

**4(f) De Minimis Documentation for Rand Road
over the Des Plaines River
City of Des Plaines, Cook County, Illinois**

1. Project Description

- a. Project Number:** P-91-429-09
- b. Project Name:** Rand Road over Des Plaines River
- c. Location:** City of Des Plaines, Cook County, Illinois
- d. Project Type:** Bridge Replacement
- e. Project size:** 0.36 miles
- f. Purpose and need of the Project:** Replace the bridge that carries Rand Road over the Des Plaines River. The bridge was built in 1928 and has passed its design life of 75 years. Due to the low inventory rating, condition of the superstructure and substructure, the hydraulic deficiency, and cost effectiveness the recommendation is total replacement in order to maintain safety and mobility of Rand Road over the Des Plaines River.
- g. NEPA Class of Action:** CE II
- h. Project Status:** Coordinating land impacts and developing the final project report.

2. Section 4(f) Resources

- a. Name of Resource:** Big Bend Lake Woods and Des Plaines River Trail
- b. Type of Resource:** Forest Preserve and Bike Trail
- c. Official with Jurisdiction (OWJ):** Forest Preserve District of Cook County
- d. Description of role/significance in the community:** The Forest Preserve is located between the Des Plaines River Road on the west, Golf Road on the north, I-294 (Tri-State Tollway) on the east, and is on both sides of Rand Road east of the Des Plaines River. The Des Plaines River Trail follows the banks of the Des Plaines River through Forest Preserve land.

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

- a. **Acres to be taken:** 0.05 acres of the Big Bend Lake Woods property are needed as a permanent easement in order to construct a wider bridge replacement. 0.02 acres of Big Bend Lake Woods property is needed as temporary easement to reconstruct a short section of the Des Plaines River Trail to match the profile raise of Rand Road and connect into the proposed side path.
- b. There will be no negative impact to the FPDCC property in this case. The permanent easements will be needed to construct a wider bridge with different sections within the FPDCC property. The wider bridge provides for a 10' wide sidepath along the south side of Rand Road which will connect to the Des Plaines River Road bike path at Ballard Road.
- c. The existing Rand Road bridge structure currently has a five-foot wide sidewalk, which is not appropriate to accommodate the multiple modes (bikes, pedestrians, etc.) that use the Des Plaines River Trail. Widening the structure to provide a ten-foot shared-use path will greatly enhance all users of the trail.

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

- a. IDOT is required to accommodate pedestrians/bicyclists adjacent to the state roadway as part of the Complete Street initiative. To minimize impacts on the Forest Preserve property, retaining walls will be installed to keep the majority of the bridge and roadway improvement within the public right-of-way. The roadway cross-section width has been kept to a minimum.
- b. A ten-foot shared-use path is proposed along the south side of Rand Road to enhance mobility and safety to and from the Des Plaines River Trail. This provides a connection from the North Elementary School and the Scott Nolan Hospital to the FPDCC's Des Plaines River Trail. A five-foot sidewalk is proposed along the north side of Rand Road to enhance pedestrian mobility along the corridor.
- c. IDOT will secure right-of-way on the northwest quadrant of the bridge for compensatory storage purposes. The portion of this land that falls within the floodway (0.9 acres) is unusable for compensatory storage.
- d. List of Commitments for Mitigation or Enhancement:
 - None

5. Evidence of Opportunity for Public Review and Comment:

- a. A newspaper ad will be posted to allow the public an opportunity to review and comment on the section 4(f) impacts (See Attachment E-5)

