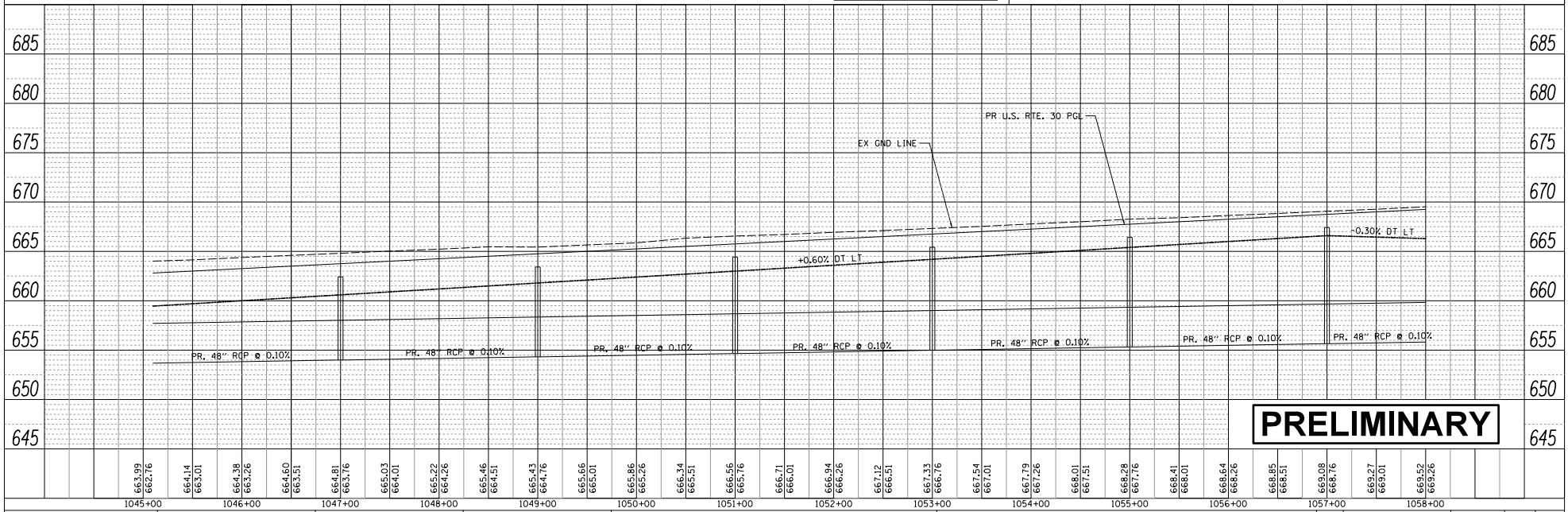
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	3
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



FOR LEGEND SEE SHEET 1 OF 27

KEY MAP





PRELIMINARY

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

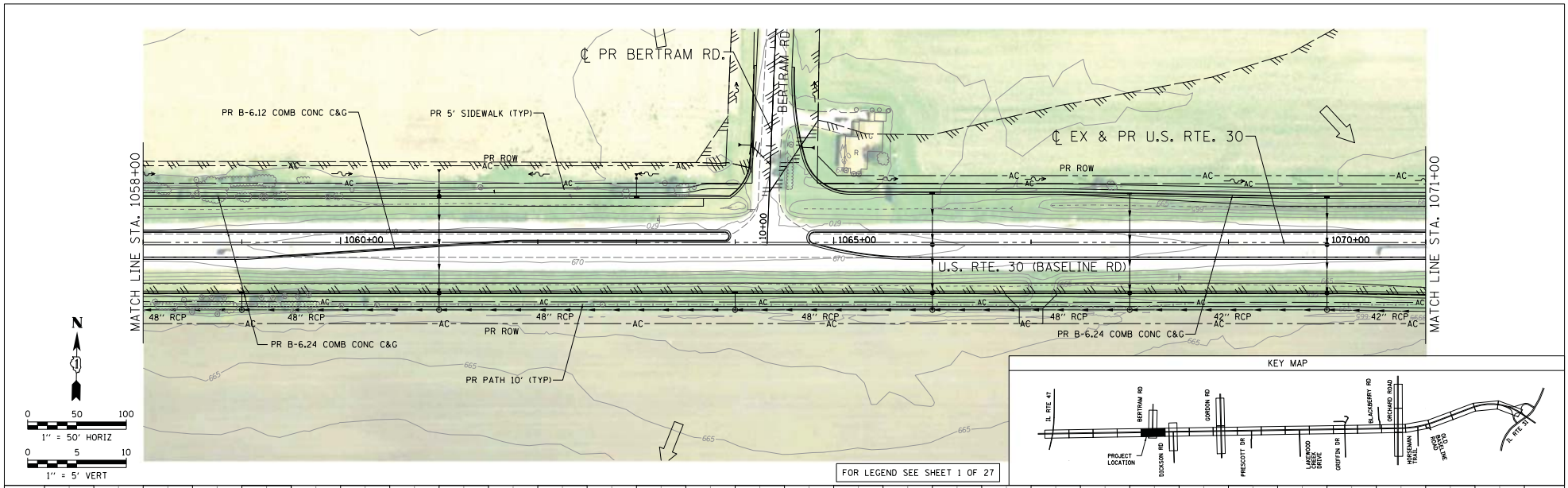
U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 4 OF 27 SHEETS | STA. 1045+10 TO STA. 1058+00

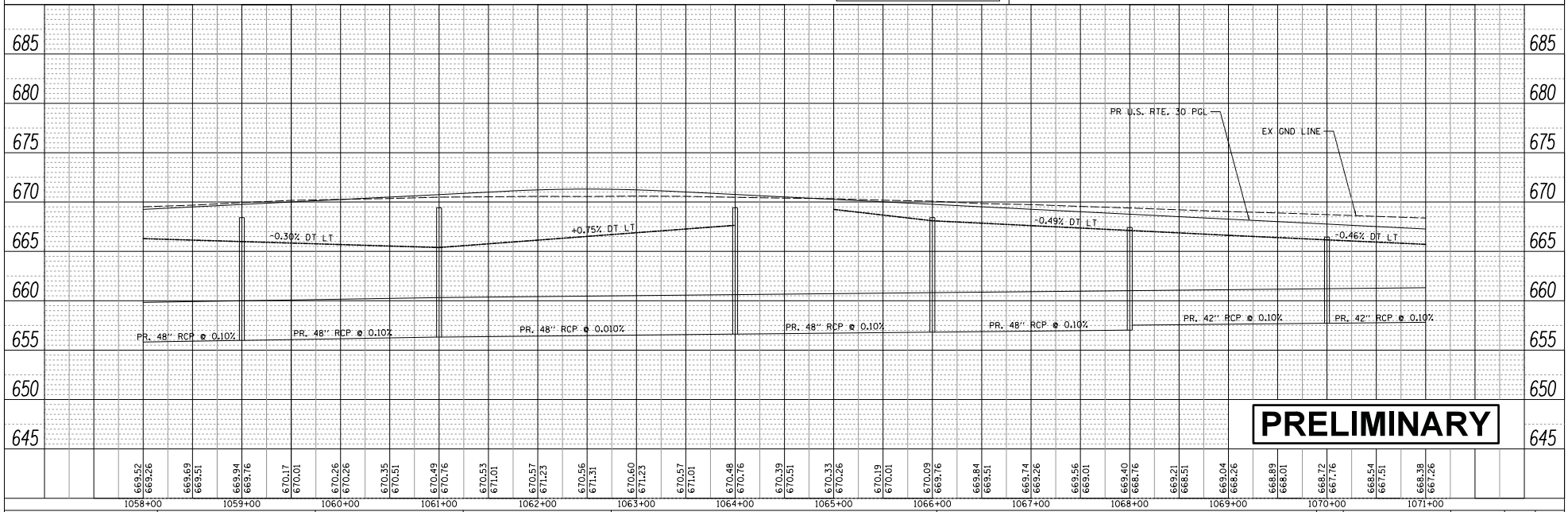
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	4
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

PLAN — NOTE BOOK NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — BKM. NOTED — FIELD BK. NO. — PLAN FILE NAME — BY — DATE

PROFILE — NOTE BOOK NO. — SURVEYED — PLOTTED — GRADES CHECKED — BKM. NOTED — SIGNATURE NOTATIONS COPIED — BY — DATE



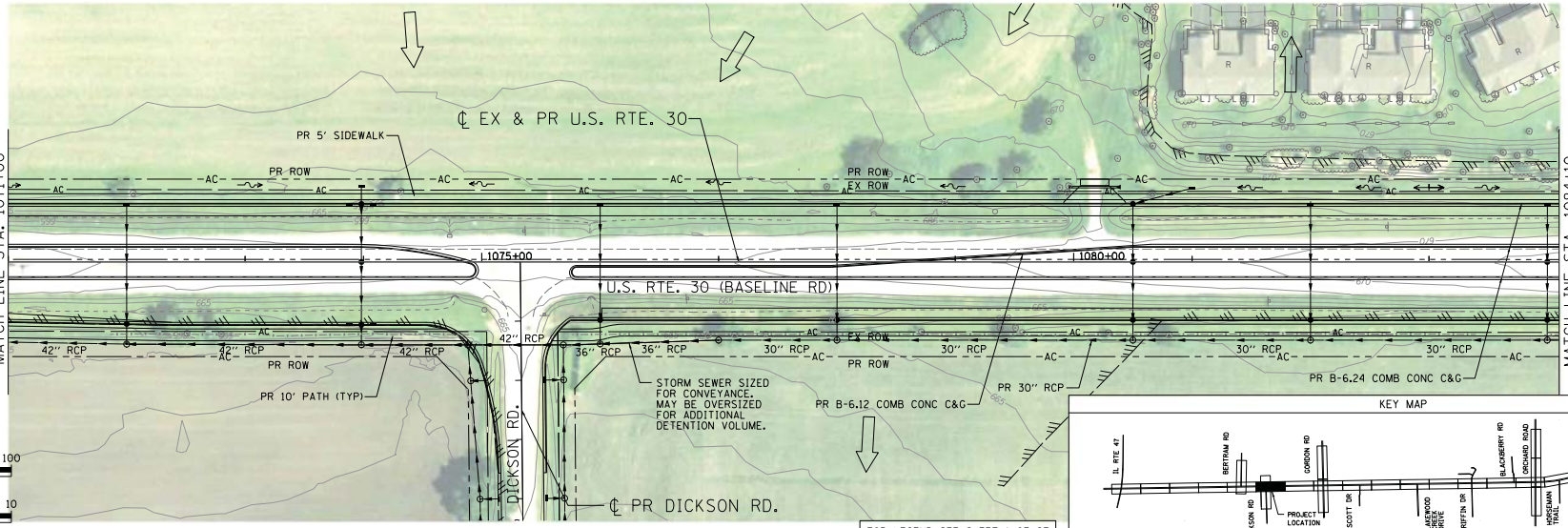
FOR LEGEND SEE SHEET 1 OF 27

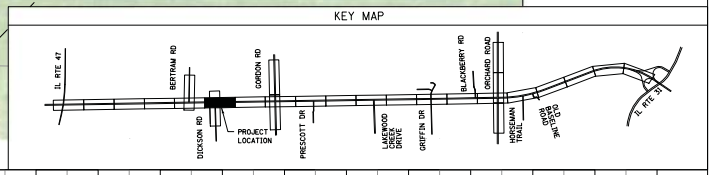


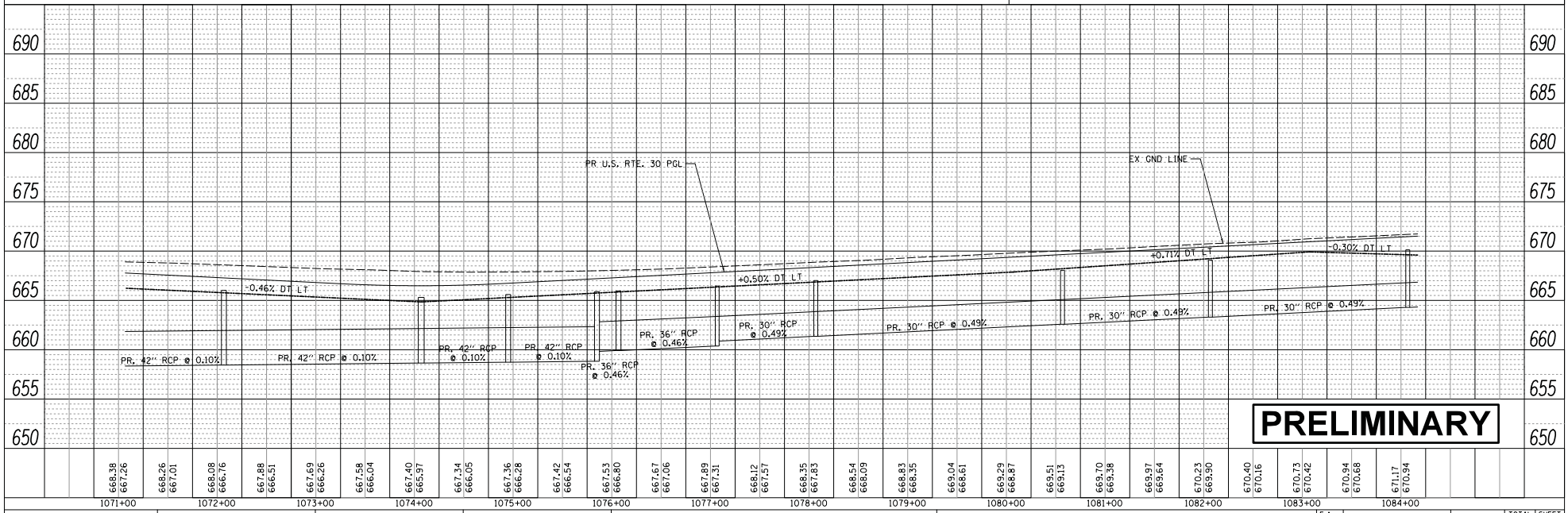
PRELIMINARY

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE
$MODELNAME$		DRAWN - JAH	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -		
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 5 OF 27 SHEETS STA. 1058+00 TO STA. 1071+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	5
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		







FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

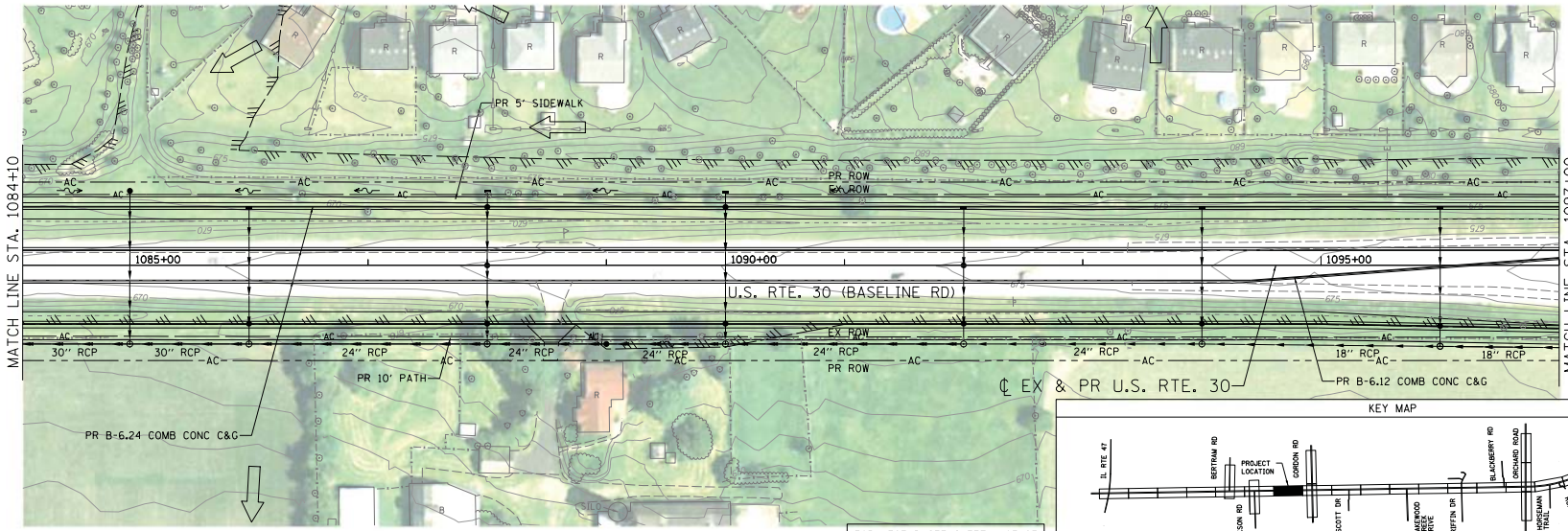
U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 6 OF 27 SHEETS | STA. 1071+00 TO STA. 1084+10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	6
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | PLOT PLAN CHECKED | NOTE BOOK NO. | BY | DATE

PROFILE — SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | NOTE BOOK NO. | BY | DATE | SIGNATURE NOTATIONS OPTIONAL



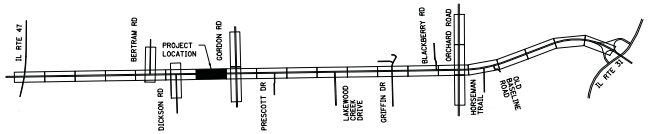
N

0 50 100
1" = 50' HORIZ

0 5 10
1" = 5' VERT

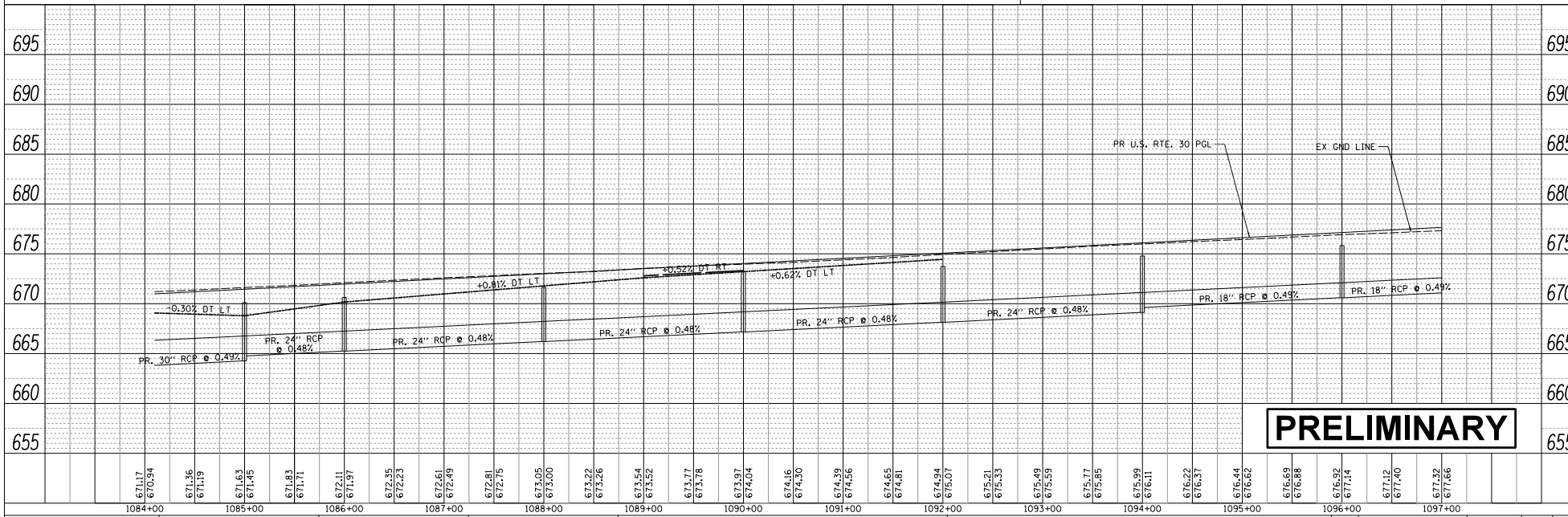
FOR LEGEND SEE SHEET 1 OF 27

KEY MAP



PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
B.M. NOTED
FIELD BK. & PG. NUMBER
BY
DATE

PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
SIGNATURE NOTATIONS COPIED
BY
DATE



PRELIMINARY

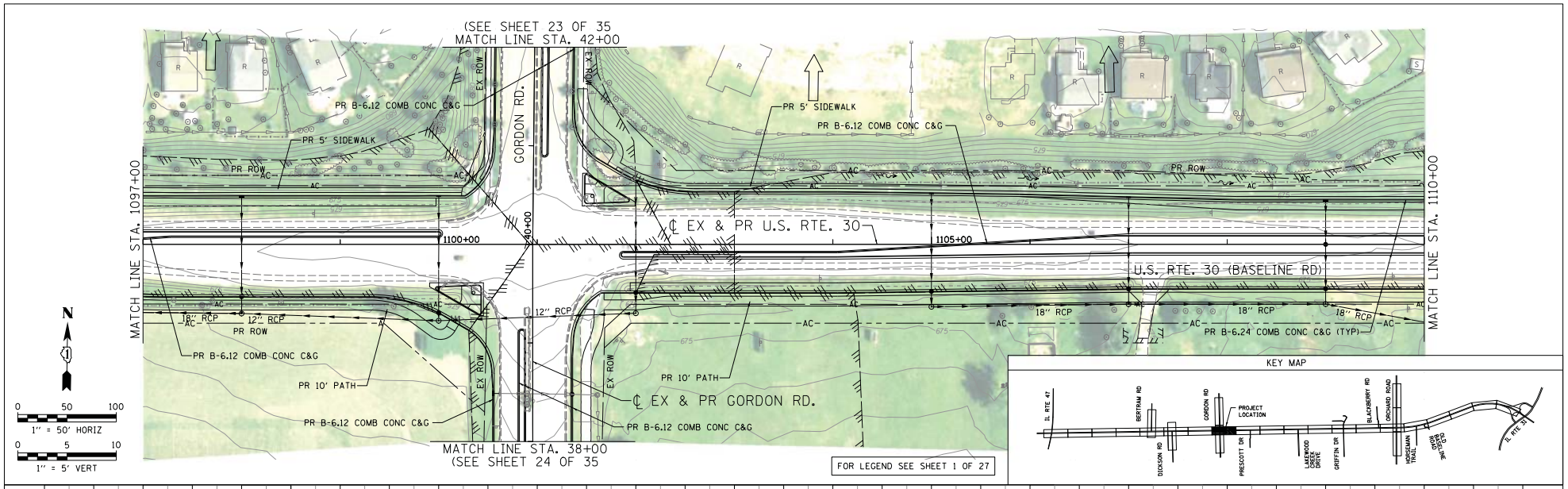
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

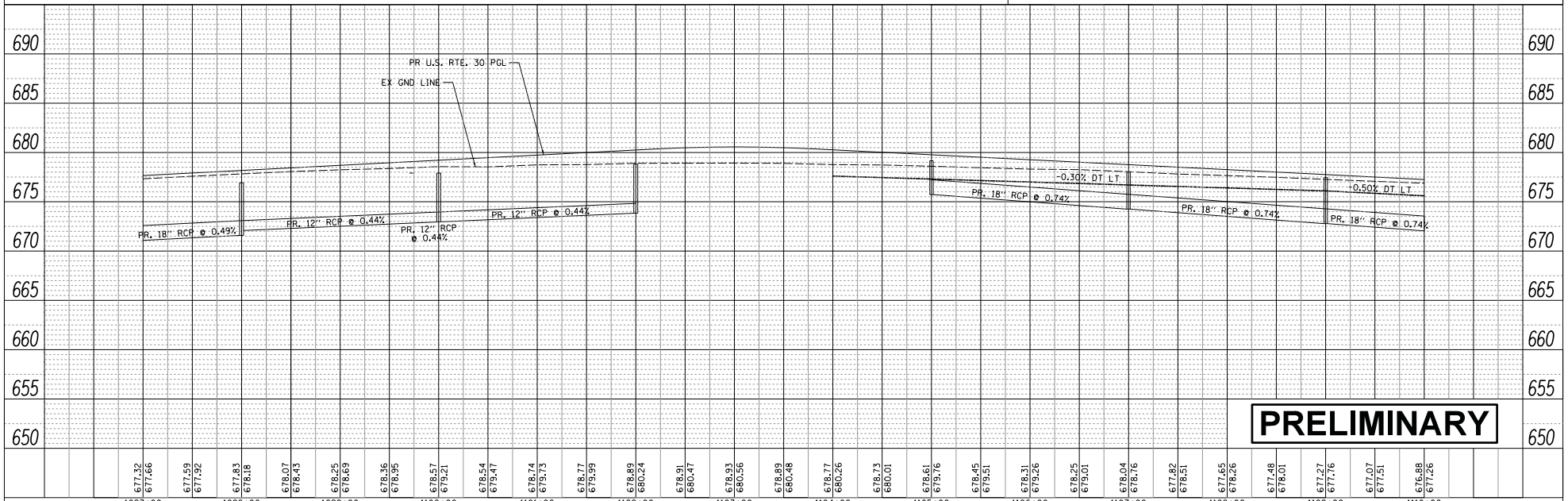
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

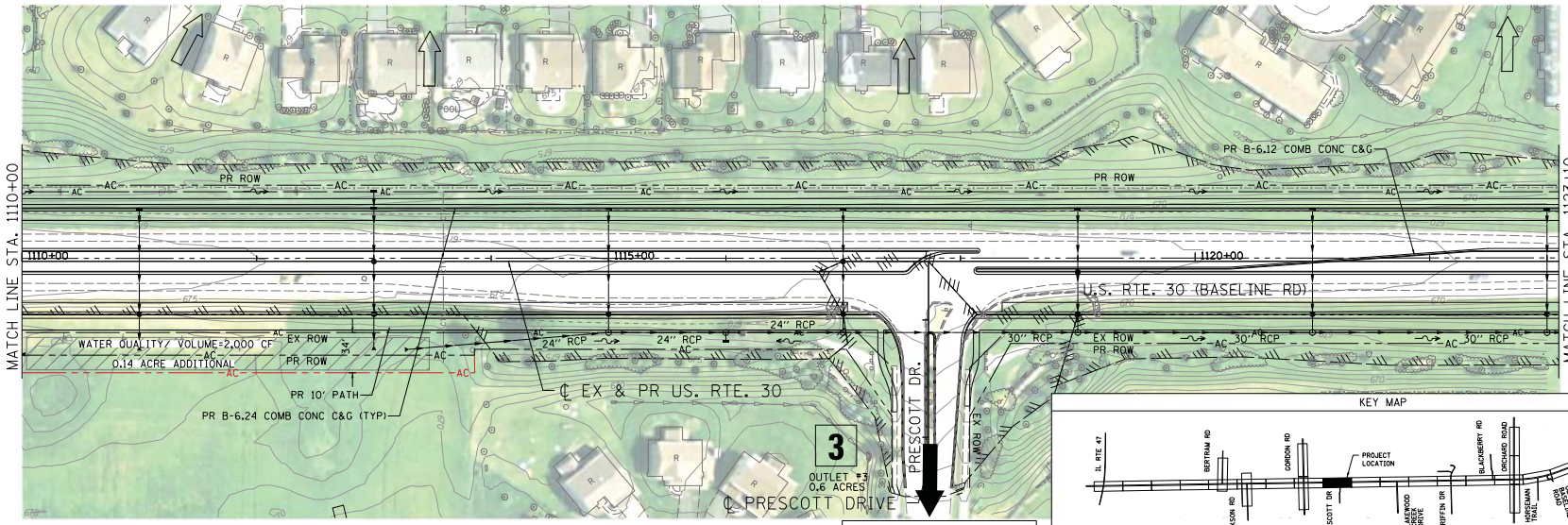
SCALE: 1"=50' | SHEET 7 OF 27 SHEETS | STA. 1084+10 TO STA. 1097+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



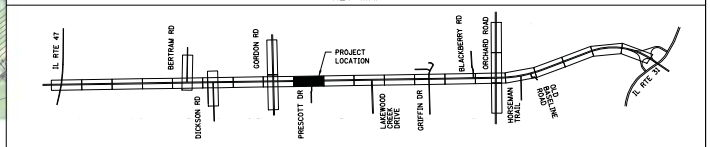


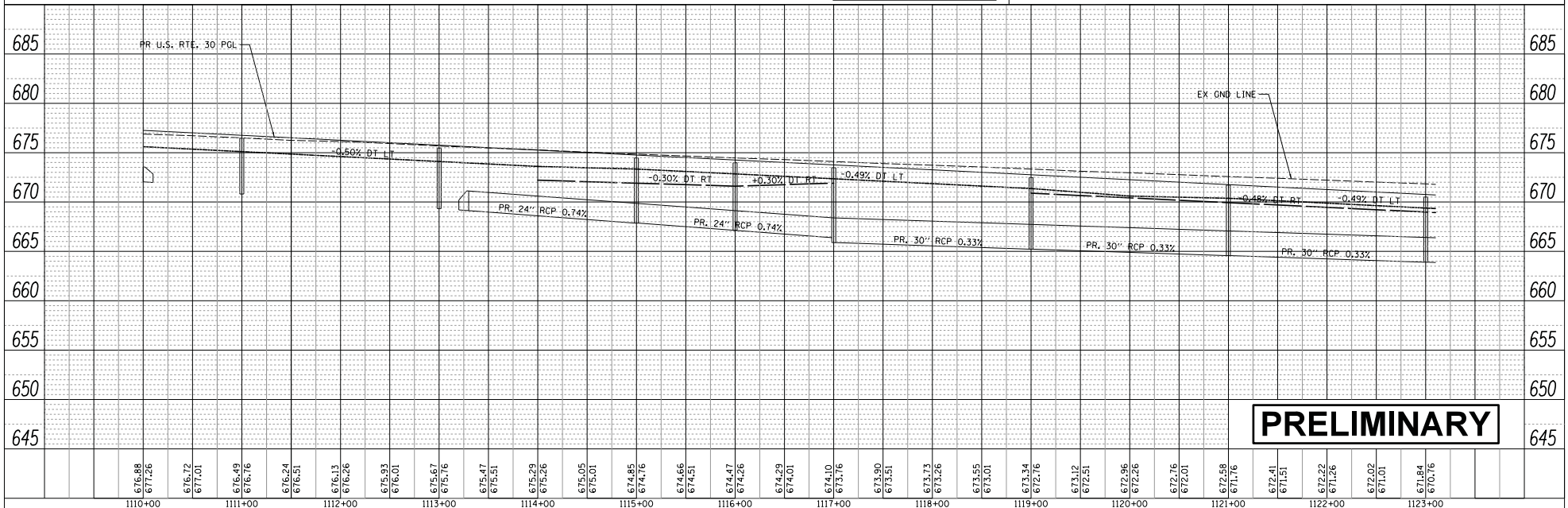
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE	F.A. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 27	SHEET NO. 8
$MODELNAME$		DRAWN - JAH	REVISED -					CONTRACT NO.		
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -							
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 8 OF 27 SHEETS STA. 1097+00 TO STA. 1110+00			ILLINOIS FED. AID PROJECT		



FOR LEGEND SEE SHEET 1 OF 27

KEY MAP





PRELIMINARY

PLAN — SURVEYED | DRAWN | CHECKED | NOTE BOOK NO. | BY | DATE

PROFILE — SURVEYED | DRAWN | CHECKED | B.M. NOTED | SIGNATURE NOTATIONS EXPIRED | NOTE BOOK NO. | BY | DATE

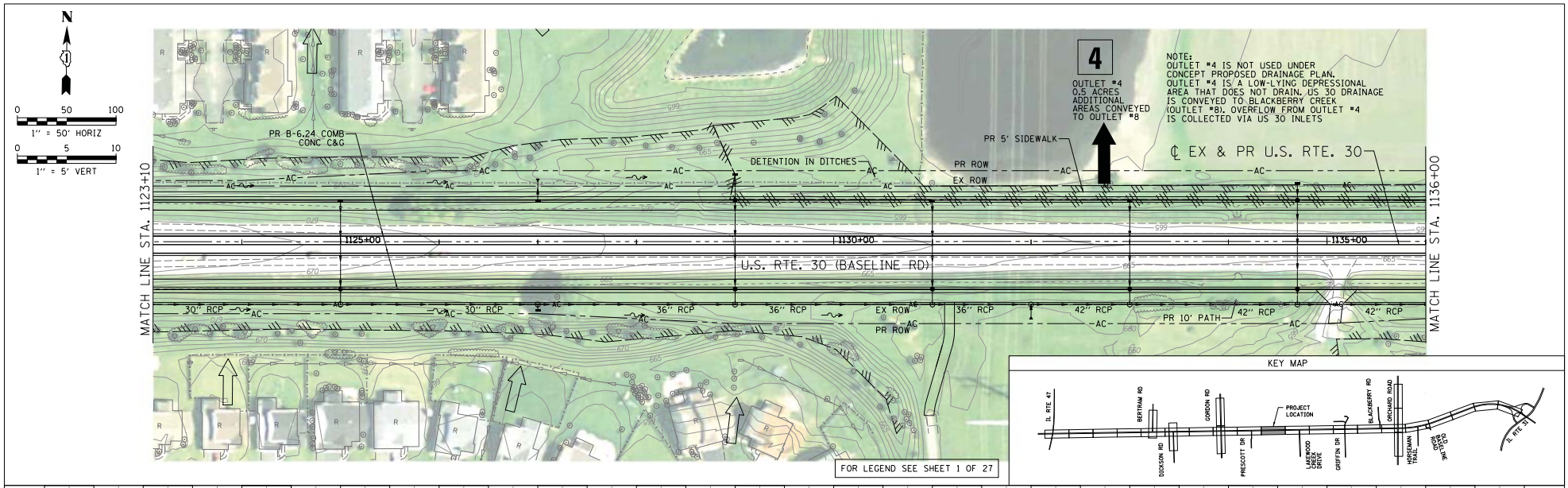
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

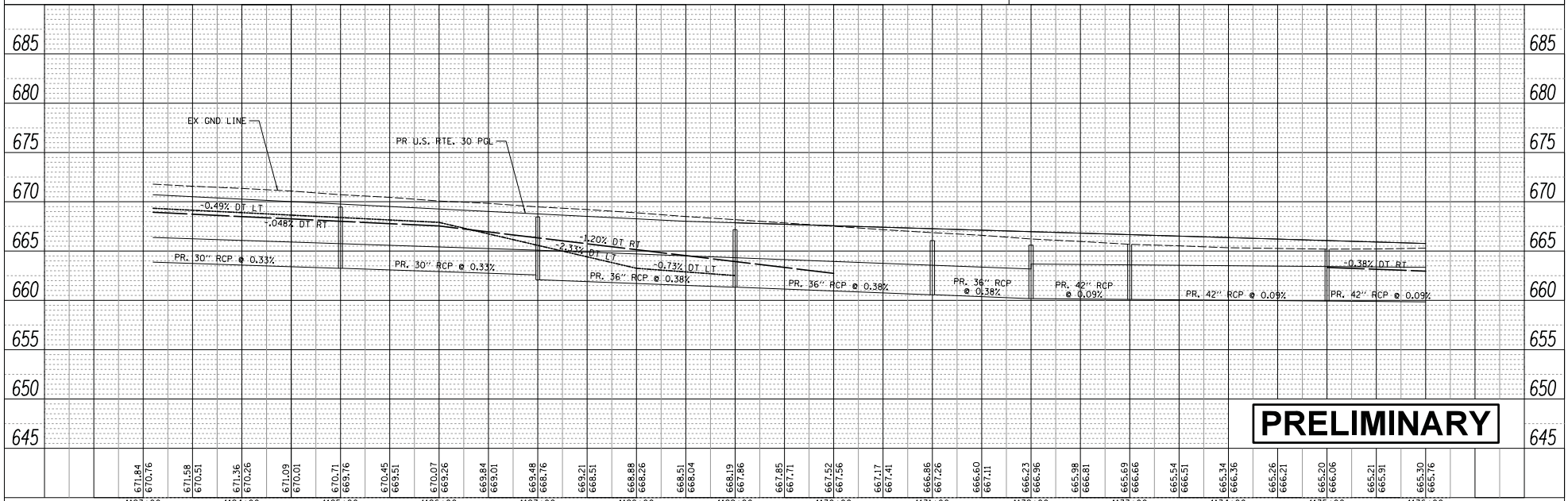
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 9 OF 27 SHEETS | STA. 1110+00 TO STA. 1123+10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	9
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

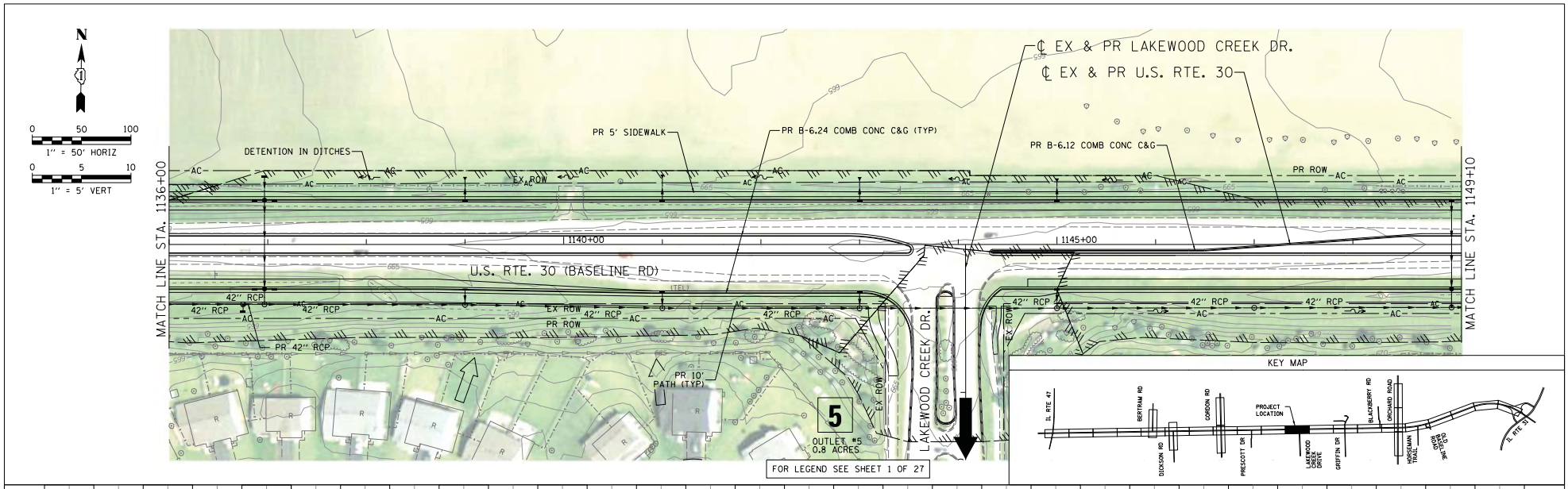


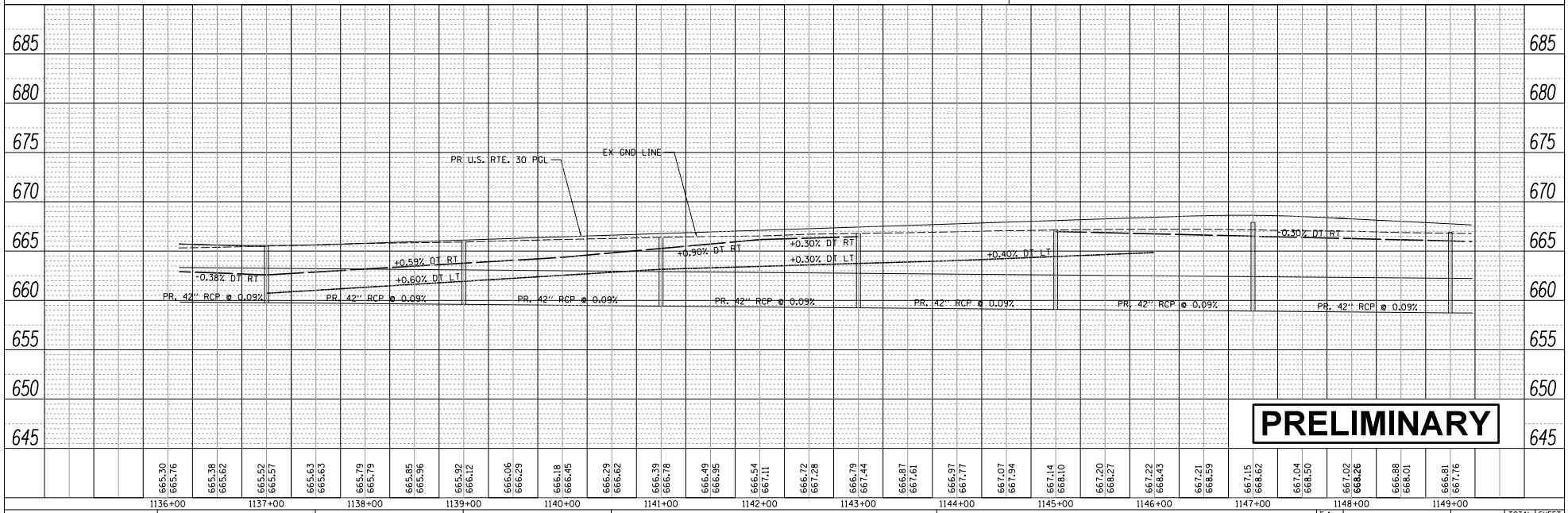


PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | DTL. NOTED | PLAN NOTES CHECKED | FIELD BK. NO. | DATE | BY

PROFILE — SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | PROFILE NOTES CHECKED | FIELD BK. NO. | DATE | BY

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE	F.A. RTE. 349	SECTION
		DRAWN - JAH	REVISED -			COUNTY KANE/KENDALL	TOTAL SHEETS 27 / SHEET NO. 10
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -			CONTRACT NO.	
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 10 OF 27 SHEETS STA. 1123+10 TO STA. 1136+00	ILLINOIS FED. AID PROJECT	





PLAN: SURVEYED | PLOTTED | ALIGNMENT CHECKED | DTM CHECKED | PLOT PLAN CHECKED | NOTE BOOK NO. | BY | DATE

PROFILE: SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | SUPERELEVATION ROTATIONS CHECKED | NOTE BOOK NO. | BY | DATE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

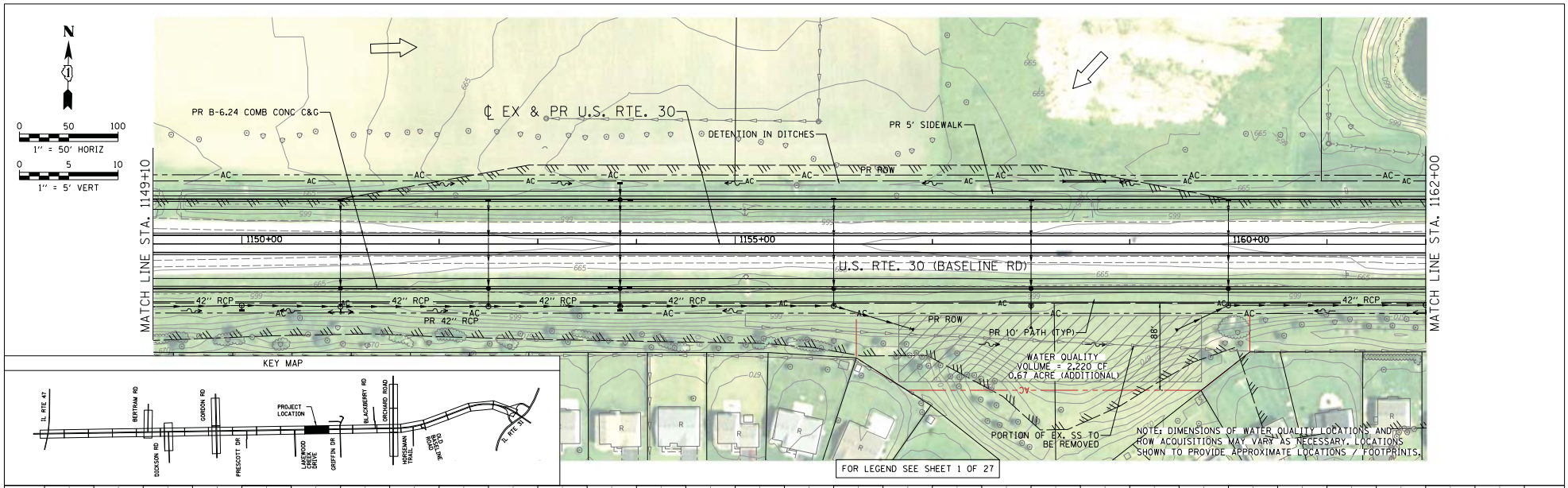
U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 11 OF 27 SHEETS | STA. 1136+00 TO STA. 1149+10

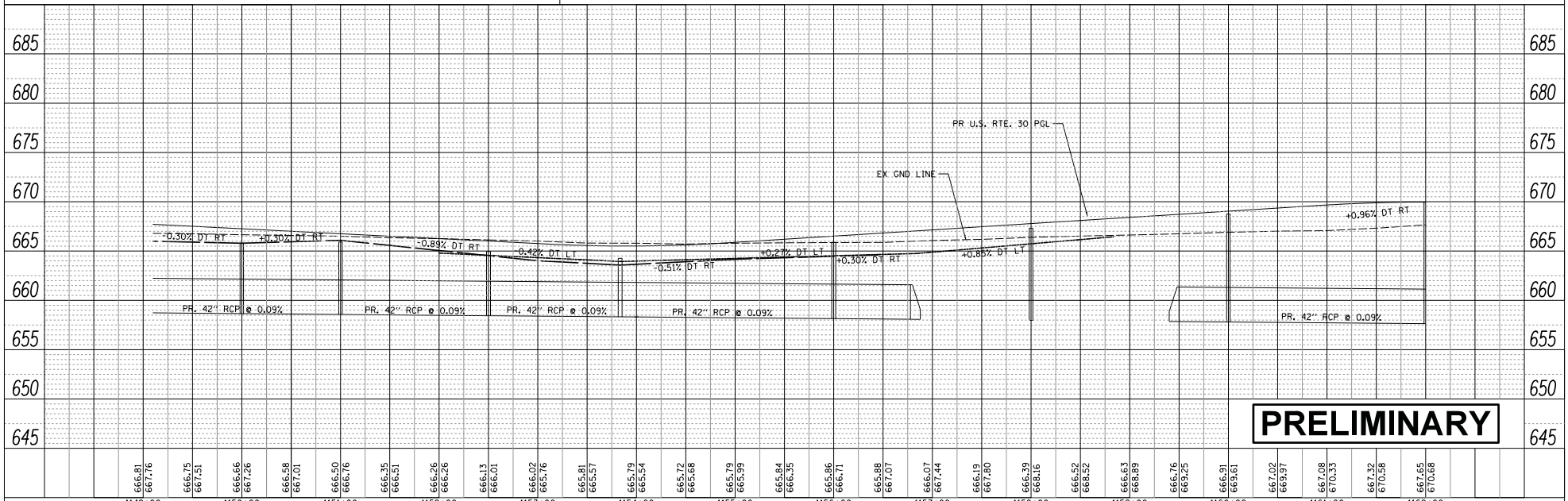
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	11

CONTRACT NO.

