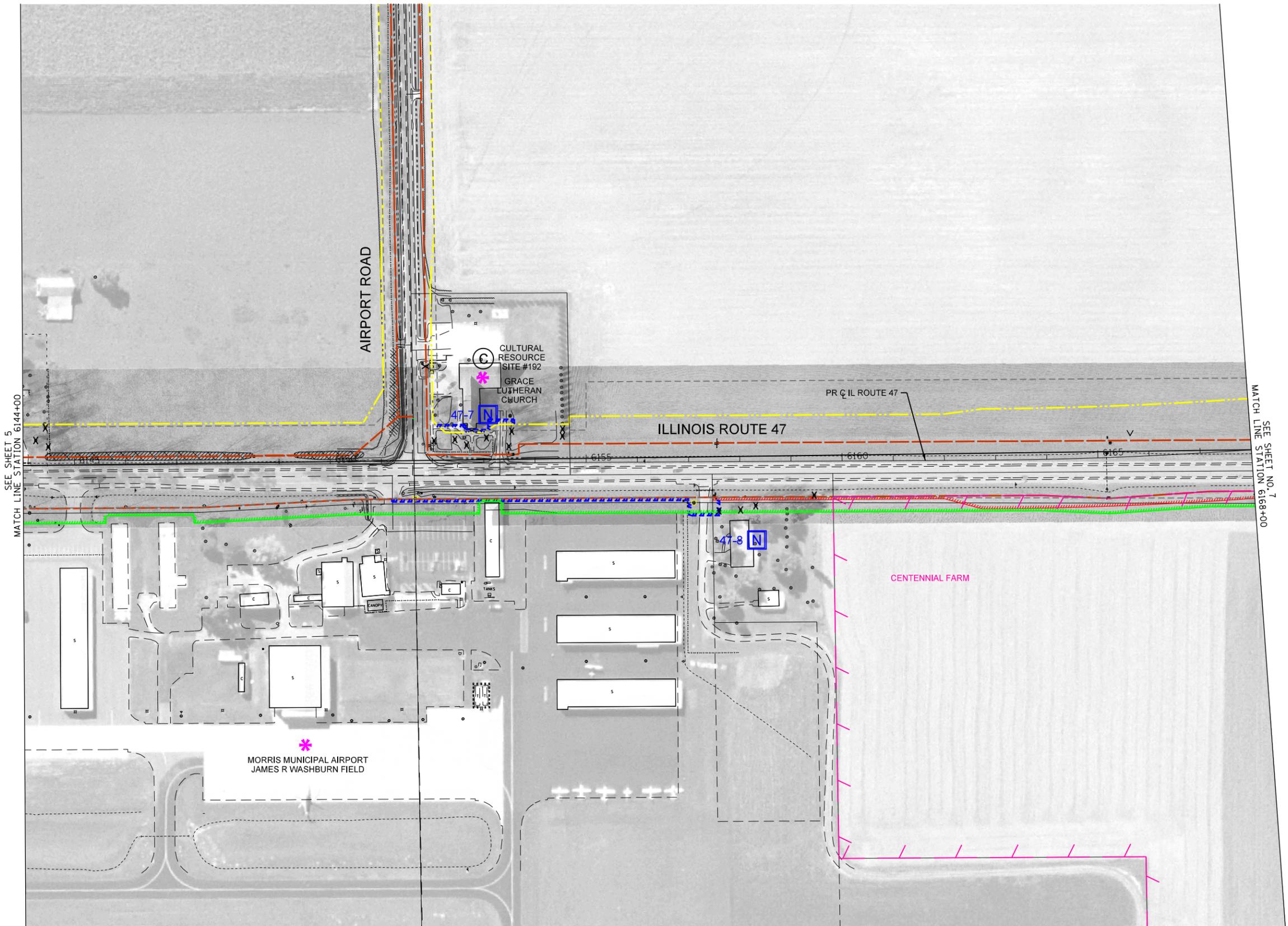
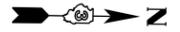


FIGURES

FIGURE 5
Environmental Resources Map



LEGEND

-  PRIVATE WELL
-  CULTURAL RESOURCE
-  NOISE RECEPTOR ID
-  COSIM AIR RECEPTOR
-  EXISTING R.O.W.
-  TREE OR BRUSH REMOVAL
-  BUILDING OR STRUCTURE REMOVAL
-  EXISTING PERMANENT EASEMENT FOR HIGHWAY PURPOSE
-  PROPOSED TEMPORARY EASEMENT
-  PROPOSED PERMANENT EASEMENT
-  PROPOSED RIGHT-OF-WAY
-  FEIS LIMITS
-  CENTENNIAL FARMS BOUNDARY
-  WETLANDS
-  ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
-  PUBLIC FACILITY
-  COUNTY BOUNDARY
-  EXISTING (EX) OR PROPOSED (PR) SIGNALIZED INTERSECTION

SEE SHEET 5
MATCH LINE STATION 6144+00

SEE SHEET NO. 7
MATCH LINE STATION 6168+00

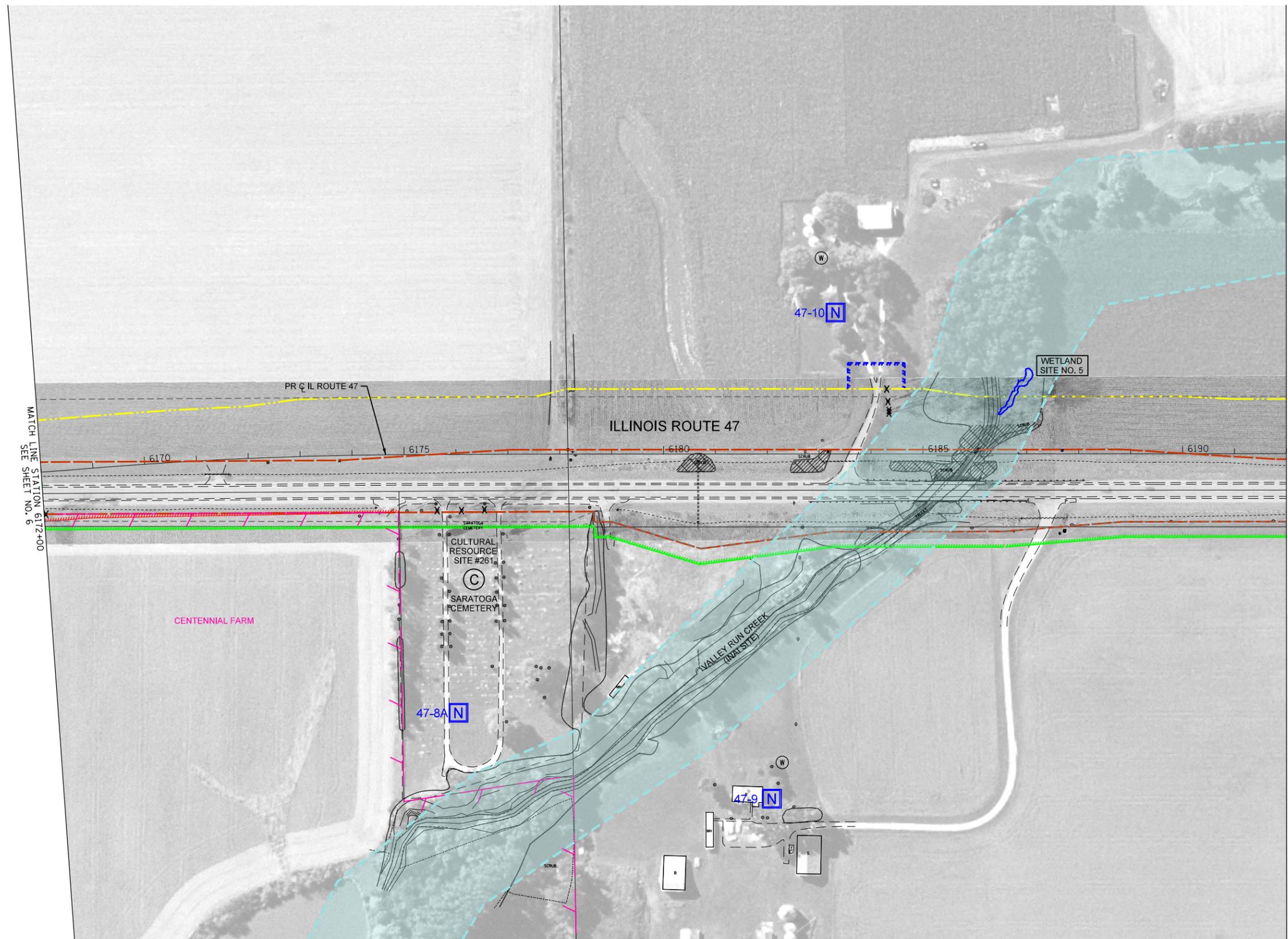
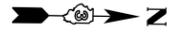
| | | | |
|--|------------------------------|----------------|-----------|
| FILE NAME = | USER NAME = \$USER\$ | DESIGNED - RCB | REVISED - |
| G:\CH08\0244\Road\SHEETS\EA-IL47\EA-D303708-ERM-06.dgn | | DRAWN - BAW | REVISED - |
| | PLOT SCALE = 200.0000' / in. | CHECKED - GLD | REVISED - |
| | PLOT DATE = 7/13/2012 | DATE - \$DATE | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL RESOURCES MAP
ILLINOIS ROUTE 47**

SCALE: 1"=100' SHEET NO. 6 OF 26 SHEETS STA. 6144+00 TO STA. 6168+00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 319 | | GRUNDY | 26 | 6 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT | | | | |



MATCH LINE STATION 6172+00
SEE SHEET NO. 6

MATCH LINE STATION 6192+00
SEE SHEET NO. 8

LEGEND

- W PRIVATE WELL
- C CULTURAL RESOURCE
- N NOISE RECEPTOR ID
- ▲ COSIM AIR RECEPTOR
- EXISTING R.O.W.
- X TREE OR BRUSH REMOVAL
- BUILDING OR STRUCTURE REMOVAL
- EXISTING PERMANENT EASEMENT FOR HIGHWAY PURPOSE
- PROPOSED TEMPORARY EASEMENT
- PROPOSED PERMANENT EASEMENT
- PROPOSED RIGHT-OF-WAY
- FEIS LIMITS
- CENTENNIAL FARMS BOUNDARY
- WETLANDS
- ZONE 'A' FLOODPLAIN (100-YEAR FLOOD BOUNDARY)
- * PUBLIC FACILITY
- COUNTY BOUNDARY
- EXISTING (EX) OR PROPOSED (PR) SIGNALIZED INTERSECTION

| | | | |
|---|------------------------------|----------------|-----------|
| FILE NAME = | USER NAME = \$USER\$ | DESIGNED - RCB | REVISED - |
| Gr:\CH08\0244\Road\SHEETS\EA-IL47\EA-D303708-ERM-07.dgn | | DRAWN - BAW | REVISED - |
| | PLOT SCALE = 200.0000' / in. | CHECKED - GLD | REVISED - |
| | PLOT DATE = 7/13/2012 | DATE - \$DATE | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL RESOURCES MAP
ILLINOIS ROUTE 47**

SCALE: 1"=100' SHEET NO. 7 OF 26 SHEETS STA. 6168+00 TO STA. 6192+00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 319 | | GRUNDY | 26 | 7 |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT | | | | |

APPENDIX A

AIRPORT COORDINATION



CITY OF MORRIS

700 Division Street • Morris, Illinois 60450
Phone (815) 942-0103 • Fax (815) 942-0216

MAYOR
Richard Kopczick

CITY CLERK
John Enger

CITY TREASURER
MaryBeth O'Brien

DEP. CITY CLERK
Beth A. Walker

DEP. TREASURER
Daria J. Lynes

May 21, 2012

Mr. Steve Long, P.E., Chief Engineer
Illinois Department of Transportation
Division of Aeronautics
1 Langhorne Bond Drive
Capital Airport
Springfield, IL 62707-8415

SUBJECT: Determination of "Concurrent Use"
Illinois Route 47 Easement Acquisition
From Morris Municipal Airport
By Illinois Department of Transportation Division of Highways

| | | |
|-----------------------------|------|----|
| RECEIVED STUDIES & PLANS | | |
| JUN 14 '12 | | |
| S&P ENG | D.B. | |
| ENVIRONMENT | | |
| ESTIMATOR | | |
| GEOMETRICS | | |
| HYDRAULICS | | |
| LOCATIONS | X | |
| PLANS ENG | CR / | CR |
| SEE ME | | |
| SEC | | LW |
| CO-ORD | | |

Dear Mr. Long:

The City of Morris has been informed by the Illinois Department of Transportation (IDOT) that certain Temporary Construction and Permanent Easements will need to be acquired from the City of Morris Airport property in conjunction with the construction of proposed improvements to FAP 326 (IL47) Section 109,110) R, R-1, 110BR & BR-1, Grundy County and Kendall County. IDOT has requested our determination of "Concurrent Use" for these temporary and permanent easements.

The lands within the easements were acquired by the City of Morris for the purposes of operating an airport. The names of the former owners of the parcels acquired by the City and the dates of those acquisitions are as follows:

(Rt) Sta 6098±41 to Sta 6108±60
Temp. Construction and Permanent Easements at South End of Parcel G
(Acquired from Chicago Title & Trust Co. - 07-18-1991)

(Rt) Sta 6150±20 to Sta 6157±46
Temp. Easement on Parcel A-1 at main entrance north to Parcel D-2 (Acquired from Janet R. Collins, Phyllis Ann Strange and Diana J. Lutes - 07-02-1991)

FIRST WARD
Don Hansen
Randy Larson

SECOND WARD
Ken Sereno
Julian Houston

ALDERMAN

THIRD WARD
Barry Aldrich
Drew Muffler

FOURTH WARD
Duane Wolfe
Bill Martin



CITY OF MORRIS

700 Division Street • Morris, Illinois 60450
Phone (815) 942-0103 • Fax (815) 942-0216

May 10, 2012
Illinois Route 47 Easement Acquisition
Page 2

(Rt) Sta 6157±46 to Sta 6159±82
Temp. Construction and Permanent Easement on Parcel D-2 (Acquired from Margaret R. Lutes and Donald D. Lutes - 04-17-2009)

(Rt) Sta 6159±82 to Sta 6174±91
Temp. Construction and Permanent Easement (City of Morris is in the process of acquiring this property from Lea Collins Sharp, Trustee)

The City of Morris is requesting a change in land use of the property within the temporary and permanent easements to roadway, drainage, and access purposes from airport operation purposes. The City of Morris has determined these easements are “Concurrent Use” and will not affect the intended use of the balance of the City’s airport property and it’s use for that purpose by the City. In fact, the easements will facilitate the improvement of Illinois Route 47 to a 5 lane roadway thus enhancing the access to the airport and making access to the airport dramatically safer and attractive to airport users. The City of Morris fully supports the use of this property for easements intended for the improvements to Illinois Route 47.

Enclosed you will find an updated Exhibit A - Property Line Map for Morris Municipal Airport, Morris, Grundy County, Illinois. The Exhibit is recently updated and signed by the City’s Consulting Engineer, City Clerk, and me. Also enclosed is the latest ALP which is not currently fully approved by the Division of Aeronautics. Note that this ALP does not show the centerline of the main airport entrance aligned on the easterly extension of Airport Road (as it exists). However, it is the City of Morris’ intention to move that entrance to line up with Airport Road centerline, so the IDOT’s plan to construct the airport access at that location (according to the plans we have been provided) is fully supported by the City of Morris.

Additionally, within the easements there is a restriction of height for any equipment or structures within that area. At locations along the Illinois Route 47 east right-of-way, the maximum allowable height is 160 feet.

Within the proposed easements, the City of Morris will need to maintain a watermain, and services off the watermain, that may exist in those areas. In addition to the watermain maintenance, the easements will require lawn maintenance. The City of Morris requires that all field tiles encountered during the highway construction be maintained and left in a working preconstruction condition.



CITY OF MORRIS

700 Division Street • Morris, Illinois 60450
Phone (815) 942-0103 • Fax (815) 942-0216

May 10, 2012
Illinois Route 47 Easement Acquisition
Page 3

At a meeting, held at my office on April 4, 2012 with IDOT District 3 Engineer Craig Reed and others, Kathy Comrie of the Division of Aeronautics indicated that the IDOT District 3 would be responsible for all costs associated with the City of Morris updating and providing the enclosed data.

Thank you for your attention to this request and information. If there is anything else you would need to consider our request, please contact me.

Sincerely,

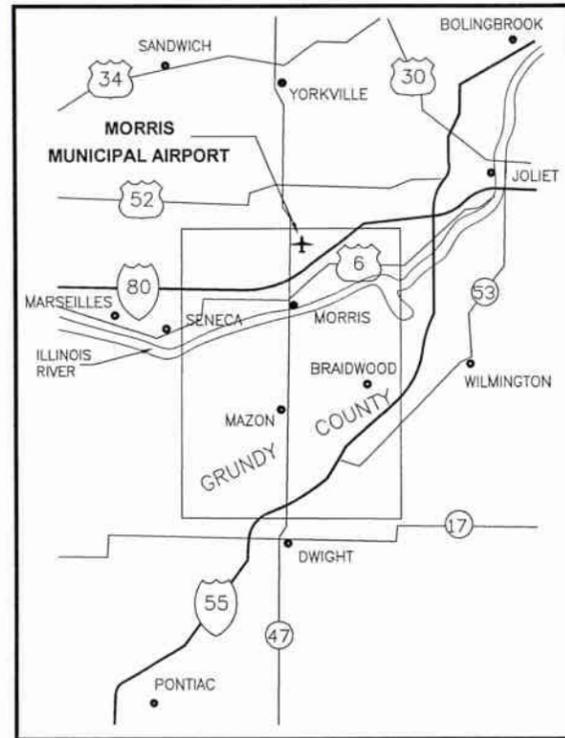


Richard Kopczick, Mayor

Enclosures

cc: Illinois Department of Transportation - District 3 ✓
Chamlin & Associates, Inc. - Morris

EXHIBIT A PROPERTY LINE MAP FOR MORRIS MUNICIPAL AIRPORT MORRIS, GRUNDY COUNTY, ILLINOIS



VICINITY MAP



LOCATION MAP


 Illinois Department of Transportation
 Division of Aeronautics

APPROVED _____ CHIEF ENGINEER
 DATE _____ 20____

| REVISIONS | | | |
|-----------|-------------|----|----------------|
| DATE | DESCRIPTION | BY | SHEETS CHANGED |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
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| INDEX OF SHEETS | |
|-----------------|-----------------------------|
| NO. | DESCRIPTION |
| 1 | COVER SHEET |
| 2 | EXHIBIT A PROPERTY LINE MAP |
| 3 | DATA TABLES |

CITY OF MORRIS

APPROVED _____ MAYOR
 DATE _____ 20____

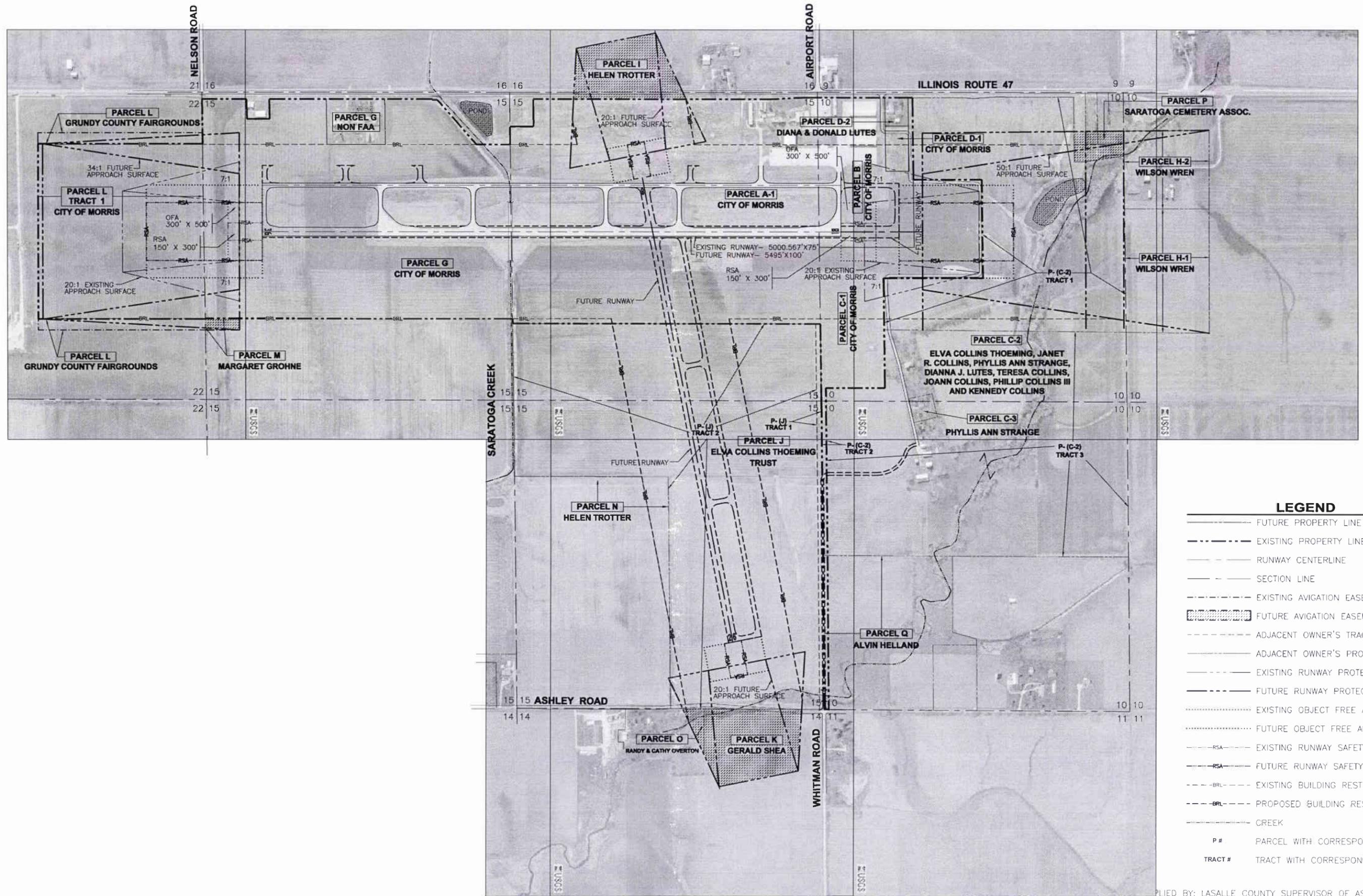
APPROVED _____ CITY CLERK
 DATE _____ 20____