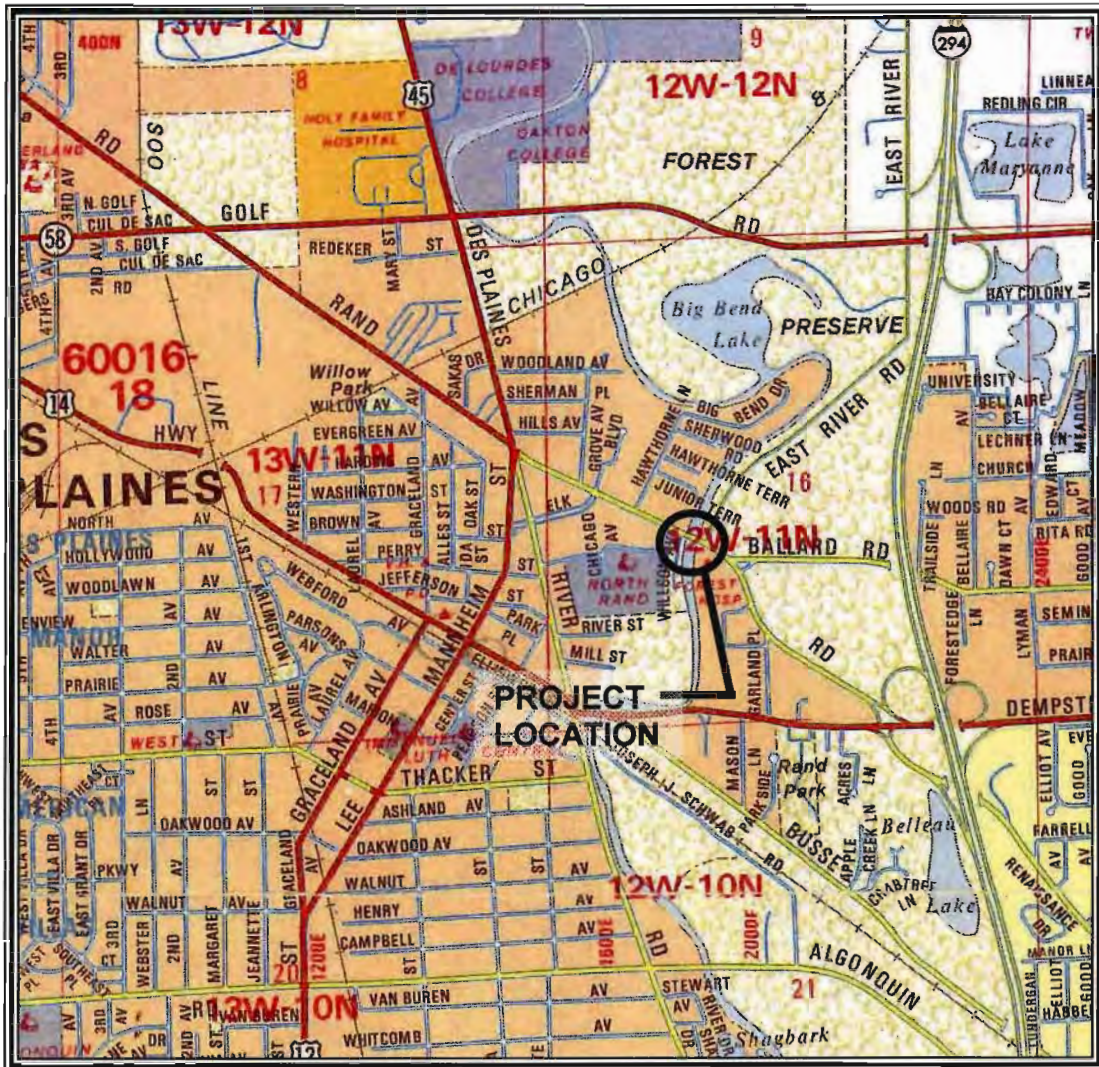
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6. Evidence of Coordination with Official(s) with Jurisdiction

- a. Copy of IDOT letter to FPDCC dated September 20, 2012.

7. Supporting Documentation

- a. Project Location Map (see Attachment E-1)
- b. Existing Aerial (see Attachment E-2)
- c. Preliminary Proposed Plan and Profile (see Attachment E-3)
- d. Photographs of Resource (see Attachment E-4)
- e. Newspaper Public Comment Display Ad (see Attachment E-5)
- f. Copies of other correspondence (see Attachment E-6)



Location Map

Proposed Improvement

Rand Road over Des Plaines River

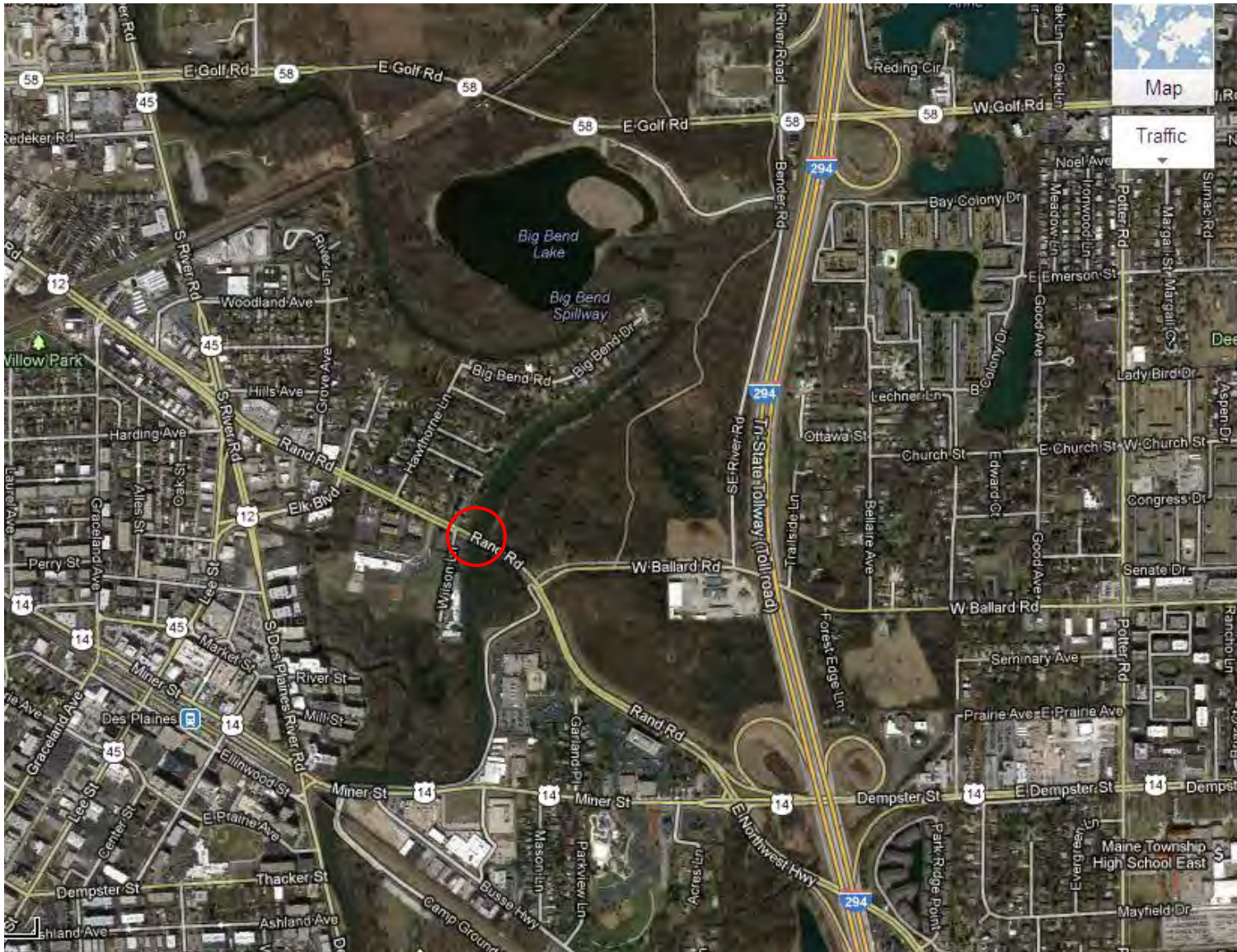
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County: Cook

