



*Section 4(f) de Minimis Documentation*

# Stuart Sports Complex

US 30 (Baseline Road)

IL 47 to IL 31



**P-91-403-11**

**Kane and Kendall Counties, Illinois**

***IDOT Division of Highways—District One***

***March 2016***

## 1. Project Description

- a. **Project Number:** P-91-403-11
- b. **Project Name:** US Route 30 (Baseline Road): Illinois Route 47 to Illinois Route 31.
- c. **Project Termini:** US Route 30 between Illinois Route 47 and Illinois Route 31 in the Villages of Yorkville and Montgomery, in Kane and Kendall Counties.
- d. **Project Type:** Roadway widening and reconstruction to provide two 12-foot through lanes in each direction separated by a raised median. An 8-foot-wide shoulder will be provided on both sides of the roadway, with curb and gutter provided at the edge of the shoulders. In addition, intersection and drainage improvements will also be made throughout the corridor length.
- e. **Project Length:** 4.6 miles
- f. **NEPA Class of Action:** Categorical Exclusion Group II.
- g. **NEPA Purpose and Need Summary:** The purpose of the proposed action is to improve vehicular, pedestrian, and bicycle safety along the corridor, improve roadway and intersection capacity and efficiency, and meet existing and future growth development in the area. This project is needed to increase highway safety, improve capacity and operation, correct geometric deficiencies and enhance system linkages.
- h. **Project Status:** The Illinois Department of Transportation (IDOT) is nearing completion of a preliminary engineering and environmental study (Phase I). Completion of Phase I Studies is anticipated in 2016. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) are not currently included in IDOT's FY 2016-2021 Highway Improvement Program.

## 2. Section 4(f) Resource

- a. **Resource Type:** Park District
- b. **Resource Name:** Stuart Sports Complex
- c. **Official with Jurisdiction:** Fox Valley Park District (FVPD)
- d. **Description of Role/Significance in the Community:** Stuart Sports Complex is a 135-acre park on the north side of US 30, west of Griffin Drive. It features eight lighted baseball diamonds and 36 soccer fields, a 15-acre dog park, a playground with splash pad, a basketball court, and walking trail to Jericho Lake Park. There are also two concessions buildings, restrooms, and parking for 1,300 vehicles. Park District soccer leagues, adult soccer associations, travel team associations, and baseball and softball organizations use these fields. Access to the park is via Griffin Drive. A second access is off Jericho Road, an east-west road north of US 30. See Attachment A-4 for an aerial map of the Stuart Sports Complex.

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

#### a. Type and Acres of Impact: 0.57 acres

- Fee Simple Acquisition: 0.57 acres. The proposed right-of-way will contain roadway embankment and drainage swales.

#### b. Existing Function of Impacted Acres: The impacted area is currently roadway ditch and open space containing vegetation. The impacted area is located away from recreational uses and amenities, is adjacent to the roadway right-of-way, and is not of significant recreation use to the resource. The resulting function of the impacted area along US 30 would be the same as its current use.

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

#### a. Avoidance and Minimization Efforts Made and Benefits to Resource: The park is located adjacent to US 30. Road widening is required to provide the additional travel lanes, raised median, and sidewalk.

Two options that would avoid impact to the park property were evaluated but eliminated: (1) shifting the roadway alignment to the south; and (2) constructing retaining walls/eliminating the drainage/water quality swales. To avoid the park district property, the roadway would need to be shifted approximately 15 feet south of the existing alignment. This would introduce two sets of reversed curves. It would also impact the landscape berm on the south side of the roadway, which is an important landscape feature to the Village of Montgomery and area residents. A retaining wall, combined with eliminating the drainage/water quality swales, was evaluated as an avoidance option. At the west end of the park frontage, a 400-foot-long retaining wall ranging in height from 3- to 5-feet-high would be required. At the east end of the property frontage a 150-foot-long wall ranging from 2- to 3-feet-high would be required. Cost would likely exceed \$100,000, and maintenance and graffiti would be a concern. Further, the FVPD did not favor this option as it would result in a physical barrier to the park from US 30. For these reasons, both these avoidance measures were eliminated.

Several options to minimize impacts to park district property were considered:

- *Utilize Urban Cross-Section versus Rural Cross-Section.* US 30 is classified as a rural Strategic Regional Arterial (SRA). With a rural classification the normal roadway configuration consists of a 50-foot-wide median. Storm water is conveyed by larger ditches and side slopes are flatter. The proposed urban section has a narrower median and curb and gutter at the edge of shoulder. Storm water is conveyed by storm sewer with small drainage swales where required. Additionally, the front slopes in an urban section are generally allowed to be steeper than in a rural section. In this location, the proposed urban cross-section reduced the proposed right-of-way width by approximately 20 feet when compared to the rural cross-section. The urban cross-section was utilized for the entire corridor.
- *Narrower Median.* The median was narrowed from 30 to 22 feet. A 30-foot-wide median would have required 5 additional feet of right of way along the park property's length.
- *Steepening the Roadway Embankment Slope from 3:1 to 2:1.* Steepening the slope would result in an approximate 5 foot reduction in the proposed right-of-way width at the location of the tallest embankment. Using steeper slopes in this location would

reduce the right-of-way need from approximately 11 feet to 6 feet. However, a 3:1 slope (which is flatter) is more desirable when considering maintenance operations (e.g., mowing), erosion control, and roadside safety. Slopes steeper than 3:1 are considered critical slopes and mowers and vehicles encountering these slopes are prone to rollovers. Steepened embankment slopes were not utilized.

- b. **Commitments for Mitigation or Enhancement:** Coordination with FVPD identified several ways by which the park can benefit from the proposed improvement. FVPD has indicated that the proposed sidewalk along the north side of US 30 would be an asset to their facilities, and would connect the park with the surrounding community and adjacent neighborhoods. The sidewalk will be part of a larger connection to the Blackberry Creek Forest Preserve (located just east of Stuart Sports Complex on the south side of US 30) and other bike and walking paths. This will provide safer access to the park by pedestrians and bicyclists, as well as to other nearby destinations. The sidewalk is shown to be constructed within the existing and proposed IDOT right-of-way.

The Phase I study shows a five-foot-wide sidewalk along the north side of US 30 adjacent to the Stuart Sports Complex. The FVPD and Village of Montgomery have been in discussion regarding pedestrian access and connections with adjacent residential areas and have requested the opportunity to revisit pedestrian accommodation locations later in the design process. The FVPD and Village of Montgomery requested the following specific stipulation/condition language be part of their approval:

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

If the FVPD and the Village of Montgomery choose to have a widened path parallel to the roadway in lieu of a five-foot sidewalk, the proposed right-of-way can accommodate that adjustment. If additional right-of-way or temporary easement is needed for a path or sidewalk to meander, the Park District would also need to send a letter to IDOT stating that the additional work would not constitute a use under section 4(f).

Cost participation and long-term maintenance is required from a local agency for the new sidewalk. Cost participation and maintenance requirements will be outlined in a Letter of Intent at the end of the Phase I study. The agreement will be prepared during Phase II.

FVPD noted that there would be appropriate locations for tree replacement activities. Tree replacement for trees removed will occur in coordination with the FVPD. Trees will be replaced at a 1:1 ratio for balled and burlapped trees, with planting locations for replacement trees identified by the FVPD during Phase II of the project.

## 5. Evidence of Opportunity for Public Review and Comment

A public hearing will be held in [REDACTED] 2016 to allow the public an opportunity to review and comment on the Section 4(f) impacts. For 30 days after the hearing the document will be available for public review at the KCFPD, at IDOT/Bureau of Programming, and on the project website. The notification of 4(f) impacts will be advertised in [REDACTED] one and three weeks prior

to the hearing, as well as in letters to public officials, post cards to adjacent residents and owners, and on the project website.

## **6. Evidence of Coordination with Official(s) with Jurisdiction**

- |                      |  |
|----------------------|--|
| a. November 21, 2014 | Meeting with FVPD  |
| b. December 9, 2014  | FHWA meeting summary with de minimis discussion          |
| c. February 11, 2015 | Meeting with FVPD and Village of Montgomery              |
| d. March 9, 2015     | Email transmittal of meeting summary notes to FVPD       |
| e. March 10, 2015    | Email from FVPD regarding meeting summary notes          |
| f. March 10, 2015    | Email to FVPD proposing clarification language           |
| g. March 10, 2015    | Email from FVPD proposing revised clarification language |
| h. March 10, 2015    | Email to FVPD agreeing to revised clarification language |
| i. March 25, 2015    | Email to FVPD summarizing IDOT's property needs          |

## **7. Supporting Documentation**

### Attachment A – Exhibits

1. Section 4(f) Impacts – Stuart Sports Complex.....A-1
2. Project Location Map.....A-2
3. Fox Valley Park District Facility Map.....A-3
4. Stuart Sports Complex Aerial Map.....A-4
5. Stuart Sports Complex Photos.....A-5

### Attachment B – Coordination.....B-1 to B-23

### Attachment C -- Proposed Improvement Plans

1. Typical Sections.....C-1
2. Preliminary Plan and Profile Sheets.....C-2 to C-4
3. Cross Sections at Stuart Sports Complex.....C-5

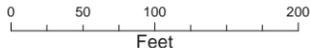
# **ATTACHMENT A**

Exhibits



**LEGEND**

-  Wetland Site
-  Existing Right-of-way
-  Proposed Right-of-way
-  Proposed Temporary Easement
-  Property Line
-  Stuart Sports Complex
-  Section 4(f) Coordination

