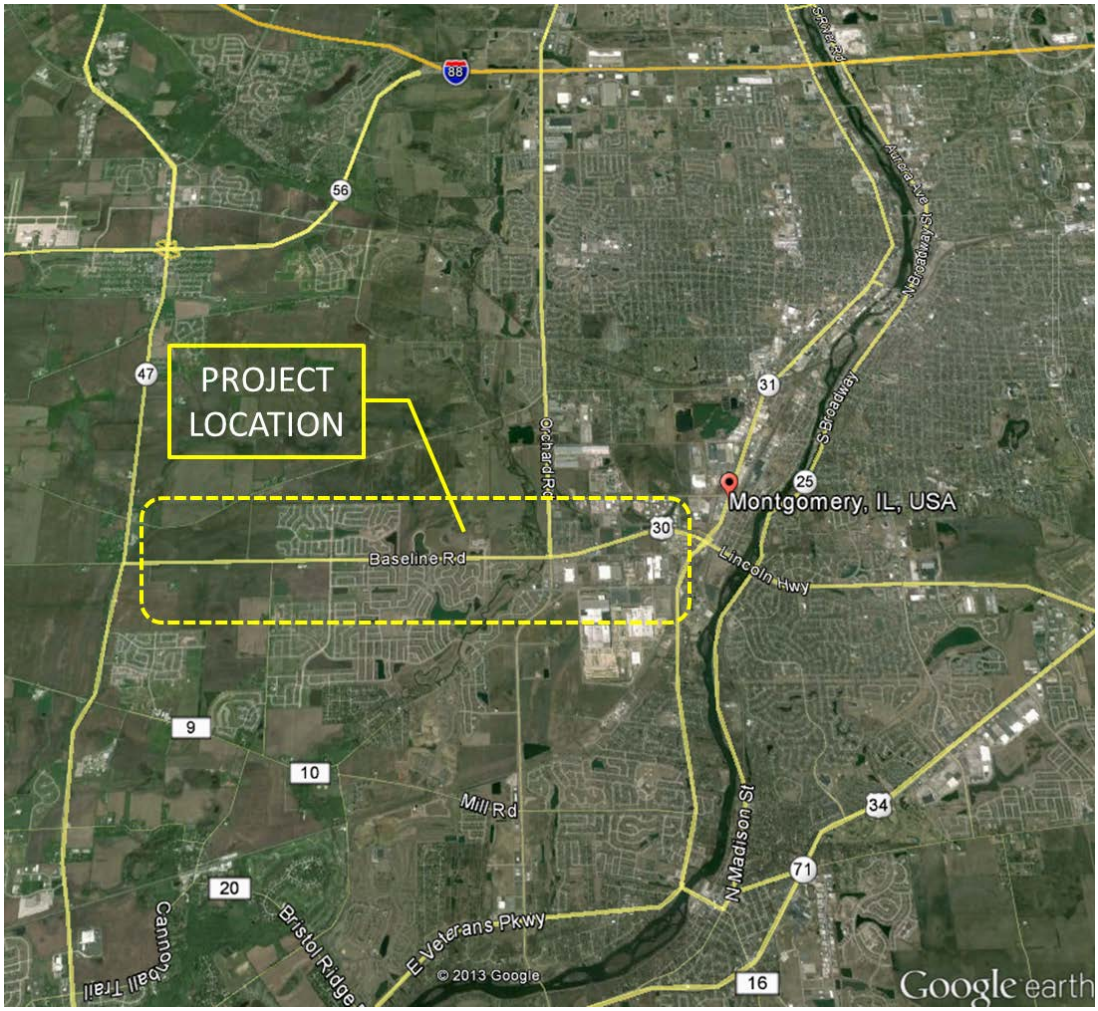
Illinois Department of Transportation

PROJECT REPORT

US ROUTE 30

ILLINOIS 47 to ILLINOIS 31



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Kane & Kendall Counties

IDOT - Division of Highways - District One

May, 2018
Volume 6 of 7

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Noise Analysis Report

NOISE ANALYSIS REPORT
US 30
from IL 47 to IL 31
and Orchard Road
from Caterpillar Drive to Aucutt Road
Kane and Kendall Counties, Illinois

Prepared for
Illinois Department of Transportation

Prepared by
Hutchison Engineering, Inc.

March 2017

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1. INTRODUCTION

This traffic noise study has been prepared to evaluate traffic noise for US 30 between IL 47 and IL 31 and Orchard Road between Caterpillar Drive and Aucutt Road improvement project. The noise study area, shown in Figure 1, is west of Montgomery in Kane and Kendall Counties. Currently, US 30 is a two-lane rural highway for the entire length of the project. The existing land use adjacent to the road is mostly residential with agricultural properties interspersed throughout. US 30 will be reconstructed and expanded to four lanes separated by a raised median along the existing horizontal alignment. Orchard Road will be expanded to three lanes in the northbound and southbound directions. The proposed study will evaluate existing and future traffic noise conditions and, if appropriate, potential noise abatement measures.

This report presents the Federal and state noise regulations (Section 2), a discussion of noise sensitive receptors (Section 3), field noise monitoring (Section 4), a description of the noise analysis methodology (Section 5), the analysis of the existing and future noise levels (Section 6), the noise abatement analysis (Section 7), construction noise (Section 8), and the noise analysis conclusion (Section 9).

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Figure 1
Site Location Map
US 30 between IL 47 and IL 31
Kane and Kendall Counties

2. NOISE BACKGROUND AND REGULATIONS

2.1 Noise Background

Sound is caused by the vibration of air molecules and is measured on a logarithmic scale using units of decibels (dB). Sound is composed of a wide range of frequencies. However, the human ear is not uniformly sensitive to all frequencies. Therefore, an "A" weighted scale was devised to correspond with the ear's sensitivity. The A-weighting generally weighs more heavily noise levels in the humanly audible range and screens out noise levels that cannot be heard but are still generated, such as a high frequency dog whistle. The A-weighted unit is used primarily because:

1) It is easily measured.
2) It approximates the human ear's sensitivity to sounds of different frequencies.
3) It matches attitudinal surveys of noise annoyance better than other noise measurements.
4) It has been adopted as the basic unit of environmental noise by many agencies around the world in dealing with community noise issues.

The equivalent sound level is the steady-state, A-weighted sound level, which contains the same amount of acoustic energy as the actual time-varying, A-weighted sound level over a specified period of time. If the time period is 1 hour, the descriptor is the hourly equivalent sound of $L_{eq}(h)$, which is widely used by state highway agencies as a descriptor of traffic noise. It is generally the equivalent level of sound (in decibels or dB(A)) that represents the level of sound held constant over a specified period of time, which reflects the same amount of energy as the actual fluctuating noise over that time period. L_{eq} is based on the energy average, not a noise level average.

2.2 Federal Regulations

Traffic noise analyses are required for all projects considered a Type I project. The federal regulations define Type I projects as any of the following:

- The construction of a highway on a new location,
- The physical alteration of an existing highway where there is either:
    - *Substantial Horizontal Alteration.* A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition or
    - *Substantial Vertical Alteration.* A project that removes shielding therefore, exposing the line-of-sight between the receptor and the traffic noise source. (This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor.),
- The addition of a through-traffic lane(s). (This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane.),

- The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane,
- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange,
- Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane, or
- The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

This proposed improvement to US 30 would be characterized as a Type I noise project as it includes the addition of through-traffic lanes.

The Federal regulations establish noise abatement criteria to establish noise levels where noise abatement should be evaluated. Five separate noise abatement criteria (NAC) based upon land use are used by the FHWA to assess potential noise impacts. A traffic noise impact occurs when noise levels approach, meet, or exceed the NAC listed in Table 1.[1] In determining the applicable noise activity category for the study area, existing land use was reviewed. The applicable NAC for all residential noise receptors evaluated is 67 dB(A).

TABLE 1: NOISE ABATEMENT CRITERIA – HOURLY WEIGHTED SOUND LEVEL

Activity Category[1]	L_{eq}(h)	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

[1] Based on 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. (adopted 2010).

2.3 IDOT Policy

Based on the FHWA regulations, State Highway Authorities are allowed to define the noise impacts as 1) the noise level determined to approach the NAC and 2) the increase in noise levels is determined to be a substantial increase. The Illinois Department of Transportation (IDOT) defines noise impacts as follows:

- Design-year traffic noise levels approach, meet, or exceed the NAC, with approach defined as being within 1 decibel of the NAC.

- Design-year traffic noise levels are a substantial increase over existing traffic generated noise levels, defined as an increase greater than 14 dB(A).

3. NOISE RECEPTOR SELECTION

The land use within the study limits is mostly rural in nature, comprised of mainly residential and agricultural areas interspersed throughout the proposed project limits.

Receptor locations were selected based on land use adjacent to US 30 corridor and along Orchard Road to represent the land uses with established NAC. For this project, this includes primarily residential areas (land use activity category B), a recreational facility and cemetery (land use activity category C) and other developed lands not included in land use category A-D or F (land use activity category E). The remaining areas along the project corridor are characterized as land use activity category F, which do not have an established NAC.

The traffic noise study evaluates the study area using common noise environments (CNEs). A common noise environment is a group of receptors within the same activity category that are exposed to similar noise sources and levels. Within each of the CNEs, a single receptor was selected to represent the CNE. The single receptor was considered and chosen based on its respective distance to the edge of the roadway, existing topography, such as berm height adjacent to the receptor, or a combination of the two, thereby having the probability to be the worst-case traffic noise condition. The represented receptors within the CNEs will have similar noise levels as the selected receptor.

Sixteen receptors have been selected to represent or monitor the study area, with a majority of the receptors representing a CNE. Receptor types include single-family and multi-family residential areas, a recreation area, a cemetery, and commercial areas. According to IDOT policy, when determining traffic noise impacts, primary consideration shall be given to exterior areas where frequent human use occurs for Activity Categories A, B, C and E. Traffic noise impacts for land uses within Activity Category D shall be predicted for interior areas only if no exterior use areas are identified. Therefore, receptor locations were selected at outdoor locations of frequent human use. Because exterior areas of frequent human use were identified for all receptors, no interior noise monitoring or prediction occurred.

Table 2 lists the receptor number, the receptor type, the land use category and associated NAC, the approximate distance to the nearest roadway and existing edge of pavement (EOP), and the number of units represented by the receptor. Figure 3 depicts the aerial photograph of the study area with the receptors and CNEs. Receptor locations are between 75 and 235 feet from the nearest US 30 existing EOP and 31 feet from the nearest Orchard Road existing EOP.

The agricultural land areas within the project area, shown as land use activity category F in Figure 2, were reviewed to determine if any were permitted for development. Based on the information available, there are no existing permits for development within the project limits.

TABLE 2: NOISE RECEPTOR LOCATIONS

Receptor/ CNE No.	Type	Activity Category / NAC (dB(A))	Nearest Roadway for Analysis	Distance to Nearest Roadway Existing Edge of Pavement (feet)[a]	Units Represented By Receptor
R1	Residential[b]	B / 67	US 30	141	3
R2	Residential[b]	B / 67	US 30	91	1
R3	Residential[b]	B / 67	US 30	125	92
R4	Residential[b]	B / 67	US 30	120	135
R5	Residential[b]	B / 67	US 30	93	67
R6	Residential[b]	B / 67	US 30	124	145
R7	Residential[b]	C / 67	US 30	235	5
R8	Residential[b]	B / 67	US 30	122	61
R9	Residential[b]	B / 67	US 30	106	16
R10	Cemetery	C / 67	US 30	160	1
R11	Residential[b]	B / 67	US 30	134	47
R12	Commercial	E / 72	US 30	81	8
R13	Commercial	E / 72	US 30	122	1
R14	Residential[b]	B / 67	US 30	122	1
R15	Residential[b]	B / 67	US 30	91	13
R16	Residential[b]	B / 67	Orchard Road	31	64

[a] Estimated from existing survey information and available aerial photography.

[b] Residences were analyzed at their area of frequent outdoor use, typically the front yard, back yard, patio, or balcony.

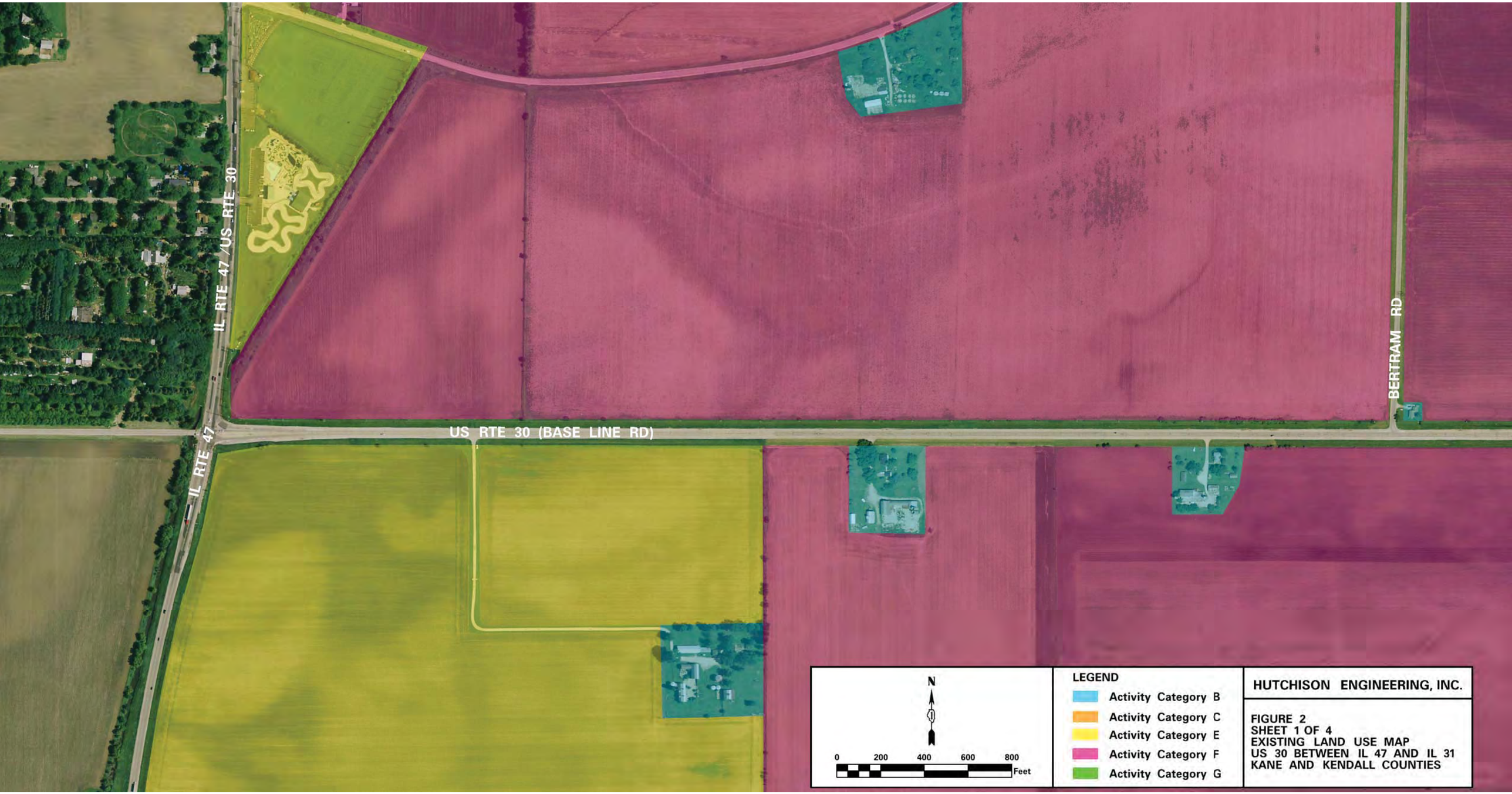

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FIGURE 2
SHEET 1 OF 4
EXISTING LAND USE MAP
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

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FIGURE 2
SHEET 2 OF 4
EXISTING LAND USE MAP
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

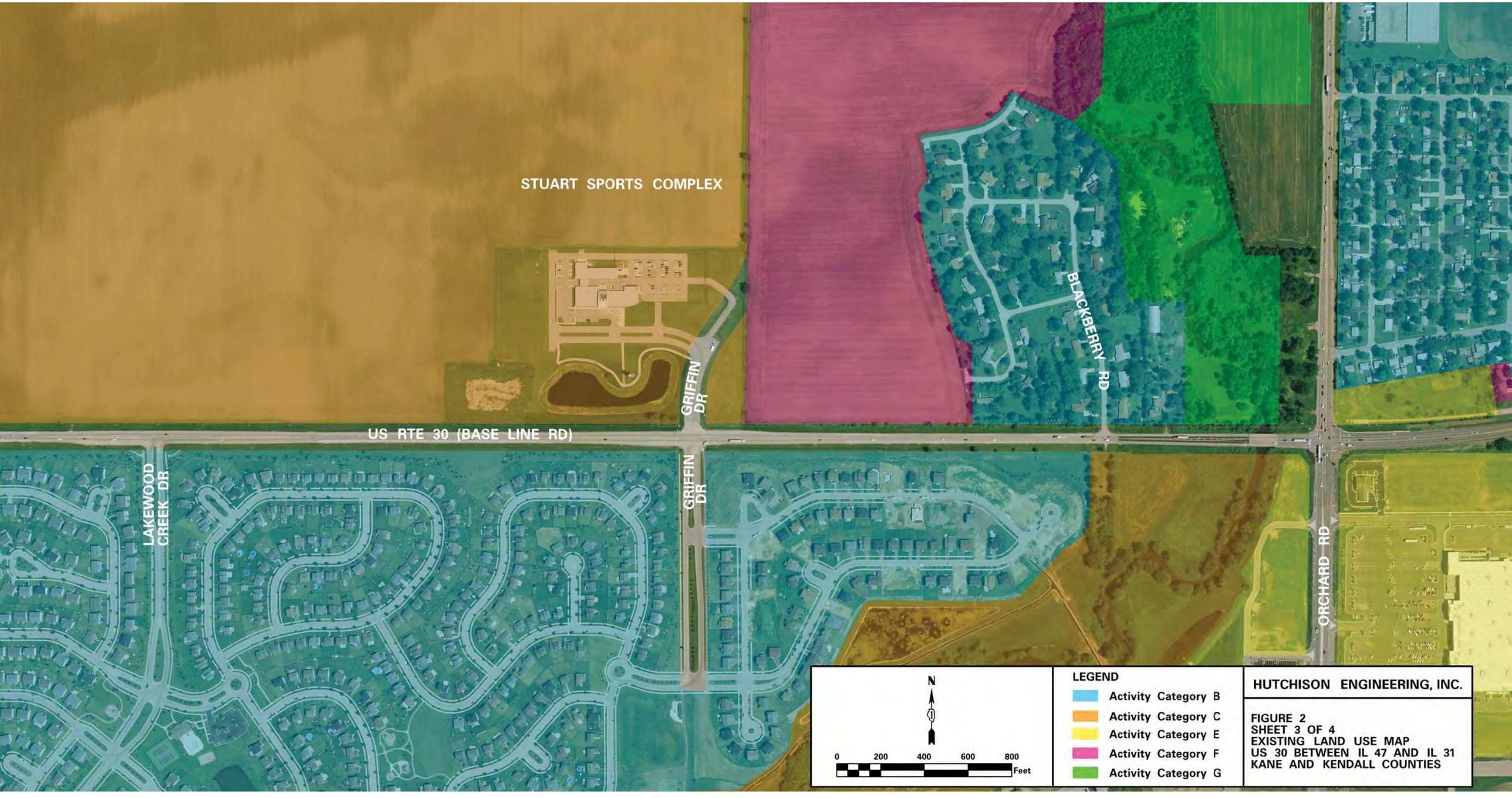

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FIGURE 2
SHEET 3 OF 4
EXISTING LAND USE MAP
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

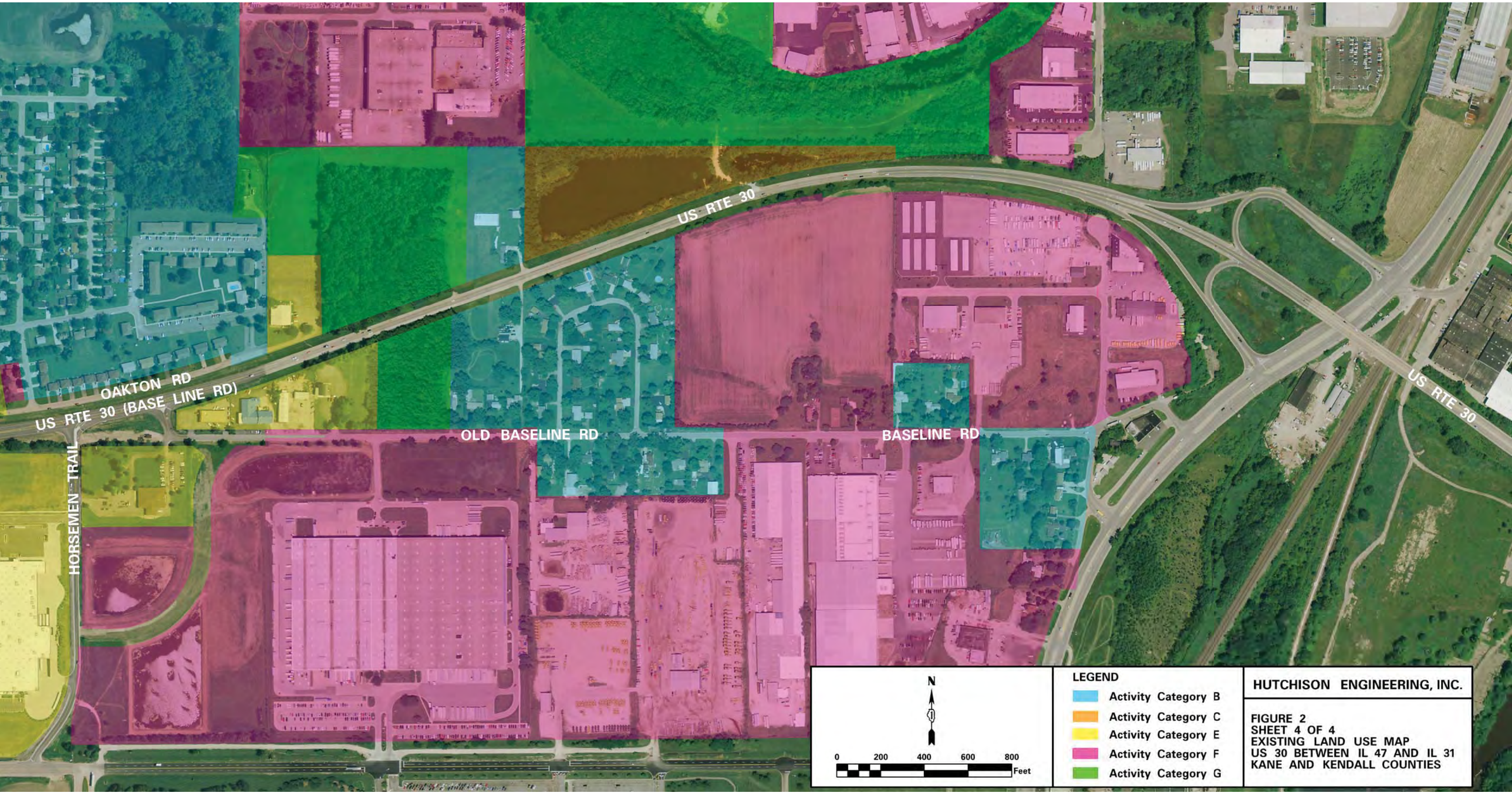

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FIGURE 2
SHEET 4 OF 4
EXISTING LAND USE MAP
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

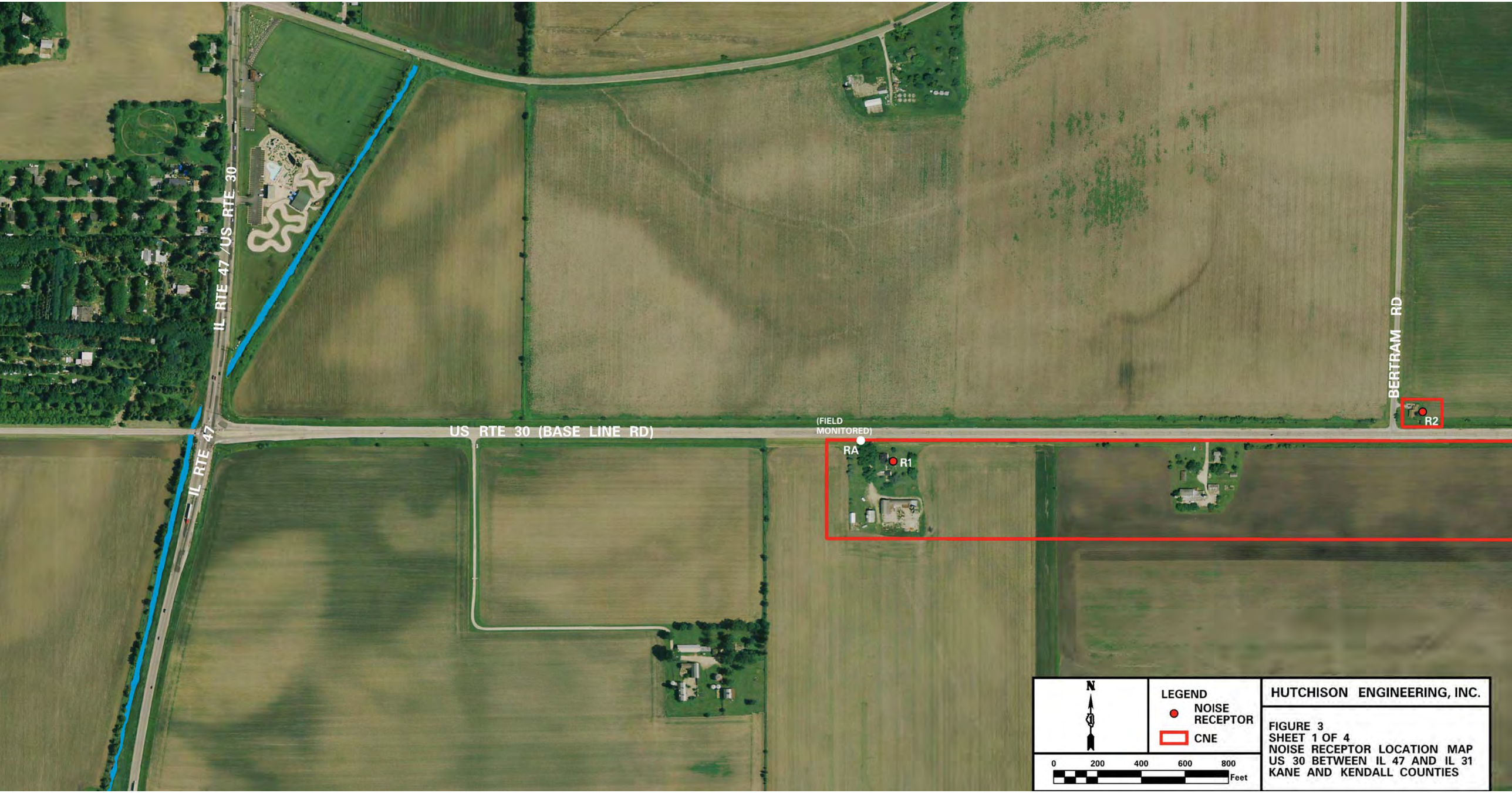

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FIGURE 3
SHEET 1 OF 4
NOISE RECEPTOR LOCATION MAP
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

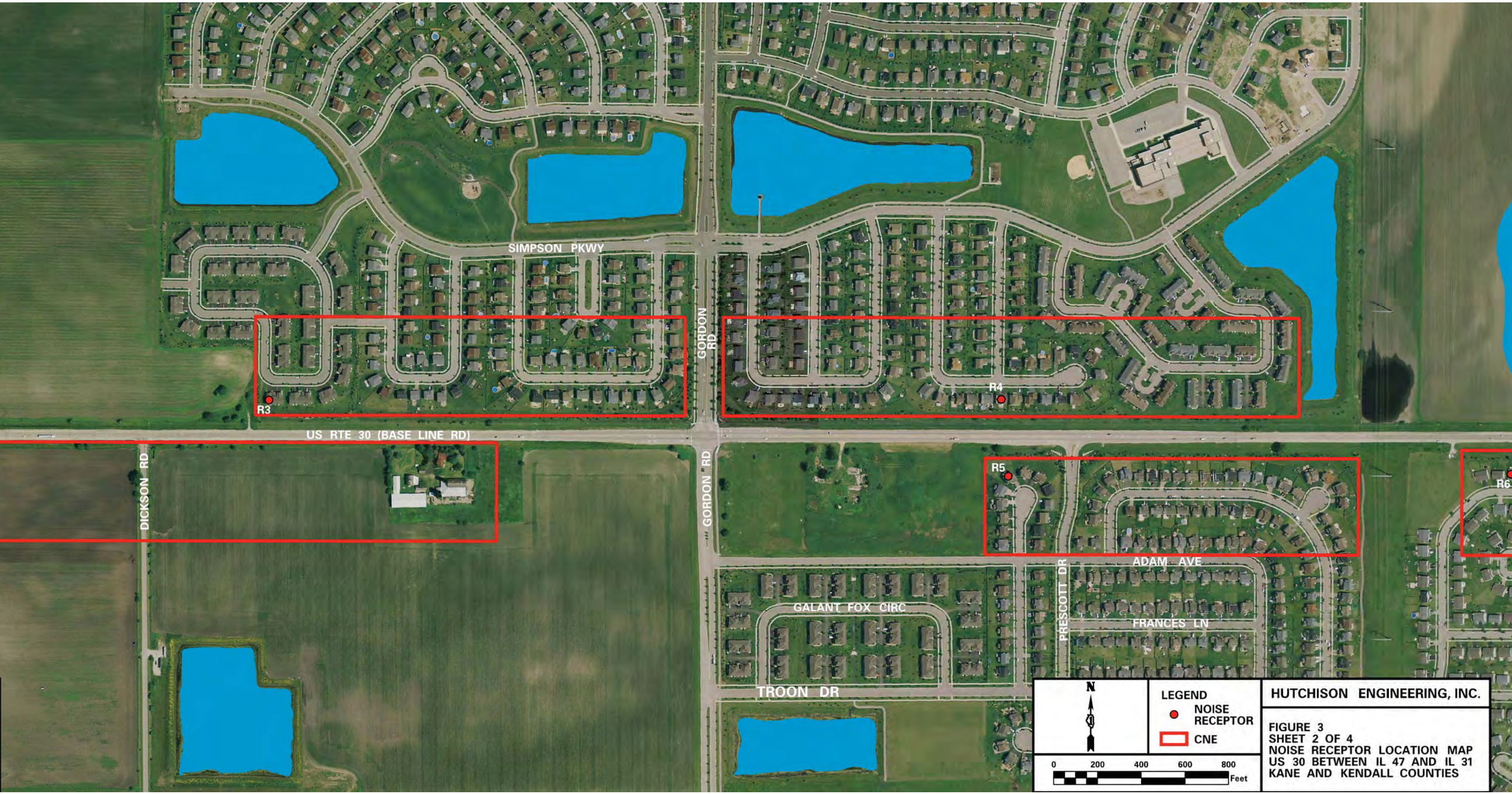

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FIGURE 3
SHEET 2 OF 4
NOISE RECEPTOR LOCATION MAP
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

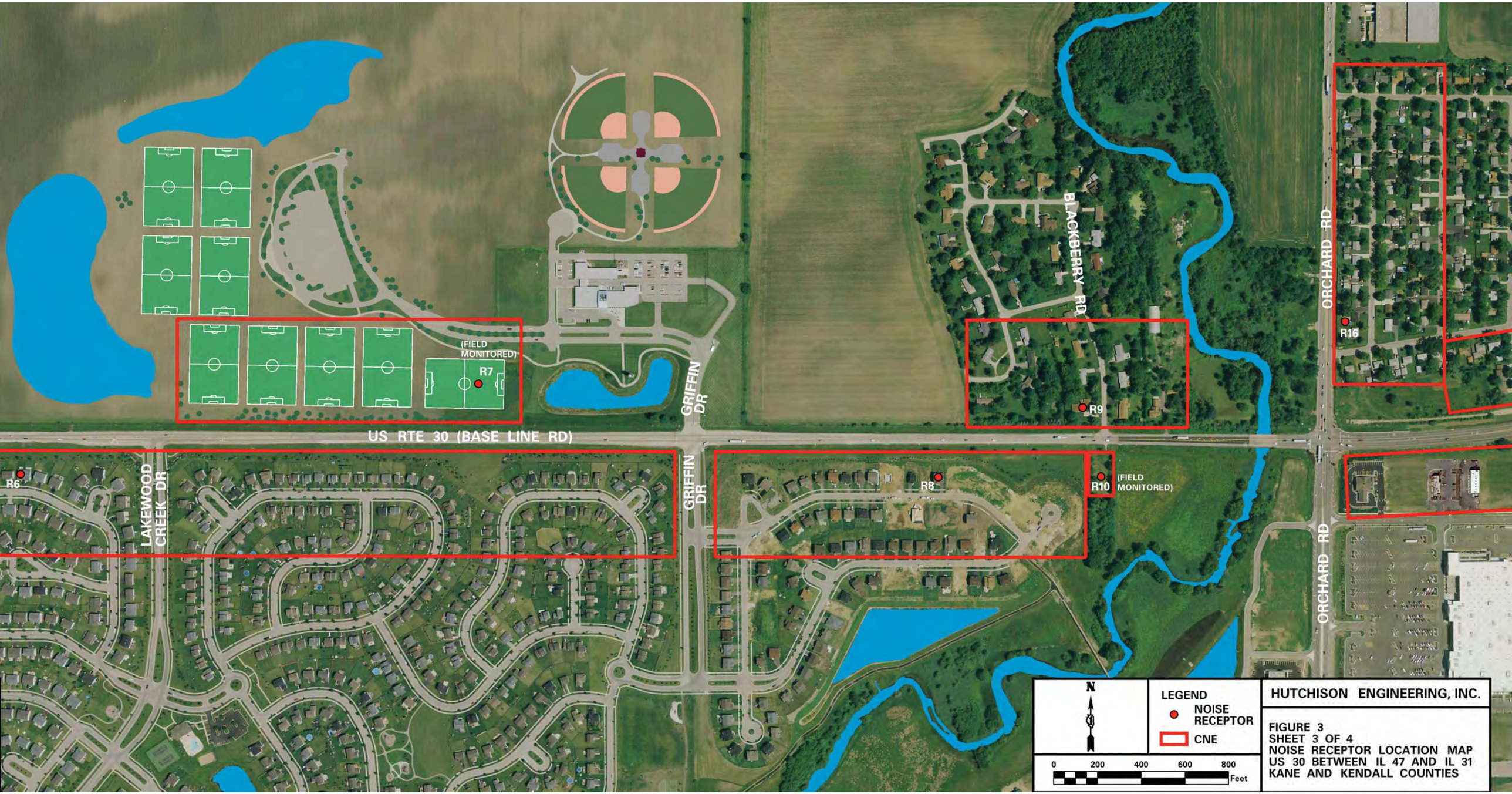

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FIGURE 3
SHEET 3 OF 4
NOISE RECEPTOR LOCATION MAP
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

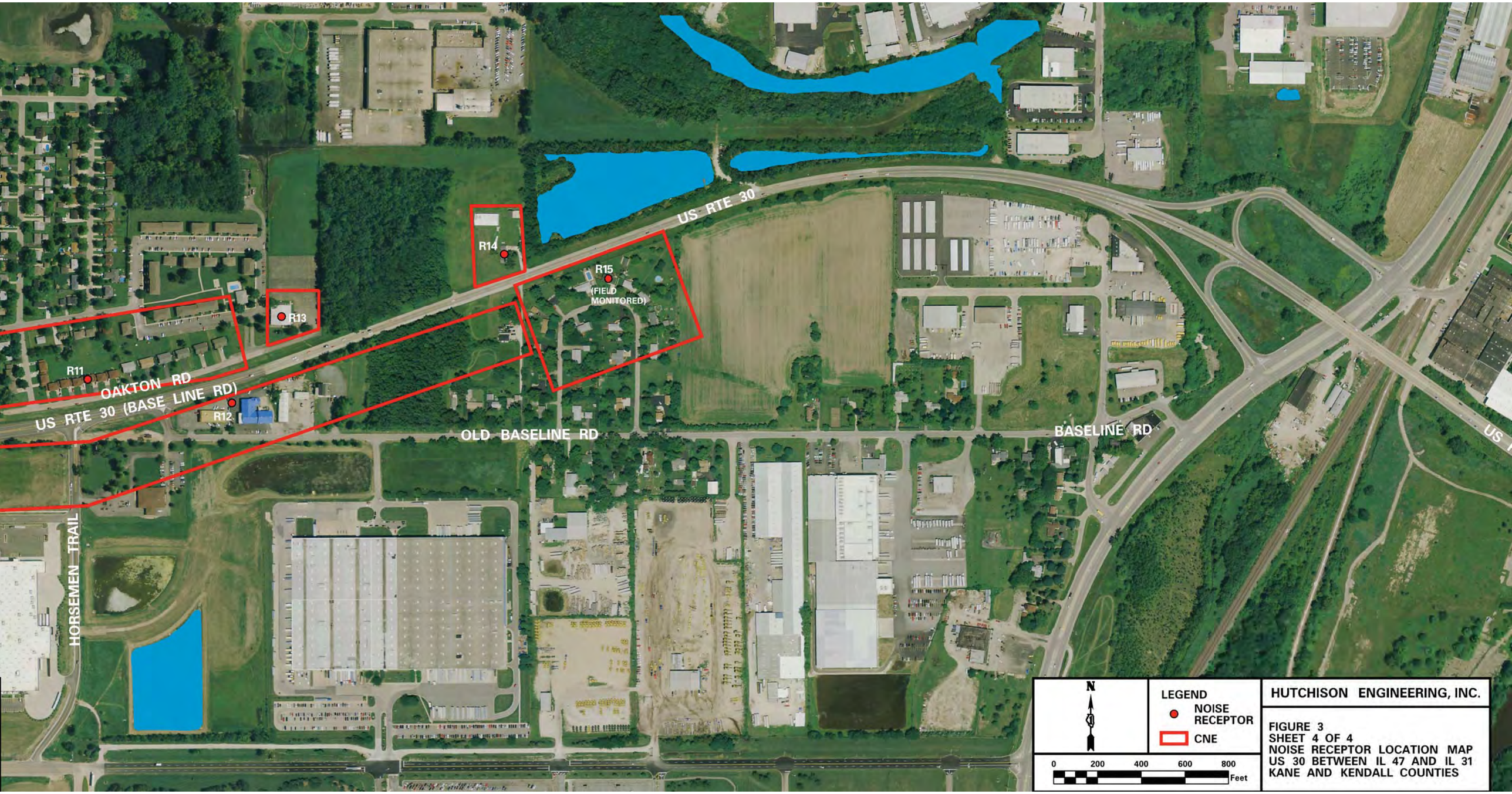

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FIGURE 3
SHEET 4 OF 4
NOISE RECEPTOR LOCATION MAP
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

4. FIELD NOISE MEASUREMENTS

Actual noise measurements provide a "snapshot" of existing site conditions. The traffic volumes and conditions during the actual noise level measurements need to be considered when evaluating field measurements as typical for the area. The following methodology was used to collect noise level measurements.

Traffic noise levels measured during monitoring events are representative of the traffic characteristics (volume, speed and composition) for the period of time measured. This may or may not be the peak-hour noise condition at the location being measured. In addition, the noise levels are also influenced by other noise sources in the area other than the traffic noise and the characteristics of the location, such as shield afforded by existing berms or structures. Consequently, comparison of the noise levels between locations needs to also consider the variations in site characteristics in addition to varying traffic conditions. Noise monitoring was conducted at receptors RA, R7, R10 and R15. The noise monitoring results are compared to TNM results for the existing conditions to validate the noise model.

4.1 Traffic Volumes

Traffic volumes along the roadways adjacent to receptors were counted during field monitoring. The number of cars and trucks were recorded separately along with any other noise sources observed during monitoring. The traffic volumes were counted as a total for each direction during the 15-minute noise monitoring periods. The traffic volumes counted were extrapolated to hourly volumes. This procedure is accepted by the Federal Highway Administration as a representative noise monitoring method, detailed in IDOT's "Highway Noise Assessment Manual," Section 3.5.2.

4.2 Time and Day for Measurements

Noise monitoring is typically conducted during the period representing the worst hourly noise level. This may or may not be during the peak hour traffic volumes, as traffic may be stop and go during this period or at a reduced travel speed. Traffic was moving steadily on the adjacent roadway during the measurements. Noise monitoring was conducted at all sites on October 23, 2012 between the hours of 5:55 pm to 8:30 pm and October 24, 2012 between the hours of 8 am to 11:45 am.

4.3 Weather Conditions

Weather conditions have some effect on noise measurement readings. Noise measurements cannot be taken if wind speed exceeds 12 mph. The conditions during the monitoring are summarized as follows:

TABLE 3: WEATHER CONDITIONS DURING THE NOISE MONITORING

Condition	Required	PM Field Data (10/23/2012)	Actual* (10/23/12)	AM Field Data (10/24/2012)	Actual* (10/24/12)
Pavement	Dry	Dry	Dry	Dry	Dry
Humidity	Less than 90%	--	87%-90%	--	71%-87%
Temperature	14 to 112 degrees F	62-66	61-63	65-70	60-62
Wind Speed	Less than 12 mph	2-8 mph	8-10 mph	< 5 mph	6-10 mph

*NWS Data for nearby Aurora, IL

The weather conditions during the noise monitoring were within the recommended ranges for all parameters listed.

4.4 Instrumentation

A Brüel & Kjaer Type 2236 sound level meter was used for monitoring the actual noise level. The L_{eq} was recorded for the "A" weighted scale. L_{eq} is the equivalent level of sound (in decibels or dB(A)) which represents the level of sound, held constant over a period of time. This reflects the same amount of energy as the actual fluctuating noise over that time period. The instrument was calibrated prior to use. The instrument was set up approximately five (5) feet from the ground and the measurement was conducted for 15 minutes. The noise meter was placed at outdoor locations to acquire noise levels representative of different areas throughout the project.

4.5 Field Noise Monitoring Results

All collected field data can be found in Appendix B. Table 3 compares the noise monitoring results for the four monitored locations to the TNM modeled existing noise levels. Noise monitored levels ranged from 59 dB(A) to 73 dB(A). The difference between modeled and monitored noise levels provides an indication of the representativeness of the TNM model. Section 5 describes the TNM modeling methodology and results. Monitored noise levels are within 3 dB(A) of the modeled noise levels, which validates the TNM model. The impact analysis and abatement evaluation will be conducted using the build traffic noise model results.

TABLE 4: NOISE MONITORING RESULTS, L_{eq}

Receptor	Noise Level Monitored, dB(A)	Modeled Existing Noise Level, dB(A)	Difference Between Modeled and Monitored, dB(A)
RA[/a]	73	73	0
R7	59	59	0
R10	62	64	+2
R15	71	68	-3

[/a] At the time of noise monitoring, the property that represents the CNE R1 was not accessible, thereby causing a variance with the modeled receptor R1 versus the monitored location. The existing noise level for receptor R1 in the model is 65 dB(A), which is 94 feet further off the existing edge of US 30 pavement from the monitored location. Receptor RA was entered into the model at the location of the noise monitoring, and the existing noise level in the model was 73 dB(A), which is within acceptable difference levels. The model was then deemed validated and the analysis continued. Appendix A contains both the 2012 existing input and output results and the Receptor RA validation results.

*Modeling methodology and results are presented in Section 5 and Section 6, respectively.

5. NOISE ANALYSIS METHODOLOGY

Modeling of the traffic noise levels at the receptors located within the project limits were conducted utilizing the FHWA-approved TNM version 2.5. Prediction of noise levels is one step in assessing potential noise impacts and abatement strategies. Traffic noise levels for the receptor sites were predicted using existing (2012) and future (2040) traffic volumes.

Inputs into TNM include traffic volume, traffic mix (cars, heavy trucks, and medium trucks), receptor distance, elevation, average speeds during free flowing conditions, and topography. Information sources used in the analysis are briefly described in the following subsections.

5.1 Traffic Volumes

ADT volumes were provided by Chicago Metropolitan Agency for Planning (CMAP) for specific segments along US 30 for the year 2012, 2040 No-Build and 2040 Build for US 30. The provided ADTs were projected to design hourly volumes using a factor of 10 percent of the ADT. The DHVs were then evenly divided between eastbound and westbound traffic. Finally, the even split between eastbound and westbound travel was further broken down into a 60 percent ratio for the right directional traffic lanes and a 40 percent ratio for the left directional traffic lanes to be input into the model.

5.2 Traffic Composition

Three types of vehicles, including cars, medium trucks and heavy trucks, are input into TNM. Truck composition for the roadways was determined based on the traffic counts provided. The percentage of automobiles for US 30 is estimated between 93 percent and 96 percent with medium and heavy trucks combined accounting for between 4 percent and 7 percent. Truck traffic is between 0 percent and 40 percent medium trucks and between 60 percent and 100 percent heavy trucks. The range in values is associated with the variation in traffic volumes that occur within the project limits.

5.3 Receptor Distance/Elevation

Table 2 includes the distances of the receptors from the nearest roadway existing edge of pavement. The selected representative receptors include single family residences, multi-family residences, recreation areas and a cemetery. The distance and elevation of each receptor directly affects the predicted traffic noise level. The distances from the nearest US 30 existing edge of pavement vary from 75 feet at Receptor R9 to 235 feet at Receptor R7. The distance from the nearest Orchard Road existing of pavement is 31 feet at Receptor R16. The specific location of the receptor is based upon identifying the location where outdoor activity occurs.

5.4 Speed Conditions

The posted speed limit was assumed to be the average speed during free flow conditions for US 30 and was used for the noise analysis in the TNM model. A speed of 55 mph was input for each traffic segment input to the TNM model for the existing (2012) and the projected No-Build 2040 for US 30 west of Orchard Road. For US 30 east of Orchard Road a speed of 50 mph was input for each traffic segment. A speed of 45 mph was input for the projected Build 2040 scenario. At the signalized intersections, no speed constraint was applied and 50 percent of the vehicles were affected for each scenario.

The posted speed limit was assumed to be the average speed during free flow conditions for Orchard Road and was used for the noise analysis in the TNM model. A speed of 45 mph was input for each traffic segment input to the TNM model for the existing (2012) and the projected No-Build 2040 for Orchard Road. A speed of 45 mph was input for the projected Build 2040 scenario. At the signalized intersection with US 30, no speed constraint was applied and 50 percent of the vehicles were affected for each scenario.

5.5 Topography

The cross sections for US 30 and Orchard Road were examined for specific terrain lines. Detailed coordinates and elevations at each cross section were input into the noise models for the existing and build conditions around the appropriate Receptors to reflect a more representative analysis between the roadway traffic and Receptor.

5.6 Buildings

If second or third row receptors were needed to be analyzed, detailed coordinates and elevations were input into the TNM model using the Building Rows or Barriers input. For each Building Row entered, the Building Percentage (%) was calculated by measuring the overall length from end to end of the front row housing and deducting the average gap length between the front row housing multiplied by the number of gaps. The overall length with the deducted gaps to overall length ratio was the Building Percentage (%) input into TNM. If the Building Percentage (%) was over 80%, the building row was input into TNM as a barrier. Assuming two stories residential buildings, an average of 30 feet was input for the height.

6. TNM RESULTS

6.1 Existing, No-Build and Build Receptor Noise Evaluation

Existing (2012), No-Build (2040), and Build (2040) traffic noise levels were predicted for the 16 receptor sites utilizing the Federal Highway Administration Traffic Noise Model (FHWA TNM) version 2.5. Table 4 presents the existing (2012) and projected (2040) noise levels for the 16 receptor sites, as well as the anticipated difference in noise levels for the two time periods.

The Existing 2012 noise levels range from 59 dB(A) at R7 to 71 dB(A) at R16. The projected No-Build 2040 traffic noise levels range from 61 dB(A) at R7 to 73 dB(A) at R16. Generally, receptor noise levels either remain the same or increase between one dB(A) and three dB(A) from the Existing scenario to the No-Build scenario. Any increase in traffic noise levels is due to an increase in traffic volumes.

The projected Build 2040 traffic noise levels range from 61 dB(A) at R7 to 74 dB(A) at R16. Typically, the projected Build 2040 noise levels increase between one dB(A) and three dB(A) from the existing condition, with the exception of Receptors R13 and R14, which remain the same. Increases in noise levels for the receptors are due to in an increase in traffic volumes, profile changes, and the addition of through lanes to US 30.

Under the proposed Build 2040 scenario, 12 receptor locations approach or exceed the FHWA NAC, and therefore warrant a noise abatement analysis. None of the receptors are considered impacted due to a substantial increase (greater than 14 dB(A) increase) in traffic noise levels.

All TNM input and output are attached as Appendix A.

TABLE 5: NOISE IMPACT SUMMARY – TNM MODELING RESULTS

Receptor/CNE	Activity Category/NAC (dB(A))	Existing 2012 Noise Level, dB(A)	No-build 2040 Noise Level, dB(A)	Build 2040 Noise Level, dB(A)	Increase in Build Noise Levels over Existing Noise Levels, dB(A)
R1	B / 67	65	67	**66**	1
R2	B / 67	66	69	**69**	3
R3	B / 67	64	67	**66**	2
R4	B / 67	65	67	**66**	1
R5	B / 67	65	68	**66**	1
R6	B / 67	65	68	**66**	1
R7	C / 67	59	61	61	2
R8	B / 67	66	68	**67**	1
R9	B / 67	68	69	**69**	1
R10	C / 67	64	66	65	1
R11	B / 67	64	66	**66**	2
R12	E / 72	68	68	69	1
R13	E / 72	65	65	65	0
R14	B / 67	66	67	**66**	0
R15	B / 67	68	68	**68**	0
R16	B / 67	71	73	**74**	3

Boldface indicates the noise levels approach, meet or exceed the NAC in future build condition.

7. ABATEMENT ANALYSIS

7.1 Abatement Alternatives

Traffic noise abatement measures were considered for the 12 impacted receptors that approach, meet, or exceed the appropriate FHWA NAC, as shown in Table 4. The most feasible approach to abating noise impacts in this area would be to construct a noise barrier. This may include a noise wall, an earth berm or a combination of both. Noise barriers placed adjacent to the roadway will attenuate traffic-related noise and are the most practical measure for this project. An effective noise barrier must be tall enough to break the line-of-sight between the receptor and source and typically extends beyond the last receptor four times the distance between the receptor and noise barrier. Noise barriers are typically most effective in reducing noise for areas within 200 feet of the highway, which is the shadow zone of the noise barrier. Areas beyond this may receive some traffic noise reduction but usually not a substantial noise reduction or change from the condition without the barrier.

TNM was used to perform the noise barrier feasibility and reasonability evaluation for the nine impacted receptors. When determining if an abatement measure is feasible and reasonable, the noise reductions achieved, number of residences benefited, total cost, and total cost per residence benefited are considered.

7.2 Feasibility and Reasonability

An analysis of noise abatement measures (noise barriers) was conducted in reference with FHWA requirements contained in Title 23 *Code of Federal Regulations* Part 772 for each of the impacted receptors. In order for a noise abatement measure to be constructed, it must meet both the feasibility and reasonability criteria, described below.

Feasibility

The feasibility evaluation is a combination of acoustical and engineering factors considered in the evaluation of a noise abatement measure. The acoustical portion of the IDOT policy, as required by FHWA regulations, considers noise abatement to be feasible if it achieves at least a 5 dB(A) traffic noise reduction at an impacted receptor.

Reasonability

As per the FHWA regulations, a noise abatement measure is determined to be reasonable when all three of the following reasonableness evaluation factors are met:

- cost effectiveness of the highway traffic noise abatement measure;
- achievement of IDOT's noise reduction design goal; and,
- consideration of the viewpoints of the benefited receptors (property owners and residents) if all other criterion are achieved.

A noise abatement measure is considered cost-effective to construct if the noise wall construction cost per benefited receptor is less than the allowable cost per benefited receptor. A benefited receptor is any receptor that is afforded at least a 5 dB(A) traffic noise reduction from the proposed noise abatement measure. The FHWA regulations allow each State Highway Authority to establish cost criteria for determining cost effectiveness.

IDOT policy establishes the actual cost per benefited receptor shall be based on a noise wall cost of $25 per square foot, which includes engineering, materials and construction. The base value allowable cost per benefited receptor is $24,000 per benefited receptor, which can be increased based on three factors as summarized below:

- the absolute noise level of the benefited receptors in the design year build scenario before noise abatement;
- the incremental increase in noise level between the existing noise level at the benefited receptor and the predicted build noise level before noise abatement; and
- the date of development compared to the construction date of the highway.

Only one value from each of the factors from the following tables may be used for each receptor. These factors are considered for all benefited receptors, resulting in a potential maximum allowable noise abatement cost of $37,000 per benefited receptor.

Absolute Noise Level Consideration

Predicted Build Noise Level Before Noise Abatement	Dollars Added to Base Value Cost per Benefited Receptor
Less than 70 dB(A)	$0
70 to 74 dB(A)	$1,000
75 to 79 dB(A)	$2,000
80 dB(A) or greater	$4,000

Source: IDOT Highway Traffic Noise Assessment Manual

Increase in Noise Level Consideration

Incremental Increase in Noise Level Between the Existing Noise Level and the Predicted Build Noise Level Before Noise Abatement	Dollars Added to Base Value Cost per Benefited Receptor
Less than 5 dB(A)	$0
5 to 9 dB(A)	$1,000
10 to 14 dB(A)	$2,000
15 dB(A) or greater	$4,000

Source: IDOT Highway Traffic Noise Assessment Manual

New Alignment / Construction Date Consideration

Project is on new alignment OR the receptor existed prior to the original construction of the highway	Dollars Added to Base Value Cost per Benefited Receptor
No for both	$0
Yes for either	$5,000

Note: No single optional reasonableness factor shall be used to determine that a noise abatement measure is unreasonable.
Source: IDOT Highway Traffic Noise Assessment Manual

The IDOT noise reduction design goal is to achieve an 8 dB(A) traffic noise reduction at a minimum of one benefited receptor. If a noise abatement is feasible, achieves the cost-effective criterion and achieves the IDOT noise reduction design goal, the viewpoints of benefited receptors will be solicited on the construction of the noise wall.

7.3 Noise Wall Analysis

FHWA TNM version 2.5 was used to perform the noise wall feasibility and reasonability check for 12 impacted receptors. When determining if an abatement measure is feasible and reasonable, the noise reductions achieved, number of residences benefited, total cost, and total cost per residence benefited are considered.

Fourteen noise walls were evaluated for the 12 impacted receptors. This includes three noise walls for impacted CNE R1 at the three single-family residences west of Gordon Road on the south side of US 30 and 11 noise walls for the other 11 impacted receptors. All noise walls were modeled along the proposed right-of-way for the US 30 impacted receptors. All noise walls were modeled along the existing right-of-way for the Orchard Road impacted receptor. All of the noise walls could be feasibly built, as each provides at least a 5 dB(A) traffic noise reduction at an impacted receptor. All of the noise walls would also be considered acoustically reasonable, as they achieve the IDOT noise reduction

design goal of at least and 8 dB(A) traffic noise reduction at one or more benefited receptor locations. Table 5 shows the optimum wall heights from the analysis.

TABLE 6: OPTIMUM WALL HEIGHTS

Barrier Name	Barrier Height (FT)	Barrier Length (FT)	Benefited Receptors
B1	13	285	1
B1-1	13	205	1
B1-2	13	185	1
B2	10	225	1
B3	14	2205	36
B4	17	2740	99
B5	13	1795	22
B6	15	3165	54
B8	13	1785	22
B9	9	895	5
B11	13	1450	28
B14	16	210	1
B15	9	730	4
B16	9	1410	18

The 14 noise walls that met the feasibility criterion and the noise reduction design goal criterion were evaluated for cost-effectiveness. Based on the evaluation presented in Table 6 and Table 7, nine of the noise walls (walls B1, B1-1, B1-2, B2, B5, B8, B9, B14, and B15) are not considered economically reasonable, as the actual costs per benefited receptor exceeds their adjusted allowable cost per benefited receptor as identified in Table 7. However, a cost averaging is allowed under Section 4.2.1.2 of the IDOT Highway Traffic Noise Abatement Manual, dated June 2011, which states the following:

> *Cost averaging of noise abatement among common noise environments (CNEs) may be used when conducting the reasonableness evaluation. For a single noise abatement measure to be considered as part of a cost averaging evaluation, the estimated build cost of noise abatement per benefited receptor may not exceed two times the adjusted allowable noise abatement cost per benefited receptor.*
>
> .

Therefore, an analysis of the cost averaging per benefited receptor is not justified for walls B1, B1-1, B1-2, B2, and B14 that were not economically reasonable and have costs per benefited receptor that exceed their adjusted allowable costs per benefited receptor by a factor greater than two. Therefore, these walls are not likely to be implemented. An analysis of the cost averaging per benefited receptor is justified for walls B5, B8, B9, and B15, because their costs per benefited receptor do not exceed their adjusted allowable costs per benefited receptor by a factor of two.

The remaining five noise walls (B3, B4, B6, B11, and B16) are considered economically reasonable. Table 6 summarizes the results of the adjusted allowable cost per benefited receptor determination. Table 7 summarizes the results of the noise abatement reasonableness evaluation. Table 8 summarizes the results of the cost averaging reasonableness evaluation.

TABLE 7: ADJUSTED ALLOWABLE COST PER BENEFITED RECEPTOR

Barrier Name	CNE Benefited	Adjustment Factor	Adjusted Allowable Cost per Benefited Receptor
B1	R1	$0	$24,000
B1-1	R1	$0	$24,000
B1-2	R1	$0	$24,000
B2	R2	$0	$24,000
B3	R3	$0	$24,000
B4	R4	$0	$24,000
B5	R5	$0	$24,000
B6	R6	$0	$24,000
B8	R8	$0	$24,000
B9	R9	$1,000[/a]	$25,000
B11	R11	$0	$24,000
B14	R14	$0	$24,000
B15	R15	$0	$24,000
B16	R16	$1,000[/a]	$25,000

[/a] $1,000 added to the IDOT base value for predicted build noise levels before abatement between 70 and 74 dB(A).

TABLE 8:NOISE WALL COST REASONABLENESS EVALUATION

Barrier	Benefited Receptors	Length, ft.	Height, ft.	Estimated Total Noise Wall Cost	Estimated Build Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor	Ratio of Est. Build/ Adjust. Allowable
B1	1	285	13	$92,625	$92,625	$24,000	3.86
B1-1	1	205	13	$66,625	$66,625	$24,000	2.78
B1-2	1	185	13	$60,125	$60,125	$24,000	2.51
B2	1	225	10	$56,250	$56,250	$24,000	2.34
B3	36	2205	14	$771,750	$21,438	$24,000	0.89
B4	99	2740	17	$1,164,500	$11,763	$24,000	0.49
B5	22	1795	13	$583,375	$26,517	$24,000	1.10
B6	54	3165	15	$1,186,875	$21,979	$24,000	0.92
B8	22	1785	13	$580,125	$26,369	$24,000	1.10
B9	5	895	9	$201,375	$40,275	$24,000	1.68
B11	28	1450	13	$471,250	$16,830	$24,000	0.70
B14	1	210	16	$84,000	$84,000	$24,000	3.50
B15	4	730	9	$164,250	$41,063	$24,000	1.71
B16	18	1410	9	$317,250	$17,625	$25,000	0.71

TABLE 9: COST AVERAGING REASONABLENESS EVALUATION

Barrier (A)	Benefited Receptors (B)	Length, ft. (C)	Height, ft. (D)	Estimated Total Noise Wall Cost (E)	Estimated Build Cost per Benefited Receptor (F)	Adjusted Allowable Cost per Benefited Receptor (G)	Ratio of Est. Build/ Adjust. Allowable (H)	Cumulative Estimated Build Cost/ Benefited (I)	Cumulative Adjusted Allowable Cost/ Benefited (J)	Result of Determination (K)
B4	99	2740	17	$1,164,500	$11,763	$24,000	0.49	$11,763	$24,000	Cost-Effective Stand Alone
B11	28	1450	13	$471,250	$16,830	$24,000	0.70	$12,880	$24,000	Cost-Effective Stand Alone
B16	18	1410	9	$317,250	$17,625	$25,000	0.71	$13,469	$24,124	Cost-Effective Stand Alone
B3	36	2205	14	$771,750	$21,438	$24,000	0.89	$15,054	$24,099	Cost-Effective Stand Alone
B6	54	3165	15	$1,186,875	$21,979	$24,000	0.92	$16,645	$24,077	Cost-Effective Stand Alone
B8	22	1785	13	$580,125	$26,369	$24,000	1.10	$17,478	$24,070	Cost-Effective Cumulative
B5	22	1795	13	$583,375	$26,517	$24,000	1.10	$18,190	$24,065	Cost-Effective Cumulative
B9	5	895	9	$201,375	$40,275	$25,000	1.61	$22,227	$24,124	Cost-Effective Cumulative
B15	4	730	9	$164,250	$41,063	$24,000	1.71	$22,626	$24,122	Cost-Effective Cumulative
~~B2~~	~~1~~	~~225~~	~~10~~	~~$56,250~~	~~$56,250~~	~~$24,000~~	~~2.34~~	Not part of evaluation		Not Cost-Effective
~~B1-2~~	~~1~~	~~185~~	~~13~~	~~$60,125~~	~~$60,125~~	~~$24,000~~	~~2.51~~	Not part of evaluation		Not Cost-Effective
~~B1-1~~	~~1~~	~~205~~	~~13~~	~~$66,625~~	~~$66,625~~	~~$24,000~~	~~2.78~~	Not part of evaluation		Not Cost-Effective
~~B14~~	~~1~~	~~210~~	~~16~~	~~$84,000~~	~~$84,000~~	~~$24,000~~	~~3.50~~	Not part of evaluation		Not Cost-Effective
~~B1~~	~~1~~	~~285~~	~~13~~	~~$92,625~~	~~$92,625~~	~~$24,000~~	~~3.86~~	Not part of evaluation		Not Cost-Effective

$$Column\ (E) = (C) \times (D) \times \$25\ per\ sq\ ft$$

$$Column\ (F) = \frac{(E)}{(B)}$$

$$Column\ (H) = \frac{(F)}{(G)}$$

$$Column\ (I) = \frac{\sum[(F) \times (B)]}{\sum(B)}$$

$$Column\ (J) = \frac{\sum[(G) \times (B)]}{\sum(B)}$$

For Barrier B16, the calculation for Column (I) is:

$$\frac{(\$11{,}763\ \times 99) + (\$16{,}830\ \times 28) + (\$17{,}625\ \times 18)}{(99 + 28 + 18)} = \$13{,}469$$

For Barrier B16, the calculation for Column (J) is:

$$\frac{(\$24{,}000 \times 99) + (\$24{,}000 \times 28) + (\$25{,}000 \times 18)}{(99 + 28 + 18)} = \$24{,}124$$

7.4 Noise Wall Locations

Based on the results presented in Table 8 on the previous page, the summary of the noise wall locations are described below.

Noise wall B4 is an approximately 2,740 feet long and 17 feet high noise wall located at the Foxmoor Subdivision along CNE R4 on the north side of US 30 to the east of Gordon Road. This noise wall would cost approximately $1,164,500 and would benefit 99 receptors, resulting in an actual cost per benefited receptor of $11,763. This is less than the adjusted allowable cost per benefited receptor of $24,000 for this noise wall and would be considered cost-effective on an individual basis.

Noise wall B11 is an approximately 1,450 feet long and 13 feet high noise wall located between Oakton Road and US 30 adjacent to CNE R11 on the north side of US 30. This noise wall would cost approximately $471,250 and would benefit 28 receptors, resulting in an actual cost per benefited receptor of $16,830. This is less than the adjusted allowable cost per benefited receptor of $24,000 for this noise wall and would be considered cost-effective on an individual basis.

Noise wall B16 is an approximately 1,410 feet long and 9 feet high noise wall located on the east side of Orchard Road. This noise wall would cost approximately $317,250 and would benefit 18 receptors, resulting in an actual cost per benefited receptor of $17,625. This is less than the adjusted allowable cost per benefited receptor of $25,000 for this noise wall and would be considered cost-effective on an individual basis.

Noise wall B3 is an approximately 2,205 feet long and 14 feet high noise wall located at the Fairfield Way Subdivision adjacent to CNE R5 on the north side of US 30 west of Gordon Road. This noise wall would cost approximately $771,750 and would benefit 36 receptors, resulting in actual cost per benefited receptor of $21,438. This is less than the adjusted allowable cost per benefited receptor of $24,000 for this noise wall and would be considered cost-effective on an individual basis.

Noise wall B6 is an approximately 3165 feet long and 15 feet high noise wall located at the Lakewood Creek Subdivision adjacent to CNE R6 on the south side of US 30 from west of Lakewood Creek Drive to west of Griffin Road. This noise wall would cost approximately $1,186,875 and would benefit 54 receptors, resulting in actual cost per benefited receptor of $21,979. This is less than the adjusted allowable cost per benefited receptor of $24,000 and would be considered cost-effective on an individual basis.

Noise wall B8 is an approximately 1,785 feet long and 13 feet high noise wall located at the Orchard Prairie North Homeowners Association adjacent to CNE R8 and to the east of Griffin Road between the Keck Memorial Cemetery on the south side of US 30. This noise

wall would cost approximately $580,125 and would benefit 22 receptors, resulting in an actual cost per benefited receptor of $26,369. This is less than twice the adjusted allowable cost per benefited receptor of $48,000 ($24,000 x 2). Therefore, it was allowed to be included in the cost averaging reasonableness evaluation. The cost averaging analysis resulted in an estimated cost per benefited receptor of approximately $17,478. This is less than the cumulative adjusted allowable cost per benefited receptor of $24,070 and would be considered cost-effective on a cumulative basis.

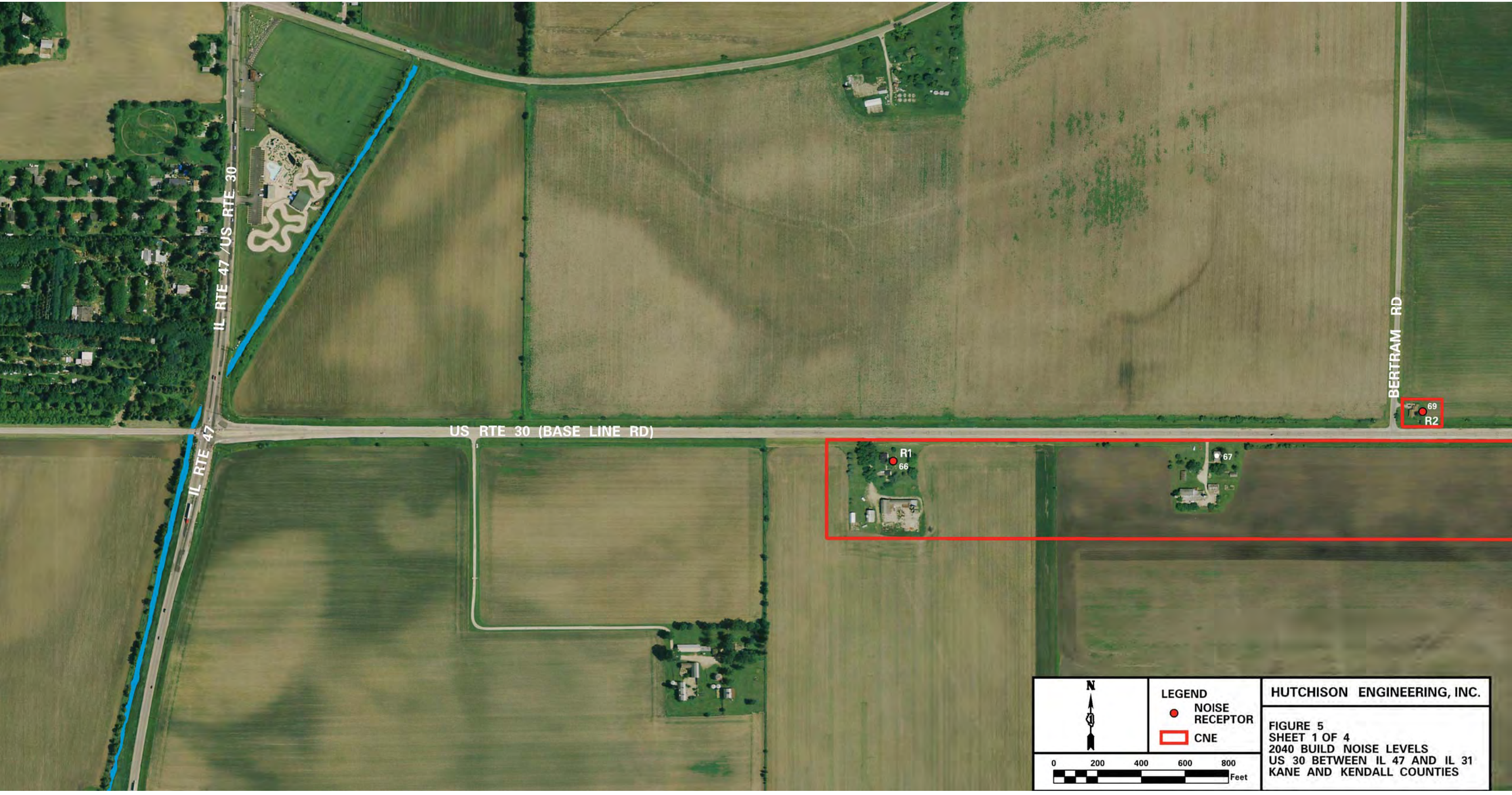
Noise wall B5 is an approximately 1,795 feet long and 13 feet high noise wall located in front of the Lakewood Creek West Subdivision adjacent to CNE R5 on the south side of US 30 to the east of Gordon Road. The noise wall would cost approximately $583,375 and would benefit 22 receptors, resulting in an actual cost per benefited receptor of $26,517. This is less than twice the adjusted allowable cost per benefited receptor of $48,000 ($24,000 x 2). Therefore it was allow to be included in the cost averaging reasonableness evaluation. The cost averaging analysis resulted in an estimated cost per benefited receptor of approximately $18,190. This is less than the cumulative adjusted allowable cost per benefited receptor of $24,065 and would be considered cost-effective on a cumulative basis.

Noise wall B9 is an approximately 895 feet long and 9 feet high noise wall located in front of the single-family residences adjacent to CNE R17 on the north side of US 30 to the east and west of Blackberry Road. This noise wall would cost approximately $201,375 and would benefit 5 receptors, resulting in an actual cost per benefited receptor of $40,275. This is less than twice the adjusted allowable cost per benefited receptor of $50,000 ($25,000 x 2). Therefore, it was allowed to be included in the cost averaging reasonableness evaluation. The cost averaging analysis resulted in an estimated cost per benefited receptor of approximately $22,227. This is less than the cumulative adjusted allowable cost per benefited receptor of $24,124 and would be considered cost-effective on a cumulative basis.

Noise wall B15 is an approximately 730 feet long and 9 feet high noise wall located in front of the single-family residences adjacent to CNE R15 on the south side of US 30 to the east of Horseman Trail and west of the project limits. This noise wall would cost approximately $164,250 and would benefit 4 receptors, resulting in an actual cost per benefited receptor of $41,063. This is less than twice the adjusted allowable cost per benefited receptor of $48,000 ($24,000 x 2). Therefore, it was allowed to be included in the cost averaging reasonableness evaluation. The cost averaging analysis resulted in an estimated cost per benefited receptor of approximately $22,626. This is less than the cumulative adjusted allowable cost per benefited receptor of $24,122 and would be considered cost-effective on a cumulative basis.

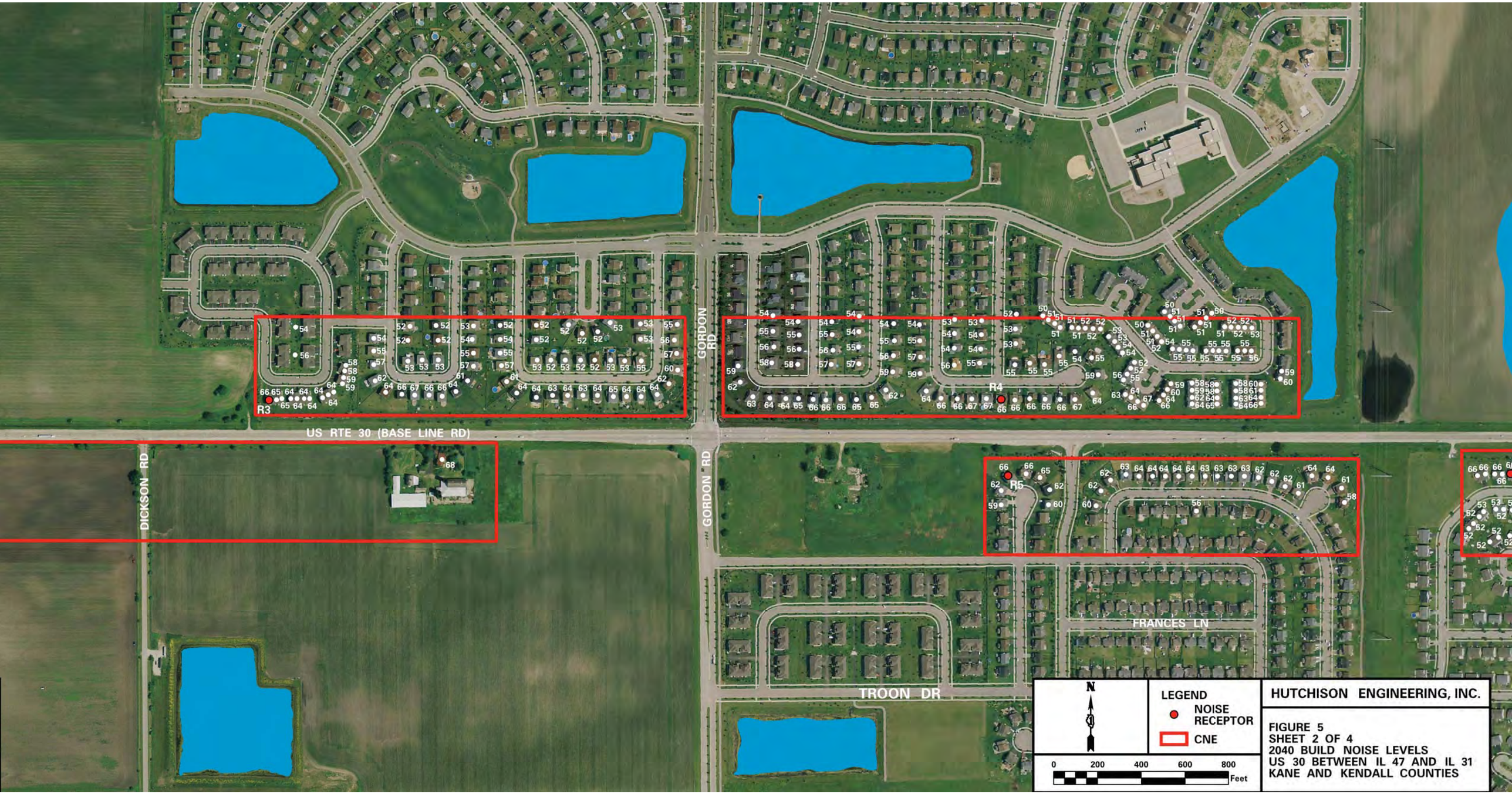
Figure 4, Figure 5 and Figure 6 summarize the final results of the abatement analyses using FHWA TNM version 2.5. Figure 4 details the individual numbering of receptors within each impacted CNE during the abatement analyses described in the previous sections of this report. Figure 5 summarizes the 2040 Build noise levels experienced by each receptor from the noise analysis. Figure 6 shows the locations of the preliminary noise barrier

design along with the noise reductions (dB(A)) experienced from the noise barriers as previously described.



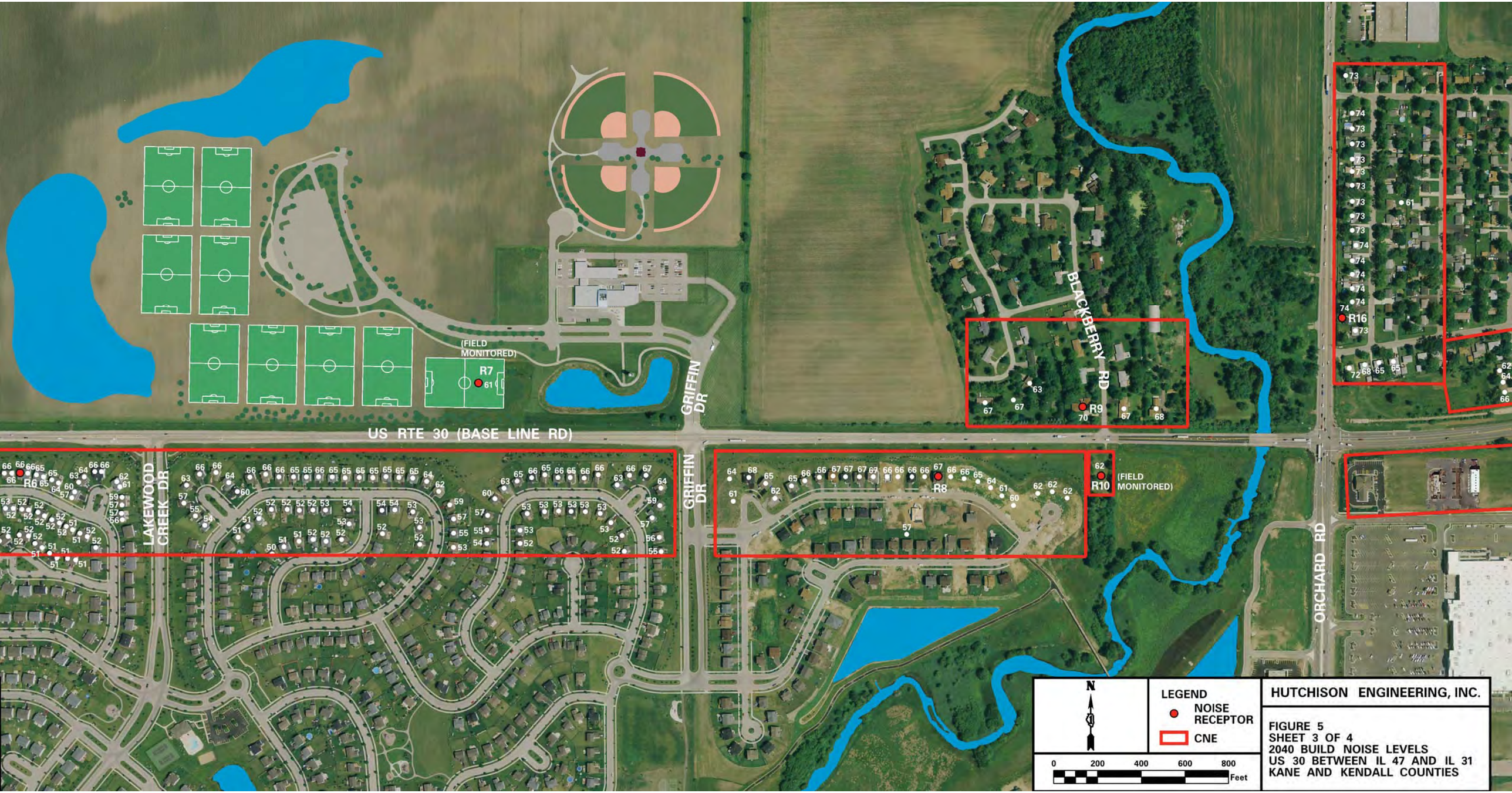
HUTCHISON ENGINEERING, INC.

FIGURE 5
SHEET 1 OF 4
2040 BUILD NOISE LEVELS
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES



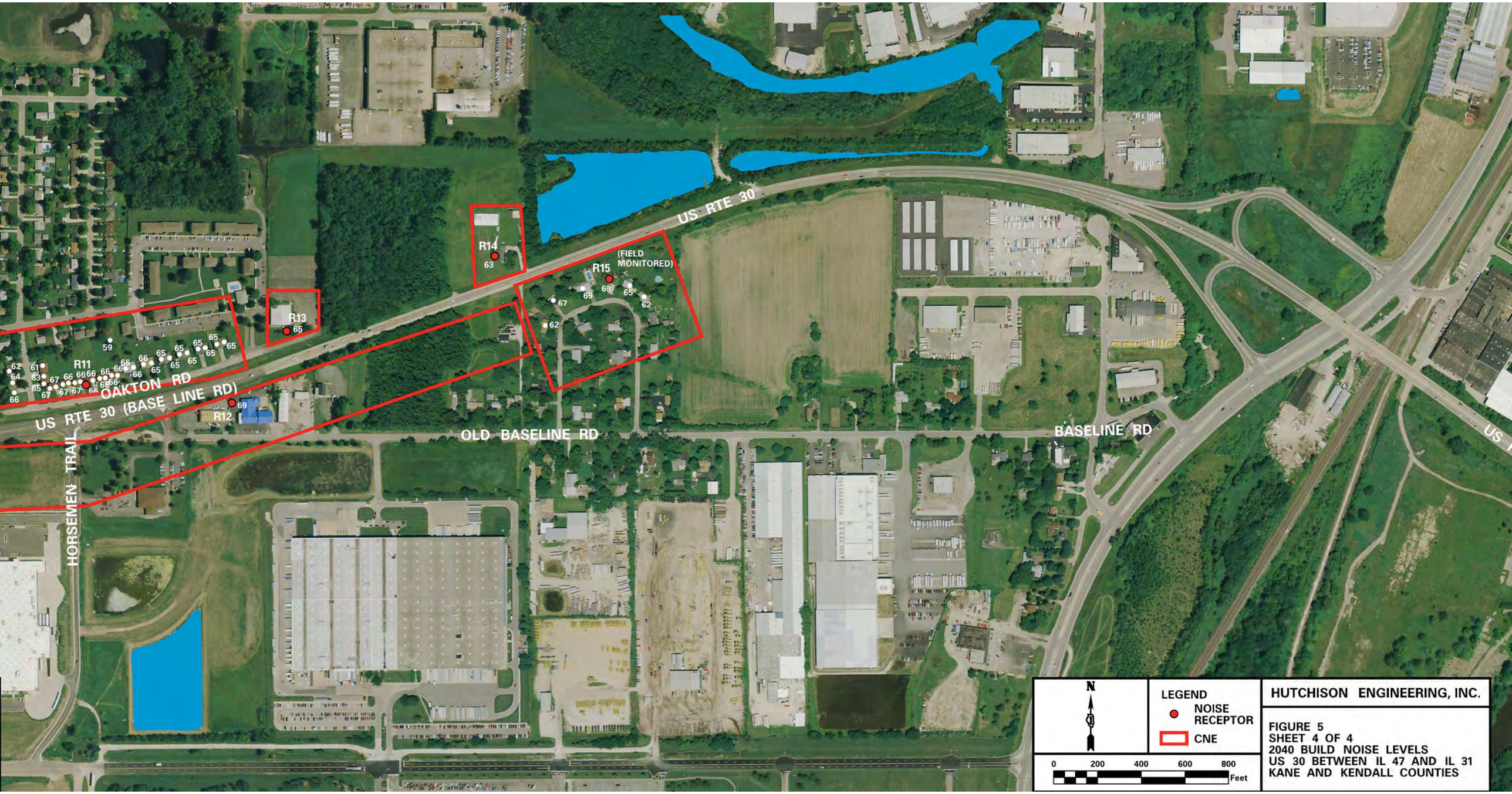
HUTCHISON ENGINEERING, INC.