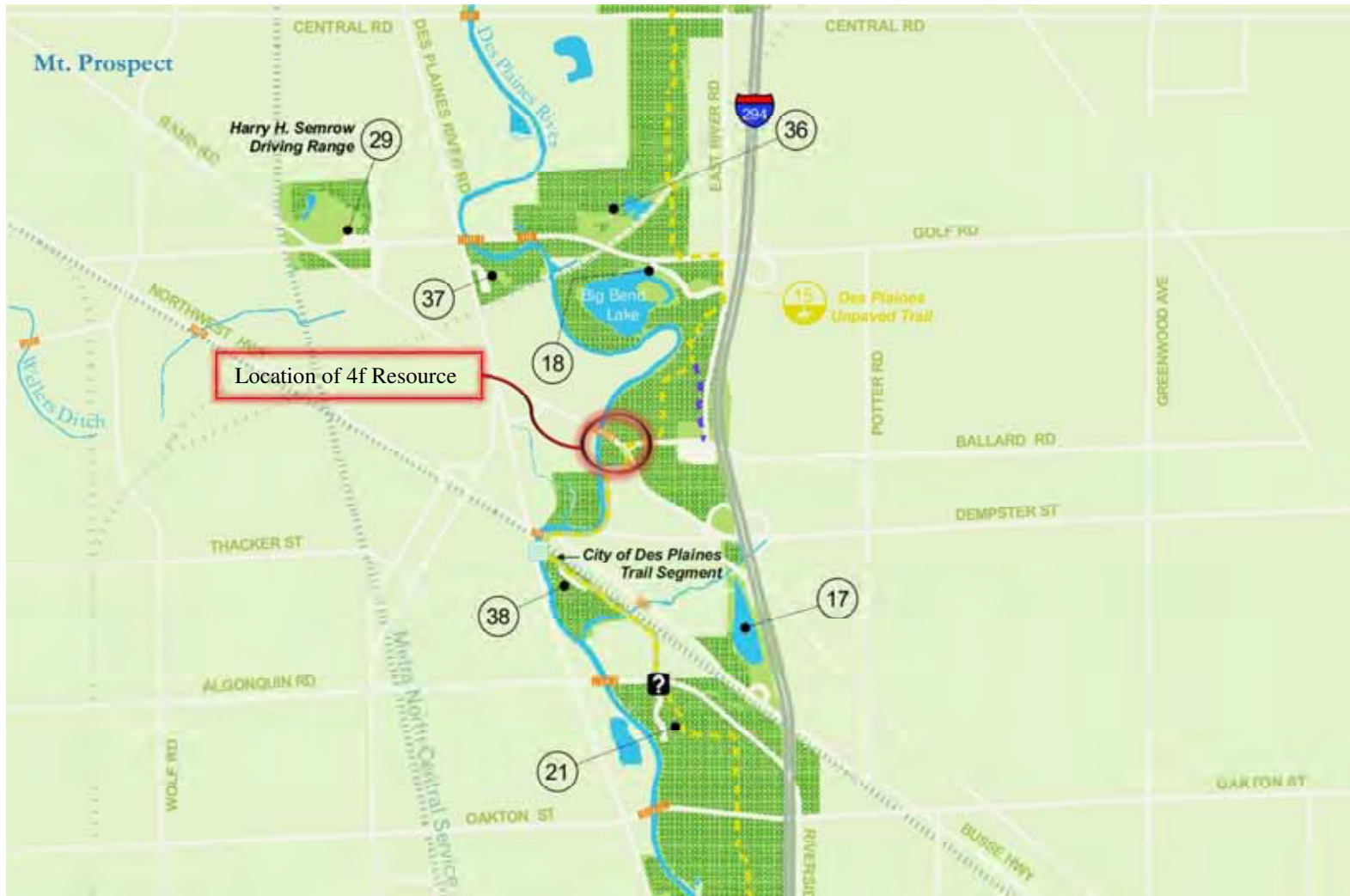
Route: FAU 3523

Project No.: P- 91-429-09

Structure No.: 016-0362



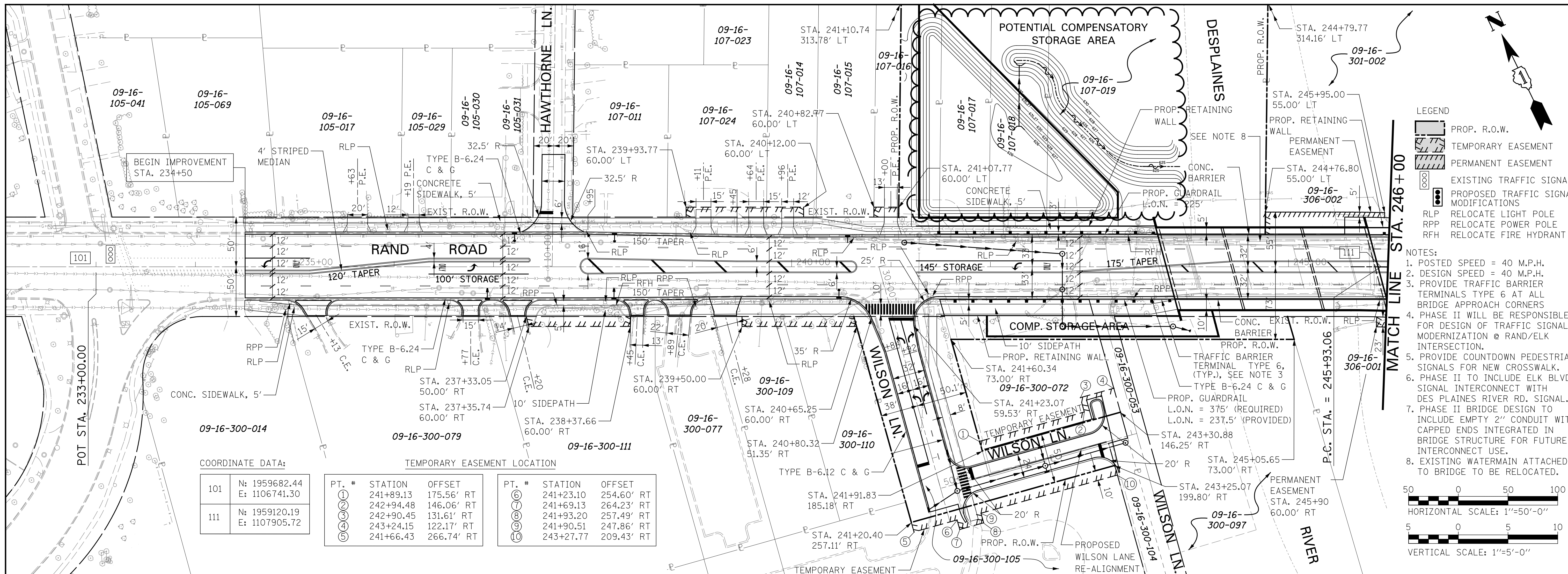
Rand Road over Des Plaines River



**Location Map of 4f Resource
Rand Road over Des Plaines River
SN 016-0362**

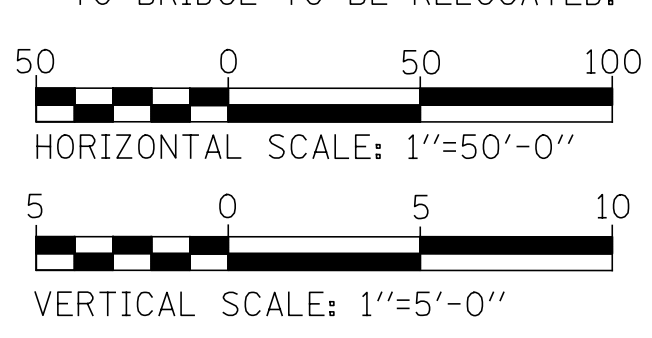
PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	ALLOWED	
	FILED	
	NO.	
	NO.	
	NO.	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	
	NO.	
	NO.	
	NO.	



- LEGEND**
- PROP. R.O.W.
 - TEMPORARY EASEMENT
 - PERMANENT EASEMENT
 - EXISTING TRAFFIC SIGNAL
 - PROPOSED TRAFFIC SIGNAL MODIFICATIONS
 - RLP
 - RPP
 - RFH

- NOTES:**
1. POSTED SPEED = 40 M.P.H.
 2. DESIGN SPEED = 40 M.P.H.
 3. PROVIDE TRAFFIC BARRIER TERMINALS TYPE 6 AT ALL BRIDGE APPROACH CORNERS
 4. PHASE II WILL BE RESPONSIBLE FOR DESIGN OF TRAFFIC SIGNAL MODERNIZATION @ RAND/ELK INTERSECTION.
 5. PROVIDE COUNTDOWN PEDESTRIAN SIGNALS FOR NEW CROSSWALK.
 6. PHASE II TO INCLUDE ELK BLVD. SIGNAL INTERCONNECT WITH DES PLAINES RIVER RD. SIGNAL.
 7. PHASE II BRIDGE DESIGN TO INCLUDE EMPTY 2" CONDUIT WITH CAPPED ENDS INTEGRATED IN BRIDGE STRUCTURE FOR FUTURE INTERCONNECT USE.
 8. EXISTING WATERMAIN ATTACHED TO BRIDGE TO BE RELOCATED.

