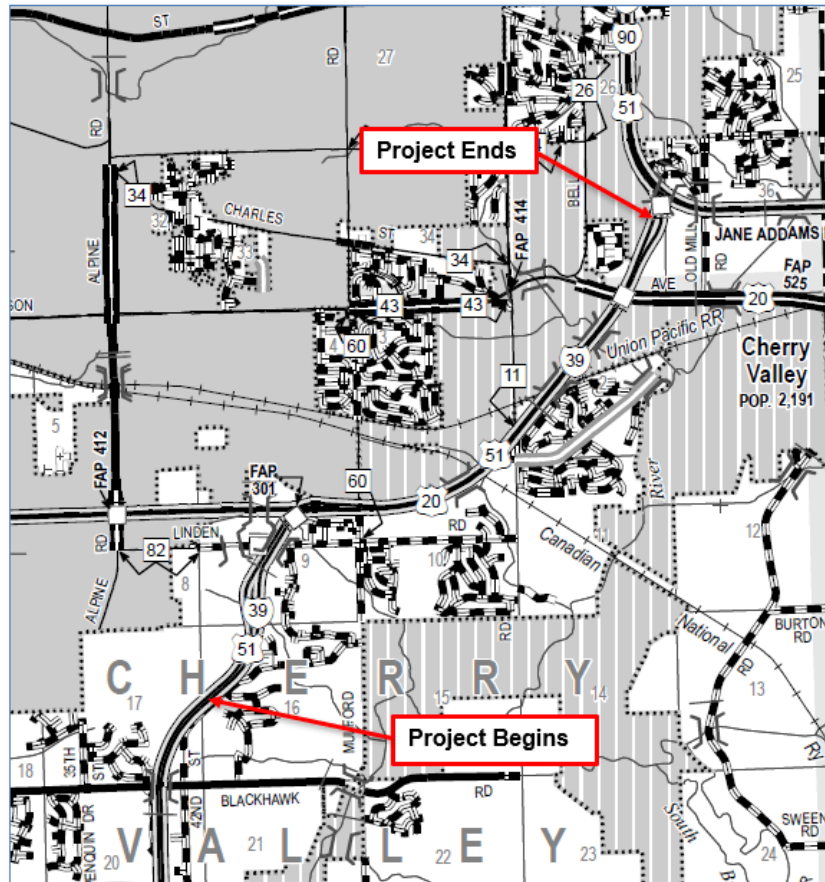


Section 4(f) De Minimis Documentation

I-39 Reconstruction



Contract 64C24 (I-39 Mainline Reconstruction)

RE: Cherry Valley Path Realignment

Rockford Park District / Village of Cherry Valley

Winnebago County, IL

Illinois Department of Transportation

District 2 / Region 2

April 2024

Route: FAI 39 (I-39) & FAP 301 (US 20)

Section: (201-3)R & (4-1,5)R

County: Winnebago

Project Description

- Project Number: P-92-057-06 / D-92-057-06
- Project Name: I-39 Reconstruction
- Contract Number: I-39 Contract #3 (64C24)
- Location: I-39 (US 20 to Harrison Avenue), City of Rockford, Rockford Township, Village of Cherry Valley
- Project Type: Lane Addition, Road Reconstruction
- Project size: The project is 2.4 miles long.
- Purpose and need of the Project: The proposed improvement's purpose is to improve operating conditions at the interchanges, reduce congestion in the project area, and provide geometric modifications that improve safety and provide continuity with adjacent roadway segments. Reconstruction of the roadway will primarily serve to improve traffic capacity and traffic operations along the project corridor.

The proposed improvements will improve traffic capacity at the I-39/US 20 system interchange, at the I-39/Harrison Avenue interchange, and along Harrison Avenue/US 20.

The proposed addition of two through lanes in each direction will improve traffic operations at the I-39/US 20 system interchange, as well as improve traffic maintenance during future construction projects by providing additional lanes in each direction.

Traffic operations will be improved at the I-39/Harrison Avenue interchange by eliminating weaving movements within the interchange.

The proposed improvements will improve interchange safety and operations by providing interchange ramps designed to current IDOT standards.

- NEPA Class of Action – Federally Approved Categorical Exclusion
- Project Status: Design approval January 8, 2019, construction programmed for 2025-2027.

Section 4(f) Resources

- Name of Resource: Cherry Valley Path (Also called the Swanson Park Recreation Path)
- Type of Resource: Trail
- Official with Jurisdiction (OWJ): Village of Cherry Valley, Rockford Park District
- Description of role/significance in the community: This is a multi-use path that originates at Swanson Park, originating off of Swanson Parkway, and terminates at Valley Woods Drive. This path functions as a cycling route to cross underneath I-39 via a culvert, as well as a walking path.

Description of Intended Section 4(f) Resource Use

- The proposed scope of work for this project includes replacement of the existing 12' x 10' box culvert, as well as separation of the multi-use path and the culvert under I-39 to help provide safe passage for pedestrians. As such, the path will be relocated approximately 500 feet to the south. On the west side of the Cherry Valley Path, a total of 1.61 acres will be impacted from Swanson Park East owned by the Village of Cherry Valley, including 1.171 acres of temporary easement and 0.438 acres of proposed ROW.
- There is no expected negative impact to the Cherry Valley Path. Relocation of the path will decrease the number of impacts to pedestrian safety during intermittent flooding that occurs after rain events. The relocation will also not impact the path's intended use for cyclists or foot traffic and will not change the resulting function of impacted areas.

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

- This section is normally focused on avoidance alternatives to impacting the resource, but since this separation and re-route of the Cherry Valley Path was designed as a necessary safety improvement, the minor impacts to the existing path are considered required, therefore the following information is centered on the mitigation to maintaining the trail connectivity across I-39 during construction.
 - Bike and pedestrian traffic will be re-routed to Harrison/Mill Multi Use Path and temporary sidewalk during Cherry Valley Path construction. All improvements within project limits will be updated in accordance with the BDE Manual and appropriate highway standards.
 - Separation of the Cherry Valley Path from the Madigan Creek culvert is a safety related improvement, supported by the OWJ (Cherry Valley). The option to keep the Cherry Valley Path at the same location as Madigan Creek was reviewed and not recommended for safety concerns.
 - IDOT has looked into jacking a culvert under I-39 for Cherry Valley Path, however due to the size required, the shallow depth of the I-39 pavement, and geotechnical concerns including water table and presence of boulders, the jacking option was determined to be unfeasible.
 - IDOT also reviewed the option of creating a separate project to stage construction of a new path under I-39; however, that option would result in substantial impacts to traveling public beyond the current anticipated impacts for the I-39 reconstruction project.
 - Due to the culvert jacking constructability issues and traffic impacts of a separate project, including the staged construction of the Cherry Valley Path culvert at the same time as the I-39 staged construction was selected. Additional improvements will be implemented to the adjoining pedestrian/bike system to accommodate a temporary pedestrian /bike detour along Harrison Ave and Mill Rd while the new Cherry Valley Path is being constructed.

Route: FAI 39 (I-39) & FAP 301 (US 20)

Section: (201-3)R & (4-1,5)R

County: Winnebago

- List of Commitments for Mitigation or Enhancement: Efforts are being made to maintain connectivity from one side of I-39 to the other.

Evidence of Opportunity for Public Review and Comment:

- A public meeting (See attachment 4) was held on October 25, 2007, to allow the public an opportunity to review and comment on the effect of the project.
- A second public meeting was held on March 23, 2017, to allow for the same opportunity.
- An additional public meeting was held during the Phase II design effort on January 18, 2023. This meeting shared design changes that were made during Phase II and allowed for additional comments from the public. Comments received related to the Cherry Valley Path focused on the timing of construction and specific design characteristics, and not pertaining to the impacts on the park and path.
- 4(f) report will be posted online for public review and comments on project impacts.

