Montgomery Road Phase I Preliminary Engineering and Environmental Study

Briarcliff Road to Hill Avenue Kane County, Illinois 13-00127-00-WR

Project Development Report

Version: Final

Volume I: Narrative

Appendix A, Exhibits

Volume II: Appendix B, Supporting Documentation

Volume III: Appendix C, Coordination

June 29, 2017

Prepared for: Kane County Division of Transportation

Prepared by: HDR Engineering, Inc.



Montgomery Road Phase I Preliminary Engineering and Environmental Study

Briarcliff Road to Hill Avenue Kane County, Illinois 13-00127-00-WR

Project Development Report

Version: Final

Volume I of III:

Narrative and Appendix A, Exhibits

June 29, 2017

Prepared for:

Kane County Division of Transportation

Prepared by:

HDR Engineering, Inc.





Local Project Development Report for Group II Categorical Exclusions and Design Approval

	С	ounty:	Kane
	Local Public A	gency:	Kane County Division of Transportation
	Section Nu	umber:	13-00127-00-WR
	ł	Route:	Montgomery Road (FAU 3579)
Project Number: <u>N</u>	one Assigned (Applying for Federal Funds) Project	Length;	2.2 miles
Street/Road Name:	Montgomery Road (County Highway 29)		
Termini: Briarcliff F	Road (FAU Route 2548) and Hill Avenue (FAP Route	360)	

☐ For Township or Road District bridge projects: The County Engineer certifies that the project design speed exceeds the minimum design speed recommended for this classification of roadway as provided in the BLRS Manual in order to prevent a deficient NBIS rating for approach roadway alignment appraisal. All elements have been designed to the chosen design speed unless noted otherwise in Section 2(e) and/or the attached BLR 22120.

County Engineer Date Categorical Exclusion and Design Approval Recommended (1.30. Local Agency Date Date

This project will not have any significant impacts on the human environment; therefore, the FHWA approves the

project as a Categorical Exclusion on

20

Design Approval

Bureau of Locar Roads & Streets

Raffensperger, William

From:	Helmerichs, Robin (FHWA) <robin.helmerichs@dot.gov></robin.helmerichs@dot.gov>
Sent:	Wednesday, August 23, 2017 3:25 PM
То:	Raffensperger, William
Subject:	[External] RE: Kane COunty Section 13-00127-00-WR Request for Federal CE Approval

After reviewing the project information provided and discussed at previous coordination meeting, FHWA has determined that this project will not have any significant impacts on the human environment and approves its designation as a categorical exclusion on August 23, 2017.

Thanks, Robin

From: Raffensperger, William [mailto:William.Raffensperger@illinois.gov]
Sent: Thursday, August 17, 2017 1:13 PM
To: Helmerichs, Robin (FHWA) <Robin.Helmerichs@dot.gov>
Subject: Kane COunty Section 13-00127-00-WR Request for Federal CE Approval

Ms. Helmerichs -

There is a roadway project in Kane County, Section 13-00127-00-WR. Please see the attached location map.

This project was taken to coordination meetings held at the IDOT District 1 office on February 25, 2014 and June 14, 2016 at which the FHWA and IDOT determined that the project was to be processed as a Federal Approved Categorical Exclusion.

Project Scope:

- Reconstruction of Montgomery Road from west of Briarcliff Road to east of Cedar Hill Avenue to provide 1 lanes in each direction separated by flush median. Intersection improvements will require the construction of additional through lanes to accommodate the project traffic volumes.
- Additional work includes resurfacing, curb and gutter, traffic signal, lighting and drainage improvements. Noise wall will be constructed where justified.
- The total project length is 2.2 miles.
- There are no structures with NBIS structure numbers within the project limits.
- The work zone will be protected using the applicable traffic control measures for stage construction to maintain two way traffic at all times.

The following are the environmental issues and dates for this project:

- Approximately 155 trees will be removed.
- ROW and Easements are required for this project
 - o 5.6 acres of additional right of way (128 parcels)
 - 0.9 acre of permanent easements (21 parcels)
 - 4.4 acres of temporary easements (115 parcels)
 - 142 property owners are affected.

- Noise analysis: November 17, 2016. Noise walls have been determined to be reasonable and feasible. Further coordination will take place during Phase II design
- Section 4(f) De Minimis FHWA approval November December 15, 2016. Affected Section 4(f) properties:
 - Phillips Park Golf Course
 - o Virgil Gilman Trail
 - Aurora Township soccer field
 - Phillips Park Aquatic Center
- Cultural clearance May 11, 2016. Transmittal of IHPA letter, no adverse effect to historic properties.
- SHPO concurrence May 11, 2016. Concurred no adverse effect to historic properties. No Section 106 coordination is required. During an on-site survey, four archaeological site were identified. Potential impacts to sites will be avoided. No architectural resources eligible for National Register consideration were identified within the project limits.
- Natural resources review January 19, 2017.
 - Wetlands were delineated within project limits.
 - This project will not impact any delineated wetlands.
 - There are records of four State listed T&E species in the project vicinity. Adverse affects to Blandings turtle, Slippershell mussel, River redhourse and Greater redhiourse are being mitigated by strict adherence to BMP for erosion and sediment control.
 - A review of the USFW Service list of endangered, threatened, proposed and candidate species and proposed and designated critical habitat determined that listed species and critical habitat may be present for the following species:
 - Northern long eared bat
 - Eastern prairie fringed orchid
 - There are no records of NLEB maternity roost trees, maternity colonies or hibernacula in the project vicinity. It has been determined that the proposed improvement will have no effect on the NLEB.
 - The limits of the proposed improvement were evaluated for the presence of potentially suitable EPFO habitat. Using the USFWS guidance, there are no high quality wetlands or prairies within the project limits. It has been determined there would be no effect to EPFO from the proposed improvement.
- A USACE regional Section 404 permit is required for this project due to instream work.
- According to the PDR, a PSI will be prepared during the Phase II design for REC sites abutting the project limits.
- According to the PDR, there is more than one acre of soil disturbance, the NPDES storm water permit requirements will apply.
- Public involvement requirements were met by holding a public information meeting on October 2, 2013 at the Montgomery Village Hall. According to the PDR, 61 people attended the meeting. The PDR states that 16 comment forms were received covering a variety of topics: drainage, noise concerns, exclusive turn lanes, land acquisition, roadway widening impacts, speed of traffic, traffic volumes, traffic control, pedestrian accommodations, commercial and residential access.

- The project sponsors held two stake holder focus group meetings on January 29, 2014 and May 7, 2014. The meetings were held at the Montgomery Village Hall.
 - The January 29, 2014 meeting consists of a brainstorming session for potential alternatives to be carried forward, identify issues and concerns along the corridor. 25 people attending the meeting, including the study team.
 - The May 7, 2014 meeting presented the proposed alternatives. 18 people attending the meeting including the study team.
- A public hearing was held on September 14, 2016 at the Montgomery Village Hall. According to the PDR, 31 people attended the meeting. The PDR states that 13 comments were received. The primary concern appears to be property impacts caused by the proposed land acquisition. A transcript of the public hearing was submitted to the FHWA on March 17, 2017.
- Estimated project cost: \$20.03 million

The following items exceed the thresholds in the Programmatic Agreement for Categorical Exclusions to be considered a State Approved CE:

- 1. This project requires more than 3 acres of ROW per mile, PA Section V #1
- 2. This project meets the criteria for a Type 1 project established in 23 CFR Part 772.5 requiring a noise analysis, PA Section V #2.
- 3. The estimated cost of this project exceeds the \$5.267 million value for federally funded projects, PA Appendix A (23),(i).

Based on the above information, this project will not have any significant impacts on the human environment. Approval of this project as a Categorical Exclusion is requested.

If you have any questions, please call.

William Raffensperger, PE, PTOE, PTP Project Development Engineer

Illinois Department of Transportation Bureau of Local Roads and Streets 2300 S. Dirksen Parkway Springfield, IL 62764

Work hours: 7:00 am to 3:00 pm.

(O) 217-785-1676 (C) 217-720-2787 (F) 217-782-3971 william.raffensperger@illinois.gov

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

Table of Contents

1.		LOCATION AND EXISTING CONDITIONS	5
	a.	Location (attach location map to supplement narrative description)	5
	b.	Description of Existing Facility	5
	c.	Traffic Data	13
	d.	Structures	14
	e.	Railroads	14
	f.	Contiguous Sections	14
2.		PROPOSED IMPROVEMENT	15
	a.	Project Purpose and Need	15
	b.	Design Guidelines	15
	C.	Type of Work	15
	d.	Items Affecting Improvements	19
	e.	Design Variances	
	f.	Cost Estimate	
	g.	Analyze the need for accommodating pedestrians, bicyclists, and the handicapped	
	h.	Adjacent Improvements	23
3.		CRASH ANALYSIS (BLRS MANUAL SECTION 22-2.11(B)(9))	23
	a.	Five-year Summary	23
	b.	Analysis	
	c.	Countermeasures.	35
4.		RIGHT-OF-WAY	35
5.		PRIME FARMLAND (BLRS MANUAL SECTION 20-10)	36
6.		FLOODPLAIN ENCROACHMENT (BLRS MANUAL SECTION 20-7)	36
7.		PHASE I & II NPDES STORM WATER PERMIT REQUIREMENTS (BLRS MANUAL SECTION	7-
4.0)1)		37
8.		"404" PERMIT (BLRS MANUAL SECTION 7-4.02)	37
9.		SPECIAL WASTE (BLRS MANUAL SECTION 20-12)	37
10		ENVIRONMENTAL SURVEY (BLRS MANUAL SECTION 20-2)	40
11		SECTION 4(F) LANDS (BLRS MANUAL SECTION 20-3)	42
12		AIR QUALITY (BLRS MANUAL SECTION 20-11)	44
13		NOISE (BLRS MANUAL SECTION 20-6)	46
14		WORK ZONE TRANSPORTATION MANAGEMENT PLANS	48
15		COMPLETE STREETS (BLRS MANUAL CHAPTER 10)	48
16		MAINTENANCE OF TRAFFIC (BLRS MANUAL SECTION 22-2.11(B)(9))	48
17		PUBLIC INVOLVEMENT (BLRS MANUAL CHAPTER 21)	49
18		COORDINATION LA-IDOT-FHWA (BLRS MANUAL SECTION 22-1.02)	
19		OTHER COORDINATION	52
			52 52
20	•	SUMMARY OF COMMITMENTS	JΖ

Index of Appendices

APPENDIX AEXHIBITS
Exhibit 1 – Location Map
Exhibit 2 – Existing Geometry
Exhibit 3 – Functional Classification Map
Exhibit 4 – Existing Typical Sections
Exhibit 5 – Traffic Volumes
Exhibit 6 – Proposed Plan and Profile
Exhibit 7 – Proposed Typical Sections
Exhibit 8 – Intersection Design Studies (Douglas Road, Hill Avenue)
Exhibit 9 – Cost Estimate
Exhibit 10 – Crash Spot Map/Collision Diagrams
Exhibit 11 – Proposed Right of Way and Easement Summary
Exhibit 12 – Parking Options Technical Memorandum
Exhibit 13 – Floodplain Map
Exhibit 14 – Special Waste Identified Recognized Environmental Conditions Map
Exhibit 15 – Wetland Location Map
Exhibit 16 – Biological Clearance, Cultural Clearance
Exhibit 17 – Tree Location Map
Exhibit 18 – Natural Resource Review Memorandum
Exhibit 19 – Traffic Noise Concurrence documentation
APPENDIX BSUPPORTING DOCUMENTS
1. Location Drainage Study Approval Documentation
2. Traffic Operations Analysis Report
3. Traffic Control Warrant Analysis
4. Auxiliary Lane Criteria and Storage Calculations
5. BDE Design Criteria Checklists for Hill Avenue
6. BLR 22120, BDE 3100 Design Criteria and Variances
7. PESA Executive Summary
8. Section 4(f) Concurrence documentation
9. Section 4(f) De Minimis Reports
10. Mohomet Sole Source Aquifer (SSA) Statement
10. Mohomet oble oburde Aquiler (obA) otalement
APPENDIX CCOORDINATION
1. FHWA
2. IDOT
3. CMAP
4. US Postal Service
5. City of Aurora
6. Village of Montgomery
7. Aurora Township
8. Utilities
9. Other Coordination
10. Public Involvement
a. Public Information Meeting b. Stakeholder Focus Group (SFG)
c. Public Hearing

1. LOCATION AND EXISTING CONDITIONS

a. Location (attach location map to supplement narrative description)

The Montgomery Road Phase I Preliminary Engineering and Environmental Study evaluates an approximately 2.2mile section of Montgomery Road (also known as County Highway 29 or FAU 3579) between Briarcliff Road on the west and Hill Avenue on the east within Kane County. The nearest interstate is I-88 located approximately 6 miles north of the study area.

The study area is located in the Village of Montgomery and the City of Aurora, within the southeast corner of Aurora Township and Kane County, Illinois. See Exhibit 1 (Appendix A) for a location map. It should be noted that the original project limits included a section of Montgomery Road between IL Route 25 and Briarcliff Road west of the current western terminus. Due to multiple factors, a decision was made to change the western terminus of the project to Briarcliff Road. This change was discussed as part of FHWA IDOT coordination and documented in the notes located in Appendix C.

b. Description of Existing Facility - Give narrative description, including such items as width of travel, parking and turn lanes, sidewalks, alignment, traffic control devices, utilities, jurisdiction, maintenance responsibility, drainage, terrain and current land use (including major public facilities and local landmarks). Attach existing typical sections showing roadway widths, bridge widths, ROW widths, sidewalk widths, guardrail, curb and gutter and surface types.

The Montgomery Road roadway corridor within the study limits is primarily a two-lane facility (one 12-foot travel lane in each direction) with varying shoulder treatment (0 to 4-foot aggregate, 0 to 18-foot HMA, and/or type B-6.12 or B-6.24 curb and gutter). The cross section is inconsistent throughout the corridor. The cross section varies at and approaching several intersections where the roadway tapers out to provide turning lanes. For example, a three lane section (one 12-foot travel lane in each direction plus a center 12-foot two-way left turn lane) with curb and gutter exists between Douglas Avenue and the Golden Buffet/La Chiquita access drive. The center two-way left turn lane connects a WB left turn lane from Montgomery Road to the Golden Buffet/La Chiquita access drive and a left turn lane provided on the west leg of the Douglas Road and Montgomery Road Intersection. The typical section also varies with sidewalks and shared-use paths located inconsistently along the corridor. Within Appendix A, Exhibit 2 shows the existing geometry, Exhibit 3 provides a functional classification map, and Exhibit 4 presents existing typical cross sections.

Montgomery Road

Within the project study area, signalized intersections exist at Douglas Road, Howell Place, and Hill Avenue (east limit). Montgomery Road also intersects with 19 unsignalized streets (Briarcliff Road (west limit), Lafayette Street (North), Fourth Street, Pearl Street, Fifth Street, Talma Street, Jackson Street, Hinckley Street (South), Watson Street (South), Hinman Street (South), Spencer Street (North), Bangs Street (North), Union Street, Gates Street, Pleasant Place, State Street/Raymond Drive, Kingston Avenue (South), Phillips Park Aquatic Center Access Drive/Park Avenue, and Crown Drive (South)) within the study area as well as provides direct access to several homes and businesses along the route. Hill Avenue (FAP 360) is the only state route that crosses Montgomery Road within the study limits. Montgomery Road is classified as an east/west minor arterial and has a speed limit ranging from 30 mph to 35 mph.

Within the study area, the Kane County Division of Transportation retains jurisdictional responsibility of Montgomery Road; however, the road is maintained by others. Kane County has an intergovernmental agency agreement (IGA) with the Village of Montgomery to maintain Montgomery Road. At the east limit, Hill Avenue, jurisdiction changes to the City of the Aurora for the west leg. Left turn lanes (12-foot wide) are provided on Montgomery Road at Briarcliff Road, the Golden Buffet/La Chiquita access drive, Douglas Road, Park Avenue/Aquatic Center, and Hill Avenue. A 12-foot right turn lane is only provided in the westbound direction on Montgomery Road at Briarcliff Road. Montgomery Road right-of-way (ROW) varies between 60 feet and 110 feet in width. However, the majority of the route within the study limits varies between 66 feet and 90 feet. Several fixed-objects (such as signs and mailboxes), driveway entrances, utility poles, fire hydrants, light poles, mail turn-outs, and on-street parking stalls existing within the existing right-of-way and will be impacted by the proposed improvements.

The variable typical cross sections beginning on the west include:

- West project limit: 90-foot ROW including one 12 foot travel lane per direction with variable 0-3-foot aggregate shoulder. A 5-foot sidewalk is located to the north adjacent to Montgomery Road and a 10-foot shared-use path is located to the south adjacent to Montgomery Road.
- Station 76+46 to Station 108+35 and 144+85 to 159+90. 66-foot ROW including one-12-foot travel lane in each direction and 4-foot aggregate shoulders.
- Station 108+35 to Station 114+07. 66 to 90-foot varied width ROW including one-12-foot travel lane in each direction, 0 to 18-foot HMA shoulder eastbound, and 0 to 16-foot HMA shoulder and 4-foot aggregate shoulder westbound.
- Station 114+07 to Station 124+20. 66 to 90-foot varied width ROW including one-12-foot travel lane in each direction, 0 to 18-foot HMA shoulder eastbound, and 0 to 16-foot HMA shoulder westbound.
- Station 124+20 to Station 130+80. 66-foot varied width ROW including one-12-foot travel lane in each direction, 4-foot aggregate shoulder eastbound, and 4-foot aggregate shoulder and 5-foot sidewalk westbound.
- East project limit: 66-foot ROW including one-12-foot travel lane in each direction and 4-foot aggregate shoulders.

Crossroads

Crossroads within the study area vary in functional classification. All crossroads along the project corridor are considered local roads or streets and provide access to homes and neighborhoods with the exception of the Briarcliff Road, Douglas Road, Union Street and Hill Avenue. The south leg of the Briarcliff Intersection is a major collector and the north leg is a local road or street. The south leg of the Douglas Road Intersection is classified as a minor arterial and the north leg is considered a major collector. Union Street is classified as a minor collector route. Hill Avenue is considered other principal arterial. Right of way varies for minor cross streets is primarily 60 feet in width with the exception of Briarcliff, Douglas Road and Hill Avenue which vary between 66 feet and 90 feet.

Hill Avenue is a state route under IDOT jurisdiction. All other intersecting roadways are under the jurisdiction and maintenance of the respective Village/City in which it is located.

Briarcliff Road (West limit)

Briarcliff Road runs north/south and has a posted speed limit of 25 mph north of Montgomery Road and a speed limit of 30 mph south of Montgomery Road. Briarcliff Road south of Montgomery Road is considered a major collector and north of Montgomery a local road. Briarcliff Road is stop controlled at Montgomery Road and provides exclusive left turn lanes at both approaches. ROW varies between 66 and 90 feet. The lane configuration is as follows:

- Eastbound: 1 left turn lane, 1 shared thru/right turn lane
- Westbound: 1 left turn lane, 1 thru lane, 1 right turn lane
- Northbound: 1 left turn lane, 1 shared thru/right turn lane
- Southbound: 1 left turn lane, 1 shared thru/right turn lane

Douglas Road

Douglas Road is a north/south major collector that has a speed limit ranging from 30 to 35 mph. Douglas Road provides access to commercial developments and a cemetery within the study area. The cemetery uses the Douglas Road Intersection to gain access to its property during funeral processions. Douglas Road provides access to other collector routes as well as US Route 30, a principle arterial, just south of the study area. The intersection is under traffic control signal where Douglas Road provides a left turn lane in each direction. Douglas Road is designed as a five lane urban two-way collector cross section with two lanes in each direction and a two-way left turn lane (TWLTL) south of Montgomery Road. North of Montgomery Road, Douglas Road transitions to a three lane urban two-way collector with one lane in each direction and a TWLTL. Right of way varies along Douglas Road between approximately 66 feet and 90 feet. The lane configuration is as follows:

- Eastbound: 1 left turn lane, 1 shared thru/right turn lane
- Westbound: 1 left turn lane, 1 shared thru/right turn lane
- Northbound: 1 left turn lane, 1 thru lane, 1 share thru/right turn lane

• Southbound: 1 left turn lane, 1 thru lane, 1 share thru/right turn lane

Howell Place

Howell Place is a north/south local road that "tees" into Montgomery Road from the north and has a posted speed limit of 25 mph. Howell Place north of the Montgomery Road is designed as a local street with one lane in each direction. The southern leg of the Howell Place and Montgomery Road is access to Montgomery Road Plaza. There are no auxiliary lanes provided on Howell Place at Montgomery Road intersection. The intersection is under traffic signal control. Right of way is approximately 66 feet in width. The lane configuration is as follows:

- Eastbound: 1 shared left turn/thru/right turn lane
- Westbound: 1 shared left turn/thru/right turn lane
- Northbound: 1 shared left turn/thru/right turn lane
- Southbound: 1 shared left turn/thru/right turn lane

Hill Avenue (Lincoln Highway) (east limit)

Hill Avenue (Lincoln Highway) is a north/south principal arterial under IDOT jurisdiction with a posted speed limit of 50 mph. The Hill Avenue and Montgomery Road intersection is under traffic signal control where exclusive left turn lanes are provided on both approaches. North of Montgomery Road Hill Avenue is designed as an urban/suburban arterial with one lane in each direction and a two-way left turn lane (TWLTL). South of the intersection with Montgomery Road, Hill Avenue transitions to a rural arterial cross section with no curb and gutter and one lane in each direction. Right of way is approximately 90 feet in width. Within the study area Hill Avenue is adjacent to farmland, Phillips Park golf course, Aurora Skate Center, and Parkside Lanes bowling alley. Hill Avenue provides access to other arterials to the south (Route 30 and Ogden Avenue (Route 34) and other collectors and arterials to the north. The lane configuration is as follows:

- Eastbound: 1 left turn lane, 1 shared thru/right turn lane
- Westbound: 1 left turn lane, 1 shared thru/right turn lane
- Northbound: 1 left turn lane, 1 shared thru/right turn lane
- Southbound: 1 left turn lane, 1 shared thru/right turn lane

Residential/Business Access

Montgomery Road provides direct access to many residential properties (single and multi-family) and businesses. Many driveways have direct access to Montgomery Road. The Aurora Township Fire Protection District Station 2 is located and accessed directly from Montgomery Road. The road is signed and striped for emergency vehicle access to the facility.

Douglas Road provides direct access to primarily businesses (gas stations, shopping centers, restaurants) within the study area. Hill Avenue provides access to Parkside Lanes and Aurora Skate Center within the study area.

Guardrail

A guardrail analysis was conducted for this study. A small section of guardrail is located east of Crown Drive at the culvert crossing.

Curb and Gutter

Type B6.12 curb and gutter is located along Montgomery Road surrounding the Douglas Road Intersection (between Station 61+58 and 75+56) and along Douglas Avenue near the intersection with Montgomery Road. Type B6.24 curb and gutter is provided along Montgomery Road surrounding the Aquatic Center/Park Avenue Intersection between Kingston Avenue and approximately 300 feet east of Park Avenue (between stations 135+80 and 142+70) and surrounding the Hill Avenue Intersection (between stations 162+50 and 168+65). Type B6.24 curb and gutter is also located along Hill Avenue near the Montgomery Road Intersection. Curb cuts are provided for driveways and business access.

<u>Parking</u>

Parking is not permitted along the route with the exception of an area directly adjacent to the fire station (Aurora Township Fire Protection District Station 2) and on the north side of Montgomery Road between approximately Union and Pleasant Place at designated areas associated with commercial properties. Parking will be impacted by the proposed improvements.

Traffic Control

With the exception of the three signalized intersections (Douglas Road, Howell Place, and Hill Avenue (east limit)) all other access points to Montgomery Road are stop controlled on the minor street (i.e. Briarcliff Road (west limit), Lafayette Street (North), Fourth Street, Pearl Street, Fifth Street, Talma Street, Jackson Street, Hinckley Street (South), Watson Street (South), Hinman Street (South), Spencer Street (North), Bangs Street (North), Union Street, Gates Street, Pleasant Place, State Street/Raymond Drive, Kingston Avenue (South), Phillips Park Aquatic Center Access Drive/Park Avenue, and Crown Drive (South)).

Sidewalks/Shared-use Paths and Crosswalks

Sidewalks (5-foot) and/or shared-use paths (10-foot) are intermittent along the north and south sides of Montgomery Road adjacent to the roadway (just east and west of Briarcliff Road on the north and south sides of the road, on the north side of the road just west of Douglas Road and the Shell gas station to Lafayette Street, between Pleasant Place and approximately Howell Place on the south side of the road).

The Virgil L. Gillman Trail, with a terminus to the south of Hill Avenue at Business Route 30, bisects Montgomery Road near Hinman Road as it continues northwest 11.2 miles towards IL 47. The V.L. Gilman Trail crosses Montgomery Road. The Virgil L. Gilman Trail was constructed by the Fox Valley Park District and the Kane County Forest Preserve District and includes two abandoned railroad right-of-ways.

Cross walks are located along Montgomery Road on the north and west legs of Douglas Ave (with pedestrian push buttons), the west leg of Jackson Street (unsignalized intersection, crosswalk is signed), the V.L. Gilman Trail crossing near Hinman Road, and the east leg at Howell Place signalized intersection (with pedestrian push button).

Drainage Features

A drainage evaluation was conducted in August 2013 to evaluate existing and proposed drainage conditions. Closed storm sewer systems exist in the vicinity of Briarcliff Road and Douglas Road. The remainder of the corridor is open roadway with one major drainage crossing structure 200 feet east of Crown Drive. The existing culvert includes dual, 67-foot long 42 inch x 27 inch elliptical pipes. The culvert has a drop-inlet structure at the upstream (north) end and flared wing walled outlet at the downstream (south) end. The inlet structure is approximately 4 feet deep, with grate cover and concrete chutes draining the roadway swales flowing in from the east and west. The inlet structure also serves as the discharge location of a storm sewer pipe flowing in from the west (pipe outlet built into the inlet) and also of the swale that collects the runoff from a portion of the golf course north of Montgomery Road. The existing culvert has an upstream invert elevation of 679.09 feet and downstream invert elevation of 678.68 feet. The channel downstream of the culvert is in a fair condition without any obvious channel or bank erosion visible downstream of the culvert. This dual elliptical pipe culvert is not considered a structure because the culvert opening is less than 100 square feet.

As part of the drainage evaluation sensitive flood receptors were identified through review of available information and site visit observations. Five sensitive flood receptors were identified:

- Station 80+00 to 84+00 (RT) Residential properties adjacent to Montgomery Road
- Station 108+00 (RT) Aurora Beverage Distributors.
- Station 114+00 to 124+00 (LT) Commercial properties adjacent to Montgomery Road
- Station 121+00 to 124+00 (RT) Residential properties adjacent to Montgomery Road

All outlets were identified as part of the existing drainage plan available under separate cover. Ten outlets were identified as defined (outlets that require storm sewer pipe network design and detention) within the project limits. All remaining outlets, at multiple locations along the corridor, were identified as undefined. The undefined outlets generally drain out as sheet flows without any formal drainage system and are not significantly affected by the proposed project developments.

The topography of the area in the immediate vicinity of the proposed development corridor is flat without significant relief, thereby, leading to ponding and flooding during major storm events. Near the intersection of Pleasant Place and Montgomery Road, there are no inlets that connect to a storm sewer network except for open-bottom inlets that are easily overwhelmed during major storm events. Comments related to existing drainage problems were received

during the October 2, 2013 Public Meeting and September 14, 2016 Public Hearing. The comments are located in Appendix C as part of the public involvement materials.

The existing storm sewer and drainage evaluation and plans were presented to Kane County and were approved by the County in July 2014. Existing drainage is documented in the April 2016 Hydraulic Analysis Technical memorandum and the Hill Avenue at Montgomery Road Location Drainage Study (LDS). Both documents are available under separate cover. The e-mail approval of the Hill Avenue at Montgomery Road LDS was received on June 21, 2017. Approval documentation is available in Appendix B.

<u>Utilities</u>

Multiple utilities are located within the study corridor adjacent to, under, and over Montgomery Road. Data request letters were mailed to utilities within the study area in August 2016. Refer to Appendix C for copies of the letters. Responses to the request are noted and were reviewed and available within the project files. Several types of utilities exist within the project improvement limits.

Electrical – Information was provided by ComEd in response to the project data request letter. ComEd is the local electricity provider. Both aerial and underground electrical utility lines are present within the study area. Aerial electrical utility lines are visible along both the north and south sides of road. The lines extend parallel to Montgomery Road on the north and south until approximately Lafayette Street where the lines continue along Montgomery Road parallel to the south for the remaining length of the study area. The aerial lines crossover Montgomery Road at multiple locations including Douglas Road, just east of Lafayette Street, Talma Street, Jackson Street, the V.L. Gilman Trail crossing, just east of Spencer Street between the Super Wash and Drive Time Auto, and just west of Pleasant Place. Several electrical poles in the study area are shared with other utility providers. Underground electrical utility lines are also present and cross Montgomery Road in several locations between approximately Briarcliff Road and Fourth Street as well as Hill Avenue. There is also a ComEd circuit breaker located in the northwest quadrant at Hill Avenue.

Gas – Information was provided by NICOR in response to the project data request letter. There are gas lines present in the Project Area. The local supplier of gas utilities is NICOR. Information was provided in response to a data request letter. Underground gas lines run along the length of the study corridor along Montgomery Road and multiple side streets. Based on a preliminary review, the gas lines are located under the proposed pavement of approximately half of the Montgomery Road corridor.

Sanitary Sewer – Information was provided in response to the project data request letter. There are multiple sanitary sewer utilities present along Douglas Avenue/Road and intermittent areas along Montgomery Road.

Water – Information was provided in response to the project data request letter. Drinking water for the Project Area is provided by the Village of Montgomery. There are multiple water utilities throughout the Project Area.

Cable – Information was provided by Comcast in response to the project data request letter. Aerial and underground cable lines are present along Montgomery Road. Several utility poles are shared with ComEd. Cable lines run adjacent and parallel to Montgomery Road along the entire project limits. Cable lines primarily run on the south side of Montgomery Road between Douglas Road and Hill Avenue; west of Douglas Avenue and east of Hill Avenue the lines are primarily located to the north. Underground cable lines cross Montgomery Road several times within the study area (near Briarcliff Road, between 4th Street and Pearl Street, and a couple times at Farnsworth Avenue) and also exist along a couple side streets including Pearl Street (north) and Farnsworth Avenue.

Others –Verizon/MCI provided a response to the project data request letter and indicated that they do not have facilities in the project limits.

Once funding is identified and the Phase II is initiated, a more detailed utility investigation will take place.

Illumination

Street lighting is provided alongside Montgomery Road at most intersections within the study limits. Intersection lighting consists of a single light pole near the intersection. All of the existing street lighting along Montgomery Road consists of overhead lighting.

Water Resources

There is one stream in the project area, Waubonsie Creek. In addition, there are two ponds in the eastern portion of the project area: one pond is part of the Phillips Park Aquatic Center and is located in the northeastern quadrant of the intersection of Montgomery Road and Howell Place; the second pond is within the Phillips Park golf course, in the northwestern quadrant of the intersection of Montgomery Road and Howell Place; the second pond is within the Phillips Park golf course, in the northwestern quadrant of the intersection of Montgomery Road and Hill Avenue (Appendix A of the Wetland Delineation Report). These ponds serve aesthetic purposes as well as provide detention for the Phillips Park Aquatic Center and Golf Course. The ponds are not a water source to the area.

There are several drainage ditches and four wetlands in the project area. All of these water bodies are discussed in the Wetland Delineation Report available in the project files under separate cover.

The Fox River is located west of the project area and is not impacted by the project. Groundwater (wells) and any potential impacts to groundwater are discussed in the Geological Resources Section below.

Geological Resources

This section discusses quaternary deposits in the surface layer of the project area, bedrock geology, and the aquifer that extends throughout most of the project area.

The following quaternary deposits exist in the project area (Curry and Hodson 2009):

- Henry Formation: sand and gravel containing beds of silt, clay, and diamicton; stratified; cross-bedded to planar-bedded; typically less than 35 feet thick. This deposit consists of outwash deposited in glacial meltwater channels, outwash plains, alluvial fans, and bars. This deposit is found in the majority of the project area, from the western end to approximately Union Street, east of the Virgil L Gilman Trail.
- Henry Formation (fine facies): sand and gravel with a capping layer less than 5 feet thick of finer, siltier sand and gravel. This deposit consists of outwash, alluvium deposited during late-stage deglaciation. This deposit is only found in a small portion of the project area, approximately between Pleasant Place and State Street.
- Lemont Formation, Yorkville Member: Diamicton, pebbly clay, silty clay, silty clay loam and silt loam with few lenses of sand and gravel or silt. This deposit consists of till and ice-marginal sediment. This and the Equality Formation deposits cover the remainder of the project area.
- Equality Formation: clay, silt, and very fine to medium sand; fossiliferous; as much as 19 feet thick. This deposit consists of lake sediments in channels and kettle basins.

The first three deposits in the list are within the Hudson Episode and are considered to have formed approximately 14,700 years ago. The last deposit is within the Wisconsin Episode, Michigan Subepisode, and is considered to be between 29,000 and 14,000 years old (Curry and Hodson 2009).

The bedrock geology in the project area consists mainly of dolomite of Silurian age and dolomite and shale of the Maquoketa Group of Ordovician age (Dey et al. 2007a).

According to Dey et al. (2007b), the majority of the project area is within an unnamed aquifer, composed of surficial sand and gravel of the Henry Formation and/or the sub-Batestown and sub-Yorkville tongues of the Henry Formation. This aquifer is between 20 and 50 feet thick in the majority of the project area with areas where the aquifer thickness is between 50 and 100 feet in some portions of the project area.

Kane County depends upon groundwater for water supply. Most of the wells in the project area are in the residential area located north of Montgomery Road and between the Virgil L Gilman Trail and the Phillips Park Family Aquatic Center.

Table 1 presents water well records in the project area maintained by the Illinois State Geological Survey.

Well ID	API ¹ Number	Year Drilled	Depth (feet)
1	120893541800	2004	78
2	120890147200	1940	84
3	120892660900	1985	80
4	120890115200	1971	170
5	120890115300	1971	80
6	120892985400	Private well 1898	120
7	120892900500	1984	85
8	120890031700		80
9	120890070000	1941	70
10	120893122600	1993	15
11	120893122700	1993	20
12	120893122800	1993	20
13	120893595400		80
14	120892985500	1990	120
15	120893059900	1991	110
16	120892246600	1975	115
17	120892649200	1985	140
18	120892349300	1977	140
19	120892349600	1977	120
20	120890141300	1972	105
21	120892241300	1975	115
22	120890053500	1969	125
23	120890136400	1972	120
24	120890181600	1972	126
25	120890181700	1972	160
26	120890181800	1972	125
27	120890181400	1996	180
28	120890128900	1971	125
29	120893535600	2001	280
30	120893459300	-	-

Table 1. Wells Located within the Project Area

Source: ISGS 2016a, Illinois Water and Related Wells

Note: ¹ American Petroleum Institute

Refer to Appendix B, Item 10 for a statement on the Mohomet Sole Source (SSA) Aquifer.

Fault Zones

There are no fault lines in the project area. The closest fault line is the Sandwich Fault Zone, which is about 5 miles south and west of Kane County. The Sandwich Fault Zone runs southeast from Ogle County to Will County and south and west of Kane County (ISGS 2016b).

Existing Land Use and Zoning

Existing land uses in the project area include residential, commercial, park/open space, and agricultural. The primary land use in the project area is residential. Businesses are also scattered throughout the project area:

- Near the intersection of Montgomery Road with Douglas Avenue
- Along Douglas Avenue, south of Montgomery Road
- Near the intersection of Montgomery Road with the Virgil L Gilman Trail and Spencer Street
- North of Montgomery Road, between Union Street and Pleasant Place
- South of Montgomery Road, between State Street and Kingston Avenue, and between Hill Avenue and Farnsworth Avenue

There is some agricultural land in the western end of the project area, between Broadway Avenue and Sycamore Lane and between Briarcliff Road and Douglas Avenue; in the eastern portion of the project area, between Crown Street and Hill Avenue; and north and south of Montgomery Road from Hill Avenue to the eastern project area limit.

Parks/open space is located in the central and eastern end of the project area:

- Pierce Park north of Montgomery Road, between Talma and Jackson Streets
- Aurora Township Soccer Field adjacent to Pierce Park
- Virgil L. Gilman Trail crosses Montgomery Road diagonally; it is located adjacent to Aurora Township Soccer Field north of Montgomery Road and between Hinman and Spencer Streets south of Montgomery Road
- Phillips Park Aquatic Center and Golf Course north of Montgomery Road in the eastern end of the project area, from east of Howell Place to Hill Avenue

<u>Zoning</u>

 The project area is mainly zoned residential. However, it is also zoned commercial-retail along Douglas Avenue (Village of Montgomery 2016). Other retail is located along Montgomery Road, between the Virgil L. Gilman Trail and Howell Place, and in the northeastern quadrant of Montgomery Road and Hill Avenue (City of Aurora 2014; Village of Montgomery 2016). The Philips Park and Golf Course area is zoned as park/open space (City of Aurora 2014). The project does not introduce a new land use that is not consistent with existing zoning.

Future Land Use

The Draft Montgomery 2035 Comprehensive Plan is divided into subarea plans. The Eastern Gateway Subarea Plan discusses the project area from Briarcliff Road to Hill Avenue. The Plan designates Montgomery Road and Douglas Avenue as commercial corridors. The Eastern Gateway Subarea Plan also discusses the potential future need for the widening of Montgomery Road by acknowledging that the existing road configuration may not be sufficient to accommodate future traffic volumes, and that widening of Montgomery Road will introduce additional traffic to the commercial corridor located immediately east of the Virgil L. Gilman Trail and along Montgomery Road. The Montgomery Comprehensive Plan recommends allowing commercial uses to extend north into the residential areas (Village of Montgomery 2014).

The portions of the project area within the City of Aurora remain the same in the City of Aurora Comprehensive Interim Plan (2015) with the exception of the area north of Montgomery Road and between Hill Avenue and Farnsworth Avenue. This area is currently zoned as residential and general retail/special use district; whereas it is only commercial in the Comprehensive Interim Plan.

The southwest quadrant of the Montgomery Road/Hill Avenue intersection is an open field. The Draft Montgomery 2035 Comprehensive Plan identifies this area as a potential residential use (Village of Montgomery 2014). The proposed project will, therefore, be consistent with the programmed future land uses for the project area.

Public Facilities and Services

The following public facilities are located in the project area or in its immediate vicinity:

 Places of worship – Genesis Community Church, Centro de Fe Apostolica, Calvary Baptist Church, St. Olaf Lutheran Church, Destiny Worship Center, Lutheran Home, New Hope Southern Missionary, Community Christian Church, Park Place Baptist Church, Iglesia Pentecostal Unida, and Faith Assembly Church of Montgomery

- St. Paul Lutheran Cemetery and Aurora Township Cemetery –Located adjacent to each other, south of Montgomery Road and between Douglas Avenue and 4th Street.
- Schools St. Olaf Lutheran Preschool, Krug Rose East, Dieterich Elementary School, Nicholson Elementary School, and Bea Stanfield High Technology
- Parks/Natural Areas Pierce Park, Austin Park, Briarcliff Woods Park, Phillips Park Golf Course, Mastodon Lake, and Virgil L Gilman Trail
- Aurora Township Fire Protection District Station 2, Montgomery City Hall, U.S. Postal Service

In addition to public facilities and services, there are multiple businesses within or near the project area. These include gas stations, convenience stores, restaurants, and recreation centers.

<u>Mail Route</u>

Montgomery Road is an active mail route with mailboxes located along the north and south sides of the roadway. Mail turnouts are located along Montgomery Road.

Mass Transportation

Transit services are provided within the study area and include Pace bus routes #528 and #529. Pace route #528, with stops between Howell Place and Waterford Street, provides access to Rush-Copley Medical Center located southeast of corridor in Montgomery and to the Metra BNSF Line at the Aurora Transportation Center (located northwest of the corridor). Pace route #529, with stops between Briarcliff and 5th Street, provides north-south access between the Kane County Judicial Center and Route 81. Signs for the Pace routes are located within the study area.

c. Traffic Data

Current ADT (2013): <u>5,800 to 12,300 vpd</u>	% trucks: 4
--	-------------

The south leg of Douglas is a Class II locally maintained truck route. There are no other marked truck routes within the project limits.

Design Year: 2040 ADT: 7,000-16,000 vpd DHV: 1,235-1,905 % trucks: 4

Refer to Appendix A, Exhibit 5 for traffic volume diagrams and Appendix B for the Traffic Operations Analysis Report.

Traffic counts were conducted in 2013 on Montgomery Road at the intersections with Briarcliff Road, Douglas Road, 5th Street, Howell Place, and Hill Avenue from 7:00 to 9:00 AM and 4:00 to 6:00 PM on a typical weekday in order to determine the AM and PM peak hours. Refer to Table 2 for a detailed summary of traffic data.

Montgomery Road Section	Existing ADT	Major Side Road Approach	Existing ADT
Briarcliff Road to Douglas Road	5,800 vpd	Briarcliff Road	3,500 vpd
Douglas Road to 5 th Street	12,300 vpd	Douglas Road	19,900 vpd
5 th Street to Howell Place	12,300 vpd	Howell Place	500 vpd
Howell Place to Hill Avenue	11,300 vpd	Hill Avenue	13,600 vpd

Table 2. Existing 2013 Average Daily Traffic Volumes

The 2040 No Build evaluation includes 2013 existing geometric conditions and signal timing with the projected 2040 traffic volumes. The 2040 traffic volumes include any known individual roadway or land use improvements scheduled to be completed by the year 2040. Future 2040 ADT's were received from the Chicago Metropolitan Agency for Planning (CMAP). Coordination with CMAP is included in Appendix C for further reference. Refer to Table 3 for year 2040 traffic volumes.

Table of 2040 Attendge Bally Traine Volamoe				
Montgomery Road Section	Projected 2040 ADT	Major Side Road Approach	Projected 2040 ADT	
Briarcliff Road to Douglas Road	7,000 vpd	Briarcliff Road	4,000 vpd	
Douglas Road to 5 th Street	16,000 vpd	Douglas Road	26,000 vpd	
5 th Street to Howell Place	14,000 vpd	Howell Place	450 vpd	
Howell Place to Hill Avenue	14,000 vpd	Hill Avenue	18,000 vpd	

In developing the design hourly volumes, an annual compounded rate was calculated for each leg of the intersection based on the existing ADT and projected 2040 ADT volumes. The computed compounded rate was used to project future traffic design hour volumes and turning movements. Refer to Table 4 for design hourly volumes along Montgomery Road.

Montgomery Road Section	Existing 2013 DHV	Projected 2040 DHV
Briarcliff Road to Douglas Road	810	1,235
Douglas Road to 5 th Street	1,320	1,905
5 th Street to Howell Place	1,505	1,790
Howell Place to Hill Avenue	1,460	1,870

Table 4. Existing and Projected 2040 Design Hourly Volume (DHV)

d. Structures - Identify location within the proposed improvement of all structures on attached location map. Attach a copy of the Structure Master Report for all structures within the project limits. Attach a copy of the Bridge Condition Report or the Bridge Deck Resurfacing approval letter for structures to be replaced, rehabilitated, or resurfaced.

There are no structures located within the study limits.

e. Railroads - Identify location of all railroad crossings on attached location map and complete the following:

Railroad Name	No. and Type of Tracks (Main or Switching)	Type of Warning Devices*	No. of Trains Per Day	Railroad Width of Crossing at Rt. Angles
N/A				

*Include a sketch showing location of railroad protective devices from the edge of roadway and to the nearest track.

There are no railroads located within the study area.

f. Contiguous Sections - Describe the existing typical sections at each end of the proposed improvement including number of travel lanes, turning lanes and parking lanes, lane widths and roadway width (f-f of curbs or e-e of shoulders), and sidewalk width.

Montgomery Road at Briarcliff Road is the west project limit. The existing typical section includes 66-foot of ROW including one-12-foot travel lane in each direction, a striped painted median, and 4-foot HMA shoulders. The roadway width (e-e of shoulders) is 43 feet.

Montgomery Road at Hill Avenue is the east project limit. The existing typical section includes 66-foot of ROW including one-12-foot travel lane in each direction, a painted median, and 4-foot aggregate shoulders. The roadway width (e-e of shoulders) is 32 feet.

2. PROPOSED IMPROVEMENT

a. Project Purpose and Need. Discuss the need and purpose of the project.

The purpose of the project is to provide a transportation infrastructure that enhances operational efficiency, provides additional capacity for the projected traffic volumes, and enhances roadway safety along the Montgomery Road corridor.

The project is needed to meet future capacity needs, provide safe travel conditions and better accommodate bicycles and pedestrians.

As the Montgomery area experiences further growth and development, the pressure on Montgomery Road to serve the daily traffic needs will continue to increase. The 2.2-mile section of Montgomery Road between Briarcliff Road and Hill Avenue traverses a range of land uses from single and multi-family residential to commercial, as well as several public parks, the Virgil Gilman Nature Trail, the Aurora Township Cemetery, the Fox Valley Park District Aquatic Center, and active agricultural lands. Also of note is the presence of the Aurora Township Fire Department #2 near Montgomery Road and Spencer Street and PACE Bus Routes #528 and #529 along a portion of the study corridor. The existing 2-lane minor arterial roadway section with intermittent center turn lanes on a 66 foot wide right-of-way is no longer effectively serving the 11,000 motorists using it each day, and the existing accommodations for pedestrians and bicyclists are very limited. Accessibility along the corridor is difficult due to the lack of defined driveways, limited refuge for turning maneuvers, and lack of gaps in traffic flow. The Virgil Gilman Trail, Aurora Aquatic Center, and the Aurora Township Soccer Field are destinations which require safe accommodations for non-motorized trips. Also, accessibility for non-motorized users is difficult due to the lack of pedestrian facilities or room for safe bicycling in the corridor. The proposed conditions will utilize upgraded turn lanes with storage at major intersections. The future Montgomery Road will consist of an urban designed roadway that incorporates curb and gutter with a closed drainage system which will provide sufficient drainage for the area.

An improvement to the Virgil Gilman Trail crossing will be developed to provide a bicycle and pedestrian friendly crossing at the intersection with Montgomery Road. Due to the proposed widening of Montgomery Road, the current crossing will be in conflict with the future conditions and will be an insufficient pedestrian crossing.

b. Design Guidelines. What design guidelines will be used for the proposed improvement? (Check One)

Rural (BLRS Manual Chapter 32)
Urban (BLRS Manual Chapter 32)
Suburban (BLRS Manual Chapter 32)
3R Guidelines (BLRS Manual Chapter

- 3R Guidelines (BLRS Manual Chapter 33)
 Bicycle Guidelines (BLRS Manual Chapter 42)
- Pedestrian Guidelines
- Other:

Functional Classification:

Arterial Collector Local Road Other Minor Arterial/Local Collector

Regulatory or Posted Speed Limit: <u>30-35 mph</u>

Design Speed: 35 mph

c. Type of Work. Describe type of work to be accomplished by the improvement. Discussion should include width of proposed travel, parking, bicycle and turning lanes, sidewalks, shared-use paths, guardrail, traffic control devices, drainage items (including storm sewer outfalls), alignment changes, railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Specify the e-max for horizontal curves. Attach typical sections, plan and profile sheets, and intersection design studies when applicable.

The proposed Plan and Profile can be found in Exhibit 6 (Appendix A). The Location Drainage Study (LDS) developed for the Intersection of Montgomery Road and Hill Avenue was approved on June 21, 2017 (Refer to Appendix B, Item 1). Design Approval was obtained on June 14, 2017. Documentation is located in Appendix A, Exhibit 8 and Appendix C, Item 2.

General Description

The Preferred Alternative includes a three-lane urban cross section along the entire corridor from Briarcliff Road to Hill Avenue. Sidewalk and shared-use path facilities are proposed to run adjacent to the roadway corridor north and south of Montgomery Road to provide connectivity to adjacent sidewalks and paths/trails. A closed drainage system is proposed along the corridor along with intersection capacity and geometric improvements at Douglas Avenue and Hill Avenue. Approval of the LDS was received on June 21, 2017. Approval documentation is located in Appendix B. Design approvals were received in September 2016 and June 2017. Proposed typical cross sections can be found in Exhibit 7 (Appendix A). Intersection Design Studies for signalized intersections of Montgomery Road and Montgomery Road and Hill Avenue can be found in Exhibit 8 (Appendix A).

Structures

There are no structures proposed as part of the Preferred Alternative.

Culvert Replacement

Due to the proposed widening of Montgomery Road and addition of sidewalk and shared use path at this location, the existing culvert will be replaced with a 75-foot long 4-foot by 4-foot concrete box culvert. This culvert is not considered a structure and has an opening less than 100 square feet. To reduce cost of construction, it is planned to keep the existing inlet structure in place and connect the upstream end of the proposed box culvert to the existing drop-inlet structure. The inlet structure will likely need modifications along the east and west rims to conform to the proposed roadway side slope. The design of the modifications of the inlet structure will be performed during Phase 2 of the project. A structural report is not required for the proposed structure.

<u>Alignment</u>

The proposed alignment on Montgomery Road generally following the existing alignment. The improvements will be made around the existing centerline. The roadway widens both north and south to accommodate the additional lane as well as sidewalks and shared-use paths. Any minor shifts proposed were made to avoid impacts to residences or businesses. There is a large horizontal curve near the Virgil Gilman Trail. The curve radius is large enough to not warrant superelevation.

Intersection Improvements

All intersections will be updated with ADA ramps as well as left turn storage from Montgomery Road to the minor street with the proposed two-way left turn lane. Additional intersection improvements are proposed for the Montgomery Road intersections with Douglas Road and Hill Avenue. No additional improvements are warranted. All existing signalized intersections remain signalized. All minor street stop-controlled intersections will remain stop-controlled on the north-south street.

The Montgomery Road and Douglas Street intersection improvement includes restriping of the northbound approach to provide an exclusive right turn lane and a shared through-left turn lane. Pedestrian crosswalks will remain for the west, and north legs of the intersection; a new crosswalk will be added for the east leg of the intersection. The proposed geometry is as follows (changes over existing are *italicized*):

- Eastbound: 1 left turn lane, 1 shared thru/right turn lane
- Westbound: 1 left turn lane, 1 shared thru/right turn lane
- Northbound: 1 left turn lane, 1 thru lane, 1 right turn lane
- Southbound: 1 left turn lane, 1 thru lane, 1 share thru/right turn lane

The Montgomery Road and Hill Avenue Intersection includes the addition of eastbound and westbound right turn lanes and northbound and southbound exclusive thru lanes. Left turn lanes will remain along Montgomery Road at the intersection as well as a pedestrian crosswalk on the west leg. The proposed geometry is as follows (changes over existing are *italicized*):

- Eastbound: 1 left turn lane, 1 thru lane, 1 right turn lane
- Westbound: 1 left turn lane, 1 thru lane, 1 right turn lane
- Northbound: 1 left turn lane, 1 thru lane, 1 shared thru/right turn lane
- Southbound: 1 left turn lane, 1 thru lane, 1 shared thru/right turn lane

With implementation of the proposed improvements, analyses reveal that all the intersections within the study area are expected to operate at an overall LOS D or better (Table 5). Operations analysis is provided on IDS plans available in Appendix A, Exhibit 8 and the Operations Analysis Report provided in Appendix B, Item 2.

Table 5. 2040 Build Alternative 3 Lanes (Preferred Alternative) Weekday Peak Hour LOS & Delay									
Intersection	AM Pe	ak Hour	PM Pe	eak Hour					
Montgomery Road at Douglas Road	EB L – B EB T/R – C	NB L – C NB T – C NB R – C	EB L – B EB T/R – C	NB L – C NB T – C NB R – C					
(Signalized)	WB L – B WB T/R - B	SB L – C SB T – C SB T/R – C	WB L – C WB T/R – B	SB L – C SB T – C SB T/R – C					
Overall	C (23.5	sec/veh)	C (28.6	S sec/veh)					
Montgomery Road at 5 th Street	EB L – A EBT/R – A	NB L/T/R – C	EB L – A EBT/R – A	NB L/T/R – C					
(Minor Street Stop)	WB L – A WBT/R – A	SB L/T/R – B	WB L – A WBT/R – A	SB L/T/R – C					
Approach		5.4 sec/veh) 4.0 sec/veh)	NB – C (24.7 sec/veh) SB – C (18.4 sec/veh)						
Montgomery Road at Howell Place	EB L – A EB T/R – A	NB L/T/R – C	EB L – A EB T/R – A	NB L/T/R – C					
(Signalized)	WB L – A WB T/R – A	SB L/T/R – C	WB L – A WB T/R – A	SB L/T/R – C					
Overall	A (6.4 s	sec/veh)	A (8.5	sec/veh)					
Montgomery Road at Hill Avenue (Signalized)	EB L - B EB T - C EB R - B WB L - C WB T - C WB R - B	NB L – C NB T – C NB T/R – D SB L – C SB T – C SB T/R – C	EB L – C EB T – D EB R – B WB L – D WB T - C WB R – B	NB L – D NB T – D NB T/R – D SB L – D SB T – D SB T/R – D					
Overall	- 1 -	sec/veh)	D (39.1	1 sec/veh)					

Key: EB=Eastbound, WB=Westbound, NB=Northbound, SB=Southbound, L=Left, T=Thru, R=Right

Side Streets

Besides potential utility conflicts which will be further addressed in Phase II, no additional work is anticipated to match back into existing pavement. Side road cut sections do not exceed 1.5 feet and the fill sections do not exceed 1 foot. Extensive right of way or utility issues are not anticipated.

Access

Access to public facilities will remain open during construction. Access to businesses will remain open during construction.

Pedestrian access will be enhanced along the Montgomery Road corridor by providing a trail system both north and south of Montgomery Road linking existing sidewalks and shared-use paths as well as intersection improvements. A continuous sidewalk is provided as well as a shared-use path. The existing V.L. Gilman Trail crossing will be maintained as well as existing intersection crosswalks. New crosswalks are proposed across the east leg of the Douglas Road Intersection and the west leg of the Hill Avenue Intersection. ADA ramps will be provided at all intersections. ROW is proposed for a future bike path in the southeast quadrant of the Hill Avenue Intersection.

Vehicular access along the corridor will be maintained as existing including emergency access to the fire station. However, access to three properties will require modification.

- 1. The Shell gas station at the northwest corner of Montgomery Road and Douglas Avenue currently has four access points. Due to safety concerns and the need to maintain intersection access control, the access points at Douglas Avenue and Montgomery Road closest to the intersection will each be removed during roadway improvements. Access to the Shell gas station will be retained at both Montgomery Road and Douglas Avenue via the access points furthest from the intersection on each roadway.
- 2. Parkside Lanes at the southeast corner of Montgomery Road and Hill Avenue currently has four access points. Due to safety concerns and the need to maintain intersection access, IDOT has requested that the access point closest to the intersection at Montgomery Road be removed during roadway improvements. Also, due to roadway re-alignment and profile modifications to Hill Avenue, it is no longer practical to retain the current location of the southernmost access to Parkside Lanes at Hill Avenue. Hence, the access has been moved south approximately 140 feet. An appropriate driveway intersecting grade at Hill Avenue and new southbound left turn lane at Hill Avenue are possible with this modification, and thus improving access

intersection safety. Lastly, IDOT has requested that the access point closest to the intersection at Hill Avenue be changed to right-in/right-out only. Access to Parkside Lanes will be retained on both Montgomery Road and Douglas Avenue via the access point furthest from the intersection at Montgomery Road and the two access points at Hill Avenue

3. The residential property at 907 Montgomery Road will require private drive access changes. Currently, the driveway has a loop in front of the property's garage with two access points to Montgomery Road. However, the loop will be removed due to right of way requirements from roadway improvements. The property's westernmost access point will be re-graded for approximately 37 foot in-kind and tie in to the existing driveway pavement.

The Aurora Township Fire Protection District Station 2 is located immediately south of Montgomery Road and east of the Virgil L Gilman Trail. It is accessed directly from Montgomery Road. The road is signed and striped for emergency vehicle access to the facility. As part of the proposed improvements, the driveway of the Aurora Township Fire Protection District Station 2 will be re-graded in order to accommodate the roadway profile and the bike path. Therefore, there will be temporary access impacts to the fire station that would cease after construction is finished. The emergency route will not be affected because Montgomery Road will remain open during construction. However, during construction in the immediate vicinity of the station, it may take longer for fire trucks to move away from the construction area. This impact is temporary as the emergency route will not be changed as a result of the proposed improvements.

Mobility Impacts

There will be temporary impacts to roads and transit services in the project area during construction. The proposed improvements will improve local mobility and safety for vehicles, pedestrians, and cyclists. Once completed, these improvements will benefit disabled, elderly, minority, and low-income populations within the project area.

Drainage Items

A Hydraulic Analysis Technical Memorandum was prepared and covers storm sewer networks design primarily along Montgomery Road from Briarcliff Road in the west to Hill Avenue in the east. A Location Drainage Study (LDS) was prepared separately for the improvements at the intersection of Montgomery Road and Hill Avenue and submitted to Illinois Department of Transportation (District 1). These reports were published under separate cover and can be provided upon request. Signoff documentation for the LDS is located in Appendix B. The LDS was approved on June 21, 2017.

Due to the changes in the roadway cross-section and in an effort to improve existing drainage conditions, the storm sewer systems tributary to Montgomery Road within the project limits will be reconstructed.

In addition the existing dual elliptical culverts located 200 feet east of Crown Drive will be replaced with a 75-foot long 4-foot by 4-foot concrete box culvert. The proposed culvert will be built perpendicular to the roadway centerline such that it is placed relative to the flow of the streambed. To reduce cost of construction, it is planned to keep the existing inlet structure in place and connect the upstream end of the proposed box culvert to the existing drop-inlet structure. The inlet structure will likely need modifications along the east and west rims to conform to the proposed roadway side slope. As part of the improvements, guardrail is no longer needed at this location. The wing walls are to be designed outside of the 10-foot clear zone. The design of the inlet structure modifications will be performed during Phase 2 of the project. The culvert meets IDOT BLR criteria for clearance and freeboard. The proposed culvert will have an inlet elevation of 679.1 feet and outlet elevation of 679.0 feet. The proposed culvert will have adequate capacity to convey the 50-year and 100-year return period flood discharges with the 100-year WSEL just upstream of the culvert more than 3 feet below the proposed low road elevation near the vicinity of the culvert. The culvert opening is less than 100 square feet and thus is not considered a structure. A structural report is not required for the proposed structure.

The proposed installation of curb and gutter requires an enclosed drainage system. For the purposes of Phase I engineering, all storm sewer alignments have been placed outside of the roadway pavement, and in most instances outside of sidewalk and multi-use path improvements for ease in maintenance of the systems.

In-pipe detention is proposed for all systems with sensitive outlets due to added impervious areas as a result of the widening of Montgomery Road and diversion of flows. For various storm sewer networks, storm sewers are upsized for detention and the minimum velocity was held at 2 feet per second. Computed Hydraulic Grade Line (HGL) elevations were kept below inlet grate and below manhole cover elevations for 100-year return period storm events. Inlet spacing was done in accordance with Chapter 8 Section 203 of the IDOT Drainage Manual. Modified Rational Method was used to determine storage and discharge requirements from diverted and proposed impervious areas in the corridor, in accordance to methodology in Chapter 12 Section 402 of the IDOT Drainage Manual.

Upon determining the allowable release rates into existing outlets, the standard orifice and weir calculations were used to size orifice plate restrictors in systems where IDOT standard restrictor manholes are feasible. Orifices were

sized to the 10-year frequency release rates and weirs were designed for the 100-year frequency release rates. Where IDOT standard restrictors are infeasible, Chicago standard vortex restrictors are proposed as a feasible alternative. The implementation of vortex restrictors requires substantial in-pipe detention due to the low discharge rates of 0.15 cfs for 3 inch orifices and 0.25 cfs for 4 inch orifices. Further detail regarding outlets can be found in the Hydraulic Analysis Technical Memorandum under separate cover.

Side Slopes and Clear Zones

According to the Bureau of Local Road Manual side slopes for urban facilities are determined on a case-by-case basis considering the roadside development and right-of-way restrictions. Use of retaining walls and guardrail was avoided for the Montgomery Road project design. Throughout the limits of construction a side slope of 1:4 or flatter was used.

No obstructions are proposed in the clear zone. However, vehicles using on-street angle parking between approximately Gates Street and Pleasant Street may temporarily occupy the clear zone while entering or existing the proposed stalls.

Clear Zones were developed for Montgomery Road using BLRS Figure 35-2A for Design Speed less than 40 mph and ADT 750 and Over. This comes to be approximately 10 feet. In general, the multi-use path and sidewalks with parkway account for this clear zone.

Clear Zones were developed for Hill Ave. using BDE Figure 38-3A for Design Speed 45 mph and ADT 6,000 and Over. This comes to be between 18 feet and 24 feet. Depending on the slopes used. In general, this area will be free of obstructions after ditch grading

Utility Adjustments

The proposed improvements including pavement widening, a continuous sidewalk and shared-use path will require the relocation of several types of aerial and underground utilities including inlets, utility poles, signage, pipeline warnings, and other utility lines as appropriate throughout the project improvement limits. The proposed improvement also requires the relocation of sewer lines. Further utility relocation coordination will be completed in Phase II Engineering.

Landscaping

The parkway between the back of curb and proposed shared-use path and sidewalks provide opportunities for landscaping. A landscaping plan will be developed in cooperation with the Village of Montgomery and City of Aurora during Phase II. A desire for a consistent landscaping theme was expressed through stakeholder coordination.

d. Items Affecting Improvements Discuss items affecting improvements such as: hazardous mailbox supports, parking and truck restrictions, mail delivery from traffic lanes, justification (including warrants) for multi-way stop signs, traffic signals and other traffic control and railroad protective devices, stage construction, nearby airports, and additional lighting:

There are no railroad crossings within the project limits. The project is proposed to be stage-constructed without detour.

Mail Delivery

Coordination with the US Postal Service will continue in Phase II Engineering. Existing mail delivery turnouts will be removed as part of the proposed improvements and addition of curb and gutter throughout the length of the study. Due to the numerous driveways it is not possible to provide turn-outs as part of the proposed design. Mail delivery associated with the proposed improvements will be defined through further coordination with the US Postal Service. Coordination with the US Postal Service is provided in Appendix C.

Traffic Control Warrants

Traffic control warrants are met for the intersections of Montgomery Road and Douglas Avenue and Montgomery Road and Hill Avenue. Refer to Appendix B for the warrant analysis.

<u>Parking</u>

Parking will be impacted by the proposed improvements. On-street parking is proposed between Gates Street and Pleasant Street. Not all existing parking spaces can be replaced. A Parking memo is provided in Appendix A, Exhibit 12.

e. Design Variances. Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required design variances and appropriate justification. (BLRS Manual Section 27-7). If a design variance is required, include a copy of the approved BLR 22120 form as an attachment.

Table 6 lists the design exceptions for the proposed improvements. The BLR 22120 and BDE 3100 Approvals of Design Variance are provided in Appendix B, Item 6. BDE 3100 forms applies to Hill Avenue as Hill Avenue is a state route. BLR 22120 are provided for all other variances on non-state routes. BDE 3100 Form Design Variances were approved on June 14, 2017 and July 24, 2017.