FIGURE 5
SHEET 2 OF 4
2040 BUILD NOISE LEVELS
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES



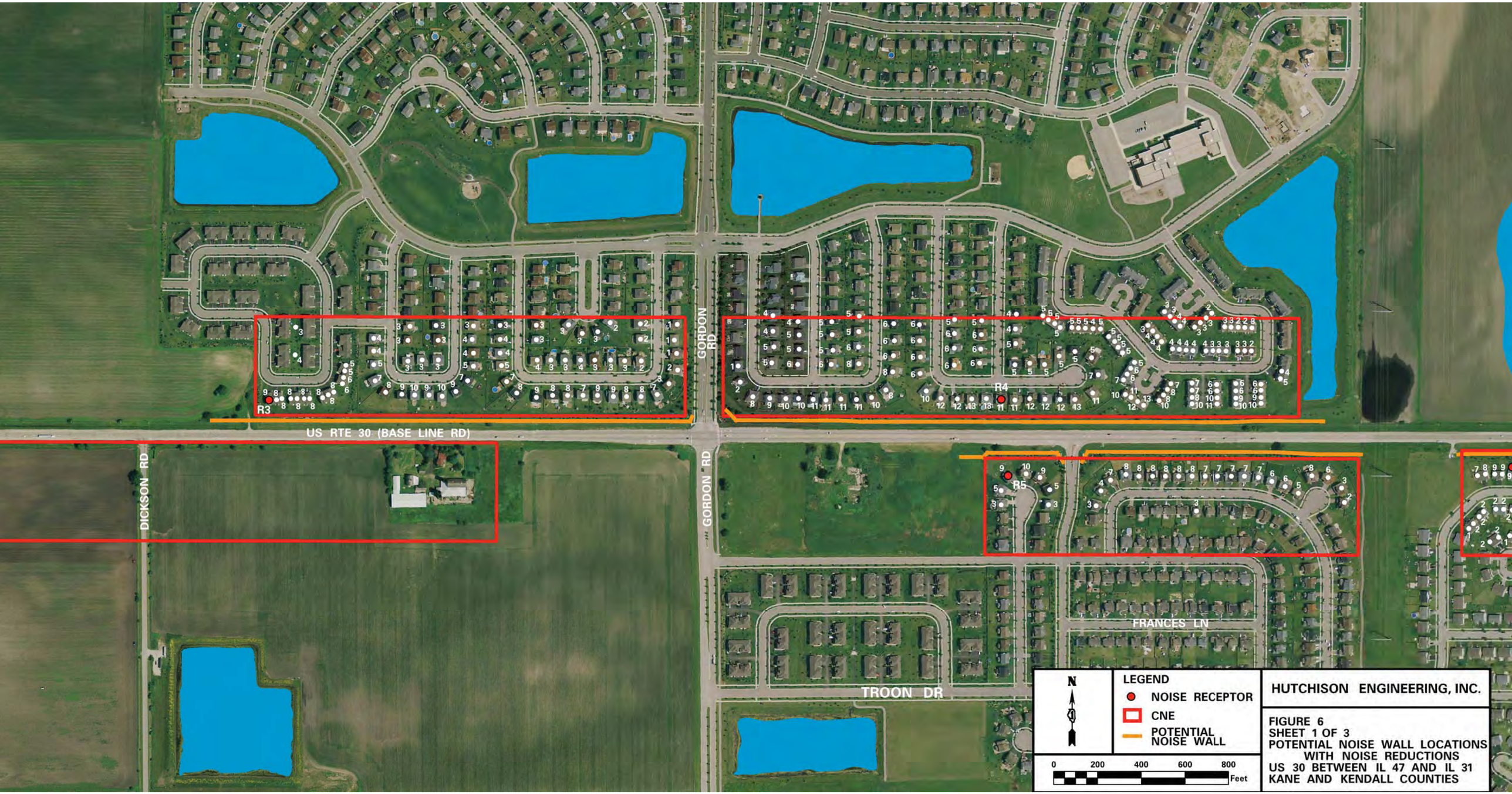
HUTCHISON ENGINEERING, INC.

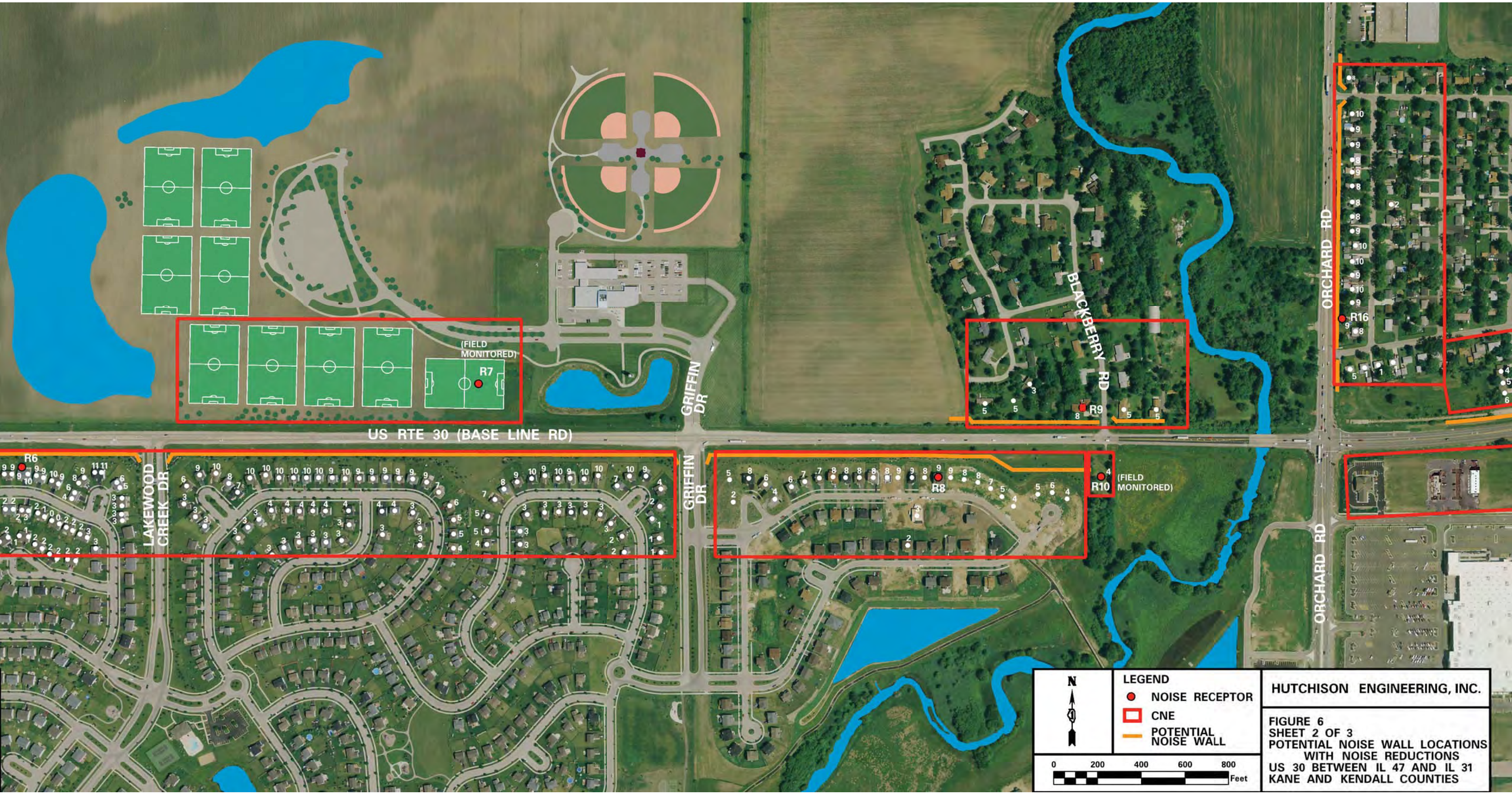
FIGURE 5
SHEET 3 OF 4
2040 BUILD NOISE LEVELS
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES



HUTCHISON ENGINEERING, INC.

FIGURE 5
SHEET 4 OF 4
2040 BUILD NOISE LEVELS
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES


US RTE 30 (BASE LINE RD)
GORDON RD
DICKSON RD
FRANCES LN
TROON DR
R3
R4
R5
N
LEGEND
NOISE RECEPTOR
CNE
POTENTIAL NOISE WALL
0 200 400 600 800 Feet
HUTCHISON ENGINEERING, INC.
FIGURE 6
SHEET 1 OF 3
POTENTIAL NOISE WALL LOCATIONS
WITH NOISE REDUCTIONS
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES



HUTCHISON ENGINEERING, INC.

FIGURE 6
SHEET 2 OF 3
POTENTIAL NOISE WALL LOCATIONS
WITH NOISE REDUCTIONS
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

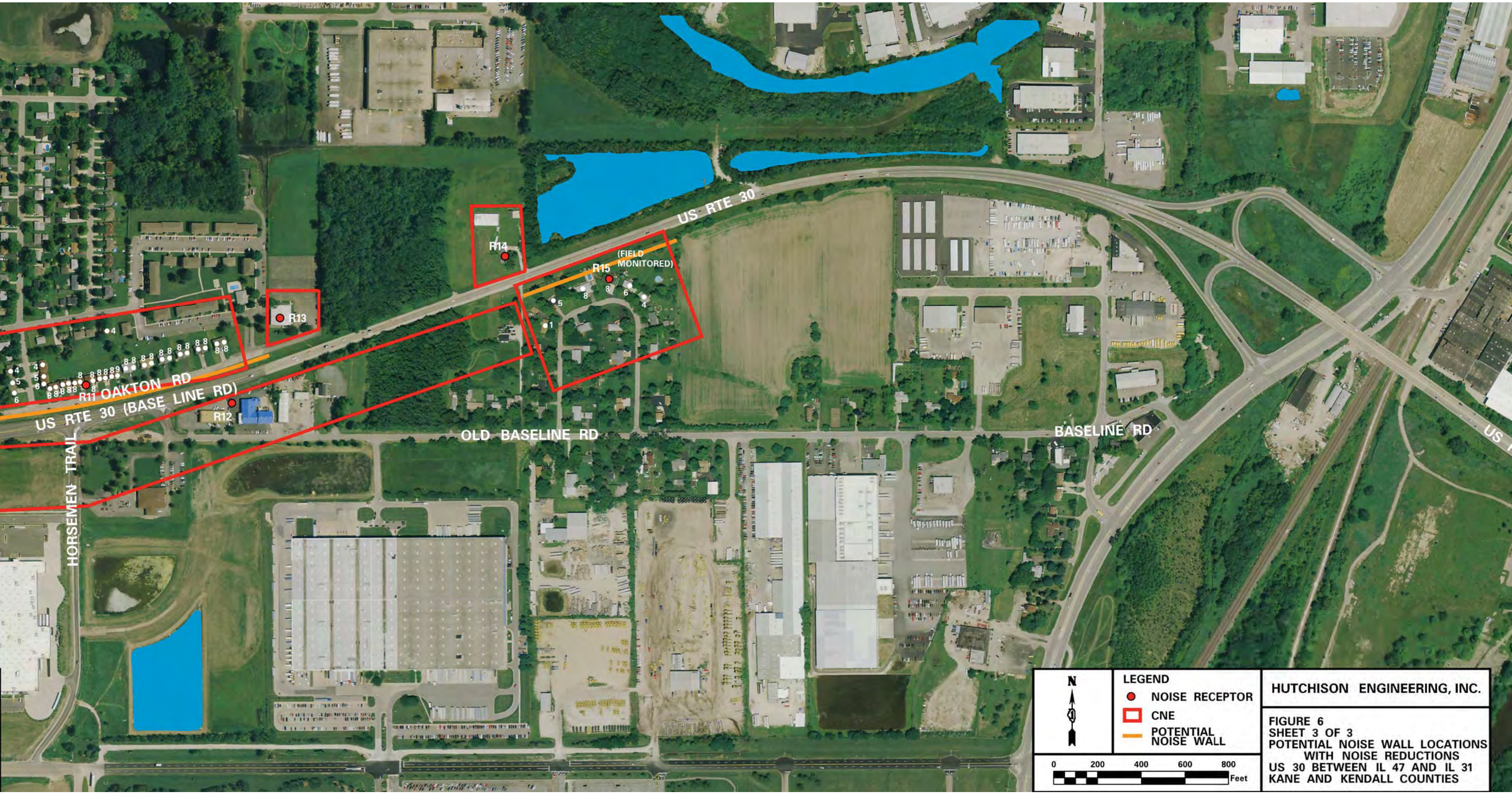


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FIGURE 6
SHEET 3 OF 3
POTENTIAL NOISE WALL LOCATIONS WITH NOISE REDUCTIONS
US 30 BETWEEN IL 47 AND IL 31
KANE AND KENDALL COUNTIES

7.5 Parallel Noise Wall Analysis

Sound wave reflections between parallel noise walls can theoretically reduce the noise wall performance, potentially inhibiting the ability to attain the acoustical feasibility criteria or the noise reduction design goal. IDOT suggests construction of noise walls on both sides of the roadway be designed with width-to-height ratios of at least 10:1, with a 20:1 ratio being preferred. The width is the distance between the two noise walls, and the height is the average wall height above the roadway. For example, two walls barriers each 10 feet tall should be placed 100 feet apart, and preferably 200 feet apart.

Noise walls are proposed on both sides of the road along US 30 for receptors R8 and R9. Using a conservative approach, elevations for the edge of pavement along US 30 at the parallel noise walls were used to estimate the average width-to-height ratio. The average edge of pavement elevation will result in the lowest point of the roadway, providing a greater height above the roadway for the wall used in the calculation of the width-to-height ratio. Table 9 presents the average heights above the roadway used in the calculation of the width-to-height ratio.

TABLE 10: PARALLEL NOISE WALL HEIGHT ANALYSIS

Wall	Height (FT)	Avg. Height Above Roadway (FT)
B8	13	12.6
B9	9	6.9

If an average of 9.8 feet is used for the height, the width of the walls is preferably 196 feet (9.8 feet x 20). At the closest distance apart, the noise walls are actually 165 feet apart, resulting in a width-to-height ratio of 16.8:1 (165 feet ÷ 9.8 feet), which is acceptable. At the farthest distance apart, the noise walls are 225 feet apart, resulting in a width-to-height ratio of 23:1 (225 feet ÷ 9.8 feet).

7.6 Viewpoint Solicitation

A viewpoint solicitation was conducted to provide input from the benefited receptors in deciding the implementation of the identified noise walls. The process is consistent with Illinois Department of Transportation policies.

The first Viewpoint Solicitation was mailed out to benefited receptors on June 15, 2016. A second Viewpoint Solicitation was mailed out for B-11 on September 9, 2016. A copy of the Viewpoint Solicitation letter and form can be found in Appendix C.

Following is a tabular summary of the viewpoint solicitation for each barrier location which shows that one barriers (B11) required a second solicitation. As a result of the final solicitation, 8 barriers (B3, B4, B5, B6, B8, B9, B15, and B16) have been approved and one (B11) has been rejected. Copies of returned ballots are included in Appendix C.

TABLE 11: VIEWPOINT SOLICITATION SUMMARY

Barrier Number	Benefited Receptors	Respond Rate	Total Possible Votes	Total Votes Cast	Support Barrier	Against Barrier
B3	36	37%	38	14	8	6
B4	99	41%	107	44	33	11
B5	22	59%	22	13	12	1
B6	54	41%	59	24	14	10
B8	22	44%	27	12	11	1
B9	5	80%	5	4	8	0
B11*	28	55%	56	31	15	16
B15	4	75%	4	3	6	0
B16	18	84%	19	16	29	2
Total	**288**	**48%**	**337**	**161**	**136**	**47**

* Second Solicitation Required

Viewpoint Solicitation Comments

As part of the viewpoint solicitation process, a number of ballots were returned with comments. These comments have been summarized and are included in Appendix C.

Viewpoint Solicitation Notification

At the completion of the viewpoint solicitation process, all benefited receptors were notified of the results for their specific barrier via a mailed newsletter and the information is be available on the project website.

8. COORDINATION WITH LOCAL OFFICIALS FOR UNDEVELOPED LANDS

Undeveloped parcels occur along US 30 in the project corridor, located in the communities of Yorkville and Montgomery, and in unincorporated areas of Kane and Kendall Counties. For local agency planning and development purposes, TNM analysis of project Build-condition sound levels was conducted for these undeveloped lands. This analysis is a worst-case assessment, assuming no presence of noise barriers at undeveloped parcels (none of these parcels are shielded by existing noise barriers, however some are located in areas where this noise analysis finds new noise barriers to be feasible and reasonable).

The following table lists the approximate distances (from proposed US 30 edge of pavement) where Build-condition sound levels are predicted to approach, meet, or exceed the applicable NAC for Activity Category B/C and Activity Category E land uses:

TABLE 12: SUMMARY OF BUILD (2040) SOUND LEVELS FOR UNDEVELOPED LANDS

Parcel	Approaches, Meets, or Exceeds Activity Category B/C NAC of 67 dB(A) (Measured from US 30 Edge of Pavement)	Approaches, Meets, or Exceeds Activity Category E NAC of 72 dB(A) (Measured from US 30 Edge of Pavement)
02-04-100-003	Within 85 feet	Does Not Approach
14-33-400-018	Within 85 feet	Does Not Approach
14-33-400-017	Within 90 feet	Does Not Approach
02-04-200-001	Within 90 feet	Does Not Approach
14-34-300-005	Within 90 feet	Does Not Approach
14-34-300-003	Within 90 feet	Does Not Approach
02-03-100-001	Within 95 feet	Does Not Approach
14-34-400-004	Within 105 feet	Does Not Approach
02-03-200-007	Within 105 feet	Does Not Approach
02-02-101-001	Within 110 feet	Does Not Approach
02-02-101-004	Within 110 feet	Does Not Approach
02-02-101-003	Within 100 feet	Does Not Approach
14-36-451-001	Within 115 feet	Does Not Approach
15-31-378-015	Within 175 feet	Does Not Approach
02-01-200-029	Within 170 feet	Does Not Approach
02-01-200-032	Within 130 feet	Does Not Approach
15-31-451-003	Does Not Approach	Does Not Approach
15-31-401-008	Within 50 feet	Does Not Approach
15-31-451-011	Does Not Approach	Does Not Approach
15-31-476-014	Within 95 feet	Does Not Approach
15-32-300-047	Within 95 feet	Does Not Approach

A commercial development is planned for a currently-undeveloped area situated along the south side of US 30 just east of IL 47 in the City of Yorkville. This development has not yet been permitted at of the completion of this report. However, in accordance with Section 3.4 of the IDOT noise manual, TNM analysis was performed for this location in the event that the development received a permit prior to the environmental approval of the project.

The TNM analysis predicts Build-condition noise levels will not meet, approach or exceed Activity Category E NAC of 72 dB(A).

Appendix A includes correspondence sent to local officials having jurisdiction over these adjacent undeveloped lands, and an exhibit (as an attachment to the e-mail) depicting the approximate distances where the applicable NAC is approached, met, or exceeded.

9. CONSTRUCTION NOISE

Trucks and machinery used for construction produce noise which may affect some land uses and activities during the construction period. Residents along the alignment may at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction as Article 107.35.

Abatement of construction noise can be accomplished by construction staging, sequencing of operations or alternative construction methods. Typically, the construction methods to be used for a project are determined in the final engineering design. Potential implementation of the construction noise abatement options are as follows:

Construction Staging

- Construct noise barriers that were identified as feasible and reasonable during the initial construction phases to reduce construction noise. Noise barriers include installing permanent or temporary noise walls, temporary stock piles, or equipment enclosures for noisy equipment such as shields or heavy curtains.
- Route construction traffic away from sensitive receptors
- Operate equipment as far from sensitive receptors as feasible.

Sequence of Operation

- Conduct louder operations during the day and not during the night, when people are much more sensitive to noise.
- Conduct multiple loud construction operations at one time. The total noise level from multiple activities will not substantially increase the noise level. However, it will reduce the total duration of the noise level.

Alternative Construction Methods

- Evaluate alternative pile driving methods, as this is a major noise contributor.
- Evaluate quieter demolition methods.
- Use special muffler systems or enclose equipment, *i.e.*, curtains.

10. SUMMARY

This traffic noise study has been coordinated to evaluate traffic noise for the proposed improvements. Traffic noise was evaluated at 16 receptor locations.

The Existing 2012 noise levels range from 59 dB(A) to 71 dB(A). The projected No-Build 2040 traffic noise levels range from 61 dB(A) to 73 dB(A). The majority of receptors show a 1-2 dB(A) increase from existing to no build (2040) conditions, with a couple receptors experiencing a 3 dB(A) increase.

The projected Build (2040) traffic noise levels range from 61 dB(A) to 74 dB(A). A total of 12 of the 16 (75%) representative receptors approach, meet, or exceed the FHWA NAC, and therefore, warrant a noise abatement analysis. None of the representative receptors are considered impacted due to a substantial increase in noise level.

Fourteen noise walls were evaluated for the abatement of impacts predicted for representative receptors under project build conditions. All fourteen of these barriers met IDOT's feasibility criterion, and achieved IDOT's noise reduction goal of and at least 8 dB(A) traffic noise reduction at one or more benefited receptor locations. The fourteen barriers were then evaluated for economic reasonableness, and five met this criterion.

A subsequent cost-averaging analysis resulted in the cumulative inclusion of four additional barriers which were not found to be cost-effective on a stand-alone basis.

Therefore, based on the traffic noise analysis and noise abatement evaluation, highway traffic noise abatement measures are deemed feasible and reasonable for implementation at nine locations based on preliminary design. These nine noise barriers are identified in Table 8, and are shown on Figure 3. The Viewpoint Solicitation has resulted in 8 barriers approved and 1 barrier rejected by the benefited receptors.

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

APPENDIX A
COORDINATION WITH LOCAL OFFICIALS

From:	Brown, Lori S.
To:	vankerkhoffmark@co.kane.il.us
Cc:	Dettmann, Ryan A.
Subject:	US 30: IL 47 to IL 31; Undeveloped Noise - Kane County
Date:	Monday, March 20, 2017 10:55:14 AM
Attachments:	2017-03-17 Undeveloped Noise Wall Letter Attachments.pdf

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Mr. Mark VanKerkhoff, AIA
Development and Community Services Director
Kane County

Dear Mr. VanKerkhoff:

The Illinois Department of Transportation (Department) is nearing completion of preliminary engineering and environmental studies (Phase I) for the proposed improvement of US 30 (Baseline Road) from IL 47 to IL 31 in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a curbed median, pedestrian and bicycle accommodations, and intersection and drainage improvements.

As part of the environmental studies for this proposed project, projected future traffic noise levels were evaluated for lands either currently under your jurisdiction, or land that may come under your jurisdiction, near the proposed roadway improvement. For developed lands, a traffic noise study has been completed for this project. Nine locations were identified where a noise abatement wall would be reasonable and feasible. Based on the benefited receptor voting, eight of the nine walls will be included with the proposed improvements. Please see the attached Public Hearing newsletter for more detailed discussion of the traffic noise abatement walls.

The study area includes undeveloped or agriculture land that is zoned for uses other than agriculture, or land that is planned for future development in a comprehensive land use plan. Attached for your information is an exhibit showing the predicted design year (2040) build traffic noise levels for these undeveloped lands identified along the project corridor. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels.

To help with your future planning and discernment regarding permitting decisions, we encourage you to obtain the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning* from their website at http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quitezon.pdf .

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, visit the Department's website at: http://www.idot.illinois.gov/transportation-system/environment/index under the Community tab.

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

Sincerely,

Lori Brown, P.E.
Senior Consultant Studies Engineer
Illinois Department of Transportation

Bureau of Programming
201 W. Center Court
Schaumburg, IL 60196
847-705-4477
Lori.S.Brown@illinois.gov

From:	Brown, Lori S.
To:	"masselmeier@co.kendall.il.us"
Cc:	Dettmann, Ryan A.
Subject:	US 30: IL 47 to IL 31; Undeveloped Noise - Kendall County
Date:	Monday, March 20, 2017 11:13:44 AM
Attachments:	2017-03-17 Undeveloped Noise Wall Letter Attachments.pdf image001.emz image002.png

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Mr. Matt Asselmeier
Senior Planner
Kendall County

Dear Mr. Asselmeier:

The Illinois Department of Transportation (Department) is nearing completion of preliminary engineering and environmental studies (Phase I) for the proposed improvement of US 30 (Baseline Road) from IL 47 to IL 31 in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a curbed median, pedestrian and bicycle accommodations, and intersection and drainage improvements.

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

Sincerely,

Lori Brown, P.E.
Senior Consultant Studies Engineer
Illinois Department of Transportation
Bureau of Programming
201 W. Center Court
Schaumburg, IL 60196
847-705-4477
Lori.S.Brown@illinois.gov

From:	Brown, Lori S.
To:	knoble@yorkville.il.us
Cc:	ggolinski@comcast.net; Dettmann, Ryan A.
Subject:	US 30: IL 47 to IL 31; Undeveloped Noise - United City of Yorkville
Date:	Monday, March 20, 2017 11:17:41 AM
Attachments:	2017-03-17 Undeveloped Noise Wall Letter Attachments.pdf image001.emz image002.png

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Ms. Krysti Barksdale-Noble
Community Development Director
United City of Yorkville

Dear Ms. Barksdale-Noble:

The Illinois Department of Transportation (Department) is nearing completion of preliminary engineering and environmental studies (Phase I) for the proposed improvement of US 30 (Baseline Road) from IL 47 to IL 31 in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a curbed median, pedestrian and bicycle accommodations, and intersection and drainage improvements.

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For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, visit the Department's website at: http://www.idot.illinois.gov/transportation-system/environment/index under the Community tab.

If you have any questions or need additional information, please contact me at (847) 705-4477 or via email.

Sincerely,

Lori Brown, P.E.
Senior Consultant Studies Engineer

Illinois Department of Transportation
Bureau of Programming
201 W. Center Court
Schaumburg, IL 60196
847-705-4477
Lori.S.Brown@illinois.gov

From:	Brown, Lori S.
To:	ryoung@ci.montgomery.il.us
Cc:	brolley@ci.montgomery.il.us; Dettmann, Ryan A.
Subject:	US 30: IL 47 to IL 31; Undeveloped Noise - Village of Montgomery
Date:	Monday, March 20, 2017 10:50:20 AM
Attachments:	2017-03-17 Undeveloped Noise Wall Letter Attachments.pdf image001.emz image002.png

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Mr. Richard Young
Director of Community Development
Village of Montgomery

Dear Mr. Young:

The Illinois Department of Transportation (Department) is nearing completion of preliminary engineering and environmental studies (Phase I) for the proposed improvement of US 30 (Baseline Road) from IL 47 to IL 31 in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a curbed median, pedestrian and bicycle accommodations, and intersection and drainage improvements.

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Sincerely,

Lori Brown, P.E.
Senior Consultant Studies Engineer
Illinois Department of Transportation

Bureau of Programming
201 W. Center Court
Schaumburg, IL 60196
847-705-4477
Lori.S.Brown@illinois.gov

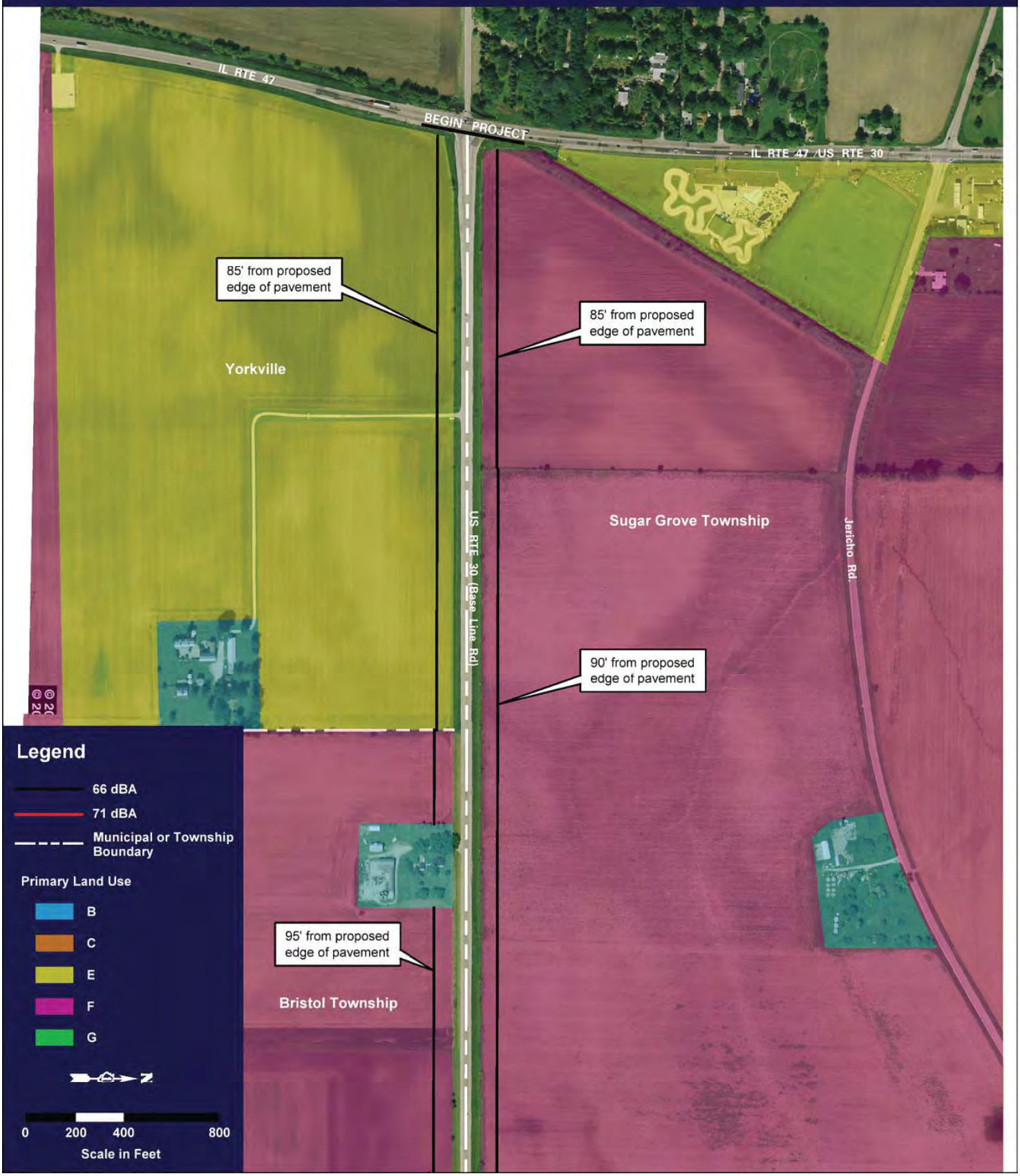
Lori Brown, P.E.
Senior Consultant Studies Engineer
Illinois Department of Transportation
Bureau of Programming
201 W. Center Court
Schaumburg, IL 60196
847-705-4477
Lori.S.Brown@illinois.gov

TABLE 1
NOISE ABATEMENT CRITERIA - HOURLY A-WEIGHTED SOUND LEVEL

Activity Category	dB(A) $L_{eq}(h)$	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B**	67	Exterior	Residential.
C**	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E**	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

**** Includes undeveloped lands permitted for this Activity Category.**

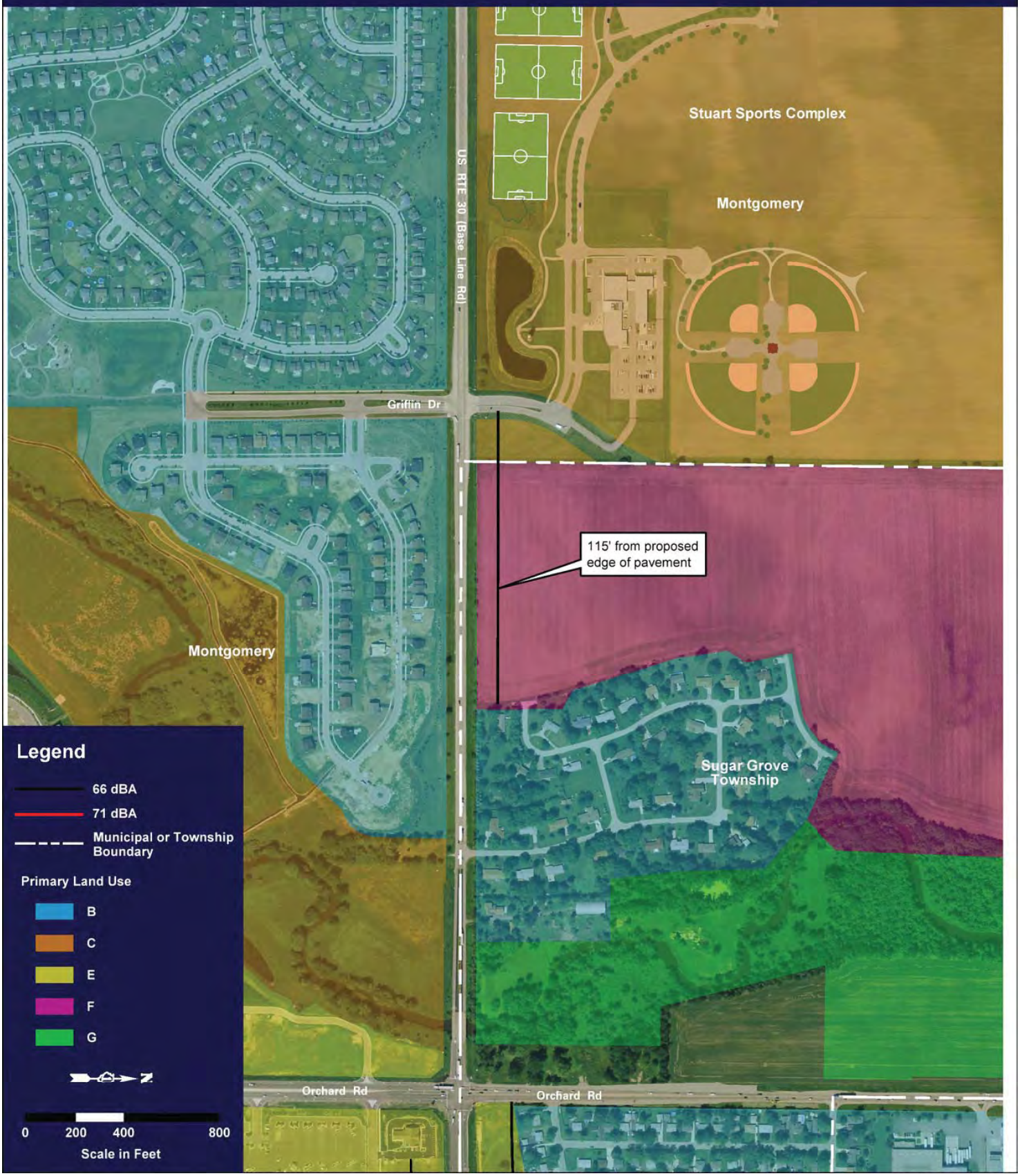
US RTE 30
Undeveloped Lands



US RTE 30
Undeveloped Lands

US RTE 30
Undeveloped Lands

US RTE 30
Undeveloped Lands



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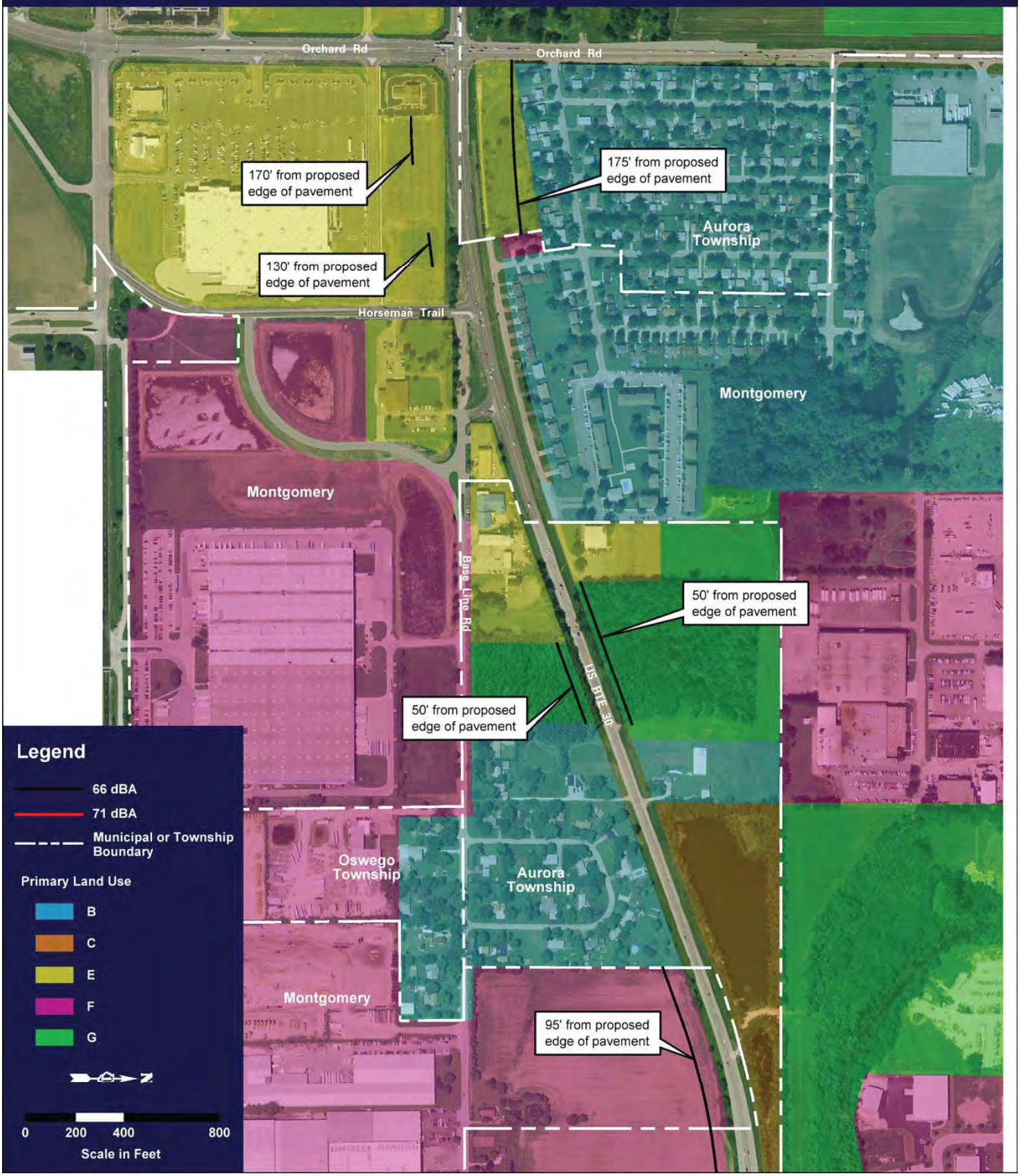
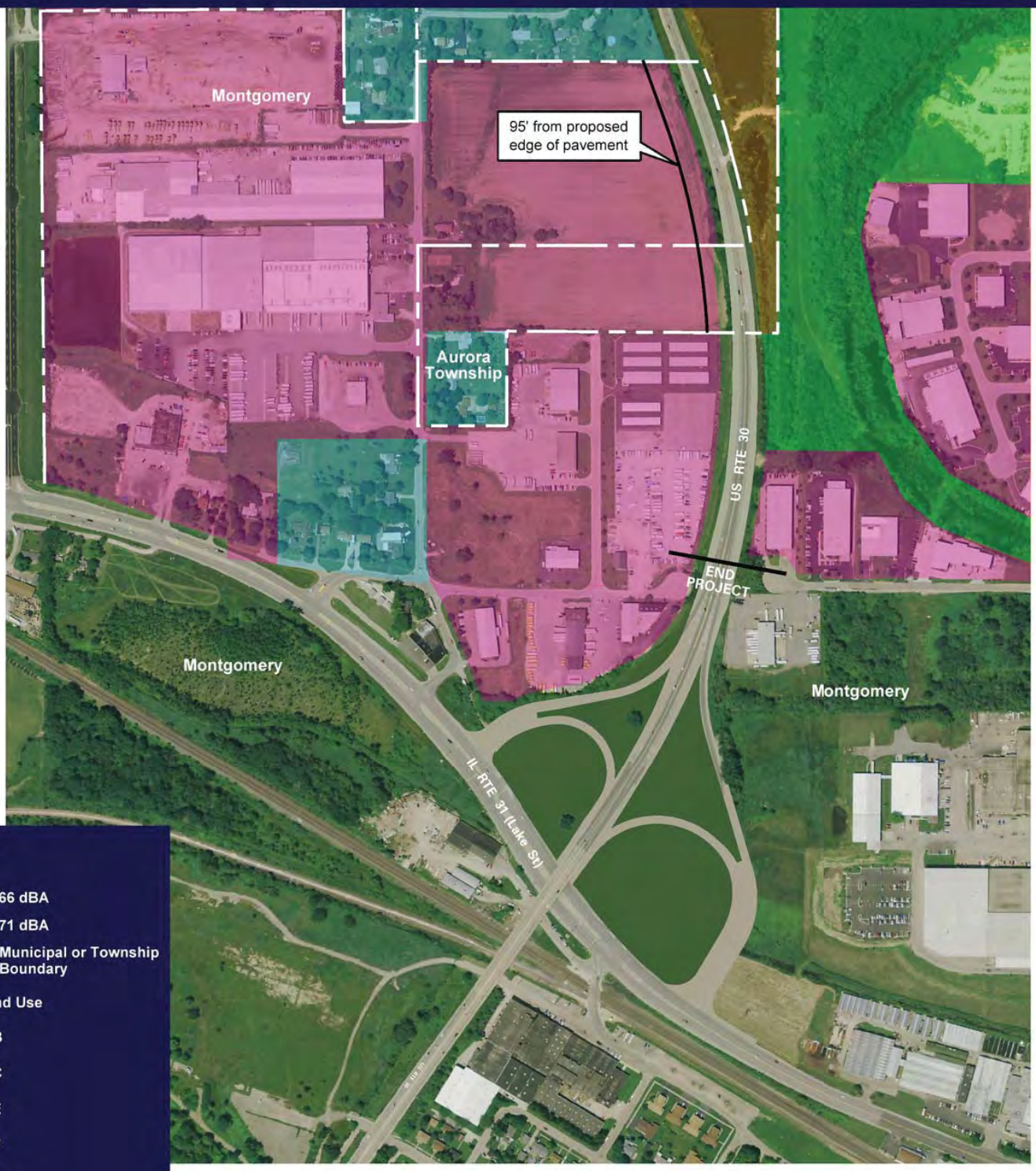
Undeveloped Lands



US RTE 30
Undeveloped Lands



Legend

- 66 dBA
- 71 dBA
- Municipal or Township Boundary

Primary Land Use

- B
- C
- E
- F
- G

0 200 400 800

Scale in Feet

Public Hearing Newsletter

December 2016 www.us30baselineroadstudy.org

The Illinois Department of Transportation (Department) thanks you for the comments provided in response to the Public Hearing held on June 29, 2016 for the Department's US 30 (Baseline Road) Phase I Study between IL 47 and IL 31 in Kane and Kendall Counties. All comments received during the public comment period (through July 28, 2016) have become part of the official public hearing record and will be included in the final Project Report.

A total of **32 comments** were received at the meeting and during the comment period, and are summarized as follows:

- Support for the proposed improvements (14)
- Concern regarding safety impacts due to the increased traffic associated with widening US 30 (15)
- Additional access to US 30 and traffic signal installation (21)
- Concern regarding potential noise walls impacts (10)
- Concern and questions regarding construction and land acquisition (7)
- Concern and questions regarding drainage and flooding issues (2)

As many comments received concerned similar issues, this newsletter has been prepared to address your concerns as well as provide you with an overview of the improvement. Information and materials provided at the public hearing, as well as this newsletter are available on the project website at www.us30baselineroadstudy.org

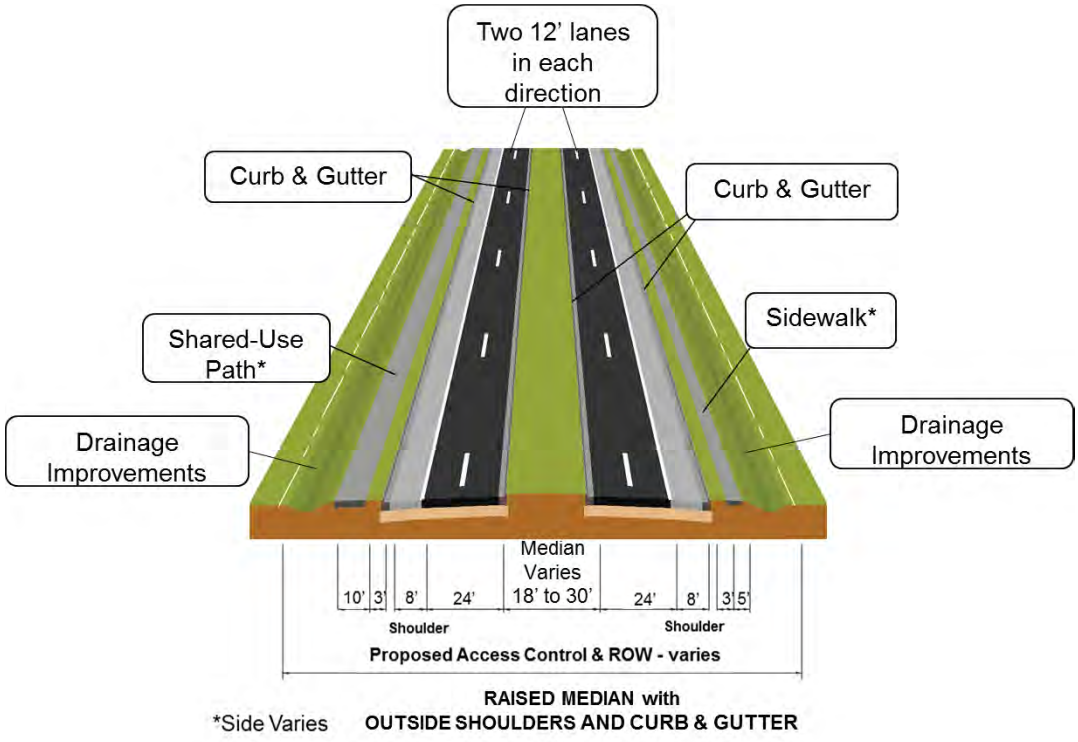
Preferred Alternative

The goal of this project is to improve safety along the corridor and improve roadway and intersection capacity and efficiency to meet projected growth and development.

Throughout the development of the project, stakeholders were engaged, a Community Advisory Group (CAG) was consulted, and public meetings were held to gather local input and concerns. Through this process the Project Team developed four alternatives. Of those four alternatives, the Preferred Alternative selected is an urban cross-section with a raised median and outside shoulder adjacent to curb and gutter.

Existing Deficiencies

The US 30 Study team examined traffic operations and potential safety improvements along US 30 from IL 47 to IL 31 for vehicles, pedestrians, and bicycles. The crash data supported the need for road improvements to improve safety and accommodate future traffic volumes. During the 2010 to 2014 five year analysis, 373 crashes occurred along the corridor resulting in 28 serious injuries and two fatalities. US 30 was identified in the State of Illinois 2012 "Five Percent Report," which captures highway locations with the most pressing safety needs. The Orchard Road intersection was



also listed in the "Five Percent Report" in 2012. The majority of crashes along this corridor were rear end and turning crashes. This is a common problem along roads with traffic back-ups, lack of turn lanes at intersections, or sight distance issues.

Traffic is projected to increase from the current volume of just over 11,000 vehicles per day to as many as 19,000 vehicles per day at the west end of the corridor and from today's volume of approximately 25,000 vehicles per day to as many as 41,000 vehicles per day on the east end of the corridor by 2040.

To address safety needs, the Preferred Alternative includes shoulders that will:

- Reduce crash rates and severe crashes
- Provide a recovery area for errant vehicles
- Improve emergency response
- Allow for emergency pull-offs
- Provide additional separation between vehicles and pedestrians
- Lower the speed limit to 45 mph from 55 mph due to the raised curbs proposed for the adjacent travel way

Property Concerns and Land Acquisition

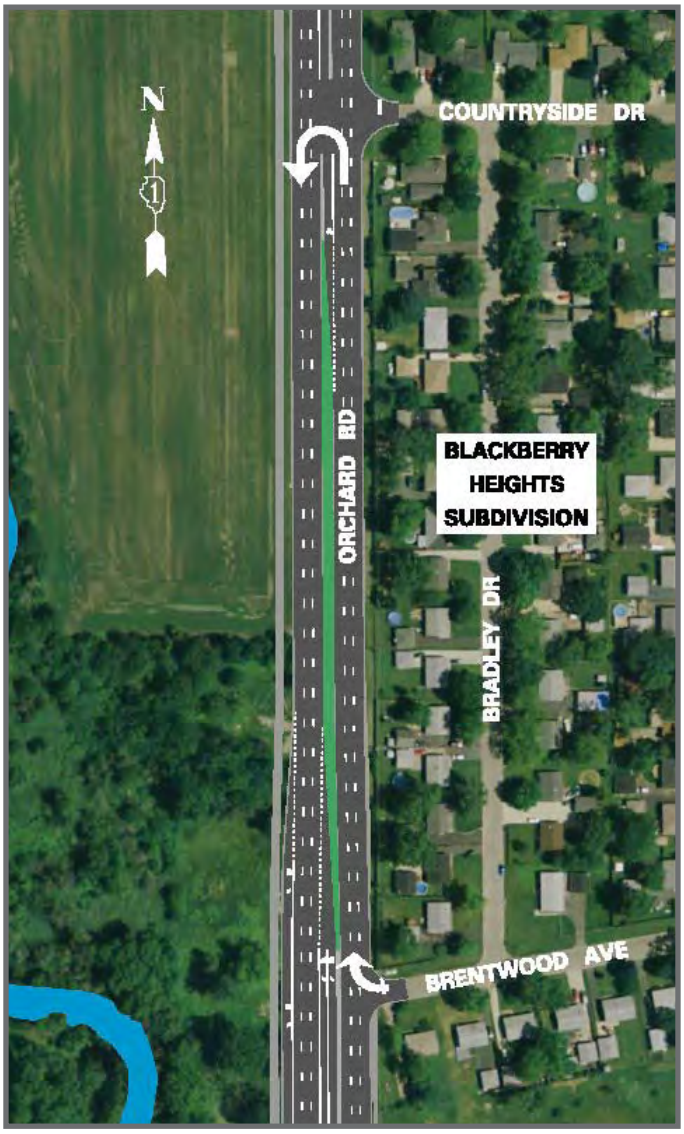
While no homes will be acquired for the construction of the project, five sheds or outbuildings and one swimming pool will be impacted by the proposed project. The Department will contact affected property owners when funding for land acquisition becomes available.

The Department is limited to acquiring only the property that is needed for an improvement. In unique circumstances, it may consider acquiring the remainder of a property, if what remains has little or no value to the owner.

Property that will be acquired for roadway improvement will be purchased at fair market value based on a certified appraisal. The contributing value of any improvement such as landscaping, fence, sign, etc. on the proposed property to be acquired will be considered in the appraised value of the property. If the Department and property owner are unable to come to an agreement on the property acquisition, the Department may decide to acquire the property under the State's power of eminent domain. Should the Department have to resort to eminent domain, the property owner would still receive just compensation based on the appraised value of the property.

Blackberry Heights Subdivision

Additional access points from the Blackberry Heights Subdivision to US 30 were considered, but, due to significant safety concerns, will not be implemented. Other ideas for additional access such as extending Mulberry Street to Aucutt Road do not fall within the Department's jurisdiction, and would need to be pursued by the appropriate local agency. A traffic signal warrant analysis at Countryside Drive and Orchard Road showed that a signal was not warranted at that location. However, a modification will be made to provide a northbound U-turn lane on Orchard Road at Countryside Drive (*see map below).* This will allow motorists leaving the subdivision to avoid left turns onto Orchard Road from Countryside Drive by turning right from Brentwood Drive then making a U-turn at Countryside Drive to travel south.



Landscaping

Some tree removal will be needed to construct this project. Existing trees that will remain, as well as those that will be removed, are delineated on the design plans that are available for viewing on the project website (www.us30baselineroadstudy.org). During the course of the study, refinements in the cross-section were made to minimize impacts to trees within the landscaped berms near the subdivisions west of Orchard Road. As a result, locations where noise walls are likely to be implemented are expected to require less than 10 additional tree removals. It should be noted that final grading and new utility locations are determined during Phase II design. Therefore, tree removals may change. However, all efforts will be made to keep tree removals to a minimum in accordance with Department Policy.

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

Orchard Road

The proposed configuration consists of three through lanes in each direction on Orchard Road, two through lanes in each direction on US 30, and dual left turn lanes and right turn lanes on all four legs of the intersection at the Orchard Road intersection.

Drainage

The US 30 study has taken into account existing drainage patterns and analyzed impacts of the proposed improvements on the US 30 corridor and surrounding properties. Runoff from the widened roadway will be conveyed through pipes to new detention areas specifically designed to accommodate up to a 100 year storm event. Areas outside the project corridor (such as the Blackberry Heights Subdivision) need to be addressed by the local agency.

Along US 30 approximately 0.25 miles west of the IL 31 Interchange there have been instances of water overtopping US 30 and causing flooding in the Pasadena Subdivision during large storm events. This flooding is caused by what is locally referred to as the "Montgomery Overflow", which stems from the overflowing of Jericho Lake, near the intersection of Jericho and Orchard roads. Jericho Lake was excavated as a rock quarry in the 1970s, well after US 30 was originally constructed. As such, there are no existing culverts or storm sewers to convey water away from the roads and residences when rainwater exceeds the capacity of Jericho Lake.

As part of this project, a "Montgomery Overflow Bypass Storm Sewer" is proposed along the north side of US 30. The bypass storm sewer will be sized to convey heavy stormwater flows that historically have overtopped the roadway to the IL 31 interchange infield areas.

Traffic Signals

Existing traffic signals at the Gordon Road, Griffin Drive, and Orchard Road intersections will be replaced and will include pedestrian pushbuttons. Traffic signal warrant analyses did not demonstrate a need for new traffic signals at any currently unsignalized intersections along the corridor.

Pedestrian and Bicycle Accommodations

According to Illinois Highway Code, bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities. In this corridor an off-road shared use path is the appropriate facility due to traffic volumes and posted speed limits. Accommodations in the form of sidewalk and a 10-foot-wide shared-use path are proposed along the entire project corridor. Maintenance of shared-use paths and sidewalks will be the responsibility of a local agency. An agreement with a local agency will need to be in place for the Department to construct the accommodations.

US 30 (Baseline Road) Phase I Study

Illinois Department of Transportation

Division of Highways-District One

201 West Center Court

Schaumburg, IL 60196

Project Coordination Continues

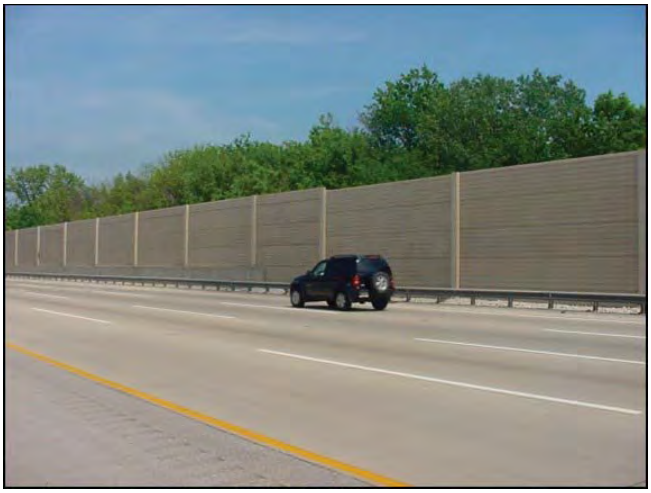
Highway improvements are processed in three distinct phases. Preliminary engineering and environmental studies, known as Phase I, involve coordinating with the public, developing geometry and drainage plans, identifying environmental concerns, and determining right-of-way requirements. The Department is nearing completion of Phase I as we incorporate comments from the hearing and refine the engineering studies and right-of-way requirements. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) are not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in priorities for future funding consideration among similar improvement needs throughout the region.

Phase II & Phase III are not included in IDOT's Fiscal Year 2017 to 2022 Proposed Highway Improvement Program. The estimated construction cost is $60 million.

Stay Informed—Get Involved!

Traffic Noise Abatement Walls

A traffic noise analysis was conducted to comply with Federal Highway Administration standards as part of this project. The analysis determined that anticipated noise levels would increase over existing noise levels as a result of increasing traffic and the proposed roadway improvement. Property owners and tenants who would "benefit" from a noise barrier were notified via mail before the public hearing, and were asked to vote if they were in favor of or against the installation of a noise abatement wall. A "benefit" is a noticeable reduction of noise of at least 5 decibels. The height of the noise walls would range from 9 to 17 feet, depending on the specific location. A 33 percent response rate by benefitted receptors is required for each potential noise wall, as well as the support of at least 50 percent of the respondents.



The Department will maintain the structural integrity and the roadside face of the wall. Local agencies will maintain the appearance of the "community" side of the wall, in addition to any non-standard enhanced features. The type of material and color of the noise walls will be determined during the detailed design phase (Phase II) of the project with local agency input.

Property values, neighborhood crime, and cellular service are dependent on a number of factors. It is therefore not possible for the Department to determine these impacts. Fire hydrants may need to be relocated to maintain emergency access. This will be determined in Phase II when the detailed design plans are produced.

The Village of Montgomery residential subdivisions west of Orchard Road were developed with a homeowners association or Village owned landscaped buffer between the US 30 right-of-way and the individual properties. In some locations the width of the buffer area will be reduced due to the expansion of US 30. A majority of the trees and landscaping in these areas will be retained and continue to function as a buffer between the noise walls and the individual properties. Ownership and maintenance responsibilities of these areas will remain as it exists today.

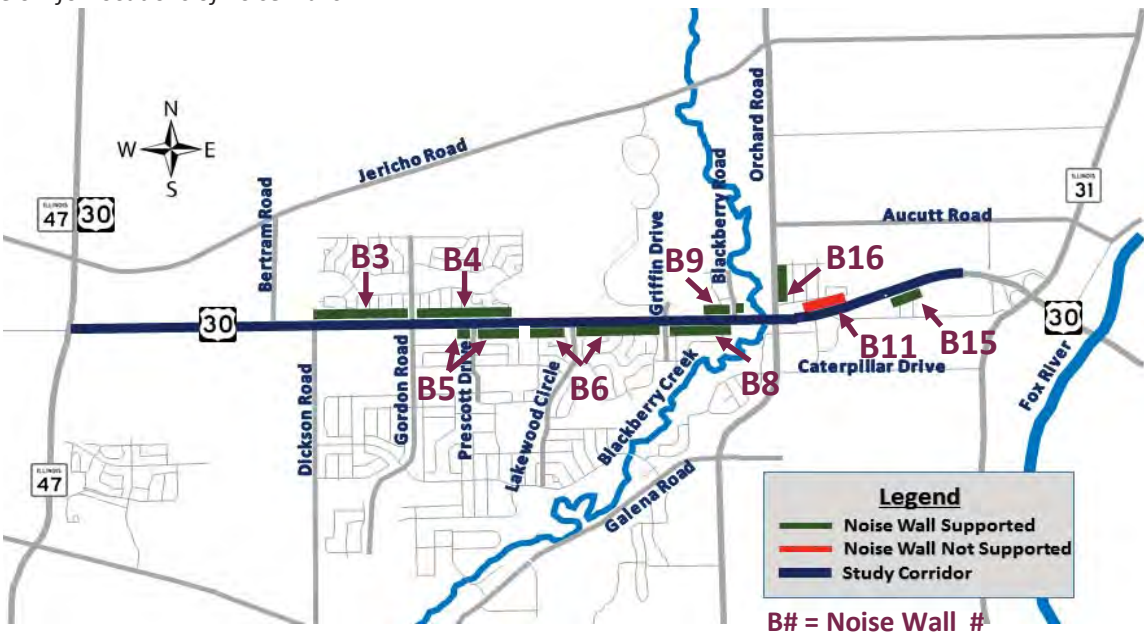
IL 47 to IL 31

Illinois Department of Transportation

Viewpoint Voting Summary *

Noise Wall #	Location	Total # of Possible Responses	# of Responses Received	Voting %	Yes Votes	No Votes	Results (Yes %)	Likely to Be Implemented ?
B3	North side of US 30 west of Gordon (Fairfield Way Subdivision)	38	14	37%	8	6	In favor 57%	Yes
B4	North side of US 30 east of Gordon (Foxmoor Subdivision)	107	44	41%	33	11	In Favor 75%	Yes
B5	South side of US 30 east of Gordon (Lakewood Creek West Subdivision)	22	13	59%	12	1	In favor 92%	Yes
B6	South side of US 30 west of Griffin (Lakewood Creek Subdivision)	59	24	41%	14	10	In Favor 58%	Yes
B8	South side of US 30 east of Griffin (Orchard Prairie North Subdivision)	27	12	44%	11	1	In Favor 92%	Yes
B9	North side of US 30 west of Blackberry Creek (Creek View Manor Subdivision)	5	4	80%	8	0	In Favor 100%	Yes
B11	North side of US 30 along south side of Oakton Drive	56	31	55%	15	16	In Favor 48%	No
B15	South side of US 30 west of IL 31 (Pasadena Subdivision)	4	3	75%	6	0	In Favor 100%	Yes
B16	East side of Orchard Road north of US 30 (Blackberry Heights Subdivision); location modified to accommodate a unique property	19	16	84%	29	2	In Favor 94%	Yes

**See below for locations of noise walls.*



For additional information regarding traffic noise, regulations and policy, noise analyses, or noise abatement, visit the Department's website http://www.idot.illinois.gov/transportation-system/environment/. Specific information regarding location and heights of the noise walls planned for the US 30 project can be viewed on the project's website www.us30baselineroadstudy.org.

APPENDIX B
VIEWPOINT SOLICITATION

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

June 15, 2016

RE: Viewpoint Solicitation – First Notice
Noise Barrier Implementation

Dear Property Owner or Resident:

As you may be aware, the Illinois Department of Transportation (Department) is currently engaged in preliminary engineering and environmental studies (Phase I) for the proposed improvement of US 30 (Baseline Road) from IL 47 to IL 31. This improvement is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a curbed median, pedestrian and bicycle accommodations, and intersection and drainage improvements.

As part of the environmental studies for this project, traffic noise was evaluated for the project corridor. The traffic noise analysis indicated that noise levels in your area warrant the consideration of noise abatement. As a result, a noise barrier to reduce traffic noise at your location may be implemented as part of this project.

The purpose of this letter is to request your viewpoint regarding the noise barrier proposed near your location. All property owners and tenants who would "benefit" from a noise barrier will receive this letter. A "benefit" is a noticeable reduction of noise, quantified as a reduction of five decibels or greater. More information about noise barriers can be found on the attached sheet titled "Traffic Noise Considerations."

The proposed noise barrier would be a noise wall located along US 30, as shown in the enclosed exhibit. The noise barrier will be presented at the public hearing for this project, the details of which are as follows:

Date:	Wednesday, June 29, 2016
Time:	4:00 PM to 7:00 PM
Location:	Montgomery Village Hall 200 N. River Street Montgomery, IL 60538

Enclosed is a "Viewpoint Form" for you to vote for or against the recommended noise wall in your area, as well as an exhibit showing the noise wall relevant to your location. For your vote to count, please complete and return the form by July 28, 2016 using the provided self-addressed, stamped envelope.

For additional information regarding traffic noise, regulations and policy, noise analyses, or noise abatement, we encourage you to access the Department's website:
http://www.idot.illinois.gov/assets/uploads/files/doing-business/manuals-guides-&-handbooks/highways/design-and-environment/htnamanual.pdf.

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

Very truly yours,

John Fortmann, P.E.
Region One Engineer

By:
John Baczek, P.E.
Project and Environmental Studies Section Chief

Enclosures

cc: Mr. Matt Brolley, Village President of Montgomery

Traffic Noise Considerations

Traffic noise analysis indicated that noise levels in your area warrant the consideration of noise abatement. Traffic noise abatement may include a noise barrier to reduce traffic noise at your location.

Per the Department's Highway Traffic Noise Assessment Manual, noise abatement walls (noise barriers) should be given primary consideration, assuming they are both feasible and reasonable as follows:

- Able to achieve at least a 5 decibel reduction in noise for a minimum of one impacted receptor
- Possible to design/construct
- Meet a cost/benefit threshold
- Are recommended based on the "viewpoint solicitation" process

The process of viewpoint solicitation is as follows:

- A letter will be provided to all property owners and tenants who could receive a noise reduction of 5 decibels or greater with the provision of a noise barrier, i.e. "benefited receptors." Benefited receptors include property owners and renters residing on the benefited property. The letter will request the benefitted receptor to provide a response regarding the favorability of the noise barrier.
- A response from at least 1/3 of the benefited receptors is needed to make a determination to install a noise barrier.
- If responses from at least 1/3 of the benefited receptors are not received after the first letter, a second letter will be sent.
- The viewpoints are then tallied as follows:
    - The first row of benefited receptors is weighted as two responses.
    - Benefited receptors not in the first row will count as one response.
    - For rental properties, the tenant will be considered as one response, and the owner will have one response per benefited unit, for a total of two responses per unit.
- For noise walls to be installed, more than 50% of the viewpoints received must be in favor of the proposed abatement measures.

If you have any questions or concerns, please contact:
Illinois Department of Transportation
Bureau of Programming, Attn: Lori Brown
201 W. Center Court, Schaumburg, IL 60196-1096
(847) 705-4477
info@us30baselineroadstudy.org

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

«Full_Name»
«Address_»
«CityState» «Zip»

Noise Wall «Noise Wall Number»

I am in favor of a noise wall:

__ Yes

__ No

Name: _____

Signature: _____

Owner: _____ OR Tenant: _____

Date: _____

Comments:

_____

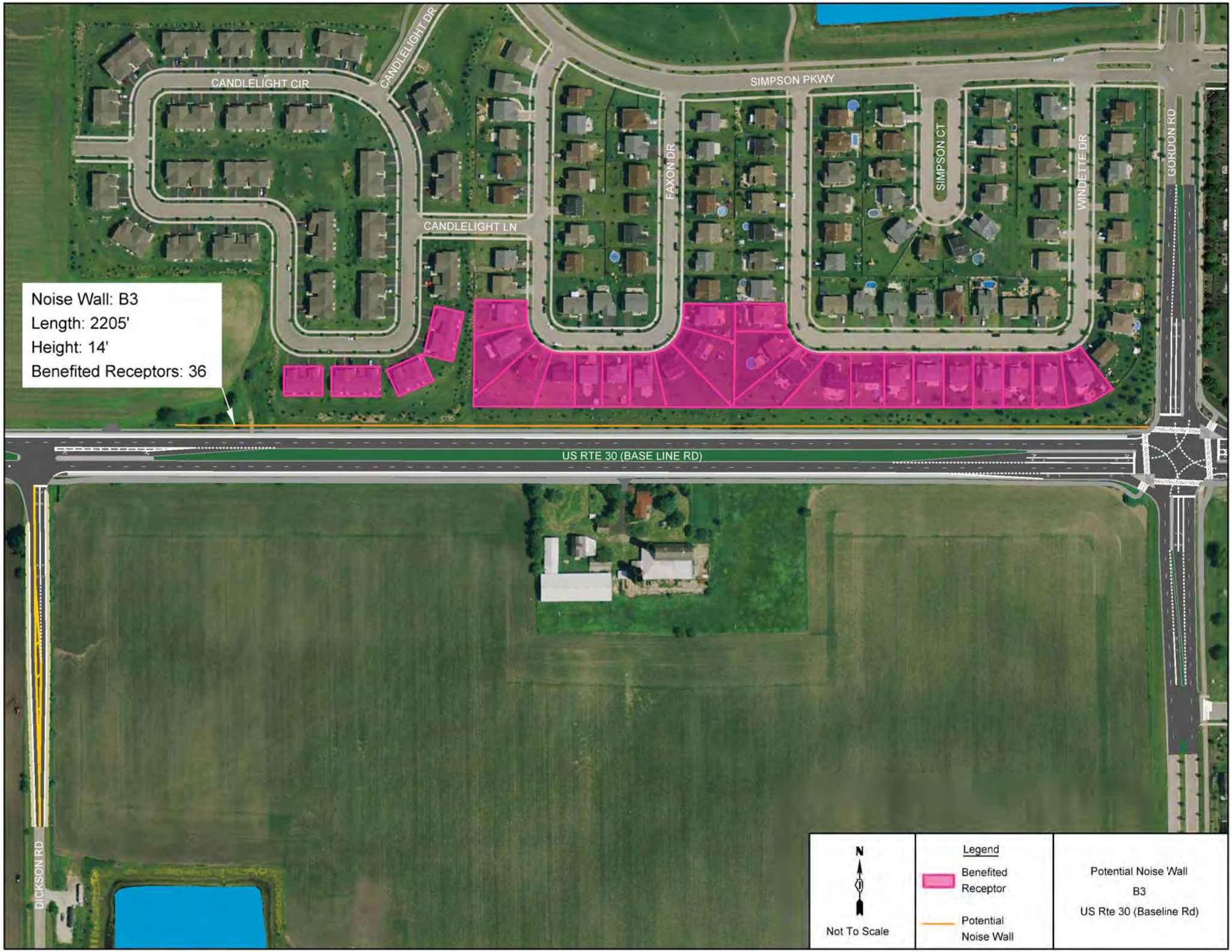
_____

_____

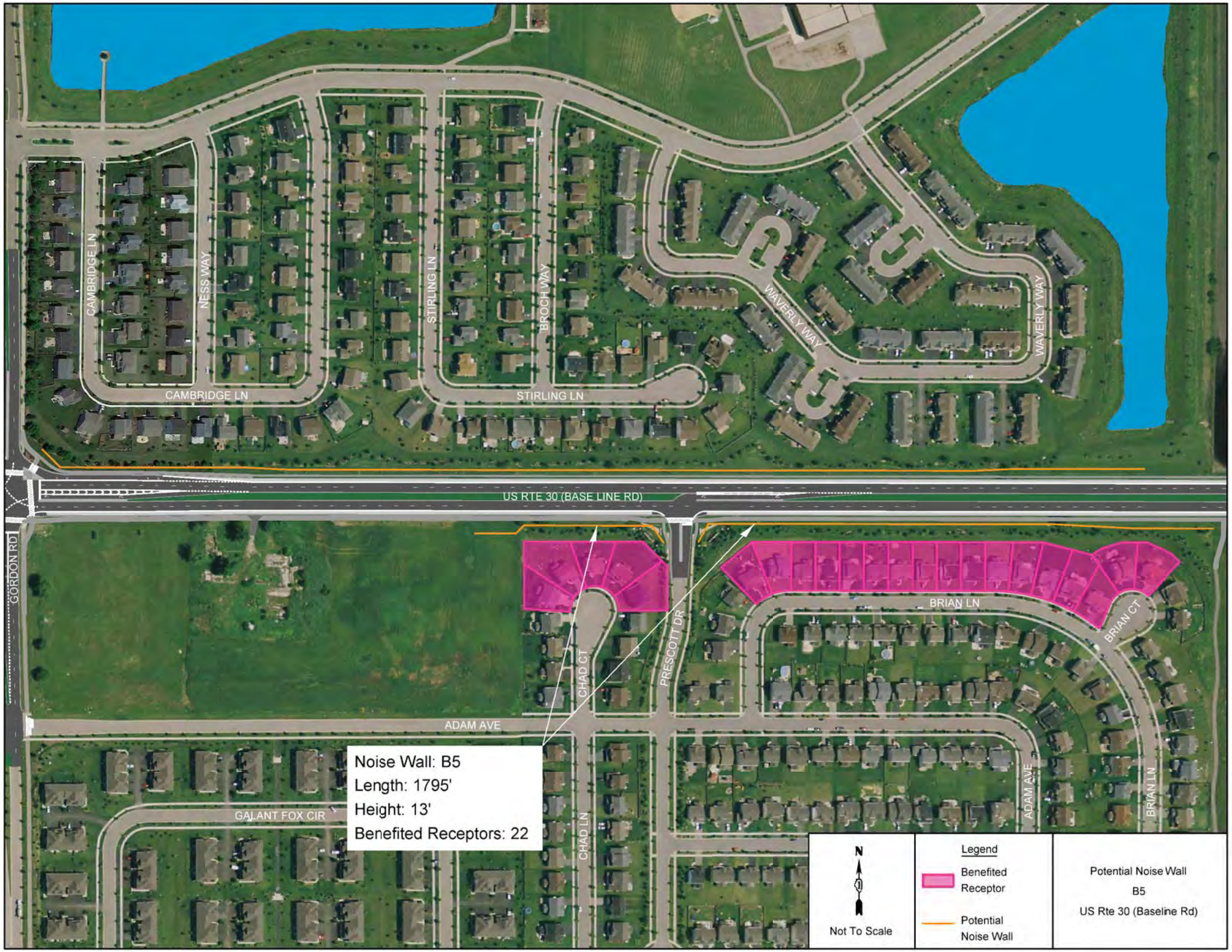
_____

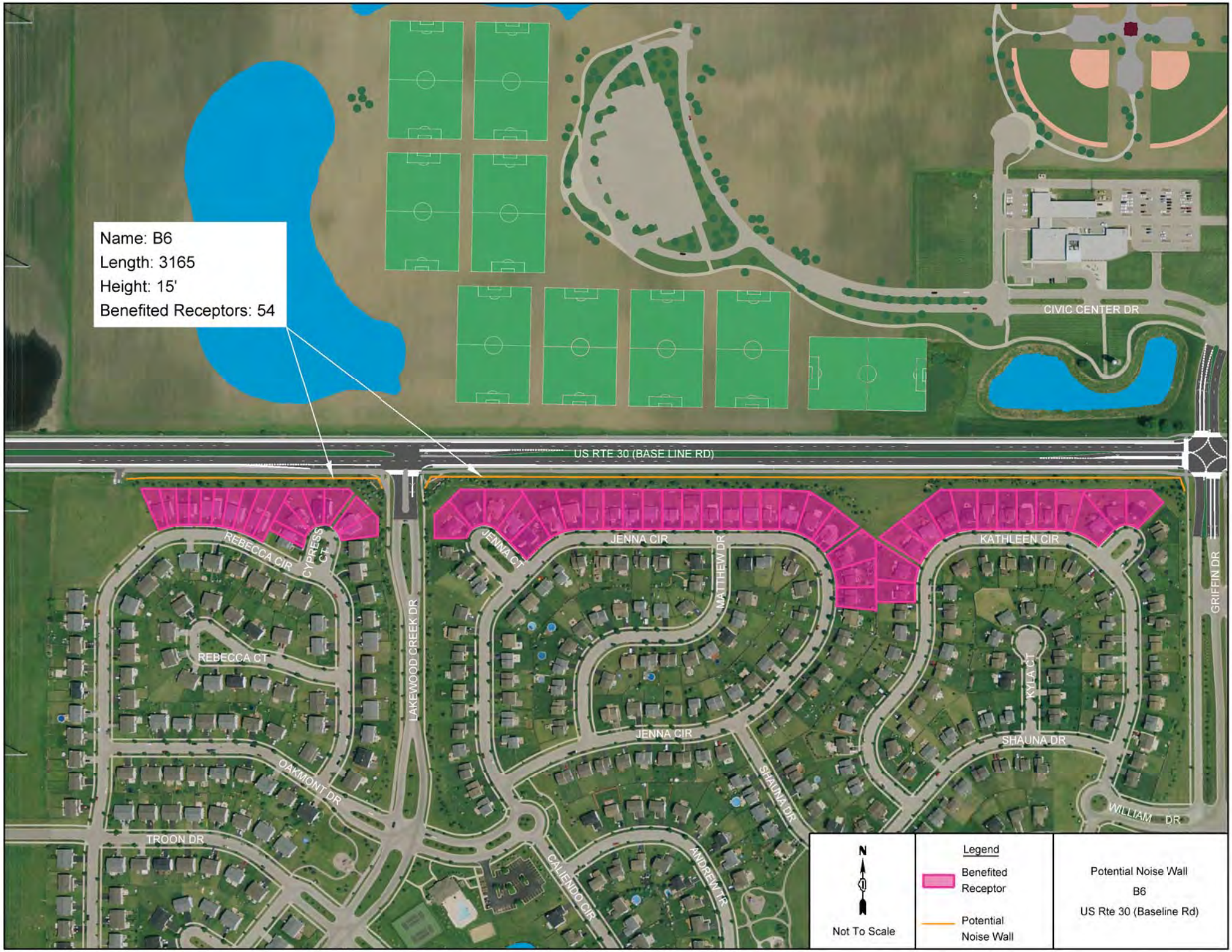
_____

_____


Noise Wall: B3
Length: 2205'
Height: 14'
Benefited Receptors: 36
CANDLELIGHT CIR
CANDLELIGHT DR
CANDLELIGHT LN
SIMPSON PKWY
FAXON DR
SIMPSON CT
WINDETTE DR
GORDON RD
US RTE 30 (BASE LINE RD)
DICKSON RD
N
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B3
US Rte 30 (Baseline Rd)

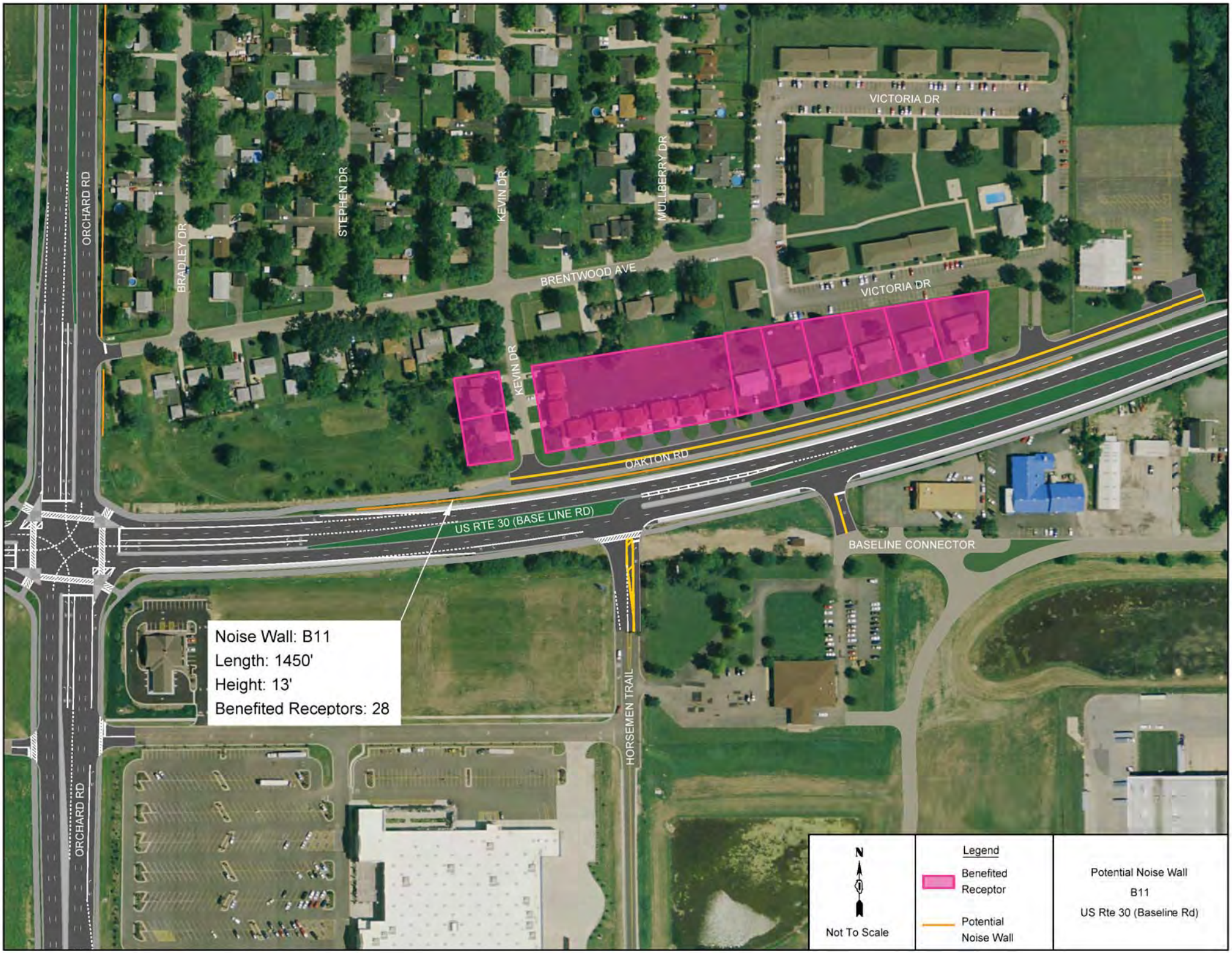
CAMBRIDGE LN
NESS WAY
STIRLING LN
BROCH WAY
WAVERLY WAY
WAVERLY WAY
CAMBRIDGE LN
STIRLING LN
US RTE 30 (BASE LINE RD)
GORDON RD
Noise Wall: B4
Length: 2740'
Height: 17'
Benefited Receptors: 99
CHAD CT
PRESCOTT DR
BRIAN LN
BRIAN CT
ADAM AVE
GALANT FOX CIR
CHAD LN
ADAM AVE
BRIAN LN
N
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B4
US Rte 30 (Baseline Rd)