CHAMLIN ASSOCIATES
 PERU ILLINOIS MORRIS

SUBMITTED BY: _____
 DATE _____ 20____
 JOB NO. 1002.66Y-1

| | | | | |
|-----------------|--------------|-----------|----------------------|---------|
| DRAWN BY: JMT | CAD: 1-COVER | REVISIONS | SCALE: AS NOTED | SHEET 1 |
| CHECKED BY: RJC | DATE: 8/06 | DATE BY | FILE NO.: 1002.66Y-1 | OF 3 |

Drawing Number: 1002.66Y-1-1 (Cover Sheet) Date: 8/06/06



| LEGEND | |
|---------|------------------------------------|
| | FUTURE PROPERTY LINE |
| | EXISTING PROPERTY LINE |
| | RUNWAY CENTERLINE |
| | SECTION LINE |
| | EXISTING AVIGATION EASEMENTS |
| | FUTURE AVIGATION EASEMENTS |
| | ADJACENT OWNER'S TRACT LINES |
| | ADJACENT OWNER'S PROPERTY LINES |
| | EXISTING RUNWAY PROTECTION ZONE |
| | FUTURE RUNWAY PROTECTION ZONE |
| | EXISTING OBJECT FREE AREA |
| | FUTURE OBJECT FREE AREA |
| | EXISTING RUNWAY SAFETY AREA |
| | FUTURE RUNWAY SAFETY AREA |
| | EXISTING BUILDING RESTRICTION LINE |
| | PROPOSED BUILDING RESTRICTION LINE |
| | CREEK |
| P # | PARCEL WITH CORRESPONDING # |
| TRACT # | TRACT WITH CORRESPONDING # |

PLIED BY: LASALLE COUNTY SUPERVISOR OF ASSESSMENTS & USGS AERIAL PHOTOGRAPHY

| | | | |
|-----------------|-----------------------------------|-----------------------|-------------|
| DRAWN BY: JMT | CAD/DWG: 2-EXHIBIT A XREF/DWG: | REVISIONS | PERU MORRIS |
| CHECKED BY: RJC | DATE: 8/06 | DATE: 5/18/12 BY: MAB | ILLINOIS |



**MORRIS MUNICIPAL AIRPORT
MORRIS, ILLINOIS**

**EXHIBIT A
PROPERTY LINE MAP**

| | |
|---------------------|---------|
| SCALE: AS NOTED | SHEET 2 |
| FILE NO: 1002.66Y-1 | OF 3 |

| SUMMARY OF AIRPORT OWNED OR CONTROLLED LAND— FEE | | | | | | | | | |
|--|-----------|---|---------------|----------------------|----------------------------|---|---------------|----------------------------|-----------------|
| PARCEL No. | TRACT No. | PREVIOUS OWNER | AREA (ACRES±) | | | F.A.A. PROJ. No. | DATE ACQUIRED | PROPERTY INTEREST ACQUIRED | SPECIAL REMARKS |
| | | | TOTAL | F.A.A. PARTICIPATION | NON — F.A.A. PARTICIPATION | | | | |
| A-1 | --- | JANET R. COLLINS, PHYLLIS ANN STRANGE AND DIANA J. LUTES | 117.19± | 117.19± | --- | 3-17-0071-B1 | 7/2/91 | FEE | --- |
| B | --- | JANET R. COLLINS, PHYLLIS ANN STRANGE AND DIANA J. LUTES | 21.32± | 21.32± | --- | 3-17-0071-B1 | 7/2/91 | FEE | --- |
| C-1 | --- | ELVA COLLINS THOEMING, JANET R. COLLINS, PHYLLIS ANN STRANGE, DIANNA J. LUTES, TERESA COLLINS, JOANN COLLINS, PHILLIP COLLINS III AND KENNEDY COLLINS | 28.74± | 28.74± | --- | 3-17-0071-B1 | 7/2/91 | FEE | --- |
| D-1 | --- | DIANA J. LUTES | 1.78± | 1.78± | --- | 3-17-0071-B1 | 7/2/91 | FEE | --- |
| D-2 | --- | DONALD D. LUTES | 1.118± | 1.118± | --- | 3-17-0071-B12 | 4/17/09 | FEE | --- |
| C | --- | CHICAGO TITLE AND TRUST COMPANY | 110.55± | 106.08± | 4.47± | 3-17-0071-B2 | 7/18/91 | FEE | --- |
| L | 1 | GRUNDY COUNTY FAIRGROUNDS ASSOCIATION | 49.604± | 49.604± | --- | 3-17-0071-B10004023 AC1 3-17-0071-B121584217 AC1 | 6/22/06 | FEE | --- |
| Q | --- | MARY JANE HUNTLEY TRUST, MARY JANE HUNTLEY, TRUSTEE | 1.22± | 1.22± | --- | 3-17-0071-B16 | 5/26/11 | FEE | --- |

| SUMMARY OF AIRPORT OWNED OR CONTROLLED LAND— EASEMENT | | | | | | | | | |
|---|-----------|---------------------------------------|---------------|----------------------|----------------------------|------------------|---------------|----------------------------|-----------------|
| PARCEL No. | TRACT No. | PREVIOUS OWNER | AREA (ACRES±) | | | F.A.A. PROJ. No. | DATE ACQUIRED | PROPERTY INTEREST ACQUIRED | SPECIAL REMARKS |
| | | | TOTAL | F.A.A. PARTICIPATION | NON — F.A.A. PARTICIPATION | | | | |
| L | --- | GRUNDY COUNTY FAIRGROUNDS ASSOCIATION | 6.242± | 6.242± | --- | 3-17-0071-B10 | 6/22/06 | AVIGATION EASEMENT | --- |

| SUMMARY OF FUTURE LAND ACQUISITION | | | | | |
|------------------------------------|-----------|---|---------------|--------------------|-----------------|
| PARCEL No. | TRACT No. | CURRENT OWNER | AREA (ACRES±) | PROPERTY INTEREST | SPECIAL REMARKS |
| | | | TOTAL | | |
| C-2 | 1 | ELVA COLLINS THOEMING, JANET R. COLLINS, PHYLLIS ANN STRANGE, DIANNA J. LUTES, TERESA COLLINS, JOANN COLLINS, PHILLIP COLLINS III AND KENNEDY COLLINS | 71.9± | FEE SIMPLE | ----- |
| | 2 | | 1.0± | FEE SIMPLE | |
| H-1 | --- | WILSON WREN | 17.0± | FEE SIMPLE | ----- |
| H-2 | --- | WILSON WREN | 10.5± | FEE SIMPLE | ----- |
| I | --- | HELEN TROTTER | 7.0± | AVIGATION EASEMENT | ----- |
| J | 1 | ELVA THOEMING | 3.06± | FEE SIMPLE | ----- |
| | 2 | | 140± | FEE SIMPLE | |
| K | --- | GERALD SHEA | 10.5± | AVIGATION EASEMENT | ----- |
| M | --- | MARGARET GROHNE | 0.5± | AVIGATION EASEMENT | ----- |
| N | --- | HELEN TROTTER | 3.0± | FEE SIMPLE | ----- |
| O | --- | RANDY & CATHY OVERTON | 1.0± | AVIGATION EASEMENT | ----- |
| P | --- | SARATOGA CEMETERY ASSOC. | 1.7± | AVIGATION EASEMENT | ----- |

EXISTING AIRPORT LOCATION

| | |
|-------------------------------|-----------------------|
| AIRPORT REFERENCE POINT (ARP) | LATITUDE 41° 25' 27" |
| | LONGITUDE 88° 25' 07" |
| ESTABLISHED AIRPORT ELEVATION | 584 FT MSL |

1. ARP DETERMINED USING GE083 PROGRAM AND CROSS REFERENCING AIRPORT 5010.

EXISTING RUNWAY END COORDINATES

| RUNWAY END | LATITUDE | LONGITUDE | ELEVATION | TRUE BEARING |
|------------|-------------------|-------------------|-----------|------------------|
| 18 | 41° 25' 51.30283" | 88° 25' 07.73001" | 583.3 | 178° 58' 53.063" |
| 36 | 41° 25' 01.90555" | 88° 25' 06.56327" | 564.8 | 358° 58' 53.825" |

1. EXISTING RUNWAY ELEVATIONS AND LAT/LONGS FROM G-SQUARED LLC, FEBRUARY 2009 AND CROSS REFERENCED WITH THE AIRPORT 5010.
2. TRUE BEARING DETERMINED USING NAD GE083 PROGRAM.

EXISTING RUNWAY DATA

| RUNWAY | LENGTH | WIDTH | HIGH POINT ELEV | LOW POINT ELEV | EFFECTIVE GRADIENT | SURFACE | STRENGTH |
|--------|--------|-------|-----------------|----------------|--------------------|---------|----------------------------------|
| 18/36 | 5,000 | 75' | 583.3 | 564.8 | 0.37% | ASPHALT | SINGLE 4,000# DOUBLE 125,000# |

1. LENGTHS DETERMINED USING LAT/LONGS IN NAD GE083 PROGRAM.

EXISTING CRITICAL AIRCRAFT

| RUNWAY | ARC* | DESIGN AIRCRAFT | APRCH SPEED | WING SPAN | LENGTH | TAIL HEIGHT | MAXIMUM T/O WEIGHT |
|--------|------|--------------------|-------------|-----------|--------|-------------|--------------------|
| 18/36 | B-II | BEECH KING AIR C90 | 100 | 50.2' | 35.5' | 14.2' | 9,650# |

* ARC-AIRPORT REFERENCE CODE. DESIGN AIRCRAFT BASED UPON CRITERIA OF:
APPROACH SPEED DESIGNATION:
B SPEED OF AT LEAST 91 KNOTS, BUT LESS THAN 121 KNOTS.
WINGSPAN DESIGNATION:
II WINGSPAN 49-78 FEET.

EXISTING NAVIGATIONAL AIDS

| RUNWAY END | MARKING | LIGHTING | NAVAIDS |
|------------|---------------|----------|---|
| 18 | NON-PRECISION | MIRL | VOR, REILS, GPS, SEGMENTED CIRCLE, BEACON |
| 36 | NON-PRECISION | | |

EXISTING INSTRUMENT APPROACH PROCEDURES

| RUNWAY END | APPROACH | VISIBILITY MINIMUMS | INSTRUMENTATION | TDZ* ELEV |
|------------|---------------|---------------------|-------------------|-----------|
| 18 | NON-PRECISION | 1 MILE | GPS, VOR-CIRCLING | 583.3 |
| 36 | NON-PRECISION | 1 MILE | GPS, VOR-CIRCLING | 570.3 |

* TOUCHDOWN ZONE

EXISTING RUNWAY DESIGN STANDARDS

| RUNWAY END | RUNWAY PROTECTION ZONE | SAFETY AREA | OBJECT FREE AREA | OBSTACLE FREE ZONE |
|------------|------------------------|-----------------|------------------|---------------------|
| | LENGTH* x WIDTH | LENGTH* x WIDTH | LENGTH* x WIDTH | LENGTH* x WIDTH |
| 18 | 500' x 700' x 1000' | | | |
| 36 | 500' x 700' x 1000' | 300' | 150' | 300' 500' 200' 400' |

* LENGTH BEYOND RUNWAY END.

EXISTING FAR PART 77 APPROACH SURFACES

| RUNWAY END | DIMENSIONS | DISTANCE FROM RUNWAY END | SLOPE DESIGN CLEAR | CONTROLLING OBJECT |
|------------|-------------------------|--------------------------|--------------------|--------------------|
| 18 | 500' x 3,500' x 10,000' | 200' | 34:1 <34:1 | 18N |
| 36 | 500' x 3,500' x 10,000' | 200' | 34:1 >34:1 | 36J |

EXISTING APPENDIX 2 APPROACH SURFACES

| RUNWAY END | CAT. | DIMENSIONS | DISTANCE FROM THRESHOLD | SLOPE DESIGN CLEAR | CONTROLLING OBJECT |
|------------|------|------------------------|-------------------------|--------------------|--------------------|
| 18 | 5 | 400' x 3800' x 10,000' | 200' | 20:1 >20:1 | 18N |
| 36 | 5 | 400' x 3800' x 10,000' | 200' | 20:1 >20:1 | 36J |

OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. NO OFZ OBJECT PENETRATIONS.
3. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS CONSIDERED AS 15' OBJECTS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
4. OBJECTS TO BE REMOVED AS NECESSARY TO ACCOMMODATE AIRFIELD DEVELOPMENT AND OPERATION.
5. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
6. OBSTRUCTIONS TO BE SITED AND MITIGATED UNDER FUTURE PROJECTS.

FUTURE RUNWAY DESIGN STANDARDS

| RUNWAY END | RUNWAY PROTECTION ZONE | SAFETY AREA | OBJECT FREE AREA | OBSTACLE FREE ZONE | PRECISION OBSTACLE FREE ZONE |
|------------|------------------------|-----------------|------------------|----------------------|------------------------------|
| | LENGTH* x WIDTH | LENGTH* x WIDTH | LENGTH* x WIDTH | LENGTH* x WIDTH | LENGTH* x WIDTH |
| 18 | 1000' x 2500' x 1750' | | | | |
| 36 | 1000' x 2500' x 1750' | 1000' | 600' | 1000' 800' 200' 400' | 800' |
| 7 | 500' x 700' x 1000' | | | | |
| 25 | 500' x 700' x 1000' | 300' | 150' | 300' 500' 200' 250' | |

* LENGTH BEYOND RUNWAY END.

FUTURE APPENDIX 2 APPROACH SURFACES

| RUNWAY END | CAT. | DIMENSIONS | DISTANCE FROM THRESHOLD | SLOPE DESIGN CLEAR | CONTROLLING OBJECT |
|------------|------|---------------------------------|-------------------------|--------------------|--------------------|
| 18 | 9 | 800' x 3800' x 10,000' | 200' | 34:1 <34:1 | 18N |
| 36 | 9 | 800' x 3800' x 10,000' | 200' | 34:1 >34:1 | 36J |
| 7 | 3 | 400' x 1,000' x 1,500' x 8,500' | 0' | 20:1 >20:1 | 7B |
| 25 | 5 | 400' x 3800' x 10,000' | 200' | 20:1 >20:1 | 25H |

FUTURE FAR PART 77 APPROACH SURFACES

| RUNWAY END | DIMENSIONS | DISTANCE FROM RUNWAY END | SLOPE DESIGN CLEAR | CONTROLLING OBJECT |
|------------|----------------------------|--------------------------|--------------------|--------------------|
| 18 | 1,000' x 16,000' x 50,000' | 200' | 50:1 <50:1 | 18N |
| 36 | 1,000' x 4,000' x 10,000' | 200' | 34:1 >34:1 | 36J |
| 7 | 500' x 2,000' x 5,000' | 200' | 20:1 >20:1 | 7A |
| 25 | 500' x 2,000' x 5,000' | 200' | 20:1 >20:1 | 25H |

AIRPORT DATA

| | |
|-----------------------------|--------------------------|
| AIRPORT IDENTIFIER CODE | C09 |
| AIRPORT-OWNING MUNICIPALITY | CITY OF MORRIS |
| COUNTY | GRUNDY |
| MEAN MAXIMUM TEMPERATURE | 82 °F |
| MAGNETIC DECLINATION | 2° 52' WEST OF NORTH |
| RATE OF CHANGE | 0° 5' WEST OF NORTH/YEAR |

1. TEMPERATURE FROM ILLINOIS STATE CLIMATOLOGIST MAPS.
2. MAGNETIC DECLINATION FROM NOAA SOFTWARE, 1/30/2009.

EXISTING AND FUTURE TAXIWAY DESIGN STANDARDS

| WINGSPAN GROUP | TAXIWAY WIDTH | SAFETY AREA WIDTH | OBJECT FREE AREA WIDTH |
|----------------|---------------|-------------------|------------------------|
| II | 35' | 79' | 131' |

FUTURE AIRPORT LOCATION

| | |
|-------------------------------|-----------------------|
| AIRPORT REFERENCE POINT (ARP) | LATITUDE 41° 25' 32" |
| | LONGITUDE 88° 24' 54" |
| ESTABLISHED AIRPORT ELEVATION | 585 FT MSL |

1. ARP DETERMINED USING GE083 PROGRAM.

FUTURE RUNWAY END COORDINATES

| RUNWAY END | LATITUDE | LONGITUDE | ELEVATION | BEARING |
|------------|-------------------|-------------------|-----------|------------------|
| 18 | 41° 25' 56.23771" | 88° 25' 07.84660" | 585.0 | 178° 58' 52.976" |
| 36 | 41° 25' 01.90555" | 88° 25' 06.56327" | 564.8 | 358° 58' 53.825" |
| 7 | 41° 25' 28.97399" | 88° 25' 01.12998" | 570.0 | 68° 46' 30.736" |
| 25 | 41° 25' 43.27864" | 88° 24' 12.18136" | 567.5 | 248° 47' 03.124" |

1. FUTURE LAT/LONGS IN NAD83, CONVERTED FROM STATE PLANE COORDS, ILLINOIS WEST, NAD83, PICKED FROM BASE DRAWING.
2. EXISTING RUNWAY ELEVATIONS AND LAT/LONGS FROM G-SQUARED LLC, FEBRUARY 2009 AND CROSS REFERENCED WITH THE AIRPORT 5010.
3. FUTURE ELEVATIONS FROM G-SQUARED MAPPING, ADJUST PER SURVEY.
4. TRUE BEARINGS DETERMINED USING GE083 PROGRAM.

FUTURE RUNWAY DATA

| RUNWAY | LENGTH | WIDTH | HIGH POINT ELEV | LOW POINT ELEV | EFFECTIVE GRADIENT | SURFACE | STRENGTH |
|--------|--------|-------|-----------------|----------------|--------------------|---------|----------------------------------|
| 18/36 | 5500' | 100' | 585.0 | 564.8 | 0.37% | ASPHALT | SINGLE 4,000# DOUBLE 125,000# |
| 7/25 | 4000' | 75' | 570.0 | 567.5 | 0.06% | ASPHALT | SINGLE 4,000# |

1. LENGTHS DETERMINED USING LAT/LONGS IN NAD GE083 PROGRAM.

FUTURE CRITICAL AIRCRAFT

| RUNWAY | ARC* | DESIGN AIRCRAFT | APRCH SPEED | WING SPAN | LENGTH | TAIL HEIGHT | MAXIMUM T/O WEIGHT |
|--------|------|---------------------------|-------------|-----------|--------|-------------|--------------------|
| 18/36 | C-II | ROCKWELL SABRE 80 | 128 | 50.4 | 47.2 | 17.3 | 24,500# |
| 7/25 | B-II | BEECH SUPER KING AIR B200 | 103 | 54.5 | 43.8 | 15.0 | 12,500# |

* ARC-AIRPORT REFERENCE CODE. DESIGN AIRCRAFT BASED UPON CRITERIA OF:
APPROACH SPEED DESIGNATION:
B SPEED 91 KNOTS UP TO 120 KNOTS.
C SPEED 121 KNOTS UP TO 140 KNOTS.
WINGSPAN DESIGNATION:
II WINGSPAN 49 FEET UP TO 73 FEET.

FUTURE NAVIGATIONAL AIDS

| RUNWAY END | MARKING | LIGHTING | NAVAIDS |
|------------|---------------|----------|---|
| 18 | PRECISION | HRL | VOR, BEACON, AWOS, REILS, PAPI, MALS, LOCALIZER, GLIDESLOPE |
| 36 | NON-PRECISION | | VOR, BEACON, AWOS, REILS, PAPI, MALS |
| 7 | NON-PRECISION | MRL | VOR, BEACON, PAPI, REILS, AWOS |
| 25 | NON-PRECISION | | VOR, BEACON, PAPI, REILS, AWOS |

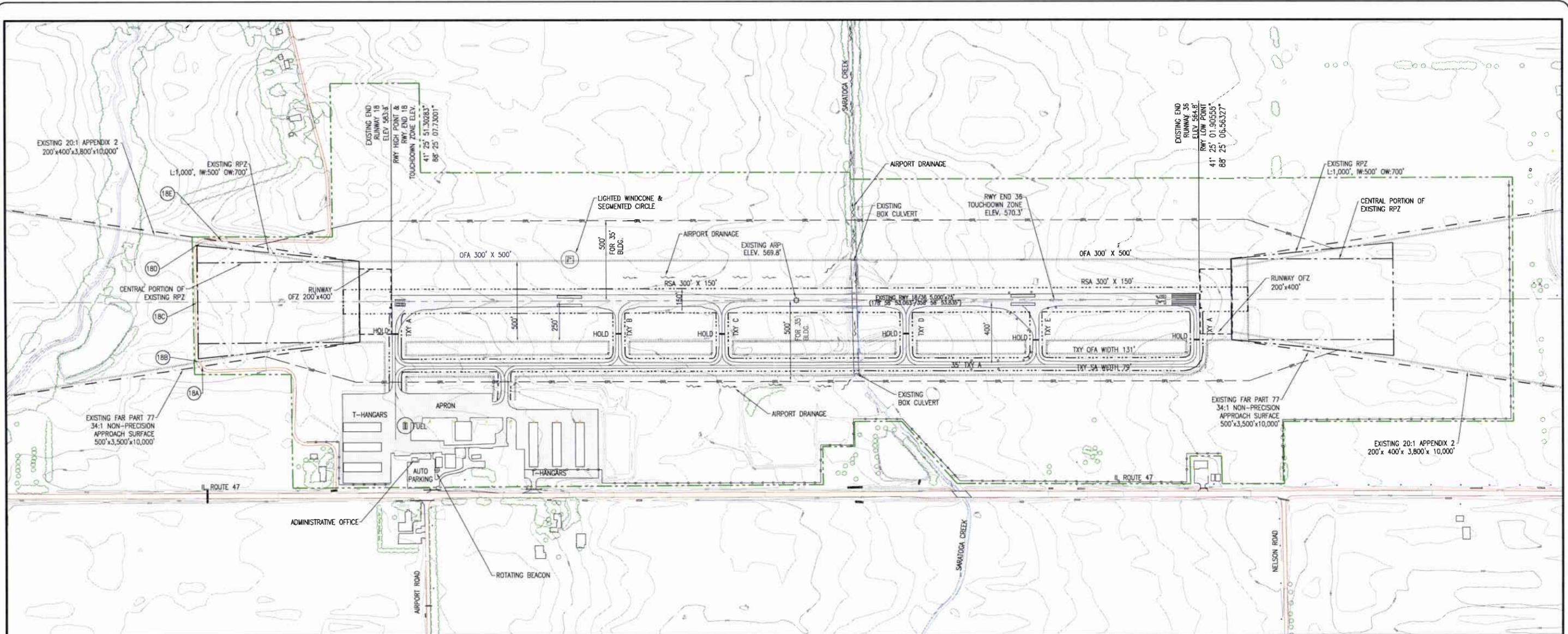
| DATE | REVISION |
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**MORRIS MUNICIPAL AIRPORT-WASHBURN FIELD
MORRIS, GRUNDY COUNTY, ILLINOIS
AIRPORT LAYOUT PLAN**



| | |
|----------------|--------------|
| HANSON PROJECT | 07A0149 |
| DATE | 9/23/09 |
| SCALE | N/A |
| LAYOUT | JLB 10/28/09 |
| DRAWN | MLH 04/14/11 |
| REVIEWED | TSH 04/15/11 |

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OBSTRUCTION NOTES

1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
2. NO OFZ OBJECT PENETRATIONS.
3. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS CONSIDERED AS 15' OBJECTS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
4. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
5. OBJECTS TO BE REMOVED AS NECESSARY TO ACCOMMODATE AIRFIELD DEVELOPMENT AND OPERATION.
6. EXISTING OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
7. FUTURE OBJECTS TO BE SITED AND MITIGATED UNDER FUTURE PROJECTS.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 14 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY, AND US TERMINAL PROCEDURES, EFFECTIVE 10/22/09 - 11/19/09.
3. ELEVATIONS AND DISTANCES FROM MAPPING, IN FEET, APPROXIMATE.
4. AERIAL MAPPING AND PHOTOGRAPHY BY G-SQUARED LLC, 2/09.
5. FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
6. CURRENT AND FUTURE AIRPORT PROPERTY TO BE FENCED AS PART OF FUTURE PROJECTS. FUTURE FENCING OMITTED FOR CLARITY.