Standard	Proposed Design Location		Justification for Exception
For	m 22120 Level One Desig	gn Variance: #16 Interse	ection LOS
LOS C or better for overall intersection	LOS D (PM)	Hill Avenue at Montgomery Road Intersection	Hill Avenue LOS (PM) is D. Intersection delay reduced from existing. With proposed improvements (addition of EB turn lane and north/south thru lane), crashes are anticipated to be reduced up to 40% and delay is expected to be reduced 32 seconds over existing.
			idual Movement LOS & h. rance grade requirements
LOS C or Better for individual movements	<u>LOS D</u> EB/WB/SB Thru (PM)	Hill Avenue at Montgomery Road Intersection	EB/NB/SB (PM) through movements at Hill. Intersection delay reduced 20-38 seconds from existing. A right turn lane was added at the intersection.
	WB/NB/SB (PM) left- turn movements	Hill Avenue at Montgomery Road Intersection	WB/NB/SB (PM) left-turn movements at Hill. Intersection delay reduced from existing.
Residential Entrance: Max Width/Min Width (ft): 24/12 Max Grade %: 15	18%	Station 99+23.5 (511 Montgomery Road)	Residence at Sta. 99+23.5 is 18% due to site constraints. Meeting the design policy value will impact the property and require relocation of owner and acquisition of property

Table 6: Design Exceptions

Standard	Proposed Design	Location	Justification for Exception
o	Form 22120 Level ther Items: a. Crash Ana	Two Design Variance: # Iysis, b. On-Street Angle	
a. Crash Analysis: Provide past five years of data	Years 2010 to 2014 as opposed to 2011 to 2015	Montgomery Road corridor and study area intersections	a. The data provided in the PDR is an update of analysis that used 2008-2012 data which was available when the project was initiated in 2013. Year 2016 is not available. There have been no changes to the study area that would suggest that conclusions would change as a result of an updated analysis. The study area does not include any 5 percent locations. Additional phases of this project are neither programmed nor funded The process to request and analyze the data will lengthen the schedule that could result in other environmental items to expire thus further lengthening the project at a large expense.
b. Angle Parking: Any new or existing angle parking to remain must be approved by CBLRS	Existing perpendicular on-street parking to be replaced with 30- degree angle parking	North side of Montgomery Road between Gates Street and Pleasant Street	On-street parking currently exists along Montgomery Road in three locations supporting existing businesses. The proposed improvements include the removal of existing stalls with the replacement of 30-degree angled stalls. The design, although not preferred follows IDOT BLRS guidance. A 10-ft clear zone allows cars to safely exit stalls. The impacted businesses have no other established parking options for their customers. A memo on the parking analysis is attached that provides additional detail and figures.
F	orm 3100 Level One Des	ign Exception: Intersect	ion LOS
LOS C	PM LOS D	Montgomery Road at Douglas Road	Douglas Road LOS (PM) is LOS D. LOS is insufficient due to geometric constraints from the intersection's proximity to St. Paul's Lutheran Cemetery, ability to maintain access to residential properties, and proximity of intersection to Lafayette Street.

Standard	Proposed Design	Location	Justification for Exception
Form 3100 Lev	/el Two Design Exceptio	n: Intersection Design Ve	ehicle (WB-55/WB-65)
Design Vehicle: WB- 55/WB-65			WB-55 (Collector) WB-65 (Arterial) WB-50/WB-40 designed at Douglas Avenue, WB-55 warranted. Existing condition, with no known safety issue, is maintained and avoids acquisition of right of way from gas station and cemetery.
Form	3100 Level Two Design	Exception: Individual Mo	vement LOS
LOS C	LOS F/D	Montgomery Road at Douglas Road	NB Rt (AM & PM) LOS F at Douglas. WB Lt (PM) LOS D at Douglas. LOS is insufficient due to geometric constraints from the intersection's proximity to St. Paul's Lutheran Cemetery, ability to maintain access to residential properties, and proximity of intersection to Lafayette Street.
	LOS D EB (PM)	Montgomery Road at Douglas Road	EB (PM) LOS D at Douglas. LOS is insufficient due to geometric constraints from the intersection's proximity to St. Paul's Lutheran Cemetery, ability to maintain access to residential properties, and proximity of intersection to Lafayette Street.
Form 3	3100 Level Two Design E	xception: Minimum Turn	Lane Length
Turn Lane Storage			
Red Time Formula=410' (35 MPH Design Speed)	210 feet	WB to SB LTL (PM) on Douglas Avenue	Due to the proximity of the intersection to Lafayette St., the required storage distance could not be met in order to maintain full access to and from Lafayette St. Designed turn lane length = 210 feet. Intersection and approach LOS is met at LOS C or better.

f. Cost Estimate. Current estimated cost of proposed improvement? <u>\$20,026,000</u>

The preliminary cost of the proposed project improvements includes roadway, drainage, traffic signals, earthwork, structures, maintenance of traffic, and all associated improvements. Phase II Design and Phase III Construction engineering and a 30 percent contingency are also included. This cost estimate does not include utility and land acquisition costs. Refer to Exhibit 9 of Appendix A for a breakdown of the cost estimate and associated assumptions.

g. Analyze the need for accommodating pedestrians, bicyclists, and the handicapped. When applicable, describe the facilities to be provided for pedestrians and bicyclists. Discuss the ADA accessibility and maximum longitudinal grade of these facilities. (BLRS Manual Chapter 41)

Stakeholders including the Village of Montgomery and City of Aurora as well as membership of the PSG and individuals through public comments have expressed interest in connecting existing paths/trails. The proposed improvements will meet ADA requirements.

A proposed 5-foot wide sidewalk will be installed parallel and north of Montgomery Road with a 3-foot offset east of Briarcliff Road to match the existing sidewalk. At Douglas Road the sidewalk continues east on the south side of Montgomery Road. The sidewalk switches again to the north side of the road at the V.L. Gilman Trail. The sidewalk continues east to Hill Avenue where it terminates at the west leg crosswalk. Between Gates Street and Pleasant Place the sidewalk extends to the north around the on-street parking. The maximum longitudinal grade of the proposed sidewalk is 5 percent.

A 10-foot shared-use HMA path is proposed parallel to and south of Montgomery Road with a 5-foot offset east of Briarcliff Road to match the existing path. At Douglas Road the path continues east on the north side of Montgomery Road. The path switches again to the south side of the road at the V.L. Gilman Trail. The path continues east to Hill Avenue where it terminates at the west leg crosswalk. The maximum longitudinal grade of the proposed sidewalk is 5 percent. Right of way is proposed along Hill Avenue within the southwest quadrant of the intersection for a future bike path to be built by others.

Marked crosswalk locations currently exist at and are proposed to remain at the north and west legs of the Douglas Ave Intersection, the west leg of the Jackson Street Intersection (unsignalized intersection), the V.L. Gilman Trail crossing near Hinman Road, and the east leg at the Howell Place signalized intersection. New crosswalks are proposed across the east leg of the Douglas Road Intersection and the west leg of the Hill Avenue Intersection. The facilities will be ADA accessible. ADA ramps will be provided at all intersections along Montgomery Road within the study area as shown on IDS Exhibits available in Appendix A.

Sidewalks/Shared-Use Paths: Yes

Maximum 2% cross slope: 🛛 Yes	∐ No	□ Not Applicable
-------------------------------	------	------------------

ADA ramps with detectable warnings at street intersections:	🛛 Yes	🗌 No	Not Applicable
---	-------	------	----------------

If no, provide justification.

h. Adjacent Improvements. Discuss any proposed improvements being considered in adjacent segments including the anticipated construction startup date of these improvements.

The original project limits included the segment of Montgomery Road between IL Route 25 and Briarcliff Road. Due to funding constraints the limits were modified. Once funding is available, improvements will be further evaluated.

Funding is being pursued by the City of Aurora for improvements to the intersection of Hill Avenue at Montgomery Road. The funding is being pursued through the CMAP FY 2018-2022 CMAQ Project Application for Traffic Flow Improvements- Emission Benefits Form. The proposed intersection improvements include the addition of dedicated right turn lanes and the lengthening of existing dedicated left turn lanes along Montgomery Road. Along Hill Avenue, dedicated left turn lanes are being lengthened and an additional through lane in each direction at the intersection is proposed. Pedestrian accommodations are included as a future phase implementation. Phase II Design and right-of-way acquisition have not been initiated on this project. The start date of the improvements would be directly dependent on receiving funding. The project is estimated to cost approximately \$5.4 million.

3. CRASH ANALYSIS (BLRS MANUAL SECTION 22-2.11(B)(9))

a. Five-year Summary. Summarize crash data for the past five years, including a spot map or a location map showing crash locations when possible. Detail the types of crashes and include collision diagrams, if possible, especially at cluster sites. Give the source of this data.

Five years (2010-2014) of crash data were obtained from the Illinois Department of Transportation (IDOT). The traffic crash data were summarized by crash type, injury type or fatality, and roadway surface conditions to determine causes of crashes at each of the intersections and sections analyzed. A design variance was requested for crash analysis period. Refer to Appendix B. A crash spot map and available collision diagrams are provided in Appendix A, Exhibit 10. Please note that 2014 collision diagrams are not available for this project. Due to lack of funding, IDOT no longer produces collision diagrams.

The crash analysis study area was broken out into five intersections and four sections, all with varying geometrics, land use, and traffic patterns. The following lists the intersections and sections analyzed as part of the crash analyses:

- Intersections Analyzed
 - o Montgomery Road at Briarcliff Road
 - Montgomery Road at Douglas Road 0 Page 23 of 53

- Montgomery Road at 5th Street
- o Montgomery Road at Howell Place
- Montgomery Road at Hill Avenue
- Sections Analyzed
 - Montgomery Road from Briarcliff Road to Douglas Road
 - Montgomery Road from Douglas Road to 5th Street
 - o Montgomery Road from 5th Street to Howell Place
 - Montgomery Road from Howell Place to Hill Avenue

During the five-year study period from 2010 to 2014, 228 crashes were reported within the project limits. The following summarizes general crash statistics for the study area from 2010 to 2014:

- The most predominant types of crashes were rear-end collisions accounting for 58 percent of all crashes, followed by turning (16 percent), and angle (15 percent).
- Of the 228 crash reported, 91 (40 percent) resulted in injuries and two resulted in fatalities. The details of the fatalities are as follows:
 - Location: Douglas Road intersection, Year: 2013, Type of Crash: Pedestrian, Light Condition: Darkness/Lighted Road, Weather: Clear, Roadway Condition: Wet
 - Location: Hill Avenue intersection, Year: 2014, Type of Crash: Turning, Light Condition: Darkness/Lighted Road, Weather: Clear, Roadway Condition: Dry
- Of the 91 injury related crashes, 32 resulted in more than one injury making the total number of injuries 140.
- The most predominant type of injury related crash were rear-end collisions accounting for 55 percent of all injury related crashes, followed by turning (17 percent), and angle (16 percent).
- Fifty-nine percent of crashes occurred at the signalized intersections and 41 percent occurred at the sections between them.
- Twenty-seven percent were on wet/or icy pavement.
- Crashes that occurred under darkness lighting conditions account for six percent of the total number of crashes. The remaining 94 percent occurred under daylight, dusk, dawn, or darkness lighted roadway light conditions.

The following sections present, discuss, and analyze the Montgomery Road crash statistics within the project limits to a greater level of detail

b. Analysis. Analyze available crash data including results of field check. Discussion should include high crash locations, critical wet weather sites, and other crash patterns. If the data is inconclusive, make a statement to that effect.

The study area consists of five intersections and four sections (see Exhibit 10 – Appendix A) all with varying geometrics, land use, and traffic patterns. This crash analysis evaluates five years of records from the years 2010 through 2014 by crash location, type, injury, pavement condition, and lighting conditions. The data is presented in the following paragraphs for the corridor as a whole as well as by intersection or segment.

Crash by Location

Overall throughout the Montgomery Road corridor from Briarcliff Road to Hill Avenue there were a total of 228 crashes between 2010 and 2014. A summary of all crashes by location from 2010 to 2014 along the Montgomery Road corridor is provided in Table 7 and in Exhibit 10 (Appendix A).

Table 7. Monigomery Road Corndon Total Crash Summary (by Education)								
Location	2010	2011	2012	2013	2014	Crash Total by Location		
Montgomery Road			-		-			
At Briarcliff Road	0	2	0	0	1	3		
Briarcliff Road to Douglas Road	0	1	1	0	0	2		
At Douglas Road*	10	14	2	11	8	45		
Douglas Road to 5th Street	4	1	6	0	4	15		
At 5th Street	1	4	2	1	2	10		
5th Street to Howell Place	8	6	6	3	13	36		
At Howell Place*	3	4	2	2	1	12		
Howell Place to Hill Avenue	6	3	4	5	9	27		
At Hill Avenue*	18	16	21	18	5	78		
Total	50	51	44	40	43	228		

Table 7. Montgomerv	Road Corridor Total Crash	Summary (By Location)
Table II monegomery		

* Denotes Signalized Intersection

A majority of the reported crashes occurred at signalized intersections (135 crashes/59 percent). The intersection of Montgomery Road at Hill Avenue reported the highest number of crashes with 78 crashes and the intersection of Montgomery Road at Douglas Road reported the second highest number with 45 crashes. The remaining 93 crashes (41 percent) occurred within the sections of the corridor, with the section of Montgomery Road between 5th Street and Howell Place reporting 36 crashes and the section between Howell Street and Hill Avenue reporting 27 crashes.

Crash by Type

The four most prevalent crash types reported from 2010 to 2014 include rear-end crashes (132 crashes/58 percent), turning crashes (36 crashes/16 percent), and angle crashes (34 crashes/15 percent). Other types of crashes that occurred on the corridor include fixed object, head on, parked vehicle, pedestrian, bicyclist, sideswipe same direction and opposite direction, overturned, and other non collision crashes. Table 8 summarizes crashes by crash type for the Montgomery Road corridor for the five-year analysis period between 2010 and 2014.

Crash Type	2010	2011	2012	2013	2014	Crash Total by Type
Rear End	28	28	26	28	22	132
Turning	9	10	5	4	8	36
Fixed Object	0	1	1	0	3	5
Head On	1	0	0	0	1	2
Parked Vehicle	1	0	0	1	0	2
Pedestrian	1	0	0	0	0	1
Bicycle	0	0	1	0	1	2
Animal	0	0	0	0	0	0
Sideswipe - Same Direction	2	1	2	2	0	7
Sideswipe - Opposite Direction	1	0	0	0	1	2
Angle	7	11	6	4	6	34
Overturned	0	0	2	1	0	3
Other Non Collision	0	0	1	0	1	2
Total	0	0	0	0	0	0

 Table 8. Crash Summary by Type

<u>By Injury</u>

Crash severity is important when analyzing the current safety condition at an intersection or a mid block location. Knowing the severity of injuries allows for the appropriate implementation of countermeasure at a specific location to reduce the severity of crashes in the following years. A fatality occurs when a crash results in at least one person dying within 30 days of the crash from the injuries sustained during the crash. A Type A Injury is also referred to as

an incapacitating injury and occurs when a crash causes injury to a person that prevents them from walking, driving, or performing normal activities that he/she was capable of performing before the crash. A Type B Injury, a.k.a. nonincapacitating injury, occurs when a crash causes injury to a person that is evident to observers at the scene of the crash but cannot be classified as a Type A injury. A Type C Injury occurs when an injury is reported or claimed as a result of a crash but the injury is not evident and cannot be classified a Type A or Type B injury. When there are no injuries or fatalities the crash is reported as Property Damage Only (PDO).

There were a total of 91 injury related crashes (40 percent of total) and 2 fatalities throughout the Montgomery Road Corridor between 2010 and 2014. A majority of crashes reporting an injury (51 crashes/55 percent) were Type C injury crashes, while 26 injury crashes (28 percent) were Type B injury crashes, and 14 injury crashes (15 percent) were Type A injury crashes. Of the 93 injury related crashes, 32 resulted in more than one injury making the total number of injuries 140, 2 of which resulted in fatalities. The most predominant type of injury related crash were rearend collisions accounting for 55 percent of all injury related crashes, followed by turning (17 percent), and angle (16 percent). Two fatalities occurred within the corridor and are detailed as follows:

- Location: Douglas Road intersection, Year: 2013, Type of Crash: Pedestrian, Light Condition: Darkness/Lighted Road, Weather: Clear, Roadway Condition: Wet
- Location: Hill Avenue intersection, Year: 2014, Type of Crash: Turning, Light Condition: Darkness/Lighted Road, Weather: Clear, Roadway Condition: Dry

Table 9 summarizes injury types by year that they were reported on the Montgomery Road corridor between 2010 and 2014.

Table 5. Injury-Related Orash Summary							
Location	2010	2011	2012	2013	2014	Total Injury	
Fatality	0	0	0	1	1	2	
Type A Injury Crashes	4	1	1	2	6	14	
Type B Injury Crashes	7	3	6	6	4	26	
Type C Injury Crashes	11	13	7	9	11	51	
Total Injury Related Crashes	22	17	14	18	22	93	

Table 9. Injury-Related Crash Summary

Crash by Pavement Condition

Between 2010 and 2014, wet or icy pavement conditions attributed to 61 crashes (27 percent) of all crashes. Nine crashes (15 percent) occurred in 2010, 21 (34 percent) in 2011, 9 (15 percent) in 2012, 14 (23 percent) in 2013, and 8 (13 percent) in 2014. Table 10 summarizes crashes cause by wet, icy, show, or slush conditions by location between 2008 and 2012.

Table 10. Montgomery Road Corridor Crashes Caused by Pavement Conditions (Wet, Icy, Snow, or Slush)

Location	2010	2011	2012	2013	2014	Crash Total by Location
Montgomery Road						
At Briarcliff Road	0	0	0	0	0	0
Briarcliff Road to Douglas Road	0	0	0	0	0	0
At Douglas Road*	2	5	0	1	0	8
Douglas Road to 5th Street	1	0	1	0	0	2
At 5th Street	0	2	0	0	1	3
5th Street to Howell Place	2	1	0	2	4	9
At Howell Place*	0	4	0	2	0	6
Howell Street to Hill Avenue	3	2	1	2	2	10
At Hill Avenue*	1	7	7	7	1	23
Total	9	21	9	14	8	61

* Denotes Signalized Intersection

Crash by Lighting Condition

Between 2010 and 2014, dark lighting conditions attributed to 14 crashes (6 percent) of all crashes. Three crashes (21 percent) occurred in 2010, 2 (14 percent) in 2011, 3 (21 percent) in 2011, 4 (29 percent) in 2013, and 2 (14 percent) in 2014. Since dark light conditions is attributed to a smaller percentage of all crashes (6 percent) it was determined not a major safety issue and is not further broken down by location in the detailed analyses. Table 11 summarizes crashes caused by dark lighting conditions by location between 2010 and 2014.

Location	2010	2011	2012	2013	2014	Crash Total by Location
Montgomery Road						
At Briarcliff Road	0	0	0	0	0	0
Briarcliff Road to Douglas Road	0	0	0	0	0	0
At Douglas Road*	0	0	0	1	0	1
Douglas Road to 5th Street	0	0	0	0	0	0
At 5th Street	0	0	0	0	0	0
5th Street to Howell Place	0	0	2	1	1	4
At Howell Place*	0	1	0	0	0	1
Howell Street to Hill Avenue	2	0	0	1	1	4
At Hill Avenue*	1	1	1	1	0	4
Total	3	2	3	4	2	14

Intersection and Segment Evaluation

The following sections provide detail regarding crash type and injury type at each of the separate intersections and sections analyzed within the Montgomery Road corridor. Exhibit 10 (Appendix A) also provides an overall corridor crash summary by location, number, and type of crash

Montgomery Road at Briarcliff Road Intersection

The intersection of Montgomery Road and Briarcliff Road is minor street stop controlled with the major street being Montgomery Road. There were a total of three crashes that occurred at the intersection between 2010 and 2014. Table 12 summarizes the crash types and injuries that were reported between 2010 and 2014.

Table 12. Montgomery Road at Briarcliff Road Intersection Crash Summary (2010-2014)							
Type of Collision	2010	2011	2012	2013	2014	Total Crashes	
Rear End	0	1	0	0	0	1	
Turning	0	0	0	0	1	1	
Angle	0	1	0	0	0	1	
Total	0	2	0	0	1	3	
Fatal Crashes	0	0	0	0	0	0	
Type A Injury Crashes	0	0	0	0	0	0	
Type B Injury Crashes	0	0	0	0	0	0	
Type C Injury Crashes	0	1	0	0	0	1	
Total Injury Crashes	0	1	0	0	0	1	

Table 12. Montgomery Road at Briarcliff Road Intersection Crash Summary (2010-2014)

The three crashes that were reported between 2010 and 2014, one rear end crash and one angle crash in 2011 and one turning crash in 2014. Of the three crashes, the rear end type crash resulted in a Type C injury and a total of one injury. None of the crashes were a result of wet or icy pavement conditions. A crash plot diagram for the intersection is provided as Exhibit 10 in Appendix A. Compared to other intersections along the Montgomery Road corridor this location has a low number of crashes and is not considered a location for concern.

Montgomery Road: Briarcliff Road to Douglas Road Section

A total of three crashes were reported on Montgomery Road between Briarcliff Road and Douglas Road from 2010 to 2014. Table 13 summarizes the crash types and injuries that were reported between 2010 and 2014 on the Montgomery Road section between Briarcliff Road and Douglas Road.

Type of Collision	2010	2011	2012	2013	2014	Total Crashes
Rear End	0	1	0	0	0	1
Sideswipe Same Dir.	0	0	1	0	0	1
Total	0	1	1	0	0	2
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	0	0
Type B Injury Crashes	0	0	0	0	0	0
Type C Injury Crashes	0	0	0	0	0	0
Total Injury Crashes	0	0	0	0	0	0

Table 13. Crash Summary	on Montgome	ry Road b	etween Bria	arcliff Road	and Douglas	s Road (2010-2014	4)

One crash each was reported as a rear-end crash in 2011 and a sideswipe same direction crash in 2012. None of the crashes resulted in an injury or was the cause of wet or icy roadway surface conditions. Compared to other sections along the Montgomery Road corridor this section has a low number of crashes and is not considered a location for concern.

Montgomery Road at Douglas Road Intersection

The intersection of Montgomery Road at Douglas Road is signalized. Table 14 summarizes the crash types and injuries that were reported during the five-year analysis period at the Montgomery Road and Douglas Road intersection.

Type of Collision	2010	2011	2012	2013	2014	Total Crashes
Rear End	3	4	0	4	1	12
Turning	4	6	1	2	2	15
Pedestrian	1	0	0	1	0	2
Sideswipe – Same Dir.	1	0	1	0	0	2
Angle	1	4	0	4	4	13
Other Non Collision	0	0	0	0	1	1
Total	10	14	2	11	8	45
Fatal Crashes	0	0	0	1	0	1
Type A Injury Crashes	0	0	0	2	1	3
Type B Injury Crashes	1	2	0	1	0	4
Type C Injury Crashes	3	4	1	2	3	13
Total Injury Crashes	4	6	1	6	4	21

Table 14. Montgomery Road at Douglas Road Intersection Crash Summary (2010-2014)

At the Montgomery Road and Douglas Road intersection a total of 45 crashes were reported between 2010 and 2014. A majority of the reported crashes were turning crashes (15 crashes/33 percent), angle crashes (13 crashes/29 percent), and rear end crashes (12 crashes/27 percent). Other types of crashes include sideswipe same direction (two crashes), pedestrian (two crashes), and other non collision (one crash). A consistent number of crashes per year were reported between in years 2010, 2011, 2013, and 2014 ranging between 8 and 14 crashes. In 2012, however, only two crashes were reported. No major intersection improvements could be identified at this

location that can be attributed to the significant decrease in crashes in 2012. Crash collision diagrams for the intersection are provided as Exhibit 10 in Appendix A.

Twenty injury-related crashes (44 percent of all crashes) and one fatality were reported in the five-year analysis period between 2010 and 2014 at the intersection. The fatality crash is detailed as follows:

• Type of Crash: Pedestrian, Light Condition: Darkness/Lighted Road, Weather: Clear, Roadway Condition: Wet

A majority of the crashes reporting an injury were Type C injury crashes (13 crashes), while four crashes were Type B injury related, and 3 was Type A injury related. There were a total of 32 injuries at the intersection with seven of the injury related crashes resulting in more than one injury. Seven of the 20 injury related crashes were angle type crashes, six turning, four rear end, one pedestrian, one other non collision, and one sideswipe same direction type crash. On average 4 injury-related crashes were reported per year. There are a consistent number of injury-related crashes in years 2010, 2011, 2013, and 2014 while in 2012 there is only one injury related crash.

Wet or icy pavement conditions can be attributed to 8 crashes (18 percent) of all crashes reported at the Montgomery Road and Douglas Road intersection. The predominant rear end and turning crashes reported at this intersection may be attributed to the lack of right turn lanes on all approaches and the high volume of right turning and left turning vehicles observed on the approaches. Angle crashes at this intersection may be attributed to poor sightline of the traffic signals or improvements to signal timing may be needed.

Montgomery Road: Douglas Road to 5th Street Section

On Montgomery Road between the intersections of Douglas Road and 5th Street there were a total of 15 reported crashes from 2010 to 2014 as shown in Table 15

Type of Collision	2010	2011	2012	2013	2014	Total Crashes
Rear End	2	1	4	0	2	9
Turning	1	0	0	0	1	2
Head On	1	0	0	0	0	1
Parked Vehicle	0	0	1	0	0	1
Sideswipe Opp. –Dir.	0	0	0	0	1	1
Angle	0	0	1	0	0	1
Total	4	1	6	0	4	15
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	1	0	0	0	0	1
Type B Injury Crashes	1	0	0	0	1	2
Type C Injury Crashes	2	0	2	0	2	6
Total Injury Crashes	4	0	2	0	3	9

Table 15. Crash Summary on Montgomery Road between Douglas Road and 5th Street (2010-2014)

A majority of the reported crashes were rear end crash types (9 crashes/60 percent). Other types of crashes include turning, head on, parked vehicle, sideswipe same direction, and angle. A consistent number of crashes were reported each year, averaging 3 crashes per year with year 2012 experiencing the highest number of crashes at six. This section of Montgomery Road experiences the third highest number of crashes which may be attributed to several unsignalized side streets, multiple driveways, as well as one of two main entrances to the St. Paul Lutheran Cemetery. Lack of turning lanes for left turning and right turning vehicles may be attributed to the higher percentage of rear end crashes along this section.

Nine injury related crashes (60 percent of all crashes) were reported from 2010 to 2014 on the section of Montgomery Road between Douglas Road and 5th Street; one Type A injury crashes, two Type B injury crashes, and six Type C injury crashes. There were a total of 13 injuries along the section with three of the nine injury related crashes resulting in more than on injury. Six of the nine injury related crashes were rear end type crashes, one head on, one sideswipe opposite direction, and one turning type crash. Four of the injury related crashes occurred in year 2010, while two occurred in 2012, three in 2014, and zero in 2011 and 2013.

Wet or icy pavement conditions can be attributed to two crashes (13 percent) of all crashes reported on Montgomery Road between Douglas Road and 5th Street.

Montgomery Road at 5th Street Intersection

The intersection of Montgomery Road at 5th Street is minor-street stop-controlled with the minor street being 5th Street. Table 16 summarizes the crash types and injuries that were reported in the five-year analysis period.

Type of Collision	2010	2011	2012	2013	2014	Total Crashes
Rear End	1	1	0	0	2	4
Turning	0	1	1	1	0	3
Angle	0	2	1	0	0	3
Total	1	4	2	1	2	10
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	1	1
Type B Injury Crashes	0	0	1	0	0	1
Type C Injury Crashes	1	1	0	0	0	2
Total Injury Crashes	1	1	1	0	1	4

Table 16. Montgomery Road at 5th Street Intersection Crash Summary (2010-2014)

At the Montgomery Road and 5th Street intersection a total of ten crashes were reported between 2010 and 2014. A majority of the reported crashes were rear end crashes (four crashes/40 percent). Other types of crashes include angle (three crashes) and turning (three crashes). A consistent number of crashes were reported each year with an average of 2 crashes per year with the most crashes reported in 2011 with four.

Four injury related crashes (40 percent of all crashes) and zero fatalities were reported in the five-year analysis period between 2010 and 2014 at the intersection; one Type A injury crashes, one Type B injury crash, and two Type C injury crashes. One of the injury related crashes resulted in more than one injury totaling 5 injuries at the intersection. Two of the injury related crashes were rear end type crashes and two were turning type crashes. A consistent number of injury crashes were reported at the intersection each year of the analysis period, one injury crash per year with the exception of 2013 when there were zero reported injury related crashes.

Wet or icy pavement conditions attributed to three crashes (30 percent) of all crashes reported at the Montgomery Road and 5th Street intersection. Rear end and turning type crashes at the intersection can be attributed to lack of auxiliary lanes provided at the intersection for turning vehicles.

Montgomery Road: 5th Street to Howell Place Section

On Montgomery Road between the intersections of 5th Street and Howell Place there were 36 reported crashes from 2010 to 2014. Table 17 summarizes the crash types and injuries that were reported during the five-year analysis period.

Type of Collision	2010	2011	2012	2013	2014	Total Crashes
Rear End	2	2	4	3	8	19
Turning	1	1	0	0	2	4
Fixed Object	0	0	0	0	1	1
Bicycle	1	0	0	0	0	1
Sideswipe – same dir.	1	1	0	0	0	2
Angle	3	2	2	0	2	9
Total	8	6	6	3	13	36
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	2	2
Type B Injury Crashes	3	0	0	2	1	6
Type C Injury Crashes	0	3	1	1	3	8
Total Injury Crashes	3	3	1	3	6	16

Table 17. Crash Summary on Montgomery Road between 5th Street and Howell Place (2010-2014)

A majority of the reported crashes were rear end type crashes (19 crashes/53 percent) and angle type crashes (9 crashes/25 percent). Other types of crashes reported include turning, sideswipe – same direction, fixed object, and bicyclist. A consistent number of crashes were reported each year of the analysis period, averaging 7.2 crashes per year. This section of the Montgomery Road corridor experiences the highest number of crashes which may be attributed to several unsignalized side streets and multiple driveways located along the section as well as the Virgil Gilman Nature Trail crossing just east of Hinman Street. None of the crashes occurred near nor were influenced by the Virgil Gilman Nature Trail crossing. In general a lack of auxiliary lanes and capacity along this section of Montgomery Road may be attributed to the higher percentage of rear end and angle crashes.

Sixteen injury related crashes (44 percent of all crashes) were reported in the five-year analysis period between 2010 to 2014; two Type A injury crashes, six Type B injury crashes, and eight Type C injury crashes. There were a total of 27 injuries with six of the injury related crashes resulting in more than one injury. Eleven of the 16 injury related crashes were rear end type crashes, three angle, one bicyclist, and one turning type crash. There were a consistent number of injury-related crashes (one to three reported per year) between 2010 and 2013; however, 2014 injury related crashes doubled to six in year 2014.

Wet or icy pavement conditions attributed to 9 crashes (25 percent) of all crashes reported on Montgomery Road between 5th Street and Howell Place.

Montgomery Road at Howell Place Intersection

The intersection of Montgomery Road at Howell Place is signalized. Table 18 summarizes the crash types and injuries that were reported during the five-year analysis period at the Montgomery Road and Howell Place intersection.

Type of Collision	2010	2011	2012	2013	2014	Total Crashes
Rear End	2	3	1	1	1	8
Turning	0	0	0	1	0	1
Fixed Object	0	1	0	0	0	1
Angle	1	0	0	0	0	1
Overturned	0	0	1	0	0	1
Total	3	4	2	2	1	12
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	1	0	0	1
Type B Injury Crashes	0	0	0	0	0	0
Type C Injury Crashes	0	1	0	0	1	2
Total Injury Crashes	0	1	1	0	1	3

 Table 18. Montgomery Road/Howell Place Intersection Crash Summary (2010-2014)

At the Montgomery Road and Howell Place intersection a total of 12 crashes were reported between 2010 and 2014. A majority of the reported crashes were rear end type crashes (eight crashes/67 percent). Other types of crashes that also occurred at the intersection include turning (one crash), angle (one crashes), overturned (one crash), and fixed object (one crash). A consistent number of crashes per year were reported ranging from one to four crashes per year. Crash plot diagrams for the intersection are provided in Appendix A.

Three injury related crashes (25 percent of all crashes) were reported in the five-year analysis period between 2010 and 2014 at the intersection. A majority of the crashes reporting an injury were Type C injury crashes (two crashes), while one was Type A injury related. There were a total of three injuries at the intersection with none of the crashes resulting in more than one injury. Two of the injury related crashes were rear end type crashes and one was an overturn type crash. On average less than one injury-related crash was reported per year with no more than one occurring in any given year.

Wet or icy pavement conditions attributed to six crashes (50 percent of all crashes) at the Montgomery Road and Howell Place intersection. The higher number of rear end crashes reported at this intersection may be attributed to lack of auxiliary lanes where needed, lack of capacity at the intersection, or the location of a traffic signal at this location where one is not warranted.

Montgomery Road: Howell Place to Hill Avenue Section

On Montgomery Road between the intersections of Howell Place and Hill Avenue there were 27 reported crashes from 2010 to 2014. Table 19 summarizes the crash types and injuries that were reported during the five-year analysis period.

Type of Collision	2010	2011	2012	2013	2014	Total Crashes
Rear End	3	3	2	3	6	17
Turning	2	0	0	0	0	2
Fixed Object	0	0	1	0	1	2
Head On	0	0	0	0	1	1
Parked Vehicle	0	0	0	0	1	1
Sideswipe – Same Dir.	0	0	0	2	0	2
Sideswipe – Opposite Dir.	1	0	0	0	0	1
Other non-collision	0	0	1	0	0	1
Total	6	3	4	5	9	27
Fatal Crashes	0	0	0	0	0	0
Type A Injury Crashes	0	0	0	0	2	2
Type B Injury Crashes	0	1	0	0	2	3
Type C Injury Crashes	2	1	0	0	0	3
Total Injury Crashes	2	2	0	0	4	8

I able 19. Crash Summary on Montgomery Road between Howell Place and Hill Avenue (2010-2	. Crash Summary on Montgomery Road between Howell Place	and Hill Avenue (2010-201	4)
--	---	---------------------------	----

A majority of the reported crashes were rear end type crashes (16 crashes/63 percent). Other types of crashes include fixed object (two crashes), turning (two crashes), sideswipe – same direction (two crashes), head on (one crash), parked vehicle (one crash), other non-collision (one crash), and sideswipe in the opposite direction (one crash).

Eight injury related crashes (30 percent of all crashes) were reported in the five-year analysis period between 2010 and 2014 on the section. There were three Type C injury crashes, three Type B injury related crashes, and two Type A injury related crashes. There were a total of a total of 9 injuries on the section with only one of the injury related crashes resulting in more than on injury. Six of the eight injury related crashes were rear end type crashes, one fixed object, and one turning. More injury related crashes were reported on the section in year 2014 and no injury related crashes were reported in years 2012 and 2013.

Wet or icy pavement conditions can be attributed to ten crashes (37 percent) of all crashes reported at on the section of Montgomery Road between Howell Place and Hill Avenue. The higher number of rear end type crashes reported on this section of Montgomery Road may be attributed to the multiple driveways at this location and to inadequate capacity at Hill Avenue causing backups on this section.

The intersection of Montgomery Road at Hill Avenue is signalized. Table 20 summarizes the crash types and injuries that were reported during the five-year analysis period at the Montgomery Road and Hill Avenue intersection.

Type of Collision	2010	2011	2012	2013	2014	Total Crashes
Rear End	15	12	15	17	2	61
Turning	1	2	3	0	2	8
Fixed Object	0	0	0	0	1	1
Angle	2	2	2	0	0	6
Overturned	0	0	1	1	0	2
Total	18	16	21	18	5	78
Fatal Crashes	0	0	0	0	1	1
Type A Injury Crashes	3	1	0	0	0	4
Type B Injury Crashes	2	0	5	3	0	10
Type C Injury Crashes	3	2	3	6	2	16
Total Injury Crashes	8	3	8	9	3	31

Table 20. Montgomery Road/Hill Avenue Intersection Crash Summary (2010-2014)

At the Montgomery Road and Hill Avenue intersection a total of 78 crashes were reported between 2010 and 2014. A majority of the reported crashes were rear end crashes (61 crashes/78 percent). Other types of crashes include turning (eight crashes), angle (six crashes), overturned (two crashes), and sideswipe same direction (one crash). A consistent number of crashes were reported between 2010 and 2013 ranging from 16 in 2011 to 21 in 2012; however, in 2014 only 5 crashes were reported. The higher number of crashes at the intersection in 2012 may be attributed to growing traffic demand and inadequate capacity and auxiliary lanes at the intersection. Crash plot diagrams for the intersection are provided in Appendix A.

Thirty injury-related crashes (38 percent of all crashes) and one fatality were reported in the five-year analysis period between 2010 and 2014 at the intersection. The fatality is detailed as follows:

• Type of Crash: Turning, Light Condition: Darkness/Lighted Road, Weather: Clear, Roadway Condition: Dry

A majority of the crashes reporting an injury were Type C injury related crashes (sixteen crashes) and Type B injury related crashes (ten crashes), while four crashes were Type A injury related. There were a total of 49 injuries at the intersection with fourteen of the injury related crashes resulting in more than one injury. Nineteen of the 30 injury related crashes were rear end type crashes, five angle, five turning, and one overturned type crashes.

Wet or icy pavement conditions can be attributed to 23 crashes (29 percent) of all crashes reported at the Montgomery Road and Hill Avenue intersection. The higher number of rear end and turning crashes reported at this intersection may be attributed to the lack of auxiliary lanes on the eastbound and westbound approaches, and the inadequacy of capacity provided on all approaches.

2040 Crash Analysis - Predictive Method

The Highway Safety Method (HSM) predictive method was used to estimate the expected average crash frequency, crash severity, and collision types for existing conditions and design alternatives. The expected average crash frequency (crashes per year) were derived for the 2013 existing condition, 2040 no build condition, and the two design scenarios. Three design alternatives were analyzed to determine the effects of the number of lanes along Montgomery Road between IL 25 and Hill Avenue which include widening Montgomery Road from the existing two lane facility to a 3-lane, 4-lanes, or 5-lane cross section. In all alternatives the roadway cross section will be upgraded from a two lane rural facility to a suburban arterial cross section and auxiliary lanes were provided where appropriate. Table 21 summarizes the expected average crash frequency for existing, 2040 no build, and the three 2040 build alternative scenarios.

	Table 21. Highway Safety Manual (HSM) Crash Predictive Method Results									
	Observed Crashes observed (crashes/ year)	2013 Expected Average Crash Frequency (crashes/ year)	2040 No Build Expected Average Crash Frequency (crashes/ year)	2040 Build Alternative 5- Lane Expected Average Crash Frequency (crashes/ year)	2040 Build Alternative 4- Lane Expected Average Crash Frequency (crashes/ year)	2040 Build Alternative 3- Lane Expected Average Crash Frequency (crashes/ year)				
Sections on Mo	ontgomery Roa	d:								
IL 25 to Douglas Road	4.8	6.4	6.8	5.1	4.1	3.8				
Douglas Road to Howell Place	12.4	9.9	10.8	13.3	11.8	10.8				
Howell Place to Hill Avenue	4.8	4.2	4.6	5.5	4.7	4.3				
Intersections -	Montgomery R	load at:								
At IL 25	5.0	5.9	6.8	3.8	3.8	3.8				
At Douglas Road	9.8	6.8	7.9	7.5	7.5	7.5				
At Howell Place	2.8	4.2	4.5	1.8	2.1	1.8				
At Hill Avenue	17.0	9.1	10.9	10.3	10.3	10.3				
Overall Networ	k:									
IL 25 to Hill Avenue	56.6	46.5	52.3	47.3	44.3	42.3				

Three sections on Montgomery Road were defined between the signalized intersections to be used for the predictive method analysis. The three sections are from IL 25 to Douglas Road, Douglas Road to Howell Place, and Howell Place to Hill Avenue. On the section of Montgomery Road between IL 25 and Douglas Road the existing number of observed crashes per year is lower than the calculated expected number of crashes per year. By widening the section to a 3-lane, 4-lane, or 5-lane facility by year 2040 the expected 2040 crash frequency may reduce up to 50 percent. On the two sections of Montgomery Road between Douglas Road and Hill Avenue, however, the existing number of observed crashes per year is higher than the calculated expected number of crashes per year. Widening the sections between Douglas Road and Hill Avenue to a 5-lane cross section would increase the 2040 crash frequency by almost 20 percent and to a 4-lane facility up to ten percent. By widening the section to a 3-lane cross the expected crash frequency in 2040 would decrease or remain the same.

Four intersections were analyzed on the Montgomery Road corridor: Montgomery Road at IL 25, at Douglas Road, at Howell Place, and at Hill Avenue. At the intersections of Montgomery Road at IL 25 and at Howell Place the existing observed number of crashes per year is lower than the calculated expected number of crashes. At the intersection with Howell Place the lower number of observed crashes versus expected may be due to the traffic signal and low minor street traffic demand at the location. At the intersection with Douglas Road and Hill Avenue the existing number of observed crashes per year is higher than the calculated expected crash frequency by 30 percent at Douglas Road and over 100% higher at Hill Avenue. This may be attributed to lack of auxiliary lanes and capacity provided at the intersections. Widening Montgomery Road will reduce the 2040 expected number of crashes per year at the intersections equally except at Howell Place where the 4-lane facility would not provide left turn lanes at the location and the 3-lane and 5-lane facility would.

Overall, the Montgomery Road corridor between IL 25 and Hill Avenue experiences a higher number of existing observed crashes per year when compared to the calculated expected crash frequency by almost 20 percent. This may be attributed to inadequate capacity and geometric deficiencies along the corridor. An increase in the expected average crash frequency by year 2040 may be avoided by widening Montgomery Road to a 3-lane, 4-lane, or 5-lane cross section. Overall, a 3-lane cross section would reduce the expected 2040 crash frequency by almost 20 percent and a 5-lane cross section by 10 percent.

c. Countermeasures. Describe how the proposed project will address any crash issues.

Rear-end crashes commonly occur when there are a large number of turning vehicles, the signal timing is inadequate, or when turning vehicles are stopped in through travel lanes waiting to turn. Turning crashes are typically attributed to high intersection or section volumes, insufficient capacity at intersections, or high turning volumes along the sections. The types of crashes most frequently encountered in the study area indicate the need for intersection improvements, such as separate turn lanes and additional through lanes to reduce congestion. The types of crashes encountered along the sections of Montgomery Road indicate the need to widen the corridor to accommodate the higher turning volumes and through traffic demands. By widening Montgomery Road throughout the corridor from a 2-lane rural cross section to a 3-lane or more suburban arterial cross section the expected crash frequency may be reduced by year 2040 when compared to existing conditions. The purpose and need states that the project is needed to improve safety along the corridor. By increasing capacity, adding intersection improvements including signal timing modifications and capacity, as well as implementing a closed drainage system with curb and gutter accident rates are expected to decrease. The addition of sidewalks and a multiuse path as well as ADA features will also provide safer spaces for pedestrians and bicyclists. Bicyclists will be more likely to travel on the multi-use path as opposed to travel lanes. ADA features will also improve safety. Rear end and angle crashes will be minimized with the proposed improvements thus meeting the purpose and need.

4. RIGHT-OF-WAY

a. Takings. Describe the right-of-way taking, including the total acreage required for each of the following categories: ROW, permanent easements, temporary easements and temporary land use permits. Include the width of taking, number of property owners, acreage of right-of-way and/or easements, character of land; i.e., farm, residential, commercial or publicly owned properties, anticipated impacts to properties that remain, and location of any improvements with respect to required right-of-way. Discuss any impacts on setbacks required by zoning.

A total of approximately 5.6 acres of new ROW is required as part of the proposed improvements. In additional approximately 4.4 acres of temporary easement is required and approximately 0.9 acres of permanent easements is required as part of the proposed improvements. A table is provided in Exhibit 11 (Appendix A) that details the proposed ROW and easements.

b. Are any residents, businesses or farms to be displaced? \Box Yes \Box No

If yes, describe the number and type of displacements anticipated and mitigation that will be taken to provide relief for this impact on an attached sheet.

Parking

Permanent and temporary parking impacts have been identified to both commercial properties and residential homes that front Montgomery Road. Impacts were identified through a review of each parcel that fronts the Montgomery Road corridor improvements. The parking impacts to commercial and residential properties were determined based on the required right of way for roadway improvements. For commercial properties, parking limits were defined from both field survey and aerial imaging. Permanent parking impacts to commercial properties were identified where proposed right of way was overlapping or within 3 feet of the parking lot limits. Permanent parking impacts for residential properties were identified where the driveway length between face of building or garage was within 19 feet of the proposed right of way. In order to minimize impacts to parking, the construction footprint was optimized through the project study lifespan. This was accomplished through updating the roadway profile, proposing a closed drainage system with curb and gutter, and selecting a proper alignment location for proposed storm sewers. In turn, proposed right of way requirements were minimized to the fullest extent given the total cross sectional width increase from roadway widening, sidewalk, bike path and utility additions. Where possible, parking has been re-established based on IDOT BLRS

Based on the results of the analysis, a total of 14 properties will be permanently impacted by the proposed improvements including eight commercial lots (representing approximately 79 parking stalls) and six private residential drives. Modifications to these parking lots were proposed where possible to mitigate impacts. No mitigation or alternatives were proposed for the residential parking impacts. Temporary impacts to parking lots were also identified for areas where space is required for construction operation.

Parking impact mitigation was proposed where feasible. Public angled parking was proposed on-street between Gates Street and Pleasant Street because the businesses impacted would not otherwise have established parking on these properties. Private parallel parking and angled parking was proposed within the parking lot at 34W185 Montgomery Rd. as space permitted. Proposed right of way and utility relocation does not permit for the re-establishment of parking spaces in any other private parking areas identified in this memorandum. The affects from parking spots permanently

taken from businesses will be discussed directly between the County and the business owners. Likewise, residential parking impacts will also require correspondence between the owner and the County. All affected property owners were invited to the Montgomery Road Public Hearing. Right of way and parking impacts were available for review at the hearing. Several comments were received in relation to parking impacts. Coordination of parking impacts is on-going and will continue into subsequent phases of this project. A Parking Options Technical Memorandum is located in Exhibit 12 (Appendix A) that details the analysis, outlines specific parcel impacts and provides exhibits showing the impacted locations. Public Hearing comments and responses are provided in Appendix C.

Safety Considerations

A total of 228 crashes were reported within the study limits. There were two accidents associated with parking over the five year span along the corridor. There are no documented high crash locations identified along the corridor.

Upon review of the corridor there is no evidence of crash history in relation to existing on-street parking. Existing onstreet parking is well established along the corridor. In the proposed condition, vehicles should be able to back maneuver into the roadway clear zone without impeding traffic in the travel lanes. The speed limit of the facility (30 to 35 miles per hour) is not expected to change. Existing land use is also not expected to change. A sidewalk and multiuse path are proposed along Montgomery Road and will provide designated travel areas for pedestrians and bicyclists in areas outside of the parking stalls and vehicular travel lanes and clear zone. The proposed improvement includes fewer on-street parking spots than the existing condition. Vehicles will only have one way to pull out of the stall with the proposed 30 percent angle stalls as opposed to the existing condition with the perpendicular stalls. Approaching drivers do have a potential conflict should a parked car go beyond the clear zone to complete a parking maneuver. There is no barrier proposed to separate the parking vehicle from the approaching vehicle beyond lane striping.

5. PRIME FARMLAND (BLRS MANUAL SECTION 20-10)

a. If the project requires more than 3 acres/mile (0.75 hectares/kilometers), 10 acres (4 hectares) for a non linear improvement, or the project ROW is not contiguous to the existing ROW, contact the Illinois Department of Agriculture and attach results of the coordination and summarize the results below.

Not applicable as the proposed improvement is contained and does not meet the size requirement for coordination with the Illinois Department of Agriculture.

b. The project requires consultation with the Natural Resource Conservation Service., Form AD-1006 has been completed and submitted to the local office of NRCS. The completed AD-1006 form is attached.

The impact of this project on farmland conversion has been evaluated in accordance with the requirements of the US Natural Resources (NRCS). The project will cover 3 acres or less of farmland per mile (0.75 hectares or less of farmland per kilometer) and the conversion will not result in more than minor impacts. Accordingly, the project conforms to the general form AD-1006 prepared by NRCS. Therefore, further coordination with NRCS on this project will not be necessary.

6. FLOODPLAIN ENCROACHMENT (BLRS MANUAL SECTION 20-7)

Does the proposed work cross or encroach upon a 100-year floodplain, including a regulatory floodway?

🛛 Yes 🗌 No

If yes, summarize the location hydraulics study, regulatory floodway restrictions, the effect of any encroachment (including a comparison between existing and proposed conditions) and the effect of over-the-road flow on the proposed transportation facility. Attach any available floodplain maps.

There are two FEMA-designated floodplains in the project area (Exhibit 13 in Appendix A):

- 1. A portion of the south leg of Douglas Avenue is located within the 100-year and 500-year floodplains associated with Waubonsie Creek. In addition, a portion of the south leg of Hill Avenue is located within the same 100-year floodplain in the southeastern end of the project area.
- A portion of the north central part of the Project Area (Pleasant Place and Parker Avenue) is located within the 100year and 500-year floodplains associated with Mastodon Lake, located in the western part of the Phillips Park Golf Course.

There will be no construction in the floodplain area located in the south leg of Douglas Avenue. The existing ditches located in the floodplain in the south leg of Hill Avenue will be moved widened and dug deeper. These changes will allow for the increased stormwater flow resulting from the additional impervious area and removal of a flow restricting pipe from the Phillips Park Golf Course. Lastly, storm sewers will be installed in the area around Pleasant Place and Parker Avenue. Excavation will be required in these two floodplains; however, no fill will occur. Therefore, the floodplain elevation will not be raised.

7. PHASE I & II NPDES STORM WATER PERMIT REQUIREMENTS (BLRS MANUAL SECTION 7-4.01)

Will the project involve soil disturbance of 1 acre (0.4 hectares) or more?

🛛 Yes 🗌 No

If yes, the project must comply with the Phase II NPDES Storm Water Permit Requirements.

8. "404" PERMIT (BLRS MANUAL SECTION 7-4.02)

Does this project involve waters regulated by Section 404?

⊠ Yes □ No

If yes, what type of 404 permit is required?

Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers. If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application.

Coordination has been initiated with the Corps of Engineers. A copy of the June 27, 2017 notification letter is provided in Appendix C, Item 9. A commitment is required for continued coordination in Phase II. See Section 20 of this report.

9. SPECIAL WASTE (BLRS MANUAL SECTION 20-12)

a. Following the special waste assessment screening criteria shown on Figure 20-12A of the BLRS Manual, is Preliminary Environmental Site Assessment (PESA) required?

🛛 Yes 🗌 No

See Appendix B, Item 7 for the PESA Executive Summary. Refer to Appendix A, Exhibit 14 for special waste clearance.

Per IDOT policy (BDE Manual Chapter 27 – Section 3), PESAs are performed by the Illinois State Geological Survey (ISGS) for projects that involve State right-of-way. Therefore, since Douglas Avenue and Hill Avenue are roads under IDOT jurisdiction, ISGS conducted their PESAs in these areas in compliance with the IDOT-ISGS PESA Manual (Erdmann et al., 2012). However, ISGS PESAs were not conducted in compliance with the All Appropriate Inquiries environmental assessment standard (40 CFR Part 312) that took effect on November 1, 2006, or with the ASTM Standard E1527-05 or E1527-13.

HDR performed the Phase I Environmental Site Assessment (ESA) in the remainder of the project area, which includes the area around Montgomery Road from west of Sycamore Lane to east of Farnsworth Avenue. It also includes the area around Sherman Avenue from 4th Street to Jackson Street. The Phase I ESA was performed in general conformance with the scope and limitations of ASTM Practice E 1527-13. Any exceptions to, or deletions from, this practice are described in the Phase I ESA final report dated August 9, 2016, under separate cover. Refer to Table 22 for Recognized Environmental Conditions along Douglas Avenue and Hill Avenue and Table 23 for remaining areas.

Table 22. ISGS Recognized Environmental Conditions (RECs) along Douglas Avenue and Hill Avenue

REC	Site Name	Address	Reason	Database
13	Oak Grove Mobile Home	1332 Douglas Ave	Former USTs with a documented released, former monitoring wells, impacted soil, fill	BOL, LUST, UST, IEMA
15	Commercial Building	1335 Douglas Ave	Evidence of former chemical use	BOL
16	Commercial Building	1337 Douglas Ave	Potential USTs, potential former chemical use	None
17	Shell Gasoline Station	298 Montgomery Rd	Former USTs with a documented release, USTs, monitoring wells, impacted soil, evidence of chemical use, potential USTs	RCRA, BOL, LUST, UST, IEMA, AUL
18	Jiffy Lube	344 Montgomery Rd	ASTs, potential USTs, evidence of chemical use	BOL
19	IDOT ROW	Douglas Ave at Montgomery Rd	Spill, former drum	IEMA
27	Commercial Building	1460-1490 Douglas Ave	Potential USTs, evidence of chemical use, drums, fill of unknown composition	BOL
28	Aldi	1500 Douglas Ave	Fill of unknown composition	None
30	Commercial Building	1550-1590 Douglas Ave	Fill of unknown composition, evidence of former chemical use, former drums	BOL, ERNS ¹
32	Montgomery Power Wash	1600 Douglas Ave	Fill of unknown composition	None
33	Phillips Park Golf Course	1001 Hill Ave and 901- 1101 Ray C Moses Dr	ASTs, former USTs with documented releases, former AST, evidence of chemical use, drum, impacted soil	RCRA, BOL, LUST, UST, IEMA

Notes:

ERNS = Emergency Response Notification System

REC	Site Name	Address	Reason	Database
1	Kain Machine Shop	1222 Jackson St	Two dismantled 500-gallon ASTs, chemical tanks, woodpile, equipment and vehicle parking, ground staining	UST
2	Aurora Township	Between Montgomery Rd, Jackson St, Sherman Ave, and Virgil L Gilman Nature Trail	Former landfill	FINDS, ECHO, BOL
3	Circle K #6876	596 Montgomery Rd	Three USTs, stained concrete, gas pumps	UST
4	Steil Truck Lines, Inc.	591 Montgomery Rd	One UST, ground staining, compressed gas cylinders	UST
5	Super Wash Car Wash	602 Montgomery Rd	Ground staining	RCRA, LUST, UST, SPILLS, BOL, FINDS, ECHO, RGA LUST
6	Aurora Transmission	699 Montgomery Rd	Stained pavement, leaking vehicles, draining fluid from bay	RCRA, FINDS, BOL, ECHO, EDR Historical Auto Stations
7	Ron's Body Shop	716 Montgomery Rd	ontgomery Rd Stained pavement, damaged/leaking vehicles and transmission, uncontained vehicle parts	
8	Mugz Trucking, Inc.	1228 Jackson St		
9	America's Collision Experts	1307 Union St	Stained pavement, damaged/leaking cars	RCRA, FINDS, ECHO, EDR Historical Auto Stations
10	LINE-X	1317 Union St	Stained ground, empty unlabeled 44-gallon drums, equipment parking	None
11	John's Body Shop	1325 Union St	One unused 500-gallon AST, uncontained vehicle parts and equipment, damaged/leaking vehicles, stained ground	RCRA, FINDS, ECHO, EDR Historical Auto Stations

Table 23. HDR Recognized Environmental Conditions (RECs)

- b. Is work being done on property in the name of the state or are contract plans being prepared by the state?
 ☑ Yes □ No
- **c.** If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?

🛛 Yes 🗌 No

If the PESA results determine that the project is a "moderate" or "high" risk for special waste, describe how the special waste is proposed to be handled (including if Preliminary Site Investigation (PSI) is required).

For the State ROW, two PESAs were completed January 29, 2014 and December 10, 2014. The PESAs identified 11 REC sites are in the project area or adjacent to it for which additional studies may be needed. During Phase II design, the excavation details will be determined and further coordination will occur with IDOT.

For the remainder of the project, a PESA was completed by HDR on August 9, 2016. A total of 11 REC sites were identified of which five were determined to have "moderate" to "high" risk for special waste within the Project Area

and adjacent properties. As a result, a Phase II ESA will be necessary and will be completed during Phase II of the project.

Additionally, the area along Union Street, Pleasant Place, and Parker Avenue was not surveyed for special waste for several reasons: 1) at the time the Phase I ESA was conducted, proposed drainage improvements were assumed to be a complimentary project to the Montgomery Road Improvement Study and, therefore, completed separately, and 2) the drainage improvements design was uncertain and not progressed enough for a meaningful Phase I ESA evaluation.

A map showing the identified RECs is included in Exhibit 14 (Appendix A). The PESAs conducted for this project area available under separate cover.

10. ENVIRONMENTAL SURVEY (BLRS MANUAL SECTION 20-2)

Whenever a project involves land acquisition (including easements), any in-stream work (including drainage structure run-around), is located within or adjacent to historic properties listed in (or eligible for) the National Register of Historic Places, a bridge on the historic list, is near wetlands, or known locations of threatened or endangered species, the Environmental Survey Request Form should be submitted early in the project development phase.

An ESRF was submitted to IDOT on August 2, 2013 for Biological, Special Waste, and Cultural resource review. The wetland delineation and special waste investigation on non-state roads were conducted by the consultant. An AESRF was submitted to IDOT on June 6, 2014 for all three reviews within additional IDOT right of way (ROW). A second AESRF was submitted to IDOT on February 2, 2016 for all three reviews within additional IDOT ROW. All clearances have been received and are available for review in Appendix A (Exhibit 16).

a. Wild and Scenic Rivers - If this project crosses or affects a river on the National Wild and Scenic Rivers System or a river listed in the Nationwide Inventory of Rivers with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).

 \Box Involvement \boxtimes No Involvement

b. Wetlands - Does the proposed work impact the use of regulatory wetlands?

🛛 Yes 🗌 No

If yes, indicate how the wetlands will be mitigated.
Banking Accumulation On-site Other

Wetland delineations were conducted in September 2013 and April 2016. There were four wetlands determined; two ponds; one stream (Waubonsie Creek); and two ditches as shown on Exhibit 15 (Appendix A). One wetland, one stream, and two ditches were determined to be Waters of the U.S. and would therefore require a 404 permit if they are impacted. None of these waters were determined to be High Quality Aquatic Resources (HQAR). Within the project study area the highest FQI score was 14.0.

No wetlands will be permanently impacted, nor will Waubonsie Creek. A small portion of the pond located in the southeast corner of the Phillips Park Golf Course will be impacted by a temporary easement. This temporary easement is necessary to replace three storm outlet structures in Montgomery Road. Approximately 0.045 acre of this pond is within the temporary easement. Any vegetation that will be impacted due to these improvements will be mitigated by replanting after construction activities cease.

The two ditches along Hill Avenue will be temporarily impacted during construction. The ditches will be reestablished to allow for improvements to Hill Avenue (one to the east; the other one to the west of their current location). The relocated ditches will be re-vegetated and connected to Waubonsie Creek.

The biological resources clearance was received from IDOT on January 20, 2017. Appendix A, Exhibit 16 contains biological clearance and the concurrence on the findings of the WIEs. By agreement, no coordination with the IDNR and the U.S. Fish and Wildlife Service is necessary. For further reference, the Wetland Delineation Report is available under separate cover.

c. Archaeological and Historical Preservation - Include results of coordination. Does the project impact an archaeological or historic preservation site?

🗌 Yes 🖾 No

If yes, describe any required documents.

Cultural clearances were received from IDOT on September 18, 2014; May 11, 2016; and June 14, 2016 for the original ESR and subsequent Addendums A and B. These clearances stated that the project will not affect any historic properties. They can be found in Exhibit 16 (Appendix A).

The Illinois State Archaeological Survey (ISAS) was completed in order to identify archaeological sites within the project area. Four archaeological sites were identified in the original project area. However, because the project area was later modified, all of these archaeological sites were outside of the revised project limits. Therefore, no impacts to archaeological resources will occur as a result of the proposed improvements.

d. Threatened or Endangered Species - Does the project impact any endangered species or plants?

□ Involvement ⊠ No Involvement

Include a copy of biological resources memorandum or signoff by BDE and/or IDNR.

Biological resources clearance was received from IDOT on January 20, 2017. Refer to Exhibit 16 in Appendix A for clearance documentation and Exhibit 18 for the Natural Resource Review Memo. The Natural Resources Review Memorandum is provided in Appendix A, Exhibit 18.

The Natural Resources Unit reviewed the project and through iPaC, an official species list was received and contains endangered, threatened, proposed and candidate species and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are found in Kane County: Northern long-eared bat, Eastern prairie fringed orchid and Rusty Patched Bumble Bee.

After assessment it was determined that the proposed improvement will have no effect on any of the species identified in the review. The project is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of any critical habitat. No further consultation is required.

e. Stream Modification and Wildlife Impacts - Include copies of any correspondence between BDE and IDNR or U.S. Fish and Wildlife Service. Attach copies of any additional coordination between local agency and IDNR or U.S. Fish and Wildlife Service whenever required as a result of biological review by BDE. Address any proposed mitigation measures.

☐ Involvement ☐ No Involvement

Biological resources clearance was received from IDOT on January 20, 2017. Refer to Exhibit 16 in Appendix A. By agreement, no coordination with the IDNR or the U.S. Fish and Wildlife Service is necessary. The Natural Resources Review Memorandum is provided in Appendix A, Exhibit 18.

The Natural Resources Unit reviewed the project and the IDNR Natural Resources Database search found no records natural areas or nature preserves within the project corridor. However, there are records of the State-listed Blanding's turtle, Slippershell mussel, River redhorse and Greater redhorse in the vicinity of the project. Per an MOU by and between IDNR, an Eco-CAT was submitted on November 17, 2016. The EcoCAT response letter on November 23, 2016 requested the following: 'Strict adherence to best management practices for erosion and sedimentation control should be used to minimize the possibility of any adverse impacts to the lists species in the Fox River and Waubonsie Creek.' No further consultation is required.

Trees

A tree survey was conducted on July 31, 2014 and April 26, 2016. Per the Illinois Department of Transportation Departmental Policy (D&E) 18, only trees with a diameter at breast height of 6 inches or more were surveyed. It was determined that 238 trees are located within the construction limits and will, therefore, be likely impacted by construction activities. Of these 238 trees, 181 were classified as deciduous and the remaining 57 were classified as evergreen. Location of these trees is depicted in Exhibit 17 (Appendix A). The Tree Survey Report is available under a separate cover.

11. SECTION 4(F) LANDS (BLRS MANUAL SECTION 20-3)

- a. Does this project require any right-of-way, including temporary construction easements, from a publicly owned park, recreational area, wildlife and waterfowl, or any historic site in or eligible for the National Register of Historic Places?
- 🛛 Yes 🗌 No

b. If yes, attach a brief description of the Section 4(f) involvement and contact District BLR&S for further guidance.

Impacts to four resources were evaluated and determined to be de minimis. Approval was received on December 15, 2016. The impacts were advertised and presented at a public hearing. No comments were received regarding the Section 4(f) impacts. The owners with jurisdiction concurred that there are no adverse effects resulting from the proposed project. Exhibit 18 (Appendix A) provides approval documentation for the proposed Section 4(f) impacts. The Section 4(f) De Minimis Impact reports are available as supporting documentation in Exhibit 9 of Appendix B.

The following four Section 4(f) resources are impacted by this project:

- Phillips Park Family Aquatic Center Owned by the Fox Valley Park District and the City of Aurora
- Phillips Park Golf Course Owned by the City of Aurora
- Aurora Township Soccer Field Owned by Aurora Township
- Virgil L Gilman Trail The portion of the trail affected by the project is owned by the Fox Valley Park District.

Table 24 summarizes the impacts to each resource. The Phillips Park Golf Course and Virgil L Gilman Trail property to be obtained are linear grassed areas with no direct recreational use. The permanent easement to be obtained in the Phillips Park Family Aquatic Center is a linear grassed area with no direct recreational use. Lastly, the Aurora Township Soccer Field property is a linear grassed area with no direct recreational use. The existing fence adjacent to the roadway that borders this property will be removed and reinstalled or permanently replaced upon construction.

Extensive effort was made to minimize the impact to these properties. The roadway alignment was realigned to minimize the impacts to the properties. Due to the proximity of residential structures along the south side of Montgomery Road, the total elimination of impacts to the 4(f) properties could not be attained. Other efforts to minimize park property impacts include dismissing of alternatives that have larger impacts to the properties (i.e. 4-lane roadway design), relocating the proposed multi-use path to the south side of Montgomery Road, and adjusting ditches and side slopes to their minimum requirements to have less impact. A key benefit of the sidewalk is the connectivity of Phillips Park, Virgil Gilman Trail, and the Aurora Township Soccer Field to the local community.

	lips Park Family Aqu	atic Center
ltem	Acreage	Location
Temporary Easement Area	0.30	North of Montgomery Rd
Total	0.30	
Permanent Easement Area	0.10	North of Montgomery Rd
Total	0.10	
	Phillips Park Golf C	ourse
ltem	Acreage	Location
Temporary Easement	0.16	Western portion
Area	0.01	Central portion
	0.29	Eastern portion
Total	0.46	
Proposed ROW	0.12	Western portion
	0.15	Immediately west of Hill Ave
Total	0.27	
A	urora Township Soc	cer Field
ltem	Acreage	Location
Temporary Easement Area	0.28	North of Montgomery Rd
Total	0.28	
Proposed ROW	0.12	North of Montgomery Rd
Total	0.12	
	Virgil L Gilman T	rail
ltem	Acreage	Location
Temporary Easement	0.08	North of Montgomery Rd
Area	0.03	South of Montgomery Rd
Total	0.11	
Proposed ROW	0.01	South of Montgomery Rd
Total	0.01	

Table 24. Acres of Section 4(f) Resources to Be Impacted

12. AIR QUALITY (BLRS MANUAL SECTION 20-11) CHECK ONE:

- **a.** This project is in an attainment area.
 - Projects within a portion of a nonattainment for which the Chicago Metropolitan Agency for Planning (CMAP) is the MPO:

This project is included in the FY 2015-2019 Transportation Improvement Program (TIP) endorsed by the Metropolitan Planning Organization Policy Committee of the Chicago Metropolitan Agency for Planning (CMAP) for the region in which the project is located. Projects in the TIP are considered to be consistent with the 2040 Regional Transportation Plan endorsed by CMAP. The project is within the fiscally constrained portion of the plan.