Evidence of Coordination with Official(s) with Jurisdiction

- Copy of Rockford Park District de minimis concurrence (see letter of concurrence dated October 10, 2018; Attachment 5). Copy of Village of Cherry Valley de minimis concurrence (see letter of concurrence dated December 18, 2018; Attachment 5)

Supporting Documentation

- Project Location Map (see attachment 1)
- Existing Aerial (see attachment 2)
- Preliminary Proposed Plan and Profile (see attachment 3)
- Public Meeting Notifications (see Attachment 4)
- Copies of other correspondence (see Attachment 5)
- Temporary Cherry Valley Path Trail Connectivity During Reconstruction (see Attachment 6)



**Attachment 1
Project Location Map
Cherry Valley Path Relocation
Village of Cherry Valley
Winnebago County, Illinois**

- ▭ Cherry Valley Path
Planned Removal
- ▭ Cherry Valley Path
Proposed Relocation




Created 3/7/2024

Attachment 2

Existing Conditions Aerial

Legend

-  Cherry Valley Path

Cherry Valley Path
Cherry Valley Path

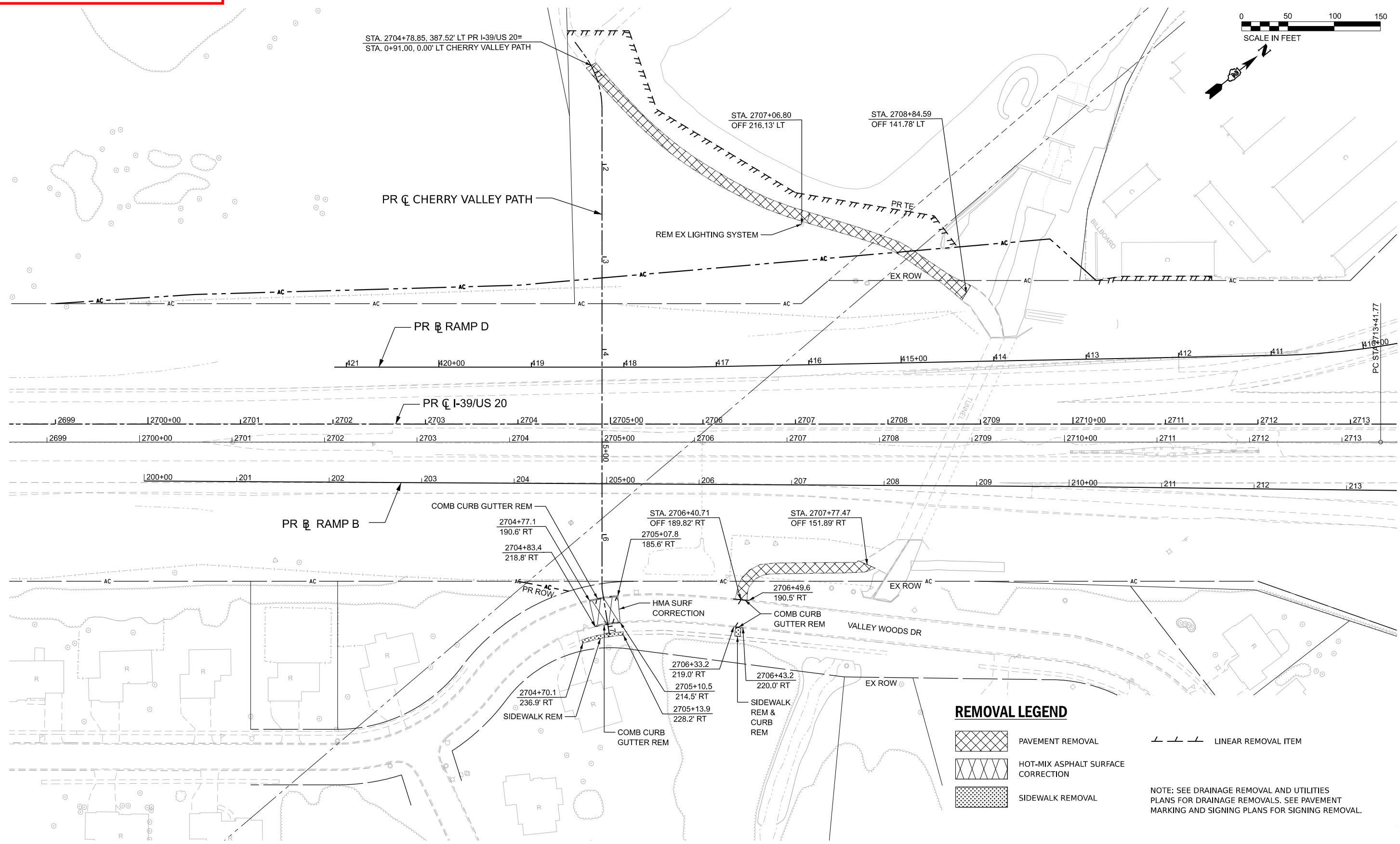
Cherry Valley Path

Existing trail, culvert, and trail connection to be relocated

700 ft



ATTACHMENT 3



MODEL: PR I-39 - CVP Rem. 1 [Sheet]
 FILE NAME: c:\paword\businessch\projects\pr i-39\2694C24_CVP-shr-REM.dgn

Kaskaskia
 Engineering Group, LLC
 201 E. Main St., Suite 202
 Moline, IL 61704
 309.233.2877 phone
 309.233.2977 fax
 www.kaskaskiaeng.com
 1-800-541-7669
 111.000.011
 20-000000

USER NAME = tkluegel	DESIGNED - RJO	REVISED -
	DRAWN - RJO	REVISED -
PLOT SCALE = 0.16666633 1/In.	CHECKED - RJB	REVISED -
PLOT DATE = 3/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

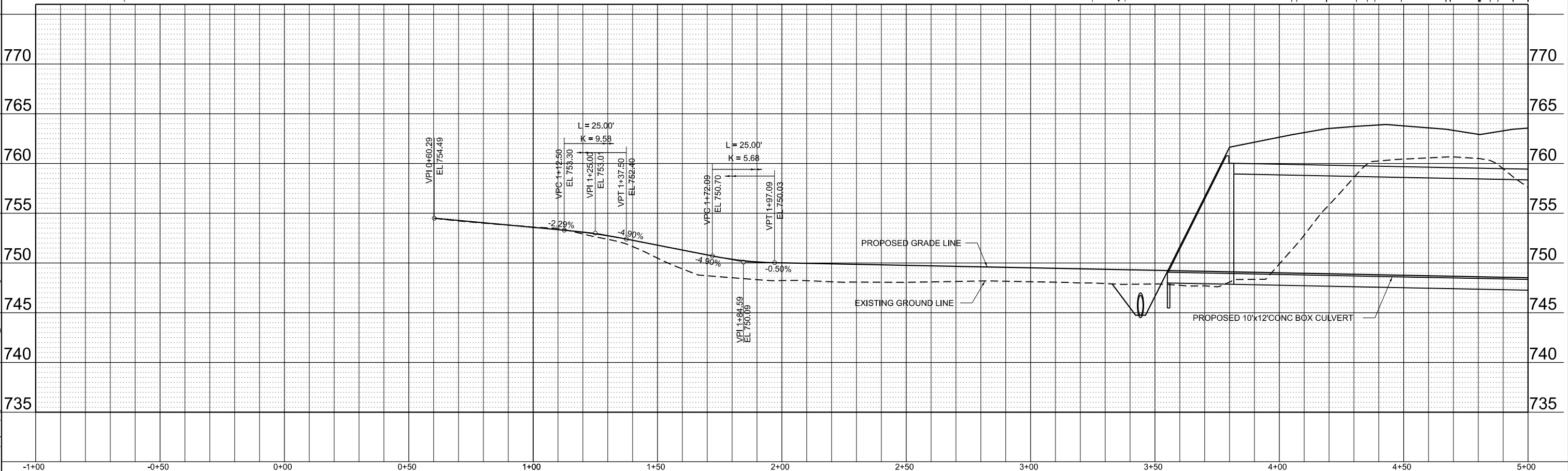
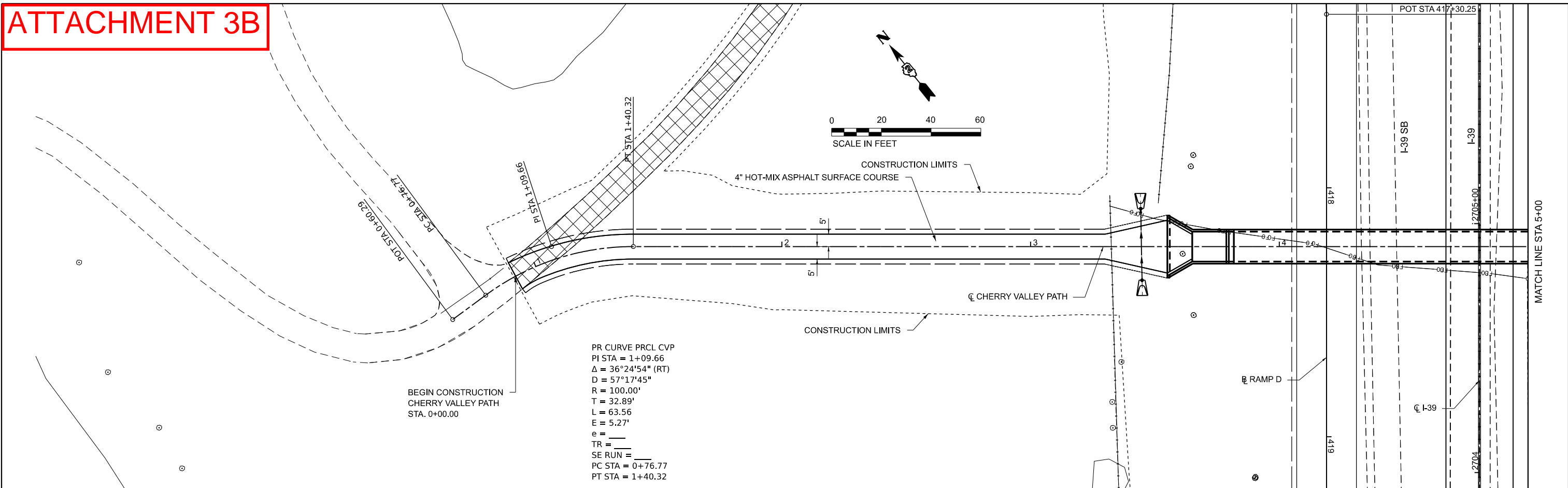
REMOVAL PLAN
CHERRY VALLEY PATH & VALLEY WOODS DRIVE

