

**COMBINED DESIGN REPORT
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
WINNEBAGO COUNTY
JOB NO P-92-111-06
PTB NO. 141-004
CONTRACT NOS. 64B13 & 64C24**

I-39: 0.8 MILES NORTH OF BLACK HAWK RD. TO I-90
US 20: I-39 TO 0.3 MILES EAST OF KISHWAUKEE RIVER, AND
HARRISON AVENUE: BELL SCHOOL ROAD TO I-39

January 2019

Prepared For:



Illinois Department of Transportation
District 2
819 Depot Avenue
Dixon, Illinois 61021

Prepared By:



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Reviewed By:
Steve Robery, IDOT District 2



Key Route: FAI 39 & FAP 301 Marked Route/Road Name: I-39 / US 20
 Job No.: P-92-111-06 Contract No.: 64B13 & 64C24
 Section: (201-3)K & (4-1,5)R Project Length: 4.8 miles
 PPS No.: 2159700002 County(ies): Winnebago
 Location/Limits: I-39: 0.8 mi. N. of ^{BLACKHAWK - SUR 11/14/18} ~~Baxter~~ Rd. to I-90; US 20: I-39 to 0.3mi E. of Kishwaukee River; Harrison Ave: Bell School Rd. to I-39

General Description of Existing Facility: I-39 is a 4-lane divided Interstate Highway with 12 ft. lanes, 10 ft. outside shoulders and 6 ft. inside shoulders. Harrison Avenue is a 4-lane principle arterial with 10 ft. soulders an an 18 ft. raised curberd median transitioning to a 22 ft. depressed median with barrier wall approaching I-39 from the west. US 20 east of the I-39 interchange is a 4-lane principle arterial with 10 ft. shoulders and a 22 ft. depressed median with barrier wall.

Need for Proposed Improvement: To improve capacity and operation by providing 3 through lanes on I-39 plus auxilairy lanes for entering and exiting the freeway, providing two northbound and two southbound ramps configured to a 70mph design speen at the system interchange, and eliminating low speed loop ramps at the Harrison Avenue interchange. To improve safety by eliminating substandard interchange ramps at both interchange, minimizing weaving and reducing To improve deteriorated roadway conditions with new pavement.

Scope of Project: New Construction Reconstruction 3R 3P
 SMART Other _____

General Description of Proposed Improvement: Reconstruction and additional lanes on the I-39/US 20 interstate, reconstruction of Harrison Avenue/US 20, reconfiguration of the I-39/US 20 system interchange involving realignment of the NB and SB ramps to a 70 mph design speed, reconstruction of the Harrison Avenue/US 20 interchange from a cloverleaf to a diverging diamond configuration, and raisng the profile and replacement of the bridge carrying Mulford Road over I-39 .

Environmental Processing: EIS EA Federal Approved CE
 State Approved CE Other _____

Approximate Amount of ROW to be Purchased: 10 Parcels Totaling 3.02 Acres.
 Number of Businesses 0 and Residences 0 to be Acquired. ROW Cost: \$ 150,000 (est)
 Estimated Program Cost: \$ \$165,100,000 (in FY NIP) Fund Type: tbd
 Construction Cost: \$ 188,100,000 Utility Reloc. Cost: \$ 500,000(est) Consultant PE Cost: \$ 10,200,000

Design Exceptions: Level One Required? Yes No
 Level Two Required? Yes No
 If yes, note date approved: 6/4/08,12/2/10, & 12/7/18

Type of Public Involvement Activity:
 Public Hearing Offered? Yes No
 Informational Meeting Held? Yes No
 Property Owners Contacted? Yes No

Regional Design Approval  Date: 1-14-19
 IDOT Regional Engineer Signature



| | |
|---|------------------------|
| Key Route | Marked Route/Road Name |
| FAI RTE 39 (I-39) and FAP RTE 301 (US 20) | IL 39 & IL 20 |
| Section | Job Number |
| (201-3)K & (4-1,5)R | P-92-111-06 |
| County(ies) | Contract Number |
| Winnebago | 64C62, 64B13 & 64C24 |

State Approved Categorical Exclusion (CE)

IDOT has addressed all environmental requirements for this project and determined that it has met the following requirements for a State Approved CE in the CE Programmatic Agreement (approved 10/14/15): (1) the scope is consistent with the project scope listed in Appendix A or B, item number and (2) none of the circumstances in Section V exist. Therefore, on behalf of FHWA, IDOT hereby approves this project as a State Approved CE.

Approved by

| | |
|--------------------------------|----------------------|
| Signature of Regional Engineer | Date |
| <input type="text"/> | <input type="text"/> |

Federal Approved Categorical Exclusion

After reviewing the project information provided, FHWA has determined that this project will not have any significant impacts on the human environment and approves its designation as a Federal Approved CE.

Approved by

| | |
|----------------------------------|----------|
| Signature of FHWA Representative | Date |
| <i>Andrew Brinkerhoff</i> | 1/8/2019 |

Wetland Impacts Involved
 Yes No

The FHWA issued a programmatic Wetland Finding for CEs on October 14, 2015, in compliance with Executive Order 11990, Protection of Wetlands. The programmatic Wetland Finding is contained in the CE Agreements, available online in the BDE Manual Appendix A.



Project Commitment

Key Route: FAI 39 & FAP 301 County(ies): Winnebago
 Section: (201-3)K & (4-1,5)R Job Numbers: Preliminary Engineering: P-92-111-06
 Land Acquisition: R-92-
 Marked Route/Road Name: I-39 & US 20 Construction: C-92-
 Project Contract Number: 64B13 7 64C24 Design Report: Yes or No
 PPS: 2159700002
 Project Description: I-39: 0.8 mi. N. of ^{Buckingham Rd - Sup 11/14/19} ~~Baxter Rd.~~ to I-90; US 20: I-39 to 0.3 mi. E. of Kishwaukee River; and Harrison Ave: bell School to I-39

Program: Multi-Year FY _____ Unfunded

Phase I:

| | Signature | Date |
|---------------------------------|--------------------------|------------------|
| Studies and Plans Engineer | <u>Rebecca Amarruffo</u> | <u>1/14/2019</u> |
| Engineer of Program Development | <u>[Signature]</u> | <u>1/14/2019</u> |
| Recorded | <u>Rogan Kingery</u> | <u>1/14/19</u> |

Phase II:

Studies and Plans Engineer _____
 Land Acquisition Engineer _____
 Land Acquisition complete.
 Land Acquisition not complete. Any additional commitments will be forwarded to Project Implementation.

Engineer of Program Development _____
 Recorded _____

Phase III:

Engineer of Project Implementation _____
 Recorded _____

Phase IV:

Engineer of Operations _____
 Recorded _____

Return to Studies & Plans after Phase IV is recorded.

The Studies and Plans Engineer and the Land Acquisition Engineer certify that they have added a list of commitments made regarding the above project during the phase of work under their particular responsibility. The Engineer of Program Development, Project Implementation, and Operations certify that they have reviewed the commitments made by their bureaus, reviewed commitments made prior to their bureau's responsibility, and taken the necessary action to assure that those commitments impacting their bureau's activities were fulfilled. The Engineer of Operations also certifies that the commitments affecting long-range highway operational activities have been noted and dispersed to the appropriate personnel. The Studies and Plans Engineer shall insert the final signed original of this commitment form into the Library copy of the Project Report.

| | |
|-------------|---|
| Route: | <u>FAI 39 (I-39) & FAP 301(US 20)</u> |
| Section: | <u>(201-3)K & (4-1,5)R</u> |
| County: | <u>Winnebago</u> |
| Job No.: | <u>P-92-111-06</u> |
| Contract #: | <u>64B13 &64C24</u> |

Policy Guidelines

1. All trees removed from the project area for construction or maintenance purposes will be replaced with deciduous tree species which are native to the District 2 area. Trees will be replaced according to the IDOT Departmental Policy D&E-18 (September 18, 2002). The location of the replacement trees shall be determined by the District 2 Roadside Manager. Trees which do not fit within the project limits may be planted elsewhere, as determined by the Roadside Manager.
2. According to IDOT BDE 59-7.15(3), all unmowed areas should be designated in the plans and seeded with the appropriate native seeding selections from Class 4, per directive of the December 8, 1999 Studies and Plans Engineer's Memorandum.
3. All woody plants which will have diameters of greater than 4 inches at maturity shall not be planted on the foreslopes, in the ditches, or in the clear zone as established in the BDE Manual.

Commitments

1. Trees three (3) inches or greater in diameter at breast height will not be cleared from April 1 through September 30. The US Fish and Wildlife Service concurred with our determination and date restriction on tree clearing on 7/8/2017.
2. Class 5 and 5C (Monarch and Pollinator Mix) Seed shall be used on all back slope and fore slopes on the project. Please refer to special provision for additional information.
3. This clearance is valid for two years and new surveys will be required prior to completing Phase II.
4. Wetland impacts will be mitigated at a later date.
5. This sign off covers no in-stream work involving the Kishwaukee River.
6. Provide an additional public informational meeting prior to the beginning of construction specifically for the purpose of educating the general public with respect to the operation of and navigation through this new type of interchange (DDI, see VIII. Conclusions/Recommendations).
7. Re-evaluate the bridge condition report (BCR) at the Kishwaukee River bridge just east of the US 20/Mill Road intersection during Phase 2 of the project. The Phase 1 BCR recommends structure widening and deck replacement over a complete replacement. A 0.1% grade will be retained across the structure for the Phase 1 study. When funding is available for Phase 2, the Phase 1 BCR will be re-evaluated. If the BCR then shows a complete replacement is recommended, a hydraulic report and new structure will be designed to accommodate raising the profile grade as necessary hydraulically to achieve the required 0.5% grade for new structures.
8. Conduct additional noise testing and analysis during Phase II, the detailed design and plan preparation phase of this project. This commitment was made in response to concerns voiced by several property owners during the second public informational meeting. The commitment is documented in various response letters provided in Appendix E.

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I. INTRODUCTION

A. Description and Location of Project

The project is located in Winnebago County in northern Illinois (see Figure 1). The study area is located south and east of the City of Rockford, Illinois (population 152,871 according to 2010 census). The study area lies in the northeast portion of Illinois Department of Transportation (IDOT) District 2 and is about 12 miles south of the Illinois/Wisconsin state line. Part of the study area is located in Cherry Valley, Illinois (population 3,162 according to 2010 census) including the I-39/Harrison Avenue interchange. The study area includes the I-39/US 20 system interchange and the I-39/Harrison Avenue interchange (see Figure 2). Land use within the study area is primarily residential with some industrial and commercial. There are also some undeveloped areas in the study area especially along the west side of I-39/US 20.

I-39 is a north/south interstate that begins north of Bloomington, IL and continues north around the east side of Rockford, IL and into Wisconsin. It carries regional and local traffic through Winnebago County. In the study area, I-39 is a four-lane interstate with full access control and is a Class I truck route. North of the study area, I-39 joins with I-90 to make a six-lane interstate with full access control from the Wisconsin state line to metro Chicago.

US 20 is an east/west roadway that enters Illinois near Dubuque, IA, continues around the south side of Rockford, IL and then into Chicago, IL. It is a four-lane expressway/principle arterial through most of Winnebago County but becomes a freeway with full access control beginning at Meridian Road west of Rockford and ending at the I-39/Harrison Avenue interchange east of Rockford. It is a joint interstate section with I-39 beginning at the system interchange at Milepost 119 and ending at Exit 122, Harrison Avenue. US 20 then continues east to Belvidere, IL as a four-lane principle arterial and Class II truck route.

Harrison Avenue is an east/west principle arterial within the study area and consists of two lanes in each direction with an 18-ft to 22-ft raised median or concrete barrier median with 10-ft wide outside shoulders. The I-39/Harrison Avenue interchange is one of three primary local access interchanges with I-39 on the east side of Rockford. It provides connections to Perryville Road and the City of Rockford to the west and to Mill Road and the Village of Cherry Valley to the east. It also serves as the through route for US 20 and its connections east to Chicago and west to Galena. The interchange also provides access to a large shopping area at South Mall Drive and the Magic Waters Waterpark immediately north.

The crossroad intersections on either side of the I-39/Harrison Avenue interchange are South Mall Drive on the west and Mill Road on the east. South Mall Drive provides access to Cherry

Vale Mall, a large retail shopping center that is a substantial traffic generator in the study area. Mill Road provides access to the Village of Cherry Valley.

Also traversing the study area are two minor arterial roadways, Linden Road and Mulford Road, and one principle arterial roadway, Perryville Road. Linden Road is a two-lane east/west roadway in the south and west part of the study area between Alpine Road and Perryville Road. It crosses under the eastbound US 20 to southbound I-39 ramp, the northbound I-39 to westbound US 20 ramp and I-39. Mulford Road is a two-lane north/south roadway that crosses over I-39/US 20 just east of the I-39/US 20 system interchange. Perryville Road is also a two-lane north/south roadway that crosses over I-39/US 20 about halfway between the system interchange and the I-39/Harrison Avenue interchange. Perryville Road also has an intersection with Harrison Avenue just west of the South Mall Drive intersection.

Two railroads cross the study area as well. The Canadian National (CN) railroad and the Union Pacific (UP) railroad both travel east/west through the study area. I-39/US 20 travels over both railroads on dual structures.

Figure 3 shows the existing roadway network. Figure 4 shows the functional classification of roadways in the study area.

The overall proposed improvements include adding lanes to the joint section of I-39/US 20, adding lanes to Harrison Avenue/US 20, modifications to the I-39/US 20 system interchange, the reconstruction of the I-39/Harrison Avenue interchange, and the reconstruction of Mulford and Perryville Road overpass structures (see Figure 5).

B. History of Project

The Illinois Department of Transportation has coordinated with the Rockford Metropolitan Agency for Planning (RMAP) with respect to the design year traffic projections and the scope of the project in general. Coordination with the Village of Cherry Valley, Winnebago County, and the Rockford-Winnebago County Better Roads Association has also taken place beginning with the early stages of project development and will continue through completion of the Phase I Combined Design Report, development of the contract plans (Phase II), and through the construction and operational phases of the proposed improvement.

RMAP has included the project in their Year 2040 – Long-Range Transportation Plan (see Figure 6). The I-39/I-90 Tollway Interchange Reconstruction project immediately north of the project limits was included in the long-range plan and is now completed. Reconstructing and widening Mulford Road to four lanes from Harrison Avenue to Sandy Hollow Road is included in the long-range plan as well as reconstructing and widening Sandy Hollow Road to 3-lanes from Alpine Road to Mulford Road. No other reconstruction or add lane improvements in the project area are included in the long-range plan.

This project was initially scoped to prepare an Environmental Class of Action Determination (ECAD) document to comply with the National Environmental Policy Act (NEPA). The NEPA process is ongoing, however, since the selected alternative involves widening primarily within

the existing right-of-way, with only minor amounts of additional right-of-way required, the adverse impacts are anticipated to be minimized. The project is being processed as a Federal Categorical Exclusion based on the anticipated minimal impacts with concurrence received by the FHWA on January 8, 2019 (See BDE 2301).

C. Design Criteria Used

The reconstruction/new construction requirements of the current Bureau of Design and Environment (BDE) Manual have been followed for the proposed improvements along I-39/US 20, the I-39/US 20 system interchange, the I-39/Harrison Avenue interchange, and along Harrison Avenue. Design requirements for the local routes, Linden Road, Mulford Road, Perryville Road, South Mall Drive, and Mill Road, have been taken from the Bureau of Local Roads (BLR) Manual. The connection to I-90 has been closely coordinated with the Illinois State Toll Highway Authority (ISTHA) guidelines. I-39, US 20 and their ramps will remain fully access controlled interstate facilities. IDOT policy will be followed for the location of the first points of access along Harrison Avenue. The present land use along I-39, US 20 and the local roads is rural and suburban.

Detailed design criteria are included in Appendix A.

II. PURPOSE AND NEED FOR THE IMPROVEMENT

The purpose of the proposed improvement is to improve operating conditions at the interchanges, reduce congestion in the study area, and provide geometric modifications that improve safety and provide continuity with adjacent roadway segments.

The need for the proposed improvement includes the following:

- To improve traffic capacity at the I-39/US 20 system interchange, along the I-39/US 20 mainline, at the I-39/Harrison Avenue interchange and along Harrison Avenue/US 20. See existing traffic discussion, Section II.B.
- To improve traffic operations at the I-39/US 20 system interchange by providing two through lanes in each direction.
- To improve traffic operations at the I-39/Harrison Avenue interchange by eliminating weaving movements within the interchange.
- To improve interchange safety and operations by providing interchange ramps designed to current IDOT standards.
- To improve lane balance throughout the study area.
- To improve traffic maintenance during future construction projects by providing additional lanes and wider shoulders.

A. Conditions on Existing Highway Network

In the study area for this project, I-39/US 20 is a four-lane interstate highway with full access control. It was constructed in the early 1960's as US 20 and is part of the Eisenhower Interstate System, which makes it a designated National Highway System (NHS) route. There are two interchanges in the study area (I-39/US 20 system interchange and the I-39/Harrison Avenue interchange) and another interchange just north of the study area (I-39/I-90 tollway interchange).

The I-39/US 20 system interchange (see Figure 7) was constructed in 1980 and is located 2.84 miles south of the I-39/Harrison Avenue interchange. It was constructed as a three-legged trumpet modified with future plans to be extended to the north. The northbound extension was never constructed, and subsequent development makes it clear that extension will never occur. Through traffic on I-39 northbound travels on a one-lane ramp and merges with US 20 eastbound traffic on a standard entrance ramp. Through traffic on I-39 southbound exits on a one-lane standard exit ramp then joins the US 20 to I-39 southbound traffic creating one of the two lanes along I-39 southbound. Eastbound US 20 to southbound I-39 exits on a one-lane standard exit ramp then joins the I-39 southbound traffic creating the second of the two lanes along I-39 southbound. Northbound I-39 traffic accessing westbound US 20 uses a one-lane loop ramp with a design speed of 30 mph in the northeast quadrant of the interchange. This interchange has seven single lane structures.

The I-39/Harrison Avenue interchange was constructed in 1963. The existing interchange is a full cloverleaf interchange that provides free-flow connections for all traffic movements (see Figure 8). The existing dual interchange structures carrying I-39 over Harrison Avenue are three-lane structures including an auxiliary lane.

Reconstruction of the I-39/I-90 tollway interchange just north of the study area for this project was completed in 2009. This interchange is approximately 0.68 miles north of the I-39/Harrison Avenue interchange which is less than the one mile minimum desirable distance for interchange spacing in urban areas. This interchange is a directional interchange where I-39 and I-90 join on the north leg (see Figure 9). The northbound I-39 traffic that continues northbound/westbound on I-39/I-90 travels on a two-lane flyover ramp joining in a major convergence. The I-39/I-90 southbound/eastbound traffic that continues on I-39 southbound travels on a two-lane exit ramp coming from a major divergence. The I-39 northbound to I-90 eastbound traffic travels on a one lane directional ramp. An auxiliary lane is provided for this movement from the I-39/Harrison Avenue interchange and a standard entrance ramp is used to merge with I-90 eastbound traffic. The I-90 westbound to I-39 southbound traffic travels on a one-lane directional ramp with an advisory speed of 25 mph that combines with the two-lane exit ramp coming from the I-39/I-90 southbound/eastbound to I-39 southbound movement. This one-lane directional ramp forms a third lane along I-39 at this location. The outside lane then becomes the exit ramp for the I-39 southbound to Harrison Avenue westbound movement.

Other roadways of importance in the study area are Linden Road, Mulford Road, Perryville Road, South Mall Drive and Mill Road.

The existing I-39/US 20 pavement varies slightly through the study area. The mainline pavement is mostly 10-in Portland Cement Concrete (PCC) pavement with bituminous overlays of 3 ¼-in (1990) and 3 ¾ -in (2004). The I-39/US 20 eastbound pavement from Sta. 2661+49.93 to Sta. 2670+04.34 was replaced in 2004 with a full-depth bituminous concrete pavement, superpave, 11 3/4-in. The existing ramps of the I-39/US 20 system interchange are 9-in or 10-in PCC pavement with a bituminous overlay of 5-in (2004). Sections of these ramps are 9-in. or 10-in Continuously Reinforced Concrete (CRC) pavement with a bituminous overlay of 5-in. In 2013, several sections of pavement along the ramps of the I-39/US 20 system interchange were removed and replaced with a 2-in polymerized HMA surface course. The I-39/Harrison Avenue interchange ramps along with Harrison Avenue/US 20 consist of a 10-in PCC pavement. Harrison Avenue was overlaid in 1992 and in 2010 with 2 ½-in bituminous overlays both times.

1. Typical Sections

I-39/US 20 is a four-lane divided highway with 24-ft. wide pavement in each direction separated by a 40-ft. grass median, 4-ft. paved inside shoulders, and 10-ft. paved outside shoulders.

The existing typical sections for the roadways discussed below are shown on Figures 10A and 10B.

The ramps at the I-39/US 20 system interchange have a 16-ft. wide pavement with a 4-ft. paved left shoulder and a 6-ft. paved right shoulder.

The I-39/Harrison Avenue interchange ramps have a 16-ft. wide pavement with a 4-ft. paved left shoulder and an 8-ft. paved right shoulder.

Harrison Avenue/US 20 is designated Harrison Avenue west of the interchange with I-39 and is designated US 20 east of the interchange. From South Mall Drive to Mill Road, Harrison Avenue/US 20 is a four-lane divided roadway with 24-ft. wide pavement in each direction and 10-ft. paved outside shoulders. The lanes are separated by a 22-ft. concrete median with a concrete barrier. Harrison Avenue west of South Mall Drive is a four-lane divided roadway with 24-ft. wide pavement in each direction and 8-ft. paved outside shoulders. The lanes are separated by an 18-ft. raised concrete median. US 20 east of I-39 is a US highway with partial access control at signalized and unsignalized intersections. US 20 east of Mill Road has 24-ft. wide pavement in each direction separated by a 20-ft. wide median with concrete barrier. There is a 10-ft. wide paved shoulder.

Perryville Road immediately north of I-39/US 20 has a 24-ft. pavement with 8-ft. earth shoulders. Immediately south of I-39/US 20, Perryville Road begins to widen for a left turn lane at its intersection with Mill Road. The lanes widen out to 14-ft. with an 11-ft. wide flush median. The shoulders are 3-ft earth shoulders. At the intersection with Mill Road, Perryville Road has 13-ft. wide through lanes, 11.5-ft. wide median/left turn lane and an 11.5-ft. wide right turn lane in the northbound direction. The west side shoulder is a 3-ft. earth shoulder and the east side shoulder is 8.5-ft. paved shoulder with curb and gutter on the outside.

Mulford Road north of I-39/US 20 has a 24-ft. pavement with 10-ft. paved shoulders. South of I-39/US 20, Mulford Road has a 24-ft. pavement with 8-ft. earth shoulders.

Linden Road is a two-lane roadway with 24-ft. pavement, 10-ft. earth shoulders.

South Mall Drive is the first intersection west of the I-39/Harrison Avenue interchange and is approximately 900-ft. west of the west interchange ramp termini. South Mall Drive north of Harrison Avenue has a 36-ft. wide pavement and 2-ft. paved shoulder in each direction separated by a 6-ft. raised concrete median. South of Harrison Avenue, South Mall Drive has a 24-ft. wide pavement with curb and gutter in each direction separated by a 6-ft. flush median. South Mall Drive provides access to Cherry Vale Mall to the north and several retail outlets to the south. An intersection design study for the South Mall Drive/Harrison Avenue intersection is part of this project.

Mill Road is the first intersection to the east of the I-39/Harrison Avenue interchange and is approximately 500-ft. east of the east interchange ramp termini. Mill Road north of US 20 has a 24-ft. wide pavement with 3-ft. earth shoulders. South of US 20, Mill Road, right at the intersection, has a 48-ft. wide pavement with curb and gutter on each side. Mill Road provides mostly residential access and is the crossroad immediately west of the Kishwaukee River bridge. Mill Road to the north provides access over I-90 just east of the I-39/I-90 tollway interchange. An intersection design study for the Mill Road/US 20 intersection is part of this project.

2. Extent of Access Control/Access Management

I-39 is a full access controlled freeway. US 20 west of I-39 is also fully access controlled within the project limits. The first points of access on Harrison Avenue/US 20 west and east of I-39 are South Mall Drive and Mill Road, respectively. South Mall Drive is approximately 900-ft. from the interchange ramp terminal and Mill Road is approximately 500-ft. from the interchange ramp terminal. There is no access control on Harrison Avenue west of Perryville Road. East of Mill Road, US 20 is a partial access controlled expressway with median crossovers at approximately ¼ mile spacing.

Access control for the other roadways in the project limits, Linden, Mulford, and Perryville Roads, is at the I-39 and I-39/US 20 grade separations only.

B. Existing Traffic and Capacity Deficiencies

Base year 2020 traffic and design year 2040 traffic projections were provided by IDOT District 2 and HDR Engineering. Base year 2020 traffic is shown in Figure 11. Design year 2040 traffic projections are shown in Figure 12.

The base year (2020) and design year (2040) mainline traffic operation conditions analysis was performed using HCM methodology, which uses density as a Method of Effectiveness (MOE) to determine level-of-service (LOS) along the freeway. Density increases as flow increases up to capacity, resulting in an MOE that is sensitive to a broad range of flows. For this reason, density is used as the parameter to define LOS for the freeway and ramp segments, as show in Table 1.

At intersections, LOS criteria differ from freeway segments primarily because different transportation facilities create different driver expectations. Travel delay is used as the parameter to define intersection LOS. Table 2 summarizes LOS thresholds used in the analysis of the intersections.

Table 1: Freeway/Multilane Highway LOS Criteria

| LOS | Freeway Weaving Segment Density (pc/mi/ln)* | Weaving Segment Density (pc/mi/ln)* | Merging and Diverging Segment Density (pc/mi/ln)* | Basic Freeway Segment Density (pc/mi/ln)* |
|-----|---|-------------------------------------|---|---|
| A | 0 - 10 | 0 - 12 | 0 - 10 | 0 - 11 |
| B | > 10 - 20 | > 12 - 24 | > 10 - 20 | > 11 - 18 |
| C | > 20 - 28 | > 24 - 32 | > 20 - 28 | > 18 - 26 |
| D | > 28 - 35 | > 32 - 36 | > 28 - 35 | > 26 - 35 |
| E | > 35 - 43 | > 36 | > 35 | > 35 - 45 |
| F | > 43 | Demand exceeds capacity | Demand exceeds capacity | > 45 |

* pc/mi/ln = passenger cars per mile per lane

Table 2: Intersection LOS Thresholds

| LOS | Control Delay per Vehicle (seconds per vehicle)* |
|-----|--|
| A | ≤ 10 |
| B | > 10 - 20 |
| C | > 20 - 35 |
| D | > 35 - 55 |
| E | > 55 - 80 |
| F | > 80 |

*Signalized Intersections

HCS 2010 software was used to evaluate the operating conditions along the freeway segments, at the interchanges, and at the intersections.

Interstate Operations

Existing I-39/US 20 in the study area is a four-lane freeway with a 40-ft. wide grass median. Table 3 shows the design year LOS for the freeway section within the study area for the no build condition. LOS F is projected for the design year 2040 traffic. This means demand will exceed capacity and the roadway is highly congested.

Table 3: I-39/US 20 (No Build) LOS

| Section | 2040 |
|---------|------|
|---------|------|

| | NB LOS | PC/ MI/ LN | SB LOS | PC/ MI/ LN |
|--|-----------|---------------|-----------|---------------|
| I-39/US 20 (south) to US 20/Harrison Avenue (north) | F | | F | |
| US 20/Harrison Avenue (north) to I-90 | D | 27.7 | D | 28.1 |

The I-39/US 20 system interchange was constructed as a three-legged trumpet modified with future plans to be extended to the north. The northbound extension was never constructed, and subsequent development makes it clear that extension will never occur. From the interchange design study for this interchange, the design year weave LOS for US 20 eastbound is D in both the AM and PM peak hour. The non-weaving LOS at this same location is C in both the AM and PM peak hour. For the merge ramps at US 20 westbound and I-39 southbound, a LOS D is projected for both the AM and PM design year peak hour traffic. Table 4 below shows this information.

Table 4: I-39/US 20 System Interchange (No Build) LOS

| Movement | Type of Maneuver | Design Year 2040 Peak Hour LOS | |
|-----------------|------------------|-----------------------------------|----|
| | | AM | PM |
| US 20 Eastbound | Type A Weave | D | D |
| US 20 Eastbound | Non-Weaving | C | C |
| US 20 Westbound | Merge Ramp | D | D |
| I-39 Southbound | Merge Ramp | D | D |

The existing I-39/Harrison Avenue interchange was constructed as a standard full cloverleaf and ramps do not meet the current BDE or AASHTO design standards. According to IDOT's BDE manual, there are a number of disadvantages associated with the full cloverleaf design:

- space limitations in urban areas often make full cloverleaf interchanges infeasible;
- weaving sections between loop ramps must be made long enough to provide for satisfactory traffic operations;
- the loops in a cloverleaf interchange result in a greater travel distance for left-turning vehicles than do diamonds and the speed on the ramps are generally slower;
- because of the geometric design of loop ramps, a full cloverleaf requires large amounts of right-of-way;
- exit and entrance terminals are located before and after the crossroad structure, which require additional signing to guide motorists; and
- where the crossroad is an expressway or arterial, considerable length of access control distance is needed along the crossroad to the first point of access.

The existing cloverleaf interchange has multiple unacceptable LOS maneuvers in the design year. The main concern for the existing I-39/Harrison Avenue interchange is related to the weaving movements within the cloverleaf interchange and the weaving movements related to the I-39/I-90 tollway interchange to the north. LOS D is projected for the weave movements within the existing interchange on I-39 for the design year. LOS F is projected in the design year along northbound I-39 to eastbound Harrison Avenue, diverge ramp, and along southbound I-39 from eastbound Harrison Avenue, merge ramp. Due to the close proximity of the I-39/I-90 tollway interchange to the north, the weave movements between the interchanges have a LOS D for the northbound weave with I-90 and a LOS E for the southbound weave with I-90. Tables 5 and 6 below show this information. The I-39/Harrison Avenue Access Justification Report (AJR) provides more detailed traffic information at this interchange location.

Table 5: I-39/Harrison Avenue Interchange (No Build) LOS

| Movement | Type of Maneuver | 2040 | |
|--|------------------|---------------|------------|
| | | Peak Hour LOS | PC/ MI/ LN |
| Northbound I-39 to Eastbound Harrison Avenue | Diverge Ramp | F | 50.0 |
| Northbound I-39 to Westbound Harrison Avenue | Weave Segment | D | 30.3 |
| Southbound I-39 to Eastbound Harrison Avenue | Weave Segment | D | 29.9 |
| Southbound I-39 from Eastbound Harrison Avenue | Merge Ramp | F | 42.8 |
| Eastbound Harrison Avenue to Southbound I-39 | Diverge Ramp | B | 14.3 |
| Eastbound Harrison Avenue to Northbound I-39 | Weave Segment | B | 13.2 |
| Eastbound Harrison Avenue from Northbound I-39 | Merge Ramp | C | 20.1 |
| Westbound Harrison Avenue to Northbound I-39 | Diverge Ramp | B | 14.6 |
| Westbound Harrison Avenue to Southbound I-39 | Weave Segment | B | 17.2 |
| Westbound Harrison Avenue from Southbound I-39 | Merge Ramp | B | 12.3 |
| | | | |

Table 6: I-39/Harrison and I-90 Weave (No Build) LOS

| Movement | Type of | 2040 |
|----------|---------|------|
|----------|---------|------|

| | Maneuver | Peak Hour LOS | PC/ MI/ LN |
|----------------------|-----------------|--------------------------|-----------------------|
| Northbound I-39/I-90 | Weave Segment | D | 28.0 |
| Southbound I-39/I-90 | Weave Segment | E | 35.1 |

The existing cloverleaf interchange at I-39/Harrison Avenue has 8 conflict points and 4 conflict zones. Conflict points/zones of the existing cloverleaf interchange present issues for drivers especially when design deficiencies exist within the ramp layouts (see discussion of ramp design deficiencies in Section II.D. Existing Geometry/Alignment and Profile Deficiencies). The 8 merge and diverge conflict points present issues for drivers as they must merge/diverge and adjust their speed at the same time to the new driving environment. The four conflict zones, or weaving sections of the existing cloverleaf, are short, restricting the distance for lane changes.

The distance between the I-39/Harrison Avenue interchange and the I-39/US 20 system interchange to the south is 2.84 miles. This allows adequate distance for acceleration, deceleration, and weaving to take place between interchanges and was not analyzed further.

Intersection Operations

Capacity analyses were conducted at the surrounding intersections for the peak hour to determine the design year intersection operations along Harrison Avenue/US 20. The intersections analyzed include Harrison Avenue at South Mall Drive and US 20 at Mill Road.

The future 2040 no build traffic at both intersections has very few acceptable LOS movements. Both intersections have several movements at LOS F. At Harrison Avenue/South Mall Drive the eastbound through, westbound through and southbound left all are LOS F. At US 20/Mill Road the eastbound through and westbound through are both LOS F. Both intersections also have significant overall delay and have an overall LOS F. The I-39/Harrison Avenue AJR discusses the traffic at these intersections in more detail.

C. Crash Information

A review of crash history was conducted for the study area for I-39/US 20 and along Harrison Avenue/US 20. Accident data was obtained from IDOT for the years 2009 to 2013. The data obtained was for I-39 Mile Station 118.00 to Mile Station 122.50. There were a total of 350 crashes in the study area for the years 2009 to 2013. Crash locations and groupings are shown on Figure 13. Table 7 shows the crash types and injury types that have occurred in the study area.

A further breakdown of crash locations reveals that there are some segments experiencing a significant number of crashes. The segment along US 20 that begins 250-ft. west of Mill Road and ends at the Boone County line has been on the 5% report in 2012 and again in 2015. A portion of this segment is in the study area for this project (see Figure 13).

Table 7: Crashes in the Study Area (2009-2013)

| Crash Data in Study Area | |
|---------------------------------|--|
| | |

| Location | Crash Type | | | | | | | |
|--|------------|-----------|--------------|-----------|-----------|-----------|-----------|------------|
| | Overturn | Rear End | Fixed Object | Animal | Sideswipe | Turning | Other | Total |
| I-39/US 20 System Interchange (Groups 1-5) | 10 | 25 | 33 | 5 | 20 | 0 | 26 | 119 |
| MP 120.00 to MP 121.00 | 1 | 5 | 16 | 2 | 6 | 0 | 6 | 36 |
| MP 121.00 to 121.50 | 1 | 7 | 2 | 1 | 4 | 0 | 2 | 17 |
| MP 121.50 to MP 122.50 | 0 | 10 | 19 | 3 | 18 | 0 | 7 | 57 |
| I-39/Harrison Ave. Ramps | 6 | 1 | 16 | 0 | 6 | 0 | 5 | 34 |
| Harrison Avenue | 0 | 3 | 0 | 0 | 4 | 0 | 3 | 10 |
| Harrison Ave./South Mall Dr. | 0 | 6 | 2 | 0 | 1 | 23 | 7 | 39 |
| US 20/Mill Road | 0 | 22 | 3 | 2 | 2 | 7 | 2 | 38 |
| TOTALS | 18 | 79 | 91 | 13 | 61 | 30 | 58 | 350 |

Crash Data in Study Area

| Location | Injury Type | | | | | | |
|-------------------------------|-------------|-----------|-----------|----------|--|------------|------------|
| | A | B | C | Fatality | | PDO | Total |
| I-39/US 20 System Interchange | 3 | 17 | 3 | 2 | | 94 | 119 |
| MP 120.00 to MP 121.00 | 3 | 3 | 2 | 0 | | 28 | 36 |
| MP 121.00 to 121.50 | 0 | 2 | 1 | 0 | | 14 | 17 |
| MP 121.50 to MP 122.50 | 0 | 5 | 4 | 0 | | 48 | 57 |
| I-39/Harrison Ave. Ramps | 1 | 4 | 4 | 0 | | 25 | 34 |
| Harrison Avenue | 0 | 0 | 1 | 0 | | 9 | 10 |
| Harrison Ave./South Mall Dr. | 3 | 3 | 2 | 0 | | 31 | 39 |
| US 20/Mill Road | 0 | 7 | 3 | 1 | | 27 | 38 |
| TOTALS | 10 | 41 | 20 | 3 | | 276 | 350 |

There is a significant number of rear end (79) and fixed object (91) crashes occurring in the study area. About half of the rear end crashes are occurring in areas where a weaving movement is taking place and the other half are taking place at the intersections along Harrison Avenue, South Mall Drive and Mill Road. Rear end crashes along the interstate are possibly due to sudden stops when trying to merge into traffic or as a result of sudden reductions in speed when entering or exiting lower speed interchange ramps. Over 25% of the crashes in the study area are fixed object crashes possibly caused by drivers losing control of their vehicle due to speeds too fast for conditions or trying to avoid an accident and crashing into guardrail or another fixed object.

Sixty-one (61) sideswipe crashes occurred in the study area. Over half of these crashes occurred in the I-39/Harrison Avenue interchange area (group 9 on Fig. 13). These could possibly be caused by vehicles slowing down along the mainline to exit and by vehicles changing lanes to avoid slower exiting or entering vehicles.

The next highest crash total was 58 other crash types. These crash types were mostly non-collision crashes possibly caused by vehicles leaving the roadway to avoid an accident or losing control of their vehicle due to speeds too fast for conditions. At the intersections of South Mall Drive and Mill Road there were eight (8) angle crashes included in the other crash type column.

Of the 350 crashes in the study area, 276 (79%) were property damage only, 10 (3%) were type A injury, 41 (12%) were type B injury, and 20 (6%) were type C injury. There were three fatalities during this time period. Two of the fatalities were near the I-39/US 20 system interchange. One was at the diverge of I-39 northbound to US 20 westbound and the other was at the exit ramp for I-39 southbound near the Mulford Road overpass. The third fatality was at the US 20/Mill Road intersection.

Table 8 shows a summary of the total number of accidents that have occurred under various conditions. In general, 214 accidents (61%) occurred on dry surface conditions, 238 accidents (68%) in clear weather conditions, and 217 accidents (62%) in daylight conditions. A majority of the accidents are taking place during daylight when surface conditions are dry and the weather is clear.

Table 8: Crashes Under Various Conditions in the Study Area (2009-2013)

| Surface Condition | | | | | |
|-------------------------|----------|----------|------|---------------|------------------------|
| | Dry | Wet | Ice | Snow or Slush | Unknown |
| No. of Accidents | 214 | 77 | 27 | 31 | 1 |
| Weather Condition | | | | | |
| | Clear | Rain | Snow | Fog/Other | |
| No. of Accidents | 238 | 59 | 42 | 11 | |
| Lighting Condition | | | | | |
| | Daylight | Darkness | Dawn | Dusk | Darkness, Lighted Road |
| No. of Accidents | 217 | 71 | 11 | 13 | 38 |

D. Existing Geometry/Alignment and Profile Deficiencies

Existing geometric features along I-39/US 20 and at the interchanges in the study area were analyzed including mainline horizontal and vertical alignment, cross sections, ramp geometry, and weaving segments according to the IDOT's Bureau of Design and Environment Manual (BDE Manual). The following areas of concern were identified:

- I-39 through traffic is restricted to one lane in each direction at the I-39/US 20 system interchange (see Figure 7). I-39 through traffic also goes through standard exit and entrance ramp terminals. Both of these items are contrary to current policy (see BDE Section 37-2.06, Route Continuity). The radii on I-39 through the interchange are 1,161-ft and 1,146-ft. This is less than the 1,200-ft minimum radii allowed to remain in place for a 60 mph design speed (see BDE Figure 44-5.D, Alignment Criteria for Freeways). Because of the less than minimum radii, the northbound to eastbound and westbound to southbound ramps are currently posted at 55 mph.
- The profile of I-39/US 20 and the ramps at the Harrison Avenue interchange meet the current design criteria for maximum grade and minimum vertical curve "K" values. The maximum grade allowed to remain in place is 4.0%. The minimum vertical curve "K" values along I-39/US 20 are 247 for a crest curve and 181 for a sag curve. The minimum vertical curve "K" values for a 50 mph ramp design are 84 for a crest curve and 96 for a sag curve. (see BDE Figure 44-5.D, Alignment Criteria for Freeways, and Figure 37-4.F, Summary of Roadway Design Criteria for Interchange Ramps).
- The profile of northbound and southbound I-39 through the I-39/US 20 system interchange meets the maximum grade requirement of 4.0% to remain in place. The maximum grade on I-39 through the I-39/US 20 system interchange is 3.8% which is less than the maximum 4.0% allowed to remain in place (see BDE Figure 44-5.D, Alignment Criteria for Freeways). The minimum vertical curve "K" value is not met on the eastbound US 20 to southbound I-39 exit ramp (Ramp AD, see Figure 7). Ramp AD at Station 55+90 has a "K" value of 75. The minimum required for a design speed of 50 mph is 96 (see BDE Figure 37-4.F, Summary of Roadway Design Criteria for Interchange Ramps).
- The loop ramps at the I-39/Harrison Avenue interchange do not meet current BDE Manual design standards. The minimum design speed for rural loop ramps or loop ramps with a high amount of truck traffic is 30 mph (see BDE Section 37-4.04, Design Speed). The BDE Manual, Figure 37-4.F, shows a minimum radius of 231-ft for a 30 mph design speed and 6.0% maximum super-elevation for snow and ice conditions. Two of the existing loop ramps have radii of 186-ft which is less than the 231-ft radius specified in BDE Figure 37-4.F. Also, all the loop ramps were built with 8.0% super-elevation not 6.0% as specified in BDE Figure 37-4.F. The loop ramps in the northeast and southwest quadrants are posted with advisory speeds of 25 mph. Figure 8 shows the existing interchange at I-39/Harrison Avenue.

- Three of the four outer connector ramps at the I-39/Harrison Avenue interchange do not meet current BDE Manual design standards. The minimum design speed for the first curve after the exit terminal or before the entrance terminal for outer connector ramps is 50 mph (see BDE Section 37-4.04, Design Speed, and Figure 37-4.E, Ramp Design Speeds). The BDE Manual, Figure 37-4.F, shows a minimum radius of 833-ft for a 50 mph design speed. The initial ramp radii along three of the four outer connector ramps are 695-ft, 760-ft and 522-ft which are all less than the 833-ft radius specified in BDE Figure 37-4. Figure 8 shows the existing interchange at I-39/Harrison Avenue.
- Weaving segments exist within the I-39/Harrison Avenue interchange because of the cloverleaf interchange design. Weaving is a situation in which entering or exiting traffic must cross paths within a limited distance to merge with traffic on the through lanes. Special operational problems exist with traffic in a weaving segment that normally are not present on a basic highway segment. The weave distance between the loop ramps along I-39 northbound is 640-ft. The weave distance between the loop ramps along I-39 southbound is 650-ft. BDE Figure 37-3.N shows a weave distance of 750-ft with loop ramp radii designed to 35 mph and greater. As discussed in the fourth bullet point above, two of the existing loop ramps have design speeds less than 30 mph. The existing weave distances do not meet current BDE Manual design standards. Increased weave lengths are needed to provide longer acceleration/deceleration distance to accommodate the ramp versus mainline design speeds.

Weaving segments also exist between interchanges. The I-39/I-90 tollway interchange is approximately 0.68 miles north of the I-39/Harrison Avenue interchange. The weaving distance between the US 20 westbound to I-39 northbound ramp and the I-90 eastbound ramp is 700-ft. The relatively short distance between these two interchanges creates concerns regarding acceleration, deceleration and weaving.

- Lane balance is a design principle that applies along freeways in advance of an interchange and after an interchange. It helps minimize the required number of lane shifts by providing the proper arrangement of traffic lanes on freeways. This improves safety by allowing for more efficient traffic operations.

Lane balance is not achieved at the I-39/US 20 system interchange south of the I-39/Harrison Avenue interchange. Two I-39 lanes combine with two US 20 lanes into a two-lane section in each direction. These connections take place on one lane ramps which is contrary to current policy (see BDE Section 37-2.06, Route Continuity).

- IDOT has projected traffic growth for an anticipated design year of 2040. The design year traffic will have a LOS F on the northbound and southbound lanes of the I-39/US 20 mainline between the I-39/US 20 system interchange and the I-39/Harrison Avenue interchange (see Table 3 in Section II-B of this report). LOS F represents forced flow and traffic travels at low speeds with some stoppages. The severity of this congestion warrants widening of I-39/US 20. The projected design year LOS on I-39/US 20 at the Harrison Avenue interchange is F which is lower than required by policy for reconstruction of the existing cloverleaf interchange. According to the BDE Manual, a

LOS C in the design year is required for a proposed reconstruction configuration. The LOS for through traffic on I-39/US 20 is not dependent on the type of interchange configuration at Harrison Avenue; however, a poorly functioning interchange can back up traffic onto the interstate and reduce the LOS of the interstate.

III. EXISTING SETTINGS OR CONDITIONS

A. Description of Study Area

The study area is located primarily in rural and suburban areas surrounding Rockford and Cherry Valley, IL. The City of Rockford is located halfway between Galena, IL and Chicago, IL and is about 12 miles south of the Illinois/Wisconsin border. The Village of Cherry Valley is located just south of Rockford. Rockford has a population of 152,871 while Cherry Valley has a population of 3,162 (according to the 2010 census data). The Rockford area has a population of about 339,000 people. Rockford is home to many manufacturing facilities, is a regional leader in health care, and the surrounding area has some of the most fertile farmland in the country.

Two major interstates provide access to the Rockford area. I-39 comes up from the south and provides a bypass around the east side of Rockford. I-90 comes from the east and joins with I-39 on the east side of Rockford. The I-39/I-90 tollway interchange is just to the north of the I-39/Harrison Avenue interchange. I-39/I-90 then heads north into Wisconsin (see Existing Roadway Network, Figure 3).

US 20 provides access to the Rockford area from the west. Business 20 goes directly through the City of Rockford while US 20 turns south and eventually joins with I-39. The I-39/US 20 system interchange is the interchange just to the south of the I-39/ Harrison Avenue interchange. Harrison Avenue/US 20 then continues east to Chicago (see Existing Roadway Network, Figure 3).

Rockford is home to the Chicago Rockford International Airport located on the south side of the city along the Rock River. The airport served over 100,000 passengers in 2015 with up to 31 passenger flights departing from the airport each week. It is an international airport capable of landing any jet aircraft operating in the world today and is a United States Customs Port of Entry.

The UP and CN railroads both run east/west through the Rockford area. Recently it was announced that passenger rail service will be restored from Rockford to Chicago. There has not been passenger rail service between the two cities since 1981. The new Amtrak service is proposed to begin in the near future and will provide one roundtrip daily between Union Station in downtown Chicago and a temporary 7th Street station in downtown Rockford. A permanent station along the Rock River is proposed but will be constructed at a later date.

Two rivers traverse the Rockford area, the Rock River and the Kishwaukee River. The Rock River runs directly through the City of Rockford. The Kishwaukee River is located on the southeast side of the city through the Village of Cherry Valley. The Kishwaukee River is just east of the study area for this project. US 20 crosses the Kishwaukee River east of Mill Road.

Interstate access, a growing airport, and recently expanded rail service allows the Rockford area to have easy access to regional, national, and international markets.

There has been development in the area over the last decade, but much of the study area remains undeveloped. Land use plans for Cherry Valley and Rockford are shown in Figures 14 and 15.

B. Logical Termini

The west terminus of the US 20 improvement is the west ramp terminals of the I-39/US 20 system interchange. The south terminus of the I-39 improvement is the south ramp terminals of the I-39/US 20 system interchange. The north terminus of the I-39 improvement is the south ramp terminal of the I-39/I-90 tollway interchange. The construction limits on Linden Road, Mulford Road and Perryville Road are the touchdown points for the grade separations. The limits of the Harrison Avenue improvements are the beginning of improvements just west of the South Mall Drive intersection and the end of improvements just east of the Mill Road/US 20 intersection.

C. Land Use (Fire Districts, School Bus, and Mail Routes)

Land use in the study area is mostly residential with some industrial and commercial. There are also some undeveloped areas in the study area especially along the west side of I-39/US 20. Figures 14 and 15 show land use in the study area.

The study area is on the edge of two fire districts, the Rockford Fire District to the north and west and the Cherry Valley Fire District to the south and east. Figure 16 shows the fire districts in Winnebago County.

Rockford Public School District 205 has different zones for high school, middle school, and elementary school. Figures 17, 18, and 19 show the zones for each level. The project study area is mostly in the East High School Zone, Flinn Middle School Zone, and Cherry Valley/White Swan Elementary School Zone. School buses travel through the study area on Harrison Avenue/US 20, Mulford Road, Perryville Road, and Linden Road.

Mail routes that traverse the project study area are along Linden, Mulford, and Perryville Roads. These arterial roadways are all grade separated at I-39/US 20 and will remain that way with this project.

D. Environmental Resources

Examples of environmental resources within the study area may include parks and recreational areas, waterways and floodplains, wetlands, cultural resource sites, special waste sites, threatened and endangered species locations, natural areas, air quality, and noise. This report describes the findings of the field surveys and studies conducted to date.

1. Parks and Recreational Areas

Parks and recreational areas include, but are not limited to, state, county, or city-owned parks; school-owned or community recreational facilities, such as sports parks; publicly-owned golf courses; bicycle, walking, nature, or multi-use trails; and publicly-owned wildlife viewing sites. These resources are important for economic value, social importance, and health and environmental benefits. Aerial mapping, literature research, and field surveys were used to identify parks and recreational areas within the study area. These areas are shown on the Environmental Resources Maps in Appendix B and include:

- Magic Waters Waterpark – Rockford Park District
 - Main attractions of the waterpark include the Tsunami Bay, the largest wave pool in Illinois; the Splash Magic River; and the Tiki Island, which features interactive water toys and is topped off by a 1,000 gallon water bucket.
- Butler Park – Village of Cherry Valley
 - This 1.3-ac. recreation park features a playground and a basketball court. It is located along State Street southeast of the I-39/Harrison Avenue interchange.
- Southeast Community Park – Rockford Park District
 - This recreation park features open fields for kite flying, soccer and frisbee among other recreational activities.
- Cherry Valley Path (also called the Swanson Park Recreation Path) – Village of Cherry Valley
 - This paved pedestrian/bicycle path is along tree-lined Madigan Creek through open green space and is within easy reach of housing developments. The trail offers access to other recreational areas and activities such as birdwatching. The 2.4-mile path continues along Southeast Community Park, past a few small ponds, and under I-39 through one side of a double 12-foot x 10-foot box culvert just south of the I-39/Harrison Avenue interchange. From the culvert, users can follow street signs to connect to the Baumann Park Recreation Path.

The proposed project is not anticipated to impact the Magic Waters Waterpark or the Southeast Community Park. However, the proposed project will impact the Cherry Valley Path. The path will be relocated to a new location as shown on the Environmental Resource Maps in Appendix B (and on the plan sheets in Volume II) to accommodate the proposed improvements. As part of this project, alternatives were considered to re-design and/or relocate the multi-use path crossing in order to remove it from the floodplain of Madigan Creek. The Cherry Valley Path is intermittently flooded after rain events, making passage through the culvert difficult and unsafe. Impacts to the multi-use path will be minimized to the extent practicable during design and construction phases and consultation with the Village of Cherry Valley will be required. The

Village of Cherry Valley is in favor of relocating the multi-use path above flood levels to address flooding and drainage problems. The proposed relocation of the Cherry Valley Path may be considered a Section 4(f) *de minimis* impact by the Federal Highway Administration (FHWA). Cherry Valley Path alternatives and meeting minutes from a conference call with the Village of Cherry Valley are included in Appendix B. The path typical section is shown on Figure 31.

2. Waterways and Floodplains

Three waterways were identified on June 13, 2007 by the Illinois Natural History Survey (INHS) field surveys. One small unnamed tributary of the Kishwaukee River drains underneath I-39/US 20 at the Canadian National (CN) Railroad crossing. This stream is entrenched, shallow, has pools and riffles, and flows at a slow to moderate rate. Madigan Creek, located south of the Harrison Avenue interchange, is located in a more disturbed area with suburban development. This stream also has pools and riffles and flows at a slow to moderate rate. The Kishwaukee River, located near Mill Road and US 20, is a large permanent river that flows underneath US 20 near the east terminus of the project. The waterway locations are shown on the Environmental Resource Maps and are described in the wetland survey report in Appendix B.

The proposed project would impact each of these waterways. Approximately 260-ft. of the Kishwaukee River, 300-ft. of Madigan Creek and 420-ft. of the unnamed tributary of the Kishwaukee River would potentially be disturbed during construction. Unavoidable waterways impacts will be minimized to the extent practicable during design and construction phases. Compensatory mitigation will be developed for unavoidable impacts to waterways as required by the Clean Water Act (CWA) in consultation with the Illinois Department of Transportation (IDOT) and the U.S. Army Corps of Engineers (USACE).

Under Section 303(d) of the CWA, states are required to develop lists of impaired waters. These waters are too polluted or otherwise degraded to meet certain water quality standards. Each state must assess the degree to which waters (streams and lakes) attain beneficial uses, also called designated uses. The Illinois Environmental Protection Agency (IEPA) is responsible to provide regular updates to the United States Environmental Protection Agency (USEPA) on the quality of waters in Illinois. Types of designated uses are aquatic life, fish consumption, public and food processing, water supply (drinking water), primary contact (swimming), secondary contact (fishing and boating) and aesthetic quality. IEPA reports the resource quality of its waters in terms of the degree to which a set of defined beneficial uses are supported by evaluated waters, and the reasons (causes and sources) beneficial uses may not be supported. Waters determined not meet their designated beneficial uses must be reported as 'impaired' on the 303(d) list. The law requires that Total Maximum Daily Loads (TMDLs) be developed for these impaired waters. A TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.

Within the study area, Madigan Creek and the unnamed tributary of the Kishwaukee River were not listed on the IEPA Section 303(d) list for water quality impairments, according to the 2016 Illinois Integrated Water Quality Report and Section 303(d) list. Within the study area, the Kishwaukee River was listed on the IEPA Section 303(d) list. This river does not meet designated beneficial uses of fish consumption and primary contact recreation (swimming).

Causes of impairment include mercury, fecal coliform and polychlorinated biphenyls (PCBs). No TMDL data have been recorded for this waterbody.

The Federal Emergency Management Agency (FEMA) flood insurance rate maps (FIRM) were used to identify floodplains and floodways within the study area. The FEMA has identified the base (100-year) flood as the flood having a one percent probability of being equaled or exceeded in any given year. The base floodplain is the area of 100-year flood hazard within a county or community. The regulatory floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without increasing the base flood elevation more than a specified amount. FEMA has mandated that projects cannot cause a rise in the regulatory floodway, and one foot cumulative rise for all projects in the base (100-year) floodplain. Illinois mandates that a project shall not cause more than a 0.1-foot rise in floodways.

According to FIRMs (Panel Numbers: 17201C0401D and 17201C0402D, effective 9/6/06), the project crosses the 100-year floodplain and regulatory floodway near an unnamed tributary to the Kishwaukee River, Madigan Creek, and the Kishwaukee River. Some areas throughout the study area are mapped as either 0.2 percent annual chance flood hazard (i.e., the 500-year floodplain) or area of minimal flood hazard. The 100-year floodplain and regulatory floodway are shown on the Environmental Resources Maps in Appendix B.

Federal Executive Order 11988, Floodplain Management, and subsequent federal floodplain management guidelines, mandate an evaluation of floodplain impacts. Filling for roadway widening or other construction projects would impact approximately 2.3 acres of 100-year floodplain and 0.5 acres of regulatory floodway areas. Authorization will be required from the Illinois Department of Natural Resources (IDNR) – Office of Water Resources (OWR) for encroachment on any public body of water with mapped floodway or an upstream drainage area greater than one square mile in urban areas.

3. Wetlands

The INHS identified three wetlands within the study area during a field survey on June 13, 2007. These wetland determination sites have the capacity to store floodwaters and filter sediments and are located in the Kishwaukee River watershed (United States Geological Survey (USGS) Hydrologic Unit 07090006). The wetland locations are shown on the Environmental Resource Maps and additional information about the specific site characteristics are described in the wetland survey report in Appendix B.

Site 1, wet shrubland, is located at the head of a drainageway and is about 30 feet south of I-39 and 1,000 feet east of Milford Road. Dominant vegetation observed at this site includes sandbar willow (*Salix exigua*) and reed canary grass (*Phalaris arundinacea*). Due to a dominance of hydrophytic vegetation, hydric soils, and wetland hydrology, the site was classified as a wetland.

Site 2, wet shrubland, is located along an unnamed tributary of the Kishwaukee River and is about 82 feet south of I-39 and 30 feet west of the CN railroad tracks. Dominant vegetation observed at this site includes box elder (*Acer negundo*), sandbar willow (*Salix exigua*), sedge

(*Carex trichocarpa*), Rugel's plantain (*Plantago rugelii*), and late goldenrod (*Solidago gigantea*). Due to a dominance of hydrophytic vegetation, hydric soils, and wetland hydrology, the site was classified as a wetland.

Site 3, wet meadow, is located along an unnamed tributary of the Kishwaukee River and is about 105 feet north of I-39 and 105 feet east of the CN railroad tracks. Dominant vegetation observed at this site includes Canada anemone (*Anemone canadensis*) and reed canary grass (*Phalaris arundinacea*). Due to a dominance of hydrophytic vegetation, hydric soils, and wetland hydrology, the site was classified as a wetland.

The proposed project would impact 0.03 acre of Wetland Site 1, 0.17 acre of Wetland Site 2, and 0.04 acre of Wetland Site 3, for a total of 0.24 acre of impacts to jurisdictional wetlands. Unavoidable wetland impacts will be minimized to the extent practicable during design and construction phases. Compensatory mitigation will be developed for unavoidable impacts to wetlands as required by the CWA in consultation with IDOT and the USACE.

4. Cultural Resource Sites

Cultural, archaeological, architectural, and historic resources include, but are not limited to, archaeologically significant sites or other objects on or eligible for listing on the National Register of Historic Places, as well as either public or private architecturally significant features or structures, historic landmarks, historic and prehistoric features. These resources often yield unique information about past societies and environments, and provide answers for modern day social and conservation problems.

The Illinois Transportation Archaeological Research Program conducted an archeological and architectural survey and no archaeological, architectural, or historic sites were identified within the proposed project right-of-way. On October 30, 2008, the Illinois Historic Preservation Agency (IHPA) concurred that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 as amended, will be affected by the proposed construction activities. On November 17, 2008, the Cultural Resources Concurrence Memorandum from IDOT stated that the proposed project will have no effect on significant cultural resources and coordination was completed. Phase II investigations will be required should any resources be discovered during either the design or construction phases of the project. Letters of correspondence are included in Appendix B.

5. Special Waste Sites

The project failed both a Level 1 and Level 2 Special Waste Screening and a Preliminary Environmental Site Assessment (PESA) was required. A PESA identifies and evaluates the presence or likely presence of potential occurrences of regulated substances and natural hazards. A PESA prepared by the Illinois State Geological Survey (ISGS) identified 29 sites along the project route that were determined to contain recognized environmental conditions (RECs) and are listed in Table 9.

Among the 29 sites identified, a majority of the RECs were due to underground storage tanks (USTs), evidence of chemical use, transformers, monitoring wells, and potential asbestos containing materials (ACM) and lead paint. Commercial and industrial land uses make up a majority of the properties identified; however, other land uses were also listed. Additional information about the PESA results is included in the PESA Review Memorandum included in Appendix B.

Although RECs are present, this project was cleared for Special Waste Coordination. A copy of the Special Waste Clearance Memorandum is included in Appendix B. A Preliminary Site Investigation (PSI) is required if any site identified in Table 9 involves any of the following situations:

- New right-of-way or easement (temporary or permanent);
- Railroad right-of-way (ROW), other than single rail rural with no maintenance facilities; or
- Building demolition / modification.

Additionally, a PSI is required if the project will have excavation or subsurface utility relocation on existing right-of-way adjoining a site identified in Table 9. However, if all sites containing RECs are avoided, then a PSI is not required.

Table 9 - The following sites along the project were determined to contain RECs

| Property Name IDOT Parcel Number | ISGS Site Number | REC(s), including de minimis conditions | Regulatory Database(s) | Land Use |
|---|---------------------------------|---|-----------------------------------|-----------------|
| ROW NA | 1681V2-1 | Evidence of chemical use; spills; former drum; petroleum pipeline; natural gas pipelines; potential ACM | RCRA, BOL, IEMA | Transportation |
| Schnucks NA | 1681V2-2 | USTs; monitoring wells; evidence of chemical use; transformers; potential ACM and lead paint | RCRA, BOL, UST | Commercial |
| Kegel Harley-Davidson NA | 1681V2-4 | Potential UST(s); evidence of chemical use; transformers; potential ACM and lead paint | RCRA, BOL | Commercial |
| Wheels by RT NA | 1681V2-8 | AST; potential UST(s); evidence of chemical use; potential ACM and lead paint | BOL | Commercial |
| FasMart/Subway NA | 1681V2-9 | USTs; monitoring wells; transformer; potential ACM and lead paint | UST | Commercial |
| Collier RV NA | 1681V2-11 | Former USTs; potential UST(s); evidence of chemical use; transformer; potential ACM and lead paint | BOL, UST | Commercial |
| Vacant land NA | 1681V2-13 | Former USTs with documented releases; potential UST(s); former monitoring well; potential monitoring well; evidence of former chemical use; spills; fill; | BOL, LUST, UST, IEMA | Vacant |

| | | | | |
|---|-----------|--|--------------------------------|------------|
| | | transformer | | |
| Commercial building NA | 1681V2-14 | AST; potential ACM and lead paint | None | Commercial |
| Magic Waters Waterpark NA | 1681V2-16 | Evidence of chemical use; spill; transformers; potential ACM and lead paint | RCRA, BOL, ERNS | Commercial |
| Vacant land NA | 1681V2-19 | Fill | None | Vacant |
| Kishwaukee River NA | 1681V2-24 | Non-attainment of water quality | None | River |
| Andy's Professional Landscaping NA | 1681V2-37 | ASTs; evidence of chemical use; potential herbicide and/or fertilizer presence; potential ACM and lead paint | BOL | Commercial |
| Atlas Components NA | 1681V2-38 | AST; drums; potential chemical use; potential ACM and lead paint | None | Commercial |
| Unnamed tributary to the Kishwaukee River NA | 1681V2-41 | Non-attainment of water quality | None | Stream |
| The Landscape Connection NA | 1681V2-45 | Evidence of former chemical use; transformers; potential herbicide and/or fertilizer presence; potential ACM and lead paint | BOL | Commercial |
| Greater Rockford Auto Auction NA | 1681V2-47 | Former USTs with documented release; potential UST(s); evidence of chemical use; potentially impacted soil and groundwater; transformers; potential natural gas pipeline; potential ACM and lead paint | NPL SEMS, LUST, BOL, UST, IEMA | Commercial |
| Kadon Precision Machining NA | 1681V2-49 | Evidence of chemical use; potentially impacted soil and groundwater; transformers; potential ACM and lead paint | NPL SEMS, RCRA, BOL | Industrial |
| RJ Link NA | 1681V2-50 | Evidence of chemical use; spill; potentially impacted soil and groundwater; transformers; potential ACM and lead paint | NPL SEMS, SRP, RCRA, BOL, IEMA | Industrial |
| Sheet Metal Connectors NA | 1681V2-51 | Evidence of former chemical use; potential chemical use; potentially impacted soil and groundwater; transformers; potential ACM and lead paint | NPL SEMS, RCRA, BOL | Industrial |
| Action Tool and Die NA | 1681V2-52 | Evidence of chemical use; potentially impacted soil and groundwater; transformer; potential ACM and lead paint | NPL SEMS, RCRA, BOL | Industrial |
| Commercial buildings NA | 1681V2-53 | Former UST; potential UST(s); evidence of chemical use; potentially impacted soil and groundwater; transformer; potential ACM and lead paint | NPL SEMS, RCRA, BOL, UST | Commercial |
| Agricultural land NA | 1681V2-54 | Potentially impacted soil and groundwater; transformer; likely | NPL SEMS | Commercial |

| | | | | |
|-------------------------------|-----------|--|----------|--------------|
| A Place for Space NA | 1681V2-55 | pesticide and/or herbicide use Potentially impacted soil and groundwater; potential ACM and lead paint | NPL SEMS | Commercial |
| Pond NA | 1681V2-56 | Potentially impacted soil and groundwater | NPL SEMS | Pond |
| A Place for Space NA | 1681V2-57 | Evidence of chemical use; potential natural gas pipeline; potential ACM and lead paint | BOL | Commercial |
| Commercial buildings NA | 1681V2-58 | Potential UST(s); evidence of former chemical use; potential natural gas pipeline; potential ACM and lead paint | BOL | Commercial |
| Agricultural land NA | 1681V2-61 | Petroleum pipeline; likely pesticide and/or herbicide use | None | Agricultural |
| Vacant land NA | 1681V2-62 | Petroleum pipeline | None | Vacant |
| Vacant land NA | 1681V2-63 | Petroleum pipeline | None | Vacant |

6. Threatened & Endangered Species Locations

Potential sensitive species and sensitive ecological areas were examined using the IDNR Ecological Compliance Assessment Tool (EcoCAT) for project planning purposes only. The Natural Heritage Database identified three species as threatened in the vicinity of the study area. The EcoCAT results are presented in Table 10 below and the report is included in Appendix B.

Table 10: State Listed Threatened and Endangered Species

| Common Name | Scientific Name | Threatened or Endangered | Habitat Description | Habitat Present in Study area |
|------------------------|------------------------------|--------------------------|---|-------------------------------|
| American Brook Lamprey | <i>Lethenteron appendix</i> | Threatened | Adults are found in clear brooks with fast flowing water and either sand or gravel bottoms. Juveniles are found in slow moving water buried in soft substrate of medium to large streams. | Potential habitat present |
| Black Sandshell | <i>Ligumia recta</i> | Threatened | Found in rivers, lakes, and large streams, usually in riffles or raceways with good current. Substrates it inhabits include sandy mud, firm sand, or gravel. | Potential habitat present |
| Gravel Chub | <i>Erimystax x-punctatus</i> | Threatened | Found in small rivers and medium to large creeks and streams. It is found in riffles over fine gravel and over pea-sized limestone gravel in clear to slightly turbid waters. | Potential habitat present |

The United States Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) tool was also utilized and identified four species as threatened or endangered in Winnebago County, Illinois. There is no critical habitat or refuges for any of the identified species within the study area. The IPaC results are presented in Table 11 and the report is included in Appendix B.

Table 11: Federally Listed Threatened and Endangered Species

| Common Name | Scientific Name | Threatened or Endangered | Habitat Description | Habitat Present in Study area |
|--------------------------------|-------------------------------|---------------------------------|---|--|
| Indiana Bat | <i>Myotis sodalis</i> | Endangered | Hibernates in caves and mines, roosts and forages in upland forests and woods | Potential roost and forage habitat present |
| Northern Long-eared Bat | <i>Myotis septentrionalis</i> | Threatened | Hibernates in caves and mines, roosts and forages in upland forests and woods | Potential roost and forage habitat present |
| Eastern Prairie Fringed Orchid | <i>Platanthera leucophaea</i> | Threatened | Moderate to high quality wetlands, sedge meadows, and marshes | Potential habitat present |
| Prairie Bush Clover | <i>Lespedeza leptosachya</i> | Threatened | Dry to mesic prairies with gravelly soil | No habitat present |

Further coordination with the USFWS and IDNR will be conducted for potential impacts to these federally and state-listed species.

7. Natural Areas

The Illinois Natural Heritage Database is a central location of information on significant natural features within the state. Based on a review of the Illinois Natural Heritage Database through the EcoCAT review described in Section 6, one natural area is near the study area. The County Line Forest Preserve is located north of the study area between US 20 and Highway 90 and is shown on the Environmental Resource Maps in Appendix B. The Kishwaukee River borders the west side of the forest preserve. This natural area is 158.2 acres and features two miles of hiking trails, canoe access, birdwatching, and prairie restoration including wet mesic prairie and mesic prairie habitats. No impacts to the County Line Forest Preserve are anticipated for this project.

8. Air Quality

The study area for this project is located on the south and east sides of Rockford, Illinois in Winnebago County. The National Ambient Air Quality Standards (NAAQS) established by the

USEPA, set criteria for the maximum allowable concentration limits for six air criteria pollutants. These standards were established in order to protect public health, safety, and welfare from known or anticipated effects of air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as “non-attainment”. States in which a non-attainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS. No portion of this project is located within a designated non-attainment or maintenance area for which USEPA has established standards. Accordingly, a conformity determination under 40 CFR Part 93 (“Determining Conformity of Federal Actions to State or Federal Implementation Plans”) is not required.

Mobile source air toxics (MSAT) are pollutants emitted from highway vehicles and non-road equipment that are known to cause or suspected to cause health and environmental effects. Examples of MSAT include acrolein, benzene, 1,3-butadiene, diesel particular matter, formaldehyde, polycyclic organic matter and naphthalene. The MSAT Memorandum dated May 6, 2008 stated that the project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions relative to the no-build alternative. As such, the FHWA has determined that the project will generate minimal air quality impacts for Clean Air Act (CAA) criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs. A copy of the memorandum is included in Appendix B.

Moreover, the USEPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in vehicle-miles travelled (VMT), the FHWA predicts MSATs will decline in the range of 57 to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

9. Noise

Traffic noise is considered unwanted sound from cars and trucks that may interfere with normal human activities. Traffic noise policy has been developed to identify when detailed analysis is required and what levels of noise trigger the investigation for noise abatement. Noise levels are measured on a logarithmic scale using units of decibels (dB(A)). All references to noise level values for this project are stated as an equivalent A-weighted sound level (L_{eq} dB(A)). The L_{eq} descriptor A-weighting is the generally accepted representation in decibels of the range of human hearing and its response to varying frequencies and loudness of traffic noise. The L_{eq} dB(A) is a single number indicator used to describe the mean energy or intensity level over a specified period of time during which the sound level fluctuated. Because the L_{eq} dB(A) is not influenced by the variability of the noise-time pattern, it is an effective way to compare or combine noises with differing time histories.

Traffic noise can affect noise-sensitive land uses, called receptors, which typically are homes, parks, schools and other noise sensitive areas where frequent outdoor human use occurs. Similar receptors in an area are grouped into common noise environments (CNEs). Once sensitive land

use areas were identified, the receptors were grouped into CNEs. Each CNE has common characteristics such as exposure to noise sources and levels, general topography, and exposure to similar traffic speeds and volumes and assigned codes “A”-“G” to represent the quietest to noisiest types of outdoor environments. One receptor within the CNE is selected as the representative worst-case receptor.

Consideration for investigation of abatement occurs when the primary ambient noise source is from a traffic source and the sound during the peak traffic hours is measured / modeled as approaching the federal Noise Abatement Criteria (NAC). IDOT defines “approach the NAC” as one dB(A) less than the NAC for Activity Categories A-E. Based on land use, seven separate activity categories are used by the FHWA to assess potential noise impacts. Five of the seven activity categories have NACs that establishes noise levels where noise abatement needs to be evaluated. The NAC are noise impact thresholds for considering abatement when they are approached, met or exceeded.

The existing land use in the study area is mostly residential with some industrial and commercial areas. Noise analysis was completed for 29 receptors, representing 174 individual properties located within the 500-foot offset from the edge of shoulder: 165 residential properties (Category B), two public parks (Category C), and seven undeveloped agricultural lands (Category G). Each receptor was analyzed for three scenarios: existing conditions, design year no-action, and design year build. A Noise Technical Report was completed as part of this project.

Noise level results for the existing condition ranged from 58 dB(A) to 76 dB(A) and include nine sensitive receptors that approached, met or exceeded the NAC with a modeled design year Leq(h) of 66 dB(A) or greater. The nine receptors represent 111 residential properties. An existing 14-foot high noise barrier is located on the eastern side of the I-39/US 20 interchange and provides between 5 and 9 dB(A) reduction for five CNEs.

Noise level results for the design year no action condition ranged from 61 dB(A) to 78 dB(A) and include 12 sensitive receptors that approached, met or exceeded the NAC with a modeled design year Leq(h) of 66 dB(A) or greater. The 12 receptors represent 119 residential properties and a public park. The increases in noise levels are due to an increase in traffic volumes.

Noise level results for the design year build condition ranged from 61 dB(A) to 79 dB(A). Based on the design year build conditions analysis, 15 sensitive receptors approached, met or exceeded the NAC with a modeled design year Leq(h) of 66 dB(A) or greater. The 15 receptors represent 142 residential properties and two public parks. The change in noise levels from the existing condition to the build condition ranged from minus one to an increase of 11 dB(A).

Traffic noise abatement evaluation is used to identify potential noise abatement measures for impacted receptors. Noise abatement measures were considered only when the existing or predicted future traffic noise levels approach, meet or exceed the NAC, or when the predicted future noise levels of the build alternative result in a substantial increase over existing noise levels. When traffic noise impacts are identified, then noise abatement was considered and evaluated for feasibility and reasonableness.

Noise barriers are typically the most practicable noise abatement measures due to their cost effectiveness and ability to be implemented on ROW and along existing roadways. Noise barriers include noise walls, earth berms or a combination of both.

Eight locations covering 17 CNEs warranted a noise barrier analysis. The noise barriers were first evaluated for feasibility in accordance with the IDOT noise policy. All eight noise barriers could be feasibly constructed with respect to construction, maintenance, safety, utility, drainage, and each achieving a minimum five dB(A) reduction for at least one benefited receptor. However, two barriers for Receptors/CNEs R2, R21 and R22 and R10 and R11 could not achieve a minimum of eight dB(A) reduction for at least one benefited receptor location, which does not meet the IDOT noise reduction goal for the abatement to be considered reasonable. It was concluded that noise barriers at the other six locations would be unreasonable due to the cost per benefited sensitive receptor (that is, greater than the calculated allowable cost per receptor). However, an existing noise barrier is already in place for Receptors R2, R21 and R22. Further consideration is needed to determine if the existing barrier should remain or be replaced if the barrier has exceeded its structural life. Removing an existing noise barrier, even though it may not be needed based upon the new alignment, would likely elicit a negative public reaction from residents.

If during final design, constraints not foreseen in the preliminary design subsequently develops, or public input substantially changes reasonableness, abatement measures may need to be reassessed. A final decision on the installation of abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

IV. ALTERNATIVES CONSIDERED

The purpose and need shows that additional lanes will be needed on I-39/US 20 by the design year, that reconfiguration of the I-39/US 20 system interchange is needed, and that reconstruction of the I-39/Harrison Avenue interchange will be required. Build alternatives were considered for each of these locations as follows:

- I-39/US 20 mainline – Cross section alternatives to add lanes in the median.
- I-39/US 20 System Interchange – Alternatives to add lanes for through traffic on I-39 and to eliminate the substandard horizontal curves.
- I-39/Harrison Avenue Interchange – Alternatives to reconfigure the interchange to improve the poor level of service at the ramp weaving sections.

The No-Action Alternative was also considered for each location.

A. Transportation Demand Strategies

Strategic planning of traffic demand for the project area has been under the direction of the local planning organizations. This project is included in the long range plan.

B. Proposed Highway Design Guidelines

Design criteria for the project was developed from the BDE Manual and from the Bureau of Local Roads and Streets Manual (BLRS Manual). The BDE Manual was used to develop design criteria along I-39/US 20, for the interchanges, and along Harrison Avenue/US 20. Design criteria for Linden, Mulford, and Perryville Roads at the I-39/US 20 grade separations were developed from the BLRS Manual.

None of the roads under local jurisdiction (Linden, Mulford, and Perryville) have sufficient lanes to accommodate the design year traffic. The existing roadways will be improved where necessary to accommodate construction on I-39/US 20. Since the necessary improvement length is relatively short and the local agencies do not have lane addition projects programmed, the improvements will be made to match the existing number of lanes.

Design criteria for the project is included in Appendix A.

1. Alternative Typical Sections for I-39/US 20

Three build alternatives and the No-Action Alternative were considered for the I-39/US 20 mainline. All of the build alternatives would include widening I-39/US 20 to three lanes in each direction using a median barrier.

Alternative 1 – 10-Ft Shoulder Width

This alternative consists of constructing three 12-ft wide lanes in each direction with 10-ft wide inside and outside shoulders. Northbound and southbound traffic would be separated by a 3-ft wide concrete barrier. The 10-ft shoulder is the minimum width required (see Figure 20A).

The distance from the centerline to the outside of the shoulder would be 57.50-ft, compared to 54.00-ft for the existing. This widening, combined with the current requirements for 6:1 slopes within the clear zone, will likely result in the need for additional right-of-way or retaining walls at some locations along I-39.

Advantage:

- Meets current IDOT policy.

Disadvantage:

- Some additional right-of-way or retaining walls may be required.

Alternative 2 – Narrow Median Shoulders

This alternative consists of constructing three 12-ft wide lanes in each direction with a 10-ft wide outside shoulder and a 6.50-ft wide inside shoulder (see Figure 20A). Northbound and southbound traffic would be separated by a 3-ft wide concrete barrier. The additional lanes

would be constructed entirely in the existing median, and the existing lanes and outside shoulder would remain at their current location. The existing 4:1 slopes would also remain in place.

A variance would be required for the 6.5-ft inside shoulder. The 4:1 existing slopes would be allowed to remain in place under current policy.

Advantages:

- Lowest cost 6-lane alternative.
- No additional right-of-way required for six lanes.
- Simplifies stage construction if existing pavement is not removed.

Disadvantage:

- A 6.5-ft wide inside shoulder does not meet current policy, does not provide room for a disabled vehicle, and could complicate future construction staging.

Alternative 3 – 12-Ft Shoulder Width

For this alternative, three 12-ft wide lanes would be constructed in each direction with 12-ft wide inside and outside paved shoulders (see Figure 20B). Fill slopes would be flattened to 6:1 in the clear zone. Current policy indicates that 12-ft wide shoulders are preferred in areas of heavy truck traffic. The projected ADT on I-39/US 20 in the design year is 106,610 with 25% trucks, yielding an ADTT of 26,650.

The distance from the centerline to the outside of the shoulder would be 61.5-ft compared to 54.00-ft for the existing. This widening, combined with flattening the slopes within the clear zone to 6:1, will likely result in the need for additional right-of-way or retaining walls at some locations along I-39.

Advantages:

- Meets current design criteria.
- Provides 12-ft shoulders in areas of heavy truck traffic.
- Additional width could simplify future construction staging.

Disadvantages:

- Highest cost.
- More additional right-of-way or retaining walls.

2. Design Speed

Table 12 summarizes the design speeds used for all of the roadways. Included in Appendix C is a memorandum dated March 13, 2015, that discusses keeping the design speed of I-39/US 20 at 70 mph.

Table 12: Design Speeds

| ROADWAY | DESIGN SPEED |
|-----------------------------------|---------------------|
| I-39/US 20 | 70 mph |
| Harrison Ave./US 20 | 35 to 45 mph |
| Mulford at I-39/US 20 | 45 mph |
| Linden at I-39 | 45 mph |
| Perryville at I-39/US 20 | 45 mph |
| Mill Road at Harrison Ave. | 40 mph |
| Perryville at Harrison Ave. | 40 mph |
| South Mall Drive at Harrison Ave. | 30 mph |

C. No-Action Alternative

The No-Action Alternative would consist of maintaining the existing roadway, including routine maintenance and minor improvements. Some improvements could require the acquisition of small amounts of land for such items as drainage improvements. No residences or commercial businesses would likely be taken for highway use, and access to adjacent properties and travel patterns would remain unchanged.

The No-Action Alternative would fail to meet most of the items of the Purpose and Need Statement. Traffic on the existing interstate would continue to increase, and levels of service would deteriorate. The level of service on I-39/US 20 would be F in the design year.

D. I-39/US 20 System Interchange Alternatives

The existing I-39/US 20 system interchange was constructed as a three-legged trumpet with future plans to be extended to the north. The northbound extension was never constructed, and subsequent development makes it clear that extension will never occur. Through traffic on I-39 northbound travels on a one-lane ramp and merges with US 20 eastbound traffic on a standard entrance ramp. Through traffic on I-39 southbound exits on a one-lane standard exit ramp then joins the US 20 to I-39 southbound traffic creating one of the two lanes along I-39 southbound. Eastbound US 20 to southbound I-39 exits on a one-lane standard exit ramp then joins the I-39 southbound traffic creating the second of the two lanes along I-39 southbound. Northbound I-39 traffic accessing westbound US 20 uses a one-lane loop ramp with a design speed of 30 mph in the northeast quadrant of the interchange. This interchange has seven single lane structures. Figure 7 shows the existing I-39/US 20 system interchange.

1. Build Alternative A – Add Lanes to I-39

A new lane would be added to northbound and to southbound I-39 resulting in two lanes in each direction. The substandard horizontal curves would be improved to a 60 mph design speed. The existing ramp terminal at US 20 would be reconstructed to a major convergence/major divergence (see Figure 21). The construction and right-of-way cost for Alternative A are anticipated to be in the range of \$10 to \$15 million.

Advantages:

- Provides improved level of service.
- Provides a second lane in each direction on I-39 to facilitate future maintenance.
- Lowest cost build alternative.
- Simplified stage construction.

Disadvantages:

- Does not provide 70 mph design speed radius curves on I-39 as required by policy.
- Residential property impacts.

2. Build Alternative B – Realign and Add Lanes to I-39

This alternative is similar to Alternative A, except that I-39 northbound and southbound are realigned to eliminate the short tangent section, increase the radius of the horizontal curves and provide a 70 mph design speed (see Figure 22). The construction and right-of-way cost for Alternative B is estimated to be in the range of \$25 to \$30 million.

Advantages:

- Provides improved level of service.
- Provides a second lane in each direction on I-39.
- Provides a preferred alignment and highway design speed on I-39.
- Requires less right-of-way than Alternative A.

Disadvantages:

- Higher cost than Alternative A.
- More complex stage construction than Alternative A.

3. Build Alternative C – Eliminate Loop Ramp, Realign, and Add Lanes to I-39

In this alternative, lanes are added to I-39 and the alignment improved to the design standards. In addition, the 30 mph design speed north to west loop ramp is eliminated, and a free flow ramp provided (see Figure 23). The construction and right-of-way cost for Alternative C is estimated to be in the range of \$30 to \$35 million.

Advantages:

- Same as Alternative B.
- Eliminate loop ramp.

Disadvantages:

- Highest cost.
- Most complex staging.
- Significant ROW required.

E. I-39/Harrison Avenue Interchange Alternatives

The existing I-39/Harrison Avenue interchange is a full cloverleaf interchange that provides free-flow connections for all traffic movements. All ramps are one lane with 14-ft to 16-ft wide pavement, 4-ft paved inside shoulders, and 8-ft paved outside shoulders. The existing dual interchange structures carrying I-39 over Harrison Avenue are three-lane structures including an auxiliary lane. The I-39/Harrison Avenue interchange is one of three primary local access interchanges with I-39 on the east side of Rockford. It provides connections to Perryville Road and the City of Rockford to the west and to Mill Road and the Village of Cherry Valley to the east. It also serves as the through route for US 20 and its connections east to Chicago and west to Galena. The interchange also provides access to a large shopping area at South Mall Drive and the Magic Waters Waterpark immediately north. Figure 8 shows the existing I-39/Harrison Avenue interchange.

1. Build Alternative A – Diamond Interchange

The existing full cloverleaf interchange would be replaced by a diamond interchange (see Figure 24). Both ramp intersections at Harrison Avenue would be signalized. This can be constructed within the existing ROW. However, the required LOS C rating cannot be achieved in the design year. The estimated construction cost is in the range of \$35 to \$40 million.

Advantages:

- No ROW is required.
- All BDE geometric requirements can be met.
- Bridges over Harrison will not carry auxiliary lanes.
- Simplified, standard interchange type.
- Eliminates weaving on I-39 and US 20 (except NB transition to I-90 interchange).

Disadvantages:

- Even with triple left-turn lanes for the northbound off-ramp, the LOS at the Harrison Avenue intersection is D. The west ramp terminal signalized intersection with Harrison Avenue operates at LOS F in the design year as does the southbound merge with I-39.
- Construction would involve re-grading most of the interchange.
- Free flow movements only at northbound right and southbound right.

2. Build Alternative B – Four-Quadrant, Partial Cloverleaf Interchange

This alternative eliminates the 185-ft radius loop ramps in the northeast and southwest quadrants and eliminates the weaving sections within the interchange (see Figure 25). Both ramp terminal intersections at Harrison Avenue would be signalized. The northbound exit ramp will be constructed as a two-lane exit, terminating with dual left-turn lanes perpendicular to Harrison Avenue and a free-flow right-turn lane. The free-flow right turn will include a large island and parallel type acceleration lane.

The southbound exit ramp will be constructed as a standard one-lane exit ramp terminating perpendicular to Harrison Avenue. The loop ramps in the northwest and southeast quadrants would be rebuilt to better reflect current guidelines. The westbound to southbound loop will include an auxiliary acceleration lane terminating prior to structure 101-0069 (SB I-39 over the Union-Pacific Railroad). AASHTO standards can be met where it is not possible to meet all of the requirements of the BDE Manual and stay within existing ROW.

This alternative will allow improvements to ramps DB and BC (constructed with the Illinois State Toll Highway Authority, or ISTHA, improvement to I-39/I-90 tollway interchange) to remain in service (see Figure 25). Additionally, right-turn lanes can be constructed near the current alignment and some of the existing grading can be utilized in the new construction. The estimated construction cost is in the range of \$33 to \$38 million.

Advantages:

- Meets BDE requirement for improved LOS during design year.
- Eliminates weaving sections.
- Does not require purchase of private property for additional ROW.
- Can use much of existing grading with construction of new ramps.
- Simplifies stage construction.

Disadvantage:

- Geometrics can meet AASHTO, but not all BDE requirements, without purchase of ROW.

3. Build Alternative C – Single-Point, Urban Interchange

The existing full cloverleaf interchange would be replaced by a single-point, urban interchange (see Figure 26). The existing outer ramps would be reconstructed to meet current BDE standards. This can be constructed within the existing ROW. However, the required LOS C rating cannot be achieved in the design year. The estimated construction cost is in the range of \$50 to \$55 million.

Advantages:

- Little or no ROW is required.

- Only one signalized intersection.
- Bridges do not carry auxiliary lanes.
- Maximizes distance from ramp terminal on Harrison Avenue to first points of access at South Mall Drive and Mill Road.

Disadvantages:

- Signalized intersection with Harrison Avenue operates at LOS E in the design year and the southbound merge operates at LOS F.
- Structures would be larger and more complex than other alternatives.
- Complex construction staging.
- High cost.

4. **Build Alternative D – Full Cloverleaf Interchange with Collector-Distributor Roadways**

The existing full cloverleaf interchange would be replaced by a full cloverleaf interchange with collector-distributor roadways parallel to both I-39 and Harrison Avenue (see Figure 27). A collector-distributor roadway system will necessitate the purchase of substantial ROW to meet geometric standards. Residential displacement would be anticipated with this alternative. Using minimum separation of the C-D roadways (17-ft with concrete barrier), at least 28 parcels are affected. The structures will be longer and wider than several other alternatives. Also, the required LOS C rating cannot be achieved for the westbound weaving movement in the design year. The estimated construction and right-of-way cost is in the range of \$75 to \$80 million.

Advantage:

- Free-flow movements will require no signalization.

Disadvantages:

- Substantial ROW will be required, necessitating residential displacements.
- Structures would be longer and wider than other alternatives.
Not compatible with system interchange to the north because there is not enough distance between Harrison Avenue and I-90 interchanges to provide termination and weave length for NB and SB C-D roadways.
- Complex construction staging.
- High cost.

Due to the high cost, the right-of-way required, and that there is not enough distance between the I-39/Harrison Avenue interchange and the I-39/I-90 tollway interchange to provide proper weave and termination lengths for the collector-distributor roads, Alternative D is not considered feasible and was eliminated from further study.

5. Build Alternative E – Diverging Diamond Interchange (DDI)

The existing full cloverleaf interchange would be replaced by a diverging diamond interchange (see Figure 28). The DDI is a fairly new interchange design type that improves capacity by eliminating the need for left turn lanes and long queue distances. It does this by modifying the traditional diamond interchange by crossing the through lanes along the minor route (Harrison Avenue/US 20) at each ramp terminal, resulting in through traffic traveling on the left side of the road between the ramp terminals. The through lanes are crossed back over at the other ramp terminal. The estimated construction and right-of-way cost is in the range of \$40 to \$45 million.

Advantages:

- Little or no ROW is required
- Eliminates loop ramps in all quadrants.
- Eliminates weaving sections within the interchange.
- Compatible with tollway interchange to the north because it maximizes the weaving distances between the two interchanges.
- Increases left turn lane capacity without needing more lanes.
- All but two movements operate at a LOS C or better in the design year. NB weave with I-90 and SB merge with I-39 are at a LOS D.

Disadvantages:

- Complex construction staging.
- Unfamiliar interchange type.
- Requires two traffic signals along Harrison Avenue.

F. Pavement Alternatives

Based on analysis in the February 2007 Soils Report, three options were evaluated for pavement replacement or rehabilitation for I-39/US 20:

- total pavement reconstruction,
- unbonded concrete overlay, or
- crack and seal with bituminous overly

Total reconstruction of either concrete pavement with full width, full depth shoulders or full depth bituminous pavement with full width, full depth shoulders was analyzed in accordance with guidelines found in Chapter 54 of the BDE Manual. The unbonded concrete overlay with a full width, full depth outside shoulder, and a full depth, 6.5-ft wide median shoulder was analyzed using the guidelines found in the Bureau of Materials and Physical Research (BMPR) Pavement Technical Advisory, M2. The crack and seal pavement with bituminous overlay with full width, full depth outside shoulder and full depth, 6.5-ft. wide median shoulder was analyzed using the guidelines found in BMPR Reports #104 and #137.

Traffic factors were calculated using a projected ADT of the following traffic types:

PV=60655; SU=17495; MU=3600 and a design lane split of PV=8%,
SU=MU=37%;
Rigid Pavement Traffic Factor = 37.2
Flexible Pavement Traffic Factor = 30.0

From these factors the pavement options to be considered include several rigid and flexible choices.

Rigid Pavement Options: 10.75-in. Jointed Reinforced Concrete Pavement (JCRP) with tied shoulders (BDE Manual Fig. 54-4D) or 10.75-in. Continuously Reinforced Concrete Pavement (CRCP) or 13.5-in. JRCRCP (BDE Manual Fig. 54-4J)

Flexible Pavement Options: 20-in. Full-Depth Bituminous (FD) (PG 58) or 18.5-in. FD (using PG 64, 70, 74) (BDE Manual Fig. 54-5F) or 15.75-in. FD (BDE Manual Fig. 54-5L)

Other Pavement Options: Unbonded concrete overlay. According to BMDPR, PTA-M2, thickness of an unbonded overlay would be 1-in. less than new pavement. Therefore, 9.75-in. CRCP will be used for the comparison.

Crack and Seal with Bituminous overlay. According to BMDPR Research Report #137, the overlay thickness would be 13.5-in.

In order to reduce the number of options to be analyzed, the jointed concrete pavements and the 20-in. full-depth bituminous pavement were eliminated.

For the cost comparison the following assumptions were made:

1. The existing pavement is 24-ft. wide with 6-ft. inside and 10-ft. outside shoulders. The pavement structure consists of an average 3.5-in. bituminous overlay, 10-in. of concrete and 4-in. of stabilized subbase.
2. The existing median will need barrier wall and some sort of drainage provisions, but this work will be the same for all the options so these costs were ignored in this comparison.
3. A section length of 3.5 miles was used.
4. The median has 4:1 foreslopes with a 2-ft. ditch bottom. The outside slopes were assumed to be 6:1 for 18-ft.; 4:1 for 12-ft. with a 2-ft. ditch bottom and 3:1 backslopes.
5. The 10.75-in. CRCP, 15.75-in. and 18.5-in. FD bituminous pavements would be constructed with full width, full depth shoulders on both sides. The unbonded overlay and crack & seal overlay would be constructed with full depth shoulders 12-ft. outside width and a 6.5-ft. median side width.
6. A 4-in stabilized subbase is provided under the concrete paving options.
7. Recycled pavement can be used as aggregate subbase.

Quantities were calculated and prices estimated for the initial construction costs. The maintenance costs were calculated using the models in the BDE Life Cycle Cost Analysis spreadsheets. The unbonded 9.75 inch CRCP pavement was the least expensive option with the Crack and Seal pavement option being about 3% more. The 10.75 inch CRCP Pavement and the 15.75 inch FD Bituminous Pavement options were both similar to each other in overall cost and were approximately 12% to 14% more expensive than the unbonded 9.75 inch CRCP pavement and the Crack and Seal pavement options. The most expensive pavement option was the 18.5 inch FD Bituminous pavement option which was approximately 6% more than the 10.75 inch CRCP pavement and the 15.75 inch FD Bituminous pavement options.

V. DESCRIPTION AND ANALYSIS OF ALTERNATIVES STUDIED IN DETAIL

Three typical section alternatives were identified for I-39/US 20 (see Figure 20A & 20B). All three sections include three lanes in each direction with a concrete barrier median. The alternatives are:

- A. Alternative 1 - 10 ft. shoulders
- B. Alternative 2 - Narrow shoulder in median
- C. Alternative 3 - 12 ft. shoulders

Three alternatives were identified for the I-39/US 20 system interchange (see Figures 21, 22, & 23):

- A. Build Alternative A - Add lanes to I-39
- B. Build Alternative B - Realign and add lanes to I-39
- C. Build Alternative C - Eliminate loop ramp, realign and add lanes to I-39

Four feasible alternatives were identified for the I-39/Harrison Avenue interchange (see Figures 24, 25, 26, & 28):

- A. Build Alternative A - Diamond
- B. Build Alternative B - Partial cloverleaf
- C. Build Alternative C - Single point, urban
- D. Build Alternative E - Diverging Diamond

A. Attainment of Purpose and Need

All of the alternatives would satisfy the project purpose and need by improving operating conditions at the interchanges, reducing congestion in the study area, and providing geometric modifications that improve safety and provide continuity with adjacent roadway segments. As discussed below, some alternatives satisfy the project purpose and need better than other alternatives.

Of the I-39/US 20 typical section alternatives, Alternative 3 would be most effective in improving safety and operations by providing a 12-ft shoulder on a route with heavy truck traffic. Wider shoulders are also helpful during maintenance or construction activities along the interstate. In order to achieve the desired LOS C in the design year along the I-39/US 20 mainline, it was determined that it would be necessary to include auxiliary lanes on I-39/US 20 between the system interchange with US 20 and the interchange at Harrison Avenue. One auxiliary lane in each direction would be added to the proposed three lanes in each direction. A typical section is shown on Figure 29. Alternative 2, the narrow shoulder in the median, does not meet current design policy and would require a design exception.

Of the I-39/US 20 system interchange alternatives, Alternative A does not provide a 70 mph design speed as required by policy. Eliminating the loop ramp as in Alternative C provides only a marginal improvement in operation over Alternative B but this does not justify the high cost and necessary right-of-way acquisition. Alternative B would be fully compatible with a potential future project to improve the northbound I-39 to westbound US 20 movement to a 50 mph (minimum) directional ramp.

Of the four feasible I-39/Harrison Avenue interchange alternatives, Alternatives B (four quadrant partial cloverleaf) and E (diverging diamond, DDI) provide the best LOS ratings in the design year. Even with triple left-turn lanes for the northbound off-ramp, Alternative A – Diamond, only provides a LOS D at the east ramp terminal intersection with Harrison Avenue. The west ramp terminal intersection and the southbound merge are both LOS F in the design year. The signalized intersection in Alternative C – Single point, urban operates at a LOS E in the design year while the southbound merge, like the diamond type interchange, operates at LOS F. This alternative would also have complex staging and a high cost to construct.

B. Traffic Service to Region

The proposed improvement is expected to improve safety and operating conditions within the study area as well as provide continuity with adjacent roadway segments. The additional lanes and 12-ft. shoulders on the I-39/US 20 mainline will improve the LOS along the interstate, as well as simplify future traffic control for maintenance and construction.

C. Engineering Considerations Including Aesthetics

The Illinois State Toll Highway Authority (ISTHA) completed reconstruction of the I-39/I-90 tollway interchange during this Phase I study. Between the I-39/Harrison Avenue interchange and the I-39/I-90 tollway interchange, ISTHA has provided a 700 ft. northbound weaving section between the nose of the existing westbound to northbound ramp and the nose of the divergence of I-90 westbound and eastbound. The recommended alternative should maintain or increase this weaving length.

At the I-39/US 20 system interchange, the northbound I-39 and eastbound US 20 design year traffic volumes are both greater than 2000 DHV. A major convergence will be provided where these movements merge. Conversely, a major divergence will be provided for the southbound I-39 and westbound US 20 split.

The project limits do not include improvements to US 20 west of the I-39/US 20 system interchange. However, it is likely that additional lanes will be warranted in the design year. IDOT is planning to study the segment to the west as part of a future project. The structure for the southbound I-39 ramp crossing of US 20 will be designed to accommodate a six-lane cross section.

In order to provide the necessary vertical clearance at the CN and UP Railroad overpasses and at the Harrison Avenue overpass, it will be necessary to raise the I-39 profile at those locations. The minimum policy K values for sag and crest vertical curves will be provided.

At locations where structures are on horizontal and crest vertical curves there is that potential for the bridge parapets to reduce sight distance to less than minimum stopping sight distance. The sight distance at these locations were checked and inside shoulders were widened where necessary.

As part of this project, it is necessary to widen Harrison Avenue to accommodate design year traffic. Harrison Avenue will be widened to a three-lane section in each direction with curb and gutter and separated by an 18-ft raised concrete median (see Figure 30). At the interchange with I-39, Harrison Avenue will have two eastbound lanes and three westbound lanes separated by a 14-ft. raised concrete median (see Figure 30).

The intersections of Harrison Avenue with South Mall Drive and Mill Road will be improved as part of this project as well. In order to accommodate the design year traffic at the Mill Road intersection it will be necessary to widen US 20 east of Mill Road. Rather than construct lane tapers across the US 20 bridge over the Kishwaukee River, the full six-lane improvement will be extended across the bridge and the lane tapers constructed east of the bridge. Figure 31 shows the proposed typical sections at South Mall Drive and Mill Road.

None of the roads under local jurisdiction (Linden, Mulford, and Perryville) have sufficient lanes to accommodate the design year traffic. The existing roadways will be improved where necessary to accommodate construction on I-39/US 20. Since the necessary improvement length is relatively short and the local agencies do not have lane addition projects programmed, the improvements will be made to match the existing number of lanes. Figure 32 shows the proposed typical sections at Linden, Mulford, and Perryville Roads.

New two-lane grade separations will be provided along Mulford and Perryville Roads over I-39/US 20. Due to the heavy traffic volumes along Mulford and Perryville Roads, both roadways will be re-aligned at their crossing over I-39/US 20 to allow the existing structure to remain open during construction.

Guardrail will be placed along I-39 and US 20 at bridge approaches and at other locations where the embankment slope is steeper than what is required by IDOT policy.

The culvert carrying Madigan Creek beneath I-39/US 20 (SN 101-2025) was inspected in the field and an analysis of the loading on the culvert was performed (see bridge condition report approval memorandum in Appendix C). The analysis indicates that the reinforcement in the top of the slab of the structure is overstressed for the design loads. The structure is shown on the existing plans as a rigid frame. The culvert was analyzed both as a continuous slab with non-rigid connections and as a rigid frame. The calculated stresses are shown as follows:

| | Bottom Reinf. | Top Reinf. | Sidewall Reinf. |
|----------------------|---------------|---------------|-----------------|
| Non-rigid continuous | fs = 21 ksi | fs = 32.6 ksi | N/A |
| Rigid frame | fs = 15.7 ksi | fs = 25.5 ksi | fs = 27.7 ksi |

The structure was built in 1963 and the allowable stress in the reinforcement is shown on the existing plans as 20 ksi. There was no indication of overstress in the inspection, but cracking would most likely initiate in the top of the slab over the exterior or center wall. These areas cannot be easily inspected. Even though the culvert seems to be performing adequately, use of the culvert for the proposed construction is not recommended. At the median and ends of the culvert the fill is currently less than the design depth, but these areas will be filled to the design depth for the proposed construction. This will increase the loading above the current conditions. Without load testing or further evaluation of the as-built conditions, it is hard to predict if the culvert would continue to carry the loads without failure; therefore, replacement of the culvert is recommended.

Bridge condition report approval memorandums are included in Appendix C. The approvals are for SN 101-0067 & 0068, I-39 over Canadian National Railroad, SN 101-0069 & 0070, I-39 over Union Pacific Railroad, SN 101-0071 & 0072, I-39 over Harrison Avenue, SN 101-0098, Perryville Road over I-39/US 20, and SN 101-0131 Mulford Road over I-39/US 20.

D. Important Social Economic and Environmental Effects

The proposed project may result in impacts to the Cherry Valley Path (also called the Swanson Park Recreation Path). Unavoidable park and recreational area impacts will be minimized to the extent practicable during design and construction phases and further consultation with the Village of Cherry Valley will be required. The proposed relocation of the Cherry Valley Path may be considered a Section 4(f) *de minimis* impact by the FHWA.

Filling for roadway widening or other construction projects would impact floodplain resources. Coordination and authorization will be required from the IDNR-OWR for encroachment on any public body of water with mapped floodway or an upstream drainage area greater than one square mile in urban areas.

The proposed project would impact several identified waterways and wetlands in the study area. Madigan Creek, an unnamed tributary of the Kishwaukee River, the Kishwaukee River and three wetlands are within the study area. Impacts to waterways and wetlands will be minimized to the

extent practicable during design and construction phases. Compensatory mitigation will be developed for unavoidable impacts to waterways and wetlands as required by the CWA in consultation with IDOT and the USACE.

No effect on cultural resource sites were identified within the proposed project ROW. Phase II investigations will be required should any resources be discovered during either the design or construction phases of the project.

The PESA identified 29 sites along the project route that were determined to contain RECs. Although RECs are present, this project has been cleared for Special Waste Coordination. If all sites containing RECs are avoided, then a PSI is not required.

No impacts to threatened or endangered species locations and natural areas are anticipated for this project.

The project will generate minimal air quality impacts for criteria pollutants compared to the no-build alternative and has not been linked with any special MSAT concerns.

A noise analysis indicates that eight locations covering 17 CNEs warranted a noise barrier analysis. However, two barriers for Receptors/CNEs R2, R21 and R22 and R10 and R11 could not achieve a minimum of eight dB(A) reduction to at least one benefited receptor location, which does not meet the IDOT noise reduction goal for the abatement to be considered reasonable. The noise barriers at the other six locations would be unreasonable due to the cost per benefited sensitive receptor (that is, greater than the calculated allowable cost per receptor).

Table 13 summarizes the potential environmental impacts and recommended mitigation.

Table 13: Environmental Impact Matrix for the Recommended Alternative

| Sensitive Environmental Areas | Potential Impacts of the Proposed Improvements (1) | Recommended Mitigation |
|---------------------------------------|--|--|
| Parks & Recreational Areas | | |
| Magic Waters | No impact | - |
| Southeast Community Park | No impact | - |
| Cherry Valley Path | Potential <i>de minimis</i> 4(f) impact | Bike path relocation and improved drainage |
| Butler Park | No impact | |
| Waterways & Floodplains | | |
| Madigan Creek | 300 ft. | Permit/coordinate with USACE, IEPA |
| Unnamed Tributary | 420 ft. | Permit/coordinate with USACE, IEPA |
| Kishwaukee River | 260 ft. | Permit/coordinate with USACE, IEPA |
| Floodplains & Floodways | 2.3 ac. & 0.5 ac. | Permit/coordinate with IDNR-OWR |
| Wetlands | | |
| Site 1 | 0.03 acre | Permit/coordinate with USACE, IEPA |
| Site 2 | 0.17 acre | Permit/coordinate with USACE, IEPA |

| | | |
|--|-------------------------|--|
| Site 3 | 0.04 acre | Permit/coordinate with USACE, IEPA |
| Cultural Resource Sites | No impact | - |
| Special Waste Sites | TBD during design phase | If RECs are not avoided, a PSI is required |
| Threatened & Endangered Species Locations | No impact | - |
| Natural Areas | | |
| County Line Forest Preserve | No impact | - |
| Air Quality | No impact | - |
| Noise | 17 CNEs | Noise barriers did not meet the feasible and reasonable abatement criteria |

1. Final impacts to be revised with updated surveys and design.

E. Utility Involvement/Drainage Considerations

1. Utilities

Utilities in the project area include underground fiber optic, telephone, sanitary sewer, water and gas and underground and above ground electric. Fiber optic and electric are located along most of I-39/US 20 along the south and east side of the roadway. The existing utilities are shown on Figure 33.

2. Drainage

The drainage study began with requests for information from various bureaus and agencies. These included:

1. Copies of construction plans for the I-39/U.S. 20 south interchange.
2. Copies of construction plans for I-39.
3. Copies of construction plans for the I-39/Harrison Avenue interchange.
4. Copies of construction plans for the structure conveying Madigan Creek under I-39.
5. Copies of construction plans for the structure carrying U.S. 20 over the Kishwaukee River.
6. Aerial survey of the project area.
7. Requests for flooding information from the Village of Cherry Valley, City of Rockford, and Winnebago County through IDOT District 2.
8. Requests for flooding information from IDOT District 2.

Existing Drainage

Surface topography through the project area is rolling. Roadway elevations vary from 738-ft. to 852-ft. above sea level. The soil categories encountered, generally from south to north, include Fayette-Palsgrove, Flagler-Warsaw-Hononegah, and Tama-Ogle-Plano. The area soils are predominately silt loam.

Land use east and west of the I-39/US 20 system interchange is residential. The land use on the north side of this interchange is industrial. Along the I-39/US 20 corridor, between the south interchange with US 20 and the interchange with I-90, the land use along the west side is primarily agricultural, with pockets of residential and commercial. Magic Waters Park is also located at the north end of the project. The east side of I-39/US 20 is primarily residential, with pockets of commercial and agricultural. Harrison Avenue, west of the I-39 interchange, is commercial. US 20, east of the I-39/Harrison Avenue interchange, is suburban residential.

The general drainage pattern throughout the project area is from west to east, towards the Kishwaukee River. Flow to the river through the project area is collected and conveyed by Madigan Creek, various smaller unnamed streams, and roadside ditches.

In addition to 41 culverts, ranging in size from 24-in. to 84-in. pipe culverts, there are 3 structures that will be affected by this project. Structure 101-2025, a twin 12-ft.X10-ft. box culvert, carries Madigan Creek and the Cherry Valley Path under I-39/US 20 at the southern tip of the I-39/Harrison Avenue interchange. The natural flow of Madigan Creek was re-routed to the structure when the I-39/Harrison Avenue interchange was constructed in 1963. Structures 101-0073 and 101-0074 carry US 20 over the Kishwaukee River east of Mill Road.

A small (15-in.) storm sewer currently exists under Harrison Avenue, through the I-39 interchange limits. The pipes drain to 24-in. culverts, which subsequently outlet to roadside ditches. This system was constructed as part of the interchange construction project in 1963.

The existing roadside ditches through the project limits generally meet current design criteria. Except in areas surrounding structures, the fore-slopes are 4:1 and back-slopes are 3:1 (except in areas of rock cut). Ditches are generally constructed with a flat bottom, though in many areas the ditches have since become silted.

The median ditch at the southern edge of the I-39/US 20 system interchange (sta. 2529+50 to sta. 2552+75) is used to provide stormwater detention prior to its release to an unnamed stream conveying the flow to the Kishwaukee River. This detention reduces the rate of flow through a residential area on the east side of I-39.

The General Location Drainage Map and Existing Drainage Plan are included in Appendix D, Figures D-1, D-2, and D-3.

Identified Drainage Problems

Officials were contacted at the City of Rockford, the Village of Cherry Valley, Winnebago County, and IDOT regarding previous flooding within the project limits. This information was evaluated in addition to the available published information provided in the Winnebago County Flood Insurance Study and the applicable Flood Insurance Rate Maps.

Major flooding has been observed in Cherry Valley due to high waters of the Kishwaukee River. Madigan Creek has a history of overflowing its banks during major storm events. Evacuation of homes along Mill Road (near the eastern terminus of the project limits) was necessary during the flood of July 3, 1978.

On September 4, 2006, and during August 7-8, 2007, Rockford and Cherry Valley were sites of severe flooding. Surveillance reports for both events were obtained from the Illinois Department of Natural Resources (IDNR). Commercial areas south and west of Cherry Vale Mall, within the Madigan Creek drainage basin, experienced overbank flooding and channel bank erosion along Madigan Creek. About 20 residences were damaged by floodwaters east of I-39 and north of the Union-Pacific Railroad embankment. Vandiver Road (south of Harrison Avenue) in the vicinity of South Mall Drive was overtopped during both events. Additionally, the Union-Pacific Railroad embankment experienced a catastrophic failure after headwaters increased to 6-ft over the top of the corrugated metal pipe (CMP) culvert under the railroad on August 7, 2007. It is believed that damage from these floods was partially due to debris and obstructions present in and adjacent to drainage structures.

The Village of Cherry Valley reported that Harrison Avenue was overtopped west of South Mall Drive during both of these flood events. The Village is also concerned about erosion and capacity in the ditch along the north side of Harrison Avenue west of I-39, draining to the culvert identified as Culvert 24 on the Existing Drainage Plan (see Appendix D). The Village also expressed concerns regarding debris and ice collection in the box culvert and ditch on the south side of Harrison Avenue immediately west of Ramp CA (eastbound to southbound) and the capacity of the concrete ditch along the west side of Ramp CA to Culvert 23 (Structure 101-2025, conveying Madigan Creek and the Cherry Valley Path under I-39).

Concerns have been raised with both IDOT and the City of Rockford regarding discharges from the I-39 corridor potentially affecting the residential area east of I-39 along Rainbow Ridge Drive and Brookdale Road, though specific locations could not be recalled, nor could a direct relationship to I-39/US 20 be shown. However, limiting the flow rate out of IDOT right-of-way to current levels will not worsen existing drainage problems downstream.

Identified Base Floodplains

FEMA Flood Insurance Rate Maps indicate floodways crossing the corridor at 3 locations:

Canadian-National Railroad grade separation
Madigan Creek
Kishwaukee River

Limits of floodway zones are shown on the general location drainage map in Appendix D.

Existing Culverts

Existing drainage areas were delineated on USGS topographic maps and basin design flows were determined using the Rational Method (or USGS Method) as shown in the IDOT Drainage Manual. Existing culverts were identified from survey information, construction plans, and site inspection. Existing culvert locations, sizes and drainage areas are shown on the Existing Drainage Plan (see Appendix D) and in Table 14. Table 14 also shows the basin design flows used to evaluate if the existing culvert has adequate capacity. More detailed information is included in the small culvert reports for this project.

Table 14: Existing Culverts

| Culvert | Station | Chain | Existing Culvert Size | Basin | Drainage Area (Acres) | Basin Design Flow (cfs) |
|---------|---------|-----------|-----------------------|----------------------|-----------------------|-------------------------|
| 1 | 2516+85 | EXI39 | 60" | A | 164 | 443.21 |
| 2 | 2538+90 | EXI39 | 60" | B+B1+C+C1 | 159 | 355.64 |
| 3 | 88+55 | SBRBD | 53"X34" | B | 115 | 229.25 |
| 4 | | | Abandoned | | | 0.00 |
| 5A | 82+97 | SBRBD | 36" | (C+C1)/2 | 14.5 | 54.29 |
| 5B | 83+09 | SBRBD | 36" | (C+C1)/2 | 14.5 | 54.29 |
| 5C | 40+03 | NBRDB | 36" | (C3)/2 | 5 | 18.72 |
| 6 | 72+99 | SBRBD | 48" | C1 | 12.6 | 37.88 |
| 7 | 103+31 | LINDENRD | 24" | C4 | 4 | 12.50 |
| 8 | 2560+98 | EXI39 | 36" | C5 | 13 | 50.50 |
| 8A | 65+46 | SBRBD | 36" | C5+C4+C2+(C3)/2 | 30 | 57.80 |
| 9 | 1153+87 | EXUS20 | 48" | D | 39 | 126.71 |
| 10 | 2570+03 | EXI39 | 60" | D+D2 | 53 | 168.14 |
| 11 | | | Abandoned | | | 0.00 |
| 12 | 75+02 | WBRDA | 24" | E | 14 | 55.00 |
| 13 | 2581+08 | EXI39 | 30" | E+H1 | 31 | 119.83 |
| 14 | 55+73 | SBRBD | 54" | D+D2+E+H1+F | 103 | 289.84 |
| 15 | 58+40 | NBRDB | 54" | D+D2+E+H1+F+(C3)/2 | 108 | 289.84 |
| 16 | 51+42 | MULFORD | 36" | H | 16 | 44.71 |
| 16A | 52+50 | MULFORD | 36" | E1 | 8 | 27.08 |
| 17 | 49+09 | MULFORD | 36" | E2 | 13 | 43.24 |
| 18 | 2616+63 | EXI39 | 48" | H2+E1+H | 42 | 118.41 |
| 19 | 2618+11 | EXI39 | 48" | H3 | 19 | 58.32 |
| 20 | 2641+83 | EXI39 | 40" | H4 | 42 | 116.05 |
| 21 | 2649+94 | EXI39 | 2@84" | G+H5 | 1361 | 721.50 |
| 22 | 30+51 | PERRYVILL | 36" | H5 | 16 | 55.74 |
| 23 | 2708+96 | EXI39 | 2 @ 12'X10' | see hydraulic report | 3712 | 1382.00 |
| 24 | 139+52 | HARRISON | 4'X4' | I12 | 246 | 285.00 |
| 24A | 298+49 | PBELLRD | 24" | | 4 | 16.70 |
| 25 | 19+01 | HARRBC | 24" | I5 | 7 | 27.22 |
| 26 | 150+17 | HARRISON | 36" | I1+I2 | 10 | 36.80 |
| 27 | 8+94 | HARRCA | 24" | I11 | 3 | 12.64 |
| 28 | 10+95 | HARRCA | 36" | I4 | 4 | 30.30 |
| 29 | 13+94 | HARRCA | 24" | I10 | 4 | 16.85 |
| 30 | 9+00 | HARRAD | 24" | I9 | 5 | 21.06 |
| 31 | 2723+63 | EXI39 | 36" | I3 | 7 | 32.80 |
| 32 | 2725+32 | EXI39 | 36" | I2 | 4 | 18.10 |
| 33 | 17+50 | HARRDB | 24" | I6 | 3 | 12.64 |
| 34 | 8+03 | HARRDB | 24" | I7 | 5 | 19.44 |
| 35 | 21+01 | HARRAD | 24" | I8 | 4 | 16.85 |
| 36 | 1336+43 | HARRISON | 6'X4' | I6+I7+I13+I15 | 151 | 321.50 |
| 36A | 405+01 | PRMILL3 | 6'X4' | I6+I7+I13+I15+I16 | 171 | 372.20 |
| 36B | 500+11 | RELFRONT | 6'X4' | I6+I7+I13 | 143 | 306.50 |
| 37 | 1355+24 | HARRISON | 36" | J | 90 | 147.50 |

Some features of the existing culverts include the following:

- Culvert 2 restricts outflow from IDOT right-of-way, purposely detaining storm water within the 15 acre infield area. This appears to function satisfactory and reduces the flow rate into the residential area east of I-39.
- Culverts 14 and 15 restrict outflows from IDOT right-of-way, purposely detaining storm water within the 13.5 acre infield area (see drainage basin F on Existing Drainage Plan, Appendix D). This appears to function satisfactory and reduces the flow rate into the residential area east of I-39.
- Culvert 21, a double 84” diameter pipe culvert, carries an unnamed tributary under I-39/US 20 and the CN railroad.
- A hydraulic report was completed for Culvert 23, a double 12-ft.X10-ft. box culvert, which carries Madigan Creek and the Cherry Valley Path under I-39/US 20.

F. Possible Mitigation Measures

Mitigation for the proposed improvement includes erosion and sediment control. IDOT standard procedures will be followed for compliance with NPDES permits.

Other mitigation issues are addressed in Section V.–D. Important Social, Economic, and Environmental Effects of this report and include potential impacts to the Cherry Valley Path, floodplains, waterways, wetlands, and noise abatement.

G. Discussion of Costs and Benefits

A preliminary cost estimate for the improvement is included in the Conclusions/Recommendations Section of this report.

The benefits of the project are improved levels of service for the mainline and interchanges, a reduction in congestion in the study area, and improved system continuity. Additional lanes on I-39/US 20 will also simplify traffic control during future maintenance and construction work.

H. Priority of Implementation

Level of service in the study area will continue to deteriorate until this improvement is made. The first construction segment would be the widening of I-39/US 20 between the I-39/US 20 system interchange and the I-39/Harrison Avenue interchange. The next construction segment would include reconstruction of the I-39/Harrison Avenue interchange and all improvements along Harrison Avenue to the intersections on either side of its interchange with I-39. The improvements to the I-39/US 20 system interchange would be the final construction segment.

VI. COORDINATION ACTIVITIES

A. Local Government/Metropolitan Planning Organizations

The Rockford Metropolitan Agency for Planning (RMAP) has included widening I-39/US 20 and reconstructing the interchanges in their Year 2040 Long Range Transportation Plan (see Figure 6).

Meeting were held with representatives from the Village of Cherry Valley, the Winnebago County Highway Department and the Rockford Park District to discuss various aspects of the project. Meeting minutes are included in Appendix C.

B. State and Federal Agencies

The project has been presented to the FHWA at bi-monthly coordination meetings on October 10, 2007, June 4, 2008, December 2, 2010 and December 7, 2018. Meeting minutes for these meetings are included in Appendix C.

VII. PUBLIC INVOLVEMENT ACTIVITIES

A. Informational Meetings/Property Owner Contacts

Public Meeting No. 1

A public informational meeting for the I-39/US 20 project was held at the Cherry Valley Village Hall on October 25, 2007. A total of 72 persons attended the meeting. The meeting was held in an open house format with representatives from the Illinois Department of Transportation and the consulting firm of Hanson Professional Services Inc. These representatives were on hand to answer questions and review comments.

On display at the public informational meeting was an aerial photo of the project area and maps showing existing traffic, projected traffic, and accident history. Alternatives for widening the interstate and for reconstructing the I-39 interchanges with US 20 and with Harrison Avenue were available for viewing and discussion. A computer simulation model was used to show anticipated traffic congestion on the interstate both with and without the proposed improvements.

Public response to the project was received following the public informational open house meeting. Responses included statements of support as well as criticisms with most common point expressed being concern over excess noise and noise abatement. A noise study will be completed as part of the preliminary engineering study for this improvement. The results of the noise study will be reviewed with affected property owners. Other issues from the public informational meeting were project schedule and need for additional right-of-way. It is anticipated that at least one additional public informational meeting will be held prior to completion of Phase I. There is no organized public opposition to the project.

A newsletter was prepared prior to the public meeting and mailed to property owners and concerned citizens (see Appendix E). Comments received and responses are included in Appendix E.

Public Meeting No. 2

A second public meeting for the I-39/US 20 project was held at the Christ the Rock Lutheran Church on March 23, 2017. A total of 80 persons attended the meeting. The meeting was held in an open house format with representatives from the Illinois Department of Transportation and the consulting firm of Hanson Professional Services Inc. These representatives were on hand to answer questions and review comments.

On display at the second public informational meeting was an aerial photo of the project showing the proposed improvements, proposed right-of-way, permanent and temporary easements, wetlands, and floodplains. Other displays showed crash data, typical sections, lane configuration through the Harrison Avenue interchange, noise analysis process and results, and the relocation of the Cherry Valley Path. A computer simulation was on display as well showing how traffic travels through a diverging diamond interchange.

Public response to the project was received following the public informational open house meeting. Responses included statements of support as well as criticisms with most common point expressed being concern over excess noise and noise abatement. A noise analysis was completed for this project and a summary of the results of this analysis is included in Section III.D of this report. Other issues from the second public informational meeting were project schedule and need for additional right-of-way. It is anticipated that Phase I will be completed by the end of 2017. There is no organized public opposition to the project.

A project mailer was prepared prior to the second public meeting and mailed to property owners and concerned citizens (see Appendix E). Comments received and responses are included in Appendix E as well.

Other Public Involvement: Other correspondence with various members of the public are also included in Appendix E

C. Commitments

A commitment for this project is to provide an additional public informational meeting prior to the beginning of construction specifically for the purpose of educating the general public with respect to the operation of and navigation through this new type of interchange (DDI, see VIII. Conclusions/Recommendations).

A second commitment for this project is to re-evaluate the bridge condition report (BCR) at the Kishwaukee River bridge just east of the US 20/Mill Road intersection during Phase 2 of the project. The Phase 1 BCR recommends structure widening and deck replacement over a complete replacement. A 0.1% grade will be retained across the structure for the Phase 1 study. When funding is available for Phase 2, the Phase 1 BCR will be re-evaluated. If the BCR then shows a complete replacement is recommended, a hydraulic report and new structure will be

designed to accommodate raising the profile grade as necessary hydraulically to achieve the required 0.5% grade for new structures. Figures 34A and 34B show proposed structure sketches for US 20 over the Kishwaukee River (SN 101-0073 and SN 101-0074).

A third commitment for this project is to conduct additional noise testing and analysis during Phase II, the detailed design and plan preparation phase of this project. This commitment was made in response to concerns voiced by several property owners during the second public informational meeting. The commitment is documented in various response letters provided in Appendix E.

VIII. CONCLUSIONS/RECOMMENDATIONS

A. Recommended Design Alternative

The recommended I-39/US 20 mainline typical section alternative is Alternative 3. This alternative meets current design criteria, provides 12-ft shoulders in an area of heavy truck traffic, and will simplify future construction staging. In addition to the three lanes in each direction, northbound and southbound auxiliary lanes are included between the I-39/US 20 system interchange and the I-39/Harrison Avenue interchange (see Figure 29). The auxiliary lane is necessary to provide a LOS C in the design year.

At the I-39/US 20 system interchange, Alternative B is the recommended alternative (see Figure 35A & 35B). Alternative B which realigns and adds lanes to I-39 meets the project purpose and need and the current design criteria without any alignment or profile variances. Alternative A was eliminated because it does not meet the design criteria. Eliminating the loop ramp as in Alternative C would be advantageous, but does not justify the high cost and necessary ROW acquisition. The recommended alternative will be fully compatible with a potential future project to improve northbound I-39 to westbound US 20 movement to a 50 mph (minimum) directional ramp. The interchange design study for I-39/US 20 system interchange is included in Volume II of this report.

At the I-39/Harrison Avenue interchange, two alternatives, the four-quadrant partial cloverleaf type A and the DDI, were carried forward for further study. Both alternatives can be constructed within existing right-of-way and both would improve the LOS of the interchange. With the partial cloverleaf alternative, two loop ramps still remain. Although the weaving movements between the loop ramps are removed with this interchange type, a low design speed of 30 mph is still necessary at the loop ramps to avoid encroachment onto residential parcels in the northwest quadrant of the interchange and to avoid conflicts with the outer connector ramp and Tuggle Drive in the southeast quadrant of the interchange. With the DDI alternative, all loop ramps are eliminated. The existing northbound weaving distance between the I-39/Harrison Avenue

interchange and the I-39/I-90 tollway interchange is 700-ft. Both alternatives increase the northbound weaving distance. The partial cloverleaf alternative increases this distance to 995-ft while the DDI increases this distance to 1,300-ft. As with the existing cloverleaf interchange, the DDI has no left turn conflicts while the partial cloverleaf alternative would introduce two left

turn movements onto Harrison Avenue. The DDI would be slightly more expensive to construct, \$42 million for the DDI compared to \$38 million for the partial cloverleaf.

It was proposed that the DDI replace the existing cloverleaf interchange because it eliminates the loop ramps in all quadrants, it eliminates the weaving sections within the interchange, it increases the left turn lane capacity without the need for additional lanes, and it works best with the close proximity of the I-39/I-90 tollway interchange to the north by maximizing the weaving distances between the interchanges. The Missouri Department of Transportation (MoDOT) noted that the DDI geometry also has calming features that reduce speeds while maintaining capacity (Double Crossover Diamond Interchange, Federal Highway Administration Publication No.: FHWA-HRT-09-054). Figure 28 shows a schematic of the proposed DDI alternative and the interchange design study for the DDI is included in Volume II of this report.

The overall proposed improvements include converting the existing cloverleaf layout at the I-39 and Harrison Avenue interchange to a diverging diamond interchange (DDI) and modifying the I-39/US 20 system interchange to two lanes in each direction and a 70 mph design speed along the I-39 mainline through the interchange. As part of the improvements, there will be three lanes in each direction along Harrison Avenue from west of South Mall Drive to east of Mill Road and I-39/US 20 will be widened to three lanes plus an auxiliary lane in each direction from south of the I-39/Harrison Avenue interchange to the I-39/US 20 system interchange. The additional right-of-way required for this project is anticipated to be 7.31 acres. The additional temporary easement required for this project is anticipated to be 2.09 acres. The additional permanent easement required for this project is anticipated to be 0.26 acres.

Plan and profile drawings for the recommended alternative are included in Volume II of this report. Interchange design studies at the I-39/US 20 system interchange and at I-39/Harrison Avenue interchange along with intersection design studies at Harrison Avenue/South Mall Drive and at US 20/Mill Road are also included in Volume II of this report. The existing and proposed geometry sheets are also included in Volume II.

B. Design Features

1. I-39/US 20 System Interchange

For details of the proposed interchange, see the Interchange Design Study in Volume II. Type, size, and location (TS&L's) studies were prepared for several structures within this interchange including I-39 northbound (Ramp DB) over Linden, I-39 northbound to US 20 westbound (Ramp DA) over I-39 southbound (Ramp BD), I-39 southbound (Ramp BD) over US 20, and Linden Road over I-39 southbound (Ramp BD). These TS&L's are included in Volume II of this report.

Design Criteria

The interchange will be designed in accordance with the interchange design criteria contained in Appendix A. The design speed will be 70 mph. Typical sections for the interchange ramps are shown in Figure 36A and 36B.

Right-of-Way

Additional right-of-way required at the I-39/US 20 system interchange is estimated to be approximately 0.88 acres along the I-39 southbound ramp (Ramp BD) near Sta. 118+00 to Sta. 129+42 and near Sta. 192+00 to Sta. 203+00. There are no anticipated displacements.

Major Divergence – Northbound and Southbound

A major divergence is proposed where I-39 and US 20 traffic split, both for northbound and southbound traffic. The BDE Manual (Section 37-6.03(a)) states that a major divergence should be provided where two freeways separate. I-39 and US 20 are both freeways at this location. Since the interstate is considered the preferred route, a two-lane exit would require that US 20 be marked on the exit ramp. In each case this would result in a left-hand exit, or a right-hand exit and flyover. The BDE manual (37-6.01(a) 2.) states that interchange designs should not use left-hand exit terminals.

Major Convergence - Northbound

A major convergence is proposed where northbound I-39 and eastbound US 20 merge. The BDE Manual (Section 37-6.04(a)) states that a major convergence should be provided where two freeways merge. I-39 and US 20 are both freeways at this location. Since the interstate is considered the preferred route a two-lane entrance ramp would require that U.S. 20 be marked on the entrance ramp. This would require a left-hand entrance or realignment or a right-hand entrance and flyover. A left-hand entrance is not consistent with BDE requirements.

Standard Entrance - Southbound

A standard entrance ramp terminal is proposed for eastbound US 20 to southbound I-39 traffic merging with I-39 southbound traffic. The US 20 to I-39 traffic volume is relatively low. Eastbound US 20 to southbound I-39 is one-lane and can use a standard right-hand entrance to merge with I-39 southbound.

Profile of Southbound I-39

Southbound I-39 (Ramp BD) crosses US 20, the northbound I-39 to westbound US 20 ramp (Ramp DA), and Linden Road. Three profile alternatives were evaluated for these grade separated crossings:

- Alternative 1 – I-39 over all three
- Alternative 2 – I-39 under all three
- Alternative 3 – I-39 over US 20, under Ramp DA and under Linden Road.

The criteria used for evaluating the alternatives was a 70 mph design speed and 16 ft.-9 in. vertical clearance for all grade separations.

Alternative 1 – This alternative meets the required design criteria but requires construction of embankments up to 60-ft. high. The total earthwork would exceed 800,000 cy. Most of this material could be provided from within the interchange.

Alternative 2 – The minimum profile elevation for the alternative would be at the US 20 underpass at an elevation of approximately 798-ft. This is below the elevation of the available drainage outlets. A significant drainage easement and drainage ditch across adjacent property, or a pump station, would be required.

Alternative 3 – This alternative meets the required design criteria, but requires temporary runarounds at Linden Road and the ramp during construction. Some temporary closures or one-lane traffic may be required at Linden Road.

Alternative 2 was eliminated due to the need for a drainage easement or pump station.

Alternative 1 was eliminated due to the cost and potential settlement associated with the high embankment.

Alternative 3 is the recommended alternative. Alternative 3 may require shoulder widening at structures for sight distance at bridge parapets on horizontal curves.

Southbound I-39 Structure over US 20 (Ramp BD)

The curved structure for Ramp BD over US 20 crosses US 20 at a high skew angle. While highly skewed structures are normally avoided, this represents the best available solution at this location.

A typical layout would place a pier in the median parallel to existing US 20 and a parallel pier on either side of US 20 outside the clear zone. The bridge would be skewed approximately 65.5 degrees to the local tangent of the alignment at the station of the median pier. However, in order to minimize the effects of the skew we propose the use of two straddle bent piers set radially. Each pier will have two columns and a cap which will support the curved girder superstructure. Pier 1's northerly column will be set behind a concrete barrier for the westbound lanes. Its southerly column will be located in the median of US 20. Pier 2's southerly column will be located outside the clear zone of the eastbound lanes. Its northerly column will be located in the median of US 20. The abutments will be supported on piles but will be constructed on MSE embankment. The closest points of the north MSE wall would be located behind a concrete barrier for westbound lanes. The south MSE wall would be located outside the clear zones of US 20. The abutments, like the piers will be constructed such that the bearing lines for the curved girders will be radial to the curve.

The total structure depth (including super elevation) would be approximately 10.5-ft, requiring an adjustment to the existing ramp profile. Since the bridge is on a horizontal curve and a crest vertical curve it will be necessary to widen the shoulder to 18-ft to prevent the parapet from blocking the sight distance. The bridge shoulders were widened at I-39 southbound (Ramp BD) over US 20. This information is shown on the I-39/US 20 system interchange design study in Volume II of this report.

IDOT has plans to add lanes to US 20 west of our project study area. This is part of a future IDOT project. The anticipated typical section will have three lanes in each direction. This was used to set the bridge width for southbound I-39 over US 20.

Northbound I-39(Ramp DB) Structure over Linden Road

Bridge shoulders were also widened along I-39 northbound (Ramp DB) over Linden Road. To improve the sight distance at this location the inside shoulders were widened to 18-ft. This information is shown on the I-39/US 20 system interchange design study in Volume II of this report.

Weaving

The distance between the I-39/Harrison Avenue interchange and the I-39/US 20 system interchange to the south is 2.84 miles. This allows adequate distance for acceleration, deceleration, and weaving to take place between interchanges and was not analyzed further. In addition, an auxiliary lane is included in each direction between the I-39/US 20 system interchange and the I-39/Harrison Avenue interchange creating four lanes in each direction.

2. I-39/US 20 Mainline

Design Criteria

The interstate will be designed in accordance with the design criteria contained in Appendix A. The design speed will be 70 mph.