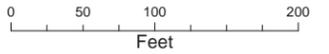


**Exhibit A-1A**  
 US 30: IL 47 to IL 31  
 Stuart Sports Complex  
 9/15/15

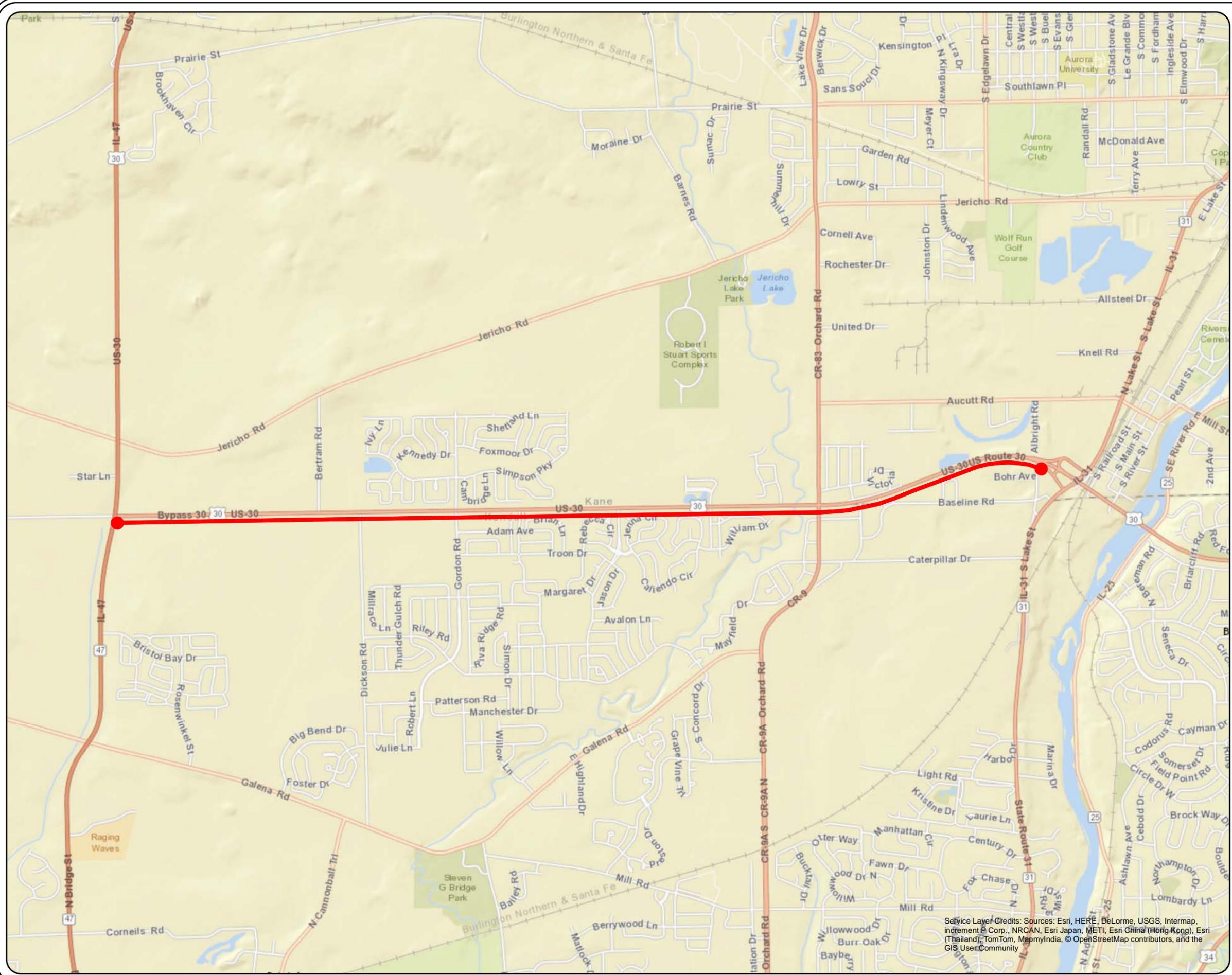


**LEGEND**

-  Wetland Site
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-  Proposed Right-of-way
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-  Property Line
-  Stuart Sports Complex
-  Section 4(f) Coordination

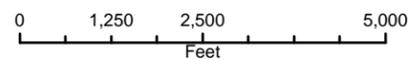


**Exhibit A-1B**  
 US 30: IL 47 to IL 31  
 Stuart Sports Complex  
 9/15/15



**LEGEND**

**US 30 Phase I Study**  
 Limits: IL 47 to East of Albright Road (4.7 miles)



**Exhibit A-2**  
 US Route 30  
 Illinois Route 47 to  
 East of Albright Road  
 Kendall and Kane Counties  
 P-91-403-11

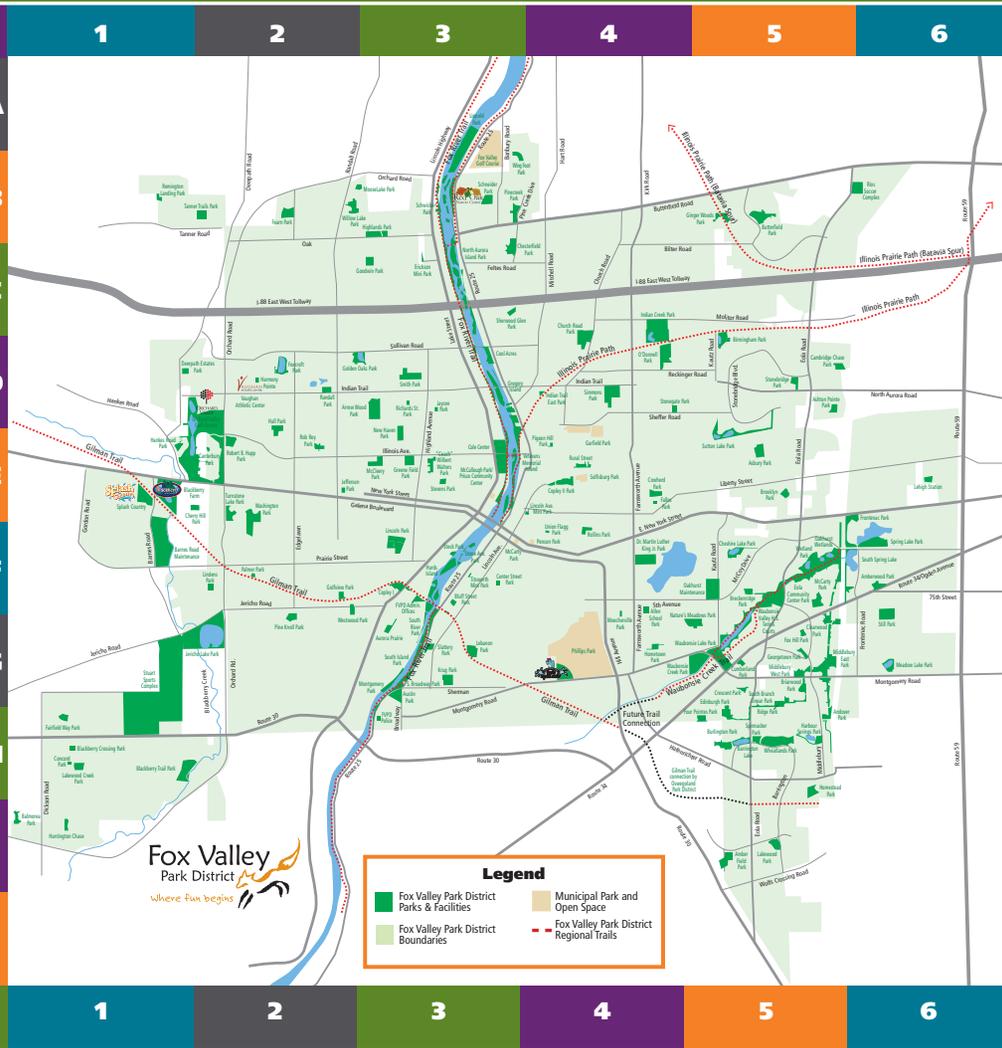
Service Layer Credits: Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

# Fox Valley Park District

# PARK DIRECTORY



Grid Location	Park Name	Location	Shelter	Playground	Ball Field	Baseball	Soccer	Disc Golf	Walking Path
G4	Allen School Park	S. Farnsworth & Simms		*	*	*	*	*	*
J5	Amber Fields Park	Vicksburg & Pagosa		*	*	*	*	*	*
G6	Amberwood Park	Route 34 & Laurel Ridge		*	*	*	*	*	*
H5	Andover Park	Andover & Middlebury		*	*	*	*	*	*
D3	Arrow Wood	Commonwealth & Golden Oaks		*	*	*	*	*	*
E5	Asbury Park	Asbury & Glenford		*	*	*	*	*	*
D5	Ashtyn Pointe Park	Bromley & Cremin		*	*	*	*	*	*
G3	Aurora Prairie	Bishop Street		*	*	*	*	*	*
H3	Austin Memorial Park	Mill & Route 25		*	*	*	*	*	*
H1	Balmorea Park	Foster, Montgomery		*	*	*	*	*	*
H5	Barrington Lake	Barrington & Eola		*	*	*	*	*	*
H5	Barrington Park	Barrington & Kealyn		*	*	*	*	*	*
C5	Birmingham Park	Legacy & Birmingham		*	*	*	*	*	*
H1	Blackberry Crossings Park	Troon Dr. & Gallant Fox Circle		*	*	*	*	*	*
A1	Blackberry Farm	Barnes & Galena		*	*	*	*	*	*
I1	Blackberry Trail Park	Griffin & William		*	*	*	*	*	*
G3	Bluff Street Park	Bluff & LaSalle		*	*	*	*	*	*
G5	Breckenridge Park	Breckenridge & Inverness		*	*	*	*	*	*
E5	Brooklyn Park	Brooklyn & Asbury		*	*	*	*	*	*
B5	Butterfield Park	DuPage Pkwy. & Blue Spruce		*	*	*	*	*	*
D6	Cambridge Chase	Bennett & Pennsbury		*	*	*	*	*	*
E2	Canterbury Park	Canterbury & Deerfield		*	*	*	*	*	*
F3	Center Street Park	Center & Park		*	*	*	*	*	*
E2	Cherry Hill Park	Manchester & Bradford		*	*	*	*	*	*
F5	Cheshire Lake	Cheshire & Millbrook		*	*	*	*	*	*
B3	Chesterfield Park	Pine Creek Drive		*	*	*	*	*	*
C4	Church Road Park	Church Road		*	*	*	*	*	*
G5	Clearwood Park	Fox Hill & Clearwood		*	*	*	*	*	*
E3	"Coach" Wilbert Walters Park	Highland		*	*	*	*	*	*
E3	Cole Center	101 W. Illinois		*	*	*	*	*	*
H1	Concord Park	Prescott & Lakewood Creek Park		*	*	*	*	*	*
D3	Cool Acres Park	Route 25 south of Sullivan Road		*	*	*	*	*	*
F3	Copley I Park	737 S. Lake		*	*	*	*	*	*
E4	Copley II Park	517 N. Union		*	*	*	*	*	*
G4	Cowherd Park	Farnsworth & Front		*	*	*	*	*	*
E5	Crescent Park	Cumberland Dr.		*	*	*	*	*	*
G5	Cumberland Park	Route 34 & Fox Valley		*	*	*	*	*	*
F4	Dr. King Jr. Park	Farnsworth & Grand		*	*	*	*	*	*
H5	Edinburgh Park	Cumberland & Edinburgh Ct.		*	*	*	*	*	*
F5	Eola Community Park	555 S. Eola		*	*	*	*	*	*
B3	Erickson Mini Park	Robert & John, North Aurora		*	*	*	*	*	*
H1	Fairfield Way Park	Simpson Pkwy. & Kennedy		*	*	*	*	*	*
E4	Falcos	Grove & Beckwith		*	*	*	*	*	*
B2	Fearn Park	Hawkley & White Oak, North Aurora		*	*	*	*	*	*
H5	Four Points	McDowell & Blackwell		*	*	*	*	*	*
D2	Foxcroft Lake Park	Elder & Birch		*	*	*	*	*	*
G5	Fox Hill Park	Fox Hill		*	*	*	*	*	*
H1	Fox River Trail East and West	East New York		*	*	*	*	*	*
F6	Frontenac Park	East New York		*	*	*	*	*	*
H3	FVPD Police	1460 SE River Road, Aurora		*	*	*	*	*	*
G5	Georgetown Park	Long Grove (off Route 34)		*	*	*	*	*	*
H3	Gilman Trail	Route 30 to Waubesa College		*	*	*	*	*	*
B5	Ginger Woods	Charter Oak Lane & Drive		*	*	*	*	*	*
D3	Golden Oaks Park	Golden Oaks & Lone Oak Trail		*	*	*	*	*	*
F2	Golfview Park	Randall & Sundown		*	*	*	*	*	*
B3	Goodwin Park	Harmony & Poplar, North Aurora		*	*	*	*	*	*
E3	Greene Field Park	Russell & Illinois		*	*	*	*	*	*
D3	Gregory Island	Indian Trail Road		*	*	*	*	*	*
D2	Hall Park	2001 Heather		*	*	*	*	*	*
E1	Hankes Road Park	Hankes Road		*	*	*	*	*	*
H5	Harbor Springs	Middlebury & Spinnaker		*	*	*	*	*	*
D2	Harmony Pointe	2121 W. Indian Trail Road		*	*	*	*	*	*
B3	Highlands Park	Oak Street, North Aurora		*	*	*	*	*	*
I5	Homestead Park	Hillsboro & Georgetown		*	*	*	*	*	*
G4	Hometown Park	Four Seasons & Walnut Ln.		*	*	*	*	*	*
I1	Huntington Chase	Foster Dr. & White Sands Ln.		*	*	*	*	*	*
E2	Hupp Skate Park	Illinois & Orchard		*	*	*	*	*	*
F3	Hurd's Island	North Avenue bridge		*	*	*	*	*	*
H1	Illinois Prairie Path	Illinois to Mollitor		*	*	*	*	*	*
C4	Indian Creek Park	Mollitor Road		*	*	*	*	*	*
D4	Indian Trail Mini Park	Indian Trail & High St.		*	*	*	*	*	*
D3	Jaycee Park	Manor Place & North Park		*	*	*	*	*	*
G2	Jericho Lake	Jericho Road		*	*	*	*	*	*
G3	Krug Park	240 Melrose		*	*	*	*	*	*