ILLINOIS FED. AID PROJECT



KEY MAP



PLAN — SURVEYED | DATE | BY | PLOTTED | ALIGNMENT CHECKED | BKM. NOTED | FIELD BK. NOTES CHECKED | NOTE BOOK NO. | PLOT FILE NAME

PROFILE — SURVEYED | DATE | BY | PLOTTED | GRADES CHECKED | BKM. NOTED | FIELD BK. NOTES CHECKED | NOTE BOOK NO. | SIGNATURE NOTATIONS ENTERED

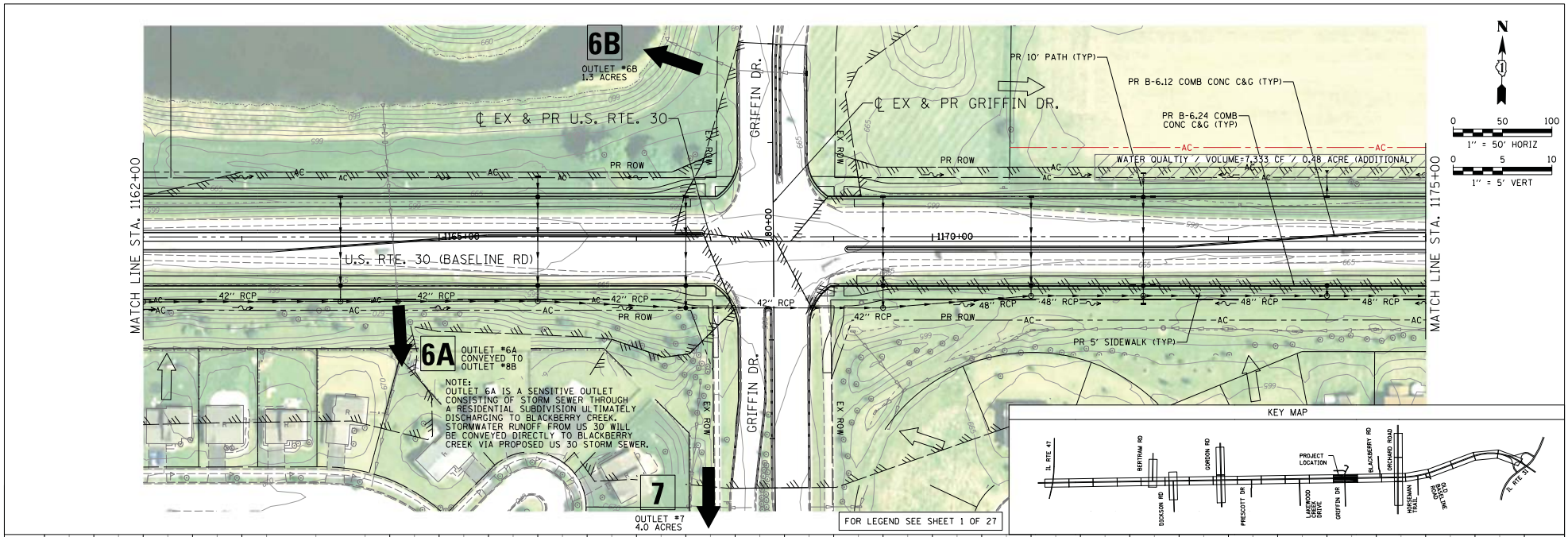
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

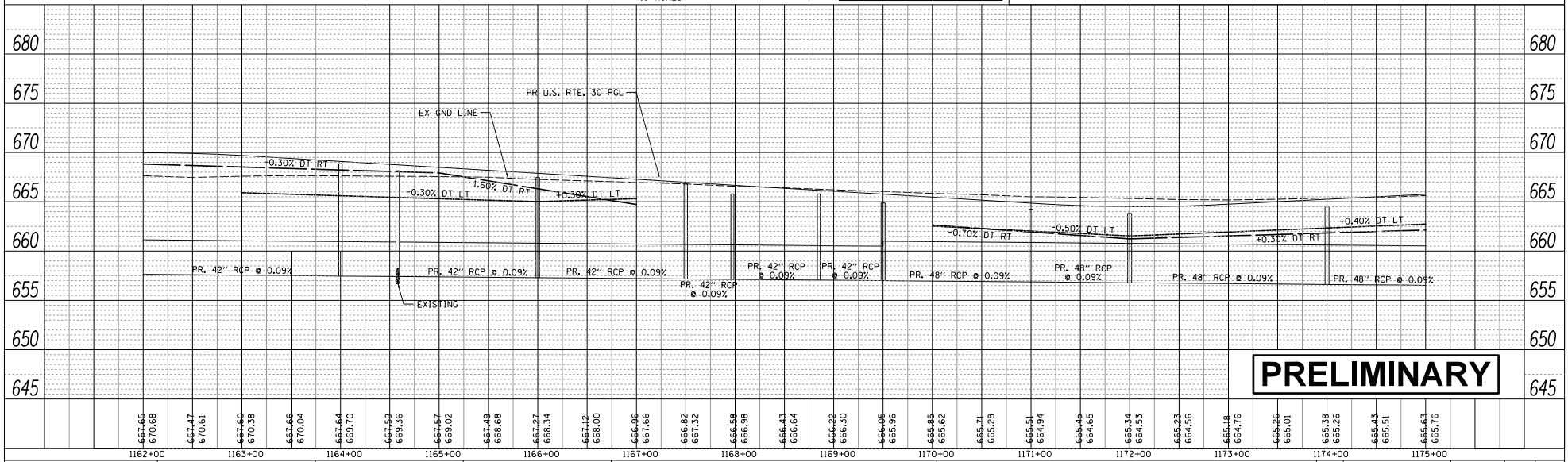
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 12 OF 27 SHEETS | STA. 1149+10 TO STA. 1162+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	12
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



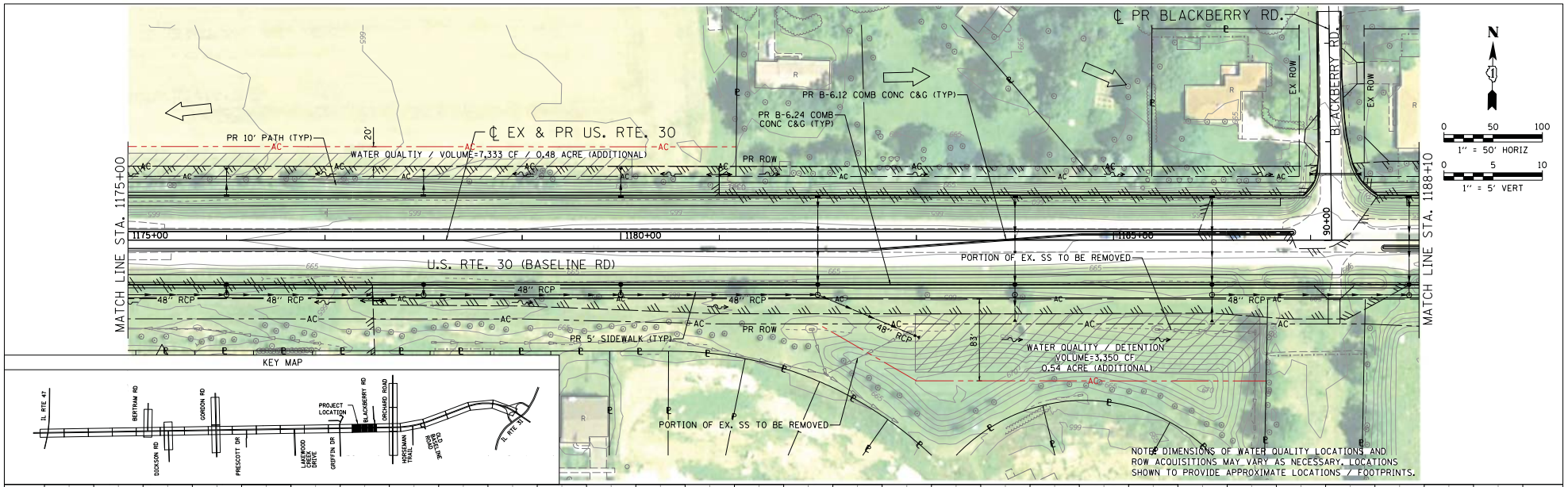


PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
DTM CHECKED
FIELD BK. NO.
FIELD BK. PAGE
BY
DATE

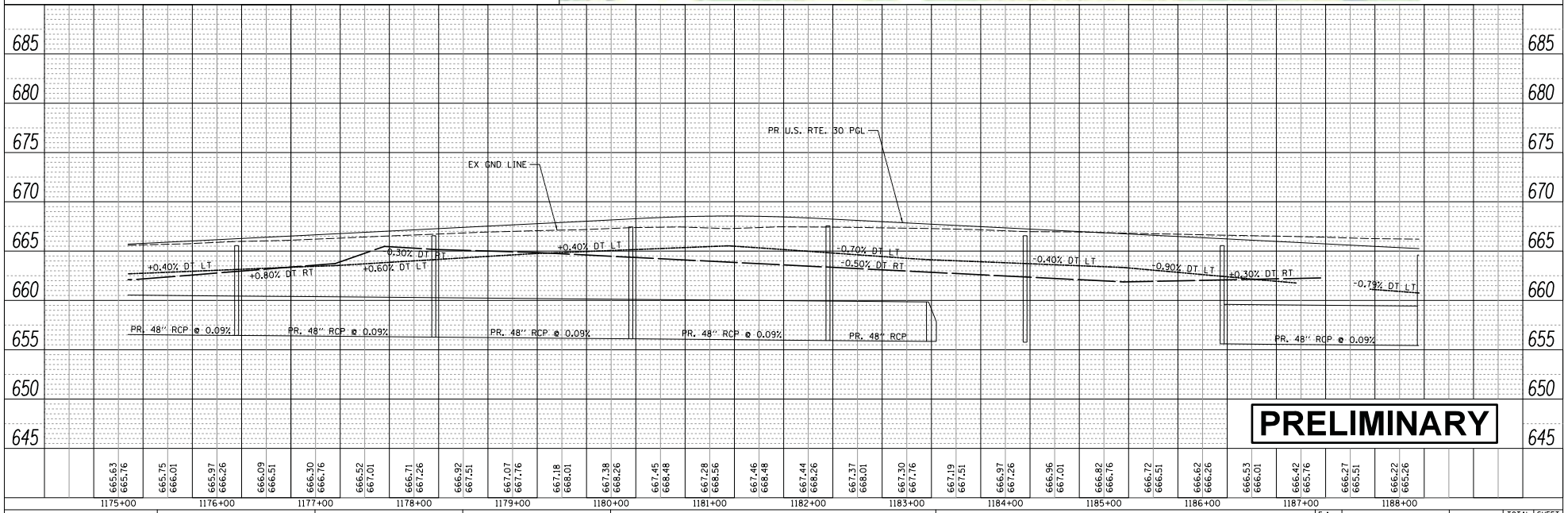
PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
SIGNATURE NOTATIONS COPIED
BY
DATE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED - JAH	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE
		DRAWN -	REVISED - JAH		
	PLOT SCALE = $SCALE$	CHECKED -	REVISED - SGL		
$MODELNAME$	PLOT DATE = $DATE$	DATE -	REVISED - 07/2015		SCALE: 1"=50' SHEET 13 OF 27 SHEETS STA. 1162+00 TO STA. 1175+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	13
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



KEY MAP



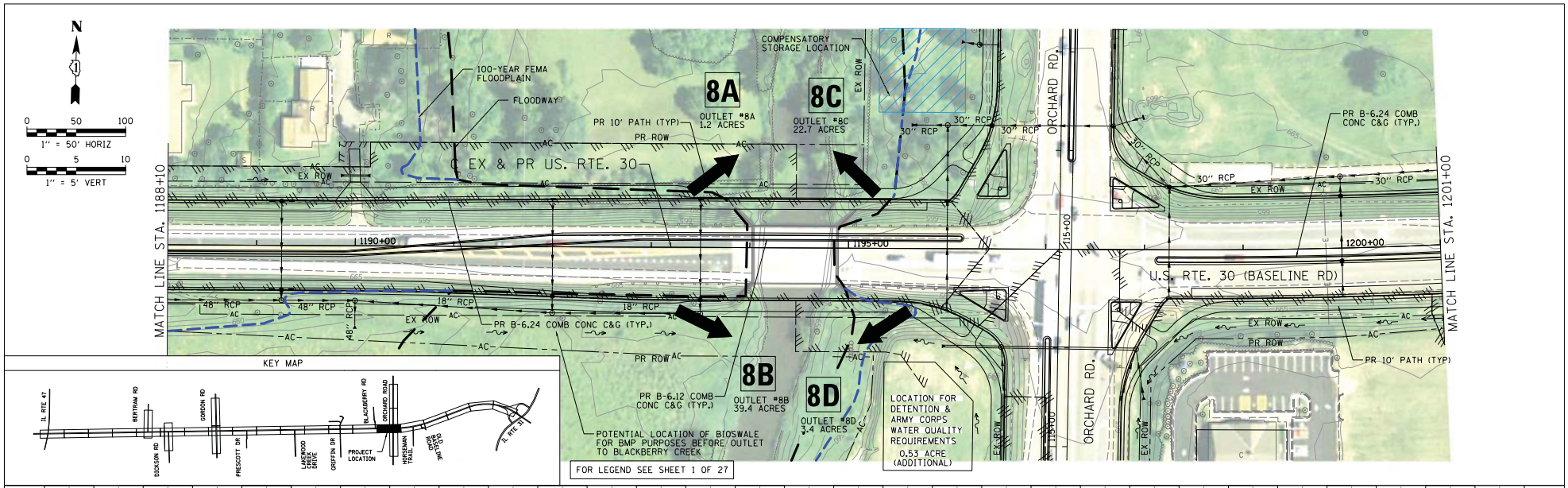
PRELIMINARY

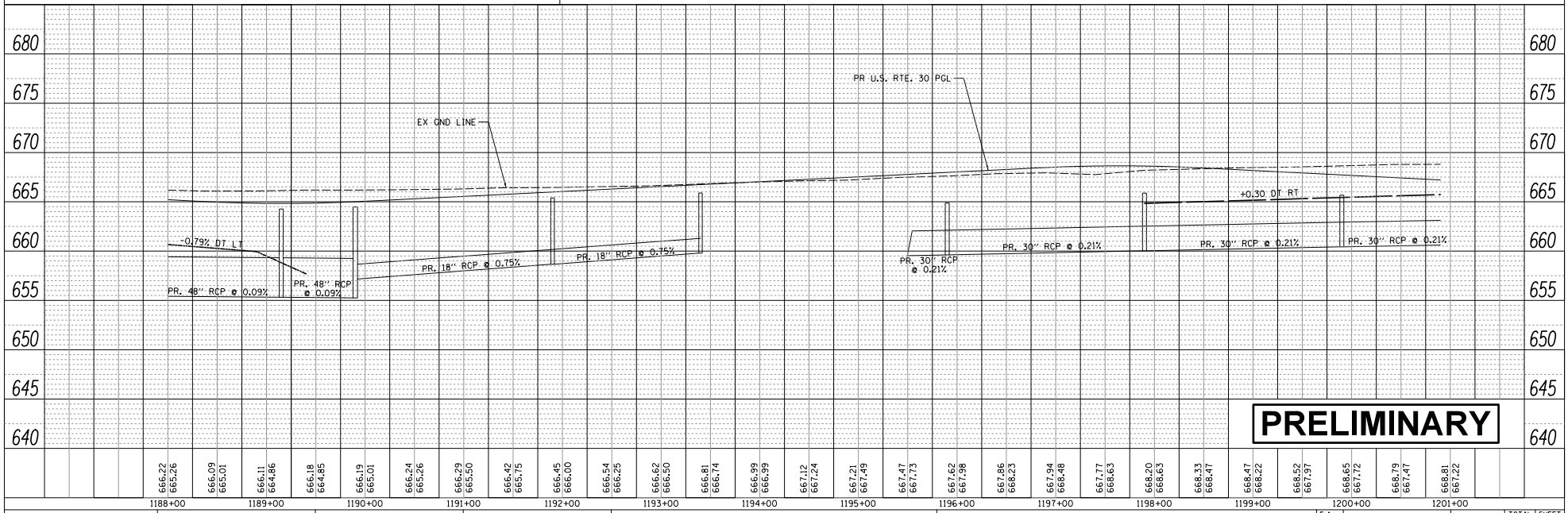
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE
		DRAWN - JAH	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -		
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 14 OF 27 SHEETS STA. 1175+00 TO STA. 1188+10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	14
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / DTL OF R.W. MARKS CHECKED / FIELD BK. NO. / BY / DATE

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





PRELIMINARY

PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | DTL'S & R.W. CHECKED | FIELD BK. & PAGE NOS. | NOTE BOOK NO. | BY | DATE

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

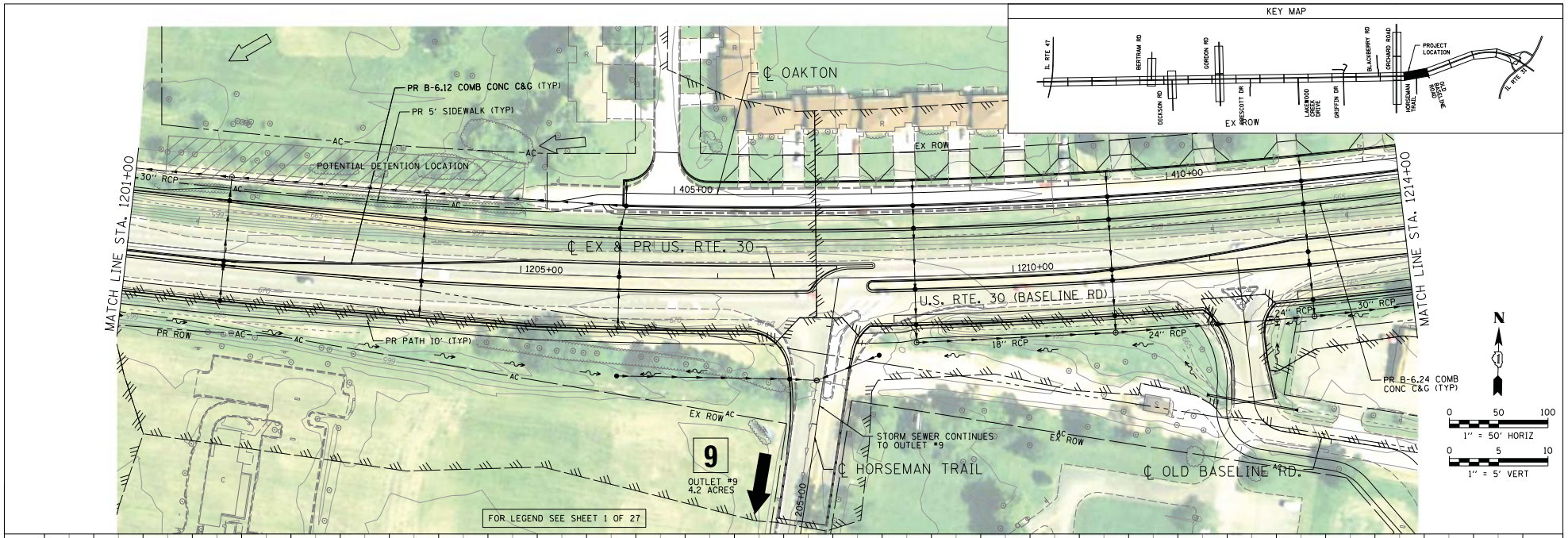
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

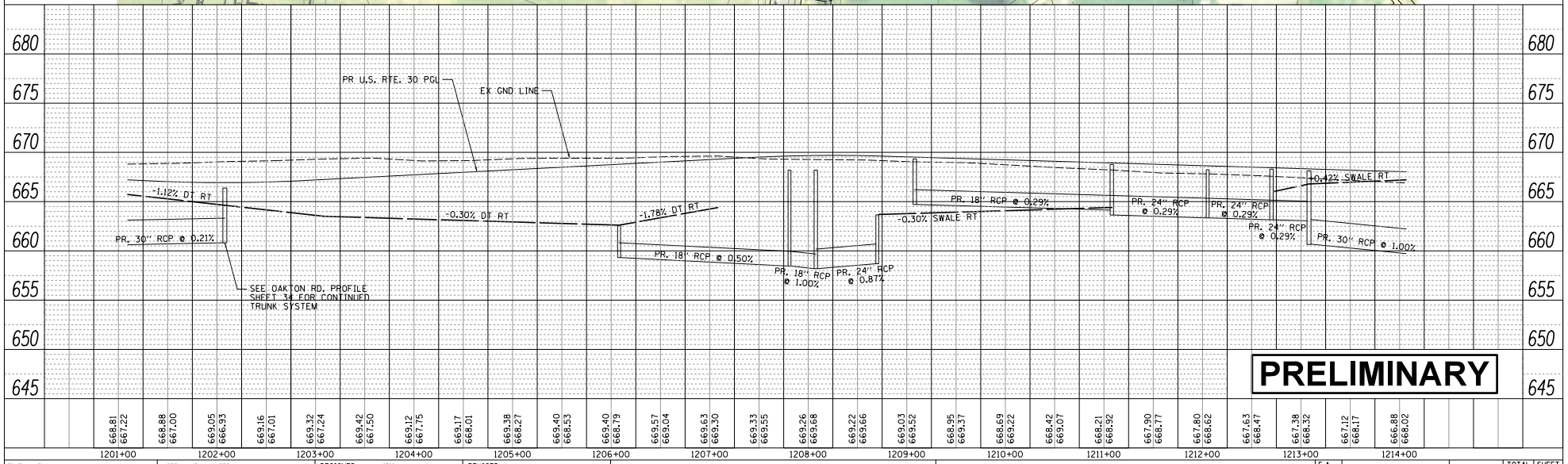
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 15 OF 27 SHEETS | STA. 1188+10 TO STA. 1201+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	15
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		





PLAN	DATE	BY
SURVEYED		
ALIGNMENT CHECKED		
PLAN NOTES CHECKED		
PLAN & ALT. LINE		
NOTE BOOK NO.		

PROFILE	DATE	BY
SURVEYED		
PLANS CHECKED		
PROFILE CHECKED		
B.M. NOTED		
NOTE BOOK NO.	SIGNATURE NOTATIONS COPIED	

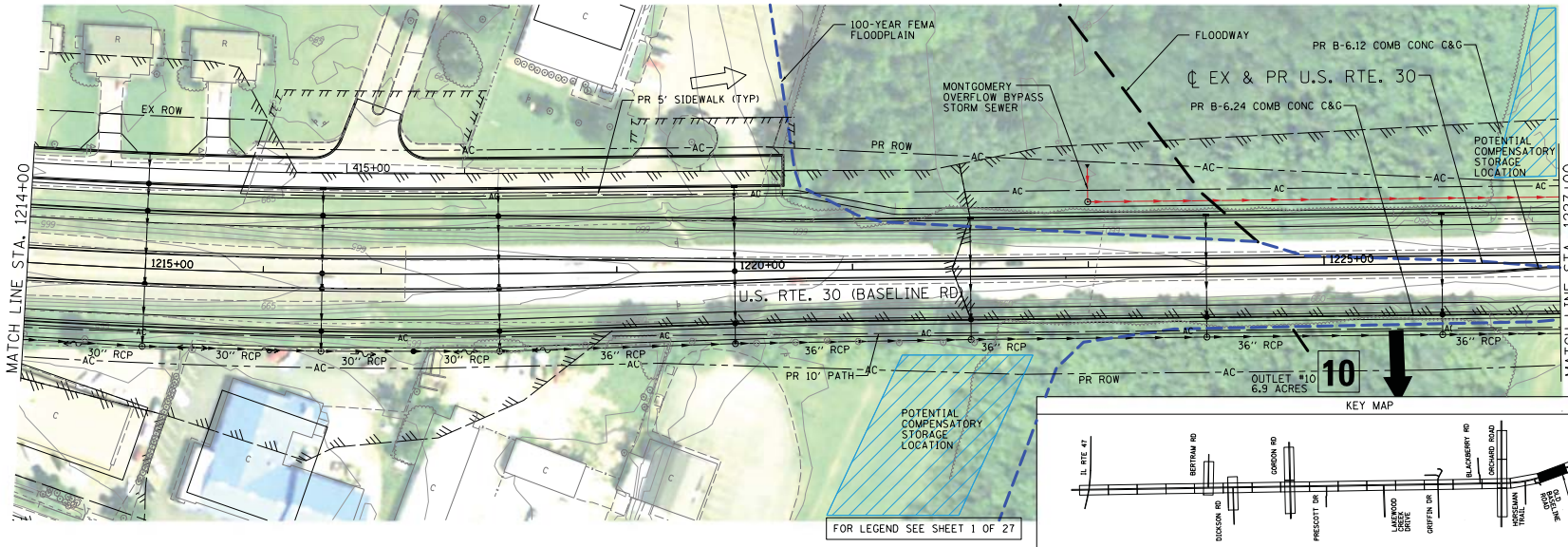
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

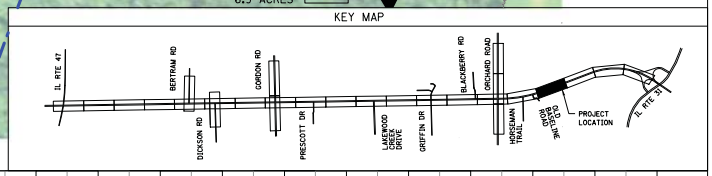
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

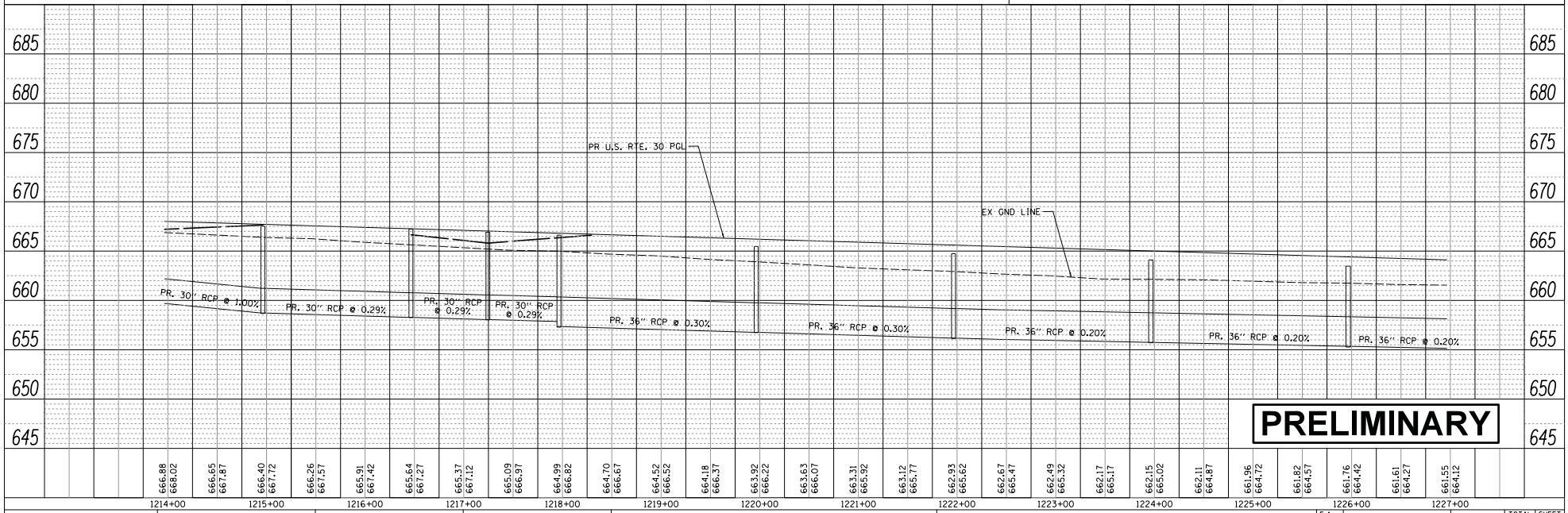
SCALE: 1"=50' SHEET 16 OF 27 SHEETS STA. 1201+00 TO STA. 1214+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	16
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		





0 50 100
1" = 50' HORIZ
0 5 10
1" = 5' VERT



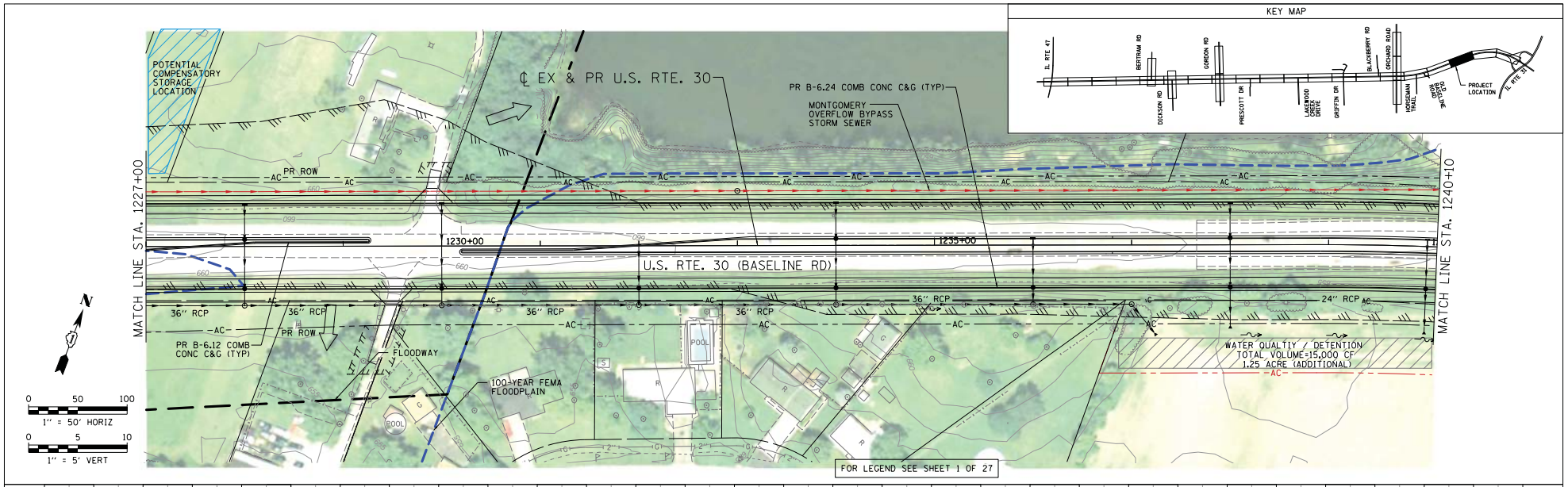
PRELIMINARY

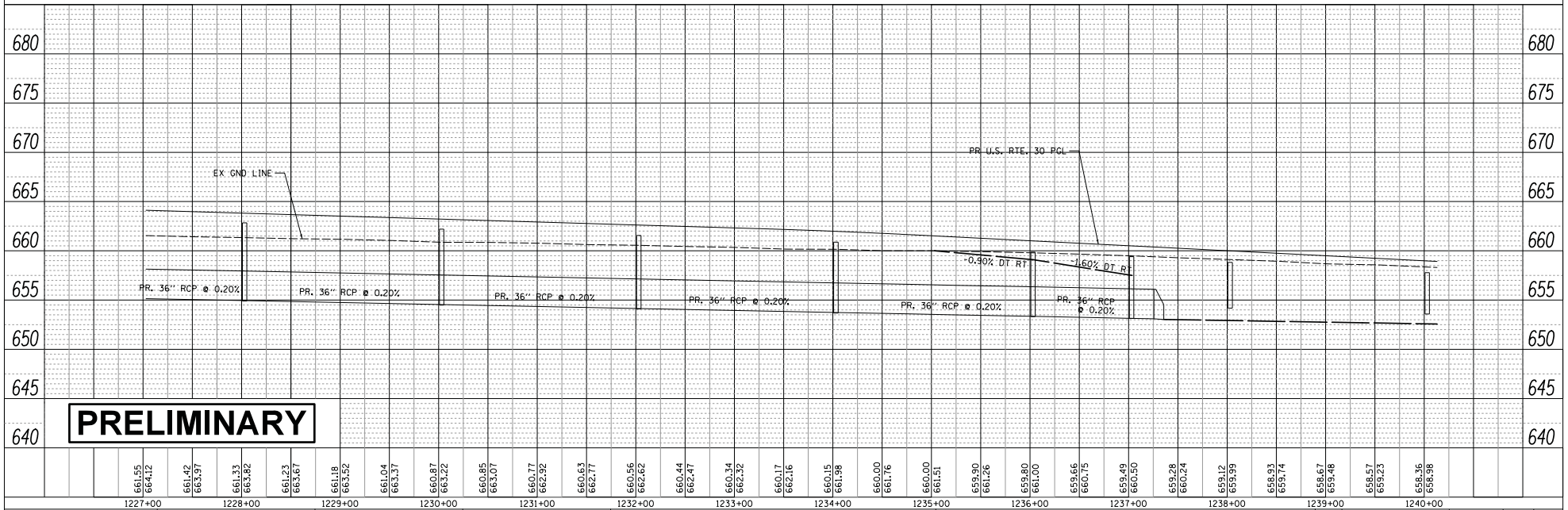
PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
B.M. NOTED
FIELD BK. & PG. NUMBERS
BY
DATE

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE
		DRAWN - JAH	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -		
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 17 OF 27 SHEETS STA. 1214+00 TO STA. 1227+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	17
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		





PRELIMINARY

PLAN	DATE	BY
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
GRADES CHECKED		
B.M. NOTED		
PLOT PLAN MADE		
NOTE BOOK NO.		

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

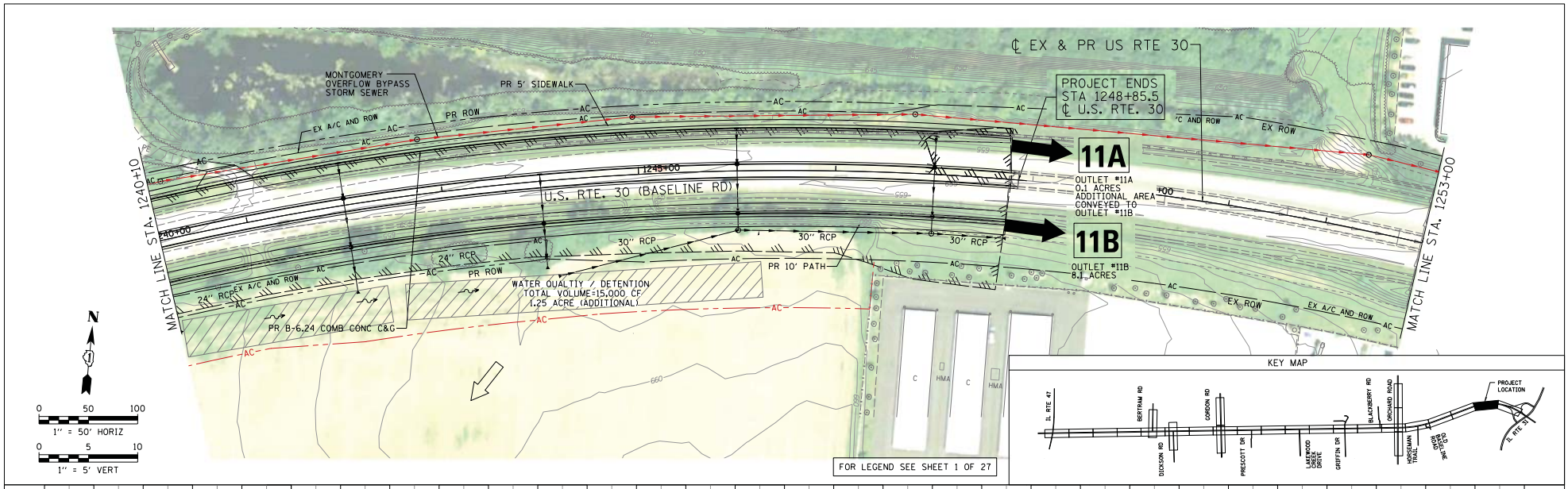
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

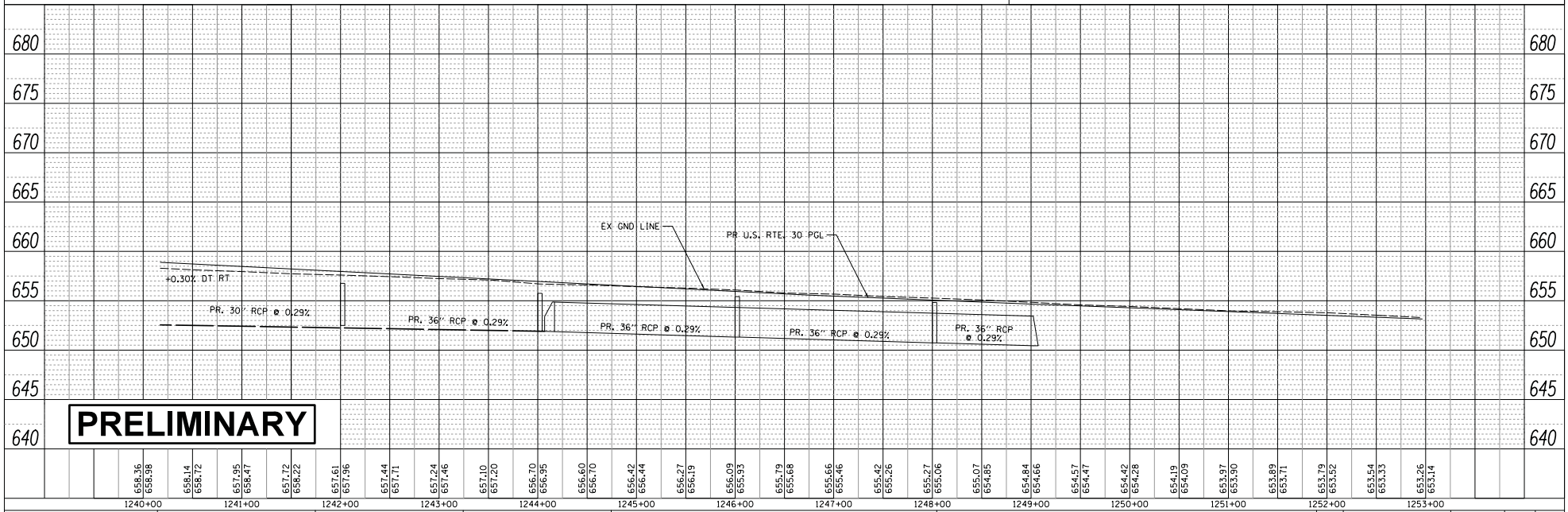
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 18 OF 27 SHEETS | STA. 1227+00 TO STA. 1240+10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	18
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		





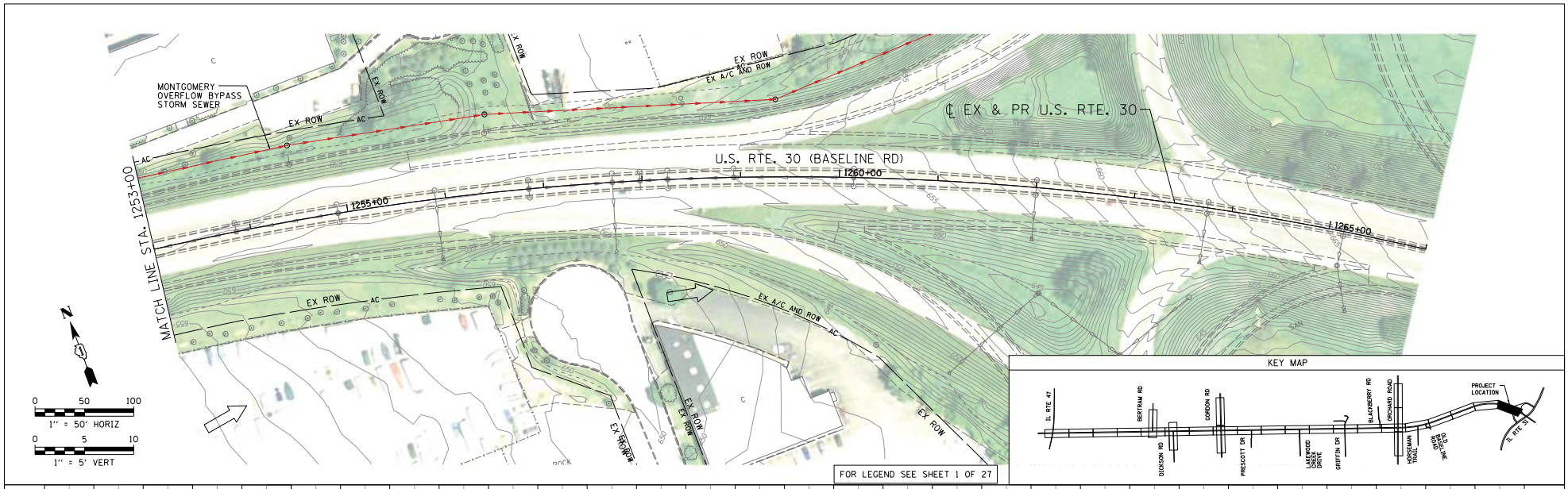
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

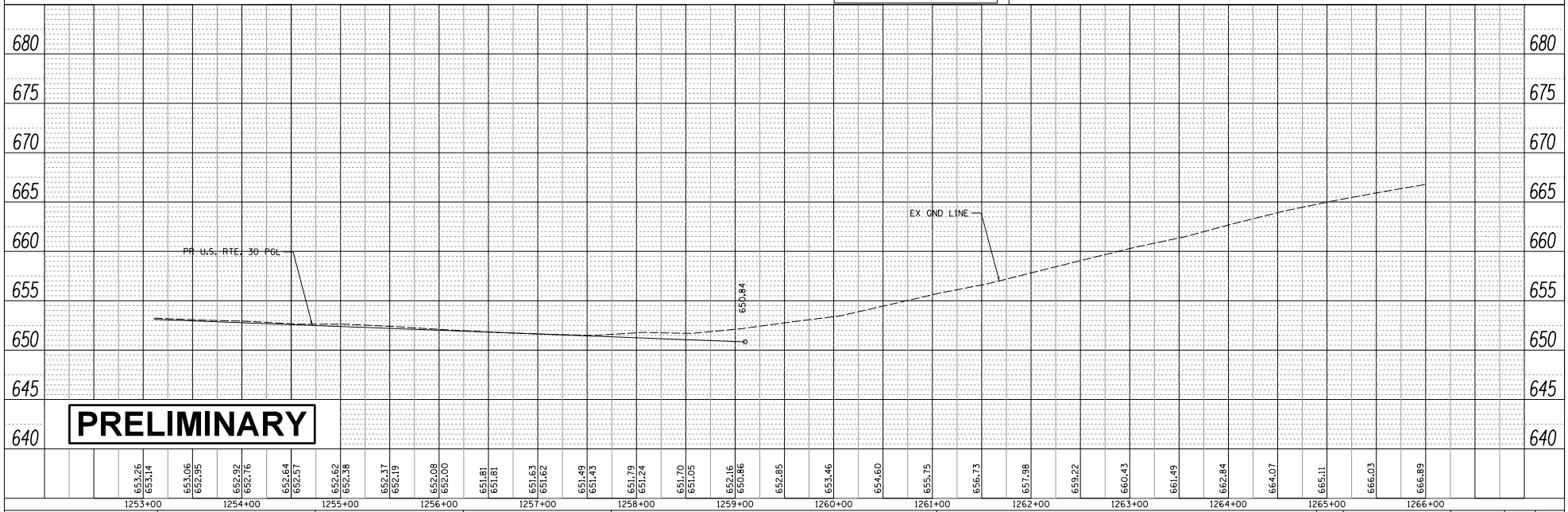
U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 19 OF 27 SHEETS | STA. 1240+10 TO STA. 1253+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	19
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



FOR LEGEND SEE SHEET 1 OF 27



PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	ALIGNMENT CHECKED		
	PLOT PLAN CHECKED		
	PROFILE LINE CHECKED		

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

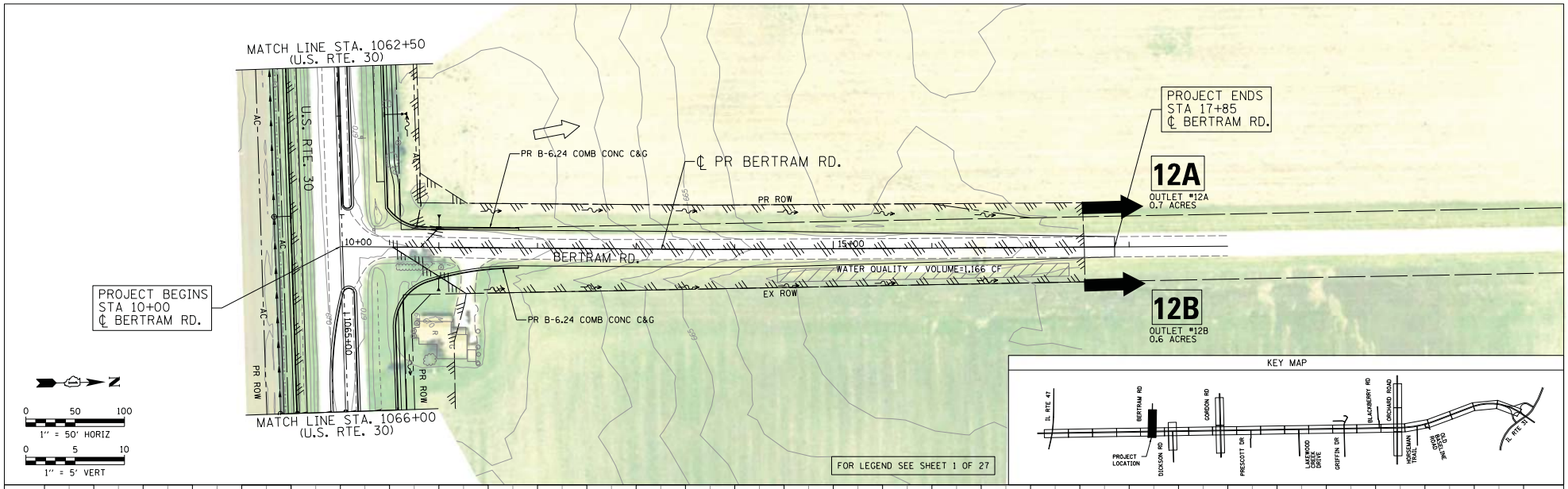
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

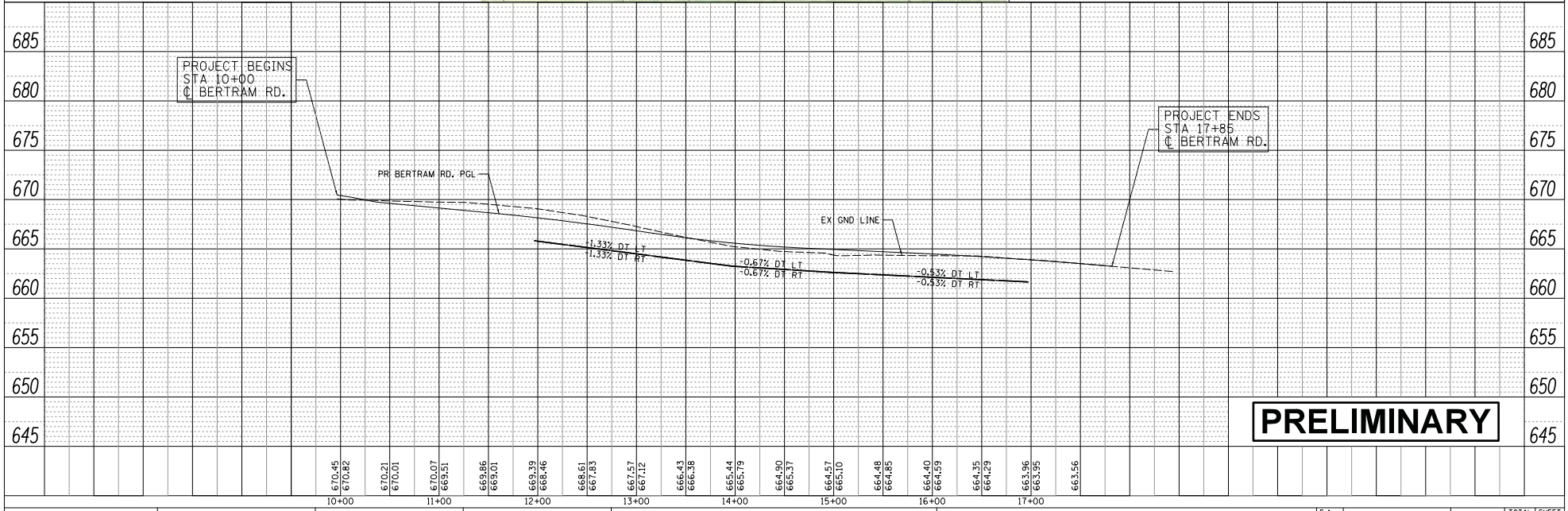
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

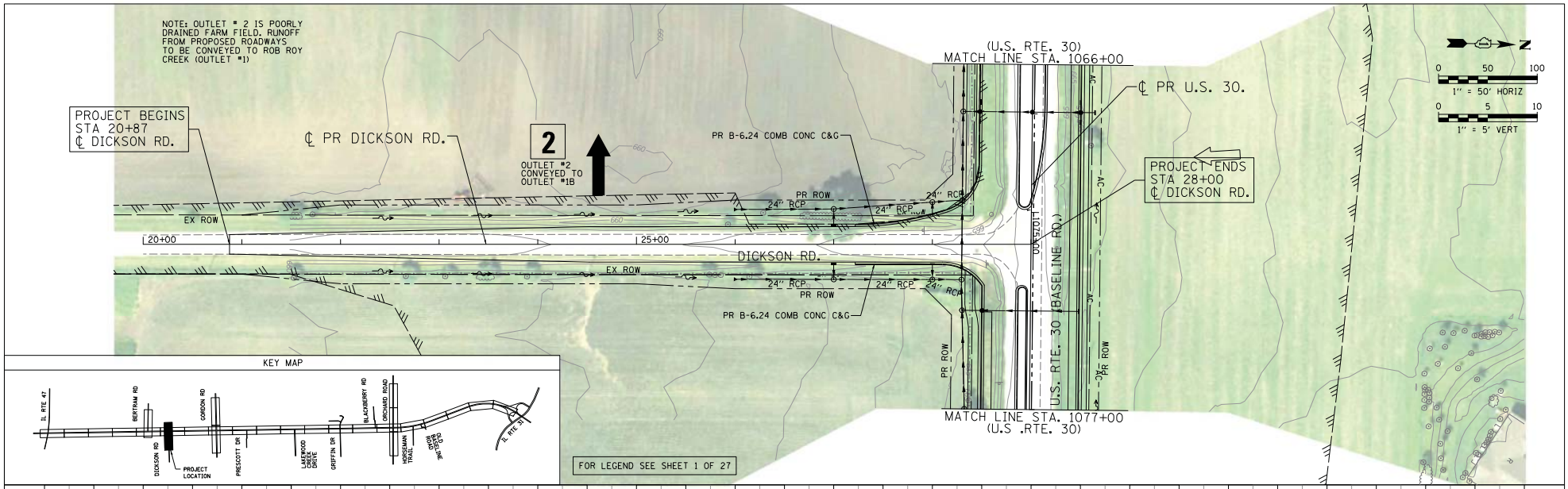
SCALE: 1"=50' | SHEET 20 OF 27 SHEETS | STA. 1253+00 TO STA. 1266+00

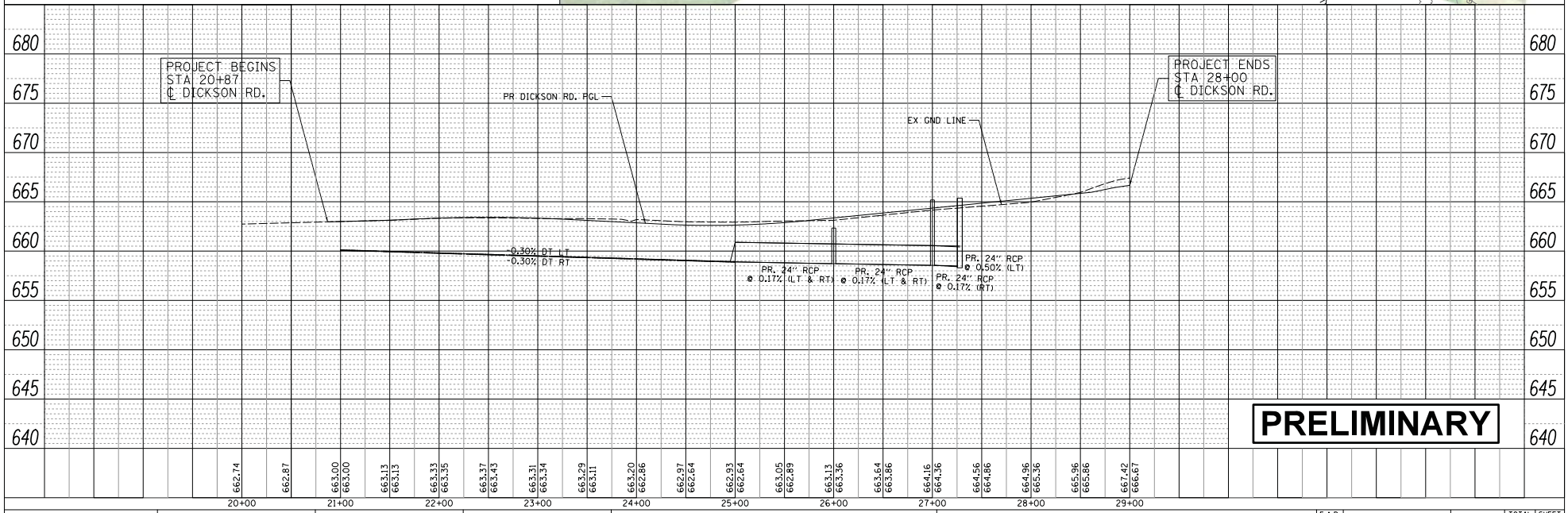
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	20
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		





FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE	F.A. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 27 / SHEET NO. 21
$MODELNAME$		DRAWN - JAH	REVISED -					CONTRACT NO.	
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -						
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 21 OF 35 SHEETS STA. 10+00 TO STA. 17+56			ILLINOIS FED. AID PROJECT	

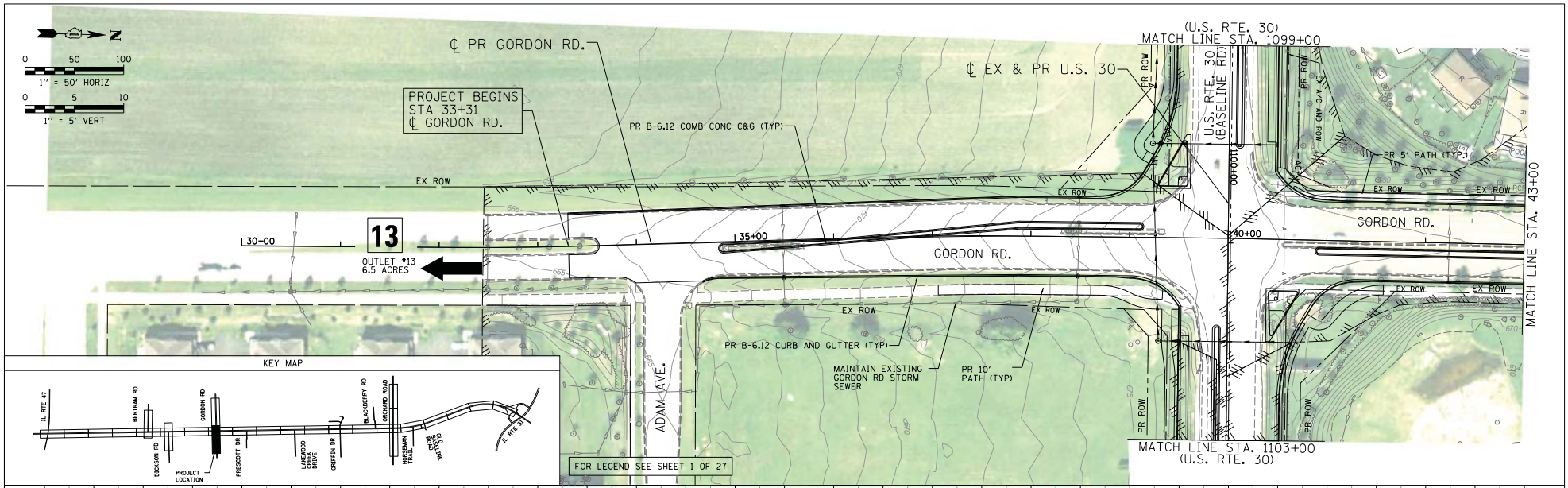




FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE	F.A.P. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 27 / SHEET NO. 22
$MODELNAME$		DRAWN - JAH	REVISED -					CONTRACT NO.	
	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -						
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 22 OF 27 SHEETS STA. 20+00 TO STA. 28+00			ILLINOIS FED. AID PROJECT	

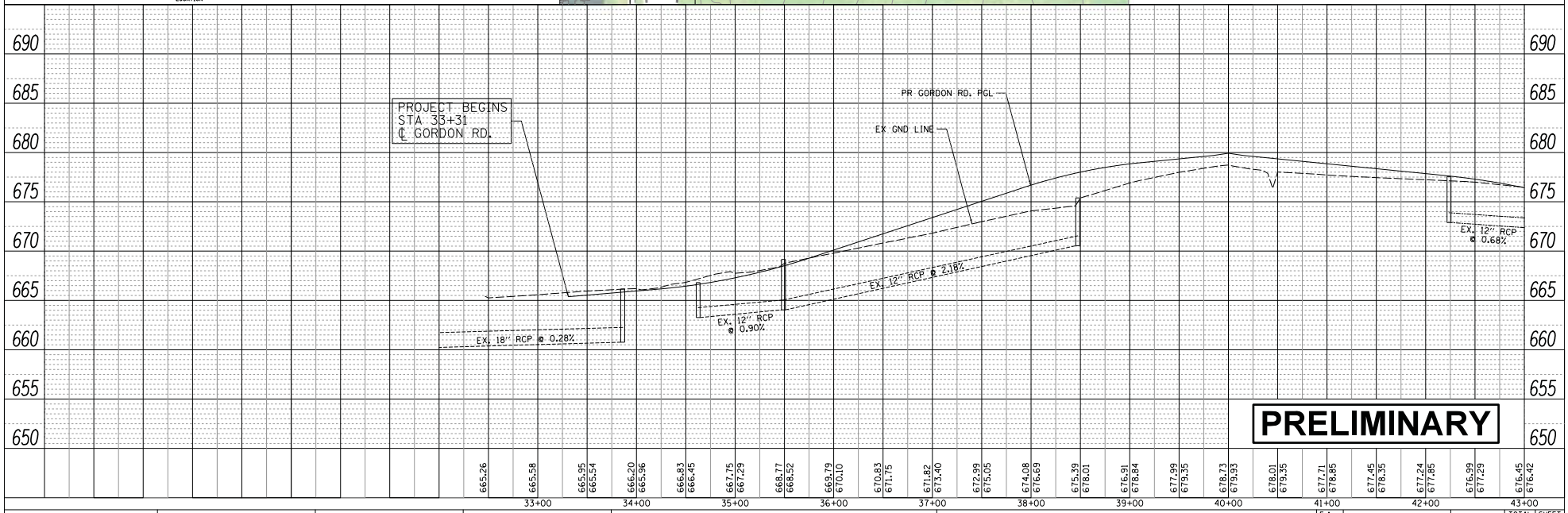
PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / DRAWN / ELEV. CHECKED / PLOT & ELEV. CHECKED / NOTE BOOK NO. / BY / DATE

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



PLAN

NOTE BOOK NO.	SURVEYED	PLOTTED	ALIGNMENT CHECKED	GRADES CHECKED	BKM. NOTED	FIELD BK. NO.	BY	DATE



PROFILE

NOTE BOOK NO.	SURVEYED	PLOTTED	GRADES CHECKED	BKM. NOTED	FIELD BK. NO.	BY	DATE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -
		DRAWN - JAH	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

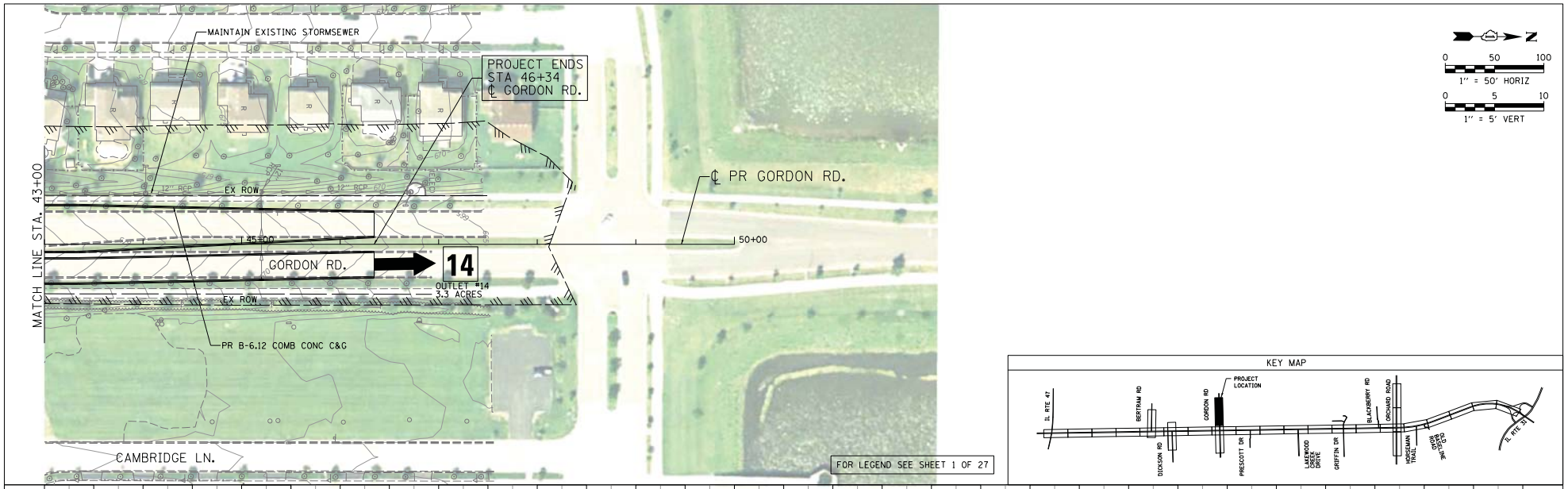
U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31
PROPOSED DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 23 OF 27 SHEETS | STA. 30+00 TO STA. 43+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	23

CONTRACT NO.