Typical Section

Additional lanes along I-39/US 20 are important for increased capacity and continuity with adjacent sections. In addition to the three lanes in each direction along I-39/US 20, northbound and southbound auxiliary lanes will be included between the US 20 system interchange and the Harrison Avenue interchange. The proposed typical section will have 48-ft. pavement in each direction with 12-ft. inside and outside shoulders. The through lanes will be separated by a 27-ft. median with a 3-ft. wide concrete median barrier (see Figure 29).

Retaining Walls

Retaining walls will be constructed along I-39/US 20 where shown on the plan and profile sheets (see Volume II). The retaining walls are used to avoid taking right-of-way in residential areas. Material selection for retaining walls will be based on an economic analysis at the time of design.

Mulford Road Grade Separation

Due to widening of I-39/US 20, it will be necessary to replace the Mulford Road structure over I-39/US 20. A proposed plan and profile drawing for Mulford Road is included in Volume II. In order to maintain two-way traffic on Mulford Road during construction, the new structure is offset from the existing alignment. Approximately 1.28 acres of right-of-way is needed along the east side of Mulford Road (see plan sheet, Volume II). Figure 32 shows the proposed Mulford Road typical section. The TS&L for Mulford Road over I-39/US 20 is included in Volume II of this report.

Perryville Road Grade Separation

The existing Perryville road structure has a substandard vertical clearance. This structure will be replaced during widening. A proposed plan and profile drawing for Perryville Road is included in Volume II. Approximately 2.26 acres of right-of-way and 0.12 acres of temporary easement are needed along Perryville Road (see plan sheet, Volume II). Figure 32 shows the proposed Perryville Road typical section. The TS&L for Perryville Road over I-39/US 20 is included in Volume II of this report.

Right-of-way

Besides the right-of-way needed along Mulford and Perryville Roads, additional right-of-way, approximately 0.78 acres, is needed along the south side (right side) of I-39/US 20 between Sta. 2638+00 and Sta. 2655+00. A temporary easement of 0.10 acres is needed near the UP railroad crossing (see plan sheets, Volume II).

Shoulder Pavement

In accordance with BDE Provisions Memorandum 15-02, the shoulders on I-39/US 20 will be built as pavement using the same material, details, and design as the mainline pavement. This will also apply to the segments of I-39 through the interchanges and to US 20 east of the I-39/Harrison Avenue interchange.

I-39/US 20 Structures Over CN & UP Railroads

The length of the structures over the CN railroad near I-39 Sta. 2648+00 will include space for an additional track. The I-39/US 20 profile at this location was raised to accommodate the vertical clearance over the CN tracks. The proposed profile is shown on the profile sheets and on the TS&L for these structures included in Volume II of this report. A permanent easement of 0.19 acres is needed at the CN Railroad.

The length of the structures over the UP railroad near I-39 Sta. 2684+59.76 will be increased to provide space for an additional track and an access road. To provide the appropriate vertical clearance the mainline profile was raised by decreasing the vertical curve length at Sta. 2684+10.60 from 1000-ft. vertical curve to 700-ft. vertical curve. The approach grades remained unchanged. The meeting minutes for this conference call are included in Appendix C. Type, Size, and Location studies were prepared for these structures and are included in Volume II of this report. A permanent easement of 0.07 acres is needed at the UP Railroad.

3. I-39/Harrison Avenue Interchange

The DDI presents a modern interchange design that has some similarities with the design of a conventional diamond interchange. The main differences are in the manner left turn and through movements navigate between the crossroad intersections with ramps. On the crossroad, traffic crosses over to the left side of the roadway between the intersections of the interchange. Once on the left side of the roadway, vehicles can turn left onto freeway entrance ramps without stopping and without conflicting with through movements. This interchange utilizes typical diamond type ramps, modified at the crossroad intersections.

The primary elements of a DDI are:

- Left-turn and through movements are relocated to the opposite side of the roadway. Relocating traffic to the left side of the roadway creates unopposed left turns at the ramp intersections with the minor route.
- Median width is increased to allow for flaring required for reverse curves on the approaches to the signalized ramp terminal intersections.
- Pedestrian crossings are accommodated by installing cross walks and signals with pedestrian signal heads at the intersections. The arterial median within the interchange can be utilized for pedestrians and bikes; paths can also be built along the outside.
- The DDI interchange type has diverge, merge, and crossing conflict points, 18 conflict points in total. Four of these conflict points are located on the interstate and the remaining 14 points are located on the lower speed cross road, Harrison Avenue, where traffic speed is somewhat controlled by traffic signals and proper curvature of the median/islands through the interchange area.

The DDI and the interstate were studied in more detail to determine the lane and ramp layout. The northbound exit ramp will be constructed as a two-lane exit ramp terminal. The southbound exit ramp is a standard exit ramp terminal. The northbound and southbound entrance ramps will be constructed as entrance ramp terminals with an auxiliary lane. Mainline I-39/US 20 will be three lanes in the southbound direction and two lanes in the northbound direction through the interchange (see Figure 29). South of the interchange, and continuing to the I-39/US 20 system interchange, there will be three-lanes each direction and an auxiliary lane in each direction. These auxiliary lanes will terminate as southbound entrance and northbound exit ramps. Proposed ramp typical sections are shown in Figures 36A and 36B. Figure 37 shows the lane configuration of the DDI at I-39 and Harrison Avenue. The I-39/Harrison Avenue Interchange Design Study is included in Volume II of this report.

Design Criteria

The interchange will be designed in accordance with the interchange design criteria contained in Appendix A. The design speed will be 70 mph along I-39, 35 to 45 mph along Harrison Avenue, and 35 to 50 mph for the interchange ramps.

Right-of-way

Approximately 0.08 acres of right-of-way will be needed in the northwest quadrant of the I-39/Harrison Avenue interchange to accommodate the I-39 southbound exit ramp (Ramp C). As discussed in the Environmental Resources section of this report, the Cherry Valley Path will be relocated as shown on the plan sheets included in Volume II of this report. Approximately, 1.74 acres of temporary easement is necessary to remove the existing path and relocate the path to its proposed location.

Weaving movements

Reconstructing the existing cloverleaf interchange to a DDI eliminates the weaving movements within the interchange but not with the I-39/I-90 tollway interchange to the north which is only 0.68 miles north of the I-39/Harrison Avenue interchange. The Illinois State Toll Highway Authority (ISTHA) completed reconstruction of the I-39/I-90 tollway interchange in 2009. Between the existing I-39/Harrison Avenue interchange and the reconstructed I-39/I-90 tollway interchange, the ISTHA has constructed a 700-ft northbound weaving section between the nose of westbound to northbound ramp and the nose of the divergence of I-90 westbound and eastbound. The proposed DDI when compared to other alternatives considered, maximizes these weave distances to 1300-ft in the northbound direction and 1700-ft in the southbound direction.

Lane Balance

Increasing the number of northbound through lanes from 2 to 3 creates some challenges with respect to lane balance and lane tapers from the north side of the I-39/Harrison Avenue interchange through the divergence of ramps G and H at the I-39/I-90 tollway interchange, regardless of the alternative selected. There is not enough distance between the interchanges to adequately develop standard configurations. The DDI reduces the weaving activity to the traffic entering on ramp A that will exit on ramp G to westbound I-90. Further, the arrangement can meet most AASHTO minimum recommendations. The item not able to meet AASHTO minimum recommendations is the distance beyond the I-39/Harrison Avenue interchange for the lane drops on ramps G and H (I-90 tollway westbound and eastbound ramps).

Proposed Traffic

The proposed DDI at I-39 and Harrison Avenue removes the loop ramps from within the interchange area which eliminates the weaving movements between these ramps. The remaining movements are the two weaves with I-90, the northbound major diverge, and the southbound major merge. The remaining movements within the DDI were then analyzed to determine the LOS along with the ramp terminal signals with Harrison Avenue. HCS 2010 software program was used to determine LOS for the two weave segments on I-39 and the major merge and diverge. Since HCS 2010 software program cannot accurately model the lane placement and unique signal timing of the ramp terminal signals, the VISSIM model was used to determine the LOS along Harrison Avenue. The year 2040 modeling information for the proposed DDI is shown in Table 15. The VISSIM model is discussed further in the *System Operations* section of the Access Justification Report (AJR) for I-39 at US 20 (Harrison Avenue) which was completed as part of this project and approved in May of 2016.

Table 15: I-39/Harrison Avenue Design Year Movement LOS – 2040 Build

| Movement | Type of Maneuver | 2040 Build | |
|--------------------------------------|---------------------------|---------------|----------|
| | | Peak Hour LOS | PC/MI/LN |
| Northbound I-39 to Harrison Avenue | Major Diverge | C | 22.7 |
| Northbound I-39 from Harrison Avenue | One-Sided Weave with I-90 | D | 30.4 |
| Southbound I-39 to Harrison Avenue | One-Sided Weave with I-90 | C | 23.4 |

| | | | |
|--------------------------------------|-------------|---|------|
| Southbound I-39 from Harrison Avenue | Major Merge | D | 33.7 |
| Northbound I-39 On/Off Ramp | Signal | C | 24.0 |
| Southbound I-39 On/Off Ramp | Signal | B | 17.4 |

As shown in Table 15 above, the northbound weave with I-90 remained a LOS D (see Table 6 for No Build weave LOS) while the southbound weave with I-90 improved from a LOS E in the 2040 no build (see Table 6) to a LOS C with the 2040 build conditions. With the DDI, the weaving lengths between the two interchanges were maximized as compared to other interchange types considered. Figure 38 shows the proposed weaving traffic and proposed ramp traffic of the DDI. Seventy-three percent (73%) of the northbound entrance ramp traffic weaves to the left to continue on I-39 northbound. In the southbound direction, only 13% of I-90 westbound to I-39 southbound traffic weaves to the right to exit at Harrison Avenue. Again, maximizing this weaving distance with the DDI alternative creates the best LOS.

With the 2040 no build conditions, the northbound I-39 diverge ramp for the existing cloverleaf was a LOS F (first line in Table 5) and the southbound I-39 merge ramp was a LOS F as well (fourth line in Table 5). With the DDI, the northbound I-39 major diverge improved to a LOS C (first line in Table 15 above) and the southbound I-39 major merge improved to a LOS D (fourth line in Table 15 above). As shown in Table 15, the ramp terminal signals with Harrison Avenue have LOS of C and B for the 2040 build condition.

I-39 over Harrison Avenue

The proposed I-39 structures over Harrison Avenue are 2-lanes in the northbound direction and 3-lanes in the southbound direction with 12-ft. inside and outside shoulders provided. IDOT District 2 recommended increasing the vertical clearance at this location to 16-ft. due to several instances of the bridge being struck by trucks. To provide this 16-ft. vertical clearance the I-39 profile was adjusted to the minimum vertical curve length and a 4-span bridge was proposed. The 4-span bridge allows shallower beams to be used also increasing the vertical clearance. A TS&L was prepared for these structures and is included in Volume II of this report.

4. Harrison Avenue/US 20

Harrison Avenue will be improved from South Mall Drive to Mill Road. These are the first points of access on either side of the I-39/Harrison Avenue interchange. Lanes will be added to Harrison Avenue and to the crossroads at the intersections to improve capacity. Figure 37 shows the proposed lane configuration along Harrison Avenue from South Mall Drive to Mill Road.

Typical Section

Harrison Avenue will be widened to a three-lane section in each direction with curb and gutter and separated by an 18-ft raised concrete median. Figure 30 shows the Harrison Avenue/US 20 proposed typical section.

Design Criteria

Harrison Avenue/US 20 will be designed in accordance with the design criteria contained in Appendix A. The design speed will be 35 to 45 mph along Harrison Avenue/US 20.

Intersections with Harrison Avenue/US 20

Intersection design studies were completed for South Mall Drive/Harrison Avenue and for Mill Road/US 20 and are included in Volume II of this report. Proposed typical sections for South Mall Drive and Mill Road are shown in Figure 31. Additional right-of-way, approximately 2.03 acres, is needed in the northwest quadrant of the Mill Road/US 20 intersection for the re-alignment of the frontage road and is shown on the plan sheet included in Volume II of this report. Also shown on the Mill Road plan sheet is the temporary easement in the northeast quadrant of the Mill Road intersection with US 20. A temporary easement of approximately 0.13 acres is needed so the two existing cemetery entrances can be closed but connected with an access road and a new cemetery entrance provided further north along Mill Road opposite the frontage road intersection.

C. Proposed Drainage

The proposed improvement will widen existing I-39/US 20 from the I-39/US 20 system interchange to the I-39/Harrison Avenue interchange. The design criteria used for drainage items is included in Appendix A. The proposed drainage plan is included in Appendix D. The area currently serving as the existing grass median will be filled to accommodate some of the widening and the inside shoulders. A concrete barrier will be installed to separate the northbound and southbound lanes.

The proposed reconstruction of the I-39/US 20 system interchange will be drained by an open drainage system with culverts, where necessary, to maintain existing flow patterns. Basin B1, comprising the median between stations 2527+00 and 2558+50, will be used for drainage detention, significantly expanding the current area of detention provided between stations 2530+00 and 2550+00. The new basin created will be approximately 29 acres, compared to the existing basin area of approximately 15 acres. It is anticipated that this basin can provide 58 acre-feet of storage, with additional storage available in basins C, C5, and C5A west and north of basin B1. This will maintain the discharge rate from the median to the southeast at its present rate.

The re-alignment of the northbound and southbound I-39 ramps will change the character and size of several drainage basins within the right-of-way. It will also create several additional sub-basins. Table 16 shows the size, station, contributing basins for each culvert, drainage area, and basin design flow. Culverts 4 and 11 have been previously abandoned. Culverts 6 and 10 will remain in place. Culverts 5A, 5B, 5C, 7, 8, 8A, 14, 15 and 16 will be removed. New culverts include 5D, 8B, 8C, 8D, 14A, and 16B. The remaining culverts surrounding the I-39/US 20 system interchange will be removed and replaced as shown on the proposed drainage plan sheets 1 and 2 (see Appendix D) and Table 16 and include the following: 1, 2, 3, 9, 12, 13, 14/15, and 16A. Also, shown in the table below is the use of restrictors or future liners on most of the proposed culverts. Restrictors were proposed on culverts that outlet to residential areas where the flow needed to remain unchanged. Future liners were proposed at culverts that were longer in length and that were located under roadways carrying large amounts of traffic.

Table 16: Proposed Culverts

| Culvert | Station | Chain | Proposed Culvert Size | Basin | Drainage Area (Acres) | Basin Design Flow (cfs) |
|---------|---------|-------|-----------------------|-------|-----------------------|-------------------------|
|---------|---------|-------|-----------------------|-------|-----------------------|-------------------------|

| | | | | | | |
|-------|---------|-----------|---------------------------------|----------------------|-------|---------|
| 1 | 2516+85 | EXI39 | 84" | A | 164 | 443.21 |
| 2 | 2538+90 | EXI39 | 72" w/ 60" restrictor | B+B1+C+C1+C5+C5A | 178 | 355.64 |
| 3 | 185+17 | SBRBD | 72" | B | 115 | 229.25 |
| 4 | | | Abandoned | | | 0.00 |
| 5A | 82+97 | SBRBD | 36", Existing Removed | (C+C1)/2 | 14.5 | 54.29 |
| 5B | 83+09 | SBRBD | 36", Existing Removed | (C+C1)/2 | 14.5 | 54.29 |
| 5C | 40+03 | NBRDB | 36", Existing Removed | (C3)/2 | 5 | 18.72 |
| 5D | 169+65 | PRAMPBD | 48" | C+C1 | 18.3 | 54.02 |
| 6 | 72+99 | RAMPAD | 48" Existing to remain | C1 | 12.6 | 37.88 |
| 7 | 103+31 | LINDENRD | 24", Existing Removed | C4 | 4 | 12.50 |
| 8 | 2560+98 | EXI39 | 36", Existing Removed | C5 | 13 | 50.50 |
| 8A | 65+46 | SBRBD | 36", Existing Removed | C5+C4+C2+(C3)/2 | 30 | 57.80 |
| 8B | 48+55 | PRAMPDB | 48" w/ 36" restrictor | C2A | 8.12 | 21.19 |
| 8C | 163+61 | PRAMPBD | 66" w/ 60" future liner | C5 | 16.9 | 62.89 |
| 8D | 99+20 | LINDENRD | 66" w/ 60" future liner | C5+C5A | 19.3 | 70.61 |
| 9 | 1153+87 | EXUS20 | 66" w/ 60" future liner | D | 39 | 126.71 |
| 10 | 2570+03 | EXI39 | 60", Existing to remain | D+D2 | 53 | 168.14 |
| 11 | | | Abandoned | | | 0.00 |
| 12 | 75+02 | WBRDA | 54" w/ 48" future liner | E | 14 | 55.00 |
| 13 | 2581+08 | EXI39 | 54" w/ 48" future liner | E+H1 | 31 | 120.53 |
| 14 | 55+73 | SBRBD | 54", Existing Removed | D+D2+E+H1+F | 103 | 289.84 |
| 15 | 58+40 | NBRDB | 54", Existing Removed | D+D2+E+H1+F+(C3)/2 | 108 | 289.84 |
| 14A | 151+39 | PRAMPBD | 66" w/ 60" future liner | F+D2+D | 58.3 | 176.3 |
| 14/15 | 59+47 | PRAMPDB | 60" w/ 54" restrictor | C3+H1+E+F+D2+D | 97 | 290.71 |
| 16 | 51+42 | MULFORD | 36", Existing Removed | H | 16 | 44.71 |
| 16A | 52+50 | MULFORD | Double 48" w/ 36" future liners | E1 | 8 | 27.08 |
| 16B | 51+61 | MULFORD | Double 54" w/ 48" future liners | H | 16 | 44.71 |
| 17 | 49+05 | MULFORD | Double 48" w/ 36" future liners | E2 | 13.2 | 43.24 |
| 18 | 2616+63 | EXI39 | Double 54" w/ 48" future liners | H2+E1+H | 42.1 | 118.41 |
| 19 | 2618+11 | EXI39 | Double 48" w/ 36" future liners | H3 | 19.46 | 58.32 |
| 20 | 2641+83 | EXI39 | 54" w/ 48" future liner | H4 | 42 | 116.05 |
| 21 | 2649+94 | EXI39 | 2@84" | G+H5 | 1361 | 721.50 |
| 22 | 30+51 | PERRYVILL | Double 48" w/ 36" future liners | H5 | 15.6 | 55.74 |
| 23 | 2708+96 | EXI39 | 3 @ 9'X9' | see hydraulic report | 3712 | 1382.00 |
| 24 | 139+52 | HARRISON | 60" | I12+I5 | 250 | 227.52 |
| 24A | 298+49 | PBELLRD | 24" | I15 | 4 | 15.03 |
| 25 | 19+01 | HARRBC | 24", Existing | I5 | 7 | 27.22 |

| | | | Removed | | | |
|-----|---------|----------|-------------------------|----------------------|--------|--------|
| 26 | 150+17 | HARRISON | 48" w/ 36" future liner | I1+I2+J1+J2 | 13.4 | 46.31 |
| 27 | 8+94 | HARRCA | 24", Existing Removed | I11 | 3 | 12.64 |
| 28 | 403+57 | RAMPD | 48" w/ 36" future liner | I4+I1+I2+I3+J1+J2 | 27.18 | 108.37 |
| 29 | 13+94 | HARRCA | 24", Existing Removed | I10 | 4 | 16.85 |
| 30 | 9+00 | HARRAD | 24", Existing Removed | I9 | 5 | 21.06 |
| 31 | 2723+63 | EXI39 | 54" w/ 48" future liner | I3 | 6.14 | 17.96 |
| 32 | 2725+32 | EXI39 | 48" w/ 36" future liner | I2+J1 | 4.43 | 17.46 |
| 33 | 17+50 | HARRDB | 24", Existing Removed | I6 | 3 | 12.64 |
| 34 | 8+03 | HARRDB | 24", Existing Removed | I7 | 5 | 19.44 |
| 35 | 21+01 | HARRAD | 24", Existing Removed | I8 | 4 | 16.85 |
| 36 | 1336+38 | HARRISON | 8'X6' Box | I6+I7+I13+I15 | 146.43 | 337.37 |
| 36A | 405+01 | PRMILL3 | 8'X6' Box | I6+I7+I8+I13+I15+I16 | 169.6 | 386.18 |
| 36B | 500+13 | RELFRONT | 8'X6' Box | I6+I13 | 135.2 | 312.11 |
| 37 | 1355+24 | HARRISON | 54" w/ 48" future liner | J | 59.3 | 145.43 |
| 39 | 317+51 | RAMPC | 36" | J2 | 2.1 | 8.12 |
| 40 | 102+00 | RAMPA | 36" | J1 | 1.77 | 7.70 |
| 41 | 217+00 | RAMPB | 48" w/ 36" future liner | I9 | 1.59 | 6.39 |

Culverts 18, 19, 20, 21, 22, and 23 are located along I-39/US 20 between the system interchange and the Harrison Avenue interchange. Culverts 18, 19, 20 and 22 will be removed and replaced as shown on the proposed drainage plan sheet 3 and Table 16. Culvert 21 is a double 84-in diameter culvert with junction box that then goes under the CN railroad. IDOT District 2 will work with the CN railroad to determine what is necessary at this culvert location. Culvert 23 (SN 101-2025) is a double 12-ft X 10-ft box culvert that carries Madigan Creek under I-39/US 20 near Sta. 2708+96. It also carries the Cherry Valley Path under I-39/US 20. A hydraulic report was completed for Culvert 23 as part of this project and recommends the existing culvert be removed and replaced with a triple box culvert, 3 at 9-ft. span by 9-ft. rise. It is proposed that the Cherry Valley Path then be relocated (see more path discussion in Section III.D.1).

The median within the 8-lane section of I-39/US 20 will be paved, necessitating a storm sewer system. A preliminary layout of inlets and storm sewer was prepared for the I-39/US 20 corridor, accommodating a 50-year storm event without encroachment onto the travel lanes. Drainage structures type 4 or 5 will be used. The proposed outlets for this system will primarily be at the locations which presently outlet drainage from the existing median. The side slopes of I-39/US 20 will follow the approved design criteria and will tie into the existing slopes.

The proposed reconstruction of Harrison Avenue, with curbs and gutters and 18-ft. raised median between South Mall Drive and Mill Road requires a storm sewer which will replace and expand the existing closed drainage system. Outlet pipes into the roadside ditches and open interchange areas will generally be in similar locations. Some existing culverts may be able to remain in service, depending on their condition. Though there will be curb and gutter in this segment, the

drainage ditch locations will not change significantly due to the location of existing culverts conveying drainage out of the IDOT right-of-way.

The proposed layout of the I-39/Harrison Avenue interchange will change the ramp configurations from a cloverleaf to a diverging diamond. The existing embankments of the original ramps will remain in place where possible. The result of this proposed change is that new drainage basins are created and therefore new culverts are required (see Table 16 and Appendix D). Culverts 25, 27, 29, 30, 33, 34, and 35 will be removed. New culverts will be placed under each of the proposed ramps. These culverts are 39, 40, 41, and 42. These culverts direct the storm water to the same drainage basins as the existing culverts. All the other culverts draining the I-39/Harrison Avenue interchange will be removed and replaced as shown on the proposed drainage plan sheet 4 (see Appendix D) and Table 16 and include culverts 24A, 24, 26, 28, 31, 32, 36, 36A, 36B, and 37.

The proposed reconstruction of US 20 east of Mill Road will require a drainage system comprised of median inlets, culverts, and roadside ditches similar to the existing system. Drainage structures type 4 or 5 will be used. Drainage from the paved median will be collected in inlets and conveyed to the roadside ditches at locations similar to the existing system. Some culvert pipes may be able to be left in place and remain in service, with pipe extensions to the proposed ditch line.

Roadside Ditches

Proposed roadside ditches along I-39/US 20 are trapezoidal, with a 4-ft. wide bottom. In some areas, existing ditches of 1.5-ft. width can be maintained. Ditches will be a minimum of 3-ft. deep. The ditches will collect runoff from the highway and the enclosed median storm sewer and will outlet at crossroad culverts. The proposed ditch designs follow the existing drainage patterns.

Harrison Avenue, between South Mall Drive and Mill Road will be a curbed section. However, ditches will remain outside the curb to accept and convey the interchange ramp area drainage and the outlets from the enclosed drainage system.

US 20 east of Mill Road will be reconstructed with roadside ditches that will follow the existing drainage patterns. Trapezoidal ditches will be constructed with a 4-ft. bottom width. The ditches will carry the discharge from the culverts carrying the median drainage and the sheet flow from the travel lanes. The ditches in this segment drain to the Kishwaukee River.

Drainage easements are not anticipated for this project. Drainage from the right-of-way will continue to outlet at the existing locations.

Outlet Treatments

Construction of the proposed facilities will not alter the outlet locations. Culverts that need replaced will be sized to retain the existing flow rates at the outlet locations.

Culvert 2 is undersized for the area it drains. Upon communication with IDOT District 2, it was determined that at this location the pipe was deliberately sized to restrict the outflow rate and

detain drainage in the interchange infield. The area of this detention basin within the infield will be increased with the proposed construction due to the realignment of the south interchange of I-39 and US 20.

Floodplain Encroachments

The existing corridor currently crosses two identified Floodway Zones and one Special Flood Hazard Area according to a review of the most recent published Flood Insurance Rate Maps (FIRM) covering the project area:

- Kishwaukee River floodway
- Madigan Creek floodway
- Unnamed Tributary of Kishwaukee River flood zone

The crossing of the Kishwaukee River floodway is a transverse crossing. However, from Mill Road to the east Winnebago County line, the north side-slope of US 20 is a boundary of the Kishwaukee River flood plain area. The area is designated Zone AE, and the base flood elevation is 727-ft.

The crossings of the Madigan Creek floodway and the Unnamed Tributary of Kishwaukee River flood zone are both transverse crossings. The Madigan Creek floodway is designated Zone AE and the base flood elevation on the west side of I-39/US 20 is 745-ft. On the east side of I-39/US 20, the base flood elevation is 741-ft. The Unnamed Tributary of Kishwaukee River flood zone is designated Zone A, and no base flood elevation has been established.

Each of the three floodway and floodplain crossings identified above cross under the existing corridor through existing structures. The hydraulic capacities of these structures will not be affected by the proposed construction.

Culvert 2 currently conveys storm water from the I-39 right-of-way to an adjacent unnamed ditch flowing to the Kishwaukee River. The culvert currently drains basins B, B1, C, and C1 totaling 159 acres. The culvert was undersized to restrict the outflow to the unnamed ditch, due to the proximity of residential developments in the adjacent area.

Under the current proposal, southbound I-39 will be routed over US 20, under the I-39 northbound to US 20 westbound ramp (Ramp DA), and under Linden Road. This scenario creates a low point elevation of 820.50-ft. on southbound I-39 at station 165+50. Drainage of this low point will be toward Culvert 2. The proposed area drained by Culvert 2 includes proposed basins B, B1, C, C1, C5, and C5A, totaling 178 acres. Basins C5 and C5A drain toward Culvert 2 due to the routing of Ramp BD under Linden Road. The median area included in basin B1 will be enlarged from 15 to 29 acres and will provide over 58 acre-ft of available detention capacity to restrict the outflow. During the design storm, 9.2 acre-ft of storm water detention capacity is required. Culvert 2 can remain a 60-in diameter pipe at its current elevation.

Basin I-12 currently drains to the ditch on the north side of Harrison Avenue just west of the I-39/Harrison Avenue interchange. Drainage from the north enters the ditch from the ditch line

parallel to the southbound-westbound I-39 off-ramp (Ramp BC) and from culverts from South Bell School Road. A 4-ft. X 4-ft. box culvert (Culvert 24) conveys this drainage under Harrison Avenue and toward a series of ditches and culverts ultimately draining to Madigan Creek (Culvert 23, Str. 101-2025, 12-ft. X 10-ft. twin box culvert under I-39/US 20). Based on an analysis of sheet flow in this basin, Culvert 24 appears to be undersized. However, given the flood surveillance information presented in Appendix F, it appears that Culvert 24 was not damaged in either storm.

Resolution of Identified Drainage Problems

The sizing and maintenance of the culvert under the Union Pacific Railroad, the culvert running south under the parking lot on the south side of Harrison Avenue just west of the eastbound-southbound ramp (Ramp D), and Harrison Avenue west of South Mall Drive all affect the ability of IDOT rights-of-way to drain adequately.

The culvert heading south under the parking lot on the south side of Harrison Avenue just west of the eastbound-southbound ramp (Ramp D) runs across private property toward Madigan Creek. Maintenance personnel from local and state jurisdictions can keep the culvert entrance free of debris and ice. The ditch along the south side of Harrison is also proposed to be a 4-ft. wide trapezoidal ditch, which would also improve ditch capacity at this location. Under the proposed design, runoff from Harrison Avenue will be captured in an enclosed storm sewer. East of Station 141+50 (about 200-ft. east of Culvert 24), the storm water will be routed to the infield area of Ramp D (the SW quadrant of the I-39/Harrison Avenue interchange). With the removal of the interior ramp (existing Ramp BD), this area can be re-graded to become a detention area.

Erosion and capacity concerns along the ditch on the north side of Harrison Avenue can be addressed in several ways. First, the existing ditch has accumulated silt in the years since it was constructed. The proposed ditch will be a 4-ft. wide trapezoidal ditch. Areas along this ditch which are subject to frequent high-velocity flows can be lined with riprap. A curb and gutter typical section is proposed for this segment of Harrison Avenue which will eliminate the runoff from the westbound lanes of Harrison Avenue.

The paved ditch on the west side of I-39/US 20 immediately north of Madigan Creek will be removed and a new ditch will be constructed. The proposed ditch should be designed to accommodate the flows from Culverts 24 and 28 and should be constructed to accommodate the high flow rates expected during the design storm event.

Waterway and Floodplain Permits

As previously described, the existing corridor currently crosses two areas identified as Floodway Zones and one area identified as a Special Flood Hazard Area. Proposed work in these areas includes widening of the existing roadways from two lanes in each direction to four lanes in each direction. This project will require U.S. Corps of Engineers (USCOE) Section 404 Permits, Illinois Environmental Protection Agency (IL EPA) 401 Water Quality Permits, and Illinois Department of Natural Resources-Office of Water Quality (IDNR-OWR) Permits. Areas where permits are likely required are described below.

Culvert 21, a double 84-in. diameter culvert conveying an unnamed tributary to the Kishwaukee River under I-39/US 20, will require an IDNR-OWR Statewide Permit #12 since the drainage area is greater than 640 acres and will most likely be considered “urban” or “urbanizing”.

A hydraulic report was prepared for Culvert 23 (Structure 101-2025), a 12-ft. X 10-ft. twin box culvert conveying Madigan Creek under I-39/US 20, as a part of this project. Results of the hydraulic analysis indicate that the proposed 9-ft X 9-ft triple box culvert meets the requirements of IDNR-OWR Statewide Permit #12.

All other culverts will require a USCOE Section 404 Permit and an IL EPA 401 Water Quality Permit. This includes any fill material, culvert extensions, and bridge piers placed within waters of the United States.

D. Design Exceptions

The design exceptions for the project are listed in Table 17 below. This project has been presented at four bi-monthly meetings, October 10, 2007, June 4, 2008, December 2, 2010, and December 7, 2018. The meeting minutes from these meetings are included in Appendix C. Design Criteria Checklists (BDE 3107:Level 1 and BDE 3108 : Level 2) and Design Exception Request Forms (BDE 3100) are included in Appendix G.

Table 17. Proposed Design Exceptions

| LEVEL 1 DESIGN EXCEPTIONS | | | | | |
|---|--|----------------------------|-------------------------------|--|---|
| | LOCATION (AGENCY JURISDICTION) | BDE MIN. | AASHTO MIN. (IF DIFFERENT) | PROPOSED DESIGN | JUSTIFICATION |
| Design Speed | I-39 | 75mph | | LOS E | EXISTING POSTED SPEED LIMIT OF 65 MPH IS APPROPRIATE FOR THIS URBAN FRINGE AREA AND WILL REMAIN. GEOMETRY REQUIRED FOR 75 MPH DESIGN SPEED WOULD RESULT IN NINE DISPLACEMENTS. CONTINUITY WITH TOLLWAY SPEED LIMIT TO NORTH |
| STOPPING SIGHT DISTANCE | RAMP BD (IDOT) | 730' | | 645' | STOPPING SIGHT DISTANCE LESS THAN REQUIRED FOR 70 MPH DUE TO THE COMBINATION OF HORIZONTAL AND VERTICAL CURVATURE. AN 18' WIDE LEFT SHOULDER ON THE STRUCTURE OVER US 20 IS PROPOSED TO PROVIDE SSD REQUIRED FOR A 65 MPH DESIGN. |
| STOPPING SIGHT DISTANCE | RAMP DB (IDOT) | 730' | | 637' | STOPPING SIGHT DISTANCE LESS THAN REQUIRED FOR 70 MPH DUE TO THE COMBINATION OF HORIZONTAL AND VERTICAL CURVATURE. AN 18' WIDE LEFT SHOULDER ON STRUCTURE OVER LINDEN RD. IS PROPOSED TO PROVIDE SSD OF 637', 8' LESS THAN 65 MPH DESIGN. |
| NONE | | | | | |
| LEVEL 2 DESIGN EXCEPTIONS | | | | | |
| I-39/Harrison Avenue Interchange | | | | | |
| INTERCHANGES: LEVEL OF SERVICE-- WEAVING AREA | I39SB WEAWE NORTH OF HARRISON AVE. (TOLLWAY) | LOS C | | LOS E | THE CONSTRAINTS IMPOSED BY THE EXISTING SOUTHBOUND CONVERGENCE IN TOLLWAY'S JURISDICTION MAKE INCREASING THE WEAWE LENGTH INFEASIBLE. |
| INTERCHANGES: LEVEL OF SERVICE-- WEAVING AREA | I39NB WEAWE NORTH OF HARRISON AVE. (TOLLWAY) | LOS C | | LOS D | THE CONSTRAINTS IMPOSED BY THE EXISTING DIVERGENCE IN TOLLWAY'S JURISDICTION MAKE INCREASING THE WEAWE LENGTH INFEASIBLE. |
| LANE BALANCE | I39NB APPROACHING HARRISON AVE. (IDOT) | BDE MANUAL SECTION 37-2.03 | | 4-LANE SECTION WILL DROP TO A 2-LANE SECTION AT EXIT RAMP TERMINAL | LANE BALANCE IS NOT ACHIEVED ON I39NB APPROACHING HARRISON AVENUE. THE 4-LANE SECTION WILL DROP TO 2 MAINLINE LANES AND A 2-LANE EXIT RAMP AT THE TERMINAL. THIS IS NECESSARY TO AVOID MAJOR OPERATIONAL CONCERNS FURTHER NORTH. ADEQUATE SIGNING WILL BE PROVIDED AHEAD OF DIVERGENCE. |
| I-39/US 20 System Interchange | | | | | |
| DISTANCE BETWEEN CRITICAL SECTION C-C AND PT | CURVE DB-3 (IDOT) | 200' | | 135' | THIS IS TO FACILITATE THE CHANGE IN CROSS SLOPE PRECEDING THE CURVE. |
| US 20/ Mill Road Intersection | | | | | |
| SHOULDER WIDTH | ON US 20 EAST OF MILL ROAD | 10' | | 8.5' | TO MATCH EXISTING. SEE BI-MONTHLY MEETING MINUTES, JUNE 2008, IN APPENDIX D. |
| TURN LANE DECELERATION DISTANCE | US 20WB AT MILL ROAD | 570' | | 465' RT TURN 335' LT TURN | THE WESTBOUND TURN LANE DECELERATION DISTANCES ARE FOR A 50 MPH DESIGN SPEED INSTEAD OF 65 MPH. THE PLANNED POSTED SPEED WILL BE 50 MPH THUS POLICY WILL BE MET. |

E. Stage Construction

The proposed improvements will be completed in three construction phases. The first construction segment (Phase 1) will include widening of I-39/US 20 from its current 4-lane section with depressed median to an 8-lane section with a concrete barrier median. The second construction segment (Phase 2) will include the re-construction of the I-39/Harrison Avenue interchange along with all improvements along Harrison Avenue. The third and final construction segment (Phase 3) will include the modifications to the I-39/US 20 system interchange. Stage Construction plans and figures for the proposed improvement are included in Volume II of this report. The Work Zone Safety and Mobility Transportation Management Plan for the proposed improvement is included in Appendix C.

F. Estimate of Cost

A preliminary estimate of cost was prepared for the project and was divided into the same construction segments/phases as discussed in Section E. above. Appendix H shows the estimate of cost for each construction segment/phase and for the overall project as well.

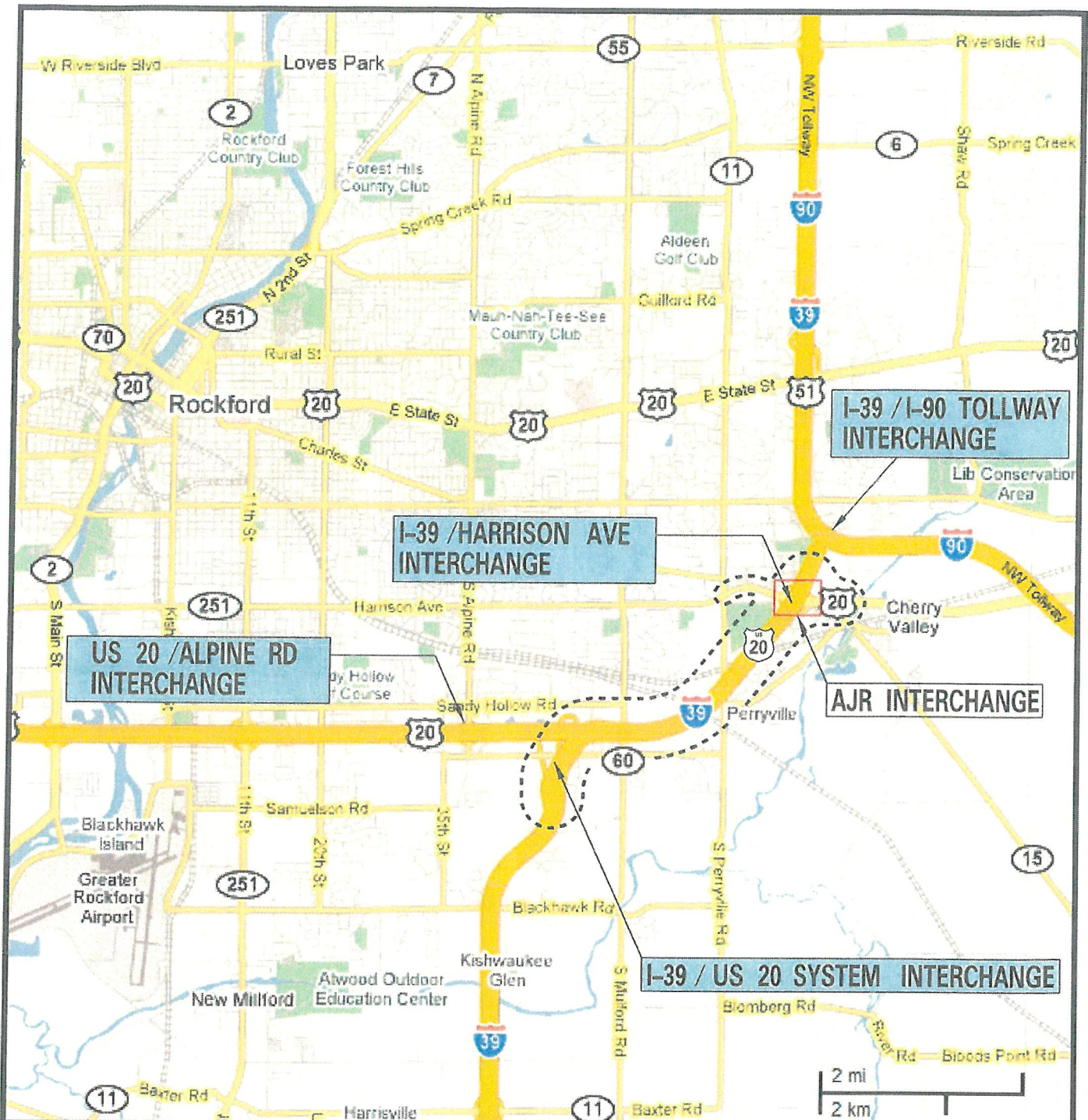


 LOCATION OF PROJECT



LOCATION MAP
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

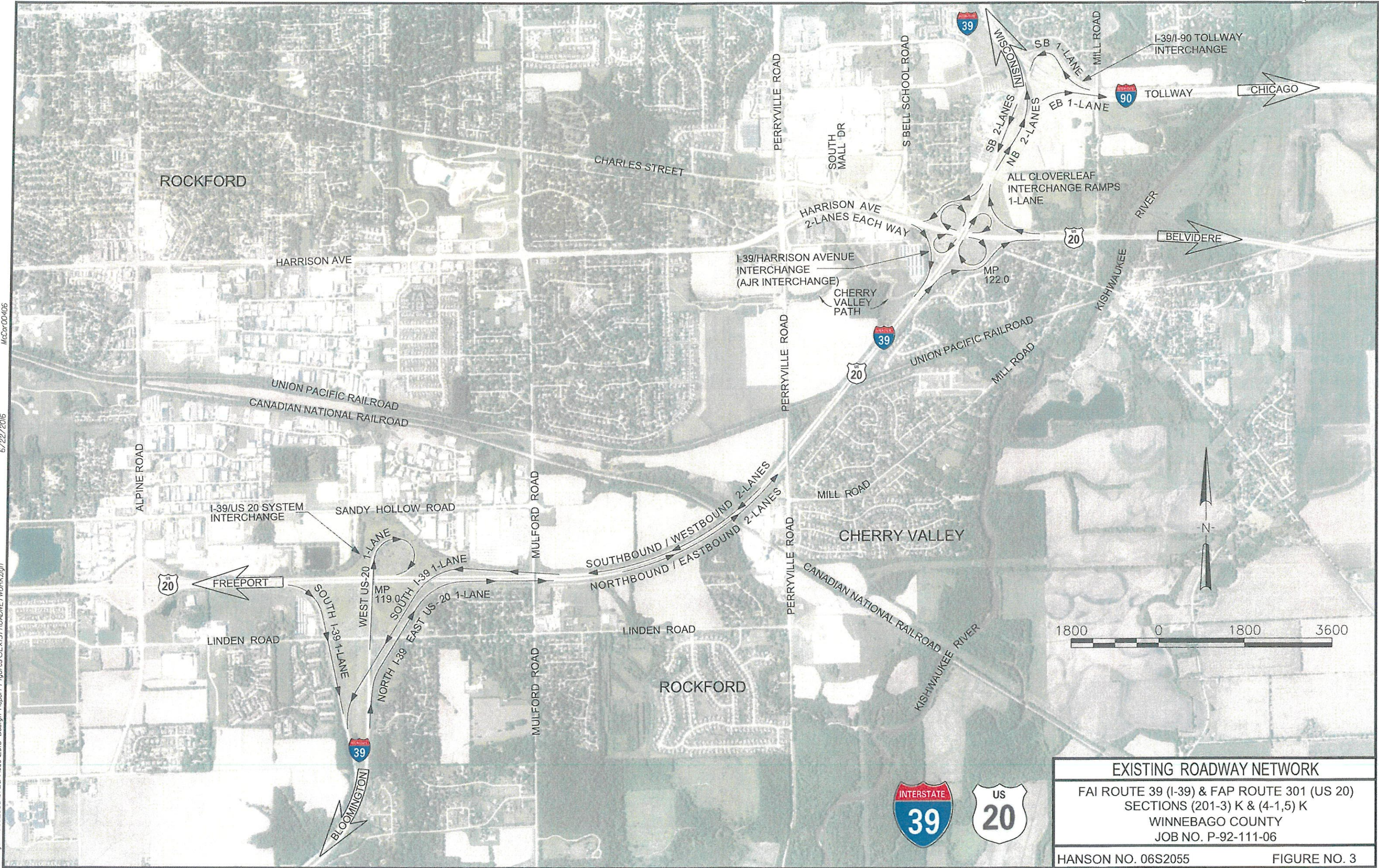
HANSON NO. 06S2055 **FIGURE NO. 1**



 = STUDY AREA



| STUDY AREA | |
|---|--------------|
| FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20) | |
| SECTIONS (201-3) K & (4-15) K | |
| WINNEBAGO COUNTY | |
| JOB NO. P-92-111-06 | |
| HANSON NO. 06S2055 | FIGURE NO. 2 |



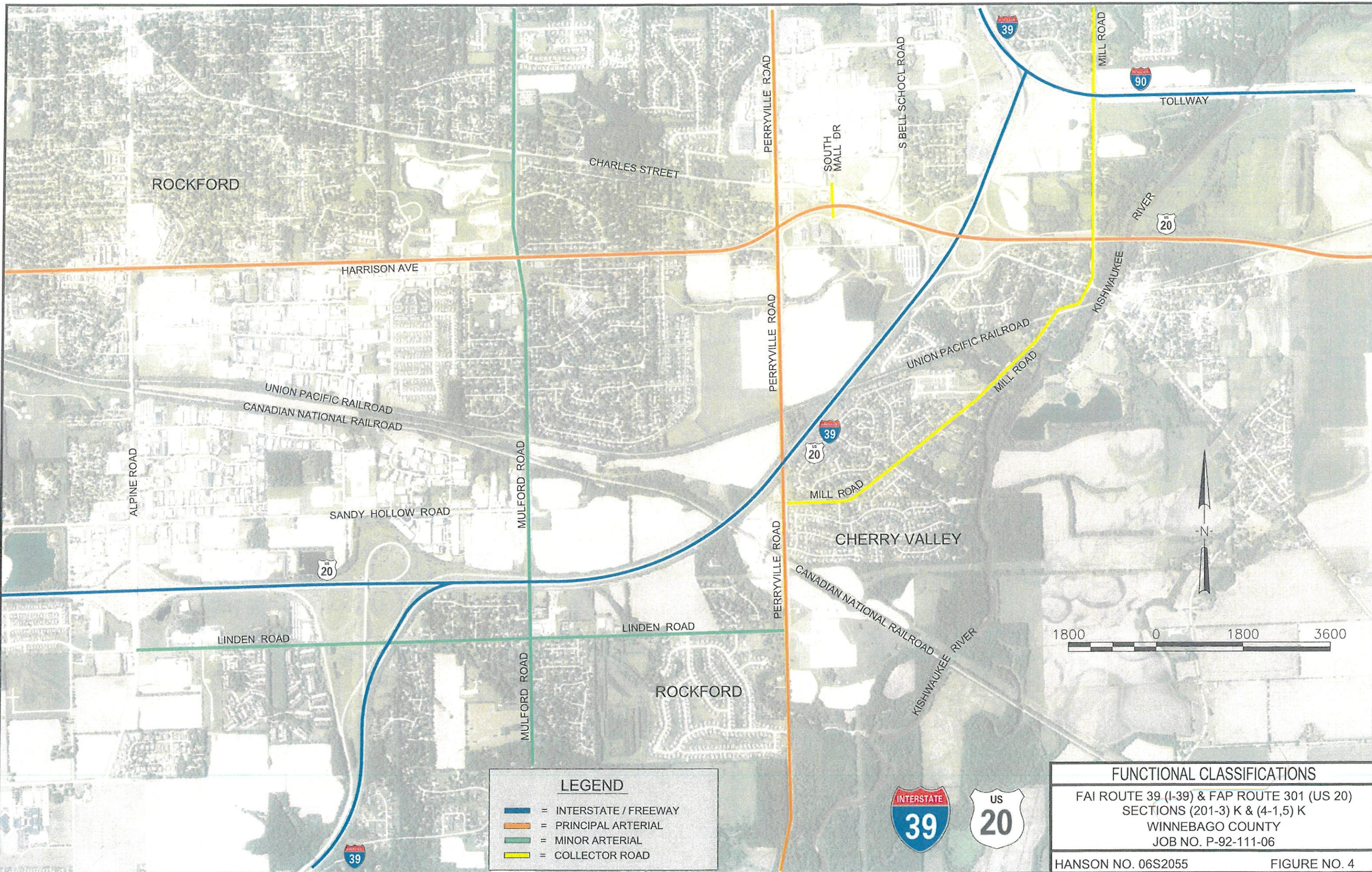
EXISTING ROADWAY NETWORK
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. 06S2055 FIGURE NO. 3

Jobs00944

5/19/2016

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LEGEND

- = INTERSTATE / FREEWAY
- = PRINCIPAL ARTERIAL
- = MINOR ARTERIAL
- = COLLECTOR ROAD



FUNCTIONAL CLASSIFICATIONS

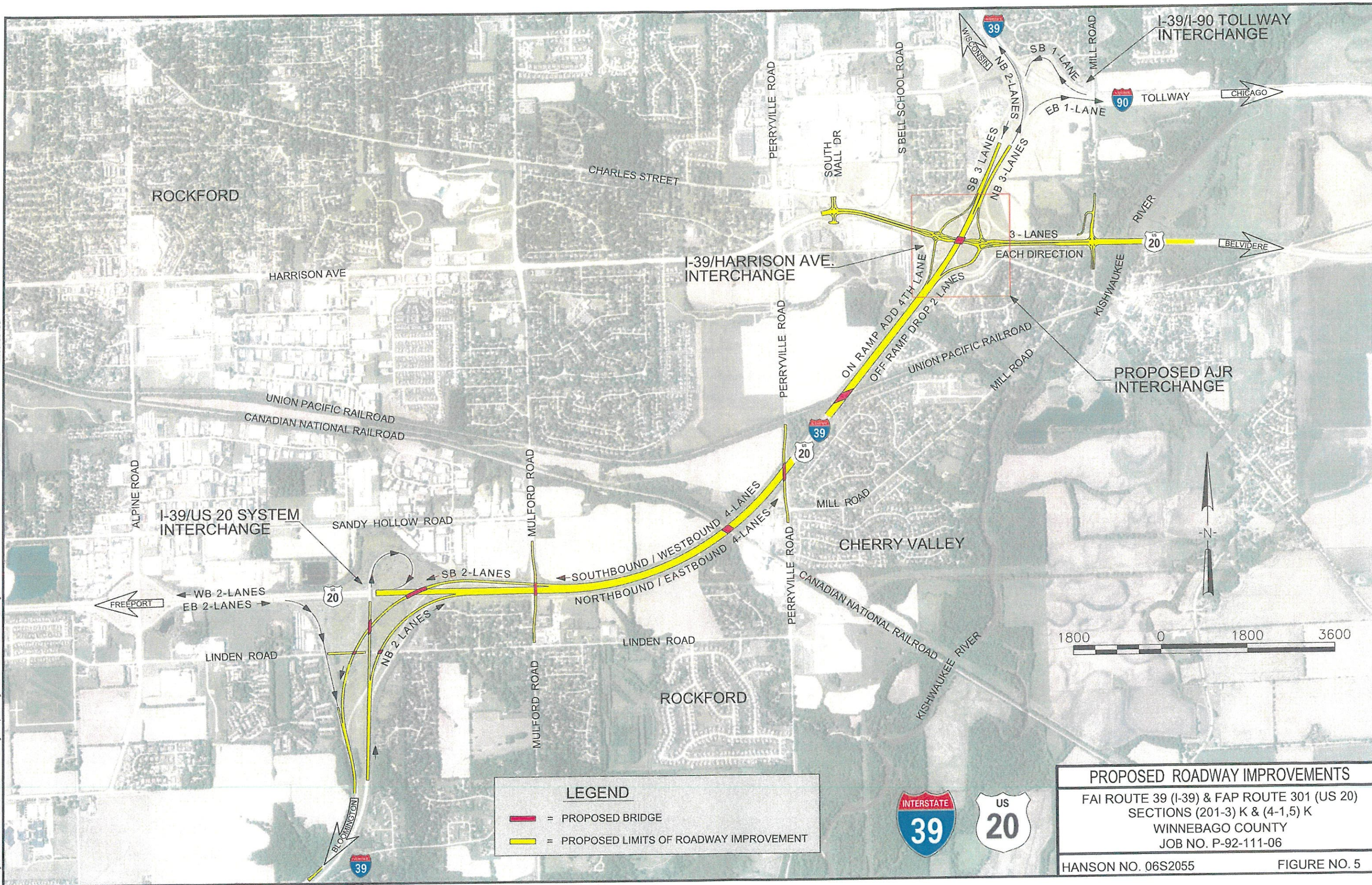
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. 06S2055 FIGURE NO. 4

McCor-00406

6/27/2016

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LEGEND

- = PROPOSED BRIDGE
- = PROPOSED LIMITS OF ROADWAY IMPROVEMENT



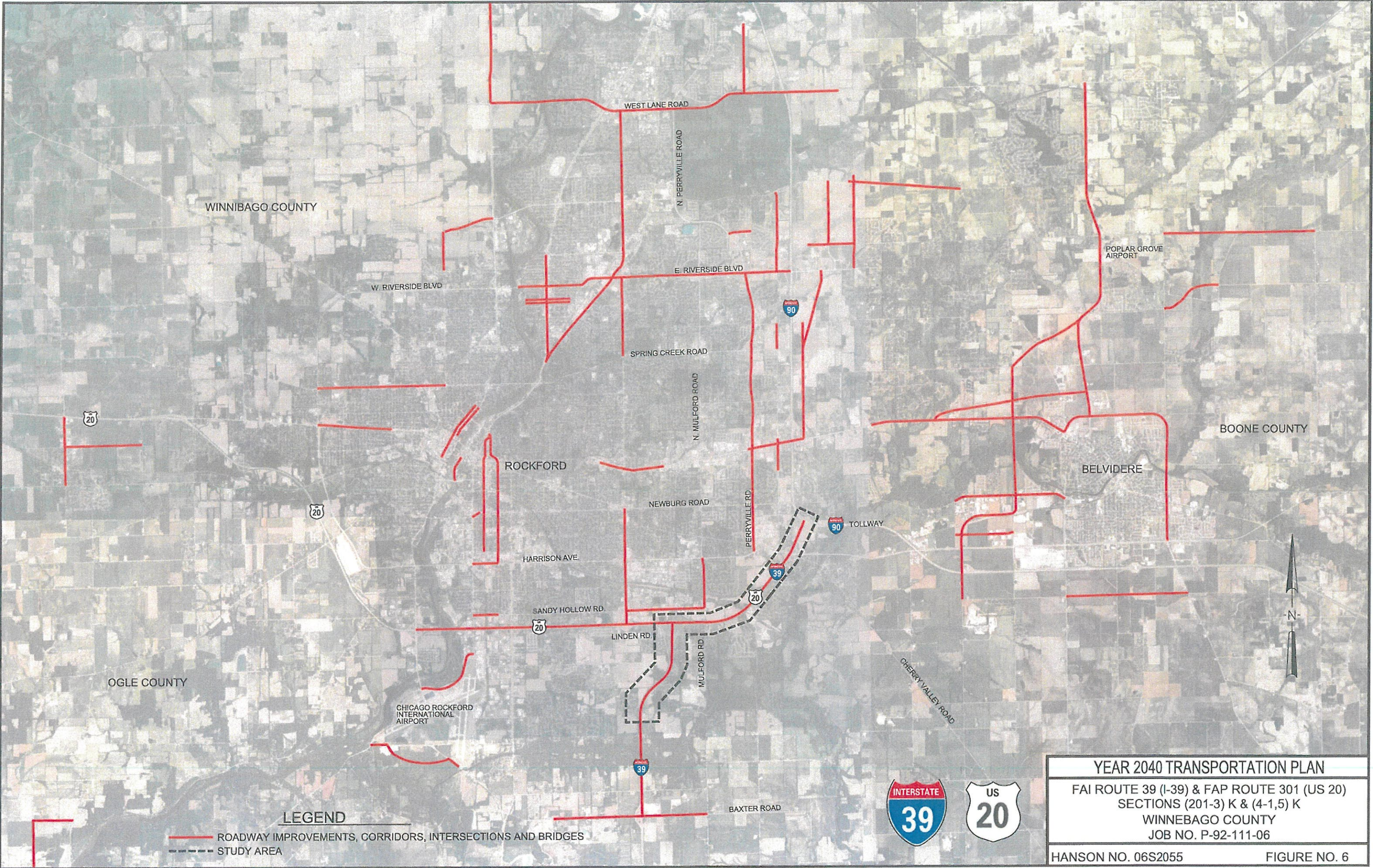
PROPOSED ROADWAY IMPROVEMENTS
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. 06S2055 FIGURE NO. 5

Johns00944

1/25/2017

A:\06\jobs\06S2055\CADD\Road\2015 Design Report\Figures\FIG6-TP-2040.dgn



WINNIBAGO COUNTY

BOONE COUNTY

OGLE COUNTY

LEGEND

- ROADWAY IMPROVEMENTS, CORRIDORS, INTERSECTIONS AND BRIDGES
- - - STUDY AREA



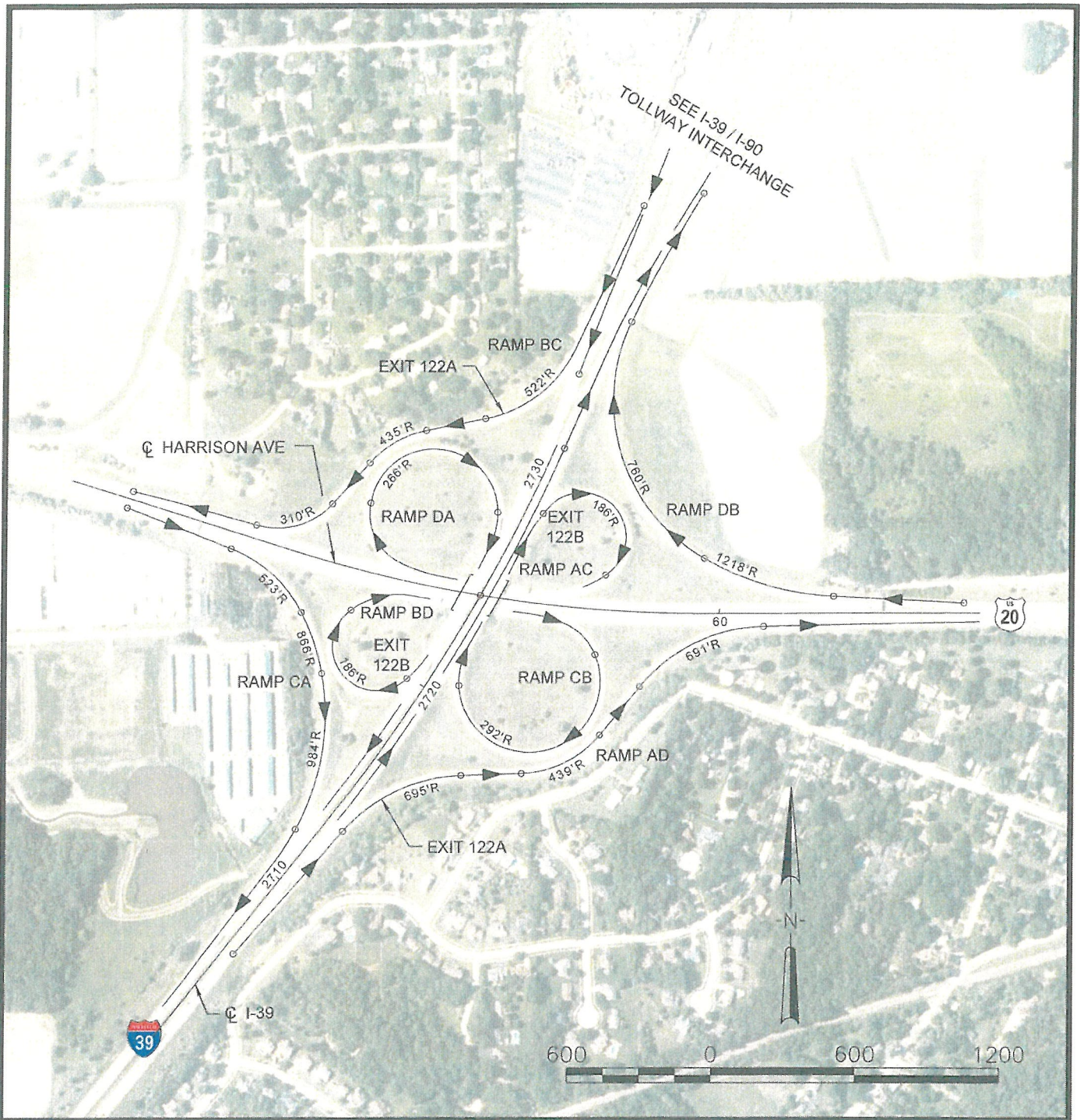
| | |
|---|--------------|
| YEAR 2040 TRANSPORTATION PLAN | |
| FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20) | |
| SECTIONS (201-3) K & (4-1,5) K | |
| WINNEBAGO COUNTY | |
| JOB NO. P-92-111-06 | |
| HANSON NO. 06S2055 | FIGURE NO. 6 |



EXISTING I-39 / US 20 SYSTEM INTERCHANGE

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 CHERRY VALLEY, ILLINOIS

FIGURE NO. 7



EXISTING I-39 / HARRISON AVE INTERCHANGE

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 CHERRY VALLEY, ILLINOIS

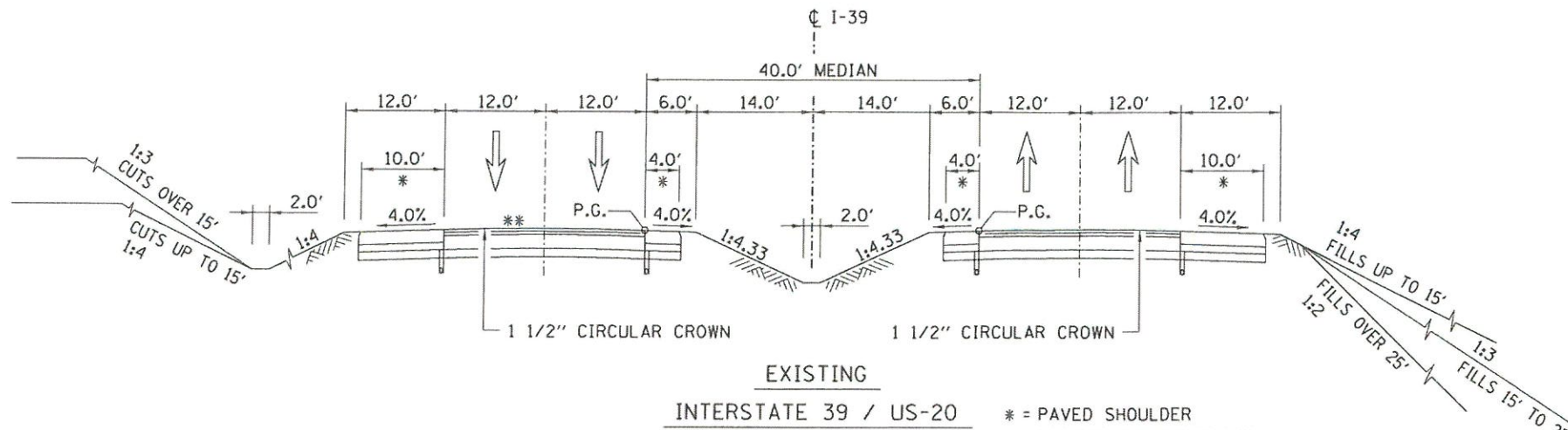
FIGURE NO. 8



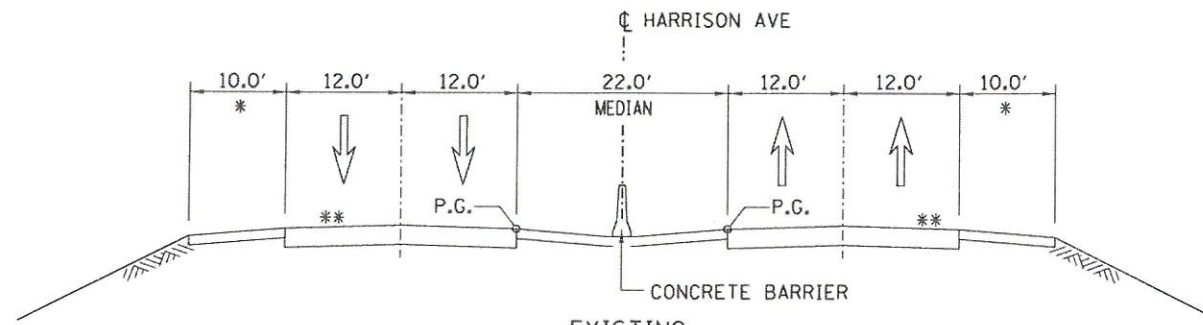
EXISTING I-39 / I-90 TOLLWAY INTERCHANGE

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 CHERRY VALLEY, ILLINOIS

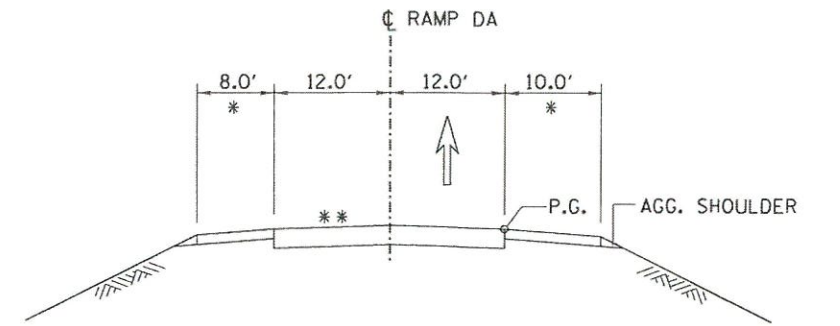
FIGURE NO. 9



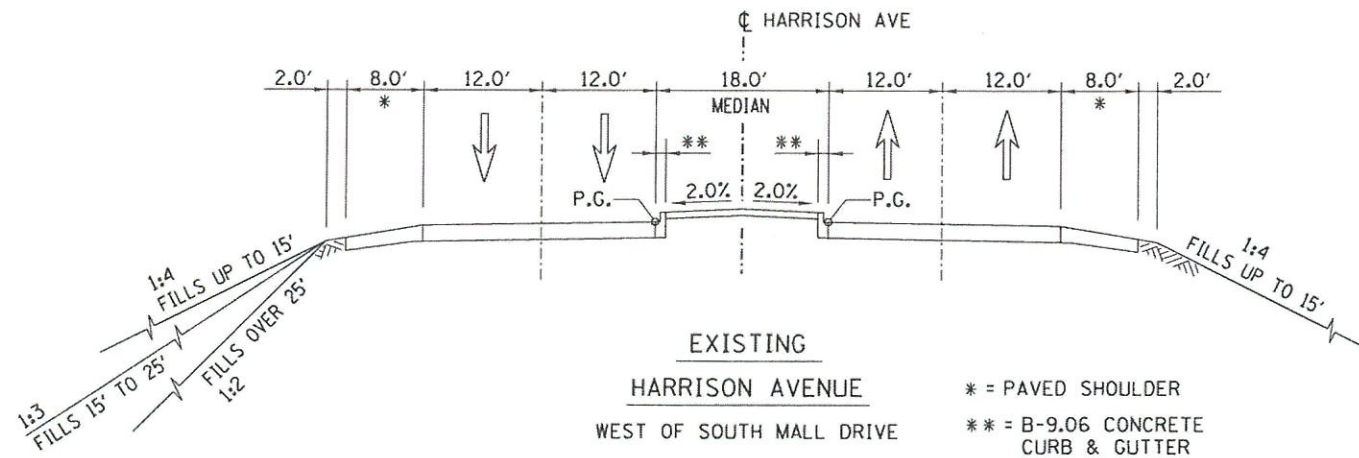
* = PAVED SHOULDER
** = 10" PCC PAVEMENT WITH TWO BITUMINOUS OVERLAYS ON 6" SUB-BASE



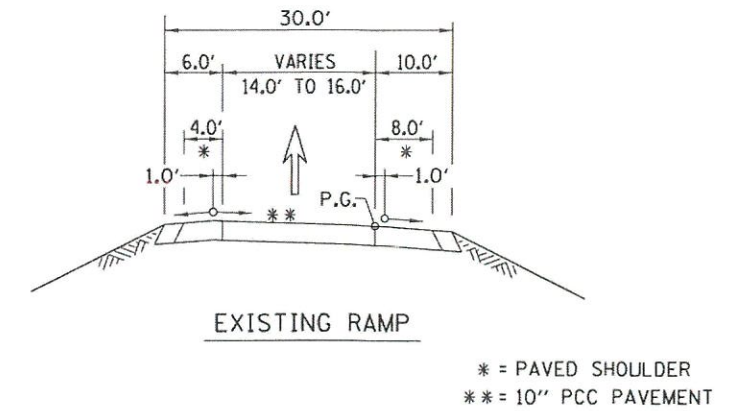
* = PAVED SHOULDER
** = 10" PCC PAVEMENT



* = PAVED SHOULDER
** = 10" PCC PAVEMENT



* = PAVED SHOULDER
** = B-9.06 CONCRETE CURB & GUTTER



* = PAVED SHOULDER
** = 10" PCC PAVEMENT



EXISTING TYPICAL SECTIONS

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06

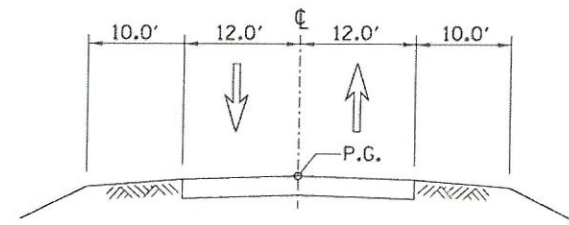
HANSON NO. 06S2055

FIGURE NO. 10A

McCor00406

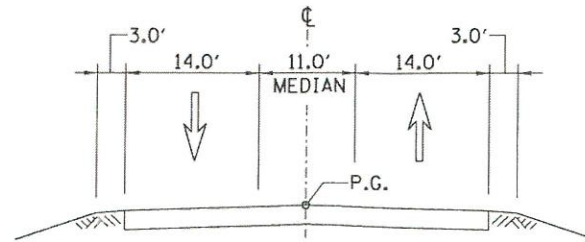
5/9/2016

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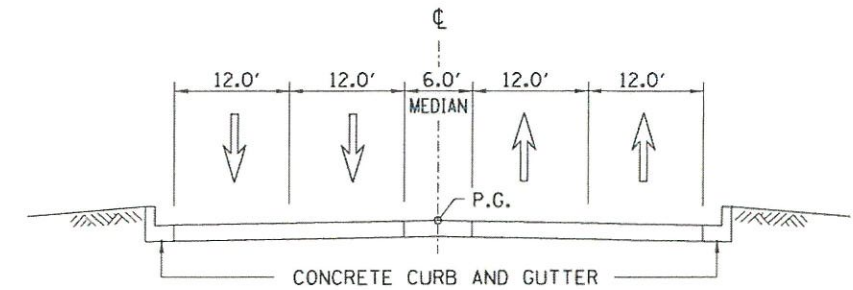
EXISTING
LINDEN ROAD

SOUTH OF HARRISON AVE



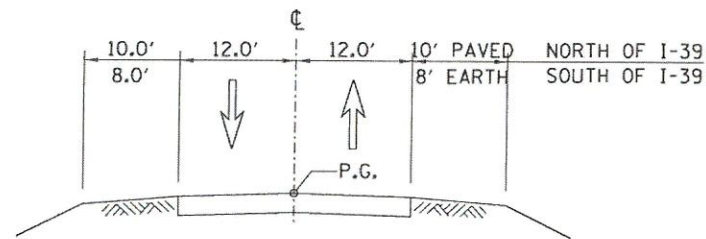
EXISTING
PERRYVILLE ROAD

SOUTH OF I-39



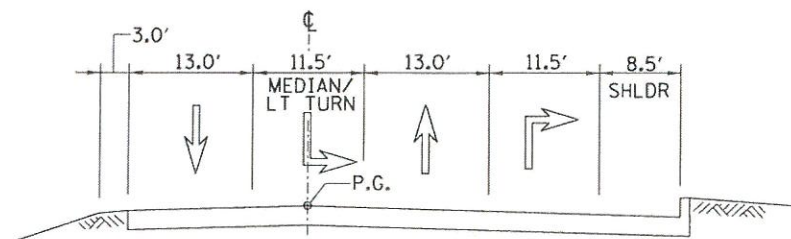
EXISTING
SOUTH MALL DRIVE

SOUTH OF HARRISON AVE



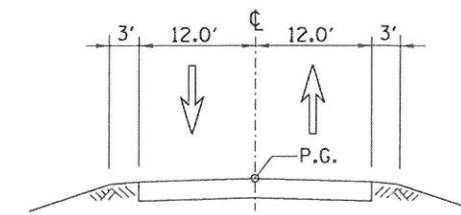
EXISTING
MULFORD ROAD

NORTH OF I-39
SOUTH OF I-39



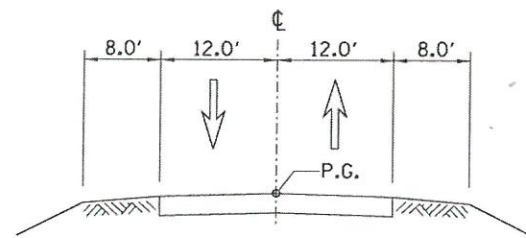
EXISTING
PERRYVILLE ROAD

SOUTH APPROACH TO MILL RD



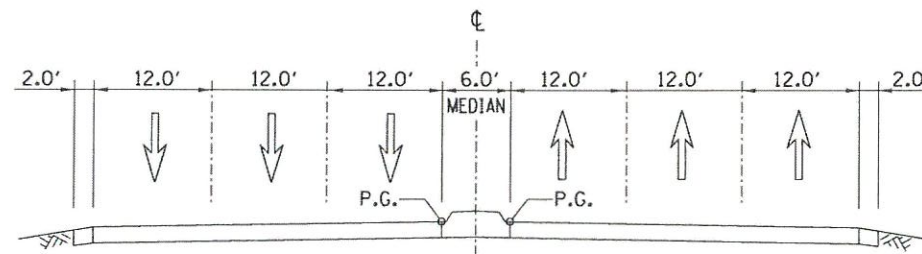
EXISTING
MILL ROAD

NORTH OF US 20



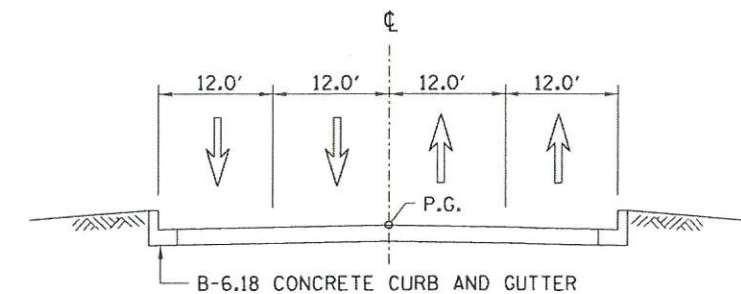
EXISTING
PERRYVILLE ROAD

NORTH OF I-39



EXISTING
SOUTH MALL DRIVE

NORTH OF HARRISON AVE



EXISTING
MILL ROAD

SOUTH OF US 20

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5/19/2016

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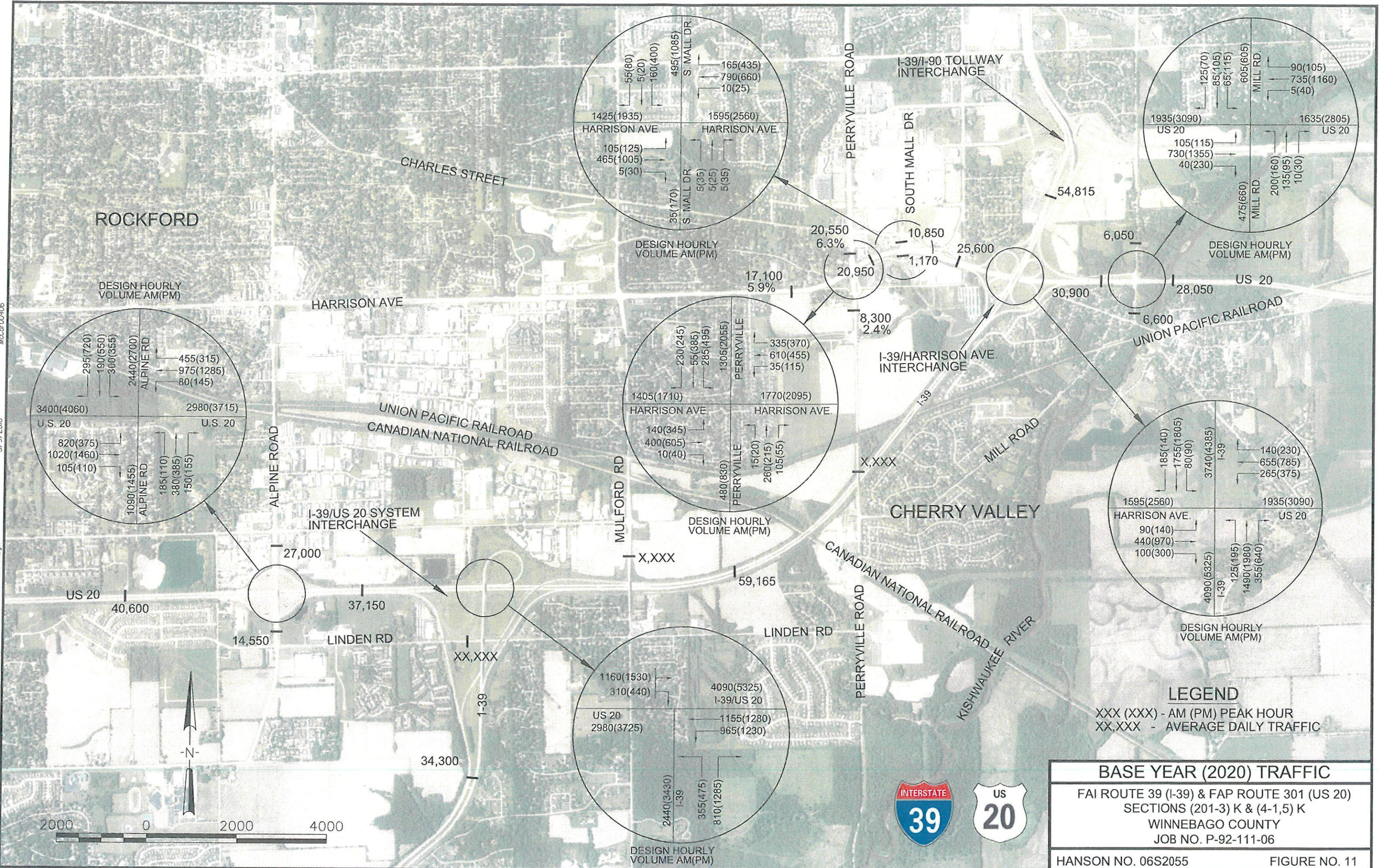
EXISTING TYPICAL SECTIONS

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06

HANSON NO. 06S2055



FIGURE NO. 10B

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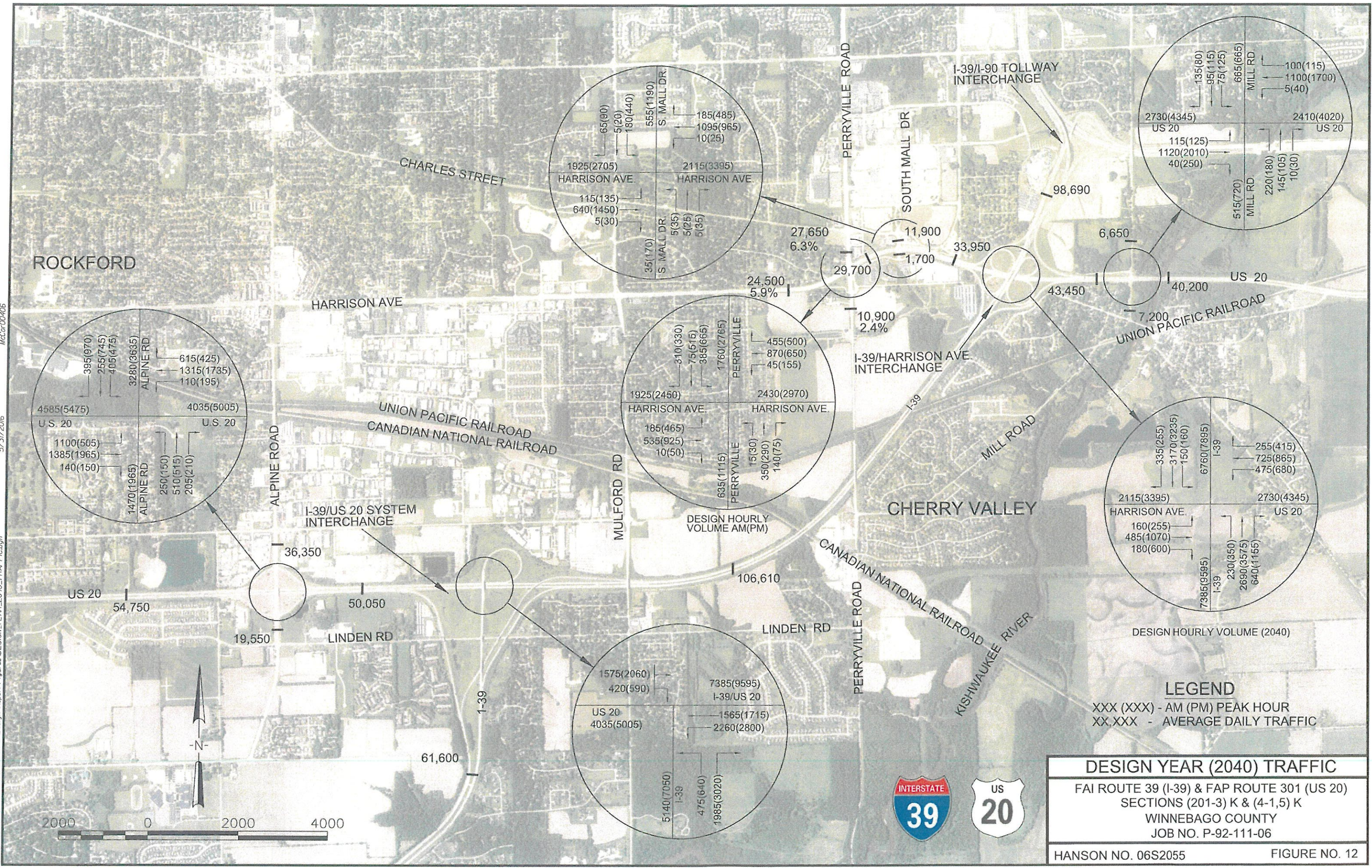
LEGEND
 XXX (XXX) - AM (PM) PEAK HOUR
 XX,XXX - AVERAGE DAILY TRAFFIC

BASE YEAR (2020) TRAFFIC
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

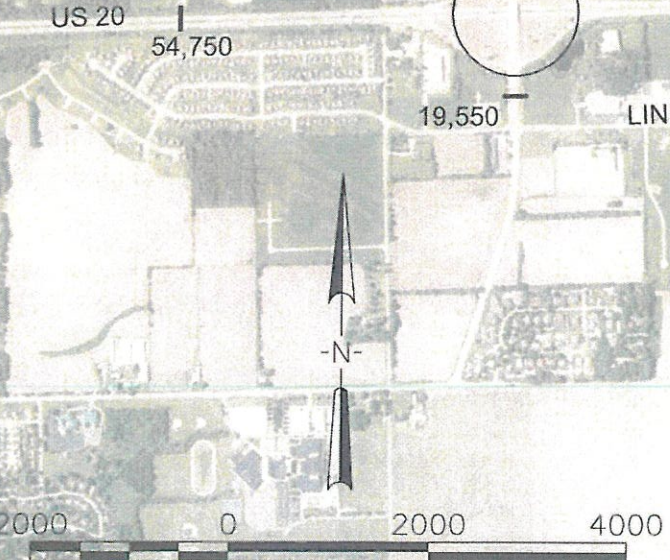
HANSON NO. 06S2055 FIGURE NO. 11

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 5/31/2016
 McCor00406



ROCKFORD

CHERRY VALLEY



DESIGN YEAR (2040) TRAFFIC
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. 06S2055 FIGURE NO. 12

**SUMMARY OF CRASHES
IN STUDY AREA**

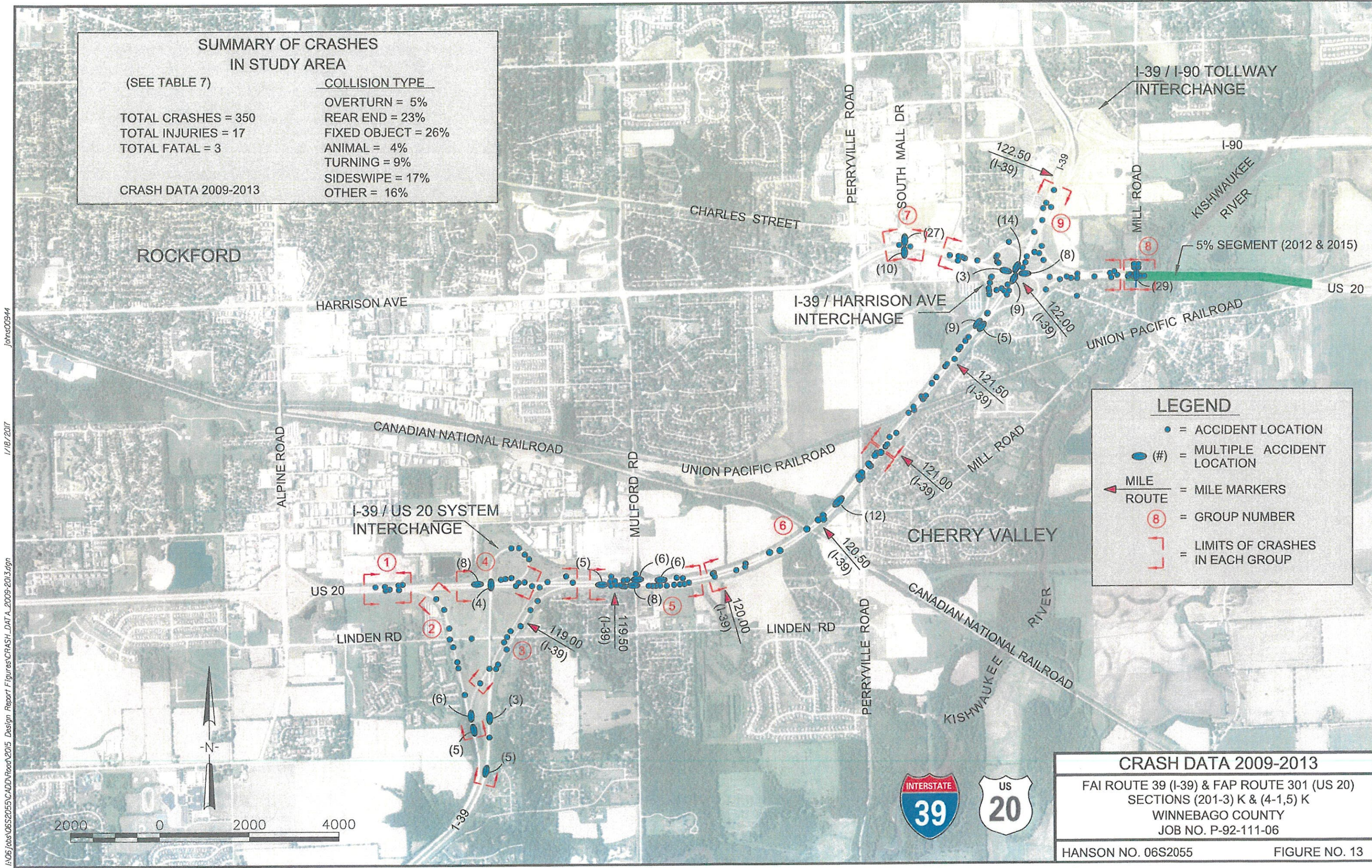
(SEE TABLE 7)

TOTAL CRASHES = 350
TOTAL INJURIES = 17
TOTAL FATAL = 3

CRASH DATA 2009-2013

COLLISION TYPE

OVERTURN = 5%
REAR END = 23%
FIXED OBJECT = 26%
ANIMAL = 4%
TURNING = 9%
SIDESWIPE = 17%
OTHER = 16%



LEGEND

- = ACCIDENT LOCATION
- (#) = MULTIPLE ACCIDENT LOCATION
- ← MILE ROUTE = MILE MARKERS
- ⑧ = GROUP NUMBER
- [] = LIMITS OF CRASHES IN EACH GROUP

CRASH DATA 2009-2013
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06



Johns00944

1/18/2017

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Village of Cherry Valley Comprehensive Plan Land Use Map Adopted: 1989

Revised: 1995, 2000, 2004

Residential

Yellow; Urban Residential
Brown; Urban Multi-Family
Gray; Rural Residential


Business

Red; Commercial Retail
Purple; Office
Orange; Lt. Industrial
Orange Line; General Industrial
Blue; Central Business District

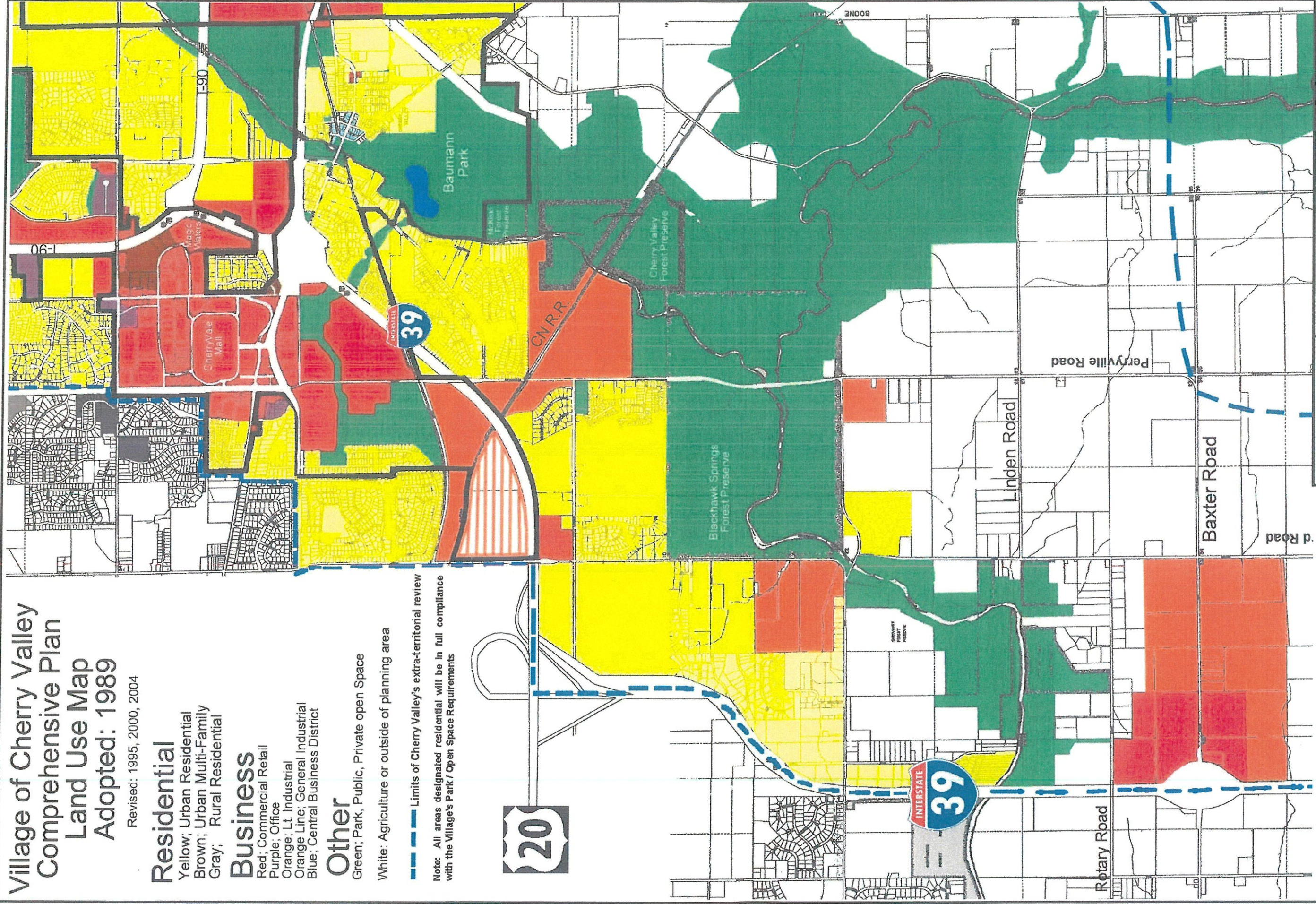
Other

Green; Park, Public, Private open Space

White: Agriculture or outside of planning area

 Limits of Cherry Valley's extra-territorial review

Note: All areas designated residential will be in full compliance with the Village's Park / Open Space Requirements



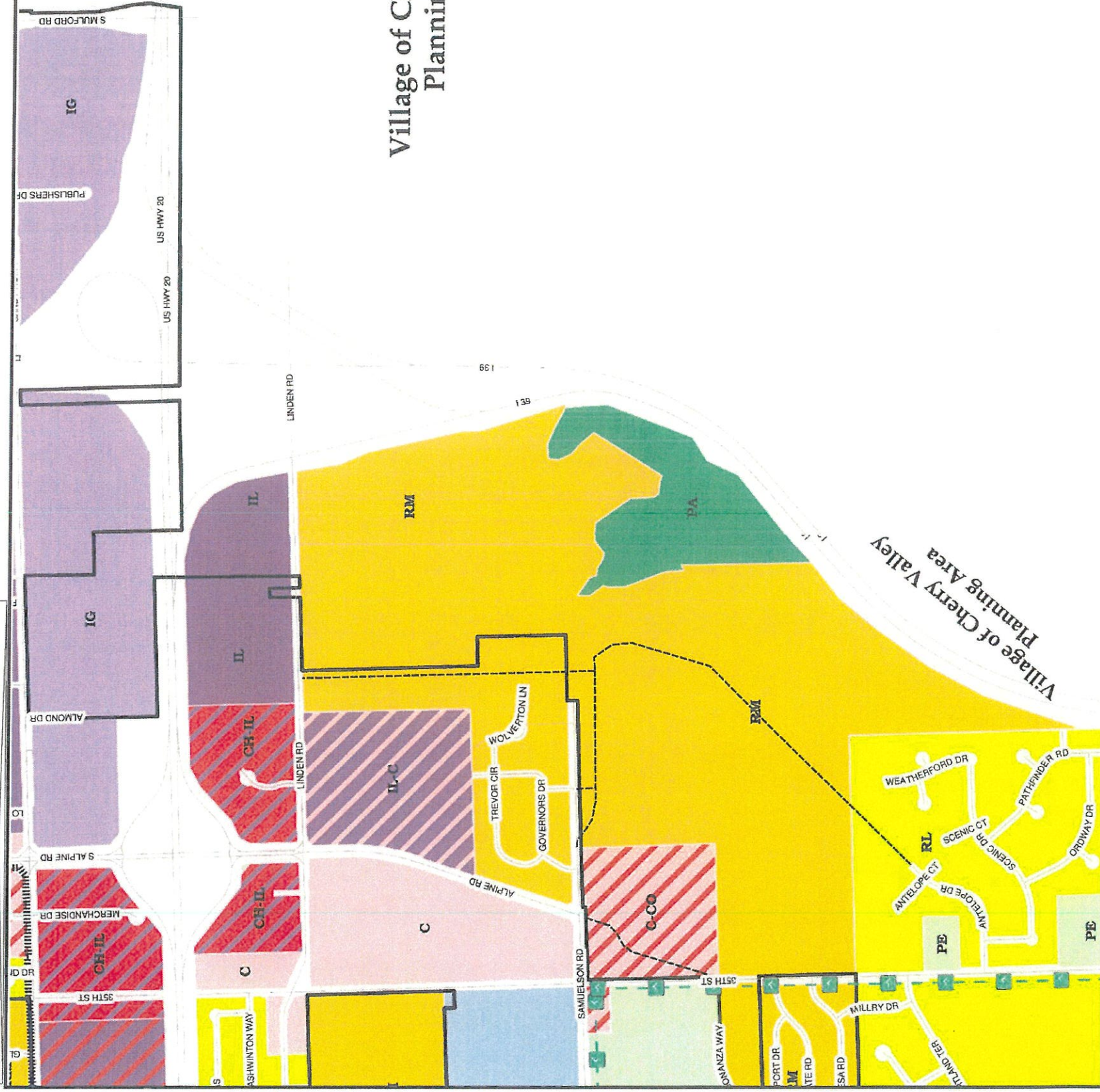
EXISTING LAND USE

FAU ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06

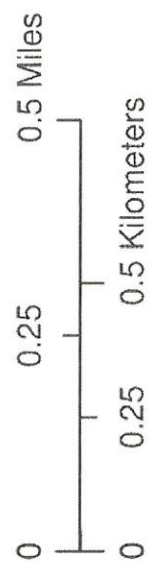
HANSON NO. 06S2055

FIGURE NO. 14

Village of Cherry Valley Planning Area



2020 Plan - Rockford, Illinois



| | | |
|---------------------------------------|---|--------------|
| Land Use | RM- Medium Residential | IG-CR |
| C- Retail | RH- Heavy Residential | IL-C |
| CD- Mixed Use | FUD- Future Urban Development | IL-CO |
| CH- Heavy Commercial | SRA- Subdivision Review Area | T-IG |
| CO- Office | RH-CBD- Central Business District Overlay | T-IL |
| CO/O- Office Overlay | Multiple Designation Areas | T-CO |
| CR- Recreation/Entertainment/Tourism | C-CO | T-C-IL |
| PA- Priority Park Acquisition | C-CO/O | T-C-CO |
| PE- Existing (Quasi-) Public Facility | C-CR | RL-C |
| U- Area Unsuitable for Development | CH-IL | RM-C |
| IG- General Industry | CH-RL | RM-CO |
| IL- Light Industry | CO-CR | RH-CO |
| IH- Heavy Industry | U-PA | RL-CO/O |
| T- Tech Industry | IG-C | RM-CO/O |
| RL- Light Residential | IG-CD | RH-CO/O |

| | |
|----------------------|----------------------|
| Collector (Proposed) | Existing Parks |
| Freeway (Proposed) | Infill Areas |
| Arterial (Proposed) | Rockford City Limits |

| | | | |
|--------|----|----|----|
| IG-CR | 1 | 2 | 3 |
| IL-C | 4 | 5 | 6 |
| IL-CO | 15 | 14 | 13 |
| T-IG | 41 | 16 | 17 |
| T-IL | 42 | 18 | 19 |
| T-CO | 26 | 25 | 24 |
| T-C-IL | 27 | 28 | 29 |
| T-C-CO | 35 | 34 | 33 |
| RL-C | 36 | 37 | 38 |
| RM-C | 40 | 41 | 42 |
| RM-CO | 43 | | |

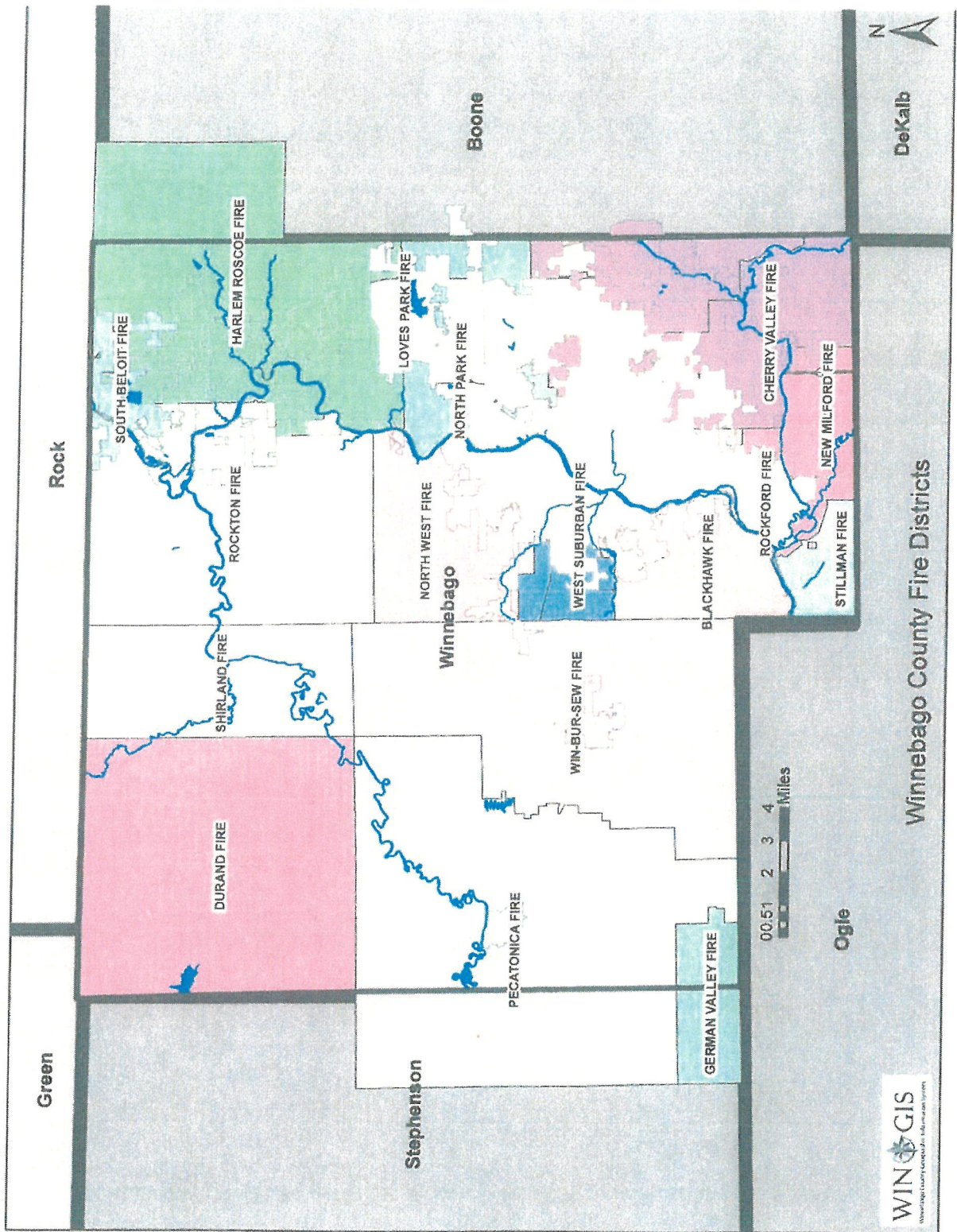
Map Prepared By:
 City of Rockford
 Community Development Department
 Planning Division
 As Adopted by City Council, Sept. 13, 2004

HANSON
 Hanson Professional Services Inc.

EXISTING LAND USE PLAN
 FAU ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. 06S2055

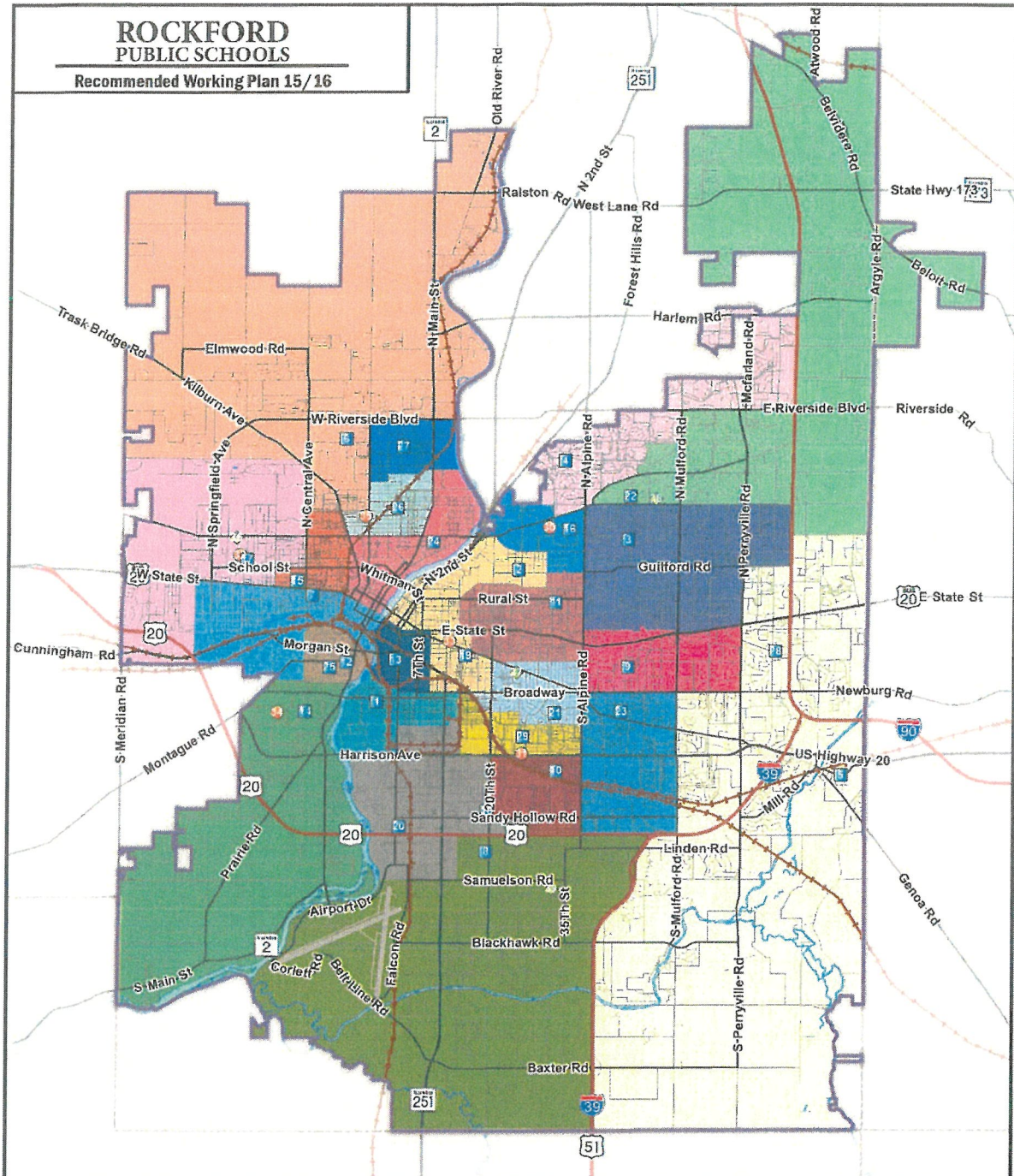
FIGURE NO. 15



WINNEBAGO COUNTY FIRE DISTRICTS
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 CHERRY VALLEY, ILLINOIS

ROCKFORD PUBLIC SCHOOLS

Recommended Working Plan 15/16



List of Rockford Schools

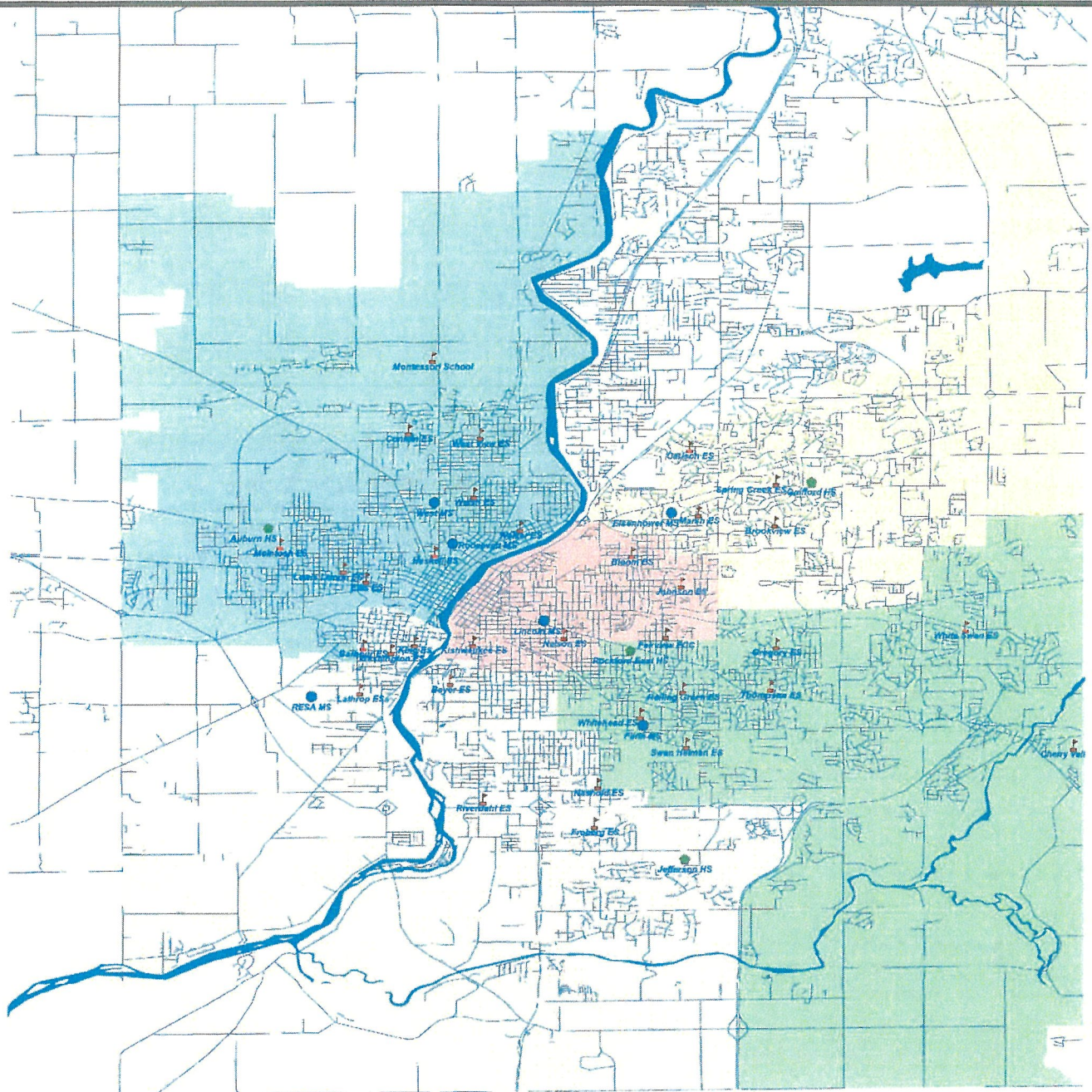
| Elementary Schools | Middle Schools | High Schools |
|------------------------------|-------------------------|--------------------|
| 1. Bever Elementary | 29. Westview Middle | 35. Auburn High |
| 2. Bigner Elementary | 30. (Unnumbered Middle) | 36. East High |
| 3. Boppre Elementary | 31. Hill Middle | 37. Guilford High |
| 4. Carleton Elementary | 32. Kenwood Middle | 38. Jefferson High |
| 5. Cheyenne Elementary | 33. Lincoln Middle | 39. Lincoln High |
| 6. Cook Elementary | 34. Rockwell Middle | 40. Jefferson High |
| 7. Galt Elementary | 35. West Middle | |
| 8. Harding Elementary | | |
| 9. Gargan Elementary | | |
| 10. Hillman Elementary | | |
| 11. Jefferson Elementary | | |
| 12. King Elementary | | |
| 13. Kohnsweer Elementary | | |
| 14. Lathrop Elementary | | |
| 15. Lewis-Lemon Elementary | | |
| 16. Marsh Elementary | | |
| 17. Marshall Elementary | | |
| 18. McNeill Elementary | | |
| 19. Nelson Elementary | | |
| 20. Reynolds Elementary | | |
| 21. Rolling Green Elementary | | |
| 22. Spring Creek Elementary | | |
| 23. Thompson Elementary | | |
| 24. Thurmond Elementary | | |
| 25. Washburn Elementary | | |
| 26. West View Elementary | | |
| 27. White Lion Elementary | | |
| 28. White Lion Elementary | | |
| 29. White Lion Elementary | | |
| 30. White Lion Elementary | | |

- Elementary Schools
- Middle Schools
- High Schools
- District Boundary
- County Boundary
- Elementary Schools:
 - Bayer Elementary
 - Bloom Elementary
 - Breaker Elementary
 - Carpson Elementary
 - Cherry Valley/White Swan Elementary
 - Corkin Elementary
 - Elks Elementary
 - Freiberg Elementary
 - Gargan Elementary
 - Heakel Elementary
 - Herman Elementary
 - Jackson Elementary
 - Johnson Elementary
 - King Elementary
 - Kohnsweer Elementary
 - Lathrop Elementary
 - Leadership Elementary
 - Lewis-Lemon Elementary
 - Marsh Elementary
 - McNeill Elementary
 - Montross Elementary
 - Nelson Elementary
 - Norfolk Elementary
 - Rolling Green Elementary
 - Spring Creek Elementary
 - Summerville Elementary
 - Thompson Elementary
 - Thurmond Elementary
 - Walker Elementary
 - Washington Elementary
 - West View Elementary
 - White Lion Elementary

Map data provided by Winnebago County, Rockford Public Schools. It was 09/16/06. US Census Bureau, 1997 ES. Map revised June 2015 by RSP & Associates, LLC.



