

US BUS. RTE.20
CORRIDOR ACCESS PLAN
ROCKFORD TO BELVIDERE
OCTOBER 1996

PREPARED BY THE
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 2

PRESENTED TO RATS 10-23-97

PROPOSED ACCESS PLAN
US BUS. RTE. 20
FROM
LYFORD ROAD TO HIGH LINE STREET

The Illinois Department of Transportation has prepared the attached corridor access plan for FA 517 (US Business Route 20) from Lyford Road, Station 260+87 in the City of Rockford to High Line Street Station 211+00 in the City of Belvidere. The corridor extends from the east edge of Rockford to the west edge of Belvidere through Winnebago and Boone Counties.

The intent of the access plan is to develop orderly spacing of future intersections in conjunction with existing intersections along this route due to the evident potential for residential and commercial development throughout this corridor.

The need for the plan is to preserve the function of US Bus. Rte. 20 to move traffic through this corridor and provide safe and efficient ingress and egress to abutting development. The spacing will provide sufficient distance between intersections to develop auxiliary left and right turn lanes at the intersections that meet comfortable deceleration length and provide adequate spacing for future progression of traffic through the ultimate signalized intersections.

EXISTING CORRIDOR:

The existing corridor has predominately residential and commercial development from Lyford Road to Shaw Road. These developments include an existing quarry operation, Rockford area campus for Northern Illinois University, and some agricultural land. The existing section from Shaw Road to Belvidere is predominantly rural/agricultural with several residential subdivisions and some spot commercial developments.

The existing corridor was studied by the Illinois Department of Transportation in the mid 1980's. An approved Design Report was developed in 1986 (See FIGURE A)

The 1986 Design Report developed a corridor from Lyford Road in Rockford to High Line Street in Belvidere that provided for a five lane section. The five lane section is comprised of two 12 foot lanes westbound, a 14 foot flush median and two 12 foot lanes eastbound. The proposed design speed for the corridor is 45 mph (See FIGURE B).

Phase I of the 1986 Design Report which constructed the five lane section from Lyford Road to Shaw Road has been completed to date.

Phase II of the 1986 Design Report was to construct the five lane section from High Line Street in Belvidere westbound through Town Hall Road has not been completed at this time nor has Phase III of the project which was to complete the five lane section from Shaw Road to Town Hall Road.

EXISTING CORRIDOR (Cont.'d):

Currently the existing US Bus. Rte. 20 corridor is a two lane rural highway from Shaw Road to Belvidere.

NEED FOR ACCESS MANAGEMENT:

The 1986 Design Report did not address additional access points in conjunction with the current intersecting roadway systems. Access control of this corridor was not established therefore adoption of this access plan is imperative to preserve the integrity of traffic flow through this corridor. Without a plan in place development will access US Bus. Rte. 20 randomly with access points conflicting with traffic flow on US Bus. Rte. 20 resulting in substandard spacing for development of auxiliary turn lanes and signal spacing. The result will cause traffic flow on US Bus. Rte. 20 and traffic wishing to ingress and egress any proposed development to be impeded yielding long delays, congestion and greater potential for accidents.

The current spacing of existing roadways intersecting US Bus. Rte. 20 is as follows:

Lyford Road to University Drive	= 0.53 mile
University Drive to Shaw Road	= 0.82 mile
Shaw Road to Olson Road	= 0.75 mile
Olson Road to Distillery Road	= 0.51 mile
Distillery Road to Beaver Valley Road	= 0.50 mile
Beaver Valley Road to Anderson Drive	= 0.33 mile
Anderson Drive to Town Hall Road	= 0.68 mile
Town Hall Road to High Line Street	= 0.88 mile

These spacings are typical of a rural highway ;however, the Department recognizes the potential for continued development along this corridor and the change in nature from a rural agricultural area to an urbanized area with residential and commercial development. With this change in demographics the spacing of intersections greater than 3/4 mile often does not provide adequate access to an urbanized corridor with commercial and residential development, hence the need for an access plan.

PROPOSED ACCESS PLAN:

The proposed access plan provides access spacing between 1/4 mile and 1/2 mile for full intersections. This plan was developed maintaining the seven existing north/south roadway intersections between Lyford Road and High Line Street. The plan adds eight new full access points between Lyford Road and High Line Street. (See Figure C). The location of the new access points is dependent upon the proximity to existing roadways,geographical constraints such as stream locations and available sight distance for a 45 mph design speed.

Following is a list of existing and proposed access points.

Existing Intersections

Lyford Road Sta. 260+87
University Drive Sta. 289+20
Shaw Road Sta. 17+40
Olson Road Sta. 57+02
Distillery Road Sta. 84+05
Beaver Valley Road Sta. 110+80
Anderson Drive Sta. 128+45
Town Hall Road Sta. 164+25
High Line Street Sta. 211+00

Proposed Intersections

Kerasotes Access Sta. 274+49
Northern Avenue Sta. 306+80
Quarry Access Sta. 6+51
Full Access Sta. 35+00
Full Access Sta. 97+25
Full Access Sta. 146+30
Full Access Sta. 178+75
Full Access Sta. 198+40

The proposed access plan tentatively shows one example right in/right out intersection at Station 48+20. The right in/right out type intersection as shown in FIGURE D would only be considered if an 18 foot or 22 foot wide raised concrete median were to be provided. As previously mentioned, the original 1986 Design Report was developed utilizing a 14 foot wide flush median. Depending upon the number and type of developments, a raised median may be investigated in the future prior to constructing the five lane section from Shaw Road to High Line Street. If a raised median were constructed, right in/ right out access points may be considered at 1/8 mile points as currently exists along US Bus. Rte. 20 (East State Street) in Rockford from Mulford Road to Lyford Road.

It must be stressed that right in./right out intersections will only be considered if a raised median is constructed. This type of intersection can easily be misused with a flush type median and operational problems can result.

The decision to construct a raised median will depend upon funding and right of way available at the time the project is included in the annual program.

FIGURE E and FIGURE F show conceptual full access intersection designs for this corridor.

DEVELOPMENTS PRIOR TO CONSTRUCTION OF THE FIVE LANE SECTION:

Once this access plan is adopted by the Department and the local metropolitan planning organizations, access to US Bus. Rte. 20 would be allowed at the proposed locations with the following stipulations.

- 1) Auxiliary left and right turn lanes would be constructed (See FIGURE G).
- 2) Intersection sight distance must be adequate at the new access location based upon

the current 55mph posted speed limit for the two lane roadway. NOTE: The access points shown are based upon the eventual 45 mph design speed and ultimate 45 mph posted speed.

- 3) A proposed site plan , projected traffic and a plat will be required for review by the Department prior to the issuance of a permit.
- 4) Based upon review of traffic ,access into a site will be based upon the need for auxiliary lanes on the access road itself. A minimum setback of 300 feet along both full access and right in/ right out intersections will be required prior to the first cross-road access connection to the stem north or south of US Bus. Rte. 20.
- 5)Full participation by the developer will be required for signalization of the intersection should warrants be met within 5 years of construction.
- 6) All intersections shall intersect US Bus. Rte. 20 at 90 Degrees wherever possible with no angle of intersection less than 75 Degrees.

SUMMARY:

The Department has prepared this access plan to ensure orderly and efficient flow of traffic operations along this corridor taking into account the rapid commercial and residential growth in both Winnebago and Boone Counties. The plan ,once adopted by IDOT and the Local agencies will provide guidance for developers and local planners to ensure that US Bus. Rte. 20 remains a safe and effective artery between Rockford and Belvidere providing for growth in Winnebago and Boone Counties.

Any correspondence should be directed to:
Mr. William D. Ost
District Engineer
Illinois Department of Transportation
Division of Highways -District 2
819 Depot Ave.
Dixon, Illinois 61021

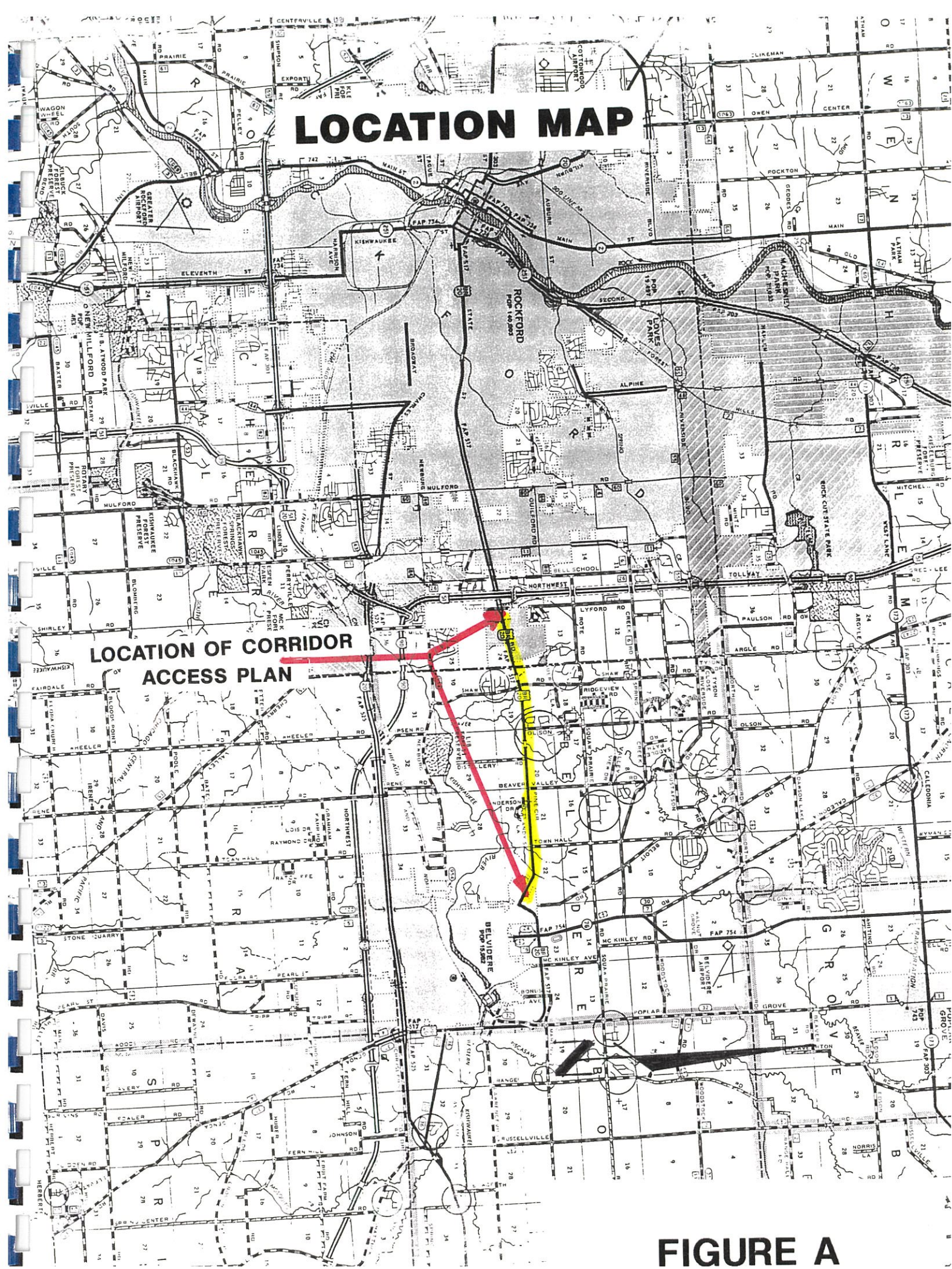
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LOCATION MAP