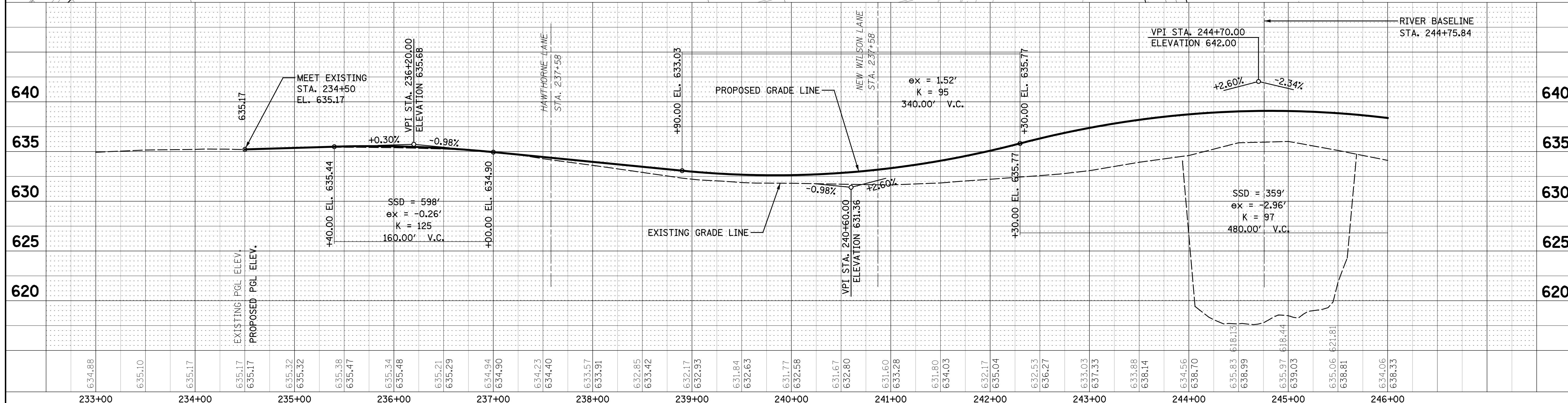


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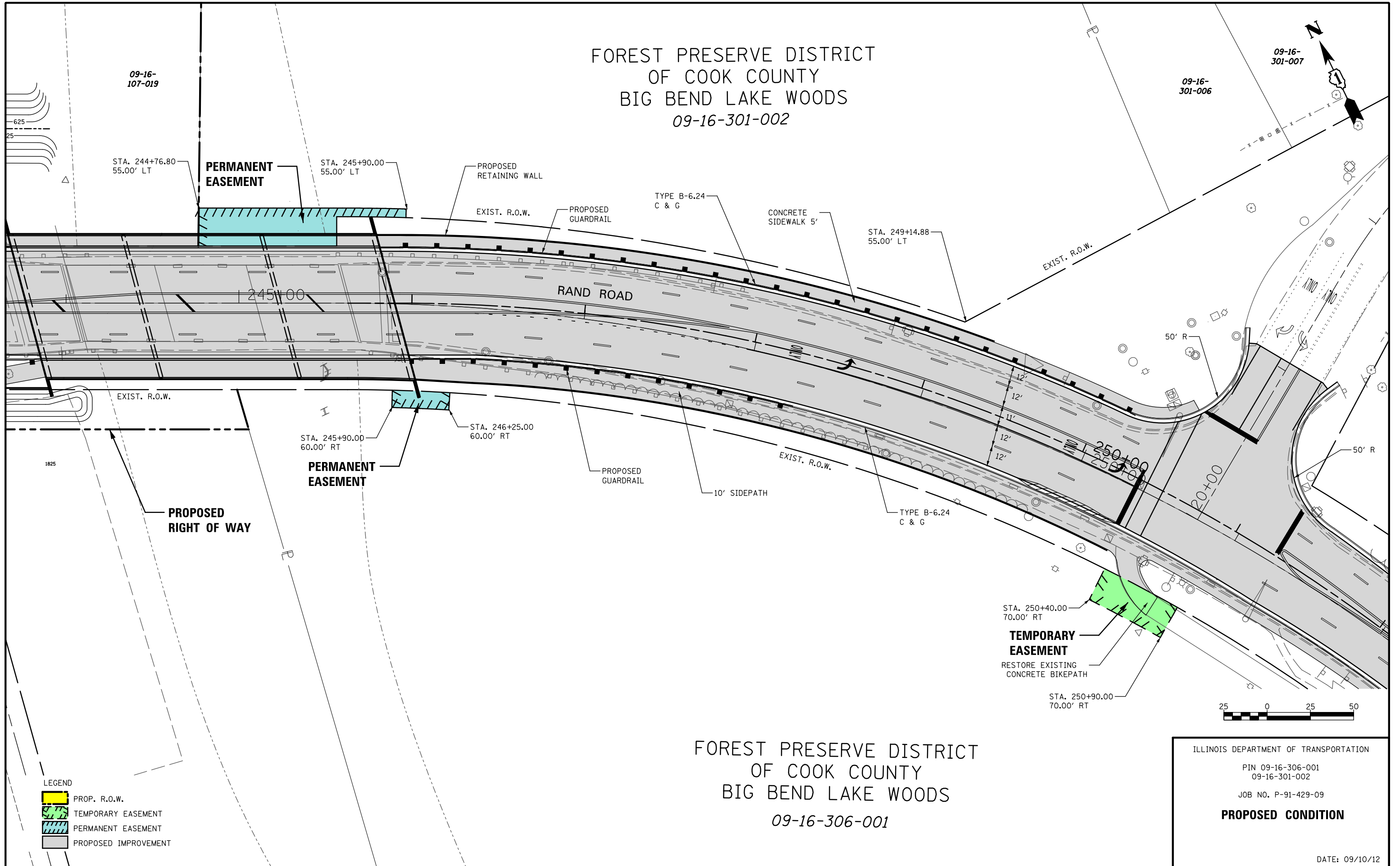
TEMPORARY EASEMENT LOCATION