**EXISTING FAR PART 77
APPROACH CLEARANCES TRAVERSE WAYS**

| OBJECT | DESCRIPTION | DISTANCE FROM SURFACE END | SURFACE ELEVATION | OBJECT ELEVATION | CLEARANCE (+) VIOLATION (-) |
|--------|---------------------|---------------------------|-------------------|------------------|-----------------------------|
| 18A | RESIDENTIAL RD @ RT | 977 | 612 | 578+15=593 | +18 |
| 18C | RESIDENTIAL RD @ CL | 1005 | 613 | 574+15=589 | +24 |
| 18E | RESIDENTIAL RD @ LT | 845 | 608 | 573+15=588 | +18 |

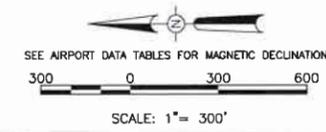
1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE
2. 15' CLEARANCE NEEDED FOR PUBLIC ROADWAY.

**EXISTING APPENDIX 2
APPROACH CLEARANCES TRAVERSE WAYS**

| OBJECT | DESCRIPTION | DISTANCE FROM SURFACE END | SURFACE ELEVATION | OBJECT ELEVATION | CLEARANCE (+) VIOLATION (-) |
|--------|---------------------|---------------------------|-------------------|------------------|-----------------------------|
| 18B | RESIDENTIAL RD @ RT | 995 | 633 | 578+15=593 | +40 |
| 18C | RESIDENTIAL RD @ CL | 1005 | 634 | 574+15=589 | +45 |
| 18D | RESIDENTIAL RD @ LT | 980 | 633 | 573+15=588 | +45 |

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
2. 15' CLEARANCE NEEDED FOR PUBLIC ROADWAY.

| EXISTING | LEGEND | FUTURE |
|----------|--|--------|
| --- | AIRPORT PROPERTY LINE | |
| ---- | PAVEMENT | |
| ▭ | BUILDINGS | |
| ⊞ | AVIGATION EASEMENT | |
| NONE | AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS) | |
| ---- | PRECISION APPROACH PATH INDICATOR (PAPI) | |
| ⊙ | ROTATING BEACON | |
| ⊙ | RUNWAY END IDENTIFIER LIGHTS (REIL) | |
| NONE | OMNI-DIRECTIONAL APPROACH LIGHTS (ODALS) | |
| ⊞ | WIND CONE | |
| ⊙ | AIRPORT REFERENCE POINT (ARP) | |
| --- | BUILDING RESTRICTION LINE (BRL) 35' BUILDING | |
| --- | BUILDING RESTRICTION LINE (BRL) 20' BUILDING | |
| --- | FAR PART 77 SURFACE | |
| --- | OBJECT FREE AREA (OFA) | |
| --- | OBSTACLE FREE ZONE (OFZ) | |
| --- | RUNWAY PROTECTION ZONE (RPZ) | |
| --- | RUNWAY/TAXIWAY SAFETY AREA (RSA) | |
| --- | RUNWAY VISIBILITY ZONE (RVZ) | |
| --- | APPENDIX 2 APPROACH SURFACE | |
| --- | ITEMS TO BE REMOVED | |
| --- | RELOCATED ROAD | |
| --- | 12' AIRPORT FENCE | |
| --- | DRAINAGE INDICATOR | |



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| DATE | REVISION |
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MORRIS MUNICIPAL AIRPORT-WASHBURN FIELD
MORRIS, GRUNDY COUNTY, ILLINOIS
AIRPORT LAYOUT PLAN



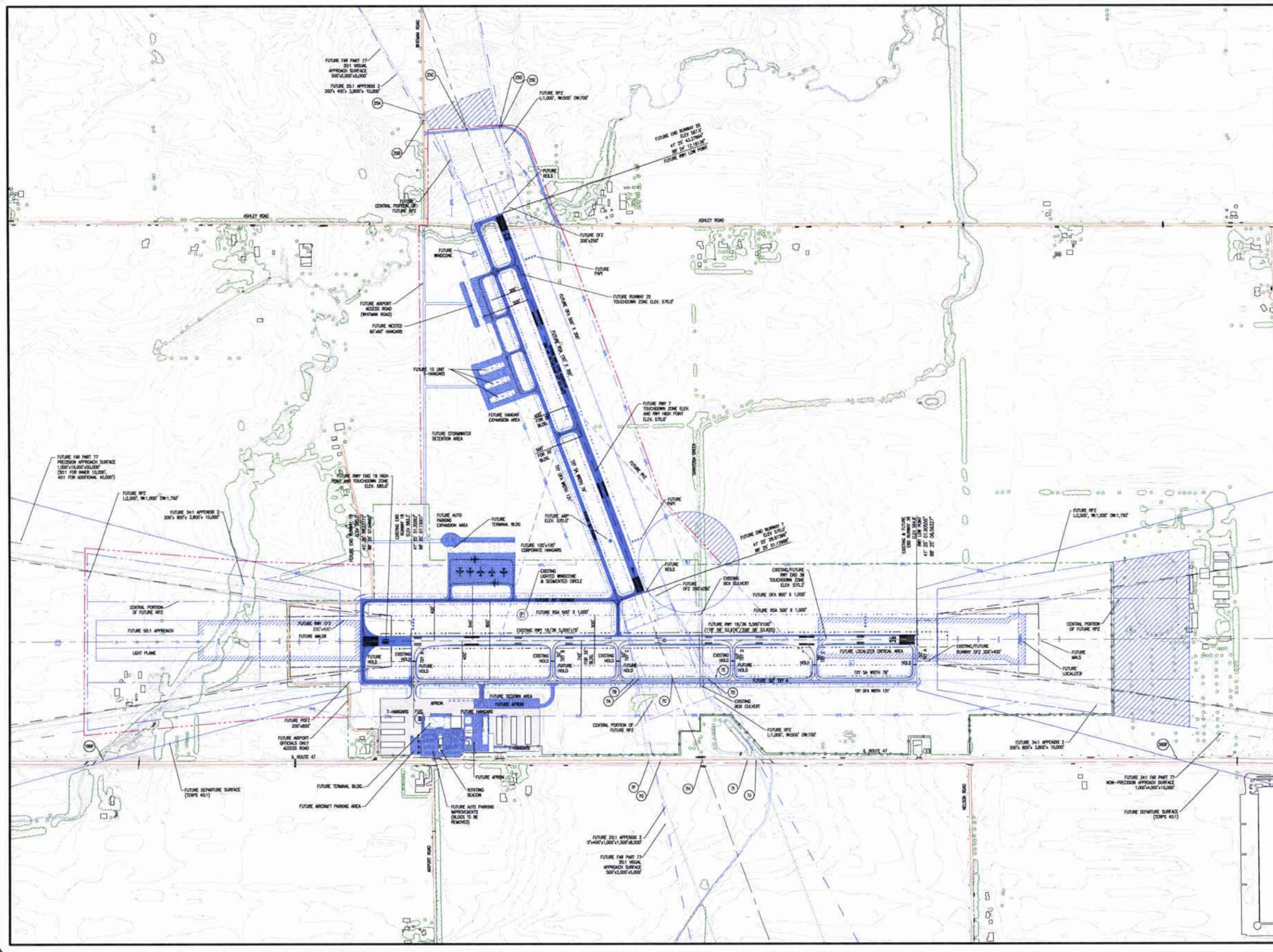
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|----------------|--------------|
| HANSON PROJECT | 07A0149 |
| DATE | 9/23/09 |
| SCALE | 1" = 300' |
| LAYOUT | JLB 10/28/09 |
| DRAWN | JLB 10/28/09 |
| REVIEWED | TSH 11/30/09 |

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EXISTING AIRPORT LAYOUT DRAWING

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**FUTURE FAR PART 77
APPROACH CLEARANCES TRAVERSE WAYS**

| OBJECT | DESCRIPTION | DISTANCE FROM SURFACE END | SURFACE ELEVATION | OBJECT ELEVATION | CLEARANCE (+) VIOLATION (-) |
|--------|-------------------|---------------------------|-------------------|------------------|-----------------------------|
| 7A | TXY A @ LT | 569 | 598 | 570+26=596 | +2 |
| 7C | TXY A @ CL | 694 | 604 | 570+26=596 | +8 |
| 7D | TXY A @ RT | 832 | 611 | 570+26=596 | +15 |
| 7E | IL ROUTE 47 @ LT | 1388 | 639 | 572+15=587 | +52 |
| 7H | IL ROUTE 47 @ CL | 1556 | 647 | 572+15=587 | +60 |
| 7I | IL ROUTE 47 @ RT | 1740 | 657 | 572+15=587 | +70 |
| 25A | WHITMAN RD @ LT | 883 | 612 | 584+15=599 | +13 |
| 25C | RELOCATED RD @ CL | 684 | 602 | 580+15=595 | +7 |
| 25E | RELOCATED RD @ RT | 584 | 597 | 580+15=595 | +2 |
| 25F | RELOCATED RD @ LT | 785 | 607 | 585+15=600 | +7 |

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
2. 15' CLEARANCE NEEDED FOR PUBLIC ROADWAY.
3. MAX. TAIL HEIGHT OF ARC CATEGORY C-II AIRCRAFT GULFSTREAM 500 IS 25.10'.

**FUTURE APPENDIX 2
APPROACH CLEARANCES TRAVERSE WAYS**

| OBJECT | DESCRIPTION | DISTANCE FROM SURFACE END | SURFACE ELEVATION | OBJECT ELEVATION | CLEARANCE (+) VIOLATION (-) |
|--------|-------------------|---------------------------|-------------------|------------------|-----------------------------|
| 7B | TXY A @ LT | 763 | 608 | 570+26=596 | +12 |
| 7C | TXY A @ CL | 894 | 614 | 570+26=596 | +18 |
| 7E | TXY A @ RT | 1044 | 622 | 570+26=596 | +26 |
| 7F | IL ROUTE 47 @ LT | 1573 | 648 | 572+15=587 | +61 |
| 7H | IL ROUTE 47 @ CL | 1756 | 657 | 572+15=587 | +70 |
| 7J | IL ROUTE 47 @ RT | 1936 | 666 | 572+15=587 | +79 |
| 25B | WHITMAN RD @ LT | 946 | 615 | 584+15=599 | +16 |
| 25C | RELOCATED RD @ CL | 684 | 602 | 580+15=595 | +7 |
| 25D | RELOCATED RD @ RT | 598 | 597 | 580+15=595 | +2 |
| 25G | RELOCATED RD @ LT | 775 | 606 | 585+15=600 | +6 |

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
2. 15' CLEARANCE NEEDED FOR PUBLIC ROADWAY.
3. MAX. TAIL HEIGHT OF ARC CATEGORY C-II AIRCRAFT GULFSTREAM 500 IS 25.10'.

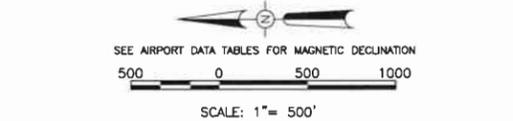
**FUTURE 40:1 DEPARTURE SURFACE
CLEARANCES TRAVERSE WAYS**

| OBJECT | DESCRIPTION | DISTANCE FROM SURFACE END | SURFACE ELEVATION | OBJECT ELEVATION | CLEARANCE (+) VIOLATION (-) |
|--------|------------------|---------------------------|-------------------|------------------|-----------------------------|
| 18BF | IL ROUTE 47 @ LT | 2542 | 648 | 582+15=597 | +51 |
| 36BF | IL ROUTE 47 @ RT | 2579 | 629 | 557+15=572 | +57 |

1. LT-LEFT EDGE OF SURFACE, CL-RUNWAY CENTERLINE, RT-RIGHT EDGE OF SURFACE.
2. 15' CLEARANCE NEEDED FOR PUBLIC ROADWAY.

- OBSTRUCTION NOTES**
1. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
 2. NO OFZ OBJECT PENETRATIONS.
 3. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS CONSIDERED AS 15' OBJECTS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
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 5. OBJECTS TO BE REMOVED AS NECESSARY TO ACCOMMODATE AIRFIELD DEVELOPMENT AND OPERATION.
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 7. FUTURE OBJECTS TO BE SITED AND MITIGATED UNDER FUTURE PROJECTS.

- GENERAL NOTES**
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 3. ELEVATIONS AND DISTANCES FROM MAPPING, IN FEET, APPROXIMATE.
 4. AERIAL MAPPING AND PHOTOGRAPHY BY C-SQUARED LLC, 2/09.
 5. FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
 6. CURRENT AND FUTURE AIRPORT PROPERTY TO BE FENCED AS PART OF FUTURE PROJECTS. FUTURE FENCING OMITTED FOR CLARITY.



| EXISTING | LEGEND | FUTURE |
|----------|--|--------|
| --- | AIRPORT PROPERTY LINE | --- |
| --- | PAVEMENT | --- |
| --- | BUILDINGS | --- |
| --- | AVIGATION EASEMENT | --- |
| --- | AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS) | --- |
| --- | PRECISION APPROACH PATH INDICATOR (PAPI) | --- |
| --- | ROTATING BEACON | --- |
| --- | RUNWAY END IDENTIFIER LIGHTS (REIL) | --- |
| --- | OMNI-DIRECTIONAL APPROACH LIGHTS (ODALS) | --- |
| --- | WIND CONE | --- |
| --- | AIRPORT REFERENCE POINT (ARP) | --- |
| --- | BUILDING RESTRICTION LINE (BRL) 35' BUILDING | --- |
| --- | BUILDING RESTRICTION LINE (BRL) 20' BUILDING | --- |
| --- | FAR PART 77 SURFACE | --- |
| --- | OBJECT FREE AREA (OFA) | --- |
| --- | OBSTACLE FREE ZONE (OFZ) | --- |
| --- | RUNWAY PROTECTION ZONE (RPZ) | --- |
| --- | RUNWAY/TAXIWAY SAFETY AREA (RSA) | --- |
| --- | RUNWAY VISIBILITY ZONE (RVZ) | --- |
| --- | APPENDIX 2 APPROACH SURFACE | --- |
| --- | ITEMS TO BE REMOVED | --- |
| --- | RELOCATED ROAD | --- |
| --- | 12' AIRPORT FENCE | --- |
| --- | DRAINAGE INDICATOR | --- |

| DATE | REVISION |
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MORRIS MUNICIPAL AIRPORT-WASHBURN FIELD
MORRIS, GRUNDY COUNTY, ILLINOIS
AIRPORT LAYOUT PLAN

| | |
|----------------|--------------|
| HANSON PROJECT | 07A0149 |
| DATE | 9/23/09 |
| SCALE | 1" = 500' |
| LAYOUT | JLB 10/28/09 |
| DRAWN | JLB 10/28/09 |
| REVIEWED | TSH 11/30/09 |

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Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-1628
Telephone 815/434-6131

FILE COPY

June 6, 2012

Ms. Amy Hanson, Environmental Protection Specialist
Federal Aviation Administration
Great Lakes Region-Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

FAP 326 (IL 47)
Section (109,110)R,R-1,110BR&BR-1
Grundy & Kendall County
Job No. P-93-029-12
Contract No. 66B83 & 66B84
File No. 1453-111

Dear Ms. Hanson:

In continuance of our April 17, 2012 letter to coordinate the above referenced project involving concurrent use of Morris Municipal Airport property, you are invited to attend the June 26, 2012 public hearing. A copy of the hearing notice is enclosed.

The project's Environmental Assessment is available for review and comment on the Department's website at:

<http://www.dot.il.gov/desenv/env.html>

Comments regarding the EA must be submitted in writing no later than July 6, 2012.

If you have any questions, please contact Mr. Ted Fultz, Location & Environmental Studies Engineer, at 815-434-8469.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

A handwritten signature in black ink that reads "Dave Broviak" followed by a stylized flourish.

By: Dave Broviak, P.E.
District Studies & Plans Engineer

TF:lwt/6-6-12 Federal Aviation Letter

cc: Terrence L. Schaddel – IDOT Division of Aeronautics

NOTICE
PUBLIC HEARING AND ENVIRONMENTAL ASSESSMENT AVAILABILITY
Reconstructing Illinois Route 47
(South of Granville Road in Morris to Caton Farm Road)

TUESDAY
JUNE 26, 2012
4 PM TO 7 PM

AT THE SARATOGA ELEMENTARY SCHOOL
4040 NORTH DIVISION STREET (IL 47)
MORRIS, IL 60450

(NO FORMAL PRESENTATION)

The Illinois Department of Transportation (IDOT), District 3 office, will conduct a public hearing regarding the preliminary engineering study and Environmental Assessment for the proposed reconstruction of approximately 11.5 miles of Illinois Route 47 (IL 47) from south of Granville Road in Morris to Caton Farm Road. The purpose of the hearing is to present proposed project information and potential impacts for public comment.

The proposed action includes IL 47 reconstruction to provide two lanes in each direction with a center median, generally following the existing alignment; bridge reconstruction over Valley Run and Saratoga Creek; and intersection improvements with traffic signal installations. Noise abatement measures are being investigated for potential installation and the viewpoints of benefited receptors will be solicited. Wetlands and an Illinois Natural Area Inventory site will be impacted, as well as conversion of agricultural lands to roadway use and concurrent use of airport property. Additional right-of-way and easements will be required throughout the project. Right-of-Way acquisition and relocation assistance information will be available.

The public hearing will be conducted in an open house format with no formal presentation. Exhibits, maps, plans, and the Environmental Assessment will be available for public review. IDOT personnel will be present to provide information, answer questions, and receive comments. All interested persons are invited to attend and participate.

Comments regarding the Environmental Assessment (EA) shall be submitted in writing no later than July 6, 2012 to either of the addresses listed below. The EA is available for public inspection on the IDOT website and at the following locations:

Illinois Department of Transportation
Region 2/District 3
700 East Norris Drive
Ottawa, IL 61350

Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Persons with a disability planning to attend this meeting should contact Ted Fultz by June 20th to advise of planned attendance. The contact may be by telephone (815) 434-8469, in writing to the above IDOT District 3 address, by fax (815) 434-8553 or by telecommunications device for the deaf (TTY 800-526-0844, voice users 800-526-0857). If special accommodations are needed, the contact person should be informed at the time of contact. The meeting room is accessible to persons with a disability.

FHWA/IDOT COORDINATION MEETINGS

DISTRICT 3 COORDINATION MEETING AGENDA

JUNE 12, 2012

| <u>Topic</u> | <u>Route/Location</u> | <u>Improvement</u> | <u>Discussion</u> | <u>D3 #</u> |
|--------------|--|-----------------------------|-----------------------------------|---------------|
| 1/TF | IL 47 South of Granville Road in Morris to Caton Farm Road | Reconstruction Add Lanes | EA Issues Design Exception | 4042/ 4046 |
| 2/DL | IL 89 SN 078-0006 Over IL River South of Spring Valley | Replace Structure | Project Scope | 1366 |
| 3/RL | US 30 SN 019-0031 Over Somonauk Creek 1.4 Miles East of IL 23 | Replace Structure | Project Scope | 2658 |
| 4/DA | US 34 East of Eldamain Road to Center Parkway | Reconstruction Add Lanes | Project Limits | 975 |
| 5/DL | IL 71 West of Il 47 to Southwest of Orchard Road | Reconstruction Add Lanes | Design Exception | 1239 |
| 6/SD | IL 64 County Line Road Intersection | Improve Intersection | Project Scope Design Exception | 2820 |
| 7/DA | I-57 IL 17 Interchange in Kankakee | Reconstruct Interchange | Project Update | 838 |

COORDINATION MEETING

JUNE 12, 2012

DISTRICT 3 - OTTAWA

| Name | Organization | Title |
|-------------------|------------------|---|
| Jim Allen | FHWA | Field Engineer |
| Jan Piland | FHWA | Environmental Engineer |
| Dan Mestelle | IDOT, District 3 | Program Development Engineer |
| Steve Andrews | IDOT, District 3 | Land Acquisition Engineer |
| Dave Broviak | IDOT, District 3 | Studies & Plans Engineer |
| Ted Fultz | IDOT, District 3 | Location & Environmental Studies Engineer |
| Greg Lee | IDOT, District 3 | Geometrics Engineer |
| Dave Alexander | IDOT, District 3 | Unit Chief |
| Duane Lukkari | IDOT, District 3 | Unit Chief |
| Ryan Lindenmier | IDOT, District 3 | Studies Plans – Phase I |
| Craig Reed | IDOT, District 3 | Project Engineer |
| Joe Kannel | IDOT, District 3 | Project Engineer |
| Steve Ferguson | IDOT, District 3 | Bridge & Hydraulics Engineer |
| Karen Pillion | IDOT, District 3 | Studies & Plans Unit Member |
| Roger Rynke | IDOT, District 3 | Environmental Unit |
| Lorna Lehr | IDOT, District 3 | Studies & Plans Unit Member |
| Sherryl Malanao | IDOT, District 3 | Programming Technician |
| Shaun Dondelinger | IDOT, District 3 | Geometrics Section |
| Lou Paukovitz | IDOT, District 3 | Urban Planner |
| Elizabeth Jensen | IDOT, District 3 | Studies & Plans Unit Member |
| Emily Jensen | IDOT, District 3 | Studies & Plans Unit Member |
| Jacob Oyier | IDOT, District 3 | Studies & Plans Unit Member |
| Tim Craven | IDOT, BBS | |
| Mike Brand | IDOT, BDE | Policy & Procedures |
| Walt Zyznieuski | IDOT, BDE | Project Coord. Unit Manager |
| Paul Niedernhofer | IDOT, BDE | Area Field Engineer |
| Richard Ray | Huff & Huff | Sr. Transportation Planner |
| Grace Dysico | TranSystems | Environmental Lead |
| Mike Beening | TranSystems | Transportation Engineer |
| Chris Bonus | TranSystems | Project Manager |

- Draft Environmental Impact Statement (DEIS) - Approved 11/3/2006
- Noise Analysis Report – December 2007
- Final Environmental Impact Statement (FEIS) – Approved February 2008
- IL 47 Access Evaluation Technical Memo - August 2008
- Record of Decision (ROD) - Approved 09/19/2008.
- Design Report - Approved 01/19/2011.