Additional park amenities										

Grid Location	Park Name	Location	Shelter	Playground	Ball Field	Baseball	Soccer	Disc Golf	Walking Path
I5	Lakewood Park	Hoffman & Shenandoa		*	*	*	*	*	*
E6	Lebanon Park	Parker & Douglas		*	*	*	*	*	*
E6	Lehigh Station	Liberty & Station Blvd.		*	*	*	*	*	*
E4	Lincoln Avenue Park	Lincoln & Liberty		*	*	*	*	*	*
F3	Lincoln Park	Russell & Lakewood		*	*	*	*	*	*
F2	Lindens Park	Suncrest & Summerhill		*	*	*	*	*	*
A3	Lippold Park	Route 25 (north of Route 56)		*	*	*	*	*	*
F3	McCarty Park	Long Grove & Village Green		*	*	*	*	*	*
E3	McCleary Park	1002 W. Illinois		*	*	*	*	*	*
E6	McCullough Park	Illinois & Lake		*	*	*	*	*	*
G6	Meadow Lake Park	Meadowbrook & Birchdale		*	*	*	*	*	*
G5	Middlebury East	Montgomery & Middlebury		*	*	*	*	*	*
H5	Middlebury West	Montgomery & Middlebury		*	*	*	*	*	*
G4	Mocherville Park	7th & Sumner		*	*	*	*	*	*
H3	Montgomery Park	River & Mill		*	*	*	*	*	*
B3	Moose Lake Park	Dogwood & Juniper		*	*	*	*	*	*
G5	Nature's Meadows Park	Clarendon Lane		*	*	*	*	*	*
E3	New Haven Park	New Haven Ave.		*	*	*	*	*	*
B3	N. Aurora Riverfront Park	State Street Bridge (north)		*	*	*	*	*	*
B3	N. Aurora Island Park	State Street Bridge (south)		*	*	*	*	*	*
E3	N. River Street Park	North River Street & Elm		*	*	*	*	*	*
F5	Oakhurst Wetlands	Oakhurst & McCoy		*	*	*	*	*	*
C4	O'Donnell Park	1640 Reckinger		*	*	*	*	*	*
F2	Palmer Park	Palmer Ave.		*	*	*	*	*	*
G4	Phillips Park Family Aquatic Center	Montgomery & Howell		*	*	*	*	*	*
E4	Pigeon Hill Park	719 High		*	*	*	*	*	*
B4	Pine Creek	Pine Creek & Butterfield		*	*	*	*	*	*
G2	Pine Knoll Park	Lindenwood		*	*	*	*	*	*
D2	Randall Park	Indian Trail & Randall		*	*	*	*	*	*
B3	Red Oak Nature Center	Route 25 (north of Route 56)		*	*	*	*	*	*
B1	Remington Landing	Western & Bauer, N. Aurora		*	*	*	*	*	*
D3	Richards Street Park	Richards & N. Lancaster		*	*	*	*	*	*
H5	Ridge Park	Ridge		*	*	*	*	*	*
B6	Rios Park	Eola Road & Route 56		*	*	*	*	*	*
E2	Rob Roy Park	Roanoke & Heather		*	*	*	*	*	*
F4	Rollins Park	Kane & Ohio		*	*	*	*	*	*
F4	Rural Street Park	Wood & Rural		*	*	*	*	*	*
G3	Schneider Park	304 Banbury		*	*	*	*	*	*
B3	Schwicker Park	Route 31, North Aurora		*	*	*	*	*	*
C3	Sheswood Glen	Woodlyn & Mettel		*	*	*	*	*	*
D4	Simmons Park	1130 Sheffer		*	*	*	*	*	*
D3	Smith Park	1332 Robinwood		*	*	*	*	*	*
G3	South Island Park	Ashland		*	*	*	*	*	*
G3	S. Broadway Park	S. Broadway Road, Montgomery		*	*	*	*	*	*
G3	S. River Street Park	712 S. River		*	*	*	*	*	*
F6	S. Spring Lake Park	McCoy & Gregory		*	*	*	*	*	*
H5	Spinnaker Park	Barrington & Spinnaker		*	*	*	*	*	*
E1	Splash Country Water Park	Barnes & Galena		*	*	*	*	*	*
F6	Sprink Lake Park	McCoy & Gregory		*	*	*	*	*	*
F3	Steck Park	S. River & North Ave.		*	*	*	*	*	*
E3	Stevens Park	427 View		*	*	*	*	*	*
G6	Still Park	Meadowridge & Slate		*	*	*	*	*	*
F3	Stone Ave. Park	North Avenue bridge		*	*	*	*	*	*
D5	Stonebridge Park	Stonebridge & Radford		*	*	*	*	*	*
D4	Stonegate Park	Shelley		*	*	*	*	*	*
H1	Stuart Sports Complex	Jericho & Barnes		*	*	*	*	*	*
D5	Sutton Lake Park	Sutton Lane & Brookwood		*	*	*	*	*	*
B2	Tanner Trails	Bauer & Meade, North Aurora		*	*	*	*	*	*
F3	Titsworth Mini Park	Titsworth Ct.		*	*	*	*	*	*
E2	Turnstone Lake Park	Wynwood & Apple Hill		*	*	*	*	*	*
F4	Union-Flagg Mini Park	Union & Flagg		*	*	*	*	*	*
D2	Vaughan Athletic Center	2121 W. Indian Trail Road, Aurora		*	*	*	*	*	*
E4	Veterans Island Park	Illinois Avenue bridge		*	*	*	*	*	*
F2	Washington Park	Alschuler & Constitution		*	*	*	*	*	*
G5	Waubonsie Creek Park	Montgomery & Mair		*	*	*	*	*	*
G5	Waubonsie Creek Trail	McCoy Drive to Montgomery Road		*	*	*	*	*	*
G5	Waubonsie Lake Park	Montgomery & Kautz		*	*	*	*	*	*
G5	Waubonsie Valley HS Tennis	2590 Ogden		*	*	*	*	*	*
F5	Wetlands Park	Oakhurst & Aiton		*	*	*	*	*	*
H5	Wheatland Community Park	Barrington & Spinnaker		*	*	*	*	*	*
G3	Westwood Park	Jericho Road		*	*	*	*	*	*
B3	Willow Lake Park	Oak & Butternut, North Aurora		*	*	*	*	*	*
A4	Wingfoot Park	Wingfoot, North Aurora		*	*	*	*	*	*

For more information about parks and facilities, visit [foxvalleyparkdistrict.org](http://foxvalleyparkdistrict.org)



# STUART

## SPORTS COMPLEX

FOX VALLEY PARK DISTRICT

Route 30 and Griffin Drive, Montgomery, IL  
630-859-8606

### Map Legend



Dog Park



Permanent Restrooms



Portable Restrooms



Concessions



Shelter



Base Line Road / Route 30

# Stuart Sports Complex



# **ATTACHMENT B**

Correspondence

MEETING PURPOSE: **US Route 30: IL 47 to IL 31  
Fox Valley Park District Coordination Meeting**

## ATTENDEES:

<u>Name</u>	<u>Organization</u>
Jeff Palmquist	Fox Valley Park District (FVPD)
Lori Brown	IDOT District 1
Ken Doll	IDOT District 1
Dan Draper	Hutchison Engineering
Luke Zeller	Hutchison Engineering
Geoffrey Elfers	Lin Engineering
Christine Norrick	CH2M HILL

MEETING DATE: November 21, 2014

LOCATION: Fox Valley Park District Administration Building

PREPARED BY: CH2M HILL

COPIES TO: Attendees, Jeff Frantz

PROJECT NUMBER: P-91-403-11

The purpose of this meeting was to present the US 30 project to the Fox Valley Park District (FVPD) as part of the ongoing coordination effort by the Illinois Department of Transportation (IDOT). The proposed roadway improvements would potentially require right-of-way (ROW) from the Stuart Sport Complex (park) property and, therefore, IDOT wanted to discuss and gather input regarding the FVPD's comments/concerns regarding potential impacts.

The project involves upgrading US 30 from IL 47 to IL 31 from a 2-lane to a 4-lane facility with 22' raised median and 10' shoulder with curb/gutter. Dan Draper/HEI noted that the total ROW width from the east edge of the park property to Lakewood Creek Drive will be 70 feet; from Lakewood Creek Drive to the west edge of the park property will be 75 feet. Jeff asked about travel speeds on the roadway. Posted speed will be 45 mph; design speed 50 mph.