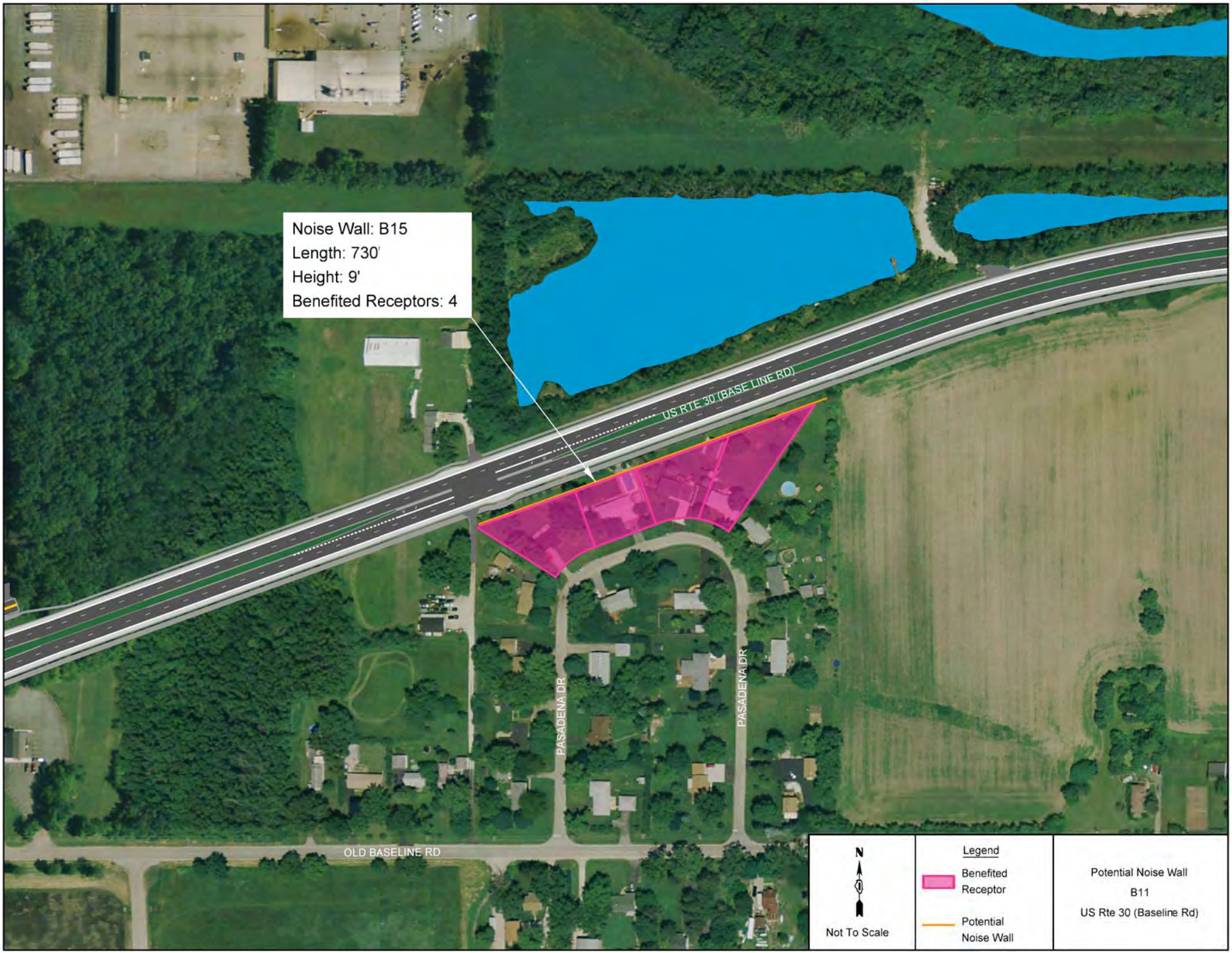

CAMBRIDGE LN
NESS WAY
STIRLING LN
BROCH WAY
WAVERLY WAY
WAVERLY WAY
CAMBRIDGE LN
STIRLING LN
US RTE 30 (BASE LINE RD)
GORDON RD
CHAD CT
PRESCOTT DR
BRIAN LN
BRIAN CT
ADAM AVE
GALANT FOX CIR
CHAD LN
ADAM AVE
BRIAN LN
Noise Wall: B5
Length: 1795'
Height: 13'
Benefited Receptors: 22
N
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B5
US Rte 30 (Baseline Rd)

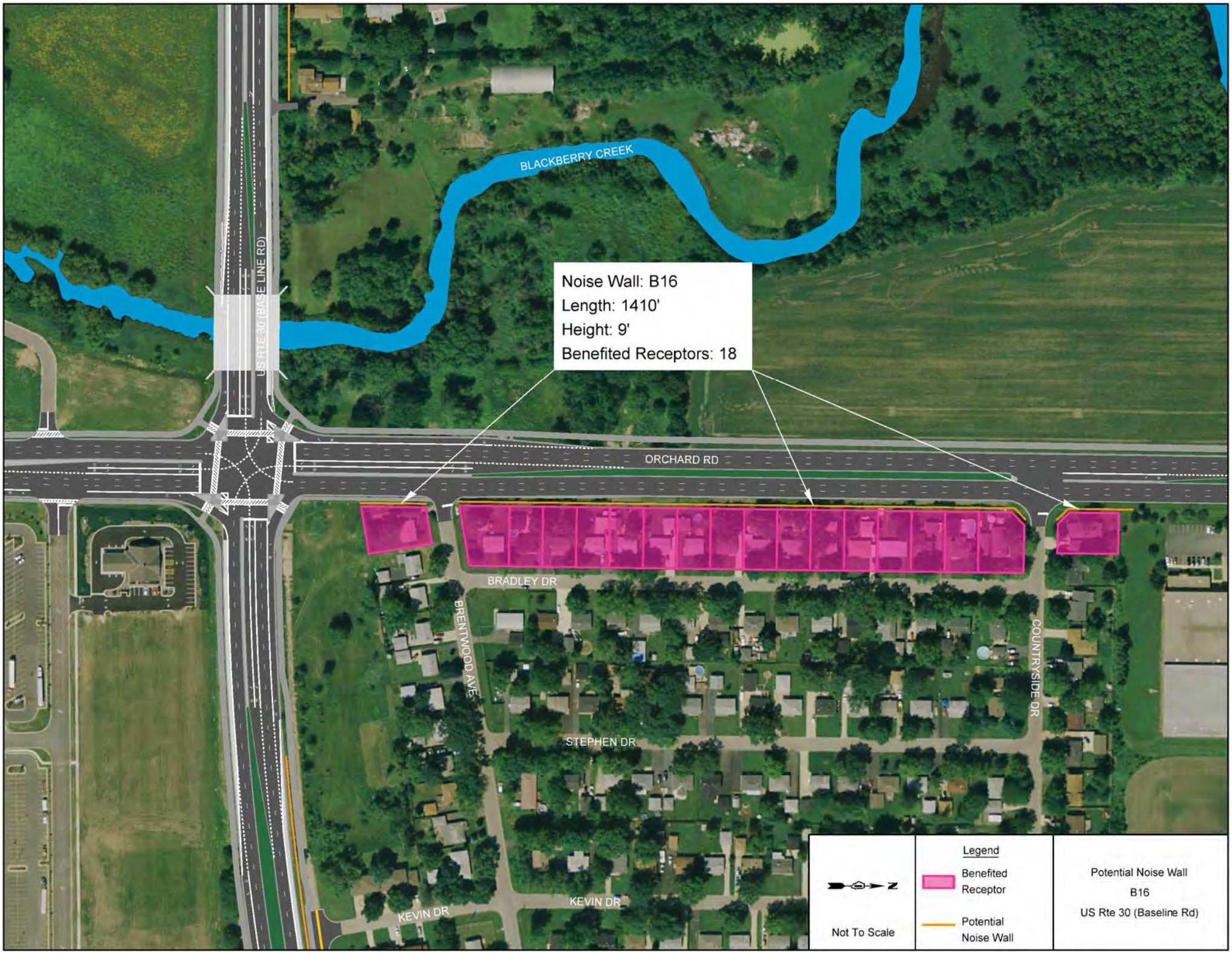

Name: B6
Length: 3165
Height: 15'
Benefited Receptors: 54
CIVIC CENTER DR
US RTE 30 (BASE LINE RD)
REBECCA CIR
CYPRESS CT
REBECCA CT
LAKEWOOD CREEK DR
JENNA CT
JENNA CIR
MATTHEW DR
KATHLEEN CIR
GRIFFIN DR
KYLA CT
SHAUNA DR
WILLIAM DR
OAKMONT DR
TROON DR
CALIENDO CIR
ANDREW TR
N
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B6
US Rte 30 (Baseline Rd)

Noise Wall: B8
Length: 1785'
Height: 13'
Benefited Receptors: 22
BLACKBERRY RD
LYNDALE RD
BLUEGRASS DR
GRIFFIN DR
US RTE 30 (BASELINE RD)
KATE DR
GRIFFIN DR
KATE DR
WILLIAM DR
WILLIAM CT
EMMA AVE
N
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B8
US Rte 30 (Baseline Rd)

Noise Wall: B9
Length: 895'
Height: 9'
Benefited Receptors: 5
BLACKBERRY RD
LYNDALE RD
BLUEGRASS DR
GRIFFIN DR
US RTE 30 (BASELINE RD)
KATE DR
GRIFFIN DR
KATE DR
WILLIAM DR
WILLIAM CT
EMMA AVE
N
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B9
US Rte 30 (Baseline Rd)


ORCHARD RD
BRADLEY DR
STEPHEN DR
KEVIN DR
MULLBERRY DR
VICTORIA DR
BRENTWOOD AVE
VICTORIA DR
KEVIN DR
OAKTON RD
US RTE 30 (BASE LINE RD)
BASELINE CONNECTOR
Noise Wall: B11
Length: 1450'
Height: 13'
Benefited Receptors: 28
HORSEMEN TRAIL
ORCHARD RD
N
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B11
US Rte 30 (Baseline Rd)


Noise Wall: B15
Length: 730'
Height: 9'
Benefited Receptors: 4
US RTE 30 (BASE LINE RD)
PASADENA DR
PASADENA DR
OLD BASELINE RD
N
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B11
US Rte 30 (Baseline Rd)


BLACKBERRY CREEK
US RTE 30 (BASE LINE RD)
Noise Wall: B16
Length: 1410'
Height: 9'
Benefited Receptors: 18
ORCHARD RD
BRADLEY DR
BRENTWOOD AVE
COUNTRYSIDE DR
STEPHEN DR
KEVIN DR
KEVIN DR
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B16
US Rte 30 (Baseline Rd)

Unit owners of Silver Springs Condo Assoc Keay & Costello PC, D J Sury
[redacted]
B3

Resident
[redacted]
B3 R3

Resident
[redacted]
B3 R3-1

Rebecca L. Delbosque
[redacted]
B3 R3-2

Resident
[redacted]
B3 R3-3

Marcelo & Nancy Garay
[redacted]
B3 R3-4

Julie Trac
[redacted]
B3 R3-5

Resident
[redacted]
B3 R3-6

Resident
[redacted]
B3 R3-7

Tandra Earll
[redacted]
B3 R3-8

Resident
[redacted]
B3 R3-9

Resident
[redacted]
B3 R3-10

Resident
[redacted]
B3 R3-11

Resident
[redacted]
B3 R3-12

Resident
[redacted]
B3 R3-13

Jennifer L Salinas
[redacted]
B3 R3-14

Joseph R & Lori S Nell
[redacted]
B3 R3-15

Alfonso Monraz & Irma R Tovar
[redacted]
B3 R3-16

Jennifer M Krall
[redacted]
B3 R3-17

Jose A Barrientos
[redacted]
B3 R3-18

Erika Rocha
[redacted]
B3 R3-19

Anna E Aguirre & Eduardo Quiroga
[redacted]
B3 R3-20

Alfredo M Reyes
[redacted]
B3 R3-21

Darren C Moore
[redacted]
B3 R3-22

Ivan Duran
[redacted]
B3 R3-23

Reaiz Mohammed & Tracy Hospedales-Mohammed
[redacted]
B3 R3-24

Michael & Rosa Ramos
[redacted]
B3 R3-25

Jennifer Glocksen
[redacted]
B3 R3-26

Frank Scalise & Catherine Leech
[redacted]
B3 R3-27

Resident
[redacted]
B3 R3-27

Benefited Receptor Intitial Mailing List

Greg S. & Shazette DeLeon
[redacted]
B3 R3-28

Mildred McNeal-James Dclrn Trust, Trustee
[redacted]
B3 R3-29

Pamela J White
[redacted]
B3 R3-30

Resident
[redacted]
B3 R3-30

Mary C Rice & Margaret J Howard
[redacted]
B3 R3-31

Brian Sharp
[redacted]
B3 R3-32

Rickey & Leia Levy
[redacted]
B3 R3-33

Rhonda R & Charles R Hoyer
[redacted]
B3 R3-48

Scott E & Michele L Schwarz
[redacted]
B3 R3-53

Thomas Bongard & Yvonne Blaney
[redacted]
B4 R4

Michael Chrzaszcz & Sarah North
[redacted]
B4 R4-1

ViCtoria & Daniel Laxton
[redacted]
B4 R4-2

Carolyn & Daniel Peters
[redacted]
B4 R4-3

Tham Do & Bang Nhat Nguyen
[redacted]
B4 R4-4

Ronald & Sara Chumbley
[redacted]
B4 R4-5

Vanessa Weber
[redacted]
B4 R4-6

John & Mary Betz/Betz Family Trust
[redacted]
B4 R4-7

Ron & Carmen Carlson
[redacted]
B4 R4-8

Saira & Lawrence Chung
[redacted]
B4 R4-9

Neal Geller
[redacted]
B4 R4-10

Lisa & Jerry Dickson
[redacted]
B4 R4-11

Bret & Julie GuiDry
[redacted]
B4 R4-12

Scott & Maria Hopkins
[redacted]
B4 R4-13

Marie & John Hopkins
[redacted]
B4 R4-14

David & Teresa Hoffman
[redacted]
B4 R4-15

William McNew & Lisa Middleton
[redacted]
B4 R4-16

George & Vickie Thornton
[redacted]
B4 R4-17

AH4R I IL LLC
[redacted]
B4 R4-18

Resident
[redacted]
B4 R4-18

Latif Ahman & Bushra Parveen
[redacted]
B4 R4-19

Benefited Receptor Intitial Mailing List

Rafael & Leticia Chavez
[redacted]
B4 R4-20

Joesph E. & Kahla M. Moutria
[redacted]
B4 R4-21

David & Rosa Stenger
[redacted]
B4 R4-22

Sara M & Sean Thomas Rash
[redacted]
B4 R4-23

Danny W & Lyn M Tutwiler
[redacted]
B4 R4-28

Ravi & Asmita Vaghani
[redacted]
B4 R4-29

Aaron & Mary Clausen
[redacted]
B4 R4-30

HPA Borrower 2016-1 LLC
[redacted]
B4 R4-31

Resident
[redacted]
B4 R4-31

AMH 2014-2 Borrower LLC
[redacted]
B4 R4-32

Resident
[redacted]
B4 R4-32

Kevin J & Jamie L Kaechele
[redacted]
B4 R4-33

Joshua D & Jami R Logan
[redacted]
B4 R4-34

Amanda L & Romelio Avila Jr.
[redacted]
B4 R4-35

Michael & Melinda Adams
[redacted]
B4 R4-36

David & Phyllis Dratnol
[redacted]
B4 R4-37

Michael & Darcy Hammond
[redacted]
B4 R4-38

Edgar Young Jr.
[redacted]
B4 R4-39

Drew & Kimberly Mikesell
[redacted]
B4 R4-40

Richard R & Jennifer L Willman,
Willman Dclrn of Trust
[redacted]
B4 R4-41

Eric M & Margaret A Heitz
[redacted]
B4 R4-42

Juan P Unzueta and Ysela Unzueta and
Manuel Nunez
[redacted]
B4 R4-43

Jonathan & Diane Rei
[redacted]
B4 R4-44

Gregory & Jessica Briney
[redacted]
B4 R4-45

Vincent & Michelle Polizzi
[redacted]
B4 R4-46

David & CassanDra Laub
[redacted]
B4 R4-47

Resident
[redacted]
B4 R4-48

Fox Court Associates, LLC
[redacted]
B4 R4-49

Resident
[redacted]
B4 R4-49

Steven B. & Tracey Noah
[redacted]
B4 R4-50

Benefited Receptor Intitial Mailing List

Rogelio & Margarita Ballesteros
[redacted]
B4 R4-51

Michael & Laura Somerlot
[redacted]
B4 R4-52

Brandon & Emily Richards
[redacted]
B4 R4-53

Steve & Cynthia Evans
[redacted]
B4 R4-54

Ryan & Emily Anderson
[redacted]
B4 R4-55

Terrence & Angelina Ruffolo
[redacted]
B4 R4-56

William & Roberta Reid
[redacted]
B4 R4-57

Karl & Amy Moos
[redacted]
B4 R4-58

Kevin & Dawn Kigyos
[redacted]
B4 R4-59

Casey & Jeanette Caul
[redacted]
B4 R4-60

Jeffrey W & Lesly E Fountain
[redacted]
B4 R4-61

Kevin Pearson
[redacted]
B4 R4-64

Resident
[redacted]
B4 R4-64

Rudy Campas & Doreen Thomas
[redacted]
B4 R4-65

Resident
[redacted]
B4 R4-66

John & Alaina Lomas
[redacted]
B4 R4-67

Jasmin Brown
[redacted]
B4 R4-68

Tracy Schroeder
[redacted]
B4 R4-69

Charles J. Pierce
[redacted]
B4 R4-70

Sergi Group LLC. % Justin Sergi
[redacted]
B4 R4-71

Resident
[redacted]
B4 R4-71

Timothy & Laura Sjogren
[redacted]
B4 R4-72

Aaron Conrardy
[redacted]
B4 R4-73

Trust # 8002355449
[redacted]
B4 R4-74

James Buchanan
[redacted]
B4 R4-75

Resident
[redacted]
B4 R4-75

Judith Hoppe
[redacted]
B4 R4-76

Sanjay & Ajay Mehta % Ila & Dipak Mehta
[redacted]
B4 R4-77

Janeen Camp
[redacted]
B4 R4-78

Sean Lowery
[redacted]
B4 R4-79

Benefited Receptor Intitial Mailing List

Samantha Werkau
[redacted]
B4 R4-80

David S. and Erin L Gonzalez
[redacted]
B4 R4-81

Jeanette Hill
[redacted]
B4 R4-82

Steven Svoboda
[redacted]
B4 R4-83

MilDred McNeal-James & Edward Buie
[redacted]
B4 R4-84

Bryan Pachowicz
[redacted]
B4 R4-85

Resident
[redacted]
B4 R4-85

Anthony Suriano
[redacted]
B4 R4-86

Clinton E. Oliver & Rebecca L. Crain
[redacted]
B4 R4-87

Joseph De Michael
[redacted]
B4 R4-90

Resident
[redacted]
B4 R4-91

Cheryl A. Meerbrey
[redacted]
B4 R4-92

Michael Cortez
[redacted]
B4 R4-93

Guadalupe Polanco & Maria de lourdes Carrillo
[redacted]
B4 R4-94

Elijah Bolden Jr
[redacted]
B4 R4-95

Kristin Schroeder
[redacted]
B4 R4-96

Resident
[redacted]
B4 R4-97

Christopher R Bazan
[redacted]
B4 R4-111

Simone M Shields
[redacted]
B4 R4-112

Megan & Clark R Burnett Jr
[redacted]
B4 R4-113

Catherine J Martin
[redacted]
B4 R4-114

Michael S & Carol A Barry
[redacted]
B4 R4-115

Mary Elizabeth & Ambrose Castaldo Jr
[redacted]
B4 R4-116

Resident
[redacted]
B4 R4-116

Kayla Lyn & David Ward Savage Jr
[redacted]
B4 R4-117

Sura H Alsaffar
[redacted]
B4 R4-119

James A Kelchner
[redacted]
B5 R5

Peter & Domenica Sevilla
[redacted]
B5 R5-1

Ael Chavarria
[redacted]
B5 R5-2

Dave E & Felicia L Gaines
[redacted]
B5 R5-3

Benefited Receptor Intitial Mailing List

Antwaun L Parnell & Tamekia Puckett-Parnell
[redacted]
B5 R5-4

Joseph A & Margaret Fumagalli
[redacted]
B5 R5-6

Imaduddin Mohammad & Nabeela Syed-Mohammad
[redacted]
B5 R5-7

Ravikumar V Pillalamari
[redacted]
B5 R5-8

Glenn D Maxam
[redacted]
B5 R5-9

Victoria J Peat
[redacted]
B5 R5-10

Matthew C & Mindy M Powell
[redacted]
B5 R5-11

Ronald E Burkhamer
[redacted]
B5 R5-12

Resident
[redacted]
B5 R5-13

Jessica & Nicholas Schmidt
[redacted]
B5 R5-14

Lamarr E & Kertrina R Justice
[redacted]
B5 R5-15

John P & Diane Alexander
[redacted]
B5 R5-16

Thomas R & Deborah J Cashion
[redacted]
B5 R5-17

Shane & Brittany Smith
[redacted]
B5 R5-18

Cruz I Llamas
[redacted]
B5 R5-19

James Maddox & Vera L Neal-Maddox
[redacted]
B5 R5-20

Christopher Z Kosciukiewicz
[redacted]
B5 R5-21

Brett & Kristi Sharpe
[redacted]
B5 R5-22

Gina R. Hanson
[redacted]
B6 R6

Keith & Diane McLeod
[redacted]
B6 R6-1

Jennifer Davidson
[redacted]
B6 R6-2

Cheryl A. Pruett
[redacted]
B6 R6-3

Dennis Porter
[redacted]
B6 R6-4

Joshua Hoover & Stephanie Moore
[redacted]
B6 R6-5

Colleen Brummel
[redacted]
B6 R6-6

AMH 2014-2 Borrower LLC
[redacted]
B6 R6-7

Resident
[redacted]
B6 R6-7

Charles Daniels Sr.
[redacted]
B6 R6-8

Teresa & Josue Romero
[redacted]
B6 R6-9

Inaya Realty 2 LLC
[redacted]
B6 R6-10

Benefited Receptor Intitial Mailing List

Resident
[redacted]
B6 R6-10

AnDrew Hartman
[redacted]
B6 R6-11

June Schroenhamer
[redacted]
B6 R6-12

Kimberly Sutton
[redacted]
B6 R6-13

Michael J. Deger % DNC, LLC
[redacted]
B6 R6-14

Resident
[redacted]
B6 R6-14

Kalyn Hand
[redacted]
B6 R6-15

Nicholas & Julie Lanzara
[redacted]
B6 R6-16

David & Antonio Landeros
[redacted]
B6 R6-17

Ravishankar Rajagopal
[redacted]
B6 R6-18

Ana Cedeno & Elba Vargas Cruz
[redacted]
B6 R6-19

Christine Rozsavolgyi
[redacted]
B6 R6-19A

Steve M & Debra J Micienko
[redacted]
B6 R6-20

Jose Alfredo Juarez
[redacted]
B6 R6-21

Johan M & Annelie Smith
[redacted]
B6 R6-22

Carlos Hernandez Velasco
[redacted]
B6 R6-23

Ernesto A Campos
[redacted]
B6 R6-24

Bryan S Richter
[redacted]
B6 R6-25

Paul & Cassondra S. Paruolo
[redacted]
B6 R6-26

Angel & Sharon Balderas
[redacted]
B6 R6-27

Rhonda & Jerry M Hill Jr
[redacted]
B6 R6-28

Carrie Collander
[redacted]
B6 R6-29

Maria I Cubero & Ramoa Hernandez
[redacted]
B6 R6-30

Mark & Megan J. Jarabe
[redacted]
B6 R6-31

Jon E Nelson
[redacted]
B6 R6-32

Raymond S Borgman Jr & Brianne N Smith
[redacted]
B6 R6-33

Alyssa A. Wollenberg
[redacted]
B6 R6-34

American Homes for Rent
[redacted]
B6 R6-35

Resident
[redacted]
B6

Mark E Pliska
[redacted]
B6 R6-36

Benefited Receptor Intitial Mailing List

Resident
[redacted]
B6 R6-37

Alejandro Ferrer
[redacted]
B6 R6-38

Scott S & Phyllis M Neal
[redacted]
B6 R6-39

Resident
[redacted]
B6 R6-39

Alice N Humphrey
[redacted]
B6 R6-40

Resident
[redacted]
B6 R6-41

Resident
[redacted]
B6 R6-42

Frederick E Kazienko
[redacted]
B6 R6-43

Richard T & Michelle Patsch
[redacted]
B6 R6-44

Patricia Castro
[redacted]
B6 R6-45

Carla Herdrich
[redacted]
B6 R6-57

Michael & Jessica Rios
[redacted]
B6 R6-58

Martha Padulo & Jose Escareno
[redacted]
B6 R6-59

Ryan M & Elizabeth Janota
[redacted]
B6 R6-62

Shawn & Melanie Wade
[redacted]
B6 R6-63

Francisco & Maria Ruiz
[redacted]
B6 R6-64

James R Pingel
[redacted]
B6 R6-66

Inverclyde LLC, Fort
[redacted]
B8

Resident
[redacted]
B8 R16

Edwin & Victoria Ocasio
[redacted]
B8 R8-1

Marcus Shelton & Koreen Engstrom
[redacted]
B8 R8-2

Resident
[redacted]
B8 R8-3

Geoffrey A. & Peaches D. Ledwidge
[redacted]
B8 R8-4

Fabian Rosa
[redacted]
B8 R8-5

Gary & Rhonda Glover
[redacted]
B8 R8-6

Holly Fahn
[redacted]
B8 R8-7

Jason & Tanyam Kindler
[redacted]
B8 R8-8

Antonio & Calvillo Trujillo
[redacted]
B8 R8-9

AH4R I IL LLC, % Tax Dept
[redacted]
B8 R8-10

Resident
[redacted]
B8 R8-10

Benefited Receptor Intitial Mailing List

Wayne Hummer Trust Co NA % Regina Reynolds
[redacted]
B8 R8-11

Resident
[redacted]
B8 R8-11

Sameer & Shaistah Zahid
[redacted]
B8 R8-12

Gustavo Lopez & SanDra Sarmiento
[redacted]
B8 R8-13

Ryland Group Inc.
[redacted]
B8 R8-14

Resident
[redacted]
B8 R8-14

Nicholas & Bianca Lukaszewski
[redacted]
B8 R8-15

Ryland Group Inc.
[redacted]
B8 R8-16

Resident
[redacted]
B8 R8-16

Rebecca Myers
[redacted]
B8 R8-17

Joel Lopez
[redacted]
B8 R8-18

Olga Rodriguez
[redacted]
B8 R8-19

Andres D & Tracy V Wiley
[redacted]
B8 R8-21

Kurt Jaeger & Nancy Weinstein
[redacted]
B8 R8-22

Samuel T. & Eleanor McConnell
[redacted]
B9 R9

James J. Gorse
[redacted]
B9 R9-1

Daniel R. and Sharon Leiser
[redacted]
B9 R9-2

Stephen H. & Pamela F. Mitchell
[redacted]
B9 R9-4

Alfredo & Ignacio Ruiz
[redacted]
B9 R9-5

Oxford Bank & Trust Trustee
[redacted]
B11

Resident
[redacted]
B11 R11

Resident
[redacted]
B11 R11-1

Resident
[redacted]
B11 R11-2

Resident
[redacted]
B11 R11-3

Resident
[redacted]
B11 R11-4

Resident
[redacted]
B11 R11-5

Resident
[redacted]
B11 R11-6

Resident
[redacted]
B11 R11-7

Resident
[redacted]
B11 R11-8

Resident
[redacted]
B11 R11-9

Benefited Receptor Intitial Mailing List

Resident
[redacted]
B11 R11-10

Resident
[redacted]
B11 R21-11

Williams Group LLC 720-722 Oakton
[redacted]
B11

Resident
[redacted]
B11 R11-12

Resident
[redacted]
B11 R11-13

Williams Group LLC 716-718 Oakton
[redacted]
B11

Resident
[redacted]
B11 R11-14

Resident
[redacted]
B11 R11-15

Williams Group LLC 712-714 Oakton
[redacted]
B11

Resident
[redacted]
B11 R11-16

Resident
[redacted]
B11 R11-17

Williams Group LLC 708-710 Oakton
[redacted]
B11

Resident
[redacted]
B11 R11-18

Resident
[redacted]
B11 R11-19

Brian John Migliorini
[redacted]
B11

Resident
[redacted]
B11 R11-20

Resident
[redacted]
B11 R11-21

Brian John Migliorini
[redacted]
B11

Resident
[redacted]
B11 R11-22

Resident
[redacted]
B11 R11-23

Rhoades Real Estate LLC,
[redacted]
B11

Resident
[redacted]
B11 R11-24

Resident
[redacted]
B11 R11-25

Oxford Bank & Trust Trustee
[redacted]
B11

Resident
[redacted]
B11 R11-28

Resident
[redacted]
B11 R11-29

MIQUEL C. ZEPEDA JR
[redacted]
B15 R15

JAY K & RANDI S . BORNE
[redacted]
B15 R15-2

B15

MICHAEL P. GIEBEL
[redacted]
B15 R15-3

Benefited Receptor Intitial Mailing List

B15

BARBARA HOLTMAN
[redacted]
B15 R15-4

Soledad & Lauro Sandoval
[redacted]
B16 R16

Marta C. Duron
[redacted]
B16 R16-1

Resident
[redacted]
B16 R16-1

Harry G. Gravelly & Clarissa L. Gaytan
[redacted]
B16 R16-2

Matthew J. Hodgetts
[redacted]
B16 R16-3

Robert L. Webb
[redacted]
B16 R16-4

Brandon Carlson
[redacted]
B16 R16-5

Erica R. Bastian and Tina R. Ruiz
[redacted]
B16 R16-6

Tina Ruiz
[redacted]
B16 R16-7

Timothy S. & Jinnelle L. Whiting
[redacted]
B16 R16-8

Gary W Gorobegko
[redacted]
B16 R16-9

Sharon L. & Larry Stout,Living Trusts
[redacted]
B16 R16-10

Olegario A. Villalpando
[redacted]
B16 R16-11

Charles P. & Janel H. Betsinger
[redacted]
B16 R16-12

Thomas J. & Suzan Gasior Fitzpatrick
[redacted]
B16 R16-13

Hector Hernandez & Stephanie Rivera
[redacted]
B16 R16-14

Raymond H. & Kathleen Ann Diller
[redacted]
B16 R16-15

Barbara Williams
[redacted]
B16 R16-16

Janelle R. Rodriguez
[redacted]
B16 R16-17

Benefited Receptor Intitial Mailing List

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

DANIEL R. AND SHARON LEISER
[redacted]

RESIDENT
[redacted]

GEOFFREY A. & PEACHES D. LEDWIDGE
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

OLGA RODRIGUEZ
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

DENNIS PORTER
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

Benefited Receptor Intitial Mailing List - Corrected Names & Addresses

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

CASSANDRA LYNN BUELENS
[redacted]

FOXMOOR TOWNHOME OWNERS ASSN. %FOSTER PREMIER
[redacted]

RESIDENT
[redacted]

DIANA J NECKAR TRUST, TRUSTEE
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

JANEEN CAMP
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

JOSE ALFREDO JUAREZ
[redacted]

RESIDENT
[redacted]

RESIDENT
[redacted]

Benefited Receptor Intitial Mailing List - Corrected Names & Addresses

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

September 9, 2016

CERTIFIED MAIL

RE: Viewpoint Solicitation – Second Notice
Noise Barrier Implementation

Dear Property Owner or Resident:

This is a follow up to the letter sent to you in June 2016, regarding the Illinois Department of Transportation's (Department) ongoing preliminary engineering and environmental study (Phase I) for the improvement of US 30 (Baseline Road) from IL 47 to IL 31. The Department is seeking your input regarding the installation of a noise wall in your area. We are sending this second request for your input, because our records indicate that we have not received a response from the first mailing.

The US 30 improvement is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a curbed median, pedestrian and bicycle accommodations, and intersection and drainage improvements.

As part of the environmental studies for this project, traffic noise was evaluated for the project corridor. The traffic noise analysis indicated that noise levels in your area warrant the consideration of noise abatement. As a result, a noise barrier to reduce traffic noise at your location may be implemented as part of this project.

The purpose of this letter is to request your viewpoint regarding the noise barrier proposed near your location. All property owners and tenants who would "benefit" from a noise barrier will receive this letter. A "benefit" is a noticeable reduction of noise, quantified as a reduction of five decibels or greater. More information about noise barriers can be found on the attached sheet titled "Traffic Noise Considerations." The proposed noise barrier would be a noise wall located along US 30, as shown in the enclosed exhibit. The noise wall was presented at the public hearing held on June 29, 2016 at the Montgomery Village Hall.

Enclosed is a "Viewpoint Form" for you to vote for or against the recommended noise wall in your area, as well as an exhibit showing the noise wall relevant to your location. For your vote to count, please complete and return the form by October 10, 2016 using the provided self-addressed, stamped envelope.

For additional information regarding traffic noise, regulations and policy, noise analyses, or noise abatement, we encourage you to access the Department's website:
http://www.idot.illinois.gov/assets/uploads/files/doing-business/manuals-guides-&-handbooks/highways/design-and-environment/htnamanual.pdf.

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

Very truly yours,

John Fortmann, P.E.
Region One Engineer

By:
John Baczek, P.E.
Project and Environmental Studies Section Chief

Enclosures

cc: Matt Brolley, Village President, Village of Montgomery

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

«Name»
«Address_»
«City» «Zip»

Noise Wall «Wall_Number»

I am in favor of a noise wall:

__ Yes

__ No

Name: _____

Signature: _____

Owner: _____ OR Tenant: _____

Date: _____

Comments:

_____

_____

_____

_____

_____

_____

Traffic Noise Considerations

Traffic noise analysis indicated that noise levels in your area warrant the consideration of noise abatement. Traffic noise abatement may include a noise barrier to reduce traffic noise at your location.

Per the Department's Highway Traffic Noise Assessment Manual, noise abatement walls (noise barriers) should be given primary consideration, assuming they are both feasible and reasonable as follows:

- Able to achieve at least a 5 decibel reduction in noise for a minimum of one impacted receptor
- Possible to design/construct
- Meet a cost/benefit threshold
- Are recommended based on the "viewpoint solicitation" process

The process of viewpoint solicitation is as follows:

- A letter will be provided to all property owners and tenants who could receive a noise reduction of 5 decibels or greater with the provision of a noise barrier, i.e. "benefited receptors." Benefited receptors include property owners and renters residing on the benefited property. The letter will request the benefitted receptor to provide a response regarding the favorability of the noise barrier.
- A response from at least 1/3 of the benefited receptors is needed to make a determination to install a noise barrier.
- If responses from at least 1/3 of the benefited receptors are not received after the first letter, a second letter will be sent.
- The viewpoints are then tallied as follows:
    - The first row of benefited receptors is weighted as two responses.
    - Benefited receptors not in the first row will count as one response.
    - For rental properties, the tenant will be considered as one response, and the owner will have one response per benefited unit, for a total of two responses per unit.
- For noise walls to be installed, more than 50% of the viewpoints received must be in favor of the proposed abatement measures.

If you have any questions or concerns, please contact:
Illinois Department of Transportation
Bureau of Programming, Attn: Lori Brown
201 W. Center Court, Schaumburg, IL 60196-1096
(847) 705-4477
info@us30baselineroadstudy.org

VICTORIA DR
MULLBERRY DR
KEVIN DR
STEPHEN DR
BRADLEY DR
ORCHARD RD
BRENTWOOD AVE
VICTORIA DR
KEVIN DR
OAKTON RD
US RTE 30 (BASE LINE RD)
BASELINE CONNECTOR
HORSEMEN TRAIL
ORCHARD RD
Noise Wall: B11
Length: 1450'
Height: 13'
Benefited Receptors: 28
N
Not To Scale
Legend
Benefited Receptor
Potential Noise Wall
Potential Noise Wall
B11
US Rte 30 (Baseline Rd)

Name
Address
City Zip

Oxford Bank & Trust Trustee
[redacted]

Nancy L Pratte
[redacted]

Kuristyne Rimmer
[redacted]

Erin J. Jones
[redacted]

Jobryna Fice
[redacted]

Robert Burget
[redacted]

Amanda L. Diaz
[redacted]

Shauna M Williams
[redacted]

Dominique Styles
[redacted]

Cordell L Mayes
[redacted]

Selina Cortes
[redacted]

Anna M. McCormick
[redacted]

Fulton Garland Brooks
[redacted]

Senithea M. Jones
[redacted]

Kellie A Kempiak
[redacted]

Richard H. Porter
[redacted]

Brian John Migliorini
[redacted]

Thomas Bertic
[redacted]

Rober W. Enke
[redacted]

Brian John Migliorini
[redacted]

Nicholas Boerema
[redacted]

Beatrice Valenzuela
[redacted]

Rhoades Real Estate LLC,
[redacted]

Helan A Stewart
[redacted]

Quinesha Davis
[redacted]

Oxford Bank & Trust Trustee
[redacted]

Clayton R. Kluge
[redacted]

Sheela W. Blaise
[redacted]

Benefited Receptor Mailing List - 2nd Mailing Wall B-11

VIEWPOINT SUMMARY

Wall #	Total # of Possible Responses	# of Responses Received	%	Yes Votes	No Votes	Total # of Votes	Yes %	No %
B3	38	14	37%	8	6	14	57%	43%
B4	107	44	41%	33	11	44	75%	25%
B5	22	13	59%	12	1	13	92%	8%
B6	59	24	41%	14	10	24	58%	42%
B8	27	12	44%	11	1	12	92%	8%
B9	5	4	80%	8	0	8	100%	0%
B11	56	31	55%	15	16	31	48%	52%
B15	4	3	75%	6	0	6	100%	0%
B16	19	16	84%	29	2	31	94%	6%
	337	161	48%	136	47			

VIEWPOINT FORM

RECEIVED

JUL 2 1 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B3

I am in favor of a noise wall:

X Yes

__ No

Name: Rebecca L. DelBosco

Signature: Rebecca L. DelBosco

Owner: X OR Tenant: _____

Date: 7-18-16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

RECEIVED

JUN 2 9 2016

HUTCHISON ENGINEERING, INC.

Resident

[redacted]

Noise Wall B3

I am in favor of a noise wall:

X Yes

__ No

Name: Marcelo Garay & Nancy (Tossing) Garay

Signature: [illegible] [illegible]

Owner: X OR Tenant: _____

Date: 5/24/16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

RECEIVED
JUN 25 2015
HUTCHISON ENGINEERING, INC.

Resident

[redacted]

Noise Wall B3

I am in favor of a noise wall:

__ Yes

__ No

Name: Julie Trac

Signature: [illegible]

Owner: _____ OR Tenant: _____

Date: 6/21/16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

RECEIVED

JUL 20 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B3

I am in favor of a noise wall:

X Yes

__ No

Name: Tanda Earl

Signature: Tanda Earl

Owner: ✓ OR Tenant: _____

Date: 7/2/16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

RECEIVED

JUN 2 7 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Jennifer L Salinas

[redacted]

Noise Wall B3

I am in favor of a noise wall:

__ Yes

✓ No

Name: Jennifer Salinas

Signature: Jennifer L Salinas

Owner: ✓ OR Tenant: _____

Date: 6/21/16

Comments:

NO, for right now. How much would taxes go up if we put this up?

VIEWPOINT FORM

RECEIVED

JUL 30 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Alfonso Monraz & Irma R Tovar

[redacted]

Noise Wall B3

I am in favor of a noise wall:

✓ Yes

__ No

Name: ALFONSO MONRAZ

Signature: [illegible]

Owner: ✓ OR Tenant: _____

Date: 7/28/16

Comments:

YES, WE NEED THE WALL.

VIEWPOINT FORM

RECEIVED

JUL 16 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Anna E Aguirre & Eduardo Quiroga

[redacted]

Noise Wall B3

I am in favor of a noise wall:

__ Yes

X No

Name: ANNA AGUIRRE

Signature: Anna Aguirre

Owner: X OR Tenant: _____

Date: 7/7/16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

RECEIVED

JUL 0 5 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Darren C Moore

[redacted]

Noise Wall B3

I am in favor of a noise wall:

X Yes

__ No

Name: Darren Moore

Signature: Darren Moore

Owner: X OR Tenant: _____

Date: 7/1/2016

Comments:

VIEWPOINT FORM

RECEIVED

JUL 0 2 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Jennifer Glocksen
[redacted]

Noise Wall B3

I am in favor of a noise wall:

__ Yes

X No

Name: Jennifer Glocksen

Signature: [signature]

Owner: X OR Tenant: _____

Date: 6·29·16

Comments:

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Greg S. & Shazette DeLeon

[redacted]

Noise Wall B3

I am in favor of a noise wall:

__ Yes

X No

Name: Greg S. DeLeon

Signature: [signature]

Owner: X OR Tenant: _____

Date: 6-25-16

Comments:

My main reason for NOT wanting the wall is that I don't wanna go out by backdoor & see it. These walls are ugly and have no value to us. There's not much noise as is and this will take away from any view we have. I don't want to have to stare at this for the rest of the time I own this house.

Also, not all of my neighbors recieved a packet, so not all of them know about this. I don't know if you guys are trying to be slick by not informing everyone, or making sure that everyone knows about this. I had to call & request this because I didn't recieve one. If my neighbor hadn't informed me, I wouldn't ~~know~~ know anything about it.

VIEWPOINT FORM

RECEIVED

JUL 18 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Mildred McNeal-James Dclrn Trust, Trustee
[redacted]

Noise Wall B3

I am in favor of a noise wall:

__ Yes

X No

Name: Mildred McNeal-James

Signature: Mildred McNeal-James

Owner: X OR Tenant: _____

Date: July 15, 2016

Comments:

I would like a copy of ALL the draft reports / books that were on display at the Public Hearing. Thank You.
Mildred McNeal-James

VIEWPOINT FORM

RECEIVED

JUL 05 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Brian Sharp
[redacted]

Noise Wall B3

I am in favor of a noise wall:

__ Yes
✓ No No way! I see no need for a wall.

Name: Brian Sharp
Signature: [signature]
Owner: ✓ OR Tenant: _____
Date: 7/1/2016

Comments:
We love our view plus from our yard we were able ~~[illegible]~~ to call for emergency services for multiple accidents that have occurred at RT 30 & Gordon rd. The noise level, at any time of day or night, is not a issue for us.

VIEWPOINT FORM

RECEIVED

JUL 05 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Rickey & Leia Levy

[redacted]

Noise Wall B3

I am in favor of a noise wall:

X Yes

__ No

Name: Rickey Levy

Signature: [signature]

Owner: X OR Tenant: _____

Date: 06/20/16

Comments:

Hopefully my takes want go up anymore for the project.

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Scott E & Michele L Schwarz

[redacted]

Noise Wall B3

I am in favor of a noise wall:

X Yes

__ No

Name: Michele Schwarz

Signature: Michele Schwarz

Owner: X OR Tenant: _____

Date: 6.24.16

Comments:

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Thomas Bongard & Yvonne Blaney

[redacted]

Noise Wall B4

I am in favor of a noise wall:

✓ Yes

__ No

Name: Yvonne & TOM Bongard

Signature: Y Bongard

Owner: ✓ OR Tenant: _____

Date: 7·13·16

Comments:

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JUN 24 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Carolyn & Daniel Peters
[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

X No

Name: Carolyn & Daniel Peters

Signature: Mr & Mrs Daniel Peters

Owner: ✓ OR Tenant: _____

Date: 6-22-16

Comments:

I don't care for the "noise wall" talking with others, you will still have a little noise. The level will be lower, but there is still some amount of noise it won't take away all of the sound. What about Taxes? Will they go up? Stay the same, be reduced?

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Tham Do & Bang Nhat Nguyen
[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes
✓ No

Name: BANG NGUYEN, THAM DO

Signature: Bang Nguyen, Tham Do

Owner: ✓ OR Tenant: _____

Date: 6/22/16

Comments:

We love the view, please don't build the wall.

thanks.

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Ronald & Sara Chumbley
[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: RONALD CHUMBLEY

Signature: R. Chumbley

Owner: X OR Tenant: ____

Date: 6/20/16

Comments:

WILL THE WALL BE PLACED IN SAME SPOT AS WROUGHT IRON FENCE? WILL WROUGHT IRON FENCE REMAIN IN PLACE?

WITH EXPANSION WILL THE MAIN UTILITY ELECTRICAL POLES BE MOVED CLOSER TO THE RESIDENCE?

BASED ON PHOTO IT APPEARS THAT ALL THE CURRENT TREES/PLANTS WILL REMAIN IN PLACE ON THE RESIDENCE SIDE, IS THAT CORRECT?

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Kane and Kendall Counties

Vanessa Weber

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: JAMES WINIECKI

Signature: James Winiecki

Owner: X OR Tenant: _____

Date: 6·20·16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Ron & Carmen Carlson

[redacted]

Noise Wall B4

I am in favor of a noise wall:

✓ Yes

__ No

Name: Ron Carlson

Signature: Ron Carl

Owner: ✓ OR Tenant: _____

Date: 6/21/2016

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Saira & Lawrence Chung

[redacted]

Noise Wall B4

I am in favor of a noise wall:

✓ Yes

__ No

Name: Saira & Lawrence Chung

Signature: Saira Chung

Owner: ✓ OR Tenant: _____

Date: 6/29/16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Neal Geller

[redacted]

Noise Wall B4

I am in favor of a noise wall:

✓ Yes

__ No

Name: NEAL GELLER

Signature: [signature]

Owner: X OR Tenant: _____

Date: 6-18-16

Comments:

A lower property tax would help offset the desolut of the property. Are there any considerations in this regard?

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Lisa & Jerry Dickson

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes Sooner the Better

__ No

Name: Jerry & Lisa Dickson

Signature: Jerry W. Dickson Lisa Dickson

Owner: ✓ OR Tenant: _____

Date: 6-20-2016

Comments: Thank you! ☺ I have wanted this since I moved in back in 2003. The Noise Level has made it a problem for sitting out back. This also can help if a car comes off the road towards my home at least slow down the speed. The other thing I hope it will help is the Exhaust Smells. I am very sensitive to Odors. Never thought of it when we Built our home so yes Build it here

P.S. Please Place no open Walls especially behind our home. Thank you.

B4 R4-11

(20)

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Bret & Julie GuiDry
[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Julie & Bret Guidry

Signature: Julie

Owner: X OR Tenant: _____

Date: 7/2/16

Comments:

Been waiting for many years for a wall!

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HUTCHISON ENGINEERING, INC.

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Scott & Maria Hopkins
[redacted]

Noise Wall B4

I am in favor of a noise wall:

✓ Yes

__ No

Name: Scott Hopkins

Signature: Scott Hopkins

Owner: ✓ OR Tenant: _____

Date: 6-20-16

Comments:

Build the Wall - Winter is Coming!

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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Marie & John Hopkins
[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Marie and John Hopkins

Signature: Marie Hopkins, John Hopkins

Owner: X OR Tenant: _____

Date: 6/29/2016

Comments:

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

David & Teresa Hoffman

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Teresa R. Hoffmann

Signature: Teresa R. Hoffmann

Owner: X OR Tenant: ____

Date: 6/20/2016

Comments:

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Latif Ahman & Bushra Parveen

[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

__ No

Name: Latif Ahmad & Bushra Parveen

Signature: _____

Owner: Both OR Tenant: _____

Date: 7/10/16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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HUTCHISON ENGINEERING, INC.

Rafael & Leticia Chavez

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: RAFAEL & Letricia CHAVEZ

Signature: Rafael Chavez

Owner: X OR Tenant: _____

Date: 6-22-16

Comments:

how High the wall is going to be.
when is it going to start

B4 R4-20

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Joseph E. & Kahla M. Moutria

Signature: Joseph E. Moutria

Owner: X OR Tenant: _____

Date: June 22, 2016

Comments:

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Kane and Kendall Counties

Sara M & Sean Thomas Rash

[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

X No

Name: Sean & Sara Rash

Signature: Sean Rash

Owner: X OR Tenant: _____

Date: 6/22/16

Comments:

B4 R4-23

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Kane and Kendall Counties

Ravi & Asmita Vaghani
[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes very much.

__ No

Name: Ravi B Vaghani

Signature: Ravi Vaghani

Owner: Ravi OR Tenant: _____

Date: June-20-2016

Comments:

Please consider my full support for Noise wall. There is a right lane turn lane needed on Gordon & orchard rd-as well

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Kane and Kendall Counties

Aaron & Mary Clausen

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Aaron M Clausen

Signature: [signature]

Owner: X OR Tenant: _____

Date: 6-20-16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Kevin J & Jamie L Kaechele

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Jamie & Kevin Kaechele

Signature: Jamie Kaechele

Owner: X OR Tenant: _____

Date: 6·24·16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUN 2 5 2016

HUTCHISON ENGINEERING, INC.

Michael & Melinda Adams

[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

X No

Name: MICHAEL ADAMS

Signature: Michael Adams

Owner: X OR Tenant: _____

Date: 6/22/16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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HUTCHISON ENGINEERING, INC.

David & Phyllis Dratnol

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: DAVID DRATNOL

Signature: David Dratnol

Owner: X OR Tenant: _____

Date: 6/28/16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Drew & Kimberly Mikesell
[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Kimberly Mikesell

Signature: Kimberly Mikesell

Owner: X OR Tenant: _____

Date: 7/22/16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Richard R & Jennifer L Willman, Willman Dclrn of Trust

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Richard & Jennifer Willman

Signature: Richard R Willman Jennifer L Willman

Owner: X OR Tenant: _____

Date: 6-20-2016

Comments:

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VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Gregory & Jessica Briney
[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes
✓ No

Name: Jessica Briney

Signature: Jessica Briney

Owner: X OR Tenant: _____

Date: 6/21/16

Comments:

My husband and I strongly object to the noise wall as they are unsightly, ugly, & a huge eyesore!! The noise wall on Rt. 30 & Douglas in Montgomery looks like a giant prison wall! Having this huge eyesore wall would ruin the feel of the neighborhood and be far worse than any noise from traffic. We prefer being able to see trees, grass, etc. out our window, not a huge cement prison wall. Please do not move forward w/ this project!!!

B4 R4-45

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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HUTCHISON ENGINEERING, INC.

Steven B. & Tracey Noah

[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

X No

Name: Steven B & Tracey Noah

Signature: [illegible]

Owner: X OR Tenant: _____

Date: 7-1-16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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HUTCHISON ENGINEERING, INC.

Rogelio & Margarita Ballesteros
[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

X No

Name: Rogelio & Margarita Ballesteros

Signature: [illegible]

Owner: X OR Tenant: _____

Date: 7/8/16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
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HUTCHISON ENGINEERING, INC.

Terrence & Angelina Ruffolo

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Terrance + Angelina Ruffolo

Signature: Terrence Ruffolo

Owner: X OR Tenant: _____

Date: 6/29/16

Comments:

B4 R4-56

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUN 29 2016

HUTCHISON ENGINEERING, INC.

Karl & Amy Moos
[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Karl R Moos

Signature: [signature]

Owner: X OR Tenant: _____

Date: 06/26/2016

Comments:

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...SON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Kevin & Dawn Kigyos

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Kevin Kigyos

Signature: Kevin Kigyos

Owner: X OR Tenant: _____

Date: 6-28-16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUN 25 2016

HUTCHISON ENGINEERING, INC.

Jeffrey W & Lesly E Fountain
[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

X No

Name: Lesley Fountain

Signature: Lesly E

Owner: X OR Tenant: _____

Date: 6/23/16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Francisco Nunez

Signature: [signature]

Owner: _____ OR Tenant: X

Date: 6-20-16

Comments:

I don't want the taxes to go up.
The back of my home faces rt. 30 and
with the windows closed the cars sound like
they are in my backyard w/ the windows open.

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Kevin Pearson

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Kevin D Pearson

Signature: [signature]

Owner: X OR Tenant: _____

Date: 6-27-16

Comments:

It is not just the noise but also the speed of the cars and the presence of pets and children that supports the need for a wall here. Thank you for taking up this issue.

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Rudy Campas & Doreen Thomas

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Rudy Campos & Doreen Thomas

Signature: [illegible]

Owner: X OR Tenant: _____

Date: 6/21/16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Tracy Carroll
[redacted]

Noise Wall B4

I am in favor of a noise wall:

✓ Yes

__ No

Name: Tracy Schroeder

Signature: [signature]

Owner: ✓ OR Tenant: _____

Date: 7/13/16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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Charles J. Pierce

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: CHUCK PIERCE

Signature: Chuck

Owner: X OR Tenant: _____

Date: 6/28/16

Comments:

A noise wall would be useful right now.

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Trust # 8002355449

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Sera Aniszewski

Signature: [redacted]

Owner: X OR Tenant: _____

Date: 6/20/16

Comments:

I am in favor!

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Judith Hoppe
[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: JUDITH HOPPE

Signature: Judith Hoppe

Owner: X OR Tenant: _____

Date: 6-20-2016

Comments: I don't live in the home next to Rte 30 but I hear the noise. I have lived here for only 4 years but I notice the noise of the truck traffic has increased alot. I have a friend who lives by Douglas Rd. and she has a high wall and has noticed how much quiter it is.

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HUTCHISON ENGINEERING, INC.

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

David S. and Erin L Gonzalez
[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: DAVID + ERIN GONZALES

Signature: [signature], Erin Gonzales

Owner: X OR Tenant: _____

Date: 6/20/16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
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HUTCHISON ENGINEERING, INC.

Bryan Pachowicz

[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

X No

Name: BRYAN PACHOWICZ

Signature: [illegible]

Owner: X OR Tenant: _____

Date: 6/21/16

Comments:

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JUN 30 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Cheryl A. Meerbrey
[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: CHERYL A. MEERBREY

Signature: Cheryl A. Meerbrey

Owner: ✓ OR Tenant: _____

Date: 6-27-2016

Comments:

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JUN 29 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Megan & Clark R Burnett Jr

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Megan Burnett

Signature: Megan Burnett

Owner: X OR Tenant: _____

Date: 6-24-16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Mary Elizabeth & Ambrose Castaldo Jr

[redacted]

Noise Wall B4

I am in favor of a noise wall:

X Yes

__ No

Name: Mary E Castaldo

Signature: Mary E Castaldo

Owner: X OR Tenant: _____

Date: 7-12-16

Comments:

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Kayla Lyn & David Ward Savage Jr

[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

X No

Name: DAVID SAVAGE

Signature: [signature]

Owner: yes OR Tenant: _____

Date: 7/18/2016

Comments:

The noise is not an issue and I think the big noise reduction walls are an eyesore.

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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Sura H Alsaffar
[redacted]

Noise Wall B4

I am in favor of a noise wall:

__ Yes

✓ No

Name: Sura ALSaffar

Signature: [illegible]

Owner: ✓ OR Tenant: _____

Date: 6-22-2016

Comments:

I don't prefer the noise wall

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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Resident

[redacted]

Noise Wall B5

I am in favor of a noise wall:

✓ Yes

__ No

Name: Kristi + Brett Sharpe

Signature: Kristi Sharpe

Owner: ✓ OR Tenant: _____

Date: 6-29-16

Comments:

I'm not Happy about the widening of the road at all, but if it's going to be widened then yes, we need a wall. It's already loud as it is. Just how much is it going to "BENEFIT" us?

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Dave E & Felicia L Gaines
[redacted]

Noise Wall B5

I am in favor of a noise wall:

✓ Yes

__ No

Name: DAVE GAINES

Signature: Dave Gaines

Owner: ✓ OR Tenant: _____

Date: 8-5-16

Comments:

The noise is affecting our sleep

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Antwaun L Parnell & Tamekia Puckett-Parnell

[redacted]

Noise Wall B5

I am in favor of a noise wall:

✓ Yes

__ No

Name: Antwaun & Tamekia Parnell

Signature: Antwaun Parnell

Owner: X OR Tenant: _____

Date: _____

Comments:

The sooner the better.

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Joseph A & Margaret Fumagalli
[redacted]

Noise Wall B5

I am in favor of a noise wall:

✓ Yes

__ No

Name: JOSEPH. A. FUMAGALLI

Signature: Joseph A Fumagalli

Owner: X OR Tenant: _____

Date: 6-25-16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Imaduddin Mohammad & Nabeela Syed-Mohammad
[redacted]

Noise Wall B5

I am in favor of a noise wall:

X Yes

__ No

Name: Imaduddin Mohammad

Signature: _____

Owner: X OR Tenant: _____

Date: 6/21/16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Glenn D Maxam

[redacted]

Noise Wall B5

I am in favor of a noise wall:

✓ Yes

__ No

Name: Glenn Maxam

Signature: Glen Maxam

Owner: ✓ OR Tenant: _____

Date: 6-22-16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Ronald E Burkhamer

[redacted]

Noise Wall B5

I am in favor of a noise wall:

✓ Yes

__ No

Name: Ronald Burkhamer

Signature: [signature]

Owner: ✓ OR Tenant: _____

Date: 6-26-16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Lamarr E Justice & Kertrina R Opperman
[redacted]

Noise Wall B5

I am in favor of a noise wall:

X Yes

__ No

Name: Kertrina Justice (formerly Opperman)

Signature: [illegible]

Owner: X OR Tenant: _____

Date: 6/27/16

Comments:

Not happy whatsoever about proposed lane widening I am strongly against. The only place that needs improvement and widening is near intersection of Rt. 30 / Orchard.

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

John P & Diane Alexander

[redacted]

Noise Wall B5

I am in favor of a noise wall:

✓ Yes

__ No

Name: John P Alexander

Signature: John P Alexander

Owner: ✓ OR Tenant: _____

Date: 7/1/2016

Comments:

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Thomas R & Deborah J Cashion

[redacted]

Noise Wall B5

I am in favor of a noise wall:

X Yes

__ No

Name: Tom & Debbie Cashion

Signature: Tom R — D. Cashion

Owner: X OR Tenant: _____

Date: 6-26-16

Comments:

_____

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

~~Lucas E & Kelly A Nicholas~~ SHANE + BRITTANY SMITH (residents of [redacted] [redacted] as of 8/2013)

Noise Wall B5

I am in favor of a noise wall:

__ Yes

X No !

Name: BRITTANY SMITH

Signature: [signature]

Owner: X OR Tenant: _____

Date: 6/23/16

Comments:

We are HIGHLY OPPOSED to a noise wall. It's an eye sore and one of the reasons we love our location is the open yard, grass, and trees. We also see no purpose as the traffic noise is minimal and not bothersome. The wall would be much more detrimental to us than beneficial. Also we feel it will significantly decrease the value of our property & make it a less desirable place to live.

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Cruz I Llamas

[redacted]

Noise Wall B5

I am in favor of a noise wall:

✓ Yes

__ No

Name: Cruz Isela Llamas

Signature: Cruz Isela Llamas

Owner: ✓ OR Tenant: _____

Date: 06/23/16

Comments:

Good decision.

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Christopher Z Kosciukiewicz
[redacted]

Noise Wall B5

I am in favor of a noise wall:

✓ Yes

__ No

Name: Christopher Kosciukiewicz

Signature: Christopher Kosciukiewicz

Owner: X OR Tenant: _____

Date: 6/20/16

Comments:

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUL 12 2016

HUTCHISON ENGINEERING, INC.

Keith & Diane McLeod

[redacted]

Noise Wall B6

I am in favor of a noise wall:

X Yes

__ No

Name: Keith McLeod

Signature: Keith McLeod

Owner: X OR Tenant: _____

Date: 7/8/2016

Comments:

1) We hope the wall will not result in removal of trees and bushes currently between our home and US 30.

2) We hope the wall is high enough to effectively block sound (e.g. wall on U.S. 30 W. of Douglas)

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Jennifer Davidson

[redacted]

Noise Wall B6

I am in favor of a noise wall:

__ Yes

X No

Name: Janine Hines

Signature: J Hines

Owner: _____ OR Tenant: X

Date: 7/2/16

Comments:

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JUL 11 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Dennis Porter

[redacted]

Noise Wall B6

I am in favor of a noise wall:

✓ Yes

__ No

Name: DENNIS PORTER.

Signature: Dennis Porter

Owner: X OR Tenant: _____

Date: 6/26/14

Comments:

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JUN 2 7 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Joshua Hoover & Stephanie Moore

[redacted]

Noise Wall B6

I am in favor of a noise wall:

__ Yes

✓ No

Name: Stephanie Moore

Signature: Stephanie Moore

Owner: ✓ OR Tenant: _____

Date: 6/21/16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Name: Gina Hanson

Street: [redacted]

City/State/Zip:

Noise Wall: B6

I am in favor of a noise wall:

__ Yes

X No

Name: Gina Hanson

Signature: Gina R Hanson

Owner: X OR Tenant: _____

Date: 6/29/16

Comments:

I have lived at my property for over 15 years. I don't want the wall built for noise reduction I would rather look at traffic than a wall.

B6 - R6

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JUL 01 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Teresa & Josue Romero
[redacted]

Noise Wall B6

I am in favor of a noise wall:

✓ Yes

__ No

Name: TERESA Romero Josue' ROMERO

Signature: Josue' Romero

Owner: X OR Tenant: _____

Date: 6/29/16

Comments:

"NO COMMENTS"

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AUG 16 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

AnDrew Hartman

[redacted]

Noise Wall B6

I am in favor of a noise wall:

__ Yes

X No

Name: ANDREW HARTMAN

Signature: [signature]

Owner: X OR Tenant: _____

Date: AUGUST 12, 2016

Comments:

I WOULD NOT EXPECT THE ROAD TO BE MUCH LOUDER THAN NOW, WHICH WE ARE USED TO. THE NOISE WALL WOULD BLOCK THE VIEW OF THE POND AND FIELDS ACROSS RT. 30.

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JUN 2 5 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

June Schroenhamer

[redacted]

Noise Wall B6

I am in favor of a noise wall:

X Yes

__ No

Name: JUNE E SCHROENHAMER

Signature: June E Schroenhamer

Owner: X OR Tenant: _____

Date: 6/21/16

Comments:

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JUL 01 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Michael J. Deger % DNC, LLC
[redacted]

Noise Wall B6

I am in favor of a noise wall:

X Yes

__ No

Name: MICHAEL J. DEGER FOR DNC, LLC

Signature: [signature]

Owner: X OR Tenant: _____

Date: 6-27-2016

Comments:

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JUN 25 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B6

I am in favor of a noise wall:

X Yes

__ No

Name: KALYN HAND

Signature: Kalyn Hand

Owner: X OR Tenant: _____

Date: 6·21·16

Comments:

I would prefer to have the issue of backed up traffic at Orchard & 30 to be address. A right turning lane needs to be created on Orchard Rd. turning onto 30. I sit on Orchard on average 20 min. waiting to turn right on 30. When is that issue going to be addressed & corrected?

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUL 0 7 2016

HUTCHISON ENGINEERING, INC.

Steve M & Debra J Micienko

[redacted]

Noise Wall B6

I am in favor of a noise wall:

X Yes

__ No

Name: STEVE M. MICIENKO Debra Micienko

Signature: Steve M. Micienko Debra J Micienko

Owner: X OR Tenant: _____

Date: 7-3-16 7/3/16

Comments:

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JUL 13 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Carlos Hernandez Velasco
[redacted]

Noise Wall B6

I am in favor of a noise wall:

__ Yes

X No

Name: Carlos Hernandez Velasco

Signature: Cos H

Owner: X OR Tenant: _____

Date: 7/9/16

Comments:
We love the view from our back yard, having this wall will make it feels closed and secluded.

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JUN 25 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Angel & Sharon Balderas
[redacted]

Noise Wall B6

I am in favor of a noise wall:

__ Yes
X No

Name: Sharon Balderas

Signature: Sharon Balderas

Owner: X OR Tenant: _____

Date: 6/22/2016

Comments:

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JUN 2 9 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Rhonda & Jerry M Hill Jr
[redacted]

Noise Wall B6

I am in favor of a noise wall:

__ Yes

X No

Name: Jerry & Rhonda Hill

Signature: Jerry M. Hill Jr.

Owner: X OR Tenant: _____

Date: 6-26-16

Comments:

Would want to see what the noise level would be after construction. If noise barrier was to be required find another alternative than a wall. Don't want to loose our view of what we have now. Maybe more Trees & shrubs would ~~absorb~~ absorb the sounds.

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUL 01 2016

HUTCHISON ENGINEERING, INC.

Jon E Nelson

[redacted]

Noise Wall B6

I am in favor of a noise wall:

✓ Yes

__ No

Name: Jon and Milagros Nelson

Signature: [illegible]

Owner: ✓ OR Tenant: _____

Date: 6-27-16

Comments:

please keep us inform about the desition made. thanks!

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Alyssa A Wollenberg
[redacted]

Noise Wall B6

I am in favor of a noise wall:

__ Yes

✓ No

Name: Alyssa Wollenberg (Donlan)

Signature: Alyssa Donlan

Owner: ✓ OR Tenant: _____

Date: July 8, 2016

Comments:

There has been no communication regarding how close the wall will be to our homes — IDOT employees have even stated they haven't been to the actual construction site. There should be additional studies for economic impact on homeowners.

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Richard T & Michelle Patsch

[redacted]

Noise Wall B6

I am in favor of a noise wall:

✓ Yes

__ No

Name: Richard T & Michelle Patsch

Signature: Michelle Patsch

Owner: X OR Tenant: _____

Date: 6·26·16

Comments:

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Patricia Castro
[redacted]

Noise Wall B6

I am in favor of a noise wall:

X Yes

__ No

Name: Patricia Castro

Signature: Patricia Castro

Owner: X OR Tenant: _____

Date: 6/20/2016

Comments:

Do we have a choice? No!! you all will be doing what you want to do. We will just have to enjoy our back yard with a big wall. Great View!!

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUN 24 2016

HUTCHISON ENGINEERING, INC.

Carla Herdrich
[redacted]

Noise Wall B6

I am in favor of a noise wall:

__ Yes

X No

Name: Carla Herdrich

Signature: Carla Herdrich

Owner: X OR Tenant: _____

Date: 6/20/16

Comments:

Noise walls are ugly + block my view. I would much rather put up with the noise!

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HUTCHISON ENGINEERING, INC.

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Martha Padulo & Jose Escareno

[redacted]

Noise Wall B6

I am in favor of a noise wall:

✓ Yes

__ No

Name: Martha Pulido

Signature: Martha Pulido

Owner: ✓ OR Tenant: _____

Date: 7-6-16

Comments:

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JUL 0 5 2016

TCR ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Ryan M & Elizabeth Janota

[redacted]

Noise Wall B6

I am in favor of a noise wall:

X Yes

__ No

Name: Ryan M + Elizabeth Janota

Signature: [illegible]

Owner: X OR Tenant: _____

Date: 7-1-16

Comments:

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JUN 25 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Shawn & Melanie Wade

[redacted]

Noise Wall B6

I am in favor of a noise wall:

__ Yes

X No

Name: Shawn Wade / Melanie Wade

Signature: [illegible] / [illegible] Wade

Owner: X OR Tenant: _____

Date: 6/21/16

Comments:

would block path scenery and sunsets, been listening to rate 30 noise for 14 years with high hill safe from bad mishaps

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JUN 2 4 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Francisco & Maria Ruiz

[redacted]

Noise Wall B6

I am in favor of a noise wall:

✓ Yes

__ No

Name: FRANCISCO RUIZ

Signature: [signature]

Owner: ✓ OR Tenant: _____

Date: 06- 22- 16

Comments:

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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AUG 1 2 2016

HUTCHISON ENGINEERING, INC.

James R Pingel

[redacted]

Noise Wall B6

I am in favor of a noise wall:

X Yes

__ No

Name: James Pingel

Signature: James R Pingel

Owner: X OR Tenant: _____

Date: 8/9/16

Comments:

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JUN 24 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B8

I am in favor of a noise wall:

__ Yes

✓ No

Name: Edwin & Victoria Ocasio

Signature: Edwin Ocasio

Owner: ✓ OR Tenant: _____

Date: 6/21/2016

Comments:

We are not in favor of a noise wall because we do not want to lose our view. We purchased our home on this particular lot because of the view and open space in our community and we enjoy the view from all sides of our home.
The noise from the road does not affect us.

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JUN 30 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Geoffrey A. & Peaches D. Ledwidge

[redacted]

Noise Wall B8

I am in favor of a noise wall:

✓ Yes

__ No

Name: GEOFFREY LEDWIDGE

Signature: [signature]

Owner: ✓ OR Tenant: _____

Date: 6/25/16

Comments: The current situation (noise) is bad

Great idea!

Let's not hold up the project.

Get it done!

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JUN 2 5 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Fabian Rosa
[redacted]

Noise Wall B8

I am in favor of a noise wall:

X Yes

__ No

Name: Fabian Rosa

Signature: Fabian Rosa

Owner: X OR Tenant: _____

Date: 6/23/16

Comments:

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VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Gary & Rhonda Glover
[redacted]

Noise Wall B8

I am in favor of a noise wall:

✓ Yes

__ No

Name: Gary & Rhonda Glover

Signature: Rhonda Glover

Owner: X OR Tenant: _____

Date: 6-20-16

Comments:

We will Not be able to attend the public presentation. I have been waiting and wanting a wall since we moved here in 2007.

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JUL 18 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Holly Fahn
[redacted]

Noise Wall B8

I am in favor of a noise wall:

✓ Yes

__ No

Name: Holly Fahn

Signature: Holly Fahn

Owner: ✓ OR Tenant: _____

Date: 7/11/16

Comments:

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JUN 2 9 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Jason & Tanyam Kindler

[redacted]

Noise Wall B8

I am in favor of a noise wall:

X Yes

__ No

Name: Jason + Tanya Kindler

Signature: [illegible]

Owner: ✓ OR Tenant: _____

Date: 6/21/2016

Comments:

In favor of a concrete type wall as oppose to a wooden fence.

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HUTCHISON ENGINEERING, INC.

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Gustavo Lopez & SanDra Sarmiento
[redacted]

Noise Wall B8

I am in favor of a noise wall:

✓ Yes

__ No

Name: Sandra Sarmiento

Signature: Sandra Sarmiento

Owner: ✓ OR Tenant: _____

Date: 6/22/16

Comments:

_____

_____

_____

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VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B8

I am in favor of a noise wall:

✓ Yes

__ No

Name: Nicholas & Bianca Lukaszewski

Signature: [illegible]

Owner: ✓ OR Tenant: _____

Date: 6/20/2016

Comments:

As I am a parent I beleive the Wall/Noise barrier will be great Not only for noise reduction but also To keep my Child safe.

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Rebecca Myers

[redacted]

Noise Wall B8

I am in favor of a noise wall:

X Yes

__ No

Name: Rebecca Myers

Signature: Rebecca L. Myers

Owner: X OR Tenant: _____

Date: June 29th, 2016

Comments:

Any decrease in noise from 2-5 decibels is significant. Not only will it benefit our horses, backyard get-togethers, children, pets, etc, but will be easier to sell our homes in future. Can you also please consider placing "no engine braking" signs? Its currently happening alot!

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUL 28 2016

HUTCHISON ENGINEERING, INC.

Joel Lopez

[redacted]

Noise Wall B8

I am in favor of a noise wall:

✓ Yes !!

__ No

Name: JOEL LOPEZ

Signature: [illegible]

Owner: ✓ JL OR Tenant: _____

Date: 07/18/2016

Comments:

EXCELLENT IDEA !!
I LOVE THIS PROJECT, THE ONLY "CONS" THAT
I SEE IS: THE LENGHT OF THE PROJECT
I DO BELIEVE; A PROJECT LIKE THIS CAN BE BUILT
WITHIN 2 YEARS !! (WELL THAT'S IN TX & GA,)
WHY IT WILL TAKE 5 YRS TO COMPLETE IF IT IS
A VERY SMALL SECTION OF THE ROAD ?

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JUN 2 4 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Andres D & Tracy V Wiley
[redacted]

Noise Wall B8

I am in favor of a noise wall:

X Yes

__ No

Name: Andres D Wiley

Signature: Andres D Wiley

Owner: X OR Tenant: _____

Date: 6/21/2016

Comments:

When would be the earliest that the construction start? Estimated time line from start to End in Years ?

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B8

I am in favor of a noise wall:

X Yes

__ No

Name: Kurt Jaeger Nancy Weinstein

Signature: Kurt Jaeger Nancy Weinstein

Owner: X OR Tenant: _____

Date: 6/20/16

Comments:

Very Much in favor of noise abatement.

RECEIVED

JUN 2 4 2016

HUTCHISON ENGINEERING, INC.

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Samuel T. & Eleanor McConnell

[redacted]

Noise Wall B9

I am in favor of a noise wall:

✓ Yes

__ No

Name: SAMUEL McCONNELL

Signature: Samuel McConnell

Owner: OWNER OR Tenant: _____

Date: 6-22-16

Comments:

B9 R9

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VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

James J. Gorse

[redacted]

Noise Wall B9

I am in favor of a noise wall:

X Yes

__ No

Name: JAMES J. GORSE

Signature: [signature]

Owner: X OR Tenant: _____

Date: 7-6-16

Comments:

my SEPTIC
my SHED
my TREES

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Daniel R. and Sharon Leiser

[redacted]

Noise Wall B9

I am in favor of a noise wall:

✓ Yes

__ No

Name: Daniel Loeser

Signature: [signature]

Owner: X OR Tenant: _____

Date: 7-6-16

Comments:

We are in favor of the Sound wall. Our main concern is that the wall is not high enough at 9 foot, and how the wall placement will affect our tree line. I would like to see a wall 15' we have a two story house the noise is loud at ground level. Concerned with how we will be reimbursed for land and any trees that will be removed from both properties that we own.

Please call with any questions or comments you may have

Dan Loeser

[redacted]

B9 R9-2

Thank you!

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Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Stephen H. & Pamela F. Mitchell

[redacted]

Noise Wall B9

I am in favor of a noise wall:

X Yes

__ No

Name: Steve Mitchell & Pam Mitchell

Signature: Stephen Mitchell

Owner: X OR Tenant: _____

Date: 7-12-16

Comments:

We can't open our windows now because of the noise. This will put the road 20 feet closer, approx 15 feet from my house when done with the road

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US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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Williams Group LLC 708-710 Oakton

[redacted]

Noise Wall B11

I am in favor of a noise wall:

X Yes

__ No

Name: Ed Williams

Signature: Ed Williams

Owner: X OR Tenant: _____

Date: 6/22/16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Williams Group LLC 712-714 Oakton
[redacted]

Noise Wall B11

I am in favor of a noise wall:

X Yes

__ No

Name: Ed Williams

Signature: Ed Williams

Owner: X OR Tenant: _____

Date: 6/20/16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Williams Group LLC 716-718 Oakton
[redacted]

Noise Wall B11

I am in favor of a noise wall:

X Yes

__ No

Name: Ed Williams

Signature: Ed Williams

Owner: X OR Tenant: _____

Date: 6/20/16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Williams Group LLC 720-722 Oakton

[redacted]

Noise Wall B11

I am in favor of a noise wall:

X Yes

__ No

Name: Ed Williams

Signature: Ed Williams

Owner: X OR Tenant: _____

Date: 6/20/16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUL 11 2016

HUTCHISON ENGINEERING, INC.

Resident

[redacted]

Noise Wall B11

I am in favor of a noise wall:

✓ Yes

__ No

Name: Ron Hubbard

Signature: Ronald S. Hubbard

Owner: _____ OR Tenant: X

Date: 7-8-2016

Comments:

(1) A wall would be a good idea, another great idea would be to build a bridge to have access to walk accross Rte 30, so that all parties in my area without transpotation could get to the stores accross the street without fear of getting hit by motorists.

(2) Another concern would be crime control due to the wall could we increase police presents? the bridge should be placed at the end of Kevin drive, If possible

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Rhoades Real Estate LLC,
[redacted]

Noise Wall B11

I am in favor of a noise wall:

X Yes

__ No

Name: Rhoades Real Estate, LLC / JEFF Rhoades

Signature: [signature]

Owner: X OR Tenant: _____

Date: 9/14/16

Comments:
I did know that this expansion would happen at some point & I am thankful the wall is being considered.

[signature]

B11

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Oxford Bank & Trust Trustee

[redacted]

Noise Wall B11

I am in favor of a noise wall:

__ Yes
X No

Name: REKHA GEORGE

Signature: R. George

Owner: ✓ OR Tenant: _____

Date: 9-19-2016

Comments:

I OWN 16 TOWNHOUSE ON OAKTON & KEVIN DR THAT FACE RTE. ~~NEW~~ I HAVE DISCUSSED THIS WITH MY TENANTS AND NEITHER ME OR MY TENANTS ARE INTERESTED IN PUTTING A WALL UP TO BLOCK OUR VIEW & PROPERTY EXPOSURE IF YOU WISH TO DISCUSS THIS PLEASE CONTACT ME DIRECTLY @ [redacted]

VIEWPOINT FORM

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JUN 30 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B11 (→ really, not a problem)

I am in favor of a noise wall:

__ Yes

X No

Name: Jerry Atkins

Signature: Jerry Atkins

Owner: _____ OR Tenant: X

Date: 6/27/16

Comments:

The current view of route 30 is fine. In my townhome, the noise level is not noticeable when the windows are closed. If ~~an~~ windows are open, it is not so terrible as to place a 13' fat wall and block the view from my living room and bedroom. The wall would be obstrucive, closed in feeling, and make the Oakton street more susceptible to crime by being walled off. This is a waste of taxpayer monies!!! JA

(over)

B11 R11-10

At night the street is very dark without only ~~the~~ porch light, if turned on. Without light from Rt 30, it would be a lot darker and more appealing to criminals or wanna be criminals.

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

RECEIVED

SEP 2 1 2016

HUTCHISON ENGINEERING, INC.

Anna M. McCormick
[redacted]

Noise Wall B11

I am in favor of a noise wall:

X Yes

__ No

Name: ANNA M. McCormick

Signature: Anna M. McCormick

Owner: _____ OR Tenant: X

Date: 9-19-16

Comments:

I will be moving to Florida in October

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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SEP 22 2016

HUTCHISON ENGINEERING, INC.

Fulton Garland Brooks

[redacted]

Noise Wall B11

I am in favor of a noise wall:

[redacted] Yes

X No

Name: FULTON BROOKS

Signature: Fulton Brooks

Owner: _____ OR Tenant: ✓

Date: 8-19-16

Comments:

BECAUSE I LIKE HAVING A VIEW AND SOME PEOPLE HAVE TO WALK TO STORES WE LIKE THINGS THE WAY IT IS THANK YOU,

VIEWPOINT FORM

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JUN 2 5 2013

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B11

I am in favor of a noise wall:

X Yes

__ No

Name: GERALDINE D ARST

Signature: Geraldine D arst

Owner: _____ OR Tenant: ✓

Date: _____

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

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JUN 2 7 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B11

I am in favor of a noise wall:

X Yes

__ No

Name: Ernie Malsch

Signature: [signature]

Owner: _____ OR Tenant: X

Date: 6-24-2016

Comments:

_____

_____

_____

_____

_____

_____

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JUL 16 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Resident

[redacted]

Noise Wall B11

I am in favor of a noise wall:

✓ Yes

__ No

Name: Gregory Moore

Signature: Gregory Moore

Owner: _____ OR Tenant: ✓

Date: 6-12-16

Comments:

I am aware that you will be putting an exit out from the subdivision but it will be nice to have an entrance as well so cars won't be on my bumper when turning in

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JUN 30 2016

ENGINEERING, INC.

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

MIQUEL C. ZEPEDA JR

[redacted]

Noise Wall B15

I am in favor of a noise wall:

✓ Yes

__ No

Name: Miguel C. Zepeda JR.

Signature: [signature]

Owner: ✓ OR Tenant: _____

Date: 6-27-16

Comments:

yes It's a great idea. I have four Children that play out back, I allways worrie abut cars flying off the road, it's happed twice since I lived here. and traffic is very noisey now. not only will it reduce noise, it's protection as well.

(P.S.) it looks good!

B15 R15

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUL 01 2016

HUTCHISON ENGINEERING, INC.

JAY K & RANDI S . BORNE

[redacted]

Noise Wall B15

I am in favor of a noise wall:

X Yes

__ No

Name: Jay K + Randi S. Borne

Signature: Jay Borne Randi Borne

Owner: X OR Tenant: _____

Date: 6/28/2016

Comments:

B15 R15-2

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JUL 20 2016

COMMENT FORM

HUTCHISON ENGINEERING, INC.