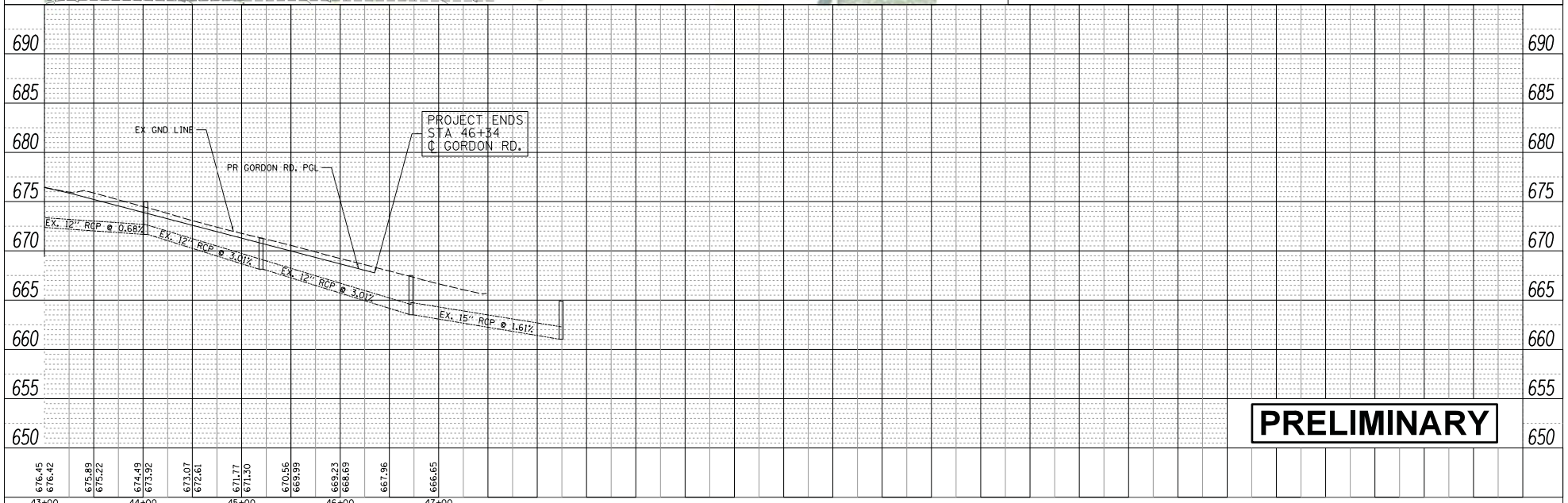
ILLINOIS FED. AID PROJECT



FOR LEGEND SEE SHEET 1 OF 27

PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
BKM. NOTED
PLOT OF BK. CHECKED
PROJECT NAME
BY
DATE

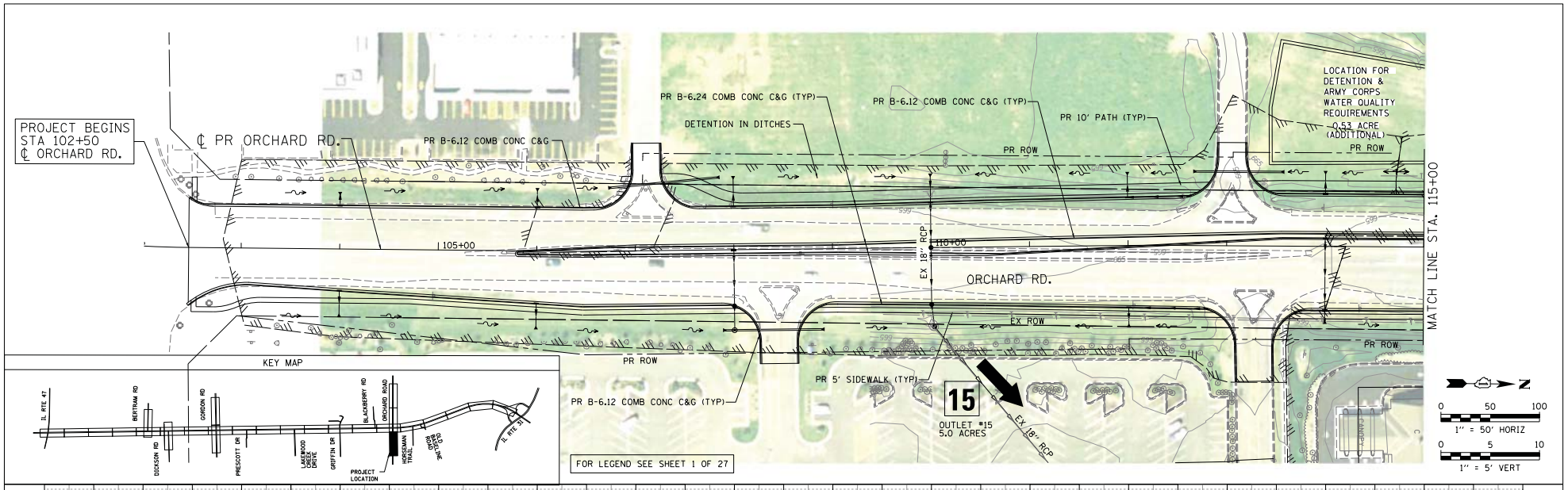
PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
BKM. NOTED
SIGNATURE NOTATIONS COPIED
BY
DATE

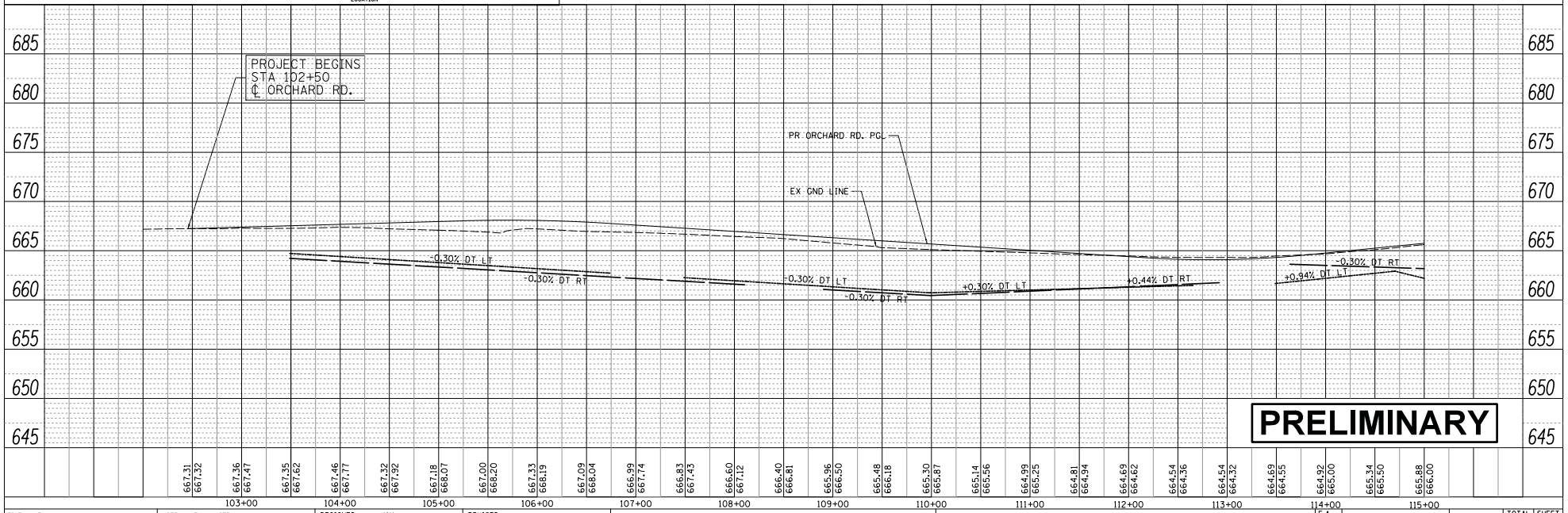


PRELIMINARY

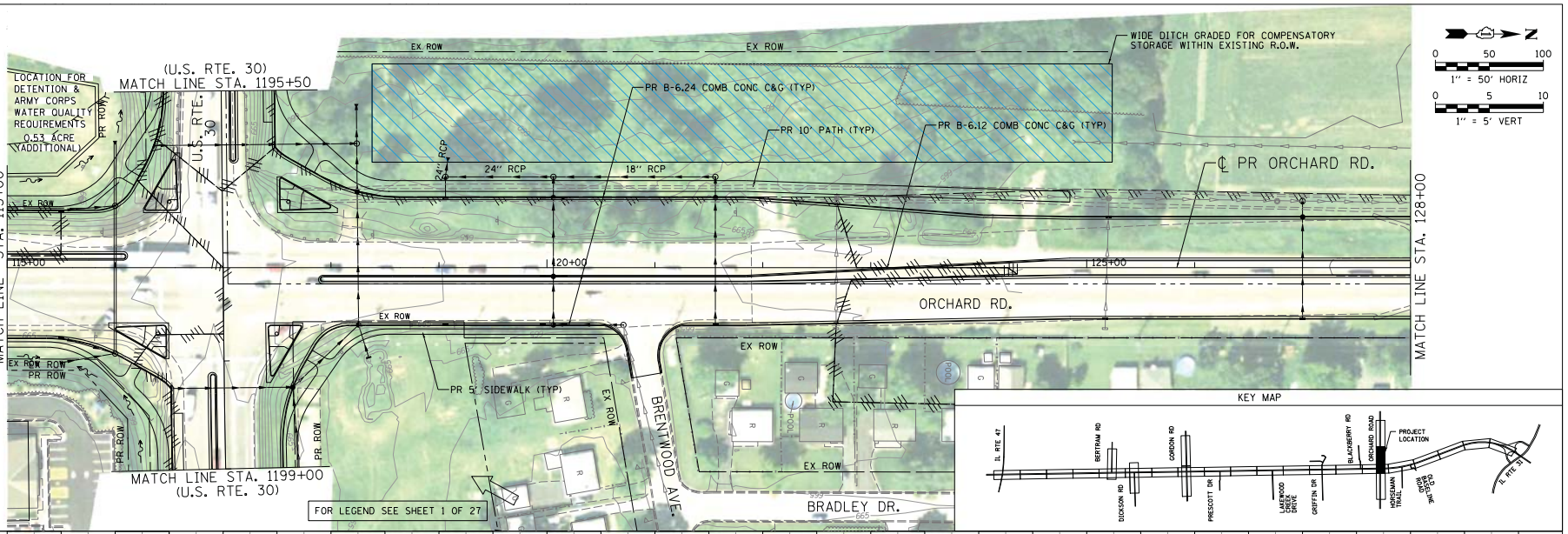
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE
		DRAWN - JAH	REVISED -		
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -		
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 24 OF 27 SHEETS STA. 43+00 TO STA. 48+49

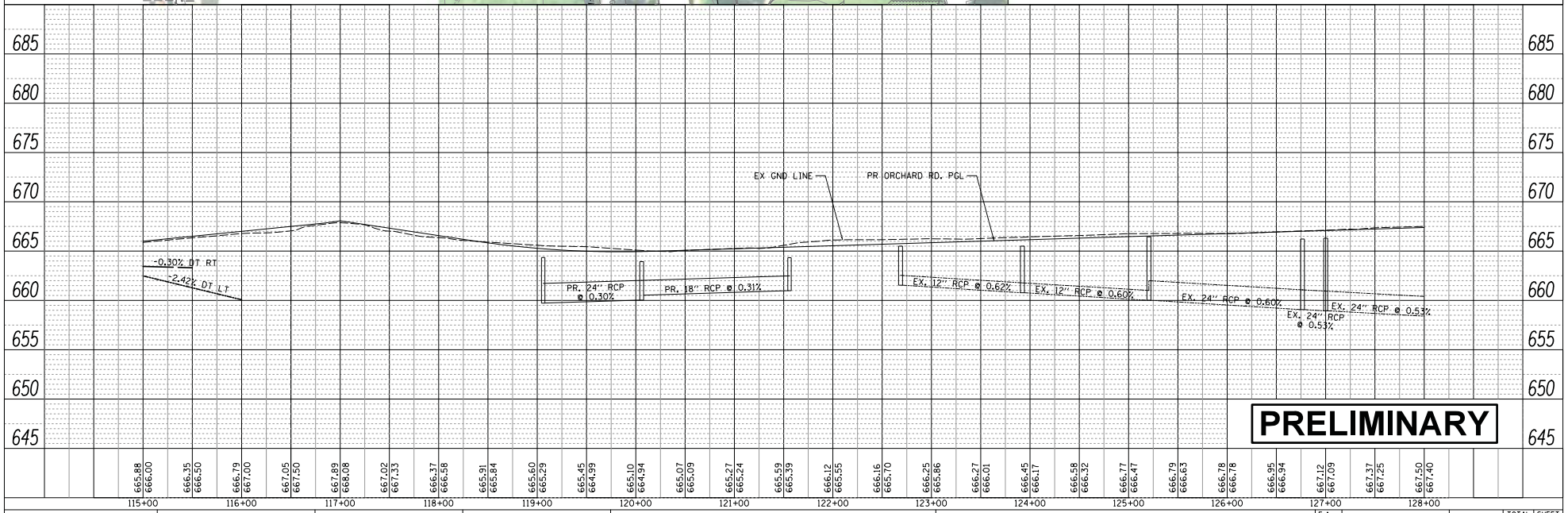
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349		KANE/KENDALL	27	24
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		





FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE	F.A. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 27 / SHEET NO. 25
		DRAWN - JAH	REVISED -					CONTRACT NO.	
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -						
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 25 OF 27 SHEETS STA. 100+00 TO STA. 114+00			ILLINOIS FED. AID PROJECT	

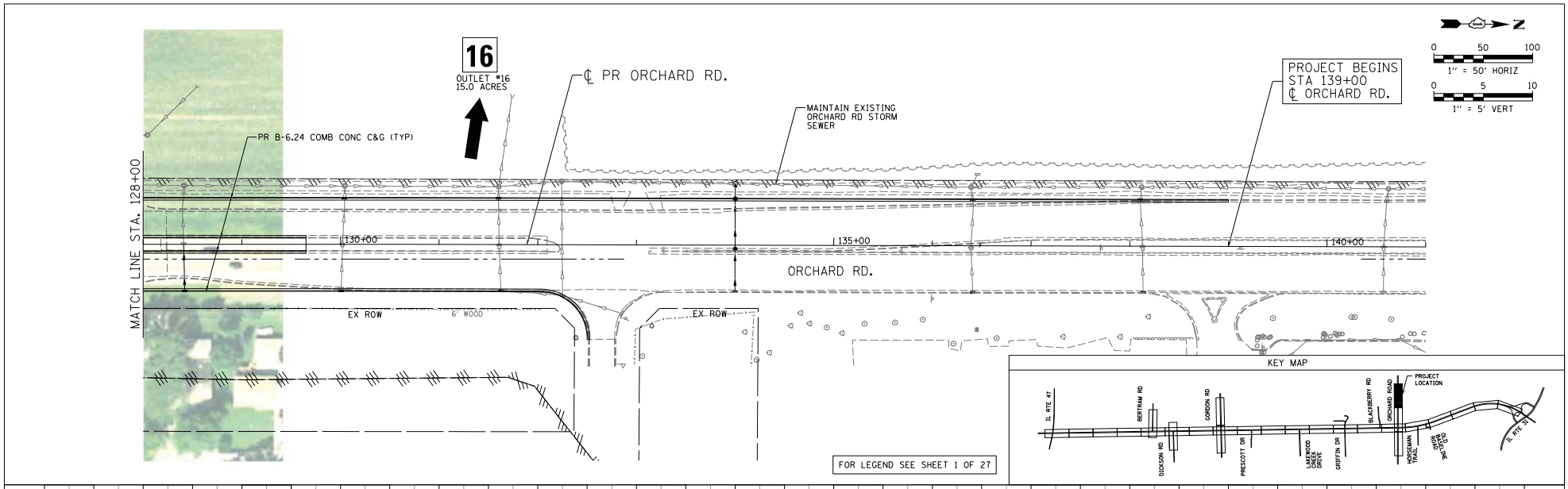




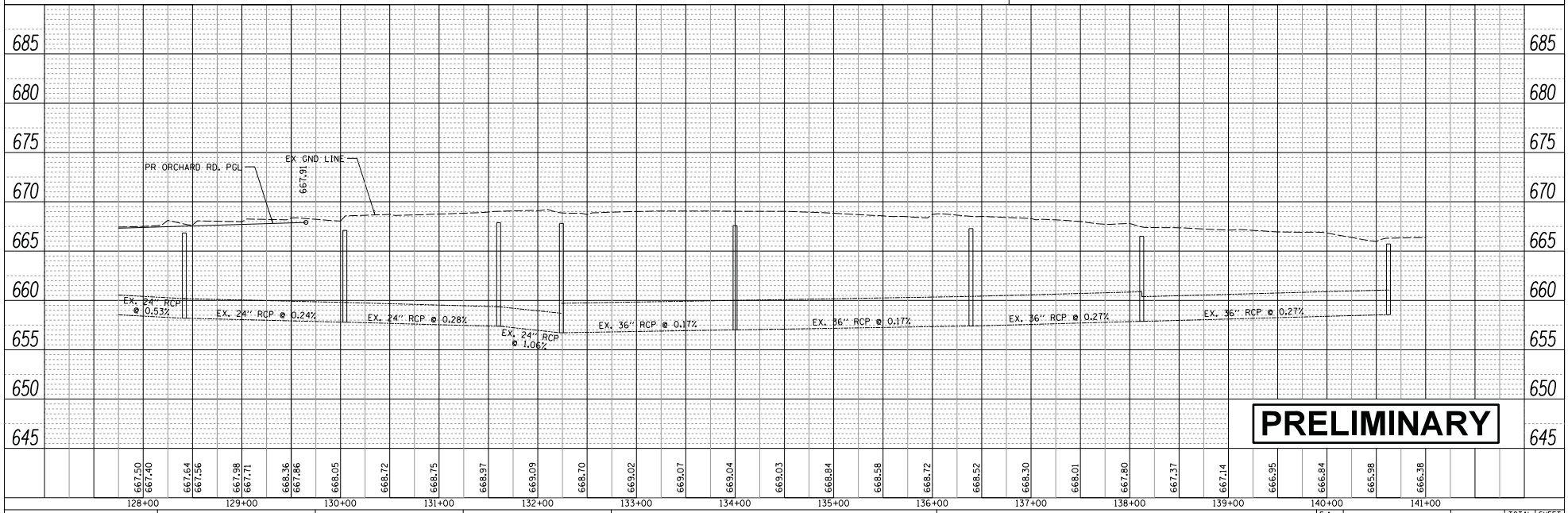
PLAN — NOTE BOOK NO. — SURVEYED — PLOTTED — ALIGNMENT CHECKED — DTL. & R.E. CHECKED — PLAN BY NAME — BY — DATE

PROFILE — NOTE BOOK NO. — SURVEYED — PLOTTED — GRADES CHECKED — B.M. NOTED — PROFILE BY NAME — BY — DATE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE	F.A. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 27 / SHEET NO. 26
		DRAWN - JAH	REVISED -					CONTRACT NO.	
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -						
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 26 OF 27 SHEETS STA. 113+00 TO STA. 128+00			ILLINOIS FED. AID PROJECT	



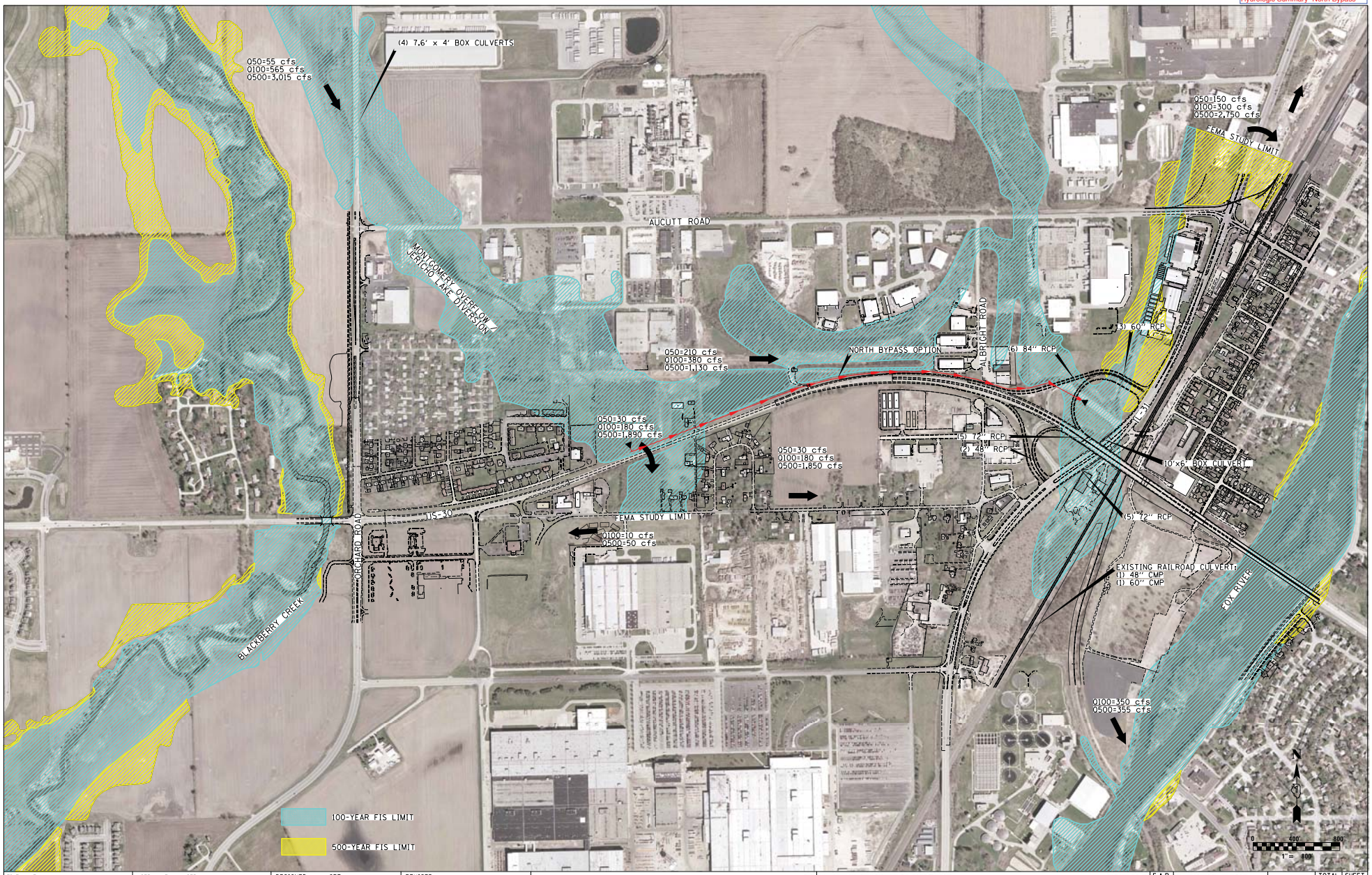
PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
PROFILE CHECKED
FIELD BK. NO.
PLOT FILE NAME
BY
DATE



PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
PROFILE NOTATIONS CHECKED
FIELD BK. NO.
BY
DATE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JAH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. RTE 30, IL. ROUTE 47 TO IL. ROUTE 31 PROPOSED DRAINAGE PLAN AND PROFILE	F.A. RTE. 349	SECTION	COUNTY KANE/KENDALL	TOTAL SHEETS 27 / SHEET NO. 27
		DRAWN - JAH	REVISED -					CONTRACT NO.	
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - SGL	REVISED -						
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=50' SHEET 27 OF 27 SHEETS STA. 127+00 TO STA. 138+21			ILLINOIS FED. AID PROJECT	

Attachment#5: Montgomery Overflow Hydrologic Summary- North Bypass



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - GRE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING FLOW RATE SUMMARY / NORTH BYPASS SS ALTERNATIVE US ROUTE 30 (BASELINE ROAD)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - GRE	REVISED -			349		KANE/KENDALL	1 / 1
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -					JOB NO. P-91-403-11	
	PLOT DATE = $DATE$	DATE - 07/2015	REVISED -		SCALE: 1"=400' / SHEET NO. 1 OF 1 SHEETS			ILLINOIS FED. AID PROJECT	

D-3.2.3

Village of Montgomery

LIN ENGINEERING,LTD.
Consulting Engineers

3261 South Meadow brook Road, Springfield, IL 62711 Tel: (217) 679-2928 Fax: (217) 679-2736
576 Oakmont Lane, Westmont, Illinois 60559 Tel: (630) 323-5168 Fax: (630) 323-5174
E-Mail: info@LinEng.com Website: www.LinEng.com

MEMORANDUM

To: The Record

From: Geoffrey Elfers, P.E.

Subject: US Route 30 Existing and Proposed Drainage
Meeting Minutes
Thursday, August 30, 2012

Attendees:		
	Peter Wallers	Engineering Enterprises, Inc/Village of Montgomery
	Tim Paulson	Engineering Enterprises, Inc/Village of Montgomery
	Geoff Elfers	Lin Engineering, Ltd.

A conference call was initiated with the Village of Montgomery to discuss the existing and proposed drainage plan. The below items were discussed:

1. The Village will provide additional utility atlases as a source of information for all existing utilities along US Route 30 within the project limits as they are available.

2. The Village will look for the transportation and access plan that had been approved by IDOT and provide that information. The plan shows additional access points to US Route 30 and locations of future traffic signalizations at intersections.

3. The flooding that occurs at the depressional area near the ComED easement was discussed. The Village may plan for a future pedestrian crossing at this location and stressed the need to not increase the volume of flow to this area. I mentioned the possibility of providing detention near the future sports complex detention and using the depressional area as an outlet without increasing flow rates. The Village stated that to improve drainage at this location the outlet would need to be improved. The existing outlet is believed to be a drain tile on the south side of US Route 30 between the ComED easement and an existing subdivision. Peter said that they did not know the exact location of the drain tile but Tim mentioned that he has identified the manhole that drains the tile. The Village will give some indication of the manhole and general drainage configuration of the outlet. The Village suggested that as part of the US Route 30 study, solutions to improving this outlet should be investigated and flow rates should not be increased to this outlet under proposed conditions. For detention, the Village briefly mentioned there may be excess capacity at the detention pond near the police station that could potentially be utilized but they would need to see more drainage information such as storage volumes and plans before agreeing to or investigating that possibility.

4. Regarding flooding concerns at US Route 30 and Blackberry Creek, the Village stated past flooding problems had been ‘legendary’ and cited flooding events occurring in 1996 and 1983. The Village expressed concern regarding the proposed bridge crossing and wanted to ensure the flood elevations will not increase under the proposed crossing. I

stated the proposed model had not been fully developed and that we would be using the flow rates from the USGS report on Blackberry Creek. The Village agreed those values were acceptable to use.

5. The Village stated that they might not have very much documentation regarding 'specific' flooding instances or complaints but they will forward documentation regarding flooding reports.

6. Flooding has been identified at an existing 18" culvert east of Blackberry Creek. The Village stated that FEMA has mapped the floodplain limits at this location. The Village reported overtopping at this crossing. The Village asked how the US Route 30 drainage report would improve this problem. I stated more than likely the road would be raised above flood elevations and the culvert would be improved but that an actual plan has not been developed yet. The Village stated that raising the road or increasing culvert sized would most likely flood properties either upstream or downstream. The Village stated to improve drainage an adequate conveyance route should be evaluated in order to alleviate excess flows and provide conveyance to the Fox River or a suitable outlet to the Fox River.

7. I asked if the potential TIF along Orchard Road might have any impact to the drainage study. The Village stated that the lots along Orchard will likely be developed.

8. I reiterated the information we hoped the Village could provide. The Village agreed to provide:

    a. Available Utility Atlases within the project limits.
    b. The Transportation and Access Plan
    c. Available Flooding Documentation
    d. Any available information regarding the non-functioning drain tile near the depressional area.

9. I asked the Village if there were any additional comments they had for Lin Engineering. The Village did not have any additional comments at this time.

Village of
Montgomery

BUREAU OF PROGRAMMING
RECEIVED
SEP 03 2013
DISTRICT #1

Village Board

Matt Brolley
Village President

Heidi Dziedzic
Village Clerk

Trustees:
Stan Bond
Peter Heinz
Steve Jungermann
Denny Lee
Doug Marecek
Theresa Sperling

Staff

Jeff Zoephel
Acting Village Administrator

Jamie L. Ludovic
Assistant Village Administrator

Daniel Meyers
Chief of Police

Mike Pubentz
Dir. of Public Works

August 26, 2013

Kimberly K. Murphy, P.E.
Consultant Studies Unit Head
Region 1/District 1/Bureau of Programming
201 W. Center Ct.
Schaumburg, IL 60196-1096

Re: US 30, IL 47 to IL 31 Phase 1 Study
Village of Montgomery

Dear Ms. Murphy:

As Village President and on behalf of the entire Board of Trustees of the Village of Montgomery, I would like to compliment the Department on engaging the community in the planning process for the future improvements to U.S. Route 30. The improvement to U.S. Route 30 is of vital interest to the community.

The Village has taken great care in planning and developing the properties along U.S. Route 30. The Village has actively engaged IDOT in planning for access along the highway by submitting and obtaining approval of a corridor access plan from Route 34 to Route 47. As you know the Village has provided significant landscape buffer areas along the corridor to minimize the impact of the highway and enhance the quality of life of our residents.

At the July 25, 2013 Community Advisory Group Meeting, IDOT announced their preferred cross section for the study corridor. After careful review the Village Board respectfully disagrees with the proposed "rural section." The Village Board believes the use of the "rural section" is not in keeping with the Village's long range vision for the corridor (which will be, upon build out, urban in nature). The Village has planned for expansion of the highway, but always contemplated an "urban section."It is critical to our community that a more compact section be used so that the existing and future landscape buffer areas can be preserved. The Village exacted these large buffers, to create open space with mature landscaping. That landscaping has now matured in place. It would be an unfortunate misstep to now have them destroyed and absorbed into an unnecessarily wide pavement cross section. We believe a 120 foot ROW is much more appropriate than a 200 foot ROW.

I have directed my staff to submit to you a more detailed account of our objections. We are confident that once you have reviewed our staff's additional comments that

200 N. River Street • Montgomery, IL 60538 • 630-896-8080 • Fax 630-896-0791
www.vi.montgomery.il.us

you will better understand our logic for why an "urban cross section" is needed for this project.

Please consider this letter as our official objection to the proposed cross section for the study area. We look forward to the opportunity to work with IDOT staff and consultants to address our concerns.

Respectfully submitted,

Matt Brolley
Village President

From: Jerad Chipman [mailto:chipman@ci.montgomery.il.us]
Sent: Wednesday, August 28, 2013 9:51 AM
To: Murphy, Kimberly K.
Cc: Jeff Zoephel; 'Pete Wallers'; Steve Andersson (saa@mickeywilson.com); Mike Pubentz; Jamie Ludovic
Subject: Village of Montgomery US Route 30 Phase One Study Concerns.

Dear Illinois Department of Transportation Official:

The Village of Montgomery would like to thank you for the opportunity to participate in the Phase One Study currently taking place for US Route 30 between IL Route 47 and IL Route 31. Representatives from the Village of Montgomery were present at the July 25, 2013 CAG Meeting #2 which was held at the Montgomery Police Station. During the course of the CAG Meeting presentation the consulting engineer for the project stated that the portion of US Route 30 that was being studied fell into the **category of a rural four lane road cross-section**. This would equate to expanding the existing 120 feet right-of-way to between 180 feet and 200 feet to accommodate the ditches on either side of the roadway and the median. Additionally, the road would have some paved shoulders, a sidewalk on one side and a wider bike path on the other side.

The Village of Montgomery is, after consideration, opposed to this configuration. This rural section roadway would not serve in the best interest of the public living along and utilizing this corridor. The Village of Montgomery believes that an urban cross-section with curb and gutter is more appropriate for a number of reasons.

First, an urban cross section dramatically reduces the amount of right-of-way that would be necessary. While the Village has been requiring fifty (50) feet landscape setbacks for all of its new developments along US Route 30, those setbacks are designed to enhance the livability and aesthetics for the residents and the motoring public in the area. To now consume those setbacks with a wide rural section roadway would defeat the very separation that those buffers were intended to preserve. In fact, because so much space is used in the median of a rural cords section, one could argue that, in effect, the setbacks have been replaced with pavement and the open space has now been moved into the middle of US Route 30 (i.e. the median). This is not desired by the residents of the Village of Montgomery.

Moreover, the landscape setbacks have enhanced and mature landscaping in them. Creating this aesthetically pleasing and mature landscape came with a cost (that was paid for by the landowners and residents). . The purpose of the landscaping is not only for aesthetics, but also to provide additional screening between the road and the houses. Village representatives at the CAG meeting asked the IDOT representatives what level of landscaping would be located in this type of cross-section and the response was that there would be no landscaping other than grass. The Village would prefer to keep the existing mature and highly aesthetic landscaping rather than having the majority of it removed during construction without any replacement except sod. This would significantly diminish the quality of the area and destroy the substantial investment (of both time and money) that this community and its residents have made along US Route 30.

Third, the Village is aware that not all of the land bordering the US Route 30 study area is developed and is substantially farmland. Understandably this fact may have played a role in the rural cross-section proposal. However,

this area will not remain undeveloped. The area has undergone rapid growth in the last ten years and even with the economic downturn the Village (and surrounding communities) still expects this area to develop in the near future with increased density more akin to an urban setting. That development, which is now beginning to reassert itself, will replace the existing farmland with an urban environment and further increase the traffic counts. Curb and gutter will greatly increase not only the urban feel of the area, but will also connect well with the existing curb and gutter that the Village has installed in all of the development along the study area. When IDOT factors in the ultimate urban density of the areas surrounding US Route 30, we are confident you will also conclude that an urban cross-section is the appropriate design for US Route 30.

Fourth, as development increases along this corridor and with the completion of the Stuart Sports Complex on the north side of US Route 30 an increase number of pedestrians and cyclists will be utilizing and crossing the road. The Village is glad to see the addition of sidewalk and bike paths to the corridor, however, pedestrian and bicycle safety concerns are still present as those individuals will have to cross not only four lanes of traffic but also a fifty foot median which will require an increase in the amount of time a pedestrian takes to cross the street and will increase the amount of time that the traffic lights indicate "walk", which will then slow the road signalization therefore lowering the level of service of the entire road. Currently the majority of residents along the corridor are located on the south side of US Route 30 and will be interested in crossing US Route 30 to get to various destinations including the large Stuart Sports Complex amenity, therefore, pedestrian crossing activity may be higher than expected along typical rural cross-section roads.

The Village has also seen several road projects take place within its boundaries that have implemented an urban cross-section with curb and gutter. US Route 30 between Briarcliff Road and Goodwin Drive, which is currently under construction, will utilize curb and gutter, and the Kane County expansion of Orchard Road was constructed as an urban cross-section utilizing curb and gutter and required less right-of-way than 180 feet. These projects serve as models for appropriate cross-sections through a community such as the Village of Montgomery.

To summarize this e-mail, I would like to state that the Village of Montgomery is opposed to a rural cross-section being implemented in the expansion of US Route 30 due to concerns with expansive right-of-way, future development, the character of the roadway, and pedestrian safety. I hope that you strongly consider the Village's concerns and please know that Village officials would be happy to meet with IDOT staff to discuss our concerns. Please contact me if you have any questions or would like to schedule a meeting.

Thank you,

Jerad Chipman AICP

Senior Planner
Village of Montgomery, IL

(630) 896-8080 x1224

Join Our Comprehensive Planning Efforts!

Montgomery
2035 COMPREHENSIVE PLAN

Village of Montgomery

BUREAU OF PROGRAMMING
RECEIVED
SEP 03 2013
DISTRICT #1

Village Board

Matt Brolley
Village President

Heidi Dziedzic
Village Clerk

Trustees:
Stan Bond
Peter Heinz
Steve Jungermann
Denny Lee
Doug Marecek
Theresa Sperling

Staff

Jeff Zoephel
Acting Village Administrator

Jamie L. Ludovic
Assistant Village Administrator

Daniel Meyers
Chief of Police

Mike Pubentz
Dir. of Public Works

August 29, 2013

Kimberly K Murphy, P.E.
Illinois Department of Transportation
Region 1 / District 1 / Bureau of Programming
201 W. Center Ct.
Schaumberg, IL 60196-1096

Dear Illinois Department of Transportation Official:

The Village of Montgomery would like to thank you for the opportunity to participate in the Phase One Study currently taking place for US Route 30 between IL Route 47 and IL Route 31. Representatives from the Village of Montgomery were present at the July 25, 2013 CAG Meeting #2 which was held at the Montgomery Police Station. During the course of the CAG Meeting presentation the consulting engineer for the project stated that the portion of US Route 30 that was being studied fell into the **category of a rural four lane road cross-section**. This would equate to expanding the existing 120 feet right-of-way to between 180 feet and 200 feet to accommodate the ditches on either side of the roadway and the median. Additionally, the road would have some paved shoulders, a sidewalk on one side and a wider bike path on the other side.

The Village of Montgomery is, after consideration, opposed to this configuration. This rural section roadway would not serve in the best interest of the public living along and utilizing this corridor. The Village of Montgomery believes that an urban cross-section with curb and gutter is more appropriate for a number of reasons.

First, an urban cross section dramatically reduces the amount of right-of-way that would be necessary. While the Village has been requiring fifty (50) feet landscape setbacks for all of its new developments along US Route 30, those setbacks are designed to enhance the livability and aesthetics for the residents and the motoring public in the area. To now consume those setbacks with a wide rural section roadway would defeat the very separation that those buffers were intended to preserve. In fact, because so much space is used in the median of a rural cords section, one could argue that, in effect, the setbacks have been replaced with pavement and the open space has now been moved into the middle of US Route 30 (i.e. the median). This is not desired by the residents of the Village of Montgomery.

Moreover, the landscape setbacks have enhanced and mature landscaping in them. Creating this aesthetically pleasing and mature landscape came with a cost (that was paid for by the landowners and residents). The purpose of the landscaping is not only for

200 N. River Street • Montgomery, IL 60538 • 630-896-8080 • Fax 630-896-0791
www.ci.montgomery.il.us

aesthetics, but also to provide additional screening between the road and the houses. Village representatives at the CAG meeting asked the IDOT representatives what level of landscaping would be located in this type of cross-section and the response was that there would be no landscaping other than grass. The Village would prefer to keep the existing mature and highly aesthetic landscaping rather than having the majority of it removed during construction without any replacement except sod. This would significantly diminish the quality of the area and destroy the substantial investment (of both time and money) that this community and its residents have made along US Route 30.

Third, the Village is aware that not all of the land bordering the US Route 30 study area is developed and is substantially farmland. Understandably this fact may have played a role in the rural cross-section proposal. However, this area will not remain undeveloped. The area has undergone rapid growth in the last ten years and even with the economic downturn the Village (and surrounding communities) still expects this area to develop in the near future with increased density more akin to an urban setting. That development, which is now beginning to reassert itself, will replace the existing farmland with an urban environment and further increase the traffic counts. Curb and gutter will greatly increase not only the urban feel of the area, but will also connect well with the existing curb and gutter that the Village has installed in all of the development along the study area. When IDOT factors in the ultimate urban density of the areas surrounding US Route 30, we are confident you will also conclude that an urban cross-section is the appropriate design for US Route 30.

Fourth, as development increases along this corridor and with the completion of the Stuart Sports Complex on the north side of US Route 30 an increase number of pedestrians and cyclists will be utilizing and crossing the road. The Village is glad to see the addition of sidewalk and bike paths to the corridor, however, pedestrian and bicycle safety concerns are still present as those individuals will have to cross not only four lanes of traffic but also a fifty foot median which will require an increase in the amount of time a pedestrian takes to cross the street and will increase the amount of time that the traffic lights indicate "walk", which will then slow the road signalization therefore lowering the level of service of the entire road. Currently the majority of residents along the corridor are located on the south side of US Route 30 and will be interested in crossing US Route 30 to get to various destinations including the large Stuart Sports Complex amenity, therefore, pedestrian crossing activity may be higher than expected along typical rural cross-section roads.

The Village has also seen several road projects take place within its boundaries that have implemented an urban cross-section with curb and gutter. US Route 30 between Briarcliff Road and Goodwin Drive, which is currently under construction, will utilize curb and gutter, and the Kane County expansion of Orchard Road was constructed as an urban cross-section utilizing curb and gutter and required less right-of-way than 180 feet. These projects serve as models for appropriate cross-sections through a community such as the Village of Montgomery.

To summarize this letter, I would like to state that the Village of Montgomery is opposed to a rural cross-section being implemented in the expansion of US Route 30 due to concerns with expansive right-of-way, future development, the character of the roadway, and pedestrian safety. I hope that you strongly consider the Village's concerns and please know that Village officials would be happy to meet with IDOT staff to discuss our concerns. Please contact me if you have any questions or would like to schedule a meeting.

Sincerely,

Jerad Chipman

Jerad Chipman AICP
Senior Planner
Village of Montgomery, IL

cc: Village Administrator Jeff Zoephel
Assistant Village Administrator Jamie Ludovic
Director of Public Works Mike Pubentz
Village Engineer Pete Wallers
Village Attorney Steve Andersson

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 29, 2013

The Honorable Matt Brolley
Village President
Village of Montgomery
200 N. River Street
Montgomery, IL 60538

Dear Village President Brolley:

Thank you for your August 26, 2013 letter regarding the Illinois Department of Transportation's (Department) proposed improvement of US 30 from IL 31 to IL 47 in Kane and Kendall Counties. As you are aware, the Department is currently engaged in a preliminary engineering and environmental study (Phase I) of the corridor. This improvement is not currently included in the Department's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

US 30 currently carries up to 29,900 vehicles per day and is projected to carry up to 41,000 vehicles per day by the year 2040. It is a vital arterial link in the transportation network for the area and the region. Please note the currently proposed rural cross section is being used in our Phase I study as a starting point. The Department recognizes the Village's long range planning for the corridor which includes a large setback for development. Therefore, we will continue to work with you and the other stakeholders on alternative roadway configurations that meet our safety and mobility objectives, while being sensitive to the existing and future adjacent land uses.

Regarding our landscaping/tree policy, the Department recognizes the important function and value that trees contribute to the roadside environment and acknowledges that replacement of trees that are removed in association with highway projects contributes to enhancement of the roadside environment. Accordingly, the Department shall protect and preserve roadside trees along State highways to the fullest extent possible consistent with standards of highway safety. Where trees must be removed, the Department shall pursue opportunities for providing replacement trees at a minimum ratio of 1:1 for balled and burlapped trees or 3:1 for seedlings.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at 847-705-4791.

Very truly yours,

John Fortmann, P. E.
Deputy Director of Highways,
Region One Engineer

cc: Jerad Chipman, Senior Planner , Village of Montgomery
Jeff Zoephel , Village Administrator
Mike Pubentz, Director of Public Works

US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Village of Montgomery Shared Use Path Discussion

February 25, 2014

On Tuesday, February 25, 2014, a meeting was held after CAG Meeting #3 to discuss the proposed shared use path location along the U.S. 30 Corridor. The following were in attendance:

<u>Village of Montgomery Staff:</u>	
Jeff Zoephel	Village Administrator
Mike Pubentz	Public Works Director
Jerad Chipman	Senior Planner
<u>District 1 Staff:</u>	
Marty Morse	Project Manager
Ken Doll	Project Engineer
<u>Hutchison Engineering (HEI) Staff:</u>	
Gregg Mounts	Project Manager
Dan Draper	Project Engineer
Luke Zeller	Design Engineer

Key topics of discussion included:

1. The representatives of the Village would like to reduce the impacts to the landscape buffers where possible.
2. The Village requested the shared use path between Gordon Road and Griffin Drive be shifted from the north side to the south side and the sidewalk be eliminated.
3. The Village feels pedestrian and bicycle accommodations in this area are not necessary on the north side of the road because they have interconnectivity within the Fairfield and Foxmoor subdivisions with future plans to connect to the Stuart Sport Complex through the subdivision, north of the corridor..
4. The south side is more appropriate because of the connectivity potential to several existing paths which extend to the south side of US 30.
5. At Griffin Drive, the Village suggested the path should cross US 30 and run along the north side to connect to the existing shared use path on the west side of the north leg of Orchard Road.
6. The Village indicated they are not opposed to the concept of shoulders of various widths, similar to those shown in Alternative #3 as long as the impact to the landscape buffer can be minimized or eliminated.
7. The project study group will investigate moving the shared use path to the south side and whether pedestrian accommodations are required on both sides of the roadway. Any decision on the sidewalks and shared use paths must comply with the Complete Street Law.

Cc: Meeting Attendees

From: Draper, Daniel [mailto:DDRAPER@hutchisoneng.com]
Sent: Monday, July 07, 2014 4:50 PM
To: zoephal@ci.montgomery.il.us; Mike Pubentz; Jerad Chipman
Cc: Doll, Ken F; Lori Brown (Lori.S.Brown@Illinois.gov); Kimberly K. Murphy (Kimberly.Murphy@illinois.gov); Mounts, Gregg
Subject: US 30 - IL 47 to IL 31

All,

In the next few days you will be receiving invites for the next public meeting scheduled for July 30th. In preparation for that meeting we want to give you an update on our investigations into the proposed cross-sections in regards to the shared use path and sidewalks.

In reference to our discussion after the 3rd CAG meeting we investigated ways of reducing impacts to the landscape buffers on the north side of US 30 and accomplish the project goal of improving safety. The District favors Alternative #3 (10' outside shoulder with curb & gutter) because it provides a higher level of safety than Alternative #4 (curb & gutter with no shoulders). It is our understanding the Village is not opposed to the concept of shoulders of various widths, similar to those shown in Alternative #3 as long as the impact to the landscape buffer can be minimized or eliminated.

To reduce the impacts of Alternative #3 we investigated a couple of options. First, as the Village suggested, the 10' wide shared use path was moved to the south side. By moving the path to the south side the footprint on the north side was reduced. However, please note, even if the Village does not wish to construct a sidewalk on the north at this time, the District intends to retain a 10' wide "flat area" behind the curb & gutter to accommodate placement of storm sewer or other utilities. (*for reference the shared use path will require 17' of flat area.*) The 10' flat area would have the added benefit of providing a space for a sidewalk should the Village decide to construct a sidewalk in the future.

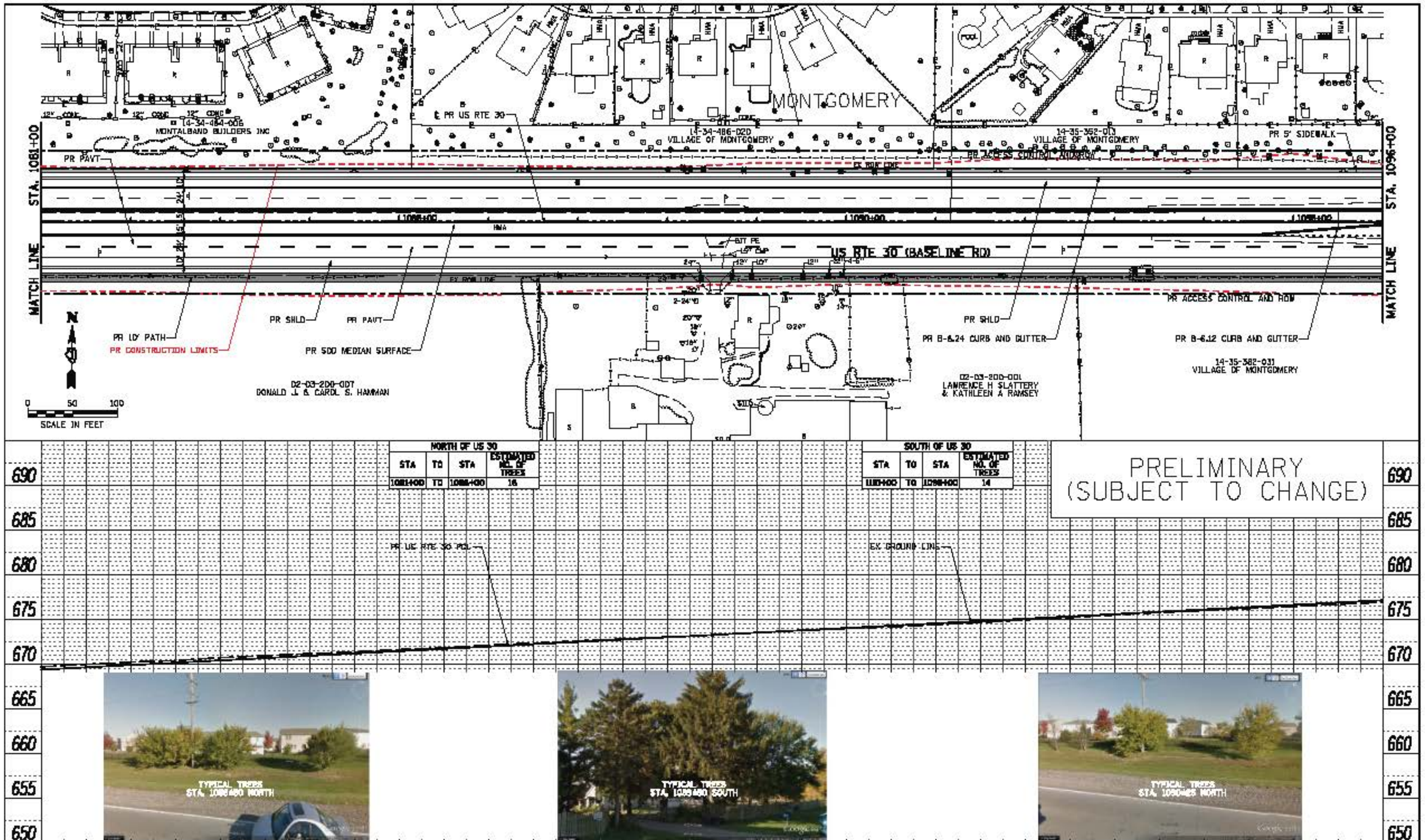
Although space for the shared use path or sidewalk affects the impacts to the landscape buffer, the element that actually has the greatest influence on impacts is the roadway profile. Therefore, the second area we focused on to minimize impacts was making revisions to the roadway profile. With a refined profile the potential impacts to trees and the landscape berms were *significantly* reduced.

Please review the attached plan & profile exhibit and cross-sections. It appears the impacts have been reduced enough to accomplish both the District's goal of improving safety and the Village's goal of reducing the impacts to the landscape buffers.

If you would like to discuss this further prior to the public meeting please let me know and we can run up there to meet with you in person.