ELEMENTARY SCHOOL BOUNDARIES
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 CHERRY VALLEY, ILLINOIS
 FIGURE NO. 17



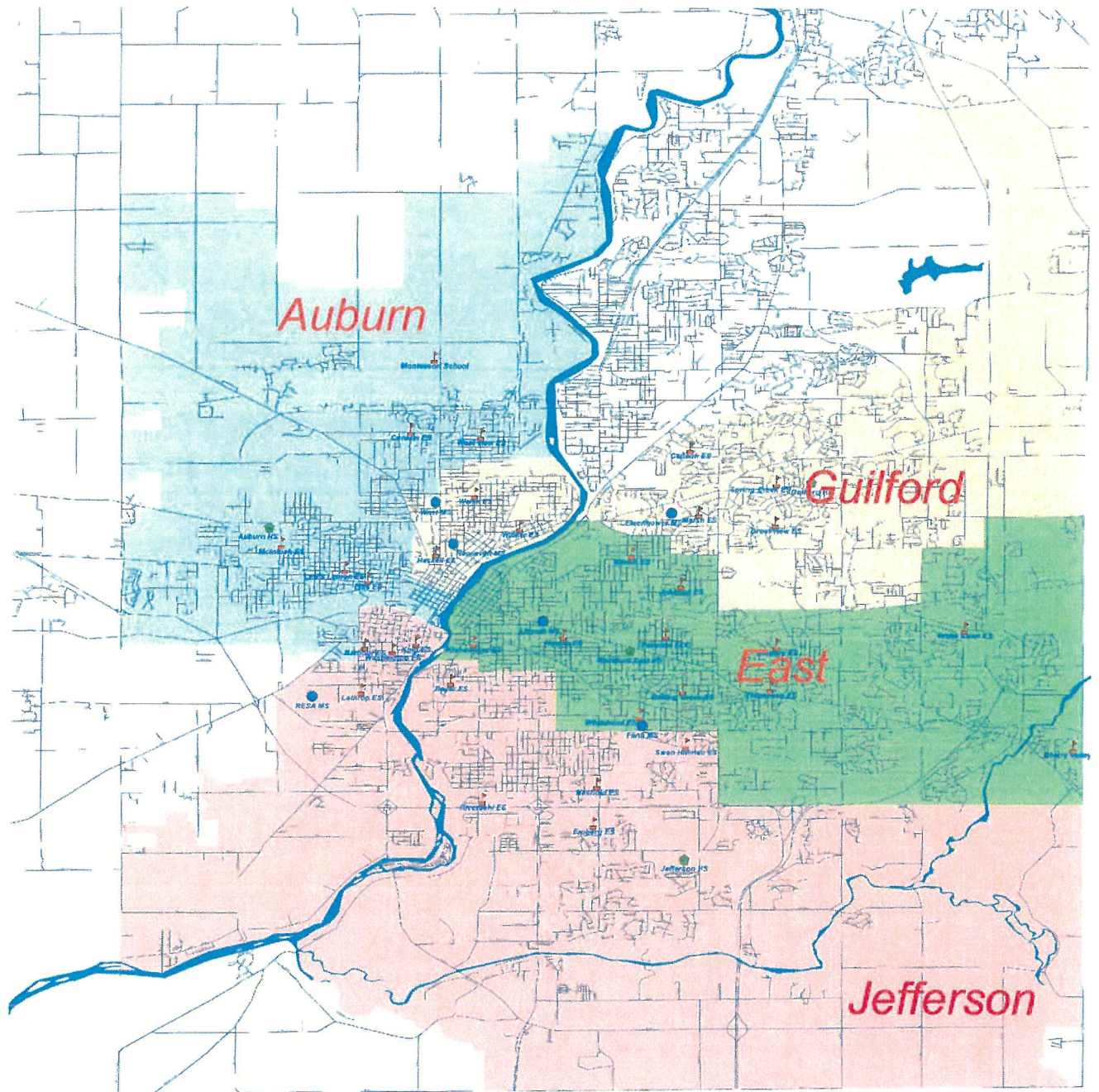
- Legend**
- schools**
- LEVEL**
- ⚡ ECC
 - ⚡ ES
 - MS
 - HS
- Roads
- Rivers
- School Zones**
- MS1**
- Eisenhower
 - Flinn
 - Kennedy
 - Lincoln
 - RESA
 - West

*Rockford School District 205
Middle School Zones - 3/29/11*



MIDDLE SCHOOL BOUNDARIES
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 CHERRY VALLEY, ILLINOIS

FIGURE NO. 18



Legend

schools

LEVEL

- ↓ ECC
- ↓ ES
- HS
- MS
- Roads
- Rivers

High School Zones

NAME

- Auburn
- East
- Guilford
- Jefferson

*Rockford School District 205
High School Zones - 3/29/11*



HIGH SCHOOL BOUNDARIES

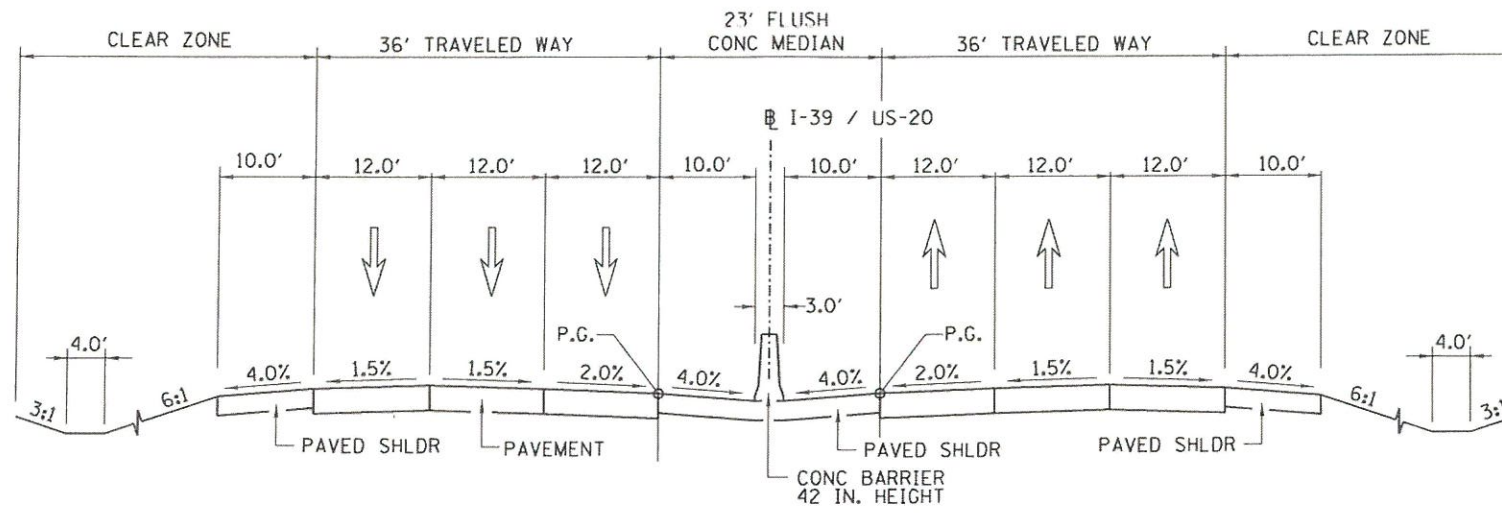
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
CHERRY VALLEY, ILLINOIS

FIGURE NO. 19

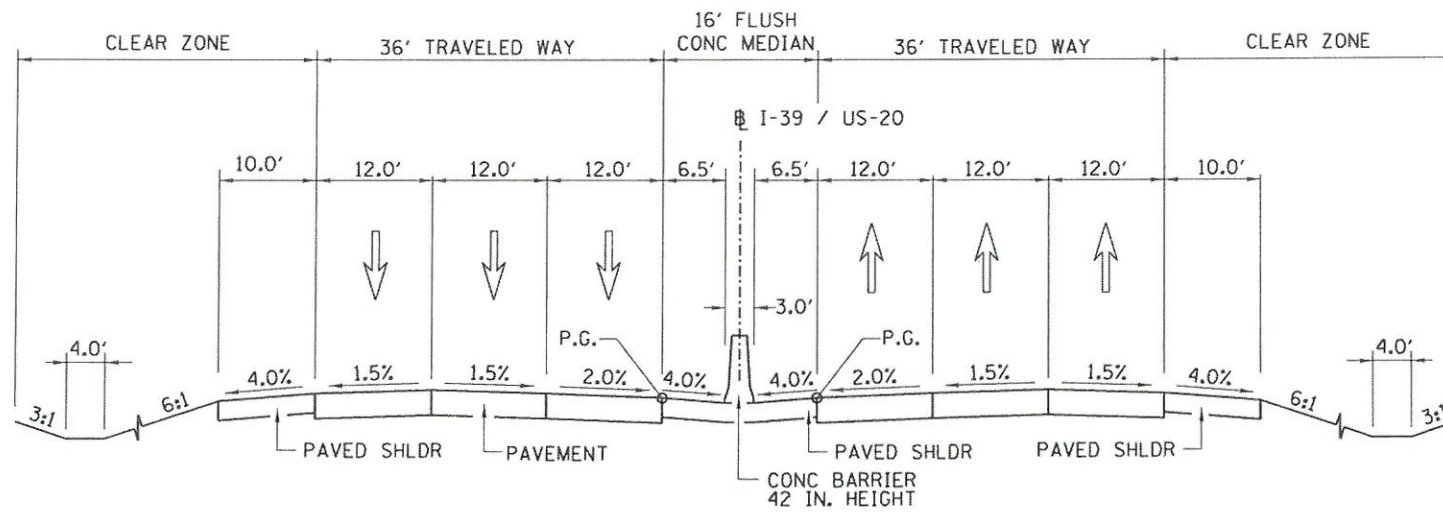
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5/9/2016

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PROPOSED I-39 / US-20
 ALTERNATIVE 1 - 10 FT. SHOULDERS



PROPOSED I-39 / US-20
 ALTERNATIVE 2 - NARROW MEDIAN SHOULDER

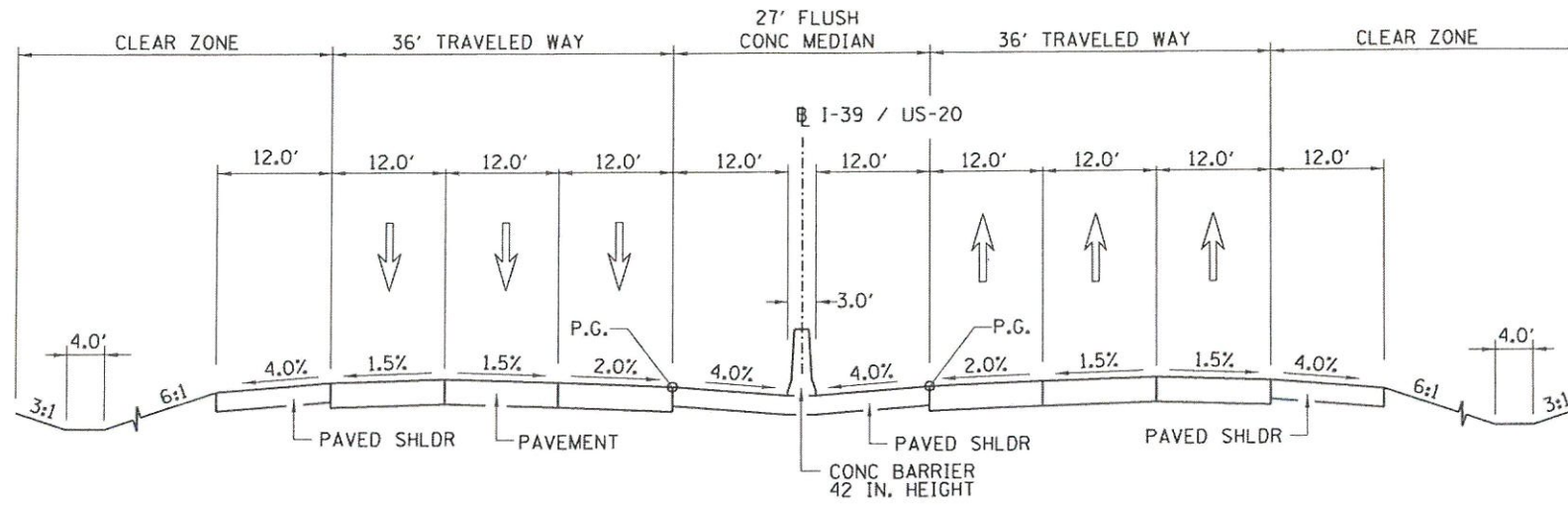


ALTERNATIVE TYPICAL SECTIONS
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06
 HANSON NO. 06S2055 FIGURE NO. 20A

McCor00-105

5/9/2016

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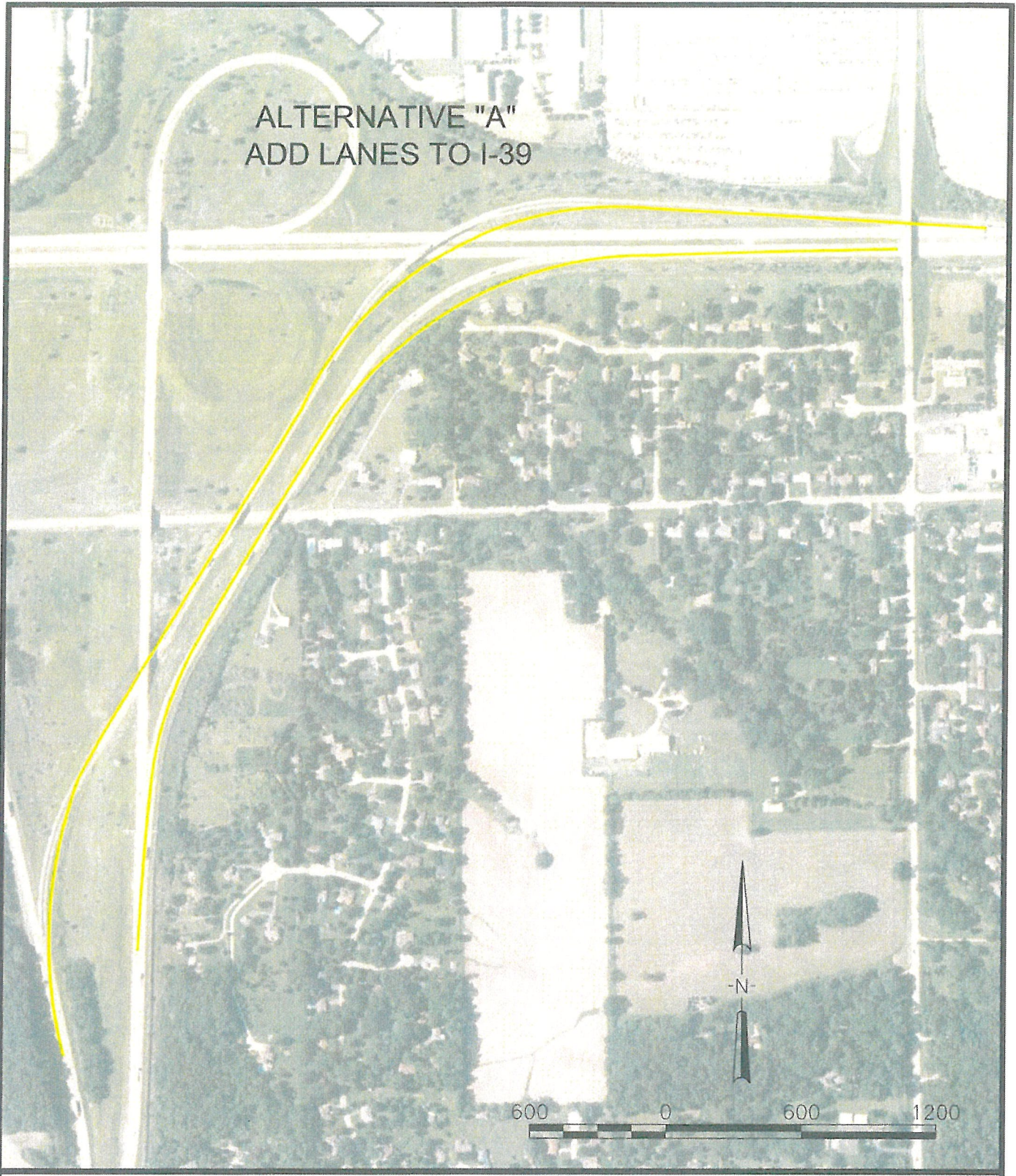


PROPOSED I-39 / US-20
 ALTERNATIVE 3 - 12 FT. SHOULDERS



| ALTERNATIVE TYPICAL SECTIONS | |
|---|----------------|
| FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20) | |
| SECTIONS (201-3) K & (4-1,5) K | |
| WINNEBAGO COUNTY | |
| JOB NO. P-92-111-06 | |
| HANSON NO. 06S2055 | FIGURE NO. 20B |

ALTERNATIVE "A"
ADD LANES TO I-39

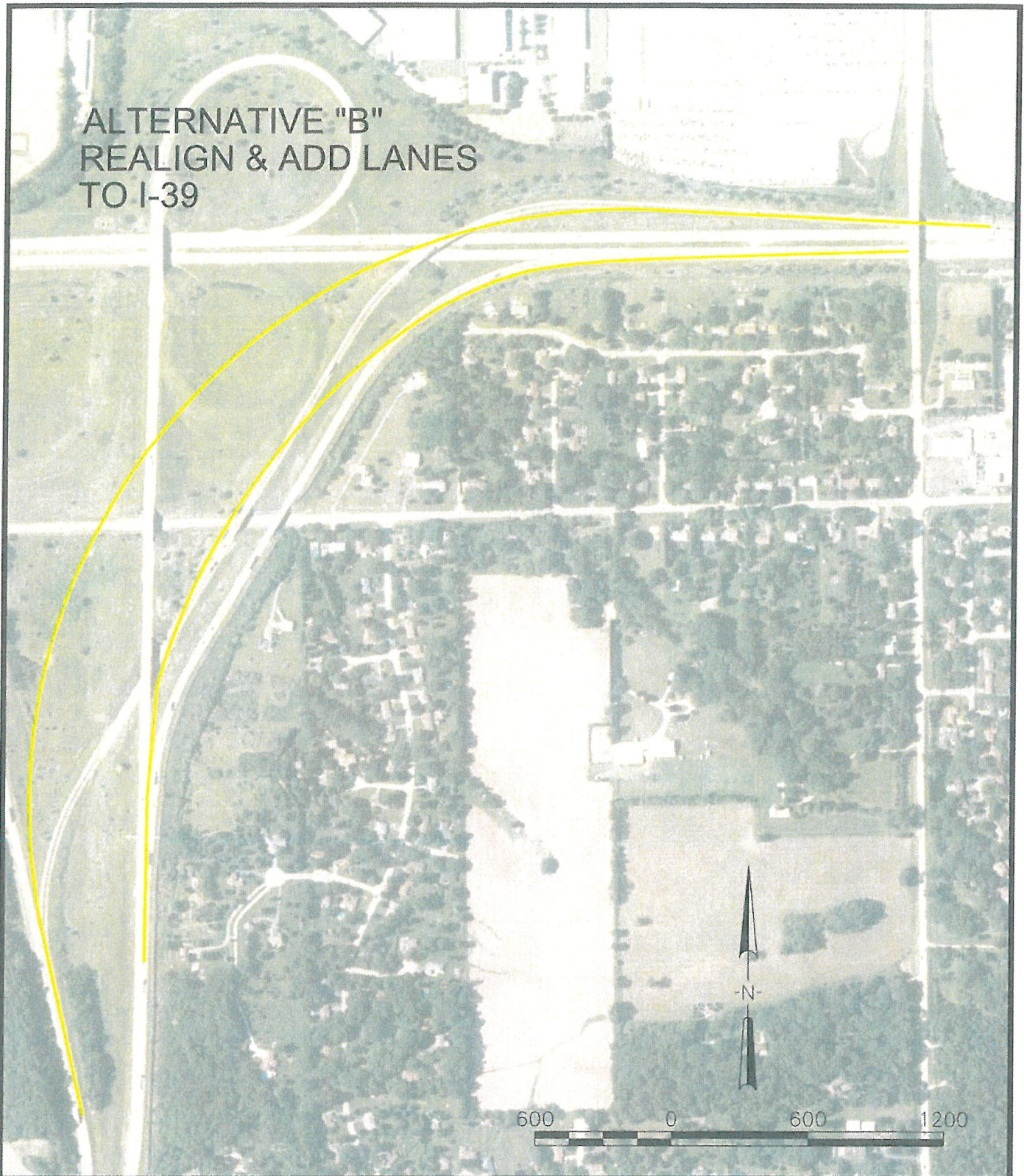


I-39 /US 20 SYSTEM INTERCHANGE - ALT. A

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06

FIGURE NO. 21

ALTERNATIVE "B"
REALIGN & ADD LANES
TO I-39



I-39 /US 20 SYSTEM INTERCHANGE - ALT. B

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

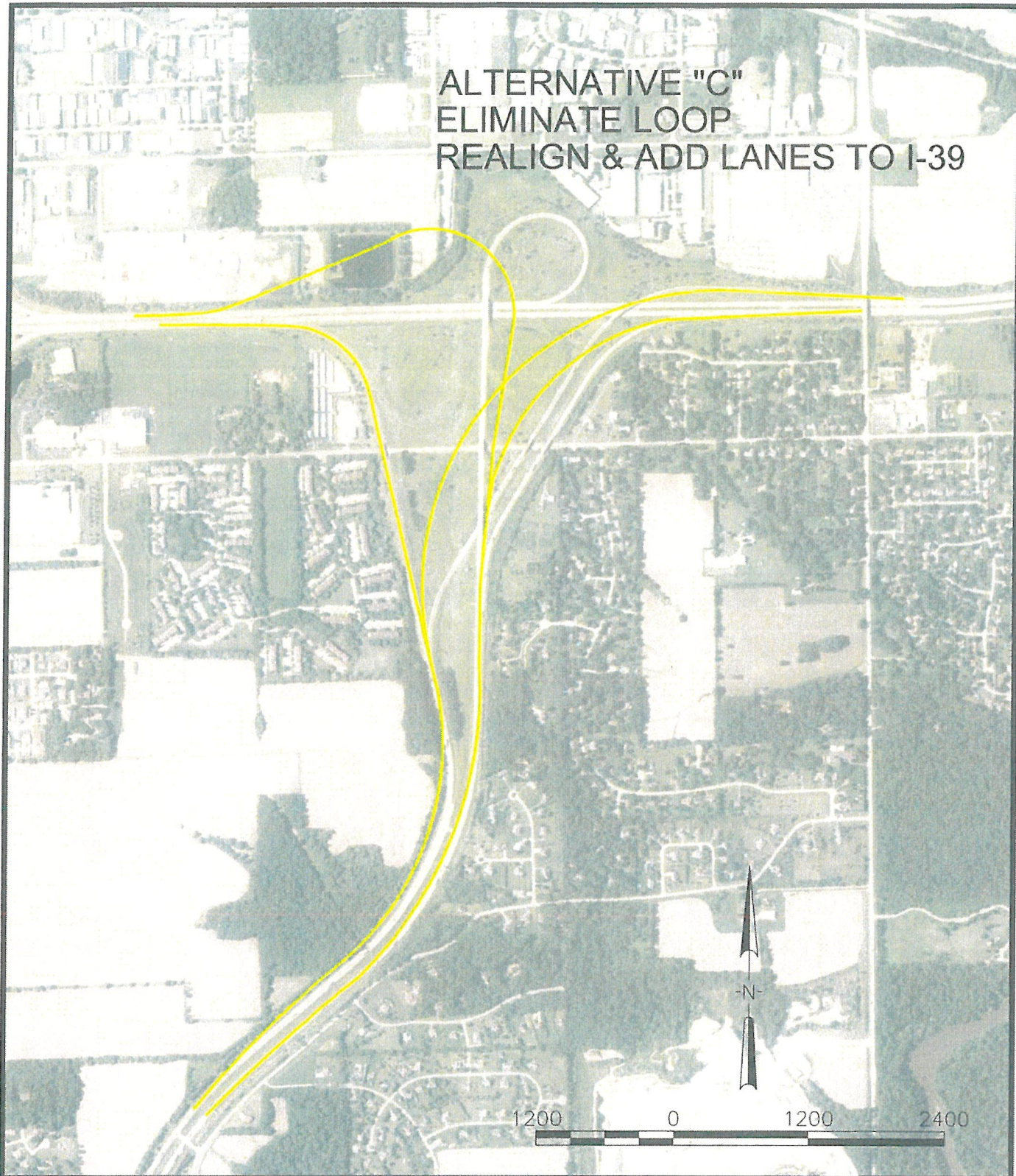
SECTIONS (201-3) K & (4-1,5) K

WINNEBAGO COUNTY

JOB NO. P-92-111-06

FIGURE NO. 22

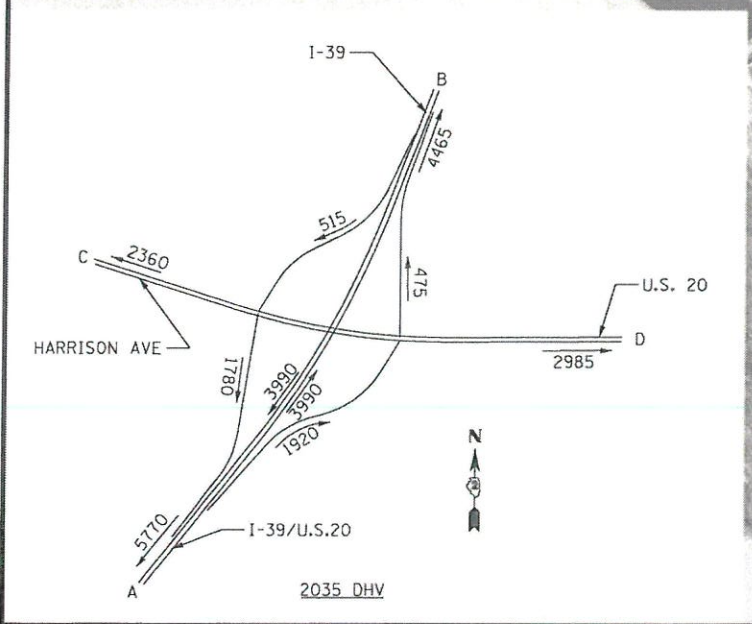
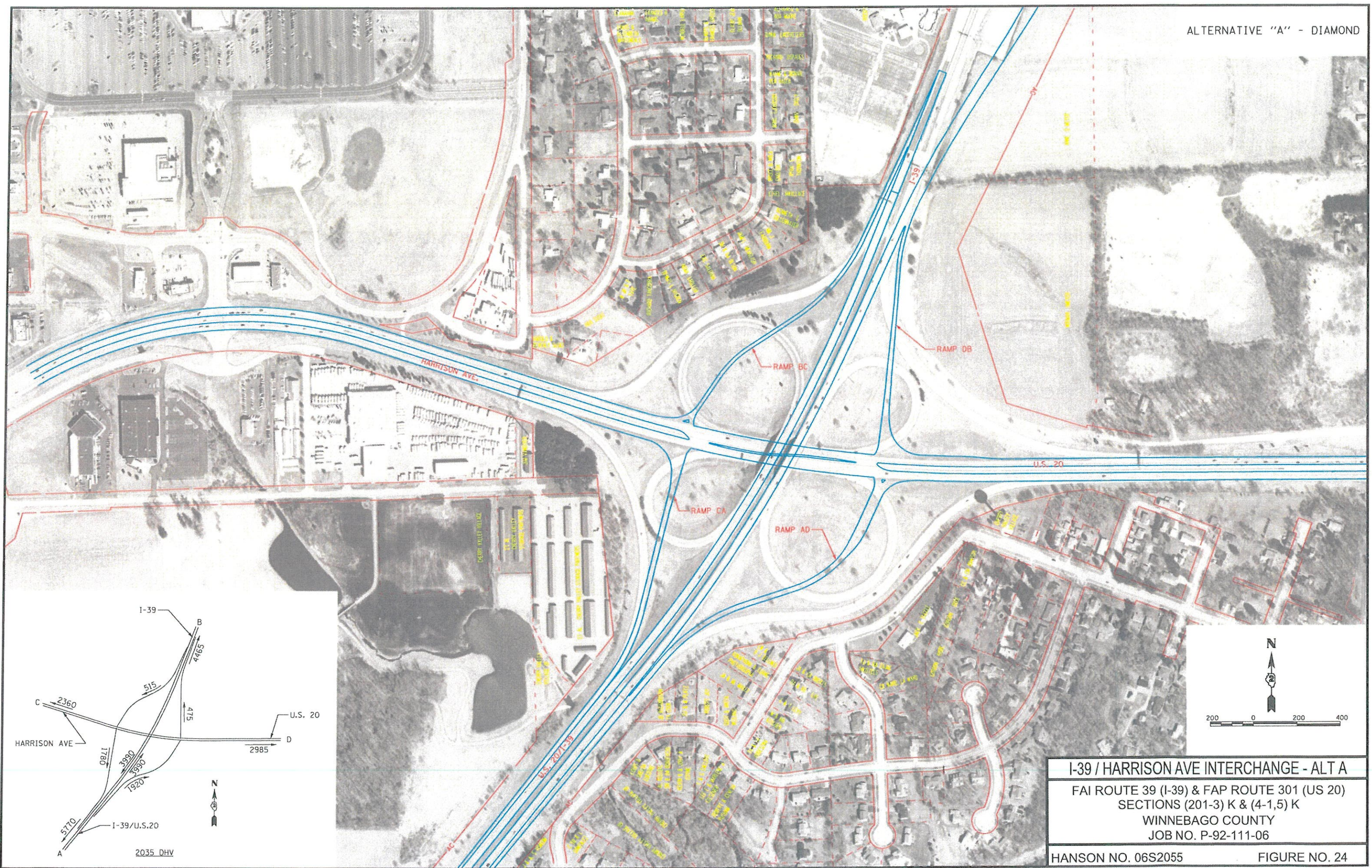
ALTERNATIVE "C"
ELIMINATE LOOP
REALIGN & ADD LANES TO I-39



I-39 /US 20 SYSTEM INTERCHANGE - ALT. C

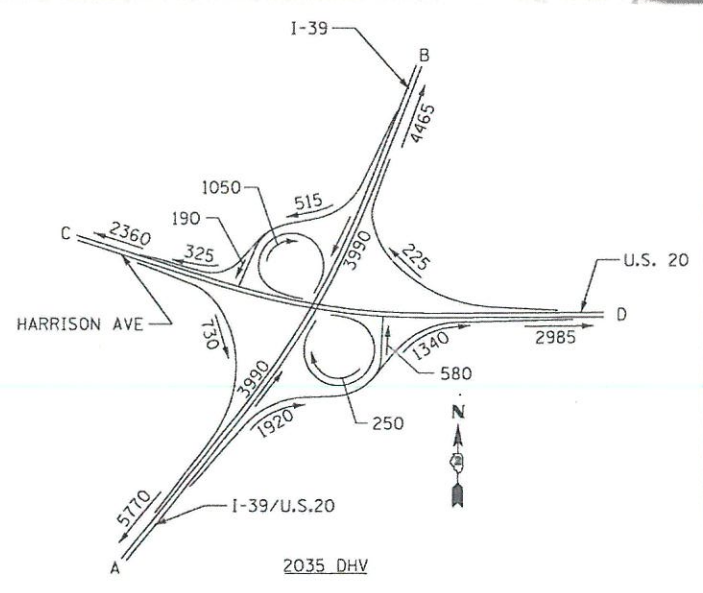
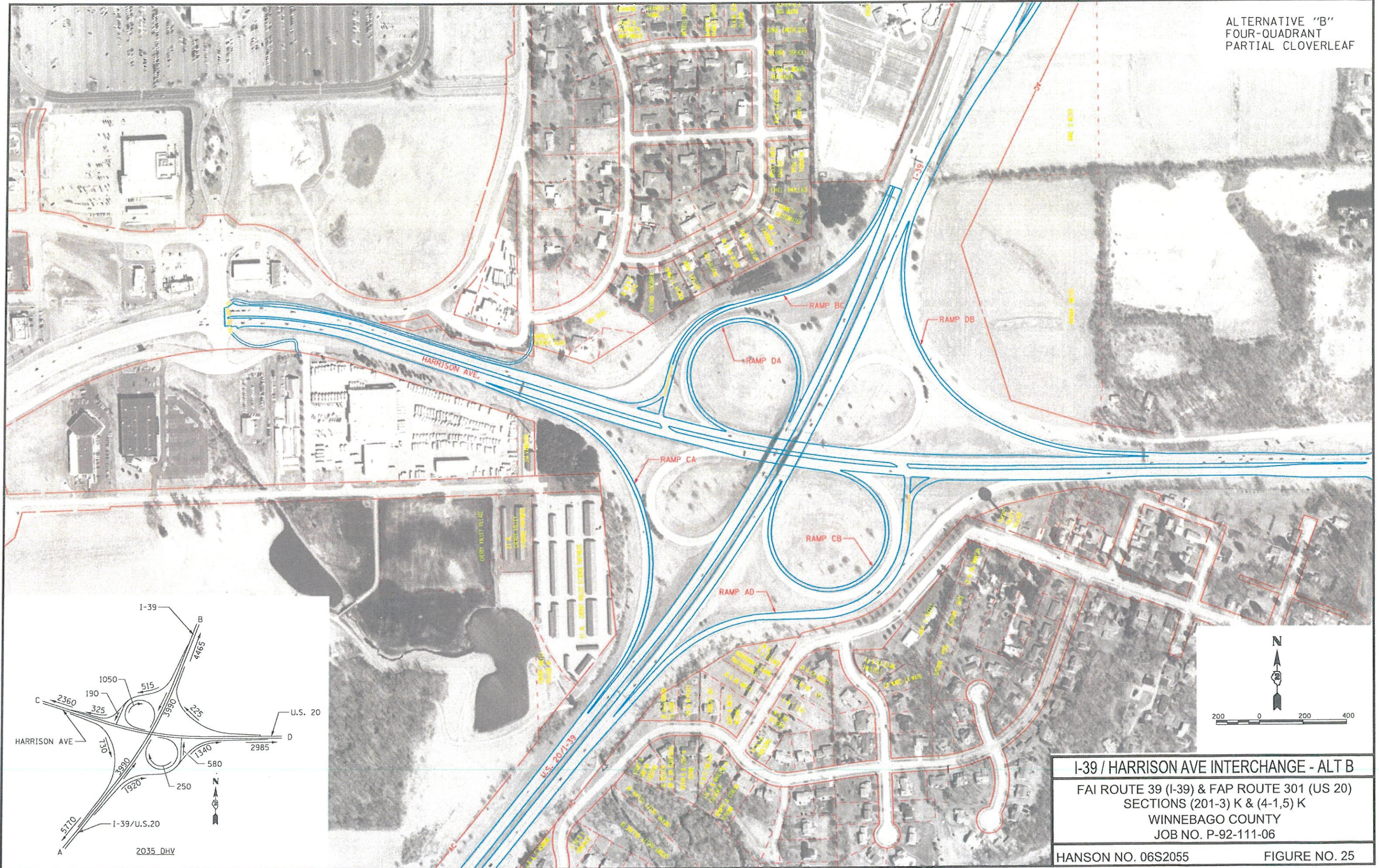
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06

FIGURE NO. 23



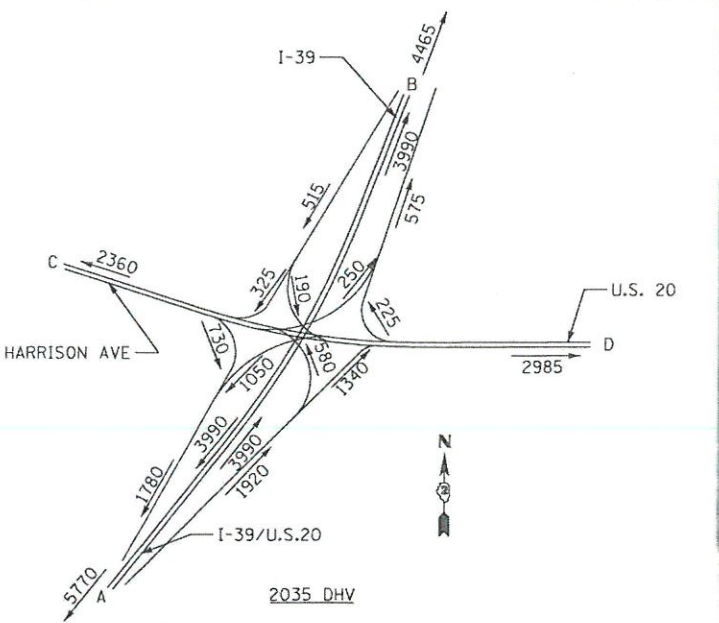
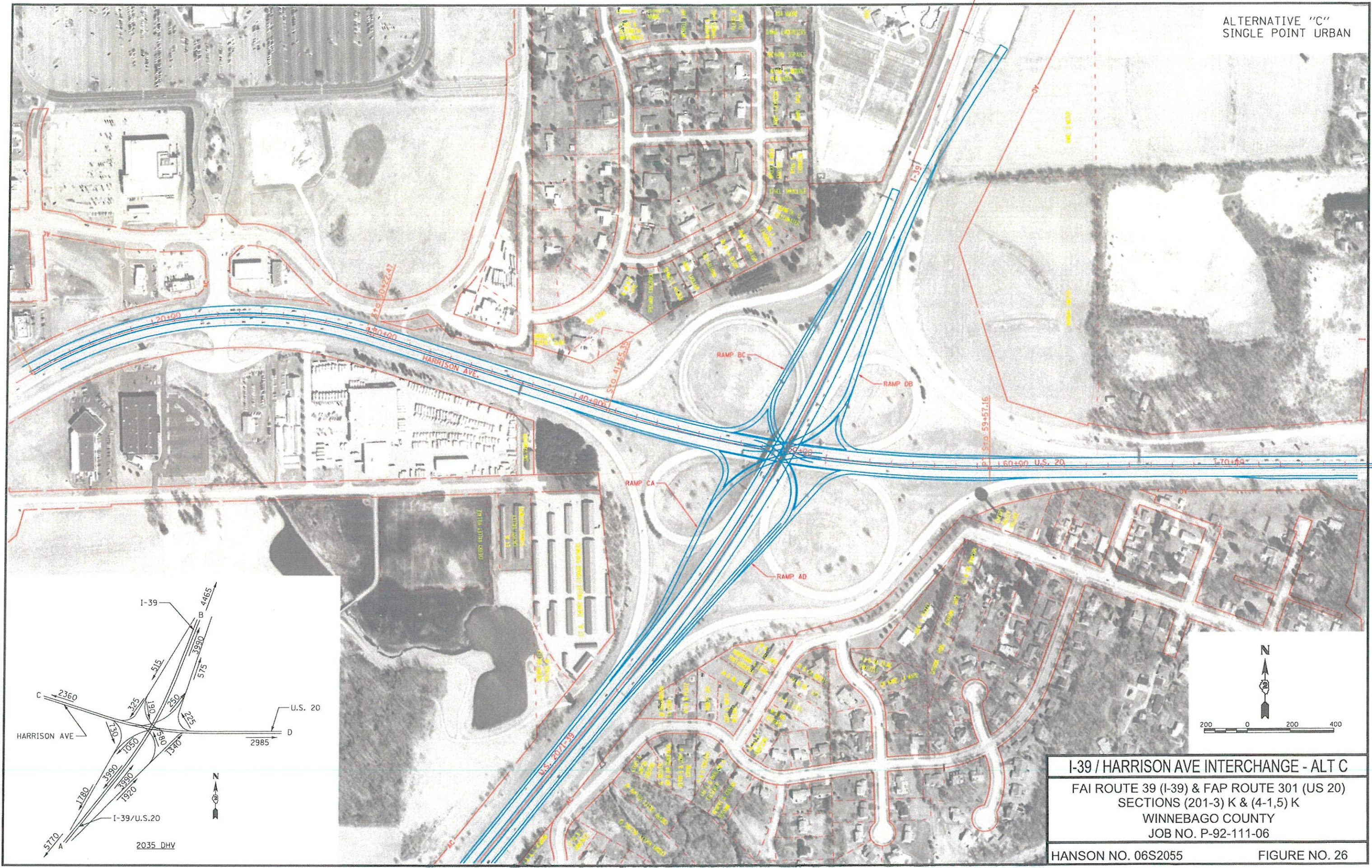
I-39 / HARRISON AVE INTERCHANGE - ALT A
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06
HANSON NO. 06S2055 FIGURE NO. 24

ALTERNATIVE "B"
FOUR-QUADRANT
PARTIAL CLOVERLEAF



I-39 / HARRISON AVE INTERCHANGE - ALT B
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06
HANSON NO. 06S2055 FIGURE NO. 25

ALTERNATIVE "C"
SINGLE POINT URBAN

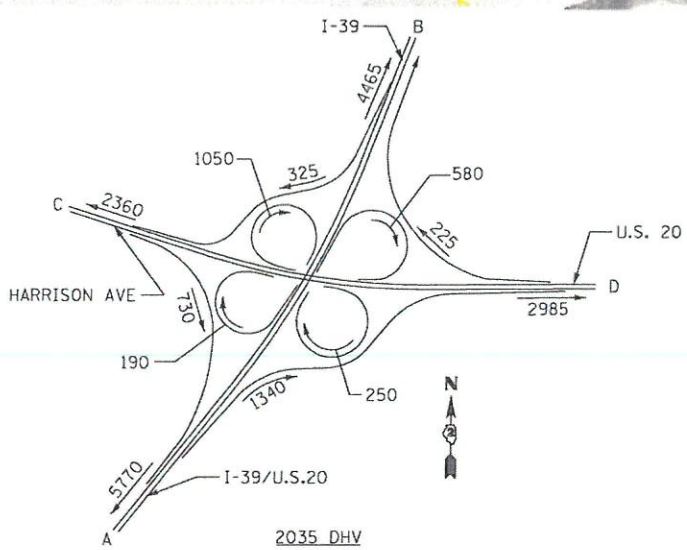
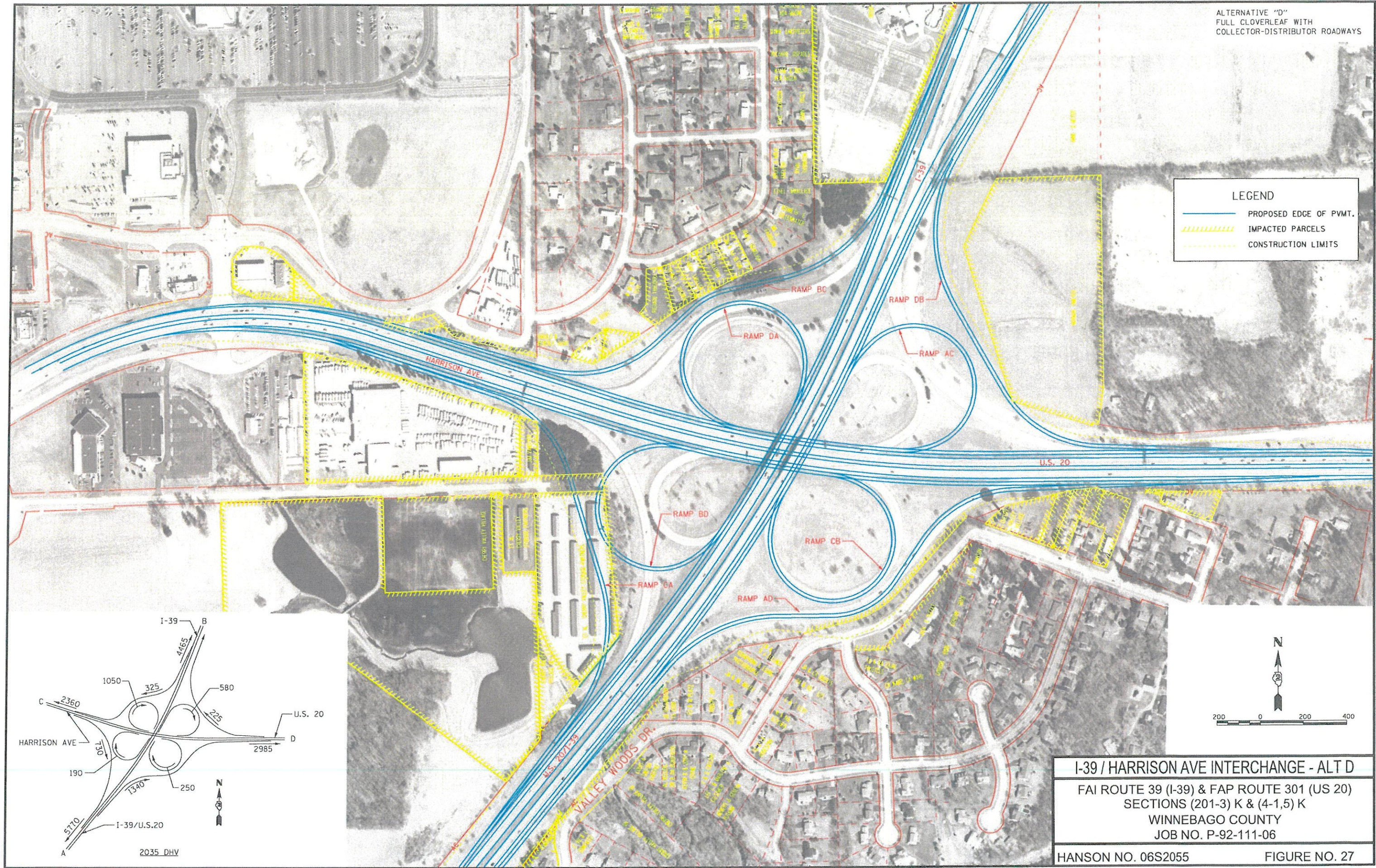


I-39 / HARRISON AVE INTERCHANGE - ALT C
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06
HANSON NO. 06S2055 FIGURE NO. 26

ALTERNATIVE "D"
FULL CLOVERLEAF WITH
COLLECTOR-DISTRIBUTOR ROADWAYS

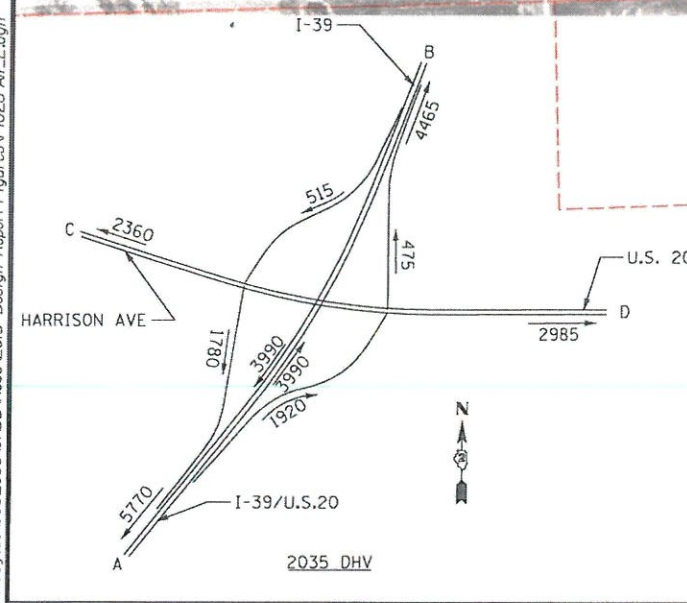
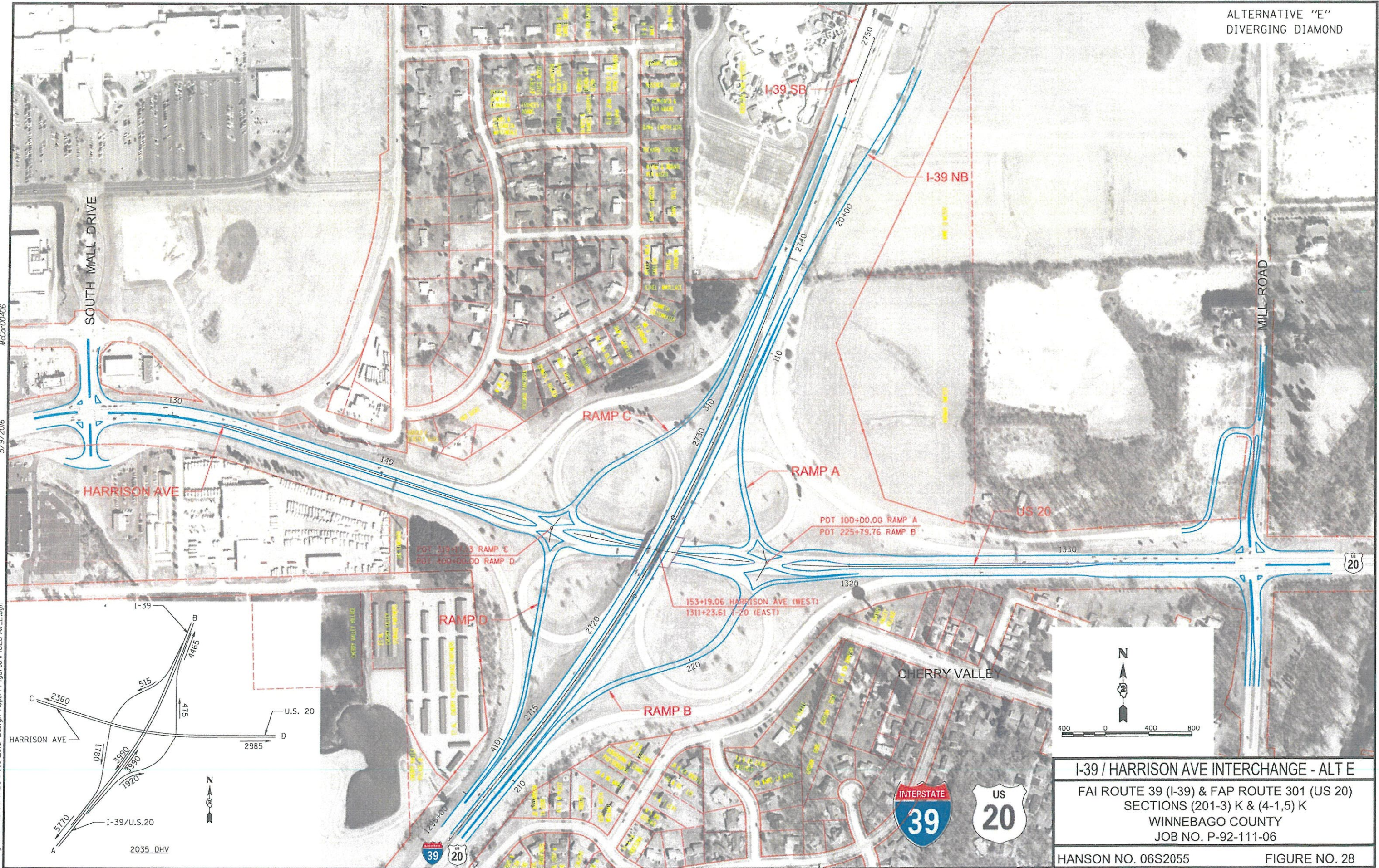
LEGEND

- PROPOSED EDGE OF PVMT.
- ▨ IMPACTED PARCELS
- - - CONSTRUCTION LIMITS

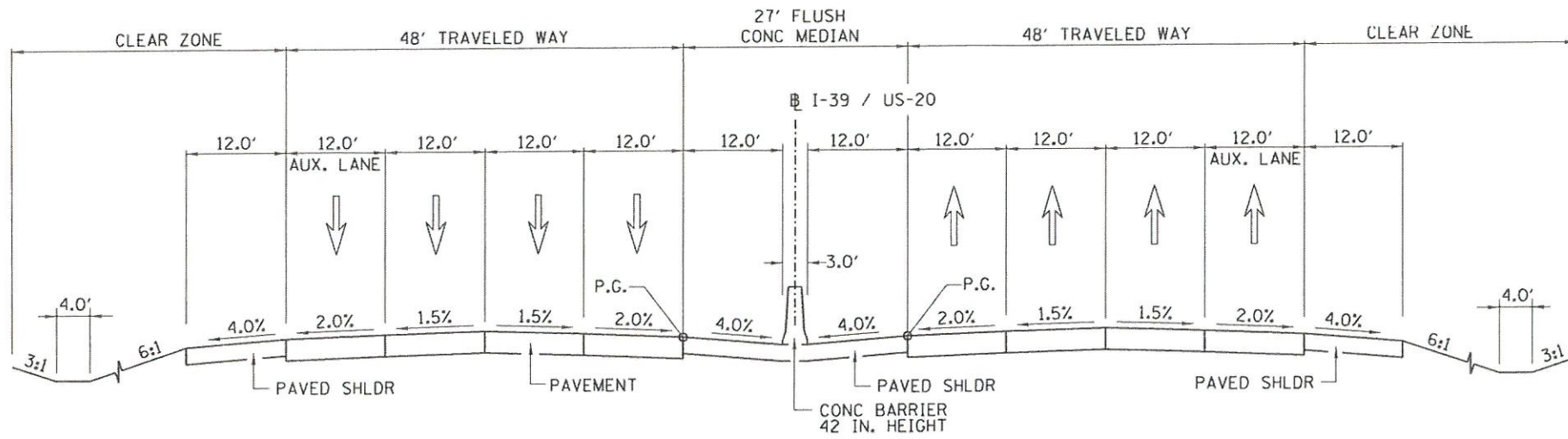


I-39 / HARRISON AVE INTERCHANGE - ALT D
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06
HANSON NO. 06S2055 FIGURE NO. 27

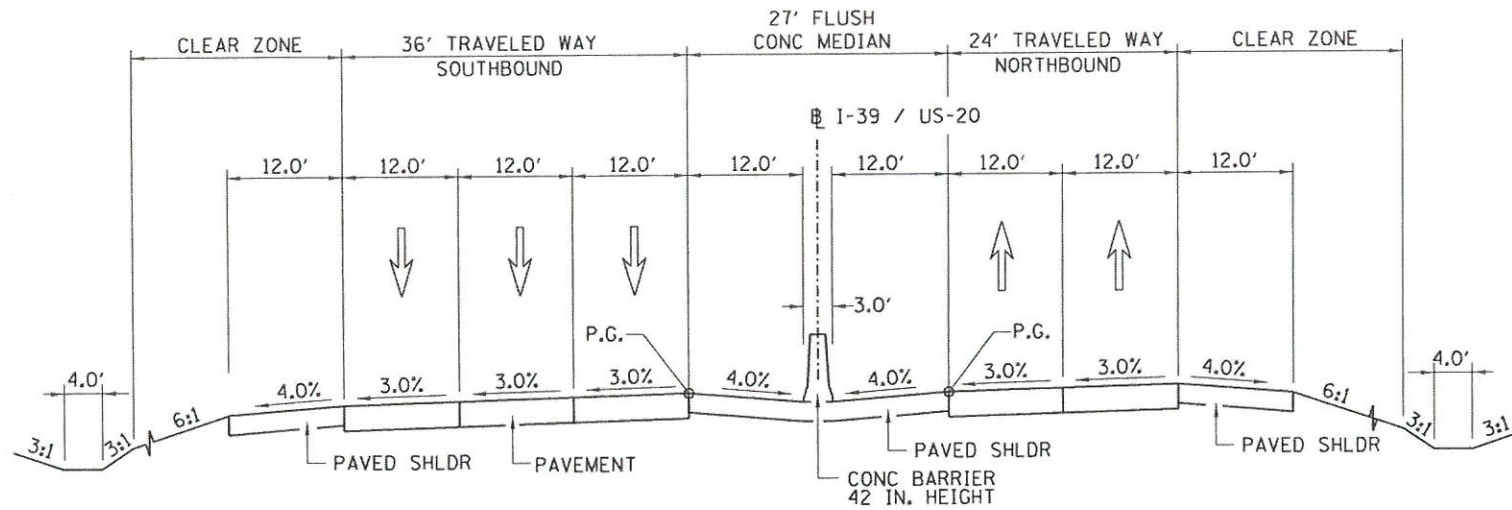
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I-39 / HARRISON AVE INTERCHANGE - ALT E
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06
 HANSON NO. 06S2055 FIGURE NO. 28



PROPOSED I-39 / US-20
SOUTH OF HARRISON AVE INTERCHANGE



PROPOSED I-39
THROUGH THE HARRISON AVE INTERCHANGE



PROPOSED TYPICAL SECTIONS

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06

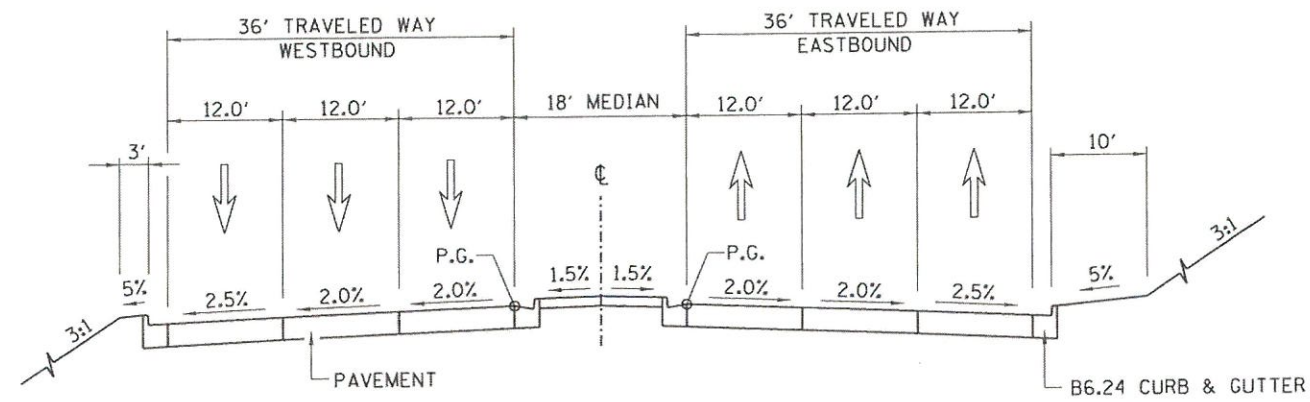
HANSON NO. 06S2055

FIGURE NO. 29

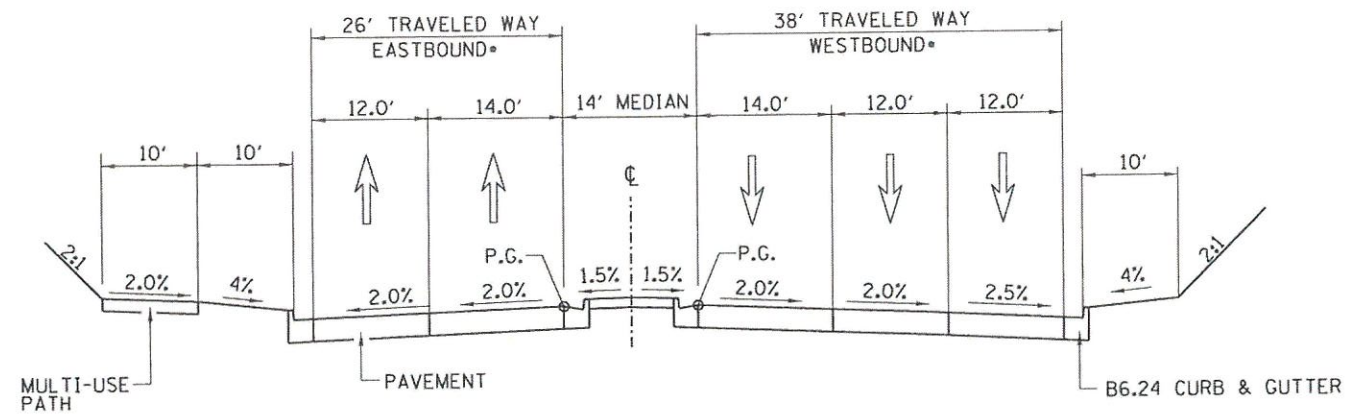
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PROPOSED
HARRISON AVE/US 20 APPROACH
TO I-39 INTERCHANGE



PROPOSED
HARRISON AVE UNDER
I-39 INTERCHANGE STRUCTURES

*WITH THE DIVERGING DIAMOND INTERCHANGE TYPE TRAFFIC DRIVES ON THE OPPOSITE SIDE OF THE ROAD BETWEEN RAMP TERMINALS.

NOTE: SEE INTERCHANGE DESIGN STUDY (IDS) AND FIGURE 37 FOR MORE DETAILED LANE CONFIGURATION THROUGH THE I-39/HARRISON AVE. INTERCHANGE.

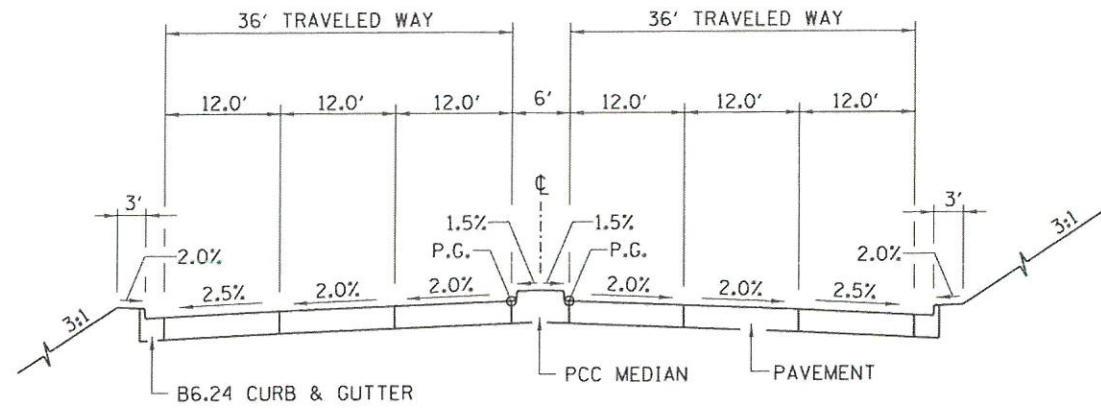


PROPOSED TYPICAL SECTIONS

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06

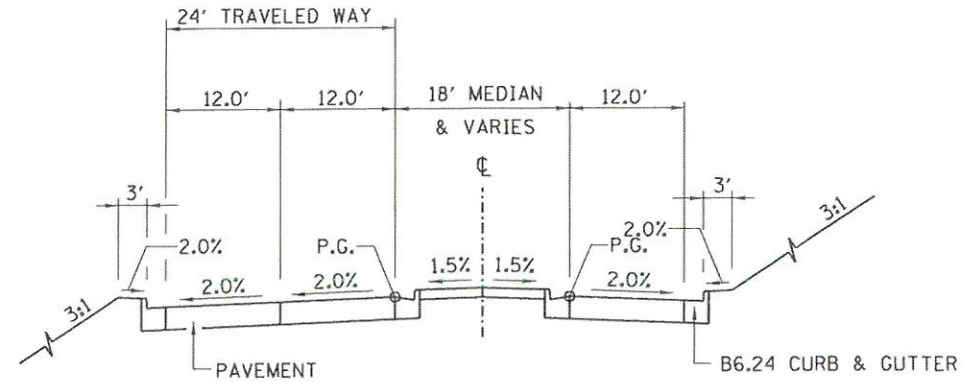
HANSON NO. 06S2055

FIGURE NO. 30



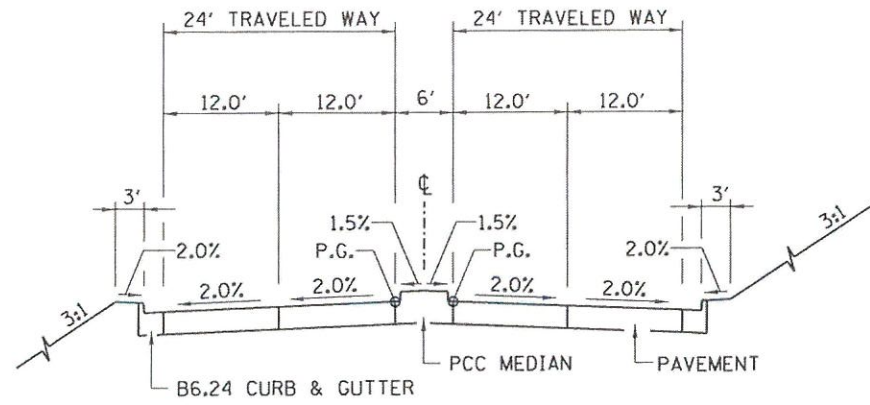
PROPOSED
SOUTH MALL DRIVE
(NORTH LEG)

NOTE: SEE INTERSECTION DESIGN STUDY
FOR INTERSECTION LAYOUT.



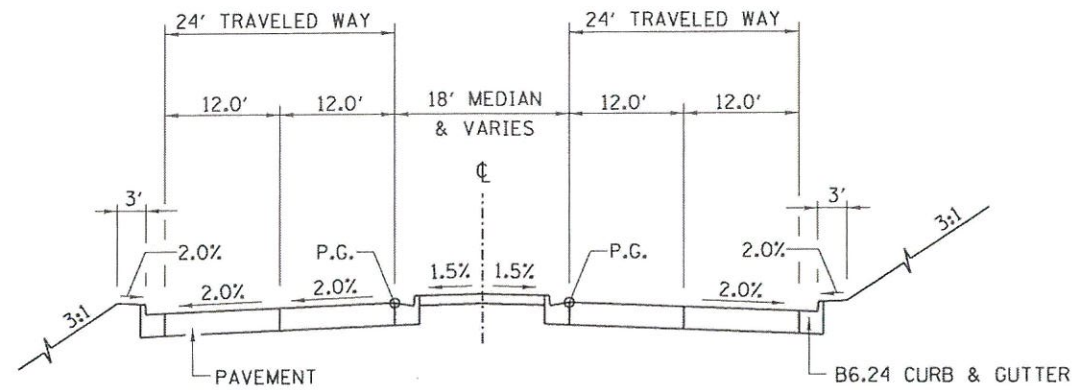
PROPOSED MILL ROAD
NORTH OF HARRISON AVENUE
INTERSECTION

NOTE: SEE INTERSECTION DESIGN STUDY
FOR INTERSECTION LAYOUT.



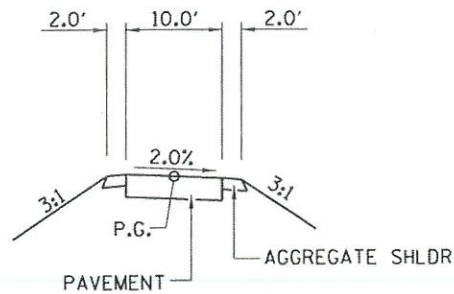
PROPOSED
SOUTH MALL DRIVE
(SOUTH LEG)

NOTE: SEE INTERSECTION DESIGN STUDY
FOR INTERSECTION LAYOUT.



PROPOSED MILL ROAD
SOUTH OF HARRISON AVENUE
INTERSECTION

NOTE: SEE INTERSECTION DESIGN STUDY
FOR INTERSECTION LAYOUT.



PROPOSED CHERRY VALLEY PATH



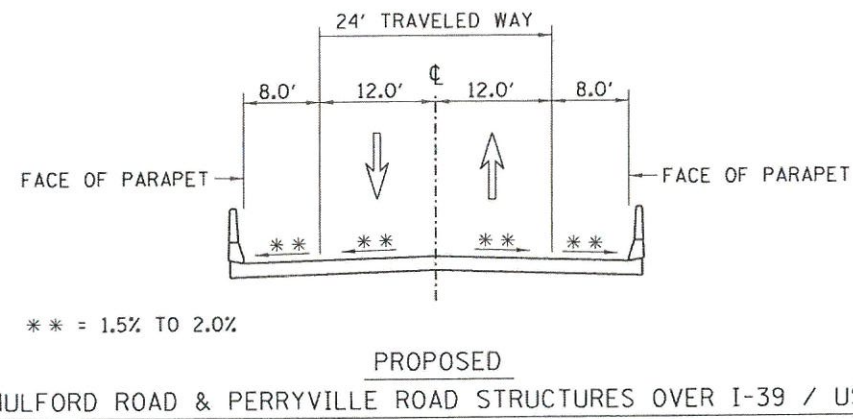
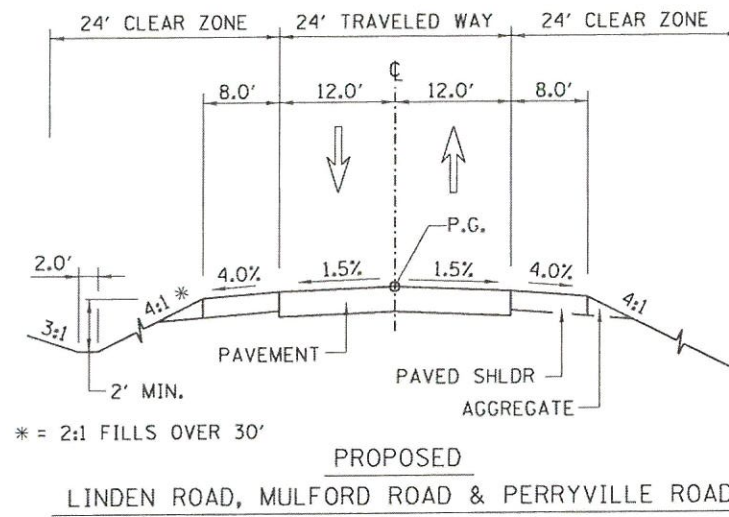
PROPOSED TYPICAL SECTIONS

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06

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3/30/2017

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PROPOSED TYPICAL SECTIONS

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
SECTIONS (201-3) K & (4-1,5) K
WINNEBAGO COUNTY
JOB NO. P-92-111-06

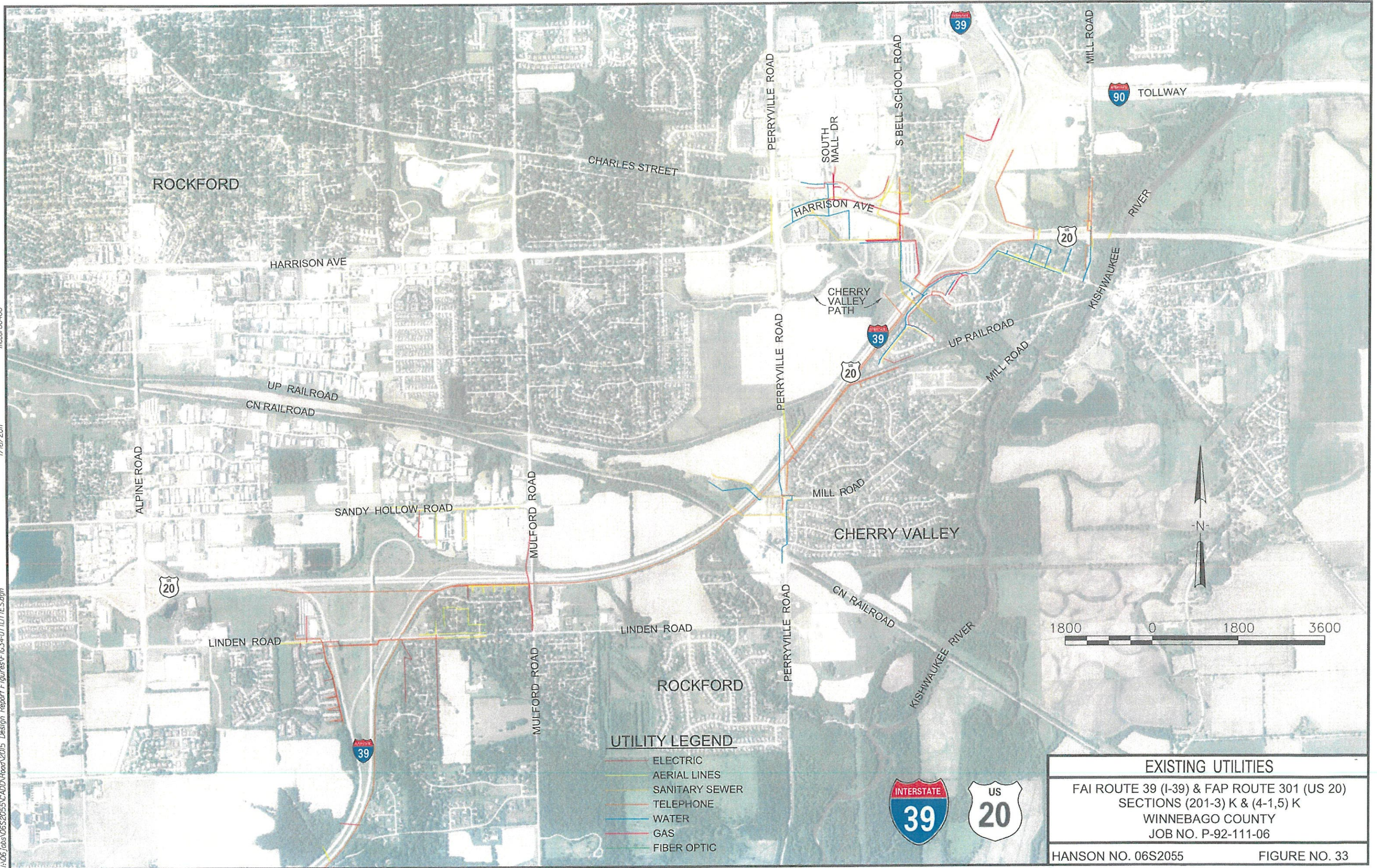
HANSON NO. 06S2055

FIGURE NO. 32

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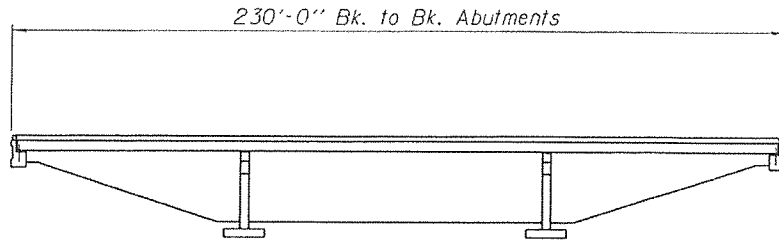
UTILITY LEGEND

- ELECTRIC
- AERIAL LINES
- SANITARY SEWER
- TELEPHONE
- WATER
- GAS
- FIBER OPTIC



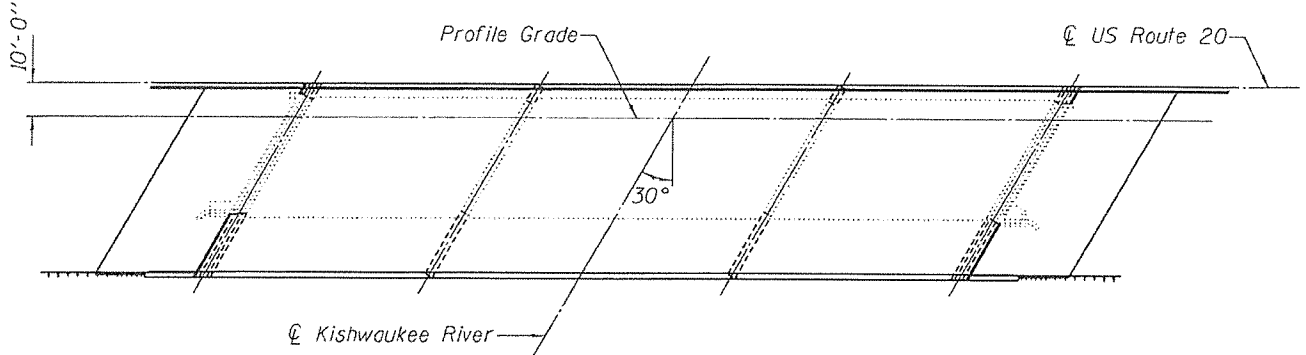
EXISTING UTILITIES
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. 06S2055 FIGURE NO. 33



230'-0" Bk. to Bk. Abutments

ELEVATION



10'-0"

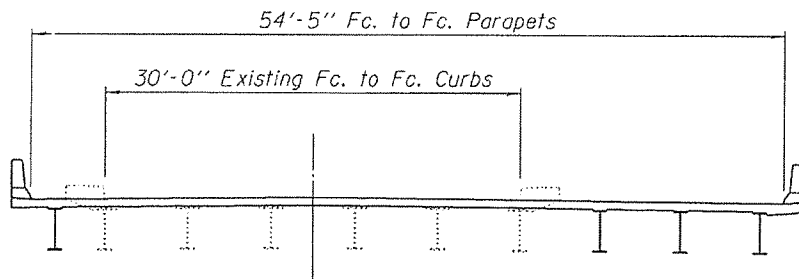
Profile Grade

☉ US Route 20

30°

☉ Kishwaukee River

PLAN



54'-5" Fc. to Fc. Parapets

30'-0" Existing Fc. to Fc. Curbs

PROPOSED STRUCTURE WIDTH

Notes:

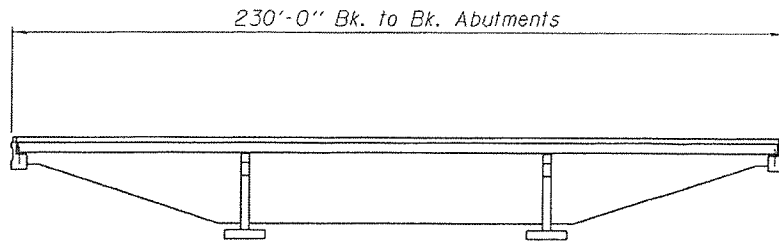
The profile grade and bridge length are subject to refinement in the TSL phase.
 Superstructure type, beam spacing and rail type to be determined during the TSL phase.

PROPOSED STRUCTURE SKETCH

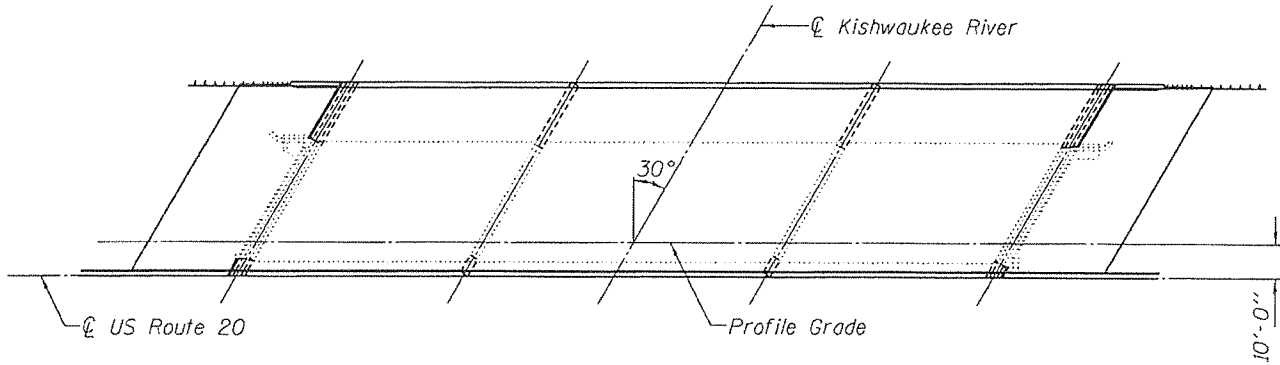
FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. 06S2055

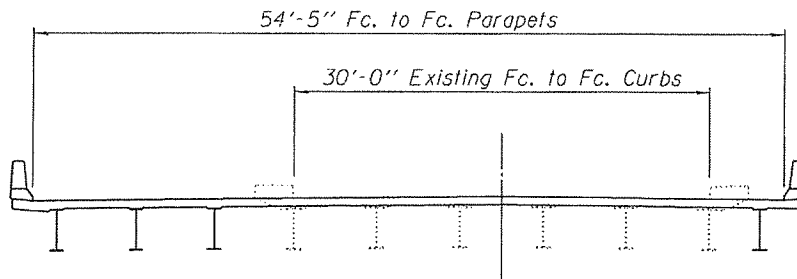
FIGURE NO. 34A



ELEVATION



PLAN



PROPOSED STRUCTURE WIDTH

Notes:

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.

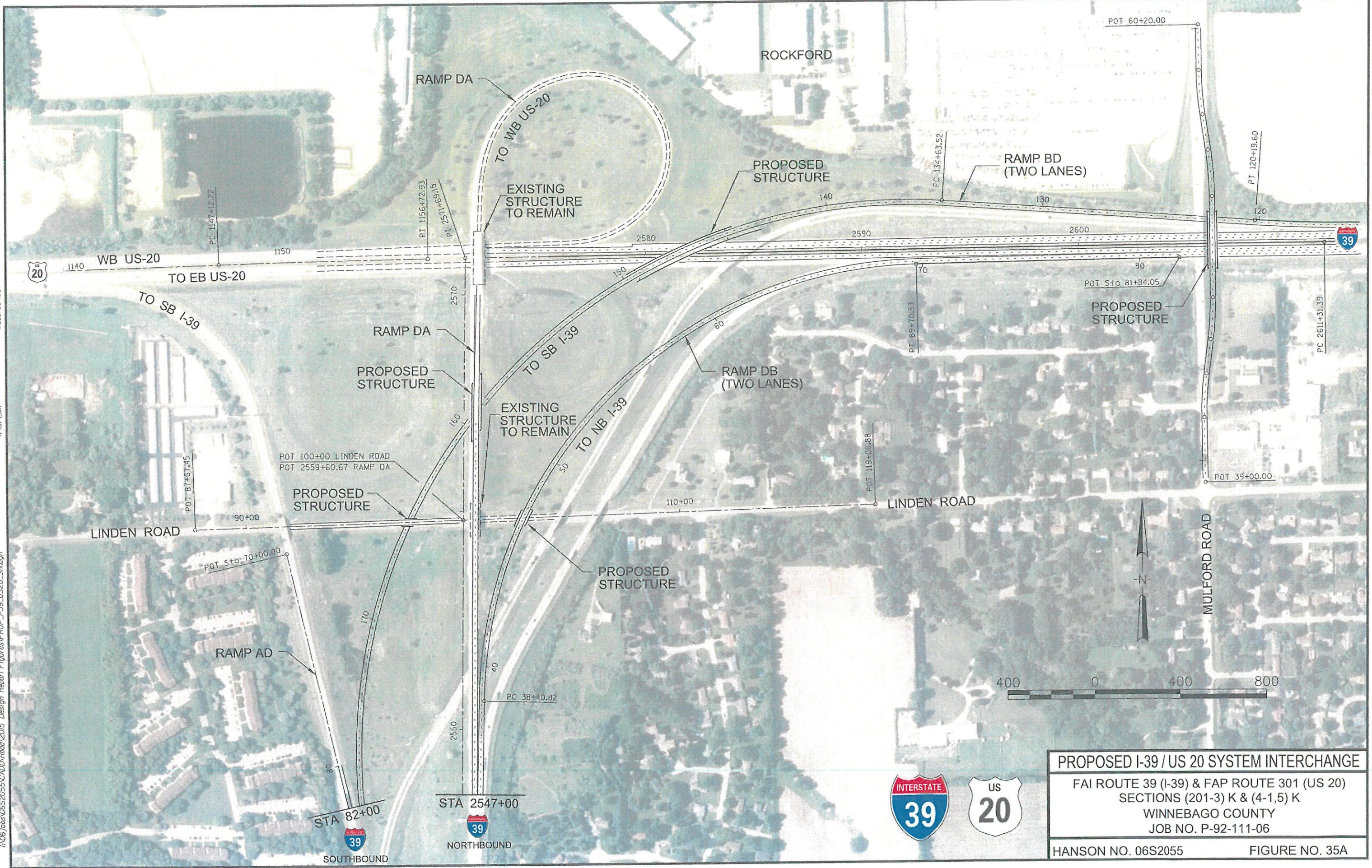
| | |
|---|----------------|
| PROPOSED STRUCT. SKETCH, SN 101-0074 | |
| FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20) | |
| SECTIONS (201-3) K & (4-1,5) K | |
| WINNEBAGO COUNTY | |
| JOB NO. P-92-111-06 | |
| HANSON NO. 06S2055 | FIGURE NO. 34B |

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mccor00-106

1/16/2017

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PROPOSED I-39 / US 20 SYSTEM INTERCHANGE
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. 06S2055 FIGURE NO. 35A

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PROPOSED I-39 / US 20 SYSTEM INTERCHANGE

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

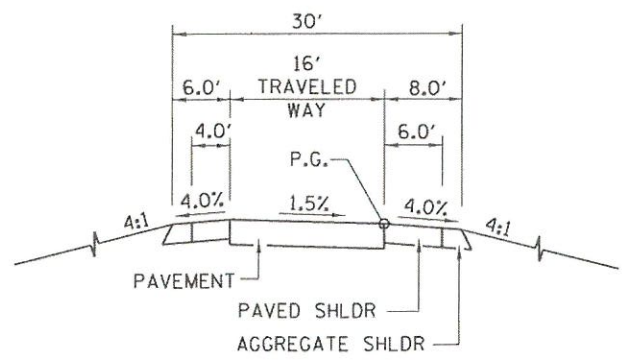
HANSON NO. 06S2055

FIGURE NO. 35B

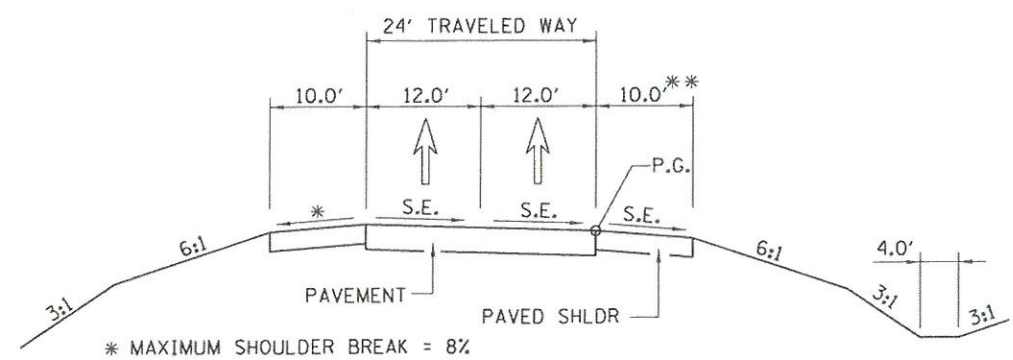
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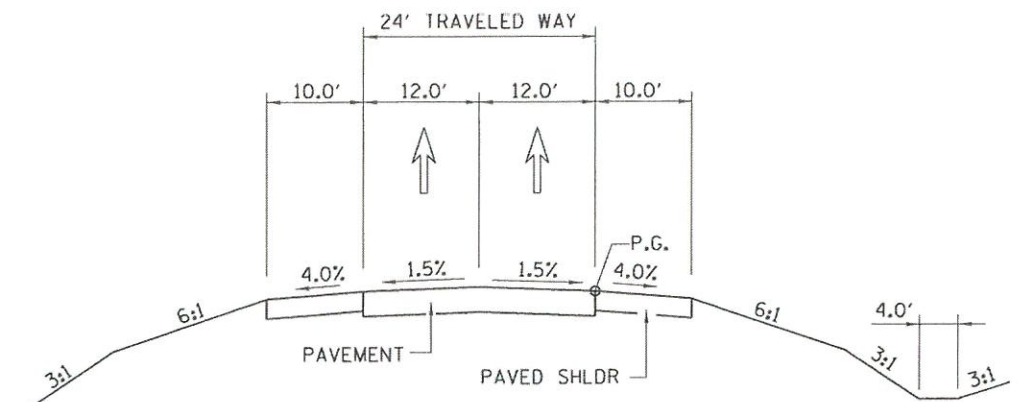
PROPOSED
ONE LANE RAMP TYPICAL SECTION
TANGENT SECTION



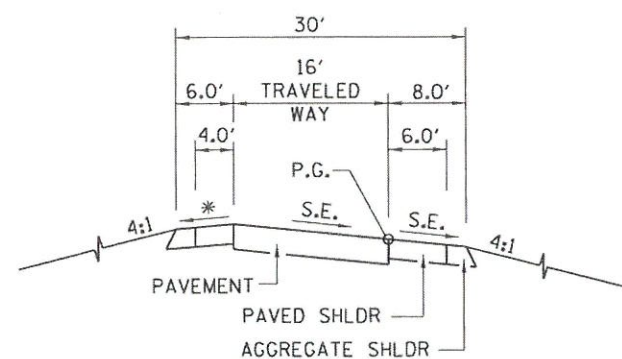
* MAXIMUM SHOULDER BREAK = 8%

PROPOSED
TWO LANE RAMP TYPICAL SECTION
SUPERELEVATED SECTION
RAMP DB (SYSTEM INTERCHANGE)

** SEE IDS SHEETS FOR WIDENING OF INSIDE SHOULDER AT RAMP DB OVER LINDEN ROAD.

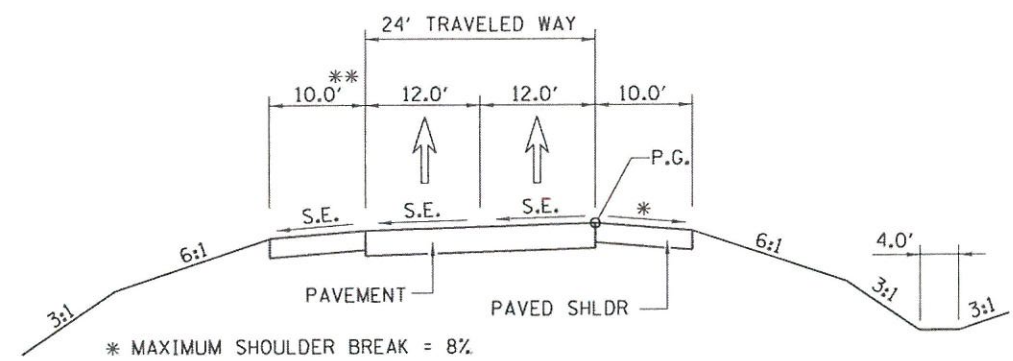


PROPOSED
TWO LANE RAMP TYPICAL SECTION
TANGENT SECTION
RAMP DB
(SYSTEM INTERCHANGE)



PROPOSED
ONE LANE RAMP TYPICAL SECTION
SUPERELEVATED SECTION

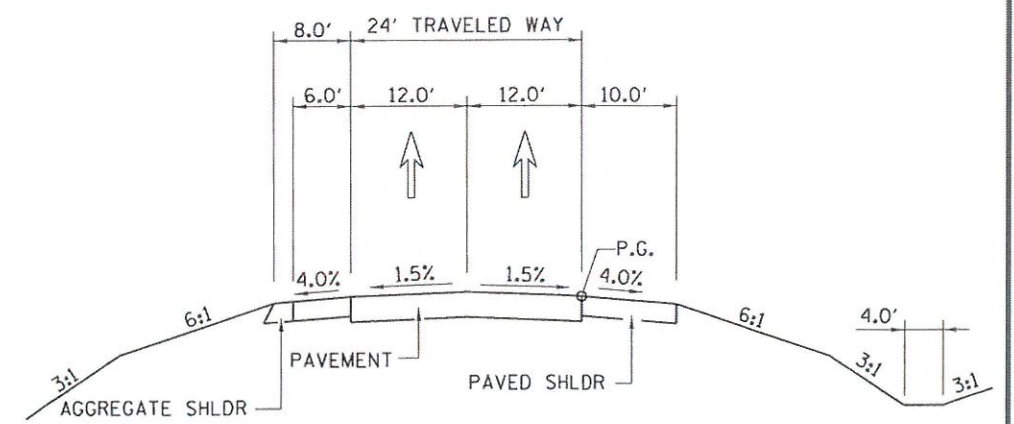
* MAXIMUM SHOULDER BREAK = 8%



* MAXIMUM SHOULDER BREAK = 8%

PROPOSED
TWO LANE RAMP TYPICAL SECTION
SUPERELEVATED SECTION
RAMP BD (SYSTEM INTERCHANGE)

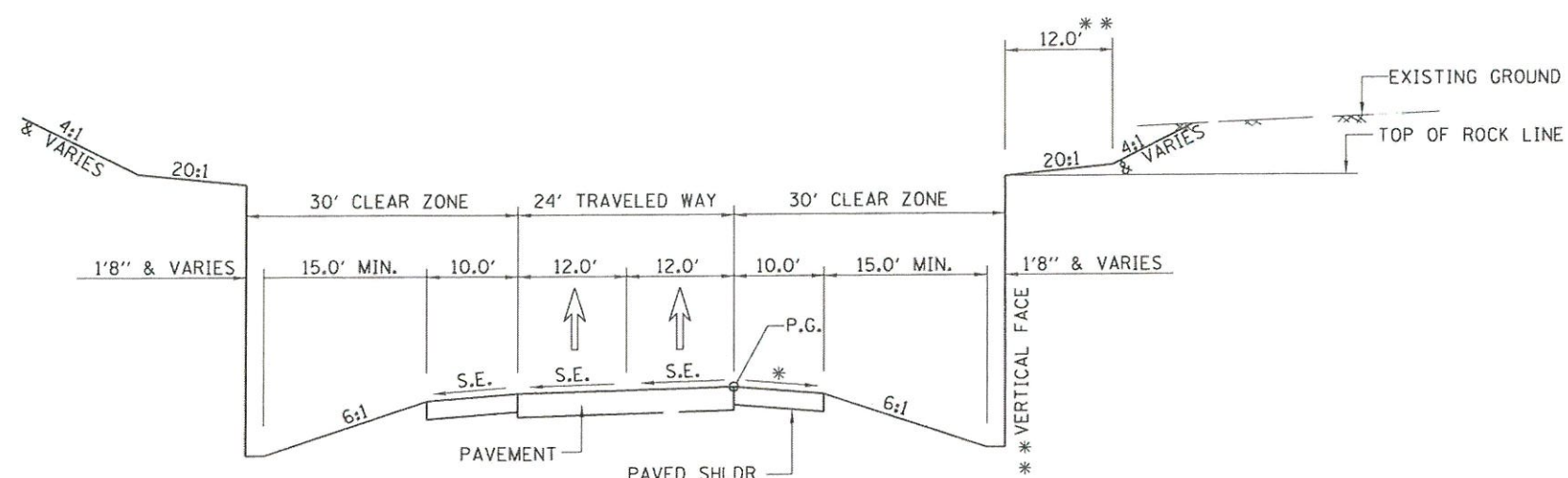
** SEE IDS SHEETS FOR WIDENING OF INSIDE SHOULDER AT RAMP BD OVER US 20.



RAMP DA (SYSTEM INTERCHANGE) MATCHES
THE EXISTING TYPICAL SECTION

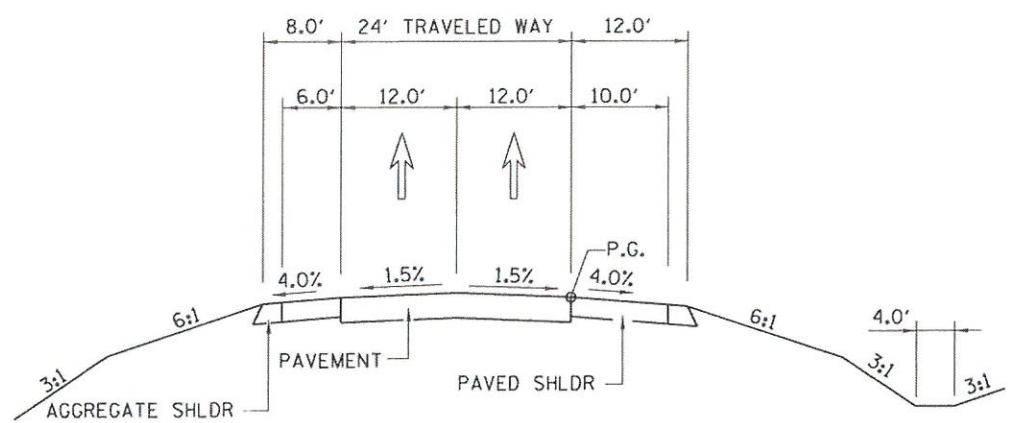


| PROPOSED RAMP TYPICAL SECTIONS | |
|---|----------------|
| FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20) | |
| SECTIONS (201-3) K & (4-1,5) K | |
| WINNEBAGO COUNTY | |
| JOB NO. P-92-111-06 | |
| HANSON NO. 06S2055 | FIGURE NO. 36A |



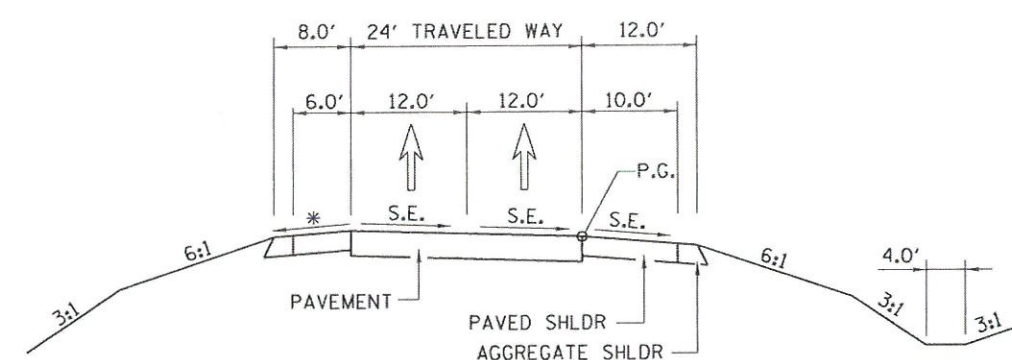
* MAXIMUM SHOULDER BREAK = 8%
 ** OR AS INDICATED ON THE CROSS SECTIONS OR BY THE ENGINEER.

PROPOSED
TWO LANE RAMP TYPICAL SECTION IN ROCK CUT
 SUPERELEVATED SECTION
 RAMP BD
 (SYSTEM INTERCHANGE)



PROPOSED
TWO LANE RAMP TYPICAL SECTION
 TANGENT SECTION
 RAMP B
 (HARRISON AVE. INTERCHANGE)

NOTE: SEE INTERSECTION DESIGN STUDY FOR MORE DETAILED TYPICAL SECTION INFORMATION.



PROPOSED
TWO LANE RAMP TYPICAL SECTION
 SUPERELEVATED SECTION
 RAMP B
 (HARRISON AVE. INTERCHANGE)

* MAXIMUM SHOULDER BREAK = 8%

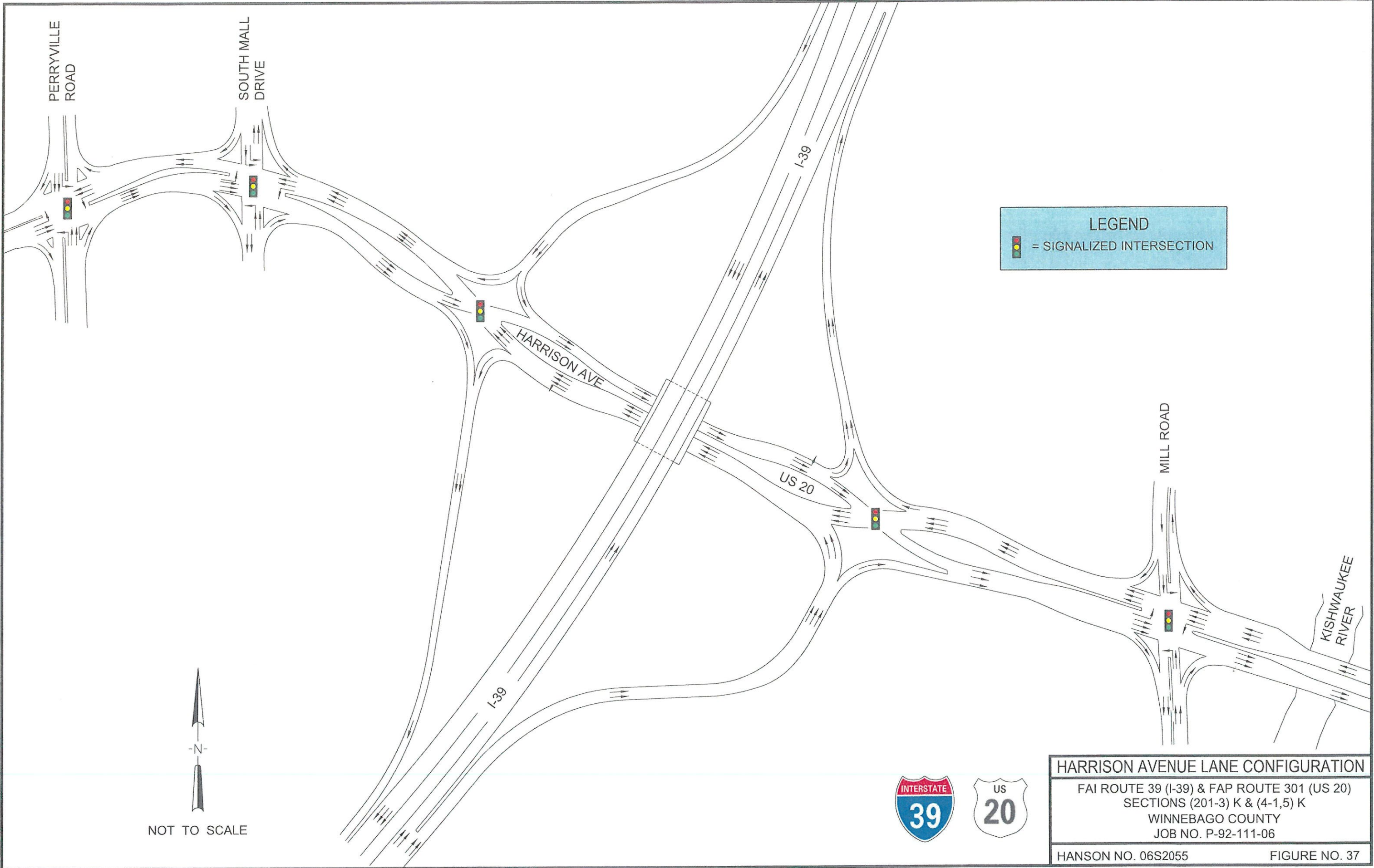
NOTE: SEE INTERSECTION DESIGN STUDY FOR MORE DETAILED TYPICAL SECTION INFORMATION.




PROPOSED RAMP TYPICAL SECTIONS
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06
 HANSON NO. 06S2055 FIGURE NO. 36B


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LEGEND

 = SIGNALIZED INTERSECTION


 NOT TO SCALE

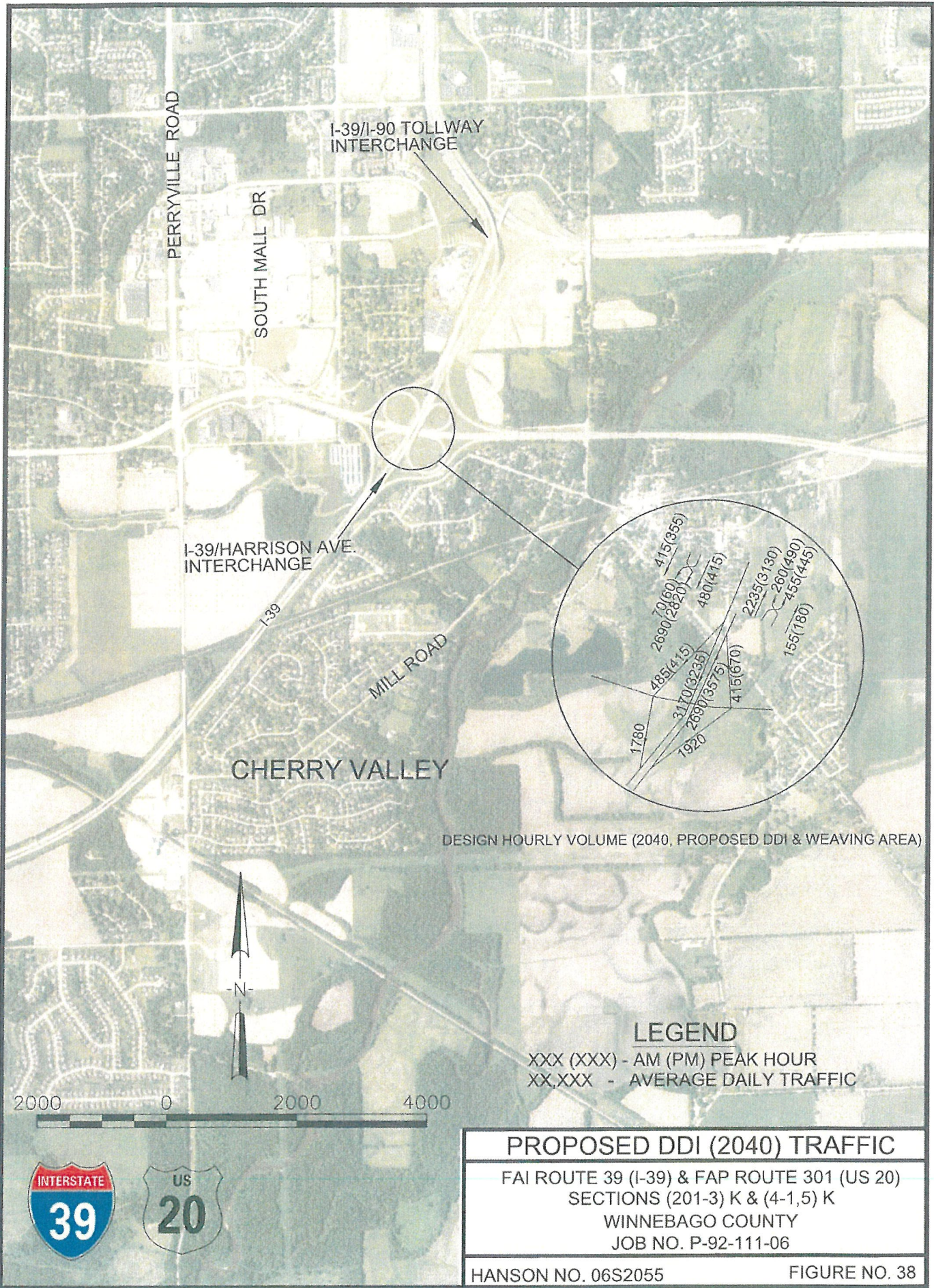


HARRISON AVENUE LANE CONFIGURATION

FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. 06S2055 FIGURE NO. 37

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**APPENDIX A
DESIGN CRITERIA**

| | |
|---|-----------------------|
| I-39/US 20 | A-1 thru A-2 |
| Interchange..... | A-3 thru A-5 |
| Harrison Ave. west of Mill Road | A-6 thru A-8 |
| US 20 (east of Mill Road) | A-9 thru A-11 |
| Mulford, Perryville, & Linden Road Grade Separations | A-12 thru A-13 |
| Perryville Road & Mill Road Intersections | A-14 thru A-15 |
| South Mall Drive Intersection | A-16 thru A-17 |

Design Criteria I-39/US 20

| ITEM | CRITERIA | REFERENCE |
|--|---|--|
| Project Type | Reconstruction | BDE 31-6.02 |
| Design ADT (2040) | 106,610 | IDOT District 2 Traffic Projections |
| One-Way DHV (2040) | 5,240 | IDOT District 2 Traffic Projections |
| Functional Classification | Rural Interstate | IDOT District 2 |
| Truck Route Classification/ Traffic Composition | Class I 25.8% Trucks | IDOT Designated Truck Route Map IDOT District 2 Traffic Projections |
| Jurisdictional Agency | IDOT/FHWA | |
| Design Speed | 70 mph | BDE Fig. 44-5A and Fig. 44-5B |
| Posted Speed | 65 mph | |
| Level of Service | B | BDE Fig. 44-5A |
| Lane Width | 12 ft | BDE Fig. 44-5A |
| Crown | See typical sections | BDE Fig. 44-2D, Fig. 44-5A, and Fig. 44-5B |
| Median | 23 ft minimum, 27 ft desirable flush with concrete barrier | BDE Fig. 44-5A, IDOT Std. 637006 |
| Shoulders | Left and right-10 ft paved (min) with rumble strip. 12 ft paved desired due to truck traffic. | BDE Fig. 44-5A and Fig. 44-5B |
| Shoulder Slope | 4% (normal crown) | BDE Fig. 44-5A and Fig. 44-5B |
| Buffer | Not applicable | |
| Earth Slopes | | |
| - Cut Front Slope | New – 1V:6H Existing to remain – 1V:4H | BDE Fig. 44-5A and 45-5B |
| - Ditch Bottom | New – 4 ft Existing to remain – 1.5 ft | BDE Fig. 44-5A and 44-5B |
| - Cut Backslope | 1V:3H (1V:2H beyond clear zone for cut height >10 ft) | BDE Fig. 44-5A and Fig. 44-5B |
| - Rock Cut | Ditch width TBD Backslope 1V:0.25H beyond clear zone | BDE Fig. 34-4E |
| - Fill | New – 1V:6H to clear zone, 1V:3H to toe (1V:2H for height >30 ft) Existing to remain – 1V:4H to clear zone, 1V:3H to toe (1V:2H for height >30 ft) | BDE Fig. 44-5A BDE Fig. 44-5B |
| Grades | 3% max. (new) | BDE Fig. 44-5D |

| ITEM | CRITERIA | REFERENCE |
|---|---|---|
| | 4% max. (existing to remain) 0.5% desirable min. (0.3% min.) | |
| Vertical Curve K Values | Crest - 247; Sag - 181 Max. for drainage - 334 - Uncurbed crest | BDE Fig. 44-5D, BDE 33-4.01(d)/4.02(e) |
| Alignment/SE | New Alignment – Radius \geq 3,000 ft (desirable) Min. Radius = 2,040 ft Max SE = 6% Existing to remain – Min. Radius = 1,810 ft Max SE = 8% | BDE Fig. 44-5D |
| Stopping Sight Distance | 730 ft | BDE Fig. 44-5D |
| Decision Sight Distance | 1,105 ft | BDE Fig. 44-5D |
| Obstruction Free Zone | 30 ft | BDE Fig. 38-3A |
| Vertical Clearance | | |
| - Overpassing Bridge | 16 ft – 9 in. (new) 16 ft – 0 in. (existing to remain) | BDE Fig. 44-5A |
| - Sign/Pedestrian Bridge | 17 ft – 3 in. (new) 16 ft – 9 in. (existing to remain) | BDE Fig. 44-5A |
| Median Crossover Spacing | To be determined | BDE 45-2.06 (D) Coordination with Bureau of Operations, State Police, and District Maintenance Personnel |
| Underdrains | To be determined | |
| Design Vehicle | WB-65/67 | BDE Fig. 36-1S |
| Bridges | | |
| - Structural Capacity | HS-20 | BDE Fig. 44-5A and Fig. 44-5B |
| - Clear Roadway Width (Dual Structures) | 56 ft (60 ft desired due to truck traffic); Existing to remain – 54 ft | BDE Fig. 44-5A and 44-5B |
| - Vertical Clearance Over Railroad | 23 ft – 0 in. (new) 21 ft - 9 in. (existing to remain) | BDE Fig. 44-5A and 44-5B |
| References | IDOT – Illinois Department of Transportation BDE – Bureau of Design and Environment Manual | |

Interchange Design Criteria

| ITEM | CRITERIA | REFERENCE |
|--|---|---|
| Spacing | 3 mile minimum in rural areas | BDE 37-2.01 |
| Lane Balance | Approach lanes = mainline lanes beyond exit plus exit lanes minus one | BDE 37-2.03 |
| Auxiliary Lanes | Required if segment between entrance and exit ramps <1,500 ft | BDE 37-2.05 |
| | Lane drop 2,500 ft past interchange, minimum taper 50:1 | BDE Fig. 37-2C |
| Route Continuity | No change lanes or exit to remain on major route No interstate marking on ramps, use major convergence | BDE 37-2.06 BDE 37-6.01(a) and 6.02(b) |
| Weaving | Minimum length = 1,000 ft Minimum level of service – one level lower than mainline (Desirable – same level of service) | BDE 37-2.11 |
| Exit Ramp Terminal | Locate minimum 1,000 ft from high point of approaching crest | BDE 37-2.14(5C) |
| Crossroad Grade at Ramp Intersections | Maximum 2% desirable 3% to remain in place | BDE 37-2.14 (5D) |
| First Point of Access on Crossroad | 350 ft D for signal-control at 45 mph and 700 ft G+C+D for free flow at 45 mph | BDE 35-2 |
| Design Vehicle | WB-65/67 | BDE 37-2.14 (8d) |
| Sight Distance Along Mainline for Exit Ramps | Decision sight distance | BDE 37-2.15 |
| | 1,105 ft with H.O. = 0.0 ft | BDE Fig. 31.3C |
| | Speed path direction Δ | BDE 31-3.02(b) |
| Rural road – 70 mph | | |
| High Speed Directional Roadways | | |
| - No. Lanes | 2 | BDE 37-4.03 |
| - Design Speed | 60-70 mph rural 50-60 mph urban | BDE 37-4.03 |
| -Maximum Super Rate | 6% | BDE 37-4.03 |
| -Entrance/Exit | Convergence/divergence | |
| Ramp Roadway | | |
| - Pavement Width | 16 ft | BDE Fig. 37-4G |
| - Right Shoulder | 6 ft paved, 2 ft aggregate | |
| - Left Shoulder | 4 ft paved, 2 ft aggregate | |
| - Cross Slope | 1.5% | |
| - Baseline | Right edge of pavement | BDE 37-4.07(b) |

| ITEM | CRITERIA | REFERENCE |
|--|--|---|
| Ramp | | |
| - Minimum Design Speed | 30 mph loop ramps 50 mph outer connector 50 mph semi-directional 50 mph directional 40 mph desirable (25 mph min.) near crossroad intersection | BDE 37-4.04 BDE 37-4.04 BDE 37-4.04 BDE 37-4.04 See also Fig. 37-6G |
| - Maximum Speed Reduction Between Controlling Elements | 15 mph | BDE 37-4.04 |
| - Maximum Superelevation | 6% | BDE 37-4.04 BDE Fig. 37-4F |
| Ramp Geometric Requirements for Design Speed | | |
| | 50 mph 45 mph 40 mph 30 mph | |
| - Stopping Sight Distance | 425 ft 360 ft 305 ft 200 ft | BDE Fig. 37-4F |
| - Minimum Radius | 833 ft 643 ft 485 ft 231 ft | See Fig. 37-6N for minimum curve radii and tangent lengths |
| - Superelevation Runoff | 190 ft 180 ft 165 ft 145 ft | |
| - Crest Curve K | 84 61 44 19 | |
| - Sag Curve K | 96 79 64 37 | |
| - Maximum Grade | 4% up, 6% down | |
| Ramp Terminal Spacing | Entrance to exit 2,000 ft Exit to entrance 500 ft Entrance to entrance 300 ft Exit to exit 1,000 ft | BDE Fig. 37-2D |
| Spacing Between Ramp Terminals on Crossroad | - Controlled by left turn requirements for signalized intersection | BDE 36-3.02 |
| Diamond Interchange | | BDE 37-3.02(d) |
| -Ramp/Crossroad Intersection Angle | Left turn DHV >250 = 90° Left Turn DHV 125-250 = 75° | BDE 37-3.C |
| - Ramp Curve Nearest Crossroad Design Speed | 40 mph desirable (25 mph min.) | BDE 37-4.04 |
| - Ramp Minimum Tangent Length | $2/3 T_1 + 2/3 T_2$ for reverse curves | BDE 37-3.02(d) |
| Cloverleaf Interchange | | |
| - Ramp Curve Nearest Exit Design Speed | 50 mph | BDE Fig. 37-3M |
| - Weaving Section Length | 650 ft minimum | BDE Fig. 37-3N |
| - Weaving Section Level of Service | Minimum one level lower than mainline | BDE 37-3.06(b) |

| ITEM | CRITERIA | REFERENCE |
|---|--|----------------|
| Four Quadrant Parclo Type A Interchange | | |
| - Ramp Curve Nearest Entrance and Exit Design Speed | 50 mph | BDE Fig. 37-3S |
| - Ramp Grade at Crossroad Intersection | 1.5% to 2.0% for 150 ft-200 ft | BDE 37-5.01(b) |
| Exit Ramp Terminals | | |
| - Type | Taper | BDE 37-6.01(a) |
| - Standard Exit Design | BDE Figure 37-6A | |
| - Length | 660 ft from 1 ft stub to gore nose | BDE Fig. 37-6A |
| - Offset at Gore Nose | 36.23', 140 ft from gore nose to beginning of first curve | |
| - Taper | 3°-7'-15" (18.341:1) | |
| - Two-Lane Exit Ramp Design | Fig. 37-6C | |
| - Design Speed for Initial Exit Curve | 50 mph, 833 ft radius | BDE Fig. 37-6G |
| - Distance Physical Nose to Overhead Structure | 3 second travel time = 308 ft for 70 mph | BDE 37-6.01(f) |
| Entrance Ramp Terminal | | |
| - Type | Taper | BDE 37-6.02(a) |
| - Standard Entrance Design | Fig. 37-6K | |
| - Length | 950 ft from 4 ft physical nose to 1 ft stub 200 ft tangent from last curve to physical nose | BDE Fig. 37-6K |
| - Offset | 24 ft at beginning of 200 ft tangent | BDE Fig. 37-6K |
| - Taper | 50:1 (1.1458°) | BDE Fig. 37-6K |
| - Auxiliary Lane Length | 1,000 ft, 550 ft taper | BDE 37-6.02 |
| - Two-Lane Entrance Length | 1,400 ft + 1,500 ft auxiliary lane + 550 taper | BDE Fig. 37-6M |
| - Design for Last Entrance Curve | 50 mph design speed 833 ft radius 200 ft length | BDE Fig. 37-6N |
| Major Divergence (Equal Split) | | |
| - Add Lane Taper | 50:1 – 550 ft | BDE Fig. 37-6O |
| - Length Preceding Divergence | 1,500 ft | BDE Fig. 37-6O |
| - Divergence Taper | 166:1 = 1,000 ft 83:1 = 450 ft | BDE Fig. 37-6O |
| Major Convergence | | |
| - Convergence Taper | 166:1 = 1,200 ft | BDE Fig. 37-6S |
| - Lane Reduction Taper | 50:1 = 550 ft | BDE Fig. 37-6S |

Design Criteria Harrison Avenue West of Mill Road

| ITEM | CRITERIA | REFERENCE |
|----------------------------|--|-------------------------------------|
| Project Type | Reconstruction | BDE 31-6.02 |
| Jurisdiction | City west of South Mall Dr. IDOT east of South Mall Dr. | |
| Design ADT (2040) | 24,500 west of Bell School Rd. 33,950 Bell School to Interchange 43,450 Interchange to Mill Rd. 40,200 east of Mill Rd. | IDOT District 2 Traffic Projections |
| Two-Way DHV (2040) | 2,450 west of Bell School Rd. 3,395 Bell School to Interchange 4,345 Interchange to Mill Rd. 4,020 east of Mill Rd. | IDOT District 2 Traffic Projections |
| Functional Classification | Other principal arterial | IDOT District 2 |
| Truck Route Classification | No truck route designation west of interchange. Class II Truck Route east of interchange. | IDOT Truck Route Map |
| % Trucks | 3.9% west of Bell School 3.6% Bell School to Interchange 7.1% Interchange to Mill Rd. 8% east of Mill Rd. | IDOT District 2 Traffic Projections |
| Roadside Development | Closed Suburban west of interchange. Open Suburban to remain Open Suburban east of interchange. | |
| Jurisdictional Agency | IDOT | |
| Minimum Design Speed | 45 mph west of Mill Rd. | BDE 48-2.01 |
| Existing Posted Speed | 45 mph west of Interchange 55 mph through Interchange 50 mph at Mill Rd. Intersection 65 mph east of Mill Rd. | |
| Level of Service | C | BDE Fig. 48-6A |
| Pavement | 2 at 38 ft e-f | BDE Fig. 48-6A |
| Crown | Inner lane 2.0% away from median Middle lane 2.0% away from median Outer lane 2.5% away from median | BDE Fig. 48-6A |

| ITEM | CRITERIA | REFERENCE |
|-----------------------------|---|--|
| | (Existing 1.5% may remain) | |
| Median | 18 ft (min.) raised median (30 ft at dual left turn); 22 ft flush with concrete barrier | BDE Fig. 48-6A, 34-3.03 |
| Outer Shoulders/C&G | B-6.24, no shoulder | BDE Fig. 48-6A |
| Shelf | 3 ft at 5% away from road in fill 10 ft at 5% toward road in cut | BDE 34-4.02 and BDE 34-4.04 |
| Earth Slopes | | |
| - Cut Front Slope | Not applicable in curbed section | |
| - Ditch Bottom | 4 ft (new), 2 ft (existing to remain) | BDE Fig. 34-4C |
| - Cut Backslope | 1V:3H | BDE Fig. 34-4C and Fig. 34-4D |
| - Rock Cut | Shelf width TBD, backslope 1V:0.25H beyond clear zone | BDE 34-4E |
| - Fill | 1V:3H (1V:4H preferred) for fill height up to 30 ft; 1V:2H for fill height >30 ft | BDE Fig. 34-4.02 and Fig. 34-4B |
| Grades | 6% max.; 0.5% desirable min. (0.3% min.) | BDE Fig. 48-6C |
| Vertical Curve K Values | Crest – 61; Sag – 79 Max. for drainage – 167 | BDE Fig. 48-6C BDE 33-4.01(d)/4.02(e) |
| Alignment/SE | Min. radius = 710 ft, Max. SE = 4% (low speed) Min. radius = 945 ft to retain normal crown Min. curve length = 250 ft | BDE Fig. 48-6C BDE Fig. 48-5C BDE Fig. 32-2G |
| Stopping Sight Distance | 360 ft – 45 mph | BDE Fig. 48-6C |
| Decision Sight Distance | 800 ft – 45 mph | BDE Fig. 48-6C |
| Intersection Sight Distance | 500 ft – 45 mph | BDE Fig. 48-6C |
| Obstruction Free Area | 1.5 ft from face of curb | BDE 38-3.02(f) |
| Vertical Clearance | | |
| - Overpassing Bridge | 14 ft – 9 in. (new) 14 ft – 0 in. (existing to remain) | BDE Fig. 48-6A |
| - Sign/Pedestrian Bridge | 17 ft – 3 in. (new) 16 ft – 9 in. (existing to remain) | BDE Fig. 48-6A |
| Intersections | Left and right turn lanes as required by capacity analysis. | |

| ITEM | CRITERIA | REFERENCE |
|------------------------------------|---|----------------|
| | Signals as required by Illinois MUTCD traffic warrants | |
| Intersection Spacing | As required for signal progression and turn lanes | |
| Entrances | None | |
| Underdrains | | |
| Mailboxes | None | |
| Bike/Pedestrian Accommodation | See intersection and interchange design studies | |
| Parking | None | |
| Design Vehicle | WB-65/67 | BDE Fig. 36-1S |
| Bridges | | |
| - Structural Capacity | HS-20 | BDE Fig. 48-6A |
| - Clear Roadway Width | 76 ft + median 70 ft + median (existing to remain) | BDE Fig. 48-6A |
| - Vertical Clearance Over Railroad | 23 ft – 0 in. | BDE Fig. 48-6A |
| References | IDOT – Illinois Department of Transportation BDE – Bureau of Design and Environment Manual | |

Design Criteria US 20 (East of Mill Road)

| ITEM | CRITERIA | REFERENCE |
|----------------------------|---|-------------------------------------|
| Project Type | Reconstruction | BDE 31-6.02 |
| Design ADT (2040) | 43,450 Interchange to Mill Rd. 40,200 east of Mill Rd. | IDOT District 2 Traffic Projections |
| Two-Way DHV (2040) | 4,345 Interchange to Mill Rd. 4,020 east of Mill Rd. | IDOT District 2 Traffic Projections |
| Functional Classification | Other principal arterial (Expressway) | IDOT District 2 BDE 43-1.03(a) |
| Truck Route Classification | Class II Truck Route | IDOT Truck Route Map |
| % Trucks | 7.1% Interchange to Mill Rd. 8% east of Mill Rd. | IDOT District 2 Traffic Projections |
| Roadside Development | Rural | |
| Jurisdictional Agency | IDOT | |
| Minimum Design Speed | 70 mph east of Mill Rd. | BDE Fig. 45-4A |
| Existing Posted Speed | 50 mph at Mill Rd. Intersection 65 mph east of Mill Rd. | |
| Level of Service | B | BDE Fig. 45-4A |
| Pavement | 2 at 24 ft 12 ft Auxiliary Lane | BDE Fig. 45-4A |
| Crown | Inner lane 1.5% away from median Middle lane 2.0% away from median Outer lane 2.5% away from median | BDE Fig. 45-4A |
| Median | 22 ft flush with concrete barrier | BDE Fig. 45-4A, 34-3.03 |
| Outer Shoulders | 10 ft outside paved | BDE Fig. 45-4A |
| Shelf | 3 ft at 5% away from road in fill 10 ft at 5% toward road in cut | BDE 34-4.02 and BDE 34-4.04 |
| Earth Slopes | | |
| - Cut Front Slope | 1V:4H | BDE Fig. 45-4A |
| - Ditch Bottom | 4 ft (new), 2 ft (existing to remain) | BDE Fig. 45-4A |
| - Cut Backslope | 1V:3H | BDE Fig. 45-4A |

| | | |
|-------------------------------|--|---|
| - Rock Cut | Backslope 1V:0.25H beyond clear zone | BDE Fig. 34-4.05 |
| - Fill | 1V:6H to clear zone 1:3 from clear zone to toe | BDE Fig. 45-4A BDE Fig. 45-4A |
| Grades | 3% (level) 4% (rolling) 0.5% minimum | BDE Fig. 45-4C BDE Fig. 45-4C BDE Fig. 45-4C |
| Vertical Curve K Values | Crest – 247; Sag – 181 Max. for drainage – 167 | BDE Fig. 45-4C BDE Fig. 45-4C |
| Alignment/SE | Des. Radius greater than/equal to 3000 ft Min. radius = 2050 ft, Max. SE = 6% Min. radius = 14,100 ft to retain normal crown Min. curve length = 500 ft | BDE Fig. 45-4C BDE Fig. 32-3.C BDE Fig. 32-2G |
| Stopping Sight Distance | 730 ft | BDE Fig. 45-4C |
| Decision Sight Distance | 1,105 ft | BDE Fig. 45-4C |
| Intersection Sight Distance | 1,360 | BDE 36-6.03(a) |
| Clear Zone | 30 ft from edge of traveled way | BDE Fig. 38-3A |
| Vertical Clearance | | |
| - Overpassing Bridge | 16 ft – 6 in. (new) 16 ft – 0 in. (existing to remain) | BDE Fig. 45-4A BDE Fig. 45-4A |
| - Sign/Pedestrian Bridge | 17 ft – 3 in. (new) 16 ft – 9 in. (existing to remain) | BDE Fig. 45-4A BDE Fig. 45-4A |
| Intersections | Left and right turn lanes as required by capacity analysis. Signals as required by Illinois MUTCD traffic warrants | |
| Intersection Spacing | 2,640 ft | BDE 45.103(a) |
| Entrances | None | |
| Underdrains | None | BDE 45-3.03 |
| Mailboxes | None | |
| Bike/Pedestrian Accommodation | None | |
| Parking | None | |

| | | |
|------------------------------------|---|----------------|
| Design Vehicle | WB-65/67 | BDE Fig. 36-1S |
| Bridges | | |
| - Structural Capacity | HS-20 | BDE Fig. 45-4A |
| - Clear Roadway Width | 38 to 40 ft (new), 36 ft with 24 ft travelled way (existing) | BDE Fig. 45-4A |
| - Vertical Clearance Over Railroad | 23 ft – 0 in. | BDE Fig. 45-4A |
| References | IDOT – Illinois Department of Transportation BDE – Bureau of Design and Environment Manual | |

**Design Criteria Grade Separations
Mulford (CH 60), Perryville (CH 11), and Linden (CH 82)**

| ITEM | CRITERIA | REFERENCE |
|---|---|---|
| Project Type | Reconstruction | BLRS 27-2.02 |
| Current ADT | Linden Rd. 6,650 Mulford Rd. 10,100 Perryville Rd. 7,650 | IDOT Average Daily Traffic Count Map (2015) |
| Two-Way DHV (2040) (Assuming 2.5% annual growth rate) | Linden Rd. 1,233 Mulford Rd. 1,870 Perryville Rd. 1,420 | |
| Functional Classification | Minor arterial | IDOT District 2 |
| Truck Route Classification/ Traffic Composition | Linden – Undesignated Mulford – Undesignated Perryville – Class II | IDOT Designated Truck Route Map |
| Roadside Development | Suburban | |
| Jurisdictional Agency | Winnebago County | |
| Design Speed | 45 mph | BLRS Fig. 32-2C |
| Posted Speed | 45 mph | |
| Level of Service | C | BLRS Fig. 32-2C |
| Pavement | 2 lanes at 12 ft each | BLRS Fig. 32-2C |
| Crown | Inner lane 1.5% (min.) away from median Outer lane 2.0% away from median | BLRS 31-1.08a |
| Outer Shoulders/C&G | 8 ft paved shoulder | BLRS Fig. 32-2C |
| Buffer | Not applicable | |
| Earth Slopes | | |
| Cut Front Slope | 1V:4H | BLRS Fig. 32-2C |
| Ditch Bottom | 2 ft | BLRS Fig. 31-2.04 |
| Cut Backslope | 1V:3H | BLRS Fig. 35-2.02 |
| Rock Cut | Shaft width TBD, 1V:0.25H | BLRS Fig. 32-2C |
| Fill | 1V:4H | BLRS Fig. 32-2C |
| Grades | 6% max.; 0.5% desirable min. (0.3% min.) | BLRS Fig. 32-3B |
| Vertical Curve K Values | Crest – 61; Sag – 79 | BLRS Fig. 32-3B, BLRS Fig. 30- |

| ITEM | CRITERIA | REFERENCE |
|---------------------------------------|---|--|
| | Max. for drainage – 167 | 2A, and Fig. 30-2D |
| Alignment/SE | Min. radius = 665 ft, max. SE = 4% (low speed) Min. radius = 915 ft to retain normal crown Min. curve length = 250 ft | BLRS Fig. 29-4A BLRS Fig. 29-2E |
| Stopping Sight Distance | 360 ft | BLRS Fig. 32-3B |
| Intersection Sight Distance | 500 ft | BLRS Fig. 32-3B |
| Clear Zone | 24 ft | BLRS Fig. 35-2A |
| Intersections | None on bridge approach | |
| Median Crossover Spacing | None on bridge approach | |
| Entrances | None on bridge approach | |
| Underdrains | | |
| Mailboxes | None | |
| Bike/Pedestrian Accommodation | None | |
| Parking | None | |
| Design Vehicle | Linden and Mulford WB-55 Perryville – WB-65 | BLRS Fig. 34-1H |
| Bridges | | |
| - Structural Capacity | HS-20 (HS-15 existing to remain) | BLRS Fig. 36-5B |
| - Clear Roadway Width | 40 ft | BLRS Fig. 36-5B |
| - Vertical Clearance Over US 20/I-39 | 16 ft – 9 in. (new) 16 ft – 0 in. (existing to remain) | BDE Fig. 44-5A |
| - Vertical Clearance Under US 20/I-39 | 14 ft – 9 in. (urban arterial) | BLRS Fig. 36-4I |
| References | IDOT – Illinois Department of Transportation BLRS – Bureau of Local Road and Street Manual | |

Design Criteria Intersections
Perryville Road (CH 11) and Mill Road

| ITEM | CRITERIA | REFERENCE |
|--|--|--|
| Project Type | Reconstruction | |
| ADT | Perryville – 20,600 (2007) N. Leg 10,200 (2007) S. Leg Mill Rd. – 16,650 (2035) N. Leg 11,850 (2035) S. Leg | IDOT Average Daily Traffic County Map IDOT District 2 Traffic Projections |
| Two-Way DHV (2035) | Perryville – 4,120 (N) 2,040 (S) Mill Rd. – 1,665 (N) 1,185 (S) | (Based on 2.5% annual growth) IDOT District 2 Traffic Projections |
| Functional Classification | Minor arterial | IDOT District 2 |
| Truck Route Classification/ Traffic Composition | Perryville – Class II Mill Rd. – Undesignated (<2% trucks) | IDOT Designated Truck Route Map IDOT District 2 Traffic Projections |
| Roadside Development | Suburban | |
| Jurisdictional Agency | Perryville – Winnebago County Mill Rd. | |
| Design Speed | 40 mph | BLRS Fig. 32-2C |
| Posted Speed | 30 mph | IDOT District 2 |
| Level of Service | C | BLRS Fig. 32-2C |
| Pavement | Perryville (N. Leg) – 2 lanes at 12 ft Perryville (S. Leg) – 2 lanes at 12 ft Mill Rd. – 2 lanes at 12 ft | BLRS Fig. 32-2C |
| Crown | Inner lane 1.5% (min.) away from median Outer lane(s) 2.0% away from median | BLRS 31-1.08a |
| Outer Shoulders/C&G | B-6.24 C&G, no shoulder | BLRS Fig. 32-2C |
| Buffer | 3 ft at 2% behind curb | BLRS 31-2.01 |
| Earth Slopes | | |
| Cut Front Slope | Not applicable in curbed section | BLRS Fig. 32-2C |
| Ditch Bottom | 2 ft | BLRS 31-2.04 |
| Cut Backslope | 1V:3H | BLRS 35-2.02 |
| Rock Cut | Shelf/Width TBD 1V:0.25H | BLRS Fig. 32-2C |

| ITEM | CRITERIA | REFERENCE |
|----------------------------------|---|---|
| Fill | 1V:3H | BLRS Fig. 32-2C |
| Grades | 7% max.; 0.5% desirable min. (0.3% min.) | BLRS Fig. 32-3B |
| Vertical Curve K Values | Crest – 44; Sag -64 Max. for drainage – 167 | BLRS Fig. 32-3B, BLRS Fig. 30-2A, and Fig. 30-2D |
| Alignment/SE | Min. Radius = 490 ft, Max. SE = 4% (low speed) Min. Radius = 655 ft to retain normal crown Min. curve length = 200 ft | BLRS Fig. 29-4A BLRS Fig. 29-2E |
| Stopping Sight Distance | 305 ft | BLRS Fig. 32-3B |
| Intersection Sight Distance | 445 ft | BLRS Fig. 32-3B |
| Clear Zone | 1.5 ft from face of curb | BLRS Fig. 35-2.02(f) |
| Intersections | Left and right turn lanes as required by capacity analysis Signals as required by Illinois MUTCD traffic warrants | |
| Median Crossover Spacing | | |
| Entrances | None | |
| Underdrains | None | |
| Mailboxes | None | |
| Bike/Pedestrian Accommodation | None | |
| Parking | None | |
| Design Vehicle | WB-65 | BLRS Fig. 34-1G |
| References | IDOT – Illinois Department of Transportation BLRS – Bureau of Local Roads and Street Manual | |

**Design Criteria Intersections
South Mall Drive**

| ITEM | CRITERIA | REFERENCE |
|-----------------------------|---|-------------------------------------|
| Project Type | Reconstruction | |
| ADT | 23,350 (2035) N. Leg 3,950 (2035) S. Leg | IDOT District 2 Traffic Projections |
| Two-Way DHV (2035) | 2,335 (N. Leg) 395 (S. Leg) | IDOT District 2 Traffic Projections |
| Functional Classification | Urban Collector | IDOT District 2 |
| Truck Route Classification/ | Undesignated | IDOT Designated Truck Route Map |
| Roadside Development | Suburban | |
| Jurisdictional Agency | | |
| Design Speed | 35 mph | BLRS Fig. 32-2F |
| Posted Speed | 30 mph | IDOT District 2 |
| Level of Service | C (desired) D (minimum) | BLRS Fig. 32-2F |
| Pavement | 2 lanes at 12 ft, Auxiliary lanes on N. Leg | 2 BLRS Fig. 32-2F |
| Crown | Inner lane 1.5% (min.) away from median Outer lane(s) 2.0% away from median | BLRS 31-1.08a |
| Median | 6 ft median (N. Leg raised, S. Leg flush) | BLRS Fig. 32-2F |
| Outer Shoulders/C&G | B-6.24 C&G (desirable) B-6.12 (min.) | BLRS Fig. 32-2C |
| Buffer | 3 ft at 2% behind curb | BLRS 31-2.01 |
| Earth Slopes | | |
| Cut Front Slope | Not applicable in curbed section | BLRS Fig. 32-2C |
| Cut Ditch Bottom | 2 ft | BLRS 31-2.04 |
| Cut Backslope | 1V:3H | BLRS 35-2.02 |
| Rock Cut | Shelf width TBD | BLRS Fig. 32-2C |
| | 1V:0.25H | |
| Fill | 1V:4H (uncurbed) | BLRS Fig. 32-2C |
| Grades | Bell School 9% max.; 0.5% desirable min. (0.3% min.) | BLRS Fig. 32-3C |

| ITEM | CRITERIA | REFERENCE |
|----------------------------------|--|--|
| Vertical Curve K Values | Bell School Crest – 19 Sag – 37 Max. for drainage – 167 | BLRS Fig. 30-2A and Fig. 30-2D |
| Alignment/SE | Min. Radius = 490 ft, Max SE = 4% Min. Radius = 655 ft to retain normal crown Min. curve length = 200 ft | BLRS Fig. 29-4A BLRS Fig. 29-2E |
| Stopping Sight Distance | 305 ft | BLRS Fig. 32-3B |
| Intersection Sight Distance | 445 ft | BLRS Fig. 32-3B |
| Clear Zone | 1.5 ft from face of curb | BLRS 35-2.02(f) |
| Intersections | Left and right turn lanes as required by capacity analysis Signals as required by Illinois MUTCD traffic warrants | |
| Median Crossover Spacing | | |
| Entrances | None | |
| Underdrains | None | |
| Mailboxes | None | |
| Bike/Pedestrian Accommodation | None | |
| Parking | None | |
| Design Vehicle | WB-55 | BLRS Fig. 34-1G |
| References | IDOT – Illinois Department of Transportation BLRS – Bureau of Local Roads and Street Manual | BLRS Fig. 34-1G |

**APPENDIX B
ENVIRONMENTAL CLEARANCES**

| | |
|---|-----------------------|
| Environmental Resource Maps | B-1 thru B-6 |
| Wetland Survey Report..... | B-7 thru B-19 |
| EcoCAT | B-20 thru B-21 |
| IPac..... | B-22 thru B31 |
| Biological Clearance | B-32 |
| Cultural Resources Clearance | B-33 thru B-36 |
| Special Waste Clearance | B-37 thru B-42 |
| Park lands Coordination..... | B-43 thru B-49 |
| Air Quality Conformity | B-50 thru B-51 |
| Flood Plain Analysis | B-52 |
| Noise Analysis..... | B-53 thru B-54 |
| Agricultural Coordination | B-55 |

Figure B-1.0 Environmental Resources Inventory Key Map

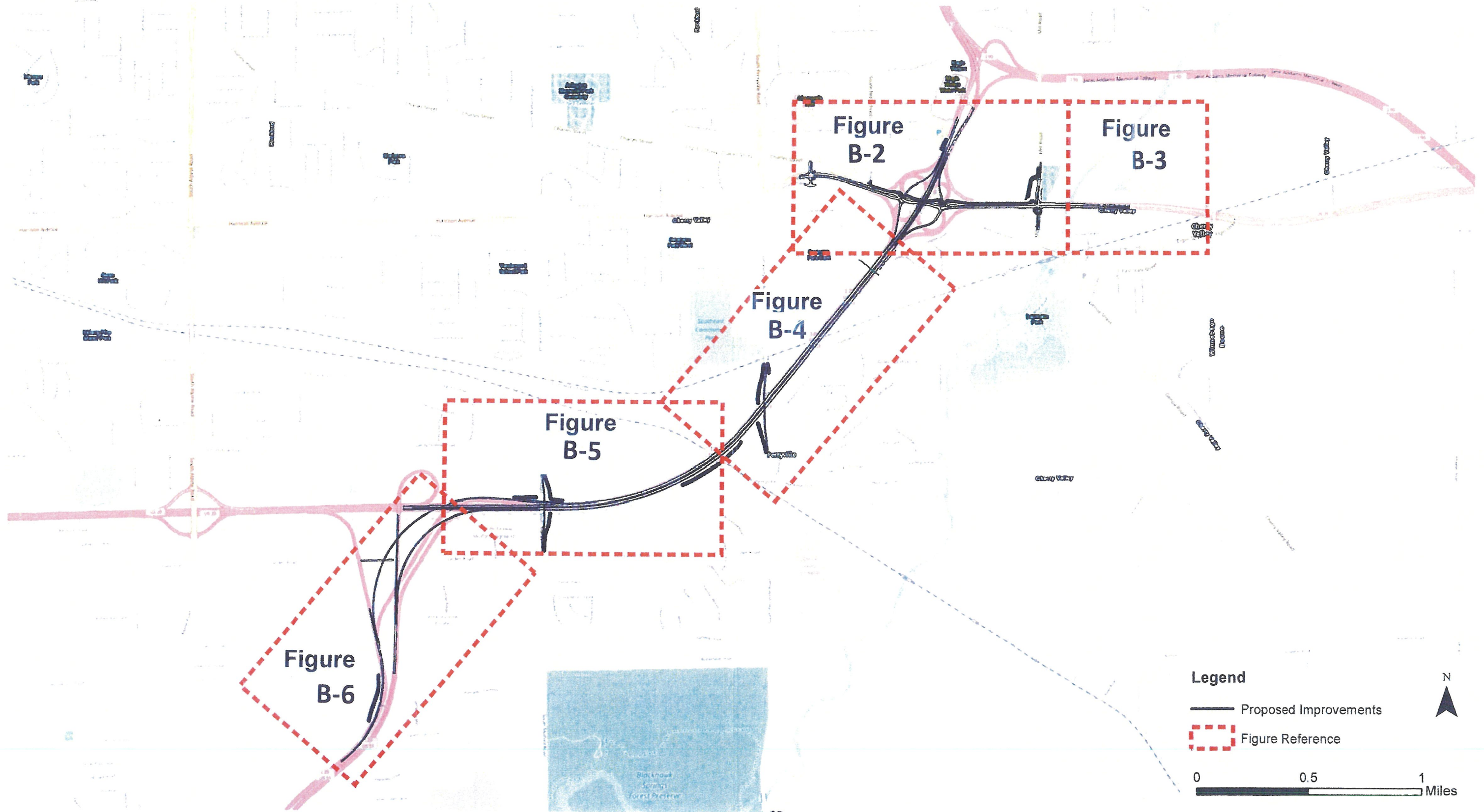
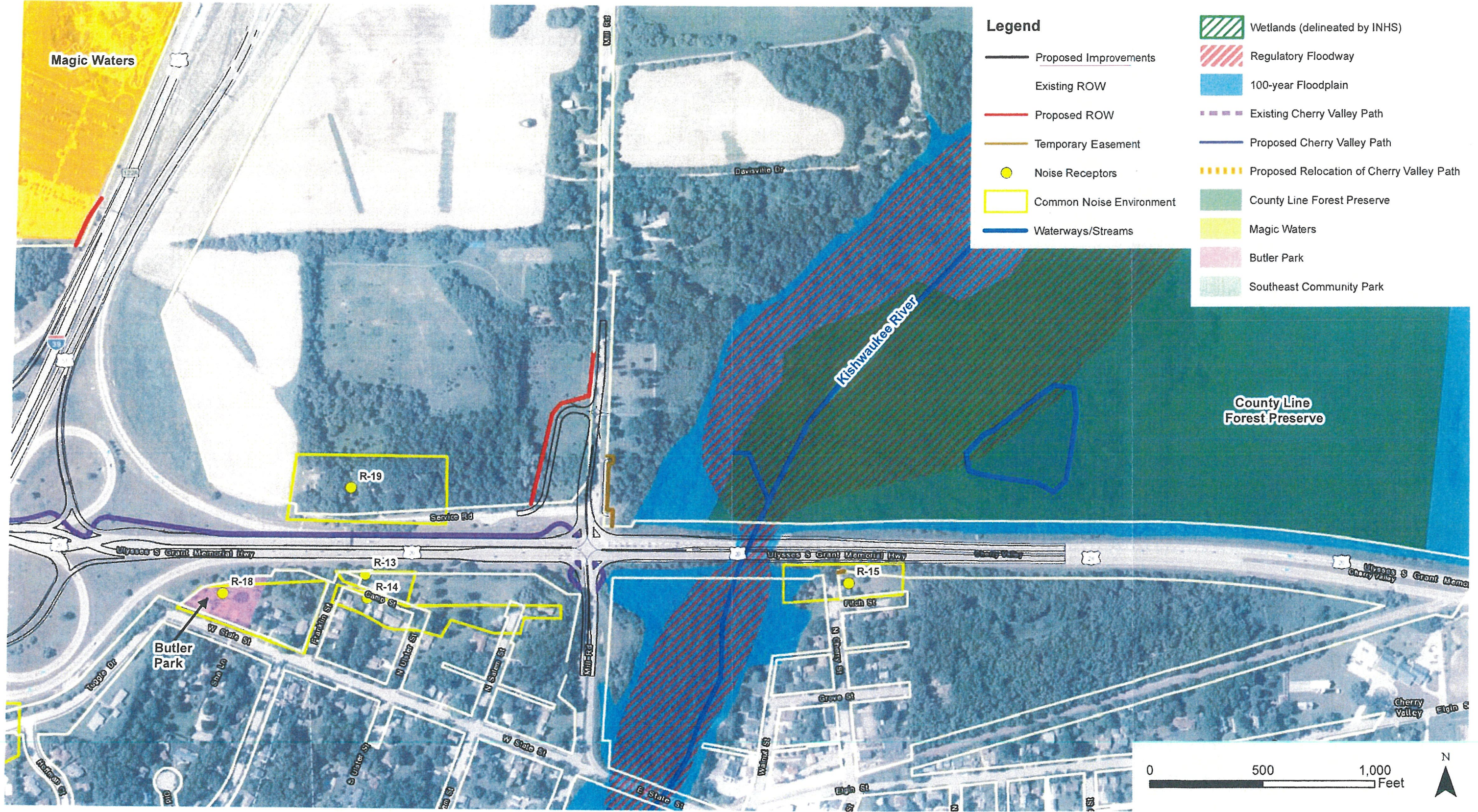


Figure B-1.1 Environmental Resources



Figure B-1.2 Environmental Resources



- Legend**
- Proposed Improvements
 - Existing ROW
 - Proposed ROW
 - Temporary Easement
 - Noise Receptors
 - Common Noise Environment
 - Waterways/Streams
 - ▨ Wetlands (delineated by INHS)
 - ▨ Regulatory Floodway
 - 100-year Floodplain
 - Existing Cherry Valley Path
 - Proposed Cherry Valley Path
 - Proposed Relocation of Cherry Valley Path
 - County Line Forest Preserve
 - Magic Waters
 - Butler Park
 - Southeast Community Park

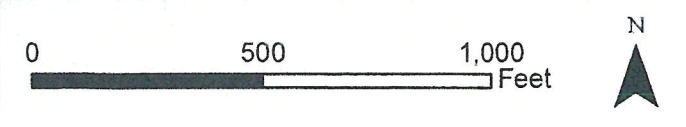


Figure B-1.3 Environmental Resources

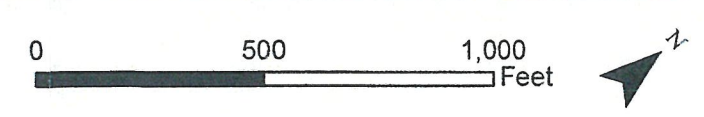
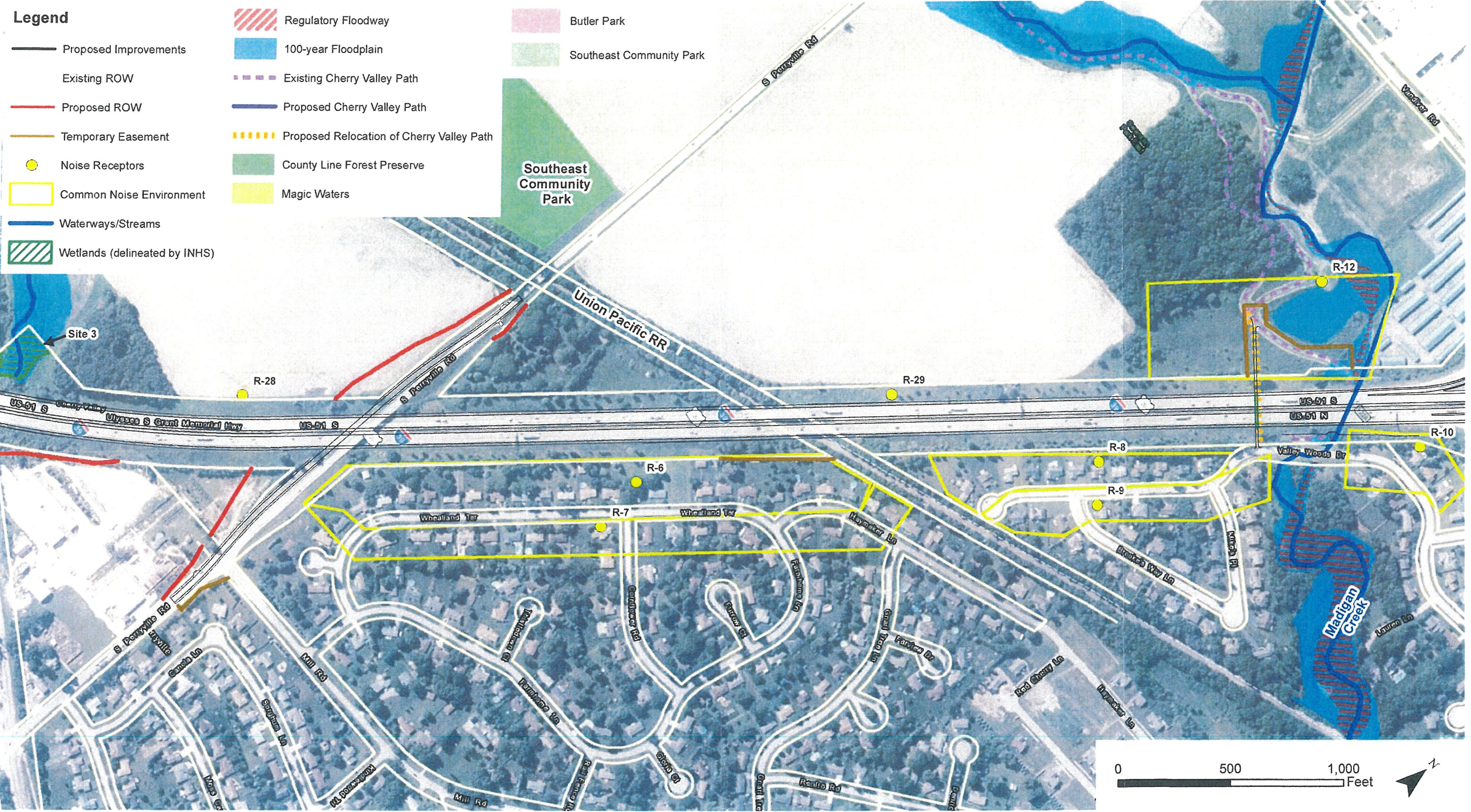


Figure B-1.4 Environmental Resources

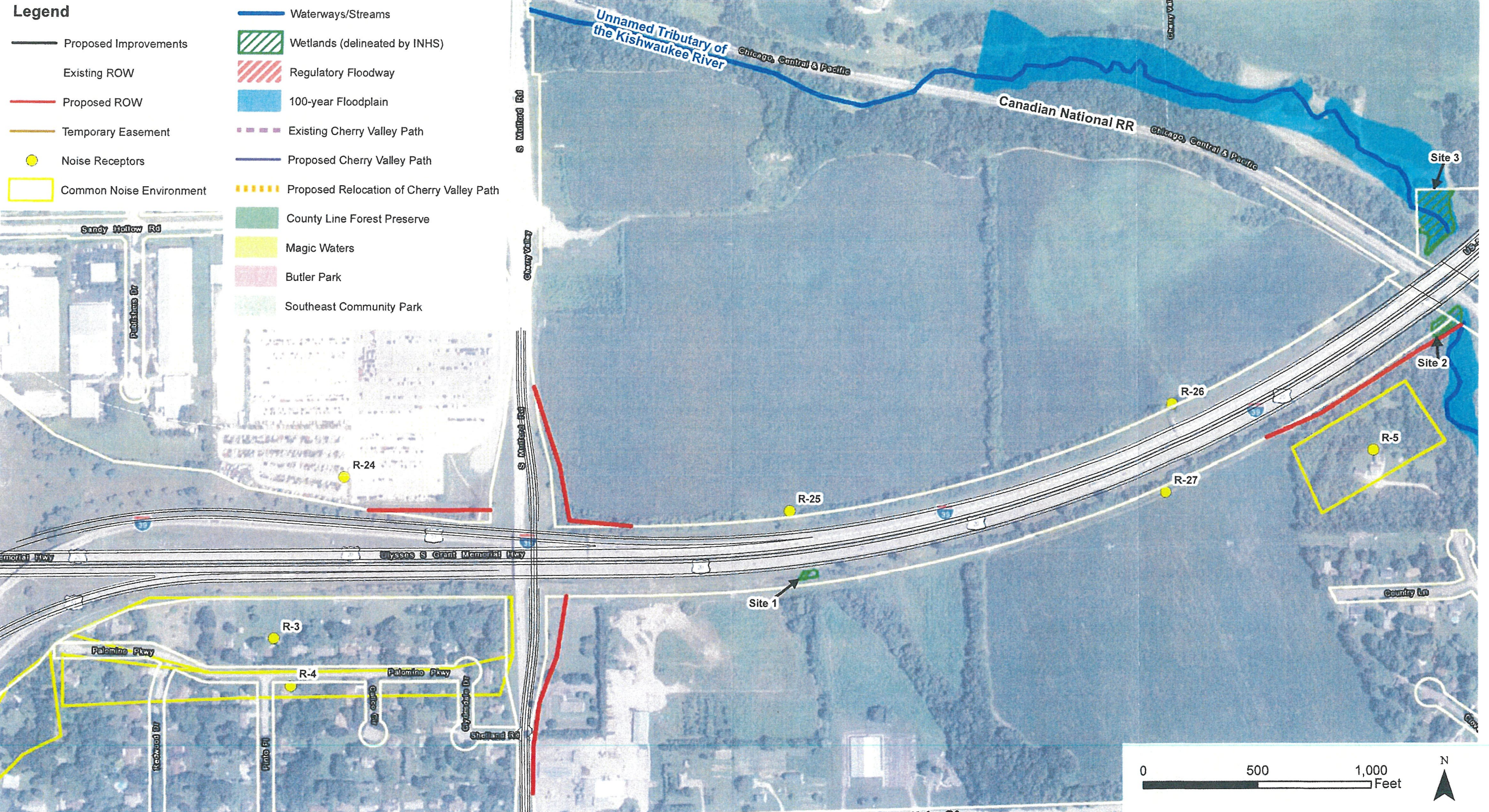
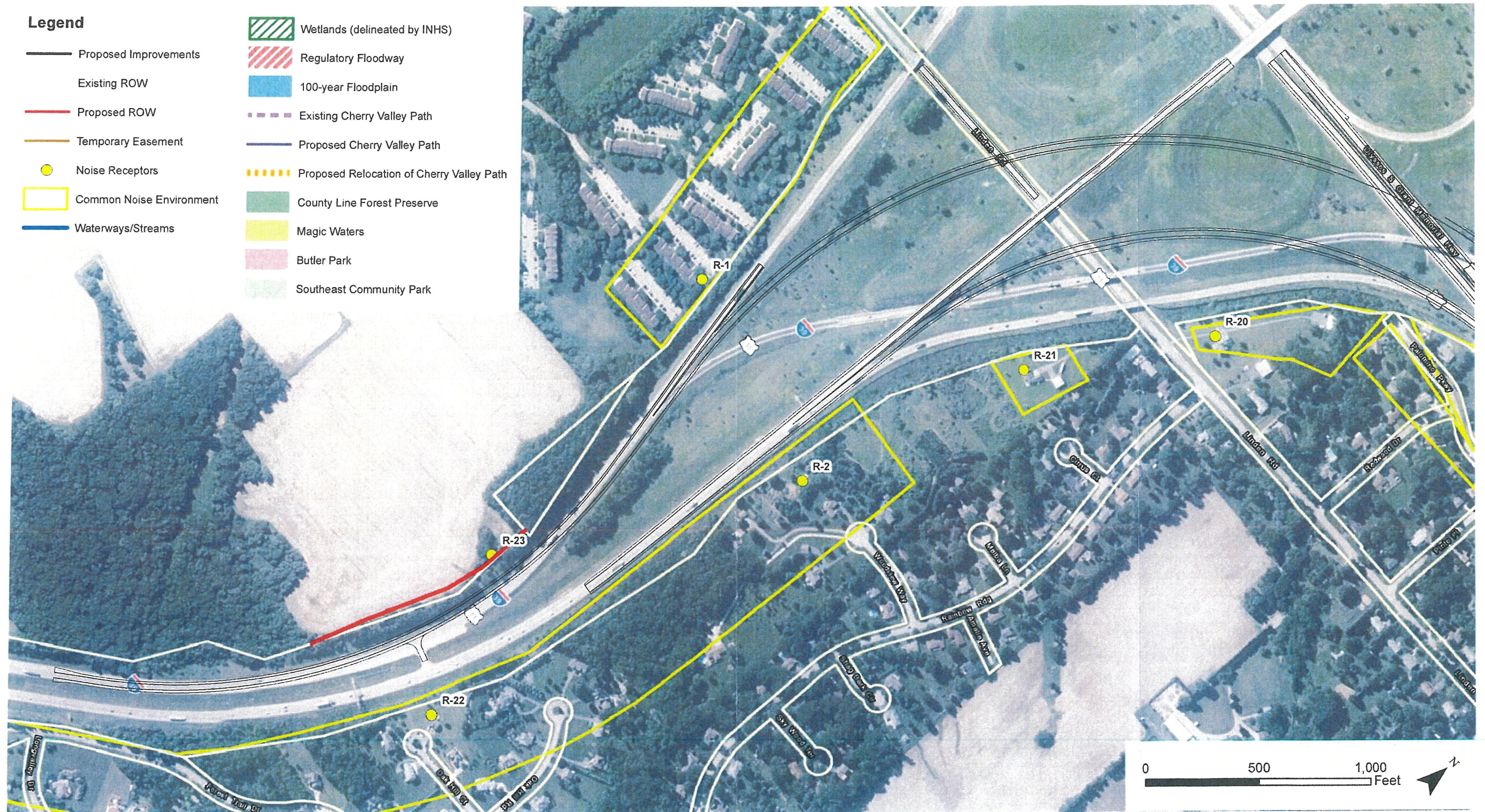


Figure B-1.5 Environmental Resources

Legend

-  Proposed Improvements
-  Existing ROW
-  Proposed ROW
-  Temporary Easement
-  Noise Receptors
-  Common Noise Environment
-  Waterways/Streams
-  Wetlands (delineated by INHS)
-  Regulatory Floodway
-  100-year Floodplain
-  Existing Cherry Valley Path
-  Proposed Cherry Valley Path
-  Proposed Relocation of Cherry Valley Path
-  County Line Forest Preserve
-  Magic Waters
-  Butler Park
-  Southeast Community Park



TRANSMITTAL

To: Bureau of Design and Environment
Attn: Felecia Hurley
From: Illinois Natural History Survey
Topic: Wetland Survey

Route and Location

Project Name: FAI 39 (I-39)/FAP 301 (US 20)
County: Winnebago
Job Number: P92-111-06
Section Number: (201-3)K & (4-1,5)K
Sequence Number: 13316
Contract Number: 64C62 & 64B13
Location: From I-39/US 20 interchange to I-90
Project Length: 9.656 km (6 mi)

Surveys Conducted By: Paul Tessene, Ian Draheim, David Ketzner, and Brad Zercher
Illinois Natural History Survey
Division of Ecology and Conservation Sciences
1816 South Oak Street
Champaign, IL 61820
(217) 244-7984 (Tessene)

Date Conducted: 13 June 2007

Project Summary:

We conducted a wetland survey in the project area. This wetland project report provides a summary of information regarding three wetland determination sites. Wetland determination forms are included. Site boundaries were mapped using Trimble GPS. The GIS coverage was overlain on digital orthoquads using ArcView 3.3. A paper map showing the wetland site is included with this report. A CD-ROM of the project area is also included.