Dan explained that 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. Jeff asked if ROW would be required from the south side of the roadway as well. Dan replied yes; because the centerline of the new improvement matches the existing roadway centerline, the amount of ROW required on each side is anticipated to be similar. It was noted that ROW is needed to accommodate the swales/drainage, and that that the proposed roadway improvements would occur within the existing ROW. Dan explained that to avoid use of FVPD property, two 300-foot-long retaining walls would be needed instead. IDOT's preferred option would be to have slope so drainage could be accommodated.

Dan explained that the Village of Montgomery requested that the shared-use path be located on the south side of the road and bike/pedestrian crossing pavement markings be provided at the traffic

signal at Lakewood Creek Drive. Space is provided for a 5 foot sidewalk on the north side of US 30 (adjacent to the Stuart Sport Complex), although it is up to the Village to decide if they are willing to participate in funding its construction (80/20 cost participation) and maintain the sidewalk.

Jeff noted that the Village and Park District plan is for an eventual pedestrian bridge over US 30. His concern would be that the proposed roadway improvements not preclude the ability for that to happen, if it ever becomes a reality. Dan stated he is not aware of anything in the current design that would hinder a future pedestrian bridge.

Jeff stated that the biggest question he will face will be the proximity of the new roadway to the soccer fields, and he asked how much closer the roadway will be than it presently is. Dan took a look at the plan sheets and estimated that the proposed back of curb would be 23 feet closer to the park than from where the current edge of roadway is. The edge of the nearest travel lane will be approximately 12 feet closer.

Jeff noted that, at a minimum, FVPD would request additional planting (current plantings are evergreens) to further screen the recreation area from the roadway, and possibly fencing to prevent soccer balls from going into roadway/soccer players from chasing balls into roadway/player drop-off or pick-up from US 30, etc.

Jeff asked whether the median would be planted. Lori Brown/IDOT explained that IDOT typically provides grass planting in the median; however, if the Village requests enhanced plantings, IDOT would be willing to plant, but Village would have to agree to maintain.

Jeff noted that the property ownership (showing FVPD's and Village of Montgomery's property in the vicinity of the park and public works facility) has been updated and is not correctly reflected on the plan sheets. Dan will review the Kane County GIS site to see if the parcel information has been updated. If updated information is not reflected on the GIS, Dan will request information from Jeff. *Post meeting - The Kane County GIS was reviewed and it still shows the property lines as shown on the exhibits.*

Christine Norrick/CH2M HILL explained that part of the environmental approval process includes adhering to a provision known as Section 4(f), which stipulates that FHWA and DOT agencies cannot approve use of land from publicly owned parks or recreation areas unless the agency concurs that the project would not adversely affect the activities, features, or attributes qualifying a park or recreation area for protection under Section 4(f). Chris noted that IDOT intends to seek a *de minimis* determination. This would be detailed in a letter that requires the FVPD's written concurrence. This letter would include specific areas of property needed (and associated exhibits), as well as any mitigation or enhancement measures agreed to by the FVPD and IDOT. Chris will begin drafting letter. Jeff will consider enhancements that the FVPD would desire as mitigation for ROW impact.

Jeff asked about the overall timeline for the project. This project is currently in Phase I (preliminary engineering and environmental studies). Phase II (contract plan preparation and land acquisition) and Phase III (construction) will follow when funding becomes available. This improvement is not currently included in IDOT's Fiscal Year 2015-2020 Proposed Multi-Modal Transportation Improvement Program. The project will be included in IDOT's priorities for future funding consideration among similar improvement needs throughout the region. A Public Hearing is anticipated to be conducted in late spring of 2015, with design approval (DA) expected in summer 2015.

Copies of the Preliminary Plan & Profile, and Aerial Exhibit in vicinity of FVPD property were left with the FVPD.



Meeting with Fox Valley Park District  
November 21, 2014

Name, Organization	Phone	Email
Christine Norrick CH2MHILL	773-693-3809	cnorrick@east.com
Ken DOLL - IDOT	847-705-4088	ken.doll@illinois.gov
Lori BROWN - IDOT	847-705-9477	Lori.S.Brown@illinois.gov
Geoff Elfers - LIN	630-323-5168	gelfers@lineng.com
Luke Zeller	815-773-2233	lzeller@hutchisoneng.com
DAN DRAPER	815-773-2233	dldraper@hutchisoneng.com
JEFF PALMQUIST	630-966-4512	JPalquist@FVPD.net

## **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.

#### 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.

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

S:\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\IDOT\FHWA & BDE Coord Meetings\US 30 DRAFT FHWA Minutes  
12-09-14.docx



# 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:

<u>Name</u>	<u>Representing</u>
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

**ATTENDANCE RECORD**

**NAME                      REPRESENTING                      TELEPHONE                      E-MAIL**

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	847-765-4088	Ken.doll@illinois.gov
Christine Norrick	CHEM HILL	773-693-3809	cnorrick@cham.com
Levi Brazzo	IDOT - PROGRAMMING	847-705-4977	Levi.S.Brazzo@illinois.gov
JEFF PRANQUIST	FOXVALE/PARK DISTRICT	630-960-4512	JPRANQUIST@FVPD.NET
PETE WALLERS	EEL/VOM	630-466-6721	PWALLERS@EELWEB.COM
Laura Julien	Village Attorney	630-801-9689	<del>l.julien@villageoffoxvalle.com</del>
MIKE PURBANTZ	VOM PUBLIC WORKS	630-896-1354	mpurbantz@vom.montgomery.il.us
RCAF Young	VOM COM. DEV.	630-896-8080 EX1221	ryoung@v.comontgomery.il.us

**From:** Draper, Daniel [<mailto:DDRAPER@hutchisoneng.com>]

**Sent:** Monday, March 09, 2015 2:11 PM

**To:** Peter G. Wallers ([pwallers@eeiweb.com](mailto:pwallers@eeiweb.com)); Mike Pubentz ([pubentz@ci.montgomery.il.us](mailto:pubentz@ci.montgomery.il.us)); Rich Young; [lmj@mickeywilson.com](mailto:lmj@mickeywilson.com); Jeff Palmquist

**Cc:** Lori Brown ([Lori.S.Brown@Illinois.gov](mailto:Lori.S.Brown@Illinois.gov)); Doll, Ken F; Mestelle, Dan; Kimberly K. Murphy ([Kimberly.Murphy@illinois.gov](mailto:Kimberly.Murphy@illinois.gov)); [Christine.Norrick@CH2M.com](mailto:Christine.Norrick@CH2M.com)

**Subject:** US 30 - Shared-Use Path Meeting Summary

All,

Here is the summary of the February 11, 2015 shared-use path meeting.

Dan

**Daniel J. Draper, P.E.**

***Hutchison Engineering, Inc.***

[ddraper@hutchisoneng.com](mailto:ddraper@hutchisoneng.com)

605 Rollingwood Drive

Shorewood, Illinois 60404

(815) 773-2233

(815) 773-2236 (F)

**From:** Jeff Palmquist [<mailto:jpalmquist@fvpd.net>]  
**Sent:** Tuesday, March 10, 2015 11:28 AM  
**To:** Draper, Daniel  
**Cc:** Peter Wallers ([pwallers@eeiweb.com](mailto:pwallers@eeiweb.com))  
**Subject:** RE: US 30 - Shared-Use Path Meeting Summary

Dan,  
Thanks for the opportunity to review. I will take exception with the #9 blanket summary statement. Our position is better described in #7. I believe that it is more accurate to say that the Park District is working with engineers on options that would allow for a shared path along the Stuart Sports Complex.

Thanks,

Jeff Palmquist  
Director of Planning, Development and Grants  
630-897-0516 – Main Number  
630-966-4512 - Direct



**From:** Draper, Daniel [<mailto:DDRAPER@hutchisoneng.com>]  
**Sent:** Tuesday, March 10, 2015 2:48 PM  
**To:** Jeff Palmquist  
**Cc:** Peter Wallers ([pwallers@eeiweb.com](mailto:pwallers@eeiweb.com))  
**Subject:** RE: US 30 - Shared-Use Path Meeting Summary

Jeff,

Would the following revision address your concerns?

“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. (See #5 above) ”

Dan

**Daniel J. Draper, P.E.**  
***Hutchison Engineering, Inc.***

**From:** Jeff Palmquist [<mailto:jpalmquist@fvpd.net>]  
**Sent:** Tuesday, March 10, 2015 2:54 PM  
**To:** Draper, Daniel  
**Cc:** Peter Wallers ([pwallers@eeiweb.com](mailto:pwallers@eeiweb.com))  
**Subject:** RE: US 30 - Shared-Use Path Meeting Summary

Can you specifically add to the below that the Park District wants to explore with the Village a shared path in lieu of sidewalk along the Stuart Sports Complex frontage during Phase II?

Jeff Palmquist  
Director of Planning, Development and Grants  
630-897-0516 – Main Number  
630-966-4512 - Direct



**From:** Draper, Daniel  
**Sent:** Tuesday, March 10, 2015 2:59 PM  
**To:** 'Jeff Palmquist'  
**Cc:** Peter Wallers ([pwallers@eeiweb.com](mailto:pwallers@eeiweb.com))  
**Subject:** RE: US 30 - Shared-Use Path Meeting Summary

That should not be a problem. I will get revised minutes out after I receive comments from the Village.

**Daniel J. Draper, P.E.**

**Hutchison Engineering, Inc.**

**From:** Draper, Daniel [<mailto:DDRAPER@hutchisoneng.com>]

**Sent:** Wednesday, March 25, 2015 4:31 PM

**To:** [jpalmquist@fvpd.net](mailto:jpalmquist@fvpd.net)

**Cc:** Lori Brown ([Lori.S.Brown@Illinois.gov](mailto:Lori.S.Brown@Illinois.gov)); Doll, Ken F; Mestelle, Dan; Norrick, Christine/CHI; Mounts, Gregg

**Subject:** US 30 @ Stuart Sports Complex

Jeff:

Thank you for the opportunity to meet with you on November 21, 2014 and February 11, 2015 regarding the US 30 (Baseline Road) Phase I Study from Illinois Route 47 to Illinois Route 31, and specifically, the proposed improvements in the vicinity of Stuart Sport Complex on the north side of the roadway west of Griffin Drive.

Based on these meeting discussions, it is our understanding that the Phase I study will be proceeding with a 5-foot-wide sidewalk along the north side of US 30 adjacent to the Stuart Sports Complex. It is also understood the Park District and the Village of Montgomery 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 Stuart Sports Complex frontage during Phase II. That shared use-path may be located outside the US 30 right-of-way on Park District property in order to create further separation between bicyclists/pedestrians and vehicles. Such a path would require an agreement the Village and the Park District. Please note, if the Village and Park District want the path to meander, the ROW needed for the meander would need to be donated and any necessary tree removal for the meander would be at the Village's or Park District's expense. I have attached plan sheets and cross-sections for your use in evaluating path options.