GENERAL DESCRIPTION OF PROPOSED IMPROVEMENT - The project consists of developing two separate contract plans, special provisions and estimates (PS&E's) for contracts 66B83 and 66B84 in accordance with the approved Record of Decision on September 19, 2008, approved Design Report of January 19, 2011, and preliminary plans.

The existing IL 47 two lane pavement will be completely reconstructed with two 12' lanes in each direction along with a 32' raised median and 12' outside shoulders. The 12' outside shoulders are to be constructed as pavement in order to accommodate future roadway expansion. Southern portions of the reconstructed pavement will have curb and gutter with storm sewer.

Contract 66B83: The southern portion of this project lies within the corporate boundaries of the city of Morris. B-6.24 curb and gutter will be constructed on the inside median and outside shoulder from the beginning of the project to 6185+00 (Valley Run Creek). The remainder of the project to the north will have M-4.24 curb and gutter along the inside median and a rural outside 12' shoulder.

The IL 47 widening south of Granville Road will be shifted to the east to minimize right-of way; impacts to the Saratoga Middle School located directly across from Granville Road.

Saratoga School has indicated that the current student school bus drop off and associated traffic circulation around the school is proposed to be modified to increase student safety during bus boarding. These revisions are depicted on the approved intersection design study and preliminary plan sheets. Traffic signals will not be installed at Granville Road until warrants are met.

The IL 47 widening beyond Granville Road is generally symmetrical and continues north crossing Prologis Parkway which is a relatively new signalized intersection with left turn channelization on IL 47 and Prologis Parkway.

Continuing to the north, left turn lanes will be provided at the north and south entrances to the Grundy County Fairgrounds. The middle entrance will be right-in/right-out only. Just beyond Nelson Road, the IL 47 alignment will be shifted to the west to avoid right-of-way impacts to the Morris Airport in addition to avoiding any land acquisition from the property south of the airport which has been identified as a CERCLIS site.

This section does not contain partial access control; however access management to adjoining properties is a component of the IL 47 project since a barrier median is proposed south of Valley Run Creek. Median breaks will be provided at existing intersections and exclusive left-turn lanes from IL 47 to all side roads are proposed.

Side road warrants at non-signalized intersections for left and right turn lanes were evaluated using 2030 traffic data. Two intersections, Minooka Road and Sherrill Road, met right turn lane warrants each on the east approach, left turn lanes warrants were not met at any non-signalized intersections.

Contract 66B84: The proposed pavement will consist of two 12' lanes in each direction. The proposed 32' median will have M-4.24 curb and gutter on the inside. The outside 12' shoulders will have a rural typical with open ditches. Median inlets will convey drainage to outside ditches. New traffic signals with proposed combination lighting are proposed at the intersection of IL 47 and US 52.

Wetlands: There are two jurisdictional wetlands located within the project limits. One is wetland site #69 at Valley Run Creek just north of Airport Road, and the second is wetland site #67 at West Aux Sable Creek just south of US 52. Wetland bank credits may be required for these two locations.

In-Stream Work: An environmental commitment was made that no in-stream work would occur at the Valley Run and West Aux Sable structures between March 1st through May 31st, to protect state-listed fish species including River Redhorse and Greater Redhorse during construction, which is the spawning period for these fish. Also, construction methods will maintain fish passage in at least 50 percent of the river. Construction methods would minimize the placement of temporary fill into the river for haul roads or equipment access.

One year in advance of construction in the area of Valley Run, the stream will be resurveyed for the presence of the state threatened Slippershell Mussel. The survey will confirm the presence of the Slippershell Mussel or other protected species. If the mussel is present, IDOT will apply for an Incidental Take Permit with a recommendation to relocate the mussels to another suitable site.

Biological & Cultural: The department will submit new ESR addendums for all areas outside the environmental survey request limits and obtain environmental clearances.

Noise Mitigation: Saratoga School was eligible for noise mitigation (noise wall) per the noise study. The school is interested in alternative treatments, possibly including in-building and window treatments due to their concerns about noise wall impacts to parking and access. **The district wishes to discuss the feasibility of participating in alternative noise abatement treatments as previously discussed with the FHWA.**

Morris Airport: The IL 47 alignment was shifted away from the airport property to avoid any additional right of way from the Morris Airport. The department has committed to FAA and Morris Airport to not acquire any additional right of way due to future plans to expand airport runways adjacent to IL 47.

Saratoga Cemetery: The alignment was shifted to avoid potential impacts to Saratoga Cemetery.

Historic Home: One home listed as eligible for the National Register of Historic Places is located at station 6400+50 RT. A commitment was made that the proposed right of way would be 30' minimum distance from the structure. Effort will be made to limit taking of trees associated with the historic structure.

Grace Lutheran Church: A commitment was made to avoid the church building at Station 6153+00 LT. Commitment letter dated September 13, 2006 to church indicates offset from back of proposed curb and gutter to front of church is approximately 10 feet.

CERCLIS Site: There is one CERCLIS site (former Crop-Mate) located within the project limits at station near 6125+00 RT. The alignment was shifted to avoid the CERCLIS site and should be avoided.

Displacements: There are eight homes identified to be removed as part of the project. Asbestos and special waste quantities will be determined pending land acquisition.

Tree Mitigation: The department has mitigated tree removal with two tree planting contracts (one in Kendall County and one in Kane County). These contracts were let in 2010 and 2011 and are currently ongoing.

Operational Independence: To be discussed.

Mr. Jim Allen, FHWA, discussed three issues related to proceeding with Phase II engineering on this project:

1. **Earmark funding eligibility: FHWA Illinois Division requested to FHWA HQ this week to change**

the interpretation of the NCIP Project 10 earmark of SAFETEA-LU to allow use on IL 47 as an I-80 to I-88 connector as per IDOT's request. Previous discussion years ago with FHWA HQ were interpreted for the earmark to be used on the new proposed Prairie Parkway alignment only. The original Operational Independent Section analysis and financial plan anticipated constructing the new alignment sections first, so that previous interpretation was a mute point until IDOT decided to construct the IL 47 portion first. Once FHWA HQ responds, FHWA Illinois Division will provide more specific guidance to IDOT on options to proceed.

2. **NEPA Document:** Once item #1 is addressed, more specific guidance will be provided. However, it is anticipated that IDOT may have a couple of options to proceed with this new sequence of Phase II engineering and construction. The ROD could be re-evaluated with updated analysis provided to justify the Operationally Independent Sections, construction sequence, finance plan, fiscal constraints, and conformity. It was understood by FHWA that the recent TIP addition and conformity analysis conducted by CMAP were for the IL 47 widening only. Long Range Transportation Plan accommodation and fiscal constraint of the other remaining ROD segments needs clarified. Another option may be to consider the IL 47 widening as its own stand-alone environmental document.
3. **Major Project Requirements:** Projects that exceed \$500 million qualify as major projects and must meet further requirements such as more detailed financial plans and project management plans. Specific areas that need to be addressed will be part of the specific guidance provided after item #1 is addressed.

SCOPE OF DISCUSSION – February 9, 2012

1. Project Limits and Scope. Ted Fultz, District 3, discussed the project limits and reviewed the December 8, 2011 coordination meeting minutes with a focus on the project limits, other projects along IL 47, and project background and status.
2. Schedule: Expedited Schedule "Every Day Counts"
 - September 19, 2008 – Prairie Parkway & IL 47 Record of Decision
 - January 19, 2011 – Design Report Approval
 - December 21, 2011 – PESA Addendum Submitted
 - January 25, 2012 – Phase 2 Consultant Selection (6 Month Schedule)
 - January 26, 2012 – FHWA Letter identifying IL 47 as Eligible for SAFETEA-LU Funding
 - May 10, 2013 - Contract Plan Submittal to BDE
 - August 2, 2013 – Construction Letting
3. Design Report.
 - a. Addend the approved report as appropriate to reflect major IL 47 design revisions. **The FHWA will consider this and will respond by February 13, 2012, if they concur. Janis Piland, FHWA, noted that the final design approval cannot be given before NEPA approval.**

On February 10, 2012, Mr. Jim Allen, FHWA, requested that the following be added to agenda item 3a: FHWA desires a "stand alone" design report for this IL 47 project. Rather than an addendum to the Prairie Parkway project design report, and to be consistent with our letter of 1/26/2012; please utilize the environmental and preliminary design work completed as part of Prairie Parkway, but prepare an IL 47 design report as a stand-alone document. This will be consistent with the other items discussed in the meeting that show this project is clearly not the same as the Prairie Parkway, i.e. Purpose and Need, ESR, etc.
 - b. No change to traffic projections, 2030 design year, or approved IDS's. **There was consensus to accept the 2030 roadway design. Walt Zyznieuski, BDE, suggested that CMAP 2040 projections**

should be used for the noise analysis and COSIM analysis if higher than the 2030 projections. Ted Fultz noted that 2040 conformity had been approved on December 9, 2011. Noise and COSIM will be re-analyzed.

4. Environmental Processing.

a. CE 2 vs. Template EA.

- Impacts and sensitive areas already identified and intensive public involvement completed.
- Review sensitive areas and commitment discussed during 12/8/2011 coordination meeting. **Ted Fultz discussed how these items have been addressed in plan preparation.**

Jim Allen and Janis Piland explained that the FHWA considers an EA to be the appropriate method for meeting and documenting NEPA requirements for this project and would be more defensible if challenged. This is primarily based on their consideration of the potential controversy (due to possible association with Prairie Parkway) and their opinion that the effort required to prepare either CE 2 or EA documentation is equivalent. Barbara Stevens, BDE, also recommends that this project be processed as a templated EA.

Due to the typically long and iterative review times, District 3 considers the EA process to be impractical for this project, which has had extensive public involvement, requires land acquisition, and is on an expedited letting schedule. Janis Piland responded that the EA process could be tailored to significantly compress the EA schedule to meet this letting schedule.

b. FHWA 1/26/2012 Letter EA Points.

- "Utilizing the environmental work completed as part of the Prairie Parkway EIS, prepare an EA for the IL 47 work as a standalone project."
- Update environmental impacts evaluation. **The following items were identified for update, evaluation, or re-evaluation:**
 - 2010 Census Info
 - COSIM for Existing 2012 Traffic Using the Higher of 2030 or 2040 Traffic
 - Water Quality Update to 2010
 - Wetland Impact Evaluations
 - Agriculture Impacts
 - Flood Plain Impacts; Check for Updated Mapping
 - Noise Report must be completed before draft EA review.
 - The new PESA is in process. Barbara Stevens noted PESA turnaround is normally six months. Janis Piland noted that the EA cannot be approved until the new PESA is completed, but FHWA will review the draft EA in advance of the new PESA.
- Accounting for changes in the planning horizon for the CMAP from 2030-2040. **Jim Allen, FHWA, confirmed that the conformity approval has met this requirement.**
- Re-analyze noise impacts based on revised noise policy.
 - School noise mitigation options. **To be determined with new noise analysis.**
- Major project requirements. NA based on initial cost estimate. **Jim Allen, FHWA, confirmed.**

- IL 47 included in CMAP Long Range Plan. The planning requirements for IL 47 as an independent project have been satisfied. **Jim Allen, FHWA, confirmed.**
- Phase I activity costs are eligible for reimbursement from earmarked NCIIP funds. **Jim Allen noted that the district should check if the increased engineering effort would require an increase in authority for the CMAP TIP and take appropriate action.**

c. **Template EA**

- **Approved template version. BDE has made minor revisions to the template and expects to post final version next week.**
- **Minimum Requirements.**
 - **Purpose & Need. Janis Piland noted that this project requires a P&N statement and that it needs to be well supported and stand on its own, independent of the Prairie Parkway P&N. Jim Allen suggested that the district review the P&N statement which was developed for the similar IL 47 add-lanes study north of Yorkville.**
 - **Using and documenting previously completed environmental work. A stream survey is scheduled for this summer (July-August). This will not delay the EA.**
 - **Public involvement. Offer of public hearing. Local support. Janis Piland and Barbara Stevens confirmed that a public hearing is not an EA requirement. Due to extensive previous public involvement and the expedited schedule, Eric Therkildsen, Regional Engineer, proposed that a public hearing is not required for this project and that the EA comment availability notification would be sufficient. Additionally, he requested per 23 CFR 771.119 (f) that the FHWA approve reducing the comment availability time to 14 days for this good cause. Janis Piland tentatively agreed with this concept, but will research further and provide a decision to the district. Paul Niedernhofer, BDE, suggested that the district consider posting project information on a web page.**

On February 10, 2012, Mr. Jim Allen, FHWA, requested that the following be added to agenda item 4c: Regarding the public involvement and Activities #16-18 on the EA Time Frame Agreement, FHWA desires a public hearing to be held and an allocation of 30 days for these three activities to occur (make EA available to public, hold public hearing, public availability period ends). FHWA position is that holding the public hearing and utilizing the 30 days is consistent with BDE Manual 19-1.03 and 23 CFR 771.119. FHWA also believes this is a prudent risk management measure to ensure the overall time frame is minimized as only utilizing public notice may still require a need for a public hearing depending upon response to the notification and mitigates any risk to a challenge of inadequate public involvement.

- **Processing and Timeline. See attached draft EA timeline developed from meeting input. Barbara Stevens stated that any required legal reviews would be concurrent with BDE reviews.**

5. Other Issues.

- a. **FHWA Oversight. Jim Allen, FHWA, declared this project to be full oversight with 65 percent and pre-final plan reviews.**

- b. Value Engineering Study. **Jim Allen, FHWA, wishes to be included in VE study.**
- c. Not a Significant Route. **The December 8, 2011 minutes will be revised to identify this as an “approaching significant” route.**
- d. Transitional Speed Limit. **Scott Stitt, BDE, stated that speed limits are normally determined through a speed study.**
- e. Phase II Plan Preparation. **IDOT selected a PE 2 consultant on January 25, 2012. Jim Allen, FHWA, noted that FHWA was open to IDOT proceeding with PE 2 with state funding, but that federal funding requires FONSI approval. Janis Piland, FHWA, stated that there were no options for proceeding with federally funded PE 2 without a FONSI.**
- f. Land Acquisition. **Steve Andrews, District 3, stated that no hardship land acquisitions had occurred. Eric Therkildsen asked if the district can acquire right of way based on the ROD or at least perform appraisals prior to EA approval due to land acquisition being a critical path item. Jim Allen responded that the district should request this in writing for FHWA consideration.**
- g. Job Number. **Walt Zyznieuski suggested that a new P job number be assigned to this project so that it could be managed more efficiently and separated from the Prairie Parkway. (Following the meeting, the district assigned a job number, P-93-029-12, to this project.)**

SCOPE OF DISCUSSION – April 12, 2012

- 1. Project Limits and Scope. No change.
- 2. Schedule: See attached revised timeline.
- 3. Design Report.
 - a. Format. A stand-alone IL 47 abbreviated project report is being prepared.
 - b. Traffic Projections. After reviewing the 2030 design year projections and the recent CMAP 2040 projections, the higher 2030 projections will be used, as previously discussed.
 - c. Design Exceptions. See attached design exception forms and Explanation of Exceptions Section.
 - d. Ped/Bike Accommodations – **Coordination and local agency resolutions completed.**
- 4. Environmental Processing. (Template EA with a Public Hearing)
 - a. Template EA – **No changes in format.**
 - b. P&N finalized April 2, 2012.
 - c. Alternatives. Per coordination with Jim Allen, FHWA, only two (Build & No-Build).
 - d. Noise Study. BDE has reviewed the draft noise study. **The district can send noise letters and noise contour drawings to local government officials.**

The consultants and the district are reviewing the feasible construction options at the school. Safety is a primary consideration as well as the school’s desire to maintain existing parking, entrances, and circulation lanes.

Walt Zyznieuski, BDE, and Jan Piland, FHWA, want to review the next noise report submittal prior to district meeting with Saratoga School to discuss noise abatement.

- e. COSIM - Pass
 - f. PESA – District preparing PESA response.
 - g. Agricultural Impacts – Consultant is preparing documentation to submit to IDOA.
 - h. Flood Plain Impacts – No significant impacts.
 - i. Wetland Impact Evaluations – District is awaiting refresh. Delineations scheduled April 24/25. **The Wetland Technical Report to be submitted between draft and final EA submission.**
 - j. Stream Survey. Mussel survey scheduled for summer (July-August 2012) – This will be listed as a commitment.
 - k. Public Hearing – Reviews and approvals are critical to maintaining the schedule and publish EA availability and public hearing notices.
5. Other Issues.
- a. Airport Coordination – BDE and FHWA recommended inviting the FAA to be a cooperating agency, which would involve sending them a copy of the EA and inviting them to the public hearing.
 - b. Value Engineering Study – The VE Study has been sent to FHWA for comment. The district wants to finalize 4/20/12. (On 4/17/2012, Mr. Jim Allen, FHWA, concurred with the V.E. study.)
 - c. Phase II Plan Preparation – The district is preparing a start-up agreement primarily to start TS&Ls. Paul Niedernhofer, BDE, noted that the draft project report must be submitted prior to start-up agreement.
 - d. FHWA Oversight – No Issues

SCOPE OF DISCUSSION – June 12, 2012

1. Project Limits & Scope. A Value Engineering (VE) Study was completed. The recommendation to change the shoulder design was approved for this project. The shoulders will be designed with an appropriate thickness for shoulders instead of as pavement. Shoulders in the urban typical section will continue to be paved 12' wide. Shoulders in the rural typical section will be 8' paved and 4' earth.

Following the meeting, Craig Reed, Project Engineer, noted that Phase II design intends to modify the 4' earth shoulder to 2' aggregate and 2' earth for safety, maintenance, and staging.
2. Schedule. See attached revised schedule.
3. Design Report.
 - a. Draft Report Review. Paul Niedernhofer, BDE, reviewed the draft abbreviated project report and found it to be acceptable for Phase II risk management. BDE and FHWA had no other comments.
 - b. Design Exceptions. See attached design exception form for revised shoulder design.
4. Environmental Processing.
 - a. Noise Study. The noise study has been completed. Letters and noise contour drawings were sent to local government officials. The district met with the Saratoga School to obtain their viewpoint on proposed noise wall. **The school board meets on June 18, 2012.**
 - b. EA Approval Status – **The revised timeline was reviewed.**
 - c. Public Hearing – **Scheduled for June 26, 2012 at Saratoga School.**
 - d. FONSI – **BDE has no new FONSI or Errata format requirements.**

5. Other Issues.

- a. Airport Coordination. The FAA was invited to be a cooperating agency. They **were** invited to the public hearing **and notified of EA availability for comment on the IDOT website**. Coordination for permanent and temporary easements under concurrent use will continue as part of the land acquisition process.
- b. Phase II Plan Preparation. The district is proceeding with PE II under risk management.
- c. **Financial Plan – Mr. Jim Allen, FHWA, noted that projects over \$100 million require a financial plan. This is not required for EA FONSI.**

TRAFFIC CONTROL - April 12, 2012

Due to elevation differences between the existing and proposed pavements, it will be necessary during construction to temporarily close some legs of intersecting crossroads. To maintain area access, no two adjacent crossroads will be closed at any given time. This has been coordinated with local officials and service providers.

TRAFFIC CONTROL – December 8, 2011 and February 9, 2012

Due to the roadway classification and traffic volume, traffic will be maintained on the existing facility with stage construction utilizing the existing pavement and shoulders. IL 47 is designated as ~~a significant (Red)~~ an approaching significant (Yellow) route based on Safety 3-07 Memorandum.

REVIEW OF CRASH DATA - April 12, 2012

During the five year period (2007-2011) 97 crashes were reported in the study area with one fatal crash and 31 injury related crashes (7-Type A, 18-Type B, & 6-Type C) resulting in 46 injuries. The 31 injury related crashes account for 32 percent of all crashes. There are no "Five Percent Report" (FPR) locations within the project limits. The most common crash types were Fixed Object Off Road (17.5 percent), Rear End (15.5 percent), Turning (15.5 percent), Angle (14.4 percent) and Overturned Off Road (8.2 percent).

EXPLANATION OF EXCEPTIONS - April 12, 2012

- Minimum Grade Considering Drainage – Approved 6/10/2010
- Vertical Alignment (Minimum Vertical Curve Length) – Approved 6/10/2010
- Intersection Profiles (Plattville Road) – Approved 6/10/2010
- Turn Lane Lengths (Storage at Granville Road) – Approved 6/10/2010
- Median Width (IL 47 Suburban Section) – Approved 9/21/2010
- Median Width, CC&G Type, and Thru Lane Cross Slope (IL 47 Rural Section) – Approved 9/21/2010

The district requests concurrence that the previously approved IL 47 design exceptions are still valid. **Paul Niedernhofer, BDE, and Mike Staggs, FHWA, concurred with the previously approved design exceptions.**

EXPLANATION OF EXCEPTIONS – June 12, 2012

See the approved design exception form for revising the shoulder design per the value engineering study.

ENVIRONMENTAL ACTIONS DESIRED - This project will be processed as an EA.