Signed: _____

Dr. Allen E. Plocher
INHS/IDOT Project Coordinator

Date: _____

Signed: _____

Dr. Edward J. Heske
INHS/IDOT Project Principal Investigator

Date: _____

**Wetland Survey Report for FAI 39 (I-39) and FAP 301 (US 20),
from the I-39/US 20 interchange to I-90, Winnebago County, Illinois**

by Paul Tessene, Ian Draheim, David Ketzner, and Brad Zercher
Illinois Natural History Survey, Champaign

Introduction and Project Summary

The following sources were examined while surveying the project area to determine wetland locations and boundaries: United States Geological Survey (USGS) topographic maps and National Wetland Inventory (NWI) maps (Rockford South and Cherry Valley 7.5 minute quadrangles); *Soil Survey of Winnebago and Boone Counties, Illinois* (Grantham 1980); aerial photographs; *National List of Plant Species that Occur in Wetlands: Illinois* (Reed 1988); and the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987). These materials were used during an evaluation of vegetation, soils, topography, and hydrology at each site on 13 June 2007.

In the project area, all potential wetlands were examined and 3 routine onsite wetland determinations were performed. Observation points for each determination were established based on plant community borders and changes in elevation. Results of these determinations are summarized below and are described in more detail on the accompanying forms. Adjacent uplands also were examined; however, forms were not completed for them. The wetland determination sites are located in the Kishwaukee River watershed (USGS Hydrologic Unit 7090006).

A brief functional assessment of each site is also provided in this section; such statements are not an exhaustive description of the values of a site. Included with the assessment of a site is the site's Floristic Quality Index, described by Swink and Wilhelm (1994) and Taft *et al.* (1997). Although the Index is not a substitute for quantitative vegetation analysis in assessing plant communities, it provides a measure of the floristic integrity or level of disturbance of a site. Each plant species native to Illinois is assigned a rating between 0 and 10 (the Coefficient of Conservatism) that is a subjective indicator of how likely a plant may be found on an undisturbed site in a natural plant community. A plant species that has a low Coefficient of Conservatism (c) is common and is likely to tolerate disturbed conditions; a species with a high c is relatively rare and is likely to require specific, undisturbed habitats. Species that are not native to Illinois are not assigned ratings.

To calculate the Floristic Quality Index (FQI), first compute the mean c value (\bar{c}), $\bar{c} = (\sum C)/N$, where $\sum C$ represents the sum of the numerical ratings (c) for all species native to Illinois recorded for a site, and N represents the number of native species on the site. The c value for each species is shown in the species list for the site. The FQI of each site is determined by multiplying the mean c value by the square root of N ($\bar{c} \sqrt{N}$) (equivalent to $\sum C/\sqrt{N}$). An Index score below 10 suggests a site of low natural quality; below 5, a highly disturbed site. An FQI value of at least 20 (\bar{c} above 3.0) suggests that a site has evidence of native character and may be considered an environmental asset.

Streams in the project area:

Two small unnamed streams are present in the project area. Sites 2 and 3 are located along one stream. It is entrenched, shallow, has pools and riffles, and flows at a slow to moderate rate. The other stream, located south of the Harrison Avenue interchange, is located in a more disturbed area with suburban development. It also has pools and riffles and flows at a slow to moderate rate.

Wetland Site Summaries:

All wetland determination sites have the capacity to store floodwaters and filter sediments. All three sites are surrounded by non-agricultural, non-residential land that can be considered fair wildlife habitat. Site 1 is located at the head of a drainageway, and Sites 2 and 3 along a small stream, all of which drain to the Kishwaukee River. Site 1 has low natural quality. Sites 2 and 3 have fair natural quality.

Site 1: This wet shrubland is located about 9 m (30 ft) south of I-39 and 395 m (1296 ft) east of Milford Road. Dominant hydrophytic vegetation, hydric soils, and wetland hydrology are present. Therefore, the site is a wetland. This site is not included in the NWI. The FQI value is 7.2 and the mean c value is 1.9. The site includes approximately 0.043 ha (0.107 acre).

Site 2: This wet shrubland is located about 25 m (82 ft) south of I-39 and 9 m (30 ft) west of the railroad tracks. Dominant hydrophytic vegetation, hydric soils, and wetland hydrology are present; therefore, the site is a wetland. The NWI code for the site is PEMA (temporarily flooded, emergent palustrine wetland). The FQI value is 8.7 and the mean c value is 2.1. The site extends outside the project corridor; approximately 0.112 ha (0.277 acre) is in the project area.

Site 3: This wet meadow is located about 32 m (105 ft) north of I-39 and 32 m (105 ft) east of the railroad tracks. Dominant hydrophytic vegetation, hydric soils, and wetland hydrology are present; therefore, the site is a wetland. The NWI code for the site is PEMA (temporarily flooded, emergent palustrine wetland). The FQI value is 8.8 and the mean c value is 2.4. The site extends outside the project corridor; approximately 0.390 ha (0.964 acre) is in the project area.

Literature Cited

- Environmental Laboratory. 1987. Corps of Engineers wetlands delineation manual. Vicksburg, MS: US Department of the Army Waterways Experiment Station. 100 pp. + Appendices A-D.
- Grantham, D.R. 1980. Soil survey of Winnebago and Boone Counties, Illinois. United States Department of Agriculture-Soil Conservation Service in cooperation with Illinois Agricultural Experiment Station. Illinois Agricultural Experiment Station Soil Report No. 107. 279 pp. + 101 soil map sheets.
- Reed, P. B., Jr. 1988. National list of plant species that occur in wetlands: Illinois. St. Petersburg, FL: National Wetlands Inventory. 23 pp. + iv + four appendices
- Swink, F., and G. Wilhelm. 1994. "Coefficients of Conservatism" and "Floristic Quality Assessment." In: Plants of the Chicago Region, fourth edition, pp. 8-9, 11-18. Indianapolis: Indiana Academy of Science. 921 pp. + xiv.
- Taft, J. B., G. S. Wilhelm, D. M. Ladd, and L.A. Masters. 1997. Floristic Quality Assessment for vegetation in Illinois: a method for assessing vegetation integrity. *Erigenia* 15, 95 pp.

ROUTINE ONSITE WETLAND DETERMINATION

Site 1 (page 1 of 2)

Field Investigators: Tessene, Draheim, Ketzner, and Zercher Date: 13 June 2007
 Job No.: P92-111-06 Project Name: FAI 39 (I-39)/FAP 301 (US 20)
 State: Illinois County: Winnebago Applicant: IDOT District 2
 Site name: Wet shrubland
 Legal Description: NE/4, SW/4, NW/4, and NW/4, SE/4, NW/4, Sec. 10, T.43N., R.2E.
 Location: About 9 m (30 ft) south of I-39 and 395 m (1296 ft) east of Milford Road

Do normal environmental conditions exist at this site? Yes: No:
 Has the vegetation, soils, or hydrology been significantly disturbed? Yes: No:

VEGETATION

| <u>Dominant Plant Species</u> | <u>Indicator Status</u> | <u>Stratum</u> |
|--------------------------------|-------------------------|----------------|
| 1. <i>Salix exigua</i> | OBL | shrub |
| 2. <i>Phalaris arundinacea</i> | FACW+ | herb |

Percentage of dominant species that are OBL, FACW, FAC+, or FAC: 100%

Hydrophytic vegetation: Yes: No:

Rationale: More than 50% of the dominants are OBL, FACW, FAC+, or FAC.

SOILS

Series and phase: NRCS mapped as Plano silt loam, revised to undetermined

On Winnebago County hydric soils list? Yes: No: Undetermined:

Is the soil a histosol? Yes: No: Histic epipedon present? Yes: No:

Redox concentrations? Yes: No: Color: 10YR 3/4

Redox depletions? Yes: No: Color: N/A

Matrix color: 10YR 3/2/

Other indicators: Depressional area along a drainageway

Hydric soils? Yes: No:

Rationale: This soil contains redoximorphic concentrations within a low chroma matrix, which indicates saturated or reduced conditions for an extended duration during the growing season. Therefore, the soil at this site meets the hydric soil criterion. This soil meets NRCS hydric soil indicator F3 - Depleted Matrix.

HYDROLOGY

Inundated: Yes: No: Depth of standing water: N/A

Depth to saturated soils: 25 cm (10 in)

Overview of hydrologic flow through system: Precipitation and sheet flow contribute water to this site. Water leaves the site by evapotranspiration, soil infiltration, and stream flow along a drainageway.

Size of watershed: Less than 1.0 km² (0.4 mi²)

Other field evidence observed: Saturated areas are prevalent on the site. We observed wetland drainage patterns and drift lines.

Wetland hydrology: Yes: No:

Rationale: Low landscape position and the presence of saturated soils near the surface suggest that the site is inundated or saturated for long enough during the growing season to meet the wetland hydrology criterion.

ROUTINE ONSITE WETLAND DETERMINATION

Site 1 (page 2 of 2)

Field Investigators: Tessene, Draheim, Ketzner, and Zercher Date: 13 June 2007
 Job No.: P92-111-06 Project Name: FAI 39 (I-39)/FAP 301 (US 20)
 State: Illinois County: Winnebago Applicant: IDOT District 2
 Site name: Wet shrubland
 Legal Description: NE/4, SW/4, NW/4, and NW/4, SE/4, NW/4, Sec. 10, T.43N., R.2E.
 Location: About 9 m (30 ft) south of I-39 and 395 m (1296 ft) east of Milford Road

WETLAND DETERMINATION AND RATIONALE

Is the site a wetland? Yes: X No:

Rationale: This site meets all three wetland criteria. This site is not included in the NWI.

SPECIES LIST

| Scientific name | Common name | Stratum | Wetland Indicator | C* |
|----------------------------------|--------------------|------------|-------------------|----|
| <i>Agropyron repens</i> | quack grass | herb | FACU | ** |
| <i>Alliaria petiolata</i> | garlic mustard | herb | FAC | ** |
| <i>Ambrosia trifida</i> | giant ragweed | herb | FAC+ | 0 |
| <i>Aster ontarionis</i> | Ontario aster | herb | FAC | 4 |
| <i>Bidens frondosa</i> | beggar's ticks | herb | FACW | 1 |
| <i>Calystegia sepium</i> | hedge bindweed | herb | FAC | 1 |
| <i>Cirsium arvense</i> | creeping thistle | herb | FACU | ** |
| <i>Geum canadense</i> | white avens | herb | FAC | 2 |
| <i>Helianthus grosseserratus</i> | sawtooth sunflower | herb | FACW- | 2 |
| <i>Impatiens capensis</i> | orange jewelweed | herb | FACW | 2 |
| <i>Lonicera maackii</i> | Amur honeysuckle | shrub | UPL | ** |
| <i>Pastinaca sativa</i> | wild parsnip | herb | UPL | ** |
| <i>Phalaris arundinacea</i> | reed canary grass | herb | FACW+ | ** |
| <i>Polygonum persicaria</i> | lady's-thumb | herb | FACW | ** |
| <i>Polygonum</i> sp. | smartweed | herb | - | -- |
| <i>Rumex altissimus</i> | pale dock | herb | FACW- | 2 |
| <i>Rumex crispus</i> | curly dock | herb | FAC+ | ** |
| <i>Salix exigua</i> | sandbar willow | shrub | OBL | 1 |
| <i>Salix nigra</i> | black willow | shrub | OBL | 3 |
| <i>Stachys tenuifolia</i> | hedge nettle | herb | FACW+ | 5 |
| <i>Toxicodendron radicans</i> | poison ivy | herb | FAC- | 1 |
| <i>Typha latifolia</i> | common cattail | herb | OBL | 1 |
| <i>Vitis riparia</i> | riverbank grape | woody vine | FACW- | 2 |

* Coefficient of Conservatism (see introduction)

Mean c value = $\sum C/N = 27/14 = 1.9$

** Species not native to Illinois

FQI = $\sum C/\sqrt{N} = 27/\sqrt{14} = 7.2$

Determined by: Paul Tessene (vegetation and hydrology)
 Ian Draheim (soils and hydrology)
 David Ketzner (GPS, vegetation, and hydrology)
 Brad Zercher (GIS)
 Illinois Natural History Survey
 Division of Ecology and Conservation Sciences
 1816 South Oak Street
 Champaign, Illinois 61820
 (217) 244-7984 (Tessene)

ROUTINE ONSITE WETLAND DETERMINATION

Site 2 (page 1 of 3)

Field Investigators: Tessene, Draheim, Ketzner, and Zercher Date: 13 June 2007
 Job No.: P92-111-06 Project Name: FAI 39 (I-39)/FAP 301 (US 20)
 State: Illinois County: Winnebago Applicant: IDOT District 2
 Site name: Wet shrubland
 Legal Description: NW/4, NE/4, NE/4, Sec. 10, T.43N., R.2E.
 Location: About 25 m (82 ft) south of I-39 and 9 m (30 ft) west of the railroad tracks

Do normal environmental conditions exist at this site? Yes: No:
 Has the vegetation, soils, or hydrology been significantly disturbed? Yes: No:

VEGETATION

| <u>Dominant Plant Species</u> | <u>Indicator Status</u> | <u>Stratum</u> |
|-------------------------------|-------------------------|----------------|
| 1. <i>Acer negundo</i> | FACW- | shrub |
| 2. <i>Salix exigua</i> | OBL | shrub |
| 3. <i>Carex trichocarpa</i> | OBL | herb |
| 4. <i>Plantago rugellii</i> | FAC | herb |
| 5. <i>Solidago gigantea</i> | FACW | herb |

Percentage of dominant species that are OBL, FACW, FAC+, or FAC: 100%
Hydrophytic vegetation: Yes: No:

Rationale: More than 50% of the dominants are OBL, FACW, FAC+, or FAC.

SOILS

Series and phase: NRCS mapped as Comfrey loam
 On Winnebago County hydric soils list? Yes: No:
 Is the soil a histosol? Yes: No: Histic epipedon present? Yes: No:
 Redox concentrations? Yes: No: Color: 10YR 5/6
 Redox depletions? Yes: No: Color: N/A
 Matrix color: 10YR 3/1
 Other indicators: Depressional area along a small stream

Hydric soils? Yes: No:

Rationale: The NRCS classifies Comfrey as a Cumulic Endoaquoll that is poorly or very poorly drained. This soil contains redoximorphic concentrations within a low chroma matrix, which indicates saturated or reduced conditions for an extended duration during the growing season. Therefore, the soil at this site meets the hydric soil criterion. This soil meets NRCS hydric soil indicator A11 – Depleted Below Dark Surface.

HYDROLOGY

Inundated: Yes: No: Depth of standing water: N/A
 Depth to saturated soils: 35 cm (14 in) Size of watershed: About 5.2 km² (2 mi²)
 Overview of hydrologic flow through system: Precipitation and sheet flow contribute water to this site. Groundwater flow may also affect the site. Water leaves the site by evapotranspiration and soil infiltration.
 Other field evidence observed: This site is located in a low area near a small stream.

Wetland hydrology: Yes: No:

Rationale: Low landscape position suggests that the site is inundated or saturated long enough during the growing season to meet the wetland hydrology criterion.

ROUTINE ONSITE WETLAND DETERMINATION

Site 2 (page 2 of 3)

Field Investigators: Tessene, Draheim, Ketzner, and Zercher Date: 13 June 2007
 Job No.: P92-111-06 Project Name: FAI 39 (I-39)/FAP 301 (US 20)
 State: Illinois County: Winnebago Applicant: IDOT District 2
 Site name: Wet shrubland
 Legal Description: NW/4, NE/4, NE/4, Sec. 10, T.43N., R.2E.
 Location: About 25 m (82 ft) south of I-39 and 9 m (30 ft) west of the railroad tracks

WETLAND DETERMINATION AND RATIONALE

Is the site a wetland? Yes: X No:

Rationale: This site meets all three wetland criteria. The NWI code for the site is PEMA (temporarily flooded, emergent palustrine wetland).

SPECIES LIST

| Scientific name | Common name | Stratum | Wetland Indicator | C* |
|----------------------------------|---------------------|----------------------|-------------------|----|
| <i>Acer negundo</i> | box elder | tree, sapling, shrub | FACW- | 1 |
| <i>Agrimonia gryposepala</i> | tall agrimony | herb | FACU+ | 2 |
| <i>Ambrosia trifida</i> | giant ragweed | herb | FAC+ | 0 |
| <i>Angelica atropurpurea</i> | angelica | herb | OBL | 6 |
| <i>Apios americana</i> | groundnut | herb | FACW | 3 |
| <i>Arctium minus</i> | burdock | herb | UPL | ** |
| <i>Aster novae-angliae</i> | New England aster | herb | FACW | 4 |
| <i>Aster ontarionis</i> | Ontario aster | herb | FAC | 4 |
| <i>Atriplex patula</i> | orach | herb | FACW- | ** |
| <i>Bidens frondosa</i> | beggar's ticks | herb | FACW | 1 |
| <i>Calystegia sepium</i> | hedge bindweed | herb | FAC | 1 |
| <i>Carex trichocarpa</i> | sedge | herb | OBL | 6 |
| <i>Cirsium arvense</i> | creeping thistle | herb | FACU | ** |
| <i>Erigeron annuus</i> | daisy fleabane | herb | FAC- | 1 |
| <i>Galium aparine</i> | bedstraw | herb | FACU | 0 |
| <i>Geum canadense</i> | white avens | herb | FAC | 2 |
| <i>Glechoma hederacea</i> | creeping Charlie | herb | FACU | ** |
| <i>Helianthus grosseserratus</i> | sawtooth sunflower | herb | FACW- | 2 |
| <i>Helianthus tuberosus</i> | Jerusalem artichoke | herb | FAC | 3 |
| <i>Hesperis matronalis</i> | dame's rocket | herb | UPL | ** |
| <i>Impatiens capensis</i> | orange jewelweed | herb | FACW | 2 |
| <i>Juncus tenuis</i> | path rush | herb | FAC | 0 |
| <i>Lonicera maackii</i> | Amur honeysuckle | shrub | UPL | ** |
| <i>Monarda fistulosa</i> | wild bergamot | herb | FACU | 4 |
| <i>Myosoton aquaticum</i> | giant chickweed | herb | FAC+ | ** |
| <i>Pastinaca sativa</i> | wild parsnip | herb | UPL | ** |
| <i>Phalaris arundinacea</i> | reed canary grass | herb | FACW+ | ** |
| <i>Plantago lanceolata</i> | buckhorn plantain | herb | FAC | ** |
| <i>Plantago rugelii</i> | Rugel's plantain | herb | FAC+ | 0 |
| <i>Poa pratensis</i> | Kentucky bluegrass | herb | FAC- | ** |
| <i>Populus deltoides</i> | cottonwood | tree, shrub | FAC+ | 2 |
| <i>Ptelea trifoliata</i> | wafer ash | shrub | FACU+ | 4 |

* Coefficient of Conservatism (see introduction)
 (Species list concludes on next page)

** Species not native to Illinois

ROUTINE ONSITE WETLAND DETERMINATION

Site 2 (page 3 of 3)

Field Investigators: Tessene, Draheim, Ketzner, and Zercher Date: 13 June 2007
 Job No.: P92-111-06 Project Name: FAI 39 (I-39)/FAP 301 (US 20)
 State: Illinois County: Winnebago Applicant: IDOT District 2
 Site name: Wet shrubland
 Legal Description: NW/4, NE/4, NE/4, Sec. 10, T.43N., R.2E.
 Location: About 25 m (82 ft) south of I-39 and 9 m (30 ft) west of the railroad tracks

SPECIES LIST (concluded)

| Scientific name | Common name | Stratum | Wetland Indicator | C* |
|-------------------------------|------------------------|----------------|-------------------|----|
| <i>Rosa multiflora</i> | multiflora rose | shrub | FACU | ** |
| <i>Rhamnus cathartica</i> | common buckthorn | shrub | FACU | ** |
| <i>Rubus occidentalis</i> | black raspberry | shrub | UPL | 2 |
| <i>Salix exigua</i> | sandbar willow | sapling, shrub | OBL | 1 |
| <i>Salix fragilis</i> | crack willow | sapling, shrub | FAC+ | ** |
| <i>Silphium perfoliatum</i> | cup-plant | herb | FACW- | 4 |
| <i>Solanum dulcamara</i> | bittersweet nightshade | herb | FAC | ** |
| <i>Solidago canadensis</i> | Canada goldenrod | herb | FACU | 1 |
| <i>Solidago gigantea</i> | late goldenrod | herb | FACW | 3 |
| <i>Taraxacum officinale</i> | dandelion | herb | FACU | ** |
| <i>Toxicodendron radicans</i> | poison ivy | herb | FAC+ | 1 |
| <i>Ulmus rubra</i> | slippery elm | shrub | FAC | 3 |
| <i>Verbena urticifolia</i> | white vervain | herb | FAC+ | 3 |
| <i>Vitis riparia</i> | riverbank grape | woody vine | FACW- | 2 |

* Coefficient of Conservatism (see introduction)
 Mean c value = $\sum C/N = 68/30 = 2.3$

** Species not native to Illinois
 $FQI = \sum C/\sqrt{N} = 68/\sqrt{30} = 12.4$

Determined by: Paul Tessene (vegetation and hydrology)
 Ian Draheim (soils and hydrology)
 David Ketzner (GPS, vegetation, and hydrology)
 Brad Zercher (GIS)
 Illinois Natural History Survey
 Division of Ecology and Conservation Sciences
 1816 South Oak Street
 Champaign, Illinois 61820
 (217) 244-7984 (Tessene)

ROUTINE ONSITE WETLAND DETERMINATION

Site 3 (page 1 of 3)

Field Investigators: Tessene, Draheim, Ketzner, and Zercher Date: 13 June 2007
 Job No.: P92-111-06 Project Name: FAI 39 (I-39)/FAP 301 (US 20)
 State: Illinois County: Winnebago Applicant: IDOT District 2
 Site name: Wet meadow
 Legal Description: NW/4, NE/4, NE/4, Sec. 10 and SW/4, SE/4, SE/4, Sec. 3, T.43N., R.2E.
 Location: About 32 m (105 ft) north of I-39 and 32 m (105 ft) east of the railroad tracks

Do normal environmental conditions exist at this site? Yes: X No:
 Has the vegetation, soils, or hydrology been significantly disturbed? Yes: No: X

VEGETATION

| <u>Dominant Plant Species</u> | <u>Indicator Status</u> | <u>Stratum</u> |
|--------------------------------|-------------------------|----------------|
| 1. <i>Anemone canadensis</i> | FAC+ | herb |
| 2. <i>Phalaris arundinacea</i> | FACW+ | herb |

Percentage of dominant species that are OBL, FACW, FAC+, or FAC: 100%

Hydrophytic vegetation: Yes: X No:

Rationale: More than 50% of the dominants are OBL, FACW, FAC+, or FAC.

SOILS

Series and phase: NRCS mapped as Comfrey loam

On Winnebago County hydric soils list? Yes: X No:

Is the soil a histosol? Yes: No: X Histic epipedon present? Yes: No: X

Redox concentrations? Yes: X No: Color: 10YR 4/3

Redox depletions? Yes: No: X Color: N/A

Matrix color: 10YR 3/1 over 10YR 5/2

Other indicators: Depressional area along a small stream

Hydric soils? Yes: X No:

Rationale: The NRCS classifies Comfrey as a Cumulic Endoaquoll that is poorly or very poorly drained. This soil contains redoximorphic concentrations within a low chroma matrix, which indicates saturated or reduced conditions for an extended duration during the growing season. Therefore, the soil at this site meets the hydric soil criterion. This soil meets NRCS hydric soil indicator A11 - Depleted Below Dark Surface.

HYDROLOGY

Inundated: Yes: No: X Depth of standing water: N/A

Depth to saturated soils: 20 cm (8 in)

Overview of hydrologic flow through system: Precipitation and sheet flow contribute water to this site. Groundwater flow may also affect the site. Water leaves the site by evapotranspiration, soil infiltration, and stream flow.

Size of watershed: About 5.2 km² (2 mi²)

Other field evidence observed: This site is located in a low area.

Wetland hydrology: Yes: X No:

Rationale: Low landscape position and the presence of saturated soils near the surface suggest that the site is inundated or saturated long enough during the growing season to meet the wetland hydrology criterion.

ROUTINE ONSITE WETLAND DETERMINATION

Site 3 (page 2 of 3)

Field Investigators: Tessene, Draheim, Ketzner, and Zercher Date: 13 June 2007
 Job No.: P92-111-06 Project Name: FAI 39 (I-39)/FAP 301 (US 20)
 State: Illinois County: Winnebago Applicant: IDOT District 2
 Site name: Wet meadow
 Legal Description: NW/4, NE/4, NE/4, Sec. 10 and SW/4, SE/4, SE/4, Sec. 3, T.43N., R.2E.
 Location: About 32 m (105 ft) north of I-39 and 32 m (105 ft) east of the railroad tracks

WETLAND DETERMINATION AND RATIONALE

Is the site a wetland? Yes: X No:

Rationale: This site meets all three wetland criteria. The NWI code for the site is PEMA (temporarily flooded, emergent palustrine wetland).

SPECIES LIST

| Scientific name | Common name | Stratum | Wetland Indicator | C* |
|----------------------------------|--------------------|----------------------|-------------------|----|
| <i>Acer negundo</i> | box elder | tree, sapling, shrub | FACW- | 1 |
| <i>Alliaria petiolata</i> | garlic mustard | herb | FAC | ** |
| <i>Anemone canadensis</i> | Canada anemone | herb | FACW | 4 |
| <i>Carex molesta</i> | sedge | herb | FAC | 2 |
| <i>Carex stipata</i> | sedge | herb | OBL | 2 |
| <i>Carex trichocarpa</i> | sedge | herb | OBL | 6 |
| <i>Carex vulpinoidea</i> | fox sedge | herb | OBL | 3 |
| <i>Cirsium arvense</i> | creeping thistle | herb | FACU | ** |
| <i>Cornus obliqua</i> | blue dogwood | shrub | FACW+ | 4 |
| <i>Dipsacus laciniatus</i> | cut-leaved teasel | herb | UPL | ** |
| <i>Erigeron annuus</i> | daisy fleabane | herb | FAC- | 1 |
| <i>Galium aparine</i> | bedstraw | herb | FACU | 0 |
| <i>Geum canadense</i> | white avens | herb | FAC | 2 |
| <i>Geum laciniatum</i> | marsh avens | herb | FACW | 2 |
| <i>Hackelia virginiana</i> | stickseed | herb | FAC- | 1 |
| <i>Helianthus grosseserratus</i> | sawtooth sunflower | herb | FACW- | 2 |
| <i>Impatiens capensis</i> | orange jewelweed | herb | FACW | 2 |
| <i>Juncus tenuis</i> | path rush | herb | FAC | 0 |
| <i>Lycopus americanus</i> | bugleweed | herb | OBL | 3 |
| <i>Pastinaca sativa</i> | wild parsnip | herb | UPL | ** |
| <i>Phalaris arundinacea</i> | reed canary grass | herb | FACW+ | ** |
| <i>Poa pratensis</i> | Kentucky bluegrass | herb | FAC- | ** |
| <i>Potentilla norvegica</i> | rough cinquefoil | herb | FAC | 0 |
| <i>Rosa multiflora</i> | multiflora rose | shrub | FACU | ** |
| <i>Rumex altissimus</i> | pale dock | herb | FACW- | 2 |
| <i>Rumex crispus</i> | curly dock | herb | FAC+ | ** |
| <i>Salix amygdaloides</i> | peachleaf willow | shrub | FACW | 4 |
| <i>Salix exigua</i> | sandbar willow | sapling, shrub | OBL | 1 |
| <i>Sambucus canadensis</i> | elderberry | shrub | FACW- | 2 |
| <i>Scirpus atrovirens</i> | green bulrush | herb | OBL | 4 |
| <i>Solidago canadensis</i> | Canada goldenrod | herb | FACU | 1 |
| <i>Stachys palustris</i> | marsh hedgenettle | herb | OBL | 5 |
| <i>Urtica dioica</i> | stinging nettle | herb | FAC+ | 2 |
| <i>Verbena hastata</i> | blue vervain | herb | FACW+ | 3 |
| <i>Vitis riparia</i> | riverbank grape | woody vine | FACW- | 2 |

* Coefficient of Conservatism (see introduction)
 Mean c value = $\sum C/N = 61/27 = 2.3$

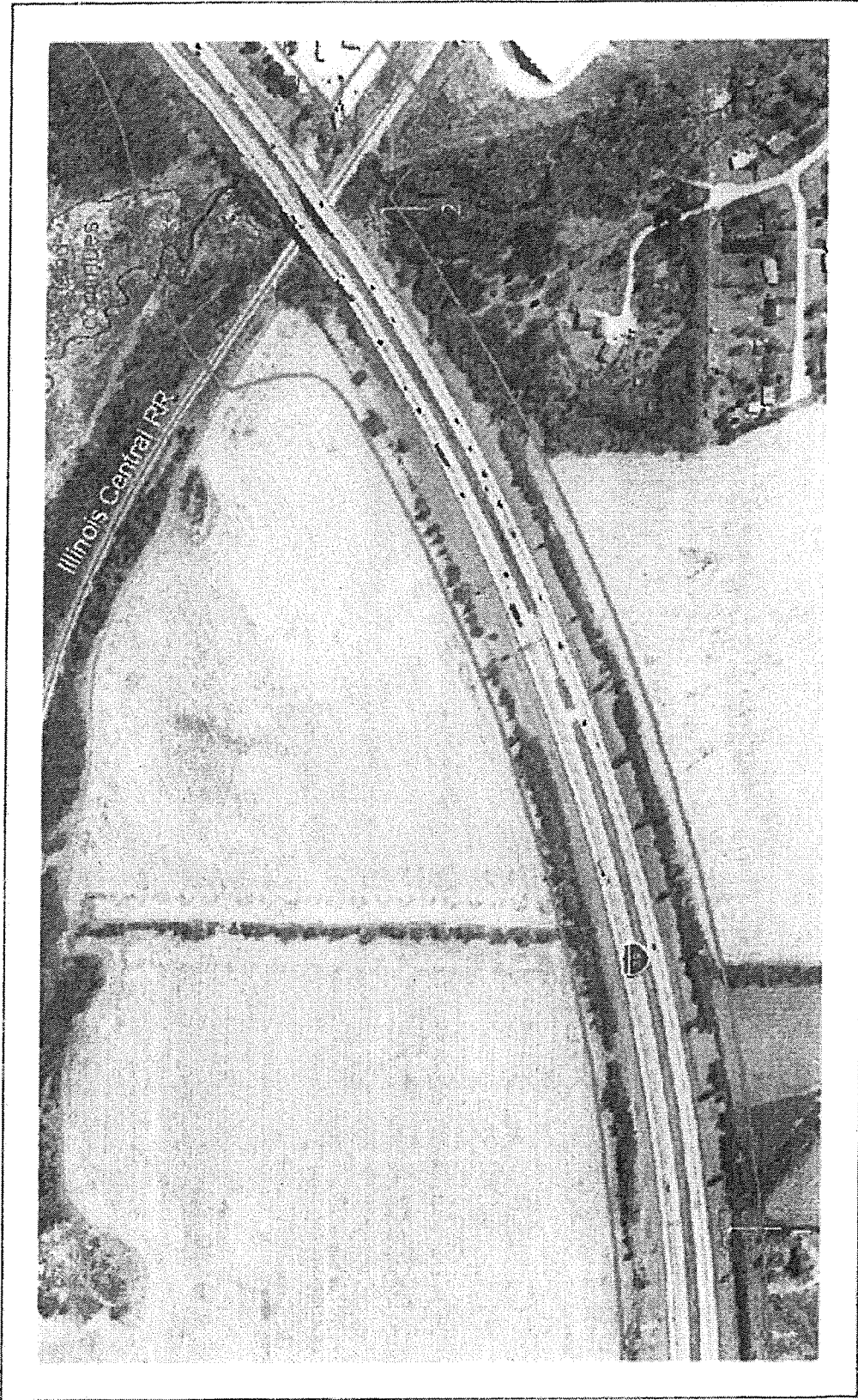
** Species not native to Illinois
 FQI = $\sum C/N = 61/27 = 11.7$

ROUTINE ONSITE WETLAND DETERMINATION
Site 3 (page 3 of 3)

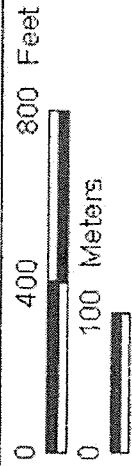
Field Investigators: Tessene, Draheim, Ketzner, and Zercher Date: 13 June 2007
Job No.: P92-111-06 Project Name: FAI 39 (I-39)/FAP 301 (US 20)
State: Illinois County: Winnebago Applicant: IDOT District 2
Site name: Wet meadow
Legal Description: NW/4, NE/4, NE/4, Sec. 10 and SW/4, SE/4, SE/4, Sec. 3, T.43N.,
R.2E.
Location: About 32 m (105 ft) north of I-39 and 32 m (105 ft) east of the railroad tracks

Determined by: Paul Tessene (vegetation and hydrology)
 Ian Draheim (soils and hydrology)
 David Ketzner (GPS, vegetation, and hydrology)
 Brad Zercher (GIS)
 Illinois Natural History Survey
 Division of Ecology and Conservation Sciences
 1816 South Oak Street
 Champaign, Illinois 61820
 (217) 244-7984 (Tessene)

FAI 39 & FAP 301
I 39 and US 20
Winnebago County



Project boundary
Wetland site



scale 1:4800
1 inch=400 ft



08/07

Applicant: Hanson Professional Services Inc.
Contact: Julianne Epplin
Address: 13801 Riverport Drive, Suite 300
Maryland Heights , MO 63043

IDNR Project Number: 1704360
Date: 11/10/2016
Alternate Number: 06S2055

Project: FAI Route 39 (I-39) & FAP Route 301 (US 20)
Address: 7820 Cherryvale N Blvd, Cherry Valley

Description: project planning

Natural Resource Review Results

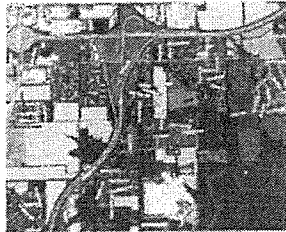
This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Kishwaukee River INAI Site
American Brook Lamprey (*Lethenteron appendix*)
Black Sandshell (*Ligumia recta*)
Black Sandshell (*Ligumia recta*)
Gravel Chub (*Erimystax x-punctatus*)
Gravel Chub (*Erimystax x-punctatus*)

Location

The applicant is responsible for the accuracy of the location submitted for the project.



County: Winnebago

Township, Range, Section:

43N, 2E, 1
43N, 2E, 2
43N, 2E, 3
43N, 2E, 4
43N, 2E, 8
43N, 2E, 9
43N, 2E, 10
43N, 2E, 11
43N, 2E, 16
43N, 2E, 17
44N, 2E, 34
44N, 2E, 35
44N, 2E, 36

IL Department of Natural Resources
Contact
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

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1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
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Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

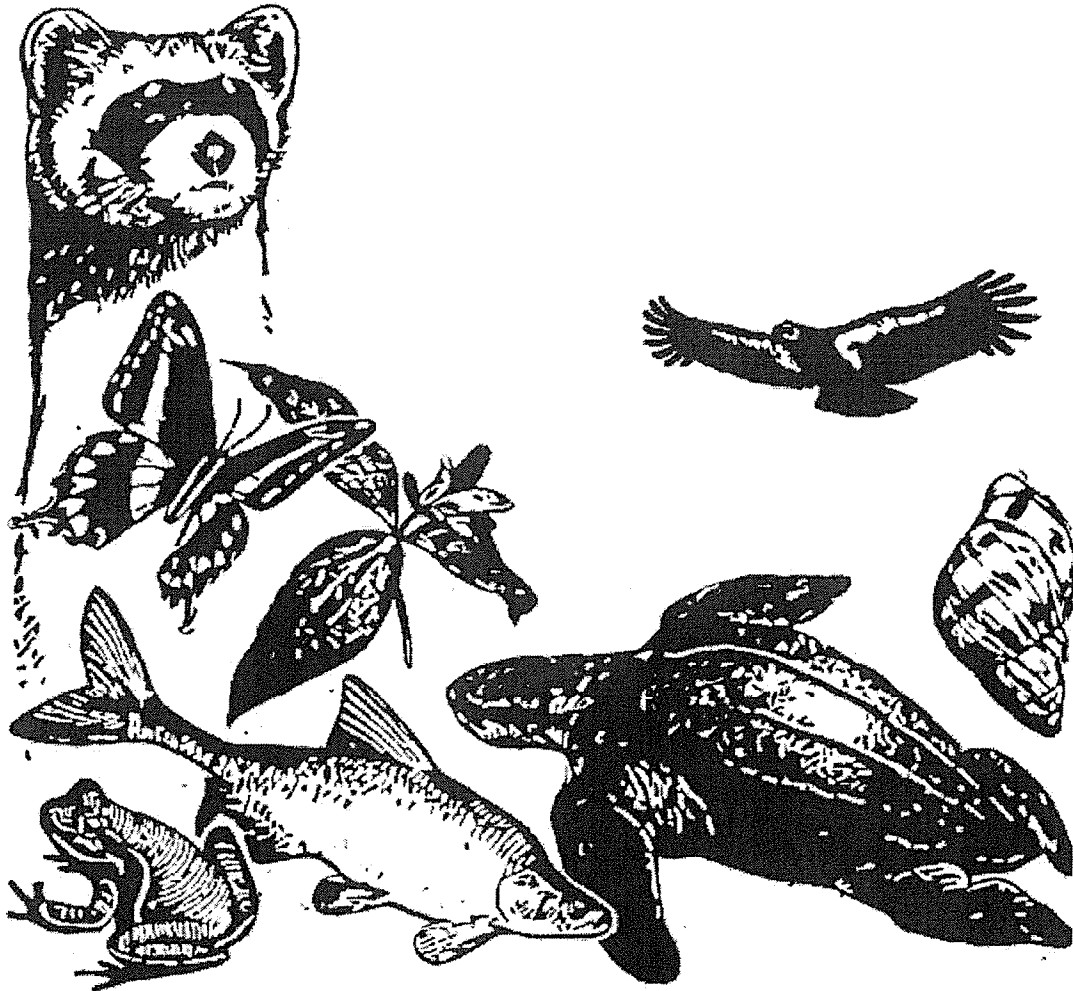
EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

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

IPaC Trust Resources Report

Generated November 07, 2016 09:16 AM MST, IPaC v3.0.9

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



IPaC - Information for Planning and Conservation (<https://ecos.fws.gov/ipac/>): A project planning tool to help streamline the U.S. Fish & Wildlife Service environmental review process.

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| Refuges & Hatcheries | <u>7</u> |
| Wetlands | <u>8</u> |

U.S. Fish & Wildlife Service

IPaC Trust Resources Report



NAME

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

LOCATION

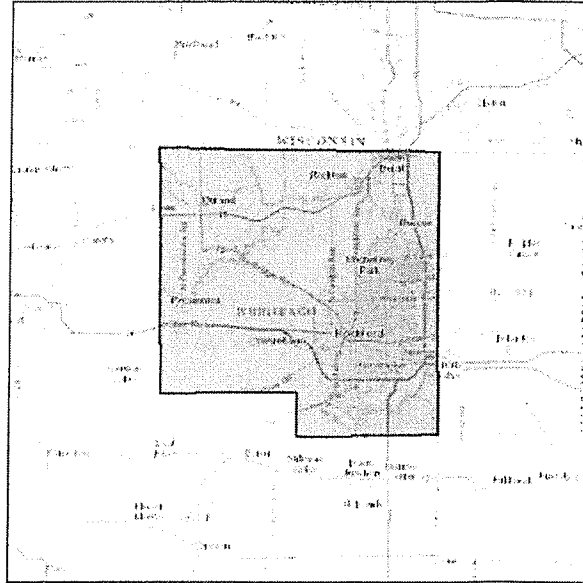
Winnebago County, Illinois

DESCRIPTION

project planning

IPAC LINK

[https://ecos.fws.gov/ipac/project/
KMWQK-YKEYJ-HHJPC-I3BJS-BQESOM](https://ecos.fws.gov/ipac/project/KMWQK-YKEYJ-HHJPC-I3BJS-BQESOM)



U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

Rock Island Ecological Services Field Office

Rock Island Ecological Services Field Office

1511 47th Ave

Moline, IL 61265-7022

(309) 757-5800

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the Endangered Species Program of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Flowering Plants

Eastern Prairie Fringed Orchid *Platanthera leucophaea* Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=Q2GG

Prairie Bush-clover *Lespedeza leptostachya* Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=Q2CB

Mammals

Indiana Bat *Myotis sodalis*

Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A000

Northern Long-eared Bat *Myotis septentrionalis*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A0JE

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.^[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data
<http://www.birdscanada.org/birdmon/default/datasummaries.jsp>

The following species of migratory birds could potentially be affected by activities in this location:

| | |
|---|------------------------------|
| Acadian Flycatcher <i>Empidonax virescens</i> | Bird of conservation concern |
| Season: Breeding | |
| Bald Eagle <i>Haliaeetus leucocephalus</i> | Bird of conservation concern |
| Season: Year-round | |
| http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008 | |
| Bell's Vireo <i>Vireo bellii</i> | Bird of conservation concern |
| Season: Breeding | |
| http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JX | |
| Black Tern <i>Chlidonias niger</i> | Bird of conservation concern |
| Season: Breeding | |
| http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B09F | |

| | |
|--|------------------------------|
| Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HI | Bird of conservation concern |
| Black-crowned Night-heron <i>Nycticorax nycticorax</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0EU | Bird of conservation concern |
| Blue-winged Warbler <i>Vermivora pinus</i> Season: Breeding | Bird of conservation concern |
| Bobolink <i>Dolichonyx oryzivorus</i> Season: Breeding | Bird of conservation concern |
| Brown Thrasher <i>Toxostoma rufum</i> Season: Breeding | Bird of conservation concern |
| Cerulean Warbler <i>Dendroica cerulea</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B09I | Bird of conservation concern |
| Common Tern <i>Sterna hirundo</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B09G | Bird of conservation concern |
| Dickcissel <i>Spiza americana</i> Season: Breeding | Bird of conservation concern |
| Field Sparrow <i>Spizella pusilla</i> Season: Breeding | Bird of conservation concern |
| Henslow's Sparrow <i>Ammodramus henslowii</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B09D | Bird of conservation concern |
| Kentucky Warbler <i>Oporornis formosus</i> Season: Breeding | Bird of conservation concern |
| Least Bittern <i>Ixobrychus exilis</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B092 | Bird of conservation concern |
| Loggerhead Shrike <i>Lanius ludovicianus</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FY | Bird of conservation concern |
| Marsh Wren <i>Cistothorus palustris</i> Season: Breeding | Bird of conservation concern |
| Northern Flicker <i>Colaptes auratus</i> Season: Year-round | Bird of conservation concern |
| Peregrine Falcon <i>Falco peregrinus</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FU | Bird of conservation concern |

| | |
|--|------------------------------|
| Pied-billed Grebe <i>Podilymbus podiceps</i> Season: Breeding | Bird of conservation concern |
| Prothonotary Warbler <i>Protonotaria citrea</i> Season: Breeding | Bird of conservation concern |
| Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> Season: Year-round | Bird of conservation concern |
| Rusty Blackbird <i>Euphagus carolinus</i> Season: Wintering | Bird of conservation concern |
| Short-eared Owl <i>Asio flammeus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HD | Bird of conservation concern |
| Swainson's Hawk <i>Buteo swainsoni</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B070 | Bird of conservation concern |
| Upland Sandpiper <i>Bartramia longicauda</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HC | Bird of conservation concern |
| Willow Flycatcher <i>Empidonax traillii</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F6 | Bird of conservation concern |
| Wood Thrush <i>Hylocichla mustelina</i> Season: Breeding | Bird of conservation concern |

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Wetland data is unavailable at this time.



Illinois Department of Transportation

Memorandum

To: Steve Robery
From: Mark Nardini
Subject: Biological Clearance Memo
Date: January 7, 2019

FAI 39 & FAP 301
Section (201-3)K&(4-1.5)K
Winnebago County
Job No. P-92-111-06
Contract No. 64C62, 64B13, 64C24
Seq. No. 13316

Commitments:

1. Trees three (3) inches or greater in diameter at breast height will not be cleared from April 1 through September 30. The US Fish and Wildlife Service concurred with our determination and date restriction on tree clearing on 7/8/2017.
2. Class 4 and 5C (Monarch and Pollinator Mix) Seed shall be used on all back slope and fore slopes on the project. Please refer to special provision for additional information.
3. This clearance is valid for two years and new surveys will be required prior to completing Phase II.
4. Wetland impacts will be mitigated at a later date.
5. This sign off covers no in-stream work involving the Kishwaukee River.



Illinois Department of Transportation

Memorandum

To: Steve Robery
From: Mark D. Nardini
Subject: Cultural Coordination
Date: September 12, 2018

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

- Cultural coordination is not required for this project, since it will not involve acquisition of additional right-of-way or easement (temporary or permanent); potentially affect a historic district or history property listed on the National Register of Historic Places (NRHP); or involve replacement or rehabilitation of a bridge 50 years old or older.
- No right-of-way or easement is required for this project. However, a search of HARGIS identified property or an Historic District that is listed on the NRHP. After consultation with BDE, it has been determined that this project will not affect this property (coordination attached).
- Right-of-way or easement is required for this project, therefore this project was submitted for Coordination and Cultural Clearance has been received (copy attached).
-



Illinois Department of Transportation

Memorandum

To: Maureen Kastl Attn: John Wegmeyer
From: Maureen Addis By: Brad Koldehoff
Subject: Cultural Resources Program Comment Clearance
Date: August 30, 2016

Winnebago County
FAI 39 & FAP 301, I-39 & US 20
Sec. (201-3)K & (4-1,5)K
Job No. C-92-111-06
Seq. # 13316A

For the above referenced project, IDOT's qualified professional Cultural Resources staff hereby makes a "No Historic Properties Affected" finding pursuant to Section 106 of the National Historic Preservation Act.

This determination follows the stipulations of the Section 106 Programmatic Agreement for the Delegation of Authority for Minor Projects of the Federal Aid Highway Program in the State of Illinois, executed by FHWA, Illinois SHPO, IDOT, and the Advisory Council on Historic Preservation. This project is consistent with the minor project types listed in Appendix B of the agreement.

The "Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges issued November 16, 2012 by the Advisory Council on Historic Preservation" was applied to this undertaking, and because the affected bridge meets the applicability criteria, no further Section 106 coordination is required for the bridge.

The attached stamped IDOT Environmental Survey Request form documents that no further coordination is required regarding cultural resources for this project.

Attachment

BK:km

A handwritten signature in black ink, appearing to read "Brad Koldehoff".

Environmental Survey Request Addendum

A. Project Information Bio Cultural Wetlands Special Waste

Submittal Date: 07/02/2008 Sequence No: 13316 A

District: 2 Requesting Agency: DOH Project No: _____

Contract #: 64C62 & 64B13 Job No.: P- 92-111-06

Counties: Winnebago

Route: FAI 39 & FAP 301 Marked: I-39 & US 20

Street: _____ Section: (201-3)K & (4-1,5)K

Municipality(ies): SE of Rockford Project Length: 9.6561 km 6 miles

FromTo (At): US 20 W to I-90

Quadrangle: Rockford South, Cherry Valley Township-Range-Section: T43N-R2E-Sec. 16, 17, 8, 9, 10, 2 & T44N-R2E-Sec. 35

Anticipated Design Approval: 02/01/2009

B. Reason for Submittal: (Check all that apply)

Acquisition of additional ROW or easement Addendum: 2 acres Total Project: 52.000 acres

In-Stream Work Stream Name: Kishwaukee River

Other: _____

Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Bridge work to accommodate widening for third lane tapers.

D. Tree Removal?: Yes _____ Number?: 0 _____ ha/ _____ acres

Wetland delineation performed by: _____ End. Species Consultation performed by: _____

E. Contact Person: Mark D. Nardini **Local Contact Person:** _____

Telephone #: (815) 284-5460 ext. Telephone #: _____

Env. Contact: _____ E-Mail: _____

Telephone #: _____ Title/Company: _____

F. Update Entire Project

Addendum Only

Field Sign Off (Bio & Cultural Only) _____ Received in CO _____

CULTURAL RESOURCES:
NO SURVEY OR FURTHER COORDINATION REQUIRED

Bill Kallehoff 8/30/16
SIGNED _____ DATE



Illinois Department of Transportation

Memorandum

To: Steve Robery
From: Mark D. Nardini
Subject: Special Waste Clearance
Date: January 3, 2017

FAI 39 / FAP 301 (I-39/US 20)
Section (201-3)K & (4-1,5)K
Winnebago County
Job No. P-92-111-06
Contract No. 64C62 & 64B13
Seq. No. 13316

- This project passed a Level 1 Special Waste Screening and therefore a Level 1 signoff has been granted by the District 2 Environmental Studies Supervisor (Attached). *This signoff is valid for 6 months and must be current at time of Design Approval and Letting.*
- This project ***DID NOT*** pass a Level 1 Special Waste Screening, therefore a Level 2 Special Waste Screening was performed. The results allowed a Level 2 signoff to be granted by the District 2 Environmental Studies Supervisor (Attached). *This signoff is valid for 6 months and must be current at time of Design Approval and Letting.*
- This project failed both a Level 1 and Level 2 Special Waste Screening and a PESA is required. The results of this PESA indicated that there are ***NO*** REC's present, which would be identified in Table 1 of the PESA. Therefore, this project has been cleared for Special Waste Coordination (PESA memo attached). *This PESA is valid for 3 years; however the actual signoff is good for 6 months and must be current at time of Design Approval and Letting.*
- This project failed both a Level 1 and Level 2 Special Waste Screening and a PESA is required. The results of this PESA indicated that there ***ARE*** REC's present, which are identified in Table 1 of the PESA. Even thou there are REC's presents, this project has been cleared for Special Waste Coordination (PESA memo attached). *This PESA is valid for 3 years; however the actual signoff is good for 6 months and must be current at time of Design Approval and Letting.*

When REC's are present, please provide the Environmental Section with the information outlined in the exhibits found in the PESA folder under the Environmental Submittals.



Illinois Department of Transportation

Memorandum

To: Kevin Marchek Attn: Masood Ahmad
From: Maureen M. Addis By: Scott E. Stitt
Subject: PESAs Review *Scott E. Stitt*
Date: December 6, 2016

| | |
|----------------------|---|
| Project: | FAI 39/FAP 301 (I-39/US 20): US 20 west to I-90 |
| District 2: | Winnebago County Job #: P-92-111-06 |
| Requesting Agency: | DOH Contract #: 64C62 & 64B13 |
| Survey Target Date: | 02/11/2017 Anticipated DA: Not provided |
| Anticipated Letting: | Not provided Section: (201-3)K & (4-1,5)K |
| BDE Sequence #: | 13316 ISGS PESA #: 1681V2 |

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) report prepared by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request (ESR). Table 1 identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves any of the following situations:

- New right of way or easement (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities; or
- Building demolition / modification.

Additionally, a PSI is required if the project will have excavation or subsurface utility relocation on existing right-of-way adjoining a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites containing RECs, then a PSI is not required and the project will be in compliance with Departmental Policy D&E-11. If the district determines the project will involve a site containing a REC(s), then a PSI is required and the statewide special waste consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response and Work Order form can be found on PMA.

The district should determine if any new right-of-way or easement will involve: any site identified in Table 1 of the PESA report, or any site adjoining a site listed in Table 4. For those identified situations, the District Bureau of Land Acquisition (DBLA) shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) assessment is required prior to the acquisition process for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. For questions regarding this report or the tasking of the statewide consultant, please contact Duffy Dessalines at 217/524-2269 or James R. Curtis at 217/558-4653.

Attachments

cc: Office of Chief Counsel – Rm. 313 Central Bureau of Land Acquisition – Rm. 210
District Bureau of Land Acquisition District Utility Coordinator

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for the reconstruction of the I-39/US 20 interchange and the addition of lanes from US 20 to I-90, Rockford and Cherry Valley, Winnebago County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

The following sites were examined for this project. The tables below list sites along the project for which recognized environmental conditions (RECs)* were identified for each address or address range (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs or de minimis conditions were identified (Table 3); and sites adjoining but not on the project that were identified on environmental databases (Table 4). Further investigation of sites with RECs may be desired.

Table 1. The following sites along the project were determined to contain RECs:

| Property name IDOT parcel # | ISGS site # | REC(s), including de minimis conditions | Regulatory database(s) | Land use |
|--------------------------------|----------------|---|---------------------------|----------------|
| ROW NA | 1681V2-1 | Evidence of chemical use; spills; former drum; petroleum pipeline; natural gas pipelines; potential ACM | RCRA, BOL, IEMA, | Transportation |
| Schnucks NA | 1681V2-2 | USTs; monitoring wells; evidence of chemical use; transformers; potential ACM and lead paint | RCRA, BOL, UST | Commercial |
| Kegel Harley-Davidson NA | 1681V2-4 | Potential UST(s); evidence of chemical use; transformers; potential ACM and lead paint | RCRA, BOL | Commercial |
| Wheels by RT NA | 1681V2-8 | AST; potential UST(s); evidence of chemical use; potential ACM and lead paint | BOL | Commercial |
| FasMart/Subway NA | 1681V2-9 | USTs; monitoring wells; transformer; potential ACM and lead paint | UST | Commercial |
| Collier RV NA | 1681V2-11 | Former USTs; potential UST(s); evidence of chemical use; transformer; potential ACM and lead paint | BOL, UST | Commercial |

| | | | | |
|---|-----------|---|----------------------|------------|
| Vacant land NA | 1681V2-13 | Former USTs with documented releases; potential UST(s); former monitoring well; potential monitoring well; evidence of former chemical use; spills; fill; transformer | BOL, LUST, UST, IEMA | Vacant |
| Commercial building NA | 1681V2-14 | AST; potential ACM and lead paint | None | Commercial |
| Magic Waters Waterpark NA | 1681V2-16 | Evidence of chemical use; spill; transformers; potential ACM and lead paint | RCRA, BOL, ERNS | Commercial |
| Vacant land NA | 1681V2-19 | Fill | None | Vacant |
| Kishwaukee River NA | 1681V2-24 | Non-attainment of water quality | None | River |
| Andy's Professional Landscaping NA | 1681V2-37 | ASTs; evidence of chemical use; potential herbicide and/or fertilizer presence; potential ACM and lead paint | BOL | Commercial |
| Atlas Components NA | 1681V2-38 | AST; drums; potential chemical use; potential ACM and lead paint | None | Commercial |
| Unnamed tributary to the Kishwaukee River NA | 1681V2-41 | Non-attainment of water quality | None | Stream |
| The Landscape Connection NA | 1681V2-45 | Evidence of former chemical use; transformers; potential herbicide and/or fertilizer presence; potential ACM and lead paint | BOL | Commercial |

| | | | | |
|-------------------------------------|-----------|--|--------------------------------|------------|
| Greater Rockford Auto Auction NA | 1681V2-47 | Former USTs with documented release; potential UST(s); evidence of chemical use; potentially impacted soil and groundwater; transformers; potential natural gas pipeline; potential ACM and lead paint | NPL SEMS, LUST, BOL, UST, IEMA | Commercial |
| Kadon Precision Machining NA | 1681V2-49 | Evidence of chemical use; potentially impacted soil and groundwater; transformers; potential ACM and lead paint | NPL SEMS, RCRA, BOL | Industrial |
| RJ Link NA | 1681V2-50 | Evidence of chemical use; spill; potentially impacted soil and groundwater; transformers; potential ACM and lead paint | NPL SEMS, SRP, RCRA, BOL, IEMA | Industrial |
| Sheet Metal Connectors NA | 1681V2-51 | Evidence of former chemical use; potential chemical use; potentially impacted soil and groundwater; transformers; potential ACM and lead paint | NPL SEMS, RCRA, BOL | Industrial |
| Action Tool and Die NA | 1681V2-52 | Evidence of chemical use; potentially impacted soil and groundwater; transformer; potential ACM and lead paint | NPL SEMS, RCRA, BOL | Industrial |
| Commercial buildings NA | 1681V2-53 | Former UST; potential UST(s); evidence of chemical use; potentially impacted soil and groundwater; transformer; potential ACM and lead paint | NPL SEMS, RCRA, BOL, UST | Commercial |

| | | | | |
|----------------------------|-----------|---|----------|--------------|
| Agricultural land NA | 1681V2-54 | Potentially impacted soil and groundwater; transformer; likely pesticide and/or herbicide use | NPL SEMS | Agricultural |
| A Place for Space NA | 1681V2-55 | Potentially impacted soil and groundwater; potential ACM and lead paint | NPL SEMS | Commercial |
| Pond NA | 1681V2-56 | Potentially impacted soil and groundwater | NPL SEMS | Pond |
| A Place for Space NA | 1681V2-57 | Evidence of chemical use; potential natural gas pipeline; potential ACM and lead paint | BOL | Commercial |
| Commercial buildings NA | 1681V2-58 | Potential UST(s); evidence of former chemical use; potential natural gas pipeline; potential ACM and lead paint | BOL | Commercial |
| Agricultural land NA | 1681V2-61 | Petroleum pipeline; likely pesticide and/or herbicide use | None | Agricultural |
| Vacant land NA | 1681V2-62 | Petroleum pipeline | None | Vacant |
| Vacant land NA | 1681V2-63 | Petroleum pipeline | None | Vacant |

Table 2. The following sites along the project were determined to contain de minimis conditions only:

| Property name IDOT parcel # | ISGS site # | De minimis condition(s) | Land use |
|--------------------------------|----------------|--|------------|
| Vacant land NA | 1681V2-3 | Likely former pesticide and/or herbicide use | Vacant |
| MC Sports NA | 1681V2-5 | Transformer; potential ACM and lead paint | Commercial |
| Arby's NA | 1681V2-6 | Transformers; potential ACM and lead paint | Commercial |



Illinois Department of Transportation

Memorandum

To: Steve Robery
From: Mark D. Nardini
Subject: Park Lands Coordination
Date: January 8, 2019

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

- A review of the project area by District 2 Environmental Section resulted in no park lands being identified.
- A review of the project area by District 2 Environmental Section resulted in being identified within the project limits. However, no right-of-way or easement will be required for *this project*.
- A review of the project area by District 2 Environmental Section resulted in being identified within the project limits. However, no right-of-way will be required *from _____ for this project*.
- A review of the project area by District 2 Environmental Section resulted in the Cherry Valley Path, also called the Swanson Park Recreation Path being identified within the project limits. Temporary easement will be required from this property and a Section 4(f) exception was approved by FHWA on January 8, 2019. FHWA concurrence was received on January 8, 2019.
- A review of the project area by District 2 Environmental Section resulted in being identified within the project limits. Right-of-way will be required from this property and a *De Minimis Impact Determination* was performed (Attached).
- Class II Action (Categorical Exclusions):
This project will result in the use of _____, a Section 4(f) resource. FHWA hereby makes a de minimis impact determination for this use as it will not adversely affect this resource's activities, features, and attributes. The de minimis impact determination is based on the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation submitted on _____.
- Class III Action (Environmental Assessments/FONSI):

This project will result in the use of _____, a Section 4(f) resource. FHWA hereby makes a de minimis impact determination for this use as it will not adversely affect this resource's activities, features, and attributes. The de minimis impact determination is based on the impact avoidance, minimization, and mitigation or enhancement measures detailed in the attached Environmental Assessment.

- _____ is not a 6(f) property
- _____ is a 6(f) property and coordination has been attached.
 - LAWCON funds were used.
 - OSLAD funds were used.

If you have any question, please contact me at ext. 460.



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.

Mr. Jay Sandine
September 28, 2018
Page Two

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

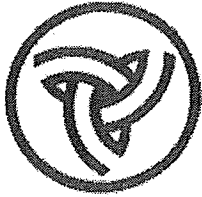


We concur with your use of De Minimis

10-10-18

Date

MN-0340/fd
Enclosures



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

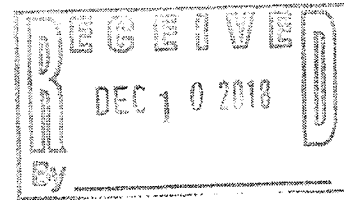
Mr. Jim Stevens
6833 Stalter Drive
Rockford, Illinois 61108

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.

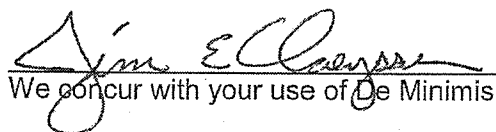
If the Village of Cherry Valley concurs with the use of the *De Minimis* Impact finding, please sign one copy of this letter and return it to IDOT, District 2, in the enclosed envelope. The second copy is for your files.

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

Sincerely,

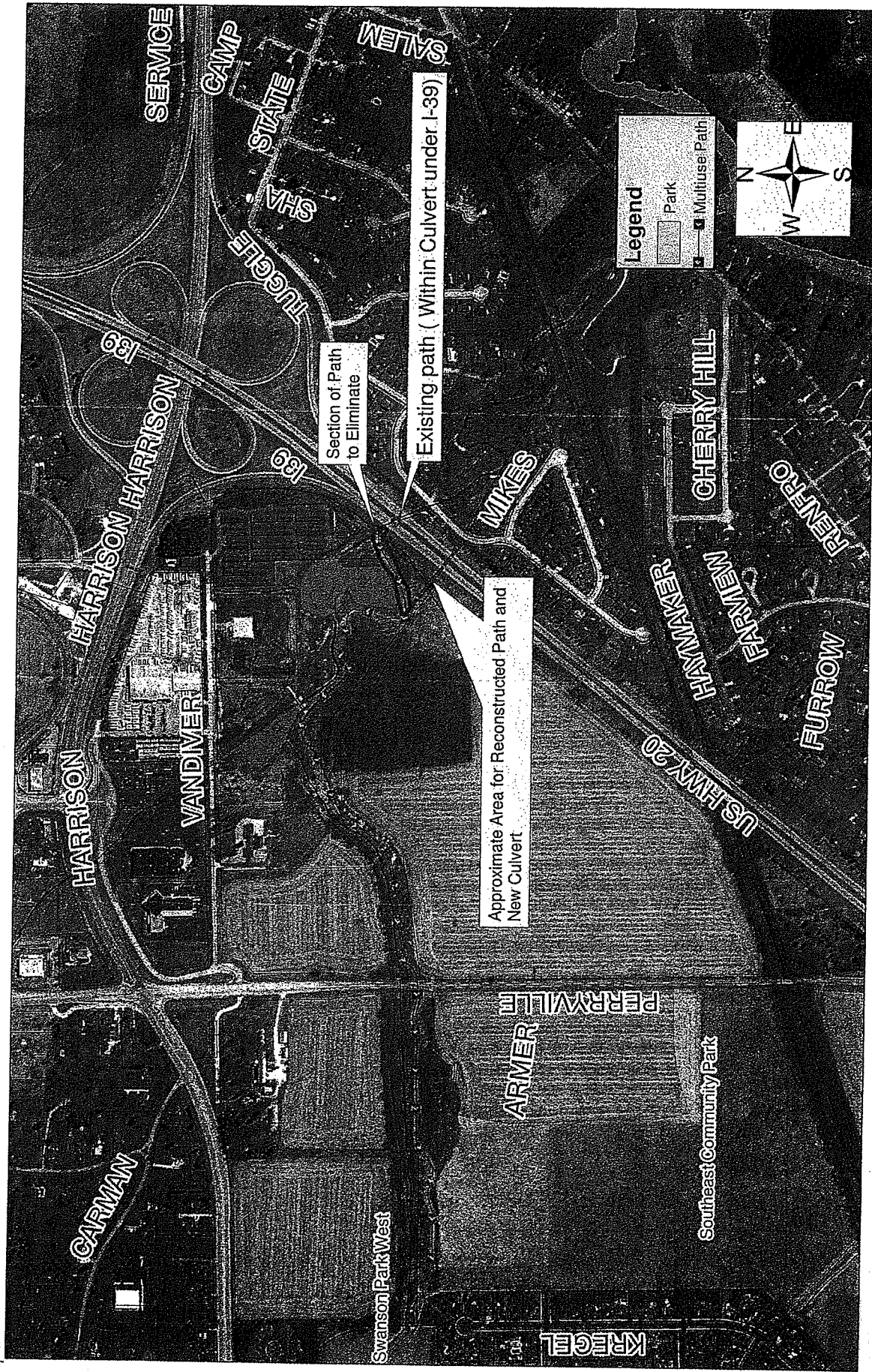


Kevin Marchek, P.E.
Region Two Engineer


We concur with your use of *De Minimis*

DECEMBER 18, 2018
Date

MN-0344/fd
Enclosure



Location Map-Cherry Valley Path



Illinois Department of Transportation

Memorandum

To: Steve Robery
From: Mark D. Nardini
Subject: Air Quality Conformity
Date: September 14, 2018

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

Air Quality Conformity

No portion of this project is within a designated nonattainment or maintenance area for any of the air pollutants for which the USEPA has established standards. Accordingly, a conformity determination under 40 CFR Part 93 ("Determining Conformity of Federal Actions to State or Federal Implementation Plans") is not required.

Mobile Source Air Toxics

- This project is of a type qualifying as a categorical exclusion under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.116, and as such, no analysis is required.
- This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the non-build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSATs emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA's MOVES 2010b model forecasts a combined reduction of more than 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Microscale Air Quality Assessment

- In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," this project is exempt from a project-level carbon monoxide air quality analysis because it does not add through lanes or auxiliary turning lanes, has no sensitive receptors, the highest design-year approach volume is less than 5,000 vph or 62,500 ADT, or is a project type identified in 40 CFR Part 93.126.

- In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," this project is exempt from a project-level carbon monoxide air quality analysis because the highest design-year approach volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT.

- The air quality effects of the proposed project were analyzed using the Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM). The "worst case" analysis provided by the COSIM model indicated that the proposed undertaking does not have the potential for contributing to a violation of the National Ambient Air Quality Standards for CO. CO concentrations for the worst case receptor (i.e., residence) located (see Exhibit) were as follows:

Existing () - ppm; Build – Time of Completion (TOC) () - ppm, TOC + 10 years () - ppm, and Design Year () - ppm; No Action - ppm in[, ppm in , and ppm in .



Illinois Department of Transportation

Memorandum

To: Steve Robery
From: Mark D. Nardini
Subject: Floodplain Analysis
Date: November 16, 2018

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

Flood Insurance Rate Maps provided by the Federal Emergency Management Agency were used to make an assessment for this project.

NO ENCROACHMENT

It has been determined that there are no 100-year floodplain located within the project area.

100 YEAR FLOODPLAIN WITHIN PROJECT BUT NO SIGNIFICANT ENCROACHMENT

It has been determined that there is a 100 year floodplain located within the project area however, per the hydraulic report the encroachment will not be significant.

SIGNIFICANT ENCROACHMENTS

"When it is determined that encroachments are significant, an EIS or EA must be prepared."

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Illinois Department of Transportation

Memorandum

To: Steve Robery
From: Mark D. Nardini
Subject: Noise Analysis
Date: September 17, 2018

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

Type III Project

The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.

Type I Project – No Receptors Meet Criteria

Based on the traffic noise analysis and noise abatement evaluation conducted, no receptors meet the criteria used to determine if noise abatement is prudent.

Type I Project

Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified in Noise Study. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment will, at some times, experience the effect of construction noise on these receptors, mitigation measures have been incorporated into the Illinois

B - 53

Department of Transportation Standard Specifications for Road and Bridge
Construction as Article 107.35.

If you have any question, please contact me at ext. 460.

B - 54

Page 2 of 2

SP Coord EC-H Rev 5/24/2017



Illinois Department of Transportation

Memorandum

To: Steve Robery
From: Mark D. Nardini
Subject: Agricultural Coordination
Date: September 18, 2018

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

- This type of project does not require Agricultural Coordination.
- This project was reviewed and found to require Agricultural Coordination. A Farmland Conversion Impact Rating (AD-1006) was generated for this project and forwarded to U.S. Department of Agricultural and the Illinois Department of Agricultural for their review and completion. The results of the review have been attached.

If you have any question, please contact me at ext. 460.

B - 55

APPENDIX C COORDINATION

External

| | |
|---|-----------------------------|
| Rockford Park District – September 2018 | C-1a, C-1b, and C-1c |
| Rockford Park District - August 2018 | C-2 and C-3 |
| Village of Cherry Valley – December 2018 | C-4a and C-4b |
| Village of Cherry Valley – January 2018 | C-5, C-6a and C-6b |
| Village of Cherry Valley – October 2016 | C-7 thru C-22 |
| Union Pacific Railroad – March 2016 | C-23 thru C-26 |
| Winnebago County - September 2008 | C-27 thru C-29 |
| Winnebago County/ Village of Cherry Valley - August 2007.... | C-30 thru C-32 |

Internal

| | |
|---|-----------------------|
| Bi-Monthly Coordination Meetings | C-33 thru C-46 |
| Transportation Management Plan | C-47 thru C-56 |
| Access Justification Report Approval | C-57 thru C-58 |
| Airport Coordination | C-59 |
| Bridge Condition Report Approval Letters | C-60 thru C-66 |



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,



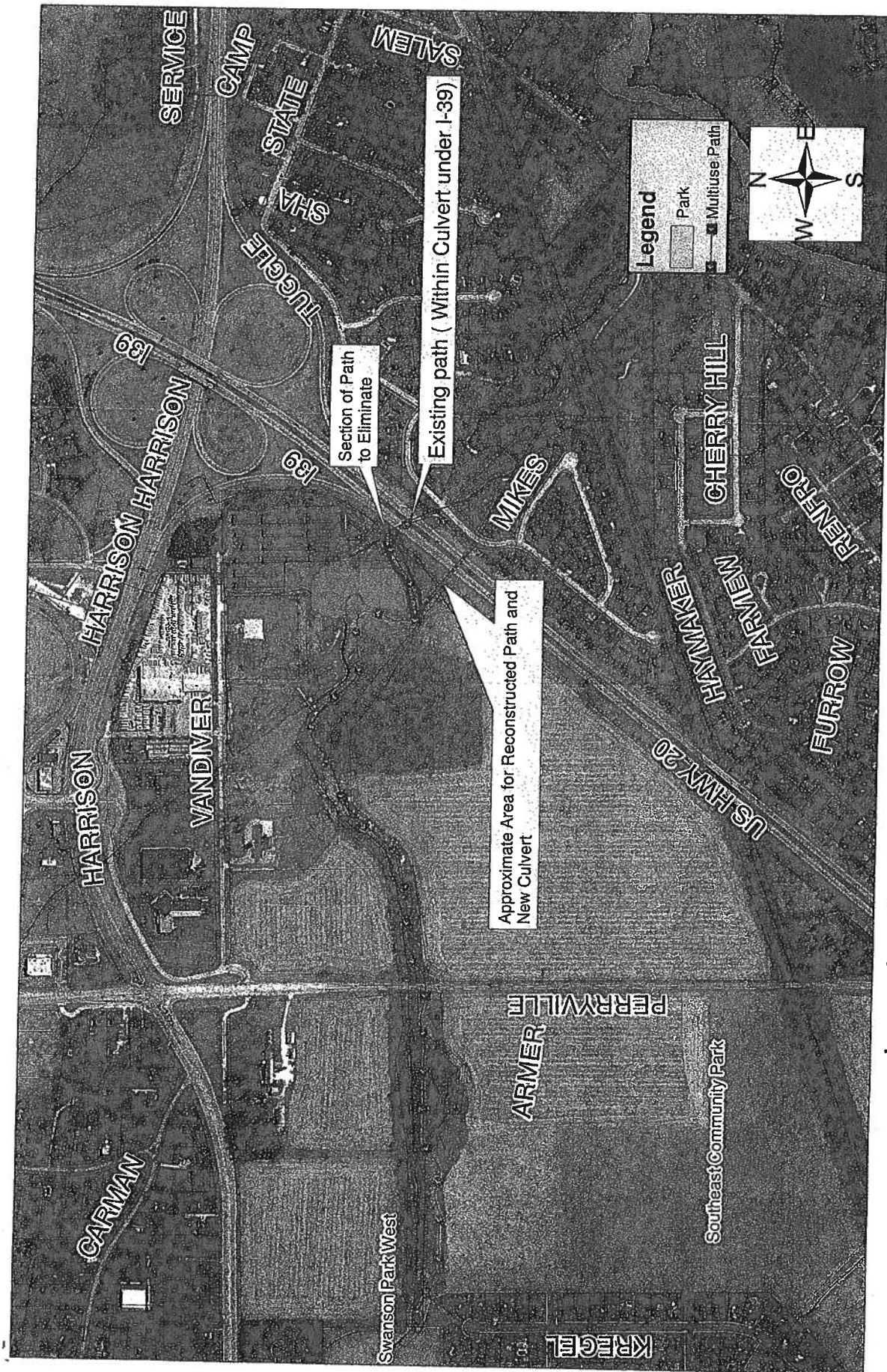
Kevin Marchek, P.E.
Region Two Engineer



We concur with your use of De Minimis

10-10-18
Date

MN-0340/fd
Enclosures



Location Map-Cherry Valley Path

Robery, Steven M

From: Robery, Steven M
Sent: Monday, August 27, 2018 3:58 PM
To: Nardini, Mark D
Subject: FW: I-39 Reconstruction Project - Cherry Valley Trail
Attachments: C Valley Path Relocation (I-39 Construction project August-2018).pdf

Mark,
See response below from Rockford Park District indicating no issues of concern at this time with regard to our proposed reconstruction of the Cherry Valley Path in Swanson Park. I indicated to Mr. Bragg that we would continue coordination in Phase II.

Steve Robery
Project Engineer - Studies and Plans
Illinois Department of Transportation
Region 2 - District 2
819 Depot Avenue
Dixon, IL 61021-3500

Ph. 815-284-5510 Fax. 815-284-5925
Steven.Robery@illinois.gov

From: Tim Bragg [mailto:TimBragg@rockfordparkdistrict.org]
Sent: Monday, August 27, 2018 3:43 PM
To: Robery, Steven M <Steven.Robery@illinois.gov>
Subject: [External] RE: I-39 Reconstruction Project - Cherry Valley Trail

Thanks for the information-I provided my department with some preliminary information last week. I will be forwarding the exhibit I created to give folks here at the Park District a frame of reference.

Overall, once the project proceeds further along; please let us know. As of right now, there's nothing immediate/glaring that appears to be a major issue of concern for the Park District.

Tim B.

From: Robery, Steven M <Steven.Robery@illinois.gov>
Sent: Thursday, August 23, 2018 8:32 AM
To: Tim Bragg <TimBragg@rockfordparkdistrict.org>
Subject: I-39 Reconstruction Project - Cherry Valley Trail

Mr. Bragg,

This email is a follow-up to our telephone conversation yesterday regarding the Illinois Department of Transportation's proposed improvement project for I-39 between Blackhawk Road and I-90. We had discussed this project in the Rockford Park District offices back in October of 2015 and I wanted to give you an update on the status of the project.

As you are aware from our previous discussions, the project involves reconstruction of I-39 including redesign of the I-39 /US 20 system interchange near the south end of the project, redesign of the Harrison Avenue interchange at the north

end of the project, and expansion from four lanes to six through lanes in each direction, plus auxiliary lanes for entering and exiting vehicles. As mentioned back in 2015, the project includes replacement of the culvert carrying the Cherry Valley Path from the residential area of Cherry Valley on the east side of I-39, under I-39, and to Swanson Park on the west side of I-39

For this culvert, the department looked at several options including reconstructing the drainage culvert and the bike path/pedestrian culvert in its existing location; replacing the existing culverts with a bridge that would allow drainage to continue to pass under I-39 and also allow for bicycle travel under the bridge; and reconstructing the drainage culvert in its current location while relocating the bicycle path culvert to a separate location approximately 400 ft. to the south. This last option requires relocation of approximately 400 ft. of the existing Cherry Valley path as it approaches the I-39 embankment from the west.

The last option noted above, involving constructing a separate bicycle/pedestrian accommodation under I-39, is the department's preferred option that we would like to continue to develop as the project moves into the detailed design phase. We are currently proposing a 14 ft. diameter pipe culvert which would allow as much as or more vertical and horizontal clearance as the existing culvert for those traveling through the culvert. This option provides several benefits. Moving the bike/pedestrian culvert to the south allows us to move the floor of the culvert to a higher elevation, above the drainage flow line. In addition, separating the drainage culvert from the bicycle/pedestrian culvert will help to minimize disruption of the existing bike accommodation during construction. The existing path and culvert will, for the most part, be able to remain open during construction of I-39. We do however anticipate that some short term closures will be necessary when work on I-39 is occurring in the immediate vicinity of the existing and proposed bike paths. However, separating the paths will allow us to minimize these disruptions.

I have attached a pdf file showing the proposed culvert layout and Cherry Valley path relocation. The proposed path relocation and culvert are shown near the south boundary of Swanson park. The new drainage culvert is also shown near its current location. The path removal is shown crossed out and a temporary construction easement is shown in order to complete the work.

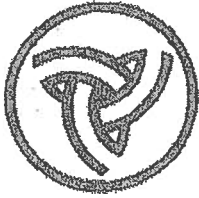
While we anticipate moving to the next engineering phase within a couple of years, we do not currently have the funding necessary to construct the improvement, so it is likely still several years out. As I mentioned on the phone however, this is one of the priority expansion project in the State, so we will continue the engineering work in anticipation of eventually receiving construction funding. We are currently trying to complete the preliminary engineering for this project by within the next several months. At this point, we want to confirm that the Rockford Park District supports the plan for the proposed reconstruction of a portion of the Cherry Valley Path and/or address any questions or concerns the Park District may have. Our multi-year program currently includes a line item to advance to the detailed engineering stage of this project. We hope to begin this in 2020, but that time frame is tentative. When we do begin this next phase, we will conduct any additional coordination that is necessary with the various local agencies including the Rockford Park District.

In the meantime, please let me know if I can answer any additional questions or concerns you or anyone else at the Park District may have either via email or phone. Or, if you would like me to meet you at your office or on-site at Swanson Park, I would be happy to do so.

Sincerely,

Steve Robery
Project Engineer - Studies and Plans
Illinois Department of Transportation
Region 2 - District 2
819 Depot Avenue
Dixon, IL 61021-3500

Ph. 815-284-5510 Fax. 815-284-5925
Steven.Robery@illinois.gov



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

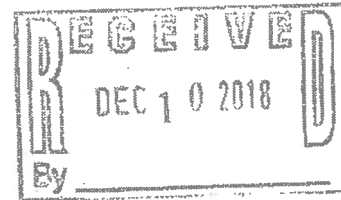
Mr. Jim Stevens
6833 Stalter Drive
Rockford, Illinois 61108

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.



C - 4a

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 10, 2018
Date

MN-0344/fd
Enclosure

Robery, Steven M

From: Chuck Freeman <CFreeman@cherryvalley.org>
Sent: Friday, January 12, 2018 10:13 AM
To: Kuehn, Michael J.
Cc: Robery, Steven M
Subject: [External] Re: I39/20/I90 Diverging Diamond Project

Ok. Thanks! If either of you find out any updates I would greatly appreciate the heads up.

Chuck

Sent from my iPhone

On Jan 12, 2018, at 10:01 AM, Kuehn, Michael J. <Michael.Kuehn@illinois.gov> wrote:

Chuck,

We do not have defined timeline at this point. Steve, who is in charge of this project is completing the phase I report. The next step would be to produce plans for the improvements. I have cc'd Steve on this email so you have his email as well.

Thanks,
Mike K

Michael J Kuehn, P.E.

Geometrics Engineer
Illinois Department of Transportation
Region 2/District 2
819 Depot Avenue
Dixon, IL 61021-3500
Ph: 815-284-5503
Michael.Kuehn@Illinois.gov

From: Chuck Freeman [<mailto:CFreeman@cherryvalley.org>]
Sent: Friday, January 12, 2018 9:48 AM
To: Kuehn, Michael J.
Subject: [External] RE: I39/20/I90 Diverging Diamond Project

Mike,

Thanks for getting those to me! Do you know when the tentative start is slated for this project? I would assume it would be done in phases, and the only portion of this project would be the Harrison Ave. improvements that we would be interested in with the development.

Thanks Again!

Chuck Freeman

Public Works Director

Village of Cherry Valley
806 E. State St.
Cherry Valley, IL 61016
815-332-1269
cfreeman@cherryvalley.org

From: Kuehn, Michael J. [<mailto:Michael.Kuehn@illinois.gov>]
Sent: Friday, January 5, 2018 11:26 AM
To: Chuck Freeman <CFreeman@cherryvalley.org>
Subject: RE: I39/20/I90 Diverging Diamond Project

Chuck

I am resending an email I sent on December 19th with an attached IDS with the information you requested. It was approximately 20 MB so I am unsure if it is too large. Please let me know if you receive it.

Thanks,
Mike K

Michael J Kuehn, P.E.
Geometrics Engineer
Illinois Department of Transportation
Region 2/District 2
819 Depot Avenue
Dixon, IL 61021-3500
Ph: 815-284-5503
Michael.Kuehn@Illinois.gov

From: Chuck Freeman [<mailto:CFreeman@cherryvalley.org>]
Sent: Friday, January 05, 2018 11:15 AM
To: Kuehn, Michael J.
Subject: [External] I39/20/I90 Diverging Diamond Project

Michael,

I am following up with you on a phone conversation we had just before the Holidays. We have a potential developer looking to launch a project that could have some impact for the up coming diverging diamond interchange along the Harrison Ave. R.O.W. If you recall, I was looking for any updated drawings or concept plans for this project. Were you able to find anything that would help us? If you have, it would be greatly appreciated if you could send those over, email would be preferred. The area we are concerned with would be the northern R.O.W. of Harrison Ave. that goes from the current exit ramp for Harrison Ave. to South Mall Dr.

Any info you can share would be greatly appreciated. Feel free to contact me with any questions.

Respectfully,

Chuck Freeman

Public Works Director
Village of Cherry Valley
806 E. State St.
Cherry Valley, IL 61016
815-332-1269
cfreeman@cherryvalley.org

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.

DATE: October 5, 2016

BY: Hanson

PROJECT NO.: 06S2055

PROJECT NAME: I-39/US 20, Winnebago County

PROJECT MEETING LOCATION: Conference call

MEETING DATE: October 5, 2016

PARTICIPANTS:

Steve Robery – IDOT District 2

Chuck Freeman – Cherry Valley Public Works Director

Dennis McMullen – Village of Cherry Valley Engineer

Jim Moll – Hanson Professional Services Inc.

Stu Kemp – Hanson Professional Services Inc.

Susan McCormick – Hanson Professional Services Inc.

DISTRIBUTION: Steve Robery, Chuck Freeman

*The following minutes express our understanding of the items discussed. Please respond in writing within five (5) days of receipt if any changes are required. **Action items noted in bold italics (including persons responsible for taking actions):***

A conference call was held to discuss the alternatives at the Madigan Creek/Cherry Valley Bike Path crossing under I-39/US 20 just south of the Harrison Avenue interchange.

Susan McCormick presented a brief overview of the proposed roadway improvements for the project. Cherry Valley asked if we knew about the box culvert under Harrison Avenue just west of South Mall Drive. Hanson said yes we did but after looking at the intersection design study at this intersection, this box culvert is outside our project limits. Our project begins at Sta. 123+50 which is just west of the intersection.

The five Madigan Creek/Cherry Valley bike path alternatives were summarized:

Alternative 1: Single span bridge with closed abutments and elevated bike path located under the structure. The cost of this alternative is approximately \$3 million. Most likely, the bike path would be closed during construction of the bridge and new bike path. The alternative crossing during construction would be the shoulder along Harrison Avenue.

Alternative 2: Single span bridge with integral abutments and elevated path located under the structure. The cost of this alternative is approximately \$4.5 million. Most likely, the bike path would be closed during construction of the bridge and new bike path. The alternative crossing during construction would be the shoulder along Harrison Avenue.

Alternative 3: To keep cost down, this alternative proposes to push 10'X8' box culverts through the existing 12'X10' box culverts and also jack a 10' diameter concrete pipe in place next to the box culverts keeping a similar cross sectional area of 240 square feet. With this alternative, the bike path would be moved to its own location south of its existing location to approximately Sta. 2705+00. A 12' diameter pipe jacked in place would create an 8'X8' bike path under I-39/US 20. A 14' diameter pipe jacked in place would create a 10'X9' bike path and a 15' diameter pipe jacked in place would create a 10'X10' bike path. The cost of this alternative using the 12' diameter pipe for the bike path is approximately \$2.1 million, using a 14' diameter pipe for the bike path the cost is approximately \$2.3 million, and using a 15' diameter pipe for the bike path the cost is approximately \$2.4 million. With this alternative, construction could be staged in a way that the bike path could remain open during construction.

Alternative 4: Remove and replace the double 12'X10' box culvert under stage construction. With this alternative the bike path would remain in the south half of the double box culvert. The bike path would be closed during construction and the alternate path would be along the shoulder of Harrison Avenue. This alternative is very complicated and will involve several hundred feet of temporary sheet piling and most likely a large amount of bracing. The cost for this alternative is approximately \$2.25 million.

Alternative 5: Remove and replace the double 12'X10' box culvert under stage construction. With this alternative, relocate the bike path to the south near Sta. 2705+00 as in Alternative 3 above. The cost for this alternative is approximately \$2.9 million to \$3.2 million depending on the size of pipe culvert used for the bike path.

Hanson presented the alternative recommended by IDOT District 2. IDOT recommends Alternative 5 with the added comparison of using pipes instead of box culverts at Madigan Creek. The Cherry Valley bike path would then be relocated to the south, possibly near Sta. 2705+00, where a 14' diameter pipe culvert (path would be 10' wide X 9' high) or a 12'X10' box culvert will be placed under stage construction for the bike path crossing.

Cherry Valley reminded the project team that there is a triple 7'X7.5' box culvert less than 100' downstream of the downstream end of the double 12'X10' box culvert. This needs to be kept in mind when sizing the culvert under I-39/US 20 at this location. Cherry Valley prefers a box culvert be used at the Madigan Creek crossing under the interstate.

Cherry Valley is in favor of relocating the bike path to its own location and, if possible, keeping the path above the 100 year flood elevation of 744.73.

Action Items:

Check to see if the box culvert west of South Mall Drive is within the project limits. Hanson reviewed the intersection design study at the South Mall Drive/Harrison Ave. intersection and our current project begins just east of this box culvert which is just west of the South Mall Drive intersection. This box culvert is outside our project limits.

Cherry Valley will provide Hanson with the park boundaries on the west and east sides of the interstate near the Cherry Valley Bike Path.

Steve Robery with IDOT District 2 will check on participation of cost by Cherry Valley for relocating the bike path.

Hanson will work with IDOT District 2 to determine a final recommendation for the Madigan Creek/Cherry Valley Bike Path crossing. A letter will be sent to Cherry Valley with this recommendation. Once in agreement, a letter back from Cherry Valley stating they are in agreement with the recommendation is needed and required for the 4f process.

MEETING AGENDA
Winnebago County I-39/U.S. 20
06S2055
October 5, 2016

1. Brief Overview of Project (see Fig. 5 included in handout)
2. Madigan Creek/Bike Path Alternatives
 - A. Alternative 1 – Single Span Bridge Closed Abutments
 - B. Alternative 2 – Single Span Bridge Integral Abutments
 - C. Alternative 3 – Push smaller box culverts through existing box culverts and add pipe at Madigan Creek. Bike path re-located to the south.
 - D. Alternative 4 – Remove and Replace the existing box culvert with same under stage construction. Bike path stays in south side of box culvert.
 - E. Alternative 5 – Remove and Replace box culvert at Madigan Creek under stage construction and re-locate bike path to the south.
3. Next Steps

I-39/US 20 – 06S2055

Madigan Creek/Cherry Valley Bike Path Alternatives and Staging Discussion

Introduction

Madigan Creek crosses under I-39/US 20 just south of the Harrison Avenue interchange near I-39 Sta. 2708+96 through a double 12'X10' box culvert. The south 12'X10' box culvert is also used as the crossing for the Cherry Valley bike path (see pictures included). As part of this project, alternatives are being considered to re-design and/or relocate the bike path crossing.

Alternatives

Madigan Creek/Cherry Valley Bike Path alternatives include the following:

Alternative 1: Single span bridge with closed abutments and elevated bike path located under the structure (See sketch provided). The cost of this alternative is approximately \$3 million. See sequence of construction on sketch provided. Most likely, the bike path would be closed during construction of the bridge and new bike path. The alternative crossing during construction would be the shoulder along Harrison Avenue.

Alternative 2: Single span bridge with integral abutments and elevated path located under the structure (See sketch provided). The cost of this alternative is approximately \$4.5 million. See sequence of construction on sketch provided. Most likely, the bike path would be closed during construction of the bridge and new bike path. The alternative crossing during construction would be the shoulder along Harrison Avenue.

Alternative 3: Per a January 21, 2016 e-mail from District 2, the proposed culvert at Madigan Creek must have the same or larger opening as the existing culvert. The existing culvert is a double 12'X10' box culvert with a cross sectional area of 240 sq. ft. The south 12'X10' box culvert also carries the Cherry Valley Bike Path under I-39/US 20. This existing path is approximately 10' wide with a 10' vertical clearance.

To keep cost down, Alternative 3 proposes to push 10'X8' box culverts through the existing 12'X10' box culverts and also jack a 10' diameter concrete pipe in place next to the box culverts keeping a similar cross sectional area of 240 square feet (10'x8'x2+78.5 sq. ft.= 238.5 sq. ft.).

With this alternative, the bike path would be moved to its own location south of its existing location to approximately Sta. 2705+00. A 12' diameter pipe jacked in place would create an 8'X8' bike path under I-39/US 20. A 14' diameter pipe jacked in place would create a 10'X9' bike path and a 15' diameter pipe jacked in place would create a 10'X10' bike path.

The cost of this alternative using the 12' diameter pipe for the bike path is approximately \$2.1 million, using a 14' diameter pipe for the bike path the cost is approximately \$2.3 million, and using a 15' diameter pipe for the bike path the cost is approximately \$2.4 million.

With this alternative, construction could be staged in a way that the bike path could remain open during construction. If the large diameter pipe culvert (12', 14', or 15') was jacked in place first at the new bike

path location (Sta. 2705+00) and the path moved to its new location, then the work at Madigan Creek could begin without bike path traffic interruption.

Alternative 4: Remove and replace the double 12'X10' box culvert under stage construction. With this alternative the bike path would remain in the south half of the double box culvert. The bike path would be closed during construction and the alternate path would be along the shoulder of Harrison Avenue.

Steps for staging the replacement of the double 12'X10 box culvert include the following:

1. Drive sheet piling on both sides and parallel to the culvert for the entire width of the Stage 2 Construction (median and inside lanes). *See roadway staging plans in Volume II of the Combined Design Report.*
2. Drive sheet piling along Stage 2 removal lines perpendicular to the culvert.
3. Excavate within the sheet piling placing bracing as needed.
4. Demolish one cell of the double box and divert flow to the other cell.
5. Construct one cell of the double box within the limit of Stage 2 Construction.
6. Demolish the remaining and divert flow into the newly constructed cell.
7. Drive sheeting near the ends of the previously constructed portions of the double box such that the backfill will not spill into the partially demolished culvert.
8. Backfill new constructed Stage 2 double box.
9. Remove sheet piling placed along the previously constructed portion of the double box
10. Place temporary pavement to allow for settlement.
11. Repeat the steps above for Stage 3 Construction.
12. Repeat the steps above for Stage 4 Construction.
13. Remove temporary pavement and replace with permanent pavement when settlement is complete.

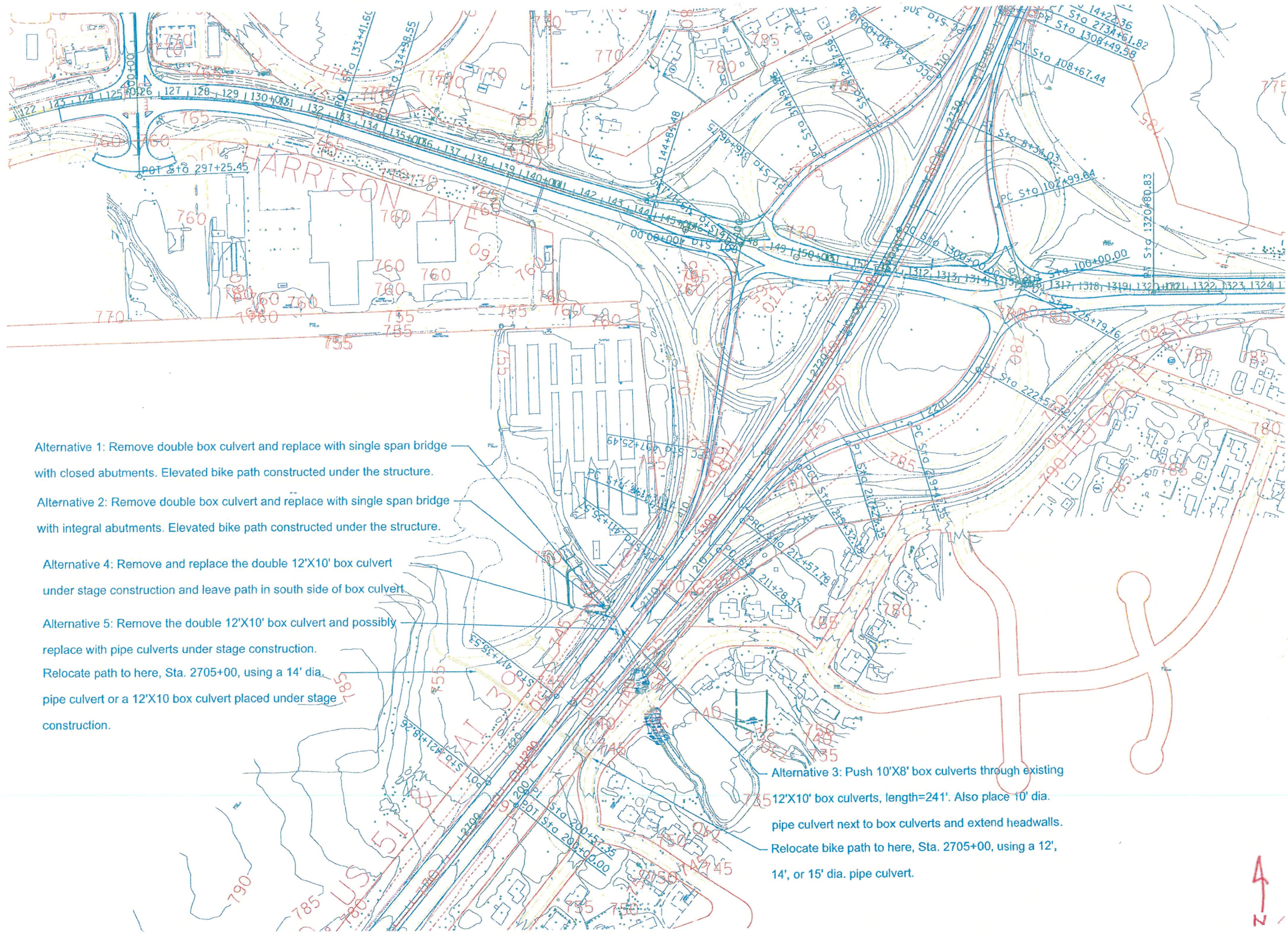
This alternative is very complicated and will involve several hundred feet of temporary sheet piling and most likely a large amount of bracing. The cost for this alternative is approximately \$2.25 million.

Alternative 5: Remove and replace the double 12'X10' box culvert under stage construction (see Alternative 4 above). With this alternative, relocate the bike path to the south near Sta. 2705+00 as in Alternative 3 above. The cost for this alternative is approximately \$2.9 million to \$3.2 million depending on the size of pipe culvert used for the bike path.

Recommendation

After studying the above alternatives and discussing them with IDOT District 2, the District's recommendation is Alternative 5 with the added comparison of using pipes instead of box culverts at Madigan Creek. The district has asked that Hanson look at removing the double 12'X10' box culvert and replacing it with pipe culverts under the stage construction shown in Alternative 4.

The Cherry Valley bike path would then be relocated to the south, possibly near Sta. 2705+00, where a 14' diameter pipe culvert (path would be 10' wide X 9' high) or a 12'X10' box culvert will be placed under stage construction for the bike path crossing. The path will need lighting inside due to the long length and it will be sloped through the culvert at a minimum of 0.5%.



Alternative 1: Remove double box culvert and replace with single span bridge with closed abutments. Elevated bike path constructed under the structure.

Alternative 2: Remove double box culvert and replace with single span bridge with integral abutments. Elevated bike path constructed under the structure.

Alternative 4: Remove and replace the double 12'X10' box culvert under stage construction and leave path in south side of box culvert

Alternative 5: Remove the double 12'X10' box culvert and possibly replace with pipe culverts under stage construction. Relocate path to here, Sta. 2705+00, using a 14' dia. pipe culvert or a 12'X10 box culvert placed under stage construction.

Alternative 3: Push 10'X8' box culverts through existing 12'X10' box culverts, length=241'. Also place 10' dia. pipe culvert next to box culverts and extend headwalls. Relocate bike path to here, Sta. 2705+00, using a 12', 14', or 15' dia. pipe culvert.

ALT. 1

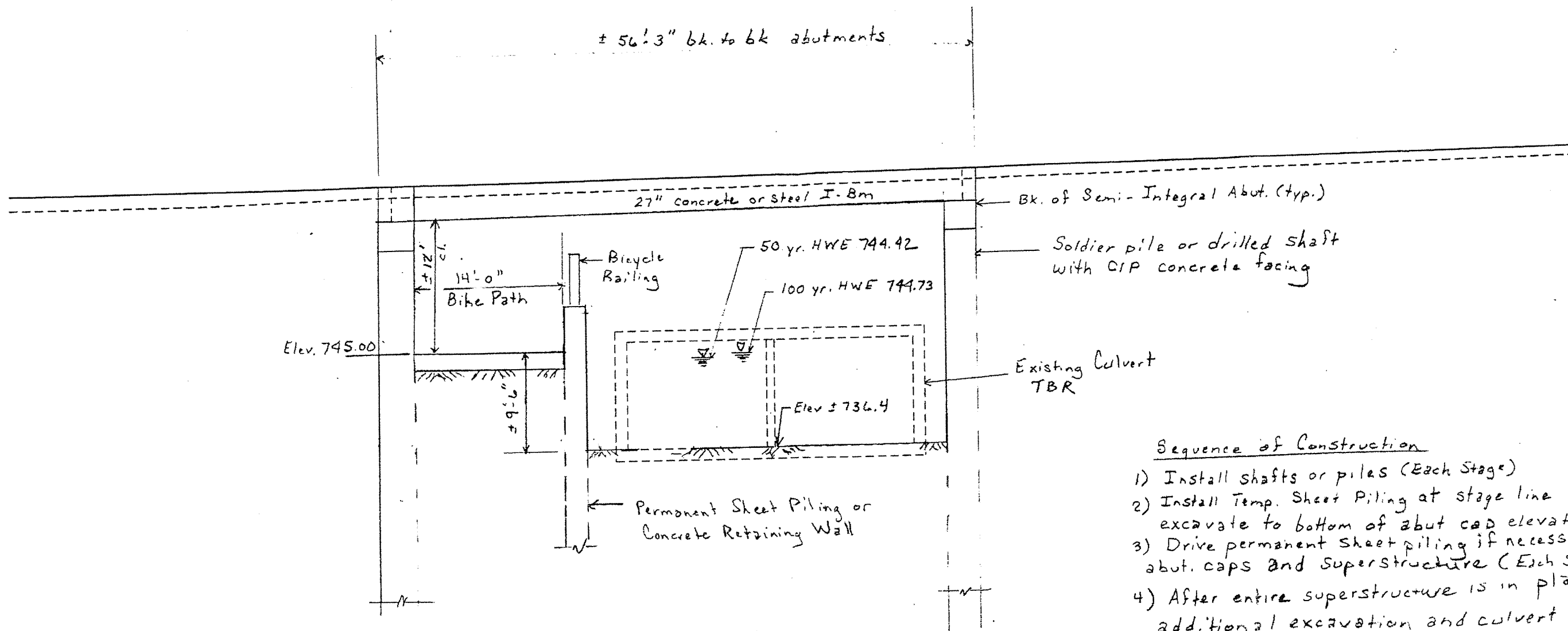
Coombe-Bloxdorf, PC
Engineers / Land Surveyors
SPRINGFIELD, ILLINOIS

Job No. 15-1002 Sheet No. 1 of 1
 Project US 20 over Madigan Creek By MCB Date 6/7/2016
 Subject Cost Estimate Checked _____ Date _____

SN: 101-2025
Route: US 20
County: Winnebago
Scope: Remove existing structure and replace with PPC BM 27 and slab superstructure supported by soldier pile abutments
 Dual structures each 75'-1" wide, 56'-3" bk to bk abuts.

| Item | Unit | Unit Cost | Quantity | Total |
|---|-------|-------------|----------|-----------|
| Removal of Existing Structures | Each | \$20,000.00 | 1 | \$20,000 |
| Structure Excavation | Cu Yd | \$30.00 | 630 | \$18,900 |
| Concrete Structures | Cu Yd | \$730.00 | 428.2 | \$312,586 |
| Concrete Superstructure | Cu Yd | \$900.00 | 773.1 | \$695,790 |
| Bridge Deck Grooving | Sq Yd | \$7.00 | 1772 | \$12,404 |
| Protective Coat | Sq Yd | \$2.00 | 1978 | \$3,956 |
| Name Plates | Each | \$500.00 | 1 | \$500 |
| Reinforcement Bars, Epoxy Coated | Pound | \$1.75 | 243081 | \$425,392 |
| PPC I Bms 27 | Foot | \$275.00 | 1060 | \$291,500 |
| Furnishing Soldier Piles | Foot | \$110.00 | 2200 | \$242,000 |
| Drilling and Setting Soldier Piles (Soil) | Cu Ft | \$10.00 | 13006 | \$130,060 |
| Drilling and Setting Soldier Piles (Rock) | Cu Ft | \$50.00 | 1979 | \$98,950 |
| Stud Shear Connectors | Each | \$4.00 | 680 | \$2,720 |
| Timber Lagging | Sq Ft | \$12.00 | 4322 | \$51,864 |
| Geocomposite Wall Drain | Sq Yd | \$25.00 | 4322 | \$108,050 |
| Temporary Sheet Piling | Sq Ft | \$40.00 | 2409 | \$96,360 |
| Bike Path 14' width | Sq Ft | \$30.00 | 2324 | \$69,720 |
| Channel Excavation | Cu Yd | \$20.00 | 4202 | \$84,040 |
| Permanent Retaining Wall | Sq Ft | \$50.00 | 4482 | \$224,100 |
| Pipe Underdrains for Structures 4" | Foot | \$24.00 | 401 | \$9,624 |

TOTAL: \$2,898,520

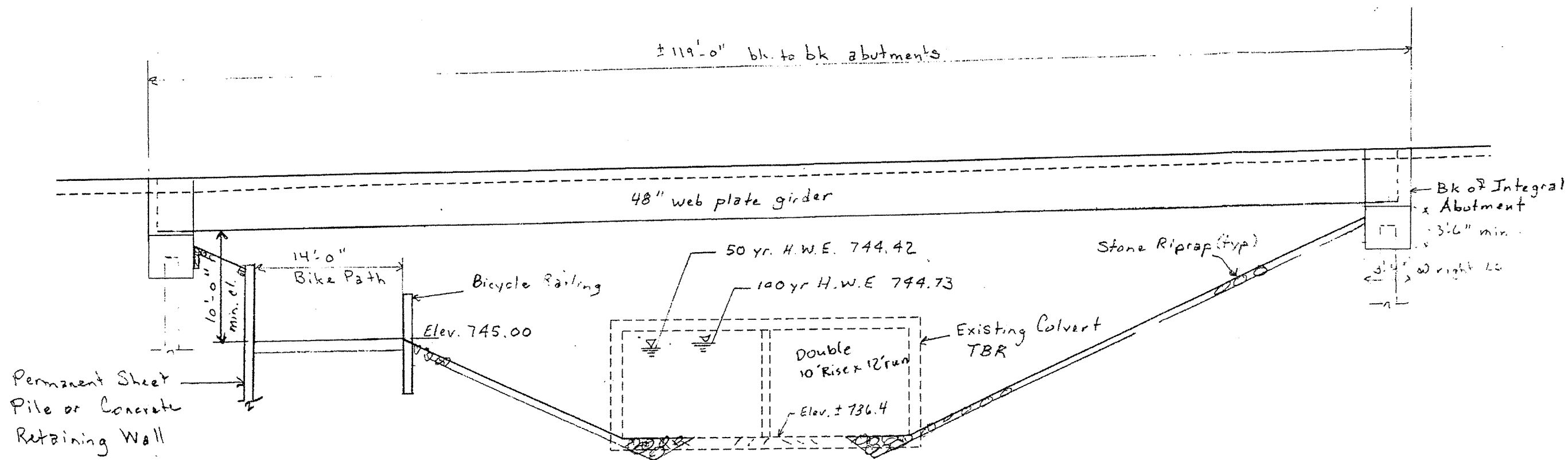


Sequence of Construction

- 1) Install shafts or piles (Each Stage)
- 2) Install Temp. Sheet Piling at stage line and excavate to bottom of abut cap elevations. (Ed. Sta)
- 3) Drive permanent sheet piling if necessary, construct abut. caps and superstructure (Each Stage)
- 4) After entire superstructure is in place additional excavation and culvert removal shall be completed utilizing timber lagging.
- 5) Construct bike path and CIP concrete facing.

I39/US20 over Madigan Creek

Single Span with Closed Abutments, 150'-2" to



Sequence of Construction

- 1) Drive piling (each stage)
- 2) Install temp. sheet piling at stage line and excavate to bottom of abut. cap elevs. (Each stage)
- 3) Drive permanent sheet piling if necessary. Construct abutment cap and superstructure (each stage)
- 4) After entire superstructure is in place, complete excavation, culvert removal, slope wall and bike path construction.

I 39/US 20 over Madigan Creek

Single span with Integral Abutments, 150'-2" o. to o.

ALT. 2

Coombe-Bloxdorf, PC
Engineers / Land Surveyors
SPRINGFIELD, ILLINOIS

Job No. 15-1002 Sheet No 1 of 1
 Project US 20 over Madigan Creek By MCB Date 6/2/2016
 Subject Cost Estimate Checked _____ Date _____

SN: 101-2025
Route: US 20
County: Winnebago
Scope: Remove existing structure and replace with steel beam and slab superstructure supported by integral abutments
 Dual structures each 75'-1" wide by 119' bk to bk abutments.

| Item | Unit | Unit Cost | Quantity | Total |
|--|-------|-------------|----------|-------------|
| Removal of Existing Structures | Each | \$20,000.00 | 1 | \$20,000 |
| Structure Excavation | Cu Yd | \$30.00 | 597 | \$17,910 |
| Granular Backfill for Structures | Cu Yd | \$25.00 | 597 | \$14,925 |
| Concrete Structures | Cu Yd | \$730.00 | 273 | \$199,582 |
| Concrete Superstructure | Cu Yd | \$900.00 | 1118 | \$1,006,290 |
| Bridge Deck Grooving | Sq Yd | \$7.00 | 2745 | \$19,215 |
| Protective Coat | Sq Yd | \$2.00 | 3089 | \$6,178 |
| Name Plates | Each | \$500.00 | 1 | \$500 |
| Reinforcement Bars, Epoxy Coated | Pound | \$1.75 | 311200 | \$544,600 |
| Furnishing and Erecting Structural Steel | Pound | \$2.25 | 728300 | \$1,638,675 |
| Stud Shear Connectors | Each | \$4.00 | 8695 | \$34,780 |
| Furnishing Steel Piles HP 12x53 | Foot | \$55.00 | 1920 | \$105,600 |
| Driving Piles | Foot | \$1.00 | 1920 | \$1,920 |
| Test Pile Steel HP 12x53 | Each | \$7,500.00 | 2 | \$15,000 |
| Anchor Bolts 1" | Each | \$125.00 | 80 | \$10,000 |
| Geocomposite Wall Drain | Sq Yd | \$25.00 | 300 | \$7,500 |
| Stone Riprap | Sq Yd | \$85.00 | 1600 | \$136,000 |
| Temporary Sheet Piling | Sq Ft | \$40.00 | 5422 | \$216,880 |
| Bike Path 14' wide | Sq Ft | \$30.00 | 2324 | \$69,720 |
| Permanent Retaining Wall | Sq Ft | \$50.00 | 3486 | \$174,300 |
| Channel Excavation | Cu Yd | \$20.00 | 7791 | \$155,820 |
| Pipe Underdrains for Structures 4" | Foot | \$24.00 | 401 | \$9,624 |

TOTAL: \$4,405,020

By: SKM Date: 5-22-16



Sheet No. _____ of _____

Checked by: _____ Date: _____

Engineering | Architecture | Planning | Allied Services

Project No.: 0657055

Madigan Cross / Bike Path

Existing is a double 12' Span x 10' Pipe. Sta. 2708+96 ^{INS of Pipe}
 X-sectional area = 10' x 10' x 2 boxes = 240 s.f.

Push 2 box culverts thru existing culverts.

10' x 8' each: $A = 80 \times 2 = 160 \text{ s.f.}$, need 80 s.f.

$80 \text{ s.f.} = \pi r^2$; $r^2 = 80 / \pi = 25.5 \text{ ft.}^2$; $r = 5.05 \text{ ft.}$

Use 10' ϕ Pipe in 10' x 8' box culverts.

Where to place 10': 2708+96 + 5' wall thickness + 5' = 2709+07
 ϕ Pipe

Place Parallel to box culverts @ Sta. 2709+07, L=241 ft.

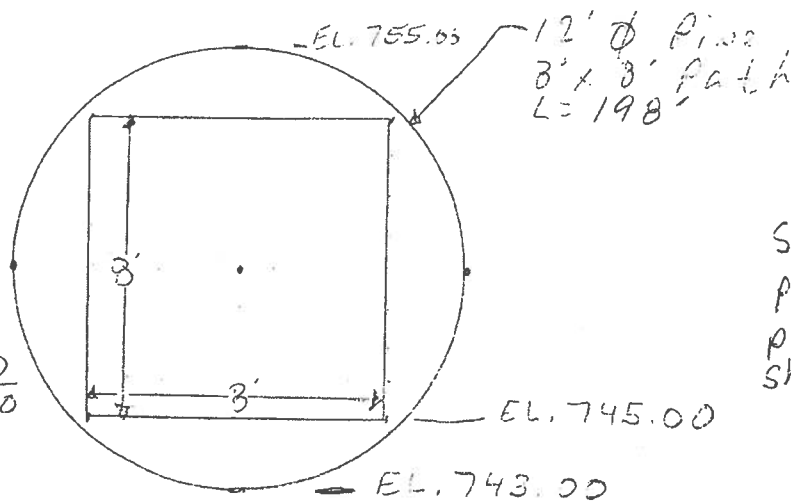
UCFL @ Sta. 2708+60
 @ Sta. 2708+37

Bike Path Location: See Bike Path Alternatives 3c. Stationing
 Locate path @ Sta. 2705+00.

Additional length
 5' + 141' + 126' + 24'
 + 69' = 430'

Cost Estimate:
 $198' \times \$3500/\text{ft} = 693,000$
 Path + Shoulder
 $430' \times 12' \times \$20/\text{sq ft} = 103,200$
 $\$796,200$

Say \$800,000



See 14' ϕ Pipe 10' x 9' Path next sheet

By: SKM Date: 3-1-16



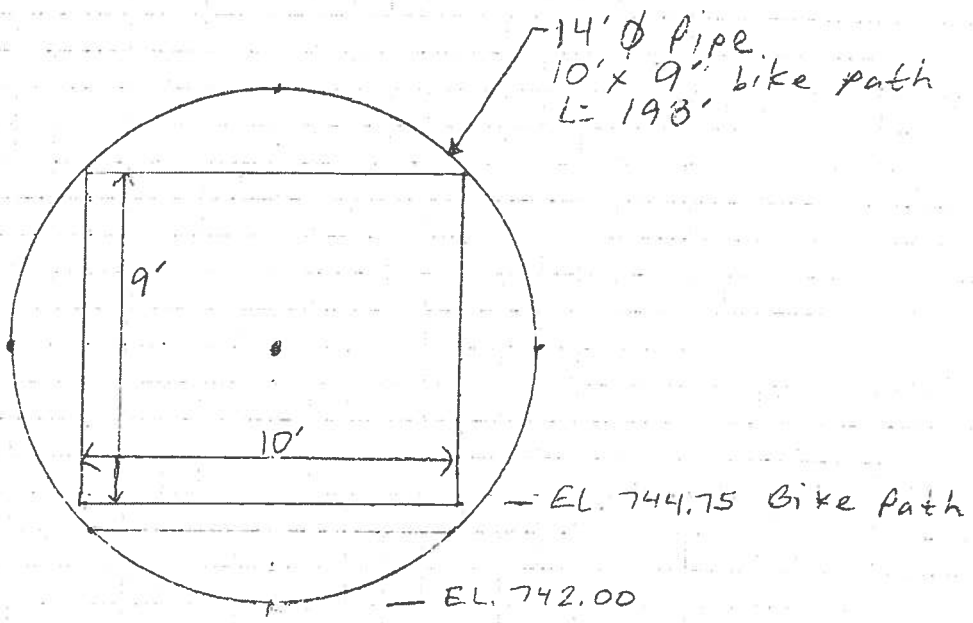
Sheet No.: _____ of _____

Checked by: _____ Date: _____

Project No.: 0652055

Bike Path Plan

12' ϕ Pipe gives an 8' x 8' path. Cherry Valley uses this path for emergency vehicle access (police car). Try a 14' ϕ pipe to increase path size for emergency vehicles.



By: SKM Date: 5-24-16



Sheet No. _____ of _____

Checked by: _____ Date: _____

Engineering | Architecture | Planning | Allied Services

Project No. _____

Madigan Creek

10' Ø Pipe Jacked in Place $\$3000/\text{ft} \times 241\text{ft} = \$723,000$
Headwall, 2 ea. @ $\$15,000$ each = $2 \times \$15,000 = \$30,000$

10' x 8' Box Culverts Pushed through existing
12' x 10' Box Culvert

2 each x 241' x $\$1000/\text{ft} = \$482,000$

Total Cost for Bike Path Alternative and for
Madigan Creek adjustments:

$\$30,000 + \$800,000 + \$723,000 + \$482,000 = \$2,035,000$

Total \approx \$ 2.1 million

COST ESTIMATE

CAST IN PLACE CONCRETE BOX CULVERT

SN: 101-2025

Route: FAI 39 and FAP 301
 Location: I-39 over Madigan Creek
 Scope: Remove exist structure and replace
 with a new double box cast-in-place culvert

| Item | Unit | Unit Cost | Quantity | Total |
|----------------------------------|---------|-----------|----------|-----------|
| Removal of Existing Structures | Each | 90,000.00 | 1 | 90,000 |
| Reinforcement Bars, Epoxy Coated | Pound | 1.50 | 154,900 | 232,350 |
| Concrete Box Cuvlerts | Cu. Yd. | 800.00 | 903 | 722,400 |
| Temporary Soil Retention System | Sq. Ft. | 80.00 | 12,516 | 1,001,280 |
| Bar Splicers | Each | 2.00 | 1,558 | 3,116 |
| Granular Backfill | Cu. Yd. | 25.00 | 1,410 | 35,250 |
| | | | | 2,084,400 |

A17.4: Path stays in 12' x 10' culvert

$$248' + 100' + \overset{\text{replace each}}{100'} = 448' \times 14' \text{ wide path/shldr.}$$

$$= 6,272 \text{ s.f.} \times \$20/\text{s.f.} = \$126,000 + \$2,084,400$$

↓

$$\text{Total} = \$2,210,400$$

Use \$2.25 million

A17.5: Cost for relocating bike path to Sta. 2705+00 in its own crossing (see A17.3 cost estimate) = \$800,000 plus cost to remove & replace 12' x 10' box culvert (see cost above)

$$\text{Total} = \$2.9 \text{ million (12' } \phi \text{ pipe)}$$

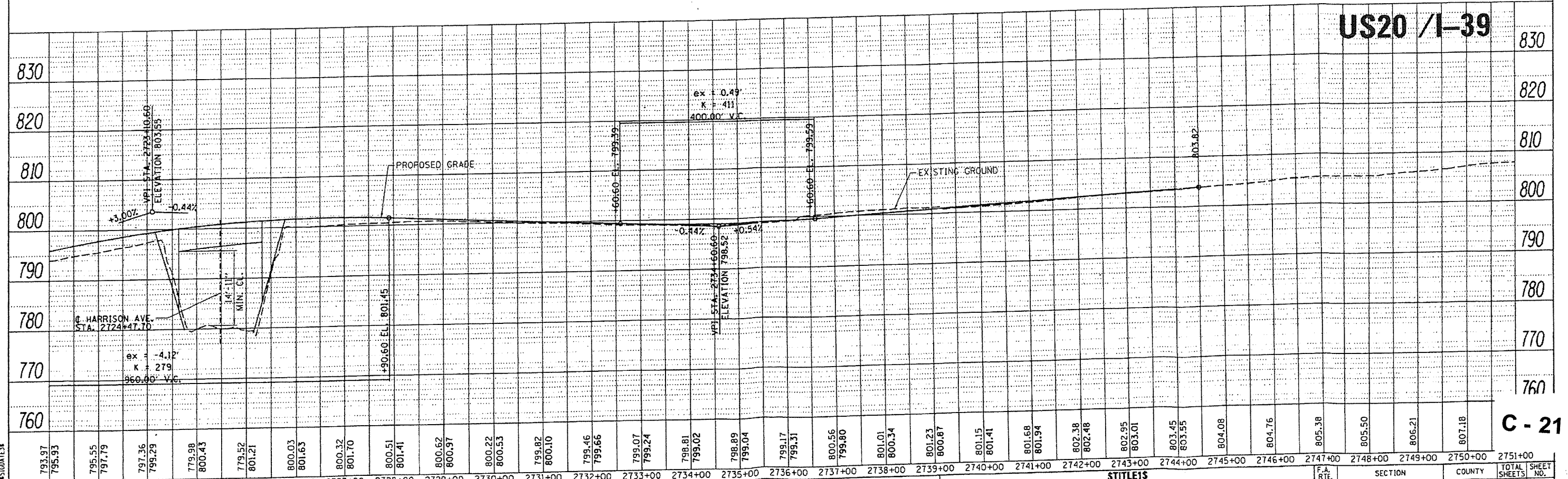
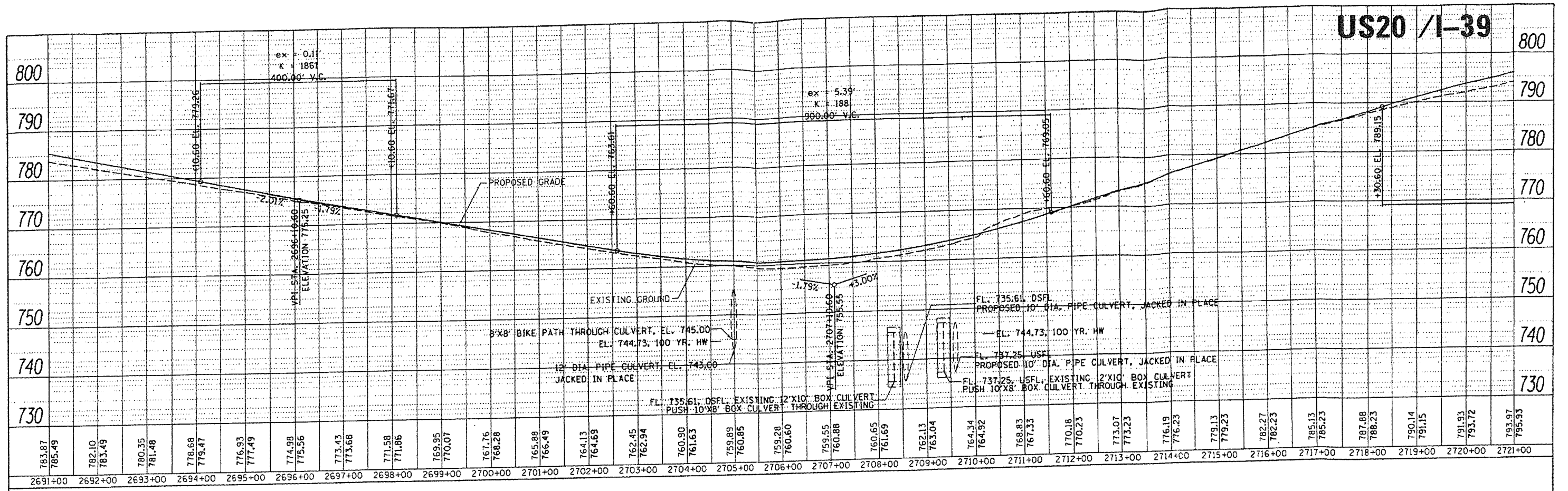
$$\$3.1 \text{ million (14' } \phi \text{ pipe)}$$

$$\$3.2 \text{ million (15' } \phi \text{ pipe)}$$

| | | |
|------|-----|------|
| PLAN | NO. | DATE |
| NO. | BY | |
| NO. | BY | |
| NO. | BY | |
| NO. | BY | |

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| | | *DRAWN\$ | *REVDATE2\$ |
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| | | *CHECKED\$ | *REVDATE3\$ |
| | | | *REVDATE4\$ |

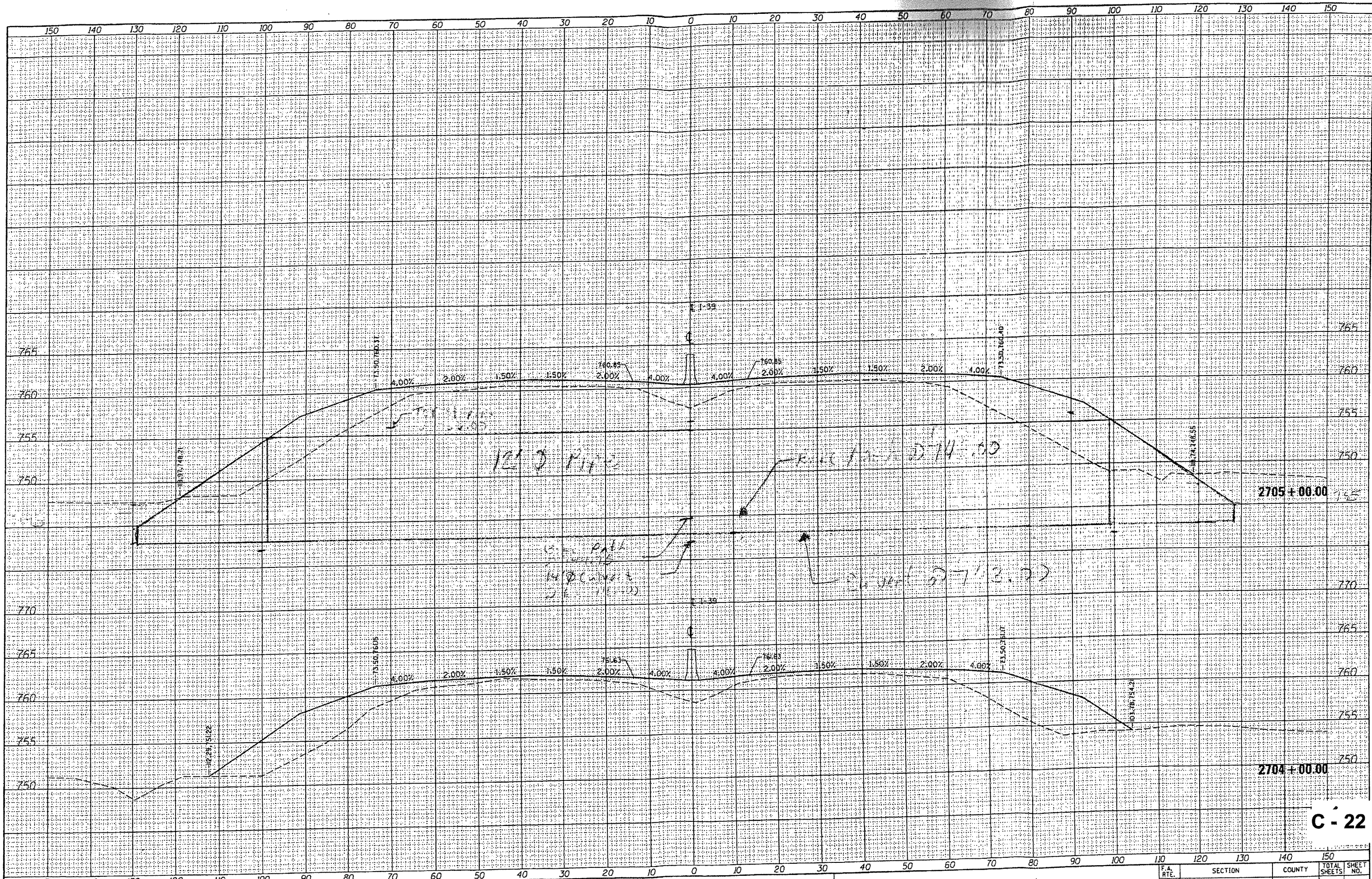
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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| SCALE: \$SCALE1\$ | SHEET NO. \$CHID#GTOT\$ SHEETS | STA. \$STA1\$ | TO STA. \$STA2\$ | \$TITLE1\$ | \$TITLE2\$ | \$TITLE3\$ | | |
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| | | | | FED. ROAD DIST. NONFRO ILLINOIS FED. AID PROJECT #FRD# | | | | |

C - 21

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| DATE | |
| BY | |
| FINAL SURVEY | |
| PLATTED | |
| NOTE BOOK | |
| AREAS CHECKED | |

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| DATE | |
| BY | |
| ORIGINAL SURVEY | |
| PLATTED | |
| NOTE BOOK | |
| AREAS CHECKED | |



C-22

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|---|------------------------|------------|----------|---|---------------------------|---------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = John089144 | DESIGNED - | REVISD - | ILLINOIS DEPARTMENT OF TRANSPORTATION I-39 / U.S. 20 - 6 LANE WITH AUXILIARY LANES SCALE: SHEET OF SHEETS STA. 2704+00.00 TO STA. 2705+00.00 | F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| 1:\06\jobs\0652855\CADD\Road\Sheet\C-301-US20.dgn | | DRAWN - | REVISD - | | | | | | | |
| PLOT SCALE = 20.0000' / 1" = | | CHECKED - | REVISD - | | | | | | | |
| PLOT DATE = 7/13/2015 | | DATE - | REVISD - | | | | | | | |
| CONTRACT NO. | | | | | ILLINOIS FED. AID PROJECT | | | | | |

MEETING MINUTES

FAI Route 39 (I-39) and FAP Route 301 (US 20)
Sections (201-3)K & (4-1,5)K
Winnebago County
Job No.P92-11-06
Contract No. 64C24 & 64B13

March 8, 2016

RE: I-39/US 20 over Union Pacific Railroad

Brian Mayer, IDOT D2
Dwayne (Deeger) Bonnell, IDOT D2
Steve Robery, IDOT D2
Faith Duncan, IDOT D2

Tom Havenar, Hanson
Susan McCormick, Hanson
Steve Karlowski, Infrastructure
Rich Ellison, Union Pacific Railroad (UP)

Reducing the skew would increase the structure length. Increasing the center span so the piers could be located outside of the railroad ROW would require a significant profile raise (approximately 3.5 ft – 4 ft).