On October 9, 2014, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the 2040 regional transportation plan conforms with the State Implementation Plan (SIP) and the transportation-related requirements of the 1990 Clean Air Act Amendments. On October 9, 2014, the FHWA and the FTA determined that the TIP also conforms with the SIP and the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, "Determining Conformity of Federal Actions to State or Federal Implementation Plans."

The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

The TIP number for this project is to be determined (TBD).

Projects within a nonattainment area served by a Metropolitan Organization other than CMAP.

This project is included in the Long-Range Transportation Plan and in the _____ Transportation Improvement Program (TIP) endorsed by _____, the Metropolitan Planning Organization (MPO) for the region in which the project is located.

On ________ the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the Long-Range Transportation Plan conforms with the transportation-related provisions of the Clean Air Act Amendments of 1990. The FHWA and the FTA determined on that the TIP conforms with the Clean Air Act Amendments. These finding were in accordance with 40 CFR Part 93, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and projects Funded or Approved under Title 23 USC or the Federal Transit Act."

The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

b. Mobile Source Air Toxics (See BDE PM 52-06)

This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic concerns. Consequently, this effort is exempt from analysis for MSATs.

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

c. Construction-related Particulate Matter

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions are usually insignificant when equipment is well maintained.) The potential air quality impacts will be short-term, occurring only when demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Department's Standard Specifications for Road and Bridge Construction include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

d. Project-level Hot Spot Analysis (Check one)

This project is in an attainment area and does not require a hot spot analysis.

This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1). Since the proposed improvements will not increase ADT over the no-build and the proposed improvements reduce congestion and emissions, 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. The U.S. Environmental Protection Agency (USEPA) has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

This project is in a non-attainment or maintenance area and is a project of air quality concern. Therefore, a qualitative hot spot analysis is required. See attachment _____.

e. COSIM

Are through lanes or auxiliary turn lanes being added with this project?

🛛 Yes 🗌 No

If yes, has a COSIM pre-screen analysis been completed?

🗌 Yes 🔀 No

If yes, pre-screen analysis is attached as Attachment ____.

If no, explain why an analysis has not been performed.

A COSIM pre-screen analysis was not performed because the highest Average Daily Traffic (ADT) in the busiest leg of the intersection was 26,000 for the design year. In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," projects are exempt from a project-level carbon monoxide air quality analysis if the highest design-year approach-volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT.

If yes, did the COSIM pre-screen analysis pass or fail?
Pass Fail

If the COSIM pre-screen analysis failed, a full COSIM analysis would be required.

13. NOISE (BLRS MANUAL SECTION 20-6)

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

If this project involves a new alignment, additional lanes, or involves a significant alignment change, attach a traffic noise analysis.

The Traffic Noise Analysis Technical Report is available under separate cover. The Traffic Noise Signoff is available as Exhibit 19 in Appendix A.

Because the addition of a two-way left turn lane and widening along Montgomery Road includes substantially altering the horizontal alignment of an existing highway, the project is considered a Type I project by Illinois DOT (IDOT) standards, and must be assessed for traffic noise impacts. Based on the noise traffic analysis and noise abatement evaluation conducted and described below, highway traffic noise abatement measures will not be implemented based on preliminary design.

A traffic noise analysis was conducted based on the Federal Highway Administration (FHWA) Noise Abatement Criteria as set forth in IDOT's Policy found in Chapter 26-6.05(c) (Traffic Noise Analysis) of the BDE Manual and the Highway Traffic Noise Assessment Manual (2011) to determine if noise sensitive receptors would be impacted by the increased traffic noise associated with the project. For impacted receptors, abatement measures were designed and then evaluated for feasibility and reasonableness. The study included the following tasks:

- o Identification of Common Noise Environments;
- Measurement of Existing Noise Levels and Validating Traffic Noise Model;
- o Modeling of Existing, Future No-Build and Future Build Traffic Noise Levels;
- Determination of Traffic Noise Impacts;
- o Identifying Feasible and Reasonable Noise Abatement Barriers; and
- o Development of Recommendations

Noise sensitive land uses were identified within 500 feet from the major roadways within the study area. Similar land use activity categories were grouped into Common Noise Environments (CNEs). A total of 34 CNEs were identified within the study area of which 21 were evaluated in this study. Those sites included residential, recreational, cemetery, and place of worship land use activities. Representative noise sensitive receptors were evaluated and assessed for potential traffic noise impacts.

Traffic noise levels were predicted using the FHWA-approved highway noise prediction computer program Traffic Noise Model (TNM) 2.5. TNM accounts for such factors as soft and hard ground attenuation, shielding from local terrain and structures, traffic control devices, hourly traffic volumes, vehicle classification, vehicle speeds, and steep-grade adjustments. All of the traffic noise receptors were modeled at 5 feet above ground elevation, and located at a location where frequent human activities occur closest to the proposed roadway alignment.

Existing (2013), No-Build (2040), and Build (2040) noise levels were predicted using TNM 2.5. Under the Build Alternative, only CNE-V and CNE-X will approach, meet, or exceed the noise abatement criteria if noise barriers are not constructed. As shown in Table 25 the Build traffic noise level for all CNEs is predicted to range between 47 dB(A) and 69 dB(A).

CNE	Representative Receptor	Approx. Distance to the Nearest <u>Proposed</u> Centerline (feet)	IDOT NAC dB(A) ¹	Existing (2015) dB(A)	No-Build (2040) dB(A)	Build (2040) dB(A)	Increase from Existing to Build Scenario dB(A)	Impact?
А	A-1	110	66	57	57	57	0	NO
В	B-1	114	66	56	56	57	1	NO
С	C-1	87	66	60	60	60	0	NO
D	D-1	156	66	55	56	56	1	NO
Е	E-1	123	66	54	54	55	1	NO
G	G-1	128	66	60	61	63	3	NO
J	J-1	106	66	62	63	65	3	NO
К	K-1	57	66	64	65	65	1	NO
L	L-1	126	66	58	58	59	1	NO
М	M-1	283	66	50	51	52	2	NO
Ν	N-1	461	66	46	47	47	1	NO
0	O-1	123	66	58	59	60	2	NO
R	R-1	320	66	49	50	50	1	NO
U	U-1	216	66	53	54	54	1	NO
V	V-1	44	66	66	67	67	1	YES
Х	X-1	62	66	67	68	69	2	YES
Y	Y-1	64	66	63	64	65	2	NO
AA	AA-1	155	66	57	58	60	3	NO
AB	AB-1	103	66	58	59	61	3	NO
AC	AC-1	248	66	59	60	60	1	NO
AF	AF-1	99	66	61	62	62	1	NO

Table 25. Noise Levels - 2013 Existing, 2040 No-Build, and 2040 Build

CNE noise levels approaching, meeting, or exceeding FHWA NAC, per IDOT policy are **bolded**.

¹ "Approach" noise level for the NAC. Per IDOT policy, a noise level at or exceeding this value is considered an impact.

Based on the noise model results, a noise abatement analysis that considers feasibility and reasonableness was performed for two CNEs. Traffic noise impacts were predicted at Receptors V-1 and X-1, representing the two impacted CNEs.

At all of the impacted receptor locations, constructing a noise barrier between the nearest roadway (noise source) and the receptor was evaluated. If the noise barrier is constructed between the impacted receptors and the nearest roadway, the front driveway and pedestrian access to all of the properties within the CNE will be blocked, making them inaccessible. Constructing the barriers with repetitive breakpoints (for access) reduces the effectiveness of the noise barrier and prevents achieving a sufficient [at least 5 dB(A)] noise reduction. Therefore, it is not feasible to construct noise barriers for any of the impacted CNEs, and no further analysis is warranted.

The Traffic Noise Analysis Technical Report is available under separate cover. The Traffic Noise Signoff is available as Exhibit 19 in Appendix A.

14. WORK ZONE TRANSPORTATION MANAGEMENT PLANS

Does the project intersect or follow a state route?

🛛 Yes 🛛 🗌 No

Is the state or local route considered a significant route?

 \Box Yes \boxtimes No \Box Not Applicable

If yes, describe how the Work Zone Transportation Management Plan is being implemented.

The Montgomery Road Improvements terminate at Hill Avenue which is a state route. Improvements are proposed at the intersection of Montgomery Road and Hill Avenue.

15. COMPLETE STREETS (BLRS MANUAL CHAPTER 10)

Does the project include the addition of a travel, turning, or bi-directional turn lane on a state highway?

🛛 Yes 🗌 No

If yes, describe how the Complete Streets Law requiring accommodating bicyclists on a state route apply.

Hill Avenue is the only state route within the project limits. The IDOT Complete Streets policy was applied to this project. All alternatives incorporate pedestrian and bicycle accommodations. A continuous five-foot sidewalk as well as a tenfoot shared-use path are provided adjacent to Montgomery Road within the corridor limits and shown on Exhibit 6 in Appendix A. All existing crosswalks are maintained. In addition, right of way is proposed for a future path along Hill Avenue. Additional accommodations will be provided at the V. L. Gilman Trail crossing of Montgomery Road including additional street lighting and signage.

16. MAINTENANCE OF TRAFFIC (BLRS MANUAL SECTION 22-2.11(B)(9))

Discuss how vehicle traffic and pedestrians will be accommodated during construction, including the impacts of any road and/or sidewalk closure. If the road will be closed, include information concerning location of alternate routes, their ability to handle the additional traffic (street width, number of traffic lanes, structural adequacy, etc.), and the amount of adverse travel. When a marked detour route will be provided, include coordination with appropriate agencies, a description of the adverse travel, and include a map showing the alternate routes or marked detour in the report.

The construction of the proposed improvements will be completed in stages. Road closures or detours will not be needed. During construction one 11 foot travel lane will be maintained in each direction on Montgomery Road. Access will be maintained for all side streets and commercial properties. Temporary short term closures may be needed to construct driveways; however, an alternate access will be provided.

Existing pedestrian facilities are to remain. Alternate routes will be provided where sidewalk is to be reconstructed. The construction stages are summarized as:

Site Preparation: Utility Relocation, Clearing, House Demolition, Temporary Drainage, Wetland Protection

Pre-Stage 1: Temporary Widening, Temporary Traffic Signals, Temporary Access, Temporary Drainage, Proposed Drainage Crossings

Stage 1: From Briarcliff Road to Douglas Avenue and from the Virgil Gilman Trail to Hill Avenue, traffic will travel on the eastbound side of Montgomery Road. Traffic will utilize approximately 22 feet of temporary pavement constructed during Pre-Stage 1. From Douglas Avenue to the Virgil Gilman Trail, traffic will travel on the westbound side of Montgomery Road. Traffic will utilize 22 feet of temporary pavement constructed during Pre-Stage 1. Two cross over locations will exist. One will be at or near Douglas Road and one will be at or near the Virgil Gilman Trail.

Construction will consist of proposed roadway pavement and temporary pavement. Proposed roadway width will be constructed up to proposed gutter line. Temporary pavement will be installed to accommodate traffic in Stage 2.

Stage 2: Traffic will travel on newly constructed proposed pavement and approximately 5 feet of temporary pavement constructed during Stage 2.

Construction will consist of removal of temporary pavement utilized in Stage 1, proposed pavement, curb and gutter, sidewalk/multi-use path, and cut/fill slopes.

Stage 3: Traffic will travel on newly constructed proposed pavement.

Construction will consist of removal of temporary pavement utilized in Stage 2, proposed pavement, curb and gutter, sidewalk/multi-use path, and cut/fill slopes.

Stage 4: Utilization of standard traffic control patterns to construct any remaining items for pavement marking, permanent traffic signals, sidewalk construction, landscaping.

Funding has not been identified for future phases of this project. Therefore, phased implementation is possible for this project as various funding sources are identified and pursued. If partial funding becomes available, the improvements would be prioritized and packaged into individual projects. Intersections improvements would be first priority followed by corridor improvements.

Funding is currently being pursued for improvements to the Hill Avenue at Montgomery Road Intersection. The proposed improvement would include the addition of dedicated right turn lanes and the lengthening of existing dedicated left turn lanes along Montgomery Road. Along Hill Avenue dedicated left turn lanes would be lengthened, and an additional through lane in each direction at the intersection is proposed. Pedestrian accommodations are included as a future phased implementation.

17. PUBLIC INVOLVEMENT (BLRS MANUAL CHAPTER 21)

a. Summarize public informational meetings, formal public hearings, property owner signoffs, council or board meetings, media coverage, and personal contact with public. Include copies of newspaper advertisements, letter to property owners, public comments, and documents showing all public comments have been addressed.

Stakeholder outreach and involvement occurred throughout the duration of the Phase I Study. The public involvement program included a project website, Stakeholder Focus Group, a Public Meeting, a Public Hearing, newsletter, coordination with various stakeholders including elected officials, local municipalities, community groups, and the public. Refer to Appendix C for compiled Public Involvement documentation. A summary of each element of the Public Involvement Program is provided as follows:

Project Website

A project website, http://www.co.kane.il.us/dot/constProjects/montgomeryRoad.aspx, was developed at the initiation of the study. The project website was maintained throughout the duration of the study in order to inform the public as the project progresses. The website provided project-related documents for review including: contact information, exhibits, newsletter, study information, meeting summaries, and frequently asked questions. The website was also used to advertise public meetings.

Public Informational Meeting

A public meeting for the Montgomery Road Phase I Engineering Project was held on Wednesday, October 2, 2013 from 4:00-7:00 PM at the Montgomery Village Hall, 200 N. River Street, Montgomery, Illinois. The purpose of the meeting was to inform the public about the project and to seek input on the transportation issues within the study area. The meeting was conducted in an open house format. A continuous power point presentation was available for viewing, exhibit boards were displayed for review, an aerial map was provided for reference, and engineering consultant and County staff were available to answer attendee guestions and address issues and concerns. A fourpage Fact Sheet was made available at the meeting and posted on the project web page two days prior to the Public Meeting. The fact sheet explained existing conditions, the phase I study and process, project details, and provided contact information. The meeting was advertised on the project website, through a variable message sign placed just west of the intersection of Montgomery Road and Douglas Road from September 26th through October 2nd, a newspaper display advertisement, and postcards which were mailed to the project mailing list. The display ad was placed in the main news section of the following papers on the identified dates: Daily Herald on September 25, 2013, Ledger Sentinel on September 26, 2013, Kane County Chronicle on September 26, 2013, and Beacon News on September 18, 2013. The post card invitation was mailed to 360 addresses on September 17, 2013. The event was attended by 61 people, and 16 comment forms were received within the three week comment period. Comments and their responses are located in Appendix B along with meeting materials including newspaper advertisements.

The 13 comment forms submitted covered a variety of topics, with the following predominant themes: Drainage issues, Noise consideration, Dedicated turn lanes, Land acquisition, Roadway widening impacts, Traffic speed, Traffic volume, Traffic control/signalization, Crosswalks, Access to/from residential and commercial properties, Sidewalk and bike path, issues and connections, Expansion of study area.

Stakeholder Focus Group

The Stakeholder Focus Group (SFG) was established as part of the public outreach program to engage local stakeholders in discussions focused on the existing transportation system, operational deficiencies, environmental considerations, and potential alternatives. The SFG is comprised of local government officials, property owners, key stakeholders, business community representatives, and individuals with expertise in the areas of transportation, land use, environment, and economic development in the study area. The SFG was involved in two workshops as part of the project scope. SFG members were also invited to participate in and attend the Public Hearing. A summary of the SFG workshops is located in Appendix B.

SFG Meeting 1. The first SFG workshop meeting was held at the Montgomery Village Hall on January 29, 2014 from 2pm - 4pm. The workshop included information on the project background, an exercise to identify issues and concerns along the project corridor, and brainstorming of potential alternatives to be considered on the west end of the project. The meeting included was used to outline the purpose and need, the Phase I Engineering study process and schedule, and workshop activities. The meeting was attended by 25 participants, 17 members of the Stakeholder focus Group in addition to the study team. The meeting was announced through a January 13, 2014 direct mail invitation as well as a January 23, 2014 email reminder.

SFG Meeting 2. The second SFG workshop meeting was held at the Montgomery Village Hall on May 7, 2014 from 2pm - 4pm. The workshop included a PowerPoint presentation, which provided background information on the Phase I study; a summary of SFG Meeting #1; illustrations of the 3 and 4-lane alternatives for Montgomery Road and intersection designs; and graphics for the west end of the corridor (which was later omitted from the study due to funding constraints). Exhibit boards, displaying the alternatives plus the results of the alternatives analysis, and roll plot maps, showing the 3-lane and 4-lane alignments, were providing for viewing by attendees. The SFG reviewed the project background, summarized SFG Meeting #1, was presented with alternatives, provided feedback, eliminated potential alternatives, and discussed future stakeholder involvement. The meeting was attended by 18 participants, 15 members of the Stakeholder focus Group in addition to the study team. E-mail invitations were sent to members on April 24, 2014 and three direct mail invitations were sent to members without known email addresses. An email reminder was sent to members on April 30, 2014. Follow-up phone calls were made on May 6, 2014 to members who had not yet responded regarding attendance.

Public Hearing

A public hearing for the Montgomery Road Phase I Engineering Project was held on Wednesday, September 14, 2016 from 4:00–7:00 PM at the Montgomery Village Hall, 200 N. River Street, Montgomery, Illinois. The purpose of the meeting was to update the public about the project and revised west terminus and to seek input on the Preferred Alternative and associated impacts including impacts to Section 4(f) impacts within the study area. The hearing was conducted in an open house format. A continuous power point presentation was available for viewing, exhibit boards were displayed for review, an aerial map as well as project reports were available for reference, and engineering consultant and County staff were available to answer attendee questions and address issues and concerns. A twopage Fact Sheet was made available at the meeting and posted on the project web page. The fact sheet provided a project overview, contact information, information on commenting on the project, and project details including the purpose and need, recommended Preferred Alternative, features of the improvements, Section 4(f) impacts, and funding. The meeting was advertised on the project website, through newspaper display advertisements, and postcards which were mailed to the project mailing list and made available at local agencies. Invitation letters (39) were sent to the Technical Advisory Group and SFG mailing lists. The display ad was placed in the main news section of the following papers on the identified dates: Kane County Chronicle on August 25, 2016 and September 8, 2016, and Beacon News on August 24, 2016 and September 7, 2016. The post card invitation was mailed to 481 stakeholders on August 29, 2016. The event was attended by 31 people, and 13 comments (including 2 written at the hearing, 3 written and submitted during comment period, and 8 verbal though the court reporter) were received within the three week comment period. Comments and their responses are located in Appendix C along with meeting materials including newspaper advertisements. A letter was sent to FHWA in March 2017 that detailed hearing and provided Public Hearing materials including transcripts. The letter is provided in Appendix C.

Meeting notes from all of the coordination meetings and public involvement are located in Appendix C.

b. Has any opposition been expressed toward the improvement?

🛛 Yes 🗌 No

If yes, briefly discuss the type and extent of opposition.

Several land owners expressed concern over the property impacts associated with the preferred alternative. Comments were received during comment periods for the Public Meeting and Public Hearing. The comments are located in Appendix C as part of the public involvement coordination. Responses to comments were sent out and additional coordination with those property owners is a Phase II commitment.

c. If yes, discuss how the opposition has been addressed with the property owners?

Design modifications were made based on feedback received from the Public Meeting. The roadway section was minimized through the selection of a three lane facility as opposed to a four lane facility. Roadway drainage was enclosed.

Design modifications were also made based on feedback from the Public Hearing. Personalized response letters were sent to those that submitted Public Hearing comments. Commitments are in place to allow for individual coordination of impacts and mitigation in the subsequent phases. The opposition is specific to homes with proposed driveway and land acquisition. The addition of sidewalks and multi-use paths along Montgomery Road requires additional right-of-way. The enclosed drainage system will require easements to construct. The land needed for the improvements is the front yards and driveways of residents along the route. Impacts in most cases cannot be further minimized due to the location of Section 4(f) resources on the opposite side of the roadway. Where possible requested driveway modifications were made and parking added as feasible.

18. COORDINATION LA-IDOT-FHWA (BLRS MANUAL SECTION 22-1.02)

Have there been any coordination meetings for this project? \square Yes \square No

If yes, list the date(s) of the coordination meeting(s) below and attach coordination meeting minutes in the report.

Coordination meetings with IDOT and FHWA have taken place throughout the duration of the Phase I Study. Written coordination with IDOT and FHWA are included in Appendix B. The meetings took place on the following dates:

- FHWA Coordination Meeting: 2-25-2014
- FHWA Coordination Meeting: 6-14-2016

19. OTHER COORDINATION

Attach results.

Other coordination has taken place throughout this Phase I study with IDOT, Chicago Metropolitan Agency for Planning, US Postal Service, utility companies, Army Corps, League of Illinois Bicyclists, Fire Departments, Police, and others. Coordination with local municipalities (City of Aurora, Village of Montgomery, and Aurora Township) has also taken place throughout the duration of the Phase I Study. Relevant documentation is provided in Appendix C. Items 1 to 9 for review. Coordination documentation is also provided in the Public Involvement Section of Appendix C as information was requested and exchanged through the Stakeholder Focus Group. Appendix A Exhibit 8 provides approval documentation for the Hill Avenue IDS. Appendix A Exhibits 16, 17, and 18 and Appendix B. Item 8 provide environmental clearances and concurrence documentation. Location Drainage Study approval documentation is provided in Appendix B, Item 1 and Design Variance sign-offs are provided in Appendix B, Item 6.

20. SUMMARY OF COMMITMENTS

Commitments are required as this Phase I study is finalized and other phases are planned and initiated. These commitments require review by all parties involved in the future of this project. Discuss these commitments with the Phase II design squad and with construction personnel.

- Coordination with project stakeholders.
- Coordination of property acquisitions including right-of-way, temporary easements, driveway, and parking • impacts.
 - 0 Parking impacts require coordination, analysis, and refinement in Phase II.
 - Property impacts require additional analysis, coordination, and refinement in Phase II. 0
- Continued coordination with the municipalities on access and pedestrian/bicycle facilities.
- Utility coordination and planning as Phase II is initiated. •
- US Postal Service Coordination to determine plans for future service. .
- Trees of sufficient size and quality removed for construction will be replaced as detailed in IDOT policy. Protection and care of existing trees and shrubs within the project limits will be provided during construction.
- A consistent landscape theme will be developed as part of Phase II Landscape planning of corridor. •
- Permits Appropriate permits will be initiated in Phase II including required coordination.
 - Section 402 National Pollutant Discharge Elimination System (NPDES) Construction Storm Water 0 Permit
 - Regional Section 404 Permit. Coordination to date is located in Appendix C. 0
- Special Waste -
 - 0 For the State ROW, two PESAs were completed January 29, 2014 and December 10, 2014. The PESAs identified 11 REC sites are in the project area or adjacent to it for which additional studies may be needed. During Phase II design, the excavation details will be determined and further coordination will occur with IDOT.
 - For the remainder of the project, a PESA was completed by HDR on August 9, 2016. A total of 11 0 REC sites were identified of which five were determined to have "moderate" to "high" risk for special waste within the Project Area and adjacent properties. As a result, a Phase II ESA will be necessary and will be completed during Phase II of the project.
 - A PESA has been completed for this project. It is the responsibility of PHASE II to determine if any 0 of the sites or ROW adjacent to the sites will be impacted with the proposed work and/or if any ROW will be required at any of the locations.
- Wetlands Temporary impacts will be mitigated.
 - Any vegetation that will be impacted due to these improvements will be mitigated by replanting after 0 construction activities cease.
 - The two ditches along Hill Avenue will be temporarily impacted during construction. The ditches 0 will be re-established to allow for improvements to Hill Avenue (one to the east; the other one to Page 52 of 53 BLR 22210 (Rev. 11/20/13)

the west of their current location). The relocated ditches will be re-vegetated and connected to Waubonsie Creek.

- Threatened and Endangered species
 - No action is necessary unless the proposed improvement is modified or new information indicates listed or proposed species may be affected.
- Section 4(f) Coordination (City of Aurora, Fox Valley Park District, and Aurora Township) will continue with the use of Section 4(f) lands for the implementation of the Preferred Alternative.
- There are no structures proposed. A culvert is proposed. The design of the modifications of the culvert inlet structure will be performed during Phase 2 of the project.
- Best Management Practices for water quality for the storm sewer outlets will be implemented.
- Best Management Practices for erosion and sediment control will be addressed within contract documents.

APPENDIX A

EXHIBITS

- EXHIBIT 1 LOCATION MAP
- EXHIBIT 2 EXISTING GEOMETRY
- EXHIBIT 3 FUNCTIONAL CLASSIFICATION MAP
- EXHIBIT 4 EXISTING TYPICAL SECTIONS
- EXHIBIT 5 TRAFFIC VOLUMES
- EXHIBIT 6 PROPOSED PLAN AND PROFILE
- EXHIBIT 7 PROPOSED TYPICAL SECTIONS
- EXHIBIT 8 INTERSECTION DESIGN STUDIES (DOUGLAS ROAD, HILL AVENUE)
- EXHIBIT 9 COST ESTIMATE
- EXHIBIT 10 CRASH SPOT MAP, COLLISION DIAGRAMS
- EXHIBIT 11 PROPOSED RIGHT OF WAY AND EASEMENT SUMMARY
- EXHIBIT 12 PARKING OPTIONS TECHNICAL MEMORANDUM
- EXHIBIT 13 FLOODPLAIN MAP
- EXHIBIT 14 SPECIAL WASTE IDENTIFIED RECOGNIZED ENVIRONMENTAL CONDITIONS (RECS) MAP
- EXHIBIT 15 WETLANDS MAP
- EXHIBIT 16 BIOLOGICAL CLEARANCE, CULTURAL CLEARANCE
- **EXHIBIT 17 TREE LOCATION MAP**
- EXHIBIT 18 NATURAL RESOURCE REVIEW MEMO
- EXHIBIT 19 TRAFFIC NOISE CONCURRENCE DOCUMENTATION

EXHIBIT 1 LOCATION MAP

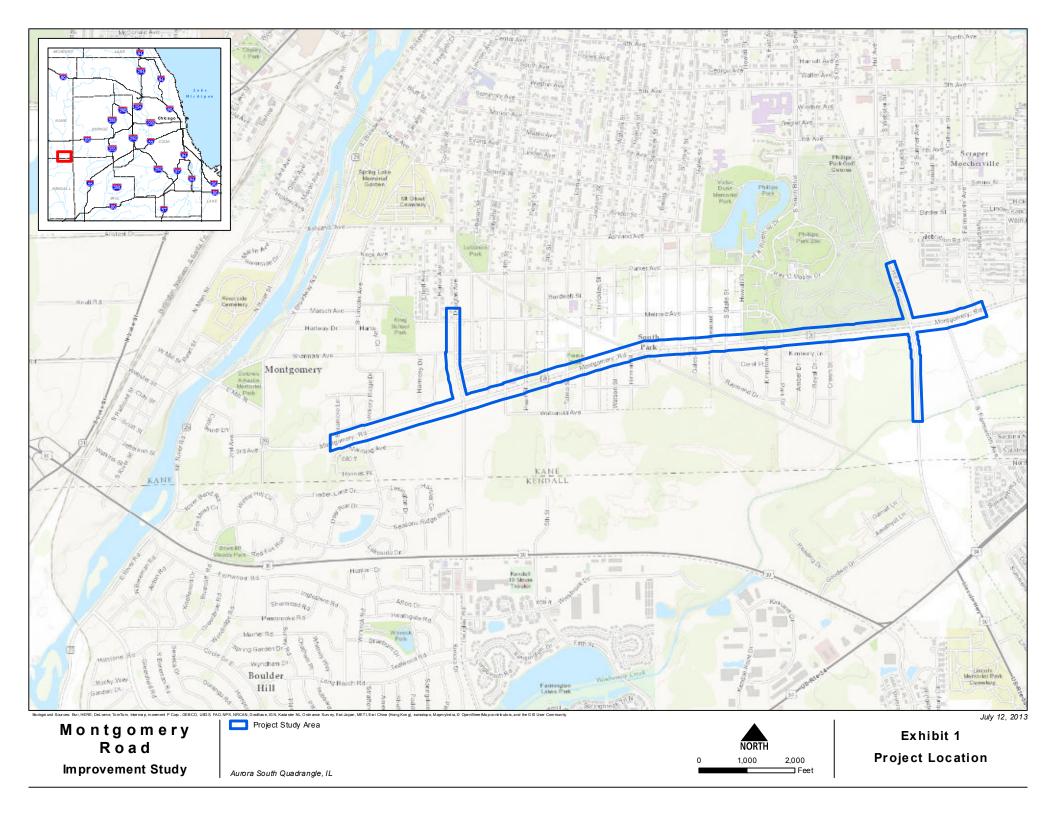
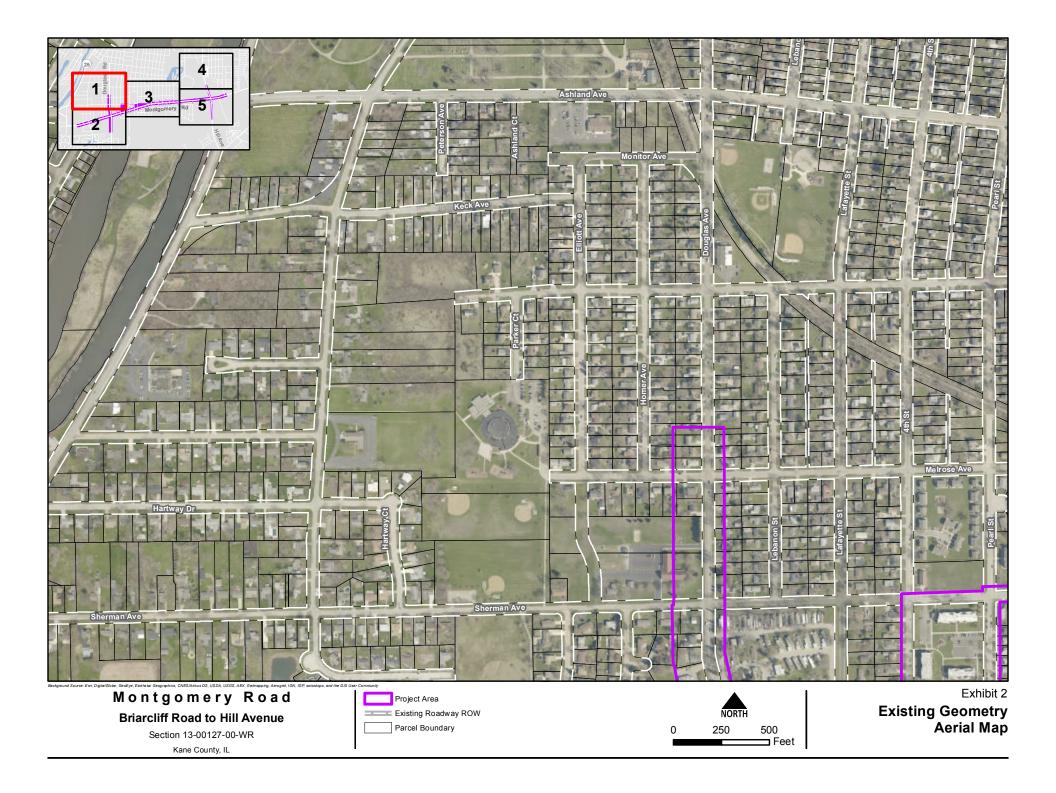
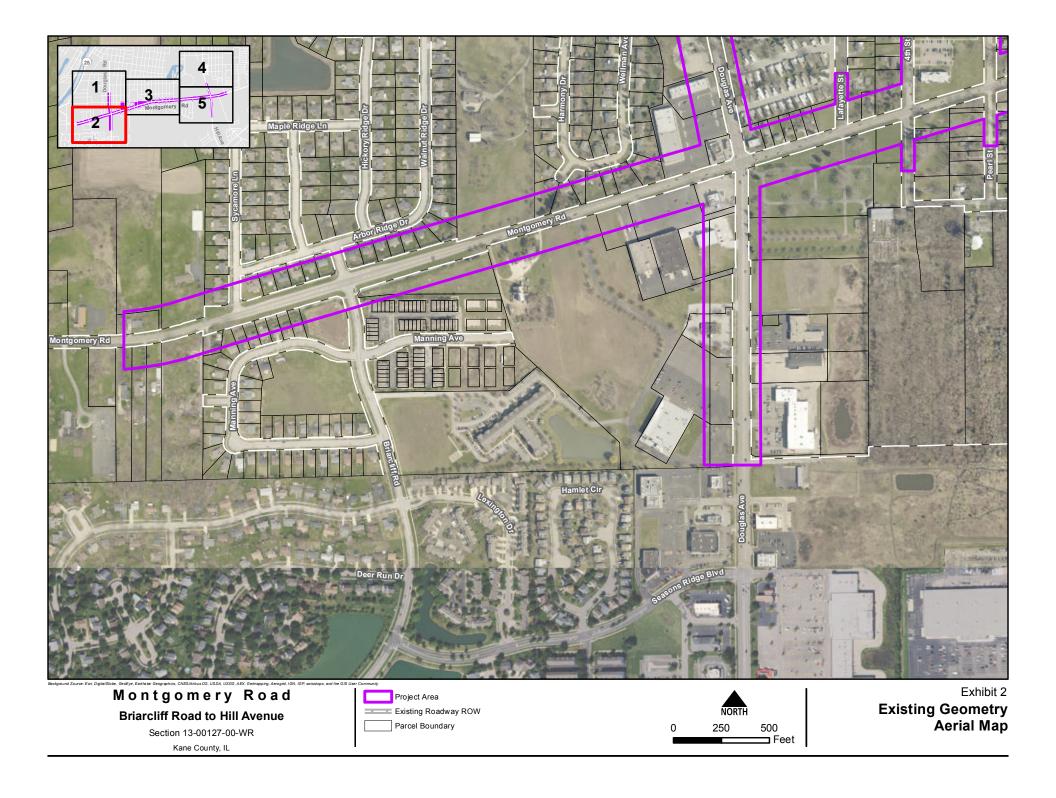
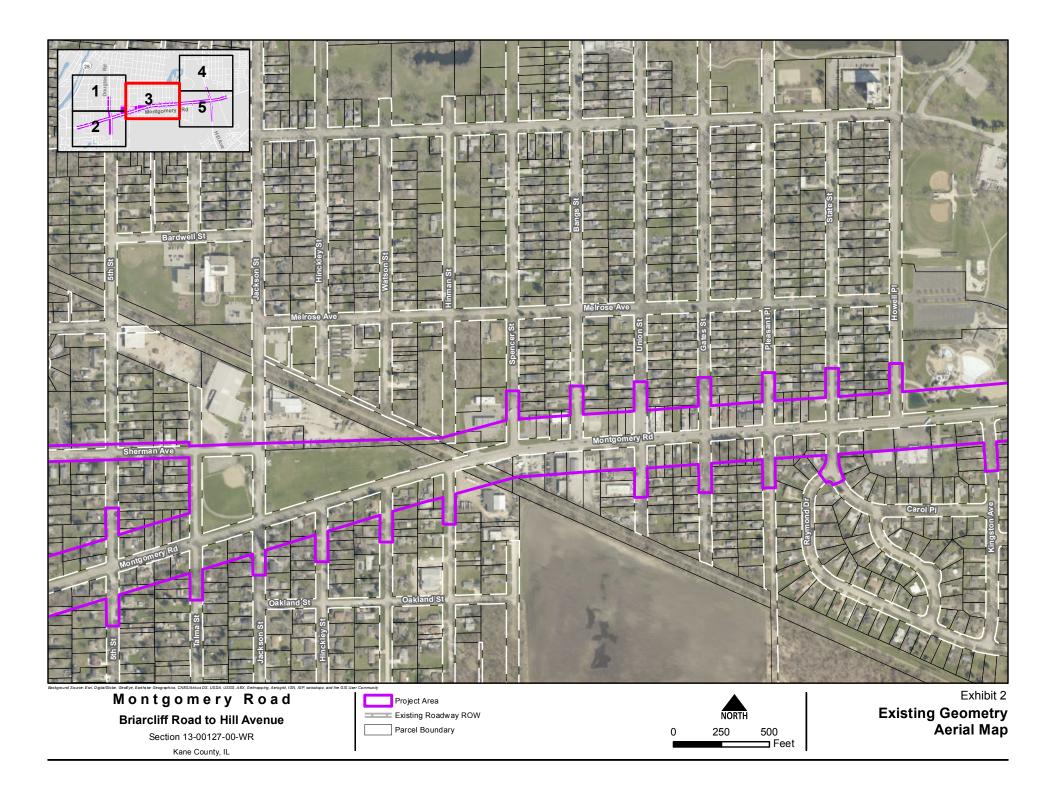


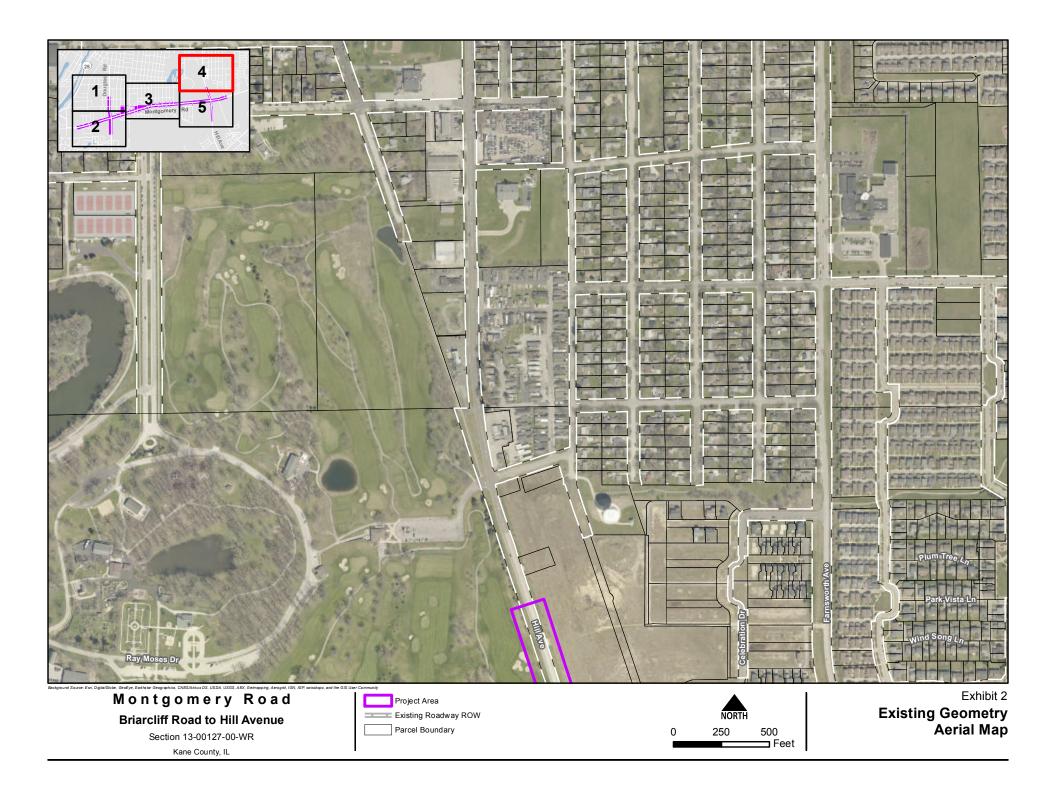
EXHIBIT 2

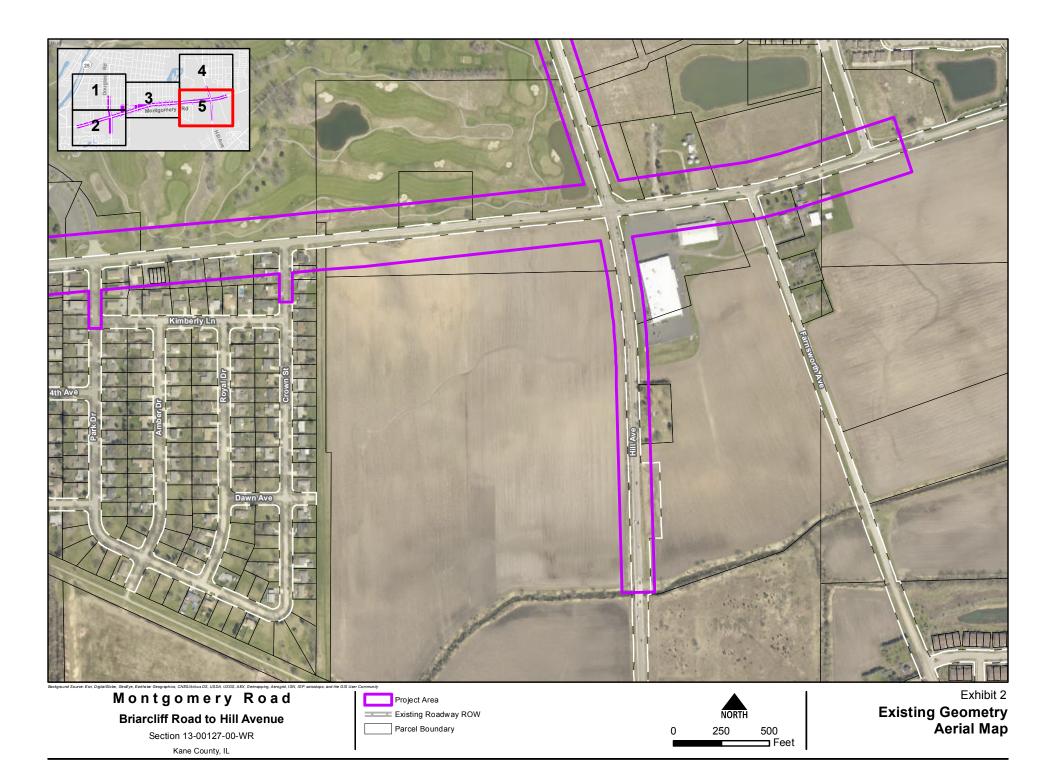
EXISTING GEOMETRY AERIAL MAP











Ехнівіт 3

FUNCTIONAL CLASSIFICATION MAP

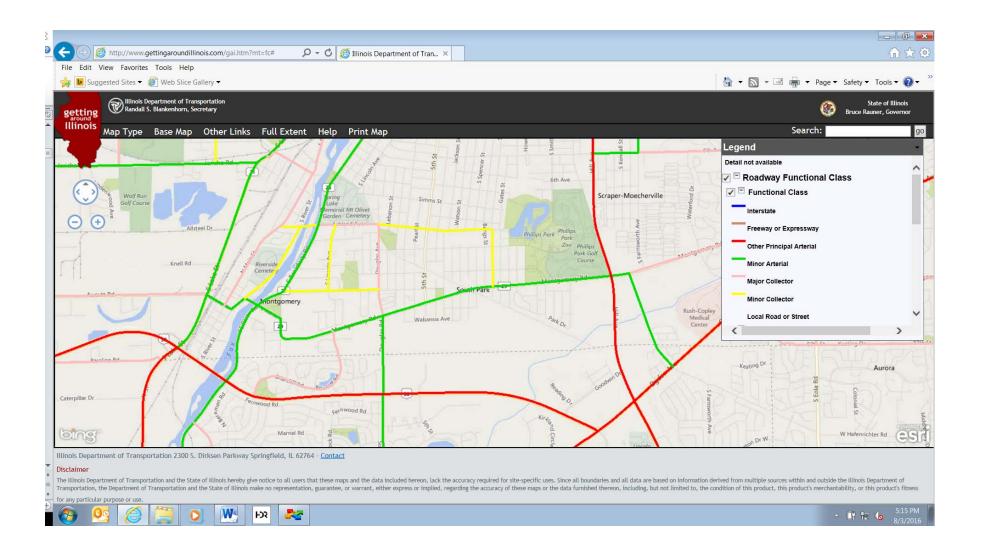
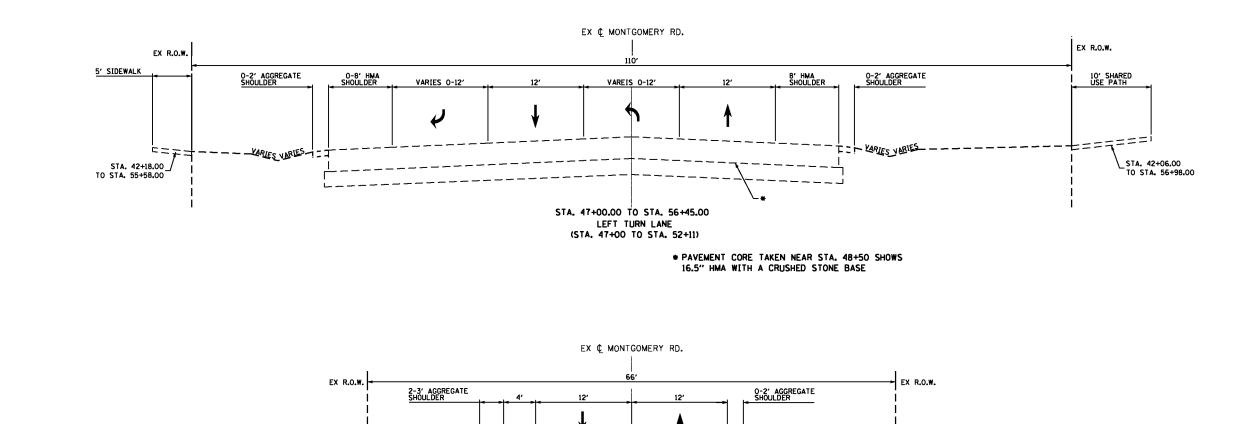


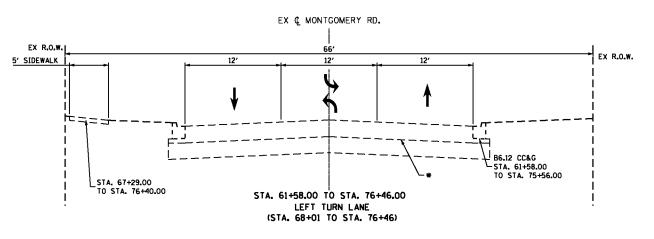
Exhibit 3. Functional Classification Map

EXHIBIT 4

EXISTING TYPICAL SECTIONS



- KARVES __ YABIES _ - - = = :



STA. 56+45.00 TO STA. 61+58.00

MAILBOX TURNOUT -STA. 58+48.28 TO STA. 59+43.25

> ■ PAVEMENT CORE TAKEN NEAR STA. 67+00 SHOWS 12.5" HMA WITH A CRUSHED STONE BASE

- VARIES ____VARIES ___

• PAVEMENT CORE TAKEN NEAR STA. 57+50 SHOWS 8.25" HMA WITH A SANDY GRAVEL BASE

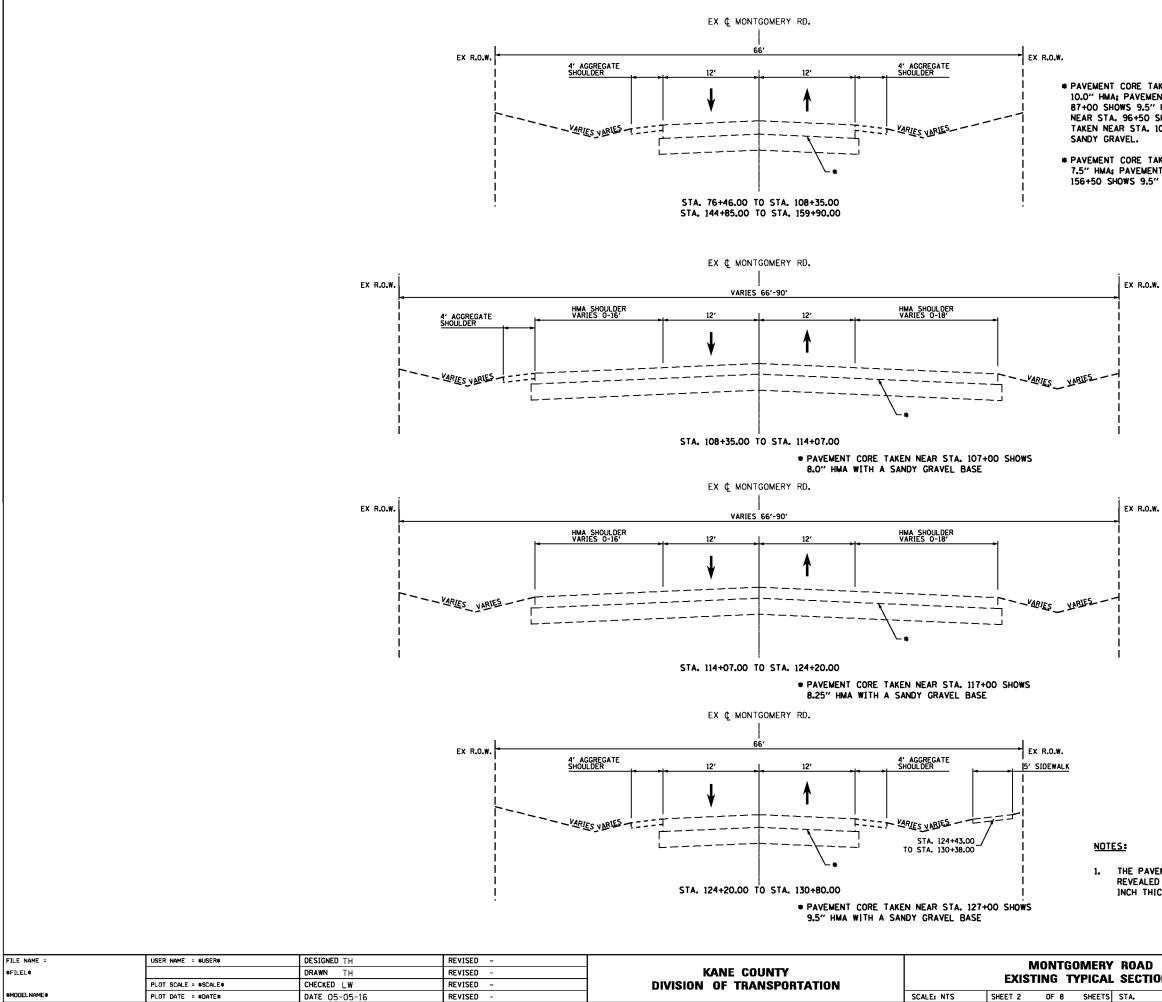
エンオ

				12.5" HMA WITH A L	RUSHED STONE BASE		PRELIMINARY 04/2016
FILE NAME =	USER NAME = \$USER\$	DESIGNED TH	REVISED -		MONTGOMERY ROAD	F.A.U. SECTION	COUNTY TOTAL SHEET SHEETS NO.
\$FILEL\$		DRAWN TH	REVISED -	KANE COUNTY	EXISTING TYPICAL SECTIONS	3579 13-00127-00-WR	KANE 149 3
	PLOT SCALE = #SCALE#	CHECKED LW	REVISED -	DIVISION OF TRANSPORTATION	EXISTING TYPICAL SECTIONS		CONTRACT NO. 64101
\$MODELNAME\$	PLOT DATE = \$DATE\$	DATE 05-05-16	REVISED -		SCALE: NTS SHEET 1 OF 8 SHEETS STA. TO STA.	AID PROJECT	

NOTES:

1.

THE PAVEMENT CORE INVESTIGATION, CONDUCTED BY WANG ENGINEERING, REVEALED THAT EXISTING PAVEMENT CORE CONSISTS OF 7.5 TO 16.5 INCH THICK HOT MIX ASPHALT OVER CRUSHED STONE OR SANDY GRAVEL.



PLOT DATE = \$DATE\$

DATE 05-05-16

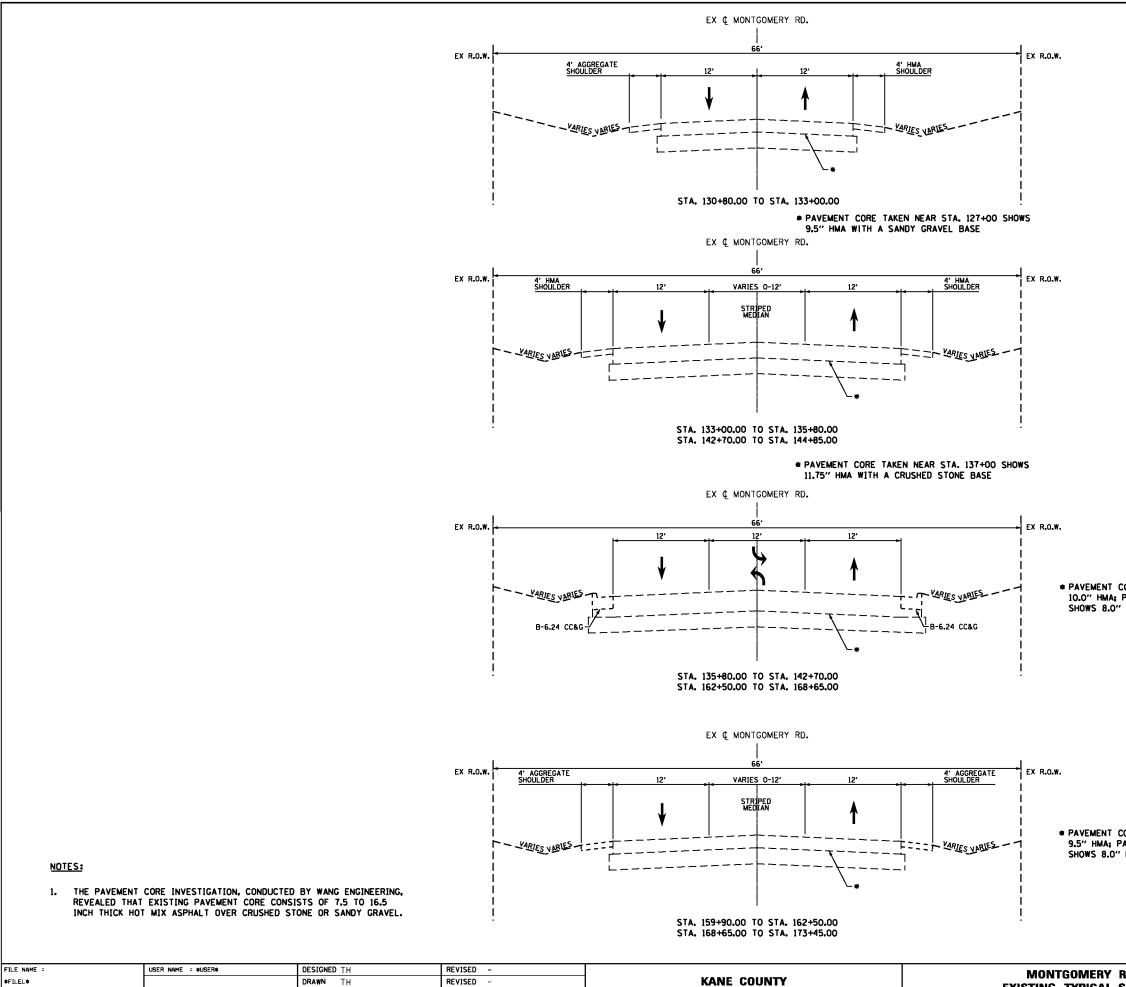
REVISED

• PAVEMENT CORE TAKEN NEAR STA. 77+00 SHOWS 10.0" HMA; PAVEMENT CORE TAKEN NEAR STA. 87+00 SHOWS 9.5" HMA; PAVEMENT CORE TAKEN NEAR STA. 96+50 SHOWS 8.0" HMA: PAVEMENT CORE TAKEN NEAR STA. 107+00 SHOWS 8.0" HMA WITH A

• PAVEMENT CORE TAKEN NEAR STA. 147+00 SHOWS 7.5" HMA; PAVEMENT CORE TAKEN NEAR STA. 156+50 SHOWS 9.5" HMA WITH A SANDY GRAVEL.

THE PAVEMENT CORE INVESTIGATION, CONDUCTED BY WANG ENGINEERING, REVEALED THAT EXISTING PAVEMENT CORE CONSISTS OF 7.5 TO 16.5 INCH THICK HOT MIX ASPHALT OVER CRUSHED STONE OR SANDY GRAVEL.

							LIMIN)4/201	
łY	ROAD		F.A.U. RTE.	SECTION	COL	JNTY	TOTAL SHEETS	SHEET NO.
AL.	SECTIONS		3579	13-00127-00-WR	KANE		149	4
	•=•				CON	TRACT	NO.	64101
rs	STA.	TO STA.	ILLINOIS FED. AID PROJECT					



DRAWN TH REVISED CHECKED LW REVISED -DIVISION OF TRANSPORTATION PLOT SCALE = \$SCALE\$ PLOT DATE = \$DATE\$ DATE 05-05-16 REVISED

\$FILEL\$

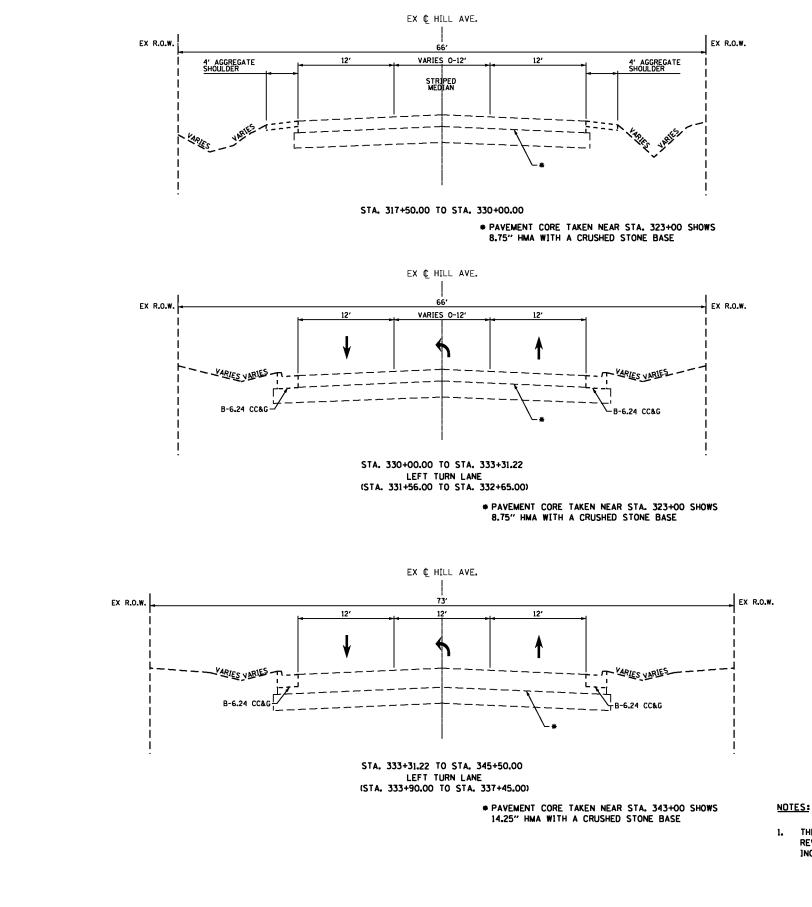
\$MODELNAME\$

EXISTING TYPICA SCALE: NTS SHEET 3 OF 8 SHEET

PAVEMENT CORE TAKEN NEAR STA. 137+00 SHOWS 10.0" HMA: PAVEMENT CORE TAKEN NEAR STA. 168+00 SHOWS 8.0" HMA WITH A SANDY GRAVEL BASE.

• PAVEMENT CORE TAKEN NEAR STA. 157+00 SHOWS 9.5" HMA: PAVEMENT CORE TAKEN NEAR STA. 173+00 SHOWS 8.0" HMA WITH A SANDY GRAVEL BASE.

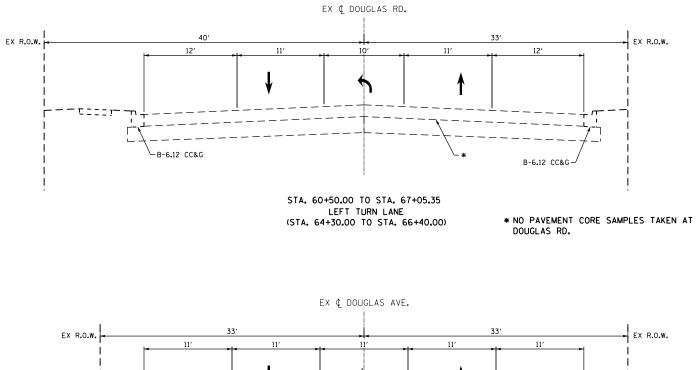
							LIMIN)4/201	
RY	ROAD		F.A.U. RTE.	SECTION	COL	INTY	TOTAL SHEETS	SHEET NO.
AL	SECTIONS		3579	13-00127-00-WR	K/	ANE	149	5
	•=•				CON	TRACT	NO.	64101
TS	STA.	TO STA.		ILLINOIS FED. AI	d proje	CT		

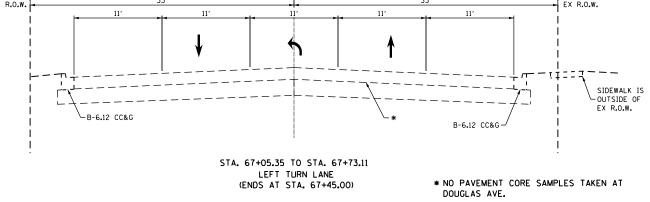


FILE NAME =	USER NAME = \$USER\$	DESIGNED TH	REVISED -				HILL	AVEN	
\$FILEL\$		DRAWN TH	REVISED -	KANE COUNTY	1	EXIST		YPICAL	-
	PLOT SCALE = \$SCALE\$	CHECKED LW	REVISED -	DIVISION OF TRANSPORTATION	1	EVIĴI		FIGAL	. ə
\$MOOELNAME\$	PLOT DATE = \$DATE\$	DATE 05-05-16	REVISED -		SCALE: NTS	SHEET 4	OF 8	SHEETS	ST

THE PAVEMENT CORE INVESTIGATION, CONDUCTED BY WANG ENGINEERING, REVEALED THAT EXISTING PAVEMENT CORE CONSISTS OF 7.5 TO 16.5 INCH THICK HOT MIX ASPHALT OVER CRUSHED STONE OR SANDY GRAVEL.

							LIMIN)4/201	6
VENUE			F.A.U. RTE.	SECT	TION	COUNTY	TOTAL SHEETS	SHEET NO.
CAL	SECTIONS		3579	13-00121	7-00-WR	KANE	149	6
	••••					CONTRACT	NO.	64101
IEETS	STA.	TO STA.			ILLINOIS FED. AI	D PROJECT		





									PRELIMINARY 04/2016
FILE NAME =	USER NAME = \$USER\$	DESIGNED TH	REVISED -		DOUGLAS ROAD		F.A.U.	SECTION	COUNTY TOTAL SHEET
\$FILEL\$		DRAWN TH	REVISED -	KANE COUNTY		EXISTING TYPICAL SECTIONS		13-00127-00-WR	KANE 149 7
	PLOT SCALE = \$SCALE\$	CHECKED LW	REVISED -	DIVISION OF TRANSPORTATION	EXISTING TIFICAL SECTIONS				CONTRACT NO. 64101
\$MODELNAME\$	PLOT DATE = \$DATE\$	DATE 05-05-16	REVISED -		SCALE: NTS	SHEET 5 OF 8 SHEETS STA. TO STA.		ILLINOIS FED.	AID PROJECT

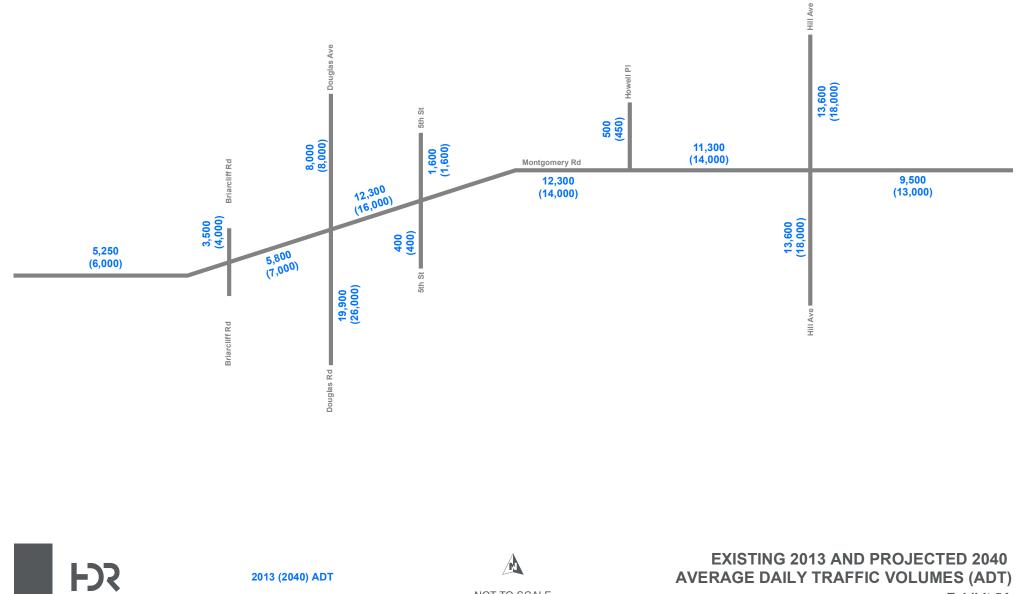
NOTES:

- THE PAVEMENT CORE INVESTIGATION, CONDUCTED BY WANG ENGINEERING, REVEALED THAT EXISTING PAVEMENT CORE CONSISTS OF 7.5 TO 16.5 INCH THICK HOT MIX ASPHALT OVER CRUSHED STONE OR SANDY GRAVEL.
- 2. THE NORTHBOUND AND SOUTHBOUND LEG AT MONTGOMERY ROAD IS DIFFERENTIATED AS DOUGLAS ROAD (NB) AND DOUGLAS AVENUE (SB) IN THE EXISTING CONDITION. DOUGLAS ROAD (NB) HAS A HIGHER ROADWAY CLASSIFICATION, THUS THROUGH OUT THIS REPORT AND PLAN SET DOUGLAS ROAD WILL BE REFERENCED.