In order to accomplish their proposed improvements with the 5-foot-wide sidewalk along the Stuart Sports Complex frontage, IDOT would need an approximate 2,790-foot-long strip of ROW, totaling approximately 0.6 acres. The strip would vary in width from 6 feet (on the east portion) to 11-15 feet (on the west portion). The property is needed to accommodate roadway embankment, drainage swales, as well as the sidewalk.

In order to meet 4(f) requirements we will be preparing a 4(f) document. Prior to the Public Hearing for the roadway improvements (anticipated to occur in summer 2015) you will be given an opportunity to review the draft document. The document will then be revised as necessary and presented at the Public Hearing for public comment. Following the Public Hearing, IDOT will formally request the Forest Preserve's written concurrence that "no adverse effects will occur to the park as a result of the proposed roadway improvements.

If you have any questions or need additional information, please contact either me or Ms. Lori Brown, IDOT Project Manager, at (847) 705-4477.

Dan

**Daniel J. Draper, P.E.**

**Hutchison Engineering, Inc.**

[ddraper@hutchisoneng.com](mailto:ddraper@hutchisoneng.com)

605 Rollingwood Drive

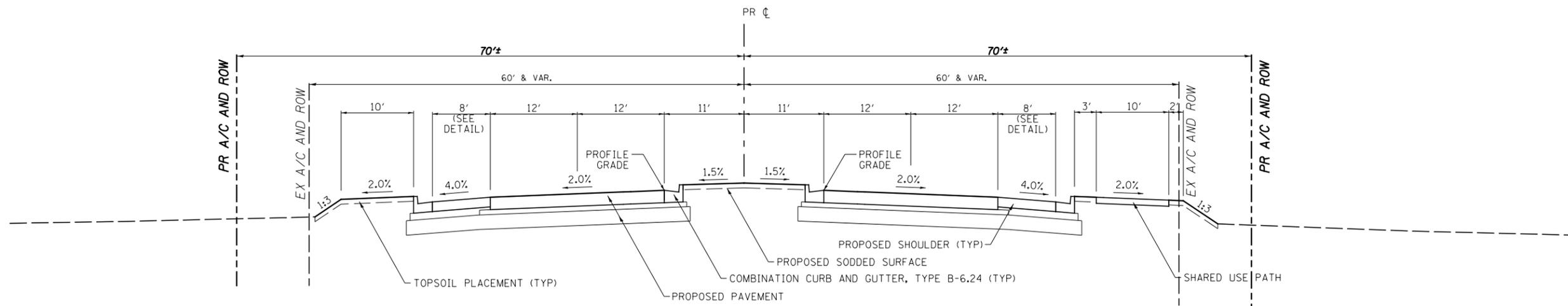
Shorewood, Illinois 60404

(815) 773-2233

(815) 773-2236 (F)

# **ATTACHMENT C**

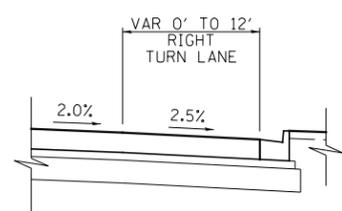
Proposed Improvement Plans



**PROPOSED TYPICAL SECTION**

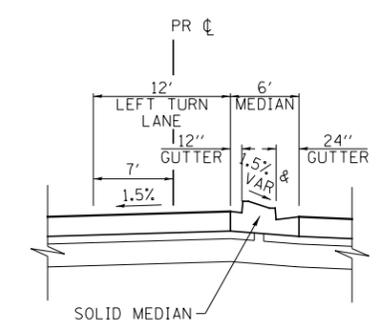
**U.S. ROUTE 30**

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



**RIGHT TURN LANE DETAIL**

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



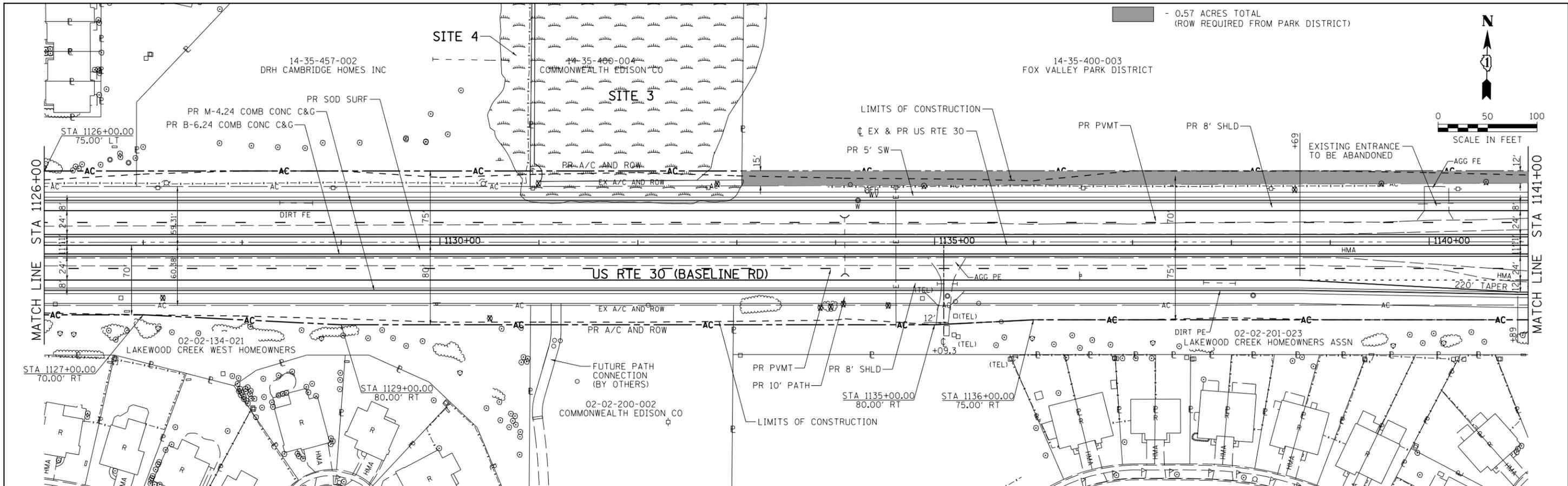
**MEDIAN DETAIL**

**PRELIMINARY**

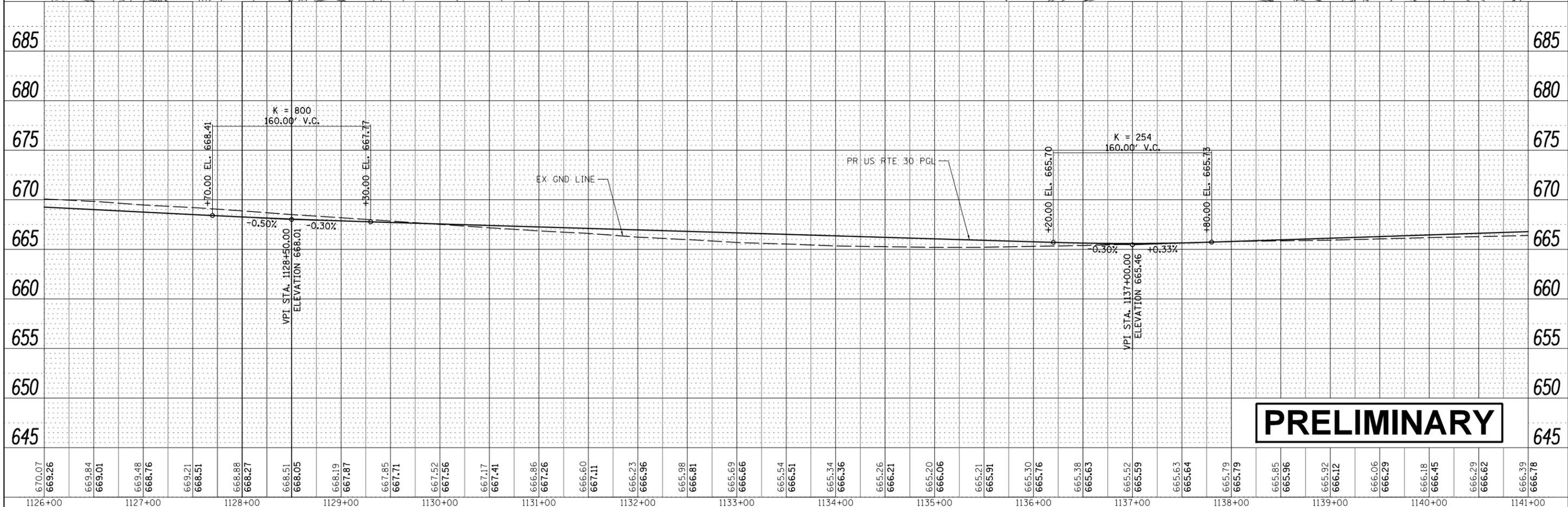
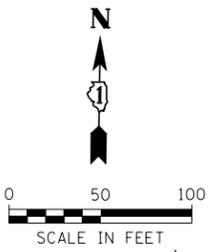
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		DRAWN -	REVISED -		SCALE: N/A	SHEET NO. 14 OF 30 SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO.			
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	
	NO.	