Illinois Department of Transportation

US 30 IL 47 to IL 31

Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet) or email (info@us30baselineroadstudy.org). **Please submit comments no later than July 28, 2016.**

IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

I WAS UNABLE TO ATTEND THE MEETING NIGHT AS I HAD A CONFLICT WITH WORK. AS I LOOK AT YOUR MAPING MY FIRST CONCERN IS I WILL NOW NOT HAVE THE PROPER LOT SIZE TO HAVE A WELL + SEPTIC. WHAT WILL HAPPEN TO MY WATER AND SANITATION SET UP. MY SECOND CONCERN IS NOW TO YOUR PROPOSED SOUND WALL (WHICH IS A NECESITY) MY POOL IS COMPROMISED. WHO IS REMOVING IT AND RESTORING MY LOT OR AM I RECEIVING COMPENSATION FOR THIS.

AS I LOOK AT YOUR REPEDITION OF THE PROPOSED WIDENING I AM GREATLY CONFUSED ON THE SIDEWALK AND BIKE PATH PARK OF IT. IT HAS NO STARTING SPOT AT 30 + 31. THERE WAS NO PROVISIONS MADE FOR PEDESTRIAN TRAFFIC ON THE NEWLY RECONSTRUCTED BRIDGE OVER 31. THERE IS NONE ON THE FAIRLY NEW BRIDGE OVER THE RIVER. THERE IS NONE AT THE NEWLY WIDENED 30 BY BUTTER HILL. HOW IS ANYONE GOING TO GET ON IT. THERE IS NO HOUSING BY 30 + 31 AND I WOULD'N'T USE IT (FOR ONE COULDN'T GET ON IT) TO GO TO WALMART AS I CAN DRIVE THERE OR WALK DOWN BTWELVE FASTER. THERE IS NO HOUSING BY WALMART AND IF THERE WAS THERE IS NO RETAIL SPACES AT 30 + 31 TO SHOP AT. I WOULD LIKE AN EXPLANATION OF WHY THAT IS IN THE PLANS. THERE IS NO SPACE FOR MULTI-FAMILY RESIDENCES AT 30 + 31 SO WHY ARE YOU PUTTING THIS IN.

THE WALL IS A MAJOR REQUIREMENT AS THE NOISE + TRAFFIC IS UNBEARABLE. IT'S VERY HARD TO RELAX IN MY POOL AT NIGHT WITH ALL THE TRAFFIC CONGESTION BEHIND ME. THE ROAD NEEDS TO BE WIDEN AND SHOULD HAVE BEEN 10 YEARS AGO. IF YOU FEEL THE NEED FOR A SIDEWALK AND BIKE PATH THEN INCLUDE IT ON THE NORTH SIDE AS THERE IS MULTI-FAMILY HOUSING DOWN BY ORCHARD WHO MAY BE ABLE TO USE IT. WHERE THEY WOULD GO WHO KNOWS AS IT WILL LEAD TO NOWHERE

Name: MICHAEL GIEBEL

Representing GIEBEL RESIDENCE

Address: [redacted]

B15 R15-3

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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JUL 16 2016

HUTCHISON ENGINEERING, INC.

Harry G. Gravelly & Clarissa L. Gaytan

[redacted]

Noise Wall B16

I am in favor of a noise wall:

✓ Yes

__ No

Name: Harry G Gravelly

Signature: Harry G Gravelly

Owner: ✓ OR Tenant: _____

Date: 6-25-2016

Comments:

Please Approve This!!!
We can't even sit outside in backyard and have a conversation
My wife has a cough inhaleing the carbonation from the exhaust

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Matthew J. Hodgetts

[redacted]

Noise Wall B16

I am in favor of a noise wall:

✓ Yes

__ No

Name: MATT HODGETTS

Signature: [signature]

Owner: ✓ OR Tenant: _____

Date: 6/20/16

Comments:

THE NOISE LEVEL SINCE WIDENING ORCHARD ROAD IS VERY HIGH.

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Robert L. Webb

[redacted]

Noise Wall B16

I am in favor of a noise wall:

X Yes

__ No

Name: ROBERT WEBB

Signature: Robert Webb

Owner: X OR Tenant: _____

Date: 6-22-16

Comments:

THE SEMI NOISE CAN GET REALLY BAD

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

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HUTCHISON ENGINEERING, INC.

Brandon Carlson

[redacted]

Noise Wall B16

I am in favor of a noise wall:

X Yes

__ No

Name: Brenda Carlson

Signature: Brandon Carlson

Owner: X OR Tenant: _____

Date: 6-20-16

Comments:

B16 R16-5

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Erica R. Bastian and Tina R. Ruiz

[redacted]

Noise Wall B16

I am in favor of a noise wall:

✓ Yes

__ No

Name: Tina Ruiz, Erica Bastian

Signature: Tina Ruiz, E. Bastian

Owner: ✓ OR Tenant: _____

Date: 6/21/16

Comments:

yes we will benefit the noise was to loud
def sleep better, won't think trucks coming
in your house, saftey for our kids and
now noone will steal my Sunflowers
ever again Hope we get it!!

Thanks!!
Tina Ruiz
& E. Bastian

B16 R16-6

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Tina Ruiz

[redacted]

Noise Wall B16

I am in favor of a noise wall:

✓ Yes

__ No

Name: Tina Ruiz TINA Ruiz

Signature: Tina Ruiz

Owner: yes OR Tenant: _____

Date: 6/22/16

Comments:

Thank you finally we our heard. We have needed this wall when they opened up Orchard RD. the trucks at night Sound like there Coming right in your bedroom.. Stealing our Sunflowers and Yard Art in Our BACK Yards!! We hope we get this wall So we can enjoy our deck without being looked @ by people stopped at the Red light thank you

Tina Ruiz

B16 R16-7

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Timothy S. & Jinnelle L. Whiting
[redacted]

Noise Wall B16

I am in favor of a noise wall:

X Yes

__ No

Name: Jinnelle Whiting

Signature: Jinnelle Whiting

Owner: X OR Tenant: _____

Date: 6-29-16

Comments:

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Gary W Gorobegko
[redacted]

Noise Wall B16

I am in favor of a noise wall:

✓ Yes

__ No

Name: GARY W GOROBEGKO

Signature: Gary Gorobegko

Owner: ✓ OR Tenant: _____

Date: 6-20-16

Comments:

yes! yes! yes! ITS
ABOUT TIME. ITS JUST
BEFORE A CAR IS IN MY BACK
YARD. THANK YOU. AND
The Noise levels ARE OFF The
CHART, why does IT TAKE SO long
The NOISE BARRIER NEED IT TO up when
They FIX ORCHARD ROAD BACK in 2008

VIEWPOINT FORM

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JUN 2 4 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Sharon L. & Larry Stout,Living Trusts

[redacted]

Noise Wall B16

I am in favor of a noise wall:

X Yes

__ No

Name: Larry STOUT

Signature: Sharon L. and Larry Stout

Owner: ✓ OR Tenant: _____

Date: June 22, 2016

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Olegario A. Villalpando
[redacted]

Noise Wall B16

I am in favor of a noise wall:

✓ Yes

__ No

Name: Olegario A Villalpando

Signature: Olegario A Villalpando

Owner: ✓ OR Tenant: _____

Date: 06/20/16

Comments:

I Feel like it should be been done
A Long Time Ago Because As will
Need It I AM So looking
To be done I will be THANK IT
Everyone who's working on THIS
THANK you THANK you

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Charles P. & Janel H. Betsinger
[redacted]

Noise Wall B16

I am in favor of a noise wall:

X Yes

__ No

Name: Charles P. Betsinger & Janel H. Betsinger

Signature: Chad Betsinger Janel H Betsinger

Owner: X OR Tenant: _____

Date: 06-20-16

Comments:

_____

_____

_____

_____

_____

_____

VIEWPOINT FORM

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JUN 2 7 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Thomas J. & Suzan Gasior Fitzpatrick

[redacted]

Noise Wall B16

I am in favor of a noise wall:

✓ Yes

__ No

Name: Suzan Gasior Fitzpatrick + Thomas J Fitzpatrick

Signature: [signature] [signature]

Owner: ✓ OR Tenant: _____

Date: 6/20/16

Comments:

The expansion of Orchard Road elevated the road bed. The road surface is higher than the property on either side - Will a 9 ft wall be adequate to accomplish noise reduction - given that its base would be below grade level of the road bed?

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Oscar & Elizabeth Flores
[redacted]

Noise Wall B16

I am in favor of a noise wall:

✓ Yes

__ No

Name: Hector Hernandez

Signature: [illegible]

Owner: ✓ OR Tenant: _____

Date: 6-21-16

Comments:

I am in Favor of a noise wall it will help more than what people think will definitly decrease the loud noice in the midde of the night when the semis fly by making all that noice and waking you up also will help with the people that drive by blasting their music at late hours!!!

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HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Raymond H. & Kathleen Ann Diller
[redacted]

Noise Wall B16

I am in favor of a noise wall:

X Yes

__ No

Name: Raymond + Kathleen Diller

Signature: Kathleen Diller Raymond Diller

Owner: X OR Tenant: _____

Date: 6-24-16

Comments:

We have been waiting for years for this!!! It would really help with all that traffic noise we get ALL Day Long!

B16 R16-15

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JUN 25 2016

HUTCHISON ENGINEERING, INC.

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Barbara Williams
[redacted]

Noise Wall B16

I am in favor of a noise wall:

X Yes

__ No

Name: BARBARA R. WILLIAMS

Signature: Barbara R. Williams

Owner: X OR Tenant: _____

Date: 6-22-16

Comments:

Yes!! Yes!! I have asked in the past for a wall to reduce the noise. Presently I can not have a conversation in my back yard because of the traffic noise. We need the noise wall. I have lived on the corner since 1974, each year it has gotten worse Please, Please give us a Wall.

Thank you In Advance
Mrs. Barbara Williams

B16 R16-16

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JUN 25 2016

HUTCHISON ENGINEERING, INC.

VIEWPOINT FORM

Project and Environmental Studies
US 30 (Baseline Road) from IL 47 to IL 31
Kane and Kendall Counties

Janelle R. RoDriguez
[redacted]

Noise Wall B16

I am in favor of a noise wall:

__ Yes
✓ No

Name: Janelle Perez (Rodriguez)

Signature: [illegible]

Owner: X OR Tenant: ____

Date: 6/20/16

Comments:

My home is the only one that the front of my house faces West on Orchard. A noise wall will completly block my front door/window view. I have been asking that IDOT just purchase my property to buy me out. I would like to discuss this option. my property would be the only one that would be oddly affected by this wall.

Thank you

B16 R16-17

S-12

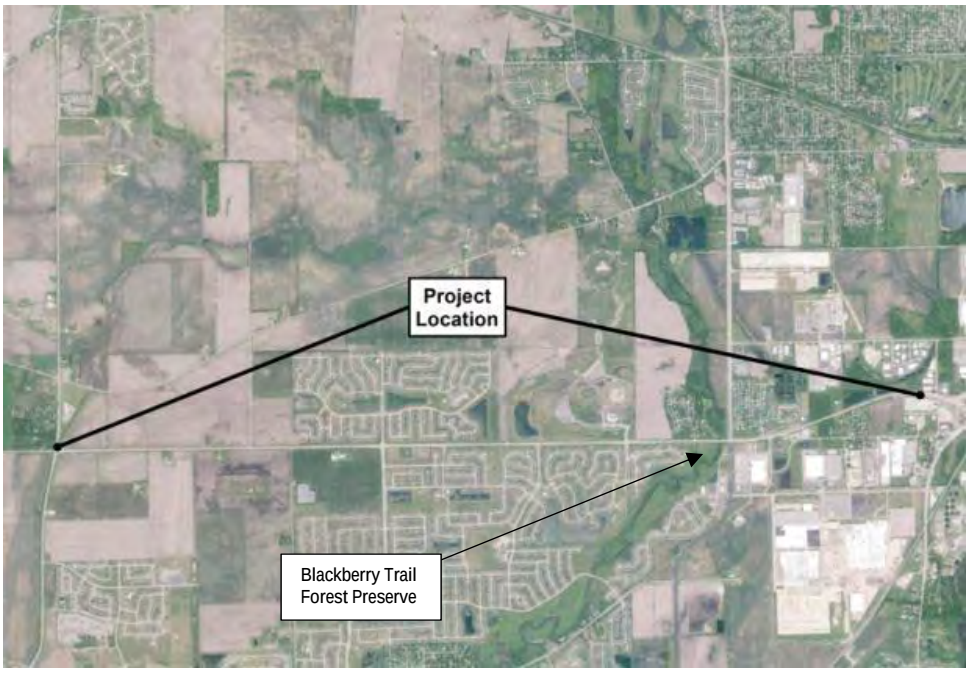
Section 4(f) Documentation

Illinois Department of Transportation

Section 4(f) de minimis Documentation

Blackberry Trail Forest Preserve

US 30 (Baseline Road)
IL 47 to IL 31



P-91-403-11

Kane and Kendall Counties, Illinois

IDOT Division of Highways—District One

January 2017

1. **Project Description**

   a. **Project Number:** P-91-403-11

   b. **Project Name:** US Route 30 (Baseline Road) Illinois Route 47 to Illinois Route 31

   c. **Project Termini:** US Route 30, from Illinois Route 47 to Illinois Route 31 in the Villages of Yorkville and Montgomery, in Kane and Kendall Counties.

   d. **Project Type:** Roadway widening and reconstruction to provide two 12-foot through lanes in each direction separated by a raised median. An 8-foot-wide shoulder will be provided on both sides of the roadway, with curb and gutter provided at the edge of the shoulders. In addition, intersection and drainage improvements will also be made throughout the corridor length.

   e. **Project Length:** 4.6 miles

   f. **NEPA Class of Action:** Categorical Exclusion Group II.

   g. **NEPA Purpose and Need Summary:** The purpose of the proposed action is to improve vehicular, pedestrian, and bicycle safety along the corridor, improve roadway and intersection capacity and efficiency, and meet existing and future growth development in the area. The project is needed to increase highway safety, improve capacity and operation, correct geometric deficiencies, and enhance system linkages.

   h. **Project Status:** The Illinois Department of Transportation (IDOT) is nearing completion of a preliminary engineering and environmental study (Phase I). Completion of Phase I Studies is anticipated in 2017. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) are not currently included in IDOT's FY 2017-2022 Highway Improvement Program.

2. **Section 4(f) Resource**

   a. **Resource Type:** Forest Preserve

   b. **Resource Name:** Blackberry Trail Forest Preserve

   c. **Official with Jurisdiction:** Kendall County Forest Preserve District (KCFPD)

   d. **Description of Role/Significance in the Community:** Blackberry Trail Forest Preserve is a 133 acre preserve located on the south side of US 30, just west of Orchard Road. Blackberry Trail Forest Preserve extends for 1.5 miles along Blackberry Creek from US 30 south to Galena Road. Much of the preserve has been restored to native prairie. There is a multi-use trail and a pedestrian bridge providing a crossing over Blackberry Creek. Blackberry Trail Forest Preserve connects to Blackberry Trail Park (owned by the Fox Valley Park District). See attachment A-4 for an aerial map of the Blackberry Trail Forest Preserve.

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

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

      - Fee Simple Acquisition: The proposed ROW is needed for roadway embankment and the new bridge over Blackberry Creek.

The KCFPD requested a shared-use path along the south side of US 30 along its property (rather than a sidewalk) and this acreage includes the additional 0.09 acres required for its construction (five additional feet along the 775-foot length of the property).

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

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

a. Avoidance and Minimization Efforts Made and Benefits to Resource: The preserve is located in the southwest quadrant of the intersection of US 30 and Orchard Road. Roadway widening is required to construct the additional travel lanes, left and right turn lanes, and shared use path.

Two options that would avoid impact to the forest preserve were evaluated but eliminated: (1) shifting the roadway alignment; and (2) constructing a retaining wall the length of the park property:

- To avoid the forest preserve property, the roadway would need to be shifted approximately 40 feet north of the existing alignment. This would result in displacement of at least four residential properties, create further impact to the portion of Wetland 6 on the north side of the roadway, and introduce reverse curves in the alignment.
- A retaining wall, approximately 600-feet-long and varying from 6- to 10-feet-high, would be required to avoid the forest preserve property. Cost for the retaining wall, including hand rail, would likely exceed $250,000. Additionally, maintenance and graffiti would be a concern with the wall.

Several options to minimize impacts to the forest preserve were considered:

- *Utilize Urban Cross-Section versus Rural Cross-Section.* U.S. 30 is classified as a rural Strategic Regional Arterial (SRA). With a rural classification the normal roadway configuration consists of a 50 foot wide median. Storm water is conveyed by larger ditches and side slopes are flatter. The proposed urban section has a narrower median and curb and gutter at the edge of shoulder. Storm water is conveyed by storm sewer with small drainage swales where required. Additionally, the front slopes in an urban section are generally allowed to be steeper than in a rural section. In this location the proposed cross-section reduced the proposed right of way width by approximately 20 feet when compared to the rural section. The urban cross-section was utilized for the entire corridor.
- *Steepen the roadway embankment slope from 3:1 to 2:1.* Steepening the slope would result in an approximately 10 foot reduction in the proposed right-of-way width at the location of the tallest embankment, translating to a reduction of right-of-way width from approximately 38 feet to 28 feet in this specific location. However, a 3:1 slope (which is flatter) is more desirable when considering maintenance operations (e.g., mowing), erosion control, and roadside safety. Slopes steeper than 3:1 are considered critical slopes and mowers and vehicles encountering these slopes are prone to rollovers. Steepened embankment slopes were not utilized.
- *Provide sidewalk on south side (rather than shared use path).* A sidewalk was originally proposed on the south side of the roadway in order to minimize impacts.

However, the KCFPD concluded that a shared use path would better connect with existing and future paths through their property, so they requested the wider (10 foot) shared-use path. The proposed shared-use path results in approximately five additional feet of right-of-way needed. A shared-use path was selected, based upon the KCFPD's preference.

b. Commitments for Mitigation or Enhancement: Coordination with KCFPD has identified several ways by which the forest preserve resources can benefit from the proposed improvement. At the request of the KCFPD, a shared-use path is proposed along the south side of US 30 along the forest preserve frontage. This will provide a connection for pedestrians and bicyclists between the Blackberry Trail Forest Preserve and other existing or planned paths (including the existing shared-use path on the west side of Orchard Road, and the proposed sidewalk/path to the Stuart Sports Complex on the north side of US 30). The KCFPD will provide the connection between the proposed shared-use path on US 30 and the existing trails within the Blackberry Trail Forest Preserve (the paths within the forest preserve currently terminate approximately 700 feet south of US 30). The shared-use path is shown to be constructed within the existing and proposed IDOT right-of-way.
Cost participation and long-term maintenance is required from a local agency for the new shared-use path. Cost participation and maintenance requirements will be outlined in a Letter of Intent at the end of the Phase I study. The agreement will be prepared during Phase II.

KCFPD noted that there could be appropriate locations for tree replacement activities. Much of the forest preserve area closest to the roadway is a prairie restoration area, so the KCFPD indicated that area would not be an appropriate location for tree replacement activities. Further, wetland areas would not be appropriate for tree planting activities. Tree replacement for trees removed will occur in coordination with the Forest Preserve District. Trees will be replaced at a 1:1 ratio for balled and burlapped trees, with planting locations for replacement trees identified by the Forest Preserve District during Phase II of the project.

5. Evidence of Opportunity for Public Review and Comment

A public hearing was held on June 29, 2016 from 4:00 PM to 7:00 PM to allow the public an opportunity to review and comment on the Section 4(f) impacts. For 30 days after the hearing the document was available for public review at the KCFPD, at IDOT/Bureau of Programming, and on the project website. The notification of 4(f) impacts was advertised in the Daily Herald and Kane County Chronicle newspapers one and three weeks prior to the hearing, as well as in letters to public officials, post cards to adjacent residents and owners, and on the project website. No public comments regarding the Section 4(f) properties were received.

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

a.	November 21, 2014	Meeting with KCFPD
b.	December 9, 2014	FHWA meeting summary with de minimis discussion
c.	December 10, 2014	Presentation to KCFPD Board Committee
d.	February 5, 2015	Telephone summary discussion with KCFPD
e.	March 9, 2015	Email correspondence to KCFPD regarding ROW needs
f.	March 17, 2015	Meeting minutes KCFPD Board meeting approval of use of lands for transportation purposes
g.	March 20, 2015	Email correspondence from KCFPD re: Board approval

7. Supporting Documentation

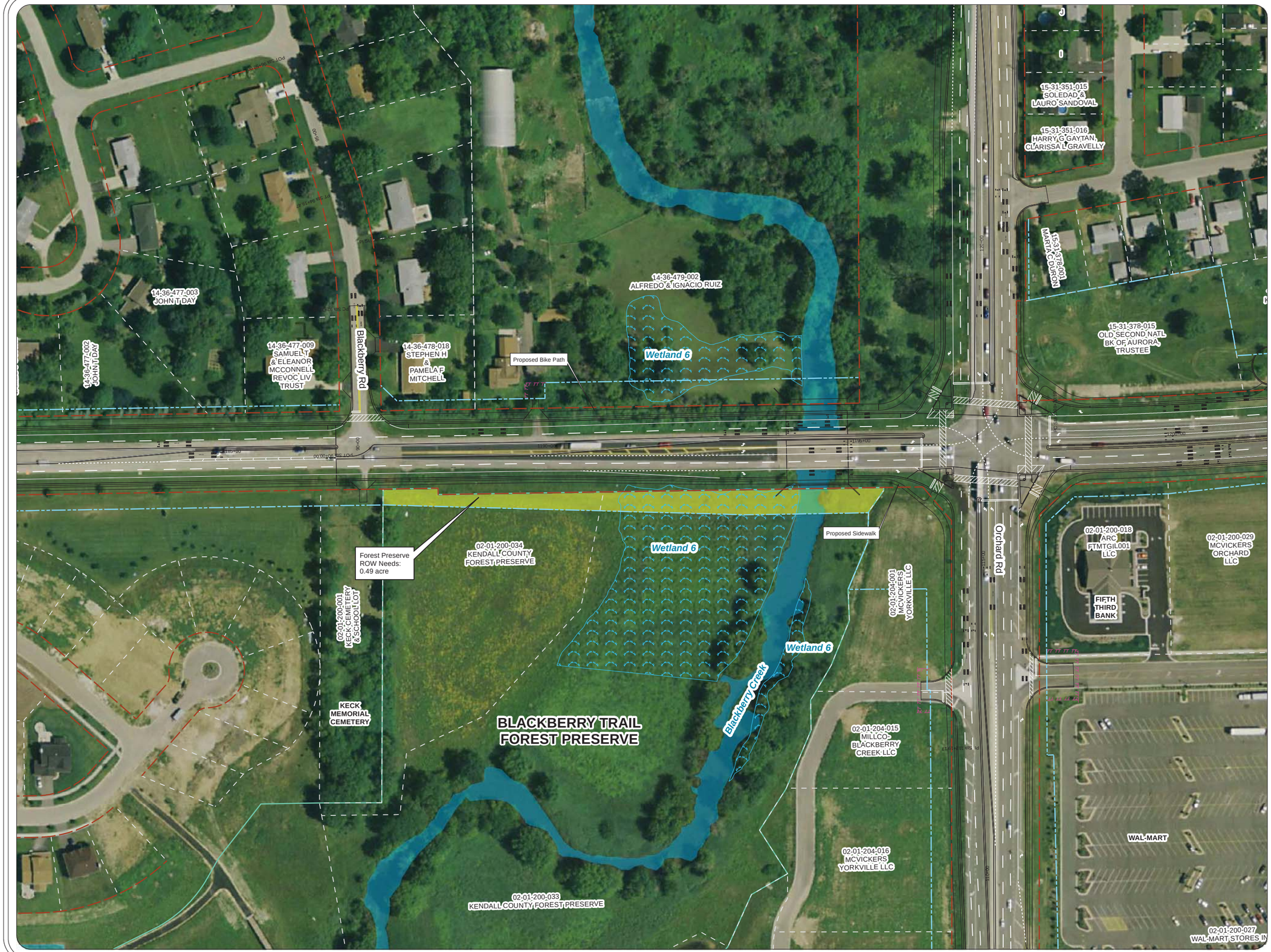
Attachment A – Exhibits
1. Section 4(f) Impacts – Blackberry Trail Forest Preserve…….A-1
2. Project Location Map……A-2
3. Kendall County Forest Preserve Facility Map…….A-3
4. Blackberry Trail Forest Preserve Aerial Map……A-4
5. Blackberry Trail Forest Preserve Photos……A-5

Attachment B – Coordination……B-1 to B-27

Attachment C -- Proposed Improvement Plans
1. Typical Sections…….C-1 to C-3
2. Preliminary Plan and Profile Sheets…….C-4
3. Cross Sections at Blackberry Trail Forest Preserve…..C-5

ATTACHMENT A

Exhibits



LEGEND

- Wetland Site
- Existing Right-of-way
- Proposed Right-of-way
- Proposed Temporary Easement
- Property Line
- Blackberry Trail Creek Forest Preserve
- Section 4(f) Coordination

NORTH

0 50 100 200
Feet

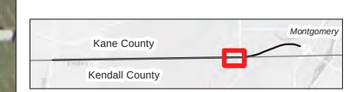
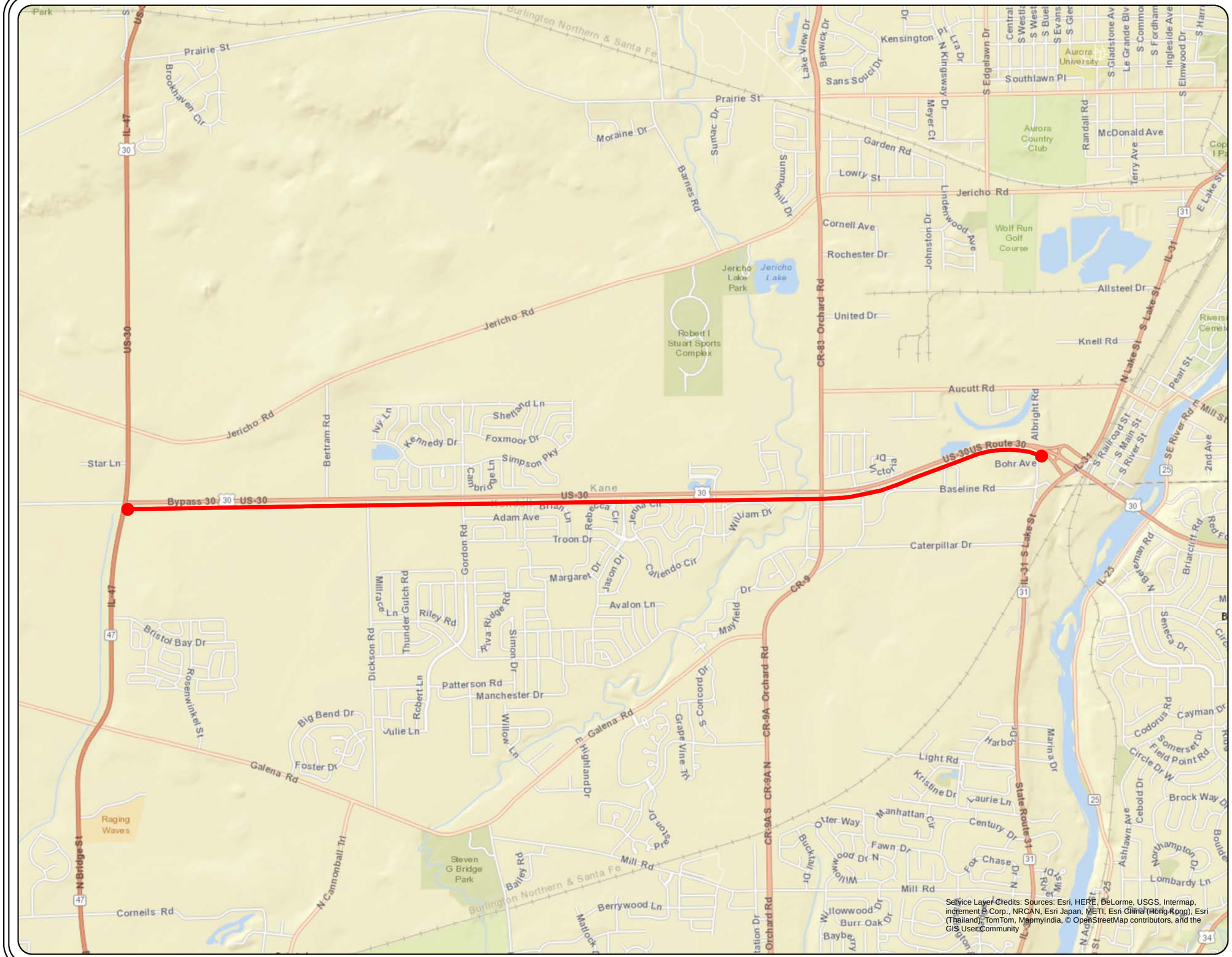


Exhibit A-1
US 30: IL 47 to IL 31
Blackberry Trail
Forest Preserve
9/15/15



LEGEND

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

NORTH

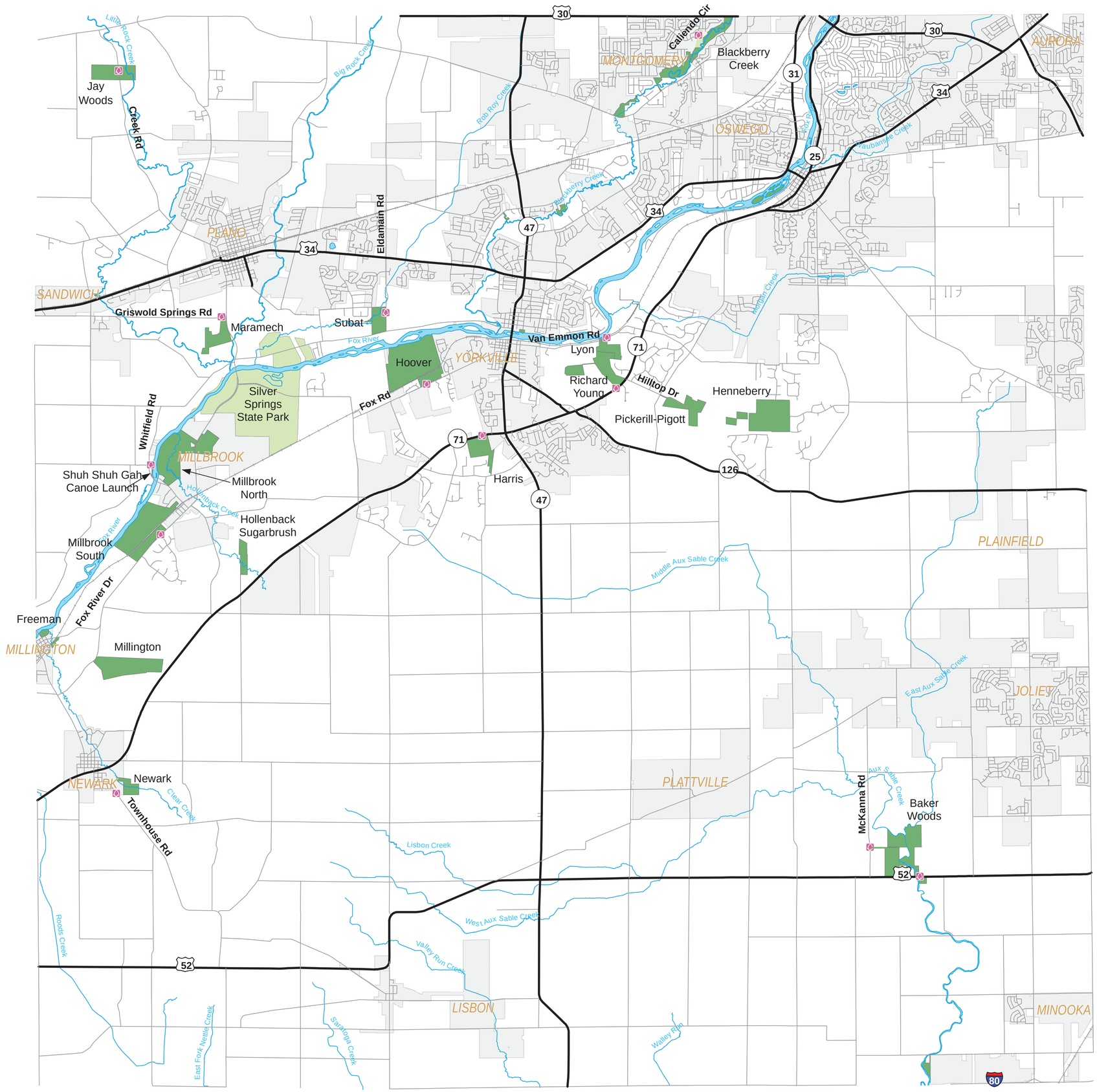
0 1,250 2,500 5,000
Feet

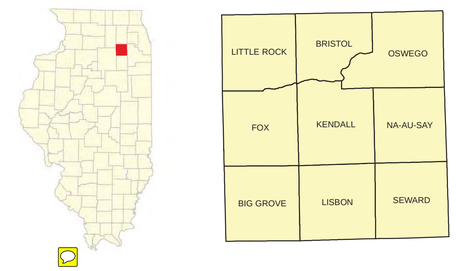
Exhibit A-2

US Route 30
Illinois Route 47 to
East of Albight Road
Kendall and Kane Counties
P-91-403-11

KENDALL COUNTY
2014

KENDALL COUNTY
FOREST PRESERVE DISTRICT





N
W E
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0 0.5 1 2 3 4
Miles

Legend

- FOREST PRESERVE ENTRANCE
- KENDALL ROADS
- RAILROAD
- FOREST PRESERVE
- CORPORATE

THE COUNTY OF KENDALL
FEBRUARY 19, 1841

Kendall County GIS
111 West Fox Street - Room 308
Yorkville , Illinois 60560-1498
630.553.4030

http://www.co.kendall.il.us

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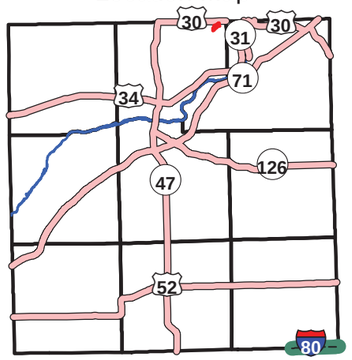
Blackberry Trail Forest Preserve

KENDALL COUNTY
FOREST PRESERVE DISTRICT

Location Map



Parking

Trail Intersections

Kendall County Forest Preserve Trails

Fox Valley Park District Trails

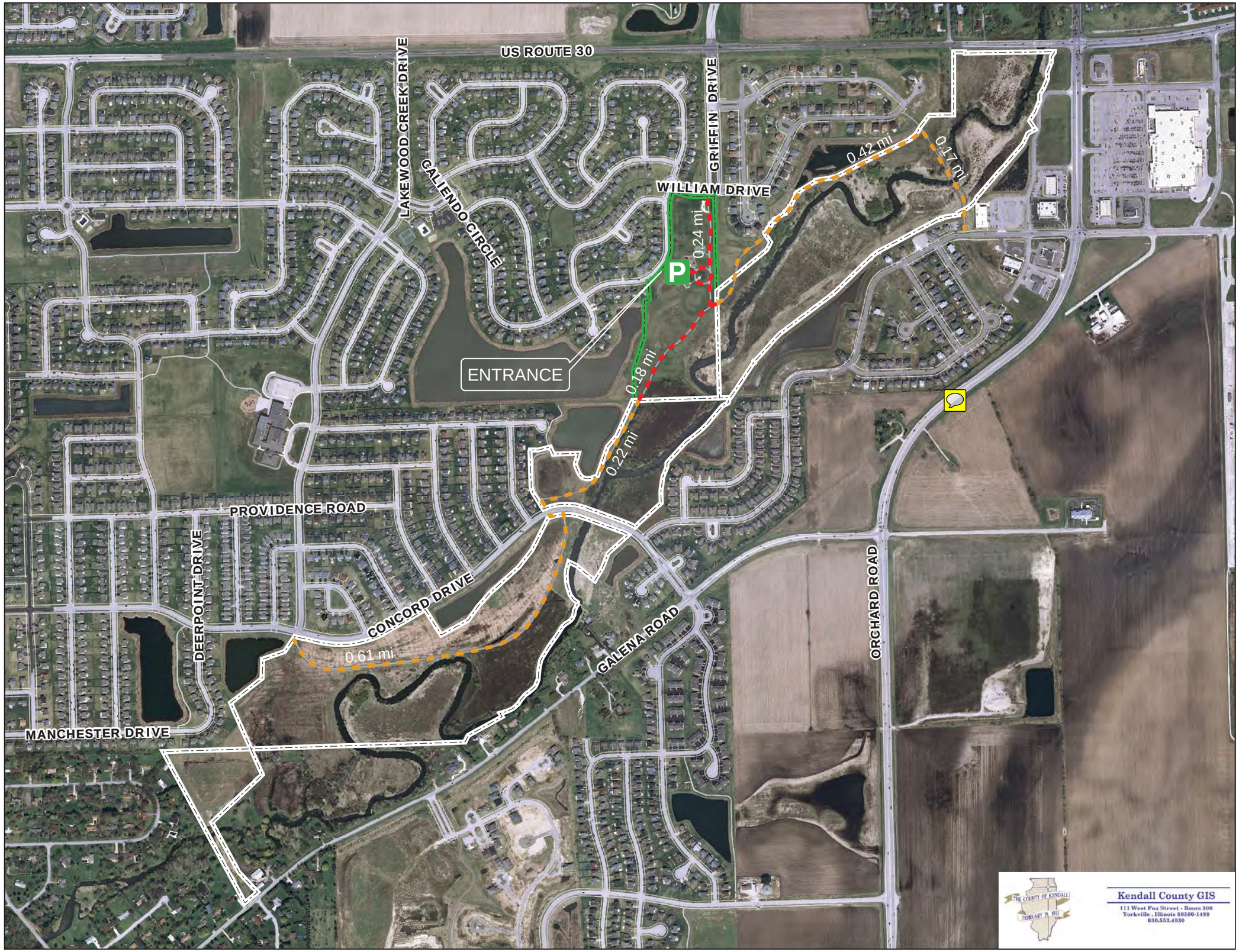
Fox_Valley_Park_District Blackberry Trail Park

Kendall County Forest Preserve

133 Acres
Total Trail Mileage = 1.84 mi

0 400 800 Feet

N W E S



Blackberry Trail Forest Preserve Photos

ATTACHMENT B

Correspondence

US Route 30: IL 47 to IL 31
Kendall Co. Forest Preserve Coordination Meeting

ATTENDEES:

Name	Organization
Jason Pettit	Kendall County Forest Preserve (FP)
Lori Brown	IDOT District 1 (IDOT)
Ken Doll	IDOT District 1 (IDOT)
Dan Draper	Hutchison Engineering (HEI)
Luke Zeller	Hutchison Engineering (HEI)
Geoffrey Elfers	Lin Engineering (LIN)
Christine Norrick	CH2M HILL (CH2M HILL)
Fran Klass	Kendall County DOT

MEETING DATE: November 21, 2014

LOCATION: Kendall County Forest Preserve District Administration Building

PREPARED BY: CH2M HILL

COPIES TO: Attendees, Jeff Frantz

PROJECT NUMBER: P-91-403-11

The purpose of this meeting was to present the US 30 project to the Kendall County Forest Preserve District (FP) as part of the ongoing coordination effort by the Illinois Department of Transportation (IDOT). The proposed roadway improvements would potentially require right-of-way (ROW) from the Blackberry Creek Forest Preserve property and, therefore, IDOT wanted to discuss and gather input regarding the FP's comments/concerns regarding potential impacts.

The project involves upgrading US 30 from IL 47 to IL 31 from a 2-lane to a 4-lane facility with raised median and shoulder with curb/gutter. At the intersection of Orchard Road and US 30 (in the vicinity of the FP property), dual left- and right-turn lanes are proposed on all legs of the intersection.

In the vicinity of the FP property, a 5' sidewalk is shown on the south side of US 30, and a 10' shared-use path is proposed on the north side of US 30. In addition, a 10' shared-use path is proposed on the west side of Orchard Road, south of US 30. Local agency cost participation would be required for sidewalk and shared-use path construction. Jason Petit/FP noted that unincorporated areas (outside the municipalities) typically fall under maintenance requirements of the FP, so he will want to know specifically which areas along the corridor are unincorporated and what type of facility is proposed in those locations. Dan Draper/HEI will provide the information to the FP. Jason also noted that the FP and Village of Montgomery have coordinated regarding bike path connections in this area. The agencies' overall intent is to connect the existing path on the west side of Orchard Road (north of US 30) to the existing path

within the Blackberry Creek Forest Preserve property. The proposal to extend the shared use path on the west side of Orchard Road south of US 30 (as the design plan shows) seems to meet that intent. The FP will further coordinate with the Village of Montgomery regarding this topic.

Dan explained that an approximate 0.5 acres of ROW (consisting of a 774′ long strip of land with a width varying from 20′ to 35′) is desired from FP property for roadway purposes – specifically this property would be required for embankment. To avoid FP property would require a 600-foot-long retaining wall that would be roughly 6-10 feet high. It was noted that, instead of full acquisition, if FP preferred, a permanent easement would suffice– but then the FP would have to maintain that property. Jason stated that the FP will consider the options.

Geoffrey Elfers/LIN asked about the possibility of acquiring a temporary easement (TE) for drainage purposes in order to provide compensatory storage for fill within the floodplain. The property would be restored to pre-project conditions upon completion of the work. Jason noted that providing additional property for drainage purposes would be a harder sell with the FP Board, and may not meet the objective of the FP legislation, which is intended to make use of FP lands a last option for compensatory storage. The FP would want to know if there were other possibilities for providing compensatory storage – such as the north side of the roadway, other parcels, etc. After further discussion, it was decided that compensatory storage on FP property would not be pursued.

Jason stated that the FP is governed by the "Downstate Forest Preserve Act", which administers rules relating to the sale or swap of FP land. The Act stipulates the size of property that the FP can sell or swap, with conditions based on how long the property has been owned by the FP. At the meeting, he reviewed the Act and noted that it appeared that this request would be permissible, as the Act allows for a FP to sell or trade up to a 1 acre maximum. The property also has to have been owned by the FP for more than one year, which this Preserve has. Jason noted that to trade property would require a unanimous "yes" vote of the FP Board; a sale of land would require a 2/3 "yes" vote. The Board will want to know if all efforts have been made to minimize or avoid FP property. Dan stated that HEI would be willing to attend a future FP Board meeting on behalf of IDOT to present the project and answer questions.

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

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

associated exhibits), as well as any mitigation or enhancement measures agreed to by the FP and IDOT. Chris will begin drafting the letter.

Jason noted that his last day with the FP is next Wednesday, November 26, 2014, and the Project Team should then coordinate with Jeff Wehrli. Jason will discuss all of this with Jeff Wehrli, including scheduling a future Board of the whole workshop. Christine will follow up with Jason early next week before his last day.

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

IL 47 to IL 31

Meeting with Kendall County Forest Preserve
November 21, 2014

Name, Organization	Phone	Email
Christine Norrick	773-693-3809	cnorrick@ch2m.com
DAN DRAPER	815-773-2233	ddraper@hutchisoneng.com
Luke Zeller	"	lzeller@hutchisoneng.com
JASON PETTIT	630 553-4131	jpettit@co.kendall.il.us
FRAN KLAAS	630-553-7616	fklaas@co.kendall.il.us
Geoff Elfers / LIN	630-323-5168	gelfers@linerg.com
Loki Bkord	847-705-4477	loki.s.bkord@yahoo.com
Ken Doll	847-705-4088	ken.doll@illinois.com

AGENDA ITEM #1

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

December 9, 2014

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

Local Agency Coordination

Village of Montgomery

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

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

Kane County Division of Transportation / Kendall County Highway Department

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

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

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

AGENDA ITEM #1 (Continued)
December 9, 2014

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

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

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

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

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

AGENDA ITEM #1 (Continued)
December 9, 2014

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

Other Notes

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

Next Steps

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

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

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

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

Kendall County Forest Preserve District Committee Meeting
December 10, 2014

The meeting was held with the Kendall County Forest Preserve District Committee to discuss proposed Orchard Road improvements associated with the US Route 30 project from IL 47 to IL 31 and the anticipated impacts at the Blackberry Trail Forest Preserve. The meeting was part of the scheduled committee meeting. Jeff Wehrli, President of the Kendall County Forest Preserve District presided and 5 members of the committee were in attendance.

The meeting opened with a brief overview of the overall US 30 Study; followed by a description of the proposed improvements in the vicinity of the Blackberry Trail Forest Preserve. The attached handouts were provided to the members of the committee.

The key discussion points were:

1. The proposed improvements include widening and reconstruction of US 30 from IL 47 to IL 31. Improvements will include two lanes in each direction separated by a raised median with shoulders on the outside flanked by curb & gutter. Accommodations for shared-use path along entire length of project. Near the forest preserve the shared-use path is currently proposed on north side of US 30 and a sidewalk is proposed on the south. Additionally a shared shared-use path is proposed on west side of Orchard Road.
2. Right of way or Permanent Easement needed to accommodate embankment and swales related to roadway widening.
3. The proposed acquisition consists of an approximately 775' long strip of land varying in width from 20' to 35'. The total area is approximately 0.5 acres.
4. Avoidance options considered include retaining wall totally approximately 600' in length and varying from 6' to 10' in height. Costs for the retaining walls, including hand rails costs would likely exceed $250,000. Additionally maintenance and graffiti would be a concern with the walls. For these reasons the sloped embankment is preferred by IDOT.
5. The impacts are anticipated to be minor in nature with no adverse effects. Therefore IDOT anticipates utilizing the 4(f) de minimis process.
6. The Forest Preserve District would prefer to see the slopes rather than retaining walls and is not opposed to the idea of allowing IDOT to acquire the land necessary to construct the embankment and swales.
7. The Forest Preserve District plans to consider this issue in greater depth and discuss it at their January meeting. Issues that are to be considered include:
   a. A possible request for a shared-use path on the south side of US 30 to accommodate future bikeway plans. It was pointed out that approximately 5' of additional right of way would be required to accommodate a shared use path instead of a sidewalk.
   b. Whether they want IDOT to acquire the land as right of way or permanent easement.

Dan Draper - Hutchison Engineering

Hutchison Engineering, Inc.

TELEPHONE MEMO

By:	Dan Draper				
Date:	02/25/2014	**Time** 9:30	**(am)**☒ **(pm)**☐	**Job No.**	3171
Individual:	Dave Guritz	**Title**	Director		
Company:	Kendall County Forest Preserve District				
Phone No.:	630 553-4131				
Subject:	Blackberry Trail Forest Preserve / Shared-use Path				

Items Discussed: ☐ **I placed call** ☒ **Party called**

Mr. Guritz called in response to an e-mail I sent on February 23, 2015 regarding proposed shared-use paths and the Blackberry Trail Forest Preserve. After I provided a brief overview of the project we discussed the following:

- The current proposal endorsed by representatives of the Village of Montgomery and the Fox Valley Park District includes a shared-use path on the north side of US 30 and a sidewalk on the south side in the vicinity of the forest preserve.
- Under the current proposal, approximately 0.5 acres of right of way would need to be acquired from the forest preserve for roadway construction with a sidewalk on the south side.
- To completely avoid right of way acquisition a retaining wall approximately 600 feet long varying in height from 6 feet to 10 feet would be required. Mr. Guritz indicated that would not be desirable.
- Mr. Guritz indicated the Forest Preserve District would be interested in extending the existing path on the west side of Blackberry Creek 800 feet to connect to a shared use path along US 30 on the south side. Such a path would provide better connectivity to the existing trail along the west side of Orchard north of US 30.
- I told him changing from a sidewalk to a shared-use path would require approximately 5 feet of additional right of way along the entire length of the forest preserve property and would increase the overall amount of right of way required from 0.5 acres to 0.6 acres. Mr. Guritz indicated that would not be a concern.
- Mr. Guritz asked that I provide plan & profile and cross-section exhibits and a Draft 4(f) De Minimis letter for discussion at the March 17, 2015 Forest Preserve District Board meeting.

Comments or Action Required:

- Send plan & profile and cross-section exhibits to Mr. Guritz.
- CH2M HILL to prepare 4(f) de mimimis documentation for IDOT review prior to forwarding to Mr. Guritz.

From:	Draper, Daniel
To:	David Guritz
Cc:	Lori Brown (Lori.S.Brown@Illinois.gov); Doll, Ken F; Norrick, Christine/CHI; Mestelle, Dan
Subject:	US 30 @ Blackberry Trail Forest Preserve
Date:	Monday, March 09, 2015 2:00:14 PM
Attachments:	image001.png 2015-03-04 - US 30 Cross-Sections at Blackberry Trail Forest Preserve.pdf P140311-sht-plnprf-13-KCFP-EXHIBIT.pdf

Dave,

This is a follow up to our telephone conversation on February 25, 2015 in which we discussed the potential path options (sidewalk vs shared use path) for US Route 30 adjacent to the Blackberry Trail Forest Preserve property on US Route 30. This builds on our previous meetings with the Forest Preserve District on November 21, 2014 and December 10, 2014, in which we discussed the US Route 30 (Baseline Road) Phase I Study from Illinois Route 47 to Illinois Route 31, and specifically, the proposed improvements in the vicinity of Blackberry Trail Forest Preserve, located at the southwest corner of US Route 30 and Orchard Road.

The proposed improvements involve roadway widening to provide two 12 foot lanes in each direction separated by a raised median. Beyond the travel lanes, 8-foot-wide shoulders will be provided, and curb and gutter will be provided at the edge of the shoulders. At the intersection of Orchard Road and US Route 30, dual left- and right-turn lanes are proposed on all legs of the intersection. The project is needed in order to improve vehicular, pedestrian, and bicycle safety along the corridor, improve roadway and intersection capacity and efficiency, and meet existing and future growth development in the area.

The purpose of this e-mail is to provide you additional information for your March 17, 2015 Forest Preserve District Board meeting so that you can then confirm to us the Forest Preserve District's preference regarding path type on US Route 30 adjacent to the Blackberry Trail Forest Preserve. Since this project is anticipated to utilize Federal funds in the construction of the project, your property falls under protection as a Section 4(f) property. Section 4(f) is the Federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. In order to meet 4(f) requirements we will be preparing a 4(f) document. Prior to the Public Hearing for the roadway improvements (anticipated to occur in summer 2015) you will be given an opportunity to review the draft document. The document will then be revised as necessary and presented at the Public Hearing for public comment. Following the Public Hearing, IDOT will formally request the Forest Preserve's written concurrence that "no adverse effects will occur to the park as a result of the proposed roadway improvements."

The proposed project will require use of Blackberry Trail Forest Preserve property, located on the south side of US Route 30, west of Orchard Road. Property is needed to accommodate roadway embankment as well as to accommodate either a 5 foot sidewalk or a 10 foot shared use path. Based on our discussions, it is our understanding that the Forest Preserve District would prefer that a 10-foot-wide shared use path be provided on the south side of US Route 30 in the vicinity of the forest preserve because it would provide better connectivity between the paths within the Blackberry Trail preserve and the existing trail along the west side of Orchard Road north of US Route 30. In order to accomplish this, IDOT would need an approximate 775-foot-long strip of ROW,

totaling approximately 0.6 acres. The strip of Forest Preserve property needed for construction will vary in width from 25 feet (on the west side) to 40 feet (on the east side). See the attached exhibits for plan views and cross-sections in the vicinity of the Forest Preserve.

Following your meeting, please let us know if the Forest Preserve is in agreement with the proposed shared-use path configuration and IDOT's proposed acquisition of a portion of your property for roadway purposes.

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

Sincerely,

Daniel J. Draper, P.E.
Hutchison Engineering, Inc.
ddraper@hutchisoneng.com
605 Rollingwood Drive
Shorewood, Illinois 60404
(815) 773-2233
(815) 773-2236 (F)

KENDALL COUNTY FOREST PRESERVE DISTRICT
COMMISSION MEETING

MARCH 17, 2015

I. Call to Order

President Wehrli called the meeting to order at 9:00 am in the Kendall County Board Room.

II. Pledge of Allegiance

The Board of Commissioners recited the pledge of allegiance.

III. Invocation

Commissioner Prochaska offered an invocation for the meeting.

IV. Roll Call

Commissioners Cullick, Davidson, Gilmour, Koukol, Prochaska, Purcell, Shaw, and Wehrli all were present.

V. Citizens to be Heard

Kara Walker of Pessina Tree Service inquired into whether the apparent low bidder for the tree removal project had properly submitted all required documentation with their bid, including two signed copies of the bid proposal. Director Guritz responded that the apparent low bidder had submitted two copies of all the required documents, and acknowledged that not all firms submitted two full sets of documents.

VI. Approval of Agenda

Commissioner Cullick made a motion to approve the agenda. Seconded by Commissioner Koukol. President Wehrli reported that Ordinance #15-005 needed to be removed from consideration on the recommendation of the State's Attorney's Office. This agenda item as posted did not include the purchase cost for the property. Commissioner Wehrli apologized to the board, and stated that he would be working to schedule a special call meeting to address contract timing constraints. Commissioner Cullick amended her motion to approve the agenda as amended, with Ordinance #15-005 removed from consideration. Seconded by Commissioner Koukol. All, aye. Opposed, none. Motion passed unanimously.

Commissioner Flowers and Commissioner Gryder arrived at 9:04 am.

VII. Approval of Claims in an Amount Not-to-Exceed $9,091.58.

Commissioner Davidson made a motion to approve claims in the amount of $9,091.58. Seconded by Commissioner Cullick.

Roll call: Commissioners Davidson, Flowers, Gilmour, Gryder, Koukol, Prochaska, Purcell, Shaw, Werhli, and Cullick, aye. Opposed, none. Motion passed unanimously.

VIII. Approval of Minutes

Commissioner Cullick made a motion to approve the Commission meeting minutes of February 17, 2015, and March 3, 2015; and the Finance Committee meeting minutes of February 26, 2015. Seconded by Commissioner Prochaska. All, aye. Opposed, none. Motion passed unanimously.

IX. Motion to Approve Bernardi Securities, Inc. as Underwriter on the Proposed General Obligation Refunding Bonds, Series 2015.

Commissioner Gryder made a motion to approve Bernardi Securities, Inc. as underwriter on the proposed general obligation refunding bonds, series 2015. Seconded by Commissioner Cullick.

Director Guritz reported that the meeting packets included the results of the call for proposals for underwriter services. Anthony Micelli of Speer Financial, Inc. reported that the call for underwriter services was posted to the District's website on February 26, 2015, and sent directly to six reputable underwriting firms in the region. The request for proposals included a request for the underwriting fees, as well as any additional fees or charges the District would be required to pay, their relative rates based on different credit ratings, and their experience with similar bond issuances. Of the eight proposals received, three were received from firms receiving an invitation from Speer Financial, Inc. to submit a proposal, with seven of the proposals submitted providing sufficient information to be considered responsive to the request for proposals. The proposal received from Rockfleet Financial Services was not considered responsive, as their proposal indicated they would serve a role as co-manager for the underwriting services, with limited experience in the region. Of the proposals received, Bernardi Securities, Inc. extended the lowest qualified proposal to the District in terms of overall fee and interest rate costs. While their issuance rate of $5.40 per $1,000 bond issued was not the lowest when compared to other firms, their extended interest rates provided the lowest overall cost to the District when compared to the other proposals received. The request for proposals required firms to demonstrate that their rates extended were reasonable based on recent comparable

issuances. Fifth Third Securities, initially considered the lowest cost provider, was not able to support their stated interest rates, and reported during follow-up with Speer Financial that the interest rates extended in their proposal were likely too aggressive by 10 basis points, or .1%.

Commissioner Davidson requested the bottom line for projected savings. Anthony Micelli reported that based on market changes, and the interest rates provided by Bernardi Securities, the bond refunding should result in an overall 5% savings representing a total of $527,600 in gross savings, or $50,000 per year for the life of the bonds from 2017 through 2027 for the $10,000,000 refunding issuance.

Director Guritz requested what savings resulted from Speer Financial's original cost of issuance schedule for underwriting services. Anthony Micelli reported that the schedule provided an estimate of $7.50 per bond, or $75,000, now reduced to $5.40 per bond, or approximately $54,000 representing a $20,000 reduction from the original schedule presented. However, Speer Financial is anticipating an additional cost of $5,000 for an escrow bidding agent. Typically, this cost is avoided for tax-exempt refinancing by investing through the federal Treasury Department's state and local government securities escrow account. This opportunity is currently not available. Due to the federal debt ceiling, this program is currently suspended. The escrow bidding agent service will secure competitive rates for the escrow account for the bonds.

Commissioner Purcell inquired into whether the $121,000 in refunding service fees was included in the gross savings projection of $527,000. Anthony Micelli reported that the $527,000 represents a net savings after cost for issuance.

Commissioner Purcell inquired into why Speer was not recommending a higher amount for refunding at this time. Anthony Micelli stated that because this is a small-issue, bank-qualified bond issuance under $10,000,000, there is an advantage in interest savings and banks can take a small tax deduction. Because the District is refunding the most attractive portion of the 2007 bond issuance, there is a higher level of savings. Because the call date for the bonds does not begin until 2018, the District is able to track the bond market and interest rates and potentially secure additional savings through future refunding opportunities for the remainder of the 2007 issuance, within a shorter timeframe for the call dates, which should translate into better interest rates for the next refunding opportunity. This should be examined within the next two years. The benefit of the future refunding opportunity is that even if interest rates tick up, the District is closer to the call date of issuance, shortening the yield curve and reducing the escrow costs.

Commissioner Purcell inquired into whether this should be examined in the fall of 2015. Anthony Micelli reported that because the County and District are considered collectively for the purposes of the small-issuance, bank-qualified annual bond refund opportunity, the needs of both agencies should be first examined.

Commissioner Koukol inquired into whether the additional $5,000 cost for the escrow bidding agent would be deducted from the net savings presented. Anthony Micelli reported that the cost was factored into the schedule, and would not impact the net savings projected.

Roll call: Commissioners Flowers, Gilmour, Gryder, Koukol, Prochaska, Purcell, Shaw, Wehrli, Cullick, and Davidson, aye. Opposed, none. Motion passed unanimously.

X. Ordinance #15-005 Authorizing the Issuance of Not-to-Exceed $10,000,000 General Obligation Refunding Bonds, Series 2015, of the Kendall County Forest Preserve District.

Commissioner Gryder made a motion to approve Ordinance #15-005 authorizing the issuance of not-to-exceed $10,000,000 general obligation refunding bonds, series 2015, of the Kendall County Forest Preserve District. Seconded by Commissioner Cullick.

Roll call: Commissioners Gilmour, Gryder, Koukol, Prochaska, Purcell, Shaw, Wehrli, Cullick, Davidson and Flowers, aye. Opposed, none. Motion passed unanimously.

XI. Ordinance #15-005 Authorizing the Purchase of Land Known as the Fox River Bluffs in Fox and Little Rock Townships, Kendall County.

President Wehrli reminded the board that because the amount of the purchase was not included in the agenda title, this item would be considered for approval at a future meeting. President Wehrli introduced Laura Stuart with Charles Schrader & Associates to provide an update on the grants secured for the Fox River Bluffs purchase.

Laura Stuart reported that she has provided consulting services for the District since 2002.

Laura Stuart reported that for the Fox River Bluffs property, the District has received two grant agreements for purchase of the property through the Illinois Clean Energy Community Foundation, and the Illinois Department of Natural Resources Open Space Land Acquisition and Development programs. Laura Stuart reported that many agencies recently received letters from the Illinois Department of Natural Resources suspending their OSLAD grant awards. The District, however, is in the enviable position for receiving their grant award through the federal Land and Water Conservation Fund grant program. As a result, the

District's OSLAD grant is secure, and not at risk from any type of legislative sweep or suspension.

Laura Stuart stated that for all District acquisition projects, the District works to secure OSLAD funds through the federal Land and Water Conservation Fund program. While this process adds complexity and requires additional paperwork, award through the Land and Water Conservation Fund program locks-in the grant funding.

Commissioner Shaw inquired into what grant funding was lost for this project. Director Guritz reported that the District has not lost any grant funding. However, the recent Vital Lands grant application submitted to the Grand Victoria Foundation by The Conservation Foundation was not funded.

President Wehrli reported that the award of this funding was factored into the scope of the Fox River Bluffs acquisition, but that this grant funding is now off the table.

Commissioner Purcell inquired into how this factored into a larger scope for the acquisition. Director Guritz reported that the board approved an agreement with The Conservation Foundation in February that would have committed the District to purchasing 250 acres if the Vital Lands grant program funding had been awarded. Approval of the ordinance and agreement was a requirement for The Conservation Foundation's grant application.

Commissioner Purcell inquired into when we would receive the reimbursement from the Land and Water Conservation Fund. Laura Stuart suggested that the District could receive reimbursement within 60 days following the purchase.

Commissioner Purcell inquired into the federal restrictions with the funding reimbursed to the District. Laura Stuart reported that the District is essentially paying itself back, so there are no restrictions, but the District will be required to provide public access to the property, and manage the property consistent with the language of the grant agreement, which includes providing critical habitat and natural areas. Laura Stuart reported that the District has the opportunity to apply for additional grants for the required improvements.

Commissioner Purcell inquired into the timeframe for the improvements. Laura Stuart reported that the District will need to provide public access to the property within three years. Director Guritz reported that he would forward the grant agreement covenants to the board for review.

Commissioner Gryder inquired into the characterization of the grant, whether the District's grant was an OSLAD or Land and Water Conservation Fund grant. Director Guritz reported that when the District applies for OSLAD funding, the IDNR, under separate agreement with

the Department of Interior, selects projects for Land and Water Conservation funding that meet the criteria of this program. The Land and Water Conservation fund program is funded by tax proceeds from off-shore oil drilling.

Laura Stuart added that one of the reasons that the District is selected to receive Land and Water Conservation funding through the OSLAD program is our strong track record for successfully implementing these projects within the established timeframes, and dedication to open space conservation including the accomplishments under the referendum.

Commissioner Purcell requested that Laura Stuart provide a report on what the District is required to complete under the District's various grant agreements. Commissioner Purcell reported that the board has been informed that there are commitments the District needs to address, and would like to receive this information.

Director Guritz reported that Laura Stuart recently completed inspection reports for the IDNR for recent OSLAD grants, and that information from these reports had been presented to the board at a recent meeting.

Old Business

- **Approval of a time extension for the Ellis House Boarding Agreement at an additional monthly boarding rate of $300.00**

Commissioner Cullick made a motion to approve a time extension for the Ellis House boarding agreement at an additional monthly boarding rate of $300.00. Seconded by Commissioner Flowers.

Director Guritz reported that the request is for a one month extension of the current agreement through the end of April for an additional $300.00.

Commissioner Koukol inquired into whether the boarder's facility construction would be completed in the next month. Director Guritz stated he was uncertain about the timeframe for the boarder's reconstruction project, but added that the District is currently pasture boarding. Once the weather warms up, the horses should be able to relocate.

Commissioner Koukol inquired into who is paying for the feed and care. Director Guritz reported that the boarders are paying for the full care of the animals, but staff assists by distributing evening hay.

Roll call: Commissioners Gryder, Koukol, Prochaska, Shaw, Wehrli, Cullick, Davidson, Flowers, and Gilmour, aye. Opposed, Commissioner Purcell. Motion carried.

- **Approval of a Letter of Understanding and Service Agreement with Charles Schrader and Associates for Grant Consulting Services for an Amount Not-to-Exceed $10,500, plus reimbursable expenses.**

Commissioner Cullick made a motion to approve the letter of understanding and service agreement with Charles Schrader and Associates for grant consulting services for an amount not-to-exceed $10,500, plus reimbursable expenses. Seconded by Commissioner Flowers.

Commissioner Cullick asked Laura Stuart to provide an overview of the agreement. Laura Stuart reported that this is an annual agreement with the District, payable in installments for whatever schedule the District deems fit.

President Wehrli asked for a brief history of the District's engagement. Laura Stuart reported that the firm has assisted the District with securing funds for purchases and/or improvements at Richard Young Forest Preserve, Fox River trail improvements, Shuh Shuh Gah Canoe Launch, Subat Forest Preserve, Hoover Forest Preserve, Blackberry Trail Forest Preserve, Jay Woods Forest Preserve, Millbrook Forest Preserve, Baker Woods Forest Preserve, Henneberry Forest Preserve, Harris Forest Preserve, and Lyons Forest Preserve. This information is included within the District's recently approved Master Plan. Laura Stuart stated that when she provides the board with past grant project requirements, they will be provided with a full list of grants secured with support from the firm.

Director Guritz inquired into the research into possible grant sources for Millbrook Bridge. Laura Stuart reported that the recent finding of public road connectivity to Millbrook North Forest Preserve opens up potential grant opportunities through state and federal grant sources. Through the Recreational Trail Grants program, or IDOT non-vehicular transportation grants, matching funding requirements ranges between 20% and 50%. Director Guritz inquired into the recent CMAQ grant requirements received. Laura Stuart confirmed that the District was not a good candidate for this particular funding opportunity.

Commissioner Davidson asked about matching fund requirements. Laura Stuart reported that the District has successfully leveraged referendum dollars to achieve a great deal more through the various grants received over the past several years.

Commissioner Davidson suggested that careful examination of remaining funds is needed in order to determine priorities and matching fund limits.

Commissioner Koukol requested that Laura Stuart provide quarterly updates, complimenting her on her presentation and information shared with the board.

Commissioner Shaw requested confirmation that recent state cuts would affect the District. Laura Stuart stated that there are no impacts to current projects, but the cuts could impact certain funding sources at the state level.

Commissioner Davidson inquired into impacts to the District should the District fail to meet requirements of current or past grant agreements. Laura Stuart stated that the District could face debarment from participation in these grant programs for a period of time.

Roll call: Commissioners Prochaska, Purcell, Shaw, Wehrli, Cullick, Davidson, Flowers, Gilmour, Gryder, and Koukol, aye. Opposed, none. Motion passed unanimously.

- **Approval of the FY 14 Audit Report from WIPFLi CPAs and Consultants**

Commissioner Cullick made a motion to approve the FY 14 audit report from WIPFLi CPAs and Consultants. Seconded by Commissioner Prochaska.

Commissioner Davidson inquired into the beginning balance of the operating fund balance. Matt Schueler reported that the operating fund beginning balance is a negative $34,812.

Commissioner Purcell inquired into how this could impact the District's bond rating. Matt Schueler reported that the negative balance could impact the District's bond rating, however they look primarily at the taxing ability of the District.

Director Guritz reported that overall, the board has made positive changes to the overall budget for expenditures, but revenues for the year will need to be carefully examined, including the farm license revenue.

Commissioner Purcell inquired into the budget impacts resulting from the smaller acquisition footprint for the Fox River Bluffs preserve. Director Guritz reported that the impact is relative. While there will be a reduction in farm license revenue, the District will not be taking on the long-term costs for restoration of the additional acreage from farmland to natural cover.

Commissioner Gryder inquired into the requirements of the District as posting a negative balance to the general operating fund. Matt Schueler reported that having a negative fund balance is a significant concern.

Director Guritz requested confirmation that the deficit posted was due primarily to accrual adjustments performed after the District approved the end-of-year transfer of investment earnings. Matt Schueler confirmed that this was correct.

Roll call: Commissioners Purcell, Shaw, Wehrli, Cullick, Davidson, Flowers, Gilmour, Gryder, Koukol, and Prochaska, aye. Opposed, none. Motion passed unanimously.

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- **Approval of a Request from the Illinois Department of Transportation to Configure a 10-Foot Wide Shared Use Path on the South Side of US Route 30 Conterminous with the Blackberry Trails Forest Preserve's Northern Property Line that will include Eventual Sale of 0.6 Acres of District Property for Roadway Purposes**

Commissioner Cullick made a motion to approve a request from the Illinois Department of Transportation to configure a 10-foot wide shared use path on the south side of US Route 30 conterminous with the Blackberry Trails Forest Preserve's northern property line that will include eventual sale of 0.6 acres of District property for roadway purposes. Seconded by Commissioner Flowers.

President Wehrli reported that the IDOT request is to increase the path width on the south side of Route 30 from five feet to ten feet. With the increase in path width, the question is whether the District will sell the 0.6 acres required to construct the wider path.

Commissioner Gilmour asked what the approximate revenue will be from the sale of the property. Director Guritz stated that the District would receive fair market value for the sale, perhaps up to $15,000.

Director Guritz reported that prior to the sale, IDOT will complete an appraisal, and present their offer to the District for consideration and approval.

Commissioner Shaw inquired into how the Downstate Forest Preserve District Act allows the District to sell property. Director Guritz stated that under the Act, the District is able to sell parcels one-acre in size or less with the approval of two-thirds of the board. Attorney Weis added that the District can also enter into intergovernmental agreements as another option for facilitating the exchange.

Roll call: Commissioners Shaw, Cullick, Davidson, Flowers, Gilmour, Gryder, Koukol, Prochaska, Purcell, and Wehrli, aye. Opposed, none. Motion passed unanimously.

New Business

- **Approval of a Contract with Arborworks, LLC of Downers Grove for an Amount Not-to-Exceed $25,131.00 for Completion of Project #15-002-001**

Commissioner Cullick made a motion to approve the contract with Arborworks, LLC of Downers Grove for an amount not-to-exceed $25,131.00 for completion of project #15-002-001. Seconded by Commissioner Flowers.

Director Guritz reported that 12 firms attended the mandatory pre-bid conference, with 10 firms submitting bids for the bid opening. Director Guritz stated that Arborworks, LLC is the lowest qualified bidder, and that follow-up with bidder references for contracts performed for other municipal and government agencies were consistently positive. The range of bids extended from $25,131.00 to $91,688.00, with the second lowest bid price of $31,116.60.

Director Guritz reported that the contract costs includes a $4,000.00 contingency to address additional trees that need to be cleared beyond the 226 initially surveyed and included in base bid calculations. Director Guritz added that if additional funds are needed beyond the contingency, a change order would be presented for board approval at some point in April.

Commissioner Davidson inquired into whether the District is required to pay prevailing wage for the project. Director Guritz stated that by law, the District is required to pay prevailing wage on all contracts, but removal of ash trees impacted by emerald ash borer is exempt from requirements for payment of prevailing wage by the Illinois Department of Labor, with this information posted on their website.

Commissioner Gilmour inquired into whether the District will be addressing removals from the core campsites area. Director Guritz stated that the contract includes removals from the campsite area, and the Kendall County Outdoor Education Center.

Director Guritz stated that we will be addressing removals for the next 2-5 years, but this should be the largest single removal project for the District.

Commissioner Gryder requested confirmation that the purpose of the removal is primarily for public safety, with the concern being that trees could fall on District property, or preserve visitors. Director Guritz stated that our goal is to initially address those hazards near structures, and in areas of high preserve visitation.

Commissioner Purcell requested confirmation that the District would not be conducting removals within forest preserves away from trails and structures. Director Guritz confirmed that the District would not be clearing within preserve core forested areas.

Director Guritz clarified how the contingency funds would be expended based on unit costs, and that any costs beyond contingency would need to be approved by the board.

Commissioner Koukol confirmed that the per unit costs only come into calculations for contingency expenditures.

Roll call: Commissioners Davidson, Flowers, Gilmour, Gryder, Koukol, Prochaska, Purcell, Shaw, Wehrli, and Cullick, aye. Opposed, none. Motion passed unanimously.

XII. Executive Session

None.

XIII. Other Items of Business

None.

XIV. Adjournment

Commissioner Cullick made a motion to adjourn. Seconded by Commissioner Flowers. All, aye. Meeting adjourned at 10:05 am.

Respectfully submitted,

David Guritz
Director, Kendall County Forest Preserve District

From: David Guritz [mailto:dguritz@co.kendall.il.us]
Sent: Friday, March 20, 2015 8:36 AM
To: 'Draper, Daniel'
Cc: Lori Brown (Lori.S.Brown@Illinois.gov); Doll, Ken F; Norrick, Christine/CHI; Mestelle, Dan
Subject: RE: US 30 @ Blackberry Trail Forest Preserve

Good morning all:

The Board of Commissioners of the Kendall County Forest Preserve District approved the following motion:

Motion approving a request from the Illinois Department of Transportation to configure a 10-foot-wide shared use path on the south side of US Route 30 conterminous the with Blackberry Trails Forest Preserve's northern property line that will include eventual sale of 0.6 acres of District property for roadway purposes.

Thanks!

Dave

Dave Guritz
Director
Kendall County Forest Preserve District
(630) 553-4131
dguritz@co.kendall.il.us

KENDALL COUNTY
FOREST PRESERVE DISTRICT

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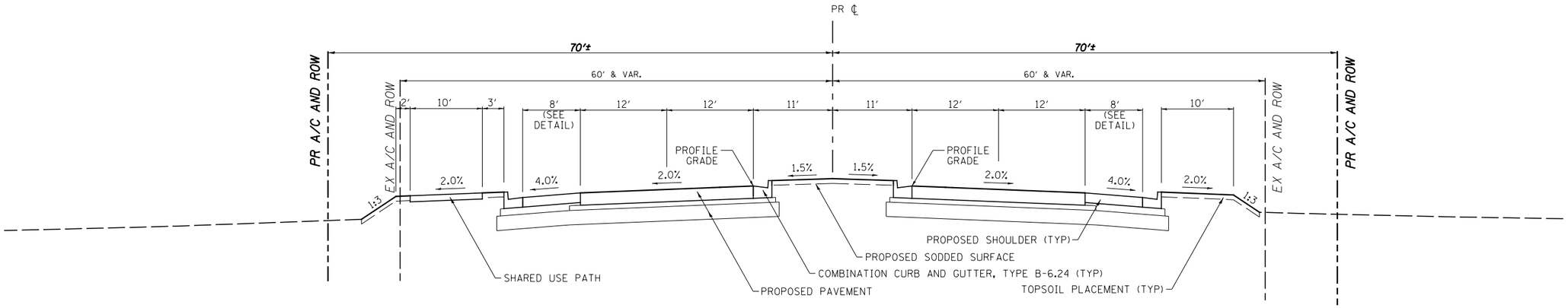
ATTACHMENT C

Proposed Improvement Plans

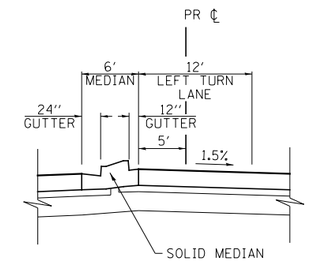


PROPOSED TYPICAL SECTION

U.S. ROUTE 30

STA 1174+66 TO STA 1182+38
STA 1187+44 TO STA 1189+90

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



MEDIAN DETAIL

PRELIMINARY

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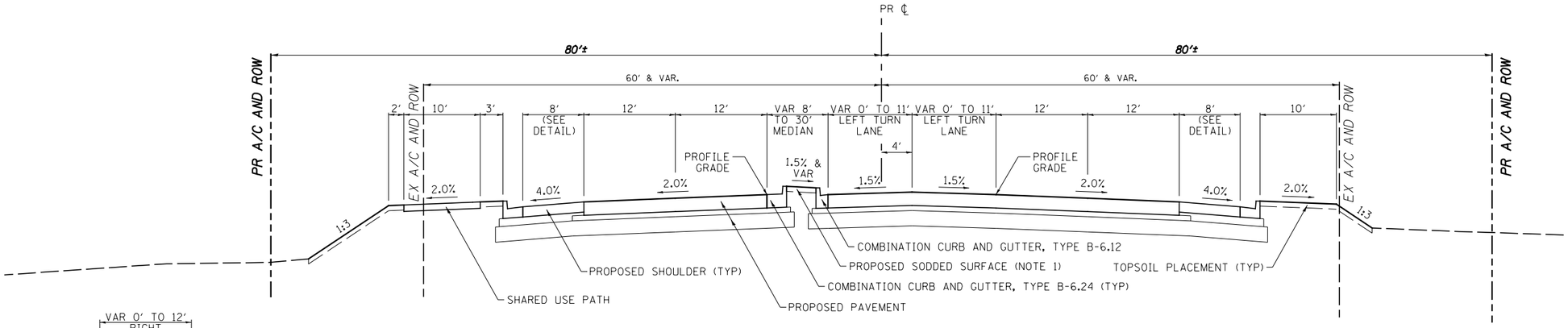
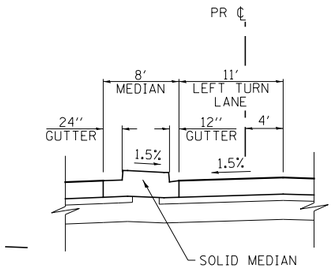
		DRAWN -	REVISED -						
	PLOT SCALE = 16.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO.	
	PLOT DATE = 3/31/2015	DATE -	REVISED -		SCALE: N/A / SHEET NO. 16 OF 30 SHEETS / STA. N/A / TO STA. N/A		ILLINOIS	FED. AID PROJECT	



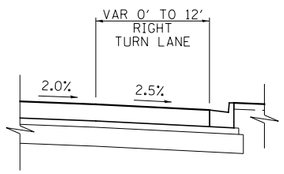
PROPOSED TYPICAL SECTION

U.S. ROUTE 30

STA 1189+90 TO STA 1196+17



MEDIAN DETAIL



RIGHT TURN LANE DETAIL

EASTBOUND
STA 1190+70 TO STA 1196+17
STA 1202+94 TO STA 1205+17
WESTBOUND
STA 1198+15 TO STA 1204+37

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

PRELIMINARY

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		DRAWN -	REVISED -									
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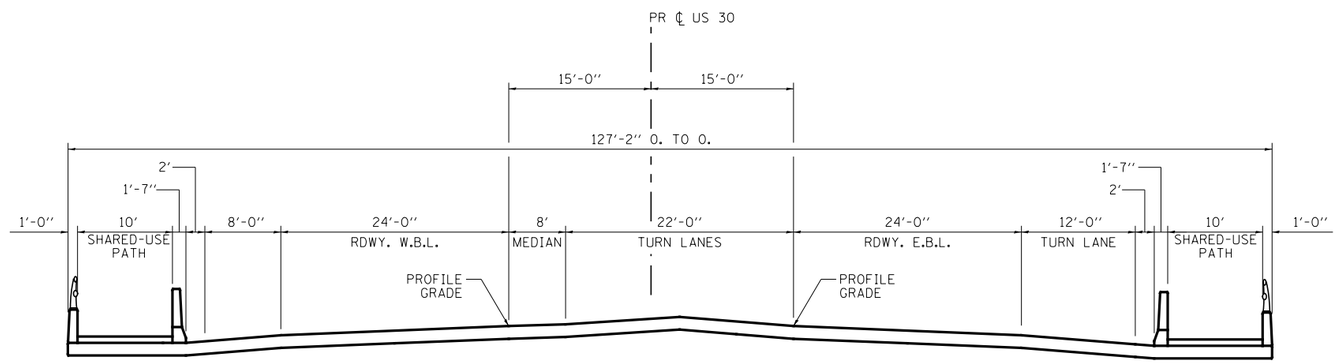
	PLOT DATE = 3/31/2015	DATE -	REVISED -		SCALE: N/A	SHEET NO. 17 OF 30 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS	FED. AID PROJECT		



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

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		DRAWN -	REVISED -									
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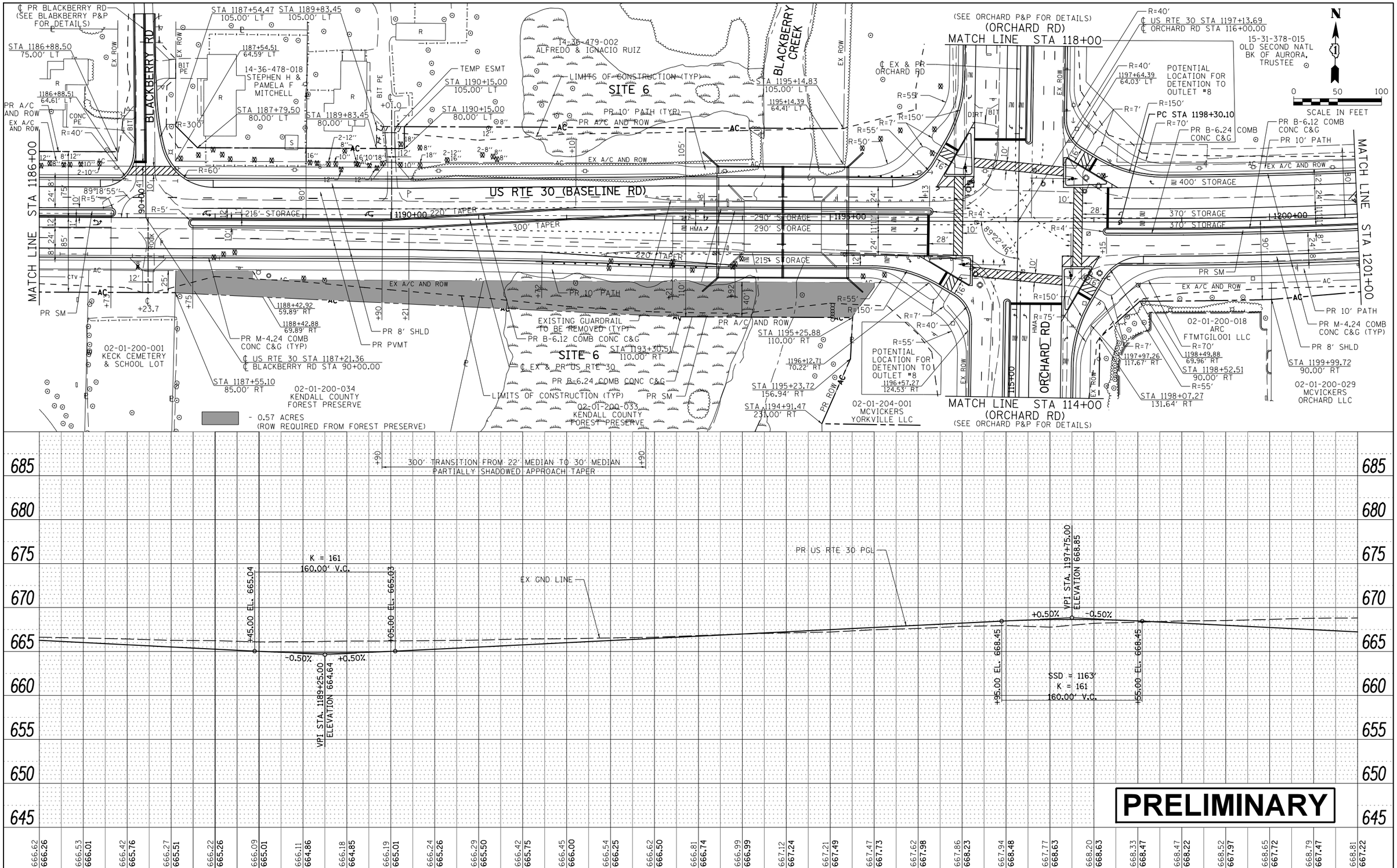

PLAN	SURVEYED	PLOTTED	ALIGNMENT CHECKED	RT. OF WAY CHECKED	CADD FILE NAME	NOTE BOOK NO.	BY	DATE

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

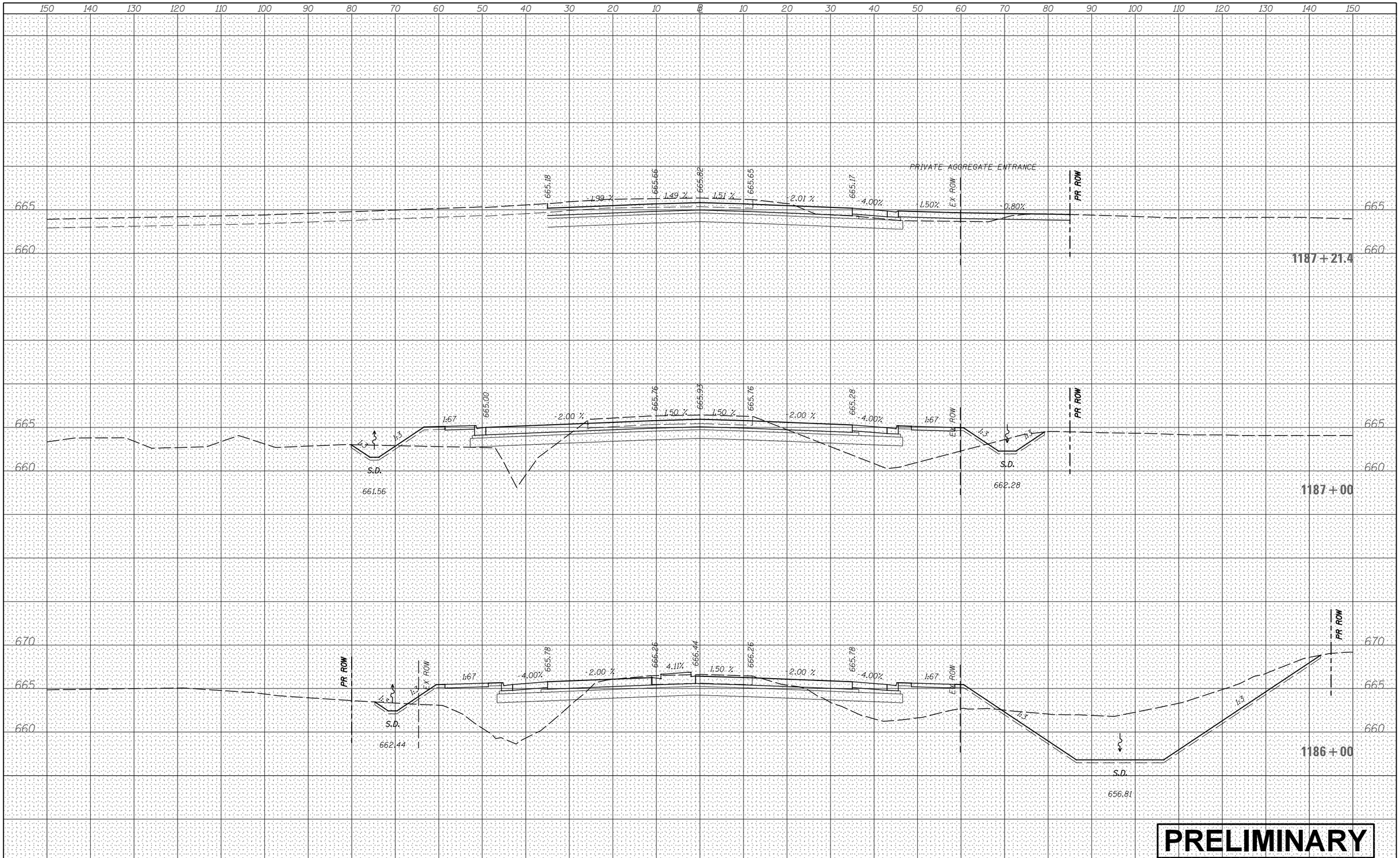
US RTE 30
KENDALL COUNTY FOREST PRESERVE EXHIBIT

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

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

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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NOTE BOOK NO.		