Ехнівіт 5

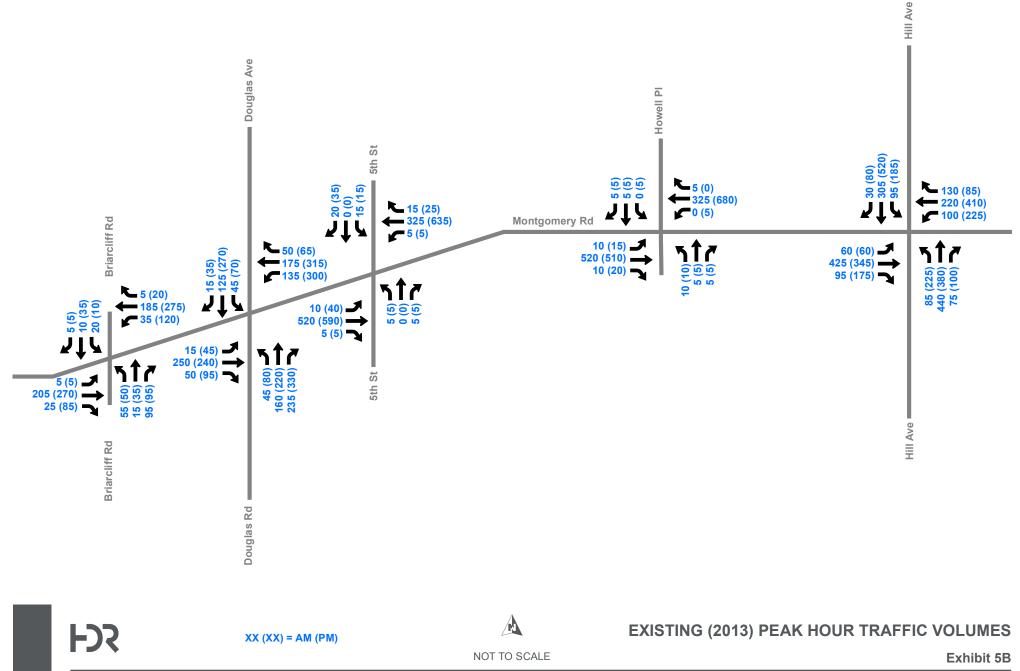
TRAFFIC VOLUMES

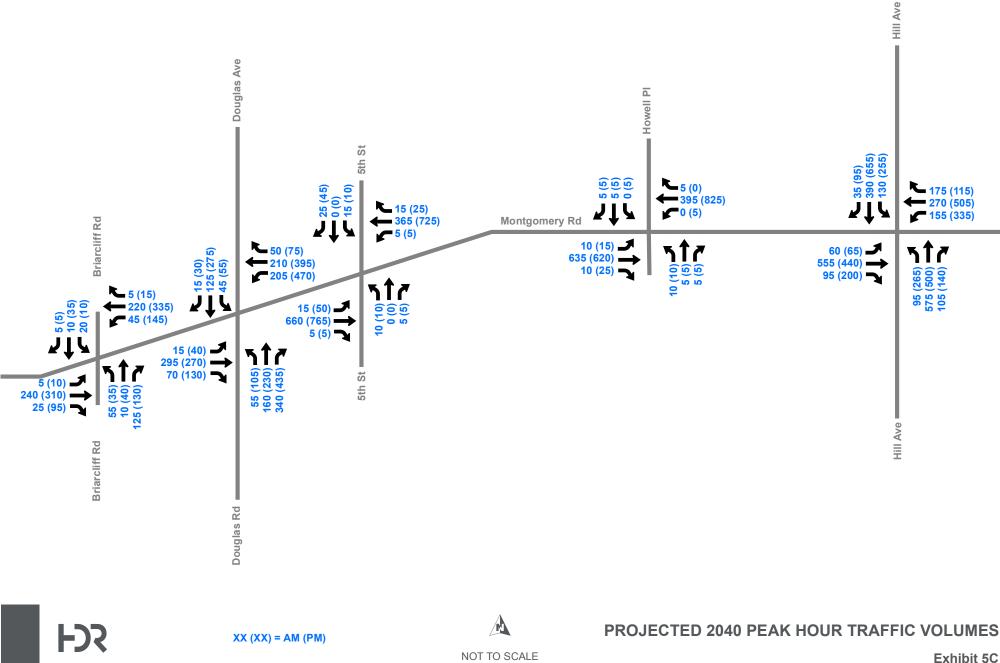
- A. EXISTING (2013) AND PROJECTED (2040) ADTS
- B. EXISTING (2013) PEAK HOUR TRAFFIC VOLUMES
- C. PROJECTED (2040) PEAK HOUR TRAFFIC VOLUMES



NOT TO SCALE

Exhibit 5A

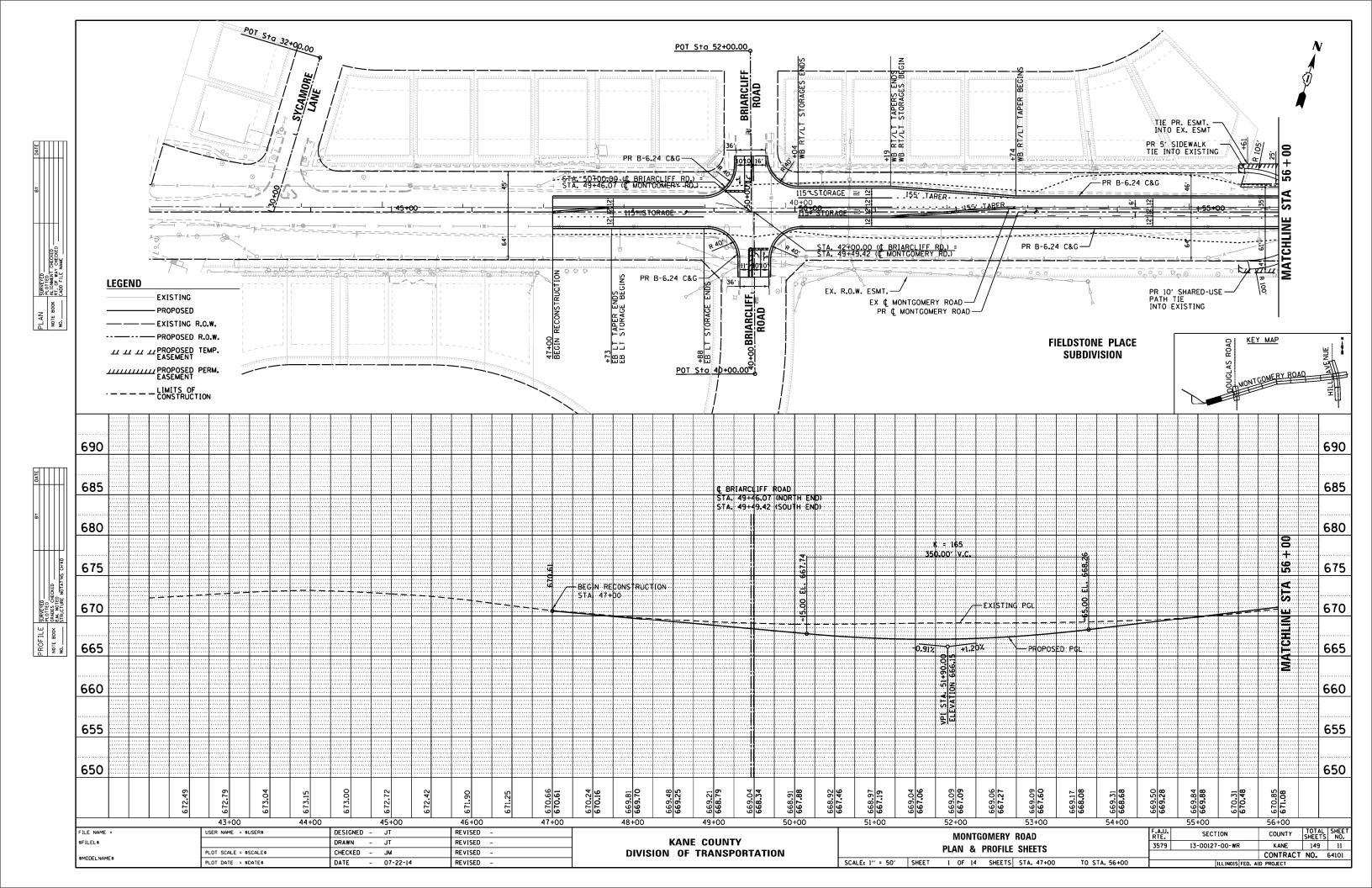


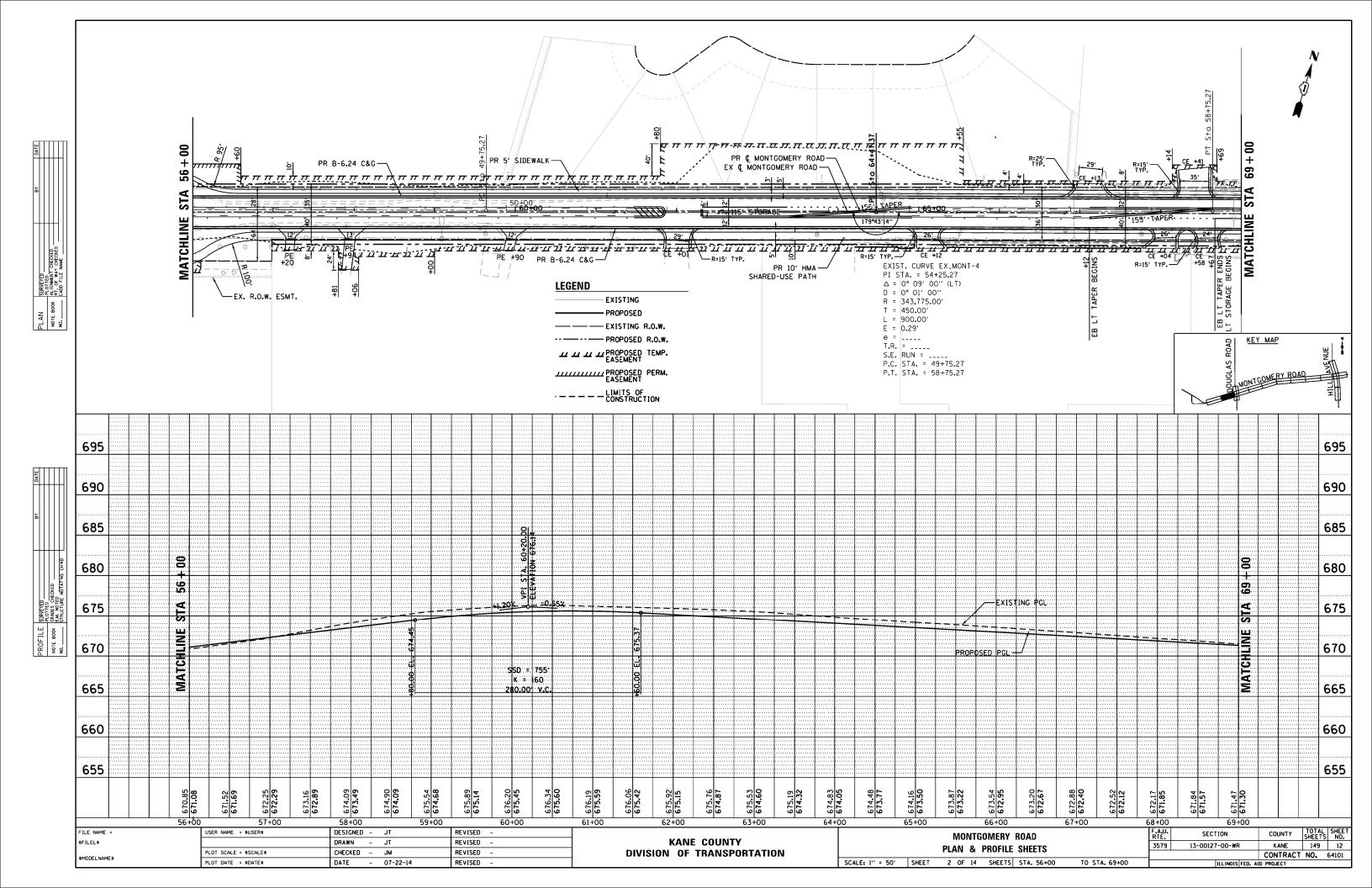


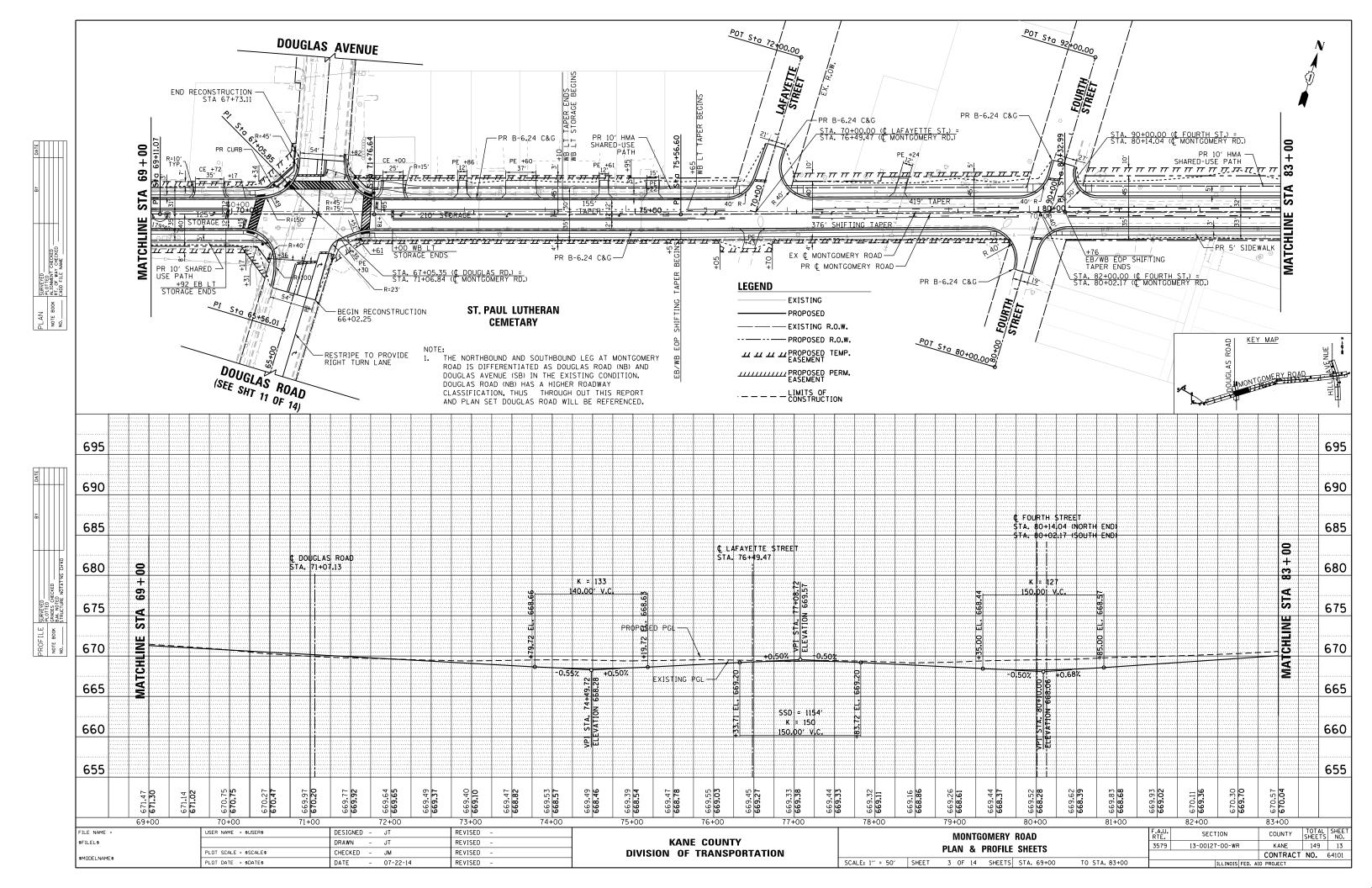
NOISE ASSESSMENT REPORT - MONTGOMERY ROAD PHASE I - SYCAMORE LANE TO HILL AVENUE

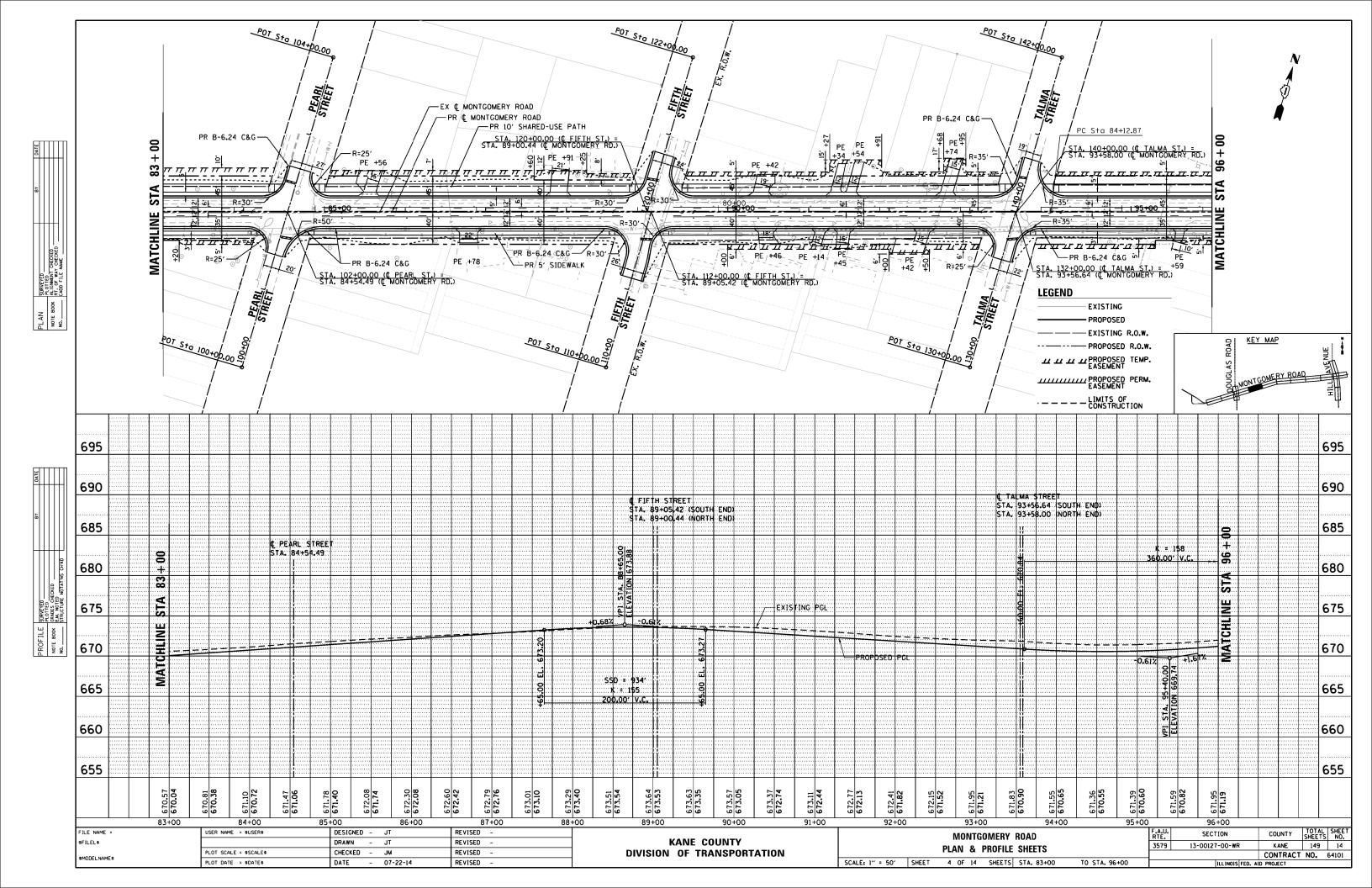
EXHIBIT 6

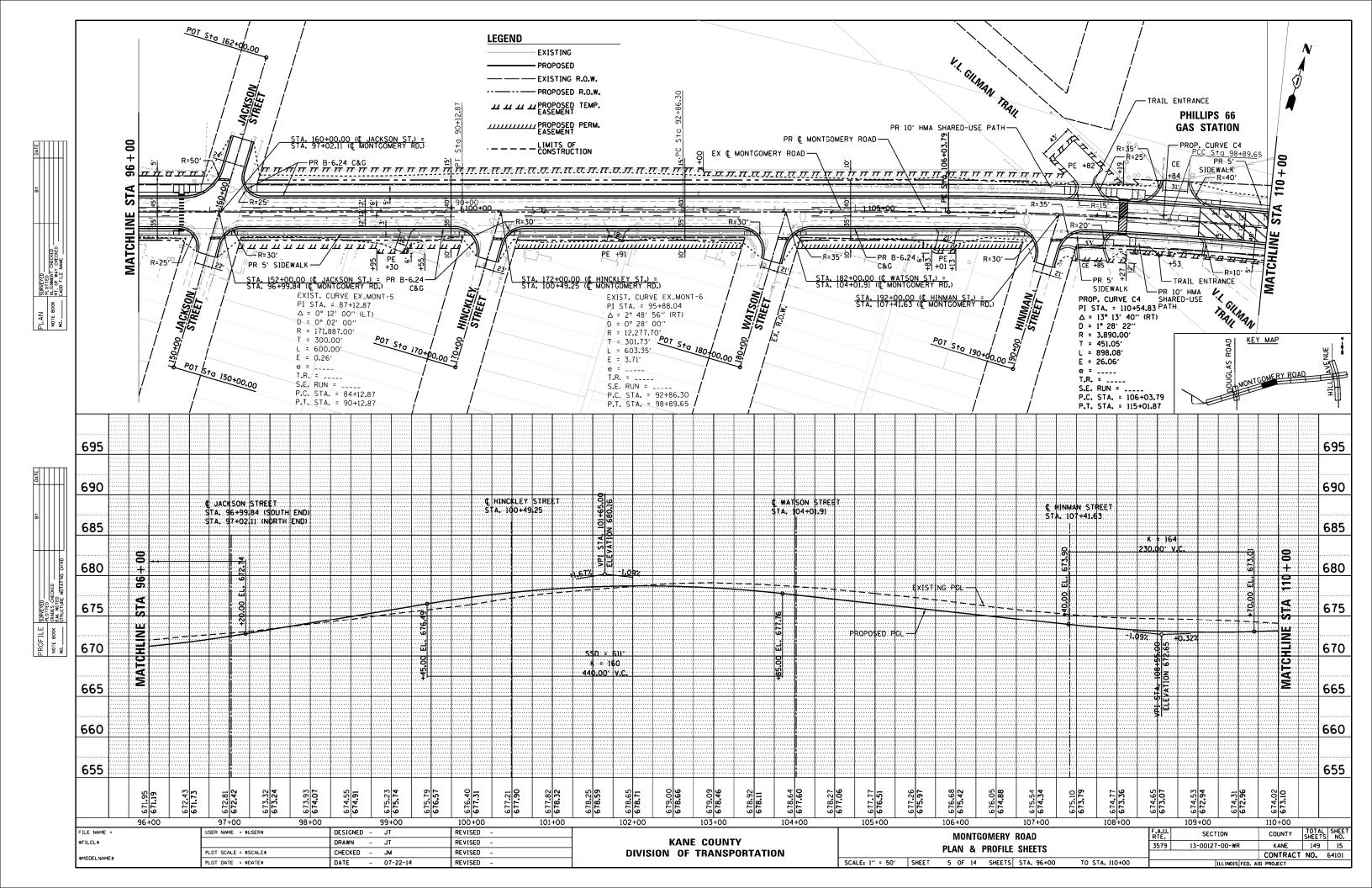
PROPOSED PLAN AND PROFILE

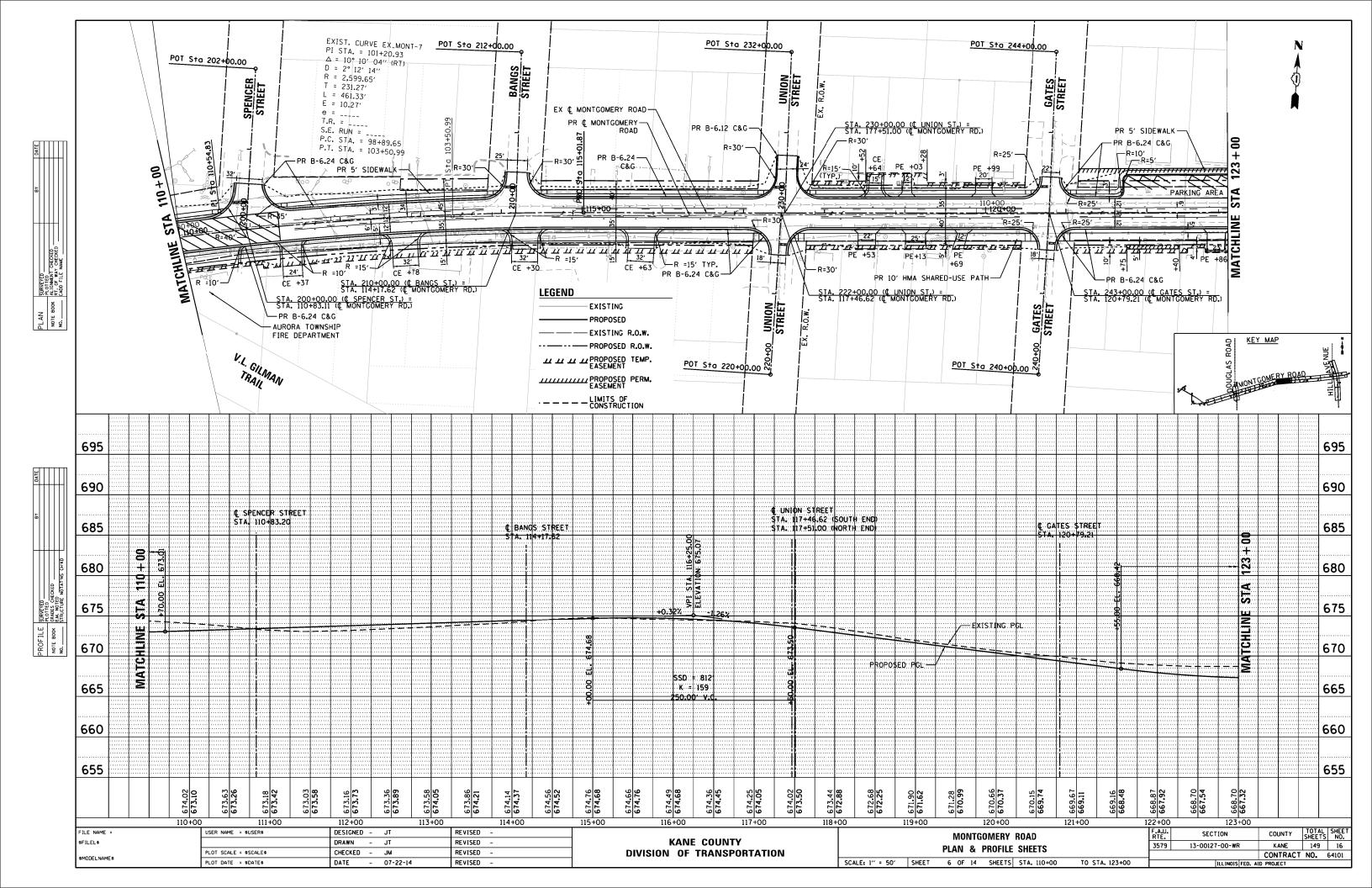


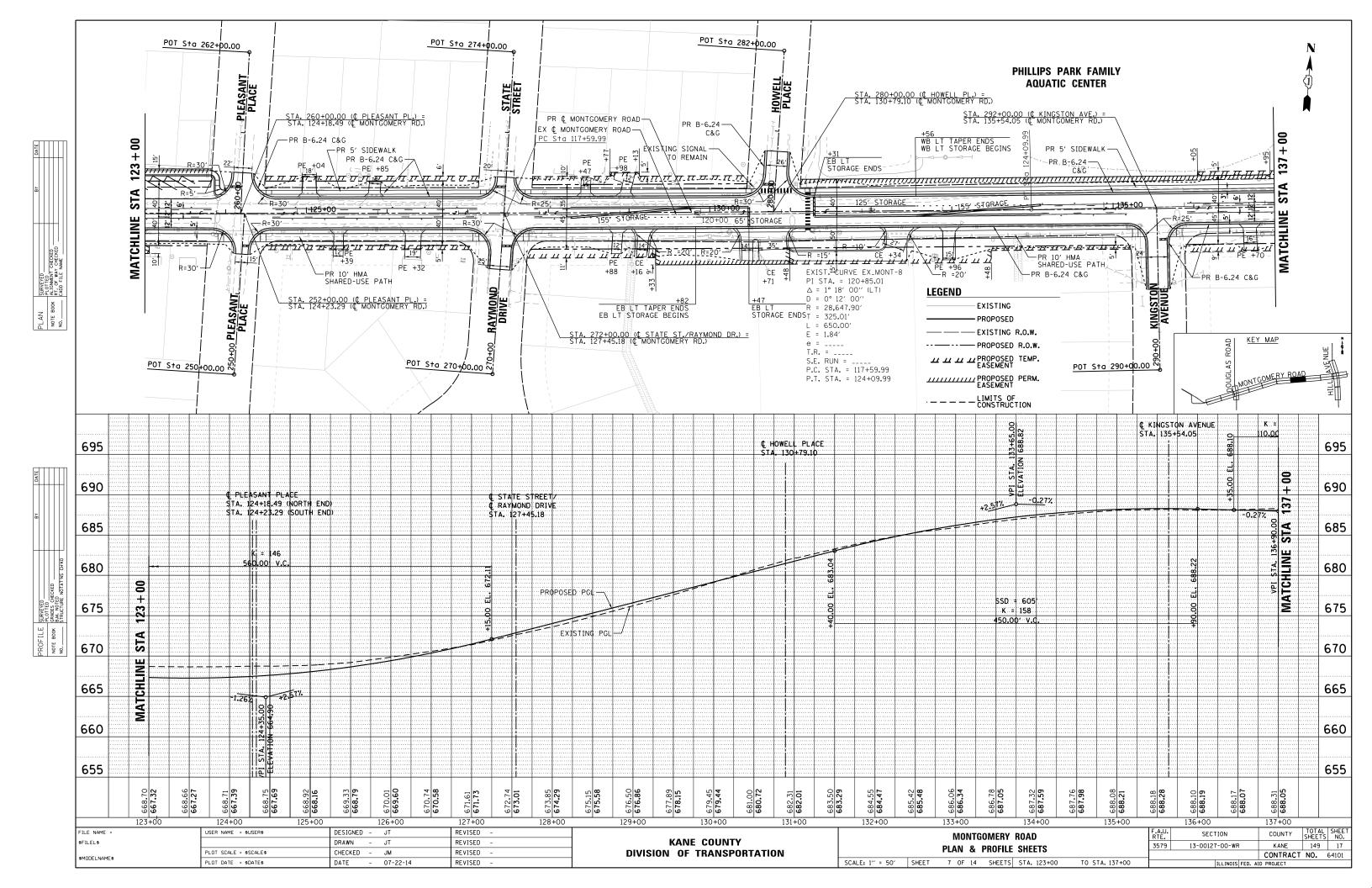


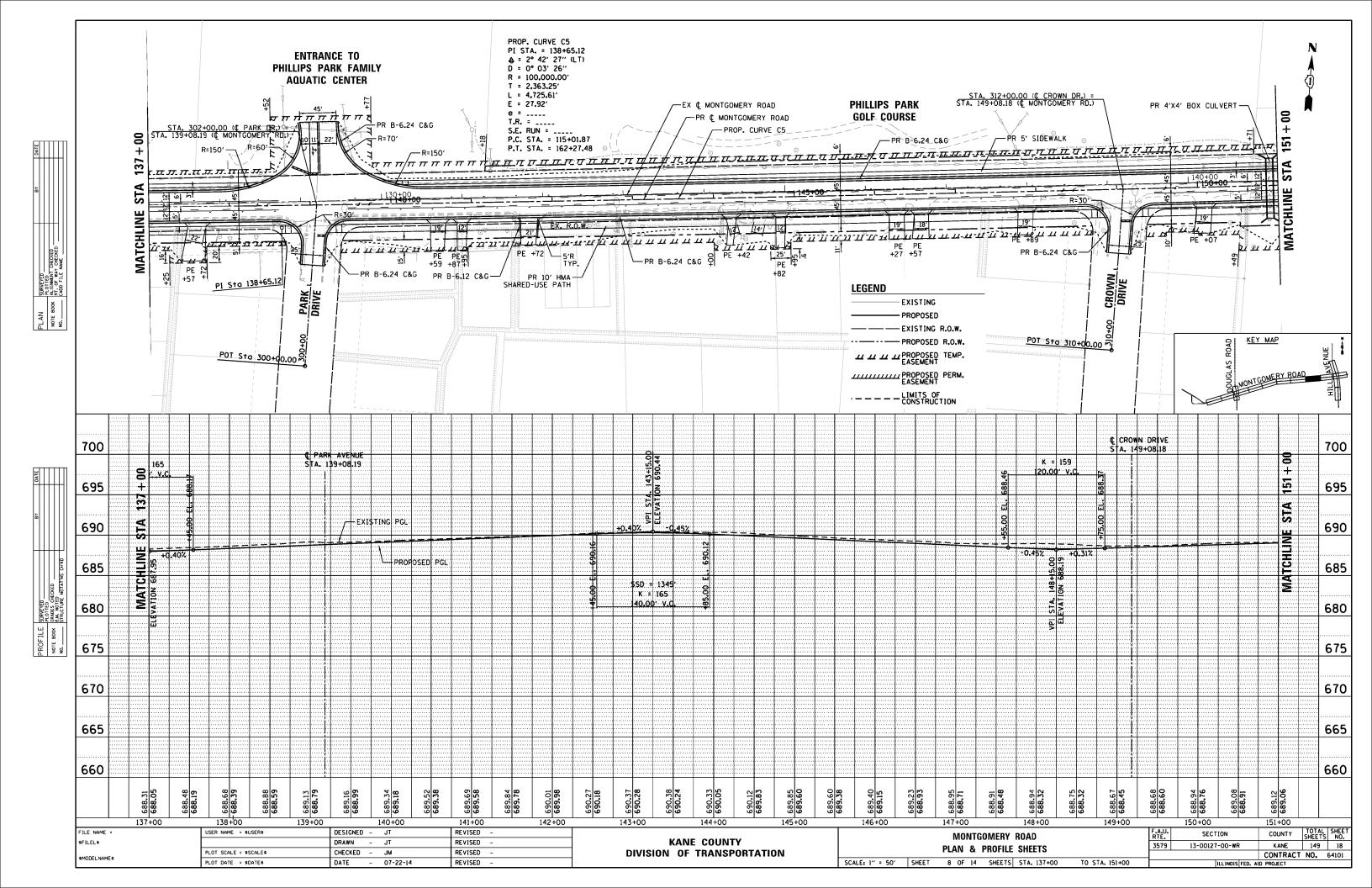


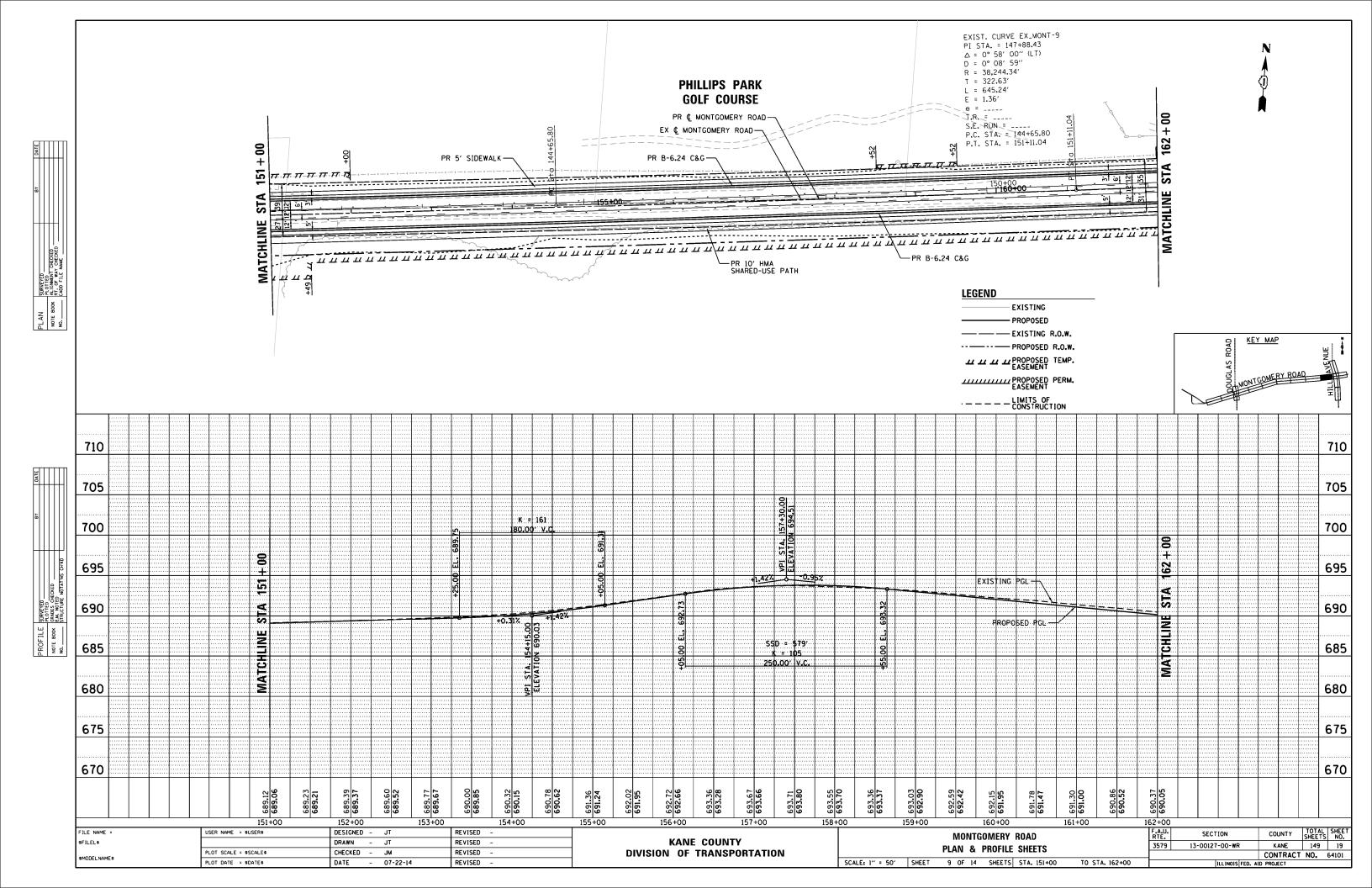


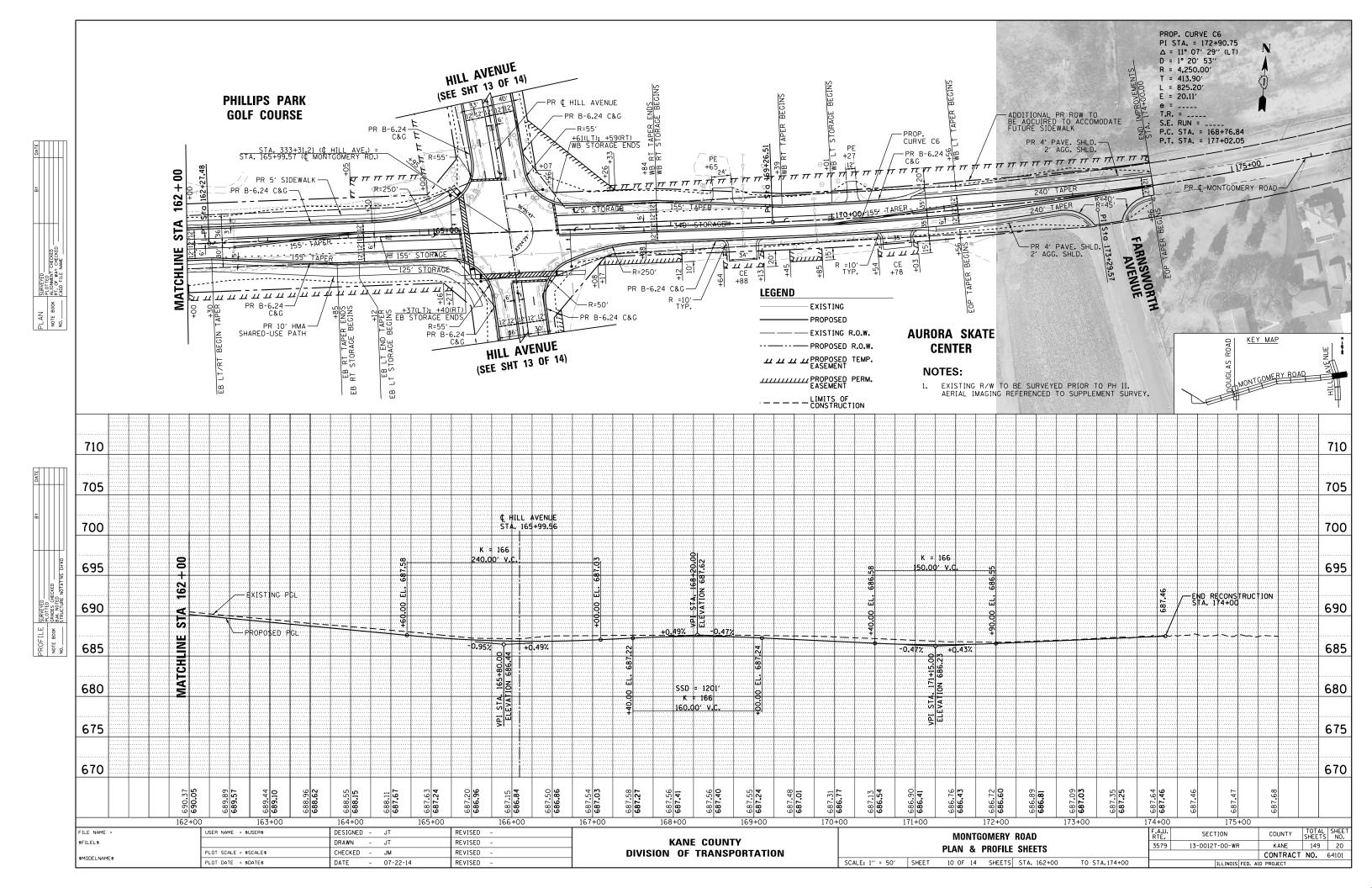


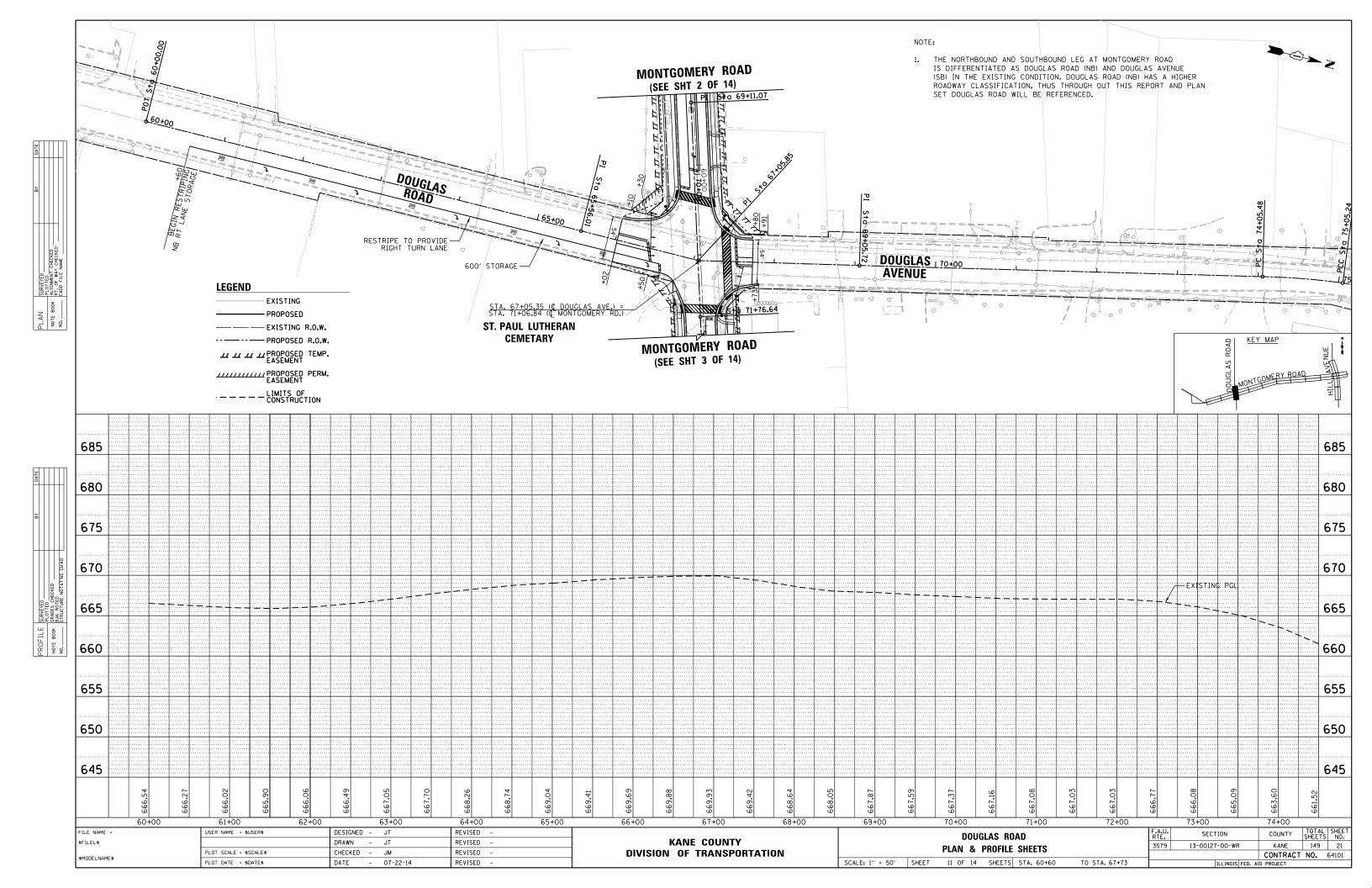


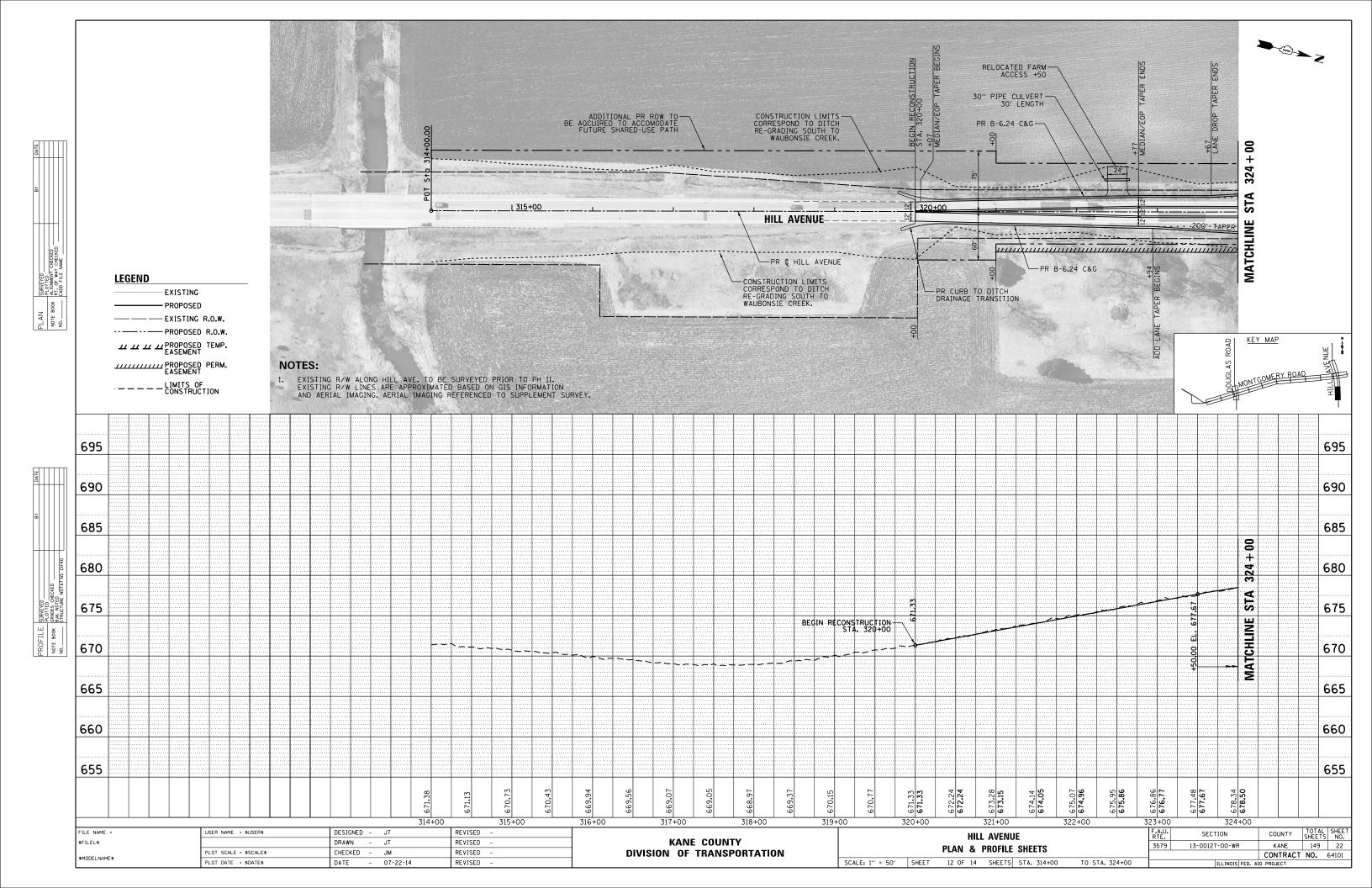


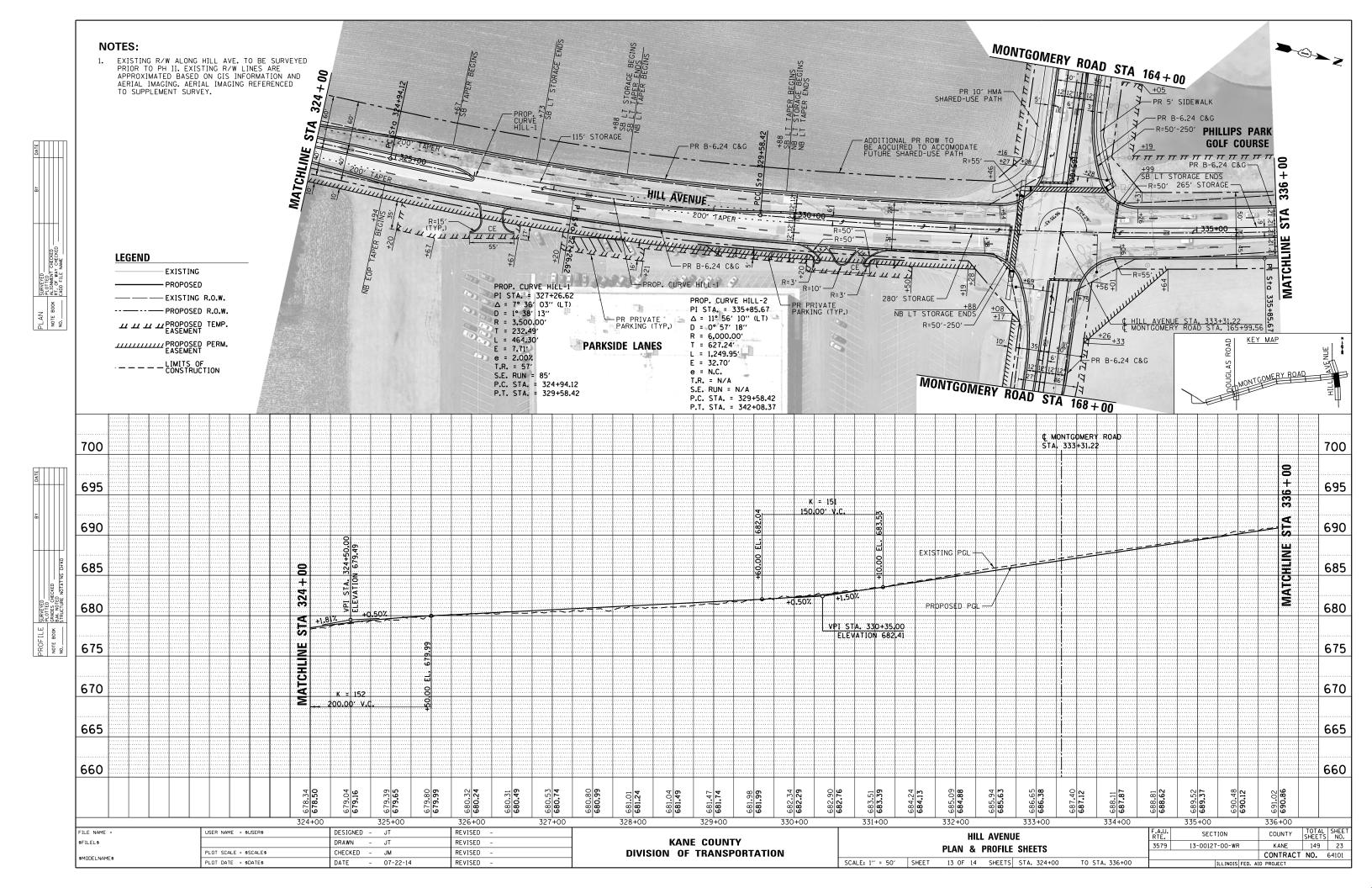












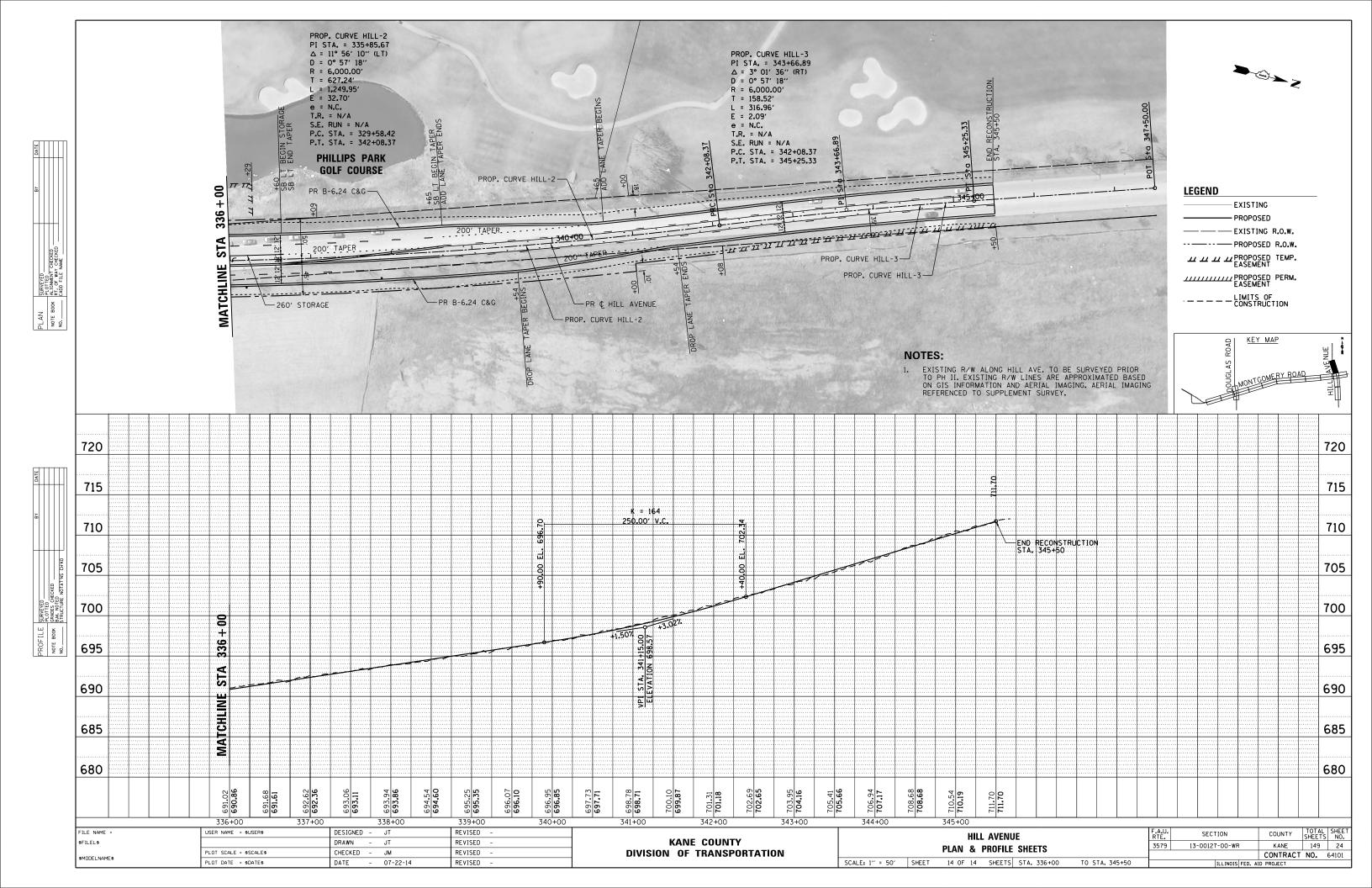
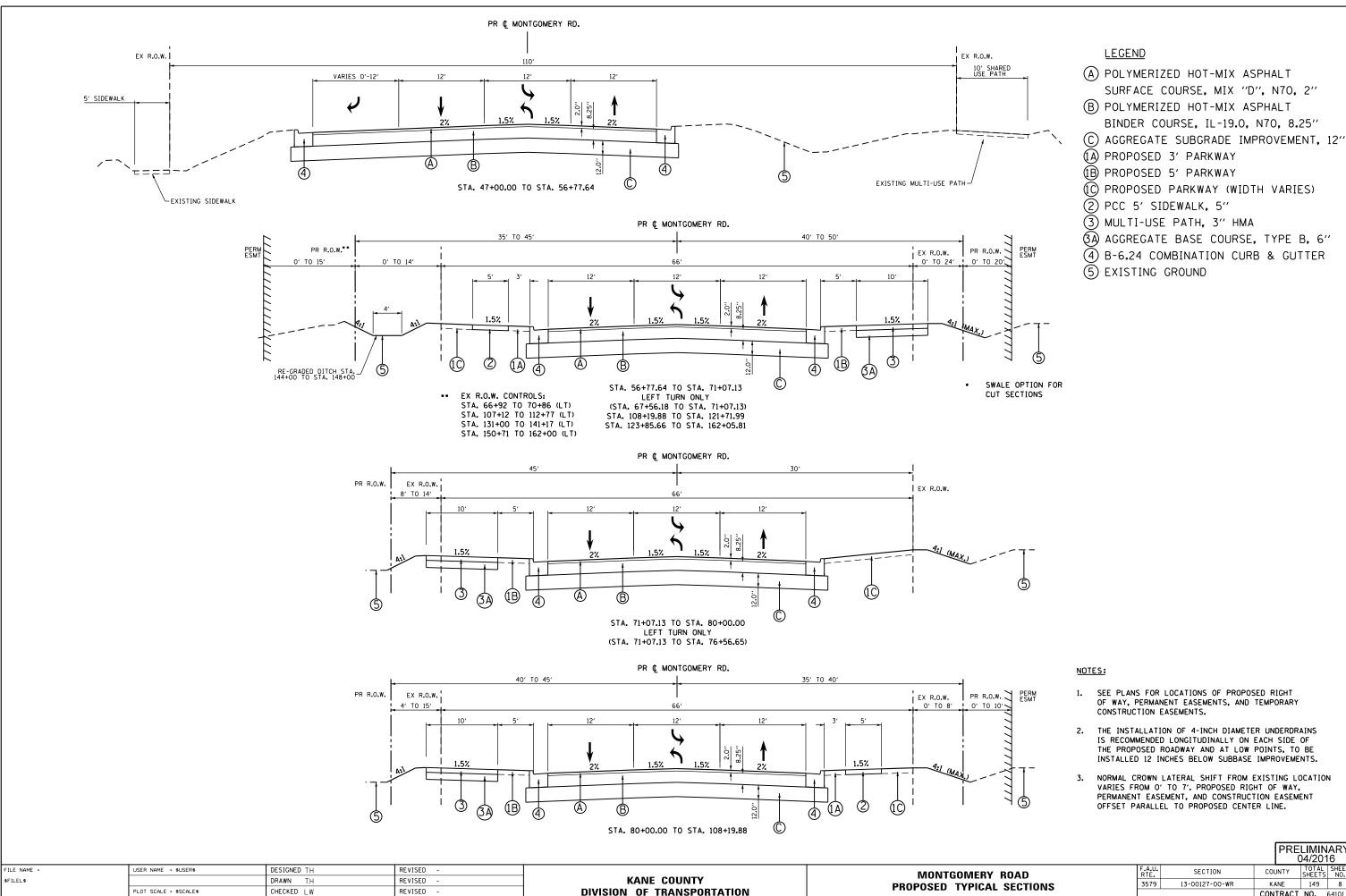


EXHIBIT 7

PROPOSED TYPICAL SECTIONS



SCALE: NTS

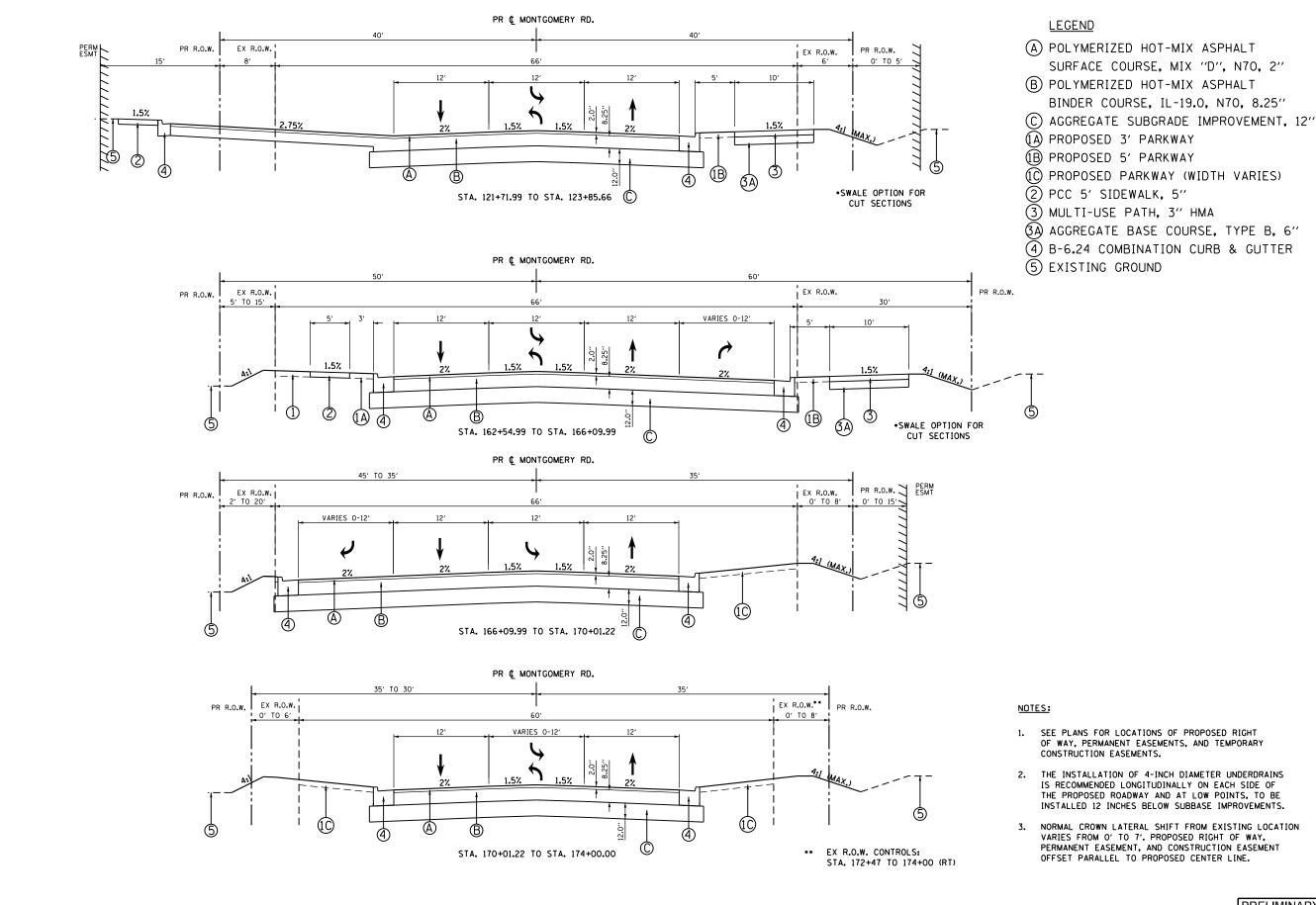
\$MODELNAME\$

DATE 05-05-16

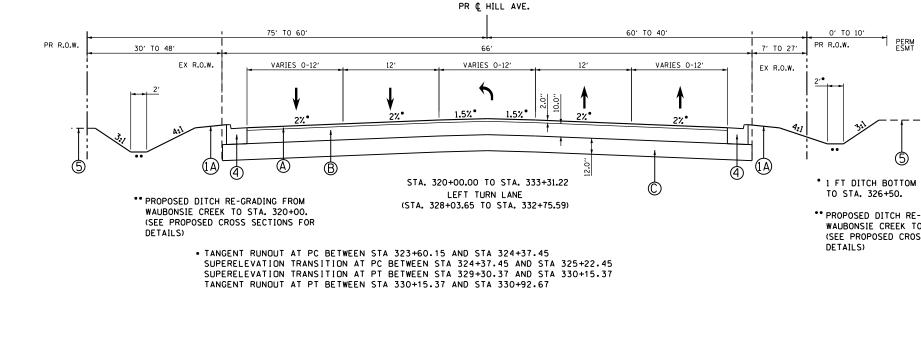
REVISED

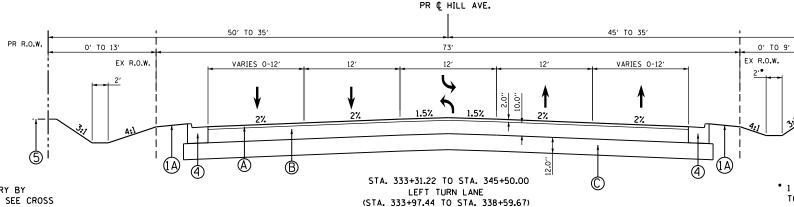
PLOT DATE = \$DATE\$

					LIMIN)4/201	
MONTGOMERY ROAD		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROPOSED TYPICAL SECTIONS		3579	13-00127-00-WR	KANE	149	8
				CONTRACT	NO.	64101
SHEET 6 OF 8 SHEETS STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		



									PRELIMINARY 04/2016
FILE NAME =	USER NAME = \$USER\$	DESIGNED TH	REVISED -		MONTGOMERY ROAD			SECTION	COUNTY TOTAL SHEET
\$FILEL\$		DRAWN TH	REVISED -	KANE COUNTY		PROPOSED TYPICAL SECTIONS	3579	13-00127-00-WR	KANE 149 9
	PLOT SCALE = \$SCALE\$	CHECKED LW	REVISED -	DIVISION OF TRANSPORTATION		PROPUSED TIFICAL SECTIONS			CONTRACT NO. 64101
\$MODELNAME\$	PLOT DATE = \$DATE\$	DATE 05-05-16	REVISED -		SCALE: NTS	SHEET 7 OF 8 SHEETS STA. TO STA.		ILLINOIS FED.	