Thanks,
Dan

Daniel J. Draper, P.E.
Hutchison Engineering, Inc.
ddraper@hutchisoneng.com
605 Rollingwood Drive
Shorewood, Illinois 60404
(815) 773-2233
(815) 773-2236 (F)



FILE NAME =	USER NAME =	DESIGNED –	REVISED –
		DRAWN –	REVISED –
	PLOT SCALE =	CHECKED –	REVISED –
	PLOT DATE =	DATE –	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

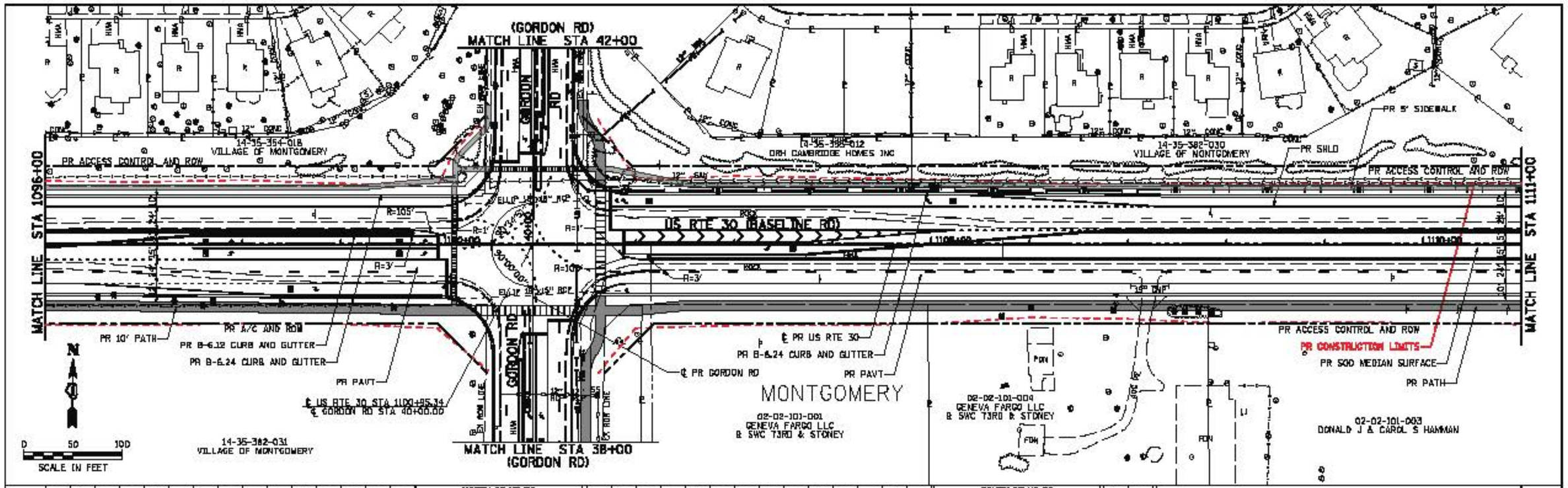
US RTE 30 PLAN AND PROFILE

SCALE: 1"=50' | SHEET 5 OF 30 SHEETS | STA. 1081+00 TO STA. 1096+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



NORTH OF US 30			
STA	TO	STA	ESTIMATED NO. OF TREES
1096+00	TO	1100+85	3
1100+85	TO	1111+00	2
THIS SHEET NORTH BRANCH OF GORDON			

SOUTH OF US 30			
STA	TO	STA	ESTIMATED NO. OF TREES
1096+00	TO	1100+85	7
1100+85	TO	1111+00	7

STA	ELEV
1096+00	677.34
1097+00	677.40
1098+00	677.66
1099+00	677.82
1100+00	678.04
1101+00	678.45
1102+00	678.69
1103+00	678.95
1104+00	679.35
1105+00	679.77
1106+00	679.79
1107+00	679.79
1108+00	679.76
1109+00	679.45
1110+00	679.36
1111+00	679.36

FILE NAME = 6F11.DGN	USER LINE = 6U1.DGN	DESIGNED –	REVISED –
		DRAWN –	REVISED –
	PLOT SCALE = 40 FT/IN	CHECKED –	REVISED –
	PLOT DATE = 6/24/22	DATE –	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

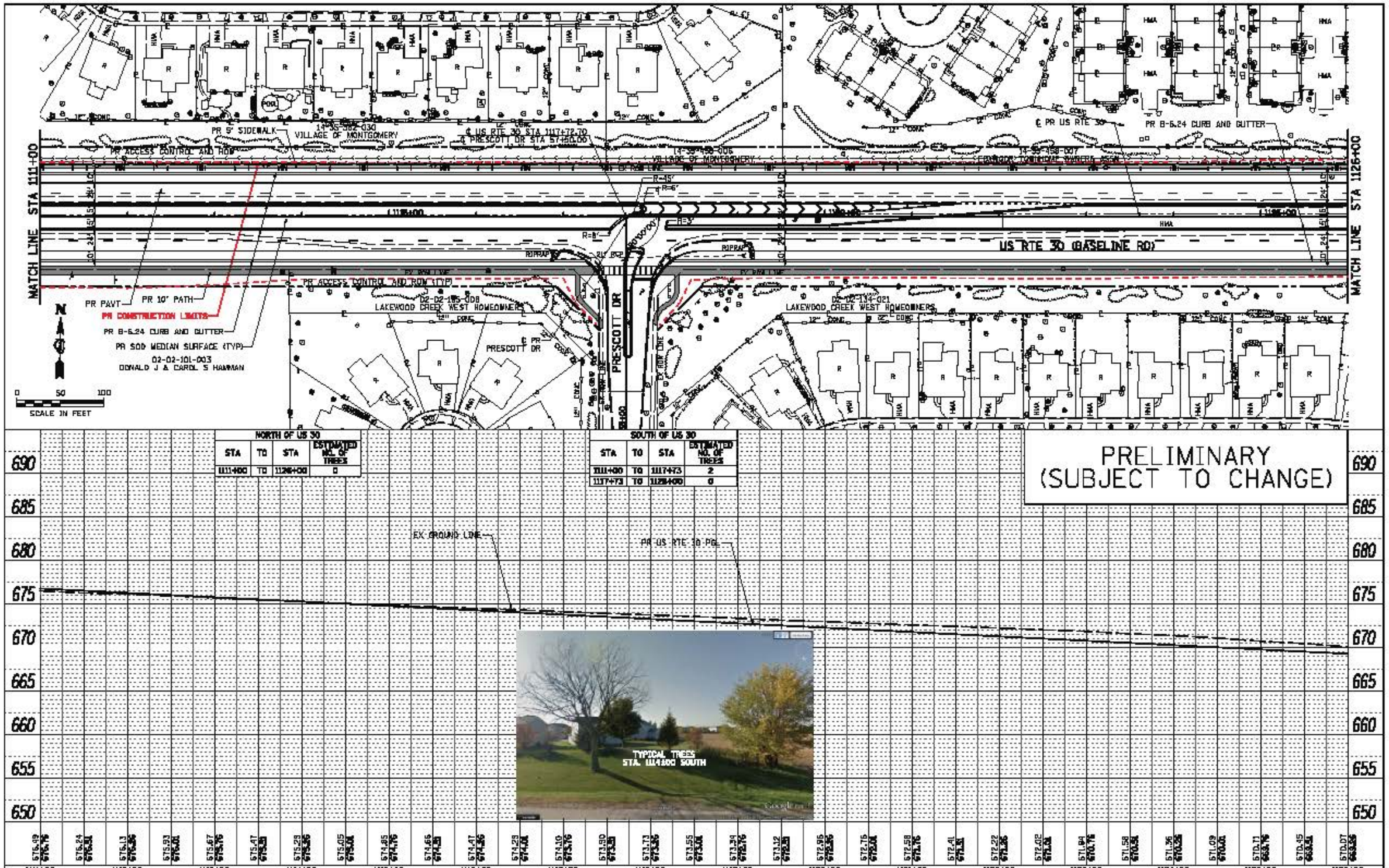
US RTE 30 PLAN AND PROFILE

SCALE: 1"=50' | SHEET 7 OF 30 SHEETS | STA. 1096+00 TO STA. 1111+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



FILE NAME =	USER NAME =	DESIGNED –	REVISED –
		DRAWN –	REVISED –
	PLOT SCALE =	CHECKED –	REVISED –
	PLOT DATE =	DATE –	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

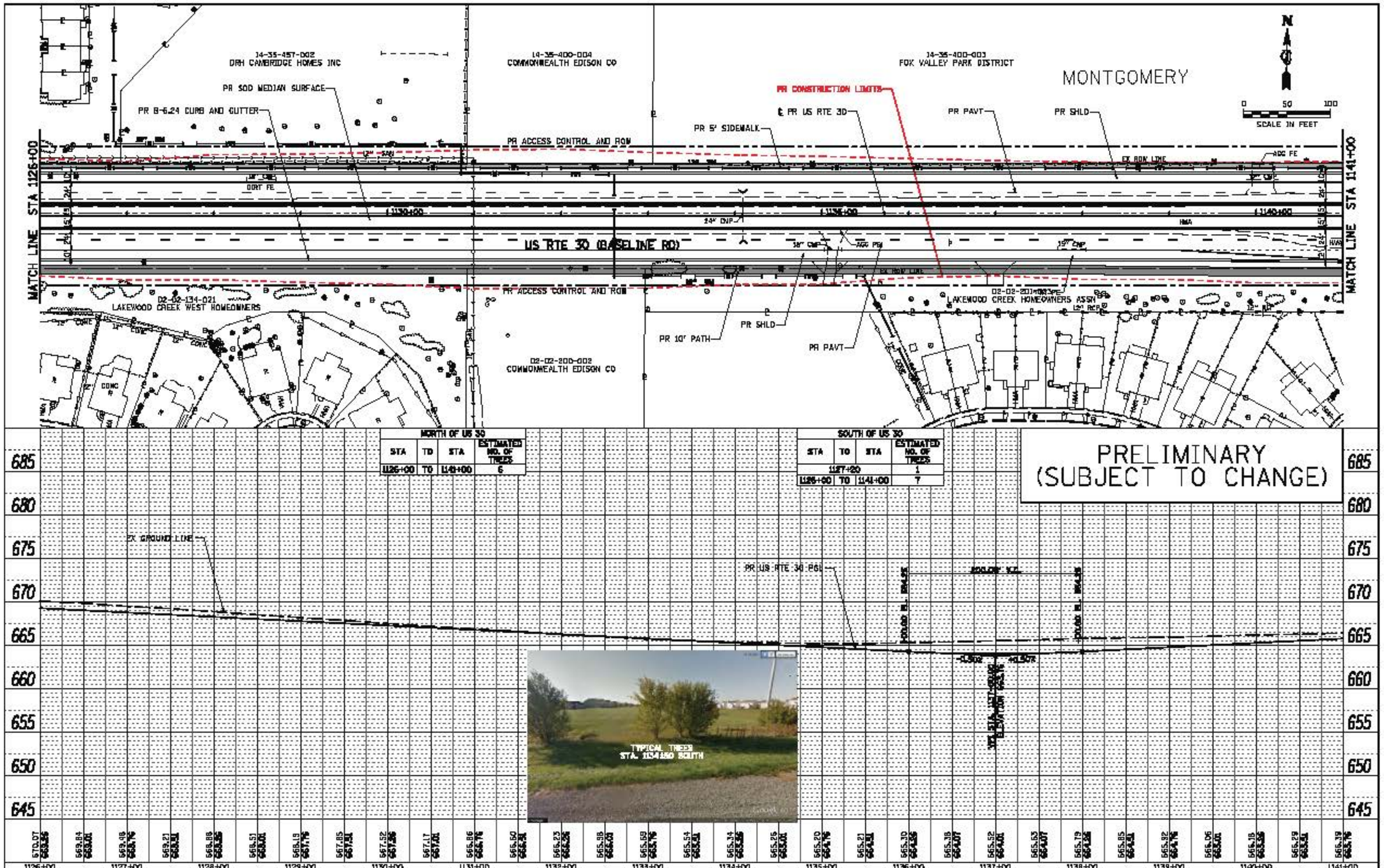
US RTE 30 PLAN AND PROFILE

SCALE: 1"=50' | SHEET 8 OF 30 SHEETS | STA. 1111+00 TO STA. 1126+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



FILE NAME =	USER NAME =	DESIGNED –	REVISED –
		DRAWN –	REVISED –
	PLOT SCALE =	CHECKED –	REVISED –
	PLOT DATE =	DATE –	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

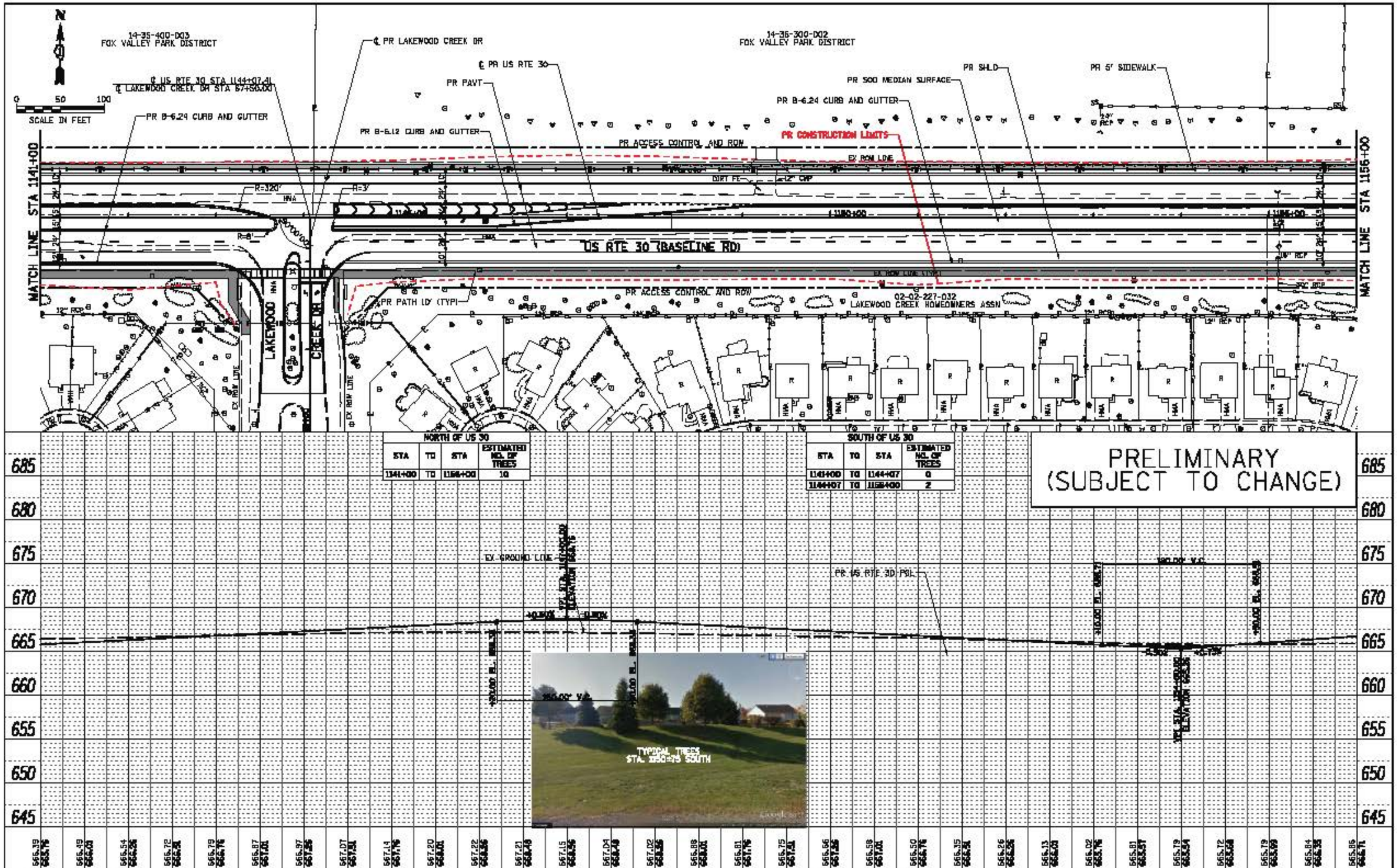
US RTE 30 PLAN AND PROFILE

SCALE: 1"=50' | SHEET 9 OF 30 SHEETS | STA. 1126+00 TO STA. 1141+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



NORTH OF US 30			
STA	TO	STA	ESTIMATED NO. OF TREES
1141+00	TO	1156+00	10

SOUTH OF US 30			
STA	TO	STA	ESTIMATED NO. OF TREES
1141+00	TO	1144+07	0
1144+07	TO	1156+00	2

FILE NAME =	USER NAME =	DESIGNED –	REVISED –
		DRAWN –	REVISED –
	PLOT SCALE =	CHECKED –	REVISED –
	PLOT DATE =	DATE –	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

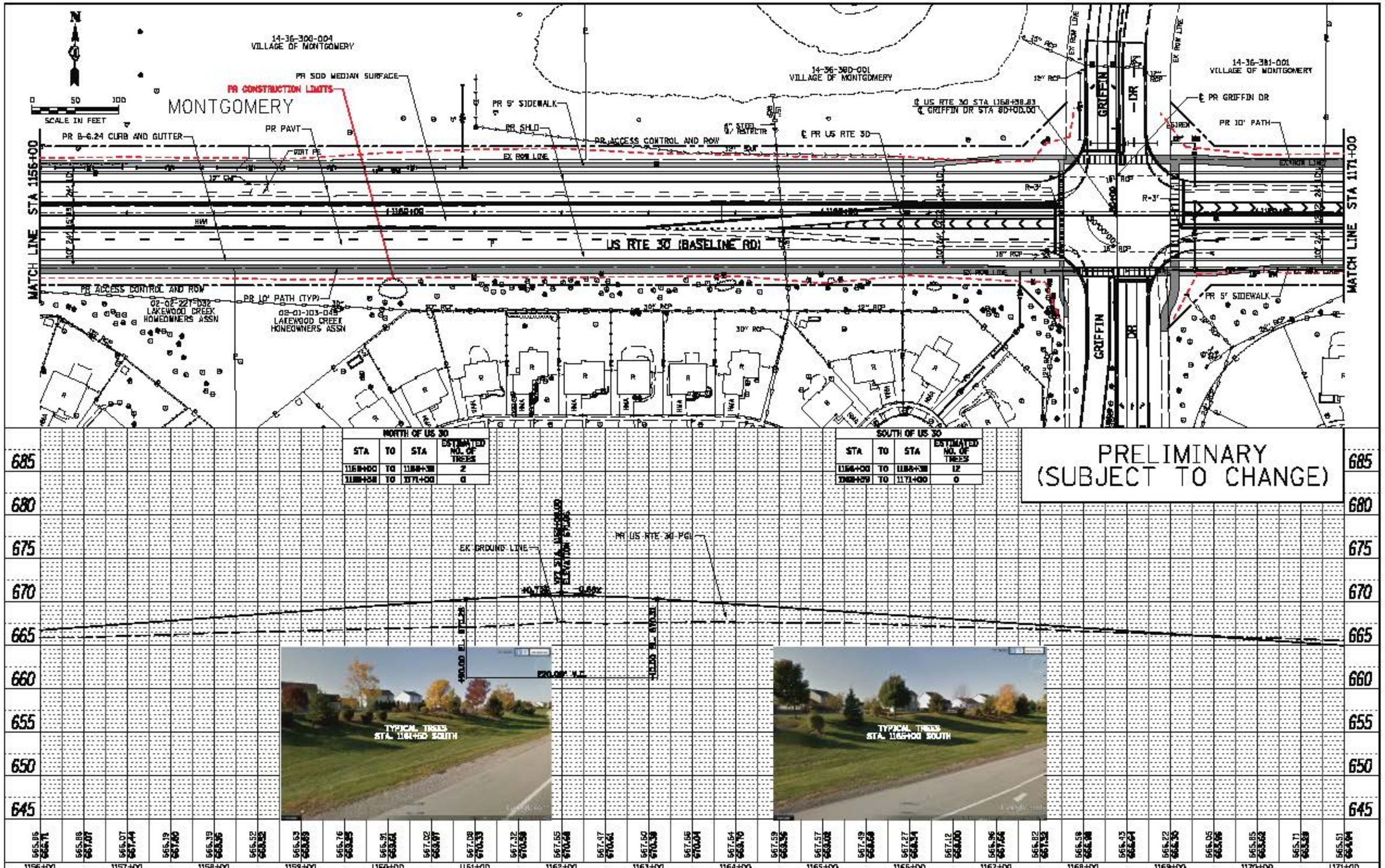
US RTE 30 PLAN AND PROFILE

SCALE: 1"=50' | SHEET 10 OF 30 SHEETS | STA. 1141+00 TO STA. 1156+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



NORTH OF US 30			
STA	TO	STA	ESTIMATED NO. OF TREES
1161+00	TO	1168+38	2
1168+38	TO	1171+00	0

SOUTH OF US 30			
STA	TO	STA	ESTIMATED NO. OF TREES
1156+00	TO	1168+38	12
1168+29	TO	1171+00	0

FILE NAME =	USER NAME =	DESIGNED –	REVISED –
		DRAWN –	REVISED –
	PLOT SCALE =	CHECKED –	REVISED –
	PLOT DATE =	DATE –	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 PLAN AND PROFILE

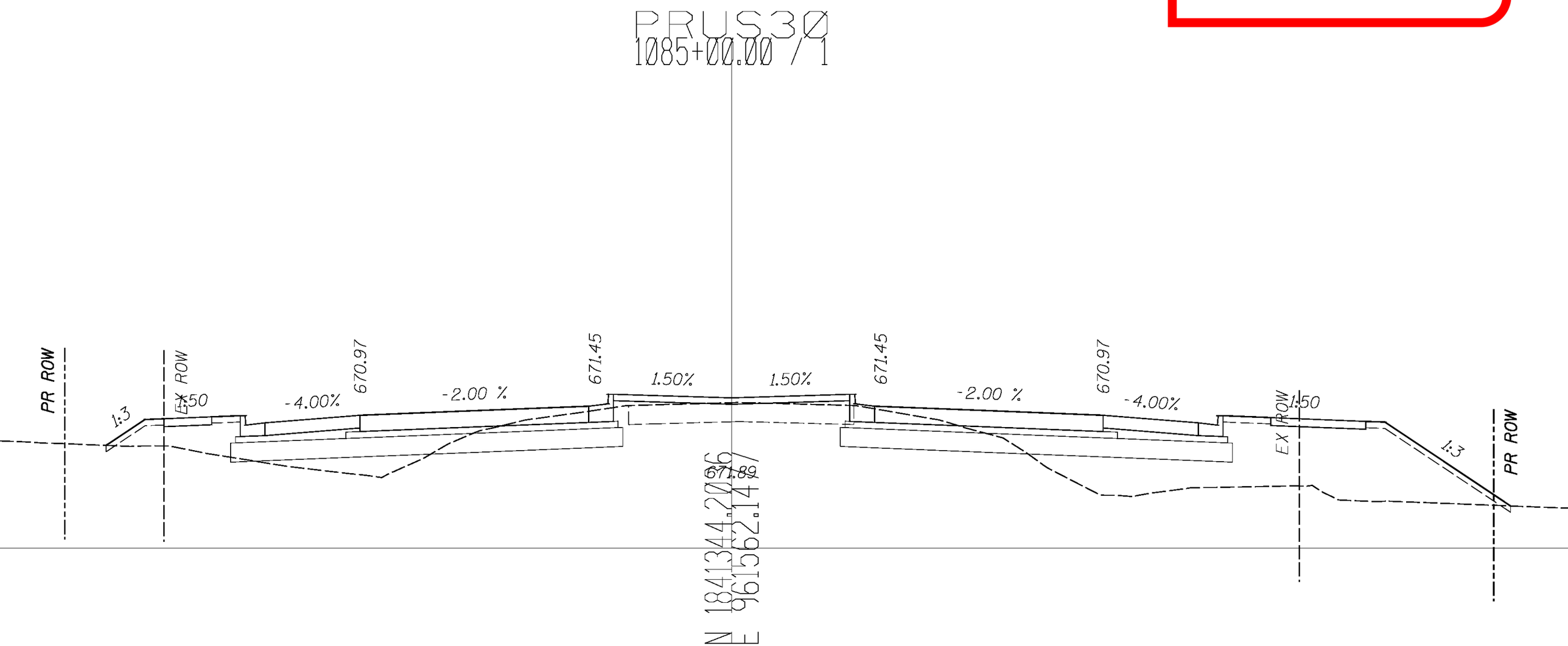
SCALE: 1"=50' | SHEET 13 OF 30 SHEETS | STA. 1156+00 TO STA. 1171+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

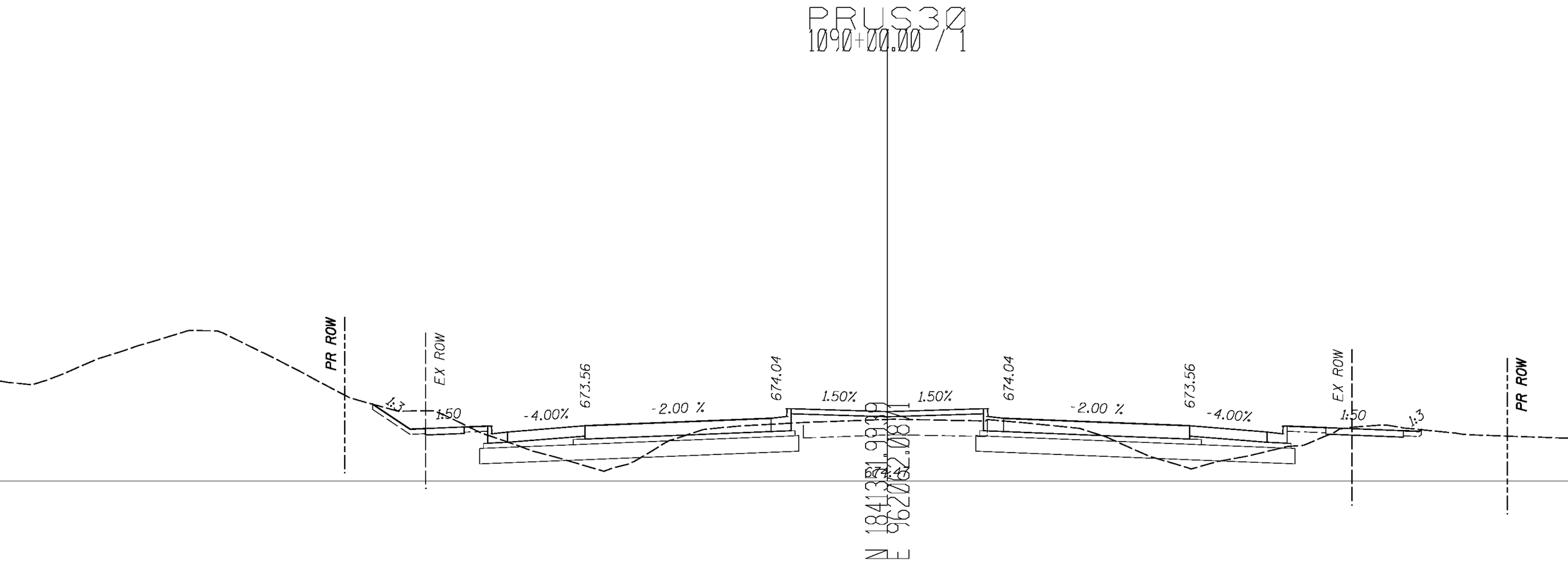
ILLINOIS FED. AID PROJECT

PRELIMINARY
(SUBJECT TO CHANGE)



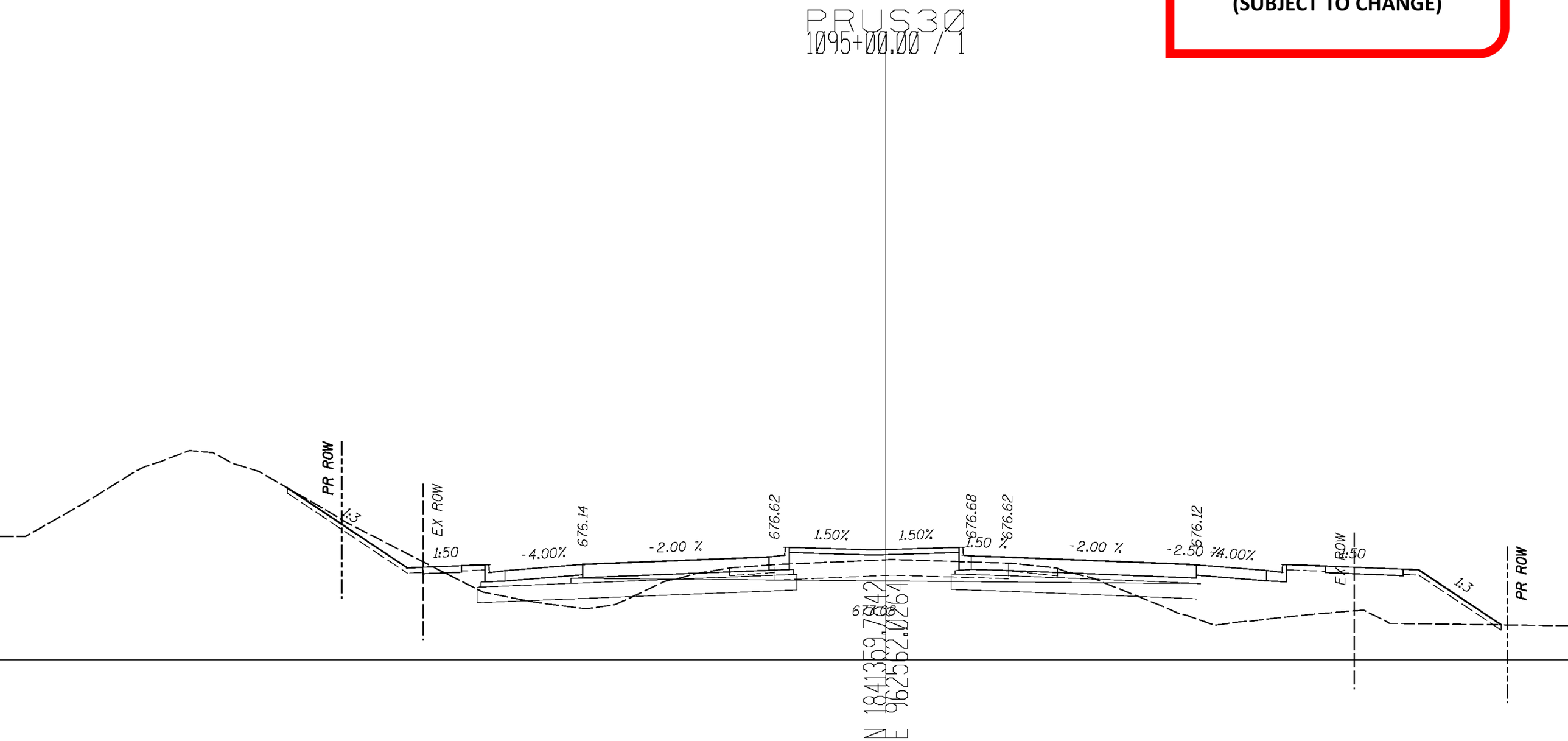
PRELIMINARY

(SUBJECT TO CHANGE)



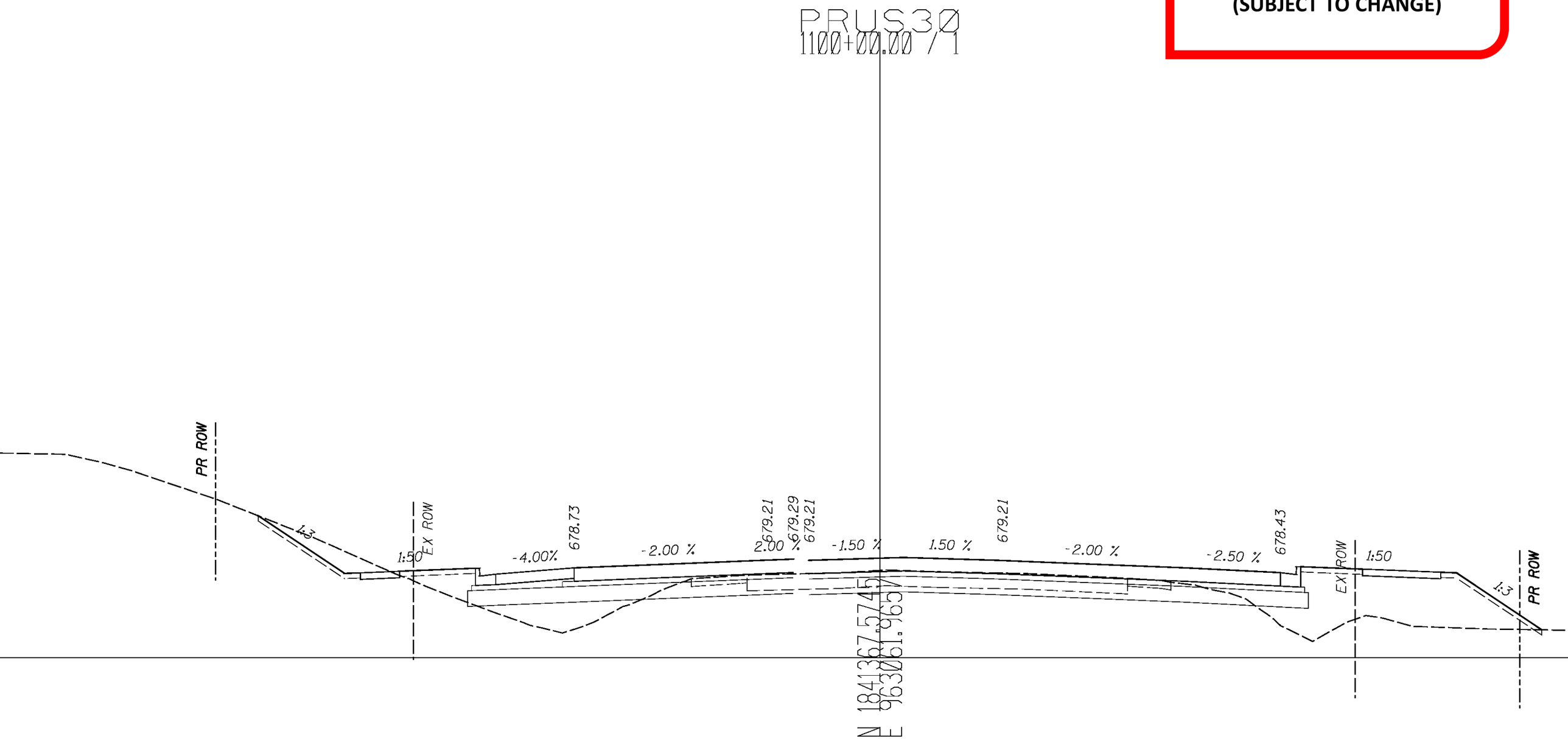
PRELIMINARY

(SUBJECT TO CHANGE)

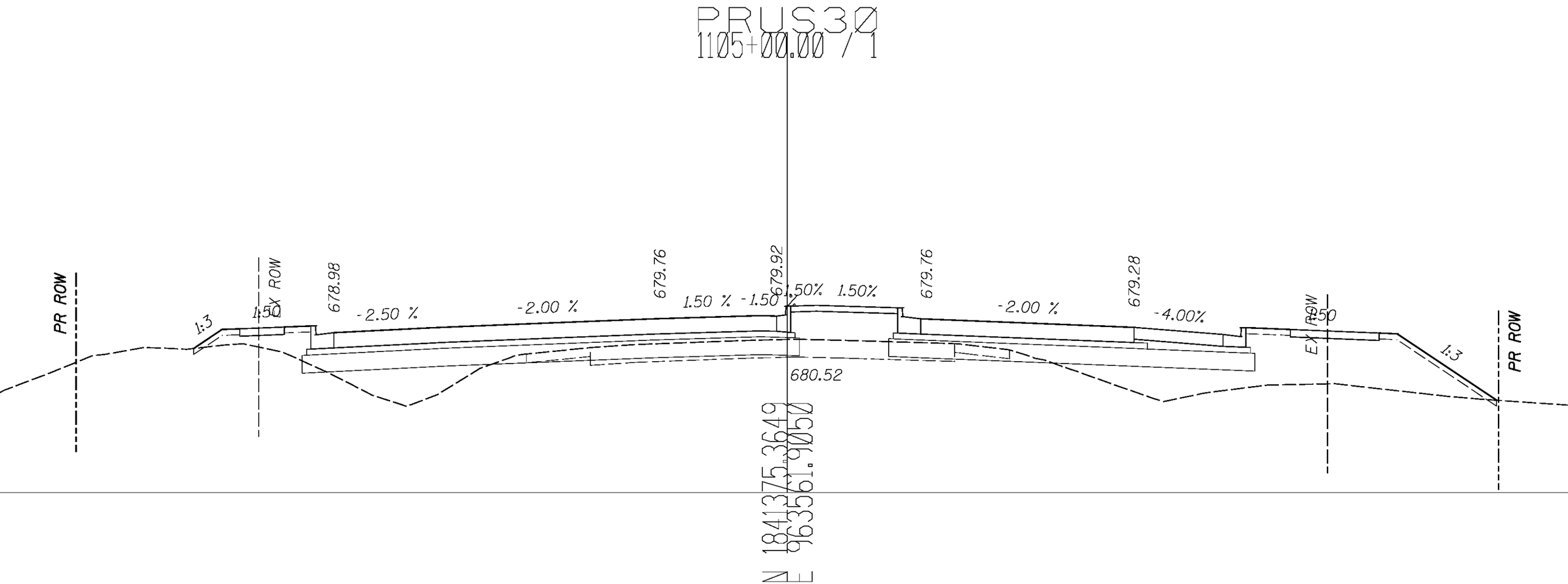


PRELIMINARY

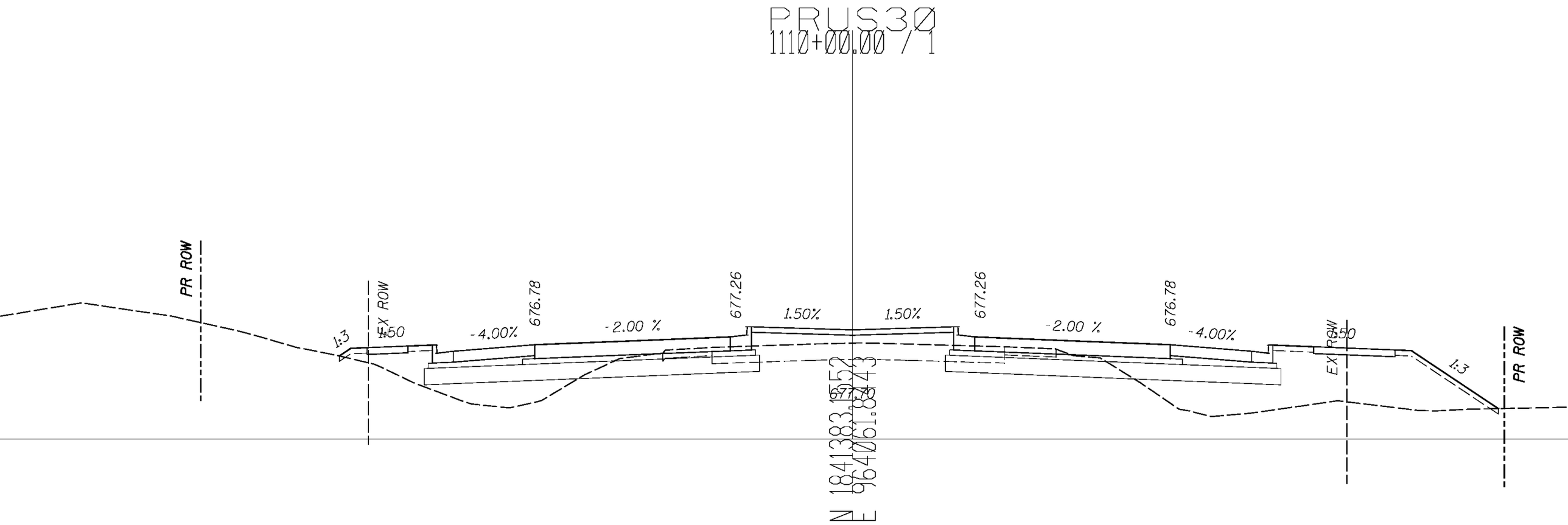
(SUBJECT TO CHANGE)



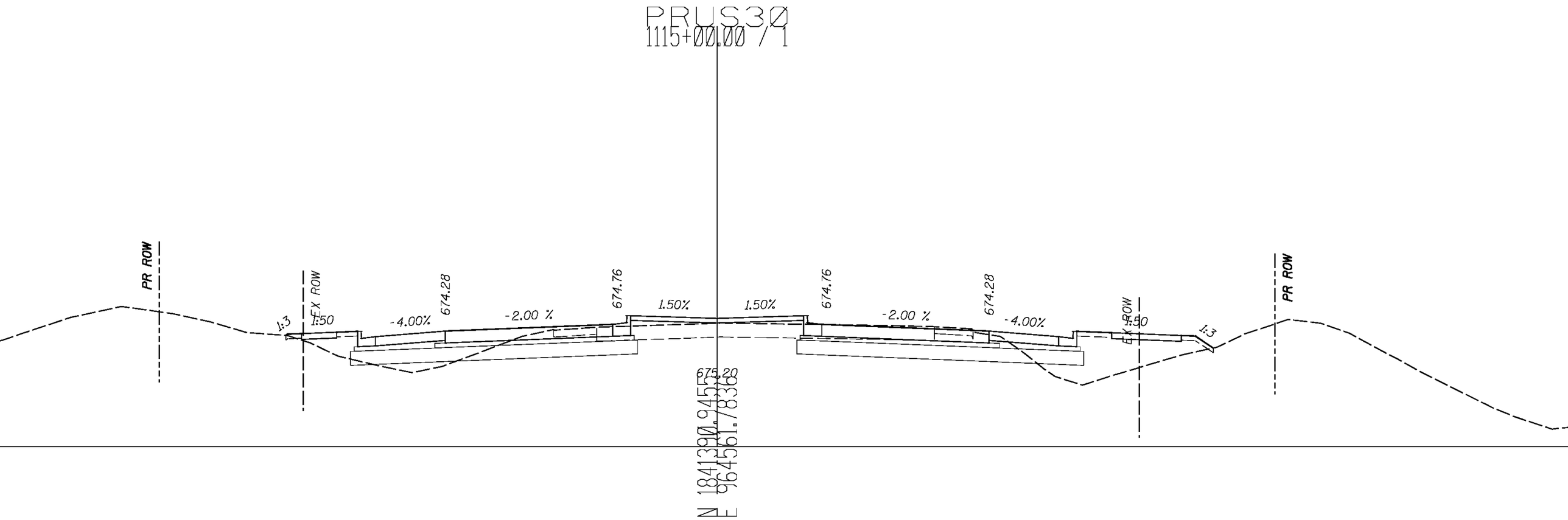
PRELIMINARY
(SUBJECT TO CHANGE)



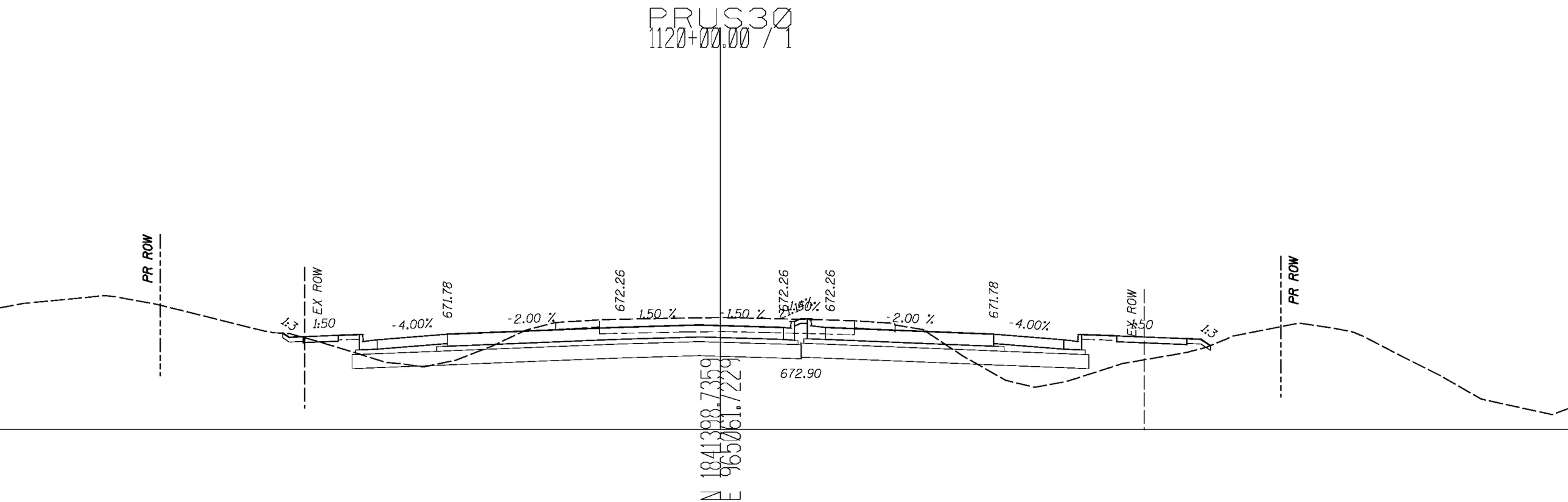
PRELIMINARY
(SUBJECT TO CHANGE)



PRELIMINARY
(SUBJECT TO CHANGE)

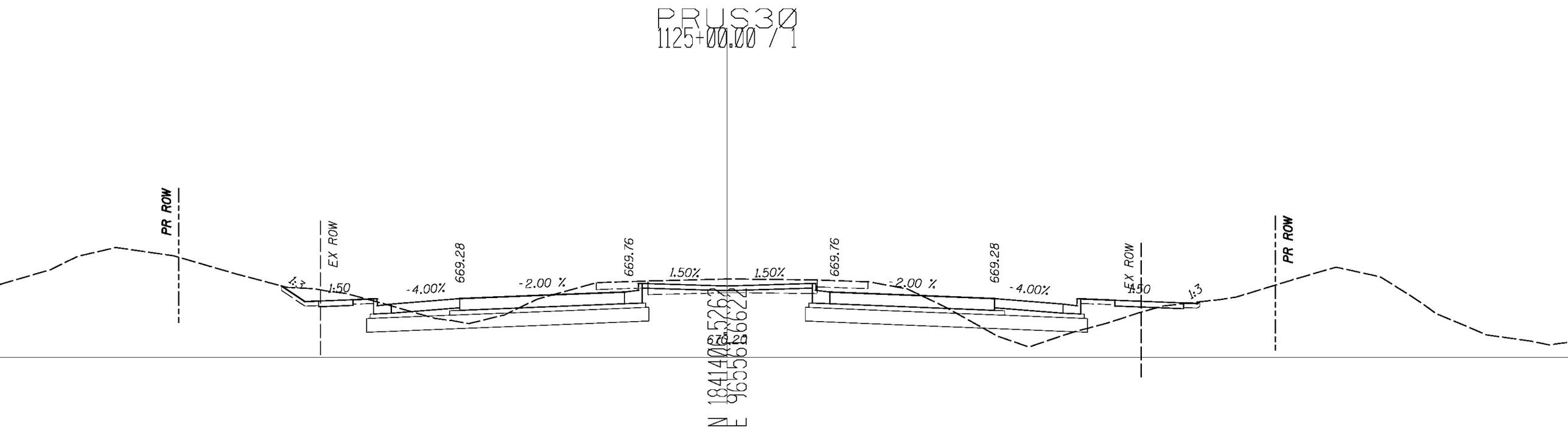


PRELIMINARY
(SUBJECT TO CHANGE)

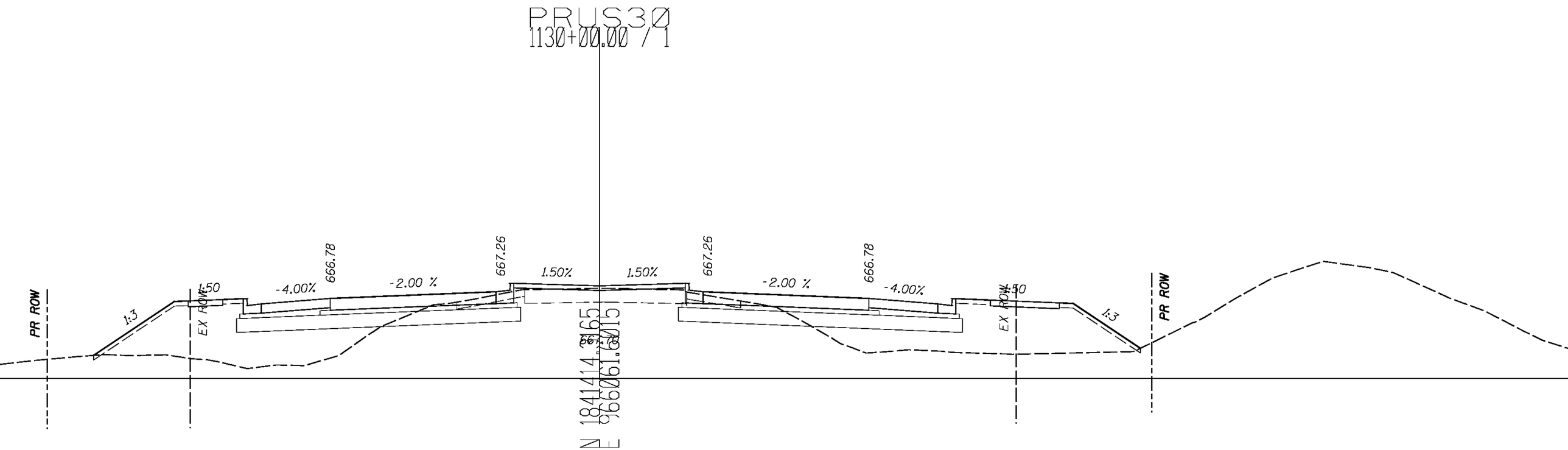


PRELIMINARY

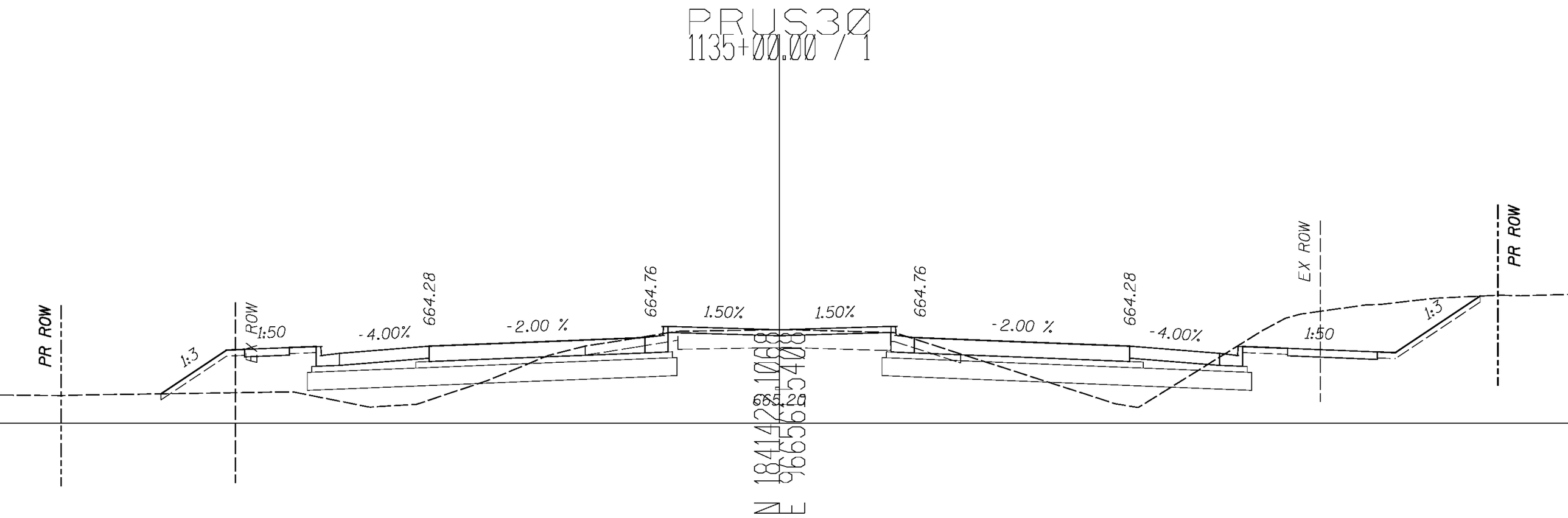
(SUBJECT TO CHANGE)



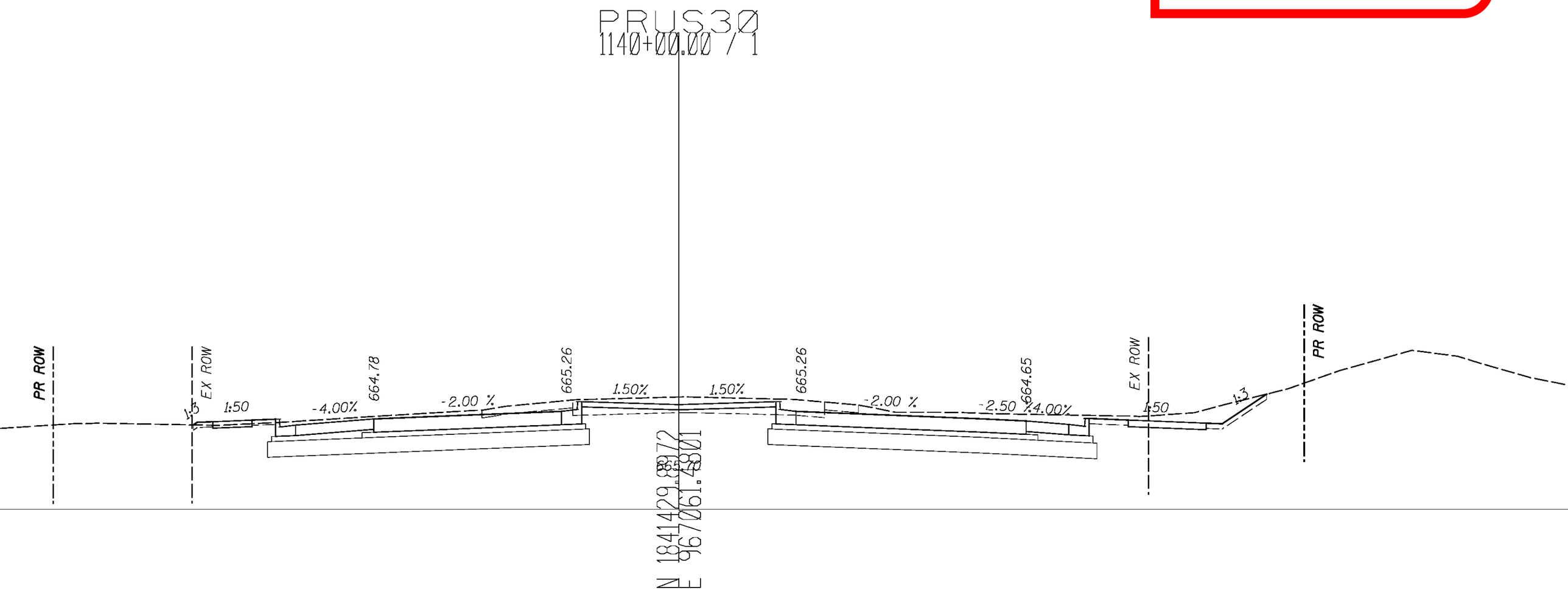
PRELIMINARY
(SUBJECT TO CHANGE)



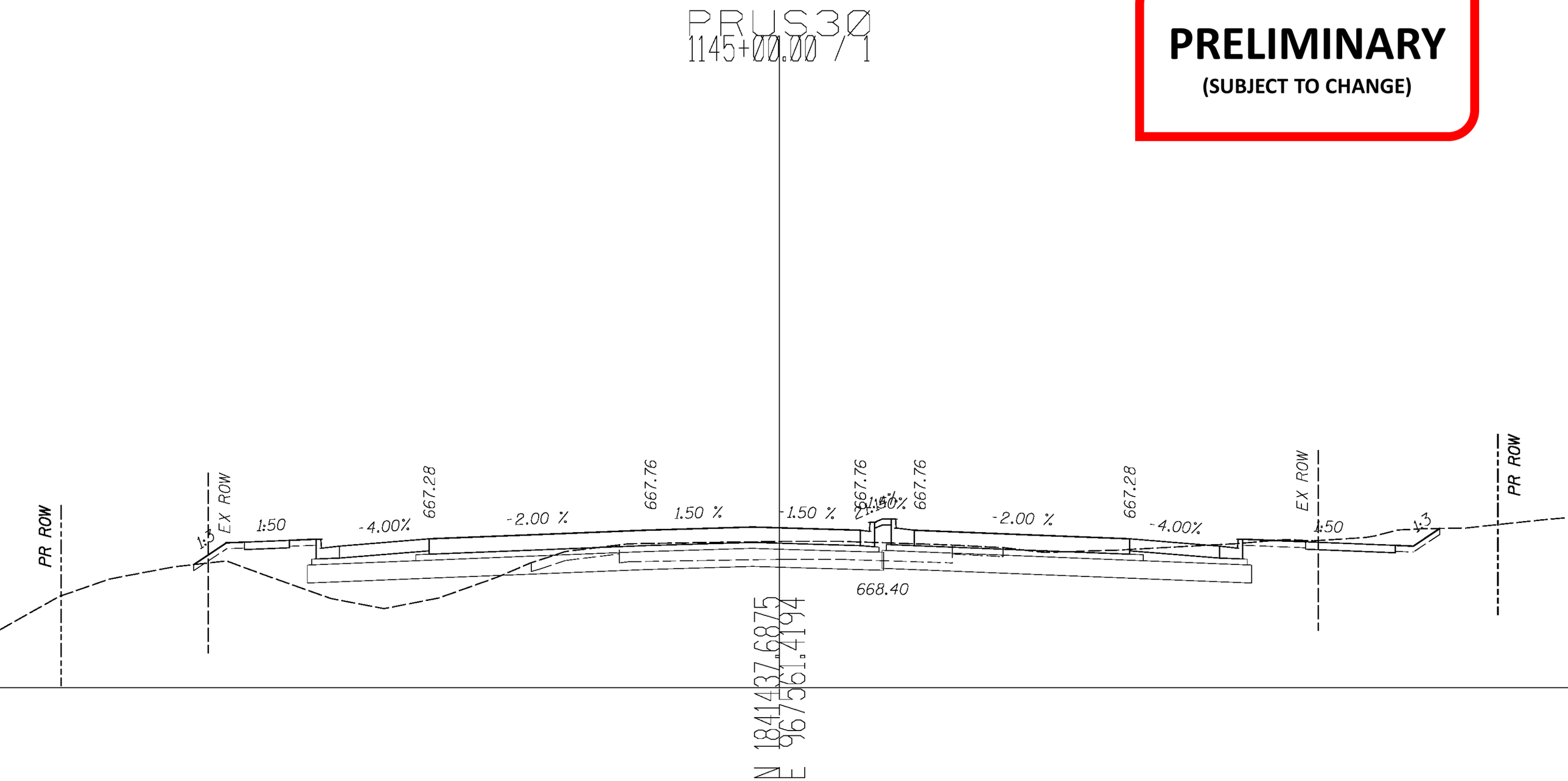
PRELIMINARY
(SUBJECT TO CHANGE)