LOCATION OF CORRIDOR ACCESS PLAN

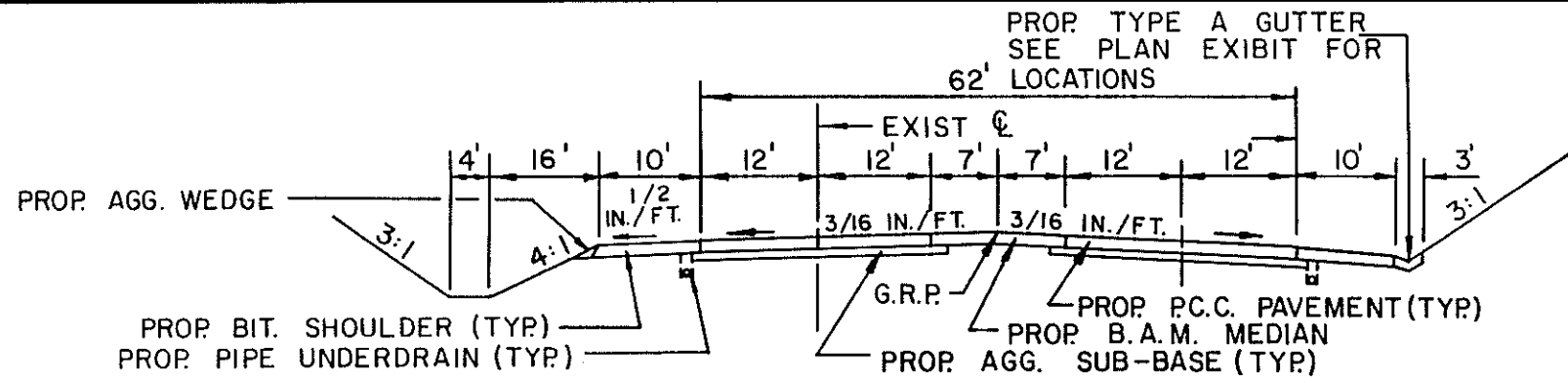
FIGURE A



(U.S. Business Route 20)
 Rockford - Belvidere

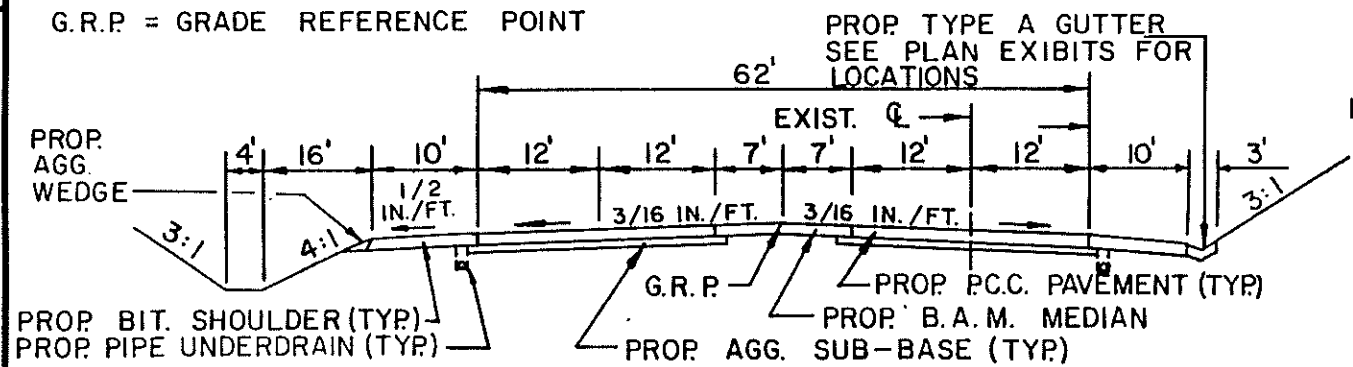
PROPOSED TYPICAL
 SECTIONS - ALT. 4

FIGURE
 B



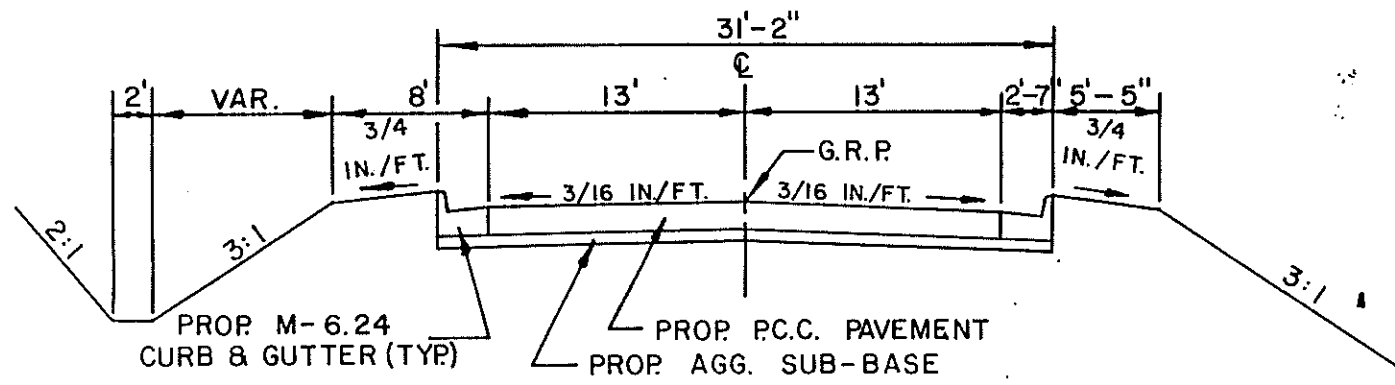
**U.S. BUS. RTE. 20
 LYFORD TO SHAW ROADS (PHASE I)**

G.R.P. = GRADE REFERENCE POINT



**U.S. BUS. RTE. 20
 EAST OF SHAW ROAD (PHASES II & III)**

- NOTES: 1) EXIST. PAVEMENT TO BE REMOVED.
 2) PAVEMENT THICKNESS TO BE DETERMINED DURING CONTRACT PLAN PREPARATION.
 3) PHASE II CONSTRUCTION IN BELVIDERE WILL USE M-6.24 CURB & GUTTER INSTEAD OF BIT. SHOULDER.



LYFORD ROAD

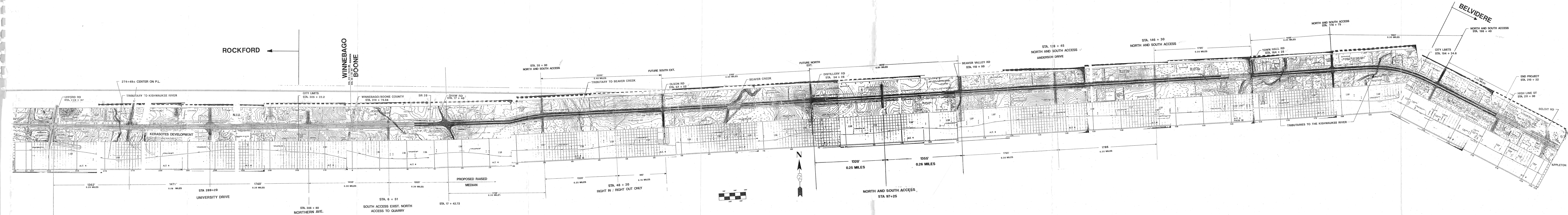


FIGURE C
ACCESS PLAN LAYOUT

RT IN/RT OUT

ACCOMMODATES A WB-55 DESIGN VEHICLE
WITH STRIPING TO ACCOMMODATE AN SU-30 VEHICLE
DESIGN MAY BE INCREASED DEPENDING UPON SITE PLAN