SCALE: 1"=50' SHEET OF 13 SHEETS STA. 2698+50.00 TO STA. 2713+50.00

CHERRY VALLEY PATH & VALLEY WOODS DRIVE				
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1500	A005
CONTRACT NO. 64C24				
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)

ATTACHMENT 3B



MODEL: PCI_CVP_Plan_1 [Sheet]
FILE NAME: c:\paword\henssch\projects\project\0173829\0264C24_CVP-sh1+001.dgn



USER NAME =	tkluegel	DESIGNED -	RJO	REVISED -	
DRAWN -	RJO	CHECKED -	RJB	REVISED -	
DATE		DATE		REVISED -	
PLOT SCALE =	0.16666633" / 1 in.				
PLOT DATE =	3/6/2024				

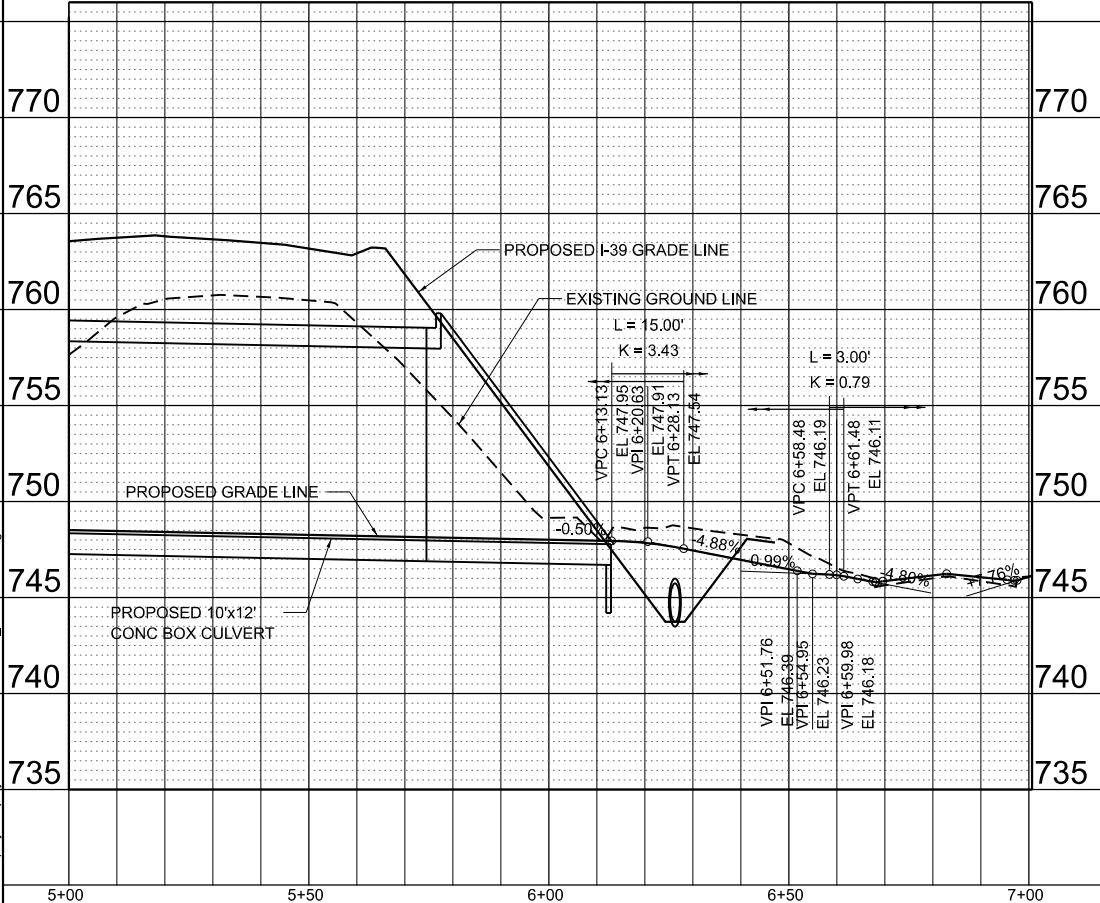
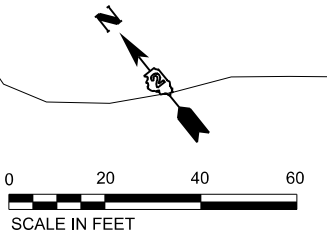
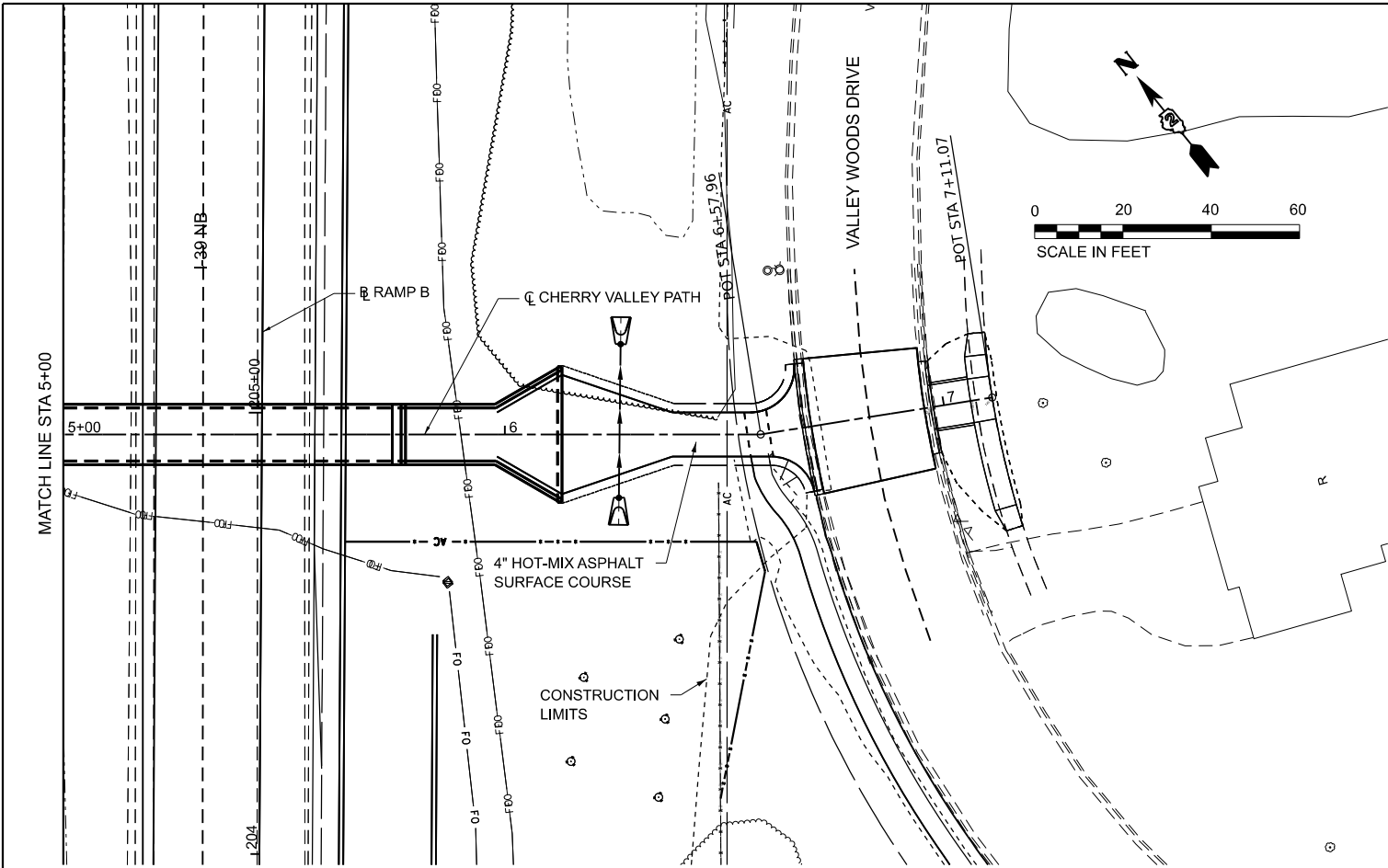
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PATH AND SIDEWALK IMPROVEMENTS
CHERRY VALLEY PATH & VALLEY WOODS DRIVE**

