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 II of III:
Appendix B, Supporting Documentation with Section 4(f) Reports

June 29, 2017

Prepared for:

Kane County Division of Transportation

Prepared by:

HDR Engineering, Inc.

APPENDIX B

SUPPORTING DOCUMENTATION

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1. LOCATION DRAINAGE STUDY APPROVAL DOCUMENTATION

Hoberg, Julie

From: Hoberg, Julie
Sent: Wednesday, June 21, 2017 4:06 PM
To: Hoberg, Julie
Subject: FW: Hill Ave at Montgomery Rd.

From: Streater, Jeremy R.
Sent: Wednesday, June 21, 2017 8:52 AM
To: Knight, Hannah M.
Cc: Masouridis, Eleftherios P
Subject: Hill Ave at Montgomery Rd.

Dear Hannah Knight,

We have received the final Location Drainage Study for Hill Avenue at Montgomery Road and have no further comments. Please proceed with the next step in the process.

Jeremy Streater

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2. TRAFFIC OPERATIONS ANALYSIS REPORT

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

TRAFFIC OPERATIONS ANALYSIS

August 2016

Prepared for: Kane County Division of Transportation

Prepared by: HDR Engineering, Inc.

Introduction

The project is located in Montgomery, Illinois on Montgomery Road, between Briarcliff Road and Hill Avenue. The nearest interstate is I-88 located approximately 5 miles north of the study area. Land use along Montgomery Road, to the north and south, is primarily residential with local businesses located near Douglas Avenue, Bangs Street, and Howell Place. Recreational facilities are located north of Montgomery Road between Howell Place and Hill Avenue, near Talma Street and near Broadway Avenue. Agricultural land is located around the intersection at Hill Avenue. Transit services provided within the study area include a Pace bus route with stops between Howell Place and Waterford Street that provides access to Rush-Copley Medical Center in Montgomery and to the Metra BNSF Line at the Aurora Transportation Center. A project location map (Exhibit 1) is included in Appendix A.

Traffic analyses were performed to identify existing deficiencies and to evaluate future needs within the Montgomery Road project corridor. To evaluate existing and future traffic operations, three scenarios for the corridor were analyzed: 2013 Existing Conditions, 2040 No-Build, and 2040 Build Alternatives. Two 2040 Build Alternatives were analyzed along the section of Montgomery Road from Briarcliff Road to Hill Avenue: a 4 lane cross section and a 3 lane cross section also known as a two lane roadway with a two-way left turn lane (TWLTL). This memorandum discusses the methodology and results of the traffic analyses performed.

Methodology

Capacity analyses were conducted for the weekday peak hours to determine:

- The existing operating performance of the intersections within the study corridor,
- Future year 2040 intersection operations with existing roadway geometry,
- Future traffic control and auxiliary lane needs, and
- The roadway improvements required for adequate future 2040 operations.

The intersections (signalized and unsignalized) within the study corridor were modeled and analyzed using the Highway Capacity Software 2010 (HCS 2010) program. The ability of an intersection to accommodate traffic flow is expressed in terms of Level of Service (LOS), which is assigned a letter from A to F based on the average total delay experienced by each vehicle passing through an intersection. LOS A is the highest rating representing the best traffic flow and least delay, LOS E represents saturated or at-capacity conditions, and LOS F is the lowest rating representing oversaturated over capacity conditions. Typically, LOS D is the lowest satisfactory level accepted by public agencies in Northeastern Illinois for design of peak-hour conditions.

For signalized intersections, LOS is calculated for lane groups, intersection approaches, and the intersection as a whole. The LOS analysis for signalized intersections was based on average total vehicle delay (in seconds of delay per vehicle). Delay can be a result of one or any combination of the following: high volumes entering the intersection, poor signal phasing, a lack of or inadequate number of auxiliary lanes, etc. Analyses also took into consideration the need to maintain existing and proposed pedestrian crossings.

For unsignalized intersections under stop control, the LOS is calculated for the approaches or movements than need to stop at a stop sign or yield to oncoming traffic, not for the intersection as a whole. When there are not enough suitable gaps in the free flow movement of traffic on the major (uncontrolled) street to allow for minor street traffic to safely enter the traffic flow or when a small number of vehicles are being delayed or when a small number of vehicles are delayed for longer periods of time, a less than desirable LOS will occur.

The Highway Capacity Manual (HCM) definitions for the various LOS and corresponding delay signalized and unsignalized intersections are summarized in Table 1.

Table 1 Level of Service (LOS) Criteria

Unsignalized Intersection	
LOS	Delay Range (sec/veh)
A	0-10
B	10-15
C	15-25
D	25-35
E	35-50
F	50+

Signalized Intersection	
LOS	Delay Range (sec/veh)
A	0-10
B	10-20
C	20-35
D	35-55
E	55-80
F	80+

Existing Street Characteristics

A site visit was conducted in order to collect existing field conditions within the project study limits.

Montgomery Road is an east/west minor arterial that has a speed limit ranging from 30 mph to 35 mph. Overall, Montgomery Road runs from IL 25 to Book Road providing access to state and county routes such as IL 25, US Route 34 (Ogden Avenue), and IL 59. Within the project study area, signalized intersections exist at Douglas Road, Howell Place, and Hill Avenue. Montgomery Road is a rural cross section with one lane provided in each direction. Left turn lanes are provided on Montgomery Road at Briarcliff Road, Douglas Road, Park Avenue/Aquatic Center, and Hill Avenue. A right turn lane on Montgomery Road is only provided in the westbound direction at Briarcliff Road. Montgomery Road within the project limits is under the jurisdiction of the Kane County Department of Highways (KDOT) and is designated County Highway 29.

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.

Douglas Road is a north/south major collector that has a speed limit ranging from 30 to 35 mph. 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.

5th Street runs north/south and has a posted speed limit of 25 mph. 5th Street is considered a local road. South of Montgomery Road, 5th Street is designed as an urban two-way collector with one lane in each direction. North of Montgomery Road, 5th Street is designed as a local road with one lane in each direction. 5th Street is stop controlled at Montgomery Road and does not provide any turn lanes. Currently, 5th Street ends less than 1,000 feet south of Montgomery Road and then starts again about a ½ mile south in Kendall County. Consideration to closing the gap and provide a continuous network on 5th Street is ongoing.

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.

Hill Avenue (Lincoln Highway) is a north/south principal arterial 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.

The existing lane configuration at the intersections on Montgomery Road in the study area is as follows:

- Briarcliff Road (unsignalized)
    - 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 (signalized)
    - 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

- 5th Street (unsignalized)
  - 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
- Howell Place (signalized)
  - 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 (signalized)
  - 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

Existing Traffic Volumes

Average Daily Traffic (ADT) represents the average daily volumes of vehicles that travel on the roadway over the course of the year. The existing ADT along Montgomery Road within the study corridor ranges from 5,800 to 12,300 vehicles per day. Major side road ADTs range from 500 to 19,900 vehicles per day. Table 2 and Exhibit 2 in Appendix A summarize the 2013 existing ADTs for Montgomery Road and the major side roads within the study corridor.

Table 2 Existing Average Daily Traffic Volumes

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

Traffic counts were conducted 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 in order to determine the AM and PM peak hours. Exhibit 3 in Appendix A illustrates the AM and PM peak hour traffic volumes for the corridor and all field collected traffic counts are provided in Appendix F.

Existing Traffic Operations

Intersections within the study corridor were analyzed using HCS 2010 software, existing traffic peak hour volumes, existing signal timing, and existing geometry. Detailed HCS reports of the 2013 existing conditions traffic operations are located in Appendix B. Table 3 summarizes the corresponding movement LOS, overall intersection LOS (approach LOS at unsignalized intersections), and overall intersection delay (approach delay at unsignalized intersections) for each of the intersections studied for both the AM and PM peak hours.

Table 3 Existing Weekday Peak Hour LOS & Delay

Intersection	AM Peak Hour		PM Peak Hour	
Montgomery Road at Briarcliff Road (Minor Street Stop)	EB L – A EB T/R – A	NB L – C NB T/R – B	EB L – A EB T/R – A	NB L – D NB T/R – B
	WB L – A WB T – A WB R – A	SB L – C SB T/R – B	WB L – A WB T – A WB R – A	SB L – D SB T/R – C
Approach	*NB – B (12.1 sec/veh)* *SB – B (14.7 sec/veh)*		*NB – C (18.5 sec/veh)* *SB – C (21.5 sec/veh)*	
Montgomery Road at Douglas Road (Signalized)	EB L – B EB T/R – B	NB L – C NB T – D NB R – D	EB L – B EB T/R – C	NB L – C NB T – D NB R – D
	WB L – B WB T/R – B	SB L – C SB T - C SB R – C	WB L – B WB T/R – C	SB L – C SB T - C SB R – C
Overall	*C (26.6 sec/veh)*		*C (30.4 sec/veh)*	
Montgomery Road at 5th Street (Minor Street Stop)	EB L/T/R – A	NB L/T/R – C	EB L/T/R – A	NB L/T/R – D
	WB L/T/R – A	SB L/T/R – C	WB L/T/R – A	SB L/T/R – C
Approach	*NB – C (16.2 sec/veh)* *SB – C (15.5 sec/veh)*		*NB – D (28.1 sec/veh)* *SB – C (24.5 sec/veh)*	
Montgomery Road at Howell Place (Signalized)	EB L/T/R – A	NB L/T/R – C	EB L/T/R – A	NB L/T/R – C
	WB L/T/R – A	SB L/T/R – C	WB L/T/R – A	SB L/T/R – C
Overall	*A (4.2 sec/veh)*		*A (4.9 sec/veh)*	
Montgomery Road at Hill Avenue (Signalized)	EB L – C EB T/R – E	NB L – C NB T/R – D	EB L - D EB T/R – E	NB L – F NB T/R – D
	WB L – D WB T/R – D	SB L – C SB T/R – C	WB L – E WB T/R – D	SB L – D SB T/R – F
Overall	*D (44.8 sec/veh)*		*E (71.4 sec/veh)*	

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

Overall, all intersections, except Montgomery Road at Hill Avenue during both peak hours, operate at a LOS of C or better during the weekday peak hours. The intersection of Montgomery Road and Hill Avenue operates at overall LOS D in the AM peak hour and an overall LOS E in the PM peak hour.

2040 Projected Traffic Volumes

Future 2040 ADT's were received from the Chicago Metropolitan Agency for Planning (CMAP). The 2040 traffic volumes include any known individual roadway or land use improvements scheduled to be completed by the year 2040.The projected 2040 ADTs along Montgomery Road within the study corridor range from 7,000 to 16,000 vehicles per day. The major side road projected 2040 ADTs range from 450 to 26,000 vehicles per day. Table 4 and Exhibit 2 in Appendix A summarize the projected 2040 ADTs for Montgomery Road and the major side roads within the study corridor.

Table 4 2040 Average Daily Traffic Volumes

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

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. Exhibit 4 in Appendix A illustrates the weekday AM and PM 2040 design hourly volumes and turning movements.

According to Chapter 32 of the Illinois Department of Transportation, Bureau of Local Roads and Streets Manual (October 2008), the threshold for a 4 lane roadway is between 1,250 and 2,050 vehicles per hour. As noted in Table 5, the projected design hourly volumes within the study corridor range from 1235-1,905 vehicles per hour, with the all of Montgomery Road within the study area meeting the threshold for a 4 lane roadway.

Table 5 Existing and Projected 2040 Design Hourly Volume (DHV)

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

Design hourly volumes on Hill Avenue were also compared to the threshold for a 4 lane facility. The existing design hourly volume on Hill Avenue exceeds 1,250 and therefore was analyzed as a 4 lane cross section. Because of the high demand on Hill Avenue at the Montgomery Road intersection, Hill Avenue is proposed as a 4 lane facility at the Montgomery Road intersection in all alternatives analyzed.

2040 Projected No-Build Traffic Operations

The No-Build Alternative consists of future 2040 traffic volumes, existing signal timings, and existing intersection lane configurations and geometry. Detailed reports of the 2040 No-Build Alternative traffic operations are located in Appendix B. Table 6 lists the movement LOS, overall intersection LOS (approach LOS at unsignalized intersections), and overall intersection delay (approach delay at unsignalized intersections) for each of the study intersections under the 2040 No-Build Alternative conditions during the weekday AM and PM peak hours.

Table 6 No-Build Weekday Peak Hour LOS & Delay

Intersection	AM Peak Hour		PM Peak Hour	
Montgomery Road at Briarcliff Road (Minor Street Stop)	EB L – A EB T/R – A	NB L – B NB T/R – B	EB L – A EB T/R – A	NB L – C NB T/R – C
	WB L – A WB T – A WB R – A	SB L – C SB T/R – B	WB L – A WB T – A WB R – A	SB L – D SB T/R – D
Approach	*NB – B (12.0 sec/veh)* *SB – B (14.6 sec/veh)*		*NB – C (17.2 sec/veh)* *SB – D (29.1 sec/veh)*	
Montgomery Road at Douglas Road (Signalized)	EB L – B EB T/R – C	NB L – C NB T – C NB R – D	EB L – B EB T/R – C	NB L – C NB T – C NB R – F
	WB L – B WB T/R – B	SB L – C SB T – C SB R – C	WB L – F WB T/R – C	SB L – C SB T – C SB R – C
Overall	*C (30.2 sec/veh)*		*D (51.2 sec/veh)*	
Montgomery Road at 5th Street (Minor Street Stop)	EB L/T/R – A	NB L/T/R – C	EB L/T/R – A	NB L/T/R – F
	WB L/T/R – A	SB L/T/R – C	WB L/T/R – A	SB L/T/R – D
Approach	*NB – C (23.2 sec/veh)* *SB – C (17.9 sec/veh)*		*NB – F (62.7 sec/veh)* *SB – D (29.0 sec/veh)*	
Montgomery Road at Howell Place (Signalized)	EB L/T/R – A	NB L/T/R – C	EB L/T/R – A	NB L/T/R – C
	WB L/T/R – A	SB L/T/R – C	WB L/T/R – A	SB L/T/R – C
Overall	*A (4.6 sec/veh)*		*A (5.7 sec/veh)*	
Montgomery Road at Hill Avenue (Signalized)	EB L – C EB T/R – F	NB L – C NB T/R – F	EB L – D EB T/R – F	NB L – F NB T/R – F
	WB L – E WB T/R – D	SB L – E SB T/R – D	WB L – F WB T/R – E	SB L – F SB T/R – F
Overall	*E (76.0 sec/veh)*		*F (148.3 sec/veh)*	

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

The future 2040 No-Build analyses reflect deficiencies along the Montgomery Road corridor within the study area. At the signalized intersections at Douglas Road and Hill Avenue the LOS E or worse for some movements reflect the need for auxiliary lanes and/or additional thru lanes for the increase in volumes. For the stop controlled intersection at 5th Street the LOS F for the

northbound approach may be due to the lack of capacity on Montgomery Road. Adequate gaps in traffic are not provided and thus side street traffic is delayed.

Signal Warrant Analyses

Due to the undesirable projected delay at the intersections of Montgomery Road with Briarcliff Road (LOS D southbound approach) and with 5th Street (LOS F northbound approach), the two intersections were evaluated for a traffic signal. Additionally, the intersection of Montgomery Road and Howell Place was evaluated to verify that a traffic signal is warranted. HCS 2010 Warrants software was used to perform the analysis. The HCS software follows the guidelines outlined in the *Manual on Uniform Traffic Control Devices* (MUTCD). Results of the signal warrant analysis can be found in Appendix C.

All intersections were evaluated for both the 2013 existing condition and projected 2040 traffic condition with no improvements. For the projected 2040 traffic condition with no improvements only Warrant 3 was evaluated due to the availability of data and the extent of the traffic projections.

According to the results of the HCS 2010 Warrants software, the intersections of Montgomery Road at Briarcliff Road, 5th Street, and Howell Place do not meet the requirements of traffic signal Warrant 3 in 2013 or 2040. Based on the results of the warrant analysis it is recommended that the existing traffic signal at the intersection of Montgomery Road and Howell Place be removed and downgraded to a minor street stop control.

Auxiliary Lane warrant Analyses

To ensure safe and efficient operations, the study intersections were evaluated for the need of turn lanes. Chapter 34-3, Auxiliary Turn Lanes, of the IDOT Bureau of Local Roads and Streets (BLRS) manual and Figures 36-3A through 36-3G of the IDOT Bureau of Design (BDE) manual were used as reference guides. Figures from the BDE and BLRS manuals are provided as reference in Appendix D. Traffic volumes for the design year 2040 were used for the evaluation.

Right Turn Lanes

Right turn lanes should be considered when any of the following criteria are met:

- For signalized intersections, where the right turning volume is 150 vehicles per hour (vph) and where there is greater than 300 vph per lane (vphpl) on the mainline.
- Where a capacity analysis reflects the need in order to meet level of service criteria.
- For uniformity of the intersection design, if any other intersections provide right-turn lanes.
- Dual right-turn lanes are to be considered for signalized intersections where the right turning volume is equal to or greater than 300 vph or where capacity analysis determines it is necessary to meet the level-of-service criteria.
- At unsignalized intersections where the design speed is less than 50 mph and meets the criteria in Figure 36-3A in the BDE manual.

Based upon the volume criteria, single right turns are warranted at the following intersections:

- Montgomery Road and Briarcliff Road: northbound
- Montgomery Road and Douglas Road: northbound
- Montgomery Road and Hill Avenue: eastbound

At the intersection of Montgomery Road and Briarcliff Road the existing right turn lane in the westbound direction is not warranted following the criteria in Figure 36-3A in the BDE manual; nor is the right turn lane warranted based on the crash analysis at the intersection. However, due to an existing condition and established driver expectancy, it is recommended to retain the existing geometry.

Left Turn Lanes

Left-turn lanes should be considered for intersections when any of the following criteria are met:

- At signalized intersections, where the left-turning volume is equal to or greater than 75 vph.
- At any intersection, where a capacity analysis determines a left-turn lane is necessary to meet the level-of-service criteria.
- For uniformity of intersection design, if any other intersections provide left-turn lanes.
- Per IDOT standards, dual left-turn lanes are to be considered for signalized intersections where the left turning volume is equal to or greater than 300 vph or where a capacity analysis determines it is necessary to meet the level-of-service criteria. Will County standards, however, state that dual left-turn lanes are only to be considered where the left-turning volume is equal to or greater than 300 vph and the v/c ratio for the left turning movement is greater than 0.85.

Based upon the volume criteria, left turns are warranted at the following intersections:

- Montgomery Road and Douglas Road: westbound (dual), northbound
- Montgomery Road and Hill Avenue: westbound (dual), southbound, northbound

Where left or dual left turn lanes are to be provided, a left or dual left turn lanes will also be provided in the opposing direction. At the intersection of Montgomery Road and Briarcliff Road the existing left turn lanes are not warranted on any approach following the criteria in Figure 36-3.G in the BDE manual; however, due to an existing condition and established driver expectancy, it is recommended to retain the existing geometry.

Based upon the identified auxiliary lanes and identified number of through lanes based upon the DHV, operational analyses were performed for the 2040 Build Alternatives.

2040 Build Alternatives

At the intersection of Montgomery Road with Briarcliff Road it is recommended to retain the existing geometry due to existing conditions and established driver expectancy.

Two Build Alternatives were analyzed and included in this memorandum. As needed per BLRS requirements a 4 lane cross section between Briarcliff Road and Hill Avenue was analyzed and included all warranted auxiliary lanes in the study area.

2040 Build Alternative 4 Lanes (Full Build-Out)

Under 2040 Build Alternative 4 Lanes (Full Build-Out), Montgomery Road would be widened to a 4 lane cross section west of Douglas Road to Hill Avenue as warranted. Capacity analyses were conducted for the weekday morning and evening peak hours under 2040 Build Alternative 4 Lanes future conditions using the methodologies outlined in the *Highway Capacity Manual (HCM)*. The analysis includes the warranted auxiliary lanes as outlined in Auxiliary Lane Warrant Analysis section and the recommended 4 lane cross section on Hill Avenue. Additionally, at Douglas Road the analysis includes the restriping of the northbound approach to an exclusive left turn lane, one through lane, and one right turn lane. The resulting lane configurations for the 2040 Build Alternative 4 Lanes (Full Build-Out) is as follows (changes over existing are *italicized)*:

- Douglas Road (signalized)
    - Eastbound: *2 left turn lanes, 1 thru lane, 1 shared thru/right turn lane*
    - Westbound: *2 left turn lanes, 1 thru lane, 1 shared thru/right turn lane*
    - Northbound: 1 left turn lane, *2 thru lanes, 1 right turn lane*
    - Southbound: 1 left turn lane, 1 thru lane, 1 share thru/right turn lane
- 5th Street (unsignalized)
    - Eastbound: *1 shared left turn/thru lane, 1 shared thru/right turn lane*
    - Westbound: *1 shared left turn/thru lane, 1 shared thru/right turn lane*
    - Northbound: 1 shared left turn/thru/right turn lane
    - Southbound: 1 shared left turn/thru/right turn lane
- Howell Place (signalized)
    - Eastbound: *1 shared left turn/thru lane, 1 share thru/right turn lane*
    - Westbound: *1 shared left turn/thru lane, 1 share thru/right turn lane*
    - Northbound: 1 shared left turn/thru/right turn lane
    - Southbound: 1 shared left turn/thru/right turn lane
- Hill Avenue (signalized)
    - Eastbound: *2 left turn lanes, 2 thru lanes, 1 right turn lane*
    - Westbound: *2 left turn lanes, 1 thru lane,* 1 shared thru/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

The capacity analyses were conducted with HCS 2010. The LOS results at each study intersection are shown in Table 7. All output worksheets of the analyses are contained in Appendix B.

Table 7 2040 Build Alternative 4-Lane Cross Section Weekday Peak Hour LOS & Delay

Intersection	AM Peak Hour		PM Peak Hour	
Montgomery Road at Douglas Road (Signalized)	EB L – C EB T/R – C	NB L – B NB T – B NB R – B	EB L – D EB T/R – C	NB L – B NB T – C NB R – B
	WB L – C WB T/R - B	SB L – B SB T/R – B	WB L – C WB T/R – B	SB L – B SB T/R – C
Overall	*B (16.8 sec/veh)*		*C (22.0 sec/veh)*	
Montgomery Road at 5th Street (Minor Street Stop)	EB L/T/R – A	NB L/T/R – C	EB L/T/R – A	NB L/T/R – D
	WB L/T/R – A	SB L/T/R – B	WB L/T/R – A	SB L/T/R – C
Approach	*NB – C (18.5 sec/veh)* *SB – B (13.5 sec/veh)*		*NB – D (32.5 sec/veh)* *SB – C (17.0 sec/veh)*	
Montgomery Road at Howell Place (Signalized)	EB L/T – A EB T/R – A	NB L/T/R – C	EB L/T – A EB T/R – A	NB L/T/R – C
	WB L/T – A WB T/R – A	SB L/T/R – C	WB L/T – A WB T/R – A	SB L/T/R – C
Overall	*A (3.5 sec/veh)*		*A (3.8 sec/veh)*	
Montgomery Road at Hill Avenue (Signalized)	EB L – D EB T – C EB R – C	NB L – B NB T – C NB T/R – C	EB L – D EB T – D EB R – C	NB L – C NB T – C NB T/R – C
	WB L – D WB T – C WB T/R – C	SB L – B SB T – C SB T/R – C	WB L – D WB T – C WB T/R – C	SB L – C SB T – C SB T/R – C
Overall	*C (26.7 sec/veh)*		*C (31.3 sec/veh)*	

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

All signalized intersections operate at LOS D or better under Build Alternative 4 Lanes (Full Build-Out). However, the required right-of-way and impacts to parcels (including residential, commercial, community, and section 4(f)) as a result of the 4 lane cross section is a concern along the Montgomery Road corridor. Therefore, a 3 Lane cross section 2040 Build Alternative (Preferred Alternative) was developed along Montgomery Road to minimize impacts while still providing for adequate traffic operations and safety. The Alternatives Analysis Matrix is as Exhibit 5 in Appendix A.

2040 Build Alternative 3 Lanes (Preferred Alternative)

Under 2040 Build Alternative 3 Lanes (Preferred Alternative), Montgomery Road would be widened to a 3 lane cross section west of Douglas Road east to Hill Avenue. Capacity analyses were conducted for the weekday morning and evening peak hours under 2040 Build Alternative 3 Lane (Preferred Alternative) future conditions using the methodologies outlined in the *HCM*. Use of auxiliary lanes was minimized to what was required in order to provide safe and sufficient operations at the intersections while minimizing impacts to adjacent parcels. To provide a continuous cross section throughout the corridor exclusive left turn lanes will be provided at all intersections regardless of being warranted. The resulting proposed geometry along the Montgomery Road corridor east of Briarcliff Road is as follows (changes over existing are *italicized)*:

- Douglas Road (signalized)
    - 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 shared thru/right turn lane
- 5th Street (unsignalized)
    - Eastbound: *1 left turn lane, 1 shared thru/right turn lane*
    - Westbound: *1 left turn lane, 1 shared thru/right turn lane*
    - Northbound: 1 shared left turn/thru/right turn lane
    - Southbound: 1 shared left turn/thru/right turn lane
- Howell Place (signalized)
    - Eastbound: *1 left turn lane, 1 shared thru/right turn lane*
    - Westbound: *1 left turn lane, 1 shared thru/right turn lane*
    - Northbound: 1 shared left turn/thru/right turn lane
    - Southbound: 1 shared left turn/thru/right turn lane
- Hill Avenue (signalized)
    - 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

The capacity analyses were conducted with HCS 2010. The LOS results at each study intersection are shown in Table 8. All output worksheets of the analyses are contained in Appendix B.

Table 8 2040 Build Alternative 3 Lanes (Preferred Alternative) Weekday Peak Hour LOS & Delay

Intersection	AM Peak Hour		PM Peak Hour	
Montgomery Road at Douglas Road (Signalized)	EB L – B EB T/R – C	NB L – C NB T – C NB R – F	EB L – B EB T/R – D	NB L – C NB T – C NB R – F
	WB L – B WB T/R - B	SB L – C SB T – C SB T/R – C	WB L – D WB T/R – B	SB L – C SB T – C SB T/R – C
Overall	*C (34.6 sec/veh)*		*D (53.4 sec/veh)*	
Montgomery Road at 5th Street (Minor Street Stop)	EB L – A EBT/R – A	NB L/T/R – C	EB L – A EBT/R – A	NB L/T/R – C
	WB L – A WBT/R – A	SB L/T/R – B	WB L – A WBT/R – A	SB L/T/R – C
Approach	*NB – C (16.4 sec/veh)* *SB – B (14.0 sec/veh)*		*NB – C (24.7 sec/veh)* *SB – C (18.4 sec/veh)*	
Montgomery Road at Howell Place (Signalized)	EB L – A EB T/R – A	NB L/T/R – C	EB L – A EB T/R – A	NB L/T/R – C
	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 sec/veh)*		*A (8.5 sec/veh)*	
Montgomery Road at Hill Avenue (Signalized)	EB L – B EB T – C EB R – B	NB L – C NB T – C NB T/R – D	EB L – C EB T – D EB R – B	NB L – D NB T – D NB T/R – D
	WB L – C WB T - C WB R – B	SB L – C SB T – C SB T/R – C	WB L – D WB T - C WB R – B	SB L – D SB T – D SB T/R – D
Overall	*C (27.8 sec/veh)*		*D (39.1 sec/veh)*	

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

Despite some movements operating at worse LOS or delays when compared to the Build Alternative 4 Lanes (Full Build-Out), all intersections will continue to operate at an overall LOS D or better under Build Alternative 3 Lanes (Preferred Alternative). At the Montgomery Road and Douglas Road intersection the northbound right turn movement in both the AM and PM peak hour operates at LOS F. The southeast quadrant is geometrically constrained by the cemetery resulting in maintaining the insufficient corner radius. The existing corner radius does not permit a northbound right turn simultaneously with a westbound left turn; the travel paths overlap. The northbound right turn movement is therefore restricted to no right on red.

Auxiliary Lane Storage Lengths (Preferred Alternative)

To ensure that an adequate number of vehicles can be stored during the associated signal cycle, the turn lane storage was calculated following two methods: the red-time formula or Figure 34-3B from the BLRS Manual. Table 9 details the criteria utilized from BLRS Figure 34-3B for each roadway.

Table 9 BLRS Figure 34-3B Criteria

Street	Design Speed	Condition	Taper*	Storage
Montgomery Road	35 mph	Stop 15 mph	155’ 155’	125’ 95’
Douglas Road	35 mph (Southbound) 40 mph (Northbound)	Stop Stop	155’ 175’	125’ 145’
Hill Avenue	45 mph	Stop	200’	185’

*The minimum taper requirement for dual left turns is 300 feet.

At intersections with low traffic volumes, the minimum storage length of 115’ (BLRS 34-3.02(b)-4) should be utilized.

For each auxiliary lane identified, the storage lane lengths were determined to be the longest length of the red time formula or Figure 34-3B. Table 8 summarizes the analyses (all calculations are located in Appendix E). The resulting storage lengths to be provided are bolded in Table 10. At unsignalized intersections with low traffic volumes, the minimum storage length of 115’ (BLRS 34-3.02(b)-4) should be utilized.

Table 10 Storage Length Requirements Build Alternative 3 Lanes (Preferred Alternative)

Movement	HCS 95% Queue	IDOT’s Red Time Formula	IDOT BLRS Criteria
Montgomery Road at Douglas Road			
Eastbound Left	25’	40’	**125’**
Westbound Left	360’	**410’**	125’
Northbound Left	45’	110’	**145’**
Northbound Right	785’	**420’**	145’
Southbound Left	45’	60’	**125’**
Montgomery Road at Howell Place			
Eastbound Left	30’	10’	**115’**
Westbound Left	5’	0’	**115’**
Montgomery Road at Hill Avenue			
Eastbound Left	45’	70’	**125’**
Eastbound Right	135’	**130’**	125’
Westbound Left	320’	**340’**	125’
Westbound Right	60’	100’	**150’**
Northbound Left	260’	**270’**	185’
Southbound Left	235’	**260’**	185’

Bold = resultant minimum length of storage

Appendix A

Exhibits

Exhibit 1 – Project Location Map

Exhibit 2 – Existing 2013 and Projected 2040 Average Daily Traffic (ADT) Volumes

Exhibit 3 – Existing 2013 Peak Hour Turning Movement Volumes

Exhibit 4 – Projected 2040 Peak Hour Turning Movement Volumes

Exhibit 5 – Alternatives Analysis Matrix

Note:
Appendix A exhibits are available upon request. The Location Map and Traffic Volumes are provided in Appendix A (Exhibit 1 and Exhibit 5) of the Project Development Report.

MONTGOMERY ROAD
IL Route 25 to Hill Avenue

Alternative Analysis For Corridor – East End

Criteria	Metrics	Alternative		
		No-Action	4-Lane Roadway	3-Lane Roadway
Mobility (Year 2040)				
Intersection Operations	🟢 LOS A - C (HIGH = Good Operations) 🟡 LOS D (MEDIUM = Acceptable Operations) 🔴 LOS E – F (LOW = Unacceptable Operations)			
		AM/PM	AM/PM	AM/PM
Montgomery Rd at IL 25	Signalized	🔴/🔴	N/A	🟢/🟡
Montgomery Rd at Douglas Rd	Signalized	🟡/🔴	🟢/🟡	🟢/🟡
Montgomery Rd at Hill Ave	Signalized	🔴/🔴	🟡/🟡	🟡/🟡
Safety				
Crash Predictability	Observed Crashes/Year	Predicted Crashes/Year		
Montgomery Rd at IL 25	5	7	4	4
Montgomery Rd: IL 25 to Douglas Rd	5	7	5	4
Montgomery Rd at Douglas Rd	10	8	8	8
Montgomery Rd: Douglas Rd to Howell Pl	13	11	12	11
Montgomery Rd: Howell Pl to Hill Ave	5	5	5	5
Montgomery Rd at Hill Ave	17	11	11	11
Overall Corridor	55	49	45	43
Pedestrian/Bicycle Mobility				
Pedestrian/ Bicycle Connectivity	🟢 Connecting to all Existing / Planned Ped-Bike Plans 🟡 Connecting to some Existing/Planned Ped-Bike Plans 🔴 No Connectivity to Existing / Planned Ped-Bike Plans (LOW)	🔴	🟢	🟢
Environmental / Community / Social				
Required ROW	# Acres		4.92	2.19
Wetland Impacts	# Acres & # Sites		0.016 / 1	0.003 / 1
Parking Impacts	# Spaces		91	31
Potential Residential Parcel Impacts	# Parcels		16	9
Potential Commercial Parcel Impacts	# Parcels		4	2
Section 4(f) Impacts	# Acres		1.058	0.786
Floodplain Impacts	# Acres		0	0
Community Facility Impacts	# Parcels		1	0

Alternative Analysis For Corridor – East End

Criteria	Metrics	Alternative		
				3-Lane Roadway
Mobility (Year 2040)				
Intersection Operations	🟢 LOS A - C (HIGH = Good Operations) 🟡 LOS D (MEDIUM = Acceptable Operations) 🔴 LOS E – F (LOW = Unacceptable Operations)			
		AM/PM	AM/PM	AM/PM
Montgomery Rd at IL 25	Signalized			🟢 / 🟡
Montgomery Rd at Douglas Rd	Signalized			🟢 / 🟢
Montgomery Rd at Hill Ave	Signalized			🟢 / 🟡
Safety				
Crash Predictability	Observed Crashes/Year	Predicted Crashes/Year		
Montgomery Rd at IL 25	5			4
Montgomery Rd: IL 25 to Douglas Rd	5			4
Montgomery Rd at Douglas Rd	10			8
Montgomery Rd: Douglas Rd to Howell Pl	13			11
Montgomery Rd: Howell Pl to Hill Ave	5			5
Montgomery Rd at Hill Ave	17			11
Overall Corridor	55			43
Pedestrian/Bicycle Mobility				
Pedestrian/ Bicycle Connectivity	🟢 Connecting to all Existing / Planned Ped-Bike Plans 🟡 Connecting to some Existing/Planned Ped-Bike Plans 🔴 No Connectivity to Existing / Planned Ped-Bike Plans (LOW)			🟢
Environmental / Community / Social				
Required ROW	# Acres			9.40
Wetland Impacts	# Acres & # Sites			0.025 / 1
Parking Impacts	# Spaces			48
Potential Parcel Impacts	# Parcels			17
Section 4(f) Impacts	# Acres			2.185
Floodplain Impacts	# Acres			0
Community Facility Impacts	# Parcels			0

MONTGOMERY ROAD
IL Route 25 to Hill Avenue

Alternative Analysis for S-Curve – West End						
Criteria	**Metrics**	**#1 Urban Roundabout**	**# 2 Mini-Roundabout**	**# 3 Redesign of Existing Alignment**	**# 4 Realignment with Roundabout 1**	**# 5 Realignment with Roundabout 2**
Mobility						
Permanent road closures that increase travel distance?	Yes or No	No	No	Yes	Yes	Yes
Environmental / Community / Social						
Required ROW	# Acres	1.10	0.54	2.95	3.20	2.98
Wetland Impacts	# Acres/# Sites	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Parking Impacts	# Spaces	0	0	0	0	0
Potential Residential Parcel Impacts	# Parcels	9	4	3	3	5
Section 4(f) Impacts	# Acres	0.094	0.096	0.080	0.074	0.074
Floodplain Impacts	# Acres	0.004	0.001	0.591	0.995	1.018
Community Facility Impacts	# Parcels	0	0	0	0	0
Driveway Access Modification	# Driveways	2	3	0	4	0

Preferred Analysis for S-Curve – West End						
Criteria	**Metrics**	**#1 Urban Roundabout**	**# 3 Redesign of Existing Alignment**			
Mobility						
Permanent road closures that increase travel distance?	Yes or No	No	Yes			
Environmental / Community / Social						
Required ROW	# Acres	3.83	5.91			
Wetland Impacts	# Acres/# Sites	0 / 0	0 / 0			
Parking Impacts	# Spaces	0	2			
Potential Parcel Impacts	# Parcels	9	5 / 7			
Section 4(f) Impacts	# Acres	0.169	0.124			
Floodplain Impacts	# Acres	0.078	0.965			
Community Facility Impacts	# Parcels	0	0			
Driveway Access Modification	# Driveways	2	1			

Appendix B

Operations Analysis - HCS 2010 Output Reports

2013 Existing ..... 1 - 28

2040 No Build ..... 29 - 56

2040 Build Alternative 4-Lanes (Full Build-out) ..... 57 - 82

2040 Build Alternative 3-Lanes (Preferred Alternative) ..... 83 - 108

Note:
Appendix B exhibits are available upon request. All HCS Analysis – HCS 2010 Output Reports are located in the project file. The Intersection Design Studies (IDS) for Douglas Road and Hill Avenue (Appendix A, Exhibit 8 of the Project Development Report) provide data obtained directly from the HCS Analysis reports.

Appendix C

Signal Warrant Analysis Reports

Note:
Appendix C exhibits are available upon request. The appendix is provided as Appendix B (Exhibit 3) of the Project Development Report.

Appendix D

Auxiliary Lane Warrant Criteria

Note:
Appendix D exhibits are available upon request. The appendix is provided as Appendix B (Exhibit 4) of the Project Development Report.

Appendix E

Auxiliary Lane Storage Calculations

Note:
Appendix E exhibits are available upon request. The appendix is provided as Appendix B (Exhibit 4) of the Project Development Report.

Appendix F

Raw Traffic Count Data

Note:
Appendix F is available upon request. All Raw Traffic Count Data is located in the project file.

3. TRAFFIC CONTROL WARRANT ANALYSIS

Warrants Volume

Information

Analyst	ARH	Intersection	Montgomery and Briarcliff Road
Agency/Co	HDR	Jurisdiction	Montgomery, Illinois
Date Performed	11/26/2013	Units	U.S. Customary
Project ID	Montgomery Road Corridor Study	Time Period Analyzed	Peak
East/West Street	Montgomery Road	North/South Street	Briarcliff Road
File Name	Warrants_Briarcliff Road_2013.xhy	Major Street	East-West

Project Description *Montgomery Road Corridor Study*

Warrant 1

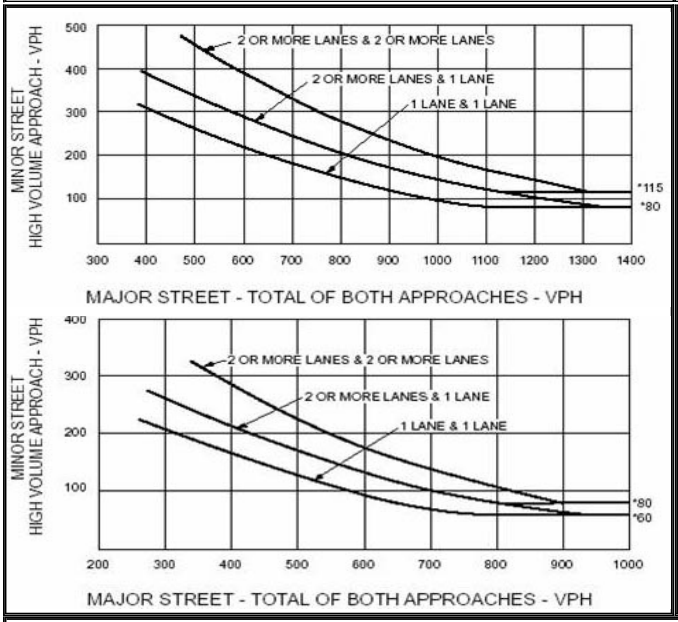
Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

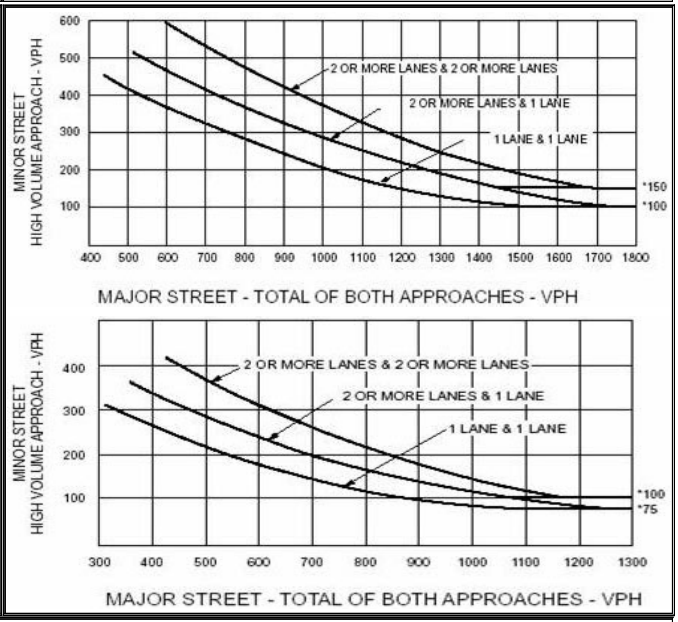
Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

Warrant 2



Warrant 3



Volume Summary

Major Street Lanes 2+ **Minor Street Lanes** 2+ **Speed** 30 **Population** 10000+

Hours	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)
07-08	430	155	625	No	No	No	No	No	No	No
08-09	450	145	630	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No
11-12	0	0	0	No	No	No	No	No	No	No
12-13	0	0	0	No	No	No	No	No	No	No
13-14	0	0	0	No	No	No	No	No	No	No
14-15	0	0	0	No	No	No	No	No	No	No
15-16	765	130	940	No	No	No	Yes	No	No	No
16-17	750	185	985	No	Yes	No	Yes	No	No	No
17-18	0	0	0	No	No	No	No	No	No	No
18-19	0	0	0	No	No	No	No	No	No	No
Totals	2395	615	3180	0	1	0	2	0	0	0

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Warrants Volume

Information

Analyst	ARH	Intersection	Montgomery and Briarcliff Road
Agency/Co	HDR	Jurisdiction	Montgomery, Illinois
Date Performed	11/26/2013	Units	U.S. Customary
Project ID	Montgomery Road Corridor Study	Time Period Analyzed	
East/West Street	Montgomery Road	North/South Street	Briarcliff Road
File Name	Warrants_Briarcliff Road_2040.xhy	Major Street	East-West

Project Description *Montgomery Road Corridor Study*

Warrant 1

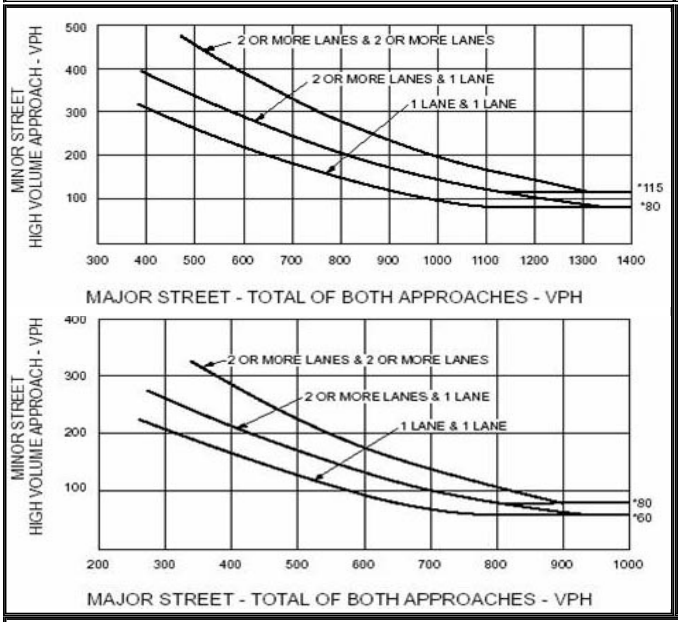
Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

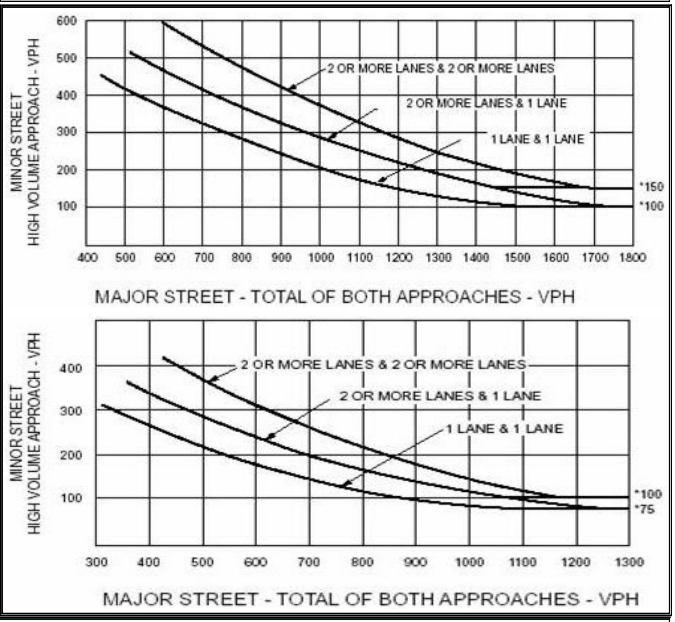
Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

Warrant 2



Warrant 3



Volume Summary

Major Street Lanes 2+ **Minor Street Lanes** 2+ **Speed** 30 **Population** 10000+

Hours	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)
07-08	540	190	765	No	Yes	No	No	No	No	No
08-09	0	0	0	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No
11-12	0	0	0	No	No	No	No	No	No	No
12-13	0	0	0	No	No	No	No	No	No	No
13-14	0	0	0	No	No	No	No	No	No	No
14-15	0	0	0	No	No	No	No	No	No	No
15-16	910	205	1165	Yes	Yes	Yes	Yes	No	No	No
16-17	0	0	0	No	No	No	No	No	No	No
17-18	0	0	0	No	No	No	No	No	No	No
18-19	0	0	0	No	No	No	No	No	No	No
Totals	1450	395	1930	1	2	1	1	0	0	0

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Warrants Volume

Information

Analyst	ARR	Intersection	Montgomery and 5th Street
Agency/Co	HDR	Jurisdiction	Montgomery, Illinois
Date Performed	10/22/2013	Units	U.S. Customary
Project ID	Montgomery Road Corridor Study	Time Period Analyzed	Peak
East/West Street	Montgomery Road	North/South Street	5th Street
File Name	Warrants_5th Street_2013.xhy	Major Street	East-West

Project Description *Montgomery Road Corridor Study*

Warrant 1

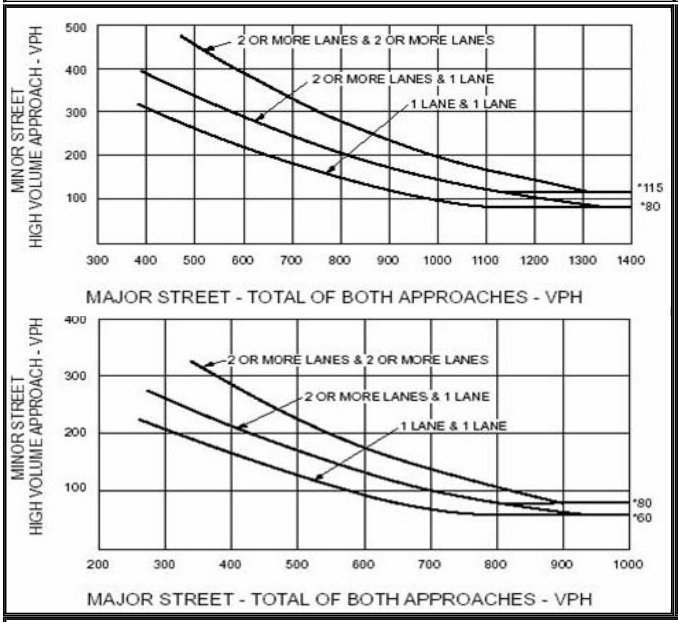
Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

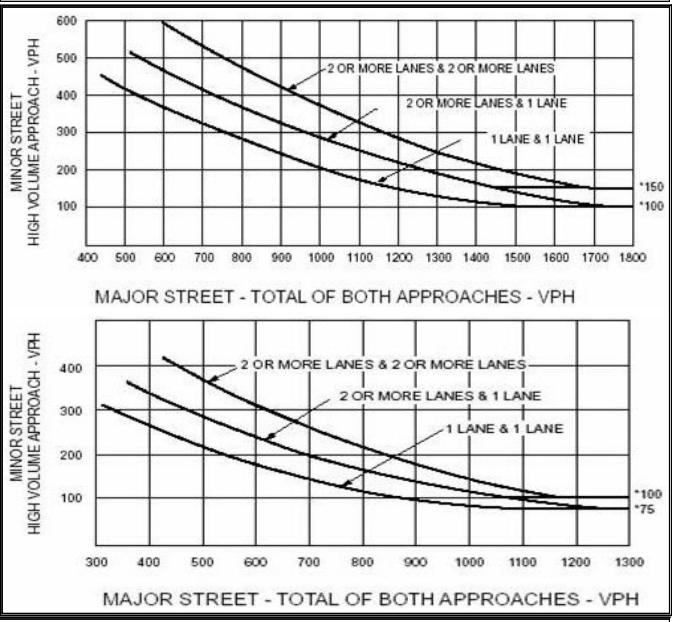
Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

Warrant 2



Warrant 3



Volume Summary

Major Street Lanes 1 **Minor Street Lanes** 1 **Speed** 30 **Population** 10000+

Hours	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)
07-08	845	35	890	No	No	No	No	No	No	No
08-09	825	25	865	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No
11-12	0	0	0	No	No	No	No	No	No	No
12-13	0	0	0	No	No	No	No	No	No	No
13-14	0	0	0	No	No	No	No	No	No	No
14-15	0	0	0	No	No	No	No	No	No	No
15-16	1180	55	1250	No	No	No	No	No	No	No
16-17	1295	50	1355	No	No	No	No	No	No	No
17-18	0	0	0	No	No	No	No	No	No	No
18-19	0	0	0	No	No	No	No	No	No	No
Totals	4145	165	4360	0	0	0	0	0	0	0

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Warrants Volume

Information

Analyst	ARR	Intersection	Montgomery and 5th Street
Agency/Co	HDR	Jurisdiction	Montgomery, Illinois
Date Performed	10/22/2013	Units	U.S. Customary
Project ID	Montgomery Road Corridor Study	Time Period Analyzed	Peak
East/West Street	Montgomery Road	North/South Street	5th Street
File Name	Warrants_5th Street_2040.xhy	Major Street	East-West

Project Description *Montgomery Road Corridor Study*

Warrant 1

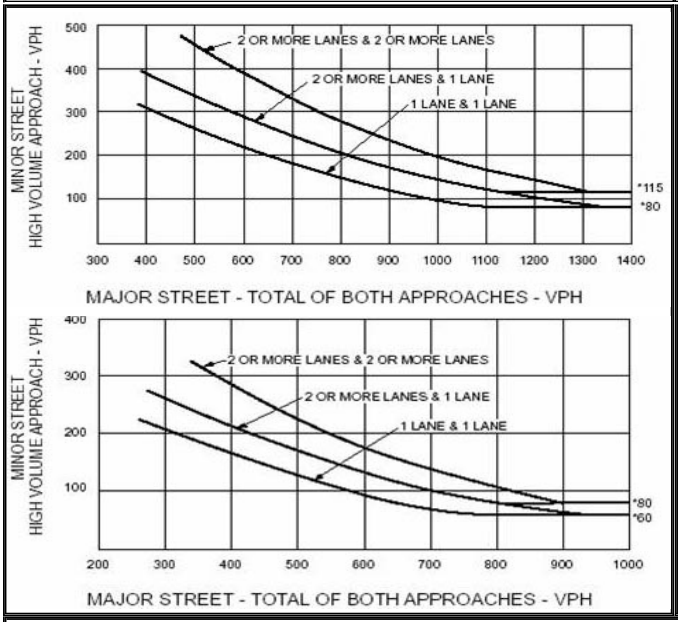
Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

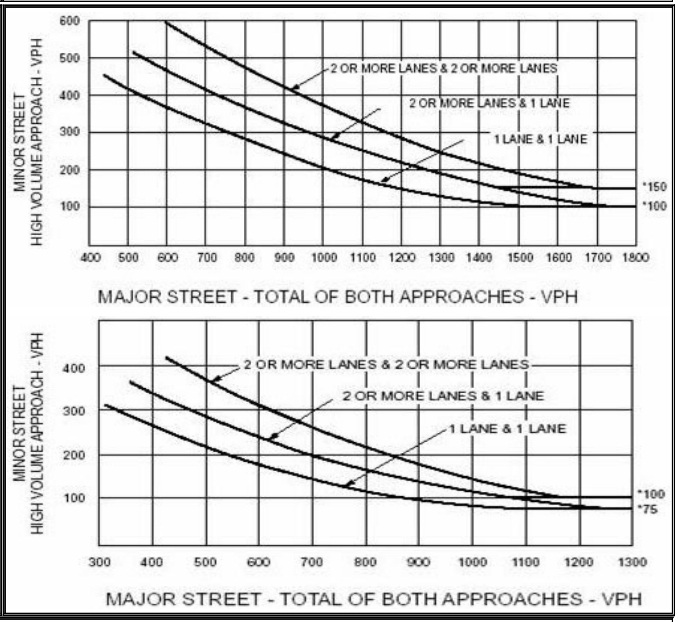
Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

Warrant 2



Warrant 3



Volume Summary

Major Street Lanes 1 **Minor Street Lanes** 1 **Speed** 30 **Population** 10000+

Hours	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)
07-08	1065	40	1120	No	No	No	No	No	No	No
08-09	0	0	0	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No
11-12	0	0	0	No	No	No	No	No	No	No
12-13	0	0	0	No	No	No	No	No	No	No
13-14	0	0	0	No	No	No	No	No	No	No
14-15	0	0	0	No	No	No	No	No	No	No
15-16	1575	55	1645	No	No	No	No	No	No	No
16-17	0	0	0	No	No	No	No	No	No	No
17-18	0	0	0	No	No	No	No	No	No	No
18-19	0	0	0	No	No	No	No	No	No	No
Totals	2640	95	2765	0	0	0	0	0	0	0

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Warrants Volume

Information

Analyst	ARR	Intersection	Montgomery and Howell Place
Agency/Co	HDR	Jurisdiction	Montgomery, Illinois
Date Performed	10/22/2013	Units	U.S. Customary
Project ID	Montgomery Road Corridor Study	Time Period Analyzed	2040
East/West Street	Montgomery Road	North/South Street	Howell Place
File Name	Warrants_Howell Place_2013.xhy	Major Street	East-West

Project Description *Montgomery Road Corridor Study*

Warrant 1

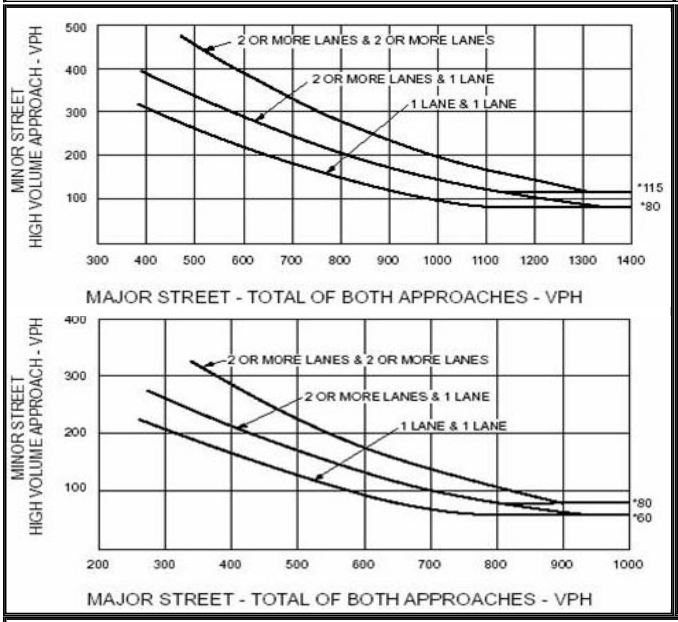
Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

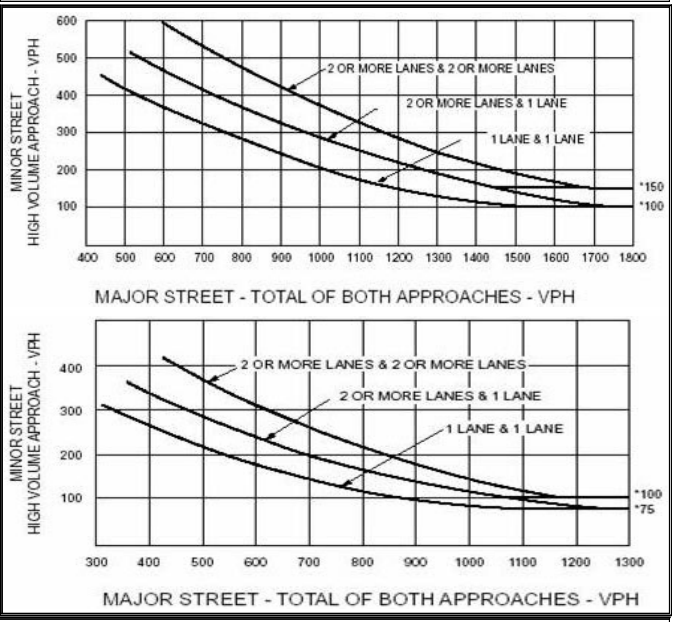
Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

Warrant 2



Warrant 3



Volume Summary

Major Street Lanes 1 **Minor Street Lanes** 1 **Speed** 30 **Population** 10000+

Hours	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)
07-08	830	20	860	No	No	No	No	No	No	No
08-09	790	25	830	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No
11-12	0	0	0	No	No	No	No	No	No	No
12-13	0	0	0	No	No	No	No	No	No	No
13-14	0	0	0	No	No	No	No	No	No	No
14-15	0	0	0	No	No	No	No	No	No	No
15-16	1100	20	1135	No	No	No	No	No	No	No
16-17	1230	20	1265	No	No	No	No	No	No	No
17-18	0	0	0	No	No	No	No	No	No	No
18-19	0	0	0	No	No	No	No	No	No	No
Totals	3950	85	4090	0	0	0	0	0	0	0

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Warrants Volume

Information

Analyst	ARR	Intersection	Montgomery and Howell Place
Agency/Co	HDR	Jurisdiction	Montgomery, Illinois
Date Performed	10/22/2013	Units	U.S. Customary
Project ID	Montgomery Road Corridor Study	Time Period Analyzed	
East/West Street	Montgomery Road	North/South Street	Howell Place
File Name	Warrants_Howell Place_2040.xhy	Major Street	East-West

Project Description *Montgomery Road Corridor Study*

Warrant 1

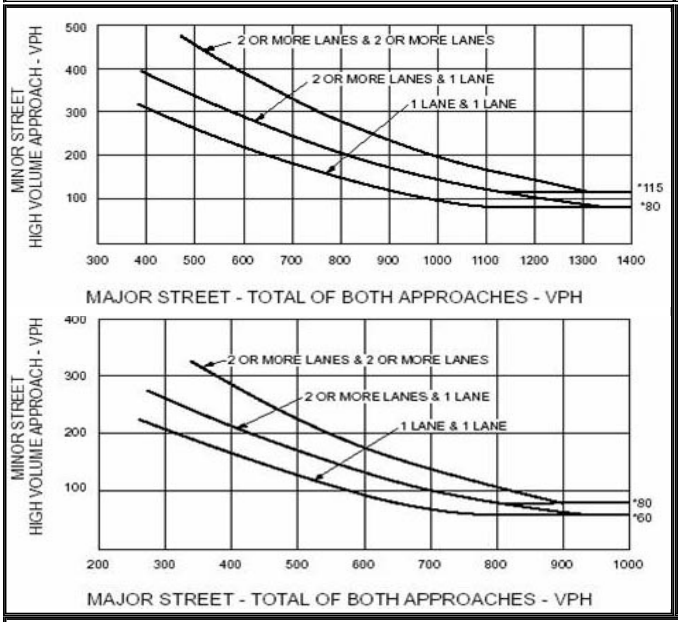
Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

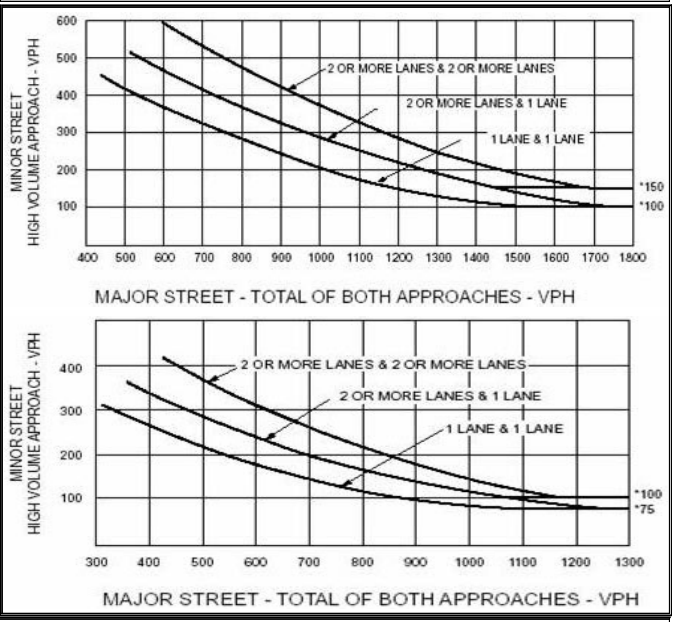
Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)			Vehicles per hour on higher-volume minor-street approach (one direction only)		
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	100%[a]	80%[b]	70%[c]
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

Warrant 2



Warrant 3



Volume Summary

Major Street Lanes 1 **Minor Street Lanes** 1 **Speed** 30 **Population** 10000+

Hours	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)
07-08	1055	20	1085	No	No	No	No	No	No	No
08-09	0	0	0	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No
11-12	0	0	0	No	No	No	No	No	No	No
12-13	0	0	0	No	No	No	No	No	No	No
13-14	0	0	0	No	No	No	No	No	No	No
14-15	0	0	0	No	No	No	No	No	No	No
15-16	1587	20	1622	No	No	No	No	No	No	No
16-17	0	0	0	No	No	No	No	No	No	No
17-18	0	0	0	No	No	No	No	No	No	No
18-19	0	0	0	No	No	No	No	No	No	No
Totals	2642	40	2707	0	0	0	0	0	0	0

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4. AUXILIARY LANE CRITERIA AND STORAGE CALCULATIONS

Appendix D

Auxiliary Lane Warrant Criteria

34-3 AUXILIARY TURN LANES

When turning maneuvers for left- and right-turning vehicles occur from the through travel lanes, it typically disrupts the flow of through traffic. This is especially true on high-volume highways. To minimize potential conflicts and to improve the level of service and safety, the use of turn lanes may be warranted for intersections.