0.57 ACRES TOTAL  
(ROW REQUIRED FROM PARK DISTRICT)



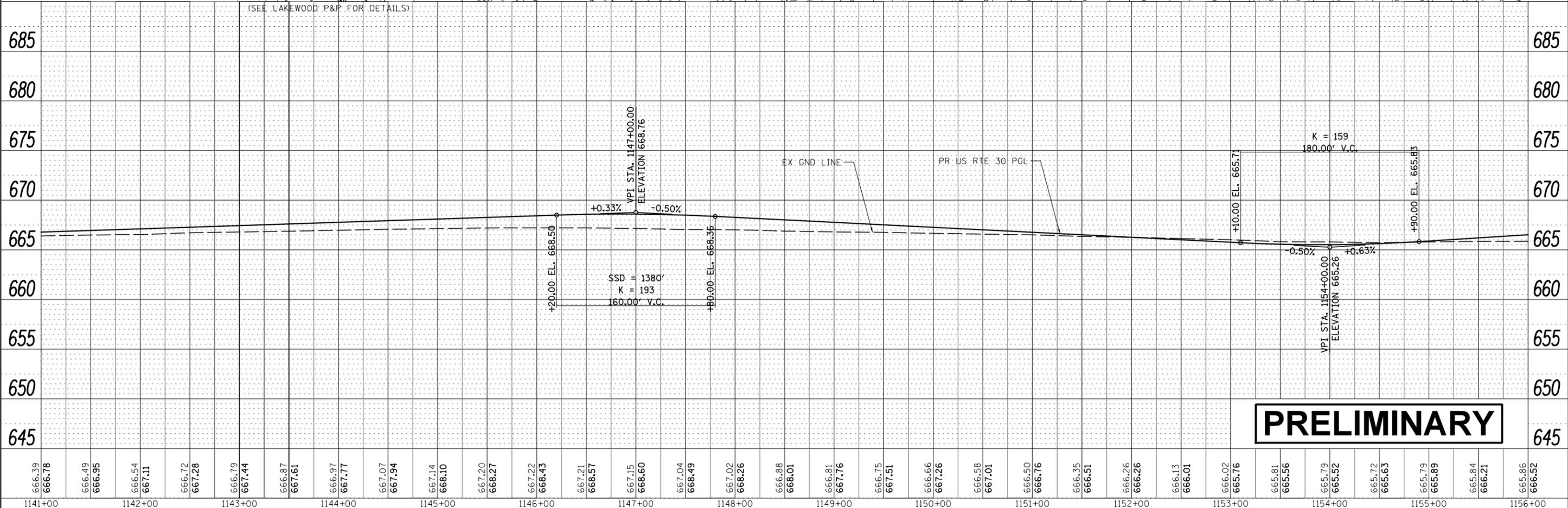
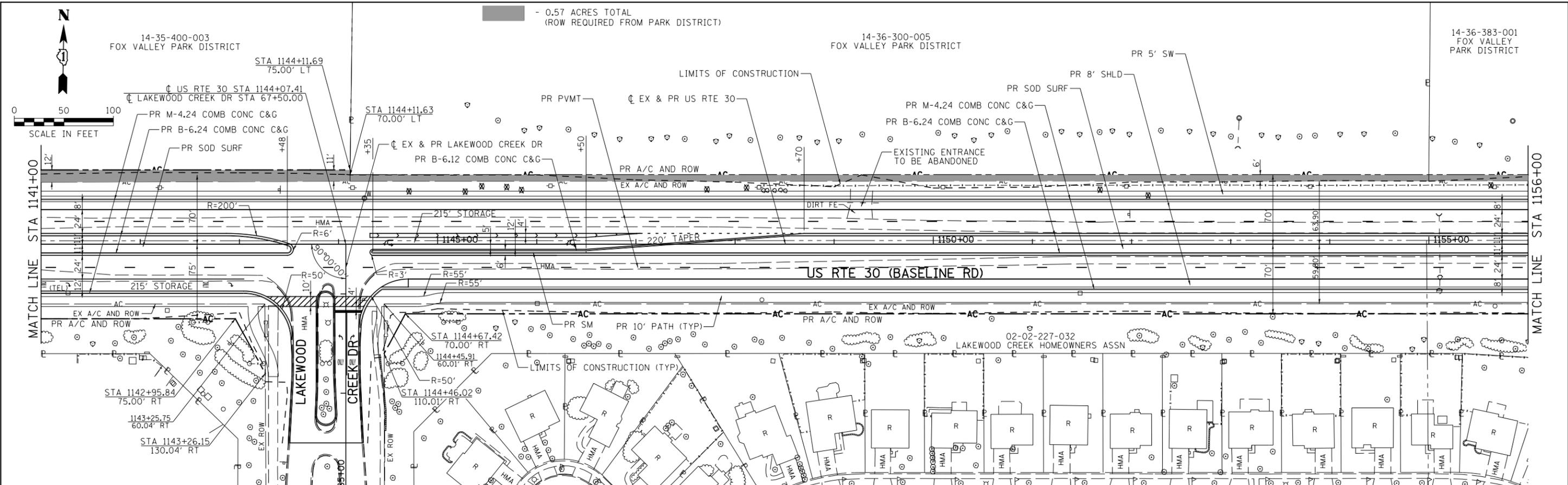
**PRELIMINARY**

FILE NAME =	USER NAME = bdcraene	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US RTE 30</b> <b>FOX VALLEY PARK DISTRICT EXHIBIT</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
V:\3171\CADD Sheets\P140311-sht-plnprf-9-FVPD-EXHIBIT-1.dgn		DRAWN -	REVISED -			349		KANE / KENDALL			
Default		CHECKED -	REVISED -			CONTRACT NO.					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. 1126+00 TO STA. 1141+00

PLAN	SURVEYED	DATE
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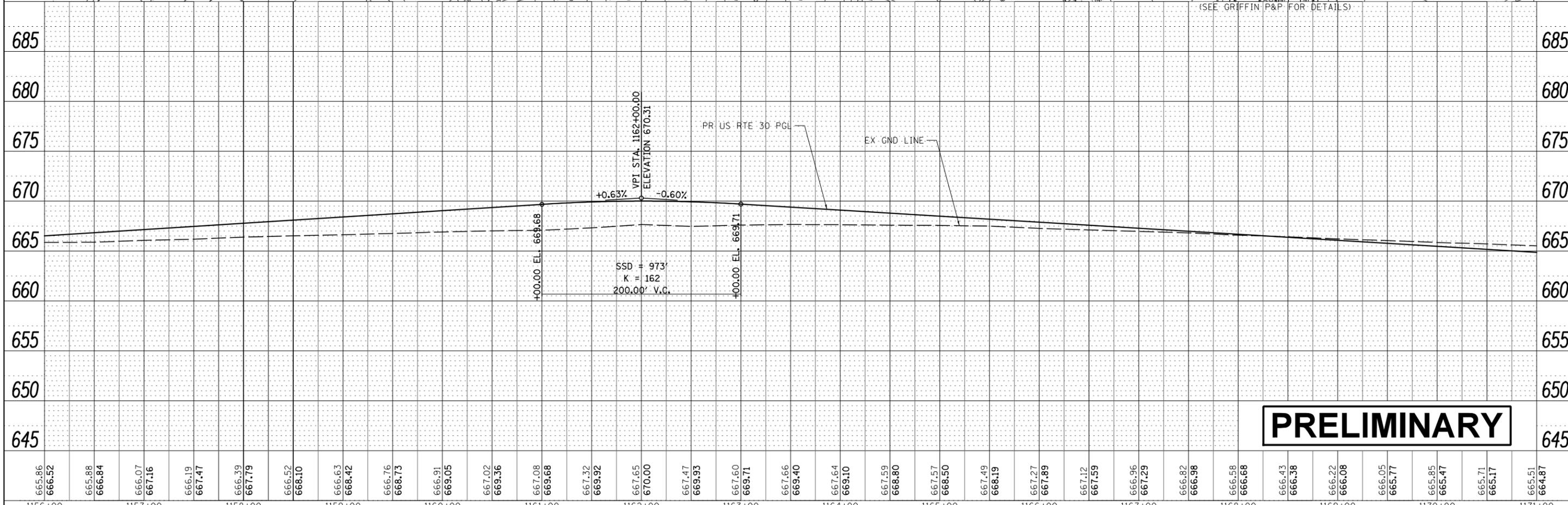
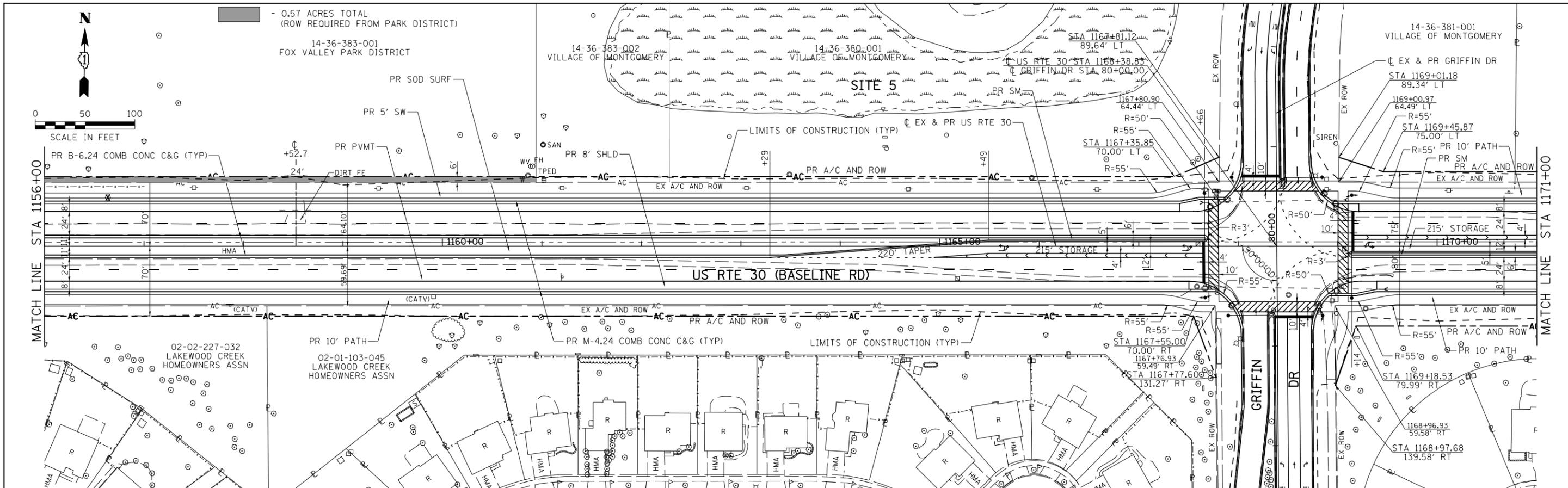
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	NO.	



666.39	666.78	666.49	666.95	666.54	667.11	666.72	667.28	666.79	667.44	666.87	667.61	666.97	667.77	667.07	667.94	667.14	668.10	667.20	668.27	667.22	668.43	667.21	668.57	667.15	668.60	667.04	668.49	667.02	668.26	666.88	668.01	666.81	667.76	666.75	667.51	666.66	667.26	666.58	667.01	666.50	666.76	666.35	666.51	666.26	666.26	666.13	666.01	666.02	665.76	665.81	665.56	665.79	665.52	665.72	665.63	665.79	665.89	665.84	666.21	665.86	666.52
1141+00	1142+00	1143+00	1144+00	1145+00	1146+00	1147+00	1148+00	1149+00	1150+00	1151+00	1152+00	1153+00	1154+00	1155+00	1156+00																																														

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
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	NO.	