SCALE: 1"=20' SHEET OF 13 SHEETS STA. 0+00.29 TO STA. 5+00.00

CHERRY VALLEY PATH				
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1500	A006
CONTRACT NO. 64C24				
ILLINOIS FED. AID PROJECT				

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)



MODEL: PCI_CVP_Plan_2 (Sheet)
 FILE NAME: c:\paword\henssch_projects\project\173829\0264C24_CVP-sh1+001.dgn

200 E. Main St., Suite 200
 Moline, IL 61704
 618.233.2877 phone
 618.233.9777 fax
 www.kaskaskiaeng.com

USER NAME = tkluegel	DESIGNED - RJO	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN - RJO	REVISED -
PLOT DATE = 3/6/2024	CHECKED - RJB	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PATH AND SIDEWALK IMPROVEMENTS
CHERRY VALLEY PATH & VALLEY WOODS DRIVE

SCALE: 1"=20' SHEET OF 13 SHEETS STA. 5+00.00 TO STA. 7+11.07

CHERRY VALLEY PATH				
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(201-3)R & (4-1.5)R	WINNEBAGO	1500	A007
CONTRACT NO. 64C24				
ILLINOIS			FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP 301 (US 20)



**Illinois Department
of Transportation**

*Thank you for attending
this Public Meeting.*

Please send comments to:

Illinois Department of Transportation
Program Development
819 Depot Ave.
Dixon, Illinois 61021

PUBLIC INVOLVEMENT NEWSLETTER



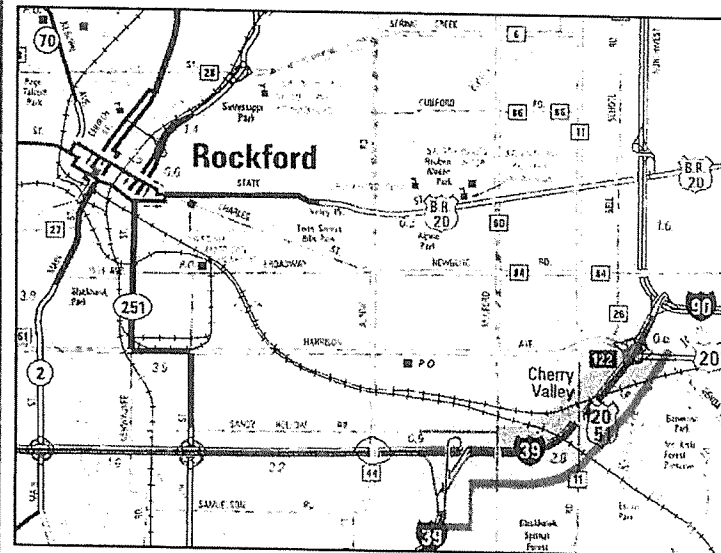
**Illinois Department
of Transportation**

District Two
819 Depot Ave.
Dixon, Illinois 61021
(815) 284-2271

Special points of interest:

- Welcome and Contacts - Page 2
- Project Location - Page 3
- Frequently Asked Questions - Pages 4 & 5
- Project Description - Pages 6 - 7
- Project Time Table - Pages 8 - 9

**Proposed improvements
on U.S. 20/I-39**



Thursday, October 25, 2007

Meeting location:
Cherry Valley Village Hall
806 State St.
Cherry Valley, Illinois

Welcome to the Public Meeting

Welcome to the Public Informational Open House meeting for the U.S. Route 20/I-39 project. Personnel from the Illinois Department of Transportation and the consulting firm of Hanson Professional Services are here to answer your questions and receive your comments regarding the proposed improvements.

This meeting is being held in an open house format to allow informal discussions between the public and study team members. Participants are encouraged to submit written comments about the project. Written statements may be given to us today or mailed to the Regional Engineer. A form is provided (along with this) in this handout that you may use to submit your statement.

This project is to study the addition of travel lanes to U.S. Route 20 and improvements to the existing interchanges of U.S. Route 20 with I-39 and U.S. Route 20 with Harrison Avenue.

We are here to obtain feedback from the public on this project. Thank you for your interest and participation in this meeting.