If the proposed design uses the existing skew, proposed piers will still be located within railroad right-of-way. A variance for piers within existing right-of-way must be submitted to the railroad for review and approval. The variance can be submitted at the same time as review of proposed plans (TSL Drawings). Cost is not an acceptable reason for requesting a variance. The variance should be submitted as a formal letter.

A severe skew will require a complex structure to be designed.

Drainage must be carried away from the railroad tracks. Water shall not be dropped on the tracks or adjacent slope walls.

It is acceptable to account for an additional line on one side of the existing tracks and an access road on the opposite side of the existing tracks. The railroad's representative told us they could work with the proposed track on either side of the existing track.

Amtrak was going to utilize this line. This topic has been shelved due to the lack of funding within the State of Illinois.

Provide structure coordinates on correspondences with the railroad.

Railroad lighting is required. If we are opposed, we may consider submitting a request not to install the lighting.

Post-meeting note: We have studied the area near the bridges and have found that there is a curve in the railroad alignment approximately one-half mile to the southwest. We set the centerline of proposed future track on the outside of that curve. This will place the proposed future track to the southeast of the existing track under the bridges. Please notify the railroad's representative of our decision.

Susan McCormick

From: Tom Havenar
Sent: Monday, April 18, 2016 2:39 PM
To: Steven P. Karlowksi
Cc: Susan McCormick
Subject: RE: I-39 over UP RR
Attachments: vcurv.pdf

Steve:

It looks as if we'll go with a 700 ft vertical curve length. Attached are 2 calculations of vertical clearance. One sheet shows the difference between points along the profile grade and the points you sent me with a 23 ft – 8 inch clearance. The other page shows the difference between points along the profile grade and the points you sent me with a 23 ft – 4 inch clearance. The red points are 25 ft either side of the tracks and the green points are 9 ft either side of the tracks.

We'll send an updated profile when it's revised. Let me know if you have any questions.

Tom

From: Steven P. Karlowksi [mailto:skarlowksi@infrastructure-eng.com]
Sent: Monday, April 18, 2016 1:25 PM
To: Tom Havenar <THavenar@hanson-inc.com>
Cc: Susan McCormick <SMcCormick@hanson-inc.com>
Subject: RE: I-39 over UP RR

Tom:

The 23'-8" minimum vertical clearance came from the e-mail you sent me on February 5, 2016 which included an e-mail from Faith Duncan.

Using a 9 foot clearance zone from the center of track the minimum roadway pgl elevations are:

| <u>Station</u> | <u>PGL Elevation</u> |
|----------------|----------------------|
| 2682+83.16 | 796.68 |
| 2683+56.27 | 796.41 |
| 2684+03.97 | 796.01 |
| 2684+77.08 | 795.67 |
| 2685+24.77 | 795.18 |
| 2685+97.88 | 795.07 |

From: Tom Havenar [mailto:THavenar@hanson-inc.com]
Sent: Monday, April 18, 2016 9:29 AM
To: Steven P. Karlowksi <skarlowksi@infrastructure-eng.com>
Cc: Susan McCormick <SMcCormick@hanson-inc.com>
Subject: RE: I-39 over UP RR

Steve:

Can you give us the Station & Elevation Requirements for 9 ft from CL of tracks for these bridges? Trying to raise the profile to clear the elevation(s) below (especially this one → 2686+28.67, 794.90) is too much. I think we can give them something closer to what is called for in the BDE Manual (Page 39-5.21 & 5.22).

I talked to Tom Craven, IDOT/BBS Planning, and he agrees that we should only give them what is required by the BDE Manual. He said if the difference in cost is large they will fight it out at an ICC hearing. If the cost difference is small we can give in to the RR. So let's try to make a reasonable compromise with the requirements.

Can you refresh my memory on how a vertical clearance of 23' - 8" was determined to be the requirement?

Tom

From: Steven P. Karlowski [<mailto:skarlowksi@infrastructure-eng.com>]
Sent: Friday, April 15, 2016 9:36 AM
To: Tom Havenar <THavenar@hanson-inc.com>
Subject: I-39 over UP RR

Tom:

IEI has determined the minimum PGL roadway elevations for I-39 as it crosses over the UP RR tracks. The elevations are based on a minimum vertical clearance of 23'-8", requested by IDOT, measured 25 feet from centerline of an existing or future track, requested by the Union Pacific Railroad.

The stations and profile grade elevations are as follows:

| <u>Station</u> | <u>Elevation</u> |
|----------------|------------------|
| 2682+52.38 | 796.81 |
| 2683+87.05 | 796.29 |
| 2683+73.18 | 796.15 |
| 2685+07.86 | 795.51 |
| 2684+93.99 | 795.34 |
| 2686+28.67 | 794.90 |

Steven Karlowski | Chief Structural Engineer
Infrastructure Engineering, Inc.

Integrity | Excellence | Innovation

33 West Monroe | Suite 1540 | Chicago, IL 60603-5322
p: 312.425.9560 ext. 1242 | f: 312.425.9564
www.infrastructure-eng.com



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County of Winnebago

HIGHWAY DEPARTMENT

424 North Springfield Avenue
Rockford, Illinois 61101-5097

Joseph A. Vanderwerff, Sr. P.E.
County Engineer

Phone (815)319-4000
Fax (815) 965-6406

September 10, 2008

George F. Ryan P.E.
Deputy Director of Highways
Region 2 Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, IL 61021

| | | | |
|-----------------|-----|-----------------------------------|-------------------------|
| RECEIVED | D-2 | D-3 | |
| | | | PROGRAM DEVELOPMENT |
| | | | PROJECT IMPLEMENTATION |
| | | | OPERATIONS |
| | | | ADMINISTRATIVE SERVICES |
| | | | LOCAL ROADS |
| SEP 12 2008 | | | |
| REGION ENGINEER | | | |
| | | Confer with Region Engineer | |
| | | Correspondence for RC signature | |
| | | Correspondence for your signature | |

Attention: Ross Monk, Program Development Engineer

Re: I-39/US 20 widening-Mulford & Perryville bridges

Dear Mr. Monk:

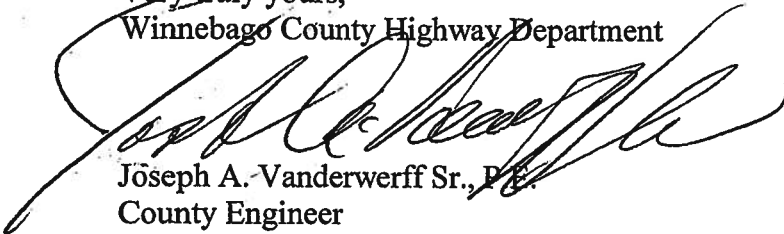
Preliminary plan sheets showing conceptual layouts for bridge replacements at Mulford Road and Perryville Roads have been furnished to our office for comment and David Lutyens, of our office, has met with Masood Ahmad and Steve Robery regarding the bridge plan concept in general.

In both cases the plan shown is based on the construction of a new bridge that is offset from the existing structure to allow it to remain in service during construction of the new bridge. Winnebago County is agreeable to this concept and the offset as shown, with the new bridge at Mulford offset to the east and Perryville offset to the west. We do have some issues with the specifics however and these are discussed on the attached sheets.

The attached comments related to the bridge at Perryville Road are focused only on the bridge as a grade separation. The concept of an interchange at this location has been broached and we would like to meet at some point to discuss this issue further. We will be in contact to arrange this meeting.

Please contact our office if you have any questions.

Very truly yours,
Winnebago County Highway Department


Joseph A. Vanderwerff Sr., P.E.
County Engineer

Attachments
Cc: Masood Ahmad



C - 27

WINNEBAGO COUNTY REVIEW COMMENTS

**Re: Proposed new structures carrying
Mulford Road and Perryville Road
over
Interstate 39/US 20/Us 51**

General Comments

Both Mulford Road and Perryville Road are classified as "Minor Arterials". The proposed bridge replacements and approach realignments will be considered as "Reconstruction". Therefore policies based on BLR&S Manual, Chapter 32 are applicable. Both roads are located in areas that would currently be considered "open suburban". It is anticipated that by the design year the area may develop into "closed suburban" but not likely as "urban". Therefore Figure 32-2C is to be used as the appropriate criteria applicable to these roads. The RMAP 2035 traffic model shows that in both cases traffic volumes will exceed four-lane warrants. Therefore the column designated as "TWS-4" is the specific appropriate reference for applicable design criteria. Horizontal and vertical alignment are to be based on Figure 32-3B. Variances from these criteria may in some cases be justified (as discussed below. However, they are to be treated as variances and justified using form BLR 22120.

BLR Fig. 32-2C for a TWS-4 case indicates a design speed of 40-50 mph. The selection of a 45 mph design speed in this location therefore will meet the applicable criteria.

The separation of 50 feet between centerlines will allow the existing structure to remain in service while the new structure is constructed and will allow a median width of 26 feet for a future four-lane cross section on Mulford. The separation of 50 feet between centerlines is therefore acceptable.

BLR Fig. 32-3B indicates a maximum superelevation rate of 4% for a suburban arterial with a design speed of 45 mph. Based on the 45 mph and treating the area as suburban, criteria from BLR Manual, Section 29-4 and specifically Fig. 29-4A shows a minimum radius required to provide acceptable operation with a normal crown section is 915 feet. Therefore the 1500-foot radii proposed for realigning both Mulford and Perryville are acceptable, however the approximately 200-foot length of each curve does not meet 45 mph criteria requiring 250 feet. (See BLR Fig. 29-2E) It appears that a 250 foot length of curve can be attained without significantly impacting the overall project as now planned. If there is justification for not providing the 250 length of curve, approval of a variance will be required as previously discussed.

Another consideration that justifies the reverse curve alignments at each bridge location is the concept of these alignments as temporary. When Mulford and Perryville are widened to four lanes, the reverse curve portion of the alignment will likely be removed. (See also discussions specific to each location.)

Mulford Road Comments

The base map used for the plan sheet is outdated and needs to be updated. The intersection of Mulford and Sandy Hollow Road has been improved by the ~~City of Rockford~~. Channelization on the south leg of the intersection (Mulford Road) extends to the area of the proposed realignment. Approximately the northern 400 feet of the realignment fall within the channelized

Winnebago County

area. The realignment needs to be refined to account for the channelization from the Sandy Hollow Road intersection.

Shifting the alignment to the east is acceptable. The tangent portion of the alignment including the new bridge will ultimately serve as the northbound lanes of a four lane facility.

Although the realignment of Mulford Road meets the appropriate criteria, there appears to be an opportunity to lengthen the tangent portion on either side of the bridge that with the present design provides 466.57 feet of what will be the permanent portion of the project. The section north of the bridge will need to be developed to meet the existing channelization, however it appears that there may be an opportunity to increase the tangent portion of the alignment on either side of the bridge to maximize the permanent portion of the project.

The gradeline as proposed is acceptable.

Perryville Road Comments

The base map for your plan sheet does not reflect a recent improvement to Perryville Road that includes the Mill Road intersection. The plan sheet needs to be updated to reflect the new geometry on Perryville that includes widening for turning lanes at the Mill Road intersection.

Mill Road carries a present traffic volume of approximately 3000 ADT and is a feeder into the Village of Cherry Valley. It is classified as a "collector". Based on the traffic volume, an intersection design study (IDS) may ultimately be required at Perryville and Mill. Refer to BLR Manual, Sec. 10-2.02(a) for additional guidance. It appears that Perryville Road will be raised about four feet at the Mill Road intersection. A grade line will need to be developed for Mill Road. Right of way may be required along Mill Road. Check with the Village (the improvement was a Village or Township project). There may have been additional right of way acquired with the improvement.

The sag curve (VPI 21+00) needs to be increased from 300 feet to at least 335 feet to meet 45 mph criteria ($K=79$). If there is a justification for the 300 foot vertical curve as shown, approval of a design variance will be needed.

Shifting the alignment to the west at the I-39/US 20 bridge is acceptable. The tangent portion of the alignment including the new bridge will ultimately serve as the southbound lanes of a four lane facility. The South East Regional Park occupies property along the west side of Perryville north of the Union Pacific railroad bridge. The added lanes north of the bridge therefore may need to be placed east of the existing pavement alignment to avoid right of way from the park. It is possible that the existing railroad bridge (after rehabilitation) will serve southbound traffic when Perryville Road is expanded to four lanes. The alignment shift between the I-39/US 20 bridge and the railroad bridge may, therefore, be a permanent alignment. The proposed realignment should consider that possibility.

Although the realignment of Perryville Road meets the appropriate criteria, there appears to be an opportunity to lengthen the tangent portion on either side of the bridge that with the present design provides 637.39.57 feet of what will be the permanent portion of the project. The section south of the bridge will need to be developed to meet the existing channelization, however it appears that there may be an opportunity to increase the tangent portion of the alignment on either side of the bridge to maximize the permanent portion of the project.

Note that there is a water main hung on the west side of the UP bridge that continues south along the west side of Perryville. This should be investigated to determine if it continues south through the proposed relocation area.



MEETING MINUTES
(Form QAP 17.2.2, Rev. 2)

PROJECT: I-39/U.S. 20
PROJECT NO.: 06S2055
DATE: August 16, 2007
LOCATION: Rockford, Illinois
BY: Liz Thomas
DISTRIBUTION: Steve Robery
PARTICIPANTS: Steve Robery - IDOT D2
Masood Ahmad - IDOT D2
Jon McCormick - IDOT D2
David Nord - Cherry Valley
Joe Caveny - Cherry Valley
David Lutyens - Winnebago County Highway
Wayne Ulk - Winnebago County Highway
Jim Moll - Hanson
David Almy - Hanson
Liz Thomas - Hanson

The following minutes express our understanding of the items discussed. Please respond in writing within five days of receipt if any changes are required.

Hanson Professional Services Inc. (Hanson) and the Illinois Department of Transportation (IDOT) presented the work to date on the project to Winnebago County and Cherry Valley to coordinate future plans:

1. Future Traffic Projections (2035):
 - Dealing with large volumes (developed by IDOT and RATS).
 - Tollway reconstruction I-90/I-30 continue three lanes north (Hanson is completing the design work for this and is coordinating with the current project).
 - Level of Service (LOS) (F) I-39/U.S. 20.
 - LOS (F) I-39/Harrison.

2. Section Alternatives:
 - Alternative 1 – Standard shoulder width.



- Alternative 2 – Narrow median, adding lane inside, but keep existing pavement (does not meet current design standards, and would need an exception).
 - Alternative 3 – A 12-ft shoulder, preferred alternative, but most expensive. If pavement replacement is required, this will likely be the recommended alternative.
3. I-39 @ U.S. 20 Interchange Alternatives:
- Alternative A - I-39 widens to two lanes, flatten out curve and improve design speed to 60 mph, but 70 mph is the design standard.
 - Alternative B – Increasing curve radii to provide 70 mph design speed. More expensive.
 - Both have two lanes in each direction to get LOS, best option is B. Two lanes need major merge/diverge by IDOT standards requiring longer ramp terminals.
4. I-39 @ Harrison Interchange Alternatives:
- Standard Diamond – Providing required LOS needs a lot of lanes and does not work. Ramps go over old ramps, complicating staging.
 - Parclo Diamond – Maintains larger loop ramps, eliminates weaving with cloverleaf, simplifies construction, better LOS.
 - Single Point – Expensive, stage construction, poor LOS.
 - C-D Roads – Becomes expensive, making loops correct size requires large right-of-way (ROW), would make the interchange larger.
 - Preferred Alternative the Parclo Diamond – Layout includes an additional lane southbound on I-39 and adding an additional lane on U.S. 20/Harrison. The six-lane segment on U.S. 20 will carry through Mill Road to the east and to South Mall Drive (drop at right turn) to the west.

IDOT stated that they will pay for what is necessary to replace the existing overpasses. Cost to widen to accommodate future roadway plans will be by the City or County.

If the City or County has utilities that need to be relocated to complete overpass construction, IDOT will pay for relocation.

Future Plans

Winnebago County:

- Widen Harrison to include dual eastbound lefts at Perryville Road (possible issue with widening the intersection because of the angle of the intersection).
- Phase I for Perryville to widen bridge over railroad. (This IDOT Phase 1 does not include Perryville, and can not be added because traffic is not coming from the interchange reconstruction.)



- No plans for Mulford – will consider.
- Look at Harrison Avenue corridor.

Cherry Valley:

- Bike Plan (submitted Preliminary Plan to the County and waiting on comments). May have to configure Harrison to accommodate the Bike Plan.
- Will look at Mill Road, possible widening issue because of frontage road and cemetery.

IDOT:

- Noise Study along I-39, possible noise wall, public meeting to be held.

Action Items:

1. Winnebago County to provide a copy of Bike Path Plan with their comments.
2. Hanson to provide written descriptive text to Winnebago County and Cherry Valley.

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

| | | | |
|--|--------------------------------------|--|-------------------------|
| AGENDA BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING DISTRICT 2 | | TOPIC No. 1 | |
| | | PROJECT TITLE: I-39: US 20 W TO I-90 | |
| | | PROJECT ENGINEER: ROBERY | |
| MEETING DATE: OCTOBER 10, 2007 | | FUNDING ELIGIBILITY: NHS STATE | |
| ROUTE: FAI 39/ FA 301 | | FUNDING AMOUNT: \$0 | |
| MARKED ROUTE: I-39/ US 20 | | POLICY USED: BDE - NEW CONSTRUCTION | |
| SECTION: (210-3)K AND (4-1,5)R | | FUNCTIONAL CLASSIFICATION: RURAL INTERSTATE | |
| JOB NO: P-92-111-06 | CONTRACT No.: 64B13&64C24 | DESIGN SPEED: 70 MPH | |
| COUNTY: WINNEBAGO | | TRAFFIC CONTROL: Staged Construction | |
| CURRENT ADT: 49900 | YEAR: 2005 | PROPOSED ADT: 104,800 | YEAR: 2035 |
| PERCENT TRUCKS: 25.8% | | | |
| EXISTING TYPICAL SECTION | | PROPOSED TYPICAL SECTION | |
| NO. LANES: 4 | LANE WIDTH: 12 | NO. LANES: 6 | LANE WIDTH: 12 |
| RIGHT OF WAY: 300 FT | SIDEWALKS: NONE | RIGHT OF WAY: 300' & VAR | SIDEWALKS: NONE |
| SHLDER WIDTH: 10 FT | SHLDER TYPE: BIT | SHLDER WIDTH: 12 FT | SHLDER TYPE: BIT |
| EXISTING STRUCTURE- VARIOUS | | PROPOSED STRUCTURE- VARIOUS | |
| SPAN/CELL(S): | NO. LANES: | SPAN/CELL(S): | NO. LANES: |
| LENGTH: | RIGHT OF WAY: | LENGTH: | RIGHT OF WAY: |
| SUFFICIENCY RATING: | | | |

PROJECT DESCRIPTION: I-39/US 20 reconstruction from the I-39/US 20 interchange to I-90 interchange in southeast Winnebago County, located southeast of Rockford and partially within the limits of the Village of Cherry Valley.

PROPOSED SCOPE OF WORK: This project consists of the reconstruction of the I-39/US 20 interchange, reconstruction of the US 20/Harrison Avenue interchange, and the construction of two additional lanes on US 20 from the I-39 interchange to the I-90 interchange. The project will also include any necessary improvements to Linden Road, Mulford Road, Perryville Road, South Mall Drive and Mill Road, as well as the grade separation structures carrying US 20 over the UP and CN Railroads. This Phase I study evaluates various alternatives for widening I-39/US 20 to six lanes within the project limits and for reconstructing the interchanges in order to improve traffic flow.

DATE(S) PREVIOUSLY DISCUSSED: None – Initial presentation

EXISTING CONDITIONS: Existing I-39/US 20 is a 4 lane divided highway with 12 ft. lanes, 10 ft. outside shoulders, and 6 ft. inside shoulders. Between the interchanges, the depressed median is 40 ft. wide. Traffic projections indicate that 6 lanes are warranted. At the I-39/US 20 interchange, thru traffic on I-39 is currently restricted to one lane. The existing ramp radii are less than the required minimum for 60 mph design speed. At the Harrison interchange, the existing loop ramps have radii that do not meet the minimum for 30 mph design speed. The projected design year (2035) Level of Service for both interchanges is "F".

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

OCTOBER 10, 2007 (CON'T)

SCOPE OF DISCUSSION: Jim Moll, Project Manager with Hanson Professional Services, presented the project referring to a list of exhibits 1-19 that were presented to the attendees. A Location Map and an exhibit showing the RATS long range transportation plan were reviewed. Mr. Moll then reviewed the existing and projected design year (2035) traffic volumes for the I-39/US 20 mainline, as well as the cross roads within the project limits. Traffic on the I-39/US 20 mainline between the subject interchanges already exceeds four lane warrants with an existing ADT of 49,900.

At the I-39/US 20 interchange, the level of service at the single-lane I-39 ramp entrance and exit terminals are projected to be "F" under the No-Build scenario in the 2035 design year. At the Harrison Avenue interchange, the level of service at three of four of the ramp weave areas is projected to be "F".

Accident data was reviewed showing a total of 210 accidents, 70 injuries and 0 fatalities within the three year study periods from 2002 to 2004. Accidents were concentrated at the interchanges and at the cross road overpasses. The FHWA inquired if an accident analysis had been completed to help identify improvements that would help reduce future accidents. Mr. Moll indicated that the accident analysis was currently in process. The preliminary indication was that a number of accidents seemed to be the result the deficient ramps and narrow medians (fixed objects 24%, likely center piers in narrow median). High embankment in some areas may contribute to the overturn (6%) accidents.

The existing typical section was reviewed and three widening alternatives considering three 12 ft. lanes in each direction and various median widths using a flush median with a concrete median barrier were explained:

1. A cross section with standard 10 ft. inside and outside shoulders: This meets minimum design criteria and will require some widening to the outside. The cross section considers replacing the existing 4:1 front slopes with flatter 6:1 slopes through the clear zone. As a result, some additional right-of-way is anticipated to be required.
2. A narrow median cross section with 6.5 ft. inside shoulders and 10 ft. outside shoulders: The additional lanes are placed entirely within the existing median. Retaining the existing 4:1 slopes allows the proposed widening to fit within the existing cross section width and existing ROW. The preliminary indication is that this is the least costly alternative.
3. A cross section with 12 ft. inside and outside shoulders: This is recommended in the BDE Manual for roadways with higher truck traffic volumes. This is the most costly alternative and will result in higher ROW impacts than the other alternatives.

No recommendation was made at this time pending the results of the pavement removal/re-use analysis which is currently underway.

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

OCTOBER 10, 2007 (CON'T)

Three alternative designs for the I-39/US 20 interchange reconstruction were then presented as follows:

1. Upgrading the NB to EB and WB to SB ramps to 60 mph design speed and widening to two lanes in each direction. This is the least costly alternative and stage construction is simplified. However, a design exception would be required due to the 60 mph design speed vs. 70 mph per the BDE Manual.
2. Upgrading the NB to EB and WB to SB ramps to 70 mph design speed and widening to two lanes in each direction. This alternative removes existing broken back curves and achieves the required design speed at additional cost.
3. This option is similar to Alternative 2, but also includes removal of the existing NB to WB loop ramp and replacing with a free-flow, trumpet style ramp. This is the most costly alternative and complicated staged construction.

Alternative 2 is the recommended alternative for this intersection. However, with the current concept, only two though lanes are carried westbound through the interchange as two lanes are taken southbound to I-39, leaving the existing loop ramp with a Level of Service "E". FHWA indicated that a possible solution would be to provide an auxiliary lane through the interchange and exiting at the Alpine Road Interchange. Liz Thomas from Hanson indicated that this had been studied and would result in a Level of Service "C". The District's preference, in order to control project costs, is to handle the loop ramp and three lane expansion on the west side of this project with a separate Phase I study, which includes improvement to the Alpine Road interchange (1 mile west).

Four alternatives for reconstruction of the Harrison Ave. interchange were then presented:

1. A standard diamond interchange with signalized intersections at the ramp terminals was studied as it is a simple interchange and very familiar to the motoring public. While this eliminates the tight radii of the NE and SW loop ramps and eliminates the weaving areas, required level of service is not obtained.
2. A combination diamond parclo was found to be the preferred alternative, as it eliminated the tight radius loop ramps, eliminated weaving sections, and maximized free flow movements.
3. A single point diamond was also studied but did not adequately address the level of service deficiencies. It also had higher relative costs and presented stage construction problems.
4. A design using collector/distributor routes was found to provide the best level of service by moving all weave movements to the C-D routes. This alternative was not preferred, however, due to the excess ROW requirements, high costs, and retaining the small radius loop ramps.

Alternative 2 was recommended. FHWA inquired what the level of serve was at the intersections along US20/Harrison. Jon McCormick confirmed with Hanson that the LOS was D or better at the ramp terminals. The Level of Service is "F" at the South Mall Drive intersection, west of the interchange, but this is outside of IDOT's jurisdiction. Early coordination was completed with the Village of Cherry Valley; they do not currently have plans to add additional lanes to Harrison Avenue. One option would be to extend three thru lanes to South Mall Drive, but this just pushes the problem further east to Perryville Road. It was noted that the level of service at Perryville Road would be "F" regardless of IDOT's plans for the interchange. Mr. Ahmad asked that Hanson look to see if the Mall drive queues affect the interchange ramps.

Problems at Mill Road east of the interchange were then discussed. Mr. Moll indicated that in order to get LOS "E", three thru lanes would need to be extended through the intersection and the Kishwaukee River Bridge would need to be widened. Mr. Ahmad asked if this could be done as a separate project in order to control costs on this project. Another option would be to include it in this study, but break it out into separate construction projects. The FHWA and Central office agreed that it should be include in the study.

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

OCTOBER 10, 2007 (CON'T)

Mr. Seals from Hanson then presented a summary of the environmental conditions within the project area referring to Exhibit 20 and an associated preliminary environmental screening chart. (Note: due to an oversight, these final exhibits were not available to the Dixon attendees, but were provided for review at a later date.) Mr. Seals summarized floodplains and wetlands within the project area. Adjacent wetlands were not expected to be impacted. Other environmental concerns included a pedestrian/bicycle facility crossing the alignment via culvert, which would need to be temporarily closed when the culvert was extended. An existing noise wall is located in the southeast quadrant of the I-39/US 20 interchange. The project scope includes evaluation of this wall and additional noise studies where the alignment passes through residential areas.

The project was initially scoped as an ECAD, although a case could be made for Categorical Exclusion Group II. The FHWA agreed that the project could qualify for Categorical Exclusion pending a final assessment of the biological impacts and the final ROW impacts.

This will be determined as project impacts are refined.

TRAFFIC CONTROL: Staged Construction

REVIEW OF ACCIDENT DATA: A total of 210 accidents have occurred within the project limits during the study years from 2002 to 2004. Only approximately 1/3 of the accidents occurred on wet pavement. The majority of the accidents (70%) occurred on clear days and in daylight hours.

PREVIOUS APPLICABLE MINUTES: None- Initial presentation

DESIGN EXCEPTION: Potential design exception involving the I-39/US 20 loop ramp associated with preferred Alternate 2 as described in scope of discussion above (maintaining LOS "E").

Potential Design exception involving the NB to EB and WB to SB ramps at the I-39/US 20 interchange associated with interchange option1 (60 mph design speed). However, this is not the preferred interchange option.

AGENCIES FROM WHICH FURTHER COORDINATION IS REQUIRED:

ENVIRONMENTAL CONCERNS: Cultural Coordination: 7/31/2007, Biological Coordination: T&E Terminated 2/26/07, Special Waste Coordination: PESA 1681- 8/15/2007, Other Concerns: Noise Study to be completed.

PRESENTED AS: Categorical Exclusion, Group II

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

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|---|----------------------------|--|------------------------|
| BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES DISTRICT 2 | | PROJECT TITLE: I-39: US 20 W TO I-90 | |
| | | PROJECT ENGINEER: STEVE ROBERY | |
| MEETING DATE: June 4, 2008 | | FUNDING ELIGIBILITY: NHS/IM | |
| ROUTE: FAI 39/FA 301 | | FUNDING AMOUNT: NIP | |
| MARKED ROUTE: I-39/US 20 | | POLICY USED: BDE - New Construction | |
| SECTION: (210-3)K & (4-1,5)R | | FUNCTIONAL CLASSIFICATION: Rural Interstate | |
| JOB No: P-92-111-06 | CONTRACT No.: 64C62 | DESIGN SPEED: 70 mph | |
| COUNTY: Winnebago | | TRAFFIC CONTROL: TBD | |
| CURRENT ADT: 49900 | YEAR: 2005 | PROPOSED ADT: 104,800 | YEAR: 2035 |
| PERCENT TRUCKS: 25.8% | | | |
| EXISTING TYPICAL SECTION | | PROPOSED TYPICAL SECTION | |
| NO. LANES: 4 | LANE WIDTH: 12 | NO. LANES: 6 | LANE WIDTH: 2 |
| RIGHT OF WAY: 300 FT | SIDEWALKS: NONE | RIGHT OF WAY: 300' & VAR | SIDEWALKS: NONE |
| SHLDR WIDTH: 10 FT | SHLDR TYPE: BIT | SHLDR WIDTH: 12 FT | SHLDR TYPE: BIT |

PROJECT DESCRIPTION: This project consists of the reconstruction of the I-39/US 20 interchange, reconstruction of the US 20/Harrison Avenue interchange, and the construction of two additional lanes on US 20 from the I-39 interchange to the I-90 interchange. The project will also include any necessary improvements to Linden Road, Mulford Road, Perryville Road, South Mall Drive and Mill Road, as well as the grade separation structures carrying US 20 over the UP and CN Railroads.

DATE(S) PREVIOUSLY DISCUSSED: October 10, 2007

EXISTING CONDITIONS: Existing I-39/US 20 is a 4 lane divided highway with 12 ft. lanes, 10 ft. outside shoulders and 6 ft. inside shoulders. Between the interchanges, the depressed median is 40 ft. wide. Traffic projections indicate that 6 lanes are warranted in the projected construction year (2015). At the I-39/US 20 interchange, thru traffic on I-39 is currently restricted to one lane in each direction. The existing ramp radii are less than the required minimum for 60 mph design speed. At the Harrison interchange, the existing loop ramps have radii that do not meet the minimum for 30 mph design speed. The projected design year (2035) Level of Service (LOS) for both interchanges is "F".

SCOPE OF DISCUSSION: The initial presentation for this project was completed at the October 10, 2007 coordination meeting. Alternatives for the interchange reconstruction and widening alternatives were discussed. This presentation focuses on two issues:

1. I-39/US 20 interchange/Major Convergence

All three interchange alternatives considered adding an additional lane on the NB to EB and WB to SB (mainline I-39) movements. The preferred alternative also upgrades these movements to 70 mph design speed.

Lane balance at this proposed major convergence includes 2 lanes on EB US 20 and 2 lanes on NB I-39 converging to three thru lanes on the EB mainline. For this NB to EB movement, the addition of one lane improves the design year (2035) LOS at the convergence from "F" to "D" over the no build scenario. LOS "C" would be attained in the proposed construction year (2015) through 2025. Improvement beyond a LOS "D" in the design year would require 4 EB lanes at the convergence and through the project limits. This would require significant additional right-of-way across residential development. It would also require a transition back to three lanes to match into the proposed tollway cross section approximately 2.5 miles to the northeast, just beyond the Harrison interchange. The District does not consider this short segment of 8 lane cross section to be a desirable condition.

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

June 4, 2008 (Con't)

The District is requesting a design exception to allow a LOS "D" in the design year from the I-39/US 20 major convergence through the project limits to the Harrison Avenue interchange. Per policy, the design year LOS should be "B".

The FHWA stated that the major convergence as designed is a forced merge and that the District should look into maintaining the 4-lane eastbound cross section past the major convergence some distance before dropping to three eastbound lanes. This may improve the LOS and if so, appropriate design modifications should be made. The FHWA further stated that if no improvement in LOS is obtained, that they concur with the design exception to allow a LOS "D" in the design year. The Central Office also concurred with the design exception subject to the comments made by the FHWA. The District indicated that they would complete the recommended analysis and communicate the results to the FHWA and Central Office.

2. 20 ft. flush/barrier median vs. standard 22 ft. on US 20 east of Mill Road

The District is requesting a design exception in this add lanes section to use a 20 ft. flush/barrier median vs. the standard 22 ft. flush/barrier median on US 20 east of Mill Road to facilitate the transition to the 18 ft. raised curb median west of Mill Road. The existing flush median width east of Mill Drive is 20 ft. The use of a 22 ft. barrier median would require a transition back to the existing 20 ft. median at the east project limit and would complicate reconstruction of the structures carrying US 20 over the Kishwaukee River.

The FHWA and Central Office concurred with the design exception for 20 ft. barrier median vs. the 22 ft. standard for this relatively short segment of the proposed roadway.

PROPOSED SCOPE OF WORK: The Phase I study has looked at various alternatives for widening to six lanes and has looked at various alternatives for reconstructing the interchanges in order to improve traffic flow.

Three widening alternatives consider various median widths using a flush median with a concrete median barrier: a 16 ft. narrow median with 6.5 ft. inside shoulders; a 23 ft. median with standard 10 ft. wide inside shoulders; and a 27 ft. median with 12 ft. shoulders to accommodate the higher truck traffic. The 12 ft. shoulder option is the preferred alternative based on the design year traffic projections and the limited right-of-way requirements.

The alternative designs for the I-39/US 20 interchange include the following:

1. Upgrading the NB to EB and WB to SB ramps to 60 mph design speed and widening to two lanes in each direction (this requires a design exception for the reduced design speed)
2. Upgrading the NB to EB and WB to SB ramps to 70 mph design speed and widening to two lanes in each direction (this is the preferred alternative)
3. Same as option 2, plus replacing the NB to WB loop ramp with a free-flow, trumpet style ramp

Alternative 2 is identified as the preferred alternative in the Interchange Type Study currently under review.

The alternative designs for the Harrison Avenue interchange include:

1. A standard diamond interchange with signalized intersections at the ramp terminals
2. A modified diamond with partial clover-leaf
3. A single point diamond interchange
4. Constructing collector/distributor roads

Alternative 2 is identified as the preferred alternative in the Interchange Type Study currently under review.

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

June 4, 2008 (Con't)

TRAFFIC CONTROL: Staged Construction

REVIEW OF ACCIDENT DATA: A total of 210 accidents have occurred within the project limits during the study years from 2002 to 2004. Only approximately 1/3 of the accidents occurred on wet pavement. The majority of the accidents (70%) occurred on clear days and during daylight hours.

PREVIOUS APPLICABLE MINUTES: October 10, 2007

DESIGN EXCEPTIONS:

1. Design Year LOS "D": at the major convergence of I-39 and US 20. Concurrence Granted subject to completing additional investigations described under Scope of Discussion section.
2. 20 ft. flush/barrier median vs. the standard 22 ft. flush/barrier median on US 20 east of Mill Road - Concurrence Granted

AGENCIES FROM WHICH FURTHER COORDINATION IS REQUIRED: Coordination with Winnebago County, the Village of Cherry Valley and the City of Rockford are ongoing.

ENVIRONMENTAL CONCERNS: Seq. No. 13316 - Cultural Clearance: 07/31/2007; Biological Clearance: T&E terminated 02/16/2007; Special Waste: PESA 1681 low risk 08/16/2007; Noise Study underway by Hanson.

PRESENTED AS: Categorical Exclusion, Group II

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BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

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|---|----------------------------|--|-------------------------|
| BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES DISTRICT 2 | | PROJECT TITLE: I-39: US 20 W to I-90 | |
| | | PROJECT ENGINEER: Steve Robery | |
| MEETING DATE: December 2, 2010 | | FUNDING ELIGIBILITY: NHS/IM | |
| ROUTE: FAI 39/FA 301 | | FUNDING AMOUNT: NIP- Cost Est.- \$100-110M | |
| MARKED ROUTE: I-39/US 20 | | POLICY USED: BDE - New Construction | |
| SECTION: (210-3)K and (4-1,5)R | | FUNCTIONAL CLASSIFICATION: Rural Interstate | |
| JOB No: P-92-111-06 | CONTRACT No.: 64C62 | DESIGN SPEED: 70 mph | |
| COUNTY: Winnebago | | TRAFFIC CONTROL: Staged Construction/Median Crossover | |
| CURRENT ADT: 49,900 | YEAR: 2005 | PROPOSED ADT: 104,800 | YEAR: 2035 |
| PERCENT TRUCKS: 25.8% | | | |
| EXISTING TYPICAL SECTION | | PROPOSED TYPICAL SECTION | |
| NO. LANES: 4 | LANE WIDTH: 12' | NO. LANES: 6 + Aux | LANE WIDTH: 12' |
| RIGHT OF WAY: 300' | SIDEWALKS: None | RIGHT OF WAY: 300' & Var | SIDEWALKS: None |
| SHLDER WIDTH: 10' | SHLDER TYPE: Bit | SHLDER WIDTH: 12' | SHLDER TYPE: Bit |

PROJECT DESCRIPTION: This project consists of the reconstruction of the NB to EB and WB to SB ramps of the I-39/US 20 system interchange, reconstruction of the US 20/Harrison Avenue interchange, and the construction of additional lanes on US 20 from the I-39 interchange to the I-90 interchange. The project will also include any necessary improvements to Linden Road, Mulford Road, Perryville Road, South Mall Drive, and Mill Road, as well as the grade separation structures carrying US 20 over the UP and CN Railroads. On Harrison Avenue, the improvements will extend through the Mall Drive intersection west of the proposed interchange. East of the proposed interchange, the improvements will extend through the Mill Road intersection and across the structure carrying US 20 over the Kishwaukee River.

DATE(S) PREVIOUSLY DISCUSSED: October 10, 2007 and June 4, 2008

EXISTING CONDITIONS: Existing I-39/US 20 is a four-lane divided highway with 12 ft. lanes, 10 ft. outside shoulders, and 6 ft. inside shoulders. Between the interchanges, the depressed median is 40 ft. wide. Traffic Projections indicate that six-lanes are warranted in the projected construction year (2015). At the I-39/US 20 system interchange, through traffic on I-39 is currently restricted to one lane in each direction. The existing ramp radii are less than the required minimum for 60 mph design speed. At the Harrison interchange, the existing loop ramps have radii that do not meet the minimum for 30 mph design speed. The projected design year (2035) level of service (LOS) for both interchanges is "F".

SCOPE OF DISCUSSION:

December 2, 2010

I-39/US 20 System Interchange

The initial presentation for this project was completed at the October 10, 2007 coordination meeting with a follow-up discussion held on June 4, 2008. During the June 2008 meeting, the District presented a potential design exception for a LOS D at the NB I-39/EB US 20 convergence where we had two lanes from US 20 EB and two lanes from I-39 NB converging to the proposed three-lane cross section on the NB I-39/US 20. The FHWA and BDE Field Engineer concurred with this design exception request on the condition that the District look into maintaining a four-lane NB/EB cross section for some distance beyond the convergence to see if this improves the LOS.

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

December 2, 2010 (Con't)

The District has investigated this and has found that a design year (2035) LOS C can be achieved by maintaining a four-lane cross section east of the convergence. The District also feels that rather than dropping the auxiliary lane at some distance east of the major convergence and then adding an auxiliary lane in advance of the Harrison/US 20 EB exit, approximately 1.5 miles to the north, the auxiliary lane should be maintained through the project length. In addition, the District feels that the use of a continuous auxiliary lane is a superior design and provides an improved LOS over a three-lane cross section east of the convergence. The FHWA and the BDE Field Engineer agreed that a continuous auxiliary lane should be provided and concurred with the proposed cross section in order to improve the LOS.

The District then discussed two design exceptions that they were requesting for this interchange, as follows:

The first design exception discussed involved Ramp DB (I-39 NB). The distance between critical section C-C and the PC of curve DB-3 (the first curve past the start of the divergence) is 134.83 ft., rather than the policy value of 200 ft., as given in BDE 37-6Q. This is to allow the change in cross-slope preceding the curve and to fit the 2050 radius curve between the I-39 and US 20 mainlines. No negative impacts to the operational characteristics or safety issues are anticipated. The BDE Field Engineer and the FHWA concurred with this request.

The second design exception involves stopping sight distance (SSD) on ramp BD (US 20 WB to I-39 SB) at the structure carrying the ramp over US 20. This structure is severely skewed and, due to the horizontal and vertical curvature, 70 mph SSD cannot be achieved. The District is proposing an 18 ft. wide shoulder in order to increase the SSD up to 65 mph. The ramp will be posted 65 mph. The SSD is 645 ft. versus the policy value of 730 ft. for 70 mph design. The BDE Field Engineer suggested that the District consider striping the wide shoulder so that it is not used as a passing lane. The FHWA and the BDE Field Engineer concurred with the design exception.

I-39/US 20/Harrison Avenue DIVERGING DIAMOND Interchange

The District is currently developing an interchange design study for a Diverging Diamond Interchange (DDI) for the I-39/US 20-Harrison Avenue interchange. The review of interchange type options, which includes the recent consideration and recommendation for a DDI interchange at this location, has been previously reviewed with FHWA and the BDE Field Engineer (refer to memorandum to the BDE Field Engineer and the letter to FHWA dated June 22, 2010). The concerns identified in this area, which prompted the recommendation for this unique interchange type, are primarily associated with NB and SB weaving sections along I-39 between the Harrison Avenue interchange and the I-90 interchange just to the north. The problem with the SB weave is that the Tollway's I-90 WB to I-39 SB ramp is a left hand entrance onto I-39, forcing a two-lane weave across I-39 SB traffic in a distance of approximately 1600 ft. to exit at Harrison Avenue. The use of the DDI allows for tighter diamond ramps, thereby extending the weave distance to 1700 feet. Single Point Urban Interchange (SPUI) and Tight Urban Diamond Interchange (TUDI) types were also investigated as a way of keeping the ramps tight. However, neither of these options provided adequate LOS in the design year due primarily to WB to SB left turn volumes.

The DDI design also allows the NB Harrison Avenue entrance ramp to be tightened up considerably compared to the existing entrance ramp. The resulting I-39 weave will operate at a LOS D in the design year. However, the weave length will be increased from less than 1000 ft. today to nearly 1300 ft. with the DDI, improving safety in this area.

The FHWA and BDE Field Engineer have previously concurred with the District's recommendation to pursue the DDI in the development of the Phase 1 design report. The FHWA indicated that they are currently in the process of arranging a trip to Missouri to review several existing DDI's in order to assist with the design process. The FHWA will notify the District when the arrangements have been made. Further coordination may be necessary following this proposed field review of existing DDI's. For now, the District is seeking concurrence with several design exceptions associated with this interchange.

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

December 2, 2010 (Con't)

The first design exception involves the SB I-39 weave between Harrison Avenue and the I-90 Tollway interchange to the north. While the weave length has been increased, as noted above, the constraints imposed by the geometry of the Tollway's I-90 interchange do not allow improving the weave operation beyond a LOS E (LOS C is the design value). The FHWA and the BDE Field Engineer concurred with the design exception.

The second design exception involves the NB weave between Harrison Avenue and the I-90 Tollway. While we have increased the weave distance over the existing condition, the constraints imposed by the geometry of the Tollway's I-90 interchange do not allow improving the weave operation beyond a LOS D (LOS C is the design value). The FHWA and the BDE Field Engineer concurred with the design exception.

The final design exception associated with this interchange is that we do not have lane balance at the I-39 exit ramp to US 20/Harrison Avenue. From the south, there are four-lanes approaching the Harrison interchange. Two lanes would exit at US 20/Harrison Avenue and two lanes would continue northbound on I-39 to I-90. At this time, continuing three through lanes on I-39 NB north of Harrison is not feasible without major reconstruction of the Tollway section, which was just completed in 2008/2009. Also, additional weaving complications north of Harrison Avenue would be introduced with a third lane. The projected traffic in this proposed two-lane I-39 section is the same that would be handled on the Tollway's two-lane structure just to the north, and capacity is not exceeded. Adequate signing can be provided ahead of the divergence.

The BDE Environmental Coordinator asked why this project was presented as a Categorical Exclusion, Group II as opposed to a Group I. During the initial discussion for this project on 10/10/07, it was determined that in order to improve the LOS at the US 20/Mill Road intersection located east of the Harrison Avenue interchange, it would be necessary to extend the three-lane EB cross section through the intersection and across the Kishwaukee River structure. Categorical Exclusion, Group II was assumed based on the in-stream work involved with structure replacement or widening.

The Categorical Exclusion determination will be held pending a final assessment of all biological impacts and the final ROW impacts associated with the project. These impacts will be discussed at a future coordination meeting.

TRAFFIC CONTROL: Staged Construction/Median Crossover

REVIEW OF ACCIDENT DATA: A total of 210 accidents have occurred within the project limits during the study years from 2002 to 2004. Approximately 1/3 of the accidents occurred on wet pavement and the majority of the accidents (70%) occurred on clear days and in daylight hours.

PREVIOUS APPLICABLE MINUTES: October 10, 2007 and June 4, 2008

DESIGN EXCEPTIONS:

1. LOS E (vs. LOS C design value) at the SB weave between the Tollway and Harrison Avenue exit ramp. **BDE and FHWA concurrence granted.**
2. LOS D (vs. LOS C design value) at the NB I-39 weave between the Harrison Avenue entrance ramp and the Tollway ramp G/H split. **BDE and FHWA concurrence granted.**
3. Distance between critical section C-C and the PC of curve DB-3 is 134.83 ft. (less than 200 ft. required by policy BDE 37-6Q). **BDE and FHWA concurrence granted.**
4. Lane Balance at I-39 exit ramp to US 20/Harrison Avenue. **BDE and FHWA concurrence granted.**
5. Stopping Sight Distance on Ramp BD SSD = 645 ft. (65 mph) vs. design value of 730 ft. (70 mph). **BDE and FHWA concurrence granted.**

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

December 2, 2010 (Con't)

AGENCIES FROM WHICH FURTHER COORDINATION IS REQUIRED: Coordination with Winnebago County, The Village of Cherry Valley, and the City of Rockford are ongoing.

ENVIRONMENTAL CONCERNS: Sequence Number: 13316; Cultural Clearance: 07/31/2007; Biological Clearance: 02/11/2009; T&E: terminated 02/16/2007; Special Waste Coordination: PESA 1681 low risk 08/16/2007; Noise Study underway by Hanson.

PRESENTED AS: Categorical Exclusion, Group II - Tentative (final determination pending)

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

| | | | |
|--|-------------------------------------|--|------------------------------|
| AGENDA BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING DISTRICT 2 | | TOPIC No. 1 | |
| | | PROJECT TITLE: I-39: US 20 W to I-90 | |
| | | PROJECT ENGINEER: Robery | |
| MEETING DATE: December 7, 2018 | | FUNDING ELIGIBILITY: NHS - State | |
| ROUTE: FAI 39/ FAP 301 | | FUNDING AMOUNT: \$0 | |
| MARKED ROUTE: I-39 / US 20 | | POLICY USED: BDE - New Construction | |
| SECTION: (201-3)K and (4-1, 5)R | | FUNCTIONAL CLASSIFICATION: Rural Interstate | |
| JOB NO: P-92-111-06 | CONTRACT No.: 64B13/64C24 | DESIGN SPEED: 70 MPH | |
| COUNTY: Winnebago | | TRAFFIC CONTROL: Staged Construction | |
| CURRENT ADT: 59165 | YEAR: 2020 | PROPOSED ADT: 106,610 | YEAR: 2040 |
| PERCENT TRUCKS: 19.5% | | | |
| EXISTING TYPICAL SECTION | | PROPOSED TYPICAL SECTION | |
| NO. LANES: 4 | LANE WIDTH: 12 ft | NO. LANES: 6 + aux | LANE WIDTH: 12 |
| RIGHT OF WAY: 300 ft | SIDEWALKS: none | RIGHT OF WAY: 300/ Var | SIDEWALKS: none |
| SHLDR. WIDTH: 10 ft | SHLDR. TYPE: Bit | SHLDR. WIDTH: 12 ft | SHLDR. TYPE: Bit |
| EXISTING STRUCTURE | | PROPOSED STRUCTURE | |
| SPAN/CELL(S): various | NO. LANES: 4 | SPAN/CELL(S): various | NO. LANES: 6 + aux |
| LENGTH: various | RIGHT OF WAY: 300 ft | LENGTH: various | RIGHT OF WAY: various |
| SUFFICIENCY RATING: various | | | |

PROJECT DESCRIPTION: I-39: 0.8 mile north of Blackhawk Road to I-90 AND US 20: I-39 to 0.3 miles east of the Kishwaukee River AND Harrison Avenue: Bell School Road to I-39.

DATE(S) PREVIOUSLY DISCUSSED: October 10, 2007, June 4, 2008, and December 2, 2010

SCOPE OF DISCUSSION: Seeking final concurrence on scope of work as well as concurrence on design exceptions noted below. The request for Federal Categorical Exclusion concurrence will be deferred until documentation for the diminimis 4(f) taking is received from the Village of Cherry Valley.

EXISTING CONDITIONS: Existing I-39/US20 is a 4-lane divided highway with 12 ft lanes, 10 ft outside shoulders and 6 ft inside shoulders. Between the interchanges, the depressed median is 40 ft wide. Traffic Projections indicate that 6 lanes are warranted in the projected construction year (2020). At the I-39/US 20 interchange, thru traffic on I-39 is currently restricted to one lane in each direction. The existing ramp radii are less than the required minimum for 60 mph design speed. At the Harrison interchange, the existing loop ramps have radii that do not meet the minimum for 30 mph design speed. The projected design year (2040) level of service for both interchanges is "F"

PROPOSED SCOPE OF WORK: This project consists of the reconstruction of the I-39/US 20 system interchange, reconstruction of the US 20/Harrison Avenue interchange and the construction of additional lanes on US 20 from the I-39 interchange to the I-90 interchange. The project will also include any necessary improvements to Linden Road, Mulford Road, South Mall Drive, and Mill Road. Perryville Road over I-39 is now being handled as a separate project.

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

December 7, 2018 (Con't)

At the system interchange, the existing 55 mph single lane northbound and southbound ramps will be realigned. Both ramps will carry two lanes and meet 70 mph design speed (with the exception of having only 65 mph stopping site distance on the southbound ramp at the bridge over I-39 and on the northbound ramp at the bridge over Linden Road - see Design Exception request No 2 below). The existing clover leaf interchange at the I-39/US 20/Harrison interchange will be replaced with a diverging diamond type interchange. The AJR for this interchange was previously approved on May 16, 2016.

TRAFFIC CONTROL: Staged Construction

REVIEW OF ACCIDENT DATA: There were 350 crashes within the project limits during the five year study period. A detailed analysis is included in the project report. There are a significant number of rear end (79) and fixed object (91) crashes in the study area. About 50% of the rear end crashes are occurring in weaving areas. There were also 61 sideswipe crashes with over half of them occurring on the I-39 at the Harrison Avenue interchange. Two 5% segment have been identified within the project limits in the 2017 analysis (2011-2015). The first 5% location begins 0.38 mile west of Perryville Road and ends 0.14 mile to the east. The second 5% location begins 0.14 mile north of Harrison Avenue and extends into the Tollway's I-90 interchange. Accidents can be attributed to congestion and weaving movements; respectively, which are being addressed with the additional lanes and by lengthening the weave distances north of the Harrison Interchange.

PREVIOUS APPLICABLE MINUTES: October 10, 2007, June 4, 2008, and December 2, 2010

BICYCLE ACCOMMODATIONS: Accomodations to be provided on US 20 / Harrison Avenue. The Cherry Valley Path under I-39 will also be reconstructed.

PEDESTRIAN ACCOMMODATIONS: Accomodations to be provided on US 20 / Harrison Avenue.

ADA ACCOMMODATIONS: Accomodations provided along US 20 / Harrison Avenue.

DESIGN EXCEPTION:

Policy Involved: see below
Policy Requirements: see below
Exception from the Policy: see below
Reasons for Design Exception: see below

1.

Policy Involved: Design Speed
Policy Requirements: 75 mph
Exceptions from Policy: 70 mph
Reasons fro Design Exception: Excessive ROW impacts including 9 building displacements, 70 mph design/65mph posting is appropriate for this urban fringe area.

2.

Policy Involved: Stopping sight distance on horizontal curve- Ramp DB over Linden
Policy Requirements: 75 mph design stopping sight distance
Exceptions from Policy: 65 mph stopping sight distance
Reasons fro Design Exception: avoid excess structure costs. Eighteen ft wide shoulder provides 65mph SSD.

BI-MONTHLY ENVIRONMENTAL COORDINATION MEETING MINUTES

I-39: US 20 West to I-90

December 7, 2018 (Cont'd)

3.

Policy Involved: Turn Lane deceleration length on US 20 WB at Mill Road

Policy Requirements: 570 ft

Exceptions from Policy: 465 ft right turn / 395 ft left turn.

Reasons for Design Exception: Avoid extending turn lane tapers onto Kishwaukee River structure

BDE and FHWA concurrence were received for both Level 1 Design Exceptions 1 and 2. The BDE also concurred with Level 2 design exception No 3.

AGENCIES FROM WHICH FURTHER COORDINATION IS REQUIRED: FHWA (Fed CE concurrence)

TRAFFIC MANAGEMENT PLAN: Red Route (TMP Required)

ENVIRONMENTAL CONCERNS: Seq. No.: 13316; Cultural Coordination: 8/30/16, Biological Coordination: 11/5/18, Special Waste Coordination: 12/6/16, Other Concerns: Noise study completed 2/23/16.

PRESENTED AS: Federal Approved Categorical Exclusion

* * * * *

Work Zone Safety and Mobility Transportation Management Plan

Project Overview

Date: March 25, 2011

Route: FAI Route 39 (IL-39) and FAP Route 301 (US 20)

Job Number: P-92-111-06

Section: (201-3)K and (4-1,5)K

County: Winnebago

Contract No.: 64C62 and 64B13

Location/Description: I-39/US 20 Interchange Reconstruction

Project Duration: 3 Construction Contracts at 20 Months Each

Date of presentation/approval at Bi-Monthly Coordination Meeting:

Attachments:

- Location Map
- Traffic Control Specifications/Special Provisions
- Sequence of Work
- User delay analysis
- Level of Service analysis
- Monitoring documents
-
-
-
-
-
-
-
-
-
-

Project Description

Type of Work:

- Reconstruction
- 3R
- 3P
- SMART
- Bridge
- Culvert
- Signals
- Utility
- Intersection improvements
- Guardrail installation
- HSIP
- Maintenance
- Other (specify)

Summary of Proposed Improvement: Widen existing I-39/US 20 from 2 lanes each direction to 3 lanes plus auxiliary lanes. Reconfigure system interchange and Harrison Avenue interchange.

| Traffic/Operational Data | Existing Characteristics | Anticipated Construction Impact |
|--------------------------|--------------------------|---------------------------------|
| ADT | 63,800 | 63,800 |
| DHV | 6,380 | 6,380 |
| Posted Speeds | 65 | 45 |
| Capacity | | |
| User Delay | | |
| Queue | | |
| LOS | | |

Roles and Responsibilities

TMP Manager (Resident Engineer)

Name:

Contact Number:

Incident Management Coordinator

Name:

Contact Number:

Monitoring Coordinator

Name:

Contact Number:

Traffic Control Supervisor

Name:

Contact Number:

Squad Leader/Designer

Name:

Contact Number:

Temporary Traffic Control Plan

A. Construction Phasing/Staging Strategies

Existing number of lanes: 2

Number of lanes maintained: 2

Width of lanes maintained:

- Full Closure/Detour (requires review/approval from Detour Committee)
- Reduce lane width to maintain number of lanes
- Increase shoulder width to maintain number of lanes
- Lane shift to maintain number of lanes / runaround
- Two-way traffic on one side of divided facility (crossover)
- Lane closure and reduce width to maintain one lane
- Ramp closure(s)
- Freeway-to-freeway interchange closure
- Night work
- Weekend work
- Weekday off-peak
- Hourly restrictions
- Pedestrian detour or accommodations
- Use of alternate routes
- Analysis of similar projects
- Other (specify)

B. Temporary Traffic Control Devices

- Temporary signs
 - Warning
 - Regulatory
 - Guide/Information
- Changeable Message Signs
- Arrow Panels
- Channelizing Devices
- Temporary Pavement Markings
- Flaggers
- Uniformed officers for enforcement of traffic control configuration
- Temporary traffic signals
- Lighting Devices
- Temp concrete barrier
- Truck mounted attenuator
- Temporary rumble strips
- Other (specify)

C. Project Coordination Strategies

- Coordination with out-of-state projects
- Coordination with other IDOT projects
- Coordination with local projects
- Railroad coordination
- Permits
- Other (specify)

Indicate specific projects, if any, with which coordination will be required:

Temporary Traffic Control Plan, continued

D. Contracting Strategies

- A+B bidding
- Incentive/disincentive clauses
- Lane rental
- Ramp rental
- Other (specify)

Transportation Operations Plan

A. Demand Management Strategies

- Transit service improvements
- Transit incentives
- Shuttle services
- Ridesharing/carpooling incentives
- Park and ride promotion
- HOV lanes
- Variable work hours
- Other (specify)

B. Corridor/Network Management Strategies

- Signal timing/coordination improvements
- Temporary traffic signals
- Intersection improvements
- Bus turnouts
- Turn restrictions
- Parking restrictions
- Truck/heavy vehicle restrictions
- Separate truck lane(s)
- Ramp closures
- Coordination with adjacent construction sites
- Other (specify)

C. Work Zone Safety Management Strategies

- Temporary traffic signals
- Temporary traffic barrier
- Attenuators
- Temporary rumble strips
- Warning lights
- Construction safety supervisors/inspectors
- Traffic monitors/inspectors
- On-site safety training
- Other (specify)

Transportation Operations Plan, continued

D. Incident Management Strategies:

- Stakeholder incident management group email/fax list
- Emergency responders coordination
- Surveillance (closed circuit cameras, loop detectors)
- Media coordination
- Designated local detour routes
- Incident/emergency response plan
- Dedicated funding for police enforcement
- Dedicated emergency pull-off area
- Contingency plans
 - Stand by equipment
 - Stand by personnel
- Other (specify)

E. ITS Strategies

- Permanent systems (cameras, detectors, signs)
- Real time work zone information systems (RTWIS)
- Temporary, portable cameras
- Variable speed limits
- Queue detection
- Dynamic lane merge systems
- Website (traffic data, information, conditions)
- Automated fax/email updates
- Portable traffic detectors/sensors
- Ramp metering
- Temporary traffic management centers
- Other (specify)

Public Information Plan

- Media
- Lane closure web page
- Changeable message signs
- Temporary motorists information signs
- Dynamic speed message signs
- Web-based motorists information campaigns
- Freight informational campaigns
- Stakeholder updates/meetings
- Brochures/Flyers
- Public Information Meetings
- Other (specify)

Summary

Discuss proposed traffic management during construction. Include traffic/queuing analysis results, staging or other construction methods, their anticipated effect on the traveling public, and how these effects will be managed and/or minimized in order to meet the goals set forth by the Work Zone Mobility Rule. These goals are as follows:

SAFETY

1. Zero worker fatalities for traffic-related work zone crashes.
2. Reduce the number of motorist fatalities in traffic-related work zone crashes by 10% each year with the eventual goal of eliminating all of these fatalities. Eliminate crashes and resulting fatalities and serious injuries caused by queuing.
3. Reduce the number of work zone crashes by 5% from each prior year.

MOBILITY

Mobility shall be defined as moving road users efficiently through or around a work zone area (site specific or regionally) with a minimum delay compared to baseline travel when no work zone is present while not compromising safety. The following goals are thresholds for traffic mobility on projects which impact traffic flow:

1. Delays caused by work zones should not exceed five (5) minutes per mile of project length with a maximum of thirty (30) minutes above the normal recurring traffic delay. If a project is less than one mile in length, delays caused by work zones should not exceed five (5) minutes.
2. Queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

- Request for Exception to Compliance Required (Form Attached)
Summary of Exception Request:

Phase 1 US 20/I-39 between I-39 Interchange and Harrison Ave. Interchange

1. Stage 1

- a. US 20/I-39 – The outside lanes of US 20/I-39 will be closed during off peak hours to strengthen the outside shoulders.
- b. Mulford Road Bridge – Begin the construction of the abutments for the proposed Mulford Road structure over US 20/I-39. The Mulford Road approaches to the proposed structure will also begin.
- c. Perryville Road Bridge – Begin the construction of the abutments for the proposed Perryville Road structure over US 20/I-39. The Perryville Road approaches to the proposed structure will also begin.

2. Stage 2

- a. US 20/I-39 – The eastbound and westbound traffic will be shifted to the outside to utilize the shoulder strengthened in Stage 1 and the existing outside lane of US 20/I-39 to maintain two lanes of traffic. The proposed inside shoulder and inside lane will be reconstructed. The proposed inside lanes and shoulders for the structures over the Union Pacific and the Canadian National Railroads will be constructed.
- b. Mulford Road Bridge – The construction of the bridge abutments and approaches will continue from Stage 1. The pier will be constructed in the median. Beams will be set during off peak hours and rolling road closures will be utilized for a specific amount of time to set the beams. The deck and roadway approaches will be completed in Stage 2.
- c. Perryville Road Bridge – The construction of the bridge abutments and approaches will continue from Stage 1. The pier will be constructed in the median. Beams will be set during off peak hours and rolling road closures will be utilized for a specific amount of time to set the beams. The deck and roadway approaches will be completed in Stage 2 and the existing structure will be removed. The removal of the existing beams will be accommodated utilizing the same type of traffic control as setting the beams for the proposed structure.

3. Stage 3

- a. US 20/I-39 – The eastbound traffic will remain in the lane configuration from Stage 2. The westbound traffic will be shifted to the median lanes constructed in Stage 2. A westbound lane will be on each side of the centerline to avoid conflicts with the Mulford Road and Perryville Road piers and the inside parapet walls of the structures over the Union Pacific and Canadian National Railroads. The outside westbound lanes will be constructed during this phase, including the westbound lanes of the structures over the railroads.

4. Stage 4
 - a. US 20/I-39 – The westbound traffic is shifted to the westbound outside lanes constructed in Stage 3. The eastbound traffic will be shifted to the inside two lanes of the future westbound lanes. The outside eastbound lanes will be constructed during this phase, including the eastbound lanes of the structures over the railroads. The structures over the railroads will be completed in Stage 4.

Phase 2 Harrison Avenue Interchange

1. Stage 1
 - a. Temporary Ramps and temporary traffic signals will be constructed for Ramp AD and Ramp BC.
2. Stage 2
 - a. I-39 – The northbound and southbound traffic will be shifted to the outside lanes after the outside shoulders have been strengthened. The proposed median and inside lane will be reconstructed. The reconstruction of the structure over Harrison Avenue will begin with the inside lanes. The temporary ramps for ramps AD and BC will be utilized to maintain access to Harrison Avenue. Loop ramps AC and BD will be removed and the new entrance ramps for northbound and southbound traffic (Ramps A & D) will be constructed. The traffic movements that previously utilized ramps AC and BD will use the temporary ramps AD and BC to access Harrison Avenue.
3. Stage 3
 - a. I-39 –The northbound traffic will remain in the same lane configuration as Stage 2. The southbound traffic will be shifted to the newly constructed median and the lanes will be split around the median parapet wall of the structure over Harrison Ave., constructed in Stage 2. The outside southbound lanes of I-39 will be reconstructed through the interchange. The proposed southbound exit ramp (Ramp C) will be constructed. Temporary concrete barrier will be utilized to protect the construction area during the ramp construction. The remainder of the southbound structure over Harrison Avenue will be constructed as well. Existing Ramps CA, DB, and DA will be removed.
4. Stage 4
 - a. I-39 –The southbound traffic will be shifted to the outside lanes constructed in Stage 3. The northbound lanes will be shifted to the median lanes and the lanes will be split around the median parapet wall of the structure over Harrison Ave. constructed in Stage 2. The outside northbound lanes of I-39 will be reconstructed through the interchange. This also includes the remainder of the northbound

structure over Harrison Avenue. The northbound exit ramp (Ramp B) will be constructed. Temporary concrete barrier will be utilized to protect the construction area during the ramp construction. Ramp BC and temporary Ramp BD and Ramp CB will be removed. The westbound shoulders along Harrison Avenue, both median and outside, will be strengthened to accommodate traffic during Stage 5.

5. Stage 5

- a. Harrison Avenue – The westbound lanes of Harrison and the shoulders that were strengthened in Stage 4 will carry the westbound and eastbound lanes of Harrison Avenue. The westbound traffic will use the outside shoulder and the outside lane. The eastbound traffic will utilize the inside lane and median shoulder. The eastbound lanes will be reconstructed. During the reconstruction of the eastbound lanes, South Mall Drive will be closed and businesses will be accessed via Perryville Road and Vandiver Road. Access to the interchange ramps will be provided by temporary signals, thus full access will be provided at the interchange. Ramp AD and temporary Ramp AD will be removed. The south leg of Mill Road will be staged to provide access to Cherry Valley.

6. Stage 6

- a. Harrison Avenue – The eastbound lanes of Harrison Avenue, constructed in Stage 5, will carry the westbound and eastbound lanes of Harrison Avenue. The eastbound traffic will use the outside shoulder and the outside lane. The westbound traffic will utilize the inside lane and the temporary pavement in the median area. The westbound lanes will be reconstructed. During the reconstruction of the westbound lanes, access to the interchange ramps will be provided by temporary signals, thus full access will be provided at the interchange. Traffic will be shifted to the outside lanes in the proper directions for the completion of the Harrison Avenue median. Traffic will then be shifted to the median lanes and the ramp interchange islands will be completed. The north leg of Mill Road will be staged.

Phase 3 US 20/I-39 Interchange

1. Stage 1

- a. Temporary widening will be added to the left side of existing Ramp BD to accommodate Ramp BD traffic which will be shifted to the left to allow the proposed Ramp BD embankment and pavement to be constructed. The proposed Ramp BD structure over US 20 will also be completed. The specific traffic control along US 20 below the proposed structure will be determined based on the chosen

method of construction, but it could entail short term crossovers for US 20 to facilitate the construction of the straddle piers. The existing Ramp BD traffic will continue along the existing ramp pavement and shift to the east half of the I-39 existing southbound pavement near the Ramp AD terminal. Ramp AD access across the lane closure will be maintained. The proposed Ramp BD structures at Ramp DA and Linden Road will be completed using staged construction as shown in the Ramp Bridge Stage Construction Detail. The proposed Ramp DB structure over Linden Road will also be construction in Stage 1. Traffic on Linden Road during the construction of the proposed Ramp BD and Ramp DB structures will be maintained utilizing a lane closure and temporary traffic signals allowing two-way traffic with one travel lane. A portion of DB will also be constructed adjacent to the US 20 Ramp Terminal.

2. Stage 2

- a. Ramp BD traffic will utilize the new ramp pavement and structure. The Ramp BD traffic will shift to the pavement constructed in Stage 1 south of Ramp AD. This will allow the east half of the pavement to be reconstructed. The Ramp DB traffic will be shifted to Ramp DA while the east half of the northbound major divergence is constructed (Ramp DB portion). Access will be maintained to Ramp DB across the closed lanes and utilize the portion of Ramp DB constructed in Stage 1. Ramp DA traffic will be shifted to the west side of the existing structure carrying Ramp DA over existing Ramp BD. The east half of this structure will be removed and embankment and pavement constructed.

3. Stage 3

- a. The west half of the northbound major divergence (Ramp DA portion) will be constructed in this stage with the Ramp DA traffic shifted to the east half of the northbound major divergence. Ramp DA traffic will be shifted to the east side of the new structure carrying Ramp DA over existing Ramp BD, completed in Stage 2. The west half of the existing structure will be removed and embankment and pavement constructed.



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES & PLANS
FAI Route 39 (1-39) and FAP 301 (US 20)
Section (201-3)K & (4-1,5)R
Winnebago County
Job No. P-92-111-06
Contract No. 64C24 and 64B13
Access Justification Report: I-39 at US 20 (Harrison Avenue)

May 11, 2016

Mr. Dennis Bachman, P.E.
Federal Highway Administration - Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Bachman:

The Federal Highway Administration (FHWA) Division Office and the Illinois Department of Transportation have developed a consensus on proposed access concepts at coordination meetings, which are documented in the Access Justification Report (AJR) for the I-39 at US 20 (Harrison Avenue) interchange. The Department is seeking concept approval from FHWA for the diverging diamond interchange alternative.

Please sign the enclosed copy of this letter and return it in the envelope provided. Please contact Faith Duncan at (815) 284-5364 with additional questions or concerns.

5/16/16

Recommendation for Approval
FHWA Division Office Field Engineer Manager

Date

May 16, 2016

Approved
FHWA Division Office Division Administrator

Date

Sincerely,

Paul A. Loete, P.E.
Region Two Engineer

FD-0171/fd
Enclosures: 1 copy of the original letter, 1 self-addressed stamped envelope

ACCESS JUSTIFICATION REPORT
I-39 AT U.S. 20 (HARRISON AVENUE)
WINNEBAGO COUNTY
CONTRACT NOS. 64C24 & 64B13
JOB NO. P-92-111-06
PTB NO. 141-004

Prepared For:



Illinois Department of Transportation - District 2
819 Depot Avenue
Dixon, Illinois 61021


Prepared By:

HANSON PROFESSIONAL SERVICES INC.
1525 South Sixth Street
Springfield, Illinois 62703




MARCH 2016

Concept Approval



FHWA Division Office F.E.M.

5/16/16
Date



FHWA Division Administrator

5/16/16
Date



**Illinois Department
of Transportation**

Airport Coordination

Date: 3/23/2017
Route: FAI 39 (I-39) and FAP 301 (US 20)
Section: (201-3)K and (4-1,5)R

County: Winnebago
Contract No.: 64C62
Job No.: P-92-111-06

The following information is necessary in regard to Airport Coordination: *

- There is no Airport Coordination required.
- The above mentioned project is located within _____ of _____ . However, the nature of the improvement is such that the _____ obstruction clearance zone will not be penetrated; therefore, the proposed project will have no effect on existing flight patterns and further airport coordination is not required.
- Airport Coordination is required.
 - Coordination documents are included in the Phase I Report.
 - Coordination needs to be completed during Phase II. The Airport Coordinator shall be notified 15 months before project letting.
- Completed by the District 2 Airport Coordinator. * Name: Deana Hermes *DH*

Note to User: Hover your pointer/mouse to the left of the asterisks (*) above for additional instructions.

Please note: Coordination with FAA will be required.



Illinois Department of Transportation

Memorandum

To: George F. Ryan, Dist. 2 Attn: Steve Robery
From: Ralph E. Anderson By: Todd E. Ahrens
Subject: BRIDGES AND STRUCTURES
Date: November 24, 2008

DEC 2008
Received
11/27/08

FAI 39
Section (301-3)K & (4-1, 5)R
Winnebago County

P-92-111-06
SN 101-2025

I-39 over Madigan Creek

We have received the Bridge Condition Report for the above mentioned structure, sent with your memorandum dated September 8, 2008. The report recommends complete structure replacement and stage construction.

After reviewing the report, we have the following comments/recommendations.

1. Based on the condition and low HS rating of the structure and the reconstruction of I-39 / US-20 between I-39 and the Harrison Ave. interchange, we concur with your recommendation to replace the structure. The proposed culvert's number of cells and their size are subject to refinement during the hydraulic analysis.
2. Stage construction appears feasible based on the current geometry and condition of the structure.
3. We concur with the proposed structure width and cross section provided that it matches the approved approach roadway on the plan and profile sheet.
4. Please contact your district geotechnical engineer as boring data will be required at this structure. Our Foundations and Geotechnical Unit can be contacted if assistance is needed regarding the subsurface exploration requirements or if any existing boring or foundation data is desired.

The Bridge Condition Report is approved subject to these comments / recommendations. A Structure Geotechnical Report (SGR) and a TSL plan will be required whether the culvert is cast in place or precast. If you have any questions, please contact Tom Kurtenbach at 217-782-9254.

TLK/kkt1012025-20081124

cc: George F. Ryan, District 2 / Attn: Mahmoud Etemadi
George F. Ryan, District 2 / Attn: Jan Twardowski



Illinois Department of Transportation

Memorandum



To: George F. Ryan, Dist. 2 Attn: Ross Monk/ S. Robery
From: Ralph E. Anderson By: Todd E. Ahrens
Subject: BRIDGES AND STRUCTURES
Date: May 4, 2009

FAI Route 39
Section (201-3)K & (4-1,5)R
Winnebago County

P-92-111-06
SN 101-0067
101-0068

I 39 over Canadian National Railroad

We have received the Bridge Condition Report for the above-mentioned structure, sent with your memorandum dated December 31, 2008. The report recommends total structure replacement utilizing stage construction. The proposed replacement structure will have a 60 foot bridge clear width.

After reviewing the report, we have the following comments/recommendations

1. Based on the significant increase in the bridge width and inadequate capacity of the foundations caused by the increase in the deck elevation, we concur with total structure replacement. A TSL plan, SGR and a new structure number will be required. The length of the proposed structure and superstructure type are subject to refinement during the TSL plan phase.
2. We concur with the 60 foot bridge clear width.
3. Stage construction appears feasible.
4. Please notify your district geotechnical engineer that new boring data will be required at this structure. Our Foundations and Geotechnical Unit can be contacted if assistance is needed regarding the subsurface exploration requirements or if any existing boring or foundation data is desired.

The Bridge Condition Report is approved subject to these comments/recommendations. If you have any questions, please contact Curt Evoy at 217-785-7623.

CME/kkt10100670068-20090504

cc: George F. Ryan, Dist. 2 / Attn: Mahmoud Etemadi
George F. Ryan, Dist. 2 / Attn: Jan Twardowski



Illinois Department of Transportation

MAR 2009
Received
IDOT
DIST. TWO

To: George F. Ryan, Dist. 2 Attn: Ross Monk /S. Robery
From: Ralph E. Anderson By: Todd E. Ahrens
Subject: BRIDGES AND STRUCTURES
Date: March 27, 2009

FAI Route 39
Section (201-3)K & (4-1,5)R
Winnebago County

P-92-111-06
SN 101-0069, 0070

I 39 over Union Pacific Railroad

We have received the Bridge Condition Reports for the above-mentioned structures, sent with your memorandum dated December 31, 2008. The reports recommend total structure replacement utilizing stage construction. The proposed replacement structures will have a 60 foot bridge clear width.

After reviewing the reports, we have the following comments/recommendations

1. Based on the limited fatigue life of the original beams and the inadequate capacity of the foundations caused by the increase in the deck elevation, we concur with total structure replacement. A TSL plan, SGR and new structure numbers will be required. The length of the proposed structures and superstructure types are subject to refinement during the TSL plan phase.
2. We concur with the 60 foot bridge clear widths.
3. Stage construction appears feasible.
4. Please notify your district geotechnical engineer that new boring data will be required at this structure. Our Foundations and Geotechnical Unit can be contacted if assistance is needed regarding the subsurface exploration requirements or if any existing boring or foundation data is desired.

The Bridge Condition Reports are approved subject to these comments/recommendations. If you have any questions, please contact Curt Evoy at 217-785-7623.

CME/kkt1010069 0070-20090327

cc: George F. Ryan, Dist. 2 / Attn: Mahmoud Etemadi
George F. Ryan; Dist. 2 / Attn: Jan Twardowski

Jim Moll

From: Robery, Steven M [Steven.Robery@illinois.gov]
Sent: Tuesday, August 12, 2008 11:41 AM
To: Jim Moll
Subject: BCR's approvals for 0071,0072,0098,and 0131
Attachments: BCR Approvals 0071,0072,0098,0131.pdf

Jim, see attached BCR approval memos from the Central Bridge Office for 0071, 0072, 0098 and 0131. ²

Please note that 0135, 0137 and 0138 are also considered approved. They were not sent to the CBO since we do not anticipate any improvements across these structures as part of this project. The BCR's were reviewed and approved by our Bridge Maintenance Engineer, here in the District Office.

<<BCR Approvals 0071,0072,0098,0131.pdf>>

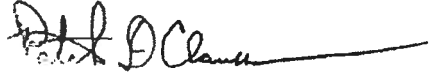
Steve Robery
Illinois Department of Transportation
District 2
819 Depot Avenue
Dixon, Illinois 61021-3500
Phone: 815/284-5512
Fax: 815/284-5486

Steven.Robery@illinois.gov



Illinois Department of Transportation

Memorandum

| | | |
|----------|------------------------|--|
| To: | Paul A. Loete, Dist. 2 | Attn: Craig A. Emberton |
| From: | D. Carl Puzey | By: Patrik D. Claussen |
| Subject: | Bridges and Structures |  |
| Date: | May 13, 2016 | |

FAI 39
Section (201)K, (4-1,5)R
Winnebago County

P-92-111-06
SN 101-0071
101-0072

I-39 over Harrison Ave.

We received the Bridge Condition Reports for the above referenced structures, which were submitted with your memorandum dated April 18, 2016. The proposed scope of work recommended in the reports is total structure replacement.

After reviewing the reports, we concur with the recommendation for the existing structures to be removed and replaced based on the proposed superelevation and the high cost of superstructure replacement.

The Bridge Condition Reports are approved subject to the following comments:

1. We have no objections to shortening the vertical curve to 960 ft. to improve the vertical clearance. Other options should be considered also, including shallower girders.
2. The replacement structure type, length, skew, and number of spans shall be determined during the TS&L plan phase.
3. Staged construction appears feasible.

Please contact Frank Sharpe at (217) 558-6260 with questions pertaining to this project.

FWS/kkt1010071 0072-20160513



Illinois Department of Transportation

Memorandum

To: George F. Ryan, District 2 Attn: Steve Robery
 From: Ralph E. Anderson By: Todd E. Ahrens
 Subject: BRIDGES AND STRUCTURES
 Date: August 5, 2008

Todd E. Ahrens (RAM)

FAI-39
 Section (201-3)K & (4-1,5)R
 Winnebago County

P-92-111-06
 SN 101-0098

Perryville Rd over US-20 / I-39

We have received the Bridge Condition Report for the above mentioned structure, sent with your memorandum dated June 10, 2008. The report recommends complete structure replacement, 40'-0" bridge clear width and stage construction.

After reviewing the report, we have the following comments/recommendations:

1. Based on the plan to reconstruct US-20 / I-39 below this structure we concur with your recommendation to replace the structure because of geometric conflicts. The length of the proposed structure, number of spans and superstructure type are subject to refinement during the TSL plan phase.
2. Stage construction appears feasible based on the current geometry and condition of the bridge.
3. We concur with the 40'-0" bridge clear width.
4. Please contact your district geotechnical engineer as boring data will be required at this structure. Our Foundations and Geotechnical Unit can be contacted if assistance is needed regarding the subsurface exploration requirements or if any existing boring or foundation data is desired.

The Bridge Condition Report is approved subject to these comments / recommendations. A Structure Geotechnical Report (SGR) and a TSL plan will be required. If you have any questions, please contact Tom Kurtenbach at 217-782-9254.

TLK/bam1010098-20080805
 cc: George F. Ryan, District 2 / Attn: Mahmoud Etemadi
 cc: George F. Ryan, District 2 / Attn: Jan Twardowski

| | | |
|-------------|---------|-----------------------------|
| RECEIVED | 224 113 | RECORDS & COMMUNICATIONS |
| | | PROJECT DEVELOPMENT |
| | | OPERATIONS |
| | | ADMINISTRATIVE SERVICES |
| | | LOCAL FUNDS |
| AUG 11 2008 | | |
| | | REGION ENGINEER |
| | | Confer with Region Engineer |
| | | Correspondence by _____ |
| | | Correspondence to _____ |



Illinois Department of Transportation

Memorandum

To: George F. Ryan, District 2 Attn: Steve Robery
 From: Ralph E. Anderson By: Todd E. Ahrens *Todd E. Ahrens (AMS)*
 Subject: BRIDGES AND STRUCTURES
 Date: August 5, 2008

FAI 39 P-92-111-06
 Section (201-3)K & (4-1,5)R SN 101-0131
 Winnebago County

Mulford Road over US-20 / I-39

We have received the Bridge Condition Report for the above mentioned structure, sent with your memorandum dated June 10, 2008. The report recommends complete structure replacement, a 40'-0" bridge clear width and stage construction.

After reviewing the report, we have the following comments/recommendations:

1. Based on the plan to reconstruct US-20 / I-39 below this structure we concur with your recommendation to replace the structure because of geometric conflicts. The length of the proposed structure, number of spans and superstructure type are subject to refinement during the TSL plan phase.
2. Stage construction appears feasible based on the current geometry and condition of the bridge.
3. We concur with the 40'-0" bridge clear width.
4. Please contact your district geotechnical engineer as boring data will be required at this structure. Our Foundations and Geotechnical Unit can be contacted if assistance is needed regarding the subsurface exploration requirements or if any existing boring or foundation data is desired.

The Bridge Condition Report is approved subject to these comments / recommendations. A Structure Geotechnical Report (SGR) and a TSL plan will be required. If you have any questions, please contact Tom Kurtenbach at 217-782-9254.

TLK/bam1010131-20080805

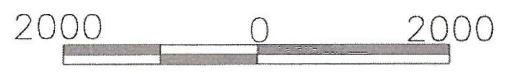
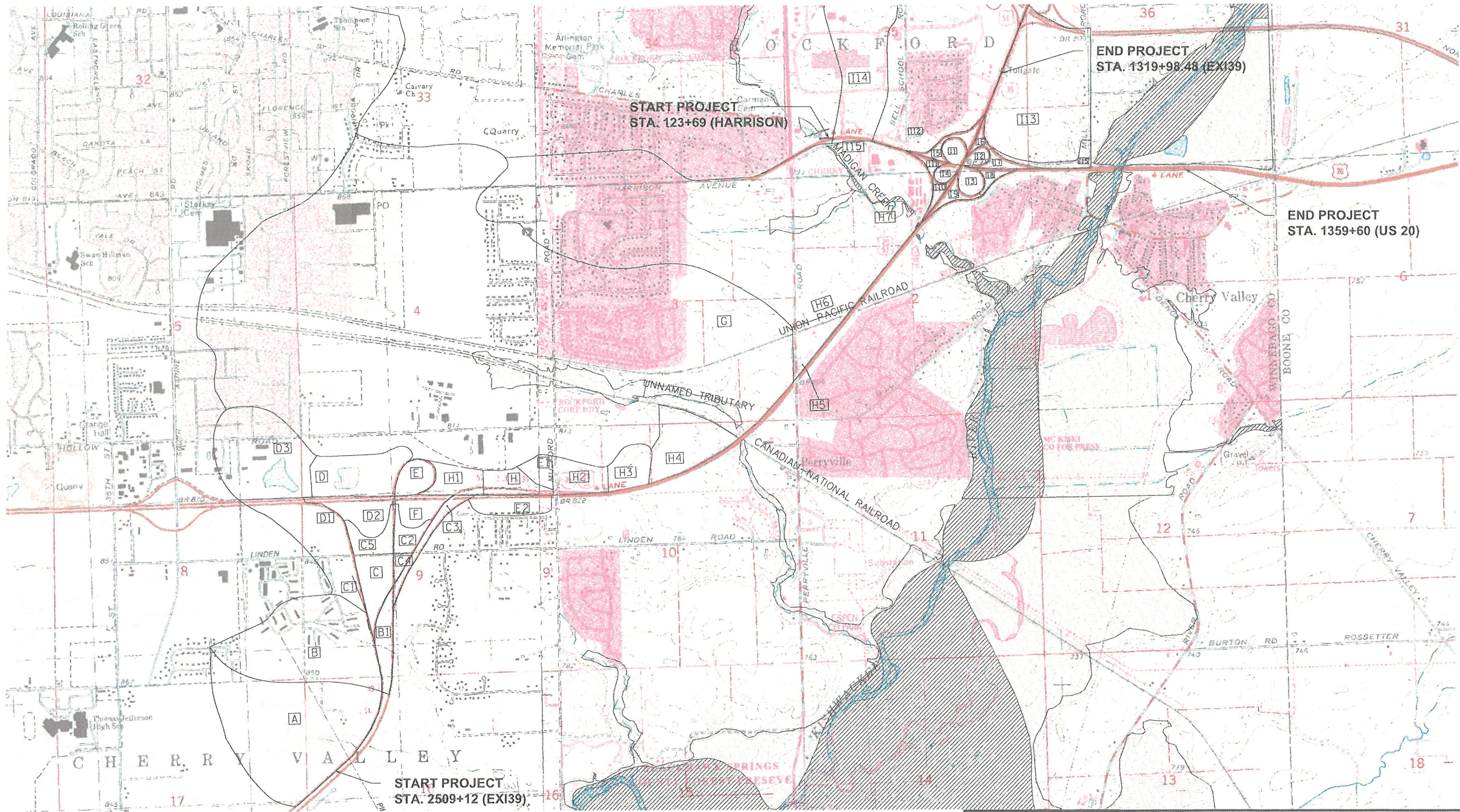
cc: George F. Ryan, District 2 / Attn: Mahmoud Etemadi
 cc: George F. Ryan, District 2 / Attn: Jan Twardowski

| | | |
|-------------------------------|-----|-------------------------|
| 100 | 100 | |
| | | PROGRAM DEVELOPMENT |
| | | PROJECT IMPLEMENTATION |
| | | OPERATIONS |
| | | ADMINISTRATIVE SERVICES |
| | | LOCAL ROADS |
| AUG 11 2008 | | |
| RE: BROWNSVILLE | | |
| Contact with Region Engineer | | |
| Correspondence for: [unclear] | | |
| Correspondence for: [unclear] | | |

APPENDIX D
EXISTING & PROPOSED DRAINAGE PLANS

General Location Drainage Map D-1
Existing Drainage PlanD-2 thru D-3
Proposed Drainage PlanD-4 thru D-7

1/4/2017 10:06:00 AM \\06S2055\CADD\Hyd\Mode\General_Location_Drainage_Map.dgn



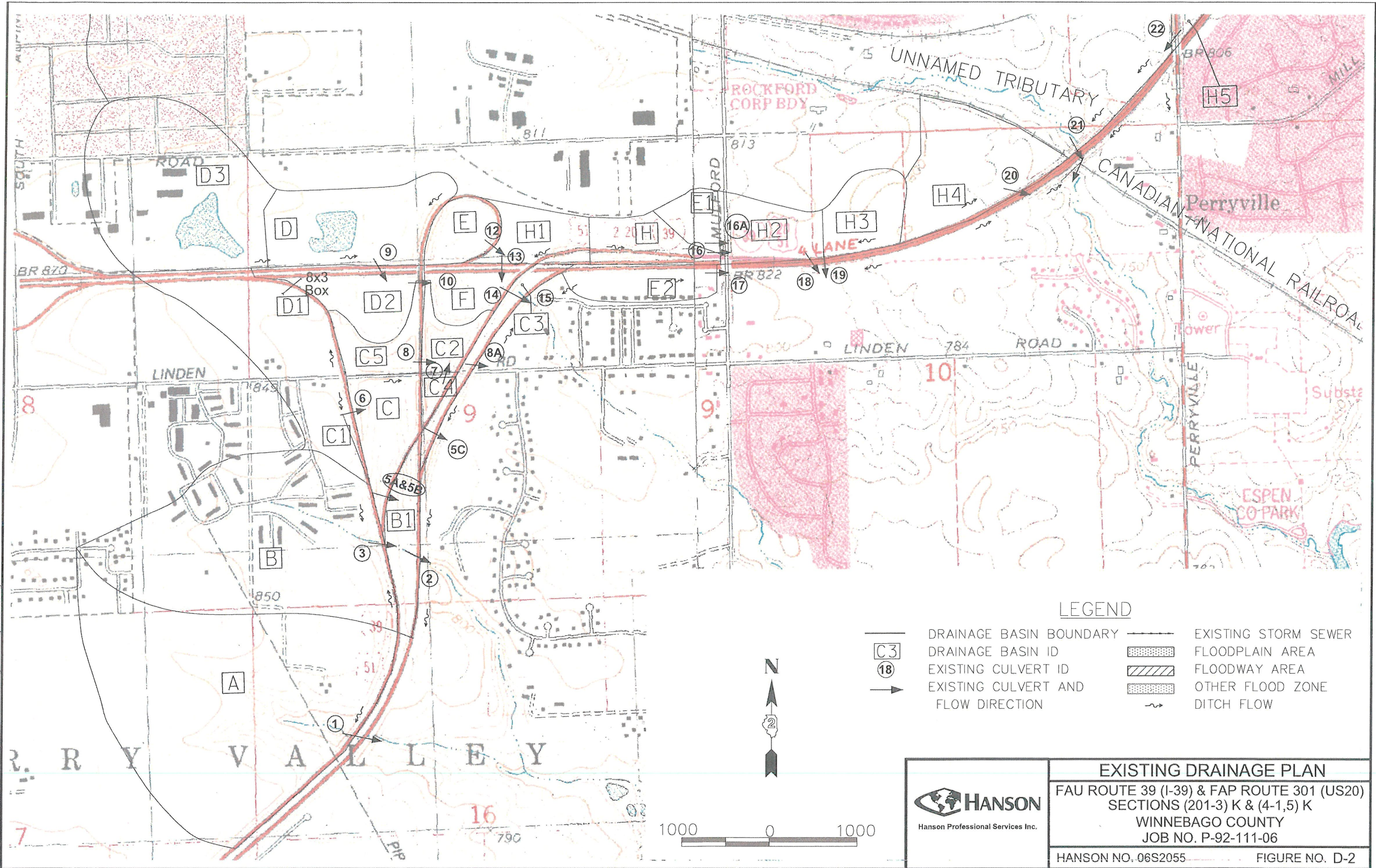
LEGEND

- DRAINAGE BASIN BOUNDARY
- DRAINAGE BASIN ID
- FLOODPLAIN AREA
- FLOODWAY AREA
- OTHER FLOOD ZONE



GENERAL LOCATION DRAINAGE MAP
 FAU ROUTE 39 (I-39) & FAP ROUTE 301 (US20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06
 HANSON NO. 06S2055 FIGURE NO. D-1

1/4/2017
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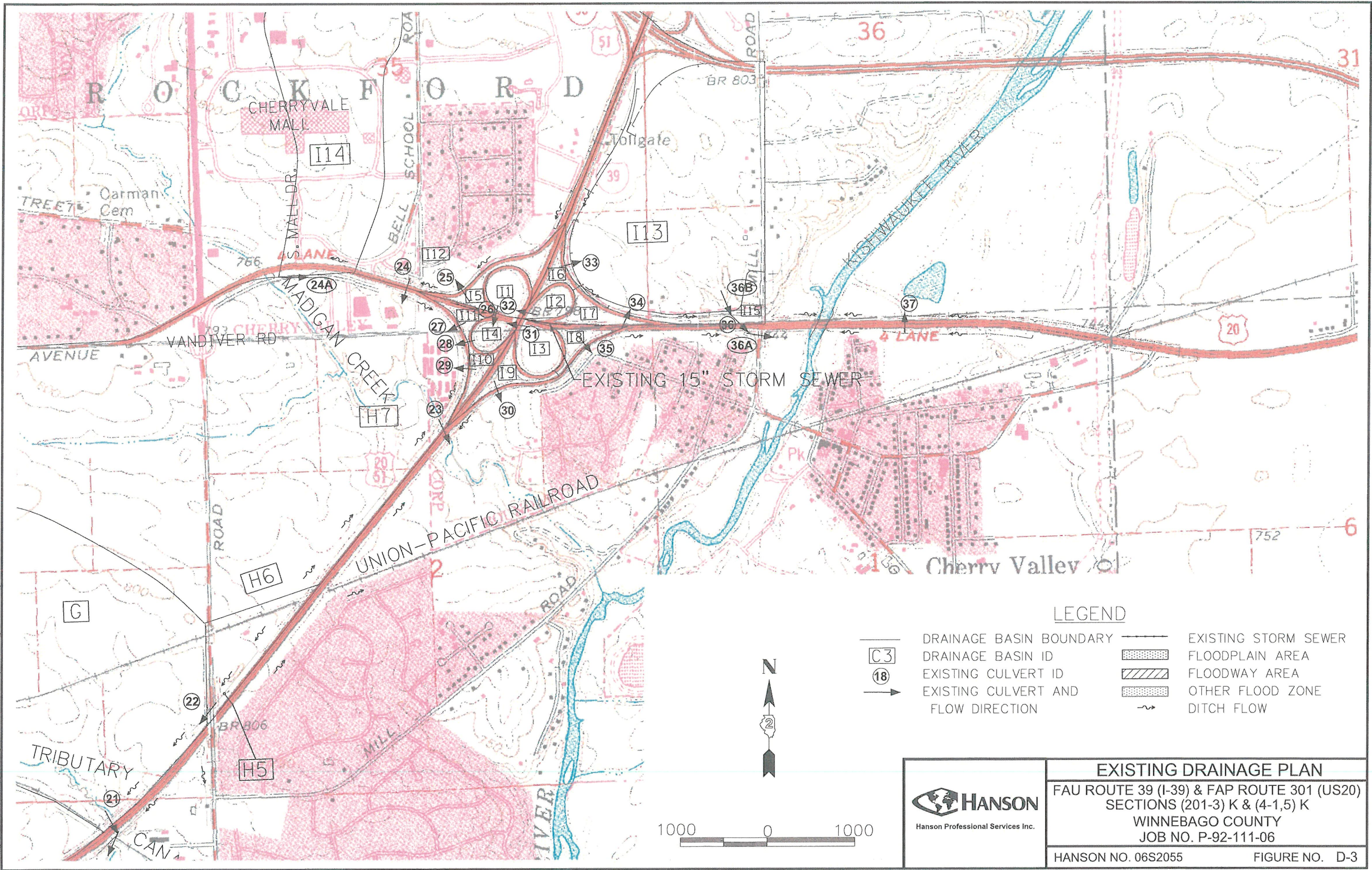
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- DRAINAGE BASIN BOUNDARY
- [C3] DRAINAGE BASIN ID
- (18) EXISTING CULVERT ID
- EXISTING CULVERT AND FLOW DIRECTION
- EXISTING STORM SEWER
- [Stippled] FLOODPLAIN AREA
- [Hatched] FLOODWAY AREA
- [Dotted] OTHER FLOOD ZONE
- ~ DITCH FLOW



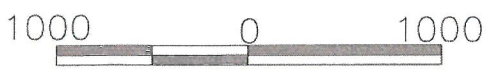
EXISTING DRAINAGE PLAN
 FAU ROUTE 39 (I-39) & FAP ROUTE 301 (US20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06
 HANSON NO. 06S2055 — FIGURE NO. D-2

1/4/2017
 mccc-00406
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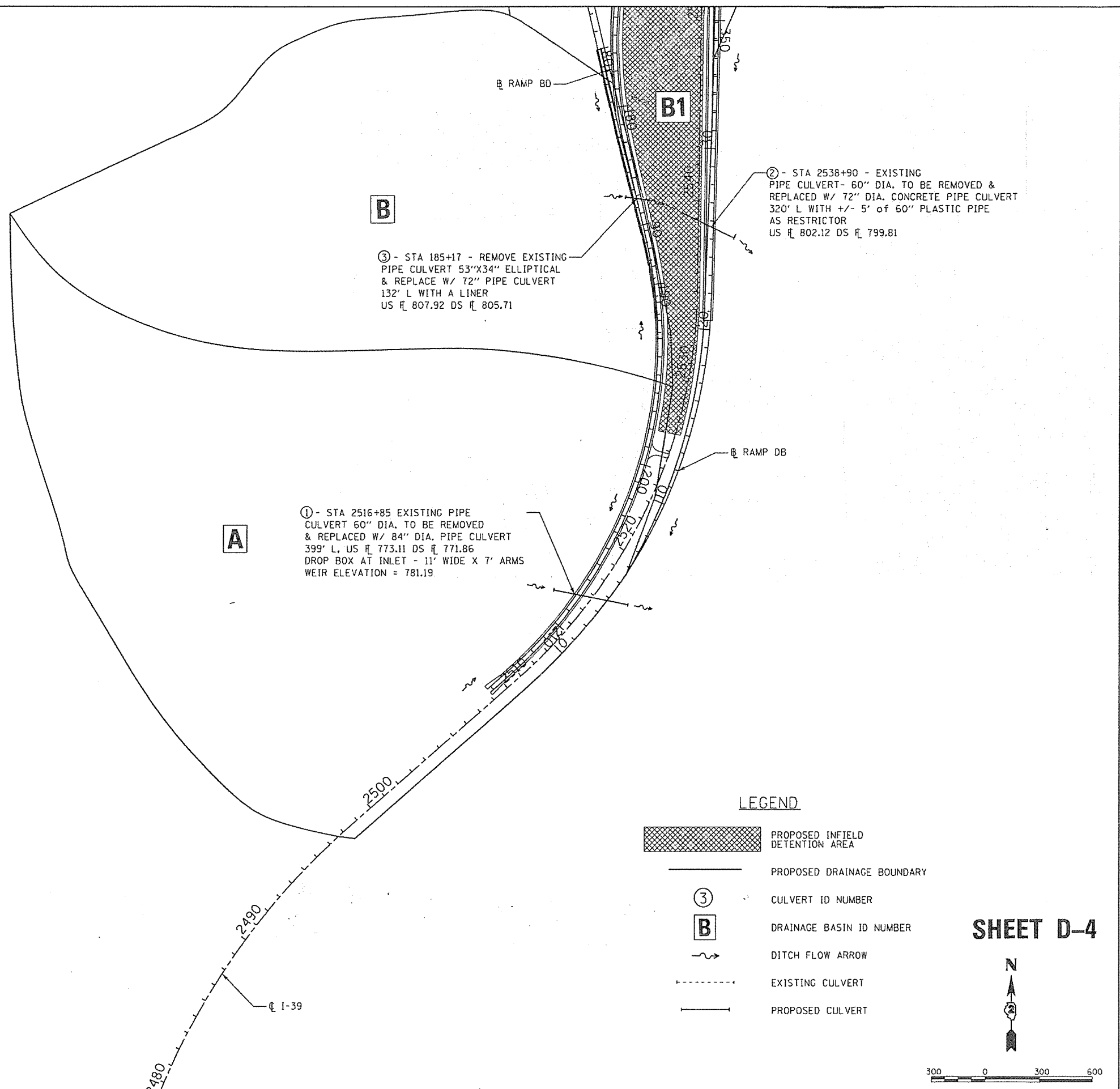


LEGEND


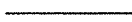



- | | | | |
|------|-------------------------------------|------------|----------------------|
| — | DRAINAGE BASIN BOUNDARY | — | EXISTING STORM SEWER |
| [C3] | DRAINAGE BASIN ID | [Stippled] | FLOODPLAIN AREA |
| (18) | EXISTING CULVERT ID | [Hatched] | FLOODWAY AREA |
| → | EXISTING CULVERT AND FLOW DIRECTION | [Dotted] | OTHER FLOOD ZONE |
| ~ | | ~ | DITCH FLOW |



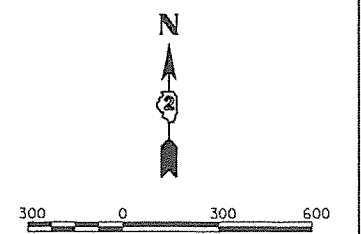
EXISTING DRAINAGE PLAN
 FAU ROUTE 39 (I-39) & FAP ROUTE 301 (US20)
 SECTIONS (201-3) K & (4-1,5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06
 HANSON NO. 06S2055 FIGURE NO. D-3



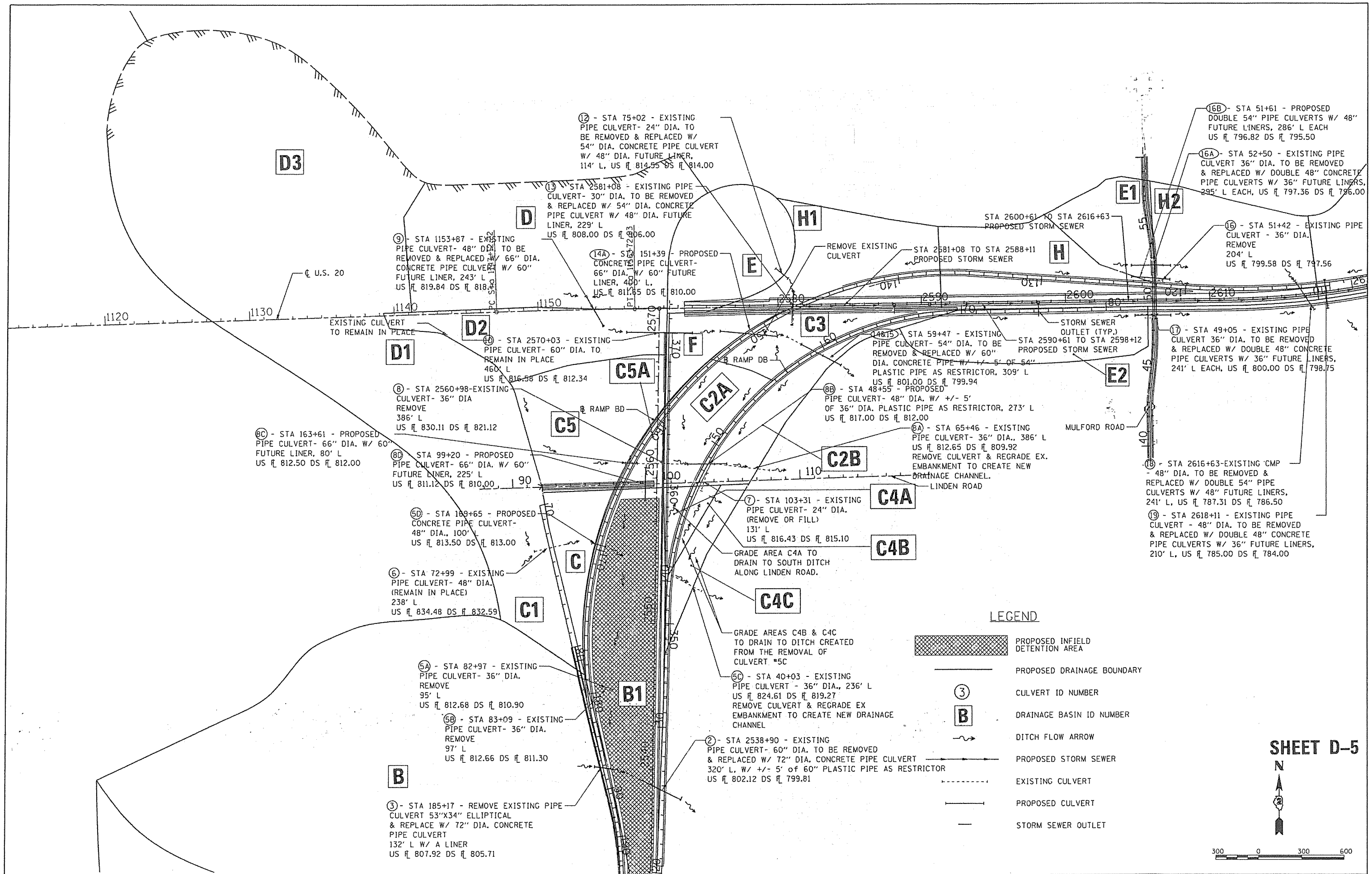
LEGEND

-  PROPOSED INFIELD DETENTION AREA
-  PROPOSED DRAINAGE BOUNDARY
- ③** CULVERT ID NUMBER
- B** DRAINAGE BASIN ID NUMBER
-  DITCH FLOW ARROW
-  EXISTING CULVERT
-  PROPOSED CULVERT

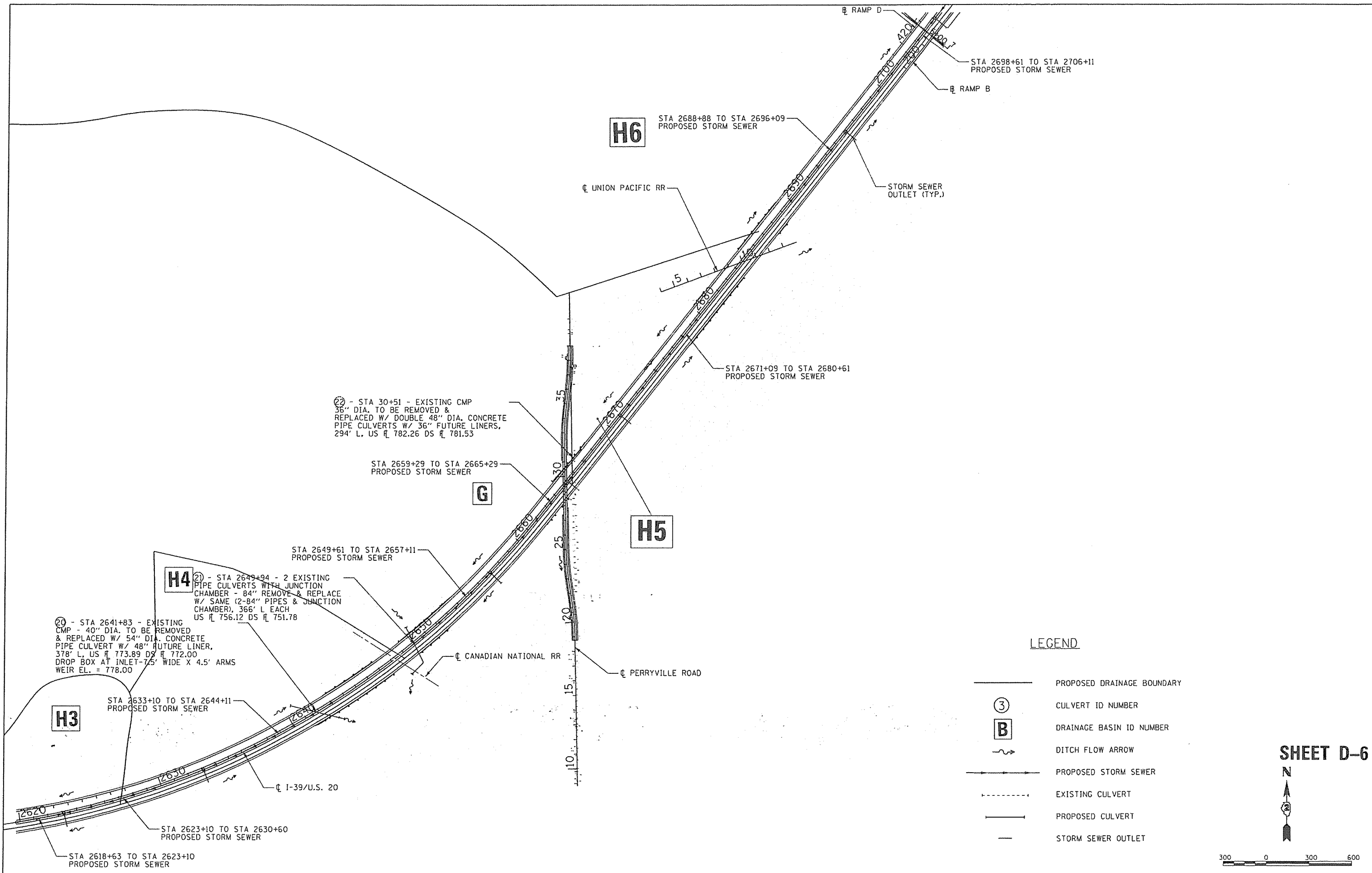
SHEET D-4



| | | | | | | | | | | |
|--|-----------------------|------------|-----------|---|---|---------------------|-------------------------|--------------|---|-----------|
| FILE NAME : | USER NAME = mcor00405 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20) PROPOSED DRAINAGE PLAN JOB NO. P-92-111-06 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| I:\06jobs\06S2055\CADD\Hyd\Sheet\c-7-dm-nage01.dgn | DRAWN - | REVISED - | 39 | | | (201-3)K & (4-1,5)R | WINNEBAGO | xx | 15 | |
| PLOT SCALE = 600.0000' / in. | CHECKED - | REVISED - | 06S2055 | | | CONTRACT NO. | | | | |
| SHEET 1 | PLOT DATE = 3/29/2017 | DATE - | REVISED - | | | SCALE: 1"=300' | SHEET NO. 1 OF 4 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | |



| | | | | | | | | | | | |
|--|-------------------------|------------|-----------|---|---|---------------------|--------------------------------------|---------|---------------------|---------------------------|-----------|
| FILE NAME = | USER NAME = mcaar-02406 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20) PROPOSED DRAINAGE PLAN JOB NO. P-92-111-06 | | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| IA\06\jobs\0652055\CADD\H\Sheet\c-7-dra-nage02.dgn | drawn02.dgn | DRAWN - | REVISED - | | 39 | (201-31K & (4-1.5)R | WINNEBAGO | xx | 76 | | |
| PLOT SCALE = 600.0000' / in. | CHECKED - | REVISED - | REVISED - | | 0652055 | | CONTRACT NO. | | | | |
| SHEET 2 | PLOT DATE = 3/29/2017 | DATE - | REVISED - | | SCALE: 1"=300' | | SHEET NO. 2 OF 4 SHEETS STA. TO STA. | | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | |



LEGEND

- PROPOSED DRAINAGE BOUNDARY
- ③ CULVERT ID NUMBER
- B** DRAINAGE BASIN ID NUMBER
- DITCH FLOW ARROW
- PROPOSED STORM SEWER
- - - - - EXISTING CULVERT
- PROPOSED CULVERT
- STORM SEWER OUTLET

SHEET D-6



| | | | | | | | | | | | | |
|--|-----------------------|------------|-----------|---|---|-------------------------|----------------|--|------------------|-----------------|--------------|--|
| FILE NAME = I:\06\jobs\06S2055\CAOD\Hyd\Sheet\c-7\drainage03.dgn | USER NAME = mcor00406 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20) PROPOSED DRAINAGE PLAN JOB NO. P-92-111-06 | | F.A.J. RTE. 39 | SECTION (201-31K & (4-1.5)R) | COUNTY WINNEBAGO | TOTAL SHEETS xx | SHEET NO. 77 | |
| PLOT SCALE = 600.0000' / in. | PLOT DATE = 3/29/2017 | DRAWN - | REVISED - | | SCALE: 1"=300' | SHEET NO. 3 OF 4 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT CONTRACT NO. | | | | |
| | | CHECKED - | REVISED - | | | | | | | | | |
| | | DATE - | REVISED - | | | | | | | | | |

**APPENDIX E
PUBLIC INVOLVEMENT**

Public Meeting #1, October 25, 2007

| | |
|-------------------------------------|-----------------------|
| Announcements..... | E-1 thru E-3 |
| Letters to Officials | E-4 thru E-18 |
| Handouts | E-19 thru E-26 |
| Sign in Sheets | E-27 thru E-29 |
| Comments and Responses | E-30 thru E-40 |
| Summary | E- 41 |

Public Meeting #2, March 23, 2017

| | |
|-------------------------------------|-------------------------|
| Announcements..... | E-42 thru E-44 |
| Letters to Officials | E-45 thru E-59 |
| Handouts..... | E-60 thru E-62 |
| Sign in Sheets | E-63 thru E-65 |
| Comments and Responses | E- 66 thru E-110 |

| | |
|------------------------------------|-------------------------|
| Other Public Comments | E-111 thru E-127 |
|------------------------------------|-------------------------|



Illinois Department of Transportation

PUBLIC INFORMATIONAL OPEN HOUSE

The Illinois Department of Transportation has initiated a Phase I preliminary engineering study to evaluate alternatives for adding lanes on I-39/US 20/US 51 from the I-39/US 20 Interchange to the Harrison Avenue Interchange. The study also includes evaluation of alternative designs to improve these interchanges. The Department will be conducting a Public Informational Open House to encourage input from the public regarding this improvement project. Noise abatement measures are being investigated for possible implementation as part of this project. This noise study has not yet been completed; therefore, specific discussions regarding noise abatement considerations will be deferred to the next public meeting which is anticipated to be held in mid to late 2008.

DATE, TIME & LOCATION

THURSDAY, October 25, 2007
1:00 P.M. – 6:00 P.M.

CHERRY VALLEY VILLAGE HALL
806 STATE STREET
CHERRY VALLEY, IL 61016

PURPOSE

VIEW GRAPHICS AND DISPLAYS
DISCUSS DESIGN CONCEPTS
ANSWER QUESTIONS
OBTAIN PUBLIC COMMENT AND INPUT

This meeting will be held in an Open House format and a formal presentation will not be made. Persons are invited to attend at any time during the hours listed above. Project team representatives will be available to explain the project and answer questions.

The meeting will be accessible to persons with a disability in compliance with current Accessibility Standards prepared by the Capital Development Board. Persons with a disability planning to attend and needing special accommodations should contact Steve Robery, Project Coordinator, Illinois Department of Transportation, 819 Depot Avenue, Dixon, IL 61021, at least five days prior to the meeting. The contact may be in writing, by telephone at (815) 284-5512, by fax at (815) 284-5486, or by telecommunications device for the deaf (TTY) (815) 284-1667.

Door County vacations donated to troops coming back from overseas

THE ASSOCIATED PRESS

MILWAUKEE — Less than a week after he returned from a tour of duty in Iraq, Navy Seabee Craig Nelson was vacationing in Door County.

The father of five teenagers, who lives near Peoria, Ill., didn't think he could afford a vacation when his wife suggested it in an e-mail. But when Nicki Nelson mentioned it wouldn't cost anything, he embraced the opportunity.

Thanks to a new group, the Nelsons and dozens of other military families have enjoyed free trips upon their return from duty.

Operation Welcome Homes began in 2005 when Don Rubin and his wife, Barbara Winer, stood outside their Fish Creek home

and looked at the dozens of others on their block. Many are vacation homes, and at the time, plenty were empty.

"We thought, 'Why can't some of these be donated for military troops coming back from Iraq or Afghanistan as a way of thanking them for what they did?'" said Rubin,

a tax attorney.

Since then, Rubin has signed up a couple dozen cottage owners, as well as resorts, inns and motels in Door County. About 50 military families, the bulk from Wisconsin, have taken part. The group has even arranged stays in Disney World and Daytona Beach.

The Ten Commandments PG

www.tencommandmentsmovie.com

MOBILE USERS: For Showtimes - Text TEN and your ZIP CODE to 43KIX (43549)

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round-trip companion airfare for free. Minimum two (2) night
 itinerary as regular fare passenger. Must be purchased by
 11/30/07. Not available Nov. 25-26, Dec. 26-31, 2007; Jan. 1-3; Feb.
 1-2. Segment tax of Sept. 11 security fee of up to \$10.40 per seg-
 ment. Legally when booked at www.allegiantair.com or through an
 agent. Air call center will cost an additional \$5.00 per segment.
 Segment is defined as one take-off and one landing. Fares are
 based on published fares for fully purchased tickets.

Illinois Department of Transportation

PUBLIC INFORMATIONAL OPEN HOUSE

The Illinois Department of Transportation has initiated a Phase I preliminary engineering study to evaluate alternatives for adding lanes on I-39/US 20/US 51 from the I-39/US 20 Interchange to the Harrison Avenue Interchange. The study also includes evaluation of alternative designs to improve these interchanges. The Department will be conducting a Public Informational Open House to encourage input from the public regarding this improvement project. Noise abatement measures are being investigated for possible implementation as part of this project. This noise study has not yet been completed; therefore, specific discussions regarding noise abatement considerations will be deferred to the next public meeting which is anticipated to be held in mid to late 2008.

DATE, TIME & LOCATION
 THURSDAY, October 25, 2007
 1:00 P.M. – 6:00 P.M.

CHERRY VALLEY VILLAGE HALL
 806 STATE STREET
 CHERRY VALLEY, IL 61016

PURPOSE
 VIEW GRAPHICS AND DISPLAYS
 DISCUSS DESIGN CONCEPTS
 ANSWER QUESTIONS
 OBTAIN PUBLIC COMMENT AND INPUT

This meeting will be held in an Open House format and a formal presentation will not be made. Persons are invited to attend at any time during the hours listed above. Project team representatives will be available to explain the project and answer questions.

The meeting will be accessible to persons with a disability in compliance with current Accessibility Standards prepared by the Capital Development Board. Persons with a disability planning to attend and needing special accommodations should contact Steve Robery, Project Coordinator, Illinois Department of Transportation, 819 Depot Avenue, Dixon, IL 61021, at least five days prior to the meeting. The contact may be in writing, by telephone at (815) 284-5512, by fax at (815) 284-6488, or by telecommunications device for the deaf (TTY) (815) 284-1667.

'No-candy' signs to warn kids, parents

THE ASSOCIATED PRESS

BALTIMORE — To discourage contact with children, some registered sex offenders in Maryland will be asked to post signs at their homes that say "No Candy at This Residence," on Halloween.

For the second straight year, parole and probation agencies plan to team with local police to dissuade sex offenders who are not allowed to have contact with children from participating in the holiday.

"We actually print out the signs for the offenders and hand them to them," said Elizabeth Bartholomeu, spokeswoman for Division of Parole and Probation. "We expect them to post the signs."

The program is based on similar initiatives in other states. Last year, no sex offenders in Maryland violated their parole or probation, Bartholomeu said.

The effort is particularly

CONCERNED

"We actually print out the signs for the offenders and hand them to them. We expect them to post the signs."

— Elizabeth Bartholomeu, spokeswoman for Division of Parole and Probation

increase in Baltimore, home to more than 200 offenders who are barred from contact with children.

In addition to the signs, all such offenders have been advised in a letter to stay home from 6 p.m. on Halloween until the next morning, leave their lights off and refuse to answer their doors.

Offenders can arrange with their parole or probation officers to be elsewhere that night, and accommodations can be made for offenders who abide by the restrictions but don't want to post the signs, she said.

S&M death raises questions of who's legally responsible

THE ASSOCIATED PRESS

LYNN, Mass. — Adrian Exley was wrapped in plastic, then bound with duct tape. A leather hood was over his head with a thin plastic straw inserted so that he could breathe, and he was shut up in a closet.



Adrian Exley

The way it ended — with Exley suffocating — was not what he had in mind when he traveled from Britain for a bondage session with a man he had met online.

Gary LeBlanc, a 48-year-old executive, detailed his responsibility in a five-page suicide note. Now the question is: Because Exley con-

sented to the play, can LeBlanc be held responsible?

Exley's family is suing LeBlanc's estate for unspecified damages, claiming wrongful death. "There's definitely the whole spectrum of thought on what really happened — whether it was a consent issue, or negligence or misunderstanding," said Vivienne Kramer, a member of New England Leather Alliance.

It was Exley's mother, Maggie Harper, who decided to sue LeBlanc's estate.

"We decided that we didn't want Gary's last wish on being granted when Adrian's couldn't be," she said. "Why should Gary be able to kill my son, bury my son, cheat himself and still get his own way?"

| | |
|---|--|
| <p>FLU & PNEUMONIA SHOTS</p> <p>FLU SHOT \$30 or covered by Medicare Part B or by IVA Medical Card (no cost to you) or OSF Care Preferred</p> <p>PNEUMONIA SHOT \$45 or covered by Medicare Part B (no cost to you) or OSF Care Preferred</p> <p>FOR MORE INFORMATION: (615) 720-4250</p> <p>WCHD Winnebago County Health Department www.wchd.org</p> | <p>Dates/Locations</p> <p>Monday, October 22 Windsor Hill of Cherry Valley Tuesday to 12:00pm Tuesday, October 23 Barnes and Noble Wednesday, October 24 Barnes and Noble 1:30 pm to 3:00pm Wednesday, October 24 Barnes and Noble Thursday, October 25 Windsor Hill of Cherry Valley Friday, October 26 Windsor Hill of Cherry Valley Saturday, October 27 Windsor Hill of Cherry Valley Sunday, October 28 Windsor Hill of Cherry Valley Monday, October 29 Windsor Hill of Cherry Valley Tuesday, October 30 Windsor Hill of Cherry Valley Wednesday, October 31 Windsor Hill of Cherry Valley Thursday, October 31 Windsor Hill of Cherry Valley Friday, October 31 Windsor Hill of Cherry Valley Saturday, October 31 Windsor Hill of Cherry Valley Sunday, October 31 Windsor Hill of Cherry Valley</p> |
|---|--|

Illinois Department of Transportation

PUBLIC INFORMATIONAL OPEN HOUSE

The Illinois Department of Transportation has initiated a Phase I preliminary engineering study to evaluate alternatives for adding lanes on I-39/US 20S from the I-39/US 20 interchange to the Harrison Avenue interchange. The study also includes evaluation of alternative options to improve these interchanges. The Department will be conducting a Public Informational Open House to encourage input from the public regarding this improvement project. Noise abatement measures are being investigated for possible implementation as part of this project. This notice study has not yet been completed. Therefore, specific discussions regarding noise abatement considerations will be deferred to the next public meeting which is anticipated to be held in mid to late 2008.

DATE, TIME & LOCATION
THURSDAY, OCTOBER 25, 2007
1:00 P.M. - 5:00 P.M.
CHERRY VALLEY VILLAGE HALL
504 STATE STREET
CHERRY VALLEY, IL 61011

PURPOSE
VIEW GRAPHICS AND DISPLAYS
DISCUSS DESIGN CONCEPTS
ANSWER QUESTIONS
OBTAIN PUBLIC COMMENT AND INPUT

This meeting will be held in an Open House format and a signed permission will not be needed. Projects are under development and subject to change. Project team representatives will be available to explain the project and answer questions.

This meeting will be conducted in compliance with a checklist of conditions with current Department of Transportation Policy Manual. The meeting will be held in compliance with the Department of Transportation Policy Manual. The meeting will be held in compliance with the Department of Transportation Policy Manual.

Divers discover 1868 shipwreck

THE ASSOCIATED PRESS

ANCHORAGE, Alaska — A private dive team has discovered the wreckage of an American ship that sank off the south-central Alaska coast 139 years ago.

The Turret sank in Cook Inlet in 1868 after tidal currents rammed it into a reef south of the Kasilof Peninsula. Documents from the period show that all 133 people on board survived.

The U.S. had purchased Alaska from Russia less than a year earlier, and about 130 soldiers had come north on the Turret to build the first U.S. military fort in south-central Alaska.

The shipwreck is the oldest American wreck ever found in Alaska.

"It's a very significant find because it's right after the purchase, during the transition from Russian to American authority," said Judy



Steve Lloyd holds a camera during a July dive from the remains of Turret which sank near Sitka near the Kasilof Peninsula in Alaska.

state officials, who wanted more time to document the site before any looting arrives. Its discovery was announced Monday.

An array of objects, from guns, cannons, shoes and plates, are hidden beneath the broad leaves of giant kelp beds or concealed in caverns and crevices among massive boulders, Lloyd said.

Big finds include the two anchors, sections of hull and heavy bronze rudder hinges weighing about 100 lbs.

About 2,500 ships have wrecked off the Alaska coast since Russian explorers first arrived in 1741, according to Mike Barwell, a cultural anthropologist for the Federal Minerals Management Service. A partial database on the service's Web site lists Japanese submarines and fishing trawlers, Russian freighters and New England whaling ships, among others.

lled by Steve Lloyd, owner of Anchorage's largest food-podcast back store, found remains of the wreckage in July. They kept the discovery secret at the request of

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|---|--|

LEXUS OF ROCKFORD
6551 E. State St. Rockford, IL 61108
815.397.8900

www.lexusofrockford.com * Hours: Mon. - Fri. 9am-6pm, Sat. 9am-5pm, Sun. Closed

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Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

**PROGRAM DEVELOPMENT
STUDIES AND PLANS**
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Honorable Richard Durbin
United States Senator
525 South 8th St.
Springfield, IL 62703

Dear Senator Durbin:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

If you have any questions regarding this meeting, please contact Masood Ahmad at 815/284-5510.

Sincerely,

George F. Ryan, P. E.
Deputy Director of Highways,
Region Two Engineer

PL-0131
Attachment

bc: Director of Highways
Nicholas C. Williams, Director of Governmental Affairs
Clayton K. Harris, Chief of Staff
Brice A. Sheriff, Chief of Operations

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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Honorable Barack Obama
United States Senator
607 East Adams Street
Springfield, IL 62701

Dear Senator Obama:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Deputy Director of Highways,
Region Two Engineer

PL-0131
Attachment

bc: Director of Highways
Nicholas C. Williams, Director of Governmental Affairs
Clayton K. Harris, Chief of Staff
Brice A. Sheriff, Chief of Operations

BARACK OBAMA
ILLINOIS

United States Senate
WASHINGTON, DC 20510

COMMITTEES
HEALTH, EDUCATION, LABOR AND PENSIONS
HOMELAND SECURITY AND
GOVERNMENTAL AFFAIRS
FOREIGN RELATIONS
VETERANS' AFFAIRS

October 3, 2007

Mr. George F. Ryan, P.E.
Illinois Department Of Transportation
819 Depot Avenue
Dixon, IL 61021-3500

Dear George,

Thank you for your invitation to Senator Barack Obama. He is pleased and honored by the opportunity to attend the public informational open house. Unfortunately, his schedule precludes him from joining you at this time.

As a United States Senator, Senator Obama receives hundreds of requests to attend and participate in events throughout Illinois and around the country. Given these demands, it is simply impossible to accept all of the important invitations like yours that we receive. The Senator does hope that you will continue to keep him in mind for future events.

Please accept our best wishes and thank you again for including Senator Obama in your plans.
Sincerely,

Kathy Harrington
Kathy Harrington
Director of Downstate Scheduling

Office of U.S. Senator Barack Obama
607 East Adams, Suite 1520
Springfield, Illinois, 62701
(217) 492-5089

Washington Office
713 Hart Senate Office Building
WASHINGTON, DC 20510
Tel (202) 224-4800
Fax (202) 224-4800

Chicago Office
238 S. Dearborn
Suite 3000
Chicago, IL 60604
Tel (312) 886-3514
Fax (312) 886-3514

Springfield Office
607 East Adams
Suite 1520
Springfield, IL 62701
Tel (217) 492-5089
Fax (217) 492-5089

Madison Office
701 Madison
Madison, IL 62201
Tel (618) 397-2800
Fax (618) 397-2800

Missouri Office

Stamp: RECEIVED
U.S. SENATOR BARACK OBAMA
OPERATIONS
ADMINISTRATIVE SERVICES
LOCAL INQUIRY
OCT 03 2007
Contact Center: 202-224-4800
Contact: 202-224-4800
Contact: 202-224-4800
Contact: 202-224-4800



Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT
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Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Honorable Donald Manzullo
Member of Congress
415 South Mulford Road
Rockford, IL 61108

Dear Congressman Manzullo:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

If you have any questions regarding this meeting, please contact Masood Ahmad at 815/284-5510.