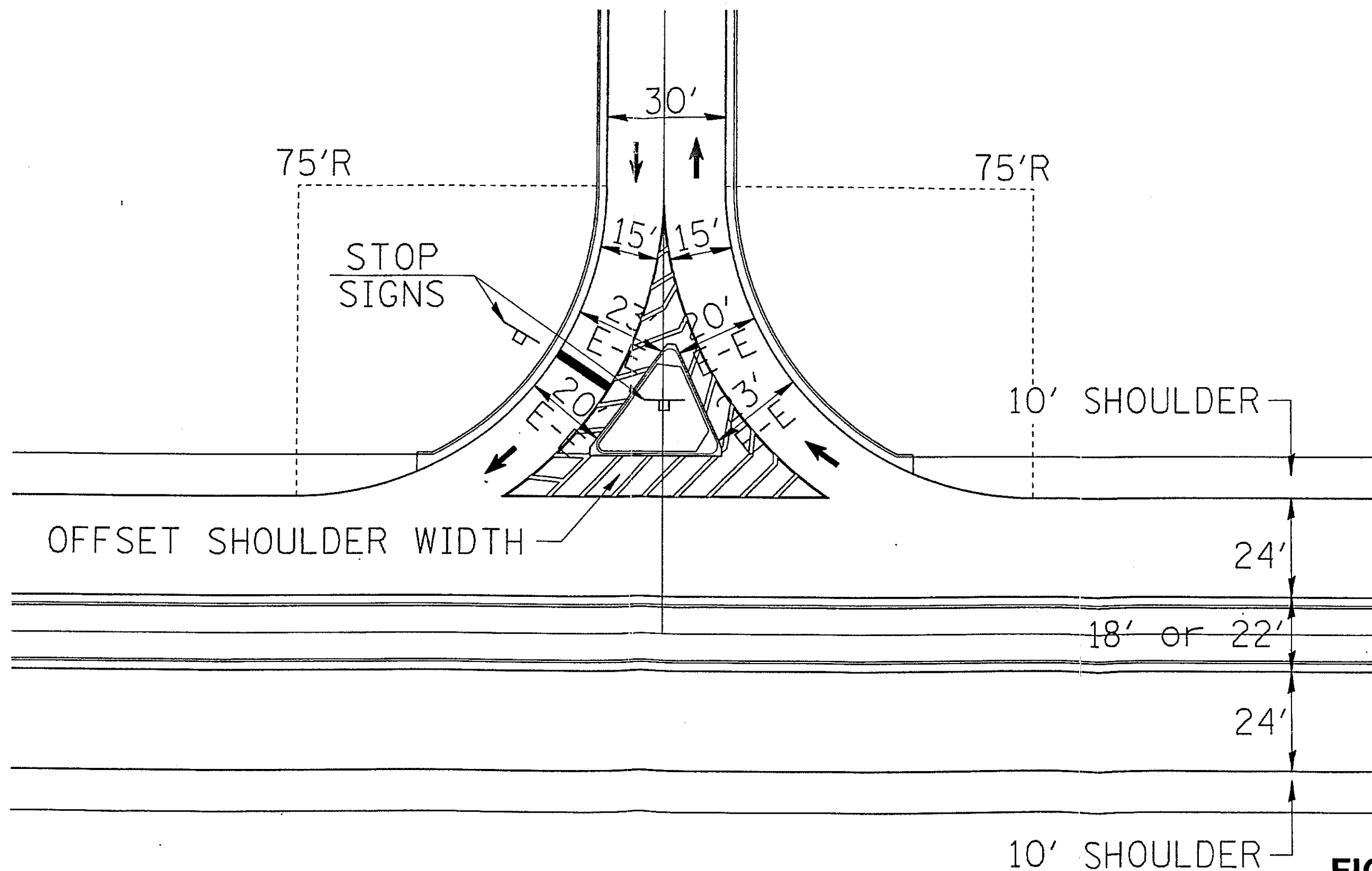


FIGURE D

CONCEPTUAL ULTIMATE INTERSECTION 14' FLUSH MEDIAN

- * 45 MPH DESIGN SPEED ON U.S. B.R. 20
- * TANGENT LENGTHS SHOWN ARE BASED UPON COMFORTABLE DECELERATION 45 MPH U.S.20, 30 MPH ACCESS RD.
- * TANGENT LENGTHS MAY BE INCREASED BASED UPON ULTIMATE TRAFFIC AND CORRESPONDING REQUIRED STORAGE.
- * NUMBER OF LANES ON ACCESS ROAD WILL DEPEND UPON PROJECTED DEVELOPMENT. MINIMUM WILL BE ONE LANE ENTERING, A LEFT AND THRU/RIGHT EXITING.
- * RADIUS RETURNS TO BE DESIGNED FOR A WB-65 VEHICLE.
- * SHOULD VOLUMES REQUIRE DOUBLE LEFT TURN LANES ON ACCESS ROAD, MEDIAN WILL BE 30' WIDE ON ACCESS ROAD.
- * SITE PLANS, TRAFFIC PROJECTIONS AND COMPLETE INTERSECTION DESIGN STUDY WILL BE COORDINATED WITH AND REQUIRED BY THE IL. DEPT. OF TRANSPORTATION.

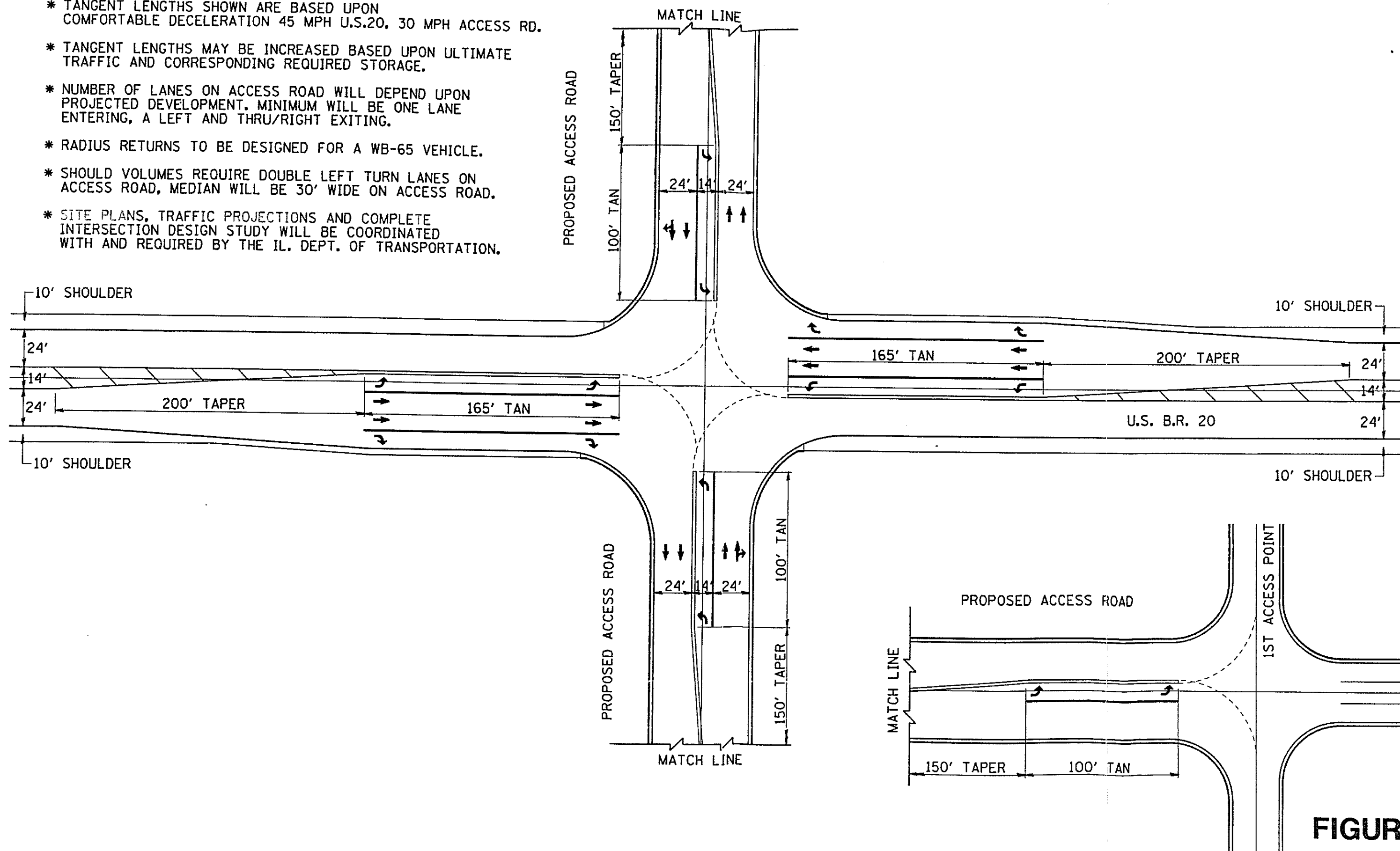


FIGURE E

CONCEPTUAL ULTIMATE INTERSECTION 18' or 22' RAISED MEDIAN

- * 45 MPH DESIGN SPEED ON U.S. B.R. 20
- * TANGENT LENGTHS SHOWN ARE BASED UPON COMFORTABLE DECELERATION 45 MPH U.S.20, 30 MPH ACCESS RD.
- * TANGENT LENGTHS MAY BE INCREASED BASED UPON ULTIMATE TRAFFIC AND CORRESPONDING REQUIRED STORAGE.
- * NUMBER OF LANES ON ACCESS ROAD WILL DEPEND UPON PROJECTED DEVELOPMENT. MINIMUM WILL BE ONE LANE ENTERING, A LEFT AND THRU/RIGHT EXITING.
- * RADIUS RETURNS TO BE DESIGNED FOR A WB-65 VEHICLE.
- * SHOULD VOLUMES REQUIRE DOUBLE LEFT TURN LANES ON ACCESS ROAD, MEDIAN WILL BE 30' WIDE ON ACCESS ROAD.
- * SITE PLANS, TRAFFIC PROJECTIONS AND COMPLETE INTERSECTION DESIGN STUDY WILL BE COORDINATED WITH AND REQUIRED BY THE IL. DEPT. OF TRANSPORTATION.

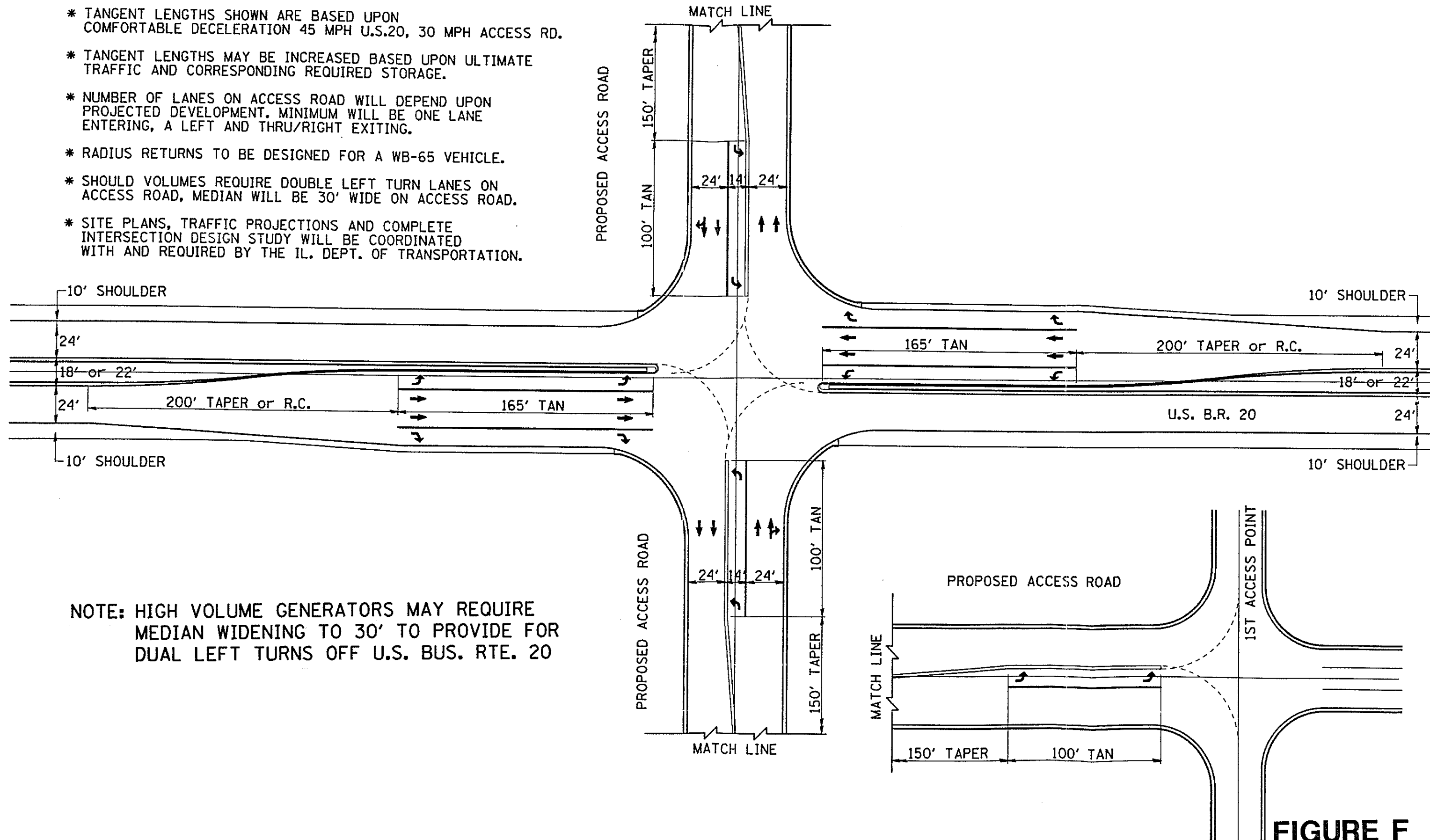
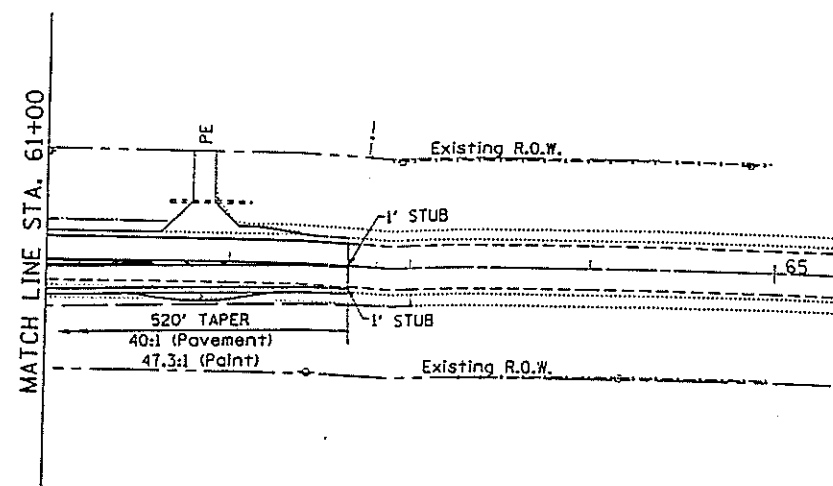