34-3.01 Turn Lane Guidelines

34-3.01(a) Right-Turn Lanes

The use of right-turn lanes at intersections can significantly improve operations. Consider using an exclusive right-turn lane in the following situations:

- at unsignalized intersections on a high-speed urban or rural highway where traffic operations indicate the need for right-turn lanes;
- at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the level-of-service criteria;
- at any signalized intersection where the right-turning volume is greater than 150 vehicles per hour and where there is greater than 300 vehicles per hour per lane on the major road;
- for uniformity of intersection design along the highway if other intersections have right-turn lanes;
- at any intersection where the pavement is curved to the left and where the major road curve requires superelevation;
- where a railroad crossing is located close to the intersection and a right-turn lane would be desirable to efficiently move through traffic by moving turning traffic stopped for a train from the through lane.
- at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgment indicates a significant conflict related to right-turning vehicles.

For further guidance, see Figures 36-3A and 36-3B of the *BDE Manual*.

34-3.01(b) Left-Turn Lanes

The accommodation of left turns is often the critical factor in proper intersection design. Left-turn lanes can significantly improve both the level of service and intersection safety. In general, use an exclusive left-turn lane at all intersections on highways with a median wide enough to accommodate a left-turn lane, regardless of traffic volumes. Consider using an exclusive left-turn lane for the following:

- at any signalized intersection where the left-turning volume is equal to or greater than 75 vehicles per hour for a single turn lane or 300 vehicles per hour for a dual turn lane;
- any intersection where a capacity analysis determines a left-turn lane or dual left-turn lanes are necessary to meet the level-of-service criteria;
- for uniformity of intersection design along the highway if other intersections have left-turn lanes (i.e., to satisfy driver expectancy); or
- any intersection where the crash experience, traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgment indicates a significant conflict related to left-turning vehicles.

For further guidance, see Figures 36-3C through 36-3G of the *BDE Manual*.

34-3.02 Design of Turn Lanes

Figure 34-3A provides a schematic of auxiliary lanes at an intersection.

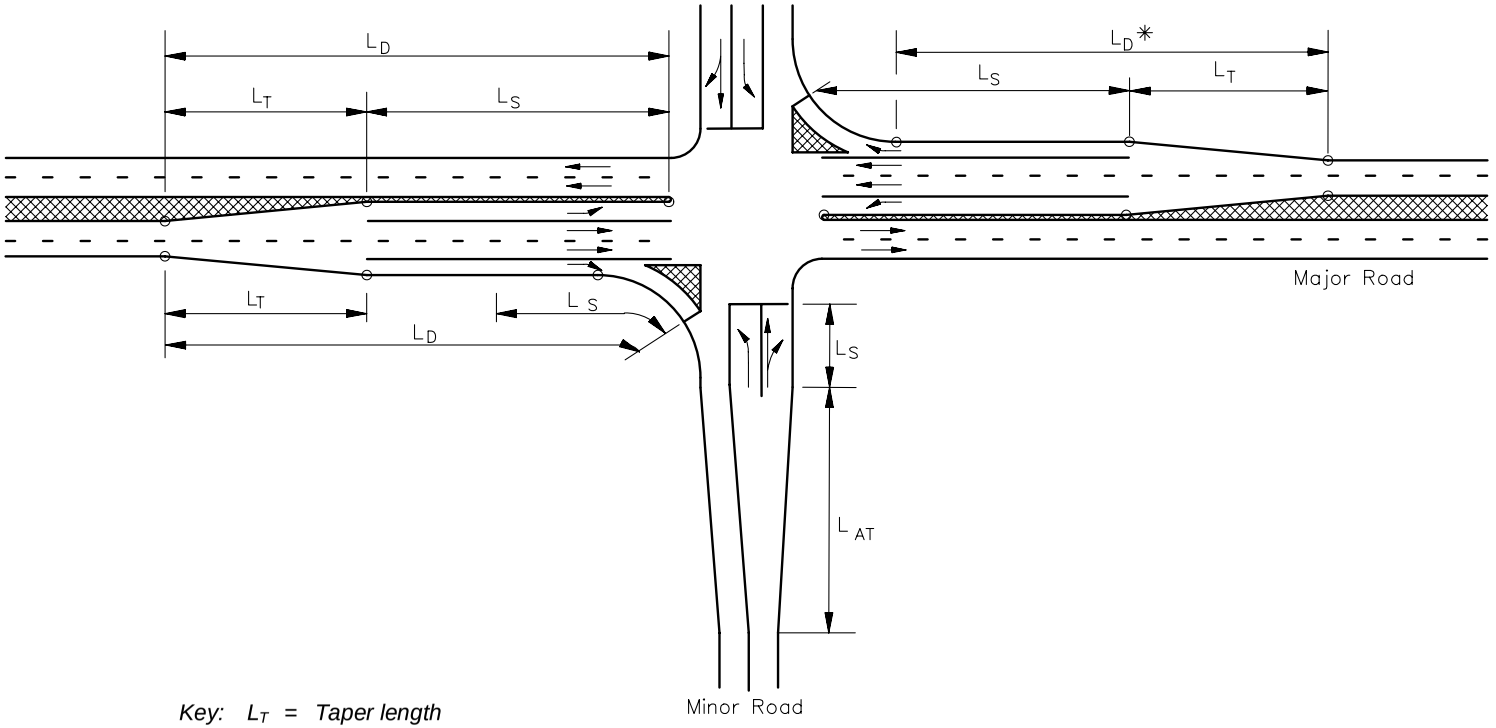
34-3.02(a) Turn Lane Widths

The width of the turn lane should be determined relative to the functional class, urban/rural location, and project scope of work (new construction, reconstruction, 3R). Chapters 32 and 33 present the applicable widths for auxiliary lanes based on these criteria. Desirably, turn-lane widths should be 12 ft (3.6 m) or a minimum of 10 ft (3.0 m). The geometric design tables in Chapters 32 and 33 also provide criteria for the applicable shoulder widths adjacent to auxiliary lanes. In general, the minimum shoulder widths adjacent to a turn lane with shoulders should be 4 ft (1.2 m). For curbed sections, the width of the gutter adjacent to the turn lane should be 6 in to 2 ft (150 mm to 600 mm).

34-3.02(b) Turn Lane Lengths

The length of auxiliary lanes will be determined by a combination of its taper length (L_T) and storage length (L_S). The following discusses the criteria for turn-lane lengths:

1. Taper. The entrance taper into the turn lane may be either a straight or a reverse curve taper. Always use the straight taper across bridges for ease of construction. Figure 34-3B provides the recommended deceleration distances for straight and reverse curve tapers.



Key: L_T = *Taper length*

L_D = *Deceleration length (minimum length required)*

L_S = *Storage length*

L_{AT} = *Approach Taper Length* — $L = WS$ *for* $S \geq 45$ *mph,* $L = \frac{WS^2}{60}$ *for* $S < 45$ *mph (US Customary)*

$L = 0.6WS$ *for* $S \geq 70$ *km/h,* $L = \frac{WS^2}{155}$ *for* $S \leq 60$ *km/h (Metric)*

W = *Offset in feet (US Customary)*

W = *Offset in meters (Metric)*

$S = 85^{th}$ *Percentile Speed*

See Section 34-3.02 for additional guidance.

Note: The schematic of the major road (free flowing) also applies to all legs of a signalized intersection.

* $L_S + L_T$ *may be greater than* L_D *when the capacity analysis shows* $L_S > L_D - L_T$ *(from Figure 34-3B). The greater should be used.*

TYPICAL AUXILIARY LANES AT AN INTERSECTION

Figure 34-3A

US Customary

Design Speed of Highway (mph)	Assumed Running Speed (mph)[1]	Length of Taper (ft)	Stop Condition	Speed Reduced to (mph)							
				15	20	25	30	35	40	45	50
			Total Length of Deceleration Lane Including Taper Length (ft)								
30	28	135	235	200	170	140	—	—	—	—	—
35	32	155	280	250	210	185	150	—	—	—	—
40	36	175	320	295	265	235	185	155	—	—	—
45	40	200	385	350	325	295	250	220	—	—	—
50	44	220	435	405	385	355	315	285	225	175	—
55	48	240	480	455	440	410	380	350	285	235	—
60	52	265	530	500	480	460	430	405	350	300	240
65	55	285	570	540	520	500	470	440	390	340	280
70	58	310	615	590	570	550	520	490	440	390	340

Metric

Design Speed of Highway (km/h)	Assumed Running Speed (km/h) [1]	Length of Taper (m)	Stop Condition	Speed Reduced to (km/h)						
				20	30	40	50	60	70	80
			Total Length of Deceleration Lane Including Taper Length (m)							
50	47	45	75	70	60	45	—	—	—	—
60	55	50	95	90	80	65	55	—	—	—
70	63	60	110	105	95	85	70	55	—	—
80	70	70	130	125	115	100	90	80	55	—
90	77	75	145	140	135	120	110	100	75	60
100	85	85	170	165	155	145	135	120	100	85
110	91	90	180	180	170	160	150	140	120	105

Grade Adjustment Factors [2]			
Downgrade			
6.00% to 5.00%	4.99% to 4.00%	3.99% to 3.01%	3.00% to 0%
1.35	1.28	1.20	1.00
Upgrade			
0% to 3.00%	3.01% to 3.99%	4.00% to 4.99%	5.00% to 6.00%
1.00	0.90	0.85	0.80

(1) *Average running speed assumed for calculations.*

(2) *Ratio from this table multiplied by the length provided above will yield the total deceleration length adjusted for grade. Adjustment factors apply to all design speeds and are added to the tangent or storage length.*

DECELERATION DISTANCES FOR TURNING LANES

Figure 34-3B

Where the highway is on a curved alignment, the taper of the turn lane should be more pronounced than usual to ensure that the through motorists are not inadvertently directed into the turn lane. This is accomplished by shortening the taper length.

2. Storage Length (Signalized Intersections). The storage length (L_S) for turn lanes should be sufficient to store the number of vehicles likely to accumulate in a signal cycle during the design hour. The designer should consider the following in determining the recommended storage lengths for signalized intersections:

   a. Determine the distance using the criteria for signalized intersections in the *Highway Capacity Manual* or use the following formula:

$$\text{Storage Length (ft)} = \frac{(1-G/C)(DHV)(1+\frac{\%\text{trucks}}{100})(2 \text{ x } 25)}{(\#\text{ cycles per hour})(\#\text{ traffic lanes})} \qquad \text{(US Customary)}$$

$$\text{Storage Length (m)} = \frac{(1-G/C)(DHV)(1+\frac{\%\text{trucks}}{100})(2 \text{ x } 7.5)}{(\#\text{ cycles per hour})(\#\text{ traffic lanes})} \qquad \text{(Metric)}$$

   Where:

   G = green time (secs)
   C = cycle length (secs)
   DHV = Design Hourly Volume (vph) for turn lane

   b. Where right-turns-on-red are permitted or where separate right-turn signal phases are provided, the length of the right-turn lane may be reduced due to less accumulation of turning vehicles. The storage length (L_S) needed for a separate right-turn lane is measured from the stop bar for the right-turning roadway; see Figure 34-3A.

   c. At signalized intersections, the designer should also consider that entry into right- and left-turn lanes may be blocked by the signal storage needs of the adjacent through lanes. If this occurs, provide longer lengths of turn lanes.

3. Storage Length (Unsignalized Intersections). To determine the storage length for unsignalized intersections, assume that the intersection is signalized with a two-phase signal using a 40 to 60 second cycle length. Then use the *Highway Capacity Manual* to determine the expected storage length.

4. Minimum Storage Length. For all intersections where traffic volumes are too low to govern, the minimum storage length will be 115 ft (35 m). These minimum lengths may also apply to right-turn lanes at unsignalized intersections if there is little likelihood of the turning vehicle having to wait.

5. Queue Length of Through Traffic. In addition to the storage for turn-lane volumes, the length of the turning lane should exceed the calculated queue length in the through travel lane adjacent to the turning lane for the design hour.

6. Clearance Distance of Opposing Left Turns. A minimum 6 ft (1.8 m) clearance between opposing left-turning vehicles shall be provided for single left-turn lanes. A desirable 10 ft (3 m) should be provided for opposing dual left-turn lanes. See Figure 36-3U of the *BDE Manual*.

34-3.03 Typical Treatments for Auxiliary Turn Lanes

The following presents typical treatments for right- and left-turn lanes:

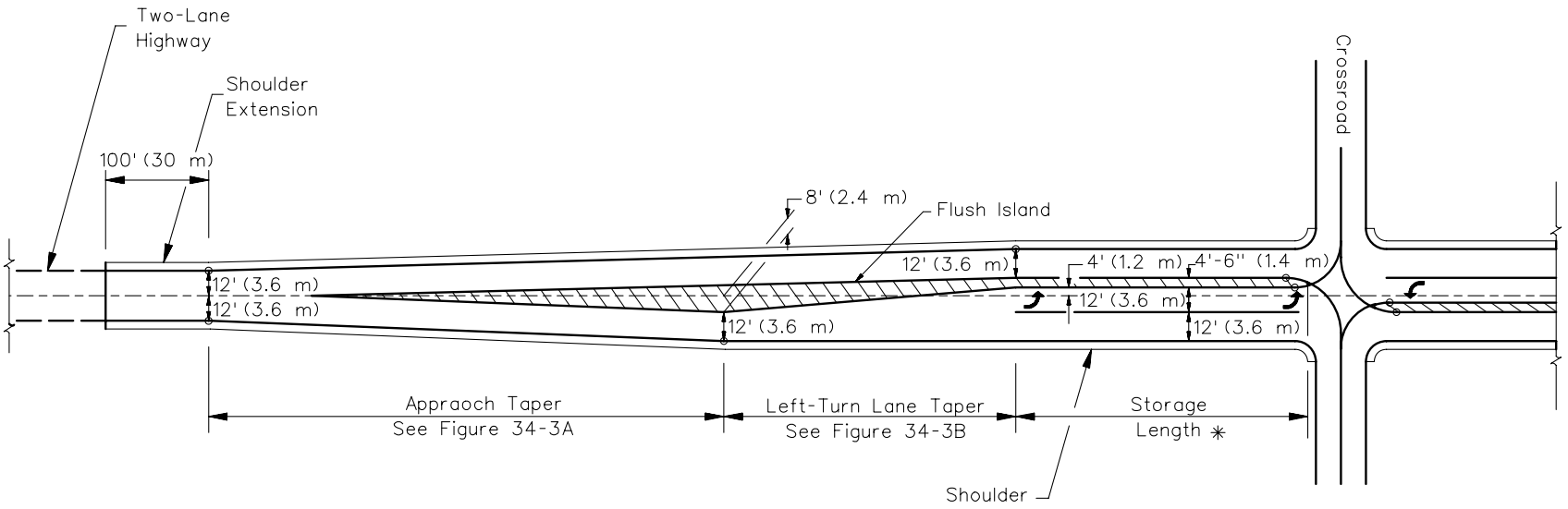
1. Right-Turn Lanes. Figure 34-3A illustrates the typical development of an exclusive right-turn lane using a straight taper. Reverse curves may also be considered for the taper.

2. Channelized Left-Turn Lanes. On divided highways, the design presented in Figure 34-3A will apply to the development of an exclusive left-turn lane in the median. Figure 34-3C illustrates the typical development for new construction or reconstruction project of a channelized left-turn lane on a rural 2-lane highway. Figure 34-3D illustrates the typical development of channelized left-turn lane on an urban street or for a 3R or safety improvement project on a rural 2-lane highway.

3. By-Pass Area. Figure 34-3E illustrates the typical design for a by-pass area. This is a relatively inexpensive design to provide for through and left-turn movements at intersections. The by-pass area is appropriate for T-intersections (only unsignalized) where left-turning volumes are light to moderate.

   The decision to use either the channelized left-turn (Figures 34-3C and 34-3D) or the by-pass area (Figure 34-3E) will be based on comparative costs, crash history, right-of-way availability, through and turning volumes, design speed, and available sight distance.

4. Offset Turn Lanes. Providing an offset design ensures that opposing left-turning motorists can see past one another to view oncoming through traffic. Offset left-turn lanes can be either a parallel or taper type. For additional guidance on offset left-turn lanes, see Section 36-3 in the *BDE Manual*.

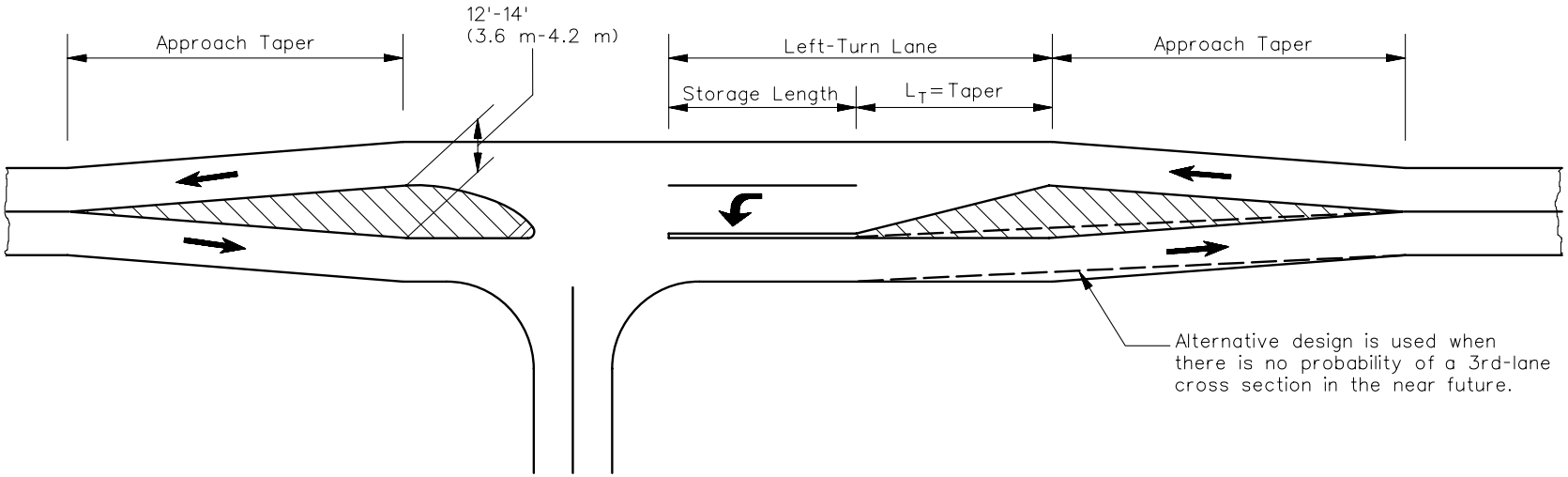


** See Section 34-3.02(b) for storage length criteria or use the following:*

US Customary		Metric	
Design Speed (mph)	Storage Length (ft)	Design Speed (km/h)	Storage Length (m)
45	185	70	50
50	215	80	60
55	240	90	70
60	265	100	85

FLUSH CHANNELING ISLAND AT AN ISOLATED, HIGH-SPEED RURAL INTERSECTION
(New Construction/Reconstruction Projects)

Figure 34-3C

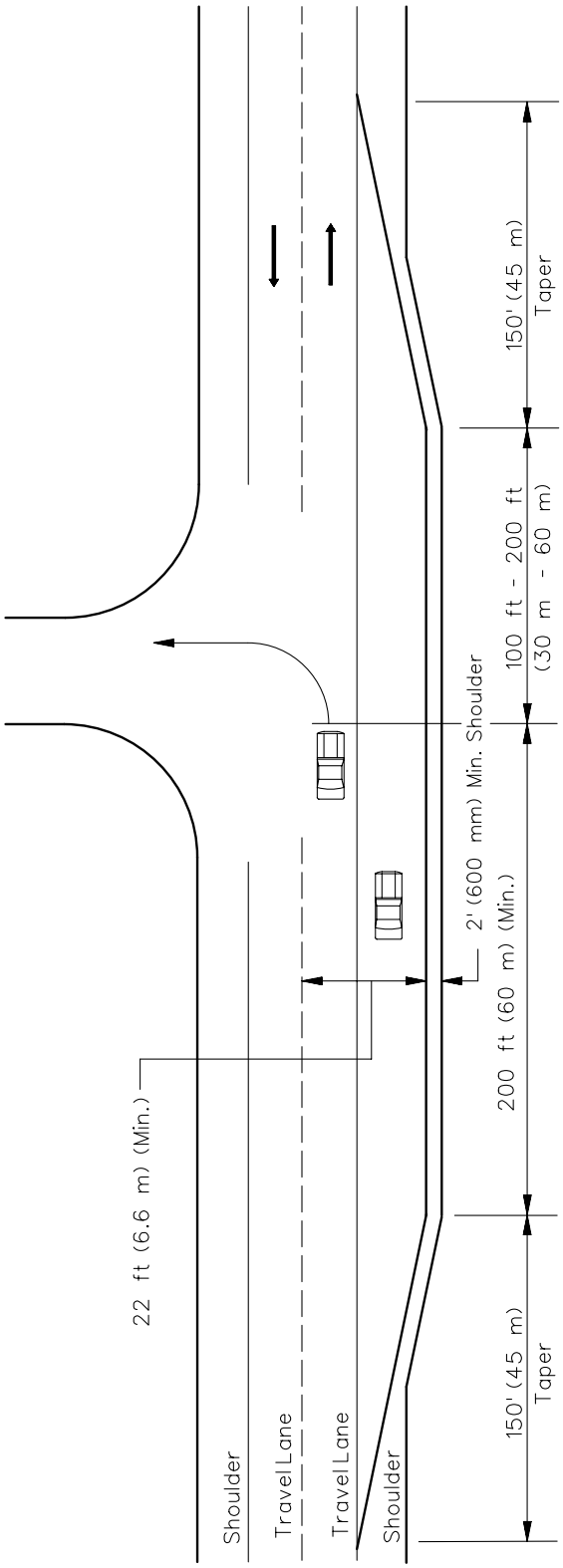


APPROACH TAPER RATES FOR FLUSH CHANNELIZATION					
Present Posted Speed (mph)	Design Speed	Approach Taper Rates		Left-Turn Lane	
		Widening on Both Sides	Widening All on One Side	Taper Rate	Minimum Storage Length*
≥ 50	50 mph (80 km/h)	50:1	40:1	15:1	115 ft (35 m)
45	45 mph (70 km/h)	45:1	35:1	13:1	115 ft (35 m)
40/35	40 mph (60 km/h)	40:1	30:1	11:1	115 ft (35 m)
≤ 30	30 mph (50 km/h)	35:1	25:1	9:1	115 ft (35 m)

**Storage lengths may be increased if necessary based on Section 34-3.02(b).*

FLUSH CHANNELIZED ISLANDS AT ISOLATED RURAL OR URBAN INTERSECTIONS FOR SAFETY IMPROVEMENTS OR 3R PROJECTS

Figure 34-3D



TYPICAL BY-PASS AREA ON A TWO-LANE HIGHWAY

Figure 34-3E

34-3.04 Dual Turn Lanes

34-3.04(a) Guidelines

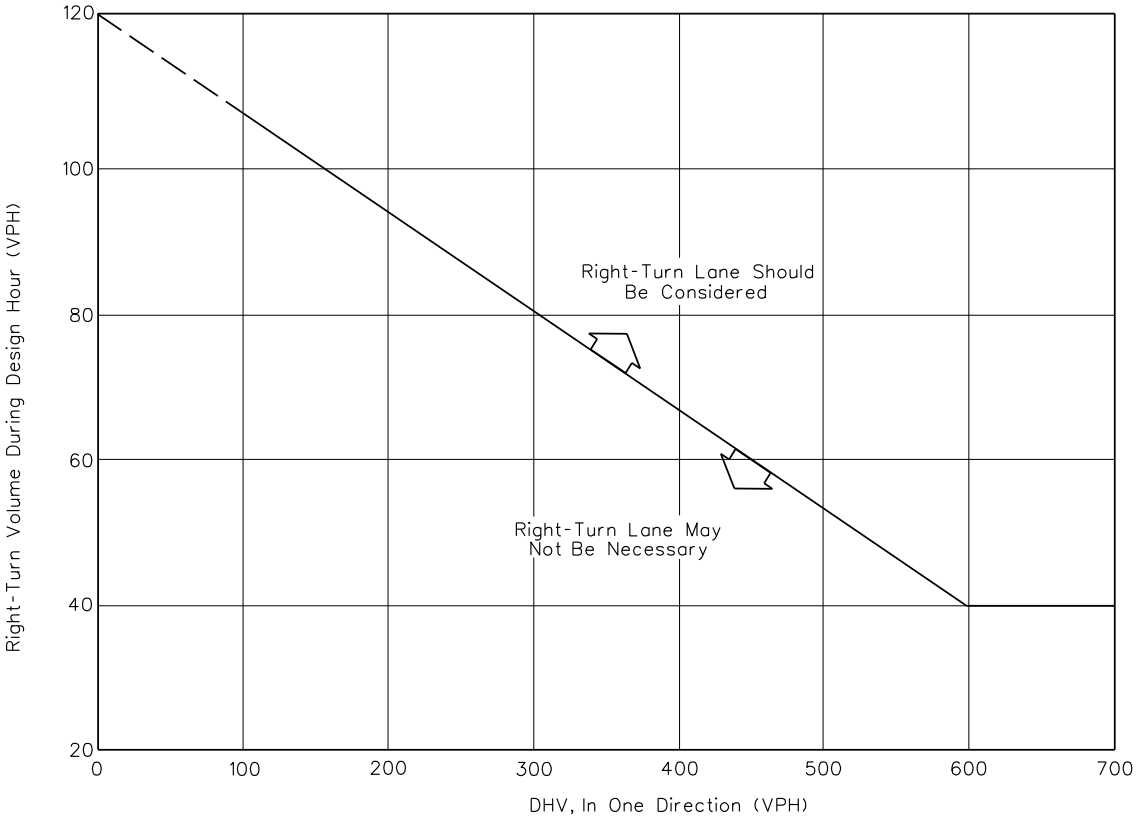
At intersections with high-turning volumes, dual left- and/or right-turn lanes may be considered. Dual left- and/or right-turn lanes may be considered where:

- there is insufficient space to provide the necessary length of a single turn lane because of restrictive site conditions (e.g., closely spaced intersections);
- based on a capacity analysis, the necessary time for a protected left-turn phase for a single lane becomes unattainable to meet the level-of-service criteria (average delay per vehicle); and/or
- more than 300 vehicles per hour are projected to be turning.

Dual turn lanes should only be used with signalization providing a separate turning phase.

34-3.04(b) Design

See Section 36-3 of the BDE *Manual* for dual turn lane designs.



Note: For highways with a design speed below 50 mph (80 km/h), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given:	Design Speed	=	35 mph (60 km/h)
	DHV (in one direction)	=	250 vph
	Right Turns	=	100 vph

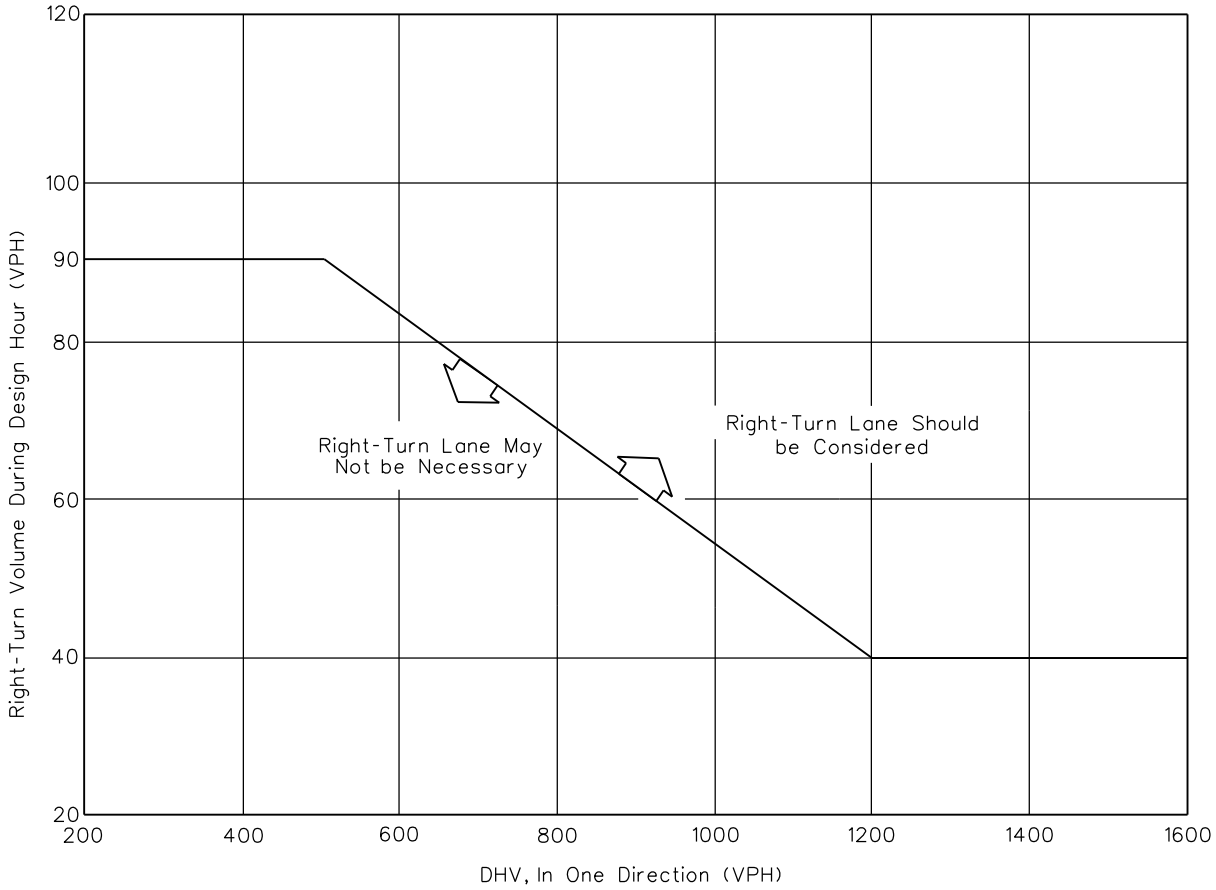
Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use 100 - 20 = 80 vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A

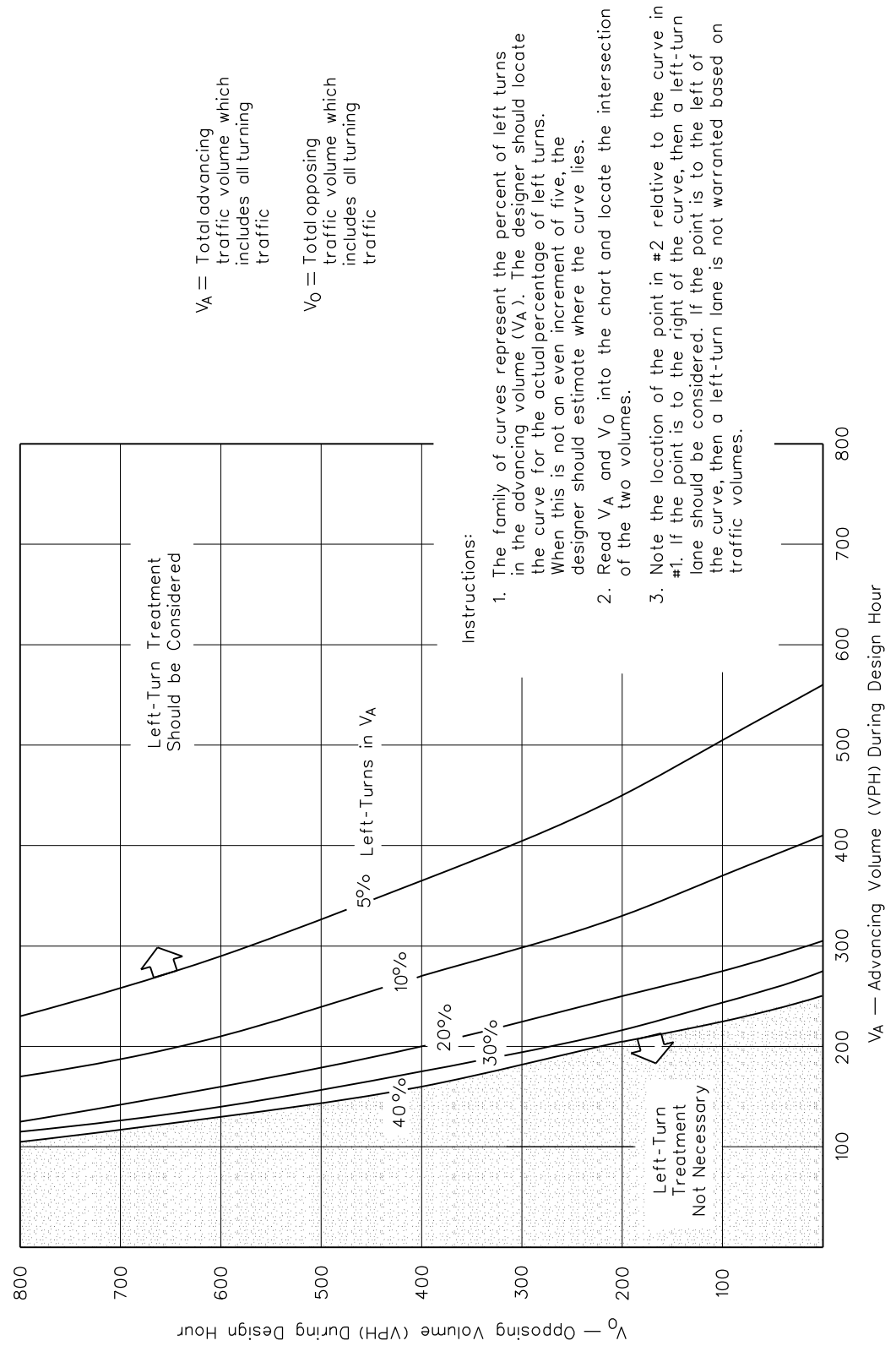
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Note: For speeds less than 50 mph (80 km/h), see Section 36-3.01(a).

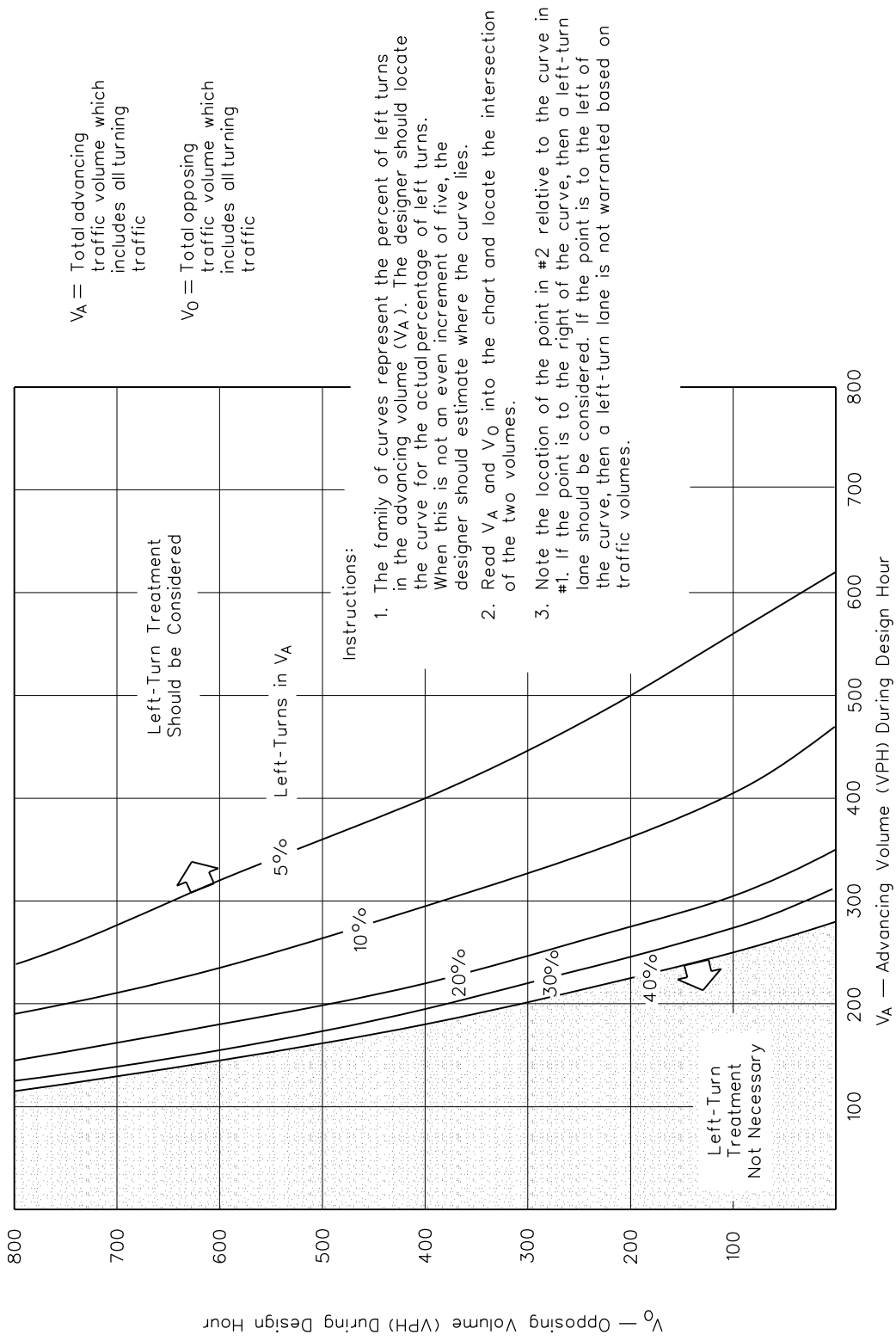
GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION ON FOUR-LANE HIGHWAYS
(Design Speed of 50 mph (80 km/h) or Greater)

Figure 36-3.B



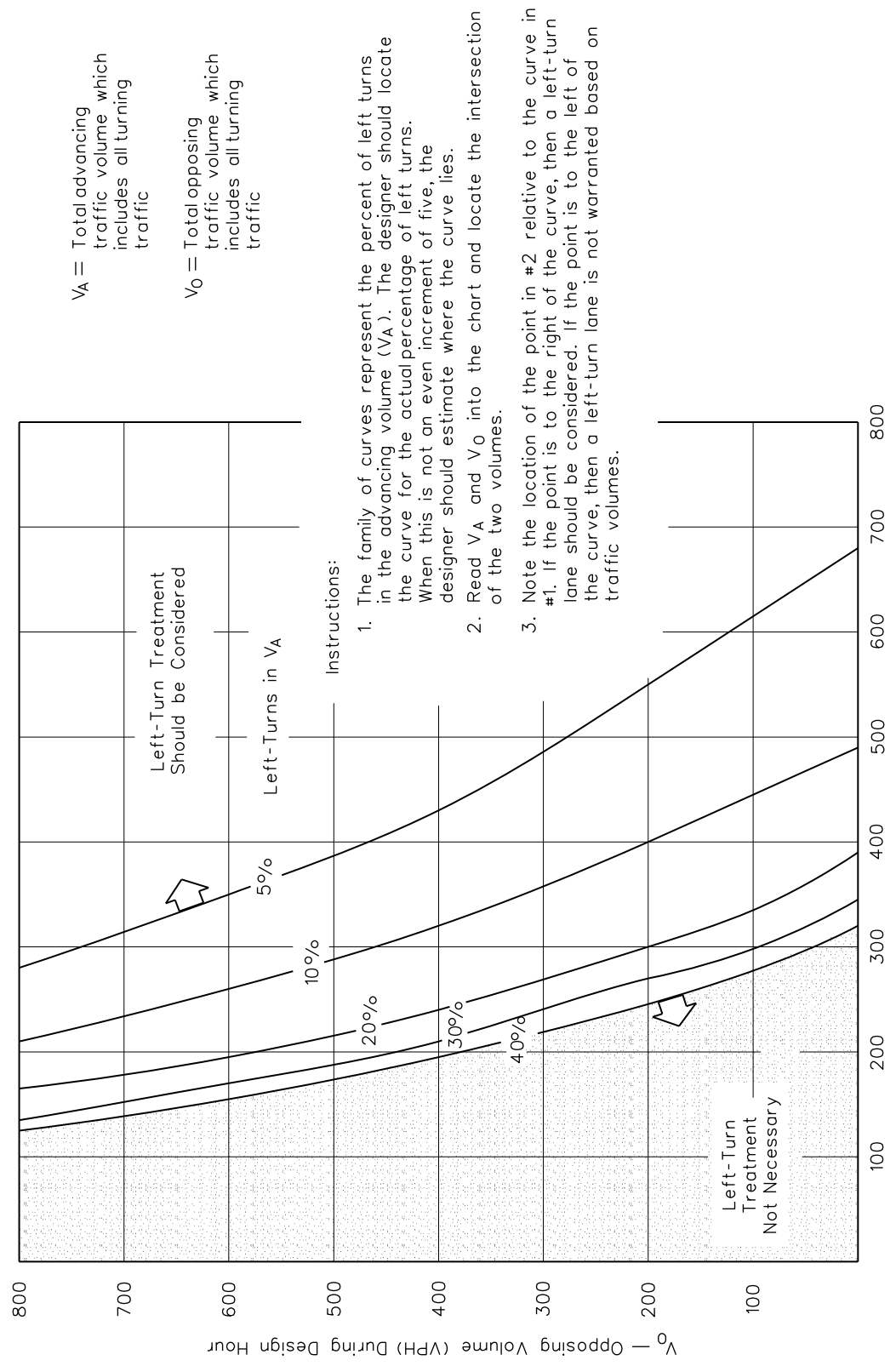
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (60 mph Design Speed)

Figure 36-3.C



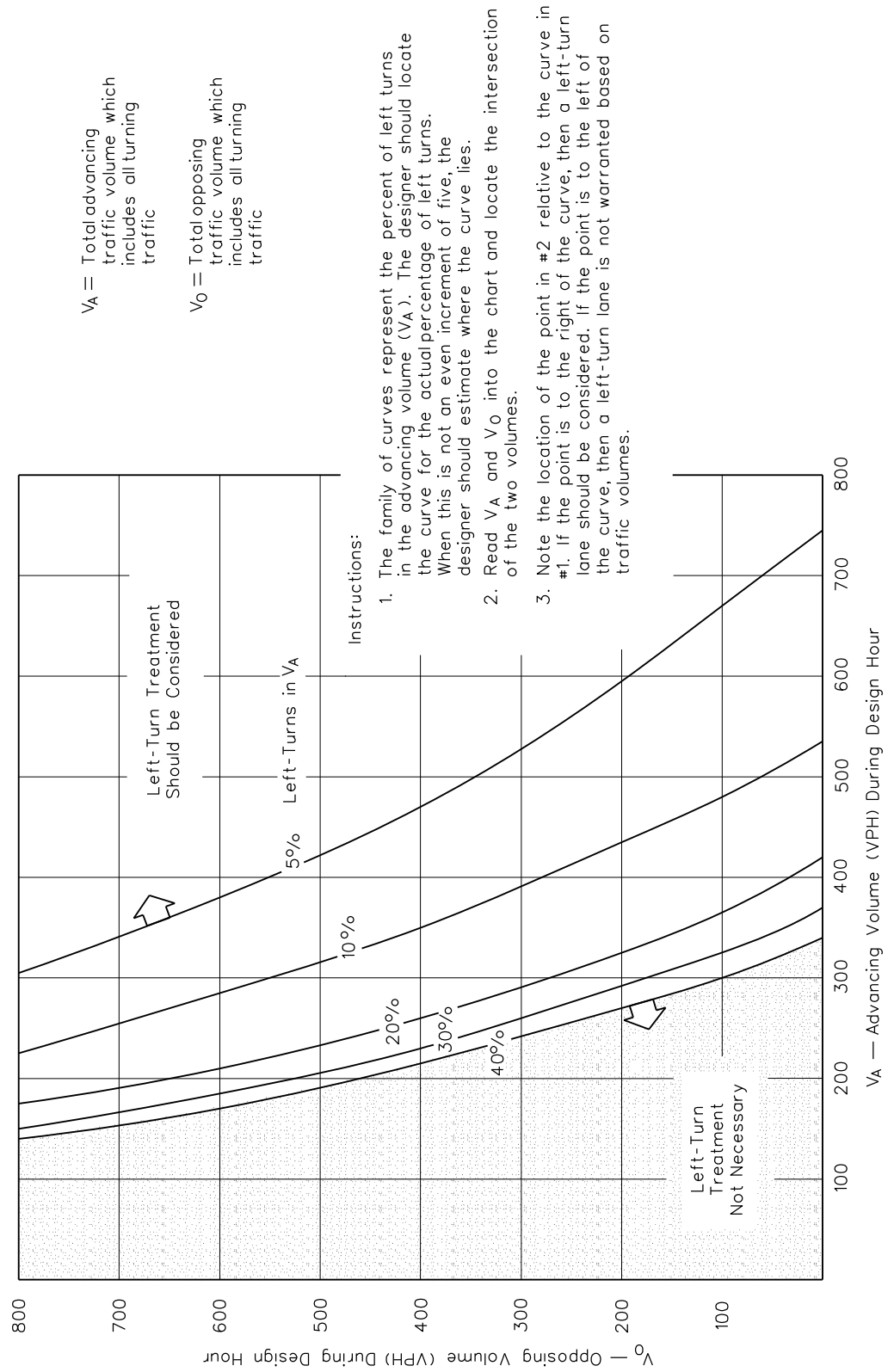
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
(55 mph Design Speed)