PT. #	STATION	OFFSET
①	241+89.13	175.56' RT
②	242+94.48	146.06' RT
③	242+90.45	131.61' RT
④	243+24.15	122.17' RT
⑤	241+66.43	266.74' RT
⑥	241+23.10	254.60' RT
⑦	241+69.13	264.23' RT
⑧	241+93.20	257.49' RT
⑨	241+90.51	247.86' RT
⑩	243+27.77	209.43' RT



FILE NAME =	USER NAME = *USER*	DESIGNED - LL	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">PLAN AND PROFILE RAND ROAD OVER THE DES PLAINES RIVER</p>	F.A. R.T.E.	STRUCTURE NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
FILEL		DRAWN - NV	REVISED -		3523	016-0362	COOK	2	E-5
		CHECKED - JCM	REVISED -		CONTRACT NO. 60J10				
		DATE - 06/20/2012	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

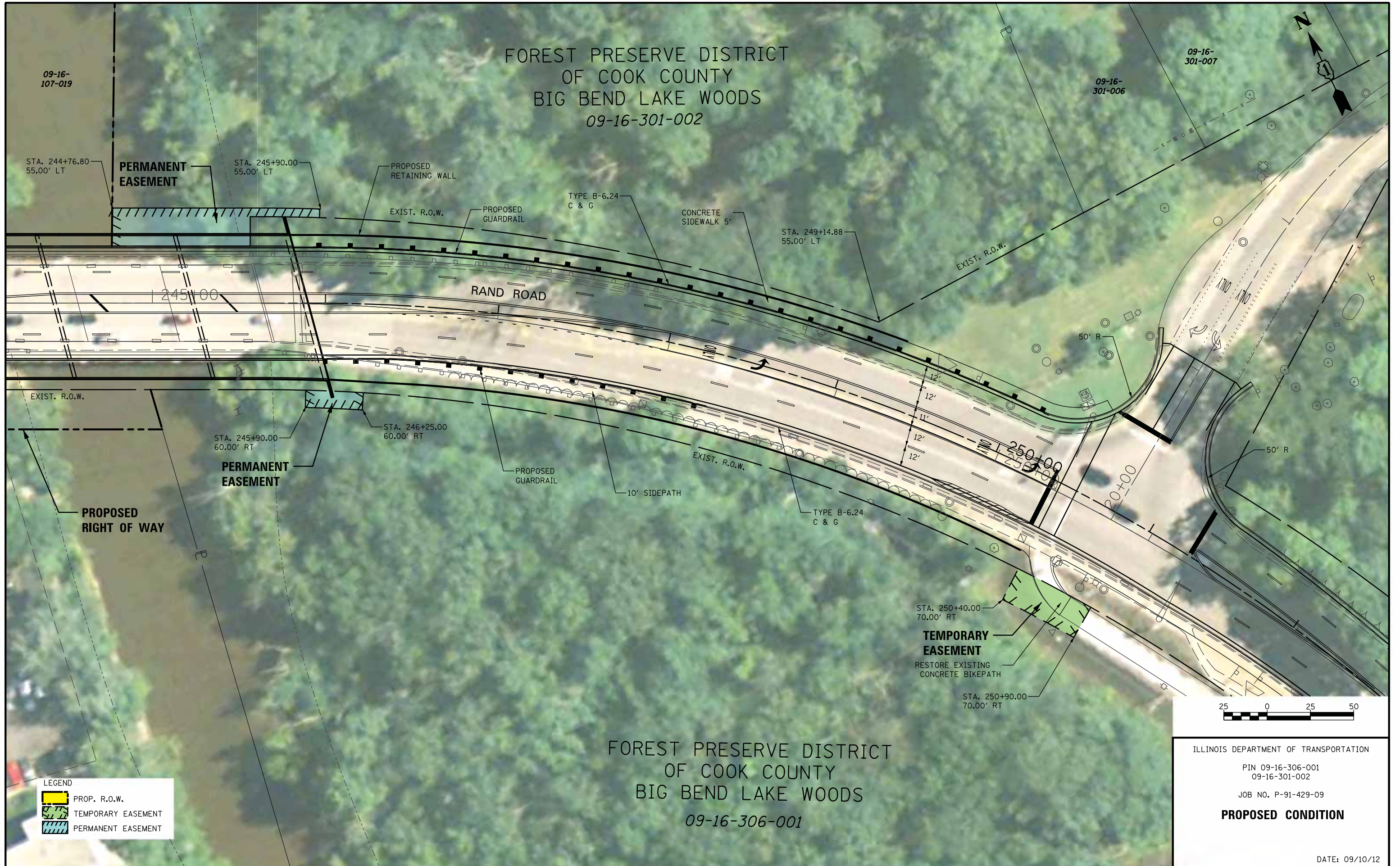
FOREST PRESERVE DISTRICT
OF COOK COUNTY
BIG BEND LAKE WOODS
09-16-301-002



FOREST PRESERVE DISTRICT
OF COOK COUNTY
BIG BEND LAKE WOODS
09-16-306-001

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIN 09-16-306-001
09-16-301-002
JOB NO. P-91-429-09
PROPOSED CONDITION
DATE: 09/10/12

FOREST PRESERVE DISTRICT
OF COOK COUNTY
BIG BEND LAKE WOODS
09-16-301-002



**PHOTOGRAPHS TAKEN MARCH 2010
BIG BEND LAKE WOODS LOCATED EAST OF DES PLAINES RIVER**



Photo 01 – FPDCC Big Bend Lake Woods located north of Rand Road.
Looking West to Rand Road Bridge.