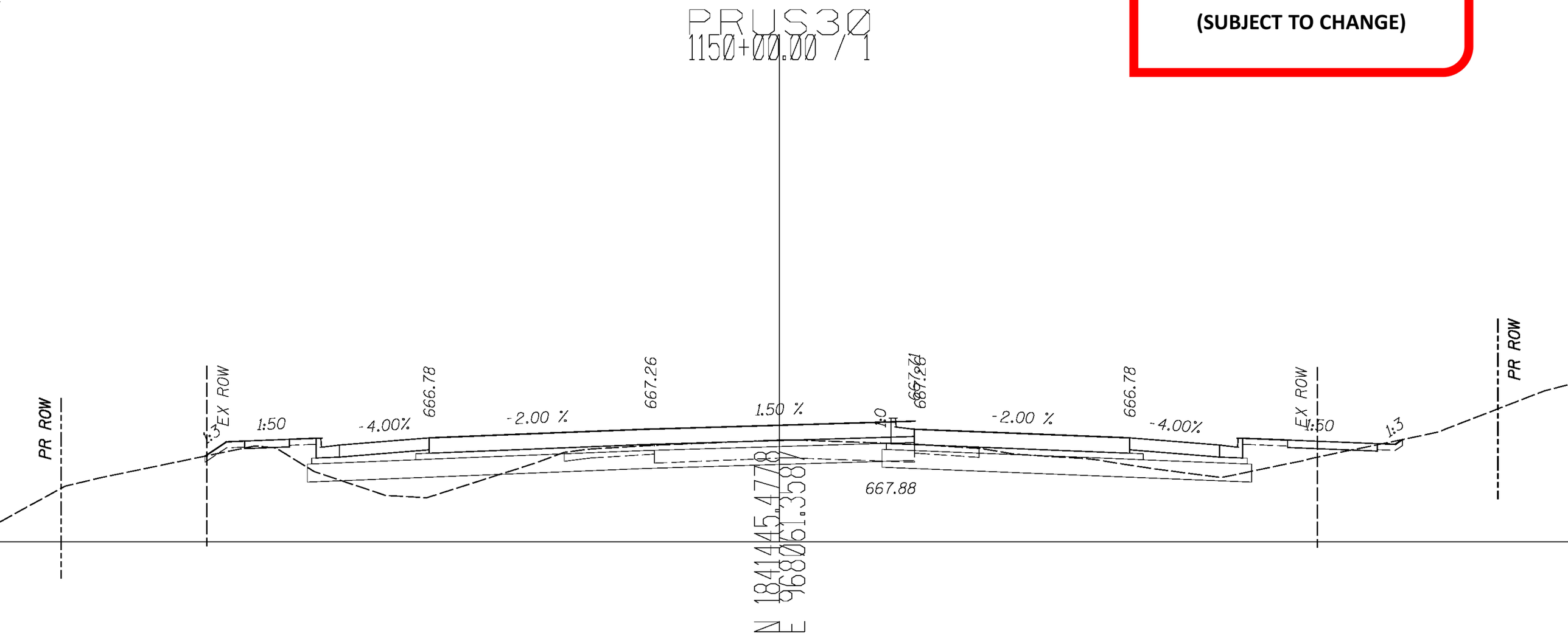
PRELIMINARY
(SUBJECT TO CHANGE)



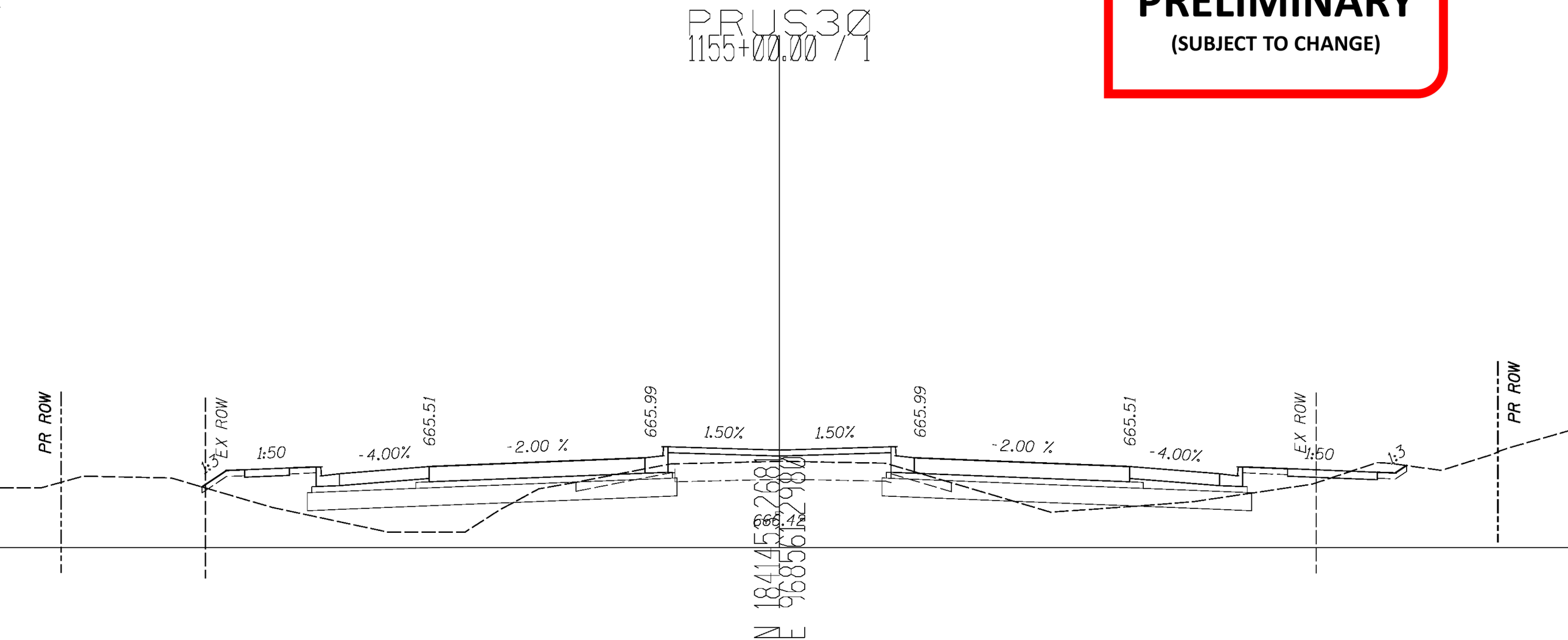
PRELIMINARY
(SUBJECT TO CHANGE)



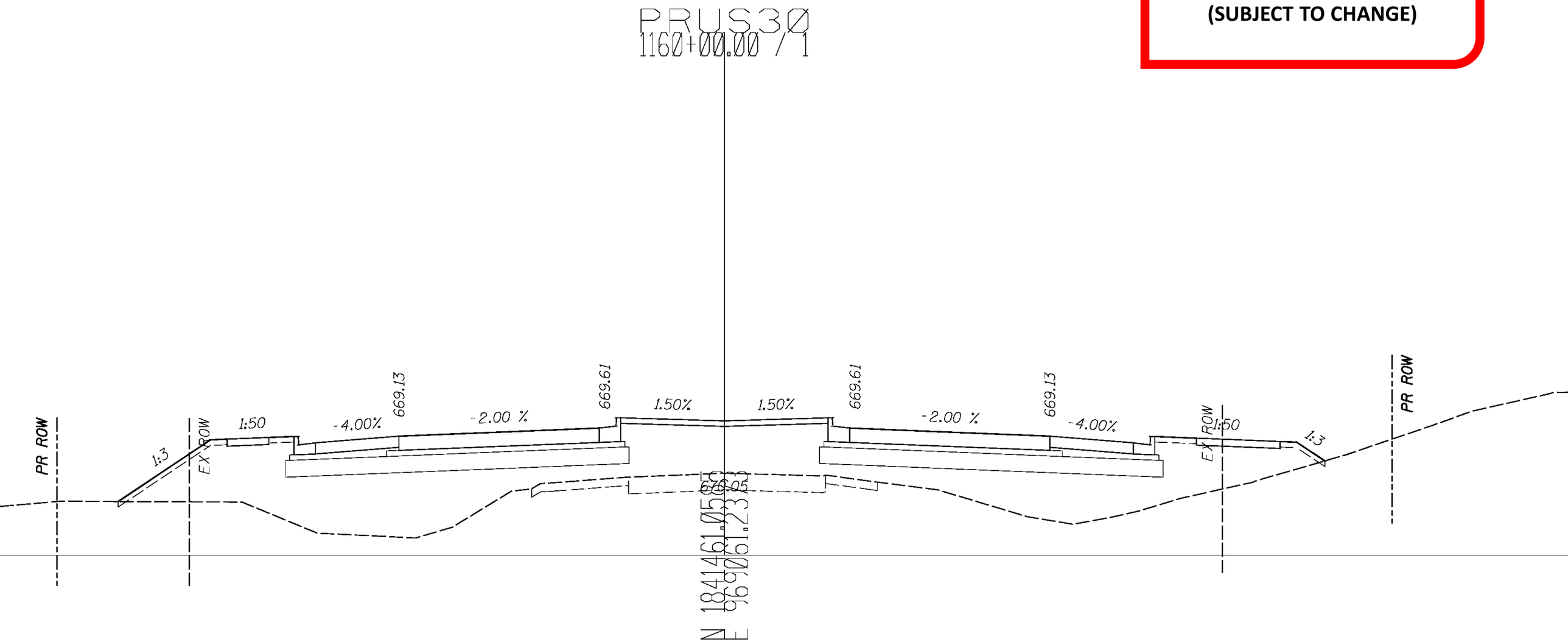
PRELIMINARY
(SUBJECT TO CHANGE)

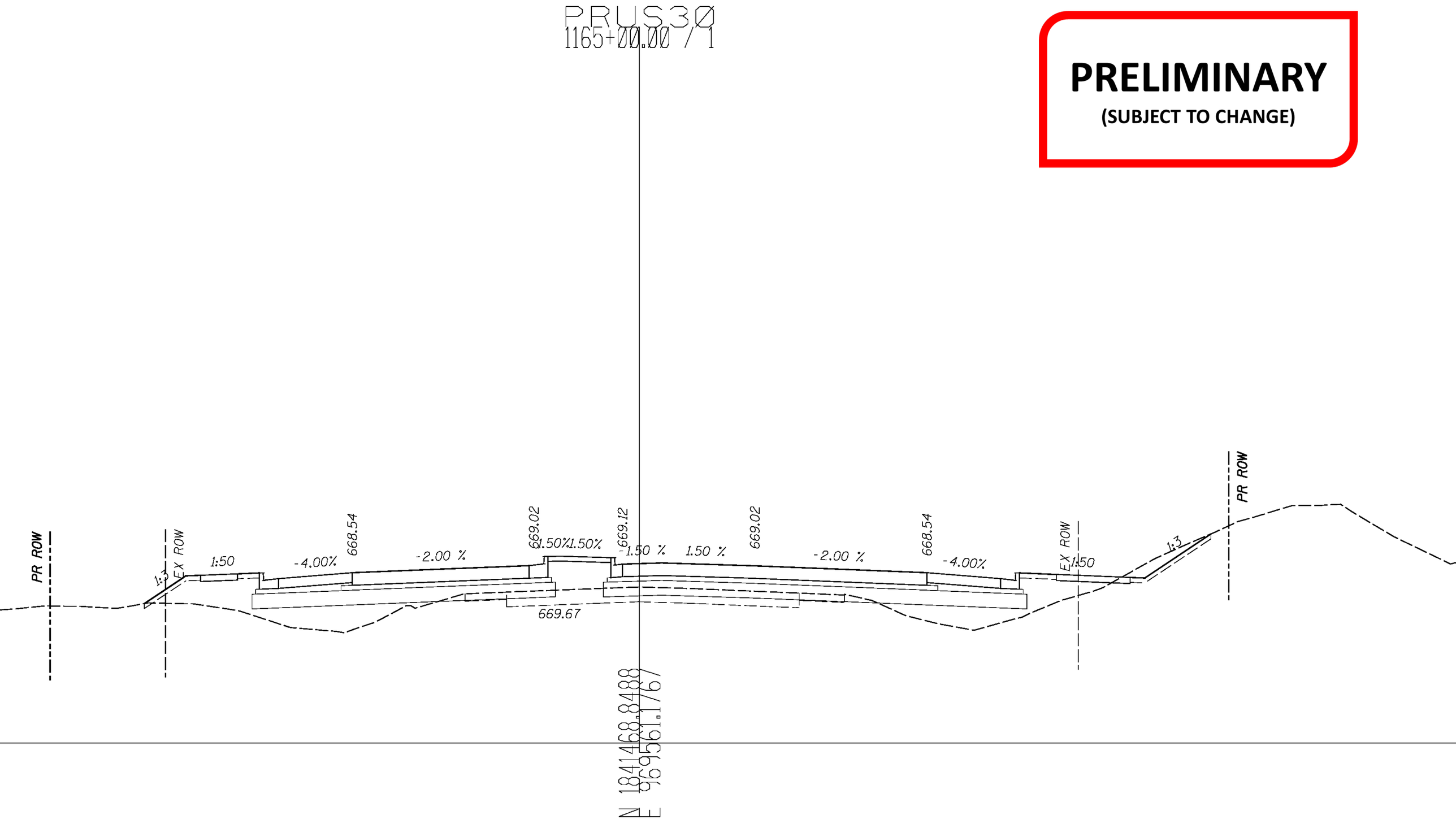


PRELIMINARY
(SUBJECT TO CHANGE)



PRELIMINARY
(SUBJECT TO CHANGE)




PRUS30
1165+00.00 / 1
PRELIMINARY
(SUBJECT TO CHANGE)
PR ROW
EX ROW
1:3
1:50
-4.00%
668.54
-2.00 %
669.02
1.50%
1.50%
669.12
-1.50 %
1.50 %
669.02
-2.00 %
668.54
-4.00%
EX ROW
1:50
1:3
PR ROW
669.67
N 1841468.8488
E 969561.1767

Village of Montgomery

Village Board

Matt Brolley
Village President

Heidi Dziedzic
Village Clerk

Trustees:
Stan Bond
Peter Heinz
Steve Jungermann
Denny Lee
Doug Marecek
Theresa Sperling

Staff

Jeff Zoephel
Village Administrator

Daniel Meyers
Chief of Police

Mike Pubentz
Dir. of Public Works

Justin VanVooren
Director of Finance

Richard Young
Dir. of Community Development

August 11, 2014

Ms. Lori Brown, P.E.
Bureau of Programming
Illinois Department of Transportation, District One
201 West Center Court
Schaumburg, IL 60196

Re: US Route 30 (IL 47 to IL 31), Phase I
Montgomery, Illinois

Ms. Brown:

Thank you for the opportunity to furnish comments for this critical project. As you know the Village is very concerned with the character and aesthetics of the Route 30 Corridor. We appreciate the work that your staff and consultants have put into the project to develop meaningful alternatives. The Village remains steadfast in its position that we want to minimize the ROW width in order to protect the existing landscape buffers that are in place. Accordingly the Village is not able to support either of the two alternatives that were presented at the July 30, 2014 public meeting. The Village respectfully requests that IDOT look more closely at options to reduce the required ROW, we would especially ask that you consider a significant reduction in the center median width. The Village is available to discuss this matter in more detail and work with you to achieve a project cross section that can meet all of our goals.

Again on behalf of the Village I would like to extend our thanks and appreciation to IDOT, your staff and consultants on a very collaborative planning experience. We look forward to working with you to resolve our differences.

Please contact the Village Administrator, Jeff Zoephel at (630) 896-8080 ext. 1551 if you have any questions or need additional information.

Respectfully submitted,

Village of Montgomery

Matt Brolley, P.E., CFM
Village President

PGW/ars

Village of Montgomery

Village Board

Matt Brolley
Village President

Heidi Dziedzic
Village Clerk

Trustees:
Stan Bond
Peter Heinz
Steve Jungermann
Denny Lee
Doug Marecek
Theresa Sperling

Staff

Jeff Zoephel
Village Administrator

Daniel Meyers
Chief of Police

Mike Pubentz
Dir. of Public Works

Justin VanVooren
Director of Finance

Richard Young
Dir. of Community Development

September 11, 2014

John Fortmann
Acting Deputy Director, Region 1 Engineer
Illinois Department of Transportation
District One
201 West Center Court
Schaumburg, IL 60196-1096

Re: US Route 30 (IL 47 to IL 31)
Montgomery, Illinois

Mr. Fortmann:

Attached is a resolution recently approved by the Montgomery Village Board regarding the above project.

Village Board members are very supportive of the planned widening of US Route 30 from Route 31 west to Route 47 and urge IDOT to prioritize this project and add it to IDOT's 5-year plan.

We have appreciated working with IDOT, your staff and consultants on the ongoing Phase I for this project. We appreciate the opportunities you have provided for public comment and feedback. We look forward to further working with you as the work progresses.

Please contact the Village Administrator, Jeff Zoephel at (630) 896-8080 ext. 1551 if you have any questions or need additional information.

Respectfully submitted,

Village of Montgomery

Matt Brolley, P.E., CFM
Village President

200 N. River Street • Montgomery, IL 60538 • 630-896-8080 • Fax 630-896-0791
www.ci.montgomery.il.us

RESOLUTION NO. 14-015

A Resolution Supporting the Widening of US Route 30/Baseline Road from Route 31 West to Route 47

WHEREAS, US Route 30/Baseline Road in Montgomery is a major east-west highway serving residents and other motorists in and around Kane and Kendall Counties; and

WHEREAS, US Route 30/Baseline Road is currently only two lanes of traffic from Route 31 west to Route 47; and

WHEREAS, IDOT is currently projecting that traffic volume on US Route 30/Baseline Road near Orchard Road will increase from 25,000 to 41,000 vehicles per day by 2040; and

WHEREAS, IDOT is also projecting that traffic volume on US Route 30/Baseline Road near Route 47 will almost double from 11,000 to 19,000 vehicles per day by 2040; and

WHEREAS, during a recent five-year period there were 372 accidents on Route 30 in this area, including 26 serious injuries and two fatalities; and

NOW, THEREFORE, BE IT RESOLVED by the Village President and the Board of Trustees of the Village of Montgomery as follows:

1. That the Village of Montgomery supports the widening of US Route 30/Baseline Road from Route 31 west to Route 47.
2. That the Village of Montgomery urges IDOT to prioritize this widening project and add it to IDOT's 5-year plan.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Montgomery, Kane and Kendall Counties, Illinois, this 25th day of August, 2014.

President of the Board of Trustees of the Village of Montgomery, Kane and Kendall Counties, Illinois

AYES: 6

NAYS: 0

ABSENT: 0

ATTEST: Heidi A. Dziedzic
Clerk, Village of Montgomery

US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Village of Montgomery Preferred Alternative Discussion

October 3, 2014

The meeting was held with representatives of the Village of Montgomery to discuss proposed US Route 30 cross section elements with the goal of achieving a preferred Alternative that would receive local concurrence. See attendance roster attached.

The meeting opened with a brief overview of the Alternatives presented at the July 30, 2014 Public Meeting and a summary of the comments received; followed by a description of IDOT's refinement effort to reduce the project impacts. The refinement effort focused on the "subdivision segment" from Dickson Road to the influence of the Orchard Road intersection and included the following proposed cross-section reductions:

- 30' median reduced to 22' from east of Gordon Road to west of Orchard Road.
- 10' shoulder reduced to 8'
- 5' berm between the back of the curb and the shared use path reduced to 3'

Comparison data was then provided showing the predicted crash expectations and the preliminary anticipated tree impacts for both of the Public Meeting Alternatives and the Refined Alternative (see attachments 1 & 2). Cross sections displaying the Refined Alternative at critical areas were then distributed (see attachment 3) and an aerial depiction of the Refined Alternative was presented for open discussion.

The key discussion points were:

1. Village representatives shared their appreciation of IDOT's willingness to continue to look for ways to address local concerns and the effort made to develop the Refined Alternative.
2. Village representatives stated that they recognize the safety benefits of the proposed shoulders and shared IDOT's desire to have them part of the proposed improvement.
3. Although the effort to reduce the proposal to a 22' median was appreciated Village representatives desired further consideration for an 18' median. They accepted the need for a 30' median at Gordon Road and the proposal for a 30' median west of Dickson Road. They also accepted the importance of a 22' median at Lakewood Drive; however, they requested that the Study Team see if any additional benefits could be derived from an 18' median where practical.
4. All present understood that achieving a preferred alternative was critical to the project schedule so the Study Team committed to a quick review of an 18' median proposal and the Village indicated they would review the material developed for the Refined Alternative with the goal of presenting a recommendation at an October Village Board Meeting.
5. The noise policy was also discussed. There were mixed views on the look and whether potential walls should be placed on the road or property side of the landscape berms. IDOT explained that the noise study will be completed after the preferred alternative is determined with property owner notification to precede the Public Hearing where questions and concerns can be answered by staff.

Village of Montgomery Preferred Alternative Discussion Meeting

10/03/2014

US 30
IL 47 to IL 31
Kane & Kendall Counties
P-91-403-11

ATTENDENCE RECORD

NAME	REPRESENTING	TELEPHONE	E-MAIL
GREGG MOUNTS	HUTCHISON ENG.	815-773-2233	gmounts@hutchisoneng.com
DAN MESTELLE	HUTCHISON ENG.	815-773-2233	dmestelle@hutchisoneng.com
DAN DRAPER	HUTCHISON ENG.	815-773-2233	ddraper@hutchisoneng.com
Kimberly Murphy	IDOT-Programming	847-705-4791	Kimberly.Murphy@illinois.gov
Ken DOLL	IDOT-Programming	847-705-4088	ken.doll@illinois.gov
LORI BROWN	IDOT-PROGRAMMING	847-705-4477	Lori.S.Brown@illinois.gov
PETE WALLERS	VOM/EEI	630-466-6721	PWALLERS@EEIWEB.COM
JEFF ZOEPHEL	VOM	630-896-8080	zoephel@ci.montgomery.il.us
Steven Andersson	VOM - Attorney	630-801-9699	Saa@Mickeywilson.com
AHMAD RASHIDIANFAR	IDOT/PROG./HYD.	847-705-4366	ahmad.rashidianfar@illinois.gov

US 30 (Baseline Road)

Predicted Crash & Tree Impact Comparison

ALTERNATIVE	Predicted Annual Crashes (2040)			Subdivision Segment (2 mi.)	
	Total Crashes	Fatal/Injury Crashes	Property Damage Only Crashes	Total Trees	"Landscape Trees"
#3 - 30' Median w/ 10' Shoulders	10.8	5.2	5.6	134	11
Refined Alternative *- 30' & 22' median w/ 8' Shoulders*	10.9	5.3	5.7	108	4
#4 - 30' Median	12.7	6.1	6.6	84	3

Considerations

- Per the Highway Safety Manual in this segment the shoulders reduce the number of predicted crashes by approximately 18% (total and fatal/injury crashes)
- The majority of the CAG and the general public prefers the shoulders.
- Gordon Road and Orchard Road intersections have dual left turn lanes and require a 30' median.
- The mixed "mixed median" alternative considered a 22' median thru the subdivision segment.
- Noise barrier and drainage impacts are not included in analysis.
- Predicted number of crashes is for segments only. Does not include predicted intersection crashes.
- Landscape Tree = Trees Planted by developer or Village of Montgomery

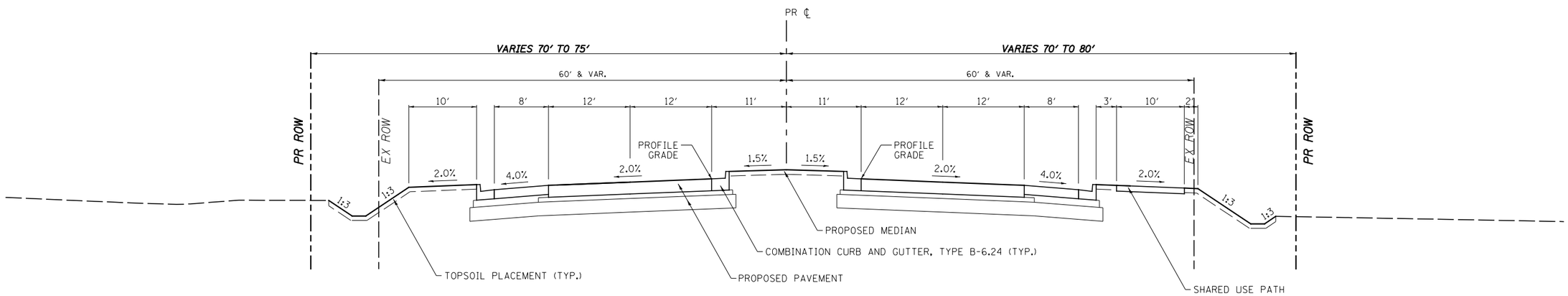
US 30 (Baseline Road)

Predicted Tree Impact Breakdown - Subdivision Segment (2 mi.)

ALTERNATIVE	North		South		Total	
	Total	"Landscape Trees"	Total	"Landscape Trees"	Total Trees	"Landscape Trees"
#3 - 30' Median w/ 10' Shoulders						
Sta. 1081+00 to Gordon Road	16	1	23	0		
Gordon Road to Prescott Drive	2	2	9	0		
Prescott Drive to Lakewood Creek Drive	6	3	10	5		
Lakewood Creek Drive to Griffin Drive	11	0	0	0		
Griffin Drive to Sta. 1186+00	50	0	7	0		
Total	85	6	49	5	134	11
30' & 22' median w/ 8' Shoulders						
Sta. 1081+00 to Gordon Road	16	1	23	0		
Gordon Road to Prescott Drive	2	2	8	0		
Prescott Drive to Lakewood Creek Drive	4	0	6	1		
Lakewood Creek Drive to Griffin Drive	11	0	0	0		
Griffin Drive to Sta. 1186+00	31	0	7	0		
Total	64	3	44	1	108	4
#4 - 30' Median						
Sta. 1081+00 to Gordon Road	4	1	20	0		
Gordon Road to Prescott Drive	2	2	8	0		
Prescott Drive to Lakewood Creek Drive	2	0	5	0		
Lakewood Creek Drive to Griffin Drive	11	0	0	0		
Griffin Drive to Sta. 1186+00	25	0	7	0		
Total	44	3	40	0	84	3

Notes

- Landscape Tree = Trees Planted by developer or Village of Montgomery
- Along U.S. 30 only - Side Road Impacts assumed to be similar for all alternatives

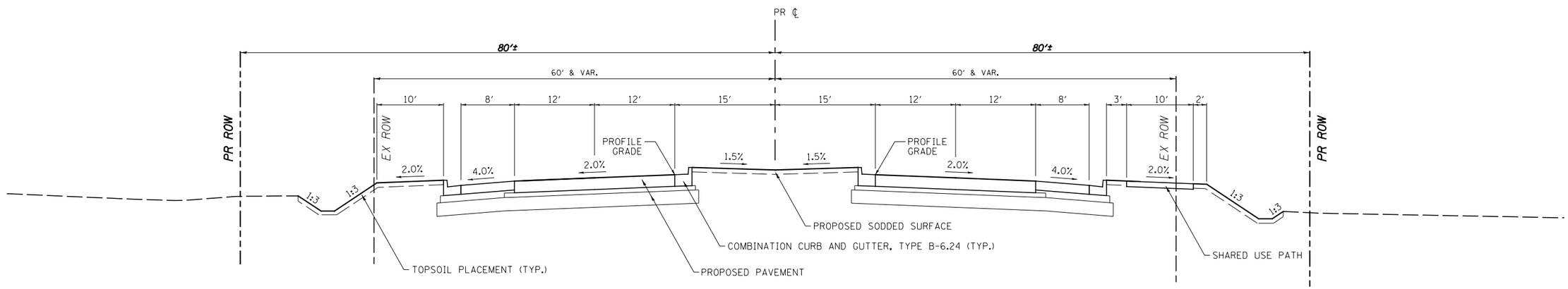


REVISED – ALT #3 PROPOSED U.S. RTE. 30 TYPICAL SECTION
22' RAISED MEDIAN W/SHOULDERS AND C & G

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -									
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -							CONTRACT NO. 66B83		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA. N/A TO STA. N/A		ILLINOIS	FED. AID PROJECT		

D-82-045



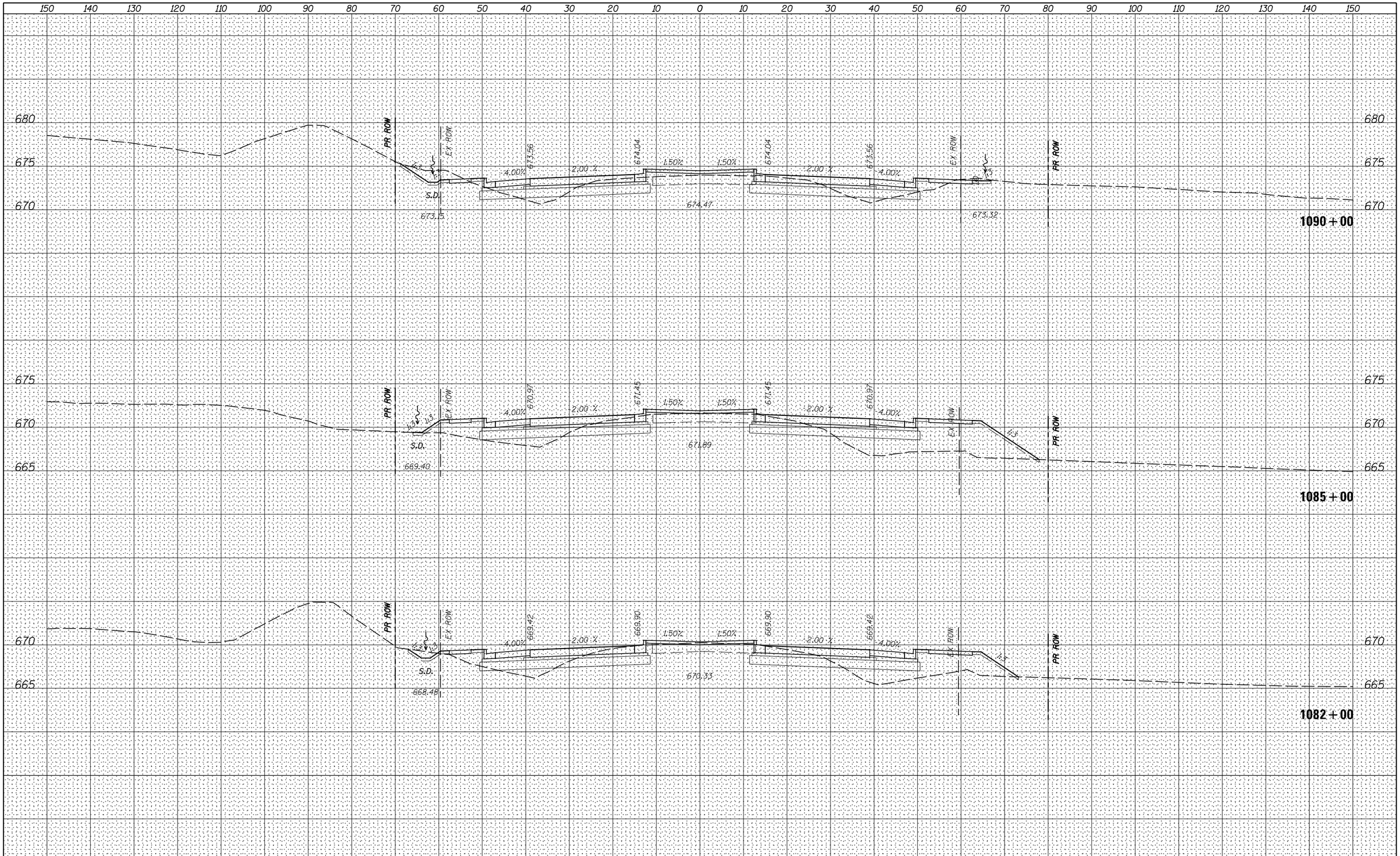
REVISED – ALT #3 PROPOSED U.S. RTE. 30 TYPICAL SECTION

30' RAISED MEDIAN W/SHOULDERS AND C & G

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

FILE NAME = V:\3171\CADD Sheets\VOM Plan sheets with	USER NAME = smounts1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	contours\P140311-sht_VOM-typical-01.dgn	DRAWN -	REVISED -									
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO. 66B83		
	PLOT DATE = 9/9/2014	DATE -	REVISED -		SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS	FED. AID PROJECT		

D-92-9-46



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FILE NAME = V:\3171\CADD Sheets\VOM Plan sheets with contours\P140311-sht-xssht-VOM-Refined Alternative-CROSS SECTIONS.dgn	USER NAME = smountsl	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = 9/18/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

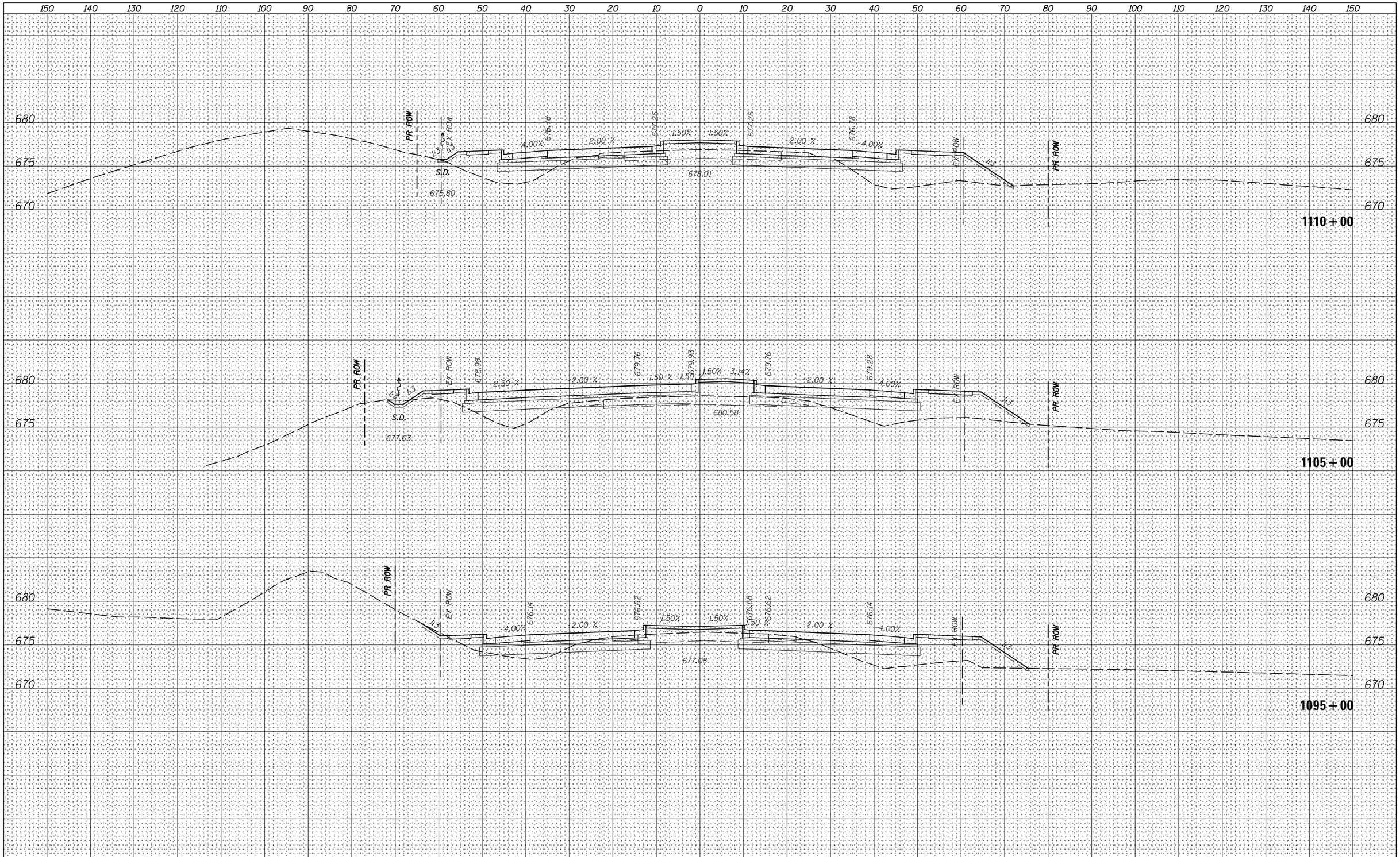
US RTE 30 REFINED ALTERNATIVE CRITICAL CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 1082+00 TO STA. 1090+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		
NO.			

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		
NO.			

FILE NAME = V:\3171\CADD Sheets\VOM Plan sheets with contours\P140311-sht-xssht-VOM-Refined Alternative-CROSS Sections.dgn	USER NAME = smountsl	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = 9/18/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D-92-048

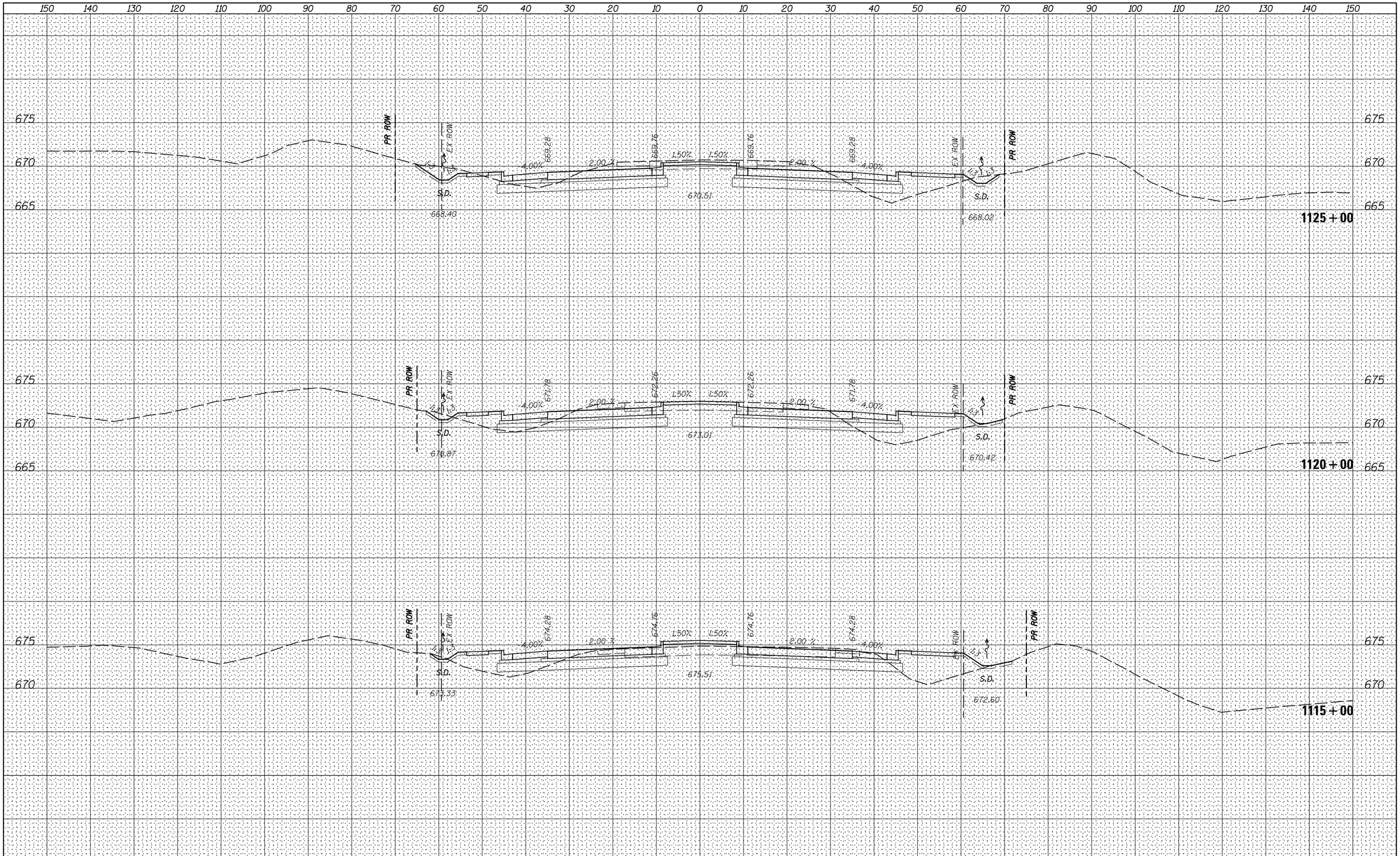
US RTE 30 REFINED ALTERNATIVE CRITICAL CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 1095+00 TO STA. 1110+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FILE NAME = V:\3171\CADD Sheets\VOM Plan sheets with contours\P140311-sht-xssht-VOM-Refined Alternative-CROSS SECTIONS.dgn	USER NAME = smountsl	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = 9/18/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D-92-9-49

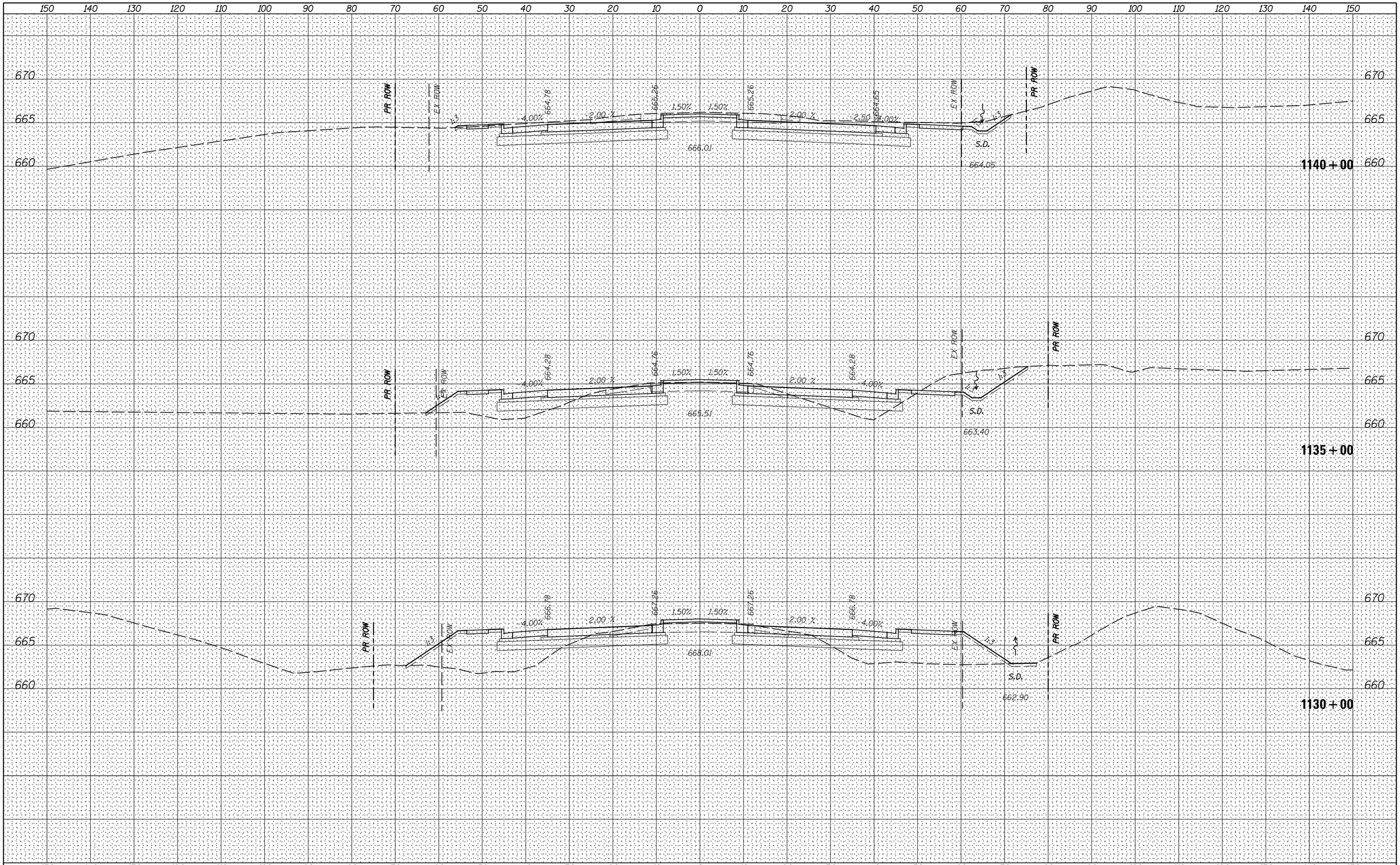
US RTE 30 REFINED ALTERNATIVE CRITICAL CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 1115+00 TO STA. 1125+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

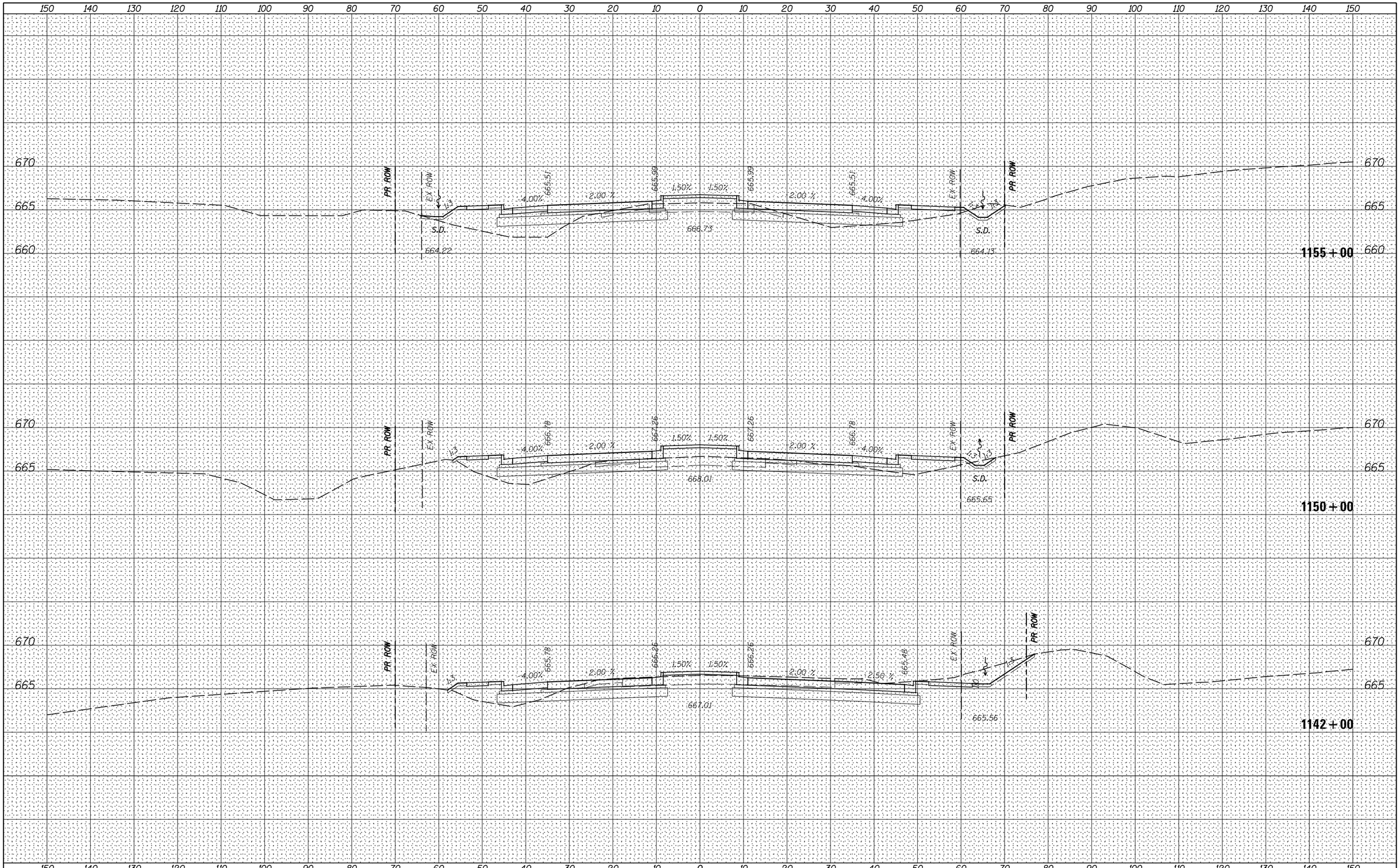
ILLINOIS FED. AID PROJECT



FILE NAME = V:\3171\CADD Sheets\VOM Plan sheets with contours\P140311-sht-xssht-VOM-Refined Alternative-CROSS Sections.dgn	USER NAME = smountsl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US RTE 30 REFINED ALTERNATIVE CRITICAL CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -	D.8.2.9-50						
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO.		
$MODELNAME$	PLOT DATE = 9/18/2014	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. 1130+00 TO STA. 1140+00			ILLINOIS FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
NO.		

FILE NAME = V:\3171\CADD Sheets\VOM Plan sheets with contours\P140311-sht-xssht-VOM-Refined Alternative-Critical Sections.dgn	USER NAME = smountsl	DESIGNED -	REVISED -
		DRAWN -	REVISED -
$MODELNAME$	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/18/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D-92-9-51

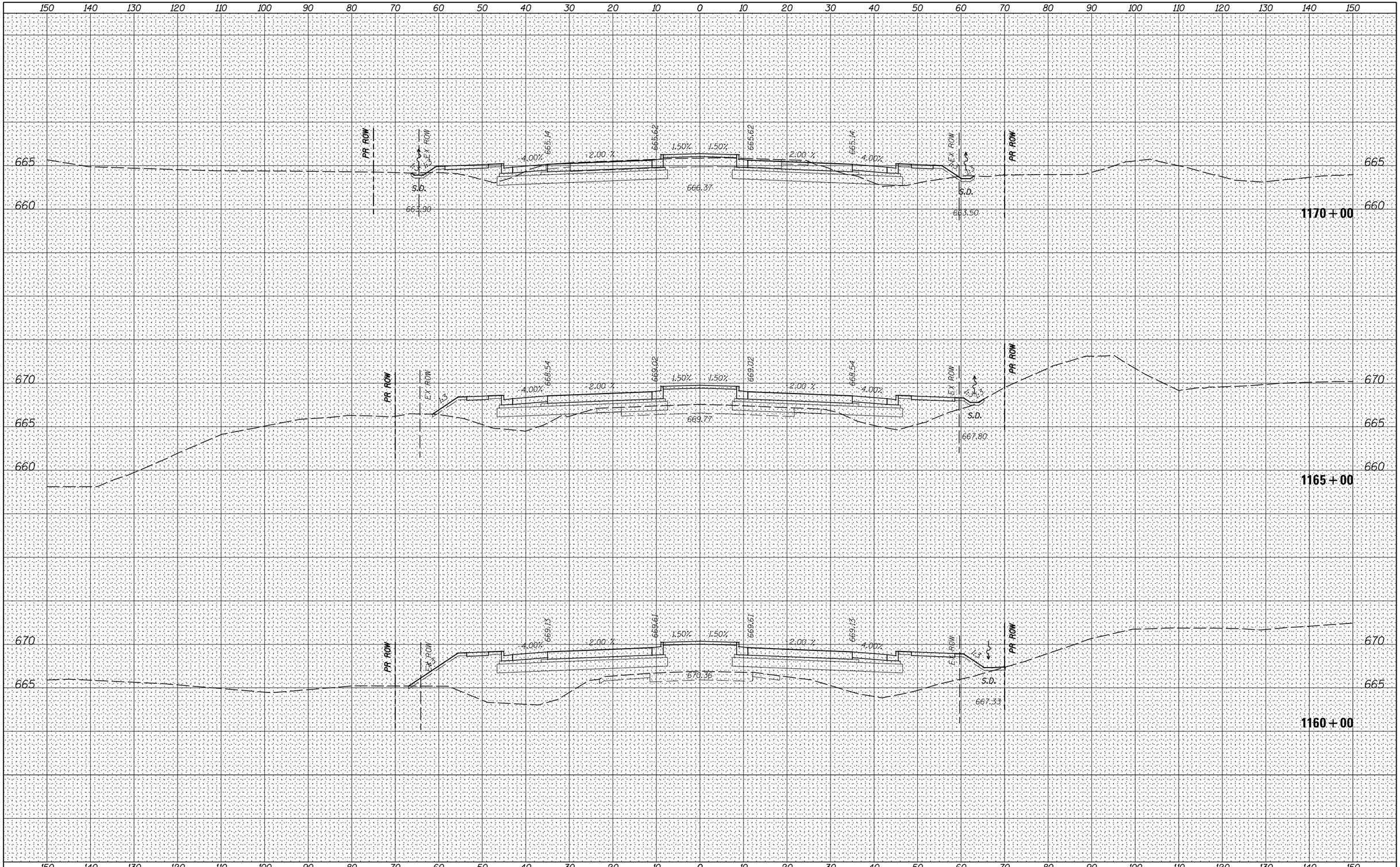
US RTE 30 REFINED ALTERNATIVE CRITICAL CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 1142+00 TO STA. 1155+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FILE NAME =	USER NAME = smountsl	DESIGNED -	REVISED -
V:\3171\CADD Sheets\VOM Plan sheets with contours\P140311-sht-xssht-VOM-Refined Alternative-Critical Sections.dgn		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = 9/18/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
D-92-9-52

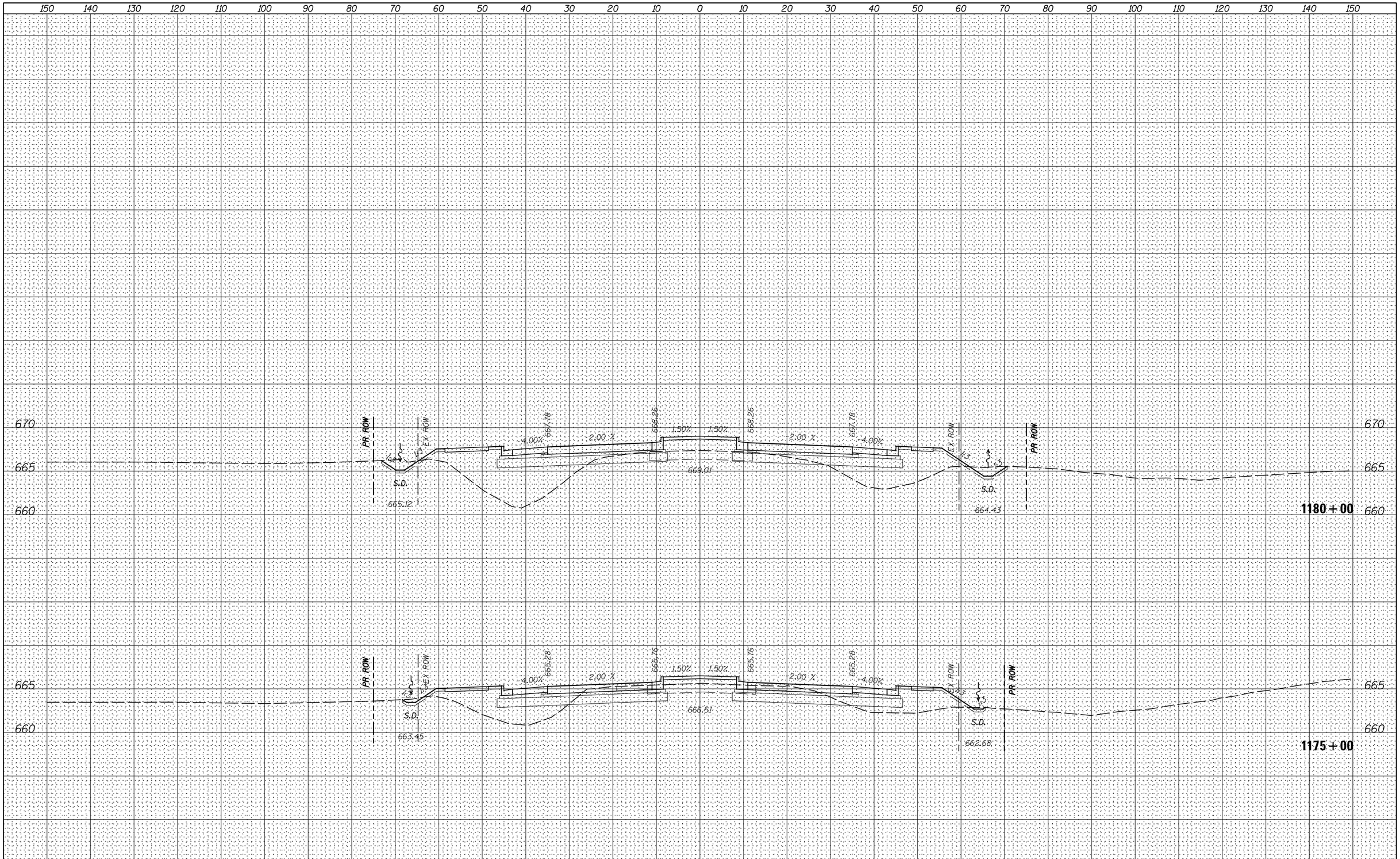
US RTE 30 REFINED ALTERNATIVE CRITICAL CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 1160+00 TO STA. 1170+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FILE NAME = V:\3171\CADD Sheets\VDM Plan sheets with contours\P140311-sht-xssht-VDM-Refined Alternative-CROSS SECTIONS.dgn	USER NAME = smountsl	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
$MODELNAME$	PLOT DATE = 9/18/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D82.5-53

US RTE 30 REFINED ALTERNATIVE CRITICAL CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 1175+00 TO STA. 1180+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

From:	Draper, Daniel
To:	Peter G. Wallers (pwallers@eeiweb.com)
Cc:	zoephel@ci.montgomery.il.us; "saa@mickeywilson.com"; Doll, Ken F; Lori Brown (Lori.S.Brown@Illinois.gov); Kimberly K. Murphy (Kimberly.Murphy@illinois.gov); Mounts, Gregg; Mestelle, Dan
Subject:	US 30 Proposed Median Width
Date:	Thursday, October 09, 2014 11:18:00 AM
Attachments:	image001.png

Pete,

In advance of your discussion with the Village Board here is an update on the events since our meeting last Friday.