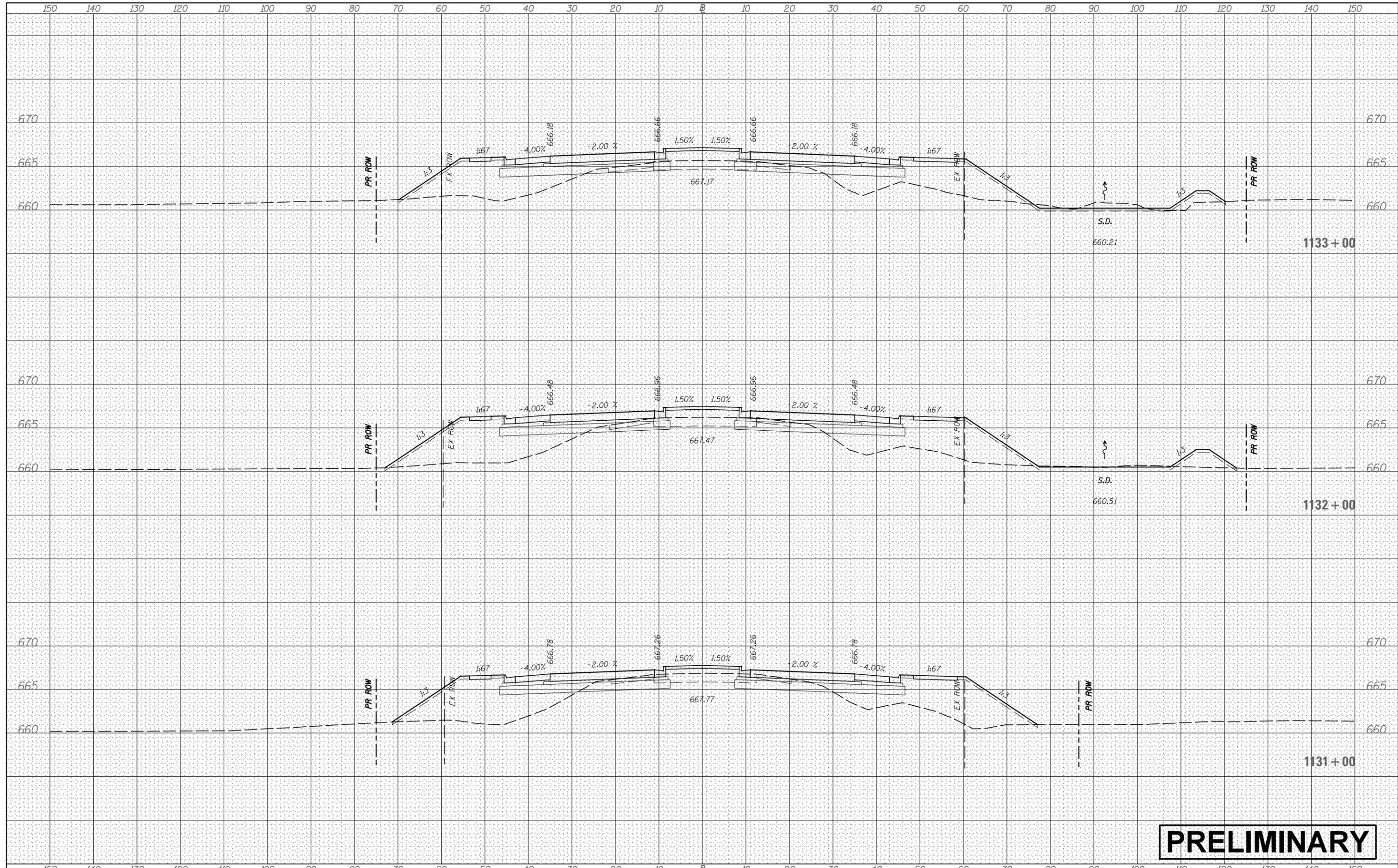
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	CHECKED	
	STRUCTURE	
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FILE NAME =	USER NAME = bdecreane	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US RTE 30</b> <b>FOX VALLEY PARK DISTRICT EXHIBIT</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
V:\3171\VCADD Sheets\P140311-sht-plnprf-11-FV	PD-EXHIBIT-1.dgn	DRAWN -	REVISED -			349		KANE / KENDALL			
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE: 1"=50'	SHEET 3 OF 3 SHEETS	STA. 1156+00 TO STA. 1171+00	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 9/14/2015	DATE -	REVISED -			CONTRACT NO.					

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

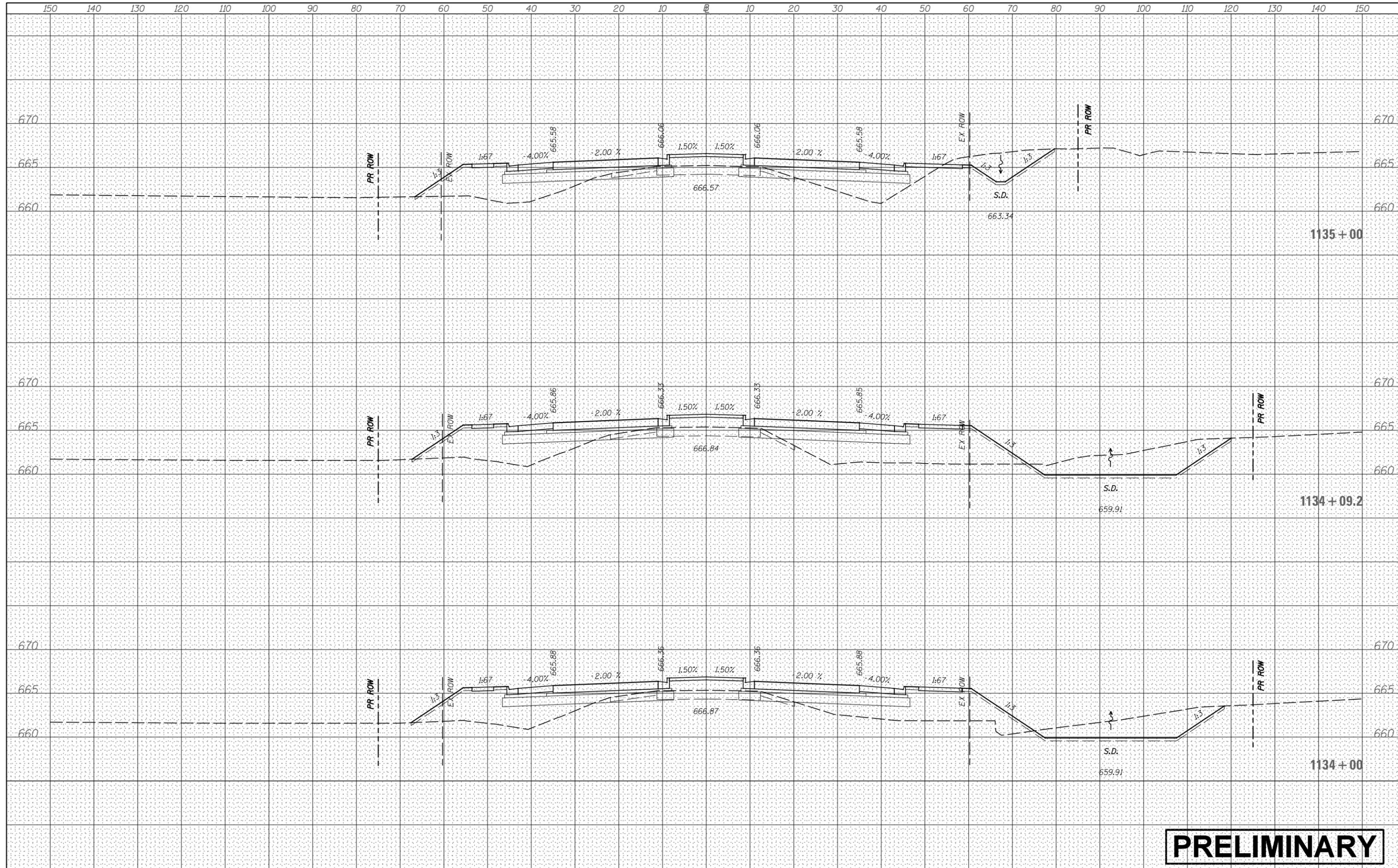


**PRELIMINARY**

FILE NAME = V:\3171\CA00 Sheets\P140311-sht-ssht-USRTE30.dgn	USER NAME = bdecreane	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US RTE 30 CROSS SECTIONS</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -		SCALE: H=10 V=5	SHEET 44	OF 93 SHEETS	STA. 1131+00	TO STA. 1133+00	CONTRACT NO.		
	PLOT DATE = 10/21/2015	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -		C-5							

DATE	
BY	
NO.	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
AREAS CHECKED	AREAS CHECKED

DATE	
BY	
NO.	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
AREAS CHECKED	AREAS CHECKED



**PRELIMINARY**

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 PLOT SCALE = 20.0000' / in.  
 PLOT DATE = 10/21/2015

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CHECKED -	REVISD -
DATE -	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US RTE 30 CROSS SECTIONS**

SCALE: H=10 V=5 SHEET 45 OF 93 SHEETS STA. 1134+00 TO STA. 1135+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				CONTRACT NO.
ILLINOIS FED. AID PROJECT				