Photo 02 – FPDCC Big Bend Lake Woods located north of Rand Road.
Looking West to Rand Road Bridge approach.

**PHOTOGRAPHS TAKEN MARCH 2010
BIG BEND LAKE WOODS LOCATED EAST OF DES PLAINES RIVER**



Photo 03 – FPDCC Big Bend Lake Woods located south of Rand Road.
Looking East from Rand Road Bridge.



Photo 04 – FPDCC Big Bend Lake Woods located south of Rand Road.
Looking West to Rand Road Bridge.

**PHOTOGRAPHS TAKEN MARCH 2010
BIG BEND LAKE WOODS LOCATED EAST OF DES PLAINES RIVER**



Photo 04 – FPDCC Big Bend Lake Woods located south of Rand Road.
Looking East just west of Rand Road Bridge.



IDOT is seeking public comments on impacts the Rand Road over Des Plaines River project will have on Big Bend River Lake Woods and the Des Plaines River Trail which is owned and operated by the Forest Preserve District of Cook County.

The Rand Road project will impact the property at the north side of Rand Road from the center of the Des Plaines River to the east bank of the Des Plaines River, the southeast corner of the Rand Road bridge over the Des Plaines River, and the Des Plaines River Trail at the southwest corner of Rand Road at Ballard Road, in the City of Des Plaines. IDOT requires the acquisition of a permanent easement in order to accommodate the replacement of the existing bridge that carries Rand Road over the Des Plaines River. A temporary easement is needed on the southwest corner of Rand Road at Ballard to reconstruct the Des Plaines River Trail to match the Rand Road elevation change. This is the first opportunity for the public to comment on the additional public land needed for this project.

Hard copies of the Section 4 (f) de minimis documentation will be provided at the following locations during normal business hours.

DATE: 11-02-12 to 11-16-12
TIME: 8:00 AM to 4:00 PM, Monday thru Friday
PLACE: Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, IL 60196
OR
Forest Preserve District of Cook County
536 North Harlem Avenue
River Forest, IL 60305

The Section 4 (f) de minimis documentation is available on the Department's website at: <http://www.dot.state.il.us/projects.html>

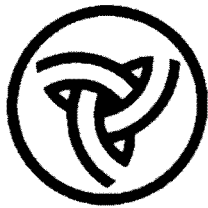
Electronic copies can be provided by emailing a request to carlos.feliciano@illinois.gov.

Written comments can be submitted at the IDOT office, mailed to the IDOT office, or submitted electronically to carlos.feliciano@illinois.gov. Comments must be received by 11-16-12 to be considered part of the public record.

This documentation will be accessible to handicapped individuals. Anyone needing special assistance should contact Carlos Feliciano at (847) 705-4106. Persons planning to visit either site to review the documents and need a sign language interpreter or other similar accommodations should notify the Department's TDD number (847)705-4710 at least five days prior.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
Bureau of Programming
Attn: John Baczek
201 West Center Court
Schaumburg, IL 60196-1096



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

October 31, 2012

CERTIFIED MAIL

Ms. Chris Slattery
Director of Planning & Development
Forest Preserve District of Cook County
536 North Harlem Avenue
River Forest, IL 60305

Dear Ms. Slattery:

The Illinois Department of Transportation (IDOT) is currently finalizing preliminary engineering and environmental studies (Phase I) for the Rand Road over the Des Plaines River project in Cook County. This improvement is included in the Department's FY 2013-2018 Proposed Multi-Modal Transportation Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the early portion of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations. The proposed project is anticipated to consist of bridge replacement.

Enclosed are copies of the preliminary geometry and two copies of the Draft Deminimis Section 4(f) Evaluation Report for your review and approval to advance the project into Phase II, Contract Plan Preparation and Land Acquisition. The proposed improvement will require the acquisition of 0.05 acres of permanent easement and 0.02 acres of temporary easement (highlighted in blue and green respectively, see Section 4(f) Report, Exhibit E-3), from the Big Bend River Lake Woods property of the FPDCC. There are no trees impacted within the FPDCC property by this improvement (see Section 4(f) Report, Exhibit E-4).

These easements are essential for highway needs, are in the best interest of the public, and are consistent with the requirements of the Land Use Policy in the FPDCC Code. Alternates to avoid, minimize and mitigate have been investigated and are described in the Draft Section 4(f) Report. Per Part A of the Required Review Factors, the easements provide a benefit to the public (item b), meet the land management policies of the FPDCC (item c), and improve the safety and general welfare of the public (item e). The improvement would provide the following benefits to the FPDCC:

1. Safety – this project reduces the potential for rear-end and turning crashes by providing an exclusive left turn lane on Rand Road at relocated Wilson Lane, which is adjacent to the North Elementary School and Scott Nolan Hospital entrances.

ATTACHMENT E-6

2. Congestion - this improvement will allow for more efficient movement of traffic by providing a left turn lane to serve as a haven for school buses and vehicles turning into the school and hospital facilities on the south side of Rand Road.
3. Drainage - provides better drainage within FPDCC facilities. This improvement will direct runoff to the proposed ditches, and reduce the amount of erosion on FPDCC property.
4. Usage – A safer roadway with improved capacity could promote more constant use of the FPDCC property.
5. Compensation – IDOT will compensate monetarily for permanent and temporary easements that are required to accommodate these improvements at Fair Market Value.
6. Complete Streets - Bicyclists riding along Rand Road between Elk Boulevard and the Des Plaines River Trail at Ballard Road will be accommodated along a shared-use path to and from the FPDCC property. Accommodating multiple modes of transportation helps reduce vehicular traffic while increasing the use of the FPDCC paths and a healthier overall community.