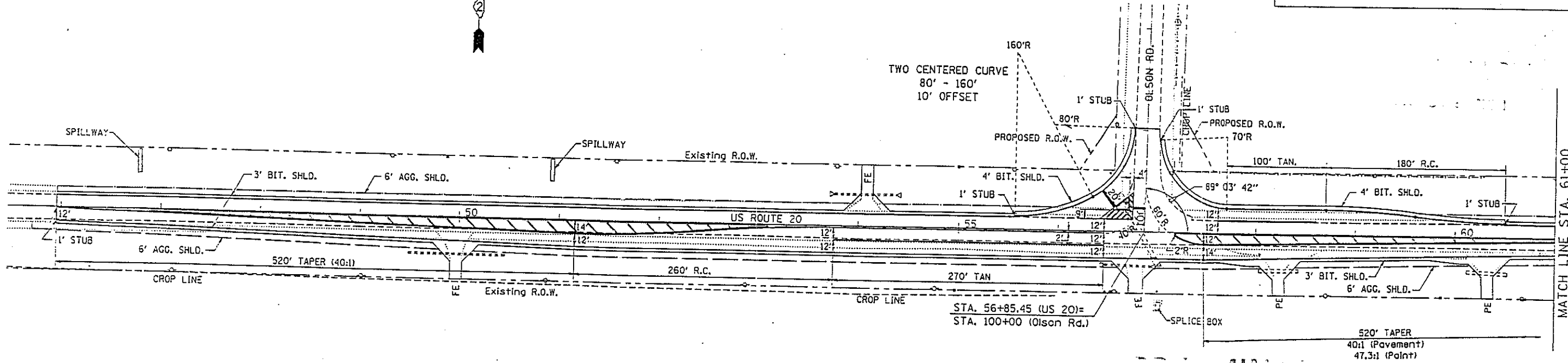
FIGURE F

CAPACITY DESIGN STUDY									
___ PHASE		AREA : ___		PEAK HOUR FACTOR : ___					
___ SEC. CYCLE		AVERAGE INTERSECTION DELAY		A.M. ___		INTERSECTION LEVEL		A.M. ___	
SIGNAL TYPE : ___		PROGRAM USED : ___		P.M. ___		OF SERVICE		P.M. ___	
APPROACH									
BUS STOP CONDITION									
PARKING MANEUVER/HR.									
PEDESTRIANS									
ARRIVAL TYPE									
THROUGH LANE UTILIZATION FACTOR									
BASE SATURATION FLOW									
D-DISTANCE									
LANE GROUP									
LANE WIDTH									
GREEN TIME (SECONDS)		A.M.		P.M.					
LANE GROUP DELAY (SECONDS)		A.M.		P.M.					
LEVEL OF SERVICE		A.M.		P.M.					
2010 30th MAX. HOUR TRAFFIC		A.M.		P.M.					
1990 8th MAX. HOURLY TRAFFIC		A.M.		P.M.					

CAPACITY ADEQUATE BY INSPECTION

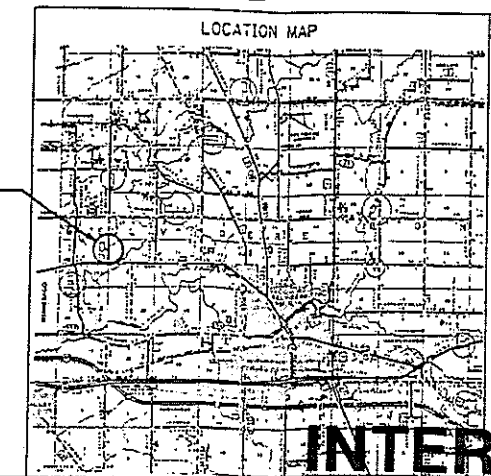
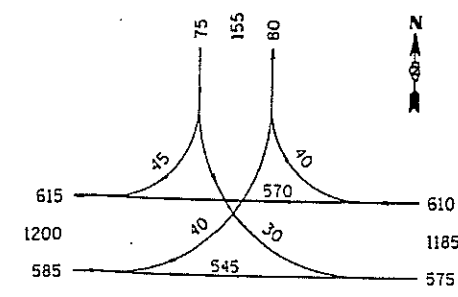


- ELEMENTS CONTROLLING DESIGN**
- DESIGN DESIGNATION : US 20 1200-PRA-55(W), US 20 1185-PRA-55(E), OLSON RD. 155-1R-55(N)
 - US 20 IS THE PREFERENCE ROUTE
 - ANTICIPATED YEAR OF CONSTRUCTION IS 1993
 - TRAFFIC CONTROL TO BE STOP SIGN ON OLSON RD.
 - RETURNS ARE DESIGNED FOR WB-50 VEHICLES.
- GENERAL NOTES**
- PROFILES NOT PROVIDED, SINCE APPROACH GRADES ARE TO REMAIN THE SAME
 - TYPE M4.06 CURB & CUTTER TO BE USED ON CORNER ISLAND
 - ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE SHOWN.
 - PAVEMENT MARKING TO BE APPLIED IN ACCORDANCE WITH THE M.U.T.C.D. AND THE BUREAU OF TRAFFIC.
 - SHOULDERS ADJACENT TO TURN LANES AND AROUND RETURNS ARE TO BE 4' BITUMINOUS.
 - SURROUNDING AREA RURAL IN NATURE.
 - CULVERTS TO BE EXTENDED OR REPLACED AS DETERMINED BY DESIGN.



TRAFFIC DATA

MOVEMENT	YEAR 1993 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR	ESTIMATED PERCENT INCREASE BY	YEAR 2013 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY 2013	TOTAL	TOTAL
	A.M.	P.M.			A.M.	P.M.			
AB	385	365						570	545
AD									
AC	30	25						45	40
BA	365	385						545	570
BC	20	25						30	40
BD									
CA	25	30						40	45
CB	25	20						40	30
CC									
CD									
DA									
TOTAL A	805	805						1200	1200
TOTAL B	795	795						1185	1185
TOTAL C	100	100						155	155
TOTAL D									



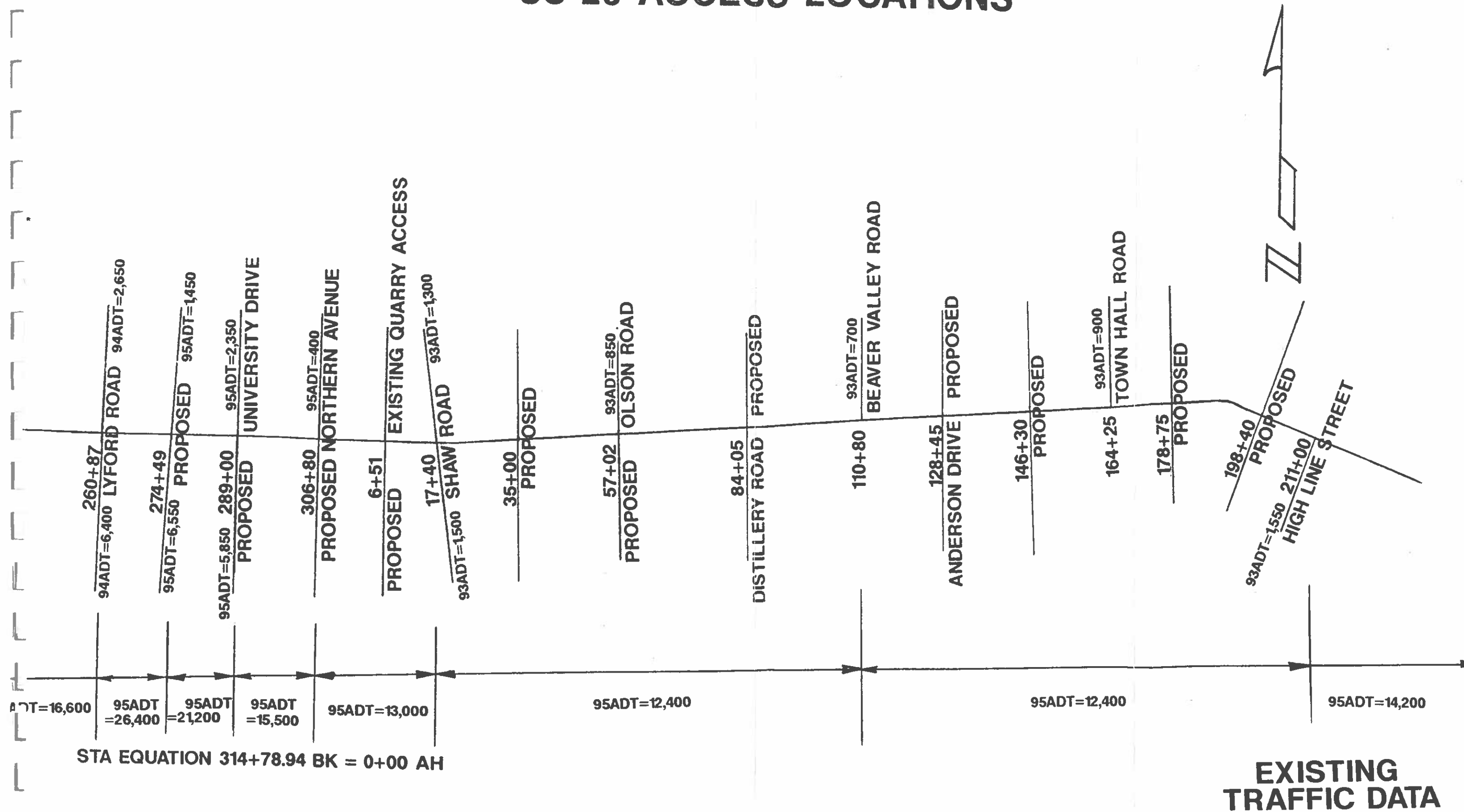
INTERSECTION DESIGN STUDY

US 20
WITH
OLSON RD.

