

PROJECT REPORT

Volume No. 1 of 3

FAP ROUTE 326 (IL 47) SECTION (109, 110)R KENDALL COUNTY

Reconstruction of IL 47 to provide two (2) through lanes
in each direction plus appropriate auxiliary turn lanes
from approximately 2,000' south of Caton Farm Road
and extending north for 4.5 miles to approximately
700' south of IL 71 in the City of Yorkville

Phase I Job No. P-93-039-08
D-3 No. 2074
File No. 1931
PPS No. 3-04747-0010
Contract No. 66825

Prepared for



**Illinois Department
of Transportation**

District 3, Ottawa
Bureau of Program Development
District 3 Liaison: Kelly Vlastnik, P.E.

By

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Final: October 2015

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FAP 326 (IL 47)

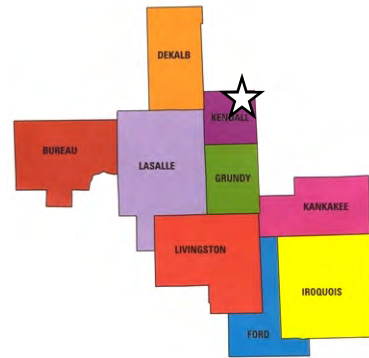
Section (109, 110)R

Kendall County

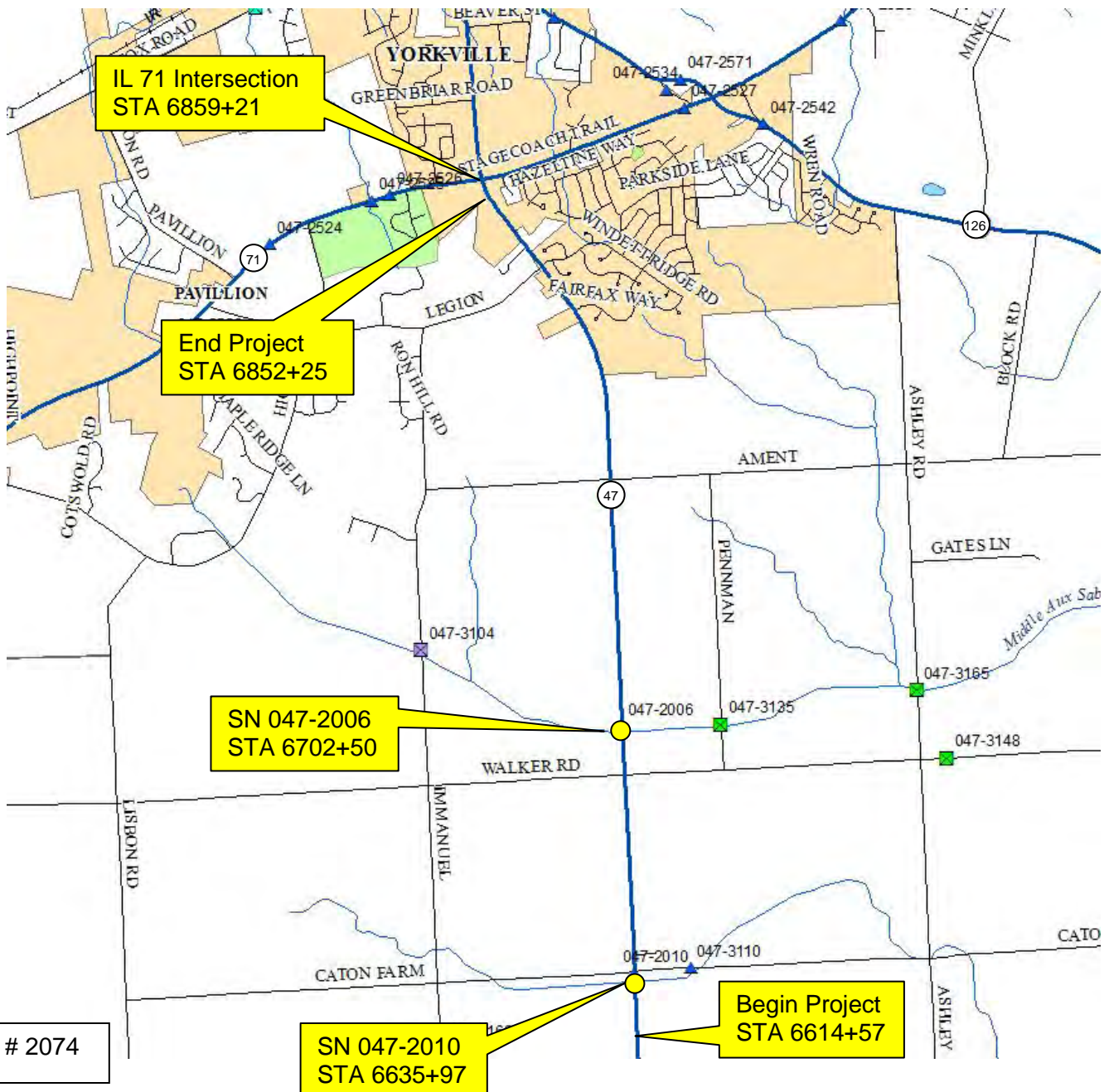
Caton Farm Road to IL 71 in Yorkville

P-93-039-08 4.5 miles of adding lanes

Contract 66825 D3#2074 File #1931



Project Area =



Key Route: FAP 326 Marked Route/Road Name: IL 47

F.A. Route: FAP 326 Job Number: P-93-039-08 Contract No.: 66825

Section: (109, 110)R Project Length: 4.5 miles

PPS No.: 3-04747-0010

Location/Limits: From approximately 2,000' south of Caton Farm Road to approximately 700' south of IL 71 in Yorkville.

County: Kendall

General Description of Existing Facility: This section of IL 47 was constructed in 1929 and is part of the National Highway System. It is classified as an Other Principal Arterial and a Class II truck route. The surrounding land use is primarily agricultural with some residential and commercial. From IL 71 to approximately one (1) mile south, IL 47 lies within the City of Yorkville corporate limits. The existing posted speed limit varies from 45 to 55 mph. The existing typical section generally consists of one (1) 11'-12' wide through lane in each direction with 3' wide HMA shoulders and variable width aggregate shoulders. Auxiliary turn lanes exist at various locations. There are two major box culverts within project limits: a double 8'x6' (SN 047-2010) carrying IL 47 over a Tributary to West Aux Sable Creek and a double 12'x7' (SN 047-2006) carrying IL 47 over Middle Aux Sable Creek.

This project will match into two (2) adjacent add-lanes projects, which are currently under construction: IL 47 from Sherrill Road to Caton Farm Road (Contract 66B84) and IL 71 from IL 47 to Orchard Road (Contract 66883).

Between Caton Farm Road and Walker Road, a narrow strip of Com Ed property (former ROW of the Fox and Illinois Union Electric Railroad) borders the IL 47 west ROW line. The Com Ed property moves from the west side of IL 47 to the east side of IL 47 at Walker Road. IDOT maintains a 25'-30' wide permanent easement within the Com Ed property for highway purposes. There are approximately 100 large power poles adjacent to IL 47 within project limits. The power poles are located within the Com Ed property from Caton Farm Road to the southern property line of the Windett Ridge subdivision. North of there, the power poles are located within the IL 47 east ROW. Several pipelines cross the IL 47 corridor within project limits. See Appendix B for additional utility information.

Maintenance records indicate a history of pavement flooding at the Tributary to West Aux Sable Creek (SN 047-2010 at Caton Farm Road), Middle Aux Sable Creek (SN 047-2006 north of Walker Road), the Ament Road intersection and the IDOT maintenance facility north of Ament Road.

The 2011 Average Daily Traffic (ADT) volumes range from 7,770 vehicles per day (vpd) at the south end of the project to 10,225 vpd at the north end. Turning movement volumes for the side roads are small. Saravanos Drive is the only signalized intersection within project limits. The existing traffic signals at Saravanos Drive were installed in 2006 by a private developer via permit and are currently not warranted based on existing traffic volumes. All other intersections within the project limits are stop controlled on only the side road approaches. This segment of IL 47 is designated as a Significant (RED) route in the Safety Engineering Policy Memorandum 3-07.

During the five (5) year period from 2009 to 2013 there were 34 crashes, of which 12 crashes (35.3%) resulted in 21 injuries (3 Type A, 8 Type B and 1 Type C). There were no fatalities. The intersection of IL 47 and Walker Road was reported as a 5% location for the year 2012. Rear-end (9), angle (6) and turning (4) crashes accounted for over half (55.9%) of all crashes, indicating a need for additional roadway capacity, auxiliary turn lanes and/or intersection improvements. The addition of warranted through and auxiliary turn lanes would remove turning vehicles from the through traffic flow and increase maneuvering room for crash avoidance. Wider paved shoulders and curb and gutter with associated reductions in the posted speed limit should reduce fixed object collisions, which accounted for 5 (14.7%) crashes. The addition of a median would reduce the probability of sideswipe collisions in the opposite direction, which also accounted for 5 (14.7%) crashes, by increasing separation between opposing traffic.

Need for Proposed Improvement: The purpose of the proposed improvement is to address the existing and future transportation needs along this segment of IL 47. The existing traffic volumes are already near the capacity of the existing roadway and rapid development with the lack of alternate north-south routes will continue to increase the travel demand within this corridor. The projected 2040 Design Hour Volumes (DHV) range from 1,490 vehicles per hour (vph) at the south end of the project to 1,870 vph at the north end. Four (4) lanes are warranted when the DHV exceeds 1,250 vph. The specific needs of the project, identified as part of the Context Sensitive Solutions (CSS) process, include improving safety, capacity and mobility for all users and addressing pavement flooding issues.

Design Policies Used: ☐ New Construction ☒ Reconstruction ☐ 3R ☐ Other _____

General Description of Proposed Improvement: The proposed scope of work generally consists of the reconstruction of IL 47 within project limits to provide two (2) through lanes in each direction and auxiliary left-turn lanes where appropriate. Drainage improvements are proposed throughout, including the extension of SN 047-2010 (double 8'x6' box culvert) and the replacement of SN 047-2006 (double 12'x7' box culvert). Side road work includes improving channelization, lane widths, shoulders and approach profiles. All side roads are and will remain two-way stop controlled, except Saravanos Drive, which is an existing traffic signal that will be perpetuated.

Rural SRA Policy (60 mph design speed)

From approximately 1,400' south of Caton Farm Road to approximately 1,400' south of Ament Road, IL 47 will be reconstructed to provide two (2), 12' wide through lanes in each direction with 12' wide outside shoulders and a 32' wide, depressed median. The outside shoulders will be 8' paved, 2' aggregate and 2' earth. The depressed median will include 6' inside shoulders (4' paved and 2' aggregate) and a 2' wide ditch bottom. Where the depressed median is full width (i.e. no turn lanes/tapers), high tension cable median barrier and a 4' wide weed control mow strip will be provided. This typical section matches the adjacent IL 47 project to the south.

Between Caton Farm Road and Walker Road, the proposed IL 47 centerline is offset 30' east of existing to avoid the Com Ed property and power poles to the extent practical. North of Walker Road, the proposed IL 47 centerline transitions from 30' east of existing to 30' west of existing to avoid the Com Ed property and power poles, which switch sides at Walker Road. South of Ament Road, the proposed IL 47 centerline transitions back to existing.

Suburban SRA Policy (45 mph design speed)

From approximately 1,400' south of Ament Road to approximately 600' south of IL 71, IL 47 will be reconstructed to provide two (2) through lanes in each direction with a 13' wide two-way left-turn lane (TWLTL). The inside through lanes will be 12' wide, while the outside through lanes will be 13' wide to accommodate bicycles. Type B-6.24 curb and gutter will be provided along the outside edges of pavement. This typical section matches the adjacent IL 71 project to the north, as well as the adjacent IL 47 project north of IL 71 that is currently under construction. The proposed IL 47 centerline matches existing throughout the suburban section.

Land Acquisition:

ROW 46 Parcels 27.5 Acres Perm Easement 3 Parcels 0.6 Acres T.E. 10 Parcels 0.8 Acres

Number of Businesses 0 and Residences 2 to be acquired. ROW Cost: \$ 2.08 Million

Estimated Program Cost: \$ N/A (in FY Unfunded) Fund Type: NHPP

Construction Cost: \$ 30.814 Million Utility Reloc. Cost: \$ 1.00 Million Consultant PE Cost: \$ 0.8M + TBD

Design Exceptions:

- Level One Required? ☒ Yes ☐ No
- Level Two Required? ☒ Yes ☐ No
- If yes, note date approved: See Appendix B

Type of Public Involvement Activity:

- Public Hearing Offered? ☒ Yes ☐ No
- Informational Meeting Held? ☒ Yes ☐ No
- Property Owners Contacted? ☒ Yes ☐ No

☐ Categorical Exclusion I Action ☒ Categorical Exclusion II Action

FHWA Categorical Exclusion II Action approval by

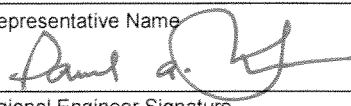
Dennis Bachman

10-15-2015

FHWA Representative Name

Date

Regional Design Approval


IDOT Regional Engineer Signature

11/3/15
Date

ROADWAY FACT SHEET
ILLINOIS DEPARTMENT OF TRANSPORTATION

ROUTE: FAP 326 (IL 47)
SECTION: (109, 110)R
COUNTY: KENDALL

1. Contract No.: 66825 State Job No.: P-93-039-08
2. Highway Functional Classification: Other Principal Arterial
3. Is this a significant or approaching significant route? Yes – significant route.
If a significant route, are mobility goals met? Yes – see Traffic Management Plan in Appendix A.
4. Truck Route Classification: Class II
5. Type of Improvement & Design Policy: IL 47 will be reconstructed to provide two (2) through lanes in each direction with appropriate auxiliary turn lanes. The project will follow both Rural Strategic Regional Arterial (SRA) and Suburban SRA design policy (Chapter 46 of the BDE Manual).
6. Proposed Project Funding (Must be compatible with selected design guidelines): NHPP
7. Current ADT: 7,700 to 10,225 (2011) % Trucks in ADT: 5.4% S.U. 18.3% M.U.
Anticipated Construction ADT (Year): 9,925 to 12,325 (2020)
8. Surrounding Land Use: Agricultural, Residential and Commercial

	EXISTING	PROPOSED
9. Right-of-Way Width:	<u>Varies</u>	<u>Varies</u>
10. No. of Lanes:	<u>2 @ 11'</u>	<u>4 @ 12'/13'</u>
11. Roadway Width:	<u>40'</u>	<u>104' / 68'</u>
12. Traveled Way Width:	<u>22'</u>	<u>2 @ 24'/25'</u>
13. Shoulder or Curb Type:	<u>3' HMA / 6' Agg</u>	<u>8' HMA/2' Agg./2' Turf B-6.24 (suburban)</u>
14. Posted Speed:	<u>45 / 50 / 55 mph</u>	<u>45 / 55 mph</u>
15. Design Speed:		<u>45 / 60 mph</u>
16. Clear Zone Width (Rural):		<u>30'</u>
Operational Offset (Suburban Minimum):		<u>1.5' (face of curb)</u>
Clear Zone Width (Suburban with 1:4 slopes):		<u>24'-28'</u>
Clear Runout Area (Suburban Desirable with 1:3 slopes):		<u>12.5'-14.5' (from toe)</u>

- 4

26. Are there any railroad crossings involved? _____ Yes X No
- RR Data: Trains/Day _____ # Tracks _____ Speed of Trains _____
 - RR Crossing Protection: Existing: _____ Changes Proposed: _____ Yes _____ No
 - Type of proposed improvements at RR crossing: _____

	EXISTING	PROPOSED
27. Sidewalks	<u>Stagecoach Crossing</u> <u>Windett Ridge Rd.</u> <u>Fairfax Way</u>	<u>Maintain Existing</u> <u>Extend to IL 47</u> <u>Extend to IL 47</u>
28. Bicycle Accommodations (Rural)	<u>None</u>	<u>Paved Shoulders</u>
Bicycle Accommodations (Suburban)	<u>None</u>	<u>13' Outside Lane</u>
29. ADA Accommodations	<u>Sidewalk Ramps</u>	<u>Sidewalk Ramps</u>
30. Parking	<u>None</u>	<u>None</u>
31. Lighting	<u>Combination lighting</u> <u>at Saravanos Drive</u>	<u>Combination lighting</u> <u>at Saravanos Drive</u>
32. Traffic Signals or Other Controls (Location)	<u>Signals (Saravanos Dr.)</u>	<u>Signals (Saravanos Dr.)</u>

Are pre-emption devices and/or combination lighting included? There is combination lighting and emergency vehicle pre-emption equipment on the existing traffic signals at Saravanos Drive. The existing traffic signals at Saravanos Drive currently do not meet warrants. Per the discussion during Project Study Group Meeting #2 on June 12, 2012, the existing traffic signals will remain until another decision regarding whether or not to perpetuate them is made when construction of this project becomes funded.

33. Encroachments: None identified.
34. Drainage (flood plain, detention, flooding over the roads, etc.): Maintenance records indicate a history of pavement flooding at the Tributary to West Aux Sable Creek (SN 047-2010 at Caton Farm Road), Middle Aux Sable Creek (SN 047-2006 north of Walker Road), the Ament Road intersection and the IDOT maintenance facility north of Ament Road. In 2002, a drainage study was completed to address the flooding near the Ament Road intersection and the IDOT maintenance facility. Two (2) separate drainage projects were constructed in 2005 to alleviate the flooding in this area. Stakeholders continue to indicate that the flooding problem still exists. Zone A floodplain crosses the IL 47 corridor transversely at Middle Aux Sable Creek.
35. Any Section 4(f) sites? _____ Yes X No
36. Is an environmental survey request required by Department policy? X Yes _____ No

37. If applicable, Metropolitan Planning Organization approval date: CMA# 09-09-0039, approved on October 21, 2014.

38. Permit Status (Sections 404, 402, and 10 Permits, 401 Certification, etc.): Section 404, 401 and 402 Permits are required and will be obtained during Phase II.

39. Have any special erosion control or tree retention commitments been made?

_____ Yes X No

If yes, has the District Landscape Architect/Specialist reviewed the commitments?

_____ Yes _____ No

40. Are there any existing public education facilities entrances onto the route?
[See Section 11:2.08(h)]

_____ Yes X No

If yes, will they be improved? _____ Yes _____ No

41. List agencies with jurisdiction or responsibility for roads and streets, structures, utilities, lighting, proposed enhancements, and other facilities within the project limits. Kendall County, Kendall Township and the United City of Yorkville.

Are there proposed jurisdictional transfers: _____ Yes X No

Side Road Fact Sheet (Revised May 28, 2015)

ROUTE: FAP 326 (IL Route 47)
SECTION: (109, 110) R
COUNTY: Kendall County
JOB NO.: P-93-039-08
PTB: 154 / Item #30

Road Name	IL 47 Station	Leg	Functional Classification	Jurisdiction	Existing ADT (2011)	Projected ADT (CMAP 2040)	Urban BDE/BLR Criteria	Rural BDE/BLR Criteria	Posted / Design Speeds	Design Vehicle ^{2,3}	Existing Width	Urban BDE/BLR Width (min) ⁴	Rural BDE/BLR Width (min)	Urban Proposed Width	Rural Proposed Width	Existing Shoulders / Curb	Proposed Shoulders / Curb ⁵	Clear Zone ^{6,7,8}	Minimum K-Value of Approach Curve at IL 47	Provided K-Value of Approach Curve at IL 47	Design Exceptions	Comments
Caton Farm Road	6636+56.31	West	Local Road	Kendall Township (TR 83)	85	100		BLR Figure 33-3B	NP/40	WB-50	22'		18'		Varies 22'-36'	3'-5' Agg	4' Agg	6'	64	300		
Caton Farm Road	6636+59.57	East	Major Collector	Kendall County (CH 23)	1285	2950		BLR Figure 33-3A	NP/50	WB-55	22'		22'		Varies 22'-36'	3' HMA / 2' Agg	3' HMA / 2' Agg	20'	96	139		
Walker Road	6689+31.56	West	Major Collector	Kendall County (CH 17)	1095	1600		BLR Figure 33-3A	NP/50	WB-55	22'		22'		Varies 22'-36'	4' HMA / 2' Agg	4' HMA / 2' Agg	20'	96	110		
Walker Road	6689+32.95	East	Local Road	Kendall Township (TR 58)	575	1500		BLR Figure 33-3B	NP/50	WB-50	22'		22'		Varies 22'-36'	1'-3' Agg	4' Agg	20'	96	N/A		
Ament Road	6768+81.86	West	Local Road	Kendall Township (TR 75)	600	950		BLR Figure 33-3B	NP/50	WB-50	22'		22'		Varies 22'-36'	1'-3' Agg	4' Agg	16'	96	165		
Ament Road	6768+87.70	East	Local Road	Kendall Township (TR 75)	250	650		BLR Figure 33-3B	NP/50	WB-50	22'		22'		Varies 22'-36'	2'-4' Agg	4' Agg	12'	96 or 25 ⁹	116		
Conservation Drive	6806+08.96	West	Local Road	Kendall Township			BLR Figure 33-3E		NP/30	WB-50	24'	20'		26'		N/A	B-6.24 C&G	3.5'	37	37		
Fairfax Way	6815+61.61	East	Local Road	United City of Yorkville			BLR Figure 33-3E		30/30	SU	59'	20'		59'		B-6.12 C&G	B-6.24 C&G	3.5'	37	N/A		
Legion Road	6830+89.22	West	Local Road	Kendall Township (TR 71)	830	2050		BLR Figure 33-3B	40/40	WB-50	22'		22'		Varies 22'-36'	1'-3' Agg	4' Agg	10'	64 or 16 ⁹	20	K-Value of Approach Curve	
Windett Ridge Road	6830+93.58	East	Local Road	United City of Yorkville	570	1700	BLR Figure 33-3E		30/30	SU	59'	22'		59'		B-6.12 C&G	B-6.24 C&G	3.5'	37	N/A		
Bonnie Lane	6837+55.87	West	Local Road	Kendall Township			BLR Figure 33-3E		NP/30	WB-50	24'	20'		26'		N/A	B-6.24 C&G	3.5'	37	44		
Saravanos Drive	6848+09	West	Local Road	Private	247 ¹		BLR Figure 33-3E		NP/30	WB-50	36'	20'				B-6.12 C&G	N/A	2.5'	37	N/A		

Note: Widths are measured edge to edge of pavement.

- 1) Data from IDOT intersection traffic counts (September 2010).
- 2) Design vehicle is based on BDE Figure 36-1.R.
- 3) On a local (residential) an SU can be the design vehicle, provided a WB-50 can physically make the turn with encroachment in accordance with BDE Figure 36-1.R.
- 4) Minimum width is 30' face to face of curb per District 3 policy.
- 5) Shoulder widths and material in excess of policy have been provided to match existing conditions, where necessary.
- 6) See BLR Figure 35-2A.
- 7) The clear zone for uncurbed roads functionally classified as local with an ADT ≤ 400 may be reduced to 6' [BLR Section 35-2.02 (d)].
- 8) A minimum horizontal, obstruction-free clearance of 1.5' should be provided as measured from the gutter line of the curb [BLR Section 35-2.02(f)].
- 9) Under restricted conditions where the SSD criteria is not pratical, the sag curves at intersection approaches may be based on $K=(0.1V)^{\frac{2}{3}}$ [BDE Section 36-1.06 (c) (2)].

Checklist for Phase I Reports (Reference Chapter 12, BDE Manual)

For proposed CE I projects:

Complete the checklist skipping Section #2 (CE II Projects).

For proposed CE II projects:

Complete the entire checklist.

For Non-CE projects:

Use the parts of the checklist after Sections #1 and #2.

CATEGORICAL EXCLUSION (CE) PROJECT ISSUES

1. All CE Projects – Indicators of Potential for Unusual Circumstances

- Requires an individual Section 404 permit
(See Section 28-2 and Checklist Item 35) N/A ☒ A ☐ See _____
- Requires individual water quality certification
from the Illinois Environmental Protection
agency (IEPA) (See Section 28-2 and
Checklist Item 36) N/A ☒ A ☐ See _____
- Involves stream channelization or relocation
(See Checklist Item 17) N/A ☒ A ☐ See _____
- Involves a stream listed on the Nationwide
Rivers Inventory (See Section 26-20 and
Checklist Item 19) N/A ☒ A ☐ See _____
- Involves highway relocation(s) and/or
acquisition of more than 10 acres (4 ha)
total for a non-linear improvement or more
than 3 acres/mile (0.75 ha/km) for a linear
improvement (See Checklist Item 26) N/A ☐ A ☒ See App. B
- Requires substantial changes in access,
access control, or travel patterns N/A ☒ A ☐ See _____
- Requires a temporary road, detour or
ramp closure, unless the use of such
facilities satisfies the conditions discussed
in Section 23 1.05(a) N/A ☒ A ☐ See _____

- Exceeds the Illinois Department of Natural Resources (IDNR) threshold for an increase in 100-year water surface elevation, or has potential for a “significant encroachment” in floodplains, as defined in Executive Order 11988 (See Section 26-7 and Checklist Item 14)

N/A ☒ A ☐ See _____
- Requires the preparation of a Biological Assessment for a Federally-listed threatened or endangered species or their critical habitat (See Section 26-9 and Checklist Item 5)

N/A ☒ A ☐ See _____
- Involves a designated Nature Preserve, Natural Area, or Land and Water Reserve (See Checklist Items 6 and 7)

N/A ☒ A ☐ See _____
- May result in a “no adverse effect” or an “adverse affect” finding for a historic or archaeological resource on or eligible for inclusion on the National Register of Historic Places (NRHP) (See Section 26-5 and Checklist Item 13)

N/A ☒ A ☐ See _____
- May involve a “use” of land from a Section 4(f) resource (See Section 26-2 and Checklist Item 10)

N/A ☒ A ☐ See _____
- Has potential for controversy on Environmental grounds as determined By FHWA, or inconsistency with Federal, State, or local requirements relating to the environment or planning

N/A ☒ A ☐ See _____

2. CE II Projects – Additional Indicators of Potential for Unusual Circumstances.

In addition to the preceding factors, evaluate the following indicators of potential for unusual circumstances for any action proposed as a CE II;

- Involves business and/or residential displacement(s)/relocation(s)

N/A ☐ A ☒ See App. D
- May cause economic impacts

N/A ☒ A ☐ See _____
- May cause change(s) in land use and economic development

N/A ☒ A ☐ See _____

- May affect community cohesion N/A ☒ A ☐ See _____
- May affect public facilities and services N/A ☒ A ☐ See _____
- May involve impacts under Title VI and/or to other protected groups N/A ☒ A ☐ See _____
- May involve Environmental Justice issues N/A ☒ A ☐ See _____
- Involves impacts to pedestrian and/or bicycle facilities N/A ☒ A ☐ See _____
- Involves work within an air quality nonattainment or maintenance area (See Sections 26-11 and 26-12 and Checklist Items 29 and 30) N/A ☒ A ☐ See _____
- May require analysis of Mobile Source Air Toxics (See Section 26-13 and Checklist Item 32) N/A ☒ A ☐ See _____
- May require Microscale CO analysis (See Section 26-14 and Checklist Item 31) N/A ☐ A ☒ See App. B
- May cause a highway traffic noise impact (See Section 26-6 and Checklist Item 28) N/A ☐ A ☒ See App. B
- May involve other natural resource impacts (See Sections 26-15, 26-16, 26-17, and 26-18) N/A ☐ A ☒ See App. A
- May involve impacts to surface water and/or groundwater resources/quality (See Sections 26-19, 26-21, and 26-22 and Checklist Items 17, 20, 21 and 24) N/A ☐ A ☒ See App. B
- May involve impacts to wetlands (See Section 26-8 and Checklist Items 15 and 16) N/A ☒ A ☐ See _____
- May involve special waste sites (See Section 27-2 and Checklist Items 33 and 34) N/A ☐ A ☒ See App. B

- May involve conversion of Section 6(f) land (See Section 26-3 and Checklist Item 11) or OSLAD land (See Section 26-4 and Checklist Item 12) N/A ☒ A ☐ See _____

ENVIRONMENTAL ISSUES

3. Environmental and Cultural Surveys (See Chapter 27).

Required for all projects that would involve acquisition of additional right-of-way or easements (temporary or permanent), require any in-stream work or a drainage structure runaround, or that would potentially affect a recognized Illinois Natural Area Inventory Site or dedicated Illinois Nature Preserve, a wetland, or a location where a State- or Federal-listed species is known to occur. The surveys are intended in response to submittal of an Environmental Survey Request to Bureau of Design & Environment (BDE).

Environmental and Cultural Surveys N/A ☐ A ☒ See App. B

4. State Endangered Species Act Compliance (See Sections 26-9 and 27-1).

Consultation with Illinois Department of Natural Resources (IDNR) is required for projects that will jeopardize the continued existence of a State listed species or have an adverse impact on its designated habitat. The consultation is done through the Environmental Survey Process (See Section 27-1).

Project exempt from ESR submittal N/A ☒ A ☐ See _____

BDE Biological Sign-off N/A ☐ A ☒ See App. B

EcoCAT (Expires after 2 years) N/A ☒ A ☐ See _____

Biological Resource Review Memorandum and IDNR Response N/A ☐ A ☒ See App. B

Commitments N/A ☒ A ☐ See _____

Incidental Take Authorization N/A ☒ A ☐ See _____

Conservation Plan N/A ☒ A ☐ See _____

5. Federal Endangered Species Act Compliance (See Section 26-9).

Coordination with the US Fish and Wildlife Service (USFWS) is required when a project "may affect" a Federally listed species or critical habitat. The early coordination is done through the Environmental Survey Process.

BDE Biological Sign-off	N/A <input type="checkbox"/>	A <input checked="" type="checkbox"/>	See <u>App. B</u>
Biological Resource Review & USFWS Response	N/A <input type="checkbox"/>	A <input checked="" type="checkbox"/>	See <u>App. B</u>
Commitments	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Biological Assessment and Biological Opinion	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Conservation Measures	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____

6. Natural Areas and Land and Water Reserves (See Sections 26-9 and 26-19).

Consultation with the IDNR is required when a project is likely to result in the adverse modification of a natural area or when an action will disrupt natural vegetation or natural communities on a Land and Water Reserve. Coordination with the IDNR is accomplished through the Environmental Survey Process. For impacts to a Land and Water Reserve, a finding is required by the Nature Preserves Commission that the action is in the public interest.

Project impacts a Natural Area or a Land and Water Reserve	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Biological Resource Review memorandum and IDNR Response	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Land and Water Reserves Finding	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Commitments/Mitigation	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____

7. Nature Preserves.

It is the public policy of the State to avoid the planning of any action that would adversely affect a Nature Preserve. Coordination with the Illinois Nature Preserves Commission is required for projects that have the potential to affect Nature Preserves.

Project involves a Nature Preserve	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Coordination with the Nature Preserves Commission	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Commitments	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____

8. Tree, Forest, Savanna, and Prairie Resources (See Section 26-16).

Coordination with IDNR is required for projects that would bisect or fragment a 20-acre (8 ha) or greater block of trees not associated with a stream corridor or involve the loss of woody riparian habitat within a stream corridor. Coordination with IDNR is also required for native prairie/savannas of any size that occur on or adjacent to highway right-of-way. Coordination with IDNR is accomplished through the Environmental Survey Process. Impacts to trees in the urban/suburban environment should be coordinated with a community's urban forester or other appropriate officials (See Section 26-16 and Departmental Policy D&E-18).

Project impacts areas of forest larger than 20 acres (8 ha) in size	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Project impacts the woody riparian corridor of a stream	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Project involves tree removal in the urban/suburban area	N/A <input type="checkbox"/>	A <input checked="" type="checkbox"/>	See <u>App. A</u>
Project involves prairie or savanna areas	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Biological Resource Review Memorandum and IDNR Response	N/A <input type="checkbox"/>	A <input checked="" type="checkbox"/>	See <u>App. B</u>
Tree Assessment Report and Community Response	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Commitments	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
Mitigation	N/A <input type="checkbox"/>	A <input checked="" type="checkbox"/>	See <u>D&E-18</u>

9. Coordination with USFS/USFWS for Federal Lands (See Section 22-5).

Required for involvement with Federal Lands (e.g., Shawnee National Forest, Midewin National Tallgrass Prairie).

USFS/USFWS Response re: Federal Lands	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
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10. Section 4(f) Evaluation (See Section 26-2).

Required for Federally funded or approved projects that would use land from a significant publicly owned public park, recreation area or wildlife and waterfowl refuge, or any land from a significant historic site. Section 4(f) Evaluations are approved by FHWA.

FHWA confirms the property and the proposed use are subject to Section 4(f)	N/A <input checked="" type="checkbox"/>	A <input type="checkbox"/>	See _____
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Proposed use qualifies for a *de minimis* impact determination N/A ☒ A ☐ See _____

Proposed use qualifies for a programmatic evaluation N/A ☒ A ☐ See _____

Proposed use requires an individual Section 4(f) evaluation N/A ☒ A ☐ See _____

11. Section 6(f) Land Conversion Request (See Section 26-3).

Required when lands that have Land and Water Conservation (LAWCON) funds involved in their purchase or development will be converted to other than public outdoor recreation uses.

National Park Service (NPS)/IDNR Section 6(f) Land Conversion Approval N/A ☒ A ☐ See _____

12. OSLAD Land Conversion Request (See Section 26-4).

Required when lands that have Open Space Land Acquisition and Development (OSLAD) funds involved in their purchase or development will be converted to other than public outdoor recreational uses.

IDNR OSLAD Land Conversion Approval N/A ☒ A ☐ See _____

13. Historic Act Compliance (See Section 26-5).

Coordination with the Illinois State Historic Preservation Officer (SHPO) is required for Federal and/or State funded projects that may affect properties included in or eligible for inclusion in the National Register of Historic Places (NRHP). Identification of properties on or eligible for the NRHP generally is accomplished through the Environmental Survey Process.

Archaeological Resource(s) N/A ☒ A ☐ See _____

Historic Building(s) N/A ☒ A ☐ See _____

Historic Bridge(s) N/A ☒ A ☐ See _____

Historic District(s) N/A ☒ A ☐ See _____

BDE Cultural Resources Clearance N/A ☐ A ☒ See App. B

SHPO Clearance N/A ☐ A ☒ See App. B

Commitments N/A ☒ A ☐ See _____

Memorandum of Agreement (Results
from an approved Section 106 document)

N/A ☒ A ☐ See _____

14. Floodplain Encroachment Studies (See Section 26-7 of *BDE Manual* and Section 3-004 of the *IDOT Drainage Manual*).

Required for Federal and State funded projects that would involve encroachments in floodplains or that would otherwise affect base (100-year) floodplains.

Project occurs in the 100-year floodplain N/A ☐ A ☒ See LDS

The proposed structure will have an effective waterway opening equal to or greater than the existing structure and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial flood plain values; there will be no significant change in flood risks; and there will be no significant increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.

Floodplain Encroachment Studies N/A ☒ A ☐ See _____

15. Wetlands Analyses and Compensation (See Section 26-8)

Required for any project that affects wetlands. Wetlands are identified, and necessary analyses are accomplished and coordinated, through the Environmental Survey Process.

Wetlands identified in the project area N/A ☒ A ☐ See _____

Project affects wetlands N/A ☒ A ☐ See _____

Programmatic Review Action (BDE approval) N/A ☒ A ☐ See _____

Standard Review Action (BDE confers with IDNR) N/A ☒ A ☐ See _____

Results of IDNR and USFWS Coordination N/A ☐ A ☒ See App. B

Wetland Impact Evaluation Form N/A ☐ A ☒ See App. B

Commitments N/A ☒ A ☐ See _____

Mitigation N/A ☒ A ☐ See _____

Wetland Compensation Plan N/A ☒ A ☐ See _____

16. Wetlands Finding (See Section 26-8.05(e)).

Required for Federally-funded/regulated projects determined to have no practicable alternatives that avoid construction in wetlands.

Project involves unavoidable Wetland impacts N/A ☒ A ☐ See _____

Note - for CEs that involve wetland impacts:

The FHWA issued a programmatic Wetland Finding for CEs on November 1, 2006 in compliance with Executive Order 11990, Protection of Wetlands. The Programmatic Wetland Finding is available for review on IDOT's website at: <http://www.dot.il.gov/desenv/environmental/wetlandfindings.html>.

17. Streams and Aquatic Habitat (See Section 26-19).

Early coordination with the appropriate agency or agencies is required for all projects that involve work within the stream banks that modifies or otherwise affects the streambed or stream banks. Examples include cofferdams, riprap, construction haul roads, work pads, abutment construction, pier placement and/or removal, bank clearing and excavation, channel excavation, channel change, weir construction, scour repair, and other similar activities. Early coordination with IDNR/USFWS is accomplished through the Environmental Survey Process. The Corps of Engineers may require mitigation for some types of construction activities (such as channel changes, removal of riparian habitat, etc.). Though permitting is a phase II activity, the phase I engineering report can lay the foundation for a quick and successful permitting effort by including appropriate information for the designer. (See Biological Resource Review for information).

Project affects stream classified as navigable N/A ☒ A ☐ See _____

Project affects stream designated as a Biologically Significant Stream N/A ☒ A ☐ See _____

Project affects stream rated as "A" or "B" for Diversity or Integrity N/A ☐ A ☒ See App. B

Project affects stream designated As an Illinois Natural Area N/A ☒ A ☐ See _____

Project affects stream designed as Advanced Identification (ADID) N/A ☒ A ☐ See _____

Project affects stream that contains Endangered or threatened species N/A ☒ A ☐ See _____

Stream Commitments N/A ☒ A ☐ See _____

Stream Mitigation N/A ☒ A ☐ See _____

18. Wild and Scenic Rivers Act Coordination (See Part III, Appendix C).

Required for Federally assisted projects involving construction which could affect the free-flowing characteristics of a Wild and Scenic River or river designated for study as a potential addition to the National Wild and Scenic Rivers Systems. (See Biological Resource Review for information.)

Results of coordination with IDNR and Federal agency responsible for river Segment (NPS, USFWS, Bureau of Land Management (BLM) or Forest Service (FS))

N/A ☒ A ☐ See _____

19. Nationwide Rivers Inventory (NRI) (See Section 26-20)

Requires coordination with the NPS when a project has the potential for an adverse effect on a NRI stream. The identification and coordination of NRI streams is accomplished through the Environmental Survey Process. Additional coordination with BDE and NPS may be required.

Project crosses or is adjacent to a NRI stream

N/A ☒ A ☐ See _____

BDE Determination of No Effect

N/A ☒ A ☐ See _____

BDE Biological Resource Review Memorandum/NPS response

N/A ☒ A ☐ See _____

Commitments

N/A ☒ A ☐ See _____

20. Impaired Streams (See Section 26-21)

Requires identification of streams that the Illinois Environmental Protection Agency (IEPA) has listed as impaired in the most recent Integrated Illinois Water Quality Report and Section 303(d) List. Also requires a determination that the project will not contribute to the causes of the stream's impairment. (See Biological Resource Review for information.)

Project affects stream listed as impaired

N/A ☒ A ☐ See _____

Project will contribute to the impairment

N/A ☒ A ☐ See _____

21. Total Maximum Daily Load (TMDL) (See Section 26-21)

Requires identification of streams that have a draft or final TMDL. Also requires a determination that the project will not contribute to causing pollutant levels to exceed the TMDL. (See Biological Resource Review for information.)

Projects affects stream with a draft/final TMDL N/A ☒ A ☐ See _____

Project will contribute to exceeding the TMDL threshold N/A ☒ A ☐ See _____

Project will comply with the TMDL N/A ☒ A ☐ See _____

22. Storm Water Pollution Prevention (See Chapter 41)

Sensitive environmental resources. (List specific items and locations.) N/A ☐ A ☒ See List Below

- *Tributary to West Aux Sable Creek;*
- *Middle Aux Sable Creek and Floodplain;*
- *Wetlands between 6650+50 and 6652+00 LT (outside proposed easement);*
- *Wetlands between 6676+50 and 6680+00 LT (outside existing easement);*
- *Wetlands between 6808+50 and 6812+50 LT (outside proposed ROW);*
- *Wetlands between 6813+00 and 6815+50 RT (outside proposed ROW); and*
- *Wetlands between 6817+00 and 6823+50 RT (outside existing ROW).*

This project crosses a Community Wellhead Protection Recharge Area for two (2) public wells mapped in the same area. The name listed for these community wells was "Bonnie Lane Water Supply". The wellhead protection area is crossed by IL 47 approximately 865 feet north of Bonnie Lane to approximately 1,180 feet south of Bonnie Lane. This project also crosses a non-Community Water Supply (CWS) Phase I Wellhead Protection Recharge Area. This area is associated with two (2) wells at Site 2394-25 and is crossed by IL 47 from approximately 585 feet north of Ament Road to approximately 1,500 feet south of Ament Road.

Pollutants of concern (List specific items, such as soil sediment, and locations within and outside project limits.) N/A ☐ A ☒ See List Below

- *General construction debris; and*
- *Soil sedimentation.*

Highly erodible soils and/or potentially erosive areas. (List specific locations.) N/A ☐ A ☒ See App. A

Numerous soil types exist within project limits, many of which have a "K" value greater than 0.35 and thus are considered susceptible to erosion (see Physical Soil Properties

tables in Appendix A). Below is a listing of potentially erosive areas, having longitudinal ditch grades equal to or greater than 3.00%:

- IL 47 – 6837+00 to 6842+00 RT;
- IL 47 – 6838+00 to 6840+00 LT;
- Caton Farm Road – 112+00 to 112+50 LT;
- Legion Road – 604+00 to 606+50 LT; and
- Legion Road – 604+25 to 606+50 RT.

Non-routine practices recommended. (List specific location, issue, and recommendation.) N/A ☒ A ☐ See _____

23. Karst Topography (See Section 26-22).

Requires the identification of projects that occur within areas containing karst features (sinkholes, depressions, caves, and underground drainages).

Project is within a karst region N/A ☒ A ☐ See _____

Project affects karst feature(s) N/A ☒ A ☐ See _____

Measures to minimize impacts to karst feature(s) N/A ☒ A ☐ See _____

Commitments N/A ☒ A ☐ See _____

24. Special Resource Groundwater (See Section 26-22)

Projects within the groundwater recharge area of a designated Special Resource Groundwater must be coordinated with IDNR. These designated areas are identified through the Environmental Survey Process.

Project occurs within a designated Special Resource Groundwater recharge area N/A ☒ A ☐ See _____

Biological Resource Review Memorandum/IDNR Response N/A ☒ A ☐ See _____

Commitments N/A ☒ A ☐ See _____

25. Sole Source Aquifer (See Section 26-22)

Federally-funded projects in the project review area of a sole source aquifer must be coordinated with the US EPA Region V. Currently the only sole source aquifer is Mahomet Sole Source Aquifer in Central Illinois.

Project occurs within sole source aquifer
Project Review Area

N/A ☒ A ☐ See _____

Commitments

N/A ☒ A ☐ See _____

26. Federal AD1006 Form for Evaluation of Farmland Conversion Impacts (See Section 26-10).

Required for Federally funded or approved projects that require additional right-of-way outside of any corporate limits and the proposed acquisition exceeds 3 acres/mile (0.75 ha/km) (total acquisition divided by project length) or total acquisition for spot improvements exceeds 10 acres (4 ha) (includes bridges, intersections, rest areas, and weight stations).

AD1006 Form

N/A ☐ A ☒ See App. B

Coordination with Natural Resource
Conservation Service (NRCS)

N/A ☐ A ☒ See App. B

27. State Farmland Preservation Act Compliance (See 26-10).

Required for State highway and bridge projects funded in whole or in part with State funds that require additional right-of-way outside any corporate limits and involve either or both of the following conditions:

- right-of-way acquisition exceeds 3 acres/mile (0.75 ha/km) (total acquisition divided by project length) or 10 acres (4 ha) total for a non-linear (spot) improvement including bridges, intersections, rest areas, and weigh stations; and or
- the proposed improvement includes one or more alternate alignments in which the proposed right-of-way diverges from, and is not contiguous to the existing right-of-way.

Response from Illinois Department
of Agriculture (IDOA)

N/A ☐ A ☒ See App. B

28. Noise Analysis (Including Construction Noise; See Section 26-6).

Required for projects involving the construction of a highway on new location or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.

Construction Noise: 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 time, experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction as Article 107.35.

Type III Project

N/A ☒ A ☐ See _____

Projects classified as Type III (no noise wall or abatement) should be addressed in NEPA environmental documents or Phase I engineering reports and the following paragraph should be included:

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.

OR

Type I Project - Noise Analysis

N/A ☐ A ☒ See App. B

Based on the traffic noise analysis and noise abatement evaluation, highway traffic noise abatement measures are not proposed as part of this improvement. If significant changes are made to the design that are anticipated to affect the reasonableness or feasibility of noise abatement measures, those measures will be re-evaluated.

29. Air Quality Conformity Documentation (See Section 26-11)

Required for all State highway projects funded or approved by FHWA under Title 23 USC and to "regionally significant projects" in nonattainment or maintenance areas, regardless of whether such projects are Federally funded or approved under Title 23.

Project is within a nonattainment or maintenance area

N/A ☒ A ☐ See _____

Statement on Conformity

N/A ☐ A ☒ See Below

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 40CFR Part 93 ("Determining Conformity of Federal Actions to State or Federal Implementation Plans") is not required

A ☒

OR

This project is located within a designated nonattainment or maintenance area but is a project type which the USEPA has designated as exempt from regional emissions analyses of transportation plans and Transportation

A ☐

Improvement Programs for purposes of determining with the State Implementation Plan (SIP). This designation is based on the USEPA's determination that the nature of the project is such that it would not affect the outcome of a regional emissions analysis.

OR

If the project is determined to be a project of air quality concern, a qualitative Hot-Spot Analysis will be required. See BDE 26-11.03(d) for Statement required.

A ☐

30. Transportation Conformity Project-Level Qualitative Hot-Spot Analysis in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas (See Section 26-12).

For projects that are exempt:

This project is considered exempt from the requirements of conformity per 40 CFR 93.126 or 40 CFR 93.128, as applicable. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

A ☒

OR

For non-exempt projects and not an air quality concern:

This project is not an air quality concern under 40 CFR 93.123(b)(1). Due to [state reason(s)], it has been determined that the project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

A ☐

Required for Federally funded or approved projects that are an "air quality concern" in PM_{2.5} or PM₁₀ nonattainment and maintenance areas.

Project is within a PM_{2.5} or PM₁₀ nonattainment or maintenance area

N/A ☒ A ☐ See _____

Project is an "air quality concern" and requires qualitative hot-spot analysis

N/A ☒ A ☐ See _____

31. Microscale Carbon Monoxide (CO) Analysis (See Section 26-14).

Evaluation of the need for microscale CO analysis is required for all projects. Analysis may be necessary if the project will increase capacity, such as through the addition of through lanes or auxiliary turn lanes.

Project adds through lanes or auxiliary turning lanes N/A ☐ A ☒ See App. B

Sensitive receptor located at a "stopped condition" intersection N/A ☐ A ☒ See App. B

Microscale CO analysis N/A ☐ A ☒ See App. B

The following applies to exempt projects:

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.

32. Mobile Source Air Toxics (MSAT) (See Section 26-13).

The need for analyzing MSAT must be considered for all highway projects. FHWA has identified three levels of analyses, as follows:

- no analysis for projects with no potential for meaningful MSAT effect,
- qualitative analysis for projects with low potential MSAT effects, or
- quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

- No potential for meaningful MSAT effects N/A ☒ A ☐ See _____

For project types qualifying as a categorical exclusion under 23 CFR 771.117(c), or for projects that are exempt under the *Clean Air Act* conformity rule under CFR 93.126:

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 93.126, and, as such, a Mobile Source Air Toxics analysis is not required. N/A ☒ A ☐ See _____

OR

For project types with no meaningful impacts on traffic volumes or vehicle mix such as found in 23 CFR 771.117(d) (See Section 23-1.04(c)), or 40 CFR 93.127 (See Section 26-11.03(b) (Item #4)):

This project has been determined to generate N/A ☒ A ☐ See _____

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 MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travels are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

- MSAT qualitative analysis (See BDE 26-13.03(b) N/A ☐ A ☒ See _____ for project types).

The annual average daily traffic (AADT) projected for this roadway reconstruction and widening project is less than 140,000 vehicles per day in the design year. As such, this project is considered to have low potential for MSAT effects.

The amount of MSAT emitted is proportional to the vehicle miles traveled, or VMT. The VMT estimated for the proposed improvements are slightly higher than that for the existing conditions, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions within the project corridor, but would also lead to lower MSAT emissions along parallel routes. The emissions increase may also be offset somewhat by lower MSAT emission rates due to increased speeds from vehicles moving more efficiently along the roadway. Though the speed limit will be reduced in some areas, vehicles will not have to slow as frequently to accommodate other motorists turning; thus, overall average roadway speed will increase. According to USEPA's MOVES2010b model, emissions of all of the priority MSAT decrease as speed increases.

Baseline emissions will likely be lower than present levels in the design year as a result of the EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The proposed additional travel lanes will have the effect of moving some traffic closer to nearby homes, schools and businesses. As a result, there may be localized areas where ambient concentrations of MSAT could be higher than existing conditions. However, the magnitude and the duration of these potential increases compared to existing conditions cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In summary, where a highway is widened, the localized level of MSAT emissions for the proposed improvements could be higher relative to existing conditions, but this could be offset due to increases in speeds and reductions in congestion (which is associated with lower MSAT emissions). Also, MSAT will be lower along parallel routes when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

- MSAT quantitative analysis (See BDE 26-13.03(c) N/A ☒ A ☐ See _____ for project types).

33. Special Waste Assessment (SWA) (See Section 27-1).

Special waste screening is required for all State highway projects.

Level I or II screening N/A ☒ A ☐ See _____

PESA performed (Valid for 3 years.) N/A ☐ A ☒ See App. B

Recognized Environmental Condition(s) (REC) identified N/A ☐ A ☒ See App. B

REC(s) involved with project N/A ☐ A ☒ See App. B

Commitment: PSI to be tasked in Phase 2 N/A ☐ A ☒ See App. B

Remedial Investigation/Feasibility Study (RI/FS) and Risk Assessment N/A ☒ A ☐ See _____

Remediation N/A ☒ A ☐ See _____

CERCLIS

No listed CERCLIS sites are in proximity to the proposed project. N/A ☐ A ☒ See _____

A listed CERCLIS site is in proximity to the proposed project but it has been determined that the limits of the site(s) clearly indicate no property interest from the site(s) will be required. Show location of the sites(s) on a project location map or other exhibit. N/A ☒ A ☐ See _____

The USEPA listing of potential, suspected, and known hazardous waste or hazardous substance sites in Illinois (i.e., the Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) list) has been reviewed to ascertain whether the proposed project will involve any listed site(s). As a result of this review, it has been determined that the proposed undertaking will not require any right-of-way or easement from any site included in the CERCLIS listing as of 11/14/2011.

Any listed hazardous waste or hazardous substance site(s) involved in the proposed project should be summarized including:

N/A ☐ A ☒ See PSI to be completed in PH II

- Results of the site assessment activities and PSI investigation when necessary.
- Results of coordination with IEPA concerning the site(s)
- Effect of the site(s) on the consideration of and/or selection of project alternatives, and
- Plans for remediating the site(s) where such actions must be undertaken in association with the project.

34. Validity of Special Waste Results (See Section 27-2.08).

Property audits for special waste/regulated substance contamination are only considered valid for a period of six months. Before submitting draft or final environmental documents or approved Phase I engineering documents, determine if more than six months have elapsed since the last evaluation for special waste/regulated substance contamination. If more than six months have passed, reevaluate the project area to determine if land uses have changed on areas previously identified. If so, further screening/investigations for special waste should be initiated.

More than six months have elapsed since last SWA

N/A ☐ A ☒ See App. B

New REC(s) identified

N/A ☒ A ☐ See _____

New REC(s) involved with project

N/A ☒ A ☐ See _____

New RI/FS and Risk Assessment

N/A ☒ A ☐ See _____

Additional Remediation

N/A ☒ A ☐ See _____

PERMITS AND CERTIFICATIONS

35. Section 404 Permit (See Section 28-2)

Required from the Corps of Engineers (Corps) for the discharge of dredged or fill material into waters of the United States.

Project involves discharge(s) of dredged or fill material subject to Section 404 N/A ☐ A ☒ See Phase II

Discharge(s) eligible for nationwide permit N/A ☐ A ☒ See Phase II

Discharge(s) eligible for regional permit N/A ☒ A ☐ See _____

Discharge(s) require individual permit N/A ☒ A ☐ See _____

36. Section 401 Water Quality Certification (Section 28-2).

Required for an individual Section 404 permit, nationwide permit 23 (approved categorical exclusions), and some other regional and nationwide permits that have been conditioned.

Individual Water Quality Certification N/A ☐ A ☒ See Phase II

37. Section 9 Permit (See Section 28-2).

Obtained from the US Coast Guard for the construction, modification, replacement or removal of bridges or causeways affecting navigable waters of the US. Applied for by the Bureau of Bridges and Structures. Requires an individual water quality certification from IEPA.

Section 9 permit N/A ☒ A ☐ See _____

38. Section 10 Permit (See Section 28-2).

Obtained from the Corps for certain structures or work (other than bridges and causeways affecting the navigable waters of the United States).

Section 10 permit N/A ☒ A ☐ See _____

39. Section 402 National Pollutant Discharge Elimination System (NPDES) Point Source Permit (See Section 28-2).

Required for projects (e.g., rest areas) that involve a point source discharge of pollutants into waters of the United States.

NPDES point source permit N/A ☒ A ☐ See _____

40. Section 402 NPDES Construction Permit (See Section 28-2).

Required for projects that will involve clearing, grading, and excavation activities that result in the disturbance of 1 acre (4047m²) or more of total land area.

NPDES construction permit N/A ☐ A ☒ See Phase II

41. IDNR/Office of Water Resources (OWR) Floodway Permit (See Section 28-3).

Required for construction in the floodway of identified streams serving a tributary area of 640 acres (259 hectares) or more in urban areas or 6400 acres (2590 hectares) or more in rural areas. Applied for by Bureau of Bridges and Structures (for bridges) or district (for culverts, embankments, storm sewers, or other construction within the floodplains of applicable streams and rivers).

Floodway permit N/A ☒ A ☐ See _____

42. IDNR/OWR Public Waters Permit (See Section 28-3).

Required for construction in rivers, lakes, streams, and waterways considered "public waters". (See list of Public Bodies of Water in *IDOT Drainage Manual*.) Applied for by Bureau of Bridges and Structures (for bridges) or district (for culverts, embankments, storm sewers, or other construction affecting public waters). Per Standard Specification 501.02, designate as "Public Waters" on the plans.

Public waters permit N/A ☒ A ☐ See _____

43. IDNR/OWR Permit for Floodway Construction in Northeastern Illinois (See Section 28-3).

Required for new construction within the regulatory floodways of rivers, lakes, and streams in Cook, DuPage, Kane, Lake, McHenry and Will Counties, excluding the City of Chicago.

Northeastern Illinois floodway construction permit N/A ☒ A ☐ See _____

COORDINATION ISSUES

44. Discussion at District Coordination Meeting (See Section 22-5.03).

The environmental discussion should address the potential for unusual circumstances, the project classification (CE I, CE II, EA, EIS), the potential for significant environmental impact(s) or controversy, and the use of technical reports to determine issues of significance, as appropriate. Include the meeting minutes in the Phase I report.

See Appendix B

45. Coordination with Division of Aeronautics (See Section 11-2).

Required for projects that have obstructions greater than 15 feet (4.6 m) in height or that are on a new vertical or horizontal alignment and are within 2 miles (3.2 km) of public airports, within 1 mile (1.6 km) of private airports or within 0.5 miles (800 m) of a restricted landing strip.

Response from Division of Aeronautics N/A ☒ A ☐ See _____

46. Coordination with Federal Aviation Administration (FAA) (See Section 11-2).

Required for publicly owned airports.

Response from FAA N/A ☒ A ☐ See _____

47. Railroad Coordination.

Required for projects involving a railroad crossing.

Response from Railroad Company N/A ☒ A ☐ See _____

48. Drainage District Coordination.

Required for projects involving in-stream work affecting a water body under the jurisdiction of a drainage district.

Response from drainage district N/A ☒ A ☐ See _____

49. Context Sensitive Solutions (CSS) Coordination (See Section 19-2).

If the project is being developed using the principles of CSS, the results of coordination and meetings for the stakeholder involvement process should be appended to the Phase I engineering report.

CSS Coordination N/A ☐ A ☒ See App. E

50. Other Coordination.

Examples include, but are not limited to, interested and/or affected officials, organizations local agencies and agencies with jurisdiction by law regarding a project issue.

Coordination responses N/A ☐ A ☒ See App. B

OTHER ANALYSES

51. Hydraulic Analysis/Report (See 2-602 of the *IDOT Drainage Manual*).

Required for all drainage structures designed or reviewed by the Central Bureau of Bridges and Structures.

Hydraulic analysis/report N/A ☐ A ☒ See Hyd. File

52. Crash Data and Analysis (See Section 11-2).

Required for all projects.

See Appendix A

53. Bridge Condition Report (See Chapter 39).

Required for all bridge work.

Bridge Condition Report Approval Letter with proposed bridge drawing and recent Master Structure Report. N/A ☐ A ☒ See App. C

54. Pavement Design (See Chapter 54).

See Section 54-8 for submittal to BDE requirements.

Pavement Design N/A ☐ A ☒ See App. A

55. Preliminary Transportation Management Plan (See Chapter 13).

Required to indicate how traffic will be maintained during reconstruction or rehabilitation.

Preliminary Transportation Management Plan N/A ☐ A ☒ See App. A

56. Geotechnical Report (See Section 11-2).

Required for projects on new alignment or new pavement over 3000 yd² (2500 m²). A Structural Geotechnical Report is required for all structures requiring new foundations, (e.g., box culverts, bridges, retaining walls). Notify the District Geotechnical Engineer by memo when a Roadway Geotechnical Report is required.

Structure Geotechnical Report N/A ☐ A ☒ See Phase II

Roadway Geotechnical Report

N/A ☐ A ☒ See Phase II
Memo Dated 2/10/2015

57. Mailbox Supports (See Chapters 49 and 58).

Have supports been investigated and
property owners contacted?

N/A ☐ A ☒ See App. B

58. Bicycle and Pedestrian Accommodations (See Chapter 17).

Have accommodations been considered
and investigated?

N/A ☐ A ☒ See Roadway
Fact Sheet &
Appendix B

On-road bicycle accommodations are being provided along IL 47 throughout project limits. Within the rural section, bicyclists will be permitted to use the 8' paved shoulder. Within the suburban section, a 13' wide outside lane is being provided to accommodate bicyclists. The City of Yorkville has plans for extending the existing shared-use path within Windett Ridge and has indicated that a separate path as part of the IL 47 project is neither necessary nor desired. It is understood that the Kendall County Planning, Building and Zoning Department "Future Land Use and Transportation Plan" identifies several possible trails in the vicinity of the project corridor. The proposed improvements along IL 47 will have no adverse impact on the future trail system.

Existing sidewalks within project limits will be maintained and, where practical, will be extended to IL 47 with new sidewalk, ramps and crosswalks meeting ADA guidelines.

59. Accessibility for the Disabled (See Chapter 58).

Required for all projects in an urban section.

Provisions for disabled access

N/A ☐ A ☒ See Roadway
Fact Sheet

60. Asbestos Determination Certification Form.

Required for all structures that may be affected by the project. If the structure has been determined to involve asbestos, place a copy of the form in the commitment file.

Asbestos Determination Form

N/A ☒ A ☐ See _____

61. Invasive Species and/or Noxious Weeds Potential Concerns.

(See Section 26-18)

N/A ☒ A ☐ See _____

62. Potable Water Supply Wells (See Section 26-22) N/A ☐ A ☒ See _____

Only three (3) potable water supply wells have been identified. While none of the wells are located within existing or proposed right-of-way and/or easements, all three (3) are within 50 feet of the existing and/or proposed right-of-way and thus do not meet the minimum setback requirements of 200 feet for a potable water supply well.

This project crosses a Community Wellhead Protection Recharge Area for two (2) public wells mapped in the same area. The name listed for these community wells was "Bonnie Lane Water Supply". The wellhead protection area is crossed by IL 47 approximately 865 feet north of Bonnie Lane to approximately 1,180 feet south of Bonnie Lane. This project also crosses a non-Community Water Supply (CWS) Phase I Wellhead Protection Recharge Area. This area is associated with two (2) wells at Site 2394-25 and is crossed by IL 47 from approximately 585 feet north of Ament Road to approximately 1,500 feet south of Ament Road.

- This project will not create any new potential "routes" for groundwater pollution or any new potential "sources" of groundwater pollution as defined in the Illinois Environmental Protection Act (415 ILCS 5/3, et seq.). Accordingly, the project is not subject to compliance with the minimum setback requirements for community water supply wells or other potable water supply wells as set forth in 415 ILCS 5/14, et seq. N/A ☐ A ☒ See _____

OR

- Project will create new potential routes for ground water pollution. N/A ☒ A ☐ See _____

63. Waste Disposal Facilities

Such as septic tanks and/or leach fields. N/A ☐ A ☒ See _____

Only three (3) septic fields have been identified, none of which are located within existing or proposed right-of-way and/or easements.

64. Consolidated Commitment List

List all commitments for Phase I report as of report approval date. N/A ☐ A ☒ See List Below

- a. Construction measures will be implemented to minimize harm to water quality and sensitive resources, including wetlands. General construction mitigation measures will include erosion control procedures in accordance with the IDOT Standard Specifications. Detailed erosion control plans along with a Storm Water Pollution Protection Plan will be developed during the Phase II design to identify the erosion control measures to be implemented.

- b. For side road traffic control, no two (2) adjacent side roads will be closed simultaneously. Public service providers and the public will be notified prior to any temporary side road closures.
- c. Stewart Property: A median opening will be provided at the existing private entrance located at Sta. 6620+64 RT. The adjacent IL 47 project to the south will perpetuate the field entrance at Sta. 6620+64 LT.
- d. Lippold Property: The existing field entrance near Sta. 6667+20 RT will be relocated to Sta. 6675+18 RT. A median opening will be provided to service this field entrance and the private entrance on the other side of IL 47 (Sta. 6675+18 LT). A median opening will also be provided for the private entrance located at Sta. 6667+95 RT.
- e. BGM Group, Inc. (4 Bonnie Lane): Impacts to the existing parking lot in the northwest corner of IL 47 and Bonnie Lane will be avoided to the extent possible.
- f. Brucki Property: Grading along the south side of Legion Road, west of the private entrance located at Sta. 603+98 RT, will be kept within the existing right-of-way in order to avoid impacts to the Brucki trees.

APPENDIX A

Cost Estimate

Traffic Data

Preliminary Traffic Management Plan (TMP)

Crash Summary and Data

Pavement Design Approval Memo

Pavement Cores

Culvert Rehabilitation Diagram and Analysis

Tree Removal Schedule

Berm and Detention / Retention Facilities Schedule

Storm Water Pollution Prevention Soil Data

APPENDIX A

Cost Estimate

COST ESTIMATE

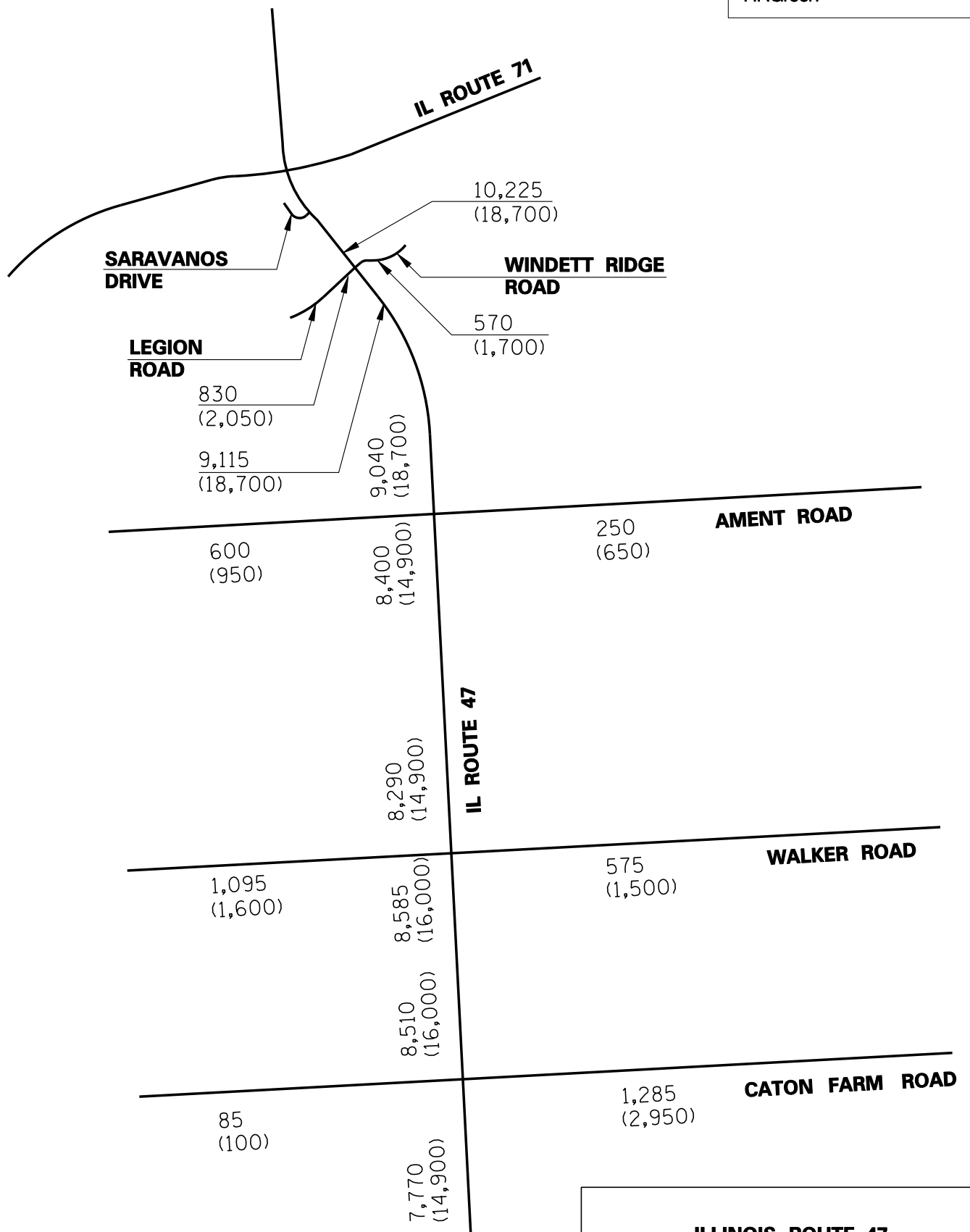
BASE YEAR 2015

ESTIMATED COST IN THOUSANDS

<u>WORK CLASSIFICATION</u>		<u>TOTAL</u>
1	Clearing: Minor Removal Items	241
2	Pavement Removal	1520
3	Earthwork	2098
4	Topsoil	381
5	Drainage; Minor Structures	1072
6	Major Culverts	1138
7	Sub-base; Base; Surface; Shoulders	17294
8	High Tension Cable Barrier	127
9	Entrances	217
10	Traffic Signals - Modernization or New	50
11	Sidewalk	9
12	Concrete Curb & Gutter	631
13	Temporary Traffic Control (5%)	1385
14	Construction Layout	50
15	Field Office and Laboratory	48
16	Environmental Mitigation (Includes 146 trees @ \$250/Tree Replacement)	39
17	Local Participation (Items Not Included Elsewhere)	0
18	Incidental Items (5%)	1385
19	ROADWAY CONSTRUCTION SUB-TOTALS (LINES 1-18)	27685
20	Structure Removal	0
21	Channel Excavation	0
22	Deck Repairs	0
23	Bridges	0
24	Detours - Bridges	0
25	Temporary Traffic Control - Bridges	0
26	Guardrail - Bridges	0
27	Handrail	0
28	BRIDGES CONSTRUCTION SUB-TOTAL (LINES 20-27)	0
29	Contingencies (5% of Lines 19 & 28)	1385
30	ROAD & BRIDGE CONST SUB-TOTAL (LINES 19, 28 & 29)	29070
31	Mobilization (6% of Line 30)	1744
32	PHASE 1 ESTIMATED CONST. COST (LINES 30 & 31)	30814
33	Utilities Adjustments (Reimbursable Costs)	1000
34	Land Acquisition & Relocations	2080
35	TOTAL PHASE 1 ESTIMATED COST (LINES 32-34)	33894

APPENDIX A

Traffic Data



**ILLINOIS ROUTE 47
DAILY TRAFFIC PROJECTIONS
CMAP 2040 ADT (BUILD)**

REVISIONS			DWN BY:	INT:	DATE:	PROJECT NO.
1.			JMR		08/15/12	PTB 154-30
2.			DSN BY:	INT:	HORIZ SCALE:	SHEET NO.
3.			JMR		NONE	
4.			CHK BY:	INT:	VERT SCALE:	
5.			APS			

XX,XXX - 2011 ADT
 (XX,XXX) - 2040 ADT



HRGreen.com
Illinois Professional Design Firm
184-001322

SARAVANOS
DRIVE

IL ROUTE 71

WINDETT RIDGE
ROAD

LEGION
ROAD

AMENT ROAD

IL ROUTE 47

WALKER ROAD

CATON FARM ROAD

**ILLINOIS ROUTE 47
EXISTING TRAFFIC
(2010 PEAK HOURS)**

XXX = AM (XXX) = PM

REVISIONS			DWN BY:	INT:	DATE:	PROJECT NO.
1.			JMR		JULY 18 2011	PTB 154-30
2.			DSN BY:	INT:	HORIZ SCALE:	SHEET NO.
3.			JMR		NONE	
4.			CHK BY:	INT:	VERT SCALE:	
5.			APS			



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

May 25, 2012

Mr. Thomas J. Magolan, P.E.
Programming Engineer
IDOT Region 2 / District 3
700 East Norris Drive
Ottawa, IL 61350

Subject: IL 47 - from Kennedy Road to Cross Street, and from Caton Farm Road to IL 71
IDOT District 3

Dear Mr. Magolan:

In response to a request made on your behalf and dated May 24, 2012, we have developed year 2040 average daily traffic (ADT) projections for the subject location. These are located in two tables on the following page.

Please be aware that the Illinois Department of Transportation has prepared a Strategic Regional Arterial (SRA) report for IL 47 and IL 71. SRA Reports include right-of-way, geometric, access and transit recommendations. The executive summaries can be found at <http://www.cmap.illinois.gov/traffic/sra-resources> with other information about the SRA system.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2011 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

Donald P. Kopec
Deputy Director for Planning and Programming

cc: Lukkari (IDOT)
M:\proj1\ceb\forecasts\2012 Response\ke-04-12.docx

FINALIZED 2040 PROJECTED ADTs, IL 47 from Cross St to Caton Farm Rd (2 Projects)

IL 47 from Caton Farm Rd to IL 71

Requested by IDOT D3 - 2/14/12; CMAP Response - 2/16/12; CMAP Revision Proposed -4/19/12;

Approved by IDOT D3 with 2 Changes, 5.25.12

		West Leg	North Leg	East Leg	South Leg
CMAP	IL 47 @ Legion Road	2,000	21,000	2,000	18,000
D3		2,050	18,700	1,650	18,700
APPR		2,050	18,700	1,700	18,700
CMAP	IL 47 @ Ament Rd	1,500	18,000	1,500	16,000
D3		950	18,700	650	18,700
APPR		950	18,700	650	14,900
CMAP	IL 47 @ Walker Rd	7,000	16,000	4,000	20,000
D3		1,600	14,900	1,500	14,900
APPR		1,600	14,900	1,500	16,000
CMAP	IL 47 @ Caton Farm Rd	1,000	20,000	2,000	18,000
D3		100	14,900	2,950	14,900
APPR		100	16,000	2,950	14,900

APPENDIX A

Preliminary Traffic Management Plan (TMP)

PRELIMINARY TRANSPORTATION MANAGEMENT PLAN (TMP)

FAP ROUTE 326 (IL 47); SECTION (109,110)R; KENDALL COUNTY

1. Project Description:

IL 47 is a major north-south arterial roadway that extends north from I-72 in Champaign County to the Illinois-Wisconsin border. IL 47 through the study area is 4.5 miles in length and extends north from approximately 2,000' south of Caton Farm Road to approximately 700' south of IL 71 (see Exhibit E-1). Land use along IL 47 is zoned as agricultural for the southern three miles of the study area, which is located primarily in unincorporated Kendall County. The northern portion of the study area is located within the corporate limits of the United City of Yorkville (City) and is zoned as a mixture of agricultural, residential and commercial land uses. IL 47 is, generally, a two-lane rural roadway with open ditch drainage in the southern, unincorporated area, and two-lanes with turn lane channelization at intersections in the northern section within the City. The existing traffic volumes are near the capacity of the existing roadway, and the shortage of alternate north-south routes will continue to increase the demand in this corridor. As a result, the proposed improvements on IL 47, generally, include reconstruction of the existing roadway to provide two (2) through lanes in each direction and auxiliary left-turn lanes where appropriate.

IL 47 is functionally classified as an Other Principal Arterial, is designated as a Class II Truck Route and is on the National Highway System. The existing posted speed limits vary from 45 mph to 55 mph. The 2011 Average Daily Traffic (ADT) for IL 47 varies within the study limit from 7,770 to 10,225 vehicles per day, and the 2020 anticipated construction year ADT is projected to vary between 9,925 and 12,325 vehicles per day. The majority of the ADT is assumed to be through traffic. A total of 34 crashes occurred within the study area in the five-year study period from January, 2009 to December, 2013. There were no fatal, and 12 injury crashes recorded during this five-year period. The rural nature of the project location results in no dedicated bicycle and pedestrian facilities with the exception of sidewalks present for the northernmost 850' of the project. The sidewalks do not provide direct access to any property or establishments, therefore temporary accommodations are not required.

IL 47 is designated as a Significant Route and the proposed construction will last longer than three days. The reconstruction of IL 47 is therefore designated as a Significant Project – Long-Term as cited in the Illinois Bureau of Design and Environment Manual (BDE), Chapter 13 (Work Zone Transportation Management Plan).

IL 47 is generally a two-lane roadway with 11' lanes, 3' paved shoulders and variable width aggregate shoulders. North of Ament Road, IL 47 has several 12' wide right-turn lanes at various access points along the west side of the road. IL 47 also has 12' wide left-turn lanes at the intersections of Fairfax Way, Legion Road/Windett Ridge Road and Saravanos Drive. The pavement throughout this area consists of Hot Mix Asphalt (HMA) over a PCC base, and the shoulders have an HMA depth suitable for traffic staging which are adequate to support traffic loading during construction staging. Much of the existing pavement can be utilized for maintaining traffic while the new pavement is constructed. ComEd owns property directly adjacent to IL 47 throughout much of the project corridor. South of Walker Road, ComEd's property is on the west side of IL 47. North of Walker Road, ComEd's property is on the east side. In an effort to mitigate impacts to ComEd's property, the new roadway embankment and travel lanes for IL 47 are offset in different directions north and south of Walker Road. As such, a crossover will be required just to the north of Walker Road.

2. Work Zone Impacts:

Stage construction is the preferred method of handling traffic. It is anticipated that one (1) lane of traffic in each direction will be maintained through the work zones for the duration of construction. From Caton Farm Road to Ament Road, the proposed improvements include a median divided, four-lane roadway which, due to right-of-way restrictions, requires a crossover just north of Walker Road. Two-way traffic will remain on the existing pavement while the new adjacent roadway is constructed. In the next phase, two-way traffic will shift to the new pavement while the existing pavement is reconstructed. Existing turn lanes north of Ament Road to IL 71 will be used in conjunction with temporary pavement to serve as temporary travel lanes during construction. Enough temporary

pavement will be provided so that left-turn lanes can be maintained during construction where they exist today (Caton Farm Road, Fairfax Way, Legion Road/Windett Ridge Road and Saravanos Drive). Access to several driveways to both commercial and private property will be provided, and no two adjacent crossroads will be closed at any given time. Alternative access is available for all but one side road – Bonnie Lane. Access to Bonnie Lane will be maintained during staged construction. Temporary easements are available on both sides of Bonnie Lane should they be needed for maintaining access during construction.