- ~~DEIS Approved 11/3/2006~~
- ~~FEIS Approved 2/15/2008~~
- ~~ROD Issued 9/19/2008~~

EA Approved by FHWA 6/4/12

**NATIONWIDE 404 PERMITS
ENVIRONMENTAL SURVEY REQUEST**

To be completed in Phase 2.

Submitted 2/21/12
Cultural Clearance
SHPO Clearance 5/10/12
Biological Clearance 5/17/12
Wetland Impact Evaluation Submitted 5/17/12
Approved 5/18/12
T&E Clearance 3/1/12
COSIM Analysis Pass - 3/26/2012
IDOA Coordination (AD1006) – 5/17/12

SPECIAL WASTE ASSESSMENT

Submitted 2/21/2012
PESA Review 3/30/2012
PESA Response 4/25/12
Work Order will be submitted.

PESA: Per the approved design report, portions of the project going to letting will need to be re-evaluated as a new PESA and potentially a PSI report. Therefore, a new PESA has been completed for this IL 47 improvement due to the three year limitation on PESAs and the five year limit on PSIs.

ADDITIONAL RIGHT OF WAY CLEARED – 68 Parcels – 164.7 Acres ROW; 1.7 Acres Permanent Easement, 3.0 Acres Temporary Easement

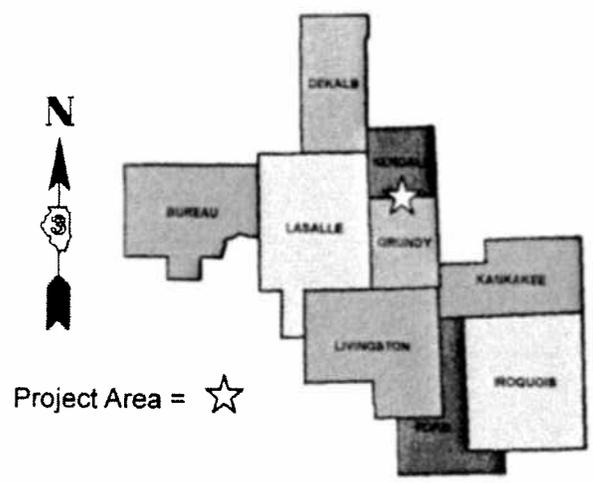
AGENCIES FROM WHICH FURTHER COORDINATION IS REQUIRED

City of Morris, Saratoga School District, Grundy County, Kendall County, IDOA, IDOT – Division of Aeronautics, and FAA.

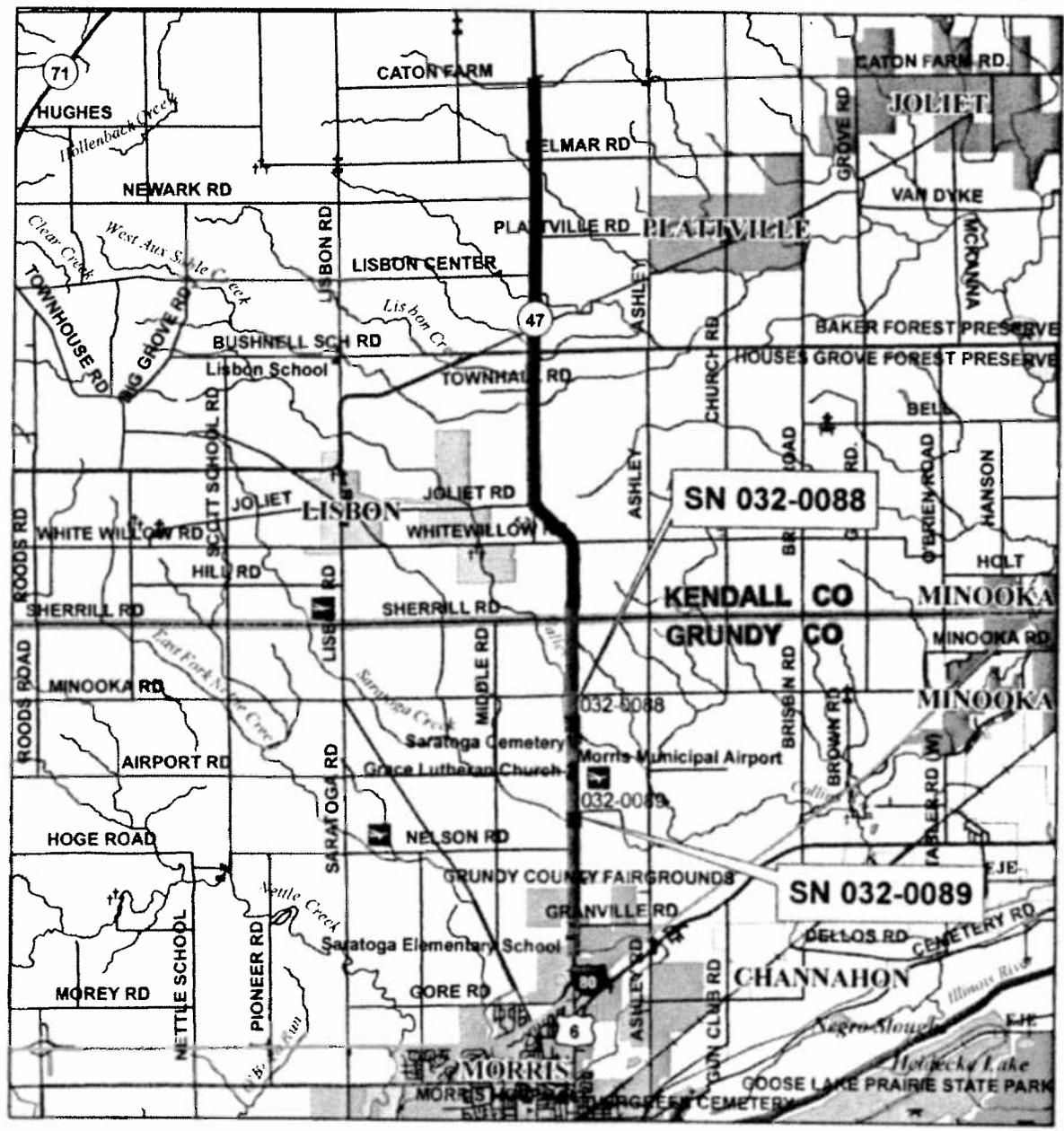
ATTACHMENTS LOCATION MAP ATTACHED

Project Location Map

FAP Route 326 (IL 47)
 Section (109,110)R, R1, 110BR & BR-1
 Grundy and Kendall Counties
 Reconstruction: 2 Lanes each direction w/turn lanes;
 Bridge Replacements (SN 032-0088 & 0089)
 IL 47 3000 ft N of I-80 at Morris to Sherrill Rd (66B83)
 IL 47 from Sherrill Rd to Caton Farm Rd (66B84)
 Phase 1 Job No: P-93-029-12
 Phase 2 Job No: D-93-026-12
 Contract No. 66B83 and 66B84



Project Area = ☆



D3# 4042 & 4046

Contract No: 66B83
 Contract No: 66B84



| | | |
|--|--|--|
| Route: FAP 326 | Street: | Marked: IL 47 |
| Contract #: 66B83 & 66B84 | State Job #: P-93-029-12 | Section: (109, 110)R, R-1, 110BR & BR-1 |
| County: Grundy and Kendall Counties | | Municipality: Morris and Unincorporated |
| Local Agency: | | LRS Section #: |
| Permit Applicant: | | Permit #: |
| Project Limits: 1650' South of Granville Road to Caton Farm Road | | |
| Project Length: 11.5 Miles | | FHWA Oversight?: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Estimate of Cost: \$88.15 M Programmed Constr. | | Functional Classification: Other Principal Arterial |
| Design Year: 2030 | Design Traffic: ADT >18,000 DHV ~1,800 | Current Posted Speed: 45 & 55 mph |
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | Structure Numbers: Various |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | |
| Brief Project Description: Reconstruct IL 47 from two to four lanes. | | |

EXCEPTION DOCUMENTATION

| | |
|---|--|
| Level of Exception: Level I <input checked="" type="checkbox"/> Level II <input type="checkbox"/> | |
| Design Element for Which an Exception Is Requested: Item #4 - Shoulder Widths | |
| Design Element Policy Value: 10' paved (SRA BDE Fig 46-4.C) or 10' (8' paved & 2' earth) (Multi-Lane Fig 47-3.C) | |
| Proposed Design Element Value: 12' shoulders (8' paved & 4' earth) with shoulder thickness design | |
| Location(s) of Exception: STA 6185 to STA 6622+92 (Proposed outside shoulder rural typical section locations) | |
| Accident History and Potential of Exception Location(s): See crash summary. The proposed 12' wide shoulder (8' paved & 4' earth) will reduce the paved refuge area for stopped vehicles compared to the 10' wide paved SRA policy shoulder, but provides an overall additional 2' of shoulder width. Additionally, the proposed 12' wide shoulder will be wider than the existing 8' wide shoulder, the Multi-Lane Rural policy 10' (8' paved & 2' earth) and the SRA policy 10' wide shoulder. This has the potential to reduce the probability of off-road crashes by providing extra total shoulder width for errant vehicle recovery. Per the Highway Safety Manual (HSM) paragraph 11.7.2, the safety effects of shoulder widths wider than 8' are unknown, and recommends using a Crash Modification Factor (CMF) of 1.0 in these cases. Additionally, the HSM states that the effects of unpaved shoulders of any width or material are unknown and no CMFs are available. | |
| Cost of Using Policy Value: \$12.31 M (12' paved shoulder cost) | Cost of Using Proposed Exception Value: \$9.49 M |
| Impacts Other Than Cost, of Using Policy Value: None | |
| Proposed Mitigation To Address Exception: Total shoulder width of 12' (8' paved & 4' earth) provides additional recovery area for errant vehicle recovery. | |
| Geometric Compatibility with Adjacent Sections: This is being coordinated with an adjacent IL 47 reconstruction study. | |
| Potential Effects On Other Design Elements: None | |
| Potential Impacts On Mobility or Traffic Operations: The narrower and thinner shoulder provides less utilization capability for traffic control and staging. | |
| Summary of Justification for Exception: See approved value engineering study dated 4/12/2012. The proposed 12' wide shoulder (8' paved & 4' earth) is an economical balance between the SRA policy and the Multi-Lane Rural policy. This portion of IL 47 has not been officially designated as an SRA route but serves as one of the National Highway System links between the SRA designated portions of IL 47 in Yorkville and I-80. | |
| Coordination Meeting Date: 5/2/2012 | |
| Prepared By: Ted Fultz | Date: 5/2/2012 |

APPROVAL/DISAPPROVAL

| | |
|------------------------------|------------------------|
| BDE Approval Date: 5/2/2012 | BDE Disapproval Date: |
| BDE Comments on Disapproval: | |
| DOH Approval Date: | DOH Disapproval Date |
| DOH Comments on Disapproval: | |
| FHWA Approval Date: 5/3/2012 | FHWA Disapproval Date: |



| | | |
|--|--|------------------------------|
| Route: FAP Route 326 | Street: Division Street | Marked: Illinois Route 47 |
| Contract #: | State Job # P-93-007-03 | Section: |
| County: Various | Municipality: Various | |
| Local Agency: N/A | LRS Section #: N/A | |
| Permit Applicant: N/A | Permit #: | |
| Project Limits: Illinois Route 47 from just south of Granville Road heading north to Caton Farm Road. | | |
| Project Length: 11.5 miles | FHWA Oversight?: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Estimate of Cost: \$1 billion (Total Prairie Parkway) | Functional Classification: Other Principal Arterial | |
| Design Year: 2030 | Design Traffic: ADT 19,000 DHV 5,400 | Current Posted Speed: 45 mph |
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers: | |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | |
| Brief Project Description: The reconstruction of Illinois Route 47 and its intersections from just south of Granville Road north to Caton Farm Road. Designed by suburban SRA standards from station 6029+00 to station 6186+00 (Valley Run Creek). Designed using Rural SRA standards from station 6186+00 (Valley Run Creek) to Station 6626+25. | | |

EXCEPTION DOCUMENTATION

| | |
|---|---|
| Level of Exception: Level I <input type="checkbox"/> Level II <input checked="" type="checkbox"/> | |
| Design Element for Which an Exception is Requested: Item 3a - Minimum grades considering drainage | |
| Design Element Policy Value: 0.30% minimum within curb and gutter section. (BDE 33-2.03) | |
| Proposed Design Element Value: 0.15% | |
| Location(s) of Exception: STA 6029+00 to 6032+00 along Illinois Route 47 | |
| Accident History and Potential of Exception Location(s): No increase in potential accidents is anticipated by implementing this design exception. | |
| Cost of Using Policy Value: \$400,000 | Cost of Using Proposed Exception Value: \$170,000 |
| Impacts Other Than Cost, of Using Policy Value: Project limits would be significantly extended and require the profile to be lowered over an existing culvert. | |
| Proposed Mitigation To Address Exception: The drainage system will incorporate additional inlets to provide drainage, and not create any drainage issues at the tie in point. | |
| Geometric Compatibility with Adjacent Sections: Yes | |
| Potential Effects On Other Design Elements: None | |
| Potential Impacts On Mobility or Traffic Operations: No impacts on mobility or traffic operations are anticipated.. | |
| Summary of Justification for Exception: The existing roadway profile at the project limits is 0.15%. In order to match existing, a 0.15% vertical grade is proposed for 300'. | |
| Coordination Meeting Date: 6/10/2010 | |
| Prepared By: David C. Johanson PE SEC Group Inc. An HR Green Company | Date: 6/8/2010 |

APPROVAL/DISAPPROVAL

| | |
|------------------------------|------------------------|
| BDE Approval Date: 6/10/2010 | BDE Disapproval Date: |
| BDE Comments on Disapproval: | |
| DOH Approval Date: | DOH Disapproval Date |
| DOH Comments on Disapproval: | |
| FHWA Approval Date: | FHWA Disapproval Date: |



| | | |
|--|--|------------------------------|
| Route: FAP Route 326 | Street: Division Street | Marked: Illinois Route 47 |
| Contract #: | State Job #: P-93-007-03 | Section: |
| County: Various | Municipality: Various | |
| Local Agency: N/A | LRS Section #: N/A | |
| Permit Applicant: N/A | Permit #: | |
| Project Limits: Illinois Route 47 from just south of Granville Road heading north to Caton Farm Road. | | |
| Project Length: 11.5 miles | FHWA Oversight?: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Estimate of Cost: \$1 billion (Total Prairie Parkway) | Functional Classification: Other Principal Arterial | |
| Design Year: 2030 | Design Traffic: ADT 23,200 | DHV 6,990 |
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | Current Posted Speed: 55 mph |
| Structure Numbers: | | |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | |
| Brief Project Description: The reconstruction of Illinois Route 47 and its intersections from just south of Granville Road north to Caton Farm Road. Designed by suburban SRA standards from station 6029+00 to station 6186+00 (Valley Run Creek). Designed using Rural SRA standards from station 6186+00 (Valley Run Creek) to Station 6626+25. | | |

EXCEPTION DOCUMENTATION

| | |
|---|---|
| Level of Exception: Level I <input type="checkbox"/> Level II <input checked="" type="checkbox"/> | |
| Design Element for Which an Exception is Requested: Item 6d - Intersections - Profiles | |
| Design Element Policy Value: Minimum K=136 for 60 mph design speed (BDE 33-4.02) | |
| Proposed Design Element Value: K value of 66 | |
| Location(s) of Exception: Sag curve at Station 1301+60 on Plattville Road | |
| Accident History and Potential of Exception Location(s): Existing geometry provides limited sight distance. Under the proposed conditions the sight distance is significantly improved. This should reduce accident potential under the proposed condition. | |
| Cost of Using Policy Value: \$454,000 | Cost of Using Proposed Exception Value: \$291,000 |
| Impacts Other Than Cost, of Using Policy Value: Would require deeper excavation and require more right of way. | |
| Proposed Mitigation To Address Exception: Existing lighting will be perpetuated at the intersection reducing the impacts of limited headlight sight distance. Existing stop controlled intersection will be signalized providing a cue visible from beyond the required stopping sight distance which should reduce approaching speed. The proposed sag vertical meets the comfort criteria. The use of larger signal heads will be considered during the development of phase 2 plans. | |
| Geometric Compatibility with Adjacent Sections: Yes | |
| Potential Effects On Other Design Elements: None | |
| Potential Impacts On Mobility or Traffic Operations: No impacts on mobility or traffic operations are anticipated. | |
| Summary of Justification for Exception: The design provides a transition to the proposed Illinois 47 pavement without a break-over. Approximately 3 feet of additional excavation would be required to meet policy. Additional ROW acquisition would also be required to meet policy. The proposed condition offers improved sight distance over the existing profile by flattening an existing crest vertical curve. The proposed sag vertical curve meets the comfort criteria. | |
| Coordination Meeting Date: 6/10/2010 | |
| Prepared By: David C. Johanson PE SEC Group Inc. An HR Green Company | Date: 6/8/2010 |

APPROVAL/DISAPPROVAL

| | |
|------------------------------|------------------------|
| BDE Approval Date: 6/10/2010 | BDE Disapproval Date: |
| BDE Comments on Disapproval: | |
| DOH Approval Date: | DOH Disapproval Date |
| DOH Comments on Disapproval: | |
| FHWA Approval Date: | FHWA Disapproval Date: |



| | | |
|--|--|------------------------------|
| Route: FAP Route 326 | Street: Division Street | Marked: Illinois Route 47 |
| Contract #: | State Job #: P-93-007-03 | Section: |
| County: Various | Municipality: Various | |
| Local Agency: N/A | LRS Section #: N/A | |
| Permit Applicant: N/A | Permit #: | |
| Project Limits: Illinois Route 47 from just south of Granville Road heading north to Caton Farm Road. | | |
| Project Length: 11.5 miles | FHWA Oversight?: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Estimate of Cost: \$1 billion (Total Prairie Parkway) | Functional Classification: Other Principal Arterial | |
| Design Year: 2030 | Design Traffic: ADT 19,000 DHV 5,400 | Current Posted Speed: 55 mph |
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers: | |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | |
| Brief Project Description: The reconstruction of Illinois Route 47 and its intersections from just south of Granville Road north to Caton Farm Road. Designed by suburban SRA standards from station 6029+00 to station 6186+00 (Valley Run Creek). Designed using Rural SRA standards from station 6186+00 (Valley Run Creek) to Station 6626+25. | | |

EXCEPTION DOCUMENTATION

| | |
|---|--|
| Level of Exception: Level I <input type="checkbox"/> Level II <input checked="" type="checkbox"/> | |
| Design Element for Which an Exception Is Requested: Item 6i - Turn Lane lengths (Storage) | |
| Design Element Policy Value: 583 ft (D-Distance) BDE 36-3.02(b)-3 | |
| Proposed Design Element Value: 180 ft | |
| Location(s) of Exception: West bound left-turn lane on Granville Road | |
| Accident History and Potential of Exception Location(s): The existing condition has no significant accident history, and provides no channelization at the existing stop controlled intersection with IL-47, however the proposed commercial entrance has not been constructed. The proposed signalized condition provides adequate distance in the storage plus taper for deceleration distance required for turn lanes based on BDE figure 36-31. There is a potential for blockage of the access road by queuing left turn vehicles blocking the access drive. When the commercial drive is constructed, both the existing and proposed roadway configuration will have the potential for rear-end accidents. Accident potential should be reduced over the existing condition due to the proposed channelization at the intersection. | |
| Cost of Using Policy Value: \$138,600 | Cost of Using Proposed Exception Value: \$58,000 |
| Impacts Other Than Cost, of Using Policy Value: Using policy the proposed access point would be shifted over 400 feet further east and impact a previously approved subdivision. | |
| Proposed Mitigation To Address Exception: "Do not block intersection" signs will be placed to mitigate the potential blockage by the PM left turn queue. Advance warning signage for the traffic signal will warn traffic of potential stoppage at the intersection. | |
| Geometric Compatibility with Adjacent Sections: Yes | |
| Potential Effects On Other Design Elements: None | |
| Potential Impacts On Mobility or Traffic Operations: Impacts to the Level of Service may be experienced (this would occur mainly in the PM peak). Vehicles exiting the commercial drive may be impeded from making left turns due to queues blocking the intersection. Westbound thru and right turn traffic on Granville may be impeded if the left turn lane queue extends past the available storage. | |
| Summary of Justification for Exception: A previously approved access for a planned development drive would be impacted. The geometric constraints between this access point and the proposed Illinois 47 intersection will not geometrically allow for 400 additional feet of storage length required by policy. The proposed access point allows for sufficient deceleration distance for the left turn lane based on BDE figure 36-61. | |
| Coordination Meeting Date: 6/10/2010 | |
| Prepared By: David C. Johanson PE SEC Group Inc. An HR Green Company | Date: 6/8/2010 |

APPROVAL/DISAPPROVAL

| | |
|------------------------------|-----------------------|
| BDE Approval Date: 6/10/2010 | BDE Disapproval Date: |
|------------------------------|-----------------------|



| | | | |
|--|----------------------------|--|------------------------------|
| Route: FAP Route 326 | | Street: Division Street | Marked: Illinois Route 47 |
| Contract #: | | State Job #: P-93-007-03 | Section: |
| County: Various | | Municipality: Various | |
| Local Agency: N/A | | LRS Section #: N/A | |
| Permit Applicant: N/A | | Permit #: N/A | |
| Project Limits: Illinois Route 47 from just south of Granville Road heading north to Caton Farm Road. | | | |
| Project Length: 11.5 miles | | FHWA Oversight?: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Estimate of Cost: \$1 billion (Total Prairie Parkway) | | Functional Classification: Other Principal Arterial | |
| Design Year: 2030 | Design Traffic: ADT 19,000 | DHV 5,400 | Current Posted Speed: 45 mph |
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | Structure Numbers: | |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | | |
| Brief Project Description: The reconstruction of Illinois Route 47 and its intersections from just south of Granville Road north to Caton Farm Road. Designed by suburban SRA standards from station 6029+00 to station 6186+00 (Valley Run Creek). Designed using Rural SRA standards from station 6186+00 (Valley Run Creek) to Station 6626+25. | | | |