NOTES:

- 1. DITCH LIMITS, DIMENSIONS, AND CROSS SLOPES VARY BY LOCATION. MINIMUM 4' DITCH BOTTOM TO BE USED. SEE CROSS SECTIONS FOR DETAIL.
- 2. DRAINAGE SWALES ARE USED AT IMPROVEMENT TIE-IN LOCATIONS WHERE TOPOGRAPHY PERMITS THE USE. SEE CROSS SECTIONS FOR DETAIL.
- 3. SEE PLANS FOR LOCATIONS OF PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
- 4. EXISTING RIGHT OF WAY SURVEY DOES NOT COVER LIMITS OF IMPROVEMENTS, AERIAL IMAGING USED AS REFERENCE WHERE NEEDED.
- 5. THE INSTALLATION OF 4-INCH DIAMETER UNDERDRAINS IS RECOMMENDED LONGITUDINALLY ON EACH SIDE OF THE PROPOSED ROADWAY AND AT LOW POINTS, TO BE INSTALLED 12 INCHES BELOW SUBBASE IMPROVEMENTS.
- 4. PROPOSED RIGHT OF WAY, PERMANENT EASEMENT, AND CONSTRUCTION EASEMENT OFFSET PARALLEL TO PROPOSED CENTER LINE.

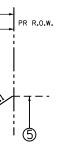
EASE	EMENT OFFSET PARALLEL TO PROPOSED) CENTER LINE.								PRE	ELIMINARY 04/2016
FILE NAME =	USER NAME = \$USER\$	DESIGNED TH	REVISED -			HILL AVENUE		F.A.U.	SECTION	COUNTY	TOTAL SHEET
\$FILEL\$		DRAWN TH	REVISED -	KANE COUNTY	BBOB				13-00127-00-WR	KANE	149 10
	PLOT SCALE = \$SCALE\$	CHECKED LW	REVISED -	DIVISION OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS				CONTRACT NO. 64101		
\$MODELNAME\$	PLOT DATE = \$DATE\$	DATE 05-05-16	REVISED -		SCALE: NTS SHEET 8	OF 8 SHEETS STA.	TO STA.		ILLINOIS FED.	AID PROJECT	

LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 10.0"
- (C) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (A) PROPOSED 3' PARKWAY
- (B) PROPOSED 5' PARKWAY
- (IC) PROPOSED PARKWAY (WIDTH VARIES)
- (2) PCC 5' SIDEWALK, 5"
- (3) MULTI-USE PATH, 3" HMA
- (3A) AGGREGATE BASE COURSE, TYPE B, 6"
- (4) B-6.24 COMBINATION CURB & GUTTER
- (5) EXISTING GROUND

* 1 FT DITCH BOTTOM STA. 322+00

** PROPOSED DITCH RE-GRADING FROM WAUBONSIE CREEK TO STA. 320+00. (SEE PROPOSED CROSS SECTIONS FOR



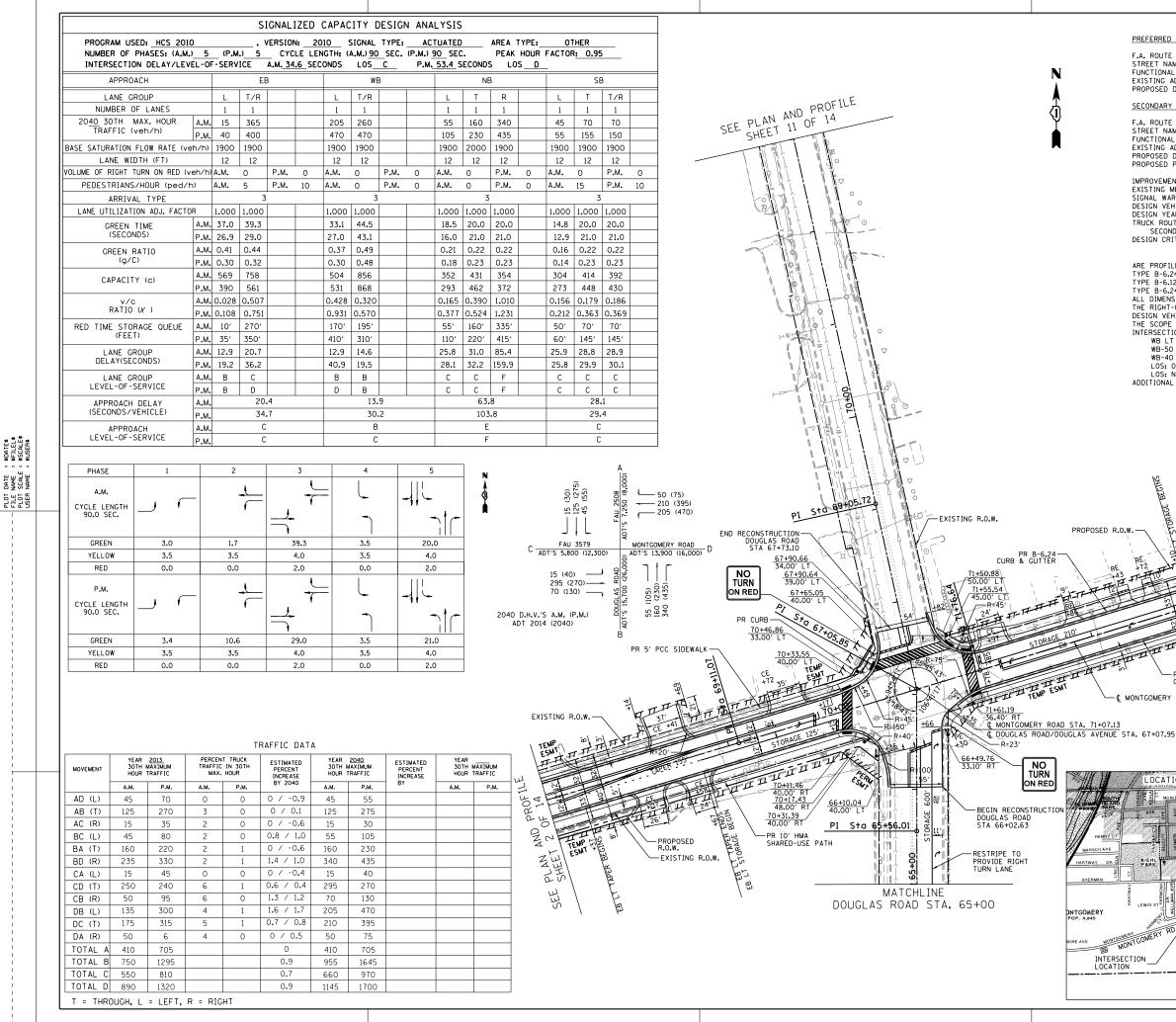
* 1 FT DITCH BOTTOM STA. 338+00 TO STA. 339+50.

Ехнівіт 8

INTERSECTION DESIGN STUDIES

- DOUGLAS ROAD AND MONTGOMERY ROAD INTERSECTION
- HILL AVENUE AND MONTGOMERY ROAD INTERSECTION

DOUGLAS ROAD AND MONTGOMERY ROAD INTERSECTION



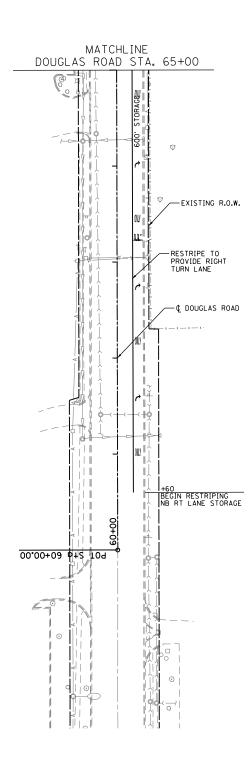
ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAU 3579. MARKED ROUTE NUMBER: N/A. STREET NAME: MONTGOWERY ROAD. SRA ROUTE? Y/0. FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL. OSOW DESIGN? Y/0. EXISTING ADT: 5,800 / 13,900 (W/E LEG) VPD. DESIGN YEAR ADT: 7,000 / 16,000 (E/W LEG) VPD. PROPOSED DESIGN SPEED: 35 MPH. PROPOSED POSTED SPEED: 30 MPH. SECONDARY ROUTE: F.A. ROUTE NUMBER: FAU 2508. MARKED ROUTE NUMBER: N/A. STREET NAME: DOUGLAS ROAD. SRA ROUTE? Y/N. FUNCTIONAL CLASSIFICATION: MAJOR COLLECTOR. OSOW DESIGN? Y/N. EXISTING ADT: 7,250 / 15,700 (N/S LEG) VPD. DESIGN YEAR ADT: 8,000 / 26,000 (N/S LEG) VPD. PROPOSED DESIGN SPEED: 35(NORTH LEG)-40(SOUTH LEG) MPH, PROPOSED POSTED SPEED: 30(NORTH LEG)-35(SOUTH LEG) MPH, IMPROVEMENT TYPE: RECONSTRUCTION. ANTICIPATED YEAR OF CONSTRUCTION: N/A. EXISTING METHOD OF TRAFFIC CONTROL: SIGNALIZED. PROPOSED METHOD: SIGNALIZED. SIGNAL WARRANT: EXISTING. DESIGN VEHICLE: WB-55. DESIGN YEAR: 2040 WHICH IS A 25 YEAR DESIGN. TRUCK ROUTE DESIGNATION: PREFERRED ROADWAY: N/A. SECONDARY ROADWAY: N/A. DESIGN CRITERIA BLRS: CH. 29, 30, 31, 32, 38, 42. GENERAL NOTES ARE PROFILES PROVIDED. (YES/NO. IF NOT, STATE REASON WHY: N/A TYPE B-6.24 CURB AND CUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS. TYPE B-6.12 CURB AND GUTTER ON THE APPROACH MEDIAN. TYPE B-6.24 CURB AND GUTTER ON THE CORNER ISLANDS. ALL DIMENSIONS ARE E-E, UNLESS OTHERWISE NOTED THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 8.0. THE SCOPE OF WORK: RECONSTRUCTION. INTERSECTION DESIGN EXCEPTIONS: WBLT STORAGE 210' < 410' (RED TIME EQUATION) WB-50 DESIGN VEHICLE FOR TURNING MOVEMENTS EXCEPT NB TO EB RT WB-40 DESIGN VEHICLE FOR NB TO EB RT LOS: OVERALL LOS D (PM); WB LT, EB TH/RT LOS D (PM) < LOS C (BLRS 32-2D) LOS: NB RT LOS F (AM/PM) < LOS D (BLRS 32-2F) ADDITIONAL NOTES: NONE. AFAYET STREET 76+99.21 50.00' LT TEMP ESMT TTOT 上巴 PR 10' HM. SHARED-USE PAT 76+28.88 45.00' L ROW PLAN HE SEE THIL ¢ MONTGOMERY ROAD STA 76+50.12 ¢ LAFAYETTE STREET 70+00.00 EXISTING R.O.W. -PR B-6.24 CURB & GUTTER C MONTGOMERY ROAD GRAPHIC SCALE LOCATION MAP INTERSECTION DESIGN STUDY FAU ROUTE 3579 (MONTGOMERY ROAD) WITH FAU ROUTE 2508 (DOUGLAS ROAD) SEC. NO. 13-00127-00-WR PROJ. NO. SCALE 1" = 50 COUNTY KANE REV. NO. S.IN DATE 08/2016 DESIGNED BY SATISFACTORY . DISTRICT GEOMETRICS ENGINEER DATE SATISFACTORY SATISFACTORY _ DISTRICT OPERATIONS ENGINEER DATE APPROVED DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE R 8 E

CADD FILE NAME . F

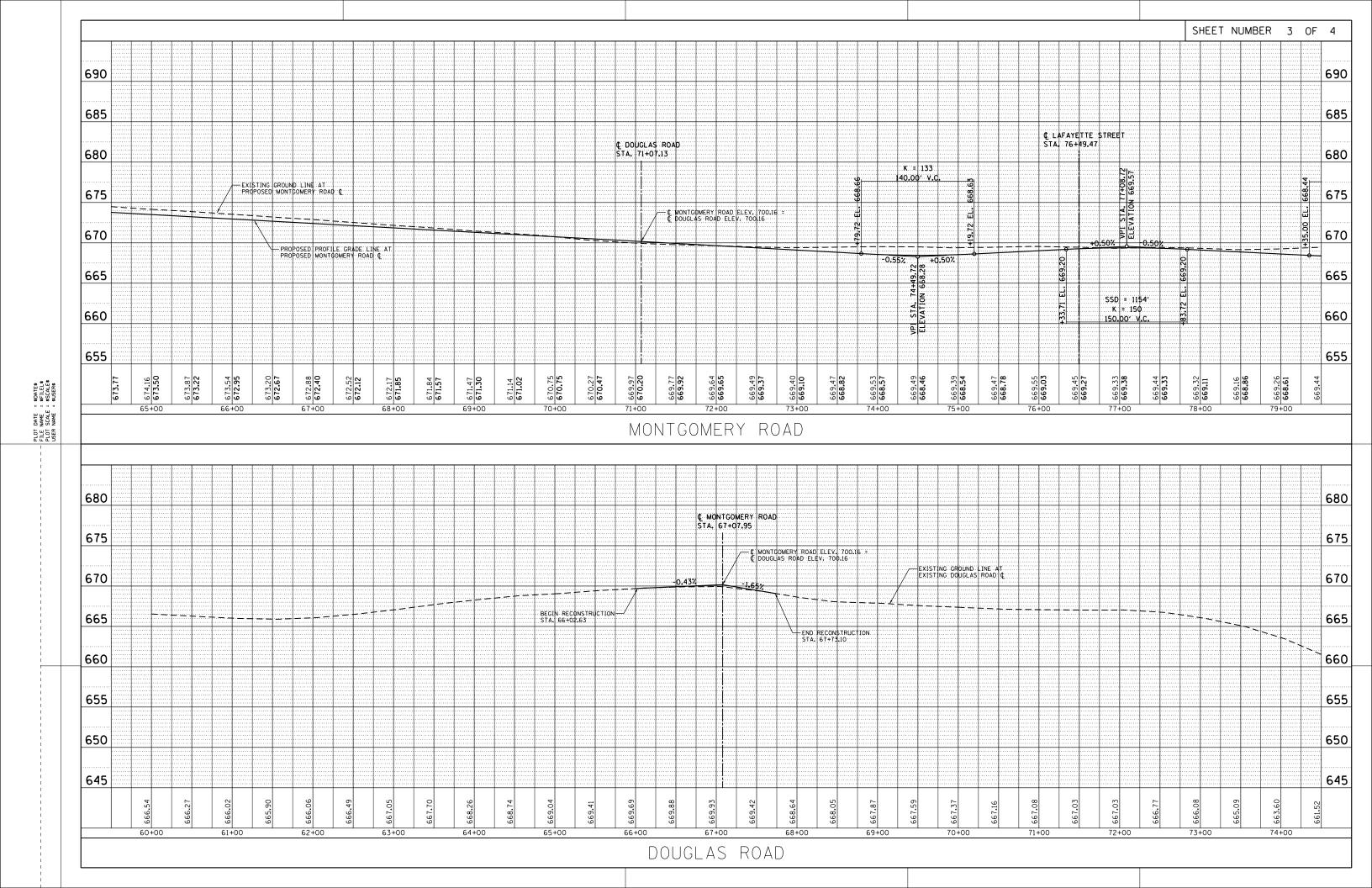
I.D.S. SHEET 1 OF 4

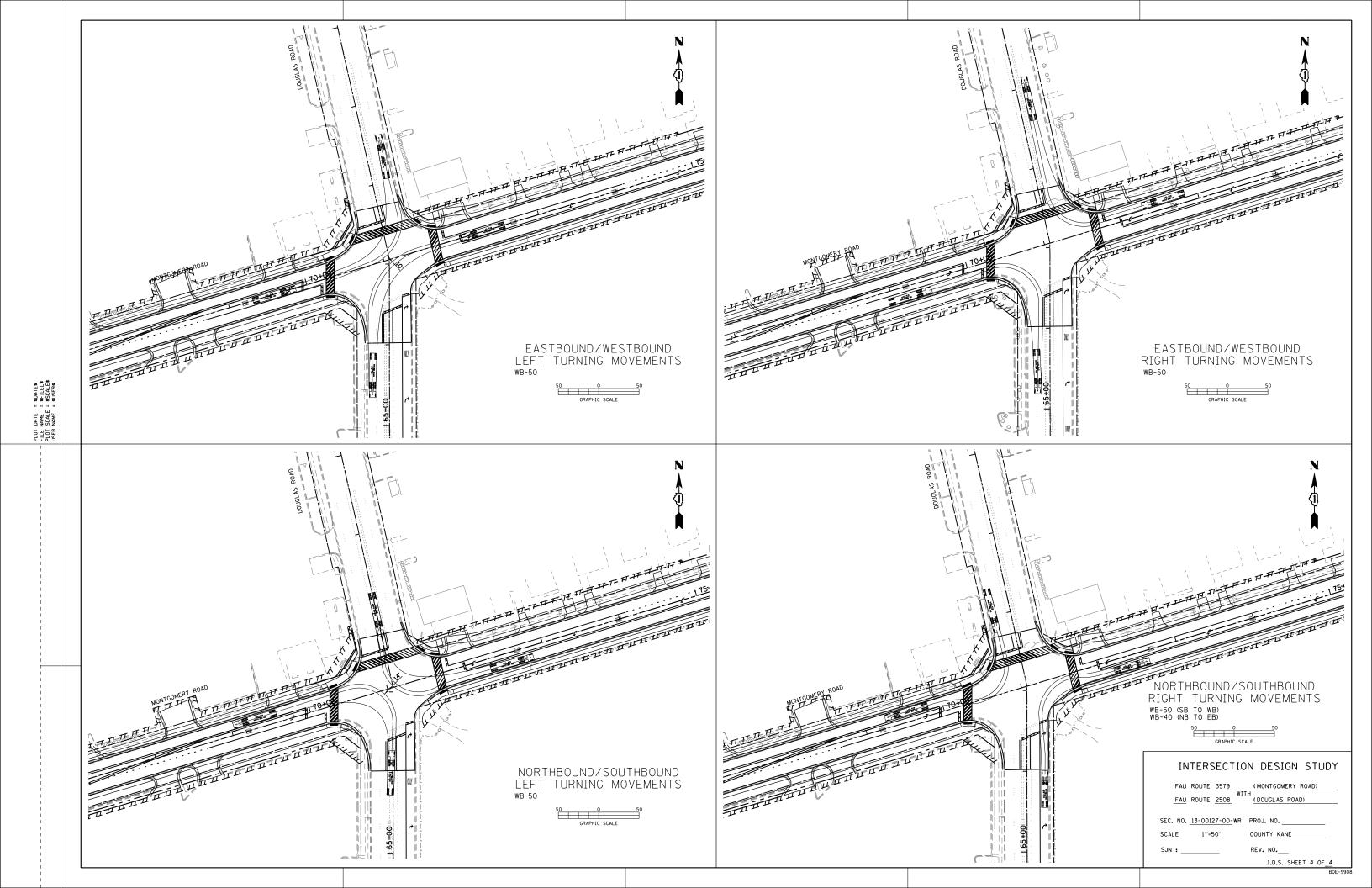






50 0 50 GRAPHIC SCALE
INTERSECTION DESIGN STUDY
FAU ROUTE 3579 (MONTGOMERY ROAD) FAU ROUTE 2508 (DOUGLAS ROAD)
SEC. NO. <u>13-00127-00-</u> WR PROJ. NO
SCALE <u>1"=50'</u> COUNTY KANE
SJN : REV. NO
I.D.S. SHEET 2 OF 4
BDE-9908





HILL AVENUE AND MONTGOMERY ROAD INTERSECTION



Illinois Department of Transportation RECEIVED

Office of Highways Project Implementation / Region 1 / District 1 201 West Center Court / Schaumburg, Illinois 60196-1096

SEP 0 1 2017

HDR

LOCAL ROADS AND STREETS **Design Approval Notification** County of Kane Location: Montgomery Road (CH 29): Briarcliff Road (FAU Route 2548) to Hill Avenue (FAP Route 360) Section No.: 13-00127-00-WR Kane County

August 28, 2017

Ms. Jennifer O'Connell, P.E. Senior Project Manager Kane County Division of Transportation 41W011 Burlington Road St. Charles, IL 60175

Dear Ms. O'Connell:

On August 23, 2017, we concurred that the subject project was categorically excluded from further National Environmental Policy Act (NEPA) Processing. On August 24, 2017, we approved the design as presented in the Project Development Report (PDR). A copy of the approved signature page is attached for your records.

The Contract Plans should conform to the approved design as presented in the PDR. We request that the City provide us with a schedule for the Phase II Work along with the Certificate of Publication - Legal Notice for projects requiring a Public Hearing.

Additionally, right-of-way is required for the construction of this project. A meeting should be scheduled with the Bureau of Land Acquisition to initiate these actions.

If you have any questions or need additional information, please contact Marilin Solomon, Field Engineer, at (847) 705-4407 or via email at Marilin.Solomon@illinois.gov.

Very truly yours,

Anthony J. Quigley, P.E. Region One Engineer

By: Christopher J. Holt, P.E. Bureau Chief of Local Roads and Streets

Attachment

John Lazzara, P.E., HDR, Inc. w/att. CC:





District Consultant				
1 HDR, Inc.				
Type of Design: Intersection Design Stu Interchange Type Study		Design Study		
Route	Marked		Street	
F.A.U. Route 3579			Montgo	omery Road
Intersecting Route	Marked		Street	
F.A.P. Route 360			Hill Ave	enue
Contract Number	State Job Number		Section	Number
Counties		Municipalities	3	
Kane County		City of Aur	ora	
Local Agency				LRS Section Number
Kane County DOT				13-00127-00-WR
Permit Applicant				Permit Number
Brief Project Description				
This project includes widening Montg sidewalk, multi-use path, and intersed		•		n lane, closed drainage system,
Date Approved by Qualified Geometrics Engi	neer			
06/16/2017				
Comments				





Pete Harmet		From:	Chris Holt
Programming - Geometrics Unit		Bureau:	Local Roads and Streets
Jason Salley			By: Marilin Solomon / Hannah Knight
(574 Sugmitter)		Subject:	Kane County*
04/25/17			13-00127-00-WR
	Programming - Geometrics Unit Jason Salley	Programming - Geometrics Unit Jason Salley (5 ⁷⁴ Sugmm4L)	Programming - Geometrics Unit Bureau: Jason Salley Subject:

Please check	appropriate	box	below:
--------------	-------------	-----	--------

Take Necessary Action	For Your Information	⊠ Reply
🛛 For Your Comments	See Me About the Attached	🛛 Return
Per Your Request	Draft (Letter)(Memo) For	□ Route
🖾 For Your Approval	my signature	🗌 File

Message

linessage
*Montgomery Road at Hill Avenue
Attached is the Hill Avenue IDS with attachments for your review and approval. The disposition of previous comments is also attached along with the hard copy of the previous comments.
Should you have any questions please contact Marilin Solomon at 4407 or Hannah Knight at 4205. Thank you.

	Marilin Solomon /HK Completed By
Copies to	file
Response 6	/16/17
Hannah -	Geometry +2DS is approved.

THANKS CC: TG & PO (Bot) JASON SALLEY K VO85 Response By SS (BOE)



To:	Chris Holt		From:	Jason Salley
Attn:	Marilin Solomon / Hannah Knight		Bureau:	Programming / Geometrics Unit
Bureau:	Local Roads & Streets		Phone:	(847) 705-4085
Phone:	(847) 705-4205		Subject:	Montgomery Rd at Hill Ave
Date:	June 16, 2017			LR&S Section # 13-00127-00-WR
Please ch	eck appropriate box below:			
	For Your Comments Per Your Request	e M aft (our Information e About the A Letter)(Memo nature	Attached 🗌 Return
	Μ	SS	age	
Marilin & H	annah,			
The Desigr	n Exceptions were approved by IDOT BDE	on	June 14 th , 2	017.
All of the re	maining Design Floments for this preject		t aumant DD	
All of the re	emaining Design Elements for this project	nee	t current BD	E Standards.
Therefore,	I approve of this project's geometry as we	las	its IDS.	а.
This projec	t's BDE 2602 Form will be forwarded to ID	от	BDE for the	ir records.
Please cor	itact me if you have any questions or com	nen	ts.	
Thanks,	Am			
	Jason Salley, P.E.			
	Signature			
Copies to	File BDE		BOT	
Respons	e			
				÷
				Signature

Hoberg, Julie

From:	Lazzara, John
Sent:	Thursday, November 10, 2016 1:49 PM
То:	Hoberg, Julie
Subject:	FW: Kane County, 13-00127-00-WR, Montgomery Road at Hill Ave, Bureau of Traffic
	(Traffic Design) Review
Attachments:	BOT (Traffic Design) Review Comments 091916.pdf

John Lazzara, PE, ENV SP Vice President – Transportation Business Group Manager

HDR 8550 W. Bryn Mawr Avenue, Suite 900 Chicago, IL 60631 D 773.380.7938 M 773.718.2282 john.lazzara@hdrinc.com

hdrinc.com/follow-us

From: Knight, Hannah M. [mailto:Hannah.Knight@illinois.gov] Sent: Monday, September 19, 2016 4:16 PM To: Lazzara, John Cc: Solomon, Marilin D Subject: Kane County, 13-00127-00-WR, Montgomery Road at Hill Ave, Bureau of Traffic (Traffic Design) Review

John,

Please see attached indication of no comment from Bureau of Traffic (Traffic Design) on IDS submittal.

Thanks,

Hannah Knight, E.I. HR Green. Inc. Consultant to Bureau of Local Roads and Streets Illinois Department of Transportation 201 West Center Court Schaumburg, IL 60196 Tel: (847)705-4205 Fax: (847)705-4021 hannah.knight@illinois.gov

Please consider the environment before printing this email This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachment thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message, and permanently delete the original and any copy of any email and printout thereof.

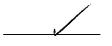
State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof,

including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.



То:	Local Roads: Marilin Solomon	
From:	Lisa Heaven Baum By: Connie LaRocco-Stresino	
Subject:	Lisa Heaven Baum By: Connie LaBocco-Stresino Montgomery Rd BUREAU OF SEO	
Date:	9/19/14 LOCALROAD	
	9 / 14 / 14 LOCAL ROADS & STREETS	

We have completed our review of the above referenced project. The comments/recommendations by the various Sections are attached.



We have completed a partial review of the above referenced project.

We have completed the balance of our review of the above referenced project. The additional comments are attached.

_ Final Plans Comments

File Name: RT1(K) Montgomery Rd at Hill Rd (G

f	From: Bureau of Local Roads
	Subject:Plan ReviewDate:09/02/16
	TYPE OF REVIEW Preliminary Final Work Zone Safety Pre-Final IDS Phase I Cost Estimate
	CONTACT PERSON: Marilin Solomon/Hannah Knight SECTION CHIEF: Chris Holt ROUTE: Montgomery Road LIMITS: at Hill Avenue
	SECTION: 13-00127-00-WRCOUNTY: KaneJOB NUMBER: N/ACONTRACT #: TBDLETTING DATE: TBD
	WERE COMMENTS PREVIOUSLY RECEIVED: YES NO If yes, please attach a copy of the disposition of comments.
	SECTION(S) TO REVIEW (see attachment for section description) Each section requires their own set of plans.
	PERMITS ELECTRICAL DESIGN
	EXPRESSWAYS TRAFFIC PROGRAMS ELECTRICAL MAINTENANCE Studies
7	ARTERIALS TRAFFIC CONTROL STAGING
	Please allow up to three (3) weeks from the date of this request for review process.

Hoberg, Julie

From:Lazzara, JohnSent:Thursday, November 10, 2016 12:04 PMTo:Hoberg, JulieSubject:FW: Kane, 13-00127-00-WR, Montgomery Road, Traffic Design ReviewAttachments:BOT (Traffic Design) Review Comments 103116.pdf

From: Knight, Hannah M. [mailto:Hannah.Knight@illinois.gov]
Sent: Monday, October 31, 2016 1:51 PM
To: Lazzara, John
Cc: Solomon, Marilin D
Subject: Kane, 13-00127-00-WR, Montgomery Road, Traffic Design Review

John,

Please see attached indication of no further comments from the Bureau of Traffic – Traffic Programs Design Unit.

Thanks,

Hannah Knight, E.I. HR Green, Inc. Consultant to Bureau of Local Roads and Streets Illinois Department of Transportation 201 West Center Court Schaumburg, IL 60196 Tel: (847)705-4205 Fax: (847)705-4203 hannah.knight@illinois.gov

A Please consider the environment before printing this email

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachment thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message, and permanently delete the original and any copy of any e-mail and printout thereof.

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



LOCAL ROADS & STREETS

То:	Local Roads: Hannah Knight	
From:	Lisa Heaven Baum By: Concerned Stresino	
Subject:	Montgomery Rd BUREAU OF	
oubject.		
Date:	10/07/16	
	LOCAL ROADS & STREETS	

We have completed our review of the above referenced project. The comments/recommendations by the various Sections are attached.

We have completed a partial review of the above referenced project.

We have completed the balance of our review of the above referenced project. The additional comments are attached.

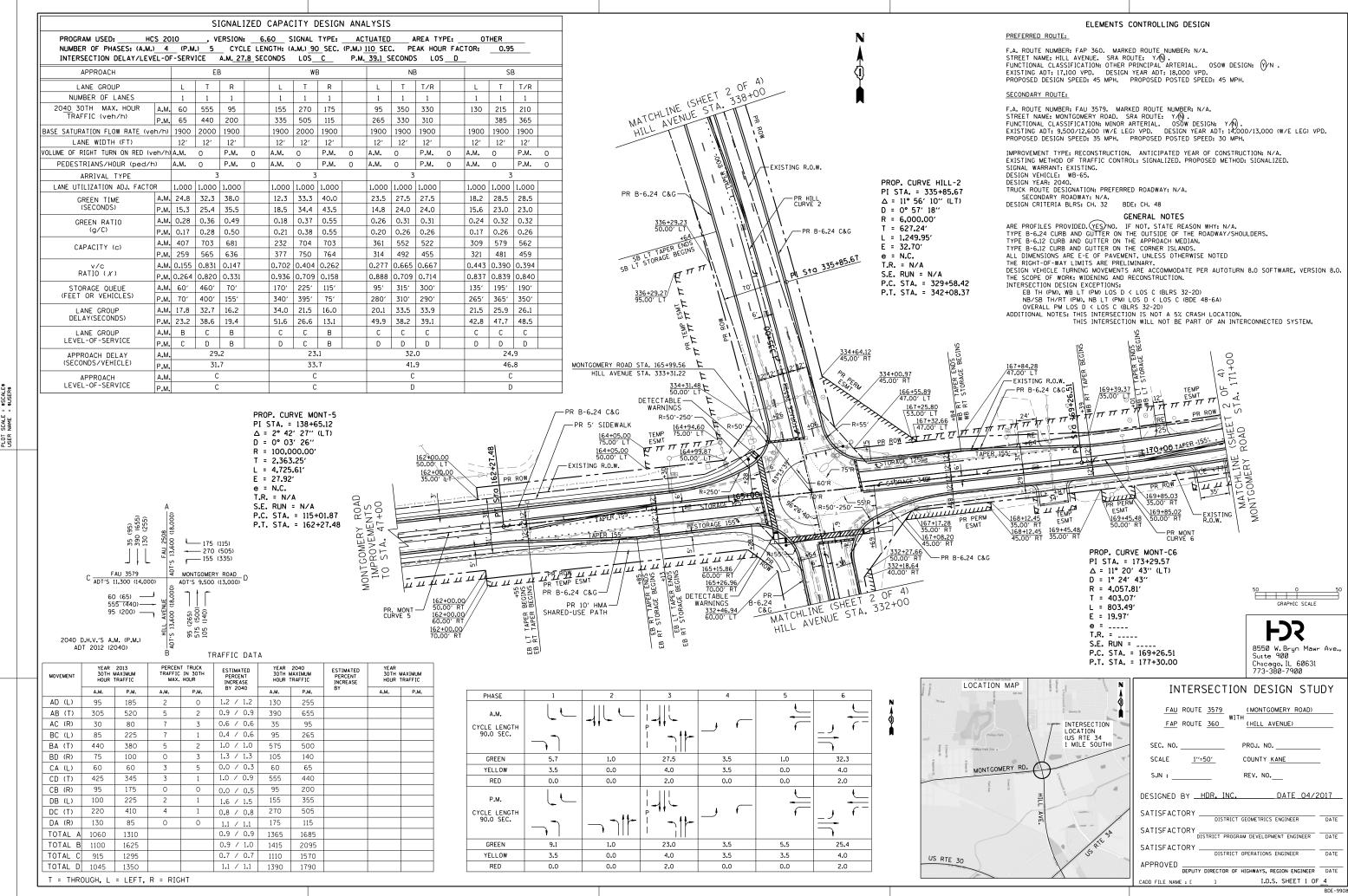
_ Final Plans Comments

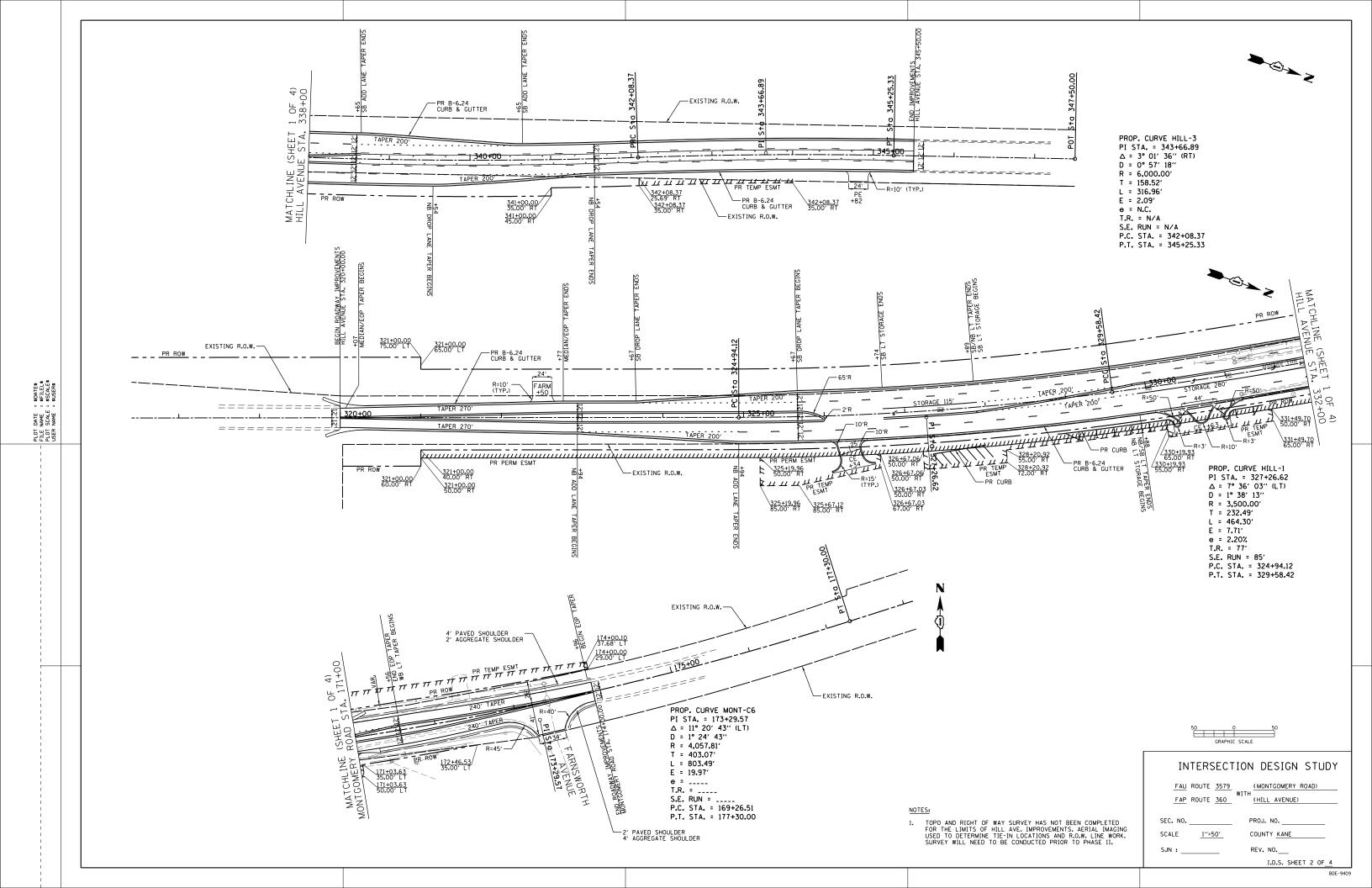
File Name: RT1(K) Montgomery Rd at Hill Ase (G)

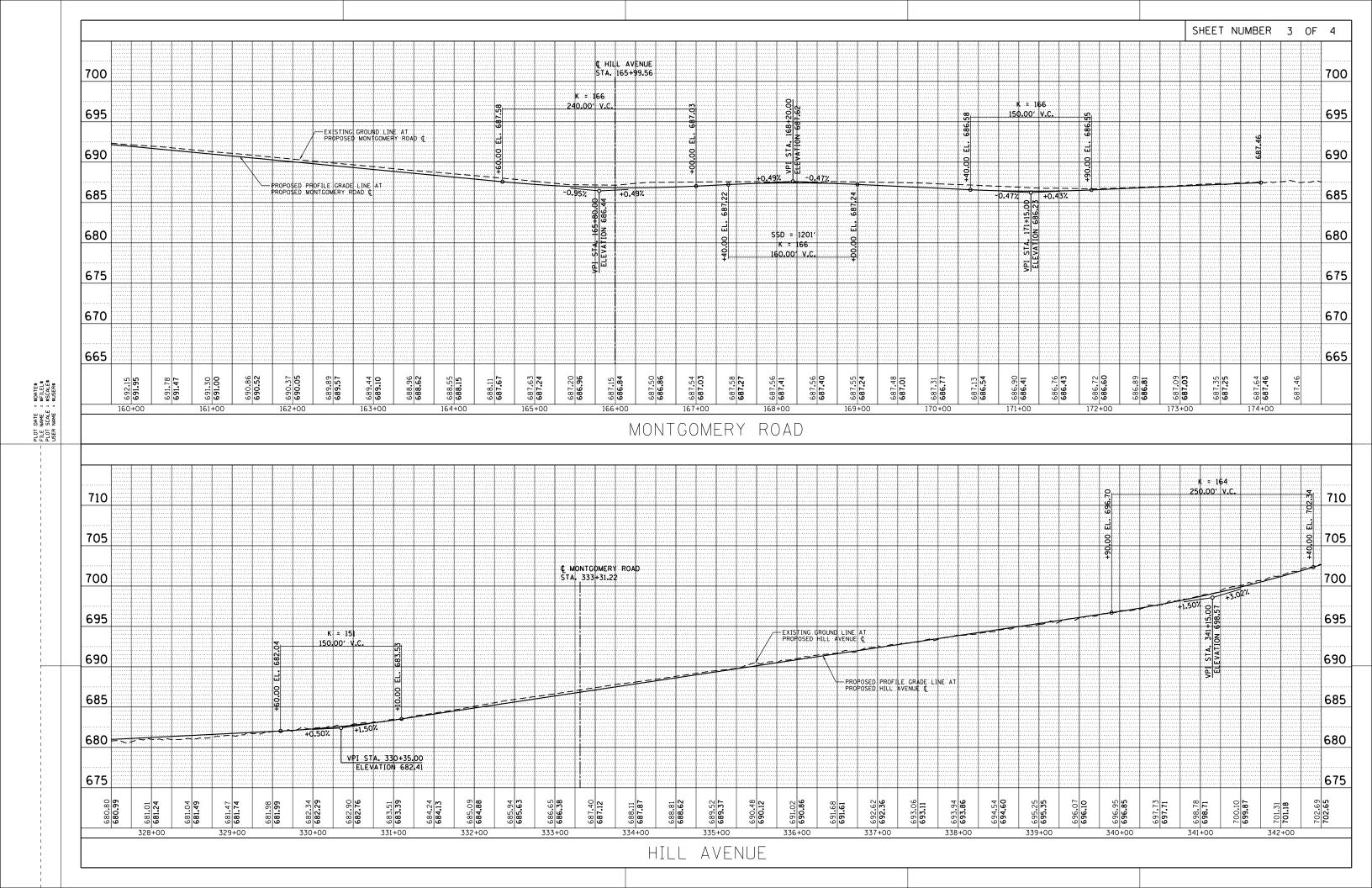
To:	Bureau of Traffic Op	erations Attn: C. LaRocco-Stresino
To: From:	Bureau of Local Roa	ds
Subject:	Plan Review	
Date:	10/06/16	
TYPE OF REV	′IEW	
CONTACT PE	RSON: Marilin Solomon/	/Hannah Knight
SECTION CHI	EF: Chris Holt	
ROUTE: Mont	gomery Road	
LIMITS: at Hill	Avenue	
SECTION: 13	-00127-00-WR	COUNTY: Kane
JOB NUMBER	: N/A	CONTRACT #: TBD
LETTING DAT	E: TBD	
	ENTS PREVIOUSLY RE ttach a copy of the dispo	
	(see attachmer	N(S) TO REVIEW at for section description) uires their own set of plans.
	3	ELECTRICAL DESIGN
EXPRES	SWAYS	TRAFFIC PROGRAMS
ELECTRI	CAL MAINTENANCE	☑ Design☑ Studies
	LS	TRAFFIC CONTROL STAGING
Please allow u	o to three (3) weeks from	the date of this request for review process.

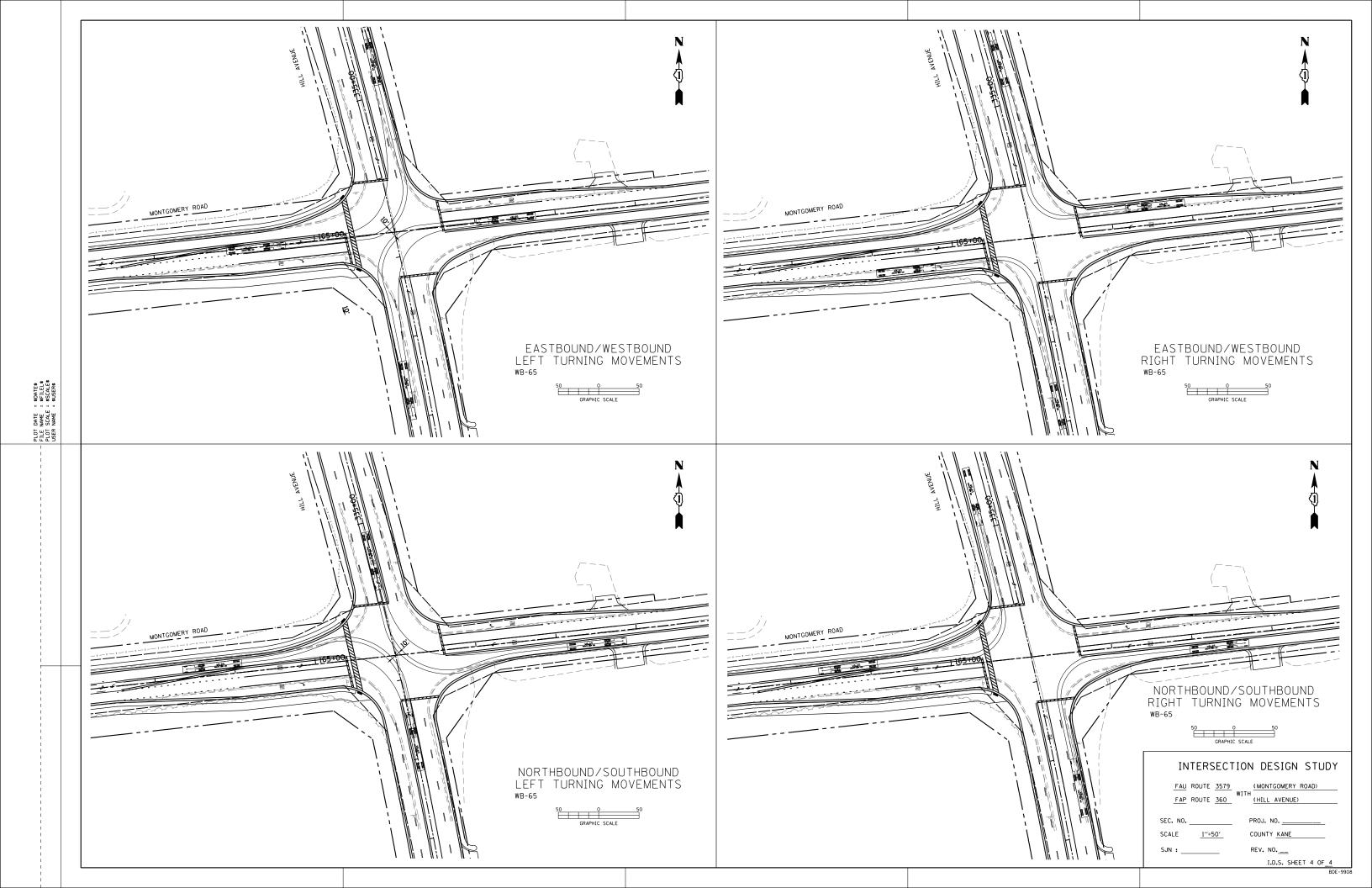
9

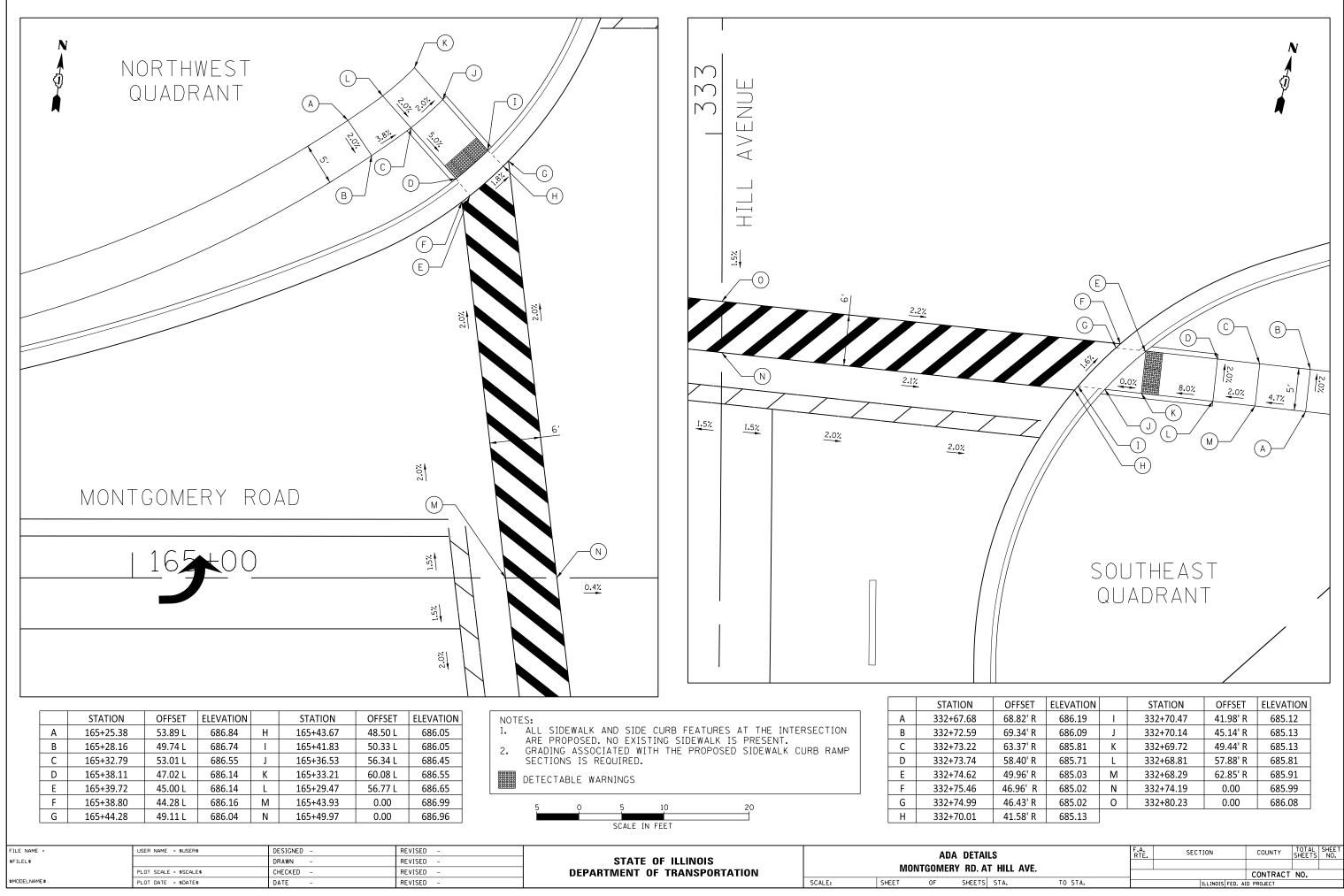
J.C.	10/25/16



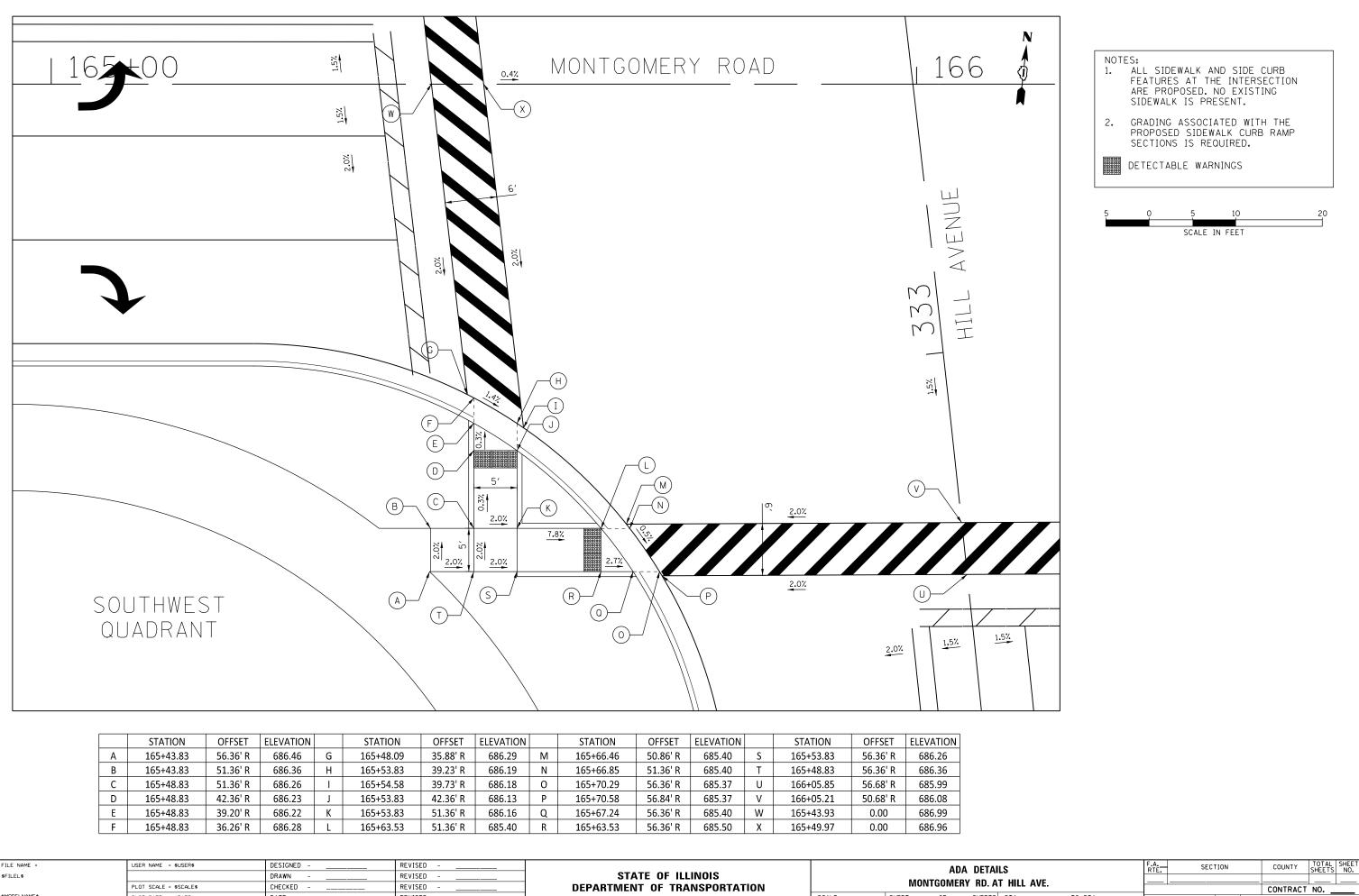








ILS		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
AT HILL AVE.					
			CONTRACT	NO.	
S STA. TO STA.		ILLINOIS F	ED. AID PROJECT		



	STATION	OFFSET	ELEVATION												
Α	165+43.83	56.36' R	686.46	G	165+48.09	35.88' R	686.29	М	165+66.46	50.86' R	685.40	S	165+53.83	56.36' R	686.26
В	165+43.83	51.36' R	686.36	Н	165+53.83	39.23' R	686.19	Ν	165+66.85	51.36' R	685.40	Т	165+48.83	56.36' R	686.36
С	165+48.83	51.36' R	686.26	Ι	165+54.58	39.73' R	686.18	0	165+70.29	56.36' R	685.37	U	166+05.85	56.68' R	685.99
D	165+48.83	42.36' R	686.23	J	165+53.83	42.36' R	686.13	Р	165+70.58	56.84' R	685.37	٧	166+05.21	50.68' R	686.08
E	165+48.83	39.20' R	686.22	К	165+53.83	51.36' R	686.16	Q	165+67.24	56.36' R	685.40	W	165+43.93	0.00	686.99
F	165+48.83	36.26' R	686.28	L	165+63.53	51.36' R	685.40	R	165+63.53	56.36' R	685.50	Х	165+49.97	0.00	686.96

									_
FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -				ADA	A DETA	
\$FILEL\$		DRAWN	REVISED -	STATE OF ILLINOIS					
	PLOT SCALE = \$SCALE\$	CHECKED	REVISED -	DEPARTMENT OF TRANSPORTATION		MON	TGOMER	RY RD. A	۱I.
\$MODELNAME\$	PLOT DATE = \$DATE\$	DATE	REVISED		SCALE:	SHEET	0F	SHEETS	

AI	LS	RTE.	SECTIO)N		COUNTY	SHEETS	NO.
Α.	T HILL AVE.							
						CONTRACT	NO.	
TS	STA TO STA		ILL	LINOIS	FED. AI	D PROJECT		
_								

EXHIBIT 9

COST ESTIMATE

Location of Improvement:

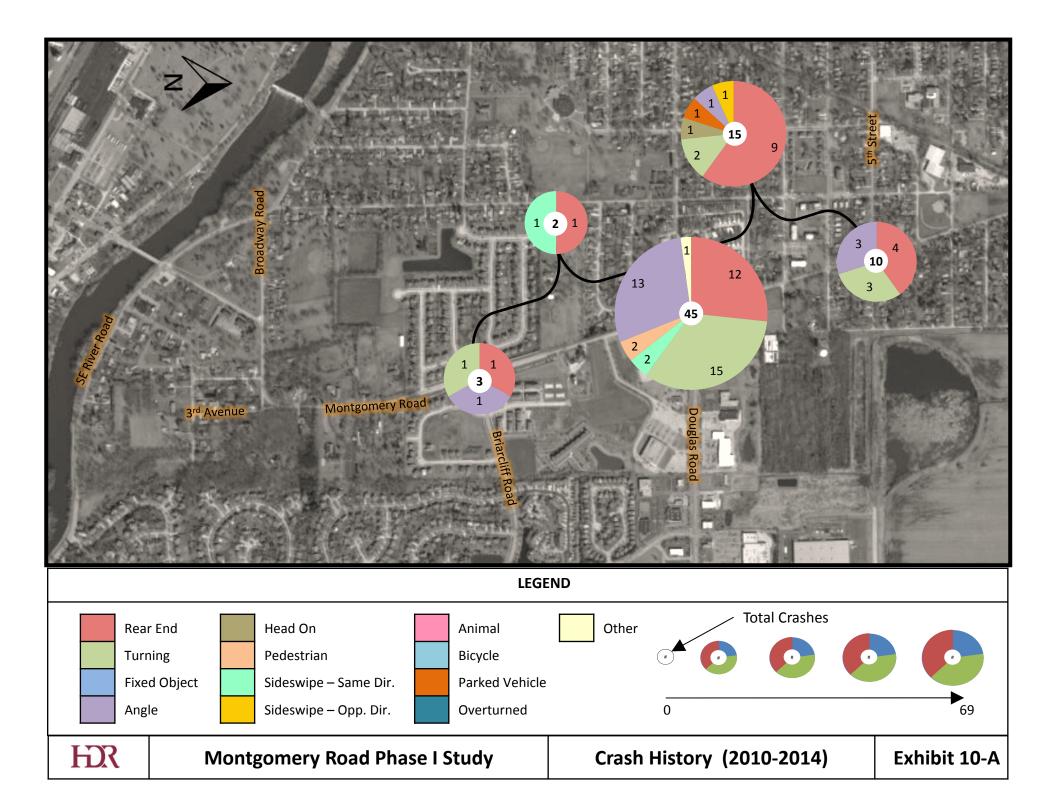
Code		Unit				
Number	Item	of Measure	Quantity	Unit Price		Total Cost
	EARTH EXCAVATION	CU YD	27,000	\$15.00	\$	405,00
	FURNISHED EXCAVATION	CU YD	16,220	\$15.00	\$	243,30
	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	84,640	\$12.00	\$	1,015,68
	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	11,590	\$7.00	\$	81,13
	POLYMERIZED HMA BINDER COURSE, IL-19.0, N70	TON	35,370	\$95.00	\$	3,360,15
	HMA SURFACE COURSE MIX "D" N50 (MULTI-USE PATH)	TON	1,955	\$75.00	\$	146,62
	POLYMERIZED HMA SURFACE COURSE, MIX D, N70, 2"	TON	8,240	\$95.00	¢ \$	782,80
	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6 INCH	SQ YD	6,700	\$55.00	\$ \$	368,50
	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	51,200	\$10.00	¢ \$	512,00
	DETECTABLE WARNINGS	SQ FT	210	\$30.00	\$ \$	6,30
	PAVEMENT REMOVAL	SQ YD	63,745	\$10.00	φ \$	637,4
	DRIVEWAY PAVEMENT REMOVAL	SQ YD SQ YD	6,800	\$10.00	э \$	81,60
			,			
	PAVED SHOULDER REMOVAL	SQ YD	1,025	\$8.00	\$	8,20
	STORM SEWER REMOVAL 12"	FOOT	3,290	\$15.00	\$	49,35
	STORM SEWER REMOVAL 15"	FOOT	540	\$16.00	\$	8,64
	STORM SEWER REMOVAL 18"	FOOT	2,000	\$18.00	\$	36,00
	STORM SEWER REMOVAL 24"	FOOT	550	\$20.00	\$	11,00
	STORM SEWER REMOVAL 30"	FOOT	170	\$25.00	\$	4,2
	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	4,260	\$40.00	\$	170,40
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	1,020	\$45.00	\$	45,90
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	2,840	\$60.00	\$	170,40
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	2,920	\$60.00	\$	175,2
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	1,160	\$85.00	\$	98,6
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	2,780	\$95.00	\$	264,1
550A0470	STORM SEWERS, CLASS A, TYPE 2 42"	FOOT	400	\$95.00	\$	38,0
550A0480	STORM SEWERS, CLASS A, TYPE 2 48"	FOOT	1,270	\$105.00	\$	133,3
550A0490	STORM SEWERS, CLASS A, TYPE 2 54"	FOOT	400	\$130.00	\$	52,00
550A0520	STORM SEWERS, CLASS A, TYPE 2 72"	FOOT	3,470	\$200.00	\$	694,00
550A0560	STORM SEWERS, CLASS A, TYPE 2 96"	FOOT	2,020	\$250.00	\$	505,0
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	170	\$2,200	\$	374,0
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	17	\$1,200	\$	20,4
60220200	MANHOLES, TYPE A, 4'-DIAMETER	EACH	75	\$2,500	\$	187,5
	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	5	\$2,600	\$	13,0
	MANHOLES, TYPE A, 7'-DIAMETER	EACH	7	\$4,000	\$	28,0
	MANHOLES, TYPE A, 8'-DIAMETER	EACH	9	\$5,000	\$	45,0
	END SECTION 18"	EACH	5	\$490	\$	2,4
	REMOVING MANHOLES	EACH	33	\$500	\$	16,5
	REMOVING CATCH BASINS	EACH	32	\$380	¢ \$	10,0
	REMOVING INLETS			\$300	\$	6,3
	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	EACH	21		э \$	
	CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT FOOT	32,250	\$20.00 \$15.00	ን \$	645,0
			960 8 500	\$15.00 \$5.00		14,4
	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	FOOT	8,500	\$5.00	\$ ¢	42,5
		SQ YD	17,940	\$40.00	\$	717,6
	TRAFFIC SIGNALS AND INTERCONNECT	L SUM	3	\$300,000	\$	900,0
	UTILITY RELOCATIONS (KDOT responsibility only)	L SUM	1	\$250,000	\$	250,0
	SPECIAL WASTE DISPOSAL	L SUM	1	\$250,000	\$	250,0
07455				SUBTOTAL 1	\$	13,629,7
	MOBILIZATION 6.0		1	\$818,000	\$	818,0
0100100	TRAFFIC CONTROL & PROTECTION 3.5		1	\$478,000	\$	478,0
	TEMPORARY DRAINAGE 2.0		1	\$273,000	\$	273,0
	TEMPORARY EROSION CONTROL 1.5	% L SUM	1	\$205,000	\$	205,0
		-		SUBTOTAL 2	\$	1,774,0
		CO	NTINGENCY	30%	\$	4,622,0
	MATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFIT					