The preliminary impacts to the work zone along IL 47 were evaluated using traditional traffic control strategies to determine if Work Zone Safety and Mobility goals were met. Based on this evaluation and previous experience with similar work in this area, the project is expected to meet safety and mobility goals. During construction, one travel lane will be maintained in each direction with the stage construction alternative which is comparable to existing conditions and any work zone related queueing and delay is expected to be negligible.

3. Selected Work Zone Impact Management Strategies:

Alternatives: In order to provide travelers with safe passage through the work zone, two (2) traffic control options were investigated.

The first alternative is construction staging where it is anticipated that three stages will be required. Exhibits E-2 through E-6 illustrate the stages by way of typical cross sections with explanations. Construction staging within the project limits is a feasible option and has the benefit of allowing motorists to continue using the same route through the corridor. However, in order to minimize safety issues, special provisions will be added due to construction occurring adjacent to travel lanes. As per an IDOT safety memorandum dated March 1, 2015, a minimum buffer equal to one lane width will be provided between the travel lanes and construction work. Maintenance of this buffer throughout the work zone will negate the need for temporary concrete barrier. It is estimated that construction staging will last two years. One lane in each direction will be maintained at all times, and no two adjacent crossroads will be closed at any given time. The costs include temporary pavement, driveway access maintenance and a temporary crossover. Assuming a rate of 5% of the construction cost, the cost for staged construction is approximately \$1,373,000.

The second alternative is a full detour. Exhibit E-7 illustrates the detour route. A full detour will reroute non-local traffic from IL 47 via US 52 and IL 71 while the IL 47 corridor is closed for construction. As per IDOT guidelines, a state route detour is generally the most appropriate for roadways with an ADT greater than 5,000. The total travel distance for this detour route is 26.3 miles (18.6 miles of adverse travel). Based on vehicle operating costs, 2015 traffic data, adverse travel of 18.6 miles and 1 year of construction, the vehicle operating cost is \$14,494,000. The local roads cannot be used as parts of the detour route because they are not paved or do not currently have the structural integrity for the traffic volume carried by IL 47. Without this constraint, Ashley Road could be used as part of the detour route, and adverse travel would be reduced to 3.5 miles [(7.7 mi total detour)-(4.2 mi construction)]. However, provisions for maintaining access to and from properties adjacent to IL 47 would still be needed.

Alternative Comparison: The work zone types and estimated costs are:

Work Zone Type	Cost
Stage Construction	\$1,373,000
Full Detour	\$14,494,000

In addition to cost, there are other factors to consider when selecting a preferred work zone type. The advantages and disadvantages associated with each alternative are presented below.

	Stage Construction	Full Detour
Advantages	<ul style="list-style-type: none"> No adverse travel is required Direct access to local properties and businesses is maintained 	<ul style="list-style-type: none"> Uninterrupted construction resulting in shorter duration. Construction workers exposure to motoring vehicles greatly reduced. Additional material and equipment storage area available within work zone area. Reduced cost associated with temporary traffic control and temporary pavement.
Disadvantages	<ul style="list-style-type: none"> Close proximity of traffic to construction operations (safety is reduced for workers and traveling public). Access to work zone involves entry/exit from the travel lanes (mobility is reduced). Construction duration and cost are increased. Additional cost associated with temporary traffic control & protection, including temporary pavement. 	<ul style="list-style-type: none"> Adverse travel (18.6 miles). Access to local properties will be maintained, though owners may be inconvenienced by having to navigate through the work zone.

The objective in selecting a work zone strategy is to meet safety and mobility goals. Both options considered will have an impact on safety and mobility. However, based on the economic analysis, the Full Detour Option will add over \$9M in vehicle operating cost, which makes this option much less attractive than the Construction Staging Option.

Coordination: The district has coordinated with public service providers (County, Township, City, Post Office, Fire Protection, Police, Ambulance Service, Schools, and transit providers) about the temporary closure of side roads during construction. See the attached address list, letters and comment response sheets. The Resident Engineer will ensure that any roadway or entrance closures are coordinated in advance with service providers and/or property owners.

Public Information Plan (PIP): This is a Context Sensitive Solutions (CSS) project. In addition to routine public information measures which will be listed or referred to in the Phase II plans, Standard Specifications, Special Provisions and Highway Standards, project information will be conveyed to the public through contacting local officials, emergency services and schools, press releases of project scope, duration and temporary road closures, and the IDOT website.

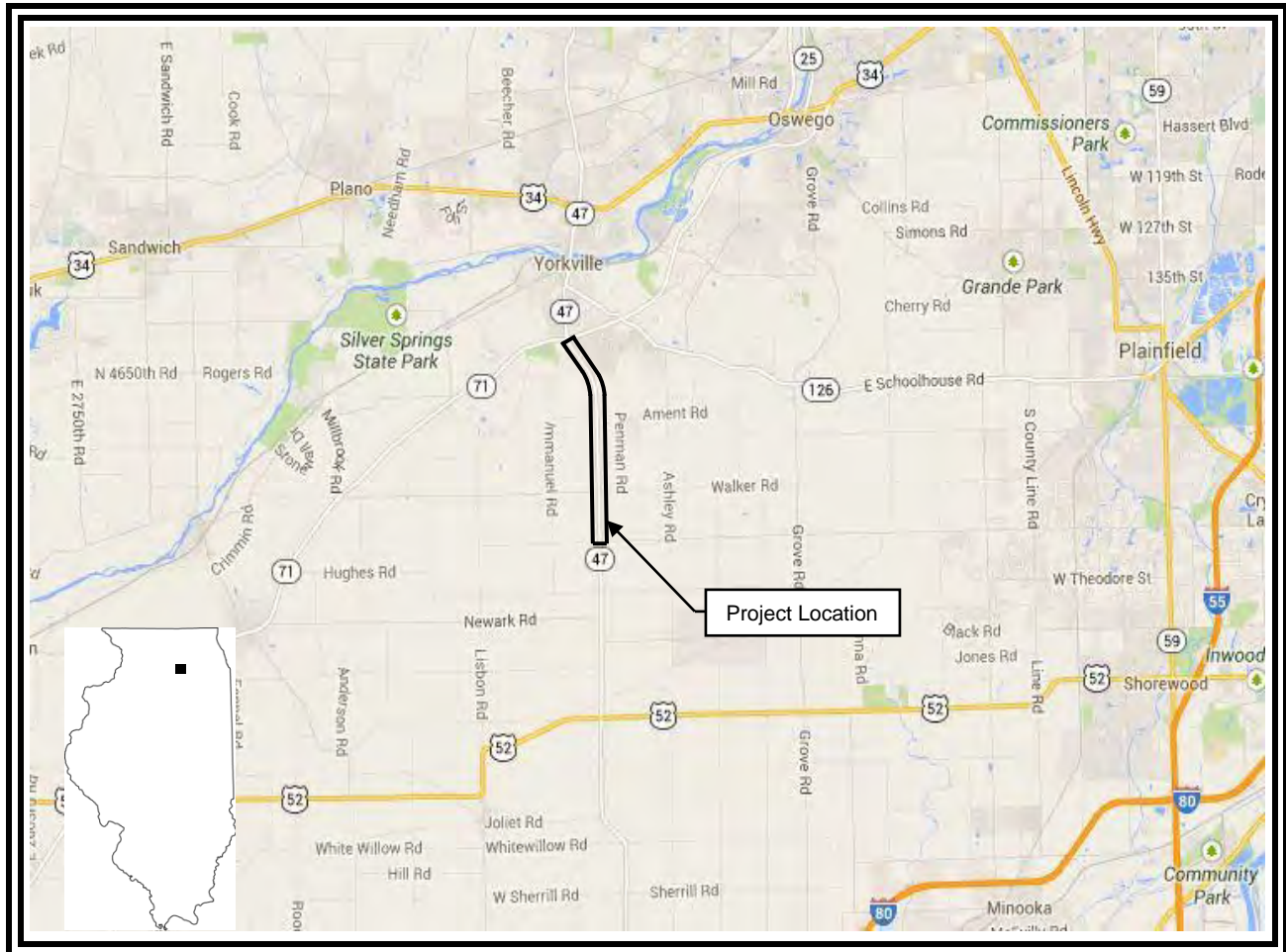
Transportation Operations Plan (TOP): The scope and location of this project do not warrant extensive transportation operations strategies.

4. TMP Monitoring:

During the project, the TMP will be monitored by District personnel for queue length and user delay. Routine TMP monitoring measures will be listed or referred to in the Phase II plans and/or Special Provisions.

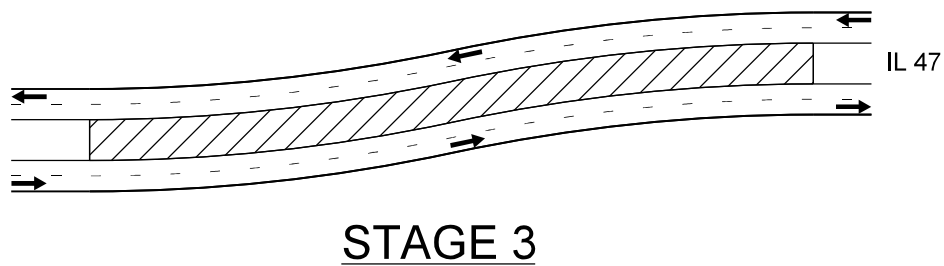
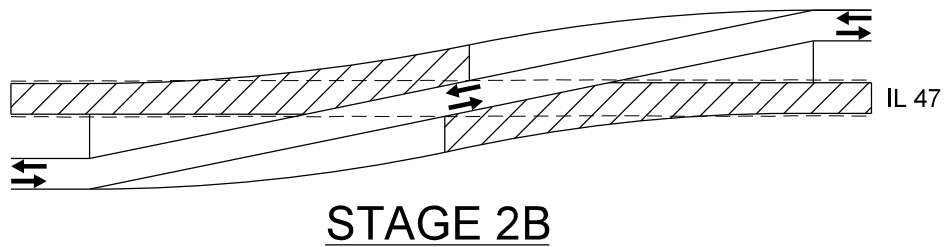
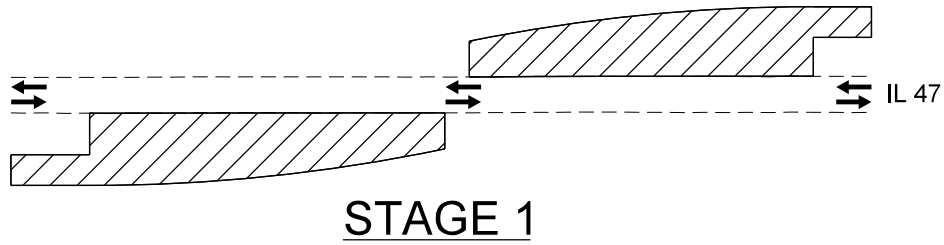
The Resident Engineer overseeing the project will be responsible for evaluating the need to revise traffic control strategies and will coordinate these revisions with the Supervising Field Engineer. Contingency plans may be developed with the input of the contractor, the Implementation Section and the Bureau of Operations.

LOCATION MAP

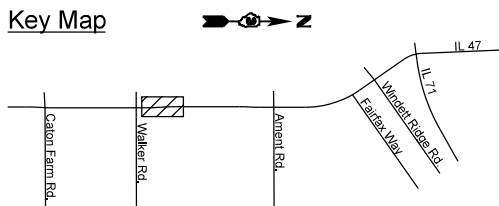


IL 47 (FAP 326)
South of Caton Farm Road to IL 71

Exhibit E-2 - Construction Staging Crossover North of Walker Road



Key Map



Legend

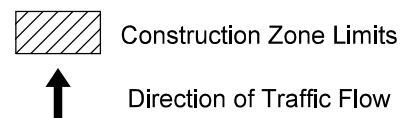
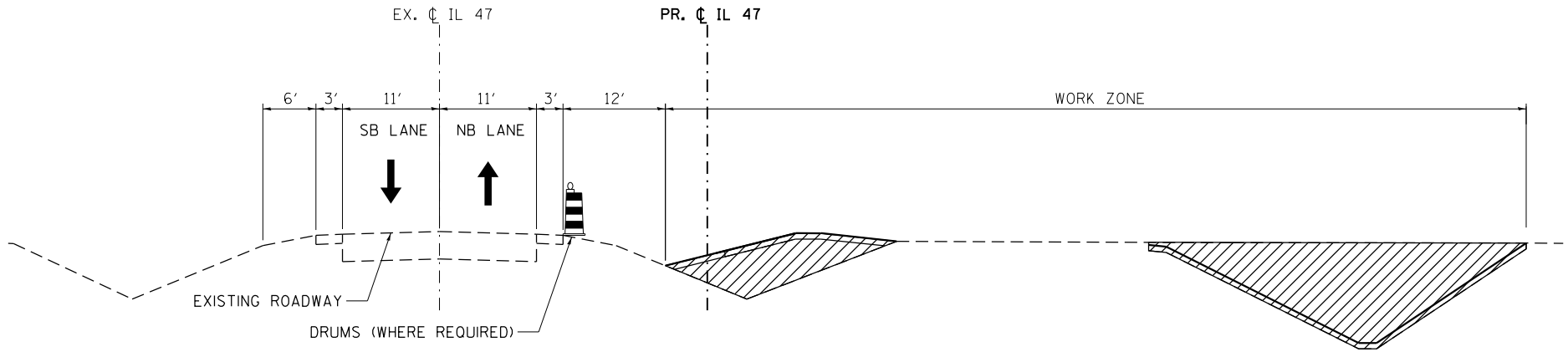
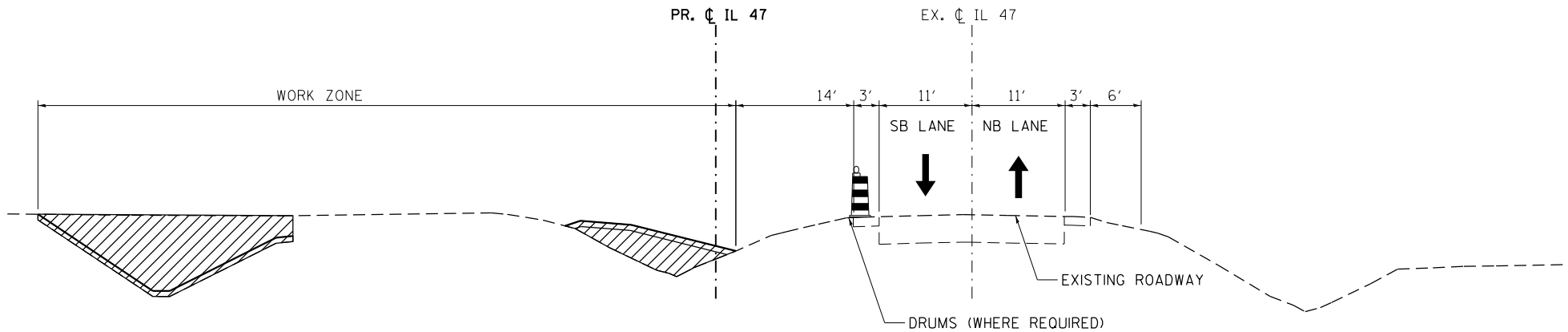


Exhibit E-3 - Construction Staging - Stage 1



STAGE 1

CATON FARM ROAD TO NORTH OF WALKER ROAD
Normal Posted Speed Limit: 55 MPH



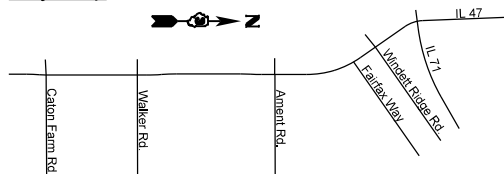
STAGE 1

NORTH OF WALKER ROAD TO AMENT ROAD
Normal Posted Speed Limit: 55 MPH

Caton Farm Road to Ament Road

- Maintain traffic on existing roadway per IDOT Highway Standards for off-road operations
- Construct new roadway embankments for new NB lanes south of Walker Road and new SB lanes north of Walker Road
- Construct temporary crossover pavement north of Walker Road for use in Stage 2B (see Exhibit E-2 for crossover staging)

Key Map



Legend

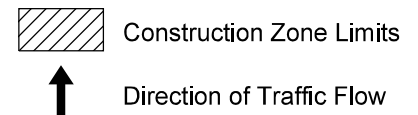
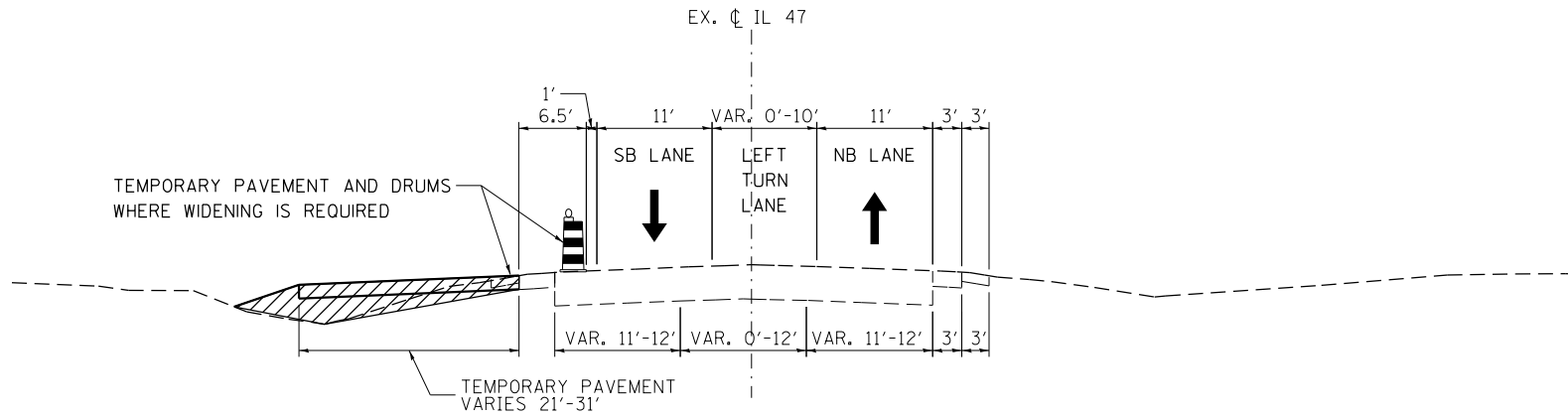


Exhibit E-3 - Construction Staging - Stage 1



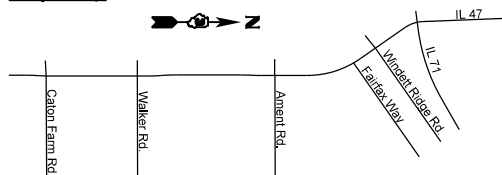
STAGE 1

AMENT ROAD TO IL 71
Normal Posted Speed Limit: 50 MPH

Ament Road to IL 71

- Maintain traffic on existing roadway per IDOT Highway Standards for work adjacent to traveled way
- Construct temporary pavement widening along the west side of IL 47 where necessary (fill gaps between existing right-turn lanes)

Key Map



Legend

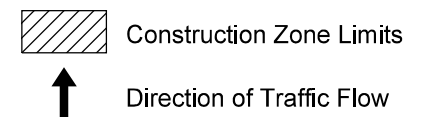
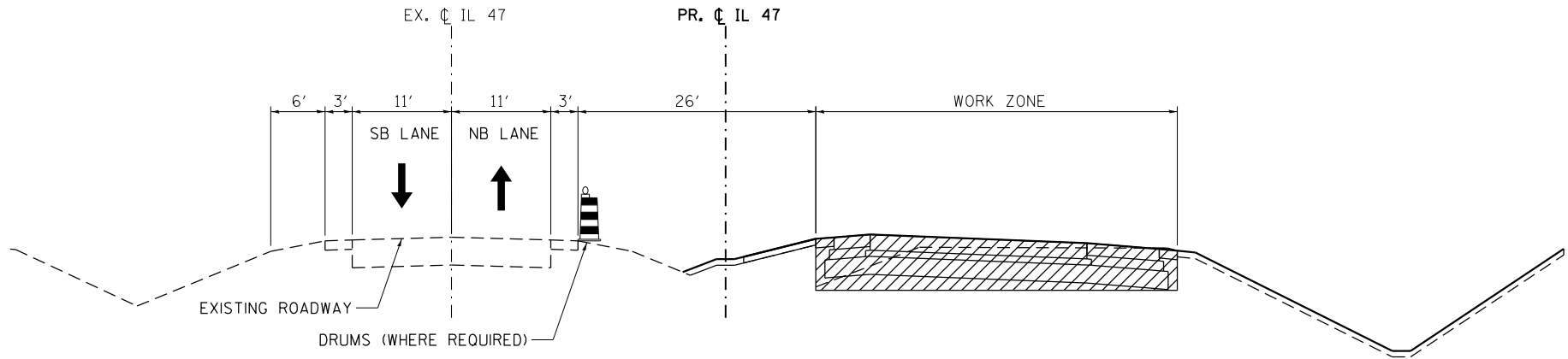
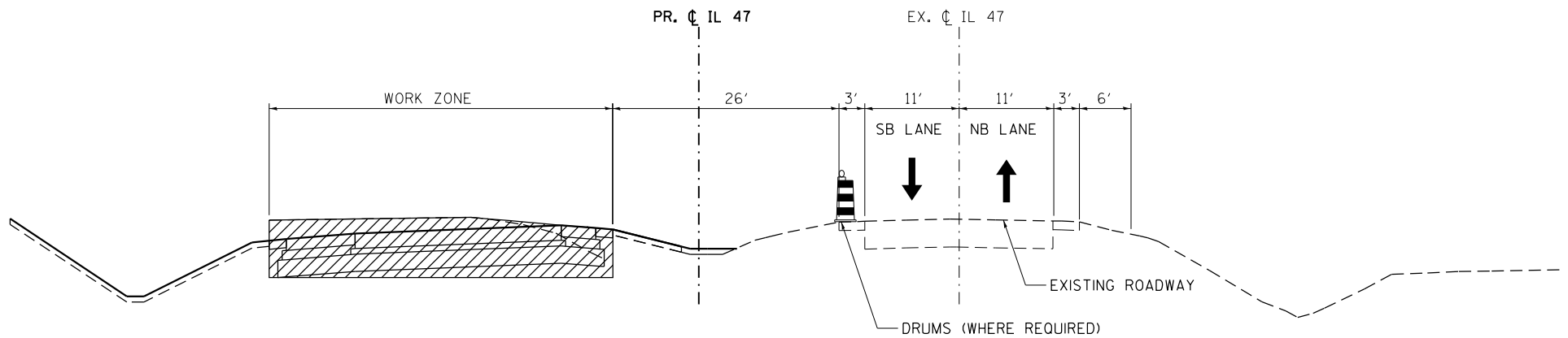


Exhibit E-4 - Construction Staging - Stage 2A



STAGE 2A

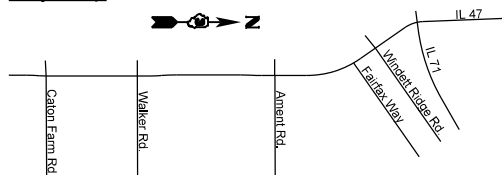
CATON FARM ROAD TO NORTH OF WALKER ROAD
Normal Posted Speed Limit: 55 MPH



STAGE 2A

NORTH OF WALKER ROAD TO AMENT ROAD
Normal Posted Speed Limit: 55 MPH

Key Map



Caton Farm Road to Ament Road

- Maintain traffic on existing roadway per IDOT Highway Standards for off-road operations
- Construct new roadway pavement/shoulders for new NB lanes south of Walker Road and new SB lanes north of Walker Road

Legend

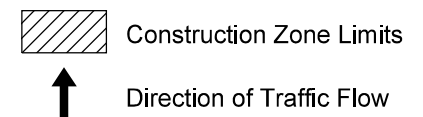
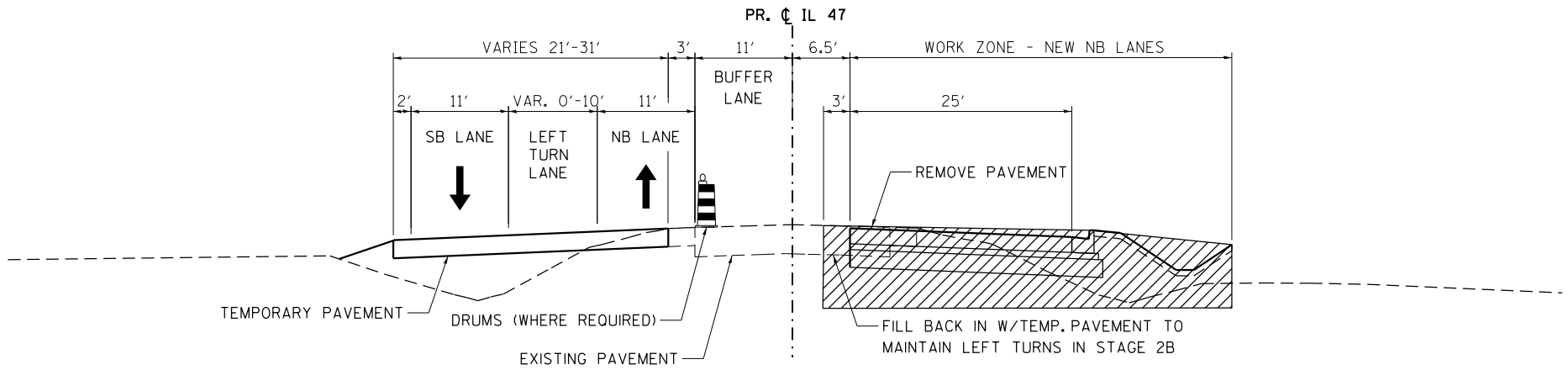


Exhibit E-4 - Construction Staging - Stage 2A



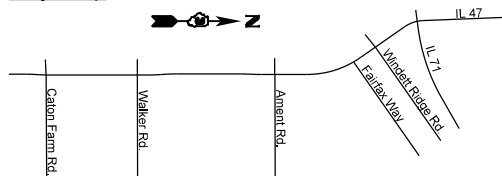
STAGE 2A

AMENT ROAD TO IL 71
Normal Posted Speed Limit: 50 MPH

Ament Road to IL 71

- Shift traffic to existing SB lane, existing right-turn lane, and temporary pavement constructed in Stage 1
- Construct new NB travel lanes, curb & gutter, and storm sewer laterals

Key Map



Legend

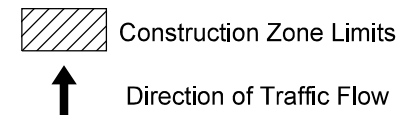
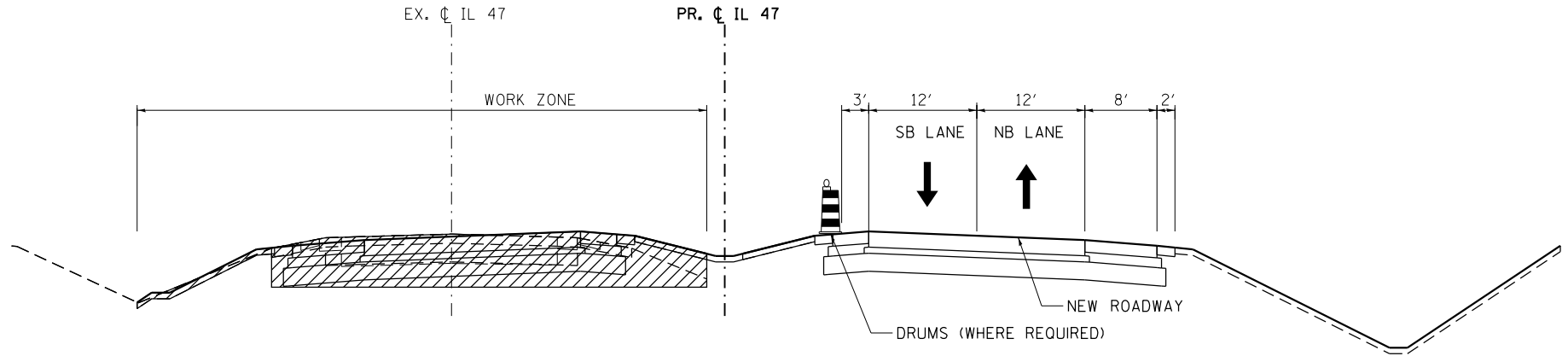
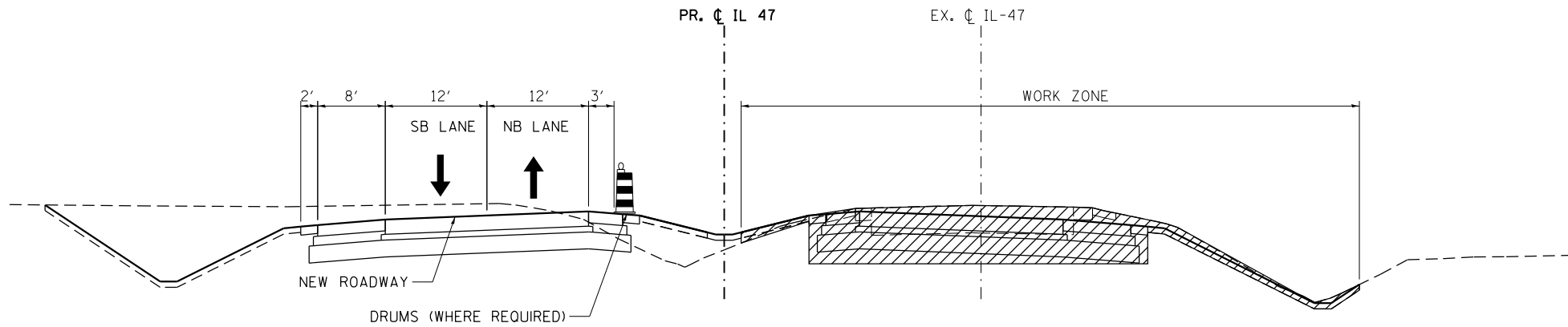


Exhibit E-5 - Construction Staging - Stage 2B



STAGE 2B

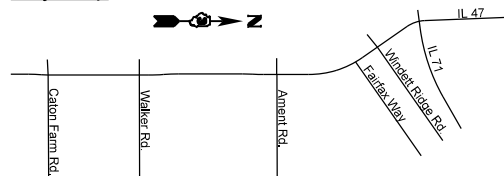
CATON FARM ROAD TO NORTH OF WALKER ROAD
Normal Posted Speed Limit: 55 MPH



STAGE 2B

NORTH OF WALKER ROAD TO AMENT ROAD
Normal Posted Speed Limit: 55 MPH

Key Map



Caton Farm Road to Ament Road

- Shift traffic to the new NB lanes south of Walker Road and to the new SB lanes north of Walker Road constructed in Stage 2A
- Construct new roadway pavement/shoulders for new SB lanes south of Walker Road and new NB lanes north of Walker Road

Legend

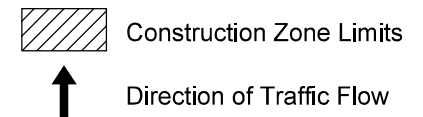
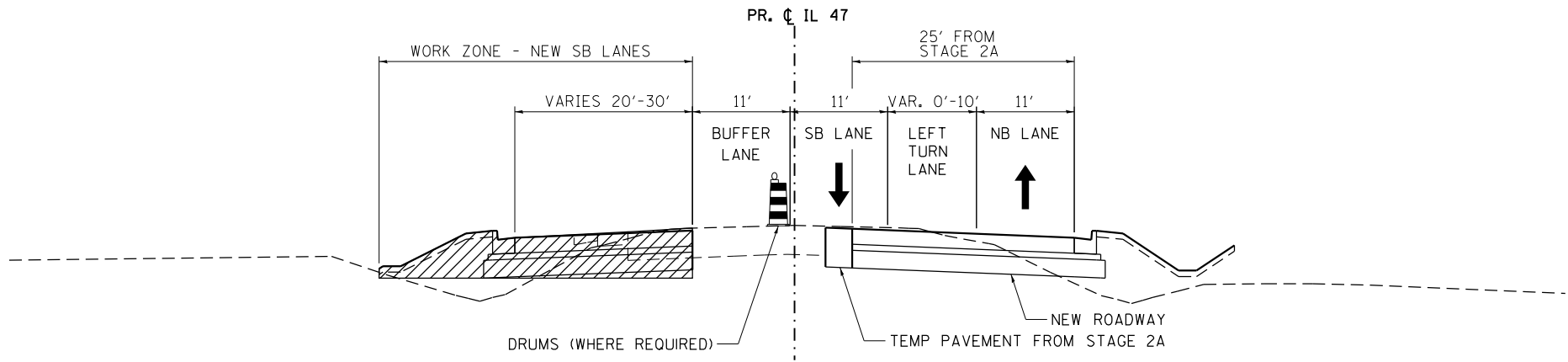


Exhibit E-5 - Construction Staging - Stage 2B



STAGE 2B

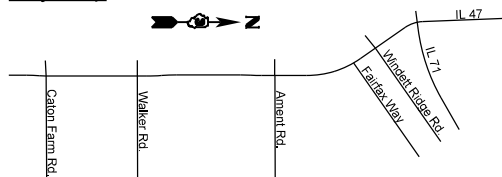
AMENT ROAD TO IL 71
Normal Posted Speed Limit: 50 MPH

Ament Road to IL 71

- Shift traffic to new NB lanes constructed in Stage 2A
- Construct new SB travel lanes, curb & gutter, and storm sewer laterals

NOTE: TEMPORARY PAVEMENT WILL BE PROVIDED IN ORDER TO MAINTAIN EXISTING LEFT-TURN LANE AT SIDE ROADS.

Key Map



Legend

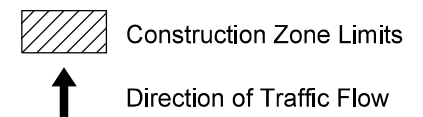
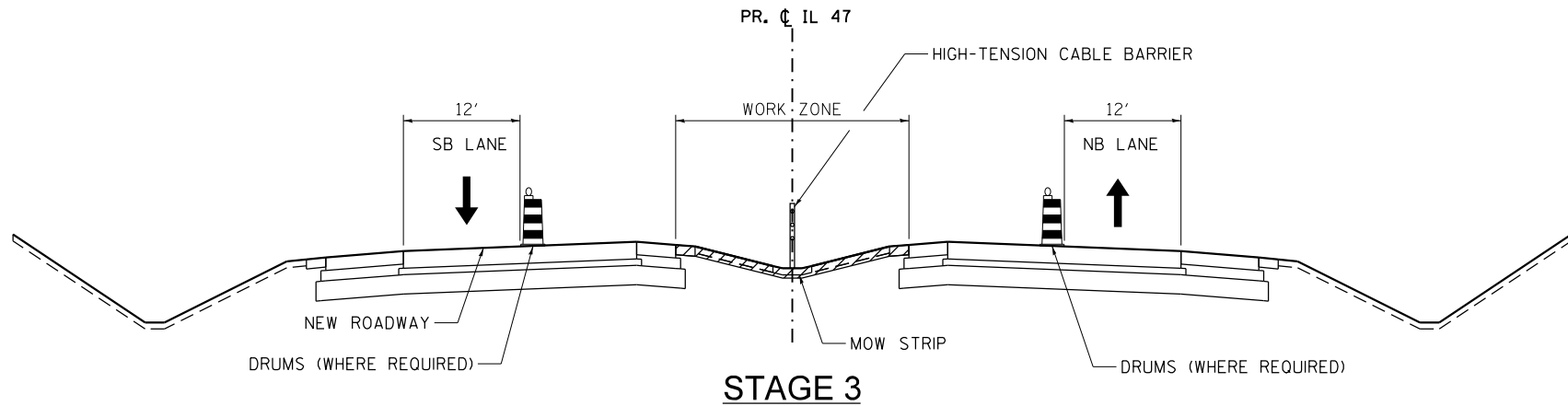
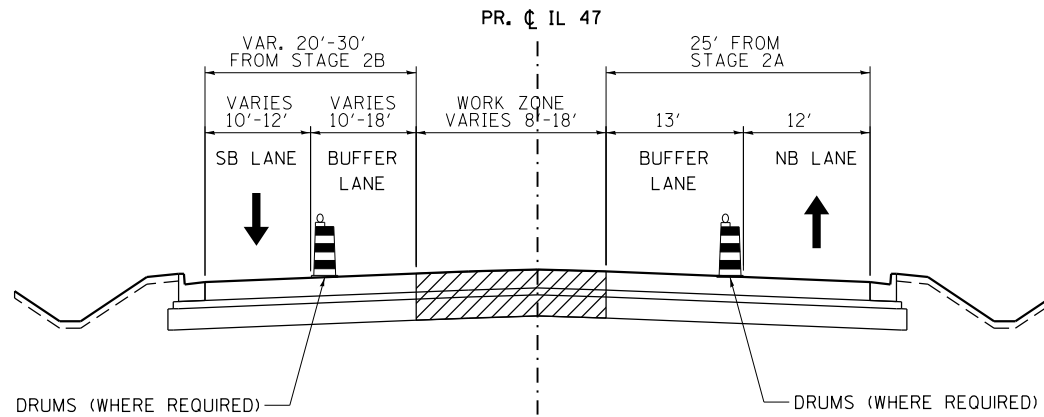


Exhibit E-6 - Construction Staging - Stage 3



CATON FARM ROAD TO AMENT ROAD
Normal Posted Speed Limit: 55 MPH



AMENT ROAD TO IL 71
Normal Posted Speed Limit: 50 MPH

Stage 3 Construction

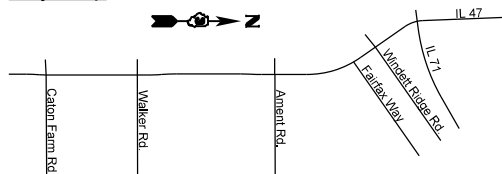
Caton Farm Road to Ament Road

- Shift traffic to final configuration, remove temporary crossover, finalize grading within depressed median and install HTC barrier & mow strip, complete final restoration

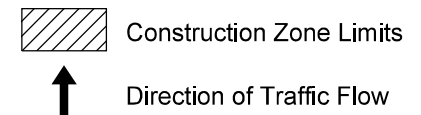
Ament Road to IL 71

- Complete construction of two-way left-turn lane, finalize grading and restoration

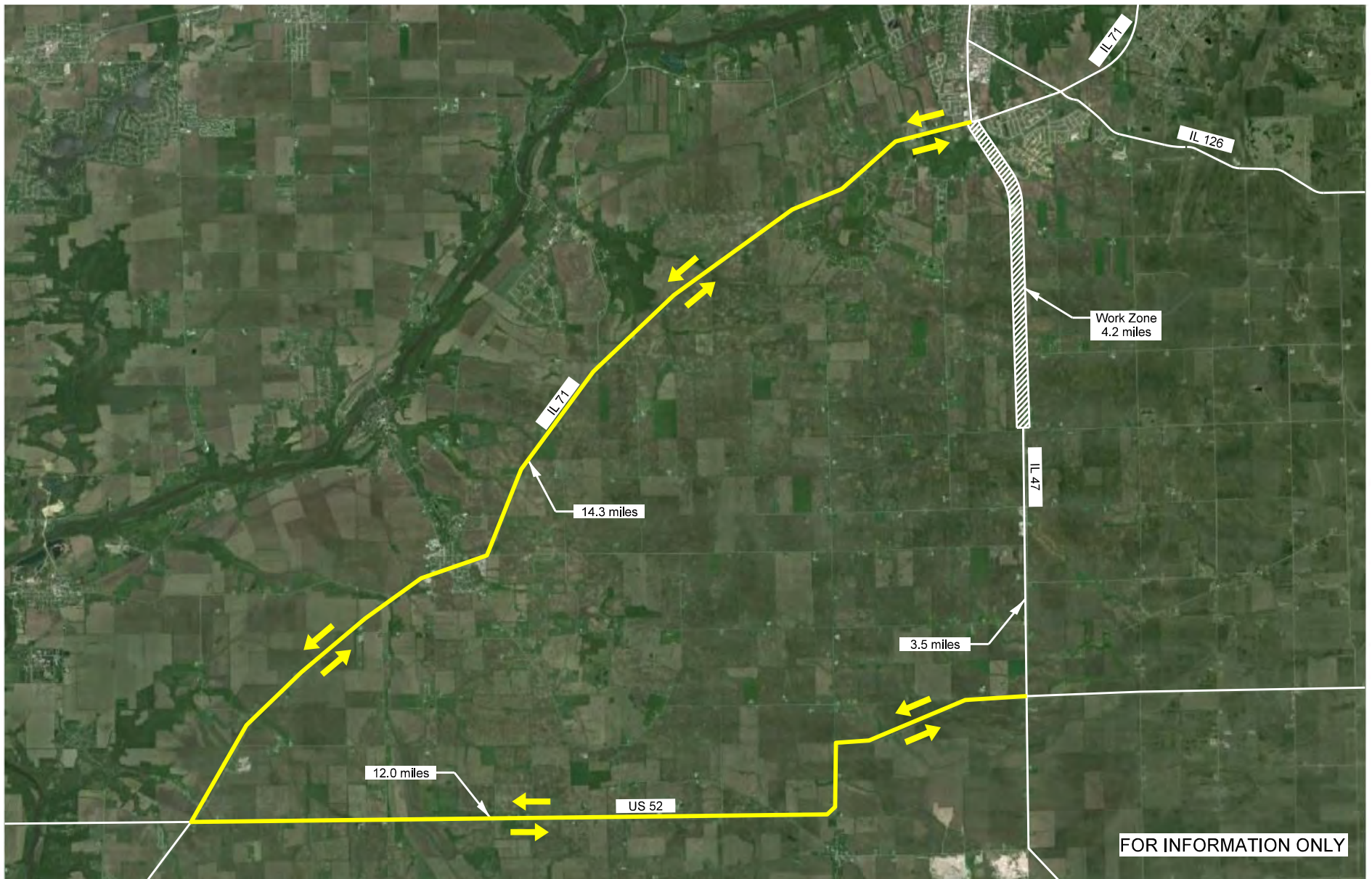
Key Map



Legend



IL 47 - Caton Farm Road to IL 71



Option 2 - Full Detour - IL 47 full road closure between Caton Farm Road and IL 71 (4.2 miles)
Reroute NB and SB through traffic from IL 47 to US 52 and IL 71 (26.3 miles)



Illinois Department of Transportation

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

Typical
FILE COPY

November 17, 2014

Mr. Francis C. Klaas
Kendall County Engineer
6780 Route 47
Yorkville, IL 60560

No response as of
9/25/15

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
Contract No. 66825
File No. 1931

Dear Mr. Klaas:

The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of IL 47 from IL 71 to Caton Farm Road. The proposed project consists of reconstructing IL 47 to a five-lane roadway with curb and gutter north of Ament Road and shoulders with cable median and ditches south of Ament Road. See attached project location map.

This project is unfunded in the Fiscal Year 2015-2020 Proposed Highway Improvement Program. This project will be monitored and considered for inclusion in future programs. It is the policy of the department to provide organizations affected by the project an opportunity to comment on the project at the preliminary stages when the flexibility to respond still exists.

Part of the study is to determine the most economical and feasible traffic control methods for the traveling public while the project is under construction. The method proposed for this project is to maintain traffic on the existing IL 47 pavement while two new IL 47 lanes are constructed and then move traffic onto the new pavement to allow removal of the existing pavement and construction of the additional two lanes of new pavement. Due to elevation differences between the existing and proposed pavements, it will be necessary to temporarily close some legs of intersecting crossroads. To maintain area access, no two adjacent crossroads will be closed at any given time.

Please provide information on the enclosed comment sheet concerning services provided by your organization which may be influenced by a temporary closure of crossroads. In addition, please verify that the name, address, and telephone number shown on the comment sheet are correct. If no response is received by December 10, 2014, it will be construed as a "no comment" response and the closure of this route during the construction project will not adversely affect services provided by your organization.

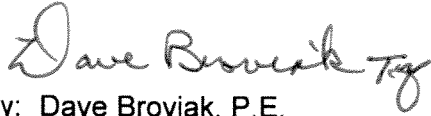
Mr. Francis C. Klaas
November 17, 2014
Page 2

Upon completion and approval of our study, we will proceed with plan preparation. You will be contacted again before the crossroad closures are implemented and the project is constructed.

If you have any questions, or wish to arrange a meeting to discuss the improvement in more detail, please contact Mrs. Kelly Vlastnik, Studies and Plans Senior Unit Chief, at 815-434-8575.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways,
Region Two Engineer

A handwritten signature in dark ink, appearing to read "Dave Broviak". The signature is fluid and cursive, with a stylized "T" at the end.

By: Dave Broviak, P.E.
Acting Program Development Engineer

Mr. Francis C. Klaas
Kendall County Engineer
6780 Route 47
Yorkville, IL 60560

Mr. Michael Kalina
Battalion Chief EMS
Bristol-Kendall Fire Protection District
103 East Beaver Street
Yorkville, IL 60560

Mr. Marty Schwartz
Kendall Township Highway Commissioner
8308 Walker Road
Yorkville, IL 60560

Mr. Joseph Gillespie, Director
Kendall County Emergency Management Agency
1102 Cornell Lane
Yorkville, IL 60560

Mr. Kenneth W. Walker
Kendall Township Supervisor
9513 Walker Road
Yorkville, IL 60560

Mr. Tim Shimp
Superintendent of Schools
Yorkville Community Unit School District 115
602A Center Parkway
Yorkville, IL 60560

Honorable Gary Golinski
Mayor of Yorkville
800 Game Farm Road
Yorkville, IL 60560

~~Ms. Sandy Konn~~
~~Division Manager~~
~~Septran, Inc.~~
~~1121 Oak Street~~ P.O. Box 298
~~Yorkville, IL 60560~~ Bristol, IL 60512

Mr. Randy L. Ness, Lieutenant
Illinois State Police
16648 S. Broadway
Lockport, IL 60441-9546

Mr. Paul LaLonde
Program Director
Kendall Area Transit
109 West Ridge Street, Room 002
Yorkville, IL 60560

Mr. Richard A. Randall
Kendall County Sheriff
1102 Cornell Lane
Yorkville, IL 60560

Ms. Janice Sherwood, Postmaster
Yorkville Post Office
601 E. Countryside Parkway
Yorkville, IL 60560

Mr. Richard T. Hart
Chief of Police
804 Game Farm Road
Yorkville, IL 60560

No responses recieved as of 9/25/15

Mr. Michael G. Hitzemann
Fire Chief
Bristol-Kendall Fire Protection District
103 East Beaver Street
Yorkville, IL 60560

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
Contract No. 66825

**PLEASE VERIFY THE FOLLOWING
CONTACT INFORMATION:**

☐ **CORRECT**

☐ **INCORRECT**

(Please print changes below)

Name: Mr. Francis C. Klaas, Kendall County Engineer
Address: 6780 Route 47, Yorkville, IL 60560
Phone No.

CHECK THE APPROPRIATE RESPONSE:

☐ I have no comments at this time.

☐ I have noted my comments below.

☐ I would like to discuss this matter further by telephone.

☐ I will call you

☐ Please call me at _____ Preferred date and time: _____
(phone no.)

☐ I would like to personally meet to discuss this project.

Please call me to arrange a specific date, time and location.

I can be reached at (Phone #): _____

The most convenient time to contact me is (day and time) _____

COMMENTS

NAME:

Please print

SIGNATURE:

DATE:

KMV

APPENDIX A

Crash Summary and Data

CRASH SUMMARY

<u>WEATHER- ROAD CONDITION</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>TOTALS</u>	<u>%</u>
CLEAR-DRY	6	2	8	2	3	21	61.8%
CLEAR-WET			1			1	2.9%
FOG/SMOG-WET	1				1	2	5.9%
RAIN-WET	2		1			3	8.8%
SNOW-SNOW OR SLUSH	4	2				6	17.6%
UNKNOWN-ICE	1					1	2.9%
TOTALS:	14	4	10	2	4	34	100.0%

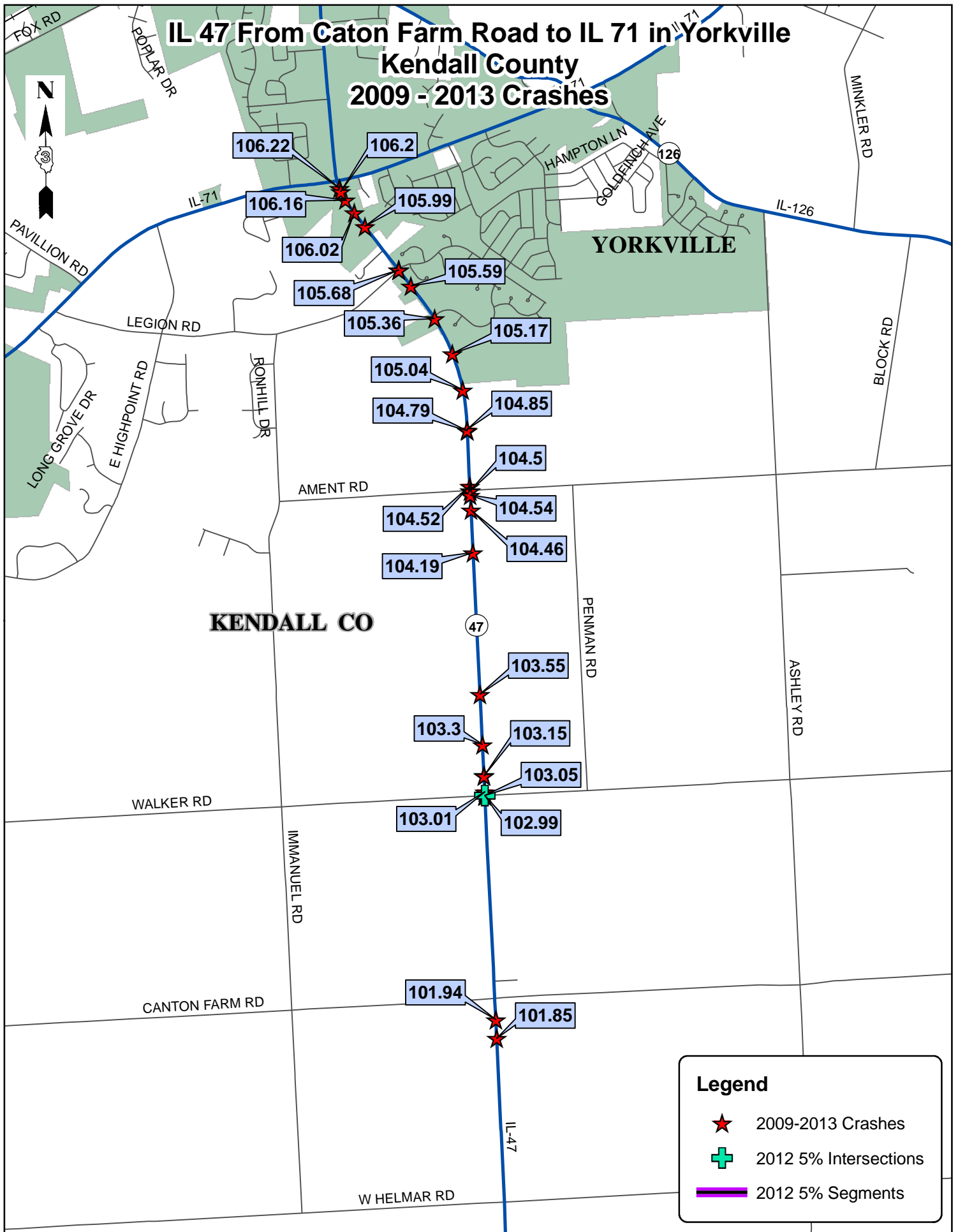
<u>SEVERITY OF CRASH</u>						<u>TOTALS</u>	<u>%</u>
PROPERTY DAMAGE ONLY	11	3	4	1	3	22	64.7%
PERSONAL INJURY - TYPE A	1		1		1	3	8.8%
PERSONAL INJURY - TYPE B	1	1	5	1		8	23.5%
PERSONAL INJURY - TYPE C	1					1	2.9%
NUMBER OF INJURIES	5	1	11	1	3	21	
FATAL CRASH						0	0.0%
NUMBER OF FATALITIES						0	
TOTALS:	14	4	10	2	4	34	100.0%

<u>CRASH TYPE</u>						<u>TOTALS</u>	<u>%</u>
REAR END	2	2	3		2	9	26.5%
SIDESWIPE-SAME DIR.	1					1	2.9%
SIDESWIPE-OPP. DIR	1	1	2	1		5	14.7%
TURNING	2		1	1		4	11.8%
ANGLE	1		3		2	6	17.6%
FIXED OBJECT	4		1			5	14.7%
HIT PEDESTRAIN	1					1	2.9%
PARKED VEHICLE	1					1	2.9%
ANIMAL	1	1				2	5.9%
TOTALS:	14	4	10	2	4	34	100.0%

1/30/2015 3:00 PM

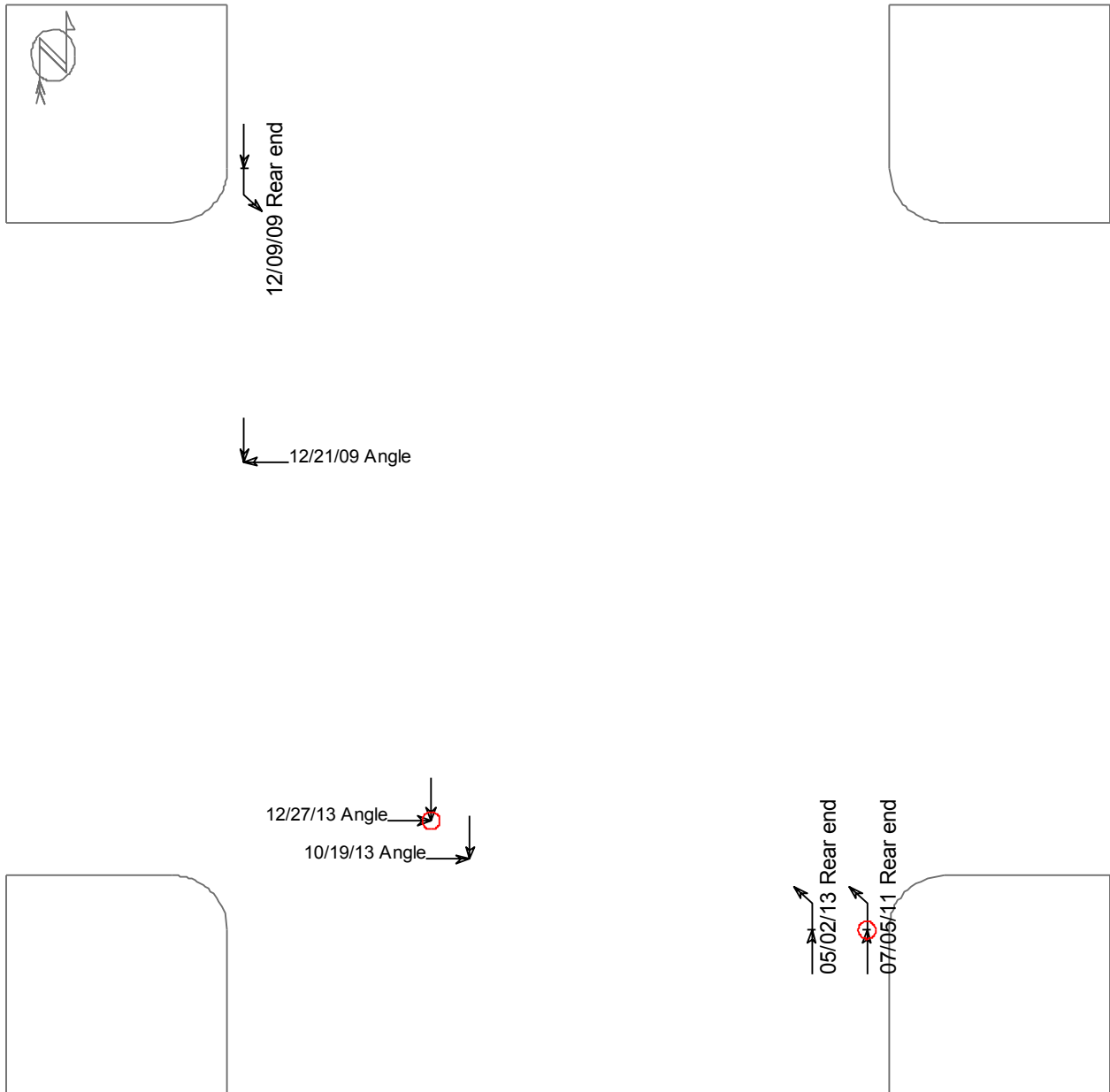
\\hrgyvnas\data\88100046\Engineering\reports\Combined Design Report\Appendices\Appendix A\A05 - Crash Summary and Supporting Data\Crash Summary.xls

IL 47 From Caton Farm Road to IL 71 in Yorkville Kendall County 2009 - 2013 Crashes



IL 47 @ Walker Rd. 6 Accidents

2009-2013 Crashes 12/09/09 - 12/27/13

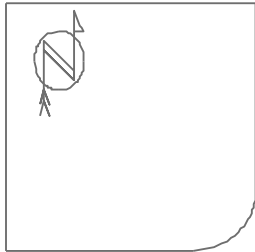


(clear filter), (0) accidents with insufficient data for display

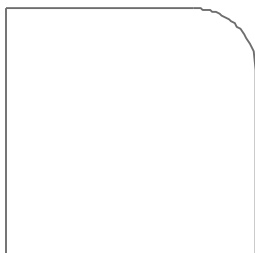
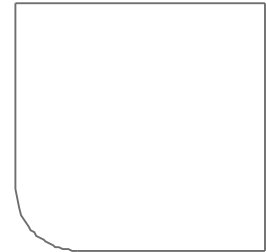
← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	←~ Erratic	× Bicycle	□ General	▣ Pole
← Unknown	←~ Out of control	○ Injury	▣ Signal	▣ Curb
↔ Backing	↗ Right turn	⊙ Fatality	▣ Tree	⊗ Animal
↔ Overtaking	↙ Left turn	💡 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↘ U-turn	🚗 DUI	* Extra data	

IL 47 @ Ament Rd.
2 Accidents

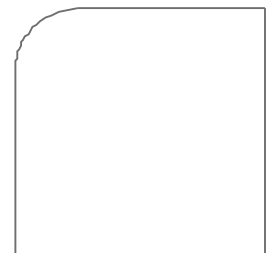
2009-2013 Crashes
04/05/11 - 05/12/11



05/12/11 Angle



04/05/11 Angle

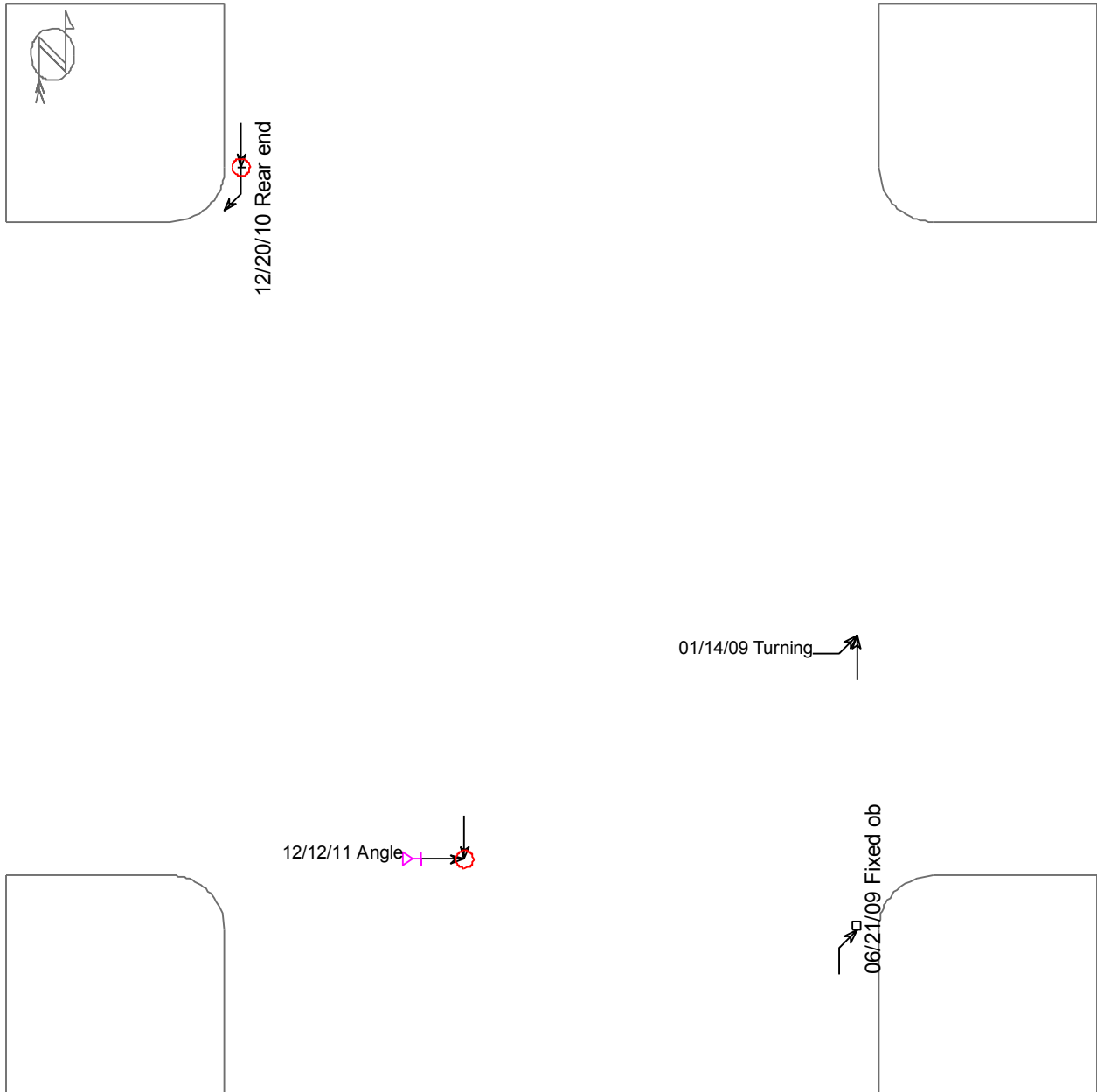


(clear filter), (0) accidents with insufficient data for display

← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	← Erratic	× Bicycle	<input type="checkbox"/> General	<input checked="" type="checkbox"/> Pole
← Unknown	← Out of control	○ Injury	<input checked="" type="checkbox"/> Signal	<input checked="" type="checkbox"/> Curb
↔ Backing	↘ Right turn	⊙ Fatality	<input checked="" type="checkbox"/> Tree	<input checked="" type="checkbox"/> Animal
↔ Overtaking	↙ Left turn	🚗 Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↺ U-turn	🚔 DUI	* Extra data	

IL 47 @ Legion Rd. 4 Accidents

2009-2013 Crashes 01/14/09 - 12/12/11



(clear filter), (0) accidents with insufficient data for display

← Straight	▬ Parked	× Pedestrian	Fixed objects:	
← Stopped	←~ Erratic	× Bicycle	□ General	▣ Pole
← Unknown	←~ Out of control	○ Injury	▣ Signal	▣ Curb
↔ Backing	↔ Right turn	⊙ Fatality	▣ Tree	⌘ Animal
↔ Overtaking	↔ Left turn	⚡ Nighttime	◀ 3rd vehicle	
↔ Sideswipe	↔ U-turn	⚡ DUI	* Extra data	

GIS Crash Analysis Report - Crash Data Summary

IL 47 From Caton Farm Road to IL 71 in Yorkville - Kendall County

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction		Crash Date	Day of Week
										1	2		
IL047	103.05	201301056119	Rear End	PD	0	0	Dry	Clear	Daylight	North	North	05/02/13	Thu
IL047	101.85	201301084367	Rear End	PD	0	0	Dry	Clear	Daylight	South	South	05/12/13	Sun
IL047	103.05	201301248568	Angle	PD	0	0	Dry	Clear	Daylight	East	South	10/19/13	Sat
IL047	103.05	201301273076	Angle	A-Injury	0	3	Wet	Fog/Smoke/Haze	Dawn	East	South	12/27/13	Fri
IL047	105.17	201201274866	Sideswipe Opposite	B-Injury	0	1	Dry	Clear	Darkness	Northwest	Southeast	07/21/12	Sat
IL047	106.16	201201358123	Turning	PD	0	0	Dry	Clear	Daylight	North	South	09/17/12	Mon
IL047	104.79	201101160211	Turning	B-Injury	0	1	Dry	Clear	Daylight	South	South	02/24/11	Thu
IL047	105.36	201101160199	Fixed Object	PD	0	0	Wet	Clear	Daylight	North		02/06/11	Sun
IL047	104.50	201101160344	Angle	PD	0	0	Dry	Clear	Daylight	East	South	04/05/11	Tue
IL047	104.52	201101209646	Rear End	B-Injury	0	2	Dry	Clear	Daylight	North	North	05/21/11	Sat
IL047	103.01	201101209779	Sideswipe Opposite	B-Injury	0	1	Dry	Clear	Daylight	North	South	05/10/11	Tue
IL047	106.02	201101230266	Rear End	PD	0	0	Dry	Clear	Daylight	North	North	07/10/11	Sun
IL047	104.19	201101262599	Sideswipe Opposite	B-Injury	0	1	Wet	Rain	Daylight	North	South	07/28/11	Thu
IL047	105.62	201101428836	Angle	B-Injury	0	2	Dry	Clear	Darkness	East	South	12/12/11	Mon
IL047	102.99	201101276167	Rear End	A-Injury	0	4	Dry	Clear	Daylight	North	North	07/05/11	Tue
IL047	104.50	201101209688	Angle	PD	0	0	Dry	Clear	Daylight	N/A	Southeast	05/12/11	Thu
IL047	104.46	201001400728	Animal	PD	0	0	Dry	Clear	Daylight	North		10/13/10	Wed
IL047	103.15	201001467557	Sideswipe Opposite	PD	0	0	Snow or	Snow	Darkness	North	South	12/09/10	Thu
IL047	105.99	201001353723	Rear End	PD	0	0	Dry	Clear	Darkness	South	South	10/11/10	Mon
IL047	105.68	201001457398	Rear End	B-Injury	0	1	Snow or	Snow	Darkness	South	South	12/20/10	Mon
IL047	103.55	200901331781	Pedestrian	A-Injury	0	1	Wet	Rain	Darkness	N/A	North	10/25/09	Sun
IL047	105.68	200901011126	Turning	PD	0	0	Snow or	Snow	Daylight	East	North	01/14/09	Wed

GIS Crash Analysis Report - Crash Data Summary

IL 47 From Caton Farm Road to IL 71 in Yorkville - Kendall County

Route	Mile	Case Number	Collision Type	Injury Type	Fatal Count	Injury Count	Surface Condition	Weather Description	Lighting Conditions	Vehicle Direction		Crash Date	Day of Week
										1	2		
IL047	103.30	200901044267	Sideswipe Same Direction	PD	0	0	Ice		Darkness	South	South	01/17/09	Sat
IL047	103.15	200901246125	Parked Motor Vehicle	PD	0	0	Dry	Clear	Darkness	South	West	04/07/09	Tue
IL047	105.68	200901247959	Fixed Object	PD	0	0	Dry	Clear	Daylight	Northeast		06/21/09	Sun
IL047	101.94	200901138637	Animal	PD	0	0	Dry	Clear	Darkness	South		06/21/09	Sun
IL047	106.22	200901321425	Fixed Object	PD	0	0	Dry	Clear	Darkness/ Lighted Road	Southwest	North	08/26/09	Wed
IL047	106.20	200901361798	Turning	PD	0	0	Wet	Rain	Daylight	South	South	10/09/09	Fri
IL047	105.04	200901481912	Sideswipe Opposite	B-Injury	0	3	Snow or	Snow	Darkness	North	South	12/26/09	Sat
IL047	104.54	200901482057	Fixed Object	C-Injury	0	1	Dry	Clear	Darkness	South		12/03/09	Thu
IL047	104.85	200901482824	Rear End	PD	0	0	Snow or	Snow	Daylight	North	North	12/26/09	Sat
IL047	105.59	200901394861	Fixed Object	PD	0	0	Dry	Clear	Daylight	North		10/29/09	Thu
IL047	103.05	200901482071	Angle	PD	0	0	Wet	Fog/Smoke/Haze	Darkness	West	South	12/21/09	Mon
IL047	103.05	200901481832	Rear End	PD	0	0	Snow or	Snow	Daylight	South	South	12/09/09	Wed

Total Fatalities:

0

Total Injuries:

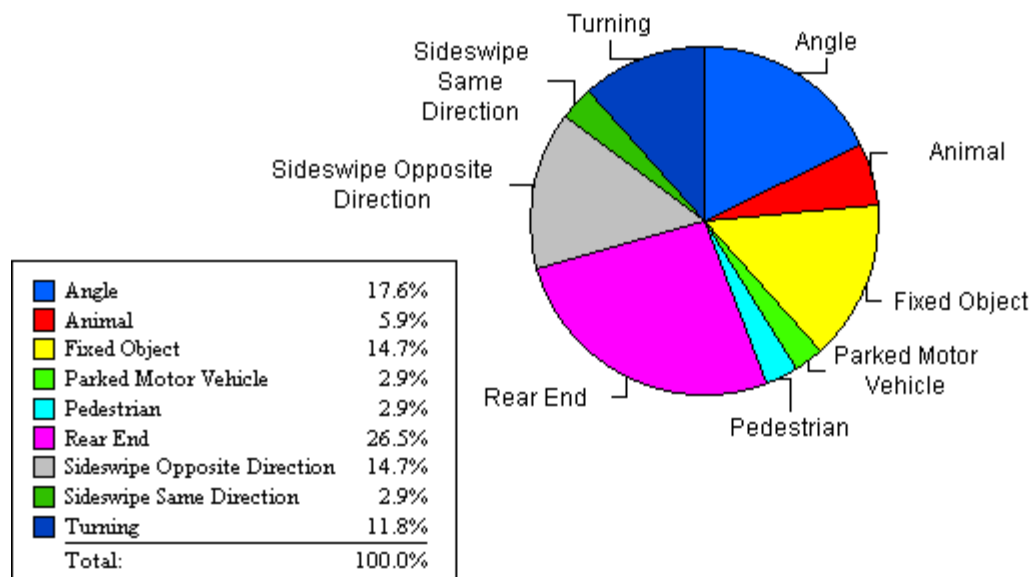
21

Total Crashes:

34

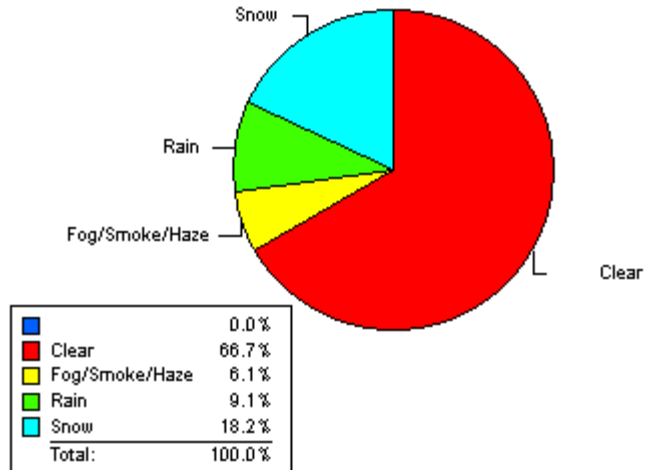
IL 47 From Caton Farm Road to IL 71 in Yorkville - Kendall County

Collision Type

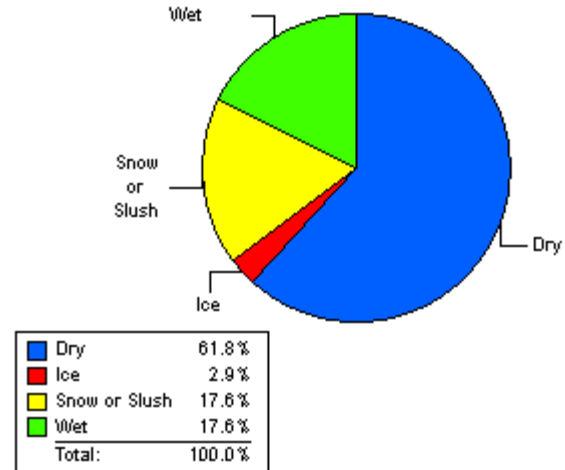


IL 47 From Caton Farm Road to IL 71 in Yorkville - Kendall County

Weather Conditions

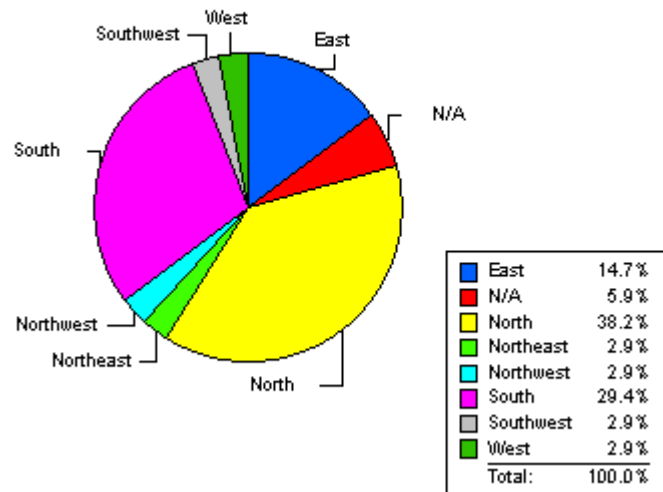


Surface Conditions

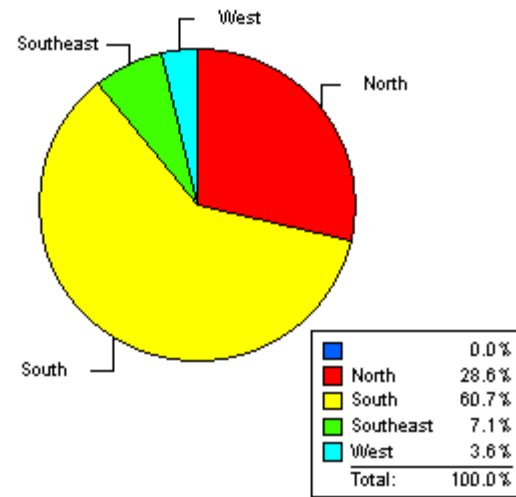
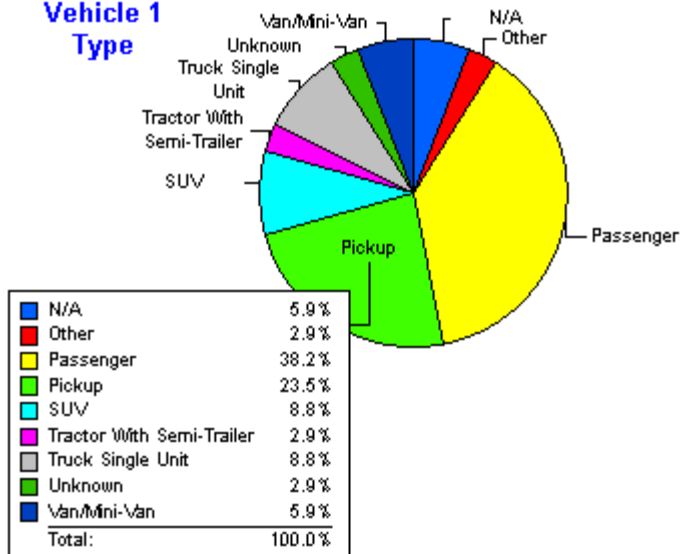
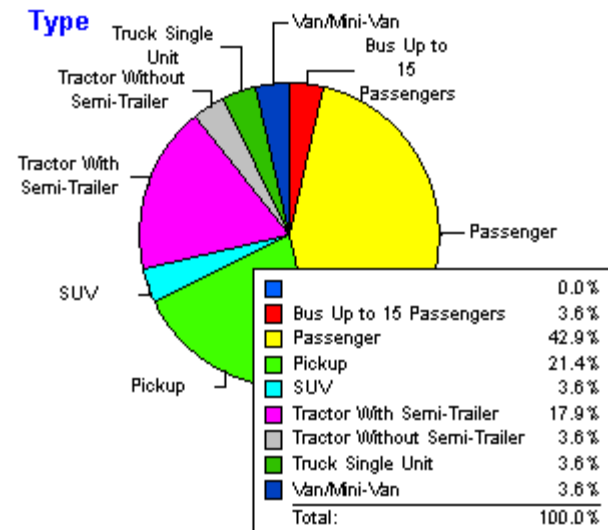