Sincerely,
George F. Ryan
George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

PL-0131
Attachment

cc: Director of Highways
Nicholas C. Williams, Director of Governmental Affairs
Clayton K. Harris, Chief of Staff
Brice A. Sheriff, Chief of Operations

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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007
Honorable J. Bradley Burzynski
State Senator
200 S. Wyman, State of Illinois Bldg., Ste. 301
Rockford, IL 61101

Dear Senator Burzynski:
Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

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Deputy Director of Highways,
Region Two Engineer

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Nicholas C. Williams, Director of Governmental Affairs
Clayton K. Harris, Chief of Staff
Brice A. Sheriff, Chief of Operations

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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007
Honorable Dave Syverson
State Senator
200 S. Wyman #302
Rockford, IL 61102

Dear Senator Syverson:
Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

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Deputy Director of Highways,
Region Two Engineer

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Nicholas C. Williams, Director of Governmental Affairs
Clayton K. Harris, Chief of Staff
Brice A. Sheriff, Chief of Operations

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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007
Honorable Charles Jefferson
State Representative
200 S. Wyman #304
Rockford, IL 61102

Dear Representative Jefferson:
Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Deputy Director of Highways,
Region Two Engineer

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cc: Director of Highways
Nicholas C. Williams, Director of Governmental Affairs
Clayton K. Harris, Chief of Staff
Brice A. Sheriff, Chief of Operations

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Winnebago County
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PTB 141/004

October 4, 2007
Honorable Ronald A. Wait
State Representative
411 South State Street
Belvidere, IL 61008

Dear Representative Wait:
Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

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Deputy Director of Highways,
Region Two Engineer

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cc: Director of Highways
Nicholas C. Williams, Director of Governmental Affairs
Clayton K. Harris, Chief of Staff
Brice A. Sheriff, Chief of Operations



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

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 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

October 4, 2007
 Honorable Dave Winters
 State Representative
 3444 N. Main St., Suite 80
 Rockford, IL 61103

Dear Representative Winters:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

George F. Ryan, P. E.
 Deputy Director of Highways,
 Region Two Engineer

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cc: Director of Highways
 Nicholas C. Williams, Director of Governmental Affairs
 Clayton K. Harris, Chief of Staff
 Bruce A. Sheriff, Chief of Operations



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 PTB 141/004

October 4, 2007
 Honorable Fred Breerton
 Mayor, City of Belvidere
 401 Whitney Blvd.
 Belvidere, IL 61008

Dear Mayor Breerton:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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 Deputy Director of Highways,
 Region Two Engineer

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Division of Highways / Region 2 / District 2
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Telephone 815/284-2271

PROGRAM DEVELOPMENT
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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Joe Caveny
Public Works Director, Village of Cherry Valley
806 E. State Street
Cherry Valley, IL 61016

Dear Mr. Caveny:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Deputy Director of Highways,
Region Two Engineer

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Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Scott Christiansen
Winnebago County Board Chairman
404 Elm St. 504
Rockford, IL 61101

Dear Mr. Christiansen:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007
Mr. Jim Claeysen
Village President
110 S. Lawrence Street
Cherry Valley, IL 61016

Dear Mr. Claeysen:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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George F. Ryan, P. E.
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Region Two Engineer

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Winnebago County
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PTB 141/004

October 4, 2007
Mr. Steve Ernst
Rockford Traffic Engineer / RATS Study Director
425 East State Street
Rockford, IL 61104

Dear Mr. Ernst:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Region Two Engineer

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October 4, 2007

Mr. Tim Hanson
Acting Director of Public Works, City of Rockford
425 East State Street
Rockford, IL 61104

Dear Mr. Hanson:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Deputy Director of Highways,
Region Two Engineer

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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Michael Hine
Federal Highway Administration
3250 Executive Park Dr.
Springfield, IL 62703

Dear Mr. Hine:

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George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

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Division of Highways / Region 2 / District 2
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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Jon Hollander
City Engineer, City of Rockford
425 East State Street
Rockford, IL 61104

Dear Mr. Hollander:

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Deputy Director of Highways,
Region Two Engineer

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Division of Highways / Region 2 / District 2
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**PROGRAM DEVELOPMENT
STUDIES AND PLANS**
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Rich Lundin
Boone County Engineer
9759 IL Rt. 76
Belvidere, IL 61008

Dear Mr. Lundin:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

If you have any questions regarding this meeting, please contact Masood Ahmad at 815/284-5510.

Sincerely,

George F. Ryan, P. E.
Deputy Director of Highways,
Region Two Engineer

PL-0131
Attachment

FILE COPY



Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

**PROGRAM DEVELOPMENT
STUDIES AND PLANS**
FAI 39 (1-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Honorable Lawrence Morrissey
Mayor, City of Rockford
425 East State Street
Rockford, IL 61104

Dear Mayor Morrissey:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Gary McIntyre
RATS Transportation Planner
425 East State Street
Rockford, IL 61104

Dear Mr. McIntyre:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Region Two Engineer

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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. David Nord
Village Administrator
806 E. State Street
Cherry Valley, IL 61016

Dear Mr. Nord:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Region Two Engineer

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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Peter Mackay
Roadway Commissioner, Rockford Township
404 N. Springfield Avenue
Rockford, IL 61101

Dear Mr. Mackay:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

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Deputy Director of Highways,
Region Two Engineer

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Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Pat O'Donnell
Roadway Commissioner, Cherry Valley Township
4875 Blackhawk Rd.
Rockford, IL 61109

Dear Mr. O'Donnell:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

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Region Two Engineer

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Division of Highways / Region 2 / District 2
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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. David Preece
President & CEO, Rockford Area Convention & Visitors Bureau
102 N. Main St.
Rockford, IL 61101

Dear Mr. Preece:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

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Deputy Director of Highways,
Region Two Engineer

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October 4, 2007

Mr. James Ryan
City Administrator, City of Rockford
425 East State Street
Rockford, IL 61104

Dear Mr. Ryan:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

George F. Ryan, P. E.
Deputy Director of Highways,
Region Two Engineer

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Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Steve Vander Horn
Chief, Regulatory Division, U.S. Army Corps of Engineers
Clock Tower Building, P.O. Box 2004
Rock Island, IL 61204

Dear Mr. Vander Horn:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

George F. Ryan, P. E.
Deputy Director of Highways,
Region Two Engineer

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Division of Highways / Region 2 / District 2
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Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Joe Vanderwerff
Winnebago County Engineer
424 North Springfield Ave.
Rockford, IL 61101

Dear Mr. Vanderwerff:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

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Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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October 4, 2007

Ms. Catherine Ward
Boone County Board Chairman
2917 Caymen Lane
Belvidere, IL 61008

Dear Mr. Ward:

Attached is a copy of an advertisement for a Public Informational Open House to be held for the Illinois Department of Transportation's I-39/US 20 Improvement Project located southeast of Rockford. This ad will be published in the Rockford Register Star on October 12th and October 19th. Various individuals on our project mailing list will also receive written notice of the meeting. The date, time and location have been highlighted for your convenience.

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Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

PL-0131
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Illinois Department of Transportation
Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3900
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
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Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

October 4, 2007

Mr. Patrick Zirosky
Capitol Program Manager, City of Rockford
425 East State Street
Rockford, IL 61104

Dear Mr. Zirosky:

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Sincerely,

George F. Ryan, P. E.
Deputy Director of Highways,
Region Two Engineer

PL-0131
Attachment



**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



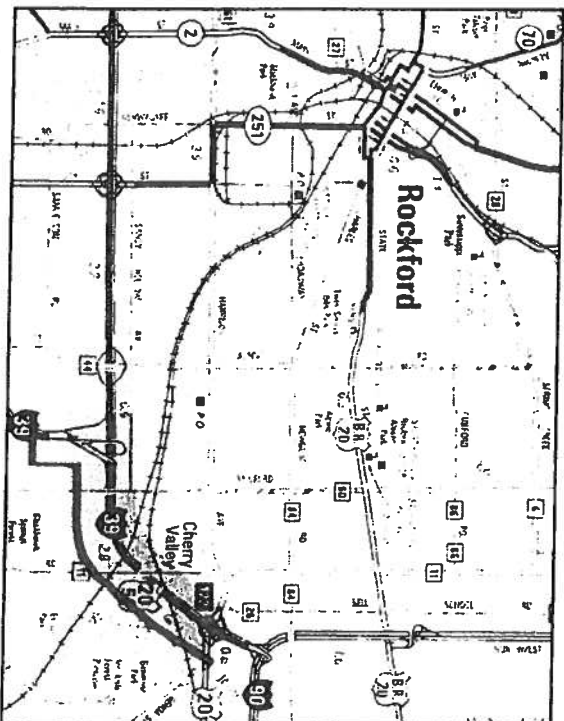
**Illinois Department
of Transportation**

District Two
819 Depot Ave.
Dixon, Illinois 6102
(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. 201-39



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

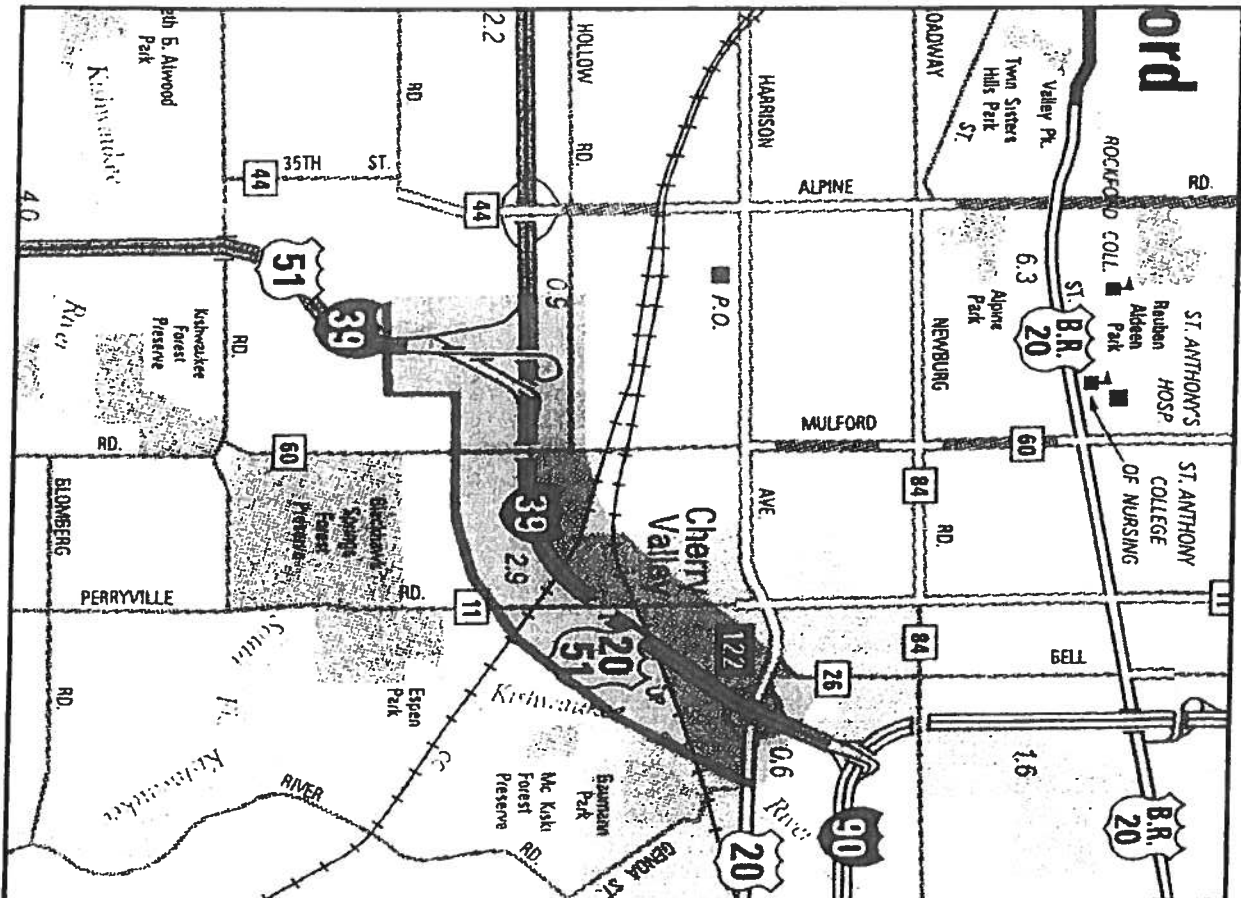
Contacts

- 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 |

For Your Notes

Project Location Map



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

Contact Proposal and Advertising for Bids

After all the design plans and contract documents are completed, the construction 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 of each project that meet all the contract requirements and pre qualifications.

Contact 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.

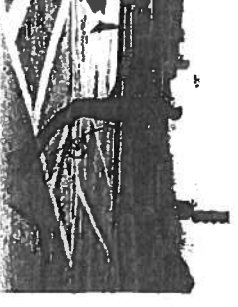
Material inspection involves testing and



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. The 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

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

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

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,

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

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

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.

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.

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 - Cont'

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?*

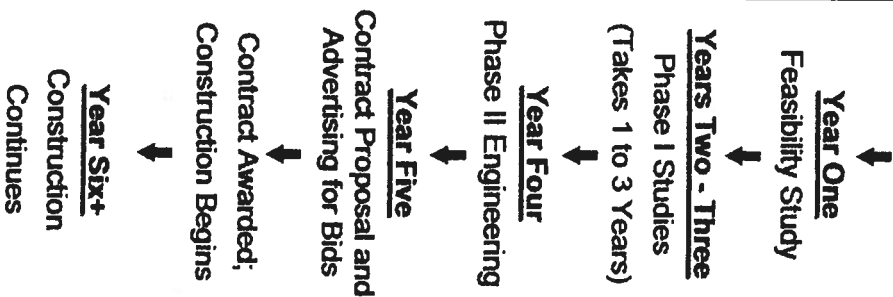
The traffic using I-39 has surpassed its current traffic capacity, and the expansion to six lanes will improve the traffic flow. The interchange improvements will also improve traffic flow at both interchanges.

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 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 will input from the general public. (We are current 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.

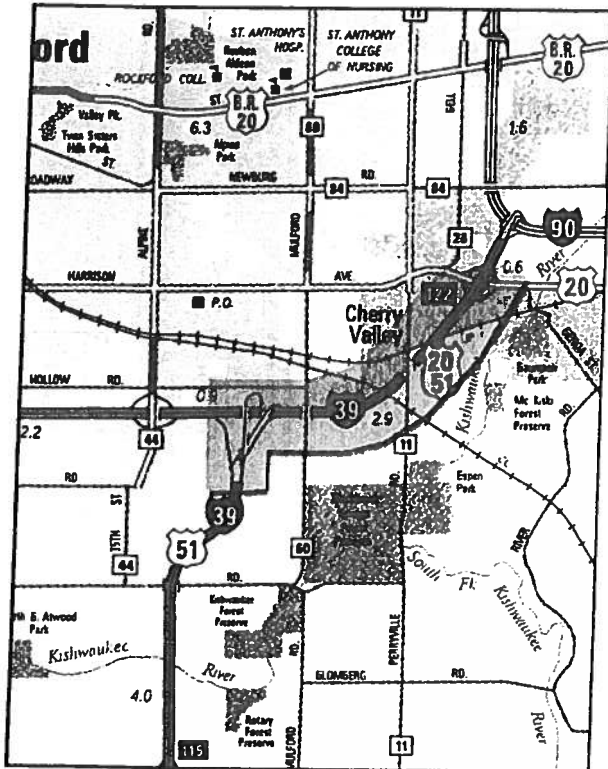


Illinois Department of Transportation

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

October 25, 2007
Cherry Valley Village Hall

Project Location Map



I-39 / U.S. 20 Website Now Available

Information related to the project is now available on the new project website at www.dot.il.gov. Click on the "projects" tab at the top of the page then select I-39 / U.S. 20 Improvement Project to view the project website pages.

Information includes a project overview and scope, project timeline, maps and exhibits, details regarding alternatives being considered and opportunities for public involvement activities. The website also includes an electronic form to submit comments to IDOT.

Welcome

Welcome to the Open House Public Informational Meeting for the I-39 / U.S. 20 Improvement 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 you and the study team members. You are encouraged to submit written comments about the project. Written statements may be given to us today or mailed to: George F. Ryan, Regional Engineer.

This project is to study the addition of travel lanes to I-39 / U.S. 20 and improvements to the existing interchanges of U.S. 20 with I-39 and I-39 with Harrison Avenue. We are currently in the initial planning stage of the project development process. At this time there is no funding for design or construction of this project.

Thank you for your interest and participation in this meeting.

George F. Ryan
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation, District Two
819 Depot Avenue
Dixon, Illinois 61021

Description and Location of the Project

The project consists of the reconstruction of the I-39 interchanges with U.S. 20 and Harrison Avenue and the construction of additional lanes on I-39 from the U.S. 20 interchange to the I-90 interchange. The project also includes any necessary improvement to the overpasses at Linden Road, Mulford Road and Perryville Road, and the grade separations at the UP and CN Railroads.

I-39 was constructed in the early 1960s and in the 1990s and is part of the federal interstate system. U.S. 20 is a marked federal highway. Both roadways are part of the national highway system. I-39 has two lanes in each direction, separated by a grass median. The I-39 and U.S. 20 interchange is a three-legged, modified trumpet. The I-39 and Harrison Avenue interchange is a standard cloverleaf.

Traffic on I-39 through the project area continues to increase. Projections indicate that the volumes will soon exceed the capacity of the existing four lane interstate and additional lanes will be required. The table below shows the current daily traffic and projected traffic for various segments of roadway.

| Average Daily Traffic (ADT) | | |
|------------------------------------|-----------------|-------------------------|
| Location | Existing | Projected - 2035 |
| I-39 South of U.S. 20 | 21,400 | 61,600 |
| I-39/U.S. 20 | 49,900 | 104,800 |
| I-39 North of U.S. 20 | 31,900 | 77,700 |
| Harrison Avenue West of I-39 | 23,200 | 47,950 |
| Harrison Avenue East of I-39 | 27,200 | 57,100 |

Addressing Roadway Deficiencies

I-39 through traffic is restricted to one lane in each direction at the I-39/U.S. 20 Interchange. I-39 through traffic also goes through standard exit and entrance ramp terminals. Both of these operational constraints are contrary to IDOT's current design policy. The curve on I-39 through the interchange is tighter than the minimum allowed for the policy 70 mph design speed. This project will provide two lanes each way on the primary route rather than merging into U.S. 20 with single lane ramps. The loop ramps at the Harrison Avenue/I-39 Interchange have tighter curves than current IDOT policy allows.

Information

- 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 FAX (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 |

- Visit our website: www.dot.il.gov Click on the "projects" tab at the top of the page then select I-39 / U.S. 20 Improvement Project to view the project website pages.

I-39 / U.S. 20 IMPROVEMENT PROJECT - ATTENDANCE SHEET
OPEN HOUSE PUBLIC HEARING
October 25, 2007

| | Name | Address |
|----|--------------------------|---|
| 16 | CRAIG WILT | 120 E. STATE ST. CV. 60116 |
| 17 | David Green | 4975 BRACKENHURK RD. ROCKFORD, IL. 61109 |
| 18 | Danny Hays | 120 E State St Cherry Valley 61016 |
| 19 | J. Green | FDOT |
| 20 | Mary Anne Jelen | 1503 Brookers Way Dr. Cherry Valley 61016 |
| 21 | Rob Oswald | 2028 Mill Rd. CV. |
| 22 | Adam Lerner - IL Tollway | 2700 W. OGDEN AVE, POWERS GROVE, IL |
| 23 | Greg Dreyer - IL Tollway | " |
| 24 | Parviz Boroumand | 1906 Concord Dr. D.G. IL. 60516 |
| 25 | CAROL MURTAUGH | 2181 WESSMAN PKWY CHERRY VALLEY 61016 |
| 26 | Jesse Juntunen | " |
| 27 | Dawn Hill | 5844 Palomina Pkwy Rockford IL 61109-3524 |
| 28 | David Lutyens | 424 N. Springfield AVE, ROCKFORD, IL. 61101 |
| 29 | Jim Paul Dilpa | 425 E. State Street, Rockford, IL 6104 RATS |
| 30 | Gary McIntyre | " |

I-39 / U.S. 20 IMPROVEMENT PROJECT - ATTENDANCE SHEET
OPEN HOUSE PUBLIC HEARING
October 25, 2007

| | Name | Address |
|----|----------------------|---|
| | JACK E TUGGLE | 116 TUGGLE DR CHERRY VALLEY 61016 |
| | Lawline Brady | 512 Market St Rockford 61107 |
| | Randy F. Starn | 4747 S. Mulford Rd Rockford IL 61109 (Cherry Valley Township) |
| 4 | Bill & Patty Kennedy | 7164 Wheatland Cherry Valley IL 61016 |
| 5 | Nash Miller | 2260 Wessman Pkwy. Cherry Valley IL. 61016 |
| 6 | Jelen Hantz | 7248 WHEATLAND TERR CHERRY VALLEY, IL 61016 |
| 7 | Robt Nigh | 3519 VALLEY WOODS DR. CV. 61016 |
| 8 | Kristin Olson | 2250 Wessman Pkwy Cherry Valley 61016-9442 |
| 9 | Clark H Olson | 2250 Wessman Pkwy Cherry Valley 61016 |
| 10 | William E. Hoyt | 620 S. GOODLINE ST. WINNEBAGO 61080 |
| 11 | JOHN ANDERSON | 5980 PALOMINA PKWY RFD 61109 |
| 12 | WARD GABLE | 509 W STATE CHERRY VALLEY 61016 |
| 13 | James Gable | 104 Franklin St. Cherry Valley 61016 |
| 14 | Pat Vandiver | 11363 Bridgeport Pl - Cherry B. - Videre 61008 |
| 15 | STEVE NAUER | 2202 CHURCHVIEW DR - E, ROCKFORD, IL 61107 ROCKFORD-WINNEBAGO BIRDS ASSOC. |

I-39 / U.S. 20 IMPROVEMENT PROJECT - ATTENDANCE SHEET
OPEN HOUSE PUBLIC HEARING
October 25, 2007

| | Name | Address |
|----|----------------|---|
| 46 | Fred Brereton | 315 Allen Street Belvidere, IL 61008 |
| 47 | Judy Allen | 5504 Muller Lane Rockford, IL 61109 |
| 48 | Archie Allen | " " " |
| 49 | J-TIL | 115 Oak Woods Rockford, IL 61107 |
| 50 | Richard Ransom | 601 E State St. Cherry Valley IL 61016 |
| 51 | Lyle W Zolman | 3175 Tuggle Dr. Cherry Valley IL 61016 |
| 52 | Brenda Kellner | 3175 Tuggle Dr. Cherry Valley, IL 61016 |
| 53 | PAUL ORLANDI | 3495 VALLEY WOODS DR. |
| 54 | Ann Orlandi | 3495 Valley Woods Dr 61016 |
| 55 | Joe Cavany | 806 E State Cherry Valley 61016 |
| 56 | Jimi Dobyns | 7274 Wheatland Terris Cherry Valley 61016 |
| 57 | Richard Rogers | 7274 Wheatland Terris Cherry Valley 61016 |
| 58 | Mary Johnson | 58611 Palomina Pkwy Rockford 61109 |
| 59 | Cathy McHenry | 58611 Palomina Pkwy Rockford 61109 |
| 60 | Charles Feld | 7511 VANDIVER - |

I-39 / U.S. 20 IMPROVEMENT PROJECT - ATTENDANCE SHEET
OPEN HOUSE PUBLIC HEARING
October 25, 2007

| | Name | Address |
|----|--------------------|---|
| 31 | Marc Wake | 4753 Perryville Rd Cherry Valley IL 61016 |
| 32 | Ron Wait | 411 S. State St Belvidere IL 61008 |
| 33 | Dominic Meneghetti | 742 McKnight Circle #2 |
| 34 | Christine Mohr | 3829 Thistledown Ct Cherry Valley 61016 |
| 35 | Debbie Clauson | 5849 Moosehorn Ln Rockford IL 61109 |
| 36 | Randy Clauson | 5849 Moosehorn Ln ROCKFORD IL 61109 |
| 37 | GARY MATLAND | 806 E. STATE ST CHERRY VALLEY, IL 61016 |
| 38 | Gary Hull | " " " " |
| 39 | Vin VanDiver | 11363 Bridgeport Pl Belvidere, IL 61008 |
| 40 | STEPHEN EWST | 425 E. STATE ST ROCKFORD, IL 61104 MAO STUDY DIRECTOR |
| 41 | Karen Weis | Rockford Park District 401 S. Main St. RFD |
| 42 | Tom Hancock | CUPD |
| 43 | Barbara Johnson | 3455 Valley Woods Dr. Cherry Valley IL 61016 |
| 44 | Robert Joy | 3455 VALLEY WOODS DR CHERRY VALLEY |
| 45 | Jeff Balzano | 7511 VANDIVER, Rockford, IL |

I-39 / U.S. 20 IMPROVEMENT PROJECT - ATTENDANCE SHEET
OPEN HOUSE PUBLIC HEARING
October 25, 2007

| | Name | Address |
|----|----------------------|--|
| 61 | <u>Lynne Frager</u> | <u>7511 Vandiver Rd Rockford IL 61112</u> |
| 62 | <u>Jackie Dawson</u> | <u>5804 Palomino Pkwy Rockford, IL 61109</u> |
| 63 | <u>Roger Dawson</u> | <u>5804 Palomino Pkwy Rockford, IL 61109</u> |
| 64 | <u>Steve Wright</u> | <u>3487 Valley Woods Dr Cherry Valley, IL 61016</u> |
| 65 | <u>Ann Wissbaum</u> | <u>3487 Valley Woods Dr Cherry Valley, IL 61016</u> |
| 66 | <u>DEAN NOREM</u> | <u>315 FAIRWAY VIEW Ch. Valley IL 61016</u> |
| 67 | <u>Jim E Clayson</u> | <u>110 S. LAWRENCE Cherry Valley IL 61016</u> |
| 68 | <u>Joel Gustrom</u> | <u>3928 Tiffany Ct Rockford IL 61114</u> |
| 69 | <u>Wright</u> | <u>7234 Wheatland Terrace Cherry Valley IL 61016</u> |
| 70 | <u>Jon Hollander</u> | <u>425 E. STATE ROCKFORD IL 61107</u> |
| 71 | <u>Chris Nelson</u> | <u>147 LAWRENCE CHERRY VALLEY IL</u> |
| 72 | | |
| 73 | | |
| 74 | | |
| 75 | | |

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

**PROGRAM DEVELOPMENT
STUDIES AND PLANS**

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06

November 6, 2007

Ms. Barbara J. Denison
3455 Valley Woods Drive
Cherry Valley, IL 61016

Dear Ms. Denison:

Thank you for attending the Public Informational Open House on Thursday, October 25, 2007, presenting the Illinois Department of Transportation's preliminary engineering study to evaluate alternatives for adding lanes on I-39 from the I-39/US 20 interchange to the Harrison Avenue Interchange. The study also includes evaluation of alternative designs for these interchanges to improve traffic flow.

We have received your comment expressing your preference for a noise wall, as indicated during the meeting, a noise study is currently in process to determine if noise abatement will be warranted. Affected property owners will be informed when the results of the study are completed.

In the meantime, information related to the project is now available on the Department's website at www.dot.il.gov. Click on the "Projects" tab at the top of the page, then select "I-39/US 20 Improvement Project" to view the project website pages. The Environmental Information page includes information on the noise study and a link to general information regarding highway traffic noise and noise abatement evaluations.

If you have any questions or would like any additional information, please contact Steve Robery at 815/284-5512.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

By: Ross E. Monk
Engineer of Program Development

OCT-26-2007 09:08 HANSON



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

I-39/US 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K & (4-1,5)K
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Barbara J. Denison
ADDRESS: 3455 Valley Woods Dr
Cherry Valley, IL 61016
PHONE: 815 988-6335

PLEASE SELECT ONE
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

A noise wall to block lights & noise would be nice

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY NOVEMBER 8, 2007 TO:
Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

PROGRAM DEVELOPMENT

STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06

November 14, 2007

Mr. Greg Fitzgerald
 5526 Linden Road
 Rockford, IL 61109

Dear Mr. Fitzgerald:

The Illinois Department of Transportation has received your comment form pertaining to the proposed I-39/US 20 improvement project. These forms were distributed during our Public Informational Open House on Thursday, October 25, 2007 at the Cherry Valley Village Hall. We regret that you were not able to attend the meeting.

Enclosed is a display showing our preferred alternative for the I-39/US 20 interchange reconstruction. The northbound to eastbound and westbound to southbound ramps are shifted further west in order to correct the existing substandard ramp curvature.

As we are very early in the preliminary engineering study, we have not yet determined the construction limits and associated right-of-way needs. However, our goal is to minimize additional right-of-way needs while maintaining roadway safety.

You also expressed a concern over the traffic noise. A noise study is included in the scope of this engineering study to determine if noise abatement will be warranted. This study is currently in process and affected property owners will be informed when the results of the study are completed. Additional information will be presented at the next public meeting, tentatively planned for July or August of 2008.

Information related to the project, including the attached exhibit and various others displayed at the public meeting, are now available on the Department's website at www.idot.gov. Click on the "Projects" tab at the top of the page, then select "I-39/US 20 Improvement Project" to view the project website pages.

If you have any questions or would like any additional information, please contact Steve Robery at 815/284-5512.

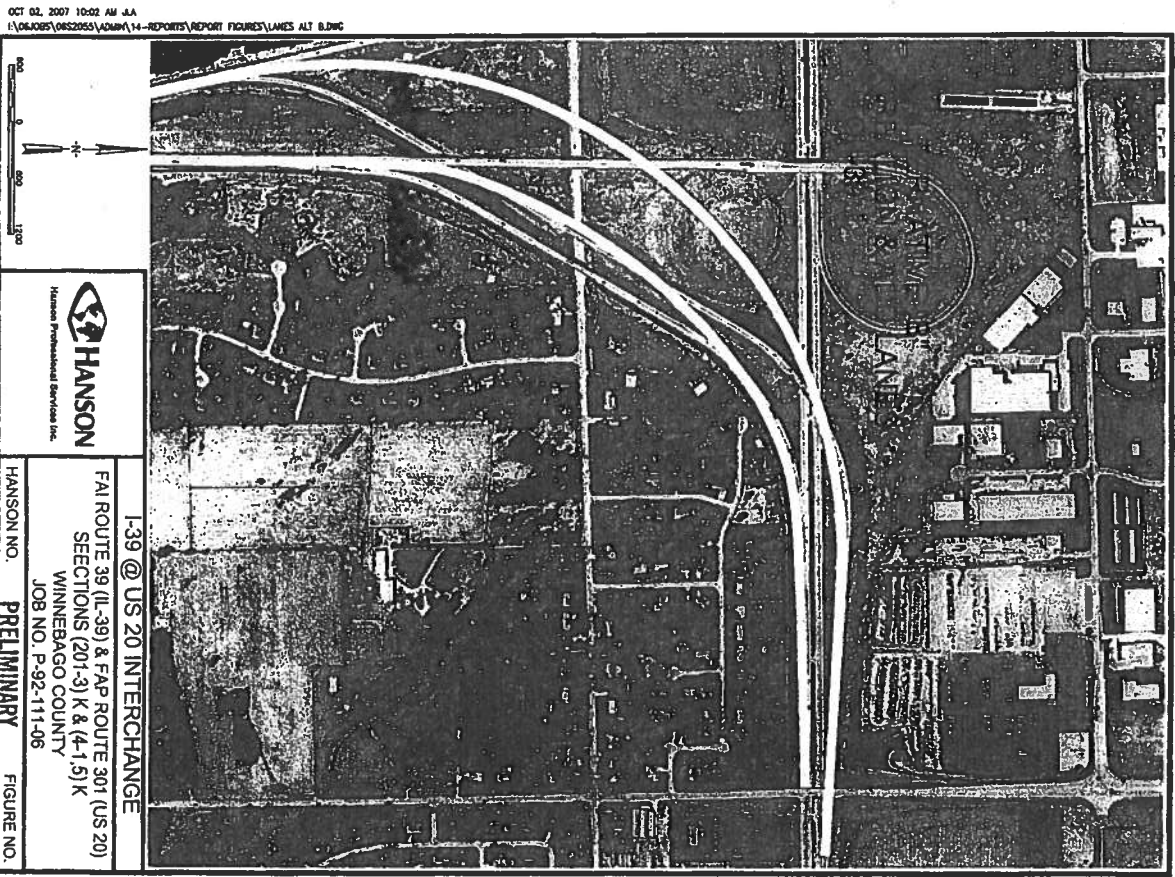
Sincerely,

George F. Ryan, P.E.
 Deputy Director of Highways,
 Region Two Engineer

George F. Ryan

By: Ross E. Monk
 Engineer of Program Development

SAF/psr-0190/sdr



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HANSON
 National Professional Services Inc.

I-39 @ US 20 INTERCHANGE
 FAI ROUTE 39 (I-39) & FAP ROUTE 301 (US 20)
 SECTIONS (201-3) K & (4-1, 5) K
 WINNEBAGO COUNTY
 JOB NO. P-92-111-06

HANSON NO. **PRELIMINARY** FIGURE NO.
 SUBJECT TO REVISION

FILE COPY



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

I-39/US 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)JK &(4-1-5)K
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: GREG FITZGERALD
ADDRESS: 5526 LINDEN RD.
ROCKFORD, IL. 61109
PHONE: 815-874-2063

PLEASE SELECT ONE
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

I was not able to attend meeting because of father's death. Others have said we may lose entire property to this project. We would be opposed to this or even any further encroachment of highway. Semi-truck noise, especially "take" brakes is already almost unbearable at times. Bridge crossing Linden Rd. has no walk also. My mother lives next door at 5604 Linden Rd. and feels the same. My father bought this property at auction from STATE and they split the highway was completed. If you need more space, please use other side or an additional sheet of paper.

*THANK YOU,
Greg Fitzgerald*

PLEASE RETURN BY NOVEMBER 8, 2007 TO:
Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)JK and (4-1, 5)R
Winnebago County
Job No. P-92-111-06

November 14, 2007

Philip H. Hart
5652 Linden Road
Rockford, IL 61109

Dear Mr. Hart:

The Illinois Department of Transportation has received your comment form pertaining to the proposed I-39/US 20 improvement project. These forms were distributed during our Public Informational Open House on Thursday, October 25, 2007 at the Cherry Valley Village Hall.

We regret that you were not aware of the meeting and therefore were unable to attend. Announcements were placed in the Rockford Register Star on October 12th and 19th and press releases were issued to area newspapers, radio and television stations. As this project is in the early planning stages, our project mailing list is currently being developed. Your name has been added to the list, so you will receive notice of the next public meeting which is tentatively planned for July or August of 2008.

Information related to the project, including various exhibits displayed at the October 30th Public meeting, is now available on the Department's website at www.dot.il.gov. Click on the "Projects" tab at the top of the page, then select "I-39/US 20 Improvement Project" to view the project website pages.

If you have any questions or would like any additional information, please contact Steve Robery at 815/284-5512.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

S&P/cr-01893/b

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Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

1-39/US 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)K
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Philip H. Hart
ADDRESS: 5652 LINDEN ROAD
ROCKFORD IL 61109
PHONE (office) (815) 544-2525

PLEASE SELECT ONE
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

Please NOTIFY ME OF ALL
FUTURE Meetings pertaining
to this project.
Please mail to me any information
available regarding this project.

Philip H. Hart 11-06-07
Attorney at Law

(If you need more space, please use other side or an additional sheet of paper.)
P.S. TODAY WAS THE FIRST TIME I HEARD OF THIS PROJECT.
PLEASE RETURN BY NOVEMBER 8, 2007 TO:
Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06

November 6, 2007
Mr. Therr Hartje
7248 Wheatland Terrace
Cherry Valley, IL 61016

Dear Mr. Hartje:

Thank you for attending the Public Informational Open House on Thursday, October 25, 2007, presenting the Illinois Department of Transportation's preliminary engineering study to evaluate alternatives for adding lanes on I-39 from the I-39/US 20 interchange to the Harrison Avenue Interchange. The study also includes evaluation of alternative designs for these interchanges to improve traffic flow.

We have received your comment expressing your objection to a noise wall. As indicated during the meeting, a noise study is currently in process to determine if noise abatement will be warranted. Affected property owners will be informed when the results of the study are completed.

In the meantime, information related to the project is now available on the Department's website at www.dot.il.gov. Click on the "Projects" tab at the top of the page, then select "1-39/US 20 Improvement Project" to view the project website pages. The Environmental Information page includes information on the noise study and a link to general information regarding highway traffic noise and noise abatement evaluations.

If you have any questions or would like any additional information, please contact Steve Robery at 815/284-5512.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

George F. Ryan
By: Ross E. Monk
Engineer of Program Development



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

I-39/US 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K & (4-1,5)K
Winnebago County
Job No. P-92-1111-06

Citizen's Comments

NAME: THERD HERRITSE

ADDRESS: 7248 WHEATLAND TERR

CHERRY VALLEY, ILL. 61010

PHONE: 815-332-4313, 815-332-4385

COMMENTS:

MOVED THERE 29 YEARS ^{R40} BECAUSE WE LIKED
WATCHING THE TRUCKS ON I-39, WE WOULD
HATE HAVING A NOISE WALL, WE HAVE
SEEN MANY INTERESTING THINGS OVER
THE YEARS.

PLEASE SELECT ONE
IDO desire a response:
IDO NOT desire a response:

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY NOVEMBER 8, 2007 TO:
Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Division of Highways/Region 2/District 2
819 Depot Avenue/Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-1111-06

November 6, 2007

Mr. Robert Joy
3455 Valley Woods Drive
Cherry Valley, IL 61016

Dear Mr. Joy:

Thank you for attending the Public Informational Open House on Thursday, October 25, 2007, presenting the Illinois Department of Transportation's preliminary engineering study to evaluate alternatives for adding lanes on I-39 from the I-39/US 20 interchange to the Harrison Avenue Interchange. The study also includes evaluation of alternative designs for these interchanges to improve traffic flow.


We have received your comment expressing your preference for a noise wall. As indicated during the meeting, a noise study is currently in process to determine if noise abatement will be warranted. Affected property owners will be informed when the results of the study are completed.

In the meantime, information related to the project is now available on the Department's website at www.dot.ill.gov. Click on the "Projects" tab at the top of the page, then select "I-39/US 20 Improvement Project" to view the project website pages. The Environmental Information page includes information on the noise study and a link to general information regarding highway traffic noise and noise abatement evaluations.

If you have any questions or would like any additional information, please contact Steve Robery at 815/284-5512.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer


By: Steve Robery
Engineer of Program Development

FILE COPY



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

I-39/US 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)K
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Robert Joy
ADDRESS: 3455 Valley Woods Dr
Cherry Valley, 61016
PHONE: 815-988-4881

PLEASE SELECT ONE
I DO desire a response.
I DO NOT desire a response.

COMMENTS:
I am in favor of a NOISE BARRIER WALL

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY NOVEMBER 8, 2007 TO:
Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robbery



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06

November 9, 2007
Dale and Kristin Olson
2250 Wessman Parkway
Cherry Valley, IL 61016-3442

Dear Mr. and Mrs. Olson:

Thank you for attending the Public Informational Open House on Thursday, October 25, 2007, presenting the Illinois Department of Transportation's preliminary engineering study to evaluate alternatives for adding lanes on I-39 from the I-39/US 20 Interchange to the Harrison Avenue Interchange. The study also includes evaluation of alternative designs for these interchanges to improve traffic flow.

We have received your comment expressing your concern with sound control. As indicated during the meeting, a noise study is currently in process to determine if noise abatement will be warranted. Affected property owners will be informed when the results of the study are completed and additional information will be available at the next public meeting.

In the meantime, information related to the project is now available on the Department's website at www.dot.ill.gov. Click on the "Projects" tab at the top of the page, then select "I-39/US 20 Improvement Project" to view the project website pages. The Environmental Information page includes information on the noise study and a link to general information regarding highway traffic noise and noise abatement evaluations.

If you have any questions or would like any additional information, please contact Steve Robbery at 815/284-5512.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

1-39/US-20 Improvement Project
FAI Route 39 (1-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)K
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Dale + Kristin Olson
ADDRESS: 2350 Meadmore Pkwy.
Cherry Valley, IL 61016-9442
PHONE: 815-332-4496

PLEASE SELECT ONE
I DO desire a response:
I DO NOT desire a response:

COMMENTS:

Thank you for your thoughtful and detailed presentation. Based on our property location, my only concern has to do with animal control. We have forward to the next public presentation and address the other concerns.

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY NOVEMBER 8, 2007 TO:
Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (1-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06

November 14, 2007

Walter and June Sapp
5640 Linden Road
Rockford, IL 61109

Dear Mr. and Mrs. Sapp:

The Illinois Department of Transportation has received your comment form pertaining to the proposed 1-39/US 20 improvement project. These forms were distributed during our Public Informational Open House on Thursday, October 25, 2007 at the Cherry Valley Village Hall.

We regret that you were not aware of the meeting and therefore were unable to attend. Announcements were placed in the Rockford Register Star on October 12th and 19th and press releases were issued to area newspapers, radio and television stations. As this project is in the early planning stages, our project mailing list is currently being developed. Your name has been added to the list, so you will receive notice of the next public meeting which is tentatively planned for July or August of 2008.

You expressed a concern regarding drainage. A drainage study and proposed drainage plan are included in the scope of this preliminary engineering study.

Information related to the project, including various exhibits displayed at the October 30th Public meeting, is now available on the Department's website at www.dot.il.gov. Click on the "Projects" tab at the top of the page, then select "1-39/US 20 Improvement Project" to view the project website pages.

If you have any questions or would like any additional information, please contact Steve Robery at 815/284-5512.

Sincerely,

George F. Ryan, P. E.
Deputy Director of Highways,
Region Two Engineer

By: Ross E. Monk
Engineer of Program Development

SAR/RS-0188/sb

FILE COPY

FILE COPY



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

I-39/US 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K & (4-1,5)K
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Walter + Jane Sapp
ADDRESS: 5550 Lincoln Rd
Rockford, IL 61109
PHONE: (815) 974-4235

PLEASE SELECT ONE
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

It would have been nice to have someone about the Oct 25 meeting since our property is close to the mainline 39 to bypass 20. Since we can't get the state to take care of the problem we have will our best bet be funding when our use has a loady rain, do to by pass 39 with turn off. We have had several fully grade by line trees and stand get down if we get from 39 to our house. So we need a part part with the road. No of the sheet. This is a problem. If you need more space, please use other side or an additional sheet of paper.

PLEASE RETURN BY NOVEMBER 8, 2007 TO:
Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer,
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery

*We heard about this about 11/06/07
we might look with meeting*



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06

November 6, 2007
Ms. Patricia Vandiver
11363 Bridgeport Pl
Belvidere, IL 61008

Dear Ms. Vandiver:

Thank you for attending the Public Informational Open House on Thursday, October 25, 2007, presenting the Illinois Department of Transportation's preliminary engineering study to evaluate alternatives for adding lanes on I-39 from the I-39/US 20 interchange to the Harrison Avenue Interchange. The study also includes evaluation of alternative designs for these interchanges to improve traffic flow.

You will be informed of additional public involvement activities as the project develops. In the meantime, information related to the project is now available on the Department's website at www.dot.il.gov. Click on the "Projects" tab at the top of the page, then select "I-39/US 20 Improvement Project" to view the project website pages.

If you have any questions or would like any additional information, please contact Steve Robery at 815/284-5512.

Sincerely,
George F. Ryan, P. E.
Deputy Director of Highways,
Region Two Engineer

Ken E. Mark
By: Ross E. Monk
Engineer of Program Development



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

I-39/U.S. 20 Improvement Project
FAI Route 39 (1-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)K
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Pat Vandewer
ADDRESS: 11362 Hubbard Pl
Bellevue IL 61008
PHONE: 815-885-9162

PLEASE SELECT ONE
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

*I will that all of my questions were
thoroughly answered. With the exception
the construction it appears that the project
plan would not impact negatively*

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY NOVEMBER 8, 2007 TO:
Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

I-39/U.S. 20 Improvement Project
FAI Route 39 (1-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)K
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Bill & Pat Kennedy
ADDRESS: 7164 Wheatland Terr.
Cherry Valley, IL 61016
PHONE: 815-332-7212

PLEASE SELECT ONE
I DO desire a response.
I DO NOT desire a response.
Not necessary

COMMENTS:

*We feel there is no real need to add lanes to I 39.
The traffic volume is not that great at this time &
it only peaks up once or twice a year (July 4 & Mon. Day
after Day (week-end)) and that was mainly because of the tree deaths,
which have already been removed. We do understand
the need to redo the interchange because of the sharp
curves & many accidents, especially with semis. We
do agree & hope you will do a series of statements
(over)*

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY NOVEMBER 8, 2007 TO:
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Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

I-39/US 20 Improvement Project
FAL Route 39 (1-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)K
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: RICHARD ROBERTS
ADDRESS: 7374 WILHELM AND TERRE
CHEERY VALLEY, IL 61016
PHONE: (815) 332-9292

PLEASE SELECT ONE
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

We are very much in support of the up-
coming of pass-over improvements as long
as a sound privacy wall is installed in
the process.

Sincerely,
The Roberts

study, as our backyard already backs up into I-39. Our entire orbit of homes does. The noise level already is unacceptable. We are not able to use our deck in back because you can't hear each other without shouting over the trucks. We are unable to have any windows open at night in the warmer months or we can't sleep because of the traffic noise. Our bedroom is on the back side of the house. Even with all windows closed, my husband sleeps with earplugs in every night. Having the highway even closer to our house would make all problems worse. We also have people pull over & walk down to the house & knock on the door. This also happens to the neighbors and is very noisy. We also wonder what would happen to our property values to have the interstate even further into our yard. We do greatly appreciate your coming and having this informational open house. We look forward to more information and meetings for the Ambassador. We should be affected by this project and having a chance to give our input & express our opinions & concerns. We and the ones who have to live with this.

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY NOVEMBER 8, 2007 TO:
Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Public Meeting
October 25, 2007
Cherry Valley Village Hall

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1-5)K
Winnebago County
Job No. I-92-111-06

Citizen's Comments

NAME:

James Roberts, Sr.

ADDRESS:

7374 Westland Inn,
Cherry Valley, IL 61016

PHONE:

815-333-9292

| |
|---|
| PLEASE SELECT ONE |
| I DO desire a response. <input type="checkbox"/> |
| I DO NOT desire a response. <input checked="" type="checkbox"/> |

COMMENTS:

The High way improvements on Iy-Pace
RD are good in our opinion but a
major needed Sound and privacy barrier
is also needed in the process.

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY NOVEMBER 8, 2007 TO:

Mr. George F. Ryan, P. E.
Deputy Director of Highways, Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery

**Public Meeting Summary
I-39 / U.S. 20 Improvement Project**

**October 25, 2007
Cherry Valley Village Hall**

A public meeting for the I-39/U.S. 20 project was held at the Cherry Valley Village Hall on October 25, 2007. A total 72 persons attended the meeting. The meeting was held in an open house format with representatives from Illinois Department of Transportation and the consulting firm of Hanson Professional Services Inc. on hand to answer questions and review comments.

On display was an aerial photo of the project area and maps showing existing traffic, projected traffic, and accident history. Alternatives for widening the interstate and for reconstructing the I-39 interchanges with U.S. 20 and with Harrison Avenue were available for viewing and discussion.

A computer simulation model was used to show anticipated traffic congestion on the interstate both with and without the proposed improvements.

Comments from the public primarily focused on three issues:

- Project schedule
- Noise
- Need for additional right-of-way

At this time there is no money for design or construction of the project. The study team is currently in the initial planning stage of what will be a lengthy project development process. Information from the noise and right-of-way studies will be available at the next public meeting.



Illinois Department of Transportation

PUBLIC INFORMATIONAL OPEN HOUSE

The Illinois Department of Transportation will be conducting this meeting to encourage input from the public regarding the proposed roadway improvement on I-39 from 0.8 miles north of Blackhawk Road to I-90 and on US 20 from Bell School Road to 0.4 miles east of Mill Road. IDOT will share the recommended alternative for adding lanes and for reconstructing both the I-39/US 20 system interchange and the Harrison Avenue interchange.

DATE, TIME & LOCATION

THURSDAY, MARCH 23, 2017
1:00 P.M. – 6:00 P.M.

CHRIST THE ROCK LUTHERAN CHURCH
8330 NEWBURG RD.
ROCKFORD, IL 61108

PURPOSE

VIEW GRAPHICS AND DISPLAYS
DISCUSS DESIGN CONCEPTS WITH IDOT STAFF
ANSWER QUESTIONS
PROVIDE AN OPPORTUNITY FOR PUBLIC COMMENT
REVIEW NOISE ABATEMENT MEASURES

This meeting will be held in an Open House format and a formal presentation will not be made. Persons are invited to attend at any time during the hours listed. Project team representatives will be available to explain the project and answer questions.

The meeting will be accessible to persons with a disability in compliance with current Accessibility Standards prepared by the Capital Development Board. Persons with a disability planning to attend and needing special accommodations should contact Steve Robery, Project Coordinator, Illinois Department of Transportation, 819 Depot Avenue, Dixon, IL 61021. The contact may be in writing, by telephone at (815) 284-5512, by fax at (815) 284-5486 or by telecommunications device for the deaf (TTY) (815) 284-1667.

IN BRIEF

Possible explosives in Belvidere home

BEVIDERE — Residents were evacuated and a two-block perimeter was in place near a home in which a person found possible explosives Thursday afternoon, police said.

Belvidere police responded to the call from the resident in the 200 block of West Second Street at about 4:35 p.m., Chief Jan Noble said.

"The initial officers realized it was a dangerous situation and evacuated the residents," Noble said.

The Rockford Police Department's bomb squad responded to the scene, along with Belvidere firefighters and EMS workers.

Authorities concluded their investigation at the scene around 8:30 p.m., and residents were allowed to return to their home.

No further information was available.

—*Adam Poulisse*

Murder-suicide couple identified

CALEDONIA — The two people killed in a murder-suicide have been identified by the Boone County Coroner's Office as Ismael Bello, 45, and his wife Maria Bello, 47.

About 8 a.m. Monday, Boone County Sheriff's deputies responded to a residence in the 300 block of Cummings Road for a welfare check. The deputies found the couple dead inside the residence.

It is the first homicide case in six years for the Boone County Sheriff's Department, Sheriff Dave Ernest said.

The initial evidence indicates that Ismael Bello shot his wife and then turned the gun on himself, Ernest said. A joint investigation by the Boone County Sheriff's Department and Coroner's

Ave., will launch its new youth escort policy to prevent conflicts and build on the mall's family-friendly environment.

Visitors younger than 18 must have a parent or 21-year-old guardian with them after 4 p.m. on Friday and Saturday.

The policy applies to all parts of the mall except department stores and stores with exterior entrances.

Teens not following the new rules will be stopped and reunited with their escorts or be sent to a "reunion room" until their parents pick them up.

Teens younger than 18 and working at the mall will be issued mall IDs.

The new policy can be found online at <http://www.shopcherryvallemall.com/>.

—*Susan Yella*

Man robbed by armed teens

ROCKFORD — A man reported being robbed at knife-point Wednesday night while out walking on the city's north side, according to Rockford police.

The 58-year-old man told officers he was walking at approximately 6:45 p.m. in the area of John Street and Ridge Avenue when he was confronted by two teenage boys. The three began to struggle, he told police, and they all fell to the ground.

During the struggle, one of the teens pulled out a knife and stood over the man while the second teen removed the man's wallet, police said. The teens ran off with the wallet.

Police did not disclose how much, if any, money was inside.

The man suffered a minor injury, police said.

Anyone with information about the crime is asked to contact the Rockford Police Department at 815-966-2900 or Rockford Area Crime Stoppers at 815-963-7867.

—*Kristen Zambro*

Drunken driving patrols increase

ROCKFORD — Police in Winnebago County are cracking down on drunken driving during the St. Patrick's Day weekend.

The "no refusal weekend" initiative was announced Thursday by Winnebago County State's Attorney Joe Bruscati in conjunction with South Beloit Police Chief Dean Stiegemeier and Rockford Police Chief Dan O'Shea.

If suspected drunken drivers refuse to submit to a breathalyzer test, they "will be automatically transported to Winnebago County Jail," a news release states.

Once there, prosecutors will seek a search warrant to collect the driver's blood to be tested and kept as evidence. Those who refuse to submit to the blood test could face obstruction of justice charges, in addition to a DUI charge.

Additional police will be on patrol throughout the weekend.

Last summer, Winnebago County participated in a "no refusal weekend" for the fourth of July.

—*Adam Poulisse*

Rauner aide seeks CPS support for plan

SPRINGFIELD — Illinois Gov. Bruce Rauner's education secretary is urging Chicago Public Schools officials to back Senate Republican legislation to overhaul pension programs statewide.

Beth Purvis said Wednesday the plan would provide \$215 million for retirement accounts administered by Chicago schools.

The legislation is separate from Democratic Senate President John Cullerton's plan. That is part of the Senate's "grand bargain" to try to break a two-year stalemate with Rauner over the budget.

—*The Associated Press*

Feds: Blago sentence is appropriate

CHICAGO — Prosecutors say an appeals court shouldn't grant former Illinois Gov. Rod Blagojevich a third sentencing hearing. Their filing Thursday comes on the day the Illinois Democrat started his sixth year in prison for

corruption, including trying to trade an appointment to ex-President Barack Obama's old Senate seat for campaign cash.

The former Gov. asked the 7th U.S. Circuit Court of Appeals in December for another sentencing.

—*The Associated Press*



Illinois Department of Transportation PUBLIC INFORMATIONAL OPEN HOUSE

The Illinois Department of Transportation will be conducting a meeting to encourage input from the public regarding the proposed roadway improvement on I-39 from 0.8 miles north of Blackhawk Road to 1.90 and on US 20 from Bell School Road to 0.4 miles east of Mill Road. IDOT will share the recommended alternative for adding lanes and for reconstructing both the I-39/US 20 system interchange and the Harrison Avenue interchange.

DATE, TIME & LOCATION

THURSDAY, MARCH 23, 2017
1:00 P.M. - 6:00 P.M.

CHRIST THE ROCK LUTHERAN CHURCH
8330 NEWBURG RD.
ROCKFORD, IL 61108

PURPOSE

VIEW GRAPHICS AND DISPLAYS
DISCUSS DESIGN CONCEPTS WITH IDOT STAFF
PROVIDE OPPORTUNITY FOR PUBLIC COMMENTS & QUESTIONS
REVIEW NOISE ABATEMENT MEASURES

This meeting will be held in an Open House format, and a formal presentation will not be made. Persons are invited to attend at any time during the hours listed. Project team representatives will be available to explain the project and answer questions.

The meeting will be accessible to persons with a disability in compliance with current Accessibility Standards prepared by the Capital Development Board. Persons with a disability planning to attend and needing special accommodations should contact Steve Robey, Project Coordinator, Illinois Department of Transportation, 819 Depot Avenue, Dixon, IL 61021 at least three (3) days prior to the meeting. The contact may be in writing, by telephone at (815) 284-5510, by fax at (815) 284-5406 or by telecommunication device for the deaf (TDD) at (815) 284-1667.

CALL & SAVE CARPET CLEANING 3 ROOMS CARPET \$64.95. Expires 3/31/17. WOW CARPET & UPHOLSTERY TILE & GROUT CLEANING \$49.95. Free Estimates. 815-505-7971. Now serving Winnebago, Boone & Ogles Counties.

End-of-Winter Clearance Sale

What's a harangue in high court? You'll know it when you hear it

By Andrew Harris
Bloomberg

What constitutes a harangue? Within the walls of the U.S. Supreme Court, you'll know it when you hear it.

A federal appeals court in Washington upheld the words "harangue" and "oration" in a criminal law used to charge five people for staging protests in the high court chamber on April 1, 2015. The meaning of the words is clear, the appellate court said.

The 3-0 panel ruling Friday overturned U.S. District Judge Christopher Cooper's December 2015 ruling that those words were too vague to be easily understood in modern usage. In support of his decision, Cooper quoted James Madison, the fourth president and co-author of the Federalist Papers.

In reversing him, the appeals court cited Judge Chamberlain Haller, the fictional judge portrayed by actor Fred Gwynne in the 1992 courtroom comedy film "My Cousin Vinny."

The five people staged their protest near the one-year anniversary of a Supreme Court decision that struck down limits on the aggregate amount of money donors can give to federal candidates and parties.

One by one they stood facing the court, moments after it was gaveled into session, and shouted their dissent before being removed from the chamber, according to the panel's ruling. After Chief Justice John Roberts warned those still in attendance that the disruptions were chargeable as criminal contempt, the last protester, lead defen-

threatening or abusive language" in the Supreme Court building. The defendants challenged the second law as unconstitutionally vague.

Cooper agreed in part, citing Madison's observation that "no language is so copious as to supply words and phrases for every complex idea, or so correct as not to include many equivocally denoting different ideas."

Harangues and orations were, respectively, anachronistic and ambiguous, Cooper said. But he didn't entirely dismiss the charge as he said the meaning of "loud" was plain.

The U.S. appealed and the U.S. Court of Appeals for the D.C. Circuit reversed, determining that the law's meaning was clear in context.

"A person of ordinary intelligence could read this law and understand that, as a member of the Supreme Court's oral-argument audience, making disruptive public speeches is clearly proscribed behavior," Judge Janice Rogers Brown wrote for the court. Joining her were Judges Sri Srinivasan and Stephen F. Williams.

"Their coordinated standing, facing the bench, and messaging indicate the appellees were addressing the court and gallery," Brown said. She then cited movie judge Haller's reprimand of the stumbling-yet-tenacious defense lawyer portrayed by actor Joe Pesci: "Don't talk to me sitting in that chair!... When you're addressing this court, you'll rise and speak to me in a clear, intelligible voice."

Defense lawyer Jeffrey Light, who handled the

Decision to pass on case leaves schools, parents without answers

By Emma Brown
and Moriah Ballinfit
The Washington Post

For months, students, parents and school officials awaited a ruling from the Supreme Court on the case of Gavin Grimm, a transgender teenager from Virginia fighting for the right to use the boys' bathroom at his high school.

But the high court on Monday decided to remand the case to the U.S. Court of Appeals for the Fourth Circuit, leaving those grappling with this emotionally charged issue without the answers they had sought.

"We're disappointed," said Bob Farrace, spokesman for the National Association of Secondary School Principals. Farrace said the group, in a friend-of-the-court brief backing Grimm, had "highlighted that school leaders need clarity on policies that support the rights of transgender students. Kicking it back to states only exacerbates that need."

The decision comes after the Trump administration revoked federal guidance issued by its predecessor, the Obama administration, that directed public schools to permit transgender students to use bathrooms that align with their gender identity. The 4th Circuit had relied on the Obama administration's position on transgender student rights when it sided with Grimm in his battle with the Gloucester County school board.

Francisco Negron Jr., chief counsel for the National School Boards Association, said the lack of clarity leaves school districts more vulnerable to lawsuits. In districts across the country, transgender students have sued for

Education Network. "I'm just afraid that today's Supreme Court decision adds further confusion and provides some individuals with the perceived license to discriminate."

Those who back the Gloucester board said they do not believe that Title IX, the federal law that bars sex discrimination in public schools, extends to transgender students on the bathroom issue. They hope that the 4th Circuit will agree.

"In our view it's a good opportunity for the Fourth Circuit to affirm the plain meaning of Title IX," said Gary McCalab, senior counsel for the Alliance Defending Freedom, a Christian legal organization that opposes allowing transgender children to use the bathrooms that correspond with their gender identity. The law has been "misused in an effort to force gender identity theory into schools. It's time to protect the privacy of everyone and keep those facilities — locker rooms, showers and so on — reserved for the use of boys and girls separately."

In the absence of a Supreme Court decision and federal guidance, school officials will look to states to navigate what has proven to be a deeply divisive issue in many places, generating heated school board meetings and lawsuits. In 14 states and the District of Columbia, there are explicit protections for transgender students on the books. In North Carolina, transgender people are barred from

using bathrooms that align with their gender identity.

Several other states have floated similar legislation, some with financial penalties for schools that allow transgender students to use bathrooms of their choice.

The uncertainty means that transgender students that it's up to states, school districts and sometimes individual principals to decide which bathroom a transgender student uses. Many school districts have no policies and instead choose to accommodate students on a case-by-case basis, often sending them to unisex faculty or nurse bathrooms, apart from their classmates.

Ryan McElveen, who sits on the board of Fairfax County schools in Virginia, said his board was awaiting word from the Supreme Court before it proceeded with regulations to affirm that transgender students have access to bathrooms of their choice. The board in 2015 added gender identity to its non-discrimination policy and last year began to draft regulations spelling out how schools should accommodate transgender students. But it delayed a vote because some members wanted to hear from the Supreme Court.



Illinois Department of Transportation PUBLIC INFORMATIONAL OPEN HOUSE

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8330 NEWBURG RD.
ROCKFORD, IL 61108

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DISCUSS DESIGN CONCEPTS WITH IDOT STAFF
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Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Honorable John M. Cabello
 State Representative
 201-N Stratton
 Springfield, Illinois 62706

Dear Representative Cabello:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

If you have any questions regarding this meeting, please contact Steve Robey, Project Coordinator at (815) 284-5510.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/Id
 Enclosure → *per Auerbacher*

cc: Omer Osman, Deputy Secretary for Project Implementation
 Aaron Weatherholt, Deputy Secretary for Program Development
 Nicola Cortez-Hun, Director, Office of Legislative Affairs
 Kevin Marchek, Region Two Engineer



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Honorable Adam Kinzinger
 Member of Congress
 1221 Longworth HOB
 Washington, D. C. 20515

Dear Congressman Kinzinger:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/Id
 Enclosure

cc: Omer Osman, Deputy Secretary for Project Implementation
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**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
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 Winnebago County
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March 9, 2017

Honorable Robert W. Pritchard
 State Representative
 200-3N Stratton
 Springfield, Illinois 62706

Dear Representative Pritchard:

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/rd
 Enclosure

bcc: Omer Osman, Deputy Secretary for Project Implementation
 Aaron Weatherholt, Deputy Secretary for Program Development
 Nicola Cortez-Hun, Director, Office of Legislative Affairs
 Kevin Marchek, Region Two Engineer



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
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**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Honorable Joe Sosnowski
 State Representative
 225-N Stratton
 Springfield, Illinois 62706

Dear Representative Sosnowski:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

If you have any questions regarding this meeting, please contact Steve Robery, Project Coordinator at (815) 284-5510.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/rd
 Enclosure

bcc: Omer Osman, Deputy Secretary for Project Implementation
 Aaron Weatherholt, Deputy Secretary for Program Development
 Nicola Cortez-Hun, Director, Office of Legislative Affairs
 Kevin Marchek, Region Two Engineer



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017
 Honorable Steve Stadelman
 State Senator
 121A Capitol Building
 Springfield, Illinois 62706

Dear Senator Stadelman:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/td
 Enclosure
 bcc: Omer Osman, Deputy Secretary for Project Implementation
 Aaron Weatherholt, Deputy Secretary for Program Development
 Nicola Cortez-Hun, Director, Office of Legislative Affairs
 Kevin Marchek, Region Two Engineer



Illinois Department of Transportation
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**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017
 Honorable Dave Syverson
 State Senator
 108A Capitol Building
 Springfield, Illinois 62706

Dear Senator Syverson:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/td
 Enclosure
 bcc: Omer Osman, Deputy Secretary for Project Implementation
 Aaron Weatherholt, Deputy Secretary for Program Development
 Nicola Cortez-Hun, Director, Office of Legislative Affairs
 Kevin Marchek, Region Two Engineer



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Honorable Litesa Wallace
State Representative
237-E Straton
Springfield, Illinois 62706

Dear Representative Wallace:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/ld
Enclosure

bcc: Omer Osman, Deputy Secretary for Project Implementation
Aaron Weatherholt, Deputy Secretary for Program Development
Nicola Cortez-Hun, Director, Office of Legislative Affairs
Kevin Marchek, Region Two Engineer



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Honorable Lawrence J. Morrissey
Mayor
425 East State Street
Rockford, Illinois 61104

Dear Mayor Morrissey:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/ld
Enclosure



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271



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**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Honorable James Claeysen
 Village President
 806 East State Street
 Cherry Valley, Illinois 61016

Dear Village President Claeysen:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

If you have any questions regarding this meeting, please contact Steve Robey, Project Coordinator at (815) 284-5510.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/Id
 Enclosure

**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Ed Barsotti
 League of Illinois Bicyclists
 2550 Cheshire Drive
 Aurora, Illinois 60504

Dear Mr. Barsotti:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/Id
 Enclosure



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Ms. Kay Beatty
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Ms. Beatty:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

If you have any questions regarding this meeting, please contact Steve Robery, Project Coordinator at (815) 284-5510.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/ld
Enclosure



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Mr. Steve Hamer
Program Manager, Transportation Review
Illinois Department of Natural Resources
Division of Resource Review & Coordination
One Natural Resources Way
Springfield, Illinois 62702-1271

Dear Mr. Hamer:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/ld
Enclosure



Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

Illinois Department of Transportation



Division of Highways / Region 2 / District 2
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Illinois Department of Transportation

PROGRAM DEVELOPMENT
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 FAI 39 (I-39) and FAP 301 (US 20)
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 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Steven D. Chard
 Acting Chief
 Bureau of Land & Water Resources
 Illinois Department of Agriculture
 State Fairgrounds
 P. O. Box 19281
 Springfield, Illinois 62794-9281

Dear Mr. Chard:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SRM/
 Enclosure

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Mark Stockman
 Street Superintendent
 425 East State Street
 Rockford, Illinois 61104

Dear Mr. Stockman:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SRM/
 Enclosure



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Joe Vanderwerff
 County Engineer
 424 North Springfield Avenue
 Rockford, Illinois 61101

Dear Mr. Vanderwerff:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SRPd
 Enclosure



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
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 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Frank Haney
 Winnebago County Board Chairman
 404 Elm Street
 Rockford, Illinois 61101

Dear Mr. Haney:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SRPd
 Enclosure



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Karl Johnson
 Boone County Board Chairman
 10500 Saddle Path Road
 Belvidere, Illinois 61008

Dear Mr. Johnson:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/Rd
 Enclosure



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
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 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Michael Dunn, Jr.
 Executive Director
 Rockford Metropolitan Agency for Planning
 313 North Main Street
 Rockford, Illinois 61101

Dear Mr. Dunn:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/Rd
 Enclosure



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Mr. Matthew Vitner
Director of Public Works
425 East State Street
Rockford, Illinois 61104

Dear Mr. Vitner:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/d
Enclosure



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Mr. Todd Cagnoni
Director of Community and Economic Development
425 East State Street, 8th Floor
Rockford, Illinois 61104

Dear Mr. Cagnoni:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/d
Enclosure



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
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 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Rockford Area Convention and Visitors Bureau
 102 North Main Street
 Rockford, Illinois 61101

Ladies and Gentlemen:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Kevin Marchek, P.E.
 Region Two Engineer

SR/d
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Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
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 Winnebago County
 Job No. P-92-111-06
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March 9, 2017

Rockford Chamber of Commerce
 308 West State Street
 Rockford, Illinois 61101

Ladies and Gentlemen:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Kevin Marchek, P.E.
 Region Two Engineer

SR/d
 Enclosure



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Mr. Justin D. Krohn
County Engineer
9759 IL 76
Belvidere, Illinois 61008

Dear Mr. Krohn:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/d
Enclosure



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Mr. Tim Bragg
Capital Planning and Management
Rockford Park District
401 South Main Street
Rockford, Illinois 61101

Dear Mr. Bragg:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

If you have any questions regarding this meeting, please contact Steve Robery, Project Coordinator at (815) 284-5510.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/d
Enclosure



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
 Telephone 815/284-2271

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Chuck Freeman
 Public Works Director
 806 East State Street
 Cherry Valley, Illinois 61016

Dear Mr. Freeman:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

If you have any questions regarding this meeting, please contact Steve Robery, Project Coordinator at (815) 284-5510.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/Rd
 Enclosure



Illinois Department of Transportation
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PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Dennis L. McMullen
 Manager of Municipal Operations
 Civil Engineering Services, Inc.
 700 West Locust Street
 Belvidere, Illinois 61008

Dear Mr. McMullen:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

If you have any questions regarding this meeting, please contact Steve Robery, Project Coordinator at (815) 284-5510.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/Rd
 Enclosure



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Cherry Valley Township
4875 Blackhawk Road
Rockford, Illinois 61109

Ladies and Gentlemen:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/Id
Enclosure



Illinois Department of Transportation

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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
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Winnebago County
Job No. P-92-111-06
PTB 141/004

March 9, 2017

Mr. Ken Mattson
Highway Commissioner
2902 Canyon Woods Drive
Rockford, Illinois 61109

Dear Mr. Mattson:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

If you have any questions regarding this meeting, please contact Steve Robery, Project Coordinator at (815) 284-5510.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

SR/Id
Enclosure



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
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**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Rockford Township
 404 North Springfield Avenue
 Rockford, Illinois 61101

Ladies and Gentlemen:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

If you have any questions regarding this meeting, please contact Steve Robery, Project Coordinator at (815) 284-5510.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/d
 Enclosure



Illinois Department of Transportation
 Division of Highways / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois / 61021-3500
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**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06
 PTB 141/004

March 9, 2017

Mr. Daniel Conness
 Township Highway Commissioner
 5605 Newburg Road
 Rockford, Illinois 61101

Dear Mr. Conness:

Attached is a copy of an advertisement for a Public Informational Open House being held for the Illinois Department of Transportation's I-39/US 20 expansion project on I-39 from 0.8 mile north of Blackhawk Road to the I-90 interchange and on Harrison Avenue/US 20 from Bell School Road to 0.4 mile east of Mill Road. This notice has been published in the Rockford Register Star on March 7, 2017 and will be published again on March 16, 2017, in accordance with the Department's guidelines. Individuals on our project mailing list will also receive written notice of the meeting. Please feel free to attend any time between 1:00 p.m. and 6:00 p.m. on Thursday, March 23, 2017.

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Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

SR/d
 Enclosure

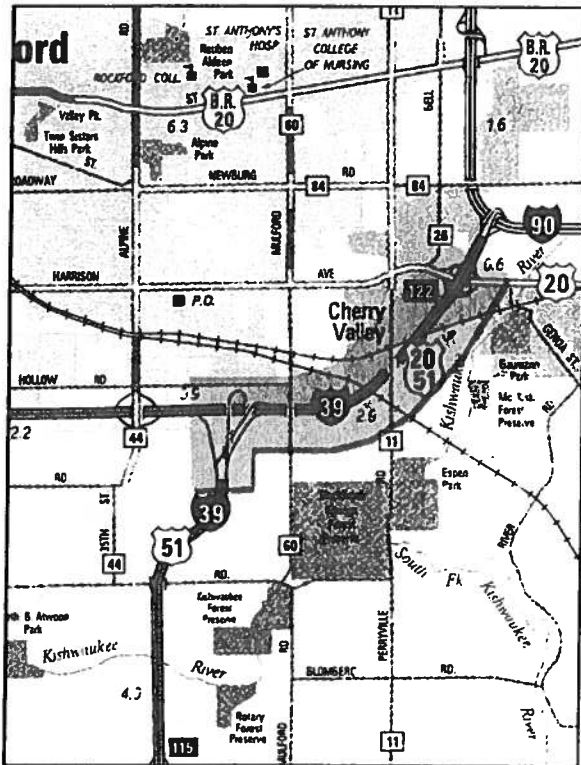


Illinois Department of Transportation

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.

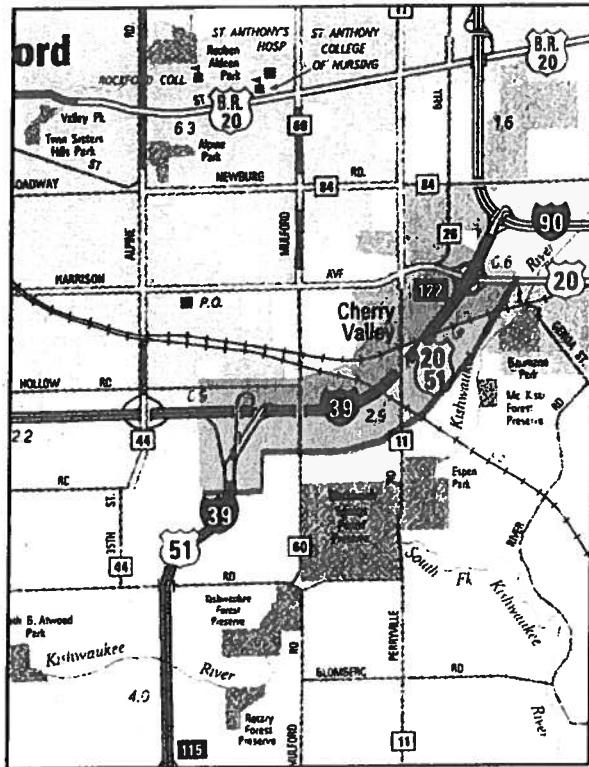


Illinois Department of Transportation

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 Project Website

Information related to the project is available on the Illinois Department of Transportation (IDOT) project website at www.idot.illinois.gov/projects/I39US20.

Welcome

Welcome to the second Open House Public Informational Meeting for the I-39 / U.S. 20 Improvement 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 you and the study team members. You are encouraged to ask questions and submit written comments about the project. Written statements may be given to us today or mailed to:

Mr. Kevin Marchek, P.E., Region Two Engineer
Illinois Department of Transportation, District Two
819 Depot Ave.
Dixon, Illinois 61021
Attention: Steve Robery, Project Engineer

The purpose of this project is to study the addition of travel lanes to I-39 / U.S. 20 and the reconstruction of the existing interchanges of U.S. 20 with I-39 and I-39 with Harrison Avenue. We are currently nearing completion of the Phase I preliminary engineering portion of the project development process, but at this time, there is no funding for construction.

Thank you for your interest and participation in this meeting.

Description and Location of the Project

The proposed project consists of modifications to the I-39 interchange with U.S. 20, reconstruction of the I-39 interchange with Harrison Avenue using a diverging diamond interchange, the construction of additional lanes on I-39 from the U.S. 20 interchange to just north of the Harrison Avenue interchange, and the construction of additional lanes along Harrison Avenue/U.S. 20. The proposed improvements are designed to address existing roadway design deficiencies and to improve the safety and operational characteristics of the facilities. The project also includes any necessary improvement to the overpasses at Linden Road, Mulford Road and Perryville Road, and the grade separations at the Union Pacific (UP) Railroad and CN Railroad.

I-39 was constructed in the early 1960s and in the 1990s and is part of the federal interstate system. U.S. 20 is a marked federal highway. Both roadways are part of the national highway system. I-39 has two lanes in each direction, separated by a grass median. The I-39 and U.S. 20 interchange is a three-legged, modified trumpet. The I-39 and Harrison Avenue interchange is a standard cloverleaf.

Traffic on I-39 through the project area continues to increase. Projections indicate that the volumes will soon exceed the capacity of the existing four lane interstate and additional lanes will be required. The table below shows the current daily traffic and projected traffic for various segments of roadway.

| Average Daily Traffic (ADT) | | |
|------------------------------------|-----------------|-------------------------|
| Location | Existing | Projected - 2040 |
| I-39 South of U.S. 20 | 26,700 | 61,600 |
| I-39/U.S. 20 | 49,900 | 106,610 |
| I-39 North of U.S. 20 | 32,700 | 98,690 |
| Harrison Avenue West of I-39 | 22,500 | 33,950 |
| Harrison Avenue East of I-39 | 22,300 | 43,450 |

Existing Roadway Deficiencies

I-39 through traffic is restricted to one lane in each direction at the I-39/U.S. 20 Interchange and drivers must use standard exit and entrance ramp terminals to continue travel on I-39. Both of these items are contrary to IDOT's current design policy. The curves on I-39 through the U.S. 20 interchange are tighter than the minimum allowed for a 70 mph design speed. Adding a second lane on I-39 provides two lanes in each direction on the primary route rather than merging into U.S. 20 with single lane ramps. Finally, the loop ramps at the Harrison Avenue/I-39 Interchange have tighter curves than current IDOT policy allows.

Information

- 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 FAX (815) 284-1667.
- Further questions may be addressed to:

| <u>Title</u> | <u>Name</u> | <u>Telephone</u> |
|--|--------------------|-------------------------|
| IDOT – Project Engineer/Coordinator | Steve Robery* | (815) 284-5510 |
| IDOT – Acting Land Acquisition Manager | Jon Estrem | (815) 284-5516 |
| IDOT – Acting Studies and Plans Engineer | Becky Marruffo | (815) 284-5351 |
| IDOT – Program Development Engineer | Masood Ahmad | (815) 284-5307 |

*Primary Contact

- Visit our website: www.idot.illinois.gov/projects/I39US20

I-39 / U.S. 20 IMPROVEMENT PROJECT - ATTENDANCE SHEET
OPEN HOUSE PUBLIC MEETING
March 23, 2017

| | Name | Address |
|----|----------------------------|--|
| 31 | Melena Williams | 7011 Blomhous CV. 61016 |
| 32 | DARIN STAES | 2207 TALIESEN LN RKF 61107 |
| 33 | Blank | 3136 Hoffman Ct Cherry Valley |
| 34 | Joe Vanderwert | Winn Co Highway Dept |
| 35 | Cherie Murphy | 7889 Newburg Road Rockford, IL |
| 36 | William Murphy | " " " " " " |
| 37 | Deanna Jovan - A&B Thruway | 4805 Sandy Hollow Rd Rockford, IL 61107 |
| 38 | Chuck Freeman | 806 E. State St. Cherry Valley IL 61016 |
| 39 | FRANK FUGA | 245 LILAC LANE RKF IL. 61107 |
| 40 | Ben GYLLIN | 7191 Brunner Way Cherry Valley, IL 61016 |
| 41 | Joe Attenhoff | 5291 Zenith Parkway L.P. 61111 |
| 42 | TERRICK McEON | 3178 Tuggle Dr CV 61016 |
| 43 | Dale Ewert | 3518 Valley Woods Dr. 61016 |
| 44 | Pam Johnson | 5600 Woodview way RKF 61109 |
| 45 | | |

(14)

I-39 / U.S. 20 IMPROVEMENT PROJECT - ATTENDANCE SHEET
OPEN HOUSE PUBLIC MEETING
March 23, 2017

| | Name | Address |
|----|-------------------------|---|
| 46 | LARRY McCulloh | 7546 BIRCHES WAY LN (CHERRY) VALLEY |
| 47 | Tonia Howard | 3475 Valley Woods Drive Cherry Valley |
| 48 | John A. ANDERSON | 5980 PALOMINO PKWY CHERRY VALLEY 61109 |
| 49 | Randall Paul | 8508 Suffolk Dr., Rockford, IL 61108 |
| 50 | Chuck Johnson | 5303 LINDEN RD ROCKFORD IL 61109 |
| 51 | Ward Gable | 509 W STATE CHERRY VALLEY IL 61016 |
| 52 | John Scheel | 1377 Hunting Woods Trail Rockford, IL 61102 |
| 53 | Bill Weidig | 7555 Mitos PL Cherry Valley IL 61016 |
| 54 | Michael Turman | 5669 Palomino PKWY Rockford IL 61109 |
| 55 | Billy Reason | 1461 Franklin Creek Dr, Franklin Grove, 61031 |
| 56 | Ann Wissbaum/Steve Wign | 3487 Valley Woods Dr Cherry Valley, IL 61016 |
| 57 | Rebecca Zajac | 3136 Hoffman Ct Cherry Valley, IL 61016 |
| 58 | Dean Morem | 315 Fairway Ww CV. 61016 |
| 59 | | |
| 60 | | |

I-39 / U.S. 20 IMPROVEMENT PROJECT - ATTENDANCE SHEET
OPEN HOUSE PUBLIC MEETING
March 23, 2017

| Name | Address |
|------------------------------------|--|
| 61 <u>Chinda Ross</u> | <u>3245 Hillbrough Road Rockford, IL 61109</u> |
| 62 <u>Catlyn Fedor</u> | <u>2250 Lancaster Rd, Cherry Valley, IL 61016</u> |
| 63 <u>Ryan Ostergard</u> | <u>5351 OAK HILL CT ROCKFORD IL 61109</u> |
| 64 <u>JOSEPH ATTANASIO</u> | <u>887 WOODMERE DRIVE CRYSTAL LAKE IL 60014</u> |
| 65 <u>TIM BRAGU</u> | <u>401 S. MAIN ST ROCKFORD IL 61101 (ROCKFORD PARK DISTRICT)</u> |
| 66 <u>James Gable</u> | <u>104 Franklin St Cherry Valley, IL 61016</u> |
| 67 <u>Synda Gable</u> | <u>" "</u> |
| 68 <u>Lisa Gable</u> | <u>509 W State St. Cherry Valley IL 61016</u> |
| 69 <u>BRAD WHEELOCK</u> | <u>5678 PALOMINO PKWY ROCKFORD, IL 61109</u> |
| 70 <u>Brenda Zulmer</u> | <u>3175 Tuggle Dr. Cherry Valley, IL 61016</u> |
| 71 <u>MARSHA TURMAN</u> | <u>4401 Redwood DR 61109 Rockford IL</u> |
| 72 <u>DAN TURMAN</u> | <u>4401 Redwood Dr 61109 Rockford IL</u> |
| 73 <u>Scott Metzger</u> | <u>7178 Wheatland Trcn 61016 Cherry Valley IL</u> |
| 74 <u>JUSTIN KROHN</u> | <u>9759 IL Route 76, Beaman IL 6108</u> |
| 75 <u>Duane & Tina Kitchen</u> | <u>3476 Valley Woods Dr., Cherry Valley 61016</u> |

(16)



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

FILE COPY

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. John A. Anderson
 5980 Palomino Parkway
 Rockford, Illinois 61109

Dear Mr. Anderson:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/US 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments requesting 90 day notice of the start of the project. We will add a commitment to our project files to notify you when plans are submitted to Springfield for letting. This typically occurs 90 days prior to letting the project. The project is then awarded approximately 30-45 days after that.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

By: Masood Ahmad, P.E.
 Engineer of Program Development
 SR-0299-2/16



Illinois Department of Transportation

Public Informational Open House
 March 23, 2017
 Christ the Rock Lutheran Church

I-39/US 20 Improvement Project
 FAI Route 39 (I-39) & FAP Route 301 (US 20)
 Sections (201-3)K &(4-1,5)R
 Winnebago County
 Job No. P-92-111-06

Citizen's Comments

NAME: John A. Anderson
 ADDRESS: 5980 Palomino Parkway
 PHONE: 815-315-1928

PLEASE SELECT ONE.
 I DO desire a response.
 I DO NOT desire a response.

COMMENTS:

IF AND WHEN A NEW "WALL" IS GOING IN
I WOULD LIKE AT LEAST A 90 DAY CAUTION LETTER
MY PROPERTY, LEGALITY, RUVS WORTH TO THE EXISTING
WALL. I WANT CONSTRUCT A MINI-WALL (FENCED) TO PROTECT
MY GRASSHILLERS, DOGS, GARAGE, ETC.....
PAR CAN EP
THANK YOU

(If you need more space, please use other side or an additional sheet of paper.)
 PLEASE RETURN BY APRIL 6, 2017 TO:
 Mr. Kevin Marchek, P.E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave.
 Dixon, IL 61021
 Attention: Steve Robery



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

FILE COPY



Illinois Department of Transportation

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

Public Informational Open House
 March 23, 2017
 Christ the Rock Lutheran Church

April 28, 2017

Mr. and Mrs. Larry and Diane Baker
 7416 Haymaker Lane
 Cherry Valley, Illinois 61016

I-39/US 20 Improvement Project
 FAI Route 39 (I-39) & FAP Route 301 (US 20)
 Sections (201-3)K & (4-1,5)R
 Winnebago County
 Job No. P-92-111-06

Dear Mr. and Mrs. Baker:

Citizen's Comments

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/US 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

Kevin Marchek

By: Masood Ahmad, P.E.
 Engineer of Program Development

SR-0239-2/6

PLEASE SELECT ONE:
 I DO desire a response.
 I DO NOT desire a response.

NAME: LARRY & DIANE BAKER
 ADDRESS: 7416 HAYMAKER LANE
 CHERRY VALLEY, ILL
 PHONE: 815-383-2349 (cell)

PLEASE SELECT ONE:
 I DO desire a response.
 I DO NOT desire a response.

COMMENTS: When we moved in 2009 "Traffic was too bad. Now its bad it sounds like thunder when trucks go by. Do not going to get better it will get worse. I cant enjoy my own home. Day or night. It bothers me and that my family. My 11 year old daughter came to visit us. She was crying in the den room. She yelled "Mama! Mama!" There a ton more. I told her its just trucks and traffic. It scared her. We need a sound barrier on wall. This was a nice place to live.

(If you need more space, please use other side or on additional sheet of paper.)
 PLEASE RETURN BY APRIL 6, 2017 TO:
 Mr. Kevin Marchek, P.E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave.
 Dixon, IL 61021
 Attention: Steve Robey
 Diane J. Baker



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

FILE COPY

PROGRAM DEVELOPMENT STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-11-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. and Mrs. Pete and Kathie Blassage
 7296 Wheatland Terrace
 Cherry Valley, Illinois 61016

Dear Mr. and Mrs. Blassage:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

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Sincerely,

Kevin Marchek, P. E.
 Region Two Engineer

Kevin Marchek

By: Masood Ahmad, P. E.
 Engineer of Program Development

SR-0299-2/1c



Illinois Department of Transportation

Public Informational Open House
 March 23, 2017
 Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
 FAI Route 39 (I-39) & FAP Route 301 (US 20)
 Sections (201-3)K & (4-1,5)R
 Winnebago County
 Job No. P-92-1111-06

Citizen's Comments

NAME: *Pete & Kathie Blassage*
 ADDRESS: *7296 Wheatland Ter*
Cherry Valley, IL 61016
 PHONE: _____

PLEASE SELECT ONE:
 I DO desire a response:
 I DO NOT desire a response:

COMMENTS:
We have been living here 18 yrs and the noise level now is greater than ever! I had to have a conversation in the backyard sometime, 4 lanes each way is gonna be CRAZY noise even with a shell barrier - But we do need eye 11' traffic will increase and so will the noise! Build a SAND wall!!

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
 Mr. Kevin Marchek, P. E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave.
 Dixon, IL 61021
 Attention: Steve Robery

Thank you Steve Robery



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

FILE COPY

Mr. Charles Carlson
 April 28, 2017
 Page 2

issues, please do not hesitate to contact our Operations Maintenance Field Engineer, David Almy, at 815-484-8171.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

By: Masood Ahmad, P.E.
 Engineer of Program Development

SR-0289-2/II

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017
 Mr. Charles Carlson
 7156 Wheatland Terrace
 Cherry Valley, Illinois 61016

Dear Mr. Carlson:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freepoint and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic vibrations and noise. We have noted your request to include a noise barrier as part of the project.

Traffic vibrations may be largely attributed to trucks and other large vehicles traveling on somewhat deteriorated facility containing pavement cracks, patches and other surface irregularities. Construction of the new roadway will provide a smoother riding surface which would likely reduce these vibrations.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction or noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

We would agree that if, upon further study, noise barriers were to be included, they would also serve to prevent roadway debris coming onto your property to a better extent than the existing access control fence. Your concern over collection of debris has been forwarded to our Operation Unit. If you have any further maintenance



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/US 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K & (4-1-5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Charles Carlson

ADDRESS: 7156 Wheatland Ter
Ch. W. 11 61014

PHONE: 815 494-7150
815 871-1134

| |
|---|
| PLEASE SELECT ONE. |
| I DO desire a response: <input checked="" type="checkbox"/> |
| I DO NOT desire a response: <input type="checkbox"/> |

COMMENTS:

Very noisy with increasing traffic need
a wall on south side of road to help
noise levels very difficult to sleep.
Can't leave doors and windows open due to noise
Traffic vibrations knocks things of counters & walls.
We've had a truck tire (seem) come off and
end up in my dining room - lots of damage to
my house. We need a wall to prevent future
incidents

(over)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06- 1-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. Robert B. Childs
6756 Country Lane
Rockford, Illinois 61109

Dear Mr. Childs:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/US 20 from the Harrison Avenue interchange to the next interchange to the south where US 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating your request to include the construction of a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,
Kevin Marchek, P. E.
Region Two Engineer

By: Masood Ahmad, P. E.
Engineer of Program Development
SR-02999-2/4

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Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: MR and MRS
Robert J. Cabelas
ADDRESS: 2756 CUMBERLY LN
ROCKFORD ILL 61109
PHONE: 815-332-3266

PLEASE SELECT ONE.
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

*Source was directly from the US30 bypass we
assessed when to see a private Abatement what should along
this stretch of highway. Please consider this your
feedback with design. Thank you*

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. Les Edwards
3459 Valley Woods Drive
Cherry Valley, Illinois 61016

Dear Mr. Edwards:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P. E.
Region Two Engineer

By: Masood Ahmad, P. E.
Engineer of Program Development

SR-0299-216



Illinois Department of Transportation

Public Informational Open House

March 23, 2017

Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Les Edwards
ADDRESS: 3459 Valley Woods Dr.
Cherry Valley, IL 61616
PHONE: 815-721-9389

PLEASE SELECT ONE.
I DO desire a response:
I DO NOT desire a response:

COMMENTS:

I used a Valon to purchase our home 6 years ago and to this day have not been able to sleep with the windows open due to the traffic noise created on I39 and US20. I was told that noise barriers would be installed mostly because of commercial traffic using ramp from I39 north to US20 EAST. I sincerely hope this is true. (over)

Thank you,
Les Edwards

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P.E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Ms. Cathy Fedor
2250 Lancaster Road
Cherry Valley, Illinois 61016

Dear Ms. Fedor:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating your disappointment that your subdivision is not being considered for a noise wall.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per defined noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

Kevin Marchek

By: Masood Ahmad, P.E.
Engineer of Program Development

SR-0299-2/16



Illinois Department of Transportation

Public Informational Open House

March 23, 2017

Christ the Rock Lutheran Church

1-39/U.S. 20 Improvement Project
FAI Route 39 (1-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1.5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Cathy Felfor
ADDRESS: 2350 Lancaster Rd,
Cherry Valley, IL 61016
PHONE: _____

PLEASE SELECT ONE.
I DO desire a response: _____
I DO NOT desire a response:

COMMENTS:

*Very informative! disappointed that
our subdivision is not being considered
for part of the noise abatement
through stark area*

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

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**PROGRAM DEVELOPMENT
STUDIES AND PLANS**
FAI 39 (1-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: 1-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. Luis Garcia
3483 Valley Woods Drive
Cherry Valley, Illinois 61016

Dear Mr. Garcia:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freepport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P. E.
Region Two Engineer

By: Masood Ahmad, P. E.
Engineer of Program Development

SR-0299-2/16



Illinois Department of Transportation

Public Informational Open House

March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Jus Carvra
ADDRESS: 3483 Valley Woods Dr
Cherry Valley IL 61016
PHONE: (815) 670-7948

PLEASE SELECT ONE.
I DO desire a response:
I DO NOT desire a response:

COMMENTS:

I am concerned due to the fact that only parts were approved for the wall, I feel it is safer and over all better to have the wall cover the entire 3 miles with the increase of traffic and pollution that comes with it. Please consider covering all. Thank You.

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:

Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

PROGRAM DEVELOPMENT STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Ms. Melissa Garcia
3483 Valley Woods Drive
Cherry Valley, Illinois 61016

Dear Ms. Garcia:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P. E.
Region Two Engineer

By: Masood Ahmad, P. E.
Engineer of Program Development

SR-0299-2/16



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Melissa Garcia
ADDRESS: 3483 valleyworksdr
Cherry Valley IL 61016
PHONE: 815-762-9050

PLEASE SELECT ONE.
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

We strongly ask that a wall be put due to concerns of road traffic noise and pollution in all areas our home is located right in the backyard of the highway. We cannot enjoy family gatherings for summer back yard grills due to the noise. We have a child and are looking to continue growing our family in this wonderful neighborhood we don't look forward to future plans to relocate due to noise & pollution. Please we ask that it will get granted.

Residents of

[Handwritten signature]

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. Bert Gjyllin
7191 Britner Way
Cherry Valley, Illinois 61016

Dear Mr. Gjyllin:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with a difficult merge when traveling from I-90 westbound to I-39 southbound and the difficulty maneuvering from the far left lane to right lane in order to exit at Harrison. You questioned if the plans included adding a third lane in this area which would make this maneuver even more difficult. We appreciate your concern and want to clarify that the plans do not call for an additional lane here. Furthermore, due to the configuration of the new interchange at Harrison, specifically the I-39 southbound to Harrison Avenue westbound ramp, there will be slightly more room in which to make this maneuver, so the condition should be alleviated somewhat.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

[Handwritten signature: Kevin Marchek]

By: Masood Ahmad, P.E.
Engineer of Program Development

SR-02399-2/td

March 24, 2017

Mr. Kevin Marchek, P.E.

Region Two Engineer

Illinois Department of Transportation

819 Depot Ave.

Dixon, IL 61021

Attention: Steve Robery

Re: I-39/US 20 Improvement Project

I attended the Public Meeting regarding the project at Christ United Church in Cherry Valley on Thursday, March 23. I had one question/concern that could not be addressed at that time. Perhaps you can provide me with the necessary details.

When driving North on I-90 and existing onto I-39 to go towards Freeport, you end up merging on the far left side of I-39. Shortly after you enter this I-39 interchange, this far left lane moves you onto the existing two remaining lanes of I-39 going West towards Freeport.

Currently, if you need to exist I-39 at Harrison (perhaps to go to the Cherry Vale Mall), once you have gained access to I-39 you must immediately attempt to cross over two lanes of traffic to the far right side of I-39 to gain access to the Harrison exit ramp. This is not an easy maneuver given the car and truck traffic that is travelling South on I-39 on your right side.

Is it the intention of IDOT to add a third lane on I-39 at this interchange and the Harrison exit?

Currently, it is very difficult to look over your right shoulder and time a maneuver that would get you to the Harrison exit ramp at the Mall. If a third lane were added at this juncture, it would make it almost impossible and probably result in more serious accidents.

Please let me know the intentions of IDOT.

Regards,

Bert Gyllin (815)332-7434

7191 Brynner Way

Cherry Valley, IL 61016



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

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PROGRAM DEVELOPMENT
STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)

Section (201-3)K and (4-1, 5)R

Winnebago County

Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. Hugh Glover
7209 Wheatland Terrace

Cherry Valley, Illinois 61016

Dear Mr. Glover:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/US 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per delineated noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input, the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

By: Masood Ahmad, P.E.
Engineer of Program Development

SR-0289-2/16



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1.5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Hugh Glover
ADDRESS: 7209 WHEATLAND TER.
CHERRY VALLEY, ILL. 61016
PHONE: 815-332-2660

PLEASE SELECT ONE.
I DO desire a response. X
I DO NOT desire a response.

COMMENTS:

THIS LETTER IS TO INFORM YOU THAT MY NEIGHBORS
AND I ARE ASKING FOR A NOISE ABATEMENT WALL TO BE
CONSTRUCTED ALONG THE I39/US 20 8 LANE PROJECT FROM
THE PERRYVILLE RD. BRIDGE TO THE HARRISON AVE EXIT.
THIS WALL WILL TAKE AWAY A LOT OF ROAD NOISE FOR THIS
FAMILIES OWNING PROPERTIES ALONG WHEATLAND TER. IN
VALLEY VIEW SUB. WHICH RUNS ALONG THE PROPERTY LINE
OF THE HIGHWAY THANK YOU

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1.5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017
Ms. Tonia Howard
3475 Valley Woods Drive
Cherry Valley, Illinois 61016

Dear Ms. Howard:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

You also expressed concern with vibrations which may be largely attributed to trucks and other large vehicles traveling on somewhat deteriorated facility containing pavement cracks, patches and other surface irregularities. Construction of the new roadway will provide a smoother riding surface which would likely reduce these vibrations.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,
Kevin Marchek, P.E.
Region Two Engineer

By: Masood Ahmad, P.E.
Engineer of Program Development

SR-0289-2M



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Tonia Howard
ADDRESS: 3475 Valley Woods Dr.
Cherry Valley IL 61014
PHONE: 815-978-0481

PLEASE SELECT ONE.
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

The vibrations from the traffic shake the furniture and windows in my home. I tried to have window blinds put on and had to have them removed the same day because of the vibrations from large trucks.
Thank you!

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Tonia Howard
ADDRESS: 3475 Valley Woods Dr.
Cherry Valley IL 61014
PHONE: 815-978-0481

PLEASE SELECT ONE.
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

The noise is very loud and I would like a consideration for the noise wall. I would be willing to put forth a percentage of funds to assist in this part of the project if it would be feasible.
Thank you.

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



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

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PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (1-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: 1-39 from 0.8 mile north of Blackhawk Road to 1-90

April 28, 2017

Mr. Chuck Johnson
 5503 Linden Road
 Rockford, Illinois 61109

Dear Mr. Johnson:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of 1-39. The Department is completing its first phase of engineering to study the expansion of 1-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and 1-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with right-of-way maintenance including weeds along the access control fence. Our maintenance policies include spraying of weeds within the state right-of-way, but caution is needed when spraying weeds on fences to prevent overspray onto private property.

Per your request, I have included the telephone number of our Operations Maintenance Field Engineer, David Almy. You can contact him 815-484-8171 if you have any further maintenance issues.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

By: Masood Ahmad, P.E.
 Engineer of Program Development

SR-0299-214



Illinois Department of Transportation

80

Public Informational Open House
 March 23, 2017
 Christ the Rock Lutheran Church

1-39/U.S. 20 Improvement Project
 FAI Route 39 (1-39) & FAP Route 301 (US 20)
 Sections (201-3)K &(4-1,5)R
 Winnebago County
 Job No. P-92-111-06

Citizen's Comments

NAME: Chuck Johnson
 ADDRESS: 5503 Linden Rd
Rockford, IL 61109
 PHONE: 815-821-8263

PLEASE SELECT ONE.
 I DO desire a response.
 I DO NOT desire a response.

COMMENTS:

THANK YOU FOR THE INFORMATION
REGARDING THE PROPOSED ROAD IMPROV-
MENTS -
ON A TOTALLY SEPARATE NOTE -
DO YOU IS NOW OF A PHONE # OF
SOMEONE IN OPERATIONS TO CALL
REGARDING RIGHT DE WHY MATTERING?
THE LINES & POISON IVY FROM THE STATE
SIDE OF THE FENCE ARE
(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
 Mr. Kevin Marchek, P. E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave
 Dixon, IL 61021
 Attention: Steve Robery



Illinois Department of Transportation

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Illinois Department of Transportation

PROGRAM DEVELOPMENT

STUDIES AND PLANS

FAI 39 (1-39) and FAP 301 (US 20)

Section (201-3)K and (4-1, 5)R

Winnebago County

Job No. P-92-111-06: 1-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Ms. Patricia Kennedy
7164 Wheatland Terrace
Cherry Valley, Illinois 61016

Dear Ms. Kennedy:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

By: Masood Ahmad, P.E.
Engineer of Program Development

SR-0298-216

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

1-39/U.S. 20 Improvement Project
FAI Route 39 (1-39) & FAP Route 301 (US 20)
Sections (201-3)K & (4-1, 5)R
Winnebago County
Job No. P-92-111-06

| |
|------------------------------|
| RECEIVED REGION 2 |
| APR 03 2017 |
| REGIONAL OFFICE |
| PROJECT NO. 1-39/US 20 |
| SECTION (201-3)K & (4-1, 5)R |
| COMMENTS: See attached |
| PREPARED BY: [Signature] |
| CHECKED BY: [Signature] |
| DATE: APR 03 2017 |

Citizen's Comments

NAME: Patricia Kennedy

ADDRESS: 7164 Wheatland Ter
Cherry Valley, IL 61016

PHONE: _____

| |
|---|
| PLEASE SELECT ONE. |
| I DO desire a response. <input checked="" type="checkbox"/> |
| I DO NOT desire a response. <input type="checkbox"/> |

COMMENTS:

Our home is already adjacent to I-39, on the backside ending very near one of the present four-lane highway bridges. The noise level is already disruptive. We are unable to use our back deck or garden as often now what the prison next to you is making when you try to be outside. We need to discuss a noise abatement bill if additional laws are to be added to this road. There are certainly more important projects in this state that need IDOT's attention, funds (if you need more space, please use other side or an additional sheet of paper.) *no reply.*

PLEASE RETURN BY APRIL 6, 2017 TO:

Mr. Kevin Marchek, P.E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



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

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PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017
 Mr. William Kennedy
 7164 Wheeland Terrace
 Cherry Valley, Illinois 61016

Dear Mr. Kennedy:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freepoint and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

You also expressed a concern for the traffic growth numbers and questioned why eight lanes were being built instead of just six lanes. The traffic projections are based on historical data. We have coordinated with the Rockford Metropolitan Agency for Planning and they are in agreement with the projections. Our phase 1 study included an analysis of 6 lanes versus 8 lanes. For ease of explanation, we will consider only northbound traffic for the moment. In order to get an adequate level of service, three through lanes were required with the addition of an auxiliary lane for traffic entering

Mr. William Kennedy
 April 28, 2017
 Page 2

from I-39 where it merges with US 20. An auxiliary lane would also be needed for northbound I-39 traffic exiting at Harrison/US 20. Rather dropping the auxiliary lane between the relatively closely spaced interchanges, the District decided it was prudent to maintain the lanes in order to reduce required lane changes and improve traffic flow during heavy periods. The same argument can be made for southbound traffic.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

By: Masood Ahmad, P.E.
 Engineer of Program Development

SR-0299-2/d



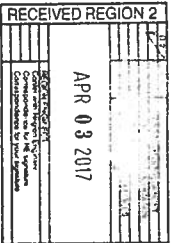
Illinois Department of Transportation

Public Informational Open House

March 23, 2017

Christ the Rock Lutheran Church

1-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06



Citizen's Comments

NAME: WILLIAM K. CLEWERY
ADDRESS: 7101 WILKINSON ROAD
CHEERY VALLEY, IL 61016
PHONE: _____

PLEASE SELECT ONE.
I DO desire a response: X
I DO NOT desire a response:

COMMENTS:

*We have needed a wall for many years
Unemployment in Rockford is 11.1% and people are leaving
Illinois so rob, car, vehicle accidents.
Why 8 lanes when I-90 to Chicago is only 6?
There is not room with the middle for 4 more lanes.
If this is built now in 2017 it will be worse out
and have to be replaced, so instead of money,
I see the money to fix the bridges in Illinois.*

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

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PROGRAM DEVELOPMENT STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Ms. Trina Kitchen
3476 Valley Woods Drive
Cherry Valley, Illinois 61016

Dear Ms. Kitchen:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P. E.
Region Two Engineer

By: Masood Ahmad, P. E.
Engineer of Program Development

SR-0299-21d



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/US 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Ina Kichen
ADDRESS: 3476 Valley Woods Tr
Cherry Valley, IL 61016
PHONE: 815-298-0244

PLEASE SELECT ONE:
I DO desire a response:
I DO NOT desire a response:

COMMENTS:

I feel the sound barrier should include the entire
distance of the lane expansion The noise from the
road is already very loud, adding lanes will only
increase the noise Please consider the families that
will be troubled by this increase in noise Thanks

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. Herman Krunfus
7103 Wheatland Terrace
Cherry Valley, Illinois 61016

Dear Mr. Krunfus:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/US 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

We would agree that if, upon further study, noise barriers were to be included, they would also serve to prevent roadway debris coming onto private property to a better extent than the existing access control fence. If you experience any roadway debris coming onto your property in the future, please do not hesitate to contact our Operations Maintenance Field Engineer, David Almy, at 815-484-8171.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P. E.
Region Two Engineer

By: Masood Ahmad, P. E.
Engineer of Program Development



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: HERMAN KRUMHUIS
ADDRESS: 7103 WHEATLAND TERRACE,
CHERRY VALLEY, ILLINOIS
PHONE: 815-332-4573

PLEASE SELECT ONE.
I DO desire a response: [X]
I DO NOT desire a response: []

COMMENTS:

WE PURCHASED OUR HOME ON WHEATLAND TERRACE IN JULY
OF 1978. I REALIZE THAT YOU & THE IRT. DO BY FAR EXCEED
NEAR THIS HOUSE HOWEVER THE TRAFFIC NOISE WAS MINOR.
WITH THE CONSTRUCTION OF THE AMOUNT OF TRUCK TRAFFIC
& THE AMOUNT OF NOISE ROSE TO ALREADY UNDESIRABLE LEVELS
ATTIMES. I BELIEVE THAT THIS HAS ALREADY ADVERSLY
EFFECTED THE VALUE OF OUR PROPERTY. IF HIGHWAYS LANES
OF TRAFFIC ARE ADDED WITHOUT THE ADDITION OF A BARRIER

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:

Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robey



Illinois Department of Transportation

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

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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. Scott McIntosh
7178 Wheatland Terrace
Cherry Valley, Illinois 61016

Dear Mr. McIntosh:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department
of Transportation's proposed improvement of I-39. The Department is completing its
first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison
Avenue interchange to the next interchange to the south where U.S. 20 continues west
to Freeport and I-39 continues south to Bloomington. The expansion proposes a total
of eight lanes (four lanes in each direction) and includes reconfiguration of the
interchanges. The purpose of this meeting was to inform the public of the design
details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have
noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified
eight areas in which construction of noise walls should be considered. Within six of
these areas, the cost of the walls exceeded the Department's criteria for allowable cost
per benefited noise receptor. In the remaining two areas, the proposed noise walls did
not meet the Department's criteria for achieving a minimum eight decibel reduction in
noise. As the proposed noise walls were either not considered cost effective or were
not anticipated to sufficiently reduce the noise, additional noise mitigation is not being
considered at this time. However, as a result of public input the Department has made
a commitment to study noise mitigation further during the next engineering phase of the
project.

We would agree that if, upon further study, noise barriers were to be included, they
would also serve to prevent roadway debris from coming onto your property to a better
extent than the existing access control fence. It would also likely discourage travelers
from coming over the fence onto your property. Your concern over debris from the
roadway has been forwarded to our Operations Unit. If you have any further
maintenance issues, please do not hesitate to contact our Operations Maintenance
Field Engineer, David Almy, at 815-494-8171

We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P. E.
Region Two Engineer

[Handwritten signature of Kevin Marchek]

By: Masood Ahmad, P. E.
Engineer of Program Development



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Scott Matthews Jr
ADDRESS: 7778 Wheatland Terr
Christ the Rock Luth Church
PHONE: 815 940 1281

PLEASE SELECT ONE.
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

- I Support a noise wall
- It is so loud now that we have asked I cant tell if someone has broken into my house and I already had a home owners case so if it is very noisy
- If there was an accident like a semi truck it could cause night sounds are good and probably our house kind of kids are playing in the yard on wheels it could very easily kill someone. it's pay our taxes we should feel safe.

(If you need more space, please use other side or an additional sheet of paper.)
PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Scott McIntosh
ADDRESS: 7178 Wheatland Terrace
Christ the Rock Lutheran Church
PHONE: (815) 940-6971

PLEASE SELECT ONE.
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

- Cant hear if someone is in my house, noise is so bad.
- Trucks come flying over fence - NOT SAFE IN BACKYARD
- Have trouble sleeping with all the noise

(If you need more space, please use other side or an additional sheet of paper.)
PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Public Informational Open House

March 23, 2017

Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)

Sections (201-3)K & (4-1.5)R
Winnebago County
Job No. P-92-11-1-06

Citizen's Comments

NAME: DEAN NOREM

ADDRESS: 315 FAIRWAY VW

CHEERY VALLEY IL 61016

PHONE: (618) 815-543-6029

| |
|---|
| PLEASE SELECT ONE. |
| I DO desire a response: <input type="checkbox"/> |
| I DO NOT desire a response: <input checked="" type="checkbox"/> |

COMMENTS:

(SEE ATTACHED WRITE-UP)

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:

Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robey

Feed back for I-39 / US 20 Improvements

Dean Norem

Grateful for the proposed improvements, excited to have them move forward.

The diverging exchange at Harrison & US20 will be great, slowing traffic thru that area, and easing the process of merging traffics.

Intersection at Mill Rd & Harrison is dysfunctional in many ways. It is not designed to handle the high volume of traffic that funnels thru it. Also, the staggered traffic lights (N & S) cause unnecessary delays in proceeding thru it.

Mill Rd from South -

- lane alignments are bad, drivers confused about which lanes go straight across.
- Left turns- drivers don't turn into first lane (they spread out across all Harrison lanes), forcing delays for drivers right turning from north. suggestion -> add turkey-tracks to guide lane usage, consider curbed lanes to enforce

Mill Rd from North - high volume of traffic uses this route, many areas funnel here.

- right turn lane is too short, frequent back-ups waiting for multiple reasons: from-south traffic using all west-bound Harrison lanes, timid drivers just wait.
- right turn should have a transition lane (onto Harrison).
- Very common for lines to backup well up the hill, making winter driving more dangerous. The hill down to intersection cause blind spot, as the drivers do not see the backup until upon it, road is slick (polished from prior stopping), and did not know to slow down. 'regulars' know to approach slow in winter. Suggestion - cut down the crest/grade so that back-ups are visible, and also reducing slope of the down-grade.

Traffic Volume - (outside scope of presented work) expand a length of Mill Rd to be 4 lane, OR add another roadway parallel to Mill Rd (1 mile over, extend Shaw Rd?), connecting from Harrison thru to State Street (business 20 between Rockford & Belvidere) that can alleviate some of the volume along Mill Rd.

*Dean Norem
Resident C.V., IL*



Illinois Department of Transportation

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

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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-11-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr and Mrs. Richard and Kathy Nystrom
4357 Brookdale Road
Rockford, Illinois 61109

Dear Mr and Mrs. Nystrom:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

You also expressed concern for air and water pollution from the construction project and run-off causing water pollution to your wells. Our plans include a detailed storm water pollution prevention plan that complies with the provisions on the National Pollutant Discharge Elimination System Permit ILR10 issued by the Illinois Environmental Protection Agency for storm water discharges from construction sites. This plan requires that erosion and sediment controls be implemented and maintained throughout the duration of the construction project. These controls include minimizing the amount of soil exposed during construction, minimizing the disturbance of steep slopes, maintaining buffers around surface waters, and directing storm waters to vegetated areas to increase sediment removal. In addition, stabilization practices

Mr and Mrs. Richard and Kathy Nystrom
April 28, 2017
Page 2

such as temporary seeding, permanent seeding, mulching, geotextiles, sodding, vegetative buffer strips, temporary ditch checks, perimeter erosion barriers and other appropriate measures are detailed in the erosion control plans to ensure disturbed portion of the construction site are stabilized. Contractors and subcontractors are required to provide certification statements indicating that they will comply with the conditions of the EPA issued permit and the storm water pollution prevention plan.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

By: Masood Ahmad, P.E.
Engineer of Program Development

SR-0299-2/6



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAP Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1-5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Richard & Kathy NUSTROM
ADDRESS: 4357 BROOK HILL Rd
KOLKORD IL 61104
PHONE: 815-333-4011

PLEASE SELECT ONE.
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

We were ordered to have about 100
paved and are now covered with
dirt + gravel + all the noise that
I have that this noise will be
more abundant than it has
also the asphalt pavement as well as
the noise. please. Thank you
-parents Richard & Kathy

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:

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

Another concern I do we have our own wells as we
also are concerned about our water we drink. Disposal of...



Illinois Department of Transportation

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

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PROGRAM DEVELOPMENT

STUDIES AND PLANS

FAP 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. Paul Orlandi
3495 Valley Woods Drive
Cherry Valley, Illinois 61016

Dear Mr. Orlandi:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating that you do not think a noise wall is necessary behind your property.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, please note that, as a result of significant public input in favor of a noise wall, the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P. E.
Region Two Engineer

By: Masood Ahmad, P. E.
Engineer of Program Development

SR-0299-2/6



Illinois Department of Transportation

Public Informational Open House

March 23, 2017

Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Paul Orlando
ADDRESS: 3495 Valley Woods Dr.
Cherry Valley 61016
PHONE: 815-332-1553

| |
|--|
| PLEASE SELECT ONE. <input type="checkbox"/> I DO desire a response. <input checked="" type="checkbox"/> I DO NOT desire a response. |
|--|

COMMENTS:

We have concerns regarding a wall behind our property. We do not think this is necessary or will be of any benefit to us.

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

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PROGRAM DEVELOPMENT STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017
Mr. Terry Podaszwa
3443 Valley Woods Drive
Cherry Valley, Illinois 61016
Dear Mr. Podaszwa:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P. E.
Region Two Engineer

By: Masood Ahmad, P. E.
Engineer of Program Development
SR-0239-2/16



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

1-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections 201-3JK &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Terey Podaszwa
ADDRESS: 3443 VALLEY WOODS DRIVE
CHERRY VALLEY, IL 61016-0217
PHONE: 1-815-398-0369

PLEASE SELECT ONE.
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

WHEN LOOKING AT HOMES 12 YRS AGO, WE TURNED DOWN A
HOUSE DOWN THE ROAD 'CAUSE IT'S BACK YARD TOUCHED THE
BYPASS. IT WAS SOMETIMES & WE COULDN'T HEAR EACH OTHER ON
THE YARD. NOW, LIVING ON THE CORNER OF TOGAUE & VAL WOODS DR., WE
HEAR TRUCKS 'SING. ISOLATING" ON THE ROAD. WHEN THE TRUCK LEAVES SILENT,
IT SEEMS THE NOISE A BIT, BUT IT'S STILL NOISY. WE'VE WOULD
AS WE DRIVE W. WHY SOME PLACES HAVE WALLS & SOME DON'T. IS IT YOURS COMMON
AND MORE LARGES MADE TERRIFIC & WHEN THE ROAD BENDS, IT NOISES TO HOMES,
PLEASE JUST TELL THE HOUSE ASSORTMENT WHATS AT THE SAME TIME.
(If you need more space, please use other side or an additional sheet of paper.)
WE WELCOME ANY COMMENTS TO VISIT MY HOUSES (ESP. HOLLANDS) TO SIT ON OUR PATIO
PLEASE RETURN BY APRIL 6, 2017 TO: & HEAR THE TERRIFIC. DID VISIT AND MASTER
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section 201-3JK and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: 1-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. and Mrs. Jerry and Jean Redden
3491 Valley Woods Drive
Cherry Valley, Illinois 61016

Dear Mr. and Mrs. Redden:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freepoint and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

By: Masood Ahmad, P.E.
Engineer of Program Development

SR-0299-2/16



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/US 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1.5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Jerry+Sean Redden
ADDRESS: 3441 Valleywoods Drive
Cherry Valley, IL 60014
PHONE: 815 222 2577

PLEASE SELECT ONE.
I DO desire a response: _____
I DO NOT desire a response: _____

COMMENTS:

We know we have to live here by the road but it is
necessary to redo and add to it the people living along
it need to be considered. If they'd double or
do the noise. If there is money to do the road
there has to be money for a wall. Please
take care of us.

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robey



Illinois Department of Transportation

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PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017
Ms. Linda Ross
3245 Hillbrough Road
Rockford, Illinois 61109
Dear Ms. Ross:

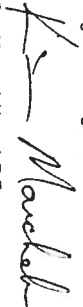
Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/US 20 from the Harrison Avenue interchange to the next interchange to the south where US 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

You also expressed concerns with the heavy traffic and the difficulty of trying to enter I-39 as vehicles are trying to exit. The additional lanes on I-39 and US 20/Harrison Avenue should alleviate the congestion. Replacing the loop ramps with a diverging diamond configuration will eliminate the difficult weaves where vehicles are entering and exiting in very close proximity to one another.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,
Kevin Marchek, P.E.
Region Two Engineer

By: Masood Ahmad, P.E.
Engineer of Program Development



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Glader Ross
ADDRESS: 3345 Hillsbrook Road
Rockland, IL 6109-1741
PHONE: 815-608-1368

PLEASE SELECT ONE.
I DO desire a response:
I DO NOT desire a response:

COMMENTS:
Generally where we are located, we have traffic noise from the interstate where the wind is out of the south/southwest. We're hoping for better noise abatement. Traffic backs up on the ramps on Friday nights to Mill Street. Need to look at that. Another problem area is by the Water Park during the summer.

Right now spring season. Necessary to go north to WI as well. Traffic is heavy & we are trying to cut it so you are going to either, traffic at night, what on both lanes, if you need more space, please use other side or an additional sheet of paper.

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery

Too bad this couldn't have been considered when the road budget was made for 90 were constructed. It will be torn apart once again. Waste of taxpayer money.



Illinois Department of Transportation

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

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017
Mr. Stuart T. Samp
6331 Linden Road
Cherry Valley, Illinois 61016

Dear Mr. Samp:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer

Marchek

By: Masood Ahmad, P.E.
Engineer of Program Development

SR-0299-2146



Illinois Department of Transportation

Public Informational Open House

March 23, 2017

Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME:

Shant T. Seagren

ADDRESS:

6331 Linden Rd
Rockford IL 61109

PHONE:

815-874-8464

PLEASE SELECT ONE.
I DO desire a response: X
I DO NOT desire a response:

COMMENTS:

I AM NOT standing in the way of progress. But I am very concerned with the noise. It don't seem to be too much to ask is that a noise barrier be included in this make over. Don't forget we were here before. Don't the 30-20 roads. Don't wreck our quality of life

(If you need more space, please use other side or an additional sheet of paper.)

Thank you
Shant T. Seagren

PLEASE RETURN BY APRIL 6, 2017 TO:

Mr. Kevin Marchak, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

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

PROGRAM DEVELOPMENT

STUDIES AND PLANS

FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Ms. Sally Seagren
7206 Wheatland Terrace
Cherry Valley, Illinois 61016

Dear Ms. Seagren:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic vibration and noise and have noted your request to include a noise barrier as part of the project.

Traffic vibrations may be largely attributed to trucks and other large vehicles traveling on somewhat deteriorated facility containing pavement cracks, patches and other surface irregularities. Construction of the new roadway will provide a smoother riding surface which would likely reduce these vibrations.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

We would agree that if, upon further study, noise barrier were to be included, they would also serve to prevent roadway debris from coming onto your property to a better extent than the existing access control fence. It would also likely prevent travelers from coming over the fence onto your property. Your concern over debris from the roadway has been forwarded to our Operation Unit. If you have any further

FILE COPY

Ms. Sally Seagren
April 28, 2017
Page 2

maintenance issues, please do not hesitate to contact our Operations Maintenance Field Engineer, David Almy, at 815-484-9171.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P. E.
Region Two Engineer

By: Masood Ahmad, P. E.
Engineer of Program Development
SR-0299-2/16



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1.5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Sally Seagren
ADDRESS: 7206 Wheatland Street
Cherry Valley IL
PHONE: 815-332-4673

PLEASE SELECT ONE.
I DO desire a response.
I DO NOT desire a response.

COMMENTS:

Our home's backyard faces highway 20 - the noise is getting unbearable. I haven't been able to open my bedroom window since 39 met up with 20. With the ads closed we can watch TV at a 12-18 level on the road with the door + windows open we have to turn volume to 36
When construction is underway the power lines + bright lights keep us from sleeping. The vibration from the highway causes our beds to vibrate - we have a
(If you need more space, please use other side or an additional sheet of paper.)
PLEASE RETURN BY APRIL 6, 2017 TO: a form it difficult to carry on a conversation w/o yelling at each other. The wall is a must before construction starts!
Truck tires come over the fence into neighbors



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

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Public Informational Open House

March 23, 2017
 Christ the Rock Lutheran Church

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (1-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: 1-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Mr. Joseph A. Vanderwerf
 Winnebago County Highway Department
 424 North Springfield
 Rockford, Illinois 61109

Dear Mr. Vanderwerf:

NO RESPONSE NEEDED

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

Kevin Marchek

By: Masood Ahmad, P.E.
 Engineer of Program Development
 SR-0296-2/16



Illinois Department of Transportation

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1-39/US 20 Improvement Project
 FAI Route 39 (1-39) & FAP Route 301 (US 20)
 Sections (201-3)K &(4-1,5)R
 Winnebago County
 Job No. P-92-111-06

Citizen's Comments

NAME: *Joseph A. Vanderwerf Sr*
 ADDRESS: *County Engineer*
Winnebago County Highway Dept.
424 N. Springfield
Rockford, IL 61109
 PHONE: *(815) 319-4900*

PLEASE SELECT ONE.
 I DO desire a response.
 I DO NOT desire a response.

COMMENTS:

I strongly recommend that IDOT consider building both the pavement and bridges to be able to carry 120,000 lb loads. ISTHA has done so on the Jane Adams. Using their truck configuration, the cost increase is marginal. Over time, this capability will have a significant economic benefit to Illinois. Winnebago County is following this policy with all our bridge structures and selected highways.

contact me if you have questions

(If you need more space, please use other side or an additional sheet of paper.)
 PLEASE RETURN BY APRIL 6, 2017 TO:
 Mr. Kevin Marchek, P. E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave.
 Dixon, IL 61021
 Attention: Steve Robery

m.s.d 3/23/17 (K)



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

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Illinois Department of Transportation

Public Informational Open House

March 23, 2017

Christ the Rock Lutheran Church

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 21, 2017

Ms. Dore Wait
 7096 Wheeland
 Cherry Valley, Illinois 61016

Dear Ms. Wait:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

We would agree that if, upon further study, noise barriers were to be included, they would also serve to prevent roadway debris coming onto private property to a better extent than the existing access control fence. If you experience any roadway debris coming onto your property in the future, please do not hesitate to contact our Operations Maintenance Field Engineer, David Army, at 815-484-8171.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

Kevin Marchek

By: Masood Ahmad, P.E.
 Engineer of Program Development

I-39/U.S. 20 Improvement Project
 FAI Route 39 (I-39) & FAP Route 301 (US 20)
 Sections (201-3)K &(4-1,5)R
 Winnebago County
 Job No. P-92-111-06

Citizen's Comments

NAME:

Dore Wait

ADDRESS:

*7096 Wheeland
 Cherry Valley, IL 61016*

PHONE:

*815 3321541
 815-6086873*

PLEASE SELECT ONE.
 I DO desire a response.
 I DO NOT desire a response.

COMMENTS:

The noise is terrible - when on my deck you can't hear to talk - do you ever hear the deer or birds open the barrier prior to road a semi truck come through my patio (stitches) door. Had to replace windows, glass, door etc. by the thousands but it just got up from table - had to be dead, we need a wall! - you'd like - come out on my deck.

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:

Mr. Kevin Marchek, P.E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave.
 Dixon, IL 61021
 Attention: Steve Robery



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

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Illinois Department of Transportation

**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

Public Informational Open House
 March 23, 2017
 Christ the Rock Lutheran Church

April 28, 2017
 Ms. Jill Wedig
 7555 Mikes Place
 Cherry Valley, Illinois 61016

I-39/U.S. 20 Improvement Project
 FAI Route 39 (I-39) & FAP Route 301 (US 20)
 Sections (201-3)K &(4-1,5)R
 Winnebago County
 Job No. P-92-111-06

Citizen's Comments

Dear Ms. Wedig:
 Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freesport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern memorial for trees at the entrance to the bike path on Valley Woods Drive. After looking more closely at the location of these trees, it appears that they are located within state right-of-way. Furthermore, they will be impacted by the additional embankment needed for the roadway widening. Unfortunately, the state and its contractors do not have the means to relocate trees. Generally, trees needing to be removed due to a roadway project are replaced one for one or acre for acre with new trees. While we cannot accommodate your request to relocate the trees, we would be willing to place a commitment in the plans to contact you prior to the start of the project so that you can relocate them before work begins in that area.

You also asked if signs limiting the use of engine breaking could be posted on I-39. Unfortunately, these signs are not allowed on freeways per Illinois Administrative Code 547. The proposed design eliminates the low speed loop ramps at Harrison Avenue which will likely reduce the need for large trucks to use this type of breaking.

Thank you for your interest in this important project. If you have any additional questions or concerns, please contact our project manager, Steve Robery at 815-284-1578.

Sincerely,
 Kevin Marchek, P.E.
 Region Two Engineer

Kevin Marchek
 By: Masood Ahmad, P.E.
 Engineer of Program Development

NAME: Jill Wedig
 ADDRESS: 7555 Mikes Place
Cherry Valley IL 61016
 PHONE: 815-338-5931

PLEASE SELECT ONE.
 I DO desire a response.
 I DO NOT desire a response.

COMMENTS:
 We have planted one birch tree & 2 Colorado Blue Spruce as memorial trees for my dad @ the entrance on the bike path on Valley Woods Drive. If these are set for removal/tearout I would request they be moved to another area in the village.

World love a no engine breaking sign!
(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
 Mr. Kevin Marchek, P. E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave.
 Dixon, IL 61021
 Attention: Steve Robery



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

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PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Ms. Stacy Wilkes
 7122 Wheatland Terrace
 Cherry Valley, Illinois 61016

Dear Ms. Wilkes:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

Kevin Marchek

By: Masood Ahmad, P.E.
 Engineer of Program Development

SR-0299-2/6



Illinois Department of Transportation

Public Informational Open House
 March 23, 2017
 Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
 FAI Route 39 (I-39) & FAP Route 301 (US 20)
 Sections (201-3)K &(4-1,5)R
 Winnebago County
 Job No. P-92-111-06

Citizen's Comments

NAME: Stacy Wilkes

ADDRESS: 7122 Wheatland Terrace
Cherry Valley IL 61016

PHONE: 815 520 3452

PLEASE SELECT ONE:
 I DO desire a response.
 I DO NOT desire a response.

COMMENTS:

My back yard backs up immediately to the interstate and thus I am especially impacted by the expansion of the highway. As it is, the noise is just bearable. I am very concerned that a noise study was conducted many years ago. I urge you to conduct a new noise study, and 2) install a noise abatement wall to prevent this pollution. This impacts myself, the value of my home, my children, and my neighbors. Please do what is right.

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
 Mr. Kevin Marchek, P. E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave.
 Dixon, IL 61021
 Attention: Steve Robery



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

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Illinois Department of Transportation

**PROGRAM DEVELOPMENT
 STUDIES AND PLANS**

FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

April 28, 2017

Steve Wright and Ann Wissbaum
 3487 Valley Woods Drive
 Cherry Valley, Illinois 61016

Dear Mr. Wright and Ms. Wissbaum:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/U.S. 20 from the Harrison Avenue interchange to the next interchange to the south where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

You also asked if signs limiting the use of engine breaking could be posted on I-39. Unfortunately, these signs are not allowed on freeways per Illinois Administrative Code 547. The proposed design eliminates the low speed loop ramps at Harrison Avenue which will likely reduce the need for large trucks to use this type of breaking.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

By: Masood Ahmad, P.E.
 Engineer of Program Development

SR-02396-2/16

Public Informational Open House
 March 23, 2017
 Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
 FAI Route 39 (I-39) & FAP Route 301 (US 20)
 Sections (201-3)K &(4-1,5)R
 Winnebago County
 Job No. P-92-111-06

Citizen's Comments

NAME: Steve Wright/Ann Wissbaum
 ADDRESS: 3487 Valley Woods Dr
Cherry Valley, IL 61016
 PHONE: 815-218-5687

| |
|--|
| PLEASE SELECT ONE I DO desire a response: <input checked="" type="checkbox"/> X I DO NOT desire a response: <input type="checkbox"/> |
|--|

COMMENTS:

Very concerned about noise levels and increased vibrations as our house is directly on Hwy 20. would like to have a wall built to help with the noise. Have seen "no engine breaking" signs posted on other areas - can they be posted?

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
 Mr. Kevin Marchek, P. E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave.
 Dixon, IL 61021
 Attention: Steve Robery



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

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Illinois Department of Transportation

Public Informational Open House
 March 23, 2017

Christ the Rock Lutheran Church

PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

I-39/US 20 Improvement Project
 FAI Route 39 (I-39) & FAP Route 301 (US 20)
 Sections (201-3)K &(4-1,5)R
 Winnebago County
 Job No. P-92-111-06

Citizen's Comments

Dear Ms. Zellner:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/US 20 from the Harrison Avenue interchange to the next interchange to the south where US 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received your comments indicating a concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was completed during this initial engineering stage. The study identified eight areas in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input the Department has made a commitment to study noise mitigation further during the next engineering phase of the project. We would agree that if, upon further study, noise barrier were to be included, they would discourage travelers from coming over the fence onto your property to a better extent than the existing access control fence.

Your concern over maintenance of the right-of-way area and mowing frequency has been forwarded to our Operation Unit. Our mowing policy typically calls for mowing three times per year. If you have any further maintenance issues, please don't hesitate to contact our Operations Maintenance Field Engineer, David Mly, at 815-464-8171.

Thank you for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely,

Kevin Marchek, P.E.
 Region Two Engineer

Kevin Marchek

By: Masood Ahmad, P.E.
 Engineer of Program Development

NAME: Brenda Zellner
 ADDRESS: 3175 Tuggle Dr
Cherry Valley, IL 61016
 PHONE: 815-243-0367

PLEASE SELECT ONE.
 I DO desire a response.
 I DO NOT desire a response.

COMMENTS:
I was told that with any new construction a wall
would be constructed. We have people coming over
fence to our house! The noise is so loud you can not
sit in back yard during 4:30-5:30 traffic semi's
shifting. We have wild life coming into our yard
because state only mowes twice a year
Very disturbad w/ the state

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
 Mr. Kevin Marchek, P.E.
 Region Two Engineer
 Illinois Department of Transportation
 819 Depot Ave.
 Dixon, IL 61021
 Attention: Steve Robery



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

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PROGRAM DEVELOPMENT
 STUDIES AND PLANS
 FAI 39 (I-39) and FAP 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: I-39 from 0.8 mile north of Blackhawk Road to I-90

May 8, 2017
 Ms. Corinne Write
 4227 Brook Dale Road
 Rockford, Illinois 61109

Dear Ms Write:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/US 20 from the Harrison Avenue interchange to the next interchange to the south where US 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received the comments that you submitted via the Department's I-39 Project Website. You expressed concerns regarding noise, air and land pollution, and commented on their potential health impacts. You also discussed property devaluation associated with living adjacent to a major highway.

The noise study was completed in accordance with Federal Standards contained in part 772 of Title 23 of the Code of Federal Regulations (23 CFR 772) and the Federal Highway Administration's guidance manual, "Highway Traffic Noise: Analysis and Abatement Guidance." This document gives guidance for the State of Illinois to develop its own policies which are contained in Chapter 26 of the Bureau of Design and Environment Manual.

The noise study identified eight areas within the project limits in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this

Ms. Corinne Write
 May 8 2017
 Page 2

time. However, as a result of public input, the Department has made a commitment to study noise mitigation further during the next engineering phase of the project. This may include additional field testing.

Additional information on traffic noise including noise fundamentals, noise analysis and noise abatement can be found on the IDOT website at <http://www.idot.illinois.gov/transportation-system/environment/>.

The Department would agree that if, upon further study, noise barriers were to be included, they would also serve to prevent roadway debris from coming onto your property to a better extent than the existing access control fence. Your concern over debris from the roadway has been forwarded to our operations unit. If you have any further maintenance issues, please do not hesitate to contact our Operations Maintenance Field Engineer, David Almy, at (815) 484-8171.