Figure 36-3.D



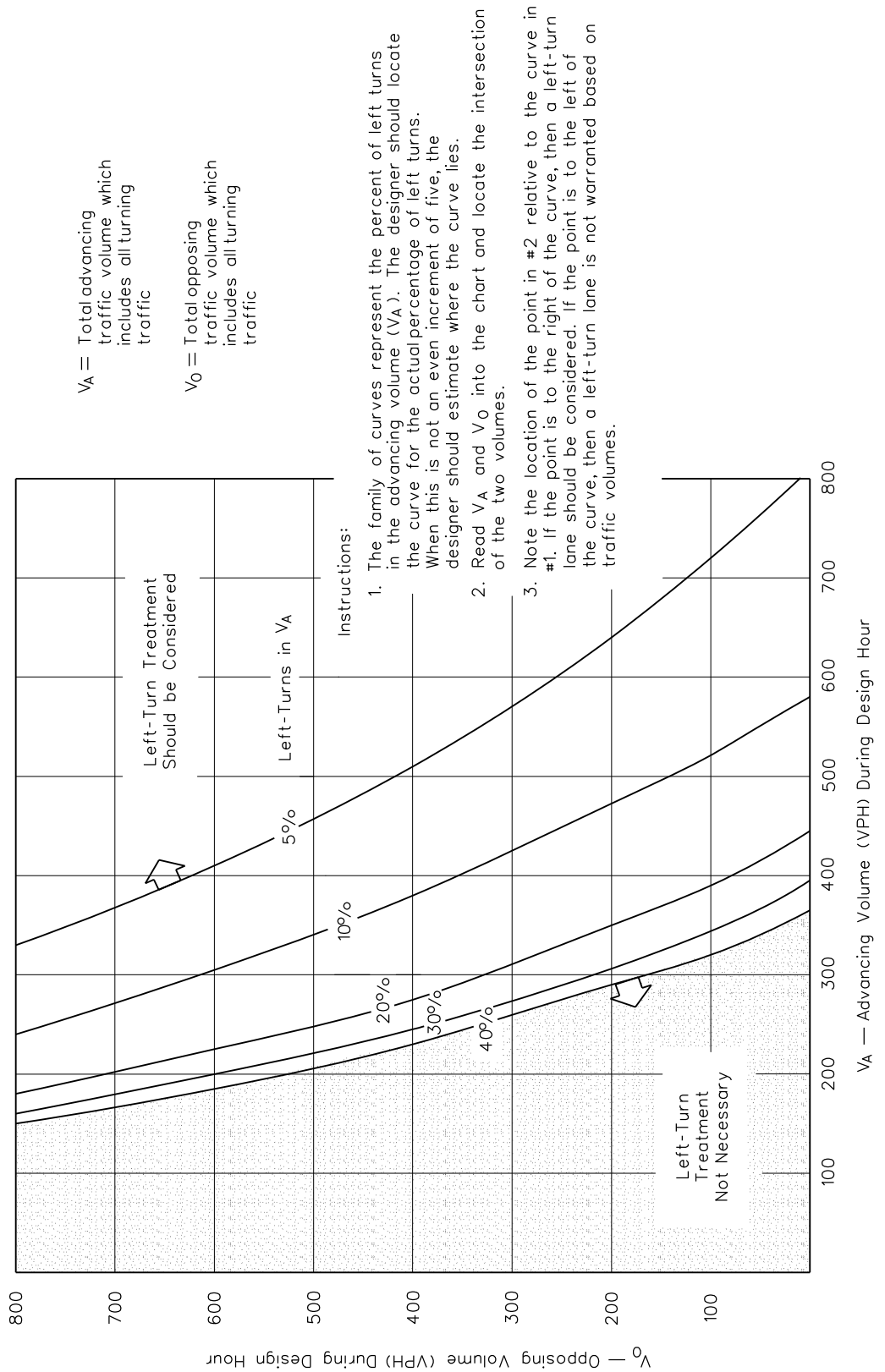
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (50 mph Design Speed)

Figure 36-3.E



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph Design Speed)

Figure 36-3.F



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph Design Speed)

Figure 36-3.G

Appendix E

Auxiliary Lane Storage Calculations

Montgomery Road at Douglas Avenue

Movement	HCS 95% Back of Queue		G		G/C		Volume		# Lanes	CL	% Trucks		HCS 95% Queue		IDOT's Red Time Formula		IDOT BLRS	Required Queue (Rounded)
	AM	PM	AM	PM	AM	PM	AM	PM	--	--	AM	PM	AM	PM	AM	PM	--	--
Eastbound Left	0.3	1.0	37.0	28.9	0.41	0.32	15	40	1	90	0%	0%	8'	25'	10'	30'	115'	115'
Westbound Left	3.8	12.9	33.2	29.0	0.37	0.32	205	470	1	90	4%	0%	95'	323'	170'	400'	115'	400'
Northbound Left	1.7	0.9	18.4	14.4	0.20	0.16	55	105	1	90	2%	2%	43'	23'	60'	110'	145'	145'
Northbound Right	11.8	13.0	34.2	42.8	0.38	0.48	340	435	1	90	0%	0%	295'	325'	260'	290'	145'	290'
Southbound Left	1.4	1.7	14.8	11.2	0.16	0.12	45	55	1	90	2%	0%	35'	43'	50'	60'	125'	125'
Southbound Through	2.4	5.5	20.0	19.5	0.22	0.22	70	155	1	90	3%	0%	60'	138'	70'	150'	125'	
Southbound Through/Right	2.3	5.4	20.0	19.5	0.22	0.22	70	150	1	90	3%	0%	58'	135'	70'	150'	125'	
Eastbound thru/right	10.1	13.6	39.4	30.7	0.44	0.34	365	400	1	90	6%	3%	253'	340'	270'	340'	125'	
westbound thru/right	6.1	11.6	44.6	44.7	0.50	0.50	260	470	1	90	5%	1%	153'	290'	170'	300'	125'	
northbound through	5.7	8.5	20.0	19.5	0.22	0.22	160	230	1	90	2%	0%	143'	213'	160'	230'	125'	

Red Time Formula Queue = $(1+f_u)(1-G/C)(2)(25)(VPH) / [(3600/c)(No.\ of\ Lanes)]$

G = g (protected) + g_u (unopposed/permitted) from HCS

Average Car Length = 25ft 25

Montgomery Road at Howell

Movement	HCS 95% Back of Queue		G		G/C		Volume		# Lanes	CL	% Trucks		HCS 95% Queue		IDOT's Red Time Formula		IDOT BLRS	Required Queue (Rounded)
	AM	PM	AM	PM	AM	PM	AM	PM	--	--	AM	PM	AM	PM	AM	PM	--	--
Eastbound Left	1.2	0.1	38.8	27.2	0.65	0.45	10	15	1	60	4%	2%	30'	3'	0'	10'	115'	115'
Westbound Left	0.1	0.0	27.9	27.6	0.47	0.46	1	5	1	60	4%	1%	3'	0'	0'	0'	115'	115'

Red Time Formula Queue = $(1+f_i)(1-G/C)(2)(25)(VPH) / [(3600/c)(No. of Lanes)]$

G = g (protected) + g_u (unopposed/permitted) from HCS

Average Car Length = 25ft 25

Red Time Formula Queue = (1+ft)(1-G/C)(2)(25)(VPH) / [(3600/c)(No. of Lanes)]

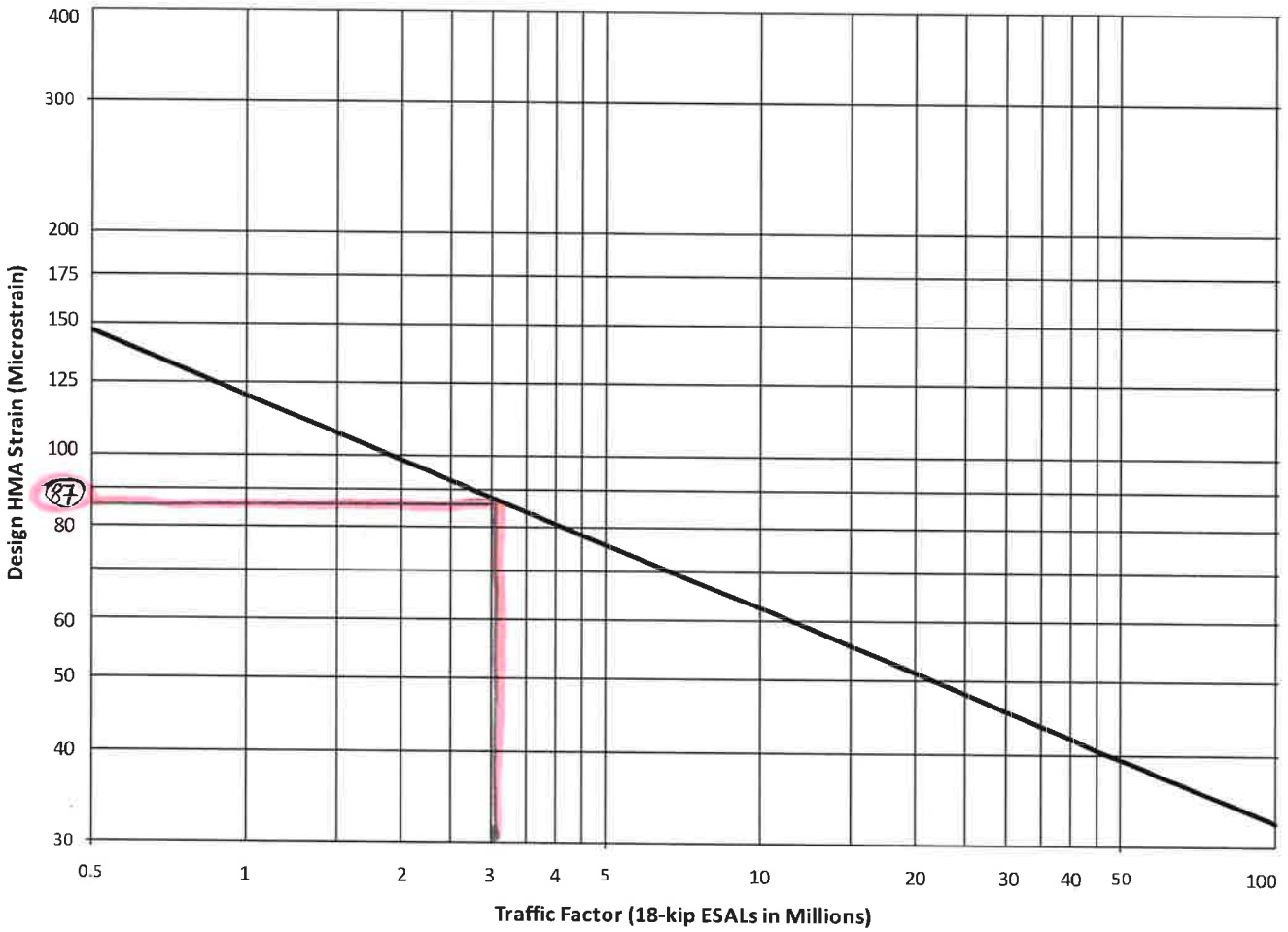
Average Car Length = 25ft 25

3 Lanes - MOD

Movement	HCS 95% Back of Queue		G		G/C		Volume		# Lanes	CL	% Trucks		HCS 95% Queue		IDOT's Red Time Formula		IDOT BLRS	Required Queue (Rounded)
	AM	PM	AM	PM	AM	PM	AM	PM	--	--	AM	PM	AM	PM	AM	PM		
Eastbound Left	1.4	1.8	24.8	15.3	0.28	0.17	60	65	1	90	3%	5%	35'	45'	60'	70'	125'	125
Eastbound Right	2.2	5.4	44.0	45.0	0.49	0.50	95	200	1	90	0%	0%	55'	135'	60'	130'	125'	130
Westbound Left	4.9	12.7	15.8	18.5	0.18	0.21	155	335	1	90	2%	1%	123'	318'	160'	340'	125'	340
Westbound Right	0.1	2.4	49.5	49.5	0.55	0.55	175	115	1	90	0%	0%	3'	60'	100'	60'	125'	125
Northbound Left	2.4	10.3	23.5	18.3	0.26	0.20	95	265	1	90	7%	1%	60'	258'	90'	270'	185'	270
Southbound Left	3.3	9.3	21.7	15.6	0.24	0.17	130	255	1	90	2%	0%	83'	233'	130'	260'	185'	260
Southbound thru/right	6.7	14.6	28.5	23.0	0.32	0.26	210	365	1	90	5%	2%	168'	365'	190'	350'		
Southbound thru	6.8	15.0	28.5	23.0	0.32	0.26	215	385	1	90	5%	2%	170'	375'	190'	370'		
NORTHBOUND THRU	11.7	12.0	27.5	24.0	0.31	0.27	350	330	1	90	4%	2%	293'	300'	320'	310'		
NORTHBOUND THRU/RIGHT	11.4	11.5	27.5	24.0	0.31	0.27	330	310	1	90	4%	2%	285'	288'	300'	290'		
Eastbound thru	17.7	15.5	32.3	25.4	0.36	0.28	555	440	1	90	3%	1%	443'	388'	460'	400'		
westbound thru	7.8	14.9	33.3	34.4	0.37	0.38	270	505	1	90	4%	1%	195'	373'	220'	390'		

Existing ADT ⇒ 17,000
Proposed ADT ⇒ 18,000

Structural Design ADT- Use 18,000 > 3500; 3-lanes; Class II facility



DESIGN HMA STRAIN
(Mechanistic Design: Flexible Pavement)

Figure 54-5.E

Truck Percentage Assumptions:
PV% = 88%
SU% = 9%
MU% = 3%

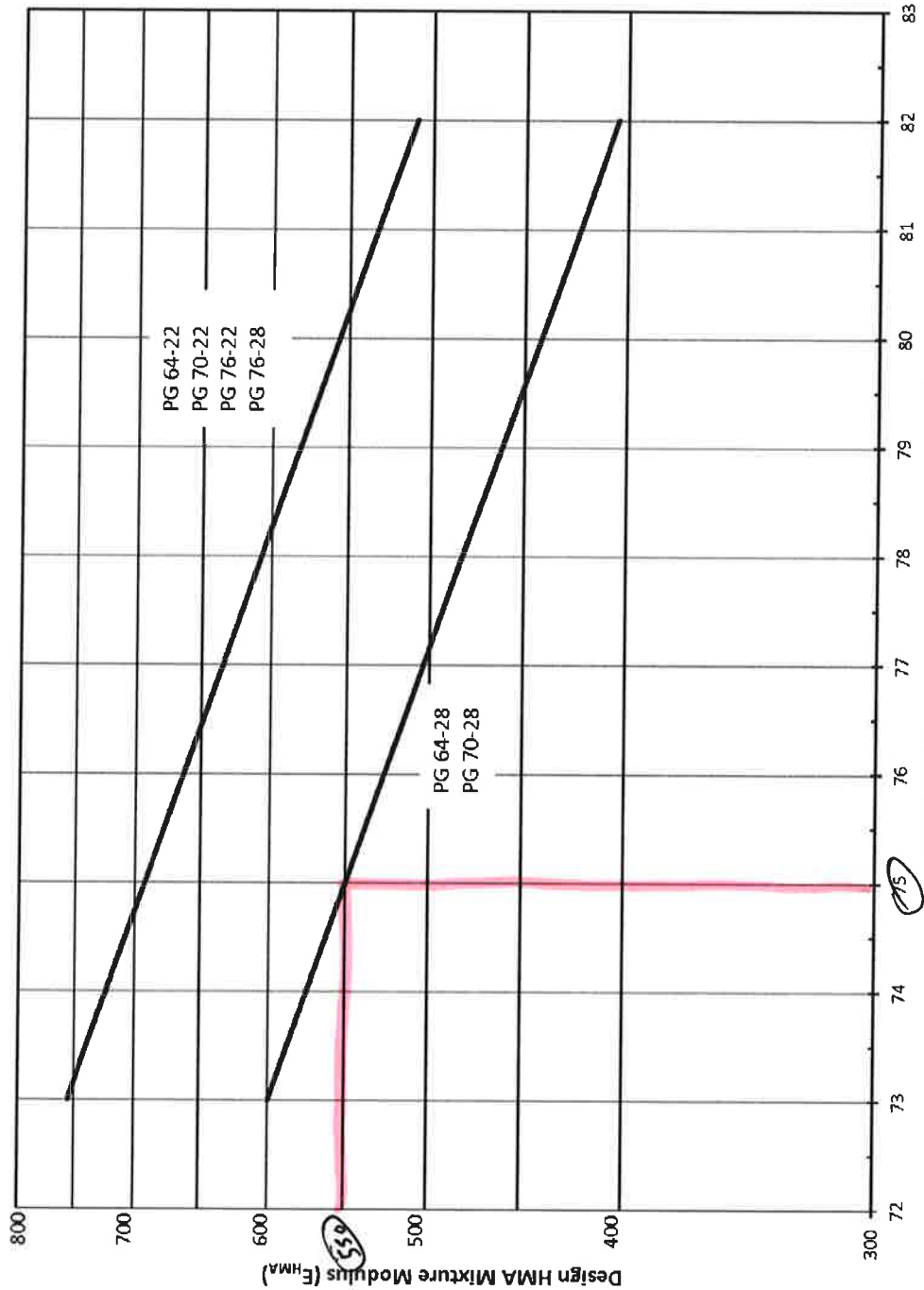
$$\text{Class II} \Rightarrow \text{T.F.} = 20\left[\frac{0.15(0.5)(12{,}230) + 112.06(0.5)(1260) + 385.44(420)(0.5)}{1\times10^{6}}\right]^{4}$$

T.F. = 3.05

Montgomery Co. TBH 5-11-16

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Montgomery Rd.
TBH 5-11-16

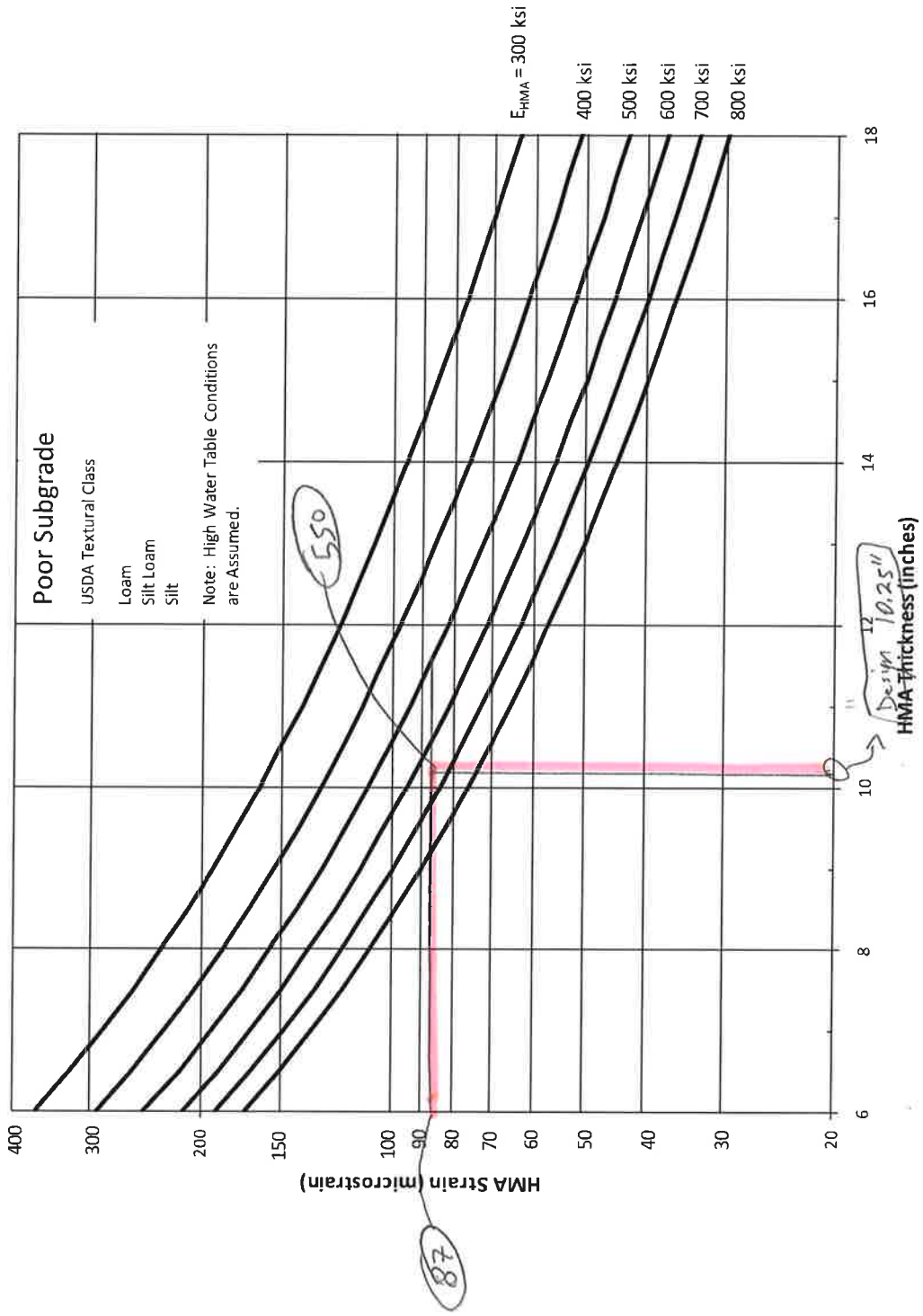


HMA MIXTURE MODULUS (E_{HMA})
(Mechanistic Design: Flexible Pavement)

Figure 54-5.D

HARD COPIES UNCONTROLLED

Montgomery Rd.
TBH 5-11-16



HMA THICKNESS DESIGN CHART
(Mechanistic Design: Flexible Pavement: SSR = Poor)

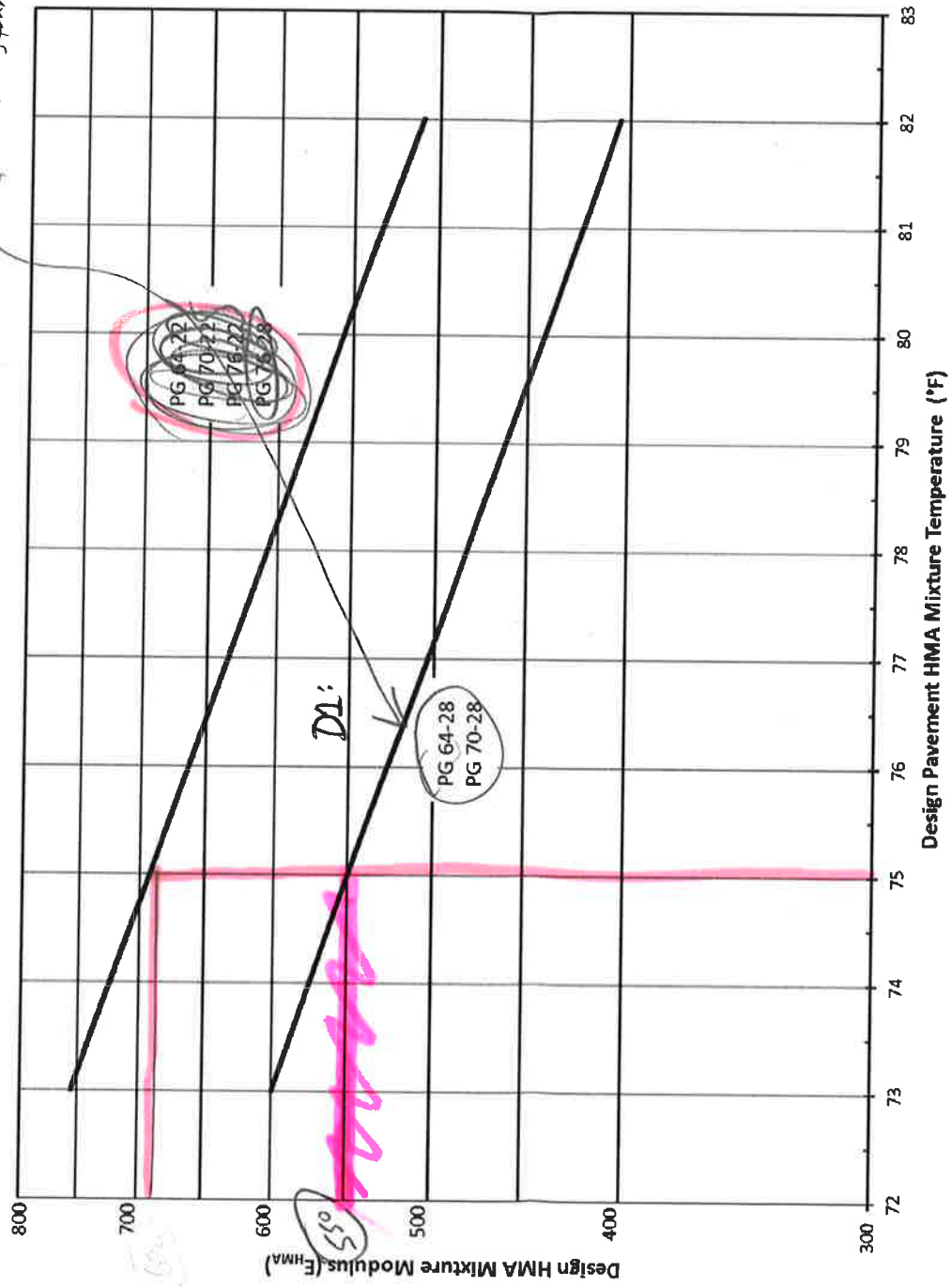
Figure 54-5.F

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Hill Ave.
TBH 4/8/16

BDE Fig. 53-4.0

HMA
SMA full depth; surface and binder (D1)
ESAL: 5,584,500
N-50
Traffic Standard

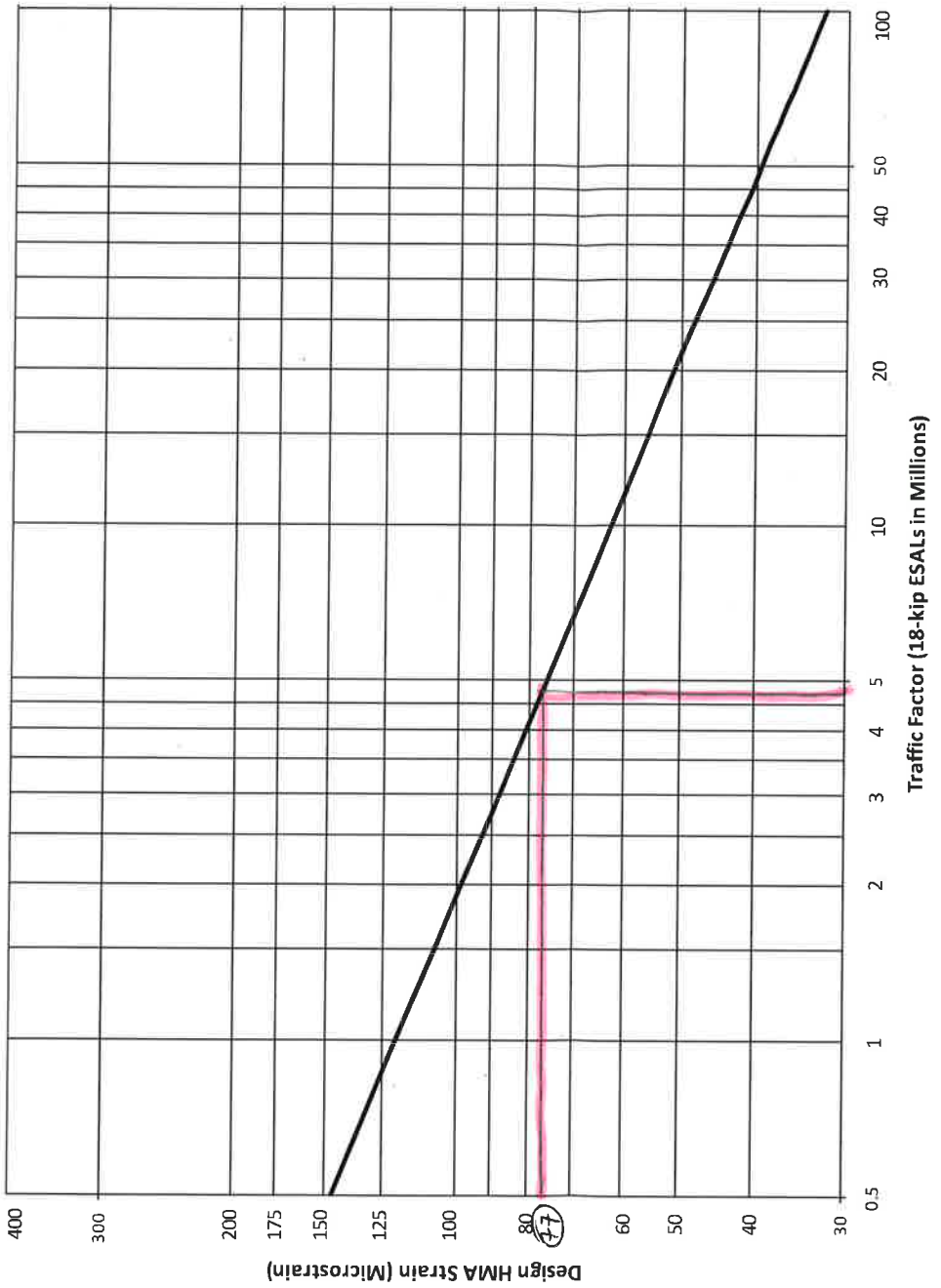


HMA MIXTURE MODULUS (E_{HMA})
(Mechanistic Design: Flexible Pavement)

Figure 54-5.D

HARD COPIES UNCONTROLLED

Hill Ave.
TBH 4/8/16



DESIGN HMA STRAIN
(Mechanistic Design: Flexible Pavement)

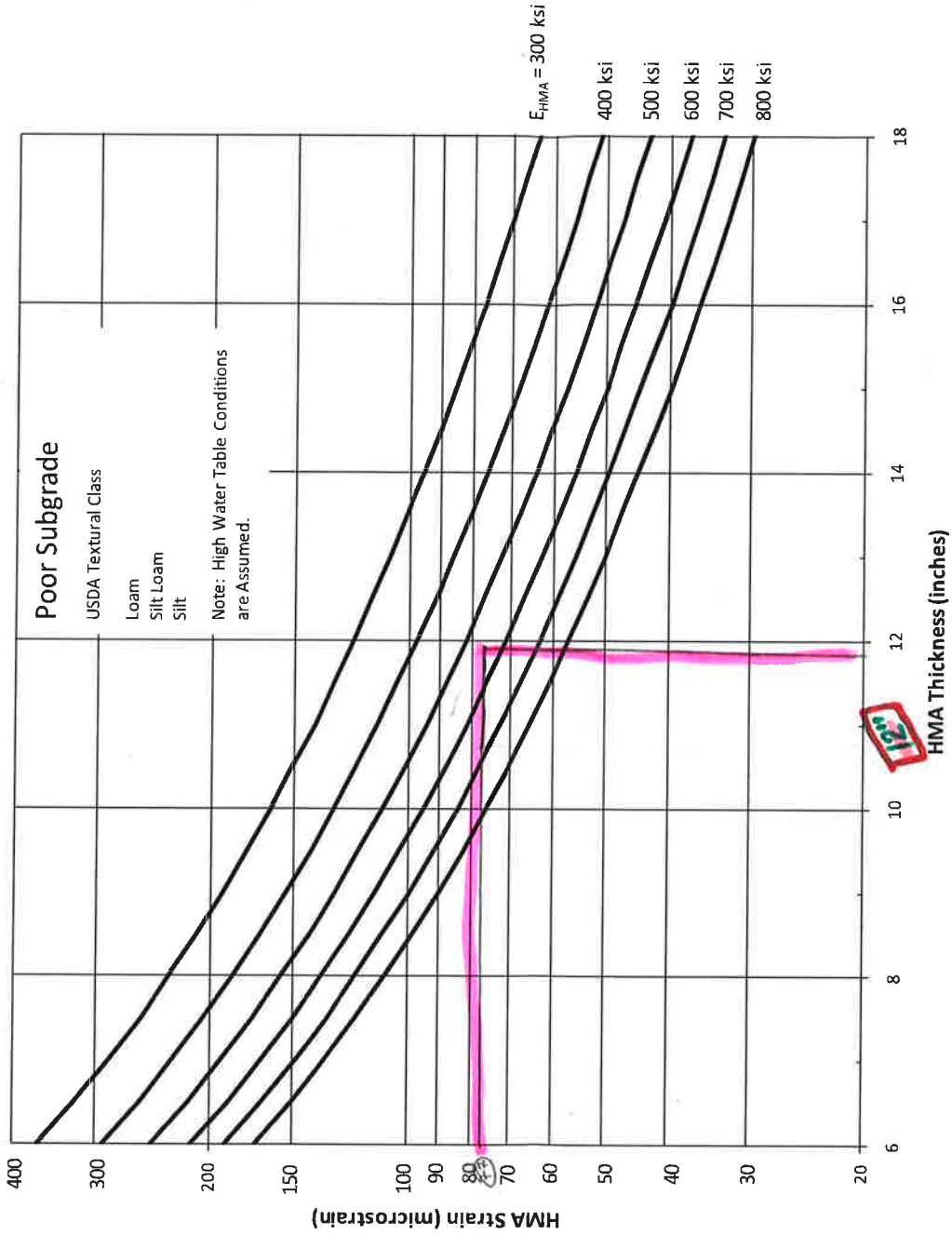
Figure 54-5.E

ADT = 18,000
Non-modified; PV = 88%; SU = 9%; MU = 3% (IDOT suggested values)

$$T.F. = 20 \left[\frac{(0.15)(0.50)(15846) + (132.5)(0.5)(1620) + (482.53)(0.5)(540)}{1 \times 10^6} \right]^{4.776}$$

Class I Roadway; 5 lanes and ADT>3500

Hill Ave.
TBH 4/8/16



HMA THICKNESS DESIGN CHART
(Mechanistic Design: Flexible Pavement: SSR = Poor)

Figure 54-5.F

HARD COPIES UNCONTROLLED

95th% & Red-Time Queues for (DesignYear 2040) | **Montgomery Road** | **Douglas Road**

Storage Length (ft) = (1-(G/C))(DHV)(1+(%Trucks/100))(2x25) / (# of cycles per hour)(# of traffic lanes)

Storage Length (ft)

Approach: A Southbound Douglas Road

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue
AM	AD (LT)	2%	3.5	11.30	14.8	90	0.16	47.00	44.65	1	40.00	1.4	**35**	**48**
	AB(TH)	3%	20.0	0.00	20.0	90	0.22	74.00	70.3	1	40.00	2.4	**60**	**70**
	AB & AC (TR)	3%	20.0	0.00	20.0	90	0.22	73.00	69.35	1	40.00	2.3	**58**	**69**
PM	AD (LT)	0%	3.5	7.70	11.2	90	0.12	58.00	55.1	1	40.00	1.7	**43**	**60**
	AB(TH)	0%	19.5	0.00	19.5	90	0.22	162.00	153.9	1	40.00	5.5	**138**	**151**
	AB & AC (TR)	0%	19.5	0.00	19.5	90	0.22	159.00	151.1	1	40.00	5.4	**135**	**148**

Approach: B Northbound Douglas Road

	Movement	T %	G	Gu	G +Gu	Cycle	G/C	Adj Flow	DHV	N	Cycles/	BOQ	95th%	Red-Time
AM	BC (LT)	2%	3.5	14.90	18.4	90	0.20	58.00	55.1	1	40.00	1.7	**43**	**56**
	BA(TH)	2%	20.0	0.00	20.0	90	0.22	168.00	159.6	1	40.00	5.7	**143**	**158**
	BD(RT)	2%	34.2	0.00	34.2	90	0.38	358.00	340.1	1	40.00	11.8	**295**	**269**
PM	BC (LT)	2%	3.5	10.90	14.4	90	0.16	111.00	105.5	1	40.00	0.9	**23**	**113**
	BA(TH)	0%	19.5	0.00	19.5	90	0.22	242.00	229.9	1	40.00	8.5	**213**	**225**
	BD(RT)	0%	42.8	0.00	42.8	90	0.48	458.00	435.1	1	40.00	13.0	**325**	**285**

Approach: C Eastbound Montgomery Road

	Movement	T %	G	Gu	G +Gu	Cycle	G/C	Adj Flow	DHV	N	Cycles/	BOQ	95th%	Red-Time
AM	CA (LT)	0%	3.0	34.00	37.0	90	0.41	16.00	15.2	1	40.00	0.3	**8**	**11**
	CD & CB (TR)	6%	39.4	0.00	39.4	90	0.44	384.00	364.8	1	40.00	10.1	**253**	**272**
PM	CA (LT)	0%	3.3	25.60	28.9	90	0.32	42.00	39.9	1	40.00	1.0	**25**	**34**
	CD & CB (TR)	3%	30.7	0.00	30.7	90	0.34	421.00	400	1	40.00	13.6	**340**	**339**

Approach: D Westbound Montgomery Road

	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue
AM	DB (LT)	4%	8.2	25.00	33.2	90	0.37	**216**	205.2	1	40.00	3.8	**95**	**168**
	DC & DA (TR)	5%	39.4	0.00	39.4	90	0.44	**274**	260.3	1	40.00	6.1	**153**	**192**
PM	DB (LT)	0%	17.3	11.70	29.0	90	0.32	**495**	470.3	1	40.00	12.9	**323**	**398**
	DC & DA (TR)	1%	44.7	0.00	44.7	90	0.50	495.00	470.3	1	40.00	11.6	**290**	**299**

95th% & Red-Time Queues for (DesignYear 2040) | **Montgomery Road** | **Hill Avenue**

Storage Length (ft) = (1-(G/C))(DHV)(1+(%Trucks/100))(2x25) / (# of cycles per hour)(# of traffic lanes)

Storage Length (ft)

Approach:	A	Southbound				Hill Avenue								
	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue
AM	AD (LT)	2%	10.2	11.50	21.7	90	0.24	137.00	130.2	1	40.00	3.3	**83**	**126**
	AB(TH)	5%	28.5	0.00	28.5	90	0.32	226.00	214.7	1	40.00	6.8	**170**	**193**
	AB & AC (TR)	5%	28.5	0.00	28.5	90	0.32	221.00	210	1	40.00	6.7	**168**	**188**
PM	AD (LT)	0%	9.1	6.50	15.6	90	0.17	268.00	254.6	1	40.00	9.3	**233**	**263**
	AB(TH)	2%	23.0	0.00	23.0	90	0.26	403.00	382.9	1	40.00	15.0	**375**	**363**
	AB & AC (TR)	2%	23.0	0.00	23.0	90	0.26	386.00	366.7	1	40.00	14.6	**365**	**348**

Approach:	B	Northbound				Hill Avenue								
	Movement	T %	G	Gu	G +Gu	Cycle	G/C	Adj Flow	DHV	N	Cycles/	BOQ	95th%	Red-Time
AM	BC (LT)	7%	5.7	17.80	23.5	90	0.26	100.00	95	1	40.00	2.4	**60**	**94**
	BA(TH)	4%	27.5	0.00	27.5	90	0.31	367.00	348.7	1	40.00	11.7	**293**	**315**
	BA & BD(TR)	4%	27.5	0.00	27.5	90	0.31	349.00	331.6	1	40.00	11.4	**285**	**299**
PM	BC (LT)	1%	13.6	4.70	18.3	90	0.20	279.00	265.1	1	40.00	10.3	**258**	**267**
	BA(TH)	2%	23.0	0.00	23.0	90	0.26	349.00	331.6	1	40.00	12.0	**300**	**315**
	BA & BD(TR)	2%	23.0	0.00	23.0	90	0.26	325.00	308.8	1	40.00	11.5	**288**	**293**

Approach:	C	Eastbound				Montgomery Road								
	Movement	T %	G	Gu	G +Gu	Cycle	G/C	Adj Flow	DHV	N	Cycles/	BOQ	95th%	Red-Time
AM	CA (LT)	3%	3.5	21.30	24.8	90	0.28	63.00	59.85	1	40.00	1.4	**35**	**56**
	CD (TH)	3%	32.3	0.00	32.3	90	0.36	584.00	554.8	1	40.00	17.7	**443**	**458**
	CB (RT)	0%	44.0	0.00	44.0	90	0.49	100.00	95	1	40.00	2.2	**55**	**61**
PM	CA (LT)	5%	3.5	11.80	15.3	90	0.17	68.00	64.6	1	40.00	1.8	**45**	**70**
	CD (TH)	1%	25.4	0.00	25.4	90	0.28	463.00	439.9	1	40.00	15.5	**388**	**399**
	CB (RT)	0%	45.0	0.00	45.0	90	0.50	211.00	200.5	1	40.00	5.4	**135**	**125**

Approach:	D	Westbound				Montgomery Road								
	Movement	T %	G (sec)	Gu (sec)	G +Gu (sec)	Cycle Length	G/C	Adj Flow	DHV	N	Cycles/ Hour	BOQ	95th% Queue	Red-Time Queue
AM	DB (LT)	2%	8.0	7.80	15.8	90	0.18	**163**	154.9	1	40.00	4.9	**123**	**163**
	DC (TH)	4%	33.3	0.00	33.3	90	0.37	**284**	269.8	1	40.00	7.8	**195**	**221**
	DA (RT)	0%	49.5	0.00	49.5	90	0.55	**184**	174.8	1	40.00	0.1	**3**	**98**
PM	DB (LT)	1%	12.5	6.00	18.5	90	0.21	**353**	335.4	1	40.00	12.7	**318**	**336**
	DC (TH)	1%	34.4	0.00	34.4	90	0.38	**532**	505.4	1	40.00	14.9	**373**	**394**
	DA (RT)	0%	49.5	0.00	49.5	90	0.55	121.00	115	1	40.00	2.4	**60**	**65**

5. BDE DESIGN CRITERIA CHECKLISTS FOR HILL AVENUE

Illinois Department of Transportation

Level One Design Criteria Checklist

Key Route:	FAP 360		
Marked Route/Road Name:	Hill Avenue		
State Job No.:	N/A	Contract No.:	N/A
Functional Classification:	Principal Arterial	Highway Type:	
County(ies):	Kane County	Project Length:	2.2 Miles
City:	Montgomery/Aurora	Section:	13-00127-00-WR
Project Location:	Montgomery Road from Briarcliff Road to Hill Avenue		

Project Scope of Work

a. Check the appropriate box. See Section 31-6 for definitions.

☐ New construction ☒ *Reconstruction ☐ *3R (freeway)

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

b. Provide a brief project description:

Widening of Montgomery Road from Briarcliff Rd. to west of Hill Avenue to a three lane roadway. Two lanes in either direction with a center two way left turn lane, closed drainage system, sidewalk, mulit-use path, and intersection improvements.

Design Criteria for Mainline Interstate and Ramps (Provide numerical value, where indicated)	Does the proposed design meet the criteria?		
	Yes	No	N/A
1. Design speed 45 mph (km/h) (Chapter 31)	☒	☐	☐
2. Stopping sight distance (SSD)			
a. SSD at crest vertical curves (Level SSD for passenger cars) (Chapter 31)	☒	☐	☐
b. SSD on inside of horizontal curves (Level SSD for passenger cars) (Chapter 32)	☒	☐	☐
3. Superelevation rates (e_{max} = 4.0 %) (Chapter 32)	☒	☐	☐
4. Horizontal curvature (minimum radius for selected design speed (Chapter 32) 710 feet (meters)	☒	☐	☐
5. Maximum grades (in percent) 7% (Chapter 33)	☒	☐	☐
6. Lane widths 12 feet (meters) (Chapter 34)	☒	☐	☐
7. Cross-slopes on through lanes (in percent) (Chapter 34)			
Median/inside lane Lane 1 1.5%	☒	☐	☐
Outside lanes Lane 2 2.0%	☒	☐	☐
Lane 3	☐	☐	☒
Lane 4	☐	☐	☒
8. Shoulder widths N/A feet (meters) (inside)	☐	☐	☒
(Chapter 34) N/A feet (meters) (outside)	☐	☐	☒
9. Vertical clearances N/A feet (meters) (Chapter 39)	☐	☐	☒
10. Design loading structural capacity			
a. Bridge/tunnel design loading structural capacity (Chapter 39) N/A	☐	☐	☒
b. Roadway design loading structural capacity (Chapter 54) N/A	☐	☐	☒

Note: Use multiple forms for each interstate roadway within the project.

Prepared by: John Lazzara (HDR) Date: 6/26/2017

Designer (IDOT or Consultant) Signature

Illinois Department of Transportation

Level Two Design Criteria Checklist

Key Route: FAP 360

Marked Route/Road Name: Hill Avenue

State Job No.: N/A | Contract No.: N/A

Functional Classification: Principal Arterial | Highway Type:

County(ies): Kane County | Project Length: 2.2 miles

City: Montgomery/Aurora | Section: 13-00127-00-WR

Project Location: Montgomery Road from Briarcliff Road to Hill Avenue

Project Scope of Work

a. Check the appropriate box. See Section 31-6 for definitions.

☐	New construction	☒	*Reconstruction	☐	*3R (non-freeway)	☐	*3R (freeway)
☐	3P	☐	SMART	☐	HSIP	☐	Other

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

This form is required for all new construction, reconstruction, and 3R projects.

b. Provide a brief project description:

Widening of Montgomery Road from Briarcliff Rd. to west of Hill Avenue to a three lane roadway. Two lanes in either direction with a center two way left turn lane, closed drainage system, sidewalk, mulit-use path, and intersection improvements.

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
1. Basic Design Controls (Chapter 31)			
a. Design speed 45 mph (km/h)	☒	☐	☐
b. Stopping Sight Distance (SSD) application for vertical curves (downgrade adjusted SSD used)	☒	☐	☐
c. Truck SSD (level) (at specific sites)	☐	☐	☒
d. Level of service (mainline) C	☐	☒	☐
2. Horizontal Alignment (mainline) (Chapter 32)			
a. Horizontal curvature (minimum radius for selected design speed) 710 feet (meters)	☒	☐	☐
b. Superelevation rates (e_{max} = 4.0 %)	☒	☐	☐
c. Superelevation transition lengths Min.: 89 feet (1 lane, min. radius)	☒	☐	☐
d. SSD application at horizontal curves (downgrade adjusted SSD used)	☒	☐	☐
e. Superelevation distribution between tangent and curve (ratio or percent) 2/3:1/3	☒	☐	☐
f. “Breakover” of outside shoulder on super-elevated curves (percent) N/A	☐	☐	☒
g. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E. N/A	☐	☐	☒
h. Superelevation development at reverse curves N/A	☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
i. Is superelevation transition length located off of bridges and bridge approach pavements? N/A	☐	☐	☒
j. Horizontal stopping sight distance on inside of horizontal curves (Level SSD for passenger cars)	☒	☐	☐
3. Vertical Alignment (mainline) (Chapter 33)			
a. Maximum grades (in percent) 7 %	☒	☐	☐
b. SSD at crest vertical curves (level SSD for passenger cars)	☒	☐	☐
c. SSD at sag vertical curves (level SSD for passenger cars)	☒	☐	☐
d. Minimum grades (in percent) considering drainage Des: 0.5%, Min: 0.3% (with C&G)	☒	☐	☐
e. Critical length of grade N/A	☐	☐	☒
f. Truck-climbing lanes/critical grade analysis N/A	☐	☐	☒
g. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width) N/A	☐	☐	☒
h. Minimum length of vertical curves for selected design speed 135 feet	☒	☐	☐
i. Maximum length of vertical curves (drainage of curbed facilities and bridges)	☐	☐	☒
4. Cross Section Elements (mainline) (Chapter 34)			
a. Lane widths 12 feet (meters)	☒	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
b. Traveled way widening	☒	☐	☐
c. Cross-slopes on through lanes (in percent): Inside lane — Lane 1: 1.5 % Outside lanes — Lane 2: 2.0 % Lane 3: Lane 4:	☒ ☒ ☐ ☐	☐ ☐ ☐ ☐	☐ ☐ ☒ ☒
d. Shoulder widths N/A feet (meters)(inside) N/A feet (meters)(outside)	☐ ☐	☐ ☐	☒ ☒
e. Design of parking lanes: • Cross-slope N/A % • Width N/A feet (meters)	☐ ☐	☐ ☐	☒ ☒
f. Type of curb and gutter used on median N/A	☐	☐	☒
g. Drainage of raised curb medians: • Direction of flow of median surface or pavement N/A • Direction of cross-slope on gutter N/A %	☐ ☐	☐ ☐	☒ ☒
h. Type of curb and gutter used along outside edges of pavement B-6.24	☒	☐	☐
i. Two Way Left Turn Lane (TWLTL) width: • Flush type 12 feet (meters) • Traversable type 16 feet (meters)	☐ ☐	☐ ☐	☒ ☒
j. Median widths: • Urban TWLTL - 12 feet (meters) • Suburban N/A feet (meters) • Rural N/A feet (meters)	☒ ☐ ☐	☐ ☐ ☐	☐ ☒ ☒
k. Shoulder cross slopes 4 %	☐	☐	☒
l. Fill slopes 1:4 (V:H)	☒	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
m. Outside roadway ditch:			
• Slopes 4:1 • Depth 0.5-2 feet	☒	☐	☐
• Widths 2 feet	☐	☒	☐
Median ditch:			
• Slopes • Depth :	☐	☐	☒
• Width	☐	☐	☒
n. Cross-section transitions into bridges/ underpasses N/A	☐	☐	☒
o. Use of mountable curbs (V > 45 mph (70 km/h)) N/A	☐	☐	☒
p. Cross-section transition details (e.g., four-lane to two-lane) N/A	☐	☐	☒
5. Intersections (Chapter 36)			
a. Accommodation of design vehicle (identify vehicle) WB-65	☒	☐	☐
b. Level of service:			
• Through lanes C	☐	☒	☐
• Turn lanes C	☐	☒	☐
c. Skew angle 30 degrees of the perpendicular	☒	☐	☐
d. Profiles 3%	☒	☐	☐
e. Volume guidelines for turn-lanes:			
• Right-turns Single: 150 vph; Dual: 300 vph	☒	☐	☐
• Left turns Single: 75 vph; Dual: 300 vph	☒	☐	☐
f. Design of right-turn lanes	☒	☐	☐
Design of left-turn lanes	☒	☐	☐

Design Criteria (Provide numerical values, where indicated.)		Does the proposed design meet the criteria? Yes	No	N/A
g. Turn-lane tapers	Approach taper 200 feet	☒	☐	☐
	Departure taper 200 feet	☒	☐	☐
	Bay taper N/A	☐	☐	☒
h. Turning roadway widths 12 feet		☒	☐	☐
i. Turn-lane lengths	Deceleration (rural) 185 feet	☒	☐	☐
	Storage (urban) 280 feet	☒	☐	☐
j. Intersection sight distance: List criteria and type 500 feet (Pasenger Car); 630 feet (Single-Unit Truck); 760 feet (Tractor)		☒	☐	☐
k. Median opening length N/A feet (meters)		☐	☐	☒
l. Minimum corner island size N/A sq. ft (sq. m)		☐	☐	☒
m. Does right-turn radius accommodate design vehicle without encroachment? Yes		☒	☐	☐
n. Driveway widths Comm.: 24'-35'/Res.: 12'-24' feet (meters)		☒	☐	☐
o. Type of traffic control:				
• Two-way stop	N/A	☐	☐	☒
• All-way stop	N/A	☐	☐	☒
• Traffic signals	MUTCD Warrants	☒	☐	☐
p. Is maximum grade exceeded on any approach? No		☒	☐	☐
q. Max. superelevation “e” (in percent) for intersections on curve 4%		☐	☐	☒
6. Interchanges (Chapter 37)				
a. Exit terminal	Standard type	☐	☐	☒
	Design speed of first curve	☐	☐	☒
	Are any exit terminals located on mainline horizontal curve?	☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)		Does the proposed design meet the criteria?		
		Yes	No	N/A
b. Entrance terminal	Standard type	☐	☐	☒
	Length of tangent after the entering curve	☐	☐	☒
	Design speed of entering curve	☐	☐	☒
c. Design speed of ramp proper _____ mph (km/h)		☐	☐	☒
d. Design speed of crossroad _____ mph (km/h)		☐	☐	☒
e. Maximum ramp grades: • Exit ramp _____ % • Entrance ramp _____ %		☐ ☐	☐ ☐	☒ ☒
f. Ramp pavement width feet (meters)		☐	☐	☒
g. Ramp shoulder widths: • Left _____ feet (meters) • Right _____ feet (meters)		☐ ☐	☐ ☐	☒ ☒
h. Horizontal ramp curvature in conjunction with selected design speeds		☐	☐	☒
i. Superelevation development on ramps	Superelevation rate	☐	☐	☒
	Transition length	☐	☐	☒
	Distribution between tangent & curve	☐	☐	☒
j. Vertical curvature compliance with selected design speed on ramp		☐	☐	☒
k. Length of access control at crossroad		☐	☐	☒
l. Type of traffic control at crossroad: • Stop signs • Traffic signals • Free flow		☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒
m. Is length of crest vertical curve used on crossroad ≥ that required by the selected design speed of crossroad?		☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)			Does the proposed design meet the criteria?		
			Yes	No	N/A
n. Are crossroad approach grades through ramp/ crossroad intersections ≤ 2%?			☐	☐	☒
o. Are ramp/crossroad intersections located on a tangent section of crossroad alignment?			☐	☐	☒
p. Is decision sight distance available in advance of exit gore?			☐	☐	☒
q. Is clear recovery area available beyond gore nose?			☐	☐	☒
r. Level of service: • Exit terminal _____ • Entrance terminal _____ • Ramp proper _____ • Weaving area _____ • Ramp/crossroad intersection			☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒
s. Freeway lane drops	Location	Upgrade	☐	☐	☒
		Downgrade	☐	☐	☒
		Inside lane	☐	☐	☒
		Outside lane	☐	☐	☒
		At exit terminal	☐	☐	☒
		Beyond exit terminal	☐	☐	☒
		Taper length	☐	☐	☒
7. Roadside Safety (Chapter 38)					
a. Horizontal clearances: • Clear zones on tangent sections 18-24 feet • Clear zones on outside of horizontal curves 20-26 feet			☒ ☒	☐ ☐	☐ ☐
b. Barrier warrants N/A			☐	☐	☒
c. Barrier length of need N/A			☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
d. Deceleration criteria for impact attenuators N/A	☐	☐	☒
8. Structure Planning/Geometrics (Chapter 39)			
a. Clear roadway bridge widths N/A feet (meters)	☐	☐	☒
b. Structural capacity of bridges N/A	☐	☐	☒
c. Vertical clearances N/A feet (meters)	☐	☐	☒
9. Pavement Design (Chapter 54)			
a. Structural capacity of roadway	☒	☐	☐

Note: Use multiple forms for each roadway within the project.

Prepared by: John Lazzara (HDR) Date: 6/26/2017

Designer (IDOT or Consultant) Signature

6. BLR 22120, BDE 3100 DESIGN CRITERIA AND VARIANCES

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

RECEIVED
SEP 01 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

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

Illinois Department of Transportation

ADD/JAS DUE→ 6/6/17

Informal Transmittal

To:	Pete Harmet
Bureau:	Programming - Geometrics Unit
Attn:	Jason Salley
	(5TH SUBMITTAL)
Date:	04/25/17

From:	Chris Holt
Bureau:	Local Roads and Streets
	By: Marilin Solomon / Hannah Knight
Subject:	Kane County*
	13-00127-00-WR

Please check appropriate box below:

- ☐ Take Necessary Action
- ☒ For Your Comments
- ☐ Per Your Request
- ☒ For Your Approval
- ☐ For Your Information
- ☐ See Me About the Attached
- ☐ Draft (Letter)(Memo) For my signature
- ☒ Reply
- ☒ Return
- ☐ Route
- ☐ File

Message

*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 + IDS is approved.