IL 47 From Caton Farm Road to IL 71 in Yorkville - Kendall County

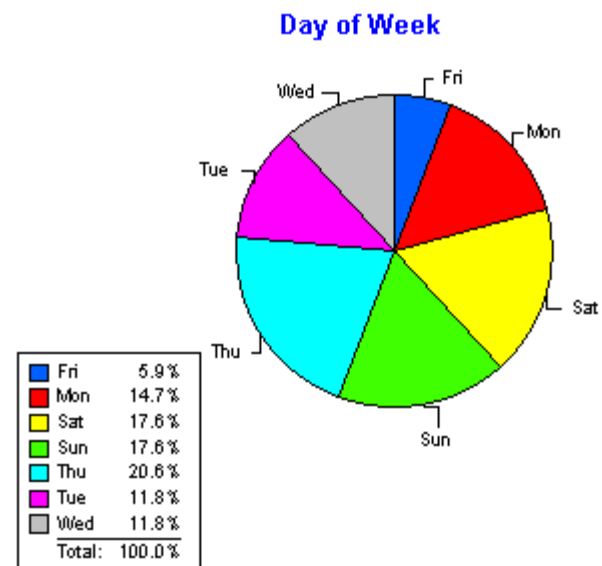
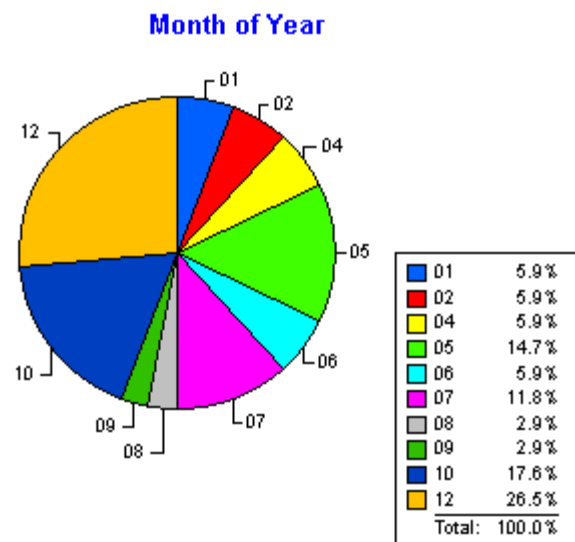
Direction of Travel - Vehicle 1



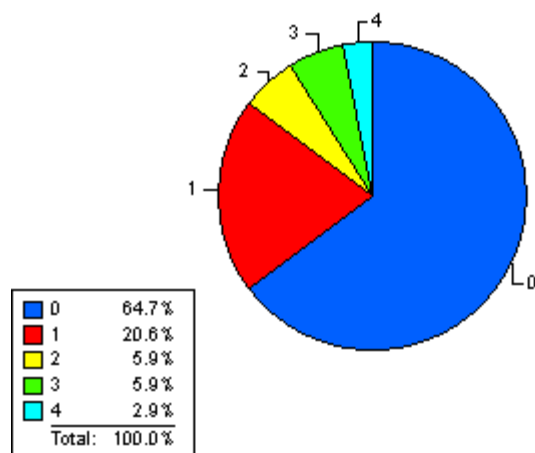
Direction of Travel - Vehicle 2

Vehicle 1
TypeVehicle 2
Type

IL 47 From Caton Farm Road to IL 71 in Yorkville - Kendall County

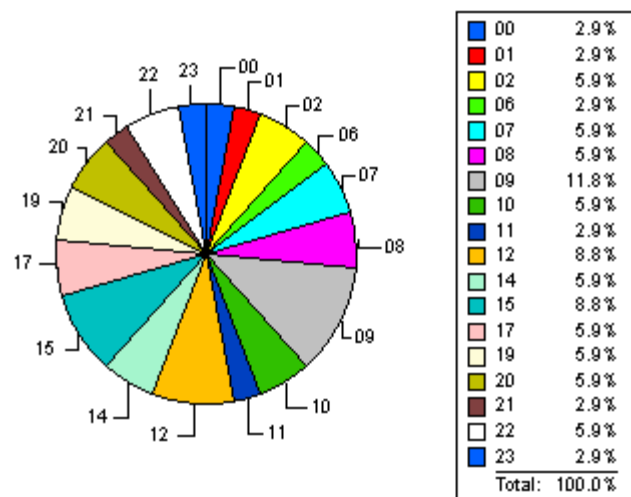


IL 47 From Caton Farm Road to IL 71 in Yorkville - Kendall County

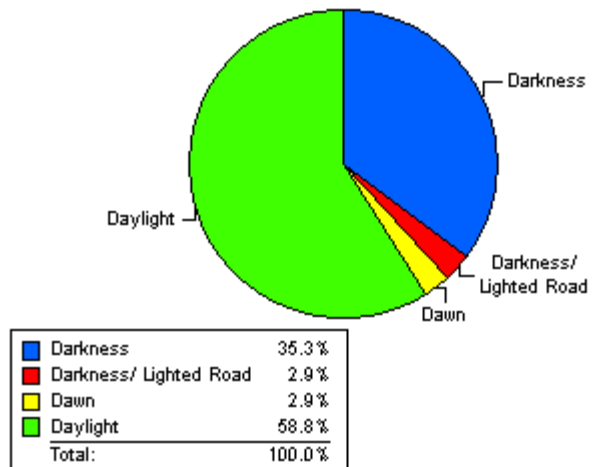
Injuries Per Crash

IL 47 From Caton Farm Road to IL 71 in Yorkville - Kendall County

Time of Day



Lighting Conditions



ILLINOIS DEPARTMENT OF TRANSPORTATION

1/30/2015

GIS Crash Details Report - Crash Data Summary

Page 1

IL 47 From Caton Farm Road to IL 71 in Yorkville-Kendall County

Route	Mile	Collision Type	Surface /Weather	Crash Date /Time	Direction	Driver Condition	Vehicle Type	Maneuver Code	Event 1	Event 2	Event 3
IL047	103.05	Rear End	Dry	05/02/13	Veh 1: North	Normal	Tractor With Semi-Tr	Straight Ahead	Motor Vehicle In Traffic		
			Clear	10:00	Veh 2: North	Normal	Van/Mini-Van	Slow/Stop - Left Turn	Motor Vehicle In Traffic		
IL047	101.85	Rear End	Dry	05/12/13	Veh 1: South	Normal	Passenger	Skidding/Control Loss	Motor Vehicle In Traffic		
			Clear	09:00	Veh 2: South	Normal	SUV	Slow/Stop In Traffic	Motor Vehicle In Traffic		
IL047	103.05	Angle	Dry	10/19/13	Veh 1: East	Normal	Pickup	Straight Ahead	Motor Vehicle In Traffic		
			Clear	17:00	Veh 2: South	Normal	Tractor With Semi-Tr	Straight Ahead	Motor Vehicle In Traffic		
IL047	103.05	Angle	Wet	12/27/13	Veh 1: East	Normal	Other	Straight Ahead	Motor Vehicle In Traffic	Motor Vehicle In Traffic	Motor Vehicle In Traffic
			Fog/Smoke/Haz	07:00	Veh 2: South	Normal	Tractor With Semi-Tr	Straight Ahead	Motor Vehicle In Traffic	Ran Off Roadway	
IL047	105.17	Sideswipe Opposite Direc	Dry	07/21/12	Veh 1: Northwest	Fatigued	Pickup	Negotiating A Curve	Motor Vehicle In Traffic		
			Clear	02:00	Veh 2: Southeast	Normal	Passenger	Negotiating A Curve	Motor Vehicle In Traffic		
IL047	106.16	Turning	Dry	09/17/12	Veh 1: North	Normal	Pickup	Turning Left	Motor Vehicle In Traffic		
			Clear	15:00	Veh 2: South	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic		
IL047	104.79	Turning	Dry	02/24/11	Veh 1: South	Normal	Van/Mini-Van	Straight Ahead	Motor Vehicle In Traffic		
			Clear	14:00	Veh 2: South	Normal	Pickup	Turning Right	Motor Vehicle In Traffic		
IL047	105.36	Fixed Object	Wet	02/06/11	Veh 1: North	Normal	Passenger	Skidding/Control Loss	Ran Off Roadway	Ditch/Embankment	
			Clear	15:00	Veh 2:						
IL047	104.50	Angle	Dry	04/05/11	Veh 1: East	Normal	SUV	Slow/Stop - Left Turn	Motor Vehicle In Traffic		
			Clear	08:00	Veh 2: South	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic		
IL047	104.52	Rear End	Dry	05/21/11	Veh 1: North	Normal	Truck Single Unit	Straight Ahead	Motor Vehicle In Traffic		
			Clear	08:00	Veh 2: North	Normal	Passenger	Slow/Stop - Left Turn	Motor Vehicle In Traffic		
IL047	103.01	Sideswipe Opposite Direc	Dry	05/10/11	Veh 1: North	Normal	Truck Single Unit	Straight Ahead	Motor Vehicle In Traffic		
			Clear	10:00	Veh 2: South	Normal	Tractor With Semi-Tr	Avoiding Vehicle/Objects	Motor Vehicle In Traffic		
IL047	106.02	Rear End	Dry	07/10/11	Veh 1: North	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic		
			Clear	22:00	Veh 2: North	Normal	Pickup	Slow/Stop In Traffic	Motor Vehicle In Traffic		
IL047	104.19	Sideswipe Opposite Direc	Wet	07/28/11	Veh 1: North	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic		
			Rain	06:00	Veh 2: South	Normal	Tractor Without Sem	Straight Ahead	Motor Vehicle In Traffic		
IL047	105.62	Angle	Dry	12/12/11	Veh 1: East	Alcohol Impaired	Pickup	Straight Ahead	Motor Vehicle In Traffic		
			Clear	21:00	Veh 2: South	Normal	Pickup	Straight Ahead	Motor Vehicle In Traffic		
IL047	102.99	Rear End	Dry	07/05/11	Veh 1: North	Normal	SUV	Straight Ahead	Motor Vehicle In Traffic		
			Clear	12:00	Veh 2: North	Normal	Passenger	Slow/Stop - Left Turn	Motor Vehicle In Traffic		
IL047	104.50	Angle	Dry	05/12/11	Veh 1: N/A	N/A	N/A	N/A	N/A	N/A	N/A
			Clear	12:00	Veh 2: Southeast	Normal	Passenger	Skidding/Control Loss	Motor Vehicle In Traffic		
IL047	104.46	Animal	Dry	10/13/10	Veh 1: North	Normal	Pickup	Straight Ahead	Deer		

ILLINOIS DEPARTMENT OF TRANSPORTATION

1/30/2015

GIS Crash Details Report - Crash Data Summary

Page 2

IL 47 From Caton Farm Road to IL 71 in Yorkville-Kendall County

Route	Mile	Collision Type	Surface /Weather	Crash Date /Time	Direction	Driver Condition	Vehicle Type	Maneuver Code	Event 1	Event 2	Event 3
			Clear	09:00	Veh 2:						
IL047	103.15	Sideswipe Opposite Direc	Snow or	12/09/10	Veh 1:	North	Normal	Passenger	Skidding/Control Loss	Motor Vehicle In Traffic	
			Snow	23:00	Veh 2:	South	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic	
IL047	105.99	Rear End	Dry	10/11/10	Veh 1:	South	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic	
			Clear	20:00	Veh 2:	South	Normal	Passenger	Slow/Stop In Traffic	Motor Vehicle In Traffic	
IL047	105.68	Rear End	Snow or	12/20/10	Veh 1:	South	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic	
			Snow	17:00	Veh 2:	South	Normal	Pickup	Slow/Stop - Right Turn	Motor Vehicle In Traffic	
IL047	103.55	Pedestrian	Wet	10/25/09	Veh 1:	N/A	N/A	N/A	N/A	N/A	N/A
			Rain	02:00	Veh 2:	North	Normal	Tractor With Semi-Tr	Straight Ahead	Pedestrian	N/A
IL047	105.68	Turning	Snow or	01/14/09	Veh 1:	East	Normal	Passenger	Turning Left	Motor Vehicle In Traffic	
			Snow	09:00	Veh 2:	North	Normal	Bus Up to 15 Passe	Straight Ahead	Motor Vehicle In Traffic	
IL047	103.30	Sideswipe Same Direction	Ice	01/17/09	Veh 1:	South	Normal	SUV	Passing/Overtaking	Motor Vehicle In Traffic	
				19:00	Veh 2:	South	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic	
IL047	103.15	Parked Motor Vehicle	Dry	04/07/09	Veh 1:	South	Had Been Drinking	Pickup	Straight Ahead	Ran Off Roadway	Mailbox
			Clear	00:00	Veh 2:	West		Passenger	Parked	Motor Vehicle In Traffic	Utility Pole
IL047	105.68	Fixed Object	Dry	06/21/09	Veh 1:	Northeast	Had Been Drinking	Passenger	Turning Right	Curb	
			Clear	07:00	Veh 2:						
IL047	101.94	Animal	Dry	06/21/09	Veh 1:	South	Normal	Passenger	Straight Ahead	Deer	
			Clear	01:00	Veh 2:						
IL047	106.22	Fixed Object	Dry	08/26/09	Veh 1:	Southwest	Other/Unknown	Unknown	Unknown	Ran Off Roadway	Utility Pole
			Clear	20:00	Veh 2:	North	Other/Unknown	Passenger	Straight Ahead	Utility Pole	
IL047	106.20	Turning	Wet	10/09/09	Veh 1:	South	Normal	Pickup	Turning Left	Motor Vehicle In Traffic	
			Rain	11:00	Veh 2:	South	Normal	Tractor With Semi-Tr	Straight Ahead	Motor Vehicle In Traffic	
IL047	105.04	Sideswipe Opposite Direc	Snow or	12/26/09	Veh 1:	North	Normal	Passenger	Skidding/Control Loss	Motor Vehicle In Traffic	
			Snow	19:00	Veh 2:	South	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic	
IL047	104.54	Fixed Object	Dry	12/03/09	Veh 1:	South	Alcohol Impaired	Passenger	Skidding/Control Loss	Ran Off Roadway	Curb
			Clear	22:00	Veh 2:						Overturn
IL047	104.85	Rear End	Snow or	12/26/09	Veh 1:	North	Normal	Van/Mini-Van	Slow/Stop In Traffic	Motor Vehicle In Traffic	
			Snow	14:00	Veh 2:	North	Normal	Truck Single Unit	Straight Ahead	Motor Vehicle In Traffic	
IL047	105.59	Fixed Object	Dry	10/29/09	Veh 1:	North	Normal	Pickup	Avoiding Vehicle/Objects	Ran Off Roadway	Ditch/Embankment
			Clear	12:00	Veh 2:						Other Object
IL047	103.05	Angle	Wet	12/21/09	Veh 1:	West	Normal	Truck Single Unit	Starting In Traffic	Motor Vehicle In Traffic	
			Fog/Smoke/Haz	09:00	Veh 2:	South	Normal	Pickup	Straight Ahead	Motor Vehicle In Traffic	

ILLINOIS DEPARTMENT OF TRANSPORTATION

GIS Crash Details Report - Crash Data Summary

IL 47 From Caton Farm Road to IL 71 in Yorkville-Kendall County

IL047	103.05	Rear End	Snow or	12/09/09	Veh 1:	South	Normal	Passenger	Straight Ahead	Motor Vehicle In Traffic
			Snow	15:00	Veh 2:	South	Normal	Pickup	Slow/Stop - Left Turn	Motor Vehicle In Traffic

APPENDIX A

Pavement Design Approval Memo



Illinois Department of Transportation

To: Paul Loete Attn: District Three
From: John D. Baranzelli
Subject: Pavement Design
Date: March 30, 2015

A handwritten signature, likely of John D. Baranzelli, in black ink.

FAP Route 326 (IL 47)
Section (109, 110)R
Kendall County
From IL 71 to Caton Farm Road

The project, submitted to BDE by memo dated December 18, 2014, will reconstruct IL 47 from IL 71 to Caton Farm Road. The proposed cross section will provide a four-lane or five-lane section. The project is subject to the alternate bid procedure, due to the total lane miles exceeding two miles, and the LCCA not favoring either a flexible or a rigid design for IL 47 by more than 10%. The project was discussed by the Pavement Selection Committee, who concurred with the project proceeding as alternate bid.

The approved pavement design is as follows:

IL 47 (Pavement Reconstruction)

Option 1

- 10.25 inches of Jointed PCC Pavement with Tied PCC Curb & Gutter
- 12 inches of Aggregate Subgrade Improvement

Option 2

- 13 inches of Full Depth HMA Pavement with PCC Curb & Gutter
 - 2 inches of Polymerized HMA Surface Course, Mix "D", N90
 - 2.25 inches of Polymerized HMA Binder Course, IL-19.0, N90
 - 8.75 inches of HMA Base Course, IL-19.0, N70
- 12 inches of Aggregate Subgrade Improvement

If you have any questions, please contact Paul Niedernhofer at (217) 524-1651.

APPENDIX A

Pavement Cores



Illinois Department of Transportation

Memorandum

RECEIVED	
STUDIES & PLANS	
MAY 4 '12	
S&P ENG	RB
ENVIRONMENT	
ESTIMATOR	
GEOMETRICS	
HYDRAULICS	
LOCATIONS	1
PLANS ENGR	X
SEE ME	
SEC	S
CO-ORD	

To:

Dave Broviak

Attn: Craig Reed/Duane Lukkari

From:

Wayne L. Phillips

By: Mike Short

Subject:

Pavement Cores *

Date:

May 1, 2012

* FAP 326 (IL 47)
Section (109, 110)R, R-1, 110BR & BR-1
Kendall & Grundy Counties
D-93-026-12, D-93-015-10

Attached are the descriptions and pictures for the 22 cores taken. The intent of the cores is to determine the pavement and shoulder material, thickness, and condition to aid in evaluating the acceptability of using the shoulder to support traffic during stage construction. Cores were taken in the northbound outside shoulder, northbound driving lane, southbound driving lane and southbound outside shoulder. All of the dimensions are approximate.

Core #14 N.B. Outside Shoulder, 500' S. of Caton Farm Road
Lift #1 2 ¼" HMA Surface Course – Poor Condition – No Cracks – Many Voids
Lift #2 2 ¾" HMA Surface Course – Poor Condition – No Cracks – Many Voids
Lift #3 2" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #4 3 ½" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #5 1 ½" HMA Binder Course – Poor Condition – No Cracks – Many Voids
Subbase Gravel

Core #15 N.B. Outside Shoulder, 500' N. of Caton Farm Road
Lift #1 2 ½" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #2 2 ¼" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #3 1 ½" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #4 1 ½" HMA Surface Course – Fair Condition – No Cracks – Some Voids
Lift #5 1 ¾" HMA Surface Course – Good Condition – No Cracks – No Voids
Lift #6 1" HMA Binder Course – Good Condition – No Cracks – No Voids
Lift #7 2" HMA Binder Course – Good Condition – No Cracks – No Voids
Lift #8 2" HMA Binder Course – Good Condition – No Cracks – No Voids
Subbase Gravel Mixed with Soil

Core #16 N.B. Outside Shoulder, 500' N. of Walker Road
Lift #1 1 ½" HMA Surface Course – Poor Condition – No Cracks – Many Voids
Lift #2 2 ¼" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #3 1 ½" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #4 1 ½" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #5 1 ½" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Subbase Brown CA 06

Core #17 N.B. Outside Shoulder, 500' N. of Ament Road
Lift #1 1 ½" HMA Surface Course – Fair Condition – No Cracks – Some Voids
Lift #2 2 ¼" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #3 1 ¼" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #4 1 ½" HMA Binder Course – Good Condition – No Cracks – No Voids
Lift #5 2" HMA Binder Course – Good Condition – No Cracks – Some Voids
Subbase Brown CA 06

Core #18 N.B. Outside Shoulder, .4 Mile S. of Rt. 71
Lift #1 1 ¾" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #2 1 ½" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #3 2" HMA Binder Course – Poor Condition – Cracked & Broken – Very Poor
Lift #4 2 ¾" HMA Binder Course – Poor Condition – Some Cracks – Many Voids
(Very Poor)
Subbase Brown Silty Clay

Core #19 S.B. Outside Shoulder, .4 Mile S. of Rt. 71
Lift #1 1 ¾" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #2 1 ½" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #3 1 ¼" HMA Binder Course – Fair Condition – No Cracks – Many Voids
Lift #4 4" HMA Binder Course – Fair Condition – No Cracks – Many Voids
Subbase Brown Silty Clay

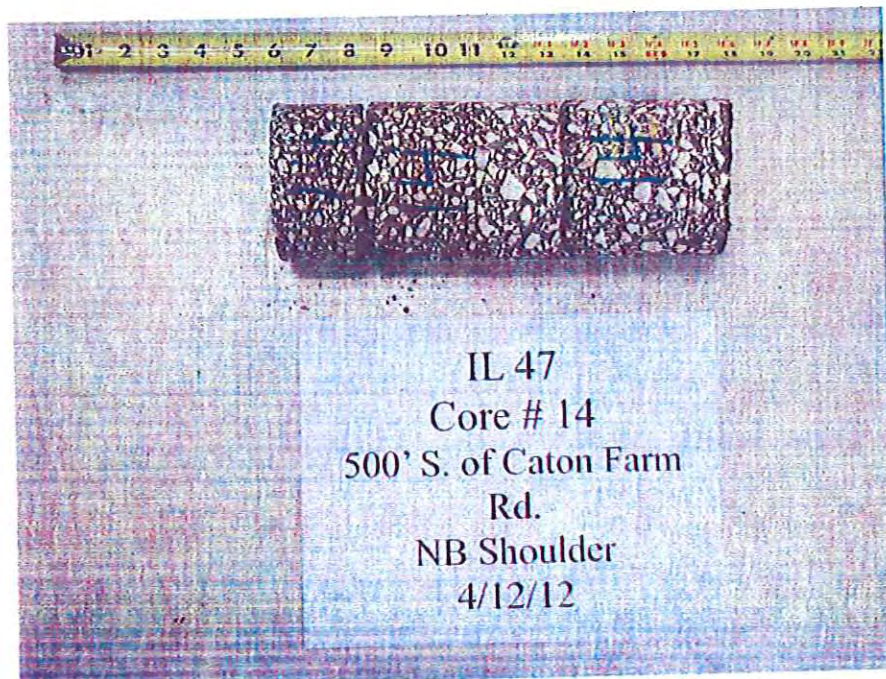
Core # 20 S.B. Outside Shoulder, 500' N. of Ament Road
Lift #1 1 ½" HMA Surface Course – Poor Condition – No Cracks – Many Voids
Lift #2 1 ¾" HMA Surface Course – Poor Condition – No Cracks – Many Voids
Lift #3 1 ½" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #4 1 ¾" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #5 1 ½" HMA Binder Course – Fair Condition – No Cracks – Many Voids
Lift #6 3" HMA Binder Course – Poor Condition – Many Voids
(Very Poor)
Subbase CA 06

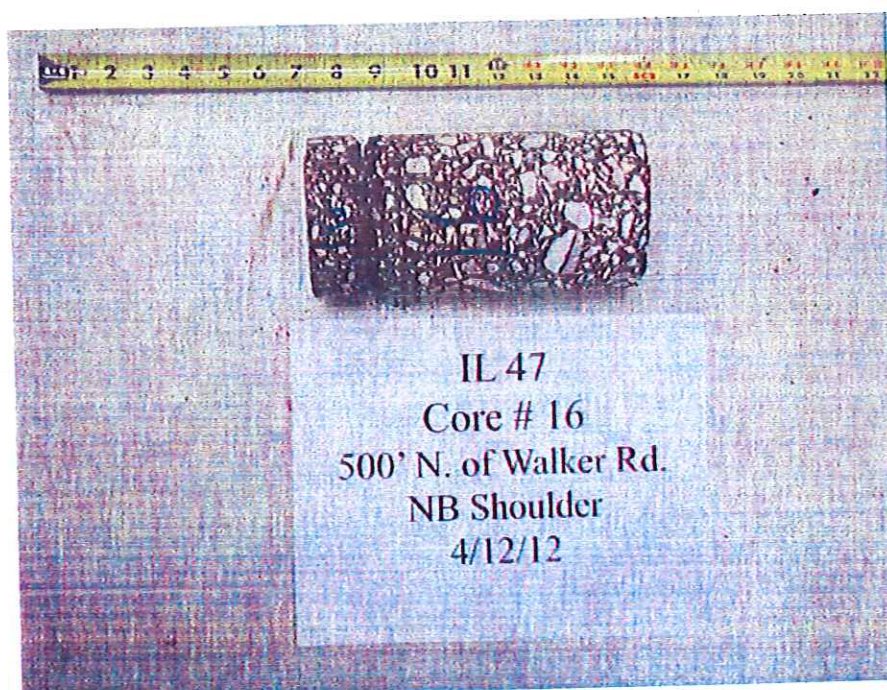
Core #21 S.B. Outside Shoulder, 500' N. of Walker Road
Lift #1 1 ¾" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #2 1 ¾" HMA Binder Course – Fair Condition – No Cracks – Many Voids
Lift #3 5" HMA Binder Course – Good Condition – No Cracks – Some Voids
Subbase CA 06

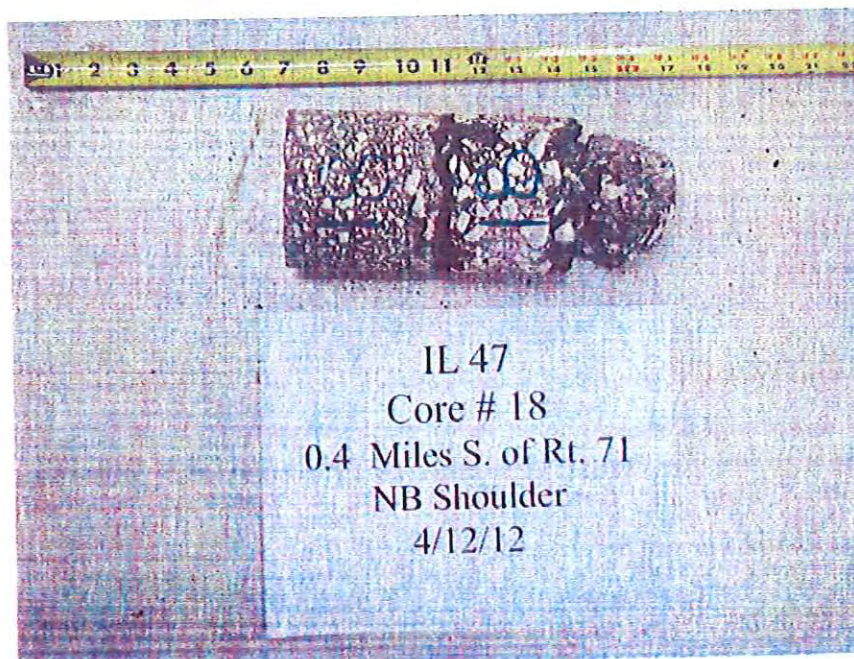
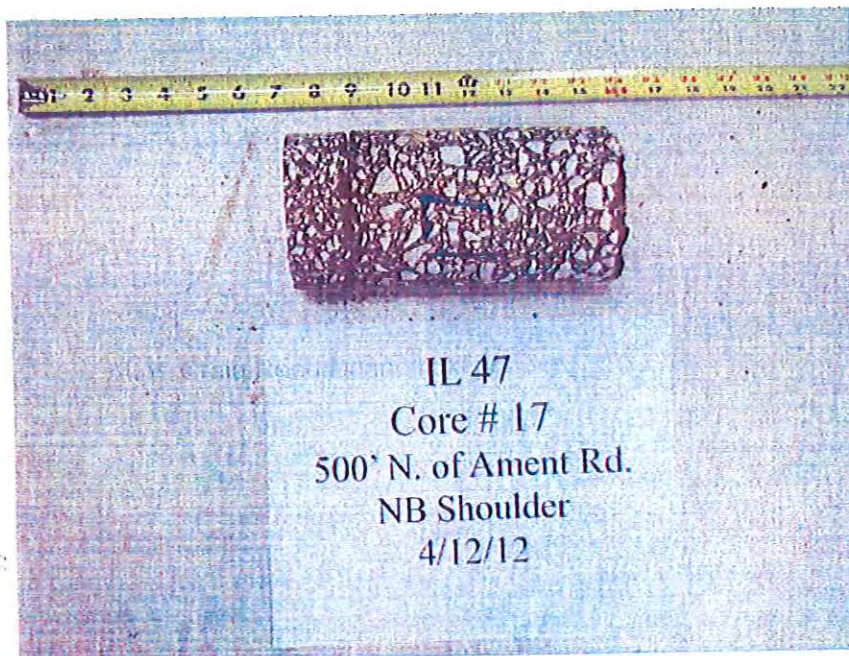
Core #22 S.B. Outside Shoulder, 500' N. of Caton Farm Road
Lift #1 1 ½" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #2 1 ½" HMA Surface Course – Fair Condition – No Cracks – Many Voids
Lift #3 ½" HMA Surface Course – Fair Condition – No Cracks – Some Voids
Lift #4 1 ¼" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #5 2" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #6 3" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Lift #7 2" HMA Binder Course – Good Condition – No Cracks – No Voids
Lift #8 1 ½" HMA Binder Course – Good Condition – No Cracks – Some Voids
Lift #9 3 ¼" HMA Binder Course – Fair Condition – No Cracks – Some Voids
Subbase CA 06 Mixed with Clay

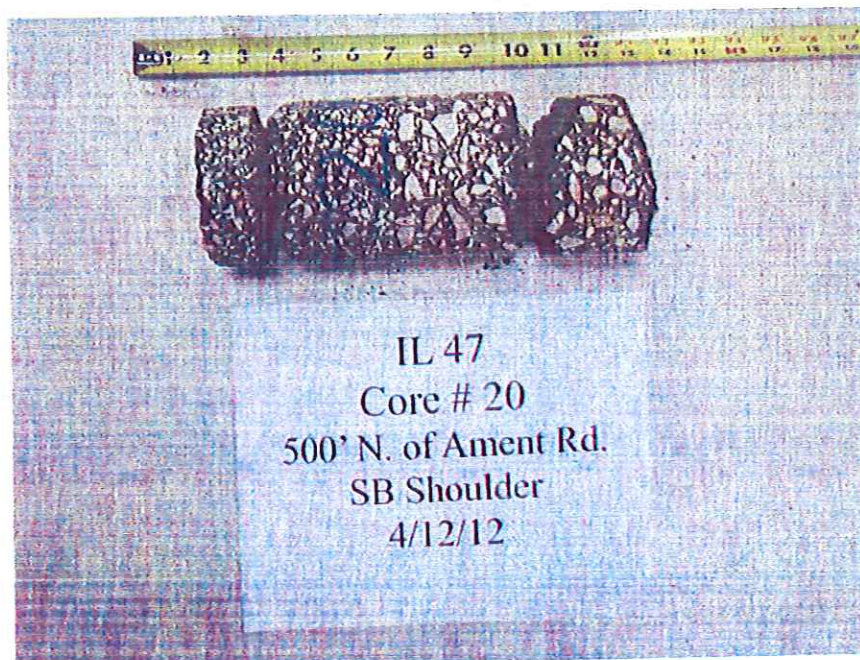
Dave Broviak
Page 12
May 1, 2012

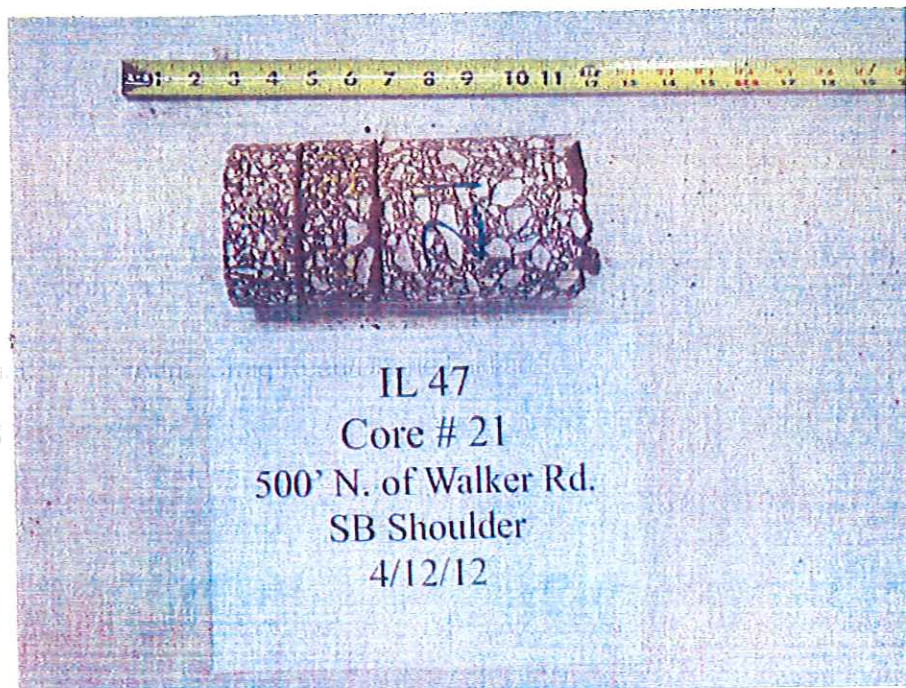
Attn: Craig Reed/Duane Lukkari













Illinois Department of Transportation

Memorandum

To: Dave Broviak Attn: Duane Lukkari
From: Wayne Phillips By: Mike Short
Subject: Pavement Cores
Date: July 28, 2010

* IL 47
Section (109,110)R
Kendall County
Contract No. 66825

Eight cores were taken at approximate locations as approved by design.
Below are the core descriptions.

Core #1 – S.B. IL 47, 0.4 miles South of IL 71, 6' offset from Centerline

1.25"	Bit. Surface Course, Minor Voids, Good Condition
1.00"	Bit. Surface Course, Minor Voids, Good Condition
2.50"	Bit. Binder Course, Numerous Voids, Fair to Poor Condition
2.00"	Bit. Binder Course, Minor Voids, Good Condition
1.50"	Bit. Binder Course, Numerous Voids, Fair to Poor Condition
2.00"	Bit. Binder Course, Minor Voids, Good Condition
3.00"	Bit. Binder Course, Minor Voids, Good Condition

Core #2 – S.B. IL 47, 200' South of Legion Road, Driving Lane, 6' offset from Centerline

1.50"	Bit. Surface Course, Minor Voids, Good Condition
0.75"	Bit. Surface Course, Minor Voids, Good Condition
1.50"	Bit. Binder Course, Moderate Voids, Fair Condition
1.00"	Bit. Binder Course, Minor Voids, Good Condition
2.50"	Bit. Binder Course, Minor Voids, Good Condition
2.00"	Bit. Binder Course, Moderate Voids, Fair Condition
2.75"	Bit. Binder Course, Minor Voids, Fair to Good Condition

Dave Broviak
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July 28, 2010

Core #3 – S.B. IL 47, 200' South of Legion Road, Turn Lane, 6' offset from Driving Lane

2.00"	Bit. Surface Course, Moderate Voids, Fair Condition
1.25"	Bit. Surface Course, Moderate Voids, Fair Condition
1.00"	Bit. Surface Course, Moderate Voids, Fair Condition
1.50"	Bit. Surface Course, Moderate Voids, Fair Condition
2.00"	Bit. Binder Course, Moderate Voids, Fair Condition
3.25"	Bituminous, Broken & Crumbled, Poor Condition (Field Measurement)

Core #4 – N.B. IL 47, 600' South of Legion Road, Turn Lane, 6' offset from Driving Lane

2.00"	Bit. Surface Course, Moderate Voids, Fair Condition at Best
1.50"	Bit. Surface Course, Moderate Voids, Fair to Poor Condition
1.25"	Bit. Surface Course, Minor Voids, Fair to Good Condition
1.00"	Bit. Surface Course, Minor Voids, Fair Condition
1.50"	Bit. Surface Course, Minor Voids, Good Condition
1.50"	Bit. Binder Course, Moderate Voids, Fair Condition
1.50"	Bit. Binder Course, Minor Voids, Good Condition
0.75"	Bit. Surface Course, Minor Voids, Good Condition
1.00"	Bit. Binder Course, Moderate Voids, Fair Condition
1.00"	Bit. Binder Course, Moderate Voids, Fair Condition

Core #5 – N.B. IL 47, 600' South of Legion Road, Driving Lane, 6' offset from Centerline

1.50"	Bit. Surface Course, Moderate Voids, Fair Condition at Best
1.50"	Bit. Binder Course, Numerous Voids, Poor Condition
2.00"	Bit. Binder Course, Minor Voids, Fair to Good Condition
1.50"	Bit. Binder Course, Moderate Voids, Fair Condition
2.50"	Bit. Binder Course, Numerous Voids, Fair to Poor Condition
3.00"	Bit. Binder Course, Moderate Voids, Fair to Poor Condition

Core #6 – S.B. IL 47, 500' North of Ament Road, 6' offset from Centerline

1.25"	Bit. Surface Course, Minor Voids, Fair to Good Condition
0.75"	Bit. Surface Course, No Voids, Good Condition
1.00"	Bit. Surface Course, Minor Voids, Good Condition
2.00"	Bit. Binder Course, No Voids, Good Condition
1.50"	Bit. Binder Course, No Voids, Good Condition
1.00"	Bit. Surface Course, No Voids, Good Condition
1.50"	Bit. Binder Course, Minor Voids, Good Condition
0.50"	Bit. Surface Course, Moderate Voids, Fair Condition
8.00"	PCC, Minor Voids, No Cracks, Good Condition

Dave Broviak
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Core #7 – N.B. IL 47, 500' North of Walker Road, 6' offset from Centerline

1.50"	Bit. Surface Course, Minor Voids, Good Condition
0.50"	Bit. Surface Course, Moderate Voids, Fair to Good Condition
1.00"	Bit. Surface Course, Minor Voids, Fair to Good Condition
1.50"	Bit. Surface Course, Minor Voids, Fair to Good Condition
1.75"	Bit. Binder Course, Minor Voids, Good Condition
1.25"	Bit. Binder Course, Minor Voids, Good Condition
1.25"	Bit. Binder Course, Minor Voids, Good Condition
1.25"	Bit. Binder Course, Minor Voids, Good Condition
1.75"	Bit. Binder Course, Minor Voids, Good Condition
0.75"	Bit. Binder Course, Moderate Voids, Fair to Good Condition
8.00"	PCC, Broken & Crumbled, Very Poor Condition (Field Measurement)

Core #8 – S.B. IL 47, 500' North of Caton Farm Road, 6' offset from Centerline

1.25"	Bit. Surface Course, Minor Voids, Good Condition
1.50"	Bit. Surface Course, Moderate Voids, Fair to Good Condition
1.25"	Bit. Binder Course, Minor Voids, Good Condition
1.75"	Bit. Binder Course, Minor Voids, Good Condition
1.75"	Bit. Binder Course, Minor Voids, Good Condition
1.75"	Bit. Binder Course, Minor Voids, Good Condition
1.25"	Bit. Surface Course, No Voids, Good Condition
1.50"	Bit. Binder Course, Minor Voids, Good Condition
1.00"	Bit. Surface Course, Moderate Voids, Fair to Good Condition
8.50"	PCC, Moderate Voids, Numerous Cracks, Poor Condition

If you have any questions, please contact Mike at Ext. 7085.



IL. 47

CATON RD.

To

IL. 71

7

8


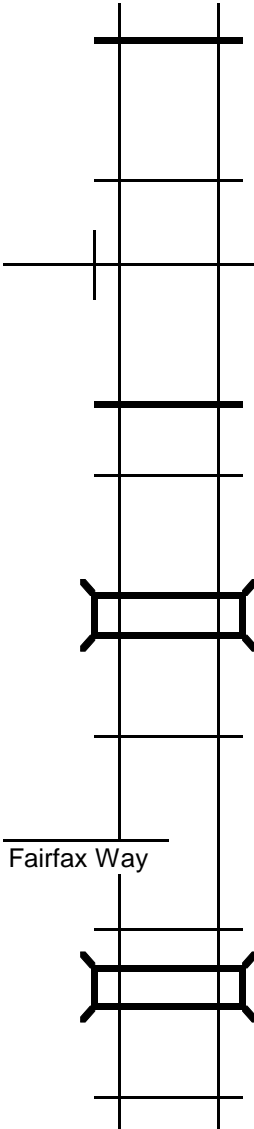
APPENDIX A

Culvert Rehabilitation Diagram and Analysis

CULVERT REHABILITATION DIAGRAM

N ↓	N B L	S B L	Station	EXISTING CULVERT SIZE	PROPOSED CULVERT SIZE	END TREATMENT	REMARKS
			6622+20				All entrance culverts are to be removed and replaced with new culverts and end sections to be designed in Phase II.
							Begin Reconstruction
			6635+97	DBL 8'x6' RCB		Extend culvert to clear zone and add flared wingwalls	SN 047-2010 Extend existing box culvert RSAP used for end treatment analysis
			Caton Farm Road 6636+56.31	48"x36" CMP	48" RCP	Standard end section which matches foreslope	Centerline Caton Farm Road (West) Under Caton Farm Road (West)
				24" CMP	24" RCP	Standard end section which matches foreslope	Under Caton Farm Road (East)
			6658+00		30" RCP	Provide traversable end section and grate which matches foreslope	
			6659+01	2'x2' RCB			Remove
			6678+93	3'x2' RCB	10'x4' RCB *	Extend culvert to clear zone and add end section	Skewed 11.55° LT Ahead RSAP used for end treatment analysis
			Walker Road 6689+31.56				Centerline Walker Road (West)
			6702+50	DBL 12'x7' RCB		Extend culvert to clear zone and add flared wingwalls	SN 047-2006 Replace existing box culvert RSAP used for end treatment analysis

CULVERT REHABILITATION DIAGRAM

 N	N B L	S B L	Station	EXISTING CULVERT SIZE	PROPOSED CULVERT SIZE	END TREATMENT	REMARKS
			6720+00		36" EQ-RS RCP	Provide traversable end section and grate which matches foreslope	
			6765+48	4'x3' RCB			Remove and replace with storm sewer
			Ament Road 6768+81.86	24" CMP			Centerline Ament Road (West) Under Ament Road (East) - Remove and replace with storm sewer
			6774+50		24" RCP	Standard end section which matches foreslope	
			6777+79	2'x2' RCB			Remove
			6785+15	DBL 45"x29" RCP DBL 12'x3' RCB *		Provide traversable end section and grate which matches foreslope	Skewed 15.00° RT Ahead RSAP used for end treatment analysis
			6793+79	2'x2' RCB			Remove
			Fairfax Way 6815+61.61				Centerline Fairfax Way
			6817+21	3'x2' RCB			Remove
			6819+50		7'x4' RCB *	Provide end section where 1:3 slope meets culvert	Combines flows from adjacent culverts to the north and south RSAP used for end treatment analysis
			6823+00	DBL 2'x2' RCB			Remove

CULVERT REHABILITATION DIAGRAM

N ↓	N B L	S B L	Station	EXISTING CULVERT SIZE	PROPOSED CULVERT SIZE	END TREATMENT	REMARKS
			Legion Road				
	Windett Ridge Road		6830+89.22				Centerline Legion Road
			6834+10	2'x2' RCB			Remove and replace with storm sewer
			Bonnie Lane				
			6837+55.87				Centerline Bonnie Lane
			6839+39	4'x3' RCB	8'x4' RCB *	Provide end section where 1:3 slope meets culvert	Skewed 29.00° LT Ahead RSAP used for end treatment analysis
			Saravanos Drive				
			6848+10				Centerline Saravanos Drive
			6852+25				End Reconstruction
			* Culvert is sized for standard precast culvert. The culvert will be buried to provide the opening necessary for hydraulic purposes.				

Culvert analysis

IL 47 from Caton Farm Road to IL 71
Contract 66825

Clear zone on mainline in rural section is assumed at 30',
in suburban section with 1:4 foreslope is assumed at 24'-28'.
in suburban section with 1:3 foreslope is assumed at 12.5-14.5 from toe of slope

BDE section 38-4.02 list order of evaluation of hazard –

And from 38-4.06(b), for culverts 27" or greater reviewed in the order listed which mimics the order from section 38-4.02

1. eliminate the structure;
2. provide a traversable end section;
3. extend the culvert opening beyond the clear zone with smooth, traversable graded earth transitions;
4. shield the culvert with a roadside barrier; or
5. delineate the structure if the above alternatives are not appropriate.

Since the culverts cannot be eliminated providing a traversable end section was suggested. If a standard grate could not be provided on a traversable end section then the culvert was analyzed using the RSAP.
See table for end treatment, analyzing the options.

Station	Proposed Size Analyzed	Skew	Remarks	Proposed End Treatment
6635+97	DBL 8'x6'	1.46°	RSAP used	extend the culvert opening beyond the clear zone with smooth, traversable graded earth transitions with cast in place wingwalls
Analysis	<i>Due to the location of the Caton Farm Road and the safety concerns, the wrap around guardrail was not considered. Because of the size of the culvert placing the wingwall and 7' drop inside the clear zone was not considered. Special Bridge Office design grate was used for analysis</i>			
6636+56.31	48" RCP	Parallel	Caton Farm Road West BLRS Clear zone = 6'	standard end section which matches the foreslope
Analysis	<i>End section is outside the clear zone with normal 1:6 foreslopes for both IL 47 and Caton Farm Road West</i>			
6636+56.31	24" RCP	Parallel	Caton Farm Road East BLRS Clear zone = 24'	standard end section which matches the foreslope
Analysis	<i>Culvert \leq 27"</i>			
6658+00	30" RCP	0°		provide a traversable end section which matches the foreslope with grate
Analysis	<i>Since standard traversable grate is feasible it should be provided</i>			
6678+93	10'x4' RCB	11.55°	RSAP used	extend the culvert opening beyond the clear zone with smooth, traversable graded earth transitions
Analysis	<i>Special Bridge Office design grate was used for analysis</i>			
6702+50	DBL 12'x7' RCB	3.25°	RSAP used	extend the culvert opening beyond the clear zone with smooth, traversable graded earth transitions
Analysis	<i>Because of the size of the culvert, placing the wingwall and 8' drop inside the clear zone was not considered. Special Bridge Office design grate was used for analysis</i>			

6720+00	36" EQ-RS RCP	0°		provide a traversable end section which matches the foreslope with grate
Analysis	<i>Since standard traversable grate is feasible it should be provided</i>			
6774+50	24" RCP	0°		standard end section which matches the foreslope
Analysis	<i>Culvert \leq 27"</i>			
6785+15	DBL 12'x3' RCB	15°	RSAP used	provide a traversable end section which matches the foreslope with special grate
Analysis	<i>Special Bridge Office design used for analysis. Extending the culvert to the clear zone was not analyzed because of ROW issues.</i>			
6819+50	7'x4' RCB	0°	RSAP used	provide end section which matches the foreslope where the 1:3 fore slope meets the culvert headwall
Analysis	<i>There are ROW concerns so extending to the clear zone was not analyzed.</i>			
6839+39	8'x4' RCB	29°	RSAP used	provide end section which matches the foreslope where the 1:3 fore slope meets the culvert headwall
Analysis	<i>Skew angle greater than ± 15, grate cannot be used. There are ROW concerns so extending to the clear zone was not analyzed. The left side was chosen as the primary side since it is closer to the EOP.</i>			

BDE section 38-4.01

The severity of a specific roadside hazard will depend upon many factors. The Roadside Safety Analysis Program (RSAP) may be used to quantify the relative severity of roadside hazards.

38-4.03(b) Cost-Effectiveness Method

Where practical, the designer should use an approved cost-effectiveness methodology to determine roadside barrier warrants. This will provide an objective means to analyze many of the factors that impact roadside safety, and it will support effective use of funds to realize safety benefits. It will also promote uniformity of decision-making for roadside safety throughout the Department

Each culvert that was reviewed with the RSAP was analyzed with the options that would be considered feasible to build. The alternatives considered were:

- Placing an end section or wingwall on the culvert where the foreslope met the headwall.
- Adding a grate to the end section placed where the foreslope met the headwall.
- Adding guardrail
 - In the rural section the guardrail would be placed at the edge of the shoulder
 - In the urban section the guardrail would be placed 6" or 4' from the face of the curb.
- Extending the culvert to the clear zone then placing an end section or wingwall.

Crash data was reviewed within 1000' of each culvert. There were 1, 2, or 3 accidents at each location not including the intersection accidents. The types included hitting an animal, sideswipe in opposite direction, sideswipe in same direction, rear end, hitting a parked vehicle, and turning. None of the accidents were off the road types.

Description and construction dollars for each alternate

Bold indicated the RSAP's preferred alternate based on the cost / benefit ratio

Station 6635+97 Double 8'x6' box – SN 047-2010

The base is to extend the culvert to the point where a 1:6 slope meets the culvert headwall. (±28' from EOP)

Alternate 1 – \$51,300 – place 1:6 end sections and grate on base culvert end

Alternate 2 – \$9,600 – extend culvert to clear zone and add cast in place wingwalls

Station 6678+93 10'x4' box

The base is to extend the culvert to the point where a 1:4 slope meets the culvert headwall. (±20' from EOP)

Alternate 1 – \$10,800 – add 10'x4' end section to base culvert.

Alternate 2 – \$16,500 – add 10'x4' end section to base culvert and a grate.

Alternate 3 – \$19,850 – add 10'x4' end section to base culvert and guardrail.

Guardrail will be replaced in 10 years costing \$952/year (added as maintenance cost)

Alternate 4 – \$15,700 – extend to clear zone and add 10'x4' end section.

Station 6702+50 Double 12'x7' box – SN 047-2006

The base is to extend the culvert to the point where a 1:4 slope meets the culvert headwall. (±25' from EOP)

Alternate 1 – \$10,900 – cast in place wingwalls to base culvert end

Alternate 2 – \$74,800 – place 1:4 end sections and grate on base culvert end

Alternate 3 – \$20,100 – add wingwalls to culvert and guardrail

Guardrail will be replaced in 10 years costing \$952/year (added as maintenance cost)

Alternate 4 – \$21,000 – extend culvert to clear zone and place wingwalls

Station 6785+15 Double 12'x3' box

The base is to extend the culvert to the point where a 1:3 slope meets the culvert headwall. (±20' from EOP)

Alternate 1 – \$11,557 – cast in place wingwalls to base culvert end

Alternate 2 – \$25,884 – place 1:3 end sections and grate on base culvert end

Alternate 3 – \$19,007 – add wingwalls to culvert and guardrail at 6" from face of curb

Guardrail will be replaced in 10 years costing \$919/year (added as maintenance cost)

Alternate 4 – \$19,320 – add wingwalls to culvert and guardrail at 4' from face of curb

Guardrail will be replaced in 10 years costing \$817/year (added as maintenance cost)

Station 6819+50 7'x4' box culvert

The base is to extend the culvert to the point where a 1:3 slope meets the culvert headwall.

Alternate 1 – \$7,500 – place 1:3 end section at culvert end

Alternate 2 – \$15,300 – place 1:3 end section at culvert end and add guardrail at 6" from face of curb

Guardrail will be replaced in 10 years costing \$952/year (added as maintenance cost)

Alternate 3 – \$19,000 – place 1:3 end section at culvert end and add guardrail at 4' from face of curb

Guardrail will be replaced in 10 years costing \$885/year (added as maintenance cost)

Station 6839+39 8'x4' box culvert

The base is to extend the culvert to the point where a 1:3 slope meets the culvert headwall.

Alternate 1 – \$6,100 – place 1:3 end section at culvert end

Alternate 2 – \$8,200 – place 1:3 end section at culvert end and add a grate

Alternate 3 – \$13,300 – place 1:3 end section at culvert end and add guardrail at 6" from face of curb

Guardrail will be replaced in 10 years costing \$885/year (added as maintenance cost)

Alternate 4 – \$12,800 – place 1:3 end section at culvert end and add guardrail at 4' from face of curb

Guardrail will be replaced in 10 years costing \$749/year (added as maintenance cost)

APPENDIX A

Tree Removal Schedule

Route FAP 326 (IL Route 47)

County Kendall County

Section (109,110) R

Job No. P-93-039-08

Location		Size Units	Comments (Please include the reason for removal or the commitment to save.)
Station	Offset		
6637+59	80.9' RT	36	Located within the construction limits
6637+94	103.5' RT	30	Located within the construction limits
6638+15	79.2' RT	32	Located within the construction limits
6648+21	51.0' RT	10	Located within the construction limits
6648+24	72.6' RT	10	Located within the construction limits
6648+26	93.7' RT	10	Located within the construction limits
6648+47	47.3' RT	10	Located within the construction limits
6648+50	69.5' RT	10	Located within the construction limits
6648+52	90.5' RT	10	Located within the construction limits
6667+32	10.1' RT	16	Located within the construction limits
6667+56	34.7' RT	3	Located within the construction limits
6667+68	9.9' RT	9	Located within the construction limits
6667+85	20.7' RT	16	Located within the construction limits
6668+17	73.8' RT	8	Located within the construction limits
6668+18	47.4' RT	16	Located within the construction limits
6668+24	15.6' RT	8	Located within the construction limits
6668+41	35.0' RT	2	Located within the construction limits
6668+57	60.6' RT	28	Located within the construction limits
6668+85	12.1' RT	8	Located within the construction limits
6668+85	43.3' RT	2	Located within the construction limits
6668+86	53.0' RT	16	Located within the construction limits
6669+97	31.6' RT	40	Located within the construction limits
6670+25	31.2' RT	42	Located within the construction limits
6670+53	32.4' RT	18	Located within the construction limits
6670+53	50.3' RT	12	Located within the construction limits
6670+53	71.3' RT	10	Located within the construction limits
6685+63	49.8' RT	16	Located within the construction limits
6685+93	17.1' RT	4	Located within the construction limits
6686+30	21.5' RT	1	Located within the construction limits
6686+85	56.3' RT	13	Located within the construction limits
6762+84	43.3' LT	3	Located within the construction limits

All trees located within the construction limits are included in the table.

The following general note will be added to the plans:

Only those trees designated by the Engineer or listed in the Tree Removal Schedule shall be removed. The Contractor shall protect all remaining trees from damage due to his operations.

Route FAP 326 (IL Route 47)

County Kendall County

Section (109,110) R

Job No. P-93-039-08

Location		Size Units	Comments (Please include the reason for removal or the commitment to save.)
Station	Offset		
6763+21	45.4' LT	24	Located within the construction limits
6763+88	45.2' LT	15	Located within the construction limits
6764+38	45.9' LT	18	Located within the construction limits
6764+74	48.9' LT	27	Located within the construction limits
6765+35	42.7' LT	26	Located within the construction limits
6765+93	44.5' LT	24	Located within the construction limits
6766+47	40.9' LT	27	Located within the construction limits
6767+13	41.7' LT	16	Located within the construction limits
6767+49	42.1' LT	20	Located within the construction limits
6767+85	41.6' LT	12	Located within the construction limits
6774+01	69.4' LT	38	Located within the construction limits
6795+30	71.6' LT	4	Located within the construction limits
6796+14	72.6' LT	3	Located within the construction limits
6796+97	70.7' LT	5	Located within the construction limits
6797+81	69.1' LT	5	Located within the construction limits
6836+57	77.0' RT	50	Located within the construction limits
6836+71	89.7' RT	34	Located within the construction limits
6836+73	74.1' RT	38	Located within the construction limits
6836+79	61.3' RT	9	Located within the construction limits
6836+97	60.1' RT	14	Located within the construction limits
6837+12	77.4' RT	28	Located within the construction limits
6837+28	78.1' RT	36	Located within the construction limits
6837+42	104.2' RT	40	Located within the construction limits
6837+46	59.3' RT	12	Located within the construction limits
6837+54	58.4' RT	8	Located within the construction limits
6837+82	59.6' RT	6	Located within the construction limits
6838+10	59.5' RT	6	Located within the construction limits
6838+22	53.7' LT	4	Located within the construction limits
6838+23	89.8' RT	48	Located within the construction limits
6838+70	80.3' RT	20	Located within the construction limits
6838+73	79.6' RT	12	Located within the construction limits

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Route FAP 326 (IL Route 47)

County Kendall County

Section (109,110) R

Job No. P-93-039-08

Location		Size Units	Comments (Please include the reason for removal or the commitment to save.)
Station	Offset		
6838+76	96.6' RT	6	Located within the construction limits
6838+79	67.0' RT	10	Located within the construction limits
6838+80	97.9' RT	6	Located within the construction limits
6838+81	89.7' RT	4	Located within the construction limits
6838+94	63.8' RT	10	Located within the construction limits
6838+94	87.4' RT	6	Located within the construction limits
6838+94	97.5' RT	6	Located within the construction limits
6839+10	63.0' RT	4	Located within the construction limits
6839+13	74.0' RT	8	Located within the construction limits
6839+16	57.6' RT	2	Located within the construction limits
6839+17	71.6' RT	8	Located within the construction limits
6839+20	90.9' RT	18	Located within the construction limits
6839+23	108.1' RT	8	Located within the construction limits
6839+24	77.2' RT	6	Located within the construction limits
6839+24	77.6' RT	8	Located within the construction limits
6839+24	94.5' RT	12	Located within the construction limits
6839+25	58.6' RT	8	Located within the construction limits
6839+29	62.5' RT	10	Located within the construction limits
6839+29	68.5' RT	6	Located within the construction limits
6839+34	73.7' RT	12	Located within the construction limits
6839+36	68.8' RT	6	Located within the construction limits
6839+37	57.1' RT	8	Located within the construction limits
6839+39	74.3' RT	12	Located within the construction limits
6839+40	53.2' RT	4	Located within the construction limits
6839+40	59.3' RT	4	Located within the construction limits
6839+52	60.5' RT	10	Located within the construction limits
6839+53	61.0' RT	10	Located within the construction limits
6839+54	60.6' RT	12	Located within the construction limits
6839+55	59.6' RT	10	Located within the construction limits
6840+08	59.4' RT	12	Located within the construction limits

All trees located within the construction limits are included in the table.

The following general note will be added to the plans:

Only those trees designated by the Engineer or listed in the Tree Removal Schedule shall be removed. The Contractor shall protect all remaining trees from damage due to his operations.

Route FAP 326 (IL Route 47)

County Kendall County

Section (109,110) R

Job No. P-93-039-08

Location		Size Units	Comments (Please include the reason for removal or the commitment to save.)
Station	Offset		
6841+02	70.8' LT	18	Located within the construction limits
6841+52	64.2' RT	15	Located within the construction limits
6842+61	67.3' RT	20	Located within the construction limits
6842+72	60.1' RT	8	Located within the construction limits
6842+96	59.9' RT	8	Located within the construction limits
6843+02	63.8' RT	6	Located within the construction limits
6843+16	65.3' RT	10	Located within the construction limits
6844+18	60.4' RT	4	Located within the construction limits
6844+23	59.7' LT	4	Located within the construction limits
6844+33	61.9' RT	4	Located within the construction limits
6844+42	60.4' RT	4	Located within the construction limits
6844+56	59.2' RT	4	Located within the construction limits
6844+66	60.1' RT	4	Located within the construction limits
6844+66	60.3' LT	4	Located within the construction limits
6844+76	62.4' RT	4	Located within the construction limits
6845+87	57.1' LT	4	Located within the construction limits
6846+22	58.4' LT	2	Located within the construction limits
6850+38	52.5' RT	6	Located within the construction limits
6850+57	56.2' RT	16	Located within the construction limits
6851+80	54.3' LT	4	Located within the construction limits
6852+21	55.8' LT	2	Located within the construction limits
104+49	41.1' RT	9	Located within the construction limits
105+49	44.5' RT	12	Located within the construction limits
112+29	62.2' LT	24	Located within the construction limits
207+39	44.7' LT	40	Located within the construction limits
207+69	45.5' LT	24	Located within the construction limits
208+16	46.6' LT	30	Located within the construction limits
211+67	33.4' RT	36	Located within the construction limits
212+53	42.9' RT	6	Located within the construction limits
212+55	40.8' RT	10	Located within the construction limits
212+56	32.4' RT	12	Located within the construction limits

All trees located within the construction limits are included in the table.

The following general note will be added to the plans:

Only those trees designated by the Engineer or listed in the Tree Removal Schedule shall be removed. The Contractor shall protect all remaining trees from damage due to his operations.

Route FAP 326 (IL Route 47)

County Kendall County

Section (109,110) R

Job No. P-93-039-08

Location		Size Units	Comments (Please include the reason for removal or the commitment to save.)
Station	Offset		
212+58	39.3' RT	10	Located within the construction limits
212+58	31.3' RT	60	Located within the construction limits
308+80	34.7' LT	12	Located within the construction limits
309+03	34.9' LT	24	Located within the construction limits
311+66	52.2' RT	18	Located within the construction limits
311+76	58.1' RT	8	Located within the construction limits
312+73	24.6' RT	13	Located within the construction limits
313+43	41.2' RT	8	Located within the construction limits
314+23	26.1' RT	18	Located within the construction limits
501+25	34.2' RT	4	Located within the construction limits
501+31	45.7' LT	4	Located within the construction limits
501+40	39.5' LT	4	Located within the construction limits
501+41	34.0' RT	4	Located within the construction limits
605+73	37.5' LT	6	Located within the construction limits
605+76	37.4' LT	6	Located within the construction limits
605+83	50.0' LT	30	Located within the construction limits
606+07	49.0' LT	4	Located within the construction limits
606+12	52.9' LT	12	Located within the construction limits
610+11	33.1' RT	3	Located within the construction limits
610+13	43.8' LT	4	Located within the construction limits
610+31	34.0' RT	3	Located within the construction limits
610+33	44.3' LT	4	Located within the construction limits
610+36	0.9' RT	3	Located within the construction limits

All trees located within the construction limits are included in the table.

The following general note will be added to the plans:

Only those trees designated by the Engineer or listed in the Tree Removal Schedule shall be removed. The Contractor shall protect all remaining trees from damage due to his operations.

APPENDIX A

Berm and Detention / Retention Facilities Schedule

IL 47 BERM & DETENTION/RETENTION FACILITY LOCATIONS and requirements to satisfy the setback policy / laws

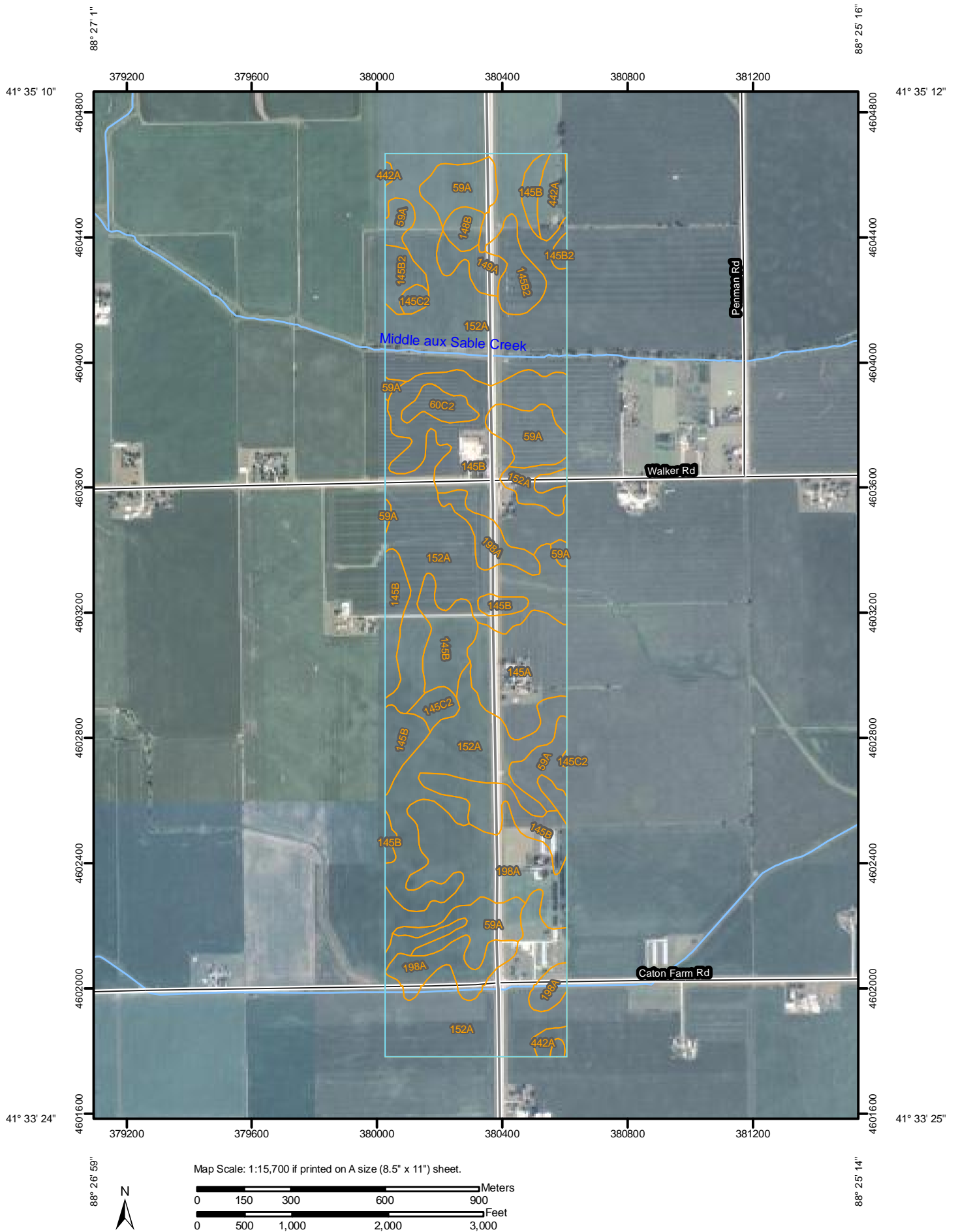
APPROX. BEGIN STATION	APPROX. END STATION	SIDE	TYPE OF BERM	CASE*	LOCAL JURISDICTION	BERM HEIGHT	Hd	MAX. POND DEPTH	DISTANCE FROM CURRENT ROW LINE	APPROX. POLICY DISTANCE REQD.	DISTANCE FROM PROP. ROW LINE	OWNER OR SUBDIVISION	PERMIT NO.	WORK REQUIRED TO MEET POLICY & IMPACTS	CONST. COST TO MEET POLICY	ROW COST TO MEET POLICY	TOTAL COST TO MEET POLICY	PROPOSED ACTION
		IL 47																
6806+50	6807+75	LT	DETENTION	II	KENDALL CO.	N/A	2'	2'	22'	13'	7'	Old Second National Bank	3-1066-91	Fill in non-compliant area. Recreate detention by extending basin into parking lot to avoid the septic field. Remove a portion of parking lot.	\$1,750	\$25,000	\$26,750	None, Proposed improvement only affects the set-back and has no impact to detention facility.
6808+75	6811+00	LT	WETLAND / RETENTION	II	YORKVILLE	N/A	5.5	3.5	26.5'	18.25'	11.5	Kleinwachter Subdivision	10260	Fill in non-compliant area. Recreate detention loss from each basin attached to that basin. Mitigate the wetland disturbance.	\$11,400	\$10,000	\$21,400	None, Proposed improvement only affects the set-back and has no impact to detention facility.
6823+50	6830+00	RT	LANDSCAPE	IV	YORKVILLE	1.5' - 5'	N/A	N/A	0' Part of berm on exist ROW	10'	0' No proposed ROW	Windett Ridge Subdivision	3-9059-05	Remove non-compliant berm and brick pillar. Recreate berm and a brick pillar in compliant area. Relocate non-compliant trees.	\$14,700	\$8,000	\$22,700	None. Only minor impacts to berm due to ditch grading. Berm is partially on IDOT existing ROW. No ROW is proposed.
6832+00	6835+75	RT	LANDSCAPE	IV	YORKVILLE	10'	N/A	N/A	0' Part of berm on exist ROW	10'	0' Part of berm on exist ROW	Windett Ridge Subdivision	3-9059-05	Remove non-compliant berm, brick wall, fence and landscaping. Recreate them in compliant area.	\$54,500	\$8,000	\$62,500	None. Only minor impacts to berm due to ditch grading. Berm is partially on IDOT existing ROW.
6844+50	6845+50	LT	DETENTION	II	YORKVILLE	N/A	4.5'	4'	0' Part of berm on exist ROW	16.75'	0' No proposed ROW	Stagecoach Subdivision (Commercial)	3-9322-06	Remove non-compliant berm, detention basin, and landscaping. Recreate detention, berm and landscape in compliant area	\$9,100	\$3,000	\$12,100	None. Only minor impacts to berm due to ditch grading. Berm is partially on IDOT existing ROW. Not acquiring proposed ROW.
6845+50	6847+75	LT	LANDSCAPE	IV	YORKVILLE	1' - 3'	N/A	N/A	0'	10'	0' No proposed ROW	Stagecoach Subdivision (Commercial)	3-9322-06	Remove non-compliant berm. Recreate berm compliant area. Relocate non-compliant trees.	\$6,400	\$3,000	\$9,400	None. Only minor impacts to berm due to ditch grading.
6848+50	6852+25	LT	LANDSCAPE	IV	YORKVILLE	3'	N/A	N/A	0'	10'	0' No proposed ROW	Stagecoach Subdivision (Commercial)	3-9322-06	Remove non-compliant berm. Recreate berm compliant area. Relocate non-compliant trees.	\$8,400	\$4,000	\$12,400	None. Only minor impacts to berm due to ditch grading.
		AMENT ROAD																
305+25	305+70	RT	DRY DETENTION	II	KENDALL CO.	2'	2'	2'	0' Part of detention on exist ROW	13'	0' Part of detention on exist ROW	Cross Evangelical Lutheran Church	M11-90	Fill in non-compliant area. Recreate detention.	\$1,800	\$5,000	\$6,800	None. Only minor impacts to berm due to ditch grading west of CE+05.

* Seven cases as defined in the IDOT Drainage Manual (July 2011) Section 1-802.