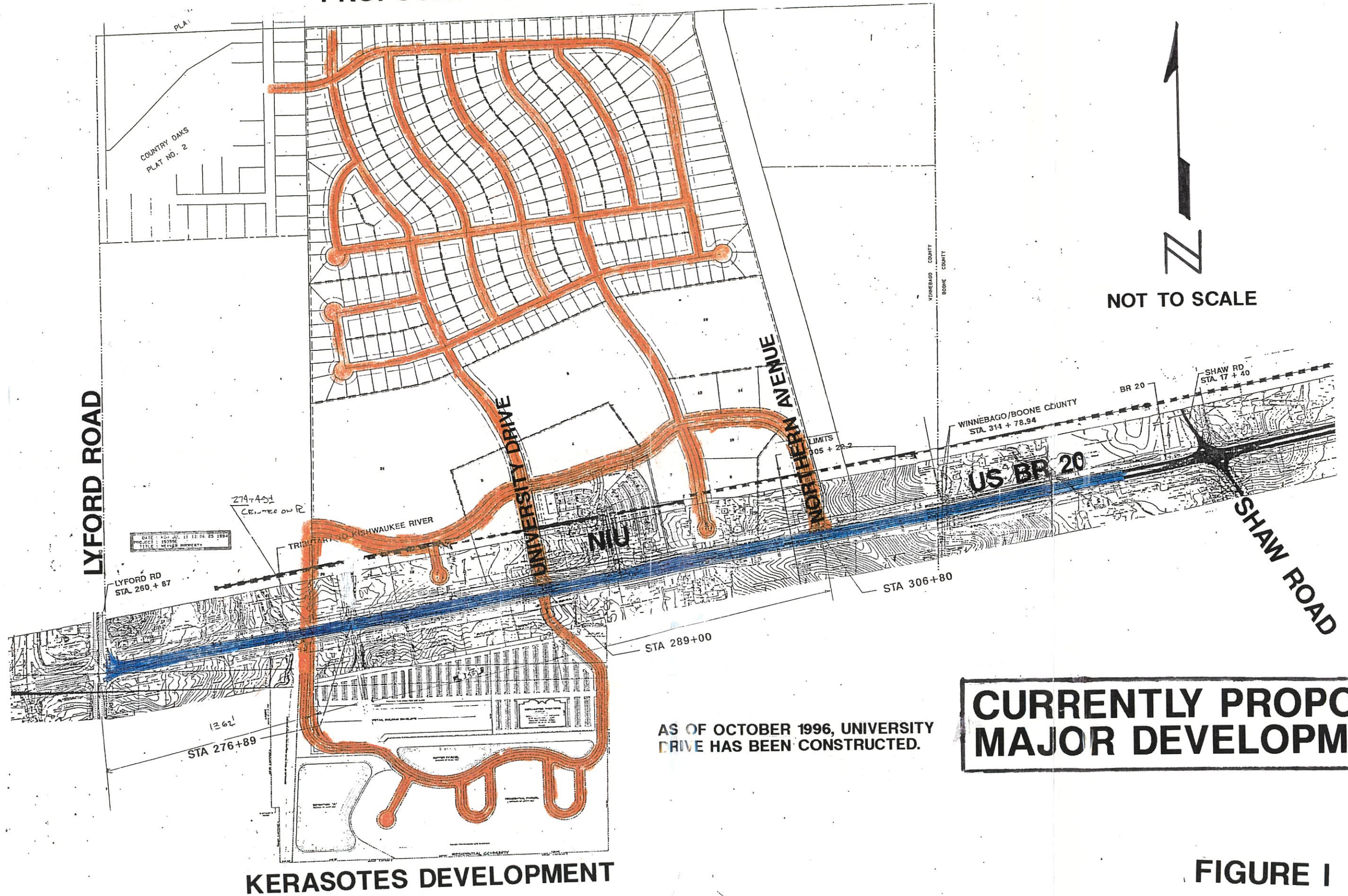
SEC. NO. 105R-2 PROJ. NO. P92-053-92
JOB NO. COUNTY BOONE
SCALE 1"= 50' DATE 1-10-92
DESIGNED BY DISTRICT 2, Mike Posey
SATISFACTORY *[Signature]* 1-23-92
DISTRICT GEOMETRIC ENGINEER DATE
SATISFACTORY *[Signature]* 1-23-92
DISTRICT PLANNING ENGINEER DATE
SATISFACTORY *[Signature]* 1-27-92
DISTRICT TRAFFIC ENGINEER DATE
APPROVED *[Signature]* 1-27-92

INTERIM INTERSECTION
FIGURE G

US 20 ACCESS LOCATIONS



PROPOSED SUBDIVISION



**CURRENTLY PROPOSED
MAJOR DEVELOPMENTS**

AS OF OCTOBER 1996, UNIVERSITY
DRIVE HAS BEEN CONSTRUCTED.

FIGURE 1

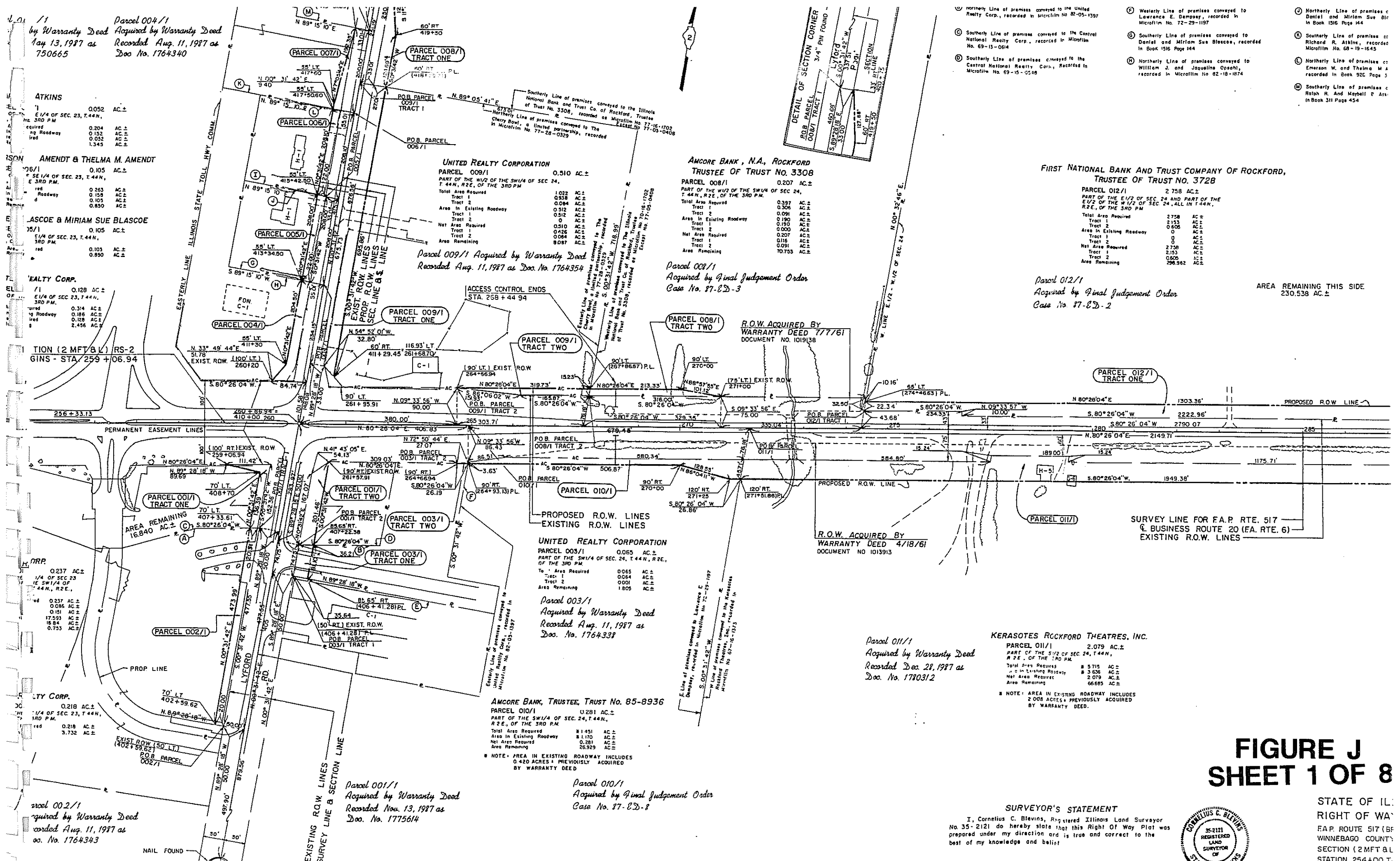


FIGURE J
SHEET 1 OF 8

STATE OF IL.
RIGHT OF WA
F.A.P. ROUTE 517 (BF
WINNEBAGO COUNTY
SECTION (2 MFT & L
STATION 254+00 T

SURVEYOR'S STATEMENT
I, Cornelius C. Blewins, Registered Illinois Land Surveyor
No. 35-2121 do hereby state that this Right Of Way Plot was
prepared under my direction and is true and correct to the
best of my knowledge and belief.