George F. Ryan
Region Two Engineer
Illinois Department of Transportation

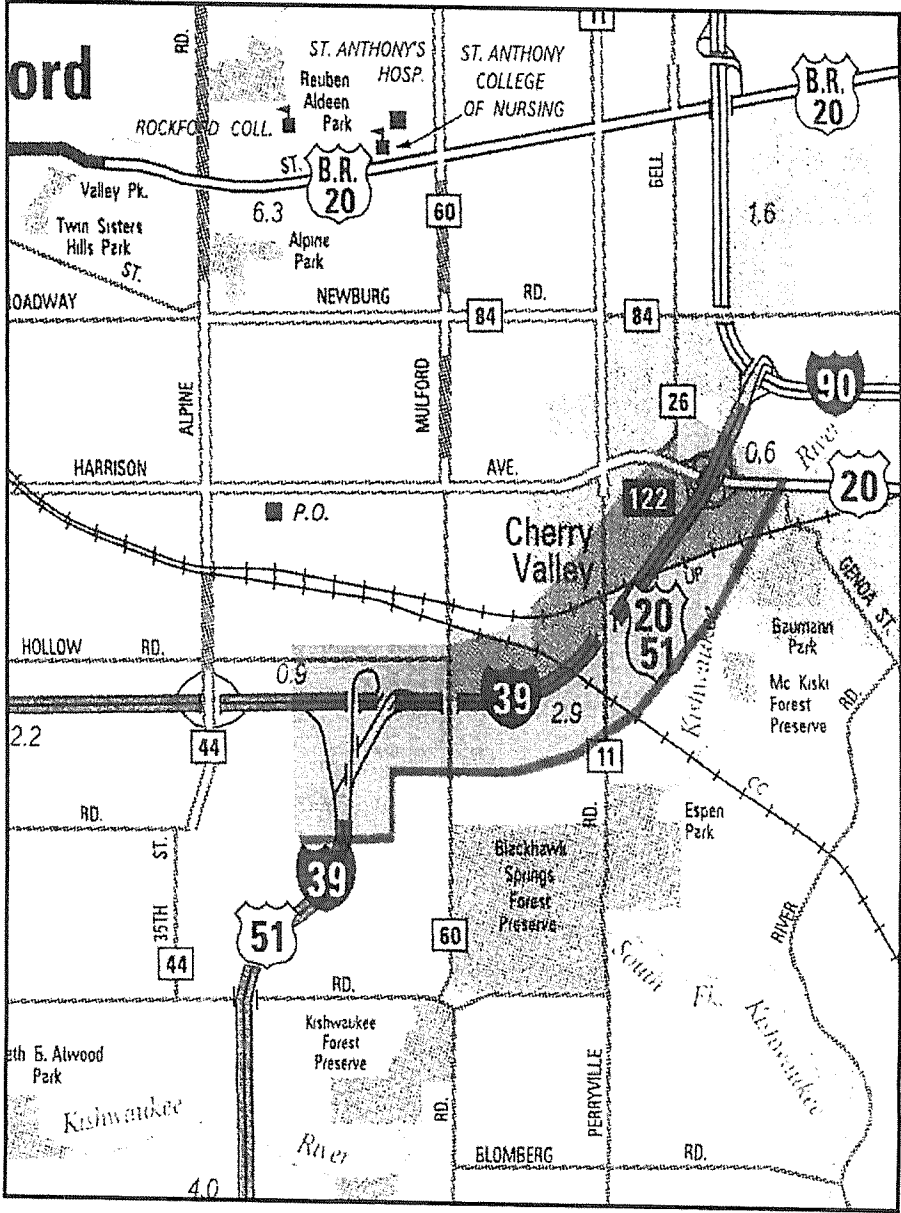
Contacts

- All comments and recommendations will receive consideration.
- Maps, drawings and other pertinent information are available at the IDOT District 2 Office, located at 819 Depot Ave., Dixon, Illinois 61021.
- Telephone (815) 284-2271 or Text Transmission (815) 284-1667.
- Further questions may be addressed to:

<u>Title</u>	<u>Name</u>	<u>Telephone</u>
IDOT—Program Development Engineer	Ross E. Monk	(815) 284-5307
IDOT—Land Acquisition Manager	James Allen	(815) 284-5366
IDOT—Studies and Plans Engineer	Jay Howell	(815) 284-5351
IDOT—Studies and Plans Project Manager	Masood Ahmad	(815) 284-5510
IDOT—Project Coordinator	Steve Robery	(815) 284-5512

Project Location Map

For Your Notes



Frequently Asked Questions

1. *Why is so much right-of-way required?*

The amount of right-of-way is set on the basis of what is needed to provide a safe and functional highway for the traveling public.

2. *What is temporary easement and how much compensation will I receive?*

Temporary easement is land we "rent" from a property owner during the construction of the project. It is usually used by the contractor to allow them an area to work from to do jobs such as re-grading a driveway or the grassy area around the driveway and still remain on land under control of the Department. The compensation for the temporary easement area is calculated by multiplying the temporary easement area by the appraised dollar per acre and factoring out this total for three years at a current rate of return. After construction, any area of the temporary easement that was disturbed during construction will be restored to its original condition and the area will revert back to its present owner.

3. *My fence is included in the strip of right-of-way that the Department is proposing to acquire. How will I be compensated for the loss?*

It is the Department's policy to compensate for any loss of property, which is based on the contributing value of the improvements to the property.

4. *When IDOT acquires the necessary parcel for the improvement, who pays the recording cost?*

When it comes to the recording fees, the Department is financially responsible for all fees and the preparation and filing of all the legal documents required to transfer ownership of the parcel of land needed for the project.

5. *Will sound walls be constructed as part of the construction?*

In the development of the project, special studies will be used to identify and evaluate the potential noise impacts of the project. If the noise impacts are found to meet the criteria, noise abatement measures will be explored.

6. *Will there be any road closures during the construction?*

There may be temporary road closures during construction, but there will be no permanent road closures.

Years Five and Six—Phase III Engineering

Contract Proposal and Advertising for Bids

After all the design plans and contract documents are completed, the construction improvement project is included on the Department's regularly scheduled advertisement for bids. All contractors must meet the Department's pre-qualification requirements.

The pre-qualification process reviews each contractor's experience; the quality and

timeliness of previously constructed work; and the equipment and capital they have available to complete projects. This pre-qualification rating establishes the size of projects each contractor can bid on and the type of work they are qualified to do (i.e., bridges, resurfacing, concrete paving, traffic signals, etc.). This helps ensure that the contractor is capable of completing the work in a quality

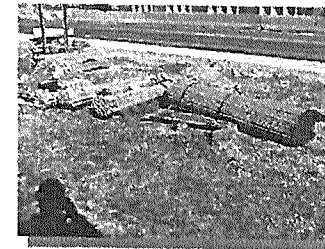
manner within the scheduled time limits.

All interested contractor have four weeks to review the contract plan for the proposed project and prepare their bids to complete the work. A sealed bids are then opened at the scheduled bid opening. The contract is then awarded to the lowest bidder on each project that meet all the contract requirements and pre qualifications.

Contract Awarded : Construction Begins

During construction of the project, the Department inspects all the materials used in the improvement, monitors the contractor's operation to assure all specifications are followed, and completes all the required documentation.

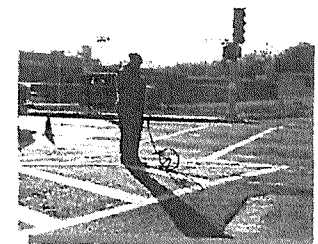
Material inspection involves testing and



approval of all items used on the contract. This includes all aggregates, concrete, asphalt, culverts, traffic signals and metal products. Everything from trees and topsoil to pavement-marking paint must meet specifications

before it can be used on the project.

Construction engineer and inspectors are assigned to each project to monitor the progress and complete the necessary documentation. They make sure everything is located properly and built to correct dimensions.



Year Four - Phase II Engineering

Plan Development Stage

The designer is responsible for preparing the final plans so that they can be constructed in the field. To ensure the plans are correct and complete, the designer will review the Phase I report and the project commitment files. The plans are reviewed at the preliminary, pre-final and/or final stages to ensure that they are free from errors and

omissions.

The preliminary plan review is the stage that various bureaus, sections, agencies, etc., have a chance to conduct a major review of the plans. The preliminary plan review will occur after the designer has essentially completed the plans including the cover sheets, plan and profile sheets, detail sheets,

cross-section sheets, determined pay items, special provisions, etc. During this stage, the designer will address any utility conflicts and determine if adjustments and/or relocations are necessary. For major projects, several reviews may be necessary to avoid having to make substantial changes later in the plan preparation process.

Land Acquisition

This is where the amount of right-of-way and easements are determined. Once the amount of property is determined, an appraiser will determine the value of the property we are going to acquire and the effect it has on the remaining parcel. When the appraisal has been completed, it is then given to a negotiator who

will come out and meet with the property owner and discuss the value of the property. After the price has been set, either by negotiation or determined by a court, the sale of the parcel is started and the transfer of the land is recorded. Also a part of the land acquisition activity is relocation assistance for anyone in legal physical

possession of the real estate. That may be tenants or owner/occupants and those occupants may be residents, businesses (including farms and non-profit organizations) or just a matter of personal property to be moved. In any case, anyone displaced by acquisition will be afforded relocation assistance.