APPENDIX A


Storm Water Pollution Prevention Soil Data

Soil Map—Kendall County, Illinois



MAP LEGEND






















Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Units

Special Point Features

-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot
-  Spoil Area
-  Stony Spot



Very Stony Spot



Wet Spot



Other

Special Line Features



Gully



Short Steep Slope



Other

Political Features



Cities

Water Features



Oceans



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads

MAP INFORMATION

Map Scale: 1:15,700 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:12,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>

Coordinate System: UTM Zone 16N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Kendall County, Illinois

Survey Area Data: Version 6, Apr 15, 2009

Date(s) aerial images were photographed: 7/7/2007; 7/21/2007

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend


Kendall County, Illinois (IL093)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
59A	Lisbon silt loam, 0 to 2 percent slopes	38.5	9.3%
60C2	La Rose silt loam, 5 to 10 percent slopes, eroded	4.5	1.1%
145A	Saybrook silt loam, 0 to 2 percent slopes	22.3	5.4%
145B	Saybrook silt loam, 2 to 5 percent slopes	79.1	19.1%
145B2	Saybrook silt loam, 2 to 5 percent slopes, eroded	13.2	3.2%
145C2	Saybrook silt loam, 5 to 10 percent slopes, eroded	4.9	1.2%
148B	Proctor silt loam, 2 to 5 percent slopes	3.3	0.8%
149A	Brenton silt loam, 0 to 2 percent slopes	5.2	1.3%
152A	Drummer silty clay loam, 0 to 2 percent slopes	183.7	44.3%
198A	Elburn silt loam, 0 to 2 percent slopes	52.8	12.7%
442A	Mundelein silt loam, 0 to 2 percent slopes	7.3	1.8%
Totals for Area of Interest		414.8	100.0%

Soil Map—Kendall County, Illinois



MAP LEGEND






















Area of Interest (AOI)


 Area of Interest (AOI)

Soils


 Soil Map Units

Special Point Features




-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot
-  Spoil Area
-  Stony Spot

 Very Stony Spot

 Wet Spot

 Other



Special Line Features

-  Gully
-  Short Steep Slope
-  Other





Political Features

 Cities

Water Features

-  Oceans
-  Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads

MAP INFORMATION

Map Scale: 1:21,300 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:12,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: UTM Zone 16N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Kendall County, Illinois
Survey Area Data: Version 6, Apr 15, 2009

Date(s) aerial images were photographed: 7/21/2007

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Kendall County, Illinois (IL093)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
59A	Lisbon silt loam, 0 to 2 percent slopes	115.4	9.9%
60B2	La Rose silt loam, 2 to 5 percent slopes, eroded	14.3	1.2%
60C2	La Rose silt loam, 5 to 10 percent slopes, eroded	80.6	6.9%
60C3	La Rose clay loam, 5 to 10 percent slopes, severely eroded	86.5	7.4%
67A	Harpster silty clay loam, 0 to 2 percent slopes	2.7	0.2%
145B	Saybrook silt loam, 2 to 5 percent slopes	185.5	15.9%
145B2	Saybrook silt loam, 2 to 5 percent slopes, eroded	146.0	12.5%
145C2	Saybrook silt loam, 5 to 10 percent slopes, eroded	17.3	1.5%
149A	Brenton silt loam, 0 to 2 percent slopes	17.7	1.5%
152A	Drummer silty clay loam, 0 to 2 percent slopes	109.7	9.4%
193B	Mayville silt loam, 2 to 5 percent slopes	28.8	2.5%
224C2	Strawn silt loam, 5 to 10 percent slopes, eroded	86.7	7.4%
224C3	Strawn clay loam, 5 to 10 percent slopes, severely eroded	5.9	0.5%
224D2	Strawn silt loam, 10 to 18 percent slopes, eroded	2.2	0.2%
224D3	Strawn clay loam, 10 to 18 percent slopes, severely eroded	7.3	0.6%
330A	Peotone silty clay loam, 0 to 2 percent slopes	17.9	1.5%
356A	Elpaso silty clay loam, 0 to 2 percent slopes	223.3	19.2%
442A	Mundelein silt loam, 0 to 2 percent slopes	4.3	0.4%
802B	Orthents, loamy, undulating	3.7	0.3%
8082A	Millington silt loam, 0 to 2 percent slopes, occasionally flooded	9.1	0.8%
Totals for Area of Interest		1,164.9	100.0%

Report—Physical Soil Properties

Physical Soil Properties—Kendall County, Illinois														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/In	Pct	Pct	Kw	Kf	T		
59A—Lisbon silt loam, 0 to 2 percent slopes														
Lisbon	0-11	0- 6- 15	58-71- 80	20-23- 27	1.10-1.30	4.23-14.11	0.22-0.24	0.0-2.9	3.0-5.0	.28	.28	5	6	48
	11-36	0- 7- 15	50-63- 75	25-30- 35	1.15-1.35	4.23-14.11	0.18-0.22	3.0-5.9	0.5-2.0	.43	.43			
	36-39	15-21- 45	24-51- 65	20-28- 34	1.45-1.55	4.23-14.11	0.15-0.20	3.0-5.9	0.2-0.5	.37	.37			
	39-70	15-27- 55	24-47- 65	15-26- 32	1.65-1.85	0.42-4.23	0.05-0.10	0.0-2.9	0.0-0.5	.43	.43			
60B2—La Rose silt loam, 2 to 5 percent slopes, eroded														
La rose	0-8	15-17- 33	50-57- 67	18-26- 32	1.40-1.60	4.23-14.11	0.20-0.22	0.0-2.9	1.5-3.5	.37	.37	5	6	48
	8-19	15-22- 40	30-45- 58	27-33- 35	1.50-1.70	4.23-14.11	0.12-0.16	3.0-5.9	0.1-0.5	.37	.37			
	19-60	15-28- 40	33-46- 65	20-26- 32	1.65-1.85	0.42-4.23	0.06-0.12	0.0-2.9	0.0-0.5	.43	.43			
60C2—La Rose silt loam, 5 to 10 percent slopes, eroded														
La rose	0-7	15-17- 33	50-57- 67	18-26- 32	1.40-1.60	4.23-14.11	0.20-0.22	0.0-2.9	1.5-3.5	.32	.32	5	6	48
	7-19	15-22- 40	30-45- 58	27-33- 35	1.50-1.70	4.23-14.11	0.12-0.16	3.0-5.9	0.1-0.5	.37	.37			
	19-60	15-28- 40	33-46- 65	20-26- 32	1.65-1.85	0.42-4.23	0.06-0.12	0.0-2.9	0.0-0.5	.43	.43			

Physical Soil Properties—Kendall County, Illinois														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/In	Pct	Pct	Kw	Kf	T		
60C3—La Rose clay loam, 5 to 10 percent slopes, severely eroded														
La rose	0-8	15-22- 40	30-46- 58	27-32- 35	1.40-1.60	4.23-14.11	0.17-0.19	3.0-5.9	0.5-2.0	.32	.32	4	6	48
	8-22	15-24- 40	30-43- 58	27-33- 35	1.50-1.70	4.23-14.11	0.12-0.16	3.0-5.9	0.1-0.5	.32	.32			
	22-60	15-28- 40	33-46- 65	20-26- 32	1.65-1.85	0.42-4.23	0.06-0.12	0.0-2.9	0.0-0.5	.43	.43			
67A—Harpster silty clay loam, 0 to 2 percent slopes														
Harpster	0-18	3- 8- 15	50-59- 71	27-33- 35	1.20-1.40	4.23-14.11	0.19-0.22	2.4-3.0	4.5-6.5	.24	.24	5	4L	86
	18-41	3- 8- 15	50-60- 71	27-32- 35	1.35-1.55	4.23-14.11	0.18-0.21	3.6-4.8	1.5-3.0	.37	.37			
	41-56	3- 8- 27	58-67- 83	15-25- 27	1.40-1.60	4.23-14.11	0.19-0.26	1.5-3.3	0.5-1.0	.49	.49			
	56-60	30-40- 50	28-42- 55	15-18- 27	1.45-1.65	4.23-14.11	0.10-0.20	1.4-3.2	0.1-0.5	.43	.43			
145A—Saybrook silt loam, 0 to 2 percent slopes														
Saybrook	0-13	3- 8- 15	58-70- 83	15-22- 27	1.30-1.50	4.23-14.11	0.19-0.23	0.0-2.9	2.5-4.0	.37	.37	5	6	48
	13-31	3- 8- 15	50-60- 71	27-32- 35	1.35-1.55	4.23-14.11	0.18-0.21	3.0-5.9	0.5-1.5	.37	.37			
	31-36	15-22- 40	25-49- 58	27-29- 35	1.50-1.70	4.23-14.11	0.12-0.16	3.0-5.9	0.1-0.5	.43	.43			
	36-60	15-30- 45	28-49- 67	18-21- 32	1.65-1.85	0.42-4.23	0.06-0.12	0.0-2.9	0.0-0.5	.49	.49			

Physical Soil Properties—Kendall County, Illinois														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/In	Pct	Pct	Kw	Kf	T		
145B— Saybrook silt loam, 2 to 5 percent slopes														
	Saybrook	0-15	3- 8- 15	58-70- 83	15-22- 27	1.30-1.50	4.23-14.11	0.19-0.23	0.0-2.9	.32	.32	5	6	48
		15-32	3- 8- 15	50-60- 71	27-32- 35	1.35-1.55	4.23-14.11	0.18-0.21	3.0-5.9	.37	.37			
		32-36	15-22- 40	25-49- 58	27-29- 35	1.50-1.70	4.23-14.11	0.12-0.16	3.0-5.9	.43	.43			
		36-60	15-30- 45	28-49- 67	18-21- 32	1.65-1.85	0.42-4.23	0.06-0.12	0.0-2.9	.49	.49			
145B2— Saybrook silt loam, 2 to 5 percent slopes, eroded														
	Saybrook	0-8	3- 8- 15	58-67- 78	20-25- 27	1.30-1.50	4.23-14.11	0.18-0.22	0.0-2.9	.37	.37	5	6	48
		8-28	3- 8- 15	50-62- 73	25-30- 35	1.35-1.55	4.23-14.11	0.18-0.21	3.0-5.9	.43	.43			
		28-31	15-22- 40	25-49- 58	27-29- 35	1.50-1.70	4.23-14.11	0.12-0.16	3.0-5.9	.43	.43			
		31-60	15-30- 45	28-49- 67	18-21- 32	1.65-1.85	0.42-4.23	0.06-0.12	0.0-2.9	.49	.49			
145C2— Saybrook silt loam, 5 to 10 percent slopes, eroded														
	Saybrook	0-9	3- 8- 15	58-67- 78	20-25- 27	1.30-1.50	4.23-14.11	0.18-0.22	0.0-2.9	.37	.37	5	6	48
		9-30	3- 8- 15	50-62- 73	25-30- 35	1.35-1.55	4.23-14.11	0.18-0.21	3.0-5.9	.43	.43			
		30-36	15-22- 40	25-49- 58	27-29- 35	1.50-1.70	4.23-14.11	0.12-0.16	3.0-5.9	.43	.43			
		36-60	15-30- 45	28-49- 67	18-21- 32	1.65-1.85	0.42-4.23	0.06-0.12	0.0-2.9	.49	.49			

Physical Soil Properties—Kendall County, Illinois														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/In	Pct	Pct	Kw	Kf	T		
148A—Proctor silt loam, 0 to 2 percent slopes														
	0-11	0- 8- 15	58-70- 82	18-23- 27	1.10-1.30	4.23-14.11	0.22-0.24	0.0-2.9	3.0-4.0	.28	.28	5	6	48
	11-27	0- 8- 15	50-63- 75	25-30- 35	1.20-1.45	4.23-14.11	0.18-0.20	3.0-5.9	0.5-2.0	.43	.43			
	27-44	15-43- 70	5-30- 67	18-28- 35	1.30-1.55	4.23-14.11	0.13-0.19	3.0-5.9	0.2-1.0	.28	.28			
	44-73	15-50- 85	0-35- 80	5-15- 25	1.40-1.70	4.23-42.34	0.07-0.17	0.0-2.9	0.0-0.5	.32	.32			
148B—Proctor silt loam, 2 to 5 percent slopes														
Proctor	0-11	0- 5- 10	63-73- 82	18-23- 27	1.10-1.30	4.23-14.11	0.22-0.24	2.0-3.8	3.0-4.0	.32	.32	5	6	48
	11-28	0- 5- 10	55-64- 75	25-31- 35	1.20-1.45	4.23-14.11	0.18-0.20	3.2-5.3	0.5-2.0	.37	.37			
	28-33	30-41- 70	0-35- 50	18-25- 30	1.30-1.55	4.23-14.11	0.13-0.16	1.7-4.2	0.2-1.0	.32	.32			
	33-60	30-50- 85	0-38- 50	5-13- 20	1.40-1.70	4.23-42.34	0.07-0.19	0.4-2.4	0.2-0.5	.43	.43			
149A—Brenton silt loam, 0 to 2 percent slopes														
Brenton	0-12	1- 9- 15	58-68- 79	20-24- 27	1.25-1.45	4.23-14.11	0.22-0.26	0.0-2.9	3.0-5.0	.32	.32	5	6	48
	12-28	1- 9- 15	50-61- 74	25-30- 35	1.30-1.55	4.23-14.11	0.18-0.20	3.0-5.9	0.5-1.5	.43	.43			
	28-44	15-40- 60	10-32- 67	18-28- 30	1.40-1.60	4.23-14.11	0.15-0.19	3.0-5.9	0.0-0.5	.28	.28			
	44-60	15-60- 85	0-23- 80	5-18- 30	1.50-1.70	4.23-42.34	0.11-0.20	0.0-2.9	0.0-0.5	.24	.24			

Physical Soil Properties—Kendall County, Illinois														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/In	Pct	Pct	Kw	Kf	T		
152A— Drummer silty clay loam, 0 to 2 percent slopes														
Drummer, drained	0-14	0- 8- 15	50-61- 73	27-31- 35	1.20-1.42	4.23-14.11	0.15-0.21	2.4-3.9	3.5-7.0	.24	.24	5	6	48
	14-41	0- 8- 15	50-61- 78	22-31- 35	1.20-1.50	4.23-14.11	0.14-0.20	2.7-5.5	0.5-2.7	.37	.37			
	41-47	15-35- 55	12-41- 70	15-24- 33	1.30-1.59	4.23-14.11	0.11-0.17	1.2-4.7	0.2-0.5	.37	.37			
	47-60	15-48- 65	3-31- 73	12-21- 32	1.45-1.65	4.23-14.11	0.10-0.16	0.8-4.2	0.0-0.4	.32	.32			
193B—Mayville silt loam, 2 to 5 percent slopes														
Mayville	0-6	2- 9- 15	60-74- 88	10-18- 25	1.35-1.55	4.23-14.11	0.22-0.24	0.0-2.9	1.0-3.0	.43	.43	5	5	56
	6-8	2- 9- 15	60-74- 88	10-18- 25	1.45-1.60	4.23-14.11	0.19-0.23	0.0-2.9	0.5-1.0	.55	.55			
	8-28	2- 9- 15	50-62- 73	25-30- 35	1.55-1.65	4.23-14.11	0.18-0.22	3.0-5.9	0.2-0.5	.43	.43			
	28-32	15-30- 52	28-42- 65	20-28- 35	1.55-1.65	4.23-14.11	0.15-0.19	3.0-5.9	0.0-0.5	.37	.37			
	32-60	15-53- 60	25-29- 70	15-18- 33	1.65-1.85	0.42-4.23	0.05-0.10	0.0-2.9	0.0-0.5	.28	.43			
198A—Elburn silt loam, 0 to 2 percent slopes														
Elburn	0-16	1- 5- 10	63-71- 77	22-24- 27	1.20-1.40	4.23-14.11	0.18-0.24	2.9-4.2	3.5-5.0	.28	.28	5	6	48
	16-49	1- 5- 10	55-64- 74	25-31- 35	1.30-1.50	4.23-14.11	0.14-0.20	3.2-5.3	0.5-1.5	.37	.37			
	49-58	15-45- 60	15-36- 70	15-19- 25	1.45-1.65	4.23-14.11	0.12-0.17	1.3-3.1	0.1-0.5	.37	.37			
	58-62	30-71- 78	2-19- 55	8-10- 20	1.50-1.70	14.11-42.34	0.08-0.14	0.5-2.2	0.0-0.4	.24	.24			

Physical Soil Properties—Kendall County, Illinois														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
										Kw	Kf	T		
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/in	Pct	Pct					
224C2—Strawn silt loam, 5 to 10 percent slopes, eroded														
	0-8	5-18- 30	50-59- 77	18-23- 27	1.35-1.55	4.23-14.11	0.20-0.24	0.0-2.9	1.0-3.0	.32	.32	5	6	48
	8-23	10-22- 35	30-47- 65	25-31- 35	1.50-1.70	4.23-14.11	0.15-0.20	3.0-5.9	0.2-1.0	.37	.37			
	23-60	15-28- 45	25-46- 65	20-26- 30	1.65-1.85	0.42-4.23	0.08-0.12	0.0-2.9	0.2-0.5	.43	.43			
224C3—Strawn clay loam, 5 to 10 percent slopes, severely eroded														
	0-8	10-22- 30	35-48- 63	27-30- 35	1.40-1.60	4.23-14.11	0.16-0.20	3.0-5.9	0.5-2.0	.32	.32	4	6	48
	8-24	10-21- 35	30-48- 65	25-31- 35	1.50-1.70	4.23-14.11	0.15-0.20	3.0-5.9	0.2-1.0	.37	.37			
	24-60	15-28- 45	25-46- 65	20-26- 30	1.65-1.85	0.42-4.23	0.08-0.12	0.0-2.9	0.2-0.5	.37	.37			
224D2—Strawn silt loam, 10 to 18 percent slopes, eroded														
	0-9	5-18- 30	50-59- 77	18-23- 27	1.35-1.55	4.23-14.11	0.20-0.24	0.0-2.9	1.0-3.0	.32	.32	5	6	48
	9-21	10-22- 35	30-47- 65	25-31- 35	1.50-1.70	4.23-14.11	0.15-0.20	3.0-5.9	0.2-1.0	.37	.37			
	21-60	15-28- 45	25-46- 65	20-26- 30	1.65-1.85	0.42-4.23	0.08-0.12	0.0-2.9	0.2-0.5	.43	.43			

Physical Soil Properties—Kendall County, Illinois														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
										Kw	Kf	T		
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/In	Pct	Pct					
224D3—Strawn clay loam, 10 to 18 percent slopes, severely eroded														
Strawn	0-8	10-22- 30	35-48- 63	27-30- 35	1.40-1.60	4.23-14.11	0.16-0.20	3.0-5.9	0.5-2.0	.37	.37	4	6	48
	8-19	10-21- 35	30-48- 65	25-31- 35	1.50-1.70	4.23-14.11	0.15-0.20	3.0-5.9	0.2-1.0	.37	.37			
	19-60	15-28- 45	25-46- 65	20-26- 30	1.65-1.85	0.42-4.23	0.08-0.12	0.0-2.9	0.2-0.5	.37	.37			
330A—Peotone silty clay loam, 0 to 2 percent slopes														
Peotone	0-13	0- 7- 10	50-57- 67	33-37- 40	1.20-1.40	1.41-4.23	0.18-0.22	3.8-6.7	5.0-7.0	.24	.24	5	4	86
	13-50	0- 7- 10	45-52- 65	35-42- 45	1.30-1.60	1.41-4.23	0.11-0.18	5.6-8.8	0.5-3.0	.28	.28			
	50-60	0-11- 20	38-56- 75	25-34- 42	1.40-1.65	1.41-4.23	0.10-0.20	2.8-7.6	0.2-0.5	.37	.37			
356A—Elpaso silty clay loam, 0 to 2 percent slopes														
Elpaso, drained	0-21	1- 6- 10	55-63- 72	27-31- 35	1.20-1.40	4.23-14.11	0.16-0.22	2.5-3.8	4.0-7.0	.24	.24	5	6	48
	21-44	1- 6- 10	52-62- 74	25-32- 38	1.25-1.45	4.23-14.11	0.15-0.21	2.9-5.8	0.3-2.0	.37	.37			
	44-69	2-16- 30	33-55- 78	20-29- 37	1.40-1.60	4.23-14.11	0.12-0.18	1.9-5.1	0.2-0.8	.37	.37			
	69-79	2-16- 30	35-56- 80	18-28- 35	1.45-1.65	1.41-4.23	0.09-0.15	1.4-4.7	0.0-0.6	.43	.43			

Physical Soil Properties—Kendall County, Illinois														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/In	Pct	Pct	Kw	Kf	T		
442A— Mundelein silt loam, 0 to 2 percent slopes														
	Mundelein	0-17	0- 9- 15	58-68- 80	20-24- 27	1.15-1.30	4.23-14.11	0.22-0.24	0.0-2.9	.28	.28	5	6	48
		17-31	0- 9- 15	50-61- 75	25-30- 35	1.20-1.45	4.23-14.11	0.16-0.20	3.0-5.9	.37	.37			
		31-42	10-25- 60	10-52- 75	15-23- 30	1.40-1.55	4.23-14.11	0.12-0.18	0.0-2.9	.43	.43			
		42-60	10-40- 75	5-45- 80	5-15- 25	1.50-1.70	4.23-42.34	0.09-0.15	0.0-2.9	.43	.43			
443A— Barrington silt loam, 0 to 2 percent slopes														
Barrington	0-13	0- 9- 15	58-68- 80	20-24- 27	1.20-1.40	4.23-14.11	0.22-0.26	0.0-2.9	3.0-5.0	.28	.28	5	6	48
	13-28	0- 9- 15	50-61- 75	25-30- 35	1.20-1.45	4.23-14.11	0.18-0.20	3.0-5.9	0.5-2.0	.37	.37			
	28-44	10-25- 60	10-52- 75	15-23- 30	1.40-1.55	4.23-14.11	0.12-0.18	0.0-2.9	0.2-0.5	.43	.43			
	44-66	10-40- 90	2-45- 80	2-15- 25	1.50-1.70	4.23-42.34	0.05-0.15	0.0-2.9	0.0-0.2	.43	.43			
443B— Barrington silt loam, 2 to 4 percent slopes														
Barrington	0-11	0- 9- 15	58-68- 80	20-24- 27	1.20-1.40	4.23-14.11	0.22-0.26	0.0-2.9	3.0-5.0	.28	.28	5	6	48
	11-32	0- 9- 15	50-61- 75	25-30- 35	1.20-1.45	4.23-14.11	0.18-0.20	3.0-5.9	0.5-2.0	.37	.37			
	32-42	10-25- 60	10-52- 75	15-23- 30	1.40-1.55	4.23-14.11	0.12-0.18	0.0-2.9	0.2-0.5	.43	.43			
	42-60	10-40- 90	2-45- 80	2-15- 25	1.50-1.70	4.23-42.34	0.08-0.16	0.0-2.9	0.0-0.2	.43	.43			

Physical Soil Properties—Kendall County, Illinois														
Map symbol and soil name	Depth	Sand	Silt	Clay	Moist bulk density	Saturated hydraulic conductivity	Available water capacity	Linear extensibility	Organic matter	Erosion factors			Wind erodibility group	Wind erodibility index
	In	Pct	Pct	Pct	g/cc	micro m/sec	In/In	Pct	Pct	Kw	Kf	T		
8082A— Millington silt loam, 0 to 2 percent slopes, occasionally flooded														
Millington	0-26	5-18- 30	50-58- 75	20-24- 27	1.35-1.55	4.23-14.11	0.20-0.24	0.0-2.9	4.0-6.0	.32	.32	5	4L	86
	26-36	10-30- 40	25-45- 70	20-25- 35	1.40-1.60	4.23-14.11	0.17-0.20	3.0-5.9	1.0-3.0	.32	.32			
	36-62	15-40- 60	5-36- 67	18-24- 35	1.50-1.70	4.23-14.11	0.14-0.20	0.0-2.9	0.1-2.0	.32	.32			

Data Source Information

Soil Survey Area: Kendall County, Illinois
 Survey Area Data: Version 10, Sep 13, 2014

APPENDIX B

Coordination Meeting Minutes

Design Exception Requests

Design Criteria Checklist (Rural)

Design Criteria Checklist (Suburban)

Cultural Resources Clearance

Biological Resources Clearance

Wetland Impact Evaluation

PESA Review and Response

IDOA Coordination

Noise Analysis

Air Quality Analysis

Bicycle Accommodation Coordination

Utility Coordination

Hazardous Mailbox Letters and Pictures

Post Office Coordination

Local Agency Coordination

APPENDIX B

Coordination Meeting Minutes

COORDINATION MEETING

OCTOBER 15, 2015

DISTRICT 3 - OTTAWA

Name	Organization	Title
Paul Loete	IDOT, District 3	Regional Engineer
Dennis Bachman	FHWA	Transportation Engineer
Steve Andrews	IDOT, District 3	Land Acquisition Engineer
Ted Fultz	IDOT, District 3	Location & Environmental Studies Engineer
Ryan Lindenmier	IDOT, District 3	Cost & Estimates Engineer
Kelly Vlastnik	IDOT, District 3	Studies & Plans Sr. Unit Chief
Craig Reed	IDOT, District 3	Project Engineer
Joe Kannel	IDOT, District 3	Project Engineer
Roger Rynke	IDOT, District 3	Environmental Unit Chief
Alicia Foster	IDOT, District 3	Studies & Plans Unit Member
Grant Johnson	IDOT, District 3	Studies & Plans Unit Member
Jacob Oyier	IDOT, District 3	Studies & Plans Unit Member
Karen Pillion	IDOT, District 3	Studies & Plans Unit Chief
Lorna Lehr	IDOT, District 3	Studies & Plans Unit Member
Vince Madonia	IDOT, BDE	BDE Field Engineer
Ken Runkle	IDOT, BDE	Environmental Coordinator
Dwayne Ferguson	IDOT, BDE	BDE Field Engineer

**MINUTES
COORDINATION MEETING
DISTRICT 3 CONFERENCE ROOM**

**TOPIC NO. 1
DISTRICT 3#2074
P-93-039-08
CONTRACT 66825**

DATE	October 15, 2015	FUNDING SOURCE	NHPP
ROUTE	FAP 326		
MARKED ROUTE	IL 47	GUIDELINES USED	BDE Chapters 48 (Urban Highways) and 46 (SRA)
LOCAL NAME	Bridge Street	FUNCTIONAL CLASSIFICATION	Other Principal Arterial
SECTION	(109,110)R	DESIGN SPEED	To be determined
COUNTY	Kendall	POSTED SPEED	45, 50, 55 mph
ADT 7,766 to 10,224	YEAR 2011	PERCENT TRUCKS	5.4% SU; 18.3% MU

LIMITS OF PROJECT – From approximately 1,200' south of Caton Farm Road, then north 4.2 miles to a location north of Saravanos Drive (approximately 800' south of IL 71). The north end of the project will "match into" another project which is currently being designed for IL 71. The south end of the project may "match into" a future Prairie Parkway interchange located approximately ½ mile south of Caton Farm Road. The stationing within the project area includes: Station 93+57 equals the intersection of IL 47 and IL 71; 250+31 is the double 12' x 7' box culvert north of Walker Road; 316+79 is the double 10' x 6' box culvert south of Caton Farm Road; this same culvert is approximately station 6636+00 on the Prairie Parkway plans. The south terminus will be approximately 1,200' further south which equals station 6624+00 on this same Prairie Parkway IDS to match into the proposed IL 47 four-lanes.

DATES PREVIOUSLY DISCUSSED

August 11, 2011	August 9, 2012	April 11, 2013
June 13, 2013	October 9, 2014	December 11, 2014
June 11, 2015		

SCOPE OF DISCUSSION – August 11, 2011

GENERAL DESCRIPTION OF EXISTING FACILITY – The road classification for IL 47 is other principal arterial and the land use near the project limits is mostly agricultural with some residential and commercial. This road is a Class II truck route and is on the National Highway System. The city of Yorkville is within the project limits on the north 1.2 miles (mostly on the east side). Currently there is one intersection which is signalized – Saravanos Drive. The existing right of way on the west side of IL 47 is essentially 60' wide from IL 71 to Walker Road, the only exception being a 644' stretch in front of the Cross Evangelical Lutheran Church, which is only 40' wide. The east side has 60' of existing right of way to 159+85.18 and then it turns into 30' of right of way plus a 30' permanent easement. Then south of Walker Road, IDOT has 30' of right of way and 30' of permanent easement, with one short area having a 32' wide easement. This stretch (south of Walker) has 55' of existing right of way on the east side of the road.

There are approximately 100 fairly large power poles along the project which were constructed on the old Fox and Illinois Union Electric Railroad right of way. This right of way is now owned by the power company and the state has a 25' to 30' wide permanent easement regarding this 55' to 60' old railroad right of way. On the south end of the project, these poles are located on the west side of the road, then at Walker Road the poles turn and run along the east side of the road. These poles are located on private property so it would be very costly to move them. There are also two gas pipelines (ANR 22" and 30") which cross IL 47 near Station 299+00, telephone lines in most areas, 4" gas lines in many areas, and numerous fire hydrants located in the northeast area of the project. Also, the fire hydrants appear to be very close to the clear zone and will almost certainly have to be moved farther out. Existing right of way varies, but is typically 60' (each direction) in most areas. According to the 2009 census data, Kendall County is the fourth fastest growing county in the country.

Some of the side roads include (starting at the north end): Saravanos Drive – west side; Bonnie Lane – west side; Windett Ridge Subdivision (separate exit and entrance) – east side; Legion Road (TR 71) – west side;

Fairfax Way Subdivision (exit and entrance) – east side; Ament Road (TR 75); Walker Road (TR 58/CH 17 to the west); and Caton Farm Road (TR 83/CH 23 to the east).

IL 47 was constructed in 1929 (under FAP 64 – SBI 47, Section 109) and consisted of two typical sections. The first typical located from Station 98+50 to 126+00 consisted of 24' wide sub base granular material 6" thick; 9" PCC base course which was 22' wide; and 10' dirt shoulders. The second typical section from 126+00 to 497+73 consisted of 18' wide 9-6-9 wide PCC pavement with 10' dirt shoulders. In 1944 and 1947 the road received some minor patching. In 1955 the road received 2.5" of bituminous resurfacing on the first typical, while the second typical was widened with 2' of PCC base course widening 9" thick and then resurfaced with 3" of bituminous. Aggregate shoulders 3' wide were constructed throughout the project. The paved width remained at 22' wide or a total width of 42'.

In 1970 the road was widened 1.5' on each side with 6" thick bituminous. It then received an additional 3 ¾" of bituminous on the north typical and up to 4 ½" on the south typical section and the shoulders received an aggregate wedge of around 5' wide. The paved width was now 25'. In 1985 the road was resurfaced with another 2" of bituminous and 3' aggregate wedges were constructed. In 1991 the bituminous shoulders were removed and 3' wide by 8" thick ones were constructed along the 22' pavement. The road was then resurfaced with an additional 2" of bituminous which resulted in a road striped for two 11' lanes, 3' bituminous shoulders, and 6' aggregate shoulders, which is the current typical. Total bituminous above the concrete is approximately 9", which means there was some cold milling done at some point. Some additional work from this 1991 project includes completely reconstructing the IL 47 and IL 71 intersection with concrete pavement, relocating Caton Farm Road, widening IL 47 north and south of Caton Farm Road, improving the Walker Road intersection, installing a new double box culvert at Station 250+31.14 (see below), installing a new double box culvert at Station 316+79.6; and other drainage improvements. In 2007 the road was milled 1 ½" and received 2 ¼" of bituminous overlay.

Illinois 47 has a 2009 CRS rating of 7.1 (good) and pavement distress of O3Q2S2T1.

SN 047-2006 was constructed in 1991 over the middle branch of Aux Sable Creek. The structure station is 250+31.14 and the cast-in-place double box culvert is 12' wide by 7' high. This culvert is built 90 degrees to IL 47 and is 60.5' long. SN 047-2010 was also constructed in 1991 over a tributary to west Aux Sable Creek. The structure station is 316+79.62 and the cast-in-place double box culvert each of which are 10' wide by 6' high. This culvert is also 90 degrees to IL 47 and is 93'-3 5/8" long. This culvert is constructed just south of Caton Farm Road and is in the radius of the intersection so the end sections were constructed at 60 and 74 degree angles respectively.

There have been many entrances and side roads which have been updated (Intersection Design Studies done and then constructed) over the years. Saravanos Drive was recently reconstructed including traffic signals. The consultant also designed another IDS for the "ultimate 5-lane IL 47" which we hope to utilize during our design process. Two subdivision entrances have been constructed near the northeast area of the project limits. Windett Ridge and Fairfax Way are the names of the side roads, but the entire subdivision is named Windett Ridge. It should be noted that there is an existing bike path that cuts through this large residential area. It will need to be determined if this path should be extended.

HR Green was selected January 27, 2010 to prepare a Combined Design Report and Environmental Assessment (anticipated to be a categorical exclusion). In addition, this project will utilize Context Sensitive Solutions (CSS) and is currently not programmed in the FY 2012-2017 multiyear program.

HR Green has reviewed various documentation from the Prairie Parkway study in order to determine whether the rural typical section developed for IL 47 south of this study area as part of the Prairie Parkway study is appropriate for the subject project. As a result of that review, HR Green has the following findings pertinent to the design of IL 47 from south of Caton Farm Road to north of Saravanos Drive:

- IL 47 is technically classified as an "Other Principal Arterial". IL 47 north of IL 71 has been designated an SRA and IDOT directed the consultants to design this segment to Strategic Regional Arterial (SRA) standards due to the rapid development that was occurring along the project corridor at the time. This was

presented at the April 12, 2007 FHWA/IDOT coordination meeting. The typical IL 47 section (proposed north of IL 71 on a separate project) consists of 13' outside lanes, 12' inside lanes, plus a 13' center turn lane.

- Two (2) SRA design criteria were applied to the design of IL 47 during the Prairie Parkway Study:
 1. Rural SRA (60 mph design speed) from the Prairie Parkway interchange (south of Caton Farm Road) to north of Airport Road.
 2. Suburban SRA (45 mph design speed) from north of Airport Road to the southern project limits at Interstate 80.
- Design exceptions were granted for the use of a consistent 32' median width within both the rural (50' policy) and suburban (30' policy) sections.
- Type B-6.24 curb and gutter was utilized along the median edges in the suburban section, while a design exception was granted for the use of type M-4.24 curb and gutter along the median edges in the rural section.
- Both the rural and suburban sections provide for a 12' wide shoulder that can be converted to a third through lane in the future. The suburban section includes type B-6.24 curb and gutter along the outside edge of shoulder, while the rural section is completely open.

HR Green has also reviewed the most recent land use plan for the United City of Yorkville. The city's planning area extends just south of, and includes, the Prairie Parkway interchange. While some of the land along the IL 47 corridor, between the city limits and Caton Farm Road, may remain undeveloped for some time, it is very likely that a fair portion of it will be developed sooner rather than later. During the initial Local Official's Meeting on August 3, 2010, it was indicated that there are a few developments in the conceptual stages between Ament Road and Caton Farm Road. Currently, the vast majority of land adjacent to IL 47 is undeveloped south of Ament Road, while the majority of land adjacent to Route 47 north of Ament Road is developed.

NEED FOR PROPOSED IMPROVEMENT – The need for the proposed improvement is based on a series of engineering investigations that examined traffic capacity, traffic safety, roadway deficiencies, and drainage.

Existing daily and peak hour traffic volumes for IL 47 were obtained from traffic counts performed in 2010 at various locations along the 4.2 mile stretch of roadway. Assuming a construction year of approximately 2015, projected traffic volumes for 2035 were developed for the study in order to evaluate the future capacity of the route. Existing average daily traffic (ADT) volumes on IL 47 are between 7,800 and 10,224 vehicles per day. The projected ADT's for the year 2038 are approximately 14,400 with DHV's of approximately 1,440. According to Figure 48-6A, suburban/urban four lane warrants occur when the design hourly volume (DHV) is between 1,250 and 2,050 vehicles. Thus the future capacity of the existing two lane road is not sufficient to serve the rapidly expanding area.

Maintenance records indicate flooding problems at the following locations: approximately 400' south of Ament Road; 0.5 mile north of Walker Road; near SN 047-2006; and approximately 500' north of Caton Farm Road. A drainage project was constructed in 2005 which addressed the problem 400' south of Ament Road. Two hydraulic reports were done in 2002 to address flooding near the maintenance yard which extended south of Ament Road. In 2005 two separate projects were constructed to alleviate this problem area.

GENERAL DESCRIPTION OF PROPOSED IMPROVEMENT – The project consists of the complete reconstruction of IL 47 from 1,200' south of Caton Farm Road to north of Saravanos Drive. An IDS was developed last year for the future Prairie Parkway interchange which will be located (the Prairie Parkway will cross IL 47 at approximately 90 degrees) approximately ½ mile south of Caton Farm Road. The project will match into the typical section (32' median, four 12' lanes, and open drainage) of this project. Another IDS is being developed as part of the IL 71 project regarding the IL 47 and IL 71 intersection. The project will match into the proposed plans for this intersection. It should be noted that IL 47 (north of IL 71) has a future five lane typical section consisting of 13' outside lanes, 12' inside lanes and a 13' center turn lane. The exact limits where the project will transition from rural to urban will have to be determined during the Phase I design process. In urban typical section locations where a separate 10' bike path is proposed along IL 47, the roadway shall consist of two 12' wide through lanes in each direction and if no bike path or bike lane is proposed, the outside lanes would need to be 13' minimum for under 45 mph (and 14' if the speed limit is 45 mph or greater).

Traffic signals may be upgraded at Saravanos Drive (if needed) and new signals could be added if warranted. A noise study will determine if any noise wall will be required along IL 47.

A public information meeting was held on February 17, 2011 and the results are attached.

The district requests input regarding initial design criteria and scope.

There was no additional design criteria input or issues with adjoining typical sections.

Mr. Jim Allen, FHWA, noted that if roundabouts are being considered, there may be additional right of way and signal requirements.

SCOPE OF DISCUSSION – August 9, 2012

The district met local officials on August 3, 2010 for a project kick-off and to help identify stakeholders. Key meeting points include: Yorkville mentioned a new high school/MPI development on the west side of IL 47 and south of the Cross Lutheran property; Walker Road (west leg) and Caton Farm (east leg) are under Kendall County's jurisdiction; All other roads in the unincorporated area are under the Kendall Township jurisdiction; There are currently no plans for additional traffic signals in the study area and street lighting would probably only occur at intersections.

The district held the first public information meeting on February 17, 2011 at the Yorkville Public Library. The purpose of the meeting was to introduce the project, recruit CAG members, and gather information from stakeholders. The results were previously included with the August 2011 coordination minutes.

The district held the first Community Advisory Group (CAG) meeting on August 25, 2011 at the Yorkville Public Library. There were nine stakeholders who attended the meeting. The items discussed included: the Phase I engineering process; a project overview; the results from the first public information meeting; the project schedule; the Context Sensitive Solution (CSS) process; the problem statement and purpose and need were introduced; the Stakeholder Involvement Plan (SIP) was discussed; and the blank context audit form was distributed.

The main project issues and concerns include: school safety; construction safety; improving intersection safety; farm equipment access to fields; speed limits; drainage problems east and south of the IDOT maintenance building; maintaining access points; and connecting the multi-use trail to the Route 71 trail.

The district held the first Project Study Group (PSG) meeting on October 26, 2011 at the district office. Thirteen people attended. The purpose of the meeting was to review project comments to date, gather problem statement and purpose and need input, review the community context audits, define alternatives, and discuss design/scope issues.

Key meeting findings include: the north end of the project matches into the five lanes (13', 12', 13', 12', 13') from the IL 71 project; the south portion of the project will probably have four lanes with a 32' raised median and open ditches; the PSG recommends minimizing "zig-zagging" the roadway to avoid conflicts unless absolutely necessary.

The district held the second Community Advisory Group (CAG) meeting on May 7, 2012 at the Yorkville Public Library. Four stakeholders attended the meeting. The meeting purpose was to update everyone on the project, review the context audit responses, present and discuss the problem statement and purpose and need, and solicit input on the proposed alternatives.

Large scale plans for two possible alternatives and typical sections were reviewed. Yorkville previously stated that they do not plan to participate in off-road bicycle accommodations for this project and they do not intend to extend sidewalk beyond the existing sidewalks.

The district held the second Project Study Group (PSG) meeting on June 12, 2012 at the district office. Nineteen attended the meeting. The meeting purpose was to review: project comments to date; problem statement; purpose and need; two alternatives; community context audits; and resolve design/scope issues. The main meeting topics included:

The district proposes many of the same design items (on the south end of this project - Caton Farm Road to Ament Road) which are being proposed for the IL 47 project south of Caton Farm Road:

- Side Roads – Install left turn lanes on all side roads (see typical section from the other IL 47 project).
- Proposed shoulders consisting of 8' paved + 2' aggregate + 2' earth. See attached Design Exception form. This wide shoulder would accommodate bicycles and pedestrians. SRA suburban, 45 mph, 13' outside lanes are acceptable in the cc&g section.
- A 32' wide median with mountable curb and grass median. The area has a 55 mph speed limit (60 mph design speed).
- Median Openings - The IL 47 project south of Caton Farm Road used a desirable spacing of a ½ mile and a minimum of ¼ mile. There will only be a few of these median openings on this project.

Other design issues:

- Many people have asked about having right turn lanes, although they are not warranted (FS Grainco, IDOT maintenance yard, etc.).
- Traffic signals at Saravanos are no longer warranted (they were installed around 2007).
- The northern terminus of the project. We may have to slightly modify the "IL 47 south leg" of the IDS for the IL 71 project (which is funded in the multi-year). This would allow the traffic signals at Saravanos to remain for the time being. Whether the Saravanos signals are removed or replaced with this project is an outstanding question.
- Any extra signing for the school located on the church property at Ament Road?
- One CAG member asked about bio-swales and native plants (like the Prairie Parkway proposed). The district feels that this was never part of the IL 47 portion of the Prairie Parkway project.
- Stationing – The current stationing increases going southward. The district would like to flip the direction of this stationing. (Land acquisition recommended this from Morris to Yorkville.)
- Define Alternatives/Which is preferred? Pros and Cons of each for the next public information meeting.

The district received 2040 CMAP traffic numbers and will use these for the noise and air analysis. The updated traffic numbers show that the project has a 2011 ADT of 7,766 on the south end and 10,224 on the north end. Truck counts average 5.4 percent single units and 18.3 percent multiple units.

The initial estimated project cost \$30.5 million. Is this a full FHWA oversight project?

Jim Allen, FHWA, responded that this is not an FHWA oversight project. Mr. Allen then explained that the dollar threshold for value engineering studies will be increasing, but that projects which are currently in Phase I may still fall under the previous dollar threshold. Mr. Dan Mestelle, District 3

Program Development Engineer, questioned if exceptions could be made in order to reduce unnecessary documentation and engineering funds. Mr. Allen will check on the flexibility of the new policy. (On April 12, 2013, Mr. Allen notified the district that the \$50 million threshold for VE Studies will apply to this project.)

GENERAL DESCRIPTION OF PROPOSED IMPROVEMENT – August 9, 2012

The department would like to proceed with a typical section from the south end of the project (Caton Farm Road) to just south of Ament Road consisting of four 12' lanes, M 4.24 concrete curb on each side of the raised grass 32' median, and 12' outside shoulders (8' paved plus 2' aggregate and 2' dirt). The typical would change to an urban section just south of Ament Road. This typical would consist of five lanes (13', 12', 13', 12', 13') and have B6.24 concrete curb and gutter on the outsides.

The district requests concurrence with this scope for developing alternative alignments. **Scope is pending decisions regarding median design.**

SCOPE OF DISCUSSION – April 11, 2013

The second public information meeting was held on March 14, 2013 at the Meadowhawk Lodge located at the Hoover Forest Preserve.

Thirty-three people attended the meeting and the department received six comment forms.

There were three comments regarding proposed corner cuts near Bonnie Lane and Legion Road.

SCOPE OF DISCUSSION – June 13, 2013

See the explanation of median design and cross slope exception below.

SCOPE OF DISCUSSION – October 9, 2014

See the explanation of taper length and storage length exception below.

SCOPE OF DISCUSSION – December 11, 2014

The third Community Advisory Group (CAG) meeting was held on November 18, 2014 in Yorkville with seven stakeholders attending. The meeting featured a project overview and update, review of the CAG #2 results, review and discussion of the preferred alternative, and the solicitation of input on the preferred alternative. There was general support for the overall project scope. Specific property impacts, such as drainage, sight distance, and tree impacts were noted for further study consideration.

At various locations in the suburban portion of the project, the district proposes a 1:3 foreslope beyond the 3' shelf behind the curb and gutter.

The 1:3 foreslope is proposed on the right side for an extensive amount of the suburban area (8,000' of 9,750' total) in an effort to provide a consistent typical section and avoid multiple foreslope transitions. There are two sections on the left side where a 1:3 foreslope is proposed (600' and 800'). The justification for proposing a 1:3 foreslope is to stay within the existing permanent IDOT easement from Com Ed, avoid wetlands, avoid landscaped berms, reduce tree impacts, reduce utility adjustment cost, and reduce property impacts.

The proposed typical section exceeds the 1.5' horizontal clearance for curbed suburban SRA routes per BDE Figure 46-3.E and will provide a lateral offset of at least 26.5' from a fixed object.

Mr. Scott Stitt, BDE, concurred on the project scope.

SCOPE OF DISCUSSION – June 11, 2015

The district anticipates scheduling a public hearing this summer. The date and notice will be forwarded once the date is set.

SCOPE OF DISCUSSION – October 15, 2015

On July 27, 2015, District 3 met with local officials to discuss project scope, local participation responsibilities, and the public hearing. Key meeting points included:

- A letter of understanding will be prepared to document local agency cost and maintenance responsibilities.
- Yorkville and Kendall County confirmed that they did not want to participate in additional sidewalks or bicycle accommodations.
- Yorkville is responsible for 100 percent of the cost of the traffic signals at Saravanos Drive and requested the perpetuation of the emergency preemption equipment.
- Kendall County is interested in rural intersection identification beacon lighting at the Walker Road and Caton Farm Road intersections.

The public hearing was held on August 19, 2015. The district provided a copy of the Public Hearing Summary with the meeting agenda. **The district reviewed the public hearing comments and the project environmental impacts.**

As previously discussed, the district requests that the FHWA approve this project to be designated as a categorical exclusion.

This project will not have any significant impacts on the human environment; therefore, the FHWA has approved its designation as a Categorical Exclusion on October 15, 2015.

TRAFFIC CONTROL – It is proposed to use stage construction while constructing this project. This section of IL 47 is a significant (red) route according to Safety Policy 3-07 so the proposed staging will need to be analyzed to see if it meets the policy goals (delays less than five minutes and queues no more than 1.5 miles longer than the existing queue).

TRAFFIC CONTROL – October 15, 2015

IL 47 is a significant route per Safety Engineering Policy 3-07. The project will be constructed using stage construction to maintain one lane in each direction of IL 47 as much as practical. Temporary side road closures are proposed with no two adjacent side roads closed at the same time. Per the Preliminary Transportation Management Plan (TMP), this concept meets IDOT mobility and queueing goals. Additionally, the TMP avoids the use of temporary concrete barriers, thus improving access to local businesses and residences.

REVIEW OF CRASH DATA – During the five year study period from January 2006 to December of 2010, there were a total of 57 crashes resulting in 20 injuries. There were 45 property damage only crashes and 12 personal injury crashes.

The five most common crash types (accounting for 75.4 percent of the crashes) were hitting a fixed object 21.1 percent, rear-end both moving 17.5 percent, striking animals 17.5 percent, angle crashes 10.5 percent, and turning crashes 8.8 percent. Of these crashes, 67 percent occurred under clear weather and 55 percent under dry road conditions. The high number of rear-end crashes may be attributed to drivers going too fast, following too close, and vehicles turning into the many entrances and cross roads.

EXPLANATION OF EXCEPTIONS – August 9, 2012

The district requests approval/concurrence for the **three** attached design exception forms regarding outside shoulder, median widths, **and ditch width and backslope.**

Mr. Paul Niedenhofer, BDE, approved the design exceptions for the outside shoulder and the ditch width and backslopes. He disapproved the median width exception and noted that a median design with concrete curb and gutter (B or M curb) would not be approved for roadways with posted speed limits greater than 45 mph. Any consideration for possible mitigation and exception to this restriction would require the district to coordinate with higher level BDE personnel.

EXPLANATION OF EXCEPTIONS – June 13, 2013

The district requests approval/concurrence with the attached 32' median design and 2 percent cross slope exceptions. **On June 14, 2013, Paul Niedernhofer, BDE, approved these two exceptions.**

EXPLANATION OF EXCEPTIONS – October 9, 2014

The district requests approval/concurrence with the attached taper length and storage length exception for two (2) median openings for non-commercial entrances.

Scott Stitt, BDE, approved these two (2) exceptions.

EXPLANATION OF EXCEPTIONS – December 11, 2014

The district requests approval of the attached intersection profile (side road K value) at Legion Road.

Mr. Scott Stitt, BDE, approved this exception.

ENVIRONMENTAL ACTIONS DESIRED – August 9, 2012

The study has not identified any significant impacts or controversy, so the district proposes that this project be categorized as a CE II. A wetland survey was performed identifying six low quality jurisdictional wetland sites. A wetland impact evaluation will be required. The district received a CONCUR memo with IDNR. Cultural Resource Concurrence was also received including SHPO concurrence and "No Historic Properties Affected". Coordination with IDOA and USDA will be required and started once we are down to one alternative. A PESA review identified 19 REC sites within the project area.

The district requests FHWA concurrence with processing this project as a Categorical Exclusion Group II rather than as an Environmental Assessment.

The district will continue to collect information regarding potential impacts and intends to present this matter again for decision after the next public information meeting.

ENVIRONMENTAL ACTIONS DESIRED – April 11, 2013

Based on the results of the second public information meeting and the environmental survey results, the district requests FHWA concurrence with continuing to process this project as a Categorical Exclusion Group II.

Based on the identified environmental impacts and public involvement comments, Mr. Jim Allen, FHWA, concurred with continuing to process this project as a Categorical Exclusion Group II.

NATIONWIDE 404 PERMITS ENVIRONMENTAL SURVEY REQUEST

To be submitted in Phase II

PMA Sequence #16476

ESR Submitted - 3/17/2011

Cultural Clearance – 10/26/2011

SHPO Concur – 10/25/2011

Biological Resources Review – 9/20/11

IDNR Concurrence – 9/26/2011
T&E Species – Approved 3/25/2011
Resubmitted & Approved 8/29/2014
COSIM Prescreen – Pass 8/29/2014
Wetland Impact Evaluation Approved 9/8/2014

SPECIAL WASTE ASSESSMENT

PESA Submitted - 3/17/2011
PESA Review – 11/28/11 – ISGS #2394
PESA Response 12/30/14
Validity of Special Waste Dated 10/5/15
Group 2 – 10/15/15

CATEGORICAL EXCLUSION:

ADDITIONAL RIGHT OF WAY CLEARED – 103.4 Acres. Approximate Right of Way Required – 46 Parcels:
27.5 Acres ROW, 0.8 Acre Temporary Easement & 0.6 Acre Permanent Easements

AGENCIES FROM WHICH FURTHER COORDINATION IS REQUIRED

Bureau of Bridges & Structures,
Yorkville, Kendall County, and
other stakeholders (thru CSS).

ATTACHMENTS Location Map is attached

Project Location Map

FAP 326 (IL 47)

Section (109, 110)R

Kendall County

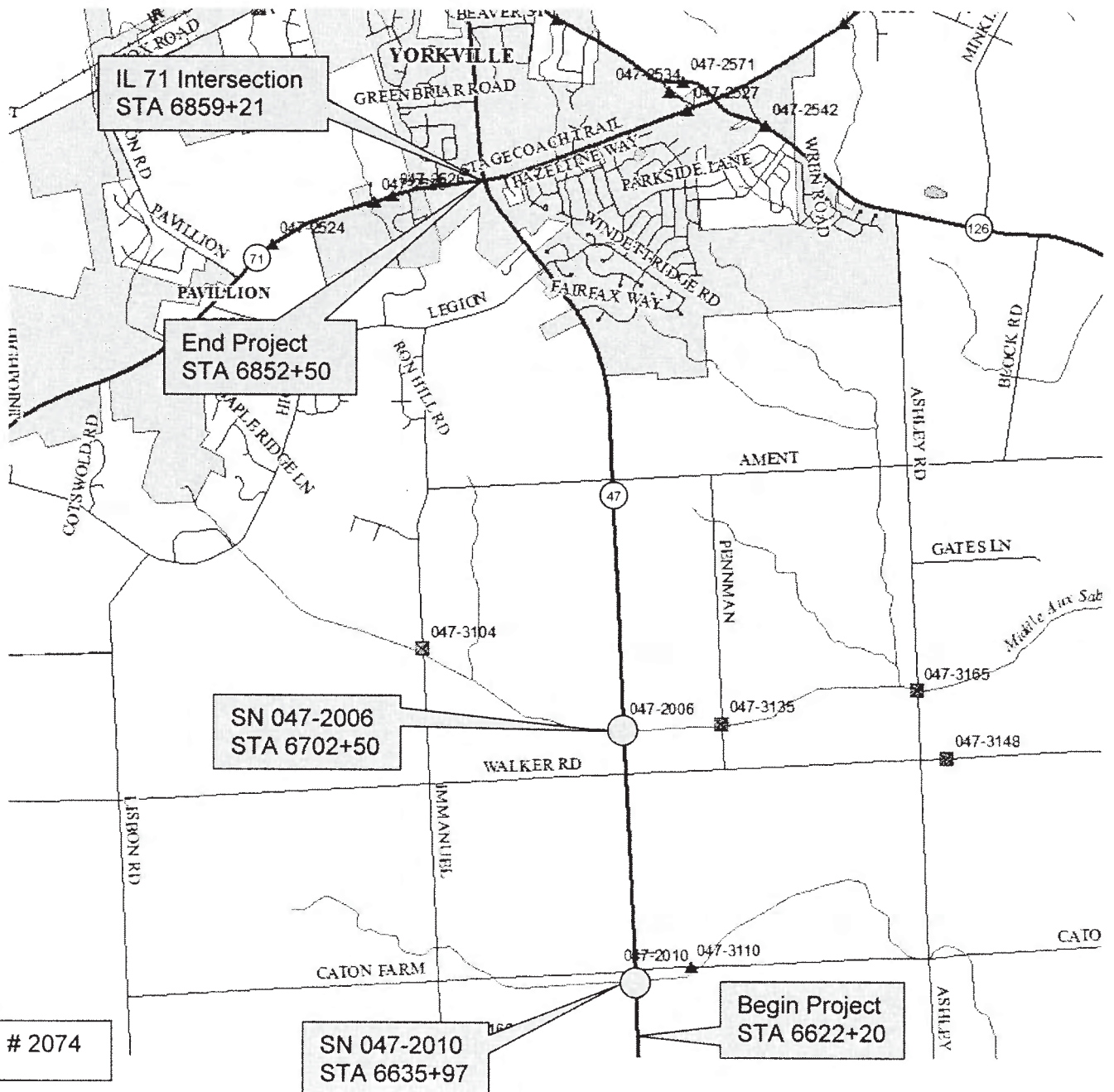
Caton Farm Road to IL 71 in Yorkville

P-93-039-08 4.4 miles of adding lanes

Contract 66825 D3#2074 File #1931



Project Area =



APPENDIX B

Design Exception Requests



Route: FAP 326	Street:	Marked: Illinois 47
Contract #: 66825	State Job #: P-93-039-08	Section: (109,110)R
County: Kendall	Municipality: Yorkville	
Local Agency: N/A	LRS Section #: N/A	
Project Limits: Illinois 47 from just south of Caton Farm Road northward to just south of IL 71.		
Project Length: 4.2 Miles	FHWA Oversight?: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Estimate of Cost: \$30.5 million	Functional Classification: Other Principal Arterial	
Design Year: 2038	Design Traffic: ADT 14,400	Current Posted Speed: 45 – 55 mph
On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Structure Numbers:	
Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction		
Brief Project Description: The reconstruction of Illinois 47, 2-lanes each direction with raised median and outside shoulders from just south of Caton Farm Road north to Ament Road. This south end of the project is designed using Rural SRA standards with 60 mph design speed from Station 197+00 (S. of Ament Road) to Station 330+60 (S. of Caton Farm Road). The remaining portion of the project (the north two miles) will have five lanes and curb and gutter on the outsides.		

EXCEPTION DOCUMENTATION

Level of Exception: Level I <input type="checkbox"/> Level II <input checked="" type="checkbox"/>
Design Element for Which an Exception Is Requested: Item #4j – Outside Roadway Ditch Width and Back Slopes
Design Element Policy Value: At least 6' wide (SRA BDE 46-4.07 - Drainage) Back slope 1V:4H (BDE 34-4.03)
Proposed Design Element Value(s): Minimum 2' Wide Ditch and Maximum Back Slope Of 1V: 3H
Location(s) of Exception: Entire project or Station 104+40 to Station 330+60 (S. of Caton Farm Road)
Accident History and Potential of Exception Location(s): There were 57 crashes resulting in 20 injuries from 2006 through 2010. The crash types and the percentages were: striking a fixed object 21.1%; striking an animal 17.5%; rear end 17.5%; angle 10.5%; turning 8.8%; sideswipe – opposite direction 7.0%; other object 5.3%; other non collision 3.5%; overturned 3.5%; parked vehicle 1.8%; sideswipe – same direction 1.8%; and pedestrian 1.8%. After reviewing the crashes, there were very few crashes where the vehicles travelled to the bottom of the ditches. The off-road crash probability is anticipated to be reduced with the proposed flatter fore-slopes and improved shoulders.
Cost of Using Policy Value: \$300,000 Cost of Using Proposed Exception Value: \$0
Impacts Other Than Cost, of Using Policy Value: Possible wetland impacts & additional impacts to homes / businesses.
Proposed Mitigation To Address Exception: The Location Drainage Study will determine appropriate ditch widths to provide the required detention storage. The required clear zone will also be met.
Geometric Compatibility with Adjacent Sections: The design will match the planned ditches and back slopes on the adjacent section south of Caton Farm Road providing route continuity between the two projects.
Potential Effects On Other Design Elements: None
Potential Impacts On Mobility or Traffic Operations: None
Summary of Justification for Exception: Per BDE Manual 46-4.07, the purpose of the 6' wide ditch is to provide for extra detention storage and adequate clear zone. Excessively wide ditches may contribute to poor drainage and ditch maintenance issues. The proposed narrower ditches and the 1V:3H back slopes will reduce the right-of-way impacts to adjacent property owners. This portion of IL 47 has not been officially designated as an SRA route but serves as one of the National Highway System links between the SRA designated portions of IL 47 in Yorkville and I-80
Coordination Meeting Date: 8/9/2012
Prepared By: Duane Lukkari Date: 8/7/12

APPROVAL/DISAPPROVAL

BDE Approval Date: 8/9/12	BDE Disapproval Date:
BDE Comments on Disapproval:	
DOH Approval Date:	DOH Disapproval Date
DOH Comments on Disapproval:	
FHWA Approval Date:	FHWA Disapproval Date:



Route: FAP 326	Street:	Marked: Illinois 47
Contract #: 66825	State Job #: P-93-039-08	Section: (109,110)R
County: Kendall	Municipality: Yorkville	
Local Agency: N/A	LRS Section #: N/A	
Project Limits: Illinois 47 from just south of Caton Farm Road northward to just south of IL 71.		
Project Length: 4.2 Miles	FHWA Oversight?: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Estimate of Cost: \$0.5 million	Functional Classification: Other Principal Arterial	
Design Year: 2038	Design Traffic: ADT 14,400	Current Posted Speed: 45 – 55 mph
On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Structure Numbers:	
Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction		
Brief Project Description: The reconstruction of Illinois 47, 2-lanes each direction with raised median and outside shoulders from just south of Caton Farm Road north to Ament Road. The south end of the project is designed using Rural SRA standards with 60 mph design speed from Station 197+00 (south of Ament Road) to Station 330+60 (south of Caton Farm Road). The remaining portion of the project (the north two miles) will have five lanes and curb and gutter on the outsides.		

EXCEPTION DOCUMENTATION

Level of Exception: Level I <input checked="" type="checkbox"/> Level II <input checked="" type="checkbox"/>	
Design Element for Which an Exception Is Requested:	
Level 1: Item 3 – Through Travel Lane Cross Slopes (%)	
Level 2: Item 4c – Cross Section Elements – Type of C&G used on median.	
Level 2: Item 4g – Cross Section Elements – Median Width	
Design Element Policy Value: 50' Median – Depressed (no curb and gutter) (BDE-34-3), 1.5% cross slope	
Proposed Design Element Value: 32' Median (raised with mountable curb and gutter) and thru lane cross slope of 2%. (BDE 34-3.03c).	
Location(s) of Exception: Station 197+00 (south of Ament Road) to Station 330+60 (south of Caton Farm Road).	
Accident History and Potential of Exception Location(s): Proposed design provides required clear zone of 30' between the northbound and southbound travel lanes and should not increase potential for crashes.	
Cost of Using Policy Value: \$1.07 million (Extra ROW & Depressed Grass Median)	Cost of Using Proposed Exception Value: \$1.80 million (Concrete Median Cost)
Impacts Other Than Cost, of Using Policy Value: Significantly increases property impacts to existing farms, residences, businesses and schools that would be necessary to provide 50' median.	
Proposed Mitigation To Address Exception: Mountable curb and gutter proposed to delineate travel lane from median.	
Geometric Compatibility with Adjacent Sections: Yes	
Potential Effects On Other Design Elements: The 32' median requires the addition of M4.24 curb and gutter and an increase in cross slope from 1.5% to 2.0% (BDE 34-2.01(b) 3) per multilane policy with raised median.	
Potential Impacts On Mobility or Traffic Operations: No impacts on mobility of traffic operations are anticipated.	
Summary of Justification for Exception: The proposed median width of 32' will reduce the necessary right-of-way by 18' over approximately 2.53 miles of the project. The median provided exceeds the required 30' clear zone required for this section of roadway. The design also conforms to the median section being used in the adjacent SRA Suburban section south of Caton Farm Road providing route continuity between the two projects. It is anticipated that the land use will become suburban in the future and therefore the proposed cross section is consistent with development. Crash history for IL 23 north of Streator with a 22' wide raised-median multi-lane highway design and 55 mph posted speed limit does not indicate any crashes associated with this design.	
Coordination Meeting Date: 8/9/2012	
Prepared By: Duane Lukkari	Date: 7/10/12

APPROVAL/DISAPPROVAL

BDE Approval Date:	BDE Disapproval Date: 8/9/12
BDE Comments on Disapproval:	
DOH Approval Date:	DOH Disapproval Date
DOH Comments on Disapproval:	
FHWA Approval Date:	FHWA Disapproval Date:



Route: FAP 326	Street:	Marked: Illinois 47
Contract #: 66825	State Job #: P-93-039-08	Section: (109,110)R
County: Kendall	Municipality: Yorkville	
Local Agency: N/A	LRS Section #: N/A	
Project Limits: Illinois 47 from just south of Caton Farm Road northward to just south of IL 71.		
Project Length: 4.2 Miles	FHWA Oversight?: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Estimate of Cost: \$30.5 million	Functional Classification: Other Principal Arterial	
Design Year: 2038	Design Traffic: ADT 14,400	Current Posted Speed: 45 – 55 mph
On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Structure Numbers:	
Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction		
Brief Project Description: The reconstruction of Illinois 47, 2-Lanes each direction with raised median and outside shoulders from just south of Caton Farm Road north to Ament Road. The south end of the project is designed using Rural SRA standards with 60 mph design speed from Station 197+00 (south of Ament Road) to Station 330+60 (south of Caton Farm Road). The remaining portion of the project (the north two miles) will have five lanes and curb and gutter on the outsides.		

EXCEPTION DOCUMENTATION

Level of Exception: Level I <input checked="" type="checkbox"/> Level II <input type="checkbox"/>
Design Element for Which an Exception Is Requested: Item #4 – Shoulder Widths
Design Element Policy Value: 10' Paved (SRA BDE Fig.46-4.C) or 10' (8' Paved & 2' Earth) (Multi-Lane Fig. 47-3.C)
Proposed Design Element Value: 12' Shoulders (Only 8' Paved Plus 2' Aggregate And 2' Earth)
Location(s) of Exception: Station 197+00 (South of Ament Road) to Station 330+60 (South of Caton Farm Road)
Accident History and Potential of Exception Location(s): See crash summary. The proposed 12' wide shoulder (8' paved plus 2' aggregate plus 2' earth) will reduce the paved refuge area for stopped vehicles compared to the 10' SRA policy shoulder, but provides an overall additional 2' of shoulder width. Additionally, the proposed 12' wide shoulder will be wider than the existing 8' wide shoulder, the multi-lane rural policy 10' (8' paved and 2' earth) and the SRA policy 10' wide shoulder. This has the potential to reduce the probability of off-road crashes by providing extra total width for errant vehicle recovery. Per the Highway Safety Manual (HSM), paragraph 11.7.2, the safety effects of shoulder wider than 8' are unknown and the manual recommends using a Crash Modification Factor (CMF) of 1.0 in these cases. Additionally, the HSM states that the effects of unpaved shoulders of any width or material are unknown and no CMFs are available.
Cost of Using Policy Value: \$1,622,000 Cost of Using Proposed Exception Value: \$1,106,000
Impacts Other Than Cost, of Using Policy Value: None
Proposed Mitigation To Address Exception: Total shoulder width of 12' (8' paved plus 2' aggregate plus 2' earth) provides additional recovery area for errant vehicle recovery.
Geometric Compatibility with Adjacent Sections: The design will match the shoulders being used on the adjacent section south of Caton Farm Road providing route continuity between the two projects.
Potential Effects On Other Design Elements: None
Potential Impacts On Mobility or Traffic Operations: The narrower and thinner shoulder provides less utilization capability for traffic control and staging.
Summary of Justification for Exception: A value engineering study was done as part of another project located south of this project. The proposed shoulder (8' paved plus 2' aggregate and 2' earth) is an economical balance between the SRA policy and the multi-lane rural policy. This portion of IL 47 has not been officially designated as an SRA route but serves as one of the National Highway System links between the SRA designated portions of IL 47 in Yorkville and I-80.
Coordination Meeting Date: 8/9/2012
Prepared By: Duane Lukkari Date: 7/25/12

APPROVAL/DISAPPROVAL

BDE Approval Date: 8/9/12	BDE Disapproval Date:
BDE Comments on Disapproval:	
DOH Approval Date:	DOH Disapproval Date
DOH Comments on Disapproval:	
FHWA Approval Date:	FHWA Disapproval Date:



Route: FAP 326	Street:	Marked: IL 47
Contract #: 66825	State Job #: P-93-039-08	Section: (109,110)R
County: Kendall	Municipality: Yorkville	
Local Agency: N/A	LRS Section #: N/A	
Project Limits: IL 47 from just south of Caton Farm Road northward to just south of IL 71.		
Project Length: 4.2 Miles	FHWA Oversight?: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Estimate of Cost: \$30.5 Million	Functional Classification: Other Principal Arterial	
Design Year: 2040	Design Traffic: ADT 14,900 to 18,700	Current Posted Speed: 45 – 55 mph
On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Structure Numbers:	
Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction		
Brief Project Description: Reconstructing IL 47 (S. of Caton Farm Road to Ament Road) using Rural SRA policy with 60 mph design speed to provide two lanes each direction with 32' wide median (including 6' inside shoulders) and outside shoulders. Reconstructing IL 47 (Ament Road to south of IL 71) using Suburban SRA policy with 45 mph design speed to provide two lanes in each direction (with a TWLTL) and curb and gutter on the outsides.		

EXCEPTION DOCUMENTATION

Level of Exception: Level I	Level II <input checked="" type="checkbox"/>
Design Element for Which an Exception Is Requested: Level 2: Item 4g – Cross Section Elements – Median Widths	
Design Element Policy Value: Median Width (BDE Fig. 46-4.C): 22' Wide Flush (Concrete Barrier) or Min. 50' Wide Depressed Median	
Proposed Design Element Value: Proposed 32' Wide Median including 6' Wide (4' HMA & 2' Aggr.) Shoulders With Rumble Strips, Cable Median Barrier & Drainage Swale.	
Location(s) of Exception: Station 197+00 (S. of Ament Road) to Station 330+60 (S. of Caton Farm Road)	
Accident History and Potential of Exception Location(s): Proposed design exceeds the required minimum clear zone of 30' between the northbound and southbound travel lanes and provides a barrier. This design should reduce the potential for crashes.	
Cost of Using Policy Value: 22' Median with PCC Barrier - \$5.05 M 50' Depressed Median – \$1.46 M	Cost of Using Proposed Exception Value: \$0.97 M
Impacts Other Than Cost, of Using Policy Value: A 50' median would significantly increase property impacts to existing farms, residences, businesses and schools in an area which is anticipated to develop with suburban characteristics. A 22' median with concrete barrier would physically separate the community, negatively impact emergency service access, and would not accommodate any future warranted dual left turn lanes. Additionally, a solid barrier may reduce sight distances at intersections and other median openings.	
Proposed Mitigation To Address Exception: Rumble strips will be constructed along the inside shoulder and cable barrier will be constructed in the median.	
Geometric Compatibility with Adjacent Sections: Yes – The proposed median width will match the approved median width for the adjoining programmed project to reconstruct IL 47 south of Caton Farm Road.	
Potential Effects On Other Design Elements: None	
Potential Impacts On Mobility or Traffic Operations: No impacts on mobility or traffic operations are anticipated.	
Summary of Justification for Exception: The proposed 2.53 miles of 32' median provides a practical and economical hybrid between the 22' and 50' designs at significantly less cost. The 32' median exceeds the minimum 30' clear zone. The design also provides route continuity with the adjacent IL 47 section south of Caton Farm Road.	
Coordination Meeting Date: 6/13/2013	
Prepared By: Ted Fultz	Date: 6/13/13

APPROVAL/DISAPPROVAL

BDE Approval Date: 6/14/2013	BDE Disapproval Date:
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Route: FAP 326	Street:	Marked: IL 47
Contract #: 66825	State Job #: P-93-039-08	Section: (109,110)R
County: Kendall	Municipality: Yorkville	
Local Agency: N/A	LRS Section #: N/A	
Project Limits: IL 47 From Just South of Caton Farm Road Northward to Just South of IL 71.		
Project Length: 4.2 Miles	FHWA Oversight?: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Estimate of Cost: \$30.5 Million	Functional Classification: Other Principal Arterial	
Design Year: 2040	Design Traffic: ADT 14,900 to 18,700	Current Posted Speed: 45 – 55 mph
On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Structure Numbers:	
Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction		
Brief Project Description: Reconstructing IL 47 (S. of Caton Farm Road to Ament Road) using Rural SRA policy with 60 mph design speed to provide two lanes each direction with 32' wide median and outside shoulders. Reconstructing IL 47 (Ament Road to south of IL 71) using Suburban SRA policy with 45 mph design speed to provide two lanes in each direction (with a TWLTL) and curb & gutter on the outsides.		

EXCEPTION DOCUMENTATION

Level of Exception: Level I <input checked="" type="checkbox"/> Level II	
Design Element for Which an Exception Is Requested: Level 1: Item 3 – Through Travel Lane Cross Slopes (%)	
Design Element Policy Value: Through Travel Lane Cross Slopes (BDE Fig. 46-4.C): 1.5% Cross Slope Adjacent to Crown	
Proposed Design Element Value: Through Travel Lane Cross Slopes: 2% Thru-Lane Cross Slopes Away From the Median.	
Location(s) of Exception: Station 197+00 (S. of Ament Road) to Station 330+60 (S. of Caton Farm Road)	
Accident History and Potential of Exception Location(s): By sloping the passing lanes away from the median, it is anticipated that the probability of cross median head-on crashes will be reduced.	
Cost of Using Policy Value: \$992,796	Cost of Using Proposed Exception Value: \$1,216,057
Impacts Other Than Cost, of Using Policy Value: Using the policy value would present a cross slope different from the proposed adjacent north and south sections and would require a roadway crown shift at both the north and south ends.	
Proposed Mitigation To Address Exception: None	
Geometric Compatibility with Adjacent Sections: Yes - The proposed 2% cross slopes will match the proposed suburban section north of Ament Road and the approved design for reconstructing IL 47 south of Caton Farm Road.	
Potential Effects On Other Design Elements: The 2% cross slopes will also accommodate the possible future conversion of this roadway to a suburban section (BDE Manual Fig. 46-3.B) as this area continues to develop. The proposed 2% cross slopes will reduce the amount of water directed to the median.	
Potential Impacts On Mobility or Traffic Operations: No impacts on mobility or traffic operations are anticipated.	
Summary of Justification for Exception: The proposed 2% cross slopes provide route continuity with the adjacent north and south sections of IL 47. The proposed cross section will not preclude continuing suburban development.	
Coordination Meeting Date: 6/13/2013	
Prepared By: Ted Fultz	Date: 6/13/13

APPROVAL/DISAPPROVAL

BDE Approval Date: 6/14/2013	BDE Disapproval Date:
BDE Comments on Disapproval:	
DOH Approval Date:	DOH Disapproval Date
DOH Comments on Disapproval:	
FHWA Approval Date:	FHWA Disapproval Date:



Route: FAP 326	Street: N/A	Marked: IL 47
Contract #: 66825	State Job #: P-93-039-08	Section: (109, 110)R
County: Kendall	Municipality: Yorkville	
Local Agency: N/A	LRS Section #: N/A	
Permit Applicant: N/A	Permit #: N/A	
Project Limits: IL 47 from just south of Caton Farm Road to just south of IL 71.		
Project Length: 4.4 miles	FHWA Oversight?: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Estimate of Cost: \$30.5 Million	Functional Classification: Other Principal Arterial	
Design Year: 2040	Design Traffic: ADT 14,900 to 18,700 DHV 1,490 to 1,870	Current Posted Speed: 45-55
On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Structure Numbers: 047-2006 and 047-2010	
Type of Project (Construction, Reconstruction, 3R, HES, etc.): Reconstruction		
Brief Project Description: Reconstructing IL 47 (south of Caton Farm Road to Ament Road) using Rural SRA policy with 60 mph design speed to provide two lanes in each direction with 32' wide median (including 6' inside shoulders) and outside shoulders. Reconstructing IL 47 (Ament Road to south of IL 71) using Suburban SRA policy with 45 mph design speed to provide two lanes in each direction (with a TWLTL) and curb and gutter on the outsides.		

EXCEPTION DOCUMENTATION

Level of Exception: Level I <input type="checkbox"/> Level II <input checked="" type="checkbox"/>	
Design Element for Which an Exception Is Requested: Level 2: Item 6i (turn lane lengths)	
Design Element Policy Value: 265' Storage Length (BDE Fig. 36-3.I for 60 mph design speed)	
Proposed Design Element Value: 195' Storage Length	
Location(s) of Exception: In the rural design section, Station 6667+95 to 6675+18 (southbound left turn lane into PE at Station 6667+95 and northbound left-turn lane into PE at Station 6675+18).	
Accident History and Potential of Exception Location(s): There are no crashes at this location in the 2008 to 2012 data. There are no 5% report locations.	
Cost of Using Policy Value: \$120,000 – One (1) median break with 265' storage	Cost of Using Proposed Exception Value: \$168,500 – Two (2) median breaks with 195' storage
Impacts Other Than Cost, of Using Policy Value: Use of policy storage at this location would only allow for one (1) full access to either the PE at Station 6667+95 RT or the PE at Station 6675+18 LT, while maintaining a minimum of 20' median between opposing turn lanes and tapers. Both entrances serve existing residential properties.	
Proposed Mitigation To Address Exception: N/A	
Geometric Compatibility with Adjacent Sections: N/A – This situation does not exist on the adjacent sections.	
Potential Effects On Other Design Elements: N/A	
Potential Impacts On Mobility or Traffic Operations: N/A	
Summary of Justification for Exception: The proposed design will provide full access to two existing residential properties which are anticipated to have low turning volumes. Providing two (2) median openings and left turns at each of the private entrances will reduce the need of one of the property owners to make U-turns and decrease the potential for crashes. Although it does not meet 60 mph design, the proposed design exceeds the required minimum deceleration distance for 45 mph reconstruction policy (385') and also exceeds the minimum storage length for 60 mph 3R policy (115').	
Coordination Meeting Date: 10/9/2014	
Prepared By: Kelly Vlastnik	Date: October 9, 2014

APPROVAL/DISAPPROVAL

BDE Approval Date: 10/9/2014	BDE Disapproval Date:
BDE Comments on Disapproval:	
DOH Approval Date:	DOH Disapproval Date
DOH Comments on Disapproval:	
FHWA Approval Date:	FHWA Disapproval Date:



Illinois Department of Transportation

Design Exception Request Project Identification

Route: FAP 326	Street: N/A	Marked: IL 47
Contract #: 66825	State Job #: P-93-039-08	Section: (109, 110)R
County: Kendall	Municipality: Yorkville	
Local Agency: N/A	LRS Section #: N/A	
Permit Applicant: N/A	Permit #: N/A	
Project Limits: IL 47 from just south of Caton Farm Road to just south of IL 71.		
Project Length: 4.4 Miles	FHWA Oversight?: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Estimate of Cost: \$30.5 Million	Functional Classification: Other Principal Arterial	
Design Year: 2040	Design Traffic: ADT 14,900 to 18,700 DHV 1,490 to 1,870	Current Posted Speed: 45-55
On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Structure Numbers: 047-2006 and 047-2010	
Type of Project (Construction, Reconstruction, 3R, HES, etc.): Reconstruction		
Brief Project Description: Reconstructing IL 47 (south of Caton Farm Road to Ament Road) using Rural SRA policy with 60 mph design speed to provide two lanes in each direction with 32' wide median (including 6' inside shoulders) and outside shoulders. Reconstructing IL 47 (Ament Road to south of IL 71) using Suburban SRA policy with 45 mph design speed to provide two lanes in each direction (with a TWLTL) and curb and gutter on the outsides.		

EXCEPTION DOCUMENTATION

Level of Exception: Level I <input type="checkbox"/> Level II <input checked="" type="checkbox"/>	
Design Element for Which an Exception Is Requested: Level 2: Item 6g (turn lane tapers)	
Design Element Policy Value: 265' Taper Length (BDE Fig. 36-3.I for 60 mph design speed)	
Proposed Design Element Value: 195' Taper Length	
Location(s) of Exception: In the rural design section, Station 6667+95 to 6675+18 (southbound left turn lane into PE at Station 6667+95 and northbound left-turn lane into PE at Station 6675+18).	
Accident History and Potential of Exception Location(s): There are no crashes at this location in the 2008 to 2012 data. There are no 5% report locations.	
Cost of Using Policy Value: \$60,000 – One (1) median break with 265' taper	Cost of Using Proposed Exception Value: \$84,100 – Two (2) median breaks with 195' taper
Impacts Other Than Cost, of Using Policy Value: Use of policy taper lengths at this location would only allow for one (1) full access to either the PE at Station 6667+95 Rt. or the PE at Station 6675+18 Lt., while maintaining a minimum of 20' median between opposing turn lanes and tapers. Both entrances serve existing residential properties.	
Proposed Mitigation To Address Exception: N/A	
Geometric Compatibility with Adjacent Sections: N/A – This situation does not exist on the adjacent sections	
Potential Effects On Other Design Elements: N/A	
Potential Impacts On Mobility or Traffic Operations: N/A	
Summary of Justification for Exception: The proposed design will provide full access to two existing residential properties which are anticipated to have low turning volumes. Providing two (2) median openings and left turns at each of the private entrances will reduce the need of one of the property owners to make U-turns and decrease the potential for crashes. Although it does not meet 60 mph design, the proposed design exceeds the required minimum deceleration distance for 45 mph reconstruction policy (385') and also exceeds the minimum taper rate for 60 mph 3R policy (180').	
Coordination Meeting Date: 10/9/2014	
Prepared By: Kelly Vlastnik	Date: October 9, 2014

APPROVAL/DISAPPROVAL

BDE Approval Date: 10/9/2014	BDE Disapproval Date:
BDE Comments on Disapproval:	
DOH Approval Date:	DOH Disapproval Date
DOH Comments on Disapproval:	
FHWA Approval Date:	FHWA Disapproval Date:



Route: FAP 326	Street: N/A	Marked: IL 47
Contract #: 66825	State Job #: P-93-039-08	Section: (109, 110)R
County: Kendall	Municipality: Yorkville	
Local Agency: N/A	LRS Section #: N/A	
Permit Applicant: N/A	Permit #: N/A	
Project Limits: IL 47 From South of Caton Farm Road to South of IL 71		
Project Length: 4.4 Miles	FHWA Oversight?: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Estimate of Cost: \$30.5 Million	Functional Classification: Other Principal Arterial	
Design Year: 2040	Design Traffic: ADT 14,900 to 18,700 DHV 1,490 to 1,870	Current Posted Speed: 45-55 mph
On the NHS System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Structure Numbers: 047-2006 and 047-2010	
Type of Project (Construction, Reconstruction, 3R, HES, etc): Reconstruction		
Brief Project Description: Reconstructing IL 47 (S. of Caton Farm Road to Ament Road) using Rural SRA policy with 60 mph design speed to provide two lanes in each direction with 32' wide median (including 6' inside shoulders) and outside shoulders. Reconstructing IL 47 (Ament Road to south of IL 71) using Suburban SRA policy with 45 mph design speed to provide two lanes in each direction (with a TWLTL) and curb and gutter on the outsides.		