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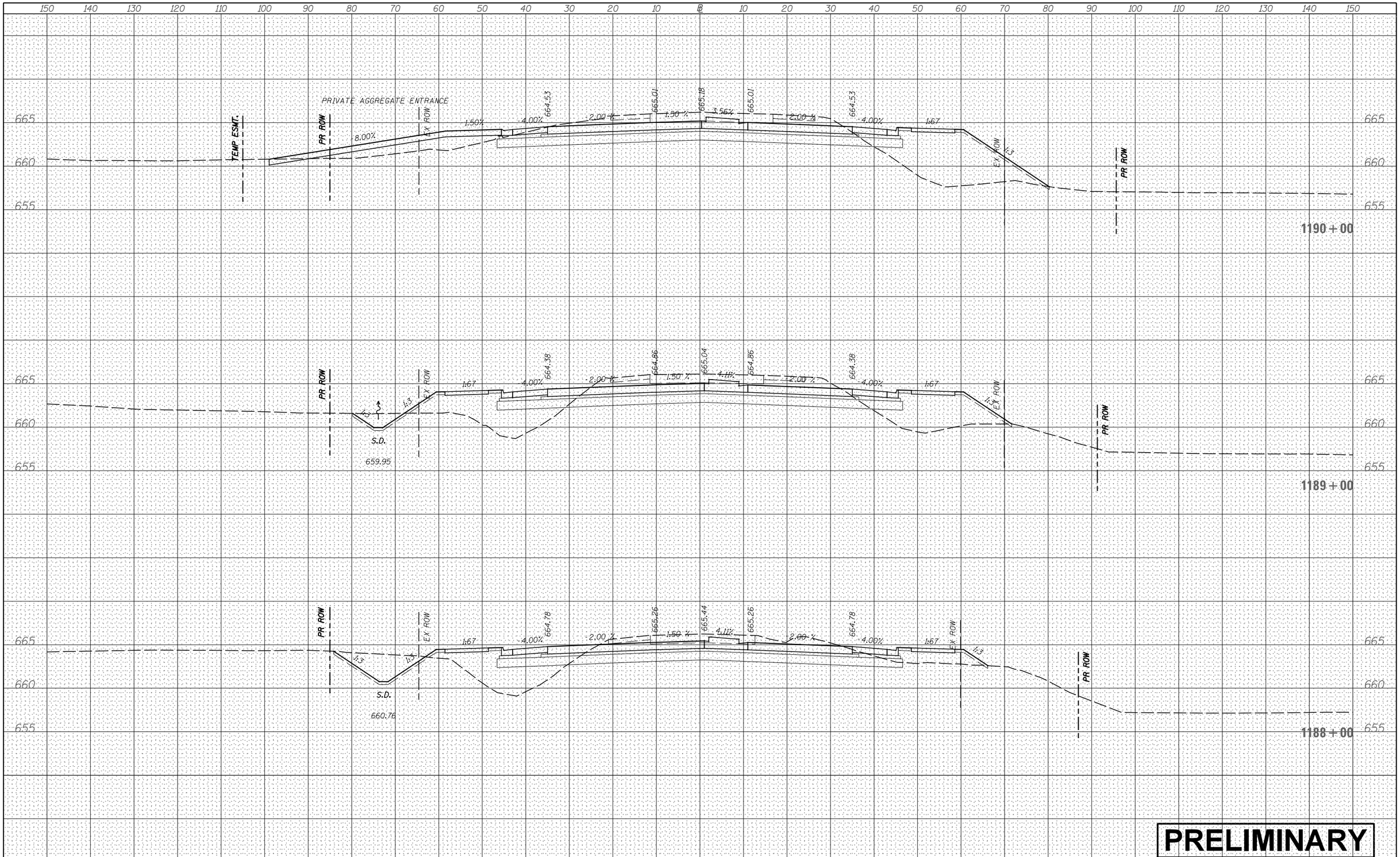
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 65 OF 93 SHEETS | STA. 1186+00 TO STA. 1187+21.4

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



PRELIMINARY

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 66 OF 93 SHEETS | STA. 1188+00 TO STA. 1190+00

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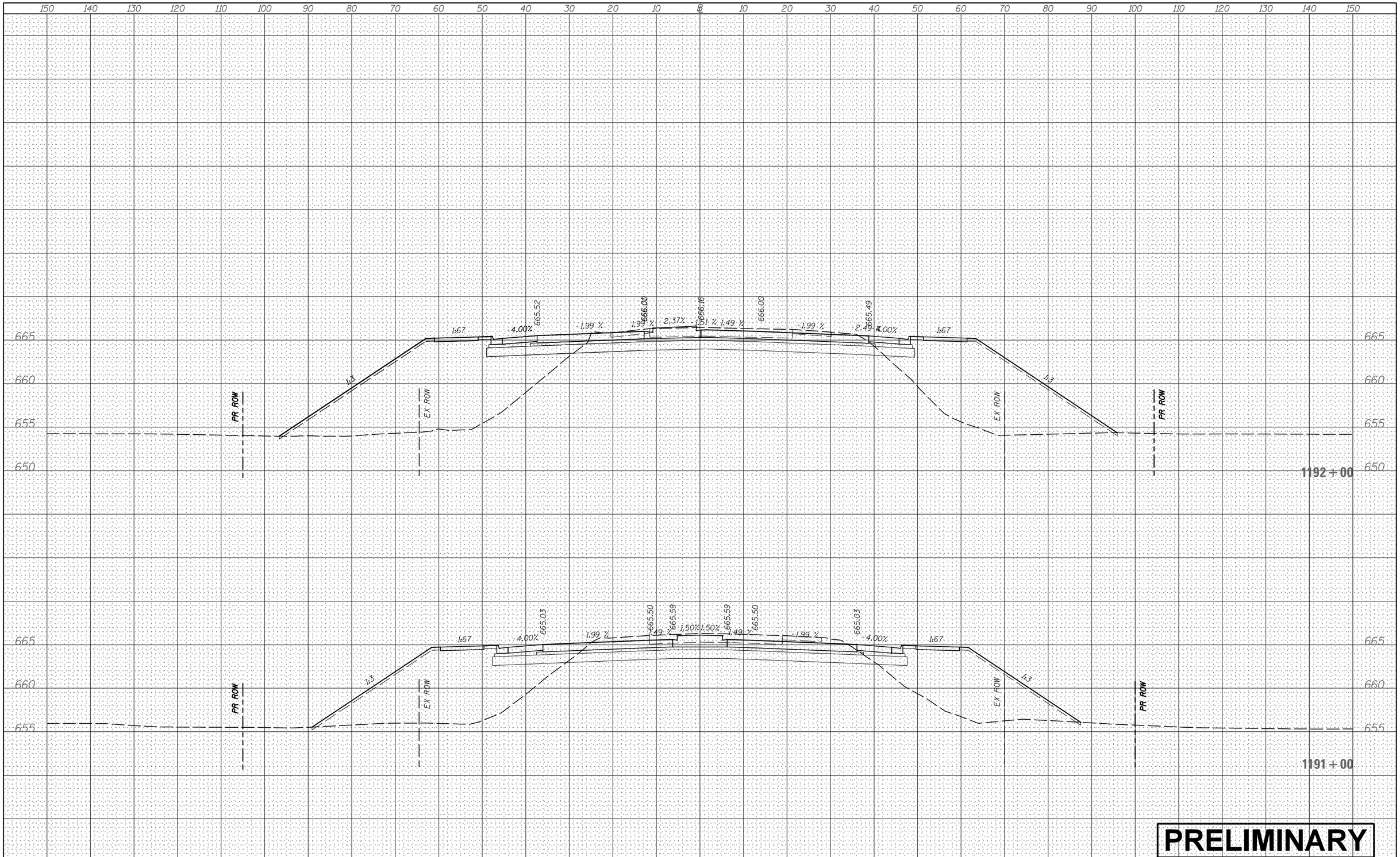
CONTRACT NO.

ILLINOIS | FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

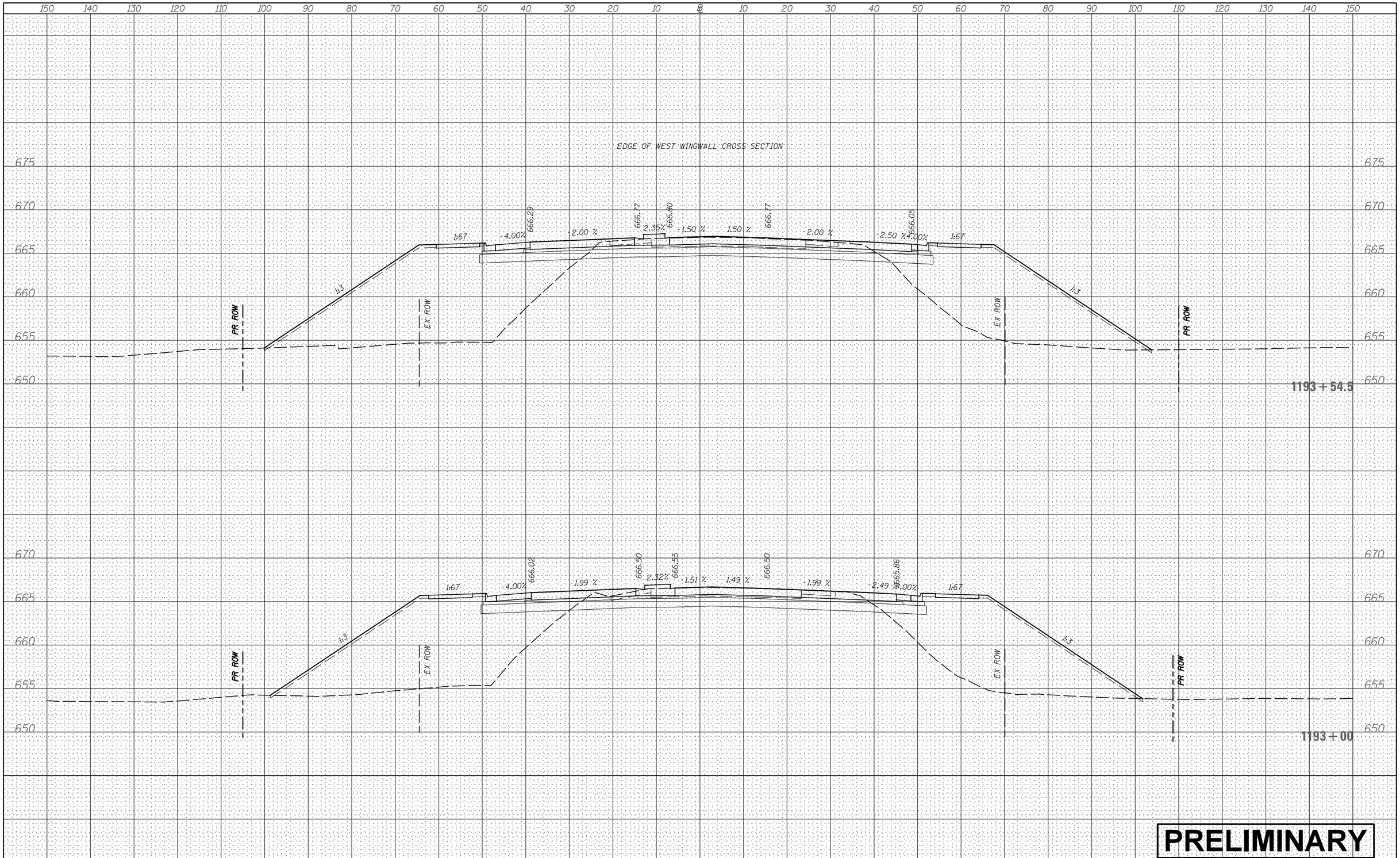
US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 67 OF 93 SHEETS | STA. 1191+00 TO STA. 1192+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

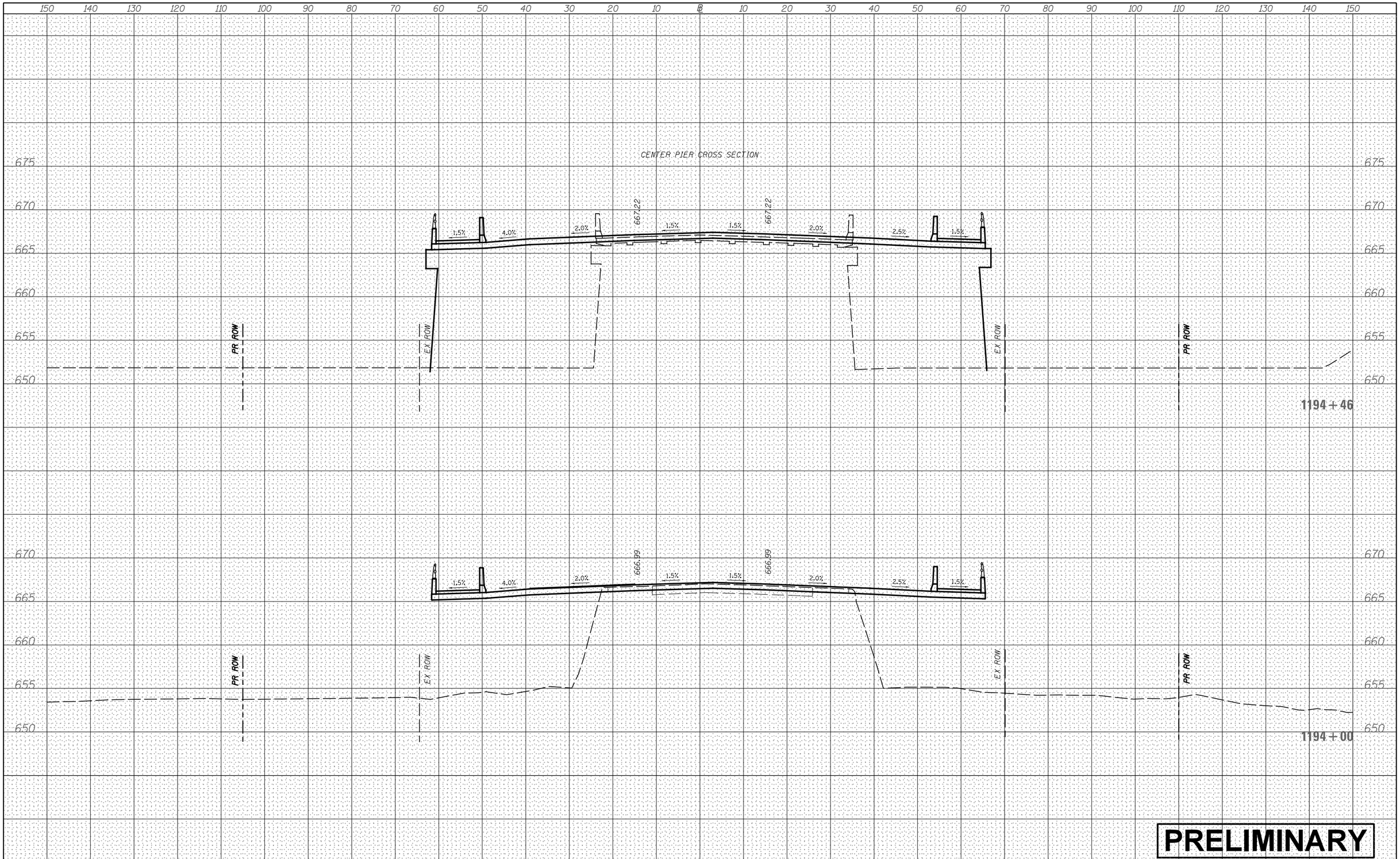
US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 68 OF 93 SHEETS | STA. 1193+00 TO STA. 1193+54.5

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

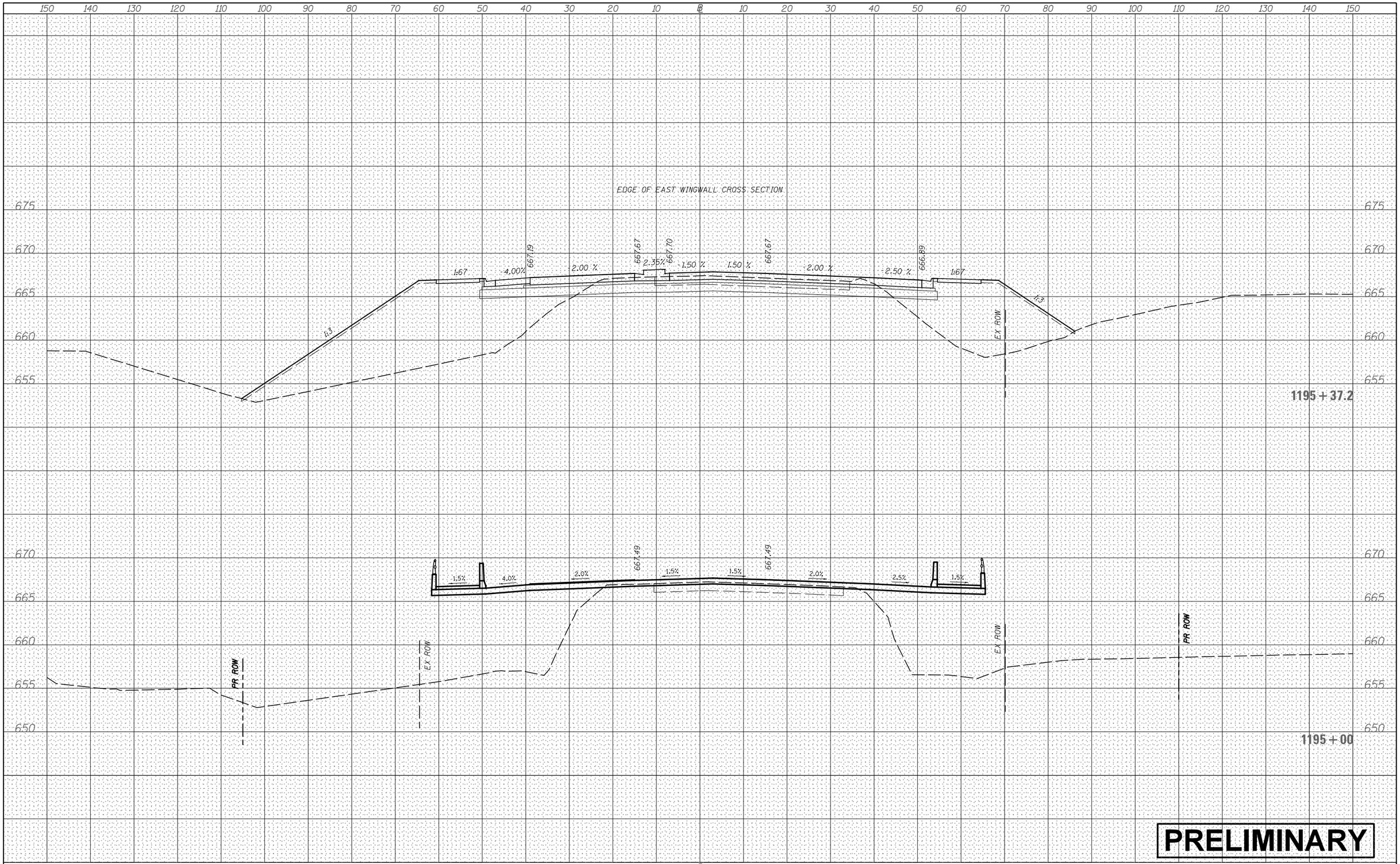
US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 69 OF 93 SHEETS | STA. 1194+00 TO STA. 1194+46

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 70 OF 93 SHEETS | STA. 1195+00 TO STA. 1195+37.2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

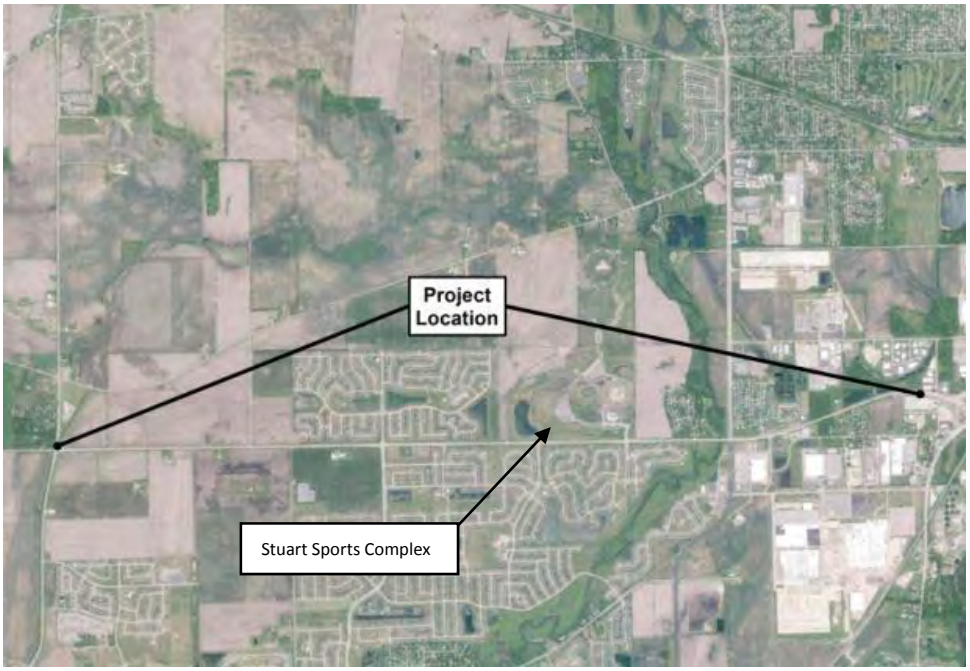
ILLINOIS FED. AID PROJECT

Illinois Department of Transportation

Section 4(f) de minimis Documentation

Stuart Sports Complex

US 30 (Baseline Road)
IL 47 to IL 31



P-91-403-11

Kane and Kendall Counties, Illinois

IDOT Division of Highways—District One

January 2017

1. **Project Description**

   a. **Project Number:** P-91-403-11

   b. **Project Name:** US Route 30 (Baseline Road): Illinois Route 47 to Illinois Route 31.

   c. **Project Termini:** US Route 30 between Illinois Route 47 and Illinois Route 31 in the Villages of Yorkville and Montgomery, in Kane and Kendall Counties.

   d. **Project Type:** Roadway widening and reconstruction to provide two 12-foot through lanes in each direction separated by a raised median. An 8-foot-wide shoulder will be provided on both sides of the roadway, with curb and gutter provided at the edge of the shoulders. In addition, intersection and drainage improvements will also be made throughout the corridor length.

   e. **Project Length:** 4.6 miles

   f. **NEPA Class of Action:** Categorical Exclusion Group II.

   g. **NEPA Purpose and Need Summary:** The purpose of the proposed action is to improve vehicular, pedestrian, and bicycle safety along the corridor, improve roadway and intersection capacity and efficiency, and meet existing and future growth development in the area. This project is needed to increase highway safety, improve capacity and operation, correct geometric deficiencies and enhance system linkages.

   h. **Project Status:** The Illinois Department of Transportation (IDOT) is nearing completion of a preliminary engineering and environmental study (Phase I). Completion of Phase I Studies is anticipated in 2017. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) are not currently included in IDOT's FY 2017-2022 Highway Improvement Program.

2. **Section 4(f) Resource**

   a. **Resource Type:** Park District

   b. **Resource Name:** Stuart Sports Complex

   c. **Official with Jurisdiction:** Fox Valley Park District (FVPD)

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

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

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

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

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

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

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

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

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

- *Utilize Urban Cross-Section versus Rural Cross-Section.* US 30 is classified as a rural Strategic Regional Arterial (SRA). With a rural classification the normal roadway configuration consists of a 50-foot-wide median. Storm water is conveyed by larger ditches and side slopes are flatter. The proposed urban section has a narrower median and curb and gutter at the edge of shoulder. Storm water is conveyed by storm sewer with small drainage swales where required. Additionally, the front slopes in an urban section are generally allowed to be steeper than in a rural section. In this location, the proposed urban cross-section reduced the proposed right-of-way width by approximately 20 feet when compared to the rural cross-section. The urban cross-section was utilized for the entire corridor.

- *Narrower Median.* The median was narrowed from 30 to 22 feet. A 30-foot-wide median would have required 5 additional feet of right of way along the park property's length.

- *Steepening the Roadway Embankment Slope from 3:1 to 2:1.* Steepening the slope would result in an approximate 5 foot reduction in the proposed right-of-way width at the location of the tallest embankment. Using steeper slopes in this location would reduce the right-of-way need from approximately 11 feet to 6 feet. However, a 3:1

slope (which is flatter) is more desirable when considering maintenance operations (e.g., mowing), erosion control, and roadside safety. Slopes steeper than 3:1 are considered critical slopes and mowers and vehicles encountering these slopes are prone to rollovers. Steepened embankment slopes were not utilized.

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

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

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

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

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

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

5. Evidence of Opportunity for Public Review and Comment

A public hearing was held on June 29, 2016 from 4:00 PM to 7:00 PM to allow the public an opportunity to review and comment on the Section 4(f) impacts. For 30 days after the hearing the document was available for public review at the KCFPD, at IDOT/Bureau of Programming,

and on the project website. The notification of 4(f) impacts was advertised in the Daily Herald and Kane County Chronicle newspapers one and three weeks prior to the hearing, as well as in letters to public officials, post cards to adjacent residents and owners, and on the project website. No public comments regarding the Section 4(f) properties were received.

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

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

7. Supporting Documentation

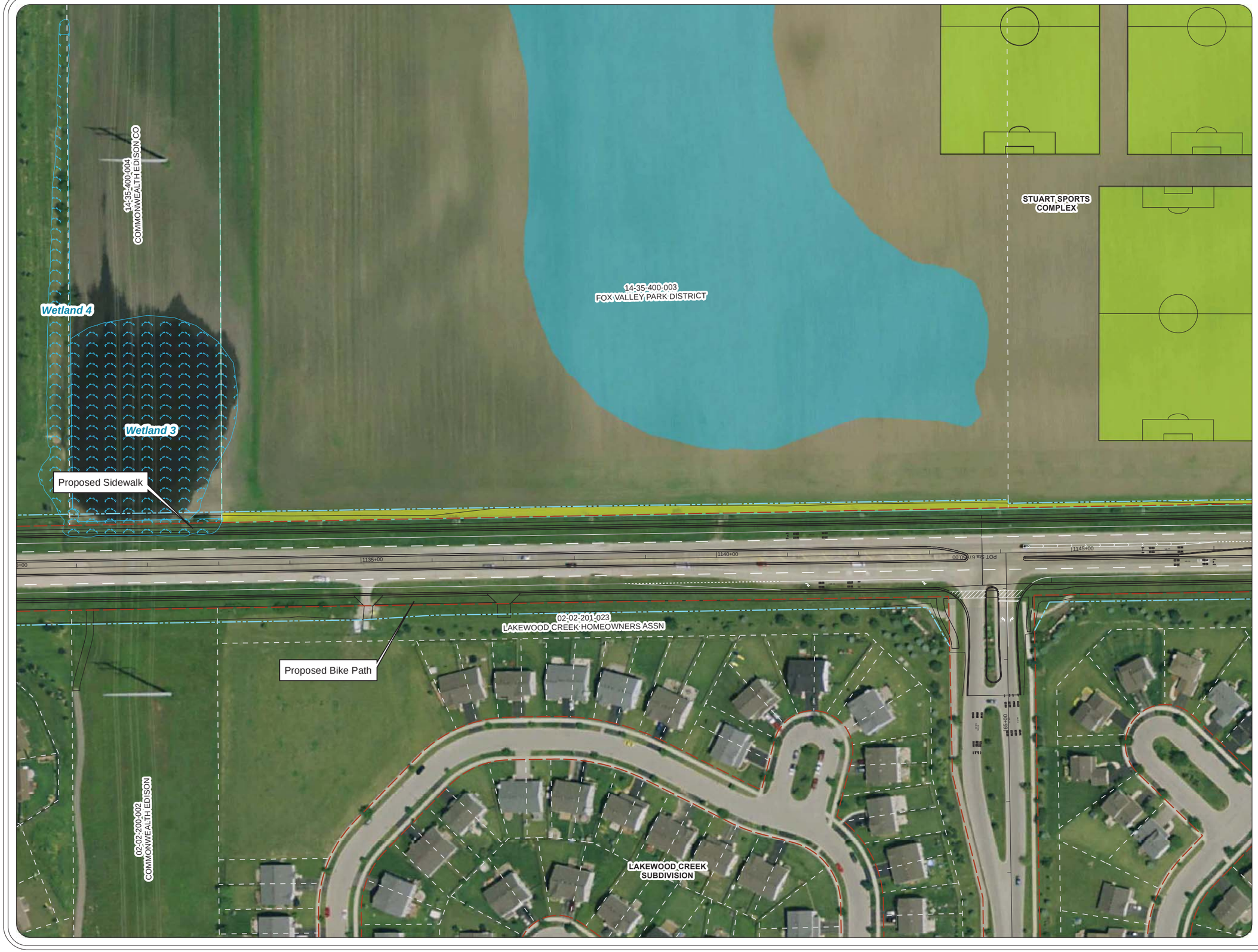
Attachment A – Exhibits
1. Section 4(f) Impacts – Stuart Sports Complex…….A-1
2. Project Location Map……A-2
3. Fox Valley Park District Facility Map…….A-3
4. Stuart Sports Complex Aerial Map…..A-4
5. Stuart Sports Complex Photos……A-5

Attachment B – Coordination……B-1 to B-23

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

ATTACHMENT A

Exhibits



LEGEND

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

NORTH

0 50 100 200
Feet

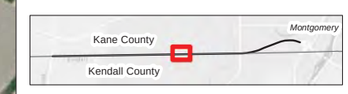


Exhibit A-1A
US 30: IL 47 to IL 31
Stuart Sports Complex
9/15/15

LEGEND

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

NORTH

0 50 100 200
Feet

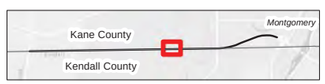
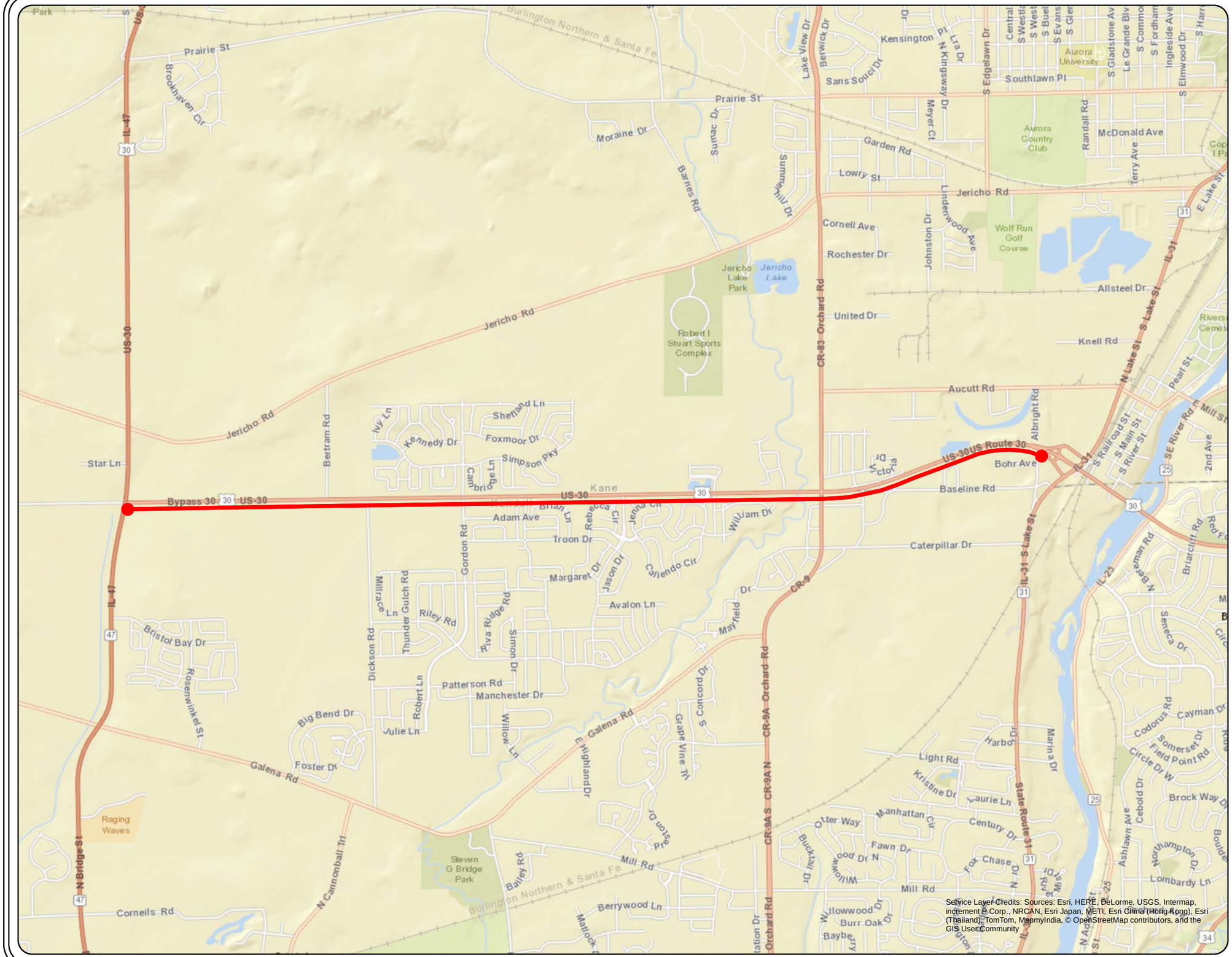


Exhibit A-1B
US 30: IL 47 to IL 31
Stuart Sports Complex
9/15/15



LEGEND

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

NORTH

0 1,250 2,500 5,000
Feet

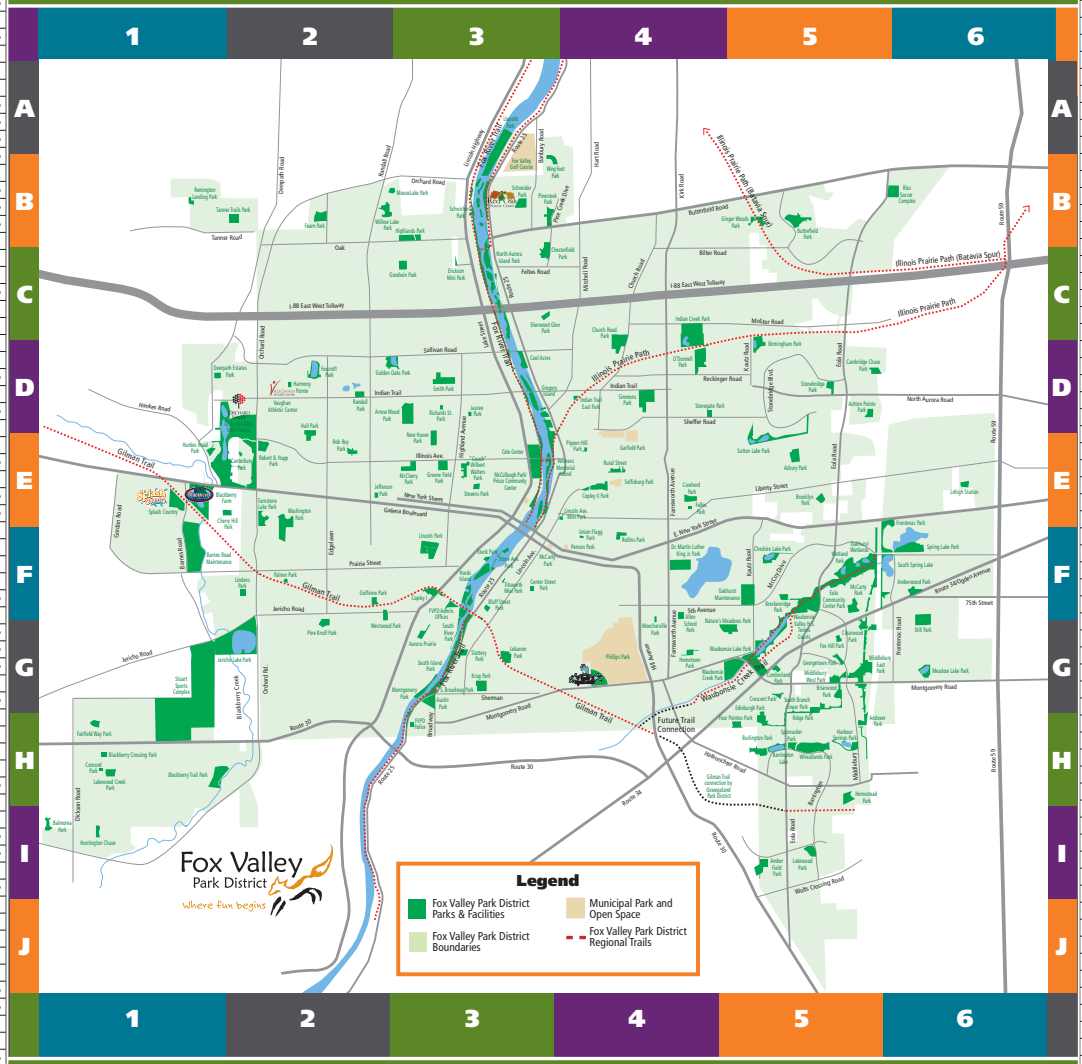
Exhibit A-2

US Route 30
Illinois Route 47 to
East of Albight Road
Kendall and Kane Counties
P-91-403-11

Fox Valley Park District

PARK DIRECTORY

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



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

Additional park amenities

Boat ramp · Dog park · Disc golf · Tennis courts · Exercise · Formal Field · Informal Field · Splash Pad

For more information about parks and facilities, visit

foxvalleyparkdistrict.org

STUART
SPORTS COMPLEX
FOX VALLEY PARK DISTRICT

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

Map Legend

- Dog Park
- Permanent Restrooms
- Portable Restrooms
- Concessions
- Shelter

Fox Valley Park District
where fun begins

Stuart Sports Complex

ATTACHMENT B

Correspondence

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

ATTENDEES:

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

MEETING DATE: November 21, 2014

LOCATION: Fox Valley Park District Administration Building

PREPARED BY: CH2M HILL

COPIES TO: Attendees, Jeff Frantz

PROJECT NUMBER: P-91-403-11

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

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

Dan explained that approximately 0.5 acres of ROW is expected to be needed from the park property; the ROW width would be 6 feet on the east portion, and between 11-15 feet on the west portion of the property. The width requested is wider on the west to incorporate some drainage needs. Jeff asked if ROW would be required from the south side of the roadway as well. Dan replied yes; because the centerline of the new improvement matches the existing roadway centerline, the amount of ROW required on each side is anticipated to be similar. It was noted that ROW is needed to accommodate the swales/drainage, and that that the proposed roadway improvements would occur within the existing ROW. Dan explained that to avoid use of FVPD property, two 300-foot-long retaining walls would be needed instead. IDOT's preferred option would be to have slope so drainage could be accommodated.

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

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

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

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

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

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

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

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

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

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

IL 47 to IL 31

Meeting with Fox Valley Park District
November 21, 2014

Name, Organization	Phone	Email
Christine Norrick CH2M HILL	773-693-3809	cnorrick@aol.com
Ken Doll - IDOT	847-705-4088	ken.doll@illinois.gov
Lori Brown - IDOT	847-705-4477	Lori.S.Brown@illinois.gov
Geoff Elfers - LIN	630-323-5168	gelfers@lineng.com
Luke Zeller	815-773-2233	lzeller@hutchisoneng.com
DAN DRAPER	815-773-2233	ddraper@hutchisoneng.com
JEFF PALMQUIST	630.966.4512	JPalmquist@FVPD.net

AGENDA ITEM #1

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

December 9, 2014

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

Local Agency Coordination

Village of Montgomery

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

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

Kane County Division of Transportation / Kendall County Highway Department

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

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

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

AGENDA ITEM #1 (Continued)
December 9, 2014

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

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

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

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

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

AGENDA ITEM #1 (Continued)
December 9, 2014

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

Other Notes

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

Next Steps

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

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

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

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

Local Agency / Shared Use Path Meeting

February 11, 2015

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

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

(See attendance roster attached)

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

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

The key discussion points were:

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

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

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

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

Gregg Mounts - Hutchison Engineering

2/11/2015

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

ATTENDENCE RECORD

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

Hutchison Engineering, Inc.

From: Draper, Daniel [mailto:DDRAPER@hutchisoneng.com]
Sent: Monday, March 09, 2015 2:11 PM
To: Peter G. Wallers (pwallers@eeiweb.com); Mike Pubentz (pubentz@ci.montgomery.il.us); Rich Young; lmj@mickeywilson.com; Jeff Palmquist
Cc: Lori Brown (Lori.S.Brown@Illinois.gov); Doll, Ken F; Mestelle, Dan; Kimberly K. Murphy (Kimberly.Murphy@illinois.gov); Christine.Norrick@CH2M.com
Subject: US 30 - Shared-Use Path Meeting Summary

All,

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

Dan

Daniel J. Draper, P.E.
Hutchison Engineering, Inc.
ddraper@hutchisoneng.com
605 Rollingwood Drive
Shorewood, Illinois 60404
(815) 773-2233
(815) 773-2236 (F)

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

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

Thanks,

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

Fox Valley Park District
Where fun begins

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

Jeff,

Would the following revision address your concerns?

"At the close of the meeting all a general understanding of agreement was achieved to proceed at this point with the sidewalk and shared-use path locations as currently proposed and as defined in bold above. It is understood the local agencies will be given the opportunity to revisit the accommodation plan during Phase II. (See #5 above) "

Dan

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

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

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

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

Fox Valley
Park District
Where fun begins

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

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

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

From: Draper, Daniel [mailto:DDRAPER@hutchisoneng.com]
Sent: Wednesday, March 25, 2015 4:31 PM
To: jpalmquist@fvpd.net
Cc: Lori Brown (Lori.S.Brown@Illinois.gov); Doll, Ken F; Mestelle, Dan; Norrick, Christine/CHI; Mounts, Gregg
Subject: US 30 @ Stuart Sports Complex

Jeff:

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

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

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

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

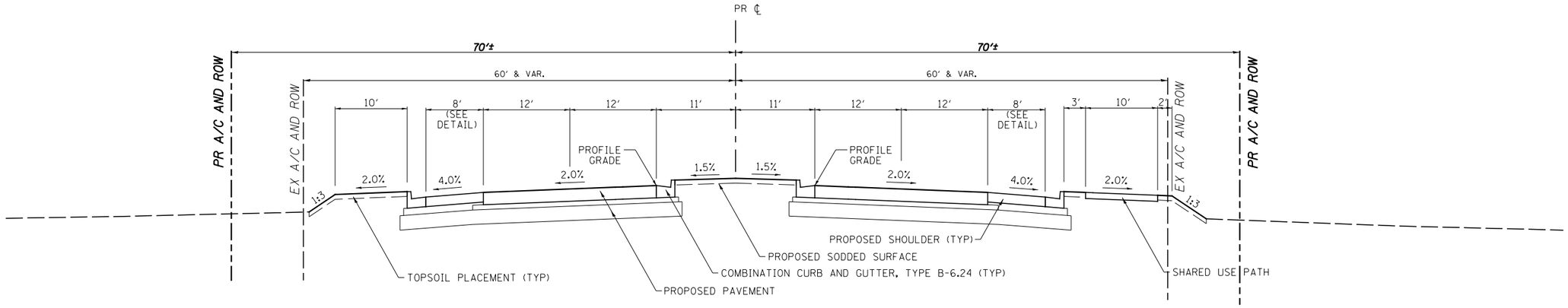
If you have any questions or need additional information, please contact either me or Ms. Lori Brown, IDOT Project Manager, at (847) 705-4477.

Dan

Daniel J. Draper, P.E.
Hutchison Engineering, Inc.
ddraper@hutchisoneng.com
605 Rollingwood Drive
Shorewood, Illinois 60404
(815) 773-2233
(815) 773-2236 (F)

ATTACHMENT C

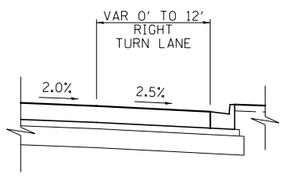
Proposed Improvement Plans



PROPOSED TYPICAL SECTION

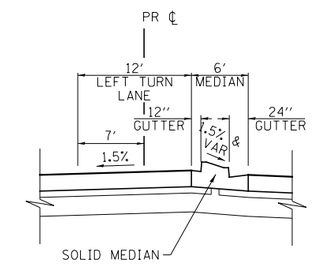
U.S. ROUTE 30

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



RIGHT TURN LANE DETAIL

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



MEDIAN DETAIL

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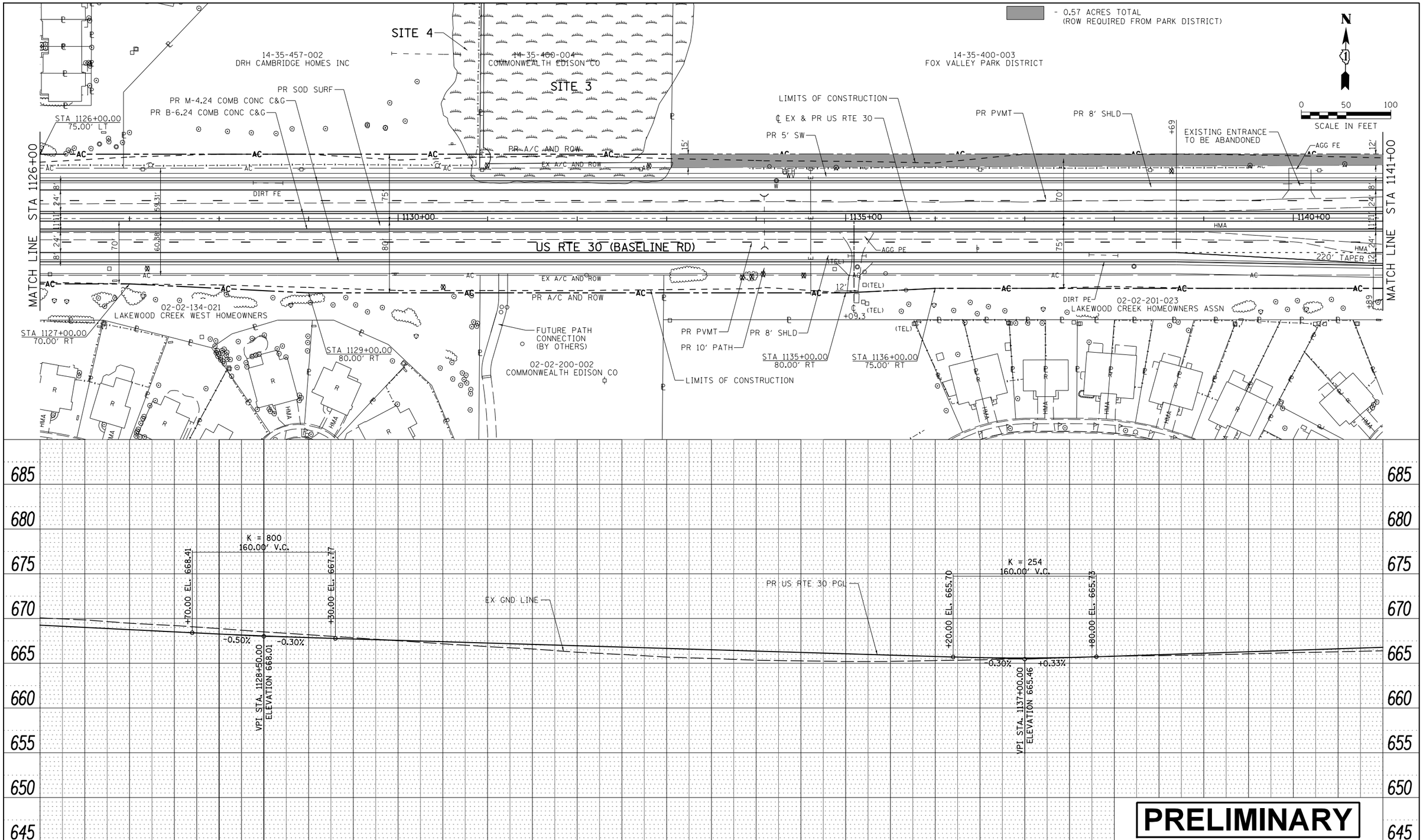

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

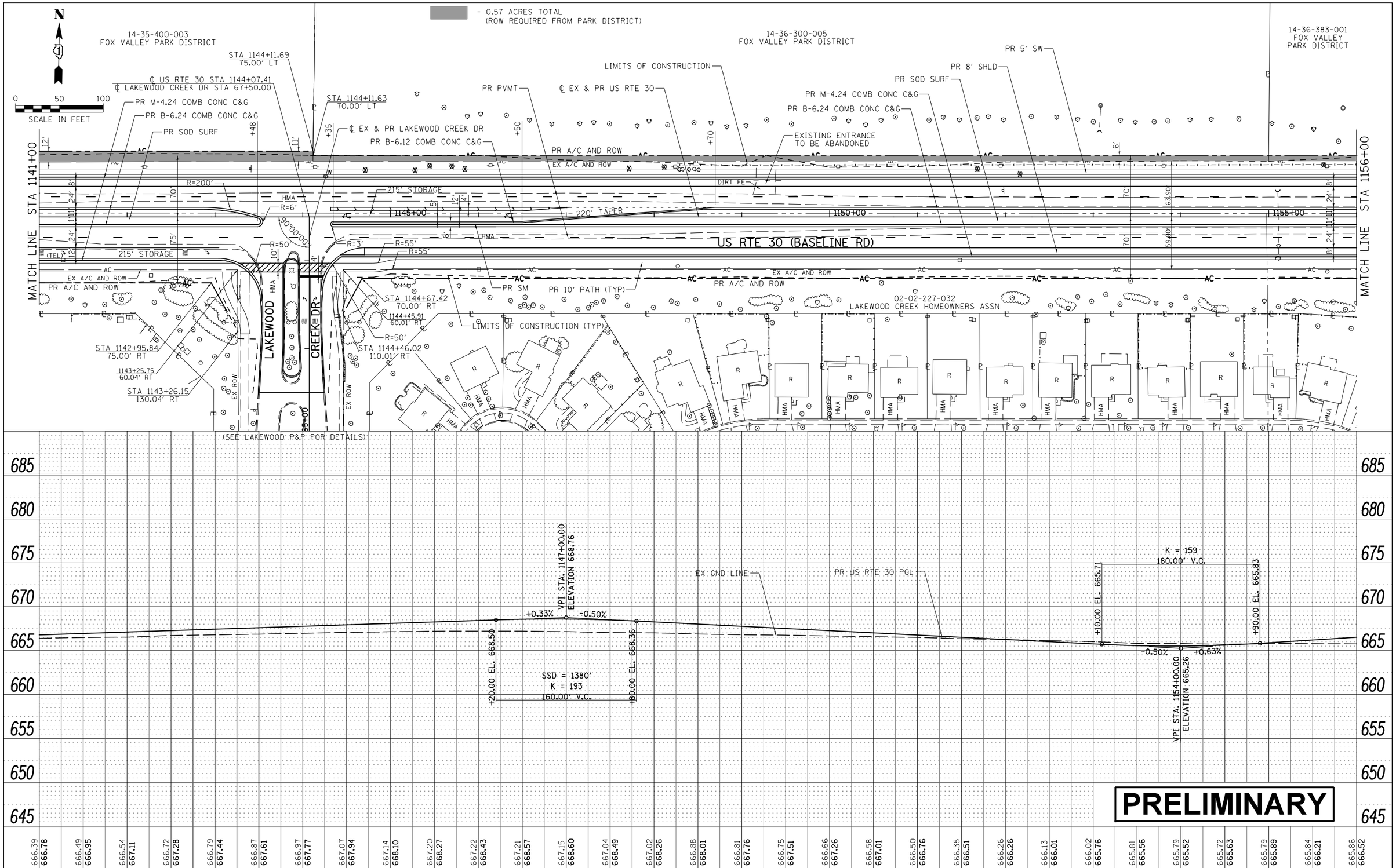
US RTE 30
FOX VALLEY PARK DISTRICT EXHIBIT

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

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

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30
FOX VALLEY PARK DISTRICT EXHIBIT

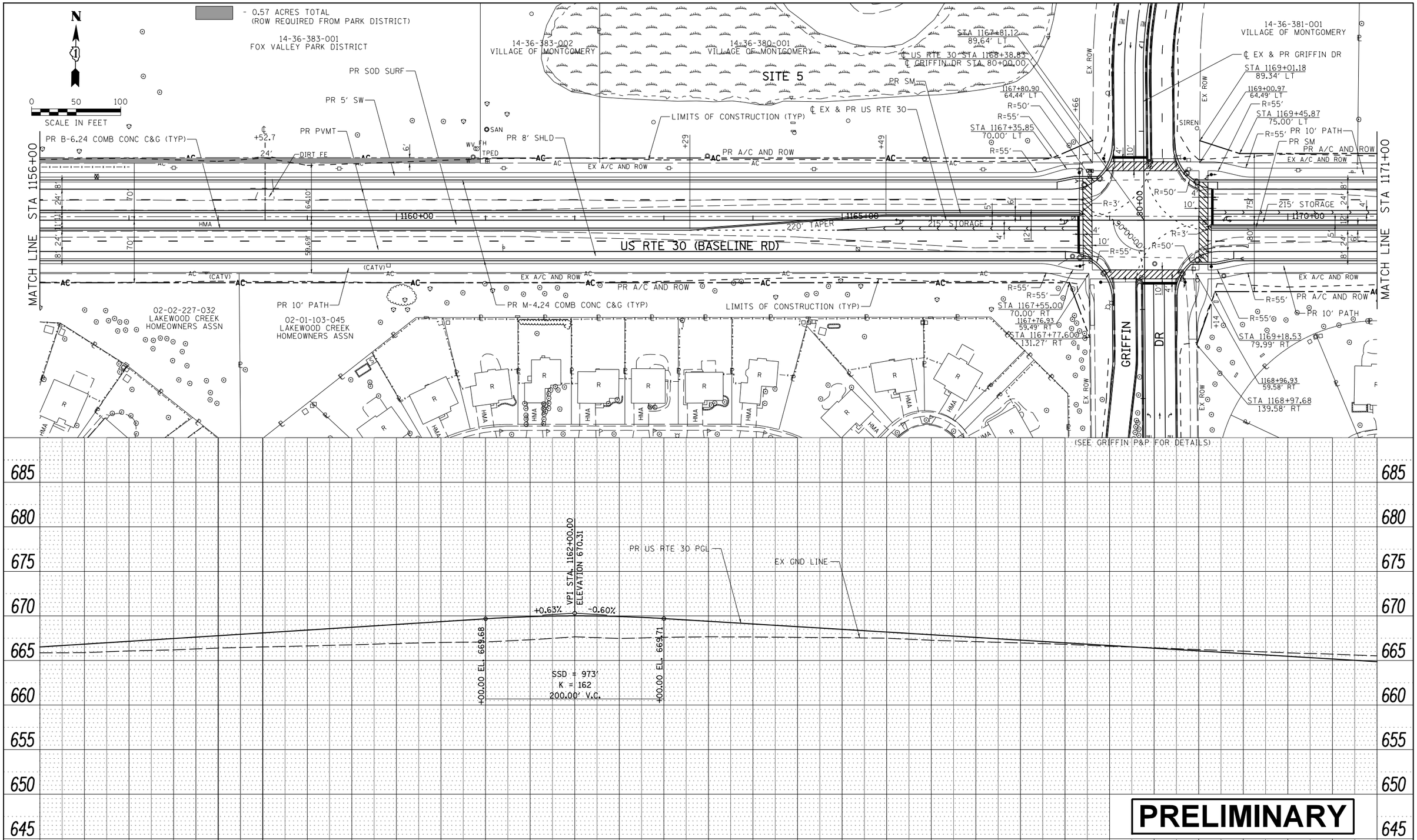
SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 1141+00 TO STA. 1156+00

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

CONTRACT NO.

ILLINOIS FED. AID PROJECT

C3



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

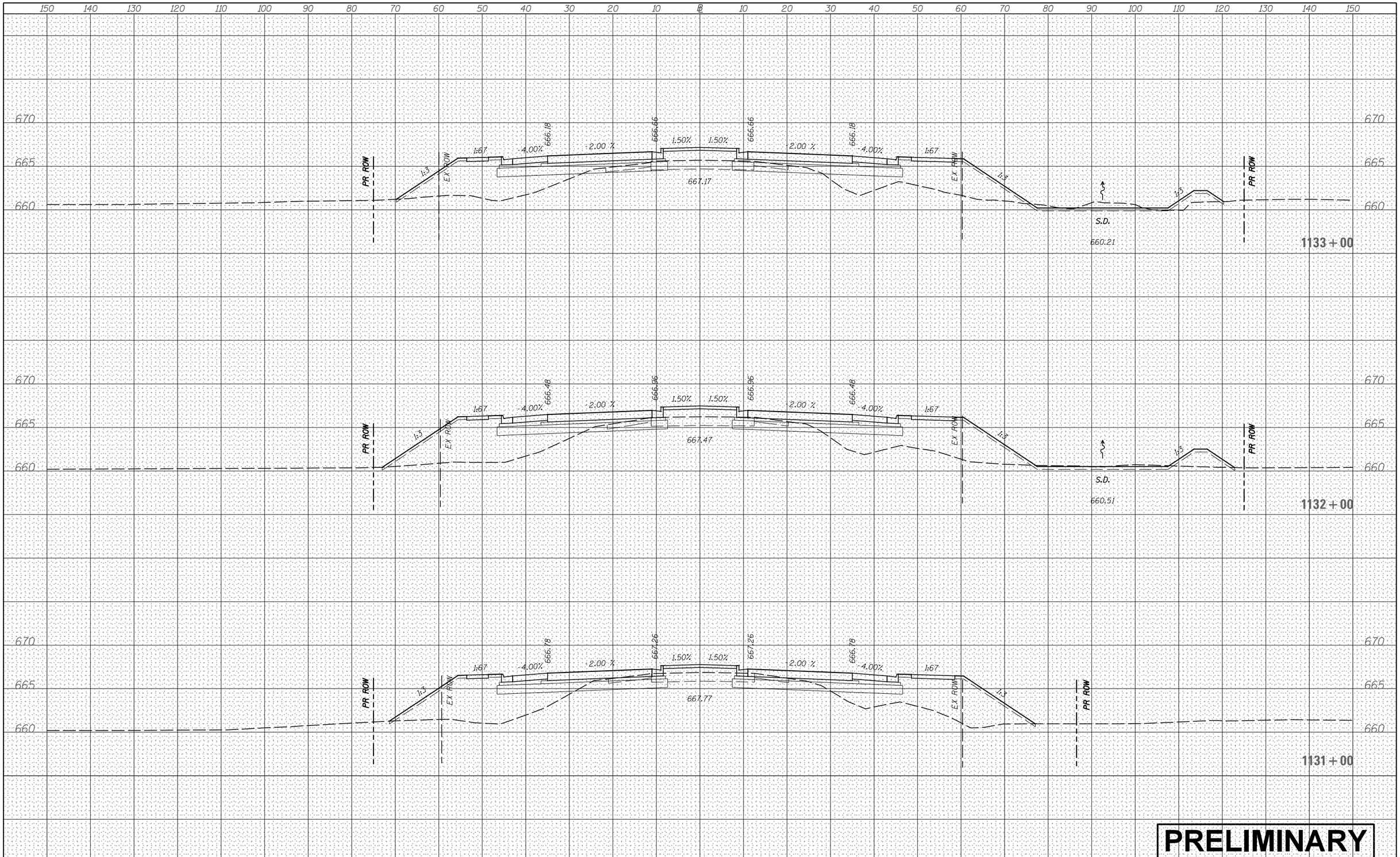
US RTE 30
FOX VALLEY PARK DISTRICT EXHIBIT

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 1156+00 TO STA. 1171+00

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

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

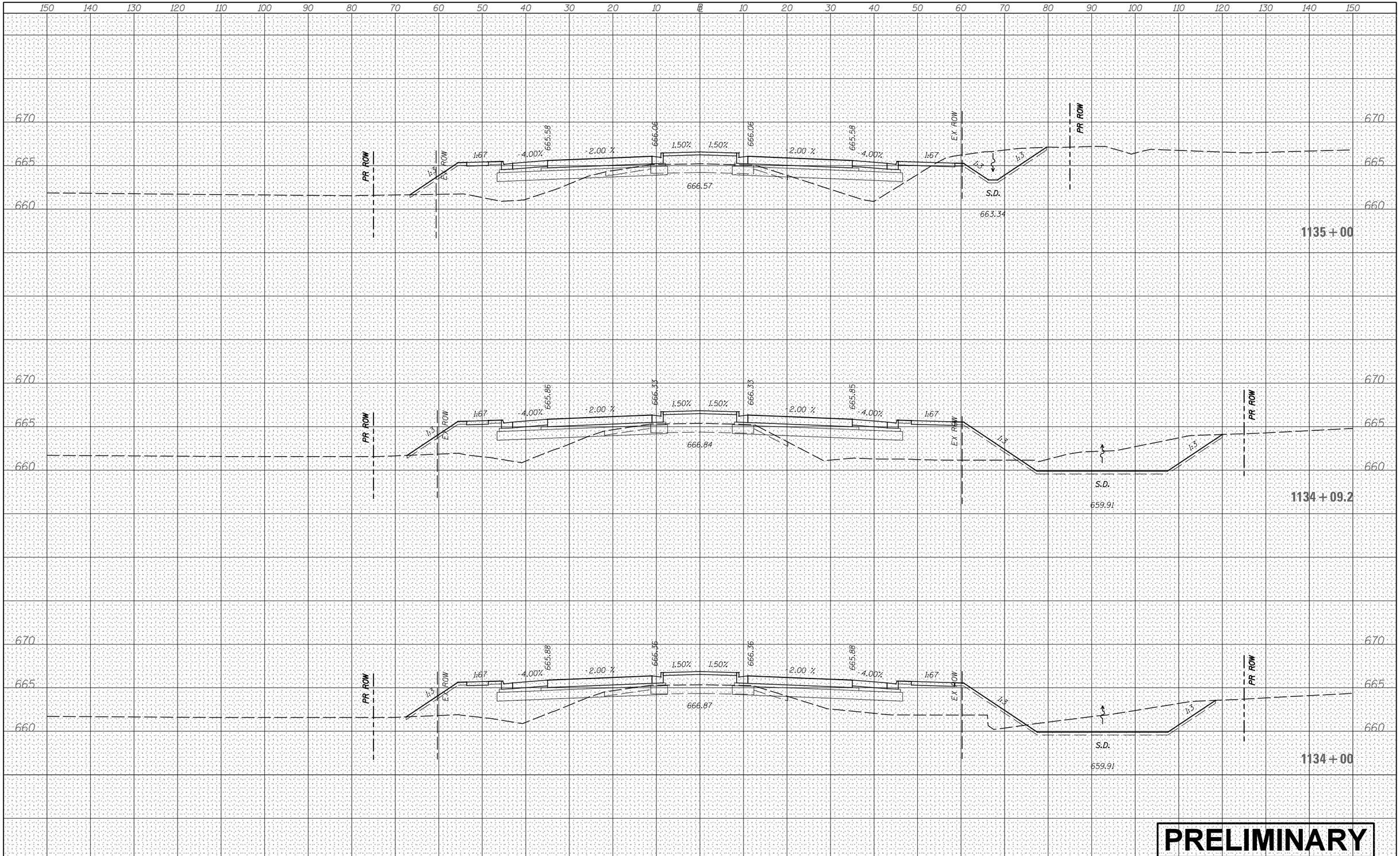
US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 44 OF 93 SHEETS | STA. 1131+00 TO STA. 1133+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

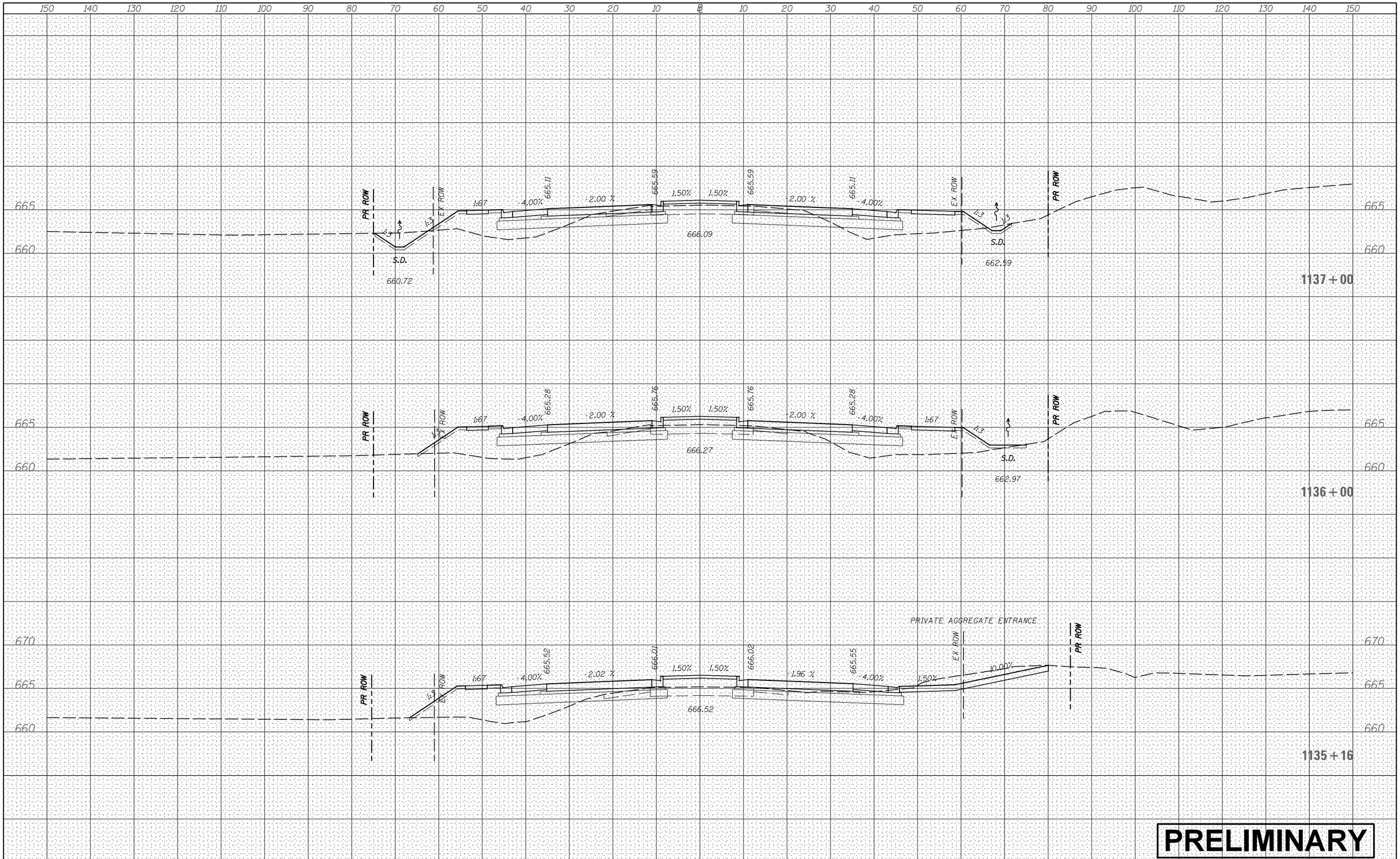
US RTE 30 CROSS SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 46 OF 93 SHEETS | STA. 1135+16 TO STA. 1137+00

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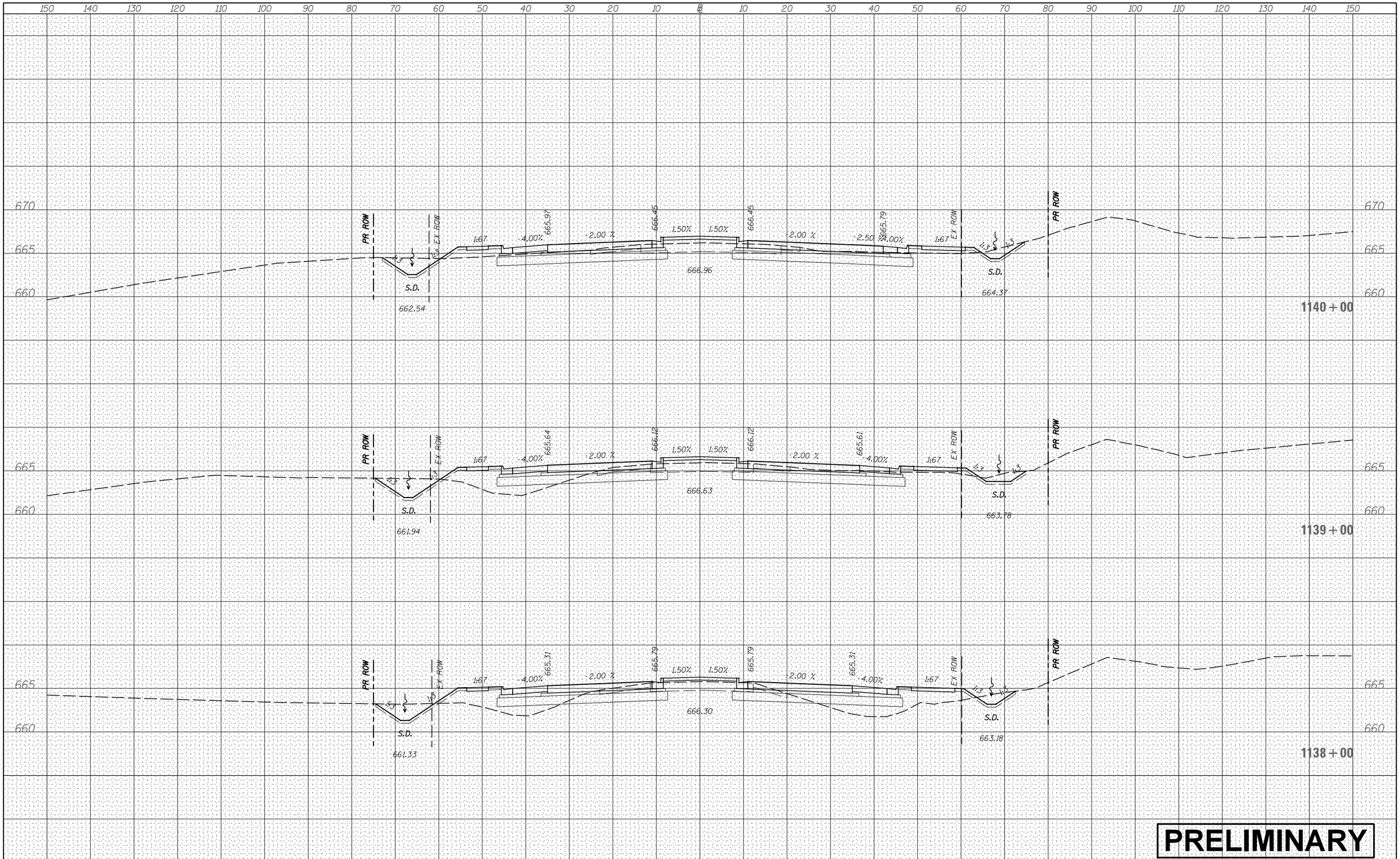

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 47 OF 93 SHEETS | STA. 1138+00 TO STA. 1140+00

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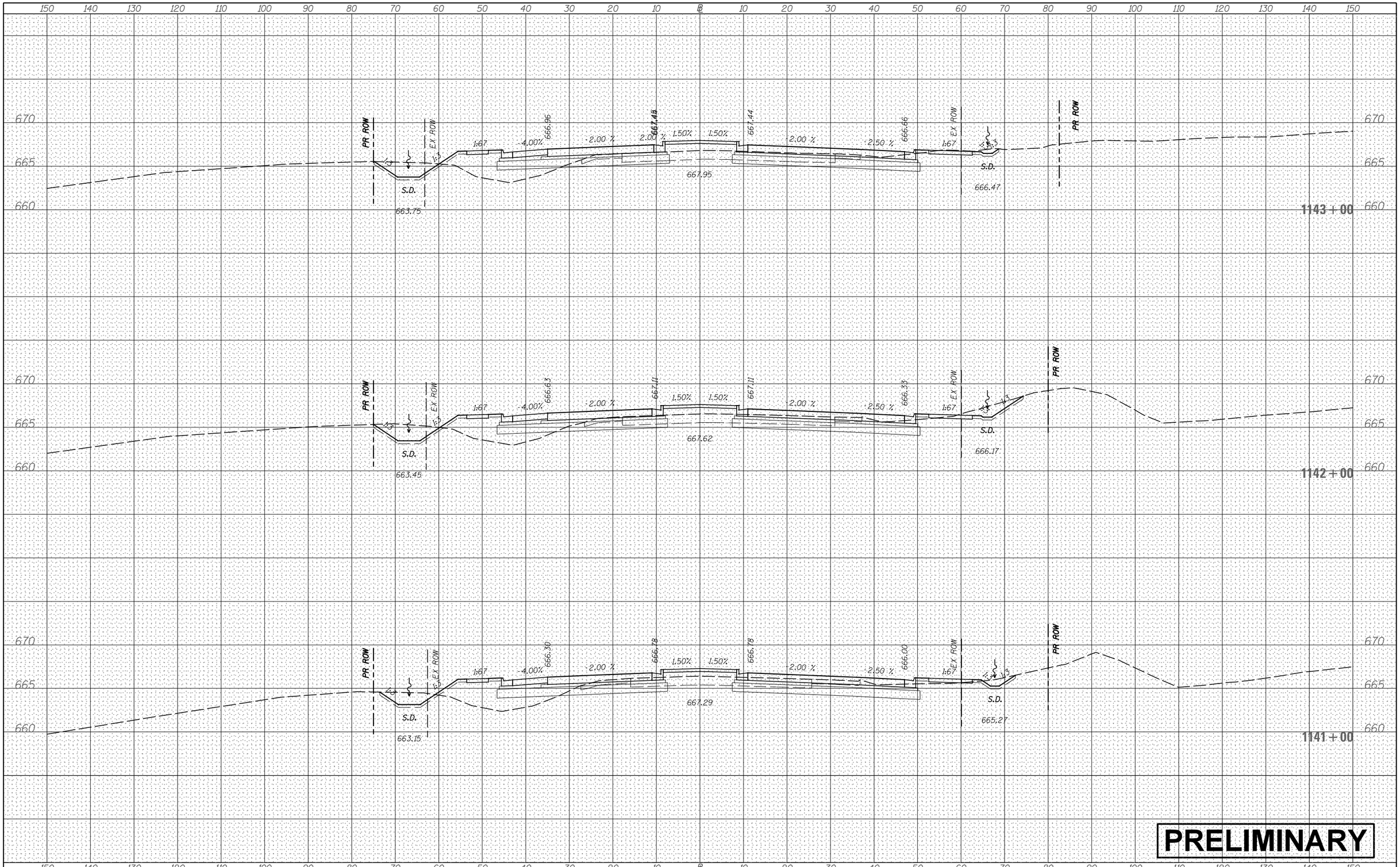

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 48 OF 93 SHEETS | STA. 1141+00 TO STA. 1143+00

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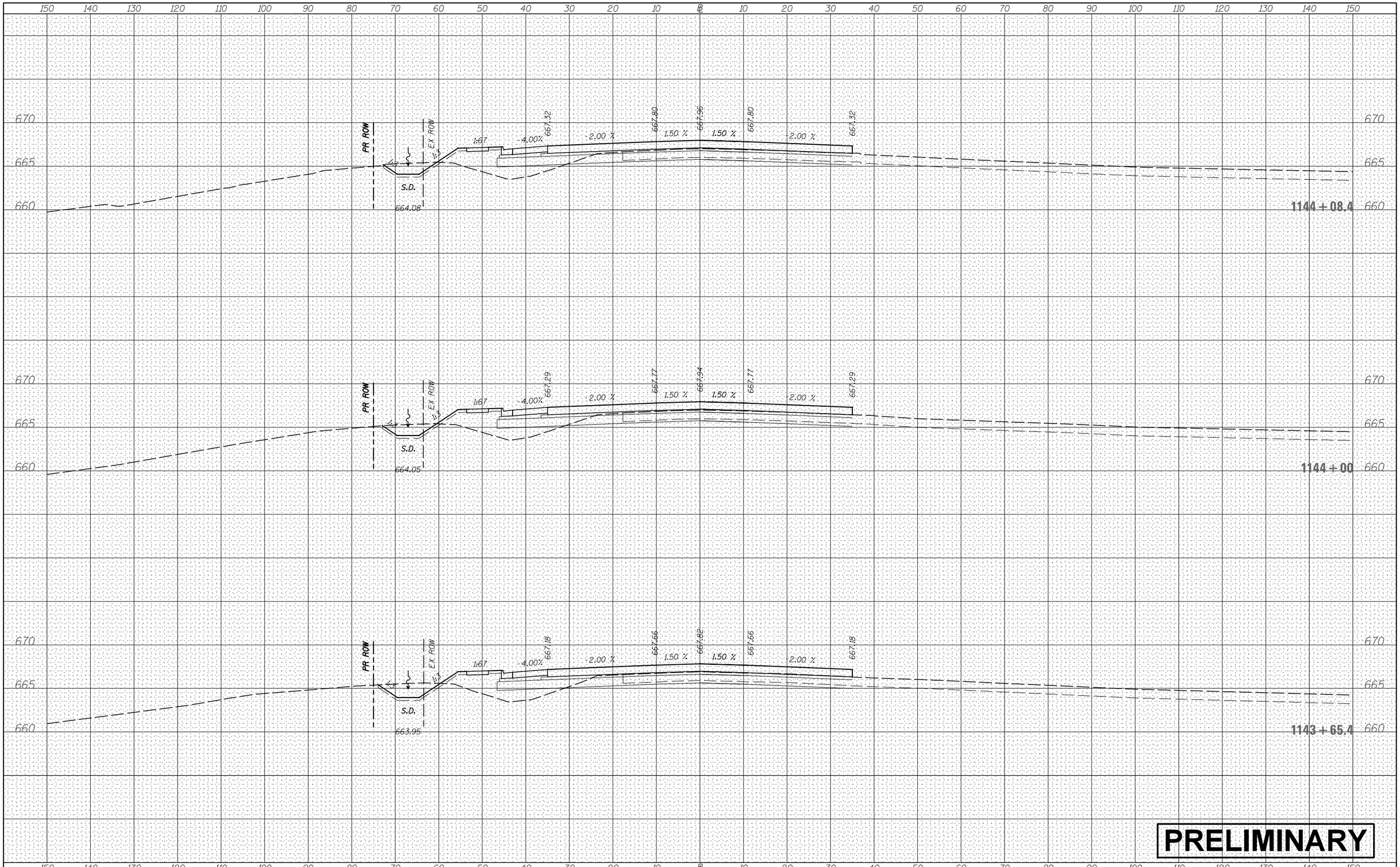
	ILLINOIS	FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