EXCEPTION DOCUMENTATION

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|---|---|
| Level of Exception: Level I <input type="checkbox"/> Level II <input checked="" type="checkbox"/> | |
| Design Element for Which an Exception Is Requested: Item-3e Vertical Alignment-Minimum Length of Vertical Curve | |
| Design Element Policy Value: 135 ft Design Speed 45mph BDE 33-4.01 (a) 3 and BDE 33-4.02 (a) 3 | |
| Proposed Design Element Value: Varies (See location for lengths) | |
| Location(s) of Exception: Crest curve at 6043+00 (L=105), sag curve at 6048+00 (L=100), crest curve at 6063+00 (L=100), sag curve at 6068+00 (L=100), crest curve at 6073+00 (L=110), crest curve at 6122+00 (L=120), sag curve at 6127+00 (L=100), sag curve at 6171+00 (L=100), crest curve at 6180+00 (L=100) (See attached exhibits) | |
| Accident History and Potential of Exception Location(s): Proposed design provides adequate stopping sight distance; no potential increase in accidents is anticipated. | |
| Cost of Using Policy Value: \$1,360,000 (All curves) | Cost of Using Proposed Exception Value: \$1,360,000 (All curves) Sags will require slightly less embankment and crests will require slightly more, since there are equal sags and crests the net balances. |
| Impacts Other Than Cost, of Using Policy Value: Design would not meet drainage requirements if minimum vertical curve lengths are provided. | |
| Proposed Mitigation To Address Exception: Design meets stopping sight distance requirements no mitigation needed. | |
| Geometric Compatibility with Adjacent Sections: Yes | |
| Potential Effects On Other Design Elements: None | |
| Potential Impacts On Mobility or Traffic Operations: No impacts on mobility of traffic operations are anticipated. | |
| Summary of Justification for Exception: The proposed grades are at or near 0.3% in order to following existing grades (0.5% was found to create a more pronounced "roller coaster" effect). As a result of these flat grades, the policy minimum curve length would violate the maximum "K" value (167) requirement for drainage. All of the proposed vertical curves meet the minimum stopping sight distance criteria. Additionally, all proposed sag vertical curves meet the comfort factor criteria. | |
| Coordination Meeting Date: June 10, 2010 | |
| Prepared By: David C. Johanson, PE SEC Group Inc. An HR Green Company | Date: 6/08/10 |

APPROVAL/DISAPPROVAL

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|------------------------------|------------------------|
| BDE Approval Date: 6/10/2010 | BDE Disapproval Date: |
| BDE Comments on Disapproval: | |
| DOH Approval Date: | DOH Disapproval Date |
| DOH Comments on Disapproval: | |
| FHWA Approval Date: | FHWA Disapproval Date: |



**Design Exception Request
Project Identification**

| | | |
|--|--|---|
| Route: FAP Route 326 | Street: Division Street | Marked: Illinois Route 47 (South Section) |
| Contract #: | State Job #: P-93-007-03 | Section: |
| County: Various | Municipality: Various | |
| Local Agency: N/A | LRS Section #: N/A | |
| Permit Applicant: N/A | Permit #: N/A | |
| Project Limits: Illinois Route 47 from just south of Granville Road heading north to Caton Farm Road. | | |
| Project Length: 11.5 miles | FHWA Oversight?: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Estimate of Cost: \$1 billion (Total Prairie Parkway) | Functional Classification: Other Principal Arterial | |
| Design Year: 2030 | Design Traffic: ADT 19,000 DHV 5,400 | Current Posted Speed: 45 mph |
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers: | |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | |
| Brief Project Description: The reconstruction of Illinois Route 47, 2-Lanes each direction with raised median and outside shoulders from just south of Granville Road north to Caton Farm Road. Designed using suburban SRA standards with 45 mph design speed from station 6029+00 to station 6186+00 (Valley Run Creek--just north of Airport Road). Designed using Rural SRA standards with 60 mph design speed from station 6186+00 (Valley Run Creek) to Station 6626+25. | | |

EXCEPTION DOCUMENTATION

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|--|---|
| Level of Exception: Level I <input type="checkbox"/> Level II <input checked="" type="checkbox"/> | |
| Design Element for Which an Exception Is Requested: Level 2: Item 4g – Cross Section Elements – Median Width | |
| Design Element Policy Value: 30' Median | |
| Proposed Design Element Value: 32' Median | |
| Location(s) of Exception: IL47 South Section Station 6029+00 to Station 6186+00 (Valley Run Creek). | |
| Accident History and Potential of Exception Location(s): Proposed design provides required clear zone of 30' between the northbound and southbound travel lanes and should not increase the potential for accidents. | |
| Cost of Using Policy Value: \$ 541,000 | Cost of Using Proposed Exception Value: \$577,000 |
| Impacts Other Than Cost, of Using Policy Value: Minimal width (3+ feet) for signing, signals and pedestrians. | |
| Proposed Mitigation To Address Exception: N/A | |
| Geometric Compatibility with Adjacent Sections: Yes, transition to existing south at the south end of project. | |
| Potential Effects On Other Design Elements Wider section will provide opportunities for traffic control placement. | |
| Potential Impacts On Mobility or Traffic Operations: No impacts on mobility of traffic operations are anticipated. | |
| Summary of Justification for Exception: Turn lane width plus gutters reduce raised portion of a 30' median to just over 3 feet. With a 32' median this allows for 5' wide top to allow for pedestrian refuge, signal and sign placement within these rapidly developing areas. This median width is also consistent with the median width previously approved via design exception for the major cross roads (interchange locations) along Prairie Parkway. | |
| Coordination Meeting Date: June 8, 2006 and April 4, 2007 | |
| Prepared By: David C. Johanson, PE SEC Group Inc. An HR Green Company | Date: 09/16/10 |

APPROVAL/DISAPPROVAL

| | |
|-------------------------------|------------------------|
| BDE Approval Date: 09/21/2010 | BDE Disapproval Date: |
| BDE Comments on Disapproval: | |
| DOH Approval Date: | DOH Disapproval Date |
| DOH Comments on Disapproval: | |
| FHWA Approval Date: | FHWA Disapproval Date: |



| | | |
|--|--|---|
| Route: FAP Route 326 | Street: Division Street | Marked: Illinois Route 47 (North Section) |
| Contract #: | State Job #: P-93-007-03 | Section: |
| County: Grundy, Kendall | Municipality: Various | |
| Local Agency: N/A | LRS Section #: N/A | |
| Permit Applicant: N/A | Permit #: N/A | |
| Project Limits: Illinois Route 47 from just south of Granville Road heading north to Caton Farm Road. | | |
| Project Length: 11.5 miles | FHWA Oversight?: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Estimate of Cost: \$1 billion (Total Prairie Parkway) | Functional Classification: Other Principal Arterial | |
| Design Year: 2030 | Design Traffic: ADT 19,000 DHV 5,400 | Current Posted Speed: 45 - 55 mph |
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers: | |
| Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction | | |
| Brief Project Description: The reconstruction of Illinois Route 47, 2-Lanes each direction with raised median and outside shoulders from just south of Granville Road north to Caton Farm Road. Designed using suburban SRA standards with 45 mph design speed from station 6029+00 to station 6186+00 (Valley Run Creek--just north of Airport Road). Designed using Rural SRA standards with 60 mph design speed from station 6186+00 (Valley Run Creek) to Station 6626+25. | | |

EXCEPTION DOCUMENTATION

| | |
|---|---|
| Level of Exception: Level I <input checked="" type="checkbox"/> Level II <input checked="" type="checkbox"/> | |
| Design Element for Which an Exception Is Requested: Level 1: Item 3 – Through Travel Lane Cross Slopes (%) Level 2: Item 4c – Cross Section Elements - Type of C&G used on median. Level 2: Item 4g – Cross Section Elements – Median Width. | |
| Design Element Policy Value: 50' Median - depressed (no curb and gutter) (BDE 34-3), 1.5% cross slope | |
| Proposed Design Element Value: 32' Median (Raised with mountable curb and gutter) and thru lane cross slope of 2%. (BDE 34-3.03c) | |
| Location(s) of Exception: IL47 North Section: Station 6186+00 (Valley Run Creek) to Station 6626+25. | |
| Accident History and Potential of Exception Location(s): Proposed design provides required clear zone of 30' between the northbound and southbound travel lanes and should not increase the potential for accidents. | |
| Cost of Using Policy Value: \$4,848,380 (ROW cost and cost of shoulder for policy) | Cost of Using Proposed Exception Value: \$3,552,100 (ROW and curb and gutter cost for exception) |
| Impacts Other Than Cost, of Using Policy Value: Significantly increases the property impacts to existing farms, residences, businesses, and schools that would be necessary to provide a 50' median. | |
| Proposed Mitigation To Address Exception: Mountable curb and gutter proposed to delineate travel lane from median. | |
| Geometric Compatibility with Adjacent Sections: Yes | |
| Potential Effects On Other Design Elements The 32' median requires the addition of M4.24 curb and gutter and an increase in cross slope from 1.5% to 2.0% (BDE 34-2.01(b) 3). per multilane policy with raised median. | |
| Potential Impacts On Mobility or Traffic Operations: No impacts on mobility of traffic operations are anticipated. | |
| Summary of Justification for Exception: The proposed median width of 32' will reduce the necessary right-of-way by 18' over approximately 8.3 miles of the project. The median provided exceeds the required 30' clear zone required for this section of roadway. The design also conforms to the median section being used in the adjacent SRA Suburban Section South of station 6186+00 (Valley Run Creek) providing consistency between the two sections (median to the south has B6.24 c/g). This median width is also consistent with the median width previously approved via design exception for the major cross roads (interchange locations) along Prairie Parkway. It is anticipated that the land use will become suburban in the future and therefore the proposed cross section is consistent with development. | |
| Coordination Meeting Date: June 8, 2006 and April 4, 2007 | |
| Prepared By: David C. Johanson, PE SEC Group Inc. An HR Green Company | Date: 09/16/10 |

APPROVAL/DISAPPROVAL

| | |
|-------------------------------|------------------------|
| BDE Approval Date: 09/21/2010 | BDE Disapproval Date: |
| BDE Comments on Disapproval: | |
| DOH Approval Date: | DOH Disapproval Date |
| DOH Comments on Disapproval: | |
| FHWA Approval Date: | FHWA Disapproval Date: |

GRACE EVANGELICAL CHURCH COORDINATION

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-1628
Telephone 815/434-6131

June 28, 2012

Ms. Deborah Steffes
Grace Lutheran Church Council Secretary
10150 Brown Road
Morris, IL 60450

FAP 326 (IL 47)
Section (109,110)R,R-1,110BR&BR-1
Grundy & Kendall Counties
Contract No. 66B83 & 66B84
Job No. P-93-029-12
File No. 1453-111

Dear Ms. Steffes:

Per your June 27, 2012 request, we have enclosed copies of the aerial exhibit sheet, plan & profile sheet, and site plan for the above referenced project in the vicinity of Grace Evangelical Church. These documents were available for review during the June 26, 2012 public hearing.

If you have any questions or require additional information, please contact Mr. Ted Fultz, Location & Environmental Studies Engineer, at 815-434-8469.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

A handwritten signature in black ink that reads "Dave Broviak" with a stylized flourish at the end.

By: Dave Broviak, P.E.
District Studies & Plans Engineer

TF:lw/ff 6-28-12 Grace Letter 66B83 & 66B84

IDO A & NRCS COORDINATION



Pat Quinn, Governor
Robert F. Flider, Acting Director

Bureau of Land and Water Resources

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 217/524-6858 • Fax 217/557-0993

July 11, 2012

Mr. Eric Therkildsen, PE
IL Dept of Transportation, District 3
700 E. Norris Drive
Ottawa, Illinois 62350

Re: Illinois Route 47 (FAP 326)
Section (109,110)R, R-1, 110BR & BR1
Grundy and Kendall Counties, Illinois
Federal Highway Administration Funds

Dear Mr. Therkildsen:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with the proposed improvements of Illinois (IL) Route 47, a distance of 11.5 miles from south of Granville Road in Grundy County to Caton Farm Road in Kendall County. The IDOA conducted a Study of Agricultural Impacts (copy enclosed) associated with the request in accordance with the rules governing the state's Farmland Preservation Act (505 ILCS 75/1 et seq.).

Reconstruction of IL Route 47, which generally follows the existing alignment, will provide 2 lanes in each direction with a raised center median throughout the improvement limits. Located primarily in unincorporated areas of Grundy and Kendall Counties, the project ultimately results in the conversion of 165.6 acres of agricultural land to a non-agricultural use. Based upon our study, the IDOA has no objection to the IDOT District 3 proceeding with the highway improvements. The IDOA would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Should you have any questions regarding our review of this road improvement or our study, please contact Terry Savko of my staff at 217-785-4458.

Sincerely,

A handwritten signature in cursive script that reads "Steven D. Chard".

Steven D. Chard, Acting Chief
Bureau of Land and Water Resources

SDC:TS
Enclosure

cc: Governor Pat Quinn
Sen. John Cullerton
Sen. Christine Radogno
Rep. Michael Madigan
Rep. Tom Cross

Sen. Sue Rezin
Sen. Chris Lauzen
Rep. Pam Roth
Rep. Kay Hatcher
Shari West, IDOA

Jared Thornley, IDOA
Inter-Agency Committee
Grundy County SWCD
Kendall County SWCD
Agency project file

**ILLINOIS DEPARTMENT OF AGRICULTURE
STUDY OF AGRICULTURAL IMPACTS**

**IL Route 47 (FAP Route 326)
±1,650 feet South of Granville Road to Caton Farm Road
Section (109, 110)R, R-1, 110BR & BR-1
Grundy and Kendall Counties, IL**

The Illinois Department of Agriculture (IDOA) conducted a study of agricultural impacts on the proposal to address existing and future transportation needs along IL Route 47. The project will widen to a 4-lane facility 11.5 miles of existing IL Route 47 from ±1,650 feet south of Granville Road in Morris northward to Caton Farm Road in Kendall County. Existing right-of-way (ROW) on Illinois Route 47 is an integral part of the project. The results of our study are as follows.

New right-of-way – The project will purchase 68 parcels from 49 adjacent farms. Of the 169.4 total acres to be acquired, 165.6 agricultural acres will be converted to non-ag use.

Land use – The new right-of-way (ROW) to be acquired is currently in agricultural use (165.6 acres) and developed or other non-agriculture land (3.8 acres). In addition, 164.1 acres of existing ROW will be used.

Prime farmland status – According to the Grundy and Kendall County Soil Surveys that were prepared by the USDA Natural Resources Conservation Service, the entire area (165.6 acres) to be acquired is comprised of Prime soils.

Additional Impacts – The project doesn't create any permanent adverse travel, severance zone areas, landlocked parcels or uneconomical remnants.

Relocations – Five of the 13 displacements involve relocations of farmsteads, farm buildings, or rural residences.

Field entrances – All field entrances will be rebuilt to meet the new grade line of the road.

Drainage impacts – All subsurface drainage tile systems will be retained, with repairs and new outlets being provided for any tile that is affected by the construction of the corridor.

Agricultural Conservation and Protection Area - None of the proposed acquisition acres are located in a County-designated Ag Area.

Secondary agricultural land conversion – There will be about 1.9 acres of required wetland mitigation, tree replacement or floodplain compensatory storage. A small amount of borrow is needed during the grading stage of the project. Borrow could come from the affected landowners or provided from an unknown source.

Loss of gross agricultural receipts – The conversion of all agricultural land within the 165.6 acres would result in a **potential annual loss of \$181,145 cash receipts** from crops and livestock based upon statistics from the *Illinois Agricultural Statistics Service's 2011 Annual Bulletin*. (*Grundy County Total Cash Receipts*) ÷ (*Land In Farms in Grundy County*) = (\$1,059/ac) x (64.3 ac in ag use.) (*Kendall County Total Cash Receipts*) ÷ (*Land In Farms in Kendall County*) = (\$1,116/ac) x (101.3ac in ag use.)

Minimum design standards – This project has been designed to reduce the agricultural impacts to the greatest extent possible and will be constructed in accordance with IDOT Building and Design Environmental (BDE) standards.

IDOA Opinion – Reconstruction of IL Route 47 will widen and reconstruct the existing 2-lane pavement of IL Route 47 to provide two lanes in each direction separated by a raised median. It also improves safety by providing additional travel lanes, left turn channelization at key intersections and wider shoulders. Moreover, the preferred alignment uses 164.1 acres of existing ROW. Because this roadway improvement project is consistent with the two Counties' and the City of Morris' Comprehensive Land Use Plans and has been designed to minimize impacts to agricultural land, the IDOA finds the project to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the Illinois Farmland Preservation Act.

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NOISE COORDINATION LETTERS



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-1628
Telephone 815/434-6131

June 1, 2012

Ms. Kathy Perry, Superintendent
Saratoga Community Consolidated School District 60C
4040 N. Division Street
Morris, IL 60450

Viewpoint Solicitation – First Notice
Noise Barrier Implementation (Saratoga School, Receptor R47-3)
IL 47 (FAP 326)
Section (109,110)R,R-1,110BR&BR-1
Grundy & Kendall Counties
Contract No. 66B83 & 66B84
Job No. P-93-029-12
File No. 1453-111

Dear Ms. Perry:

The Illinois Department of Transportation (IDOT) is currently conducting environmental (Phase I) preliminary engineering studies for proposed improvements to IL 47 from south of Granville Road to Caton Farm Road. See attached location map. The improvements include reconstructing the roadway to provide two lanes in each direction with a center median.

As part of the Phase I Study for this project, traffic noise was evaluated for the proposed roadway improvements. The work is tentatively scheduled in the Department's Fiscal Year 2013-2018 Proposed Highway Improvement Program, subject to project readiness and funding availability and may last approximately 2 years. The traffic noise analysis indicated that noise levels in your area warrant the consideration of noise abatement. The abatement for these traffic noise impacts include a noise barrier to reduce traffic noise at your location. Based on the noise abatement analysis, a noise barrier approximately 14 feet high and 369 feet long may be implemented as part of this project at an estimated cost of \$129,150. The proposed noise barrier would be a noise wall.

IDOT is requesting your viewpoint regarding your desire for the noise barrier proposed near your location. Your viewpoint is being solicited as part of the upcoming public hearing for the proposed project. Please complete and return the enclosed viewpoint sheet.

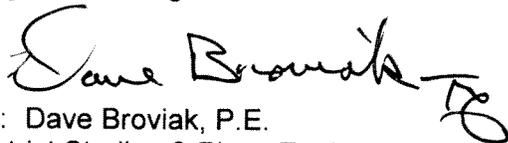
Ms. Kathy Perry
Page
June 1, 2012

If you attend the meeting to provide your views instead of submitting the enclosed sheet, please include your full name and address with any correspondence you provide.

We appreciate your views and look forward to hearing from you. IDOT has provided an information sheet for you to consider during your decision-making process. Please know that IDOT will consider all viewpoints received from "benefited" property owners or tenants. Based on the consideration of the viewpoints, the noise barrier may or may not be considered for implementation in the project. If you have additional questions, please call Ted Fultz, Location & Environmental Studies Engineer at 815-434-8469. For additional information regarding traffic noise, regulations and policy, noise analyses, or noise abatement, we encourage you to access IDOT's *Noise Training Modules* at the IDOT internet site <http://www.dot.il.us>. Click on the "Environment" link and then the "Traffic Noise" link to access this information.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

A handwritten signature in black ink that reads "Dave Broviak" with a stylized flourish at the end.

By: Dave Broviak, P.E.
District Studies & Plans Engineer

NOISE BARRIER VIEWPOINT

IL 47 (FAP 326)
Section (109,110)R,R-1,110BR&BR-1
Grundy & Kendall Counties
Contract No. 66B83 & 66B84
Proposed Noise Barrier Location:

Ms. Kathy Perry, Superintendent
Saratoga Community Consolidated School District 60C
4040 N. Division Street
Morris, IL 60450

Please verify the following for this proposed noise barrier location:

- Property Owner Tenant I am not a tenant or property owner in this area.