EXCEPTION DOCUMENTATION

Level of Exception: Level I <input type="checkbox"/> Level II <input checked="" type="checkbox"/>	
Design Element for Which an Exception Is Requested: #6d – Profiles (under Intersections): The proposed minimum length for the sag vertical curve at Legion Road (township jurisdiction) is less than policy.	
Design Element Policy Value: K=64	
Proposed Design Element Value: K=20	
Location(s) of Exception: Legion Road Station 606+40 to 607+60 – Legion Road is township jurisdiction with a 2011 ADT of 830 and speed limit of 40 mph.	
Accident History and Potential of Exception Location(s): From 2008 thru 2013, there were only two reported crashes associated with this leg of the intersection. No additional crash potential is anticipated with this exception.	
Cost of Using Policy Value: \$30,000	Cost of Using Proposed Exception Value: \$17,000
Impacts Other Than Cost, of Using Policy Value: Additional right of way and tree removal. The property owner has voiced a concern about wanting to save the trees.	
Proposed Mitigation To Address Exception: The minimum comfort criteria are met and the curve is an approach to a stop sign controlled intersection.	
Geometric Compatibility with Adjacent Sections: This curve will be shorter than some other adjacent sections.	
Potential Effects On Other Design Elements: None	
Potential Impacts On Mobility or Traffic Operations: Increased delays during construction	
Summary of Justification for Exception: The proposed Legion Road sag curve meets minimum comfort criteria and is an economical improvement compared to the existing condition.	
Coordination Meeting Date: 12/11/2014	
Prepared By: Kelly Vlastnik	Date: 12/1/2014

APPROVAL/DISAPPROVAL

BDE Approval Date: 12/11/14	BDE Disapproval Date:
BDE Comments on Disapproval:	
DOH Approval Date:	DOH Disapproval Date
DOH Comments on Disapproval:	
FHWA Approval Date:	FHWA Disapproval Date:

APPENDIX B

Design Criteria Checklist (Rural)

1. Application

The Design Criteria Checklist is intended to summarize and document a proposed project's compliance with the relevant Level One and Level Two design criteria. The checklist must be completed for each new construction, reconstruction, or 3R project. The checklist is then included in the Phase I engineering report and becomes a part of the permanent project file.

For both the Level One and Level Two criteria, check the appropriate boxes on the checklist as applicable. For any criteria not met, a design exception must be processed / approved per Chapter 31-8 of the BDE Manual.

2. Project Identification

State Job No.:	<u>P-93-039-08</u>	Marked Route No.:	<u>FAP 326 (IL 47)</u>
Functional Classification:	<u>Other Principal Arterial (Rural SRA Design Criteria)</u>	Highway Type:	<u>Existing: Rural 2-lane, 2-way. Proposed: Rural 4-lane, 2-way with median.</u>

County/City:	<u>Kendall County / United City of Yorkville</u>	Project Length:	<u>2.5 mi (Rural) / 4.4 mi (Total)</u>
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Project Location:
The overall project is from approximately 1,400' south of Caton Farm Road to approximately 600' south of IL 71. The rural section of the project is from approximately 1,400' south of Caton Farm Road to approximately 1,400' south of Ament Road.

3. Project Scope of Work

- a. Is project located on NHS? ☒ Yes ☐ No
- b. Check the appropriate box. See Section 31-6 for definitions.
- ☐ New construction ☒ *Reconstruction ☐ 3R (non-freeway) ☐ *3R (freeway)

**Note: May include "Allowed to Remain in Place" criteria. "*

- c. Provide a brief project description:

Reconstructing IL 47, south of Caton Farm Road to south of Ament Road, using Rural SRA policy with 60 mph design speed to provide two (2) lanes in each direction with a 32' wide median (including 6' inside shoulders) and 12' outside shoulders.

4. Evaluating Exceptions

When evaluating exceptions to design criteria, the primary considerations are: safety, capacity, compatibility with adjacent sections, time to construction of ultimate improvement, and construction costs.

5. District Coordination Meetings

Has project been discussed at district coordination meetings? ☒ Yes ☐ No

See December 11, 2014 meeting minutes in Appendix B.

Level One Design Criteria Checklist

Route: FAP 326 (IL 47)

Section: (109, 110) R

County: Kendall

Design Criteria for <u>Mainline</u> Only (Provide numerical value for project, where indicated.)	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
1. Design Speed: 60 mph (km/h)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Lane Widths: 12' feet (meters)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Through Travel Lane Cross - Slopes in Percent Lane 1 <u>1.5</u> Lane 2 <u>1.5</u> Lane 3 _____ <small>Design exception for 2% cross-slope approved by BDE on 6/14/13.</small>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>
4. Shoulder Widths: <u>6'</u> feet (meters) (inside) <small>Design exception for 12' shoulders (8' paved) approved by BDE on 8/9/12.</small> <u>10' paved</u> feet (meters) (outside)	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
5. Horizontal Curvature (Minimum Radius for selected design speed) 1,330' feet (meters)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Superelevation Rates ($e_{max} = 6.0$ %) <small>Note: All curves designed for normal crown.</small>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Stopping Sight Distance at Crest Vertical Curves (Level SSD for Passenger Cars) $K = 151$	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Stopping Sight Distance at Sag Vertical Curves (Level SSD for Passenger Cars) $K = 136$	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance on Inside of Horizontal Curves (Level SSD for Passenger Cars)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Clear Roadway Bridge Widths: feet (meters)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Structural Capacity of Bridges:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Vertical Clearances:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Maximum Grades: 3%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: Criteria numbers 1, 2, 3, and 4 apply throughout the project. The remaining criteria apply to specific sites within the project limits.

Level Two Design Criteria Checklist

Route: FAP 326 (IL 47) Section: (109, 110) R County: Kendall

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
1. Design Speed:				
a. Level of Service (mainline) LOS C		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. SSD application at horizontal curves (downgrade adjusted SSD used) <small>Note: No prop. grades require adjustment.</small>	Horz. 570'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. SSD application for vertical curves (downgrade adjusted SSD used) <small>Note: No prop. grades require adjustment.</small>	Vert. 570'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Truck SSD (level) (at specific sites) No high volume truck generators within project limits.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Horizontal Alignment (Mainline)				
a. Traveled way widening		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Superelevation transition lengths		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Superelevation distribution between tangent and curve		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. "Breakover" of outside shoulder on super-elevated curves		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Superelevation development at reverse curves		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Is superelevation transition length located off of bridges and bridge approach pavements?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Criteria	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
3. Vertical Alignment (Mainline)			
a. Minimum grades considering drainage 0.5% desirable; 0.0% allowable - BDE Section 33-2.03(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Critical length of grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Warrants for truck-climbing lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Minimum length of vertical curves for selected design speed 3V = 180' (minimum proposed = 200')	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Maximum length of vertical curves (drainage of curbed facilities and bridges)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cross Section Elements (Mainline)			
a. 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"/>
b. Design of sidewalks: • Cross-slope _____ % • Width _____ feet (meters) • Longitudinal slopes _____ %	<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"/> <input checked="" type="checkbox"/>
c. Type of curb and gutter used on median:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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"/>
e. Type of curb and gutter used along outside edges of pavement _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. 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"/>

Design Criteria	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
q. Median widths: • Urban _____ feet (meters) • Suburban _____ feet (meters) • Rural <u>50' Depressed</u> feet (meters) Design exception for a 32' wide, depressed median was approved by BDE on 6/14/13.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
h. Shoulder cross slopes <u>4% (Paved)</u> <u>4%-6% (Aggregate)</u> <u>5%-8% (Turf)</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Fill slopes: <u>1:4</u> (V:H)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Outside roadway ditch: • Slopes <u>1:4 / 1:3</u> • Depth <u>Varies</u> • Widths <u>6'</u> Design exception for 2' wide ditch approved by BDE 8/9/12. Median ditch: • Widths <u>2'</u> • Slopes <u>1:5 (min) *</u> • Depth <u>Varies</u> *Required slope is 1:8 or flatter in areas with HTC median barrier.	<input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
k. Cross-section transitions into bridges/underpasses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l. Use of mountable curbs (V > 45 mph (70 km/h))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m. Cross-section transition details (e.g., four-lane to two-lane) Note: For the transition from depressed median to TWLTL and shoulders to curb and gutter.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n. Design of frontage roads: • Des. speed _____ • Pvmnt. width _____ • Shld. width _____ • Cross-slopes _____ • Super. rate _____ • Ditch slopes _____	<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"/> <input checked="" type="checkbox"/>
5. Roadside Safety			
a. Horizontal clearances: • Clear zones on tangent sections <u>30'</u> (Fig. 38-3.A) • Clear zones on outside of horizontal curves No adjustment for curve radii greater than 2,860'.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input 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"/>
d. Deceleration criteria for impact attenuators	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
6. Intersections See Side Road Fact Sheet				
a. Accommodation of design vehicle (Identify Vehicle) <u>Varies per BDE Fig. 36-1.R</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Level of service:				
• Through Lanes <u>LOS C</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Turn Lanes <u>LOS C</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Skew angle Within 15 degrees of perpendicular		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Profiles BDE Section 36-1.06(a)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Volume guidelines for turn-lanes:				
• Right-turns BDE Section 36-3.01(a)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Left turns BDE Section 36-3.01(b)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Design exception for NB and SB left-turn lane storage and taper (195'/195') between Sta. 6668+65 and Sta. 6674+50 approved by BDE on 10/9/14.				
g. Turn-lane tapers See #6(f) for DE info.	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 265'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Turning roadway widths		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Turn-lane lengths	Deceleration (Rural) 265'	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Storage (Urban)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Intersection sight distance: List criteria and type: <u>BDE Section 36-6</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k. Median opening length: <u>40' (min.)</u>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l. Minimum corner island size: _____		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m. Does right-turn radius accommodate design vehicle without encroachment? Yes		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n. Driveway widths Field Rural: 24' Private Rural: 12'-24' Commercial Rural: 24'-35'		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
o. Type of traffic control:				
• Two-way stop		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No				
q. Max "e" for intersections on curve		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Interchanges				
a. Exit Terminal	Standard Type	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Design speed of first curve	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Are any exit terminals located on mainline horizontal curve?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Entrance Terminal	Standard Type	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Length of tangent after the entering curve	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Design speed of entering curve	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Design speed of ramp proper: _____ mph (km/h)		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Design speed of crossroad: _____ mph (km/h)		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Maximum ramp grades:		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Exit ramp _____ %				
• Entrance ramp _____ %		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Ramp pavement width		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Ramp shoulder widths		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Left _____				
• Right _____		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Horizontal ramp curvature in conjunction with selected design speeds		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
i. Superelevation development on ramps	Superelevation Rate	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Transition Length	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Distribution Between Tangent & Curve	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Vertical curvature compliance with selected design speed on ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k.	Length of access control at crossroad	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l. Type of traffic control at crossroad:	• Stop signs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Traffic signals	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Free flow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m.	Is length of crest vertical curve used on crossroad \geq that required by the selected design speed of crossroad?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n.	Are crossroad approach grades through ramp/crossroad intersections $\leq 2\%$?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o.	Are ramp/crossroad intersections located on a tangent section of crossroad alignment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
p.	Is decision sight distance available in advance of exit gore?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
q.	Is clear recovery area available beyond gore nose?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
r. Level of service:	• Exit terminal _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Entrance terminal _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Ramp proper _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Weaving area _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Ramp/crossroad intersection _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Criteria			Does the proposed design meet IDOT criteria?		
			Yes	No	N/A
s. Freeway lane drops	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"/>

Prepared By: Anthony P. Simmons, P.E. – HR Green, Inc.
 Designer (IDOT or Consultant)

APPENDIX B

Design Criteria Checklist (Suburban)

1. Application

The Design Criteria Checklist is intended to summarize and document a proposed project's compliance with the relevant Level One and Level Two design criteria. The checklist must be completed for each new construction, reconstruction, or 3R project. The checklist is then included in the Phase I engineering report and becomes a part of the permanent project file.

For both the Level One and Level Two criteria, check the appropriate boxes on the checklist as applicable. For any criteria not met, a design exception must be processed / approved per Chapter 31-8 of the BDE Manual.

2. Project Identification

State Job No.:	P-93-039-08	Marked Route No.:	FAP 326 (IL 47)
Functional Classification:	Other Principal Arterial (Suburban SRA Design Criteria)	Highway Type:	Existing: Rural 2-lane, 2-way. Proposed: Closed Suburban 4-lane with TWLTL.
County/City:	Kendall County / United City of Yorkville	Project Length:	1.9 mi (Suburban) / 4.4 mi (Total)

Project Location:
The overall project is from approximately 1,400' south of Caton Farm Road to approximately 600' south of IL 71.
The suburban section of the project is from approximately 1,400' south of Ament Road to approximately 600' south of IL 71.

3. Project Scope of Work

- a. Is project located on NHS? ☒ Yes ☐ No
- b. Check the appropriate box. See Section 31-6 for definitions.
- ☐ New construction ☒ *Reconstruction ☐ 3R (non-freeway) ☐ *3R (freeway)
- *Note: May include "Allowed to Remain in Place" criteria. "*
- c. Provide a brief project description:
- Reconstructing IL 47, south of Ament Road to south of IL 71, using Suburban SRA policy with 45 mph design speed to provide two (2) lanes in each direction with a two-way left-turn lane and curb and gutter along the outside edge of pavement.

4. Evaluating Exceptions

When evaluating exceptions to design criteria, the primary considerations are: safety, capacity, compatibility with adjacent sections, time to construction of ultimate improvement, and construction costs.

5. District Coordination Meetings

Has project been discussed at district coordination meetings? ☒ Yes ☐ No

See December 11, 2014 meeting minutes in Appendix B.

Level One Design Criteria Checklist

Route: FAP 326 (IL 47)

Section: (109, 110) R

County: Kendall

Design Criteria for <u>Mainline</u> Only (Provide numerical value for project, where indicated.)	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
1. Design Speed: 45 mph (km/h)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Lane Widths: 12', 13' feet (meters) 13' outside lane for bicycle accommodation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Through Travel Lane Cross - Slopes in Percent Lane 1 <u>2.0</u> Lane 2 <u>2.0</u> Lane 3 _____	<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 checked="" type="checkbox"/>
4. Shoulder Widths: _____ feet (meters) (inside) _____ feet (meters) (outside)	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
5. Horizontal Curvature (Minimum Radius for selected design speed) 715' feet (meters)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Superelevation Rates (e_{max} = 4.0 %) Note: All curves designed for normal crown.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Stopping Sight Distance at Crest Vertical Curves (Level SSD for Passenger Cars) K = 61	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Stopping Sight Distance at Sag Vertical Curves (Level SSD for Passenger Cars) K = 79	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance on Inside of Horizontal Curves (Level SSD for Passenger Cars)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Clear Roadway Bridge Widths: _____ feet (meters)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Structural Capacity of Bridges:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Vertical Clearances:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Maximum Grades: 6%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: Criteria numbers 1, 2, 3, and 4 apply throughout the project. The remaining criteria apply to specific sites within the project limits.

Level Two Design Criteria Checklist

Route: FAP 326 (IL 47) Section: (109, 110) R County: Kendall

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
1. Design Speed:				
a. Level of Service (mainline) LOS C		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. SSD application at horizontal curves (downgrade adjusted SSD used) <small>Note: No prop. grades require adjustment.</small>	Horz. 360'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. SSD application for vertical curves (downgrade adjusted SSD used) <small>Note: No prop. grades require adjustment.</small>	Vert. 360'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Truck SSD (level) (at specific sites) No high volume truck generators within project limits.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Horizontal Alignment (Mainline)				
a. Traveled way widening		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Superelevation transition lengths		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Superelevation distribution between tangent and curve		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. "Breakover" of outside shoulder on super-elevated curves		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Superelevation development at reverse curves		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Is superelevation transition length located off of bridges and bridge approach pavements?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Criteria	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
3. Vertical Alignment (Mainline)			
a. Minimum grades considering drainage 0.30% (minimum proposed = 0.39%)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Critical length of grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Warrants for truck-climbing lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Minimum length of vertical curves for selected design speed 3V = 135' (minimum proposed = 150')	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Maximum length of vertical curves (drainage of curbed facilities and bridges) K ≤ 167	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Cross Section Elements (Mainline)			
a. 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"/>
b. Design of sidewalks: • Cross-slope <u>2</u> % • Width <u>5</u> feet (meters) • Longitudinal slopes <u>5</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"/>
c. Type of curb and gutter used on median:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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"/>
e. Type of curb and gutter used along outside edges of pavement <u>B-6.24</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. TWLTL width: • Flush type <u>12' or 14'</u> feet (meters) • Traversable type _____ feet (meters) 13' matches adjacent project to the north. The typical section was discussed at the PSG Meeting on October 26, 2011 and at the IDOT/FHWA Coordination Meeting on August 9, 2012.	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>

Design Criteria	Does the proposed design meet IDOT criteria?		
	Yes	No	N/A
g. Median widths: • Urban _____ feet (meters) • Suburban _____ feet (meters) • Rural _____ feet (meters) Design exception for a 32' wide, depressed median was approved by BDE on 6/14/13.	<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"/> <input checked="" type="checkbox"/>
h. Shoulder cross slopes _____ %	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Fill slopes: <u>1:3</u> max (V:H) <u>1:4</u> desirable	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Outside roadway ditch: • Slopes <u>1:3 (max)</u> • Depth <u>Varies</u> • Widths <u>6'</u> Design exception for 2' wide ditch approved by BDE 8/9/12. Median ditch: • Widths _____ • Slopes _____ • Depth _____	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
k. Cross-section transitions into bridges/underpasses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l. Use of mountable curbs (V > 45 mph (70 km/h))	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m. Cross-section transition details (e.g., four-lane to two-lane) Note: For the transition from depressed median to TWLTL and shoulders to curb and gutter.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n. Design of frontage roads: • Des. speed _____ • Pvm. width _____ • Shld. width _____ • Cross-slopes _____ • Super. rate _____ • Ditch slopes _____	<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"/> <input checked="" type="checkbox"/>
5. Roadside Safety			
a. Horizontal clearances: • Clear zones on tangent sections 1.5' operational offset from face of curb (min) 24'-28' uncurbed clear zone (with 1:4 slopes) 12.5'-14.5' from toe of slope (desirable with 1:3 slopes) • Clear zones on outside of horizontal curves 30' uncurbed clear zone (PI STA 6857+29.88) No other curves require adjustment (R > 2,860')	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
b. Barrier warrants	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Barrier length of need	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Deceleration criteria for impact attenuators	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
o. Type of traffic control:				
• Two-way stop		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No				
q. Max "e" for intersections on curve		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Interchanges				
a. Exit Terminal	Standard Type	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Design speed of first curve	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Are any exit terminals located on mainline horizontal curve?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Entrance Terminal	Standard Type	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Length of tangent after the entering curve	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Design speed of entering curve	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Design speed of ramp proper: _____ mph (km/h)		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Design speed of crossroad: _____ mph (km/h)		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Maximum ramp grades:		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Exit ramp _____ %				
• Entrance ramp _____ %		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Ramp pavement width		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Ramp shoulder widths		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Left _____				
• Right _____		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Horizontal ramp curvature in conjunction with selected design speeds		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Criteria		Does the proposed design meet IDOT criteria?		
		Yes	No	N/A
i. Superelevation development on ramps	Superelevation Rate	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Transition Length	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Distribution Between Tangent & Curve	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Vertical curvature compliance with selected design speed on ramp	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k.	Length of access control at crossroad	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l. Type of traffic control at crossroad:	• Stop signs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Traffic signals	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Free flow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m.	Is length of crest vertical curve used on crossroad \geq that required by the selected design speed of crossroad?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n.	Are crossroad approach grades through ramp/crossroad intersections $\leq 2\%$?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o.	Are ramp/crossroad intersections located on a tangent section of crossroad alignment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
p.	Is decision sight distance available in advance of exit gore?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
q.	Is clear recovery area available beyond gore nose?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
r. Level of service:	• Exit terminal _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Entrance terminal _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Ramp proper _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Weaving area _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	• Ramp/crossroad intersection _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Design Criteria			Does the proposed design meet IDOT criteria?		
			Yes	No	N/A
s. Freeway lane drops	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"/>

Prepared By: Anthony P. Simmons, P.E. – HR Green, Inc.
 Designer (IDOT or Consultant)

APPENDIX B

Cultural Resources Clearance



Illinois Department of Transportation

Memorandum

To: Eric Therkildsen Attn: David Broviak
From: Scott E. Stitt By: J. A. Walthall
Subject: Cultural Resource Concurrence
Date: October 26, 2011

Kendall County
FAP 326, IL 47
Sec. (109, 110)R
Job No. P-93-039-08
Seq. #16476

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in black ink, appearing to read 'J. A. Walthall'.

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 24, 2011

Kendall County
FAP 326, IL 47
Yorkville
Project: P-93-039-08

RECEIVED

OCT 25 2011

Preservation Services

IDOT Seq# 16476
ITARP# 11050

FEDERAL 106 PROJECT

NO HISTORIC PROPERTIES AFFECTED

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by Illinois State Archaeological Survey personnel concerning historical and archaeological properties and sites potentially to be impacted by the 171 acre project referenced above. Twelve archaeological sites, 11-KE-563, 570, 632, 729, 811, 1152-1158, were found in the project corridor area. All of these sites are surface scatters of prehistoric lithic materials or deposits of late historic materials resulting from multi-household occupations and do not meet the criteria for listing on the National Register.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: 10-25-11

APPENDIX B

Biological Resources Clearance



Illinois Department of Transportation

To: Paul A. Loete Attn: David Broviak
From: John D. Baranzelli By: Thomas C. Brooks
Subject: Natural Resources Review-Update
Date: August 29, 2014

Thomas C. Brooks

IL 47
T36N/R7E/S33
Kendall County
Seq. #16476

The proposed project involves reconstructing IL 47 from an existing 2-lane road to either a multi-lane x-section w/ a variable width median on South end, or a 5-lane urban x-section on North, including new storm sewer, drainage structures, possible multi use path and traffic signals.

There will be 103.4 acres of land acquisition. There will be in-stream work in Middle Aux Sable Creek and tributaries to West Aux Sable Creek. There will be an unknown amount of tree removal. Land cover in the vicinity of the proposed improvement is agriculture and residential.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory shows wetlands in the vicinity of the project location. Wetland delineations have been previously performed and six wetlands were found. A WIE has been requested.

Review for Endangered Species Act - Section 7

See the attached US Fish and Wildlife Service list of endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within the county in which the proposed project is located. We cross-referenced the preferred habitat of each listed species with our knowledge of the project area and determined that listed species and critical habitat are not present.

Should the proposed improvement be modified or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

Attachment—USFWS species county list

VH

Illinois County Distribution

Federally Endangered, Threatened, and Candidate Species

List Revised October 2013

County	Species	Status	Habitat
Kendall Field Office to Contact: U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat (<i>Myotis sodalis</i>)	Endangered	Caves, mines (hibernacula); Small stream corridors with well developed riparian woods; upland forests (foraging)
	Northern long-eared bat <i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests and woods.
	Eastern prairie fringed orchid <i>(Platanthera leucophaea)</i>	Threatened	Mesic to wet prairies

Sequence #: 16476

IL 47

Resource in Vicinity of Project Polygon

*Ducks Unlimited Wetlands

*INHS Wetland

*National Wetlands Inventory

INAI & NP w/in 1 mile

*none found

No Resource Found

*INAI

*T&E

*Nature Preserve

*Roadside Prairie Inventory

County: KENDALL

Section(PLSS): 3 36N7E4

Area: -1.21057 sq. miles = -774.76299 acres

Report created by Vincent Hamer



Include as additional documentation with permit applications (USACE).

Transportation Review for Ecological Compliance: Report of Possible Resource Conflicts





Illinois Department of Transportation

Memorandum

To: Eric S. Therkildsen Attn: David Broviak
From: Scott E. Stitt By: Thomas C. Brooks
Subject: Biological Resources Review
Date: September 20, 2011

CONCUR

By Steve Hamer
Division of Impact Analysis

~~IDOC~~

9-26-2011

IDNR

IL 47 (FAP 326)
Section (109, 110)R
South of Caton Farm Road to IL 71 in Yorkville
Job No. P-93-039-08 (Seq. #16476)
Kendall County
Contract #66825

Introduction

The proposed project involves reconstructing IL 47 from an existing 2-lane road to either a multi-lane cross section with a variable width median on south end or a 5-lane urban cross section on north, including new storm sewer, drainage structures, possible multi use path and traffic signals. The existing right of way is 50' either side of centerline and the proposed right of way is an additional 100' on both sides. The project is 3 miles long, from south of Caton Farm Road to IL 71 in Yorkville. Approximately 103.4 acres of additional right of way may be required.

The proposed project is being processed as a Categorical Exclusion. Based on the information your office has provided regarding the scope of work, a discussion of relevant biological resources is provided.

Endangered and Threatened Species

The U.S. Fish and Wildlife Service Region 3 list of threatened or endangered species in Illinois (<http://www.fws.gov/midwest/endangered/lists/illinois-cty.html>) lists Indiana bat (*Myotis sodalis*) and Eastern prairie fringed orchid (*Platanthera leucophaea*) as occurring in Kendall County.

There are no mesic to wet prairies or high quality wetlands in the project area; therefore, there will be no impacts to the Eastern prairie fringed orchid.

Appendix 2 of the Indiana bat (*Myotis sodalis*) Draft Recovery Plan: First Revision lists no range-wide distribution records for *Myotis sodalis* in Kendall County.

There are no small stream corridors with well developed riparian woods and adjoining upland forests for Indiana bats to forage; therefore, there will be no impacts to the Indiana bat.

Based on the information provided, this office has concluded that there will be no effect to any federal threatened and endangered speices.

The Illinois Endangered Species Protection Board lists a number of species as occurring in Kendall and adjacent counties. This office has concluded that there is no suitable habitat for any of these species in the project area. The IDNR Natural Resources Review Tool has no records of listed species, natural areas or nature preserves within the project corridor (IDNR NRRT/WIRT Report dated March 25, 2011). In accordance with the 2011 Memorandum of Understanding by and between IDNR and IDOT, consultation is terminated.

Wetlands

The National Wetland Inventory Map (Plattville quadrangle) depicts wetlands in the project area. The project was sent for field survey. The INHS wetland delineation report and GIS data are posted on the shared O: drive. The results of the survey indicate the presence of six jurisdictional wetlands within the project area (Sites 1,2,3,4,5,6).

In accordance with IDOT BDE Manual Section 26-8, wetland impacts are to be avoided, minimized and then mitigated. Section 26-8.05(c)4 states that for all projects that are surveyed for wetlands and determined to have wetlands within the study area, a Wetland Impact Evaluation (WIE) form must be completed and submitted to the BDE, even if there are no wetland impacts. Further information on completing and processing of WIEs is contained in IDOT BDE Manual Section 26-8.

Streams

The project crosses tributaries of West Aux Sable Creek and Middle Aux Sable Creek. The IDNR Biological Stream Rating (BSR) indicates that this portion of the tributary of West Aux Sable Creek is rated A for diversity and D for integrity. Middle Aux Sable Creek is not rated. This information should be used when applying for the Section 404 permit. (For more information on stream rating, refer to the IDNR publication "Integrating Multiple Taxa in a Biological Stream Rating System.")

Instream work involves that which is necessary to remove and replace SN 047-2010 (10'x6' box culvert) over a tributary to West Aux Sable Creek and SN 047-2006 (12'x7" box culvert) over Middle Aux Sable Creek. There are also three smaller box culverts that will be replaced.

Because of the construction activity in and around the stream, short-term sedimentation will occur. In accordance with Chapter 59, Section 8 of the BDE Manual, an erosion and sediment control plan will be designed incorporating measures to minimize sedimentation effects.

Tree Removal

Tree removal is required but no quantity is known at this time. Trees should be replaced in accordance with Departmental Policy D&E-18.

Coordination

By copy of this memorandum, IDNR is being notified of this project. Their mitigation recommendations and our recommendations for further coordination will be forwarded to your office upon receipt of a response.

Conclusion

Project development may proceed with no additional Biological Resources Review unless (a) the scope of work is changed or otherwise different from that described to us, (b) IDNR coordination response requires further coordination, or (c) otherwise notified by this office.

Attachments

cc: Steve Hamer (IDNR)

BT

Wetland Impact Review Tool Report: Report of Possible Resource Conflicts.

Parcel ID: #16476 - IL 47 from South of Caton Farm Road to IL 71 in
Yorkville

Resource in Vicinity of Project Polygon

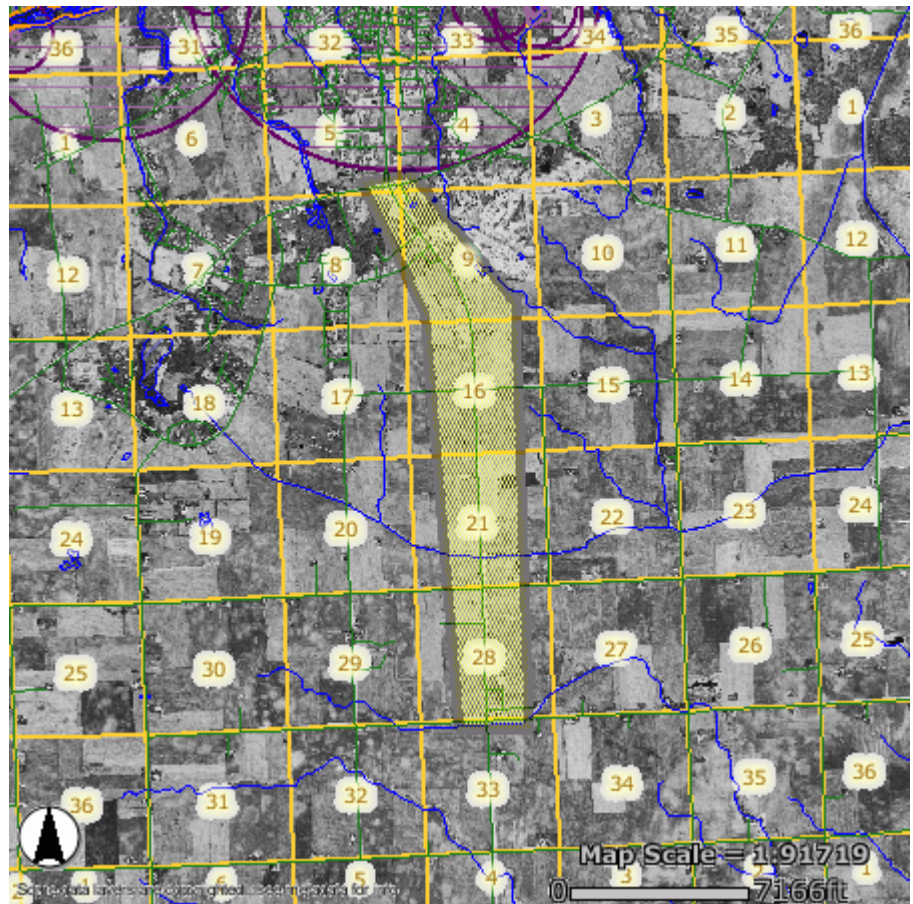
- National Wetlands Inventory (NWI)

Resource within Buffer No Resource Found

- Threatened and Endangered Species
- Natural Area Inventory
- Nature Preserve/LWR

County: KENDALL. Section (PLSS):
336N 7E16.

**Area: 2.493 square miles =
1605.211 acres**



APPENDIX B

Wetland Impact Evaluation

Wetlands

Submittal Date:	03/17/2011	Sequence No:	16476	
District:	3	Requesting Agency:	DOH	Project No:
Contract #:	66825	Job No.:	P-93-039-08	
Counties:	Kendall			
Route:	FAP 326	Marked:	IL 47	
Street:		Section:	(109, 110)R	
Municipality(ies):	Yorkville	Project Length:	4.8280 km	3 miles
FromTo (At):	South of Caton Farm Road to IL 71 in Yorkville			
Quadrangle:	Plattville	Township-Range-Section:	T36N, R7E, Sec.33,28,31,16,9	
Anticipated Design Approval:	12/01/2011	Cleared for Design Approval:	09/08/2014	
Cleared for Letting:	09/08/2014	Mitigation:		

Wetland Impacts Evaluation

Submittal Date:	09/03/2014	Submitted By:	
Does the project have wetland impacts?	No	Type:	
Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:			
Summarize briefly why there are no practicable alternatives to the use of the wetland(s):			
Wetland mitigation is being proposed:		<input type="checkbox"/> Reviewed	

Memo Date:	09/08/2014	Memo By:	Vince Hamer
Memo:	There will be no impacts to wetlands		
Memo Date:	09/03/2014	Memo By:	Roger F. Rynke
Memo:	Wetland Impact Evaluation for contract # 66825 Wetland Site #6 (Wet Forbland) - Sta. 6650+74 to Sta. 6651+78 (109' LT) No wetland impacts will occur. Erosion control measures will be placed to protect the wetland site. Wetland Site #5 (Wet Forbland) - Sta. 6676+83 to Sta. 6679+94 (127' LT) No wetland impacts will occur. Erosion control measures will be placed to protect the wetland site. Wetland Site #4 (Wetland Pond) - Sta. 6808+78 to Sta. 6811+00 (90' LT) No wetland impacts will occur. Erosion control measures will be placed to protect the wetland site. Wetland Site #3 (Wetland Pond) - Sta. 6811+14 to Sta. 6812+54 (92' LT) No wetland impacts will occur. Erosion control measures will be placed to protect the wetland site. Wetland Site #2 (Marsh) - Sta. 6817+38 to Sta. 6823+13 (56' RT) No wetland impacts will occur. Erosion control measures will be placed to protect the wetland site. Wetland Site #1 (Marsh) - Sta. 6813+22 to Sta. 6815+17 (94' RT) No wetland impacts will occur. Erosion control measures will be placed to protect the wetland site.		

Wetland Impacts and Mitigation Required

APPENDIX B

PESA Review and Response



**Illinois Department
of Transportation**

Copy to K. Vlastnik
10-5-2015

**Validity of Special Waste
Assessment Results**

Route FAP 326 (IL 47)
Section (109, 110)R
PESA/ISGS No. ISGS #2394 Dated 11/28/2011

Job No. P-93-039-08 Contract #66825
County Kendall
Date 1/27/2015

Limits Illinois Route 71 to Caton Farm Road

Scope of Work Reconstructing IL 47 from 2 lane to 4 or 5 lanes pavement, including new storm sewer, drainage structures, multi-use path and traffic signals

Risk ☒ REC Sites ☐ No REC Sites
☐ In-House Screening

Review of Project Area

Date 10/05/15

The following is a list of new businesses or sites that would be considered a risk for the proposed work. Included are the locations of these site(s) along the project route.

Or

A field check of the project area revealed no new businesses or sites have been developed since the PESA Report was completed. ☒ Yes ☐ No

Has the scope of work been revised? ☐ Yes ☒ No

If yes, please explain:

Final PESA Report ISGS No. (ISGS #2394 dated 11/28/2011) ☒ Does ☐ Does Not remain valid for the assessment of identifying and evaluating known or potential hazardous material problems and natural hazards along (project route and limits):

Previously revalidated PESA Review dated 01/27/2015

Roger F. Rynke

Signature

October 5, 2015

Date

PESA Response/Work Order

Attention: Central Office BD&E
Environment Section
Special Waste Unit
Room 330

Submittal Date: 03/17/2011 Sequence No: 16476
District: 3 Requesting Agency: DOH Project No:
Contract #: 66825 Job No.: P- 93-039-08
Counties: Kendall
Route: FAP 326 Marked: IL 47
Street: Section: (109, 110)R
Municipality(ies): Yorkville Project Length: 4.8280 km 3 miles
FromTo (At): South of Caton Farm Road to IL 71 in Yorkville
Quadrangle: Plattville Township-Range-Section: T36N, R7E, Sec. 33, 28, 31, 16, 9
Anticipated Design Approval: 12/1/2011 Anticipated Letting Date:

PESA Response PESA Number: 2394 Submittal Date: 12/30/2014

Action ☐ District will not need ROW from the contaminated property
Taken by ☐ Avoid Site
District: ☐ Excavation will not exceed recommended depths
☒ Further Investigation 12/30/2014
☒ Other - Use Comments Section 12/30/2014

Comments: ISGS #2394: Site #2394-1: Walgreens - N.W. Quadrant of IL 47 & IL 71 - No excavation is required from site; Site #2394-2: FS Growmark - N.E. Quadrant of IL 47 & IL 71 - No excavation is required from site; Site #2394-3: Shell Gas Station - S.W. Quadrant of IL 47 & IL 71 - No excavation is required from site; Site #2394-4: Silver Dollar - S.E. Quadrant of IL 47 & IL 71 - No excavation is required from site; Site #2394-5: Illinois Truck Maintenance - Sta. 6850+07 to Sta. 6855+99 (RT) - Excavation is required for pavement & ditch reconstruction - 3.0 ft depth; Site #2394-11: Midwest Environmental Consulting - Excavation is required for pavement & ditch reconstruction, storm sewer and box culvert - Sta. 6837+55 to Sta. 6839+51 (LT) - 2.0 ft depth - Proposed T.E. - Sta. 702+20 to Sta. 705+00 (LT-Bonnie Lane) - 2.0 ft depth - Proposed T.E.; Site #2394-13: Agricultural Fields - Excavation is required for pavement & ditch reconstruction, box culvert replacement and storm sewer - Sta. 6830+89 to Sta. 6836+45 (LT) - 3.0 ft depth - Proposed R.O.W. - Sta. 601+00 to Sta. 608+00 (LT-Legion Road) - 9.0 ft depth - Proposed R.O.W. - Sta. 6812+52 to Sta. 6823+45 (LT) - 7.0 ft depth - Proposed R.O.W. - Sta. 6795+23 to Sta. 6810+59 (RT) - 5.0 ft depth - Proposed P.E. & T.E. - Sta. 6795+23 to Sta. 6799+35 (LT) - 5.5 ft depth - Proposed R.O.W. - Sta. 6768+88 to Sta. 6788+69 (RT) - 6.0 ft depth - Proposed P.E. & T.E. - Sta. 303+00 to Sta. 307+07 (LT-Ament Road) - 3.0 ft depth - Proposed R.O.W. - Sta. 311+00 to Sta. 317+00 (LT-Ament Road) - 4.5 ft depth - Proposed R.O.W. - Sta. 6775+92 to Sta. 6784+07 (LT) - 4.5 ft depth - Proposed R.O.W. - Sta. 6689+33 to Sta. 6765+06 (RT) - 6.0 ft depth - Proposed R.O.W. & P.E. - Sta. 6735+02 to Sta. 6761+38 (LT) - 8.0 ft depth - Proposed R.O.W. - Sta. 6694+55 to Sta. 6732+42 (LT) - 7.0 ft depth - Proposed R.O.W. - Sta. 203+00 to Sta. 209+70 (RT-Walker Road) - 3.5 ft depth - Proposed R.O.W. - Sta. 211+69 to Sta. 217+00 (RT-Walker Road) - 3.0 ft depth - Proposed R.O.W. - Sta. 6658+63 to Sta. 6689+33 (LT) - 6.0 ft depth - Proposed R.O.W. & P.E. - Sta. 203+00 to Sta. 206+75 (LT-Walker Road) - 2.5 ft depth - Proposed R.O.W. - Sta. 209+70 to Sta. 217+00 (LT-Walker Road) - 2.5 ft depth - Proposed R.O.W. - Sta. 6676+08 to Sta. 6685+32 (RT) - 4.5 ft depth - Proposed R.O.W. - Sta. 6652+87 to Sta. 6665+84 (RT) - 7.5 ft depth - Proposed R.O.W. - Sta. 6624+79 to Sta. 6656+48 (LT) - 6.5 ft depth - Proposed R.O.W. & P.E. - Sta. 103+50 to Sta. 109+75 (LT-Caton Farm Rd) - 3.5 ft depth - Proposed R.O.W. & P.E. - Sta. 6642+80 to Sta. 6647+97 (RT) - 6.0 ft depth - Proposed R.O.W. - Sta. 6626+17 to Sta. 6636+60 (RT) - 6.0 ft depth - Proposed R.O.W. - Sta. 103+50 to Sta. 116+75 (RT-Caton Farm Rd.) - 7.0 ft depth - Proposed R.O.W.; Site #2394-14: Farmstead - Excavation is required for pavement & ditch reconstruction and storm sewer - Sta. 6823+45 to Sta. 6830+89 (LT) - 5.0 ft depth - Proposed R.O.W. - Sta. 601+00 to Sta. 608+00 (RT-Legion Road) - 8.0 ft depth - Proposed R.O.W.; Site #2394-18: Vacant Buildings - Sta. 6799+33 to Sta. 6806+04 (LT) - Excavation is required for pavement & ditch reconstruction and storm sewer - 5.0 ft depth - Proposed R.O.W.; Site #2394-19: Grainco FS - Sta. 6786+55 to Sta. 6795+23 (LT) - Excavation is required for pavement & ditch reconstruction and storm sewer - 3.0 ft depth - Proposed R.O.W.; Site #2394-20: Farmstead - Sta. 6788+70 to Sta. 6795+23 (RT) - Excavation is required for pavement & ditch reconstruction and storm sewer - 5.0 ft depth - Prop. Temporary Easement; Site #2394-21: IDOT Maintenance Facility - Sta. 6784+07 to Sta. 6786+55 (LT) - Excavation is required for pavement & ditch reconstruction, box culvert - 7.0 ft depth - Proposed R.O.W.; Site #2394-22: Farmstead - Sta. 6773+92 to Sta. 6775+92 (LT) - Excavation is required for pavement & ditch reconstruction - 4.5 ft depth - Proposed R.O.W.; Site #2394-24 - IL 47 at Ament Road (Spill) - Sta. 6767+78 to Sta. 6769+90 (LT & RT) - Excavation is required for pavement & ditch reconstruction and storm sewer - 3.0 ft depth - Proposed R.O.W. & Perm.

Copies to: (12-30-14)

Dist. Land Acquis.

Central office Land Acquis.

Report Writer
(K. Vlasnik)

Phase I Consult.

G. Dorton

Amy Reed

Easement; Site #2394-27: Farmstead - Sta. 6732+42 to Sta. 6735+02 (LT) - Excavation is required for pavement & ditch reconstruction and storm sewer - 8.0 ft depth - Proposed R.O.W.; Site #2394-29: Commercial Buildings - Sta. 6691+04 to Sta. 6694+55 (LT) - Excavation is required for pavement & ditch reconstruction - 4.0 ft depth Site #2394-30: Cardinal Auto Sales - Excavation is required for pavement & ditch reconstruction - Sta. 6689+33 to Sta. 6691+04 (LT) - 2.0 ft depth - Proposed R.O.W. - Sta. 206+75 to Sta. 209+70 (LT-Walker Road) - 4.5 ft depth - Proposed R.O.W.; Site #2394-34: Farmstead - Sta. 6647+97 to Sta. 6652+87 (RT) - Excavation is required for pavement & ditch reconstruction - 8.0 ft depth - Proposed R.O.W.; Site #2394-35: Farmstead - Excavation is required for pavement & ditch reconstruction - Sta. 6636+60 to Sta. 6642+81 (RT) - 5.5 ft depth - Proposed R.O.W. - Sta. 109+75 to Sta. 116+25 (LT-Caton Farm Rd.) - 4.5 ft depth - Proposed R.O.W. & Temp. Easement

Contact Person: Roger F. Rynke Telephone: (815) 434-8569 ext.

Work Order Submittal Date:

Project Description: Reconstructing IL 47 from an existing 2-lane road to either a multi-lane x-section w/ a variable width median on South end, or a 5-lane urban x-section on North , including new storm sewer, drainage structures, possible multi use path and traffic signals

Survey Type: ☐ Potential Waste Site(s) ☐ UST-LUST ☐ Miscellaneous and Testing

Reason Why Site(s)
Cannot Be Avoided:

Property to be surveyed is owned by IDOT:

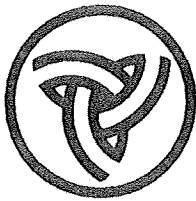
Property Owner/Tenants has been notified of future survey by certified letter:

Revised
12/23/14

PESA RESPONSE – ISGS #2394

ISGS SITE #	REC SITE & LOCATION	TYPE OF WORK	MAX DEPTH OF EXCAVATION	LAND ACQ REQUIRED
#2394-1	Walgreens N.W. Quadrant of IL 47 & IL 71	No excavation is required from site	N/A	No R.O.W. or Easement
#2394-2	FS Growmark N.E. Quadrant of IL 47 & IL 71	No excavation is required from site	N/A	No R.O.W. or Easement
#2394-3	Shell Gas Station S.W. Quadrant of IL 47 & IL 71	No excavation is required from site	N/A	No R.O.W. or Easement
#2394-4	Silver Dollar S.E. Quadrant of IL 47 & IL 71	No excavation is required from site	N/A	No R.O.W. or Easement
#2394-5	Illinois Truck Maintenance Sta. 6850+07 to Sta. 6855+99 (RT)	Excavation is required for pavement & ditch reconstruction	3.0'	No R.O.W. or Easement
#2394-11	Midwest Environmental Consulting Sta. 6837+55 to Sta. 6839+51 (LT) Sta. 702+20 to Sta. 705+00 (LT - Bonnie Lane)	Excavation is required for pavement & ditch reconstruction, storm sewer, and box culvert	2.0' 2.0'	Proposed T.E. Proposed T.E.
#2394-13	Agricultural Fields Sta. 6830+89 to Sta. 6836+45 (LT) Sta. 601+00 to Sta. 608+00 (LT-Legion Road) Sta. 6812+52 to Sta. 6823+45 (LT) Sta. 6795+23 to Sta. 6810+59 (RT) Sta. 6795+23 to Sta. 6799+35 (LT) Sta. 6768+88 to Sta. 6788+69 (RT) Sta. 303+00 to Sta. 307+07 (LT-Ament Road) Sta. 311+00 to Sta. 317+00 (LT-Ament Road) Sta. 6775+92 to Sta. 6784+07 (LT) Sta. 6689+33 to Sta. 6765+06 (RT) Sta. 6735+02 to Sta. 6761+38 (LT) Sta. 6694+55 to Sta. 6732+42 (LT) Sta. 203+00 to Sta. 209+70 (RT-Walker Road) Sta. 211+69 to Sta. 217+00 (RT-Walker Road) Sta. 6658+63 to Sta. 6689+33 (LT) Sta. 203+00 to Sta. 206+75 (LT-Walker Road) Sta. 209+70 to Sta. 217+00 (LT-Walker Road) Sta. 6676+08 to Sta. 6685+32 (RT) Sta. 6652+87 to Sta. 6665+84 (RT) Sta. 6624+79 to Sta. 6656+48 (LT) Sta. 103+50 to Sta. 109+75 (LT-Caton Farm Rd.)	Excavation is required for pavement & ditch reconstruction, box culvert replacement, and storm sewer	3.0' 9.0' 7.0' 5.0' 5.5' 6.0' 3.0' 4.5' 4.5' 6.0' 8.0' 7.0' 3.5' 3.0' 6.0' 2.5' 2.5' 4.5' 7.5' 6.5' 3.5'	Proposed R.O.W. Proposed R.O.W. Proposed R.O.W. Prop. P.E. & T.E. Proposed R.O.W. Prop. P.E. & T.E. Proposed R.O.W. Proposed R.O.W. Proposed R.O.W. Prop. R.O.W. & PE Proposed R.O.W. Proposed R.O.W. Proposed R.O.W. Prop. R.O.W. & P.E. Proposed R.O.W. Proposed R.O.W. Proposed R.O.W. Proposed R.O.W. Prop. R.O.W. & P.E. Prop. R.O.W. & P.E.

ISGS SITE #	REC SITE & LOCATION	TYPE OF WORK	MAX DEPTH OF EXCAVATION	LAND ACQ. REQUIRED
#2394-13 (Cont.)	Agricultural Fields (Cont.) Sta. 6642+80 to Sta. 6647+97 (RT) Sta. 6626+17 to Sta. 6636+60 (RT) Sta. 103+50 to Sta. 116+75 (RT-Caton Farm Rd.)	Excavation is required for pavement & Ditch reconstruction, box culvert replacement	6.0' 6.0' 7.0'	Proposed R.O.W. Proposed R.O.W. Proposed R.O.W.
#2394-14	Farmstead Sta. 6823+45 to Sta. 6830+89 (LT) Sta. 601+00 to Sta. 608+00 (RT-Legion Road)	Excavation is required for pavement & ditch reconstruction, and storm sewer	5.0' 8.0'	Proposed R.O.W. Proposed R.O.W.
#2394-18	Vacant Buildings Sta. 6799+33 to Sta. 6806+04 (LT)	Excavation is required for pavement & ditch reconstruction, and storm sewer	5.0'	Proposed R.O.W.
#2394-19	Grainco FS Sta. 6786+55 to Sta. 6795+23 (LT)	Excavation is required for pavement & ditch reconstruction, and storm sewer	3.0'	Proposed R.O.W.
#2394-20	Farmstead Sta. 6788+70 to Sta. 6795+23 (RT)	Excavation is required for pavement & ditch reconstruction, and storm sewer	5.0'	Prop. Temporary Easement
#2394-21	IDOT Maintenance Facility Sta. 6784+07 to Sta. 6786+55 (LT)	Excavation is required for pavement & ditch reconstruction, box culvert	7.0'	Proposed R.O.W.
#2394-22	Farmstead Sta. 6773+92 to Sta. 6775+92 (LT)	Excavation is required for pavement & ditch reconstruction	4.5'	Proposed R.O.W.
#2394-24	IL 47 at Ament Road (Spill) Sta. 6767+78 to Sta. 6769+90 (LT & RT)	Excavation is required for pavement & ditch reconstruction, and storm sewer	3.0'	Proposed R.O.W. & Perm.Easement
#2394-27	Farmstead Sta. 6732+42 to Sta. 6735+02 (LT)	Excavation is required for pavement & ditch reconstruction, and storm sewer	8.0'	Proposed R.O.W.
#2394-29	Commercial Buildings Sta. 6691+04 to Sta. 6694+55 (LT)	Excavation is required for pavement & ditch reconstruction	4.0'	No R.O.W. or Easement
#2394-30	Cardinal Auto Sales Sta. 6689+33 to Sta. 6691+04 (LT) Sta. 206+75 to Sta. 209+70 (LT-Walker Road)	Excavation is required for pavement & ditch reconstruction	2.0' 4.5'	Proposed R.O.W. Proposed R.O.W.
#2394-34	Farmstead Sta. 6647+97 to Sta. 6652+87 (RT)	Excavation is required for pavement & ditch reconstruction	8.0'	Proposed R.O.W.
#2394-35	Farmstead Sta. 6636+60 to Sta. 6642+81 (RT) Sta. 109+75 to Sta. 116+25 (LT-Caton Farm Rd.)	Excavation is required for pavement & ditch reconstruction	5.5' 4.5'	Proposed R.O.W. Proposed R.O.W. & Temp.Easement



Illinois Department of Transportation

Memorandum

RECEIVED
STUDIES & PLANS

NOV 29 2011

S&E	NG	D.B	
ENVIRONMENTAL		X	
ESTIMATION			
GEOMETRICS			
HYDRAULIC			
LOCATIONS		/	
PLANS			
SEE ME			
CO-ORD			

To: Eric S. Therikildsen

Attn: Ted Fultz

From: Scott E. Stitt

By: Barbara H. Stevens

Subject: PESA Review

Date: November 28, 2011

Barbara H. Stevens

Refer to: Illinois Route 47 (FAP 326)

Job No. P-93-039-08

Reconstruction from S. of Caton Farm Road to IL 71 in Yorkville

Kendall County

ISGS # 2394

Sequence # 16476

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

The attached PESA report identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). See Table 1 in the PESA report for a list of sites with 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 new right-of-way or easement, railroad right-of-way other than single rail rural with no maintenance facilities, or building demolition/modification. A PSI is also required to be conducted on any site identified in Table 1 of the PESA report that involves linear excavation or subsurface utility relocation or on existing right-of-way adjacent to a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites that contain RECs, then a PSI is not required for the project and the project will be in compliance with Departmental Policy D&E-11. If the district determines that the project will involve a site that contains RECs, then a PSI is required and the statewide 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 form can be found on PMA.

The District's Bureau of Land Acquisition (DBLA) should determine if any new right-of-way or easement will involve any site identified in Table 1 or any site located adjacent to a site listed in Table 4 of the PESA report. On those sites identified, 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) is required for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Debbra Mehra at 217/785-6068 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 313
District Bureau of Land Acquisition

Central Bureau of Land Acquisition
District Utility Coordinator

Copies to: (12-1-2011)

*Dist Land Acquis
Amy Reed*

*COPIES to
Report Writer
(D. Lukkari)*

*M. Short
J. Krug*

APPENDIX B

IDOA Coordination



Bruce Rauner, Governor
Philip Nelson, Acting Director

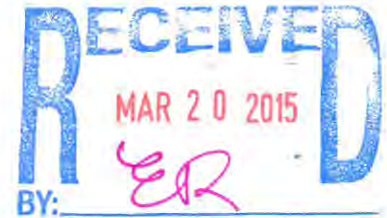
Bureau of Land and Water Resources

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

March 18, 2015

Ms. Molly Barletta
Kaskaskia Engineering Group, LLC
208 East Main Street, Suite 100
Belleville, Illinois 62220

Re: IL 47 (FAP 326) Section (109, 110)R
Reconstruct from South of Caton Farm Road to IL 71
Kendall County, Illinois
IDOT/FHWA Funds



Dear Ms. Barletta:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with the proposed improvements of 4.5 miles of Illinois Route 47 from 2,000 feet south of Caton Farm Road to 700 feet south of IL 71 in Yorkville, Kendall County. The IDOA conducted a Study of Agricultural Impacts (copy enclosed) associated with this request in accordance with the rules governing Illinois' Farmland Preservation Act (505 ILCS 75/1 et seq.).

The IL 47 project involves ± 4.5 miles of complete road reconstruction. Projected average daily traffic volumes indicate that the future capacity of the existing two-lane road is not sufficient to serve the expanding area. Necessary improvements require the construction of a four/five lane rural to urban facility. The existing pavement will be reconstructed with its right-of-way (ROW) to be incorporated as part of the finished alignment; all additional ROW to be acquired is along and adjacent to the IL 47 alignment. Completion of the project results in the permanent conversion of ± 34 agricultural acres to a non-agricultural use.

Based upon our Study, the IDOA has no objection to IDOT District 3 proceeding with the highway improvements. The IDOA would consider such an action to be consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the state's Farmland Preservation Act.

Enclosed are two copies of the USDA NRCS Form AD-1006 that is used to track the conversion of agricultural land to a non-ag use when federal funding is involved.

Sincerely,


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

SDC:JL/TS

Enclosures – 2

cc: Governor Bruce Rauner
Sen. John Cullerton
Sen. Christine Radogno
Rep. Michael Madigan
Rep. Jim Dirkin

Sen. Sue Rezin
Sen. Jim Oberweis
Rep. John D. Anthony
Rep. Keith Wheeler
Director Philip Nelson, IDOA

Raymond J. Watson, IDOA
Jared Thornley, IDOA
Inter-Agency Committee
Kendall County SWCD
Agency project file

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 2/10/15			
Name Of Project IL 47 (South of Caton Farm Rd to South of IL 71)		Federal Agency Involved FHWA			
Proposed Land Use Highway		County And State Kendall, IL			
PART II (To be completed by NRCS)		Date Request Received By NRCS 2/18/15			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated N/A	Average Farm Size 372
Major Crop(s) CORN, SOYBEANS, HAY	Farmable Land In Govt. Jurisdiction Acres: 29,633,500 % 97	Amount Of Farmland As Defined in FPPA Acres: 27,695,900 % 91		Date Land Evaluation Returned By NRCS 2/18/15	
Name Of Land Evaluation System Used ILLINOIS	Name Of Local Site Assessment System STATU.D.C				
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		34.0			
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		34.0	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		32.2			
B. Total Acres Statewide And Local Important Farmland		1.8			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		.00002			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		35.5			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		X 142*	0	0	0
PART VI (To be completed by Federal Agency)		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Buildup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		142	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)		8160	0	0	0
TOTAL POINTS (Total of above 2 lines)		150260	0	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used?	
				Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

Reason For Selection:

* WHEN UTILIZING THE ILLINOIS STATE SITE ASSESSMENT CORRIDOR FACTORS, 150 POINTS ARE ASSIGNED TO THE LAND EVALUATION PORTION, AND 150 POINTS ARE ASSIGNED TO THE SITE ASSESSMENT PORTION OF THE LESA SYSTEM FOR A MAXIMUM SCORE OF 300 POINTS.

(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff

Form AD-1006 (10-83)

**IL 47 (FAP 326) South of Caton Farm Road to South of IL 71
Kendall County, Illinois
Federal Highway Administration Funds**

PART VI-B Illinois Site Assessment <i>CORRIDOR</i> Factors	Maximum Points	Site A
1. Amount of agricultural land required	30	8
2. Location of the proposed alignment	30	0
3. Acres of off-site agricultural land required for borrow materials	15	0
4. Acres of Prime and Important farmland required for mitigation	15	0
5. Creation of severed farm parcels	10	0
6. Creation of uneconomical remnants	10	0
7. Creation of landlocked parcels	10	0
8. Creation of adverse travel	10	0
9. Relocations of rural residences and farm buildings	10	0
10. Utilization of minimum design standards	10	0
TOTAL SITE ASSESSMENT <i>CORRIDOR</i> POINTS	150	8

PART VII

Relative Value of Farmland	150	142
Total Site Assessment <i>CORRIDOR</i> Factors	150	8
TOTAL ILLINOIS LESA POINTS	300	150

22515
JL

* The Illinois LESA System applies the **225 point cutoff** when evaluating state and federally funded projects. Site or Corridor alternatives receiving **175 or fewer points** have a **low rating** for protection, and it is not necessary to evaluate additional alternatives. Those alternatives receiving **176 to 225 points** are in the **moderate range** for protection. In most cases, alternatives **exceeding the 225 point level should be retained for agricultural use**, and an alternate site should be utilized for the intended project. Selecting the alternative with the lowest total points will usually protect the best farmland located in the most agriculturally viable areas. LESA also serves to maintain and promote the agricultural industry in Illinois.

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

**IL 47 (FAP 326) South of Caton Farm Road to IL 71, Section (109, 110)R
Kendall County, IL
Federal Highway Administration Funds**

The Illinois Department of Agriculture (IDOA) conducted a Study of Agricultural Impacts on the planned reconstruction of ±4.5 miles of IL Route 71. The project has been designed to improve transportation continuity and travel efficiency within the primarily agricultural IL 47 corridor from south of Caton Farm Road to south of IL 71 in Yorkville. The results of our Study are as follows:

Prime farmland status – According to the Kendall County Soil Survey that was prepared by the USDA Natural Resources Conservation Service, the right-of-way to be acquired is comprised of 32.2 acres of Prime soils and 1.8 acres of Important soils.

New right-of-way – 34 acres of agricultural land will be converted; right-of-way will be purchased from 36 adjacent landowners.

Land use – The area is mostly in agriculture use with some residential and commercial development.

Minimum design standards – This project will be constructed as four lanes from Caton Farm Road to just south of Ament Road where it will be modified to a five-lane urban section design. New ROW for the upgrade will be acquired adjacent to the existing roadway.

The project **does not result in the creation of uneconomical remnants or landlocked parcels**. Permanent **adverse travel is not anticipated** for any of the adjacent farm operations.

Relocations – There will be no relocations of farmsteads, farm buildings or rural residences.

Secondary agricultural land conversion – No agricultural land will be used for wetland mitigation, tree replacement, floodplain compensatory storage or for borrow sites.

Field entrances/Drainage impacts – All field entrances will be rebuilt to meet the new grade line of the road and widened, if necessary, to accommodate new, wider farm equipment now in use. In addition, all tile and drainage systems will be retained with new outlets being provided for any tile that currently empty into the highway's ditch system.

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

Loss of gross agricultural receipts - The conversion of the 34 acres of agricultural land within the 4.5 mile corridor would result in a potential annual loss of \$25,908 cash receipts from crops and livestock based upon statistics from the *Illinois Agricultural Statistics Service's 2013 Annual Bulletin*. (*Kendall Co. Total Cash Receipts*) ÷ (*Land in Farms in Kendall County*) = (\$762/ac) x (34 ac in ag use.)

IDOA Opinion – The 4.5 mile IL Route 47 reconstruction will widen the existing 2-lane highway to provide two lanes in each direction and separated by a raised median, with five lanes to be constructed in the urbanized area. The project improves safety by providing additional travel lanes, left turn channelization at key intersections and wider shoulders. Because the improvement uses 164.1 acres of existing ROW and has been designed to minimize impacts to agricultural land, the IDOA finds the project consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the Illinois Farmland Preservation Act.

APPENDIX B

Noise Analysis

Table 6.1 – Noise Impact Summary

Common Noise Environment ID / Receptor		Noise Abatement Criterion dB(A)	No. of Receptors Represented	Existing		2040 No-Build Alternative	2040 Build Alternative			Impact (Yes/No)
				Dist. to IL 47 Nearest Edge of Pavement (ft)	Noise Level dB(A)	Noise Level dB(A)	Dist. to IL 47 Nearest Edge of Pavement (ft)	Noise Level dB(A)	Increase	
CNE 1	Res 1	66	2	74	69	72	47	72	3	Yes
	Res 2	66	1	145	64	67	78	70	6	Yes
	Res 3	66	1	415	56	59	347	60	4	No
	Res 4	66	1	147	64	67	78	70	6	Yes
	Res 5	66	1	85	68	71	NA	NA	NA	Relocated*
	Res 6	66	1	86	68	71	NA	NA	NA	Relocated*
	Res 7	66	1	173	66	68	165	68	2	Yes
CNE 2	Res 8	66	2	339	58	60	271	62	4	No
	Res 9	66	1	87	66	69	69	70	4	Yes
	Play 1	66	12	428	55	57	325	59	4	No
	Play 2	66	12	189	60	62	171	63	3	No
	Cem 1	66	1	255	59	62	236	64	5	No
CNE 3	Res 10	66	2	122	67	70	103	71	4	Yes
	Res 11	66	1	468	56	59	450	60	4	No
	Res 12	66	1	188	63	66	175	66	3	Yes
CNE 4	Res 16	66	5	338	58	61	325	61	3	No
CNE 5	Res 13	66	10	175	62	65	160	65	3	No
CNE 6	Res 14	66	5	200	61	64	179	65	4	No
CNE 7	Res 15	66	4	96	65	68	76	70	5	Yes

*Anticipated to be relocated as part of the proposed improvements.

7.0 Abatement Evaluation

Based on the modeling results summarized in Section 6, the NAC for build noise levels were met or exceeded at 13 of the 64 total represented receptors evaluated. Potential noise abatement measures include traffic management measures, alteration of horizontal and vertical alignments, acquisition of property rights for construction of noise barriers, acquisition of undeveloped land for buffer zones, and the construction of noise barriers. Due to the project conditions along the corridor, noise barriers are the most viable option.

7.1 Analysis of Noise Barriers

The most feasible solution to abating noise impacts would generally be to construct noise barriers consisting of earth berms or noise walls. Landscaped berms are the preferred abatement solution because of the relatively low cost and aesthetic nature of berms; however, available right-of-way along the study area precludes the use of berms for noise abatement.

Noise walls placed adjacent to the roadway will attenuate traffic-related noise and are the most practical and commonly used measure to abate noise impacts. An effective barrier must break the line of sight and typically extends parallel to the alignment four times the perpendicular distance from the last receptor to the barrier. The IDOT Highway Traffic Noise Assessment Manual ^[2] states that a noise barrier may be proposed when a noise impact occurs and the noise barrier is determined to be feasible and reasonable.

Feasibility deals with the practicality of building a barrier with regard to specific site characteristics, safety and maintenance requirements, and the ability of the barrier to provide a substantial noise reduction. A noise abatement measure must also achieve the traffic noise reduction feasibility criterion of at least 5 dB(A) for at least one impacted receptor for it to be considered a feasible noise abatement measure.

A noise barrier must also be reasonable, per the following three criteria:

- It must meet the noise reduction design goal of achieving at least an 8 dB(A) reduction for at least one benefited receptor,
- The estimated build cost per benefited receptor must not exceed the allowable cost per benefited receptor criteria. Benefited receptors are those that would receive at least a 5 dB(A) reduction regardless of whether or not they are identified as impacted, and
- Viewpoints of benefited receptors must be considered for noise abatement measures that are determined to be feasible and achieve the first two reasonableness factors.

Economic reasonability considers the overall cost of the noise barrier, the number of benefited receptors, and the cost-effectiveness. The base value for the allowable noise abatement cost is \$24,000, per benefited receptor. Other reasonableness factors considered to potentially adjust the allowable noise abatement base value cost of \$24,000 per benefited receptor include:

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

Consideration of the three reasonableness adjustment factors result in a potential maximum allowable noise abatement cost of \$37,000 per benefited receptor. If the estimated build cost of noise abatement per benefited receptor is less than the adjusted allowable noise abatement cost per benefited receptor, then the noise abatement measure achieves the cost-effective reasonableness criterion.

7.2 Barrier Assessments

TNM 2.5 was used to perform the noise wall feasibility and reasonability analysis for impacted receptors along the project corridor. A barrier cost of \$25 per square foot of wall was used to estimate the cost to construct each barrier. Additionally, locations with a reduction of at least 5 dB(A) were considered benefited receptors and were counted as one unit when evaluating cost per benefited receptor. The results of the four barrier assessments are discussed below and summarized in Table 7.1. The locations of the potential barriers are shown in Exhibits B-1 through B-8.

Noise Wall 1

A TNM 2.5 barrier analysis (identified as Noise Wall 1 on Exhibit B-1) was performed at CNE 1. This CNE is located south of Caton Farm Road near the southern limits of the project and consists of two single family homes. Although the analysis indicated that construction of a barrier at this location would be feasible, the barrier would require two driveway breaks and it would not meet the eight (8) dB(A) noise reduction design goal.

Noise Wall 2

The study corridor contains several areas where single impacted receptors exist. A TNM 2.5 barrier analysis at receptor Res 4 (identified as Noise Wall 2 on Exhibit B-2) was performed to represent these isolated locations. Although the representative analysis indicated that construction of a barrier at these locations would be feasible, the representative barrier analysis indicates the eight dB(A) noise reduction design goal cannot be achieved, which is due in part to gaps incorporated into barrier design to accommodate driveways. As a result, barriers were determined not reasonable at all the single impacted receptors (Res 2, Res 4, Res 7, Res 9, and Res 12).

Noise Wall 3

This assessment (identified as Noise Wall 3 on Exhibit B-6) was performed at CNE 3. This CNE is located on the northwest corner of the intersection of Ament Road and IL 47 and consists of two single family homes. The wall would provide a feasible reduction of six dB(A), but the eight dB(A) noise reduction goal would not be met. Since the receptors are spread over a large area, the barrier is required to have a long length. It is possible that extending the northern end of the

barrier could help to achieve the noise reduction design goal, however this would increase the cost and it would not be economically reasonable.

Noise Wall 4

This assessment (identified as Noise Wall 4 on Exhibit B-8) was performed at CNE 7. This CNE consists of four single-family residences located in the northern portion of the project area on the east side of IL 47. The barrier analysis indicated that construction of a barrier at this location would provide a feasible reduction of at least 5 dB(A) at all four receptors and would achieve the 8 dB(A) noise reduction goal. However, a barrier was determined to not be reasonable at this location because it would exceed the acceptable cost per benefited receptor.

Table 7.1 – Barrier Analysis

Noise Wall	Receptor	Wall Height (ft)	Wall Length (ft)	Noise Reduction L_{eq} (dB(A))	Cost ¹	Benefited Receptors	Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor	Recommendation
Noise Wall 1	CNE 1	12	542	7	\$162,600	2	\$81,300	NA	Not reasonable: eight (8) dB(A) noise reduction design goal not obtained
Noise Wall 2	Res 4 ²	24	268	6	\$160,800	1	\$160,800	NA	Not reasonable: eight (8) dB(A) noise reduction design goal not obtained
Noise Wall 3	CNE 3	20	803	6	\$401,500	2	\$200,750	NA	Not reasonable: eight (8) dB(A) noise reduction design goal not obtained
Noise Wall 4	CNE 7	16	868	9	\$347,200	4	\$86,800	\$26,000	Not reasonable: barrier exceeds the \$26,000 cost per benefited receptor

¹ Noise wall cost based on \$25 per square foot construction cost.

² Representative of Res 2, Res 7, Res 9, and Res 12.

8.0 Construction Noise

Trucks, heavy machinery, and other equipment used during construction will produce noise which may affect some land uses and activities. Specifications in Article 107.35 of the IDOT Standard Specifications for Road and Bridge Construction ^[3] require all construction machinery to be equipped with adequate, properly maintained mufflers in constant use and limit all construction within 300 meters (1,000 ft.) of an occupied residence, motel, hospital, or similar receptor to the period between 7:00 a.m. and 10:00 p.m. These provisions should be implemented during construction.

9.0 Coordination with Local Government Officials

Coordination with the United City of Yorkville indicated there are no active building permits within the study corridor. However, as identified in Section 1.3, undeveloped land in the study corridor is planned for future commercial, suburban, and open space land uses. Noise contours were developed for undeveloped lands along the project corridor. A map depicting the noise contours will be provided to the appropriate planning/zoning official for their use. A copy of the documentation available for local officials is included in Exhibit E.

10.0 Summary

This traffic noise analysis has been conducted to evaluate potential traffic noise impacts for the proposed improvements to IL 47 in Kendall County, Illinois. Traffic noise was evaluated at a total of 19 modeled locations in the project area. These locations consist of 12 individual noise sensitive receptors and seven CNEs. Traffic noise levels were evaluated for the existing and projected (2040) traffic volumes for the No-Build and Build Alternatives.

Noise level predictions for the Build Alternative indicate that three CNEs (representing 8 residential receptors) and five individual receptors (Res 2, Res 4, Res 7, Res 9, and Res 12) will experience Build traffic noise levels that exceed the NAC, due to an increase in traffic volumes and the proposed roadway alignment. This data does not include the two residences anticipated to be relocated as part of the proposed improvements. None of the receptors will experience a substantial increase of 14 dB(A) or greater. A barrier analysis was conducted for each of the impacted receptors.

Based on the traffic noise analysis and noise abatement evaluation, highway traffic noise abatement measures are not proposed as part of this improvement. If significant changes are made to the design that are anticipated to affect the reasonableness or feasibility of noise abatement measures, those measures will be re-evaluated.

Legend

- Validation Site
- Noise Receptor
- Noise Impact
- Relocated
- CNE
- Noise Wall Barrier
- Proposed Edge of Pavement
- Construction Limits



EXHIBIT B-1

Noise Analysis Elements
Illinois 47 Improvements



Kaskaskia
Engineering Group, LLC
208 East Main Street, Suite 100
Belleville, Illinois 62220
618.233.3877 phone
618.233.3977 fax
www.kaskaskiaeng.com

Legend

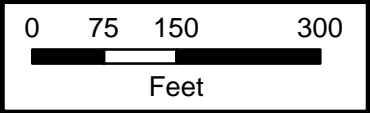
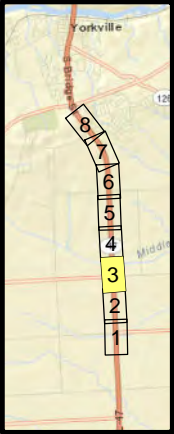
- Validation Site
- Noise Receptor
- Noise Impact
- Relocated
- CNE
- Noise Wall Barrier
- Proposed Edge of Pavement
- Construction Limits



EXHIBIT B-2

Noise Analysis Elements
Illinois 47 Improvements





Legend

- Validation Site
- Noise Receptor
- Noise Impact
- Relocated
- CNE
- Noise Wall Barrier
- Proposed Edge of Pavement
- Construction Limits



State Rte 47

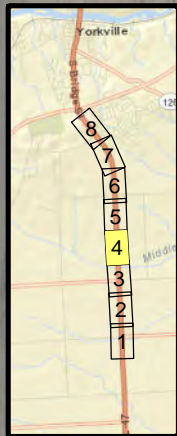


EXHIBIT B-4

Noise Analysis Elements
Illinois 47 Improvements





Legend

- Validation Site
- Noise Receptor
- Noise Impact
- Relocated
- CNE
- Noise Wall Barrier
- Proposed Edge of Pavement
- Construction Limits

EXHIBIT B-5

Noise Analysis Elements
Illinois 47 Improvements

Kaskaskia
Engineering Group, LLC
208 East Main Street, Suite 100
Belleville, Illinois 62220
618.233.3877 phone
618.233.3977 fax
www.kaskaskiaeng.com



Legend

Validation Site

Noise Receptor

Noise Impact

Relocated

CNE

Noise Wall Barrier

Proposed Edge of Pavement

Construction Limits

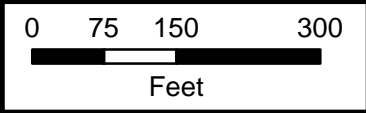
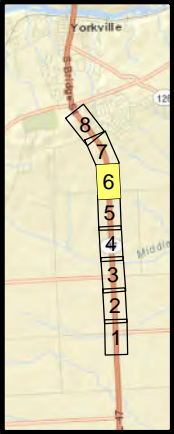


EXHIBIT B-6

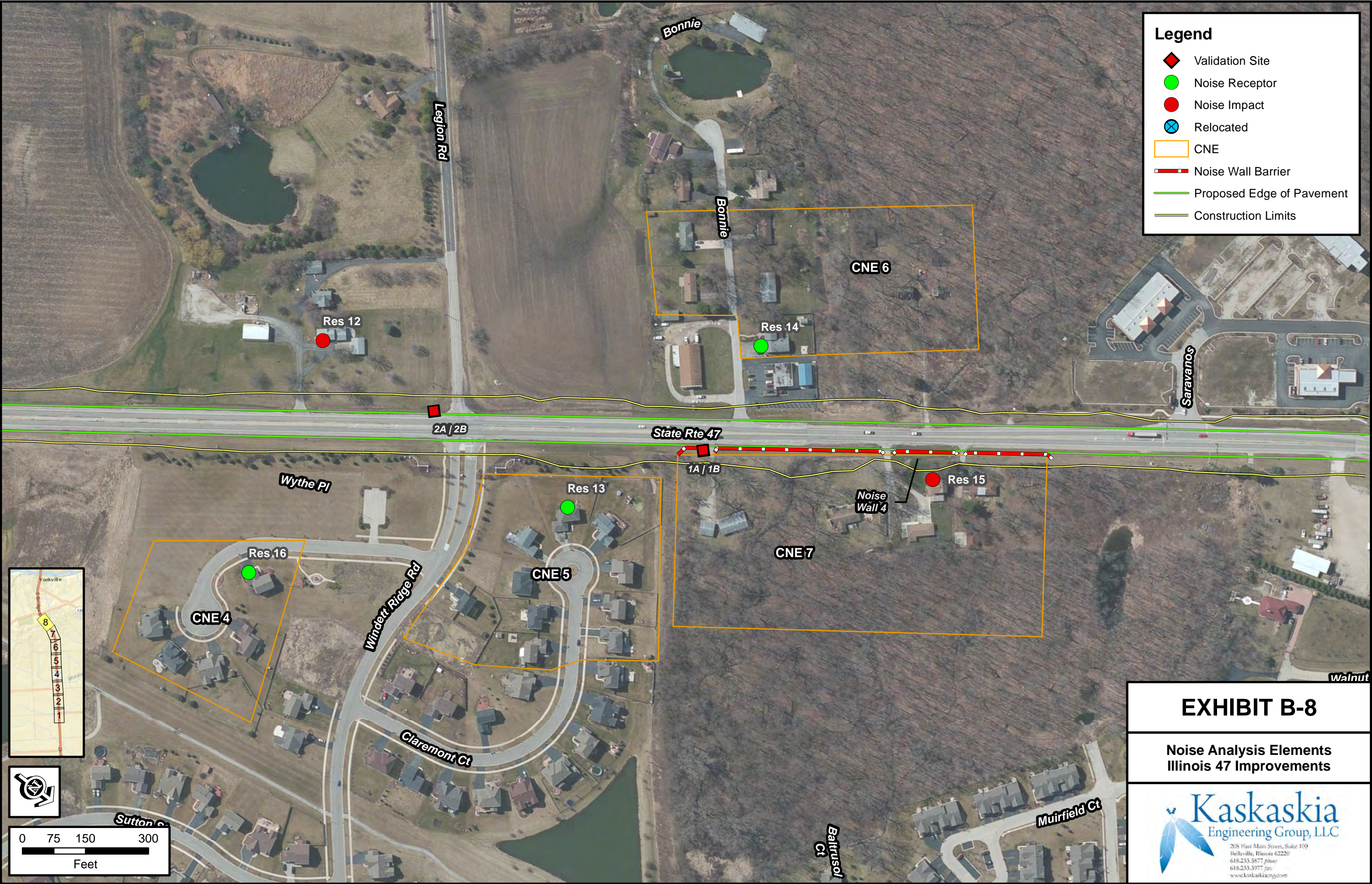
Noise Analysis Elements
Illinois 47 Improvements



Kaskaskia

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Illinois Department of Transportation

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

April 3, 2015

Honorable Gary Golinski
Mayor of Yorkville
800 Game Farm Road
Yorkville, IL 60560

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
D-3 No. 2074
File No. 1931

Dear Mayor Golinski:

The Illinois Department of Transportation (IDOT) is currently conducting a Phase I study of IL 47 from Caton Farm Road to IL 71. The proposed scope of work generally consists of the reconstruction of IL 47 within project limits to provide two (2) through lanes in each direction and auxiliary left turn lanes where appropriate. Drainage improvements are proposed throughout, including the extension of SN 047-2010 (double 8' x 6' box culvert) and the replacement of SN 047-2006 (double 12' x 7' box culvert). Side road work includes improving channelization, lane widths, shoulders and approach profiles. All side roads are and will remain two-way stop controlled, except Saravanos Drive, which is an existing traffic signal that will be perpetuated.