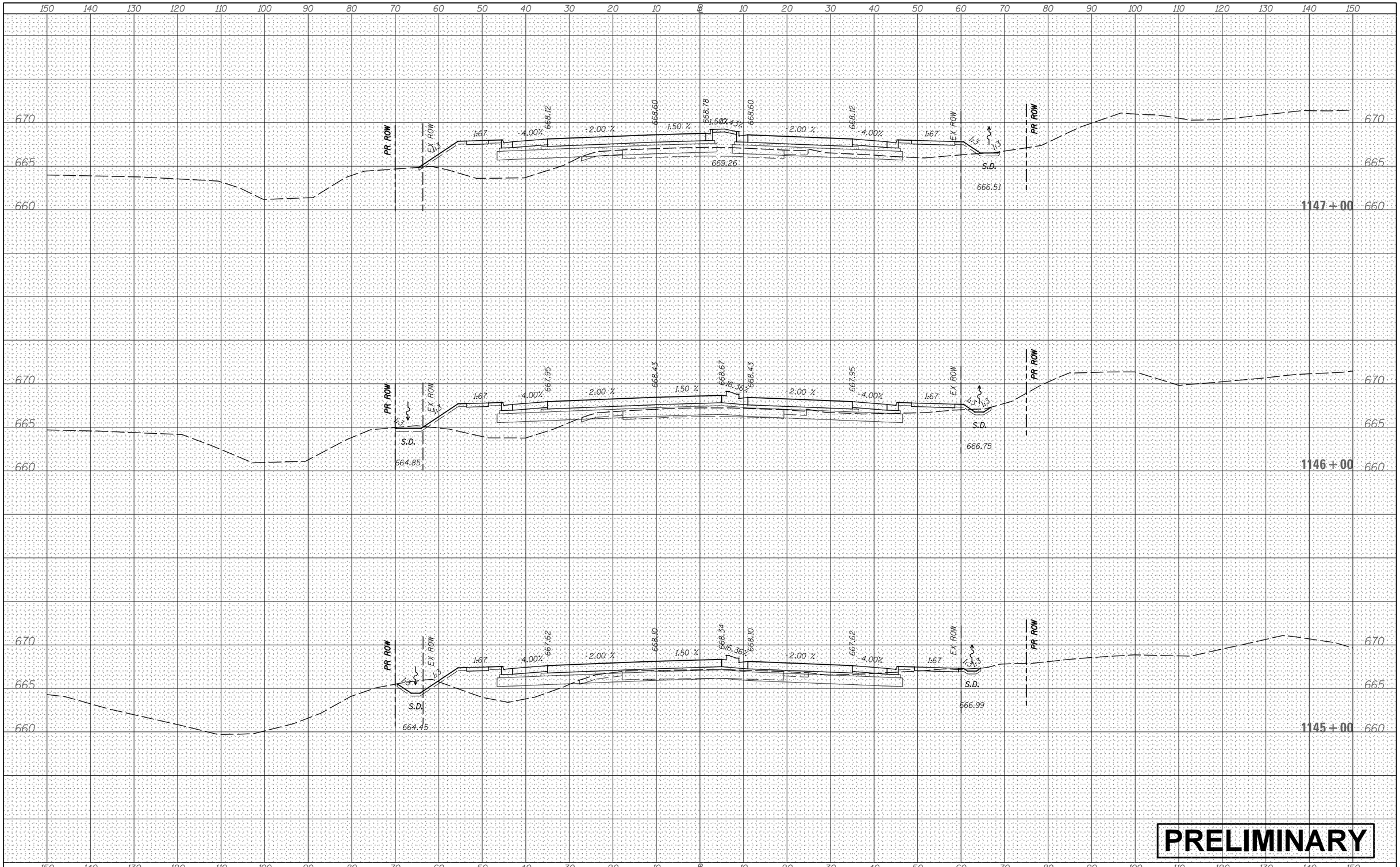
US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 49 OF 93 SHEETS | STA. 1143+65.4 TO STA. 1144+08.4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

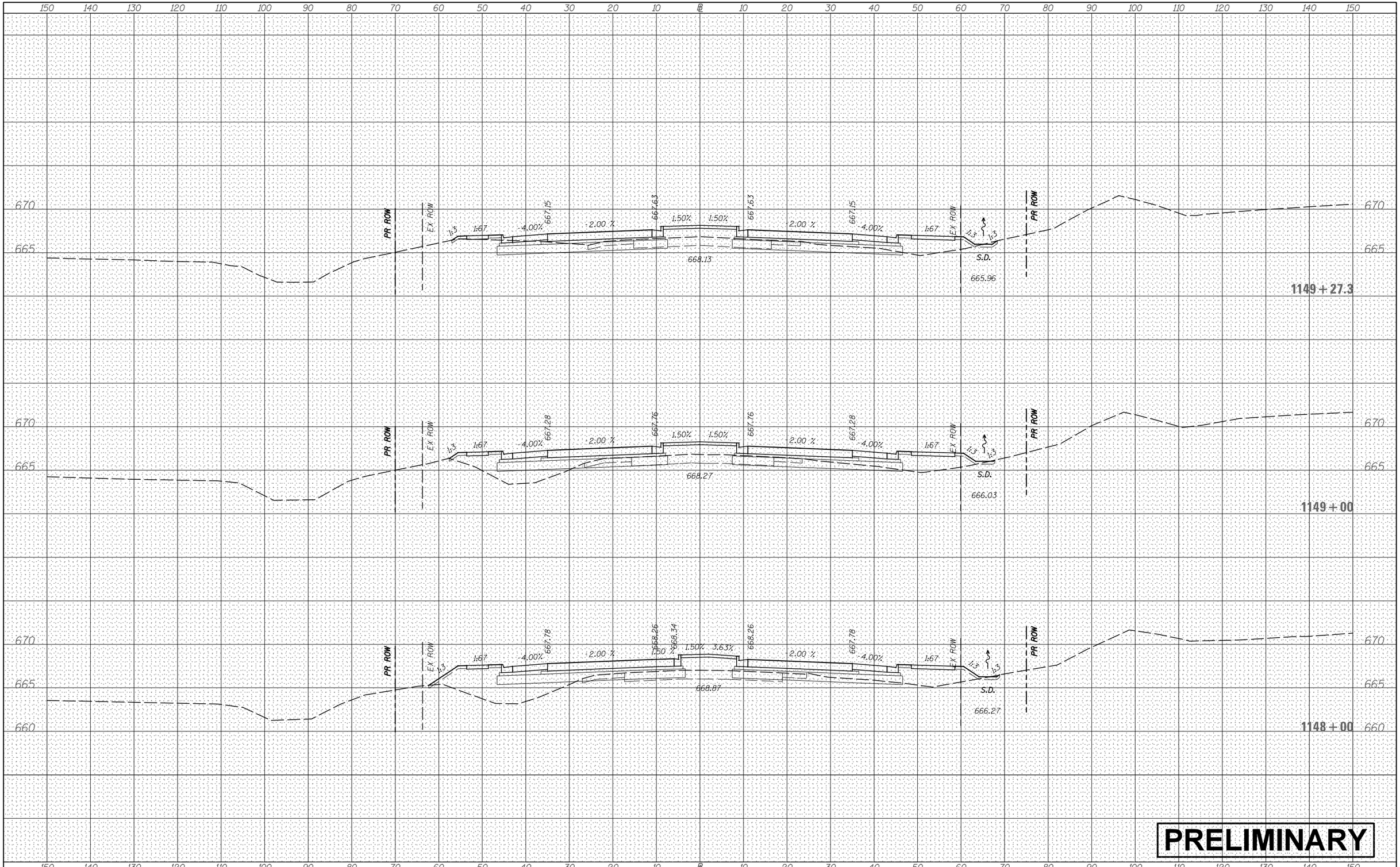
US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 50 OF 93 SHEETS | STA. 1145+00 TO STA. 1147+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

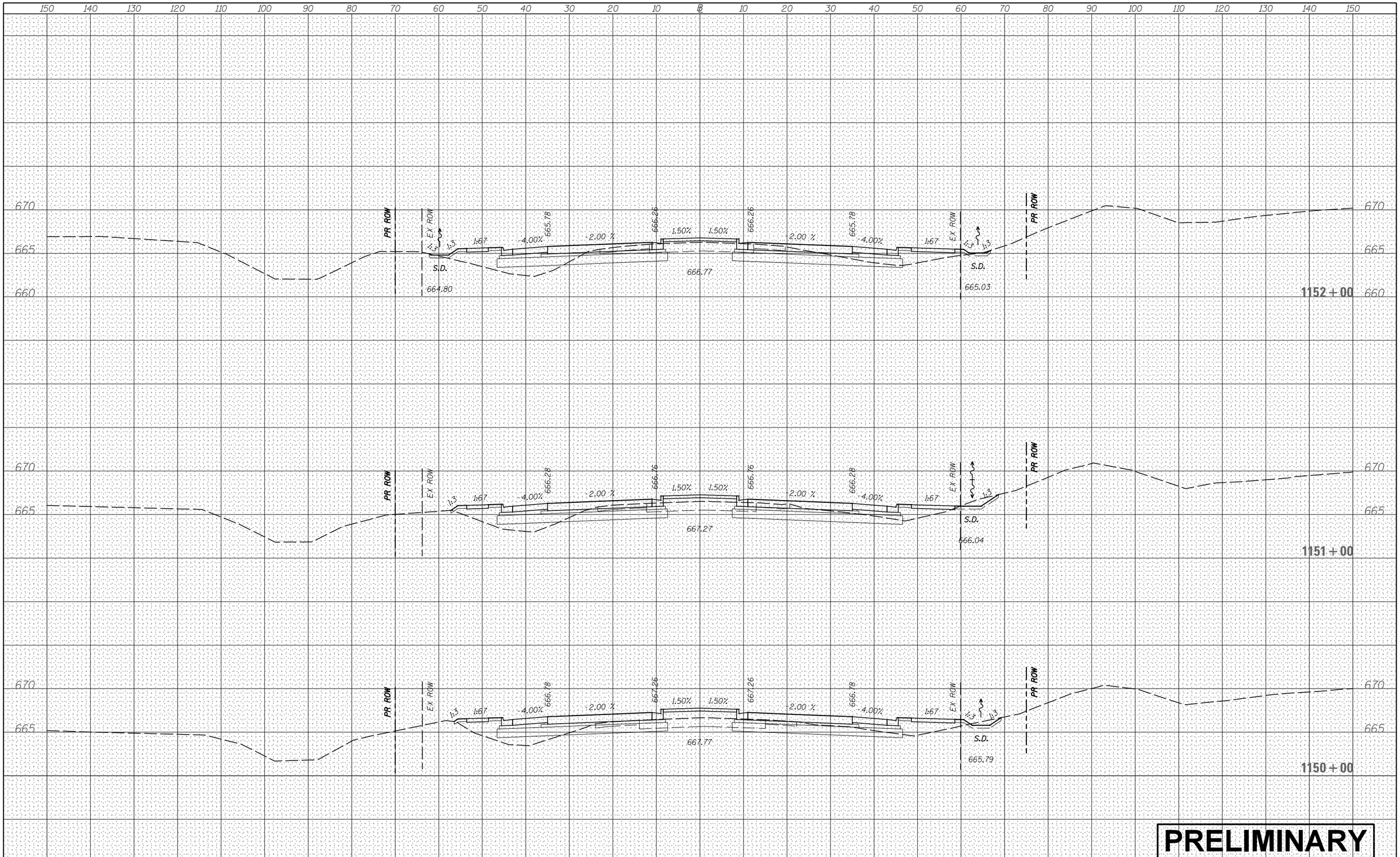
US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 51 OF 93 SHEETS | STA. 1148+00 TO STA. 1149+27.3

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

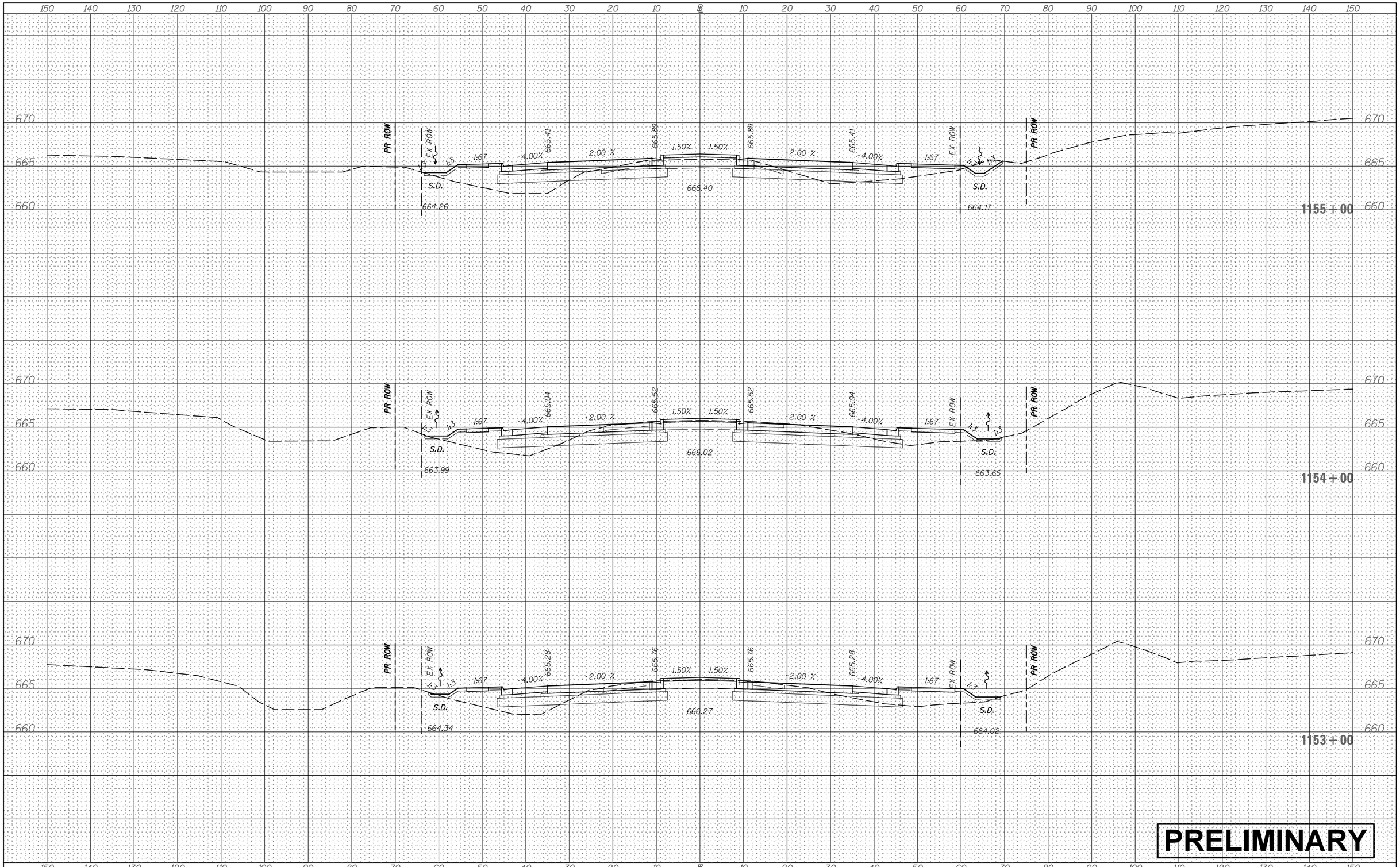
US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 52 OF 93 SHEETS | STA. 1150+00 TO STA. 1152+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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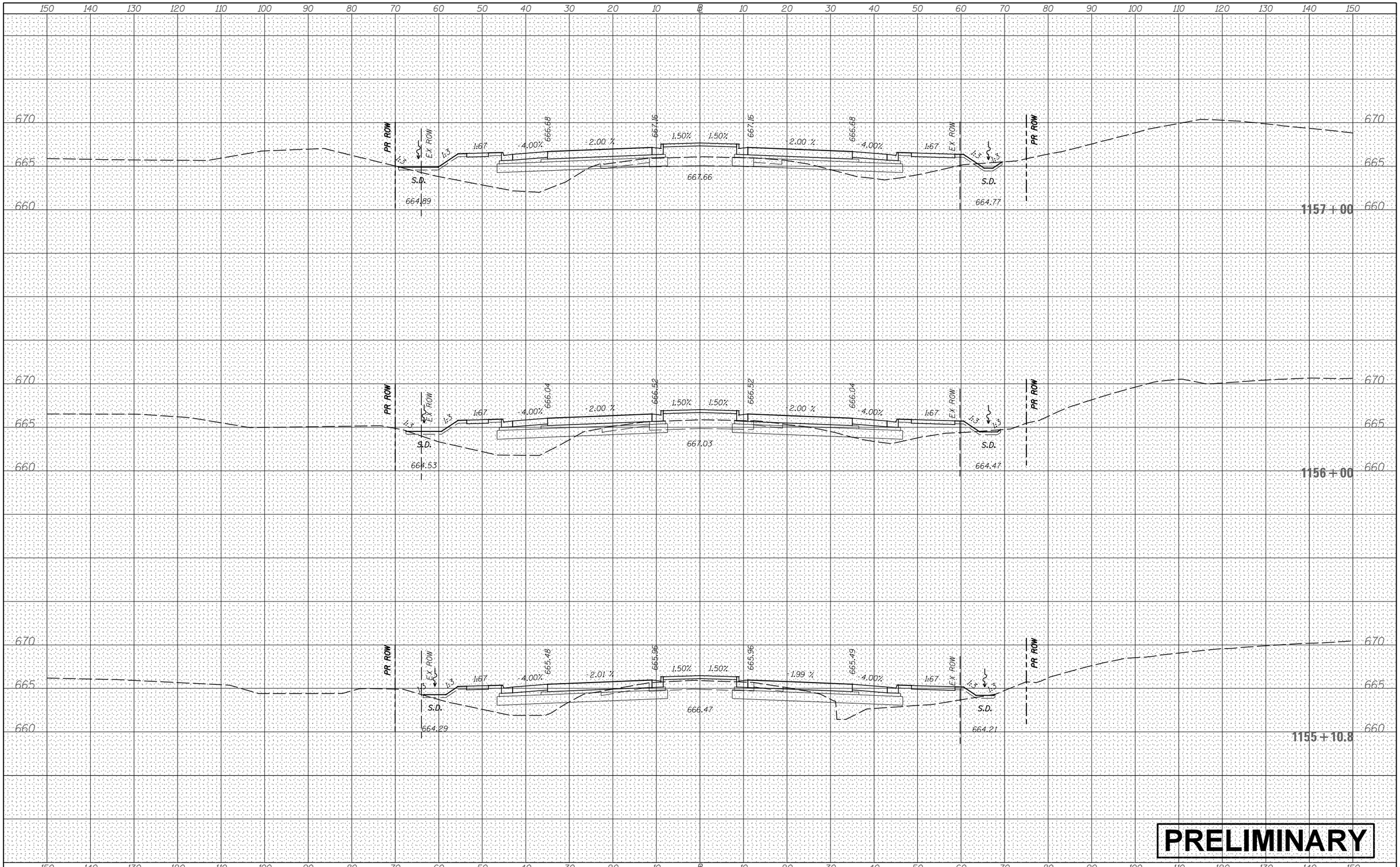

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

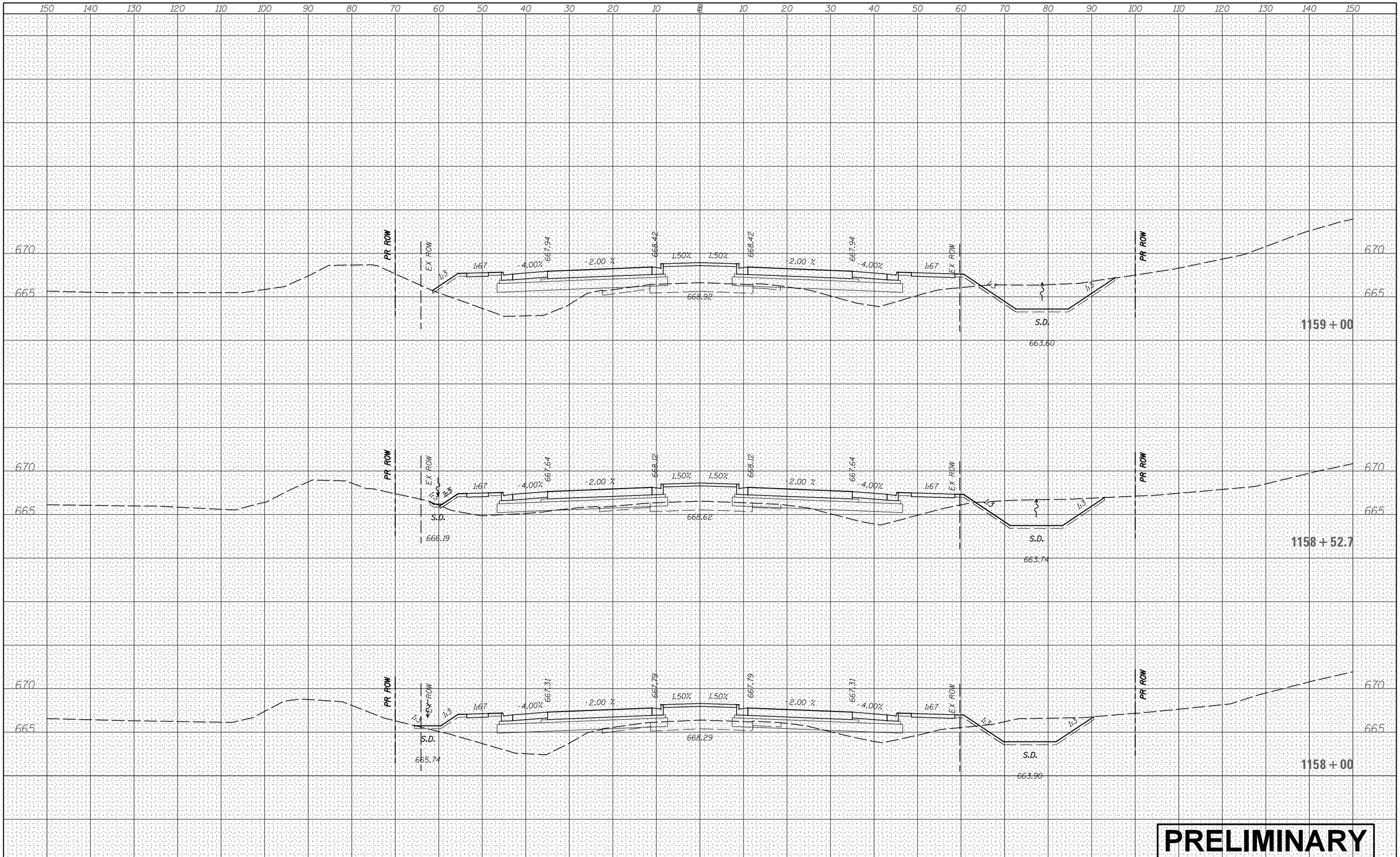
US RTE 30 CROSS SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



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	AREAS		
NO.	AREAS CHECKED		

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		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 10/21/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

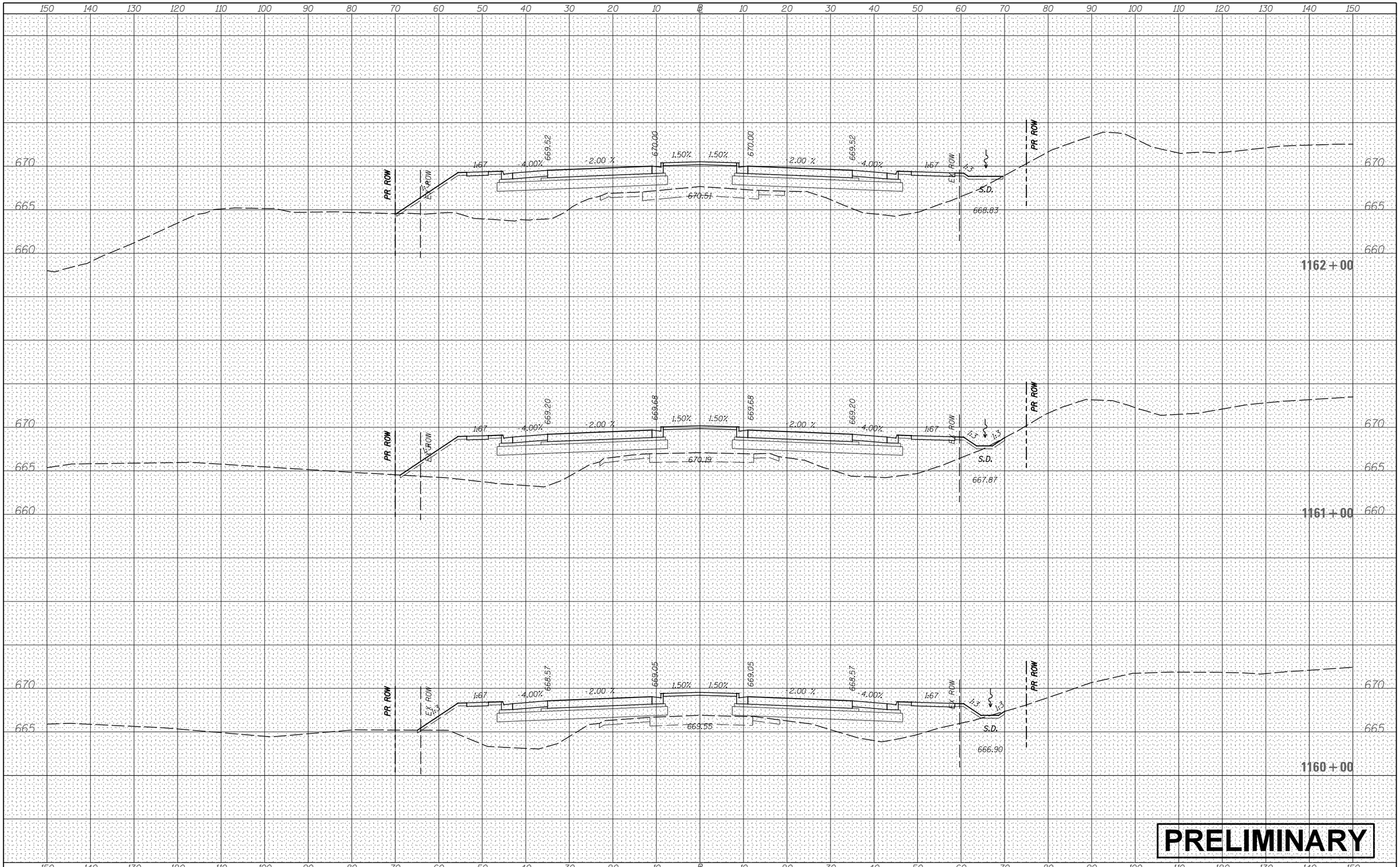
US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 55 OF 93 SHEETS | STA. 1158+00 TO STA. 1159+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS FED. AID PROJECT



PRELIMINARY

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

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

FILE NAME = V:\3171\CADD Sheets\P140311-sht-xssht-USRTE30.dgn	USER NAME = bdecraene	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 10/21/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 56 OF 93 SHEETS | STA. 1160+00 TO STA. 1162+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

S-13

Bridge Condition Report

Illinois Department of Transportation

Memorandum

BUREAU OF PROGRAMMING
RECEIVED
MAR 12 2015
DISTRICT #1

To:	John A. Fortmann, Dist. 1	Attn: Kimberly Murphy
From:	D. Carl Puzey	By: Patrik D. Claussen
Subject:	Bridges and Structures	
Date:	March 6, 2015	

FAP Route 349
Section 10-B
Kendall County

P-91-403-11
SN 047-0029

US Route 30 over Blackberry Creek

We received the Bridge Condition Report for the subject structure submitted with your memorandum dated January 8, 2015. The proposed scope of work recommended in the report is total structure replacement.

The Bridge Condition Report is approved, subject to the following comments and recommendations.

1. We concur with the recommendation for total structure replacement based on the configuration of the existing structure and the need to widen US 30 to accommodate additional traffic lanes, as well as, additional turn lanes extending from the intersection improvements at Orchard Road.

2. The replacement structure type, bridge length, number of spans, and skew is subject to revisions during the TS&L plan phase.

3. Stage construction appears to be structurally feasible.

A TS&L plan, plan and profile sheets, approach roadway cross sections, structure report, and SGR will need to be submitted to this office for our review.

Please contact Al-Barrae Shebib at (217) 558-6260 with questions pertaining to this project.

ARS/kkt0470029-20150306

Illinois Department of Transportation

Bridge Condition Report

REGION:	One
DISTRICT:	One
ROUTE:	US Route 30 (FAP 349)
COUNTY:	Kane/Kendall
JOB NUMBER:	P-91-403-11
STRUCTURE NUMBER:	047-0029 (Existing)
STRUCTURE NUMBER:	045-2105 (Proposed)
LOCATION:	US Route 30 over Blackberry Creek, 0.1 miles west of Orchard Road

PREPARED BY:	Lin Engineering, Ltd.
DATE PREPARED:	December 2014
PROPOSED LETTING DATE:	Unknown

LIN ENGINEERING, LTD.
Consulting Engineers
576 Oakmont Lane, Westmont, IL 60559
Phone: 630.323.5168 Fax: 630.323.5174

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I. Geographical & Administrative Data:

Structure Number: 047-0029 (Existing)
County: Kane/Kendall
Route Carried: US Route 30 (FAP 349)
Feature Crossed: Blackberry Creek
Section: 10-B
Station: 194+40.00

Roadway Classification: Other Principal Arterial
Design/Posted Speed: 55 mph (Existing) / 45 mph (Proposed)
ADT (current/design): 19,400 (2011) / 30,000 (2040)
ADTT (current): 4%
DHV: NA
Inventory Rating HS: 37.0
Operating Rating HS: 61.0
Sufficiency Rating: 81.3

Construction / Reconstruction / Repair History:
1956-Original Construction under S.B.I. Route 71, Section 10-B
1990-Reconstruction under U.S. Route 30, Section 88-00022-00-PV

II. Physical Description of Structure:

The structure, built in 1956, is a two span non-composite continuous steel beam bridge with concrete closed wall abutments and a reinforced concrete solid wall pier, both on metal shell (1956 original construction) and steel (1990 structural widening) piles. The structure has no skew. In 1990, the reconstruction work consisted of widening the substructure, placing additional superstructure components, and replacement of the concrete deck, expansion joints, and expansion bearings.

The superstructure has five 30WF124 steel beam lines from the 1956 original construction and four W30x99 steel beam lines from the 1990 structural widening with a slab thickness of $7^1/_2$". The overall length of the structure is 90'-$1^1/_2$" from back to back abutments and has an out to out width of 59'-2". Both span lengths are 43'-3" bearing to bearing with standard F-shaped parapets on each side of the structure. Existing US Route 30 over Blackberry Creek is located on a tangent vertical profile with a constant grade of 0.27%. A utility pipe, not shown in the existing structural plans, was located at the south ends of each abutment. The top of deck has no overlay. The structure consists of Type I elastomeric expansion bearings with pedestals located at the abutments and low profile steel fixed bearings at the pier. The structure was designed for HS-20 truck loading.

III. Field Inspection & Physical Evaluation:

A thorough inspection of the bridge performed by Lin Engineering personnel on 9/19/2013 concluded that the structure is in good condition. The physical conditions of each component of the structure are listed below.

Superstructure:

Deck: The deck was replaced during the reconstruction work in 1990 and is in good condition. The top of the reinforced concrete slab contained no defects. The inside faces of the parapets exhibited no spalling or delaminated concrete. One 9" x 4" delaminated area and several hairline cracks were found on the underside of the structure's deck. The approach slabs are also in good condition.

Drains: There are six standard free fall drains on each side of the existing structure. The drains are in good condition.

Beams: The steel beams are in fair condition. Minimal surface rust was visible on the beam's bottom flange at multiple locations throughout the structure. Minor section loss was discovered on beam nine at the east abutment and multiple warped flanges in the steel diaphragms were observed. The original diaphragms are riveted connections to the beams. Tack welds were also visible at the splices and diaphragm connection locations. The paint on the new beams (W30x99) is in poor condition while the paint on the original beams (30WF124) is in good condition. The paint stamp indicated that the beams were last painted in 1991.

Joints: The expansion preformed joint seal at the abutments are in fair condition. The west expansion joint seal contained a rip approximately 1'-0" long. The joint openings measured to be 1" at both joints with an inspection temperature of 75°F.

Bearings: The pier and interior abutment bearings are in good condition while the exterior abutment bearings are in poor condition. Minor rusting was visible on all bearings with excessive rust and pack rust being visible on the exterior abutment bearings. The abutments have Type I elastomeric expansion bearings and the piers have low profile fixed bearings. Abutment bearings located at the original five beam lines contain a steel pedestal to provide the additional height required to accommodate the 1990 proposed roadway profile. The height of the pedestals were approximately 7-inches.

Substructure:

Abutments: The abutments are in good condition. The backwalls and abutment seats showed no signs of deteriorated concrete. The southwest wingwall contained a 6" x 6" concrete spall on the top of the wall. Both abutment walls displayed minor cracking and contained a few defective concrete areas. Approximately 4.6 sq. ft. and 1.0 sq. ft. of defective concrete was found for the west and east abutment wall, respectively. Neither abutment showed signs of rotation or movement. The wingwalls showed no signs of separation from the structure.

Piers: The pier is in good condition. There was no defective concrete found, except minor cracking in the pier cap near the structural widening vertical wall joint. The pier showed no signs of rotation or movement.

Scour/Slope Protection: The slopewalls are in good condition. No signs of scour were visible for either abutment or pier. The abutments are surrounded by riprap.

Inspection History (NBIS Ratings):

Year	Deck	Super	Sub
2012	7	5	7
2010	7	6	7
2008	7	7	7

Geometric, Horizontal & Vertical Clearance/Hydraulic Data:
According to the preliminary hydraulic analysis for the existing structure, the 2'-0" minimum clearance from the low beam elevation to the design high water elevation is satisfied. Assuming the proposed roadway profile does not significantly change, if at all, this clearance should remain similar and satisfy IDOT's current policy.

IV. Potential Scope of Work Determination & Analysis:

At the location of this structure, US Route 30 is currently a 2 lane highway with an eastbound left and right turn lane extending onto the bridge. The proposed project scope for this structure entails carrying 2 lanes of westbound traffic and 2 lanes of eastbound traffic across Blackberry Creek. An eastbound dual left turn lane and right turn lane extending onto the bridge is also anticipated for this structure's location. Westbound and eastbound will each carry 10'-0" shared-use paths. The proposed roadway alignment is not intended to change.

Option 1: Bridge Widening
For this option, the existing structure would be widened by 67'-4" to accommodate the additional eastbound and westbound lanes, eastbound turn lanes, center median, shoulders, and shared-use paths. This work will include the addition of 11 – steel girders, the extension of the existing closed abutments and solid wall piers, removal and reconstruction of all four wingwalls, and the replacement of the concrete deck. When the deck is replaced, the existing girders (as well as the proposed girders) shall be made composite. The total face to face clear width for this option will be 102'-0". The substructure, if chosen to remain, would need a structural analysis to verify the existing components can accommodate an HL-93 loading. The estimated cost for this option is $2,948,423.

Option 2: Bridge Replacement
The alternative option to widening the bridge would be to replace the existing structure. The new structure will be an approximately 150'-0" long bridge with a face to face clear width of 102'-0". The substructure will consist of integral abutments, a solid wall pier and steel composite beams. The estimated cost for this option is $5,031,584.

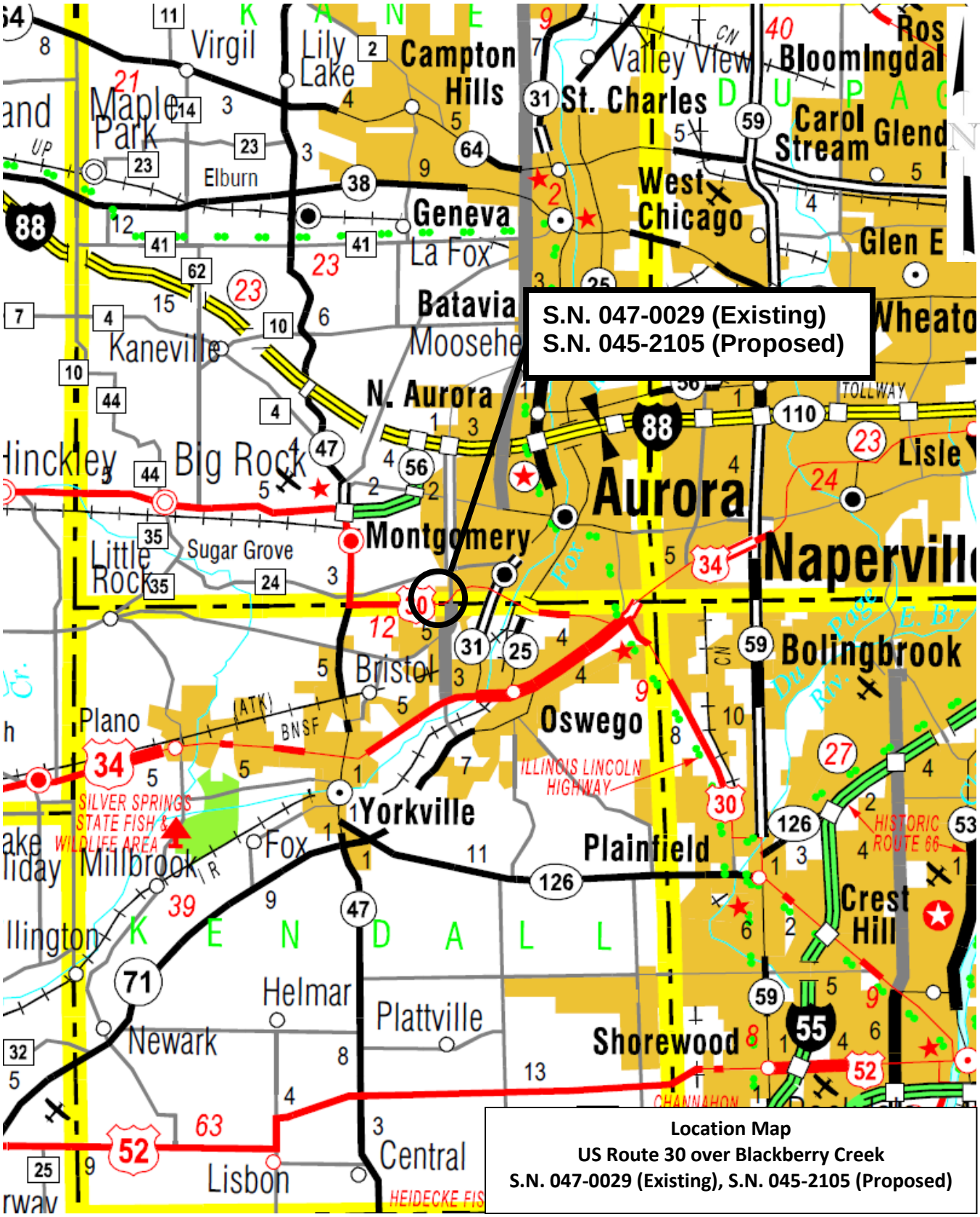
V. Discussion and Recommended Scope of Work:

The probable construction cost, in 2014 dollars, for each of the alternatives is summarized below. Minor adjustments would be needed to update the costs to current or future dollars. These opinions of probable cost include only the significant pay items related to the structure itself, and do not include the adjacent roadway work or fill beyond the bridge limits. Refer to Attachment F for the probable construction cost breakdown.

1. Bridge Widening - $2,948,423
2. Bridge Replacement - $5,031,584

In terms of immediate project cost, the widening of the existing structure is approximately $2,083,161 less expensive than the replacement of the entire structure. However, the end result of this widening option still includes a 59 year-old substructure which may require costly future maintenance. Since the structure width is being doubled and the widening cost is approximately 60% of the replacement costs, it is recommended the structure be replaced with a jointless bridge.

The existing roadway will remain open during construction. Therefore, whether widening or reconstructing the bridge, a temporary soil retention system will be required. Preferred staging would involve construction of new westbound lanes utilizing the south portion of the bridge to accommodate one lane of traffic in each direction. Once the westbound lanes are constructed, the traffic will be shifted to the north of the bridge in order to construct the eastbound lanes. The face to face parapet clear spacing of the existing bridge is 54’-0”, therefore, two lanes of traffic (no shoulder) will be feasible during the construction of the south portion of the bridge.



Location Map
US Route 30 over Blackberry Creek
S.N. 047-0029 (Existing), S.N. 045-2105 (Proposed)

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Date: 01/05/2015
Page: 1

Structure Number: 047-0029 **District: 1**

Inventory Data

Facility Carried:	US 30	Bridge Name:		Sufficiency Rating:	81.1	Structure Length:	90.1
Feature Crossed:	BLACKBERRY CREEK	Location:	0.1 M W OF ORCHARD	HBP Eligible:	No	AASHTO Bridge Length:	84.8
Bridge Remarks:	ITEM 33A IS FROM WIDEST POINT. DIST.1 MAINTAINS US 30 & ITS STRUCTURES.			Replaced By:	-	Length of Long Span:	43.3
Bridge Status:	1 OPEN - NO RESTRICT	Status Date:	04/1988	Replaces:	-	Bridge Roadway Width:	56.0
Status Remarks:				Last Update Date:	09/25/2014	Appr Roadway Width:	56.0
Maint County:	045 KANE	Maint Township:	01 AURORA	Parallel Structure:	None	Deck Width:	59.2
Maint Responsibility:	01 I.D.O.T.			Multi-Level Structure Nbr:		Sidewalk Width Right:	0.0
Service On/Under:	1 HIGHWAY	5 / WATERWAY		Skew Direction:	N None	Sidewalk Width Left:	0.0
Reporting Agency:	1 I.D.O.T. - BUREAU OF MAINTENANCE			Skew Angle:	0 D	Navigation Control:	0 No
Main Span Matl/Type:	4 STEEL CONTINUOUS	/ 02 STRINGER/MULTI-BEAM/GIRDER		Structure Flared:	No	Navigation Horiz Clear:	0
Nbr Of Main Spans:	2	Nbr Of Approach Spans:	0	Historical Significance:	No	Navigation Vert Clear:	0
Approaches				Border Bridge State:		Culvert Fill Depth:	0.0
Near #1 Matl/Type:		/		Bdr State SN:		Number Culvert Cells:	0
Near #2 Matl/Type:		/		Bdr State % Responsibility:	0	Culvert Opening Area:	0.0
Far #1 Matl/Type:		/		Structural Steel Wt	64400	Culvert Cell Height:	0.00
Far #2 Matl/Type:		/		Substructure Material:		Culvert Cell Width:	0.00

Median Width/Type: 0 Ft. / 0 None
Rated By: 2 IDOT
Rate Method: 6
Guardrail Type L/R: 0None / 0 None
Inventory Rating: 1.030(37)
Load Rating Date: 06/27/2003
Railroad Crossing Info
Toll Facility Indicator: 0 No Toll
Operating Rating: 1.715(61)
Crossing 1 Nbr:
Latitude: 41.72262000 S Longitude: 88.37668000 S
Design Load: 02 HS20
Crossing 1 Nbr:
Deck Structure Type: A CIP CON NRMLLY FORM
Deck Structure Thickness: 7.5 SD: N FO: N
RR Lateral Underclear: 0.0
Sidewalks Under Structure: 0 None
RR Vertical Underclear: 0 Ft 0 In

Key Route On Data

Key Route Nbr:	FEDERAL-AID PRIMARY	0349	Station:	3.4700
Appurtenances	Main Route	00000	Segment:	
Inventory County:	047 KENDALL		Linked:	Y
Township/Road Dist	02 BRISTOL		Natl. Hwy System:	On NHS
Municipality	3830 MONTGOMERY		Inventory Direction:	
Urban Area:	1051 1051		Curr AADT Yr/Count:	2013 / 10000
Functional Class:	3 OTHER PRINCIPAL ARTERIAL		Est Truck Percentage:	5
** CLEARANCES **	South/East	North/West	Number Of Lanes:	2
Max Rdwy Width:	55.1		One Or Two Way:	2 Two-Way
Horizontal:	55.1	0.0	Bypass Length:	7
			Future AADT Yr/Cnt:	2032 / 14162
			Designated Truck Rte:	CLASS II
Lateral:			Special Systems:	Yes

Key Route Under Data

		Station:	
		Segment:	
		Linked:	
		Natl. Hwy System:	
		Inventory Direction:	
		Curr AADT Yr/Count:	/
		Est Truck Percentage:	
South/East	North/West	Number Of Lanes:	
		One Or Two Way:	
		Bypass Length:	
		Future AADT Yr/Cnt:	/
		Designated Truck Rte:	
		Special Systems:	

*** Marked Route On Data ***

	Designation	Kind	Number
Route #1:	1 Mainline	2 U.S. Highways	030
Route #2:	1 Mainline		
Route #3:	1 Mainline		

*** Marked Route Under Data ***

Designation	Kind	Number

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Date: 01/05/2015
Page: 2

Structure Number: 047-0029 **District:** 1

Data Related to Inspection Information

*** Inspection Intervals ***				*** Maximum Allowable Posting Limits ***				Bridge Posting Level:	
Routine NBIS:	24 MOS	**Underwater:**	0 MOS	**One Truck At A Time:**	0	**Combination Type 3S-1:**	Tons	5	No Posting Required
		Special:	Y	**Single Unit Vehicles:**	Tons	**Combination Type 3S-2**	Tons		

Inspection/Appraisal Information

Inspection Date: 11/21/2013 **Inspection Temperature:** 47Deg. F

Deck:	7	GOOD CONDITION - SOME MINOR PROBLEMS						**Single Unit Vehicles:**	Tons
Superstructure:	5	FAIR CONDITION - MINOR SECTION LOSS, CRACKS						**Combination Type 3S-1:**	Tons
Substructure:	7	GOOD CONDITION - SOME MINOR PROBLEMS						**Combination Type 3S-2:**	Tons
Culvert:	N	NOT APPLICABLE						**One Truck At A Time:**	0
Channel and Protection:	6	SATISFACTORY CONDITION - MINOR DETERIORATION	**Deck Wearing Surf:**	A	BARE DECK NO OVRLAY			**Last Paint Type:**	J
Structural Evaluation:	5	BETTER THAN ADEQUATE TO BE LEFT IN PLACE	**Deck Membrane:**	F	NONE			IR/ZC/OXIDE ALKYD	
Deck Geometry:	9	SUPERIOR TO PRESENT DESIRABLE CRITERIA	**Deck Protection:**	A	EPOXY COATED REINF				
Underclearance-Vert/Lat.:	N	NOT APPLICABLE	**Total Deck Thick:**	7.5					
Waterway Adequacy:	7	BETTER THAN PRESENT MINIMUM CRITERIA	**Last Paint Date:**	10/1991					
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA							
Bridge Railing Appraisal:	3	Meets Standards							
Approach Guardrail:	222	Not Acceptable Not Acceptable Not Acceptable							
Pier Navig Protection:	N	N/A							

**** Actual Posted Limits ****

Underwater Inspection/Appraisal Information

Inspection Date: 01/26/2005
Temperature: 25 **Inspection Method:** V Visual
Appraisal Rating: 7 GOOD - SMALL CRACKS IN UNDERWATER UNITS

Scour Critical Information

Rating: 7 SCOUR PROBLEM CORRECTED **Evaluation Method:** B Rational Analysis
Analysis Date: 01/11/2013

Miscellaneous

Microfilm Data Recorded: Yes

Construction Information

Year:	1956	Original	1991	Reconstructed	
Route:	SBI-71	**Sta:** 194+40	FAU1555	**Sta:** 194+40	
Section Nbr:	10-B		88-00022-00-PV		
Contract Nbr:					
Fed Aid Pr#:	00000000000000				
Built By:	1	I.D.O.T.	3	COUNTY AGENCY	

Illinois Department of Transportation

Routine Inspection Report

SN:	047-0029	**District:**	1	**Spans:**	2	**Appr. Spans:**	0	**Skew:**	0.00	**ADT:**	19400	**Truck Pct:**	4
ADT Un:		**Maint. Co:**	KANE	**Twsp:**	AURORA					**Status:**	OPEN - NO RESTRICT		
Facility Carried:	US 30					**Feature Crossed:**	BLACKBERRY CREEK						
Location	0.1 M W OF ORCHARD			**Municipality:**	MONTGOMERY					**Team/Sub Section**	127303		
Bridge Name:	SCOUR CRITICAL			**Material & Type:**	STEEL CONTINUOUS/STRINGER/MULTI-BEAM/GIRDER								
Insp. Intervals (Mo) Routine NBIS	24	**Fracture Critical:**	0	**Underwater:**	0	**Special Feature:**	12						

90 – Inspection Date:	/ /	90C – Temp. (ºF):		90A – Program Manager:	
Is Delinquent:	☐	Reason:			
90A1 – Team Leader:		90A2 – Inspector:			

90B – Inspection Remarks:

Previous Inspection

ITEM 59: DUE TO FLAKING RUST & MEASURABLE SECTION LOSS TO BM ENDS AND END DIAPHHR'S. C/N:60L65 WAS LET ON 9/23/11 FOR SCOUR COUNTERMEASURES, AS OF 1/30/12 THE CONTRACT HAS NOT STARTED. ELEMENTS #ED S-N,W-E.

Resources

Time to Inspect (H:M):	2:0	:	Traffic Control:			Boat:			Waders:	W		Snooper:					
Ladder:	LL		Manlift:			Bucket Truck:			Other:								

Inspector's Appraisals

	Prev	New	Comments
58 – Deck Condition:	7		
59 – Superstructure Cond:	5		
60 – Substructure Cond:	7		
62 – Culvert Condition:	N		
61 – Channel Condition:	6		
71 – Waterway Adequacy:	7		
72 – Approach Rdw Align:	8		
111 – Pier Navig Protection:	N		

90B – Inspector Remarks:

BBS-BIR (Rev. 8/12)
Sheet 1 of 2

Routine Inspection Report

Structure Number: 0470029

Additional Inspection Data

	Prev	New
36A – Bridge Railing Adequacy:	3	

Rail Types:

Approach Guardrail Adequacy:	36B – Transitions: Prev	New	36C – Guardrail: Prev	New	36D – Ends: Prev	New
	2		2		2	

	Prev	New	
108A – Wearing Surface Type:	A		If "L-Other" Describe:
108B – Type of Membrane:	F		If "E-Other" Describe:
108C – Deck Protection:	A		If "I-Other" Describe:
108D – Total Deck Thickness (in):	7.5		

	Prev	New
59A – Paint Date (Mo/Yr):	10/1991	/
59B – Paint Type:	J	— — — — — — — —

Color: Fascia - ____: Inter. - ____: Railing - ____.

59C – Utilities Attached:		— — —

If "B-Other" Describe: _____

		Prev	New
Weight Limit Posting:	70A2 – Single Unit Vehicles:		Tons
	70B2 – Combination Type 3S-1 (3 or 4 axles):		Tons
	70C2 – Combination Type 3S-2 (5 or more axles):		Tons
	70D2 – One Truck at a Time:	0	

Joint Openings (In.) _____

90B – Inspector Remarks Continued:

	Signature	Date
Inspection Team Leader:		/ /
Inspection Program Manager:		/ /

BBS-BIR (Rev. 8/12)
Sheet 2 of 2

Pontis

Today's Date: 02/28/2013

Structure Number:	047-0029	District:	1	(41) Bridge Status:	1 OPEN - NO RESTRICT
(6) Feature Crossed:	BLACKBERRY CREEK			(7) Facility Carried:	US 30
(9) Location:	0.1 M W OF ORCHARD			(7A) Bridge Name:	SCOUR CRITICAL
Element Inspection Date:	01/30/2012	Inspectors:	VALENTINEMA		

Element Description

Elem	Env	% 1	Qty 1	% 2	Qty 2	% 3	Qty 3	% 4	Qty 4	% 5	Qty 5	Tot Qty
Concrete Deck Protected w/ Coated Bars												
26	4	100	5,197	0	0	0	0	0	0	0	0	5,197
		No deficiencies.	Repaired areas exist		Map cracked areas.		Spalls/delam exist.		Full depth failures.			
Remarks:	Top:Scattered HL transv & isol HL longit cracking; tines wearing & numer aggregate pop-outs. Soffit: scattered HL transv cracking w/lt leach;HL-narrow haunch cracking worst @ east											
Non-Lead Painted Steel Open Girder												
118	4	67	5,023	31	2,360	2	150	0	0	0	0	7,533
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:	Lt surf rusting scattered thru-out top & bottom fl's worst @ fascias. Top coat failure thru-out bottom fl's. Few interior diaphr lwr fl's bent in span 2											
Non-Lead Painted Steel Closed Web/Box Girder and O												
173	4	0	0	0	0	100	18	0	0	0	0	18
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:	Lt to scattered moderate surf rust to all ends most to edges&end diaphr backsides&edges to interiors along w/flaking rust to web & fl's@fascias. Measurable loss to lwr webs to original steel											
Reinforced Conc Pier Wall												
210	1	100	1,374	0	0	0	0	0	0	0	0	1,374
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Reinforced Conc Abutment												
215	1	100	3,237	0	15	0	0	0	0	0	0	3,252
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:	Backwalls:Hl vert cracks w/leach & "As Built" spallls to horiz constr jt E&W. Stems:HL vert cracking w/seepage E&W; slight settle @ all widenings											
Reinforced Conc Pier or Abutment Cap												
234	1	93	160	7	12	0	0	0	0	0	0	172
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:	HL vert cracking E&W											
Pourable Joint Seal												
301	4	0	0	100	118	0	0	0	0	0	0	118
		No deterioration	Minor leakage		Leakage problems							
Remarks:	Silicone debonding @ the E&W abt											
Elastomeric Bearing												
310	4	56	10	44	8	0	0	0	0	0	0	18
		No deterioration	Minor deterioration		Major deterioration							
Remarks:	Lt-hvy rusting several top plates & several elastos exhibiting HL horiz splitting											
Fixed Bearing												
313	4	100	9	0	0	0	0	0	0	0	0	9
		No deterioration	Minor deterioration		Advanced corrosion							

Remarks:

Approach Pavement

323	4	100	2	0	0	0	0	0	0	0	0	2
		No deterioration	Cracks/spalls		Major cracks/spalls		Broken/Unstable					

Remarks: HL longit cracking E&W

Concrete Bridge Railing

331	4	100	176	0	0	0	0	0	0	0	0	176
		No deterioration	Minor cracks/spalls		Analysis warranted							

Remarks:

Element Description

Elem	Env	% 1	Qty 1	% 2	Qty 2	% 3	Qty 3	% 4	Qty 4	% 5	Qty 5	Tot Qty
Concrete Deck Protected w/ Coated Bars												
26	4	100	5,197	0	0	0	0	0	0	0	0	5,197
		No deficiencies.	Repaired areas exist		Map cracked areas.		Spalls/delam exist.		Full depth failures.			

Remarks: Top:Scattered HL transv & isol HL longit cracking; tines wearing & numer aggregate pop-outs. Scattered HL transv cracking w/lt leach;HL-narrow haunch cracking worst @ east

Non-Lead Painted Steel Open Girder

118	4	67	5,023	31	2,360	2	150	0	0	0	0	7,533
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			

Remarks: Lt surf rusting scattered thru-out top & bottom fl's worst @ fascias. Top coat failure thru-out bottom fl's. Few interior diaphr lwr fl's bent in span 2

Non-Lead Painted Steel Closed Web/Box Girder and O

173	4	0	0	0	0	100	18	0	0	0	0	18
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			

Remarks: Lt to scattered moderate surf rust to all ends most to edges & end diaphr backsides & edges to interiors along w/ flaking rust to web & fl's @ fascias

Reinforced Conc Pier Wall

210	1	100	1,374	0	0	0	0	0	0	0	0	1,374
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					

Remarks:

Reinforced Conc Abutment

215	1	100	3,237	0	15	0	0	0	0	0	0	3,252
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					

Remarks: Backwalls:Hl vert cracks w/leach & "As Built" spallls to horiz constr jt E&W. Stems:HL vert cracking w/seepage E&W; slight settle @ all widenings

Reinforced Conc Pier or Abutment Cap

234	1	93	160	7	12	0	0	0	0	0	0	172
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					

Remarks: HL vert cracking E&W

Pourable Joint Seal

301	4	100	118	0	0	0	0	0	0	0	0	118
		No deterioration	Minor leakage		Leakage problems							

Remarks:

Elastomeric Bearing

310	4	56	10	44	8	0	0	0	0	0	0	18
		No deterioration	Minor deterioration	Major deterioration								

Remarks: Lt rusting several top plates & several exhibiting HL horiz splitting

Fixed Bearing

313	4	100	9	0	0	0	0	0	0	0	0	9
		No deterioration	Minor deterioration	Advanced corrosion								

Remarks:

Approach Pavement

323	4	100	2	0	0	0	0	0	0	0	0	2
		No deterioration	Cracks/spalls	Major cracks/spalls	Broken/Unstable							

Remarks: HL longit cracking E&W

Concrete Bridge Railing

331	4	99	174	1	2	0	0	0	0	0	0	176
		No deterioration	Minor cracks/spalls	Analysis warranted								

Remarks:

Element Description

Elem	Env	% 1	Qty 1	% 2	Qty 2	% 3	Qty 3	% 4	Qty 4	% 5	Qty 5	Tot Qty
Concrete Deck Protected w/ Coated Bars												
26	4	100	5,197	0	0	0	0	0	0	0	0	5,197
		No deficiencies.	Repaired areas exist	Map cracked areas.	Spalls/delam exist.	Full depth failures.						
Remarks: Top:Scattered HL transv & isol HL longit cracking; tines wearing & numer aggregate pop-outs. Scattered HL transv cracking w/lt leach;HL-narrow haunch cracking worst @ east												
Non-Lead Painted Steel Open Girder												
118	4	67	5,023	31	2,360	2	150	0	0	0	0	7,533
		No corrosion	Paint distress	Rust formation	Section loss	Section failure						
Remarks: Lt surf edge rusting scattered thru-out top & bottom fl's worst @ fascias. Top coat failure thru-out bottom fl's. Few interior diaphr lwr fl's bent in span 2												
Non-Lead Painted Steel Closed Web/Box Girder and O												
173	4	0	0	0	0	100	18	0	0	0	0	18
		No corrosion	Paint distress	Rust formation	Section loss	Section failure						
Remarks: Lt to scattered moderate surf rust to all ends most to edges & end diaphr backsides & edges												
Reinforced Conc Pier Wall												
210	1	100	1,374	0	0	0	0	0	0	0	0	1,374
		No deterioration	Minor cracks/spalls	Delams/spalls	Analysis warranted							
Remarks:												
Reinforced Conc Abutment												
215	1	99	3,214	1	34	0	4	0	0	0	0	3,252
		No deterioration	Minor cracks/spalls	Delams/spalls	Analysis warranted							
Remarks: Backwalls:Hl vert cracks w/leach & "As Built" spallls to horiz constr jt E&W. Stems:HL vert cracking w/seepage E&W;few small HP's & spalls E&W;slight settle @ all widenings												
Reinforced Conc Pier or Abutment Cap												
234	1	93	160	7	12	0	0	0	0	0	0	172
		No deterioration	Minor cracks/spalls	Delams/spalls	Analysis warranted							
Remarks: Small scattered spalls & HP's worst @ E;HL vert cracking E&W												

Preformed Joint Seal

302	4	0	0	100	118	0	0	0	0	0	0	118
		No deterioration	Minor deterioration		Major deterioration							

Remarks: Both leak @ scattered locations

Elastomeric Bearing

310	4	56	10	44	8	0	0	0	0	0	0	18
		No deterioration	Minor deterioration		Major deterioration							

Remarks: Lt rusting several top plates & several exhibiting HL horiz splitting

Fixed Bearing

313	4	100	9	0	0	0	0	0	0	0	0	9
		No deterioration	Minor deterioration		Advanced corrosion							

Remarks:

Approach Pavement

323	4	50	1	50	1	0	0	0	0	0	0	2
		No deterioration	Cracks/spalls		Major cracks/spalls		Broken/Unstable					

Remarks: HL longit cracking E&W; Bit filled spall to EB east @ abt.

Concrete Bridge Railing

331	4	99	174	1	2	0	0	0	0	0	0	176
		No deterioration	Minor cracks/spalls		Analysis warranted							

Remarks: Missing newer bridge plate @ S wall

Element Description

Elem	Env	% 1	Qty 1	% 2	Qty 2	% 3	Qty 3	% 4	Qty 4	% 5	Qty 5	Tot Qty
Concrete Deck Protected w/ Coated Bars												
26	4	100	5,197	0	0	0	0	0	0	0	0	5,197
		No deficiencies.	Repaired areas exist		Map cracked areas.		Spalls/delam exist.		Full depth failures.			

Remarks: Top:Scattered HL transv & isol HL longit cracking; tines wearing & numer aggregate pop-outs. Scattered HL transv cracking w/lt leach;HL-narrow haunch cracking worst @ east

Non-Lead Painted Steel Open Girder

118	4	67	5,023	31	2,360	2	150	0	0	0	0	7,533
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			

Remarks: Lt surf edge rusting scattered thru-out top & bottom fl's worst @ fascias. Top coat failure thru-out bottom fl's. Few interior diaphr lwr fl's bent in span 2

Non-Lead Painted Steel Closed Web/Box Girder and O

173	4	0	0	0	0	100	18	0	0	0	0	18
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			

Remarks: Lt to scattered moderate surf rust to all ends most to edges & end diaphr backsides & edges

Reinforced Conc Pier Wall

210	1	100	1,374	0	0	0	0	0	0	0	0	1,374
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					

Remarks:

Reinforced Conc Abutment

215	1	99	3,214	1	34	0	4	0	0	0	0	3,252
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					

Remarks: Backwalls:Hl vert cracks w/leach & "As Built" spallls to horiz constr jt E&W. Stems:HL vert cracking w/seepage E&W;few small HP's & spalls E&W;slight settle @ all widenings

Reinforced Conc Pier or Abutment Cap												
234	1	93	160	7	12	0	0	0	0	0	0	172
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:	Small scattered spalls & HP's worst @ E;HL vert cracking E&W											
Preformed Joint Seal												
302	4	0	0	100	118	0	0	0	0	0	0	118
		No deterioration	Minor deterioration		Major deterioration							
Remarks:	Both leak @ scattered locations											
Elastomeric Bearing												
310	4	56	10	44	8	0	0	0	0	0	0	18
		No deterioration	Minor deterioration		Major deterioration							
Remarks:	Lt rusting several top plates & several exhibiting HL horiz splitting											
Fixed Bearing												
313	4	100	9	0	0	0	0	0	0	0	0	9
		No deterioration	Minor deterioration		Advanced corrosion							
Remarks:												
Approach Pavement												
323	4	50	1	50	1	0	0	0	0	0	0	2
		No deterioration	Cracks/spalls		Major cracks/spalls		Broken/Unstable					
Remarks:	HL longit cracking E&W; Bit filled spall to EB east @ abt.											
Concrete Bridge Railing												
331	4	99	174	1	2	0	0	0	0	0	0	176
		No deterioration	Minor cracks/spalls		Analysis warranted							
Remarks:	Missing newer bridge plate @ S wall											

Element Description

Elem	Env	% 1	Qty 1	% 2	Qty 2	% 3	Qty 3	% 4	Qty 4	% 5	Qty 5	Tot Qty
Concrete Deck Protected w/ Coated Bars												
26	4	98	5,097	2	100	0	0	0	0	0	0	5,197
		No deficiencies.	Repaired areas exist		Map cracked areas.		Spalls/delam exist.		Full depth failures.			
Remarks:												
Non-Lead Painted Steel Open Girder												
118	4	69	5,173	31	2,360	0	0	0	0	0	0	7,533
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:												
Non-Lead Painted Steel Closed Web/Box Girder and O												
173	4	0	0	89	16	11	2	0	0	0	0	18
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:												
Reinforced Conc Pier Wall												
210	1	100	1,374	0	0	0	0	0	0	0	0	1,374
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												

Reinforced Conc Abutment												
215	1	99	3,214	1	34	0	4	0	0	0	0	3,252
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Reinforced Conc Pier or Abutment Cap												
234	1	93	160	7	12	0	0	0	0	0	0	172
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Preformed Joint Seal												
302	4	86	102	14	16	0	0	0	0	0	0	118
		No deterioration	Minor deterioration		Major deterioration							
Remarks:												
Elastomeric Bearing												
310	4	100	18	0	0	0	0	0	0	0	0	18
		No deterioration	Minor deterioration		Major deterioration							
Remarks:												
Fixed Bearing												
313	4	100	9	0	0	0	0	0	0	0	0	9
		No deterioration	Minor deterioration		Advanced corrosion							
Remarks:												
Approach Pavement												
323	4	50	1	50	1	0	0	0	0	0	0	2
		No deterioration	Cracks/spalls		Major cracks/spalls		Broken/Unstable					
Remarks:												
Concrete Bridge Railing												
331	4	99	174	1	2	0	0	0	0	0	0	176
		No deterioration	Minor cracks/spalls		Analysis warranted							
Remarks:												

Element Description

Elem	Env	% 1	Qty 1	% 2	Qty 2	% 3	Qty 3	% 4	Qty 4	% 5	Qty 5	Tot Qty
Concrete Deck Protected w/ Coated Bars												
26	4	98	5,097	2	100	0	0	0	0	0	0	5,197
		No deficiencies.	Repaired areas exist		Map cracked areas.		Spalls/delam exist.		Full depth failures.			
Remarks:												
Non-Lead Painted Steel Open Girder												
118	4	69	5,173	31	2,360	0	0	0	0	0	0	7,533
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:												
Non-Lead Painted Steel Closed Web/Box Girder and O												
173	4	0	0	89	16	11	2	0	0	0	0	18
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:												

Reinforced Conc Pier Wall												
210	1	100	1,374	0	0	0	0	0	0	0	0	1,374
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Reinforced Conc Abutment												
215	1	99	3,214	1	34	0	4	0	0	0	0	3,252
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Reinforced Conc Pier or Abutment Cap												
234	1	93	160	7	12	0	0	0	0	0	0	172
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Preformed Joint Seal												
302	4	86	102	14	16	0	0	0	0	0	0	118
		No deterioration	Minor deterioration		Major deterioration							
Remarks:												
Elastomeric Bearing												
310	4	100	18	0	0	0	0	0	0	0	0	18
		No deterioration	Minor deterioration		Major deterioration							
Remarks:												
Fixed Bearing												
313	4	100	9	0	0	0	0	0	0	0	0	9
		No deterioration	Minor deterioration		Advanced corrosion							
Remarks:												
Approach Pavement												
323	4	50	1	50	1	0	0	0	0	0	0	2
		No deterioration	Cracks/spalls		Major cracks/spalls		Broken/Unstable					
Remarks:												
Concrete Bridge Railing												
331	4	99	174	1	2	0	0	0	0	0	0	176
		No deterioration	Minor cracks/spalls		Analysis warranted							
Remarks:												

Element Description

Elem	Env	% 1	Qty 1	% 2	Qty 2	% 3	Qty 3	% 4	Qty 4	% 5	Qty 5	Tot Qty
Concrete Deck Protected w/ Coated Bars												
26	4	98	5,097	2	100	0	0	0	0	0	0	5,197
		No deficiencies.	Repaired areas exist		Map cracked areas.		Spalls/delam exist.		Full depth failures.			
Remarks:												
Non-Lead Painted Steel Open Girder												
118	4	69	5,173	31	2,360	0	0	0	0	0	0	7,533
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:												

Non-Lead Painted Steel Closed Web/Box Girder and O

173	4	0	0	89	16	11	2	0	0	0	0	18
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			

Remarks:

Reinforced Conc Pier Wall

210	1	100	1,374	0	0	0	0	0	0	0	0	1,374
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					

Remarks:

Reinforced Conc Abutment

215	1	99	3,214	1	34	0	4	0	0	0	0	3,252
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					

Remarks:

Reinforced Conc Pier or Abutment Cap

234	1	93	160	7	12	0	0	0	0	0	0	172
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					

Remarks:

Preformed Joint Seal

302	4	86	102	14	16	0	0	0	0	0	0	118
		No deterioration	Minor deterioration		Major deterioration							

Remarks:

Elastomeric Bearing

310	4	100	18	0	0	0	0	0	0	0	0	18
		No deterioration	Minor deterioration		Major deterioration							

Remarks:

Fixed Bearing

313	4	100	9	0	0	0	0	0	0	0	0	9
		No deterioration	Minor deterioration		Advanced corrosion							

Remarks:

Approach Pavement

323	4	50	1	50	1	0	0	0	0	0	0	2
		No deterioration	Cracks/spalls		Major cracks/spalls		Broken/Unstable					

Remarks:

Concrete Bridge Railing

331	4	99	174	1	2	0	0	0	0	0	0	176
		No deterioration	Minor cracks/spalls		Analysis warranted							

Remarks:

Element Description

Elem	Env	% 1	Qty 1	% 2	Qty 2	% 3	Qty 3	% 4	Qty 4	% 5	Qty 5	Tot Qty
Concrete Deck Protected w/ Coated Bars												
26	4	98	5,097	2	100	0	0	0	0	0	0	5,197
		No deficiencies.	Repaired areas exist		Map cracked areas.		Spalls/delam exist.		Full depth failures.			
Remarks:												
Non-Lead Painted Steel Open Girder												
118	4	69	5,173	31	2,360	0	0	0	0	0	0	7,533
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:												
Non-Lead Painted Steel Closed Web/Box Girder and O												
173	4	0	0	89	16	11	2	0	0	0	0	18
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:												
Reinforced Conc Pier Wall												
210	1	100	1,374	0	0	0	0	0	0	0	0	1,374
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Reinforced Conc Abutment												
215	1	99	3,214	1	34	0	4	0	0	0	0	3,252
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Reinforced Conc Pier or Abutment Cap												
234	1	93	160	7	12	0	0	0	0	0	0	172
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Preformed Joint Seal												
302	4	86	102	14	16	0	0	0	0	0	0	118
		No deterioration	Minor deterioration		Major deterioration							
Remarks:												
Elastomeric Bearing												
310	4	100	18	0	0	0	0	0	0	0	0	18
		No deterioration	Minor deterioration		Major deterioration							
Remarks:												
Fixed Bearing												
313	4	100	9	0	0	0	0	0	0	0	0	9
		No deterioration	Minor deterioration		Advanced corrosion							
Remarks:												
Approach Pavement												
323	4	50	1	50	1	0	0	0	0	0	0	2
		No deterioration	Cracks/spalls		Major cracks/spalls		Broken/Unstable					
Remarks:												
Concrete Bridge Railing												
331	4	99	174	1	2	0	0	0	0	0	0	176
		No deterioration	Minor cracks/spalls		Analysis warranted							

Remarks:

Element Description

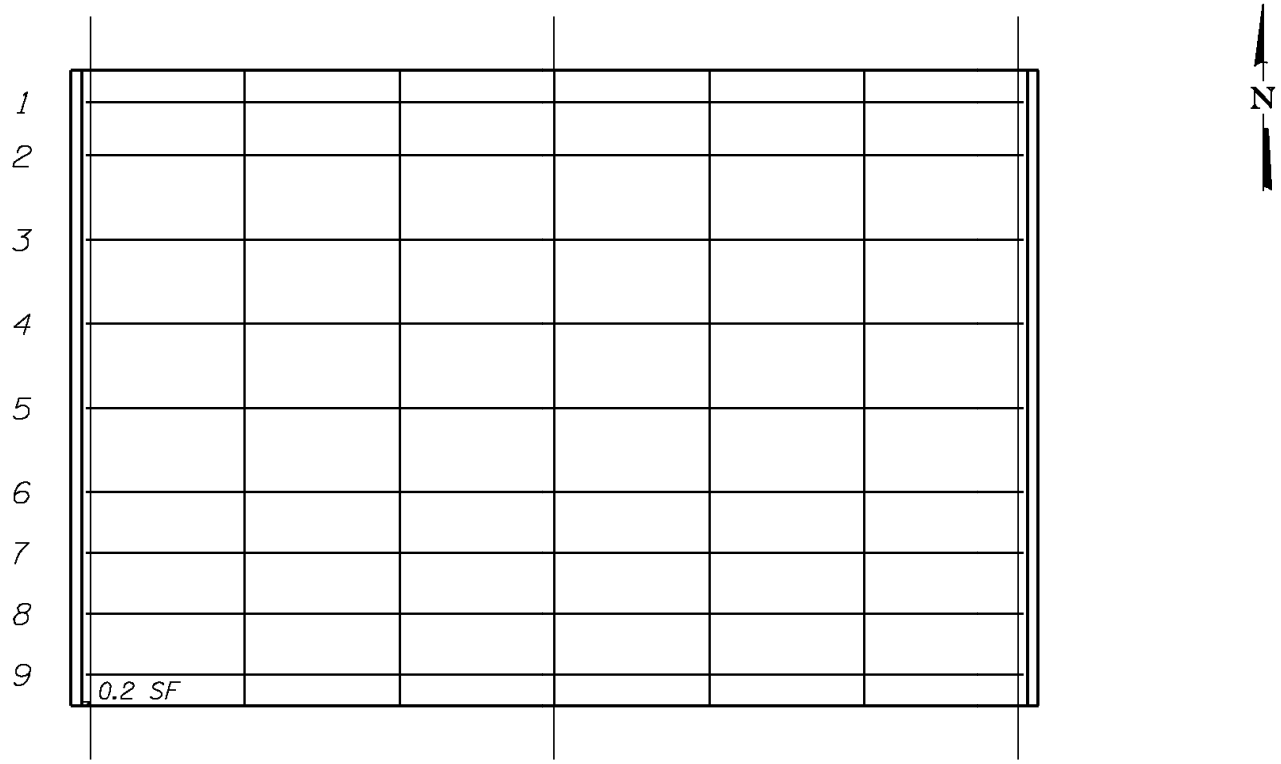
Elem	Env	% 1	Qty 1	% 2	Qty 2	% 3	Qty 3	% 4	Qty 4	% 5	Qty 5	Tot Qty
Concrete Deck Protected w/ Coated Bars												
26	4	100	5,197	0	0	0	0	0	0	0	0	5,197
		No deficiencies.	Repaired areas exist		Map cracked areas.		Spalls/delam exist.		Full depth failures.			
Remarks:												
Non-Lead Painted Steel Open Girder												
118	4	69	5,198	31	2,335	0	0	0	0	0	0	7,533
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:												
Non-Lead Painted Steel Closed Web/Box Girder and O												
173	4	0	0	100	18	0	0	0	0	0	0	18
		No corrosion	Paint distress		Rust formation		Section loss		Section failure			
Remarks:												
Reinforced Conc Pier Wall												
210	1	100	1,374	0	0	0	0	0	0	0	0	1,374
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Reinforced Conc Abutment												
215	1	99	3,219	1	33	0	0	0	0	0	0	3,252
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Reinforced Conc Pier or Abutment Cap												
234	1	93	160	7	12	0	0	0	0	0	0	172
		No deterioration	Minor cracks/spalls		Delams/spalls		Analysis warranted					
Remarks:												
Preformed Joint Seal												
302	4	86	101	14	17	0	0	0	0	0	0	118
		No deterioration	Minor deterioration		Major deterioration							
Remarks:												
Elastomeric Bearing												
310	4	100	18	0	0	0	0	0	0	0	0	18
		No deterioration	Minor deterioration		Major deterioration							
Remarks:												
Fixed Bearing												
313	4	100	9	0	0	0	0	0	0	0	0	9
		No deterioration	Minor deterioration		Advanced corrosion							
Remarks:												
Approach Pavement												
323	4	100	2	0	0	0	0	0	0	0	0	2
		No deterioration	Cracks/spalls		Major cracks/spalls		Broken/Unstable					
Remarks:												

Concrete Bridge Railing

331	4	100	176	0	0	0	0	0	0	0	0	176
		No deterioration	Minor cracks/spalls		Analysis warranted							

Remarks:

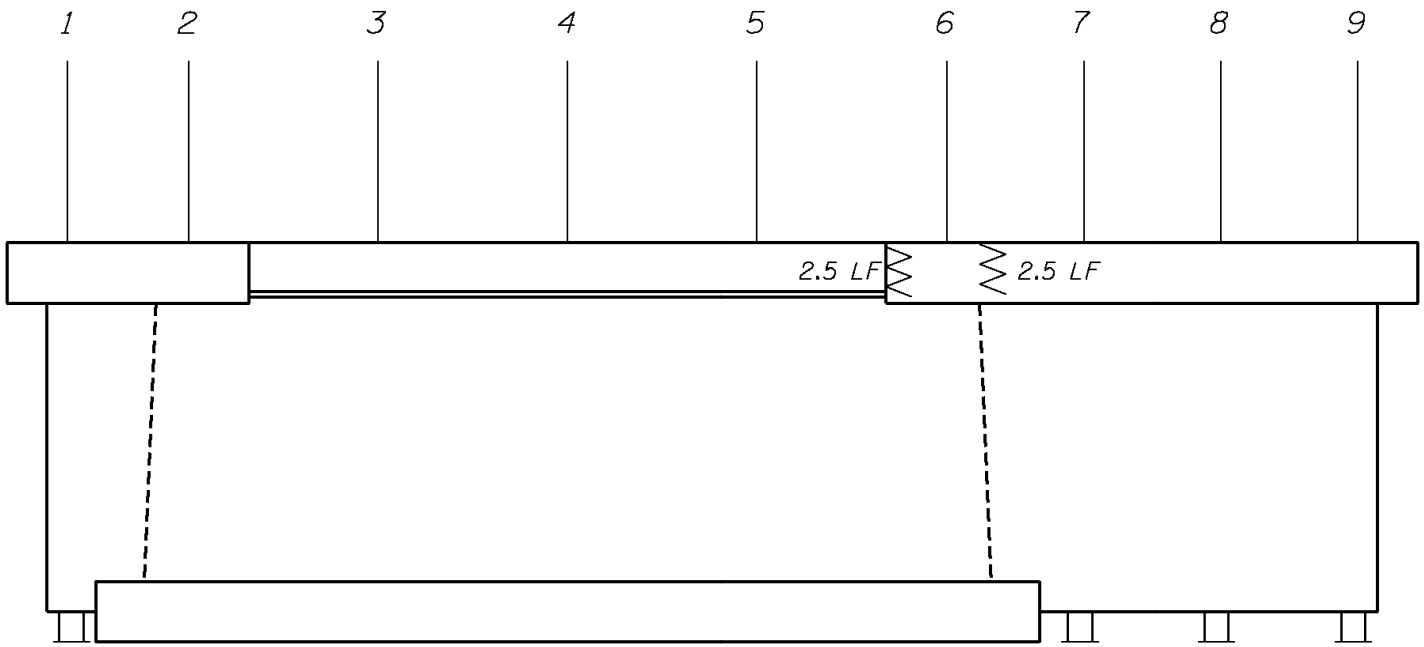
Download Date: 02/27/2013



LEGEND:

- SPALLED OR DELAMINATED CONCRETE
- MAP CRACKING WITH EFFLORESCENCE
- CRACK WITH EFFLORESCENCE

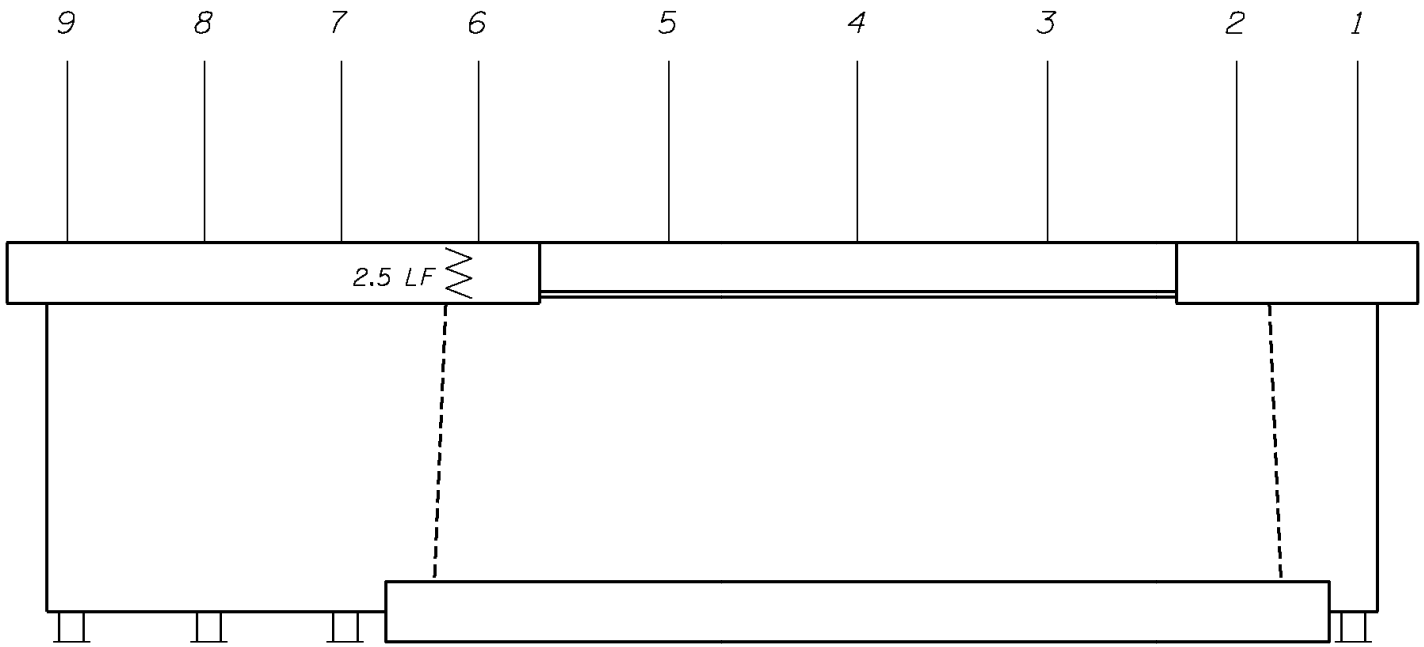
Underside of Deck
US Rte. 30 over Blackberry Creek
Kane/Kendall County
Structure No. 047-0029