THANKS,
CJS JASON SALLEY x4085
Response By

CC: TG + DD (BOT)
SS (BOE)

Illinois Department of Transportation

Informal Transmittal

To:	Chris Holt
Attn:	Marilin Solomon / Hannah Knight
Bureau:	Local Roads & Streets
Phone:	(847) 705-4205
Date:	June 16, 2017

From:	Jason Salley
Bureau:	Programming / Geometrics Unit
Phone:	(847) 705-4085
Subject:	Montgomery Rd at Hill Ave
	LR&S Section # 13-00127-00-WR

Please check appropriate box below:

- ☐ Take Necessary Action
- ☐ For Your Comments
- ☐ Per Your Request
- ☒ For Your Approval
- ☐ For Your Information
- ☐ See Me About the Attached
- ☐ Draft (Letter)(Memo) For My signature
- ☐ Reply
- ☐ Return
- ☐ Route
- ☐ File

Message

Marilin & Hannah,

The Design Exceptions were approved by IDOT BDE on June 14th, 2017.

All of the remaining Design Elements for this project meet current BDE Standards.

Therefore, I approve of this project's geometry as well as its IDS.

This project's BDE 2602 Form will be forwarded to IDOT BDE for their records.

Please contact me if you have any questions or comments.

Thanks,

Jason Salley, P.E.
Signature

Copies to

File	BDE	BOT	

Response

Signature

S:\WP\p&es\GEO\Geometric Approvals\2017\Montgomery Rd at Hill Ave (LR&S) 061617.docx

Illinois Department of Transportation

District Approval of Geometric Design

District: 1

Consultant: HDR, Inc.

Type of Design: ☒ Intersection Design Study ☐ Interchange Design Study ☐ Interchange Type Study ☐ Other

Route	Marked	Street
F.A.U. Route 3579		Montgomery Road

Intersecting Route	Marked	Street
F.A.P. Route 360		Hill Avenue

Contract Number	State Job Number	Section Number

Counties	Municipalities
Kane County	City of Aurora

Local Agency	LRS Section Number
Kane County DOT	13-00127-00-WR

Permit Applicant	Permit Number

Brief Project Description:

This project includes widening Montgomery Road to provide two way left turn lane, closed drainage system, sidewalk, multi-use path, and intersection improvements at Hill Avenue

Date Approved by Qualified Geometrics Engineer: 06/16/2017

Comments:

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract #	State Job #
FAU 3579	Montgomery Road	N/A	N/A

Section	County(ies)	Municipality
N/A	Kane	City of Aurora

Local Agency	LRS Section #	Permit Applicant	Permit #
Kane County DOT	13-00127-00-WR		

Project Limits

Briarcliff Road to Hill Avenue

Project Length	Current Posted Speed
2.2 miles	30 MPH

Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV	
20,500,000	Minor Arterial	2040	14000	AM 1,390	PM 1,790

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☐ Yes ☒ No		Reconstruction

Brief Project Description

Widen Montgomery Rd. to provide TWLTL, closed drainage system, sidewalks, multi-use path, and intersection improvements.

EXCEPTION DOCUMENTATION

Level of Exception ☐ **Level One** ☒ **Level Two**

Design Element for Which an Exception is Requested

LOS

Design Element Policy Value

LOS C (BLRS 32-2D)

Proposed Design Element Value

LOS D

Location(s) of Exception

Overall (PM), EB TH (PM), and WB LT (PM)

Crash History and Potential of Exception Location(s)

78 total crashes between 2010 and 2014. 75 may be related to the poor operation at this location. This location was not a 5% Location for 2010 to 2014. Proposed scope of work will improve the existing safety and operations despite this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$135,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

N/A

Proposed Mitigation to Address Exception

Addition of EB turn lane and addition of a north/south through lane.

Geometric Compatibility with Adjacent Sections

Yes. Transition Hill Avenue from a 5 lane to a 3 lane typical section / Montgomery Road is a 3 lane typical cross section.

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

N/A

Summary of Justification for Exception

Widening Montgomery Road or Hill Avenue to include any more additional lanes necessary for LOS C was eliminated to avoid appreciable impacts to the Section 4(f) property in the NW quadrant of the intersection and the business properties in the SE quadrant. Widening Montgomery Road for an additional through lane just at the intersection with Hill Avenue would not provide a contiguous cross section along Montgomery Road and widening Montgomery Road throughout the corridor was eliminated to avoid appreciable impacts to properties along Montgomery Road to the south. In addition, adjusting green times to improve LOS to LOS C at these locations would result on other movement LOS decreasing to LOS D or worse in return.

Coordination Meeting Date	Prepared By	Date
6/14/17	Timothy Heuer, HDR	10/18/2016

PAVEMENT/RESURFACING EXCEPTIONS

☐ **New Pavement** ☐ **Pavement Widening** ☐ **Resurfacing**

Design Period/ Expected Service Life	Design Year	Structural Design Traffic	%PV	%SU	%MU

Design Element Policy Value	Proposed Design Element Value

Location(s) of Exception

Cost of Using Policy Value	Cost of Using Proposed Element Value

Summary of Justification

Prepared By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date

FHWA Approval Date (Level One)

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract #	State Job #
FAU 3579	Montgomery Road	N/A	N/A

Section	County(ies)	Municipality
N/A	Kane	City of Aurora

Local Agency	LRS Section #	Permit Applicant	Permit #
Kane County DOT	13-00127-00-WR		

Project Limits

Briarcliff Road to Hill Avenue

Project Length	Current Posted Speed
2.2 miles	30 MPH

Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV	
20,500,000	Minor Arterial	2040	14000	AM 1,390	PM 1,790

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☐ Yes ☒ No		Reconstruction

Brief Project Description

Widen Montgomery Rd. to provide TWLTL, closed drainage system, sidewalks, multi-use path, and intersection improvements.

EXCEPTION DOCUMENTATION

Level of Exception ☐ **Level One** ☒ **Level Two**

Design Element for Which an Exception is Requested

LOS

Design Element Policy Value

LOS C (BDE 48-6A)

Proposed Design Element Value

LOS D

Location(s) of Exception

NB/SB TH/RT (PM), NB LT (PM)

Crash History and Potential of Exception Location(s)

78 total crashes between 2010 and 2014. 75 may be related to the poor operation at this location. This location was not a 5% Location for 2010 to 2014. Proposed scope of work will improve the existing safety and operations despite this exception request.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$135,000.00	$0.00

Impacts Other Than Cost of Using Policy Value

N/A

Proposed Mitigation to Address Exception

Addition of EB turn lane and addition of a north/south through lane.

Geometric Compatibility with Adjacent Sections

Yes. Transition Hill Avenue from a 5 lane to a 3 lane typical section / Montgomery Road is a 3 lane typical cross section.

Potential Effects on Other Design Elements

N/A

Potential Impacts on Mobility or Traffic Operations

N/A

Summary of Justification for Exception

Widening Montgomery Road or Hill Avenue to include any more additional lanes necessary for LOS C was eliminated to avoid appreciable impacts to the Section 4(f) property in the NW quadrant of the intersection and the business properties in the SE quadrant. Widening Montgomery Road for an additional through lane just at the intersection with Hill Avenue would not provide a contiguous cross section along Montgomery Road and widening Montgomery Road throughout the corridor was eliminated to avoid appreciable impacts to properties along Montgomery Road to the south. In addition, adjusting green times to improve LOS to LOS C at these locations would result on other movement LOS decreasing to LOS D or worse in return.

Coordination Meeting Date	Prepared By	Date
6/14/17	Timothy Heuer, HDR	10/18/2016

PAVEMENT/RESURFACING EXCEPTIONS

☐ **New Pavement** ☐ **Pavement Widening** ☐ **Resurfacing**

Design Period/ Expected Service Life	Design Year	Structural Design Traffic	%PV	%SU	%MU

Design Element Policy Value	Proposed Design Element Value

Location(s) of Exception

Cost of Using Policy Value	Cost of Using Proposed Element Value

Summary of Justification

Prepared By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date

FHWA Approval Date (Level One)

Illinois Department of Transportation

Approval of Design Variance

Project Identification

Local Agency: Kane County Division of Transportation (County, Municipality, Road District / Township) County: Kane County

Section No.: 13 - 00127 - 00 - WR Route: FAU 3579

Street/Road Name: Montgomery Road

Project Limits: Briarcliff Rd. to Hill Ave.

Project Length: 2.2 miles Functional Classification: Minor Arterial

Design Year: 2040 Design Traffic: ☒ DHV 1,690 ☐ ADT 14,000

Existing Structure No.: N/A Proposed Structure No.: N/A

Project Scope of Work

a. Is this project located on the NHS? ☐ Yes ☒ No

b. Is this project on a Strategic Regional Arterial (SRA) route? ☐ Yes ☒ No

c. Funding ☐ MFT/State Assistance ☒ Federal

d. Type of Work ☐ New Construction ☒ Reconstruction ☐ 3R

e. Design Guidelines ☒ Urban ☐ Suburban ☐ Rural ☐ 3R ☐ Other

f. Provide a brief project description (major construction elements):
The Montgomery Phase I project includes preliminary engineering and environmental study for a 2.2-mile section of Montgomery Road (also known as County Highway 29 or FAU 3579). The proposed improvements include the widening of Montgomery Road between Briarcliff Rd. and just west of Hill Avenue to a three-lane roadway. The widening includes one lane in each direction with a center, two-way left turn lane as well as a closed drainage system, sidewalk, mulit-use path, and intersection improvements. Hill Avenue is the only state route that crosses Montgomery Road within the study limits.

District Coordination Meetings

Has project been previously discussed at district coordination meetings? ☒ Yes ☐ No
(If yes, attach minutes of variance approvals)

Dates: 06/14/16

Level One Design Variance Approval

Local Agency: Kane County Division of Transporation Section No.: 13-00127-00-WR

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Speed: 35 mph	35	☐	☒	
2. Level of Service (Mainline): C	C	☐	☒	
3. Lane Widths				
a. Through Lanes: 12 feet	12	☐	☒	
b. Turn Lanes: 12 feet	12	☐	☒	See page 8/9
c. Parking Lanes: _____ feet		☐	☐	
d. Bike Lanes: _____ feet		☐	☐	
4. Through Travel Lane Cross Slopes				
Inside Lane: 1.5 %	1.5	☐	☒	
Outside Lane: 2.0 %	2.0	☐	☒	
(if more than 2 lanes)				
5. Shoulder Widths: _____ feet		☐	☐	
6. Horizontal Curvature (Minimum Radius)				
420 feet	420	☐	☒	
List curves not meeting criteria				
Sta. Radius Design Speed		☐	☐	
		☐	☐	
		☐	☐	
7. Superelevation Rates				
e_{max} 4.0 %	4.0	☐	☒	
List curves for which e does not meet criteria				
PI Sta. Radius e Design Speed		☐	☐	
		☐	☐	
		☐	☐	
8. Maximum Grade: 7 %	7	☐	☒	
9. Minimum Intersection Sight Distance				
165 feet	390	☐	☒	
List locations not meeting the criteria				
Cross Road Distance		☐	☐	
		☐	☐	
		☐	☐	
10. Minimum Stopping Sight Distance				
250 feet	250	☐	☐	
a. Crest Vertical Curves – Min. K value 29	29	☐	☐	
List curves not meeting the criteria				
VPI Sta. Sight Distance Design Speed Curve Length		☐	☐	
		☐	☐	
		☐	☐	
b. Sag Vertical Curves – Min. K value 49	49	☐	☐	
List curves not meeting the criteria				
VPI Sta. Sight Distance Design Speed Curve Length		☐	☐	
		☐	☐	
		☐	☐	

Level One Design Variance Approval

Local Agency: Kane County Division of Transporation Section No.: 13-00127-00-WR

c. Inside of Horizontal Curves **List curves not meeting the criteria** Sta. / Sight Distance / Design Speed / Radius		☐ ☐ ☐ ☐ ☐ ☐		
11. Clear Roadway Bridge Widths: N/A feet		☐ ☐		
12. Freeboard Above Design High Water: N/A feet		☐ ☐		
13. Vertical Clearances: ☐ Over Roadway/RR N/A feet ☐ Under Structure N/A feet		☐ ☐ ☐ ☐		
14. Accessibility Criteria for Disabled Persons **List any feature not meeting ADA Criteria**		☐ ☐		
15. Roadside Clear Zone: a. Tangent 1.5 feet b. Outside of Curve 1.5 **List criteria for each radius** Radius (ft) / Clear Zone (ft)	1.5 1.5	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐		
16. Intersection(s) Level of Service: C	C	☒ ☐	Not a design exception BLR Fig 32-2C Footnote #2 Hill Ave. LOS (PM) is D. Intersection delay reduced from existing. See BDE 3100 form for justification. ~~Douglas Rd. LOS (PM) is~~ 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.	
17. Warrants for Stop Signs or Signals Cross Road / Warrant Douglas Rd. 3 Hill Ave. 3	 MUTCD MUTCD	 ☐ ☐ ☐ ☐ ☐ ☐		
18. Pavement Design (list any variance to policy)		☐ ☐		

Level One Design Variance Approval

Local Agency: Kane County Division of Transporation Section No.: 13-00127-00-WR

Prepared By: John Lazzara (HDR) Date: 6/26/2017
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: Date: 6/26/2017

IDOT Regional Engineer Concurrence — Date: 7/24/17

Central BLR&S Approval — Date

Level Two Design Variance Approval

Local Agency: Kane County Division of Transportation Section No.: 13-00127-00-WR

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Period: 20 years	20 years	☐	☒	
2. Horizontal Alignment (Mainline)				
a. Minimum Superelevation Transition Lengths: 98 feet	98	☐	☒	
b. Superelevation Distribution Between Tangent and Curve: 2/3:1/3	2/3 : 1/3	☐	☒	
3. Vertical Alignment (Mainline)				
a. Minimum Grade of Urban Cross Section 0.30 %	0.3%	☐	☒	
b. Minimum Length of Vertical Curves 105 feet	105	☐	☒	
c. Maximum K value of Vertical Curves (for curbed facilities) 167	167	☐	☒	
4. Cross Section Elements (Mainline)				
a. Design of Parking Lanes				
• Cross Slope: N/A %		☐	☐	
b. Design of Sidewalks				
• Width: 5 feet	4 feet	☐	☒	
• Buffer Distance: 3 feet	2 feet	☐	☒	
• Cross Slope: 2.0 %	2% max.	☐	☒	
• Longitudinal Grades: 5.0 %	5% max.	☐	☒	
c. Median				
• Type: TWLTL	TWLTL	☐	☒	
• Width: 12 feet	12 feet	☐	☒	
d. Shoulder Cross Slopes: 4.0 %	4.0% Paved	☐	☒	
e. Rollover Factor 8.0 %	8.0%	☐	☒	
f. Curb and Gutter Type B-6.24	B-6.24	☐	☒	
g. Roadway Element				
• Steepest Front Slopes: 3:1 (H:V)	3:1	☐	☒	
• Steepest Back Slopes: 3:1 (H:V)	3:1	☐	☒	
5. Drainage (Flood Frequency)				
a. Pavement: N/A years		☐	☐	
b. Structure: 100 years	100 years	☐	☒	
c. Storm Sewer: 10 years	10 years	☐	☒	

Level Two Design Variance Approval

Local Agency: Kane County Division of Transportation Section No.: 13-00127-00-WR

6. Intersections				
a. Level of Service for Individual Movement:				
• Through Lanes: C	C	☒	☐	EB/NB/SB (PM) through movements at Hill. Intersection delay reduced from existing. See BDE 3100 form for justification. 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.
• Turn Lanes: C	C	☒	☐	WB/NB/SB (PM) left-turn movements at Hill. Intersection delay reduced from existing. See BDE 3100 form for justification. 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.
b. Skew Angle: 30 Degrees	30	☐	☒	
c. Approach Grades: 9.0 %	9.0%	☐	☒	9.0% (Collector/Local) 6.0% (Arterial)
d. Design Vehicle: WB-55 / WB-65	WB-55 / WB-65	☒	☐	WB-55 (Collector) WB-65 (Arterial) WB-50/WB-40 designed at Douglas Ave., WB-55 warranted. Existing condition, with no known safety issue, is maintained and avoids acquisition of right of way from gas station and cemetery.

Level Two Design Variance Approval

Local Agency: Kane County Division of Transportation | Section No.: 13-00127-00-WR

e. Turning Radius for Design Vehicle: 45'	45'	☐	☒	
f. Minimum Corner Island Size: N/A	N/A	☐	☒	
g. Minimum Turn Lane Length 260 feet	260	☒	☐	210' storage designed for WB to SB LT at Douglas Ave.; 410' storage warranted from IDOT Red Time Formula. 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.
• Approach Taper: 200____ feet	200	☐	☒	
• Departure Taper: 35:1____ feet	35:1	☐	☒	
• Bay Taper: N/A_____ feet	N/A	☐	☒	
h. Entrances				

Entrance Type	Max. Width (ft.)	Min. Width (ft.)	Max. Grade(%)			
Commercial	35	24	10%		☐	☒	
Residential	24	12	15%		☒	☐	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
7. RR Crossings						
a. Type of Railroad Protection: N/A				N/A	☐	☐	
b. Crossing Width (at 90° angle) N/A feet				N/A	☐	☐	
8. Lighting						
a. Illuminance N/A lux					☐	☐	
b. Uniformity Ratio N/A					☐	☐	
9. Other Items						

Level Two Design Variance Approval

Local Agency: Kane County Division of Transportation | Section No.: 13-00127-00-WR

a. Crash Analysis. BLRS Manual Section 22-2.11 (b)(9)) b. On-street Angle Parking. BLRS Manual Section 31-1.04(c) Any new or existing angle parking to remain must be approved by CBLRS.	a. Past five years of data (2011-2015 instead of 2010-2014) b. On-street angle parking is proposed to replace on-street perpendicular parking - IDOT CBLRS Approval required.	☒	☐	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. On-street parking currently exists along Montgomery Road in three locations between Gates and Pleasant street on north side of road 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.

Level Two Design Variance Approval

Local Agency: Kane County Division of Transportation Section No.: 13-00127-00-WR

Prepared By: John Lazzara (HDR) Date: 6/26/2017
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: Date: 6.26.2017

Thomas D. Quigley 7/24/17
IDOT Regional Engineer Concurrence Date

Central BLR&S Approval Date

7. PESA EXECUTIVE SUMMARY

Illinois Department of Transportation

Informal Transmittal

To:	Marilin Solomon
Bureau:	Local Roads
Attn:	Suleyman Tulgar
Date:	January 5, 2015

From:	Tyler Petersen
Bureau:	Programming
	Environmental Studies Unit
Subject:	Montgomery Rd.; IL 25 to Hill Ave.
	Special Waste

Please check appropriate box below:

- ☐ Take Necessary Action
- ☐ For Your Comments
- ☐ Per Your Request
- ☐ For Your Approval
- ☒ For Your Information
- ☐ See Me About the Attached
- ☐ Draft (Letter)(Memo) For my signature
- ☐ Reply
- ☐ Return
- ☐ Route
- ☐ File

Message

Attached is a copy of the PESA for the above mentioned project. The PESA review cover memo, dated December 16, 2014, states that there are Recognized Environmental Conditions (RECs), de minimis or other sites along the project route that require further studies (PESA Response --> PSI) if the project requires land acquisition or linear excavation. Special Waste studies are now complete for Phase I and the project is clear for Design Approval.

Special Design/Construction Consideration shall be added to the Project Report that states:

"A Preliminary Environmental Site Assessment (PESA) has been completed for this project. It is the responsibility of Phase II to determine if any 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."

If you have any questions please see myself (x4122) or Sam Mead (x4101).

Completed By

Copies to			
	PESA File	David Howorth - Land Acq.	

Response

Response By

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Informal Transmittal

To:	Marilin Solomon
Bureau:	Local Roads
Attn:	

From:	Tyler Petersen
Bureau:	Programming
	Environmental Studies Unit
Subject:	Montgomery Rd.; IL 25 to Hill Ave.
	Special Waste

Date:	02/11/2014

Please check appropriate box below:

- ☒ Take Necessary Action
- ☐ For Your Comments
- ☐ Per Your Request
- ☐ For Your Approval
- ☒ For Your Information
- ☐ See Me About the Attached
- ☐ Draft (Letter)(Memo) For My signature
- ☐ Reply
- ☐ Return
- ☐ Route
- ☐ File

Message

Attached is a copy of the PESA for the above-mentioned project. The PESA Review cover memo, dated February 4, 2014, states that there are sites along the project route and that further studies may be required if the project will require land acquisition or linear excavation from or adjacent to these sites. Please review the cover memo stipulations and the entire PESA to determine if a PSI will be necessary.

If it is determined a PSI will be necessary,the following information is required:

1. Use the attached PESA Response form to provide the boring/site number, max excavation depth, site name and/or address and the type of work being performed along with the estimated volume to be excavated.

2. Three copies of a location map and an exhibit showing (highlighting) the boring/site location with the extent of excavation to be performed at that parcel or location. Show the length, width and depth to be excavated.

If you have any questions, please call me at extension 4122.

RECEIVED
FEB 11 2014
BUREAU OF LOCAL ROADS & STREETS

Signature

Copies to | PESA File | David Howorth – Land Acq. |

Response

Signature

Illinois Department of Transportation

PESA Response Form

Submittal Date		Job No.:		ISGS/PESA No.:	
Project Location					
Contract #		DA/Let Date		Project Engineer	

Site No.	Estimated Volume of Excavation	Estimated Volume of Fill	Max Depth of Excavation	Site Name Or Address	Type of Work

Signature

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Christopher Holt, c/o Sam Mead
From:	John D. Baranzelli	By:	Jim Curtis
Subject:	PESA Review		*James R. Curtis*
Date:	December 16, 2014		

Project:	FAU 3579 (Montgomery Road, Broadway Avenue, River Road.); IL 25 to East of Hill Avenue		
District 1:	Kane County	Job #:	P-91-142-13
Requesting Agency:	Kane County	Contract #:	Not provided
Survey Target Date:	01/15/2015	Anticipated DA:	02/01/2015
Anticipated Letting:	Not provided	Section:	13-00127-00-WR
BDE Sequence #:	18111A	ISGS PESA #:	2823A

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

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

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

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

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

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact James R. Curtis at 217/558-4653.

Attachments

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

IDOT Sequence #: 18111A **ISGS: 2823A**
IDOT Job #: P91-142-13 **IDOT District #: 1**

PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT

FINAL REPORT

DATE: December 10, 2014

IDOT DESIGN DATE: February 1, 2015

SURVEY TARGET DATE: January 15, 2015

DATE REQUEST RECEIVED: July 31, 2014

LOCATION: FAU 3579 (Montgomery Road), IL 25 east of Hill Avenue, Aurora, Kane County; Aurora South quadrangle (USGS 7.5-minute topographic map), T38N, R8E, Section 35.

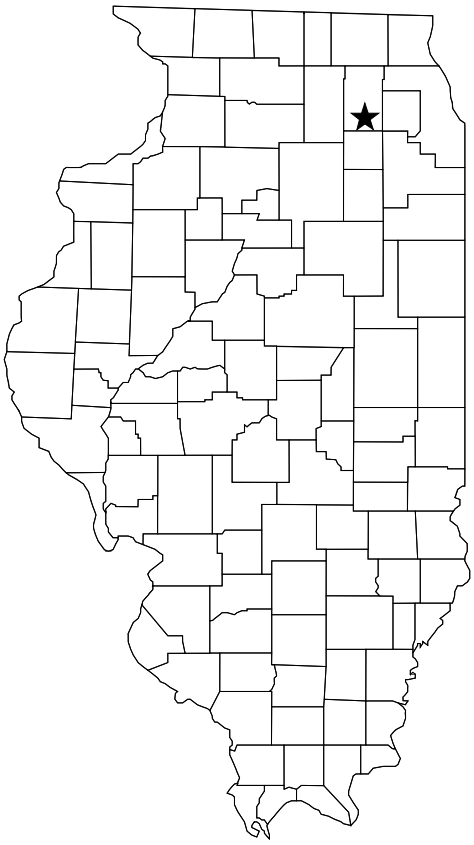


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GLOSSARY OF ACRONYMS

AAI	-	All Appropriate Inquiries
ACM	-	asbestos-containing material
AST	-	aboveground storage tank
ASTM	-	American Society for Testing and Materials
AULs	-	activity and use limitations (includes institutional controls, engineered barriers, and HAAs)
bgs	-	below ground surface
BOL	-	Bureau of Land (IEPA)
BTEX	-	benzene, toluene, ethylbenzene, and total xylenes
CDPH	-	Chicago Department of Public Health
CCDD	-	Clean construction and demolition debris
CERCLIS	-	Comprehensive Environmental Response, Compensation, and Liability Information System
CTA	-	Chicago Transit Authority
ERNS	-	Emergency Response Notification System
FEMA	-	Federal Emergency Management Agency
FIRM	-	Flood Insurance Rate map
FOIA	-	Freedom of Information Act
GIS	-	Geographic Information System
GRO	-	Groundwater Remediation Objective
HAA	-	Highway Authority Agreement
IDNR	-	Illinois Department of Natural Resources
IDOT	-	Illinois Department of Transportation
IEMA	-	Illinois Emergency Management Agency
IEPA	-	Illinois Environmental Protection Agency
IMD	-	Illinois Manufacturers Directory
ISGS	-	Illinois State Geological Survey
ISTC	-	Illinois Sustainable Technology Center (formerly Waste Management and Research Center)
ISWS	-	Illinois State Water Survey
LUST	-	leaking underground storage tank
ì g/kg	-	micrograms per kilogram (ppb)
ì g/l	-	micrograms per liter (ppb)
mg/kg	-	milligrams per kilogram (ppm)
mg/l	-	milligrams per liter (ppm)
M.M.	-	mile marker
M.P.	-	mile post
MSDS	-	material safety data sheet
MTBE	-	methyl tertiary butyl ether
NFR	-	No Further Remediation
NPL	-	National Priorities List
NRCS	-	Natural Resources Conservation Service
OSFM	-	Office of the State Fire Marshal
PAA	-	Permit Access Agreement
PAH/PNA	-	polynuclear aromatic hydrocarbons
PCB	-	polychlorinated biphenyls
PESA	-	Preliminary Environmental Site Assessment
P.G.	-	Professional Geologist
ppb	-	parts per billion (equivalent to ì g/kg for solids, and ì g/l in liquids)
ppm	-	parts per million (equivalent to mg/kg in solids, and mg/l in liquids)
PRP	-	Potentially Responsible Party
RCRA	-	Resource Conservation and Recovery Act
REC	-	recognized environmental condition
ROW	-	right-of-way
SIC	-	Standard Industrial Classification
SPLP	-	synthetic precipitation leaching procedure
SRO	-	Soil Remediation Objective
SRP	-	Site Remediation Program
SSTS	-	Section Seven Tracking System (USEPA)
SVOCs	-	semi-volatile organic compounds
TACO	-	Tiered Approach to Cleanup Objectives (IEPA)
TCLP	-	toxicity characteristic leaching procedure
TPH	-	total petroleum hydrocarbons
TRI	-	Toxics Release Inventory
TVOC	-	Total volatile organic compounds
USDA	-	United States Department of Agriculture
USEPA	-	United States Environmental Protection Agency
USGS	-	United States Geological Survey
UST	-	underground storage tank
VOC	-	volatile organic compounds

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for the improvements to Hill Avenue at Montgomery Road, Aurora, Kane County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

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

Table 1. The following site along the project was determined to contain RECs:

Property name IDOT parcel #	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
Phillips Park Golf Course NA	2823A-1	ASTs; former USTs with documented releases; former AST; evidence of chemical use; drum; impacted soil; natural gas pipeline; transformers; potential ACM and lead paint	RCRA, BOL, LUST, IEMA, UST	Recreational

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

Property name IDOT parcel #	ISGS site #	De minimis condition(s)	Land use
Agricultural land NA	2823A-2	Likely pesticide and/or herbicide use; natural gas pipeline; transformers	Agricultural
Commercial building NA	2823A-3	Transformer; natural gas pipeline; potential ACM and lead paint	Commercial
Vacant land NA	2823A-4	Transformers	Vacant

Table 3. The following sites along the project were determined not to contain RECs or de minimis conditions:

Property name IDOT parcel #	ISGS site #	Land use

None		

Table 4. The following additional site, adjoining but not on the project, was identified on environmental databases:

Property name	ISGS site #	Regulatory database(s)	Land use
City of Aurora Parks & Recreation	2823A-A	RCRA, LUST, UST, AULs, BOL, IEMA	Recreational

* For all sites:

Where REC(s) are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the text. Potential hazards were not verified by ISGS testing. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

Where RECs are not indicated as present, radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may still be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

For the purposes of this report, the following are considered to be de minimis conditions:

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

The following data gaps exist for all PESAs:

- For residences, only areas visible from public roads are inspected.
- Interiors of buildings are not inspected.
- Interiors of agricultural areas are not inspected during growing seasons.

Radon and biological hazards are not considered in this PESA unless specifically noted.

NA = No parcel number was supplied by IDOT for this site.

Although potential natural hazards and undermining, if present, are described in this report, they are not considered as RECs or de minimis conditions for the purposes of this report, and are therefore not listed in the tables above.

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Pete Harmet c/o Sam Mead
From:	Maureen Addis	By:	Jim Curtis
Subject:	PESA review		*James R. Curtis*
Date:	March 18, 2016		

Refer to : FAU 3579: Montgomery Avenue;
Illinois Route 25 to Hill Avenue
Kane County
P-91-142-13
Sequence # 18111B
ISGS PESA # 2823 & 2823A

We have received the environmental survey request addendum for one additional area to be surveyed on the southern limit of Hill Avenue. After reviewing this submittal, it has been determined that additional special waste survey will not be required.

- Page 9 addendum area depicted on the attached exhibit is contiguous to Site(s) 2 of the ISGS PESA 2823A.

It is the opinion of BDE that there is sufficient information provided in the current ISGS PESA (#2823A dated December 16, 2014) for the project to make a determination as to the extent of investigation needed for the PSI.

It is the responsibility of Phase II to include these additional areas in the PESA Response/Work Order request so that they can be included in the PSI investigation.

Attachments

Petersen, Tyler J

From: Dessalines, Duffy
Sent: Friday, March 18, 2016 9:41 AM
To: Petersen, Tyler J; Curtis, James R.
Cc: Mead, Sam M
Subject: RE: Contiguous Sites Memo

Tyler,

This is exact. Additional special waste survey is not necessary.

I will document the information in PMA and also update our Excel tracking sheet for Seq. # 18111B.

Thank you.

Duffy D.

Please consider the environment before printing this email.

From: Petersen, Tyler J
Sent: Friday, March 18, 2016 9:18 AM
To: Dessalines, Duffy; Curtis, James R.
Cc: Mead, Sam M
Subject: Contiguous Sites Memo

Duffy,

Do you concur with my analysis? They will be stopping short of creek and not touching structure so I think this is contiguous and doesn't warrant an addendum PESA to be performed.

Tyler Petersen
Illinois Department of Transportation
Bureau of Programming
Special Waste Coordinator
☎Office: (847) 705-4122
✉Email: tyler.petersen@illinois.gov

Please consider the environment before printing this email

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request Addendum

A. Project Information ☑ Bio ☑ Cultural ☐ Wetlands ☐ Special Waste

Submittal Date: 02/02/2016 Sequence No: 18111 B
District: 1 Requesting Agency: Local Kane County Project No:
Contract #: Job No.: P- 91-142-13
Counties: Kane
Route: FAU 3579 Marked:
Street: Montgomery Rd, Broadway Ave, Mill St Section: 13-00127-00-WR
Municipality(ies): Montgomery, Aurora Project Length: 5.2465 km 3.26 miles
FromTo (At): From IL 25 to just east of Farnsworth Ave
Quadrangle: Aurora South Township-Range-Section: T38N R8E Sect. 32, 33, 34, 35, 36
Survey Target Date: 08/17/2016 Anticipated Design Approval: 08/17/2016

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

☑ Acquisition of additional ROW or easement Addendum: 10.9 acres Total Project: 157.80 acres
☐ In-Stream Work Stream Name:
☐ Other:

☐ Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Initial ESR was submitted to IDOT on 8/2/2013. Addendum A was submitted to IDOT 6/6/2014. Development of drainage design has resulted in a need for additional environmental survey locations.

Continued below in Section F - Additional Information

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

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

E.
Contact Person: Marilin Solomon
Telephone #: (847) 705-4407 ext.
Env.Contact: Sam Mead
Telephone #: 8477054101

Local Contact Person: Janice Reid
Telephone #: (773) 380-7919 ext.
E-Mail: Janice.Reid@hdrinc.com
Title/Company:

F.
☐ Update Entire Project
☐ Addendum Only

☐ Field Sign Off (Bio & Cultural Only) ☑ Received in CO 02/18/2016

Special Waste

Special Waste Submittal Date: 03/17/2016 **Anticipated Design Approval:** 08/17/2016 **Cleared for Design Approval:**

Cleared for Letting: **Survey Target Date:** 08/17/2016

Step 1: Level 1 Screening Criteria - District Sign-Off [27-3.02(a)]*

Yes	1. Acquisition of additional right-of-way or easements (temporary or permanent)
No	2. Railroad ROW (other than single rail rural ROW with no maintenance facilities)
Don't Know	3. Excavation or subsurface utility relocation

** For a Local Roads project, Level 1 and Level 2 screening criteria apply to the state route/state jurisdiction portion of the project. For the non-state route portion of the project, the Local Roads Manual/procedures should be followed. If all responses are No, then the SWC may Sign-Off the project. Projects answering "Yes" or "Don't Know" to #2 above are not eligible for District Sign-Off and must go through the PESA process. If any response is "Yes" or "Don't Know", continue to Step 2: Level 2 Screening Criteria.*

☑ **District Sign-Off of Special Waste - Level 1:** 03/17/2016 ☐ **Validation - Level 1**

Conducted By: Sam Mead **Revised Level 1 Sign-Off Date:**

Position: Env. Unit Head

Telephone #: 847-705-4101 **Ext.:**

Note: This Level 1 District Sign-Off is valid for a maximum of 6 months, after which it must be validated; enter a "Revised Level 1 Sign-Off Date" in the box to the right above and click the "Validation - Level 1" box.

Level 1 Screening Comments: *Include your name and date with your comments.*

No need for a PESA for the new addendum limit on southern part of Hill Avenue, this portion has been reviewed and it is contiguous to site 2 from PESA 2823A.

Step 2: Level 2 Screening Criteria - District Sign-Off [27-3.02(b)]

☐ **If for any reason, the presence of any environmental condition cannot be determined from the site reconnaissance or from database searches, please check this box, add an explanation below, and submit for PESA.**

1. Does the project involve any of the following environmental conditions within the corresponding minimum search distance?

Environmental Condition	Minimum Search Distance	Database Search	Site Reconnaissance
Industrial and/or commercial property	0.25 miles		
Other Environmental Conditions* (Please detail below)*	Property & adjoining property		
State UST	Property & adjoining property	No	
State LUST	0.5 miles	Yes	
State Voluntary Cleanup, Brownfield, or landfills	0.5 miles	No	
Federal NPL; NPL delisted; CERCLIS; CERCLIS NFRAP	1.0 miles; 0.5 miles; 0.5 miles; 0.5 miles, respectively	No	
Federal RCRA CORRACTS facilities; RCRA non-CORRACTS TSD facilities	1.0 miles; 0.5 miles, respectively	Yes	
Federal RCRA generators list	Property & adjoining property	Yes	
Federal Brownfield sites	0.5 miles	No	
Federal ERNS System	Property	No	

** Other Environmental Conditions are identified through site reconnaissance and include situations that may negatively affect the property including the presence of, for example, illegal dumping, unknown containers, waste associated with "crack" or methamphetamine houses (i.e., discarded hazardous material on the outside of a property), battery piles, paint spills, abandoned transformers, surface staining, vegetative damage, etc.*

*** Describe Findings/Other Environmental Conditions:** Special Waste Screen section was completed considering only AESR-B areas

2. Were photographs taken of the site and/or surrounding area? No

In an effort to identify any property or condition that may negatively affect the project site or potential historical, industrial and/or commercial use, the following sources of information can be helpful while screening the project.

3. Place a check next to each reference that is reviewed. (Optional)

☑ Google - type aerial maps	☐ Extranet data	☐ Historic Aerial Photos	☐ Survey Books	☐ Other Files & Photos
☐ City Directories	☐ County Assessor	☐ Sanborn Fire Insurance Maps	☐ Plat Books	
☑ Other source (describe):				

If any historical reference indicates the possible presence of a property or condition that may negatively affect the project site, then a PESA is required.

If all responses for database search and site reconnaissance are "No", then the District Special Waste Coordinator may sign-off the project. If any response for database search and site reconnaissance is "Yes", or if a database search or site reconnaissance is not performed or is inconclusive, then a PESA is required.

☐ District Sign-Off of Special Waste - Level 2:

Conducted By:

Position:

Telephone #: Ext.:

☐ Validation - Level 2

Revised Level 2 Sign-Off Date:

Cleared for Design Approval:

Note: This Level 2 District Sign-Off is valid for a maximum of 6 months. After that date, the District Sign-Off must be validated and a Revised Sign-Off Date entered in the box to the right above.

After this Level 1 or Level 2 District Sign-Off has been completed:
1. Email a screen shot or Adobe.pdf of the form to the Central Office, BDE, Environment Section, Geologic & Waste Assessment Unit for Processing.
2. Complete the Cleared for Design Approval step by clicking on the Dist/CBLRS tab and adding the date to the special waste cell.
3. Complete the Cleared for Letting step in a similar fashion.
4. Add explanatory note in the Addtl. Info tab.

For questions about this form, see the submittal instructions, contact the District Special Waste Coordinator or contact the BDE Geologic & Waste Assessment Unit.

Sequence No: 18111 B

Memo Date:	03/17/2016	**Memo By:**	Tyler Petersen
Memo:	No need for a PESA for the new addendum limit on southern part of Hill Avenue, this portion has been reviewed and it is contiguous to site 2 from PESA 2823A.		
Memo Date:	02/02/2016	**Memo By:**	Michael Marchyshyn
Memo:	The extension of ESR limits to the south along Hill Avenue will need IDOT special waste, biological, and cultural survey, because it is under the jurisdiction of IDOT. All remaining addendum locations will require IDOT cultural survey only. Special waste and biological for these areas will be performed by the engineering consultant. Please refer to the attached exhibits for approximate addendum locations.		

8. SECTION 4(F) APPROVAL DOCUMENTATION

Hoberg, Julie

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

---

From: Knight, Hannah M. [mailto:Hannah.Knight@illinois.gov]
Sent: Thursday, December 15, 2016 1:53 PM
To: Lazzara, John
Cc: Solomon, Marilin D
Subject: FW: Kane County, 13-00127-00-WR, Montgomery Road, Final 4(f) documents

John,

Please also include a copy of Robin's email in the final PDR and a hard copy of the reports either in the PDR or included as an appendix.

Thanks,
Hannah

From: Raffensperger, William
Sent: Thursday, December 15, 2016 1:41 PM
To: Solomon, Marilin D
Cc: Knight, Hannah M.
Subject: Kane County, 13-00127-00-WR, Montgomery Road, Final 4(f) documents

Ms. Solomon –

Please see below for FHWA approval of the Section 4(f) deminimis reports for the captioned project. Please ensure that a copy of this email and the Section 4(f) reports are included in the final PDR that is submitted for approval.

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: Helmerichs, Robin (FHWA) [mailto:Robin.Helmerichs@dot.gov]
Sent: Thursday, December 15, 2016 12:45 PM
To: Raffensperger, William; Knight, Hannah M.; Solomon, Marilin D
Subject: [External] Montgomery Road- Kane County

Below are the approvals of the 4(f) de minimis for the four for the Montgomery Road project in Kane County. Use December 15th as the approval dates.

Please make sure the draft watermarks on the documents are removed so the documents are "final".

Thanks,
Robin

The Montgomery Road Project from FAU Route 2548 (Briarcliff Road) to 750 feet east of FAP Route 360 (Hill Avenue) in Aurora Township, Kane County, Illinois will result in the use of the Aurora Township Soccer Field, a Section 4(f) resource. FHWA hereby makes a de minimis impact finding for this use as it will not adversely affect this resource's activities features and attributes. The de minimis impact finding is based upon the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation submitted on December 14, 2016.

The Montgomery Road Project from FAU Route 2548 (Briarcliff Road) to 750 feet east of FAP Route 360 (Hill Avenue) in Aurora Township, Kane County, Illinois will result in the use of the Virgil Gilman Trail, a Section 4(f) resource. FHWA hereby makes a de minimis impact finding for this use as it will not adversely affect this resource's activities features and attributes. The de minimis impact finding is based upon the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation submitted on December 14, 2016.

The Montgomery Road Project from FAU Route 2548 (Briarcliff Road) to 750 feet east of FAP Route 360 (Hill Avenue) in Aurora Township, Kane County, Illinois will result in the use of the Phillips Park Golf Course, a Section 4(f) resource. FHWA hereby makes a de minimis impact finding for this use as it will not adversely affect this resource's activities features and attributes. The de minimis impact finding is based upon the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation submitted on December 14, 2016.

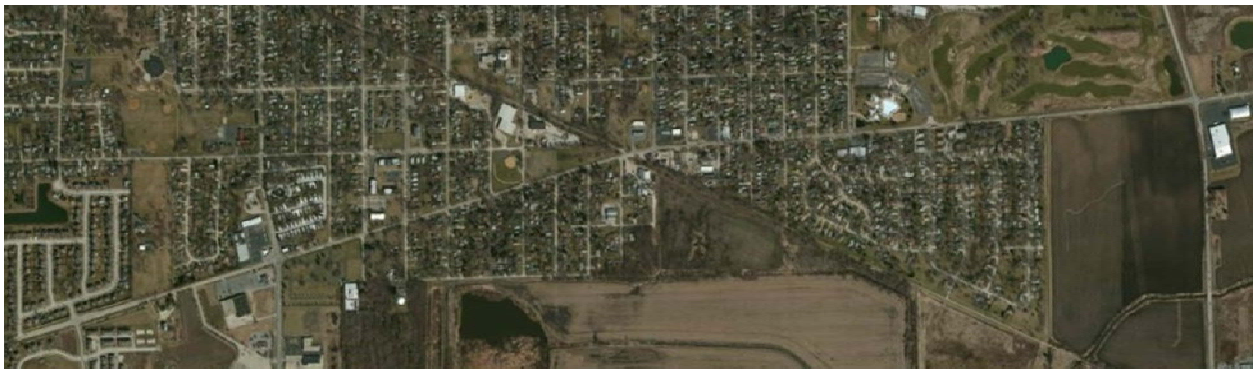
The Montgomery Road Project from FAU Route 2548 (Briarcliff Road) to 750 feet east of FAP Route 360 (Hill Avenue) in Aurora Township, Kane County, Illinois will result in the use of the Phillips Park Aquatic Center, a Section 4(f) resource. FHWA hereby makes a de minimis impact finding for this use as it will not adversely affect this resource's activities features and attributes. The de minimis impact finding is based upon the impact avoidance, minimization, and mitigation or enhancement measures detailed in the documentation submitted on December 14, 2016.

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.

9. SECTION 4(F) DE MINIMIS REPORTS

- PHILLIPS PARK GOLF COURSE
- VIRGIL GILMAN TRAIL
- AURORA TOWNSHIP SOCCER FIELD
- PHILLIPS PARK AQUATIC CENTER

SECTION 4(F) DE MINIMIS IMPACT DOCUMENTATION



MONTGOMERY ROAD FROM FAU ROUTE 2548 (BRIARCLIFF ROAD) TO 750' EAST OF FAP ROUTE 360 (HILL AVENUE)

KANE COUNTY

City of Aurora:

Phillips Park Golf Course

Kane County Division of Transportation

Section: 13-00127-00-WR

December 2016

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III. Description of Intended Section 4(f) Resource Use 5
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V. Evidence of Opportunity for Public Review and Comment 7
VI. Evidence of Coordination with Official(s) with Jurisdiction (OWJ) 8
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I. Project Description

1. **Section Number:** 13-00127-00-WR
2. **Project Name:** Montgomery Road Improvements
3. **Project Termini:** Montgomery Road – FAU Route 2548 (Briarcliff Road) to 750 feet East of FAP Route 360 (Hill Avenue); Hill Avenue – 1200 feet North and 1400 feet South of Montgomery Road Intersection. (See Attachment 2)
4. **Project Type:** Roadway reconstruction to provide one through lane in each direction separated by a flush two-way left turn lane median along Montgomery Road, drainage improvements, intersection improvements, sidewalk and multi-use path construction, and traffic signal reconfiguration.
5. **Project Length:** Montgomery Road – 2.4 miles, Hill Ave. – 0.5 miles
6. **NEPA Class of Action:** Anticipated Federal Categorical Exclusion.
7. **Purpose and Need Summary:** 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 need for this project is based on the inability of the existing Montgomery Road to meet future capacity needs; the need to provide safe travel conditions for all users; and the need to better accommodate bicycles and pedestrians.
8. **Project Status:** Kane County is in the process of completing a preliminary engineering and environmental study (Phase I). Geometric design has been submitted to IDOT and is anticipated for approval within 3 months. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) for the Montgomery Road Improvements have yet to be scheduled and funding for each phase is undetermined at this time. The Phase 1 study will follow all state and federal processes to insure the capability of securing federal funds for construction.

I. Section 4(f) Resources

a. Resource Type: The Section 4(f) resource is a public park.

b. Names of Resource: Phillips Park Golf Course

c. Officials with Jurisdiction: The City of Aurora owns the Phillips Park Golf Course.

d. Description of Role/Significance in the Community:

i. Phillips Park is a public park of substantial land use. Located on park property are a public golf course, an animal zoo, picnic pavilions, botanical gardens, and athletic facilities. The entire park is approximately 325 acres.

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

a. Acres to be Impacted:

i. Phillips Park Golf Course: 0.46 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road.; 0.27 acres of proposed right-of-way for installation and maintenance of the proposed closed drainage system along the southern edge of the Phillips Park Golf Course. See Attachment 3, 4, and 5.

Phillips Park Golf Course		
Item	**Acreage**	**Location**
Temp Easement Area	0.16	Western portion
	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**	

b. Type of Impact: The extent of each fee simple acquisition, temporary easement and permanent easement are listed in the above tables. The areas described as Proposed ROW are fee simple acquisitions.

c. Existing Function of Impacted Acres:

i. Phillips Park Golf Course: The property to be obtained is a linear grassed area with no direct recreational use.

d. Relation of impacted areas to Section 4(f) function and significance of resource: The 4(f) property functions as recreational area. The areas proposed for acquisition are not used for recreational purposes, but serve as a buffer between Montgomery Road and all affected properties.

e. Resulting function of impacted areas: The fee simple acquisition of the property, which will become Kane County right-of-way, will accommodate the fill/cut slopes due to the proposed roadway widening, the addition of pedestrian facilities, and installation and maintenance of proposed closed drainage systems (where noted). The temporary construction easement will be used for construction of the fill/cut slopes and any affected access to and from Montgomery Road.

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

a. Avoidance and minimization efforts made and benefits to resource: Extensive effort was made to minimize the impact to the 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) property could not be attained. Other efforts to minimize park property impacts include dismissing of alternatives that have larger impacts to the property (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 to the local community.

b. Commitments for mitigation or enhancement: There are no commitments proposed in relation to the Phillips Park Golf Course.

IV. Evidence of Opportunity for Public Review and Comment

a. Type of public availability (internet postings, public meetings, mailers): The Draft Section 4(f) Document was available for public viewing at the September 14, 2016 Public Hearing. Attendees were informed that the draft document was available for review and comment at the Fox Valley Park District (101 W. Illinois Avenue, Aurora, IL 60506), Aurora Township (80 N. Broadway, Aurora, IL 60507), City of Aurora (44 E. Downer Place, Aurora, IL 60505), and at IDOT/Bureau of Local Roads and Streets (201 W. Center Court, Schaumburg, IL 60196) between September 19, 2016 and October 14, 2016. Section 4(f) impacts were noted in the Public Hearing notice as advertised in the Beacon-News and the Kane County Chronicle on August 24 and 25, 2016 and September 7 and 8, 2016. Postcards to adjacent residents and owners, and public officials were sent on August 29, 2016. Letters were mailed to the Stakeholder Focus Group on August 31, 2016. Notification is also on the project website, http://www.co.kane.il.us/dot/constProjects/montgomeryRoad.aspx.

b. Date of action: The public hearing was held on September 14, 2016 from 4:00 p.m. to 7:00 p.m. at the Montgomery Village Hall.

c. Summary of comments: The public comment period was from September 14, 2016 to October 14, 2016 for the Section 4(f) Report. During the Public Hearing, (2) written comment forms were submitted and (8) verbal comments were filed with the court reporter. The summary below describes the most predominant categories. After the Public Hearing, (3) written additional comments were submitted to Kane County Division of Transportation before the September 28, 2016 deadline and are included in this summary.

- Drainage Issues

- Loss of Parking Spaces
- Loss of Driveway Space
- Dedicated Turn Lanes
- Land/Property Acquisition
- Sidewalk, Crosswalk, and Bike Path Issues and Connections
- Traffic Control
- General Support for the Project

Comments were not received regarding impacts or use of the Phillips Park Golf Course property.

d. Notification of OWJ of public availability and summary of comments: The Section 4(f) documentation for public viewing and comment was available at the Public Hearing on September 14, 2016. Notice of this was sent to the City of Aurora on August 29, 2016.

V. Evidence of Coordination with Official(s) with Jurisdiction (OWJ)

(See Attachment 1)

a. Meeting minutes and agendas:

A combined meeting was held with the City of Aurora, Fox Valley Park District, and Aurora Township on June 13, 2016 at the Kane County Division of Transportation. The purpose of the meeting was to provide information about the proposed improvements to Montgomery Road from Hill Avenue to Briarcliff Road as part of the Phase I study. Additionally Kane County wanted to discuss potential impacts to parkland and the Section 4(f) process. The agenda for the meeting included the following:

- Introductions
- Limits of the Project
- Project History
- Project Design Details
- Agency/Public Coordination

- Potential Impacts (Focused on Parkland)
- Section 4(f) Process
- Tentative Schedule

Minutes from the meeting are included in Attachment 1.

b. Correspondence to OWJ:

i. August 9, 2016, Letter from Kane County to City of Aurora

c. OWJ written concurrence with a No Adverse Effect Determination:

i. City of Aurora: Signed September 30, 2016

VI. Supporting Documentation (Attachments)

1. Coordination/Owner Sign-off (Attachment 1)
2. Location Map of Project (Attachment 2)
3. Phillips Park Golf Course Impacts Exhibit (Attachment 3)
4. Proposed Typical Sections (Attachment 4)
5. Preliminary Plan & Profile Sheets (Attachment 5)

Attachments

Attachment 1

City of Aurora

Department of Public Works • 44 East Downer Place • Aurora, Illinois 60507-2067
Engineering Division • 630.256.3200 • FAX 630.256.3229

Kenneth Schroth, P.E.
Director of Public Works
City Engineer

September 30, 2016

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

RE: Montgomery Road Improvements Phase I Study
Section 4F Properties

Dear Ms. O'Connell,

We have reviewed the roadway improvement plans provided to us at the June 13, 2016 meeting held at your office.
After reviewing these plans we have concluded that this project will not adversely affect our properties qualifying for protection under Section 4(f) of the federal regulations.
Please do not hesitate to contact me at 630-256-3221 if you have any questions.

Sincerely,

Stephen K. Andras, P.E., CFM
Assistant City Engineer

Ecc Mr. John Lazarra, HDR Engineering, Inc.
Ken Schroth, P.E. Director of Public Works/City Engineer
Ms. Alayne Weingartz, Corporation Counsel

printed on recycled paper

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

Stephen Andras
Assistant City Engineer
City of Aurora Department of Public Works
44 E. Downer Place
Aurora, IL 60507

August 9, 2016

Subject: Montgomery Road Improvements Phase I Study
Kane County
Section 4(f) Coordination

Dear Mr. Andras,

The Kane County Division of Transportation is nearing the completion of preliminary engineering and environmental studies (Phase 1) for the proposed improvement of Montgomery Road. As discussed in meetings with the City of Aurora on June 13, 2016, the Montgomery Road improvements will impact the Phillips Park Golf Course and the Phillips Park Aquatic Center. As this project is anticipated to utilize federal funds, the City of Aurora property is eligible for protection under the federal regulations 23 U.S.C. 138 and 49 U.S.C. 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Kane County anticipates a de minimis impact finding for the City of Aurora properties, based on the determination that the project will not adversely affect the features, attributes, or activities that qualify the property for protection under Section 4(f).

The purpose of this letter is to request the City of Aurora's concurrence that no adverse effects will occur to publicly owned lands maintained by the City of Aurora as a result of the Montgomery Road improvements.

The County will require 0.46 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road, which is located within the Phillips Park Golf Course right-of-way. In addition, 0.27 acres of proposed right-of-way along the southern edge of the Phillips Park Golf Course property will be required for installation and maintenance of the proposed closed drainage system.

The County will require 0.30 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road, which is located within the Phillips Park Aquatic Center right-of-way. In addition, 0.098 acres of permanent easement along the southern edge of the Phillips Park Aquatic Center property will be required for installation and maintenance of the proposed closed drainage system.

The county has determined that the impacts of this project qualify for de minimis as outlined in the 23 CFR 774, because:

1. The transportation use of the Section 4(f) resource, together with the impacts and mitigation measures incorporated into the project; do not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The county has coordinated with the City of Aurora and has discussed the project and impacts during a meeting held June 13, 2016. Verbal concurrence was stated after the presentation of anticipated property impacts.

By signing this letter, the City of Aurora concurs with the determination that the Montgomery Road improvements will not have an adverse effect on the activities, features, and attributes that qualify the properties for protection under Section 4(f). The City of Aurora acknowledges that the Federal Highway Administration will use this concurrence as the basis for making a de minimis finding for each of the properties impacted and described in the enclosure.

Please review the enclosed exhibits for a detailed description of the Section 4(f) properties that will be affected. If the City of Aurora concurs with the determination of no adverse effect to the activities, features, and attributes that qualify the resources for protection under Section 4(f), please sign one copy of this letter and return it to the Kane County Division of Transportation. A second copy has been provided for your records.

Upon completion of the Phase 1 study, the Kane County Division of Transportation may begin Phase 2, contract plan preparation and right-of-way acquisition. At that time, your agency will be contacted by Kane County about the temporary and permanent acquisition of right-of-way needed for highway purposes. Your signature on this letter in no way affects future negotiations with Kane County for land being acquired.

Respectfully,

Jennifer O'Connell

Jennifer O'Connell, P.E.