We investigated reducing the median width to 18' between the intersections in the subdivision segment. We found the further reduction from 22' to 18' had no tangible reduction in impacts. However, because the Village asked us to consider this option it was presented to the Federal Highway Administration (FHWA) and Bureau of Design and Environment (BDE – IDOT Springfield) at the monthly coordination meeting yesterday afternoon. The FHWA/BDE is opposed to any reduction in median width below 22 feet. The essential objection to the 18' proposal was that there would be no tangible benefit realized for the short segments involved. The following points were also noted:

- The 22' width would ensure that a crossing refuge for pedestrian traffic and staged vehicle turns would be a possibility for any future median access breaks.
- Driver expectancy would not be violated by the accordion effect of varying the median's width through the project corridor.
- The reduction in the construction limits by going with the 18' median width would not significantly lessen any impacts to the landscaped berms or the number of existing trees.

With the reduced impacts stemming from the narrowing of the median from 30' to 22'; the narrowing of the shoulders from 10' to 8'; and the narrowing of the buffer between the curb and the shared-use path from 5' to 3', we are hopeful the Village can support the refined alternative. The refined alternative provides an opportunity to achieve the common goal of reducing impacts without sacrificing safety.

If you have any questions or need additional information, please do not hesitate to contact me.

Dan

Daniel J. Draper, P.E.
Hutchison Engineering, Inc.
ddraper@hutchisoneng.com
605 Rollingwood Drive
Shorewood, Illinois 60404
(815) 773-2233
(815) 773-2236 (F)

From: Jerad Chipman
To: Draper, Daniel
Cc: "Pete Wallers"; Rich Young
Subject: RE: Orchard Road Sidewalk/Shared-Use Path
Date: Friday, October 24, 2014 4:16:41 PM
Attachments: image001.png

Dan,

We would prefer the shared-use path to tie into the north end of the sidewalk.

Thank you,
Jerad Chipman AICP

Senior Planner
Village of Montgomery, IL

(630) 896-8080 x1224

From: Draper, Daniel [mailto:DDRAPER@hutchisoneng.com]
Sent: Thursday, October 23, 2014 3:34 PM
To: Jerad Chipman
Cc: 'Pete Wallers'; Rich Young
Subject: RE: Orchard Road Sidewalk/Shared-Use Path

Jerad,

I do have one question for clarification. On the west side there is a sidewalk in front of the two developed properties. Do you want the shared use path to tie into the north end of that sidewalk?
(In other words the shared use path would extend from US 30 to the 1st entrance north of Caterpillar Drive.)

Dan

Daniel J. Draper, P.E.
Hutchison Engineering, Inc.

From: Jerad Chipman [mailto:chipman@ci.montgomery.il.us]
Sent: Thursday, October 23, 2014 3:21 PM
To: Draper, Daniel
Cc: 'Pete Wallers'; Rich Young
Subject: Orchard Road Sidewalk/Shared-Use Path

Dan,

Village staff discussed your previous e-mail to Pete Wallers regarding sidewalks and share-use paths on Orchard Road. Thank you for reaching out to the Village regarding this topic. The Village would like a shared-use path on the west side of Orchard Road to connect to the existing shared-use path that Kane County installed on the north side of US 30 and a sidewalk on the east side to provide the people in the subdivision on the northeast corner of Orchard and US 30 access to the commercial on the south side. The Village has been requiring developments to install sidewalks on the west side of Orchard, on private property, and would like to connect those businesses to a shared-use path that ultimately crossed US 30 and continued north on Orchard Road. Please feel free to contact Pete, Rich or me if you have any more questions.

Thank you,

Jerad Chipman AICP

Senior Planner
Village of Montgomery, IL

(630) 896-8080 x1224

From:	Draper, Daniel
To:	"Peter Wallers"
Cc:	Doll, Ken F; Lori Brown (Lori.S.Brown@Illinois.gov); Kimberly K. Murphy (Kimberly.Murphy@illinois.gov); Mounts, Gregg; Mestelle, Dan
Subject:	RE: US 30 Phase I
Date:	Tuesday, October 28, 2014 11:51:00 AM
Attachments:	image001.png

Pete,

1. The presence of the shoulder allows a reduction in the distance behind the curb without impacting pedestrian safety. The separation from the edge of the travel lane in the refined alternative is 13.5'. For reference, in an urban cross-section without shoulders the distance from the back of curb to the sidewalk or shared use path would be 5 feet which would provide a separation of 7.5' from the travel lane.
2. According to Highway Safety Manual calculations reducing the shoulder width from 10 feet to 8 feet does not reduce safety. When the shoulder width is reduced below 8 feet the predicted number of crashes does increase.
3. It is possible to locate either the path or sidewalk off of State ROW. Such an approach may require some additional negotiations or clearances, depending on the ownership or environmental status of the impacted property, but it is something we could work through.

Our goal remains to get to the preferred alternative. The preferred alternative pertains to the roadway cross-section (back of curb to back of curb). Once we have that we can go into detailed design and determine the proposed drainage plan and potential locations of noise barriers which could have impacts on decisions related to shared use path locations.

Dan

Daniel J. Draper, P.E.
Hutchison Engineering, Inc.

From: Peter Wallers [mailto:pwallers@eeiweb.com]
Sent: Tuesday, October 28, 2014 8:46 AM
To: Draper, Daniel
Subject: US 30 Phase I

Dan

At last night's board meeting we discussed the refined alternate # 3 with the Board. They were appreciative of the effort that went into the revision and felt significant progress has been made.

A couple of questions came up from the Trustees that I was directed to follow up on:

1. Relative to pedestrian safety is there any concern reducing the offset from 5 to 3 feet?

2. Relative to motorist safety is there any concern reducing the paved shoulder from 10 to 8 feet?
3. Is it possible to move the sidewalk or bike path out of the ROW and into an easement or property provided by the Village?

We plan to discuss this again at the November 10 Board Meeting.

Thanks for your help.

Pete

Peter G. Wallers, P.E., CFM
President

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554
T: (630) 466-6721 C: (630) 816-4291 F: (630) 466-6701
www.eeiweb.com
pwallers@eeiweb.com

40 YEARS
Supporting the Communities We Work and Live In

This message may contain confidential information and is intended only for the original recipient. The views or opinions presented in this message are solely those of the sender and do not necessarily represent those of the company, unless specifically stated. If you are not the intended recipient you should not disseminate, distribute or copy this message. If verification is required please request a hard-copy version. Engineering Enterprises, Incorporated 52 Wheeler Road, Sugar Grove, IL., 60554 Warning: This message was scanned for viruses, vandals and malicious content. However, we cannot guarantee that the integrity of this e-mail has been maintained in transmission and do not accept responsibility for the consequences of any virus contamination.

Village of Montgomery

Village Board

Matt Brolley
Village President

Heidi Dziedzic
Village Clerk

Trustees:
Stan Bond
Peter Heinz
Steve Jungermann
Denny Lee
Doug Marecek
Theresa Sperling

Staff

Jeff Zoephel
Village Administrator

Daniel Meyers
Chief of Police

Mike Pubentz
Dir. of Public Works

Justin VanVooren
Director of Finance

Richard Young
Dir. of Community Development

November 19, 2014

Mr. Daniel J. Draper, P.E.
Hutchison Engineering, Inc.
605 Rollingwood Drive
Shorewood, IL 60404

Re: US 30 Phase I Study
Village of Montgomery, IL

Mr. Draper:

At the November 10th Village Board meeting, the Village Board voted in favor of supporting the revised Alternate #3 cross section that was developed by IDOT for the US 30 corridor. The section generally included a 22 foot median with 2 driving lanes and 8 foot paved shoulders with curb and gutter. The section would be expanded at the intersections to provide a 30 foot center median.

At the meeting there was considerable discussion regarding the location of the shared use path. The Village Board would like to discuss the options that are available to locate the shared use and pedestrian paths to a location outside the proposed ROW. As the process continues we would like the opportunity to meet with you and IDOT staff to discuss this matter in more detail.

Thank you for willingness to work with the Village on this important project.

If you have any questions please feel free to contact me. We look forward to continuing the discussion.

Respectfully submitted,

Village of Montgomery

Jeff Zoephel
Village Administrator

200 N. River Street • Montgomery, IL 60355 • 630-896-8080 • Fax 630-896-0791
www.ci.montgomery.il.us

Illinois Department of Transportation
Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

July 30, 2015

Honorable Matt Brolley
Village President
200 North River Street
Montgomery, Illinois 60538

Dear Village President Brolley:

Thank you for forwarding your letter of July 18, 2015 to State Representative Mark Batinick regarding the need for intersection improvements at US 30 and Orchard Road in Montgomery. The Illinois Department of Transportation (IDOT) has reviewed your concerns and offers the following information.

The intersection of US 30 at Orchard Road is included in IDOT's ongoing Phase I Preliminary Engineering and Environmental Study for capacity improvements (additional lanes) along US 30 (Baseline Road) from IL 47 to IL 31 in Kane and Kendall counties. Specifically, at the intersection with Orchard Road, the preferred alternative includes the provision of two through lanes in each direction along US 30, three through lanes in each direction along Orchard Road along with dual left-turn lanes, and right-turn lanes in all directions. An exhibit from the project website is attached for your reference.

The department has been engaged in the Phase I Preliminary Engineering and Environmental Study process since 2011, with the first Public Meeting held on September 13, 2012, and the second Public Meeting held on July 30, 2014. It is anticipated that the final Public Hearing will be held in fall 2015, with Design Approval in late 2015/early 2016. Once the project receives design approval, the project can advance to the Phase II Design Engineering and Land Acquisition process. Once initiated, the Phase II Engineering and Land Acquisition will typically take 18-24 months to complete.

Funding for the project beyond the Phase I Preliminary Engineering and Environmental Study process is not currently included in the FY 2016-2021 Proposed Highway Improvement Program. The total estimated cost of this improvement for construction, construction engineering, Phase II Design Engineering, Utility Relocation, and Land Acquisition is $76,700,000 in 2015 dollars. Due to our current fiscal constraints, the department has been required to focus our limited financial resources on pavement preservation and bridge rehabilitation type improvements.

The department has recently convened with the leadership in both Kane and Kendall counties to discuss regional highway and bridge transportation priorities. During these discussions, several regional corridor improvement priorities were emphasized such as IL 47, Eldamain Road, Orchard Road, and

US 30. The proposed improvements along US 30 from IL 47 to IL 31, including the intersection of Orchard Road was considered one of the high priority projects for the southern Kane County and northern Kendall County region. As such, this project will continue to be included in our priorities for future funding consideration among similar improvement needs. Our regional priority discussions are expected to continue in the near future as Illinois begins to focus more closely on a sustainable highway funding revenue source for the future. It is anticipated that the local community leaders will be engaged in these discussions this fall as we strive to refine our priorities to include both regional and sub-regional needs.

For further information on the US project, please visit the project website at www.us30baselineroadstudy.org.

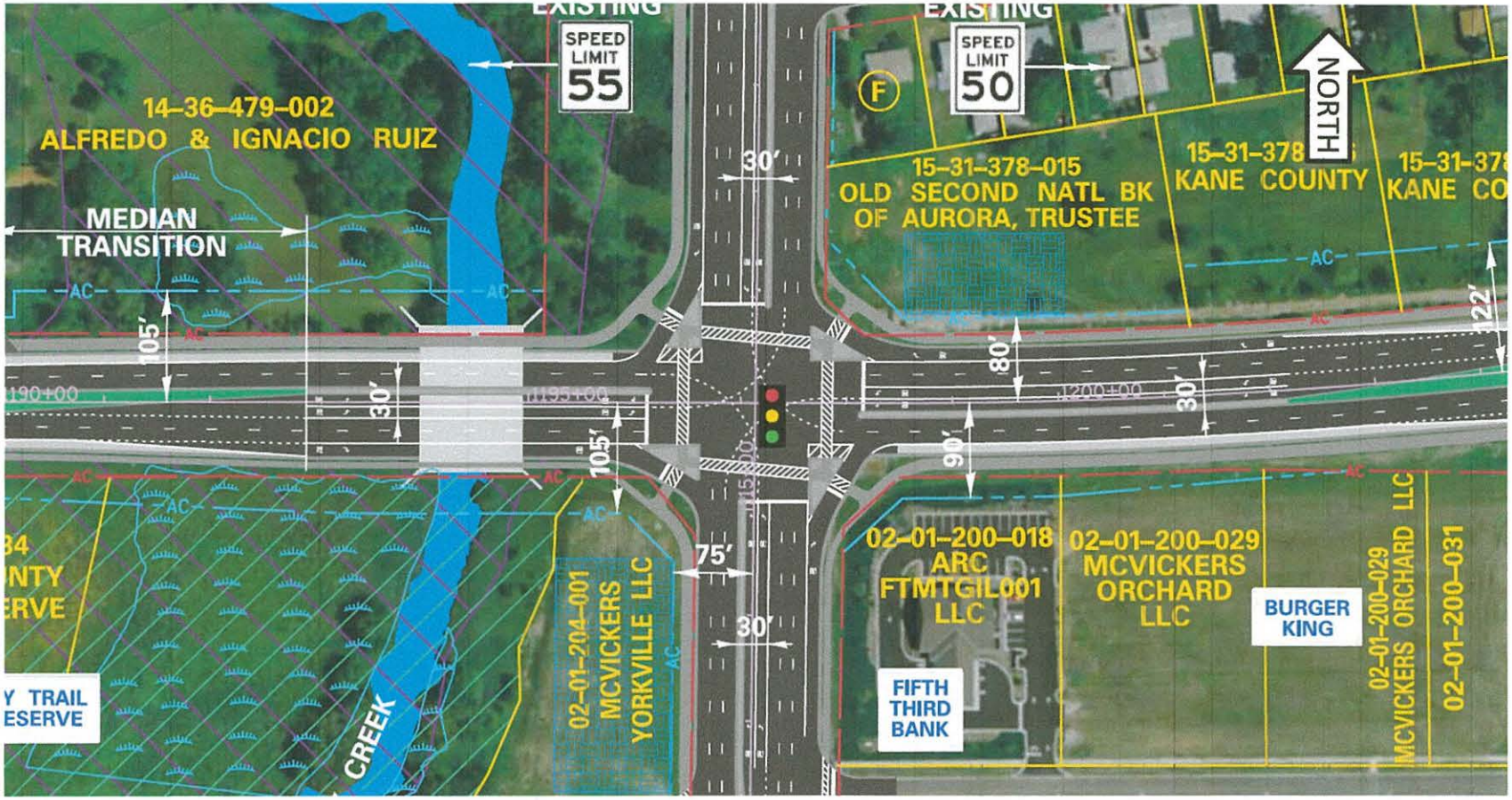
If you have any questions or need additional information, please contact Omer M. Osman, Director of Highways, located at 2300 South Dirksen Parkway, Room 300, Springfield, Illinois 62674 by telephone at (217) 782-2151.

Sincerely,

Randall S. Blankenhorn
Secretary

Attachment

cc: Representative Mark Batinick
bcc: Omer M. Osman
Jeff South
Aaron A. Weatherholt
John Fortmann
HST-57193


EXISTING
SPEED LIMIT 55
EXISTING
SPEED LIMIT 50
NORTH
14-36-479-002
ALFREDO & IGNACIO RUIZ
MEDIAN TRANSITION
15-31-378-015
OLD SECOND NATL BK OF AURORA, TRUSTEE
15-31-378
KANE COUNTY
15-31-37
KANE CO
AC
105'
30'
80'
22'
90'
75'
1190+00
1195+00
1200+00
02-01-204-001
MCVICKERS YORKVILLE LLC
02-01-200-018
ARC FTMTGIL001 LLC
02-01-200-029
MCVICKERS ORCHARD LLC
BURGER KING
FIFTH THIRD BANK
02-01-200-029
MCVICKERS ORCHARD LLC
02-01-200-031
Y TRAIL
ESERVE
CREEK

Village of Montgomery

Village Board

Matt Brolley
Village President

Heidi Dziedzic
Village Clerk

Trustees:
Stan Bond
Peter Heinz
Steve Jungermann
Denny Lee
Doug Marecek
Theresa Sperling

Staff

Jeff Zoephel
Village Administrator

Daniel Meyers
Chief of Police

Mike Pubentz
Dir. of Public Works

Justin VanVooren
Director of Finance

Richard Young
Dir. of Community Development

May 18, 2015

Representative Mark Batinick
24047 W. Lockport Street, Suite 213
Plainfield, IL 60544

Dear Representative Batinick:

I am writing to express the immediate need that exists for intersection improvements at U.S. Route 30 and Orchard Road in Montgomery. U.S. Route 30 is the primary east-west roadway in Montgomery, with traffic counts of more than 24,000 vehicles per day east of Orchard Road and 19,400 per day west of Orchard Road. Orchard Road is also heavily travelled, with traffic counts of 26,400 north bound and 25,000 vehicles per day south bound. In 2040 these traffic volumes are projected to increase over 70%.

The intersection currently functions at a level of service of F. In order to accommodate current needs as well as future growth and safety, it is important that intersection improvements be made at the intersection of Route 30 and Orchard Road. Specific improvements needed include: Dual left turn lanes and single right turn lanes on the 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. The project also will require replacement of the bridge on Route 30 over Blackberry Creek.

Since Route 30 is a State highway, improvements are under the control of IDOT. We have been advised that this project is not included in their five-year plan. We do not believe it is safe or prudent for this project to be delayed five years or more. This intersection has one of the highest rates of accidents in Montgomery, averaging more than 40 per year, including a fatality in 2012. I ask for your support in working with IDOT to help move this important project forward.

Sincerely,

Matthew T. Brolley
Village President

c: Jeff Zoephel, Village Administrator
Pete Wallers, Village Engineer

200 N. River Street • Montgomery, IL 60538 • 630-896-8080 • Fax 630-896-0791
www.ci.montgomery.il.us

Village of Montgomery

Village Board

Matt Brolley
Village President

Tiffany Francis
Village Clerk

Trustees:
Stan Bond
Peter Heinz
Steve Jungermann
Denny Lee
Doug Marecek
Theresa Sperling

Staff

Jeff Zoephel
Village Administrator

Daniel Meyers
Chief of Police

Todd Hoppenstedt
Dir. of Public Works

Justin VanVooren
Director of Finance

Richard Young
Dir. of Community Development

September 28, 2015

Mr. Daniel J. Draper, P.E.
Hutchison Engineering, Inc.
605 Rollingwood Drive
Shorewood, IL 60404

Re: US 30 Phase I Study
Village of Montgomery, IL

Mr. Draper:

At their September 14th Village Board meeting, the Village Board discussed the options for roadway lighting along the study corridor. Generally the Village Board was in support of lighting at the intersections, with the following caveats.

1. During the Phase 2 design the Village would like to revisit the proposed lighting based on more detailed cost estimates and design, prior to a final commitment.
2. The Village wants to minimize light spillage outside the ROW; accordingly this should be addressed during final design. Also consideration for LED lighting for the intersections should be addressed during final design.
3. Coordination for cost sharing of intersection lighting will need to be addressed during final design.

If you have any questions please feel free to contact me.

Respectfully submitted,

Village of Montgomery

Jeff Zoephel
Village Administrator

200 N. River Street • Montgomery, IL 60538 • 630-896-8080 • Fax 630-896-0791
www.ci.montgomery.il.us

Engineering Enterprises, Inc.

Memo

To: Mr. Dan Draper, P.E.
Hutchinson Engineering
605 Rollingwood Drive
Shorewood, IL 60404

From: Timothy N. Paulson, P.E., CFM
Project Manager

Date: January 12, 2016

Re: U.S. Route 30 Corridor Route 47 to Route 31 - Proposed Drainage Plan
Village of Montgomery

EEI Job #: MO1219-V

We are writing as a follow up to the last Progress Meeting where the Proposed Drainage Plan for the Route 30 corridor was discussed. Where available we are providing information regarding existing Village drainage systems and problems that impact the Proposed Drainage Plan.

Drainage Area North of Route 30 (At IDOT Outlet #4)

The Village of Montgomery experienced significant drainage issues in this area during the spring of 2013. In an effort to address these issues the Village performed a watershed model and study, the Lakewood Creek West Drainage Investigation. The study showed that the size of the drainage area north of Route 30 and conveyance issues south of Route 30 led to the extended periods of standing water north and south of Route 30 in the ComEd easement and the flooding issues that the subdivisions south of Route 30 experienced in the April 2013 event.

The Village has since completed conveyance improvements through modifications to the release structures in the detention basins between Route 30 and Blackberry Creek to the south. However, the size of the drainage area north of Route 30 is still a significant issue. Conveying the water from the ComEd easement north of Route 30 to Blackberry Creek via the proposed Route 30 storm sewer would provided a significant drainage benefit to the residents south of Route 30. Therefore, we are providing the following information from the watershed model for IDOT use in their drainage design.

The watershed area tributary to the depressional area in the ComEd easement north of Route 30 was estimated to be 345 acres. This includes release from the detention basins from the Foxmoor subdivision, to the west, and the adjacent Stuart Sports Complex. The watershed model investigated peak flows from the 25 year and 100 year events. In the existing condition, the peak 25 year flow out of the ComEd depression was 9.52 cfs and for the 100 year event the peak flow was 13.82 cfs.

52 Wheeler Road, Sugar Grove, IL 60554 ~ (630) 466-6700 tel ~ (630) 466-6701 fax ~ www.eeiweb.com

Montgomery Overflow

The Village supports the concept of the North Bypass Option indicated on the Proposed Drainage Plan in order to provide safe conveyance for the flood water to the Fox River. The Village would like to be kept appraised of development of this option and request planning and design information when it is developed. The flows shown on the Existing Flow Rate Summary Exhibit are different from the flows we have seen from previous studies. Since the Village has ongoing drainage concerns along the Montgomery Overflow route, they would like to obtain this flow information from IDOT.

Blackberry Creek at Route 30 Bridge

The Village requests information on any proposed improvements for the Route 30 Bridge over Blackberry Creek just west of Orchard Road. Increased flows under Route 30 may impact Village residents, business, and infrastructure downstream of Route 30.

Montgomery Civic Center

The existing detention basin at the Montgomery Civic Center was constructed at the time of the Police Department building. It provides detention for the Police Department Building and future improvements on the Civic Center Campus. The Village's current planning for the Civic Center property is for a future Public Works Facility. This Facility would involve less impervious area than the original Civic Center concept planning. Therefore, there may be additional capacity in the Civic Center detention basin; however, any potential capacity has not been quantified at this time.

If you need additional information or have any questions please contact me at our office.

pc: Todd Hoppenstedt, Director of Public Works, Village of Montgomery

52 Wheeler Road, Sugar Grove, IL 60554 ~ (630) 466-6700 tel ~ (630) 466-6701 fax ~ www.eeiweb.com

US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Village of Montgomery Study Update Meeting

May 27, 2016

The meeting was held with Village of Montgomery to provide an update on the progress of the study in advance of the upcoming Public Hearing.

The following were in attendance:

Name	Representing
Jeff Zoephel	Village of Montgomery
Rich Young	Village of Montgomery
Jerad Chipman	Village of Montgomery
Pete Wallers	Village of Montgomery/Engineering Enterprises, Inc. (EEI)
Tim Paulson	Village of Montgomery/Engineering Enterprises, Inc. (EEI)
Lori Brown	IDOT - Programming
Ken Doll	IDOT - Programming
Ryan Dettmann	IDOT - Programming
Perry Masouridis	IDOT - Hydraulics
Ahmad Rashidianfar	IDOT - Hydraulics
Fred Lin	Lin Engineering
Dan Mestelle	Hutchison Engineering, Inc. (HEI)
Dan Draper	Hutchison Engineering, Inc. (HEI)

(See attendance roster attached)

The key discussion points were:

Overview of Proposed Improvements

1. The proposed improvements on US 30 consist of two lanes in each direction separated by a raised median.
2. There will be a shoulder on the outside flanked by curb and gutter.
3. A shared use path will generally be provided on one side and a sidewalk will be on the opposite side.
4. The median widths are:
   a. 30’ from IL 47 to east of Gordon Road
   b. 22’ from east of Gordon Road to west of Orchard Road
   c. 30’ from west of Orchard Road to the Baseline Road Connector.
   d. 18’ from the Baseline Road Connector to IL 31.
5. Orchard Road will have 3 through lanes in each direction separated by a raised median from Caterpillar Drive to north of Aucutt.
6. Dual left turn lanes and right turn lanes will be provided on all legs of the US 30/Orchard Road intersection.
7. Traffic Signals are not warranted at Brentwood Avenue. Also, a raised median will extend across the Brentwood Avenue making it a right-in/right-out intersection.
8. Full access will be maintained at Countryside Avenue.
9. Blackberry Road will have full access.

Noise Walls

10. Preliminary potential noise wall locations were discussed. Noise evaluation is still underway and may result in additional locations.
11. It was noted that terrain can impact noise levels significantly. For example, Lakewood Creek West subdivision sits lower in relation to US 30 than neighboring subdivisions and the existing berm absorbs more sound waves. Therefore, preliminary findings indicate the noise levels do not meet the criteria for noise abatement at this location.
12. Viewpoints will be solicited from benefitted receptors as part of the Public Hearing process.
13. Letters will be sent to receptors for which the noise level is reduced by at least 5 decibels if a potential wall is constructed.
14. Before a noise wall will be constructed it must be favored by at least 50% of benefitted receptors responding to the viewpoint solicitation. It is a goal to receive a response from at least 33% of the benefited receptors.
15. Each wall segment will be voted on separately only by the receptors benefitted by that particular wall.
16. In Phase II the Village will have input on the type of noise wall to be constructed.
17. Under current policy the results of the viewpoint solicitation during Phase I is final and will not be revisited during later phases of the project.
18. The Village asked if the results of the viewpoint solicitation will be publicized. IDOT responded that they will at a minimum be published as part of the final design report.
19. The Village will be responsible for maintaining the surface of the walls. IDOT will maintain the structure of the walls.

Drainage

1. The water quality basin originally proposed on the south side of US Route 30 near the west end of the project has been subsequently removed due to avoiding conflicts with an existing wetland.
2. Underdrains will be provided at all water quality basins and no basins will be perpetually wet.
3. EEI inquired if the proposed detention basin from approximate Sta. 1023+00 RT to Sta. 1034+00 RT could be pushed further to the south to provide additional frontage from US Route 30. IDOT will investigate.
4. EEI noted that the area within the ComEd easement should be maintained for storage, and not be drained under proposed conditions. The exiting storm sewer inlet at Sta. 1133+00 LT should be raised sufficiently to ensure these existing conditions are maintained.
5. There is a proposed water quality basin within the ComEd easement area. A notch will be included in the basin to allow additional flows to continue to the south maintaining existing drainage patterns. EEI requested that the SWMM model previously provided for the existing 24" CMP crossing near the ComEd easement be reviewed, and determine the discharge that will continue to the south.
6. A proposed water quality basin from approximate Sta. 1183+00 RT to Sta. 1186+50 RT will be revised to ensure no impacts to the existing tree-lined berm further to the south.
7. The southwest corner of the Orchard Road intersection is currently being developed. The proposed detention and water quality basin proposed in this area will be removed.
8. Lin inquired if the proposed ROW along the west side of Orchard Road between approximate Sta. 107+00 LT to Sta. 113+00 LT could be kept. EEI noted that there is development underway in this area as well, and will provide HEI the limits of the development.

9. At the Montgomery Overflow, under proposed conditions the existing 18" culvert crossing will be removed. A 66" (during the meeting a 60" diameter was mentioned; should be corrected to 66" diameter) concrete storm sewer bypass system will be constructed conveying flow along the north side of US Route 30 and outletting into the IL Route 31 interchange infield. The roadway profile of US Route 30 will be raised to provide up to 100-year flood protection, and higher flows will overtop the roadway and be collected by the existing 30" culvert draining into the Pasadena subdivision. Downstream of the IL Route 31 interchange, BNSF railroad culvert crossings are undersized under existing conditions, and an alternative within the report was analyzed to provide additional culverts to increase the drainage capacity. This will provide for improvements over existing conditions near the IL Route 31 interchange, however no benefit will be experienced at the Montgomery Overflow location where water is currently overtopping the road. The BNSF railroad crossing could be improved under a subsequent improvement, however is not being included in this project at this time.
10. There is also an existing 12" field tile crossing US Route 30 within the Montgomery Overflow area. EEI requested that an option be explored that will connect the existing field tile into the proposed US Route 30 storm sewer system, as the tile downstream of US Route 30 is significantly deteriorated. Lin will review the possibility of connecting the field tile.
11. EEI inquired what seed mixture will be utilized for the detention and water quality basins. IDOT noted that this is a design detail that will be explored in Phase II, however the Village may provide any requests that could be incorporated in the Phase II design. EEI noted that the seed mixture would depend on how long the basins would be inundated.
20. EEI inquired if discharges would increase under proposed conditions downstream of the Blackberry Creek structure. Lin noted that the discharges would be the same under existing and proposed conditions. The Hydraulic Report of the structure will be provided to EEI.
21. The compensatory ratio at the Montgomery Overflow location will be approximately 1.25:1 which is lower than the Kane County standard of 1.5:1 but exceed the IDOT standard of 1:1.
22. A copy of the approved Location Drainage Study (LDS) will be provided to the Village.

Public Hearing Process

23. The Public Hearing is scheduled for June 29, 2016 from 4-7 PM. It will be held at the Montgomery Village Hall.
24. On Open House format with a Public Forum will be used.
25. The Village will add the notice to their website.

Other Notes:

26. There are no updates regarding the status of interim improvements at the US 30 and Orchard Road intersection.
27. The Village wants Emergency Vehicle Preemption at all signalized intersections.
28. There are five (5) fire protection districts serving the project corridor. The Village of Montgomery will furnish a copy of the fire protection district map.
29. The Village will discuss and decide if they want roadway lighting. Lighting would be 100% Village cost. If lighting is installed the Village would like LED luminaires.
30. Toward the end of the study process the Village will receive a Letter of Intent.

Dan Draper/Dan Mestelle - Hutchison Engineering
Fred Lin – Lin Engineering

Hutchison Engineering, Inc.

TELEPHONE MEMO

By:	Dan Draper				
Date:	08/10/2016	**Time** 3:30	**(am)**☐ **(pm)**☒	**Job No.**	3171
Individual:	Pete Wallers	**Title**	Village of Montgomery Engineer		
Company:	Engineering Enterprises, Inc.				
Phone No.:	815-727-8476				
Subject:	US 30 – Blackberry Heights Subdivision Access				

Items Discussed: ☒ **I placed call** ☐ **Party called**

I spoke with Mr. Wallers regarding access to the Blackberry Heights subdivision in the northeast quadrant of the US 30 and Orchard Road intersection. Key points of our discussion included:

1. To Mr. Wallers knowledge the Village has not fielded many complaints regarding access at this subdivision. He felt that could be due to the fact that only part of the subdivision is in the Village and also the current access is to a county highway.
2. The south end of Kevin Drive is under the jurisdiction of the Village. They would not be opposed to a right out at Kevin Drive if IDOT finds it geometrically acceptable.
3. Mr. Wallers also said in the future the Village hopes to start preliminary engineering on an extension of Aucutt Road to the west. When that improvement is completed it would provide an opportunity for U-turns at the signalized intersection at Aucutt.
4. The Village does not have any current plans to extend Mulberry to the north to connect with Aucutt. The floodplain is an impediment to that concept.
5. The Village would like to be kept informed with any IDOT decisions on this issue and that they be provided the Village with a copy of the Public Hearing comments when they are available.

Comments or Action Required:

1. Follow-up with Village regarding any decisions made on access to Blackberry Heights subdivision.
2. Provide Public Hearing Comments to Village when available.

FILE COPY

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

September 11, 2017

The Honorable Matt Brolley
Village President
Village of Montgomery
200 N. River Street
Montgomery, IL 60538

Dear Village President Brolley:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31 in the City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent (LOI) between the Village of Montgomery (Village) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicyclist accommodations, and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the Village. A public hearing for the project was held on June 29, 2016.

Based on previous coordination with the Village, specific items identified by the Department requiring cost participation and/or maintenance by the Village include traffic signal replacement, emergency vehicle pre-emption (EVP) devices, bicyclist and pedestrian accommodations, roadway lighting, LED street signs, and traffic noise abatement walls. Additional discussion regarding landscaped medians and utility relocation is included for your information.

<u>Traffic Signal Replacement and EVP Devices</u>
Traffic signal replacement is proposed at the signalized intersections along the US 30 project corridor, including Gordon Road and Griffin Drive. The Village has jurisdiction of Gordon Road and Griffin Drive at these intersections. The total cost of the traffic signal work at these intersections is $825,000. As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department and Village sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. If federal funds are not used, the FHWA share will be assumed by the Department. Therefore, the cost of the traffic signals to the Village is $94,875, including a 15% engineering fee.

The existing emergency vehicle pre-emption (EVP) devices on the traffic signals at the intersections of Gordon Road, Griffin Drive, and Orchard Road are owned by the Village. The estimated cost to reinstate the EVP devices after the traffic signal replacement is $6,900 per signalized intersection, including a 15% engineering fee. The financial responsibility for the EVP devices for this improvement and any future improvements requiring modifications to the traffic signals, including maintenance and energy costs, shall be borne by the Village.

The cost share breakdown of traffic signal and EVP costs is outlined in the following table. The Village's share of the costs will be approximately $115,575.

Location	**Improvement**	**FHWA Cost**	**Division of Remaining Costs**		**Engineering Fee, 15%**	**Total Village Cost**
			IDOT	**Village**		
US 30 and Gordon Road	Traffic Signal Replacement $450,000	$360,000 (80%)	$45,000 (10%)	$45,000 (10%)	$6,750	$51,750
	Emergency Vehicle Pre-Emption (EVP) Device	$0 (0%)	$0 (0%)	$6,000 (100%)	$900	$6,900
US 30 and Griffin Drive	Traffic Signal Replacement $375,000	$300,000 (80%)	$37,500 (10%)	$37,500 (10%)	$5,625	$43,125
	Emergency Vehicle Pre-Emption (EVP) Device	$0 (0%)	$0 (0%)	$6,000 (100%)	$900	$6,900
US 30 and Orchard Road	Emergency Vehicle Pre-Emption (EVP) Device	$0 (0%)	$0 (0%)	$6,000 (100%)	$900	$6,900
Total Village Costs - Traffic Signals and EVP						$115,575

<u>Energy and Maintenance Costs for Traffic Signals</u>
Energy and maintenance costs will continue as outlined in the existing Master Agreement executed between the Village and the Department.

Bicyclist and Pedestrian Accommodations

As described in the attached Exhibit A, the Department is responsible for 100% of the cost for removal and replacement of existing sidewalk/paths affected by the roadway improvements. The following sidewalk/path replacements are proposed:

- Sidewalk on the northwest corner of US 30 at Gordon Road and shared-use path on the east side of Gordon Road
- Sidewalk on the southwest and southeast corner of US 30 at Prescott Drive
- Shared-use path on the southwest corner and sidewalk on the southeast corner of US 30 at Lakewood Creek Drive
- Sidewalk on the southwest corner and shared-use path on the southeast corner of US 30 at Griffin Drive

According to Department policy, a separate shared-use path and sidewalk is required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local Village is willing to participate in cost sharing and take maintenance responsibilities of this shared-use path and sidewalk. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee.

Based on the locations discussed during coordination with the Village, the proposed improvement includes approximately 14,800 feet of new 5-foot wide sidewalk and 20,560 feet of new 10-foot wide shared-use path along US 30 from west of Gordon Road to the project's eastern limit west of IL 31. The estimated cost of the shared-use path and sidewalk is $1,237,600. The Village's portion would be approximately $284,648, including a 15% engineering fee. If the Village is willing to include these bicyclist and pedestrian accommodations as part of this improvement, in addition to their share of the costs associated with construction, the Village must agree to accept long term responsibility for the administration, control, reconstruction, and maintenance of the shared-use path and sidewalk.

If the Village chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time this consists of the proposed installation of a 15-foot shelf on the south side and a 10-foot shelf on the north side of US 30 from west of Gordon Road to the project's eastern limit west of IL 31. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

Roadway Lighting

The existing roadway lighting, much of which is owned and maintained by the Village, has to be relocated at various locations where it is in conflict with the proposed improvement. The existing lighting does not meet Illuminating Engineering Society (IES) Standards and should be removed and/or upgraded to current standards. A more detailed analysis in Phase II, contract plan preparation, is needed to determine if the existing lighting poles can be salvaged or if they would need to be replaced.

As outlined in the attached Exhibit A, all costs and long-term maintenance associated with roadway lighting within the corporate limits of a municipality are a local responsibility. If the Village chooses to upgrade the existing intersection lighting system on US 30 and Gordon Road, Griffin Drive, and Orchard Road, the estimated cost for new LED lighting is $966,000, including temporary lighting and a 15% engineering fee. In addition, the Village must agree to accept long-term responsibility for the administration, control, and maintenance of the roadway lighting.

Regardless of lighting upgrades, the existing substandard lighting will need to be removed with the cost of the removal borne by the local Village. The estimated removal cost is $8,625, including a 15% engineering fee.

Local agencies are required to secure federal funds through the Council of Mayors to upgrade or install locally-owned roadway lighting on future state-let contracts. The local agency would need to ensure the federal and local matching funds are programmed through both the Council of Mayors and the District One Bureau of Local Roads and Streets, in order to coincide with the state letting schedule for the improvement. If the local agency is unable to secure federal funds for roadway lighting, they may pursue the installation of roadway lighting under a separate, locally let contract, or via permit through the District One Bureau of Traffic-Permits Section. For information about permits along state highways, contact Jonathan Karabowicz, Kane County Permit Coordinator, at (847) 705-2255.

LED Street Signs

The Village expressed interest in the installation of LED street signs at Gordon Road, Griffin Drive and Orchard Road. The Village would be responsible for 100% of the installation and maintenance costs for the LED street signs. Funding would need to be secured in the same manner as the roadway lighting. The estimated cost for these signs is $62,100, including a 15% engineering fee.

Landscaped Medians

If the Village chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the Village would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the municipal boundaries of the Village. The inclusion of trees on the landscaped median would not typically require local cost participation.

Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some Village cost participation. The Department would work with the Village on the development of an enhanced landscape plan, noting the Village will be responsible for the future maintenance of all median and roadside landscaping within the Village limits. All proposed landscaping elements must be contained within the highway right-of-way.

Traffic Noise Abatement Walls

Traffic noise abatement walls are proposed along the following locations:

- North of US 30 between Dickson Road and Gordon Road
- North of US 30 between Gordon Road and the Stuarts Sports Complex
- South of US 30 from west of Prescott Drive to east of Stuarts Sports Complex
- South of US 30 from Stuarts Sports Complex to Griffin Drive
- South of US 30 between Griffin Drive and Blackberry Road
- North of US 30 from west of Blackberry Road to east of Blackberry Creek
- South of US 30 from east of Old Baseline Road to west of IL 31
- East of Orchard Road from US 30 to north of Countryside Drive

The total length of the proposed noise walls is 14,725 feet. The Department is responsible for the construction cost and engineering fee, and will maintain the structural integrity and roadside face of the walls if a local agency provides long-term maintenance of the resident side of the wall. As the walls are located in the Village of Montgomery, the Village is being requested to provide long-term maintenance of the resident side of the traffic noise abatement wall.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The Village will be responsible for relocation of its facilities in conflict with the US 30 from IL 47 to IL 31 improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary, and/or combined sewers. A potential for conflicts exists with the watermain from west of Griffin Drive to east of Orchard Road and the combined sewer west of Griffin Drive. The estimated cost to relocate these utilities is $674,380. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

The estimated total cost responsibility for the Village, based on the available information collected during the Phase I process, is approximately $1,436,948 as outlined in the table below. However, this does not include the cost of utilities, which should be pursued independently by the Village.

Improvement	**Village Cost**	**Engineering Fee (15%)**	**Total Village Cost**
Traffic Signals	$82,500	$12,375	$94,875
EVP Devices (3)	$18,000	$2,700	$20,700
Sidewalk	$103,600	$15,540	$119,140
Shared-use Path	$143,920	$21,588	$165,508
Roadway Lighting	$840,000	$126,000	$966,000
Lighting Removal	$7,500	$1,125	$8,625
LED Street Signs (12)	$54,000	$8,100	$62,100
Total Village Costs			$1,436,948

At the end of this LOI, there is an area where you can state your concurrence to the cost participation items outlined above. This LOI will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the Village and the Department. Please return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Attachments

cc: Jeff Zoephel, Montgomery Village Administrator
Todd Hoppenstedt, Montgomery Public Works Director

bcc: Anthony Quigley
John Baczek
Ken Eng
Jose Dominguez
Lisa Heaven-Baum
Brian Carlson
File

Prepared By: Ryan Dettmann (Ext. 4126)
Bureau of Programming

S:\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\3_CORRESPONDENCE\3_Letter of Intent\2016-08-18 LOI Final Village of Montgomery.docx

Project and Environmental Studies
US 30: IL 47 to IL 31
Kane and Kendall Counties

Concur with project scope:
__ Yes
__ No

Concur with traffic signals scope, cost, energy and maintenance costs:
__ Yes
__ No

Concur with EVP devices scope, costs, and long-term maintenance:
__ Yes
__ No

Concur with sidewalk path scope, costs, and long-term maintenance:
__ Yes
__ No

Concur with shared-use path scope, costs, and long-term maintenance:
__ Yes
__ No

Concur with existing roadway lighting removal scope and costs:
__ Yes
__ No

Concur with roadway lighting upgrade scope, costs, and long-term maintenance:
__ Yes
__ No

Concur with roadway LED street signs scope and costs:
__ Yes
__ No

Concur with landscaped median long-term maintenance:
__ Yes
__ No

Concur with long-term maintenance of noise abatement walls, resident side:
__ Yes
__ No

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:

_____
_____
_____
_____
_____
_____
_____
_____

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the Village of Montgomery, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the Village of Montgomery; therefore, be it

RESOLVED, That the Village of Montgomery hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

D-3.2.4

United City of Yorkville

FILE COPY

Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

September 11, 2017

The Honorable Gary J. Golinski
Mayor
City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Dear Mayor Golinski:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31 in the City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent between the City of Yorkville (City) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicyclist accommodations, and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the City. A public hearing for the project was held on June 29, 2016.

Based on previous coordination with the City, specific items identified by the Department requiring cost participation and/or maintenance by the City include bicyclist and pedestrian accommodations. Additional discussion regarding landscaped medians and utility relocation is included for your information.

<u>Bicyclist and Pedestrian Accommodations</u>
According to Department policy, separate shared-use path and sidewalk are required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities of this shared-use path and sidewalk. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee.

The proposed improvement includes approximately 1,800 feet of additional ten-foot wide shared-use path and 1,800 feet of additional five-foot sidewalk along US 30 from IL 47 to west of Bertram Road. The estimated cost of the shared-use path and sidewalk is $126,000. The City's portion would be approximately $28,980, including a 15% engineering fee. If the City is willing to include these bicyclist and pedestrian accommodations as part of this improvement, in addition to their share of the costs associated with construction, the City must agree to accept long term responsibility for the administration, control, reconstruction, and maintenance of the shared-use path and sidewalk.

If the City chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time this consists of the proposed installation of a 15-foot shelf on the south side and a 10-foot shelf on the north side of US 30 from IL 47 to west of Bertram Road. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

Landscaped Medians

If the City chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the City would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the municipal boundaries of the City. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some City cost participation. The Department would work with the City on the development of an enhanced landscape plan, noting the City will be responsible for the future maintenance of all median and roadside landscaping within the City limits. All proposed landscaping elements must be contained within the highway right-of-way.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The City will be responsible for relocation of its facilities in conflict with the US 30 from IL 47 to IL 31 improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary, and/or combined sewers. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

The estimated total cost responsibility for the City, based on the available information collected during the Phase I process is approximately $28,980 as outlined in the following table. However, this does not include the cost of utilities, which should be pursued independently by the City.

Improvement	**Village Cost**	**Engineering Fee (15%)**	**Total Village Cost**
Sidewalk	$12,600	$1,890	$14,490
Shared-use Path	$12,600	$1,890	$14,490
Total Village Costs			$28,980

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the City and the Department. Please return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Attachments

cc: Bart Olson, City Administrator
Eric Dhuse, Public Works Director

bcc: Anthony J. Quigley
John Baczek
Ken Eng
Jose Dominguez
Brian Carlson
File

Prepared By: Ryan Dettmann, Ext. 4126
Bureau of Programming

S:\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\3_CORRESPONDENCE\3_Letter of Intent\2016-08-18 LOI Final City of Yorkville.docx

Project and Environmental Studies
US 30 from IL 47 to IL 31
Kane and Kendall Counties

Concur with project scope:
__ Yes
__ No

Concur with sidewalk path scope, costs, and long-term maintenance:
__ Yes
__ No

Concur with shared-use path scope, costs, and long-term maintenance:
__ Yes
__ No

Concur with landscaped median long-term maintenance:
__ Yes
__ No

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

_____

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the City of Yorkville, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the City of Yorkville; therefore, be it

RESOLVED, That the City of Yorkville hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560
Telephone: 630-553-4350
www.yorkville.il.us

November 6, 2017

Anthony J. Quigley
IDOT
201 W. Center Court
Schaumburg, IL 60196-1096

Re: Letter of Intent – IDOT Improvement of US 30 from IL 47 to IL 31

Dear Anthony,

Enclosed please find a signed letter of intent regarding the Improvement of US 30 from IL 47 to IL 31.

Please let me know if you have any questions.

Sincerely,

Lisa Pickering

Lisa Pickering
Deputy Clerk

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

September 11, 2017

The Honorable Gary J. Golinski
Mayor
City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Dear Mayor Golinski:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31 in the City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent between the City of Yorkville (City) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicyclist accommodations, and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the City. A public hearing for the project was held on June 29, 2016.

Based on previous coordination with the City, specific items identified by the Department requiring cost participation and/or maintenance by the City include bicyclist and pedestrian accommodations. Additional discussion regarding landscaped medians and utility relocation is included for your information.

Bicyclist and Pedestrian Accommodations
According to Department policy, separate shared-use path and sidewalk are required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities of this shared-use path and sidewalk. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee.

The proposed improvement includes approximately 1,800 feet of additional ten-foot wide shared-use path and 1,800 feet of additional five-foot sidewalk along US 30 from IL 47 to west of Bertram Road. The estimated cost of the shared-use path and sidewalk is $126,000. The City's portion would be approximately $28,980, including a 15% engineering fee. If the City is willing to include these bicyclist and pedestrian accommodations as part of this improvement, in addition to their share of the costs associated with construction, the City must agree to accept long term responsibility for the administration, control, reconstruction, and maintenance of the shared-use path and sidewalk.

If the City chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time this consists of the proposed installation of a 15-foot shelf on the south side and a 10-foot shelf on the north side of US 30 from IL 47 to west of Bertram Road. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

Landscaped Medians

If the City chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the City would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the municipal boundaries of the City. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some City cost participation. The Department would work with the City on the development of an enhanced landscape plan, noting the City will be responsible for the future maintenance of all median and roadside landscaping within the City limits. All proposed landscaping elements must be contained within the highway right-of-way.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The City will be responsible for relocation of its facilities in conflict with the US 30 from IL 47 to IL 31 improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary, and/or combined sewers. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs
The estimated total cost responsibility for the City, based on the available information collected during the Phase I process is approximately $28,980 as outlined in the following table. However, this does not include the cost of utilities, which should be pursued independently by the City.

Improvement	Village Cost	Engineering Fee (15%)	Total Village Cost
Sidewalk	$12,600	$1,890	$14,490
Shared-use Path	$12,600	$1,890	$14,490
Total Village Costs			$28,980

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the City and the Department. Please return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Attachments

cc: Bart Olson, City Administrator
Eric Dhuse, Public Works Director

Project and Environmental Studies
US 30 from IL 47 to IL 31
Kane and Kendall Counties

Concur with project scope:
✓ Yes
__ No

Concur with sidewalk path scope, costs, and long-term maintenance:
✓ Yes
__ No

Concur with shared-use path scope, costs, and long-term maintenance:
✓ Yes
__ No

Concur with landscaped median long-term maintenance:
✓ Yes
__ No

Name: GARY J. GOLWNSKI

Signature: Gary J. Golwnski

Title: MAYOR

Date: 10/30/17

Comments:

D-3.2.5

Kane County Division of Transportation

US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Kane County DOT Orchard Road Coordination Meeting

October 16, 2014

The meeting was held with representatives of the Kane County Division of Transportation to discuss proposed Orchard Road improvements associated with the US Route 30 project from IL 47 to IL 31. See attendance roster attached.

The meeting opened with a brief overview of the overall US 30 Study; followed by a description of the proposed improvements for the portion of Orchard Road under the jurisdiction of Kane County.

The key discussion points were:

1. Orchard Road will be widened to three lanes in each direction from US 30 to Aucutt Road.
2. At Aucutt Road the northbound outside lane becomes a dedicated right turn similar to the existing conditions.
3. Dual left turn lanes and right turn lanes will be provided on all legs at the US 30 & Orchard Road intersection.
4. Near US 30, a 30' median will be provided to accommodate the dual left turn lanes and will transition to an 18' median north of Brentwood Avenue.
5. A raised median on Orchard Road will extend across Brentwood Avenue converting it to a right-in, right-out.
6. Although KCDOT does not advocate dedicated right turn lanes at Brentwood Avenue and Countryside Drive due to associated impacts, they requested that IDOT investigate warrants at the two intersections as background information.
7. Due to some anticipated change in traffic pattern resulting from the proposed conversion of Brentwood Avenue to a right-in, right-out, IDOT agreed to investigate traffic signal warrants at Countryside Drive. Again KCDOT is not advocating the installation of signals but believed it would be important background information.
8. KCDOT inquired whether it is an option for IDOT to acquire the parcel in the southeast quadrant of Brentwood Avenue to improve access to the parcel in the northeast quadrant of the US 30 & Orchard Road intersection.
9. Pedestrian accommodations to serve the residential subdivision in the northeast quadrant of the US 30 & Orchard Road intersection will be investigated. Currently, it is proposed to construct pedestrian accommodations along the north side of US 30 which could be accessed via Kevin Drive. IDOT will also investigate the option of constructing a sidewalk along the east side of Orchard from US 30 to Brentwood Avenue.
10. Kane County will be responsible for 20% of any new sidewalk construction along Orchard Road and will be responsible for maintenance of the sidewalk.
11. The costs related to the relocation of the existing shared use path on the west side of Orchard Road will be 100% State responsibility. Maintenance will remain local responsibility.
12. The construction cost of any warranted noise barriers will be 100% State responsibility. Maintenance of the barriers is typically the responsibility of the Local Agency. KCDOT indicated they do not currently have any noise barriers along their highways and do not

wish to be responsible for maintenance costs. IDOT will review the current Noise Policy and inform KCDOT of available maintenance responsibility options.

13. KCDOT inquired about potential detention areas in both the northeast and southwest quadrants of the US 30 and Orchard Road intersection. KCDOT indicated that the Orchard Road drains were oversized during the recent add lanes construction. Another meeting will be held once the "preferred alternative" has been determined and the proposed drainage/detention is more fully developed.
14. *Post Meeting - The State currently has 100% jurisdiction over the traffic signals at the US 30 and Orchard Road intersection. Construction, energy and maintenance costs will be State responsibility.*

Kane County DOT Orchard Road Coordination Meeting

10/16/2014

US 30
IL 47 to IL 31
Kane & Kendall Counties
P-91-403-11

ATTENDENCE RECORD

NAME	REPRESENTING	TELEPHONE	E-MAIL
DAN DRAPER	HUTCHISON ENGINEERING	815-773-2233	ddraper@hutchisoneng.com
Ken Doll	IDOT-Programming	847-705-4088	ken.doll@illinois.gov
Loki Brown	IDOT-PROGRAMMING	847-705-4477	Loki.S.Brown@illinois.gov
GREGG MOUNTS	HUTCHISON ENG.	815-773-2233	gmounts@hutchisoneng.com
MIKE ZAKOSEK	KDOT	630-406-7346	ZAKOSEKMIKE@CO.KANE.IL.US
CARL SCHOEDEL	KDOT	630 406 7306	schoedelcarl@co.kane.il.us
Steve Coffinbargar	KDOT	630·406·7170	coffinbargarsteve@co.kane.il.us
Tom Rickert	KDOT	630-406-7305	rickerttom@co.kane.il.us

FILE COPY

Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

September 11, 2017

Mr. Carl Schoedel, P.E.
County Engineer/Director of Transportation
Kane County
Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Dear Mr. Schoedel:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31 in the City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent between Kane County (County) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicyclist accommodations, and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the County. A public hearing for the project was held on June 29, 2016.

Based on previous coordination with the County, specific items identified by the Department requiring cost participation by the County include traffic signal replacement. Additional discussion regarding landscaped medians and utility relocation is included for your information.