With regard to property devaluation, our Land Acquisition department will be contacting you in the future to discuss compensation for the right-of-way needed from your property. The compensation afforded addresses the value of the land itself, as well as any resulting impacts to the fair market value of the remaining property. When the land acquisition process begins, a certified appraiser will be assigned to determine the value of the land needed for the project. At that time, the appraiser will contact you to offer an opportunity to accompany him or her during the inspection of the property. We encourage you to communicate with the appraiser to share any issues that you feel may be pertinent to the determination of value for the acquisition. The appraisal will consider the effect of the acquisition on the remaining property and compensation for damages to the remainder property will be included if deemed appropriate by the appraiser.

Thank you for your interest in this important project. All correspondence that you have provided, as well as this response, will become part of the permanent record for the project.

Sincerely,
 Kevin Marchek, P.E.
 Region Two Engineer

Kevin Marchek
 By: Masood Ahmand, P.E.
 Engineering of Program Development

SR-030046

Robery, Steven M

From: Kingry, Peggy M
Sent: Friday, April 07, 2017 11:44 AM
To: Ahmad, Masood; Robery, Steven M
Cc: Ortgiesen, Kathy J; Kingry, Peggy M; Dunn, Faith
Subject: FW: Web Email from Corinne witte - #105293

Importance: Low

HOLD for future PD response ... as indicated in my email of 4/7/17.

Thanks,
Peg

From: Henderson, Tim
Sent: Friday, April 07, 2017 9:03 AM
To: Kingry, Peggy M; Ortgiesen, Kathy J
Cc: Gurski, Kelsey; Henderson, Tim
Subject: Web Email from Corinne witte - #105293
Importance: Low

Kathy, this is also Mr. Witte...

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 4/21/2017. Also cc: me for IDOT files including a reference to control # 105293. Your prompt attention is greatly appreciated.

Tim Henderson
Illinois Department of Transportation

-----Original Message-----
From: iamwitte@gmail.com
Sent: Thursday, April 6, 2017 10:22 PM
Subject: Web Mail from Corinne witte

Web Page: IDOT Home Page
Name: Corinne witte
Address: 4227 brook dale rd
rockford, IL 61109
Work #: 000-000-0000

Question:
To the IDOT representatives leading the I-39/U.S. 20 expansion project:

reduced lung function, increase in cancer risks, strokes, chronic systemic inflammation, and even premature death. It is not necessarily the gases that are the most dangerous, but the fine and ultrafine particulates that are linked to the worst health outcomes. These particles have the most impact to those living in close proximity to the highway, but have also been shown to still be a factor even a mile out from the highway. A study by the National Oceanic and Atmospheric Administration found that erecting a tall sound barrier between highways and the people who live near them could contain most ultra fine particles inside the highway boundaries. (January 2010, Atmospheric Environment)

In addition to the public health concerns on an air pollution level, there are blatant deficiencies of any physical protection of the residents of Valley View Subdivision. There have been instances of projectiles into their homes from highway accidents. Having a highway of this magnitude without a wall to protect these close proximity homes, would absolutely be negligent of the safety needs of this population.

The health risks are insufficiently recognized by those who have the power to make a difference in mitigation of these effects. This lack of recognition does not lessen my risk, or the risk to my neighbors. It should not be optional to protect citizens from the negative consequences of this mass transit highway. When there is enough funding secured to build this excessively large highway, there should also be funding found to protect the citizens whom have the unfortunate consequence of living adjacent to it. When this expansion takes place for the mass public's benefit, please, please also protect the citizens that will need it most by building a noise abatement and pollution mitigation wall.

Sincerely,

Corinne Witte

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.



Illinois Department of Transportation
 Office of Highways Project Implementation / Region 2 / District 2
 819 Depot Avenue / Dixon, Illinois 61021-3600

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PROGRAM DEVELOPMENT STUDIES AND PLANS

F41 39 (1-39) and F4P 301 (US 20)
 Section (201-3)K and (4-1, 5)R
 Winnebago County
 Job No. P-92-111-06: 1-39 from 0.8 mile north of Blackhawk Road to I-90

May 8, 2017

Mr. Joseph Write
 4227 Brook Dale Road
 Rockford, Illinois 61109

Dear Mr. Write:

Thank you for attending the March 23, 2017 public meeting for the Illinois Department of Transportation's (IDOT) proposed improvement of I-39. The Department is completing its first phase of engineering to study the expansion of I-39/US 20 from the Harrison Avenue Interchange to the next interchange to the south where US 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges. The purpose of this meeting was to inform the public of the design details and provide an opportunity to ask questions and comment on the project.

We have received the comments that you submitted during the public meeting and via the Department's I-39 Project Website. You expressed numerous concerns which are addressed below.

Public Meeting Comment Sheet No 1

On this comment sheet, you expressed concern for the accuracy of the noise study and requested a noise wall along the length of your property. You also expressed concern for debris coming from the highway, impacts to wildlife, traffic flow during construction, property devaluation, water quality, and construction run-off.

The noise study was completed in accordance with Federal Standards contained in part 772 of Title 23 of the Code of Federal Regulations (23 CFR 772) and the Federal Highway Administrations guidance manual, "Highway Traffic Noise: Analysis and Abatement Guidance." This document gives guidance for the State of Illinois to develop its own policies which are contained in Chapter 26 of the Bureau of Design and Environment Manual.

Mr. Joseph Write
 May 8, 2017
 Page 2

The noise study identified eight areas within the project limits in which construction of noise walls should be considered. Within six of these areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum eight decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. However, as a result of public input, the Department has made a commitment to study noise mitigation further during the next engineering phase of the project.

The Department would agree that if, upon further study, noise barriers were to be included, they would also serve to prevent roadway debris from coming onto your property to a better extent than the existing access control fence. Your concern over debris from the roadway has been forwarded to our operations unit. If you have any further maintenance issues, please do not hesitate to contact our Operations Maintenance Field Engineer, David Almy, at (815) 484-8171.

Environmental impacts such as impacts to natural areas, flood plains, cultural resources, and any threatened/endangered species are evaluated as a part of the preliminary engineering for the project. This project is being documented as a Categorical Exclusion as defined under Title 40 of the Code of Federal Regulations (40 CFR 1508.4). This requires that the project does not have a significant impact on any natural, cultural, recreational, historic or other resource. The bridges carrying I-39 over the Union Pacific and Canadian National Railroads will be constructed with sufficient length to allow wildlife to cross under I-39.

Construction staging on I-39 will require the use of median cross-overs. This staging method involves the accommodation of two-way traffic on one side of divided facility to allow construction of the other side of the facility. As part of the project development along significant routes such as I-39/US 20, special attention is given to the maintenance and mobility of traffic during construction through the use of a traffic management plan. This plan considers the use of various methods to reduce construction related delays, such as providing temporary signage and guidance information, alternate route identification, changeable message signs, real-time work zone information systems, queue detection, coordination with emergency response agencies, and work time restrictions. Inevitably, there will be traffic delays with a project of this nature, but the Department employs appropriate measures in an attempt to minimize them.

Mr. Joseph White
May 8, 2017
Page 3

Our Land Acquisition department will be contacting you in the future to discuss compensation for the right-of-way needed from your property. The compensation afforded addresses the acquisition of the land itself, as well as, any resulting impacts to the fair market value of the remaining property. When the land acquisition process begins, a certified appraiser will be assigned to determine the value of the land needed for the project. At that time, the appraiser will contact you to offer an opportunity to accompany him or her during the inspection of the property. We encourage you to communicate with the appraiser to share any issues that you feel may be pertinent to the determination of value for the acquisition. The appraiser will consider the effect of the acquisition on the remaining property and compensation for damages to the remainder property will be included if deemed appropriate by the appraiser.

Our plans include a detailed storm water pollution prevention plan that complies with the provisions on the National Pollutant Discharge Elimination System Permit ILR10 issued by the Illinois Environmental Protection Agency (EPA) for storm water discharges from construction sites. This plan requires that erosion and sediment controls be implemented and maintained throughout the duration of the construction project. These controls include minimizing the amount of soil exposed during construction, minimizing the disturbance of steep slopes, maintaining buffers around surface waters, and directing storm waters to vegetated areas to increase sediment removal. In addition, stabilization practices such as temporary seeding, permanent seeding, mulching, geotextiles, sodding, vegetative buffer strips, temporary ditch checks, perimeter erosion barriers, and other appropriate measures are detailed in the erosion control plans to ensure that disturbed portions of the construction site are stabilized. Contractors and subcontractors are required to provide certification statements indicating that they will comply with the conditions of the EPA issued permit and the storm water pollution prevention plan.

Public Meeting Comment Sheet No. 2

On this comment sheet, you requested a copy of the noise study and again requested that a noise wall be constructed as part of the project. Please refer to our response previously noted within this letter regarding the inclusion of a noise wall. An electronic copy of the noise report will be emailed to the address that you have provided. You also expressed concern for the need for four lanes in each direction and commented that the Union Pacific Railroad has no traffic. We are not able to respond to any concerns expressed regarding the Union Pacific Railroad as that agency is not within IDOT's jurisdiction. We would suggest that you contact the railroad directly if you have any specific concerns in its regard.

Mr. Joseph White
May 8, 2017
Page 4

Our preliminary engineering efforts included an analysis to determine the necessary lane configuration for this segment. The configurations considered were four lanes as exists today or expansion to six or eight lanes. Projected traffic volumes are a substantial element within this analysis. Traffic projections were based on collected data and historical trends. This information was reviewed by the Rockford Metropolitan Agency for Planning who concurred with the projections. In order to obtain an adequate level of service, three through-lanes were required with the addition of an auxiliary lane for traffic entering and existing from interchanges. Rather than dropping the auxiliary lane between the relatively closely spaced interchanges, the Department determined that it was prudent to maintain the lanes in order to reduce required lane changes and improve traffic flow during heavy periods.

Web Mail submitted March 24, 2017

In this web mail, you indicated that a large number of animal accidents have occurred, expressed concern for endangered species, and again questioned why a noise wall was not being built and challenged the accuracy of the study.

Our preliminary engineering study includes an analysis of crashes occurring within the project limits within a five-year study period from 2009 to 2013. Within the project area, 350 total accidents occurred in that time period and 13 (3.7%) of them were animal hits.

Regarding the endangered species, please refer to our response under Public Meeting Comment Sheet No. 1 on Page Two of this correspondence.

With regard to the noise wall and the accuracy of the study, please refer to our response under Public Meeting Comment Sheet No. 1 on Pages One and Two, but please understand that this issue will be revisited in the next engineering phase and may include additional field testing.

Web Mail submitted March 27, 2017

In this web mail, you questioned why everyone in the Valley View Subdivision was not contacted and why the expansion did not mention an eight-lane highway. Our policy requires that public meeting notifications be placed in newspapers of general circulation. Specifically, two notifications are required, the first not less than 15 days prior to the meeting and the second within three to seven days of the meeting. Announcements were placed in the Rockford Register Star on March 7 and 17, 2017. In addition, press release notifications were issued to area newspapers, radio and television stations providing details for the meeting and a notice for the meeting was placed on the project website. As is typical for larger projects of this nature, we also

Mr. Joseph White
May 8, 2017
Page 5

maintain a project mailing list. In this case, our mailing list includes the owners of property adjacent to the IDOT right-of-way as well as anyone else who has requested project information, including notification of the two public meetings that have been held. In this manner we have made a concerted effort to notify affected stakeholders of meetings and provided ample opportunities for direct contact via the project website for those who may not have property immediately adjacent to the roadway.

The Department uses the term "expansion project" for those types of projects that include additional lanes and "maintenance project" for projects such as bridge rehabilitation and roadway resurfacing. The displays provided at the public meeting indicated the proposed eight-lane configuration for the roadway within the limits of this project. This was exhibited clearly on the typical sections, plan sheets, and other graphical representations of the project.

Web Mail submitted March 29, 2017

As indicated on Page Three, an electronic copy of the noise study will be emailed to the address that you have provided.

Web Mail submitted March 30, 2017 (No 1)

In this webmail, you expressed concern for drainage through your property and impacts to your private bridge over a natural creek. You also expressed concern for construction runoff and garbage along the interstate.

Please see our response on Page Three under **Public Meeting Comment Sheet No 1** concerning erosion control and runoff. In addition, as part of the preliminary engineering and final design for the project, hydraulic reports will be completed for all drainage culverts within the project limits. Drainage areas and design peak discharges will be calculated and the proposed culverts will be sized using nationally-recognized hydraulic analysis software. In order to control inlet and outlet velocities, features such as rip rap, drop boxes, and energy dissipating end sections will be used where appropriate. Retention/detention facilities may also be incorporated into the design, if necessary.

Please see our response on Page Two under **Public Meeting Comment Sheet No 1** concerning garbage and debris from the roadway.

Mr. Joseph White
May 8, 2017
Page 6

Web Mail submitted March 30, 2017 (No 2)

In this webmail, you again expressed concern for construction run-off and commented that everyone should be notified within a one mile direction of the freeway.

Please see our response on Page Three under **Public Meeting Comment Sheet No 1** concerning erosion control and run-off.

For this project, we have exceeded IDOT's policy requirements for property owner notification as detailed on Page Four. We will continue to engage the public with at least one public meeting during the detailed design phase. A subsequent public meeting may also be held prior to construction. Concerned citizens may also ask questions or make comments on the project website or call the District Two office with any project-related questions.

Web Mail submitted April 6, 2017

In this webmail, you commented that the traffic data was old and requested a new traffic study. On I-39, traffic is counted approximately every two years. As indicated previously, our projections are based on historical data and we will continue to monitor the traffic throughout the engineering phases of the project. If the traffic counts reveal that our projections need to be adjusted, appropriate revisions will be made.

You requested that the traffic study be made available to you and also requested information on the money that has been spent on planning thus far and future project funding. In order to obtain this financial data, please submit a Freedom of Information Act request. Upon receipt of this request, the requested documentation will be made available for you to view in our Dixon office. Please be aware that any duplication costs are the responsibility of the person or entity making the request.

Thank you for your interest in this important project. All correspondence that you have provided, as well as this response, will become part of the permanent record for the project.

Sincerely,

Kevin Marchek, P.E.
Region Two Engineer



By: Masood Ahmad, P.E.
Engineer of Program Development

SR-0301745



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Joe Wille
ADDRESS: 4227 Brook Dale Rd
Rockford IL 61104
PHONE: _____

PLEASE SELECT ONE.
I DO desire a response: X
I DO NOT desire a response: _____

COMMENTS:

Series questions in regards to noise study not being accurate with old data and sensor placement. 75-85 dB currently
Want noise wall along length of property. Many amounts of debris and garbage on property from blowing off trailers and such
Series concerns of wildlife in forest being affected
Series concerns of water quality in well during construction
Series concern about the dewatering of our property
Series concern for local traffic flow during construction
Series concern of run off of Graveling Bldg into forest
Series concern for construction run off into forest
PLEASE RETURN BY APRIL 6, 2017 TO: preserve and Kishwaukee River
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery



Illinois Department of Transportation

Public Informational Open House
March 23, 2017
Christ the Rock Lutheran Church

I-39/U.S. 20 Improvement Project
FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K &(4-1,5)R
Winnebago County
Job No. P-92-111-06

Citizen's Comments

NAME: Joe Wille
ADDRESS: 4227 Brook Dale Rd
Rockford IL
PHONE: _____

PLEASE SELECT ONE.
I DO desire a response: X
I DO NOT desire a response: _____

COMMENTS:

Copy of Noise Study
Should not be 4 lanes each way
Expriar should be all to the North
I'd prefer roads have no trees for fire safe
Drill a noise wall

(If you need more space, please use other side or an additional sheet of paper.)

PLEASE RETURN BY APRIL 6, 2017 TO:
Mr. Kevin Marchek, P. E.
Region Two Engineer
Illinois Department of Transportation
819 Depot Ave.
Dixon, IL 61021
Attention: Steve Robery

Robery, Steven M

From: Ahmad, Masood
Sent: Monday, March 27, 2017 12:02 PM
To: Robery, Steven M
Subject: FW: Web Email from Joseph Witte - #105041

Another web email regarding Noise wall.

From: Origjesen, Kathy J
Sent: Monday, March 27, 2017 10:16 AM
To: Ahmad, Masood
Cc: Dunn, Faith; Kingry, Peggy M; Origjesen, Kathy J
Subject: FW: Web Email from Joseph Witte - #105041

Please respond and provide a copy of your response, referencing the 'control number', to Kathy Origjesen, Tim Henderson, Keisea Gurski, Faith Dunn, Kevin Marchek, and Peggy Kingry.

Thanks,
Kathy

From: Henderson, Tim
Sent: Monday, March 27, 2017 8:52 AM
To: Kingry, Peggy M; Origjesen, Kathy J
Cc: Gurski, Keisea; Henderson, Tim
Subject: Web Email from Joseph Witte - #105041

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 4/10/2017. Also cc: me for IDOT files including a reference to control # 105041. Your prompt attention is greatly appreciated.

Tim Henderson
Illinois Department of Transportation

-----Original Message-----
From: jimmolls@hansonisacrock.com
Sent: Friday, March 24, 2017 11:18 PM
Subject: Web Mail from Joseph Witte

Web Page: IDOT Home Page
Name: Joseph Witte
Address: 4227 Brook Dale Rd
Rockford, IL 61109
Work #: 815-000-0000

*What a noise wall
city now noise wall
Citizens take survey
- External] Sights*

Robery, Steven M

From: Wegmeyer, John H
Sent: Monday, March 27, 2017 2:55 PM
To: Joe Witte
Cc: Ahmad, Masood; Robery, Steven M
Subject: RE: [External] Re: Web Email from Joseph Witte - #105057

When it was sent to me, I didn't know where the Valley View sub-division was and assumed it was regarding our Tuesday meeting on North Main Street.
I am forwarding this to our Program Development staff who had the Thursday meeting on I-39/ US 20.
Sorry for the confusion.

From: Joe Witte [<mailto:jmwitte@gmail.com>]
Sent: Monday, March 27, 2017 2:48 PM
To: Wegmeyer, John H
Subject: [External] Re: Web Email from Joseph Witte - #105057

John

I may have accidentally checked on your project. I am concerned about us20 I39. We have gone door to door and found they only notified 10% of residents affected. Thank you for your thoughtful response.

Joe Witte
815-847-9198

On Mar 27, 2017, at 2:33 PM, Wegmeyer, John H <john.wegmeyer@illinois.gov> wrote:

Joseph- I am with the IDOT district office in Dixon. We were forwarded your webmail since our office handles the ten northwest counties in Illinois including the Rockford area.

I want to assure you we were not trying to be "sneaky and underhanded" regarding the public meeting we had last week for the IL 2 project on North Main Street. A news release announcing the meeting was sent to all the area newspapers and the radio and TV stations. The purpose of the meeting was to provide an opportunity for people to review the construction plans for this summer and ask questions. The IL 2/ North Main Street project received the same publicity that all of our construction open house meetings do and we had a good turnout at the meeting.

We have found that the media announcements provide the widest coverage for letting people know about a project. For our preliminary engineering meetings, we often send letters to all the identified land owners whom we are purchasing ROW from. Even then, many people are "missed" because the people who actually live in a house or apartment are often not the "owner" of the property. To try to individually contact all the people in adjacent subdivisions and apartment complexes would be very difficult.

The project does not mention an 8 lane highway, because nearly all of the 2 mile section is either 4 or 5 lanes wide. The existing four lane roadway is being widened enough to add a left turn lane at intersections and in areas that have high turning volumes. The only section that is wider is the Riverside Boulevard intersection where there are a total of seven lanes with the four through lanes, a dual left turn lane, and a right turn lane.

*o Contention of
Resident-645
o City does Express
for Nelson & Land
if you*

Robery, Steven M

From: Ahmad, Masood
Sent: Wednesday, March 29, 2017 2:01 PM
To: Robery, Steven M
Subject: FW: Web Email from K - #105119

Abuse Story

Masood Ahmad
~Masood~
Engineer of Program Development
IDOT Region 2/Dist. 2
819 Depot Ave
Dixon, IL 61021
Ph : (815)284-5307
Fax: (815) 284-5486
Masood.Ahmad@illinois.gov

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From: Kingry, Peggy M
Sent: Wednesday, March 29, 2017 1:44 PM
To: Ahmad, Masood
Cc: Dunn, Faith; Ortgiesen, Kathy J; Kingry, Peggy M
Subject: FW: Web Email from K - #105119

Please respond and provide a copy of your response, referencing the 'control number', to Kathy Ortgiesen, Tim Henderson, Kelsea Gurski, Kevin Marchek, Faith Dunn, and Peggy Kingry.

Thanks,
Peg

From: Henderson, Tim
Sent: Wednesday, March 29, 2017 1:39 PM
To: Kingry, Peggy M; Ortgiesen, Kathy J
Cc: Gurski, Kelsea; Henderson, Tim
Subject: Web Email from K - #105119

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 4/12/2017. Also cc: me for IDOT files including a reference to control # 105119. Your prompt attention is greatly appreciated.

Tim Henderson
Illinois Department of Transportation

Robery, Steven M

From: Kingry, Peggy M
Sent: Tuesday, April 04, 2017 8:45 AM
To: Ahmad, Masood
Cc: Dunn, Faith; Ortgiesen, Kathy J; Kingry, Peggy M
Subject: FW: Web Email from Joseph Witte - #105145

Please respond and provide a copy of your response, referencing the 'control number', to Kathy Ortgiesen, Tim Henderson, Kelsea Gurski, Faith Dunn, Kevin Marchek, and Peggy Kingry.

Thank you,
Peg

From: Henderson, Tim
Sent: Tuesday, April 04, 2017 7:46 AM
To: Kingry, Peggy M; Ortgiesen, Kathy J
Cc: Gurski, Kelsea; Henderson, Tim
Subject: Web Email from Joseph Witte - #105145

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 4/18/2017. Also cc: me for IDOT files including a reference to control # 105145. Your prompt attention is greatly appreciated.

Tim Henderson
Illinois Department of Transportation

-----Original Message-----

From: ianmwitte@gmail.com
Sent: Thursday, March 30, 2017 9:10 PM
Subject: Web Mail from Joseph Witte

Web Page: IDOT Home Page
Name: Joseph Witte
Address: 4227 Brook Dale Rd
Rockford, IL 61109
Work #: 815-847-9198

Question:
Serious concerns regarding drainage off extra concrete through my property. Fear it will alter current natural stream that flows into Kishwaukee. Serious concerns for my bridge built in my woods.

Serious concern for any washout during construction phase affecting my well water and stream quality. Serious concerns r grading garbage from extra traffic. Already large amount of garbage on property from interstate.

*DRAINAGE
PROBLEM - STREAM
CAUSED BY BRIDGE
BUILT IN THIS WOODS
• GRADING FROM EXTRA
TRAFFIC*

Robery, Steven M

From: Kingry, Peggy M
Sent: Tuesday, April 04, 2017 8:46 AM
To: Ahmad, Masood
Cc: Ortgiesen, Kathy J; Dunn, Faith; Kingry, Peggy M
Subject: FW: Web Email from Joseph Witte - #105146

Please respond and provide a copy of your response, referencing the 'control number', to Kathy Ortgiesen, Tim Henderson, Kelsea Gurski, Faith Dunn, Kevin Marchek, and Peggy Kingry.

Thank you,
Peg

From: Henderson, Tim
Sent: Tuesday, April 04, 2017 7:46 AM
To: Kingry, Peggy M; Ortgiesen, Kathy J
Cc: Gurski, Kelsea; Henderson, Tim
Subject: Web Email from Joseph Witte - #105146

*Russoff
has returned
to work
on 4/4/17*

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 4/18/2017. Also cc: me for IDOT files including a reference to control # 105146. Your prompt attention is greatly appreciated.

Tim Henderson
Illinois Department of Transportation
-----Original Message-----
From: iamwitte@gmail.com
Sent: Thursday, March 30, 2017 9:14 PM
Subject: Web Mail from Joseph Witte

Web Page: IDOT Home Page
Name: Joseph Witte
Address: 4227 Brook Dale Rd
Rockford, IL 61109
Work #: 815-847-9198

Question:
Serious concern for additional run off through all houses on Brook Dale lane and beyond all the way to Kishwaukee river. I believe everyone should be notified within a one mile direction from freeway. There is a natural creek that I have evidence of existing in 1939 being altered by this project and affecting numerous houses along this all the way down perryville road to Kishwaukee river.

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be

Robery, Steven M

From: Kingry, Peggy M
Sent: Friday, April 07, 2017 11:42 AM
To: Ahmad, Masood; Robery, Steven M
Cc: Ortgiesen, Kathy J; Kingry, Peggy M; Dunn, Faith
Subject: FW: Web Email from Joseph Witte - #105291

Importance: Low

HOLD for future PD response ... as indicated in my email of 4/7/17.

Thanks,
Peg

From: Henderson, Tim
Sent: Friday, April 07, 2017 8:59 AM
To: Kingry, Peggy M; Ortgiesen, Kathy J
Subject: Web Email from Joseph Witte - #105291
Importance: Low

Hi Kathy, I know Steve Robery has been communicating with these people on almost a daily basis. He has informed them that he has at least 7 inquiries from them and intends to answer all concerns once he gathers all the pertinent information. I am going to continue to forward these so he has all the info but I do not expect him to answer each separately.

I think at this point, we may have to require him to do a FOIA request but we will determine that after Steve's initial response. Thanks to you and Steve for your patience in the matter.

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 4/21/2017. Also cc: me for IDOT files including a reference to control # 105291. Your prompt attention is greatly appreciated.

Tim Henderson
Illinois Department of Transportation

-----Original Message-----
From: iamwitte@gmail.com
Sent: Thursday, April 6, 2017 5:10 PM
Subject: Web Mail from Joseph Witte

Web Page: IDOT Home Page
Name: Joseph Witte

Robery, Steven M

From: Robery, Steven M
Sent: Thursday, April 06, 2017 2:02 PM
To: FELONYCORTJESTER@AOL.COM
Cc: Orjiesen, Kathy J; Henderson, Tim; Gurski, Kelsea; Marchek, Kevin F; Dunn, Faith; Kingry, Peggy M
Subject: FW: Web Email from JAMES BUTTON - #105274

Dear Mr. Button:

Thank you for your interest in the Illinois Department of Transportation's proposed expansion of I-39 from approximately 0.8 miles north of Blackhawk Road to the I-90 interchange.

The Department is completing its first phase of engineering study to expand approximately four miles of I-39 and U.S. 20 from the Harrison Avenue interchange to the next interchange to the south, where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges.

We have received your comments submitted via the Department's project website indicating your concern with the traffic noise and have noted your request to construct a noise barrier.

A noise study was included during this initial engineering stage of the project. The study identified eight areas where construction of noise walls should be considered. However, in six of the areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum 8 decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. Despite these results and due to the comments that have been received from the public, the Department has made a commitment to further study noise mitigation during the next engineering phase of the project.

Thank you again for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Steve Robery
Project Engineer - Studies and Plans
Illinois Department of Transportation
Region 2 - District 2
819 Depot Avenue
Dixon, IL 61021-3500

Ph. 815-284-5510 Fax. 815-284-5486
Steven.Robery@Illinois.gov

-----Original Message-----
From: FELONYCORTJESTER@AOL.COM

1

Sent: Wednesday, April 5, 2017 11:57 PM
Subject: Web Mail from JAMES BUTTON

Web Page: IDOT Home Page
Name: JAMES BUTTON
Address: 7136 WHEATLAND TERRACE
CHERRY VALLEY, IL 61016
Work #: 815-218-2714
Home #: 815-218-2714

Question:

We were unable to attend the informational meeting on March 23rd. Neighbors who did attend, have informed us that the expansion plans do not include a noise abatement wall. Our house backs right up to the east bound lanes of route 20 along the I-39/US20 corridor. We are already very concerned with the amount of noise generated by the traffic flow. Even during the winter when the windows and doors are closed up, we can hear the traffic noise. Moreover, when semi trucks pass by, our kitchen cabinets rattle and you can feel your chair shake when sitting at the dinner table or on the couch. During nice weather, when the windows are open, the noise is extremely frustrating. When watching T.V., you have to turn it up so loud just to hear it and the speakers crackle. My wife works from home and must often discuss business with clients on the phone. The noise is so loud that she must close the window to her office just to conduct a phone conference. We are unable to enjoy our backyard or sitting on the deck because of the noise. You literally have to holler at each other to hold a conversation much like that at a rock concert (without the music). If you sit on the front porch, the noise is less direct but is however reflected off of the houses across the street. Our property values for those homes that are parallel to the highway are approximately one fourth to one third less than that of others in our subdivision. Currently, there is a noise abatement wall along the northbound I-39 single lane off ramp and runs along the south side of eastbound US20 to Mulford road. The houses along that stretch are much farther from the highway than our house. If they are fortunate enough to deserve a noise abatement wall, then we certainly should have one on the south side of eastbound US20 from Perryville road to the Harrison avenue interchange. We need one right now with the current traffic situation and most certainly will need one if and when additional lanes are constructed. This should not even be up for discussion, it should be mandatory to construct a noise abatement wall.

Respectfully Submitted,
James Button

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2

E - 111

Robery, Steven M

From: Robery, Steven M
Sent: Thursday, April 06, 2017 1:24 PM
To: feubank@villageofwinnebago.com
Cc: Ortgiesen, Kathy J; Henderson, Tim; Gurski, Kelsea; Dunn, Faith; Marchek, Kevin F; Kingry, Peggy M
Subject: RE: Web Email from Franklin J Eubank, Jr. - #105140

Dear Mr. Eubank:

Thank you for your interest in the Illinois Department of Transportation's proposed expansion of I-39 from approximately 0.8 miles north of Blackhawk Road to the I-90 interchange. Our proposed improvements, including reconfiguration of the interchange ramps and additional lanes on I-39, should alleviate the concerns you mention below by giving drivers a longer window in which to change lanes, if needed. This should improve traffic flow and help to reduce future crash potentials.

Thank you for your support of this project. We appreciate your time and effort in making the Department aware of your concerns.

Sincerely

Steve Robery
 Project Engineer, Bridges and Highways
 Illinois Department of Transportation
 Region 2 - District 2
 519 Dapew Avenue
 Dixon, IL 61021-3500
 PH: 815-238-5510 FAX: 815-238-1319
 Steven.Robery@illinois.gov

-----Original Message-----

From: feubank@villageofwinnebago.com
Sent: Thursday, March 30, 2017 3:34 PM
Subject: Web Mail from Franklin J. Eubank, Jr.

Web Page: IDOT Home Page
Name: Franklin J. Eubank, Jr.
Address: 219 S. Swift St.
 Winnebago, IL 61088
Work #: 815-335-2020

Question:
I drive along US 20 between I-39 and Harrison Avenue a lot and agree that there needs to be improvements to the ramps and additional lanes added to help prevent accidents and avoid the slowing of traffic at the merging points.

I have seen too many times vehicles heading northbound on I-39 exiting from I-39 onto US 20 heading east and almost hitting vehicles in the right lane of US 20 or trying to move over to the left lane of US 20 and almost hitting vehicles there. Sometimes there is almost a continuous line of traffic merging at that location and trying to get three full lanes of traffic (2 on US 20 eastbound and the exit ramp off of I-39) into two lanes of traffic is very difficult.

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Robery, Steven M

From: Robery, Steven M
Sent: Thursday, April 06, 2017 12:59 PM
To: annam8677@comcast.net
Cc: Ortgiesen, Kathy J; Henderson, Tim; Gurski, Kelsea; Dunn, Faith; Marchek, Kevin F; Kingry, Peggy M
Subject: FW: Web Email from Anna & Kevin Meenan - #105026

| Tracking: | Recipient | Read |
|-----------|--|-----------------------|
| | annam8677@comcast.net | Read 4/6/2017 1:07 PM |
| | Ortgiesen, Kathy J | Read 4/6/2017 1:09 PM |
| | Henderson, Tim | Read 4/6/2017 1:09 PM |
| | Gurski, Kelsea | |
| | Dunn, Faith | Read 4/6/2017 1:00 PM |
| | Marchek, Kevin F | |
| | Kingry, Peggy M | |

Dear Mr. and Mrs. Meenan:

Thank you for your interest in the Illinois Department of Transportation's proposed expansion of I-39 from approximately 0.8 miles north of Blackhawk Road to the I-90 interchange.

The Department is completing its first phase of engineering study to expand approximately four miles of I-39 and U.S. 20 from the Harrison Avenue interchange to the next interchange to the south, where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges.

We have received the comments you submitted via the Department's project website indicating your concern with the traffic noise and your request to be notified of the next public meeting.

A noise study was included during this initial engineering stage of the project. The study identified eight areas where construction of noise walls should be considered. However, in six of the areas, the cost of the walls exceeded the Department's criteria for the allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum 8 decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. Despite these results and due to the comments that have been received from the public, the Department has made a commitment to further study noise mitigation during the next engineering phase of the project.

The next engineering phase will begin at some future date when funding to further advance the project becomes available. Since noise mitigation will be revisited, it is likely that we will hold an additional public meeting during this next phase of engineering. Your name will be added to the project mailing list so that you receive notification of the meeting.

Thank you again for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Steve Robery
Project Engineer - Studies and Plans
Illinois Department of Transportation
Region 2 - District 2
5191 Depot Avenue
Proven, IL 61021-8500
PH: 815-241-5110 FAX: 815-241-5180
Steven.Robery@Illinois.gov

-----Original Message-----

From: annam8677@comcast.net
Sent: Thursday, March 23, 2017 11:27 PM
Subject: Web Mail from Anna & Kevin Meenan

Web Page: IDOT Home Page
Name: Anna & Kevin Meenan
Address: 7544 Mikes Pl
Cherry Valley, IL 61016
Home #: 815-986-7677

Question:
We are concerned about the probability of increased traffic noise in our neighborhood (Valley Woods) from this project and would like to be notified of the next planned community meeting.

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Robery, Steven M

From: Robery, Steven M
Sent: Thursday, April 06, 2017 2:03 PM
To: patricksankey11@frontier.com
CC: Orjigsen, Kathy J; Henderson, Tim; Gurski, Kelsey; Dunn, Faith; Marchek, Kevin F; Kingry, Peggy M
Subject: RE: Web Email from Patrick Sankey - #105065

Dear Mr. Sankey:

Thank you for your interest in the Illinois Department of Transportation's proposed expansion of I-39 from approximately 0.8 miles north of Blackhawk Road to the I-90 interchange.

The Department is completing its first phase of engineering study to expand approximately four miles of I-39 and U.S. 20 from the Harrison Avenue interchange to the next interchange to the south, where U.S. 20 continues west to Freeport and I-39 continues south to Bloomington. The expansion proposes a total of eight lanes (four lanes in each direction) and includes reconfiguration of the interchanges.

We have received your comments submitted via the Department's project website indicating your concern with the traffic noise and have noted your request to include a noise barrier as part of the project.

A noise study was included during this initial engineering stage of the project. The study identified eight areas where construction of noise walls should be considered. However, in six of the areas, the cost of the walls exceeded the Department's criteria for allowable cost per benefited noise receptor. In the remaining two areas, the proposed noise walls did not meet the Department's criteria for achieving a minimum 8 decibel reduction in noise. As the proposed noise walls were either not considered cost effective or were not anticipated to sufficiently reduce the noise, additional noise mitigation is not being considered at this time. Despite these results and due to the comments that have been received from the public, the Department has made a commitment to further study noise mitigation during the next engineering phase of the project.

Thank you again for your interest in this important project. We appreciate your time and effort in making the Department aware of your concerns.

Steve Robery
Project Engineer - Studies and Plans
Illinois Department of Transportation
Region 2 - District 2
819 Depot Avenue
Dixon, IL 61021-3500

Ph. 815-284-5510 Fax. 815-284-5486
Steven.Robery@illinois.gov

-----Original Message-----
From: patricksankey11@frontier.com

1

Sent: Monday, March 27, 2017 10:07 AM
Subject: Web Mail from Patrick Sankey

Web Page: IDOT Home Page
Name: Patrick Sankey
Address: 7145 Wheatland Terrace
Cherry Valley, IL 61016
Work #: 815-332-5534
Home #: 815-332-5534

Question:

Insofar as my property is located in the immediate vicinity of the proposed expansion and will be adversely impacted by the expansion of highway US20, I wish to add my name to the list of taxpaying residents that seek to have a "noise abatement wall" erected along the corridor slated for renovation. The noise level at my residence is already marginally acceptable for occupation and the proposed reconstruction of that highway will certainly only serve to increase the noise pollution generated.

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2

Robery, Steven M

From: Robery, Steven M
Sent: Tuesday, March 21, 2017 3:31 PM
To: fitz5526@aol.com
Cc: Ortgiesen, Kathy J.; Dunn, Faith; Marchek, Kevin F.; Kingry, Peggy M.; Gurski, Kaisea; Henderson, Tim
Subject: FW: Web Email from Gregory Fitzgerald - Control #104966
Attachments: [img-321145219-0001.pdf](#)

Dear Mr. Fitzgerald,

Thank you for your interest in the Illinois Department of Transportation's improvement project along I-39, southeast of Rockford. I am sorry that you will not be able to attend the public meeting and I hope that I can provide you with the information that you need.

Attached is a preliminary plan sheet showing the relocation of the north-bound I-39 ramp (labeled ramp (B).) It is not shown on this version of the plans, but the current plan is to remove and reconstruct the existing noise wall running along I-39 adjacent to your property. An additional noise study will need to be conducted during the design engineering phase to confirm this. At that point, the details of the wall (construction, height, and location) will be determined. A comment indicating such will be added to a subsequent version of the attached sheet.

In the next engineering phase, we will develop the contract plans to actually build the improvement. We don't have funding for this next phase of engineering or for construction of the project, so I am unable to give you a construction timetable at this time. Please feel free to call me when you get back into town and I can try to answer any other questions that you may have.

Sincerely,

Steve Robery

Project Engineer - Studies and Plans
Illinois Department of Transportation
Region 2 - District 3
819 Dyers Avenue
Dyers, IL 61021-3309

PH: 815.224.5510 FAX: 815.224.5400
Steven.Robery@illinois.gov

-----Original Message-----

From: fitz5526@aol.com
Sent: Tuesday, March 21, 2017 9:51 AM
Subject: Web Mail from Gregory Fitzgerald

Web Page: [IDOT Home Page](#)
Name: [Gregory Fitzgerald](#)
Address: 5526 Linden Rd.

Rockford, IL 61109
Home #: 815-378-0485

Question:

I have 3.25 acres and my home that lie east of the 139 north bound exit to US 20. The bridge that crosses over Linden Rd. and the concrete noise wall border my property. I am in Florida for the winter and will not be back home until April 27th, so I will not be able to attend the March 23rd meeting. I am curious as to how, if at all, this reconstruction will effect me. Thank you.

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FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT
STUDIES AND PLANS
FAI 39 (I-39) and FAP 301 (US 20)
Section (201-3)K and (4-1, 5)R
Winnebago County
Job No. P-92-111-06

August 27, 2015

Ms. Donna McIntosh
3129 Ruygers Place
Rockford, Illinois 61109-1628

Dear Ms. McIntosh:

The Illinois Department of Transportation has received your letter dated August 8, 2015 outlining your concerns with respect to traffic noise and traffic accidents that have occurred on I-39, near Cherry Valley, southeast of Rockford.

The Department is currently conducting an engineering study for the improvement of I-39 from the US 20 Bypass interchange to the US 20/Harrison Avenue interchange, just south of I-90. Proposed improvements include reconstruction of the above mentioned interchanges and additional traffic lanes on I-39

As part of this study, the Department will review an analyze crash data through the corridor, determine what crash patterns may exist, and incorporate appropriate countermeasures into the proposed roadway design to help reduce future crash potentials.

A noise analysis will also be completed as part of this engineering study to determine if additional noise abatement measures are warranted along the project corridor. This analysis will predict noise levels at locations along I-39/US 20 using the Federal Highway Administration's (FHWA) Traffic Noise Prediction Model. Noise receptors identified include noise sensitive areas such as residences, schools, parks, recreation areas and nursing homes. Noise abatement measures may be considered for locations that have predicted noise levels greater than the FHWA's noise abatement criteria.

This engineering study is expected to be completed in early 2017. Upon conclusion of the study and upon receipt of additional funding, detailed plans for the construction of the proposed improvement will be developed. At this time, there is no funding for the construction of the project, so a construction timetable has not yet been developed.

Ms. Donna McIntosh
August 27, 2015
Page Two

Your name has been added to the project mailing list and you will receive notification of a public informational open house which is currently planned for the spring or summer of 2016. During this open house, displays will be presented outlining the details of the proposed improvement and there will be opportunity to ask questions and/or provide comments regarding the project.

In the meantime, if you have any questions or would like any additional information, please contact our Project Coordinator, Faith Duncan, at 815/284-5364 or visit the project website at <http://www.idot.illinois.gov/Direct/39US20>

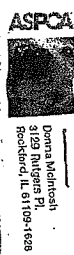
Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways
Region Two Engineer

By: Kevin F. Marchak, P.E.
Engineer of Program Development

FD-01881d

E - 116



August 8th, 2015

Mr Paul Loree
819 Depot Ave.
Dixon, Illinois
61021

| | |
|---|-------------------------|
| RECEIVED REGION 2 | |
| DATE | AUG 14 2015 |
| PROJECT/PROGRAM | PROBATION DEPARTMENT |
| APPROVAL/INITIALS | ADMINISTRATIVE SERVICES |
| LOCAL OFFICE | |
| <small>REGIONAL OFFICE Social Security Administration Correspondence for the signature Considerations by your office</small> | |

Dear Mr Loree,
 The Family's That live on The Left
 Side of Whentlino Terrace in Cherry Valley,
 Illinois 61016, have a Terrible Problem
 with Noise and Traffic and Traffic
 Accidents That occur in their Backyards,
 on A Decibel Reader For Noise it reads
 79.1 at 80 it is Dangerous to the Human
 Ears Since The Truck hub opens in Rochelle
 There is a lot more Trucks with The cars.
 One Truck Tire Went Thru a Kitchen Pan
 Door From Bypass 20, A Hubcap went
 Thru a Backyard and out something
 In half (Looking no Children were outside that
 Day) A Heart Attack Victim went Thru a
 Backyard Landing close to a Garage. Deck Braces
 are A Great Source of Noise Older Subdivisions
 have walls to protect them. They do not.
 Please Contact Dan McIntosh with my Quarter
 (1-815-397-1846-Home) call 1-815-243-5244 by Fax
 1-815-243-5244
 A State Highway
 M. Carter

Request for
 While you were out
 I have received a letter from
 the Illinois State Police
 regarding the noise problem
 in your neighborhood.
 The letter is attached for
 your information.
 I have also received a letter
 from the Illinois State Police
 regarding the noise problem
 in your neighborhood.
 The letter is attached for
 your information.
 I have also received a letter
 from the Illinois State Police
 regarding the noise problem
 in your neighborhood.
 The letter is attached for
 your information.

Request letter in progress
 Attached to the letter
 are photos of the noise
 problem in your neighborhood.
 I have also received a letter
 from the Illinois State Police
 regarding the noise problem
 in your neighborhood.
 The letter is attached for
 your information.

Robery, Steven M

From: Robery, Steven M
Sent: Monday, January 26, 2015 8:08 AM
To: 'adamlanfort93@gmail.com';
Loete, Paul A.; Ortgiesen, Kathy J; Dunn, Faith; Monetti, Pamela S.; Petersen, Letitia;
Cc: Kingry, Peggy M; Ahmad, Masood
Subject: FW: Web Email from Adam Lanfort - #92469

| Tracking: | Recipient | Read |
|-----------|---------------------------|------------------------|
| | 'adamlanfort93@gmail.com' | |
| | Loete, Paul A. | Read 1/26/2015 8:51 AM |
| | Ortgiesen, Kathy J | Read 1/26/2015 8:31 AM |
| | Dunn, Faith | Read 1/26/2015 8:18 AM |
| | Monetti, Pamela S. | Read 1/26/2015 8:54 AM |
| | Petersen, Letitia | Read 1/26/2015 9:00 AM |
| | Kingry, Peggy M | Read 1/26/2015 8:09 AM |
| | Ahmad, Masood | |

Dear Mr. Lanfort,
This email is in response to your inquiry pertaining to our proposed improvement project on I-39 US from the I-39 US-20 interchange to the Harrison Avenue interchange.

District 2 continues to work on the preliminary engineering study involving the additional lanes and reconstruction of the two above noted interchanges. We are currently working on getting approval from the Federal Highway Administration on the interchange reconfiguration at Harrison Avenue. Once approval of the interchange is granted, we should be able to complete this phase of the engineering and obtain design approval and environmental clearances for the entire project. At this time, we anticipate that this will occur in the 1st quarter of 2016. The next phase of pre-construction engineering involves the preparation of the detailed design plans that are used to construct the proposed roadway improvements. Unfortunately, the Department does not have funding to advance to this second stage of engineering and there is currently no funding for construction. As such, we are unable to provide a construction timeline for this project.

So, the plan at this time is to complete the current preliminary engineering phase, but then we will need to wait for additional funding in order to further advance the project to construction.

If you have any additional questions regarding this project, please do not hesitate to call or e-mail

Sincerely,

Steve Robery, P.E.
Project Engineer - Studies and Plans
Illinois Department of Transportation
Region 2, District 2
8191 Kopl Avenue
Dixon, Illinois 61021-6500
Phone: 815.284.8310
Fax: 815.284.2186
Steven.Robery@illinois.gov

From: Ahmad, Masood
Sent: Wednesday, January 14, 2015 8:49 AM
To: Robery, Steven M
Subject: FW: Web Email from Adam Lanfort - #92469

From: Kingry, Peggy M
Sent: Tuesday, January 13, 2015 4:00 PM
To: Marchek, Kevin F
Cc: Ortgiesen, Kathy J; Dunn, Faith; Kingry, Peggy M
Subject: FW: Web Email from Adam Lanfort - #92469

Please respond and provide a copy of the response, referencing the 'control number', to Paul Loete, Kathy Ortgiesen, Faith Dunn, Pam Monetti, Letitia Petersen, and Peggy Kingry.

Thank you,
Peg

From: Monetti, Pamela S.
Sent: Tuesday, January 13, 2015 3:22 PM
To: Kingry, Peggy M; Ortgiesen, Kathy J
Subject: Web Email from Adam Lanfort - #92469

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 1/27/2015. Also cc: me for IDOT files including a reference to control # 92469. Your prompt attention is greatly appreciated.

Pam Monetti
Local Community & Safety Liaison
Illinois Department of Transportation
Office of Communications
2300 South Dirksen Parkway
Springfield, IL 62764-0001
Voice: 217.558.0665 Fax: 217.782.8809
Cell: 217.685.1814
Pamela.Monetti@illinois.gov

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 Please consider the environment before printing this email.

Robery, Steven M

From: Robery, Steven M
Sent: Tuesday, July 08, 2014 1:53 PM
To: 'neil.stannard@tomtom.com'
Cc: Loete, Paul A.; Orngesen, Kathy J.; Monetti, Pamela S.; Petersen, Letitia; Kingry, Peggy M.; Ahmad, Masood; Marchek, Kevin F
Subject: FW: Web Email from Neil Stannard - #88656

Tracking:

| Recipient | Read |
|----------------------------|-----------------------|
| 'neil.stannard@tomtom.com' | |
| Loete, Paul A. | |
| Orngesen, Kathy J | Read 7/8/2014 1:55 PM |
| Monetti, Pamela S | Read 7/8/2014 1:55 PM |
| Petersen, Letitia | Read 7/8/2014 2:12 PM |
| Kingry, Peggy M | Read 7/8/2014 2:09 PM |
| Ahmad, Masood | |
| Marchek, Kevin F | Read 7/8/2014 2:01 PM |

Mr. Stannard:

Thank you for your interest in the Illinois Department of Transportation's I-39/US 20 improvement project which extends from the I-39/US 20 interchange located south of Rockford to the Harrison Avenue interchange. The project, which involves adding lanes and reconstructing the above mentioned interchanges, is currently in the preliminary engineering phase of development. Completion of this phase of engineering has been delayed due to some design considerations involving the Harrison Avenue interchange as well as the need to give priority to other projects. However, the preliminary engineering work continues to progress and is expected to be completed by the end of 2015.

At this time, there is no definitive construction schedule as the project is not funded beyond the current preliminary engineering phase. Additional funding is needed to complete the detailed engineering design work and land acquisition, prior to moving onto the construction phase of the project.

If you have any additional questions or would like to check back in the future, please do not hesitate to contact me. Sincerely,

Steven M. Robery, P.E.

Illinois Department of Transportation
Region 2 (JDS) District 2
819 Depot Avenue
Princeton, Illinois 61871-4500
Phone: 815.281.5312
Fax: 815.281.5180

Steven.Robery@illinois.gov

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-----Original Message-----

From: neil.stannard@tomtom.com
Sent: Monday, July 7, 2014 3:03 PM
Subject: Web Mail from Neil Stannard

Web Page: US20 - I39
Name: Neil Stannard
Address: 11 Lafayette St
Lebanon, NH 03766
Work #: 603-643-0330

Question:
Is there a date yet for this work?
Thank you.

-----Original Message-----

From: adamlanfor193@gmail.com
Sent: Tuesday, January 13, 2015 1:30 PM
Subject: Web Mail from Adam Lanfort

Web Page: IDOT Home Page
Name: Adam Lanfort
Address: 8311 Crosby Street
Rockford, IL 61101
Home #: 815-994-7642

Question:

I was wondering what happened to the proposed improvements at I-39 and U.S. 20, specifically the rebuilding and widening of the Rockford bypass to six lanes and the reconstruction/reconfiguration of the I-39/U.S. 20 interchange and the U.S. 20 Harrison Ave interchange?

Have the plans been cancelled or are you going back to the drawing board with a new proposal?

Robery, Steven M

From: Robery, Steven M
Sent: Tuesday, April 15, 2014 8:30 AM
To: 'jmaryanne@hotmail.com'
Subject: RE: Web Email from Mary Anne Johnson - #87104

Dear Ms. Johnson:

Thank you for your interest in the Illinois Department of Transportation's project involving improvements along the US 20 Bypass from I-39 to I-90. Our preliminary engineering study to add lanes to this freeway segment in order to handle future traffic demands is currently in process. This study has been delayed somewhat due to design issues related to the proposed changes to the interchange at Harrison Avenue. Once we receive approval from the Federal Highway Administration on the interchange layout, we will continue to develop the remainder of the engineering study for additional traffic lanes on I-39. This includes a noise analysis.

Once the results of the noise analysis are available, they will be presented during a future public meeting. We will also conduct appropriate coordination with property owners if noise abatement measures are found to be warranted. We have not yet scheduled this public meeting as it is dependent upon completing certain design aspects of the project. At this time, my best estimate would be early in 2015.

I will make sure your name is included on our mailing list so that you receive notice of the public meeting. In the meantime, if you would like to learn more about highway traffic noise, including noise fundamentals, analysis procedures, and approaches to noise abatement, please visit our Highway Traffic Noise website at the following link: <http://www.dot.il.gov/design/noise/default.html>

If you have any additional questions or concerns, please feel free to contact me directly.

Sincerely,

Steven M. Robery, P.E.

Illinois Department of Transportation
Region 2 District 2
5191 Depot Avenue
Elyon, Illinois 61731-8800
Phone: 815.284.5812
Fax: 815.284.5819

Steven.Robery@Illinois.gov

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 Please consider the environment before printing this email

-----Original Message-----
From: jmaryanne@hotmail.com

Sent: Saturday, April 12, 2014 10:46 AM
Subject: Web Mail from Mary Anne Johnson

Web Page: US20 - 139
Name: Mary Anne Johnson
Address: 7503 Brookes Way Ln.
Cherry Valley, IL 61016
Home #: 847-299-7198

Question:

During the 39 / 20 / Harrison road project, will a sound wall be put up? I live at 7503 Brookes Way Ln. and the noise has been on the increase. I am afraid it is just going to be getting louder.

It is starting to decrease our quality of outdoor life.

Thank you.

Mrs. Johnson

Robery, Steven M

From: Maren Franzen <Maren@condemnation-law.com>
Sent: Tuesday, November 13, 2012 10:02 AM
To: Robery, Steven M
Subject: RE: I-39/US 20 Improvement Project

No need to apologize! Thanks for getting back to me, this information was very helpful. I'll probably check back in several months.

Thanks again,

Maren

From: Robery, Steven M [mailto:Steven.Robery@Illinois.gov]
Sent: Tuesday, November 13, 2012 9:03 AM
To: Maren Franzen
Subject: RE: I-39/US 20 Improvement Project

Ms. Franzen:

I apologize for my delayed response, but I have been out of the office for the last week.

Unfortunately, there is not much new to report regarding the I-39/US 20 improvement project over the last several months since I last corresponded with Ms. Maguffee.

We continue to work on the preliminary engineering for this project, with the focus over the last few months being the redesign of the I-39/US 20 interchange at Harrison Avenue. We are in the process of trying to get the interchange design approved by the FHWA. Once it is fully approved we will be able to complete the design at the interchange as well as the widening along I-39/US 20 and we will be able to fully determine our right-of-way needs. At that time, I will be able to forward you plan sheets with the right-of-way identified.

No additional funding has been allocated for this project for detailed design, right-of-way acquisition, or construction. As I indicated previously, the right of way acquisition will likely not occur until we are funded for construction.

If you have any additional questions at this time or in the future, feel free to contact me.

Steven M. Robery, P.E.
Illinois Department of Transportation
Region 2 District 2
410 Depot Avenue
Evanston, Illinois 60121-5500
Phone: 815 284-5312
Fax: 815 284-5186

Steven.Robery@Illinois.gov

 Please consider the environment before printing this email

From: Maren Franzen [mailto:Maren@condemnation-law.com]
Sent: Monday, November 05, 2012 8:42 AM
To: Robery, Steven M
Subject: I-39/US 20 Improvement Project

Good morning,

You were in contact with my former colleague, Leah Maguffee, regarding the above referenced project. In February 2012, you stated that right-of-way needs had not been fully determined, and that additional funding would be needed for developing the design plans, right of way acquisition, and construction. You also stated that right of way acquisition would not likely occur until the project is funded for construction, but despite lack of funding, preliminary engineering was still underway, and that within six months, you anticipated preliminary plans including right of way estimates.

Can you please provide an update on the status of this information, as well as on the project? Has more funding been identified? Has a timeline been put in my place, i.e. when right of way acquisition will begin and when construction will begin? Have right of way needs been identified and set forth in any preliminary plans? Any updates you can provide on this project would be very helpful.

Should you have any questions, please do not hesitate to contact me. Thanks for your time!

Sincerely,

Maren Franzen
Biersdorf & Associates
33 South Sixth Street, Suite 4100
Minneapolis, MN 55402
Office 866 339 7242
Fax 612 339 0242

Robery, Steven M

From: Robery, Steven M
Sent: Monday, February 06, 2012 1:52 PM
To: 'Leah Maguffee'
Subject: RE: Request for Project Update

Dear Ms. Maguffee,

Thank you for your interest in the I-39 improvement project which involves additional lanes on I-39 from the I-39/US 20 system interchange to the Harrison Avenue interchange. At this time, right-of-way needs have not been fully determined, as the design process has not been completed.

Only the preliminary engineering phase of this project is funded. Additional funding is needed for developing the design plans, right of way acquisition, and construction. As such, we do not currently have a right-of-way acquisition date or a letting date. Right of way acquisition will likely not occur until the project is funded for construction.

Despite the lack of funding beyond the current engineering contract, the preliminary engineering work continues and within the next six months, we anticipate that we may have some updated preliminary plans including right of way estimates.

I would be happy to provide these to you when they become available. In the meantime, if you have any additional questions, please feel free to call.

Sincerely,

Steven M. Robery, P.E.
Illinois Department of Transportation
Region 2, District 2
819 DePaul Avenue
Downer, Illinois 61021-3500
Phone: 815.284.5512
Fax: 815.284.5486

Steven.Robery@illinois.gov

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From: Leah Maguffee [mailto:leah@condemnation-law.com]
Sent: Monday, February 06, 2012 12:50 PM
To: Robery, Steven M
Subject: Request for Project Update

Good Afternoon Mr. Robery,

I contacted you back in August of last year regarding the I-39/US 20 project. I was wondering if you could give me an update on the current status of this project. Could you please send the following information, if available, for the project listed below?

- * Right-of-Way acquisition date
- * LET date
- * Preferred alternative
- * ROW plans or any map showing before and after ROW lines for the project

Project:

- **I-39/US 20 Improvement Project**

Please be advised, I am not interested in the above requested documents if ROW acquisitions are complete or if ROW is not required. If you are not the appropriate contact, could you please refer me to the correct person and/or forward this email to them?

Should you have any questions or concerns, please do not hesitate to contact me.

Thank you for your time and assistance!

Sincerely,

Leah Maguffee
Biersdorf & Associates
33 South Sixth Street, Suite 4100
Minneapolis, MN 55402
866.339.7242
Leah@condemnation-law.com

Robery, Steven M

From: Robery, Steven M
Sent: Wednesday, August 31, 2011 1:59 PM
To: Therikidsen, Eric S; Kingry, Peggy M; Couris, Gabriel; Kelly, Carla J; Falzone, Sharon A; Bates, Sandra E; Nelson, Jason T
Subject: FW: Web Email from Leah Maguffee - #71075

From: Robery, Steven M
Sent: Wednesday, August 31, 2011 1:58 PM
To: Leah@condemnation-law.com
Subject: FW: Web Email from Leah Maguffee - #71075

Dear Ms. Maguffee:

I thank you for your interest in the Illinois Department of Transportation's I-39/US 20 improvement project which extends from the I-39/US 20 interchange located south of Rockford to the Harrison Avenue interchange. The project, which involves adding lanes and reconstructing the above mentioned interchanges, is currently in the Phase I preliminary engineering phase of development. Completion of this phase of engineering has been delayed due to some design considerations involving the Harrison Avenue interchange as well as the need to prioritize other projects. However, work continues to progress and is expected to be completed by the end of 2012.

I apologize that the timeline shown on the Project website is not up-to date. This will be corrected in the near future.

At this time, there are no definitive land acquisition or construction schedules as the project is not funded beyond the current preliminary engineering phase. Additional funding is needed prior to advancing to detailed design work (Phase II engineering), land acquisition, and construction.

If you have any additional questions or would like to check back in the future, please do not hesitate to contact me.

Steven M. Robery, P.E.
Illinois Department of Transportation
Region 2 - District 2
819 Depot Avenue
Evanston, Illinois 61021-3500
Phone: 815 284-5512
Fax: 815 284-5486

Steven.Robery@Illinois.gov

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-----Original Message-----
From: Leah@condemnation-law.com
Sent: Wednesday, August 17, 2011 2:29 PM
Subject: Web Mail from Leah Maguffee

Web Page: US20 - 139
Name: Leah Maguffee
Address: 33 South Sixth Street, Suite 4100
Minneapolis, MN 55416
Work #: 866-339-7242

Question:
I am writing to inquire about the I-39/US 20 Improvement Project. The project does not seem to be up to date as far as a timeline goes. I was wondering what phase the project is currently in. When will ROW acquisitions begin and when is construction expected to begin?

Thanks for your time.
Leah Maguffee

Robery, Steven M

From: Wegmeyer, John H
Sent: Friday, September 10, 2010 2:29 PM
To: Robery, Steven M
Subject: FW: Web Email from Philip H. Hart - #65349

I gave this gentleman your name and number for when he has any future questions. I'm pretty sure Mr Hart is an attorney for the Belvidere Chrysler plant and lives in the subdivision by the US 201-39 interchange. He is part of the "neighborhood watch" social club and was tasked with the job of finding out about our future reconstruction of the interchange and the impacts to the ROW for expanding US 20 to six lanes.

I think Jon and I answered all his questions for now, but I would expect him to call back before Christmas to get an update and see if we have a proposed date for the next public meeting for the project.

From: Wegmeyer, John H
Sent: Friday, September 10, 2010 2:21 PM
To: Nelson, Jason T; Ryan, George F; Kelly, Carla J; Couris, Gabriel; Falzone, Sharron A
Cc: Kingry, Peggy M; Miller, Pam J
Subject: RE: Web Email from Philip H. Hart - #65349

I called Mr Hart to update him on the current construction project we started earlier this week at the I-39 and US 20 interchange. It turns out he really wanted to know about the future project to rebuild the interchange with our proposed project to expand US 20 to six lanes.

I brought our Geometrics engineer into our conference call, and Mr McCormick was able to answer Mr Hart's questions about the future interchange plans. We also gave him the name and number of our Studies and Plans engineer working on the project so he has a contact for future updates and questions.

From: Nelson, Jason T
Sent: Friday, September 10, 2010 9:05 AM
To: Wegmeyer, John H
Cc: Kingry, Peggy M; Miller, Pam J
Subject: FW: Web Email from Philip H. Hart - #65349

Please respond and provide a copy of the response, referencing the "control number", to George Ryan, Peggy Kingry, Gabriel Couris, Carla Kelly, Sharron Falzone, Pam Miller and Jason Nelson. Thank you.

From: Couris, Gabriel
Sent: Thursday, September 09, 2010 4:31 PM
To: Kingry, Peggy M; Nelson, Jason T
Subject: Web Email from Philip H. Hart - #65349

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 9/23/2010. Also cc: Carla Kelly & me for IDOT files including a reference to control # 65349. Your prompt attention is greatly appreciated.

Gabriel Couris
Illinois Department of Transportation

-----Original Message-----

From: philipha@uawLSP.com
Sent: Thursday, September 9, 2010 9:12 AM
Subject: Web Mail from Philip H. Hart

Web Page: IDOT Home Page
Name: Philip H. Hart
Address: 5652 Linden Road
Rockford, IL 61109
Work #: 815-544-2525

Question:
Any news as to when you will work on the intersection of Interstate 39 and By-pass 20?

Robery, Steven M

From: Robery, Steven M
Sent: Monday, April 12, 2010 11:38 AM
To: 'bjackson2009@hotmail.com'
Subject: FW: Web Email from Brendon Jackson - CONTROL NUMBER 62525

Mr. Jackson:

Thank you for your interest in this important project. I am IDOT's Project Manager for the I-39/US 20 improvement project from the I-39/US 20 interchange to the Harrison Avenue Interchange. I would be happy to discuss this project with you to give you a better understanding of the project details. Also, I have some concept renderings of the proposed interchange layout that I could send to you, so you can better visualize what the new interchange will look like.

Please call me at your convenience and we can discuss the project in detail. I am generally in the office between the hours of 7:00 AM and 3:30 PM, but I could arrange to call you at a different time if it is more convenient for you.

Sincerely,

Steve Robery
Illinois Department of Transportation
District 2
819 Depot Avenue
Dixon, Illinois 61021-3500
Phone: 815/284-5512
Fax: 815/284-5486

Steven.Robery@illinois.gov

-----Original Message-----
From: bjackson2009@hotmail.com
Sent: Thursday, April 8, 2010 7:23 PM
Subject: Web Mail from Brendon Jackson

Web Page: IDOT Home Page
Name: Brendon Jackson
Address: 5843 River Woods Drive
Effingham, IL 60483
Work #: 630-593-5832
Home #: 640-587-8963

Question:
Good Day,

I have a few questions about the Interstate 39/20 reconstruction project in Rockford. First, what are you exactly trying to do to the Interstate 39 interchange with U.S 20? Are you trying to make it so that you have to exit to go on U.S 20 westbound from I-39 southbound? Second, what are you exactly trying to do as to

reconstructing the interchanges on the bypass? Are you trying to make the entire bypass interstate-standard? Third, are there any plans to reconstruct the remainder of the bypass? And finally, are you planning to number the exits on the Rockford bypass once reconstruction is complete?

Thank You
Brendon Jackson

Robery, Steven M

From: Robery, Steven M
Sent: Friday, February 19, 2010 11:28 AM
To: 'jmaryanne@hotmail.com'
Subject: FW: Web Email from Mary Anne Johnson - Control #61603

Dear Ms. Johnson:

Thank you for your interest in the Illinois Department of Transportation's project involving improvements along the US 20 Bypass from I-39 to I-90. Our preliminary engineering study to add lanes to this freeway segment in order to handle future traffic demands is currently in process and it does include a noise analysis.

However, the results of the noise analysis are not yet available. We currently expect this portion of the project to be completed later this year. The results will be presented during a public meeting and we will also conduct appropriate coordination with property owners. If noise abatement measures are found to be warranted, we have not yet scheduled this public meeting as it is dependent upon completing certain design aspects of the project. At this time, my best estimate would be sometime during the second or third quarter of 2010.

In the meantime, if you would like to learn more about highway traffic noise, including noise fundamentals, analysis procedures, and approaches to noise abatement, please visit our Highway Traffic Noise website at the link provided below. If you have any additional concerns, please feel free to contact me.

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

Steve Robery, Project Manager
Illinois Department of Transportation
District 2
819 Depot Avenue
Dixon, Illinois 61021-3500
Phone: 815/284-5512
Fax: 815/284-5486

Steven.Robery@illinois.gov

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-----Original Message-----

From: jmaryanne@hotmail.com
Sent: Sunday, February 14, 2010 5:42 PM
Subject: Web Mail from Mary Anne Johnson

Web Page: US20 - I39
Name: Mary Anne Johnson

Address: 7503 Brookes Way Ln.
Cherry Valley, IL 61016
Work #: 847-299-7198

Question:
Have an analysis of predicted noise levels at locations along U.S. 20/I-39 been done? If so will there be a sound wall created as the noise levels seem to be increasing and I know they are impairing may of our neighbors quality of life. They have told me about not being able to sleep at night, etc. due to the noise levels.

Thank you,
Mrs. Mary Anne Johnson

APPENDIX F
FLOOD SURVEILANCE REPORT

Rockford & Cherry Valley Flood of 9/4/06 Surveillance Report

Winnebago County, IL

November, 2006



Rockford & Cherry Valley Flood of 9/4/06 Surveillance Report

Winnebago County, IL

November, 2006



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| National Weather Service - Rockford Labor Day Flood | 6 |
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Report Scope

This report documents the data acquired by the Office of Water Resources regarding the September 4, 2006 flood that occurred in the City of Rockford and Village of Cherry Valley. A flood surveillance inspection was conducted by Jeff Riepe and Loren Wobig on September 5, 2006.

National Weather Service Flood Statements

WGUS83 KLOT 050205
FLSLOT

FLOOD ADVISORY
NATIONAL WEATHER SERVICE CHICAGO/ROMEOVILLE IL
903 PM MON SEP 4 2006

ILC103-141-201-050300-
WINNEBAGO IL-OGLE IL-LEE IL-
903 PM MON SEP 4 2006

...THE URBAN AND SMALL STREAM FLOOD ADVISORY REMAINS IN EFFECT UNTIL
1000 PM FOR LEE...EASTERN OGLE... AND WINNEBAGO COUNTIES...

AT 903 PM ...EXCESSIVE RUNOFF FROM AFTERNOON AND EVENING STORMS HAS
CAUSED FLOODING OF CREEKS AND STREAMS...HIGHWAYS AND UNDERPASSES.
ADDITIONALLY...COUNTRY ROADSAND FARMLANDS ALONG THE BANKS OF CREEKS
AND STREAMS AND OTHER LOW LYING AREAS ARE SUBJECT TO FLOODING.

THE HEAVY RAINFALL HAS ENDED...BUT THE THREAT OF FLOODING WILL
CONTINUE FOR A FEW MORE HOURS UNTIL THE FLOOD WATERS HAVE HAD A
CHANCE TO SUBSIDE.

SEVERAL FEET OF WATER HAS BEEN REPORTED IN VIADUCTS AND UNDERPASSES
WITH CARS UNDER WATER.

BE ESPECIALLY CAUTIOUS AT NIGHT WHEN IT IS HARDER TO RECOGNIZE THE
DANGERS OF FLOODS. IT IS VERY DIFFICULT AT NIGHT TO JUDGE HOW MUCH
WATER COVERS ROADWAYS. DO NOT ATTEMPT TO CROSS FLOODED ROADWAYS.

LAT...LON 4161 8958 4165 8901 4242 8894 4240 8935

\$\$

BRUMER

□

WGUS83 KLOT 051018
FLSLOT

FLOOD STATEMENT
NATIONAL WEATHER SERVICE CHICAGO/ROMEOVILLE IL
459 AM CDT TUE SEP 5 2006

ILC201-051300-
WINNEBAGO IL-
459 AM CDT TUE SEP 5 2006

...THE FLOOD WARNING REMAINS IN EFFECT UNTIL 800 AM CDT FOR URBAN
AREAS AND SMALL STREAMS IN SOUTHEASTERN WINNEBAGO COUNTY.....

AT 459 AM CDT...THERE IS STILL STANDING WATER IN PLACES IN ROCKFORD.
SOME AREAS MAY STILL BE IN FLOOD. THE ALPINE DAM IS ABOUT 6 INCHES
ABOVE NORMAL IS STILL BEING WATCHED CLOSELY. MOST OF THE RESCUES AND
EVACUATIONS HAVE ENDED. THERE STILL MAY BE FLOODING OCCURRING SO
THIS WARNING WILL CONTINUE.

THE WATER LEVEL IN KEITH CREEK MAY CONTINUE TO RISE IN SOME PLACES.
IF YOU LIVE NEAR KEITH CREEK YOU SHOULD BE ALERT AND BE PREPARED TO
TAKE ACTION IF FLOODING OR ADDITIONAL FLOODING OCCURS.

A FLOOD WARNING MEANS THAT FLOODING IS STILL CONTINUING IN THIS
CASE. THE STREAMS MAY STILL RISE BUT THE RISING WILL BE SLOW AND
FLASH FLOODING IS NOT EXPECTED. HOWEVER...ALL PEOPLE IN THE AREA
SHOULD TAKE NECESSARY PRECAUTIONS IMMEDIATELY.

BE ESPECIALLY CAUTIOUS THIS EARLY MORNING. IT MAY BE HARDER TO
RECOGNIZE THE DANGERS OF FLOODS. IT IS VERY DIFFICULT JUDGE HOW
MUCH WATER COVERS ROADWAYS. DO NOT ATTEMPT TO CROSS FLOODED ROADWAYS.

LAT...LON 4216 8913 4216 8895 4231 8894 4232 8905
4232 8914

\$\$

WILSON

[]

National Weather Service - Rockford Labor Day Flood

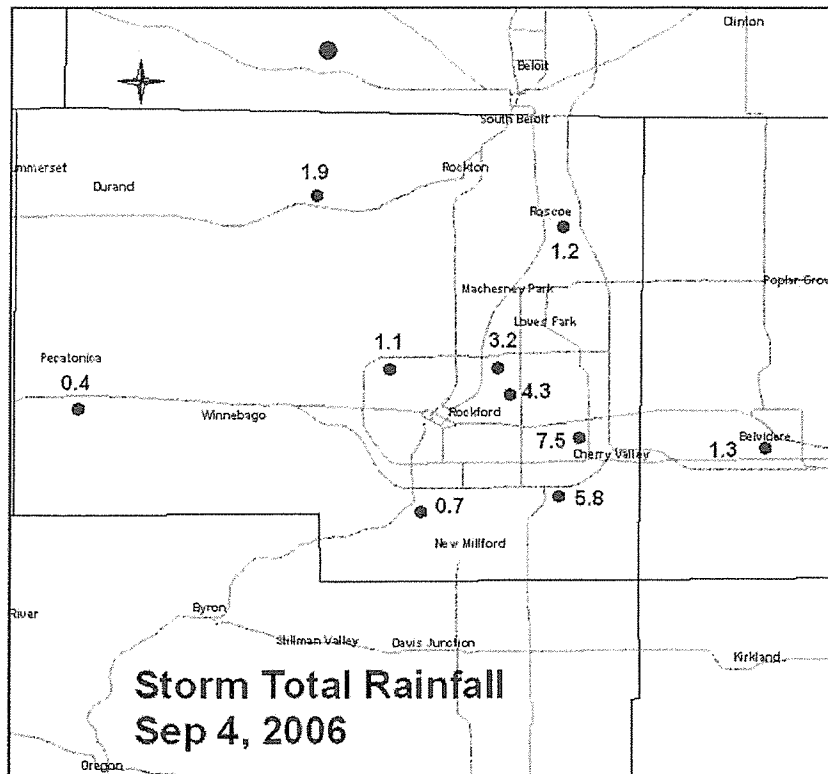
The following is from the NWS Chicago web site on 9/11/06

Slow moving thunderstorms produced torrential rainfall over Rockford IL on Labor Day (9/4/06). Nearly stationary storms dumped rain at rates as high as 3 inches/hr that quickly turned residential streets and roads into raging torrents. The greatest rainfall total received to date is 7.5 inches reported near the Cherry Vale mall. Hail covering the ground was also reported in isolated locations during the peak of the storm.

The heaviest rain fell over the southeast side of Rockford within the Keith Creek watershed. Runoff from the heavy rainfall resulted in rapid rises on Keith Creek. When the creek overtopped its banks, flood waters inundated nearby homes and businesses. Many homes were severely damaged when the force of the water caused basements to collapse and allowed flood waters to enter. Cars floated in streets and residents were rescued by boats.

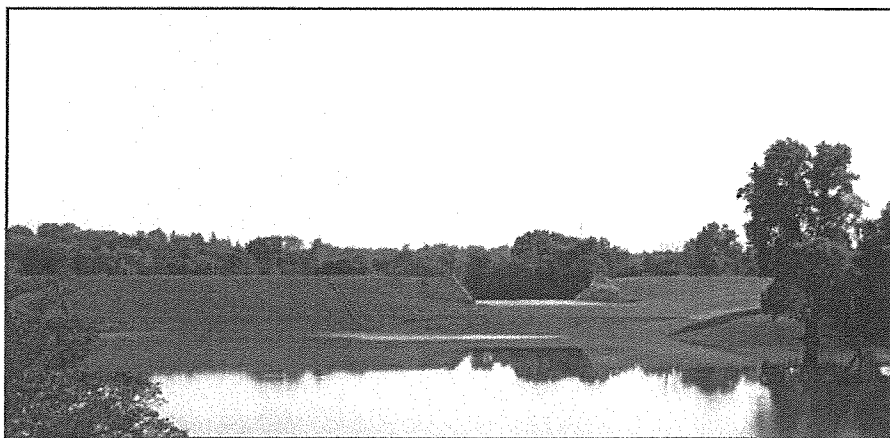
Officials closely monitored Alpine Dam located in Aldeen Park as waters continued to rise. Fortunately water levels did not breach the spillway as more serious flooding would have occurred.

Representatives from the NWS Chicago office toured Rockford on Tuesday to survey the flood damaged areas and document the impacts.





Basement collapse from the force of the flood waters.
Photo from NWS web site



Alpine Dam. Note high water mark below spillway.
Photo from NWS web site

Community Precipitation Totals September 4, 2006

Machesney Park: 1.65"

Loves Park: 3.25"

Northeast
Rockford: 4.35"

West
Rockford: 1.5"

Cherry
Valley: 4.0"

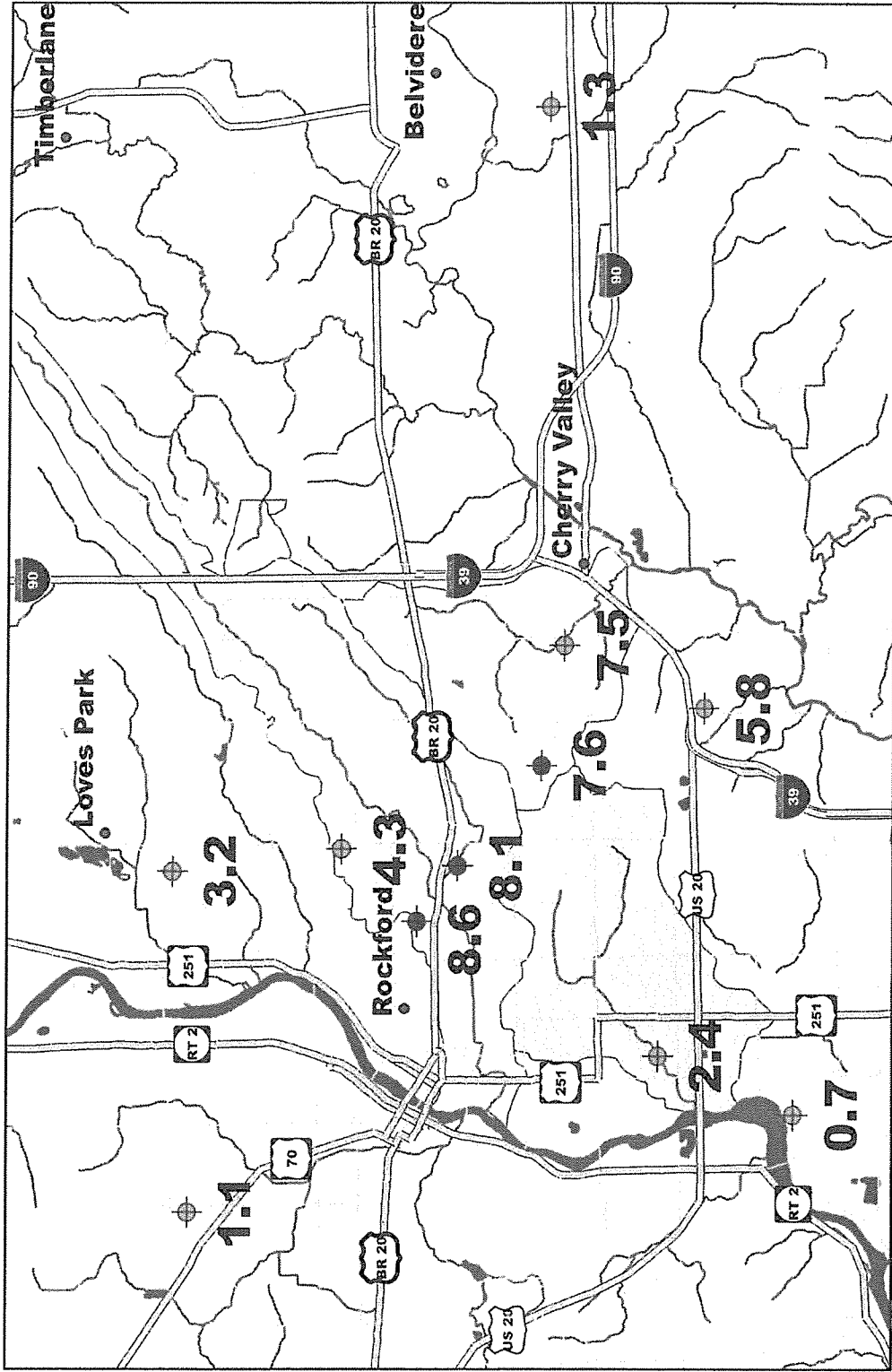
Southeast
Rockford: 4.25"

New Milford: 1.5"

Precipitation totals recorded by citizens for the Rockford Register Star's Rain watch program. Labels point to the community with the gage and not the actual gage location.



0 5,000 10,000 20,000 Feet



Sept. 2006
Figure #1

Observed Rainfall Totals

City of Rockford & NWS Data

Legend

- Keith Creek Watershed
- Madigan Creek Watershed
- Southeast Watershed
- City
- NWS

Rainfall Data
Total Inches
Sept. 4, 2006

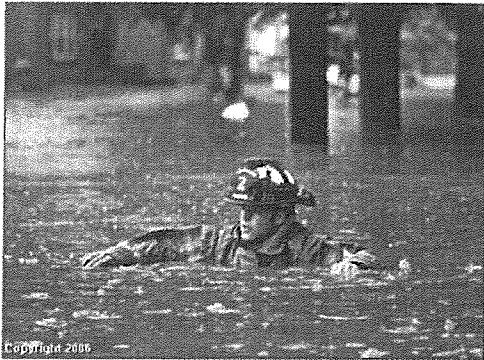
Photos from Rockford Register Star



10th Avenue and 14th Street 1



10th Avenue and 14th Street 2



10th Avenue and 14th Street 3



10th Avenue and 14th Street 4



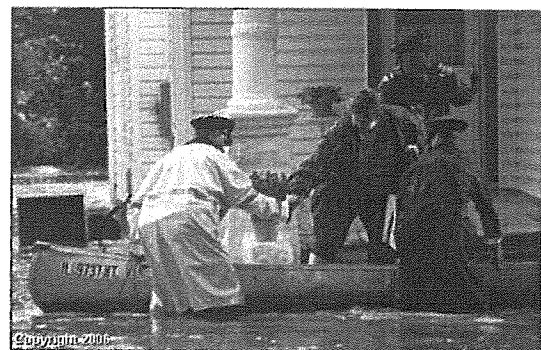
10th Avenue and 14th Street 5



10th Avenue and 14th Street 6



10th Avenue and 14th Street 7



1300 Block Sixth Avenue 1

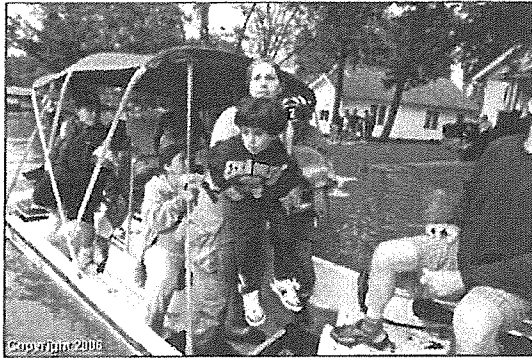
Photos from Rockford Register Star



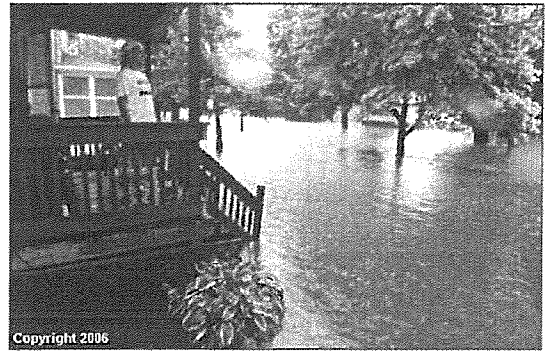
1300 Block Sixth Avenue 2



1300 Block Sixth Avenue 3



13th Street 1



1400 Block Sixth Avenue 1



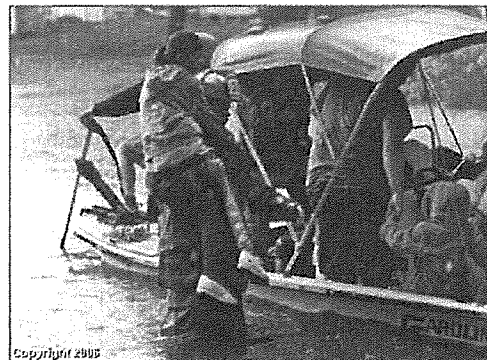
1400 Block Sixth Avenue 2



14th Street 1



14th Street 2



14th Street 3

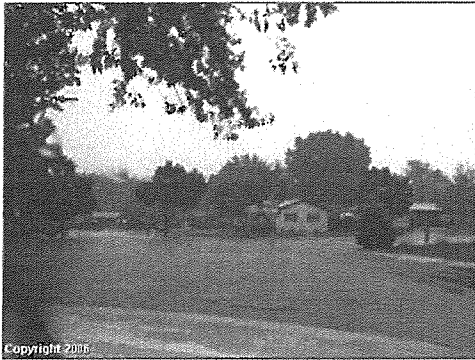
Photos from Rockford Register Star



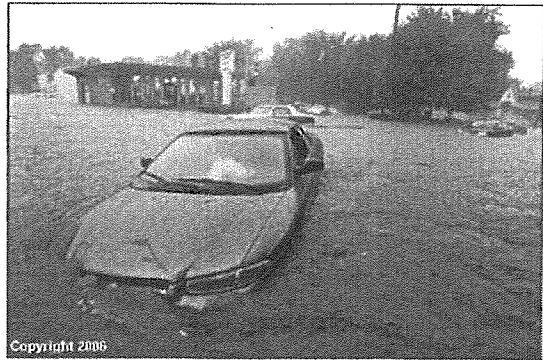
14th Street 4



Adjacent to Roxbury Road



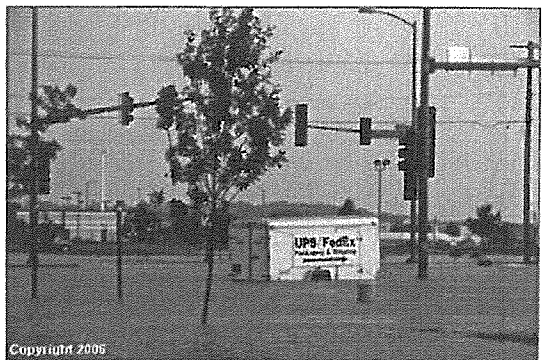
Arnold and Esmond Avenues



Charles Street 1



Charles Street 2



Charles Street and Peryville

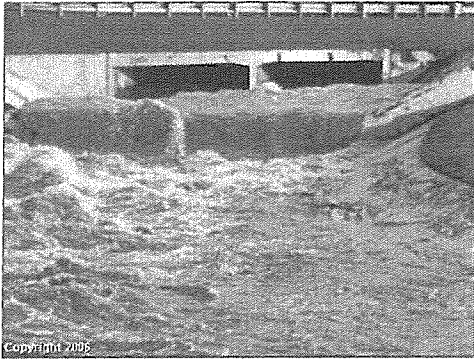


CherryVale Mall

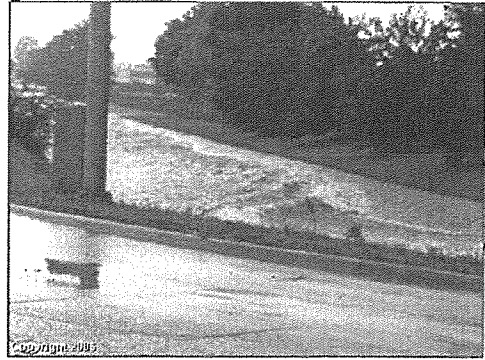


Hancock Fabrics on East State Street 2

Photos from Rockford Register Star



Harrison Avenue and 20th Street 1



Harrison Avenue and 20th Street 2



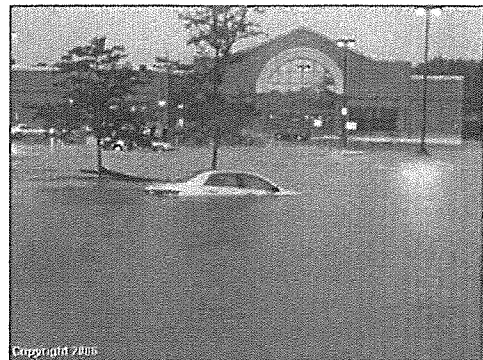
Home in Southeast Rockford 2



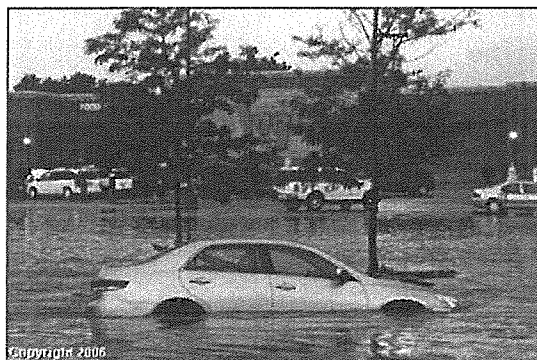
Home in Southeast Rockford 3



Home in Southeast Rockford



Logli's at Charles and 20Street 3

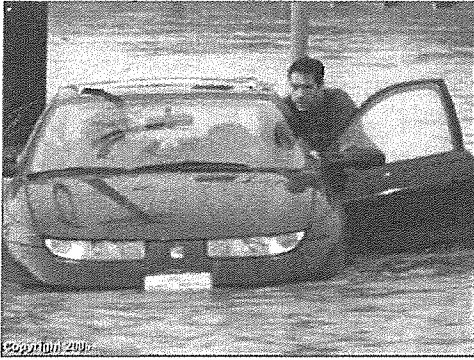


Logli's at Charles and 20th Street 1



Logli's at Charles and 20th Street 2

Photos from Rockford Register Star



Logli's at Charles and 20th Street 4



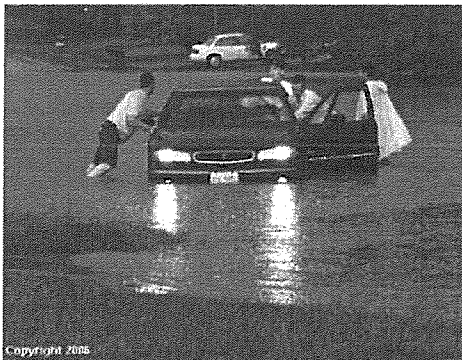
Near DQ Grill and Chill in Cherry Valley



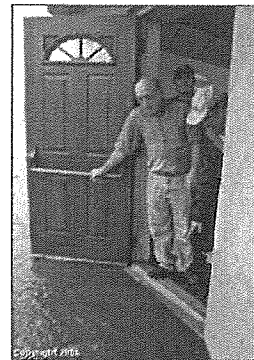
Near Perryville Road



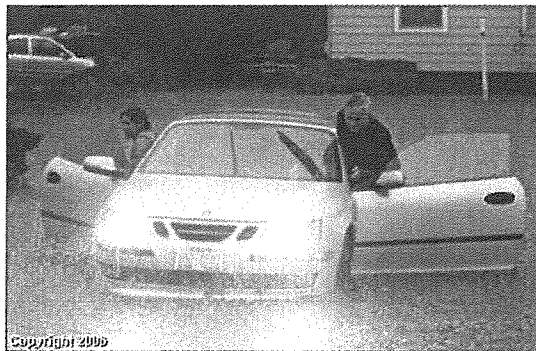
rescue



Rolling Hedge Lane and Valencia Drive



Sam's Pizzeria on Charles Street 1

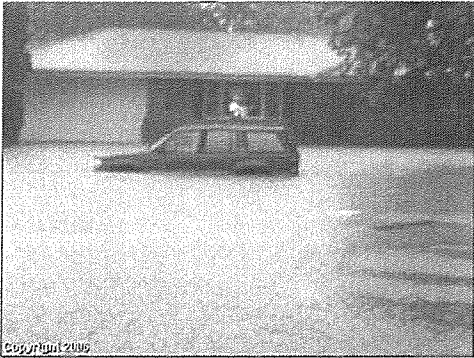


Sam's Pizzeria on Charles Street 2

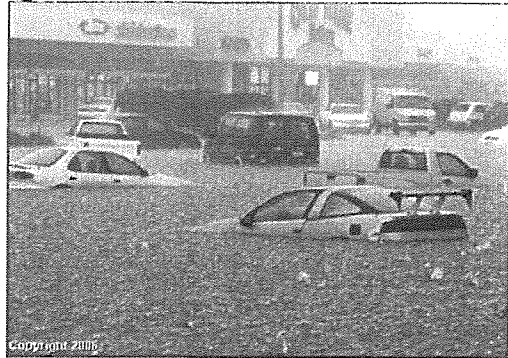


Sixth Avenue and 10th Street 1

Photos from Rockford Register Star



Copyright 2005
Subdivision at Emerson and Blenheim



Copyright 2005
Value City Furniture on East State Street 2



Copyright 2005
Value City Furniture on East State Street

Flood Surveillance Phone Contacts

Village of Machesney Park

Mr. Bob Mullins, Risk Management Coordinator

No flooding problems were identified. City recorded just over 1-inch of rainfall.

City of Loves Park

Mr. Dan Jacobson, Director of Public Works

No flooding problems were identified. The City reexperienced a more significant storm event the previous Friday (August 25, 2006) and the Corps' flood control project operated effectively. There were no overbank flooding related issues.

City of Belvidere

Mr. Brent Anderson, Assistant Director of Public Works

No flooding problems identified.

Flood Surveillance Field Inspections

Village of Cherry Valley - Madigan Creek

- Met with Joe Caveny, Director of Public Works, who led us to locations where the village had experienced flooding.
- High water marks were set upstream of Perryville Road culvert, Harrison Avenue culvert, and the Vandiver Road culvert.
- Village suffered moderate overbank flooding along Madigan Creek primarily through the commercial area south and west of Cherry Valley Mall.
- Mr. Caveny complained of debris being carried by flood flows from the upper portions Madigan Creek watershed, outside of the Village of Cherry Valley limits, being a problem that exacerbates the villages flooding problems.
- Intersection of Perryville Road and Charles Street flooded and had been closed to traffic. Although not obvious, businesses in the area may have experienced some structural flood damage. The most likely damaged was Wheels By RT and a restaurant located on the south east corner of Perryville Road and Charles Street.
- Harrison Avenue did not overtop. The parking lot of the Arby's located upstream of the Harrison Avenue culvert had clearly been flooded, but it appeared that the restaurant did not sustain any structural damage.
- Vandiver Road was also overtopped. A full size pickup truck was carried from the Wheels By RT parking lot and lodged in the Vandiver Road culvert. Several other vehicles in the Wheels by RT parking lot were damaged by the floodwaters and the building also appeared to have some

minor flooding. A berm between Wheels By RT and the neighboring landscape business was just overtopped and the landscape business also suffered some damages.

City of Rockford - Unnamed Tributary to the Rock River South of Keith Creek

- High water marks were set at the entrance gate to R. L. Leek Trucking along Harrison Avenue and upstream of the Marshall Street culvert.
- Concrete lined channel along Harrison Avenue west of 20th Street and in front of R. L. Leek Trucking had several panels of the concrete lining stripped away allowing erosion to undercut Harrison Avenue.
- Several businesses south of Harrison Avenue in the location of the concrete channel failure suffered first floor flood damage.
- Overbank flooding had occurred in the area immediately upstream and downstream of the Marshall Street culvert. It was unclear if any damage occurred to the businesses in the area.

City of Rockford - Keith Creek

- Met with Brian Eber, the city's stormwater manager, who showed us some of the hardest hit flood damage areas within the city. Brian noted that 45 people were rescued Monday evening by the Rockford Department. Brian also noted that all city raingages exceeded their 5-inch maximum capacity.
- Nine high water marks were set along Keith Creek. Moving upstream along the creek they are at: 10th Street, 12th Street, 14th Street, 7th Avenue just west of 15th Street, 7th Avenue between 19th and 20th Streets (two), 20th Street, 23rd Street, and Glendale Avenue.
- Flows seemed to be contained within the channel downstream of 9th Street. From 10th Street through 23rd Street the flood extent seemed to be just inside of the mapped 100-year floodplain. In the area around Glendale Avenue there was overbank flooding that exceeded the mapped 100-year floodplain that caused damage to several residential structures. The portion of the south tributary of Keith Creek along State Street appeared to have been out of bank based on the debris and dirt seen in parking lots. No noticeable structural damage was observed. We went as far east as New Towne Drive and did not see any flooding at that culvert or along Javelin Drive.
- The pool at Alpine Dam had already receded 6-8 feet and had been within about 4-5 of the emergency spillway at its peak.

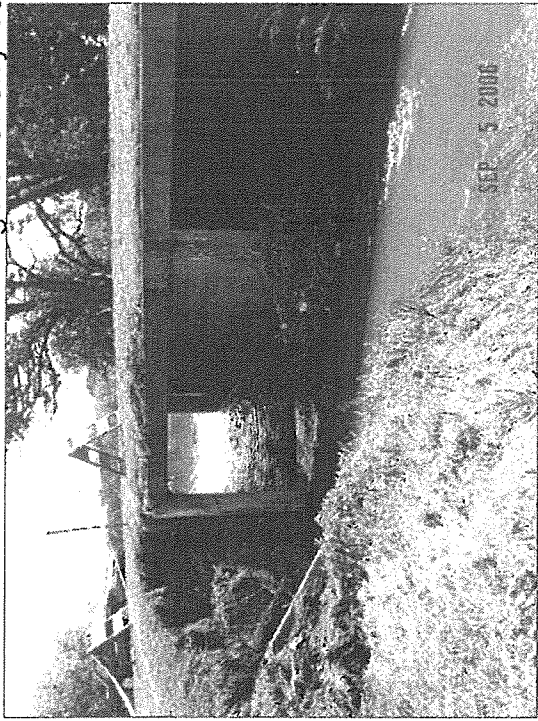
City of Rockford - Kent Creek

- No flood damage was observed.

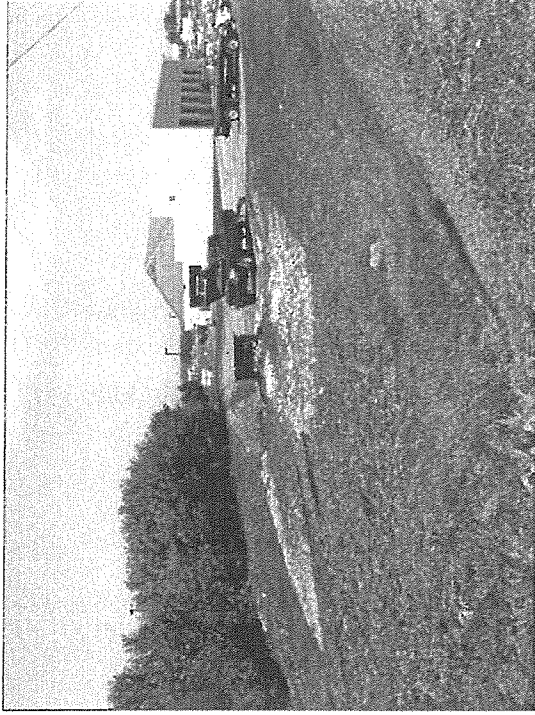
Flood Surveillance Photos - Village of Cherry Valley

1. Flood Surveillance0001.jpg - Culvert under Vandiver Road where truck was stuck in left box, upstream left wing wall also collapsed
2. Flood Surveillance0002.jpg - looking upstream along left bank at back of Wheels by RT building where truck washed from to culvert
3. Flood Surveillance0003.jpg - truck that was pulled from culvert
4. Flood Surveillance0004.jpg - Location of High Water Mark (nail with yellow tape) in power pole 20A upstream left bank of Vandiver Road culvert
5. Flood Surveillance0005.jpg - Close up of High Water Mark 0.25 feet below electrical box on west side of Arbys sign located in SW corner of parking lot upstream of Harrison culvert
6. Flood Surveillance0006.jpg - Location of High Water Mark 0.25 feet below electrical box on west side of Arbys sign located in SW corner of parking lot upstream of Harrison culvert
7. Flood Surveillance0007.jpg - Location of High Water Mark at top of bolt on 5th post from north end of west guardrail along Perryville Road just north of Charles Street
8. Flood Surveillance0008.jpg - Close up of High Water Mark at top of bolt on 5th post from north end of west guardrail along Perryville Road just north of Charles Street

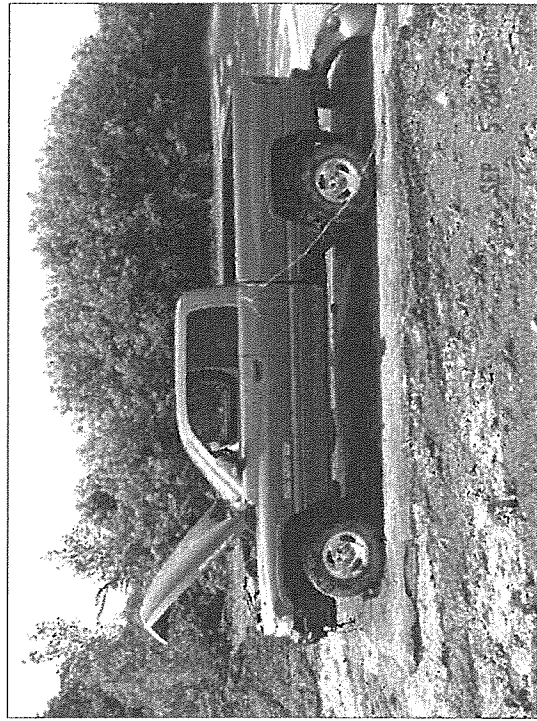
Village of Cherry Valley Flood Surveillance Photos



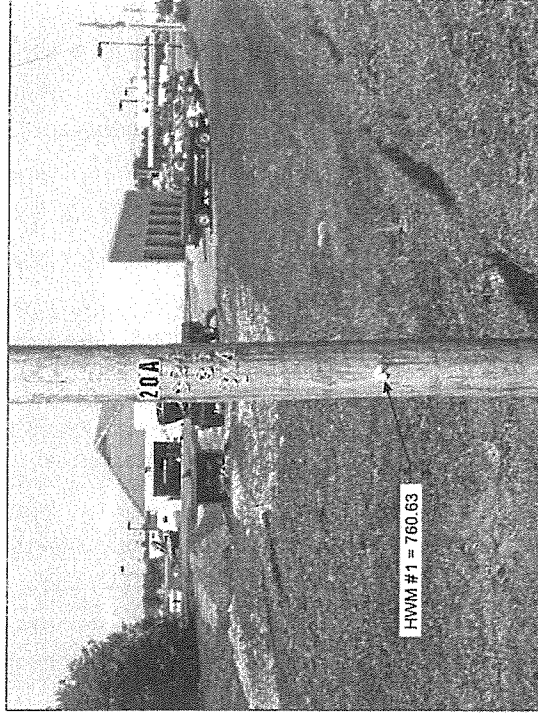
Flood Surveillance0001



Flood Surveillance0002

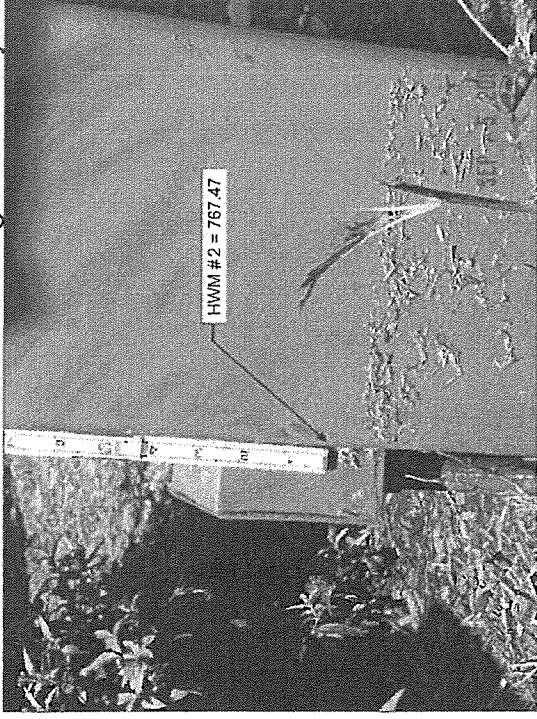


Flood Surveillance0003

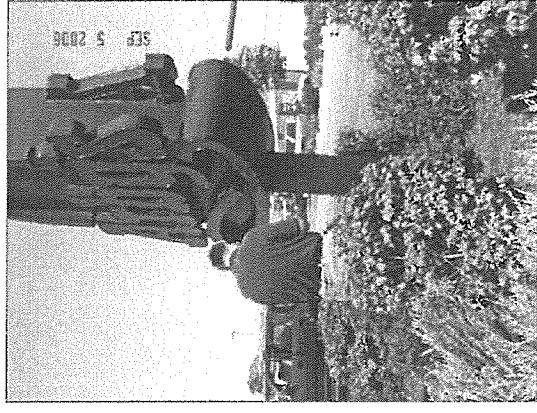


Flood Surveillance0004

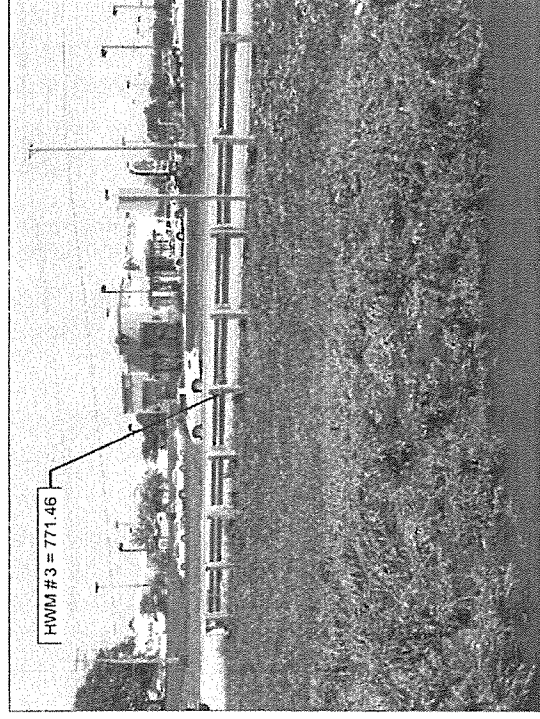
Village of Cherry Valley Flood Surveillance Photos



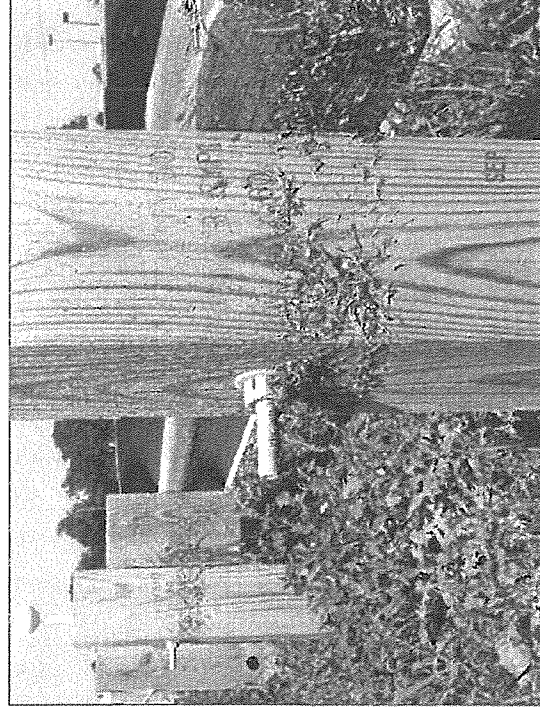
Flood Surveillance0005



Flood Surveillance0006



Flood Surveillance0007



Flood Surveillance0008

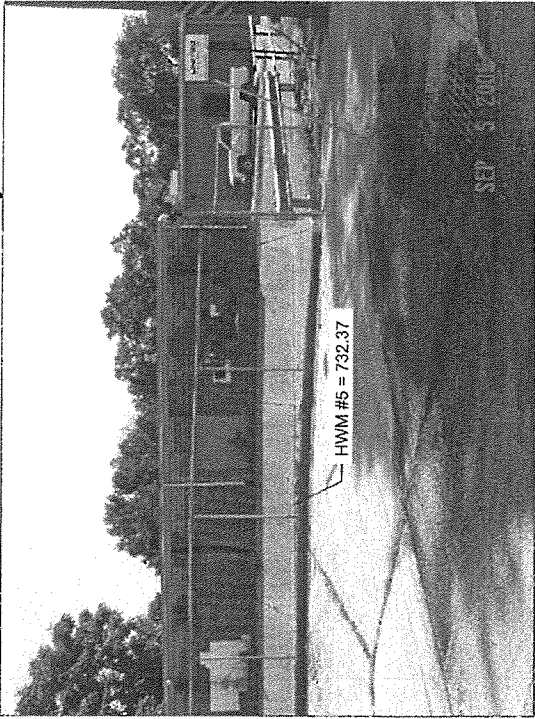
Flood Surveillance Photos - City of Rockford

1. Flood Surveillance0001.jpg - Looking upstream at concrete lined channel failure along unnamed tributary south of Keith Creek
2. Flood Surveillance0002.jpg - Looking at channel failure on left bank along unnamed tributary south of Keith Creek
3. Flood Surveillance0003.jpg - Looking at channel failure on right bank along unnamed tributary south of Keith Creek
4. Flood Surveillance0004.jpg - Close up of channel failure undercutting Harrison Ave along unnamed tributary south of Keith Creek
5. Flood Surveillance0005.jpg - Looking upstream from channel failure along unnamed tributary south of Keith Creek
6. Flood Surveillance0006.jpg - Looking downstream from channel failure along unnamed tributary south of Keith Creek
7. Flood Surveillance0007.jpg - Looking upstream at channel failure along unnamed tributary south of Keith Creek
8. Flood Surveillance0008.jpg - Location of High Water Mark at base of third post on right bank (east/upstream) of Marshall Street (south of Harrison) along unnamed tributary south of Keith Creek
9. Flood Surveillance0009.jpg - Close up of High Water Mark 0.60 feet above base of west gate post at entrance to R. L. Leek Trucking 2210 Harrison Ave along unnamed tributary south of Keith Creek
10. Flood Surveillance0010.jpg - Location of High Water Mark 0.60 feet above base of west gate post at entrance to R. L. Leek Trucking 2210 Harrison Ave along unnamed tributary south of Keith Creek
11. Flood Surveillance0011.jpg - Location of High Water Mark 3.22 feet below top of fence post ball on NW corner of 2331 7th Street
12. Flood Surveillance0012.jpg - 2331 7th Street near High Water Mark 3.22 feet below top of fence post ball
13. Flood Surveillance0013.jpg - Close up of High Water Mark 0.65 feet above concrete sill at front door of Boy Scouts of America Building at 1800 7th Street
14. Flood Surveillance0014.jpg - Location of High Water Mark 0.65 feet above concrete sill at front door of Boy Scouts of America Building at 1800 7th Street
15. Flood Surveillance0015.jpg - Location of High Water Mark (nail in crack in pavement) 14.6 feet north of north edge of sidewalk and 5.8 feet from west edge of street along 14th Street just north of 10th Ave

16. Flood Surveillance0016.jpg - Close up of High Water Mark 2.1 feet above concrete at door sill of Opsahl's Pizza at NW corner of 20th Street and Charles Street
17. Flood Surveillance0017.jpg - Location of High Water Mark 2.1 feet above concrete at door sill of Opsahl's Pizza at NW corner of 20th Street and Charles Street
18. Flood Surveillance0018.jpg - Close up of High Water Mark 1.95 feet above concrete threshold at east door of KFC on north side of Charles Street just west of 20th Street
19. Flood Surveillance0019.jpg - Location of High Water Mark 1.95 feet above concrete threshold at east door of KFC on north side of Charles Street just west of 20th Street
20. Flood Surveillance0020.jpg - Close up of High Water Mark 1.70 feet above concrete base of northern most public telephone post (closest to stream) on west side of 23rd Street at NE corner of BP/McDonalds by Logli Foods
21. Flood Surveillance0021.jpg - Location of High Water Mark 1.70 feet above concrete base of northern most public telephone post (closest to stream) on west side of 23rd Street at NE corner of BP/McDonalds by Logli Foods
22. Flood Surveillance0022.jpg - Close up of High Water Mark 1.60 feet above ground at NE corner of wooden fence at SW corner of Glendale Ave (3400E) & Oak Grove Ave
23. Flood Surveillance0023.jpg - Location of High Water Mark 1.60 feet above ground at NE corner of wooden fence at SW corner of Glendale Ave (3400E) & Oak Grove Ave
24. Flood Surveillance0024.jpg - Alpine dam reservoir, note high water mark several feet below spillway
25. Flood Surveillance0025.jpg - Outlet structure of Alpine dam reservoir
26. Flood Surveillance0026.jpg - Debris line on house on SE corner of 13th Street and 8th Ave
27. Flood Surveillance0027.jpg - Close up of debris line on house on SE corner of 13th and 8th Ave
28. Flood Surveillance0028.jpg - Close up of High Water Mark 1.40 feet above ground at center of door on garage on 12th Street between 6th Ave & 7th Ave on north side of creek
29. Flood Surveillance0029.jpg - Location of High Water Mark 1.40 feet above ground at center of door on garage on 12th Street between 6th Ave & 7th Ave on north side of creek
30. Flood Surveillance0030.jpg - Close up of High Water Mark 1.25 feet above ground at 4x4 post for fence on 10th Street between 6th Ave & 7th Ave on north side of creek

31. Flood Surveillance0031.jpg - Location of High Water Mark 1.25 feet above ground at 4x4 post for fence on 10th Street between 6th Ave & 7th Ave on north side of creek

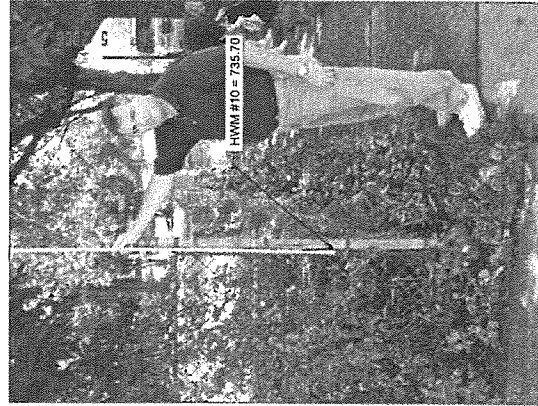
City of Rockford Flood Surveillance Photos



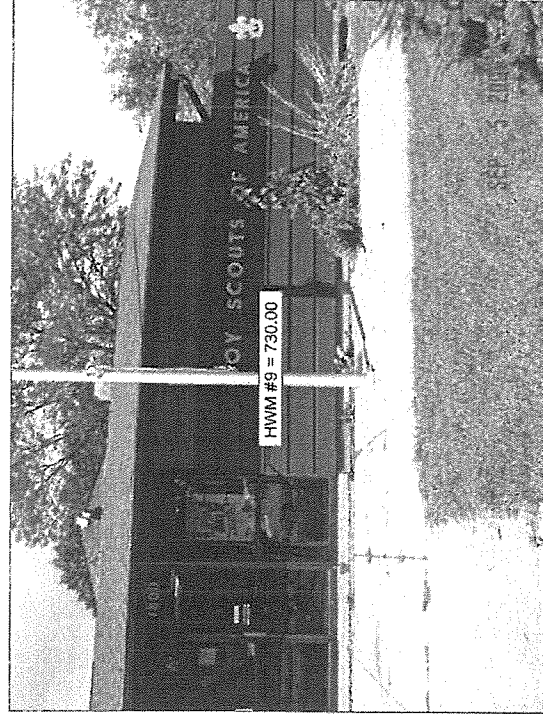
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Flood Surveillance0010-

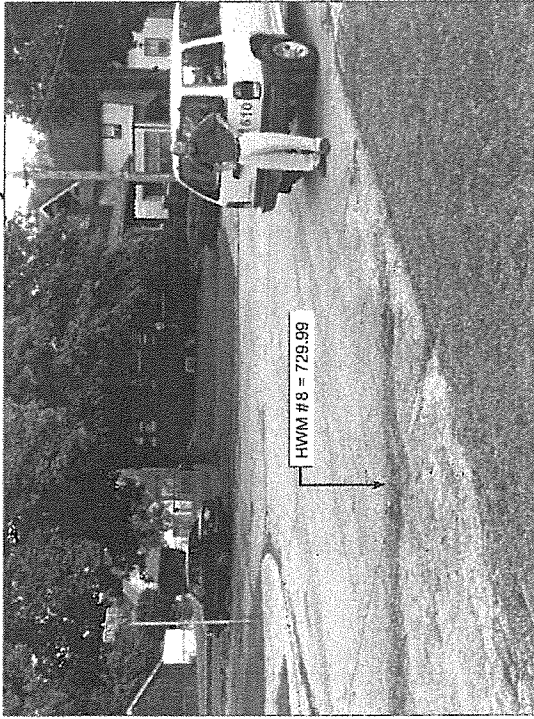


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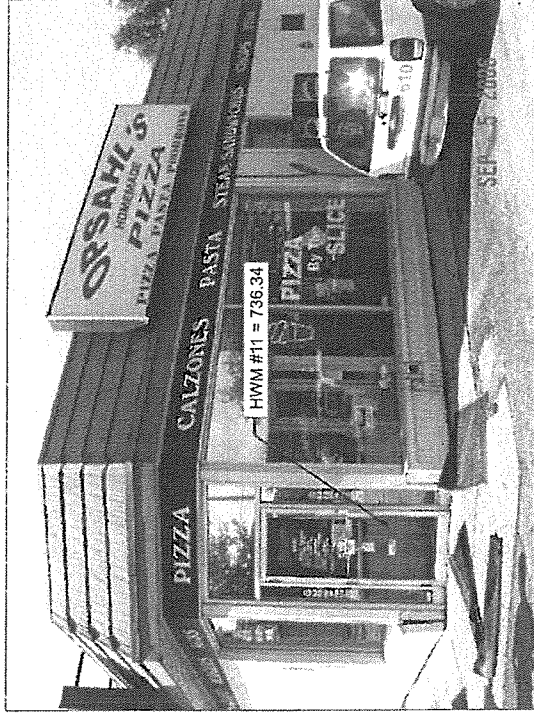


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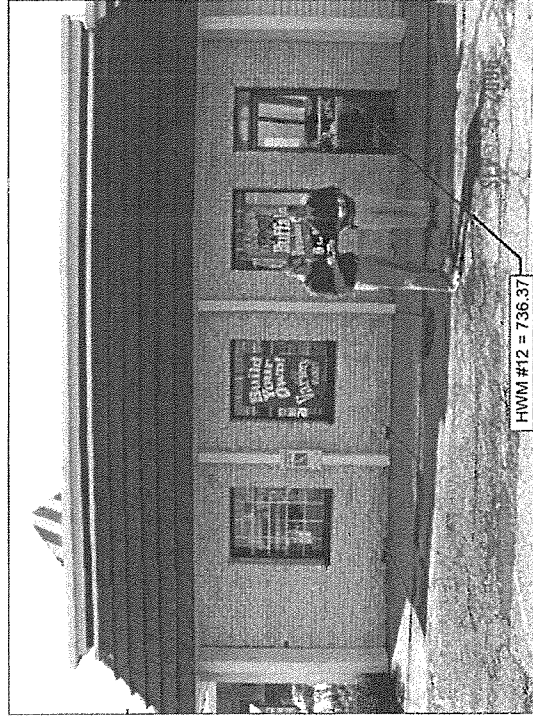
City of Rockford Flood Surveillance Photos



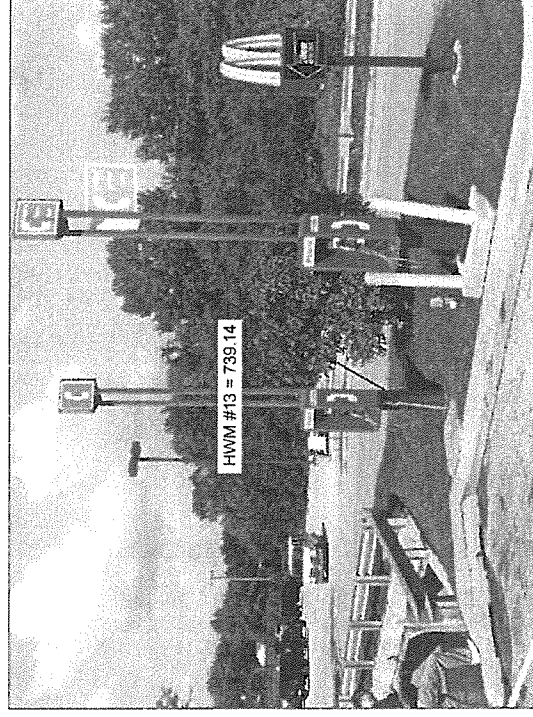
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Flood Surveillance0017-

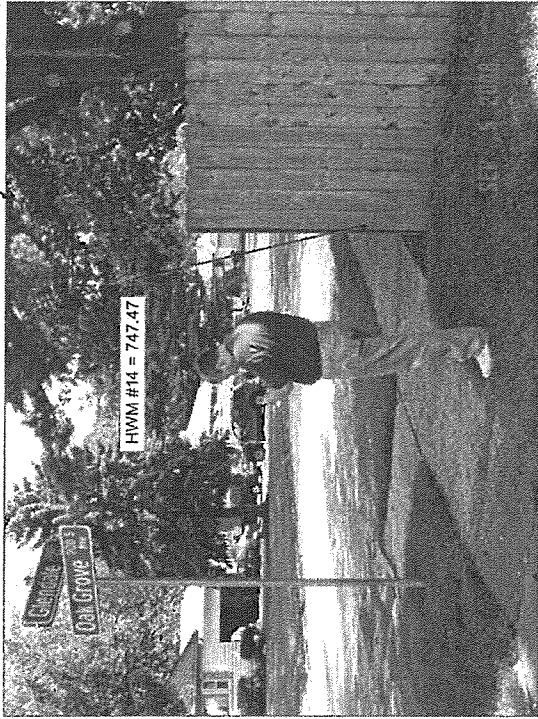


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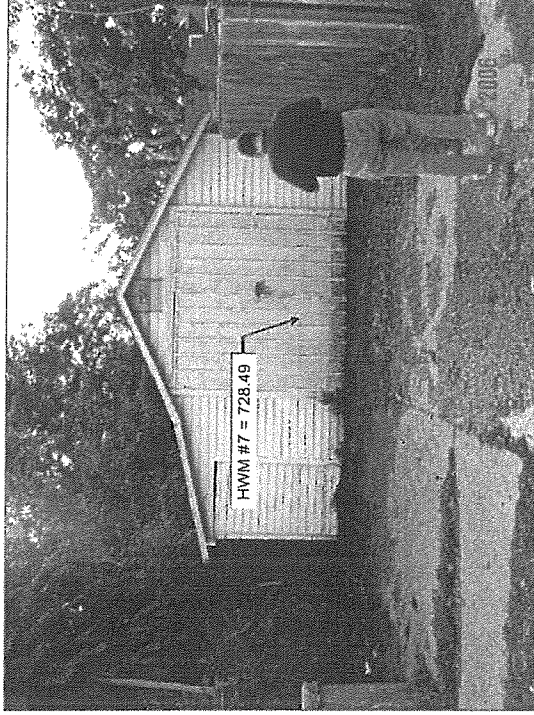


Flood Surveillance0021-

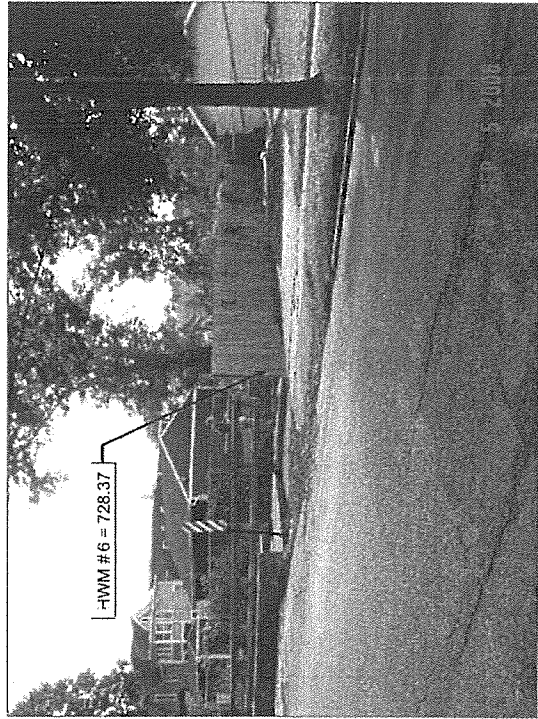
City of Rockford Flood Surveillance Photos



Flood Surveillance0023-



Flood Surveillance0029-



Flood Surveillance0031-

Highwater Marks

1. Cherry Valley, Illinois - Madigan Creek - flagged nail in south side of power pole (20A) east of Madigan Creek, upstream of Vandiver Avenue (behind Wheels By RT auto dealership) = **760.63** feet
2. Cherry Valley, Illinois - Madigan Creek - Arbys sign post - high water mark is on the west side of the Arbys sign located in the southwest corner of the Arbys lot, upstream of Harrison Avenue = **767.47** feet
3. Cherry Valley, Illinois - Madigan Creek - top of spacer block bolt at the 5th post south from the north end of the west guardrail along Perryville Road just north of Charles Street = **771.46** feet
4. Rockford, Illinois - Unnamed Tributary - high water mark at west gate post at entrance R.L. Leek Trucking 2210 Harrison Avenue = **736.66** feet
5. Rockford, Illinois - Unnamed Tributary - high water mark is at the base of the third fence post east (upstream) of Marshall Street south of Harrison Avenue = **732.37** feet
6. Rockford, Illinois - Keith Creek - high water mark at wooden 4x4 fence post (east end of fence) at northwest corner of 10th Street bridge between 6th and 7th Street = **728.37** feet
7. Rockford, Illinois - Keith Creek - high water mark is at center of white garage door on the west (downstream) side of 12th Street between 6th and 7th Street north of Keith Creek = **728.49** feet
8. Rockford, Illinois - Keith Creek - nail in pavement (in crack in pavement) located 14.6 feet north of the north edge of the sidewalk and 5.8 feet east of the west of 14th Street just north of 10th Street = **729.99** feet
9. Rockford, Illinois - Keith Creek - high water mark at the front door of the Boy Scouts of America building at 1800 7th Avenue = **730.00** feet
10. Rockford, Illinois - Keith Creek - high water mark at the corner fence post ball at 2331 7th Avenue = **735.70** feet
11. Rockford, Illinois - Keith Creek - high water mark at the door sill entrance to Opsahl's Pizza at the northwest corner of 20th Street and Charles Street = **736.34** feet
12. Rockford, Illinois - Keith Creek - high water mark at the door sill entrance to KFC on the north side of Charles Street just west of 20th Street = **736.37** feet

13. Rockford, Illinois - Keith Creek - high water mark at the concrete base of northernmost public telephone post (closest to the stream) on the west side of 23rd Street in the northeast corner of the bp/McDonalds lot by logli Foods = **739.14** feet

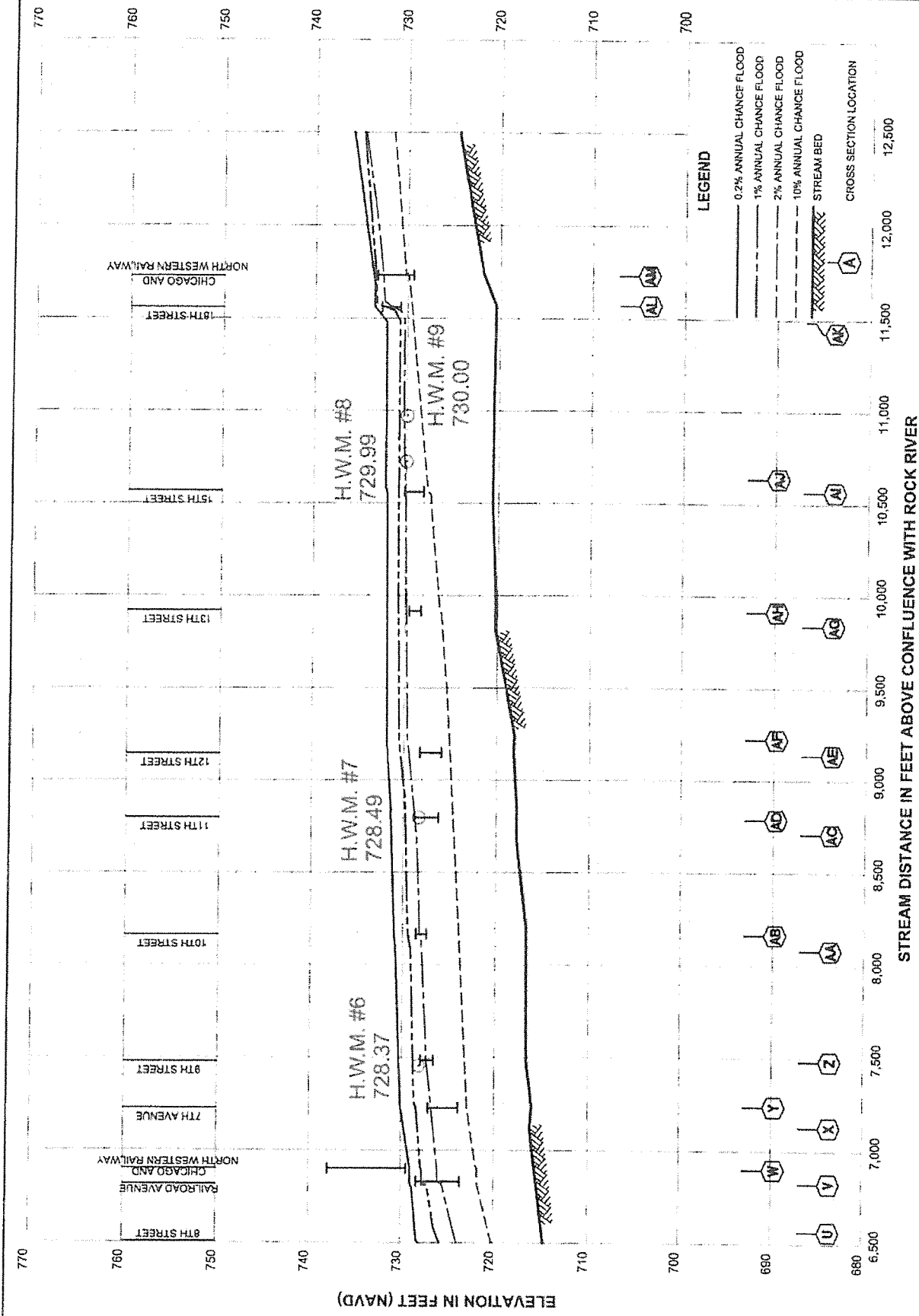
14. Rockford, Illinois - Keith Creek - high water mark at northeast corner of wooden fence post located on the southwest corner of Glendale Avenue and Oak Grove Avenue = **747.47** feet

15. Threshold of south door (1st door east of southwest corner) at bowling alley building south of State Street = **761.88** feet



N
 High Water Mark Locations in Rockford
 Area for September 4th, 2006 Flood Event
 1 inch equals 0.5 miles

FLOOD PROFILES
KEITH CREEK



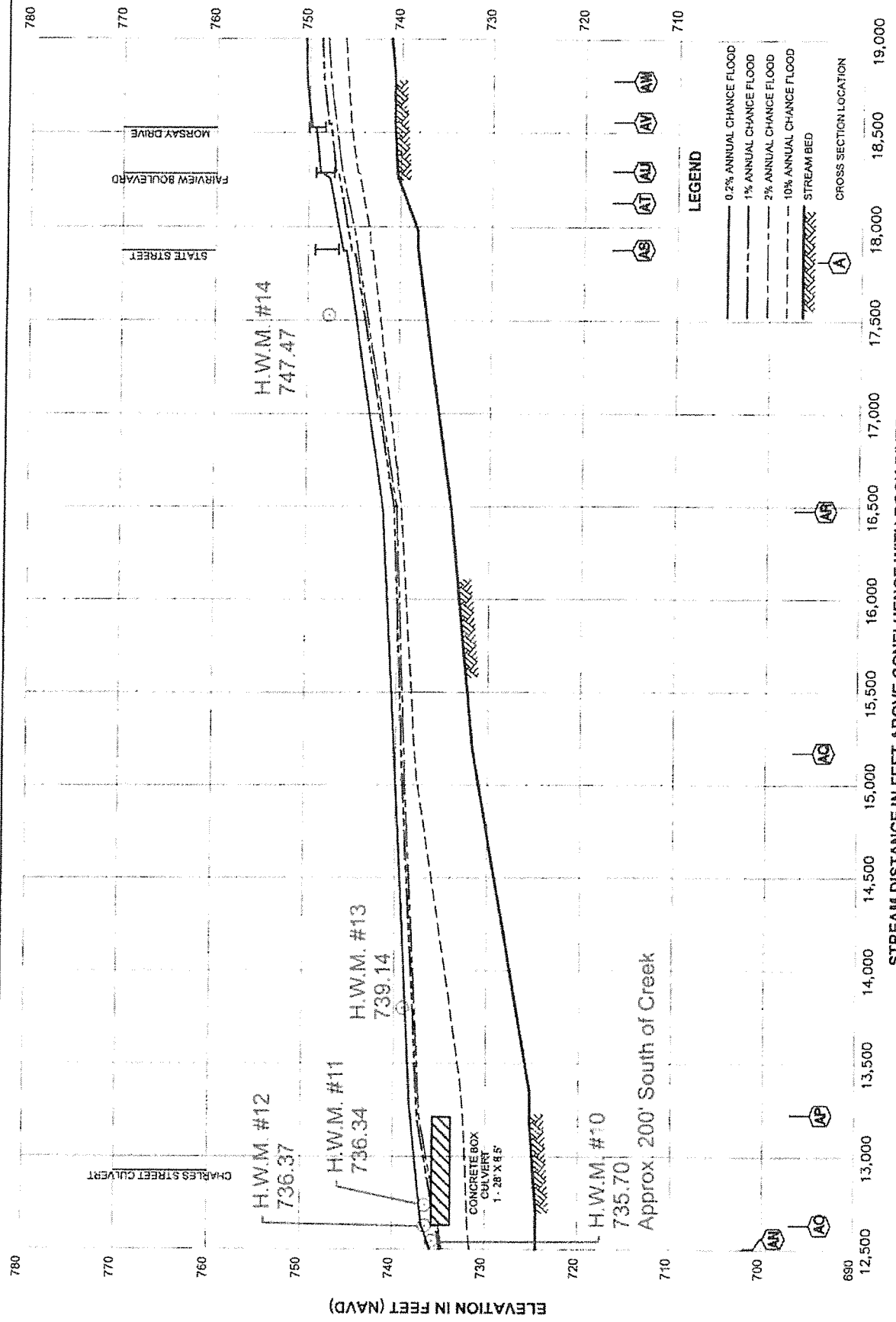
FLOOD PROFILES

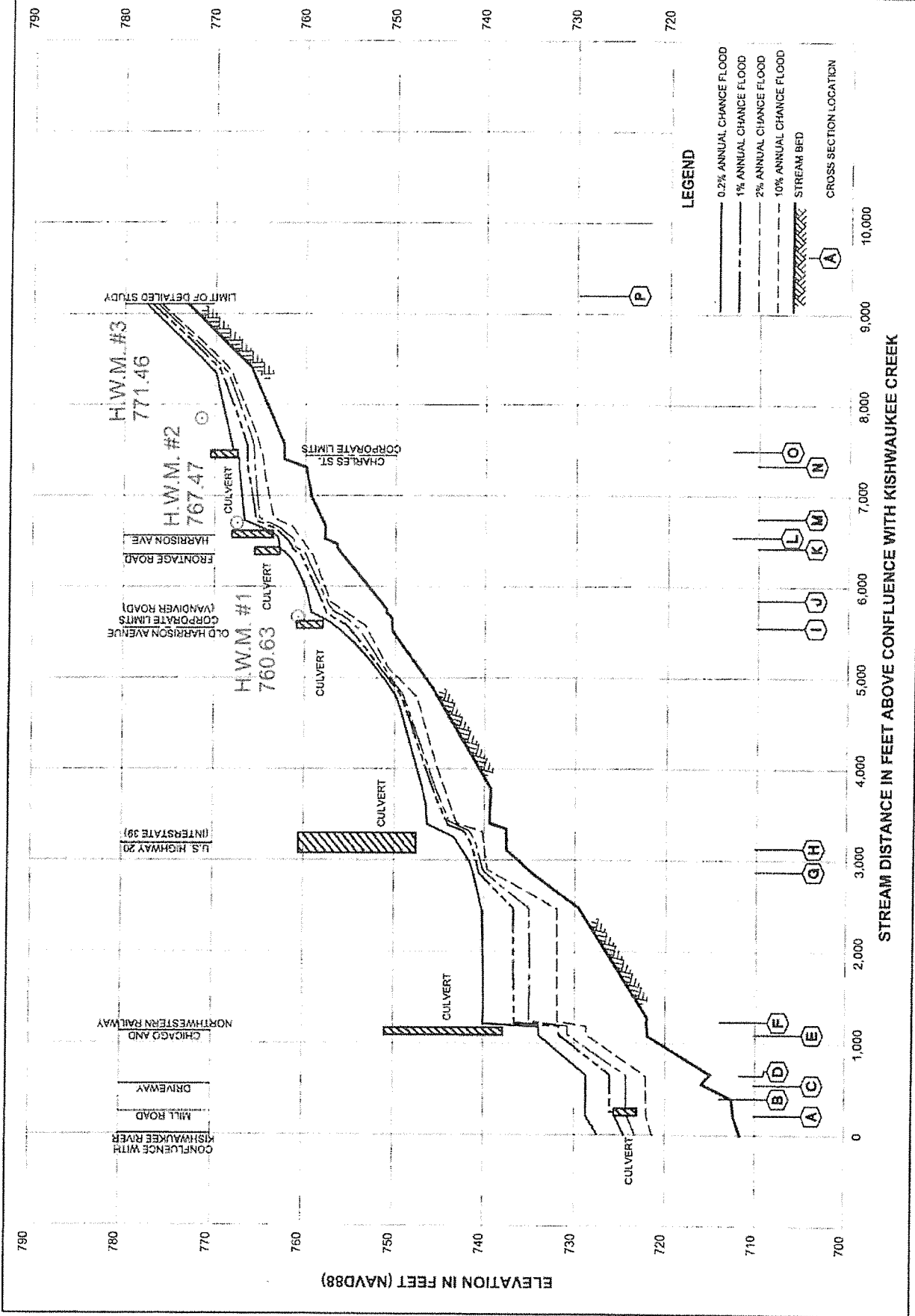
KEITH CREEK

WINNEBAGO COUNTY, IL

FEDERAL EMERGENCY MANAGEMENT AGENCY
AND INCORPORATED AREAS

09P





LEGEND

- 0.2% ANNUAL CHANCE FLOOD
- 1% ANNUAL CHANCE FLOOD
- 2% ANNUAL CHANCE FLOOD
- 10% ANNUAL CHANCE FLOOD
- STREAM BED
- CROSS SECTION LOCATION

State of Illinois
Rod R. Blagojevich

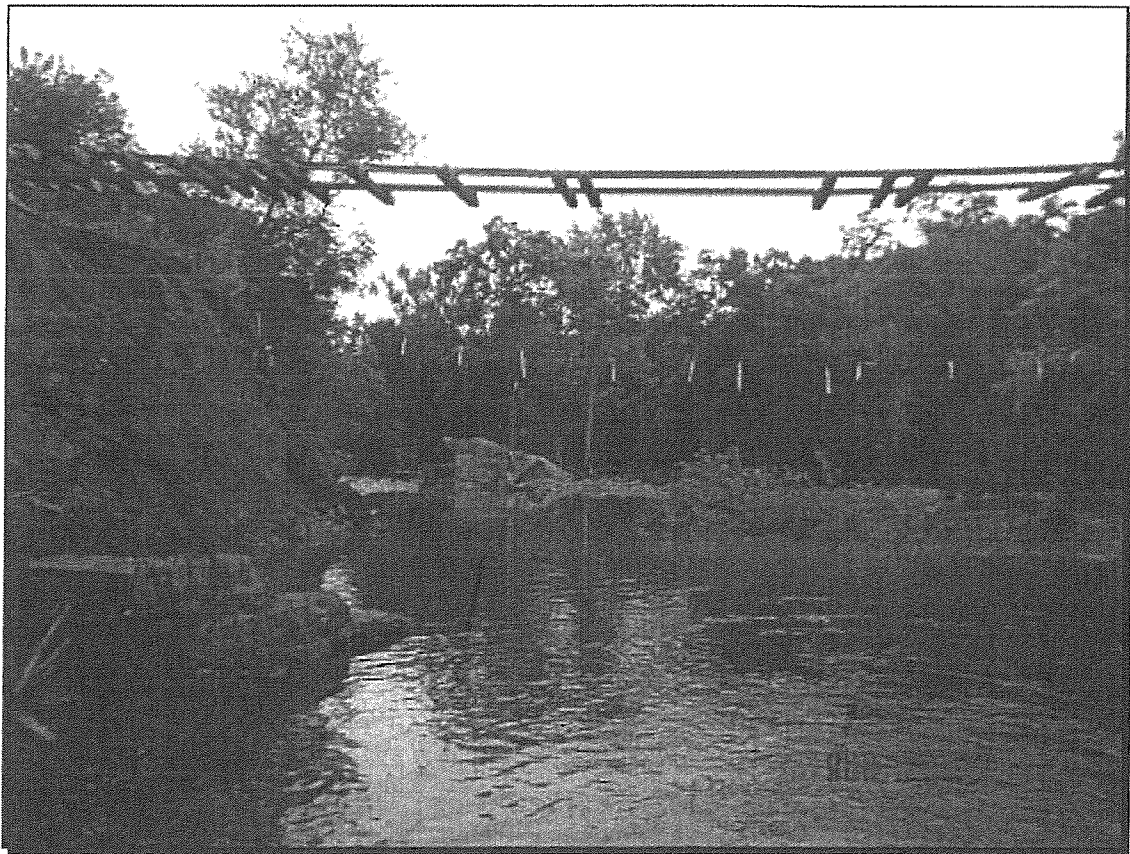
Department of Natural Resources
Sam Flood, Acting Director



Rockford & Cherry Valley Flood of 8/6/07-8/7/07 Surveillance Report

Winnebago County, IL

August 2007



Illinois Department
of Natural Resources
Office of Water Resources

Report Scope

This report documents the data acquired in the City of Rockford, the Village of Cherry Valley, the Village of Union, and the City of Freeport by the Office of Water Resources related to an August 6, 2007 flood event. A flood surveillance inspection was conducted by Loren Wobig and Wes Cattoor on August 7th and 8th, 2007.