Senior Project Manager
Kane County Division of Transportation

cc: File

Concurrence on determination of no adverse effects to Section 4(f) lands:

Concur _____

Do Not Concur _____

Name _____

Title _____

Date _____

Comments _____





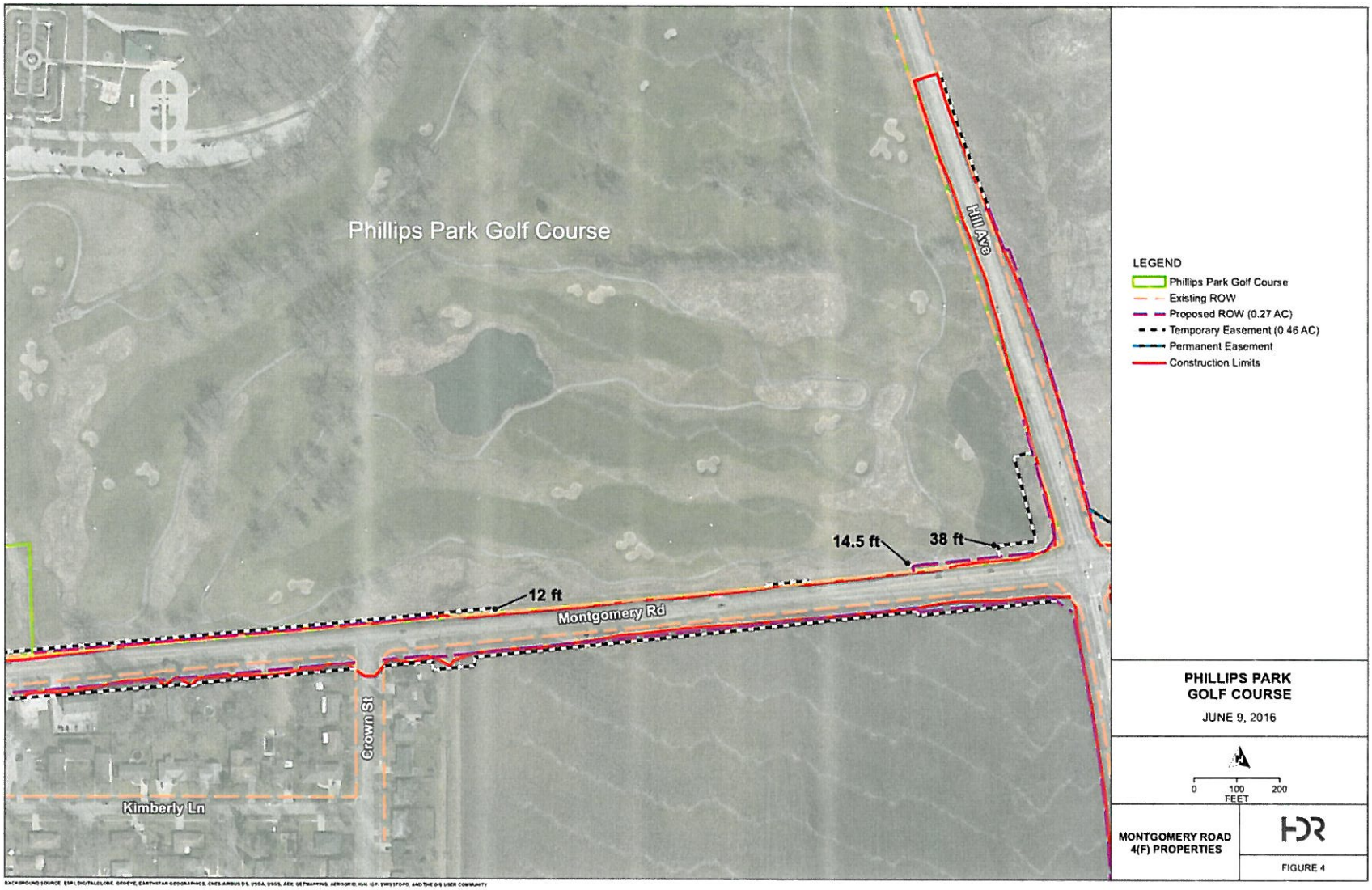
LOCATION MAP

JUNE 9, 2016

0 1,000 2,000
FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR


Phillips Park Golf Course
Hill Ave
Montgomery Rd
Crown St
Kimberly Ln
14.5 ft
38 ft
12 ft
LEGEND
Phillips Park Golf Course
Existing ROW
Proposed ROW (0.27 AC)
Temporary Easement (0.46 AC)
Permanent Easement
Construction Limits
PHILLIPS PARK
GOLF COURSE
JUNE 9, 2016
0
100
200
FEET
MONTGOMERY ROAD
4(F) PROPERTIES
HDR
FIGURE 4



LEGEND

- Phillips Park Family Aquatic Center
- Existing ROW
- Proposed ROW
- Temporary Easement (0.30 AC)
- Permanent Easement (0.098 AC)
- Construction Limits

PHILLIPS PARK FAMILY AQUATIC CENTER

JUNE 9, 2016

0 50 100 FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR

FIGURE 3

HDR | ONE COMPANY *Many Solutions*℠

Meeting Minutes

Subject:	Montgomery Road – Section 4(f) Meeting		
Client:	Kane County Department of Transportation		
Project:	Montgomery Road (CH29) Phase 1 Engineering	Project No:	
Meeting Date:	June 13, 2016	Meeting Location:	Kane County DOT Office
Notes by:	John Lazzara		

Attendees:

Name	Affiliation	Phone Number	Email Address
Jennifer O'Connell	KDOT	630.406.7333	oconnelljennifer@co.kane.il.us
Stephen Andras	City of Aurora	630.256.3221	sandras@aurora-il.org
Bill Catching	Aurora Township	630.897.8777	william.c@auroratownship.org
Jeff Palmquist	Fox Valley Park District	630.897.0516	jpalmquist@fvpd.net
John Lazzara	HDR	773.380.7938	john.lazzara@hdrinc.com
Tim Heuer	HDR	312.443.4924	timothy.heuer@hdrinc.com

The purpose of this meeting was to provide information about the proposed improvements to Montgomery Road from Hill Avenue to Briarcliff Road as part of the Phase I study. Additionally Kane County wanted to discuss potential impacts to parkland and the Section 4(f) process.

Topics Discussed:

A) Limits of the Project
   a. Original project limits – IL Route 25 to Hill Avenue
   b. Revised project limits – Briarcliff Road (FAU 2548) to Hill Avenue (FAP 360)

B) Project History

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 need for the project relates to meeting future capacity needs, enhancing safety, and accommodating bicyclists and pedestrians.

A Public Information Meeting was held on October 2, 2013 to introduce the project to the public and collect input on issues of concern. A Stakeholder Focus Group was formed and met twice. The first meeting was held on January 29, 2014. The Stakeholder Focus Group discussed widening Montgomery Road to three lanes or four lanes as the primary alternatives on the East half of the project. After reviewing traffic data and potential impacts due to widening the roadway, the three lane cross section providing a continuous left turn lane was identified as the preferred alternative.

The second meeting was held on May 7, 2014. The Stakeholder Focus Group reviewed alternatives that they helped develop on the West end of the project and related impacts that were calculated by the project study team. Three alternatives were identified to move forward for further consideration by the Village of Montgomery and Kane County. Two options involved roundabouts along the S-curve and one option realigned Montgomery Road through some residential properties to eliminate the S-curve. After

further review of potential impacts from the remaining alternatives by the Village of Montgomery, it was decided to change the project limits to Briarcliff Road.

C) Project Design Details

The preliminary preferred alternative includes roadway reconstruction to provide one through lane in each direction separated by a flush two-way left turn lane median along Montgomery Road, drainage improvements, intersection improvements, sidewalk and multi-use path construction, and traffic signal reconfiguration. Additional right-of-way and easements will be needed along the corridor for construction purposes. An aerial scroll plot was used to discuss the proposed improvements in more detail including the location of the proposed 10' wide multi-use path and the 5' wide sidewalk. The enclosed drainage system was noted and the affect that it has to the adjacent properties.

D) Agency/Public Coordination

The group discussed the public involvement that has taken place and the agency coordination. The first public meeting, Stakeholder Focus Group meetings, and separate meetings with local agencies were noted. The future Public Hearing scheduled for September 14, 2016 was also mentioned.

E) Potential Impacts (Focused on Parkland)

Exhibits showing each individual parkland property and the potential right-of-way (ROW), temporary easement, and permanent easement impacts were highlighted and discussed in more detail. Below is a summary of the quantified parkland impacts by property:

Aurora Township Youth Soccer Field (Aurora Township)
- Temporary easement 0.28 acres
- Proposed ROW 0.12 acres

Virgil L Gilman Trail (Fox Valley Park District)
- Temporary easement 0.11 acres
- Proposed ROW 0.01 acres

Phillips Park Family Aquatic Center (Fox Valley Park District and City of Aurora)
- Temporary easement 0.30 acres
- Permanent easement 0.098 acres

Phillips Park Golf Course (City of Aurora)
- Temporary easement 0.46 acres
- Proposed ROW 0.27 acres

The Fox Valley Park District representative asked about potential enhancements at the Virgil Gilman Trail crossing. Kane County committed to looking into possible options for safety and visibility enhancements at the crossing. In addition to changing the crossing to be 90 degrees, Kane County will be adding a street light for higher visibility and advanced warning signs alerting drivers to the crossing. Additionally, the sensitivity of the existing drainage and plantings along the Phillips Park Family Aquatic Center were pointed out. At the Fox Valley Park District's request additional right-of-way is included along the southwest side of Hill Avenue to accommodate a multi-use path that the Park District may pursue separately in the future.

F) Section 4(f) Process

The Section 4(f) process was discussed and impacts were summarized. Since each of the three agencies at the meeting represented the officials with jurisdiction over the four public parklands that are involved with improvements to Montgomery Road, it was noted that their input was being sought on the Section 4(f) impacts in particular. The proposed impacts to each of the properties is limited to small sections of frontage land and impacts are not expected to the use of the public recreational properties. Each of the three agencies involved with the Section 4(f) properties agreed that the impacts are minimal and in some

cases actually beneficial. Kane County indicated that a Section 4(f) de minimis report is being prepared and will be provided to IDOT and FHWA, along with the local agencies.

G) Tentative Schedule

Kane County explained that a letter will be sent to each of the three agencies describing the Section 4(f) analysis that has been done for the project and requesting official concurrence on a de minimis finding for the Section 4(f) impacts based on the proposed improvements associated with the Montgomery Road Study. The group was reminded that a Public Hearing was scheduled for September 14, 2016 that would cover the entire project and specifically address the Section 4(f) impacts.

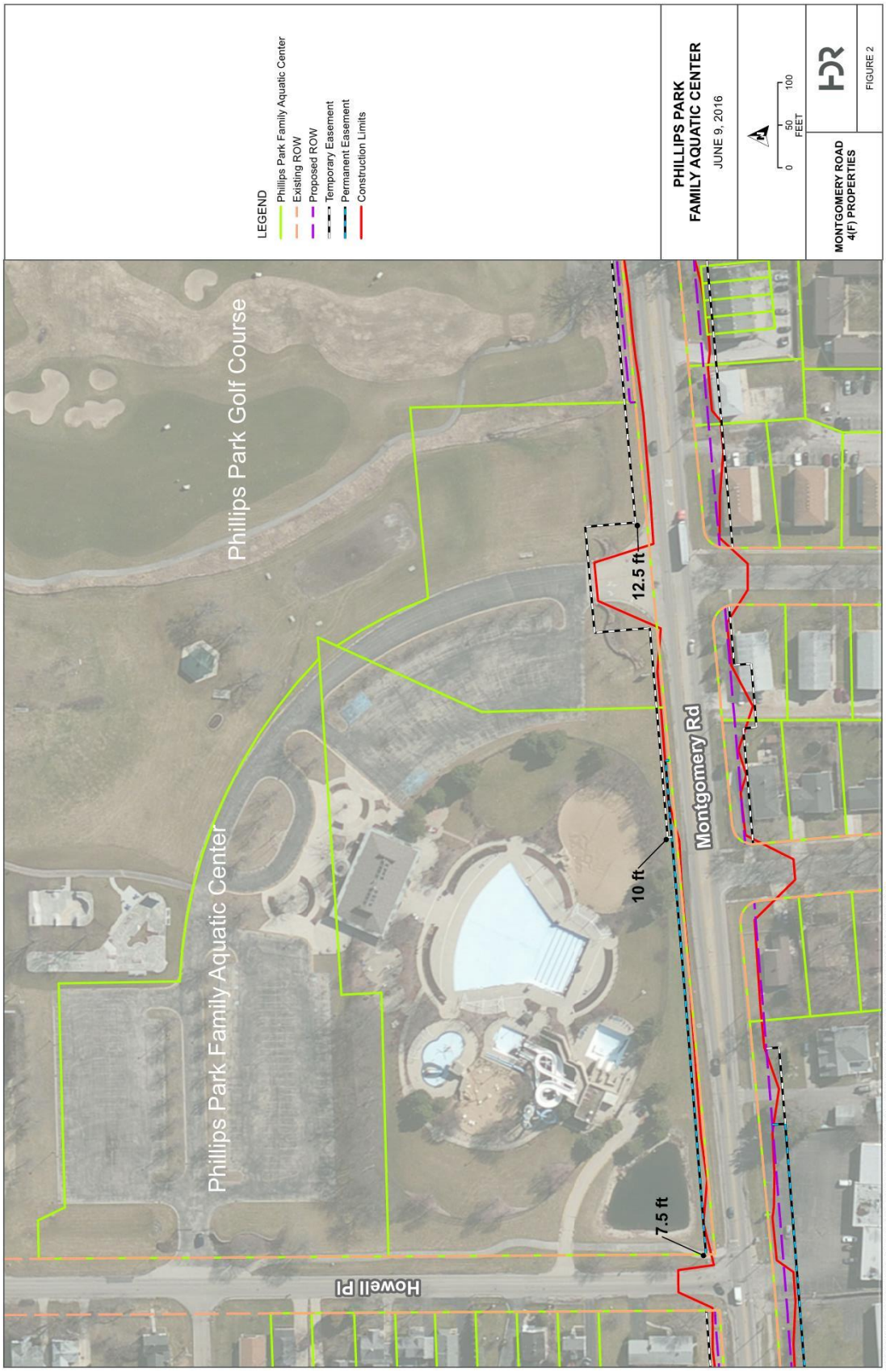
Attachment 2



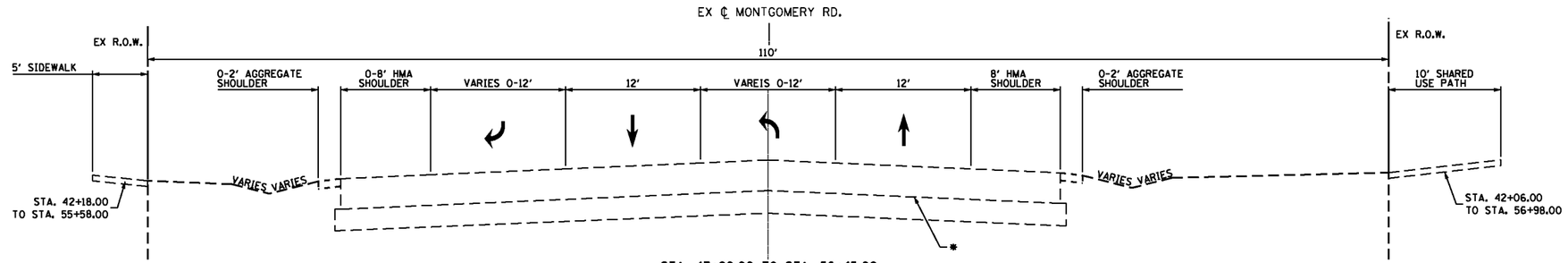
Attachment 3



Attachment 3

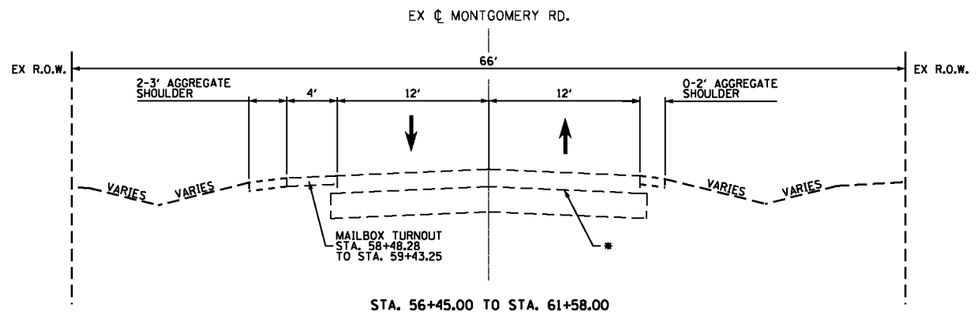


Attachment 4



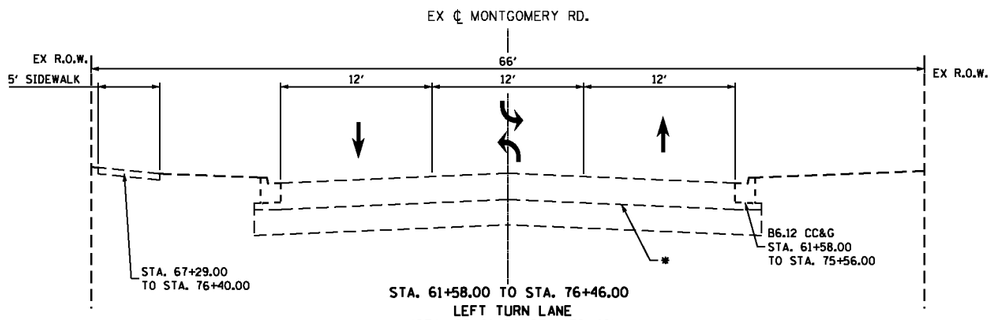
STA. 47+00.00 TO STA. 56+45.00
LEFT TURN LANE
(STA. 47+00 TO STA. 52+11)

* PAVEMENT CORE TAKEN NEAR STA. 48+50 SHOWS
16.5" HMA WITH A CRUSHED STONE BASE



STA. 56+45.00 TO STA. 61+58.00

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



STA. 61+58.00 TO STA. 76+46.00
LEFT TURN LANE
(STA. 68+01 TO STA. 76+46)

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

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.

PRELIMINARY
04/2016

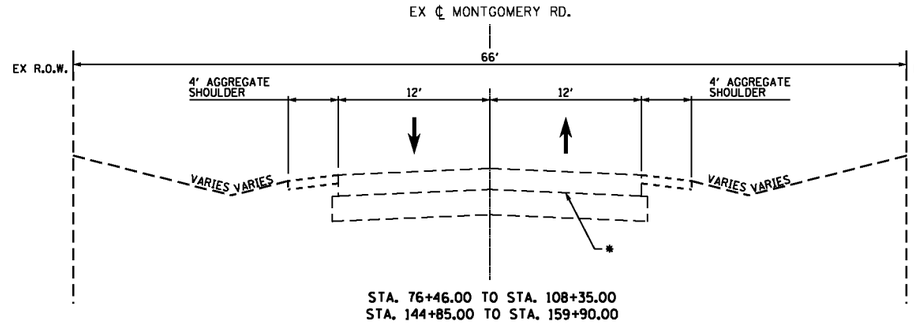
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

SCALE: NTS | SHEET 1 OF 8 SHEETS | STA. | TO STA.

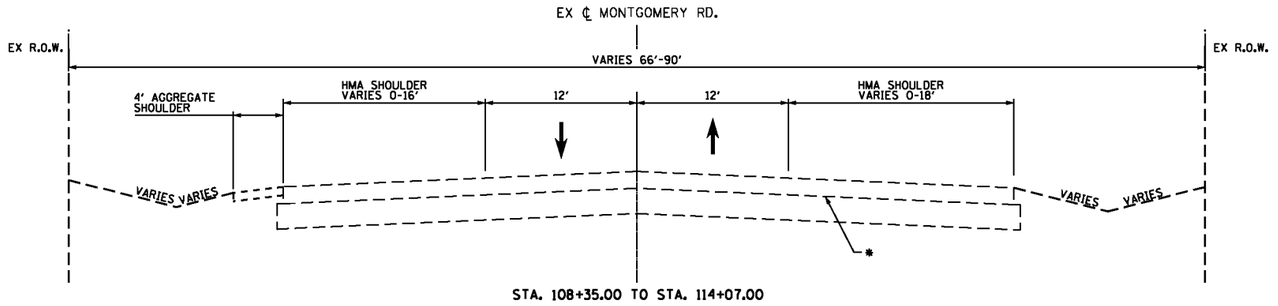
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3579	13-00127-00-WR	KANE	149	3
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



STA. 76+46.00 TO STA. 108+35.00
STA. 144+85.00 TO STA. 159+90.00

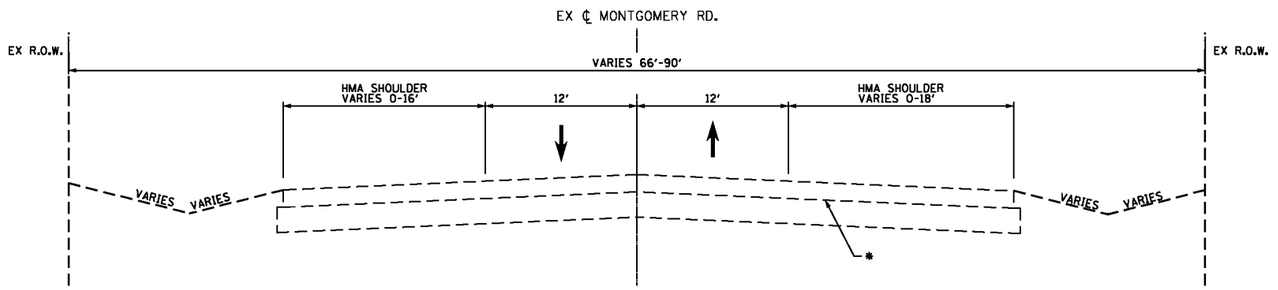
* PAVEMENT CORE TAKEN NEAR STA. 77+00 SHOWS 10.0" HMA; PAVEMENT CORE TAKEN NEAR STA. 87+00 SHOWS 9.5" HMA; PAVEMENT CORE TAKEN NEAR STA. 96+50 SHOWS 8.0" HMA; PAVEMENT CORE TAKEN NEAR STA. 107+00 SHOWS 8.0" HMA WITH A SANDY GRAVEL.

* 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.



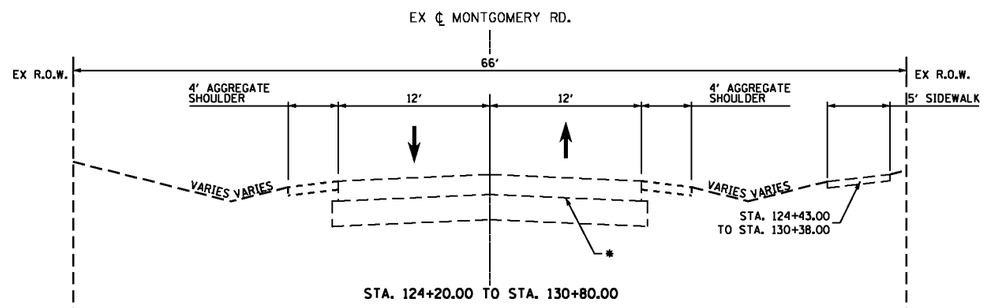
STA. 108+35.00 TO STA. 114+07.00

* PAVEMENT CORE TAKEN NEAR STA. 107+00 SHOWS 8.0" HMA WITH A SANDY GRAVEL BASE



STA. 114+07.00 TO STA. 124+20.00

* PAVEMENT CORE TAKEN NEAR STA. 117+00 SHOWS 8.25" HMA WITH A SANDY GRAVEL BASE



STA. 124+20.00 TO STA. 130+80.00

* PAVEMENT CORE TAKEN NEAR STA. 127+00 SHOWS 9.5" HMA WITH A SANDY GRAVEL BASE

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.

PRELIMINARY
04/2016

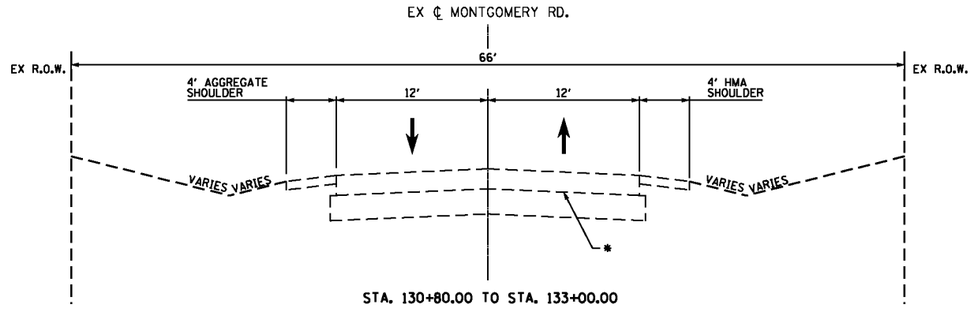
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

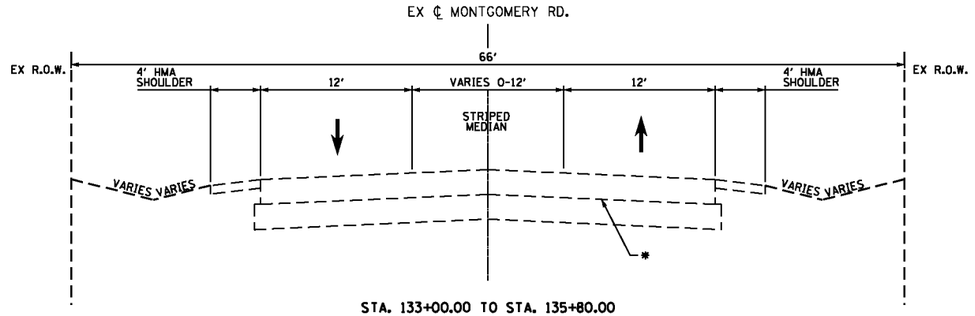
SCALE: NTS | SHEET 2 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			



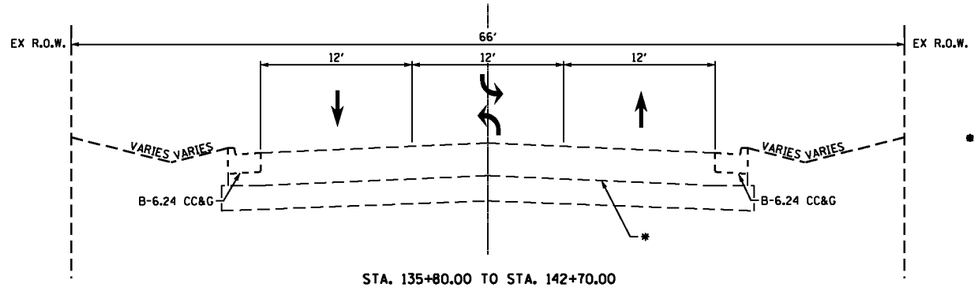
STA. 130+80.00 TO STA. 133+00.00

* PAVEMENT CORE TAKEN NEAR STA. 127+00 SHOWS 9.5" HMA WITH A SANDY GRAVEL BASE



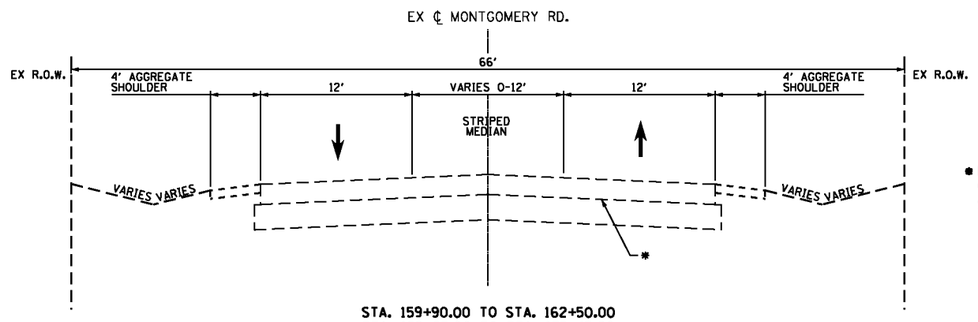
STA. 133+00.00 TO STA. 135+80.00
STA. 142+70.00 TO STA. 144+85.00

* PAVEMENT CORE TAKEN NEAR STA. 137+00 SHOWS 11.75" HMA WITH A CRUSHED STONE BASE



STA. 135+80.00 TO STA. 142+70.00
STA. 162+50.00 TO STA. 168+65.00

* 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.



STA. 159+90.00 TO STA. 162+50.00
STA. 168+65.00 TO STA. 173+45.00

* 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.

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.

PRELIMINARY
04/2016

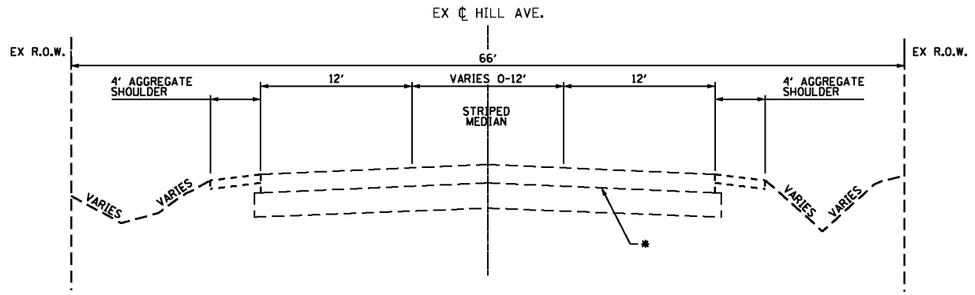
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

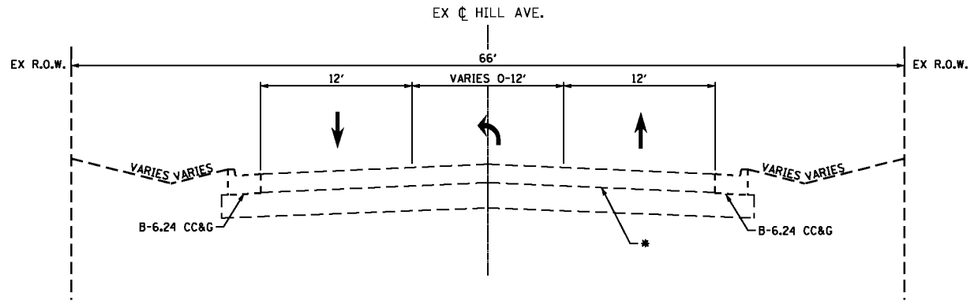
SCALE: NTS | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.	64101	
		ILLINOIS	FED. AID PROJECT	



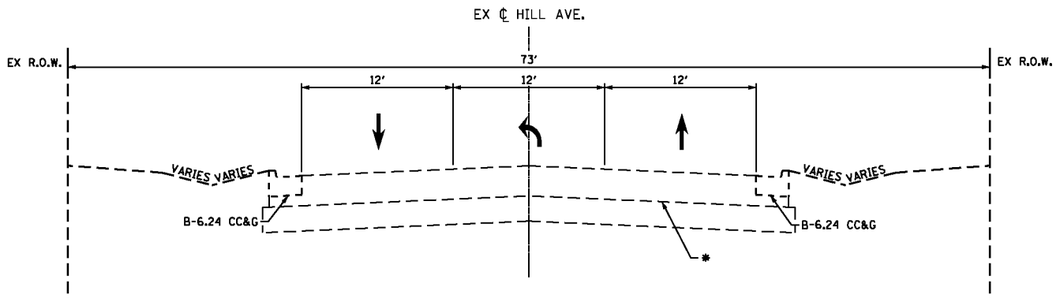
STA. 317+50.00 TO STA. 330+00.00

* PAVEMENT CORE TAKEN NEAR STA. 323+00 SHOWS 8.75" HMA WITH A CRUSHED STONE BASE



STA. 330+00.00 TO STA. 333+31.22
LEFT TURN LANE
(STA. 331+56.00 TO STA. 332+65.00)

* PAVEMENT CORE TAKEN NEAR STA. 323+00 SHOWS 8.75" HMA WITH A CRUSHED STONE BASE



STA. 333+31.22 TO STA. 345+50.00
LEFT TURN LANE
(STA. 333+90.00 TO STA. 337+45.00)

* PAVEMENT CORE TAKEN NEAR STA. 343+00 SHOWS 14.25" HMA WITH A CRUSHED STONE BASE

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.

PRELIMINARY
04/2016

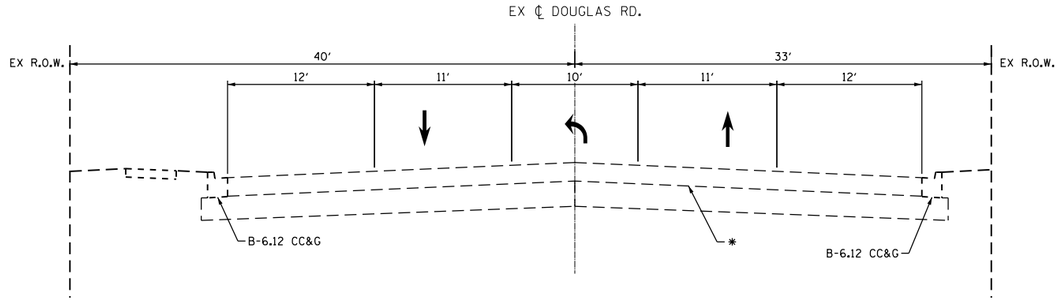
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KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
EXISTING TYPICAL SECTIONS

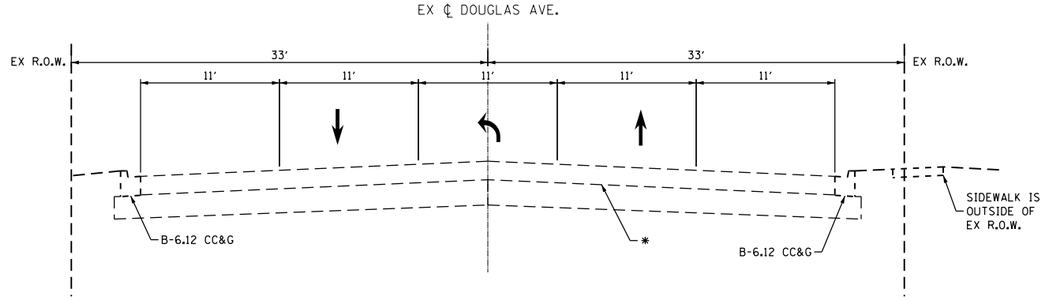
SCALE: NTS | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	6
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



STA. 60+50.00 TO STA. 67+05.35
LEFT TURN LANE
(STA. 64+30.00 TO STA. 66+40.00)

* NO PAVEMENT CORE SAMPLES TAKEN AT DOUGLAS RD.



STA. 67+05.35 TO STA. 67+73.11
LEFT TURN LANE
(ENDS AT STA. 67+45.00)

* NO PAVEMENT CORE SAMPLES TAKEN AT DOUGLAS AVE.

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.
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.

PRELIMINARY
04/2016

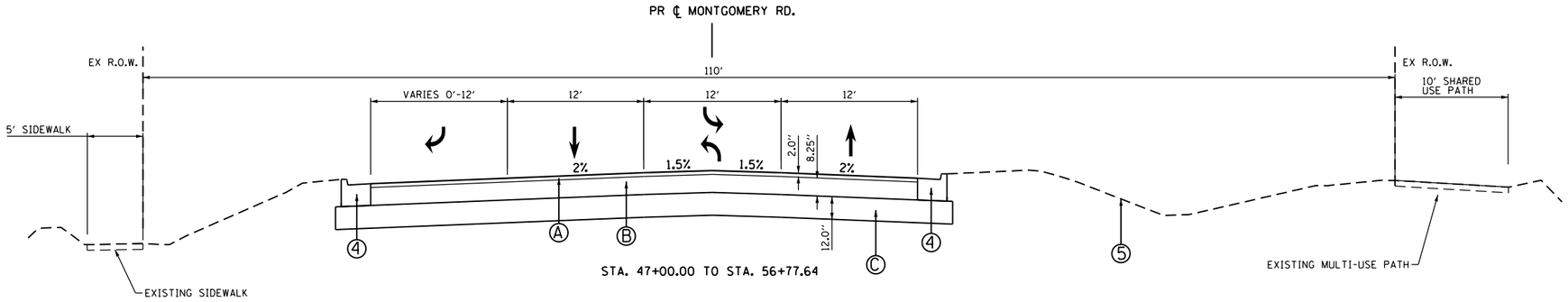
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KANE COUNTY
DIVISION OF TRANSPORTATION

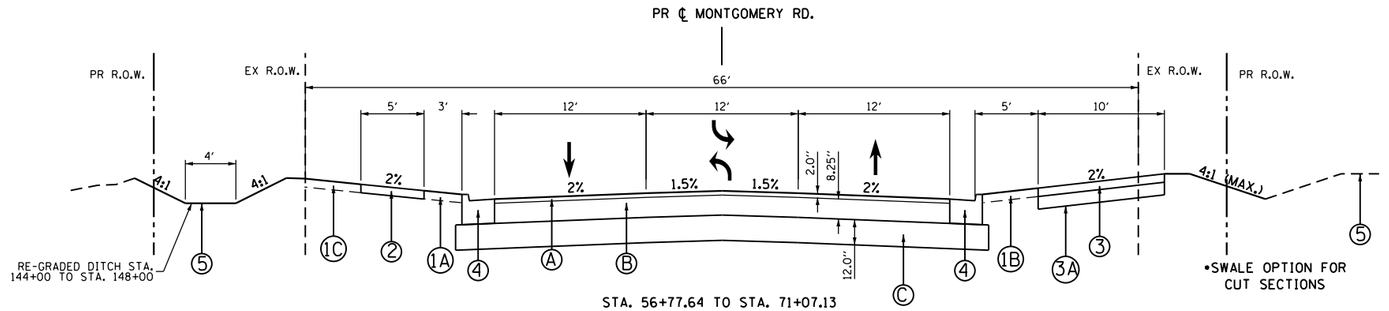
DOUGLAS ROAD
EXISTING TYPICAL SECTIONS

SCALE: NTS | SHEET 5 OF 8 SHEETS | STA. | TO STA.

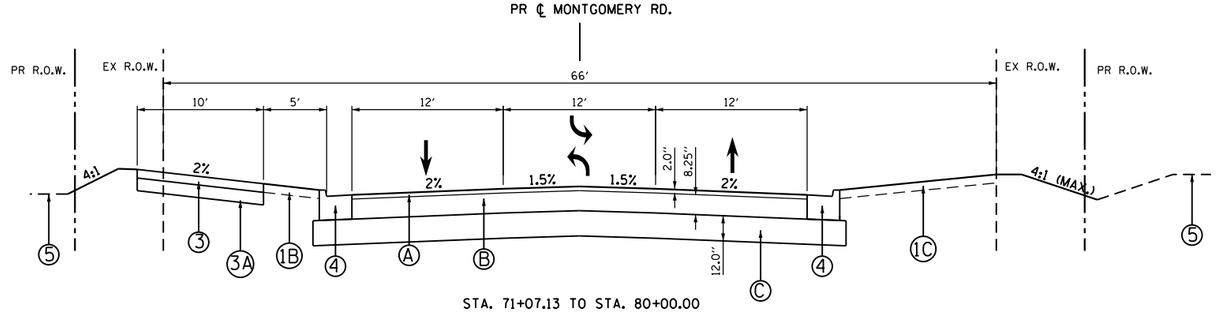
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3579	13-00127-00-WR	KANE	149	7
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



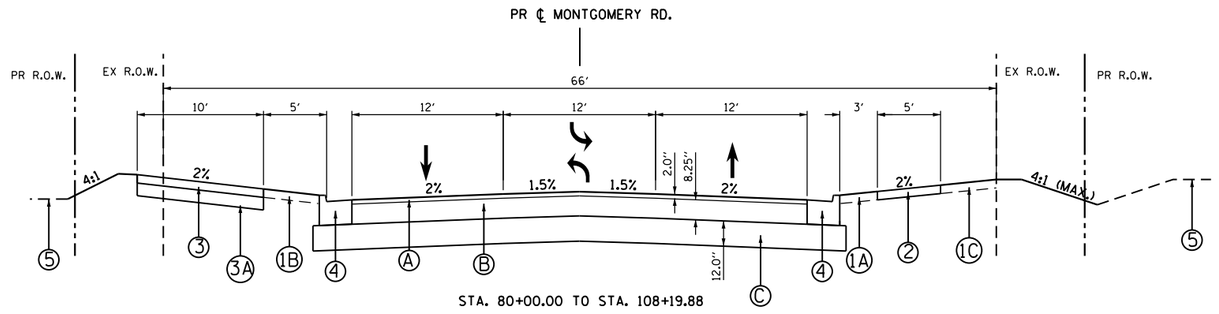
STA. 47+00.00 TO STA. 56+77.64



STA. 56+77.64 TO STA. 71+07.13
LEFT TURN ONLY
(STA. 67+56.18 TO STA. 71+07.13)
STA. 108+19.88 TO STA. 123+85.66
STA. 123+85.66 TO STA. 162+05.81



STA. 71+07.13 TO STA. 80+00.00
LEFT TURN ONLY
(STA. 71+07.13 TO STA. 76+56.65)



STA. 80+00.00 TO STA. 108+19.88

LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8.25"
- (C) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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

NOTES:

1. SEE PLANS FOR LOCATIONS OF PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
2. 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.
3. NORMAL CROWN LATERAL SHIFT FROM EXISTING LOCATION VARIES FROM 0' TO 7'. PROPOSED RIGHT OF WAY, PERMANENT EASEMENT, AND CONSTRUCTION EASEMENT OFFSET PARALLEL TO PROPOSED CENTER LINE.

PRELIMINARY
04/2016

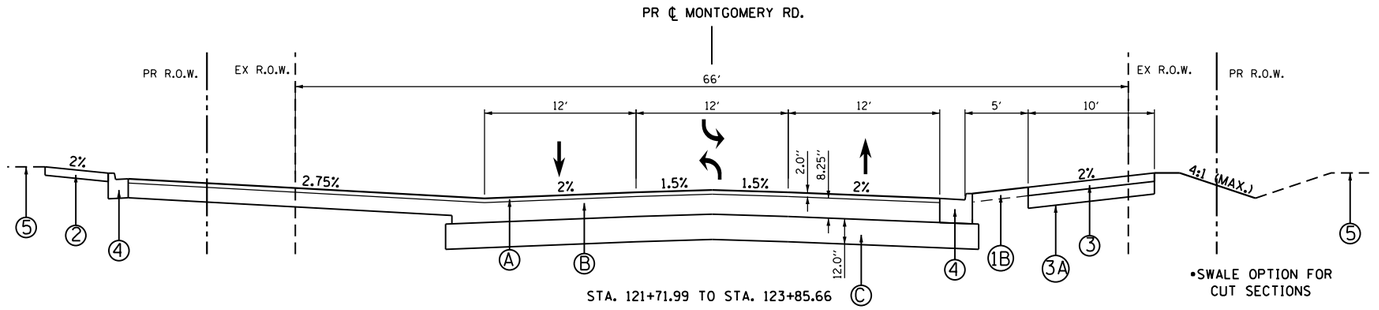
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KANE COUNTY
DIVISION OF TRANSPORTATION

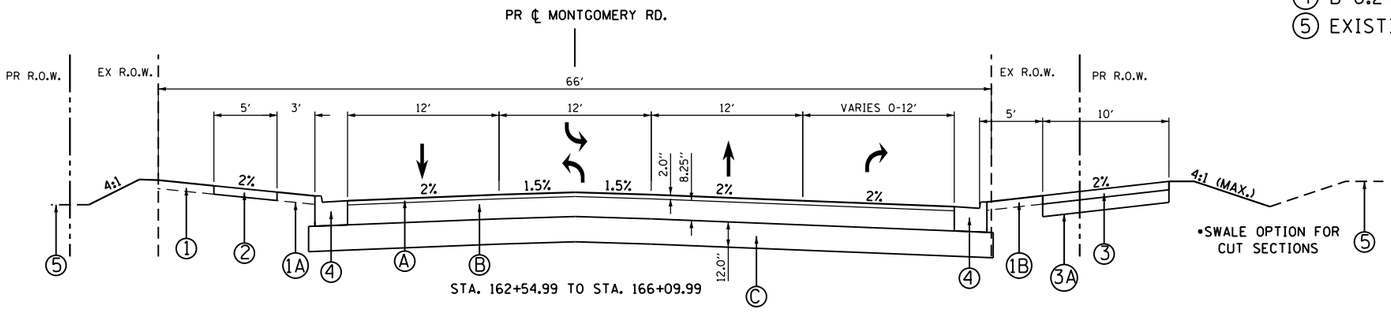
MONTGOMERY ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 6 OF 8 SHEETS | STA. | TO STA.

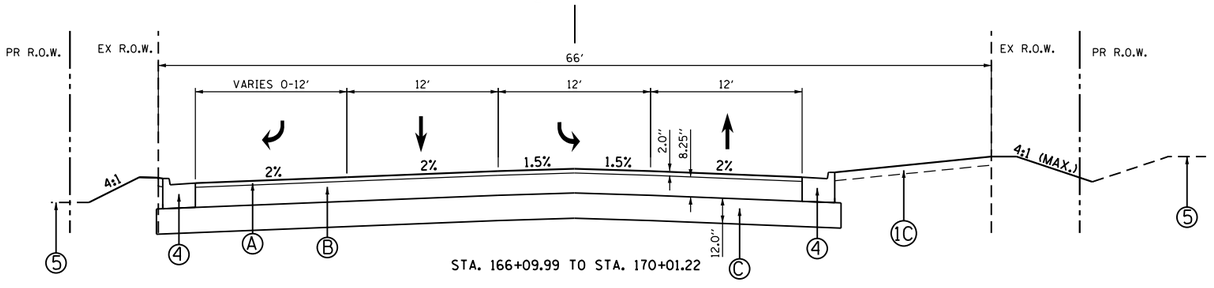
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		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			



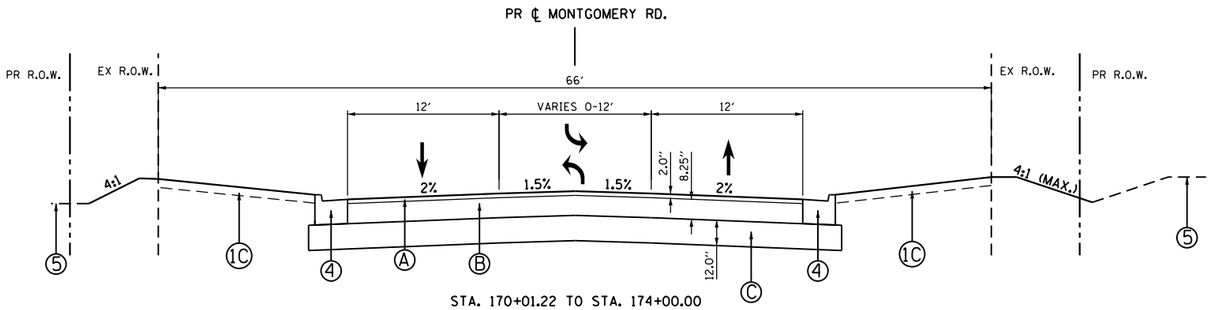
STA. 121+71.99 TO STA. 123+85.66



STA. 162+54.99 TO STA. 166+09.99



STA. 166+09.99 TO STA. 170+01.22



STA. 170+01.22 TO STA. 174+00.00

LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8.25"
- (C) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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

NOTES:

1. SEE PLANS FOR LOCATIONS OF PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
2. 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.
3. NORMAL CROWN LATERAL SHIFT FROM EXISTING LOCATION VARIES FROM 0' TO 7'. PROPOSED RIGHT OF WAY, PERMANENT EASEMENT, AND CONSTRUCTION EASEMENT OFFSET PARALLEL TO PROPOSED CENTER LINE.

PRELIMINARY
04/2016

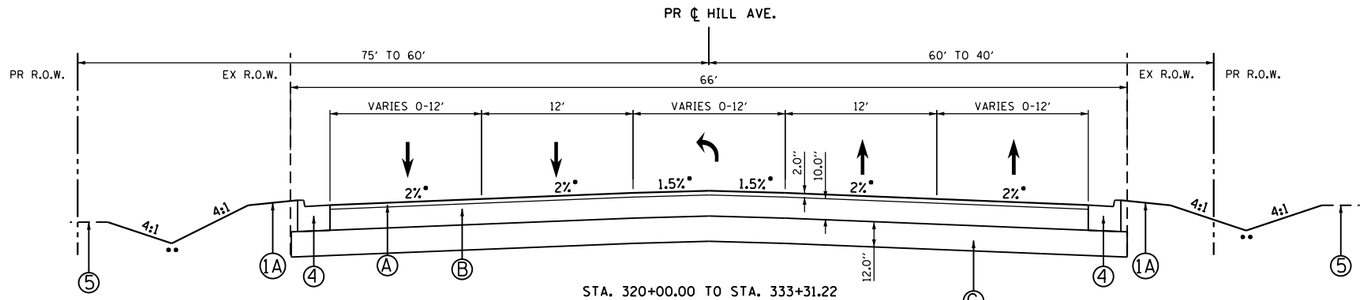
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	9
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			



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

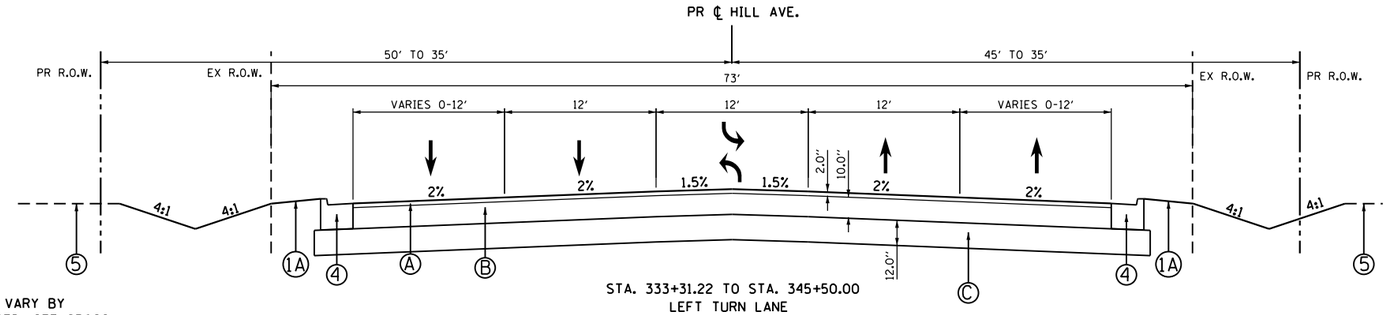
STA. 320+00.00 TO STA. 333+31.22
LEFT TURN LANE
(STA. 328+03.65 TO STA. 332+75.59)

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

• TANGENT RUNOUT AT PC BETWEEN STA 323+60.15 AND STA 324+37.45
SUPERELEVATION TRANSITION AT PC BETWEEN STA 324+37.45 AND STA 325+22.45
SUPERELEVATION TRANSITION AT PT BETWEEN STA 329+30.37 AND STA 330+15.37
TANGENT RUNOUT AT PT BETWEEN STA 330+15.37 AND STA 330+92.67

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"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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



STA. 333+31.22 TO STA. 345+50.00
LEFT TURN LANE
(STA. 333+97.44 TO STA. 338+59.67)

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.