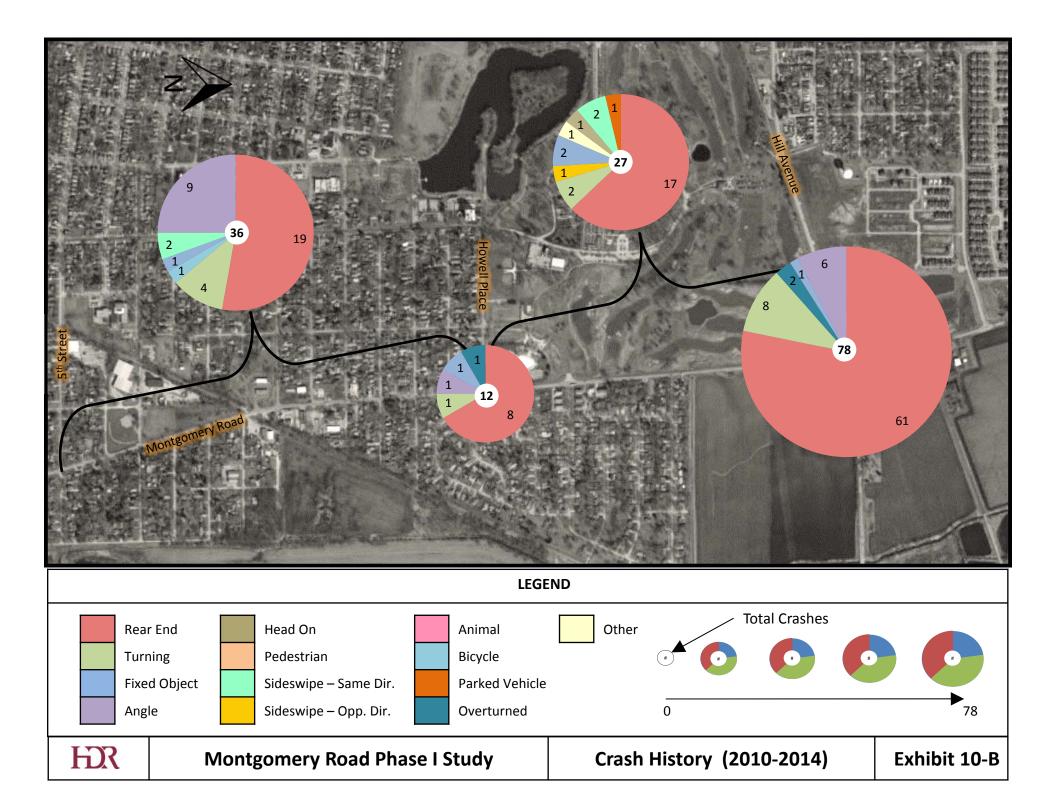
Made by	TBH	Date	2/16/2017	Examined	,
Checked by	JL	Date	2/16/2017		Regional Engineer

ITEMS SPECIFICALLY NOT INCLUDED Roadway Lighting Aesthetic Treatments Right of Way and Easement Acquisition - Right-of-way is roughly \$30,000/acre in Kane Co. so around \$171,000 Utility Relocation Cost

ITEMS ASSUMED TO BE INCLUDED IN CONTINGENCY

Basic Landscaping (seed, sod, tree replacement) Guardrail Tree Removal Seeding Sod Tree Replacement Engineer's Field Office Pavement Marking Removal Pavement Marking & RRPMs Temporary Traffic Signal Temporary Access Pavement and Aggregate Prime and Protective Coats Existing Structures to be Adjusted EXHIBIT 10 CRASH SPOT MAP COLLISION DIAGRAMS

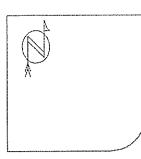


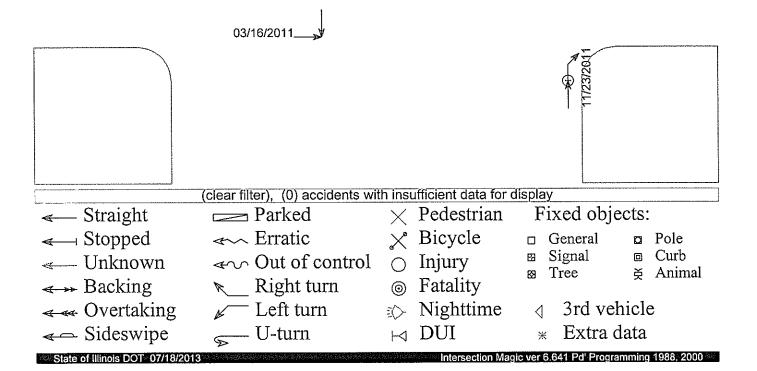


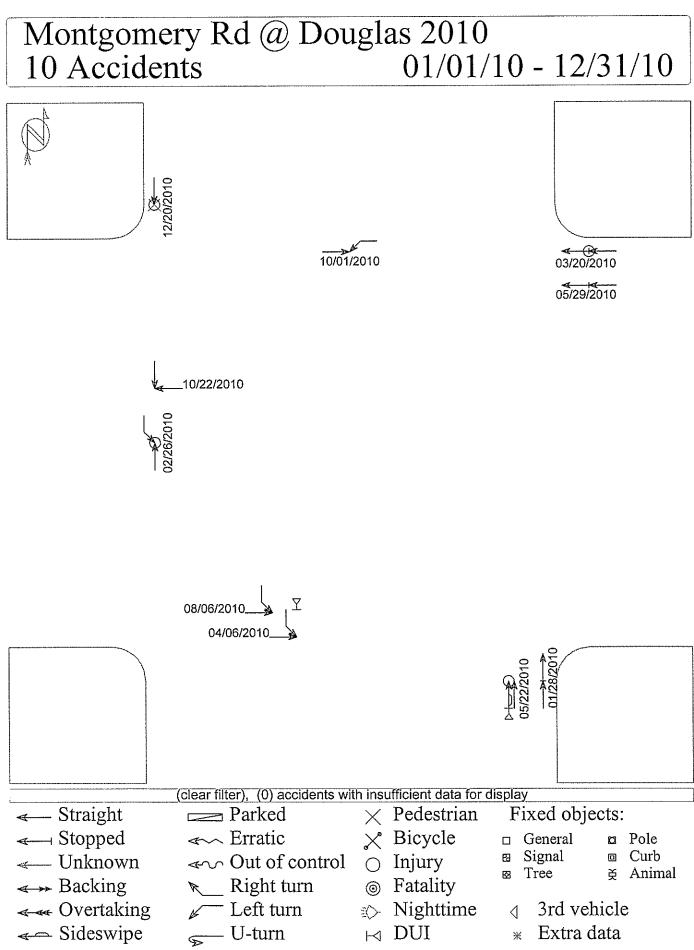
COLLISION DIAGRAMS

Collision plot diagrams are provided along Montgomery Road at Briarcliff Road, Douglas Avenue, Fifth Street, Howell Place, and Hill Avenue. Beginning in Year 2014, IDOT discontinued the creation of collision diagrams due to budget issues. Therefore, collision diagrams are not available for 2014.

Montgomery Rd @ Briarcliff 2011 2 Accidents 01/01/11 - 12/31/11

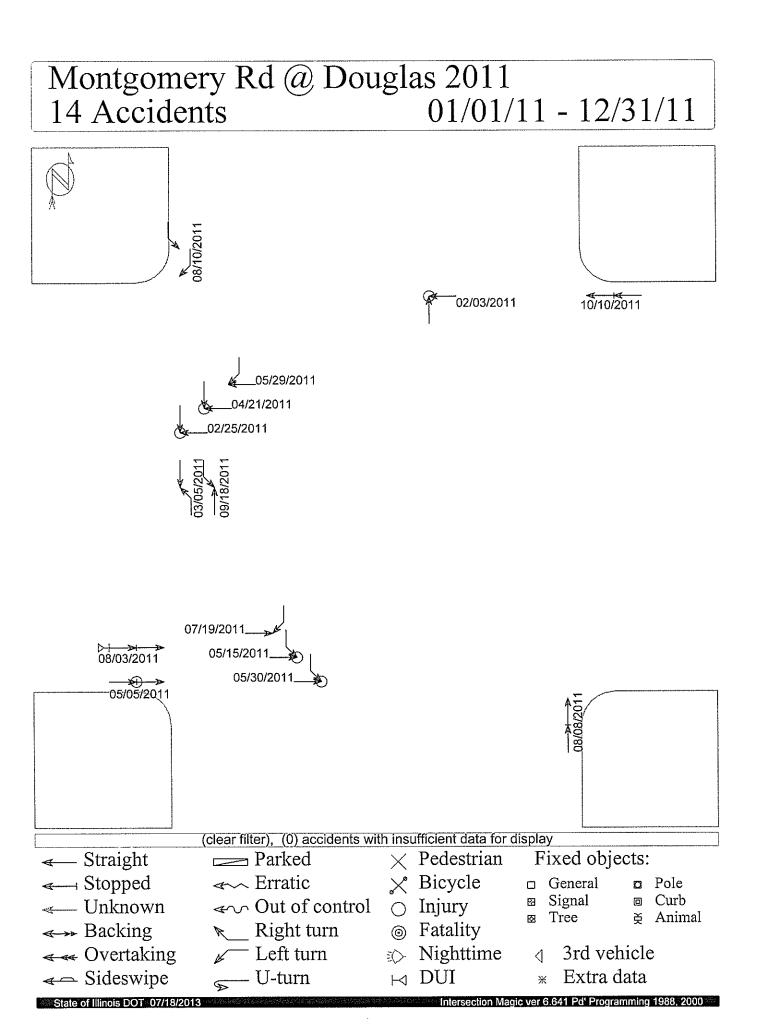




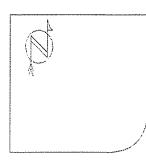


State of Illinois DOT 07/18/2013

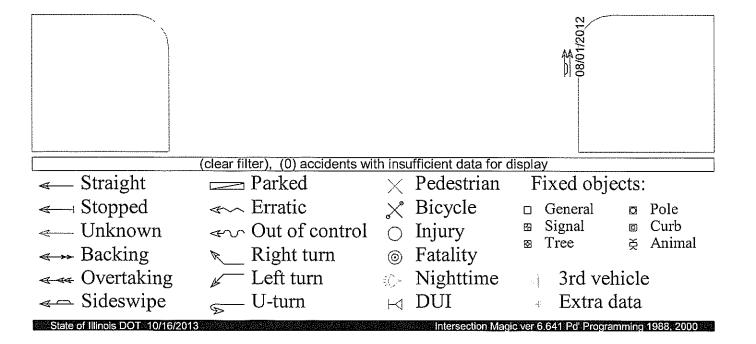
Intersection Magic ver 6.641 Pd' Programming 1988, 2000



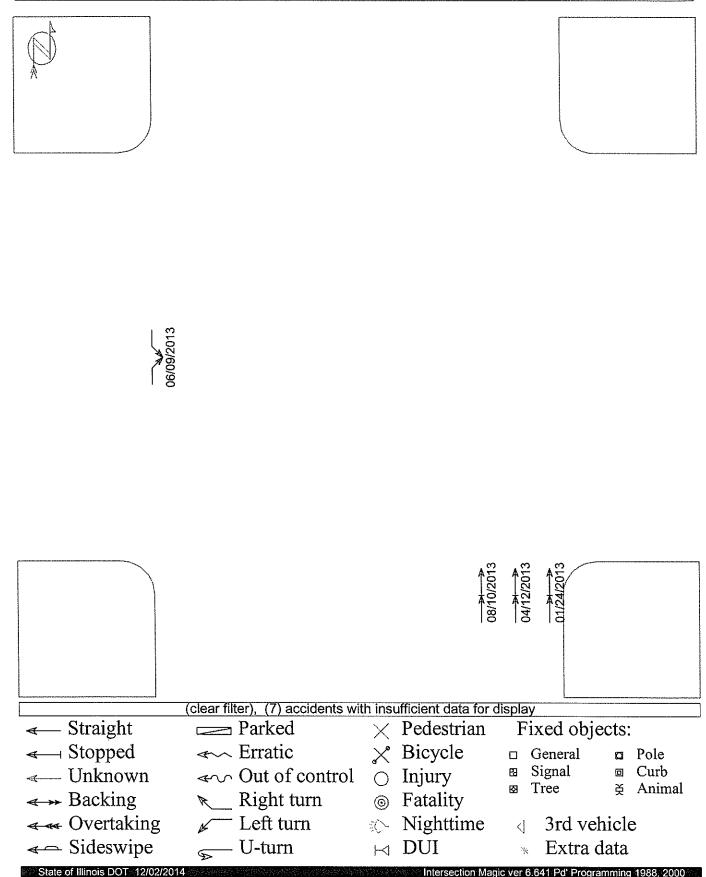
Douglas Rd @ Montgomery Rd 2012 2 Accidents 01/01/12 - 12/31/12



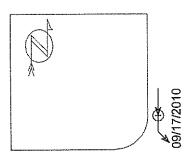
0/31/2012



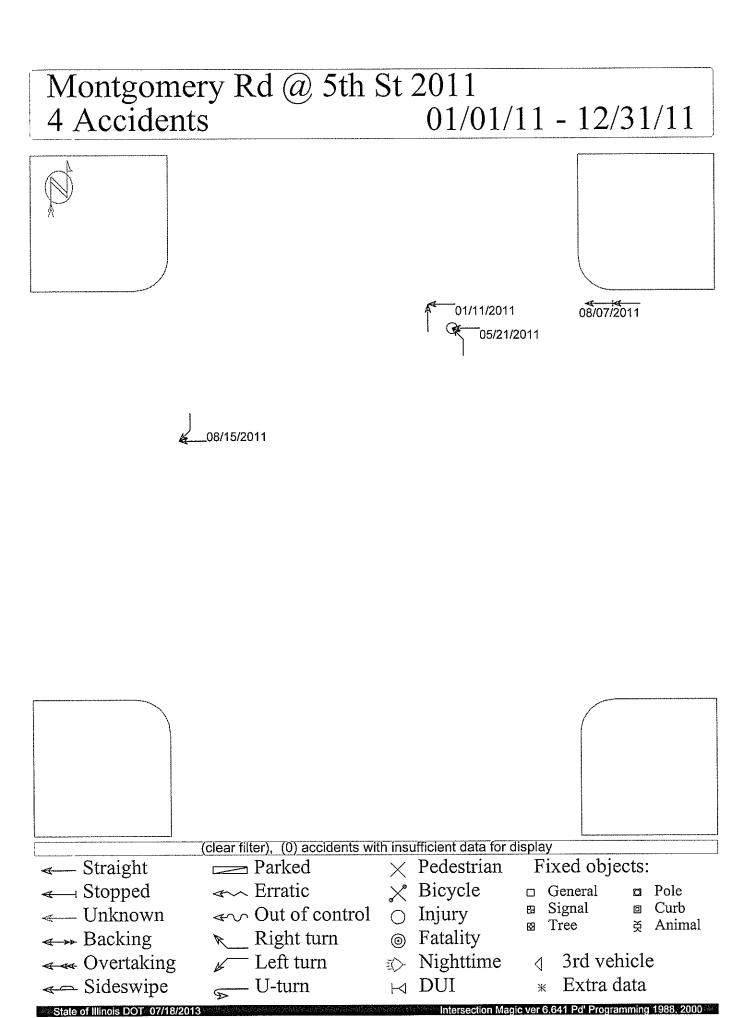
Montgomery Road @ Douglas Road 11 Accidents 01/01/13 - 12/31/13



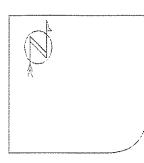
Montgomery Rd @ 5th St 2010 1 Accidents 01/01/10 - 12/31/10



	(clear filter), (0) accidents wi	th insufficient data for	display
< Straight	Parked	imes Pedestrian	Fixed objects:
 ✓ Stopped 	<→ Erratic	🗶 Bicycle	🗆 General 🖻 Pole
👞 Unknown	≪∽ Out of control	🔿 Injury	⊞ Signal
🛶 Backing	🛌 Right turn	⊚ Fatality	
🛶 Overtaking	⊮ Left turn	ib Nighttime	\triangleleft 3rd vehicle
<- Sideswipe	∽ U-turn	⊢⊲ DUI	* Extra data gic ver 6.641 Pd' Programming 1988, 2000



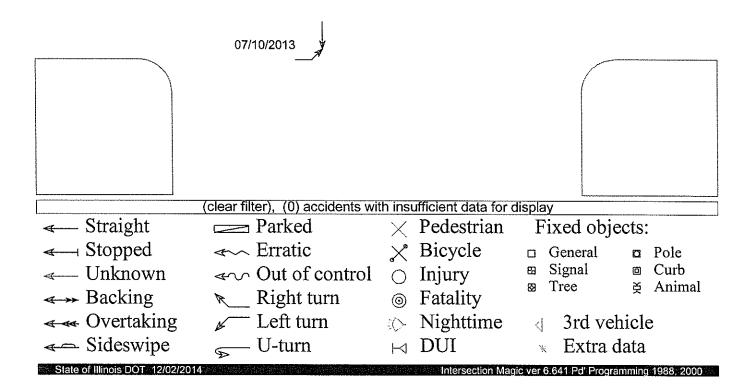
5th Street @ Montgomery Rd 2012 2 Accidents 01/01/12 - 12/31/12



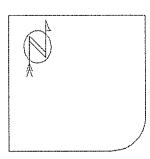
A	03/08/2012		
09/27/2012			
	(clear filter), (0) accidents wi	th insufficient data for o	display
 ← Straight 	Parked	imes Pedestrian	Fixed objects:
 ✓ Stopped 	« Erratic	🗙 Bicycle	🗆 General 🛛 🖻 Pole
- Unknown	≪∽ Out of control	⊖ Injury	🛚 Signal 💷 Curb
<i></i> ≪→→ Backing	κ Right turn	Satality	⊠ Tree 🗧 Animal
🛶 Overtaking	Left turn	Nighttime	3rd vehicle
- Sideswipe	∽ U-turn	\mapsto DUI	 Extra data
State of Illinois DOT 10/16/201	3	Intersection Mag	ic ver 6.641 Pd' Programming 1988, 2000

Montgomery Road @ 5th Street 1 Accidents 01/01/13 - 12/31/13





Montgomery Rd @ Howell Pl 2010 3 Accidents 01/01/10 - 12/31/10



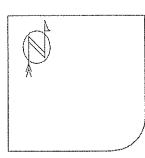
03/15/2010

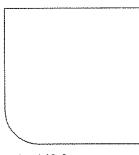
07/01/2010

08/23/2010

 ✓ Straight 	Parked	th insufficient data for \times Pedestrian	Fixed objects:
← Stopped ← Unknown ← Backing	$\stackrel{\scriptstyle \leftarrow}{\longrightarrow} \text{ Erratic}$ $\stackrel{\scriptstyle \leftarrow}{\longrightarrow} \text{ Out of control}$ $\stackrel{\scriptstyle \leftarrow}{\longleftarrow} \text{ Right turn}$	℅ Bicycle ○ Injury ⑥ Fatality	□ General 🛛 Pole 🖾 Signal 🗊 Curb 🖾 Tree 🗧 Animal
	⊮ Left turn ∽ U-turn	i> Nighttime ⊢ DUI	 ⊲ 3rd vehicle ∗ Extra data stc ver 6.641 Pd' Programming 1988, 2000

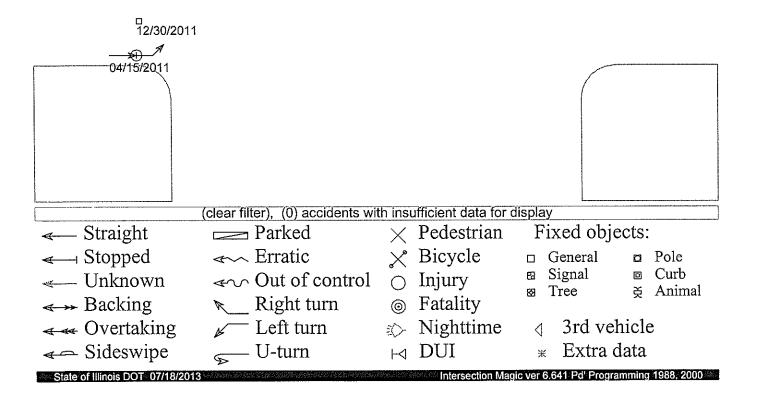
Montgomery Rd @ Howell Pl 2011 4 Accidents 01/01/11 - 12/31/11



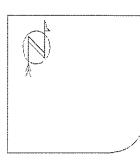


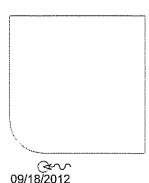
02/17/2011

09/09/2011



Howell Place @ Montgomery Rd 2012 01/01/12 - 12/31/12 2 Accidents



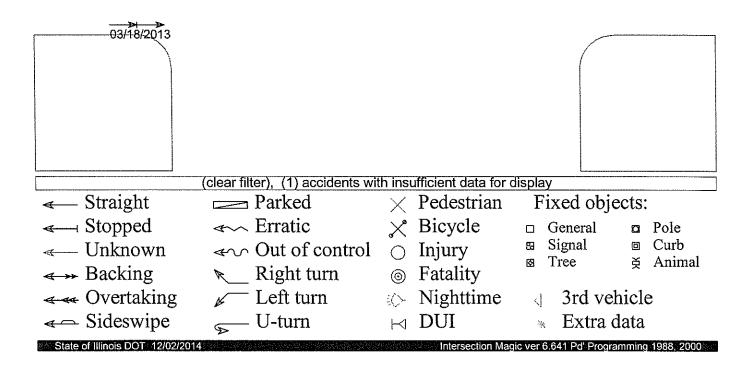


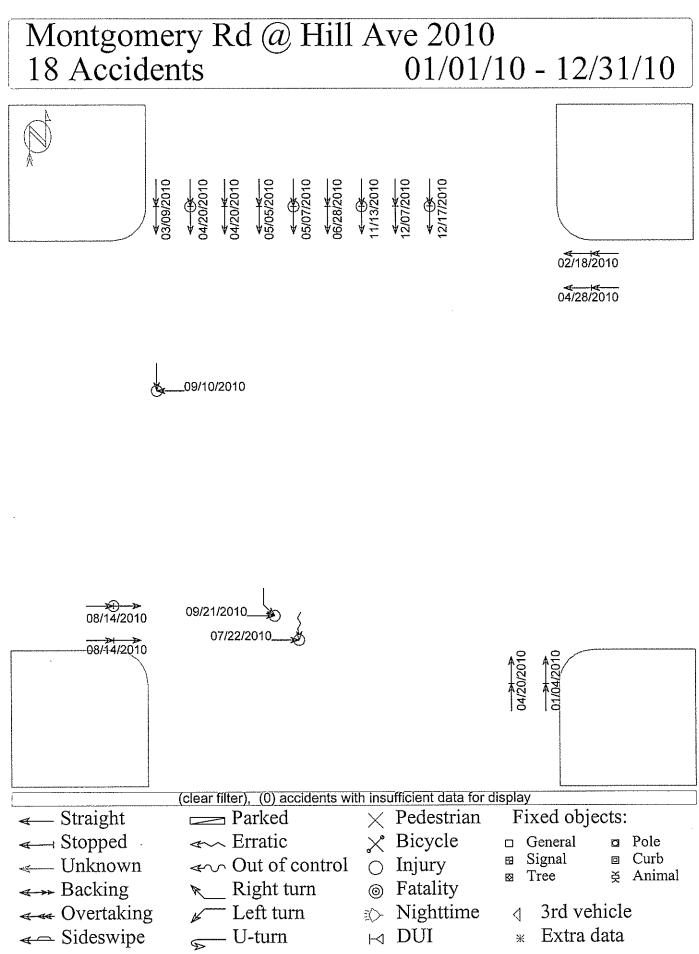
09/05/2012 (clear filter), (0) accidents with insufficient data for display ← Straight Fixed objects: \times Pedestrian Parked \times Bicycle *∝*→ Stopped *∝*~ Erratic □ General p Pole - Unknown \ll Out of control \bigcirc Injury 🖽 Signal Curb 🛚 Tree ≱ Animal *«→*→ Backing ___ Right turn Fatality
 R — Left turn « « Overtaking Nighttime 3rd vehicle N ← Sideswipe - U-turn H DUI Extra data 5 State of Illinois DOT 10/16/2013

Intersection Magic ver 6.641 Pd' Programming 1988, 2000

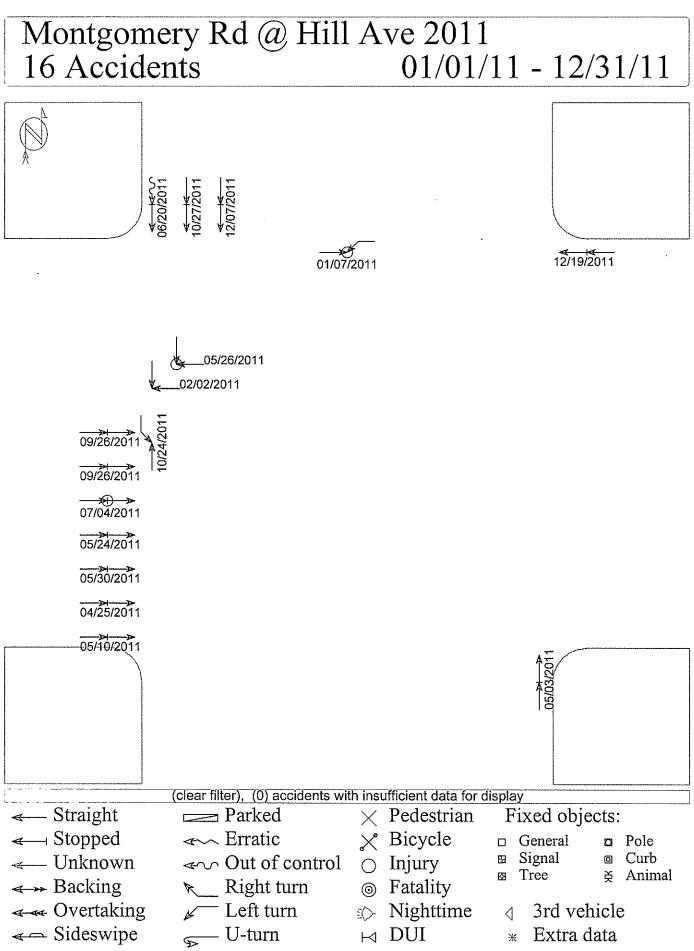
Montgomery Road @ Howell Place 2 Accidents 01/01/13 - 12/31/13





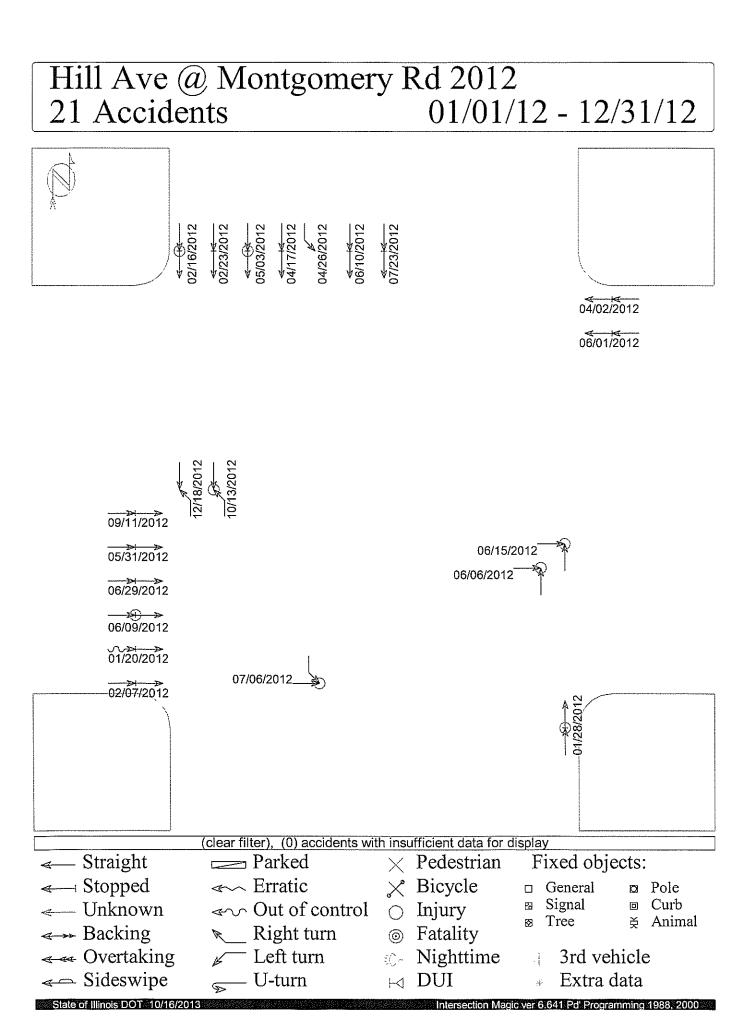


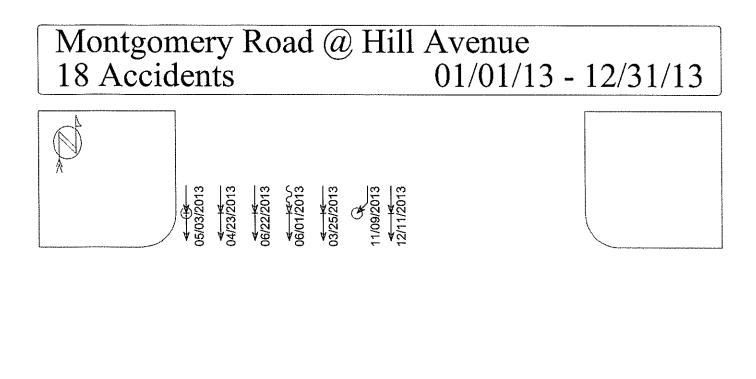
State of Illinois DOT 07/17/2013 Intersection Magic ver 6.641 Pd' Programming 1988, 2000

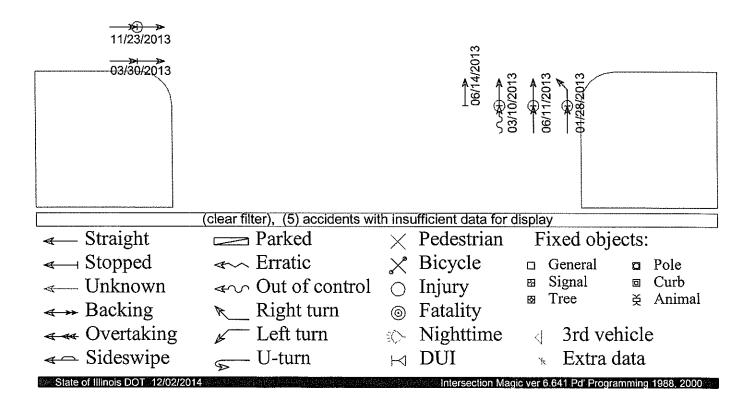


State of Illinois DOT 07/17/2013

Intersection Magic ver 6.641 Pd' Programming 1988, 2000







ЕХНІВІТ **11**

PROPOSED RIGHT OF WAY AND EASEMENT SUMMARY

Kane County Division of Transportation

Montgomery Road Improvements

Proposed Land Acquisition

			1	1					1	
Project			Take Area	Width of Take			Approximate			
Parcel #		Tax PIN	(acres)	(feet)	Type of Take	Purpose	Proposed Station	LT/RT	Parcel Address	Owner Name(s)
M1	1	15-33-426-001	0.0367 ac	4 ft	Fee Take	Proposed Storm Sewers	58+00		251 Sherman Ave Montgomery, IL	Robert John Seidelman
M1PE	1	15-33-426-001	0.0587 ac	25 ft	Permanent Easement	Proposed Sidewalk	58+00	LT	251 Sherman Ave Montgomery, IL	Robert John Seidelman
M1TE M2	1	15-33-426-001 15-33-426-013	0.0742 ac 0.0069 ac	10 ft 4 ft	Temporary Easement Fee Take	Grading/Storm Sewer Install Proposed Storm Sewers	58+00 60+00	LT LT	251 Sherman Ave Montgomery, IL 1025 Harmony Dr Montgomery, IL	Robert John Seidelman Charlotta K. & Paul A. Krause
M2TE	2	15-33-426-013	0.0069 ac	10 ft	Temporary Easement	Grading	60+00		1025 Harmony Dr Montgomery, IL 1025 Harmony Dr Montgomery, IL	Charlotta K. & Paul A. Krause
M3	3	15-33-426-014	0.0138 ac	4 ft	Fee Take	Proposed Storm Sewers	61+00	LT	1027 Harmony Dr Montgomery, IL	Wolfgang J. & Cecily A. Fitschen
M3TE	3	15-33-426-014	0.1028 ac	10 to 50 ft	Temporary Easement	Grading	61+00	LT	1027 Harmony Dr Montgomery, IL	Wolfgang J. & Cecily A. Fitschen
M4	4	15-33-426-015	0.0001 ac	4 ft	Fee Take	Proposed Storm Sewers	62+50	LT	1029 Harmony Dr Montgomery, IL	Gamaliel Perez
M4TE	4	15-33-426-015	0.0269 ac	50 ft	Temporary Easement	Grading	62+50	LT	1029 Harmony Dr Montgomery, IL	Gamaliel Perez
M5	5	15-33-426-016	0.0102 ac	4 ft	Fee Take	Proposed Storm Sewers	63+00	LT	1031 Harmony Dr Montgomery, IL	Jose Sanchez
M5TE	5	15-33-426-016	0.1184 ac	50 ft	Temporary Easement	Grading/Storm Sewer Install	63+00	LT	1031 Harmony Dr Montgomery, IL	Jose Sanchez
M6	6	15-33-426-017	0.0064 ac	4 ft	Fee Take	Proposed Storm Sewers	64+00	LT	1033 Harmony Dr Montgomery, IL 1033 Harmony Dr Montgomery, IL	Juan M. Cardiel Marin
M6TE M7	6 7	15-33-426-017 15-33-426-018	0.0803 ac 0.0121 ac	50 ft 4 ft	Temporary Easement Fee Take	Grading/Storm Sewer Install Proposed Storm Sewers	64+00 65+00	LT LT	1033 Harmony Dr Montgomery, IL 1035 Harmony Dr Montgomery, IL	Juan M. Cardiel Marin James G. & Wilma K. Abel
M7TE	7	15-33-426-018	0.1302 ac	4 to 50 ft	Temporary Easement	Grading/Storm Sewer Install	65+00	LT	1035 Harmony Dr Montgomery, IL	James G. & Wilma K. Abel
M8	8	15-33-426-032	0.0110 ac	4 ft	Fee Take	Proposed Storm Sewers	66+00	LT	1026 Wellman Ave Montgomery, IL	Ruben E & Carmen Z. Berrios
M8TE	8	15-33-426-032	0.0113 ac	4 ft	Temporary Easement	Grading/Storm Sewer Install	66+00	LT	1026 Wellman Ave Montgomery, IL	Ruben E & Carmen Z. Berrios
M9TE	9	15-33-426-050	0.0697 ac	8 to 28 ft	Temporary Easement	Grading/Storm Sewer Install	68+00	LT	1335 E Douglas Rd Montgomery, IL	Castle Bank
M10TE	10	15-33-454-003	0.0025 ac	11 ft	Temporary Easement	Grading	55+50	LT	225 Arbor Ridge Dr Montgomery, IL	Gary J. & Joanne M. Seidelman
M11	11	15-33-476-005	0.0512 ac	6 ft	Fee Take	Proposed Right of Way	66+00	RT	285-299 Montgomery Rd Montgomery, IL	Douglas Commons Partners,. Douglas Commons Shopping Center
M11TE	11	15-33-476-005	0.0655 ac	8 ft	Temporary Easement	Grading	66+00	RT	285-299 Montgomery Rd Montgomery, IL	Douglas Commons Partners,. Douglas Commons Shopping Center
M12	12	15-33-476-007	0.0216 ac	6 ft	Fee Take	Proposed Right of Way	64+00	RT	277-283 Montgomery Rd Montgomery, IL	Douglas Commons Partners,. Douglas Commons Shopping Center
M12TE	12	15-33-476-007	0.0325 ac	8 ft	Temporary Easement	Grading Proposed Right of Way	64+00	RT	277-283 Montgomery Rd Montgomery, IL	Douglas Commons Partners,. Douglas Commons Shopping Center
M13 M13TE	13 13	15-33-476-018 15-33-476-018	0.0823 ac 0.1415 ac	6 ft VAR	Fee Take Temporary Easement	Grading	60+00 60+00	RT RT	251 Montgomery Rd Montgomery, IL 251 Montgomery Rd Montgomery, IL	Bennie Helland Bennie Helland
M14TE	13	15-33-477-011	0.0199 ac	14 ft	Temporary Easement	Grading	55+50	RT	Not Listed	Fieldstone Place Townhome Assoc. Montgomery Homes LLC
M141L	14	15-34-280-017	0.0206 ac	14 ft	Fee Take	Proposed Right of Way	113+00	LT	Montgomery Rd Aurora, IL	Standard Bank & Trust Co, Trustee, John Htun
M16	16	15-34-280-018	0.0144 ac	14 ft	Fee Take	Proposed Right of Way	113+50	LT	1245 Bangs St Aurora, IL	Standard Bank & Trust Co, Trustee, John Htun
M17	17	15-34-281-017	0.0099 ac	10 ft	Fee Take	Proposed Right of Way	117+00	LT	Not Listed	HMSC Inc
M18	18	15-34-281-019	0.0225 ac	10 ft	Fee Take	Proposed Right of Way	115+00	LT	628 Montgomery Rd Montgomery, IL	BP Realty Partners
M19	19	15-34-281-020	0.0216 ac	10 ft	Fee Take	Proposed Right of Way	116+00	LT	Montgomery Rd Aurora, IL	BP Realty Partners
M20	20	15-34-281-021	0.0100 ac	10 ft	Fee Take	Proposed Right of Way	116+50	LT	702 Montgomery Rd Montgomery, IL	HMSC Inc
M21	21	15-34-282-021	0.0041 ac	5 ft	Fee Take	Proposed Right of Way	118+00	LT	700 Montgomery Rd Montgomery, IL	HMSC Inc
M21TE	21	15-34-282-021	0.0052 ac	4 ft	Temporary Easement	Grading	118+00	LT	700 Montgomery Rd Montgomery, IL	HMSC Inc
M22	22	15-34-282-022	0.0038 ac	4 ft	Fee Take	Proposed Right of Way	118+50	LT	Not Listed	HMSC Inc
M22TE M23	22 23	15-34-282-022 15-34-282-023	0.0102 ac 0.0070 ac	5 to 15 ft 4 ft	Temporary Easement Fee Take	Grading Proposed Right of Way	118+50 119+00	LT LT	Not Listed 710 Montgomery Rd Aurora, IL	HMSC Inc Krantz, Harlan & Fern
M23TE	23	15-34-282-023	0.0070 ac	15 ft	Temporary Easement	Grading	119+00	LT	710 Montgomery Rd Aurora, IL	Krantz, Harlan & Fern
M24	23	15-34-282-023	0.0035 ac	4 ft	Fee Take	Proposed Right of Way	119+50	LT	714 Montgomery Rd Montgomery, IL	Lopez, Pedro Jr.
M24TE	24	15-34-282-024	0.0062 ac	5 to 15 ft	Temporary Easement	Grading	119+50	LT	714 Montgomery Rd Montgomery, IL	Lopez, Pedro Jr.
M25	25	15-34-282-025	0.0031 ac	3 ft	Fee Take	Proposed Right of Way	120+00	LT	716 Montgomery Rd Montgomery, IL	Lopez, Pedro Jr.
M25TE	25	15-34-282-025	0.0034 ac	3 ft	Temporary Easement	Grading	120+00	LT	716 Montgomery Rd Montgomery, IL	Lopez, Pedro Jr.
M26	26	15-34-282-026	0.0034 ac	3 ft	Fee Take	Proposed Right of Way	120+50	LT	720 Montgomery Rd Montgomery, IL	Lopez, Pedro Jr.
M26TE	26	15-34-282-026	0.0031 ac	3 ft	Temporary Easement	Grading	120+50	LT	720 Montgomery Rd Montgomery, IL	Lopez, Pedro Jr.
M27	27	15-34-283-019	0.0082 ac	8 ft	Fee Take	Proposed Right of Way	121+50	LT	1236 Gates St Aurora, IL	Anc Holdings LLC,. Marion Heotis
M27PE M28	27 28	15-34-283-019 15-34-283-020	0.0155 ac 0.0079 ac	15 ft 8 ft	Permanent Easement Fee Take	Proposed Sidewalk/Parking	121+50 122+00	LT LT	1236 Gates St Aurora, IL 732 Montgomery Ave Montgomery, IL	Anc Holdings LLC,. Marion Heotis Castro, Alvaro & Juliana
M28PE	28	15-34-283-020	0.0079 ac	15 ft	Permanent Easement	Proposed Right of Way Proposed Sidewalk/Parking	122+00	LT	732 Montgomery Ave Montgomery, IL 732 Montgomery Ave Montgomery, IL	Castro, Alvaro & Juliana Castro, Alvaro & Juliana
M29	20	15-34-283-020	0.00132 ac	8 ft	Fee Take	Proposed Right of Way	122+50	LT	734 Montgomery Ave Aurora, IL	Castro, Alvaro & Juliana
M29PE	29	15-34-283-021	0.0152 ac	15 ft	Permanent Easement	Proposed Sidewalk/Parking	122+50	LT	734 Montgomery Ave Aurora, IL	Castro, Alvaro & Juliana
M30	30	15-34-283-022	0.0153 ac	8 ft	Fee Take	Proposed Right of Way	123+00	LT	744-748 Montgomery Rd Aurora, IL	Mills, Kenneth A & Phyllis I
M30PE	30	15-34-283-022	0.0304 ac	15 ft	Permanent Easement	Proposed Sidewalk/Parking	123+00	LT	744-748 Montgomery Rd Aurora, IL	Mills, Kenneth A & Phyllis I
M31	31	15-34-283-024	0.0077 ac	8 ft	Fee Take	Proposed Right of Way	123+50	LT	750 Montgomery Rd Aurora, IL	Mills, Kenneth A & Phyllis I
M31PE	31	15-34-283-024	0.0155 ac	15 ft	Permanent Easement	Proposed Sidewalk/Parking	123+50		750 Montgomery Rd Aurora, IL	Mills, Kenneth A & Phyllis I
M32	32	15-34-301-003	0.0049 ac	6 ft	Fee Take	Proposed Right of Way	70+00	LT	298 Montgomery Rd Montgomery, IL	M Cube Petro Six, Inc
M32TE M33	32 33	15-34-301-003 15-34-302-004	0.0326 ac 0.0139 ac	VAR 12 ft	Temporary Easement Fee Take	Grading Proposed Right of Way	70+00 72+50		298 Montgomery Rd Montgomery, IL 354 Montgomery Rd Montgomery, IL	M Cube Petro Six, Inc Baylor, Yolanda E.
M33TE	33	15-34-302-004	0.0034 ac	3 ft	Temporary Easement	Grading/Storm Sewer Install	72+50		354 Montgomery Rd Montgomery, IL	Baylor, Yolanda E.
M34	34	15-34-302-005	0.0168 ac	12 ft	Fee Take	Proposed Right of Way	74+50	LT	360 Montgomery Rd Montgomery, IL	Elite Management Group LLC,. Jesse Estrada
M34TE	34	15-34-302-005	0.0041 ac	3 ft	Temporary Easement	Grading/Storm Sewer Install	74+50	LT	360 Montgomery Rd Montgomery, IL	Elite Management Group LLC,. Jesse Estrada
M35	35	15-34-302-006	0.0168 ac	12 ft	Fee Take	Proposed Right of Way	75+00		366 Montgomery Rd Montgomery, IL	366 Monarrez Properties Inc,. Yolanda Zuno
M35TE	35	15-34-302-006	0.0013 ac	3 ft	Temporary Easement	Grading/Storm Sewer Install	75+00	LT	366 Montgomery Rd Montgomery, IL	366 Monarrez Properties Inc,. Yolanda Zuno
M36	36	15-34-302-007	0.0255 ac	12 ft	Fee Take	Proposed Right of Way	76+00	LT	Montgomery Rd Montgomery, IL	Dravillas, Dimitrios A & Ratos James G. Jim & mary Ratos
M37	37	15-34-302-010	0.0238 ac	12 ft	Fee Take	Proposed Right of Way	72+00		344 Montgomery Rd Montgomery, IL	Q Lube Inc. Q Lube #2566 - Property Tax Dept
M37TE M38	37 38	15-34-302-010 15-34-302-011	0.0064 ac 0.0168 ac	3 ft 12 ft	Temporary Easement Fee Take	Grading/Storm Sewer Install Proposed Right of Way	72+00 74+00	LT LT	344 Montgomery Rd Montgomery, IL 358 Montgomery Rd Montgomery, IL	Q Lube Inc. Q Lube #2566 - Property Tax Dept Jensen, Janet
M38TE	38	15-34-302-011	0.0168 ac	3 ft	Temporary Easement	Grading/Storm Sewer Install	74+00		358 Montgomery Rd Montgomery, IL 358 Montgomery Rd Montgomery, IL	Jensen, Janet
M39	38	15-34-302-011	0.0041 ac	12 ft	Fee Take	Proposed Right of Way	73+00		356 Montgomery Rd Montgomery, IL	Jensen, Janet
M39TE	39	15-34-302-012	0.0041 ac	3 ft	Temporary Easement	Grading/Storm Sewer Install	73+00	LT	356 Montgomery Rd Montgomery, IL	Jensen, Janet
M40	40	15-34-303-007	0.0132 ac	8 ft	Fee Take	Proposed Right of Way	77+00	LT	1344 Lafayette St Montgomery, IL	Neuenkirchen, Katherine Liv Tr, Trustee
M40TE	40	15-34-303-007	0.0168 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	77+00	LT	1344 Lafayette St Montgomery, IL	Neuenkirchen, Katherine Liv Tr, Trustee
M41	41	15-34-303-008	0.0181 ac	8 to 13 ft	Fee Take	Proposed Right of Way	78+00	LT	386 Montgomery Rd Montgomery, IL	Williams, James C.

Owner Address Street	Owner Address City	Owner Addres s State	Owner Address ZIF
PO BOX 548	North Aurora	s State	60542
PO BOX 548	North Aurora	IL	60542
 PO BOX 548	North Aurora	IL	60542
1025 Harmony Dr	Montgomery	IL	60538
1025 Harmony Dr	Montgomery	IL	60538
1027 Harmony Dr	Montgomery	IL	60538
1027 Harmony Dr	Montgomery	IL	60538
1029 Harmony Dr	Montgomery	IL	60538
1029 Harmony Dr	Montgomery	IL	60538
1031 Harmony Dr	Montgomery	IL	60538
 1031 Harmony Dr	Montgomery	IL	60538
1033 Harmony Dr	Montgomery	IL	60538-1631
1033 Harmony Dr	Montgomery	IL	60538-1631
1035 Harmony Dr	Montgomery	IL	60538
1035 Harmony Dr	Montgomery	IL	60538
1026 Wellman Ave	Montgomery	IL	60538
1026 Wellman Ave	Montgomery	IL	60538
 319 Trinity Ln	Oak Brook	IL	60523
225 Arbor Ridge Dr	Montgomery	IL	60538
297-299 Montgomery Rd	Montgomery	IL	60538
297-299 Montgomery Rd	Montgomery	IL	60538
297-299 Montgomery Rd	Montgomery	IL II	60538
297-299 Montgomery Rd	Montgomery	IL	60538
 251 Montgomery Rd	Montgomery	IL	60538
 251 Montgomery Rd 1801 S Meyers Rd STE 500	Montgomery Oak Brook Terrace	IL IL	60538 60181-5202
2623 Sweetbroom	Naperville	IL	60564
2623 Sweetbroom	Naperville	IL	60564
120 Preakness Dr	Oswego	IL	60543-4082
26W428 Prescott Dr	Winfield	IL	60190
26W428 Prescott Dr	Winfield	IL	60190
120 Preakness Dr	Oswego	IL	60543-408
120 Preakness Dr	Oswego	IL	60543-408
120 Preakness Dr	Oswego	IL	60543-408
120 Preakness Dr	Oswego	IL	60543-4082
120 Preakness Dr	Oswego	IL	60543-4082
129 Fiverside Dr	Montgomery	IL	60538
129 Fiverside Dr	Montgomery	IL	60538
720 Montgomery Rd	Montgomery	IL	60538-1862
720 Montgomery Rd	Montgomery	IL	60538-1862
716 Montgomery Rd	Montgomery	IL	60538-191
716 Montgomery Rd	Montgomery	IL	60538-1915
716 Montgomery Rd	Montgomery	IL	60538-191
 716 Montgomery Rd	Montgomery	IL	60538-1915
 29W660 Mack Rd	West Chicago	IL	60185-4434
29W660 Mack Rd	West Chicago	IL	60185-443
464 5th St	Aurora	IL	60505-474
464 5th St	Aurora	IL	60505-474
464 5th St	Aurora	IL	60505-474
464 5th St	Aurora Yorkville	IL IL	60505-474 60560-210
 407 Park St 407 Park St	Yorkville	IL IL	60560-210
407 Park St 407 Park St	Yorkville	IL IL	60560-210
407 Park St	Yorkville	IL	60560-210
298 Montgomery Rd	Montgomery	IL	60538
298 Montgomery Rd	Montgomery	IL	60538
2552 N 2950 Rd	Marseilles	IL	61341
 2552 N 2950 Rd	Marseilles	IL	61341
 616 Lindsay Cir	North Aurora	IL	60542
 616 Lindsay Cir	North Aurora	IL	60542
29 N Broadway	Aurora	IL	60505-331
 29 N Broadway	Aurora	IL	60505-331
 207 W Kendall Dr	Yorkville	IL	60560
PO BOX 4369	Houston	TX	77210-436
PO BOX 4369	Houston	ТХ	77210-436
358 Montgomery Rd	Montgomery	IL	60538
358 Montgomery Rd	Montgomery	IL	60538
358 Montgomery Rd	Montgomery	IL	60538
358 Montgomery Rd	Montgomery	IL	60538
1344 Lafayette St 1344 Lafayette St	Aurora Aurora	IL IL	60505-553
1544 Lalayette St	Autora	IL	60505-553

M41TE	41	15-34-303-008	0.0124 ac	5 to 10 ft	Temporary Easement	Grading/Storm Sewer Install	78+00	LT	386 Montgomery Rd Montgomery, IL	Williams, James C.	38
							78+00		370 Montgomery Rd Aurora, IL		
M42	42	15-34-303-017	0.0459 ac	14 ft	Fee Take	Proposed Right of Way				Neuenkirchen, Timothy K.	37
M42TE	42	15-34-303-017	0.0168 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	79+00	LT	370 Montgomery Rd Aurora, IL	Neuenkirchen, Timothy K.	3
M43	43	15-34-304-001	0.1099 ac	13 ft	Fee Take	Proposed Right of Way	82+00	LT	Not Listed	Harbor Village LLC	3
M43TE	43	15-34-304-001	0.0866 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	82+00	LT	Not Listed	Harbor Village LLC	3
M44TE	44	15-34-305-001	0.0127 ac	4 ft	Temporary Easement	Grading	79+00	RT	S Fourth St Aurora, IL	St Pauls Lutheran Cemetery Assn,.	5
M45	45	15-34-306-030	0.0101 ac	2 ft	Fee Take	Proposed Right of Way	83+00	RT	1361 Pearl St Aurora, IL	Kane County As Trustee	P
M45TE	45	15-34-306-030	0.0105 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	83+00	RT	1361 Pearl St Aurora, IL	Kane County As Trustee	P
M46	46	15-34-306-042	0.0065 ac	2 ft	Fee Take	Proposed Right of Way	81+00	RT	S Fourth St Aurora, IL	Berthold, Phillip J.	13
M47	47	15-34-326-004	0.0417 ac	13 ft	Fee Take	Proposed Right of Way	86+00	LT	440 Montgomery Rd Montgomery, IL	Cano, Leonel & Griselda	44
M47TE	47	15-34-326-004	0.0228 ac	7 ft	Temporary Easement	Grading/Storm Sewer Install	86+00	LT	440 Montgomery Rd Montgomery, IL	Cano, Leonel & Griselda	44
M48	48	15-34-326-011	0.0256 ac	7 ft	Fee Take	Proposed Right of Way	88+00	LT	480 Montgomery Rd Montgomery, IL	Watland, Mark D.	48
M48TE	48	15-34-326-011	0.0312 ac	8 to 12 ft	Temporary Easement	Grading/Storm Sewer Install	88+00		480 Montgomery Rd Montgomery, IL	Watland, Mark D.	4
M49	48	15-34-326-013	0.0312 ac	13 ft	Fee Take		87+00			Watland, Mark D.	44
						Proposed Right of Way		-	460 Montgomery Rd Montgomery, IL		44
M49TE	49	15-34-326-013	0.0155 ac	7 ft	Temporary Easement	Grading/Storm Sewer Install	87+00	LT	460 Montgomery Rd Montgomery, IL	Watland, Mark D.	
M50	50	15-34-327-010	0.0476 ac	14 ft	Fee Take	Proposed Right of Way	90+00		1336 Fifth St Aurora, IL	Barrios, Armando	13
M50TE	50	15-34-327-010	0.0168 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	90+00	LT	1336 Fifth St Aurora, IL	Barrios, Armando	1
M51	51	15-34-327-019	0.0156 ac	14 ft	Fee Take	Proposed Right of Way	91+00	LT	512 Montgomery Rd Montgomery, IL	Martinez, John	5:
M51TE	51	15-34-327-019	0.0137 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	91+00	LT	512 Montgomery Rd Montgomery, IL	Martinez, John	5
M52	52	15-34-327-020	0.0137 ac	13 ft	Fee Take	Proposed Right of Way	91+50	LT	518 Montgomery Rd Aurora, IL	Almendarez, Adriana	8
M52TE	52	15-34-327-020	0.0197 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	91+50	LT	518 Montgomery Rd Aurora, IL	Almendarez, Adriana	8
M53	53	15-34-327-021	0.0132 ac	12 ft	Fee Take	Proposed Right of Way	92+00	LT	Montgomery Rd Aurora, IL	Almendarez, Adriana	8
M53TE	53	15-34-327-021	0.0054 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	92+00	LT	Montgomery Rd Aurora, IL	Almendarez. Adriana	8
M54	54	15-34-327-022	0.0127 ac	12 ft	Fee Take	Proposed Right of Way	92+50	LT	524 Montgomery Rd Aurora, IL	Veach, Paul E & Carol Sue	5
M54TE	54	15-34-327-022	0.0127 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	92+50		524 Montgomery Rd Aurora, IL	Veach, Paul E & Carol Sue	5.
			-		<u> </u>	-		-			
M55	55	15-34-327-023	0.0136 ac	11 ft	Fee Take	Proposed Right of Way	93+00		1315 Talma St Montgomery, IL	Property Investors Mango LP	P
M55TE	55	15-34-327-023	0.0079 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	93+00		1315 Talma St Montgomery, IL	Property Investors Mango LP	P
M56	56	15-34-328-001	0.0686 ac	11 ft	Fee Take	Proposed Right of Way	95+00	LT	Montgomery Rd Aurora, IL	Protestant Church Athletic Council,. Ken Reed Trustee	2:
M56TE	56	15-34-328-001	0.0315 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	95+00	LT	Montgomery Rd Aurora, IL	Protestant Church Athletic Council,. Ken Reed Trustee	2:
M57	57	15-34-329-012	0.0163 ac	8 ft	Fee Take	Proposed Right of Way	88+00	RT	1351 S Fifth St Montgomery, IL	Mares, Rosalba & Guadalupe	13
M58	58	15-34-329-023	0.0309 ac	8 ft	Fee Take	Proposed Right of Way	86+00	RT	445 Montgomery Rd Aurora, IL	Ramcon Corp & Ramirez, Osdaldo	24
M59	59	15-34-329-033	0.0200 ac	8 ft	Fee Take	Proposed Right of Way	87+00	RT	455 Montgomery Rd Aurora, IL	Moreno, Abel & Carmen	4
M60	60	15-34-330-001	0.0104 ac	5 ft	Fee Take	Proposed Right of Way	90+00	RT	1350 Fifth St Aurora, IL	Starble, Frank	5:
M60TE	60	15-34-330-001	0.0029 ac	6 ft	Temporary Easement	Grading/Storm Sewer Install	90+00	RT	1350 Fifth St Aurora, IL	Starble, Frank	5:
M61	61	15-34-330-018	0.0186 ac	5 ft	Fee Take	Proposed Right of Way	92+50	RT	1345 Talam St Montgomery, IL	Miller, James A & Nancy L.	1
M61TE	61	15-34-330-018	0.0215 ac	VAR			92+50	RT			1
					Temporary Easement	Grading/Storm Sewer Install		-	1345 Talam St Montgomery, IL	Miller, James A & Nancy L.	
M62	62	15-34-330-032	0.0126 ac	5 ft	Fee Take	Proposed Right of Way	90+50	RT	511 Montgomery Rd Aurora, IL	Starble, Frank A.	5:
M62TE	62	15-34-330-032	0.0133 ac	6 ft	Temporary Easement	Grading/Storm Sewer Install	90+50	1	511 Montgomery Rd Aurora, IL	Starble, Frank A.	5:
M63	63	15-34-330-047	0.0131 ac	5 ft	Fee Take	Proposed Right of Way	91+50	RT	515 Montgomery Rd Aurora, IL	Ippolito, Stanley & Villa, Reynalda	90
M63TE	63	15-34-330-047	0.0122 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	91+50	RT	515 Montgomery Rd Aurora, IL	Ippolito, Stanley & Villa, Reynalda	90
M64	64	15-34-331-028	0.0248 ac	8 ft	Fee Take	Proposed Right of Way	94+50	RT	1340 Talam St Montgomery, IL	Sellers, Sandra J.	13
M64TE	64	15-34-331-028	0.0158 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	94+50	RT	1340 Talam St Montgomery, IL	Sellers, Sandra J.	13
M65	65	15-34-331-039	0.0096 ac	3 ft	Fee Take	Proposed Right of Way	95+50	RT	1335 Jackson St Montgomery, IL	Mouton, Mario & Edna	13
M65TE	65	15-34-331-039	0.0062 ac	VAR	Temporary Easement	Grading	95+50	RT	1335 Jackson St Montgomery, IL	Mouton, Mario & Edna	1
M66	66	15-34-351-005	0.0378 ac	7 ft	Fee Take	-	69+00	RT			11
						Proposed Right of Way			1401 Douglas Ave Montgomery, IL	Herbert O. & Nancy C. Behrens	
M66PE	66	15-34-351-005	0.0138 ac	VAR	Permanent Easement	Traffic Signal/Storm Sewer	69+00	RT	1401 Douglas Ave Montgomery, IL	Herbert O. & Nancy C. Behrens	12
M66TE	66	15-34-351-005	0.0328 ac	8 ft	Temporary Easement	Grading	69+00		1401 Douglas Ave Montgomery, IL	Herbert O. & Nancy C. Behrens	11
M67TE	67	15-34-352-003	0.0895 ac	4 ft	Temporary Easement	Grading	75+00	RT	Douglas & Montgomery Rd Aurora, IL	St Pauls Lutheran Cemetery Assn,.	5
M68	68	15-34-401-001	0.1221 ac	6 ft	Fee Take	Proposed Right of Way	100+00	LT	Montgomery Rd Aurora, IL	Aurora, Township of	P
M68TE	68	15-34-401-001	0.2825 ac	10 to 15 ft	Temporary Easement	Grading	100+00	LT	Montgomery Rd Aurora, IL	Aurora, Township of	P
M69TE	69	15-34-401-002	0.0784 ac	VAR	Temporary Easement	Grading	108+00	LT	Not Listed	Fox Valley Park District	10
M70	70	15-34-401-002	0.0109 ac	4 ft	Fee Take	Proposed Right of Way	108+50	RT	Not Listed	Fox Valley Park District	10
M70TE	70	15-34-401-002	0.0165 ac	VAR	Temporary Easement	Grading	108+50	RT	Not Listed	Fox Valley Park District	10
				VAR		Proposed Right of Way				·	
M71 M71TE	71	<u>15-34-403-001</u> 15-34-403-001	0.0302 ac 0.0197 ac	VAR	Fee Take Temporary Easement		110+00 110+00	RT	Montgomery Rd Montogmery, IL Montgomery Rd Montogmery, IL	Aurora Township Fire Protection Dist,.	59
	71				- · ·	Grading		-		Aurora Township Fire Protection Dist,.	
M72	72	15-34-404-012	0.0112 ac	4 ft	Fee Take	Proposed Right of Way	98+00	RT	1334 Jackson St Montgomery, IL	Martinez, Florencio	1
M72TE	72	15-34-404-012	0.0315 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	98+00	RT	1334 Jackson St Montgomery, IL	Martinez, Florencio	13
M73	73	15-34-404-017	0.0125 ac	4 ft	Fee Take	Proposed Right of Way	99+00	RT	551 Montgomery Rd Montgomery, IL	Lahey, James A & Daphne Ann.	5
M73TE	73	15-34-404-017	0.0368 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	99+00	RT	551 Montgomery Rd Montgomery, IL	Lahey, James A & Daphne Ann.	5
M74	74	15-34-405-017	0.0130 ac	4 ft	Fee Take	Proposed Right of Way	101+00	RT	1326 Hinckey St Montgomery, IL	Cuanetl, Felipe & Kelly	1
M74PE	74	15-34-405-017	0.0326 ac	10 ft	Permanent Easement	Proposed Storm Sewers	101+00	RT	1326 Hinckey St Montgomery, IL	Cuanetl, Felipe & Kelly	1
M75	75	15-34-405-026	0.0120 ac	4 ft	Fee Take	Proposed Right of Way	103+00	RT	565 Montgomery Rd Montgomery, IL	McDonald, Pamela J & Michael William	5
M75PE	75	15-34-405-026	0.0319 ac	10 ft	Permanent Easement	Proposed Storm Sewers	103+00	RT	565 Montgomery Rd Montgomery, IL	McDonald, Pamela J & Michael William	5
M76PE	76	15-34-406-008	0.0099 ac	8 to 10 ft	Permanent Easement	Proposed Storm Sewers	106+50	RT	Hinman St Aurora, IL	Wortham, Cecil E & Carolyn J.	5
M77	76	15-34-406-014	0.0009 ac	VAR	Fee Take		105+00	RT	1322 Watson St Aurora, IL	Gutierrez, Rolando S. Countrywide Taz Services Corporation	P
						Proposed Right of Way					
M77PE	77	15-34-406-014	0.0319 ac	10 ft	Permanent Easement	Proposed Storm Sewers	105+00	1	1322 Watson St Aurora, IL	Gutierrez, Rolando S. Countrywide Taz Services Corporation	P
M78	78	15-34-406-020	0.0065 ac	VAR	Fee Take	Proposed Right of Way	106+00	RT	581 Montgomery Rd Aurora, IL	Wortham, Cecil E & Carolyn J.	58
M78PE	78	15-34-406-020	0.0190 ac	10 ft	Permanent Easement	Proposed Storm Sewers	106+00	RT	581 Montgomery Rd Aurora, IL	Wortham, Cecil E & Carolyn J.	58
M79	79	15-34-407-028	0.0029 ac	3 ft	Fee Take	Proposed Right of Way	107+50	RT	591 Montgomery Rd Montgomery, IL	Old Kent Bank,. Kenneth Steil	31
M79TE	79	15-34-407-028	0.0211 ac	17 ft	Temporary Easement	Grading/Storm Sewer Install	107+50	RT	591 Montgomery Rd Montgomery, IL	Old Kent Bank,. Kenneth Steil	30
M80	80	15-34-426-001	0.0215 ac	VAR	Fee Take	Proposed Right of Way	112+00	RT	603 Montgomery Rd Montgomery, IL	Witkowski, Ted G & Sharon L.	94
M80TE	80	15-34-426-001	0.0309 ac	10 ft	Temporary Easement	Grading	112+00	RT	603 Montgomery Rd Montgomery, IL	Witkowski, Ted G & Sharon L.	9
M81	81	15-34-426-002	0.0105 ac	5 ft	Fee Take	Proposed Right of Way	112+00	RT	617 Montgomery Rd Montgomery, IL	Hagerty, Thomas A.	6
M81TE	81	15-34-426-002	0.0203 ac	10 ft	Temporary Easement	Grading	113+00	RT	617 Montgomery Rd Montgomery, IL	Hagerty, Thomas A.	6
								-			
M82	82	15-34-426-003	0.0097 ac	3 to 5 ft	Fee Take	Proposed Right of Way	114+00	RT	629 Montgomery Rd Montgomery, IL	Villa, Lazaro	2
M82TE	82	15-34-426-003	0.0256 ac	10 ft	Temporary Easement	Grading	114+00	RT	629 Montgomery Rd Montgomery, IL	Villa, Lazaro	2
M83	83	15-34-426-004	0.0055 ac	3 ft	Fee Take	Proposed Right of Way	115+00	RT	629 Montgomery Rd Aurora, IL	Villa, Lazaro	2
M83TE	83	15-34-426-004	0.0205 ac	3 ft	Temporary Easement	Grading	115+00	RT	629 Montgomery Rd Aurora, IL	Villa, Lazaro	2
M84	84	15-34-426-005	0.0147 ac	3 to 4 ft	Fee Take	Proposed Right of Way	116+00	RT	699 Montgomery Ave Montgomery, IL	Pawelski, Linda	2
	84	15-34-426-005	0.0408 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	116+00	RT	699 Montgomery Ave Montgomery, IL	Pawelski, Linda	20
MR4TF		15-34-427-001	0.0054 ac	5 ft	Fee Take	Proposed Right of Way	118+00	RT	701 Montgomery Rd Montgomery, IL	Spadoni, Robert S.	18
M84TE M85	85 I		1 0.0004 at	1 510	I CC TONC	In toposed highle of way	110100			ppadon, nobert 5.	
M85	85			F f4	Tomporany Face	Grading/Storm Couver Install	110.00	DT	701 Montgomory Pd Montgom	Snadoni Robert S	
	85 85 86	15-34-427-001 15-34-427-001 15-34-427-002	0.0052 ac 0.0054 ac	5 ft 5 ft	Temporary Easement Fee Take	Grading/Storm Sewer Install Proposed Right of Way	118+00 118+50	RT	701 Montgomery Rd Montgomery, IL Montgomery Rd Montgomery, IL	Spadoni, Robert S. Spadoni, Robert S.	18