As part of the environmental portion of this Phase I study, projected future traffic noise levels were evaluated for lands (either currently under your jurisdiction or land that may come under your jurisdiction) near the proposed roadway improvement. For your information, this study area includes undeveloped or agriculture land that is zoned for uses other than agriculture OR land that is planned for future development in a comprehensive land use plan.

Attached for your information is an exhibit showing the predicted design year (2040) build traffic noise levels for these undeveloped lands identified along the project corridor. The 66 dBA traffic noise level may be used to establish a noise buffer zone for residential areas and the 71 dBA noise level for commercial areas

We hope this information will be useful to you in planning and permitting future development in your area. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels.

Honorable Gary Golinski
April 3, 2015
Page 2

To help with your future planning and discernment regarding permitting decisions, we encourage you to obtain the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:

http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quitezon.pdf

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the department's web site at: <http://www.idot.illinois.gov/transportation-system/environment/index>. Click on the "Community" tab and then the Traffic Noise bar.

If you have any questions, please contact Mrs. Kelly Vlastnik, Senior Unit Chief, at 815-434-8575.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways,
Region Two Engineer

A handwritten signature in black ink, appearing to read "Dave Broviak" with a stylized flourish at the end.

By: Dave Broviak, P.E.
Acting Program Development Engineer

cc: Ms. Krysti Barksdale-Noble, Yorkville Community Development
Director
Mr. Eric Dhuse, Director of Public Works
Mr. Brand Sanders, City Engineer
Mr. Bart Olson, City Administrator



Illinois Department of Transportation

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

April 3, 2015

Mr. Francis Klaas
Kendall County Engineer
6780 Route 47
Yorkville, IL 60560

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
D-3 No. 2074
File No. 1931

Dear Mr. Klaas:

The Illinois Department of Transportation (IDOT) is currently conducting a Phase I study of IL 47 from Caton Farm Road to IL 71. The proposed scope of work generally consists of the reconstruction of IL 47 within project limits to provide two (2) through lanes in each direction and auxiliary left turn lanes where appropriate. Drainage improvements are proposed throughout, including the extension of SN 047-2010 (double 8' x 6' box culvert) and the replacement of SN 047-2006 (double 12' x 7' box culvert). Side road work includes improving channelization, lane widths, shoulders and approach profiles. All side roads are and will remain two-way stop controlled, except Saravanos Drive, which is an existing traffic signal that will be perpetuated.

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Mr. Francis Klaas
April 3, 2015
Page 2

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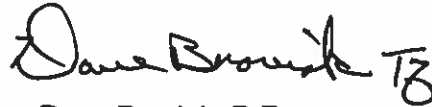
http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quitezon.pdf

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the department's web site at: <http://www.idot.illinois.gov/transportation-system/environment/index>. Click on the "Community" tab and then the Traffic Noise bar.

If you have any questions, please contact Mrs. Kelly Vlastnik, Senior Unit Chief, at 815-434-8575.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways,
Region Two Engineer



By: Dave Broviak, P.E.
Acting Program Development Engineer

cc: Angela Zubko, Kendall Co. Planning & Zoning Manager





Plot: V:\Projects\10-1027_IL47_IL47NOISE\NoiseImpact\Sheet2.mxd Date: 10/2/24

APPENDIX B

Air Quality Analysis

COSIM 4.0 PRE-SCREEN MODELING RESULTS

08-27-14

11:51 AM



IL 47 from Caton Farm Rd to South of IL 71 at Yorkville

Performed by:	Roger F. Rynke
Intersection Location:	Kendall County
Intersection Name:	IL 47 & Saravano Drive (2040 DESIGN YEAR)
Highest Approach Volume:	18700 ADT
Closest Receptor:	72 feet

Pass

**Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest design-year approach volume on the busiest leg of the intersection
is less than 5,000 vph or 62,500 ADT.**

Please include the following statement in the project report or NEPA document:

**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.**

APPENDIX B

Bicycle Accommodation Coordination

BICYCLE CHECKLISTS

1. CHECKLIST FOR BICYCLE TRAVEL GENERATORS IN PROJECT VICINITY

Review and record the potential bicycle travel generators in the vicinity of the project, such as those shown in the checklist. Note on the checklist the types of generators within 1 mile (2 km) of the project corridor. To the Phase I Report, attach a map of this area showing the general location of these generators. Sections of Municipal or Township maps are acceptable, as well as photocopies of aerial photos. The map will serve to indicate where bicyclists will cross or ride along the corridor.

Generators	Yes	N/A	Generators	Yes	N/A
Residential Areas	X		Shopping Centers	X	
Parks	X		Hospitals	X	
Recreation Areas	X		Employment Center	X	
Churches	X		Government Offices	X	
Schools	X		Local Businesses	X	
Libraries		X	Industrial Plants	X	
Existing Bicycle Trails	X		Public Transportation Facilities		X
Planned Bicycle Trails	X		Other ()		

2. CHECKLIST FOR ORGANIZATIONS AND PUBLIC COORDINATION

The organizations presented in the checklist have been contacted to assess any nearby bicycle travel or planned development of recreational trails or other generators. Documentation of coordination, if any, is included in the Phase I report.

Organization	Yes	NA
Metropolitan Planning Organization (if applicable)		X
Local Municipalities	X	
Park or Forest Preserve Districts	X	
Sub-Regional Planning Council (as appropriate)		X
Local Bicycle Clubs, Advocacy Groups		X
League of Illinois Bicyclists	X	
Illinois Department of Natural Resources	X	
Trails for Illinois	X	

3. FORM FOR BICYCLE TRAVEL ASSESSMENT

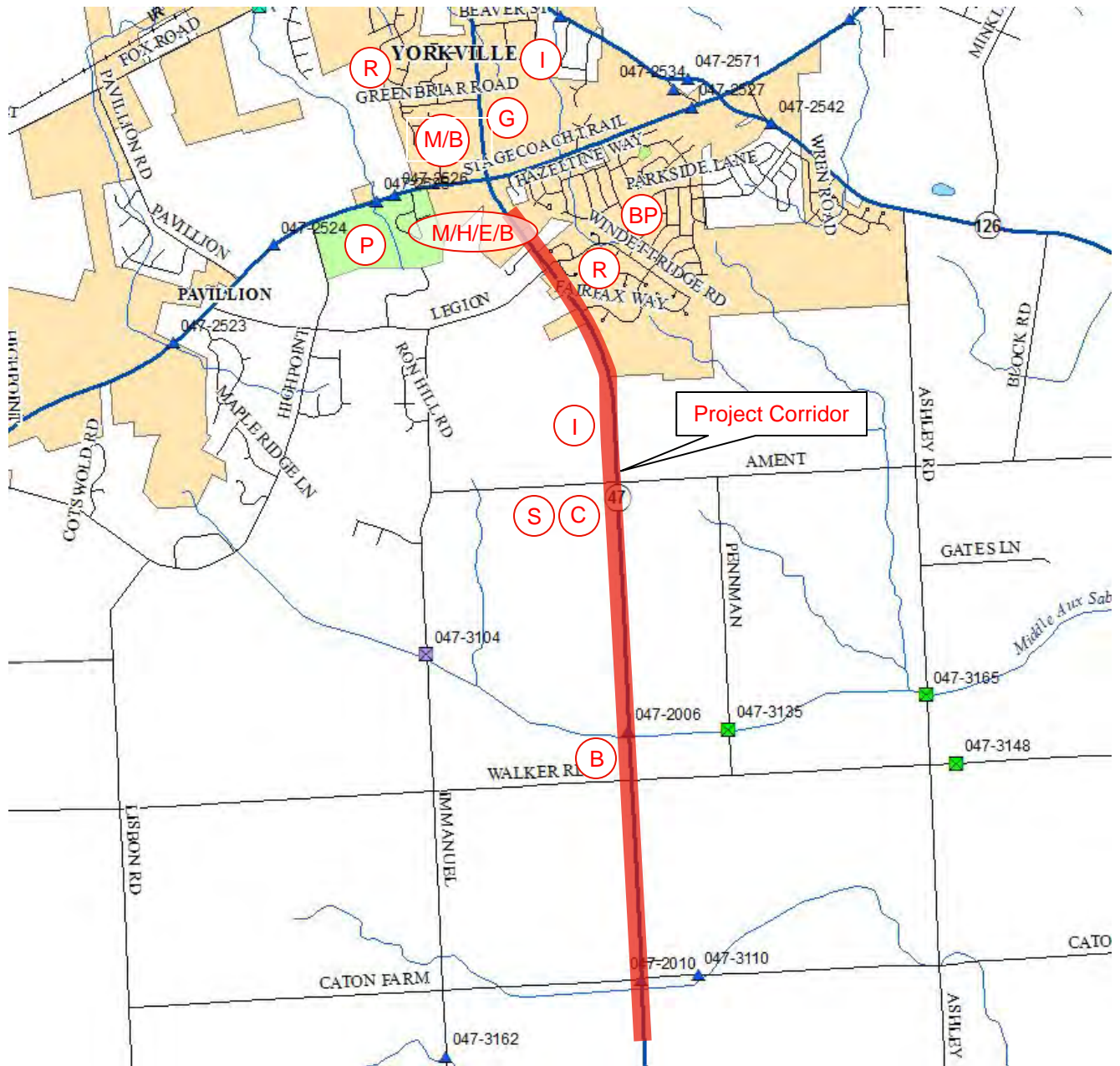
Route: FAP 326 (IL 47)

Section: (109, 110)R

County: Kendall County

1) Where would bicyclists cross the project?	Side Roads
2) Where would bicyclists need to ride parallel to the project?	From the side roads to the south to the existing bike path in Windett Ridge.
3) Does the project provide access across a river, railroad, highway corridor or other natural or man-made barrier?	Yes: Tributary to West Aux Sable Creek, Middle Aux Sable Creek and various minor drainage channels.
4) Will the highway project negatively affect the recreational or transportation utility of an independent bikeway or trail? Highway projects will negatively affect at-grade paths and trails when they are severed, when the projected roadway traffic volumes increase to a level that prohibits safe crossings at-grade, or when the widening of the roadway prohibits sufficient time for safe crossing.	No
5) Does the route provide primary access to a park, recreational area, school, or other significant destination?	Yes
6) Is the highway or street designated as a bikeway in a regionally or locally adopted bike plan or is published in a regionally or locally adopted map as a recommended bike route?	No
7) Will the projected two-way bicycle traffic volume (see Section 17-1.04) approximate 25 ADT or more during the peak three months of the bicycling season five years after completion of the project. (The projected bicycle ADT is <u>19.</u>)	<u>No</u>

MAP TO ACCOMPANY BICYCLE TRAVEL CHECKLIST:



LEGEND

R	Residential Areas	BP	Existing Bicycle Trails	G.	Government Offices
P	Parks	PBP	Planned Bicycle Trails	B	Local Businesses
P	Recreation Areas	M	Shopping Centers	I	Industrial Plants
C	Churches	H	Hospitals	T	Public Transportation Facilities
S	Schools	E	Employment Centers	O	Other

2015-16

**RESOLUTION DECLINING CITY OF YORKVILLE FUNDING AND MAINTENANCE
PARTICIPATION OF BICYCLE ACCOMMODATIONS ALONG ILLINOIS ROUTE 47 (BRIDGE
STREET), BETWEEN CATON FARM ROAD AND IL 71 IN YORKVILLE**

WHEREAS, the State of Illinois, through its Department of Transportation, District 3 office in Ottawa, Illinois, hereinafter called IDOT, has been in contact with area citizenry, City of Yorkville officials and staff members relating to discussions for pedestrian and bicycling accommodations along Illinois Route 47 (Bridge Street) in the United City of Yorkville, Illinois. The said project is identified as Illinois 47 (FAP 326) (Bridge Street), Section (109, 110)R, Contract No. 66825.

WHEREAS, IDOT has the authority to determine and approve final plans, specifications and estimates for construction of all state maintained highways.

WHEREAS, IDOT projects must adequately meet the state's transportation needs within the context of surrounding communities and add lasting value to the areas served.

WHEREAS, IDOT considers bicycle and pedestrian accommodations in the planning and development of transportation facilities, including the incorporation of such features into the state plans and programs, and on a need basis.

WHEREAS, IDOT has integrated the principles and guidelines referred to as "context sensitive design and solutions" (CSS) in its policies and procedures in planning, design, construction, and operation of its projects for new construction, reconstruction or major expansion of existing transportation facilities. CSS consists of IDOT implementing early and ongoing coordination with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects. Accordingly, bicycle and pedestrian accommodations must be given consideration in the planning and development of transportation facilities, including the incorporation of such features into the state plans and programs and on a need basis.

WHEREAS, additionally, the State of Illinois' complete streets law requires bicycle and pedestrian accommodations be established within one mile of an urban area in conjunction with the construction, reconstruction or other change of any state transportation facility, except in pavement surfacing projects that do not widen the existing travel way or do not provide stabilized shoulders, or where approved by the IDOT Secretary of Transportation based upon documented safety issues, excessive costs or absence of need.

WHEREAS, IDOT has presented to the United City of Yorkville, Illinois (hereinafter called the CITY) for its consideration a shared use trail and other similar options along Illinois 47 to accommodate off road pedestrian and bicycle movements. In accordance with policy, funding for the said shared use trail is at an 80 percent federal/20 percent CITY cost share. Further, upon completion of the said trail, maintenance shall be at 100 percent CITY responsibility.

WHEREAS, BE IT RESOLVED, that upon its review and consideration, the CITY hereby declines IDOT's proposed bicycle/pedestrian accommodations and thereby refuses to

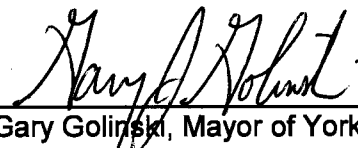
participate in the funding of construction and assuming responsibilities of the future maintenance of such said facilities along the specified length along Illinois 47 (Bridge Street) from the south CITY limits and extending northerly to IL 71. IDOT will provide their policy shared use accommodations of 13 foot wide outside lanes along Illinois 47 (Bridge Street) between Ament Road and IL 71.

BE IT FURTHER RESOLVED that with its refusal to participate in the IDOT's proposed bicycle/pedestrian accommodation, the CITY acknowledges that such refusal will result in the cancelation of the proposed shared use trail and/or other similar off road accommodations from IDOT's project plans relevant to the specified location along Illinois 47 and concurs with IDOT constructing the next highest and best accommodation without CITY cost or maintenance.

BE IT FURTHER RESOLVED, that a copy of this resolution be furnished to the IDOT Deputy Director of Highways; Region Two, District 3 office in Ottawa, Illinois.

APPROVED

ATTEST



Gary Golinski, Mayor of Yorkville



Beth Warren, City Clerk

8-31-15

Date

8-31-15

Date

Simmons, Tony

From: Vlastnik, Kelly M <Kelly.Vlastnik@illinois.gov>
Sent: Tuesday, August 04, 2015 1:19 PM
To: Simmons, Tony
Subject: FW: IL47 project - couple questions

For the files.

Kelly Vlastnik

Illinois Department of Transportation
Region 2/District 3
Studies & Plans Senior Unit Chief
Kelly.Vlastnik@illinois.gov
815-434-8575

From: Ed Barsotti [<mailto:ed@bikelib.org>]
Sent: Tuesday, August 04, 2015 10:07 AM
To: Broviak, David E
Cc: Fultz, Ted C; Paukovitz, Louis J
Subject: RE: IL47 project - couple questions

Thank you, Dave, for your response.

The shoulders south of Ament will be very helpful, especially in the future – thank you. However, we had not been aware that the wide shoulders rumble strip policy was not updated to provide longitudinal breaks, at the same time the standard for narrower shoulders rumbles was so revised. This is something we may discuss with the IDOT central office. Having longitudinal rumble strip breaks improves bicyclist safety in most situations. (One D3 example of this seen recently was on northeast-bound IL71 southwest of Yorkville. Some organized bike ride using 71 from Legion to Pavillion had marked a route over the continuous rumbles at Pavillion.)

It is unfortunate that Yorkville made the decision that they did. Whatever the parallel route identified by the City, it may serve those wanting to bike (or walk) the entire distance from Ament to 71. However, it seems that at least a sidewalk (or paved shoulders) would be needed for those needing to use just a portion of that segment to access the commercial/other destinations likely to sprout up over time.

A policy need we have identified to Sec. Blankenhorn is the need for better guidance on BDE 17-2.01's "without local agency participation, the Department will consider the highest and best accommodation feasible." Especially on 45 mph suburban-style curbed arterials, neither one extra foot of lane width (which does not meet the 14' now cited in the newest AASHTO bike guide version) nor grading for a future off-road accommodation is a realistic fallback for non-motorized users. We are asking for more in-depth, current-with-national-standards guidance for the districts, with a great example being [Wisconsin's policy](#) including Figure 15.1's prioritized list of "backups" for when the primary recommendation cannot be met. Their hierarchy includes 4' or 3' paved shoulders, which would be greatly helpful on the north 47 segment.

Thanks again for your consideration.
Ed

Ed Barsotti
Executive Director
League of Illinois Bicyclists
2550 Cheshire Dr.
Aurora, IL 60504
630-978-0583
ed@bikelib.org
www.bikelib.org

From: Broviak, David E [<mailto:David.Broviak@illinois.gov>]
Sent: Thursday, July 30, 2015 4:19 PM
To: Ed Barsotti
Cc: Fultz, Ted C; Paukovitz, Louis J
Subject: RE: IL47 project - couple questions

Ed,

In response to your questions below:

1. The paved shoulders will be eight feet wide. Rumble strips are currently proposed in accordance with the Department's Highway Standard. There will be a 12" wide strip without rumbles next to the edge of pavement, adjacent to the strip we will construct 16" wide rumble strips. The remaining 5' 8" of the outside shoulder will be paved shoulder. In accordance with the Highway Standard the 16" wide rumble strips will not be constructed with gaps. This is in general the same configuration for IL 47 south of Caton Farm Road to I-80.
2. There will be no off road accommodations constructed with this improvement, the City of Yorkville has identified a parallel accommodation through Yorkville and have declined to participate in sidewalk or a shared use trail. We are currently proposing on road bicycle accommodations by constructing a 13' wide outside lane in accordance with the Department's SRA requirements.

If you need any additional information please contact me at your convenience.

Thank you,
Dave Broviak P.E.
Acting Program Development Engineer
Region 2, District 3
700 E Norris Drive
Ottawa, IL 61350

Office 815-434-8450

"Please consider the environment before printing this email"

This transmission may contain confidential or privileged information, which is intended only for the use by the individual or entity to which the transmission is addressed. If you are not the intended recipient, you are hereby notified that any disclosure, dissemination, copying or distribution of this transmission is strictly prohibited. If you received this transmission in error, please notify the sender immediately.

From: Ed Barsotti [<mailto:ed@bikelib.org>]
Sent: Thursday, July 30, 2015 10:55 AM
To: Broviak, David E; Paukovitz, Louis J
Subject: IL47 project - couple questions

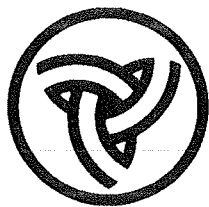
Dave and Lou,

Sorry for the late-in-the-process question, but for the IL47 project (IL71 to Caton Farm):

- 1) What is the width of the paved shoulders south of Ament? If there are rumble strips, will they meet the recent standard and how much clear zone will there be right of the rumbles?
- 2) Since north of Ament Road will be curb-and-guttered, will there be off-road accommodations on at least one side? No doubt this stretch will be developed further over the next decade or so, and relying on developers to construct sidewalks/sidepaths often results in gaps.

Thanks,
Ed

Ed Barsotti
Executive Director
League of Illinois Bicyclists
2550 Cheshire Dr.
Aurora, IL 60504
630-978-0583
ed@bikelib.org
www.bikelib.org



Illinois Department of Transportation

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

February 2, 1010

Mr. Ed Barsotti
Director, League of Illinois Bicyclists
2550 Cheshire Drive
Aurora, IL 60504

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
D3 No. 2074
File No. 1931

Dear Mr. Barsotti:

The Illinois Department of Transportation, District 3 office in Ottawa, is developing plans for the improvement of Illinois 47 from Caton Farm Road to Illinois 71. The project may include adding multiple lanes to the roadway (see attached location map). This work is unfunded in the department's Fiscal Year 2010-2015 Proposed Highway Improvement Program but may be added depending on project readiness and funding availability.

Accommodations for existing or potential bicycle traffic are considered in all IDOT projects. To ensure proper coordination with other nearby bicycling efforts, please advise this office, in writing, if there are any existing or planned bicycle travel or trail developments within one mile of the Illinois 47 project corridor. Specifically, please identify any bike trail developments programmed for construction within five years of the planned date of highway improvement. If we do not receive a written response from you within 21 days, it will be construed that your office is not aware of present or planned bicycle travel within this project.

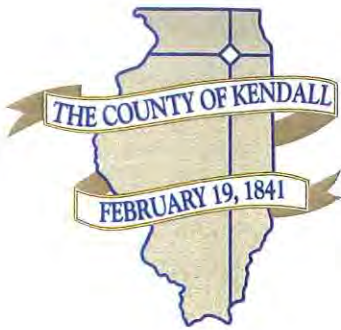
If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at (815) 434-8565.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

A handwritten signature in dark ink, appearing to read 'D. B.', likely representing Dave Broviak.

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



PLANNING, BUILDING & ZONING DEPARTMENT

111 WEST FOX STREET - ROOM 316 YORKVILLE, ILLINOIS 60560-1498

630/553-4141 • FAX 630/553-4179

February 23, 2010

Illinois Department of Transportation
Division of Highways/Region 2/District 3
Attn: George F. Ryan, P.E.
700 East Norris Drive
Ottawa, IL 61350

RE: Illinois Route 47 Widening Project – Caton Farm Road to Illinois Route 71
Impacted Trails

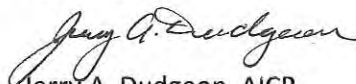
Dear Mr. Ryan:

On February, 23, 2010, our office received your letter to Ms. Beverly Moore of the Illinois Trails Conservancy dated February 2, 2010. It is our understanding that IDOT is developing plans for the improvement of Illinois Route 47 from Caton Farm Road to Illinois Route 71 including adding multiple lanes. Per the request of IDOT, we have identified four (4) proposed trails within a mile of this proposed project that could be impacted by the proposed widening. One of these trails consists of a multi-use trail proposed on the east side of Illinois Route 47 that runs between Caton Farm Road and Legion Road. In addition to this trail, there are three proposed multi-use trails that cut across Illinois Route 47 located on the north side of Walker Road, the north side of the Middle Aux Sable Creek, and the north side of Legion Road. Please see the enclosed plan titled "Future Land Use & Transportation Plan" for more details.

Furthermore, the United City of Yorkville has adopted an Integrated Transportation plan dated September 8, 2009. This plan depicts a proposed conceptual trail along Route 47, Caton Farm Road, Walker Road, Ament Road, Legion Road, and Route 71. This plan has also been included in this mailing.

Should you have any questions or require any additional information regarding this matter please feel free to contact our office at (630) 553-4141.

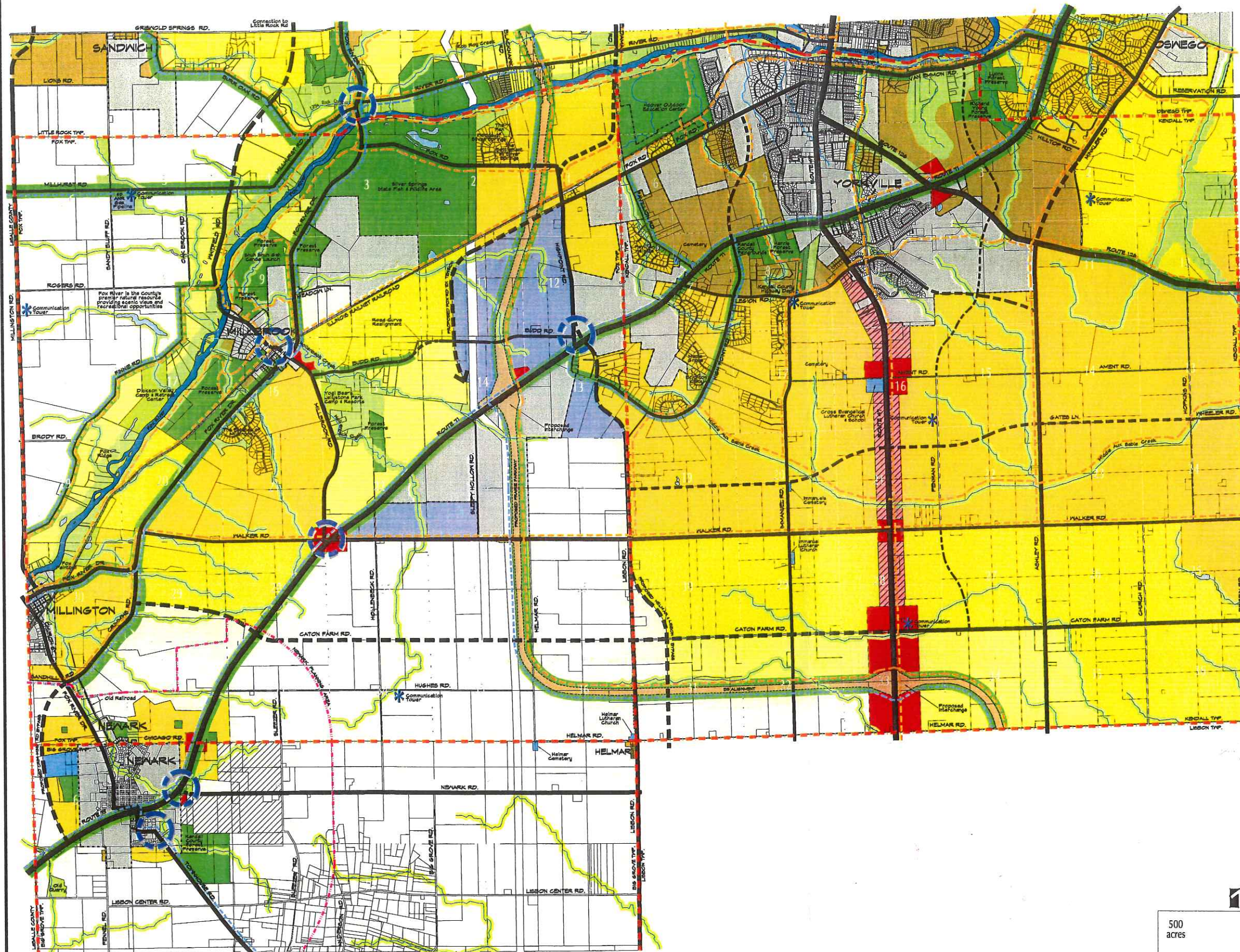
Sincerely,


Jerry A. Dudgeon, AICP
Director

Enclosures

Cc: United City of Yorkville
PBZ Committee
Beverly Moore, Illinois Trails Conservancy

RECEIVED REGION 2	D-2	D-3	
			PROGRAM DEVELOPMENT
			PROJECT IMPLEMENTATION
			OPERATIONS
			ADMINISTRATIVE SERVICES
			LOCAL ROADS
	FEB 25 2010		
	REGION ENGINEER		
	Confer with Region Engineer		
	Correspondence for RE signature		
	Correspondence for your signature		



LEGEND

- Countryside Residential
(max 0.33 du/ac)
- Planned Rural Estate Residential
(max 0.45 du/ac)
- Planned Rural Residential
(max 0.65 du/ac)
- Suburban Residential
(max 1.00 du/ac)
- Commercial
- Transportation Corridor
- Mixed Use Business
- Public Recreation/Parks
- Private Recreation
- Public/Institutional
- Agricultural
- Agricultural Business
- Electric Utility Right-Of-Way
- Municipality
- Open Space
- Multi-Use Trails
- Scenic Routes
- Setback for Scenic Routes
(Reserve to protect scenic views)
- Township Boundaries
- Newark Planning Area Boundary
- Arterial Roads
- Major Collector Roads
- Minor Collector Roads
- Proposed Prairie Parkway Corridor
Preferred Alignment: Alternative B5 (Announced by IDOT on June 1, 2007)
- Intersection Improvement

KENDALL COUNTY, ILLINOIS
June 2008

Future Land Use & Transportation Plan

FOX, KENDALL & BIG GROVE TOWNSHIPS



ID LEGEND

- PARKS**
1. PURCELL PARK
 2. FOX HILL EAST PARK
 3. FOX HILL WEST PARK
 4. HINDS SPOT PARK
 5. EARLY SLEEPER PARK
 6. BURNING WOODS PARK
 7. BECHER PARK
 8. VAN EMMON PARK
 9. PRICE PARK
 10. BICENTENNIAL RIVERFRONT PARK
 11. KIWANIS PARK
 12. CROWN POINT PARK
 13. WEST HYDRAULIC PARK
 14. RIVERS EDGE PARK
 15. CRAWFORD PARK
 16. SUNFLOWER PARK
 17. CANNONBALL RIDGE PARK
 18. GILBERT PARK
 19. CROWN POINT PARK
 20. BRISTOL STATION PARK
 21. JR. WOMEN'S CLUB PARK-HEARTLAND CIRCLE
 22. JAYCEE POND
 23. COBB PARK
 24. RAIN TREE VILLAGE PARK A
 25. STEVEN G BRIDGE PARK
 26. CROWN POINT PARK
 27. WHEATON WOODS
 28. GREENS FILLING STATION PARK
 29. RIEMENSCHNEIDER PARK
 30. GRANDE RESERVE PARK A
 31. GRANDE RESERVE PARK B
- FOREST PRESERVES**
32. HOOPER EDUCATIONAL CENTER
 33. ROUTE 47 REST STOP
 34. CANNONBALL SEDGE MEADOW
 35. SUBAT FOREST PRESERVE
 36. LYONS FOREST PRESERVE
 37. DICKENS FOREST PRESERVE
 38. PICKERILL-PIGOTT FOREST PRESERVE
 39. BLACKBERRY CREEK FOREST PRESERVE
- STATE PARKS**
41. SILVER SPRINGS STATE PARK
- SCHOOLS**
- A. YORKVILLE HIGH SCHOOL
 - B. YORKVILLE HIGH SCHOOL ACADEMY
 - C. YORKVILLE INTERMEDIATE SCHOOL
 - D. CIRCLE CENTER GRADE SCHOOL
 - E. YORKVILLE GRADE SCHOOL
 - F. YORKVILLE GRADE SCHOOL
 - G. BRISTOL BAY ELEMENTARY SCHOOL
 - H. BRISTOL GRADE SCHOOL
 - I. YORKVILLE MIDDLE SCHOOL
 - J. AUTUMN CREEK ELEMENTARY SCHOOL

LEGEND

- YORKVILLE STUDY AREA**
- EXISTING SCHOOL LOCATIONS
 - PARK ID
 - BRIDGE / UNDERPASS / OVERPASS
- TRAILS**
- CITY OWNED / MAINTAINED ASPHALT
 - FOREST PRESERVE
 - COUNTY TRAIL
 - IN DEVELOPER PUD AGREEMENT
 - PRIVATE / PUBLIC TRAIL (HOA) - asphalt
 - PRIVATE / PUBLIC TRAIL (HOA) - limestone
 - PROPOSED CONCEPTUAL
 - TRAILS OUTSIDE OF YORKVILLE
 - FUTURE PRAIRIE PARKWAY TRAIL
- LOCAL PARKS / FOREST PRESERVES**
- CITY PARKS
 - PROPOSED CITY PARKS
 - STATE PARKS
 - FOREST PRESERVE
 - GREENWAYS

PROPOSED PRAIRIE PARKWAY



SEC Group, Inc.

Yorkville Integrated Transportation Plan |

EXHIBIT J - SHARED USE TRAIL PLAN

**ILLINOIS
TRAILS**
Conservancy

*connecting the state's
communities and countrysides
and promoting the use of trails for
recreation and transportation*

January 27, 2010

Dave Broviak, P.E.
Acting District Studies and Plans Engineer
Illinois Dept. of Transportation
Division of Highways/Region 2/District 3
700 East Norris Drive
Ottawa, IL. 61350-0697

RE: Roadway Projects FAP 326 (IL47)
FAP 623 US 6) & FAP 681 (IL 116)

Dave,

I previously sent you Illinois Official Bicycle Map, I & M-Canal to Iroquois Map 3 which would be impacted on the IL 41 Project and the US 6 Project.

Each of these roadway improvements should include wide shoulders so that bicycle riders can access the I & M Canal Corridor. It has been my experience that bicycle riders use highway shoulders to travel to a trail. It has also been my experience that bicycle trails are a wonderful asset along rivers to maintain the quality of the water and provide a scenic ride for cyclists. I sent copies of your notice on the IL 47 project to Terry Witt at Spindocter Bike Shop and I plan to send them to Kendall County Planning Dept. in Yorkville as well. I will mail a copy of the US 6 Project to the I & M Canal Corridor National Heritage Group along with a copy of this letter. I'm sure that if they have concerns they will contact you.

Regarding FAP 681 (IL 116) it is just East of Pontiac which is near the Route 66 Bike Corridor Plan that I am sure I have sent to you previously. I will send a copy of that project to Donovan Gardner, an ITC member in Pontiac and bicycle rider in and around Pontiac. I'm sure that he will contact you as well if he has any concerns.

Thanks for sending your letters on these three projects and providing the opportunity to share information.

Sincerely,

Bev Moore

Bev Moore, President & Acting Director

Enc.

Cc: Kendall County Planning Office - 111 W. Fox St. - Yorkville
Terry Witt - ITC member in Bartlett - 471 S. Western Ave.
Donovan Gardner - ITC member in Pontiac - P.O. Box 825



FILE COPY

Illinois Department of Transportation

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

February 2, 1010

Ms. Beverly Moore
Illinois Trails Conservancy
P.O. Box 10
144 West Main Street
Capron, IL 61012

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
D3 No. 2074
File No. 1931

Dear Ms. Moore:

The Illinois Department of Transportation, District 3 office in Ottawa, is developing plans for the improvement of Illinois 47 from Caton Farm Road to Illinois 71. The project may include adding multiple lanes to the roadway (see attached location map). This work is unfunded in the department's Fiscal Year 2010-2015 Proposed Highway Improvement Program but may be added depending on project readiness and funding availability.

Accommodations for existing or potential bicycle traffic are considered in all IDOT projects. To ensure proper coordination with other nearby bicycling efforts, please advise this office, in writing, if there are any existing or planned bicycle travel or trail developments within one mile of the Illinois 47 project corridor. Specifically, please identify any bike trail developments programmed for construction within five years of the planned date of highway improvement. If we do not receive a written response from you within 21 days, it will be construed that your office is not aware of present or planned bicycle travel within this project.

If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at (815) 434-8565.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

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

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



FILE COPY

Illinois Department of Transportation

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

February 2, 1010

No response as of 10/21/15

Illinois Department of Natural Resources
Division of Planning
1 Natural Resources Way
Springfield, IL 62702

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
D3 No. 2074
File No. 1931

Gentlemen:

The Illinois Department of Transportation, District 3 office in Ottawa, is developing plans for the improvement of Illinois 47 from Caton Farm Road to Illinois 71. The project may include adding multiple lanes to the roadway (see attached location map). This work is unfunded in the department's Fiscal Year 2010-2015 Proposed Highway Improvement Program but may be added depending on project readiness and funding availability.

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If you have any questions or require additional information, please contact Mr. Duane Lukkari, Studies and Plans Unit Chief, at (815) 434-8565.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways,
Region Two Engineer

A handwritten signature in dark ink, appearing to read 'D. Broviak'.

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

APPENDIX B

Utility Coordination

Utility Coordination Summary
FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Caton Farm Road to IL 71

Utility	Response		Plan Status	Conflicts	Reimbursable	Comments/Commitments
	Date	Type				
BP Pipeline	None	N/A	incorporated	unknown ¹	potential ²	21" pipeline crosses IL 47 approximately 800' north of Walker Road; shown on plans per markers located in survey
Gardian Pipeline	None	N/A	incorporated	unknown ¹	potential ²	36" pipeline shown on plans per 12/08/01 permit
ANR Pipeline	None	N/A	incorporated	unknown ¹	potential ²	2 pipelines, 22" and 30" shown on plans per 4/17/06 Prairie Parkway coordination
Enbridge Pipeline (formerly Lakehead)	6/2/2011	facility atlases, marked plans	incorporated	unknown ¹	potential ²	24" pipeline
Com Ed	12/1/2010	marked plans	incorporated	yes	yes	conflicts with buried and aerial facilities throughout
Comcast	10/20/2010	facility atlases	incorporated	unknown	potential ³	buried line shown approximate based on atlases
Nicor	10/27/2010	facility atlases, marked plans	incorporated	unknown	potential	8" pipe depth unknown, conflicts in easement area will be reimbursable
AT&T	8/19/2013	marked plans, electronic files	incorporated	yes	potential ³	conflicts with buried and aerial facilities throughout
City of Yorkville Water	3/25/2011	electronic files	incorporated	yes	no	conflicts with water/hydrants along east side of IL 47
City of Yorkville Fiber Optic (traffic signals)	None	N/A	incorporated	no	no	proposed grading for IL 47 east ditch at Saravanos Drive should not impact fiber cable (assumed to be 30" deep)
Yorkville-Bristol Sanitary District	4/3/2011	letter only	no facilities present	no	N/A	

¹ a SUE consultant will investigate depth of the pipelines in Fall of 2015

² potential reimbursable for pipeline encasement or other protective work

³ overhead utilities attached to reimbursable Com Ed poles may also be reimbursable

APPENDIX B

Hazardous Mailbox Letters and Pictures



Illinois Department of Transportation

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

August 31, 2015

No responses received as of 9/25/2015.

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
D3 No. 2074/File No. 1931
Contract No. 66825
Description of Mailbox Support:

Ladies and Gentlemen:

The Illinois Department of Transportation is studying potential improvements for the above described route. These improvements include protecting the driving public from roadside hazards. A recent survey of mailbox supports within this project indicates that your mailbox support as described above is a potential hazard to the traveling public and should be changed to meet certain safety requirements.

The United States Postal Service has a pamphlet which describes ways to aid the Postal Service in mail delivery. The following is a paragraph taken from a recent pamphlet describing the kinds of supports that should be avoided since they can cause serious vehicular damage and personal injury.

"Reports have been received that some mailbox supports are so massive that they are damaging the vehicles and causing serious injuries to people who accidentally strike them. The use of heavy metal posts, concrete posts, and miscellaneous items of farm equipment, such as milk cans filled with concrete, should be avoided. The ideal support is an assembly which, if struck, will bend or fall away from the striking vehicle instead of severely damaging the vehicle and injuring its occupants."

Because your mailbox support is private property, we do not intend to remove or change it to a safer type. However, in the interest of public safety and to avoid any potential liability if struck by a vehicle, we are requesting that you change the support to a safer type.

Since there are a number of different, safe designs from which to choose, we have enclosed some examples of suggested mailbox mountings and supports. If you have any further questions on this issue, please contact Mr. Ted Fultz at (815) 434-8469 for more information.

In compliance with federal regulations, we request that you sign this letter in one of the spaces indicated below and return it to this office in the furnished self-addressed stamped envelope. This letter will then be placed in our files to document your decision.

August 31, 2015

Thank you for your cooperation. We look forward to hearing from you so that together we can improve highway safety.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways,
Region Two Engineer

By: Dave Broviak, P.E.
Acting Program Development Engineer

The undersigned agrees to change his or her existing hazardous mailbox support to a support in compliance with federal requirements.

Signature of Property Owner or Tenant

Date

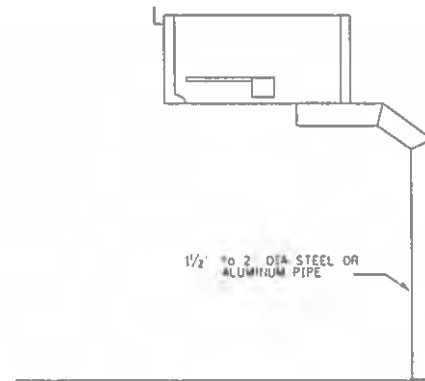
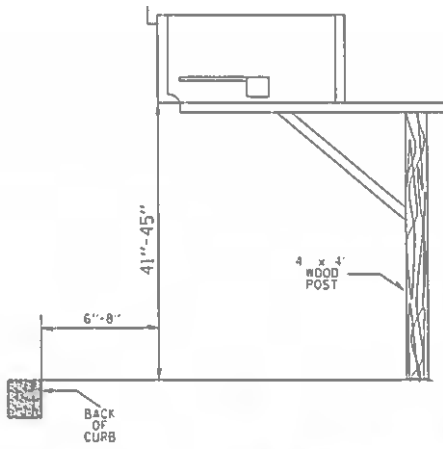
The undersigned wishes to retain his or her mailbox support in its present condition.

Signature of Property Owner or Tenant

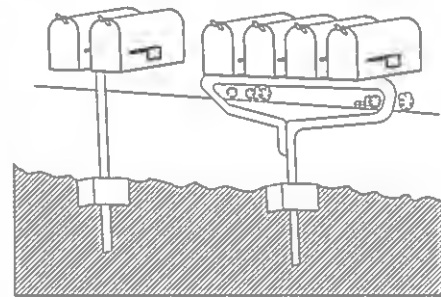
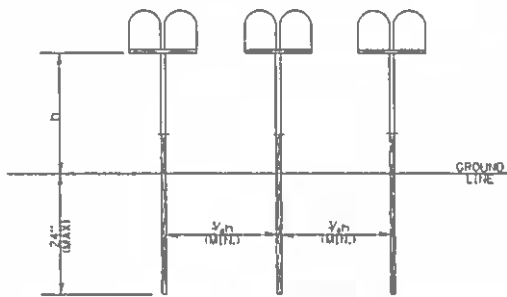
Date

STRUCTURE

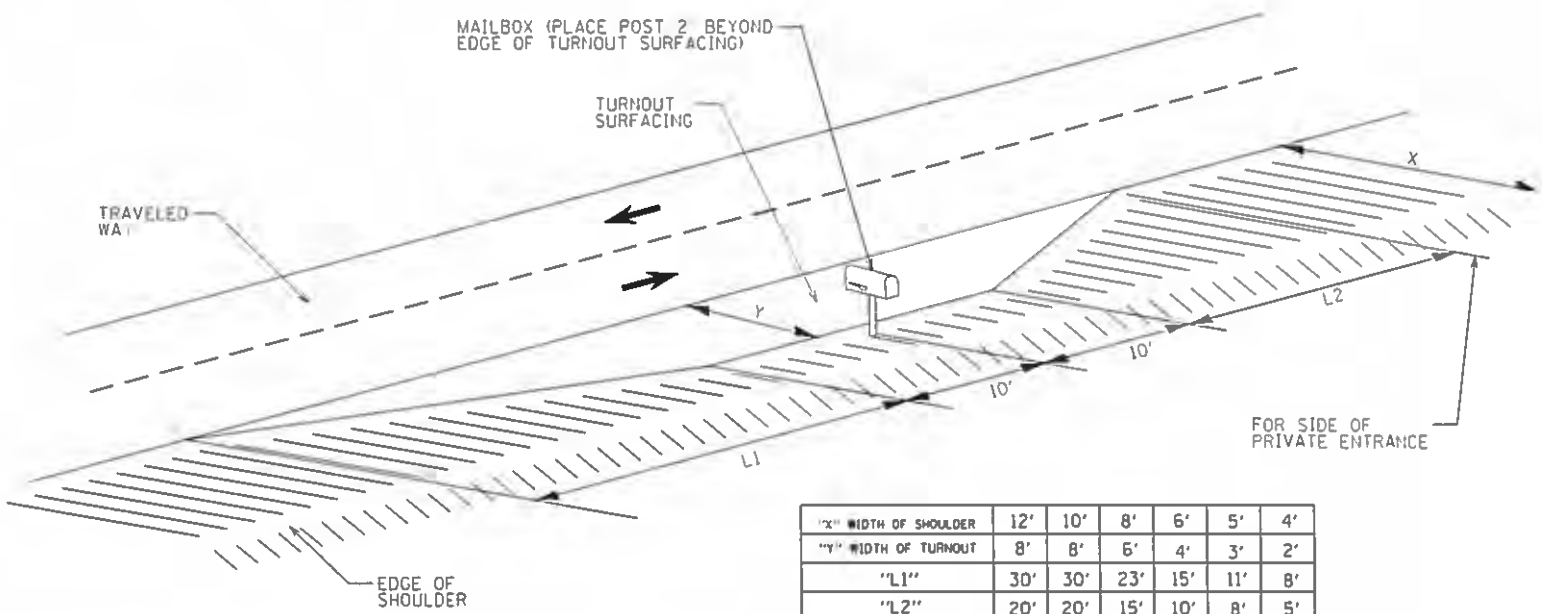
- Mailboxes shall be of light sheet metal or plastic construction conforming to the requirements of the U.S. Postal Service. Newspaper delivery boxes shall be of light sheet metal or plastic construction of minimum dimensions suitable for holding a newspaper.
- No more than two mailboxes may be mounted on a support structure unless the support structure and mailbox arrangement have been shown to be safe by crash testing. However, lightweight newspaper boxes may be mounted below the mailbox on the side of the mailbox support.
- Mailbox supports shall not be set in concrete unless the support design has been shown to be safe by crash tests when so installed.
- A single 4 inch x 4 inch or 4 1/2 inch diameter wooden post or a metal post with a strength no greater than a 2 inch diameter standard strength steel pipe and embedded no more than 24 inches into the ground will be acceptable as a mailbox support. A metal post shall not be fitted with an anchor plate, but it may have an anti-twist device that extends no more than 10 inches below the ground surface.
- The post-to-box attachment details should be of sufficient strength to prevent the box from separating from the post top if the installation is struck by a vehicle.
- The minimum spacing between the centers of support posts shall be three-fourths the height of the posts above groundline.



SUGGESTED SINGLE BOX MOUNTING



SUGGESTED WAY TO GROUP BOXES





Amont Road

APPENDIX B

Post Office Coordination



Illinois Department of Transportation

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

September 16, 2015

Ms. Janice Sherwood, Postmaster
Yorkville Post Office
601 E. Countryside Parkway
Yorkville, IL 60560

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
Contract 66825

Dear Postmaster Sherwood:

The purpose of this letter is to notify you that the Illinois Department of Transportation (IDOT) is in the preliminary engineering phase of a study concerning the reconstruction of IL 47 from Caton Farm Road to IL 71. The proposed project consists of reconstructing IL 47 from approximately 1,400' south of Caton Farm Road to approximately 1,400' south of Ament Road to provide two (2) 12' wide through lanes in each direction together with 12' wide outside shoulders (8' paved) and a 32' wide, grass, depressed median. High tension cable median barriers will be provided where the depressed median is full width (i.e. no turn lanes/tapers). This typical section matches the adjacent IL 47 project to the south. The proposed IL 47 centerline shifts from east (of existing centerline) to west at Walker Road to avoid the ComEd property and power poles to the extent practical.

From approximately 1,400' south of Ament Road to approximately 600' south of IL 71, IL 47 will be reconstructed to provide two (2) through lanes in each direction together with a 13' wide two-way left-turn lane (TWLTL). The inside through lanes will be 12' wide, while the outside through lanes will be 13' wide to accommodate bicycles. This typical section matches the adjacent IL 71 project to the north as well as the adjacent IL 47 project north of IL 71 that is currently under construction. The proposed IL 47 centerline matches the existing centerline throughout the suburban section. (See enclosed location map and typical section)

We have noted that mailboxes are currently located adjacent to the roadway shoulders. IDOT would like to accommodate the Postal Service when possible and requests your comments regarding the mailboxes along this roadway. Mailbox turnouts will be constructed along this route near existing mailbox locations in the northern suburban section. In the southern rural section, the mailbox post will be placed just off the 8' paved shoulder.

Postmaster Sherwood
Page 2
September 17, 2015

Enclosed are two copies of a Response Sheet for your comments. You may complete and return one Response Sheet to IDOT, indicating the appropriate reply, and retain the second sheet for your records.

In the event we do not receive a response by October 9, 2015, it will be construed as a "no comment" and that mail delivery should be accommodated in the vicinity of existing mailboxes.

If you have any questions or require additional information, please contact Ms. Kelly Vlastnik at (815) 434-8575.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways,
Region Two Engineer



By: Dave Broviak, P.E.
Acting Program Development Engineer

Enclosures

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
Contract 66825

Ms. Janice Sherwood, Postmaster

CHECK THE APPROPRIATE RESPONSE:

_____ We have no plans to change mail delivery locations/methods at this time and request that turnouts be included in the improvement.

_____ We have plans to consolidate/change mail delivery along this route and do not require turnouts.

_____ We have noted our comments on this page below. (Use the back or extra sheets as needed.)

_____ I would like to discuss this matter further in a telephone conversation.

_____ I will call you

_____ Please call me at _____ on _____ at _____.
(preferred phone no. date time)

COMMENTS

SIGNATURE: _____

Phone Number: _____

DATE: _____

Project Location Map

FAP 326 (IL 47)

Section (109, 110)R

Kendall County

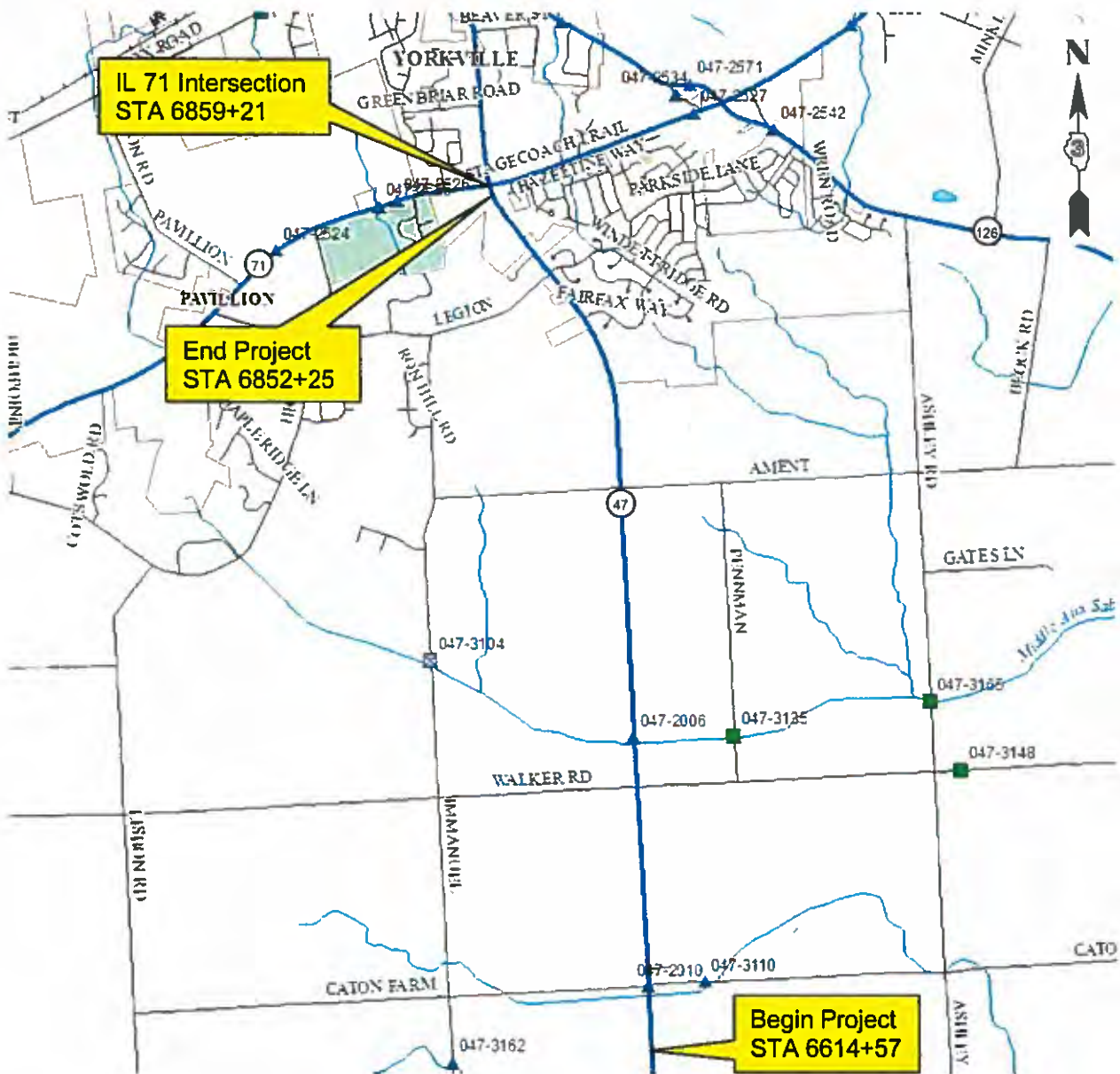
Caton Farm Road to IL 71 in Yorkville

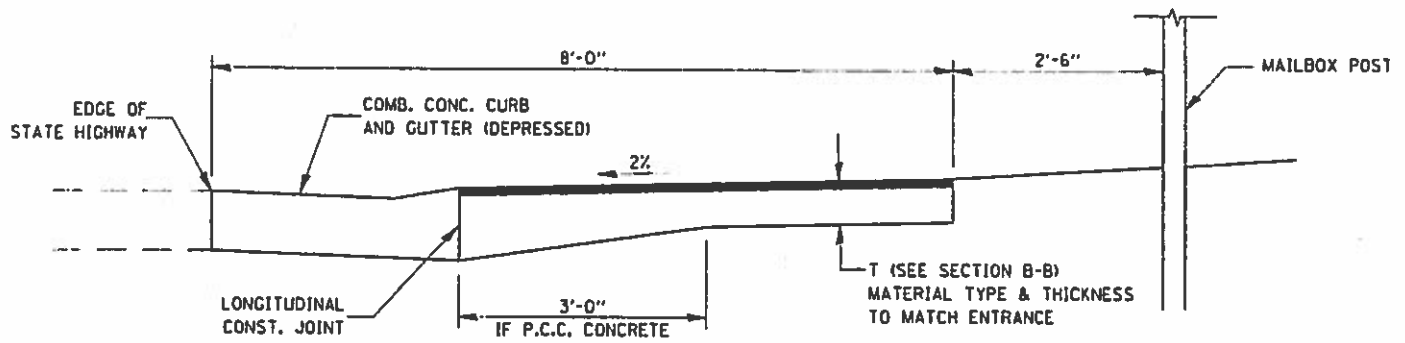
P-93-039-08 4.4 miles of adding lanes

Contract 66825 D3#2074 File #1931



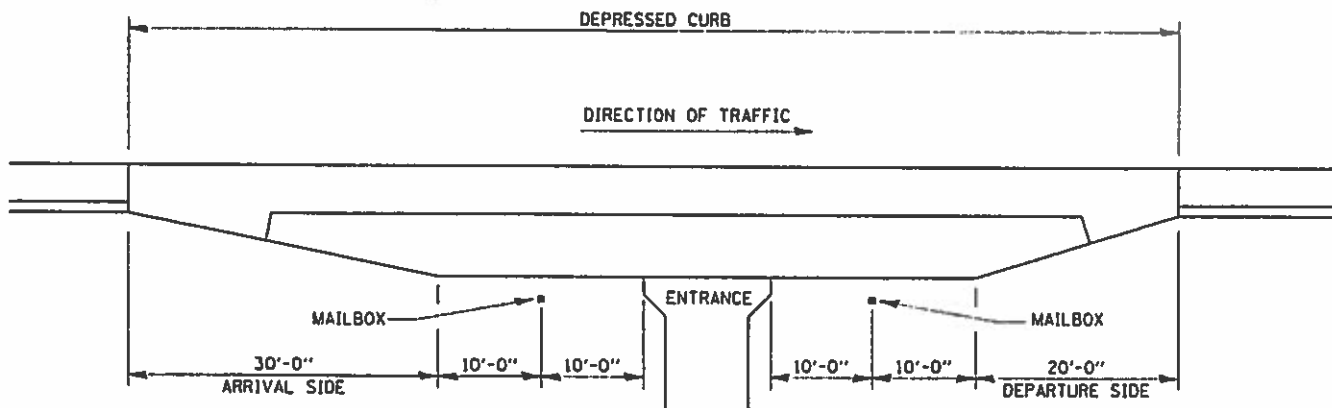
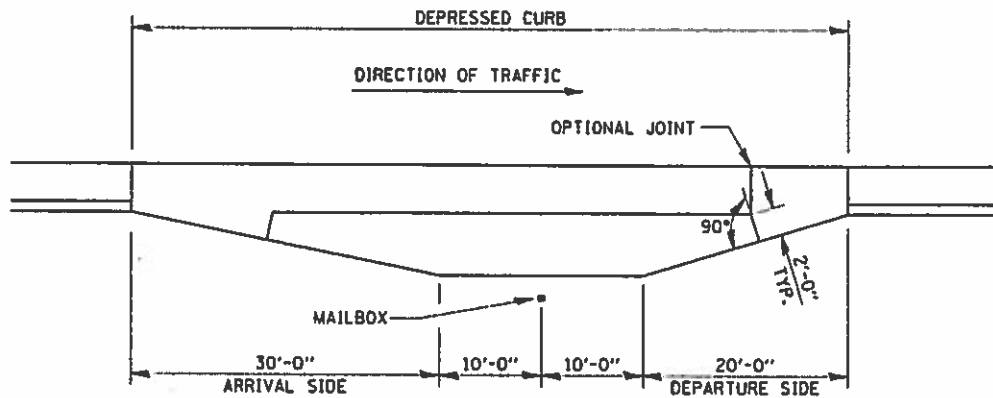
Project Area =





MAILBOX TYPICAL CROSS SECTION WITH CURB & GUTTER

(NOTE: USE NON-COMMERCIAL RURAL DETAIL IF NO CURB & GUTTER)



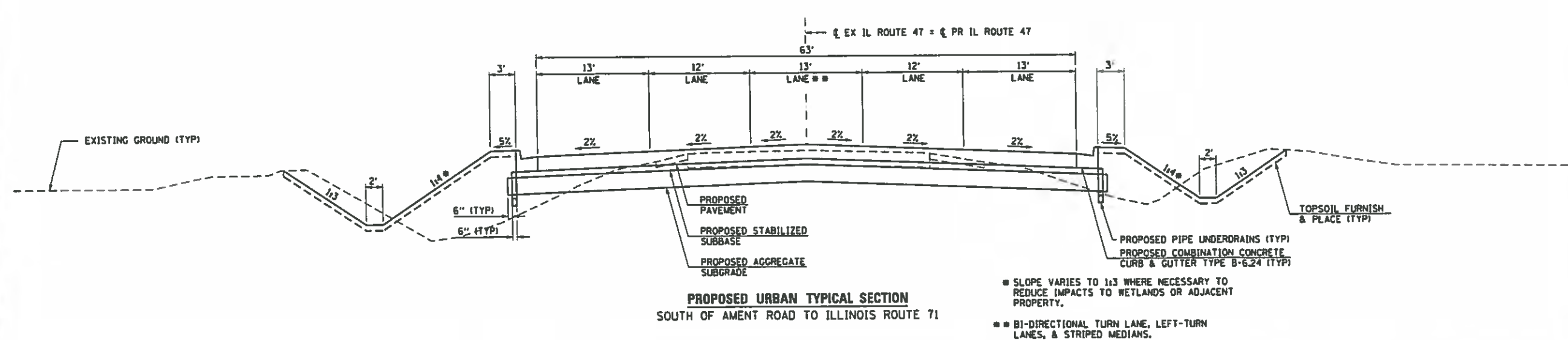
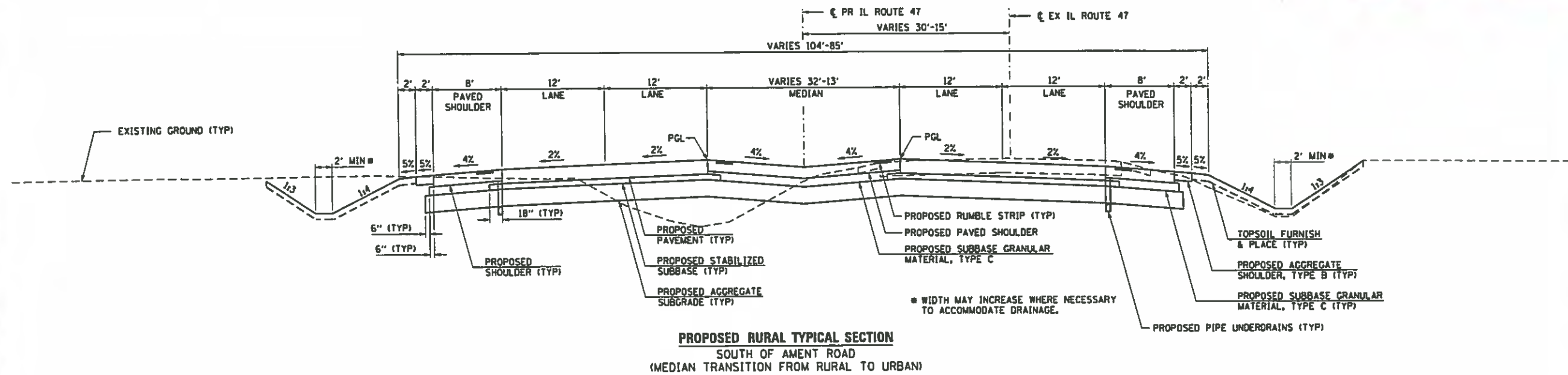
DETAIL OF MAILBOX TURNOUT IN CURB AND GUTTER SECTION TYPICAL INSTALLATION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAILBOX TURNOUT WITH
URBAN TYPICAL

SCALE: SHEET NO. 2 OF 2 SHEETS STA. 10 STA.

**PRELIMINARY
NOT APPROVED**



FILE NAME = D366829-sub-pro-tyo.r to 47_B2.dgn	USER NAME = rboos	DESIGNED =	REVISED =	ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION EXHIBIT ILLINOIS ROUTE 47 (SHEET 2 OF 2)	F.S.P. SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN =	REVISED =			326	(109, 110) R	KENDALL	2	2
	PLOT SCALE =	CHECKED =	REVISED =			CONTRACT NO.				
	PLOT DATE = 8/18/2015	DATE =	REVISED =							
					SCALE: 1" = 40'	SHEET NO. 1 OF 1 SHEETS	STA. 0+00 TO STA. 0+100	FED. ROAD DIST. NO. 111 ILLINOIS FED. AID PROJECT 111		

APPENDIX B

Local Agency Coordination



Illinois Department of Transportation

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

October 7, 2015

Mr. Francis C. Klaas, P.E.
Kendall County Engineer
6780 Route 47
Yorkville, IL. 60560

Letter of Understanding
IL 47 (FAP 326)
Section (109, 110) R
Kendall County
(From Approximately 2,000' South of Caton Farm Road
Northerly to Just South of IL 71 in Yorkville, IL)
Job No. C-93-009-10
Contract No. 66825

Dear Mr. Klaas:

This letter is being provided to document your recent discussions and correspondence with IDOT District 3 staff relating to the inclusion of two roadway lighting units as part of the subject IL 47 project. The IDOT District 3 hereby agrees to include the two roadway lighting units into its IL 47 contract.

As discussed, one lighting unit will be placed in the northeast quadrant of the intersection of IL 47 and Caton Farm Road (CH 23). The second lighting unit will be placed in the southwest quadrant of the IL 47 and Walker Road (CH 17) intersection. District 3 will confer with the IDOT Central Office Lighting Unit to determine the appropriate lighting capacity needed. The type of lighting unit will determine construction cost. Kendall County agrees to assume 100 percent construction cost of the two lighting units, plus an additional 15 percent charge for engineering. During the Phase II design and prior to the contract going out for bids, IDOT will advise the county of its incurring costs and provide your office with detailed plans of the lighting units for the county's review and comment. Upon completion of their installation, Kendall County further agrees to assume all future jurisdiction, maintenance and energy costs of the said lighting units.

Phase II engineering for the IL 47 project is currently in IDOT's 2016-2021 multi-year program. District 3 intends to proceed with Phase II engineering immediately following approval of the Phase I project study. Phase II engineering is estimated to take 18 to 24 months to complete. The construction phase of this project and required land acquisition are currently unfunded. IDOT District 3 will be in contact with your office when the funding status of this IL 47 project changes and nears construction in the future years.

Mr. Francis C. Klaas, P.E.

October 7, 2015

Page 2

You will note that two copies of this letter of understanding have been provided. If you agree to the terms relating to the subject roadway lighting units, as stated in this letter of understanding, please mark the appropriate response box given below and apply your signature to the line provided. Please return one copy of this letter with your required original signature to the IDOT District 3 office in Ottawa. Should you have any further questions regarding this issue, please contact Ms. Kelly Vlastnik of this office at (815) 434-8575 or Kelly.Vlastnik@Illinois.gov.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways,
Region Two Engineer



By: Dave Broviak, P.E.
Acting Program Development Engineer

☒ Kendall County agrees to fund 100 percent engineering and construction costs for the said two roadway lighting units to serve County Highways 23 and 17 as aforescribed in this letter. Kendall County further agrees to assume all future jurisdiction, maintenance and energy costs of the said lighting units.

☐ Kendall County has reviewed IDOT's aforescribed inclusion of two roadway lighting units to serve County Highways 23 and 17. Subsequently, Kendall County has the following concerns and/or questions.

Please contact Mr. Fran Klaas, Kendall County Engineer, at (630) 553-7616 or fklaas@co.kendall.il.us.

Signature of Concurrence:



Francis C. Klaas, P.E.
Kendall County Engineer

10-13-15

APPENDIX C

BCR Approval Memos and Drawings

Structure Summary Sheets

APPENDIX C

BCR Approval Memos and Drawings



Illinois Department of Transportation

Memorandum

To: Paul A. Loete, Dist. 3
From: D. Carl Puzey
Subject: Bridges and Structures
Date: January 28, 2015

Attn: David Broviak

By: Patrik D. Claussen

F.A.P. 326
Section (109,110)R
Kendall County

P-93-039-08
SN 047-2006

IL Route 47 over Middle Aux Sable Creek

We received the Bridge Condition Report for the above referenced structure, submitted electronically on November 21, 2014. The proposed scope of work is culvert extensions for the widening of IL 47 from two lanes to four lanes.

The Bridge Condition Report is approved subject to the following recommendation.

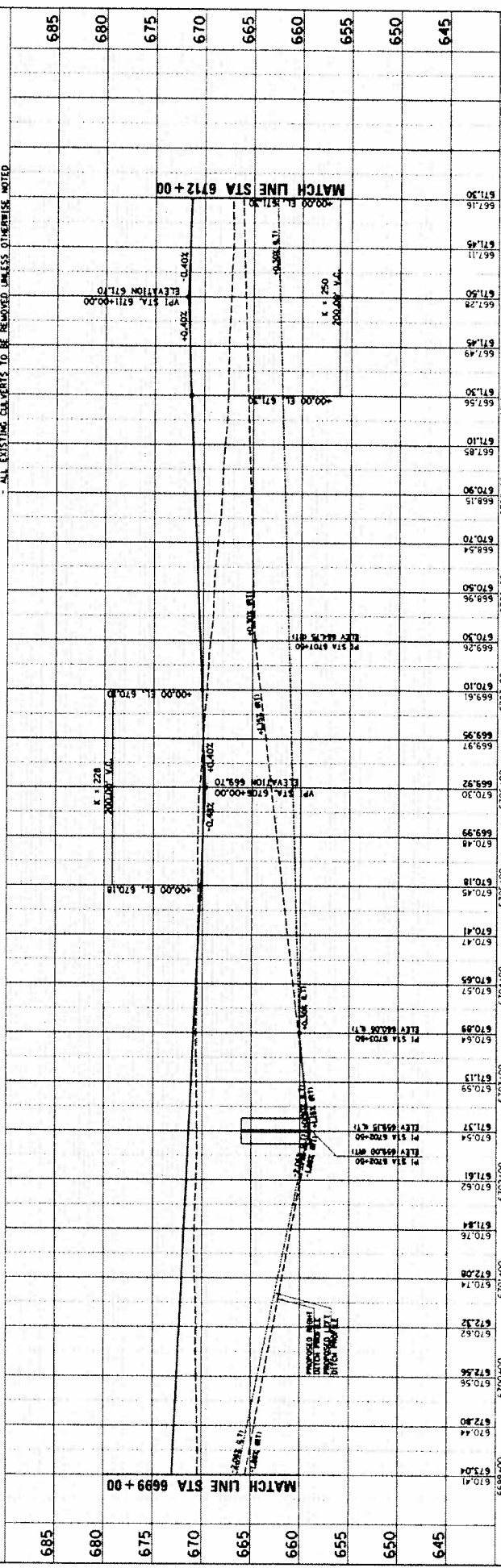
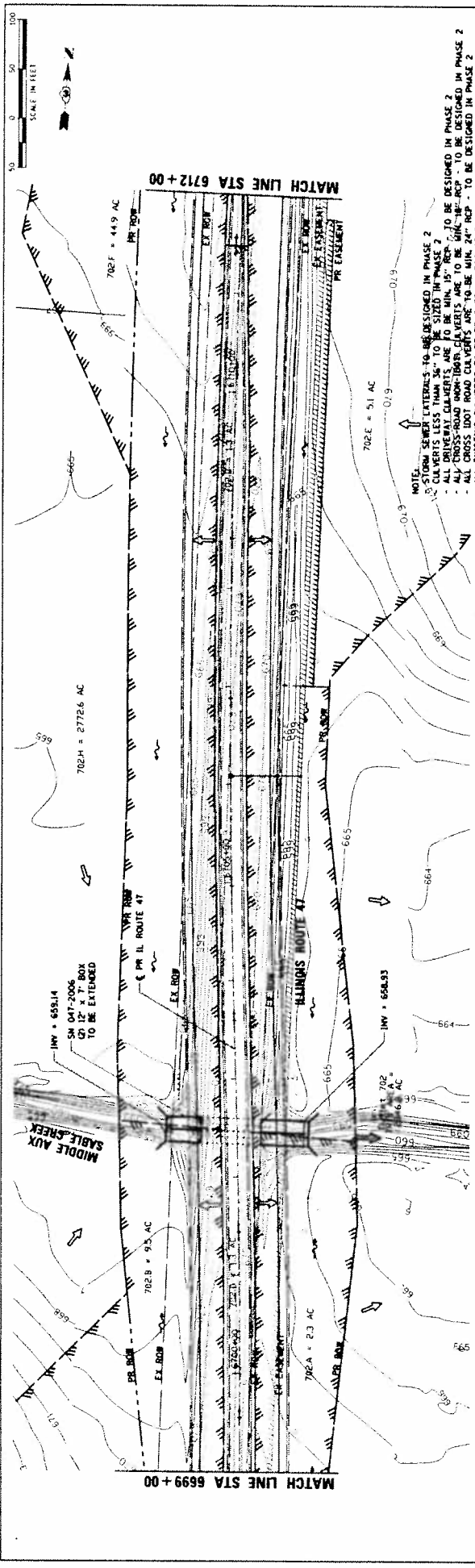
1. During the review of the report, we evaluated the existing structure for the proposed loading conditions. The existing culvert appears to be under-reinforced in the top slab and sidewalls. Since there is no cost efficient way to retrofit this structure, our recommendation is to change the proposed scope of work to total replacement.

If there are any questions, please contact Jeff Burke at (217) 785-1463.

JSB/kkt0472006-20150128

RECEIVED STUDIES & PLANS FEB 4 '15	
S&P ENG	DB
ENVIRONMENT	
ESTIMATOR	
GEOMETRICS	
HYDRAULICS	X 4
LOCATIONS	✓
PLANS ENG	
SEE ME	
SEC	5 SW
CO-ORD	

copy made



ILLINOIS DEPARTMENT OF TRANSPORTATION				PROPOSED DRAINAGE PLAN ILLINOIS ROUTE 47			
SHEET NO. 8 OF 25 SHEETS		SECTION		TOTAL SHEET		CONTRACT NO.	
SHEET NO. 8 OF 25 SHEETS		SECTION		TOTAL SHEET		CONTRACT NO.	
SHEET NO. 8 OF 25 SHEETS		SECTION		TOTAL SHEET		CONTRACT NO.	
SHEET NO. 8 OF 25 SHEETS		SECTION		TOTAL SHEET		CONTRACT NO.	



Illinois Department of Transportation

Memorandum

To: Paul A. Loete, Dist. 3
 From: D. Carl Puzey
 Subject: Bridges and Structures
 Date: January 14, 2015

Attn: David Broviak

By: Patrik D. Claussen

F.A.P. 326
 Section (109,110)R
 Kendall County

P-93-039-08
 SN 047-2010

IL Route 47 over Middle Aux Sable Creek

We received the Bridge Condition Report for the above referenced structure, submitted electronically on November 21, 2014. The proposed scope of work is culvert extensions for the widening of IL 47 from two lanes to four lanes.

Upon investigation of the existing structure, the total fill depth may not exceed 4'-3". Any fill above this depth will decrease the Inventory Load Rating Factor below 1.0.

After reviewing the report, we concur with the proposed scope of work subject to the noted comment.

The Bridge Condition Report is approved. If there are any questions, please contact Jeff Burke at (217) 785-1463.