PRELIMINARY
04/2016

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED TH	REVISED -
		DRAWN TH	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED LW	REVISED -
	PLOT DATE = $DATE$	DATE 05-05-16	REVISED -

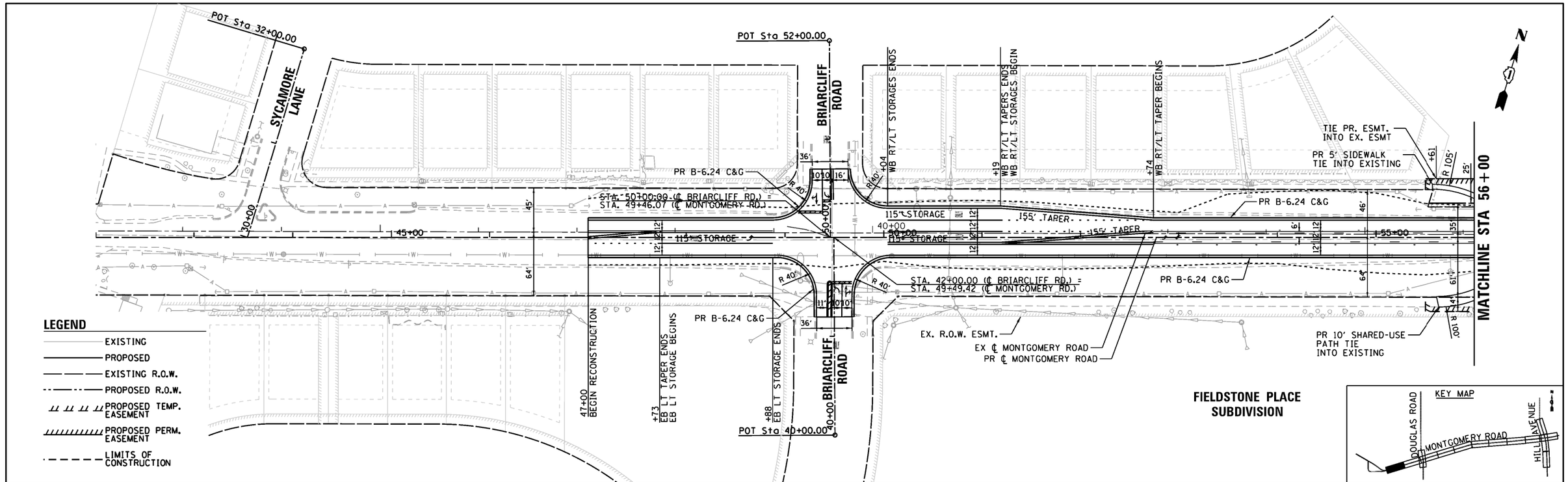
KANE COUNTY
DIVISION OF TRANSPORTATION

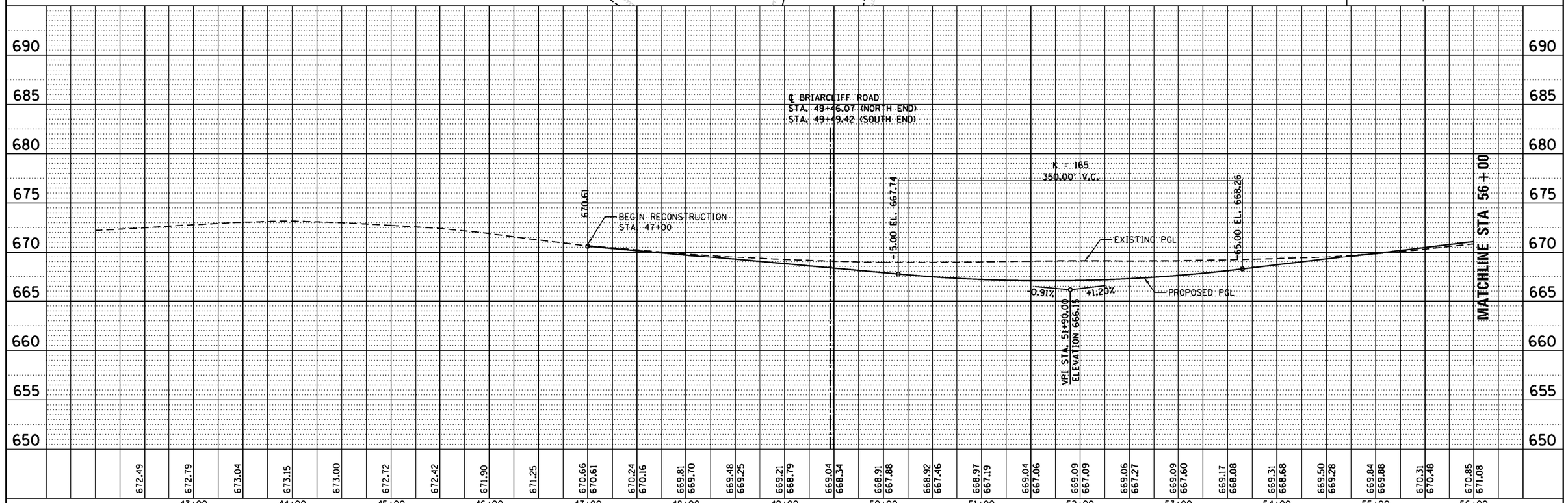
HILL AVENUE
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	10
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

Attachment 5





PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE — SURVEYED | PLOTTED | PROFILE CHECKED | ELEV. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

FILE NAME = $FILE$ / $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

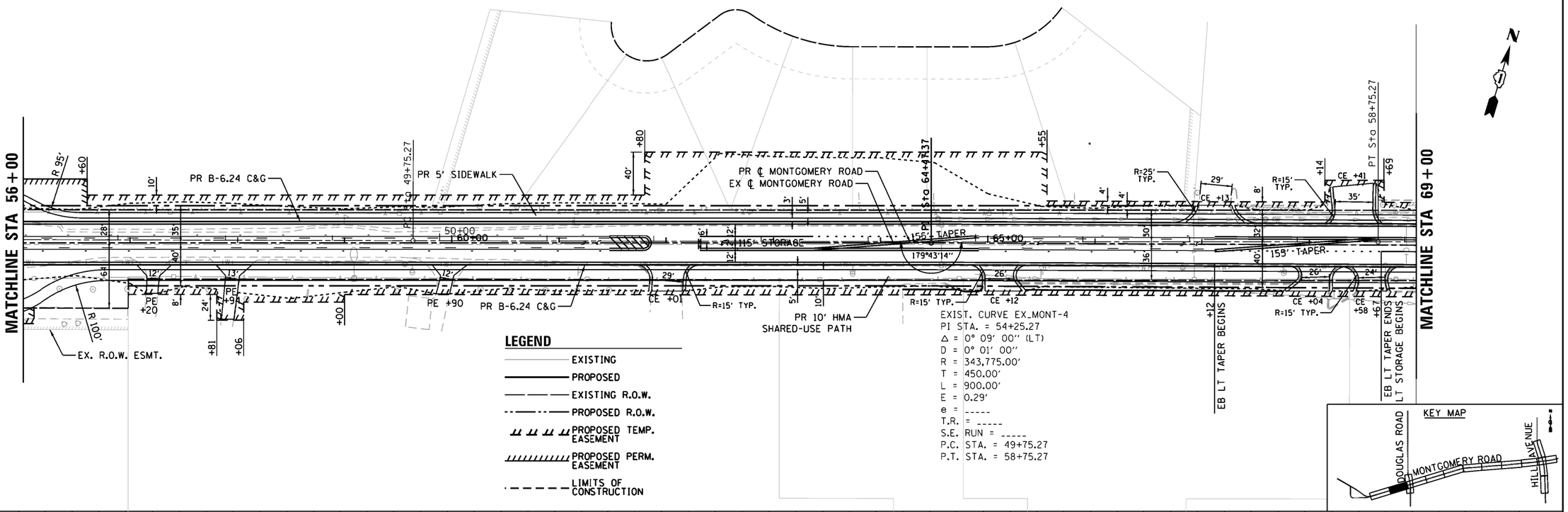
MONTGOMERY ROAD
PLAN & PROFILE SHEETS

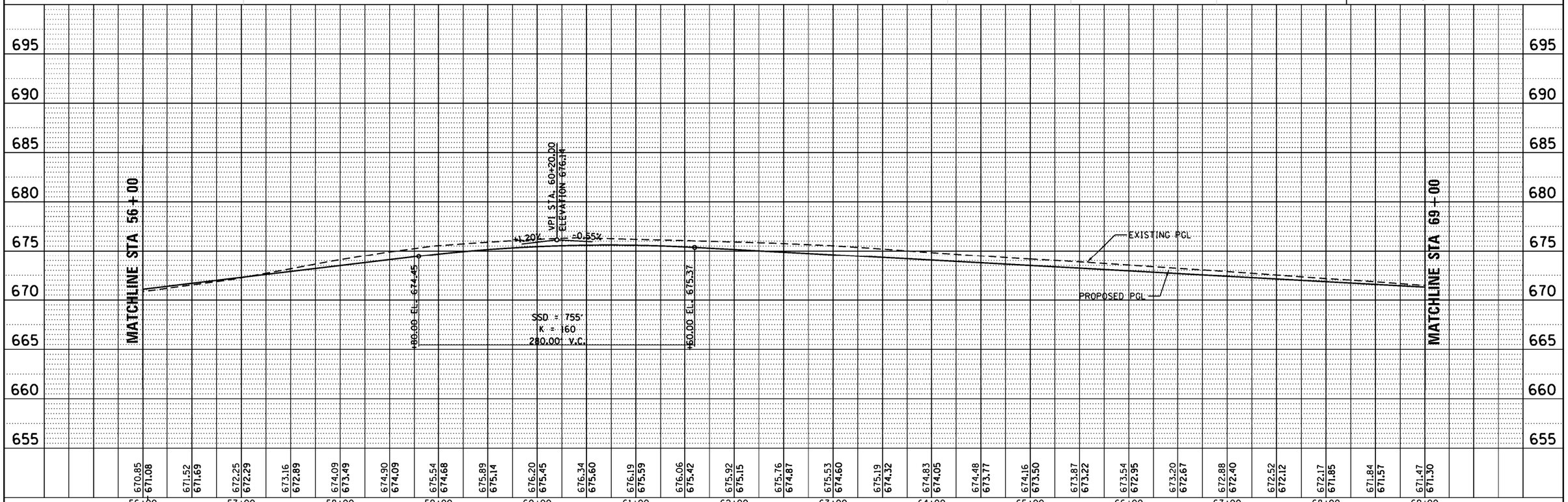
SCALE: 1" = 50' | SHEET 1 OF 14 SHEETS | STA. 47+00 TO STA. 56+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	11
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
C400 FILE NAME
NOTE BOOK
NO.
BY
DATE

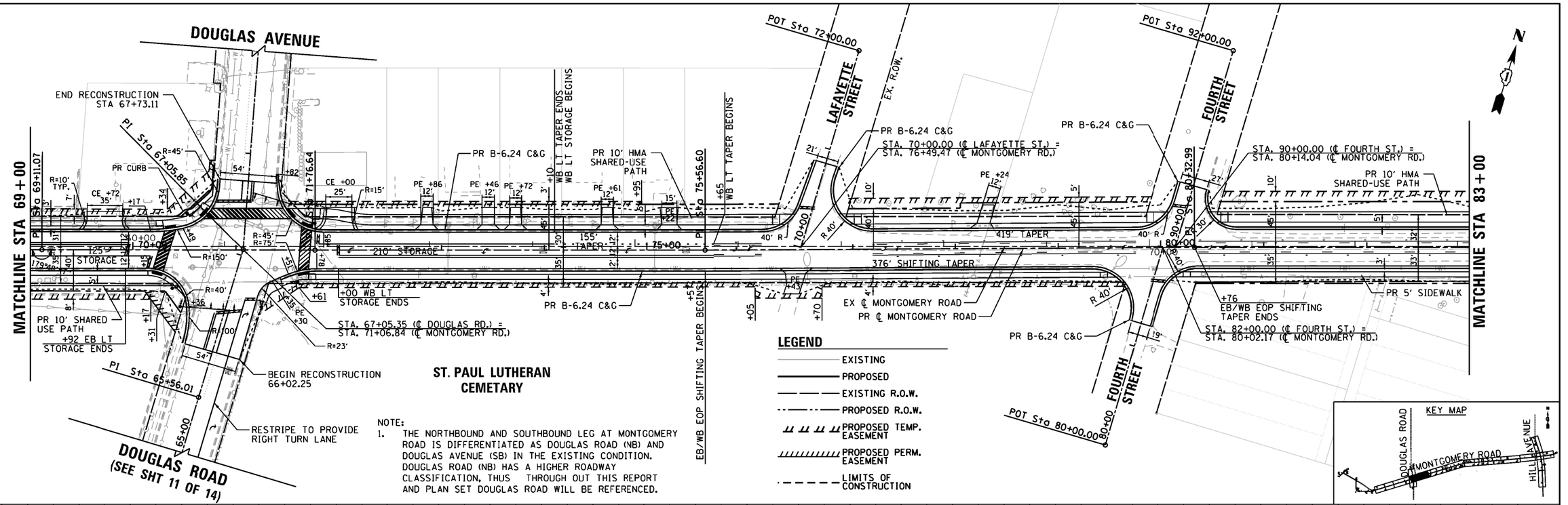
PROFILE
SURVEYED
PLOTTED
PROFILES CHECKED
ELEV. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

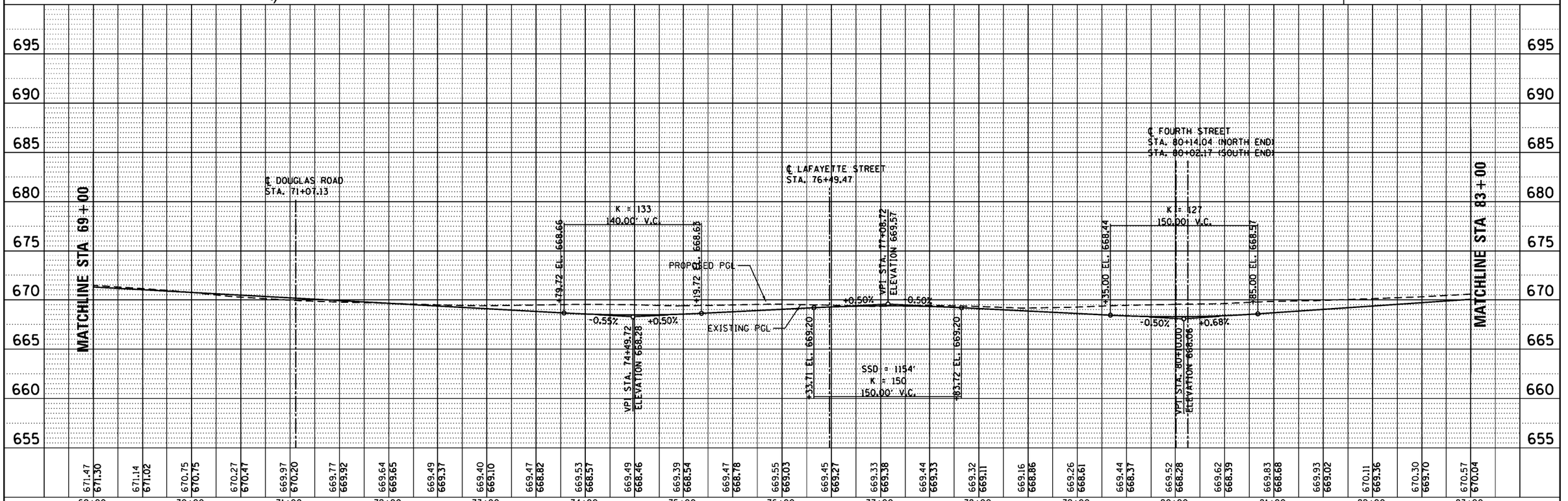




FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS
$MODEL.NAME$		DRAWN - JT	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		SCALE: 1" = 50' SHEET 2 OF 14 SHEETS STA. 56+00 TO STA. 69+00
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	12
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			





FILE NAME =	USER NAME = $USER$	DESIGNED - JT	REVISED -
$FILEL$		DRAWN - JT	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 3 OF 14 SHEETS | STA. 69+00 TO STA. 83+00

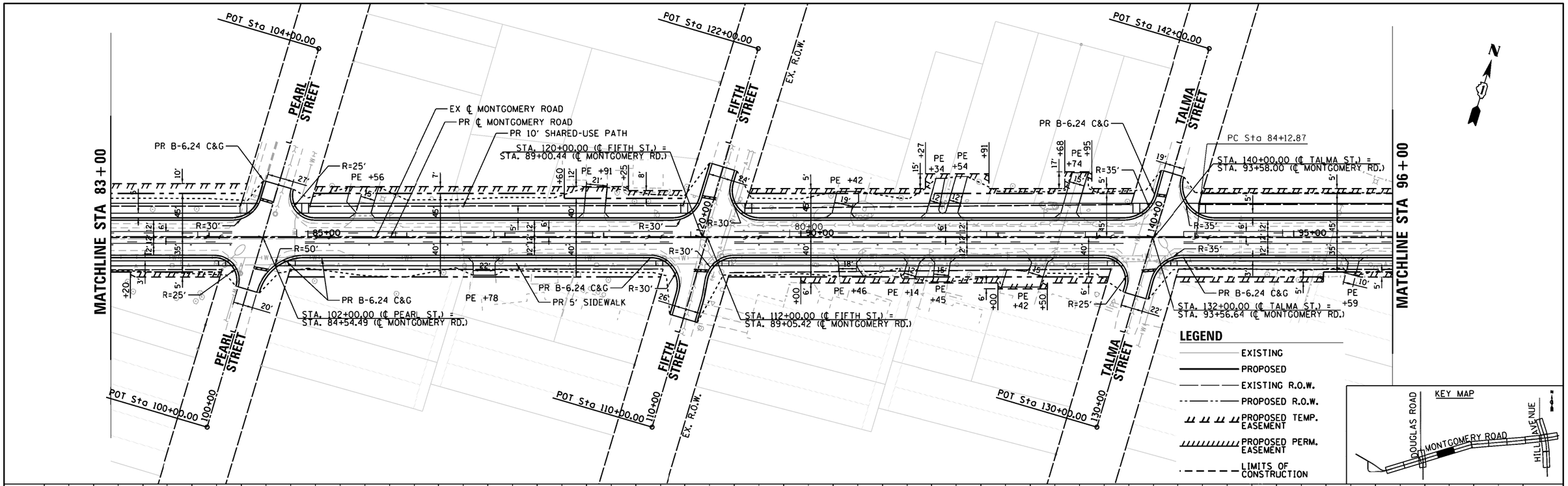
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	13
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

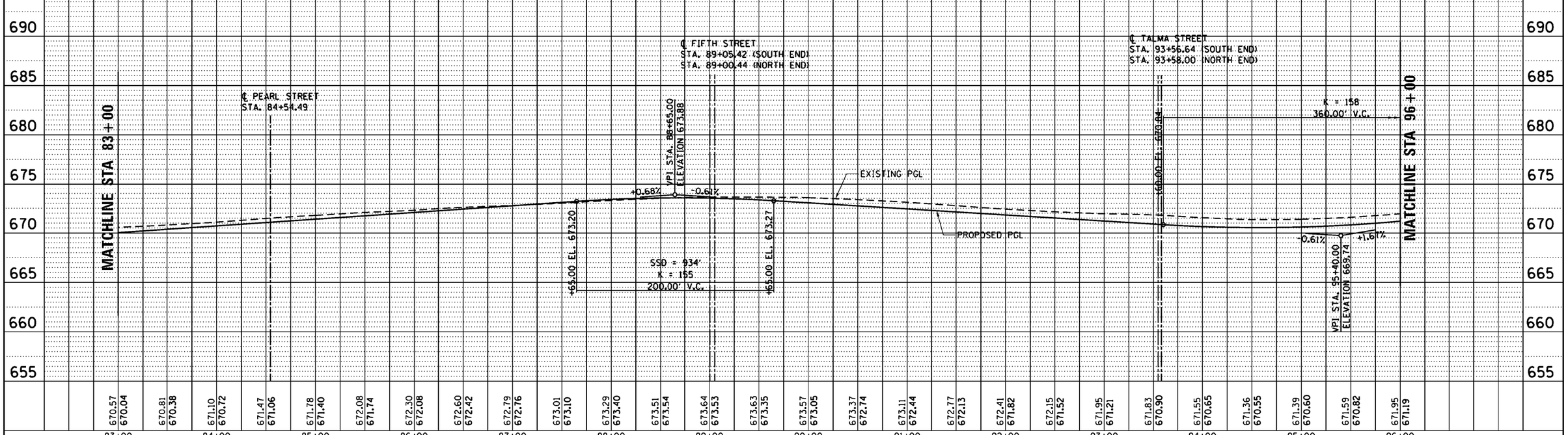
PLAN: SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE: SURVEYED | PLOTTED | PROFILES CHECKED | ELM. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

PLAN
SURVEYED
PLOTTED
ABSENT/NOT CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
ABSENT/NOT CHECKED
NOTE BOOK
NO.
BY
DATE
ITEM NOTED
STRUCTURE NO/ATHS CHKD





FILE NAME = $FILE1$ / $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 4 OF 14 SHEETS | STA. 83+00 TO STA. 96+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	14
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

POT Sta 162+00.00

JACKSON STREET

STA. 160+00.00 (℄ JACKSON ST.) =
STA. 97+02.11 (℄ MONTGOMERY RD.)

PR B-6.24 C&G

MATCHLINE STA 96+00

R=50′ 24′ 5′ 45′ 35′ R=25′ 22′ R=30′ PR 5′ SIDEWALK

160+00

STA. 152+00.00 (℄ JACKSON ST.) = PR B-6.24
STA. 96+99.84 (℄ MONTGOMERY RD.) C&G

JACKSON STREET

150+00

POT Sta 150+00.00

EXIST. CURVE EX_MONT-5
PI STA. = 87+12.87
Δ = 0° 12′ 00″ (LT)
D = 0° 02′ 00″
R = 171,887.00′
T = 300.00′
L = 600.00′
E = 0.26′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 84+12.87
P.T. STA. = 90+12.87

POT Sta 170+00.00

170+00 HINCKLEY STREET

PT Sta 90+12.87

12′ 12′ 2′ 6′ 3′ 5′ 40′ 35′ 15′ 10′ 23′ PE +95 PE +30 6′ +55

90+00

100+00

R=30′

STA. 172+00.00 (℄ HINCKLEY ST.) =
STA. 100+49.25 (℄ MONTGOMERY RD.)

EXIST. CURVE EX_MONT-6
PI STA. = 95+88.04
Δ = 2° 48′ 56″ (RT)
D = 0° 28′ 00″
R = 12,277.70′
T = 301.73′
L = 603.35′
E = 3.71′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 92+86.30
P.T. STA. = 98+89.65

PC Sta 92+86.30

15′ +00 PE +91 10′ 18′

POT Sta 180+00.00

180+00 WATSON STREET

EX. R.O.W.

105+00

R=30′ 35′ 40′ 10′ 21′ R=35′ PR B-6.24 C&G 6′ PE +83 PE +01 +13

STA. 182+00.00 (℄ WATSON ST.) =
STA. 104+01.91 (℄ MONTGOMERY RD.)

STA. 192+00.00 (℄ HINMAN ST.) =
STA. 107+41.63 (℄ MONTGOMERY RD.)

POT Sta 190+00.00

190+00 HINMAN STREET

V.L. GILMAN TRAIL

PR 10′ HMA SHARED-USE PATH

PR ℄ MONTGOMERY ROAD

EX ℄ MONTGOMERY ROAD

PC Sta 106+03.79

106+03.79

43′ PE +82 +19 R=35′ R=25′ R=15′ R=30′ 21′ 33′ R=20′ CE +85 +27 PR 5′ SIDEWALK

TRAIL ENTRANCE

PR 10′ HMA SHARED-USE PATH

V.L. GILMAN TRAIL

PROP. CURVE C4
PI STA. = 110+54.83
Δ = 13° 13′ 40″ (RT)
D = 1° 28′ 22″
R = 3,890.00′
T = 451.05′
L = 898.08′
E = 26.06′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 106+03.79
P.T. STA. = 115+01.87

TRAIL ENTRANCE

PHILLIPS 66
GAS STATION

PROP. CURVE C4
PCC Sta 98+89.65

CE +84 31′ PR 5′ SIDEWALK R=40′ 64′ 5′ 12′ 5′ 96′ +53 R=10′

MATCHLINE STA 110+00

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILL AVENUE

LEGEND
EXISTING
PROPOSED
EXISTING R.O.W.
PROPOSED R.O.W.
PROPOSED TEMP. EASEMENT
PROPOSED PERM. EASEMENT
LIMITS OF CONSTRUCTION

N

PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ELM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

℄ JACKSON STREET
STA. 96+99.84 (SOUTH END)
STA. 97+02.11 (NORTH END)

℄ HINCKLEY STREET
STA. 100+49.25

℄ WATSON STREET
STA. 104+01.91

℄ HINMAN STREET
STA. 107+41.63

MATCHLINE STA 96+00

+20.00 EL. 672.14

+1.67% VPI STA. 101+65.00 ELEVATION 680.16 -1.09%

+45.00 EL. 676.49

SSD = 611′
K = 160
440.00′ V.C.

+85.00 EL. 677.76

EXISTING PGL

PROPOSED PGL

+40.00 EL. 673.90

K = 164
230.00′ V.C.

-1.09% +0.32%

+70.00 EL. 673.01

VPI STA. 108+55.00 ELEVATION 672.65

MATCHLINE STA 110+00

695 690 685 680 675 670 665 660 655

96+00	97+00	98+00	99+00	100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00	109+00	110+00
671.95	672.43	672.81	673.32	673.93	674.55	675.23	675.79	676.40	677.21	677.82	678.25	678.65	679.00	679.09
671.19	671.73	672.42	673.24	674.07	674.91	675.74	676.57	677.31	677.90	678.32	678.59	678.71	678.66	678.46
678.92	678.64	678.27	677.77	677.26	676.68	676.05	675.54	675.10	674.77	674.65	674.53	674.31	674.02	
678.11	677.60	677.06	676.51	675.97	675.42	674.88	674.34	673.79	673.36	673.07	672.94	672.96	673.10	

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS
$MODELNAME$		DRAWN - JT	REVISED -		SCALE: 1″ = 50′ SHEET 5 OF 14 SHEETS STA. 96+00 TO STA. 110+00
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	15
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

EXIST. CURVE EX_MONT-7
PI STA. = 101+20.93
Δ = 10° 10′ 04″ (RT)
D = 2° 12′ 14″
R = 2,599.65′
T = 231.27′
L = 461.33′
E = 10.27′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 98+89.65
P.T. STA. = 103+50.99

POT Sta 202+00.00
POT Sta 212+00.00
POT Sta 232+00.00
POT Sta 244+00.00
POT Sta 220+00.00
POT Sta 240+00.00

SPENCER STREET
BANGS STREET
UNION STREET
GATES STREET
EX. R.O.W.

MATCHLINE STA 110+00
MATCHLINE STA 123+00

EX ℄ MONTGOMERY ROAD
PR ℄ MONTGOMERY ROAD
PI Sta 110+54.83
PC Sta 115+01.87
PT Sta 103+50.99
STA. 230+00.00 (℄ UNION ST.) =
STA. 177+51.00 (℄ MONTGOMERY RD.)

PR B-6.24 C&G
PR 5′ SIDEWALK
PR B-6.12 C&G
PR B-6.24 C&G
PR 5′ SIDEWALK
PR B-6.24 C&G
PARKING AREA
PR 10′ HMA SHARED-USE PATH
PR B-6.24 C&G
PR B-6.24 C&G

R=30′
R=15′ (TYP.)
R=25′
R=10′
R=5′
R=40′
R=15′
R=10′
R=15′ TYP.

CE +37
CE +78
CE +30
CE +63
CE +64
PE +03
PE +99
PE +53
PE +13
PE +69
PE +75
PE +40
PE +86

STA. 200+00.00 (℄ SPENCER ST.) =
STA. 110+83.11 (℄ MONTGOMERY RD.)
STA. 210+00.00 (℄ BANGS ST.) =
STA. 114+17.62 (℄ MONTGOMERY RD.)
STA. 222+00.00 (℄ UNION ST.) =
STA. 117+46.62 (℄ MONTGOMERY RD.)
STA. 243+00.00 (℄ GATES ST.) =
STA. 120+79.21 (℄ MONTGOMERY RD.)

AURORA TOWNSHIP FIRE DEPARTMENT

V.I. GILMAN TRAIL

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILLS AVENUE

N

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ELEV. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

℄ SPENCER STREET
STA. 110+83.20
℄ BANGS STREET
STA. 114+17.62
℄ UNION STREET
STA. 117+46.62 (SOUTH END)
STA. 117+51.00 (NORTH END)
℄ GATES STREET
STA. 120+79.21

MATCHLINE STA 110+00
+70.00 EL. 673.01
VPI STA. 116+25.00
ELEVATION 675.07
+0.32%
-1.26%
+00.00 EL. 674.68
SSD = 812′
K = 159
250.00′ V.C.
+50.00 EL. 673.50
EXISTING PGL
PROPOSED PGL
+55.00 EL. 668.42
MATCHLINE STA 123+00

110+00	111+00	112+00	113+00	114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00	123+00
674.02 673.10	673.63 673.26	673.18 673.42	673.03 673.58	673.16 673.73	673.36 673.89	673.58 674.05	673.86 674.21	674.14 674.37	674.56 674.52	674.76 674.68	674.66 674.76	674.49 674.68	674.36 674.45	674.25 674.05	674.02 673.50	673.44 672.88	672.68 672.25	671.90 671.62	671.28 670.99	670.66 670.37	670.15 669.74	669.67 669.11	669.16 668.48	668.87 667.92	668.70 667.54	668.70 667.32

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
$MODELNAME$		DRAWN - JT	REVISED -			3579	13-00127-00-WR	KANE	149	16
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -					CONTRACT NO. 64101		
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		SCALE: 1" = 50' SHEET 6 OF 14 SHEETS STA. 110+00 TO STA. 123+00			ILLINOIS FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / DRAWN / CHECKED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / BM. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

PHILLIPS PARK FAMILY AQUATIC CENTER

N

POT Sta 262+00.00
POT Sta 274+00.00
POT Sta 282+00.00
POT Sta 250+00.00
POT Sta 270+00.00
POT Sta 290+00.00

MATCHLINE STA 123+00

MATCHLINE STA 137+00

PLEASANT PLACE

STATE STREET

HOWELL PLACE

RAYMOND DRIVE

KINGSTON AVENUE

STA. 260+00.00 (℄ PLEASANT PL.) = STA. 124+18.49 (℄ MONTGOMERY RD.)

STA. 252+00.00 (℄ PLEASANT PL.) = STA. 124+23.29 (℄ MONTGOMERY RD.)

STA. 272+00.00 (℄ STATE ST./RAYMOND DR.) = STA. 127+45.18 (℄ MONTGOMERY RD.)

STA. 280+00.00 (℄ HOWELL PL.) = STA. 130+79.10 (℄ MONTGOMERY RD.)

STA. 292+00.00 (℄ KINGSTON AVE.) = STA. 135+54.05 (℄ MONTGOMERY RD.)

PR ℄ MONTGOMERY ROAD
EX ℄ MONTGOMERY ROAD
PC Sta 117+59.99

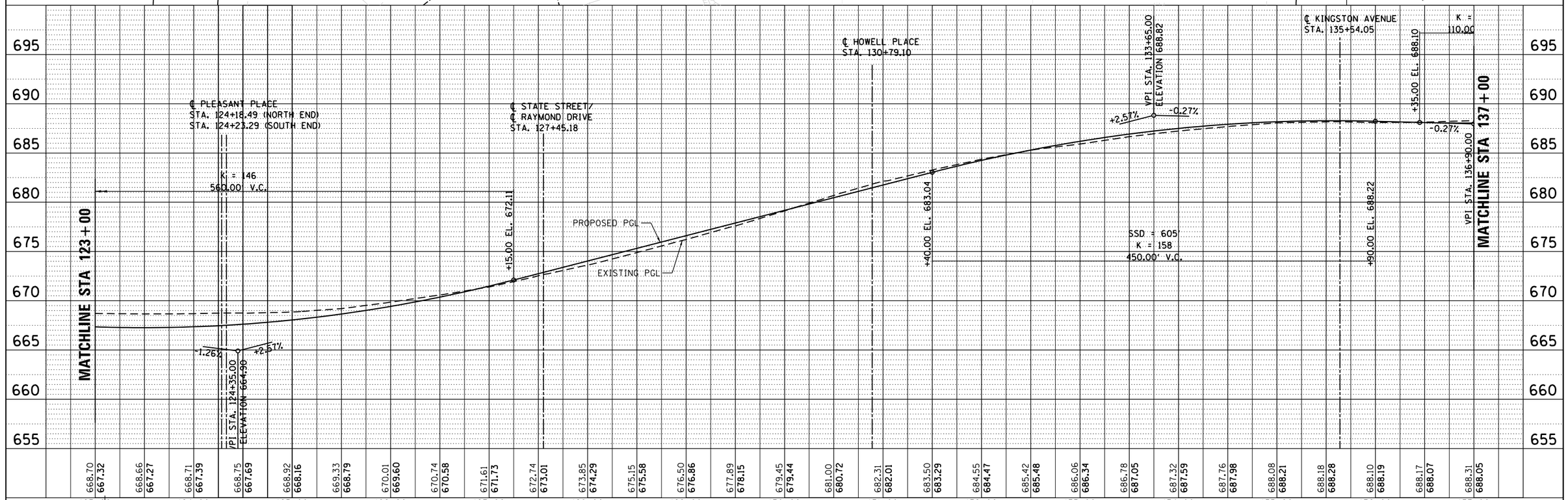
PR B-6.24 C&G
PR 5' SIDEWALK
PR 10' HMA SHARED-USE PATH
EXISTING SIGNAL TO REMAIN
+56 WB LT TAPER ENDS / WB LT STORAGE BEGINS
+31 EB LT STORAGE ENDS
125' STORAGE
155' STORAGE
120+00 65' STORAGE
+82 EB LT TAPER ENDS / EB LT STORAGE BEGINS
+47 EB LT STORAGE ENDS

EXIST. CURVE EX_MONT-8
PI STA. = 120+85.01
Δ = 1° 18' 00" (LT)
D = 0° 12' 00"
R = 28,647.90'
T = 325.01'
L = 650.00'
E = 1.84'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 117+59.99
P.T. STA. = 124+09.99

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP — DOUGLAS ROAD, MONTGOMERY ROAD, HILL AVENUE



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 7 OF 14 SHEETS | STA. 123+00 TO STA. 137+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	17
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PROP. CURVE C5
PI STA. = 138+65.12
Δ = 2° 42' 27" (LT)
D = 0° 03' 26"
R = 100,000.00'
T = 2,363.25'
L = 4,725.61'
E = 27.92'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 115+01.87
P.T. STA. = 162+27.48

ENTRANCE TO PHILLIPS PARK FAMILY AQUATIC CENTER

STA. 302+00.00 (℄ PARK DR.) =
STA. 139+08.19 (℄ MONTGOMERY RD.)

MATCHLINE STA 137+00

PR B-6.24 C&G

R=150'

R=60'

R=70'

R=150'

R=30'

PI Sta 138+65.12

PARK DRIVE

POT Sta 300+00.00

EX ℄ MONTGOMERY ROAD

PR ℄ MONTGOMERY ROAD

PROP. CURVE C5

EX. R.O.W.

5'R TYP.

PR 10' HMA SHARED-USE PATH

PR B-6.12 C&G

PHILLIPS PARK GOLF COURSE

STA. 312+00.00 (℄ CROWN DR.) =
STA. 149+08.18 (℄ MONTGOMERY RD.)

PR 5' SIDEWALK

PR 4'X4' BOX CULVERT

MATCHLINE STA 151+00

CROWN DRIVE

POT Sta 310+00.00

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP

DOUGLAS ROAD — MONTGOMERY ROAD — HILL AVENUE

MATCHLINE STA 137+00
ELEVATION 687.95

165' V.C.
+45.00 EL. 688.17
+0.40%

℄ PARK AVENUE
STA. 139+08.19

EXISTING PGL

PROPOSED PGL

VPI STA. 143+15.00
ELEVATION 690.44

+0.40%
-0.45%

+45.00 EL. 690.16

SSD = 1345'
K = 165
40.00' V.C.

+85.00 EL. 690.12

+55.00 EL. 688.46

K = 159
20.00' V.C.

+75.00 EL. 688.37

-0.45%
+0.31%

VPI STA. 148+15.00
ELEVATION 688.19

℄ CROWN DRIVE
STA. 149+08.18

MATCHLINE STA 151+00

	137+00	138+00	139+00	140+00	141+00	142+00	143+00	144+00	145+00	146+00	147+00	148+00	149+00	150+00	151+00
EXISTING	688.31	688.48	688.68	688.88	689.13	689.16	689.34	689.52	689.69	689.84	690.01	690.27	690.37	690.38	690.33
PROPOSED	688.05	688.19	688.39	688.59	688.79	688.99	689.18	689.38	689.58	689.78	689.98	690.18	690.28	690.24	690.05
EXISTING	690.12	689.85	689.60	689.40	689.23	688.95	688.91	688.94	688.75	688.67	688.68	688.94	689.08	689.12	
PROPOSED	689.83	689.60	689.38	689.15	688.93	688.71	688.48	688.32	688.32	688.45	688.60	688.76	688.91	689.06	

PLAN — SURVEYED; PLOTTED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; C400 FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; PROFILES CHECKED; ELM. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE

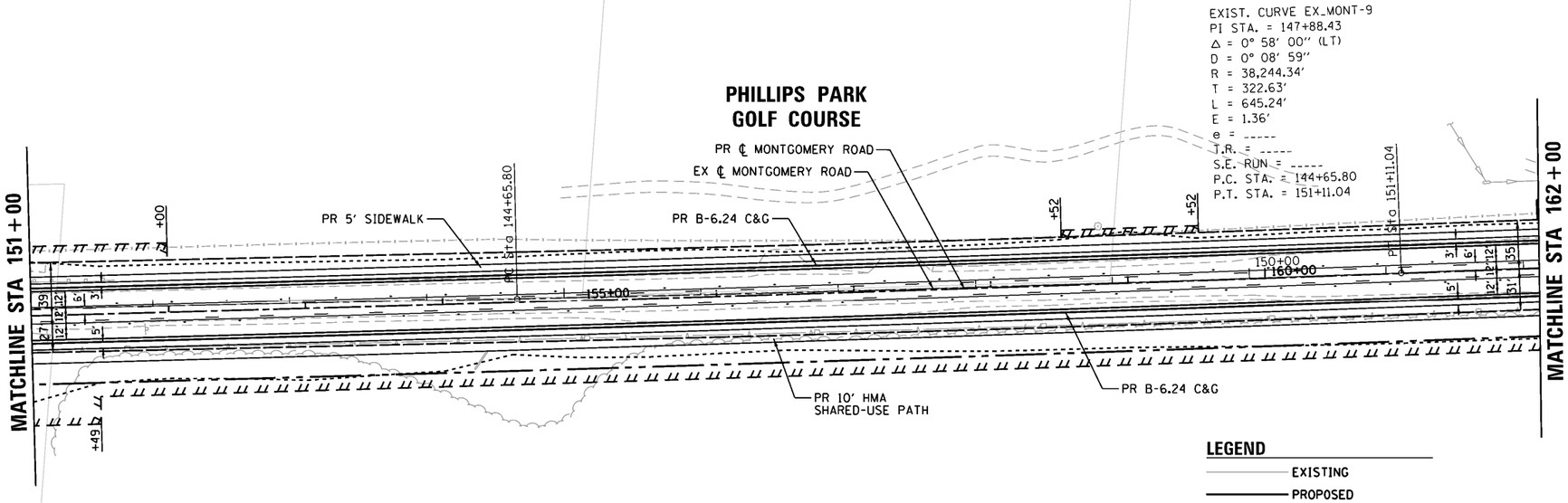
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	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -	
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -	

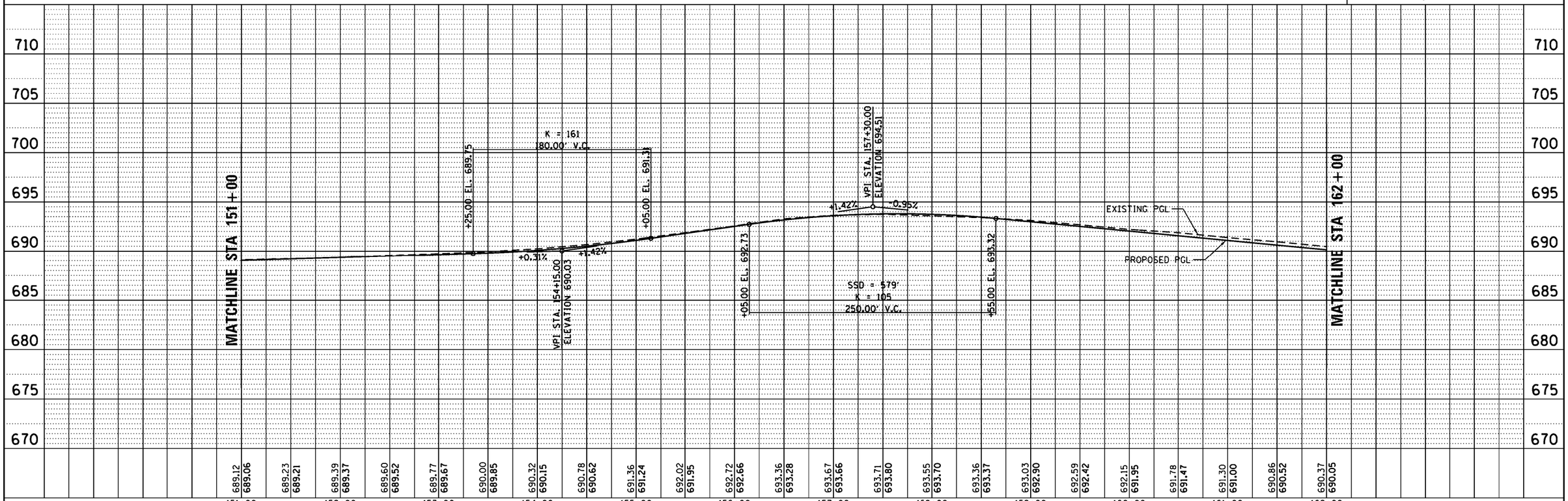
MONTGOMERY ROAD
PLAN & PROFILE SHEETS
SCALE: 1" = 50' | SHEET 8 OF 14 SHEETS | STA. 137+00 TO STA. 151+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	18
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
ELEV. NOTED
STRUCTURE NO'S/MI'S CHKD
NOTE BOOK
NO.
BY
DATE





FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
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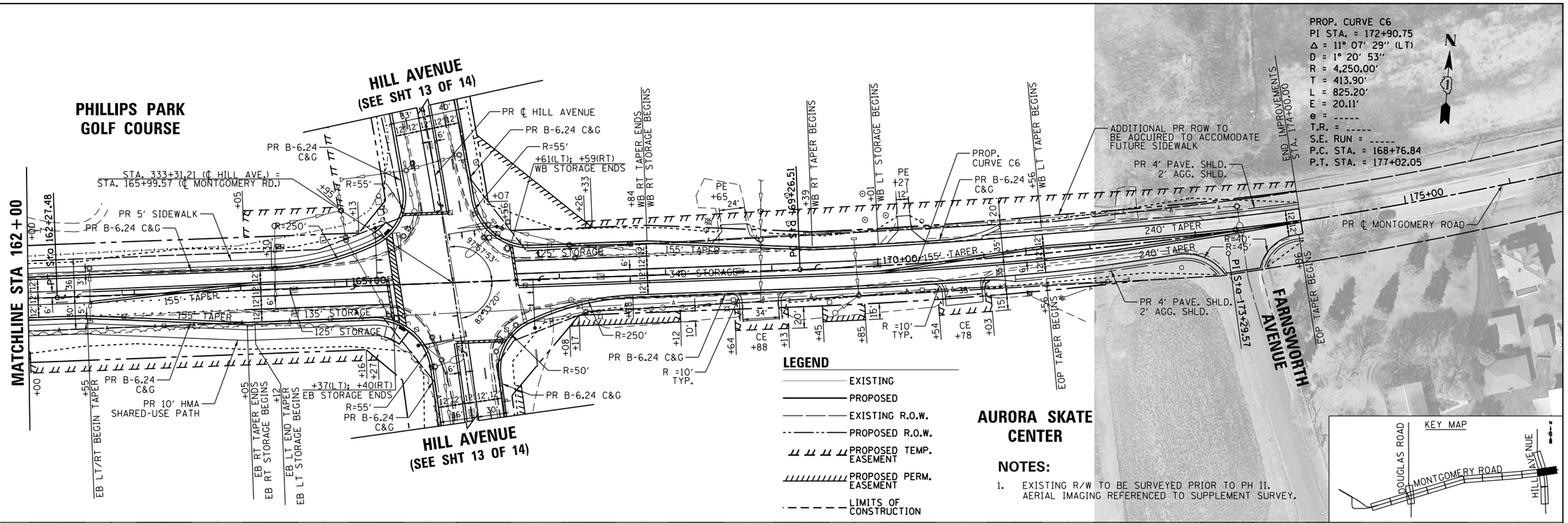
KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS
SCALE: 1" = 50' | SHEET 9 OF 14 SHEETS | STA. 151+00 | TO STA. 162+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	19
		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			

PLAN — SURVEYED — PLOTTED — CLASSES CHECKED — ALIGNMENT CHECKED — RT. OF WAY CHECKED — CADD FILE NAME — NOTE BOOK — NO. — DATE — BY

PROFILE — SURVEYED — PLOTTED — CLASSES CHECKED — BAR. NOTED STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — DATE — BY



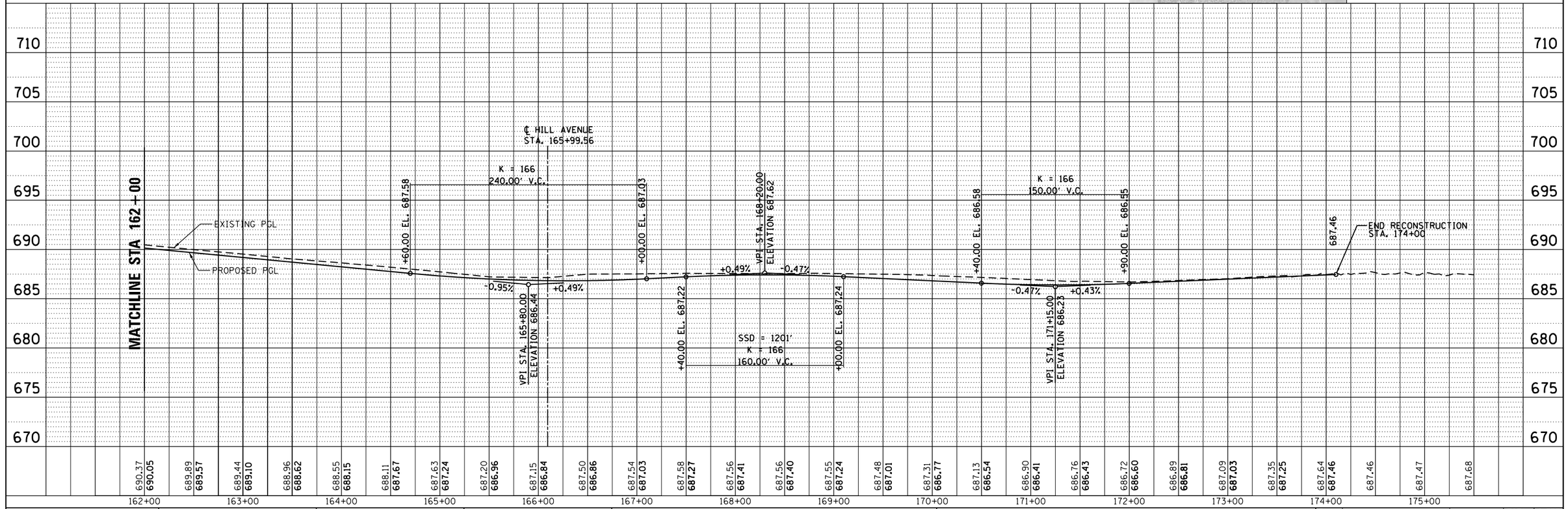
LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

AURORA SKATE CENTER

NOTES:

1. EXISTING R/W TO BE SURVEYED PRIOR TO PH II. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.



FILE NAME =	USER NAME = $USER$	DESIGNED - JT	REVISED -
$FILE$		DRAWN - JT	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

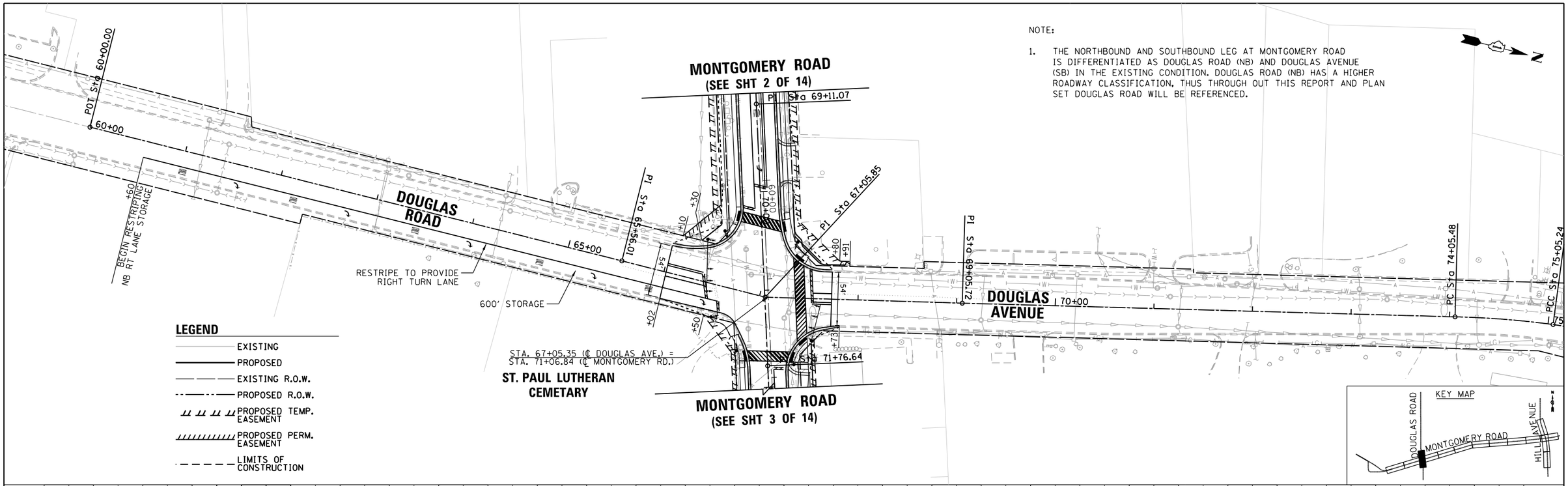
MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 10 OF 14 SHEETS | STA. 162+00 | TO STA. 174+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	20
		CONTRACT NO.	64101	
		ILLINOIS FED. AID PROJECT		

NOTE:

1. 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.

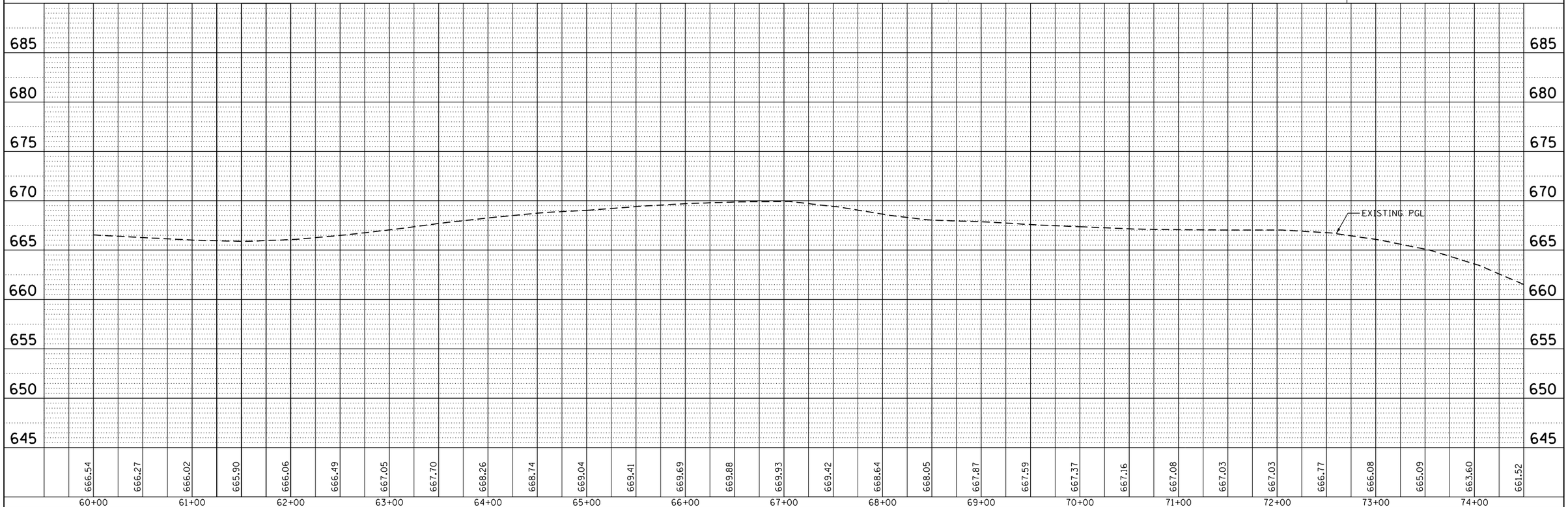


LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

PLAN — SURVEYED; PLOTTED; DESIGNED; CHECKED; R/W AGREEMENT; R/W CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; DESIGNED; CHECKED; BAR. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE



FILE NAME = $FILEL$ $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

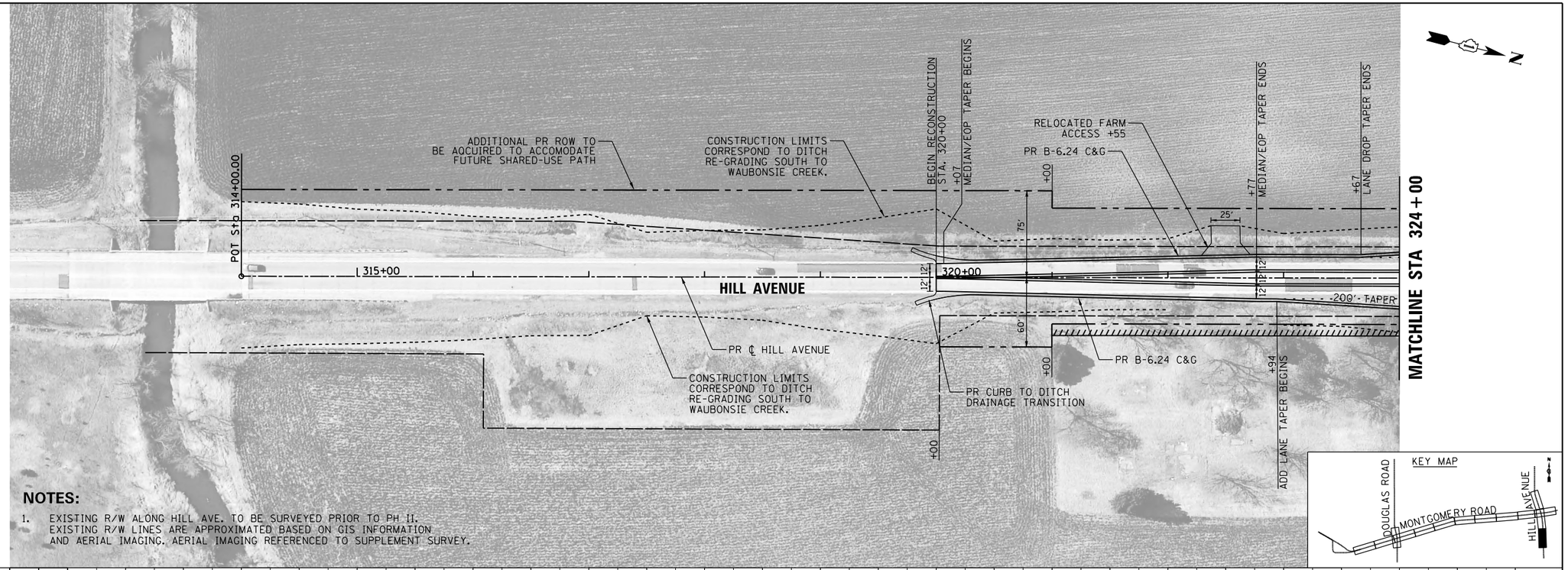
DOUGLAS ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 11 OF 14 SHEETS | STA. 60+60 TO STA. 67+73

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	21
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

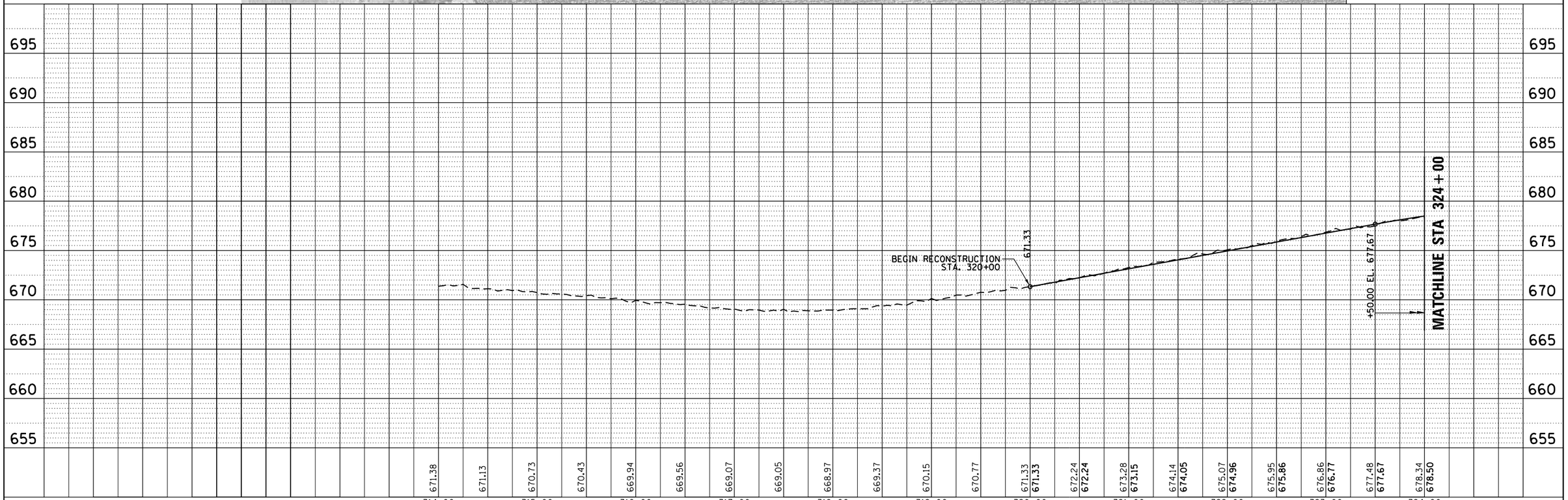


LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.