386 Montgomery Rd	Montgomery	IL	60538-1749
370 Montgomery Rd	Montgomery	IL	60538
370 Montgomery Rd	Montgomery	IL	60538
3700 W Devon STE A	Lincolnwood	IL	60712
3700 W Devon STE A	Lincolnwood	IL IL	60712 60505
555 E Benton St PO BOX 96	Edwardsville		62025-0096
PO BOX 96	Edwardsville	IL	62025-0096
1372 S 4th St	Montgomery		60538-1707
440 Montgomery Rd	Montgomery	IL	60538
440 Montgomery Rd	Montgomery	IL	60538
480 Montgomery Rd	Montgomery	IL	60538
480 Montgomery Rd	Montgomery	IL	60538
480 Montgomery Rd	Montgomery	IL	60538
480 Montgomery Rd	Montgomery	IL	60538
1335 Fifth St	Aurora	IL	60505
1335 Fifth St	Aurora	IL	60505
512 Montgomery Rd	Montgomery	IL	60538
512 Montgomery Rd	Montgomery	IL	60538
826 S 4th St 826 S 4th St	Aurora	IL IL	60505-5150
826 S 4th St	Aurora Aurora	IL	60505-5150 60505-5150
826 S 4th St	Aurora	IL	60505-5150
524 Montgomery Rd	Montgomery		60538
524 Montgomery Rd	Montgomery	IL	60538
PO BOX 2072	Northlake	IL	60164-0072
PO BOX 2072	Northlake	IL	60164-0072
2111 Garden Rd	Aurora	IL	60506
2111 Garden Rd	Aurora	IL	60506
1351 S Fifth St	Montgomery	IL	60538
2498 Deerfield Dr	Aurora	IL	60506
455 Montgomery Rd	Montgomery	IL	60538
511 Montgomery Rd	Montgomery	IL	60538
511 Montgomery Rd	Montgomery	IL	60538
1345 Talma	Montgomery	IL	60538
1345 Talma	Montgomery	IL IL	60538
511 Montgomery Rd 511 Montgomery Rd	Montgomery Montgomery	IL	60538 60538
960 Becker Ln	Aurora	IL	60505-2002
960 Becker Ln	Aurora		60505-2002
1340 Talam St	Montgomery	IL	60538-1726
1340 Talam St	Montgomery	IL	60538-1726
1335 Jackson St	Montogmery	IL	60538
1335 Jackson St	Montogmery	IL	60538
12281 Nicollet Ave S	Burnsville	MN	55337-1622
12281 Nicollet Ave S	Burnsville	MN	55337-1622
12281 Nicollet Ave S	Burnsville	MN	55337-1622
555 E Benton St	Aurora	IL	60505
PO BOX 2847 80 N Broadway	Aurora	IL	60507-2847
PO BOX 2847 80 N Broadway	Aurora	IL	60507-2847
101 W Illinois Ave 101 W Illinois Ave	Aurora	L	60506-5989 60506-5989
101 W Illinois Ave	Aurora Aurora	IL	60506-5989
599 Montgomery Rd	Montgomery		
599 Montgomery Rd	INIOIItgoineiy		GOE 20 1720
1334 Jackson St	Montgomery	IL II	60538-1729 60538-1729
1334 Jackson St	Montgomery Montgomery	IL	60538-1729
	Montgomery		
551 Montgomery Rd		IL IL	60538-1729 60538
	Montgomery Montgomery	IL IL IL	60538-1729 60538 60538
551 Montgomery Rd	Montgomery Montgomery Montgomery Montgomery Montgomery	IL IL IL IL	60538-1729 60538 60538 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St	Montgomery Montgomery Montgomery Montgomery	IL IL IL IL IL IL IL IL IL	60538-1729 60538 60538 60538 60538 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery	IL IL IL IL IL IL IL IL IL IL IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery	IL IL IL IL IL IL IL IL IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery	Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd PO BOX 10211 SV-24	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS	IL IL IL IL IL IL IL IL IL CA	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd PO BOX 10211 SV-24 PO BOX 10211 SV-24	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS	Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц СА	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hontgomery Rd 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 90 BOX 10211 SV-24 9881 Montgomery Rd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hontgomery Rd 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd PO BOX 10211 SV-24 PO BOX 10211 SV-24 581 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS Montgomery Montgomery Montgomery	Ц Ц Ц Ц Ц Ц Ц Ц Ц Ц	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 60538 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd PO BOX 10211 SV-24 PO BOX 10211 SV-24 S81 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd 3673 E 2603 RD	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Van NUYS VAN NUYS VAN NUYS Montgomery Montgomery Montgomery Sheridan	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 60538 60538 60551-9591
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd PO BOX 10211 SV-24 PO BOX 10211 SV-24 S81 Montgomery Rd 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS VAN NUYS Montgomery Montgomery Sheridan	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 60538 60538 60551-9591
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd PO BOX 10211 SV-24 PO BOX 10211 SV-24 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD 943 W Bailey Rd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS Montgomery Montgomery Sheridan Sheridan Naperville	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 60538 60551-9591 60551-9591 60555
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd PO BOX 10211 SV-24 PO BOX 10211 SV-24 S81 Montgomery Rd 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS VAN NUYS Montgomery Montgomery Sheridan	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 60538 60538 60551-9591
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 365 Montgomery Rd 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd PO BOX 10211 SV-24 PO BOX 10211 SV-24 581 Montgomery Rd 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD 943 W Bailey Rd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS Montgomery Sheridan Sheridan Naperville	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 60538 60551-9591 60551-9591 60555 60565
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 90 BOX 10211 SV-24 90 BOX 10211 SV-24 581 Montgomery Rd 9673 E 2603 RD 943 W Bailey Rd 943 W Bailey Rd 617 Montgomery Rd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS Montgomery Sheridan Sheridan Naperville Naperville Montgomery	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 91410-0211 60538 60551-9591 60551-9591 60555 60555 60555
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 565 Montgomery Rd 90 BOX 10211 SV-24 PO BOX 10211 SV-24 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD 943 W Bailey Rd 617 Montgomery Rd 617 Montgomery Rd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS VAN NUYS Montgomery Sheridan Sheridan Naperville Naperville Montgomery Montgomery	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 91410-0211 60538 60551-9591 60551-9591 60565 60565 605538 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 90 BOX 10211 SV-24 PO BOX 10211 SV-24 S81 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD 943 W Bailey Rd 943 W Bailey Rd 617 Montgomery Rd 617 Montgomery Rd 215 W Galena Blvd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS VAN NUYS VAN NUYS Montgomery Montgomery Sheridan Sheridan Naperville Naperville Montgomery Montgomery Montgomery Aurora	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 91410-0211 91410-0211 60538 60551-9591 60551-9591 60565 605538 60538 60538 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 90 BOX 10211 SV-24 90 BOX 10211 SV-24 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD 943 W Bailey Rd 617 Montgomery Rd 215 W Galena Blvd 215 W Galena Blvd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS VAN NUYS Sheridan Sheridan Sheridan Naperville Montgomery Montgomery Montgomery Aurora Aurora	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 91410-0211 91410-0211 60538 60551-9591 605551-9591 60555 60565 60565 60538 60538 60538 60538
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 90 BOX 10211 SV-24 90 BOX 10211 SV-24 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD 943 W Bailey Rd 943 W Bailey Rd 617 Montgomery Rd 215 W Galena Blvd 215 W Galena Blvd 215 W galena Blvd	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS VAN NUYS Sheridan Sheridan Sheridan Naperville Naperville Montgomery Montgomery Aurora Aurora Aurora	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 60538 60538 60538 60538 60538 60551-9591 60551-9591 60555 60565 60565 60538 60538 60538 60538 60538 60506-4025
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Minckley St 565 Montgomery Rd 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 90 BOX 10211 SV-24 PO BOX 10211 SV-24 581 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD 943 W Bailey Rd 617 Montgomery Rd 617 Montgomery Rd 617 Montgomery Rd 215 W Galena Blvd 215 W galena Blvd 215 W galena Blvd 2001 Caroline Ct 2001 Caroline Ct	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS VAN NUYS VAN NUYS Montgomery Montgomery Sheridan Sheridan Sheridan Sheridan Naperville Montgomery Montgomery Aurora Aurora Aurora Aurora Mont Juliet Mont Juliet	IL IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 91410-0211 91410-0211 60538 60551-9591 60551-9591 60555 60555 60555 60555 60555 60506-4025 60506-4025 37122-2568
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Hinckley St 565 Montgomery Rd 565 Montgomery Rd 565 Montgomery Rd 90 B0X 10211 SV-24 PO B0X 10211 SV-24 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD 943 W Bailey Rd 943 W Bailey Rd 215 W Galena Blvd 215 W galena Blvd 215 W galena Blvd 215 W galena Blvd 2001 Caroline Ct 2001 Caroline Ct 2012 Caroline Ct 1822 Kelly Ct	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS VAN NUYS VAN NUYS Sheridan Sheridan Sheridan Sheridan Naperville Montgomery Montgomery Aurora Aurora Aurora Aurora Aurora Mont Juliet Mont Juliet Darien	IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 91410-0211 91410-0211 60538 60551-9591 60551-9591 60555 60565 60565 60565 60565 60565 60506-4025 60506-4025 60506-4025 60506-4025 60506-4025 60506-4025 60506-4025 837122-2568 60561
551 Montgomery Rd 551 Montgomery Rd 1326 Hinckley St 1326 Montgomery Rd 565 Montgomery Rd 565 Montgomery Rd 581 Montgomery Rd 581 Montgomery Rd 90 BOX 10211 SV-24 PO BOX 10211 SV-24 581 Montgomery Rd 581 Montgomery Rd 3673 E 2603 RD 3673 E 2603 RD 943 W Bailey Rd 617 Montgomery Rd 617 Montgomery Rd 617 Montgomery Rd 215 W Galena Blvd 215 W galena Blvd 215 W galena Blvd 215 W galena Blvd 2001 Caroline Ct 2001 Caroline Ct	Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery Montgomery VAN NUYS VAN NUYS VAN NUYS VAN NUYS VAN NUYS Montgomery Montgomery Sheridan Sheridan Sheridan Sheridan Naperville Montgomery Montgomery Aurora Aurora Aurora Aurora Mont Juliet Mont Juliet	IL IL	60538-1729 60538 60538 60538 60538 60538 60538 60538 60538 91410-0211 91410-0211 91410-0211 91410-0211 60538 60551-9591 60551-9591 60555 60556 60553 605538 605538 605538 605538 605538 60554 0255 60506-4025 50506-4025 37122-2568

M86TE	86	15-34-427-002	0.0050 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	118+50	RT	Montgomery Rd Montgomery, IL	Spadoni, Robert S.	18
M87	87	15-34-427-003	0.0056 ac	5 ft	Fee Take	Proposed Right of Way	119+00	RT	709 Montgomery Rd Aurora, IL	Franco, Prisciliano	70
M87TE	87	15-34-427-003	0.0050 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	119+00	RT	709 Montgomery Rd Aurora, IL	Franco, Prisciliano	70
M88	88	15-34-427-004	0.0056 ac	6 ft	Fee Take	Proposed Right of Way	119+50	RT	711 Montgomery Rd Aurora, IL	Pacheco, Floencio, Martha & Delgado, Cergio B.	7:
M88TE	88	15-34-427-004	0.0050 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	119+50	RT	711 Montgomery Rd Aurora, IL	Pacheco, Floencio, Martha & Delgado, Cergio B.	7:
M89	89	15-34-427-005	0.0056 ac	6 ft	Fee Take	Proposed Right of Way	120+00	RT	715 Montgomery Rd Montgomery, IL	Patterson, Norman	7
M89TE	89	15-34-427-005	0.0050 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	120+00	RT	715 Montgomery Rd Montgomery, IL	Patterson, Norman	7
M90	90	15-34-427-005	0.0058 ac	6 ft	Fee Take	-	120+50		Montgomery Rd Montgomery, IL	Patterson, Norman	55
						Proposed Right of Way		RT			
M90TE	90	15-34-427-006	0.0052 ac	5 ft	Temporary Easement	Grading/Storm Sewer Install	120+50	RT	Montgomery Rd Montgomery, IL	Patterson, Norman	5
M91	91	15-34-428-001	0.0065 ac	6 ft	Fee Take	Proposed Right of Way	121+00	RT	Montgomery Rd Montgomery, IL	Davenport, Gloria Robinson Trust,. Gloria R Davenport	2
M91TE	91	15-34-428-001	0.0104 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	121+00	RT	Montgomery Rd Montgomery, IL	Davenport, Gloria Robinson Trust,. Gloria R Davenport	2
M92	92	15-34-428-002	0.0063 ac	6 ft	Fee Take	Proposed Right of Way	121+50	RT	Montgomery Rd Montgomery, IL	Davenport, Gloria Robinson Trust,. Gloria R Davenport	2
M92PE	92	15-34-428-002	0.0028 ac	5 ft	Permanent Easement	Proposed Storm Sewers	121+50	RT	Montgomery Rd Montgomery, IL	Davenport, Gloria Robinson Trust,. Gloria R Davenport	2
M92TE	92	15-34-428-002	0.0074 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	121+50	RT	Montgomery Rd Montgomery, IL	Davenport, Gloria Robinson Trust,. Gloria R Davenport	2
M93	93	15-34-428-003	0.0063 ac	6 ft	Fee Take	Proposed Right of Way	122+00	RT	Montgomery Rd Montgomery, IL	Davenport, Gloria Robinson Trust,. Gloria R Davenport	2
M93PE	93	15-34-428-003	0.0047 ac	5 ft	Permanent Easement	Proposed Storm Sewers	122+00	RT	Montgomery Rd Montgomery, IL	Davenport, Gloria Robinson Trust, Gloria R Davenport	2
M93TE	93	15-34-428-003	0.0055 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	122+00	RT	Montgomery Rd Montgomery, IL	Davenport, Gloria Robinson Trust, Gloria R Davenport	2
M94	94	15-34-428-004	0.0062 ac	6 ft	Fee Take	Proposed Right of Way	122+50	RT	743 Montgomery Rd Mongomery, IL	Gupta Properties I LLC	2
M94TE	94	15-34-428-004	0.0070 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	122+50	RT	743 Montgomery Rd Mongomery, IL 743 Montgomery Rd Mongomery, IL	Gupta Properties I LLC	22
						-	122+30	RT			74
M95	95	15-34-428-005	0.0061 ac	6 ft	Fee Take	Proposed Right of Way			745 Montgomery Rd Aurora, IL	Mercado, John R.	
M95TE	95	15-34-428-005	0.0041 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	123+00	RT	745 Montgomery Rd Aurora, IL	Mercado, John R.	74
M96	96	15-34-428-006	0.0062 ac	6 ft	Fee Take	Proposed Right of Way	123+50	RT	747 Montgomery Rd Montgomery, IL	Sandoval, Mauro & Teresa	74
M97PE	97	15-35-126-003	0.0969 ac	5 ft	Permanent Easement	Proposed Storm Sewers	135+00	LT	Not Listed (Pool)	Aurora City of & Fox Valley park District, Jack E Funderburg, Property Manager	44
M97TE	97	15-35-126-003	0.0239 ac	5 to 10 ft	Temporary Easement	Grading/Storm Sewer Install	135+00	LT	Not Listed (Pool)	Aurora City of & Fox Valley park District, Jack E Funderburg, Property Manager	44
M98TE	98	15-35-126-005	0.2695 ac	VAR	Temporary Easement	Grading	139+00	LT	1001 Hill Ave Aurora, IL	Aurora City of & Fox Valley park District, Jack E Funderburg, Property Manager	44
M99	99	15-35-153-019	0.0083 ac	8 ft	Fee Take	Proposed Right of Way	124+50	LT	756 Montgomery Rd Aurora, IL	Mack, Charles	7
M99TE	99	15-35-153-019	0.0062 ac	6 ft	Temporary Easement	Grading/Storm Sewer Install	124+50	LT	756 Montgomery Rd Aurora, IL	Mack, Charles	7
M100	100	15-35-153-020	0.0079 ac	8 ft	Fee Take	Proposed Right of Way	125+00	LT	760 Montogmery Rd Montgomery, IL	Duron, Raul	70
M100TE	100	15-35-153-020	0.0059 ac	6 ft	Temporary Easement	Grading/Storm Sewer Install	125+00	LT	760 Montogmery Rd Montgomery, IL	Duron, Raul	70
M101	100	15-35-153-021	0.0082 ac	8 ft	Fee Take	Proposed Right of Way	125+50	LT	764 Montgomery Rd Montgomery, IL	GMA Construction Inc.	13
M101TE	101	15-35-153-021	0.0082 ac	6 ft	Temporary Easement	Grading/Storm Sewer Install	125+50		764 Montgomery Rd Montgomery, IL	GMA Construction Inc.	13
	101	15-35-153-021	0.0081 ac	8 ft		-	125+50		764 Montgomery Rd Montgomery, IL 764 Montgomery Rd Montgomery, IL		13
M102					Fee Take	Proposed Right of Way				GMA Construction Inc.	1
M102TE	102	15-35-153-022	0.0061 ac	6 ft	Temporary Easement	Grading/Storm Sewer Install	126+00	LT	764 Montgomery Rd Montgomery, IL	GMA Construction Inc.	
M103	103	15-35-153-023	0.0172 ac	8 ft	Fee Take	Proposed Right of Way	127+00	LT	1249 S State St Aurora, IL	Ramirez, Jesus	12
M103TE	103	15-35-153-023	0.0122 ac	6 ft	Temporary Easement	Grading/Storm Sewer Install	127+00	LT	1249 S State St Aurora, IL	Ramirez, Jesus	12
M104	104	15-35-154-019	0.0087 ac	5 ft	Fee Take	Proposed Right of Way	128+00	LT	780 Montgomery Rd Aurora, IL	Leadbetter, Charles J & Dawn M.	75
M104TE	104	15-35-154-019	0.0204 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	128+00	LT	780 Montgomery Rd Aurora, IL	Leadbetter, Charles J & Dawn M.	78
M105	105	15-35-154-022	0.0112 ac	6 ft	Fee Take	Proposed Right of Way	129+00	LT	1239 Howell Pl Aurora, IL	Secretary of Housing & Urban Development	7
M105TE	105	15-35-154-022	0.0205 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	129+00	LT	1239 Howell Pl Aurora, IL	Secretary of Housing & Urban Development	7
M106	106	15-35-154-023	0.0097 ac	5 ft	Fee Take	Proposed Right of Way	130+00	LT	784 Montgomery Rd Aurora, IL	Orr, Ronald L & Marilyn R.	33
M106TE	106	15-35-154-023	0.0244 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	130+00	LT	784 Montgomery Rd Aurora, IL	Orr, Ronald L & Marilyn R.	33
M107	100	15-35-230-021	0.0515 ac	VAR	Fee Take	Proposed Right of Way	170+00	LT	Not Listed	Parkside Inc., Stephanie Krzyzowski	0
M107TE	107	15-35-230-021	0.1681 ac	VAR			170+00	LT	Not Listed		0
	107			VAR	Temporary Easement	Grading/Storm Sewer Install	167+00			Parkside Inc,. Stephanie Krzyzowski	
M108		15-35-230-022	0.2261 ac		Fee Take	Proposed Right of Way		LT	Lincoln Hwy & Montgomery Aurora, IL	Krzyzowski, Stephanie Parkside Inc	09
M108PE	108	15-35-230-022	0.0920 ac	VAR	Permanent Easement	Storm Sewer	167+00	LT	Lincoln Hwy & Montgomery Aurora, IL	Krzyzowski, Stephanie Parkside Inc	09
M108TE	108	15-35-230-022	0.0100 ac	VAR	Temporary Easement	Grading	167+00	LT	Lincoln Hwy & Montgomery Aurora, IL	Krzyzowski, Stephanie Parkside Inc	0
M109	109	15-35-230-023	0.0626 ac	VAR	Fee Take	Proposed Right of Way	342+00	RT	Not Listed	Bigelow Farnsworth, LLC	80
M109TE	109	15-35-230-023	0.0278 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	342+00	RT	Not Listed	Bigelow Farnsworth, LLC	80
M110	110	15-35-230-024	0.0438 ac	26 to 27 ft	Fee Take	Proposed Right of Way	340+00	RT	Not Listed	Bigelow Farnsworth, LLC	8
M111	111	15-35-230-026	0.1223 ac	27 ft	Fee Take	Proposed Right of Way	338+50	RT	Not Listed	Bigelow Farnsworth, LLC	8
M112	112	15-35-230-028	0.0113 ac	VAR	Fee Take	Proposed Right of Way	173+00	LT	Not Listed	Bigelow Farnsworth, LLC	8
M112TE	112	15-35-230-028	0.0712 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	173+00	LT	Not Listed	Bigelow Farnsworth, LLC	8
M113	112	15-35-251-003	0.9254 ac	22 to 30 ft	Fee Take	Proposed Right of Way	155+00	RT	Montgomery Rd Montgomery, IL	Krzyzowski, Stephanie Family Limited Partnership	99
M113 M113TE	113	15-35-251-003	0.3416 ac	10 ft	Temporary Easement	Grading/Storm Sewer Install	155+00	RT		Krzyzowski, Stephanie Family Limited Partnership	
				1	1		1				
M114	114	15-35-251-005	0.1520 ac	VAR	Fee Take	Proposed Right of Way	164+00	LT	Montgomery Rd Aurora, IL	Aurora City of, Jack E Funderburg, Property Manager	4
M114TE	114	15-35-251-005	0.3173 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	164+00	LT	Montgomery Rd Aurora, IL	Aurora City of, Jack E Funderburg, Property Manager	44
M115TE	115	15-35-251-006	0.0044 ac	5 ft	Temporary Easement	Grading	162+00	LT	Montgomery Rd Aurora, IL	Aurora City of, Jack E Funderburg, Property Manager	44
M116	116	15-35-301-001	0.0107 ac	6 ft	Fee Take	Proposed Right of Way	125+00	RT	755 Montgomery Rd Montgomery, IL	Gaytan, Eduardo	7
M116TE	116	15-35-301-001	0.0098 ac	5 ft	Temporary Easement	Grading	125+00	RT		Gaytan, Eduardo	7:
M117	117	15-35-301-002	0.0101 ac	6 ft	Fee Take	Proposed Right of Way	125+50	RT	765 Montgomery Rd Montgomery, IL	Aug, L A Foster K J & Huchel R E	70
M117TE	117	15-35-301-002	0.0086 ac	5 ft	Temporary Easement	Grading	125+50	RT	765 Montgomery Rd Montgomery, IL	Aug, L A Foster K J & Huchel R E	7
M118	118	15-35-301-003	0.0110 ac	6 ft	Fee Take	Proposed Right of Way	126+50	RT	771 Montgomery Rd Montgomery, IL	Baxter, Pauline M.	7
M118TE	118	15-35-301-003	0.0108 ac	5 ft	Temporary Easement	Grading	126+50	RT	771 Montgomery Rd Montgomery, IL	Baxter, Pauline M.	7
M119	119	15-35-302-001	0.0271 ac	10 ft	Fee Take	Proposed Right of Way	128+00	RT	777 Montgomery Rd Montgomery, IL	Hernandez, Cirilo & Carol E	7
M119TE	119	15-35-302-001	0.0324 ac	10 ft	Temporary Easement	Grading	128+00	RT	777 Montgomery Rd Montgomery, IL	Hernandez, Cirilo & Carol E	7
M120	120	15-35-302-006	0.0404 ac	8 to 10 ft	Fee Take	Proposed Right of Way	131+00	RT	807-817 Montgomery Rd Montgomery, IL	Vardouniotis, Chris Revoc Living Trust, Tristee, Chris Anastasia Vardouniotis, Trustee	14
M120PE				1	Permanent Easement	Storm Sewer		RT	807-817 Montgomery Rd Montgomery, IL		14
	120	15-35-302-006	0.0184 ac	20 ft			131+00			Vardouniotis, Chris Revoc Living Trust, Tristee, Chris Anastasia Vardouniotis, Trustee	
M120TE	120	15-35-302-006	0.0703 ac	20 ft	Temporary Easement	Parking Improvements	131+00	RT	807-817 Montgomery Rd Montgomery, IL	Vardouniotis, Chris Revoc Living Trust, Tristee, Chris Anastasia Vardouniotis, Trustee	14
M121	121	15-35-302-007	0.0333 ac	10 to 12 ft	Fee Take	Proposed Right of Way	133+00	RT	819 Montgomery Rd Montgomery, IL	Palfalvi, Ferenc	8
M121TE	121	15-35-302-007	0.0482 ac	5 to 20 ft	Temporary Easement	Grading	133+00	RT	819 Montgomery Rd Montgomery, IL	Palfalvi, Ferenc	8
M122	122	15-35-302-017	0.0381 ac	13 ft	Fee Take	Proposed Right of Way	134+50	RT	1301 Kingston Ave Montgomery, IL	Staniszewski, Thaddeus P & Patricia Ann	13
M122TE	122	15-35-302-017	0.0159 ac	5 ft	Temporary Easement	Grading	134+50	RT	1301 Kingston Ave Montgomery, IL	Staniszewski, Thaddeus P & Patricia Ann	13
M123	123	15-35-302-024	0.0304 ac	9 ft	Fee Take	Proposed Right of Way	130+00	RT	781 & 805 Montgomery Rd Montgomery, IL	Platt, Albert E Joan M.	58
	123	15-35-302-024	0.0578 ac	20 ft	Permanent Easement	Parking Improvements	130+00	RT	781 & 805 Montgomery Rd Montgomery, IL	Platt, Albert E Joan M.	58
M123PE		15-35-302-024	0.0072 ac	11 ft	Temporary Easement	Grading	130+00	RT	781 & 805 Montgomery Rd Montgomery, IL	Platt, Albert E Joan M.	58
	123	15-35-305-001	0.0443 ac	14 ft	Fee Take	Proposed Right of Way	136+50	RT	845 Montgomery Rd Montgomery, IL	Gillespie, Larry G.	84
M123TE	123 124			VAR	Temporary Easement	Grading/Storm Sewer Install	136+50	RT	845 Montgomery Rd Montgomery, IL	Gillespie, Larry G.	84
M123TE M124	124		(),() \ \ \ \ \ \ \ \ \ \ \ \	1 100		Proposed Right of Way	138+00	RT	847 Montgomery Rd Montgomery, IL	Wurst, Ignaz Dclrn of Living Trust, Trustee W & J Wurst, Successor Co- Trustees	2
M123TE M124 M124TE	124 124	15-35-305-001	0.0338 ac	15 f+	Fee Take						
M123TE M124 M124TE M125	124 124 125	15-35-305-001 15-35-305-010	0.0441 ac	15 ft	Fee Take						
M123TE M124 M124TE M125 M125TE	124 124 125 125	15-35-305-001 15-35-305-010 15-35-305-010	0.0441 ac 0.0326 ac	VAR	Temporary Easement	Grading/Storm Sewer Install	138+00	RT	847 Montgomery Rd Montgomery, IL	Wurst, Ignaz Dclrn of Living Trust, Trustee W & J Wurst, Successor Co- Trustees	2
M123TE M124 M124TE M125 M125TE M125TE M126	124 124 125 125 126	15-35-305-001 15-35-305-010 15-35-305-010 15-35-326-004	0.0441 ac 0.0326 ac 0.0536 ac	VAR 17 ft	Temporary Easement Fee Take	Grading/Storm Sewer Install Proposed Right of Way	138+00 140+00	RT RT	847 Montgomery Rd Montgomery, IL 901 Montgomery Rd Montgomery, IL	Wurst, Ignaz DcIrn of Living Trust, Trustee W & J Wurst, Successor Co- Trustees Maldonado, Efrain Jr.	2
M123TE M124 M124TE M125 M125TE M126 M126TE	124 124 125 125 126 126	15-35-305-001 15-35-305-010 15-35-305-010 15-35-326-004 15-35-326-004	0.0441 ac 0.0326 ac 0.0536 ac 0.0502 ac	VAR 17 ft 15 ft	Temporary Easement Fee Take Temporary Easement	Grading/Storm Sewer Install Proposed Right of Way Grading/Storm Sewer Install	138+00 140+00 140+00	RT RT RT	847 Montgomery Rd Montgomery, IL 901 Montgomery Rd Montgomery, IL 901 Montgomery Rd Montgomery, IL	Wurst, Ignaz DcIrn of Living Trust, Trustee W & J Wurst, Successor Co- Trustees Maldonado, Efrain Jr. Maldonado, Efrain Jr.	2: 2: 2:
M123TE M124 M124TE M125 M125TE M125TE M126	124 124 125 125 126	15-35-305-001 15-35-305-010 15-35-305-010 15-35-326-004	0.0441 ac 0.0326 ac 0.0536 ac	VAR 17 ft	Temporary Easement Fee Take	Grading/Storm Sewer Install Proposed Right of Way	138+00 140+00	RT RT RT RT	847 Montgomery Rd Montgomery, IL 901 Montgomery Rd Montgomery, IL	Wurst, Ignaz DcIrn of Living Trust, Trustee W & J Wurst, Successor Co- Trustees Maldonado, Efrain Jr.	2

	1822 Kelly Ct	Darien	IL	60561
	709 Montgomery Rd	Aurora	IL	60505
	709 Montgomery Rd	Aurora	IL	60505
	711 Montgomery Rd	Montgomery	IL	60538
	711 Montgomery Rd	Montgomery	IL	60538
	715 Montgomery Rd	Montogmery	IL	60538
	715 Montgomery Rd	Montogmery	IL	60538
	55 Pueblo Rd	Montgomery	IL	60538
	55 Pueblo Rd	Montgomery	IL	60538
	2717 Green St	Vicksburg	MS	39180-4605
	2717 Green St	Vicksburg	MS	39180-4605
	2717 Green St	Vicksburg	MS	39180-4605
	2717 Green St	Vicksburg	MS	39180-4605
	2717 Green St	Vicksburg	MS	39180-4605
	2717 Green St	Vicksburg	MS	39180-4605
	2717 Green St	Vicksburg	MS	39180-4605
	2717 Green St	Vicksburg	MS	39180-4605
	2269 Kenyon Ct	Aurora	IL	60502-1392
	2269 Kenyon Ct	Aurora	IL IL	60502-1392
	745 Montgomery Rd	Montgomery	IL	60538
	745 Montgomery Rd	Montgomery	IL	60538
	747 Montgomery Rd	Montgomery	IL	60538
	44 E Downer Pl	Aurora	IL	60507
	44 E Downer Pl	Aurora	IL	60507
	44 E Downer Pl	Aurora	IL	60507
	756 Montgomery Rd	Montgomery	IL	60538
	756 Montgomery Rd	Montgomery	IL	60538
_	760 Montgomery Rd	Montgomery	IL	60538
	760 Montgomery Rd	Montgomery	IL	60538
	1309 Adeline Ct	Aurora	IL IL	60505-1101
	1309 Adeline Ct	Aurora	IL	60505-1101
	1309 Adeline Ct		IL	60505-1101
		Aurora		
	1309 Adeline Ct	Aurora	IL	60505-1101
	1249 S State St	Aurora	IL	60505
	1249 S State St	Aurora	IL	60505
	780 Montgomery Rd	Montgomery	IL	60538
	780 Montgomery Rd	Montgomery	IL	60538
	77 W Jackson Blvd STE 2200	Chicago	IL	60604-8902
	77 W Jackson Blvd STE 2200	Chicago	IL	60604-8902
	3322 Chicago Rd	Paw Paw	IL	61353
	3322 Chicago Rd	Paw Paw	IL	61353
	09S465 Farnsworth Ave	Aurora	IL	60504
	09S465 Farnsworth Ave	Aurora	IL IL	60504
	09S507 Farnsworth Ave	Aurora	IL IL	
				60504
	09S507 Farnsworth Ave	Aurora	IL	60504
	09S507 Farnsworth Ave	Aurora	IL	60504
	860 Serendipity Dr	Aurora	IL	60504
	860 Serendipity Dr	Aurora	IL	60504
	861 Serendipity Dr	Aurora	IL	60505
	861 Serendipity Dr	Aurora	IL	60505
	860 Serendipity Dr	Aurora	IL	60504
	860 Serendipity Dr	Aurora	IL	60504
	9S507 Farnsworth Avenue	Aurora	IL	60504
	9S507 Farnsworth Avenue	Aurora	IL	60504
	44 E Downer Pl	Aurora	IL	60507
	44 E Downer Pl	Aurora	IL	60507
	44 E Downer Pl	Aurora	IL	60507
	755 Montgomery Rd		IL IL	60538
	755 Montgomery Rd 755 Montgomery Rd	Montgomery		
	<u> </u>	Montgomery	IL II	60538
	765 Montogmery Rd	Montgomery	IL	60538
	765 Montogmery Rd	Montgomery	IL	60538
	771 Montgomery Rd	Montgomery	IL	60538
	771 Montgomery Rd	Montgomery	IL	60538
	777 Montgomery Rd	Montgomery	IL	60538
	777 Montgomery Rd	Montgomery	IL	60538
_	1432 Southlawn Pl	Aurora	IL	60506
	1432 Southlawn Pl	Aurora	IL	60506
	1432 Southlawn Pl	Aurora	IL	60506
	819 Montgomery Rd	Montgomery	IL	60538-1827
	819 Montgomery Rd	Montgomery	IL	60538-1827
	1360 Hinckley St	Montgomery	IL	60538
	1360 Hinckley St	Montgomery	IL	60538
	58 Garden Dr	Montgomery	IL	60538
	58 Garden Dr		IL IL	60538
		Montgomery		
	58 Garden Dr	Montgomery	IL 	60538
	845 Montgomery Rd	Montgomery	IL	60538
	845 Montgomery Rd	Montgomery	IL	60538
	2560 Cannonball Trl	Bristol	IL	60512
	2560 Cannonball Trl	Bristol	IL	60512
	23021 Eider Dr	Plainfield	IL	60585
	23021 Eider Dr	Plainfield	IL	60585
	2560 Cannonball Trl	Bristol	IL	60512

M128	128	15-35-326-011	0.0346 ac	19 ft	Fee Take	Proposed Right of Way	145+00	RT	909 Montgomery Rd Montgomery, IL	Katterman, Alan K & Cheryl A.
M128TE	128	15-35-326-011	0.0242 ac	11 to 20 ft	Temporary Easement	Grading/Storm Sewer Install	145+00	RT	909 Montgomery Rd Montgomery, IL	Katterman, Alan K & Cheryl A.
M129	129	15-35-326-017	0.0550 ac	19 ft	Fee Take	Proposed Right of Way	148+00	RT	915 Montgomery Rd Montgomery, IL	Bell, William J & Marianne L.
M129TE	129	15-35-326-017	0.0340 ac	11 ft	Temporary Easement	Grading	148+00	RT	915 Montgomery Rd Montgomery, IL	Bell, William J & Marianne L.
M130	130	15-35-326-021	0.0791 ac	19 ft	Fee Take	Proposed Right of Way	146+00	RT	911 Montgomery Rd Montgomery, IL	Keck, William C & Margaret R.
M130TE	130	15-35-326-021	0.0454 ac	11 ft	Temporary Easement	Grading	146+00	RT	911 Montgomery Rd Montgomery, IL	Keck, William C & Margaret R.
M131	131	15-35-326-022	0.0802 ac	19 ft	Fee Take	Proposed Right of Way	144+00	RT	907 Montgomery Rd Montgomery, IL	Mindar, Kenneth P & Barbara E.
M131TE	131	15-35-326-022	0.0604 ac	10 to 20 ft	Temporary Easement	Grading	144+00	RT	907 Montgomery Rd Montgomery, IL	Mindar, Kenneth P & Barbara E.
M132	132	15-35-326-025	0.0549 ac	18 ft	Fee Take	Proposed Right of Way	142+00	RT	Not Listed	Enoch, Gerald L.
M132TE	132	15-35-326-025	0.0262 ac	8 to 10 ft	Temporary Easement	Grading	142+00	RT	Not Listed	Enoch, Gerald L.
M133TE	133	15-35-326-026	0.0011 ac	2 ft	Temporary Easement	Grading	142+00	RT	905 Montgomery Rd Unit A Montgomery, IL	Hashmi Huhammad
M134TE	134	15-35-326-027	0.0011 ac	2 ft	Temporary Easement	Grading	142+00	RT	Not Listed	Enoch, Gerald L.
M135TE	135	15-35-326-028	0.0011 ac	2 ft	Temporary Easement	Grading	142+00	RT	Not Listed	Enoch, Gerald L.
M136TE	136	15-35-326-029	0.0011 ac	2 ft	Temporary Easement	Grading	142+00	RT	905 Montgomery Rd Unid D Montgomery, IL	Cwabs Inc Asset-Backed Cert Series 2006-14,. Bac Home Loan Servicing LP
M137	137	15-35-330-013	0.0522 ac	19 ft	Fee Take	Proposed Right of Way	150+00	RT	1001 Montgomery Rd Montgomery, IL	Watson, Dale A & Sharon L. C/O Dale A Watson
M137TE	137	15-35-330-013	0.0423 ac	VAR	Temporary Easement	Grading	150+00	RT	1001 Montgomery Rd Montgomery, IL	Watson, Dale A & Sharon L. C/O Dale A Watson
M138	138	15-35-400-006	0.0499 ac	7 ft	Fee Take	Proposed Right of Way	322+00	RT	175 Lincoln Highway Montgomery, IL	Krzyzowski, Stephanie Family LTD Partnership. Frieders Melvin
M138PE	138	15-35-400-006	0.0713 ac	10 ft	Permanent Easement	Grading	322+00	RT	175 Lincoln Highway Montgomery, IL	Krzyzowski, Stephanie Family LTD Partnership. Frieders Melvin
M139	139	15-35-400-010	1.2408 ac	27 to 48 ft	Fee Take	Proposed Right of Way	322+00	LT	Lincoln Highway Montgomery, IL	Old Kent Bank, Stephanie Krzyzowski
M140	140	15-35-400-011	0.0267 ac	23 ft	Fee Take	Proposed Right of Way	151+00	RT	Lincoln Highway Montgomery, IL	Montgomery, Village of, Jeff Zoephel
M140TE	140	15-35-400-011	0.0483 ac	VAR	Temporary Easement	Grading	151+00	RT/LT	Lincoln Highway Montgomery, IL	Montgomery, Village of, Jeff Zoephel
M141	141	15-35-400-020	0.2063 ac	VAR	Fee Take	Proposed Right of Way	330+00	RT	34W185 Montgomery Rd Aurora, IL	Parkside Inc,. Stephanie Krzyzowski
M141PE	141	15-35-400-020	0.1515 ac	VAR	Permanent Easement	Storm Sewer/Parking Improvements	330+00	RT	34W185 Montgomery Rd Aurora, IL	Parkside Inc,. Stephanie Krzyzowski
M141TE	141	15-35-400-020	0.1314 ac	VAR	Temporary Easement	Grading	330+00	RT	34W185 Montgomery Rd Aurora, IL	Parkside Inc,. Stephanie Krzyzowski
M142	142	15-35-400-024	0.1145 ac	VAR	Fee Take	Proposed Right of Way	326+00	RT	Not Listed	Krzyzowski, Stephanie Family LTD Partnership. Frieders Melvin
M142PE	142	15-35-400-024	0.0712 ac	10 ft	Permanent Easement	Proposed Storm Sewers	326+00	RT	Not Listed	Krzyzowski, Stephanie Family LTD Partnership. Frieders Melvin
M142TE	142	15-35-400-024	0.0994 ac	VAR	Temporary Easement	Grading	326+00	RT	Not Listed	Krzyzowski, Stephanie Family LTD Partnership. Frieders Melvin

Total Permanent Easement	0.8562 ac
Total Temporary Easement	4.3998 ac
Total Right of Way	5.6347 ac

909 Montgomery Rd	Montgomery	IL	60538
909 Montgomery Rd	Montgomery	IL	60538
915 Montgomery Rd	Montgomery	IL	60538
915 Montgomery Rd	Montgomery	IL	60538
911 Montgomery Rd	Montgomery	IL	60538
911 Montgomery Rd	Montgomery	IL	60538
907 Montgomery Rd	Montgomery	IL	60538
907 Montgomery Rd	Montgomery	IL	60538
40W011 Prairie Rd	Aurora	IL	60505
40W011 Prairie Rd	Aurora	IL	60505
905 Montgomery Rd Unit A	Montgomery	IL	60538
1001 Aucutt Rd	Montgomery	IL	60538
1001 Aucutt Rd	Montgomery	IL	60538
450 American St Mail Stop SV3-70	Simi Valley	CA	93065-6285
1001 Montgomery Rd	Aurora	IL	60504
1001 Montgomery Rd	Aurora	IL	60504
9S507 Farnsworth Avenue	Aurora	IL	60504
9S507 Farnsworth Avenue	Aurora	IL	60504
9S465 Farnsworth Ave	Aurora	IL	60504
200 N River St	Montgomery	IL	60538
200 N River St	Montgomery	IL	60538
9S465 Farnsworth Ave	Aurora	IL	60504
9S465 Farnsworth Ave	Aurora	IL	60504
9S465 Farnsworth Ave	Aurora	IL	60504
09S507 Farnsworth Ave	Aurora	IL	60504
09S507 Farnsworth Ave	Aurora	IL	60504
09S507 Farnsworth Ave	Aurora	IL	60504

ЕХНІВІТ **12**

PARKING OPTIONS TECHNICAL MEMORANDUM

MONTGOMERY ROAD (FAU 3579) BRIARCLIFF ROAD TO HILL AVENUE PHASE I STUDY

PARKING OPTIONS

November 2016 updated June 2017

Prepared for: Kane County Division of Transportation Prepared by: HDR, Inc.

INTRODUCTION

The Montgomery Road Phase I Study identifies the proposed improvement of Montgomery Road to be a three lane cross section. The cross section will provide one travel lane in each direction, a center bidirectional turn lane, and a sidewalk on one side with a multi-use path on the other side. With many commercial properties and residential homes fronting Montgomery Road there are parking impacts. This technical memorandum presents a summary of parking impacts to commercial parking lots and private driveways along Montgomery Road. Where possible, parking has been re-established based on IDOT BLRS standards.

METHODOLOGY

Each parcel fronting the Montgomery Road corridor improvements was analyzed individually for impacts to both residential and commercial parking. In order to minimize impacts to parking, the construction footprint was optimized through the project study lifespan. This was accomplished through updating the roadway profile, proposing a closed drainage system with curb and gutter, and selecting a proper alignment location for proposed storm sewers. In turn, proposed right-of-way requirements were minimized to the fullest extent given the total cross sectional width increase from roadway widening, sidewalk, multiuse path and utility additions.

The parking impacts to commercial and residential properties were determined based on the required right of way for roadway improvements. For commercial properties, parking limits were defined from both field survey and aerial imaging. Permanent parking impacts to commercial properties were identified where proposed right of way was overlapping or within 3 feet of the parking lot limits. Modifications to these parking lots were proposed where possible to mitigate impacts. Permanent parking impacts for residential properties were identified where the driveway length between face of building or garage was within 19 feet of the proposed right of way. No mitigation or alternatives were proposed for the residential parking impacts. See Table 1 below for permanent parking takes and mitigation measures. Temporary impacts to parking lots were also identified for areas where space is required for construction operation. See Table 2 below for temporary parking closures.

Coordination of Parking Impacts

All parking impacts were presented at the Montgomery Road September 14, 2016 Public Hearing. Comments related to parking were addressed and responses were mailed to commenters. A commitment of the Phase I project, as documented in the Project Development Report, is that all parking and property impacts require additional analysis, coordination, and refinement in Phase II. In addition, a design exception is included for proposed on-street angle parking as according to IDOT BLRS Manual 31-1.04(c) any new or existing angle parking to remain must be approved by Central Bureau of Local Roads and Streets. Future phases of the project are not planned or funded at this time. Plans will not move forward until roadway jurisdiction issues are worked out. Kane County is interested in transferring roadway jurisdiction to the City of Aurora/Village of Montgomery. The municipalities are not currently interested in any jurisdiction transfer at this time. The project may remain on hold until an agreement on jurisdiction can be reached.

Basis of Design

The design of parking accommodations along Montgomery Road is based on the IDOT BLRS Manual Section 31-1.04 and Section 41-2. It should be noted that IDOT approval of on-street parking is required for the Montgomery Road project because IDOT approval of the project is planned and existing on-street parking is proposed to remain or be replaced as practical.

The proposed design of on-street angle parking is primarily based on the following factors:

- 1. The roadway is of sufficient width to permit angle parking without interfering with the free movement of traffic.
- 2. The width of the street must be able to accommodate the existing traffic flow and should provide a clear distance for a parked vehicle to back out.
- 3. Angle parking should be 45 degrees or less.
- 4. Adjacent land use must warrant the retention of angle parking.
- 5. Driver safety must be considered in respect to backing maneuvers and approaching motorists.

The Parking Impacts Mitigation Locations section of this memorandum in the following paragraphs explains the locations where design features are proposed to replace some parking takes with new parking.

Table 1 Permanent Parking Takes Log

	Montgo	mery Road	Phase I Study - Permanent Parking	g Takes	
Tax PIN	Spots Taken	Type of Parking Impact	Proposed Condition	Approximate Pr. Station (RT/LT)	Exhibit Sht. #
15-33-476- 005 /007	10 spots	Commercial Lot	Proposed right of way and utility location does not permit for re-establishment of parking spaces.	66+00 (RT)	1
15-34-281- 021 /017	9 spots	Commercial Lot	Proposed right of way and utility location does not permit for re-establishment of parking spaces.	116+50 (LT)	3
15-34-282- 021 /022	9 spots	Commercial Lot	Proposed right of way and utility location does not permit for re-establishment of parking spaces.	118+00 (LT)	3
15-34-283- 020 /021	7 spots	Commercial Lot	Provide 3 30 degree angle spots with proposed sidewalk between building and parking.	122+00 (LT)	3
15-34-283- 022 /24	12 spots	Commercial Lot	Provide 6 30 degree angle spots with proposed sidewalk between building and parking.	123+00 (LT)	3
15-34-331- 039	Impact	Private Drive	Existing condition provides less than 18' from face of garage to right of way. Proposed results in 4' from face of garage to proposed right of way.	95+50 (RT)	2
15-34-426- 001	Possible	Commercial Lot	Existing gravel lot has no existing defined parking stalls. Parking can likely be re- established in existing lot after the proposed property setback of 5.5 to 7.5 ft.	112+00 (RT)	2
15-35-301- 003	Impact	Private Drive	Previously adequate parking, now 16' from building face to proposed R/W.	126+50 (RT)	4
15-35-302- 006	10 spots	Commercial Lot	Proposed right of way and utility location does not permit for re-establishment of parking spaces.	131+00 (RT)	4
15-35-305- 001	Impact	Private Drive	Previously adequate parking, now 10' from building face to proposed R/W.	136+50 (RT)	5
15-35-305- 010	3 spots	Private Drive	Proposed right of way and utility location does not permit for re-establishment of parking spaces.	138+00 (RT)	5
15-35-326- 017	Impact	Private Drive	Previously adequate parking, now 10' from building face to proposed R/W.	148+00 (RT)	5

15-35-326- 021	Impact	Private Drive	Previously adequate parking, now 10' from building face to proposed R/W.	146+00 (RT)	5
15-35-400- 020	24 spots	Commercial Lot	Provide 6 parallel parking spots along proposed lot limits. Provide 6 60 degree angle spots along existing southernmost access point (to be relocated as a result of roadway improvements).	330+00 (RT)	6

*See Appendix A or Exhibits highlighting Permanent Parking Take Locations.

Table 2 Temporary Parking Closures Log

	Montgon	nery Road P	Phase I Study - Temporary Parking	Closures	
Tax PINSpots TakenType of Parking Impact		Parking	Proposed Condition	Approximate Pr. Station (RT/LT)	Exhibit Sht. #
15-33-426- 049 /050	9 Spots Temp. Closed	Commercial Lot	Existing parking set back from right of way. Temp easement for grading and re-establish parking spaces.	68+00 (LT)	1
15-34-351- 005	16 Spots Temp. Closed	Commercial Lot	Existing parking set back from proposed right of way. Temp easement for grading and re-establish parking spaces.	69+00 (RT)	1
15-35-400- 020	12 Spots Temp. Closed	Commercial Lot	Permanent drainage easement will disrupt parking temporarily for storm sewer installation; spaces are re- established via re-paving in-kind.	330+00 (RT)	6

*See Appendix A for Exhibits highlighting Temporary Parking Closure Locations.

PARKING IMPACT MITIGATION LOCATIONS

Parking impacts were mitigated for businesses at three locations along the westbound side of Montgomery Road between Gates St. and Pleasant St. by using public angled parking. Figure 1 below details the design standards utilized for the proposed public angled parking. Impacts to parking from roadway improvements will not be fully remedied at any of these locations.

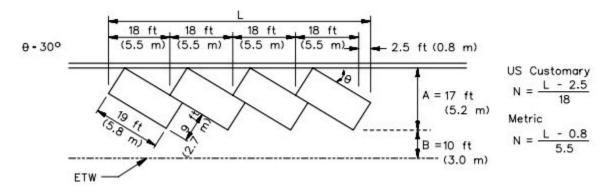


Figure 1: IDOT BLRS Figure 31-1F, 30*Angle Option

- Seven private perpendicular parking spots are located in front of the building adjacent to Montgomery Road within parcels 15-34-283-020 and 15-34-283-021. The proposed widening of Montgomery Road and the proposed sidewalk will result in impacting these seven spaces. The space remaining between the building face and edge of pavement is 44 feet. The space can accommodate a five foot sidewalk at the face of building and pubic angled parking (30 degree) in front of the building for a total of 3 spots. In total, 4 parking spots could not be reestablished. Figure 1 illustrates the IDOT BLRS angled parking criteria. See Appendix A (Sheet 3) for plan details.
- 2) Eight private perpendicular parking spots are located in front of the building adjacent to Montgomery Road within parcel 15-34-283-022. The proposed widening of Montgomery Road and the proposed sidewalk will result in impacting these eight spaces. The space remaining between the building face and edge of pavement is 26 feet. The space can accommodate a five foot sidewalk at the face of building and public angled parking (30 degree) in front of the building for a total of 5 spots. In total, 3 parking spots could not be re-established. Figure 1 illustrates the IDOT BLRS angled parking criteria. See Appendix A (Sheet 3) for plan details.
- 3) Four perpendicular parking spots are located in front of the building adjacent to Montgomery Road within parcel 15-34-283-024. The proposed widening of Montgomery Road and the proposed sidewalk will result in impacting these four spaces. The space remaining between the building face and edge of pavement is 23 feet. This space can accommodate a five foot sidewalk

at the face of building and public angled parking in front of the building for a total of 1 spot. In total, 3 parking spots could not be re-established. Figure 1 illustrates the IDOT BLRS angled parking criteria. See Appendix A (Sheet 3) for plan details.

Parking impacts were mitigated for the business at 34W185 Montgomery Rd. by using private parallel parking. Figure 2 below details the design standards utilized for the proposed parallel parking stalls. Impacts to parking from roadway improvements will not be fully remedied at this location.

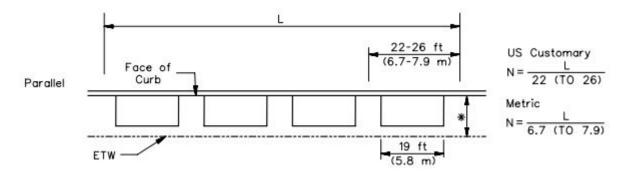


Figure 2: IDOT BLRS Figure 31-1F, Parallel Option

The proposed re-alignment and widening of Hill Ave. will result in impacting 24 private perpendicular parking spots permanently and 12 private perpendicular parking spots temporarily within parcel 15-35-400-020. The parking lot is impacted from construction and roadway improvements in two areas.

The first parking area impacted is between the building face and re-aligned Hill Ave. The parking area's width is decreased up to 5 feet, which results in insufficient aisle width for perpendicular parking to be re-established. A new curb line is proposed for the parking lot to delineate proposed right of way from area suitable for private parking. Hence, the parking area adjacent to the proposed private parking curb line will accommodate 6 parallel parking stalls in place of the 17 permanent perpendicular parking takes. In total, 11 parking spots could not be re-established. Figure 2 illustrates the IDOT BLRS parallel parking criteria. See Appendix A (Sheet 6) for plan details.

The second parking area impacted is at the proposed southernmost access relocation to the parking lot at Hill Ave. The new access will impact 7 spots, but the space previously designated for the old access point will be used to accommodate 6 angled parking (60 degree). In total, 1 parking spot could not be re-established. See Appendix A (Sheet 6) for plan details.

Safety Considerations

Five years (2010 to 2014) of crash data were analyzed along Montgomery Road within the study area. A total of 228 crashes were reported within the study limits. The most predominant types of crashes were rear-end collisions accounting for 58 percent of all crashes, followed by turning (16 percent) and angle (15 percent). 59 percent of crashes occurred at the signalized intersections and 41 percent occurred at

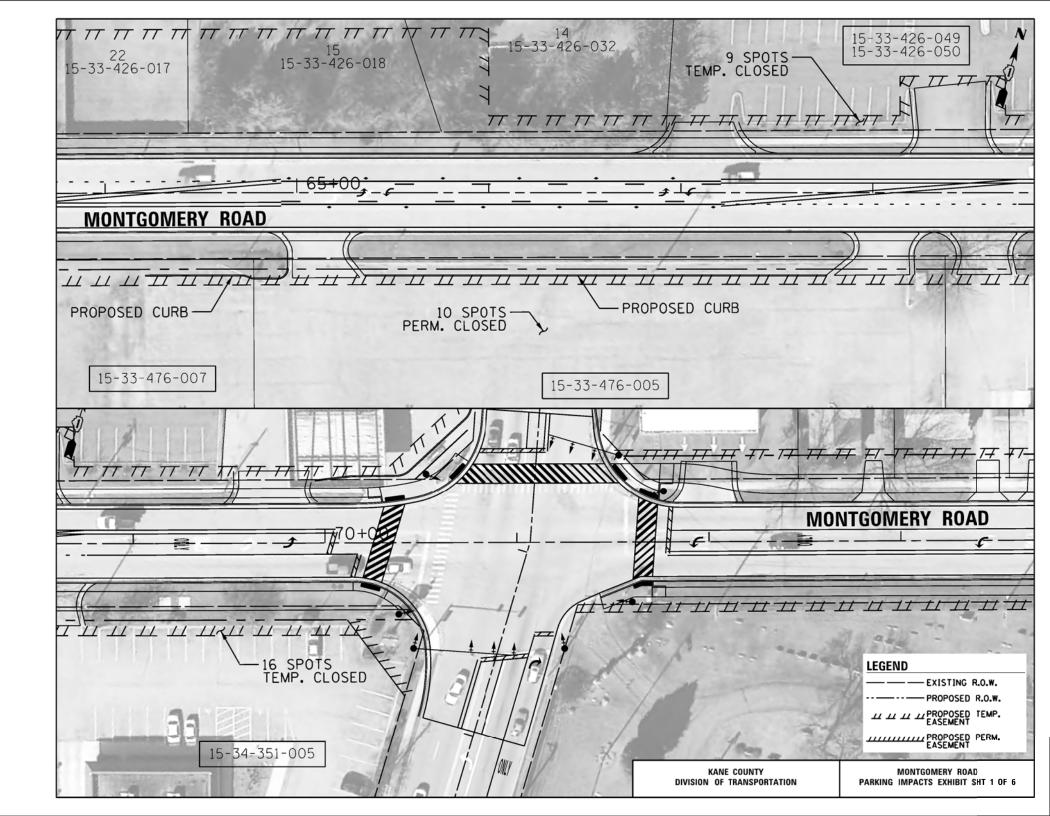
the sections between them. There were two accidents associated with parking over the five year span along the corridor. There are no documented high crash locations identified along the corridor.

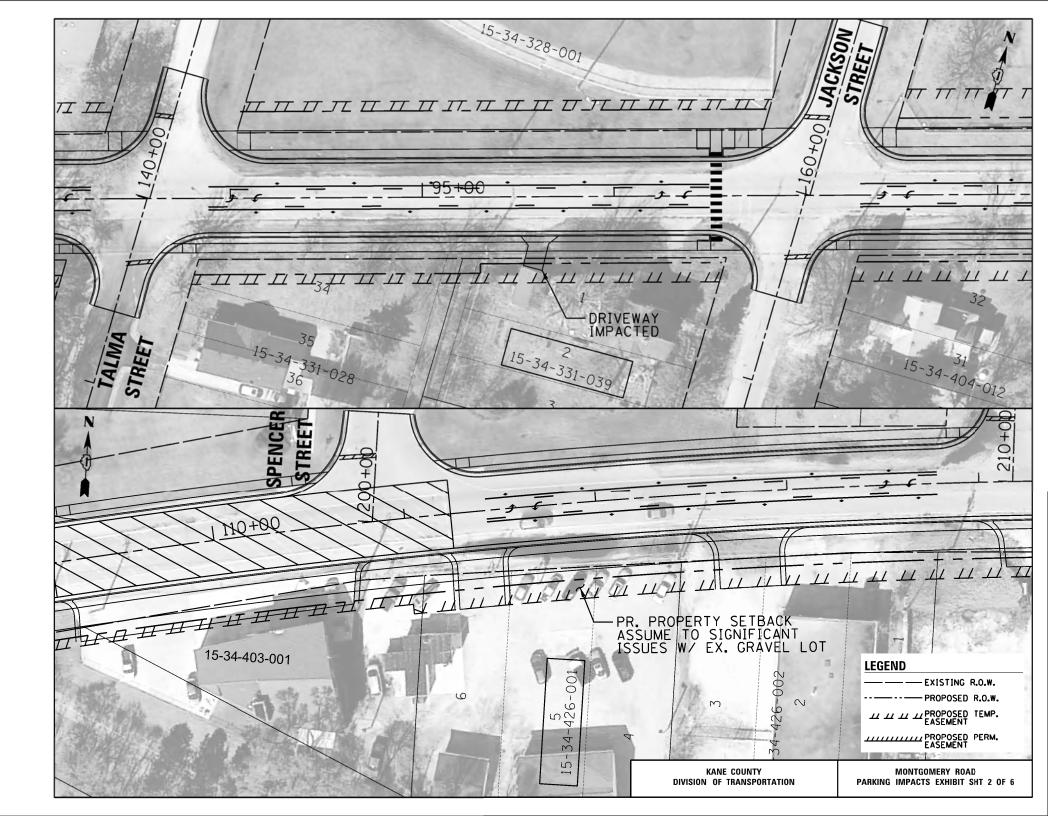
Upon review of the corridor there is no evidence of crash history in relation to existing on-street parking. Existing on-street parking is well established along the corridor. In the proposed condition, vehicles should be able to back maneuver into the roadway clear zone without impeding traffic in the travel lanes. The speed limit of the facility (30 to 35 miles per hour) is not expected to change. Existing land use is also not expected to change. A sidewalk and multi-use path are proposed along Montgomery Road and will provide designated travel areas for pedestrians and bicyclists in areas outside of the parking stalls and vehicular travel lanes and clear zone. The proposed improvement includes fewer on-street parking spots than the existing condition. Vehicles will only have one way to pull out of the stall with the proposed 30 percent angle stalls as opposed to the existing condition with the perpendicular stalls. Approaching drivers do have a potential conflict should a parked car go beyond the clear zone to complete a parking maneuver. There is no barrier proposed to separate the parking vehicle from the approaching vehicle beyond lane striping.