CHECK THE APPROPRIATE RESPONSE:

- I do not want a noise barrier constructed at this location.
 I want a noise barrier constructed at this location..
 I would like to discuss this matter further in a telephone conversation.
 I will call you
 Please call me at _____ Preferred date and time: _____

COMMENTS

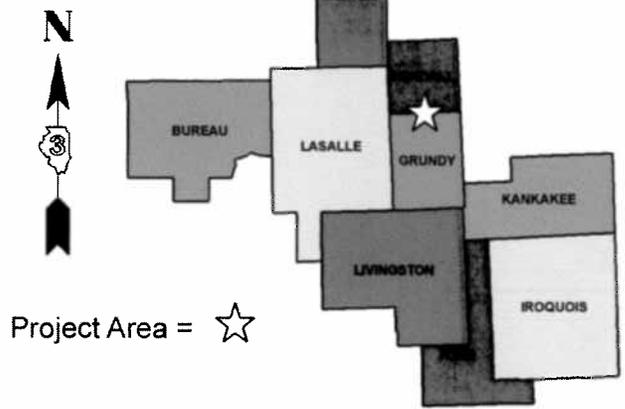
NAME: _____
Please print

SIGNATURE: _____

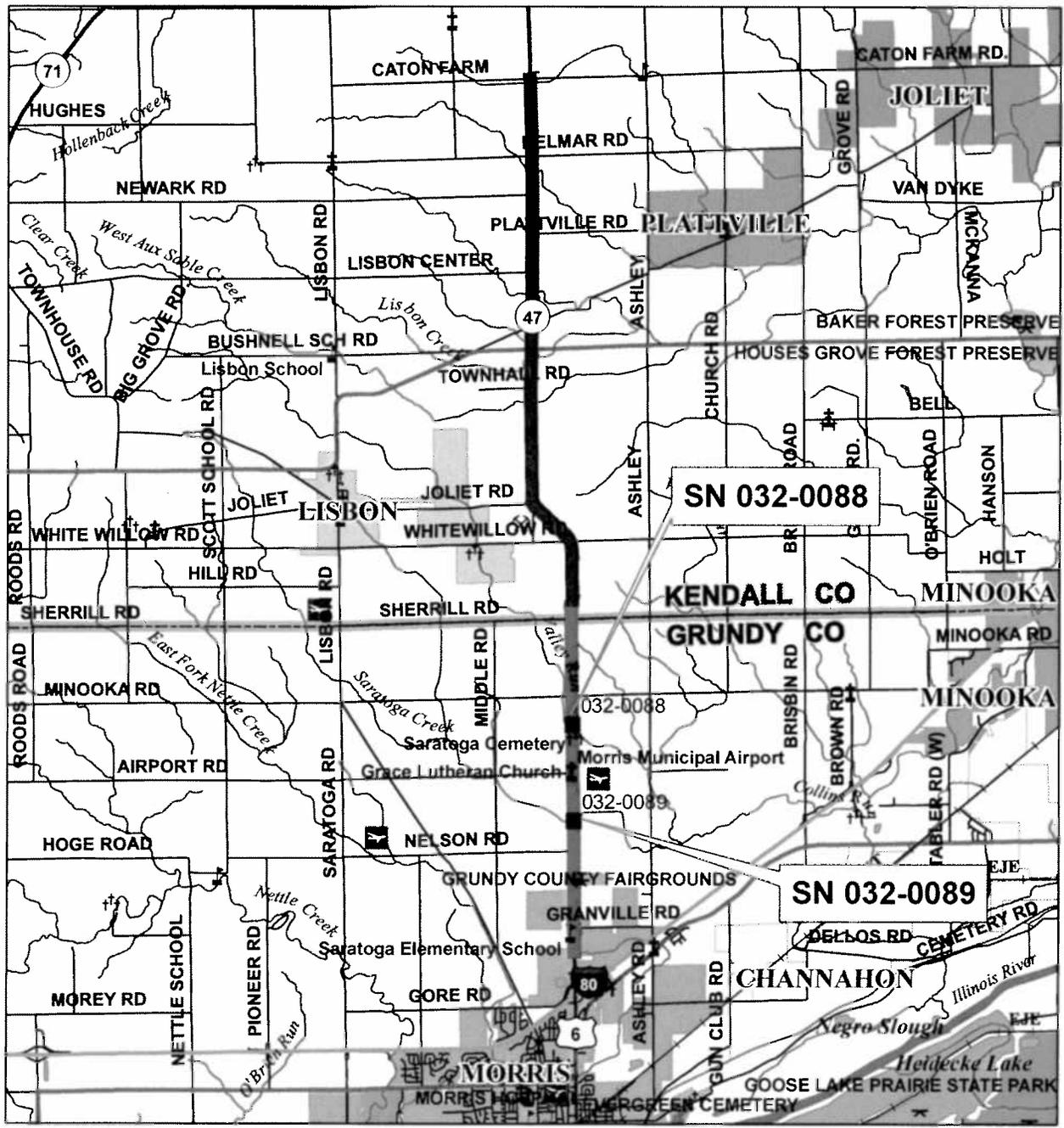
DATE: _____

Project Location Map

FAP Route 326 (IL 47)
 Section (109,110)R, R1, 110BR & BR-1
 Grundy and Kendall Counties
 Reconstruction: 2 Lanes each direction w/turn lanes;
 Bridge Replacements (SN 032-0088 & 0089)
 IL 47 3000 ft N of I-80 at Morris to Sherrill Rd (66B83)
 IL 47 from Sherrill Rd to Caton Farm Rd (66B84)
 Phase 1 Job No: P-93-029-12
 Phase 2 Job No: D-93-026-12
 Contract No. 66B83 and 66B84



Project Area = ☆



D3# 4042 & 4046

Contract No: 66B83
 Contract No: 66B84



Saratoga Community Consolidated School District 60C
 4040 North Division Street Morris, Illinois 60450



www.sd60c.org

Kathy Perry, Superintendent
 District Office
 Phone (815) 942-2128
 Fax (815) 942-0301

Joe Zweeres, Principal
 Student Services
 Phone (815) 942-5970
 Fax (815) 942-5953

Shannon Hamm, Principal
 Student Services
 Phone (815) 942-5970
 Fax (815) 942-5953

June 21, 2012

Mr. Eric S. Therkildsen, P.E.
 Acting Deputy Director of Highways
 Illinois Department of Transportation
 700 East Norris Drive
 Ottawa, IL 61350-1628

Attn: Ted Fultz

Dear Mr. Therkildsen:

The Saratoga Community Consolidated School District 60C Board of Education met on Monday, June 18, 2012 to review the proposed noise barrier in front of the school. The School Board decided against having IDOT install a sound wall in front of the school. Attached is the viewpoint sheet as directed by the School Board.

I am sending this letter electronically to Ted Fultz as well as U.S. Mail. If you need additional information, please contact me.

Sincerely,

Kathy Perry
 Superintendent

| | | |
|--|----|----|
| RECEIVED STUDIES & PLANS JUN 20 12 | | |
| S&P ENG | DB | |
| ENVIRONMENT | | |
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NOISE BARRIER VIEWPOINT

IL 47 (FAP 326)
Section (109,110)R,R-1,110BR&BR-1
Grundy & Kendall Counties
Contract No. 66B83 & 66B84
Proposed Noise Barrier Location:

Ms. Kathy Perry, Superintendent
Saratoga Community Consolidated School District 60C
4040 N. Division Street
Morris, IL 60450

Please verify the following for this proposed noise barrier location:

- Property Owner Tenant I am not a tenant or property owner in this area.

CHECK THE APPROPRIATE RESPONSE:

- I do not want a noise barrier constructed at this location.
 I want a noise barrier constructed at this location..
 I would like to discuss this matter further in a telephone conversation.
 I will call you
 Please call me at _____ Preferred date and time: _____

COMMENTS

Board of Education met on 6/18/12 and decided against
a noise barrier.

NAME: Kathy Perry
Please print

SIGNATURE: Kathy Perry

DATE: 6-21-12



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

July 10, 2012

Ms. Kathy Perry, Superintendent
Saratoga CCSD 60C
4040 North Division Street
Morris, IL 60450

FAP 326 (IL 47)
Section (109, 110)R, R1, 110BR & BR-1
Grundy & Kendall Counties
P-93-029-12
File #1453-111 (South of Granville Road in Morris to Caton Farm Road)
Contracts 66B83 and 66B84

Dear Ms. Perry:

Thank you for attending the public hearing at Saratoga Elementary School on June 26, 2012. Enclosed is a summary of the comments which we received during the 30 day Environmental Assessment availability comment period which ended on July 6, 2012.

Thank you for your June 21, 2012 noise barrier viewpoint letter and response sheet informing us of the school board's decision against constructing a noise wall in front of the school. In consideration of the school's viewpoint, a noise wall will not be constructed at this location.

Thank you for your involvement in the design process and for your interest in improving our highway system. If you have any questions or require additional information, please contact Mr. Ted Fultz, Location and Environmental Studies Engineer, at 815-434-8469.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways,
Region Two Engineer

A handwritten signature in black ink, appearing to read 'Dave Broviak'.

By: Dave Broviak, P.E.
District Studies & Plans Engineer

PUBLIC OUTREACH & COORDINATION



Saratoga Community Consolidated School District 60C
4040 North Division Street Morris, Illinois 60450



www.sd60c.org

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Phone (815) 942-2128
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Shannon Hamm, Principal
Student Services
Phone (815) 942-5970
Fax (815) 942-5953

May 25, 2012

Mr. Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways
Illinois Department of Transportation
700 East Norris Drive
Ottawa, IL 61350-1628

Dear Mr. Therkildsen:

I am writing in regards to the speed limit on Illinois Route 47 in front of Saratoga School. The posted speed limit is 45 miles per hour. Saratoga School is located between two large distribution centers, Costco and Prologis.

This past winter one of our parents and two of our students were involved in an accident in front of the school. Everyone involved in the accident was taken by ambulance to Morris Hospital. I am afraid that the next accident could involve a semi-tractor trailer and a school bus. My concern is even greater knowing that Route 47 will be widened adding lanes of traffic that school buses and cars entering the school have to cross over.

The Board of Education and administration would like to request that the speed limit be reduced during the 8:00 a.m. to 8:30 a.m. time frame and the 2:50 p.m. to 3:25 p.m. time frame. Would it be possible to have school speed zone signs posted that would blink during those hours with a reduced speed? I have made several phone calls to the Ottawa IDOT office and was finally told to write you directly regarding my concern.

I am thanking you in advance for your response to my concern. I may be reached at 815-416-1707. If this is not the proper protocol to pursue, could you please direct me how best to proceed?

Sincerely,


Kathy Perry
Superintendent

IL 47 Reconstruction
(South of Granville Road to Caton Farm Road)
Meeting Minutes
Saratoga School & IDOT
(June 1, 2012)

1. Participants. See attached sign-in sheet.

Ted Fultz, District 3 Location & Environmental Studies Engineer
Craig Reed, District 3 Project Engineer
Kathy Perry, Superintendent Saratoga C.C.S. D. 60C
Joe Zweeres, Principal Saratoga 60C
Patrick Callahan, School District Architect, Studio GC

2. Agenda. The attached agenda topics were discussed in detail.

3. Schedule. November 2013 was discussed as the target letting date for reconstructing IL 47 in the vicinity of the school.

4. Proposed Scope of Work at Saratoga School

a. Scope. Ted Fultz presented the project scope in the vicinity of the school with a draft version of the public hearing exhibit, plan & profile sheets, drainage plans, and cross sections. He provided "Preliminary Not Approved" stamped copies of the plan sheets and cross sections to the school for their reference.

b. Granville Road Intersection.

(1) Improve Radii. The school architect stated that he would check proposed radii for school bus accommodation, specifically at the school's southern entrance. The School Architect stated that he would supply the Department with new radii for the south entrance if required upon further discussion with the school board. Changes to this entrance may impact existing parking. (Following the meeting, the District 3 Geometrics Engineer was consulted and it appears feasible to make minor revisions to the south entrance radii to accommodate busses if requested. Approval would depend upon the scope and impacts of the requested change.)

(2) School Entrance Right Turn Lane. The school would like IDOT to consider revising the northwest quadrant right turn lane in order to reduce impacts to bus flow and parking. The school's main concern is not losing any current parking or replacing any impacted parking in this area. IDOT is willing to consider the school's recommendations if feasible, but changes should be within the proposed ROW or easement limits which have been environmentally cleared. The school intends to send IDOT recommendations for consideration.

(3) Traffic Signals. The school is concerned about safety and access without traffic signals. Specifically, due to the southern entrance becoming right-in/out. Ted Fultz explained that signals are not currently warranted by traffic volumes. Additionally, local agency cost share (up to 100%) requirements were explained. Craig Reed noted that traffic signalization could cost \$250,000. Therefore, he recommended that the school go through

the city of Morris with any requests to signalize this intersection on the basis of safety prior to meeting traffic warrants.

(4) Turn Lane Storage. The school is concerned about the northbound IL 47 left turn lane storage length due to the large number of buses during peak periods. Mr. Fultz requested that they provide specific traffic information for the Department's consideration.

c. Sidewalk. No issues raised.

d. Street Lights. Ted Fultz and Craig Reed explained the preliminary street lighting concept in this area as currently requested by the city. The school does not know who is responsible for the existing lighting at their southern entrance, but thought that it was IDOT's responsibility. Ted Fultz explained that street lighting is normally a local agency responsibility and required relocations of entrance or parking area lighting would be the owner's responsibility, unless it is on private property.

e. ROW & Easements. No issues raised.

5. Project Issues

a. Noise Wall. Ms. Perry will present the viewpoint request letter to the school board during their June 18, 2012 meeting and respond to IDOT. This is a key issue for project progress.

b. Parking. The school will consider their bus parking/flow in the northwest quadrant of the Granville Road intersection and may request plan revisions.

c. Traffic Management. No additional issues identified.

d. Speed Limit & Signs. The school has current safety concerns regarding speeding and recent area development truck traffic, as well as future access safety concerns with the project due to the increased number of lanes and limiting their southern entrance to right-in/out. Ms. Perry stated that she had previously requested that IDOT reduce IL 47 speed limits at the school, and she gave Ted Fultz a copy of the May 25, 2012 letter which was sent to Eric Therkildsen.

(District 3 has received the letter and will send a reply letter.)

(1) A possible sign with flashing light on IL 47 that the school can turn on/off during peak periods and reduced speed limits during these periods was discussed. Mr. Reed noted that a permit application through the city and local agency funding may be required. (Following the meeting, the District 3 Bureau of Operations was consulted regarding installing flashing lights at this type of school location. IDOT would not oppose installation of flashing lights along IL 47 if paid for and maintained by a local agency or school district. The request for flashing lights and signs should be submitted as a permit through the city.)

(2) The school asked if the signals at Prologis Parkway could be manipulated during peak school traffic times to create gaps for north bound IL 47 left turning vehicles into the school. Craig Reed responded that the feasibility of this concept would be investigated, but this is also an issue which the school should raise through the city of Morris.

(Following the meeting the feasibility of this concept was discussed with the District 3 Traffic Signal Engineer and Geometrics Engineer. Manipulating the signal cycle (to allow more gaps during peak hours) for northbound IL 47 is not considered to be appropriate because this may increase rear end crash probability, make it difficult to maintain efficient traffic flow, or confuse IL 47 drivers when there is no side road traffic at the signalized intersections.)

(3) The school wants speed reduced on IL 47 in front of the school. Ted Fultz and Craig Reed explained that a speed study would be necessary and speed reduction is governed by state laws and policies. They suggested that the school work through the City of Morris to make a formal request.

e. School Development Plans. The school has no major development plans for consideration in this roadway project.

f, Utility (water lines, services, hydrants, valves, sanitary sewers, storm sewers, tiles etc.) The only school facility identified within the construction limits is storm sewer, which currently outlets into the IL 47 roadway ditch. There are 3 bee-hive inlets within school property that collect rooftop run-off and local drainage which run towards IL 47 via an 8" drain pipe (currently ½ silted). The school will provide a copy the drainage plans to IDOT.

g. Tree Removal & Replacement. No issues were identified.

6. Project Schedule. The school offered their building as a public hearing location.

Minutes By: Ted Fultz



Date 6/1/2012
 Location Saratoga School
 Subject 1L47 Improvements

| NAME (PLEASE PRINT) | TITLE | ORGANIZATION | TELEPHONE NO. | E-MAIL ADDRESS |
|------------------------|----------------------------------|-----------------------|---------------|-----------------------------|
| Ted FULTZ | Location + Env Studies Engr | Dist 3 IDOT | 815-434-8469 | ted.fultz@illinois.gov |
| GRAIG REED | Studies & Plans Project Engr. | Dist. 3 IDOT | 815-434-8420 | Craig.Reed@illinois.gov |
| PATRICK CALLAHAN | DISTRICT ARCHITECT | STUDIO GC | 312-253-3400 | P.CALLAHAN@STUDIOGC.COM |
| Kathy Perry | 60C Superintendent | Saratoga C.C.S.D. 60C | 815-416-1707 | kperry@saratogamomnet.org |
| Joe Zweeres | Principal 60c | saratoga 60c | 815-942-5970 | jzweeres@saratogamomnet.org |
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IL 47 Reconstruction
(South of Granville Road to Caton Farm Road)
Meeting Agenda
Saratoga School & IDOT
(June 1, 2012)

1. IDOT Points of Contact are:

Ted Fultz, Location & Environmental Studies Engineer, 815-434-8469
Craig Reed, Project Engineer, 815-434-8420
Tom Schaefer, Traffic Operations Engineer, 815-434-8446
Steve Andrews, Land Acquisition Engineer, 815-434-8460

2. Schedule. Tentatively Scheduled in the FY 2013 - 2018 Proposed Highway Improvement Program. Earliest Construction FY 2014, subject to project readiness and funding availability at a programmed construction cost of \$88.2 Million.

3. Proposed Scope of Work at Saratoga School

- a. Reconstruct IL 47 to a 4-lane roadway
- b. Raised curb median with turn lanes at Granville Road
- c. 12'-wide shoulders with curb & gutter on the outside
- d. Granville Road intersection improvements:
 - Improve Radii
 - School Entrance Right Turn Lane
 - Install Traffic Signals when warranted. Not currently warranted by traffic volumes.
- e. Sidewalk from the south project terminus to the southern school entrance (city requested)
- f. Street lights from the south project terminus to Prologis Parkway (city requested)
- g. Proposed right-of-way and temporary easement acquisition

4. Project Issues

- a. Noise Wall
 - (1) Impact. National Abatement Criteria for school exterior noise impact is 67 dB(A)
 - (2) Existing 2012 Traffic Noise. Exterior traffic noise measured at the picnic table in the center of the schools eastern face is 63 dB(A)
 - (3) Modeled 2030 Traffic Noise. No-Build & Build is 67 dB(A)
 - (4) Feasible (minimum 5 dB(A) reduction & constructible) and Economically Reasonable .
 - (5) Proposed 14-feet high, 369-feet long wall between entrances
 - (6) Viewpoint request letter
 - (7) See the three attached brochures for additional noise information
- b. Parking. No permanent parking impacts identified at this time.
- c. Traffic Management
 - (1) Temporary side road closures may be necessary to reconstruct intersections.
 - (2) Entrances are usually reconstructed in stages to maintain access unless a temporary closure is specifically coordinated.
 - (3) IL 47 will be reconstructed in stages to maintain two lanes of traffic.

d. Speed Limit & Signs

- (1) The existing speed limit of 45 mph is expected to remain.
- (2) Posted speed limits and signs are based on laws and policies for the specific locations and roadway design. Recommend that speed limit concerns or signing be coordinated through the City of Morris.
- (3) Exceeding the posted speed limit is an enforcement issue which the school should refer to law enforcement agencies.

e. School Development Plans

f. Utility (water lines, services, hydrants, valves, sanitary sewers, storm sewers, tiles etc.)

- (1) What school utilities/facilities exist or are in the proposed construction limits?
- (2) Relocating utilities is being coordinated with utility companies and Morris.

g. Tree Removal & Replacement. Trees are usually replaced as part of a district-wide program.

5. Project Schedule

- a. Public Hearing is planned for June 2012. Notice will be sent.
- b. Phase I Preliminary Engineering is tentatively scheduled for completion in July 2012.
- c. Phase 2 Design is under way and is anticipated to be completed in 2013.
- d. Construction is tentatively scheduled for improvement during the FY 2013-2018 Proposed Highway Improvement Program, subject to project readiness and funding availability.



Illinois Department of Transportation

Division of Highways / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

June 12, 2012

Kathy Perry
Superintendent, Saratoga School District
4040 N. Division Street
Morris, Illinois 60450

Dear Ms. Perry:

This in response to your letter, dated May 25, 2012, requesting that the speed limit be reduced during the morning and afternoon arrivals/departures and for a flashing yellow warning light to be activated during those times in front of Saratoga School, on Illinois Route 47.

School Speed Limit signs are authorized to be used per the Illinois Vehicle Code, Section 11-605, per the Federal Highway Administration – Manual on Uniform Traffic Control Devices, Chapter 7 and the Department’s policy for School Traffic Safety. In accordance with these guidelines, school speed limits are not to be posted when entrance to and exit from the school grounds are by dedicated turn lanes into the school off of the state highway. Since there are dedicated turn lanes for the school buses and/or private vehicles, the Department will not be able to install altered school speed zone signage on Illinois Route 47 in front of the school.

The possibility of installing any flashing warning devices would be the responsibility of either the city or the school and must be approved through a permit from the department. These could only be placed above the existing “School Advance” or “School Entrance Ahead” warning signs.

Another option would be for the school district to replace the existing department owned warning sign with a “School Advance” warning sign with LED flashing lights installed along the perimeter of the sign. The flashing beacon or LED flashing lights can only be activated on school days during the morning arrivals and afternoon departures.

Thank you for your interest in highway safety and if you should have any questions, please feel free to contact Tom Schaefer at 815/434-8446.

Sincerely,

Eric S. Therkildsen, P.E.
Acting Deputy Director of Highways
Regional Engineer

By: Bruce A. Hucker, P.E.
District Operations Engineer

TKS:ac
s:\operations\traffic\schaefer\morris\saratoga school june 2012

cc: Dan Mestelle, Program Development

| | | |
|-----------------------------|----|----|
| RECEIVED STUDIES & PLANS | | |
| JUN 17 '12 | | |
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Grand File

PUBLIC HEARING & ENVIRONMENTAL ASSESSMENT AVAILABILITY SUMMARY

Reconstructing IL 47 (South of Granville Road in Morris to Caton Farm Road)

Public notices were published in the Morris Daily Herald and the Kendall County Record newspapers on June 7 & 21, 2012 to announce that the Environmental Assessment was available for public comment and to announce the June 26, 2012 public hearing. Notices were also sent to public officials, area public service providers, and property owners. Additionally, a press release was sent to area media.

The public hearing was conducted on June 26, 2012 at the Saratoga Elementary School in Morris. Sixty-four individuals signed in at the public meeting, including three reporters, one state representative, the Morris Mayor and other area officials. The meeting displays included: a Purpose & Need exhibit, an environmental impacts summary exhibit, aerial photography exhibits showing the proposed project and required land acquisition, the approved environmental assessment, the draft project report, proposed typical sections, traffic projections, and crash history.

The comment period ended on July 6, 2012. A total of 49 comment sheets, letters, emails, and meeting minutes were documented. The Department will send written responses to comments. A copy of this summary will be sent to public officials, and to all persons submitting written comments and/or attending the hearing.

| COMMENTS | Number |
|---|--------|
| Saratoga School (Many of these were form letters) | |
| -Traffic signal needed and longer turn lane at Granville Road (north school entrance). | 15 |
| -Concern about the school's south entrance becoming right-in/right-out. | 14 |
| -Concern about the school's traffic (buses, parents, and employees) circulation plans. | 12 |
| -IL 47 speeding or speed limit concerns. | 12 |
| -Saratoga School Board is against proposed noise wall. | 1 |
| Resolutions, letters, & comments favoring the project. | 12 |
| Limited median opening spacing negatively impacts access to driveways, businesses, and fields and is less safe. | 9 |
| Relocate, remove, combine or add entrances and/or median openings. | 6 |
| Side road improvements, such as left turn lanes and driveway entrances, are not needed and negatively impact properties and businesses. | 5 |
| Question the project need or against the project. | 3 |
| Appreciate meetings on this project. | 2 |
| Drainage tiles are in the area. | 2 |
| Suggest drainage improvements near Prologis Drive. | 2 |
| How will property value be impacted and how will it be compensated? | 2 |
| Road too close to residence. | 2 |
| Question the proposed alignment which reduces farmland. | 2 |
| Question why a centennial farm was not identified on the exhibit. | 1 |
| Question the project limits. | 1 |
| Frustrated with property impacts due to the airport. | 1 |
| Suggest that the city of Morris coordinate for water main casings under IL 47. | 1 |
| Appreciate not impacting a home. | 1 |
| Not using the existing highway as much as possible is a waste of money. | 1 |
| What will be done with any surplus public right of way? | 1 |
| What will be done with any surplus topsoil? | 1 |
| Why not a 5-lane roadway instead of 4-lanes with median? | 1 |
| Switch mail delivery locations. | 1 |
| Reduce tree impacts. | 1 |

Prepared July 9, 2012

**NOTICE
PUBLIC HEARING AND ENVIRONMENTAL ASSESSMENT AVAILABILITY
Reconstructing Illinois Route 47
(South of Granville Road in Morris to Caton Farm Road)**

**TUESDAY
JUNE 26, 2012
4 PM TO 7 PM**

**AT THE SARATOGA ELEMENTARY SCHOOL
4040 NORTH DIVISION STREET (IL 47)
MORRIS, IL 60450**

(NO FORMAL PRESENTATION)

The Illinois Department of Transportation (IDOT), District 3 office, will conduct a public hearing regarding the preliminary engineering study and Environmental Assessment for the proposed reconstruction of approximately 11.5 miles of Illinois Route 47 (IL 47) from south of Granville Road in Morris to Caton Farm Road. The purpose of the hearing is to present proposed project information and potential impacts for public comment.