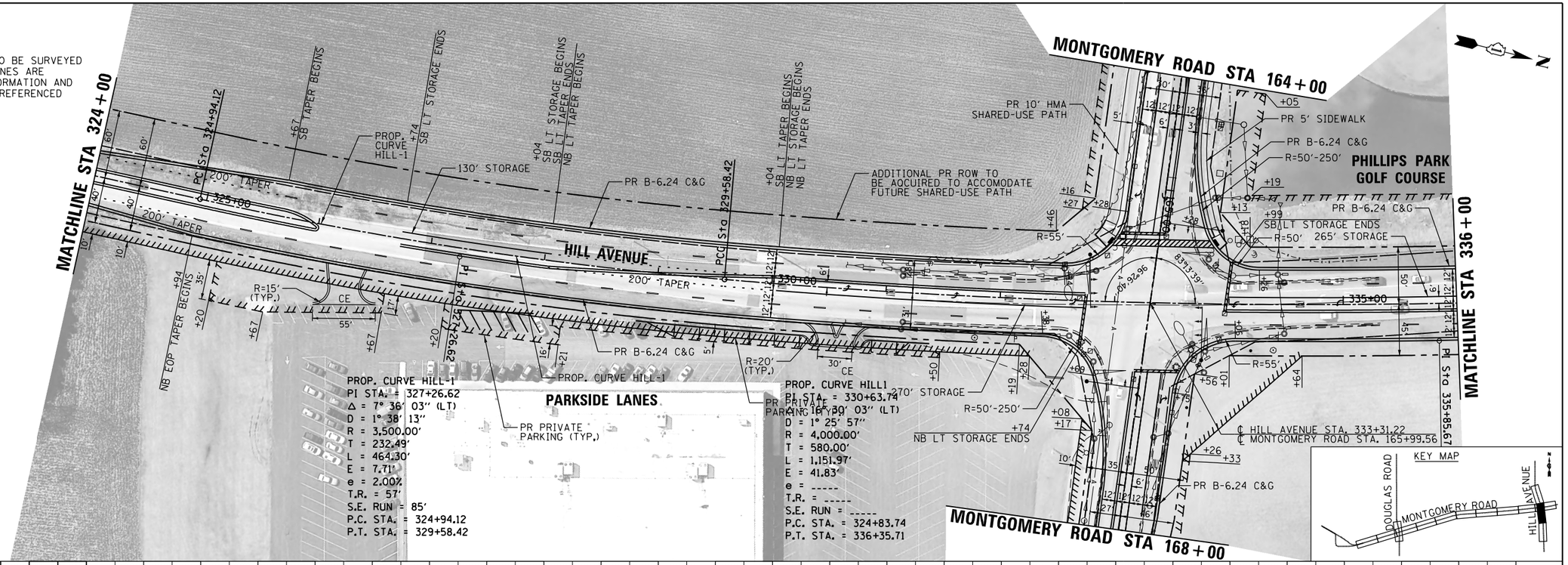


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$MODELNAME$		DRAWN - JT	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		SCALE: 1" = 50' SHEET 12 OF 14 SHEETS STA. 314+00 TO STA. 324+00
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	22
		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			

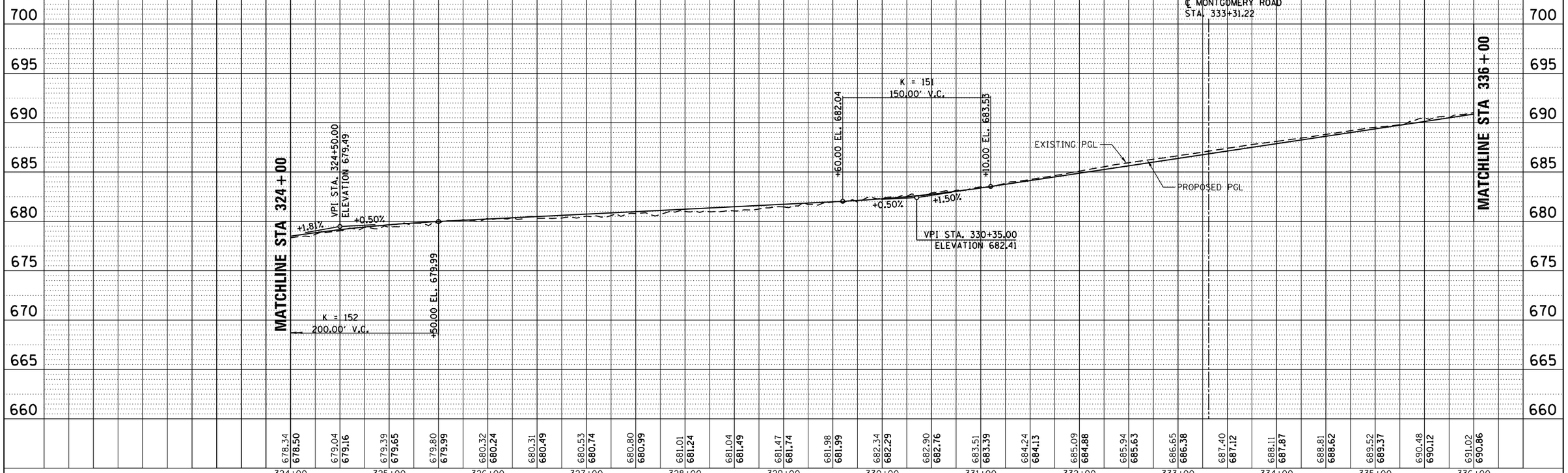
NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.



LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION



FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 13 OF 14 SHEETS | STA. 324+00 TO STA. 336+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	23
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, PROFILE CHECKED, ELM. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

PROP. CURVE HILL-2
PI STA. = 335+85.67
Δ = 11° 56′ 10″ (LT)
D = 0° 57′ 18″
R = 6,000.00′
T = 627.24′
L = 1,249.95′
E = 32.70′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 329+58.42
P.T. STA. = 342+08.37

PROP. CURVE HILL-3
PI STA. = 343+66.89
Δ = 3° 01′ 36″ (RT)
D = 0° 57′ 18″
R = 6,000.00′
T = 158.52′
L = 316.96′
E = 2.09′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 342+08.37
P.T. STA. = 345+25.33

PHILLIPS PARK GOLF COURSE

MATCHLINE STA 336+00

PR B-6.24 C&G
260′ STORAGE
+60 SB LT BEGIN STORAGE
SB LT END TAPER
+65 SB LT BEGIN TAPER
ADD LANE TAPER ENDS
PROP. CURVE HILL-2
+65 ADD LANE TAPER BEGINS
200′ TAPER
340+00
PR ℄ HILL AVENUE
DROP LANE TAPER BEGINS
DROP LANE TAPER ENDS
PRC Sta 342+08.37
PI Sta 343+66.89
PT Sta 345+25.33
END RECONSTRUCTION STA. 345+50
345+00
POT Sta 347+50.00
PROP. CURVE HILL-3

N

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILL AVENUE

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DRAINAGE CHECKED
BM. NOTED
STRUCTURE NO'S/TNS CHKD
NOTE BOOK
NO.
BY
DATE

720
715
710
705
700
695
690
685
680

MATCHLINE STA 336+00

+90.00 EL. 696.70
K = 164
250.00′ V.C.
+40.00 EL. 702.34
+1.50%
+3.02%
VPI STA. 341+15.00
ELEVATION 698.57
711.70
END RECONSTRUCTION STA. 345+50

691.02 690.86 | 691.68 691.61 | 692.62 692.36 | 693.06 693.11 | 693.94 693.86 | 694.54 694.60 | 695.25 695.35 | 696.07 696.10 | 696.95 696.85 | 697.73 697.71 | 698.78 698.71 | 700.10 699.87 | 701.31 701.18 | 702.69 702.65 | 703.95 704.16 | 705.41 705.66 | 706.94 707.17 | 708.68 708.68 | 710.54 710.19 | 711.70 711.70

336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00

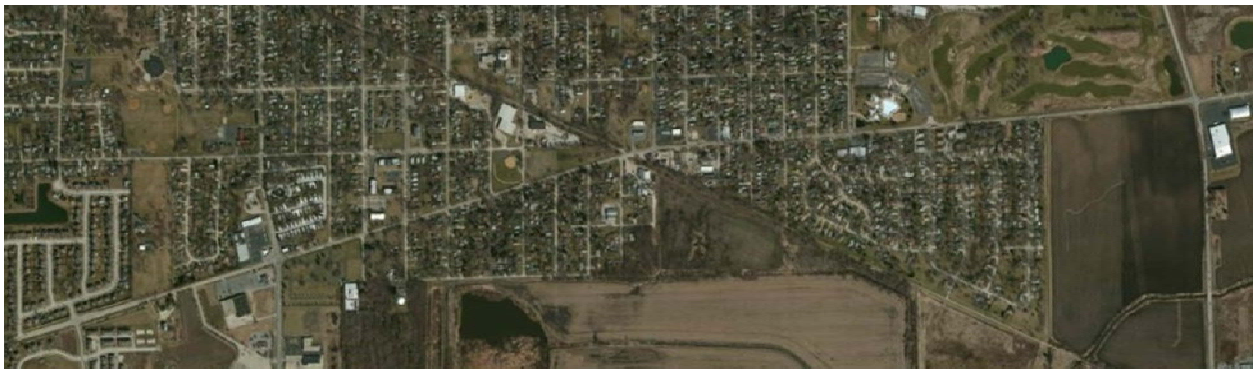
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$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
PLAN & PROFILE SHEETS
SCALE: 1″ = 50′ | SHEET 14 OF 14 SHEETS | STA. 336+00 TO STA. 345+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	24
		CONTRACT NO.	64101	
		ILLINOIS FED. AID PROJECT		

SECTION 4(F) DE MINIMIS IMPACT DOCUMENTATION



MONTGOMERY ROAD FROM FAU ROUTE 2548 (BRIARCLIFF ROAD) TO 750' EAST OF FAP ROUTE 360 (HILL AVENUE)

KANE COUNTY

Fox Valley Park District:

Virgil Gilman Trail

Kane County Division of Transportation

Section: 13-00127-00-WR

December 2016

Contents

I. Project Description 4
II. Section 4(f) Resources 5
III. Description of Intended Section 4(f) Resource Use 5
IV. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance the Resource 6
V. Evidence of Opportunity for Public Review and Comment 7
VI. Evidence of Coordination with Official(s) with Jurisdiction (OWJ) 8
VII. Supporting Documentation (Attachments) 9

I. Project Description

a. **Section Number:** 13-00127-00-WR

b. **Project Name:** Montgomery Road Improvements

c. **Project Termini:** Montgomery Road – FAU Route 2548 (Briarcliff Road) to 750 feet East of FAP Route 360 (Hill Avenue); Hill Avenue – 1200 feet North and 1400 feet South of Montgomery Road Intersection. (See Attachment 2)

d. **Project Type:** Roadway reconstruction to provide one through lane in each direction separated by a flush two-way left turn lane median along Montgomery Road, drainage improvements, intersection improvements, sidewalk and multi-use path construction, and traffic signal reconfiguration.

e. **Project Length:** Montgomery Road – 2.4 miles, Hill Ave. – 0.5 miles

f. **NEPA Class of Action:** Anticipated Federal Categorical Exclusion.

g. **Purpose and Need Summary:** 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 need for this project is based on the inability of the existing Montgomery Road to meet future capacity needs; the need to provide safe travel conditions for all users; and the need to better accommodate bicycles and pedestrians.

h. **Project Status:** Kane County is in the process of completing a preliminary engineering and environmental study (Phase I). Geometric design has been submitted to IDOT and is anticipated for approval within 3 months. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) for the Montgomery Road Improvements have yet to be scheduled and funding for each phase is undetermined at this time. The Phase 1 study will follow all state and federal processes to insure the capability of securing federal funds for construction.

I. Section 4(f) Resources

a. Resource Type: The Section 4(f) resource is a public park/recreational trail.

b. Names of Resource: Virgil Gilman Trail

c. Officials with Jurisdiction: Fox Valley Park District owns the portion of the Virgil Gilman Trail that is affected by the project.

d. Description of Role/Significance in the Community:

i. The Virgil Gilman Trail is a trail that is 12.2 miles long and runs from Waubonsee Community College in Sugar Grove to Hill Road in Montgomery. The trail bisects Montgomery Road. The trail is open to the public for use by pedestrians and bicycles.

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

a. Acres to be Impacted:

i. Virgil Gilman Trail: 0.11 acres of temporary easement for construction of proposed fill/cut slopes, sidewalk and multi-use paths, and the trail parking area adjacent to Montgomery Road; 0.01 acres of proposed right-of-way for the installation and maintenance of the sidewalk and multi-use path along the roadway abutting edges of the property. See Attachment 3, 4, and 5.

Virgil Gilman Trail		
Item	**Acreage**	**Location**
Temp Easement Area	0.08	North of Montgomery Rd
	0.03	South of Montgomery Rd
Total	**0.11**	
Proposed ROW	0.01	South of Montgomery Rd
Total	**0.01**	

b. Type of Impact: The extent of each fee simple acquisition, temporary easement and permanent easement are listed in the above tables. The areas described as Proposed ROW are fee simple acquisitions.

c. Existing Function of Impacted Acres:

i. Virgil Gilman Trail: The property to be obtained is a linear grassed area with no direct recreational use.

d. Relation of impacted areas to Section 4(f) function and significance of resource: The 4(f) property functions as recreational area. The areas proposed for acquisition are not used for recreational purposes, but serve as a buffer between Montgomery Road and all affected properties.

e. Resulting function of impacted areas: The fee simple acquisition of the properties, which will become Kane County right-of-way, will accommodate the fill/cut slopes due to the proposed roadway widening, the addition of pedestrian facilities, and installation and maintenance of proposed closed drainage systems (where noted). The temporary construction easement will be used for construction of the fill/cut slopes and any affected access to and from Montgomery Road.

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

a. Avoidance and minimization efforts made and benefits to resource: Extensive effort was made to minimize the impact to the 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 Virgil Gilman Trail to the local community.

b. Commitments for mitigation or enhancement: A commitment will be added for Kane County to continue coordination with the Fox Valley Park District in the contract plan preparation and land acquisition phase (Phase II). The commitment will include upgraded safety and visibility measures at the trail crossing of the Virgil Gilman Trail.

IV. Evidence of Opportunity for Public Review and Comment

a. Type of public availability (internet postings, public meetings, mailers): The Draft Section 4(f) Document was available for public viewing at the September 14, 2016 Public Hearing. Attendees were informed that the draft document was available for review and comment at the Fox Valley Park District (101 W. Illinois Avenue, Aurora, IL 60506), Aurora Township (80 N. Broadway, Aurora, IL 60507), City of Aurora (44 E. Downer Place, Aurora, IL 60505), and at IDOT/Bureau of Local Roads and Streets (201 W. Center Court, Schaumburg, IL 60196) between September 19, 2016 and October 14, 2016. Section 4(f) impacts were noted in the Public Hearing notice as advertised in the Beacon-News and the Kane County Chronicle on August 24 and 25, 2016 and September 7 and 8, 2016. Postcards to adjacent residents and owners, and public officials were sent on August 29, 2016. Letters were mailed to the Stakeholder Focus Group on August 31, 2016. Notification is also on the project website, http://www.co.kane.il.us/dot/constProjects/montgomeryRoad.aspx.

b. Date of action: The public hearing was held on September 14, 2016 from 4:00 p.m. to 7:00 p.m. at the Montgomery Village Hall.

c. Summary of comments: The public comment period was from September 14, 2016 to October 14, 2016 for the Section 4(f) Report. During the Public Hearing, (2) written comment forms were submitted and (8) verbal comments were filed with the court reporter. The summary below describes the most predominant categories. After the Public Hearing, (3) written additional comments were

submitted to Kane County Division of Transportation before the September 28, 2016 deadline and are included in this summary.

- Drainage Issues
- Loss of Parking Spaces
- Loss of Driveway Space
- Dedicated Turn Lanes
- Land/Property Acquisition
- Sidewalk, Crosswalk, and Bike Path Issues and Connections
- Traffic Control
- General Support for the Project

Comments were not received regarding impacts or use of the Virgil Gilman Trail property.

d. Notification of OWJ of public availability and summary of comments: The Section 4(f) documentation for public viewing and comment was available at the Public Hearing on September 14, 2016. Notice of this was sent to the Fox Valley Park District on August 29, 2016.

V. Evidence of Coordination with Official(s) with Jurisdiction (OWJ)

(See Attachment 1)

a. Meeting minutes and agendas:

A combined meeting was held with the City of Aurora, Fox Valley Park District, and Aurora Township on June 13, 2016 at the Kane County Division of Transportation. The purpose of the meeting was to provide information about the proposed improvements to Montgomery Road from Hill Avenue to Briarcliff Road as part of the Phase I study. Additionally Kane County wanted to discuss potential impacts to parkland and the Section 4(f) process. The agenda for the meeting included the following:

- Introductions
- Limits of the Project

- Project History
- Project Design Details
- Agency/Public Coordination
- Potential Impacts (Focused on Parkland)
- Section 4(f) Process
- Tentative Schedule

Minutes from the meeting are included in Attachment 1.

b. Correspondence to OWJ:

i. August 9, 2016, Letter from Kane County to Fox Valley Park District

c. OWJ written concurrence with a No Adverse Effect Determination:

i. Fox Valley Park District: Signed December 14, 2016

VI. Supporting Documentation (Attachments)

1. Coordination/Owner Sign-off (Attachment 1)
2. Location Map of Project (Attachment 2)
3. Virgil Gilman Trail Impacts Exhibit (Attachment 3)
4. Proposed Typical Sections (Attachment 4)
5. Preliminary Plan & Profile Sheets (Attachment 5)

Attachments

Attachment 1

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

DIVISION of TRANSPORTATION
41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

SIGNED LETTER ATTACHED. J. PALMQUIST

Jeff Palmquist
Senior Director of Operations and Planning
Fox Valley Parks District
101 W. Illinois Avenue
Aurora, IL 60506

August 9, 2016

Subject: Montgomery Road Improvements Phase I Study
Kane County
Section 4(f) Coordination

Dear Mr. Palmquist,

The Kane County Division of Transportation is nearing the completion of preliminary engineering and environmental studies (Phase 1) for the proposed improvement of Montgomery Road. As discussed in meetings with the Fox Valley Park District on June 13, 2016, the Montgomery Road improvements will impact the Phillips Park Aquatic Center and the Virgil Gilman Trail. As this project is anticipated to utilize federal funds, the Fox Valley Park District property is eligible for protection under the federal regulations 23 U.S.C. 138 and 49 U.S.C. 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Kane County anticipates a de minimis impact finding for the Fox Valley Park District properties, based on the determination that the project will not adversely affect the features, attributes, or activities that qualify the property for protection under Section 4(f).

The purpose of this letter is to request the Fox Valley Park District's concurrence that no adverse effects will occur to publicly owned lands maintained by the Fox Valley Park District as a result of the Montgomery Road improvements.

The County will require 0.30 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road, which is located within the Phillips Park Aquatic Center right-of-way. In addition, 0.098 acres of permanent easement along the southern edge of the Phillips Park Aquatic Center property will be required for installation and maintenance of the proposed closed drainage system.

The County will require 0.11 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along Montgomery Road at the Virgil Gilman Trail Crossing, which is located within the Virgil Gilman Trail right-of-way. In addition, 0.01 acres of proposed right-of-way along the southern edge and northern edge of the Virgil Gilman Trail will be required for the installation and maintenance of pedestrian sidewalks.

The county has determined that the impacts of this project qualify for de minimis as outlined in the 23 CFR 774, because:

1. The transportation use of the Section 4(f) resource, together with the impacts and mitigation measures incorporated into the project; do not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The county has coordinated with the Fox Valley Park District and has discussed the project and impacts during a meeting held June 13, 2016. Conditional concurrence was stated upon the addition of commitments to the project made by the County.
3. Fox Valley Park District requested upgrades to the safety and visibility at the Virgil Gilman Trail crossing. Kane County has committed to including these enhancement features in the project design. Enhancement features include, but are not limited to high visibility pavement markings, high visibility signage and advanced signage, yield signage for trail patrons, and over head lighting at the trail crossing location.

By signing this letter, the Fox Valley Park District concurs with the determination that the Montgomery Road improvements will not have an adverse effect on the activities, features, and attributes that qualify the properties for protection under Section 4(f). The Fox Valley Park District acknowledges that the Federal Highway Administration will use this concurrence as the basis for making a de minimis finding for each of the properties impacted and described in the enclosure.

Please review the enclosed exhibits for a detailed description of the Section 4(f) properties that will be affected. If the Fox Valley Park District concurs with the determination of no adverse effect to the activities, features, and attributes that qualify the resources for protection under Section 4(f), please sign one copy of this letter and return it to the Kane County Division of Transportation. A second copy has been provided for your records.

Upon completion of the Phase 1 study, the Kane County Division of Transportation may begin Phase 2, contract plan preparation and right-of-way acquisition. At that time, your agency will be contacted by Kane County about the temporary and permanent acquisition of right-of-way needed for highway purposes. Your signature on this letter in no way affects future negotiations with Kane County for land being acquired.

Respectfully,

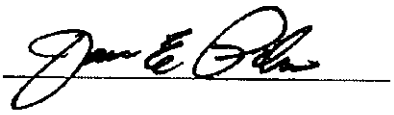
Jennifer O'Connell

Jennifer O'Connell, P.E.

Senior Project Manager
Kane County Division of Transportation

cc: File

Concurrence on determination of no adverse effects to Section 4(f) lands:

Concur 

Do Not Concur _____

Name James E. Palmer

Title Executive Director

Date 12/14/16

Comments _____

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

Jeff Palmquist
Senior Director of Operations and Planning
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Respectfully,

Jennifer O'Connell

Jennifer O'Connell, P.E.

Senior Project Manager
Kane County Division of Transportation

cc: File

Concurrence on determination of no adverse effects to Section 4(f) lands:

Concur _____

Do Not Concur _____

Name _____

Title _____

Date _____

Comments _____





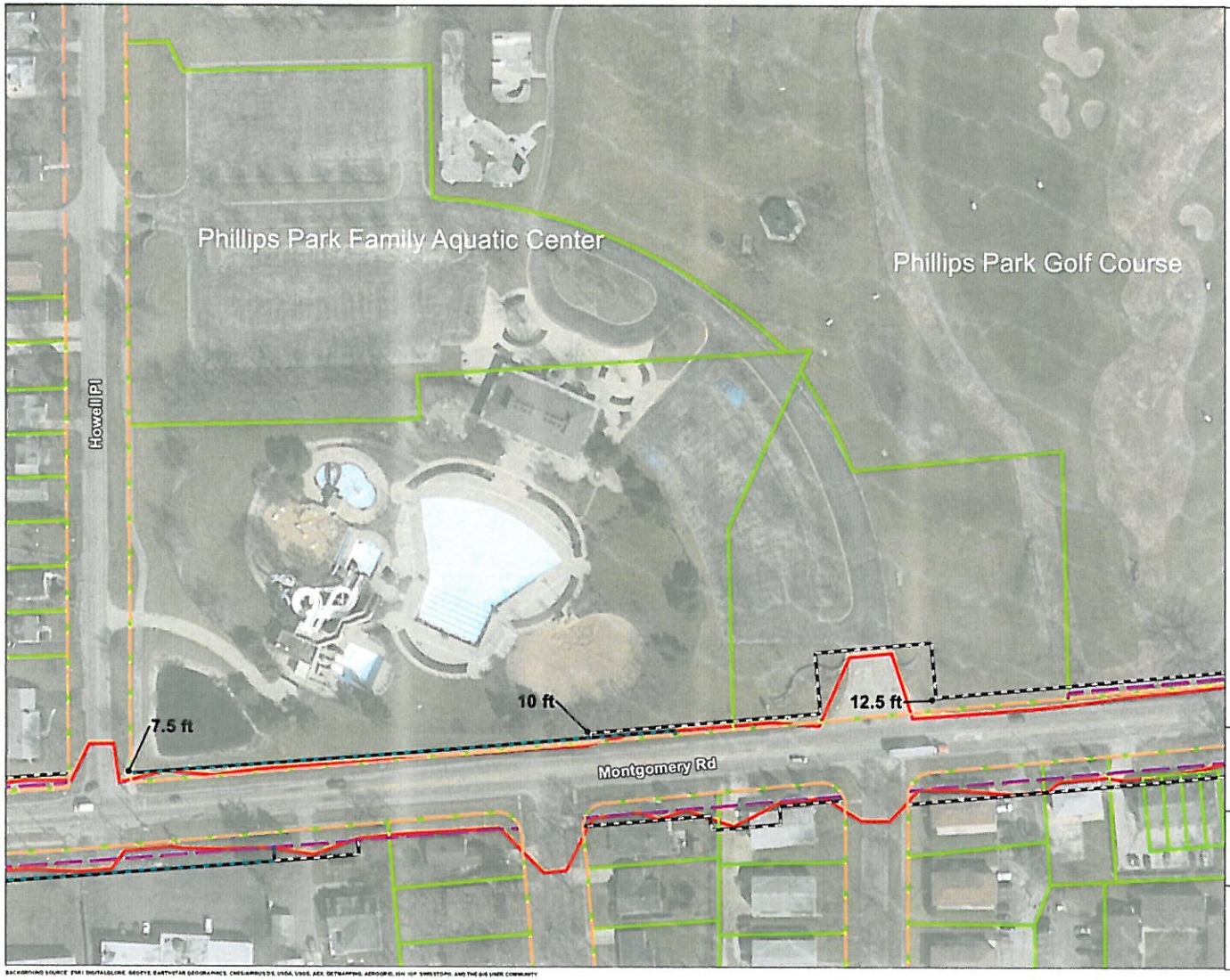
LOCATION MAP

JUNE 9, 2016

0 1,000 2,000
FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR



LEGEND

- Phillips Park Family Aquatic Center
- Existing ROW
- Proposed ROW
- Temporary Easement (0.30 AC)
- Permanent Easement (0.098 AC)
- Construction Limits

PHILLIPS PARK FAMILY AQUATIC CENTER

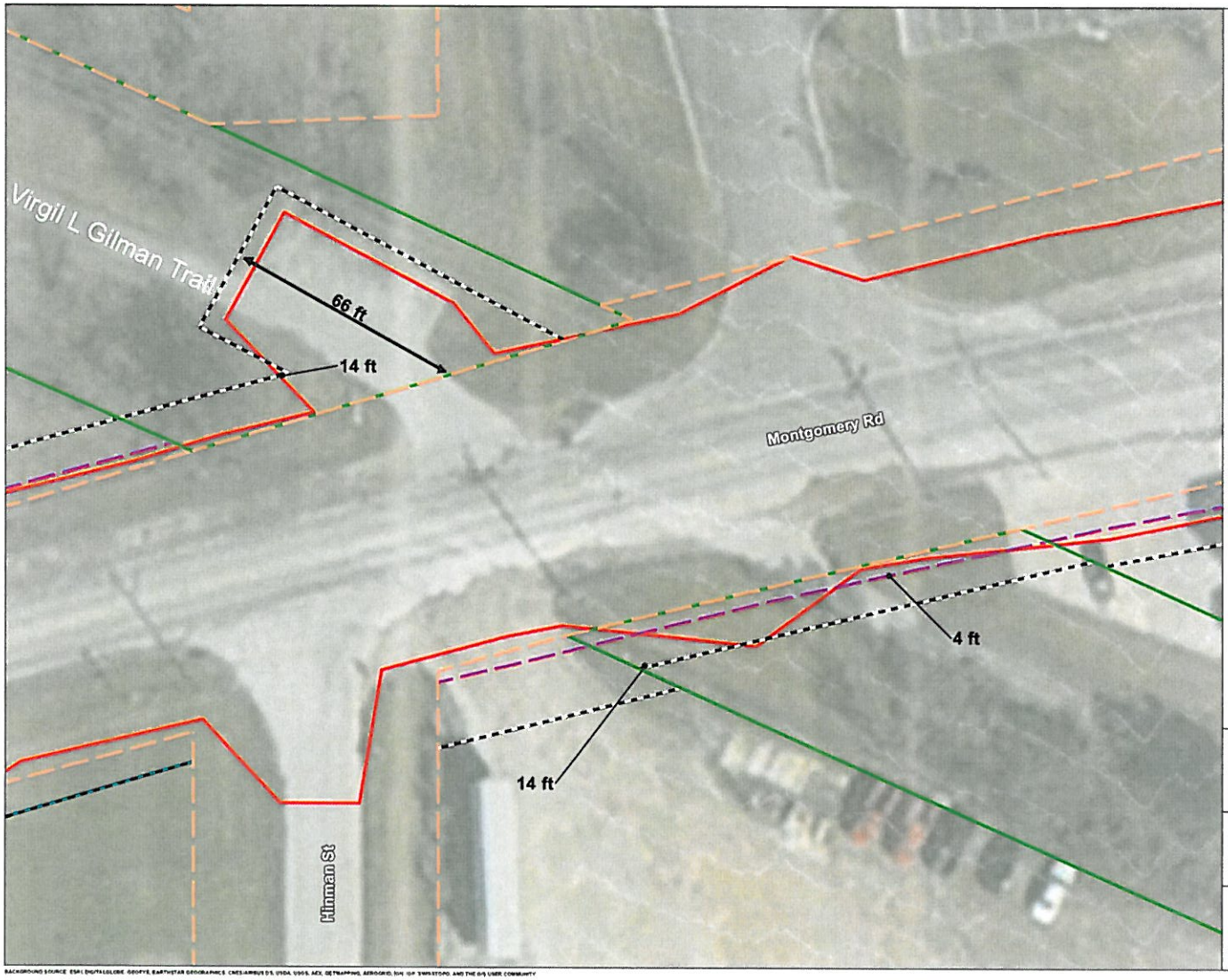
JUNE 9, 2016

0 50 100
FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR

FIGURE 3



LEGEND

- Virgil L Gilman Trail
- Existing ROW
- Proposed ROW (0.01 AC)
- Temporary Easement (0.11 AC)
- Construction Limits

VIRGIL L GILMAN TRAIL

JUNE 9, 2016

0 25
FEET

MONTGOMERY ROAD 4(F) PROPERTIES

FIGURE 2

HDR | ONE COMPANY *Many Solutions*℠

Meeting Minutes

Subject:	Montgomery Road – Section 4(f) Meeting		
Client:	Kane County Department of Transportation		
Project:	Montgomery Road (CH29) Phase 1 Engineering	Project No:	
Meeting Date:	June 13, 2016	Meeting Location:	Kane County DOT Office
Notes by:	John Lazzara		

Attendees:

Name	Affiliation	Phone Number	Email Address
Jennifer O'Connell	KDOT	630.406.7333	oconnelljennifer@co.kane.il.us
Stephen Andras	City of Aurora	630.256.3221	sandras@aurora-il.org
Bill Catching	Aurora Township	630.897.8777	william.c@auroratownship.org
Jeff Palmquist	Fox Valley Park District	630.897.0516	jpalmquist@fvpd.net
John Lazzara	HDR	773.380.7938	john.lazzara@hdrinc.com
Tim Heuer	HDR	312.443.4924	timothy.heuer@hdrinc.com

The purpose of this meeting was to provide information about the proposed improvements to Montgomery Road from Hill Avenue to Briarcliff Road as part of the Phase I study. Additionally Kane County wanted to discuss potential impacts to parkland and the Section 4(f) process.

Topics Discussed:

A) Limits of the Project
   a. Original project limits – IL Route 25 to Hill Avenue
   b. Revised project limits – Briarcliff Road (FAU 2548) to Hill Avenue (FAP 360)

B) Project History

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 need for the project relates to meeting future capacity needs, enhancing safety, and accommodating bicyclists and pedestrians.

A Public Information Meeting was held on October 2, 2013 to introduce the project to the public and collect input on issues of concern. A Stakeholder Focus Group was formed and met twice. The first meeting was held on January 29, 2014. The Stakeholder Focus Group discussed widening Montgomery Road to three lanes or four lanes as the primary alternatives on the East half of the project. After reviewing traffic data and potential impacts due to widening the roadway, the three lane cross section providing a continuous left turn lane was identified as the preferred alternative.

The second meeting was held on May 7, 2014. The Stakeholder Focus Group reviewed alternatives that they helped develop on the West end of the project and related impacts that were calculated by the project study team. Three alternatives were identified to move forward for further consideration by the Village of Montgomery and Kane County. Two options involved roundabouts along the S-curve and one option realigned Montgomery Road through some residential properties to eliminate the S-curve. After

further review of potential impacts from the remaining alternatives by the Village of Montgomery, it was decided to change the project limits to Briarcliff Road.

C) Project Design Details

The preliminary preferred alternative includes roadway reconstruction to provide one through lane in each direction separated by a flush two-way left turn lane median along Montgomery Road, drainage improvements, intersection improvements, sidewalk and multi-use path construction, and traffic signal reconfiguration. Additional right-of-way and easements will be needed along the corridor for construction purposes. An aerial scroll plot was used to discuss the proposed improvements in more detail including the location of the proposed 10' wide multi-use path and the 5' wide sidewalk. The enclosed drainage system was noted and the affect that it has to the adjacent properties.

D) Agency/Public Coordination

The group discussed the public involvement that has taken place and the agency coordination. The first public meeting, Stakeholder Focus Group meetings, and separate meetings with local agencies were noted. The future Public Hearing scheduled for September 14, 2016 was also mentioned.

E) Potential Impacts (Focused on Parkland)

Exhibits showing each individual parkland property and the potential right-of-way (ROW), temporary easement, and permanent easement impacts were highlighted and discussed in more detail. Below is a summary of the quantified parkland impacts by property:

Aurora Township Youth Soccer Field (Aurora Township)
- Temporary easement 0.28 acres
- Proposed ROW 0.12 acres

Virgil L Gilman Trail (Fox Valley Park District)
- Temporary easement 0.11 acres
- Proposed ROW 0.01 acres

Phillips Park Family Aquatic Center (Fox Valley Park District and City of Aurora)
- Temporary easement 0.30 acres
- Permanent easement 0.098 acres

Phillips Park Golf Course (City of Aurora)
- Temporary easement 0.46 acres
- Proposed ROW 0.27 acres

The Fox Valley Park District representative asked about potential enhancements at the Virgil Gilman Trail crossing. Kane County committed to looking into possible options for safety and visibility enhancements at the crossing. In addition to changing the crossing to be 90 degrees, Kane County will be adding a street light for higher visibility and advanced warning signs alerting drivers to the crossing. Additionally, the sensitivity of the existing drainage and plantings along the Phillips Park Family Aquatic Center were pointed out. At the Fox Valley Park District's request additional right-of-way is included along the southwest side of Hill Avenue to accommodate a multi-use path that the Park District may pursue separately in the future.

F) Section 4(f) Process

The Section 4(f) process was discussed and impacts were summarized. Since each of the three agencies at the meeting represented the officials with jurisdiction over the four public parklands that are involved with improvements to Montgomery Road, it was noted that their input was being sought on the Section 4(f) impacts in particular. The proposed impacts to each of the properties is limited to small sections of frontage land and impacts are not expected to the use of the public recreational properties. Each of the three agencies involved with the Section 4(f) properties agreed that the impacts are minimal and in some

cases actually beneficial. Kane County indicated that a Section 4(f) de minimis report is being prepared and will be provided to IDOT and FHWA, along with the local agencies.

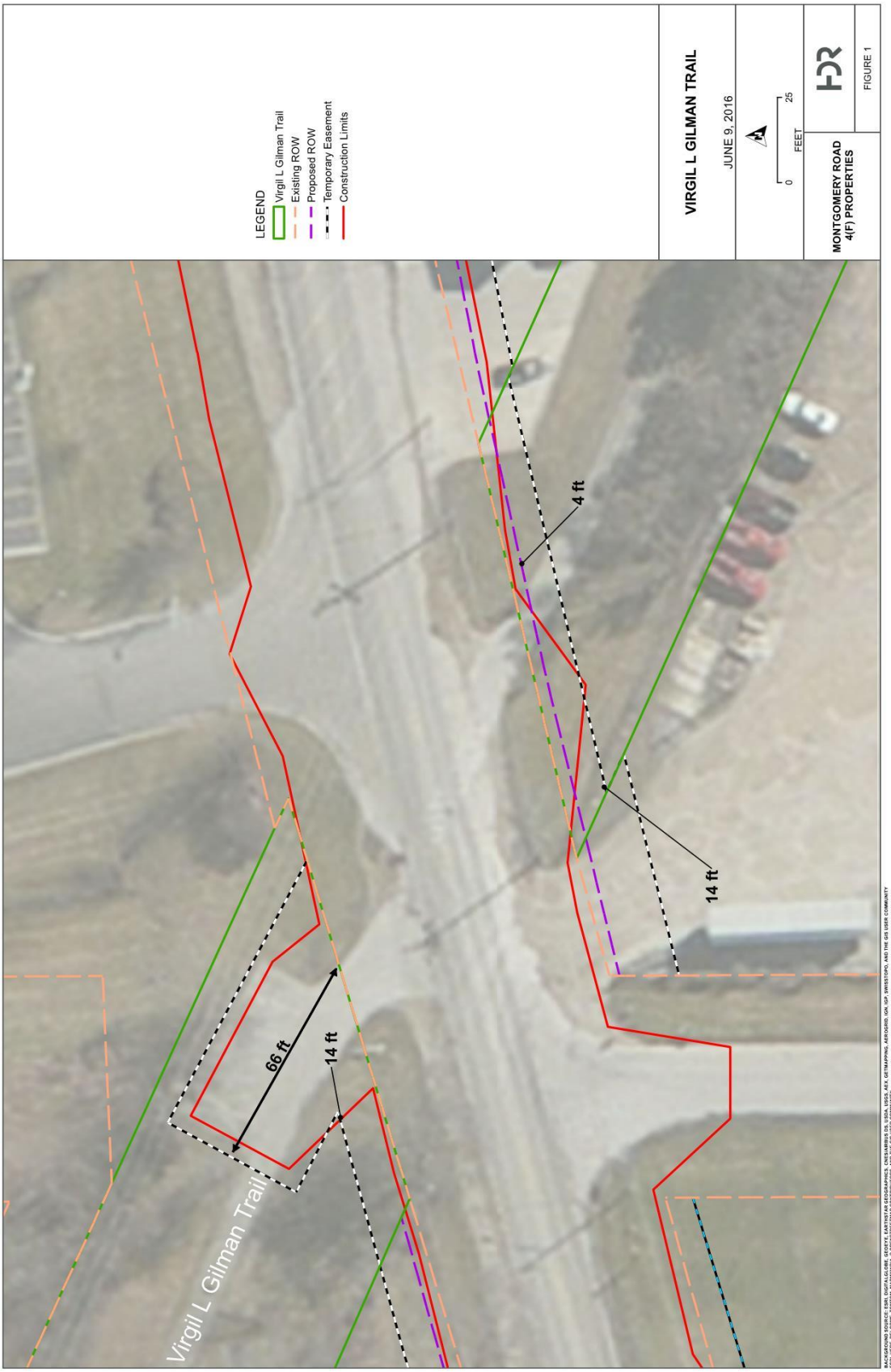
G) Tentative Schedule

Kane County explained that a letter will be sent to each of the three agencies describing the Section 4(f) analysis that has been done for the project and requesting official concurrence on a de minimis finding for the Section 4(f) impacts based on the proposed improvements associated with the Montgomery Road Study. The group was reminded that a Public Hearing was scheduled for September 14, 2016 that would cover the entire project and specifically address the Section 4(f) impacts.

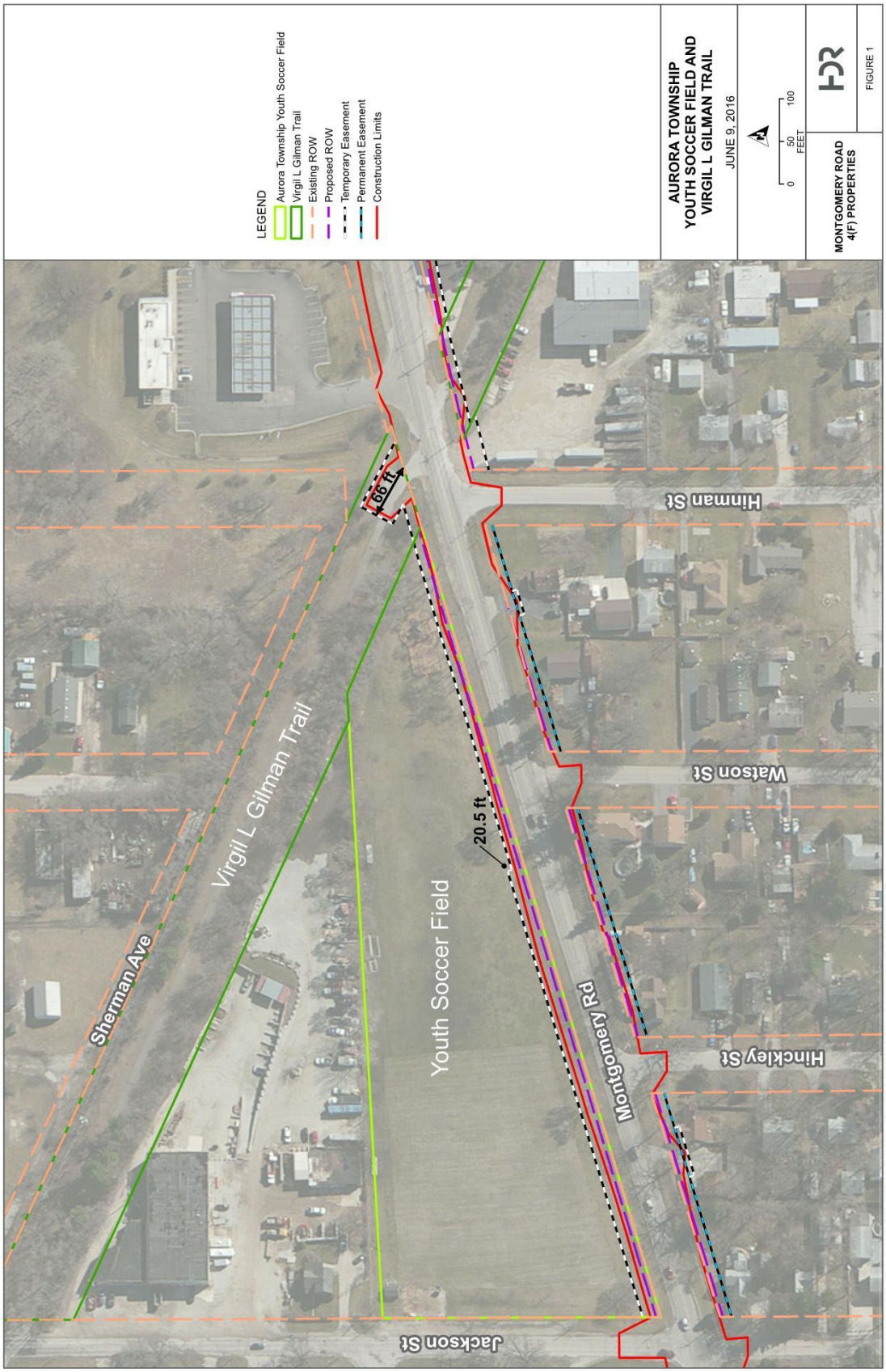
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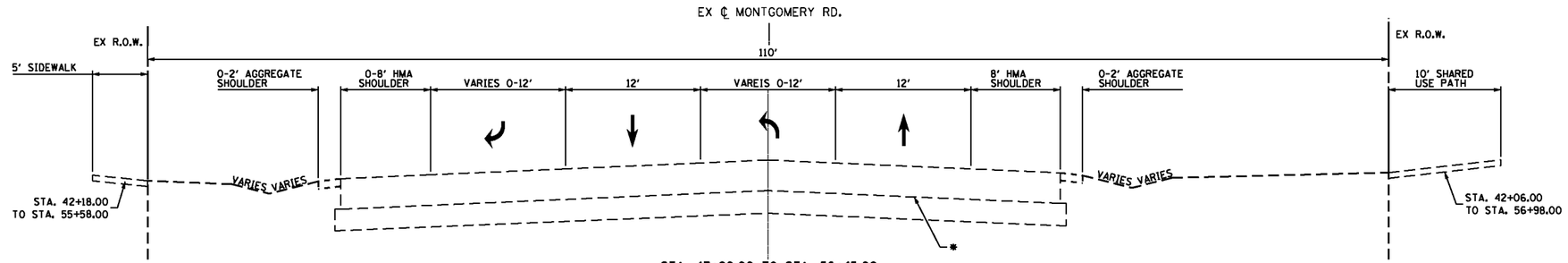
Attachment 3



Attachment 3

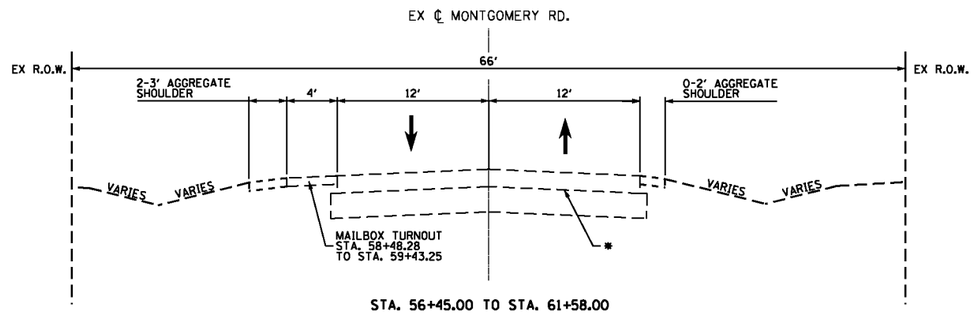


Attachment 4



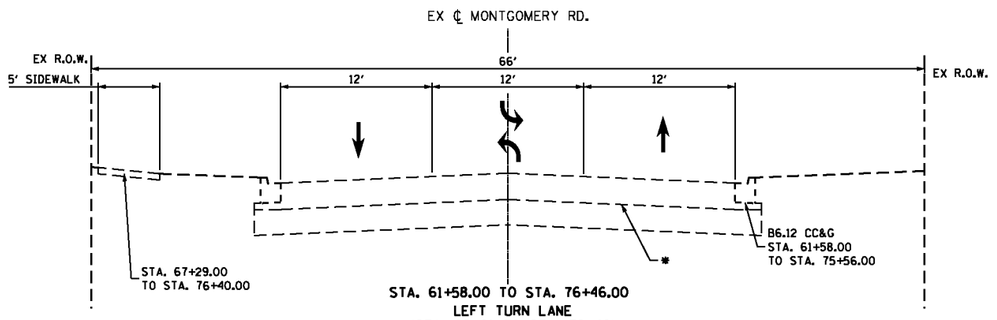
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LEFT TURN LANE
(STA. 47+00 TO STA. 52+11)

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16.5" HMA WITH A CRUSHED STONE BASE



STA. 56+45.00 TO STA. 61+58.00

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



STA. 61+58.00 TO STA. 76+46.00
LEFT TURN LANE
(STA. 68+01 TO STA. 76+46)

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

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.

PRELIMINARY
04/2016

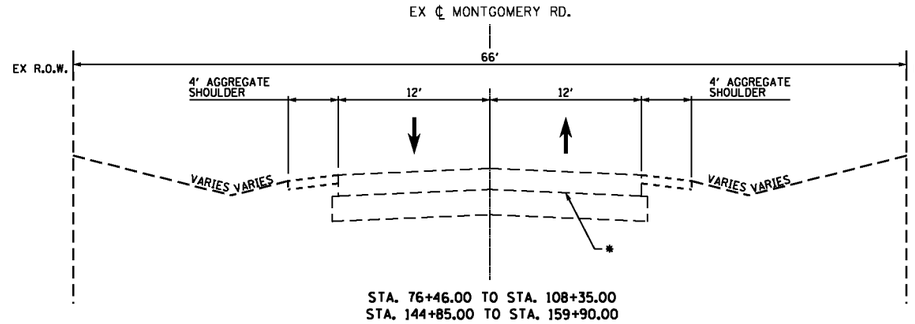
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

SCALE: NTS | SHEET 1 OF 8 SHEETS | STA. | TO STA.

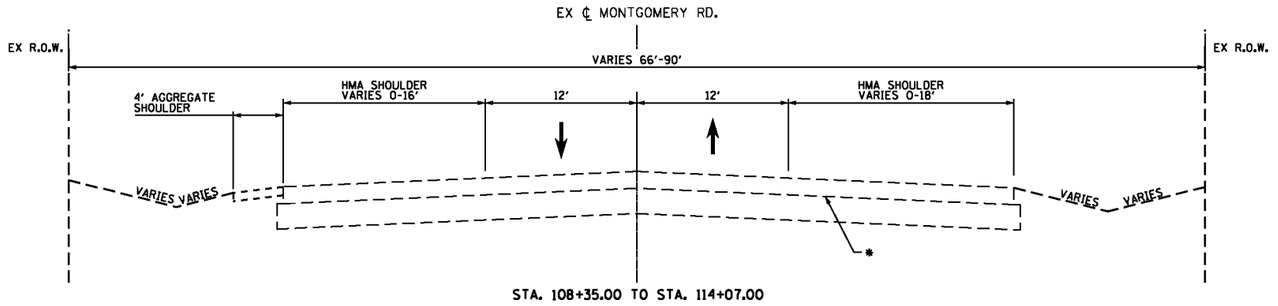
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		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



STA. 76+46.00 TO STA. 108+35.00
STA. 144+85.00 TO STA. 159+90.00

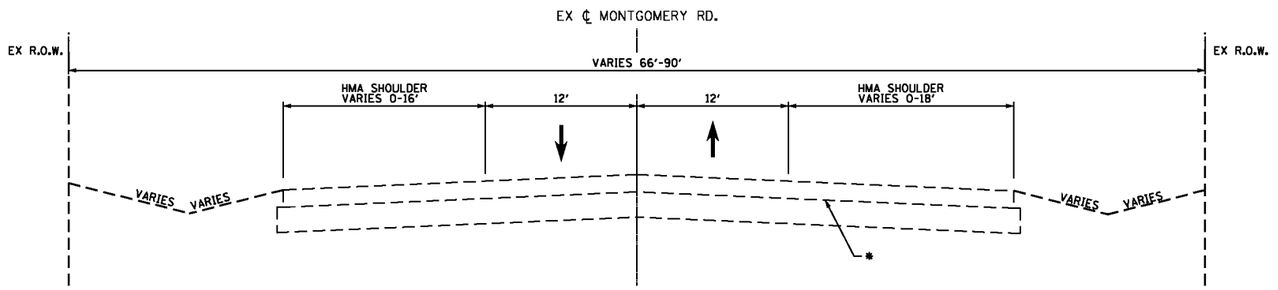
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* PAVEMENT CORE TAKEN NEAR STA. 147+00 SHOWS 7.5" HMA; PAVEMENT CORE TAKEN NEAR STA. 156+50 SHOWS 9.5" HMA WITH A SANDY GRAVEL.