Utility Work

The utility coordination starts in Phase I where preliminary plans are provided to the utility owners. The utility owners mark their facilities on the plans and return them to IDOT, where they are incorporated into the project files. The designer will try to

minimize the impact to the utilities. Pre-final plans are then sent to the utilities so they can begin to design the relocation of their facilities that are being impacted. Final plans are sent out with a 15-day notice to submit for a permit. This is done when the project

is submitted for letting. Once the permit is approved and the new right-of-way purchased, the utilities have 90 days to relocate any conflicts. If the proper coordination is not done between IDOT and the utilities, then it could affect the project timing.

Frequently Asked Questions - Con't

7. *There are trees included in the strip of right-of-way that the Department is proposing to acquire for the project. Will I be compensated for the loss of the trees and will they be replaced? Can we relocate our trees so that they will not be affected by the roadway project?*

There are two options that may be pursued concerning this problem. The first option is to relocate the trees onto your property prior to the start of construction. The Department will offer no assurance that the trees will survive. Larger trees that are transplanted may not adapt to their new environment and may not show signs of distress for up to three years, long after the completion of the project.

The second option is that the Department will remove the trees during construction and plant new trees within right-of-way in close proximity to where your original trees were or where other sufficient right-of-way is available. The proposed trees usually have a trunk diameter of one and three-quarters inches. Although these new trees are usually much smaller than the ones removed, the survival rate is very high.

8. *Who determines how much compensation I will receive for the proposed right-of-way that the Department will acquire with the project and how is it calculated?*

The Department will have an appraisal prepared on your property to determine fair market value, either by an IDOT Staff Appraiser or a private appraiser hired by the Department. They will determine the value of the area being purchased from you and any damage to the remaining parcel. If the whole property is being acquired then additional relocation assistance will be provided by the Department.

9. *Why is this improvement needed?*

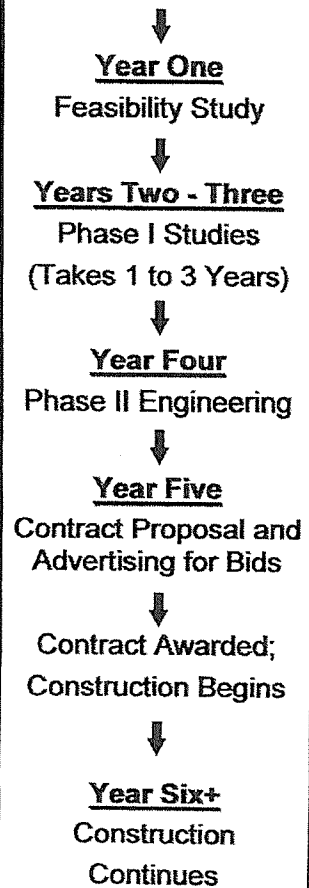
The traffic using I-39 has surpassed its current traffic capacity, and the expansion to six lanes will improve the traffic flow. The interchange improvements will also improve traffic flow at both interchanges.

On Behalf of IDOT

This handout is published on behalf of the Illinois Department of Transportation, District 2, to help you, the general public, understand what goes into a project from earliest concept all the way to the finished production which you drive. This handout will let you know what has been done to a project to get us where we are today, which is the public involvement phase, and what remains to be done to allow us to construct the project.

We, as a department, hope you will find this handout useful and that it will help you understand what it takes to study, design and construct a highway project. This handout should help answer some of the most commonly asked questions by the public regarding a project.

Project Time Table



Year One — Feasibility Study

A feasibility study is typically initiated to assess whether or not a proposed highway improvement warrants further study or whether additional Phase I Engineering Studies are needed. Feasibility studies typically are conducted to address the following types of questions:

- Will a new highway or major river bridge promote economic development in a certain region of the State and create more benefits than costs, or would upgrading existing highways be a better solution for satisfying State and local needs?
- Is a missing link of a four-lane highway

causing traffic operational problems which, in turn, are creating a higher number of accidents?

- Would it be possible and cost effective to build a new four-lane highway on new alignment through rugged terrain in comparison to upgrading the existing alignment?

There also may be other similar situations where additional information is needed before making a decision to proceed with more detailed engineering studies (e.g., major drainage alternatives, alternate locations for a proposed interchange).

Years Two and Three — Phase I Studies & Engineering

Scope

Phase I studies include both engineering and environmental studies, each requiring a separate decision-making process.

Phase I work can vary from a minor type study to an in-depth investigation of corridors, alternative alignments and cross sections, different highway types, and other design features with consideration of social, economic, environmental and engineering factors.

Purpose

Phase I studies are developed to ensure that, as practical, highway locations and proposed designs are consistent with Federal, State and local goals and objectives. The following are considered when performing a Phase I study:

1. Design Uniformity: ensure that the proposed improvement will satisfy a need and that uniform designs are used State-wide.

2. Public Involvement: develop the final design with input from the general public. (We are currently in this stage.)

3. Public Interest Consideration: make final project decisions in the best overall public interest.

4. Adverse Effects of Project: ensure that the potential adverse economic, social and environmental effects of proposed action have been fully considered.

Social, Economic and Environmental Considerations

The following items are discussed when developing a highway improvement:

- Effects on regional and community growth,
- Conservation and preservation of natural resources,
- Public facilities, services and recreational areas,
- Community cohesion,

- Displacement of people, businesses and farms,
- Air, noise and water pollution, and
- Aesthetic value.

The depth of social, economic and environmental analysis will vary depending upon the scope and nature of the project, the stage of project development and

magnitude of any adverse impacts. For major projects, the District will prepare a separate environmental document, i.e., an environmental impact statement or an environmental assessment. For most projects, the project report will document the environmental analysis.

Design and Engineering Considerations

Phase I studies are used to identify the following:

- Need for highway improvement,
- Capacity deficiencies,
- Need to improve

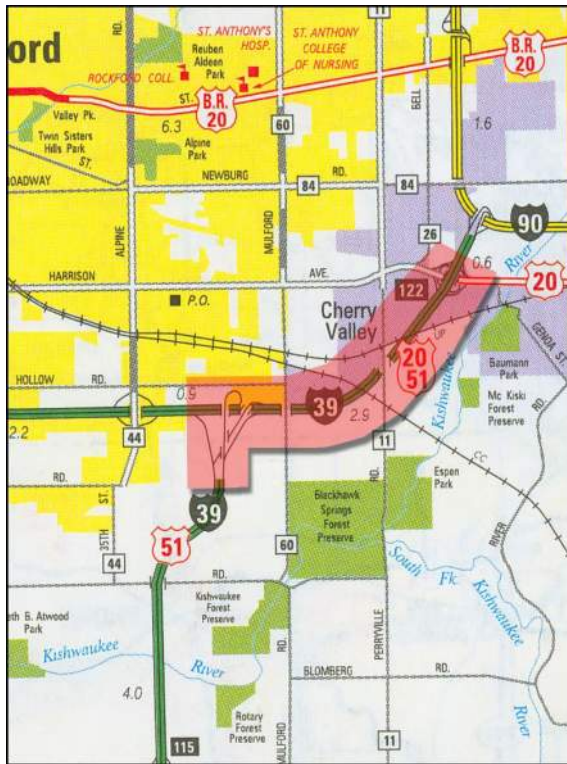
- safety,
- Project termini,
- Typical section,
- Need for right-of-way,
- Drainage concerns,
- Location of traffic

control devices, and Project cost. The scope and depth of engineering analyses will vary depending on the scope of work.

OPEN HOUSE PUBLIC INFORMATIONAL MEETING I-39 / U.S. 20 Improvement Project

March 23, 2017
Christ the Rock Lutheran Church

Project Location Map



I-39 / U.S. 20 Public Informational Meeting

The Illinois Department of Transportation (IDOT) will host a Public Informational Meeting on the I-39/U.S. 20 Improvement Project at the date, location, and time listed below:

March 23, 2017
Christ the Rock Lutheran Church
8330 Newburg Rd.
Rockford, IL 61108
1 p.m. to 6 p.m.

Information related to the project is available on the IDOT project website at www.idot.illinois.gov/projects/I39US20.