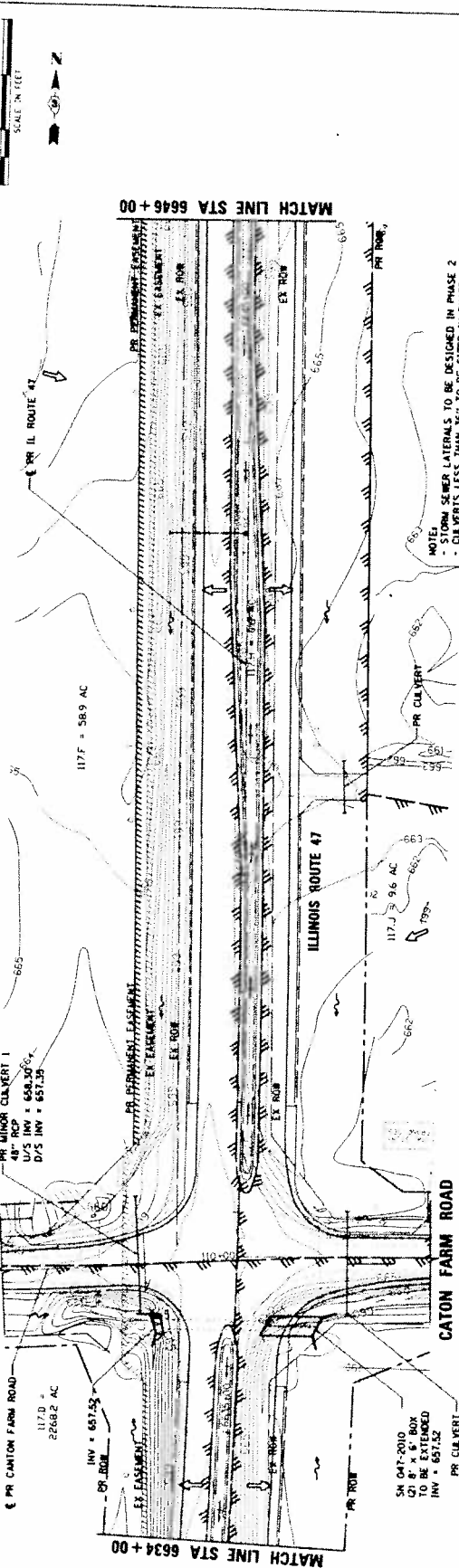
JSB/kkt0472010-20150114

RECEIVED STUDIES & PLANS	
JAN 20 15	
S&P ENG	DB
ENVIRONMENT	
ESTIMATION	
GEOMETRICS	
HYDRAULICS	X
LOCATIONS	✓
PLANS ENG	
SEE ME	
SEC	5
CO-ORD	BCW

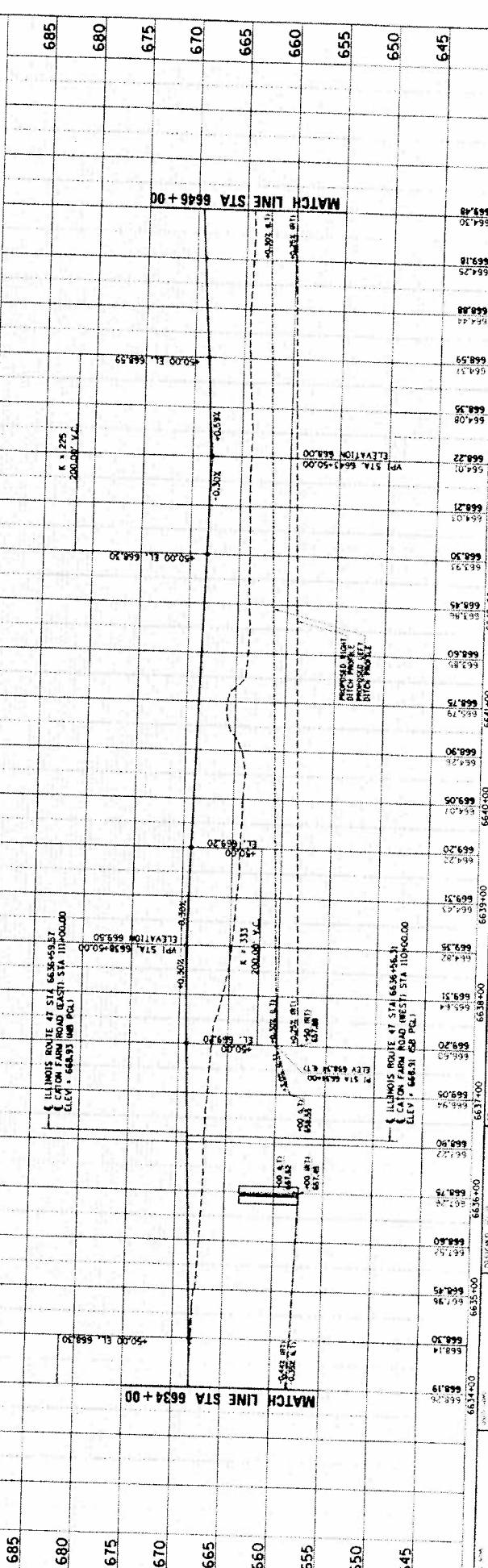
copy made

RECEIVED D3 LOCAL ROADS	
JAN 16 '15	
BUREAU CHIEF	
FIELD ENG. 1	
FIELD ENG. 2	
FIELD ENG. 3	
OFFICE TECHNICIAN	
OFFICE TECHNICIAN	
CRT. OPERATOR	
AUDITOR	
SECRETARY	
FILE	
OTHER	

CATON FARM ROAD



- NOTES:
- STORM SEWER LATERALS TO BE DESIGNED IN PHASE 2
 - LESS THAN 36" TO BE SIZED IN PHASE 2
 - ALL PRIVATE CROSSINGS SHALL BE MIN. 15" RCP - TO BE DESIGNED IN PHASE 2
 - ALL PRIVATE CROSSINGS SHALL BE MIN. 15" RCP - TO BE DESIGNED IN PHASE 2
 - ALL CROSS-ROAD DRAINAGE CULVERTS ARE TO BE UNIM. 15" RCP - TO BE DESIGNED IN PHASE 2
 - ALL CROSS-ROAD DRAINAGE CULVERTS ARE TO BE UNIM. 15" RCP - TO BE DESIGNED IN PHASE 2
 - ALL EXISTING CULVERTS TO BE REMOVED UNLESS OTHERWISE NOTED



STATION	ELEVATION	PROPOSED DRAINAGE PLAN	ILLINOIS ROUTE 47	ILLINOIS DEPARTMENT OF TRANSPORTATION
6634+00	663.19	663.19	663.19	663.19
6635+00	663.20	663.20	663.20	663.20
6636+00	663.21	663.21	663.21	663.21
6637+00	663.22	663.22	663.22	663.22
6638+00	663.23	663.23	663.23	663.23
6639+00	663.24	663.24	663.24	663.24
6640+00	663.25	663.25	663.25	663.25
6641+00	663.26	663.26	663.26	663.26
6642+00	663.27	663.27	663.27	663.27
6643+00	663.28	663.28	663.28	663.28
6644+00	663.29	663.29	663.29	663.29
6645+00	663.30	663.30	663.30	663.30
6646+00	663.31	663.31	663.31	663.31

APPENDIX C

Structure Summary Sheets

Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)

Date: 11/14/2014
Page 1

Structure Number: 047-2010 District: 3

Inventory Data

Facility Carried:	IL 47	Bridge Name:	TRIB OF AUX SABLE CK	Location:	3.51 M N US 52	Sufficiency Rating:	100.0	Structure Length:	17.5
Feature Crossed:						HBP Eligible:	No	AASHTO Bridge Length:	16.5
Bridge Remarks:						Replaced By:		Length of Long Span:	8.0
Bridge Status:	1	OPEN - NO RESTRICT	Status Date:	05/1995		Replaces:	047-2004	Bridge Roadway Width:	52.0
Status Remarks:		BRIDGE OPENED AUTOMATICALLY BY KEY ROUTE ON UPDATE TRANSACTION				Last Update Date:	07/05/2012	Appr Roadway Width:	52.0
Maint County:	047	KENDALL	Maint Township:	04	KENDALL	Parallel Structure:		Deck Width:	52.0
Maint Responsibility:	01	I.D.O.T.				Multi-Level Structure Nbr:		Sidewalk Width Right:	0.0
Service On/Under:	1	HIGHWAY				Skew Direction:		Sidewalk Width Left:	0.0
Reporting Agency:	1	I.D.O.T. - BUREAU OF MAINTENANCE				Skew Angle:	0 D	Navigation Control:	0 No
Main Span Matl/Type:	2	CONCRETE CONTINUOUS				Structure Flared:	No	Navigation Horiz Clear:	0
Nbr Of Main Spans:	2	Nbr Of Approach Spans:	0			Historical Significance:	No	Navigation Vert Clear:	0
Approaches									
Near #1 Matl/Type:						Border Bridge State:		Culvert Fill Depth:	3.5
Near #2 Matl/Type:						Bdr State SN:		Number Culvert Cells:	2
Far #1 Matl/Type:						Bdr State % Responsibility:		Culvert Opening Area:	96.0
Far #2 Matl/Type:						Structural Steel Wt:		Culvert Cell Height:	6.00
Median Width/Type:	0	Ft. / #Type!				Substructure Material:		Culvert Cell Width:	8.00
Guardrail Type L/R:	0	None / 0	None			Rated By:	2 IDOT	Rate Method:	1 LOAD FACTOR
Toll Facility Indicator:		#Type!				Inventory Rating:	1.140 (41)	Load Rating Date:	08/23/1996
Latitude:	41.56070453	Longitude:	88.43446317			Operating Rating:	1.900 (68)	***Railroad Crossing Info***	
Deck Structure Type:	A	CIP CON NORMALLY FORM				Design Load:	02 HS20	Crossing 1 Nbr:	
Sidewalks Under Structure:	0	None				Deck Structure Thickness:	11.5	Crossing 1 Nbr:	
								RR Lateral Underclear:	0.0
								RR Vertical Underclear:	0 Ft 0 In

Key Route On Data

Key Route Nbr:	FEDERAL-AID PRIMARY	Station:	11.4200
Appurtenances	Main Route	Segment:	
Inventory County:	047 KENDALL	Linked:	Y
Township/Road Dist	04 KENDALL	Natl. Hwy System:	
Municipality	0000	Inventory Direction:	
Urban Area:	None	Curr AADT Yr/Count:	
Functional Class:	3 OTHER PRINCIPAL ARTERIAL	Est Truck Percentage:	
** CLEARANCES ** South/East North/West			
Max Rdwy Width:	52.0	Number Of Lanes:	
Horizontal:	999.9	One Or Two Way:	
Min Vertical:	99 Ft 11 In	Bypass Length:	
10 Ft Vertical:	99 Ft 11 In	Future AADT Yr/Cnt:	
Lateral:		Designated Truck Rte:	
		Special Systems:	

*** Marked Route On Data ***

Route #1:	1	Mainline	Kind	State Highway	Number	047
Route #2:	1	Mainline				
Route #3:	1	Mainline				

Key Route Under Data

Station:		Segment:		Linked:	
Natl. Hwy System:		Inventory Direction:		Curr AADT Yr/Count:	
Est Truck Percentage:		Number Of Lanes:		One Or Two Way:	
Bypass Length:		Future AADT Yr/Cnt:		Designated Truck Rte:	
Special Systems:					

*** Marked Route Under Data ***

Designation	Kind	Number

Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)

Date: 11/14/2014
Page 2

Structure Number: 047-2010 District: 3

Data Related to Inspection Information

***Inspection Intervals ***

Routine NBIS: 72 MOS Underwater: 0 MOS
Fracture Critical: 0 MOS Special: N

One Truck At A Time: 0 MOS
Single Unit Vehicles: N

Combination Type 3S-1: Tons
Combination Type 3S-2: Tons

Bridge Posting Level:
5 No Posting Required

Inspection/Appraisal Information

Inspection Date: 02/15/2011

Inspection Temperature: 35 Deg. F

Deck: NOT APPLICABLE

Superstructure: NOT APPLICABLE

Substructure: NOT APPLICABLE

Culvert: 8 VERY GOOD CONDITION - NO PROBLEMS NOTED

Channel and Protection: 7 GOOD CONDITION - SOME MINOR PROBLEMS

Structural Evaluation: 8 EQUAL TO PRESENT DESIRABLE CRITERIA

Deck Geometry: 9 SUPERIOR TO PRESENT DESIRABLE CRITERIA

Underclearance-Vert/Lat.: N NOT APPLICABLE

Waterway Adequacy: 8 EQUAL TO PRESENT DESIRABLE CRITERIA

Approach Roadway Align: 8 EQUAL TO PRESENT DESIRABLE CRITERIA

Bridge Railing Appraisal: 1 No Bridge Railing

Approach Guardrail: 111 Does Not Exist Does Not Exist

Pier Navig Protection: N N/A

Insp by (Name):

Utilities Attached:

Deck Wearing Surf:

Deck Membrane:

Deck Protection:

Total Deck Thick:

Last Paint Date:

Inspection Remarks:

2003 EROSION @ SW WING. MINOR SCOUR @ W END. MAIN FLOW THRU W BARREL.

TOP SLAB N BARREL NEAR CENTERLINE DAMP. 2010 FLOW TOWARD SW WING + THEN

THRU N BARREL. EROSION OR SCOUR DUE TO SNOW/ICE.

Insp by (Name): HARDEN

Utilities Attached: SALISBURY

Deck Wearing Surf: N

Deck Membrane: N

Deck Protection: N

Total Deck Thick: 0.0

Last Paint Date:

Inspection Remarks:

2003 EROSION @ SW WING. MINOR SCOUR @ W END. MAIN FLOW THRU W BARREL.

TOP SLAB N BARREL NEAR CENTERLINE DAMP. 2010 FLOW TOWARD SW WING + THEN

THRU N BARREL. EROSION OR SCOUR DUE TO SNOW/ICE.

Insp by (Name):

Utilities Attached:

Deck Wearing Surf:

Deck Membrane:

Deck Protection:

Total Deck Thick:

Last Paint Date:

Inspection Remarks:

2003 EROSION @ SW WING. MINOR SCOUR @ W END. MAIN FLOW THRU W BARREL.

TOP SLAB N BARREL NEAR CENTERLINE DAMP. 2010 FLOW TOWARD SW WING + THEN

THRU N BARREL. EROSION OR SCOUR DUE TO SNOW/ICE.

Insp by (Name):

Utilities Attached:

Deck Wearing Surf:

Deck Membrane:

Deck Protection:

Total Deck Thick:

Last Paint Date:

Inspection Remarks:

2003 EROSION @ SW WING. MINOR SCOUR @ W END. MAIN FLOW THRU W BARREL.

TOP SLAB N BARREL NEAR CENTERLINE DAMP. 2010 FLOW TOWARD SW WING + THEN

THRU N BARREL. EROSION OR SCOUR DUE TO SNOW/ICE.

Insp by (Name):

Utilities Attached:

Deck Wearing Surf:

Deck Membrane:

Deck Protection:

Total Deck Thick:

Last Paint Date:

Inspection Remarks:

2003 EROSION @ SW WING. MINOR SCOUR @ W END. MAIN FLOW THRU W BARREL.

TOP SLAB N BARREL NEAR CENTERLINE DAMP. 2010 FLOW TOWARD SW WING + THEN

THRU N BARREL. EROSION OR SCOUR DUE TO SNOW/ICE.

Insp by (Name):

Utilities Attached:

Deck Wearing Surf:

Deck Membrane:

Deck Protection:

Total Deck Thick:

Last Paint Date:

Inspection Remarks:

2003 EROSION @ SW WING. MINOR SCOUR @ W END. MAIN FLOW THRU W BARREL.

TOP SLAB N BARREL NEAR CENTERLINE DAMP. 2010 FLOW TOWARD SW WING + THEN

THRU N BARREL. EROSION OR SCOUR DUE TO SNOW/ICE.

Insp by (Name):

Utilities Attached:

Deck Wearing Surf:

Deck Membrane:

Deck Protection:

Total Deck Thick:

Last Paint Date:

Inspection Remarks:

2003 EROSION @ SW WING. MINOR SCOUR @ W END. MAIN FLOW THRU W BARREL.

TOP SLAB N BARREL NEAR CENTERLINE DAMP. 2010 FLOW TOWARD SW WING + THEN

THRU N BARREL. EROSION OR SCOUR DUE TO SNOW/ICE.

Insp by (Name):

Utilities Attached:

Deck Wearing Surf:

Deck Membrane:

Deck Protection:

Total Deck Thick:

Last Paint Date:

Inspection Remarks:

2003 EROSION @ SW WING. MINOR SCOUR @ W END. MAIN FLOW THRU W BARREL.

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THRU N BARREL. EROSION OR SCOUR DUE TO SNOW/ICE.

Insp by (Name):

Utilities Attached:

Deck Wearing Surf:

Deck Membrane:

Deck Protection:

Total Deck Thick:

Last Paint Date:

Inspection Remarks:

2003 EROSION @ SW WING. MINOR SCOUR @ W END. MAIN FLOW THRU W BARREL.

TOP SLAB N BARREL NEAR CENTERLINE DAMP. 2010 FLOW TOWARD SW WING + THEN

THRU N BARREL. EROSION OR SCOUR DUE TO SNOW/ICE.

Underwater Inspection/Appraisal Information

Inspection Date:

Temperature:

Inspected By:

Inspection Remarks:

Inspection Method:

Inspected By:

Appraisal Rating:

Scour Critical Information

Rating:

Analysis Date:

Evaluation Method:

Analysis By:

Miscellaneous

Fracture Critical Members:

Microfilm Data Recorded:

No

No

Construction Information

Year: 1993 Original

Route: FAP 326 Sta: 316+79.62

Section Nbr: 109 BR-1

Contract Nbr: 86207

Fed Aid Pr #: 1 I.D.O.T.

Built By:

Reconstructed

Sta:

Sta:

Proposed Improvement

Cost Estimate Year:

Type of Work:

Done By:

Remarks:

Length:

Length:

Length:

Length:

Bridge Cost:

Roadway Cost:

Total Project Cost:

*** Costs in Dollars ***

Bridge Cost:

Roadway Cost:

Total Project Cost:

3

Inventory Data

IL 47	Bridge Name:		Sufficiency Rating:	99.0	Structure Length:	25.8
MIDDLE AUX SABLE	Location:	2.97 Mi S of IL 71	HBP Eligible:	No	AASHTO Bridge Length:	24.6
			Replaced By:		Length of Long Span:	12.0
1 OPEN - NO RESTRICT	StatusDate:	05/1995	Replaces:	047-2000	Bridge Roadway Width:	40.0
BRIDGE OPENED AUTOMATICALLY BY KEY ROUTE ON UPDATE TRANSACTION						
047 KENDALL	Maint Township:	04 KENDALL	Last Update Date:	01/29/2013	Appt Roadway Width:	40.0
01 I.D.O.T.			Parallel Structure:	None	Deck Width:	40.0
1 HIGHWAY		5 WATERWAY	Multi-Level Structure Nbr:		Sidewalk Width Right:	0.0
1 I.D.O.T. - BUREAU OF MAINTENANCE			Skew Direction:		Sidewalk Width Left:	0.0
2 CONCRETE CONTINUOUS		19 CULVERT	Skew Angle:	0 D	Navigation Control:	0 No
2 Nbr Of Approach Spans:	0		Structure Flared:	No	Navigation Horiz Clear:	0
Approaches						
Near #1 Matl/Type:			Historical Significance:	No	Navigation Vert Clear:	0
Near #2 Matl/Type:			Border Bridge State:		Culvert Fill Depth:	4.0
Far #1 Matl/Type:			Bdr State SN:		Number Culvert Cells:	2
Far #2 Matl/Type:			Bdr State % Responsibility:	0	Culvert Opening Area:	168.0
			Structural Steel Wt:	0	Culvert Cell Height:	7.00
			Substructure Material:		Culvert Cell Width:	12.00
	0 Ft. / 0 None		Rated By:	2 IDOT	Rate Method:	6
Median Width/Type:			Inventory Rating:	1.105 (39)	***Railroad Crossing Info***	
Guardrail Type L/R:	0 None / 0 None		Operating Rating:	1.840 (66)	Crossing 1 Nbr:	
Toll Facility Indicator:	0 No Toll		Design Load:	02 HS20	Crossing 1 Nbr:	
Latitude:	41.57894090	88.43516142			RR Lateral Underclear:	0.0
Deck Structure Type:	A CIP CON NRMALLY FORM		Deck Structure Thickness:	10.0 SD: N FO: N	RR Vertical Underclear:	0 Ft 0 In
Sidewalks Under Structure:	0 None					

Key Route On Data

Key Route Nbr:	FEDERAL-AID PRIMARY	0326	Station:	10.1600
Appurtenances	Main Route	00000	Segment:	
Inventory County:	047	KENDALL	Linked:	Y
Township/Road Dist	04	KENDALL	Natl. Hwy System:	
Municipality	0000		Inventory Direction:	
Urban Area:	None		Curr AADT Yr/Count:	2013 / 7100
Functional Class:	3	OTHER PRINCIPAL ARTERIAL	Est Truck Percentage:	
** CLEARANCES **	South/East	North/West	Number Of Lanes:	
Max Rdwy Width:	40.0		One Or Two Way:	2 Two-Way
Horizontal:	999.9	0.0	Bypass Length:	0
Min Vertical:	99 Ft 11 In	00 Ft 00 In	Future AADT Yr/Cnt:	2032 / 9490
10 Ft Vertical:	99 Ft 11 In	00 Ft 00 In	Designated Truck Rte:	CLASS II
Lateral:			Special Systems:	No

Key Route Under Data

[illegible]

*** Marked Route On Data ***

	Designation	Kind	Number
Route #1:	1 Mainline	3 State Highway	1047
Route #2:	1 Mainline		
Route #3:	1 Mainline		

*** Marked Route Under Data ***

Designation		Kind		Number

Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)

Date: 11/14/2014
Page 2

Structure Number: 047-2006 District: 3

Data Related to Inspection Information

***Inspection Intervals ***

Routine NBIS: 48 MOS Underwater: 0 MOS
Fracture Critical: 0 MOS Special: N

*** Maximum Allowable Posting Limits ***

One Truck At A Time: 0 Tons
Single Unit Vehicles: N Tons
Combination Type 3S-1: 0 Tons
Combination Type 3S-2: 0 Tons

Bridge Posting Level:

5 No Posting Required

Inspection/Appraisal Information

Inspection Date: 12/04/2012	Inspection Temperature: 54 Deg. F	ThummmJE	*** Actual Posted Limits **
Deck: NOT APPLICABLE	Inspection Method: NOT APPLICABLE	HardenKM	Single Unit Vehicles: Tons
Superstructure: NOT APPLICABLE	Inspected By: NOT APPLICABLE	N/A	Combination Type 3S-1: Tons
Substructure: NOT APPLICABLE	Utilities Attached: NOT APPLICABLE	N/A	Combination Type 3S-2: Tons
Culvert: 8 VERY GOOD CONDITION - NO PROBLEMS NOTED	Deck Wearing Surf: N/A - NO DECK	N/A	One Truck At A Time: 0
Channel and Protection: 8 VERY GOOD CONDITION - NO PROBLEMS NOTED	Deck Membrane: N/A		Last Paint Type:
Structural Evaluation: 8 EQUAL TO PRESENT DESIRABLE CRITERIA	Deck Protection: N/A		
Deck Geometry: 5 BETTER THAN ADEQUATE TO BE LEFT IN PLACE	Total Deck Thick: 0.0		
Underclearance-Vert/Lat: N NOT APPLICABLE	Last Paint Date:		
Waterway Adequacy: 8 EQUAL TO PRESENT DESIRABLE CRITERIA	Inspection Remarks:		
Approach Roadway Align: 8 EQUAL TO PRESENT DESIRABLE CRITERIA			
Bridge Railing Appraisal: 1 No Bridge Railing			
Approach Guardrail: 111 Does Not Exist Does Not Exist			
Pier Navig Protection: N N/A			

2012 Culvert walls and wingwalls have minor cracks. Culvert bottom has minor slt. Culvert top has minor cracks with leaching on west end. Minor scour on west end about 1' deep. Minor erosion in northwest ditch.

Underwater Inspection/Appraisal Information

Inspection Date:	Inspection Method:	Inspected By:	Appraisal Rating:
Temperature:			
Inspected By:			
Inspection Remarks:			

Scour Critical Information

Rating: 8 CALCULATED SCOUR ABOVE FOOTING
Analysis Date: 04/10/2006 Evaluation Method: B Rational Analysis
Analysis By: CENTRAL BUREAU B&S

Miscellaneous

Fracture Critical Members: No
Microfilm Data Recorded: No

Construction Information

Year: 1993 Original	Reconstructed
Route: FAP 326 Sta: 250+31.14	
Section Nbr: 109-B	
Contract Nbr: 86207	
Fed Aid Pr #: NONE	
Built By: 1 I.D.O.T.	

Proposed Improvement

Cost Estimate Year: Length: Type of Work: Done By: Remarks:

*** Costs in Dollars ***
Bridge Cost: Roadway Cost: Total Project Cost:

APPENDIX D

Right-of-Way Summary

Property Owner Coordination

APPENDIX D

Right-of-Way Summary

RIGHT-OF-WAY SUMMARY

IL Route 47 from Caton Farm Road to IL Route 71 will require 27.549 acres of land from 46 property owners as proposed right-of-way, 0.824 acres of land from 10 property owners as temporary easements, and 0.626 acres of land from 3 property owners as permanent easements. See the plan views for the limits of the proposed right of way and location of each property owner.

<u>LANDOWNER NAME</u>	<u>PIN</u>	RIGHT-OF-WAY <u># of Acres</u>	TEMPORARY EASEMENTS <u># of Acres</u>	PERMANENT EASEMENTS <u># of Acres</u>
Fox Brothers/Yorkville LLC	05-33-100-003	0.326		
Stewart, John E Living Trust, Stewart, Dorothy E Living Tr	05-33-200-009	0.646		
Commonwealth Edison	05-28-100-002			0.362
Bierma Agricultural & Investment LP	05-28-300-004	0.302		
Ashley A Dennis	05-28-400-005	1.266	0.077	
JMA Kendall Property LLC, Martha Schomer, Manager	05-28-400-002	1.960		
Home State Bank Trust	05-28-200-004	2.172		
MPI-6 South Yorkville LLC	05-28-100-003	0.090		
Lippold Family Trust	05-28-200-005	1.408	0.092	
Hopkins Kathleen A	05-28-200-006	1.535		
Price, David & Cathy	05-28-200-001	1.268		
Walker Eric & Coronado Kendra %Kenneth & Eva Walker	05-21-300-006	0.053		
Commonwealth Edison	05-21-200-001			0.035
Hopkins Kathleen A	05-21-400-002	1.390		
Bretthauer Agricultural Partnership LP %Gary Bretthauer	05-21-300-010	2.459		
Bretthauer Agricultural Partnership LP %Gary Bretthauer	05-21-300-013	0.014		
Hattner Trust I	05-21-400-005	0.212		
Commonwealth Edison	05-21-200-001	2.015		
MPI-6 South Yorkville LLC	05-21-100-001	3.952		
MPI-6 South Yorkville LLC	05-16-300-003	1.728		
Commonwealth Edison	05-16-200-001		0.034	0.229
Hiller Family LTD Partnership	05-16-100-014	0.347		
Cross Evangelical Lutheran Church	05-16-300-009	0.375		
Oak Brook Bank Richard Marker	05-16-400-002	0.207		
Collins Albert Jr & Caryn	05-16-100-022	0.235		

Continue

		RIGHT-OF- WAY	TEMPORARY EASEMENTS	PERMANENT EASEMENTS
<u>LANDOWNER NAME</u>	<u>PIN</u>	<u># of Acres</u>	<u># of Acres</u>	<u># of Acres</u>
Collins Albert Jr & Caryn	05-16-100-021	0.201	0.022	
Collins Albert Jr & Caryn	05-16-100-007	0.069		
Dhuse Family Farms LP	05-16-200-009	0.197		
Dhuse Family Farms LP	05-16-200-007		0.391	
State of IL Dept of Trans	05-16-100-006	0.086		
Grainco FS Inc.	05-16-100-005	0.260		
Grainco FS Inc.	05-16-100-004	0.038		
Grainco FS Inc.	05-09-300-007	0.056		
Grainco FS Inc.	05-09-300-006	0.077		
West Suburban Bank Ron Kuhn	05-09-300-015	0.233		
Konicek Dale L	05-09-400-002		0.019	
Old 2nd National Bank George Walz	05-09-376-002	0.094		
Old 2nd National Bank Kleinwachter Herbert & Pamela	05-09-300-009	0.133		
Old 2nd National Bank Kleinwachter Herbert & Pamela	05-09-300-003	0.010		
Commonwealth Edison	05-09-176-001		0.038	
Windett Ridge Community Assn %Maximum Property Management	05-09-381-001	0.100		
Graves Kathryn E Revoc Trust	05-09-300-014	0.488		
Old 2nd National Bank Schneider J Ray & Beverly	05-09-153-002	0.304		
Crawford Kelly	05-09-153-001	0.057		
Clayton Phyliss E Revoc Living Trust	05-09-152-008	0.261		
Brucki Raymond E & Shirley A	05-09-152-006		0.026	
Windett Ridge Community Assn %Maximum Property Management	05-09-159-008	0.084		
Clayton Howard S Revoc Living Trust & Jensen Genevieve K Trust	05-09-176-006	0.014		
Clayton Phyliss E Rev Liv Tr Douglas H & Roger J Clayton	05-09-154-001	0.277	0.113	
Provenzano Richard C	05-09-101-006	0.198		
BGM Group Inc.	05-09-151-006		0.012	
Pottinger Nelson R	05-09-151-001	0.255		
Ashley A Dennis & Rose	05-09-101-005	0.042		
Kohnen Kevin	05-09-101-004	0.055		
Total Right-Of-Way Required		27.549		
Total Temporary Easement Required			0.824	
Total Permanent Easement Required				0.626

SCHEDULE OF BUILDINGS TO BE REMOVED

IDOT District 3

FAP 326 (IL 47) Phase I Study

Caton Farm Road to IL 71

Section (109, 110)R

Kendall County

Route	Existing Station	Building Type	Property Owner	Coordination	Justification
IL 47	6640+30 RT	Shed	Ashley, A. Dennis	NO	Building is partially within proposed ROW.
IL 47	6640+50 RT	Canopy	Ashley, A. Dennis	NO	Building is partially within proposed ROW.
IL 47	6670+10 RT	Residence	Lippold Family Trust	YES	Building is partially within proposed ROW and is only approximately 10' from the proposed shoulder.
IL 47	6685+60 RT	Shed	Price, David & Cathy	YES	Building should be removed if IDOT acquires entire parcel.
IL 47	6685+70 RT	Propane Tank	Price, David & Cathy	YES	Tank should be removed if IDOT acquires entire parcel.
IL 47	6686+10 RT	Residence	Price, David & Cathy	YES	Building is entirely within the proposed ROW and is partially within the northbound through lanes.
IL 47	6686+50 RT	Garage	Price, David & Cathy	YES	Building is entirely within the proposed ROW and ditch grading.

APPENDIX D

Property Owner Coordination

Simmons, Tony

From: Vlastnik, Kelly M <Kelly.Vlastnik@illinois.gov>
Sent: Wednesday, October 07, 2015 8:43 AM
To: Simmons, Tony
Subject: FW: IL 71 from Caton Farm to IL 71 101 Claremont Court question
Attachments: Scanned from a Xerox Multifunction Device.pdf

[Another for the files](#)

Kelly Vlastnik

From: Vlastnik, Kelly M
Sent: Wednesday, October 07, 2015 8:42 AM
To: 'Princess1099@sbcglobal.net'
Cc: 'bolson@yorkville.il.us'; Broviak, David E
Subject: FW: IL 71 from Caton Farm to IL 71 101 Claremont Court question

Ms. Pleva,

Here is the e-mail sent to someone inquiring about the same address you are inquiring about.
[Contact me if you have any questions.](#)

Kelly Vlastnik

Illinois Department of Transportation
Region 2/District 3
Studies & Plans Senior Unit Chief
Kelly.Vlastnik@illinois.gov
815-434-8575

From: Broviak, David E
Sent: Monday, October 05, 2015 2:14 PM
To:
Cc: Vlastnik, Kelly M
Subject: IL 71 from Caton Farm to IL 71 101 Claremont Court question

Mr. ;

Here is a link to the website about the subject project. <http://www.idot.illinois.gov/projects/il-47-project> under the Resource tab

If you look at the section under Public Hearing (August 19, 2015) Meeting Exhibits you can view what was displayed at the public meeting. The residence at 101 Claremont Court is within Section 4.

I also attached cross section sheets for IL 47 for locations near the residence. If you need any assistance reviewing the plans or exhibits please contact me at your convenience.

Sincerely,
Dave Broviak P.E.

Acting Program Development Engineer
Region 2, District 3
700 E Norris Drive
Ottawa, IL 61350

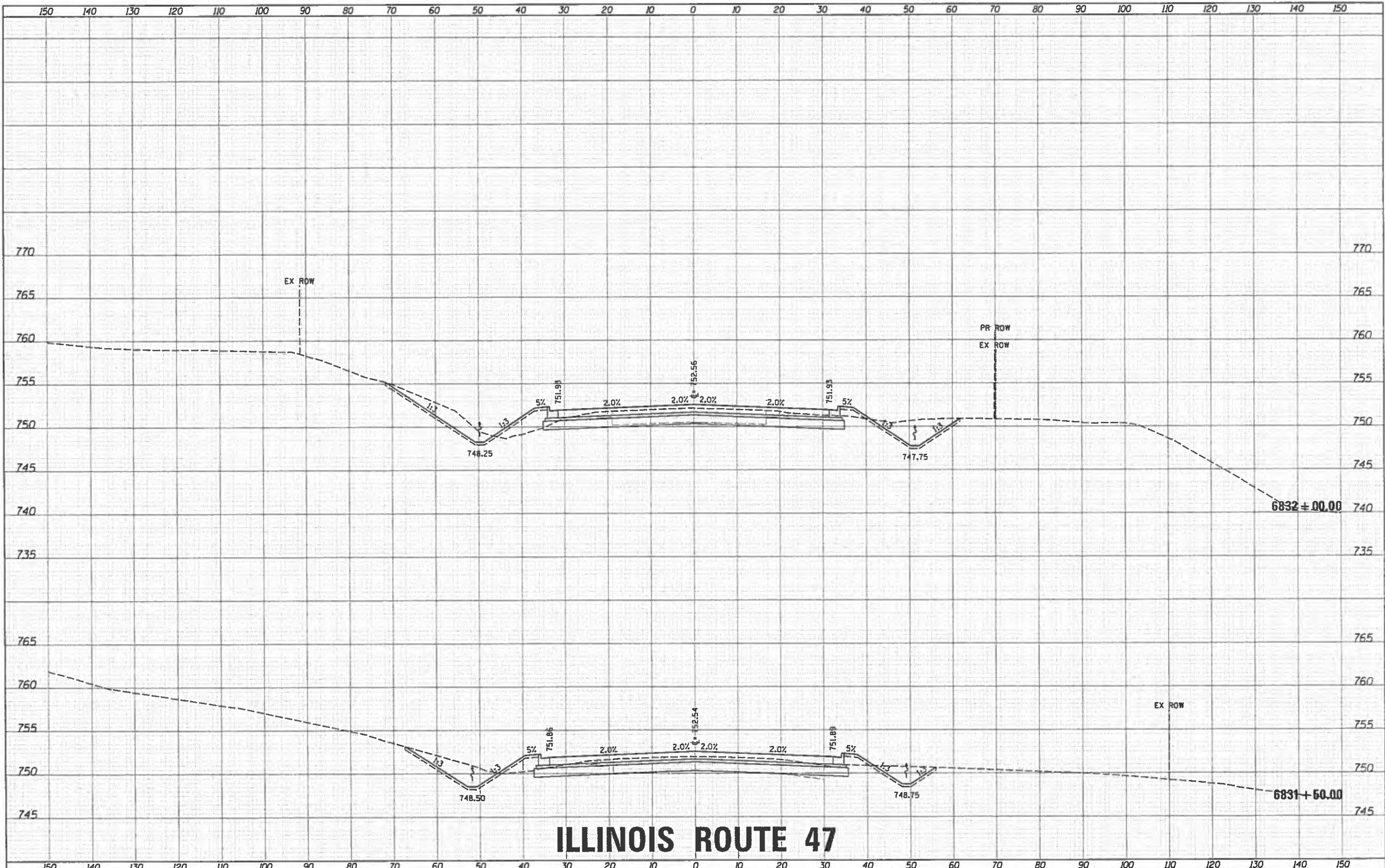
Office 815-434-8450

“Please consider the environment before printing this email”

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DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
REVISIONS	
NO.	

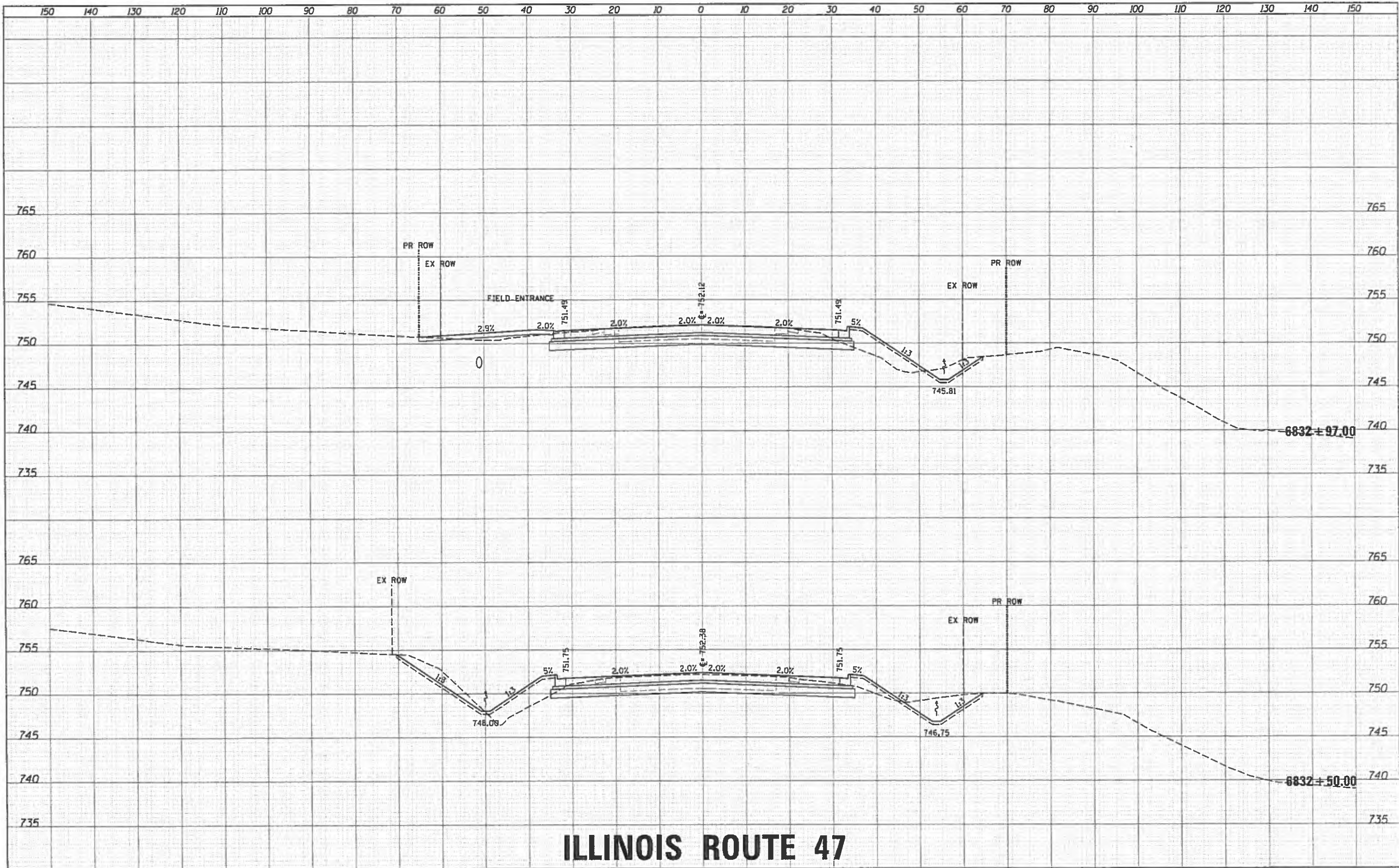
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ILLINOIS ROUTE 47

DATE	
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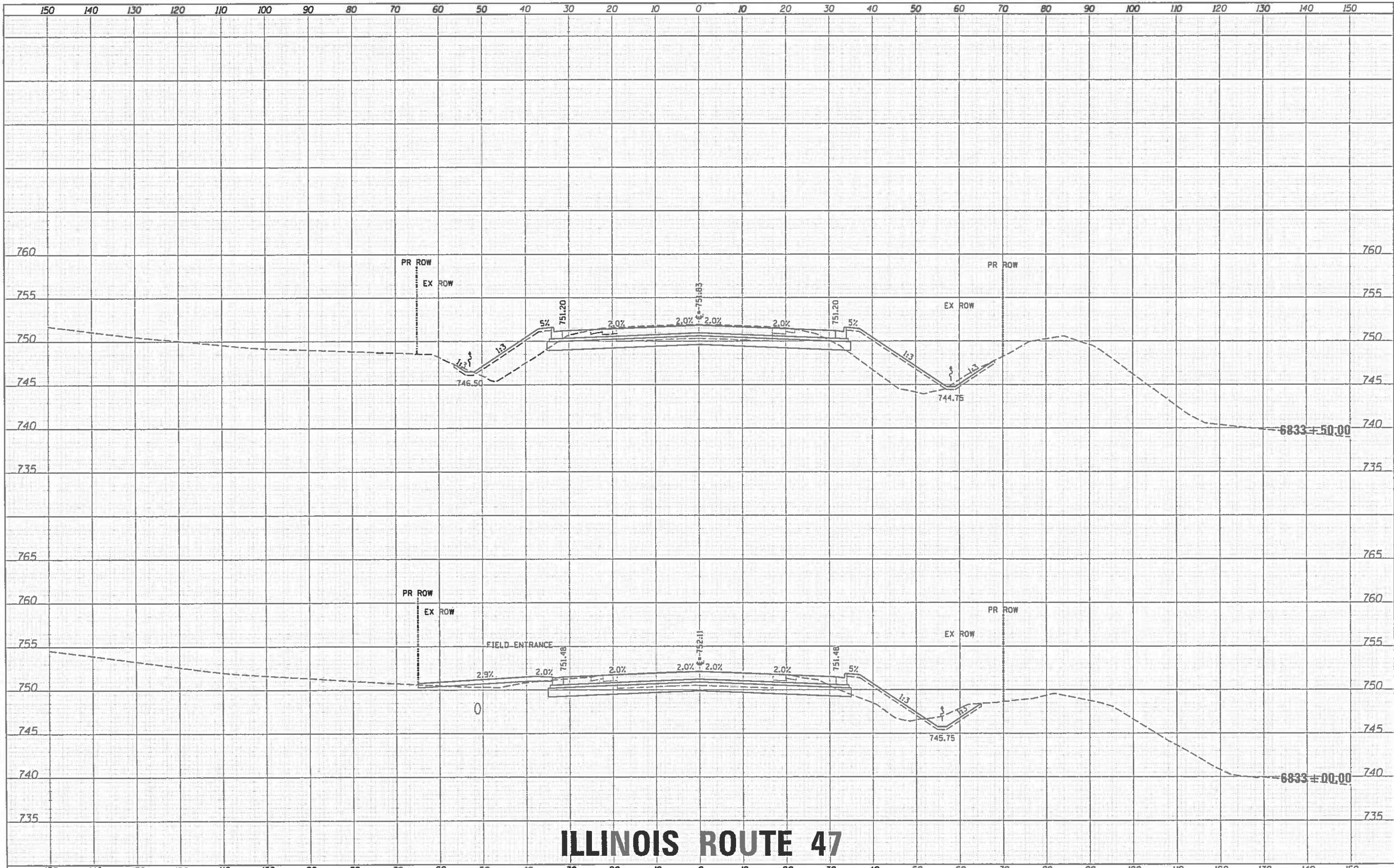
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ILLINOIS ROUTE 47

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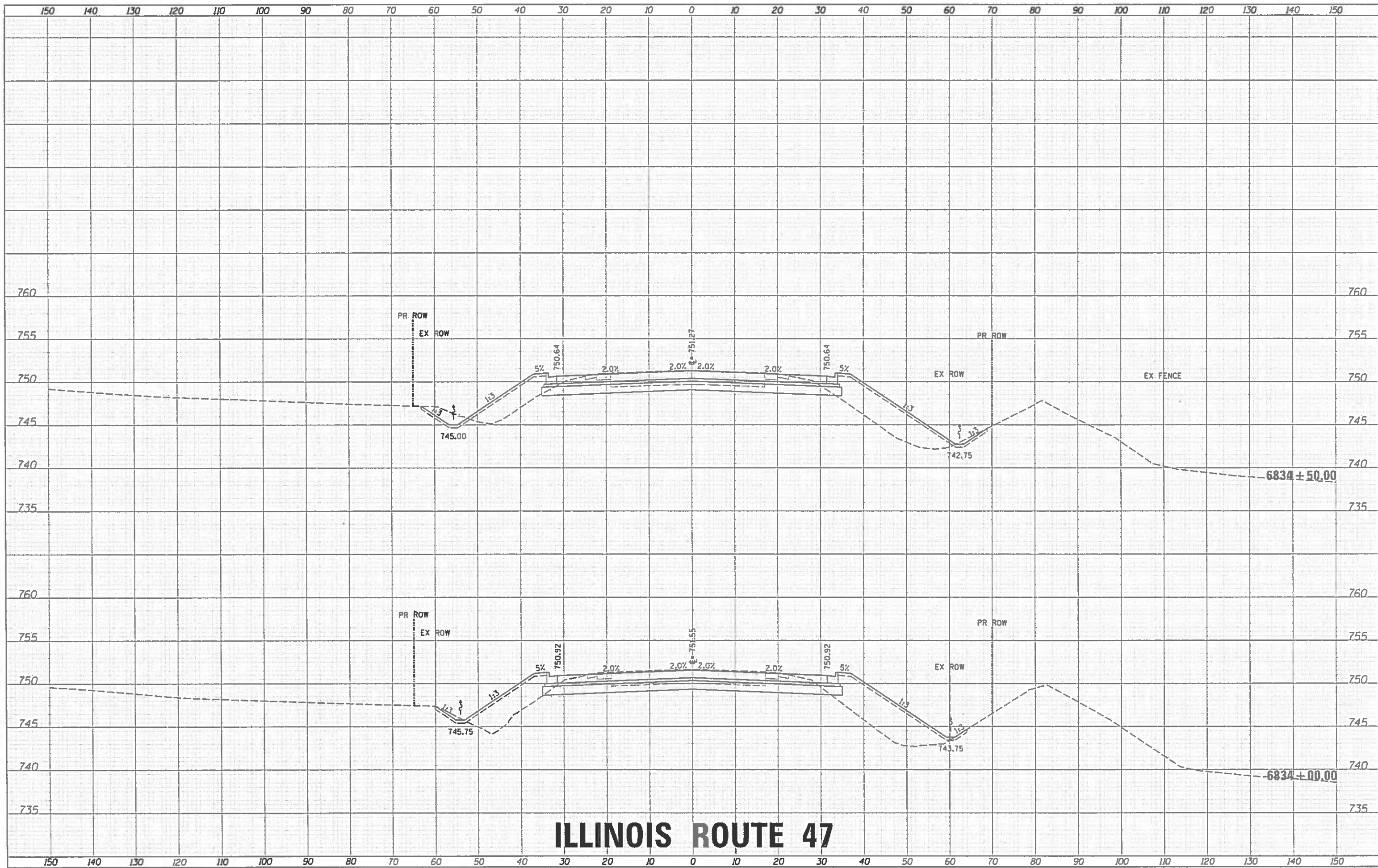
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ILLINOIS ROUTE 47

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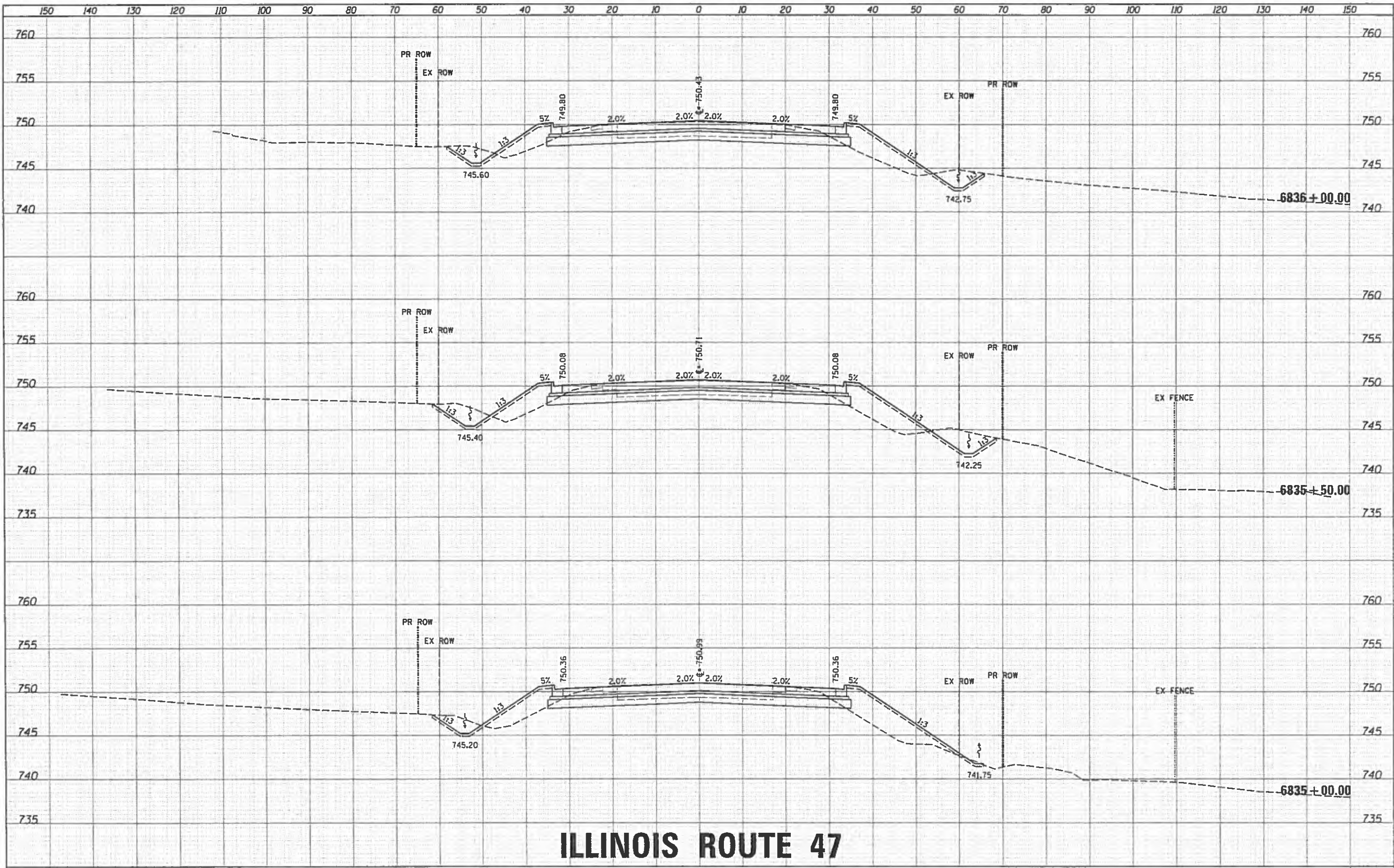


ILLINOIS ROUTE 47

FILE NAME : D366825-shl-wp-01-rte47.dgn	USER NAME : rbest	DESIGNED : DRAWN : CHECKED : DATE : 2/4/2015	REVISED : REVISED : REVISED : REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED CROSS SECTIONS SCALE: SHEET OF SHEETS STA. 6834+00.00 TO STA. 6834+50.00	F.A. RTE. 326	SECTION (109, 110) R	COUNTY KENDALL	TOTAL SHEETS 254	SHEET NO. 184	CONTRACT NO. ILLINOIS FED. AID PROJECT
--	-------------------	---	--	---	--	------------------	-------------------------	-------------------	---------------------	------------------	---

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	



ILLINOIS ROUTE 47



FILE COPY

Illinois Department of Transportation

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

April 13, 2015

Oak Brook Bank
Attn: Richard Marker
1626 Mistwood
Naperville, IL 60540

FAP 326
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. #05-16-400-002

Dear Mr. Marker:

In reply to Mr. Greg Marker's April 7, 2015 call to Mrs. Kelly Vlastnik in reference to the captioned property, we have taken into consideration the request to provide an access to IL 47. The current location of the apparently unused entrance is a safety concern due to its close proximity to the intersection of IL 47 and Ament Road. The entrance was removed since there were two entrances to the vacant property along Ament Road. Reviewing your request we have relocated the entrance to the south end of the parcel to reduce conflicts with the intersection traffic. If a change in the type or intensity of the property affects the requirements of the access, an access permit must be requested from our office and any required entrance changes at the property is at the property owner's expense.

Attached is a revised plan sheet indicating the location of the proposed entrance.

If you have any questions please contact Mrs. Kelly Vlastnik at 815-434-8575.

Sincerely

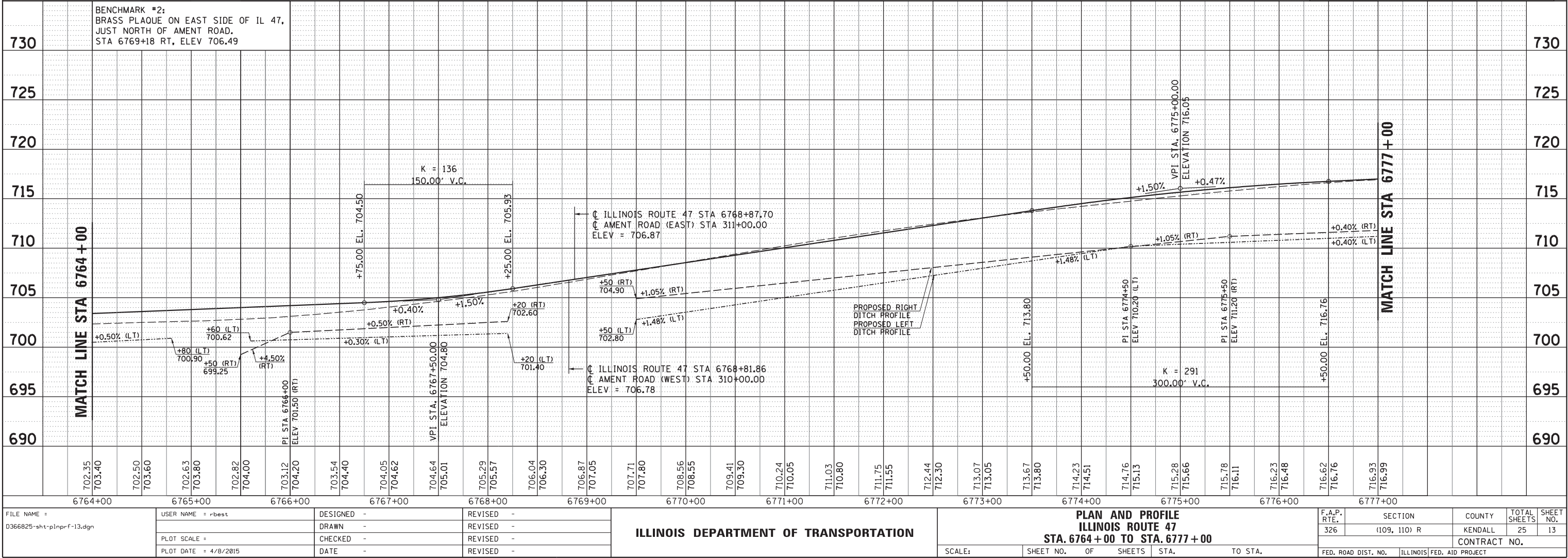
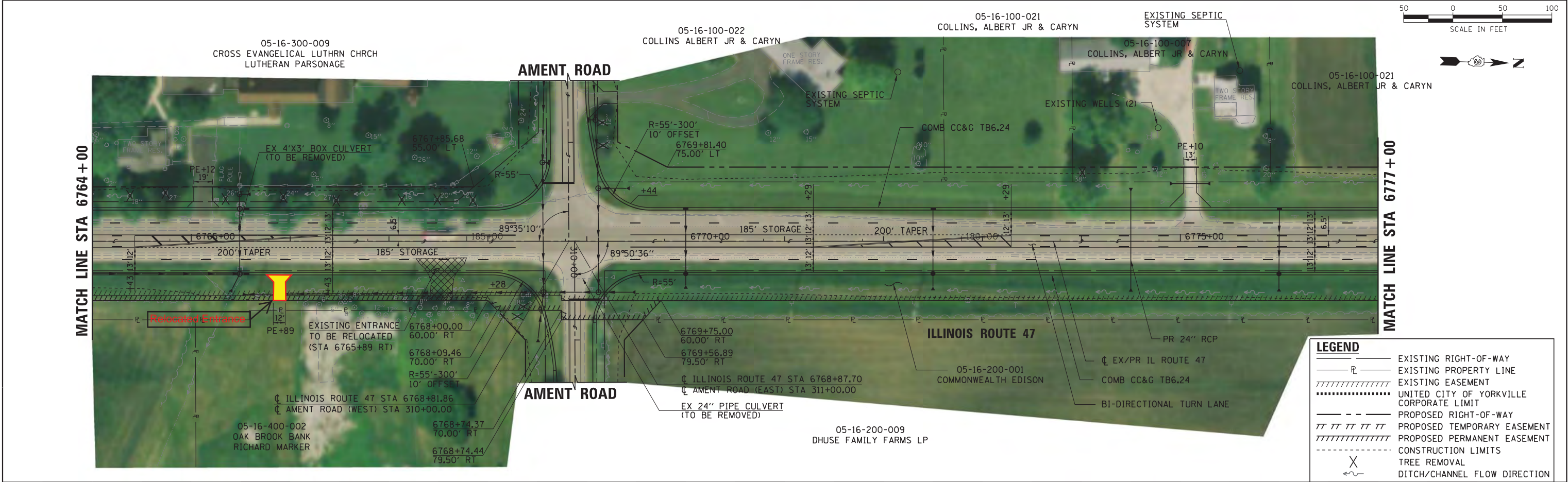
Paul A. Loete, P.E.
Deputy Director of Highways,
Region Two Engineer

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

By: Dave Broviak, P.E.
Acting Program Development Engineer

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		



FILE NAME =	USER NAME = rbest	DESIGNED -	REVISED -	PLAN AND PROFILE				F.A.P.	SECTION	COUNTY	TOTAL	SHEET
D366825-sh-plnprf-13.dgn		DRAWN -	REVISED -	ILLINOIS ROUTE 47				326	(109, 110) R	KENDALL	25	13
	PLOT SCALE =	CHECKED -	REVISED -	STA. 6764+00 TO STA. 6777+00				CONTRACT NO.				
	PLOT DATE = 4/8/2015	DATE -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Simmons, Tony

From: Vlastnik, Kelly M <Kelly.Vlastnik@illinois.gov>
Sent: Tuesday, February 24, 2015 10:39 AM
To: Simmons, Tony
Subject: FW: IL 47 Property Owner Inquiry - Richard Provenzano Property

Tony,

See below for property owner contact information for the report. I will forward additional information if we are contacted again.

Kelly Vlastnik

Illinois Department of Transportation
Region 2/District 3
Studies & Plans Senior Unit Chief
Kelly.Vlastnik@illinois.gov
815-434-8575

From: Fultz, Ted C
Sent: Tuesday, February 24, 2015 10:17 AM
To: Vlastnik, Kelly M
Subject: IL 47 Property Owner Inquiry - Richard Provenzano Property

On February 23, 2015 Gina Delach (630-999-1532 or 630-466-0466) called to discuss the status of the IL 47 (Caton Farm Road to South of IL 71) project. She is the daughter of Richard Provenzano, who is deceased. The Provenzano property is located at approximately STA 6840+00 RT and is going to be listed for sale, and she wanted information for disclosure purposes. She has letters which the department previously sent to the property owner regarding the proposed IL 47 project. I explained the following:

- The 5-lane project scope, approximate existing ROW at this property location, and the need for additional ROW for construction and drainage.
- Project construction and land acquisition are unfunded in the FY 2015-2020 Proposed Highway improvement program.
- A public hearing is anticipated to be conducted this year. The hearing will be advertised and notices will be mailed to property owners of record.
- I explained the Phase I and II processes. The Phase I study is anticipated to be completed this year. Phase II takes approximately 18-24 months minimum to complete.

Ms. Delach will discuss this information with the realtor, and we may receive additional calls.

TED C. FULTZ

Illinois Department of Transportation, Region 2, District 3
Location & Environmental Studies Engineer
700 E. Norris Drive, Ottawa, IL 61350
815-434-8469 Ted.Fultz@illinois.gov

"Please consider the environment before printing this e-mail"

Graves, Kathryn E. Revac Trust
2103 Inverness Avenue
Downers Grove, IL 60515

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. # 05-09-300-014

RECEIVED STUDIES & PLANS		
JAN 30 '15		
S&P ENG	RB	
ENVIRONMENT		
ESTIMATOR		
GEOMETRICS		
HYDRAULICS		
LOCATIONS	X	75 → KV
PLANS ENG		
SEE ME		
SEC	S	SW
CO-ORD		

CHECK THE APPROPRIATE RESPONSE:

- ☒ I have no comments at this time.
- ☐ I have noted my comments on this page below.
- ☐ I would like to discuss this matter further in a telephone conversation.
- ☐ I will call you
- ☐ Please call me at _____. Preferred date and time: _____
- ☐ I would like to have a personal meeting to discuss this project.

Please call me to arrange a specific date, time and location.

I can be reached at (Phone #): _____

The most convenient time to contact me is (day and time) _____

COMMENTS

NAME:

Kathryn E. Graves Trustee

Please print

SIGNATURE:

Kathryn E. Graves, Trustee

DATE:

Jan 28, 2015

KMV



Illinois Department of Transportation

Memorandum

To: Files

From: Kelly Vlastnik *Kelly Vlastnik*

Subject: Public Comment

Date: January 21, 2015

I spoke with David Choi of David F. Schultz Associates, LTD today regarding the subject IL 47 project. He was recently hired by the Cross Lutheran Church/School for additional building improvements and is gathering information. I directed him to the IDOT website for the project. After opening the aerial exhibit, I explained the symbols in the drawing. I also explained the permit process if the entrances would be moved or change function. I also pointed out the church's storm sewer and explained there were drainage issues on the property. He was not aware of the issues and is currently working on building improvement, not ground improvements. He said that he would like his name added to the list of those who will be notified of the public hearing. He will read through the information on the website and let me know if he has any other questions.

David Choi's contact information:

David F. Schultz Associates, LTD
202 S. Cook Street - Suite 201
Barrington, IL 60010

HIGHWAY CODE REVIEW

Cross Evangelical Lutheran Church - #0504

Illinois DOT & Kendall Highway Department

Project: Cross Evangelical Lutheran Church
8609 State Road 47
Yorkville, IL 60560

PIN: 05-16-300-009

RE: Highway Route 47 Planned Improvements
REVISED Per Kelly V. Notes 01/23/2015

Kelly,

It was good speaking with you by phone. Thank you for your time and the information you afforded me. This document confirms the content of our phone conversation in which we understood you to state the following:

1. The project is adjacent to Illinois Route 47 and Ament Road.
IL RTE 47 is under IDOT's jurisdiction and Ament Road is under Kendall Township's jurisdiction.
(It was noted that Gerry Johnson from Cross Evangelical Lutheran Church has attended the latest Community Advisory Group meeting with IDOT on 11/18/2014.)
2. Access to the site is currently existing off of Ament Road and IL RTE 47. The future improvements on IL RTE 47 can be found here: <http://www.idot.illinois.gov/projects/il-47-project>
The proposed layout is drawn on "Section 2" see link in item #3.
Ament Road drive access also exists. Any additional, modification of existing driveways or change in function will need to be applied for through the permit.
3. There are no existing curbs nor will curbs be proposed on Ament Rd.
The proposed curbs for the widening of IL RTE 47 on the project link above is located 31.5' from the centerline. The proposed R.O.W. will be approximately +/- 60' from the center of the new improvement. This is graphically shown in the Cross Section 1 - Proposed typical section Illinois Route 71 to Ament Road: Cross Section 1- Proposed
4. IDOT curb design will be implemented per attached section: Cross Section 1- Proposed
5. A permit is required for any new entrance, A Public Hearing will be scheduled for the proposed Illinois 47 project..
6. The existing R.O.W. will be increased from 40' to +/- 60' from the centerline of the new widened road (to 4 lanes and flush median).
7. It is noted that IDOT will handle drainage requirements within the proposed R.O.W. All church property will still be responsible for storm water run off & detention on their site.
8. Drawings will be supplied to your department during permitting as required by Kendall County and IDOT.

This letter constitutes our interpretation of matters discussed and decisions reached in the above referenced correspondence. If you have any corrections or additions please advise our office at once. We look forward to working with you through to the completion of the project.

Sincerely,
David Choi
Project Manager

CC: Gary Neyer,, Erik Gauss - Cross Evangelical Lutheran Church
David Schultz - David F. Schultz & Assoc. LTD
Kelly Vlastnik - IDOT (Highway)



Illinois Department of Transportation

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

January 16, 2015

Oak Brook Bank
Attn: Richard Marker
1626 Mistwood
Naperville, IL 60540

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. #05-16-400-002

Dear Mr. Marker:

The purpose of this letter is to provide persons affected by the purchase of additional right of way or otherwise impacted an opportunity to comment on a project at the preliminary stages when the flexibility to respond still exists. The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of IL 47 from IL 71 to Caton Farm Road. The proposed improvement consists of reconstructing the roadway to four through lanes with a median. This project is unfunded in the Fiscal Year 2015-2020 Proposed Highway Improvement Program. This project will be monitored and considered for inclusion in future programs.

Based on our review of the tax records of Kendall County, you are the owner of the property shown on the attached drawing. During the preliminary design stage it was noted two of the three entrances will be removed. It is proposed to remove the blocked and apparently unused entrance off IL 47 due to safety reasons with the close proximity to the intersection of Ament Road. The two entrances off Ament Road are proposed to be consolidated to one improved entrance.

Due to potential impacts to your property, we are providing this opportunity for you to provide input to the design prior to presentation at a public hearing.

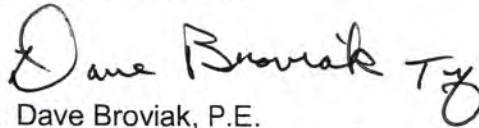
Attached to this letter are two copies of a response sheet. You may fill out this response sheet to comment or request further discussions. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self-addressed, stamped envelope. Retain the second sheet for your personal records. If no response is received by February 9, 2015, it will be construed as a "no comment" response. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property.

Oak Brook Bank
Attn: Richard Marker
January 16, 2015
Page 2

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mrs. Kelly Vlastnik at 815-434-8575.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways
Region Two Engineer

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

By: Dave Broviak, P.E.
Acting Program Development Engineer

Oak Brook Bank
Attn: Richard Marker
1626 Mistwood
Naperville, IL 60540

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. # 05-16-400-002

CHECK THE APPROPRIATE RESPONSE:

- ☐ I have no comments at this time.
- ☐ I have noted my comments on this page below.
- ☐ I would like to discuss this matter further in a telephone conversation.

☐ I will call you

☐ Please call me at _____. Preferred date and time: _____

- ☐ I would like to have a personal meeting to discuss this project.

Please call me to arrange a specific date, time and location.

I can be reached at (Phone #): _____

The most convenient time to contact me is (day and time) _____

COMMENTS

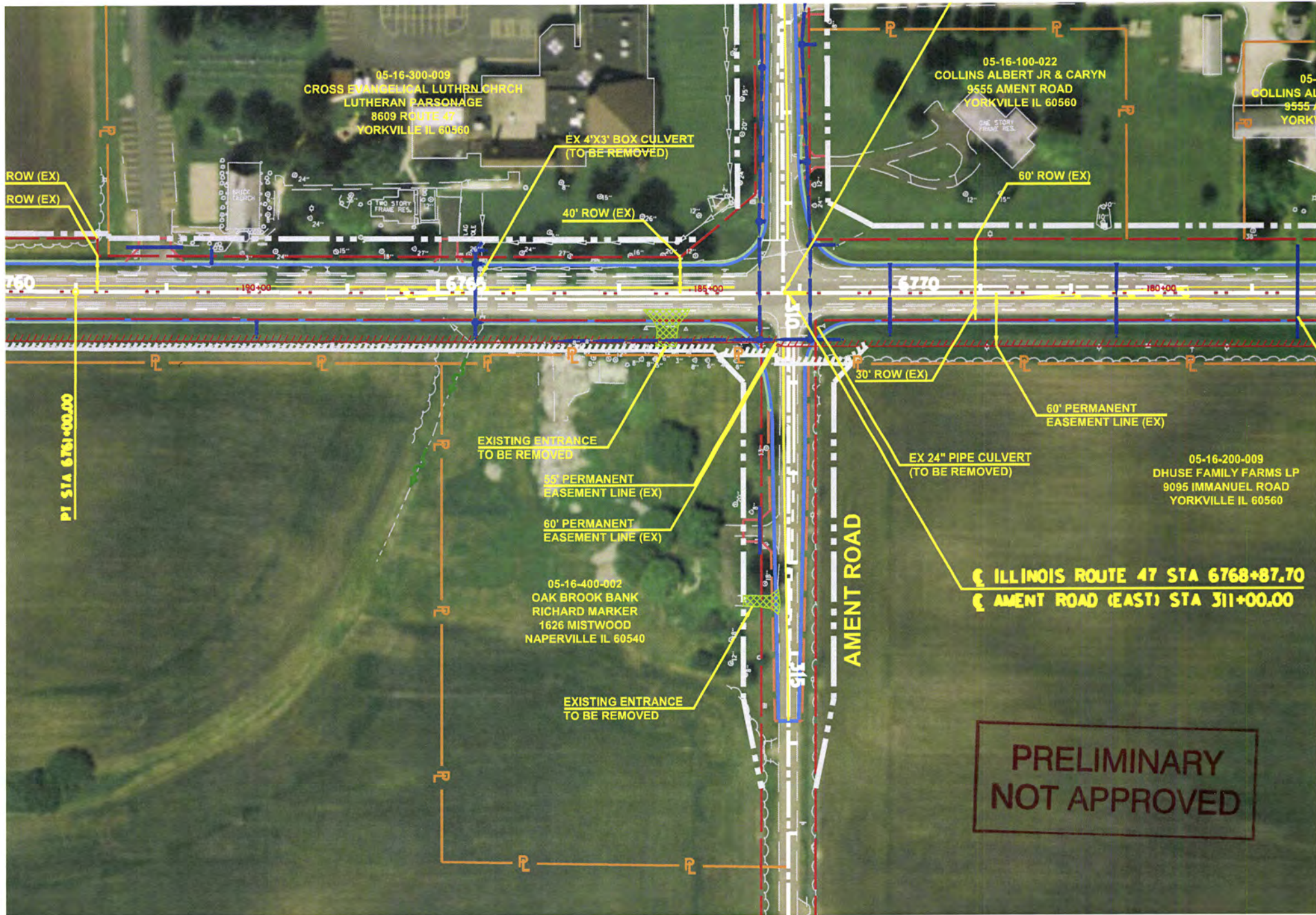
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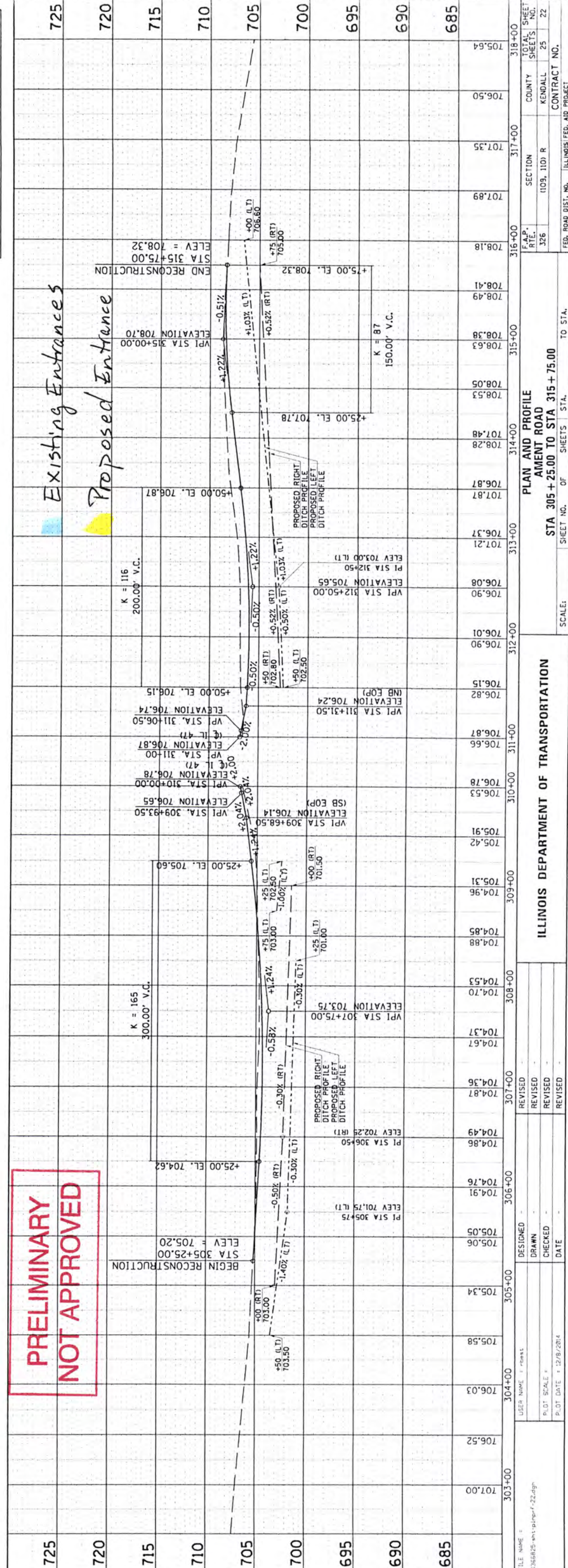
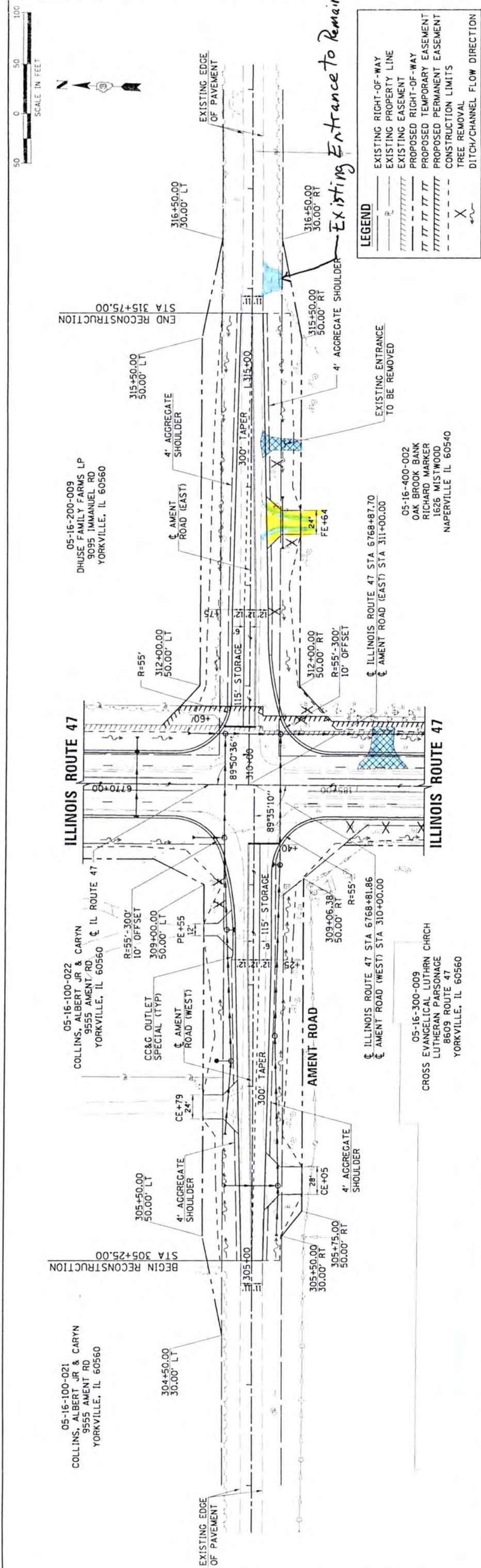
Please print

SIGNATURE:

DATE:

KMV







Illinois Department of Transportation

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

January 16, 2015

No response as of
9/25/15

Home State Bank Trust
200 S Wacker Drive – Suite 750
Chicago, IL 60606-5828

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. # 05-28-200-004

Gentlemen:

The purpose of this letter is to provide persons affected by the purchase of additional right of way or otherwise impacted an opportunity to comment on a project at the preliminary stages when the flexibility to respond still exists. The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of IL 47 from IL 71 to Caton Farm Road. The proposed improvement consists of reconstructing the roadway to four through lanes with a median. This project is unfunded in the Fiscal Year 2015-2020 Proposed Highway Improvement Program. This project will be monitored and considered for inclusion in future programs.

Based on our review of the tax records of Kendall County, you are the owner of the property shown on the attached drawing. During the preliminary design stage it was noted your existing entrance will move approximately 40 feet to the north. This is to move the entrance off the existing high pressure gas main. See the attached project location map and drawing for more details.

Due to potential impacts to your property, we are providing this opportunity for you to provide input to the design prior to presentation at a public hearing.

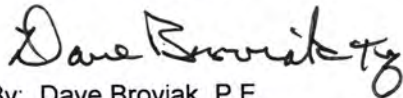
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Home State Bank Trust
January 16, 2015
Page 2

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mrs. Kelly Vlastnik at 815-434-8575.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways
Region Two Engineer

A handwritten signature in black ink, appearing to read "Dave Broviak". The signature is fluid and cursive, with a stylized "g" at the end.