KERASOTES ROCKFORD THEATRES, INC.
PARCEL 011/1 2.079 AC.±
PART OF THE SW 1/4 OF SEC. 24, T.44N., R.2E., OF THE 3RD PM.
Total Area Required 5.715 AC.±
Area in Existing Roadway 3.636 AC.±
Net Area Required 2.079 AC.±
Area Remaining 66.685 AC.±
NOTE: AREA IN EXISTING ROADWAY INCLUDES
2.008 ACRES PREVIOUSLY ACQUIRED
BY WARRANTY DEED.

Parcel 011/1
Acquired by Warranty Deed
Recorded Dec. 28, 1987 as
Doc. No. 1780312

AMCORE BANK, TRUSTEE, TRUST NO. 85-8936
PARCEL 010/1 0.281 AC.±
PART OF THE SW 1/4 OF SEC. 24, T.44N., R.2E., OF THE 3RD PM.
Total Area Required 1.451 AC.±
Area in Existing Roadway 1.170 AC.±
Net Area Required 0.281 AC.±
Area Remaining 26.929 AC.±
NOTE: AREA IN EXISTING ROADWAY INCLUDES
0.420 ACRES PREVIOUSLY ACQUIRED
BY WARRANTY DEED

Parcel 010/1
Acquired by Final Judgement Order
Case No. 87-ED-8

UNITED REALTY CORPORATION
PARCEL 003/1 0.065 AC.±
PART OF THE SW 1/4 OF SEC. 24, T.44N., R.2E., OF THE 3RD PM.
Total Area Required 0.065 AC.±
Area in Existing Roadway 0.001 AC.±
Net Area Required 0.065 AC.±
Area Remaining 1.805 AC.±
Parcel 003/1
Acquired by Warranty Deed
Recorded Aug. 11, 1987 as
Doc. No. 1764338

E. Line of premises conveyed to Lawrence E. Dampsey, recorded in Microfilm No. 72-29-1197
W. Line of premises conveyed to the Kerasotes Rockford Theatre, Inc., recorded in Microfilm No. 81-16-1313

FIRST NATIONAL BANK AND TRUST COMPANY OF ROCKFORD,
TRUSTEE OF TRUST NO. 3728
PARCEL 012/1 2.758 AC.±
PART OF THE E 1/2 OF SEC. 24 AND PART OF THE
E 1/2 OF THE W 1/2 OF SEC. 24, ALL IN T.44N.,
R.2E., OF THE 3RD PM.
Total Area Required 2.758 AC.±
Area in Existing Roadway 0 AC.±
Net Area Required 2.758 AC.±
Area Remaining 296.962 AC.±

Parcel 012/1
Acquired by Final Judgement Order
Case No. 87-ED-2

AREA REMAINING THIS SIDE
230.538 AC.±

AMCORE BANK, N.A., ROCKFORD
TRUSTEE OF TRUST NO. 3308
PARCEL 008/1 0.207 AC.±
PART OF THE W 1/2 OF THE SW 1/4 OF SEC. 24,
T.44N., R.2E., OF THE 3RD PM.
Total Area Required 0.207 AC.±
Area in Existing Roadway 0.190 AC.±
Net Area Required 0.017 AC.±
Area Remaining 70.753 AC.±

Parcel 008/1
Acquired by Final Judgement Order
Case No. 87-ED-3

UNITED REALTY CORPORATION
PARCEL 009/1 0.510 AC.±
PART OF THE W 1/2 OF THE SW 1/4 OF SEC. 24,
T.44N., R.2E., OF THE 3RD PM.
Total Area Required 1.022 AC.±
Area in Existing Roadway 0.312 AC.±
Net Area Required 0.710 AC.±
Area Remaining 80.87 AC.±

Parcel 009/1 Acquired by Warranty Deed
Recorded Aug. 11, 1987 as Doc. No. 1764354

Parcel 004/1
by Warranty Deed
Acquired by Warranty Deed
Recorded Aug. 11, 1987 as
Doc. No. 1764340

ATKINS
1/4 OF SEC. 23, T.44N.,
R.2E., OF THE 3RD PM.
Total Area Required 0.204 AC.±
Area in Existing Roadway 0.152 AC.±
Net Area Required 0.052 AC.±
Area Remaining 1.343 AC.±

AMENDT & THELMA M. AMENDT
1/4 OF SEC. 23, T.44N.,
R.2E., OF THE 3RD PM.
Total Area Required 0.263 AC.±
Area in Existing Roadway 0.153 AC.±
Net Area Required 0.110 AC.±
Area Remaining 0.850 AC.±

ASCOE & MIRIAM SUE BLASCOE
1/4 OF SEC. 23, T.44N.,
R.2E., OF THE 3RD PM.
Total Area Required 0.103 AC.±
Area in Existing Roadway 0.103 AC.±
Net Area Required 0 AC.±
Area Remaining 0.850 AC.±

EALTY CORP.
1/4 OF SEC. 23, T.44N.,
R.2E., OF THE 3RD PM.
Total Area Required 0.314 AC.±
Area in Existing Roadway 0.186 AC.±
Net Area Required 0.128 AC.±
Area Remaining 2.456 AC.±

TION (2 MFT & L) RS-2
GINS - STA. 259 + 06.94

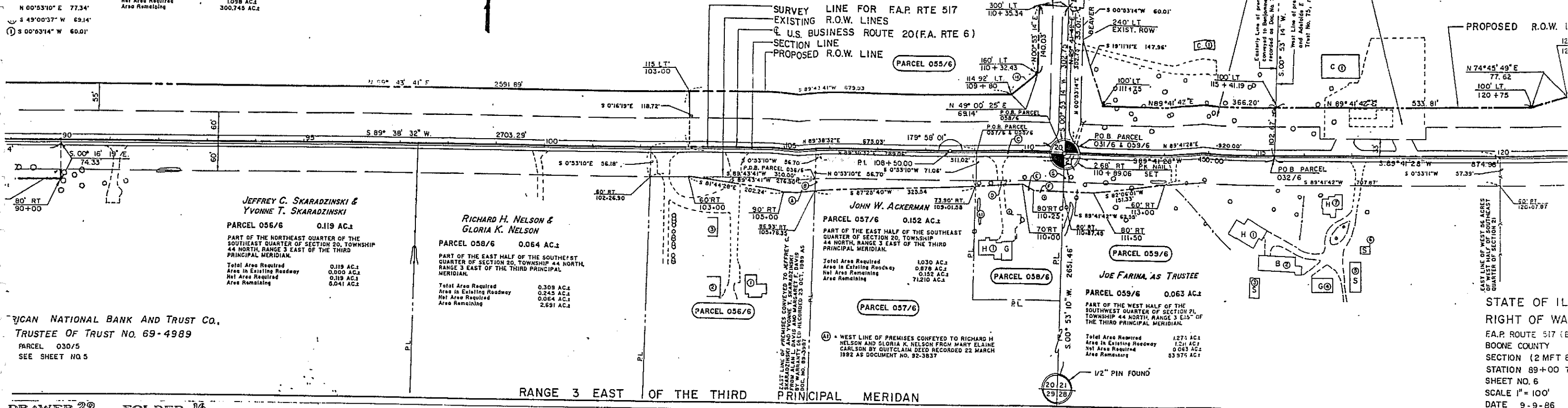
DRP
1/4 OF SEC. 23, T.44N.,
R.2E., OF THE 3RD PM.
Total Area Required 0.237 AC.±
Area in Existing Roadway 0.086 AC.±
Net Area Required 0.151 AC.±
Area Remaining 17.593 AC.±

TY CORP.
1/4 OF SEC. 23, T.44N.,
R.2E., OF THE 3RD PM.
Total Area Required 0.218 AC.±
Area in Existing Roadway 0.151 AC.±
Net Area Required 0.067 AC.±
Area Remaining 3.732 AC.±

Parcel 002/1
Acquired by Warranty Deed
Recorded Aug. 11, 1987 as
Doc. No. 1764343

N 89°41'42" E 62.45'
N 00°53'10" E 77.34'
S 49°00'37" W 69.14'
S 00°53'14" W 60.01'

Area in Existing Roadway 1327 AC.
Net Area Required 1099 AC.
Area Remaining 228 AC.

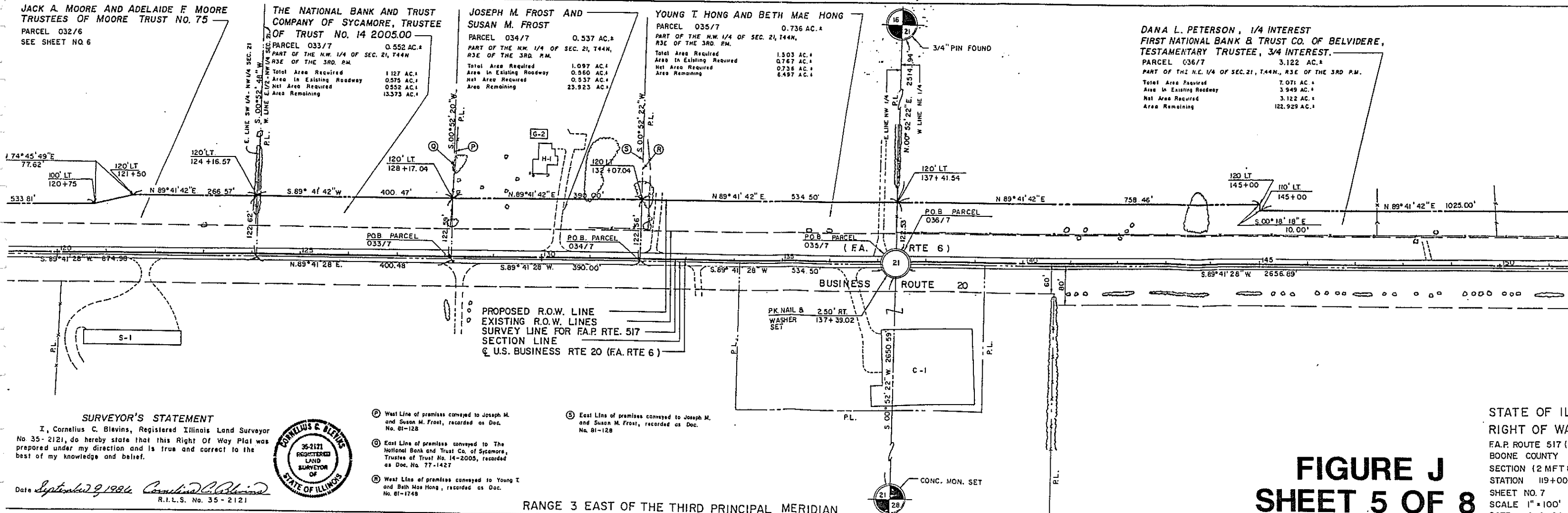


AMERICAN NATIONAL BANK AND TRUST CO.,
TRUSTEE OF TRUST NO. 69-4989
PARCEL 030/5
SEE SHEET NO. 5

DRAWER 29 FOLDER 16

STATE OF IL
RIGHT OF WA
F.A.P. ROUTE 517 (E
BOONE COUNTY
SECTION 12 MFT E
STATION 89+00 T
SHEET NO. 6
SCALE 1" = 100'
DATE 9-9-86

REV. 12-9-86 REV. 2-
REV. 11-3-93 REV. 11-12-



JACK A. MOORE AND ADELAIDE F. MOORE
TRUSTEES OF MOORE TRUST NO. 75
PARCEL 032/6
SEE SHEET NO. 6

THE NATIONAL BANK AND TRUST
COMPANY OF SYCAMORE, TRUSTEE
OF TRUST NO. 14 2005.00
PARCEL 033/7 0.552 AC.
PART OF THE NW 1/4 OF SEC. 21, T44N
R3E OF THE 3RD. RM.
Total Area Required 1.127 AC.
Area in Existing Roadway 0.575 AC.
Net Area Required 0.552 AC.
Area Remaining 13.373 AC.