LEGEND:

- SPALLED OR DELAMINATED CONCRETE
- MAP CRACKING WITH EFFLORESCENCE
- CRACK WITH EFFLORESCENCE

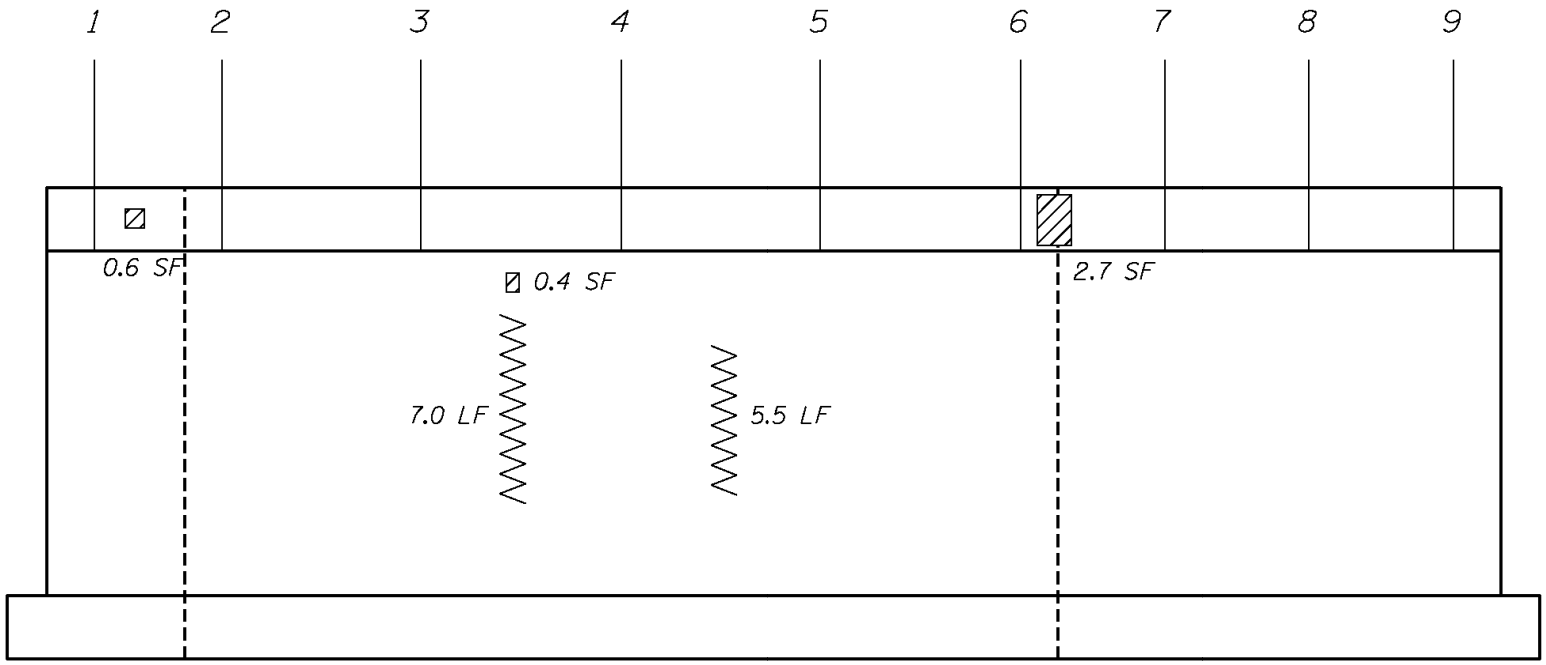
Pier (Looking East)
US Rte. 30 over Blackberry Creek
Kane/Kendall County
Structure No. 047-0029



LEGEND:

- SPALLED OR DELAMINATED CONCRETE
- MAP CRACKING WITH EFFLORESCENCE
- CRACK WITH EFFLORESCENCE

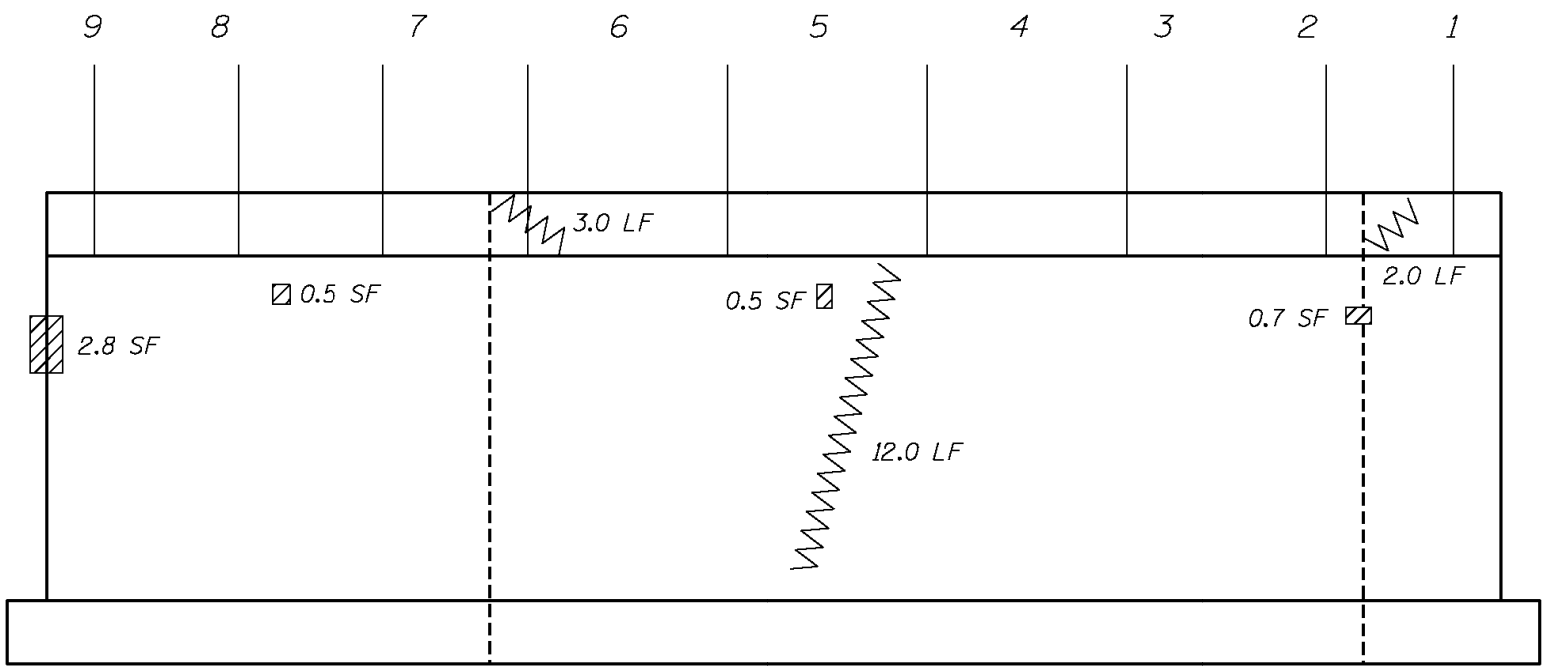
Pier (Looking West)
US Rte. 30 over Blackberry Creek
Kane/Kendall County
Structure No. 047-0029



LEGEND:

- SPALLED OR DELAMINATED CONCRETE
- MAP CRACKING WITH EFFLORESCENCE
- CRACK WITH EFFLORESCENCE

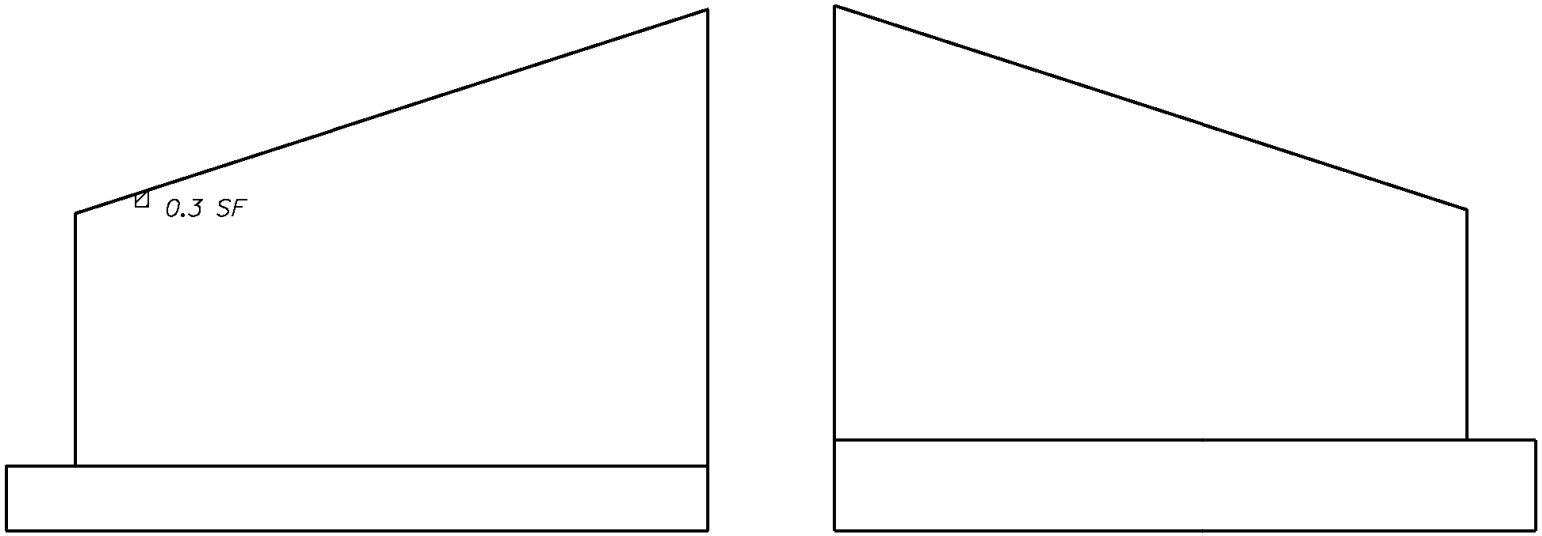
East Abutment (Looking East)
US Rte. 30 over Blackberry Creek
Kane/Kendall County
Structure No. 047-0029



LEGEND:

- SPALLED OR DELAMINATED CONCRETE
- MAP CRACKING WITH EFFLORESCENCE
- CRACK WITH EFFLORESCENCE

West Abutment (Looking West)
US Rte. 30 over Blackberry Creek
Kane/Kendall County
Structure No. 047-0029



LEGEND:

- SPALLED OR DELAMINATED CONCRETE
- MAP CRACKING WITH EFFLORESCENCE
- CRACK WITH EFFLORESCENCE

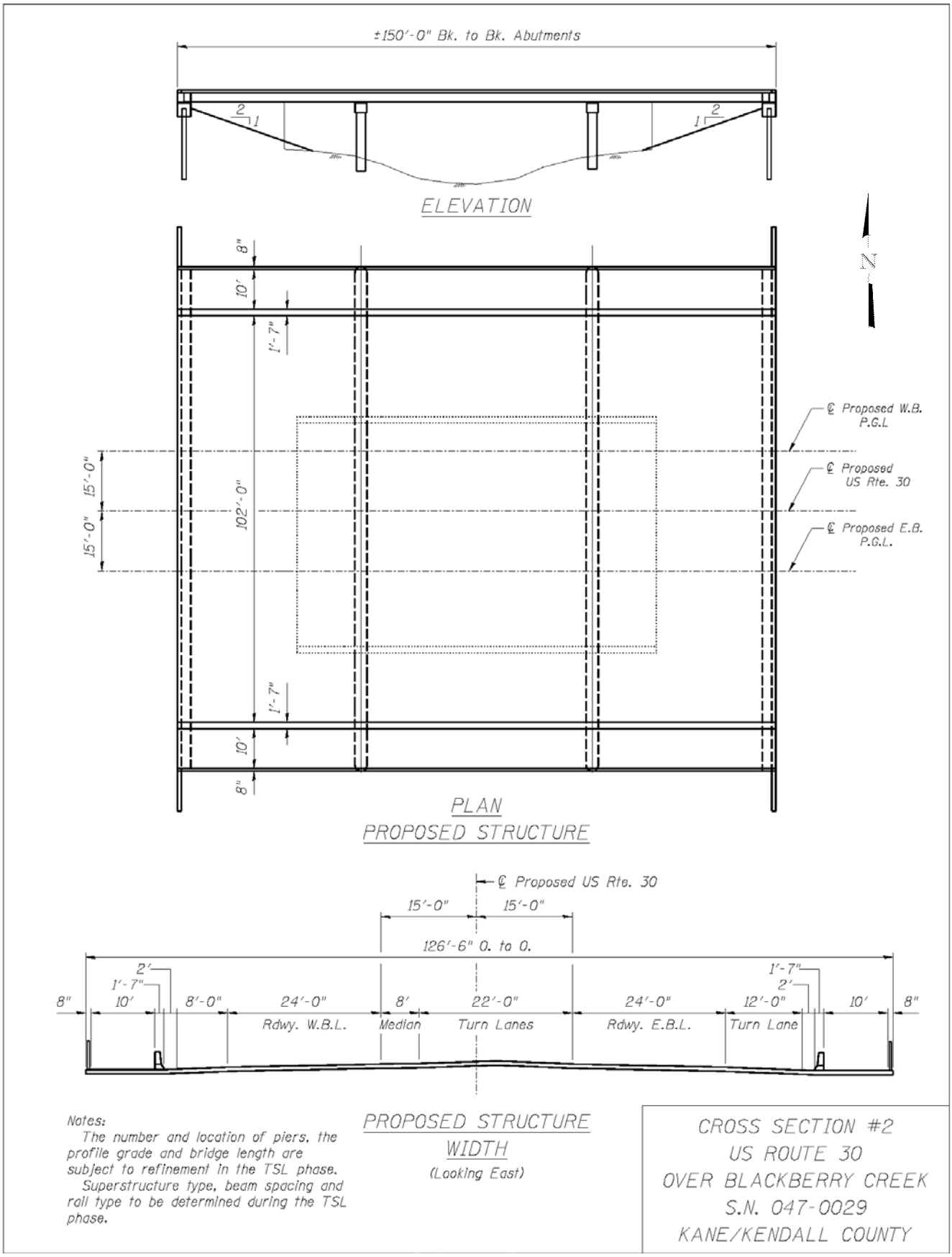
West Wingwalls (Looking West)
US Rte. 30 over Blackberry Creek
Kane/Kendall County
Structure No. 047-0029

Preliminary Cost Estimate for Widening Option

PAY ITEM NUMBER	ITEM	UNIT	QUANTITY	UNIT COST	COST
20900110	POROUS GRANULAR BACKFILL	CU YD	259	$45.00	$11,671
28100107	STONE RIPRAP, CLASS A4	SQ YD	280	$70.00	$19,582
28200200	FILTER FABRIC	SQ YD	280	$3.50	$979
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1	$60,000.00	$60,000
50200100	STRUCTURE EXCAVATION	CU YD	1,017	$40.00	$40,697
50200300	COFFERDAM EXCAVATION	CU YD	112	$20.00	$2,244
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	$25,000.00	$25,000
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1	$25,000.00	$25,000
50300100	FLOOR DRAINS	EACH	12	$500.00	$6,000
50300225	CONCRETE STRUCTURES	CU YD	630	$600.00	$377,811
50300255	CONCRETE SUPERSTRUCTURE	CU YD	578	$700.00	$404,453
50300260	BRIDGE DECK GROOVING	SQ YD	1,678	$6.00	$10,067
50300300	PROTECTIVE COAT	SQ YD	2,148	$1.50	$3,222
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	186,086	$4.00	$744,344
50500505	STUD SHEAR CONNECTORS	EACH	1,820	$7.00	$12,740
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	241,495	$1.10	$265,645
50901720	BICYCLE RAILING	FOOT	300	$120.00	$36,000
51201600	FURNISHING STEEL PILES HP12X53	FOOT	4,340	$45.00	$195,300
51202305	DRIVING PILES	FOOT	4,340	$1.00	$4,340
51203600	TEST PILE STEEL HP12X53	EACH	3	$7,000.00	$21,000
51500100	NAME PLATES	EACH	1	$350.00	$350
52100520	ANCHOR BOLTS, 1"	EACH	66	$100.00	$6,600
52000030	PREFORMED JOINT SEAL 2 1/2"	FOOT	253	$205.00	$51,865
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	22	$1,200.00	$26,400
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	188	$15.00	$2,817
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	6,856	$30.00	$205,680
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	135	$30.00	$4,040
				Subtotal:	$2,563,846
				15% Contingency:	$384,577
				Total Estimated Cost:	$2,948,423

Preliminary Cost Estimate for New Structure Option

PAY ITEM NUMBER	ITEM	UNIT	QUANTITY	UNIT COST	COST
20900110	POROUS GRANULAR BACKFILL	CU YD	300	$45.00	$13,493
28100107	STONE RIPRAP, CLASS A4	SQ YD	780	$70.00	$54,592
28200200	FILTER FABRIC	SQ YD	780	$3.50	$2,730
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	$150,000.00	$150,000
50200100	STRUCTURE EXCAVATION	CU YD	3,598	$40.00	$143,929
50200300	COFFERDAM EXCAVATION	CU YD	169	$20.00	$3,373
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	$25,000.00	$25,000
50300100	FLOOR DRAINS	EACH	20	$500.00	$10,000
50300225	CONCRETE STRUCTURES	CU YD	943	$600.00	$565,982
50300255	CONCRETE SUPERSTRUCTURE	CU YD	943	$700.00	$660,313
50300260	BRIDGE DECK GROOVING	SQ YD	2,333	$6.00	$14,000
50300300	PROTECTIVE COAT	SQ YD	2,560	$1.50	$3,840
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	557,700	$4.00	$2,230,800
50500505	STUD SHEAR CONNECTORS	EACH	3,000	$7.00	$21,000
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	264,003	$1.10	$290,403
50901720	BICYCLE RAILING	FOOT	300	$120.00	$36,000
51201800	FURNISHING STEEL PILES HP14X73	FOOT	2,310	$45.00	$103,950
51202305	DRIVING PILES	FOOT	2,310	$1.00	$2,310
51203800	TEST PILE STEEL HP14X73	EACH	3	$7,000.00	$21,000
51500100	NAME PLATES	EACH	1	$350.00	$350
52100520	ANCHOR BOLTS, 1"	EACH	120	$100.00	$12,000
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	176	$15.00	$2,635
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	253	$30.00	$7,590
				Subtotal:	$4,375,291
				15% Contingency:	$656,294
				Total Estimated Cost:	$5,031,584


±150'-0" Bk. to Bk. Abutments
2
1
ELEVATION
8"
10'
1'-7"
15'-0"
102'-0"
℄ Proposed W.B. P.G.L
℄ Proposed US Rte. 30
℄ Proposed E.B. P.G.L.
N
PLAN
PROPOSED STRUCTURE
℄ Proposed US Rte. 30
15'-0"
126'-6" O. to O.
2'
1'-7"
8'-0"
24'-0"
8'
22'-0"
12'-0"
Rdwy. W.B.L.
Median
Turn Lanes
Rdwy. E.B.L.
Turn Lane
Notes:
The number and location of piers, the profile grade and bridge length are subject to refinement in the TSL phase.
Superstructure type, beam spacing and rail type to be determined during the TSL phase.
PROPOSED STRUCTURE WIDTH
(Looking East)
CROSS SECTION #2
US ROUTE 30
OVER BLACKBERRY CREEK
S.N. 047-0029
KANE/KENDALL COUNTY

General View – Looking South

General View – Looking North

Blackberry Creek – Looking South

Blackberry Creek – Looking North

West Approach – Looking West

East Approach – Looking East

Typical Wingwall Condition

Joint at West Abutment – Looking North

Hole in West Abutment Joint Seal – Looking North

Joint at East Abutment – Looking North

Typical Condition of Bridge Rail

Underside of Deck, Span 1 – Looking East

Underside of Deck, Span 2 – Looking West

Minor Section Loss in Beam 9 – East Abutment

Typical Offsets in Steel Diaphragms

General View of West Abutment – Looking West

General View of East Abutment – Looking East

Pier – Looking East

Pier – Looking West

Typical Condition of Exterior Abutment Bearings

Typical Condition of Interior Abutment Bearings at 1990 Beams

Typical Condition of Interior Abutment Bearings at 1956 Beams

Typical Condition of Bearings at Pier

Paint Failure on 1990 Beams

Unknown Utility Pipe at South End of East Abutment

Illinois Department of Transportation

DESIGN WATERWAY INFORMATION TABLE

Route: F.A.P. Route 349 (US Route 30)
Section:
County: Kane / Kendall
Prepared by: GRE Date: 08/28/2013

Existing SN: 029-0047
Proposed SN:
Waterway: Blackberry Creek
Checked by: Date:

Drainage Area = 59.6 sq. mi.

Existing Overtopping Elev. = 666.24 at Sta. 1191+00
Proposed Overtopping Elev. = TBD at Sta.

Flood Event	Freq. Yr.	Discharge Ft^3/s	Waterway Opening - ft^2		Natural H.W.E. ft.	Head – ft.		Headwater Elevation ft.	
			Existing	Proposed		Existing	Proposed	Existing	Proposed
	10	1325	552		657.42	0.17		657.59	
Design	50	2302	665		658.76	0.26		659.02	
Base	100	2808	714		659.34	0.29		659.63	
Scour Design Check									
Overtop Existing									
Overtop Proposed									
Max. Calc.	500	4218	830		660.79	0.37		661.16	

10 YEAR VELOCITY THROUGH EXISTING BRIDGE = 1.79 ft/s 10 YEAR VELOCITY THROUGH PROPOSED BRIDGE = ft/s

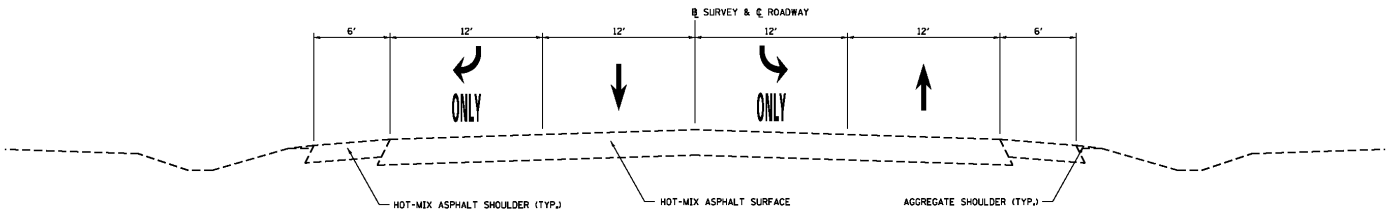
ALL–TIME H.W.E. & DATE: 663.1, July 18, 1996 (USGS estimate based on high water marks in the Blackberry Creek watershed)

Scope of Work: Complete bridge replacement.

EXISTING STRUCTURE		PROPOSED STRUCTURE	
TYPE:	Steel Girder Bridge	TYPE:	
LENGTH:	90'-1" Out to Out Abutment	LENGTH:	
# SPANS:	2	# SPANS:	
LOW BEAM:	663.18	LOW BEAM:	
SKEW:	0°	SKEW:	
LOW E.O.P.:	666.08	LOW E.O.P.:	

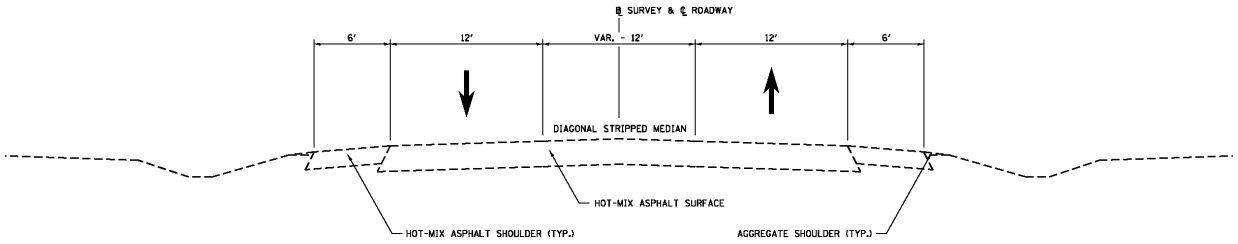
NOTE: PROPOSED STRUCTURE DETAILS ARE PRELIMINARY; SUBJECT TO REFINEMENT IN TSL STAGE.

Printed 9/24/2013 BBS 2730 (Rev. 02/21/13)



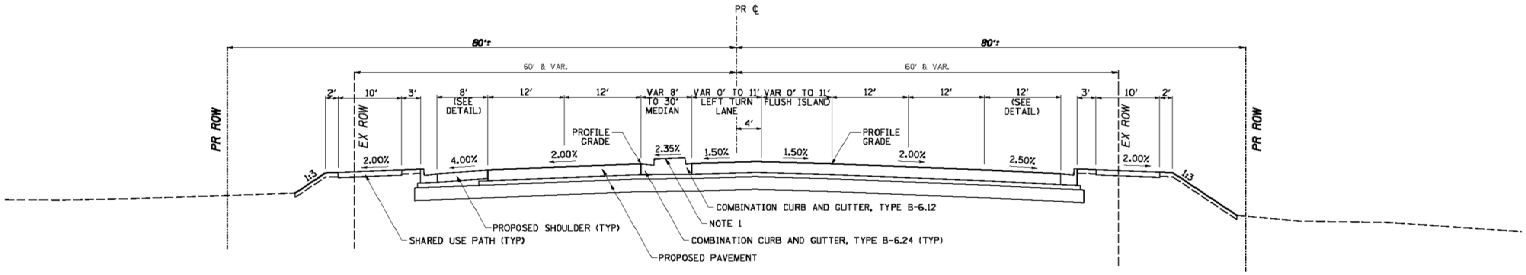
EXISTING U.S. RTE. 30 TYPICAL SECTION

EAST OF GORDON RD.
JUST EAST OF GRIFFIN DR.



EXISTING U.S. RTE. 30 TYPICAL SECTION

BETWEEN EAST OF GORDON RD. AND PRECOTT DR.
EAST OF PRESCOTT DR.
WEST OF ORCHARD RD.



PROPOSED TYPICAL SECTION

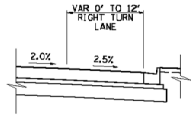
U.S. ROUTE 30

STA 1192+90.38 TO STA 1196+16.88

NOTES:

1. MEDIAN WIDTH 0'-12' SOLID MEDIAN
   MEDIAN WIDTH 12'-22' CONCRETE MEDIAN SURFACE
   MEDIAN WIDTH > 22' SODDED SURFACE

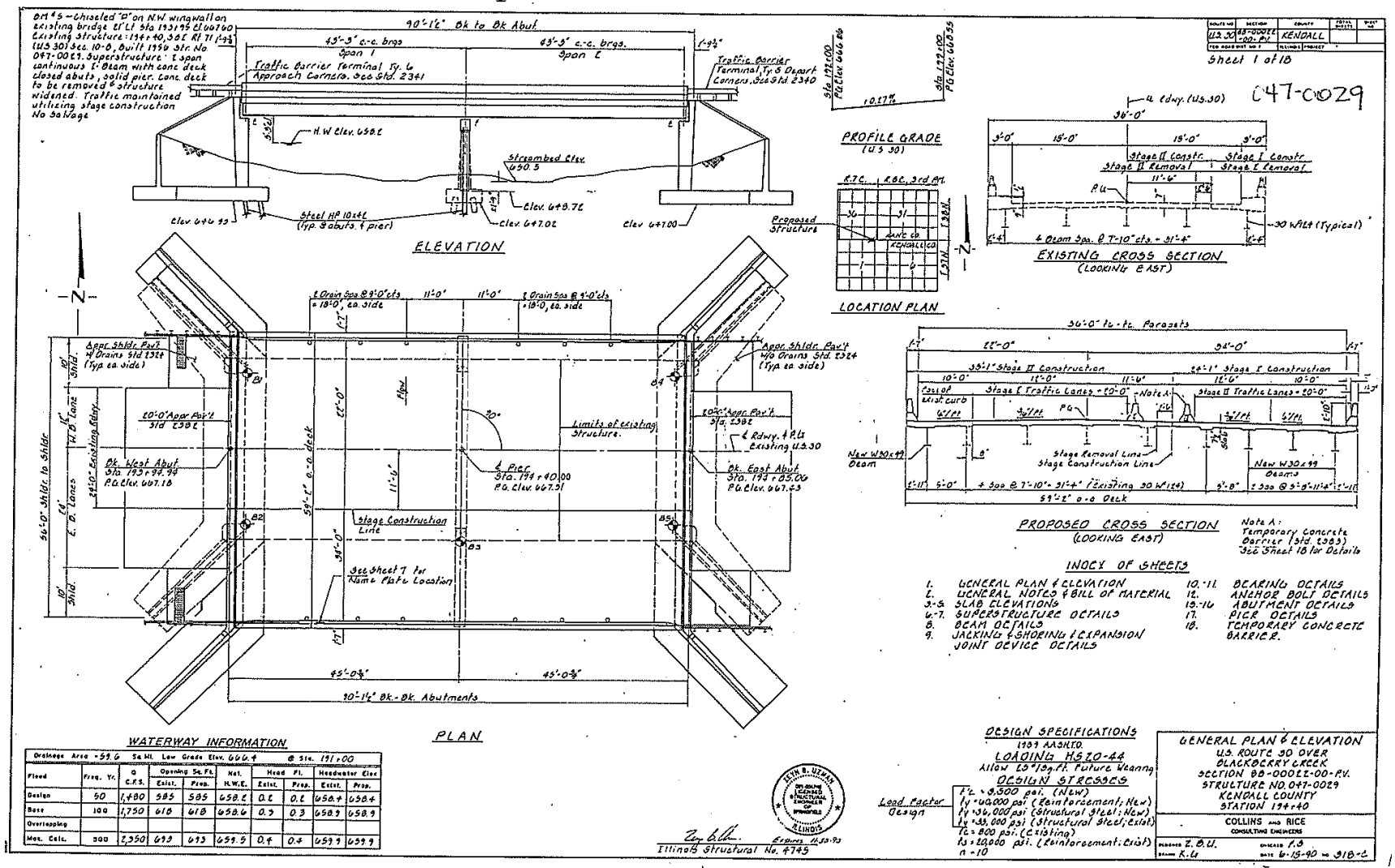
ALL PROPOSED R.O.W. IS APPROXIMATE. FINAL R.O.W. WILL BE DETERMINED WHEN PREFERRED ALTERNATIVE IS IDENTIFIED AND DEVELOPED.

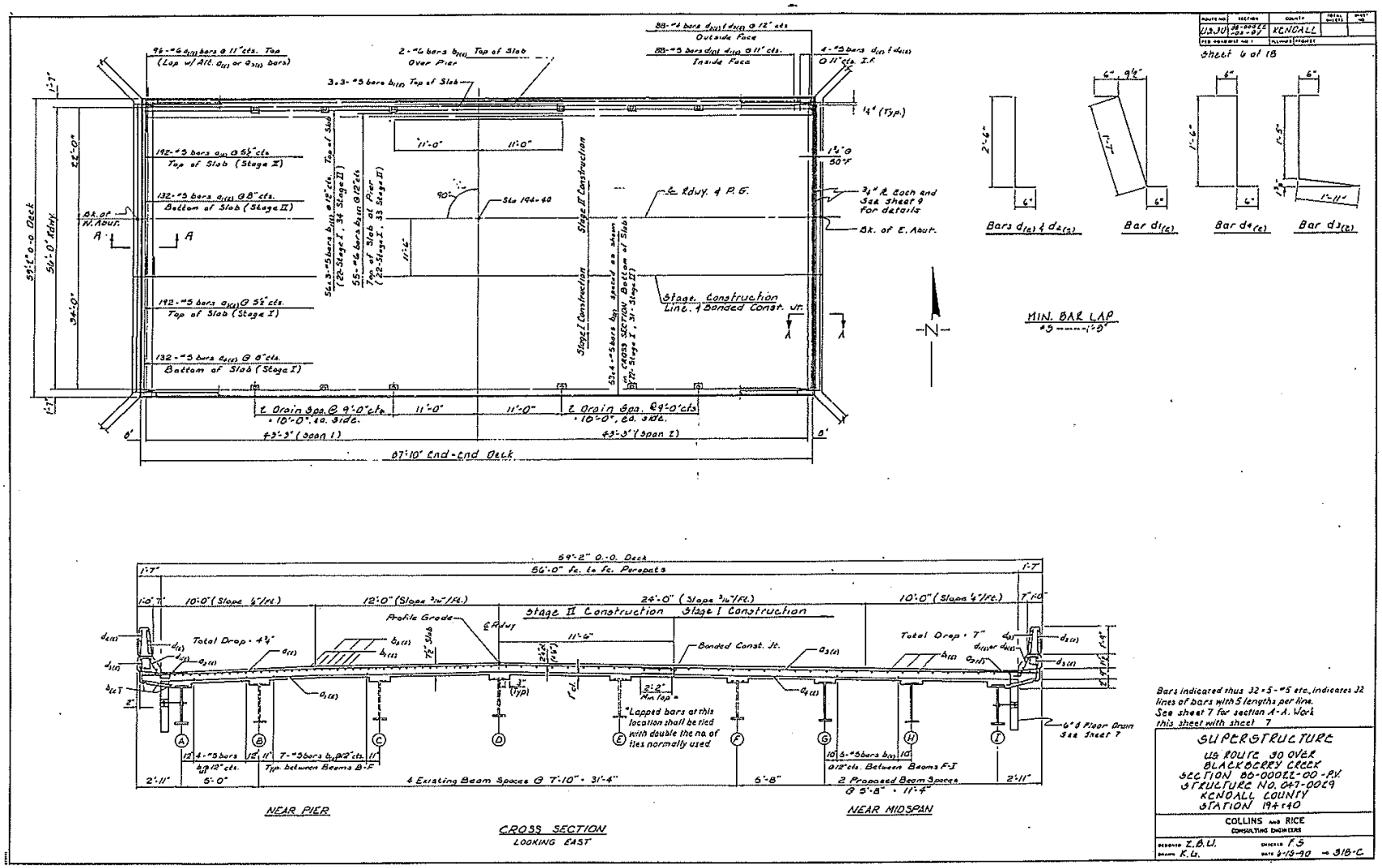


RIGHT TURN LANE DETAIL

EASTBOUND
STA 1192+90.38 TO STA 1198+53.11

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION	U.S. ROUTE 30 PROPOSED TYPICAL SECTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED -								
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -					CONTRACT NO.			
	PLOT DATE = #DATE#	DATE -	REVISED -		SCALE: N/A	SHEET NO. 11 OF 23 SHEETS	STA. N/A TO STA. N/A	ILLINOIS FED. AID PROJECT			


ELEVATION
PLAN
PROFILE GRADE (U.S. 30)
LOCATION PLAN
EXISTING CROSS SECTION (LOOKING EAST)
PROPOSED CROSS SECTION (LOOKING EAST)
INDEX OF SHEETS
1. GENERAL PLAN & ELEVATION
2. GENERAL NOTES & BILL OF MATERIAL
3-5. SLAB ELEVATIONS
6-7. SUPERSTRUCTURE DETAILS
8. BEAM DETAILS
9. JACKING & SHORING & EXPANSION JOINT DEVICE DETAILS
10.-11. BEARING DETAILS
12. ANCHOR BOLT DETAILS
13.-16. ABUTMENT DETAILS
17. PIER DETAILS
18. TEMPORARY CONCRETE BARRIER.
WATERWAY INFORMATION
DESIGN SPECIFICATIONS
1989 AASHTO.
LOADING HS20-44
DESIGN STRESSES
GENERAL PLAN & ELEVATION
U.S. ROUTE 30 OVER BLACKBERRY CREEK
SECTION 98-00012-00-BR
STRUCTURE NO. 047-0029
KENDALL COUNTY
STATION 194+40
COLLINS AND RICE
CONSULTING ENGINEERS
Illinois Structural No. 4745
Sheet 1 of 18
047-0029


Sheet 6 of 18
KENDALL
Top of Slab (Stage II)
Bottom of Slab (Stage II)
Top of Slab (Stage I)
Bottom of Slab (Stage I)
Stage II Construction
Stage I Construction
Stage Construction Line, Bonded Const. Jt.
Bk. of E. Abut.
Bk. of W. Abut.
87'-10" End-End Deck
MIN. BAR LAP
Bars d1(2) & d2(2)
Bar d1(2)
Bar d4(2)
Bar d3(2)
59'-2" O.-O. Deck
56'-0" fc. to fc. Parapets
Total Drop = 4¾"
Total Drop = 7"
Profile Grade
Bonded Const. Jt.
*Lapped bars at this location shall be tied with double the no. of ties normally used
Bars indicated thus 32-#5 etc. indicates 32 lines of bars with 5 lengths per line.
See sheet 7 for section A-A. Work this sheet with sheet 7
SUPERSTRUCTURE
US ROUTE 30 OVER
BLACKBERRY CREEK
SECTION 80-00022-00-PV
STRUCTURE NO. 047-0029
KENDALL COUNTY
STATION 194+40
COLLINS and RICE
CONSULTING ENGINEERS
NEAR PIER
CROSS SECTION
LOOKING EAST
NEAR MIDSPAN

Illinois Department of Transportation

Asbestos Determination Certification

Structure Identification

Structure Number(s) (000-0000):
047-0029 US 30 over Blackberry Creek

Asbestos Determination

☒ 1. The identified structures were included in the August 22, 2001 list that the USEPA exempted from the asbestos notification requirements in its letter of October 19, 2001.

☐ 2. The identified structures were unconfirmed for asbestos involvement as of October 19, 2001 but have subsequently been determined, on the basis of information available in the District office, not to involve asbestos in a bituminous bridge deck wearing surface or waterproofing membrane.

☐ 3. The identified structures were unconfirmed for asbestos involvement as of October 19, 2001 but have subsequently been determined, through testing, not to involve asbestos in a bituminous bridge deck wearing surface or waterproofing membrane. The test results were obtained in conformance with the approved "Sampling and Testing Procedures for Asbestos in Bituminous Bridge Deck Wearing Surface or Waterproofing Membrane" (Attachment 2 to BDE Procedure Memorandum 26-02).

☐ 4. The identified structures have been determined to involve asbestos in a bituminous bridge deck wearing surface and/or waterproofing membrane. The District will ensure compliance with the asbestos notification requirements for work on these structures that could disturb the asbestos-containing materials. The District also will ensure that the special provision for "Asbestos Waterproofing Membrane and Asbestos Bituminous Concrete Surface Removal (BDE)" is included in any contract for demolition of these structures or for other work involving removal of the existing bituminous bridge deck wearing surface and/or waterproofing membrane.

☐ 5. The identified structures had been determined to involve asbestos in a bituminous bridge deck wearing surface and/or waterproofing membrane. Removal operations have been completed for all asbestos bituminous concrete surface and asbestos waterproofing membrane on the identified structures.

Certification

Name: Sarah Wilson Position Title: Bridge Maintenance Engineer

Office Address: 201 W Central Court, Schaumburg IL 60196

Phone Number: (847) 705-4181

Sarah M. Wilson
Signature

1/15/15
Date

S-14

Lighting Assessment

Concept Design Report
Phase I Lighting Assessment

P-91-505-09
PTB No.: 152, Item 16
Work Order 43
US Rte. 30 from IL Rte. 47 to IL Rte. 31

LOCATION: Region One, District One
COUNTY: Kane

Prepared For:

Illinois Department of Transportation

Prepared By:

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS
230 West Monroe, Suite 1400
Chicago, Illinois 60606

Submitted:
November 30, 2015

TABLE OF CONTENTS

1. INTRODUCTION 1
2. DESCRIPTION OF ASSESSMENT LOCATION 1
3. EXISTING LIGHTING SYSTEMS 2
4. PROPOSED LIGHTING SYSTEMS 2
5. TEMPORARY LIGHTING SYSTEMS 3
6. UTILITY CONFLICTS 3
7. UPGRADES NEEDED TO BRING SYSTEM INTO COMPLIANCE WITH IDOT D1 STANDARDS 4
8. LIGHTING WARRANTS AND GUIDANCE 4
9. ESTIMATE OF CONSTRUCTION COST 5

EXHIBIT – 1: LIGHTING ANALYSIS CHECKLIST
EXHIBIT – 2: EXISTING AND PROPOSED LIGHTING LAYOUT
EXHIBIT – 3: PROPOSED CONCEPT LIGHTING COST ESTIMATES
EXHIBIT – 4: PHOTO LOG

1. INTRODUCTION

The purpose of this memorandum is to provide an assessment of the existing street lighting systems in the Corridor of US RTE 30 spanning from east of IL RTE. 47 to the IL RTE. 31 interchange, providing the location, type, and condition of the lighting equipment in use, and whether it meets current IDOT District 1 lighting standards. This memo also addresses what improvements are needed to bring the existing system into compliance with IDOT standards. Attached; Existing and proposed lighting layout exhibits, inventory, analysis, and an estimate of construction costs with representative photographs of assessment areas.

2. DESCRIPTION OF ASSESSMENT LOCATION

The US-30 corridor is located in Kane County along the border with Kendall County spanning from IL RTE 47 to IL RTE 31. The 5 mile primary section of roadway is a Principal Arterial and Strategic Regional Arterial route having the following characteristics:

- **US RTE 30** is a non-divided highway primarily with one 12 foot lane in each direction with left turn lanes, and is classified as Other Principal Arterial according to the 5-year Classification Map of Bristol Township. US RTE 30 is also considered a Strategic Regional Arterial. This translates to a MAJOR roadway classification in the IES RP-8-00, with primarily a MEDIUM pedestrian conflict classification. The ADT varies along US-30 but averages up to 24,900 vehicles. US-30 is a designated Class 2 Truck Route. The posted speed is 45 mph.
- **GORDON ROAD** is a divided roadway with two 12 foot lanes in each direction separated by barrier median with left turn lanes and is classified as Minor Arterial north of US RTE 30 and as Major Collector south of US RTE 30 according to the 5-year Classification Map of Bristol Township. This translates to a MAJOR roadway classification north of US RTE 30, and COLLECTOR roadway classification south of US RTE 30 in the IES RP-8-00, with primarily a MEDIUM pedestrian conflict classification. The ADT along Gordon Road within the study limit averages up to approximately 2,450 vehicles on the south leg and up to 6,000 on the north leg. The posted speed is 35 mph.
- **GRIFFIN DRIVE** is a divided roadway with one lane of varying width in each direction separated by barrier median and is classified as a Local Street according to the 5-year Classification Map of Bristol Township. This translates to a LOCAL roadway classification in the IES RP-8-00, with primarily a MEDIUM pedestrian conflict classification. The ADT along Griffin Drive within the study limit averages up to approximately 2,300 vehicles on the south leg and up to 300 on the north leg. The posted speed is 30 mph.
- **ORCHARD ROAD** is a divided highway with two 12 foot lanes in each direction separated by barrier median with left turn lanes and is classified as Other Principal Arterial north of US RTE 30 and Minor Arterial south of US RTE 30 according to the 5-year Classification Map of Bristol Township. This translates to a MAJOR roadway classification in the IES RP-8-00, with primarily a MEDIUM pedestrian conflict classification. The ADT along Orchard Road within the study limit averages up to approximately 26,400 vehicles. The posted speed is 45 mph.
- **Various Cross Streets**, located throughout the corridor of US-30, are classified as ranging from Local to Major Collector, which translates to ranging from a LOCAL, to a MAJOR roadway classification in IES RP-8-00, primarily with a MEDIUM pedestrian conflict classification. Intersecting streets are stop controlled roads. The ADT is

ranging from as low as approximately 300, and as high as 8,000 vehicles per day throughout the range of cross streets. The posted speeds range from 25 to 35 mph.

3. EXISTING LIGHTING SYSTEMS

There is no existing continuous roadway lighting system along U.S. Route 30 within the project limits. Intermittent lighting does exist on utility poles and conventional lighting units at the following locations:

• U.S. Route 30 at Dickson Road – single utility light pole
• U.S. Route 30 at Gordon Road – one sided lighting south of U.S. Route 30
• U.S. Route 30 at Gordon Road – staggered arrangement lighting north of U.S. Route 30
• U.S. Route 30 at Prescott Drive – one sided lighting south of U.S. Route 30
• U.S. Route 30 at Lakewood Creek Drive – one sided lighting south of U.S. Route 30
• U.S. Route 30 at Griffin Drive – one sided lighting south of U.S. Route 30
• U.S. Route 30 at Griffin Drive – one sided lighting north of U.S. Route 30 and decorative lighting located in the grass median of Civic Center Drive
• U.S. Route 30 at Blackberry Road – single utility light pole
• Orchard Road at Mayfield/Caterpillar Drive – two combination lighting units at intersection
• U.S. Route 30 at Orchard Road – four combination lighting units at intersection
• Orchard Road at Aucutt Road – full intersection lighting with approach lighting
• U.S. Route 30 at Horsemen Trail – single utility light pole
• U.S. Route 30 at IL Route 31 – full interchange lighting

Existing lighting adjacent the project limits along U.S. Route 30 and along Orchard Road is located at the following locations:

• U.S. Route 30 at IL Route 47 – single HMLT at intersection with approach lighting along IL Route 47
• Orchard Road at Aucutt Road – full intersection lighting with approach lighting
• U.S. Route 30 at IL Route 31 – full interchange lighting

There is one intersection in the Corridor that utilized combination lighting units. Existing local agency decorative lighting is present within the Village of Montgomery and conventional lighting units are prevalent throughout adjacent residential areas. Refer EXHIBIT 2 for locations.

4. PROPOSED LIGHTING SYSTEMS

Proposed lighting systems will be consistent with IDOT Standard Lighting. Preliminary Concept Conventional Light Standard Spacings were developed based on proposed typical cross sections. For a detailed analysis, see EXHIBIT 1 and EXHIBIT 2.

A. Intersection Lighting

Due to the proposed improvements for the wide intersections in the corridor having double left turns and dedicated right turn lanes, full intersection lighting is recommended with transition lighting. Since the traffic signals at these locations are owned and maintained by IDOT, it is appropriate to utilize combination lighting units to reduce cost and reduce the number of fixed objects at the intersection for motorist safety. Based on IDOT D1 Lighting

Guidelines, BDE Chapter 56, NCHRP Report 152, and the AASHTO Design Guide, it is recommended to install full intersection lighting at these locations as detailed in EXHIBIT 1 and EXHIBIT 2.

B. Electric Utility Service

Any new Electric Utility services for proposed lighting where no lighting currently exists will be investigated only after approval of proposed lighting locations.

C. Local Agency Coordination

Conventional Lighting
Local agency coordination will be necessary for locations in the Village of Montgomery and where proposed lighting may impact or overlap with existing conventional lighting.

Decorative Lighting
Local agency coordination will be necessary for locations in the Village of Montgomery where proposed lighting may impact or overlap with existing decorative lighting.

House Side Shields
House side shields should be considered at intersections adjacent residential properties that may benefit from shielding where complete intersection lighting is installed.

Beacon Lighting
At locations where existing Beacon Lighting is present, coordination with the local agencies having jurisdiction of the installations may be necessary. The local agencies include;

- Village of Montgomery
- Bristol Township
- Sugar Grove Township

5. TEMPORARY LIGHTING SYSTEMS

The proposed roadway work associated in the corridor will impact existing lighting units that are to be displaced or removed. Wherever feasible, temporary lighting shall take advantage of existing lighting with aerial wiring and temporary connections. Consideration should be given for the configuration of construction staging to allow existing lighting to be used for temporary lighting wherever possible. At locations where this may not be feasible, complete temporary lighting is recommended. Existing controllers shall remain in place to serve as temporary controllers if not in conflict with proposed improvements. At locations where no lighting currently exists, no temporary lighting will be provided.

6. UTILITY CONFLICTS

Overhead Utility Power Lines (34.5kV or greater), at a height of approximately 50 feet above grade, cross over the US-30 Corridor approximately 1200 feet west of Lakewood Creek Drive. Cross road locations with potential Overhead Utility Power Line clearance issues are as listed;

- IL RTE 30 west between Prescott Drive and Lakewood Creek Drive

Overhead Utility Power Lines (750V – 34.5kV) run parallel to US Rte 30 within the ROW. The Overhead Utility Power Lines along the ROW may present clearance issues for location of street light standards. Potential clearance issues exist at the following locations;

- Along N side of US RTE 30
- Along E side of Orchard Rd N of US RTE 30

Clearances for all open supply conductors from proposed Light Standards shall be per applicable sections of the National Electrical Safety Code (NESC) Article 234B and any applicable Electric Utility System Standards.

7. UPGRADES NEEDED TO BRING SYSTEM INTO COMPLIANCE WITH IDOT D1 STANDARDS

In order to bring the intersection lighting into compliance, the following changes to the lighting systems are recommended:

- Although the minimum threshold for typical lighting warrants is not achieved, lighting is recommended at wide intersections with double left turns and dedicated right turn lanes. These intersections are considered warranted by the department.
- Warranted intersections shall receive full intersection lighting with transition lighting.
- Local agency lighting at adjacent cross streets impacted by the proposed geometry shall be upgraded to meet IDOT Standards.
- Lighting shall include extended transition lighting where necessary to avoid small unlit road segments.
- Intersections with only utility owned beacon lighting or other lighting at the intersection owned by the local agency not meeting IDOT Standard shall be removed. The local agency can reapply for beacon or other lighting to be reinstalled per IDOT Standards.
- Based on a request by the Village of Montgomery, it is assumed that the Village will take ownership and maintenance of proposed lighting at signalized intersections along US Rte 30 within the project limits. See lighting overview for more information on anticipated ownership of lighting systems.

8. LIGHTING WARRANTS AND GUIDANCE

A. Lighting Warrants

- **BDE Manual, Chapter 56, Section 56-2.03(2) *Major Urban Arterials*:**
  - "Consider intersection lighting along all major arterials that are located in urban areas."
- **NHCRP Report 152 Warrants for Highway Lighting, Table 14:**
  - "Ratio of night to day accident rates 2.0: 1 or greater, intersection lighting warranted."

B. Lighting Design Guidance

- **IDOT District 1 Guidelines for Lighting Design, Section D.3 *Roadway Lighting:***

    - States that "Roadway lighting on arterial roads shall be either continuous lighting terminating at logical transitions or complete intersection lighting with transitions. Roadway lighting shall not be implemented in a manner that reduces safety due to eye adaptation difficulties."
- **IDOT District 1 Guidelines for Lighting Design, Section D.4(a)(i) *Design of Transition Lighting***:
    - The minimum transition lighting distance for roadways with a posted speed of 45 mph is 250 feet, per **Table D.4.1**.
    - The minimum transition lighting distance for roadways with a posted speed of 40 mph is 200 feet, per **Table D.4.1**.
    - The minimum transition lighting distance for roadways with a posted speed of 35 mph is 175 feet, per **Table D.4.1**.
    - The minimum transition lighting distance for roadways with a posted speed of 30 mph is 150 feet, per **Table D.4.1**.
    - The minimum transition lighting distance for roadways with a posted speed of 25 mph is 125 feet, per **Table D.4.1**.
- **IDOT District 1 Guidelines for Lighting Design, Section D.4(a)(ii) *Design of Transition Lighting***:
    - Where the roadway is divided, the intersection transition lighting extensions shall be provided on both the approach lanes and the departure lanes.
- **IDOT District 1 Guidelines for Lighting Design, Section D.4(b)(i) *Intersections of Continuously Lighted Roadways***:
    - This section indicates intersections of continuously lighted roadways and/or intersections at locations with high adjacent area lighting shall have Illuminance values equal to the values in IES RP-8 Table 9, *Recommended Illuminance for the Intersection of Continuously Lighted Urban Streets.*
- **IDOT District 1 Guidelines for Lighting Design, Section D.4(d) *Intersection Combination Poles:***
    - Use of combination traffic signal/lighting poles is encouraged if the system maintenance responsibilities are not divided.
- **IDOT District 1 Guidelines for Lighting Design, Section H, Special requirements for Beacon Lighting**
    - "The intersections for which this policy will be implemented would be the intersection of a State Route, considered a "major" roadway, with a "local" roadway. (The definition of these roadway classes is to be found in the publication: American National Standard Practice for Roadway Lighting IES/RP 8). This treatment will be used restrictively at isolated intersections only, and would not be either appropriate or indicated for an intersection of two State Routes."

9. ESTIMATE OF CONSTRUCTION COST

A cost estimate was developed based on the upgrades and installations discussed to bring the lighting system into compliance with IDOT District 1 standards. Detailed cost breakdowns are shown in EXHIBIT 3. The costs are based on current prices and do not reflect a future year costs.

EXHIBIT 1

LIGHTING ANALYSIS CHECKLIST - EXHIBIT1

Project: US 30 - IL Rte 47 to IL Rte 31 - Phase I Lighting Study

From/To: IL Rte 47 to IL Rte 31
Agency: Illinois Department of Transportation
Location: Kane County, Region One/District One, IL
IDOT Job No.: P-91-065-01/ PTB 152 Item #16, Work Order 43

* ADJACENT AREA IDENTIFIED IN THIS SPREADSHEET IS TYPE OF LAND USAGE ADJACENT TO THE INTERSECTION OR INTERCHANGE, AND IT IS FOR INFORMATION ONLY. IT DOES NOT REPRESENT THE AREA/LAND USAGE CLASSIFICATION SPECIFIED IN IDOT-D1 LIGHTING GUIDELINES. PER IDOT-D1 GUIDELINES, PEDESTRIAN CLASSIFICATION OF LOW REPRESENTS RESIDENTIAL AREA AND MEDIUM REPRESENTS INTERMEDIATE AREA.

** NIGHT TO DAY ACCIDENT RATIO 2.0 : 1 OR GREATER - LIGHTING WARRANTED - NCHRP REPORT 152.

^ IF TRAFFIC SIGNALS AND ROADWAY LIGHTING ARE UNDER THE SAME JURISDICTION, COMBINATION LIGHTING SHOULD BE CONSIDERED.

NO.	LOCATION	* ADJACENT AREA ROADWAY/PEDESTRIAN CONFLICT CLASSIFICATION	PROPOSED GEOMETRY DESCRIPTION	DESIGN TRAFFIC DATA (2040 ADT) / DESIGN SPEED LIMIT	** CRASH DATA (NIGHT / DAY ACCIDENT RATIO FOR THREE LATEST YEARS)	EXISTING LIGHTING TYPE	^ EXISTING LIGHTING/ TRAFFIC SIGNAL (T.S.) OWNERSHIP	EXISTING LIGHTING DESCRIPTION	INITIAL LIGHTING ANALYSIS BASED ON IDOT-D1 GUIDELINES, BDE CHAPTER 56, NCHRP REPORT 152, AND AASHTO DESIGN GUIDE	RECOMMENDED LIGHTING IMPROVEMENT
1	BERTRAM ROAD	RURAL U.S. ROUTE 30 - MAJOR/MEDIUM BERTRAM ROAD - COLLECTOR/MEDIUM	"T" INTERSECTION-STOP CONTROLLED FREE FLOW ON ARTERIAL CHANNELIZED LEFT TURN ON NORTH AND WEST LEG PEDESTRIAN CROSSING NORTH LEG	US-30 (WEST LEG) - 16,000 / 45 MPH US-30 (EAST LEG) - 16,000 / 45 MPH BERTRAM ROAD (NORTH LEG) - 11,000 / 30 MPH	(0.50 : 1)	NO EXISTING LIGHTING PRESENT	N/A	NO EXISTING LIGHTING PRESENT	SECTION H SPECIAL REQUIREMENTS FOR BEACON LIGHTING	SUGAR GROVE TOWNSHIP CAN APPLY FOR A BEACON LIGHTING PERMIT
2	DICKSON ROAD	RURAL U.S. ROUTE 30 - MAJOR/MEDIUM DICKSON ROAD - COLLECTOR/MEDIUM	"T" INTERSECTION-STOP CONTROLLED FREE FLOW ON ARTERIAL CHANNELIZED LEFT TURN ON SOUTH AND EAST LEG BIKE PATH CROSSING SOUTH LEG	US-30 (WEST LEG) - 16,000 / 45 MPH US-30 (EAST LEG) - 16,000 / 45 MPH DICKSON ROAD (SOUTH LEG) - 4,000 / 30 MPH	(0.50 : 1)	BEACON LIGHTING	LIGHTING - UTILITY OWNED	BEACON LIGHTING UNIT IN SE QUADRANT LIGHTING NOT MEETING IDOT STANDARD LIGHTING IS IN CONFLICT WITH PROPOSED IMPROVEMENTS	SECTION H SPECIAL REQUIREMENTS FOR BEACON LIGHTING: THE BEACON LIGHTING INSTALLATION DOES NOT MEET CURRENT IDOT STANDARDS AND SHOULD BE REMOVED.	EXISTING BEACON LIGHTING SHALL BE REMOVED BRISTOL TOWNSHIP CAN APPLY FOR A BEACON LIGHTING PERMIT
3	GORDON ROAD	RURAL/RESIDENTIAL U.S. ROUTE 30 - MAJOR/MEDIUM GORDON ROAD (NORTH LEG) - MAJOR/MEDIUM GORDON ROAD (SOUTH LEG) - COLLECTOR/MEDIUM	4-LEG INTERSECTION-SIGNALIZED DOUBLE LEFT TURN ON NORTH, SOUTH AND WEST LEG CHANNELIZED LEFT TURN ON EAST LEG CHANNELIZED RIGHT TURN ON EAST AND WEST LEG CROSSWALKS AND PED. SIGNALS ALL LEGS BIKE PATH CROSSING SOUTH LEG	US-30 (WEST LEG) - 27,000 / 45 MPH US-30 (EAST LEG) - 27,000 / 45 MPH GORDON ROAD (NORTH LEG) - 9,000 / 35 MPH GORDON ROAD (SOUTH LEG) - 9,000 / 35 MPH	(0.50 : 1)	CONVENTIONAL LIGHT POLES	LIGHTING - VILLAGE OF MONTGOMERY T.S. - IDOT	GORDON ROAD (NORTH LEG) - STAGGERED ARRANGEMENT GORDON ROAD (SOUTH LEG) - ONE SIDED ARRANGEMENT LIGHTING NOT MEETING IDOT STANDARD LIGHTING IS IN CONFLICT WITH PROPOSED IMPROVEMENTS	MINIMUM THRESHOLD FOR TYPICAL LIGHTING WARRANT NOT ACHIEVED BUT RECOMMENDED DUE TO: -SIGNALIZED INTERSECTION -WIDE CROSS SECTION -LARGE TURNING RADII DOUBLE LEFT TURN LANES -DEDICATED RIGHT TURN LANES -BARRIER MEDIAN -MEDIUM PEDESTRIAN CLASSIFICATION -PEDESTRIAN AND BIKE PATH CROSSINGS	VILLAGE OF MONTGOMERY LIGHTING REMOVE SIX LIGHT STANDARDS IN CONFLICT WITH PROPOSED GEOMETRY COMPLETE INTERSECTION LIGHTING WITH APPROACH LIGHTING
4	PRESCOTT DRIVE	RESIDENTIAL U.S. ROUTE 30 - MAJOR/MEDIUM PRESCOTT DRIVE - LOCAL/MEDIUM	"T" INTERSECTION-STOP CONTROLLED FREE FLOW ON ARTERIAL CHANNELIZED LEFT TURN ON EAST LEG BIKE PATH CROSSING SOUTH LEG	US-30 (WEST LEG) - 16,000 / 45 MPH US-30 (EAST LEG) - 16,000 / 45 MPH PRESCOTT DRIVE (SOUTH LEG) - 3,000 / 25 MPH	(0.50 : 1)	CONVENTIONAL LIGHT POLES	LIGHTING - VILLAGE OF MONTGOMERY	ONE LIGHT STANDARD FACING THE LOCAL STREET IN SW QUADRANT LIGHTING NOT MEETING IDOT STANDARD LIGHTING IS IN CONFLICT WITH PROPOSED IMPROVEMENTS	MINIMUM THRESHOLD FOR TYPICAL LIGHTING WARRANT NOT ACHIEVED	VILLAGE OF MONTGOMERY LIGHTING REMOVE ONE LIGHT STANDARD IN SW QUADRANT IN CONFLICT WITH PROPOSED GEOMETRY EXISTING LIGHTING SHALL BE UPGRADED TO COMPLY WITH IDOT STANDARD
5	LAKEWOOD CREEK DRIVE	RESIDENTIAL U.S. ROUTE 30 - MAJOR/MEDIUM LAKEWOOD CREEK DRIVE - LOCAL/MEDIUM	"T" INTERSECTION-STOP CONTROLLED FREE FLOW ON ARTERIAL CHANNELIZED LEFT TURN ON SOUTH AND EAST LEG BIKE PATH CROSSING SOUTH LEG	US-30 (WEST LEG) - 16,000 / 45 MPH US-30 (EAST LEG) - 16,000 / 45 MPH LAKEWOOD CREEK DRIVE (SOUTH LEG) - 8,000 / 30 MPH	(0.50 : 1)	CONVENTIONAL LIGHT POLES	LIGHTING - VILLAGE OF MONTGOMERY	ONE LIGHT STANDARD FACING THE ARTERIAL STREET IN PLANTED MEDIAN LIGHTING NOT MEETING IDOT STANDARD LIGHTING IS IN CONFLICT WITH PROPOSED IMPROVEMENTS	MINIMUM THRESHOLD FOR TYPICAL LIGHTING WARRANT NOT ACHIEVED	VILLAGE OF MONTGOMERY LIGHTING REMOVE ONE LIGHT STANDARD IN PLANTED MEDIAN IN CONFLICT WITH PROPOSED GEOMETRY EXISTING LIGHTING SHALL BE UPGRADED TO COMPLY WITH IDOT STANDARD
6	GRIFFIN DRIVE	PARK DISTRICT/RESIDENTIAL US-30 - MAJOR/MEDIUM GRIFFIN DRIVE - COLLECTOR/MEDIUM	4-LEG INTERSECTION-SIGNALIZED CHANNELIZED LEFT TURN ON ALL LEGS AND CHANNELIZED RIGHT TURN ON NORTH AND SOUTH LEGS CROSSWALKS AND PED. SIGNALS ALL LEGS BIKE PATH CROSSING ALL LEGS	US-30 (WEST LEG) - 35,000 / 45 MPH US-30 (EAST LEG) - 35,000 / 45 MPH GRIFFIN DRIVE (NORTH LEG) - 4,000 / 30 MPH GRIFFIN DRIVE (SOUTH LEG) - 4,000 / 30 MPH	(0.50 : 1)	CONVENTIONAL LIGHT POLES	LIGHTING - VILLAGE OF MONTGOMERY T.S. - IDOT	ONE LIGHT STANDARD FACING THE LOCAL STREET IN SW AND NE QUADRANTS LIGHTING NOT MEETING IDOT STANDARD LIGHTING IS IN CONFLICT WITH PROPOSED IMPROVEMENTS	MINIMUM THRESHOLD FOR TYPICAL LIGHTING WARRANT NOT ACHIEVED BUT RECOMMENDED DUE TO: -SIGNALIZED INTERSECTION -CHANNELIZED LEFT AND RIGHT TURNS -MEDIUM PEDESTRIAN CLASSIFICATION -PEDESTRIAN AND BIKE PATH CROSSINGS ALL LEGS -VILLAGE OF MONTGOMERY REQUEST FOR LIGHTING	VILLAGE OF MONTGOMERY LIGHTING REMOVE TWO LIGHT STANDARDS IN SW AND NE QUADRANT IN CONFLICT WITH PROPOSED GEOMETRY COMPLETE INTERSECTION LIGHTING WITH APPROACH LIGHTING EXISTING LIGHTING SHALL BE UPGRADED TO COMPLY
7	BLACKBERRY ROAD	RESIDENTIAL US-30 - MAJOR/MEDIUM BLACKBERRY ROAD - LOCAL/MEDIUM	"T" INTERSECTION-STOP CONTROLLED FREE FLOW ON ARTERIAL CHANNELIZED LEFT TURN ON WEST AND EAST LEG BIKE PATH CROSSING NORTH LEG	US-30 (WEST LEG) - 25,000 / 45 MPH US-30 (EAST LEG) - 25,000 / 45 MPH BLACKBERRY ROAD (NORTH LEG) - 400 / 25 MPH	(0.50 : 1)	BEACON LIGHTING	LIGHTING - UTILITY OWNED	BEACON LIGHTING UNIT IN SE QUADRANT LIGHTING NOT MEETING IDOT STANDARD	MINIMUM THRESHOLD FOR TYPICAL LIGHTING WARRANT NOT ACHIEVED	EXISTING BEACON LIGHTING SHALL BE REMOVED SUGAR GROVE TOWNSHIP CAN APPLY FOR A BEACON LIGHTING PERMIT
8	ORCHARD ROAD	COMMERCIAL/RESIDENTIAL US-30 - MAJOR/MEDIUM ORCHARD ROAD - MAJOR/MEDIUM	4-LEG INTERSECTION-SIGNALIZED DOUBLE LEFT TURN ON ALL LEGS CHANNELIZED RIGHT TURN ON ALL LEGS CROSSWALKS AND PED. SIGNALS ALL LEGS BIKE PATH CROSSING ALL LEGS	US-30 (WEST LEG) - 50,000 / 45 MPH US-30 (EAST LEG) - 50,000 / 45 MPH ORCHARD ROAD (NORTH LEG) - 47,000 / 45 MPH ORCHARD ROAD (SOUTH LEG) - 47,000 / 45 MPH	(0.50 : 1)	COMBINATION LIGHTING	COMBINATION LIGHTING - IDOT TS - IDOT	COMBINATION LIGHTING - ALL LEGS LIGHTING IS IN CONFLICT WITH PROPOSED IMPROVEMENTS	MINIMUM THRESHOLD FOR TYPICAL LIGHTING WARRANT NOT ACHIEVED BUT RECOMMENDED DUE TO: -SIGNALIZED INTERSECTION -WIDE CROSS SECTION -LARGE TURNING RADII DOUBLE LEFT TURN LANES -DEDICATED RIGHT TURN LANES -BARRIER MEDIAN -MEDIUM PEDESTRIAN CLASSIFICATION -PEDESTRIAN AND BIKE PATH CROSSINGS	IDOT COMBINATION LIGHTING AT INTERSECTION (REQUIRES IDOT D1 APPROVAL) VILLAGE OF MONTGOMERY LIGHTING COMPLETE INTERSECTION LIGHTING WITH APPROACH LIGHTING
9	BRENTWOOD AVENUE	RESIDENTIAL ORCHARD ROAD - MAJOR/LOW BRENTWOOD AVENUE - LOCAL/MEDIUM	"T" INTERSECTION-STOP CONTROLLED FREE FLOW ON ARTERIAL RIGHT TURN ONLY	ORCHARD ROAD (NORTH LEG) - 47,000 / 45 MPH ORCHARD ROAD (SOUTH LEG) - 47,000 / 45 MPH BRENTWOOD AVENUE (EAST LEG) - NO DATA / 25 MPH	(0.50 : 1)	BEACON LIGHTING	LIGHTING - UTILITY OWNED	BEACON LIGHTING UNIT IN NE QUADRANT LIGHTING NOT MEETING IDOT STANDARD	SECTION H SPECIAL REQUIREMENTS FOR BEACON LIGHTING: THE BEACON LIGHTING INSTALLATION DOES NOT MEET CURRENT IDOT STANDARDS AND SHOULD BE REMOVED.	EXISTING BEACON LIGHTING SHALL BE REMOVED AURORA TOWNSHIP CAN APPLY FOR A BEACON LIGHTING PERMIT

EXHIBIT 1

LIGHTING ANALYSIS CHECKLIST - EXHIBIT1

Project: US 30 - IL Rte 47 to IL Rte 31 - Phase I Lighting Study

From/To: IL Rte 47 to IL Rte 31
Agency: Illinois Department of Transportation
Location: Kane County, Region One/District One, IL
IDOT Job No.: P-91-065-01/ PTB 152 Item #16, Work Order 43

* ADJACENT AREA IDENTIFIED IN THIS SPREADSHEET IS TYPE OF LAND USAGE ADJACENT TO THE INTERSECTION OR INTERCHANGE, AND IT IS FOR INFORMATION ONLY. IT DOES NOT REPRESENT THE AREA/LAND USAGE CLASSIFICATION SPECIFIED IN IDOT-D1 LIGHTING GUIDELINES. PER IDOT-D1 GUIDELINES, PEDESTRIAN CLASSIFICATION OF LOW REPRESENTS RESIDENTIAL AREA AND MEDIUM REPRESENTS INTERMEDIATE AREA.

** NIGHT TO DAY ACCIDENT RATIO 2.0 : 1 OR GREATER - LIGHTING WARRANTED - NCHRP REPORT 152.

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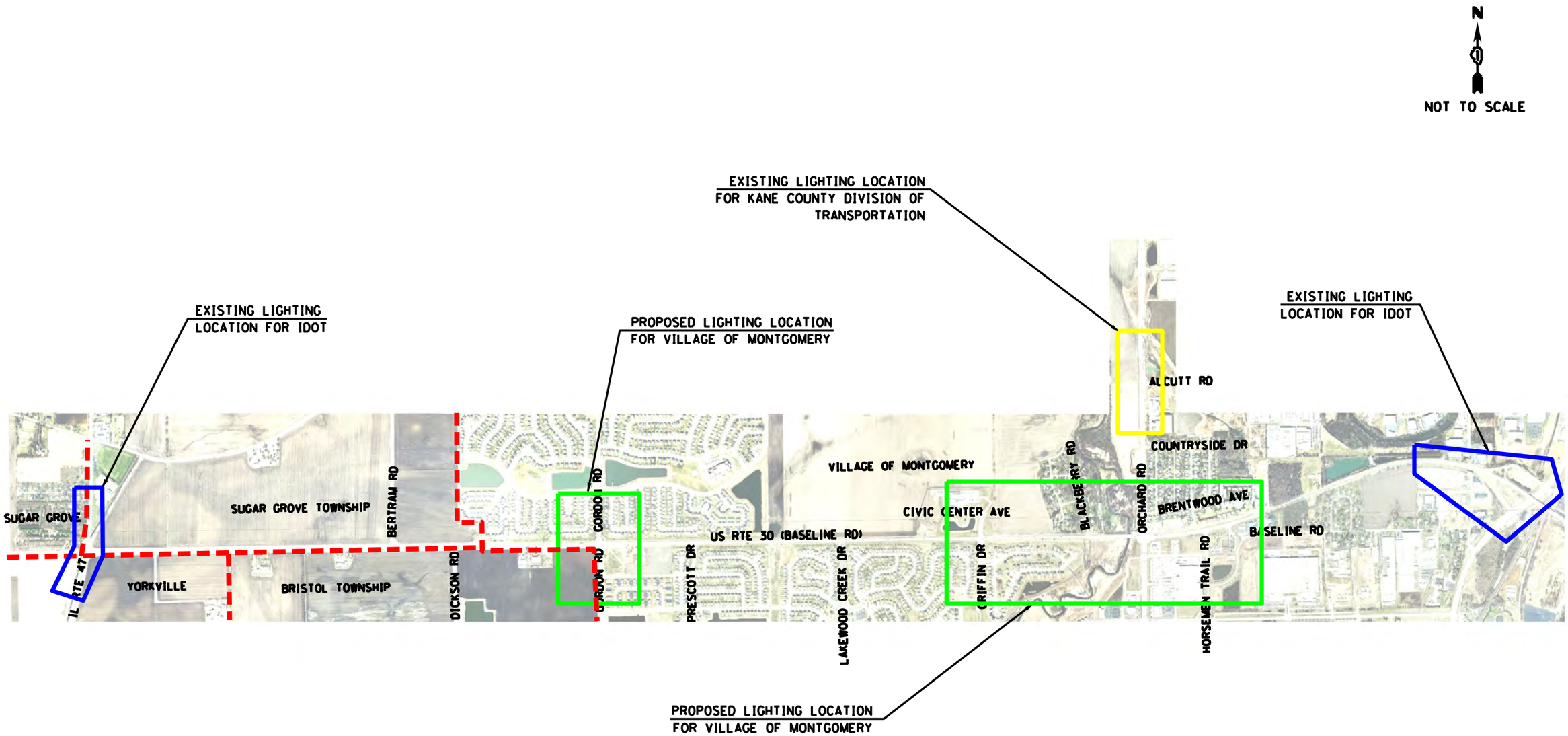
10	COUNTRYSIDE DRIVE	RESIDENTIAL ORCHARD ROAD - MAJOR/LOW COUNTRYSIDE DRIVE - LOCAL/MEDIUM	"T" INTERSECTION-STOP CONTROLLED FREE FLOW ON ARTERIAL CHANNELIZED LEFT TURN ON NORTH LEG	ORCHARD ROAD (NORTH LEG) - 47,000 / 45 MPH ORCHARD ROAD (SOUTH LEG) - 47,000 / 45 MPH COUNTRYSIDE DRIVE (EAST LEG) - NO DATA / 25 MPH	(0.50 : 1)	BEACON LIGHTING	LIGHTING - UTILITY OWNED	BEACON LIGHTING UNIT IN SE QUADRANT LIGHTING NOT MEETING IDOT STANDARD	SECTION H SPECIAL REQUIREMENTS FOR BEACON LIGHTING: THE BEACON LIGHTING INSTALLATION DOES NOT MEET CURRENT IDOT STANDARDS AND SHOULD BE REMOVED.	EXISTING BEACON LIGHTING SHALL BE REMOVED VILLAGE OF MONTGOMERY CAN APPLY FOR A BEACON LIGHTING PERMIT
11	HORSEMEN TRAIL ROAD	COMMERCIAL/INDUSTRIAL U.S. ROUTE 30 - MAJOR/MEDIUM HORSEMEN TRAIL ROAD - LOCAL/MEDIUM	"T" INTERSECTION-STOP CONTROLLED FREE FLOW ON ARTERIAL CHANNELIZED LEFT TURN ON EAST LEG BIKE PATH CROSSING SOUTH LEG	US-30 (WEST LEG) - 34,000 / 45 MPH US-30 (EAST LEG) - 33,000 / 45 MPH HORSEMEN TRAIL ROAD (SOUTH LEG) - 2,000 / 25 MPH	(0.50 : 1)	BEACON LIGHTING	LIGHTING - UTILITY OWNED	BEACON LIGHTING UNIT IN SE QUADRANT LIGHTING NOT MEETING IDOT STANDARD LIGHTING IS IN CONFLICT WITH PROPOSED IMPROVEMENTS	SECTION H SPECIAL REQUIREMENTS FOR BEACON LIGHTING: THE BEACON LIGHTING INSTALLATION DOES NOT MEET CURRENT IDOT STANDARDS AND SHOULD BE REMOVED.	EXTEND ORCHARD ROAD APPROACH LIGHTING TO COVER SIDE ROAD INTERSECTION FOR VILLAGE OF MONTGOMERY REQUEST FOR LIGHTING EXISTING BEACON LIGHTING SHALL BE REMOVED VILLAGE OF MONTGOMERY CAN APPLY FOR A BEACON LIGHTING PERMIT
12	BASELINE ROAD	COMMERCIAL/INDUSTRIAL U.S. ROUTE 30 - MAJOR/MEDIUM BASELINE ROAD - COLLECTOR/MEDIUM	"T" INTERSECTION-STOP CONTROLLED FREE FLOW ON ARTERIAL RIGHT TURN ONLY BIKE PATH CROSSING SOUTH LEG	US-30 (WEST LEG) - 33,000 / 45 MPH US-30 (EAST LEG) - 26,000 / 45 MPH BASELINE ROAD (SOUTH LEG) - 8,000 / 30 MPH	(0.50 : 1)	NO EXISTING LIGHTING PRESENT	N/A	NO EXISTING LIGHTING PRESENT	MINIMUM THRESHOLD FOR TYPICAL LIGHTING WARRANT NOT ACHIEVED	EXTEND ORCHARD ROAD APPROACH LIGHTING TO COVER SIDE ROAD INTERSECTION FOR VILLAGE OF MONTGOMERY REQUEST FOR LIGHTING



US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 1 OF 20

SUGAR GROVE

SUGAR GROVE TOWNSHIP

EXISTING HMLT UNIT

PROJECT BEGINS
STA 1017+50
℄ US RTE 30

N

0 50 100
SCALE IN FEET

BASELINE RD

1010+00

1015+00

1020+00

US RTE 30 (BASELINE RD)

MATCH LINE STA. 1021+00

BILLBOARD

YORKVILLE

YORKVILLE

ROB ROY CREEK

IL RTE 47

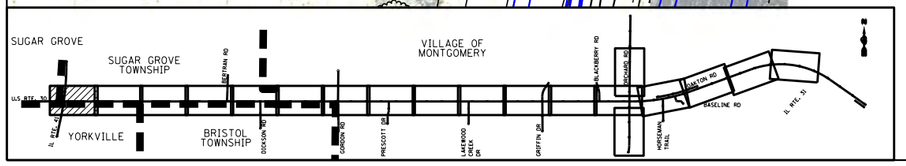
1020+00

LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN

LEGEND

- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY



NOTE:

1. THE LIGHTING LAYOUT SHOWN ON THE EXHIBITS ARE CONCEPTUAL LEVEL ONLY. NO DETAILED PHOTOMETRIC CALCULATIONS HAVE BEEN PERFORMED. LIGHTING LAYOUT SPACING HAS BEEN DEVELOPED BASED ON PROPOSED TYPICAL ROADWAY CROSS SECTIONS. EXHIBITS PROVIDE GENERAL LIGHTING LAYOUT AND LIGHTING LIMITS FOR CONSTRUCTION COST ESTIMATION AND SHALL NOT BE CONSIDERED AS FINALIZED LOCATION FOR PHASE II DESIGN.

2. PROPOSED GEOMETRY SHOWN WEST OF STA. 1017+50 IS PART OF AN ON-GOING PHASE I STUDY FROM KENNEDY DR. IN YORKVILLE TO CROSS ST. IN SUGAR GROVE (IDOT DISTRICT 3) AND IS NOT CONSIDERED IN THIS REPORT. INTERSECTION IMPROVEMENTS BY IDOT DISTRICT 3 (OTHERS).