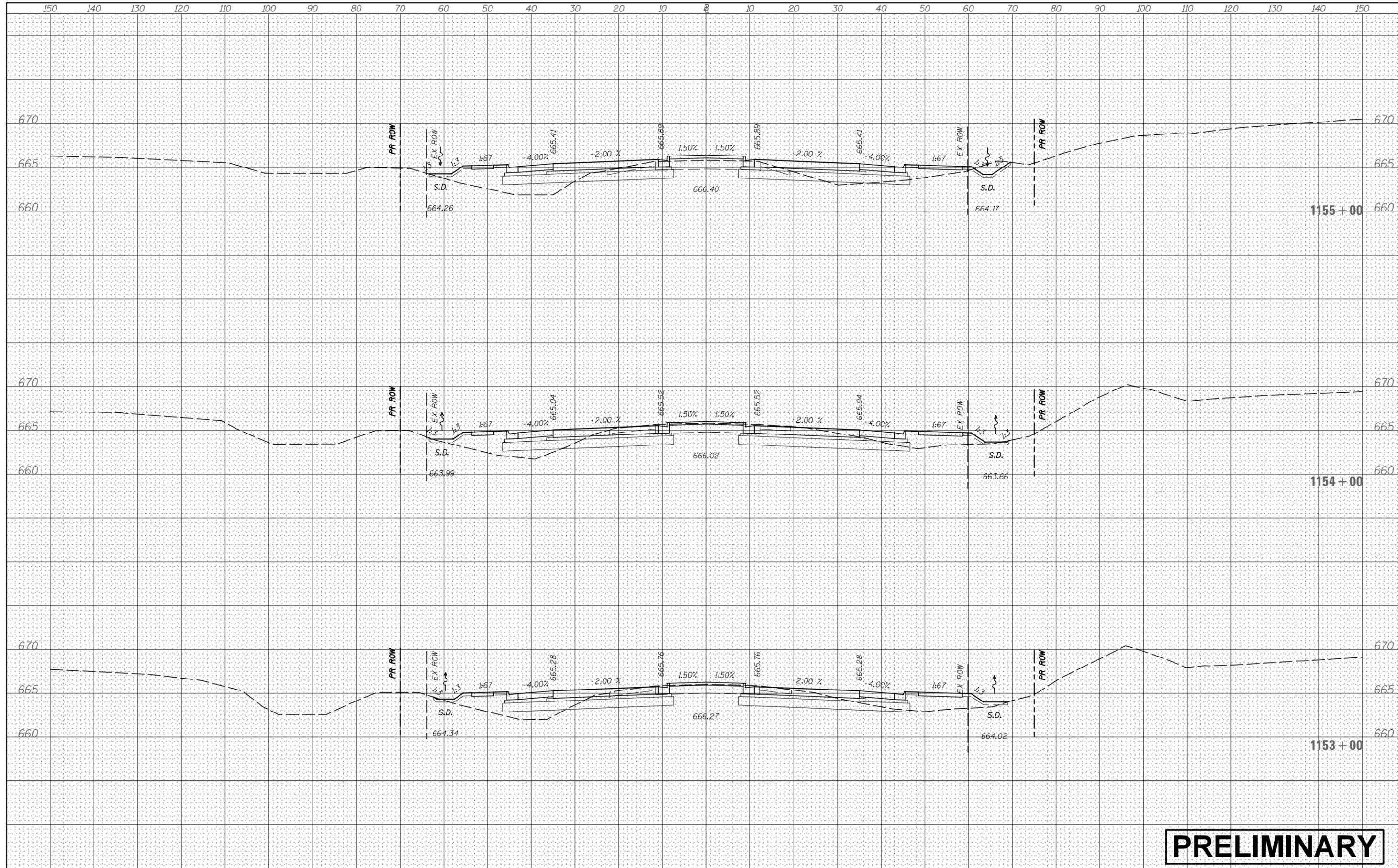






DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

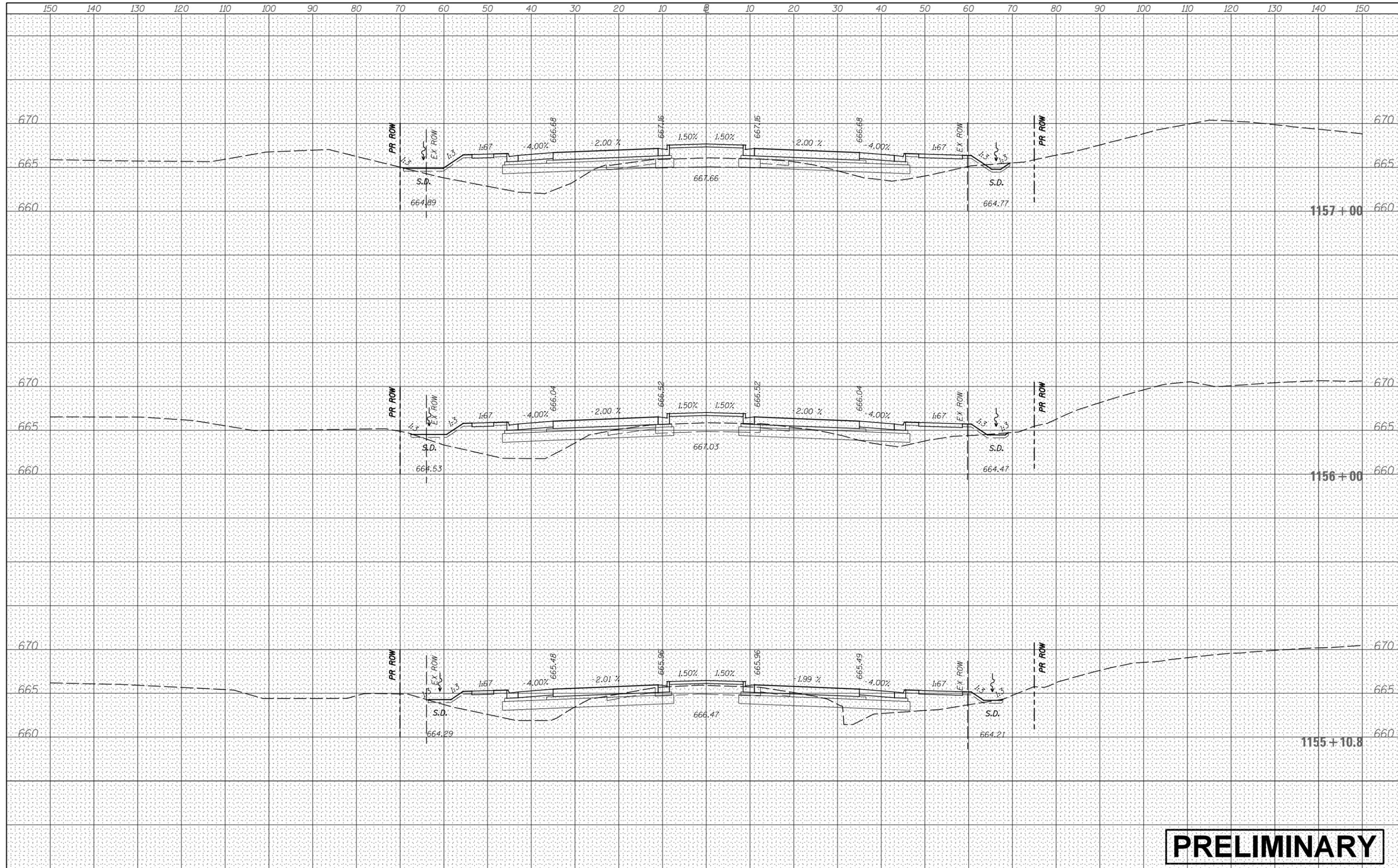


**PRELIMINARY**

FILE NAME = V:\3171\CA00 Sheets\P140311-sht-ssht-USRTE30.dgn	USER NAME = bdecreane	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US RTE 30 CROSS SECTIONS</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -		SCALE: H=10 V=5	SHEET 53	OF 93 SHEETS	STA. 1153+00	TO STA. 1155+00	CONTRACT NO.		
	PLOT DATE = 10/21/2015	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -		C-14							

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



**PRELIMINARY**

FILE NAME = V:\3171\CA00 Sheets\P140311-sht-ssht-USRTE30.dgn  
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 PLOT SCALE = 20.0000' / in.  
 PLOT DATE = 10/21/2015

DESIGNED -	REVISD -
DRAWN -	REVISD -
CHECKED -	REVISD -
DATE -	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US RTE 30 CROSS SECTIONS**

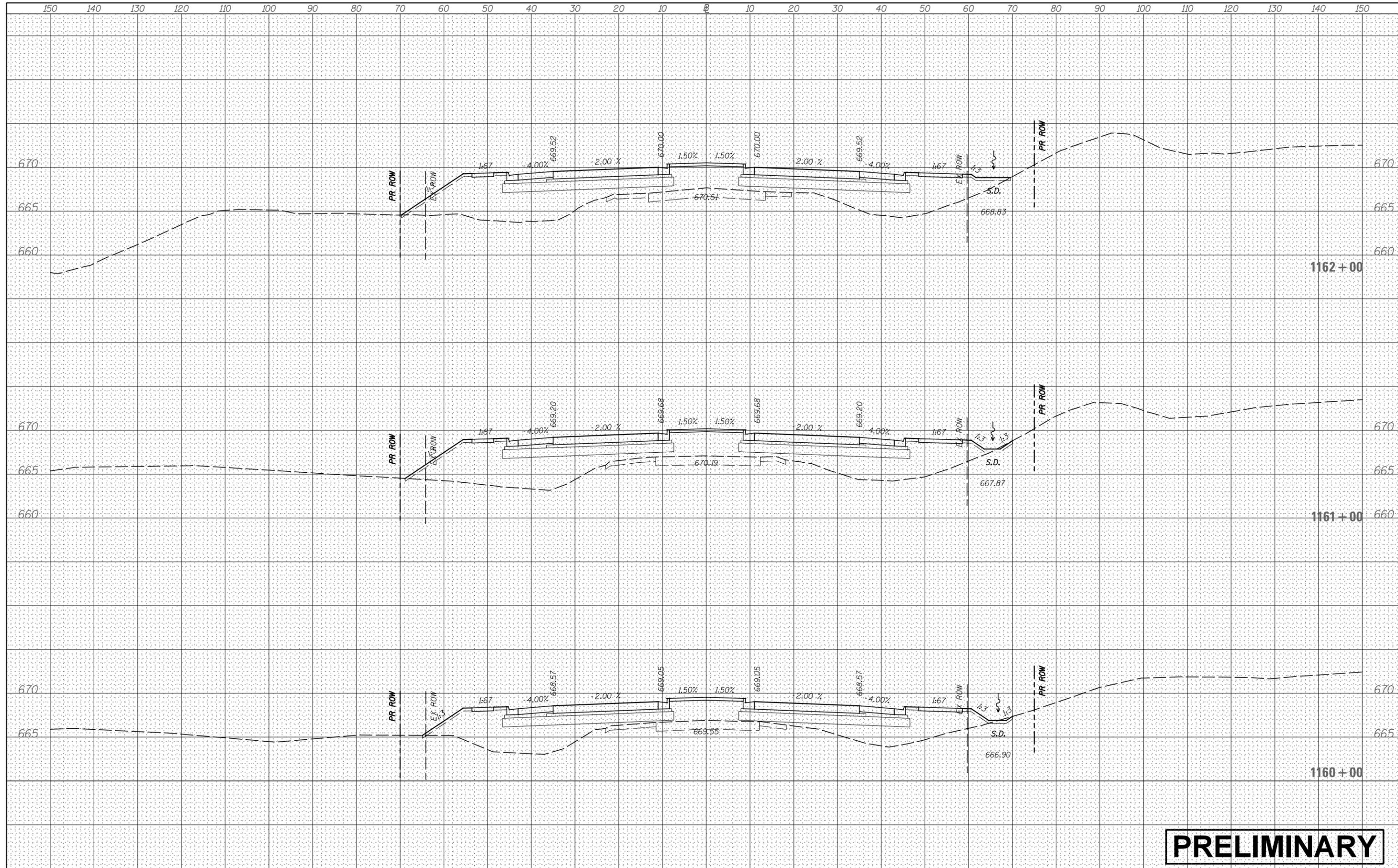
SCALE: H=10 V=5 SHEET 54 OF 93 SHEETS STA. 1155+10.8 TO STA. 1157+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



**PRELIMINARY**

FILE NAME = V:\3171\CA00 Sheets\P140311-sht-ssht-USRTE30.dgn	USER NAME = bdecreane	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US RTE 30 CROSS SECTIONS</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -		SCALE: H=10 V=5	SHEET 56	OF 93 SHEETS	STA. 1160+00	TO STA. 1162+00	CONTRACT NO.		
	PLOT DATE = 10/21/2015	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -		C-17							