JOSEPH M. FROST AND
SUSAN M. FROST
PARCEL 034/7 0.537 AC.
PART OF THE NW 1/4 OF SEC. 21, T44N
R3E OF THE 3RD. RM.
Total Area Required 1.097 AC.
Area in Existing Roadway 0.560 AC.
Net Area Required 0.537 AC.
Area Remaining 23.923 AC.

YOUNG T. HONG AND BETH MAE HONG
PARCEL 035/7 0.736 AC.
PART OF THE NW 1/4 OF SEC. 21, T44N
R3E OF THE 3RD. RM.
Total Area Required 1.503 AC.
Area in Existing Roadway 0.767 AC.
Net Area Required 0.736 AC.
Area Remaining 6.497 AC.

DANA L. PETERSON, 1/4 INTEREST
FIRST NATIONAL BANK & TRUST CO. OF BELVIDERE,
TESTAMENTARY TRUSTEE, 3/4 INTEREST.
PARCEL 036/7 3.122 AC.
PART OF THE NE 1/4 OF SEC. 21, T44N, R3E OF THE 3RD. RM.
Total Area Required 7.071 AC.
Area in Existing Roadway 3.949 AC.
Net Area Required 3.122 AC.
Area Remaining 122.929 AC.

SURVEYOR'S STATEMENT
I, Cornelius C. Blevins, Registered Illinois Land Surveyor
No. 35-2121, do hereby state that this Right Of Way Plat was
prepared under my direction and is true and correct to the
best of my knowledge and belief.
Date September 9, 1986
R.L.S. No. 35-2121



- ① West Line of premises conveyed to Joseph M. and Susan M. Frost, recorded as Doc. No. 81-128
- ② East Line of premises conveyed to The National Bank and Trust Co. of Sycamore, Trustee of Trust No. 14-2005, recorded as Doc. No. 77-1427
- ③ West Line of premises conveyed to Young T. and Beth Mae Hong, recorded as Doc. No. 81-1148
- ④ East Line of premises conveyed to Joseph M. and Susan M. Frost, recorded as Doc. No. 81-128

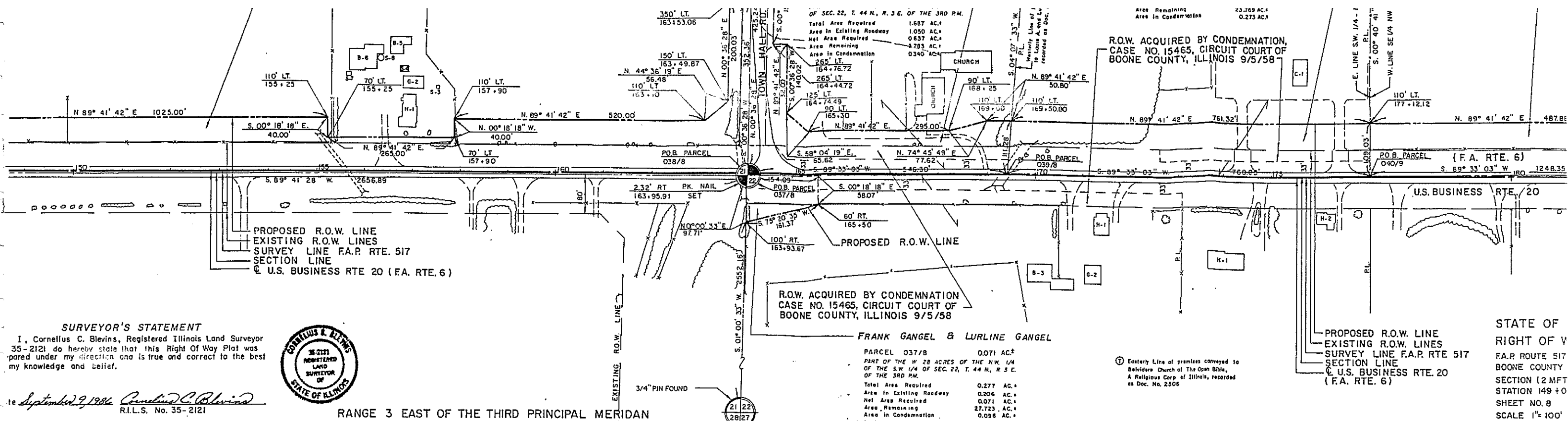
RANGE 3 EAST OF THE THIRD PRINCIPAL MERIDIAN

FIGURE J
SHEET 5 OF 8

STATE OF IL
RIGHT OF WA
F.A.P. ROUTE 517 (B
BOONE COUNTY
SECTION 12 MFT E
STATION 119+00 T
SHEET NO. 7
SCALE 1" = 100'
DATE 9-9-86

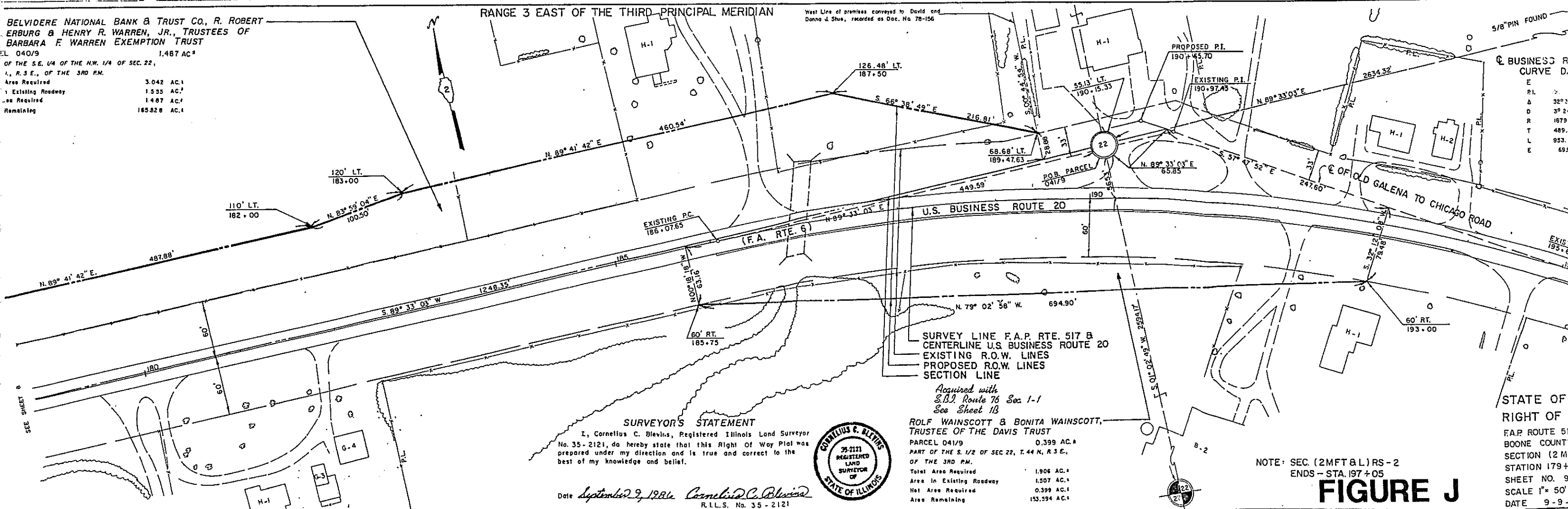
REV. 12-9-86 REV. 2-

DRAWER 29 FOLDER 16



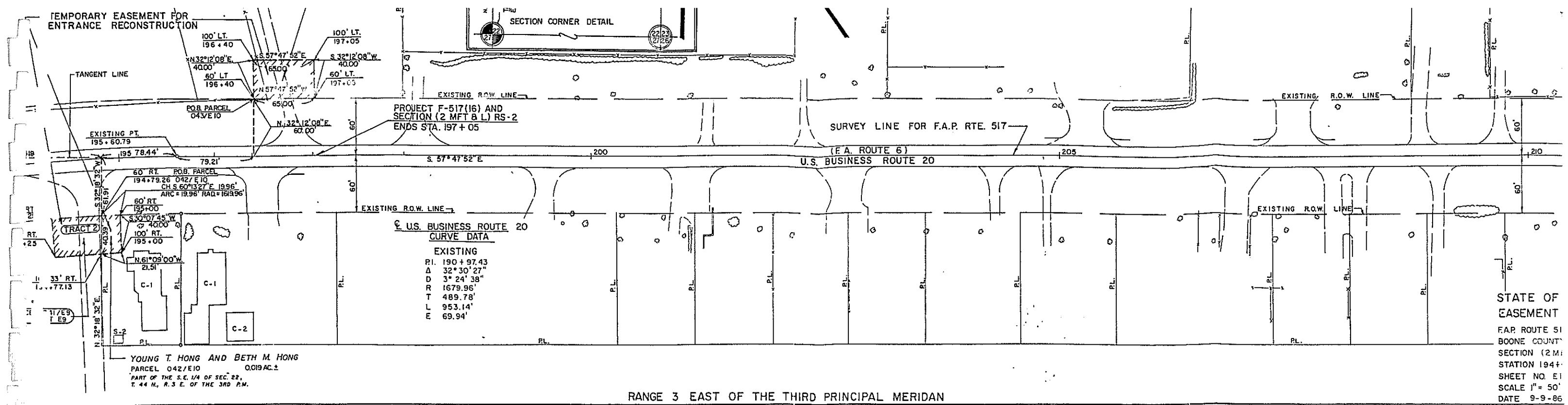
DRAWER 29 FOLDER 16

BELVIDERE NATIONAL BANK & TRUST CO., R. ROBERT ERBURG & HENRY R. WARREN, JR., TRUSTEES OF BARBARA F. WARREN EXEMPTION TRUST
EL 040/9 1.467 AC.
OF THE S.E. 1/4 OF THE NW 1/4 OF SEC. 22, T. 44 N., R. 3 E., OF THE 3RD PM.
Area Required 3.042 AC.
Area in Existing Roadway 1.555 AC.
Net Area Required 1.487 AC.
Area Remaining 1.652 AC.