The proposed action includes IL 47 reconstruction to provide two lanes in each direction with a center median, generally following the existing alignment; bridge reconstruction over Valley Run and Saratoga Creek; and intersection improvements with traffic signal installations. Noise abatement measures are being investigated for potential installation and the viewpoints of benefited receptors will be solicited. Wetlands and an Illinois Natural Area Inventory site will be impacted, as well as conversion of agricultural lands to roadway use and concurrent use of airport property. Additional right-of-way and easements will be required throughout the project. Right-of-Way acquisition and relocation assistance information will be available.

The public hearing will be conducted in an open house format with no formal presentation. Exhibits, maps, plans, and the Environmental Assessment will be available for public review. IDOT personnel will be present to provide information, answer questions, and receive comments. All interested persons are invited to attend and participate.

Comments regarding the Environmental Assessment (EA) shall be submitted in writing no later than July 6, 2012 to either of the addresses listed below. The EA is available for public inspection on the IDOT website and at the following locations:

Illinois Department of Transportation
Region 2/District 3
700 East Norris Drive
Ottawa, IL 61350

Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Persons with a disability planning to attend this meeting should contact Ted Fultz by June 20th to advise of planned attendance. The contact may be by telephone (815) 434-8469, in writing to the above IDOT District 3 address, by fax (815) 434-8553 or by telecommunications device for the deaf (TTY 800-526-0844, voice users 800-526-0857). If special accommodations are needed, the contact person should be informed at the time of contact. The meeting room is accessible to persons with a disability.

Please view the exhibits on display and provide input about the project. Personnel from the Illinois Department of Transportation and the project consultant are available to answer questions and receive comments from 4 PM to 7 PM.

Proposed Improvements:

- Reconstruct IL 47 with two lanes in each direction and a center median.
- Reconstruct bridges and culverts.
- Improve intersections and install traffic signals when warranted.
- Reconstruct shoulders and ditches with outside curb and gutter south of Valley Run.

ANY QUESTIONS OR CONCERNS?

Please Write.....

**Mr. Dan Mestelle
Program
Development
Engineer**

**Illinois Department
of Transportation
700 East Norris
Drive
Ottawa, IL 61350**

*Comments should be
received at the above
address by
July 6, 2012
to be included in the
public hearing records.*



**Public Hearing &
Environmental
Assessment
Availability**

**Reconstructing
Illinois 47 From South
of Granville Road in
Morris to
Caton Farm Road**

June 26, 2012
Saratoga Elementary School
4040 North Division Street (IL 47)
Morris, IL 60450

Today's public hearing is being held to:

- Present information regarding the proposed reconstruction of IL 47.
- Present project impacts identified in the Environmental Assessment.
- Provide noise abatement measures being investigated and solicit viewpoints of benefited receptors.
- Provide land acquisition and relocation assistance information.
- Answer project questions and receive public comments.

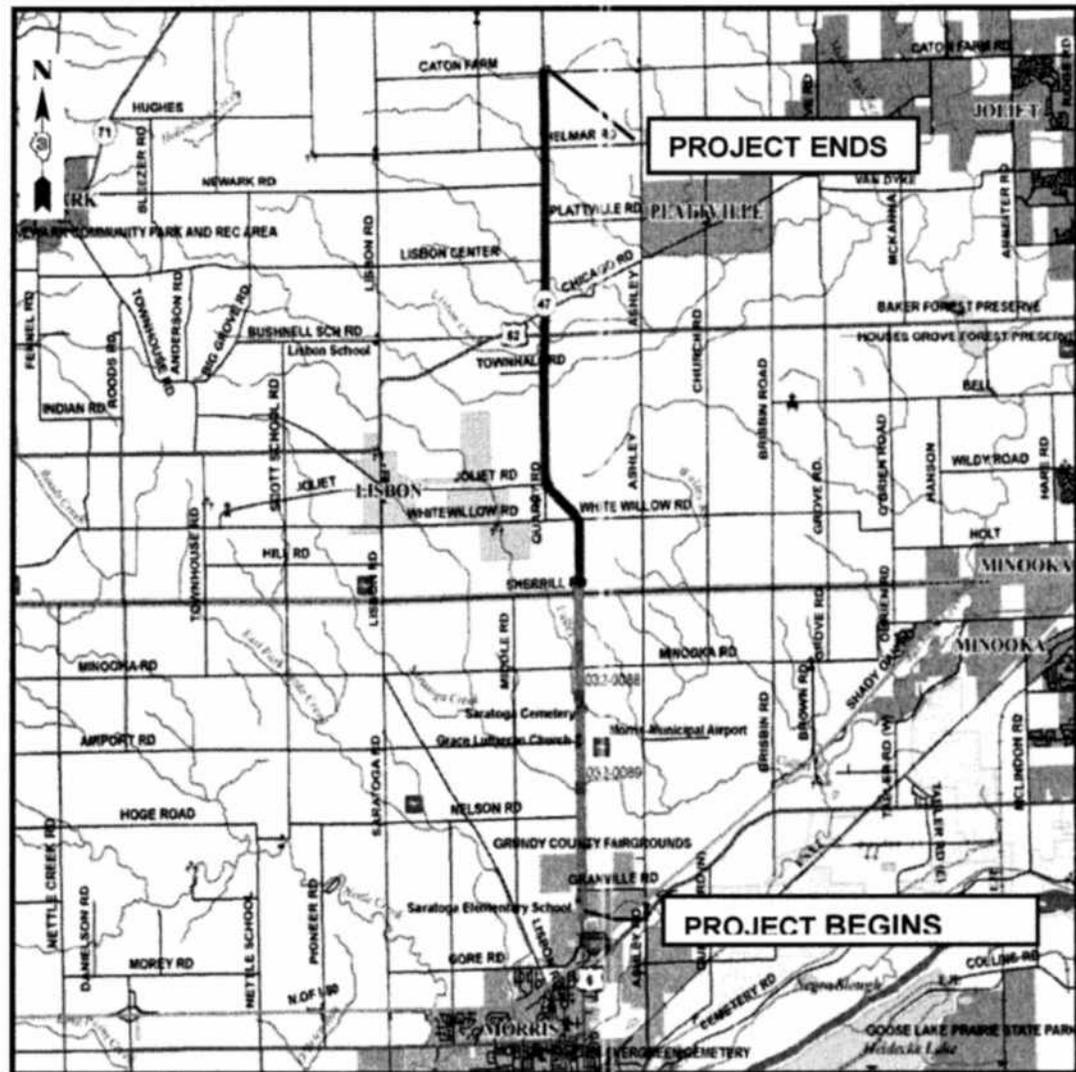
Purpose of the Improvement:

- To address existing and 2030 transportation needs along IL 47 from south of Granville Road to Caton Farm Road (11.5 miles).

Need for the Improvement:

- Improve safety for all users.
- Improve roadway capacity and mobility.
- Improve facility condition.

Project Location Map





IL 47 RECONSTRUCTION **(South of Granville Road to Caton Farm Road)**

PURPOSE OF THE MEETING:

- Present information regarding the proposed reconstruction of IL 47.
- Present project impacts identified in the Environmental Assessment.
- Present noise abatement measures being investigated and solicit viewpoints of benefited receptors.
- Provide land acquisition and relocation assistance information.
- Answer project questions and receive public comments.

PURPOSE AND NEED FOR THE IMPROVEMENT:

- Purpose: To address existing and 2030 transportation needs along IL 47 from south of Granville Road to Caton Farm Road (11.5 miles)
- Needs:
 - Improve safety for all users
 - Improve roadway capacity and mobility
 - Improve facility condition

PROPOSED IMPROVEMENTS:

- Reconstruct IL 47 with two lanes in each direction and a center median.
- Reconstruct bridges and culverts.
- Improve intersections and install traffic signals when warranted.
- Reconstruct shoulders and ditches with outside curb & gutter south of Valley Run.

PROPOSED SCHEDULE:

- Following the public hearing, comments received by July 6th will be considered as the preliminary engineering study and the Environmental Assessment are finalized.
- Land Acquisition normally begins after completion/approval of the preliminary engineering study and required environmental studies.
- Phase 2 Design has begun and is on an expedited schedule.
- Construction (\$88.2 million) is funded in the Fiscal Year 2013-2018 Proposed Highway Improvement Program.

SUMMARY OF KEY ENVIRONMENTAL IMPACTS

DESIGN CHARACTERISTICS AND ENVIRONMENTAL RESOURCES AFFECTED PREFERRED ALTERNATIVE

DESIGN CHARACTERISTICS

| | |
|--|----------------|
| • Length of Roadway (miles) | 11.5 miles |
| • Right of Way required for construction (acres) | 164.7 acres |
| • Number of parcels | 68 parcels |
| • Temporary Easement required | 3.2 acres |
| • Permanent Easement required | 1.9 acres |
| • Estimated Cost | |
| Land Acquisition | \$4.4 million |
| Utility Adjustments | \$2.2 million |
| Construction (Phase I estimate) | \$88.4 million |
| Total | \$95.0 million |

SOCIAL/ECONOMIC IMPACTS

| | |
|------------------------------|---|
| • Total Residences displaced | 9 Residences (7 other out buildings) |
| • Businesses displaced | 1 Vacant Building |
| • Worship centers displaced | None |
| • Schools displaced | None |

AGRICULTURAL IMPACTS

| | |
|---------------------------------------|--|
| • Prime farmland required | 165.6 acres |
| • Farm residences/buildings displaced | 5 residences and 7 other buildings displaced |

NATURAL RESOURCE IMPACTS

| | |
|---|---|
| • Tree Impacts | Forest Stand #9 along West Aux Sable Creek: 0.5 acres of forested land (71 trees) to be mitigated |
| | 52 additional trees in Wetland #6 adjacent to Valley Run Creek |
| | Approximately 540 additional trees along the corridor |
| • Protected species adversely affected State Listed Species | None Slippershell Mussel - Commitment to resurvey the four project area streams before construction. If present, an Incidental Take Permit will be prepared to relocate slippershell mussels to a suitable site outside the area of disturbance. |
| | Federally Listed Species |
| | No Suitable Habitat |

VISUAL IMPACT

Widening of existing 2-lane roadway to a 4-lane separated roadway

WETLAND IMPACTS

| | |
|-------------------------------|------------|
| • Wetlands displaced (acres) | 0.21 acres |
| • Number of wetlands affected | 5 wetlands |

SPECIAL AND PROTECTED LANDS

| | |
|--|------------------|
| • Nature Preserves affected | None |
| • Illinois Natural Area affected (INAI site) | Valley Run Creek |
| • Parks and Forest Preserves affected | None |

WATER RESOURCES/QUALITY IMPACTS

| | |
|---------------------------------------|--|
| • Stream crossings/water crossings | 4 Streams (West Aux Sable, Lisbon, Saratoga, Valley Run) |
| • Private water wells within 200 feet | None displaced (10 identified) |

FLOODPLAIN IMPACTS

| | |
|--|---|
| • Affected 100-year floodplains (Zone A) | 3 Floodplains (West Aux Sable, Saratoga, Valley Run) - No significant encroachment. |
|--|---|

CULTURAL RESOURCE IMPACTS

| | |
|--|------|
| • National Register eligible historic structure resources with adverse effects | None |
| • National Register eligible archaeological resources with adverse effects | None |

NON-SPECIAL/SPECIAL WASTE SITE INVOLVEMENT

| | |
|---|------|
| • Number of Recognized Environmental Conditions (RECs) Identified | 36 |
| • Number of CERCLIS (Comprehensive Environmental Response Compensation and Liability Information System) sites affected | None |

AIR ANALYSIS

| | |
|---|------------------------------------|
| • Project within a designated attainment/nonattainment area | Attainment area |
| • Microscale Analysis-COSIM (Carbon Monoxide Screen for Intersection Modeling) performed at intersections with IL 47 at Granville Rd., Prologis Prkwy., US 52, and Plattville Rd. | Passed for projected 2040 traffic. |

NOISE IMPACTS

| | |
|---|--|
| • Number of residences, classrooms, or churches with noise impacts (approaching, meeting or exceeding 67 dBA or greater than 14 dBA increase over existing noise levels). Projected 2030 conditions used. | 13 receptors identified with noise impacts of 66 dBAs and above, to 72 dBAs. Noise wall is not acoustically feasible at 3 receptors due to breaks for driveways and cross roads. Noise wall is not economically reasonable at 9 receptors. Noise barrier is considered feasible and economically reasonable adjacent to Saratoga School. |
|---|--|

SUPPORT LETTERS & RESOLUTIONS



Your Opportunity Awaits...

901 W. Howard Street
P.O. Box 528
Pontiac, IL 61764

Office: 815-842-2900
Toll Free: 1-888-842-2909
Fax: 1-815-842-2929
Email: office@glcedc.org

www.glcedc.org

November 23, 2011

Ms. Nancy Ammer
Grundy Economic Development Council
112 E Washington Street
Morris, IL 60450

RE: Support for Illinois Route 47 Expansion

Dear Ms. Ammer:

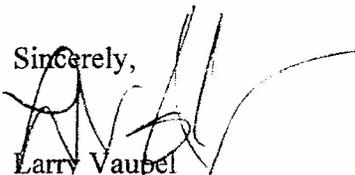
We are pleased to partner with Grundy County, its communities, and the GEDC in support of the project to widen Illinois Route 47 in Grundy County. The widening of Route 47 throughout the county is a positive step for growth for Grundy as well as neighboring Kendall and Livingston Counties.

We agree that Route 47 is the major artery of transportation and commerce in the county. Additionally, Route 47 is essential to the competitive advantage afforded both new and existing industry in the region.

A four lane Route 47 would provide a vital tool for the retention of current jobs and the creation of new jobs in both the fast-growing transportation and logistics sector and other industries by enhancing the region's competitive advantage of having access to both Interstates 80 and 55.

We are excited to support the widening of Route 47 in Grundy County. In addition to the necessary transportation upgrade for the fastest-growing area in the State of Illinois, this project will help create vital jobs in the area.

Sincerely,



Larry Vaupel
CEO

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| RECEIVED STUDIES & PLANS | | |
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GRAINCO FS, Inc.

3107 N. State Route 23 • Ottawa, IL 61350-9645 • Ph: (815) 434-0131 or (800) 892-7886 • Fax: (815) 434-0227

Nancy Ammer
Grundy Economic Development
112 E Washington Street
Morris, IL 60450

November 29, 2011

Nancy,

GRAINCO FS, Inc. would like to express our support of any project that enhances the safety of the public in general and the agriculture industry in particular. We believe that the proposed project to widen Route 47 would serve to make Route 47 a safer route to travel.

We hope that your efforts to ensure that this project is completed are successful.

GRAINCO FS, Inc.

Robert F. Schwarz
Controller

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PROLOGIS

December 2, 2011

Nancy Ammer
Grundy Economic Development Council
112 E Washington Street
Morris, IL 60450

RE: Support for Illinois Route 47 Expansion

Dear Ms. Ammer:

We are pleased to partner with Grundy County, its communities, and the GEDC in support of the project to widen Illinois Route 47 in Grundy County. The widening of Route 47 throughout the county is a positive step for growth for Grundy as well as neighboring Kendall and Livingston Counties.

We agree that Route 47 is the major artery of transportation and commerce in the county. Additionally, Route 47 is essential to the competitive advantage afforded both new and existing industry in the region. A four lane Route 47 would provide a vital tool for the retention of current jobs and the creation of new jobs in both the fast-growing transportation and logistics sector and other industries by enhancing Grundy County's competitive advantage of having access to both Interstates 80 and 55.

We are excited to support the widening of Route 47 in Grundy County. In addition to the necessary transportation upgrade for the fastest-growing area in the State of Illinois, this project will help create vital jobs in the area.

Sincerely,

Prologis

David D. Riefe
Senior Vice President

DR/kb

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OFFICE OF SHERIFF GRUNDY COUNTY

111 E. Illinois Avenue • Morris, IL 60450

Administration
Phone 815-942-6645
Fax 815-941-3463

Communications Non-Emergency Jail - Warrants
Phone 815-942-0336
Fax 815-942-0767

Terry M. Marketti
Sheriff
James L. Olson
1952-2004

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December 5, 2011

Nancy Ammer
Grundy Economic Development Council
112 E. Washington Street
Morris, Illinois 60450

Dear Ms. Ammer,

On behalf of the men and women of the Grundy County Sheriff's Office and local first responder agencies in the Fire and Emergency Medical Service (EMS) fields, I am very pleased to partner with the citizens of Grundy County and the Grundy Economic Development Council in support of the project to widen Illinois Route 47 in Grundy County. The widening of Route 47 throughout the County is a positive step for growth and public safety for all of Grundy County, as well as for our bordering neighbors in both Kendall and Livingston counties.

All of us can agree that Route 47 is a major artery for transportation and commerce in this County and provides a direct route through the central interior of the State of Illinois. Additionally, Route 47 is essential to the competitive advantage afforded both new and existing industry throughout this region. A four lane Route 47 will provide a vital tool for the retention of current jobs and the creation of new jobs in this fast-growing transportation and logistics sector, as well as many other industries, by enhancing Grundy County's competitive advantage of direct access to both Interstate 80 and 55.

Moreover, from a public safety point of view, the widening of Route 47 would not only have a significant economic impact, but will also provide a very positive traffic safety impact for the motoring public. The changes in size, design, and mix of today's vehicles on our nation's roadways has created additional traffic safety challenges for all of us. For example, throughout Grundy County we are seeing a significant increase in the number of commercial vehicles transporting grain and other commodities in excess of the original 80,000 pound limits. These vehicles travel slower on our

Emergency
Dial 911

"TO SERVE AND PROTECT"

Crimestoppers
815-942-9667

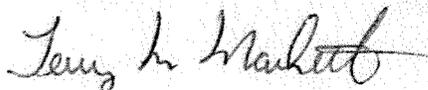
roadways and frequently require additional slowing distance when making a turn. As a direct result, same direction traffic is also required to slow down to allow the large truck to maneuver safely.

In addition to the overcrowding on our current roadways, the death rate for non-federal highways, which are frequently two lanes, exceeds 2.3 per hundred million vehicle miles of travel. Statistics show that crashes on these roads have more serious consequences because of narrower traffic lanes, hazardous roadsides, steeper grades and oftentimes sharper curves. The width of each travel lane in a two lane roadway, the presence of a road shoulder, and their basic construction characteristics are all important to traffic safety. The lane of travel clearly defines the space in which a driver needs to perform all maneuvers common to driving in a safe manner. In general, wider lane and shoulder combinations are a much safer combination for the traveling public.

Finally, traffic crashes on two-lane roadways create additional hazards for public safety officials and highway maintenance crews. These crashes are more dangerous to clear and often result in additional traffic delays as the scene is being cleared. Wider lanes provide a larger road surface on which to maneuver in an emergency without leaving the roadway and also provide a safety lane for first responders, emergency workers, and road maintenance crews as they try to return the pre-crash traffic pattern to normal.

We are excited to support the widening of Route 47 in Grundy County. In addition to the necessary transportation upgrade for one of the fastest growing areas in the State of Illinois, this project will help create vital jobs in the area and provide safer travel for our citizens and those who travel throughout our area.

Sincerely,



Terry M. Marketti
Sheriff of Grundy County



9377 West Higgins Road
Suite 600
Rosemont, IL 60018

December 8, 2011

Nancy Ammer
Grundy Economic Development Council
112 E Washington Street
Morris, IL 60450

RE: Support for Illinois Route 47 Expansion

Dear Ms. Ammer:

We are pleased to partner with Grundy County, its communities, and the GEDC in support of the project to widen Illinois Route 47 in Grundy County. The widening of Route 47 throughout the county is a positive step for growth for Grundy as well as neighboring Kendall and Livingston Counties.

We agree that Route 47 is the major artery of transportation and commerce in the county. Additionally, Route 47 is essential to the competitive advantage afforded both new and existing industry in the region.

A four lane Route 47 would provide a vital tool for the retention of current jobs and the creation of new jobs in both the fast-growing transportation and logistics sector and other industries by enhancing Grundy County's competitive advantage of having access to both Interstates 80 and 55.

We are excited to support the widening of Route 47 in Grundy County. In addition to the necessary transportation upgrade for the fastest-growing area in the State of Illinois, this project will help create vital jobs in the area.

Sincerely,

Duke Realty

Susan E. Bergdoll
Vice President – Industrial

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| RECEIVED STUDIES & PLANS | | |
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| CO-ORD | | |



Grundy County Farm Bureau

4000 N. Division
Morris, IL 60450

Phone: 815.942.6400
Fax: 815.942.6418

grundycfb@sbcglobal.net

Steve Kodat, President
Morris

Bob Johnson, V. President
Morris

Tammy Halterman, Secretary
Dwight

Cash Biros, Treasurer
Mazon

Brent Baker, Director
Verona

Pat Carey, Director
Kinsman

Frank Halpin, Director
Gardner

John D'Arcy, Director
Coal City

Jon Hill, Director
Mazon

Nick Schaefer, Director
Mazon

Terry Seggebruch, Director
Morris

Tom Tesdal, Director
Morris

Staff
Tasha Bunting
Manager

Kathy Wise
Administrative Assistant

Yvonne Foss
Ag Literacy Coordinator

January 30, 2012

Nancy Ammer
Grundy Economic Development Council
112 E Washington Street
Morris, IL 60450

RE: Support for Illinois Route 47 Expansion

Dear Ms. Ammer:

On behalf of Grundy County Farm Bureau, I would like to express our support of the project to widen Illinois Route 47 in Grundy County.

This project will no doubt have a positive impact on agriculture by improving the infrastructure within Grundy County for the transfer of our commodities to various market points. In addition, the expansion to four lanes will provide a safer environment for those travelling on Route 47.

We look forward to the completion of this project.

Sincerely,

Tasha N. Jordan-Bunting, Manager
Grundy County Farm Bureau

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