By: Dave Broviak, P.E.
Acting Program Development Engineer

Home State Bank Trust
200 S Wacker Drive – Suite 750
Chicago, IL 60606-5828

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. # 05-28-200-004

CHECK THE APPROPRIATE RESPONSE:

- ☐ I have no comments at this time.
- ☐ I have noted my comments on this page below.
- ☐ I would like to discuss this matter further in a telephone conversation.
- ☐ I will call you
- ☐ Please call me at _____. Preferred date and time: _____
- ☐ I would like to have a personal meeting to discuss this project.
- Please call me to arrange a specific date, time and location.
- I can be reached at (Phone #): _____
- The most convenient time to contact me is (day and time) _____

COMMENTS

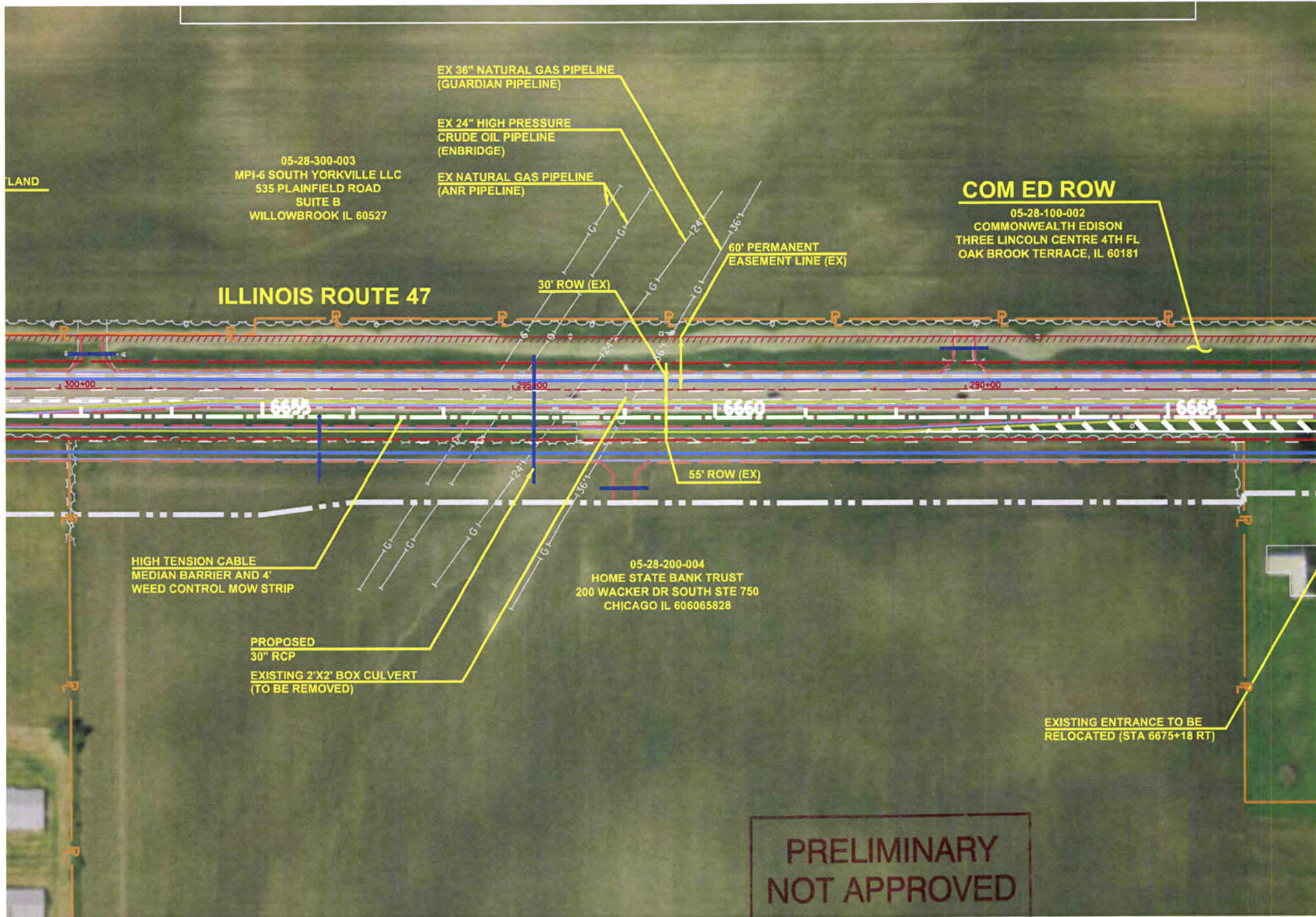
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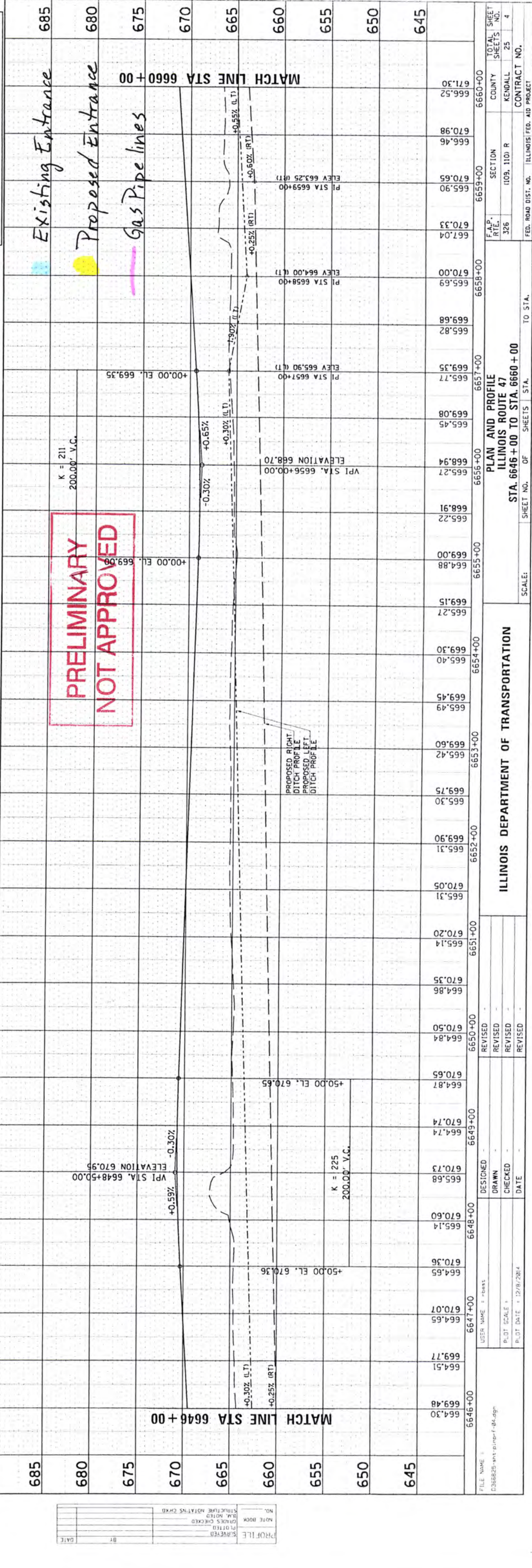
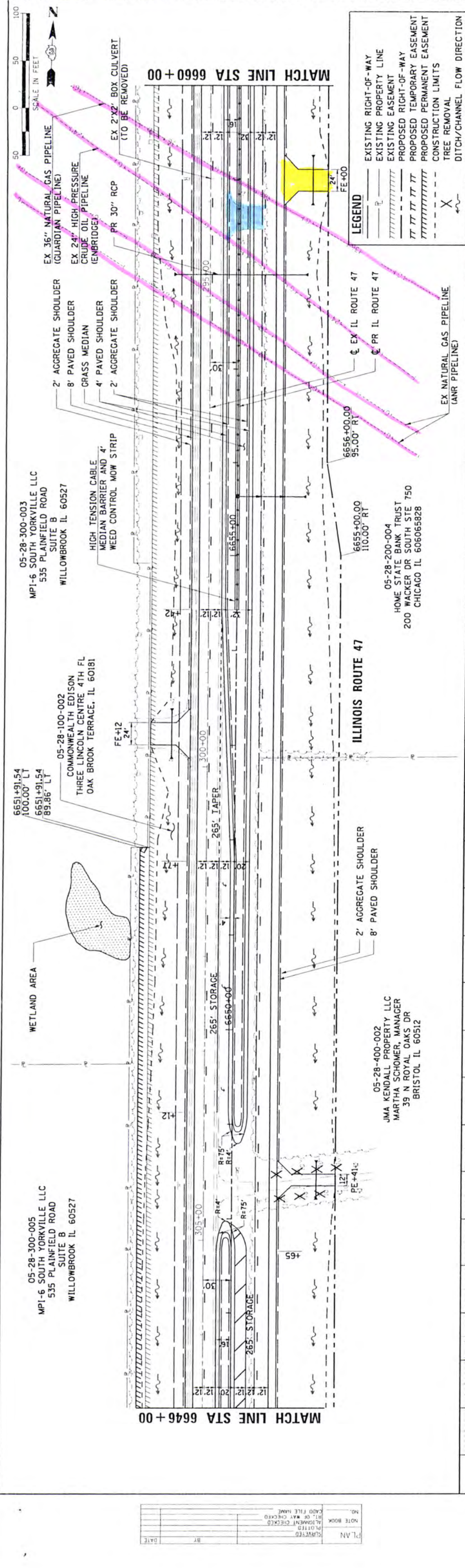
Please print

SIGNATURE:

DATE:

KMV





ILLINOIS DEPARTMENT OF TRANSPORTATION				PLAN AND PROFILE			
STATIONING		SHEET NO.		SECTION		COUNTY	
STA. 6646 + 00 TO STA. 6660 + 00		1109, 1101		R		KENDALL	
SCALE:		SHEET NO.		TOTAL SHEETS		CONTRACT NO.	



Illinois Department of Transportation

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

January 16, 2015

Graves, Kathryn E. Revac Trust
2103 Inverness Avenue
Downers Grove, IL 60515

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. # 05-09-300-014

Gentlemen:

The purpose of this letter is to provide persons affected by the purchase of additional right of way or otherwise impacted an opportunity to comment on a project at the preliminary stages when the flexibility to respond still exists. The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of IL 47 from IL 71 to Caton Farm Road. The proposed improvement consists of reconstructing the roadway to four through lanes with a median. This project is unfunded in the Fiscal Year 2015-2020 Proposed Highway Improvement Program. This project will be monitored and considered for inclusion in future programs.

Based on our review of the tax records of Kendall County, you are the owner of the property shown on the attached drawing. During the preliminary design stage it was noted your existing entrance will move approximately 70 feet to the south. This is to move the entrance away from the proposed drainage culvert.

Due to potential impacts to your property, we are providing this opportunity for you to provide input to the design prior to presentation at a public hearing.

Attached to this letter are two copies of a response sheet. You may fill out this response sheet to comment or request further discussions. Please indicate on the response sheet the appropriate reply and return the sheet to us in the enclosed self-addressed, stamped envelope. Retain the second sheet for your personal records. If no response is received by February 9, 2015, it will be construed as a "no comment" response. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property.

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mrs. Kelly Vlastnik at 815-434-8575.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways
Region Two Engineer

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

By: Dave Broviak, P.E.
Acting Program Development Engineer

Graves, Kathryn E. Revac Trust
2103 Inverness Avenue
Downers Grove, IL 60515

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. # 05-09-300-014

CHECK THE APPROPRIATE RESPONSE:

- ☐ I have no comments at this time.
- ☐ I have noted my comments on this page below.
- ☐ I would like to discuss this matter further in a telephone conversation.
- ☐ I will call you
- ☐ Please call me at _____. Preferred date and time: _____
- ☐ I would like to have a personal meeting to discuss this project.

Please call me to arrange a specific date, time and location.

I can be reached at (Phone #): _____

The most convenient time to contact me is (day and time) _____

COMMENTS

NAME:

Please print

SIGNATURE:

DATE:

KMV

ED CITY
YORKVILLE
CORPORATE LIMITS

PRELIMINARY
NOT APPROVED

05-09-300-014
GRAVES KATHRYN E REVOC TRUST
2103 INVERNESS ROAD
DOWNERS GROVE IL 60515

05-09-153-002
OLD 2ND NATIONAL BANK
SCHNEIDER J RAY & BEVERLY
7511 ROUTE 47
YORKVILLE IL 60560

UNITED CITY
OF YORKVILLE
CORPORATE LIMITS

ILLINOIS ROUTE 47 STA 6815+61.61
FAIRFAX WAY STA 500+00.00

PROPOSED DOUBLE
7'X4' BOX CULVERT

EXISTING 3'X2'
BOX CULVERT
(TO BE REMOVED)

EXISTING DOUBLE 2'X2'
BOX CULVERT
(TO BE REMOVED)

05-09-176-007
MAYO LAND COMPANY LLC
975 22ND STREET EAST
WHEATON IL 60187

WETLAND

WETLAND

WETLAND

FAIRFAX WAY

60' ROW (EX)

60' ROW (EX)

60' ROW (EX)

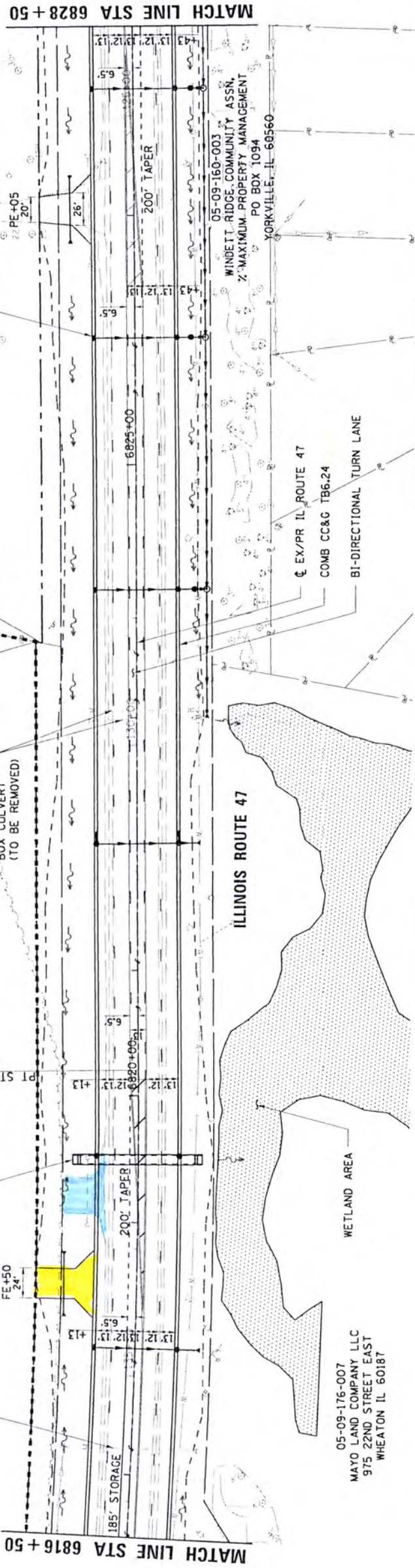
60' ROW (EX)

PT STA 6820+20.26

05-09-160-001
WINNETT RIVER DRAINAGE
MAXIMUM PROPER
YORKVILLE

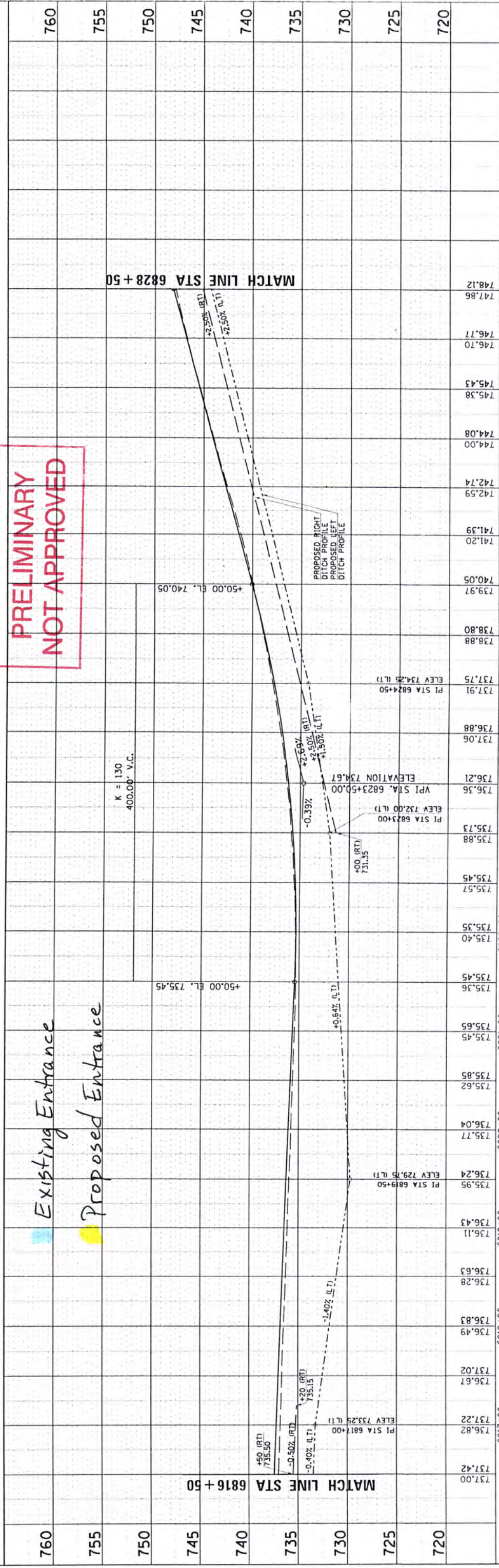


DATE	BY	DATE	BY



PROJ. CURVE PR47-08
PI STA. = 6811+84.92
 $\Delta = 17^\circ 43' 34''$ (LT)
 $D = 1^\circ 03' 09''$
 $R = 5,443.29'$
 $T = 848.80'$
 $L = 1,684.04'$
 $E = 65.78'$
 $\theta = NC$ (max 6%)
 $T.R. = NA$
 $S.E. RUN = NA$
 $P.C.C. STA. = 6803+36.12$
 $P.T. STA. = 6820+20.16$

LEGEND	
---	EXISTING RIGHT-OF-WAY
---	EXISTING PROPERTY LINE
---	EXISTING EASEMENT
---	PROPOSED RIGHT-OF-WAY
---	PROPOSED TEMPORARY EASEMENT
---	PROPOSED PERMANENT EASEMENT
---	CONSTRUCTION LIMITS
X	TREE REMOVAL
---	DITCH/CHANNEL FLOW DIRECTION



PRELIMINARY
NOT APPROVED

Existing Entrance
Proposed Entrance

FILE NAME =		USER NAME = d-mast		DESIGNED =		REVISED =		0623+00		0624+00		0625+00		0626+00		0627+00		0628+00											
D:\68825-47-17.dgn				DRAWN =		REVISED =																							
				CHECKED =		REVISED =																							
				DATE =		REVISED =																							
				PLOT SCALE =																									
PLOT DATE = 12/6/2014																													
ILLINOIS DEPARTMENT OF TRANSPORTATION																		PLAN AND PROFILE ILLINOIS ROUTE 47 STA. 6816 + 50 TO STA. 6828 + 50											
SCALE: 1" = 40'																		SHEET NO.		OF		SHEETS		STA.		TO STA.			
																		F.A.P. RTE.		SECTION		COUNTY		TOTAL SHEETS					
																		326		1109, 1101, R		KENDALL		25					
																								CONTRACT NO.					
																		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT									



Illinois Department of Transportation

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

January 16, 2015

Morris Hospital
Attn: Meyer Thomas VP – Finance
150 W High Street
Morris, IL 60450

No response as of
9/25/15

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. #05-09-102-004

Dear Mr. Thomas:

The purpose of this letter is to provide persons affected by the purchase of additional right of way or otherwise impacted an opportunity to comment on a project at the preliminary stages when the flexibility to respond still exists. The Illinois Department of Transportation is in the preliminary engineering phase of a study concerning the improvement of IL 47 from IL 71 to Caton Farm Road. The proposed improvement consists of reconstructing the roadway to four through lanes with a median. This project is unfunded in the Fiscal Year 2015-2020 Proposed Highway Improvement Program. This project will be monitored and considered for inclusion in future programs.

Based on our review of the tax records of Kendall County, you are the owner of the property shown on the attached drawing. During the preliminary design stage it was noted your existing entrance will be removed. It is proposed to remove the apparently unused entrance. The property has access off Saravanos Drive.

Due to potential impacts to your property, we are providing this opportunity for you to provide input to the design prior to presentation at a public hearing.

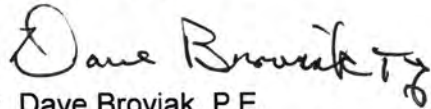
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Morris Hospital
Attn: Meyer Thomas VP – Finance
January 16, 2015
Page 2

If you have any questions or wish to arrange a meeting to discuss the improvement in more detail, please contact Mrs. Kelly Vlastnik at 815-434-8575.

Sincerely,

Paul A. Loete, P.E.
Deputy Director of Highways
Region Two Engineer

A handwritten signature in cursive script that reads "Dave Broviak". The signature is written in dark ink and is positioned above the printed name and title of the signatory.

By: Dave Broviak, P.E.
Acting Program Development Engineer

Morris Hospital
Attn: Meyer Thomas VP – Finance
150 W High Street
Morris, IL 60450

FAP 326 (IL 47)
Section (109, 110)R
Kendall County
Job No. P-93-039-08
File No. 1931
Contract No. 66825
Tax I.D. # 05-21-300-006

CHECK THE APPROPRIATE RESPONSE:

- ☐ I have no comments at this time.
- ☐ I have noted my comments on this page below.
- ☐ I would like to discuss this matter further in a telephone conversation.
- ☐ I will call you
- ☐ Please call me at _____. Preferred date and time: _____
- ☐ I would like to have a personal meeting to discuss this project.

Please call me to arrange a specific date, time and location.

I can be reached at (Phone #): _____

The most convenient time to contact me is (day and time) _____

COMMENTS

NAME:

Please print

SIGNATURE:

DATE:

KMV

**PRELIMINARY
NOT APPROVED**

YORKVILLE, IL 60560
05-08-227-016
STAGECOACH CROSSINGS
ASSOCIATION
ONE PIERCE PL STE 1500
ITASCA, IL 60143

05-09-102-004
MORRIS HOSPITAL
% MEYER THOMAS VP-FINANCE
150 W HIGH ST
MORRIS, IL 60450

EXISTING ENTRANCE
TO BE REMOVED

05-09-151-001
POTTINGER NELSON R
7311 ROUTE 47
YORKVILLE IL 60560

EXISTING 4'X3'
BOX CULVERT
(TO BE REMOVED)

PROPOSED 8'X4'
BOX CULVERT

60' ROW (EX)

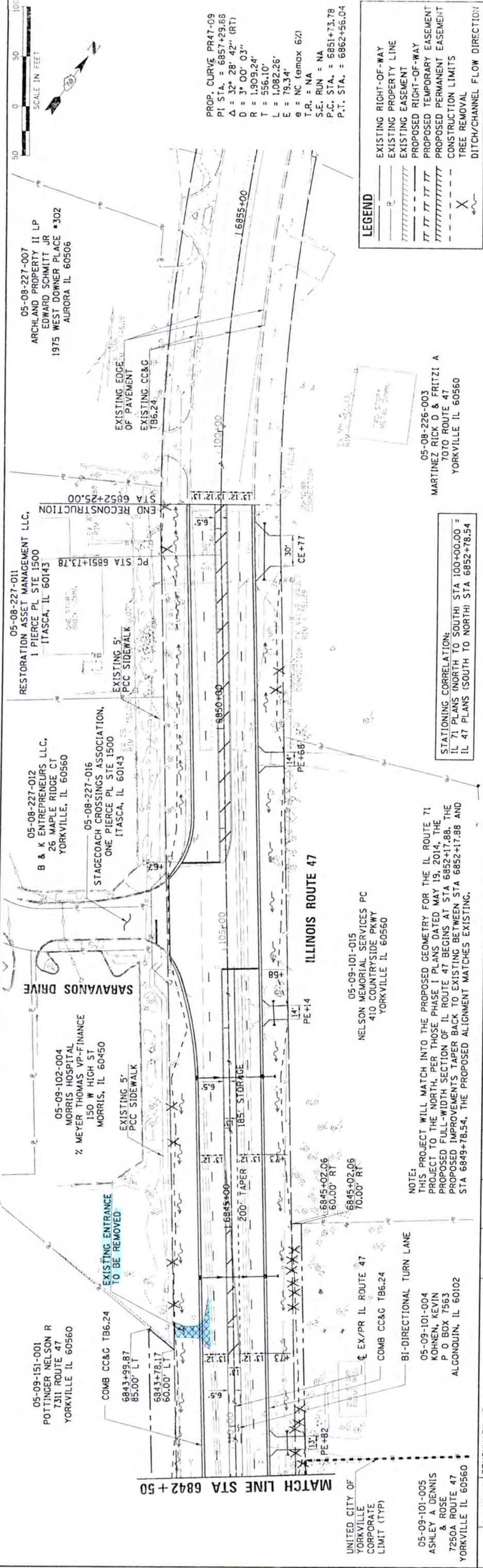
05-09-101-015
NELSON MEMORIAL SERVICES PC
410 COUNTRYSIDE PKWY
YORKVILLE IL 60560

05-09-101-004
KÖHNEN, KEVIN
P O BOX 7563
ALGONQUIN, IL 60102

05-09-101-005
ASHLEY A DENNIS & ROSE
7358A ROUTE 47

05-09-151-002
BGM GROUP INC
4 BONNE LANE
YORKVILLE IL 60560





BENCHMARK #5: CHISELED "X" ON SOUTHWEST FIRE HYDRANT BOLT ON EAST SIDE OF IL 47. STA 6846+37 RT. ELEV 751.37		MATCH LINE STA 6842 + 50		6843+00		6844+00		6845+00		6846+00		6847+00		6848+00		6849+00		6850+00		6851+00		6852+00		6853+00		6854+00		6855+00		6856+00		6857+00		6858+00		6859+00		6860+00		6861+00		6862+00		6863+00		6864+00		6865+00		6866+00		6867+00		6868+00		6869+00		6870+00		6871+00		6872+00		6873+00		6874+00		6875+00		6876+00		6877+00		6878+00		6879+00		6880+00		6881+00		6882+00		6883+00		6884+00		6885+00		6886+00		6887+00		6888+00		6889+00		6890+00		6891+00		6892+00		6893+00		6894+00		6895+00		6896+00		6897+00		6898+00		6899+00		6900+00		6901+00		6902+00		6903+00		6904+00		6905+00		6906+00		6907+00		6908+00		6909+00		6910+00		6911+00		6912+00		6913+00		6914+00		6915+00		6916+00		6917+00		6918+00		6919+00		6920+00		6921+00		6922+00		6923+00		6924+00		6925+00		6926+00		6927+00		6928+00		6929+00		6930+00		6931+00		6932+00		6933+00		6934+00		6935+00		6936+00		6937+00		6938+00		6939+00		6940+00		6941+00		6942+00		6943+00		6944+00		6945+00		6946+00		6947+00		6948+00		6949+00		6950+00		6951+00		6952+00		6953+00		6954+00		6955+00		6956+00		6957+00		6958+00		6959+00		6960+00		6961+00		6962+00		6963+00		6964+00		6965+00		6966+00		6967+00		6968+00		6969+00		6970+00		6971+00		6972+00		6973+00		6974+00		6975+00		6976+00		6977+00		6978+00		6979+00		6980+00		6981+00		6982+00		6983+00		6984+00		6985+00		6986+00		6987+00		6988+00		6989+00		6990+00		6991+00		6992+00		6993+00		6994+00		6995+00		6996+00		6997+00		6998+00		6999+00		7000+00		7001+00		7002+00		7003+00		7004+00		7005+00		7006+00		7007+00		7008+00		7009+00		7010+00		7011+00		7012+00		7013+00		7014+00		7015+00		7016+00		7017+00		7018+00		7019+00		7020+00		7021+00		7022+00		7023+00		7024+00		7025+00		7026+00		7027+00		7028+00		7029+00		7030+00		7031+00		7032+00		7033+00		7034+00		7035+00		7036+00		7037+00		7038+00		7039+00		7040+00		7041+00		7042+00		7043+00		7044+00		7045+00		7046+00		7047+00		7048+00		7049+00		7050+00		7051+00		7052+00		7053+00		7054+00		7055+00		7056+00		7057+00		7058+00		7059+00		7060+00		7061+00		7062+00		7063+00		7064+00		7065+00		7066+00		7067+00		7068+00		7069+00		7070+00		7071+00		7072+00		7073+00		7074+00		7075+00		7076+00		7077+00		7078+00		7079+00		7080+00		7081+00		7082+00		7083+00		7084+00		7085+00		7086+00		7087+00		7088+00		7089+00		7090+00		7091+00		7092+00		7093+00		7094+00		7095+00		7096+00		7097+00		7098+00		7099+00		7100+00		7101+00		7102+00		7103+00		7104+00		7105+00		7106+00		7107+00		7108+00		7109+00		7110+00		7111+00		7112+00		7113+00		7114+00		7115+00		7116+00		7117+00		7118+00		7119+00		7120+00		7121+00		7122+00		7123+00		7124+00		7125+00		7126+00		7127+00		7128+00		7129+00		7130+00		7131+00		7132+00		7133+00		7134+00		7135+00		7136+00		7137+00		7138+00		7139+00		7140+00		7141+00		7142+00		7143+00		7144+00		7145+00		7146+00		7147+00		7148+00		7149+00		7150+00		7151+00		7152+00		7153+00		7154+00		7155+00		7156+00		7157+00		7158+00		7159+00		7160+00		7161+00		7162+00		7163+00		7164+00		7165+00		7166+00		7167+00		7168+00		7169+00		7170+00		7171+00		7172+00		7173+00		7174+00		7175+00		7176+00		7177+00		7178+00		7179+00		7180+00		7181+00		7182+00		7183+00		7184+00		7185+00		7186+00		7187+00		7188+00		7189+00		7190+00		7191+00		7192+00		7193+00		7194+00		7195+00		7196+00		7197+00		7198+00		7199+00		7200+00		7201+00		7202+00		7203+00		7204+00		7205+00		7206+00		7207+00		7208+00		7209+00		7210+00		7211+00		7212+00		7213+00		7214+00		7215+00		7216+00		7217+00		7218+00		7219+00		7220+00		7221+00		7222+00		7223+00		7224+00		7225+00		7226+00		7227+00		7228+00		7229+00		7230+00		7231+00		7232+00		7233+00		7234+00		7235+00		7236+00		7237+00		7238+00		7239+00		7240+00		7241+00		7242+00		7243+00		7244+00		7245+00		7246+00		7247+00		7248+00		7249+00		7250+00		7251+00		7252+00		7253+00		7254+00		7255+00		7256+00		7257+00		7258+00		7259+00		7260+00		7261+00		7262+00		7263+00		7264+00		7265+00		7266+00		7267+00		7268+00		7269+00		7270+00		7271+00		7272+00		7273+00		7274+00		7275+00		7276+00		7277+00		7278+00		7279+00		7280+00		7281+00		7282+00		7283+00		7284+00		7285+00		7286+00		7287+00		7288+00		7289+00		7290+00		7291+00		7292+00		7293+00		7294+00		7295+00		7296+00		7297+00		7298+00		7299+00		7300+00		7301+00		7302+00		7303+00		7304+00		7305+00		7306+00		7307+00		7308+00		7309+00		7310+00		7311+00		7312+00		7313+00		7314+00		7315+00		7316+00		7317+00		7318+00		7319+00		7320+00		7321+00		7322+00		7323+00		7324+00		7325+00		7326+00		7327+00		7328+00		7329+00		7330+00		7331+00		7332+00		7333+00		7334+00		7335+00		7336+00		7337+00		7338+00		7339+00		7340+00		7341+00		7342+00		7343+00		7344+00		7345+00		7346+00		7347+00		7348+00		7349+00		7350+00		7351+00		7352+00		7353+00		7354+00		7355+00		7356+00		7357+00		7358+00		7359+00		7360+00		7361+00		7362+00		7363+00		7364+00		7365+00		7366+00		7367+00		7368+00		7369+00		7370+00		7371+00		7372+00		7373+00		7374+00		7375+00		7376+00		7377+00		7378+00		7379+00		7380+00		7381+00		7382+00		7383+00		7384+00		7385+00		7386+00		7387+00		7388+00		7389+00		7390+00		7391+00		7392+00		7393+00		7394+00		7395+00		7396+00		7397+00		7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Simmons, Tony

From: Vlastnik, Kelly M <Kelly.Vlastnik@illinois.gov>
Sent: Wednesday, November 19, 2014 8:37 AM
To: Simmons, Tony
Subject: FW: IL 47 Property Owner Contact - Mr. Blake Mellecker

Kelly Vlastnik

Illinois Department of Transportation
Region 2/District 3
Studies & Plans Senior Unit Chief
Kelly.Vlastnik@illinois.gov
815-434-8575

From: Fultz, Ted C
Sent: Monday, September 29, 2014 3:43 PM
To: Vlastnik, Kelly M
Subject: IL 47 Property Owner Contact - Mr. Blake Mellecker

Today, I received a call from Mr. Blake Mellecker, Midwest Env. Consulting Services, regarding possible impacts to the property in the northwest quadrant of the IL 47 & Bonnie Lane intersection due to the proposed IL 47 add-lanes reconstruction project. I explained that the project is still in Phase I and that a public hearing is anticipated for this winter or spring, subject to plan revisions. Additionally, I informed him that Phase II design is funded, but construction and land acquisition are not currently programmed. We discussed his specific concerns regarding possible parking impacts, and I explained that we were reviewing ways to avoid/reduce impacts.

I gave him information regarding how to access project information on the IDOT website.

He requested to be added to the mailing list for notification of future public meetings and the hearing. His contact information is:

Mr. Blake Mellecker
#4 Bonnie Lane
Yorkville, IL 60560
Phone: 630-553-3989
Cell: 630-918-6842

TED C. FULTZ

Illinois Department of Transportation, Region 2, District 3
Location & Environmental Studies Engineer
700 E. Norris Drive, Ottawa, IL 61350
815-434-8469 Ted.Fultz@illinois.gov

"Please consider the environment before printing this e-mail"

Alexander, David S

From: Alexander, David S
Sent: Wednesday, July 16, 2014 11:53 AM
To: 'davidprice@coldwellbanker.com'
Subject: Property 05-28-200-001 in SE quadrant of IL 47 and Walkder Road
Attachments: 2014-07-15 contact with Property Owner David Price.pdf

Mr. Price,

Below is follow up to our phone conversation from last week and the voice message that I left for you on July 11, 2014. (phone: 815-482-0331)

The attached aerial exhibit was shown at the March 14, 2013 Public Information Meeting for the project to reconstruct IL 47 from Caton Farm Road to south of IL 71 in Yorkville. At that time it was anticipated that approximately 80 feet of additional right of way would be needed from the subject property and that the existing residence would need to be removed. Our records do not indicate that the previous property owner attended either of the public meetings held regarding the project.

The attached plan sheets are more recent and indicate that the entire property would be purchased and the residence removed. Purchase of the entire property is being considered due to the high degree of impacts associated with purchasing only the property needed for the improvement. The remaining property could be considered an uneconomic remnant due to the limited size and access constraints of being located at an intersection.

The need for the significant amount of additional right of way is due to the proposed reconstruction of IL 47 to provide two lanes in each direction with a raised curb median. The proposed centerline of IL 47 is shifted to the east to reduce impacts to significant utility structures and to assist with maintenance of traffic during construction. To see previous meeting exhibits or learn more about the study please visit the project website at:

<http://www.dot.il.gov/IL47Yorkville/index.html>

The design is still in progress and these drawings are still preliminary and subject to change but it is anticipated that acquisition of significant right of way will be necessary from your property and that relocation of the residence will be necessary. When residents, owners or renters, are displaced they are entitled to relocation assistance from the department which includes reimbursement for certain expenses associated with relocation and assistance with finding a replacement dwelling. For more information on the relocation process please visit the Federal Highway Administration Office of Real Estate Services website at: http://www.fhwa.dot.gov/real_estate/

The next public involvement event for the project will be a public hearing to display the preferred alternative for review and comment. The hearing will be announced to local media and will be advertised in local newspapers and on the project website.

If you have any comments regarding the proposed improvement, property acquisition or the consideration of the remaining property as an uneconomic remnant please forward them to me at your earliest convenience so they can be included in the public record and considered as the design is finalized. If you have questions you may respond by email or phone at the number below.

Thank you,
Dave Alexander

David S. Alexander P.E.
Phase I Senior Unit Chief
IDOT District 3
700 East Norris Drive
Ottawa, IL 61350
Phone: 815-434-8468

05-21-400-002
HOPKINS KATHLEEN A
6418 ROUTE 126
YORKVILLE IL 60560

PRELIMINARY
NOT APPROVED

ILLINOIS ROUTE 47 STA 263+43.67
WALKER ROAD (EAST) STA 90+00.00

05-28-200-001
WALKER KENNETH W & EVA
9513 WALKER ROAD
YORKVILLE IL 60560

05-
HOPKIN
6418
YORK

30' R.O.W.

40' R.O.W.

40' R.O.W.

55' R.O.W.

5+00

260+00

265+00

270+00

PT STA 257+97.03

05-21-300-012
FULL HOUSE VENTURE LLC
125 W. HYDRAULIC ST
YORKVILLE IL 60560

05-21-300-006
WALKER KENNETH W & EVA
9513 WALKER ROAD
YORKVILLE IL 60560

05-21-300-011
FULL HOUSE VENTURES LLC
21 TOMAHAWK TRAIL
OSWEGO IL 60543

ILLINOIS ROUTE 47 STA 263+45.24
WALKER ROAD (WEST) STA 90+00.00











30' R.O.W.

60' PERMANENT
EASEMENT LINE

05-21-300-013
BRETTHAUER AGRI PARTNERSHIP
FULL HOUSE VENTURES
21 TOMAHAWK TRAIL
OSWEGO IL 60543

ROAD

LEGEND

	EXISTING RIGHT-OF-WAY
	EXISTING PERMANENT EASEMENT (COM ED LAND)
	PROPOSED RIGHT-OF-WAY
	EXISTING CENTERLINE
	PROPOSED CENTERLINE
	CONSTRUCTION LIMITS
	PROPERTY LINE
	CORPORATE LIMITS PER 2010 UNITED CITY OF YORKVILLE ZONING MAP
	BUILDING REMOVAL
	SIGNALIZED INTERSECTION

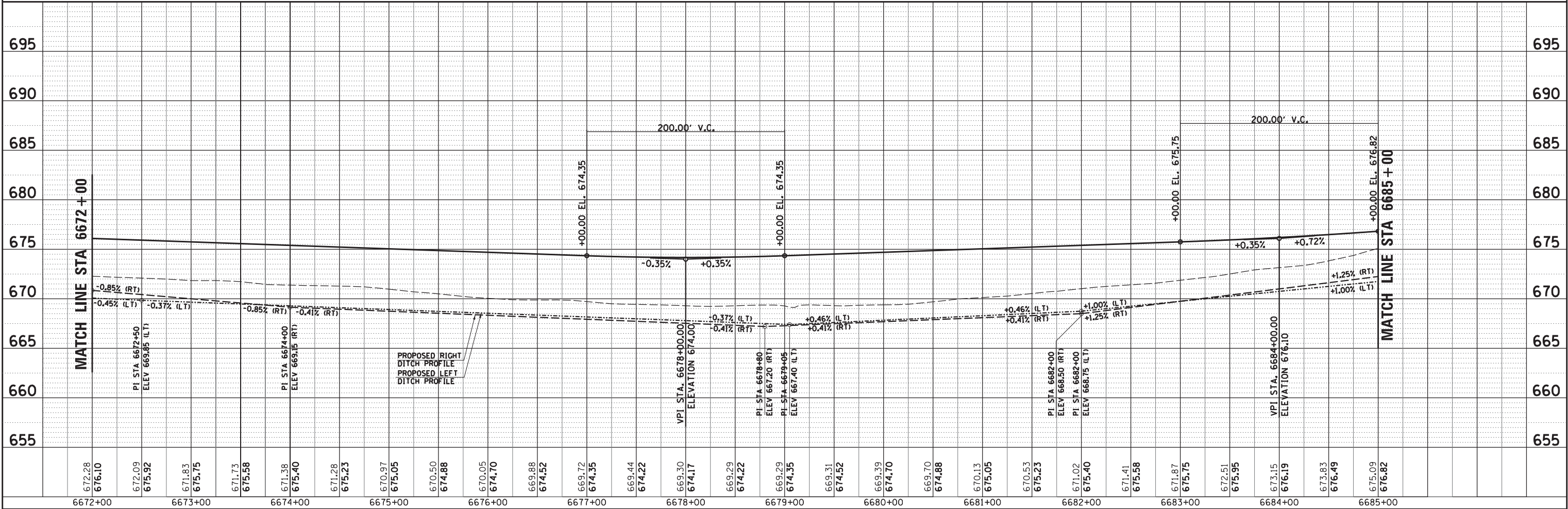


HRGreen.com

Illinois Professional Design Firm
184-001322

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	ALIGNED		
	CADD FILE NAME		

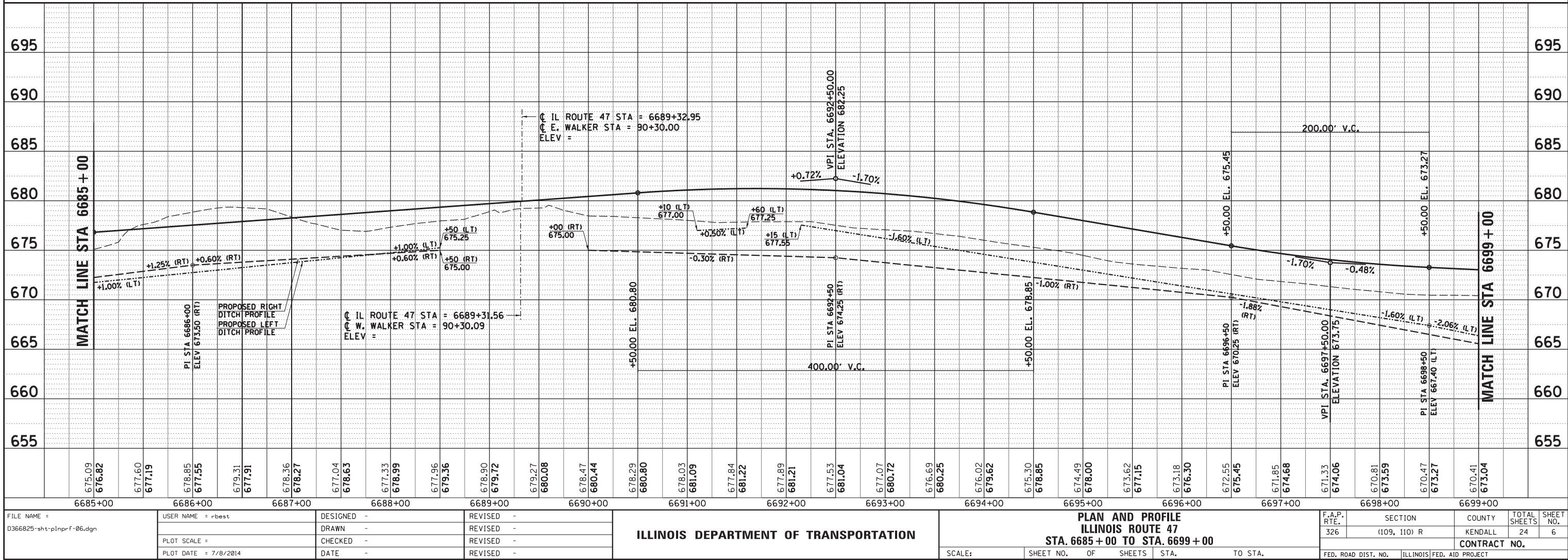
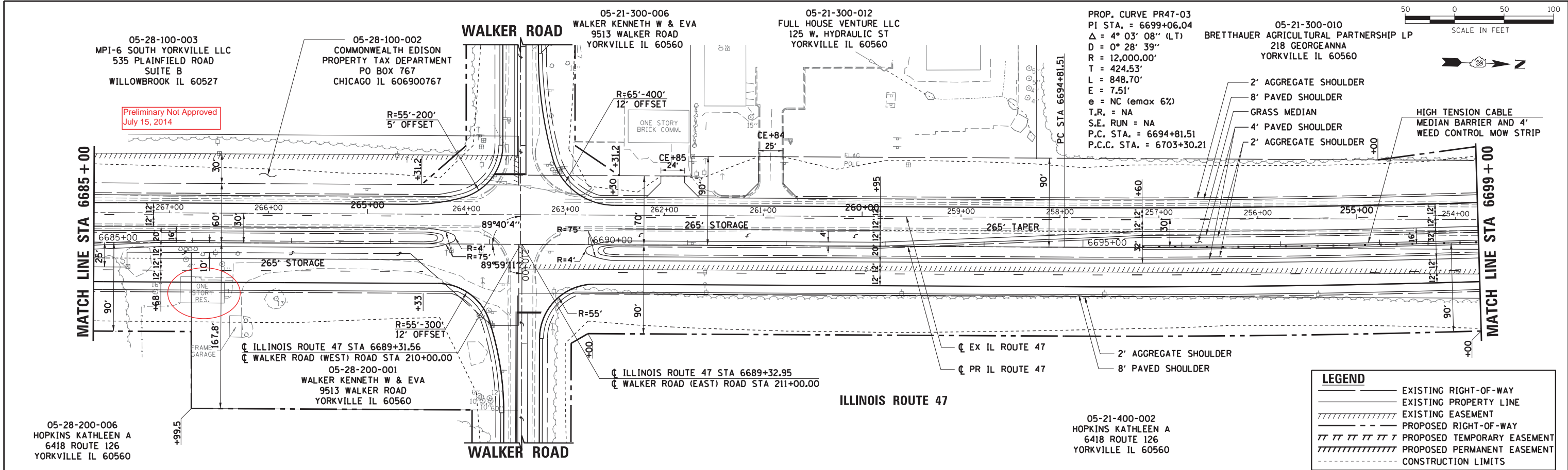
PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		



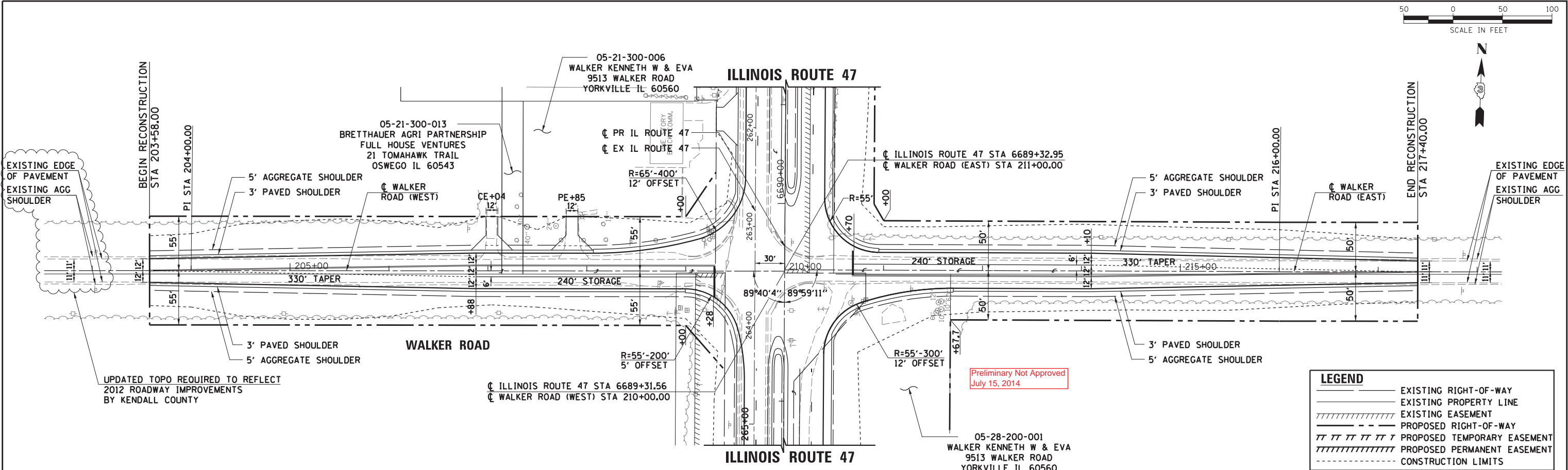
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	PLOT DATE = 7/8/2014	CHECKED -	REVISED -		CONTRACT NO.								
	DATE -	REVISED -	SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	ALIGNED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		

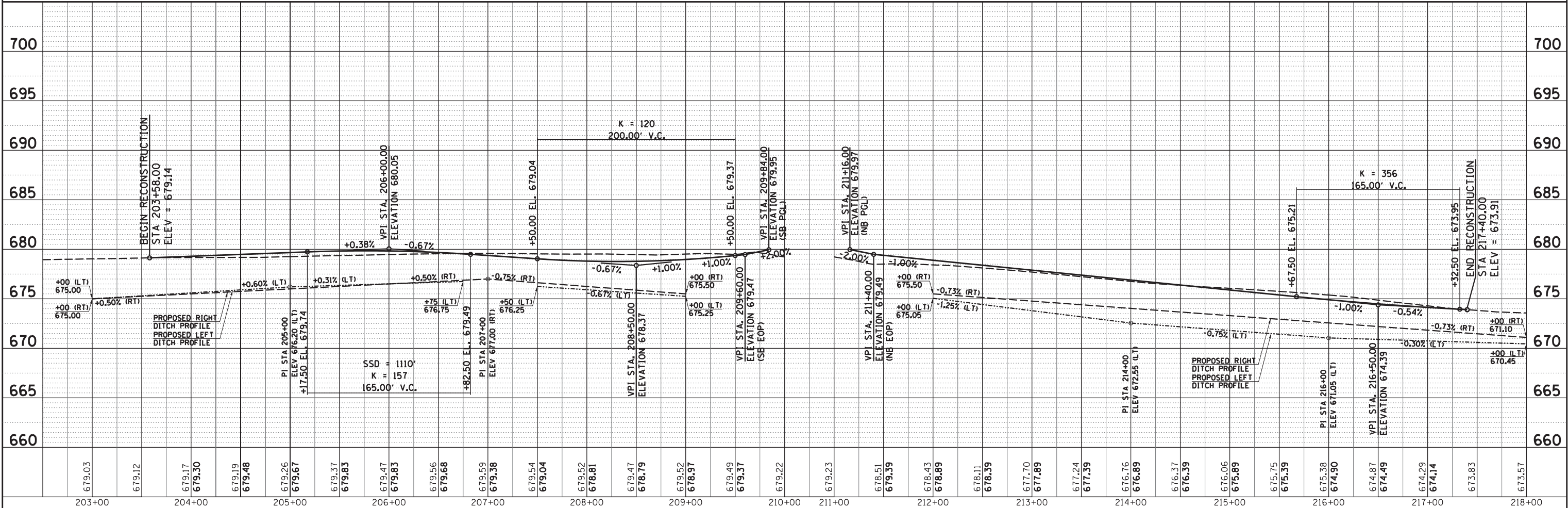


PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	CHECKED		
	FILE NAME		



LEGEND	
	EXISTING RIGHT-OF-WAY
	EXISTING PROPERTY LINE
	EXISTING EASEMENT
	PROPOSED RIGHT-OF-WAY
	PROPOSED TEMPORARY EASEMENT
	PROPOSED PERMANENT EASEMENT
	CONSTRUCTION LIMITS

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	CHECKED		
	FILE NAME		



FILE NAME = D366825-sht-plnprf-20.dgn	USER NAME = rbest	DESIGNED -	REVISED -	ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE WALKER ROAD STA 203 + 58.00 TO STA 217 + 40.00				F.A.P. RTE. 326	SECTION (109, 110) R	COUNTY KENDALL	TOTAL SHEETS 24	SHEET NO. 20	
	PLOT SCALE =	CHECKED -	REVISED -						CONTRACT NO.					
	PLOT DATE = 7/8/2014	DATE -	REVISED -											
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.		FED. ROAD DIST. NO.		ILLINOIS

Simmons, Tony

From: Lukkari, Duane P <Duane.Lukkari@illinois.gov>
Sent: Friday, August 30, 2013 10:48 AM
To: Simmons, Tony
Subject: FW: IL 47 homeowner concern(s)

Tony
Here you are. Duane

-----Original Message-----

From: Lee, Greg S
Sent: Friday, August 30, 2013 10:33 AM
To: Lukkari, Duane P
Subject: RE: IL 47 homeowner concern(s)

Yes we can accommodate her request. move the south U-drive entrance to the north median break and provide a new median break at the residential driveway.

-----Original Message-----

From: Lukkari, Duane P
Sent: Friday, August 30, 2013 10:21 AM
To: Lee, Greg S
Subject: FW: IL 47 homeowner concern(s)

Greg:
Should we accommodate this lady by moving their entrance? Any thoughts? Thanks Duane

-----Original Message-----

From: Simmons, Tony [mailto:tsimmons@hrgreen.com]
Sent: Friday, August 30, 2013 9:48 AM
To: Lukkari, Duane P
Subject: RE: IL 47 homeowner concern(s)

Duane,

I think she just confirmed my original suspicion, that they would prefer having an FE at the median break we show near Sta. 6675+00 (north of the homestead). This would give them direct access to their field, whereas the existing southernmost driveway does not.

I don't have a problem calling her to confirm, but if that is the case I would like to know the District's position before I make the call. Are you okay with deleting the southernmost entrance (6667+20) in exchange for a new FE at 6675+18 (opposite the PE that's already there)? And if so, would you still give them a median break at the middle entrance (6667+95)?

Anthony P. Simmons, P.E.
Project Director - Transportation
HR GREEN, INC.

-----Original Message-----

From: Lukkari, Duane P [mailto:Duane.Lukkari@illinois.gov]
Sent: Thursday, August 29, 2013 11:57 AM
To: Simmons, Tony
Subject: FW: IL 47 homeowner concern(s)

Tony:

Below Pat clarified the second question. It still does not make complete sense to me.
If you need to clarify something with her you could call her. I think the phone number was in my original email.
Or we could change something later on (after the public hearing).
Duane

-----Original Message-----

From: Pat Lippold [mailto:patlippold@usa.net]
Sent: Thursday, August 29, 2013 10:17 AM
To: Lukkari, Duane P
Subject: RE: IL 47 homeowner concern(s)

Duane,

Thanks for your prompt attention to our concerns. I'll keep an eye out for the next meeting.

To clarify concern 2, we are ok with no longer having the south leg of the u-drive. A culvert at the median access to the north would offer direct access to the field.

Pat

----- Original Message -----

Received: Mon, 26 Aug 2013 02:22:34 PM CDT
From: "Lukkari, Duane P" <Duane.Lukkari@illinois.gov>
To: Pat Lippold <patlippold@usa.net>
Subject: RE: IL 47 homeowner concern(s)

Pat:

1. Our geometric engineer reviewed the median breaks and decided to move one (which is south of your parents house) and move it to the "south entrance" of your property.
2. The district is still reviewing the entrances but for right now we plan to leave all 3 entrances in.
3. As the project progresses, please keep our Land Acquisition Engineer (Steve Andrews 815 434-8460) informed of your plans for this property. He will help you with any questions and concerns.

If a culvert is required (on the state right-of-way) it will be installed.

If you are referring to the driveway access we plan to leave the entrance in since you have other buildings on the property.

I will try to remember to send you a reminder when the next meeting occurs.

Your parents (or who ever the property tax records show as the owner of the property) should receive a letter with the public hearing date and time, etc.

Thanks

Duane

Simmons, Tony

From: Lukkari, Duane P <Duane.Lukkari@illinois.gov>
Sent: Thursday, August 22, 2013 7:29 AM
To: Simmons, Tony
Subject: FW: IL 47 homeowner concern(s)
Attachments: Lippold property.JPG

Tony:

I received a call from this lady yesterday. Then I emailed her a drawing once I figured out where she lived. My drawing does not show the proposed driveways, have you added these yet?

Did your firm move the opening in this area? (It seems like this came up at one of our meetings - maybe it was another house?) The stations are 283 to 285 (enclosed is a drawing).

After discussing with Greg Lee we should try to reduce the 3 existing drives down to 2. If she moves the house then we probably leave them all.

Once I get your input, I will respond to her questions.

Thanks

Duane

-----Original Message-----

From: Pat Lippold [mailto:patlippold@usa.net]
Sent: Wednesday, August 21, 2013 11:03 PM
To: Lukkari, Duane P
Subject: Re: IL 47 homeowner concern(s)

Duane,

Yes, that is my phone number. The property is now in a family trust, I think it's Lippold Family Trust 100. My father resides in the homestead house with the U-shaped drive. I reside in the auxiliary house which is slated for displacement.

The concerns that we have are:

1. No median cut for my father's driveway. This means in order to return to his home from Yorkville he would have to turn at Walker Road and drive around the block, adding 3.1 miles and a left turn across 47 if he turns right at Walker or 4.1 miles to the trip if he turns left at Walker. Either option places an undue burden on him. U-turns at proposed medians are not an acceptable solution since they could always be banned by regulation.
2. The south leg of the U drive is currently how farm equipment accesses the property. The north drive is narrow and has trees/bushes/poles/buildings and other obstacles. The best solution would be to put a culvert across the ditch at the median cut to the north of my home. There is already a proposed turn lane, just no culvert access.
3. I'm hoping that I can move my home eastward on the property. If that is the case, I would need a culvert access at the existing driveway location.

Is there any way I can be notified of the next public meeting about this project? I heard about the last meeting a week after it happened, but I was in Florida on vacation and would have missed it anyhow.

Thanks,
Pat

----- Original Message -----

Received: Wed, 21 Aug 2013 10:44:55 AM CDT

From: "Lukkari, Duane P" <Duane.Lukkari@illinois.gov>

To: "Patlippold@usa.net" <Patlippold@usa.net>

Subject: IL 47 homeowner concern(s)

Pat:

Please respond to this email so that I know you received it. I have your phone number as (630) 743-8878.

Per our phone conversation this morning - here is a snipp of the property which you are concerned about.

I understand that it is your parents property (Virgil & Shirley Lippold), and there is a house which currently is slated to be removed, and your father's "U-shaped" drive is being changed to a single drive. (My drawing may not look exactly like yours) Let me know if I am correct so far. Also let me know of your concerns in more detail.

Thanks

Duane

> -----
> Attachment: Lippold property.JPG
> MIME Type: image/jpeg
> -----

Lukkari, Duane P

From: Hucker, Bruce A
Sent: Wednesday, May 16, 2012 9:46 AM
To: Lukkari, Duane P
Cc: Niemann, Steven M; Fultz, Ted C; Broviak, David E
Subject: RE: IL 71 maintenance yard

The additional property would be nice however we have nothing in the Capital Development Board funding for expansion of the Yorkville Yard at this time. We do have a site picked for a sub-headquarters for the Yorkville Maintenance Yard if and when Prairie Parkway becomes a reality. PD has purchased or will purchase some excess property for that location and we have a building in the Capital Development Board Improvement plan slated for that location. The second concern is that it has a high probability of being a brown field area since there are above and below underground storage tanks at the site. Thank you for making us away of Grainco FS offer.

Bruce A. Hucker, P.E.
Operations Engineer
IL. Dept. of Transportation
700 E. Norris Drive
Ottawa, IL 61350
(815) 434-8449
Email Address: Bruce.Hucker@illinois.gov

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 Please consider the environment before printing this email

From: Lukkari, Duane P
Sent: Tuesday, May 15, 2012 2:28 PM
To: Hucker, Bruce A
Subject: IL 71 maintenance yard

Bruce:
Please read the file letter. FS Grain mentioned to me that they would be willing to sell their property to IDOT. Does the Yorkville yard need room to expand? How about gas pumps? Just a thought
Duane

<< File: Grainco FS Memo.doc >>

Duane Lukkari, P.E.
Studies & Plans Unit Chief
(815) 434-8565 - fax (815) 434-8553
Duane.Lukkari@illinois.gov



Illinois Department of Transportation

Memorandum

To: Files
From: Duane Lukkari
Subject: Grainco FS, Inc. - Yorkville Building
Date: May 10, 2012

FAP Route 326 (IL 47)
Section (109,110)R
Kendall County
Job No. P-93-039-08
Contract # 66825

I received two calls from Mr. Bill Stahler of Grainco FS, Inc. on May 9th and 10th. Grainco FS was invited to the Community Advisory Group #2 meeting which was held on May 7th, 2012 and he stated that he was unable to make the meeting.

He wanted to call and just let me know that Grainco FS still has a concern regarding the right turn lane which Grainco may have paid to install back in 1987. He stated that he has a permit #3-343-87 from September of that year. I replied that I will look up the permit and if I can't find it he said that he will provide me a copy.

Mr. Stahler asked if the right turn lane would be installed after we widen to four lanes. I explained to him that right turn lanes are typically not warranted once we widen to four lanes. I was looking at BDE Figure 36-3.B and explained that their business would probably need 90 right turning movements for the design hour. He understood that they probably would never meet that requirement and then asked if they could pay for a right turn lane once again (He also stated that they paid for it once and he did not think it was fair to have to pay again). I told him that they could pay for installation again and we would install the turn lane. I also told him that we will discuss the situation further at the district level and possibly at the upcoming Project Study Group meeting.

Next, Mr. Stahler mentioned that Grainco's business can't expand at their current location and he mentioned that if IDOT wanted to purchase the property that they would be willing to sell. (IDOT has a maintenance yard directly south of their property so it may make some sense if the Yorkville yard was looking to expand.) I told him that I would pass this on to our Bureau of Operations.

The last item Mr. Stahler mentioned, was that Grainco owns a grain elevator near IL 47 & Helmar Road. He explained that the elevator is located south of Helmar Road and they also own an old home (homestead) which is north of Helmar Road. The house is rented out but he made it sound like Grainco would not be upset if IDOT were to purchase the house (if needed). I told him this is on a different project and I would have to check into the situation.

If there are any additional questions, the Department can contact Mr. Stahler at bstahler@graincofs.com.



COPY

K-11

Illinois Department of Transportation

Memorandum

To: Steve Niemann
From: Bruce A. Hucker
Subject: Drainage Complaint – Yorkville Maintenance Yard
Date: September 16, 2002

A drainage survey report was done and recommendations forwarded to you for your review and action. Please start the drainage remedial work as described in the drainage report. Removal of the multiple pipe culvert in the yard should be your first priority with a paved ford crossing before winter. The berm work can be completed next spring, if time is a problem.

BH:ac
s:\opr\steve drain

DISTRICT 3 BUREAU OF OPERATIONS		
SEP 16 '02		
	INIT	ACT
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PERMITS		
SECRETARY		
CIRCULATE		
FILE		

Niemann

X Yorkville maint
Yard



Illinois Department of Transportation

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

May 23, 2002

Ms. Jill Keeton
USDA/NRCS
7775 A. Route 47
Yorkville, IL 60560

Dear Ms. Keeton:

Thank you for your letter, dated March 11, 2002, expressing concerns about the flow of water through the Yorkville Maintenance Yard.

The department has viewed the material you sent in indicating a possible problem through the Yorkville Maintenance Yard on Illinois Route 47. We have hired a consultant to do a hydraulic study to evaluate the situation. When the study is completed, the department will review it and take the necessary steps to correct any drainage problems that are found in the study.

Thank you again for expressing your drainage concerns. If you have any questions, please contact Tom Schaefer at 815-434-8446.

Sincerely,

James J. Jereb
District Engineer

By: Bruce A. Hucker
District Operations Engineer

BH:ac
s:\opr\keeton

cc: G. Mounts
S. Niemann

DISTRICT 3 BUREAU OF OPERATIONS		
MAY 23 '02		
	INIT	ACT
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CIRCULATE		
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Illinois Department of Transportation

Memorandum

To: B. Hucker

From: T. Sancken By: Steve Ferguson *sf*

Subject: Yorkville Maintenance Yard – Hydraulic Analysis

Date: May 10, 2002

We have looked at the drainage ditch that runs through the Maintenance Yard and have decided to have a consultant investigate further. We will ask the consultant to perform necessary stream surveys, hydraulic analyses, and a solution (if needed) to this situation. If any corrective action needs to be addressed, we will ask the consultant to prepare a set of plans. We would expect to hear something from the consultant within 6-8 weeks.

SF:ct

DISTRICT 3 BUREAU OF OPERATIONS		
MAY 13 '02		
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TRAF OPER ENG		
DESIGN & PLAN ENGR	<i>sf</i>	
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SECRETARY		
CLERK		
TE		



Illinois Department of Transportation

Memorandum

To: Gregg Mounts Attn: Tom Sancken
From: Bruce A. Hucker
Subject: Hydraulic Analysis of Water Way through Yorkville Maintenance
 Yard - Complaint
Date: April 10, 2002

We are requesting your hydraulic section to perform a drainage study of the drainage ditch that runs through the Yorkville Maintenance Yard. We have been receiving complaints from area farmers and United States Department of Agricultural Natural Resources Conservation Service (USDA/NRCS) on this subject. Some farmers have verbally threatened litigation against the department if nothing is done. Please review and see what, if anything, needs to be done to solve this situation (see attached letter from USDA/NRCS).

BAH:ac
s:\opr\water

DISTRICT 3 BUREAU OF OPERATIONS		
APR 10 '02		
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SECRETARY		
CIRCULATE		
FILE		<i>X</i>

NIEMANN

United States Department of Agriculture



Natural
Resources
Conservation
Service

USDA/NRCS
7775A Rt. 47
Yorkville, IL 60560

Phone: (630) 553-5457 ext. 3

March 11, 2002

Meeting at the USDA Service Center 4:00 p.m.

Present:

Floyd Anderson, IDOT
Pottingers (2), landowners
Mark Mathre, farmer
Larry Mattison, FS
Brent Ericksen, FS
Dave Stewart, FS
Jr. Collins, landowner
Doug Thanepohn, Cross Lutheran Church
Marty Schwartz, township road commissioner
Jill Keeton, NRCS

DISTRICT 3 BUREAU OF OPERATIONS		
FEB 10 '02		
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NIEMANN

Individuals were invited by telephone to attend a planning meeting to address the drainage concern. There were individuals present that had not attended any prior meetings, so Jill Keeton gave an overview of the project area. Since a survey had been completed, Jill proposed to the group an alternative to addressing the drainage concern. One alternative, constructing a retention area upstream of the state's property to reduce the velocity of water. The conceptual design was approximately 175ft by 525ft and 11ft deep. However, after discussion with the group, field tile will limit the depth of retention and effect the amount of available storage. It was then recommended to go only 5ft in depth, but it would have to be about two times the original dimensions for enough storage based on the watershed. FS representatives did not want their existing retention as a portion of this larger site since they must control their runoff for safety reasons in case there is ever a chemical spill. FS Manager, Larry Mattison, showed an aerial picture of the site that was taken in 1982. He had also brought this picture to the previous meeting as well. This picture showed a grassed waterway that was there prior to the construction of the salt building. Landowners that were present all felt there was never a drainage issue until IDOT redesigned the drainage pattern.

Some individuals feel that since IDOT caused the problem, they should have to fix it at their expense. Floyd Anderson stated that the change in drainage had to have been done previous to him being there, so he recommended the group to contact Bruce Hucker from the Ottawa office. Jill Keeton will call Bruce Hucker.

Meeting ended.

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USDA - NATURAL RESOURCES CONSERVATION SERVICE
7775A Rte. 47
Yorkville, Illinois 60531
Phone: 630/553-5457
Fax: 630/553-7442

*mailed
9/4/01
to John H.*

Minutes from July 14, 2000 meeting concerning drainage near Route 47.

Present at the meeting:

- Jill Keeton, District Conservationist NRCS
- Lori Younker, NRCS Engineer
- Stan Bretthauer, Township Road Commissioner
- Doug Thanepohn, Cross Lutheran Church
- Jr. Collins, Farmer
- Mark Mathre, Farmer
- John Humenick, IDOT
- Larry Mattison, FS

A group of individuals came to the Natural Resources Conservation Service to receive technical assistance in regards to their natural resource concerns. Meeting was held on July 14th to clarify and address their concerns. Discussed drainage concerns through the IDOT property on Route 47 near Yorkville. Landowners downstream are concerned with flooding and soil erosion. They receive water across their property where they had never before since the state constructed the salt storage building and reconstructed the ditch. The state has since added culverts and concrete barriers in the ditch which restrict the flow of water causing it to find an alternative path that is not the natural drainage flow pattern. These individuals are concerned with the flooding of their basement, buildings and property caused by this additional water.

Surveys were completed by Jill and Lori to determine the release rates and capacity of the ditch and culverts. Results of the findings were presented to the group.

Pictures of the area were passed around to the group showing the effects of the water and an aerial view of the site prior to the salt building being constructed. Solutions to the problem were discussed. A large retention pond could be constructed upstream of the state's property to reduce the velocity of water through the channel. However, the individuals feel that since the state caused the problem they should withstand the expense or form an alternative solution to the problem.

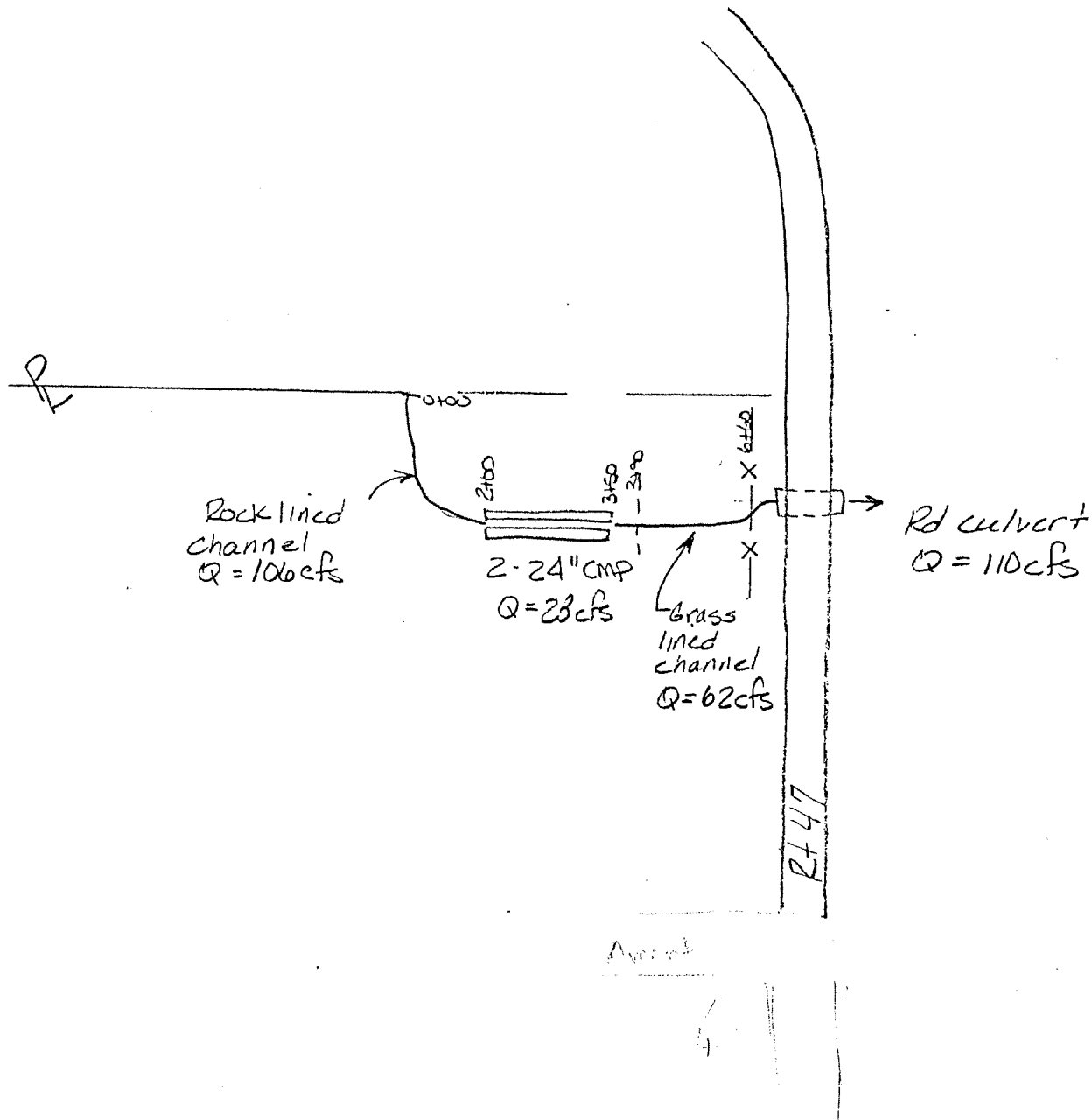
Conclusion was reached that John Humenick would follow up with these concerns and help to address them. John said he would discuss these concerns with the people who were present at the time of the salt building being constructed and notify Jill Keeton with the results.

John later called the office and left a message that the state could not spend money on private land to address the concerns. Jill notified the group of individuals to convey the results. The group of individuals will pursue their concerns.

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STATE <u>IL</u>		PROJECT <u>Rt 47 Yorkville</u>		
BY <u>LHY</u>	DATE <u>3-01</u>	CHECKED BY	DATE	JOB NO.
SUBJECT				SHEET _____ OF _____



Sketch of site

Not to Scale

STATE <u>IL</u>		PROJECT <u>Rt 47 Yorkville</u>		
BY <u>LHY</u>	DATE <u>3-01</u>	CHECKED BY	DATE	JOB NO.
SUBJECT				SHEET _____ OF _____

Runoff from Drainage Area

	<u>Rainfall</u>	<u>Runoff</u>	<u>Peak discharge Q</u>
2yr - 24hr	2.8 in	1.04 in	74 cfs
5yr - 24hr	3.6 in	1.64 in	121 cfs
10yr - 24hr	4.2 in	2.13 in	159 cfs
25yr - 24hr	4.8 in	2.63 in	200 cfs
50yr - 24hr	5.4 in	3.15 in	242 cfs
100yr - 24hr	5.9 in	3.59 in	278 cfs



Illinois Department of Transportation

Memorandum

To: B. Hucker
From: T. Sancken By: Steve Ferguson *SF*
Subject: Yorkville Maintenance Yard – Drainage Report
Date: September 3, 2002

Yorkville Maintenance Yard
Kendall County
Drainage Report

Enclosed is a copy of the Drainage Report prepared by the consultant ESCA Consultants, Inc. The report recommends the ditch flowing through the maintenance yard be upsized and the slope increased to prevent stormwater from spilling over to an adjacent watershed to the south. This option is labeled as Model #3.

The model recommends a 4' bottom ditch with 3:1 sideslopes with a slope of 0.90% (existing slope 0.47%). It also recommends a 2' bottom ditch with 10:1 sideslopes for a low flow crossing requested by you. With the increase in ditch slope and capacity, the model predicts that the 25 year storm and greater will overtop IL 47 in front of the maintenance yard. The report recommends an additional 36" ERS crossing IL 47 (labeled Model #4). It is our plan to incorporate this additional pipe under IL 47 with the work to address the flooding at Ament Road.

ESCA is preparing a drainage study around Ament Road/IL 47 that also has drainage problems and complaints. This watershed is immediately south of the watershed for the maintenance yard. We will forward this report to you after we have reviewed it. We expect the report to be submitted within a couple of weeks.

SF:ct

Niemann

BUREAU OF OPERATIONS	
SEP 04 '02	
INITIAL	ACT
OPERATIONS ENGR	<input checked="" type="checkbox"/>
TRKY & DEVEL ENGR	<input checked="" type="checkbox"/>
FIELD ENGRS	<input checked="" type="checkbox"/>
PRJ MGMT ENGR	<input checked="" type="checkbox"/>
TRAC OPER ENGR	<input checked="" type="checkbox"/>
DESIGN & CONST ENGR	<input checked="" type="checkbox"/>
VEHICLES	<input checked="" type="checkbox"/>
TRAINING	<input checked="" type="checkbox"/>
ADMIN	<input checked="" type="checkbox"/>

X cc cover letter 9/5