DRAWER 29 FOLDER 16

FIGURE J
SHEET 6 OF 8



DRAWER 29 FOLDER 16

REV. 12-9-86 RE

Tr. No.	OWNER	AREA	Doc. No.	BOOK	PAGE
30	OSCAR J. HANSON	0.051	115591	2	175
32	FLOYD VAN FORD	0.256	117773	2	280
33	JERRY E. ELLIS	0.102	115594	2	178
34	COMMONWEALTH-EDISON	0.130			
34A	"	0.112			
35	R. P. BRUNS	0.094	115596	2	180
36	H. V. DAVIS	0.182	116687	2	265
36A	"	0.028	116687	2	268
36B	"	0.039	116692	2	272
37	JAMES HAYGENA	0.051	115597	2	182
38	MARTIN HALLSTADT	0.051	115599	2	186
39	FRANKLIN C. WARD	0.051	116087	2	237
39A	"	0.051	116090	2	238
40	ELMER FRIEND	0.051	115601	2	185
40A	E. B. HART	0.051	115603	2	187
40B	DALE MORRIS	0.051	115608	2	187
41	C. A. BAYLOR, L. WICK	0.187	116372	2	255
42	HOWARD GURRY	0.203	115878	2	227
43	VIRGIL CULLISON	0.204	116091	2	240

Tr. No.	OWNER	AREA	Doc. No.	BOOK	PAGE
44	COUNTY LINE GRANGE	0.152	115314	2	161
44A	CLARENCE GRIM	0.056	115605	2	180
45	PERRY VANACHS	0.261	115700	2	219
46	R. BERGMAN	0.136	115607	2	192
46A	W. D. MULLOTT	0.063	115608	2	194
47	R. JOHNSON	0.102	115609	2	196
47A	H. V. DAVIS	0.103	115611	2	197
48	LESTER CARLSON	0.203	115612	2	199
49	BENJAMIN SHREVE	0.098	115611	2	196
50	H. V. DAVIS	0.272	116691	2	270
51	CHARLES G. OLIVER	0.084	115614	2	200
52	J. WOLF (WOLF SURV.)	0.386	116092	2	242
53	S. CARPENTER	0.183	115315	2	163
54	WILL SHAWHAN	0.049	115601	2	231
55	ED. STEINBORN	0.232	115316	2	165

This is to certify that the entire area of survey as platted herein was surveyed under my supervision.

William H. Schere
Illinois Land Surveyor
Registration No. 15555
Date March 16, 1987

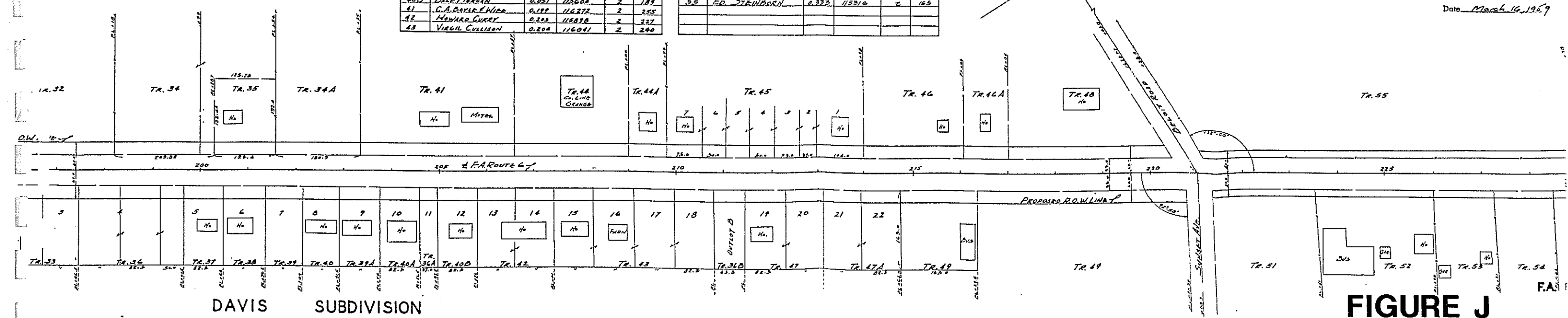
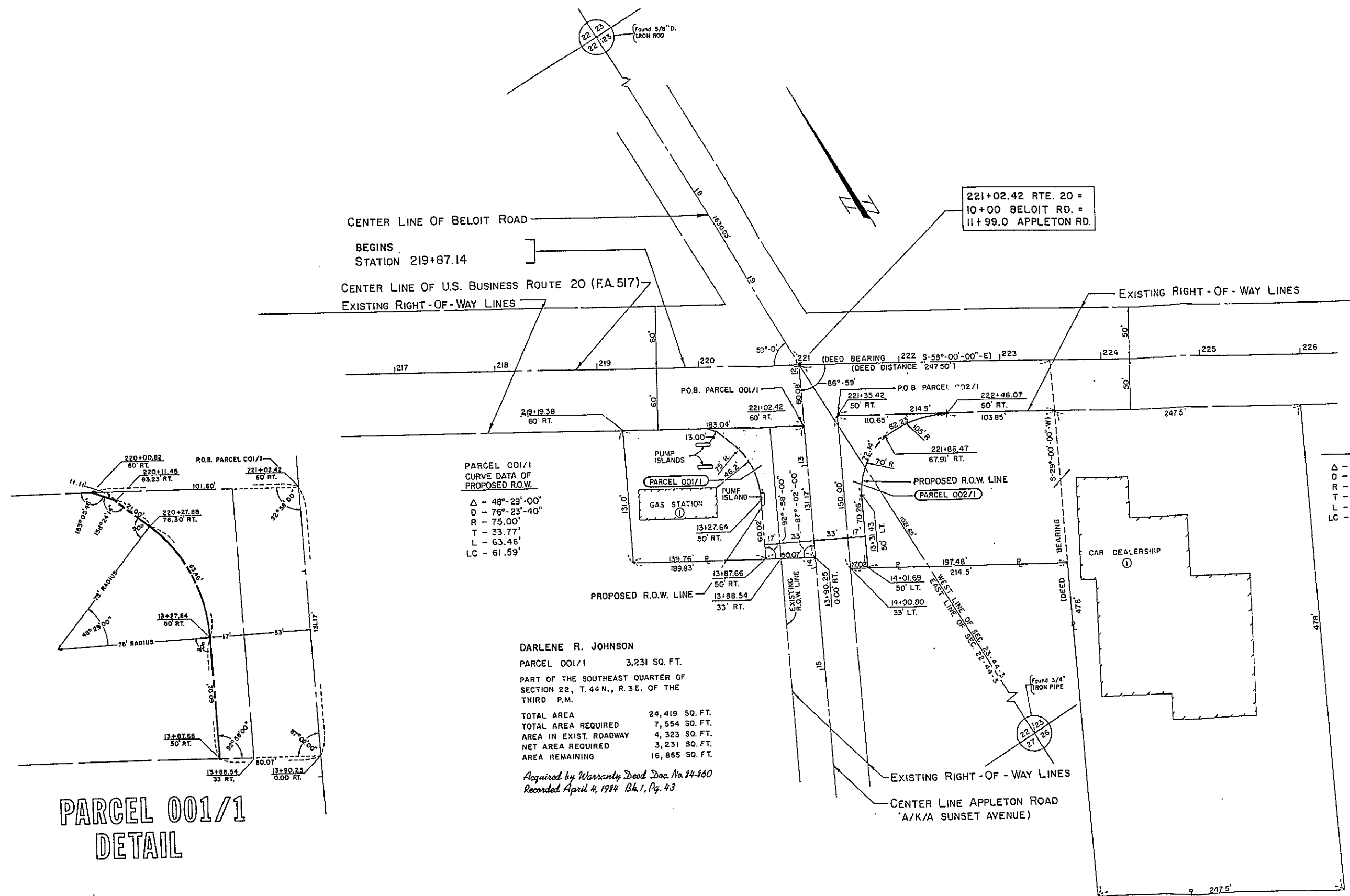


FIGURE J
SHEET 7 OF 8

54 FOLDER 1-A



PARCEL 002/1
CURVE DATA OF
PROPOSED R.O.W.

Δ - 59°-02'-40"	Δ - 33°-57'-20"
D - 81°-51'-04"	D - 54°-34'-03"
R - 70.00'	R - 105.00'
T - 39.64'	T - 32.06'
L - 72.14'	L - 62.23'
LC - 68.99'	LC - 61.32'

JOHN T. WOLF &
WILLIAM A. WOLF
PARCEL 002/1 4,132 SQ. FT.
PART OF THE SOUTHEAST QUARTER OF
SECTION 22 AND PART OF THE SOUTH-
WEST QUARTER OF SECTION 23, T. 44 N.,
R. 3 E. OF THE THIRD P.M.
TOTAL AREA 150,480 SQ. FT.
TOTAL AREA REQUIRED 4,132 SQ. FT.
AREA IN EXIST. ROADWAY - 0 -
NET AREA REQUIRED 4,132 SQ. FT.
AREA REMAINING 146,348 SQ. FT.
Acquired by Warranty Deed Doc. No. 84-813
Recorded March 30, 1984 Blk. 1, Pg. 42

DARLENE R. JOHNSON
PARCEL 001/1 3,231 SQ. FT.
PART OF THE SOUTHEAST QUARTER OF
SECTION 22, T. 44 N., R. 3 E. OF THE
THIRD P.M.
TOTAL AREA 24,419 SQ. FT.
TOTAL AREA REQUIRED 7,554 SQ. FT.
AREA IN EXIST. ROADWAY 4,323 SQ. FT.
NET AREA REQUIRED 3,231 SQ. FT.
AREA REMAINING 16,865 SQ. FT.
Acquired by Warranty Deed Doc. No. 84-860
Recorded April 4, 1984 Blk. 1, Pg. 43

SURVEYOR'S STATEMENT

I hereby state that the land corner ties, as shown on this
Plan, are a true and correct representation of a survey made
under my direction for the Illinois Department of Transportation,
Division of Highways.

Dated August 12, 1983

By Richard L. Hampton
Richard L. Hampton, Illinois Registered
Land Surveyor No. 1843

LEGEND

□ REQUIRED PROPOSED RIGHT-OF-WAY AREA

FIGURE J
SHEET 8 OF 8



STA
RIGH
F.A.
COUNT
STA
SHEET
SCALE
DATE
Rev. 15