Traffic Signal Replacement

Traffic signal replacement is proposed at the signalized intersections along the US 30 project corridor, including Orchard Road. The total cost of the traffic signal work at this intersection is $450,000. The County has jurisdiction of the north leg at the intersection with US 30. As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department, Kendall County and Kane County sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. If federal funds are not used, the FHWA share will be assumed by the Department. The cost of the traffic signals to the County is $25,875, including a 15% engineering fee.

The existing emergency vehicle pre-emption (EVP) devices on the traffic signals at the intersection of US 30 and Orchard Road are owned by the Village of Montgomery. A Letter of Intent will be sent to the Village outlining the cost participation responsibilities for the continued use of EVP devices as a result of the traffic signal modernization.

The cost share breakdown of traffic signal costs is outlined in the following table. The County's share of the costs will be approximately $25,875.

Location	Improvement	FHWA Cost	Division of Remaining Costs			Engineering Fee, 15%	Total County Cost
			IDOT	Kendall County	Kane County		
US 30 and Orchard Road	Traffic Signal Replacement $450,000	$360,000 (80%)	$45,000 (10%)	$22,500 (5%)	$22,500 (5%)	$3,375	$25,875
	Total County Costs - Traffic Signals						$25,875

Energy and Maintenance Costs for Traffic Signals
Energy and maintenance costs will continue as outlined in the existing Master Agreement executed between the County and the Department.

Landscaped Medians
If the County chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the County would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the boundaries of the County. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some County cost participation. The Department would work with the County on the development of an enhanced landscape plan, noting the County will be responsible for the future maintenance of all median and roadside landscaping within the County limits. All proposed landscaping elements must be contained within the highway right-of-way.

Utility Relocation
Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The County will be responsible for relocation of its facilities in conflict with the US 30 from IL 47 to IL 31 improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary, and/or combined sewers. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs
The estimated total cost responsibility for the County, based on the available information collected during the Phase I process is approximately $25,875. However, this does not include the cost of utilities, which should be pursued independently by the County.

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the County and the Department. Please return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Attachments

cc: Thomas B. Rickert, Deputy Director of Transportation

bcc: Anthony Quigley
John Baczek
Ken Eng
Jose Dominguez
Lisa Heaven-Baum
Brian Carlson
File

Prepared By: Ryan Dettman, Ext. 4126
Bureau of Programming

S:\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\3_CORRESPONDENCE\3_Letter of Intent\2016-08-18 LOI Final Kane County.docx

Project and Environmental Studies
US 30 from IL 47 to IL 31
Kane and Kendall Counties

Concur with project scope:
____ Yes
____ No

Concur with traffic signals scope, cost, energy and maintenance costs:
____ Yes
____ No

Concur with landscaped median long-term maintenance:
____ Yes
____ No

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

_____

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented Kane County, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by Kane County; therefore, be it

RESOLVED, That Kane County hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\3_CORRESPONDENCE\3_Letter of Intent\2016-08-18 LOI Final Kane County.docx

D-3.2.6

Kendall County Highway Department

KENDALL COUNTY HIGHWAY DEPARTMENT

FRANCIS C. KLAAS COUNTY ENGINEER

6780 ROUTE 47 YORKVILLE, IL 60560 TEL 630/553-7616 FAX 630/553-9583

July 9, 2012

John Fortmann, P.E.
Acting Deputy Director of Highways
Attn: Kimberly Murphy
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
JUL 12 2012
DISTRICT #1

RE: U.S. Route 30 from Ill. Rte. 47 to Ill. Rte. 31
Kendall County CSS Letter

Dear Ms. Murphy:

In regard to your recent letter, dated June 20, 2012, regarding the referenced project, I submit the following information.

The vast majority of this project is within the corporate limits of the City of Yorkville or the Village of Montgomery. Only small parts of unincorporated areas remain on the Kendall County side of U.S. Route 30. And undoubtedly, all the unincorporated areas will develop as municipal developments at some point. So Kendall County would likely acquiesce to the desires of the affected municipalities, considering our small proportionate share.

You are certainly welcome to check with Jason Pettit, Kendall County Forest Preserve Director, or Angela Zubko, Planning Building & Zoning Director, for information related to planned bike paths in the Kendall County area. Angela would also be the contact person for land use plans, zoning ordinances and maps. Her phone number is 630-553-4139.

GIS shapefiles and other information related to mapping can be obtained from Don Clayton, GIS Coordinator. Don's phone number is 630-553-4030. You might also be able to find useful information on the County's website: www.co.kendall.il.us

For school, park, fire protection and sanitary district boundaries, I suggest you contact the schools, park districts, fire protection districts and sanitary districts. Kendall County Highway Department is not a repository for this information.

Sincerely,

Francis C. Klaas, P.E.
Kendall County Engineer

US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Kendall Co. Highway Dept. Orchard Road Coordination Meeting

October 16, 2014

The meeting was held with the Kendall County Engineer, Mr. Fran Klaas, to discuss proposed Orchard Road improvements associated with the US Route 30 project from IL 47 to IL 31. See attendance roster attached.

The meeting opened with a brief overview of the overall US 30 Study; followed by a description of the proposed improvements for the portion of Orchard Road under the jurisdiction of Kendall County.

The key discussion points were:

1. Orchard Road will be widened to three lanes in each direction from Caterpillar Drive to US 30.
2. At Caterpillar Drive the proposed southbound outside lane will become a dedicated right turn.
3. Dual left turn lanes and right turn lanes are proposed on all legs at the US 30 & Orchard road intersection.
4. Near US 30, the 12' flush median/turn lane at Caterpillar Drive will be transitioned to a 30' raised median to accommodate the proposed dual left turn lanes.
5. Kendall County wants a concrete median surface.
6. Kendall County is not opposed to sidewalks on Orchard Road but they will not maintain them. If the Village of Montgomery wants them installed on the County right of way they will be responsible for maintenance of the sidewalk.
7. Mr. Klaas believes the Orchard Road traffic signals are currently maintained by the Village of Montgomery.
8. IDOT will investigate maintenance responsibilities for any detention areas that are constructed as part of this improvement. *(Post Meeting – IDOT confirms that maintenance of any new detention areas would be a State responsibility.)*
9. Mr. Klaas requested that he be included in any meetings with the Kendall County Forest Preserve District.
10. Kendall County expressed a desire for the installation of lighting on Orchard Road south of the intersection of US 30 and Orchard Road. Mr. Klaas indicated that the County would solely undertake that task. Lighting
11. *Post Meeting - The State currently has 100% jurisdiction over the traffic signals at the US 30 and Orchard Road intersection. Construction, energy and maintenance costs will be State responsibility.*

Kendall County Highway Dept. Orchard Road Coordination Meeting

10/16/2014

US 30
IL 47 to IL 31
Kane & Kendall Counties
P-91-403-11

ATTENDENCE RECORD

NAME	REPRESENTING	TELEPHONE	E-MAIL
DAN DRAPER	HUTCHISON ENGINEERING, INC	815-773-2233	ddraper@hutchisoneng.com
Ken Doll	IDOT-PROGRAMMING	847-705-4088	ken.doll@illinois.gov
LORI BROWN	IDOT-PROGRAMMING	847-705-4477	Lori.S.Brown@illinois.gov
GREGG MOUNTS	~~IDOT~~ H&I		
FRANCIS KLARS	KENDALL CO.	630-553-7616	fklars@co.kendall.il.us

FILE COPY

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

September 11, 2017

Mr. Francis Klaas
County Engineer
Kendall County
Highway Department
6780 Route 47
Yorkville, IL 60560

Dear Mr. Klaas:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31 in the United City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent between Kendall County (County) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicyclist accommodations, and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the County. A public hearing for the project was held on June 29, 2016.

Based on previous coordination with the County, the specific item identified by the Department requiring cost participation by the County is traffic signal replacement. Additional discussion regarding landscaped medians and utility relocation is included for your information.

Traffic Signal Replacement

Traffic signal replacement is proposed at the signalized intersections along the US 30 project corridor, including Orchard Road. The County has jurisdiction of the south leg of Orchard Road at the intersection with US 30. The total cost of the traffic signal work at this intersection is $450,000. As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department, Kane County and Kendall County sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. If federal funds are not used, the FHWA share will be assumed by the Department. The cost of the traffic signals to the County is $25,875, including a 15% engineering fee.

The existing emergency vehicle pre-emption (EVP) devices on the traffic signals at the intersection of US 30 and Orchard Road are owned by the Village of Montgomery. A Letter of Intent will be sent to the Village outlining the cost participation responsibilities for the continued use of EVP devices as a result of the traffic signal replacement.

The cost share breakdown of traffic signal costs is outlined in the following table. The County's share of the costs will be approximately $25,875.

Location	Improvement	FHWA Cost	Division of Remaining Costs			Engineering Fee, 15%	Total County Cost
			IDOT	Kane County	Kendall County		
US 30 and Orchard Road	Traffic Signal Replacement $450,000	$360,000 (80%)	$45,000 (10%)	$22,500 (5%)	$22,500 (5%)	$3,375	$25,875
	Total County Costs - Traffic Signals						$25,875

Energy and Maintenance Costs for Traffic Signals
Energy and maintenance costs will continue as outlined in the existing Master Agreement executed between the County and the Department.

Utility Relocation
Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The County will be responsible for relocation of its facilities in conflict with the US 30 from IL 47 to IL 31 improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary, and/or combined sewers. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs
The estimated total cost responsibility for the County, based on the available information collected during the Phase I process is approximately $25,875. However, this does not include the cost of utilities, which should be pursued independently by the County.

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the County and the Department. Please return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4126.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Attachments

bcc: Anthony Quigley
John Baczek
Ken Eng
Jose Dominguez
Lisa Heaven-Baum
Brian Carlson
File

Prepared By: Ryan Dettmann, Ext. 4126
Bureau of Programming

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\3_CORRESPONDENCE\3_Letter of Intent\2016-08-18 LOI Final Kendall County.docx

Project and Environmental Studies
US 30 from IL 47 to IL 31
Kane and Kendall Counties

Concur with project scope:
____ Yes
____ No

Concur with traffic signals scope, cost, energy and maintenance costs:
____ Yes
____ No

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented Kendall County, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by Kendall County; therefore, be it

RESOLVED, That Kendall County hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\3_CORRESPONDENCE\3_Letter of Intent\2016-08-18 LOI Final Kendall County.docx

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

September 11, 2017

Mr. Francis Klaas
County Engineer
Kendall County
Highway Department
6780 Route 47
Yorkville, IL 60560

BUREAU OF PROGRAMMING
RECEIVED
SEP 19 2017
DISTRICT #1

Dear Mr. Klaas:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31 in the United City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent between Kendall County (County) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicyclist accommodations, and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the County. A public hearing for the project was held on June 29, 2016.

Based on previous coordination with the County, the specific item identified by the Department requiring cost participation by the County is traffic signal replacement. Additional discussion regarding landscaped medians and utility relocation is included for your information.

Traffic Signal Replacement

Traffic signal replacement is proposed at the signalized intersections along the US 30 project corridor, including Orchard Road. The County has jurisdiction of the south leg of Orchard Road at the intersection with US 30. The total cost of the traffic signal work at this intersection is $450,000. As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department, Kane County and Kendall County sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. If federal funds are not used, the FHWA share will be assumed by the Department. The cost of the traffic signals to the County is $25,875, including a 15% engineering fee.

The existing emergency vehicle pre-emption (EVP) devices on the traffic signals at the intersection of US 30 and Orchard Road are owned by the Village of Montgomery. A Letter of Intent will be sent to the Village outlining the cost participation responsibilities for the continued use of EVP devices as a result of the traffic signal replacement.

The cost share breakdown of traffic signal costs is outlined in the following table. The County's share of the costs will be approximately $25,875.

Location	Improvement	FHWA Cost	Division of Remaining Costs			Engineering Fee, 15%	Total County Cost
			IDOT	Kane County	Kendall County		
US 30 and Orchard Road	Traffic Signal Replacement $450,000	$360,000 (80%)	$45,000 (10%)	$22,500 (5%)	$22,500 (5%)	$3,375	$25,875
	Total County Costs - Traffic Signals						$25,875

Energy and Maintenance Costs for Traffic Signals
Energy and maintenance costs will continue as outlined in the existing Master Agreement executed between the County and the Department.

Utility Relocation
Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The County will be responsible for relocation of its facilities in conflict with the US 30 from IL 47 to IL 31 improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary, and/or combined sewers. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs
The estimated total cost responsibility for the County, based on the available information collected during the Phase I process is approximately $25,875. However, this does not include the cost of utilities, which should be pursued independently by the County.

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the County and the Department. Please return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4126.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Attachments

Project and Environmental Studies
US 30 from IL 47 to IL 31
Kane and Kendall Counties

Concur with project scope:
____ Yes
____ No

Concur with traffic signals scope, cost, ~~energy and maintenance costs:~~ FK
X Yes
____ No

Name: FRANCIS C KLAAS

Signature: Francis C Klaas

Title: COUNTY ENGINEER

Date: 9-15-17

Comments:

I DON'T BELIEVE KENDALL COUNTY HAS A MASTER AGREEMENT EXECUTED WITH IDOT. WE THEREFORE CANNOT AGREE TO ANY ENERGY OR MAINTENANCE COST PROPOSALS UNLESS THEY DO NOT INVOLVE KENDALL COUNTY.

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented Kendall County, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by Kendall County; therefore, be it

RESOLVED, That Kendall County hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

Exhibit "A"

TRAFFIC SIGNAL PARTICIPATION

The cost participation associated with traffic signal installation, modernization, or relocation will be in accordance with 92 Ill. Adm. Code 544 "Financing of Traffic Control Signal Installations, Modernization, Maintenance, and Operation on Streets and Highway under State Jurisdiction."

Traffic signals may be installed only where conditions meet warrants established in the current Illinois Manual on Uniform Traffic Control Devices. If a new signal installation is warranted, it may be included within the roadway improvement.

Current IDOT policy requires that IDOT and Local Agency (ies) share the responsibility for installation, modernization, and relocation of traffic signals. The installation, modernization, and relocation of pedestrian signals associated with traffic signal improvements will also require the Department and Local Agency (ies) to share financial responsibility. The eligible share of the cost to each agency will be in proportion to the number of intersection approaches that the agency maintains. Generally, traffic signal costs are 80% Federal and 20% non-Federal based on established cost participation policy (90% Federal and 10% non-Federal for safety projects). IDOT will participate in the non-Federal portion for the State-owned legs of an intersection. At locations where all legs of an intersection are State-owned, IDOT will participate in 100% of the cost of the traffic signal installation, modernization, or relocation. Closely spaced new or modernized traffic signals within the improvement limits generally require signal coordination or hardware interconnection for the purpose of providing vehicle progression. IDOT will be financially responsible for 100% of coordination or interconnection costs.

IDOT will be financially responsible for 100% of the installation and modernization of traffic signals at ramp terminals of ramps connecting to or from a State highway.

The entire cost of installing push button ("Fire pre-emption") and emergency vehicle pre-emption equipment is the responsibility of the requesting local fire district or municipality.

The entire cost of installing, modernizing, relocating, maintaining and energizing private benefit signals is the responsibility of the private benefit agency being served by the traffic signals. However, IDOT will enter into a formal agreement for a private benefit signal installation only with the local jurisdictional or governmental agency.

It should be noted that an agency involved might voluntarily assume responsibility for another agency's share of the cost in order to expedite the installation or modernization.

When warrants are met for school crossing signals at public road intersections, the eligible share to each agency for the installation and modernization cost shall be split on a 50/50 basis or in proportion to the number of intersection approaches that each agency maintains.

TRAFFIC SIGNAL MAINTENANCE

At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will be responsible for the maintenance of the signals.

At intersections lying wholly or partially within the Corporate Limits of one or more municipalities, IDOT will assume the following costs for the maintenance of traffic signals on State highways within municipalities:

(A) The total costs for all signals at the intersections of two or more State highways.
(B) The total costs for all signals at the intersections along State highways that have an average daily traffic in excess of 35,000 vehicles per day as shown on the latest published edition of the traffic volume (AADT) map. The District Engineer will determine the limits of this section within the municipality.
(C) The total costs for all signals located at the terminals of ramps connecting to or from a State highway.
(D) At all other intersections IDOT and the municipalities will share in the cost of signal maintenance. The cost to the municipalities will be in proportion to the number of approaches that they maintain.

ENERGY CHARGES

The division of financial responsibility for the energy charges will be as follows:

(A) At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will pay the energy charges for the operation of the signals.
(B) At intersections lying wholly within the Corporate Limits of a municipality, IDOT and the municipality will share the energy charges according to the proportionate number of intersection approaches maintained by each agency.
(C) At intersections lying partially within the Corporate Limits of one or more municipalities, the municipalities will be responsible for the energy charges.

Traffic Signal Master Agreements, consummated by IDOT, give municipality defined maintenance and energy responsibilities required for the operation of traffic signals. New traffic signal improvements shall contain maintenance and energy provisions in the improvement agreement adding the new traffic signals to said Master Agreement. Existing traffic signals to be modernized or relocated, shall contain maintenance and energy provisions in the improvement agreement indicating traffic signal maintenance and energy responsibilities for given traffic signal(s) shall continue to be as outlined in the Master Agreement. Certain circumstances, such as jurisdictional transfers of roadway segments affecting signalized intersections with the improvement limits, could result in a revision to maintenance and energy responsibilities contained in the Master Agreement for a given traffic signal(s). An amendment to the Master Agreement would be required.

IDOT does not share in maintenance costs for school crossing signals unless specified otherwise in the Master Agreement or if the school crossing signals are installed at public road intersections for which the maintenance costs shall be shared in proportion to the number of intersection approaches that each agency maintains.

PARKING LANES

If a new parking lane is added, IDOT will participate in 50% of the cost if the ADT is greater than 5,000 vehicles per day and if the pavement composition and lane width meets the IDOT criteria. The municipality would assume the total cost (100%) of the parking lane if the pavement composition or lane width does not meet IDOT criteria or if the ADT is less than 5,000 vehicles per day.

If an exclusive existing parking lane requires resurfacing, IDOT will participate in 50% of the milling and resurfacing costs for parking with lane widths equal to or less than the adjacent travel lanes. The municipality will assume the total cost (100%) of the milling and resurfacing costs for that portion of the parking that is greater than the width of the adjacent travel lane. The municipality will also assume 100% of any base repair cost for the entire width of the existing parking as well as any patching and curb and gutter repairs. If the municipality declines to participate, a very minimal amount of resurfacing would be done IDOT expense. (Minimal amount of resurfacing is defined as a taper across the parking lane ranging from approximately 1½ inch thick adjacent to the through lane to 1 inch or less adjacent to gutter line).

IDOT will assume the total cost (100%) associated with the milling and resurfacing of parking lanes when parking is eliminated during one or more peak hours.

The municipality is responsible for the total cost (100%) of reconstructing existing parking and any adjacent curb and gutter.

The State will not consider an improvement of a State-maintained highway unless the proposed parking or existing parking adjacent to the traffic lanes is parallel parking except as provided under Chapter 95 1/2 Art. 11-1304(c) (Illinois Revised Statutes).

Parking prohibition ordinances will be required through areas where there are no parking lanes.

ROADWAY MAINTENANCE

The State will assume the maintenance cost associated with the through traffic lanes, turning lanes, and the curb and gutter adjacent to these traffic lanes. The municipality will assume the maintenance cost associated with all other facilities including but not limited to items such as storm sewers, parkways, exclusive parking lanes, curb and gutter adjacent to the parking lanes, sidewalks, landscape features, appurtenances, etc.

UTILITY RELOCATION

Municipal utilities, installed by permit and requiring relocation, will be relocated at no expense to the Department.

Municipal utilities installed prior to the Department's assuming maintenance of the roadway will be relocated, if required, at IDOT expense.

The cost of any improvement to, or betterment of municipal utilities, would be the entire financial responsibility (100%) of the local agency.

ROADWAY LIGHTING

Existing highway lighting that is owned and maintained by the municipality, will be relocated and upgraded to current standards. New lighting, proposed by the municipality, may be incorporated into the total improvement plans.

The cost of the above work would be the entire financial responsibility of the local agency.

PEDESTRIAN AND BICYCLE FACILITIES

Sections 17 Bicycle and Pedestrian Accommodations and 48-2.04 Sidewalks of the IDOT Bureau of Design and Environment Manual establish the criteria to determine pedestrian and bicycle needs. Maintenance responsibilities as well as State and local agency participation toward the cost of these facilities included as part of a roadway construction contract on a State route shall be in accordance with Sections 5-03 and 5-05 of the Bureau of Design and Environment Manual as follows.

Maintenance Responsibilities – The Municipality will maintain any new or replacement sidewalks the Department provides in conjunction with the highway improvement project, excluding those constructed on structures. The Municipality will also maintain any bicycle paths associated with the State highway project other than that portion of the bicycle path carried on state structures. The State will assume the maintenance responsibilities for On-Road Bicycle Lanes or Wide Outside Lane and Widened Shoulders constructed as bicycle accommodations.

Cost Participation

1. New and Deteriorated Sidewalks – Use the criteria in Chapters 17 and 48 to determine the warrants for sidewalks. If these criteria are met and the Local Agency agrees to maintain the sidewalks, proportion the improvement costs associated with new or deteriorated sidewalks as follows:

    a. New Sidewalks – Proportion the cost between the State and Local Agency at 80/20 for new sidewalks within the project termini or for short distances outside the project termini as may be required to connect sidewalks to significant pedestrian generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for sidewalk construction.

    b. Deteriorated Sidewalks – The Local Agency will pay 100% of the cost to remove existing deteriorated sidewalks. Proportion the cost 80/20 between the State and Local Agency for deteriorated sidewalk replacement when associated with a highway project. Local Agency will pay 100% of the cost of decorative sidewalks.

    c. Sidewalk Removal and Replacement – The State is 100% financially responsible for removing and replacing existing sidewalks if such a need is caused by the construction of an IDOT highway improvement.

2. Bicycle Accommodations – Use the criteria in Chapter 17 to determine the warrants for bicycle accommodations. If these criteria are met and the Local Agency agrees to maintain the bicycle accommodation as appropriate, proportion the improvement costs associated with the bicycle accommodations as follows:

a. On-Road Bicycle Lanes – Proportion the cost 80/20 between the State and Local Agency for the construction of new on-road bicycle lanes as indicated by the facility selection criteria contained in Chapter 17.

b. Wide Outside Lanes and Widened Shoulders – The State will pay 100% of all costs for wide outside lanes or widened shoulders indicated for bicycle accommodation.

c. New Paths – Proportion the cost 80/20 between the State and Local Agency for construction of new paths within the project termini or for short distances outside the project termini as may be required to connect paths to significant bicycle traffic generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for path construction.

d. Path Removal and Replacement – The State is 100% financially responsible for removing and replacing existing paths if such a need is caused by the construction of an IDOT highway improvement.

e. Adjustment of Existing Paths – If an existing path requires adjustment due to an IDOT improvement, the State will pay 100% of the adjustment cost. The Department will construct the replacement in accordance with IDOT path criteria. The Local Agency is 100% financially responsible for path adjustments that are caused or initiated by a work request from the Local Agency.

f. Paths Above and Beyond Selection Criteria – If facility selection criteria for side paths are not met and the Local Agency still requests side path installation, the Local Agency is 100% financially responsible for all costs for installation of the path above those costs for the improvement identified in the selection criteria, including any necessary right-of-way and construction.

g. Paths on Structures - The State will pay 100% of all costs for bicycle and pedestrian accommodations on structures and approaches. The Local Agency will pay 100% of the cost difference of a separate bicycle and pedestrian structure if bicyclists and pedestrians could have been safely accommodated on the roadway structure, or request grade separation when at-grade crossings are considered safe.

3. Utility Adjustments and Other Items – Proportion the cost 80/20 between the State and Local Agency for reimbursable utility adjustments as defined in Chapter 6, Section 6-1.03 of the BDE Manual, as well as pedestrian barriers, retaining walls, and other collateral items that are required solely for pedestrian and bicycle accommodations not necessitated by the IDOT project. The Local Agency is responsible for 100% of the costs for right-of-way, utility adjustments, barriers, retaining walls, and other collateral items that are not required solely for the pedestrian and bicycle accommodations.

4. Right-of-Way – Proportion the cost 80/20 between the State and Local Agency for right-of-way if acquired solely for sidewalk construction. Also, the Local Agency will pay 100% of the construction costs for sidewalks associated with the construction of on-system parking not necessitated by the IDOT project. The State will pay 100% for right-of-way if additional right-of-way is required to construct an IDOT-proposed highway cross section.

5. Local Agency Does Not Accept Maintenance Responsibilities – If the Local Agency does not agree to maintain the sidewalk, the State will not construct it, even if it is

warranted. However, the State will take reasonable actions to not preclude future additions of sidewalk at such locations.

6. Local Agency Does Not Choose To Participate – If the local agency chooses not to participate financially in the bicycle or pedestrian accommodation, the Department will request that that local agency pass a local resolution indicating their non-participation and have this noted in the Phase I Project Report.

ADDITIONAL WORK

IDOT would be receptive to considering additional highway related work items suggested and paid for by the local agency for incorporation within the improvement, providing that the additional work items would not delay the implementation of the project. Such items could include lighting, over-size storm sewer, utilities, emergency vehicle pre-emption equipment etc.

The local agency may be expected to provide plans, specifications, and estimates for such additional work that is requested to be incorporated into the contract plans for the State-owned portion of the project. Said plans and specifications shall be of such quality to facilitate inclusion in the contract package and shall be available in a timeframe consistent with anticipated contract processing schedules and deadlines.

D-3.2.7

Bristol Township

FILE COPY

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

September 11, 2017

Mr. Robert Walker
Township Supervisor
Bristol Township
9075 Corneils Road
Bristol, IL 60512

Dear Mr. Walker:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31 in the United City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent (LOI) between the Bristol Township (Township) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicyclist accommodations, and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the Township. A public hearing for the project was held on June 29, 2016.

Based on previous coordination with the Township, specific items identified by the Department requiring cost participation and/or maintenance by the Township include bicyclist and pedestrian accommodations. Additional discussion regarding landscaped medians and utility relocation is included for your information.

<u>Bicyclist and Pedestrian Accommodations</u>
According to Department policy, a separate shared-use path is required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities of this shared-use path. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee.

Based on the locations discussed during coordination with the Township, the proposed improvement includes approximately 4,500 feet of new 10-foot wide shared-use path along the south side of US 30 from IL 47 to east of Dickson Road. The estimated cost of the shared-use path is $157,500.

The Township's portion would be approximately $36,225, including a 15% engineering fee. If the Township is willing to include these bicyclist and pedestrian accommodations as part of this improvement, in addition to their share of the costs associated with construction, the Township must agree to accept long term responsibility for the administration, control, reconstruction, and maintenance of the shared-use path.

If the Township chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time this consists of the proposed installation a 15-foot shelf along US 30 from IL 47 to east of Dickson Road. In the future, a path could be installed on the shelf via permit at 100% local cost.

Landscaped Medians

If the Township chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the Township would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the Township limits. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some Township cost participation. The Department would work with the Township on the development of an enhanced landscape plan, noting the Township will be responsible for the future maintenance of all median and roadside landscaping within the Township limits. All proposed landscaping elements must be contained within the highway right-of-way.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The Township will be responsible for relocation of its facilities in conflict with the US 30 from IL 47 to IL 31 improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary, and/or combined sewers. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

The estimated total cost responsibility for the Township, based on the available information collected during the Phase I process is approximately $36,225. However, this does not include the cost of utilities, which should be pursued independently by the Township.

At the end of this LOI, there is an area where you can state your concurrence to the cost participation items outlined above. This LOI will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the Township and the Department. Please return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Attachments

cc: Jeff Corneils, Highway Commissioner

bcc: Anthony Quigley
John Baczek
Ken Eng
Jose Dominguez
Brian Carlson
File

Prepared By: Ryan Dettmann (Ext. 4126)
Bureau of Programming

S:\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\3_CORRESPONDENCE\3_Letter of Intent\2016-08-18 LOI Final Bristol TWP.docx

Project and Environmental Studies
US 30 from IL 47 to IL 31
Kane and Kendall County

Concur with project scope:
__ Yes
__ No

Concur with shared-use path scope, costs, and long-term maintenance:
__ Yes
__ No

Concur with landscaped median long-term maintenance:
__ Yes
__ No

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

_____

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the Bristol Township, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the Bristol Township; therefore, be it

RESOLVED, That the Bristol Township hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

Project and Environmental Studies
US 30 from IL 47 to IL 31
Kane and Kendall County

Concur with project scope:
__ Yes
X No

Concur with shared-use path scope, costs, and long-term maintenance:
__ Yes
X No

Concur with landscaped median long-term maintenance:
__ Yes
X No

Name: Jeff Corneils

Signature: Jeff Corneils

Title: Highway Commissioner

Date: 10-5-17

Comments: Rejected By Bristol Township Resolution No. 17-4 Enclosed.

Jeff Corneils
Highway Commissioner Bristol Township
9075 Corneils and West Street
P.O. Box 165
Bristol, IL 60512-0165

Ph. 630-553-0101
Fax 630-553-0118
[redacted]
bristoltwsp@comcast.com

BRISTOL TOWNSHIP, KENDALL COUNTY, ILLINOIS

RESOLUTION NO. - 17-4

A RESOLUTION DISAPPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN IDOT AND THE TOWNSHIP OF BRISTOL, KENDALL COUNTY ILLINOIS

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are carefully considered in the development of transportations projects; and

WHEREAS, bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except

in pavement resurfacing projects that do not widen the existing traveled way nor do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented to Bristol Township, for its consideration, a bicyclist and/or pedestrian improvement plan with funding to be split 80% State, 20% local, with maintenance to be provided by the Bristol Township;

NOW, THEREFORE BE IT RESOLVED that the Supervisor and Board of Trustees of Bristol Township, Kendall County, Illinois, hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further **RESOLVED** that a suitable copy of this Resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

SECTION ONE: That the proposed Intergovernmental Agreement between IDOT and the Township of Bristol is disapproved.

SECTION TWO: The Township Clerk shall keep available a copy of this Resolution subsequent to its adoption for inspection by any interested party in the Township office.

SECTION THREE: That if any section, paragraph, or provision of this Resolution shall be held invalid or unenforceable for any reason, such invalidity or unenforceability shall not affect any of the remaining provisions of this Resolution.

SECTION FOUR: This Resolution shall be in full force and effect from and after the date of its passage and approval.

ADOPTED this 4th day of October, 2017, by the following roll call vote:

AYES: Klatt, Walker, Weatherly, Olesson

NAYS: Johnson

ABSENT: _____

Township Supervisor, Bristol Township

ATTEST:

Township Clerk, Bristol Township

[seal]

STATE OF ILLINOIS)
) SS
COUNTY OF KENDALL)

CLERK'S CERTIFICATE

I, Julie Bennett, the duly qualified and acting Clerk of Bristol Township, Kendall County, Illinois, do hereby certify that attached hereto is a true and correct copy of an Ordinance entitled:

RESOLUTION NO. 2017-4

A RESOLUTION DISAPPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN IDOT AND THE TOWNSHIP OF BRISTOL, KENDALL COUNTY ILLINOIS

which Ordinance was duly adopted by said Board of Trustees at a meeting held on the 4th day of October, 2017.

I do further certify that a quorum of said Board of Trustees was present at said meeting, and the Board met all the requirements of the Illinois Open Meetings Act.

IN WITNESS WHEREOF, I have hereunto set my hand this 4th day of October, 2017.

Julie Bennett
Township Clerk, Bristol Township

[seal]

Jeff Corneils
Highway Commissioner Bristol Township
9075 Corniels and West Street
P. O. Box 165
Bristol, IL 60512-0165

US POSTAGE
$01.19º
First-Class
Mailed From 60512
10/05/2017
032A 0061827801

BUREAU OF PROGRAMMING
RECEIVED
OCT 10 2017
DISTRICT #1

Illinois Department of Transportation
Anthony Quigley or Kimberly Murphy
Project Implementation Dept. District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

D-3.2.8

Sugar Grove Township

FILE COPY

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

September 11, 2017

Mr. Tom Rowe
Township Supervisor
Sugar Grove Township
54 Snow Street
Sugar Grove, IL 60554

Dear Mr. Rowe:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31 in the United City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent between the Sugar Grove Township (Township) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a raised median, pedestrian and bicyclist accommodations, and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the Township. A public hearing for the project was held on June 29, 2016.

Based on previous coordination with the Township, specific items identified by the Department requiring cost participation by the Township include bicyclist and pedestrian accommodations. Additional discussion regarding landscaped medians and utility relocation is included for your information.

<u>Bicyclist and Pedestrian Accommodations</u>
According to Department policy, a separate sidewalk is required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities of this sidewalk. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee.

Based on the locations discussed during coordination with the Township, the proposed improvement includes approximately 4,500 feet of new five-foot wide sidewalk along the north side of US 30 from IL 47 to east of Dickson Road. The estimated cost of the sidewalk is $157,500. The Township's portion would be approximately $36,225, including a 15% engineering fee. If the Township is willing to include these bicyclist and pedestrian accommodations as part of this improvement, in addition to their share of the costs associated with construction, the Township must agree to accept long term responsibility for the administration, control, reconstruction, and maintenance of the sidewalk.

If the Township chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time this consists of the proposed installation a 10-foot wide shelf along US 30 from IL 47 to east of Dickson Road. In the future, a sidewalk could be installed on the shelf via permit at 100% local cost.

Landscaped Medians

If the Township chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the Township would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the Township limits. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some Township cost participation. The Department would work with the Township on the development of an enhanced landscape plan, noting the Township will be responsible for the future maintenance of all median and roadside landscaping within the Township limits. All proposed landscaping elements must be contained within the highway right-of-way.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The Township will be responsible for relocation of its facilities in conflict with the US 30 from IL 47 to IL 31 improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants as well as storm, sanitary, and/or combined sewers. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

The estimated total cost responsibility for the Township, based on the available information collected during the Phase I process is approximately $36,225. However, this does not include the cost of utilities, which should be pursued independently by the Township.

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the Township and the Department. Please return an original signed copy of this letter at your earliest convenience.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

Attachments

cc: Greg Huggins, Highway Commissioner

bcc: Anthony Quigley
John Baczek
Ken Eng
Jose Dominguez
Brian Carlson
File

Prepared By: Ryan Dettmann, Ext. 4126
Bureau of Programming

S:\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\3_CORRESPONDENCE\3_Letter of Intent\2016-08-18 LOI Final Sugar Grove TWP.docx

Project and Environmental Studies
US 30 from IL 47 to IL 31
Kane and Kendall County

Concur with project scope:
__ Yes
__ No

Concur with sidewalk path scope, costs, and long-term maintenance:
__ Yes
__ No

Concur with landscaped median long-term maintenance:
__ Yes
__ No

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:

_____

_____

_____

_____

_____

_____

_____

_____

_____

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the Sugar Grove Township, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the I Sugar Grove Township; therefore, be it

RESOLVED, That the Sugar Grove Township hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

D-3.3

Chicago Metropolitan Agency for Planning (CMAP)

JSCOTT

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

July 21, 2011

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Subject: US 30 from IL 47 to IL 31 – No Build
IDOT

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated July 19, 2011, we have developed year 2040 average daily traffic (ADT) projections for the subject location. These are listed in two tables on the following page.

Please be aware that the Illinois Department of Transportation has prepared Strategic Regional Arterial (SRA) reports for: US 30; IL 47; and IL 31/Orchard Road. SRA Reports include right-of-way, geometric, access and transit recommendations. The executive summaries can be found at http://www.cmap.illinois.gov/traffic/sra-resources with other information about the SRA system.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2010 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the 2040 Regional Transportation Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

Donald P. Kopec

Donald P. Kopec
Deputy Director for Planning and Programming

cc: Baczek, Salley, Czaplicki (IDOT)
\\cmap.local\data\proj1\ceb\forecasts\2011 Response\ka-10-11.docx

Table 1:
2040 Projected ADTs for Mainline, US 30 from IL 47 to IL 31 No-Build

Road Segment	Existing ADT	2040 No-Build ADT
Baseline Rd, west of IL 47	1,650	10,000
US 30, IL 47 to Bertram Rd	7,500	14,000
US 30, Bertram to Dickson	7,500	16,000
US 30, Dickson to Gordon Rd	7,500	16,000
US 30, Gordon Rd to Lakewood Creek	7,500	16,000
US 30, Lakewood Creek to Griffen	7,500	16,000
US 30, Griffen to Orchard	15,800	~~16,000~~ 25,000
US 30, Orchard to Galena	23,500	34,000
US 30, Galena to Baseline	23,500	33,000
US 30, Baseline to IL 31	23,500	26,000
US 30, East of IL 31	30,500	48,000

CMAP 7-27-11 Revised Letter

Table 2:
2040 Projected ADTs for Intersecting Streets, US 30 from IL 47 to IL 31 No-Build

Road Segment	Existing ADT	2040 No-Build ADT
IL 47/US 30, north of US 30	17,700	24,000
IL 47, south of US 31	15,500	31,000
Bertram Rd, north of US 30	1,800	11,000
Dickson Rd, south of US 30	1,950	4,000
Gordon, north of US 30	Not Available	N/A
Gordon, south of US 30	2,450	6,000
Lakewood Creek Drive, south of US 30	3,500	8,000
Griffen Dr, north of US 30	Not Available	N/A
Griffen Dr, south of US 30	Not Available	N/A
Orchard, north of US 30	26,400	48,000
Orchard, south of US 30	25,000	39,000
Galena Rd, south of US 30	1,000	2,000
Baseline Rd, south of US 30	1,650	8,000
IL 31, north of US 30	20,400	31,000
IL 31, south of US 30	12,400	39,000

Scott Czaplicki

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

BUREAU OF PROGRAMMING
RECEIVED
AUG 1 2011
DISTRICT #1

July 27, 2011

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Subject: US 30 from IL 47 to IL 31 – No Build: – Corrected 2040 ADT for US 30 from Griffen Road to Orchard Road
IDOT

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated July 19, 2011, we have developed year 2040 average daily traffic (ADT) projection of 25,000 for the subject location.

Please be aware that the Illinois Department of Transportation has prepared Strategic Regional Arterial (SRA) reports for: US 30; IL 47; and IL 31/Orchard Road. SRA Reports include right-of-way, geometric, access and transit recommendations. The executive summaries can be found at http://www.cmap.illinois.gov/traffic/sra-resources with other information about the SRA system.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2010 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the 2040 Regional Transportation Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

Donald P. Kopec

Donald P. Kopec
Deputy Director for Planning and Programming

cc: Baczek, Salley, Czaplicki (IDOT)
\\cmap.local\data\proj1\ceb\forecasts\2011 Response\ka-10-11adj.docx

Draper, Daniel

From: Czaplicki, Scott D <Scott.Czaplicki@illinois.gov>
Sent: Wednesday, July 18, 2012 11:38 AM
To: Draper, Daniel
Subject: FW: Year 2040 No-Build ADTs (US 30 from IL 47 to IL 31) Kane/Kendall County
Attachments: Project Location Map (US30_IL47-IL31).pdf; Existing ADTs.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

FYI – Please include this request with CDR documentation. Thanks.

From: Czaplicki, Scott D
Sent: Wednesday, July 18, 2012 11:36 AM
To: 'dkopec@cmap.illinois.gov'
Cc: Murphy, Kimberly K.; Salley, Jason R
Subject: FW: Year 2040 No-Build ADTs (US 30 from IL 47 to IL 31) Kane/Kendall County

US Route 30
Illinois Route 47 to Illinois Route 31
Kane and Kendall Counties

Dear Mr. Don Kopec:

The Illinois Department of Transportation is requesting updated Year 2040 No-Build and Year 2040 Build (4 Lane) ADT projections for the above project. The existing ADTs have been updated to reflect Year 2011 counts. Please provide projections for each intersection leg and segment in the attached table. A Location Map is attached for your use.

If you have any questions or need additional information, please contact me. Thank you.

Scott Czaplicki, PE
201 W. Center Court
Schaumburg, IL 60196-1096
(847) 705-4074 Office
(630) 291-0869 Mobile
scott.czaplicki@illinois.gov

Please consider the environment before printing this message or attachments

---

From: Czaplicki, Scott D
Sent: Monday, July 18, 2011 4:19 PM
To: 'dkopec@cmap.illinois.gov'
Cc: Schilke, Steven E
Subject: Year 2040 No-Build ADTs (US 30 from IL 47 to IL 31) Kane/Kendall County

U.S. Route 30
Illinois Route 47 to Illinois Route 31
Kane and Kendall Counties

Dear Mr. Don Kopec:

The Illinois Department of Transportation (IDOT) is requesting Year 2040 No-Build Average Daily Traffic (ADT) projections for the above project. Please provide projections for each intersection leg and segment in the attached table. Existing ADTs are included in the table. A Location Map is attached for your use.

If you have any questions or need additional information, please contact me. Thank you.

Scott Czaplicki, PE
201 W. Center Court
Schaumburg, IL 60196-1096
(847) 705-4074 Office
(630) 291-0869 Mobile
scott.czaplicki@illinois.gov

US Route 30
Illinois Route 47 to Illinois Route 31
P-91-403-11

Existing Average Daily Traffic (ADT) for CMAP 2040 Projections

Mainline				
Section	**Existing 2009/2010**	**Existing 2011**	**No Build 2040 (2 Lane)**	**Build 2040 (4 Lane)**
Baseline Rd, west of IL 47	1,650	1,650		
US 30, IL 47 to Bertram Rd	7,500	11,300		
US 30, Bertram to Dickson	7,500	11,300		
US 30, Dickson to Gordon Rd	7,500	11,300		
US 30, Gordon Rd to Lakewood Creek	7,500	11,300		
US 30, Lakewood Creek to Griffen	7,500	11,300		
US 30, Griffen to Orchard	15,800	19,400		
US 30, Orchard to Galena	23,500	24,000		
US 30, Galena to Baseline Rd	23,500	24,900		
US 30, Baseline Rd to IL 31	23,500	24,900		
US 30, East of IL 31	30,500	30,700		

Intersecting Streets				
Section	**Existing 2009/2010**	**Existing 2011**	**No Build 2040 (2 Lane)**	**Build 2040 (4 Lane)**
IL 47/US 30, north of US 30	17,700	20,400		
IL 47, south of US 31	15,500	16,400		
Bertram Rd, north of US 30	1,800	1,800		
Dickson Rd, south of US 30	1,950	1,950		
Gordon Rd, north of US 30	Not Available	6,000		
Gordon Rd , south of US 30	2,450	2,450		
Prescott Dr, south of US 30		1,400		
Lakewood Creek Drive, south of US 30	3,500	3,500		
Griffen Dr, north of US 30	Not Available	300		
Griffen Dr, south of US 30	Not Available	2,300		
Blackberry Rd, north of US 30		300		
Orchard, north of US 30	26,400	26,400		
Orchard, south of US 30	25,000	25,000		
Galena Rd, south of US 30	1,000	1,000		
Baseline Rd, south of US 30	1,650	1,650		
IL 31, north of US 30	20,400	15,000		
IL 31, south of US 30	12,400	13,500		

Notes:
1. Existing data is from IDOT website, unless otherwise noted.
2. 4 Lane Build = 2 through lanes in each direction with a median.

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

BUREAU OF PROGRAMMING
RECEIVED
AUG 14
DISTRICT #1

August 3, 2012

Mr. John Fortmann, P.E.
Acting Region One/District 1 Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Subject: US 30 from IL 47 to IL 31: Build and No-Build
IDOT

Dear Mr. Fortmann:

In response to a request made on your behalf and dated July 18, 2012, we have developed year 2040 average daily traffic (ADT) projections for the subject location. These are located in two tables on the following page.

Please be aware that the Illinois Department of Transportation has prepared Strategic Regional Arterial (SRA) reports for the following: US 30, IL 47 and Orchard Road. SRA Reports include right-of-way, geometric, access and transit recommendations. The executive summaries can be found at http://www.cmap.illinois.gov/traffic/sra-resources with other information about the SRA system.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2012 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

Donald P. Kopec

Donald P. Kopec
Deputy Director for Planning and Programming

cc: Baczek, Salley, Czaplicki (IDOT)
M:\proj1\ceb\forecasts\2012 Response\ka-13- 12.docx

Table 1:

2040 Projected ADTs for Mainline, US 30 from IL 47 to IL 31, No-Build and Build

Road Segment	Existing ADT	2040 No-Build ADT	2040 Build ADT
Baseline Rd, west of IL 47	1,650	6,000	7,000
US 30, IL 47 to Bertram Rd	11,300	19,000	25,000
US 30, Bertram to Dickson	11,300	22,000	29,000
US 30, Dickson to Gordon Rd	11,300	22,000	27,000
US 30, Gordon Rd to Lakewood Creek	11,300	22,000	27,000
US 30, Lakewood Creek to Griffen	11,300	22,000	27,000
US 30, Griffen to Orchard	19,400	30,000	35,000
US 30, Orchard to Galena	24,000	41,000	50,000
US 30, Galena to Baseline	24,900	38,000	46,000
US 30, Baseline to IL 31	24,900	25,000	32,000
US 30, East of IL 31	30,700	42,000	44,000

Table 2:

2040 Projected ADTs for Intersecting Streets, US 30 from IL 47 to IL 31; No-Build and Build

Road Segment	Existing ADT	2040 No-Build ADT	2040 Build ADT
IL 47/US 30, north of US 30	20,400	42,000	42,000
IL 47, south of US 31	16,400	35,000	35,000
Bertram Rd, north of US 30	1,800	8,000	7,000
Dickson Rd, south of US 30	1,950	6,000	6,000
Gordon, north of US 30	6,000	9,000	9,000
Gordon, south of US 30	2,450	6,000	6,000
Prescott Dr, south of US 30	1,400	3,000	3,000
Lakewood Creek Dr, so. of US 30	3,500	8,000	8,000
Griffen Dr, north of US 30	300	1,000	1,000
Griffen Dr, south of US 30	2,300	4,000	4,000
Blackberry Rd, north of US 30	300	500	500
Orchard, north of US 30	26,400	45,000	47,000
Orchard, south of US 30	25,000	37,000	37,000
Galena Rd, south of US 30	1,000	3,000	4,000
Baseline Rd, south of US 30	1,650	19,000	22,000
IL 31, north of US 30	15,000	41,000	39,000
IL 31, south of US 30	13,500	49,000	47,000

Prepared August 2, 2012 by CMAP

Draper, Daniel

From: Draper, Daniel
Sent: Thursday, March 14, 2013 9:47 AM
To: Morse, Marnell M; Doll, Ken F
Cc: Mounts, Gregg
Subject: FW: US 30 - IL 47 to IL 31 - 2040 Projections

Tracking:

Recipient	Read
Morse, Marnell M	
Doll, Ken F	
Mounts, Gregg	Read: 3/14/2013 9:50 AM

FYI.

From: Jose Rodriguez [mailto:JRodriguez@cmap.illinois.gov]
Sent: Thursday, March 14, 2013 9:32 AM
To: Draper, Daniel
Subject: RE: US 30 - IL 47 to IL 31 - 2040 Projections

Don:

These projections did include the IL 47 add-lanes improvements from Cross Street (in Sugar Grove) south to I-80. Also featured was an additional North-South bridge crossing over the Fox River west of Eldamain Road connecting US 34 to IL 71.

Jose

From: Draper, Daniel [mailto:DDRAPER@hutchisoneng.com]
Sent: Thursday, March 14, 2013 8:09 AM
To: Jose Rodriguez
Cc: Claire Bozic; Morse, Marnell M; Doll, Ken F; Mounts, Gregg
Subject: RE: US 30 - IL 47 to IL 31 - 2040 Projections

Jose,

One more question came up. Did these projections include the IL 47 improvements currently at various phases of engineering in Grundy, Kendall and Kane Counties?

Dan

From: Jose Rodriguez [mailto:JRodriguez@cmap.illinois.gov]
Sent: Wednesday, March 13, 2013 3:59 PM
To: Draper, Daniel
Cc: Claire Bozic
Subject: RE: US 30 - IL 47 to IL 31 - 2040 Projections

Mr. Draper:

Both the Build and No-Build (as regarded US 30 capacity) sets of projections provided to IDOT in August 2012 (dated August 3, 2012) were developed with a regional transportation model that *did not* include the Prairie Parkway. The Prairie Parkway was *not* a fiscally constrained major capital project in CMAP's GOTO 2040 regional comprehensive plan and thus has not been featured in the series of standard year 2040 models used to provide small area traffic forecasts. If you have any further questions or concerns, feel free to respond at your earliest convenience,

Jose

Jose Rodriguez, PTP, AICP
Associate Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606
jrodriguez@cmap.illinois.gov
Phone: (312) 386-8806
Fax: -8807

From: Draper, Daniel [mailto:DDRAPER@hutchisoneng.com]
Sent: Wednesday, March 13, 2013 3:45 PM
To: Jose Rodriguez
Cc: Morse, Marnell M; Doll, Ken F
Subject: US 30 - IL 47 to IL 31 - 2040 Projections

Mr. Rodriguez,

Our firm is providing Phase I Engineering services for the preparation of a study for the improvement of US 30 from IL 47 to IL 31 in Kane & Kendall Counties. The projections provided to the District in August 2012 (attached) have been questioned by the Village of Montgomery. The concern is that the projections may have been developed using a model with Prairie Parkway included. Were these projections developed with the Prairie Parkway included? If yes, the District would like to get revised projections without Prairie Parkway. Thank you for your assistance.

Dan

DANIEL J. DRAPER, P.E.
Hutchison Engineering, Inc.
ddraper@hutchisoneng.com
605 Rollingwood Dr.
Shorewood, IL 60404
(815) 773-2233 (O)
(815) 773-2236 (F)

The information contained in this communication is confidential and may be legally privileged. It is intended solely for the use of the individual or entity to whom it is addressed and to others authorized to receive it. If you are not the intended recipient, you are hereby (a) notified that any disclosure, copying, distribution, or taking any action, with respect to the content of this information is strictly prohibited and may be unlawful, and are (b) kindly requested to inform the sender immediately and to destroy any copies. The Chicago Metropolitan Agency for Planning is neither liable for the proper

and complete transmission of the information contained in this communication nor for any delay in its receipt.

This message has been scanned for viruses and other harmful content upon transmission.

The information contained in this communication is confidential and may be legally privileged. It is intended solely for the use of the individual or entity to whom it is addressed and to others authorized to receive it. If you are not the intended recipient, you are hereby (a) notified that any disclosure, copying, distribution, or taking any action, with respect to the content of this information is strictly prohibited and may be unlawful, and are (b) kindly requested to inform the sender immediately and to destroy any copies. The Chicago Metropolitan Agency for Planning is neither liable for the proper and complete transmission of the information contained in this communication nor for any delay in its receipt.

This message has been scanned for viruses and other harmful content upon transmission.

D-3.4

Federal and State Agencies

USACOE MEETING
AGENDA ITEM #2

US Route 30
Illinois 47 to Illinois 31
Job No. P-91-403-11
Kane & Kendall Counties

December 4, 2015

This was the first presentation of this project. The purpose of this meeting was to give an overall description of the project; discuss wetland/waters impacts; discuss status of environmental clearances; discuss drainage/water quality, and discuss the Montgomery Overflow study.

General Project Description

- The project limits are IL 47 to the IL 31 interchange.
- The length of the project is approximately 4.4 miles.
- The proposed scope of work includes expansion of the existing two lane roadway to a four lane roadway with raised median and outside shoulders flanked by curb and gutter. Sidewalks and shared use paths will also be provided. Drainage will generally be closed with storm sewer. However, water quality retention and/or storm water detention ditches will be provided where appropriate.
- At the west end of the corridor it is currently farm land. East of Dickson it transitions to suburban/residential. There is some commercial land use around and east of Orchard Road.
- Major features include Blackberry Creek and the Orchard Road Corridor
- 4(f) properties include Stuart Sports Complex west of Griffin Drive; and Blackberry Trail Forest Preserve south of US 30 along Blackberry Creek
- Another feature of note is the Montgomery Overflow east of US 30.

Wetland/WOUS Impacts

- There were a total of 25 wetland sites identified within the ESR and ESR addendum areas.
- 5 of the sites are impacted by the proposed improvements.
- Site 1 is currently cropland and is approximately 0.71 acres. It is not an ADID high quality habitat, or high functional value wetland, nor a high quality aquatic resource (HQAR). Under the plan presented at the meeting, 0.71 acres of the site will be impacted and therefore it would be considered a full take. The impacts are due primarily to construction of a water quality retention area. USACE indicated it no longer has volume requirements for water quality basins. Therefore, the drainage plan should be revised to avoid or minimize impacts to this wetland site.

- Site 3 is 1.35 acres in size. It is not an ADID high quality habitat, or high functional value wetland, nor an HQAR. 0.04 acres or 3% of the site is expected to be impacted. The impacts are due to roadway widening.
- Site 4 is 0.53 acres in size. It is not an ADID high quality habitat, or high functional value wetland, nor an HQAR. 0.11 acres or 21% of the site is expected to be impacted. The impacts are due to roadway widening.
- Site 6 is located in the floodplain of Blackberry Creek. It is broken into two parts. North of US 30 the wetland area is 5.73 acres in size and south of US 30 the wetland area is also 5.73 acres. The site is not an ADID high quality habitat wetland, but is considered an ADID high functional value wetland. It is also considered an HQAR and may meet FWS criteria for potential Eastern prairie fringed orchid habitat. Impacted area to the north part are expected to be 0.06 acres or 1%, and 0.13 acres or 2% to the south of US 30 are expected to be impacted. The impacts are due to roadway widening and construction of roadway embankment.
- Site 8 is currently wooded and is approximately 0.88 acres. It is not an ADID high quality habitat, or high functional value wetland, nor an HQAR. 0.03 acres or 3% of the site is expected to be impacted. The impacts are due to roadway widening and construction of a compensatory storage area.
- There are three WOUS Sites impacted by the project.
- 227 feet of Site W2 (a.k.a. Blackberry Creek) will be impacted. Mussell Shell material was observed at this site. It is an HQAR. The stream is mapped as biologically significant in the Illinois Biological Stream characterization study (IDNR 2008). The stream integrity and diversity ratings are both B.
- Site W3 is a manmade ditch that outlets into Blackberry Creek. 784 feet will be impacted.
- Site W6 is an unnamed tributary to the Fox River. It is considered an HQAR and a portion of this site is an ADID site.
- It was noted that in the original wetland delineation report, Site 6 had a lower FQI value and was not considered to meet FWS criteria for potential Eastern Prairie Fringed Orchid habitat. The addendum report included areas further to the south which were found to have higher FQI and are a potential habitat for the plant.
- A survey may need to be conducted in June or July to determine if the orchid is present.
- USACE noted the WOUS impacts should be in acres not feet.

<u>Drainage / Water Quality Discussion</u>

- USACE no longer has volume requirements for water quality basins. Minimizing/eliminating impacts to wetlands would be a higher priority, followed by water quality volumes.
- For the water quality area between roughly Sta. 1171+50 LT to Sta. 1180+10 LT, propose a bio swale for this area.
- An 18" culvert crossing exists at approximate Sta. 1223+00; with the proposed Montgomery overflow, need to ensure that we maintain a low flow pipe at this area so that the downstream flow is maintained, and does not dry up as a result of the raised roadway profile. In addition, more detail is needed in the compensatory storage area

downstream of the culvert to show how the tributary will be impacted. Details will be reviewed in Phase II engineering.