INFORMATIONAL MEETING

The Illinois Department of Transportation (IDOT) will host a Public Informational Meeting on the proposed improvement of Interstate 39 and U.S. 20 southeast of Rockford, from the I-39/U.S. 20 system interchange to the Harrison Avenue interchange. Proposed improvements include the addition of travel lanes to I-39/U.S. 20 and reconstruction of the existing interchanges of I-39 with U.S. 20 and I-39 with Harrison Avenue. A diverging diamond interchange is proposed to replace the cloverleaf interchange at I-39 and Harrison Avenue.

The purpose of this meeting is to encourage input from the public regarding the improvement of I-39/U.S. 20 and two interchanges near Rockford and to seek comments from the general public, local community groups, and business owners. Exhibits, maps, and aerial photography of the recommended alternative will be available for viewing. Comments are welcome.

The public meeting will be held in an open-house format, which means those interested may attend any time from 1 p.m. to 6 p.m. IDOT is continuing work on this preliminary engineering study and encourages all interested residents and business owners to attend.

This meeting will be accessible to special needs individuals. Anyone needing special assistance should contact Steve Robery at IDOT's District 2 Office at 819 Depot Ave., Dixon, IL 61021; telephone (815)284-5510; fax (815)284-5486, or TDD (815)284-1667.

Mr. Kevin Marchek, P.E.
Region Two Engineer
Illinois Department of Transportation, District Two
819 Depot Avenue
Dixon, Illinois 61021



Illinois Department of Transportation

Office of Highways Project Implementation / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois 61021-3500

PROGRAM DEVELOPMENT

Studies & Plans
Environmental

FAI 39 & FAP 301
Section (201-3)K&(4-1,5)K
Winnebago County
Job No. P-92-111-06
Contract #64C62, 64B13, 64C24
Seq. No. 13316

September 28, 2018

Mr. Jay Sandine
Executive Director
Rockford Park District
401 South Main Street
Rockford, Illinois 61101

Dear Mr. Sandine:

The Illinois Department of Transportation is currently studying a project for the relocation of I-39. This project consists of geometric improvements that will impact the Cherry Valley Path, also called the Swanson Park Recreation Path. The path will be relocated to a new location as shown on the Location Map (Exhibit 1) to accommodate the proposed improvements. As part of this project, alternatives were considered to redesign and/or relocate the multi-use path crossing in order to remove it from the floodplain of Madigan Creek. The Cherry Valley Path intermittently floods after rain events making passage through the culvert difficult and unsafe. There will be removal of the double 12'X10' box culvert. This work will require the replacement and relocation of the path through a new pipe culvert and replacement. This will relocate the bike path to the south approximately 400 feet. Impacts to the multi-use path will be minimized to the extent practicable during the design and construction phases. All existing facilities will remain until relocation accommodations are completed. All improvements within project limits will be updated in accordance with BDE Manual and the appropriate highway standards.

The proposed project will impact the Cherry Valley Path, which is a 2.4-mile path along the tree-lined Madigan Creek located in the Village of Cherry Valley under the jurisdiction of the Rockford Park District. There will be 1.74 acres of temporary easement from Swanson Park East required to complete this project.

Please note for your reference the enclosures include prior permit documentation issued by Department of Natural Resources, Addendum, Intergovernmental Agreement, and comments.

Since this project is anticipated to have federal funds used 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. The Department anticipates utilizing the *De Minimis* Impact Findings for Parks, Recreation Areas, and Wildlife and Waterfowl Refuges process to document our impacts and findings in our project report. The Department feels that the impacts of this transportation project on Cherry Valley Path qualifies for the *De Minimis* because:

1. The transportation use of the Section 4(f) Resource, together with the impacts and enhancement measures incorporated into the project does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The Rockford Park District, who has jurisdiction over the Cherry Valley Path, has been informed by Illinois Department of Transportation (IDOT) or their agent about the *De Minimis* Impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).
3. The public has been afforded the opportunity to review and comment on the effects of the project on the project at a public meeting held at the Cherry Valley Village Hall on October 25, 2007 in addition to a second public meeting held on March 23, 2018 at the Christ the Rock Lutheran Church in Rockford, Illinois.

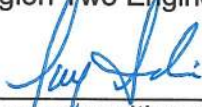
If the Rockford Park District concurs with the use of the *De Minimis* Impact finding, please sign one copy of this letter and return it to IDOT, District 2, in the enclosed envelope. The second copy is for your files.

If you have any questions concerning the above, please contact Mark Nardini in our District 2 office at (815) 284-5460.

Sincerely,



Kevin Marchek, P.E.
Region Two Engineer



We concur with your use of De Minimis

10-10-18
Date



Illinois Department of Transportation

Office of Highways Project Implementation / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois 61021-3500

PROGRAM DEVELOPMENT

Studies & Plans
Environmental

FAI 39 & FAP 301
Section (201-3)K&(4-1,5)K
Winnebago County
Job No. P-92-111-06
Contract #64C62, 64B13, 64C24
Seq. No. 13316

December 6, 2018

Re: Village of Cherry Valley

Mr. Jim Stevens
6833 Stalter Drive
Rockford, Illinois 61108

Dear Mr. Stevens:

The Illinois Department of Transportation is currently studying a project for the reconstruction of I-39. A letter regarding this project was also recently sent to Jim Claeysen, Village President of Cherry Valley. This project consists of geometric improvements that will impact the Cherry Valley Path, also called the Swanson Park Recreation Path. The path will be relocated to a new location as shown on the Location Map (Exhibit 1) to accommodate the proposed improvements. As part of this project, alternatives were considered to redesign and/or relocate the multi-use path crossing in order to remove it from the floodplain of Madigan Creek. The Cherry Valley Path intermittently floods after rain events making passage through the culvert difficult and unsafe. There will be removal of the double 12'X10' box culvert. This work will require the replacement and relocation of the path through a new pipe culvert. This will relocate the bike path to the south approximately 400 feet. Impacts to the multi-use path will be minimized to the extent practicable during the design and construction phases. All existing facilities will remain until relocation accommodations are completed. All improvements within project limits will be updated in accordance with BDE Manual and the appropriate highway standards.

The proposed project will impact the Cherry Valley Path, which is a 2.4-mile path along the tree-lined Madigan Creek located in the Village of Cherry Valley under their jurisdiction.

Please note for your reference the enclosures include prior permit documentation issued by Department of Natural Resources, Addendum, Intergovernmental Agreement, and comments.



Since this project is anticipated to have federal funds used 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. The Department anticipates utilizing the *De Minimis* Impact Findings for Parks, Recreation Areas, and Wildlife and Waterfowl Refuges process to document our impacts and findings in our project report. The Department feels that the impacts of this transportation project on Cherry Valley Path qualifies for the *De Minimis* because:

1. The transportation use of the Section 4(f) Resource, together with the impacts and enhancement measures incorporated into the project does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The Village of Cherry Valley, who has jurisdiction over the Cherry Valley Path, has been informed by Illinois Department of Transportation (IDOT) or their agent about the *De Minimis* Impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).
3. The public has been afforded the opportunity to review and comment on the effects of the project on the project at a public meeting held at the Cherry Valley Village Hall on October 25, 2007 in addition to a second public meeting held on March 23, 2018 at the Christ the Rock Lutheran Church in Rockford, Illinois.

If the Village of Cherry Valley concurs with the use of the *De Minimis* Impact finding, please sign one copy of this letter and return it to IDOT, District 2, in the enclosed envelope. The second copy is for your files.

If you have any questions concerning the above, please contact Mark Nardini in our District 2 office at (815) 284-5460.