Flood Surveillance Phone Contacts (August 7th – AM)

City of Belvidere

Mr. Brent Anderson, Assistant Director of Public Works

- Several Street closures due to flooding – all streets were open to traffic Tuesday morning, August 7th.
- Several reports of sewer backups in basements in the Southwest portion of the community
- No structural flood damages

Village of Cherry Valley

Mr. Joe Caveny, Director of Public Works

- Damages at Wheels By RT, Inc. south of Mall
- 20 homes flooded by Madigan Creek
- Chicago Northwestern Railroad embankment failed resulting in washout of South Mill Road
- Several street closures due to flooding – all streets were open to traffic Tuesday morning, August 7th.
- A meeting with the village was set for August 7th (see Flood Surveillance Field Inspections)

City of Freeport

Honorable George Gaulrapp, Mayor

- Several Street closures due to flooding– all streets were open to traffic Tuesday morning, August 7th
- Isolated structural flood damages (public housing)
- 8 people evacuated
- Flooded parking garage at bank
- Collapsed basements
- Debris accumulation on Pecatonica River bridges
- A meeting with the village was set for August 8th (see Flood Surveillance Field Inspections)

City of Loves Park

Mr. Jerry Sowers, Deputy Director of Public Works

- No flooding problems were identified.

Village of Machesney Park

Mr. Paul Sheppard, Director of Public Works

- No flooding problems were identified.

City of Rockford

Mr. Brian Eber, City Stormwater Manager

- Widespread flood damages in the Keith Creek watershed
- Power outages
- Several street closures due to flooding
- Implementing the Alpine Dam Emergency Action Plan including evacuations due to concerns with principal and emergency spillways
- Same areas flooded as in 2006 but greater in extent than 2006 flood
- Mr. Eber requested documentation of highwater marks as was completed for the September 2006 flood. A meeting with Mr. Eber was set for August 7th at the city's emergency operation center (see Flood Surveillance Field Inspections)

Village of Union

Mr. Kevin Bomstead, Village Engineer (Engineering Enterprises, Inc.)

- Jefferson Street overtopped
- Several street closures due to flooding
- Residential and commercial structural flood damages

Flood Surveillance Field Inspections

(Loren Wobig, P.E., CFM and Wes Cattoor, EIT, CFM)

Village of Cherry Valley - Madigan Creek (August 7, 2007)

- Met with Joe Caveny, Director of Public Works, who led us to locations where the village had experienced flooding.
- High water marks were set upstream of Avalon Drive, upstream of Perryville Road culvert, downstream of Harrison Avenue culvert at Wheels by RT, Valley Woods Drive, Hoffman Court and South Mill Road.
- Village suffered overbank flooding and channel bank erosion along Madigan Creek primarily through the commercial area south and west of Cherry Valley Mall.
- Harrison Avenue did not overtop. The parking lot of the Arby's located upstream of the Harrison Avenue culvert had clearly been flooded, but it appeared that the restaurant did not sustain any structural damage.
- Approximately 20 residential structures were damaged by Madigan Creek floodwaters downstream of US Highway 20 and upstream of the Chicago Northwestern Railroad embankment.
- The Chicago Northwestern Railroad embankment downstream of US Highway 20, appears to have catastrophically failed after headwaters reached over 6 feet above the railroad CMP culvert.

- Failure of the Chicago Northwestern Railroad embankment appears to have created a flood wave that removed the pavement from South Mill Road and washed out the roadway embankment for approximately 150 feet.
- Mr. Caveny complained of debris being carried by flood flows from the upper portions Madigan Creek watershed, outside of the Village of Cherry Valley limits, being a problem that exacerbates the villages flooding problems.
- Vandiver Road was overtopped. Four vehicles were carried from the Wheels By RT parking lot upstream of Vandiver Road and deposited in Madigan Creek upstream of Vandiver Road with two of the vehicles lodged in the Vandiver Road culvert. Several other vehicles in the Wheels by RT parking lot were damaged by the floodwaters. The Wheels By RT auto dealership building experienced 1.6 feet of flood waters above the front door sill. A berm between Wheels By RT and the neighboring landscape business was overtopped and the landscape business also suffered some damages.

City of Freeport (August 8, 2007)

- Met with Mayor George Gaulrapp, Craig LeBaron, Director of Public Works, and Sue Coers of the Illinois Emergency Management Agency. Mr. LeBaron led us to locations in the city where the city had experienced flood problems.
- City Public Works Garage at 1001 N. Island Avenue flooded by local runoff;
- Public Housing at northwest corner of Hunt Avenue and Elm Street suffered first floor flooding caused by local runoff, inadequate drainage capacity, and ponding;
- Residential basement collapse at 636 North Hunt Street flooding caused by local runoff, inadequate drainage capacity, and ponding;
- Commercial flooding of the lowest level of the Steward Center Building (US Bank) at 50 West Douglas Street and flooding of the lowest levels of the adjacent parking garage;
- First floor flooding of Stephens County Health Department on 10 West Linden Street;
- Many flooded basements city wide due to sewer backup and/or local runoff flowing into basement windows;
- Inspected log and debris jams that had formed on the Pecatonica River upstream of Stephenson Street and Hancock Avenue;

- Inspected log and debris jams that had formed on the Yellow River upstream of Baileyville Road.

City of Rockford - Keith Creek (August 7, 2007)

- Met with Brian Eber, the city's stormwater manager, who showed several of the hardest hit flood damage areas within the city on a city map. Brian requested that highwater marks be set and documented for the city;
- Nine high water marks were set along Keith Creek. Moving upstream along the creek they are at: Kishwaukee Street at Sand Avenue; 10th Street, 12th Street, 7th Avenue just west of 15th Street, 7th Avenue between 19th and 20th Streets, 20th Street, 23rd Street, Alpine Avenue, Glendale Avenue, and Milford Avenue;
- Several basements had collapsed between 10th and 15th Streets;
- The pool at Alpine Dam had already receded 2-3 feet and had been within about 12-inches of the emergency spillway at its peak. Inspected the downstream slope and outlet works of the dam and found no evidence of problems with the embankment. Inspected the emergency spillway and noted significant joint deterioration between the spillway floor pavement slabs – notified IEMA and local ESDA coordinator of our dam inspection findings.

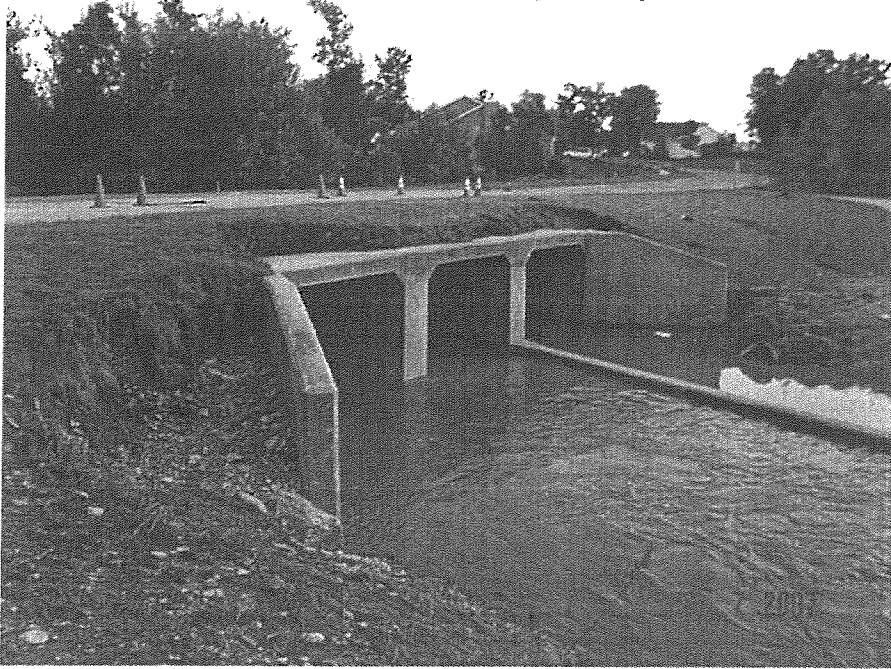
City of Rockford - Unnamed Tributary to the Rock River South of Keith Creek (August 7, 2007)

- High water marks were set at the entrance gate to R. L. Leek Trucking along Harrison Avenue and upstream of the Marshall Street culvert.
- Post 2006 flood repairs to the concrete lined channel along Harrison Avenue west of 20th Street and in front of R. L. Leek Trucking were found to be stable.
- Several businesses south of Harrison Avenue suffered first floor flood damage.
- Overbank flooding had occurred in the area immediately upstream and downstream of the Marshall Street culvert. It was unclear if any damage occurred to the businesses in the area.

City of Rockford - Kent Creek (August 7, 2007)

- No flood damage was observed.

Flood Surveillance Photos – Cherry Valley



Valley Woods Drive Culvert (upstream end)



Chicago Northwestern Railroad Embankment Failure

Flood Surveillance Photos – Cherry Valley

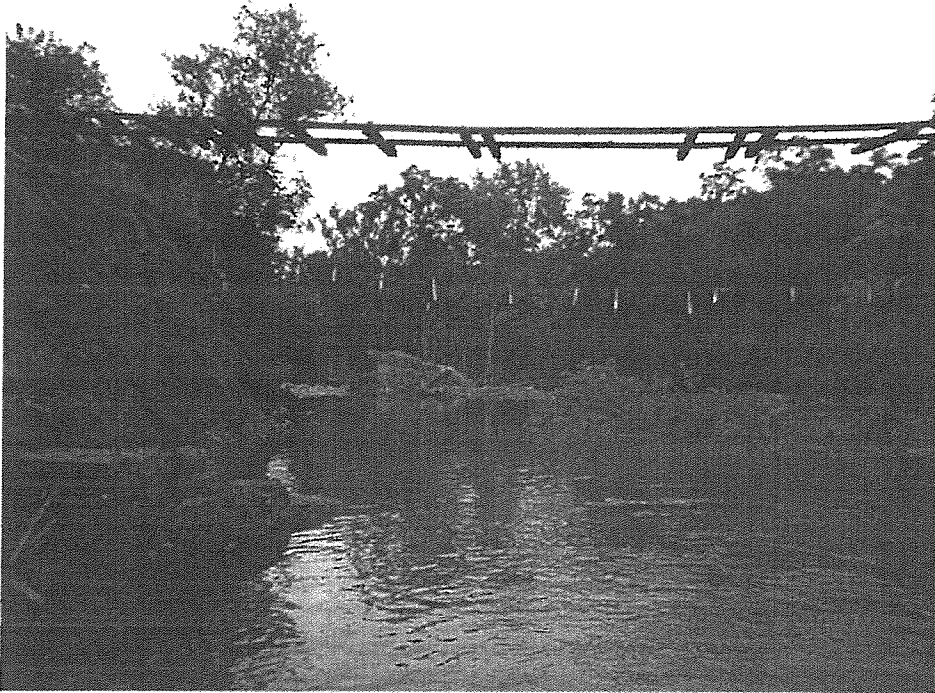


Chicago Northwestern Railroad Embankment Failure



Chicago Northwestern Railroad Embankment Failure

Flood Surveillance Photos – Cherry Valley



Chicago Northwestern Railroad Embankment Failure



South Mill Road

Highwater Marks

High water marks were documented on Madigan Creek, Keith Creek and an Unnamed Tributary along Harrison Avenue. These documented high water marks were surveyed to record the peak flood profile along these streams. The high water marks recorded include:

Madigan Creek

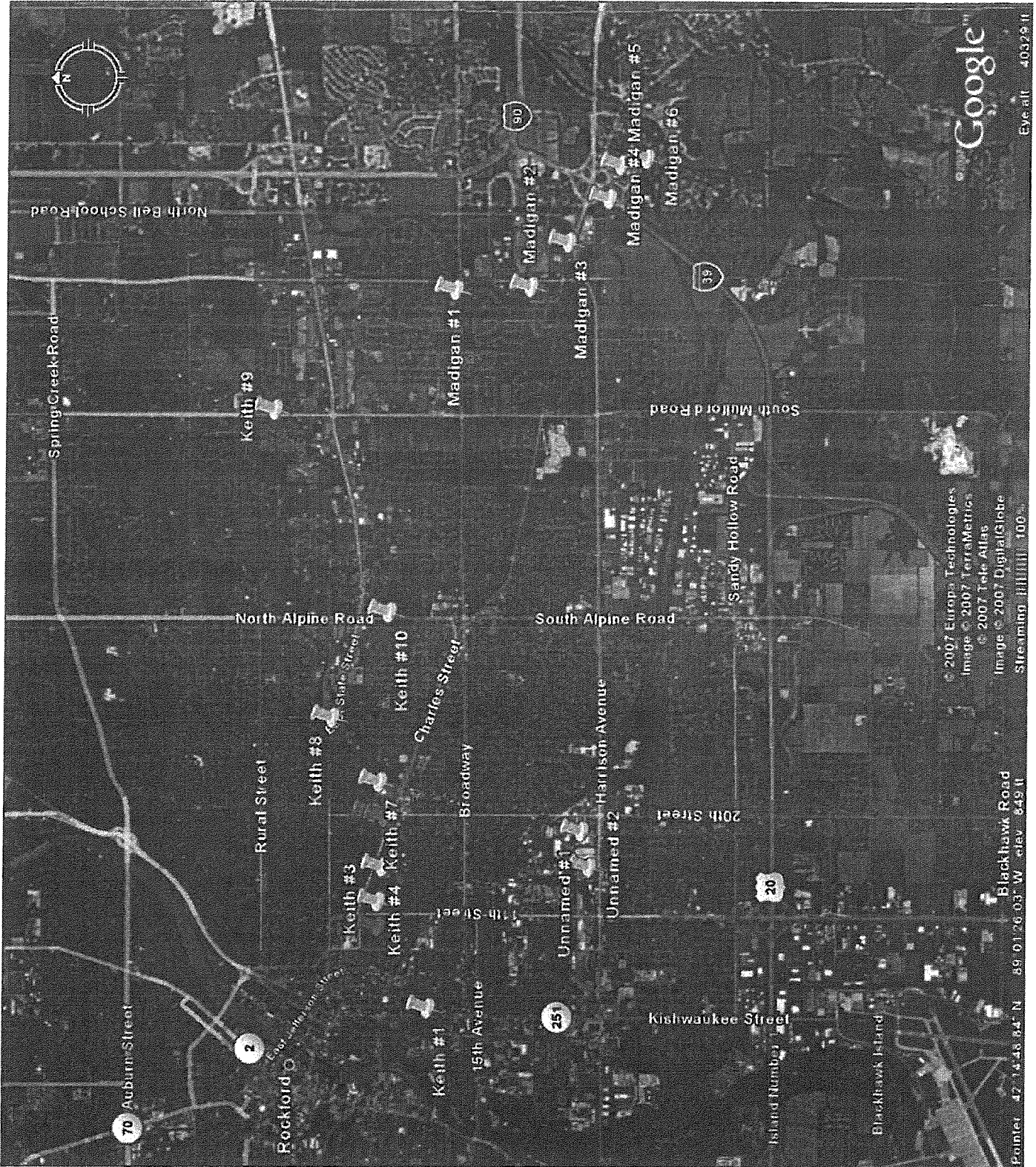
1. Cherry Valley, Illinois - Madigan Creek – (see Photo 1: Madigan Creek) high water is at the base of the tree immediately north of driveway (tree nearest Avalon Drive) of house at northwest corner of Valencia Drive and Avalon Drive (1590 Valencia) = **800.26 feet**;
2. Cherry Valley, Illinois - Madigan Creek – (see Photo 2: Madigan Creek) high water is 2.7 feet above the top of the southeast corner of the upstream headwall at culvert immediately south of Menards store = **776.37 feet**;
3. Cherry Valley, Illinois - Madigan Creek – (see Photo 3: Madigan Creek) high water is 1.6 feet above front door sill at Wheels By RT auto dealership located just downstream of Harrison Avenue south of Cherry Vale Mall = **762.53 feet**;
4. Cherry Valley, Illinois - Madigan Creek – (see Photo 4: Madigan Creek) high water is 3.8 feet above concrete slab in front of controller box on Valley Woods Drive just north of Madigan Creek (immediately downstream of Highway I-39/20) = **748.62 feet**;
5. Cherry Valley, Illinois - Madigan Creek – (see Photo 5: Madigan Creek) high water is 3.9 feet above ground at the northeast corner of the wooden fence behind the house at 3338 Hoffman Ct. = **748.43 feet**;
6. Cherry Valley, Illinois - Madigan Creek – high water is at upstream edge of pavement of South Mill Road at the 20th guardrail post downhill from the southwest end of the upstream guardrail = **731.58 feet**;

Unnamed Tributary near Harrison Avenue

1. Rockford, Illinois – Unnamed Tributary near Harrison Avenue – (see Photo 2: Unnamed Tributary) high water mark is at the base of the wooden light pole west (downstream) of entrance to R.L. Leek Trucking at 2210 Harrison Avenue = **735.73 feet**;

Rockford Area High Water Mark Locations Map

August 7, 2007



© 2007 Europa Technologies
 Image © 2007 TerraMetrics
 © 2007 Tele Atlas
 Image © 2007 DigitalGlobe
 Streaming | 100%

Point: 42.1438 84° N 89.0126 03° W elev: 849 ft
 Blackhawk Road

Google
 Eye alt: 40329 ft

Flood Surveillance High Water Mark Photos - Madigan Creek

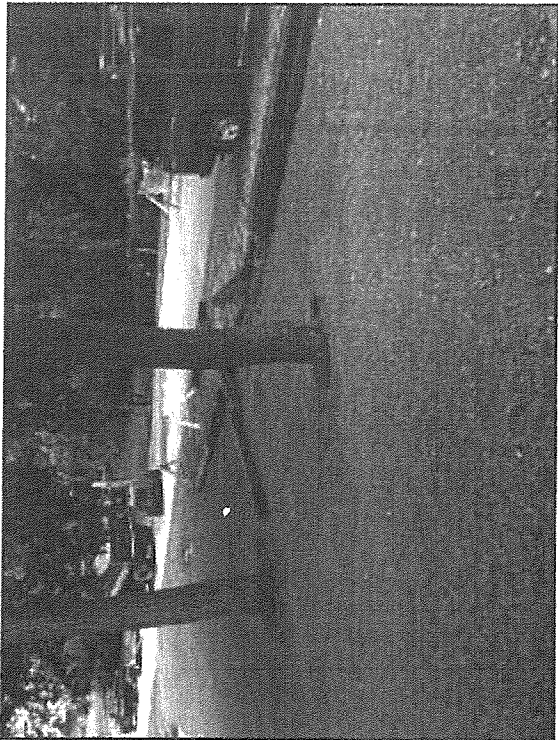


Photo 1

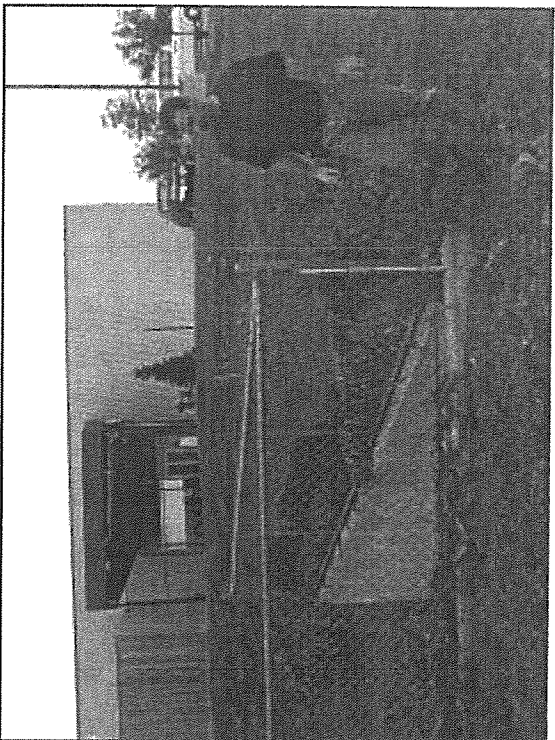


Photo 2



Photo 3

Flood Surveillance High Water Mark Photos - Madigan Creek

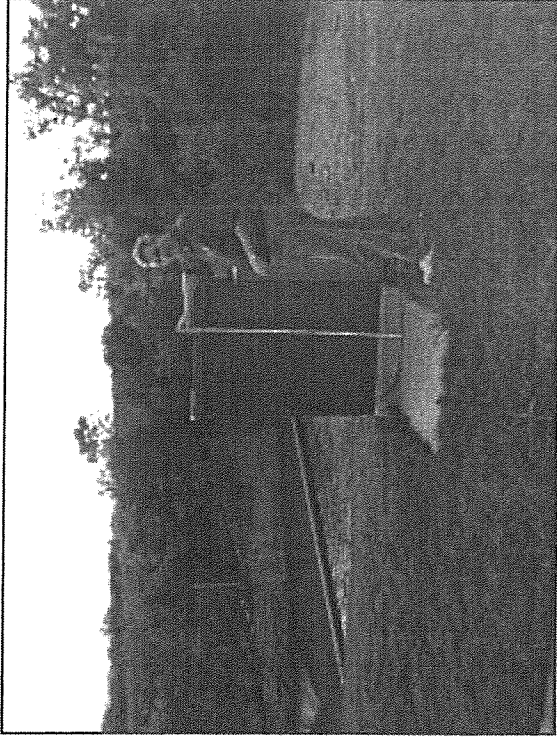


Photo 4

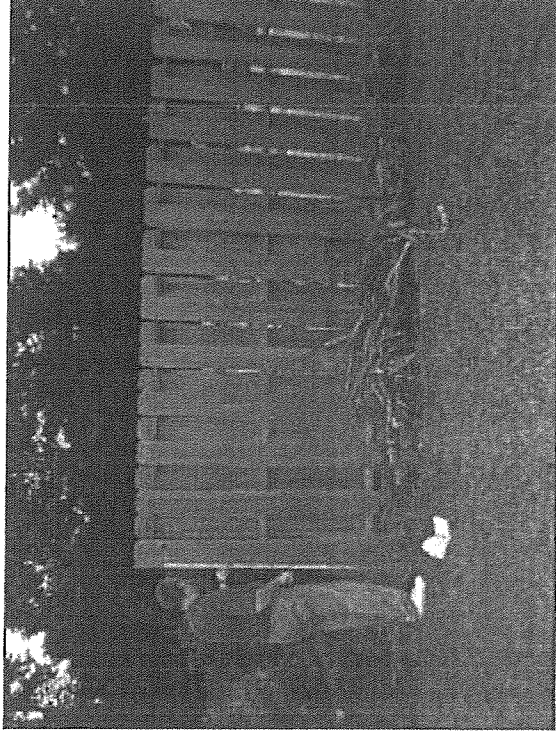


Photo 5

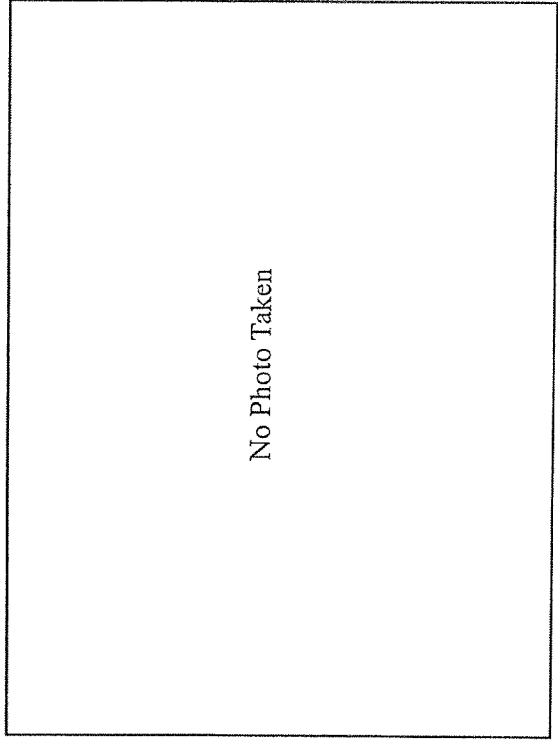


Photo 6



'It's a terrible situation'

Officials say one subdivision shouldn't have flooded and they don't know why it did.

By Melissa Westphal

ROCKFORD REGISTER STAR

Click here for more information about Melissa Westphal

CHERRY VALLEY — Valley Ridge subdivision shouldn't have flooded this week.

That's what village and township officials said Wednesday, a day after heavy rains caused Madigan Creek and the Kishwaukee River to swell and flood about 30 homes on the west side of Cherry Valley.

The creek runs behind the subdivision and caused the worst damage to homes along Mike's Place, Brooke's Way Lane and Valley Woods Drive. Homes along Hoffman Court and Lauren Lane also sustained damage.

Few, if any, homeowners in the area had flood insurance because the subdivision sits at least 10 feet above the flood plain, Village President Jim Claeysen said Wednesday.

"It's a terrible situation," Claeysen said.

Claeysen said the state Department of Natural Resources officials surveyed the area Tuesday and Wednesday and are helping investigate the flooding's cause. Officials are unsure if the flooding was caused by infrastructure failures, debris clogging the creek and the river or a combination of both.

Floodwaters also washed away about 100 feet of Mill Road. Cherry Valley Township Road Commissioner Pat O'Donnell said officials hauled in stone to fill in gouged-out portions of the road, allowing them to reopen the street for travelers on Wednesday.

"It was just a big rush of water that came down, a big wall of water," O'Donnell said.

O'Donnell said there is heavy debris along the road, including parts of blacktop in a resident's yard that still needs to be cleaned up. Mill Road just had a major overhaul about two years ago, and O'Donnell said it's going to be expensive to repair the street.

A railroad bridge that crosses Mill Road at an angle collapsed because of flooding, sending more debris into Madigan Creek.

The railroad is an old Chicago & Northwestern line, which was purchased by Union Pacific in 1995, said Craig Pfannkuche, a genealogical archivist for the Chicago & Northwestern Historical Society.

Pfannkuche said the line is not often used anymore and ends in Belvidere near the Chrysler plant. Union Pacific officials were on site Tuesday to survey the damage.

Cherry Valley Public Works employees were helping residents with cleanup on Wednesday and the village provided dumpsters for debris.

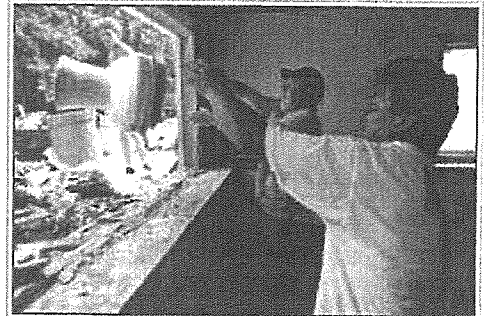
"That's how Cherry Valley is," Claeysen said. "Neighbors pitch in and help each other."

Claeysen said lightning struck the village's second water tower and took out its electronic control system. Officials were still repairing that on Wednesday, but Claeysen said service wasn't interrupted.

Officials condemned two homes Tuesday along Mike's Place because of flooding damage. Village Hall became a temporary shelter the same day for residents displaced by the flood.

Claeysen said the new offices opened in 2000 and Claeysen said the building was designed with a large lobby so it could be used as an emergency shelter if needed.

Staff writer Melissa Westphal can be reached at 815-544-3452 or mwestpha@rrstar.com.



JOHN F. ELBERS II | ROCKFORD REGISTER STAR

Bob Zadek (left) and neighbor Carlos Gonzalez throw out trash from Zadek's basement Wednesday in Cherry Valley.



Cherry Valley flood: Still asking why The mystery of Madigan Creek remains unanswered.

By **Bridget Tharp**

ROCKFORD REGISTER STAR

[Click here for more information about Bridget Tharp](#)

CHERRY VALLEY — There are no quick or easy answers as to why Madigan Creek overflowed early Tuesday, flooding about 30 homes, village and state officials say.

Village officials are working with the state Department of Natural Resources and Emergency Management Agency to survey damage and investigate what went wrong.

But that doesn't mean they are looking to place blame. Cherry Valley's Public Works Director Joe Caveny simply blames the "heavy rain, similar to Rockford."

"We don't believe that the village did anything wrong, and none of our facilities failed, to cause the flooding," Caveny said.

Residents with the worst damage aren't so shy about pointing fingers.

Culvert theory

Steve Harkey, 52, owns one of the two homes condemned after the flood.

Structural engineers have estimated upward of \$150,000 damage to Harkey's home on Mike's Place. The rising waters traveled about 100 yards from the creek through the basement walls.

Harkey believes Union Pacific Railroad officials should have taken better care to fasten down the huge pipe, or culvert, holding up the tracks. If the pipe was secure, rain wouldn't have pushed it from under the tracks.

"It's amazing what happened," he said. "If this pipe would have stayed put, this never would have happened."

Log theory

Resident Kevin Coyne, 51, of Valley Woods Drive has his own ideas of what went wrong.

He's dealing with at least \$30,000 in damage to his family's home. Water blew out glass in the sliding door to the home's bottom level and came up through the bathtub drains, flooding the basement with about 3 or 4 feet of water.

Coyne thinks logs and debris built up in the creek, causing a natural dam. When the rain pummeled the area, the debris forced the culvert to twist sideways and plug the creek.

That's when the water rose.

Officials bash theories

Village and state officials say theories like Coyne's and Harkey's are unlikely.

Still, Coyne said he and several of his neighbors have complained the creek is not maintained. The creek is not regularly inspected by village or state officials.

The village has received complaints about Madigan Creek, but those complaints are typically about cosmetic landscaping, not safety concerns, Caveny said.

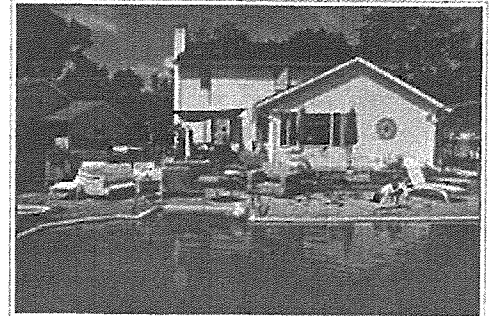
"People want it manicured. They want to use it as their own backyard. That's not what it's for, it's a natural area," Caveny said. "Are there dead trees in there? Yes. Are there downed trees in there? Yes. But did they cause flooding? I don't think so."

Besides, the village is supposed to ask the Department of Natural Resources before doing any work on a public waterway like Madigan Creek, Caveny said.

Not so, DNR spokesman Chris McCloud said. The Illinois Drainage Law allows owners of land surrounding a waterway like the creek to remove debris or make repairs, as long as doing so doesn't cause damage or interrupt water flow.

The village of Cherry Valley owns the land closest to Madigan Creek, according to Winnebago County records.

But if residents or village officials had noticed blockage in the creek, they could have contacted DNR to complain. DNR's Office of



SUSAN MORAN | ROCKFORD REGISTER STAR

A homeowner dries furniture in the sun alongside a pool filled with muddy water Tuesday after floodwaters damaged homes along Lauren Lane in Cherry Valley.

Water Resources has no such documented complaints, McCloud said.

A combination of environmental conservation and smart development should be part of the plan to prevent floods like this one, said Nathan Hill, watershed coordinator of the Kishwaukee River Ecosystem.

When considering storm water drainage for major development, such as on the growing east side of Rockford and Cherry Valley, municipalities should try to use more green space and natural vegetation to absorb water runoff.

"The old philosophy was to shoo all the water to one big pond, and that's where we hold it back," Hill said. "I'm saying through our historic development, the way we've done it has not adequately addressed the ability to reduce that flooding."

Flood recovery

For now, the focus is cleaning up.

The village is accepting donations to help flood victims at Village Hall, 806 E. State St., or any Alpine Bank.

Crews are working to repair the railroad bridge that crosses Madigan Creek, and it may be back in working order as soon as next weekend, Union Pacific Railroad spokesman Mark Davis said. Davis said it wasn't clear whether the railroad would replace the 40-foot culvert or construct a small bridge to support 80 feet of tracks.

This week, Public Works employees helped residents pitch debris and property damaged by floodwaters.

Their attention will soon turn to village infrastructure damaged by the flood. There are still stacks of drainage complaints and other paperwork to finish for the Illinois Emergency Management Agency, Caveny said.

For one, Valley Woods Drive will need major repairs. Overflowing waters washed parts of the pavement away and damaged a drainage culvert, creating a bumpy ride down that street.

The water also damaged other drainage culverts near Harrison Avenue and CherryVale Mall.

Road-repair requests for Cherry Valley and other flooded areas will be compiled by the Winnebago County Highway Department. If those repairs exceed \$700,000, municipalities may be eligible for federal money because damage would be considered catastrophic.

Staff writer Bridget Tharp may be reached at 815-987-1354 or btharp@rrstar.com.

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Fax to:
815-332-3414
4 Pages

JOE, HERE'S ANOTHER COPY

—STEVE

FILE COPY



Illinois Department of Transportation

Division of Highways / Region 2 / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FAI Route 39 (I-39) & FAP Route 301 (US 20)
Sections (201-3)K & (4-1, 5)K
Winnebago County
Job No. D-92-111-06
I-39/US 20 and I-39/US 20/Harrison Avenue interchange reconstruction and
additional lanes from I-39/US-20 to I-39/I-90.

January 22, 2008

Mr. Joe Caveny, Public Works Director
Village of Cherry Valley
806 E. State Street
Cherry Valley, Illinois 61016

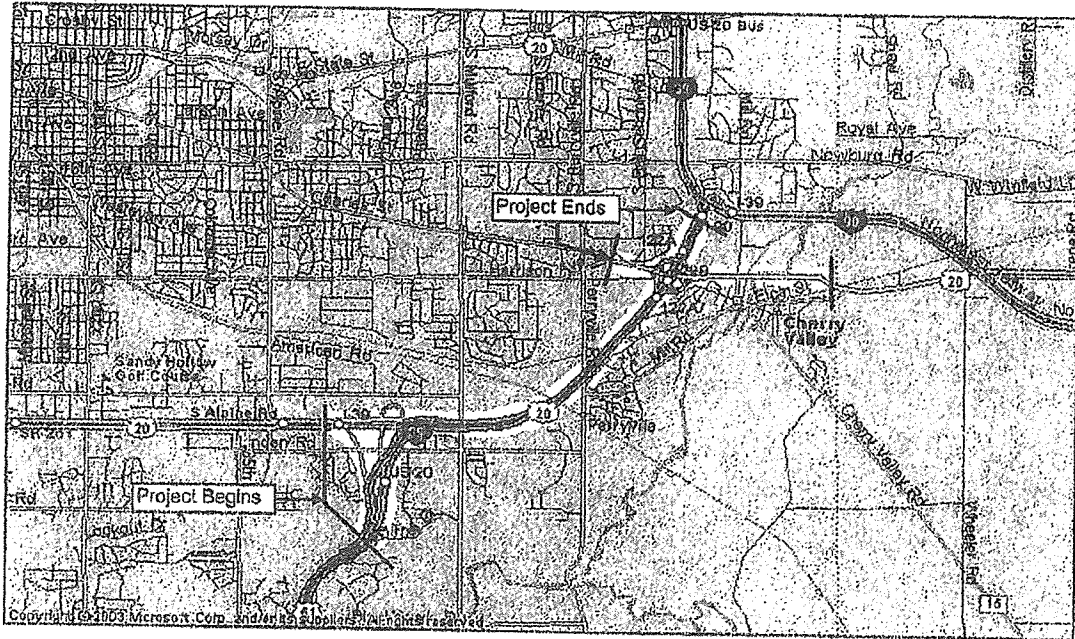
Dear Mr. Caveny:

As you are aware, the Illinois Department of Transportation is currently completing a Phase I Project Report for the above captioned improvement project. The study includes an evaluation of alternatives for reconstruction of The I-39/US 20 system interchange and the US 20/Harrison Avenue interchange. The study also includes evaluation of widening I-39/US 20 to six lanes between these interchanges.

As shown highlighted on the attached Location Map, the Project Limits on I-39 will extend south of the I-39/US 20 ramps. Improvements on US 20 will terminate between the I-39 and Alpine Road Interchanges. North of the Harrison Interchange, the 6-lane expansion will tie into the Tollway's I-90/I-39 interchange reconstruction project. On US 20/Harrison Avenue, the improvements will extend west to Mall Drive. To the east, the improvements will extend approximately 200-300 feet east of the Kishwaukee River Bridge.

The Department is requesting information which you may be able to provide pertaining to the history of flooding or other drainage problems within the limits of the proposed improvement. Any information you can provide will be helpful in the completion of our preliminary engineering study. We have provided the following questions in order to assist in your response. If more space is needed to adequately respond, please feel free to attach additional sheets.

| | | |
|-------------------|-----|-----------------------------------|
| D-2 | D-3 | P. J. QUINN |
| | | OFFICERS |
| | | ADMINISTRATIVE SERVICES |
| | | TOTAL RAMP |
| | | APR 1 |
| REGIONAL ENGINEER | | Center with Project Engineer |
| | | Correspondence for AC signature |
| | | Correspondence for your signature |



LOCATION MAP

for

FAI ROUTE 39 (IL-39) & FAP ROUTE 301 (US 20)
Sections (201-3)K & (4-1,5)K
Winnebago County

JOB NO. P-92-111-06

I-39 / US 20 Interchange Reconstruction,
Harrison Ave. Interchange Reconstruction
and Additional Lanes from
US 20/I-39 Interchange to I-90, located Southeast of
Rockford

Mr. Joe Caveny, Public Works Director
Village of Cherry Valley
January 22, 2008
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1. Have you seen storm water flowing over any roadways within or adjacent to the project limits? Yes x No ___

If yes, please provide the approximate date(s), your opinion as to the event that created this condition and the depth of water over the pavement.

Area near Mason Creek has over topped the bank in Fall of 2006. Also summer 2007. Refer to Attachment No. 3

2. Have you ever noticed or seen any structures within the project limits blocked with debris or ice flows? Yes x No ___

If yes, please provide a description of what was observed. Is this a regular occurrence?

Close to Rappas and Harrison. Refer to Attachment No. 1

3. Has property within or adjacent to the project limits ever been subject to flooding? Yes x No ___

If yes, please provide the approximate date(s), and a description of where and at what height the water was observed. Is this a regular occurrence?

Yes - Refer to the Attachments

4. How long have you been in a position that would give you access to information regarding flooding or other drainage problems? 10 years

Mr. Joe Caveny, Public Works Director
Village of Cherry Valley
January 22, 2008
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5. Are you aware of another person whom we may contact that has knowledge of any prior flooding or drainage problems within the project limits? Yes X No

If yes, please provide their name, address, and phone number.

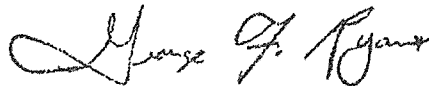
Dennis L. Morrison
City of Rockford
11100 E. Exchange
815-547-8735

6. Please provide any additional information that you think may be useful in the completion of our engineering study (use reverse side or attach additional sheets if necessary).

Thank you for your time and the information provided. Two copies of this letter have been provided so that you can retain a copy in your files. We would appreciate your response by February 22, 2008, if possible. We have also requested information from the City of Rockford and Winnebago County.

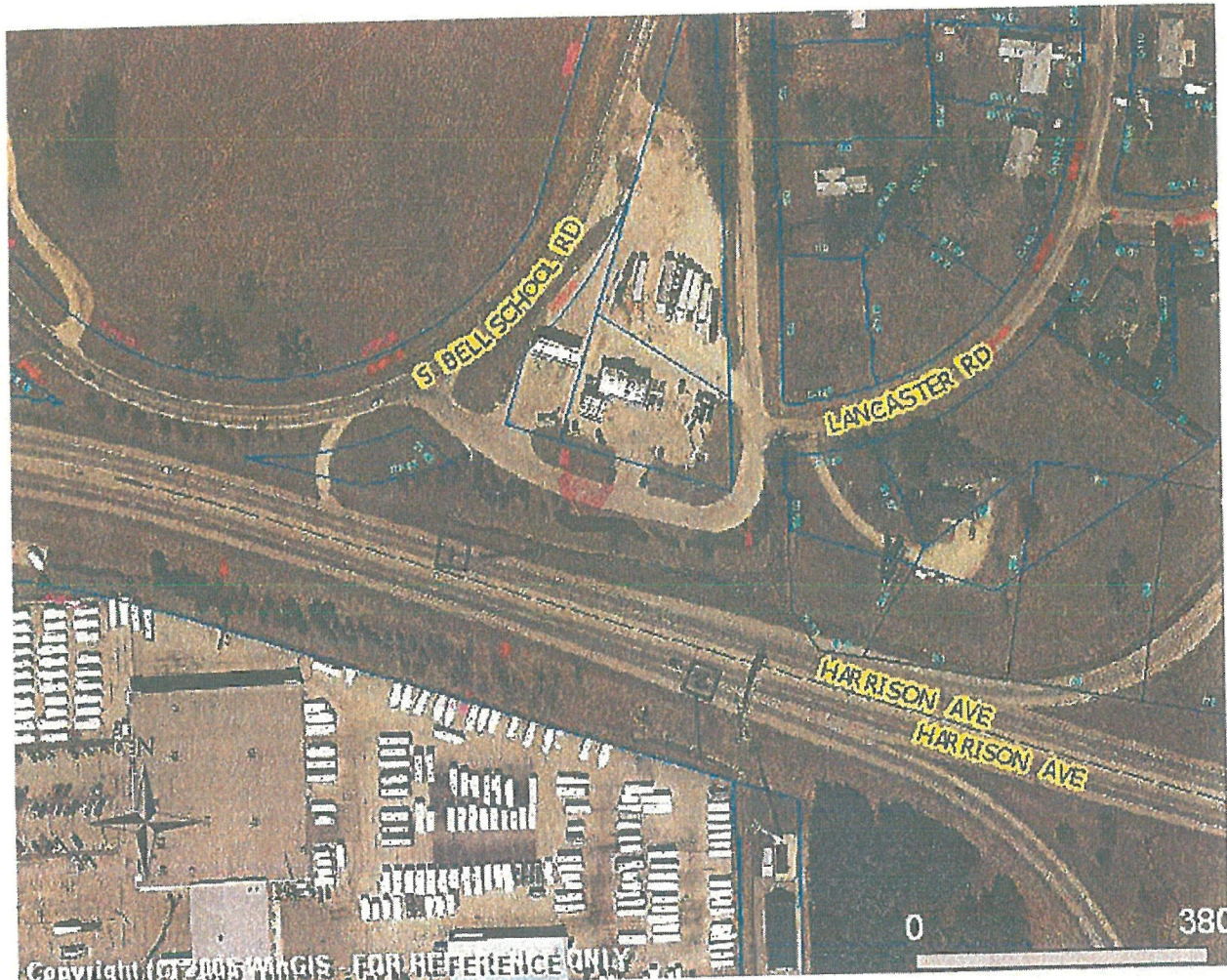
If you have any questions, please contact our Project Coordinator, Steve Robery, at 815/284-5512.

Sincerely,



George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

S&P/sr-0194/sb
Enclosure



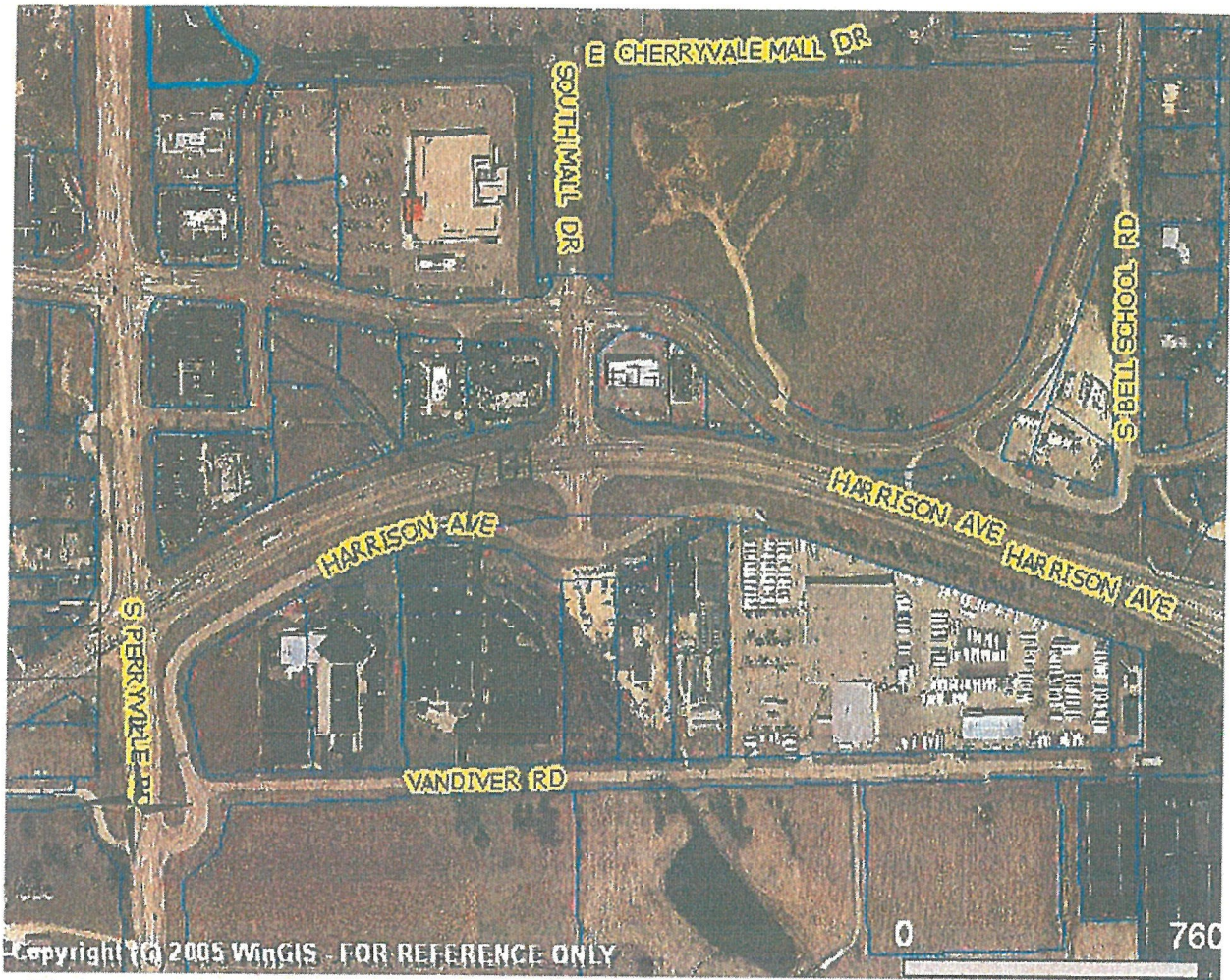
This Map is not the official survey of the land.
Official land records are on file in the Winnebago County Recorder's Office.

1. THIS DITCH HAS CONSTANT EROSION PROBLEMS AND CAPACITY CONCERNS
2. BOX CULVERT AND DITCH PRONE TO BLOCKAGE FROM DEBRIS AND ICE CAUSING RELIEF CHANNELS TO BE OVERLOADED



This Map is not the official survey of the land.
Official land records are on file in the Winnebago County Recorder's Office.

3. It appears that the area draining to this concrete spillway exceeds design capacity. Extreme erosion around this spillway



This Map is not the official survey of the land.
 Official land records are on file in the Winnebago County Recorder's Office.

4. WATER HAS TOPPED HARRISON AVENUE IN THIS LOCATION
 IN THE FALL OF 2006 AND SUMMER OF 2007. 6"-1' ABOVE
 ROAD.

APPENDIX G DESIGN EXCEPTIONS

BDE 3107: Level One Design Exceptions I-39

BDE 3108: Level Two Design Exceptions I-39

BDE 3108: Level Two Design Exceptions Us 20/ Harrison Ave

BDE 3100: Design Exception Request Forms



Level One Design Criteria Checklist

Sup
12/31/18

Key Route: FA I39/ FA 301

Marked Route/Road Name: I39/ US20

State Job No.: P-92-111-06 Contract No.: 64B13 & 64C24

Functional Classification: Rural Interstate Highway Type: Interstate

County(ies): Winnebago Project Length: 9.656 km (6 mi)

City: Rockford Section: (201-3)K & (4-1,5)K

Project Location: Northern Illinois, Winnebago County, South and East of Rockford

Project Scope of Work

- a. Check the appropriate box. See Section 31-6 for definitions.
 New construction *Reconstruction *3R (freeway)

**Note: May include "Allowed to Remain in Place" criteria.*

- b. Provide a brief project description:

This project consists of the reconstruction of the I-39/US 20 interchange, reconstruction of the US 20/Harrison Avenue interchange and the construction of additional lanes on US 20 from the I-39 interchange to the I-90 interchange. The project will also include any necessary improvements to Linden Road, Mulford Road, Perryville Road, South Mall Drive and Mill Road as well as the grade separation structures carrying US 20 over the UP and CN Railroads.

| Design Criteria for Mainline Interstate and Ramps (Provide numerical value, where indicated) | Does the proposed design meet the criteria? | | |
|---|--|--|--|
| | Yes | No | N/A |
| 1. Design speed 75 mph (km/h) (Chapter 31) | <input type="checkbox"/> | <input checked="" type="checkbox"/> 1. See below | <input type="checkbox"/> |
| 2. Stopping sight distance (SSD) | | | |
| a. SSD at crest vertical curves (Level SSD for passenger cars) (Chapter 31) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. SSD on inside of horizontal curves (Level SSD for passenger cars) (Chapter 32) | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> 2. See below | <input type="checkbox"/> |
| 3. Superelevation rates ($e_{max} = 6$ %) (Chapter 32) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Horizontal curvature (minimum radius for selected design speed (Chapter 32) 2040 feet (meters) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Maximum grades (in percent) 3.0 - New (Chapter 33) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Lane widths 12 feet (meters) (Chapter 34) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Cross-slopes on through lanes (in percent) (Chapter 34) | | | |
| Median/inside lane Lane 1 1.5 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Outside lanes Lane 2 1.5 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lane 3 2.0 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lane 4 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Shoulder widths 10 feet (meters) (inside) (Chapter 34) 10 feet (meters) (outside) | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> |
| 9. Vertical clearances 16.5 - New feet (meters) (Chapter 39) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Design loading structural capacity | | | |
| a. Bridge/tunnel design loading structural capacity (Chapter 39) HS-20 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Roadway design loading structural capacity (Chapter 54) HS-20 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Note: Use multiple forms for each interstate roadway within the project.

Prepared by:  Designer (IDOT or Consultant) Signature Date: 12/21/18

1. Design Exception for 70 MPH granted 12-7-18
2. Except Ramps BD over US 20 and DB over Linden . See corresponding BDE 3100s



JUR
12/31/18

Key Route: FA I39/ FA 301

Marked Route/Road Name: I39/ US20

State Job No.: P-92-111-06 Contract No.: 64B13 & 64C24

Functional Classification: Rural Interstate Highway Type: Interstate

County(ies): Winnebago Project Length: 9.656 km (6 mi)

City: Rockford Section: (201-3)K & (4-1,5)K

Project Location: Northern Illinois, Winnebago County, South and East of Rockford

Project Scope of Work

a. Check the appropriate box. See Section 31-6 for definitions.

- New construction *Reconstruction *3R (non-freeway) *3R (freeway)
- 3P SMART HSIP Other

**Note: May include "Allowed to Remain in Place" criteria.*

This form is required for all new construction, reconstruction, and 3R projects.

b. Provide a brief project description:

This project consists of the reconstruction of the I-39/US 20 interchange, reconstruction of the US 20/Harrison Avenue interchange and the construction of additional lanes on US 20 from the I-39 interchange to the I-90 interchange. The project will also include any necessary improvements to Linden Road, Mulford Road, Perryville Road, South Mall Drive and Mill Road as well as the grade separation structures carrying US 20 over the UP and CN Railroads.

| Design Criteria (Provide numerical values, where indicated.) | Does the proposed design meet the criteria? | | |
|--|---|---|--|
| | Yes | No | N/A |
| 1. Basic Design Controls (Chapter 31) | | | |
| a. Design speed 75 mph (km/h) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> 1a. See below |
| b. Stopping Sight Distance (SSD) application for vertical curves (downgrade adjusted SSD used) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Truck SSD (level) (at specific sites) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Level of service (mainline) B | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> 1d. See below | <input type="checkbox"/> |
| 2. Horizontal Alignment (mainline) (Chapter 32) | | | |
| a. Horizontal curvature (minimum radius for selected design speed) 2040 feet (meters) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Superelevation rates ($e_{max} = 6\%$) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Superelevation transition lengths | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. SSD application at horizontal curves (downgrade adjusted SSD used) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Superelevation distribution between tangent and curve (ratio or percent) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. "Breakover" of outside shoulder on super-elevated curves (percent) 8 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Superelevation development at reverse curves | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

1a. See Level One Exception Form BDE 3107

1d. "Yes" except NB & SB weave areas North of Harrison interchange – see BDE 3100

| Design Criteria (Provide numerical values, where indicated.) | Does the proposed design meet the criteria? | | |
|---|---|--------------------------|---|
| | Yes | No | N/A |
| i. Is superelevation transition length located off of bridges and bridge approach pavements? Yes | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Horizontal stopping sight distance on inside of horizontal curves (Level SSD for passenger cars) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> 2j. See Below |
| 3. Vertical Alignment (mainline) (Chapter 33) | | | |
| a. Maximum grades (in percent) New - 3 , Existing to Remain - 4 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. SSD at crest vertical curves (level SSD for passenger cars) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. SSD at sag vertical curves (level SSD for passenger cars) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Minimum grades (in percent) considering drainage 0.5 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Critical length of grade | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Truck-climbing lanes/critical grade analysis | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Minimum length of vertical curves for selected design speed | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Maximum length of vertical curves (drainage of curbed facilities and bridges) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Cross Section Elements (mainline) (Chapter 34) | | | |
| a. Lane widths 12 feet (meters) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

2j. See Level One Exception Form BDE 3107

| Design Criteria (Provide numerical values, where indicated.) | Does the proposed design meet the criteria? | | |
|---|---|--|---|
| | Yes | No | N/A |
| b. Traveled way widening YES | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Cross-slopes on through lanes (in percent): Inside lane Lane 1 <u>1.5</u> Outside lanes Lane 2 <u>1.5</u> Lane 3 <u>2.0</u> Lane 4 _____ | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> |
| d. Shoulder widths <u>10</u> feet (meters)(inside) <u>10</u> feet (meters)(outside) | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> |
| e. Design of parking lanes: • Cross-slope _____ % • Width _____ feet (meters) | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> |
| f. Type of curb and gutter used on median | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Drainage of raised curb medians: • Direction of flow of median surface or pavement _____ • Direction of cross-slope on gutter _____ % | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> |
| h. Type of curb and gutter used along outside edges of pavement _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. Two Way Left Turn Lane (TWLTL) width: • Flush type _____ feet (meters) • Traversable type _____ feet (meters) | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> |
| j. Median widths: • Urban <u>27</u> feet (meters) • Suburban _____ feet (meters) • Rural _____ feet (meters) | <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> |
| k. Shoulder cross slopes <u>4</u> % | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| l. Fill slopes <u>1:6</u> (V:H) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Design Criteria (Provide numerical values, where indicated.) | Does the proposed design meet the criteria? | | |
|--|---|--------------------------|-------------------------------------|
| | Yes | No | N/A |
| m. Outside roadway ditch: | | | |
| • Slopes <u>1:6/1:3</u> • Depth <u>3ft</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Widths <u>4</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Median ditch: | | | |
| • Slopes _____ • Depth _____ : | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Width _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| n. Cross-section transitions into bridges/ underpasses | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o. Use of mountable curbs (V > 45 mph (70 km/h)) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| p. Cross-section transition details (e.g., four-lane to two-lane) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Intersections (Chapter 36) | | | |
| a. Accommodation of design vehicle (identify vehicle) _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Level of service: | | | |
| • Through lanes _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Turn lanes _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Skew angle | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Profiles | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Volume guidelines for turn-lanes: | | | |
| • Right-turns | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Left turns | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Design of right-turn lanes | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Design of left-turn lanes | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Design Criteria (Provide numerical values, where indicated.) | | Does the proposed design meet the criteria? | | | |
|--|--|---|-------------------------------------|-------------------------------------|--------------------------|
| | | Yes | No | N/A | |
| g. Turn-lane tapers | Approach taper | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | Departure taper | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | Bay taper | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| h. Turning roadway widths | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| i. Turn-lane lengths | Deceleration (rural) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | Storage (urban) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| j. Intersection sight distance: List criteria and type _____ _____ | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| k. Median opening length _____ feet (meters) | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| l. Minimum corner island size _____ sq. ft (sq. m) | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| m. Does right-turn radius accommodate design vehicle without encroachment? | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| n. Driveway widths _____ feet (meters) | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| o. Type of traffic control: | | | | | |
| • Two-way stop | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| • All-way stop | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| • Traffic signals | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| p. Is maximum grade exceeded on any approach? | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| q. Max. superelevation "e" (in percent) for intersections on curve | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 6. Interchanges (Chapter 37) | | | | | |
| a. Exit terminal See Below | Standard type | Various | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Design speed of first curve | 50 mph | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Are any exit terminals located on mainline horizontal curve? | N | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |


6a. See BDE 3100 regarding critical section c-c distance to PT

| Design Criteria (Provide numerical values, where indicated.) | | Does the proposed design meet the criteria? | | |
|--|--|---|--------------------------|-------------------------------------|
| | | Yes | No | N/A |
| b. Entrance terminal | Standard type | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Length of tangent after the entering curve | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Design speed of entering curve | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Design speed of ramp proper 50-30 mph (km/h) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Design speed of crossroad 40 mph (km/h) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Maximum ramp grades: | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Exit ramp 6 % | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Entrance ramp 6 % | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Ramp pavement width 16 feet (meters) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Ramp shoulder widths: | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Left 4 paved - 2 shoulder feet (meters) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Right 6 paved - 2 shoulder feet (meters) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Horizontal ramp curvature in conjunction with selected design speeds 833' | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Superelevation development on ramps | Superelevation rate 6 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Transition length | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Distribution between tangent & curve | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Vertical curvature compliance with selected design speed on ramp Yes | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| k. Length of access control at crossroad | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| l. Type of traffic control at crossroad: | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Stop signs | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Traffic signals | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Free flow | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| m. Is length of crest vertical curve used on crossroad \geq that required by the selected design speed of crossroad? | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Design Criteria (Provide numerical values, where indicated.) | | | Does the proposed design meet the criteria? | | |
|---|----------|-------------------------|---|---------------------------------------|-------------------------------------|
| | | | Yes | No | N/A |
| n. Are crossroad approach grades through ramp/ crossroad intersections $\leq 2\%$? | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o. Are ramp/crossroad intersections located on a tangent section of crossroad alignment? | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| p. Is decision sight distance available in advance of exit gore? | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| q. Is clear recovery area available beyond gore nose? | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| r. Level of service: | | | | | |
| • Exit terminal <u> C </u> | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Entrance terminal <u> C </u> | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Ramp proper <u> C </u> | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Weaving area <u> E See 1d. page 2 </u> | | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| • Ramp/crossroad intersection <u> C </u> | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| s. Freeway lane drops *See BDE 3100 Lane Balance | Location | Upgrade | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | Downgrade | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | Inside lane | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | Outside lane | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | At exit terminal | <input type="checkbox"/> | <input checked="" type="checkbox"/> * | <input type="checkbox"/> |
| | | Beyond exit terminal | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Taper length | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Roadside Safety (Chapter 38) | | | | | |
| a. Horizontal clearances: | | | | | |
| • Clear zones on tangent sections 30' | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Clear zones on outside of horizontal curves | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Barrier warrants | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Barrier length of need | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Design Criteria (Provide numerical values, where indicated.) | | | Does the proposed design meet the criteria? | | |
| | | | Yes | No | N/A |

| | | | |
|--|-------------------------------------|--------------------------|--------------------------|
| d. Deceleration criteria for impact attenuators | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Structure Planning/Geometrics (Chapter 39) | | | |
| a. Clear roadway bridge widths New - 56', Existing to remain - 54' feet (meters) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Structural capacity of bridges HS-20 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Vertical clearances 16.5 (new) feet (meters) 16.0 (existing to remain) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Pavement Design (Chapter 54) | | | |
| a. Structural capacity of roadway | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Note: Use multiple forms for each roadway within the project.

Prepared by:  Date: 12/31/18
 Designer (IDOT or Consultant) Signature



5142
12/31/18

Key Route: FAI RTE 39 and FAP RTE 301

Marked Route/Road Name: US 20 and Harrison Ave.

State Job No.: P-92-111-06 Contract No.: 64C62

Functional Classification: Other Arterial Highway Type: _____

County(ies): Winnebago Project Length: 6 Miles

City: Rockford Section: (201-3)K and (4-1,5)R

Project Location: _____

Project Scope of Work

a. Check the appropriate box. See Section 31-6 for definitions.

- New construction *Reconstruction *3R (non-freeway) *3R (freeway)
- 3P SMART HSIP Other

**Note: May include "Allowed to Remain in Place" criteria.*

This form is required for all new construction, reconstruction, and 3R projects.

b. Provide a brief project description:

This project consists of the reconstruction of the I-39/US 20 interchange, reconstruction of the US 20/Harrison Avenue interchange and the construction of additional lanes on US 20 from the I-39 interchange to the I-90 interchange. The project will also include any necessary improvements to Linden Road, Mulford Road, Perryville Road, South Mall Drive and Mill Road as well as the grade separation structures carrying US 20 over the UP and CN Railroads.

| Design Criteria (Provide numerical values, where indicated.) | Does the proposed design meet the criteria? | | |
|--|---|--------------------------|-------------------------------------|
| | Yes | No | N/A |
| 1. Basic Design Controls (Chapter 31) | | | |
| a. Design speed 45 mph (km/h) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Stopping Sight Distance (SSD) application for vertical curves (downgrade adjusted SSD used) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Truck SSD (level) (at specific sites) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Level of service (mainline) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Horizontal Alignment (mainline) (Chapter 32) | | | |
| a. Horizontal curvature (minimum radius for selected design speed) 643 feet (meters) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Superelevation rates ($e_{max} = 6\%$) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Superelevation transition lengths | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. SSD application at horizontal curves (downgrade adjusted SSD used) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Superelevation distribution between tangent and curve (ratio or percent) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. "Breakover" of outside shoulder on super-elevated curves (percent) 8% | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Superelevation development at reverse curves | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Design Criteria (Provide numerical values, where indicated.) | Does the proposed design meet the criteria? | | |
|---|---|--------------------------|-------------------------------------|
| | Yes | No | N/A |
| i. Is superelevation transition length located off of bridges and bridge approach pavements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. Horizontal stopping sight distance on inside of horizontal curves (Level SSD for passenger cars) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Vertical Alignment (mainline) (Chapter 33) | | | |
| a. Maximum grades (in percent) 4%-6% Fig 37-4F | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. SSD at crest vertical curves (level SSD for passenger cars) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. SSD at sag vertical curves (level SSD for passenger cars) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Minimum grades (in percent) considering drainage 0.3% Section. 33-2.03 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Critical length of grade Fig. 33-2A | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Truck-climbing lanes/critical grade analysis | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Minimum length of vertical curves for selected design speed Section 33-4.01 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Maximum length of vertical curves (drainage of curbed facilities and bridges) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Cross Section Elements (mainline) (Chapter 34) | | | |
| a. Lane widths 12 feet (meters) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Design Criteria (Provide numerical values, where indicated.) | Does the proposed design meet the criteria? | | |
|---|---|--|---|
| | Yes | No | N/A |
| b. Traveled way widening | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Cross-slopes on through lanes (in percent): Inside lane Lane 1 <u>Variable</u> Outside lanes Lane 2 <u>Variable</u> Lane 3 <u>Variable</u> BDE Section 34-2.01(b) Lane 4 <u>N/A</u> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> |
| d. Shoulder widths <u>8'</u> feet (meters)(inside) <u>10'</u> feet (meters)(outside) | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | <input type="checkbox"/> <input checked="" type="checkbox"/> 4.d See Below | <input type="checkbox"/> <input type="checkbox"/> |
| e. Design of parking lanes: • Cross-slope _____ % • Width _____ feet (meters) | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> |
| f. Type of curb and gutter used on median Type B BDE Section 32-2.04(c) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Drainage of raised curb medians: • Direction of flow of median surface or pavement <u>Drains to Curb</u> • Direction of cross-slope on gutter <u>6.0</u> % | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> |
| h. Type of curb and gutter used along outside edges of pavement <u>Type B</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Two Way Left Turn Lane (TWLTL) width: • Flush type _____ feet (meters) • Traversable type _____ feet (meters) | <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> | <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> |
| j. Median widths: • Urban <u>Variable(See Typ.)</u> feet (meters) • Suburban _____ feet (meters) • Rural _____ feet (meters) | <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> |
| k. Shoulder cross slopes <u>4.0</u> % BDE Section 34-2.02(d) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| l. Fill slopes <u>1:6</u> (V:H) Fig 38-3H | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4d. Yes", except east of Mill Road transition shoulder width to 8.5ft.

| Design Criteria (Provide numerical values, where indicated.) | Does the proposed design meet the criteria? | | |
|---|---|--------------------------|-------------------------------------|
| | Yes | No | N/A |
| m. Outside roadway ditch: | | | |
| • Slopes <u>1:3</u> • Depth <u>Variable</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Widths <u>Variable</u> (See Cross Sections) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Median ditch: | | | |
| • Slopes _____ • Depth _____ : | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Width _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| n. Cross-section transitions into bridges/ underpasses | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o. Use of mountable curbs (V > 45 mph (70 km/h)) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| p. Cross-section transition details (e.g., four-lane to two-lane) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Intersections (Chapter 36) | | | |
| a. Accommodation of design vehicle (identify vehicle) <u>WB-65</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Level of service: <u>US 20</u> <u>Harrison Ave.</u> | | | |
| • Through lanes <u>B</u> <u>C</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Turn lanes <u>B</u> <u>C</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Skew angle BDE Chapter 39-4.09 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Profiles BDE Chapter 36-1.06(c) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Volume guidelines for turn-lanes: BDE 36-3.01 | | | |
| • Right-turns <u>Greater Than 150 vph</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Left turns <u>Greater Than 300 vph</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Design of right-turn lanes <u>BDE 36-3.02</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Design of left-turn lanes | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Design Criteria (Provide numerical values, where indicated.) | | Does the proposed design meet the criteria? | | | |
|---|--|---|-------------------------------------|-------------------------------------|--------------------------|
| | | Yes | No | N/A | |
| g. Turn-lane tapers BDE Fig. 36-3.I | Approach taper | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Departure taper | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Bay taper | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| h. Turning roadway widths | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| i. Turn-lane lengths | Deceleration (rural) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| | Storage (urban) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| j. Intersection sight distance: List criteria and type <u>500 ft -45 MPH</u> <u>BDE 48-6C</u> | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| k. Median opening length _____ feet (meters) | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| l. Minimum corner island size BDE 36-2.02 <u>75</u> sq. ft (sq. m) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| m. Does right-turn radius accommodate design vehicle without encroachment? Yes, BDE Fig 36-15 | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| n. Driveway widths _____ feet (meters) | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| o. Type of traffic control: | | | | | |
| • Two-way stop | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| • All-way stop | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| • Traffic signals | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| p. Is maximum grade exceeded on any approach? No | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| q. Max. superelevation "e" (in percent) for intersections on curve BDE Fig. 36-2J | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 6. Interchanges (Chapter 37) | | | | | |
| a. Exit terminal BDE Fig. 37-6G | Standard type | DDI | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Design speed of first curve | 50 mph | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Are any exit terminals located on mainline horizontal curve? | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

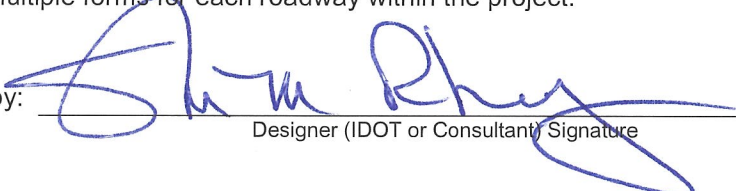
| Design Criteria (Provide numerical values, where indicated.) | | Does the proposed design meet the criteria? | | |
|---|--|---|--------------------------|-------------------------------------|
| | | Yes | No | N/A |
| b. Entrance terminal | Standard type | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Length of tangent after the entering curve | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Design speed of entering curve 35 mph | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Design speed of ramp proper 50-30 mph (km/h) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Design speed of crossroad 40 mph (km/h) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Maximum ramp grades: | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Exit ramp 6 % | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Entrance ramp 6 % | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Ramp pavement width Variable feet (meters) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Ramp shoulder widths: | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Left 6-8 feet (meters) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Right 8-12 feet (meters) | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Horizontal ramp curvature in conjunction with selected design speeds | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Superelevation development on ramps | Superelevation rate 6% | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Transition length | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | Distribution between tangent & curve | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Vertical curvature compliance with selected design speed on ramp | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| k. Length of access control at crossroad | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| l. Type of traffic control at crossroad: | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Stop signs | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| • Traffic signals | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Free flow | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| m. Is length of crest vertical curve used on crossroad ≥ that required by the selected design speed of crossroad? | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Design Criteria (Provide numerical values, where indicated.) | | | Does the proposed design meet the criteria? | | |
|--|----------|----------------------|---|--------------------------|-------------------------------------|
| | | | Yes | No | N/A |
| n. Are crossroad approach grades through ramp/crossroad intersections $\leq 2\%$? | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| o. Are ramp/crossroad intersections located on a tangent section of crossroad alignment? | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| p. Is decision sight distance available in advance of exit gore? | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| q. Is clear recovery area available beyond gore nose? | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| r. Level of service: | | | | | |
| • Exit terminal <u> C </u> | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Entrance terminal <u> C </u> | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Ramp proper <u> C </u> | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Weaving area <u> E </u> | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Ramp/crossroad intersection <u> C </u> | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| s. Freeway lane drops N/A See N/A: See Other BDE 3108 for I-39 | Location | Upgrade | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | Downgrade | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | Inside lane | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | Outside lane | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | At exit terminal | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | Beyond exit terminal | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | Taper length | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Roadside Safety (Chapter 38) | | | | | |
| a. Horizontal clearances: BDE Fig. 38-3A | | | | | |
| • Clear zones on tangent sections 30' | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Clear zones on outside of horizontal curves 39' BDE Fig 38-3D | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Barrier warrants | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Barrier length of need BDE Fig. 38-6A | | | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Design Criteria (Provide numerical values, where indicated.) | Does the proposed design meet the criteria? | | |
|--|---|--------------------------|-------------------------------------|
| | Yes | No | N/A |
| d. Deceleration criteria for impact attenuators | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Structure Planning/Geometrics (Chapter 39) | | | |
| a. Clear roadway bridge widths feet (meters) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Structural capacity of bridges | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Vertical clearances 16'-0" feet (meters) BDE Fig. 39.6A | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Pavement Design (Chapter 54) | | | |
| a. Structural capacity of roadway | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Note: Use multiple forms for each roadway within the project.

Prepared by:



Designer (IDOT or Consultant) Signature

Date:

12/31/04



Design Exception Request Project Identification



| | | | |
|--|---|--|-----------------------------------|
| Key Route FAI RTE 39 & FAP RTE 301 | Marked Route/Road Name I-39/US 20 | Contract # 64B13 & 64C24 | State Job # P-92-111-06 |
| Section (201-3)K & (4-1,5)R | County(ies) Winnebago | Municipality Rockford, Cherry Valley | |
| Local Agency | LRS Section # | Permit Applicant | Permit # |

Project Limits
I-39: 0.8 mi. north of Blackhawk Road to I-90. US 20: I-39 to 0.3 mi. East of the Kishwaukee River. Harrison Ave: Bell Scool Road to I 39.

| | |
|--|--|
| Project Length I-39/US 20: 3.3 miles, US 20/Harrison Av: 1.5 miles | Current Posted Speed I-39/US 20: 65mph |
|--|--|

| | | | | | |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|
| Estimate of Cost 188,000,000 | Functional Classification Interstate | Design Yr 2040 | Design Traffic ADT 106,610 | Design Traffic DHV AM 7385 | PM 9595 |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|

| | | |
|--|--------------------------|--|
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers | Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.) Reconstruction |
|--|--------------------------|--|

Brief Project Description
The overall proposed scope of work includes reconstruction and additional lanes on I-39/US 20, reconstruction and adding lanes to Harrison Avenue/US 20, reconstruction of the NB and SB ramps at the I-39/US 20 system interchange and reconstruction of the Harrison Ave.interchange with a diverging diamond interchange.

EXCEPTION DOCUMENTATION

Level of Exception Level One Level Two

Design Element for Which an Exception is Requested
Design Speed

Design Element Policy Value
75 MPH

Proposed Design Element Value
70 MPH

Location(s) of Exception
I-39 /US 20 joint section

Crash History and Potential of Exception Location(s)
see Crash analysis

| | |
|-----------------------------------|---|
| Cost of Using Policy Value | Cost of Using Proposed Exception Value |
|-----------------------------------|---|

Impacts Other Than Cost of Using Policy Value
Nine building displacements

Proposed Mitigation to Address Exception
Continue to post 65 mph speed in this urban fringe area. Maintaining lower 65 mph posting is appropriate for this area.

Geometric Compatibility with Adjacent Sections
Better continuity and safer roadway . Tollway ramps to north are posted at 50 mph. Requires extension of reconstruction to south by 3500 ft.

Potential Effects on Other Design Elements
Ramp terminal designs, increased super-elevation

Potential Impacts on Mobility or Traffic Operations

None

Summary of Justification for Exception

Excessive property displacements, 65 mph is appropriate design/posted speed for area, continuity with adjacent tollway section

| | | |
|---------------------------|---------------------------------------|----------|
| Coordination Meeting Date | Prepared By | Date |
| 03/13/15 memorandum | Jon McCormick, D2 Geometrics Engineer | 03/13/15 |

12/7/15

PAVEMENT/RESURFACING EXCEPTIONS

New Pavement Pavement Widening Resurfacing

| | | | | | |
|--------------------------------------|-------------|---------------------------|-----|-----|-----|
| Design Period/ Expected Service Life | Design Year | Structural Design Traffic | %PV | %SU | %MU |
| | | | | | |

| | |
|-----------------------------|-------------------------------|
| Design Element Policy Value | Proposed Design Element Value |
| | |

Location(s) of Exception

| | |
|----------------------------|--------------------------------------|
| Cost of Using Policy Value | Cost of Using Proposed Element Value |
| | |

Summary of Justification

| | |
|-------------|------|
| Prepared By | Date |
| | |

APPROVAL/DISAPPROVAL

BDE Approval Date
04/02/15 by memorandum

FHWA Approval Date (Level One)
12/7/15

- Sur
12/7/15



Illinois Department of Transportation

COPY

To: John Baranzelli
From: Paul Loete By: Kevin Marchek *Kevin Marchek*
Subject: I-39 / US 20 Design Speed
Date: March 13, 2015

FAI Route 39 (I-39) and FAP Route 301 (US 20)
Sections (201-3)K & (4-1,5)K
Winnebago County
Job No. P-92-111-06

Preliminary engineering is underway on the referenced project, which includes the addition of lanes along I-39/US 20 from the system interchange south of Rockford to the I-39/US 20/Harrison Avenue interchange on the southeast side of Rockford. The project is being processed as a Categorical Exclusion Group II. The study has included the evaluation of alternatives for the interchanges at each end of the project. Illustrated in Exhibit 1 are the limits of the project, the two proposed interchanges, and the I-90 Tollway interchange immediately to the north. An initial public meeting has been held and work is ongoing to complete an Access Justification (AJR) for the Harrison Avenue interchange, which is proposed to be a Diverging Diamond Interchange (DDI). The DDI and the adjacent intersections along Harrison Avenue are shown in Exhibit 2. The purpose of this memo is to request concurrence with District Two's proposal to apply a 70 mph design speed for mainline I-39/US 20, which is classified as a rural freeway, and to document the reasons for this proposal.

Effective January 1, 2014, Public Act 098-0511 established that the posted speed limit for rural interstate facilities in the State of Illinois can be a maximum of 70 miles per hour (mph), an increase from the previous maximum of 65 mph. Due to this enacted legislation, the Bureau of Design and Environment (BDE) has issued guidance in the BDE Manual to provide for freeway design speeds of 75 mph for rural reconstruction projects (BDE Figure 44-5.A). Applying this policy to the I-39 mainline including through lanes at the system interchange would require substantial realignment (for a 75 mph design speed and re-posting to 70 mph).

It was determined early in project development that an AJR would not be required at the system interchange location since the interchange type is proposed to be the same as exists today. It will remain a semi-directional interchange with a single

FAI Route 39 (I-39) and FAP Route 301 (US 20)
Sections (201-3)K & (4-1,5)K
Winnebago County
Job No. P-92-111-06
Page Two
March 13, 2015

loop ramp for the NB-to-WB movement. Note in Exhibit 1 that the ramps to-and-from the west (US 20) will be part of a future US 20 add-lanes project. Exhibit 3 shows the proposed system interchange mainline I-39 70 mph alignments (in green) on the topographic survey.

This project has been underway for several years and a 70 mph design speed has been applied in anticipation of a continued 65 mph mainline posted speed limit. The current design would improve the speed along the I-39 through lanes at the system interchange from 55 mph (an advisory posting) with one lane each way, to the 70 mph design speed (65 mph posted speed limit) with the two lanes each way. This represents a substantial improvement in both safety and capacity for mainline I-39. The section of I-39/US 20 further northeast will be widened to three lanes each way plus auxiliary lanes at a 70 mph design speed.

District Two has assessed I-39 including the system interchange design for a possible modification to a 75 mph alignment for mainline movements. Exhibit 3 illustrates that nine buildings and/or building groups (including garages) would be directly impacted by a proposed right-of-way (ROW) with a change to a 75 mph design speed, as shown in yellow. With the current 70 mph design there would be no displacements and very little ROW acquisition as part of the project. The change to a 75 mph design speed would also necessitate the reconstruction of I-39 further south by approximately 3,500 feet to realign existing curves that do not meet 75 mph criteria. The ramp terminals currently designed for the Harrison Avenue interchange would require modification, and superelevation rates along the mainline would be increased.

District Two is requesting concurrence for application of a 70 mph design speed along I-39 on this project. We believe that re-posting this portion of I-39/US 20 to a speed limit higher than 65 mph will never be appropriate or necessary. This a high traffic area (95,000 ADT is forecast in the design year), and is on the urban fringe where the lower posting is appropriate. The project will tie into Tollway ramps at the I-90 interchange (to the north) that were recently reconstructed to a 50 mph design speed. The proposed 70 mph design speed (65 mph posting) on I-39/US 20 will provide for better continuity and a safer roadway.

Please provide a response to this request for concurrence at your earliest convenience. If you have any questions or need additional information, please contact Masood Ahmad, Studies and Plans Engineer, at (815) 284-5351.

ROCKFORD

ALPINE ROAD

US RTE 20

PROPOSED SYSTEM INTERCHANGE WITH 70 MPH I-39 MAINLINE

HARRISON AVENUE

NEWBURG RD.

CHERRYVALE MALL

I-39

I-39/US 20

PROPOSED 6-LANES WITH AUXILIARY LANES

PERRYVILLE ROAD

PROPOSED DDI TO REPLACE CLOVERLEAF

I-39 AT I-90 (TOLLWAY) INTERCHANGE UPGRADED 2010-2011

MULFORD ROAD

MILL ROAD

US RTE 20

CHERRY VALLEY

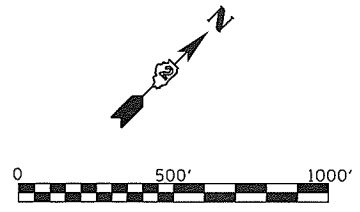


EXHIBIT 1
I-39/US RTE 20 6-LANE IMPROVEMENT INCLUDING SYSTEM INTERCHANGE AND I-39/HARRISON DDI



EXHIBIT 2
PROPOSED DDI AND
HARRISON AVENUE CORRIDOR





■ BUILDING LIKELY DISPLACED
USING 75mph RAMP
DESIGN SPEED

3-LEVEL DESIGN REQUIRED
(75mph)

R=2550'
(70mph)

R=2050'
(70mph)

EXISTING RAMPS
(55mph)

70mph
(CURRENT) SOUTH
PROJECT LIMIT

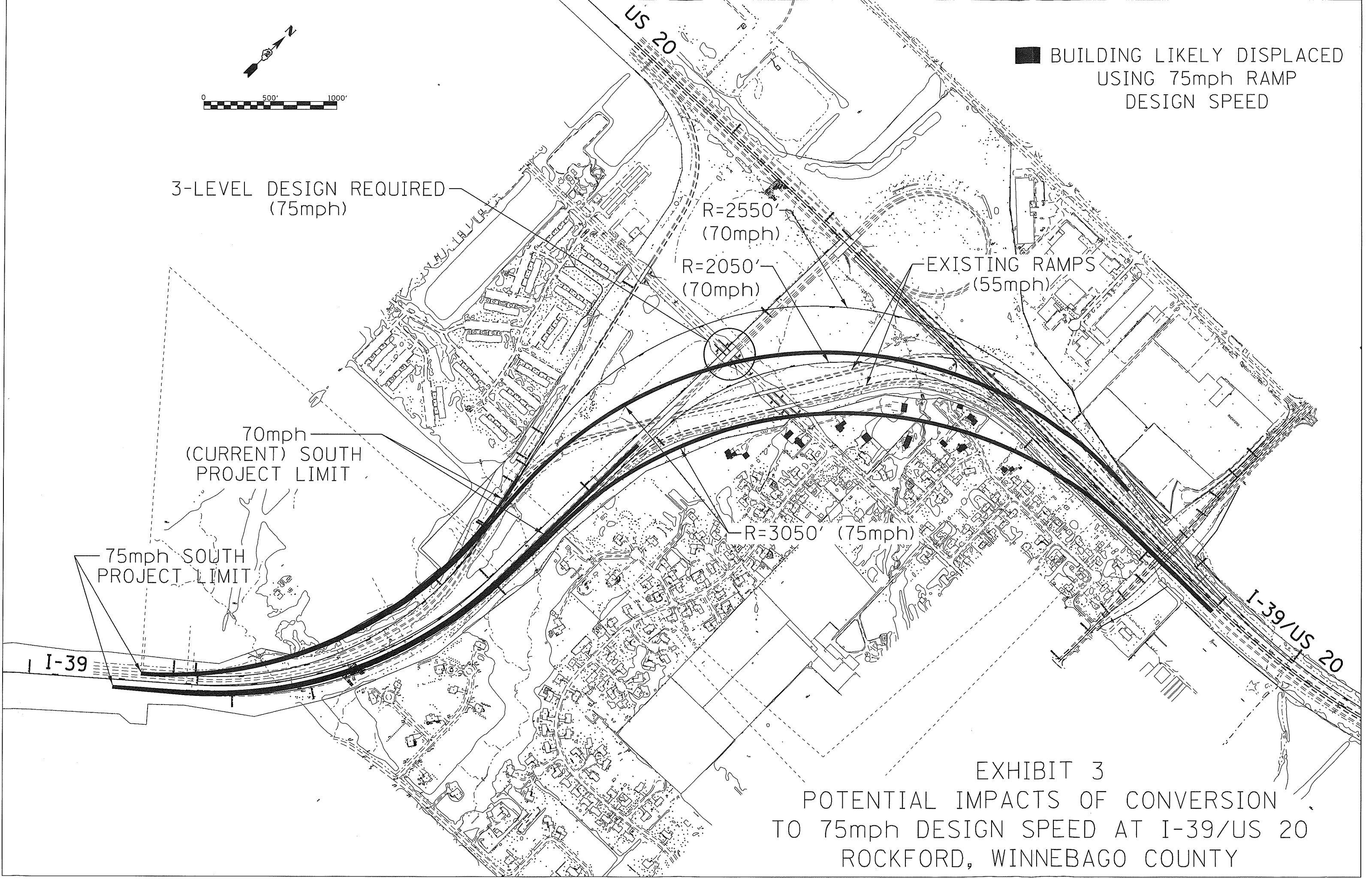
75mph SOUTH
PROJECT LIMIT

R=3050' (75mph)

I-39

I-39/US 20

EXHIBIT 3
POTENTIAL IMPACTS OF CONVERSION
TO 75mph DESIGN SPEED AT I-39/US 20
ROCKFORD, WINNEBAGO COUNTY





| | | | |
|--|---|---|-----------------------------------|
| Key Route FAI RTE 39 & FAP RTE 301 | Marked Route/Road Name I-39/US 20 | Contract # 64B13 & 64C24 | State Job # P-92-111-06 |
| Section (201-3)K & (4-1,5)R | County(ies) Winnebago County | Municipality Rockford & Cherry Valley | |
| Local Agency | LRS Section # | Permit Applicant | Permit # |

Project Limits
I-39: 0.8 mi. north of Blackhawk Rd. to I-90. Harrison Ave.: Bell School Rd. to I-39. US 20: I-39 to 0.3 mi. east of Kishwaukee River

| | |
|--|--|
| Project Length I-39/US 20: 3.3 miles; Harrison Ave./US 20: 1.5 miles | Current Posted Speed I-39/US 20-65 mph |
|--|--|

| | | | | | |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|
| Estimate of Cost 188,100,000 | Functional Classification Interstate | Design Yr 2040 | Design Traffic ADT 106,610 | Design Traffic DHV AM 7385 | PM 9595 |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|

| | | |
|--|--------------------------|---|
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers | Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.) Construction/Reconstruction |
|--|--------------------------|---|

Brief Project Description
Overall proposed improvements include adding lanes to the joint section of I-39/US 20, adding lanes to Harrison Ave./US 20, modifications to the I-39/US 20 system interchange, the reconstruction of the I-39/Harrison Ave. interchange, and the reconstruction of Mulford and Perryville Road overpass structures.

EXCEPTION DOCUMENTATION

Level of Exception Level One Level Two *SMR 12/7/14*

Design Element for Which an Exception is Requested
Stopping sight distance

Design Element Policy Value
730 feet for 70 mph design

Proposed Design Element Value
645 feet

Location(s) of Exception
Ramp BD over US 20 at I-39/US 20 system interchange

Crash History and Potential of Exception Location(s)

Cost of Using Policy Value
Wider structure

Cost of Using Proposed Exception Value

Impacts Other Than Cost of Using Policy Value
None

Proposed Mitigation to Address Exception
Widen shoulder to 18 feet to provide stopping sight distance for 65 mph design ramp speed posted at 65 mph

Geometric Compatibility with Adjacent Sections
Shoulder on structure wider than approaches

Potential Effects on Other Design Elements
None

Potential Impacts on Mobility or Traffic Operations

None

Summary of Justification for Exception

The structure is severely skewed and, due to horizontal and vertical curvature, 70 mph stopping sight distance cannot be achieved.

Coordination Meeting Date

Prepared By

Date

12/02/2010

Hanson Professional Services Inc.

01/05/2017

PAVEMENT/RESURFACING EXCEPTIONS

New Pavement Pavement Widening Resurfacing

Design Period/ Expected Service Life

Design Year

Structural Design Traffic

%PV

%SU

%MU

Design Element Policy Value

Proposed Design Element Value

Location(s) of Exception

Cost of Using Policy Value

Cost of Using Proposed Element Value

Summary of Justification

Prepared By

Date

APPROVAL/DISAPPROVAL

BDE Approval Date

12/2/10

FHWA Approval Date (Level One)

12/2/10

SR
12/7/18



| | | | |
|--|---|---|-----------------------------------|
| Key Route FAI RTE 39 & FAP RTE 301 | Marked Route/Road Name I-39/US 20 | Contract # 64B13 & 64C24 | State Job # P-92-111-06 |
| Section (201-3)K & (4-1,5)R | County(ies) Winnebago County | Municipality Rockford & Cherry Valley | |
| Local Agency | LRS Section # | Permit Applicant | Permit # |

Project Limits
I-39:0.8 mi. north of Blackhawk Rd. to I-90. Harrison Ave.:Bell School Rd. to I-39. US 20:I-39 to 0.3 mi. east of Kishwaukee River

| | |
|--|--|
| Project Length I-39/US 20: 3.3 miles; Harrison Ave./US 20: 1.5 miles | Current Posted Speed I-39/US 20-65 mph |
|--|--|

| | | | | | |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|
| Estimate of Cost 188,100,000 | Functional Classification Interstate | Design Yr 2040 | Design Traffic ADT 106,610 | Design Traffic DHV AM 7385 | PM 9595 |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|

| | | |
|--|--------------------------|---|
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers | Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.) Construction/Reconstruction |
|--|--------------------------|---|

Brief Project Description
Overall proposed improvements include adding lanes to the joint section of I-39/US 20, adding lanes to Harrison Ave./US 20, modifications to the I-39/US 20 system interchange, the reconstruction of the I-39/Harrison Ave. interchange, and the reconstruction of Mulford and Perryville Road overpass structures.

EXCEPTION DOCUMENTATION

Level of Exception Level One Level Two *SNR 12/7/16*

Design Element for Which an Exception is Requested
Stopping sight distance

Design Element Policy Value
730 feet

Proposed Design Element Value
637 feet

Location(s) of Exception
Ramp DB over Linden Road at I-39/US 20 interchange

Crash History and Potential of Exception Location(s)

| | |
|--|---|
| Cost of Using Policy Value Widen structure | Cost of Using Proposed Exception Value |
|--|---|

Impacts Other Than Cost of Using Policy Value
None

Proposed Mitigation to Address Exception
Widen shoulder to 18 feet to provide stopping sight distance for 65 mph design ramp speed posted at 65 mph

Geometric Compatibility with Adjacent Sections
Shoulder on structure wider than approaches

Potential Effects on Other Design Elements
None

Potential Impacts on Mobility or Traffic Operations

None

Summary of Justification for Exception

Due to horizontal and vertical curvature, 70 mph stopping sight distance cannot be provided.

| | | |
|---------------------------|-----------------------------------|------------|
| Coordination Meeting Date | Prepared By | Date |
| 12/02/2010 12/7/18 | Hanson Professional Services Inc. | 01/05/2017 |

PAVEMENT/RESURFACING EXCEPTIONS

New Pavement Pavement Widening Resurfacing

| Design Period/ Expected Service Life | Design Year | Structural Design Traffic | %PV | %SU | %MU |
|--------------------------------------|-------------|---------------------------|-----|-----|-----|
| | | | | | |

| Design Element Policy Value | Proposed Design Element Value |
|-----------------------------|-------------------------------|
| | |

Location(s) of Exception

| Cost of Using Policy Value | Cost of Using Proposed Element Value |
|----------------------------|--------------------------------------|
| | |

Summary of Justification

| | |
|-------------|------|
| Prepared By | Date |
| | |

APPROVAL/DISAPPROVAL

BDE Approval Date
12/7/18

FHWA Approval Date (Level One)
12/7/18

JMR
12/7/18



| | | | |
|--|---|---|-----------------------------------|
| Key Route FAI RTE 39 & FAP RTE 301 | Marked Route/Road Name I-39/US 20 | Contract # 64B13 & 64C24 | State Job # P 92-111-06 |
| Section (201-3)K & (4-1,5)R | County(ies) Winnebago County | Municipality Rockford & Cherry Valley | |
| Local Agency | LRS Section # | Permit Applicant | Permit # |

Project Limits
I-39:0.8 mi. north of Blackhawk Rd. to I-90. Harrison Ave.;Bell School Rd. to I-39. US 20:I-39 to 0.3 mi. east of Kishwaukee River

| | |
|--|--|
| Project Length I-39/US 20: 3.3 miles; Harrison Ave./US 20: 1.5 miles | Current Posted Speed I-39/US 20-65 mph |
|--|--|

| | | | | | |
|--|--|--------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| Estimate of Cost 188,100,000 | Functional Classification Interstate | Design Yr 2040 | Design Traffic ADT 106,610 | Design Traffic DHV AM 7385 | Design Traffic DHV PM 9595 |
|--|--|--------------------------|--------------------------------------|--------------------------------------|--------------------------------------|

On the NHS System? Yes No

Structure Numbers

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
Construction/Reconstruction

Brief Project Description
Overall proposed improvements include adding lanes to the joint section of I-39/US 20, adding lanes to Harrison Ave./US 20, modifications to the I-39/US 20 system interchange, the reconstruction of the I-39/Harrison Ave. interchange, and the reconstruction of Mulford and Perryville Road overpass structures.

EXCEPTION DOCUMENTATION

Level of Exception Level One Level Two

Design Element for Which an Exception is Requested
Level of service in weaving area

Design Element Policy Value
LOS C

Proposed Design Element Value
LOS E

Location(s) of Exception
I-39 southbound weave north of Harrison Avenue

Crash History and Potential of Exception Location(s)

Cost of Using Policy Value
Not feasible

Cost of Using Proposed Exception Value

Impacts Other Than Cost of Using Policy Value
Requires total reconstruction of new Tollway interchange

Proposed Mitigation to Address Exception
None

Geometric Compatibility with Adjacent Sections
Same as I-39 northbound weave

Potential Effects on Other Design Elements
None

Potential Impacts on Mobility or Traffic Operations

Increased delays in weaving section

Summary of Justification for Exception

Lengthening weaving section would require reconstruction of the new Tollway interchange

Coordination Meeting Date

12/02/2010

Prepared By

Hanson Professional Services Inc.

Date

01/05/2017

PAVEMENT/RESURFACING EXCEPTIONS

New Pavement Pavement Widening Resurfacing

Design Period/ Expected Service Life

Design Year

Structural Design Traffic

%PV

%SU

%MU

Design Element Policy Value

Proposed Design Element Value

Location(s) of Exception

Cost of Using Policy Value

Cost of Using Proposed Element Value

Summary of Justification

Prepared By

Date

APPROVAL/DISAPPROVAL

BDE Approval Date

12/2/2010 - SWL

FHWA Approval Date (Level One)

N/A

SWL
12/7/10



| | | | |
|--|---|---|-----------------------------------|
| Key Route FAI RTE 39 & FAP RTE 301 | Marked Route/Road Name I-39/US 20 | Contract # 64B13 & 64C24 | State Job # P-92-111-06 |
| Section (201-3)K & (4-1,5)R | County(ies) Winnebago County | Municipality Rockford & Cherry Valley | |
| Local Agency | LRS Section # | Permit Applicant | Permit # |

Project Limits
I-39:0.8 mi. north of Blackhawk Rd. to I-90. Harrison Ave.:Bell School Rd. to I-39. US 20:I-39 to 0.3 mi. east of Kishwaukee River

| | |
|--|--|
| Project Length I-39/US 20: 3.3 miles; Harrison Ave./US 20: 1.5 miles | Current Posted Speed I-39/US 20-65 mph |
|--|--|

| | | | | | |
|--|--|--------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| Estimate of Cost 188,100,000 | Functional Classification Interstate | Design Yr 2040 | Design Traffic ADT 106,610 | Design Traffic DHV AM 7385 | Design Traffic DHV PM 9595 |
|--|--|--------------------------|--------------------------------------|--------------------------------------|--------------------------------------|

| | | |
|--|--------------------------|---|
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers | Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.) Construction/Reconstruction |
|--|--------------------------|---|

Brief Project Description
Overall proposed improvements include adding lanes to the joint section of I-39/US 20, adding lanes to Harrison Ave./US 20, modifications to the I-39/US 20 system interchange, the reconstruction of the I-39/Harrison Ave. interchange, and the reconstruction of Mulford and Perryville Road overpass structures.

EXCEPTION DOCUMENTATION

Level of Exception Level One Level Two

Design Element for Which an Exception is Requested

Level of service in weaving area

Design Element Policy Value

LOS C

Proposed Design Element Value

LOS E

Location(s) of Exception

I-39 northbound weave north of Harrison Avenue

Crash History and Potential of Exception Location(s)

Cost of Using Policy Value

Not Feasible

Cost of Using Proposed Exception Value

Impacts Other Than Cost of Using Policy Value

Requires total reconstruction of new Tollway interchange

Proposed Mitigation to Address Exception

None

Geometric Compatibility with Adjacent Sections

Same as I-39 southbound weave

Potential Effects on Other Design Elements

None

Potential Impacts on Mobility or Traffic Operations

Increased delays in weaving section

Summary of Justification for Exception

Lengthening weaving section would require reconstruction of the new Tollway interchange

Coordination Meeting Date

Prepared By

Date

12/02/2010

Hanson Professional Services Inc.

01/05/2017

PAVEMENT/RESURFACING EXCEPTIONS

New Pavement Pavement Widening Resurfacing

Design Period/ Expected Service Life

Design Year

Structural Design Traffic

%PV

%SU

%MU

Design Element Policy Value

Proposed Design Element Value

Location(s) of Exception

Cost of Using Policy Value

Cost of Using Proposed Element Value

Summary of Justification

Prepared By

Date

APPROVAL/DISAPPROVAL

BDE Approval Date

12/2/10

FHWA Approval Date (Level One)

N/A

SLP
12/7/18



| | | | |
|--|---|---|-----------------------------------|
| Key Route FAI RTE 39 & FAP RTE 301 | Marked Route/Road Name I-39/US 20 | Contract # 64B13 & 64C24 | State Job # P-92-111-06 |
| Section (201-3)K & (4-1,5)R | County(ies) Winnebago County | Municipality Rockford & Cherry Valley | |
| Local Agency | LRS Section # | Permit Applicant | Permit # |

Project Limits
I-39:0.8 mi. north of Blackhawk Rd. to I-90. Harrison Ave.:Bell School Rd. to I-39. US 20:I-39 to 0.3 mi. east of Kishwaukee River

| | |
|--|--|
| Project Length I-39/US 20: 3.3 miles; Harrison Ave./US 20: 1.5 miles | Current Posted Speed I-39/US 20-65 mph |
|--|--|

| | | | | | |
|--|--|--------------------------|--------------------------------------|--------------------------------------|--------|
| Estimate of Cost 188,100,000 | Functional Classification Interstate | Design Yr 2040 | Design Traffic ADT 106,610 | Design Traffic DHV AM 7385 | PM9595 |
|--|--|--------------------------|--------------------------------------|--------------------------------------|--------|

On the NHS System? Yes No

Structure Numbers

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
Construction/Reconstruction

Brief Project Description
Overall proposed improvements include adding lanes to the joint section of I-39/US 20, adding lanes to Harrison Ave./US 20, modifications to the I-39/US 20 system interchange, the reconstruction of the I-39/Harrison Ave. interchange, and the reconstruction of Mulford and Perryville Road overpass structures.

EXCEPTION DOCUMENTATION

Level of Exception Level One Level Two

Design Element for Which an Exception is Requested
Lane balance

Design Element Policy Value
Change in number of lanes less than or equal to one

Proposed Design Element Value
Four lane section drops to two lane section at ramp terminal

Location(s) of Exception
I-39 northbound approaching Harrison Avenue

Crash History and Potential of Exception Location(s)

Cost of Using Policy Value **Cost of Using Proposed Exception Value**

Impacts Other Than Cost of Using Policy Value
Requires extension of auxiliary lane north through toll road interchange

Proposed Mitigation to Address Exception
Signing

Geometric Compatibility with Adjacent Sections
Matches section north and south

Potential Effects on Other Design Elements
None

Potential Impacts on Mobility or Traffic Operations

Two exit only lanes will force some drivers to change lanes. Outside lane is auxiliary lane between interchange.

Summary of Justification for Exception

LOS C between Harrison Avenue and the I-39/US 20 system interchange requires four lanes in each direction. Carrying these lanes north of Harrison Avenue is not feasible without major reconstruction of the Tollway section.

| | | |
|---------------------------|-----------------------------------|------------|
| Coordination Meeting Date | Prepared By | Date |
| 12/02/2010 | Hanson Professional Services Inc. | 01/05/2017 |

PAVEMENT/RESURFACING EXCEPTIONS

New Pavement Pavement Widening Resurfacing

| | | | | | |
|--------------------------------------|-------------|---------------------------|-----|-----|-----|
| Design Period/ Expected Service Life | Design Year | Structural Design Traffic | %PV | %SU | %MU |
| | | | | | |

| | |
|-----------------------------|-------------------------------|
| Design Element Policy Value | Proposed Design Element Value |
| | |

Location(s) of Exception

| | |
|----------------------------|--------------------------------------|
| Cost of Using Policy Value | Cost of Using Proposed Element Value |
| | |

Summary of Justification

| | |
|-------------|------|
| Prepared By | Date |
| | |

APPROVAL/DISAPPROVAL

BDE Approval Date
12/2/10

FHWA Approval Date (Level One)
N/A

JMR
12/7/19



| | | | |
|--|---|---|-----------------------------------|
| Key Route FAI RTE 39 & FAP RTE 301 | Marked Route/Road Name I-39/US 20 | Contract # 64B13 & 64C24 | State Job # P-92-111-06 |
| Section (201-3)K & (4-1,5)R | County(ies) Winnebago County | Municipality Rockford & Cherry Valley | |
| Local Agency | LRS Section # | Permit Applicant | Permit # |

Project Limits
I-39:0.8 mi. north of Blackhawk Rd. to I-90. Harrison Ave.:Bell School Rd. to I-39. US 20:I-39 to 0.3 mi. east of Kishwaukee River

| | |
|--|--|
| Project Length I-39/US 20: 3.3 miles; Harrison Ave./US 20: 1.5 miles | Current Posted Speed I-39/US 20-65 mph |
|--|--|

| | | | | | |
|--|--|--------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| Estimate of Cost 188,100,000 | Functional Classification Interstate | Design Yr 2040 | Design Traffic ADT 106,610 | Design Traffic DHV AM 7385 | Design Traffic DHV PM 9595 |
|--|--|--------------------------|--------------------------------------|--------------------------------------|--------------------------------------|

| | | |
|--|--------------------------|---|
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers | Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.) Construction/Reconstruction |
|--|--------------------------|---|

Brief Project Description
Overall proposed improvements include adding lanes to the joint section of I-39/US 20, adding lanes to Harrison Ave./US 20, modifications to the I-39/US 20 system interchange, the reconstruction of the I-39/Harrison Ave. interchange, and the reconstruction of Mulford and Perryville Road overpass structures.

EXCEPTION DOCUMENTATION

Level of Exception Level One Level Two

Design Element for Which an Exception is Requested
Distance between critical sections C-C and PT

Design Element Policy Value
200 feet

Proposed Design Element Value
135 feet

Location(s) of Exception
Ramp DB (I-39 NB) at the I-39/US 20 system interchange

Crash History and Potential of Exception Location(s)

Cost of Using Policy Value **Cost of Using Proposed Exception Value**

Impacts Other Than Cost of Using Policy Value
Reduction in design speed on Ramp DB to less than minimum

Proposed Mitigation to Address Exception
None

Geometric Compatibility with Adjacent Sections
Allows for change in cross scope preceding the curve

Potential Effects on Other Design Elements
None

Potential Impacts on Mobility or Traffic Operations

None

Summary of Justification for Exception

Increasing radius of ramp BD while providing for the cross scope transition reduces distance from sections C-C to PT.

Coordination Meeting Date

Prepared By

Date

12/02/2010

Hanson Professional Services Inc.

01/05/2017

PAVEMENT/RESURFACING EXCEPTIONS

New Pavement Pavement Widening Resurfacing

Design Period/ Expected Service Life

Design Year

Structural Design Traffic

%PV

%SU

%MU

Design Element Policy Value

Proposed Design Element Value

Location(s) of Exception

Cost of Using Policy Value

Cost of Using Proposed Element Value

Summary of Justification

Prepared By

Date

APPROVAL/DISAPPROVAL

BDE Approval Date

12/2/10

FHWA Approval Date (Level One)

N/A

JWR
12/7/18



| | | | |
|--|---|---|-----------------------------------|
| Key Route FAI RTE 39 & FAP RTE 301 | Marked Route/Road Name I-39/US 20 | Contract # 64B13 & 64C24 | State Job # P-92-111-06 |
| Section (201-3)K & (4-1,5)R | County(ies) Winnebago County | Municipality Rockford & Cherry Valley | |
| Local Agency | LRS Section # | Permit Applicant | Permit # |

Project Limits
I-39:0.8 mi. north of Blackhawk Rd. to I-90. Harrison Ave.:Bell School Rd. to I-39. US 20:I-39 to 0.3 mi. east of Kishwaukee River

| | |
|--|--|
| Project Length I-39/US 20: 3.3 miles; Harrison Ave./US 20: 1.5 miles | Current Posted Speed I-39/US 20-65 mph |
|--|--|

| | | | | | |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|
| Estimate of Cost 188,100,000 | Functional Classification Interstate | Design Yr 2040 | Design Traffic ADT 106,610 | Design Traffic DHV AM 7385 | PM 9595 |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|

| | | |
|--|--------------------------|---|
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers | Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.) Construction/Reconstruction |
|--|--------------------------|---|

Brief Project Description
Overall proposed improvements include adding lanes to the joint section of I-39/US 20, adding lanes to Harrison Ave./US 20, modifications to the I-39/US 20 system interchange, the reconstruction of the I-39/Harrison Ave. interchange, and the reconstruction of Mulford and Perryville Road overpass structures.

EXCEPTION DOCUMENTATION

Level of Exception Level One Level Two

Design Element for Which an Exception is Requested
Shoulder width

Design Element Policy Value
10 feet

Proposed Design Element Value
8.5 feet

Location(s) of Exception
US 20 east of Mill Road

Crash History and Potential of Exception Location(s)

| | |
|---|---|
| Cost of Using Policy Value Widen shoulder | Cost of Using Proposed Exception Value |
|---|---|

Impacts Other Than Cost of Using Policy Value
Fill in floodplain

Proposed Mitigation to Address Exception

Geometric Compatibility with Adjacent Sections
Matches adjacent section to the east

Potential Effects on Other Design Elements
None

Potential Impacts on Mobility or Traffic Operations

Less width for stopped vehicles and emergency situations

Summary of Justification for Exception

Existing section immediately east, including bridge over Kishwaukee River has 8 foot shoulder.

Coordination Meeting Date

Prepared By

Date

06/04/2008

Hanson Professional Services Inc.

01/06/2017

PAVEMENT/RESURFACING EXCEPTIONS

New Pavement Pavement Widening Resurfacing

| Design Period/ Expected Service Life | Design Year | Structural Design Traffic | %PV | %SU | %MU |
|--------------------------------------|-------------|---------------------------|-----|-----|-----|
| | | | | | |

| Design Element Policy Value | Proposed Design Element Value |
|-----------------------------|-------------------------------|
| | |

Location(s) of Exception

| Cost of Using Policy Value | Cost of Using Proposed Element Value |
|----------------------------|--------------------------------------|
| | |

Summary of Justification

| Prepared By | Date |
|-------------|------|
| | |

APPROVAL/DISAPPROVAL

BDE Approval Date
6/4/08

FHWA Approval Date (Level One)
N/A

-SVP
12/7/18



Design Exception Request Project Identification



| | | | |
|--|---|------------------------------------|-----------------------------------|
| Key Route FAI RTE 39 & FAP RTE 301 | Marked Route/Road Name I-39/US 20 | Contract # 64B13 & 64C24 | State Job # P-92-111-06 |
|--|---|------------------------------------|-----------------------------------|

| | | |
|---------------------------------------|---------------------------------|--|
| Section (201-3)K & (4-1,5)R | County(ies) Winnebago | Municipality Rockford, Cherry Valley |
|---------------------------------------|---------------------------------|--|

| | | | |
|---------------------|----------------------|-------------------------|-----------------|
| Local Agency | LRS Section # | Permit Applicant | Permit # |
| | | | |

Project Limits
I-39: 0.8 mi. north of Blackhawk Road to I-90. US 20: I-39 to 0.3 mi. East of the Kishwaukee River. Harrison Ave: Bell Scool Road to I 39.

| | |
|--|--|
| Project Length I-39/US 20: 3.3 miles, US 20/Harrison Av: 1.5 miles | Current Posted Speed I-39/US 20: 65mph |
|--|--|

| | | | | | |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|
| Estimate of Cost 188,000,000 | Functional Classification Interstate | Design Yr 2040 | Design Traffic ADT 106,610 | Design Traffic DHV AM 7385 | PM 9595 |
|--|--|--------------------------|--------------------------------------|--------------------------------------|---------|

| | | |
|--|--------------------------|--|
| On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Structure Numbers | Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.) Reconstruction |
|--|--------------------------|--|

Brief Project Description
The overall proposed scope of work includes reconstruction and additional lanes on I-39/US 20, reconstruction and adding lanes to Harrison Avenue/US 20, reconstruction of the NB and SB ramps at the I-39/US 20 system interchange and reconstruction of the Harrison Ave.interchange with a diverging diamond interchange.

EXCEPTION DOCUMENTATION

Level of Exception Level One Level Two

Design Element for Which an Exception is Requested
Turn Lane Deceleration Length

Design Element Policy Value
385 ft deceleration length for 45 mph - BDE Figure 36-3.1

Proposed Design Element Value
465 ft. RTL. 395 ft LTL. Minimum Policy values met, but W.B. through storage queues in the AM peak hour will obstruct left and right turn lanes

Location(s) of Exception
US 20 Westbound at Mill Road.

Crash History and Potential of Exception Location(s)
see Crash analysis

| | |
|---|---|
| Cost of Using Policy Value \$250,000.00 | Cost of Using Proposed Exception Value \$0.00 |
|---|---|

Impacts Other Than Cost of Using Policy Value
none

Proposed Mitigation to Address Exception
none

Geometric Compatibility with Adjacent Sections
avoids further impacts to Kishwaukee River structure

Potential Effects on Other Design Elements
none

Potential Impacts on Mobility or Traffic Operations

W.B. through storage queues in the AM peak hour will obstruct left and right turn lanes

Summary of Justification for Exception

Avoid widening of Kishwaukee River Bridge to accommodate additional taper length

| | | |
|----------------------------------|-----------------------------------|-------------|
| Coordination Meeting Date | Prepared By | Date |
| 12/07/18 | Steve Robery, D2 Project Engineer | 12/07/18 |

PAVEMENT/RESURFACING EXCEPTIONS

New Pavement Pavement Widening Resurfacing

| | | | | | |
|---|--------------------|----------------------------------|------------|------------|------------|
| Design Period/ Expected Service Life | Design Year | Structural Design Traffic | %PV | %SU | %MU |
| | | | | | |

| | |
|------------------------------------|--------------------------------------|
| Design Element Policy Value | Proposed Design Element Value |
| | |

Location(s) of Exception

| | |
|-----------------------------------|---|
| Cost of Using Policy Value | Cost of Using Proposed Element Value |
| | |

Summary of Justification

| | |
|--------------------|-------------|
| Prepared By | Date |
| | |

APPROVAL/DISAPPROVAL

BDE Approval Date
12/7/18

FHWA Approval Date (Level One)
N/A

APPENDIX H
ESTIMATE OF COST

COST ESTIMATE

Date: November 10, 2016 _____ Designer: SKM _____
 Route: I-39/US 20 _____ City/County: Winnebago County, IL _____
 Section: (201-3)K and (4-1, 5)R - Total Project _____ Base Year: 2015 _____

| WORK CLASSIFICATION | Estimated Costs |
|--|-----------------|
| | TOTAL PROJECT |
| 1. Clear and Grub (Minor removal items and demolition) | \$2,768,000 |
| 2. Earthwork: | |
| a. Mainline grading and drainage (minor structures) | \$11,265,000 |
| b. Frontage road grading and drainage (minor structures) | \$1,288,000 |
| 3. Pavement: | |
| a. Mainline subbase, base, surface, and shoulder | \$29,695,000 |
| b. Frontage road, subbase, base, surface, and shoulder | \$914,000 |
| 4. Grade Separations: | |
| a. Railroads | |
| 1. I-39/US 20 over CN | \$9,010,000 |
| 2. I-39/US 20 over UP | \$10,832,000 |
| b. Highway grade separations, including earthwork and pavement (without ramps). List each separately. | |
| 1. Mulford Rd. over I-39/US 20 | \$2,201,000 |
| 2. Perryville Rd. over I-39/US 20 | \$2,702,000 |
| 3. Linden Rd. over Ramp BD | \$1,553,000 |
| 4. Ramp DA over Ramp BD | \$2,665,000 |
| 5. Ramp DB over Linden Rd. | \$1,616,000 |
| 6. Ramp BD over US 20 Bypass | \$6,008,000 |
| c. Structure removal | \$360,000 |
| 5. Harrison Ave. Interchange (structure, crossroad and ramp earthwork, and crossroad and ramp pavements, lighting, signing, signals, erosion control, traffic control) | \$23,874,000 |
| 6. Structures: | |
| a. Drainage (major structures) | \$3,930,000 |
| b. Walls (retaining or reinforced earth) | \$247,500 |
| 7. Miscellaneous Items: | |
| a. Guardrail, fencing, lighting, concrete barrier, pipe underdrains, pavement markings, storm sewer | \$5,625,000 |
| b. Traffic control | \$4,120,000 |
| c. Traffic signals (included in Harrison interchange cost) | |
| d. Signing | \$450,000 |
| e. Railroad crossing improvements | \$200,000 |
| f. Field office and laboratory | \$300,000 |
| 8. Other Items: | \$0 |
| a. Erosion control | \$275,000 |
| b. Landscaping | \$0 |
| c. Rest areas or other amenities | \$0 |
| d. Environmental mitigation | \$0 |
| 9. Traffic Management Costs: | \$0 |
| a. Crossovers | \$0 |
| b. Temporary roadways | \$0 |
| c. Detours | \$0 |
| 10. Subtotal (Categories 1-9) | \$121,899,000 |
| 11. Contingencies (30% of Line 10) | \$36,569,700 |
| 12. Total Construction Cost (Lines 10 and 11) | \$158,468,700 |
| 13. Right-of-Way: | \$145,200 |
| a. Residential property and relocations | |
| b. Farm and business property and relocations | |
| 14. Utility Adjustments | \$2,500,000 |
| 15. *Preliminary Engineering (8% of Line 12) | \$12,677,500 |
| 16. *Construction Engineering (9% of Line 12) | \$14,262,200 |
| 17. Total Project Cost (Lines 12-16) | \$188,100,000 |
| 18. Local Participation | |

This cost estimated. TSL not completed as of Jan. 2017

Note: *If consultant work is anticipated for preliminary engineering or construction engineering, these items should be listed separately in submission of costs for programming purposes.

COST ESTIMATE

Date: October 26, 2016 Designer: SKM
 Route: I-39/US 20 City/County: Winnebago County, IL
 Section: (201-3)K & (4-1, 5)R - Phase 1 Base Year: 2015

| WORK CLASSIFICATION | Estimated Costs |
|---|-----------------|
| | PHASE 1 |
| 1. Clear and Grub (Minor removal items and demolition) | \$1,541,000 |
| 2. Earthwork: | |
| a. Mainline grading and drainage (minor structures) | \$2,694,000 |
| b. Frontage road grading and drainage (minor structures) | \$1,288,000 |
| 3. Pavement: | |
| a. Mainline subbase, base, surface, and shoulder | \$17,797,000 |
| b. Frontage road, subbase, base, surface, and shoulder | \$914,000.00 |
| 4. Grade Separations: | |
| a. Railroads | |
| 1. Canadian National | \$9,010,000 |
| 2. Union Pacific | \$10,832,000 |
| b. Highway grade separations, including earthwork and pavement (without ramps). | |
| 1. Mulford | \$2,201,000 |
| 2. Perryville | \$2,702,000 |
| c. Structure removal** | \$120,000 |
| 5. Interchanges (structure, crossroad and ramp earthwork, and crossroad and ramp pavements). List each separately. (Do not include mainline grading or pavement.) | \$0 |
| 6. Structures: | |
| a. Drainage (major structures) | \$3,149,000 |
| b. Walls (retaining or reinforced earth) | \$247,500 |
| 7. Miscellaneous Items: | |
| a. Guardrail, fencing, lighting, concrete barrier, pipe underdrain, pavement markings, storm sewer, bridge approach pavement | \$3,946,000 |
| b. Traffic control | \$2,120,000 |
| c. Traffic signals (modernization or new) | |
| d. Signing | \$100,000 |
| e. Railroad crossing improvements | \$200,000 |
| f. Field office and laboratory | \$100,000 |
| 8. Other Items: | |
| a. Erosion control | \$118,000 |
| b. Landscaping | |
| c. Rest areas or other amenities | |
| d. Environmental mitigation | |
| 9. Traffic Management Costs: | |
| a. Crossovers | |
| b. Temporary roadways | |
| c. Detours | |
| 10. Subtotal (Categories 1-9) | \$59,080,000 |
| 11. Contingencies (30% of Line 10) | \$17,724,000 |
| 12. Total Construction Cost (Lines 10 and 11) | \$76,804,000 |
| 13. Right-of-Way: | \$73,600 |
| a. Residential property and relocations | |
| b. Farm and business property and relocations | |
| 14. Utility Adjustments | \$500,000 |
| 15. *Preliminary Engineering (8% of Line 12) | \$6,144,320 |
| 16. *Construction Engineering (9% of Line 12) | \$6,912,400 |
| 17. Total Project Cost (Lines 12-16) | \$90,400,000 |
| 18. Local Participation | |

THIS COST ESTIMATED, TSL NOT COMPLETED AS OF JAN. 2017

Note: *If consultant work is anticipated for preliminary engineering or construction engineering, these items should be listed separately in submission of costs for programming purposes.

**Removal of existing structures at RR crossings included in new

COST ESTIMATE

Date: November 3, 2016 _____ Designer: SKM _____
 Route: I-39/US 20, Harrison Ave. Interchange, & Harrison Ave. City/County: Winnebago County, IL _____
 Section: (201-3)K & (4-1, 5)R - Phase 2 _____ Base Year: 2015 _____

| WORK CLASSIFICATION | Estimated Costs |
|---|-----------------|
| | PHASE 2 |
| 1. Clear and Grub (Minor removal items and demolition) | \$436,000 |
| 2. Earthwork: | |
| a. Mainline grading and drainage (minor structures) | ** |
| b. Frontage road grading and drainage (minor structures) | |
| 3. Pavement: | |
| a. Mainline subbase, base, surface, and shoulder | \$4,438,000 |
| b. Frontage road, subbase, base, surface, and shoulder | |
| 4. Grade Separations: | |
| a. Railroads | |
| b. Highway grade separations, including earthwork and pavement (without ramps). List each separately. | |
| c. Structure removal | |
| 5. Harrison Interchange (structure, crossroad and ramp earthwork, and crossroad and ramp pavements, signing, signals, lighting, erosion control, traffic control) | \$23,874,000 |
| 6. Structures: | |
| a. Drainage (major structures) | |
| 7. Miscellaneous Items: | |
| a. Guardrail, fencing, lighting, concrete barrier, pipe underdrains, pavement markings, storm sewer | \$838,000 |
| b. Traffic control | \$1,000,000 |
| c. Traffic signals (modernization or new) | ** |
| d. Signing | \$50,000 |
| e. Railroad crossing improvements | |
| f. Field office and laboratory | \$100,000 |
| 8. Other Items: | |
| a. Erosion control | \$23,000 |
| b. Landscaping | |
| c. Rest areas or other amenities | |
| d. Environmental mitigation | |
| 9. Traffic Management Costs: | |
| a. Crossovers | |
| b. Temporary roadways | |
| c. Detours | |
| 10. Subtotal (Categories 1-9) | \$30,759,000 |
| 11. Contingencies (30% of Line 10) | \$9,227,700 |
| 12. Total Construction Cost (Lines 10 and 11) | \$39,986,700 |
| 13. Right-of-Way: | \$61,200.00 |
| a. Residential property and relocations | |
| b. Farm and business property and relocations | |
| 14. Utility Adjustments | \$1,500,000 |
| 15. *Preliminary Engineering (8% of Line 12) | \$3,198,900 |
| 16. *Construction Engineering (9% of Line 12) | \$3,598,800 |
| 17. Total Project Cost (Lines 12-16) | \$48,300,000 |
| 18. Local Participation | |

Note: *If consultant work is anticipated for preliminary engineering or construction engineering, these items should be listed separately in submission of costs for programming purposes.

COST ESTIMATE

Date: November 10, 2016 Designer: SKM
 Route: I-39/US 20 System Interchange City/County: Winnebago County, IL
 Section: (201-3)K and (4-1,5)R - Phase 3 Base Year: 2015

| WORK CLASSIFICATION | Estimated Costs |
|---|-----------------|
| | PHASE 3 |
| 1. Clear and Grub (Minor removal items and demolition) | \$791,000 |
| 2. Earthwork: | |
| a. Mainline grading and drainage (minor structures) | \$8,571,000 |
| b. Frontage road grading and drainage (minor structures) | |
| 3. Pavement: | |
| a. Mainline subbase, base, surface, and shoulder | \$7,460,000 |
| b. Frontage road, subbase, base, surface, and shoulder | |
| 4. Grade Separations: | |
| a. Railroads | |
| b. Highway grade separations, including earthwork and pavement (without ramps). List each separately. | |
| 1. Linden Rd. over Ramp BD | \$1,553,000 |
| 2. Ramp DA over Ramp BD | \$2,665,000 |
| 3. Ramp DB over Linden Rd. | \$1,616,000 |
| 4. Ramp BD over US 20 Bypass | \$6,008,000 |
| c. Structure removal | \$240,000 |
| 5. Interchanges (structure, crossroad and ramp earthwork, and crossroad and ramp pavements). List each separately. (Do not include mainline grading or pavement.) | |
| 6. Structures: | |
| a. Drainage (major structures) | \$781,000 |
| 7. Miscellaneous Items: | |
| a. Guardrail, fencing, and lighting, pipe underdrains, pavement markings, bridge approach pavement | \$841,000 |
| b. Traffic control | \$1,000,000 |
| c. Traffic signals (modernization or new) | |
| d. Signing | \$300,000 |
| e. Railroad crossing improvements | |
| f. Field office and laboratory | \$100,000 |
| 8. Other Items: | |
| a. Erosion control | \$134,000 |
| b. Landscaping | |
| c. Rest areas or other amenities | |
| d. Environmental mitigation | |
| 9. Traffic Management Costs: | |
| a. Crossovers | |
| b. Temporary roadways | |
| c. Detours | |
| 10. Subtotal (Categories 1-9) | \$32,060,000 |
| 11. Contingencies (30% of Line 10) | \$9,618,000 |
| 12. Total Construction Cost (Lines 10 and 11) | \$41,678,000 |
| 13. Right-of-Way: | \$10,400 |
| a. Residential property and relocations | |
| b. Farm and business property and relocations | |
| 14. Utility Adjustments | \$500,000 |
| 15. *Preliminary Engineering (8% of Line 12) | \$3,334,240 |
| 16. *Construction Engineering (9% of Line 12) | \$3,751,020 |
| 17. Total Project Cost (Lines 12-16) | \$49,300,000 |
| 18. Local Participation | |

Note: *If consultant work is anticipated for preliminary engineering or construction engineering, these items should be listed separately in submission of costs for programming purposes.