US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 2 OF 20

LEGEND

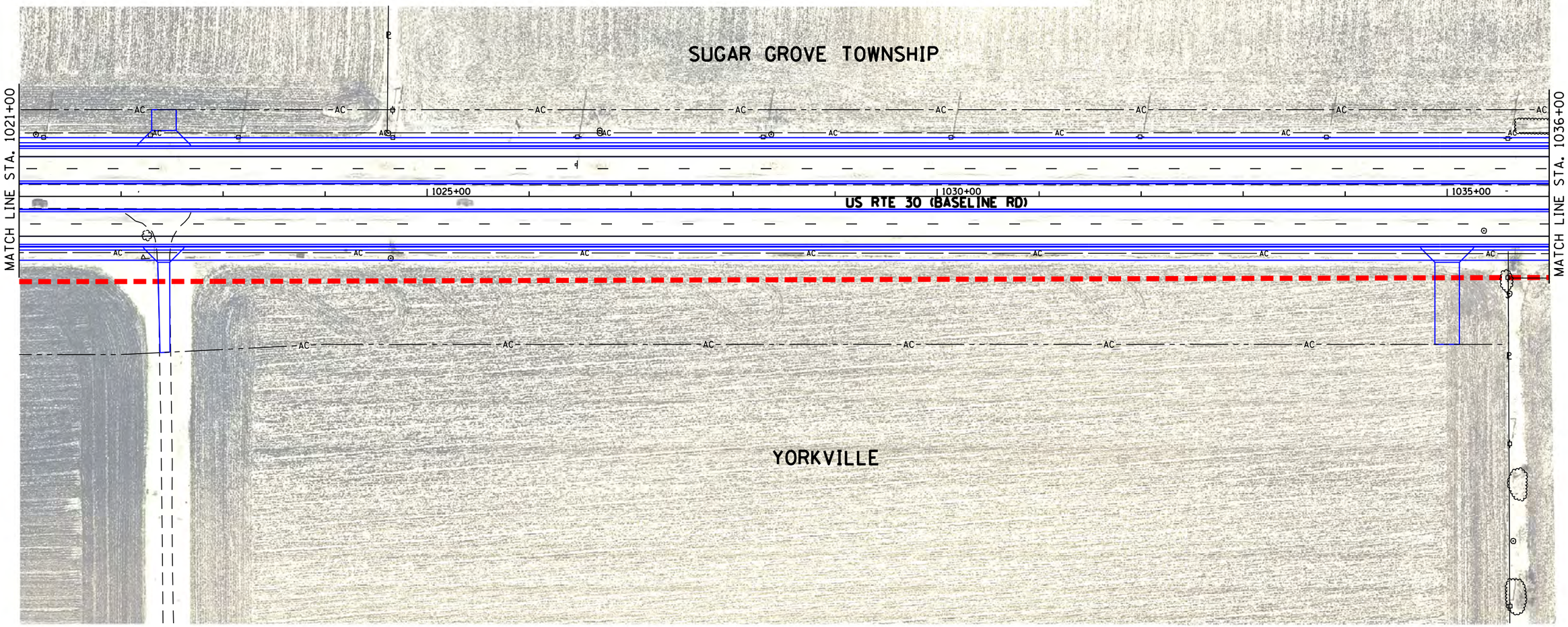
- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

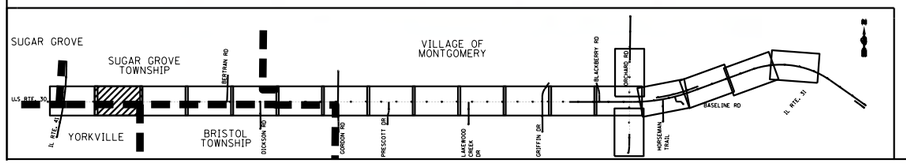
LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY

N

0 50 100
SCALE IN FEET





NOTE:

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US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 3 OF 20

LEGEND

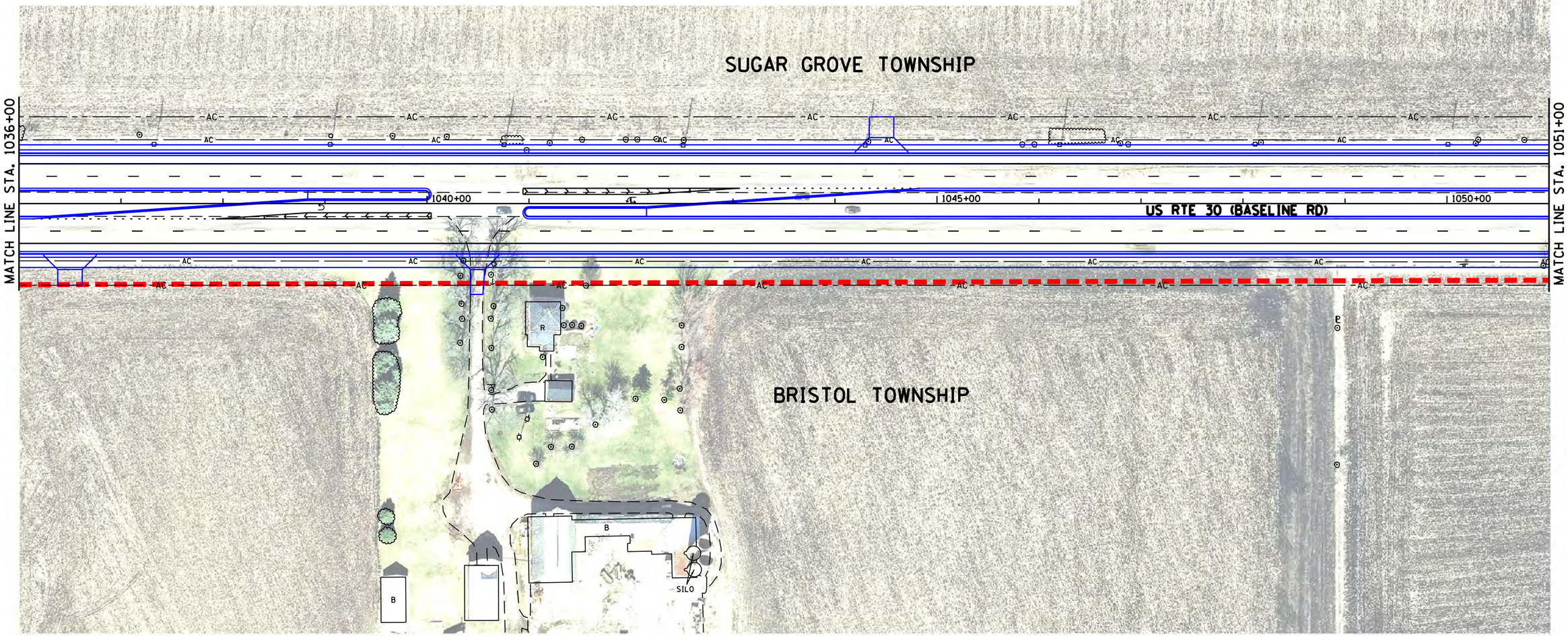
- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

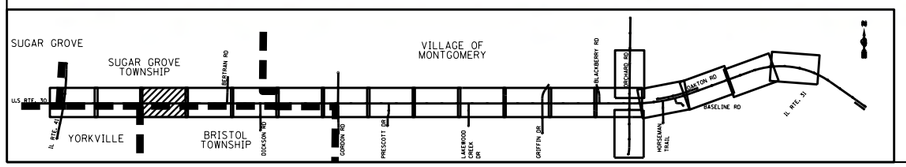
LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY

N

0 50 100
SCALE IN FEET





NOTE:

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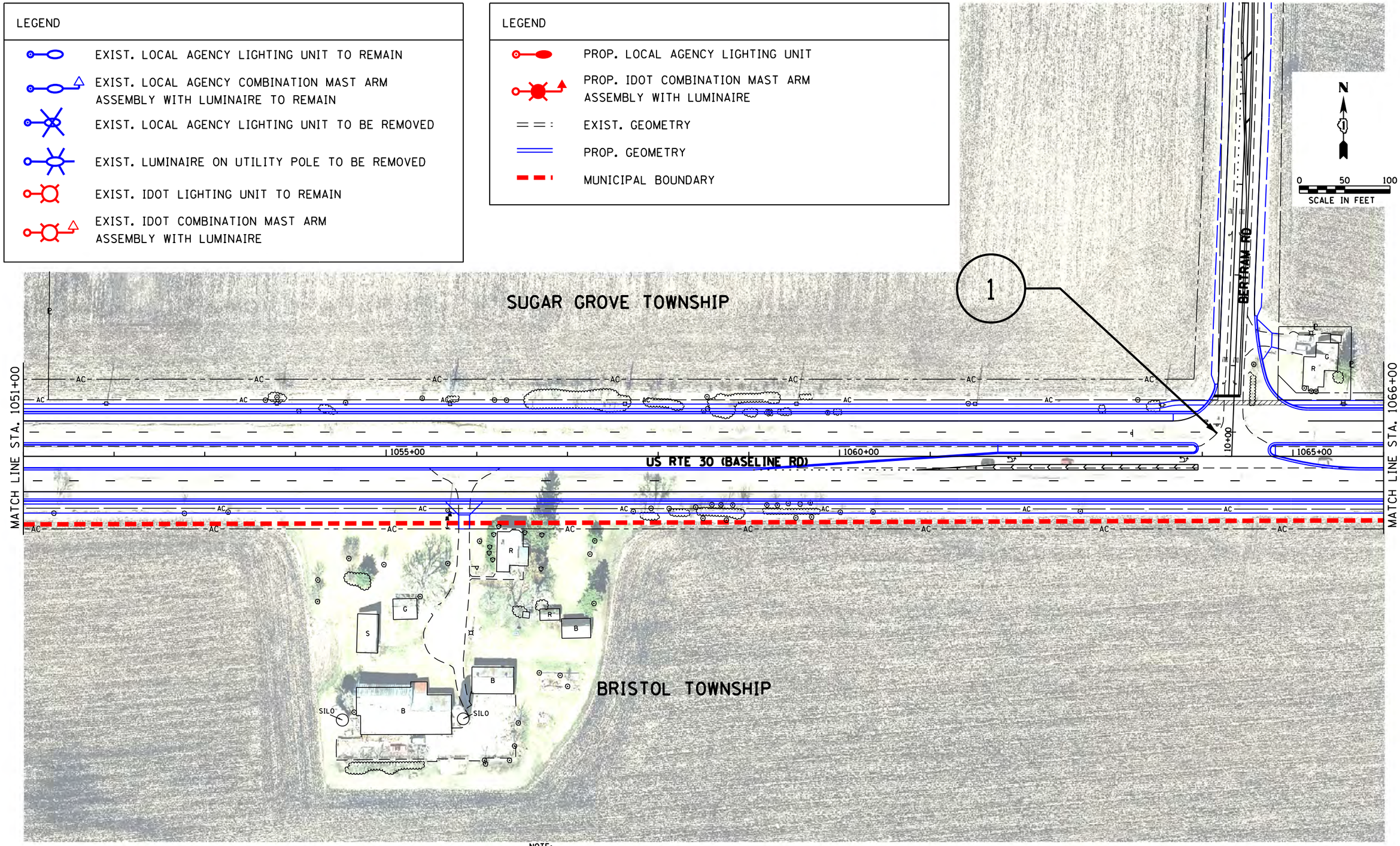
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 4 OF 20

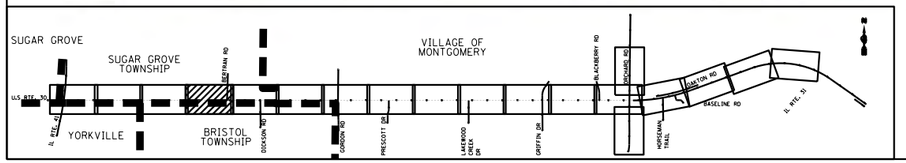
LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY





NOTE:

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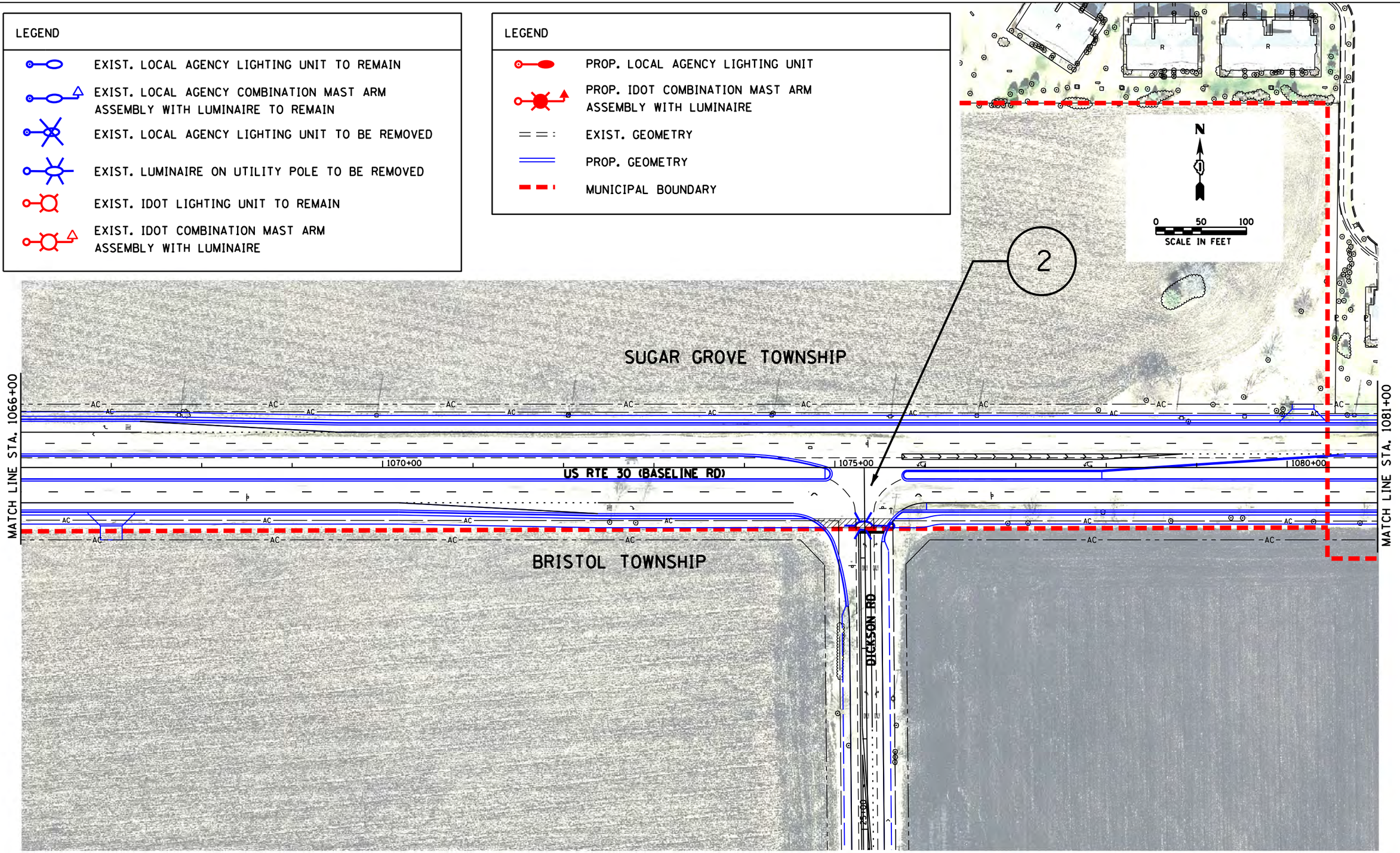
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 5 OF 20

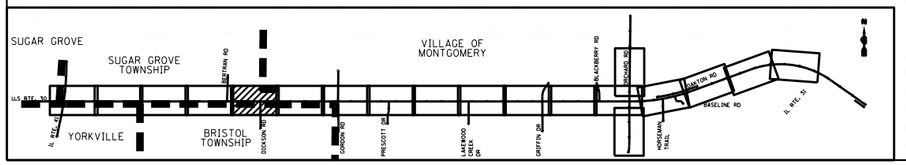
LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY





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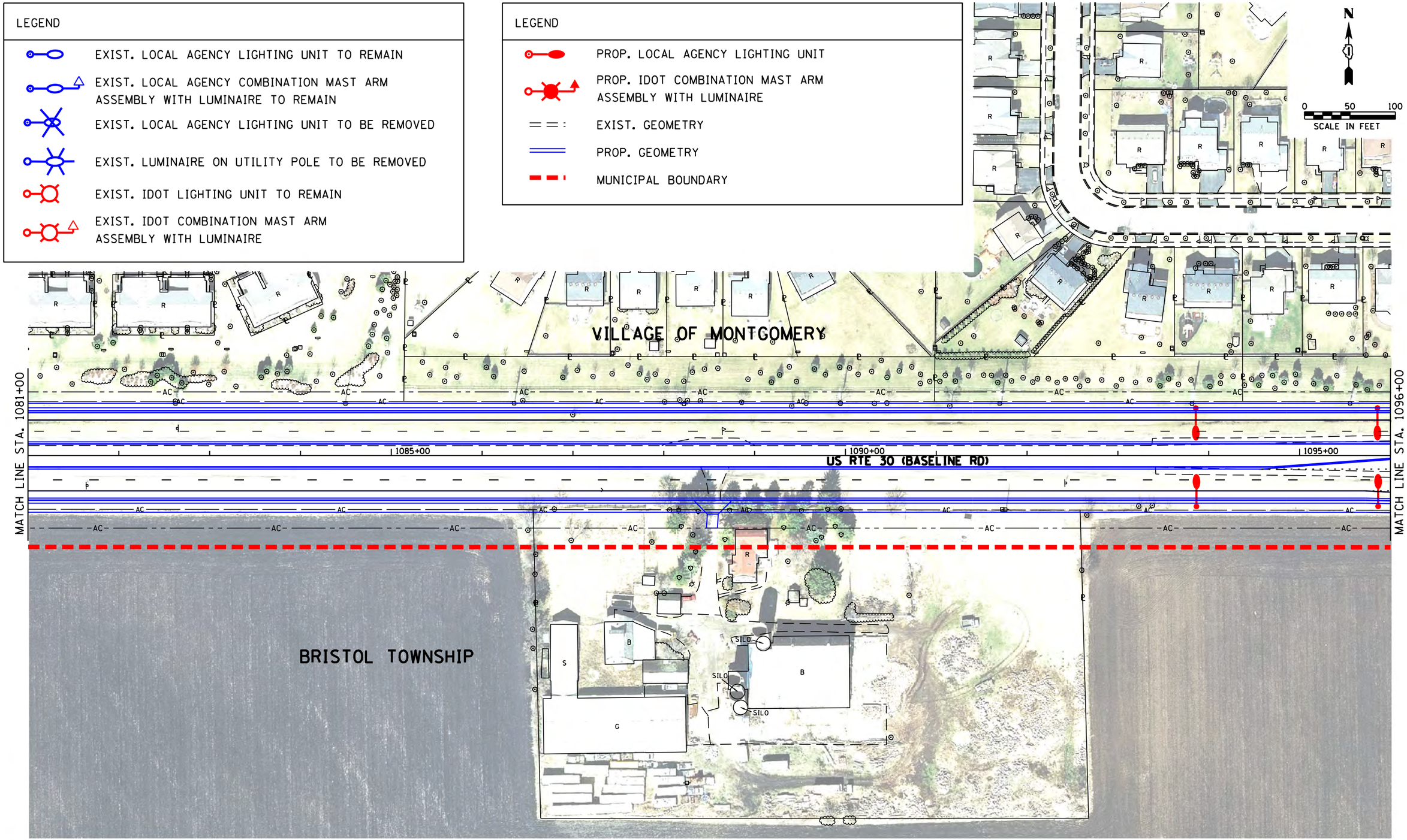
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 6 OF 20

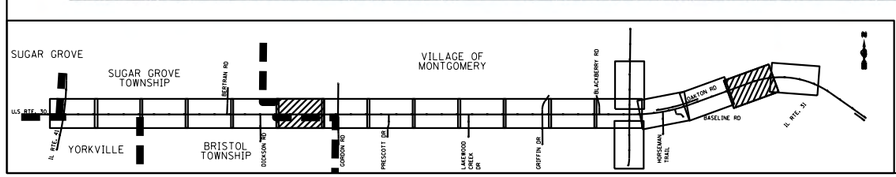
LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY





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US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 7 OF 20

NOTE:

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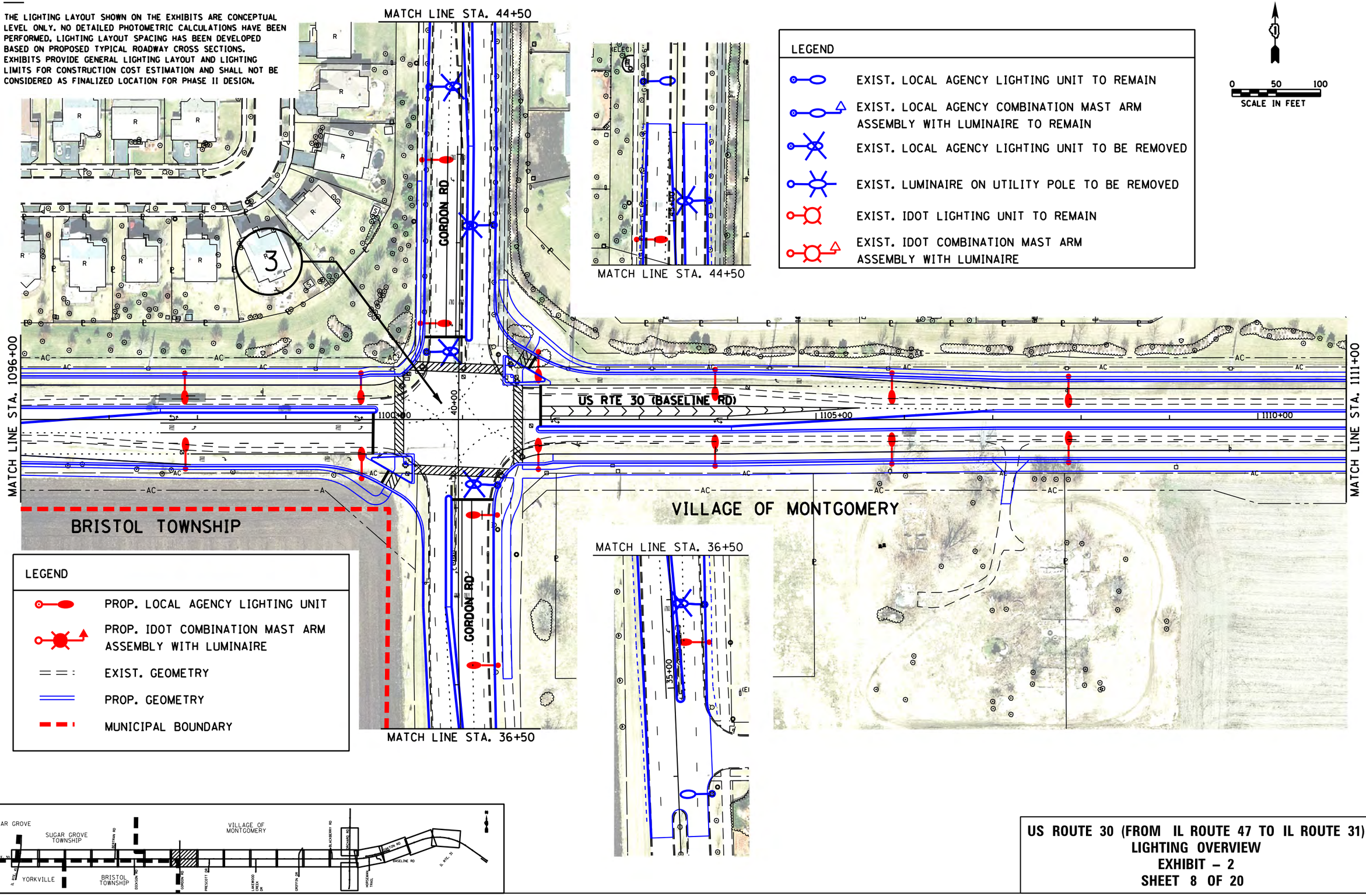


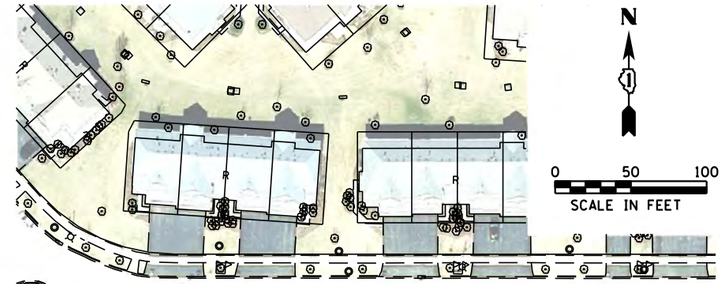
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 8 OF 20

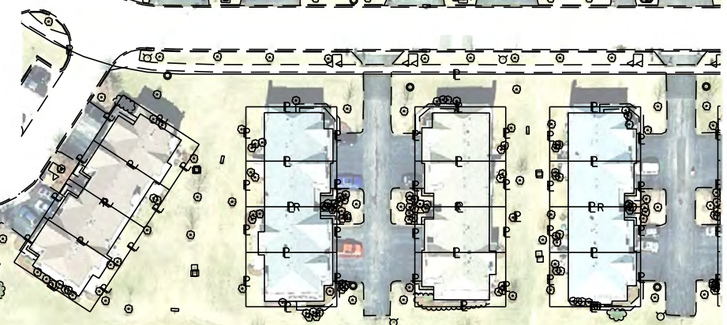
LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

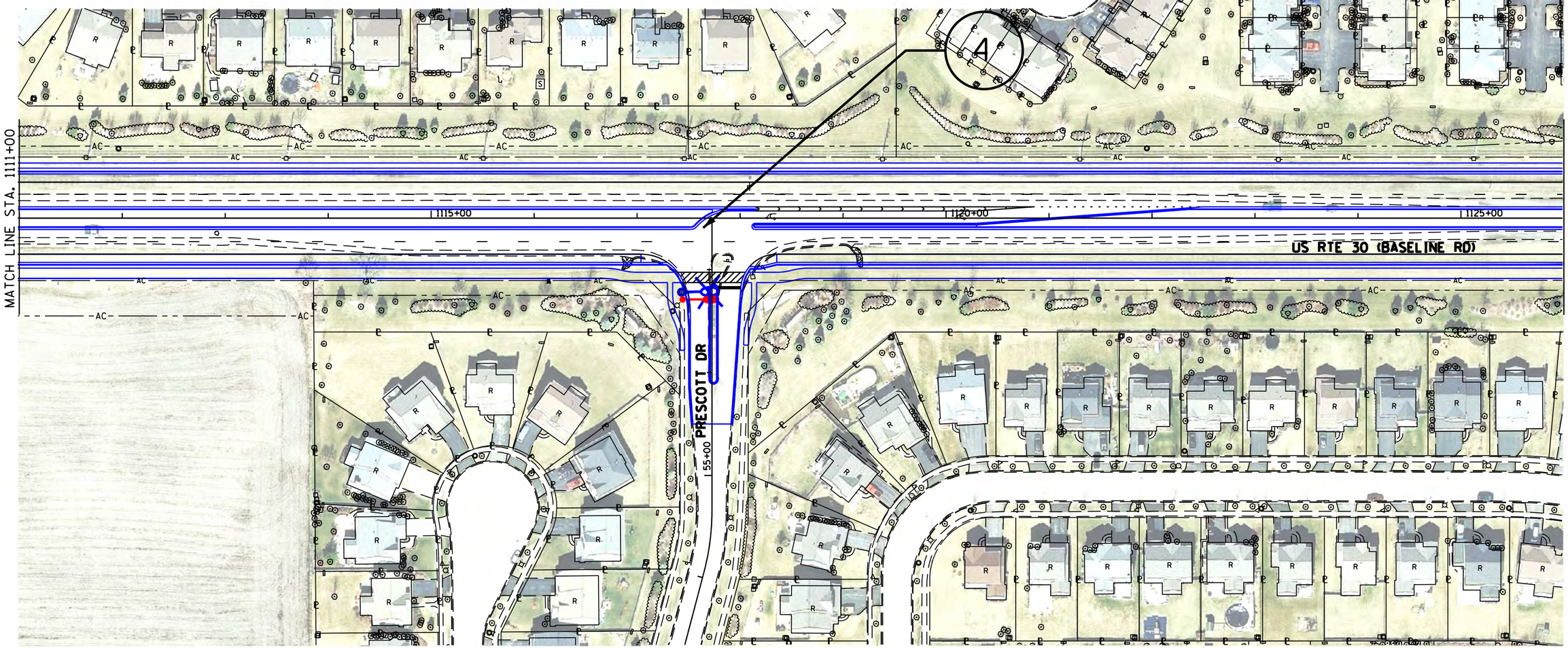
LEGEND

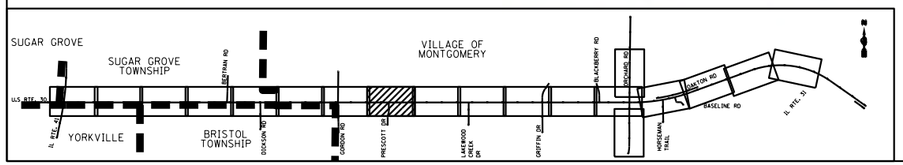
- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY





VILLAGE OF MONTGOMERY





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US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 9 OF 20

LEGEND

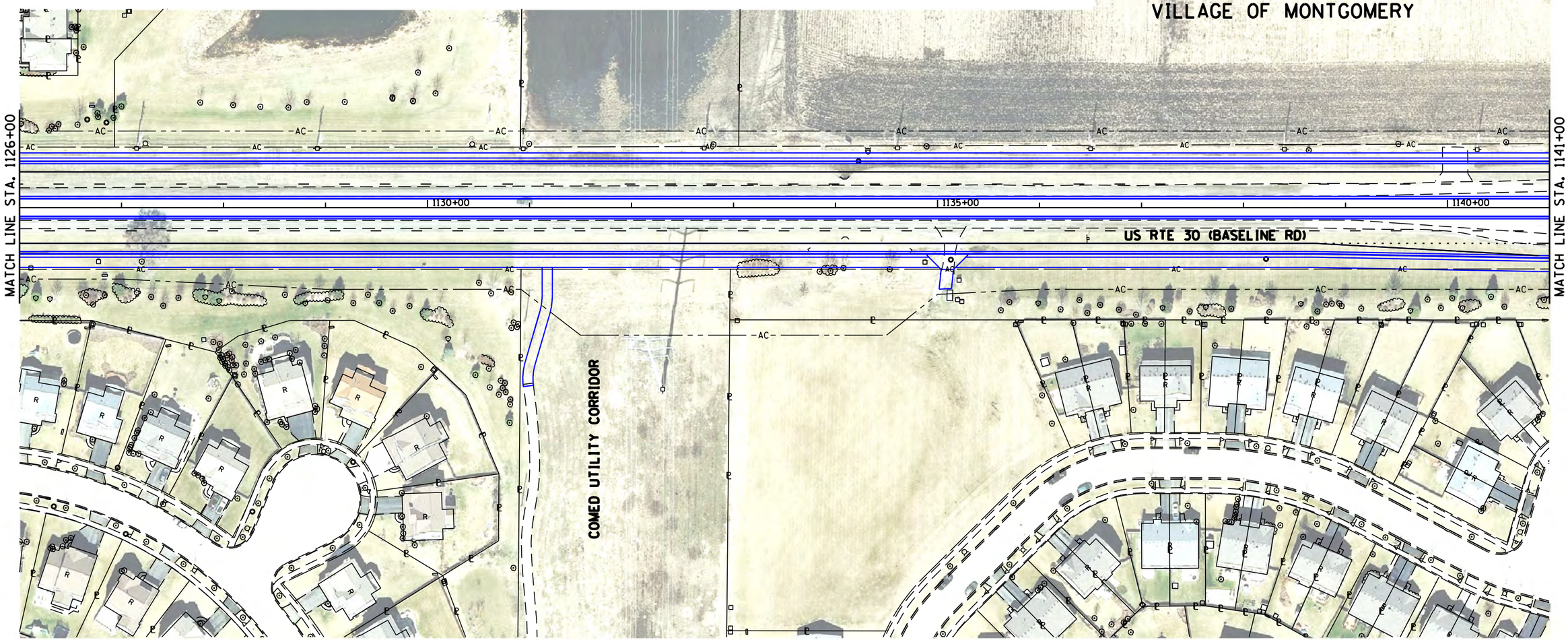
- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

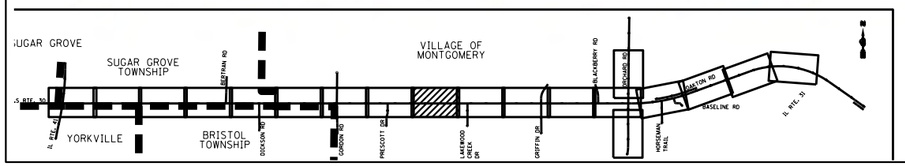
LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY

N

0 50 100
SCALE IN FEET





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US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 10 OF 20

LEGEND

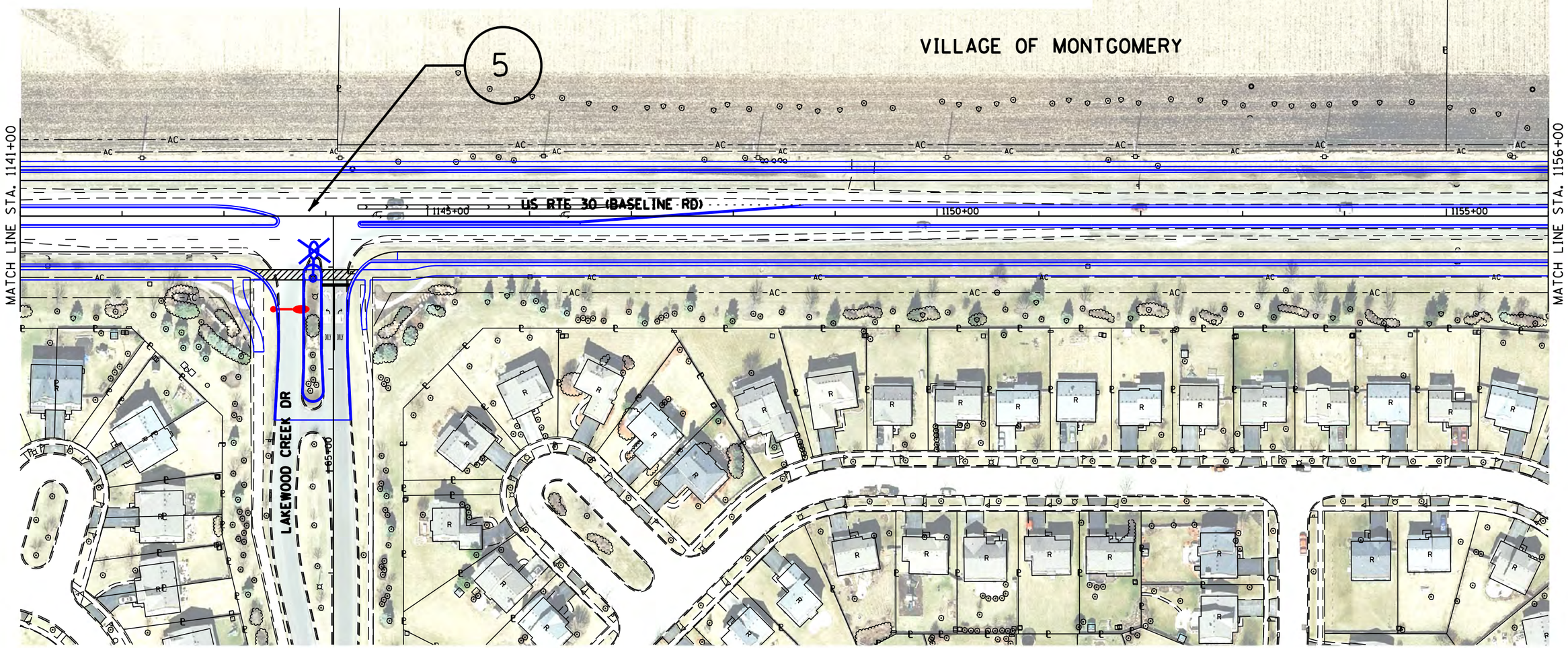
- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

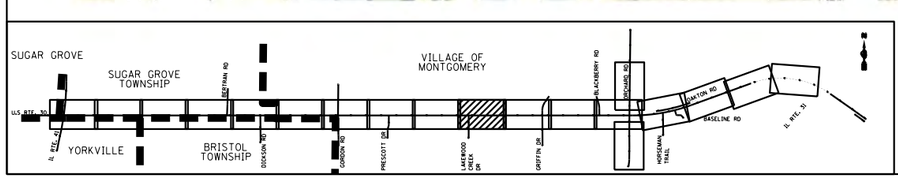
LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY

N

0 50 100
SCALE IN FEET





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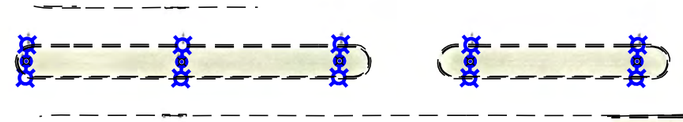
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 11 OF 20

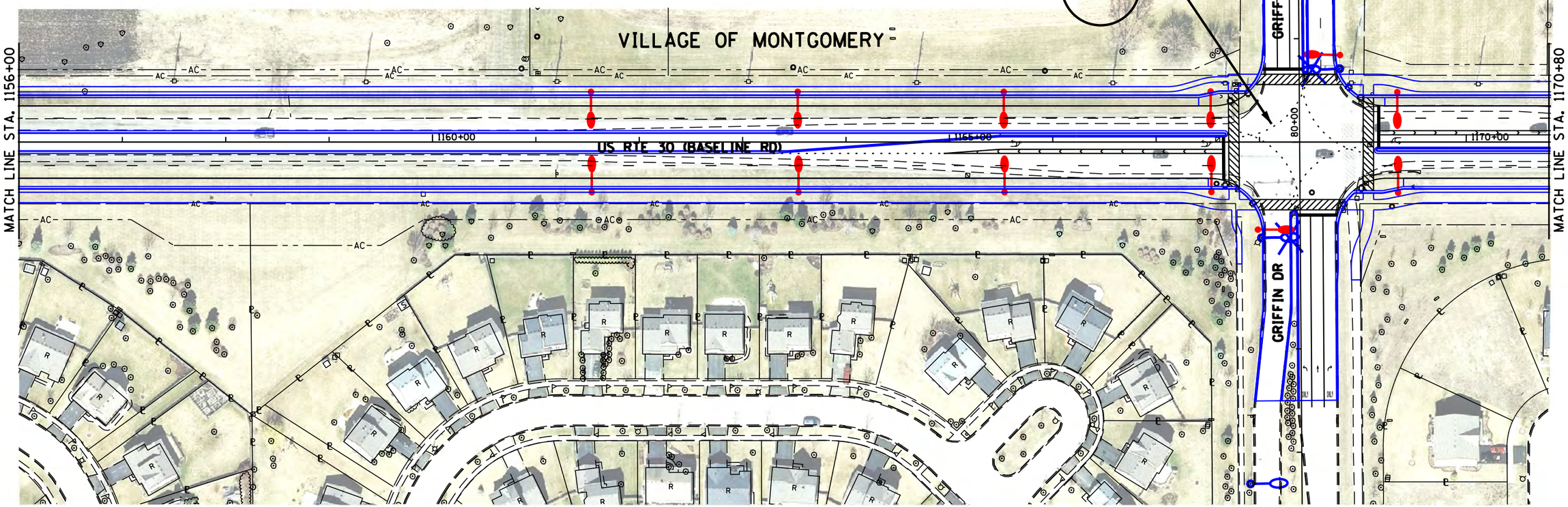


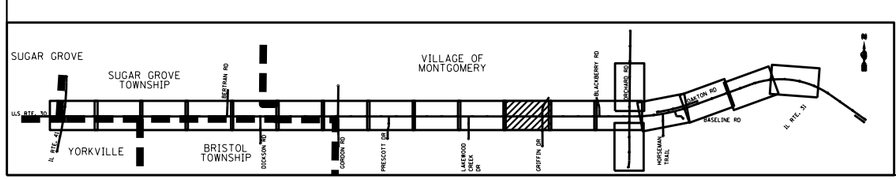
LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- VILLAGE OF MONTGOMERY DECORATIVE LIGHTING UNIT TO REMAIN
- EXIST. IDOT LIGHTING UNIT TO REMAIN

LEGEND

- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY





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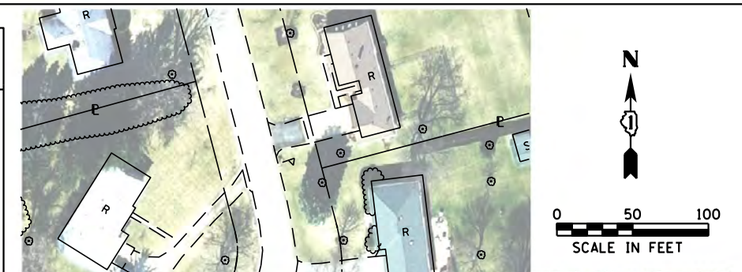
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 12 OF 20

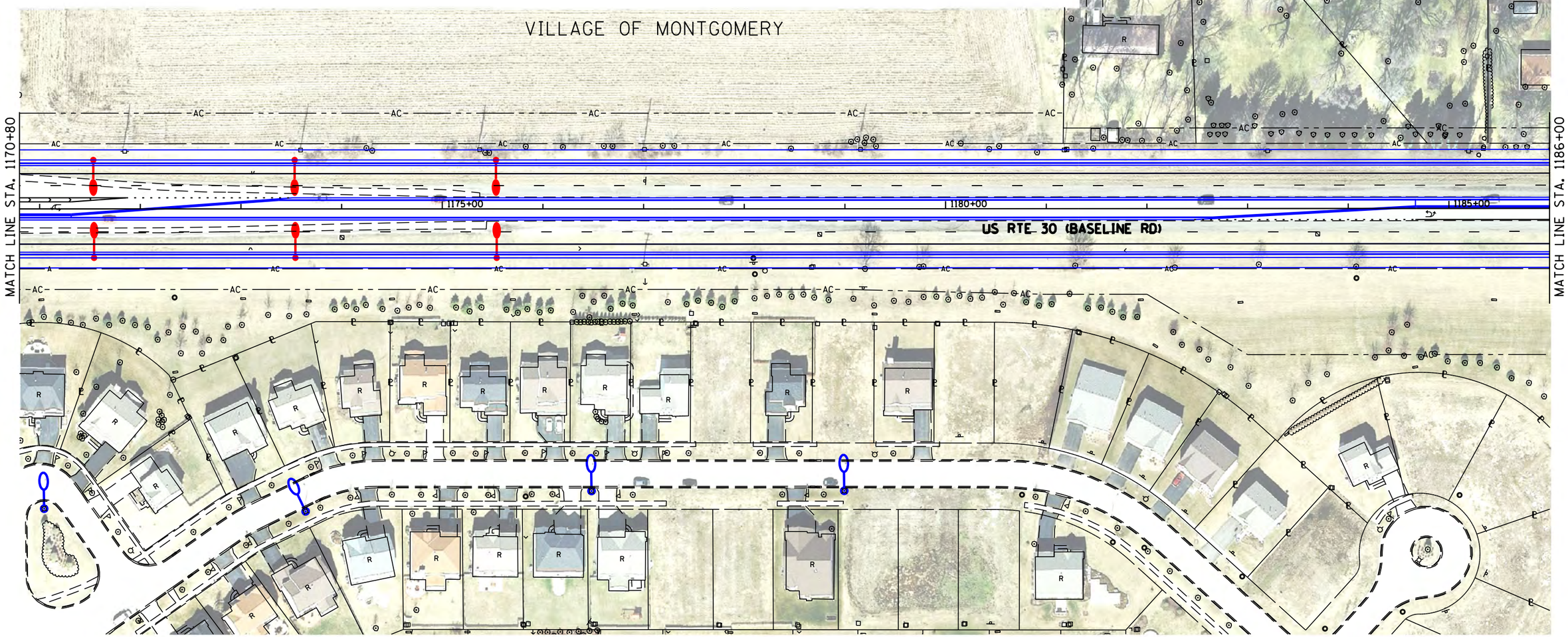
LEGEND

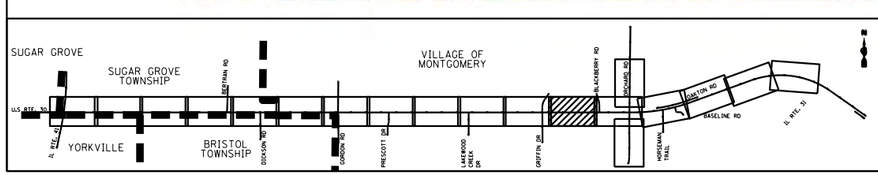
- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY







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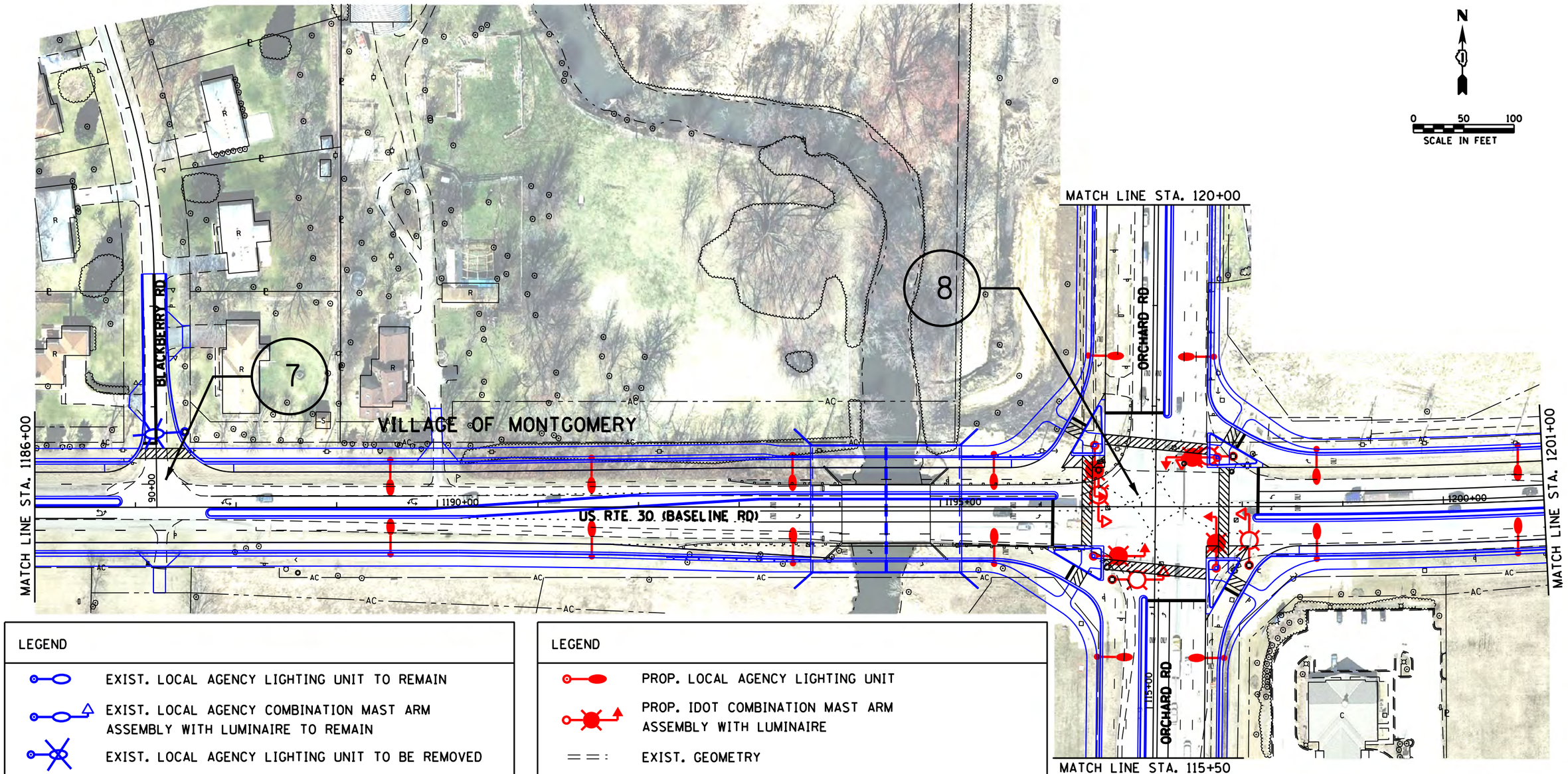
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 13 OF 20

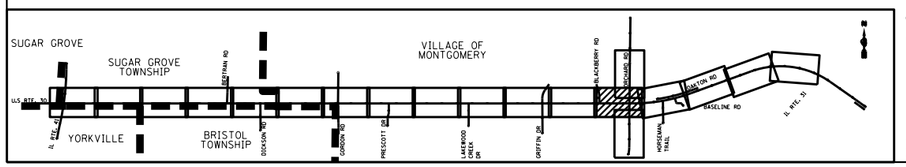


LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO BE REMOVED

LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY



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US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 14 OF 20

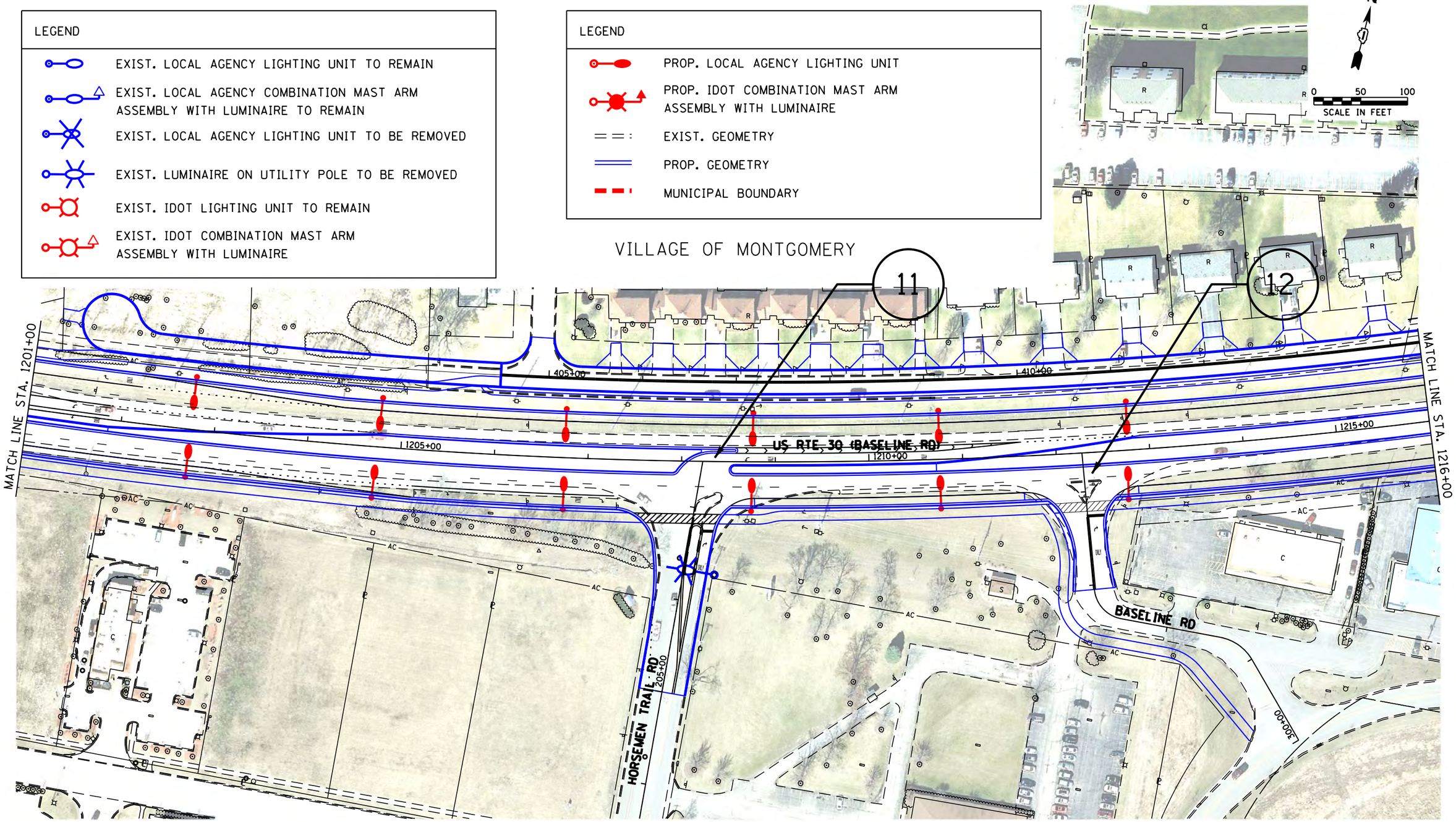
LEGEND

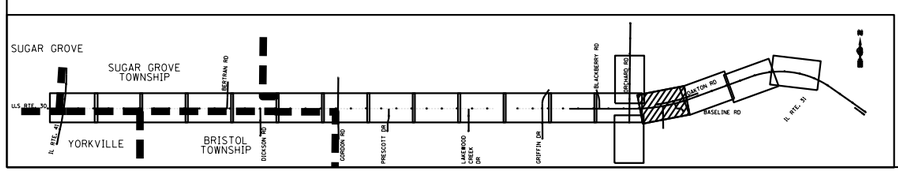
- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY

VILLAGE OF MONTGOMERY





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US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 15 OF 20

LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY

N

0 50 100
SCALE IN FEET

VILLAGE OF MONTGOMERY

MATCH LINE STA. 1216+00

415+00

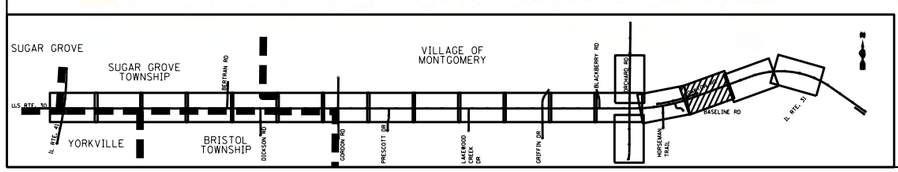
1220+00

1225+00

1230+00

US RTE 30 (BASELINE RD)

MATCH LINE STA. 1231+00



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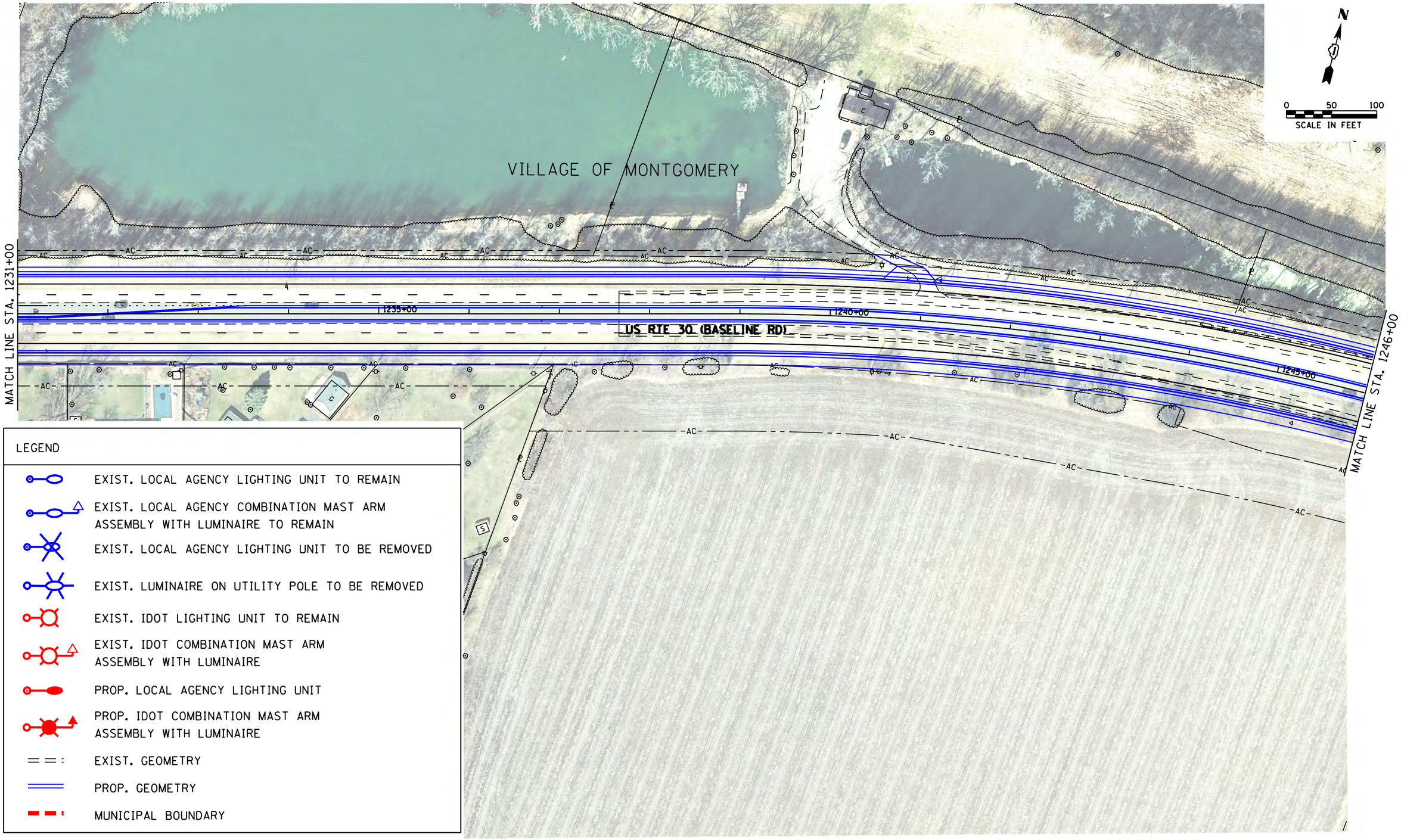
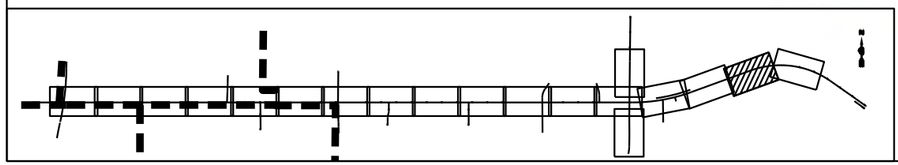
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 16 OF 20



LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY



NOTE:

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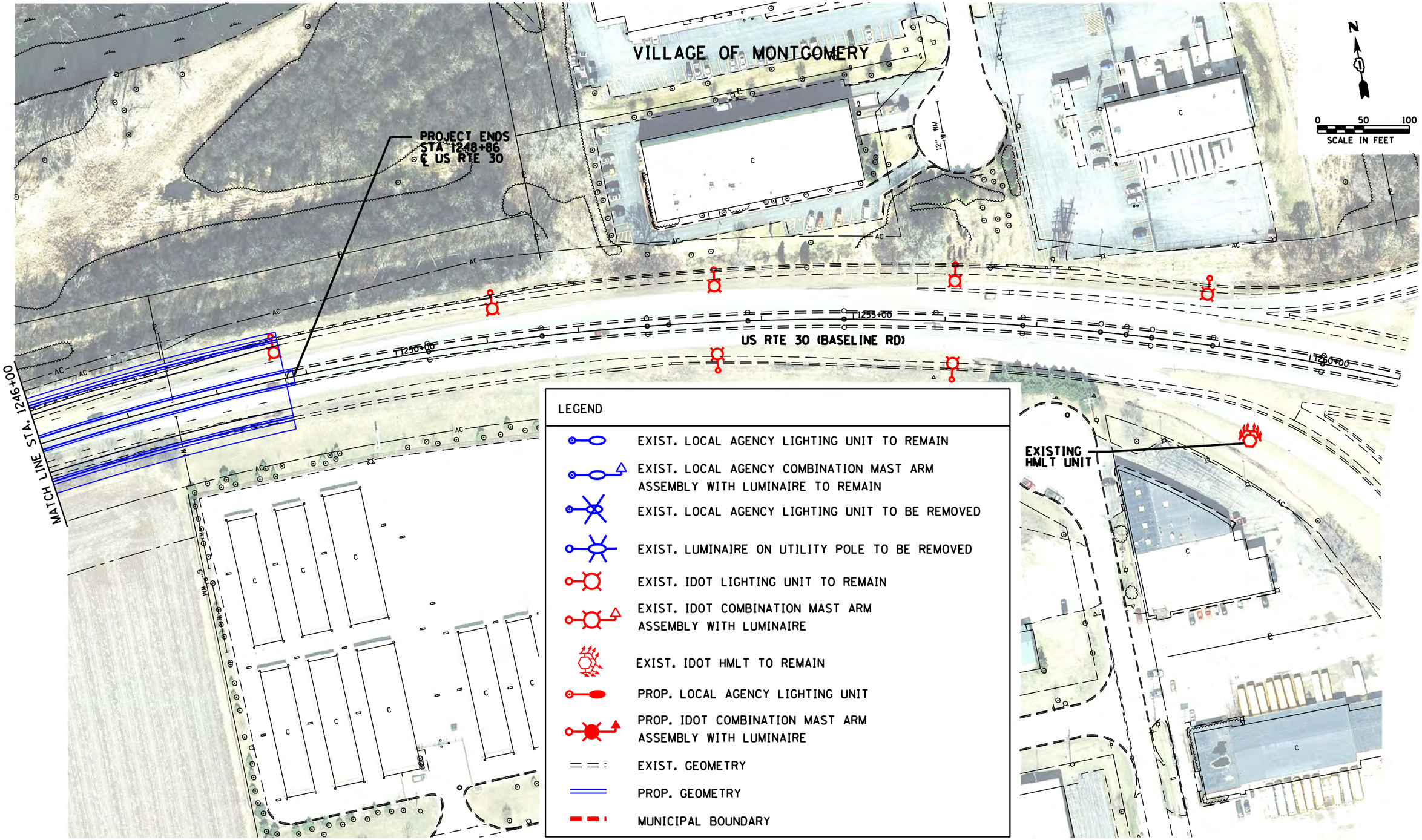
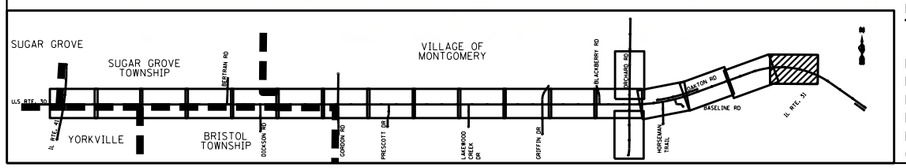
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 17 OF 20





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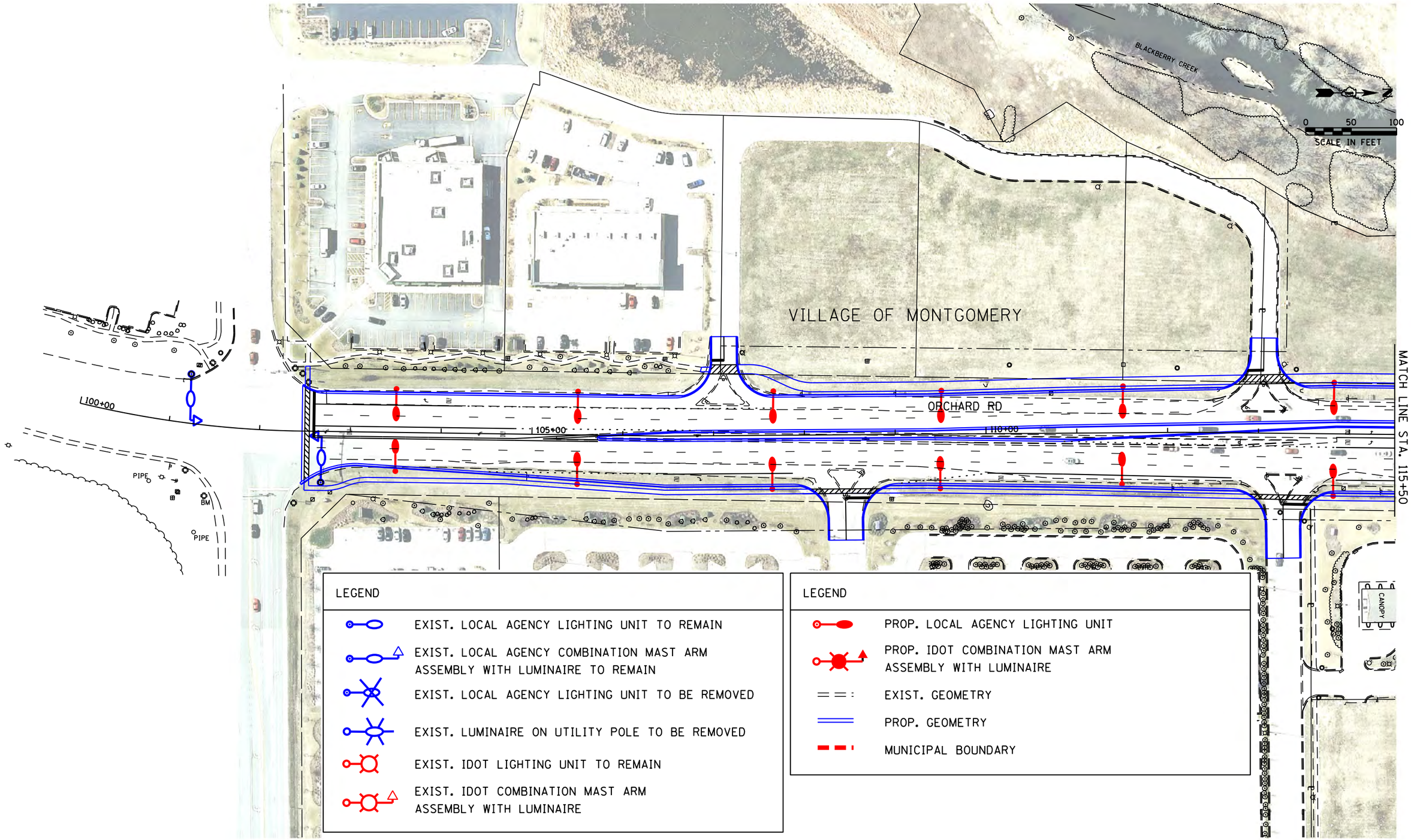
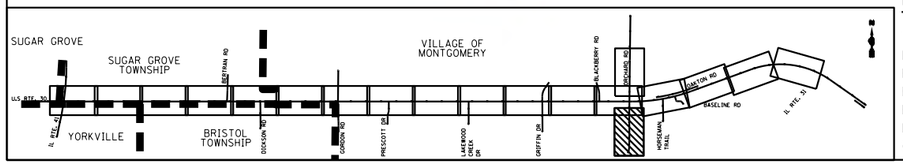
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 18 OF 20





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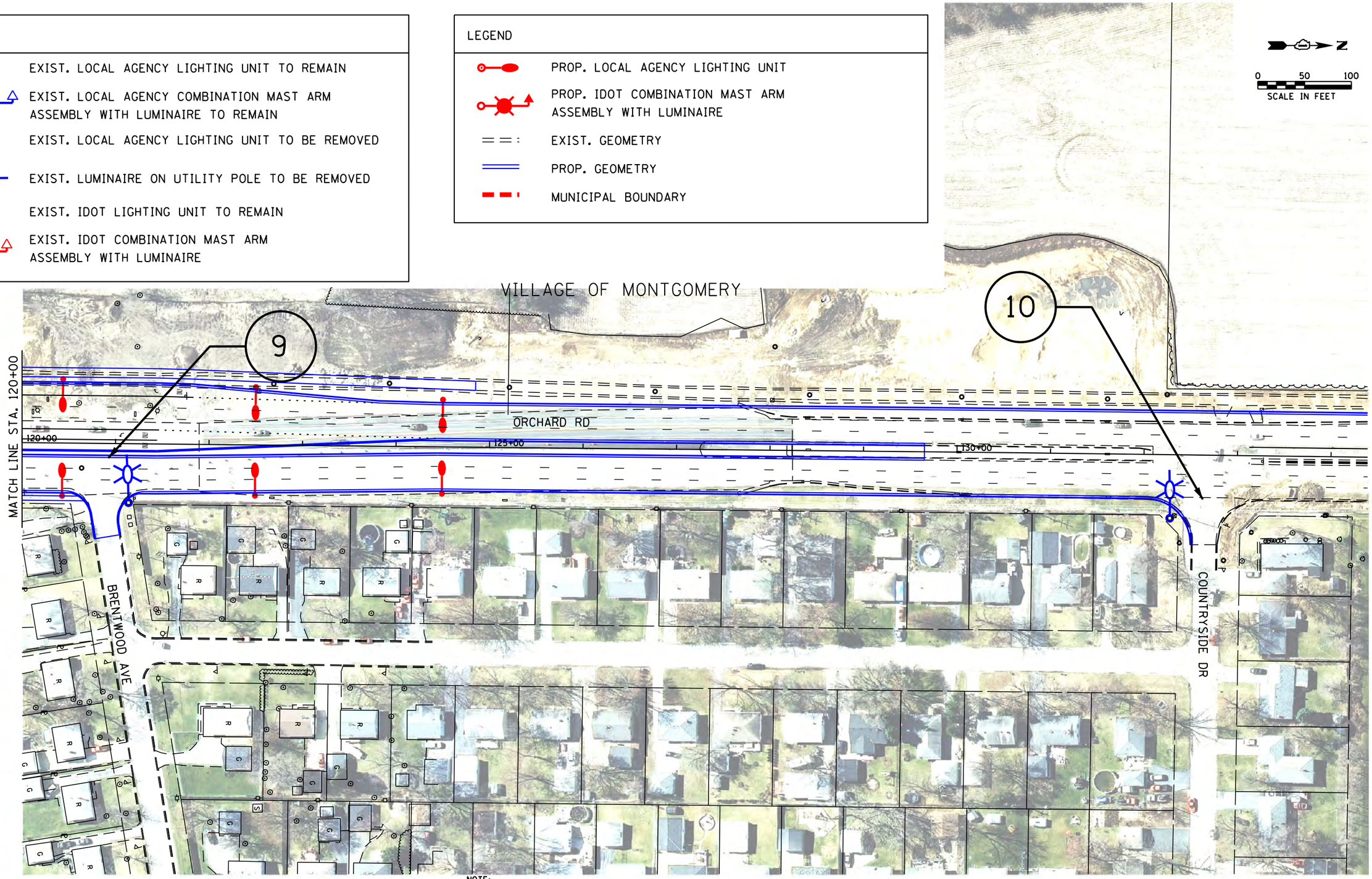
US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 19 OF 20

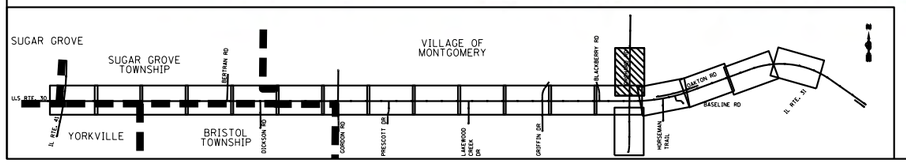
LEGEND

- EXIST. LOCAL AGENCY LIGHTING UNIT TO REMAIN
- EXIST. LOCAL AGENCY COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE TO REMAIN
- EXIST. LOCAL AGENCY LIGHTING UNIT TO BE REMOVED
- EXIST. LUMINAIRE ON UTILITY POLE TO BE REMOVED
- EXIST. IDOT LIGHTING UNIT TO REMAIN
- EXIST. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE

LEGEND

- PROP. LOCAL AGENCY LIGHTING UNIT
- PROP. IDOT COMBINATION MAST ARM ASSEMBLY WITH LUMINAIRE
- EXIST. GEOMETRY
- PROP. GEOMETRY
- MUNICIPAL BOUNDARY





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US ROUTE 30 (FROM IL ROUTE 47 TO IL ROUTE 31)
LIGHTING OVERVIEW
EXHIBIT – 2
SHEET 20 OF 20

EXHIBIT 3 - PROPOSED CONCEPT LIGHTING COST ESTIMATES

	LOCATION	PROPOSED LIGHTING				
		IDOT	SUGAR GROVE TOWNSHIP	BRISTOL TOWNSHIP	MONTGOMERY	TOTAL COST
1	U.S. ROUTE 30 AT BERTRAM ROAD	$0	$0	$0	$0	$0
2	U.S. ROUTE 30 AT DICKSON ROAD	$0	$0	$0	$0	$0
3	U.S. ROUTE 30 AT GORDON ROAD	$0	$0	$0	$265,775	$265,775
4	U.S. ROUTE 30 AT PRESCOTT DRIVE	$0	$0	$0	$18,375	$18,375
5	U.S. ROUTE 30 AT LAKEWOOD CREEK DRIVE	$0	$0	$0	$17,650	$17,650
6	U.S. ROUTE 30 AT GRIFFIN DRIVE	$0	$0	$0	$203,650	$203,650
7	U.S. ROUTE 30 AT BLACKBERRY ROAD	$0	$0	$0	$0	$0
8	U.S. ROUTE 30 AT ORCHARD ROAD	$39,000	$0	$0	$304,400	$343,400
9	U.S. ROUTE 30 AT BRENTWOOD AVENUE	$0	$0	$0	$0	$0
10	U.S. ROUTE 30 AT COUNTRYSIDE DRIVE	$0	$0	$0	$0	$0
11	U.S. ROUTE 30 AT HORSEMEN TRAIL	$0	$0	$0	$35,700	$35,700
12	U.S. ROUTE 30 AT BASELINE ROAD	$0	$0	$0	$36,465	$36,465
	TOTALS	$39,000	$0	$0	$882,015	**$921,015**

1. U.S. ROUTE 30 AT BERTRAM ROAD

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000					0	$0
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000					0	$0
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12					0	$0
ELECTRIC SERVICE CABLE	FOOT	$15					0	$0
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35					0	$0
INSTALL NEW LIGHT STANDARD	EACH	$6,000					0	$0
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000					0	$0
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Temporary Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8					0	$0
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000					0	$0
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Lighting Removals

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750					0	$0
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Agency Totals

Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$0**		**$0**

2. U.S. ROUTE 30 AT DICKSON ROAD

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000					0	$0
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000					0	$0
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12					0	$0
ELECTRIC SERVICE CABLE	FOOT	$15					0	$0
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35					0	$0
INSTALL NEW LIGHT STANDARD	EACH	$6,000					0	$0
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000					0	$0
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Temporary Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8					0	$0
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000					0	$0
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Lighting Removals

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750					0	$0
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Agency Totals

Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$0**		**$0**

3. U.S. ROUTE 30 AT GORDON ROAD

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000				1	1	$3,000
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000				1	1	$3,000
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12				4,050	4,050	$48,600
ELECTRIC SERVICE CABLE	FOOT	$15				250	250	$3,750
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35				655	655	$22,925
INSTALL NEW LIGHT STANDARD	EACH	$6,000				22	22	$132,000
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000				1	1	$20,000
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$233,275**		**$233,275**

Temporary Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8				1250	1,250	$10,000
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000				6	6	$18,000
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$28,000**		**$28,000**

Lighting Removals			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750				6	6	$4,500
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$4,500**		**$4,500**

Agency Totals							
Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$265,775**		**$265,775**

4. U.S. ROUTE 30 AT PRESCOTT DRIVE

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000					0	$0
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000					0	$0
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12				300	300	$3,600
ELECTRIC SERVICE CABLE	FOOT	$15					0	$0
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35				75	75	$2,625
INSTALL NEW LIGHT STANDARD	EACH	$6,000				1	1	$6,000
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000					0	$0
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$12,225**		**$12,225**

Temporary Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8				300	300	$2,400
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000				1	1	$3,000
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$5,400**		**$5,400**

Lighting Removals			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750				1	1	$750
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$750**		**$750**

Agency Totals							
Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$18,375**		**$18,375**

5. U.S. ROUTE 30 AT LAKEWOOD CREEK DRIVE

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000					0	$0
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000					0	$0
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12				325	325	$3,900
ELECTRIC SERVICE CABLE	FOOT	$15					0	$0
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35				40	40	$1,400
INSTALL NEW LIGHT STANDARD	EACH	$6,000				1	1	$6,000
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000					0	$0
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$11,300**		**$11,300**

Temporary Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8				325	325	$2,600
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000				1	1	$3,000
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$5,600**		**$5,600**

Lighting Removals			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750				1	1	$750
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$750**		**$750**

Agency Totals							
Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$17,650**		**$17,650**

6. U.S. ROUTE 30 AT GRIFFIN DRIVE

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000				1	1	$3,000
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000				1	1	$3,000
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12				2,900	2,900	$34,800
ELECTRIC SERVICE CABLE	FOOT	$15				250	250	$3,750
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35				560	560	$19,600
INSTALL NEW LIGHT STANDARD	EACH	$6,000				18	18	$108,000
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000				1	1	$20,000
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$192,150**		**$192,150**

Temporary Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8				500	500	$4,000
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000				2	2	$6,000
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$10,000**		**$10,000**

Lighting Removals

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750				2	2	$1,500
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$1,500**		**$1,500**

Agency Totals

Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$203,650**		**$203,650**

7. U.S. ROUTE 30 AT BLACKBERRY ROAD

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000					0	$0
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000					0	$0
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12					0	$0
ELECTRIC SERVICE CABLE	FOOT	$15					0	$0
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35					0	$0
INSTALL NEW LIGHT STANDARD	EACH	$6,000					0	$0
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000					0	$0
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Temporary Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8					0	$0
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000					0	$0
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Lighting Removals

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750					0	$0
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Agency Totals

Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$0**		**$0**

8. U.S. ROUTE 30 AT ORCHARD ROAD

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000				1	1	$3,000
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000				1	1	$3,000
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12	450			6,050	6,500	$78,000
ELECTRIC SERVICE CABLE	FOOT	$15				250	250	$3,750
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35	400			630	1,030	$36,050
INSTALL NEW LIGHT STANDARD	EACH	$6,000				30	30	$180,000
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000	4				4	$4,000
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000				1	1	$20,000
SUBTOTAL PROPOSED LIGHTING COST:			**$23,400**	**$0**	**$0**	**$304,400**		**$327,800**

Temporary Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8	450				450	$3,600
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000	4				4	$12,000
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$15,600**	**$0**	**$0**	**$0**		**$15,600**

Lighting Removals

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750					0	$0
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$0**		**$0**

NOTE: INCLUDED IN COST OF TRAFFIC SIGNAL REMOVAL

Agency Totals

Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$39,000**	**$0**	**$0**	**$304,400**		**$343,400**

9. U.S. ROUTE 30 AT BRENTWOOD AVENUE

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000					0	$0
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000					0	$0
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12					0	$0
ELECTRIC SERVICE CABLE	FOOT	$15					0	$0
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35					0	$0
INSTALL NEW LIGHT STANDARD	EACH	$6,000					0	$0
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000					0	$0
SUBTOTAL PROPOSED LIGHTING COST:			$0	$0	$0	$0		$0

Temporary Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8					0	$0
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000					0	$0
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			$0	$0	$0	$0		$0

Lighting Removals			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
Intersection Lighting			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	Unit	Unit Price						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750					0	$0
SUBTOTAL LIGHTING REMOVAL COST:			$0	$0	$0	$0		$0

Agency Totals		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
Intersection Lighting							
TOTAL LIGHTING COST:		$0	$0	$0	$0		$0

10. U.S. ROUTE 30 AT COUNTRYSIDE DRIVE

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000					0	$0
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000					0	$0
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12					0	$0
ELECTRIC SERVICE CABLE	FOOT	$15					0	$0
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35					0	$0
INSTALL NEW LIGHT STANDARD	EACH	$6,000					0	$0
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000					0	$0
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Temporary Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8					0	$0
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000					0	$0
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Lighting Removals

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750					0	$0
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Agency Totals

Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$0**		**$0**

11. U.S. ROUTE 30 AT HORSEMEN TRAIL

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000					0	$0
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000					0	$0
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12				850	850	$10,200
ELECTRIC SERVICE CABLE	FOOT	$15				100	100	$1,500
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35					0	$0
INSTALL NEW LIGHT STANDARD	EACH	$6,000				4	4	$24,000
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000					0	$0
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$35,700**		**$35,700**

NOTE: COST TO EXTEND ORCHARD RD. LIGHTING CIRCUIT

Temporary Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8					0	$0
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000					0	$0
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Lighting Removals

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750					0	$0
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Agency Totals

Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$35,700**		**$35,700**

12. U.S. ROUTE 30 AT BASELINE ROAD

Estimated Cost of Proposed Lighting Improvements

Proposed Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
ELECTRIC SERVICE INSTALLATION	EACH	$3,000					0	$0
ELECTRIC UTILITY SERVICE CONNECTION	LSUM	$3,000					0	$0
UNIT DUCT, 3-1/C NO.4, 1/C NO.6 GND, 1 1/4" DIA.	FOOT	$12				820	820	$9,840
ELECTRIC SERVICE CABLE	FOOT	$15					0	$0
UNDERGROUND CONDUIT, GALVANIZED STEEL	FOOT	$35				75	75	$2,625
INSTALL NEW LIGHT STANDARD	EACH	$6,000				4	4	$24,000
INSTALL NEW TWIN ARM LIGHT STANDARD	EACH	$7,000					0	$0
INSTALL COMBINATION LIGHTING UNIT	EACH	$1,000					0	$0
RELOCATE EXISTING LIGHT STANDARD	EACH	$3,000					0	$0
INSTALL LIGHTING CONTROLLER	EACH	$20,000					0	$0
SUBTOTAL PROPOSED LIGHTING COST:			**$0**	**$0**	**$0**	**$36,465**		**$36,465**

NOTE: COST TO EXTEND ORCHARD RD. LIGHTING CIRCUIT

Temporary Lighting

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE & REMOVAL	FOOT	$8					0	$0
TEMPORARY LIGHTING UNIT, INSTALLATION & REMOVAL	EACH	$3,000					0	$0
MAINTENANCE OF LIGHTING SYSTEM	LSUM	$4,000					0	$0
SUBTOTAL TEMPORARY LIGHTING COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Lighting Removals

Intersection Lighting			QUANTITIES BY AGENCY				TOTAL QUANTITY	SUBTOTAL COST
			IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		
Item	**Unit**	**Unit Price**						
EXISTING LIGHTING UNIT REMOVAL	EACH	$750					0	$0
SUBTOTAL LIGHTING REMOVAL COST:			**$0**	**$0**	**$0**	**$0**		**$0**

Agency Totals

Intersection Lighting		IDOT	SUGAR GROVE TWP.	BRISTOL TWP.	MONTGOMERY		TOTAL COST
TOTAL LIGHTING COST:		**$0**	**$0**	**$0**	**$36,465**		**$36,465**

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

Viewing north at IL Route 47 / U.S Route 30 Intersection

IDOT Traffic Signal Controller at IL Route 47 / U.S Route 30 Intersection

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

Viewing north at U.S Route 30 / Dickson Road Intersection

Viewing south at U.S Route 30 and Gordon Road Intersection

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

IDOT Traffic Signal Controller at U.S Route 30 at Gordon Road Intersection

U.S Route 30 at Prescott Drive Intersection

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

U.S Route 30 at Lakewood Creek Drive Intersection

U.S Route 30 at Griffin Drive Intersection

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

Typical Light Standard along Griffin Drive, Looking north on Griffin Drive

Decorative Light Standards along Civic Center Drive, Looking northwest on Civic Center Drive

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

U.S Route 30 at Blackberry Road Intersection

Looking east at U.S Route 30 / Orchard Road Intersection

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

Combination Light Standard along U.S Route 30 / Orchard Road Intersection

Orchard Road at Brentwood Avenue Intersection

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

Orchard Road at Countryside Drive Intersection

U.S Route 30 at Horsemen Trail Road Intersection

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

Typical Light Standard Orchard Rd. at Aucutt Rd. Intersection

Kane County Lighting Controller at Orchard Road and Aucutt Road Intersection

EXHIBIT 4 - U.S. Route 30, from IL Route 47 to IL Route 31

Combination Lighting Unit at Orchard Road and Caterpillar Drive Intersection

Interchange Lighting at IL Route 31 Approach viewing East