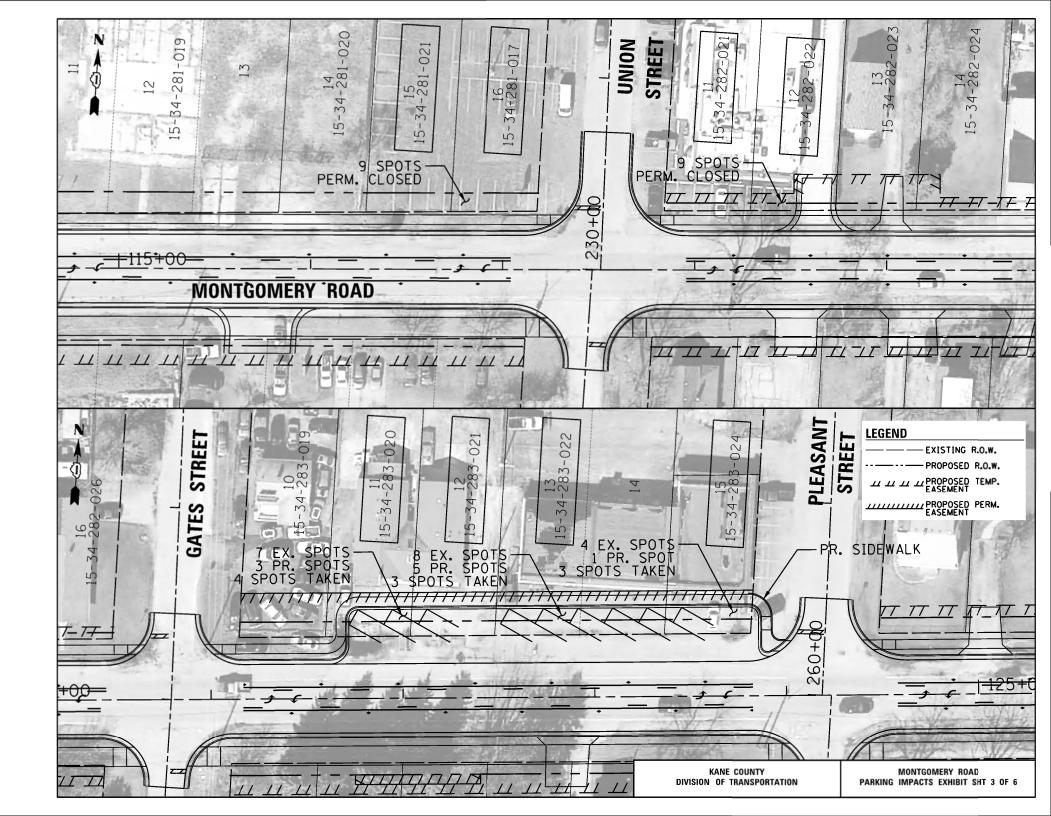
CONCLUSION

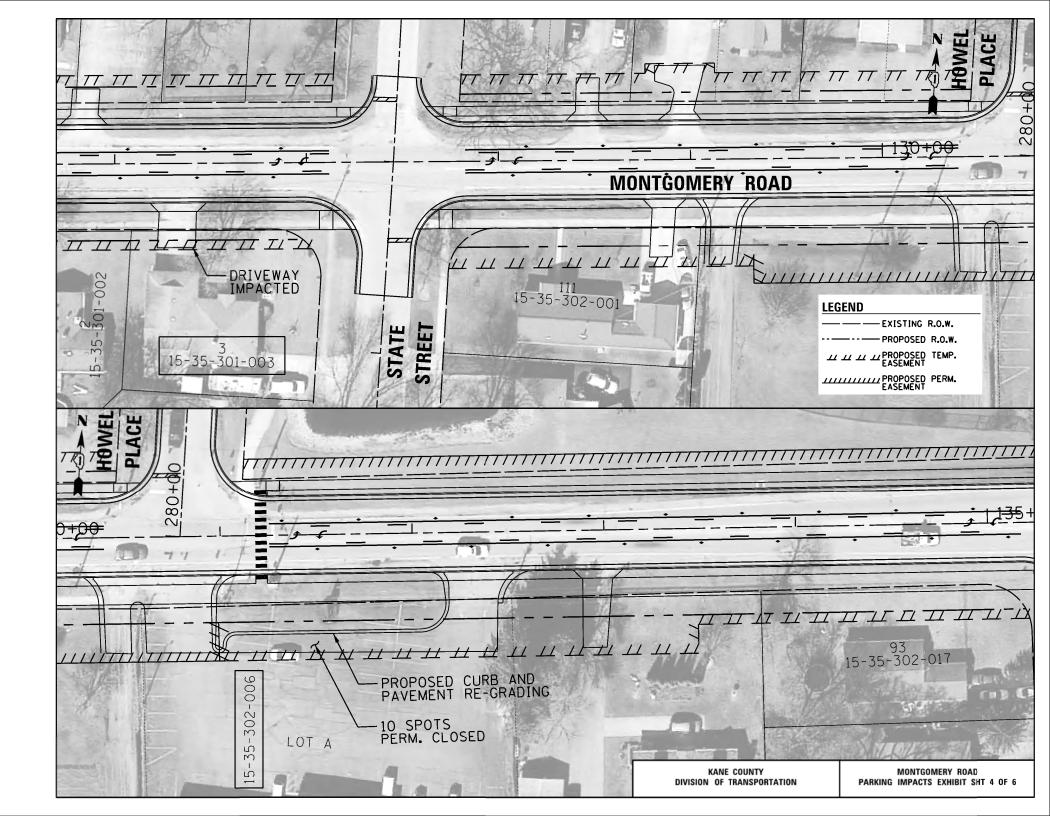
Parking impact mitigation was proposed where feasible. IDOT must approve any new or existing angle parking. Public angled parking is proposed to remain on-street between Gates Street and Pleasant Street because the businesses impacted would not otherwise have established parking on these properties. On-street angle parking is proposed outside of the travel lanes via 30 degree angled stalls. Vehicles have 10 feet of clear zone in which to back out of the stalls and then enter the travel lanes. Private parallel parking and angled parking was proposed within the parking lot at 34W185 Montgomery Rd. as space permitted. Proposed right of way and utility relocation does not permit for the re-establishment of parking spaces in any other private parking areas identified in this memorandum. The affects from parking spots permanently taken from businesses will be discussed directly between the County and the business owners. Likewise, residential parking impacts will also require correspondence between the owner and the County. The Montgomery Road Project Development Report includes a commitment for continued coordination of parking impacts.

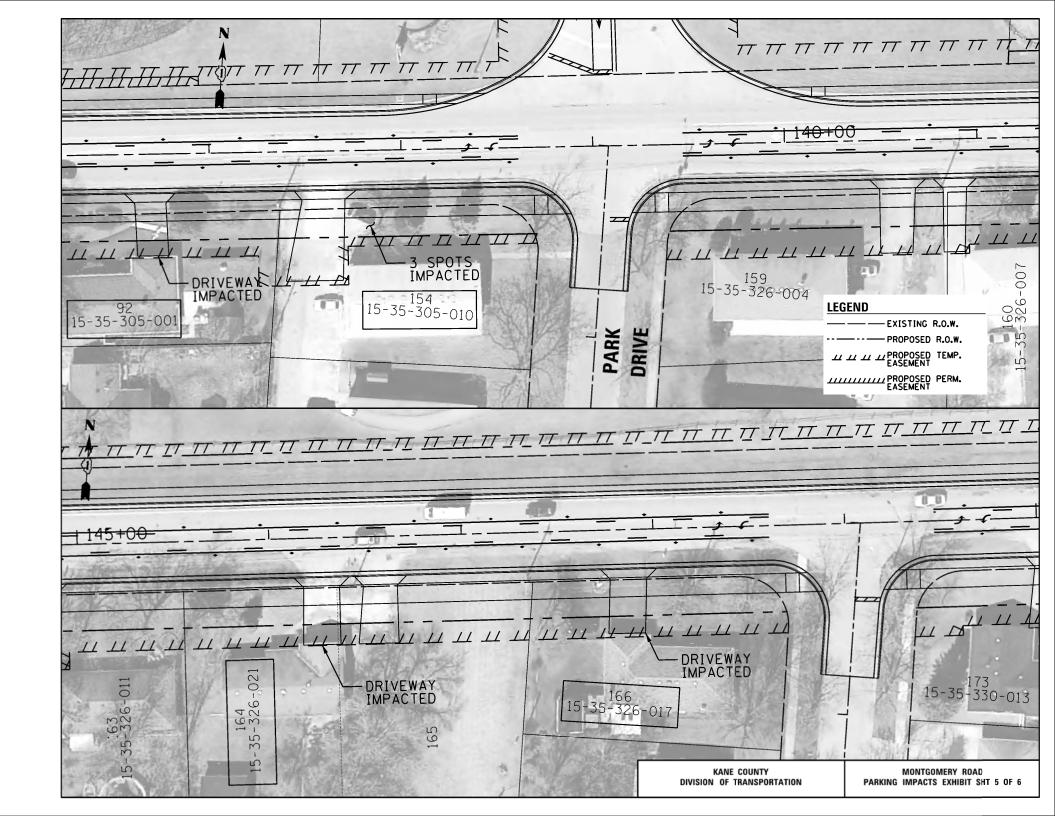
APPENDIX A

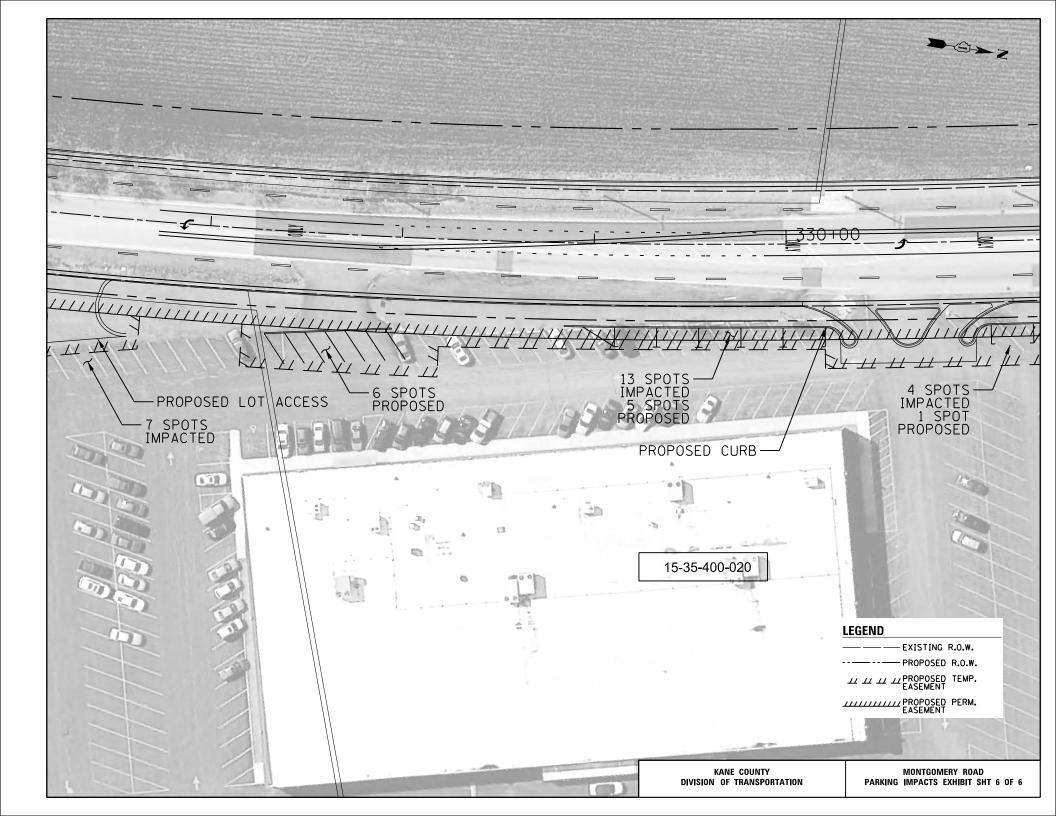






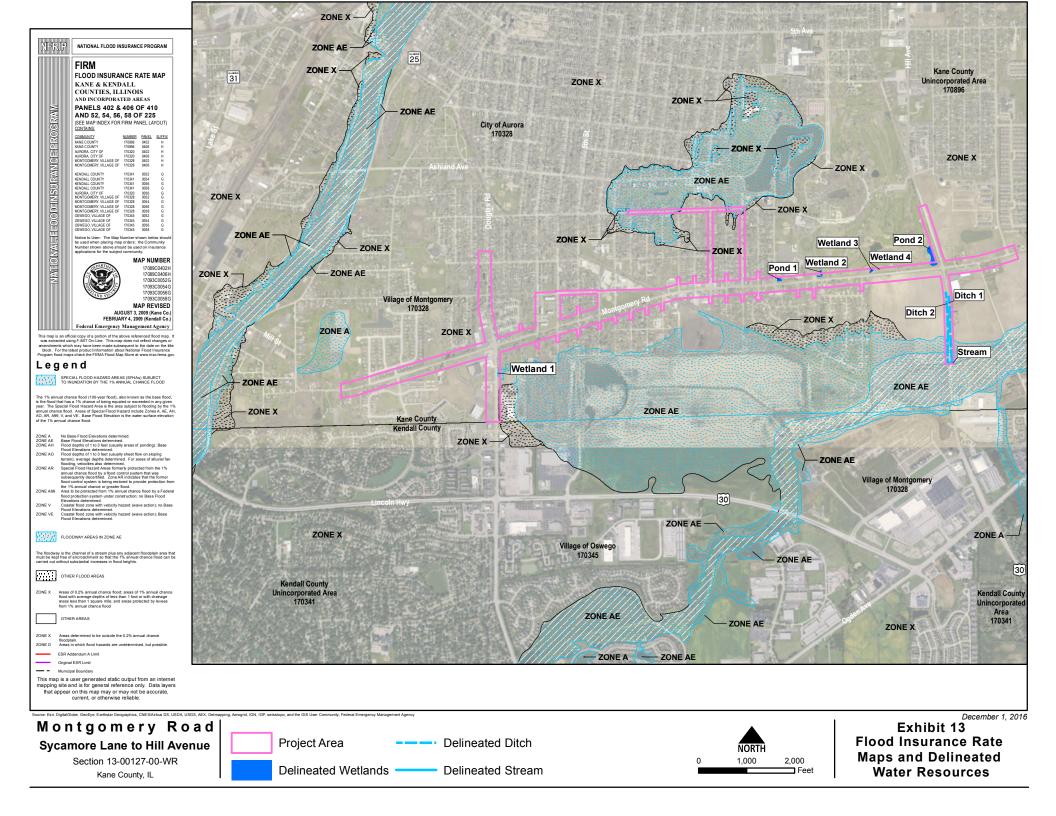






Ехнівіт 13

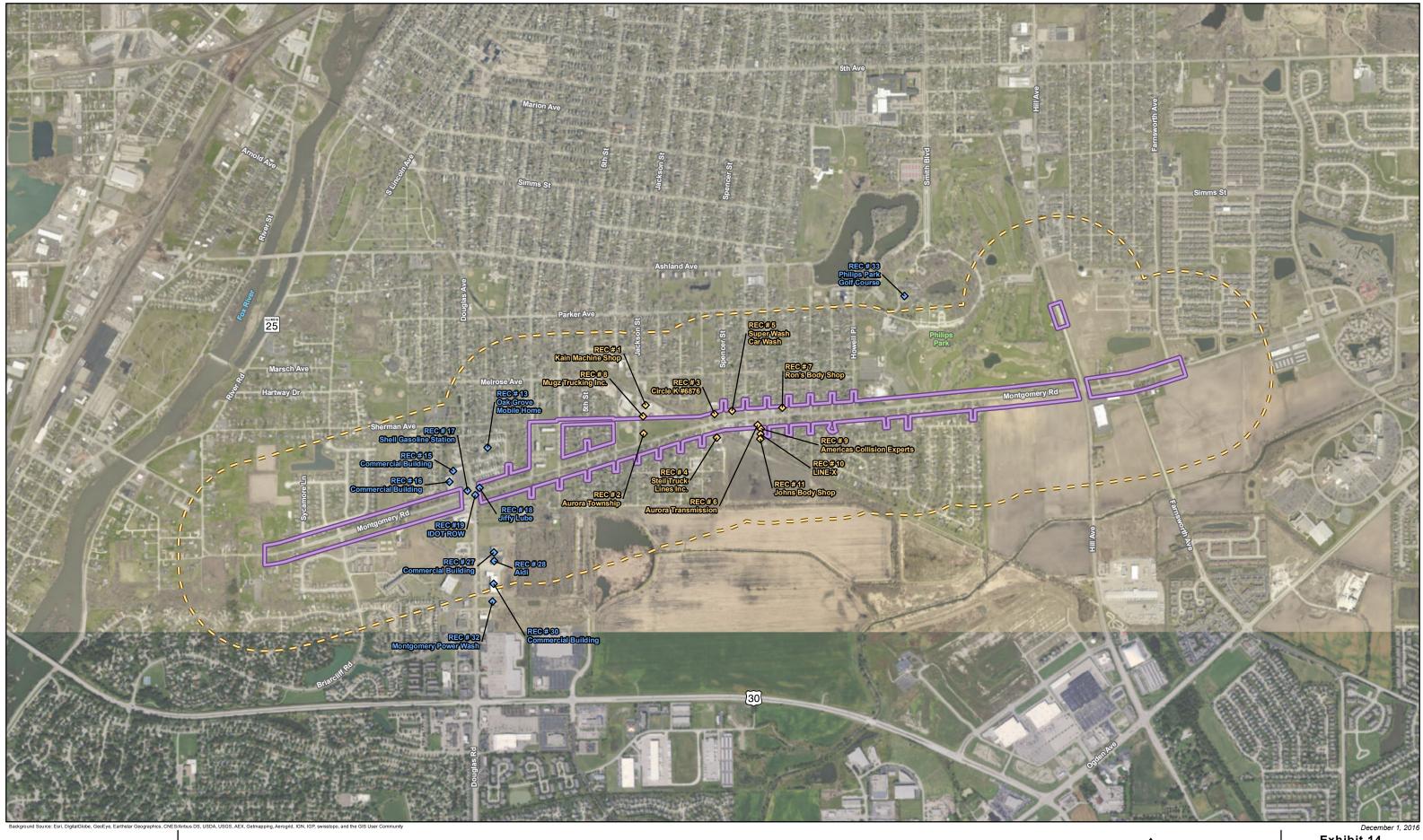
FLOODPLAIN MAP



Ехнівіт 14

SPECIAL WASTE

IDENTIFIED RECOGNIZED ENVIRONMENTAL CONDITIONS (RECS) MAP



Montgomery Road IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

- ♦ HDR Identified Recognized Environmental Conditions
- ISGS Identified Recognized Environmental Conditions
- 💻 Project Area
- = = 1/4 Mile from Project Area

Exhibit 14 Recognized Environmental Conditions

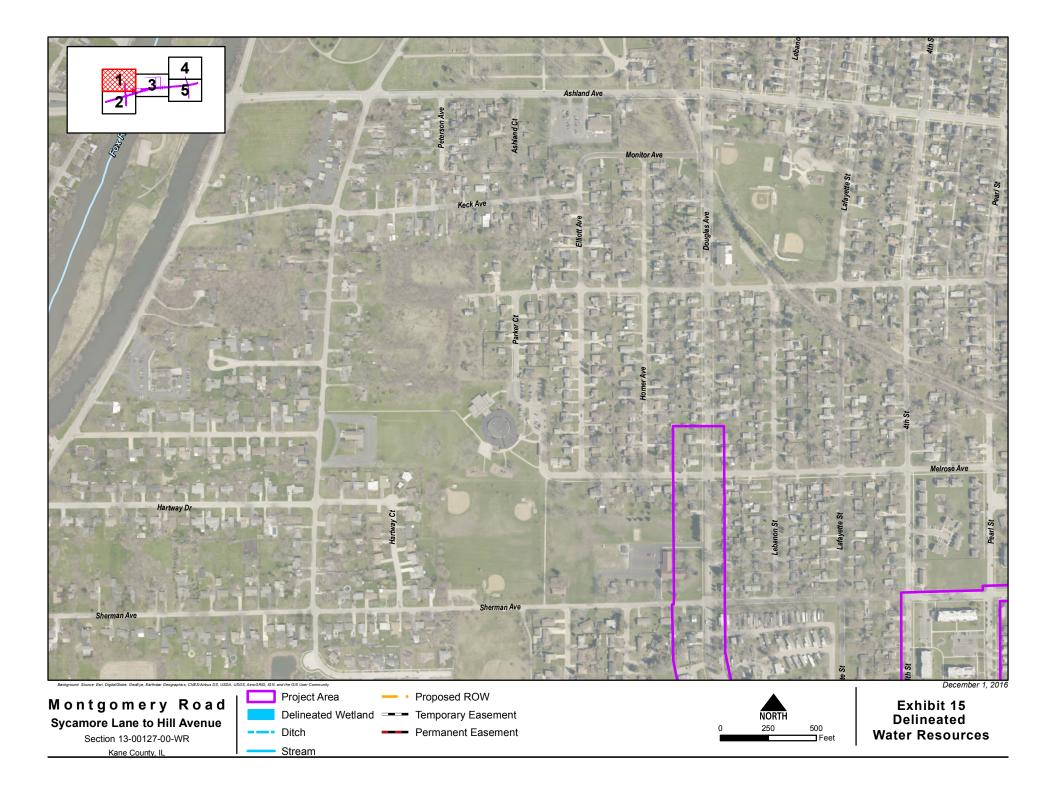


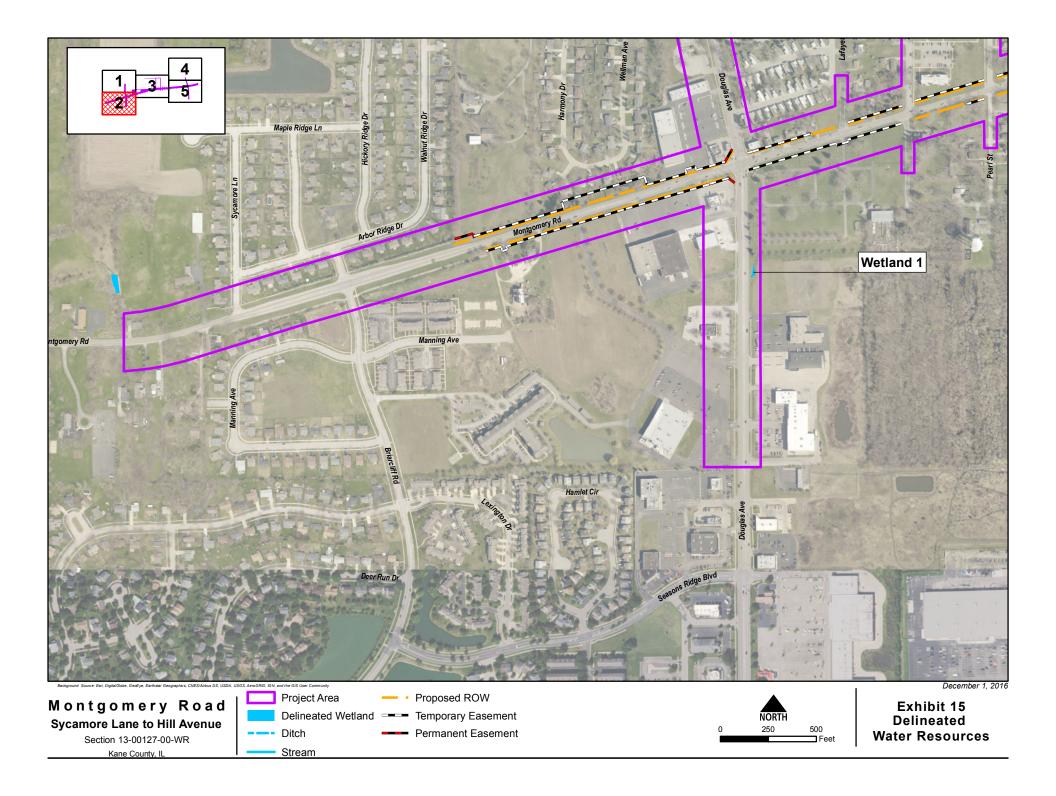


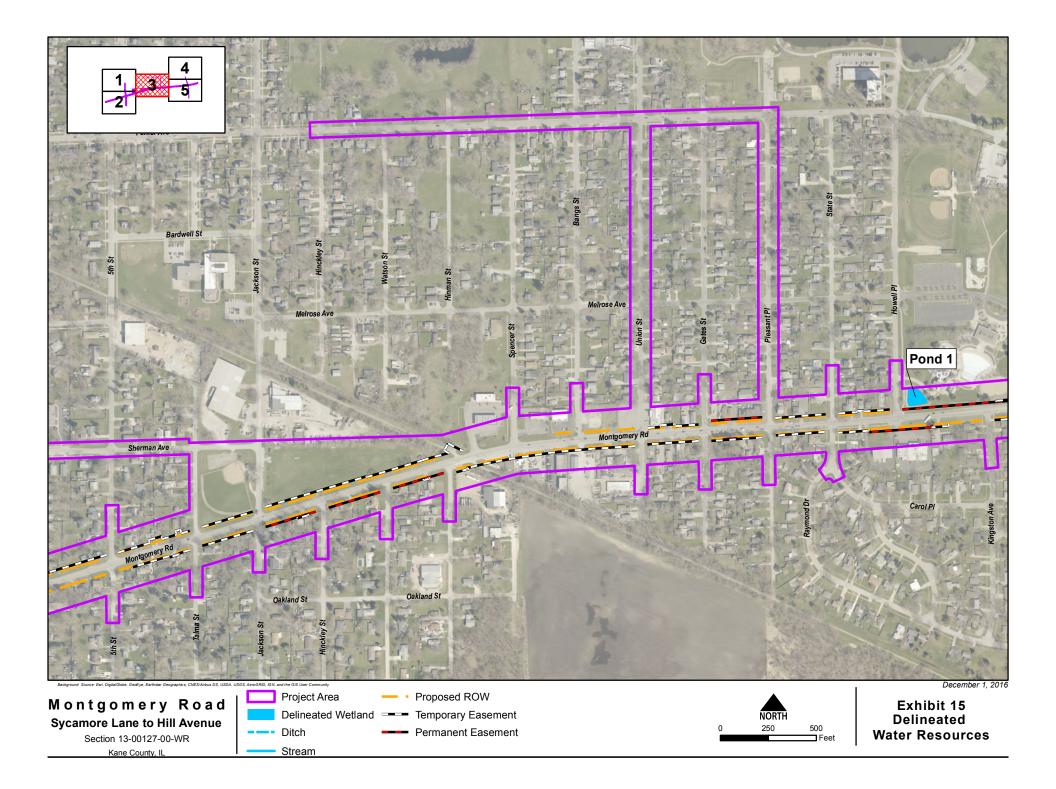
0.5

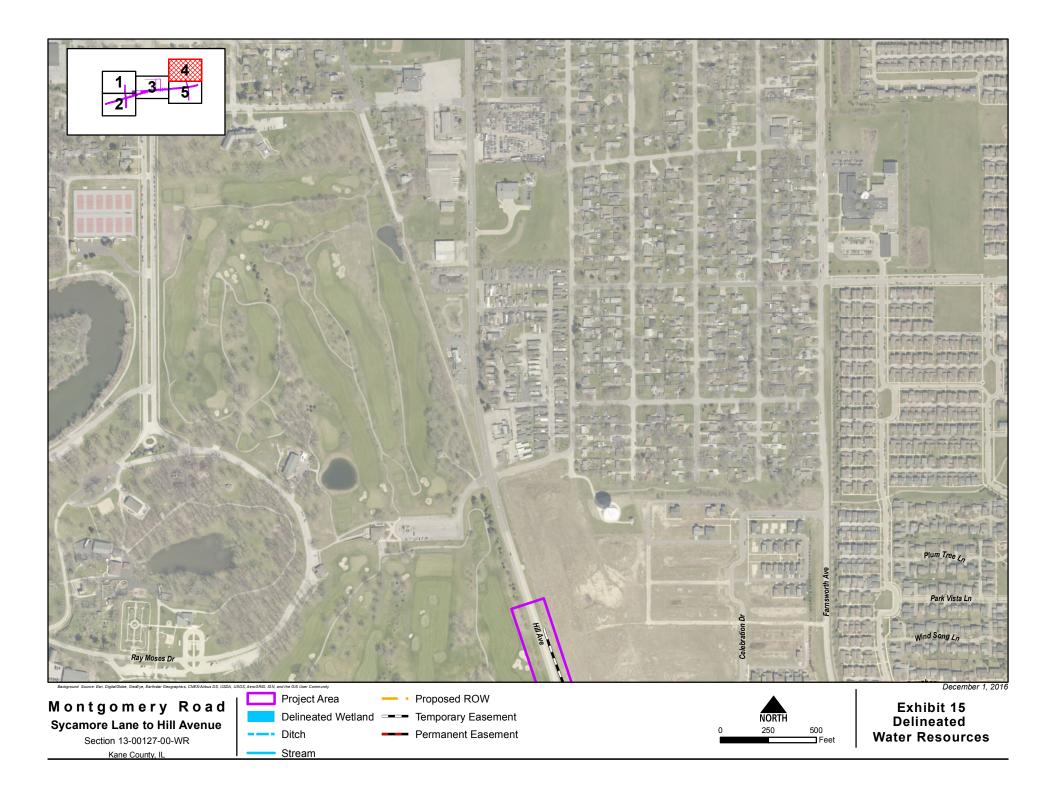
Ехнівіт 15

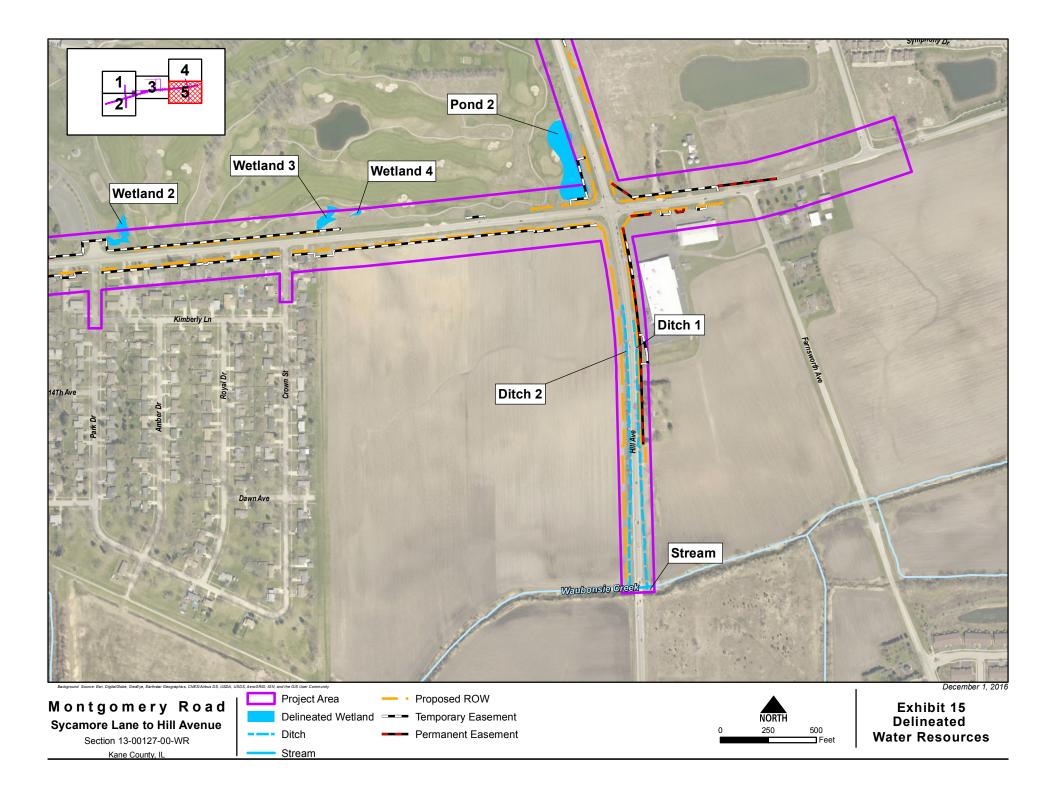
WETLANDS MAP











Ехнівіт 16

BIOLOGICAL CLEARANCE, CULTURAL CLEARANCE

From:	Lazzara, John
То:	Hoberg, Julie
Subject:	FW: PMA Seq"s 18111/A/B - D1 - Kane Co Sec 13-00127-00-WR; Bio. Clear
Date:	Monday, January 23, 2017 11:04:01 AM
Attachments:	NRR w IDNR concurrence.pdf
	TREC Report.pdf
	USFW Endang Species List.pdf
	rptProjectOverview.pdf

From: Knight, Hannah M. [mailto:Hannah.Knight@illinois.gov]
Sent: Monday, January 23, 2017 10:48 AM
To: Lazzara, John; OConnell, Jennifer
Cc: Solomon, Marilin D
Subject: FW: PMA Seq's 18111/A/B - D1 - Kane Co Sec 13-00127-00-WR; Bio. Clear
Please see attached for biological clearance and below for further information.

I have attached the Project Overview for this project. Please note that the Special Waste clearance

will expire 12/16/17.

Thanks,

Hannah

(847) 705-4205

From: DOT.LocalAgencyESR Sent: Monday, January 23, 2017 9:28 AM To: Solomon, Marilin D Cc: Knight, Hannah M.; Raffensperger, William; DOT.LocalAgencyESR Subject: PMA Seq's 18111/A/B - D1 - Kane Co Sec 13-00127-00-WR; Bio. Clear FYI,

The Natural Resources Review memo, with IDNR concurrence, USFW consultation document and

TREC Report for the subject section have been posted to your project SharePoint folders and

'Cleared for Design Approval' dates have been entered on all Biological forms within the PMA.

Please note that these documents cover the original and addendum ESR's.

Note also the commitments to Best Management Practices for erosion and sediment control which need to be addressed within the contract documents.

The file copies are attached for reference.

Jr

ELMER (JR) PEARCY, CEC CBLRS CONSULTANT PROJECT DEVELOPMENT UNIT / 217-785-1665

Elmer.Pearcy@illinois.gov

From: Veile, Janel M
Sent: Friday, January 20, 2017 1:38 PM
To: Pearcy, Elmer; Raffensperger, William
Subject: PMA Seq. #18111, 'Cleared for Design Approval' - Biological Form

A 'Cleared for Design Approval' date has been entered on the Biological form for the following PMA record:

Sequence #: 18111 District: 1 Route: FAU 3579 Marked Route: State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.

Project Overview

Submittal Date: 08/02/2	2013 Sequence No: 181	11			
District: 1 Re	questing Agency: Loca	I Kane Coun	ty	Projec	t No:
Contract #:		Job No.:	P- 91-142	2-13	
Counties: Kane					
Route: FAU 3579		Marked:			
Street: Montgomery Rd,	Broadway Ave, Mill St		Section: 13	-00127-00-WR	
	tgomery, Aurora	Proj	ect Length: 4	.8280 km	3 miles
	5 to Hill Avenue (US 30)				
Quadrangle: Aurora Sou		Township-Rang		38N R8E Sect. 3	
Survey Target Date:	12/01/2014 Anticipated	l Design Appr.:	02/15/201	5 Anticipated P	rocessing: CE
Funding: 🖌 Fee	deral State	твр 🗌 Мғ	T 🖌 Local	Non-MFT	
Consultant:					
PTB No.: Iter	n No.: P	TB Date:	Preg	ual Level:	
Sequence No: 181	11	Biological	Wetlands	Cultural	Special Waste
	Entered By	BDE	BDE	BDE	BDE
	Cleared for DA	1/20/2017	1/20/2017	5/11/2016	2/4/2014
	Cleared for Letting	1/20/2017	1/20/2017	5/11/2016	
	Resubmittal				
	ResubmittalCleared				
	Section: 13-00127-00)-WR	Job No	.: P- 91-14	2-13
	FromTo (At): From IL	25 to Hill Avenue	(US 30)		
Sequence No: 181	11 A	Biological	Wetlands	Cultural	Special Waste
	Entered By	BDE		BDE	BDE
	Cleared for DA	1/20/2017		9/18/2014	12/16/2014
	Cleared for Letting	1/20/2017		9/18/2014	
	Resubmittal				
	ResubmittalCleared				
	Section: 13-00127-00)-WR	Job No	.: P- 91-14	2-13
	FromTo (At): IL 25 to	E/o Hill Avenue			
Sequence No: 181	11 B	Biological	Wetlands	Cultural	Special Waste
	Entered By	BDE		BDE	
	Cleared for DA	1/20/2017		6/14/2016	
	Cleared for Letting	1/20/2017		6/14/2016	
	Resubmittal				
	ResubmittalCleared				
	Section: 13-00127-00)-WR	Job No	.: P- 91-14	2-13
	FromTo (At): From IL	25 to just east of	Farnsworth Ave	<u>.</u>	

Notice of	Project Initiation Ltr		c Info ing(s)	Notice of	Availability	Public	Draft	ROD/FONSI
Intent	to FHWA	1st	2nd	Draft	Final	Hearing		Approved

Project Phase Comments:				
-------------------------------	--	--	--	--

Wetlands

Submittal Date	: 08/02/	/2013 Seque	ence No:	18111								
District: 1	Re	equesting Ag	ency: Lo	cal Ka	ne County			Pro	ject No:			
Contract #:				J	ob No.:	P- 9′	1-142-13	3				
Counties: Ka	ne											
Route: FAU 35	-			Mark	ed:						_	
Street: Montgo		Broadway Av	e, Mill St			Section	: 13-00)127-00-V	/R	r		
Municipality(ie	-	tgomery, Auro			Projec	t Length	1: 4.82	80 km		3 miles		
FromTo (At):			ue (US 30)								_	
Quadrangle:					hip-Range-			N R8E Se	,		┘┌	04/00/004
Survey Target		12/01/20	-	ated Design on: No	Apprvi:	02/	15/2015	Cleared	tor Des	ign Apprv	I:	01/20/201
Cleared for Let	ting:	01/20/2017	Mitigati	on: INO								
Initial Survey a	and WIE	1	ndum No:									1
Initiated D	Due Date	Results Received	Wetland Present	District Notified	WIE Request		VIE ceived	Wetland Impacts			oord nplete	
Initiated L		07/25/2016	Yes	Notifieu	Request		25/2016			/2017 Yes	ihiere	
Commente		01120/2010	100			0172	-0,2010	110	01/10/	2011 100		J
Comments:												
	Clearar	ices: Cultu	ral: 5/1	1/2016 Bio	1/20/2	017 SW:	2/4	4/2014				
Processing			h	ndividual C	ompensati	on Plan	Require	ed:				
J				04 Individu	•		•					
			-	04 marviau		equireu	•					
Mitigation Site	: At Si	te of Impact(D	Owner:]	
Mitigation Bas				Name:								
-		45111		Location:								
Bank:				Size:								
Accumulation	:			Types:								
				Quad:							_	
				Basin:								
D ======											٦	
Processing Comments:												
			_									
Wetland Impac	ts Evalua	tion										
	5	Submittal Dat	te:		07/21/201	Sub	mitted	By:				
								-				
Does the proje	ct have w	etland impac	cts?	Yes	Тур	e: Tei	mporary	1				
Briefly describe	e the mea	sures consid	dered to	P2 will b	be re-veget	ated after	outlets	have bee	n replace	ed.		
avoid and mini	mize adv	erse impacts	to the									
wetlands:												
Summarize bri					to P2 are							
alternatives to	the use o	f the wetland	d(s):	to repla	ce one exis	ting and i	install tv	vo new sto	orm outle	t structures	3.	
									_			
Wetland mitiga	tion is be	ing propose	d:					•	Review	wed		
Memo Date:	· ·	01/19/2017	Memo	By:	nel Veile							
				-								
Memo:		ived the Wetla mpacts. The							II be no			
	wouanu i	inpuoto. The				un 1090		lateu.				
		ll be 0.045 ac										
		are not covere dance if WOL						it require i	nitigation	per		
	0				,							

Memo Date:	07/21/2016	Memo By:	Sara Merchan Paniagua
		nt includes increasing	cular to the southern limit of Hill Avenue. The proposed capacity and re-establishing Ditch 1 and Ditch 2, nticipated.

Site No.	Туре	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation
1	Ditch	No	No	No	No	0.01	.000	.0	.000
Basir	07120007	Quadr	angle Auro	ra South	F	QI 8.1			
Desc	ribe the work:								
2	Sedge mead	No	No	No	No	0.19	.000	1.5	.000
Basir	07120007	Quadr	angle Auro	ra South	F	QI 12.0	L		
Desc	ribe the work:								
3	Ditch	No	No	No	No	0.14	.000	.0	.000
Basir	07120007	Quadr	angle Auro	ra South	F	QI 14.0	L		
Desc	ribe the work:								
4	Ditch	No	No	No	No	0.02	.000	.0	.000
Basir	07120007	Quadr	angle Auro	ra South	F	QI 7.1			
Desc	ribe the work:								
5	Pond	No	No	No	No	0.17	.000	.0	.000
Basir	07120007	Quadr	angle Auro	ra South	F	QI			
Desc	ribe the work:								
6	Pond	No	No	No	No	1.00	.045	.0	.000
Basir	07120007	Quadr	angle Auro	ra South	F	QI			
Desc	ribe the work:								
7	Open Water	No	No	No	No			.0	
Basir	07120007	Quadr	angle Auro	ra South	F	QI			
Desc	ribe the work:								
						Total	.045	3	.000

Mitigation Site Suitability Study:

Wetland Compensation Plan:

Preparer:					Pre	parer:			
		Conceptual					Final		
Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified	Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified
	IDNR					IDNR			
	USFWS					USFWS			
	COE					COE			

Monitoring

		Monitorin	g Reports			
	Received	COE Notified	IDNR Notified	District Notified	Monitoring Agency:	
Year 1					Construction Begin Date:	
Year 2					Construction Complete Date:	
Year 3					Tasked Date:	
Year 4					Monitoring Begin Date:	
Year 5					Monitoring Complete Date:	

Permit(s)	Type:		Corps Dist.:	Permit Issued:	
Specia	al Condi	tions:			
Permit	Agreen	nents/Commitments:			
Project Pha	ase				

Project Phase Comments:



To:	Salmon Danmole	Attn: Gary Galecki			
From:	Maureen Addis	By: Brad Koldehoff			
Subject:	Cultural Resource Concurrence				
Date:	May 11, 2016				

Kane County FAU 3579, Montgomery Road, Broadway Avenue, Mill Street Sec. 13-00127-00-WR Seq. #18111

The attached letter documents the concurrence of the State Historic Preservation Officer in the following determination by IDOT's professional cultural resources staff: "No Historic Properties Affected." This concurrence completes the necessary cultural resource coordination for the above referenced project.

Attachment

Balkollehoff

BK:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

FEB 2 5 2016 D// D 2 2 5 7 (6) Feservation Services

AC Conc

HVA

AR

Filo .

IHPA REVIEW

Kane County FAU 3579, Montgomery Road Montgomery Roadway Improvements Section: 13-00127-00-WR IDOT Sequence #18111 ISAS Log #13118

FEDERAL - Section 106 Project

NO HISTORIC PROPERTIES AFFECTED

Dr. Rachel Leibowitz Deputy State Historic Preservation Officer Illinois Historic Preservation Agency 1 Old State Capitol Plaza Springfield, Illinois 62701

2 copies + CD roud.

February 25, 2016

Dear Dr. Leibowitz:

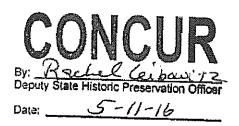
Enclosed are copies the Phase I Survey Report completed by Illinois State Archaeological Survey personnel concerning archaeological and historical resources potentially impacted by the above referenced project. Survey of the 165-acre project area, or Area of Potential Effect (APE), resulted in the identification of four archaeological sites: 11K282, 11K1257, 11K1258, and 11K1259. Potential impacts to these sites have been avoided because the project area west of Briarcliff Road has been dropped. No architectural resources eligible for National Register consideration were identified by IDOT's cultural resources staff.

In coordination with the Federal Highway Administration (FHWA) and in accordance with the *Programmatic Agreement for Minor Projects of the Federal Aid Highway Program in Illinois*, we requests 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 will be affected by the project. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

Chollepott

Brad H. Koldehoff Cultural Resources Unit Bureau of Design & Environment



Ехнівіт 17

TREE LOCATION MAP



Background Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadas Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, JSDA, USGS, AeroGRID, IGN, and the GIS User Community

Montgomery Road Project Area Impacted Trees IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

• Deciduous

• Evergreen

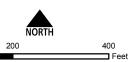


Exhibit 17 Tree Impacts



Background Sources: Esri, HERE, DeLorme, TomTom, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kac Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, JSDA, USGS, AeroGRID, IGN, and the GIS User Community

Montgomery Road Project Area Impacted Trees IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

• Deciduous

- Evergreen



400 Feet

December 1, 2016

Exhibit 17 Tree Impacts



Background Sources: Esri, HERE, DeLorme, TomTom, Intermap, in Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES nt P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kao S DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Montgomery Road Project Area Impacted Trees IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

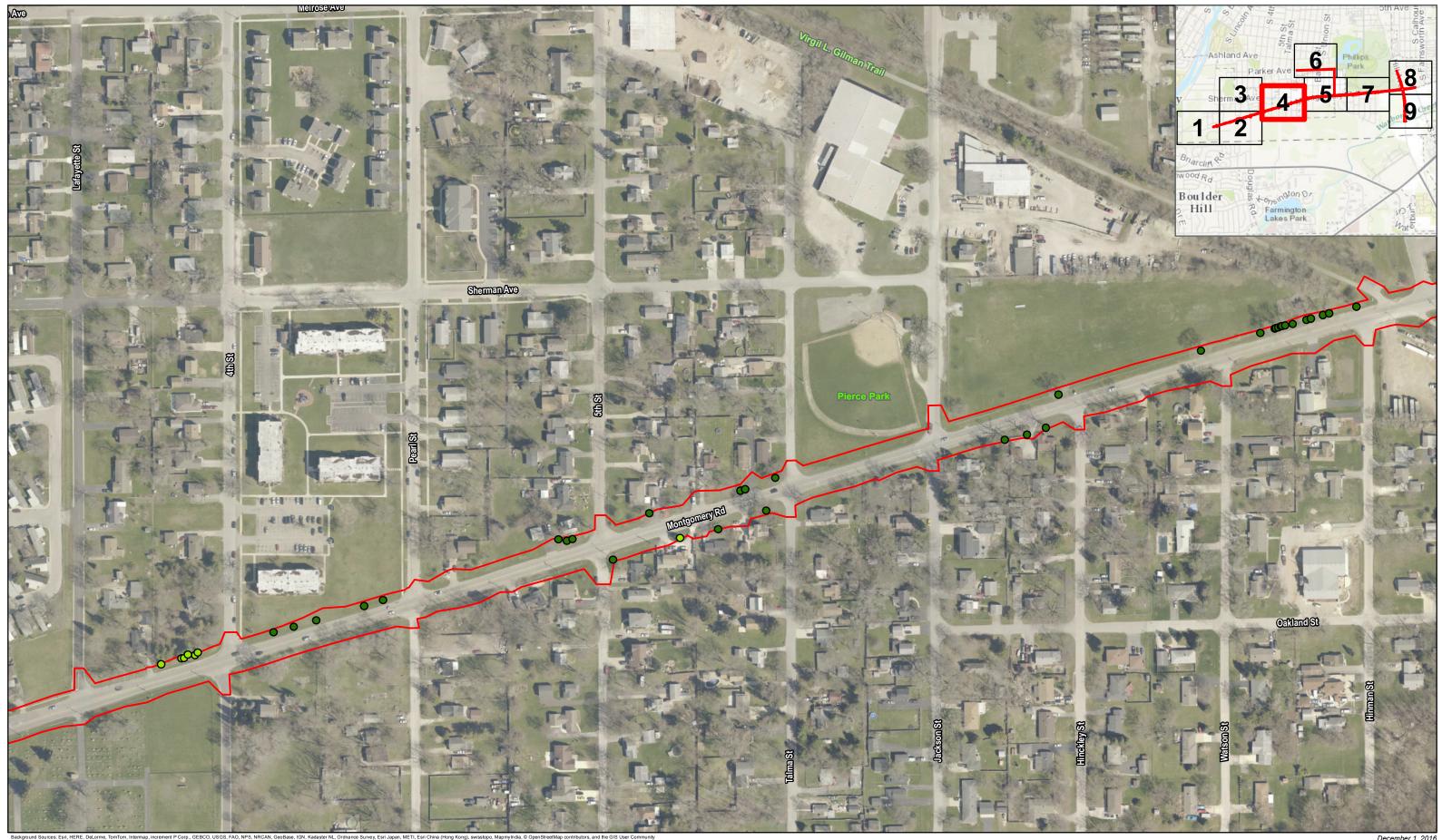
• Deciduous

- Evergreen



December 1, 2016

Exhibit 17 Tree Impacts



Background Sources: Esri, HERE, DeLorme, TomTom, Internap, inc Source: Esri, Digita/Globe, GeoEye, Earthstar Geographics, CNES/ ment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadas bus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Montgomery Road Project Area Impacted Trees IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

• Deciduous

• Evergreen



400 Feet

December 1, 2016

Exhibit 17 Tree Impacts



Background Sources: Esri, HERE, DeLorme, TomTom, Intermap, ir Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES

Montgomery Road Project Area Impacted Trees IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

• Deciduous

- Evergreen

NORTH 400 Feet 200

December 1, 2016

Exhibit 17 Tree Impacts



Montgomery Road Project Area Impacted Trees IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

• Deciduous

- Evergreen

Exhibit 17 Tree Impacts





IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

• Deciduous

- Evergreen

200

Tree Impacts



IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

• Deciduous

- Evergreen

200

Tree Impacts



Background Sources: Esri, HERE, DeLorme, TomTom, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Co Source: Esri, DiglaGlobe, GeoEye, Earthstar Geographics, CNES/Alribus DS, USGS, AeroGRID, IGN, and the GIS User Community

Montgomery Road Project Area Impacted Trees IL 25 to Hill Avenue Section 13-00127-00-WR Kane County, IL

• Deciduous

• Evergreen

400 Feet

December 1, 2016

Exhibit 17 Tree Impacts



Ехнівіт **18**

NATURAL RESOURCE REVIEW MEMO



Illinois Department of **Natural Resources**

One Natural Resources Way Springfield, Illinois 62702-1271 http://dnr.state.il.us

Bruce Rauner, Governor

Wayne Rosenthal, Director

November 23, 2016

Janel Veile Illinois Department of Transportation-Central Office 2300 S. Dirksen Parkway Room 330 Springfield, IL 62764

RE: FAU 3579 (Montgomery Road) Project Number(s): 1704556 [18111 A and B] County: Kane

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

However, strict adherence to best management practices for erosion and sedimentation control should be used to minimize the possibility of any adverse impacts to the listed species in the Fox River and Waubonsie Creek.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Sheldon Fairfield Division of Ecosystems and Environment 217-785-5500



Illinois Department of Transportation

Memorandum

То:	Maureen E. Kastl	Attn:	Greg S. Lupton		
From:	Maureen M. Addis	By:	Thomas C. Brooks Thomas C. Basks		
Subject:	Natural Resources Review				
Date:	January 19, 2017				

FAU 2503 (Montgomery Road) T 38N, R 8E, S 32 Seq. No. 18111, 18111A and 18111B Kane County By CONCUR Impact Assessment Section IDNR

The project includes the improvement of the corridor of Montgomery Road from IL 25 to Hill Avenue. The project is located in the Village of Montgomery and City of Aurora. The existing roadway is primarily a two lane rural facility with left turn lanes at major intersections. The proposed improvements may utilize two way left turn lanes and upgraded turn lanes with storage at major intersections. The cross section of the project may be urban and incorporate curb and gutter with a closed drainage system. A roundabout will be evaluated as an option to improve roadway geometrics at the west end of the project. The Douglas Ave/Montgomery Rd intersection will also be analyzed for geometric improvements as part of this study. An anticipated 157.8 ac of new ROW is required. There will be no instream work. Tree removal is undetermined at this time. Land cover in the project area is residential and agricultural.

<u>Review for Illinois Endangered Species Protection and Illinois Natural</u> <u>Areas Preservation – Part 1075</u>

The Illinois Natural Heritage Database contains no records of Illinois Natural Area Inventory (INAI) sites, dedicated Nature Preserves or registered Land and Water Reserves in the project vicinity. There are records of the State-listed Blanding's turtle, Slippershell mussel, River redhorse and Greater redhorse in the vicinity of the project. Per the MOU by and between IDNR, this office submitted an EcoCAT on November 17, 2016. We received an EcoCAT response letter via email on November 23, 2016 requesting the following:

"Strict adherence to best management practices for erosion and sedimentation control should be used to minimize the possibility of any adverse impacts to the listed species in the Fox River and Waubonsie Creek."

This commitment will be included in the project plans. Therefore, consultation under Part 1075 is closed.

This review for compliance with 17 III. 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

We received the Wetland Impact Evaluation form. The form indicates that there will be no wetland impacts. Therefore, the wetland review under Part 1090 is terminated.

There will be 0.045 ac of permanent impacts to one Waters of the U.S. (WOUS). WOUS impacts are not covered under the IDOT Wetlands Action Plan and do not require mitigation per COE guidance if WOUS impacts are less than 0.1 ac, as in this case.

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was received and is saved to the project folder. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed in Kane County: Northern long-eared bat, Eastern prairie fringed orchid and Rusty Patched Bumble Bee. No proposed and candidate species and proposed or designated critical habitat is listed.

Northern long-eared bat

Northern long-eared bat suitable summer habitat consists of a wide variety of forested or wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees or snags ≥3 inches dbh that have exfoliating bark, cracks, crevices, or hollows) as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1,000 feet of other forested or wooded habitat. Trees found in highly-developed urban areas (e.g., street trees, downtown areas) are extremely unlikely to be suitable NLEB habitat.

The proposed improvement includes the removal of an undetermined amount of trees. These trees are located within and in the vicinity of Montgomery Road and are primarily scattered landscape trees in a residential and agricultural area. This is not suitable NLEB habitat. There are no records of maternity roost trees, maternity colonies or hibernaculum in the vicinity of the project.

We assessed the potential for adverse impacts to the NLEB in accordance with the *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* and determined that the proposed improvement will have no effect to the NLEB.

Eastern prairie fringed orchid

Eastern prairie fringed orchid occurs in a wide variety of habitats, from mesic prairie to wetland communities such as sedge meadows, marsh edges and even bogs. It requires full sunlight for optimum growth and flowering, which restricts it to grass- and sedge-dominated plant communities. The substrate of the sites where it occurs ranges from neutral to mildly calcareous. Occasionally the orchid colonizes successional habitats or recolonizes previously occupied areas.

We evaluated the limits of the proposed improvement for the presence of potentially suitable EPFO habitat. Our evaluation included the use of EPFO guidance from the US Fish and Wildlife Service, Chicago Ecological Services Field Office. There are no prairies or high quality wetlands in the project area. We determined there would be no effect to EPFO from the proposed improvement.

We have determined that the proposed improvement is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of any critical habitat.

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 List

cc: Sheldon Fairfield, IDNR

JMV



United States Department of the Interior

FISH AND WILDLIFE SERVICE Chicago Ecological Service Field Office U.S. FISH AND WILDLIFE SERVICE CHICAGO ECOLOGICAL SERVICES OFFICE, 230 SOUTH DEARBORN ST., SUITE 2938 CHICAGO, IL 60604 PHONE: (312)216-4720 URL: www.fws.gov/midwest/endangered/section7/s7process/7a2process.html



Consultation Code: 03E13000-2017-SLI-0100 January 19, 2017 Event Code: 03E13000-2017-E-00232 Project Name: FAU 3579 (Montgomery Road) Seq. No. 18111, 18111A, 18111B

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Please note! For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

For all other projects, continue the Section 7 Consultation process by going to our Section 7 Technical Assistance website at http://www.fws.gov/midwest/endangered/section7/s7process/index.html. If you are familiar with this website, you may want to go to Step 2 of the Section 7 Consultation process at http://www.fws.gov/midwest/endangered/section7/s7process/index.html. If you are familiar with this website, you may want to go to Step 2 of the Section 7 Consultation process at http://www.fws.gov/midwest/endangered/section7/s7process/index.html.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website

<u>http://ecos.fws.gov/ipac/</u> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <u>http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html</u> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



Project name: FAU 3579 (Montgomery Road) Seq. No. 18111, 18111A, 18111B

Official Species List

Provided by:

Chicago Ecological Service Field Office U.S. FISH AND WILDLIFE SERVICE CHICAGO ECOLOGICAL SERVICES OFFICE 230 SOUTH DEARBORN ST., SUITE 2938 CHICAGO, IL 60604 (312) 216-4720 http://www.fws.gov/midwest/endangered/section7/s7process/7a2process.html

Consultation Code: 03E13000-2017-SLI-0100 **Event Code:** 03E13000-2017-E-00232

Project Type: TRANSPORTATION

Project Name: FAU 3579 (Montgomery Road) Seq. No. 18111, 18111A, 18111B

Project Description: The project includes Phase I engineering services for the improvement of the corridor of Montgomery Road from IL 25 to Hill Avenue. The project is located in the Village of Montgomery and City of Aurora. The existing roadway is primarily a two lane rural facility with left turn lanes at major intersections. The proposed improvements may utilize Two Way Left Turn Lanes and upgraded turn lanes with storage at major intersections. The cross section of the project may be urban and incorporate curb and gutter with a closed drainage system. A roundabout will be evaluated as an option to improve roadway geometrics at the west end of the project. The Douglas Ave/Montgomery Rd intersection will also be analyzed for geometric improvements as part of this study. An anticipated 157.8 ac of new ROW is required. No instream work. Undetermined tree removal. Residential and agricultural land cover.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



Project name: FAU 3579 (Montgomery Road) Seq. No. 18111, 18111A, 18111B

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-88.32155084295665 41.73660705979938, -88.28452949062923 41.740236556407346, -88.28224038763439 41.727810749829956, -88.28779105679133 41.72665771803123, -88.32544240605787 41.723839108739085, -88.32155084295665 41.73660705979938)))

Project Counties: Kane, IL



Project name: FAU 3579 (Montgomery Road) Seq. No. 18111, 18111A, 18111B

Endangered Species Act Species List

There are a total of 2 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Flowering Plants	Status	Has Critical Habitat	Condition(s)
Eastern Prairie Fringed orchid (<i>Platanthera leucophaea</i>) Population: Wherever found	Threatened		Follow the guidance provided at https://www.fws.gov/ midwest/endangered/s ection7/s7process/plan ts/epfos7guide.html
Mammals			
Northern long-eared Bat (<i>Myotis</i> septentrionalis) Population: Wherever found	Threatened		



Project name: FAU 3579 (Montgomery Road) Seq. No. 18111, 18111A, 18111B

Critical habitats that lie within your project area

There are no critical habitats within your project area.

http://ecos.fws.gov/ipac, 01/19/2017 10:58 AM

Sequence #: 18111

FAU 3579 Valid thru 8/29/2015

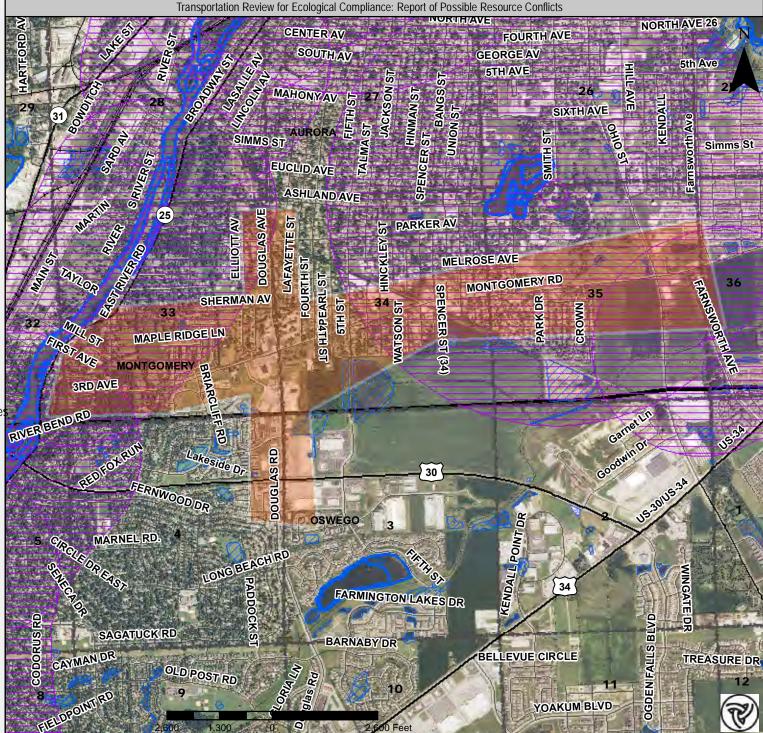
Resource in Vicinity of Project Polygon *T&E *Ducks Unlimited Wetlands *National Wetlands Inventory INAI & NP w/in 1 mile *none found

No Resource Found *INAI *Nature Preserve *INHS Wetland *Roadside Prairie Inventory

County: KANE Section(PLSS): 3 38N8E34 Area: 1.63576 sq. miles = 1046.88485 acre Report created by Janel Veile



Include as additional documentation with permit applications (USACE).



Ехнівіт 19

TRAFFIC NOISE CONCURRENCE DOCUMENTATION

Hoberg, Julie

Subject: FW: Montgomery Road Study - Final Noise Report

AMServiceURLStr: https://Slingshot.hdrinc.com:443/CFSS/control?view=services/FTService

From: Knight, Hannah M. [mailto:Hannah.Knight@illinois.gov]
Sent: Thursday, November 17, 2016 1:44 PM
To: Lazzara, John
Cc: Solomon, Marilin D; Jennifer O'Connell (<u>oconnelljennifer@co.kane.il.us</u>)
Subject: FW: Montgomery Road Study - Final Noise Report

John,

Please see below. Please submit the hard copy to D1 BLRS and we will forward to Central BLRS. Please ensure the summary and email are inserted in the PDR.

Thanks, Hannah

From: Raffensperger, William
Sent: Thursday, November 17, 2016 1:27 PM
To: Knight, Hannah M.
Cc: Solomon, Marilin D; Mead, Sam M; Runkle, Ken
Subject: RE: Montgomery Road Study - Final Noise Report

Ms. Knight -

I will need a copy of the noise study for BLRS files. Please ensure that a summary of the noise analysis and Dr. Runkle's email is included in the PDR to document the noise analysis.

William Raffensperger, PE, PTOE, PTP Project Development Engineer

Illinois Department of Transportation Bureau of Local Roads and Streets 2300 S. Dirksen Parkway Springfield, IL 62764

(O) 217-785-1676
(C) 217-720-2787
(F) 217-782-3971
william.raffensperger@illinois.gov

From: Runkle, Ken
Sent: Thursday, November 17, 2016 1:09 PM
To: Knight, Hannah M.
Cc: Solomon, Marilin D; Raffensperger, William; Mead, Sam M
Subject: RE: Montgomery Road Study - Final Noise Report

I have no additional comments.

Ken

From: Knight, Hannah M.
Sent: Wednesday, November 16, 2016 9:34 AM
To: Runkle, Ken; Mead, Sam M
Cc: Solomon, Marilin D; Raffensperger, William
Subject: FW: Montgomery Road Study - Final Noise Report

Ken / Sam,

Please see attached Final Noise Report and Disposition of Comments for Montgomery Road in Kane County, which was discussed in a conference call on October 26th.

Please let us know if the Final Noise Report is acceptable. Let us know if you need a hard copy for your review.

Thanks,

Hannah Knight, E.I. HR Green, Inc. Consultant to Bureau of Local Roads and Streets Illinois Department of Transportation 201 West Center Court Schaumburg, IL 60196 Tel: (847)705-4205 Fax: (847)705-4203 hannah.knight@illinois.gov ♣ Please consider the environment before printing this email

This e-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail (or the person responsible for delivering this document to the intended recipient), you are hereby notified that any dissemination, distribution, printing or copying of this e-mail, and any attachment thereto, is strictly prohibited. If you have received this e-mail in error, please respond to the individual sending the message, and permanently delete the original and any copy of any e-mail and printout thereof.

From: Lazzara, John [mailto:John.Lazzara@hdrinc.com]
Sent: Tuesday, November 15, 2016 2:47 PM
To: Knight, Hannah M.
Cc: Solomon, Marilin D; Jennifer O'Connell (oconnelljennifer@co.kane.il.us)
Subject: [External] Montgomery Road Study - Final Noise Report

Hannah, as a follow up to our recent conference call discussing the draft Noise Report I am attaching the final Noise Report for the Montgomery Road Study. I also included the disposition of comments for both BDE and District comments. I believe we addressed everyone's comments and the report should now be complete. Please let me know if there are any further questions.

John Lazzara, PE, ENV SP Vice President – Transportation Business Group Manager

HDR 8550 W. Bryn Mawr Avenue, Suite 900 Chicago, IL 60631 D 773.380.7938 M 773.718.2282 john.lazzara@hdrinc.com

hdrinc.com/follow-us