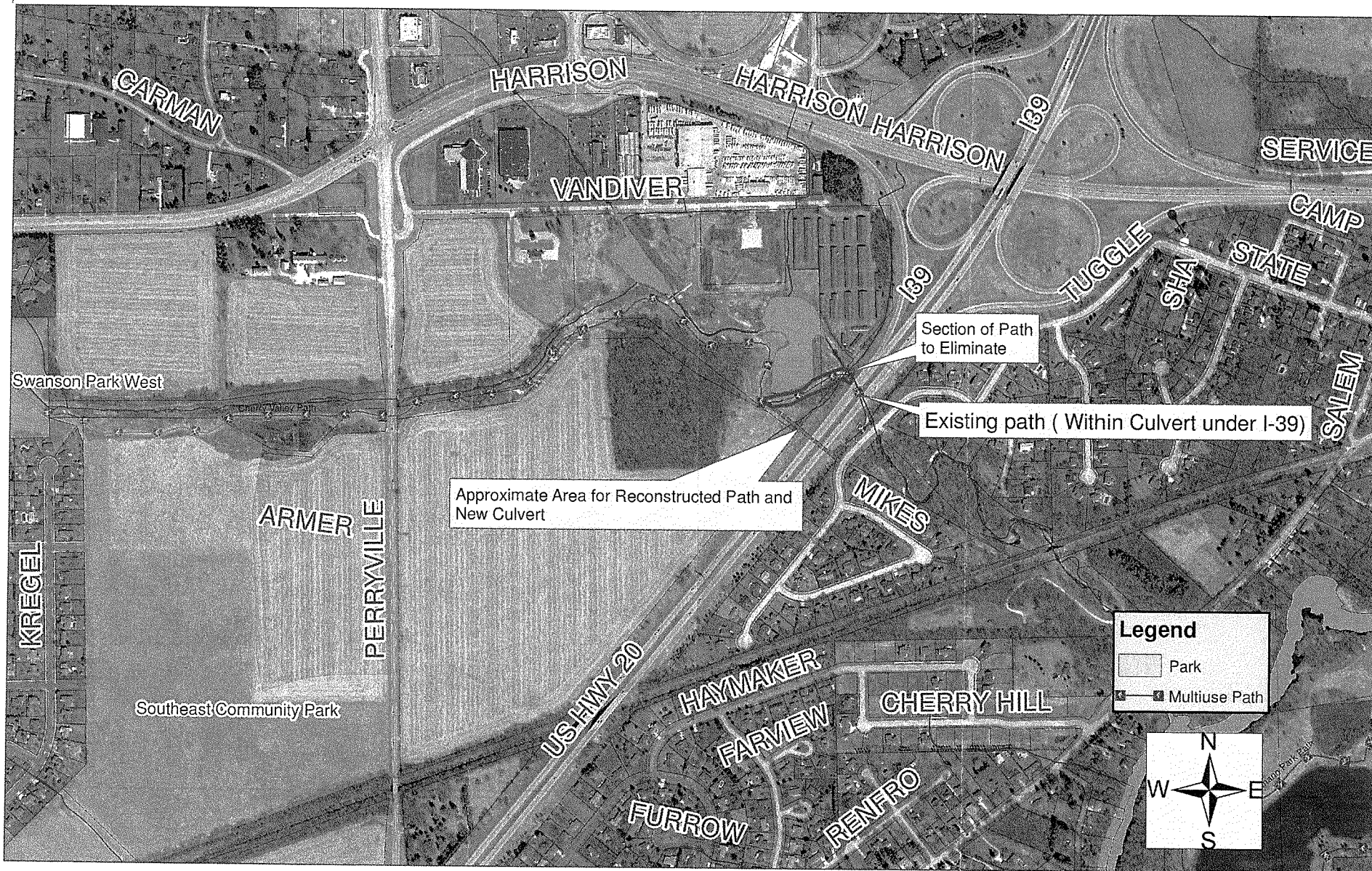
Sincerely,



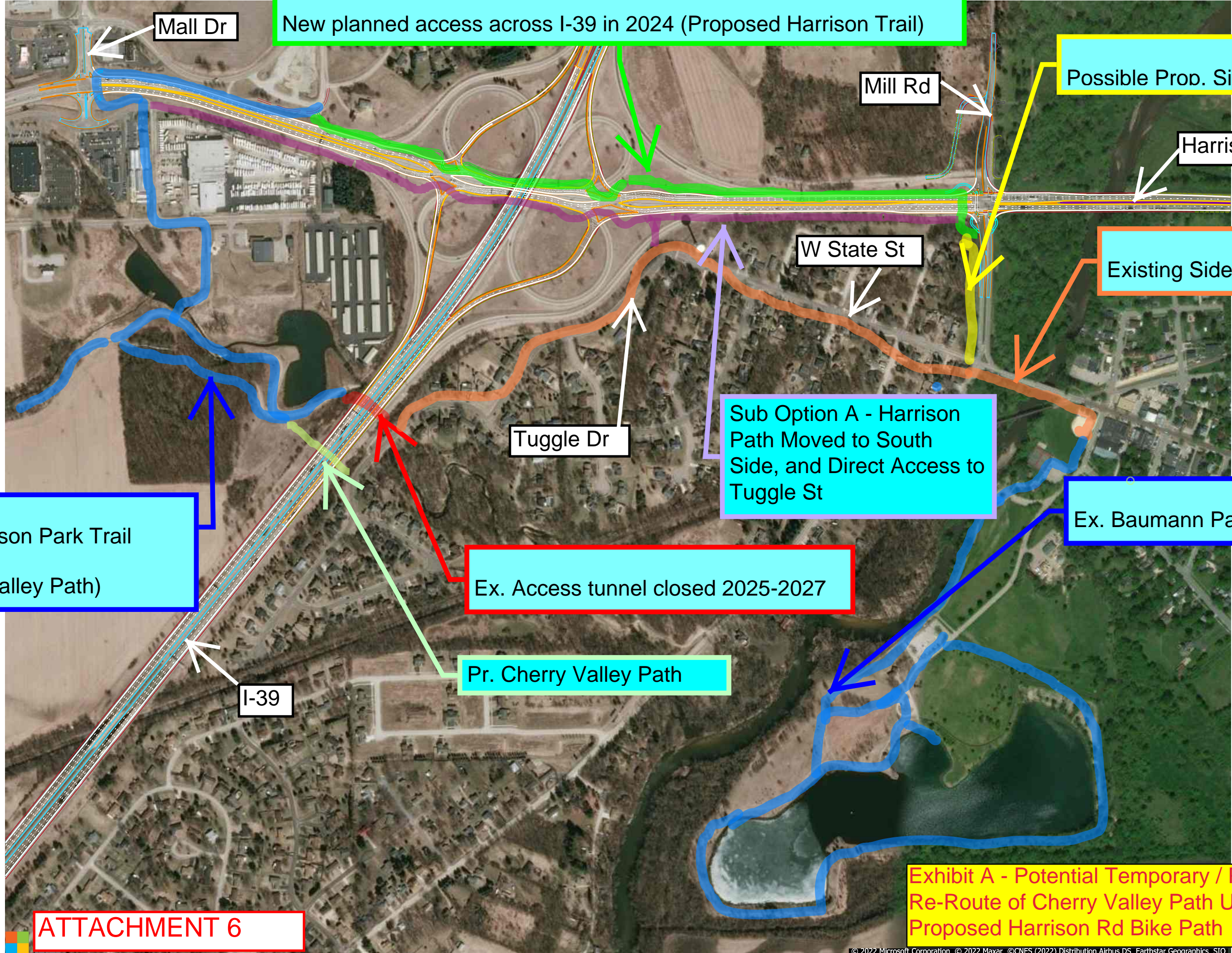
Kevin Marchek, P.E.
Region Two Engineer


We concur with your use of *De Minimis*

DECEMBER 18, 2018
Date



Location Map-Cherry Valley Path



New planned access across I-39 in 2024 (Proposed Harrison Trail)

Mall Dr

Mill Rd

Possible Prop. Sidewalk

Harrison Rd

W State St

Existing Sidewalk

Tuggle Dr

Sub Option A - Harrison Path Moved to South Side, and Direct Access to Tuggle St

Ex. Swanson Park Trail (Cherry Valley Path)

Ex. Baumann Park Trail

Ex. Access tunnel closed 2025-2027

Pr. Cherry Valley Path

I-39

ATTACHMENT 6

Exhibit A - Potential Temporary / Permanent Re-Route of Cherry Valley Path Utilizing Proposed Harrison Rd Bike Path