Please review the Draft Deminimis Section 4(f) document and keep a copy in your offices for public review. A copy of the Draft Section 4(f) document will also be available for review at the IDOT offices as well as the IDOT website for those interested in reviewing the documents. After the public input period is completed, IDOT will forward you the Final Section 4(f) document with any comments on record for your concurrence to proceed into Phase II, where additional detail and coordination with the Forest Preserve would occur regarding the impacts, values, and mitigation of Forest Preserve Property. This concurrence will then be sent to the Federal Highway Administration (FHWA) for final approval of the Section 4(f) document.

If you have any questions or need additional information, please contact me or Carlos A Feliciano at (847) 705-4106.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Enclosures

cc: Elizabeth Doody-Gorman, Cook County Board 17th District
John Sterenberg, Forest Preserve District of Cook County
Chris Adas, Forest Preserve District of Cook County

LAND USE REQUEST

INFORMATION FORM

1. Please describe in detail the nature of your request, including, but not limited to:
- a) Plans depicting and describing the manner in which you intend to alter District property.

The preliminary Proposed Plan & Profile Sheets are attached. The area requested is in the northeast and southeast quadrants of the Rand Road over the Des Plaines River bridge replacement project. The proposed retaining walls minimize impacts to the Forest Preserve District of Cook County due to the profile raise, wider roadway to provide channelization to the relocated Wilson Lane, and the addition of a 5' sidewalk on the north side and 10' side path on the south side. The Des Plaines River Trail at the southwest quadrant of Rand Road and Ballard Road will be need to reconstructed to match the profile raise along Rand and match the proposed side path. The total area requested for a permanent easement is 0.05 acres and 0.02 acres of temporary easement.

- b) Any and all physical improvements, and structures to be built.

The existing 3-span bridge that carries Rand Road over the Des Plaines River will be removed and replaced. The existing structure was built in 1928 using a concrete tee beam superstructure and due to low sufficiency, operating and inventory ratings; the only option is complete replacement. A continuous 3-span steel beam structure and profile raise utilizing stage construction is recommended.

- c) The useful life of the improvements, if any, to be built on District property.

The typical design life of a bridge is 75 years. The existing bridge was built in 1928 and has surpassed the design life of 75 years.

- d) The plan for maintenance of the improvement during the useful life of the improvement.

The Department inspects structures every two years to determine if any maintenance is required. The proposed permanent easement is required for construction and regular maintenance of the retaining walls.

2. Please provide detailed maps or plat(s) detailing the location and dimensions of the area that will be impacted by the proposed request. Please include information for both the construction and operation phases of the project.

See attached plans. IDOT's preliminary construction phasing is expected to be performed in two stages. Each stage would provide one 11-foot lane in each direction will constructing the half of the bridge. This construction phasing is preliminary and is subject to change during a more detailed Phase II (Design and Contract Plan Preparation) evaluation.

3. Please describe, in detail, the manner in which the District will benefit from your proposed request.

The existing structure does not meet hydraulic requirements with overtopping/flooding of the roadway and adjacent Forest Preserve property. Overtopping/flooding should be reduced with the raising of the roadway and providing compensatory storage.

4. Please describe, in detail, the manner in which the public will benefit from this proposed request.

The new bridge will provide a less overtopping/flooding of the roadway and increase safety by introducing channelization to Wilson Lane, a new sidewalk, and a side path that will connect the Des Plaines River Trail to Elk Boulevard located west of the Des Plaines River.

5. Please describe, in detail, which alternatives, if any, have been considered other than the use or acquisition of an ownership interest of District land and why such alternatives are not feasible or practical.

The existing bridge was built in 1928 and has surpassed its 75 year design life. Due to the low sufficiency, operating, and inventory ratings a "No Build" option is not feasible

Replacement in-kind would not address the hydraulic deficiencies at the bridge and without widening the structure the safety issues off the bridge would not be addressed.

Des Plaines has experienced 8 major river floods in the last 15 years. The flood of 1986 caused 5 deaths, \$35 million in damages, and evacuation of 15,000 residents. The preferred alternative to replace the bridge and raise the profile would reduce the amount of flooding at the bridge. The proposed side path from Elk Boulevard to Ballard Road will connect the FPDCC's existing Des Plaines River Trail and North Elementary School which will provide a safe travel path for children to ride their bikes to school. Additionally, the side path will provide a link between the local planned bike path system to the Des Plaines River Trail. Between 2006 and 2008, 76% (19 of 25) of the crashes were Turning, Rear End, Sideswipe – Same Direction and Angle type crashes. On 1/18/2006, a crash involving a bus occurred at the Wilson Lane intersection. The bus was turning left from Wilson Lane onto Rand Road. This crash resulted in one Type C injury. The proposed westbound left turn at the school entrance should reduce occurrence of these crash types.

6. Please indicate whether all alternatives to the proposed use or acquisition of an interest in District land have been exhausted.

All bridge replacement alternatives to the proposed permanent easement have been exhausted and the area of acquisition has been kept to the minimum in order to construct the replacement bridge. Therefore, avoidance of FPDCC property is not feasible.