- USACE approved the use of underdrains within the water quality basins to minimize insect habitat and cattail growth.

404 Permit

- There was a discussion on which division of the corps will review future permit since north of US 30 is in Kane County which is in the Chicago District and south is in Kendall County which is under the jurisdiction of the Rock Island District. USACE will discuss internally and let IDOT know which branch will review and issue permits.
- Permits will be reviewed in Phase II and most likely will be segmented within the project corridor when appropriate construction segments are identified.

By:
Dan Draper, Dan Mestelle - Hutchison Engineering
Fred Lin – Lin Engineering
Kimberly Murphy, Lori Brown, Ken Doll - IDOT

V:\3171\USACE COORDINATION\2015-12-01\2015-12-01 USACE Item 2 - Minutes-Draft (Rev. 3).docx

D-3.5

Bicycle

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
US Route 30
Illinois Route 47 to Illinois Route 31
Kane and Kendall Counties

June 8, 2012

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1», «Address2»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

We are writing to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. A location map is attached for your reference. This project is not included in the Department's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program. This project will be included in our priorities for future funding considerations among similar improvement needs throughout the region. The proposed project is anticipated to consist of roadway reconstruction to address operational and safety deficiencies and to accommodate existing and projected year 2040 travel demands. At this early stage of Phase I project development, we request that you provide any information relevant to defining an appropriate roadway configuration which can include bicycle accommodations where needs exist. Specific information we are requesting includes the following:

- Existing or anticipated future bicycle usage along or crossing the US Route 30 corridor
- Existing or planned facilities generating bicycle travel in the project area
- Extent of on-road bicycle usage
- Existing or planned separate bicycle trails or signed bike routes in the vicinity (1.2 miles) of the project
- Planned and programmed local bikeway construction projects within a 5-year period
- Any additional bicycle programs which may affect US Route 30

We appreciate any input you could provide in this matter. If you have any questions or need additional information, please contact Kimberly Murphy, Project Studies Unit Head, at (847) 705-4791.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: John A. Baczek/KKM
John A. Baczek, P.E.
Project and Environmental Studies Section Chief

Attachment

bcc: File

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Letters\2012-05-08 Bicycle (Initial).docx

To:

Mr. Ed Barsotti
Executive Director
League of Illinois Bicyclists
2550 Cheshire Drive
Aurora, IL 60504

Mr. John O'Neal
Transportation Planner
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Ron Burke
Executive Director
Active Transportation Alliance
9 W. Hubbard Street, Suite 402
Chicago, IL 60654-6545

Mr. Dick Westfall
Illinois Department of Natural Resources
Division of Planning
1 Natural Resources Way
Springfield, IL 62702

David Longo
Northeastern Illinois Greenways and Trails Manager
Illinois Department of Natural Resources
Tri-County State Park
2050 W. Stearns Road
Bartlett, IL 60103

Ms. Rhonda Border-Boose
State Director
Rails to Trails Conservancy
Midwest Regional Office
10 S. High Street, Suite A
Canal Winchester, OH 43110

Ms. Beverly Moore
Illinois Trails Conservancy
144 West Main Street
P.O. Box 10
Capron, IL 61012

Mr. Mike Sullivan
Transportation Planner
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Fox Valley Bicycle and Ski Club
P.O.Box 1073
Saint Charles, IL 60174-7073

Straight Up Cycling Club
7665 IL Route 47
Yorkville, IL 60560

KKM

Illinois Department of
Natural Resources
One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

Pat Quinn, Governor
Marc Miller, Director

John A. Baczek
Illinois Department of Transportation
Division of Highways
201 West Center Court
Schamburg, Illinois 60196

BUREAU OF PROGRAMMING
RECEIVED
DISTRICT #1

July 18, 2012

Dear Mr. Baczek:

The Illinois Department of Natural Resources (IDNR) is submitting the following comments regarding the proposed IDOT Phase I road improvement project along U.S Route 30 at Illinois Route 47 to Illinois Route 31 in Kane and Kendall counties.

The current IDOT Bicycle Map for Kane County indicates for this segment t of U.S Route 30 "as not recommended for bicycling" based on the road's current design and conditions. However, with road improvements to accommodate bike usage as proposed by the Complete Streets Program, bicycle accommodations could be included to benefit users.

As shown on the Chicago Metropolitan Agency for Planning Northeastern Illinois Regional Greenways and Trails Plan (enclosed), U.S Route 30 connects to Eagle Ridge Park and the Barnes Forest Preserve near the Village of Montgomery. Two proposed regional trails cross the segment: Gordon Road Trail and Mid-County Trail. Two other proposed regional trails parallel the segment on the north and south: Big Rock Trail and Galena Road Trail. Bike accommodations would also benefit users living in homes and subdivisions close to the road to the existing and proposed local trail systems, Eagle Ridge Park and Barnes Forest Preserve.

The DNR does not collect data on the existing or anticipated future bicycle usage. We recommend you contact the Illinois League of Bicyclists and both the Kane and Kendall County Department of Transportation to obtain bicycle level of service along US Route 30.

If you have any questions regarding the Department's comments please contact me at (847) 608-3100, ext 2037.

Dave Longo

****

Dave Longo
Illinois Department of Natural Resources
Greenways and Trails
2050 W. Stearns
Bartlett, Illinois 60103

cc: Connie Waggoner

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

November 13, 2012

Mr. John A. Baczek, P.E.
Project and Environmental Studies Section Chief
Illinois Department of Transportation
Division of Highways / Region One / District One
201 West Center Court
Schaumburg, IL 60196-1096

Re: U.S. 30 from Illinois Route 47 to Illinois Route 31
United City of Yorkville, Village of Montgomery, and Kane and Kendall Counties
IDOT Project Number: P-91-403-11

Dear Mr. Baczek:

Enclosed in response to your request regarding bicycle facility planning and usage information is a map related to the planned improvement of U.S. Route 30 (Baseline Road) from Illinois Route 47 to Illinois Route 31, in the United City of Yorkville and Village of Montgomery in Kane and Kendall Counties. The proposed improvement consists of roadway reconstruction to address operational and safety deficiencies and to accommodate existing and projected year 2040 travel demands. The enclosed map shows existing and planned bicycle facilities from approved and adopted bikeway plans, including:

- *Northeastern Illinois Regional Greenways & Trails Plan* (Updated and Adopted by the Board of CMAP and the MPO Policy Committee, October 2009)[1]
- *Kane County Bicycle and Pedestrian Plan (2012[2])*
- *Village of Montgomery 2011 Bicycle and Pedestrian Path Plan*[3]
- *Oswegoland Park District Trail Guide Map*[4]

The attached map is based on information from currently available sources. The map shows not only existing and proposed bicycle facilities, but also how they relate to transit service, roadway facilities, and surrounding land uses.

Bicycle and Pedestrian Trip Generators. In addition to the planned facilities along and crossing the project corridor, adjacent land uses along and near the corridor may be expected to generate pedestrian and cycling activity. These generators of non-motorized trips indicate that facilities to accommodate such trips are warranted as part of this project:

- *Census Journey to Work Data.* While we do not have current counts for the number of non-motorized travelers along or in the immediate vicinity of the project corridor, U.S. Census American Community Survey (ACS) data for 2006-2010 estimate that on average 33 persons who live within a 1-mile buffer area around the project site walk to work each day. One person bicycles to work each day, and 82 persons who reside within the 1-mile buffer area take public transportation, which may also involve additional walking trips.
- *Nearby Schools.* Four (4) elementary schools lie within the 1-mile buffer area around the project site. The number of students enrolled in these schools is 2,230 (ISBE, 2009). CMAP's *Travel*

[1] http://www.cmap.illinois.gov/bike-ped/greenways-and-trails
[2] See the Kane-Kendall Council of Mayors (KKCOM) bicycle planning website at http://www.co.kane.il.us/dot/com/BikePed/, as well as a PDF of the plan at http://kdot.countyofkane.org/Publications/BikePlanningMap.pdf
[3] http://ci.montgomery.il.us/DocumentCenter/Home/View/110
[4] http://www.oswegolandparkdistrict.org/Trails-Parks/pdfs/trail_map.pdf

Tracker household travel inventory data indicate that, in the collar counties, the share of students who walked to school was approximately 10%, while 1% of the students bicycled to school.[5]

- *Adjacent and Nearby Planned Bikeways.* As mentioned above, a number of existing and planned bicycling/ pedestrian facilities cross the project corridor. Determining the exact location and nature of these facilities/future crossings will involve IDOT coordination with the Kane/Kendall Council of Mayors, the Kane County Division of Transportation, Kendall County Highway Department, as well as local governments in the United City of Yorkville and Village of Montgomery. The following facilities cross U.S. 30 within the project boundaries and should be addressed in the planning and design for this project:

Regional Trails

1. *Blackberry Creek Trail.* The planned Blackberry Creek Trail is planned to cross U.S. 30 in the vicinity of Orchard Road and Blackberry Creek to fill a gap in the trail. Sections of this planned trail have been completed immediately to the south of U.S. Route 30 (beginning at Blackberry Trail Park). In addition, as of October, 2012, Kane County is nearing completion of a section of the trail extending north along Orchard Road from U.S. 30 to the Virgil Gilman Trail and Mid-County Trail.[6] This trail will eventually extend from the Fox River in Yorkville to the Virgil Gilman Trail in Aurora. The Blackberry Creek Trail is identified as a Primary Trail in the Northeastern Illinois Regional Greenways and Trails Plan. The alignment of the connection across U.S. Route 30 between the two existing segments should be worked out with Montgomery and the two Highway Department jurisdictions. One option is a connection as is shown extending down Orchard Road on the Montgomery Bicycle and Pedestrian Path Plan. See http://ci.montgomery.il.us/DocumentCenter/Home/View/110. Completing this crossing is a high priority.
2. *Gordon Road Trail.* The Gordon Road Trail crosses U.S. Route 30 at Gordon Road. This existing crossing is part of a trail that will extend from Sugar Grove to Yorkville. This trail is identified in the Northeastern Illinois Regional Greenways and Trails Plan, and in the Kane County Bicycle and Pedestrian Plan [Kane/Kendall Council of Mayors (KKCOM) Bicycle Plan]. Maintaining this crossing is a high priority.
3. *Rob Roy Creek Trail.* Rob Roy Creek Trail would cross U.S. Route 30 in the vicinity of Illinois Route 47. None of this planned trail has been completed at this time. The trail is expected to eventually extend from Sugar Grove to Plano. This trail is identified in the Northeastern Illinois Regional Greenways and Trails Plan. A crossing at the intersection is indicated in Kane / Kendall County Council of Mayors Bicycle Plan.

Additional Local / Sub-regional Trails (west to east along project corridor)

1. Between the *Rob Roy Creek Trail* (IL-47) and the *Gordon Road Trail*, three crossings of U.S. 30 are indicated in local and sub-regional plans:
    1) A planned crossing approximately 0.25 miles east of IL-47, indicated in KKCOM's bike plan and, north of U.S. 30, in Montgomery's plan.
    2) A planned crossing approximately 0.75 miles east of Illinois Route 47, in the Village of Montgomery's plan.
    3) A planned crossing at or near Dickson Road, in the Village of Montgomery's plan.
2. Between the *Gordon Road Trail* and Galena Road, several more crossings of and termination points at U.S. 30 are indicated in local and sub-regional plans, including a grade-separated bicycle/pedestrian crossing, proposed by the Village of Montgomery:
    1) A planned crossing within or near utility ROW, approximately 0.58 miles east of Gordon Road. The *Village of Montgomery 2011 Bicycle and Pedestrian Path Plan* proposes a grade-separated facility at this location. Currently, the path exists south of U.S. 30 and extends to Lakewood Creek Elementary School and surrounding residential neighborhoods, while the crossing and facility north of U.S. 30 are indicated as 'planned.'
    2) Existing facilities along both sides of Lakewood Creek Drive, south of the

[5] Parry Frank. Chicago Regional Household Travel Inventory: Mode Choice and Trip Purpose for the 2008 and 1990 Surveys. Chicago Metropolitan Agency for Planning. 2010. P. 55.
[6] http://orchardroadrecon.com/. Accessed 10/20/2012.

project corridor, terminate at U.S. 30 (a sidepath on the west side of Lakewood Creek Drive, and a sidewalk on the east side). However, no planned crossing of U.S. 30 is shown at this location.

3) Existing crossing at Griffin Drive (east leg of intersection). The crossing lacks a landing or connecting pedestrian route at its north terminus. In addition, an existing sidewalk running along the west side of Griffin Drive ends without connection to the crossing installed on the intersection's south leg.

- *Destinations*. In addition to the elementary schools, existing multiuse paths, and residential mentioned above, several other destinations, which may generate walking or cycling trips, are located along or near the project corridor, including the Sugar Grove Family Fun Center, parks, sports facilities, and other recreational open spaces, and, at the eastern end of the corridor, retail, industrial and manufacturing employment centers[7].

Current conditions: *Please see accompanying map for land use and other conditions along the approximately 4.72 miles of roadway within the project limits.*

Current conditions at the four major intersections (Illinois Route 47, Gordon Road, Griffin Drive, and Illinois Route 31) are shown below. Two of these intersections (U.S. 30 and Illinois Route 47 and U.S. 30 and Illinois Route 31) have no facilities or treatments designed specifically for non-motorized travelers. The other two – U.S. 30 and Gordon Rd. and U.S. 30 and Griffin Dr. – have marked crosswalks and pedestrian signals on two legs. However, as noted above, both crossings at U.S. 30 and Griffin Drive are unconnected at one end to bicycle or pedestrian routes. Large turning radii are present on all intersections.

Illinois Route 47 and U.S. 30.

Gordon Road and U.S. 30

Source: www.bing.com/maps

[7] Data from Dun and Bradstreet indicate that 1,729 persons are employed within approximately ¼-mile of the project corridor. Four (4) businesses within this area (toward the eastern end) are indicated as having 100 or more employees (with a total of 960).

Griffin Drive and U.S. 30.

Illinois Route 31 (Orchard Rd.) and U.S. 30.

Source: www.bing.com/maps

U.S. 30 within the project corridor consists generally of two through travel lanes, with turning lanes and painted center medians added at major intersections. Aside from major intersections or adjacent development, the roadway has a rural cross-section with unpaved shoulders. The ADT ranges from 24,900 at the eastern end near Illinois Route 31 to11,300 near Dickson Road (IDOT 2011). The posted speed limits are 45-50 mph at the eastern end of the project corridor, and 55 mph west of Orchard Road. The 85th percentile speeds range from 44 mph at the eastern end of the project corridor, to 57 mph at the western end.

The four major, signalized intersections – as well as other less important intersections within the project corridor – all exhibit large turning radii. No sidewalks exist along U.S. 30 within project limits. Existing sidewalks and the multiuse paths mentioned above enter the corridor from adjacent developments and at right angles to U.S. 30. However, with the exception of facilities at Gordon Road and U.S. 30, all other pedestrian and multiuse paths end without connectivity.

Land along the long project corridor is comprised of a mix of uses, which typify urban, suburban, and exurban development. The western part of the corridor consists largely of agricultural open space. In the central area, new residential development and schools have recently been developed. The eastern part of the corridor is dominated by older industrial and manufacturing facilities, although newer retail uses have been introduced as well.

Bicycle and pedestrian crash data for a six year period (2005-2010) indicate two (2) pedestrian and one (1) bicycle crash along U.S. 30. The pedestrian crashes occurred in 2008 and 2007. The former was a Type B (Injury) crash and the latter was Type K (Fatal). The latter occurred at the intersection of U.S. 30 and Orchard Road. The bicyclist crash occurred in 2005 and was a Type B (Injury) crash.

Scoping and Design Recommendations:

- *Sidewalks along U.S. 30:* We recommend that IDOT consult with local agencies in order to determine the need for sidewalks along all or part of the project corridor as part of roadway reconstruction. Given the present and anticipated land uses and development in the area, as well as the pedestrian and bicyclist crash history summarized above, we recommend that sidewalk be strongly considered along both sides of U.S. 30 from Gordon Road to Galena Road.
- *Pedestrian/Bicyclist crossings of U.S. 30:* We recommend that IDOT coordinate with the Kane/Kendall Council of Mayors, Kane County Division of Transportation, Kendall County Highway Department, the United City of Yorkville and Village of Montgomery in order to

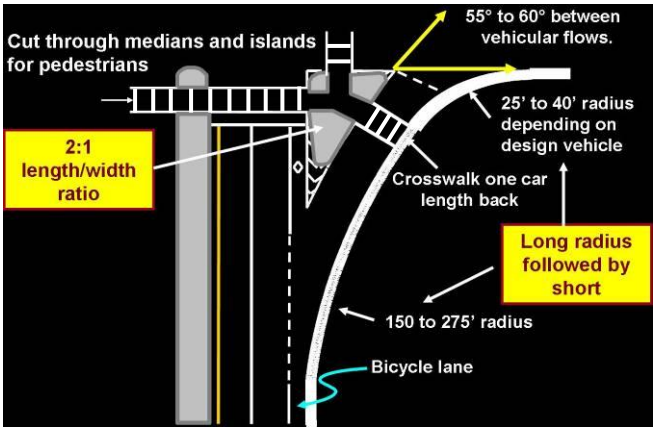
determine the nature and exact location of the planned crossings of U.S. 30. Consideration and inclusion of these facilities in the planning, engineering, and reconstruction of the U.S. 30 between Illinois Routes 47 and 31 will, if done now, reduce revision and associated costs in the future, and help ensure the safety of all roadway users in this area.

- *Sidewalk connectivity***:** We recommend that IDOT connect the existing sidewalk along the west side of Griffin Drive to the crosswalk on the south leg of the intersection of U.S. 30 and Griffin Drive. We also recommend that a ramp and landing be installed at the northeast corner of this intersection, where the multiuse path currently ends. Design and construction of all pedestrian and bicycle facilities should be fully compliant with the most current standards and guidance as found in *Public Right-of-Way Accessibility Guidelines* (PROWAG)[8] and AASHTO's *Guide for the Development of Bicycle Facilities* (2012)[9].
- *Intersection Design:* We recommend that IDOT include installation of treatments and traffic control devices on at least two legs of the signalized intersection at Orchard Road and U.S. 30 to improve the safety and convenience of current and future non-motorized travelers – including pedestrian countdown signals, marked crosswalks, and PROWAG-compliant ramps and landings.

  In addition, we recommend that IDOT consider the following approaches to improving travel for all modes at this intersection:

  - *Tighter Intersection Design.* Given current ADTs, speeds, and history of pedestrian and bicycle crashes in this segment of U.S. 30, particular attention to the exposure time of pedestrians in crosswalks should be given (for pedestrian safety and for overall traffic operations reasons) . Reducing crossing distances, ramp-to-ramp, subject to MUTCD signal timing guidance, will reduce pedestrian clearance time at intersections, and thereby add flexibility to the allocation of green time at high-volume intersections. Accordingly, we recommend consideration of 10-11 foot travel lanes, tighter turning radii, and, when feasible, properly designed pork-chop islands (see following bullet point) or center medians acting as pedestrian refuge islands in order to limit pedestrian exposure and crossing distances. All these treatments will not only improve signal timing flexibility but also increase pedestrian safety by reducing exposure to moving traffic.
  - *Pork Chop Islands.* We recommend that IDOT study the feasibility of raised 'pork chop' islands at this intersection. Such islands may be especially useful where large turning radii are needed, as may be the case here. Providing "pork-chop" islands and a slip lane as shown in **Figure 2** (below) can significantly reduce the amount of time required for pedestrian crossings, improving pedestrian safety and adding flexibility to signal operations. Pedestrian crossing signals should be utilized at the pork-chop islands. Should 'pork chop' islands prove not to be feasible at the intersection of U.S. 30 and Orchard Road, then we would recommend that curb radii be tightened, in order to shorten pedestrian crossing distances and lower the speed of turning vehicles.

Figure 2: Recommend Design for Right-turn Slip Lanes



Source: FHWA Report, "How to Develop a Pedestrian Safety Action Plan"

- *Medians.* Pedestrian safety can be greatly enhanced by median pedestrian refuges. Available right-of-way along the project corridor, and specifically here at the intersection of U.S. 30 and Orchard Road, may allow for the installation of center medians / pedestrian refuge islands. Please note the FHWA guidance, which strongly encourages states to adopt raised

[8] See http://www.access-board.gov/prowac/index.htm
[9] See https://bookstore.transportation.org/collection_detail.aspx?ID=116

medians and other countermeasures to increase safety.[10] The associated guidance is as follows:

> ***#8. <u>Medians and Pedestrian Refuge Areas in Urban and Suburban Areas</u>****: Raised medians (or refuge areas) should be considered in curbed sections of multi-lane roadways in urban and suburban areas, particularly in areas where there are mixtures of a significant number of pedestrians, high volumes of traffic (more than 12,000 ADT) and intermediate or high travel speeds. Medians/refuge islands should be at least 4 feet wide (preferably 8 feet wide for accommodation of pedestrian comfort and safety) and of adequate length to allow the anticipated number of pedestrians to stand and wait for gaps in traffic before crossing the second half of the street.*

Recommendation regarding coordination with the local entities: As referred to above, we recommend that IDOT coordinate with the Kane/Kendall Council of Mayors, Kane County Division of Transportation, Kendall County Highway Department, the United City of Yorkville and Village of Montgomery in order to integrate plans and harmonize efforts to increase pedestrian and bicyclist safety along U.S. 30 in the project area, and to ensure safe and convenient access to residential and commercial areas, schools, recreational facilities, job centers, and the planned bikeways crossing the project corridor.

Policy: All highway reconstruction projects must be consistent with the officially adopted regional transportation plan. Therefore, please be aware of the following strategic guidance.

The adopted *GO TO 2040 Regional Comprehensive Plan* (posted at http://www.cmap.illinois.gov/2040/download-the-full-plan) includes the following recommendations:

> [Improvements to the bicycle and pedestrian system] can include sidewalks and other pedestrian facilities, off-street bicycle or multiuse paths, on-street facilities, or other efforts to provide accommodation for non-motorized transportation. Both bicycling and pedestrian travel are important components of an integrated, intermodal transportation system. GO TO 2040 supports improving the bicycle and pedestrian environment through projects such as these. The plan also supports policy-based efforts to improve the bicycle and pedestrian systems, such as the use of Complete Streets principles to accommodate non-motorized travel in roadway design (p 272).
>
> A good walking and bicycling environment is essential for our region. Barriers to pedestrians, bicyclists, and people with disabilities can discourage mobility, require expensive auto trips, or even prevent trips. GO TO 2040 supports improving conditions for non-motorized transportation. CMAP has played a central role in encouraging local, county, and state implementers to implement pedestrian and bicycle improvements, and these elements are addressed as critical elements of livable communities in GO TO 2040 (p. 358).

Lastly, please be aware that when in an urban area, the recently enacted "Complete Streets" law (Public Act 095-0665) requires that all road reconstruction projects accommodate bicycle and pedestrian modes of travel:

> "*In or within one mile of an urban area, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any State transportation facility."*

Please use the enclosed map and this letter to help plan the accommodation of non-motorized traffic on and near U.S. Route 30 (Baseline Road) from Illinois Route 47 to Illinois Route 31, in the Village of Montgomery and the United City of Yorkville, and in Kane and Kendall Counties. For this map, planned routes are conceptual. Alignments are approximate.

Thank you very much for the opportunity to provide this information. If you have questions about this information, please contact me at 312-386-8822.

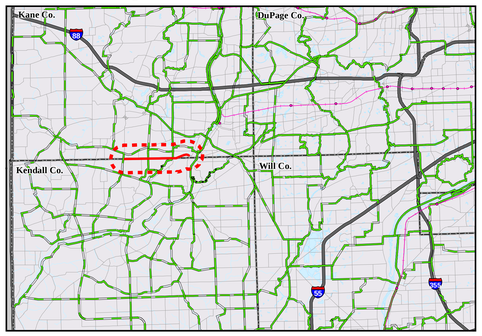
[10] To view the complete memo, click on this link: http://safety.fhwa.dot.gov/policy/memo071008.htm

Sincerely,

John O'Neal
Transportation Planner

cc: Kimberly Murphy, Project Studies Unit Head, IDOT
Christy Davis, IDOT
Sam Mead, IDOT District 1 Bikeway Coordinator
Jim Stoner, IDOT District 1 Pedestrian Coordinator
Eric Dhuse, Director of Public Works, United City of Yorkville (edhuse@yorkville.il.us)
Krysti Barksdale-Noble, Community Development Director, United City of Yorkville (knoble@yorkville.il.us)
Jane Tompkins, Director of Community Development and Public Works, Village of Montgomery
Dan Persky, Active Transportation Alliance
Ed Barsotti, Executive Director, League of Illinois Bicyclists
Mike Sullivan, Kane/Kendall Council of Mayors

Location and Regional Context



Important Issues & Opportunities in Regional System and Connectivity

1. Project corridor intersects planned facilities in adopted bikeway plans (Northeastern Illinois Greenways and Trails Plan, Kane County Bicycle Plan, Village of Montgomery 2011 Bike and Ped Plan, and Oswegoland Park District Trail Guide Map). Accommodation of, improvement to, access to, and maintenance of such facilities, and to pedestrian routes and crossings, should be planned for and accomplished.
2. Schools/libraries: 4 Primary/Secondary Schools lie within the 1-Mile Buffer Area, with a total enrollment of 2,230 students (ISBE, 2009)
3. Nearby Major Bike Facilities: Gordon Road Trail, Blackberry Creek Trail, Rob Roy Creek Trail, Orchard Road / Virgil Gilman Trail, Fox River Trail.

Stuart Sports Complex and Legion Field

Sugar Grove Family Fun Center

Kaneland McDole Elementary

Village of Montgomery Proposed Ped Bridge

Police Station

Nicholson Elementary

Bristol Bay Elementary

Lakewood Creek Elementary

New Multifamily Residential

New Commercial

Caterpillar

Park

Fox River

Blackberry Creek

Lakewood Creek Dr.

Griffen Dr.

Orchard Rd.

Galena Rd.

Gordon Rd.

Dickson Rd.

Bertram Rd.

Lily Lake Ln.

LEGEND

Bikeways

Municipal Bike Plans/Routes
- Existing
- Committed
- Planned

Sub-regional/Council of Mayors Bike Plans/Routes
- Existing
- Planned
- Committed
- Regional Corridors

County Bike Plans/Routes
- Existing
- Committed
- Planned

Regional Greenways and Trails Plan (Update of Trails Element)
- Existing
- Committed
- Planned
- Future

Project Site (1-mile Buffer)

Transit/Transportation
- Metra Commuter Rail
- CTA Urban Rail System
- Pace Bus (Data from 2003)
- Expressways
- Streets
- Traffic Analysis Zone

Land Use (in Project Area)
- Residential (SF, MF, Manufactured Housing)
- Commercial/Retail/Cultural/Entertainment
- Employment Centers (Office/Manufacturing)
- Insitutional (Schools/Churches/Hospitals/Government)
- Transportation/Utilities
- Open space/Outdoor Recreational/Agricultural
- Waterways

Schools*
- Colleges

Primary/Secondary Schools

Enrollment
- 1 - 25
- 26 - 100
- 101 - 250
- 251 - 500
- 501 - 1000
- 1001 - 4589

** Sources: Illinois Board of Education (Primary/Secondary Schools), and Navteq (Colleges)*

- Sidewalks within 600 ft. of project site
- Multi-family Housing
- Public Library

U.S. 30 from Illinois Route 47 to Illinois Route 31 Bicycle and Pedestrian Planning Information

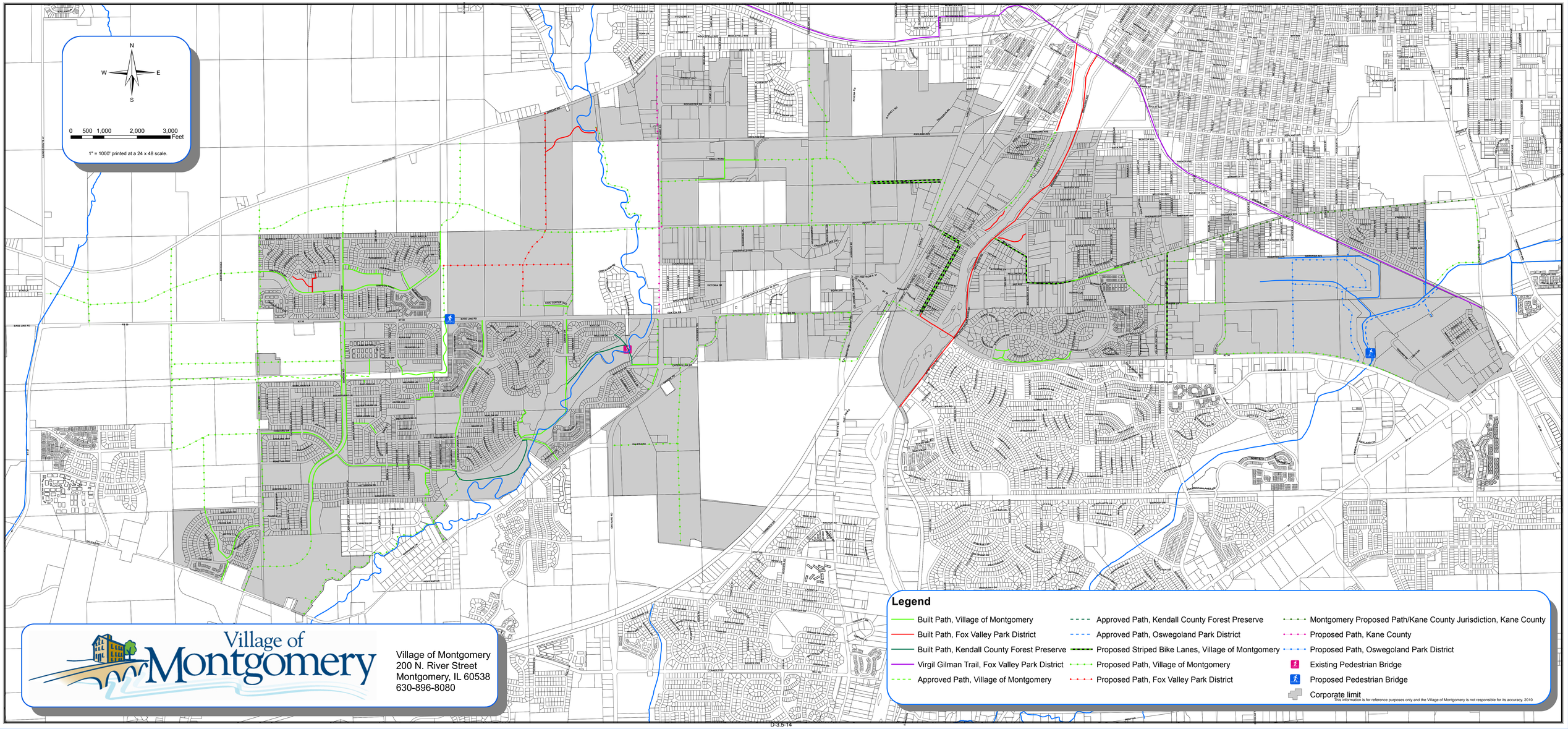
N

0 0.5 1 1.5 Miles

CMAP

September 2012

Village of Montgomery 2011 Bicycle and Pedestrian Path Plan



D-3.6

PACE

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
US Route 30
Illinois Route 47 to Illinois Route 31
Kane and Kendall Counties

June 8, 2012

Mr. Taqhi Mohammed
Transportation Engineer
PACE
Planning Services Department
550 W. Algonquin Road
Arlington Heights, IL 60005-4412

Dear Mr. Mohammed:

We are writing to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. A location map is attached for your reference. This project is not included in the Department's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program. This project will be included in our priorities for future funding considerations among similar improvement needs throughout the region. The proposed project is anticipated to consist of roadway reconstruction to address operational and safety deficiencies and to accommodate existing and projected year 2040 travel demands.

At this time we request that you provide us with any relevant information regarding existing and/or future bus routes, existing and proposed bus stop locations, peak number of buses stopping at this location per hour, and PACE's possible need for shelter pads and/or possible bus turnouts within our project limits.

If you have any questions or need additional information, please contact Kimberly Murphy, Project Studies Unit Head, at (847) 705-4791.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: John A. Baczek/KKM
John A. Baczek, P.E.
Project and Environmental Studies Section Chief

Attachments

cc: Robert Huffman, PACE Planning

bcc: File

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Letters\2012-05-08 PACE (Initial).docx

PROG

pace
Connecting Communities

Thomas J. Ross
Executive Director

June 20, 2012

Mr. John Fortmann, P.E.
Acting Deputy Director of Highways
IDOT
Division of Highways/Region One/District One
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: U.S. Route 30, From Illinois Route 47 to Illinois Route 31

Dear Mr. Fortmann:

In reference to the above project Pace does not currently operate fixed route bus service in the vicinity of the proposed improvements nor are there plans for future service at this time.

Should you need further assistance, feel free to contact me at (847) 228-4287.

Sincerely,

Taqhi Mohammed,
Senior Transit ITS Engineer

By:
Bob Stricker
ITS Transportation Intern

D-3.7

Forest Preserve Districts and Park Districts

(See Supplement S-11 4(f) Documentation for Forest Preserve and Park District Coordination)

D-3.8

Other Agencies

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
US Route 30
Illinois Route 47 to Illinois Route 31
Kane and Kendall Counties

June 8, 2012

«Full_Name»
«Title»
«CompanyAgency»
«Address1»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

We are writing to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. A location map is attached for your reference. This project is not included in the Department's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program. This project will be included in our priorities for future funding considerations among similar improvement needs throughout the region. The proposed project is anticipated to consist of roadway reconstruction to address operational and safety deficiencies and to accommodate existing and projected year 2040 travel demands.

Shoulders currently exist along sections of US Route 30. At this time the Department does not know if mailbox turnouts will be constructed as part of this project. A closed storm water drainage system with barrier curb and gutter may be provided to drain the roadway pavement. Please provide any comments you may have with respect to postal operations.

If you have any questions or need additional information, please contact Kimberly Murphy, Project Studies Unit Head, at (847) 705-4791.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: John A. Baczek /KM
John A. Baczek, P.E.
Project and Environmental Studies Section Chief

Enclosure

bcc: File

TO:

Mr. Jeff Mitchell
Officer-In-Charge
Montgomery Post Office
1899 Village Center Parkway
Montgomery, IL 60538-9998

Ms. Cindy Lamureux
Postmaster
Sugar Grove Post Office
45 E. Cross Street
Sugar Grove, IL 60554-9998

Ms. Irene Windett
Postmaster
Yorkville Post Office
601 E Countryside Parkway
Yorkville, IL 60560-9997

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Letters\2012-05-08 Postmaster (Initial).docx

D-3.9

Utilities

Comcast Cable
688 Industrial Drive
Elmhurst, IL 60126

March 23, 2013

John Fortmann, P.E.
Illinois Department of Transportation
Division of Highways/ Region One/ District One
201 West Center Court
Schaumburg, IL 60196-1096
Attn: Stephan Schiller, Area Utility Coordinator

RECEIVED
MAR 26 2013
UTILITY UNIT

RE: Utility Information Request
US Route 30
IL 47 to Albright Rd
Kane and Kendall Counties

Dear Mr. Fortmann:

Regarding the above request, enclosed are highlighted topography drawings that indicate the approximate location of our aerial (yellow) and underground (magenta) facilities within the referenced project limits.

Feel free to call if you have questions pertaining to this information.

Very truly yours,

Robert L. Schulter Jr.

Robert L. Schulter, Jr.
Right-of-Way Manager
Greater Chicago Market

By: Thomas Munar

Thomas Munar
Right-of-Way Engineer
(630) 600-6316

Encl: 13 Drawings

nicor GAS

Nicor Gas
1844 Ferry Road
Naperville, IL 60563-9600

Mailing Address:
P.O. Box 190
Aurora, IL 60507-0190

Phone 630 983-8676
Internet www.nicor.com

April 2, 2013

Mr. Stephan Schiller
Area Utility Coordinator
Illinois Department of Transportation
Division of Highways/Region One/District One
201 West Center Court
Schaumburg, IL 60196-1096

RECEIVED
APR 05 2013
UTILITY UNIT

RE: U.S. Route 30 - IL 47 to Albright Road
Counties: Kendall and Kane

Dear Mr. Schiller:

Your project has been assigned Engineering **#SC10115**. Please refer to this number in all future correspondence to assist with expediting any future inquiry.

With reference to your request received on March 4, 2013, I am returning one set of marked plans along with our atlas pages indicating the location of our gas main(s) in the area of your proposed project. The dimensions and location of Nicor Gas utility facilities as shown on these plans are an estimate for design purposes only, and are not intended for use as field locations for construction. Nicor Gas does not warrant accuracy. These pages are considered confidential. Please handle these pages accordingly.

Please supply pre-final plans including right-of-way and cross-sections to my attention at the following address:
Nicor Gas
1844 Ferry Road
Naperville, IL 60563

Design analysis occurs <u>after</u> receipt of pre-final plans. Ample time requires a minimum of 6 months for design and planning. This time does not take into consideration the installation of mains and services or reimbursable requirements if applicable.

Utility rights are generally documented through permit, license or easement and in some cases, Nicor Gas may own property. It is up to the requesting/design party(s) to research existing land rights of their proposed project. Nicor Gas will perform its own investigation to determine if any portion is reimbursable when construction is requested to relocate gas main.

Please phone JULIE at 811 or 1-800-892-0123, 48 hours prior to construction for location of our facilities within your proposed improvement.

Thank you for your cooperation in this matter.

Sincerely,

C. Lane/ms

Constance (Connie) Lane, PE
DOT Liaison
Engineering - Design
(630) 388-3830 office

#SC10115
Enclosures

ComEd

ComEd Company
Two Lincoln Centre, 6th Floor
Oakbrook Terrace, Illinois 60181-4260

www.comed.com

An Exelon Company

RECEIVED
MAY 03 2013
UTILITY UNIT

April 29, 2013

Mr. Stephan Schiller
Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

PACKAGE
1 OF 2

Re: Subject: US Route 30 ILL 47 to Albright Road
Section:
County: Kendall and Kane County, IL.
Contract:
(ComEd Ref.# H14783AUR) Utility Topography Plans Markup Request

Per your request on February 27, 2013 I enclosed copies of our maps depicting ComEd facilities in the subject area and I identified all our existing facilities on your plans and enclosed a marked plan set for your review. Please note the underground shown is approximate and were obtained from records only. I am also including print outs of our current electrical connectivity in the area with overhead highlighted in yellow for 12kV and in orange for 34kV, the underground is highlighted in green. This information will enable you to compare existing 'live' facilities against those depicted within our older hand drafted maps. These should assist you in locating our facilities and comparing with J.U.L.I.E. locates. Please incorporate this information into your plans.

Please be aware that these maps are a functional representation only and are not intended to show exact locations. It is imperative that underground locates be made prior to any excavation. Please contact J.U.L.I.E. at 1-800-892-0123 to make arrangements. These maps are confidential and are not for redistribution to the general public. They are a representation of the electrical system as of the title block date, which is subject to change without notification.

In regard to overhead distribution electrical facilities, please note that there are existing facilities located in the area of the subject improvement. Please be certain that all workers follow the current OSHA rules and other applicable guidelines regarding working safely around electrical power lines.

Please send all future correspondence pertaining to this project to Mr. Mark Tulach Public Relocation at Two Lincoln Centre, 6th Floor, Oakbrook Terrace, Illinois 60181-4260 and please include ComEd Ref# indicated above.

Please note that this response is pertaining to ComEd **Distribution** electrical facilities only.
However, there are existing overhead **Transmission** wires with in your project area.
If you have any questions regarding this reply, please contact me at 815-477-5258.
Respectfully yours,

Tim Tamason,
ComEd – Public Relocation
Cc: Joe Stacho

ComEd Company
Two Lincoln Centre, 6th Floor
Oakbrook Terrace, Illinois 60181-4260

www.comed.com

ComEd
An Exelon Company

RECEIVED
MAY 03 2013
UTILITY UNIT

April 29, 2013

Mr. Stephan Schiller
Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

PACKAGE
2 OF 2

Re: Subject: US Route 30 ILL 47 to Albright Road
Section:
County: Kendall and Kane County, IL.
Contract:
(ComEd Ref.# H14783AUR) Utility Topography Plans Markup Request

Per your request on February 27, 2013 I enclosed copies of our maps depicting ComEd facilities in the subject area and I identified all our existing facilities on your plans and enclosed a marked plan set for your review. Please note the underground shown is approximate and were obtained from records only. I am also including print outs of our current electrical connectivity in the area with overhead highlighted in yellow for 12kV and in orange for 34kV, the underground is highlighted in green. This information will enable you to compare existing 'live' facilities against those depicted within our older hand drafted maps. These should assist you in locating our facilities and comparing with J.U.L.I.E. locates. Please incorporate this information into your plans.

Please be aware that these maps are a functional representation only and are not intended to show exact locations. It is imperative that underground locates be made prior to any excavation. Please contact J.U.L.I.E. at 1-800-892-0123 to make arrangements. These maps are confidential and are not for redistribution to the general public. They are a representation of the electrical system as of the title block date, which is subject to change without notification.

In regard to overhead distribution electrical facilities, please note that there are existing facilities located in the area of the subject improvement. Please be certain that all workers follow the current OSHA rules and other applicable guidelines regarding working safely around electrical power lines.

Please send all future correspondence pertaining to this project to Mr. Mark Tulach Public Relocation at Two Lincoln Centre, 6th Floor, Oakbrook Terrace, Illinois 60181-4260 and please include ComEd Ref# indicated above.

Please note that this response is pertaining to ComEd **Distribution** electrical facilities only.
However, there are existing overhead **Transmission** wires with in your project area.
If you have any questions regarding this reply, please contact me at 815-477-5258.
Respectfully yours,

Tim Tamason,
ComEd - Public Relocation
Cc: Joe Stacho

AT&T Legal Mandate Dept.
1000 Commerce Dr. 2nd floor
Oak Brook, IL. 60523

www.att.com

RECEIVED
AUG 06 2013
UTILITY UNIT

July 30, 2013

Mr. Stephan Schiller
IDOT Division of Highways
201 West Center Court
Schaumburg, IL 60196-1096

RE: US Route 30
IL 47 to Albright Road
Kendall and Kane Counties

Mr. Schiller,

I have attached AT&T's redlines for the US Route 30 (IL 47 to Albright Road) existing topography plans sent February 27, 2013. AT&T facilities have been located and verified as to the location of our facilities.

Please keep us informed as your design progresses.

When submitting any further design plans for this project please use for Reference: AT&T # SV3106R.

Mail all related plans to:
AT&T Legal Mandate Engineering
1000 Commerce Dr.
Oak Brook, IL 60523

As always, call J.U.L.I.E. 48 hours prior to any digging.

Any questions or concerns, please contact me directly.

Regards,

Janet C. Ahern

Janet C. Ahern
OSPE – AT&T Midwest
630-573-6414
Ja1763@att.com

Proud Sponsor of the U.S. Olympic Team

VILLAGE OF MONTGOMERY
DEPARTMENT OF PUBLIC WORKS
891 KNELL ROAD, MONTGOMERY, IL 60538
PHONE: 630-896-9241 FAX: 630-896-5203

FOUNDED 1835

May 23, 2014

Mr. Dan Draper, P.E.
Hutchison Engineering, Inc.
605 Rollingwood Drive
Shorewood, IL 60404

SUBJECT: EXISTING UTILITY INFORMATION
US 30 from IL 47 to East of Albright Road
Region 1/District 1
Kane & Kendall Counties
Job No. P-91-403-11

Dear Mr. Draper:

I am returning one set of the existing topography plans with the Village utilities identified, for the subject improvement. The location of the utilities as shown on the enclosed plans is approximate and based on our existing atlas map data. If you require more precise dimensioning, please let me know which utility locations are of interest and I will work with you to provide additional data.

The Village looks forward to continued progress on this project, and I thank you for your efforts on our behalf. Please contact me by phone at (630) 896-1354 or by email at pubentz@ci.montgomery.il.us, with any questions or comments you may have.

Sincerely,

Mike Pubentz, P.E.
Director of Public Works

C: Peter Wallers, P.E., Engineering Enterprises, Inc.

D-3.10

IDOT CORRESPONDENCE

Illinois Department of Transportation

District Approval of Geometric Design

District: 1

Consultant: Hutchison Engineering Inc.

Type of Design:
- [x] Intersection Design Study
- [ ] Interchange Design Study
- [ ] Interchange Type Study
- [ ] Other

Route	Marked	Street
F.A.P. Route 349	US Route 30	Baseline Road

Intersecting Route	Marked	Street
Various	IL Route 47 to IL Route 31	Various

Contract Number	State Job Number	Section Number
	P-91-403-11	

Counties: Kane and Kendall

Municipalities: City of Yorkville and Village of Montgomery

Local Agency:

LRS Section Number:

Permit Applicant:

Permit Number:

Brief Project Description:

This project involves the reconstruction of 4.4 miles of US 30, including removal and replacement of the structure carrying US Route 30 over Blackberry Creek in Kane and Kendall Counties.

Date Approved by Qualified Geometrics Engineer: 09/14/2017

Comments:

D-3.10-1

From:	Masouridis, Eleftherios P
To:	Dettmann, Ryan A.
Cc:	Brown, Lori S.; Murphy, Kimberly K.; Rayyan, Issam Y; Rashidianfar, Ahmad
Subject:	RE: US 30: IL 47 to IL 31; LDS & Hydraulic Report
Date:	Tuesday, April 03, 2018 10:01:21 AM

Ryan,

We have requested final copies of the various drainage documents for this project and are awaiting the copies to be made and delivered to us. In the meantime we are preparing the transmittal memo.

The LDS is complete and we have no objection to proceeding with Design Approval.

At the request of Montgomery we will also send them a complete copy of the LDS, Montgomery Overflow Report and US 30 over Blackberry Creek Hydraulic Report.

Perry

E. Perry Masouridis, P.E.
Drainage Studies Manager
Illinois Department of Transportation
Bureau of Programming, District 1
Phone: (847) 705-4474
Eleftherios.masouridis@illinois.gov

From: Dettmann, Ryan A.
Sent: Thursday, March 29, 2018 3:19 PM
To: Rashidianfar, Ahmad <Ahmad.Rashidianfar@illinois.gov>
Cc: Brown, Lori S. <Lori.S.Brown@Illinois.gov>; Masouridis, Eleftherios P <Eleftherios.Masouridis@illinois.gov>; Murphy, Kimberly K. <Kimberly.Murphy@Illinois.gov>; Rayyan, Issam Y <Issam.Rayyan@illinois.gov>
Subject: US 30: IL 47 to IL 31; LDS & Hydraulic Report

Ahmad,

When Hydraulics gives the approval for the LDS and Hydraulic Report for the Montgomery Overflow, please send us the approval. The hydraulic report and LDS will be under a separate cover, but we need the hydraulic approval for both to seek design approval and Tony's signature.

Sincerely,

Ryan Dettmann, P.E.
Civil Engineer III
Bureau of Programming/District 1
Illinois Department of Transportation
Ryan.Dettmann@Illinois.gov

(847)-705-4126

Please consider the environment before printing this email

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.

Illinois Department of Transportation

Informal Transmittal

From:

~~To:~~	Ken Eng
Bureau:	Design
Attn:	Ojas Patel

Date:	July 15, 2015

To:

~~From:~~	Kimberly Murphy/Lori Brown/Ken Doll
Bureau:	Programming/Consultant Studies Unit
Subject:	US 30 (IL 47 to E. of Albright Rd.)
	P-91-403-11, Kane/Kendall Cos

Please check appropriate box below:

- ☒ Take Necessary Action
- ☐ For Your Comments
- ☐ Per Your Request
- ☐ For Your Approval
- ☐ For Your Information
- ☐ See Me About the Attached
- ☐ Draft (Letter)(Memo) For my signature
- ☐ Reply
- ☐ Return
- ☐ Route
- ☐ File

Message

Attached, for your information and use, is a PAVEMENT DESIGN REQUEST SUBMITTAL from the Phase I consultant, Hutchison Engineering, Inc., for the improvement of the approximately five mile long US 30 corridor from IL 47 to East of Albright Road/IL 31, through the Village of Montgomery, within Kane and Kendall Counties. The basic project scope calls for widening and reconstruction to provide two lanes in each direction separated by a raised median, with outside shoulders, flanked by curb and gutter. We will also provide you with an electronic copy of this submittal , via e-mail. Please let us know if you require anything additional. Thank you.

Attachments

Ken Doll X-4088
Signature

Copies to

Response

OCT. 13, 2015

ATTACHED IS THE INTERIM PAVEMENT DESIGN. PHASE II SHALL VERIFY THIS DESIGN DURING PLAN PREPARATION

x4550
Signature

Printed 7/15/2015

D1 AD0003 (01/25/08)

Illinois Department of Transportation

Memorandum

To: Pete Harmet

Attn: K. Murphy/L. Brown/K. Doll

From: Ken Eng

By: M. Mangoba/J. Dominguez
O. Patel

Subject: Pavement Analysis*

Date: October 9, 2015

*Route: US 30
Limits: IL 47 to IL 31
Section: N/A
County: Kane

Contract No.: 13185
Job No.: P-91-403-11
Current target: NP

We have completed the pavement analysis for the above captioned location. Review by the Central Office will be required in Phase II since the total pavement area for reconstruction exceeds 4,750 Square Yards. The following is the scope of the project:

Reconstruction to provide two lanes in each direction throughout the entire project limits along US 30.

Designer Note: This is a preliminary pavement design recommendation; the pavement design unit shall be contacted promptly to verify if there are any changes to the pavement design recommendation.

A 20-year pavement analysis was performed on the above segments. We recommend a mechanistic-rigid pavement design for US 30 based on the life cycle cost analysis which favors PCC pavement by 11%. All local agencies have requested full depth HMA pavement for their routes.

US 30
Reconstruction
PCC shoulder (Tied) with PCC Curb and Gutter (Tied)[6]
10" PCC Pavement[1]
12" Aggregate Subgrade Improvement[5]

Orchard Road[8]
Reconstruction
PCC Curb and Gutter
12 ¼" Full Depth HMA[2, 7]
- 2" Polymerized HMA Surface Course, Mix "E", N70
- 2 ¼" Polymerized HMA Binder Course, IL-19.0, N90
- 8" HMA Base Course, IL-19.0, N90

12" Aggregate Subgrade Improvement[5]

Baseline Road[8]
Reconstruction
PCC Curb and Gutter
11 ¾" Full Depth HMA[3, 7]
- 2" Polymerized HMA Surface Course, Mix "E", N70
- 2 ¼" Polymerized HMA Binder Course, IL-19.0, N90
- 7 ½" HMA Base Course, IL-19.0, N90

12" Aggregate Subgrade Improvement[5]

All other local routes (Bertram Rd; Dickson Rd; Gordon Rd; Prescott Dr; Lakewood; Griffin Dr; Blackberry Rd; Horseman Tr; Oakton Rd[8]
Reconstruction
PCC Curb and Gutter
7 ½" Full Depth HMA[4, 7]
- 2" HMA Surface Course, Mix "D", N50
- 5 ½" HMA Base Course, IL-19.0, N50

12" Aggregate Subgrade Improvement[5]

[1] Designer Note: Use pay item **42000501, PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED),** paid for in square yards.

[2] Designer Note: Use pay item **40701926, HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 ¼",** paid for in square yards.

[3] Designer Note: Use pay item **40701916, HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11 ¾",** paid for in square yards.

[4] Designer Note: Use pay item **40701831, HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7 ½",** paid for in square yards.

[5] Designer Note: Use pay item **30300112, AGGREGATE SUBGRADE IMPROVEMENT, 12"** paid for in square yards.

[6] Designer Note: The designer shall utilize IDOT Highway Standards in conjunction with guidelines in BDE Manual 34-2.02 if necessary for shoulder thicknesses.

[7] Designer Note: Refer to the District One, Bureau of Materials' "Hot-Mix Asphalt – Mix Selection" tables to determine the corresponding HMA mix table requirements for the plans.

[8] Designer Note: Orchard Rd, Baseline Rd, Bertram Rd; Dickson Rd; Gordon Rd; Prescott Dr; Lakewood; Griffin Dr; Blackberry Rd; Horseman Tr; Oakton Rd are subject to local jurisdictional approval and concurrence.

If you have any questions or need additional information, please contact Ojas Patel, Pavement Engineer, at (847) 705-4550.

By: Jose A. Dominguez
Jose A. Dominguez, P.E.
Project Support Engineer

TO BE INSERTED

Verification of Cost Estimate

Illinois Department of Transportation

Informal Transmittal

To:	Acting Bureau Chief - Issam Rayyan
Bureau:	Programming
Attn:	Ryan Dettmann

Date:	11/14/17

From:	Michael Cullian/Michael Harris
Bureau:	Land Acquisition
Subject:	Cost Estimate #: 1CS0424
	US 30 from IL 47 to IL 31 P-91-403-11

Please check appropriate box below:

- ☐ Take Necessary Action
- ☐ For Your Comments
- ☒ Per Your Request
- ☐ For Your Approval
- ☐ For Your Information
- ☐ See Me About the Attached
- ☐ Draft (Letter)(Memo) For my signature
- ☐ Reply
- ☐ Return
- ☐ Route
- ☐ File

Message

Total Parcels		(92)
Total Fee Takings	(87)	30.481 Acres 1,327,762 sq. ft.
	(2)	Full Takes
Temporary Easements	(17)	0.828 Acres 36,082 sq. ft.
Permanent Easements	(0)	0.0 Acres 0 sq. ft.

TOTAL ESTIMATED ACQUISITION COST: $7,525,000 ROUNDED

Michael Harris
Signature

Copies to			
	M. Cullian	D. Howorth	

Response

Signature

Printed 11/14/2017

D1 AD0003 (01/25/08)

Illinois Department of Transportation

Memorandum

BUREAU OF PROGRAMMING
RECEIVED
MAR 12 2015
DISTRICT #1

To:	John A. Fortmann, Dist. 1	Attn: Kimberly Murphy
From:	D. Carl Puzey	By: Patrik D. Claussen
Subject:	Bridges and Structures	
Date:	March 6, 2015	

FAP Route 349
Section 10-B
Kendall County

P-91-403-11
SN 047-0029

US Route 30 over Blackberry Creek

We received the Bridge Condition Report for the subject structure submitted with your memorandum dated January 8, 2015. The proposed scope of work recommended in the report is total structure replacement.

The Bridge Condition Report is approved, subject to the following comments and recommendations.

1. We concur with the recommendation for total structure replacement based on the configuration of the existing structure and the need to widen US 30 to accommodate additional traffic lanes, as well as, additional turn lanes extending from the intersection improvements at Orchard Road.

2. The replacement structure type, bridge length, number of spans, and skew is subject to revisions during the TS&L plan phase.

3. Stage construction appears to be structurally feasible.

A TS&L plan, plan and profile sheets, approach roadway cross sections, structure report, and SGR will need to be submitted to this office for our review.

Please contact Al-Barrae Shebib at (217) 558-6260 with questions pertaining to this project.

ARS/kkt0470029-20150306