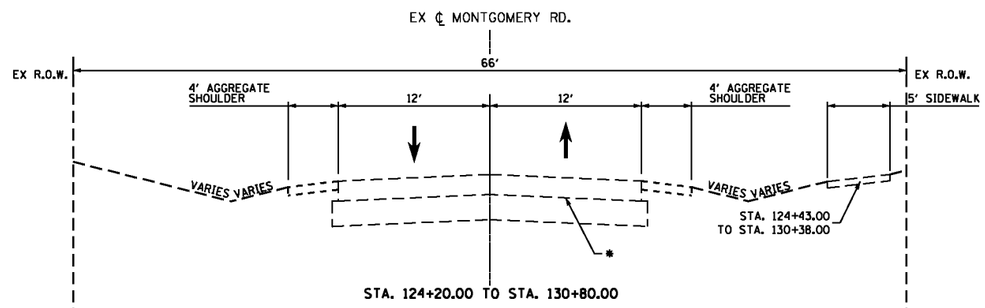
STA. 108+35.00 TO STA. 114+07.00

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STA. 114+07.00 TO STA. 124+20.00

* PAVEMENT CORE TAKEN NEAR STA. 117+00 SHOWS 8.25" HMA WITH A SANDY GRAVEL BASE



STA. 124+20.00 TO STA. 130+80.00

* PAVEMENT CORE TAKEN NEAR STA. 127+00 SHOWS 9.5" HMA WITH A SANDY GRAVEL BASE

NOTES:

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PRELIMINARY
04/2016

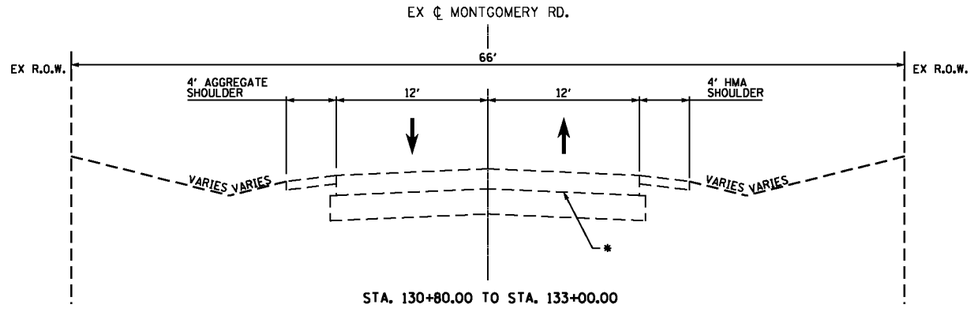
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

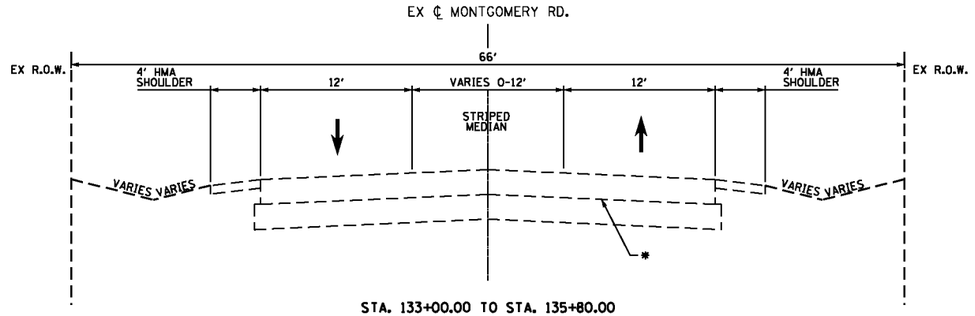
SCALE: NTS | SHEET 2 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	4
		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			



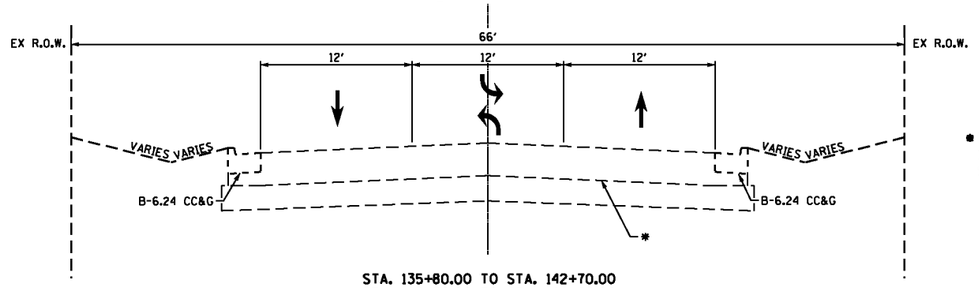
STA. 130+80.00 TO STA. 133+00.00

* PAVEMENT CORE TAKEN NEAR STA. 127+00 SHOWS 9.5" HMA WITH A SANDY GRAVEL BASE



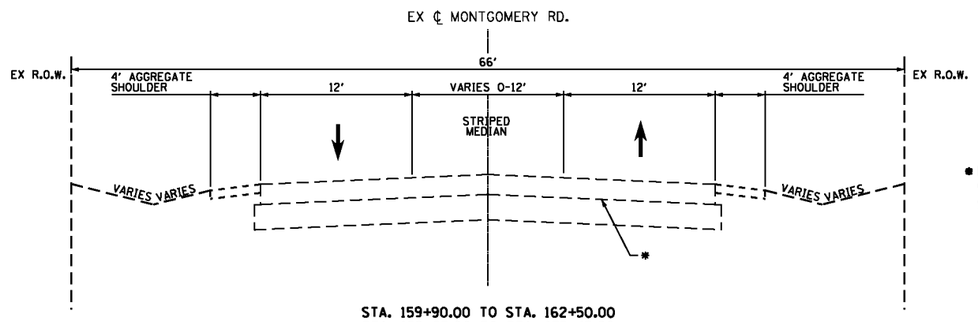
STA. 133+00.00 TO STA. 135+80.00
STA. 142+70.00 TO STA. 144+85.00

* PAVEMENT CORE TAKEN NEAR STA. 137+00 SHOWS 11.75" HMA WITH A CRUSHED STONE BASE



STA. 135+80.00 TO STA. 142+70.00
STA. 162+50.00 TO STA. 168+65.00

* 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.



STA. 159+90.00 TO STA. 162+50.00
STA. 168+65.00 TO STA. 173+45.00

* 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.

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.

PRELIMINARY
04/2016

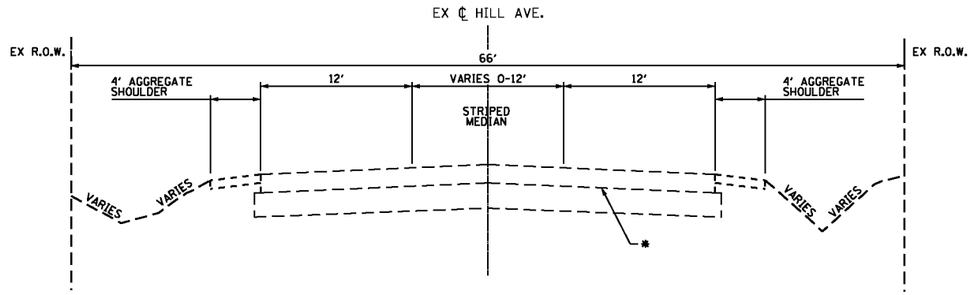
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MODELNAME	PLOT DATE = *DATE*	DATE 05-05-16	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

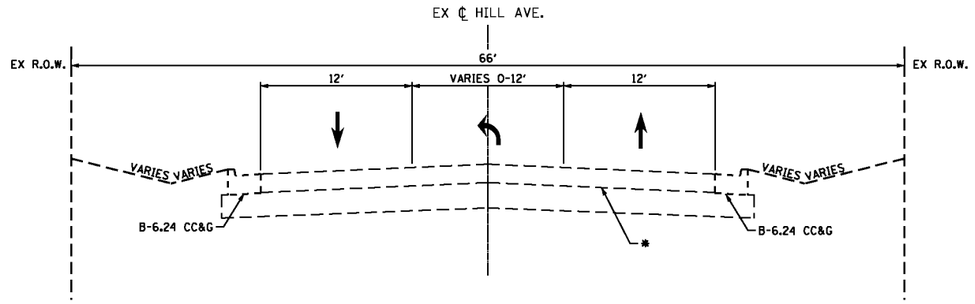
SCALE: NTS | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	5
		CONTRACT NO.	64101	
		ILLINOIS	FED. AID PROJECT	



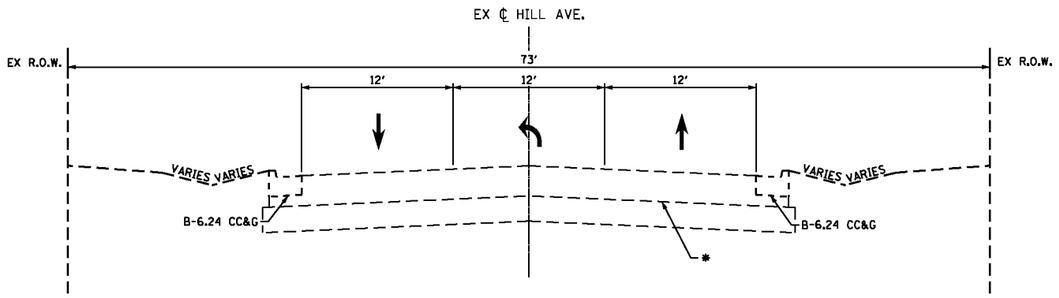
STA. 317+50.00 TO STA. 330+00.00

* PAVEMENT CORE TAKEN NEAR STA. 323+00 SHOWS 8.75" HMA WITH A CRUSHED STONE BASE



STA. 330+00.00 TO STA. 333+31.22
LEFT TURN LANE
(STA. 331+56.00 TO STA. 332+65.00)

* PAVEMENT CORE TAKEN NEAR STA. 323+00 SHOWS 8.75" HMA WITH A CRUSHED STONE BASE



STA. 333+31.22 TO STA. 345+50.00
LEFT TURN LANE
(STA. 333+90.00 TO STA. 337+45.00)

* PAVEMENT CORE TAKEN NEAR STA. 343+00 SHOWS 14.25" HMA WITH A CRUSHED STONE BASE

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.

PRELIMINARY
04/2016

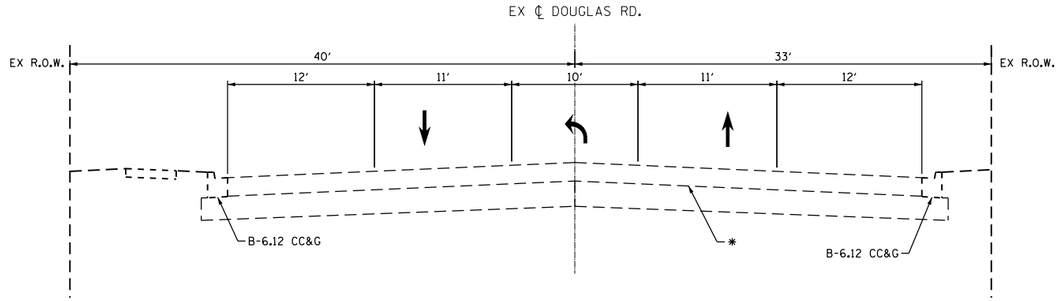
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KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
EXISTING TYPICAL SECTIONS

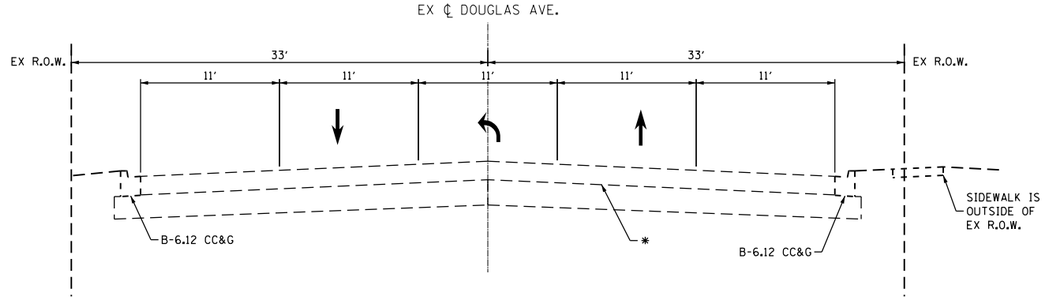
SCALE: NTS | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	6
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



STA. 60+50.00 TO STA. 67+05.35
LEFT TURN LANE
(STA. 64+30.00 TO STA. 66+40.00)

* NO PAVEMENT CORE SAMPLES TAKEN AT DOUGLAS RD.



STA. 67+05.35 TO STA. 67+73.11
LEFT TURN LANE
(ENDS AT STA. 67+45.00)

* NO PAVEMENT CORE SAMPLES TAKEN AT DOUGLAS AVE.

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.
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.

PRELIMINARY
04/2016

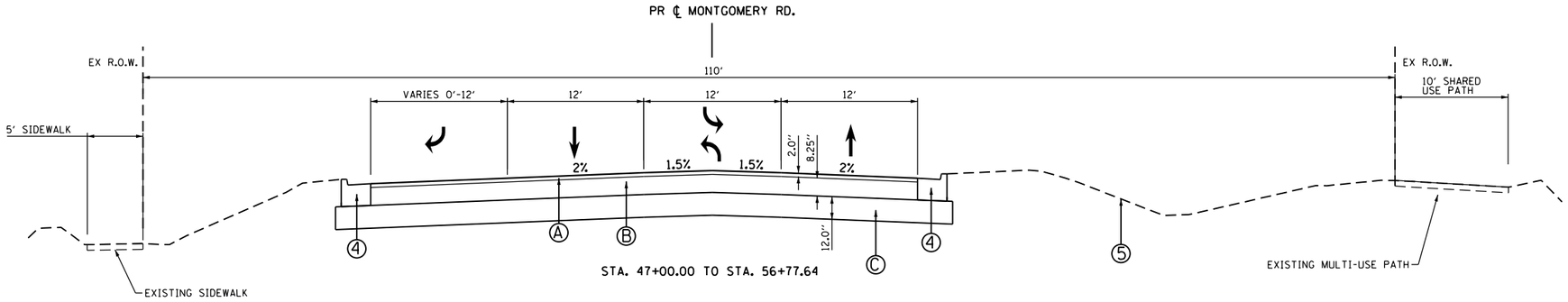
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KANE COUNTY
DIVISION OF TRANSPORTATION

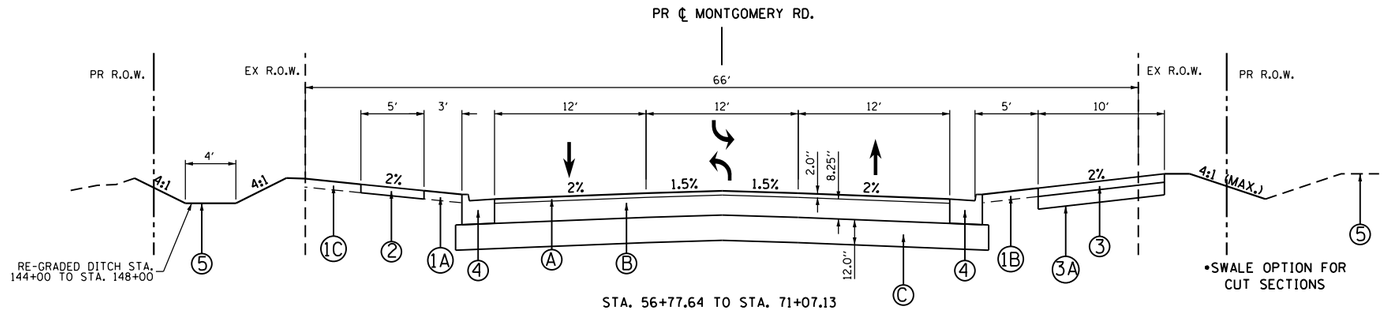
DOUGLAS ROAD
EXISTING TYPICAL SECTIONS

SCALE: NTS | SHEET 5 OF 8 SHEETS | STA. | TO STA.

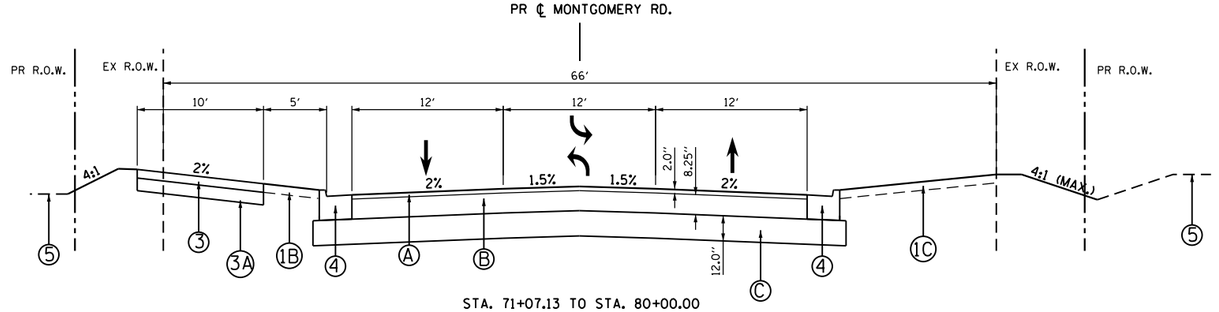
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	7
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



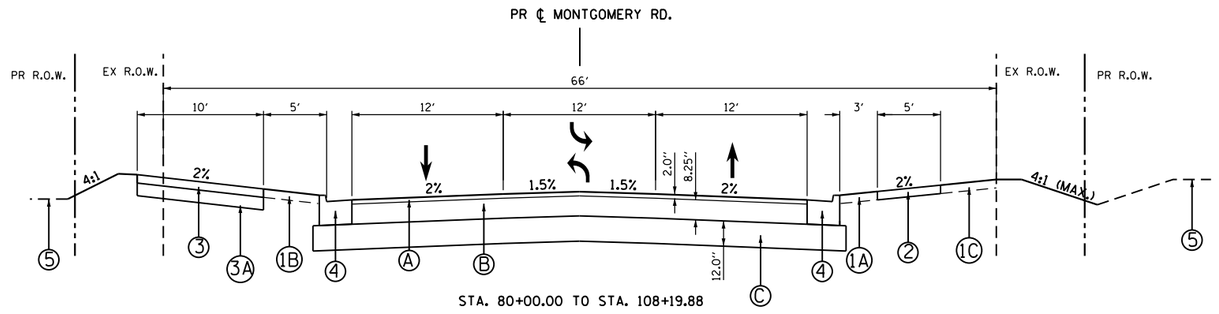
STA. 47+00.00 TO STA. 56+77.64



STA. 56+77.64 TO STA. 71+07.13
LEFT TURN ONLY
(STA. 67+56.18 TO STA. 71+07.13)
STA. 108+19.88 TO STA. 123+85.66
STA. 123+85.66 TO STA. 162+05.81



STA. 71+07.13 TO STA. 80+00.00
LEFT TURN ONLY
(STA. 71+07.13 TO STA. 76+56.65)



STA. 80+00.00 TO STA. 108+19.88

LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8.25"
- (C) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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

NOTES:

1. SEE PLANS FOR LOCATIONS OF PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
2. 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.
3. NORMAL CROWN LATERAL SHIFT FROM EXISTING LOCATION VARIES FROM 0' TO 7'. PROPOSED RIGHT OF WAY, PERMANENT EASEMENT, AND CONSTRUCTION EASEMENT OFFSET PARALLEL TO PROPOSED CENTER LINE.

PRELIMINARY
04/2016

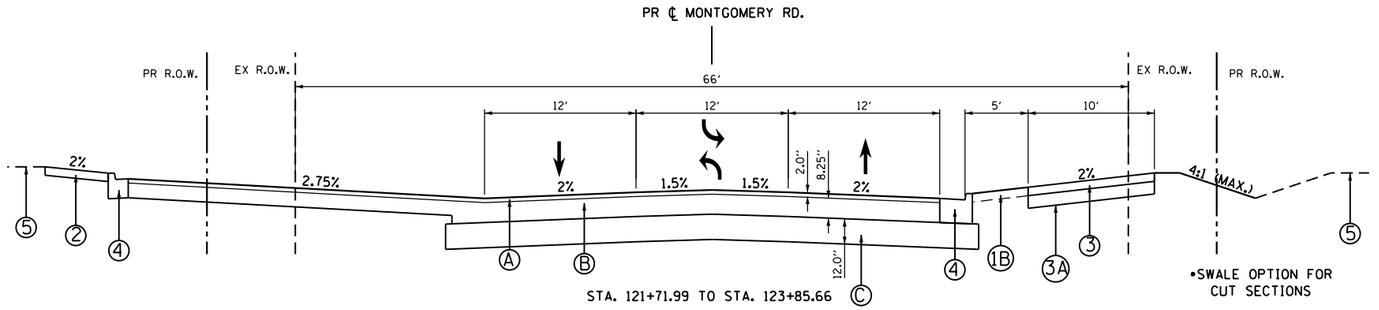
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KANE COUNTY
DIVISION OF TRANSPORTATION

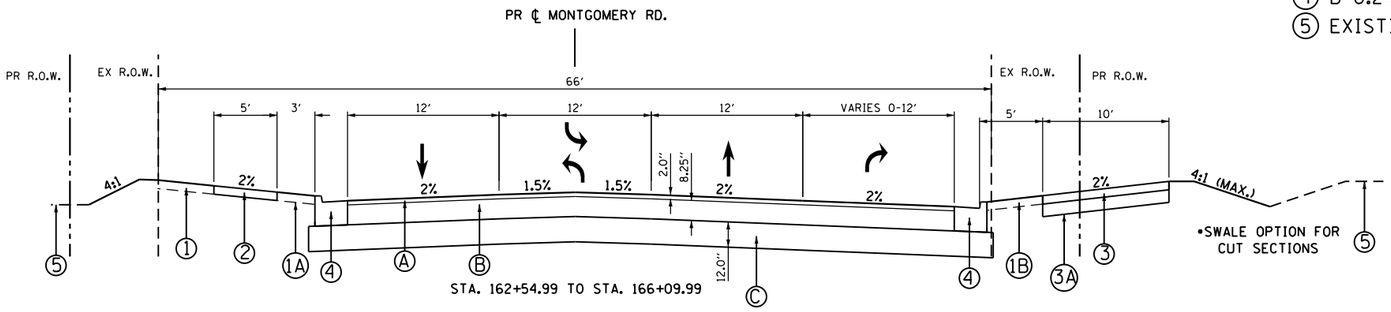
MONTGOMERY ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 6 OF 8 SHEETS | STA. | TO STA.

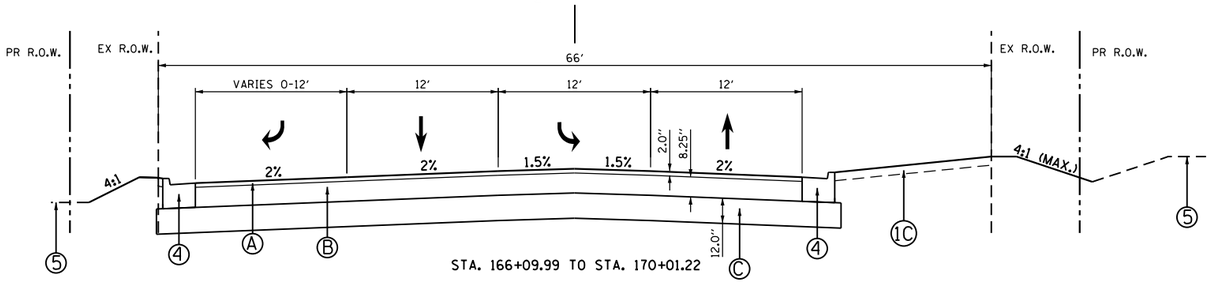
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	8
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			



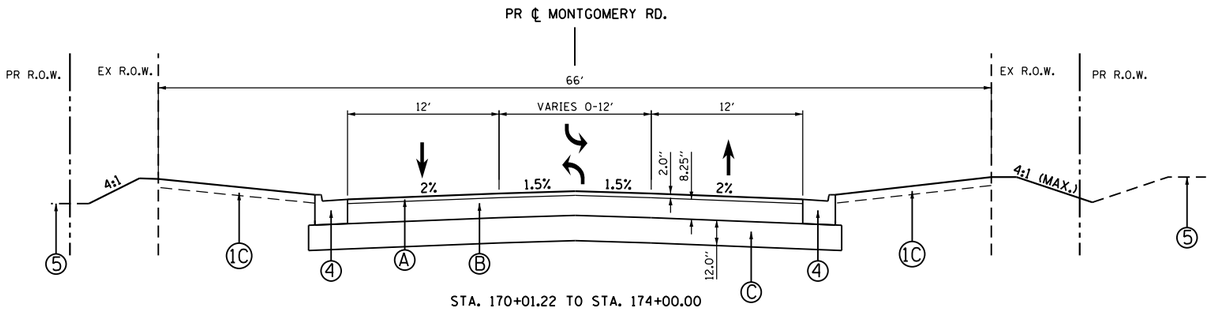
STA. 121+71.99 TO STA. 123+85.66



STA. 162+54.99 TO STA. 166+09.99



STA. 166+09.99 TO STA. 170+01.22



STA. 170+01.22 TO STA. 174+00.00

LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8.25"
- (C) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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

NOTES:

1. SEE PLANS FOR LOCATIONS OF PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
2. 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.
3. NORMAL CROWN LATERAL SHIFT FROM EXISTING LOCATION VARIES FROM 0' TO 7'. PROPOSED RIGHT OF WAY, PERMANENT EASEMENT, AND CONSTRUCTION EASEMENT OFFSET PARALLEL TO PROPOSED CENTER LINE.

PRELIMINARY
04/2016

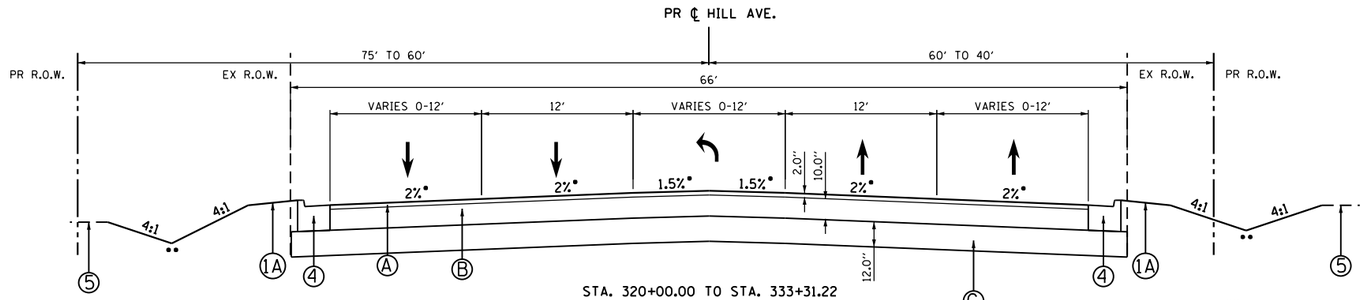
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$MODELNAME$	PLOT DATE = $DATE$	DATE 05-05-16	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	9
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			



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

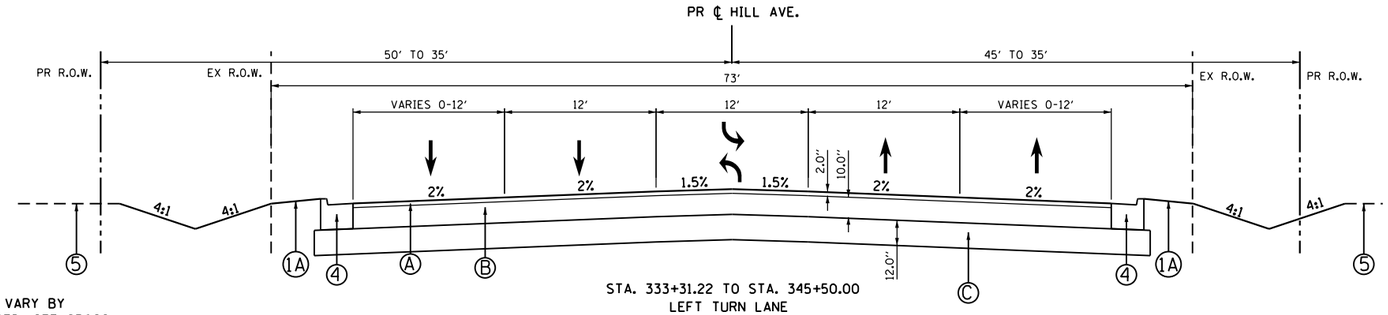
STA. 320+00.00 TO STA. 333+31.22
LEFT TURN LANE
(STA. 328+03.65 TO STA. 332+75.59)

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

• TANGENT RUNOUT AT PC BETWEEN STA 323+60.15 AND STA 324+37.45
SUPERELEVATION TRANSITION AT PC BETWEEN STA 324+37.45 AND STA 325+22.45
SUPERELEVATION TRANSITION AT PT BETWEEN STA 329+30.37 AND STA 330+15.37
TANGENT RUNOUT AT PT BETWEEN STA 330+15.37 AND STA 330+92.67

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"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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



STA. 333+31.22 TO STA. 345+50.00
LEFT TURN LANE
(STA. 333+97.44 TO STA. 338+59.67)

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.

PRELIMINARY
04/2016

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		DRAWN TH	REVISED -
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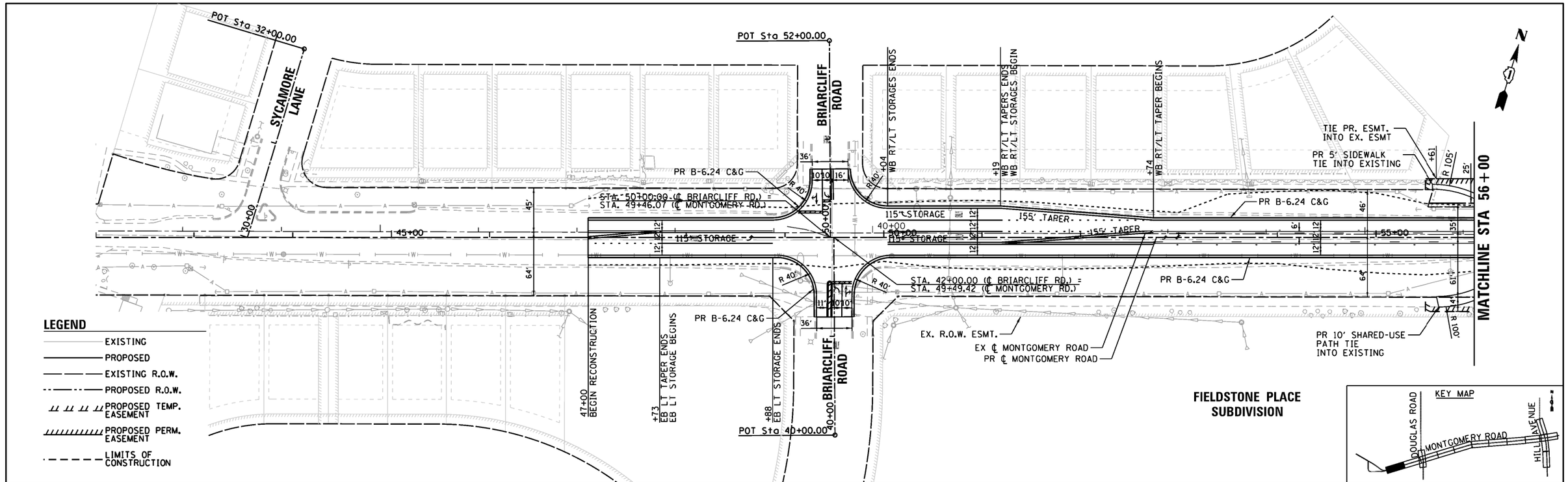
KANE COUNTY
DIVISION OF TRANSPORTATION

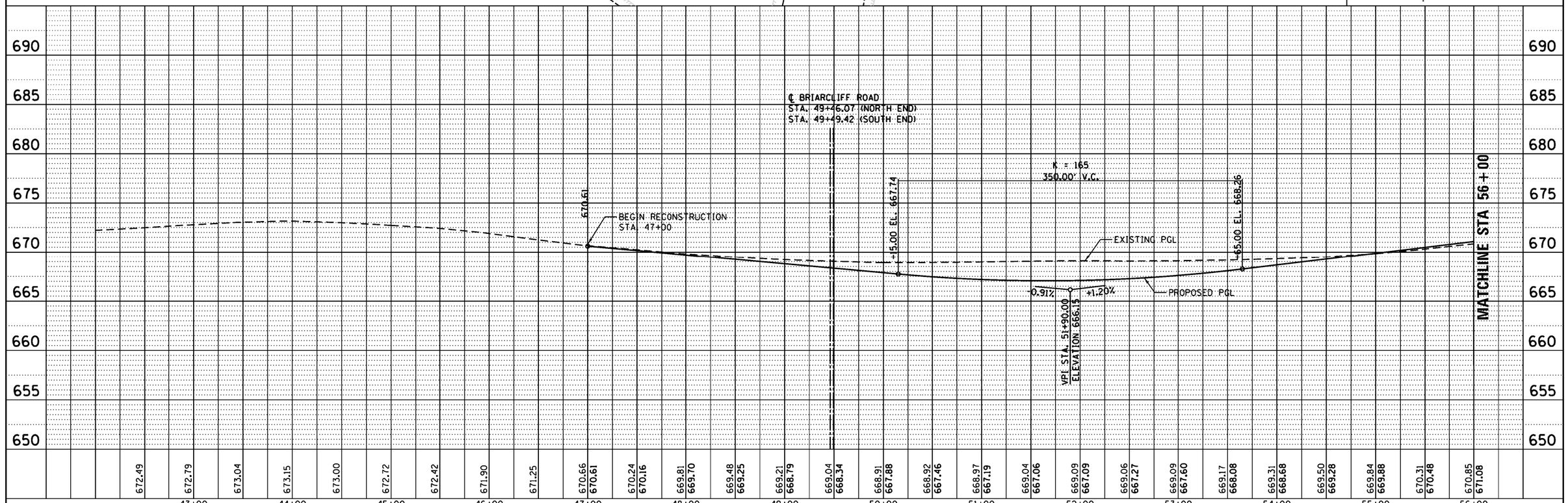
HILL AVENUE
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	10
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

Attachment 5





PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE — SURVEYED | PLOTTED | PROFILE CHECKED | ELEV. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

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KANE COUNTY
DIVISION OF TRANSPORTATION

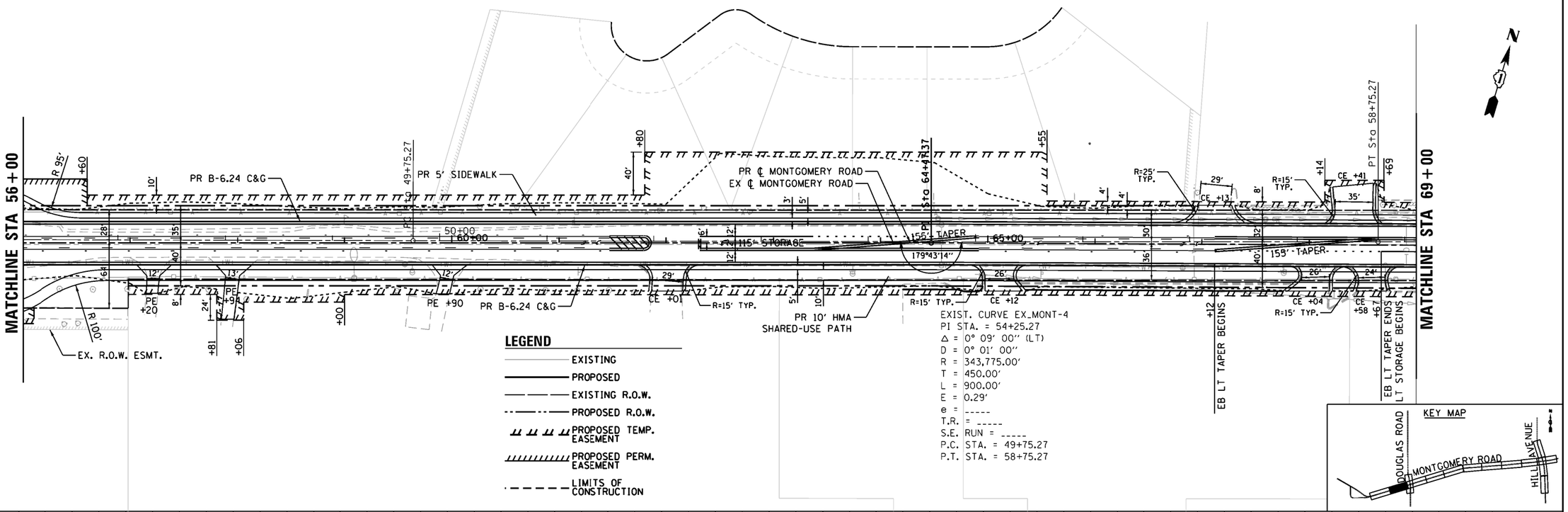
MONTGOMERY ROAD
PLAN & PROFILE SHEETS

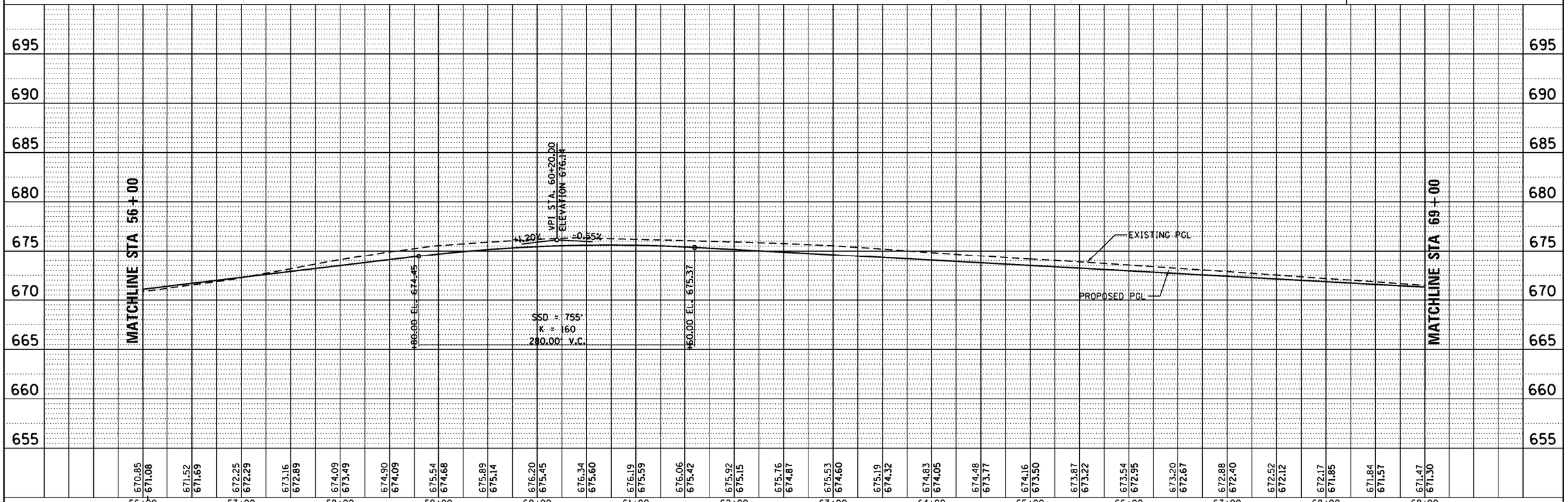
SCALE: 1" = 50' | SHEET 1 OF 14 SHEETS | STA. 47+00 TO STA. 56+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	11
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
C400 FILE NAME
NOTE BOOK
NO.
BY
DATE

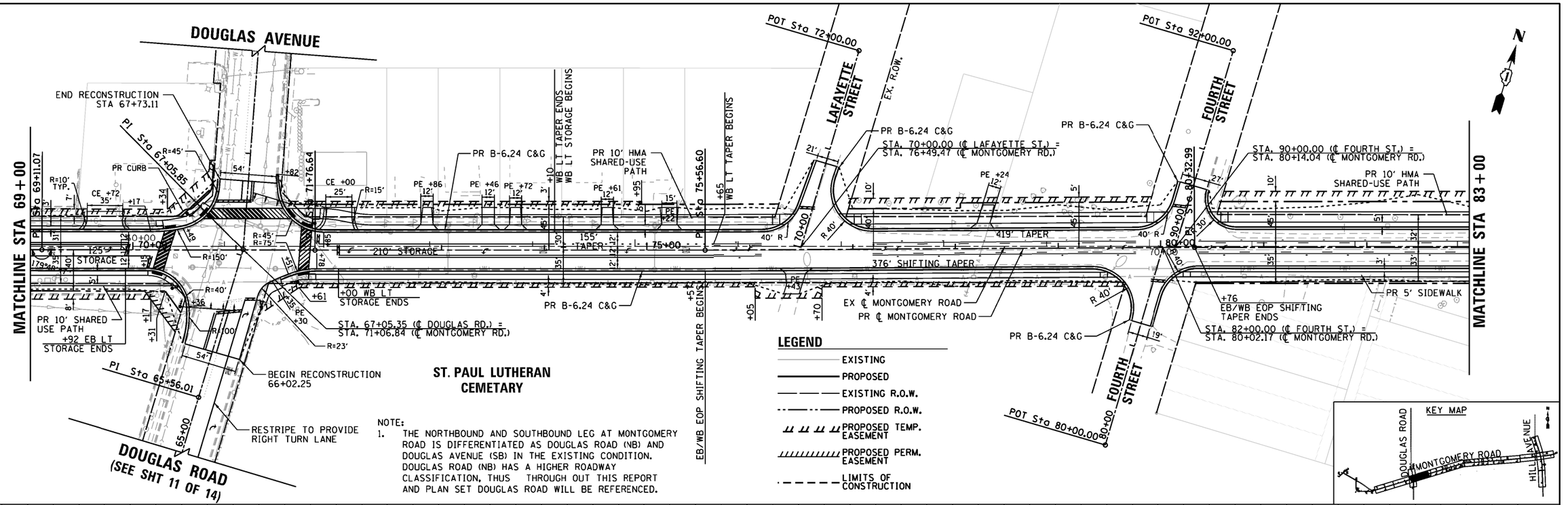
PROFILE
SURVEYED
PLOTTED
PROFILES CHECKED
ELEV. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

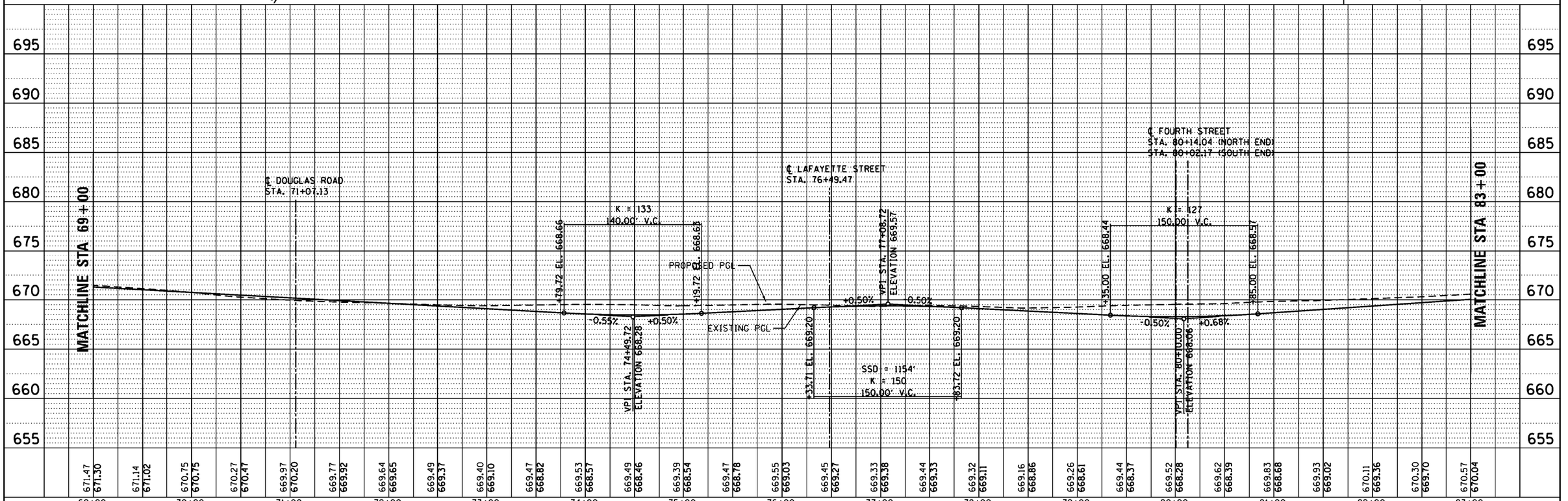




FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS
$MODEL.NAME$		DRAWN - JT	REVISED -		
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	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	12
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			





FILE NAME =	USER NAME = $USER$	DESIGNED - JT	REVISED -
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 3 OF 14 SHEETS | STA. 69+00 TO STA. 83+00

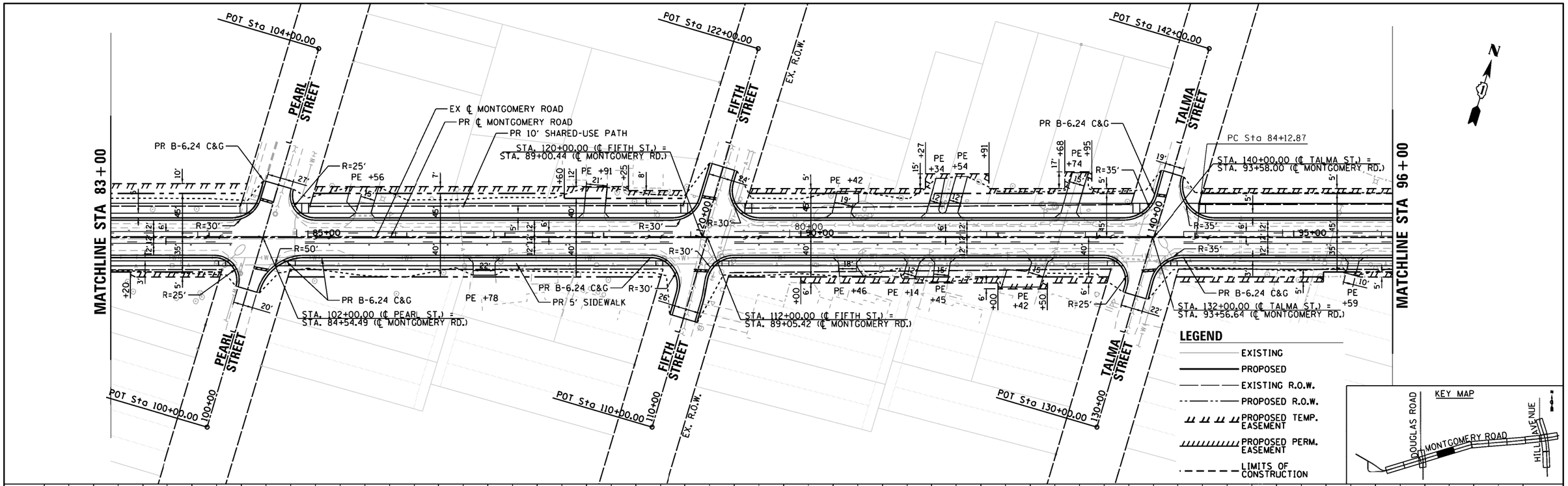
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	13
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

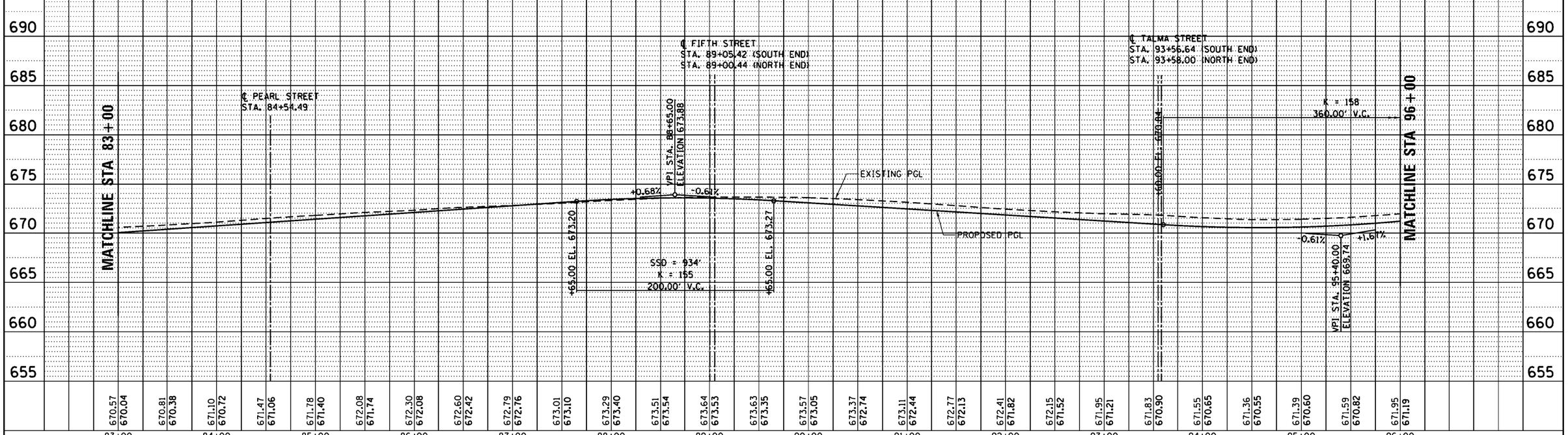
PLAN: SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE: SURVEYED | PLOTTED | PROFILES CHECKED | ELM. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

PLAN
SURVEYED
PLOTTED
ABSENT/NOT CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
ABSENT/NOT CHECKED
NOTE BOOK
NO.
BY
DATE
ITEM NOTED
STRUCTURE NO/ATHS CHKD





FILE NAME = $FILE1$ / $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 4 OF 14 SHEETS | STA. 83+00 TO STA. 96+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	14
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

POT Sta 162+00.00

JACKSON STREET

STA. 160+00.00 (℄ JACKSON ST.) =
STA. 97+02.11 (℄ MONTGOMERY RD.)

PR B-6.24 C&G

MATCHLINE STA 96+00

R=50′ 24′ 5′ 45′ 35′ R=25′ 22′ R=30′ PR 5′ SIDEWALK

160+00

STA. 152+00.00 (℄ JACKSON ST.) = PR B-6.24
STA. 96+99.84 (℄ MONTGOMERY RD.) C&G

JACKSON STREET

150+00

POT Sta 150+00.00

EXIST. CURVE EX_MONT-5
PI STA. = 87+12.87
Δ = 0° 12′ 00″ (LT)
D = 0° 02′ 00″
R = 171,887.00′
T = 300.00′
L = 600.00′
E = 0.26′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 84+12.87
P.T. STA. = 90+12.87

POT Sta 170+00.00

170+00 HINCKLEY STREET

PT Sta 90+12.87

12′ 12′ 2′ 6′ 3′ 5′ 40′ 35′ 15′ 10′ 23′ PE +95 PE +30 6′ +55

90+00

100+00

R=30′

STA. 172+00.00 (℄ HINCKLEY ST.) =
STA. 100+49.25 (℄ MONTGOMERY RD.)

EXIST. CURVE EX_MONT-6
PI STA. = 95+88.04
Δ = 2° 48′ 56″ (RT)
D = 0° 28′ 00″
R = 12,277.70′
T = 301.73′
L = 603.35′
E = 3.71′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 92+86.30
P.T. STA. = 98+89.65

PC Sta 92+86.30

15′ +00 PE +91 10′ 18′

POT Sta 180+00.00

180+00 WATSON STREET

EX. R.O.W.

105+00

R=30′ 35′ 40′ 10′ 21′ R=35′ PR B-6.24 C&G 6′ PE +83 PE +01 +13

STA. 182+00.00 (℄ WATSON ST.) =
STA. 104+01.91 (℄ MONTGOMERY RD.)

STA. 192+00.00 (℄ HINMAN ST.) =
STA. 107+41.63 (℄ MONTGOMERY RD.)

POT Sta 190+00.00

190+00 HINMAN STREET

V.L. GILMAN TRAIL

PR 10′ HMA SHARED-USE PATH

PR ℄ MONTGOMERY ROAD

EX ℄ MONTGOMERY ROAD

PC Sta 106+03.79

106+03.79

43′ PE +82 +19 R=35′ R=25′ R=15′ R=30′ 21′ 33′ R=20′ CE +85 +27 PR 5′ SIDEWALK

TRAIL ENTRANCE

PR 10′ HMA SHARED-USE PATH

V.L. GILMAN TRAIL

PROP. CURVE C4
PI STA. = 110+54.83
Δ = 13° 13′ 40″ (RT)
D = 1° 28′ 22″
R = 3,890.00′
T = 451.05′
L = 898.08′
E = 26.06′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 106+03.79
P.T. STA. = 115+01.87

TRAIL ENTRANCE

PHILLIPS 66
GAS STATION

PROP. CURVE C4
PCC Sta 98+89.65

CE +84 31′ PR 5′ SIDEWALK R=40′ 64′ 5′ 12′ 5′ 96′ +53 R=10′

MATCHLINE STA 110+00

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILL AVENUE

LEGEND
EXISTING
PROPOSED
EXISTING R.O.W.
PROPOSED R.O.W.
PROPOSED TEMP. EASEMENT
PROPOSED PERM. EASEMENT
LIMITS OF CONSTRUCTION

N

PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ELM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

℄ JACKSON STREET
STA. 96+99.84 (SOUTH END)
STA. 97+02.11 (NORTH END)

℄ HINCKLEY STREET
STA. 100+49.25

℄ WATSON STREET
STA. 104+01.91

℄ HINMAN STREET
STA. 107+41.63

MATCHLINE STA 96+00

+20.00 EL. 672.14

+1.67% VPI STA. 101+65.00 ELEVATION 680.16 -1.09%

+45.00 EL. 676.49

SSD = 611′
K = 160
440.00′ V.C.

+85.00 EL. 677.76

EXISTING PGL

PROPOSED PGL

+40.00 EL. 673.90

K = 164
230.00′ V.C.

-1.09% +0.32%

+70.00 EL. 673.01

VPI STA. 108+55.00 ELEVATION 672.65

MATCHLINE STA 110+00

695 690 685 680 675 670 665 660 655

96+00	97+00	98+00	99+00	100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00	109+00	110+00
671.95	672.43	672.81	673.32	673.93	674.55	675.23	675.79	676.40	677.21	677.82	678.25	678.65	679.00	679.09
671.19	671.73	672.42	673.24	674.07	674.91	675.74	676.57	677.31	677.90	678.32	678.59	678.71	678.66	678.46
678.92	678.64	678.27	677.77	677.26	676.68	676.05	675.54	675.10	674.77	674.65	674.53	674.31	674.02	
678.11	677.60	677.06	676.51	675.97	675.42	674.88	674.34	673.79	673.36	673.07	672.94	672.96	673.10	

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS
$MODELNAME$		DRAWN - JT	REVISED -		SCALE: 1″ = 50′ SHEET 5 OF 14 SHEETS STA. 96+00 TO STA. 110+00
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	15
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

EXIST. CURVE EX_MONT-7
PI STA. = 101+20.93
Δ = 10° 10′ 04″ (RT)
D = 2° 12′ 14″
R = 2,599.65′
T = 231.27′
L = 461.33′
E = 10.27′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 98+89.65
P.T. STA. = 103+50.99

POT Sta 202+00.00
POT Sta 212+00.00
POT Sta 232+00.00
POT Sta 244+00.00
POT Sta 220+00.00
POT Sta 240+00.00

SPENCER STREET
BANGS STREET
UNION STREET
GATES STREET
EX. R.O.W.

MATCHLINE STA 110+00
MATCHLINE STA 123+00

EX ℄ MONTGOMERY ROAD
PR ℄ MONTGOMERY ROAD
PI Sta 110+54.83
PC Sta 115+01.87
PT Sta 103+50.99
STA. 230+00.00 (℄ UNION ST.) =
STA. 177+51.00 (℄ MONTGOMERY RD.)

PR B-6.24 C&G
PR 5′ SIDEWALK
PR B-6.12 C&G
PR B-6.24 C&G
PR 5′ SIDEWALK
PR B-6.24 C&G
PARKING AREA
PR 10′ HMA SHARED-USE PATH
PR B-6.24 C&G
PR B-6.24 C&G

R=30′
R=15′ (TYP.)
R=25′
R=10′
R=5′
R=40′
R=15′
R=10′
R=15′ TYP.

CE +37
CE +78
CE +30
CE +63
CE +64
PE +03
PE +99
PE +53
PE +13
PE +69
PE +75
PE +40
PE +86

STA. 200+00.00 (℄ SPENCER ST.) =
STA. 110+83.11 (℄ MONTGOMERY RD.)
STA. 210+00.00 (℄ BANGS ST.) =
STA. 114+17.62 (℄ MONTGOMERY RD.)
STA. 222+00.00 (℄ UNION ST.) =
STA. 117+46.62 (℄ MONTGOMERY RD.)
STA. 243+00.00 (℄ GATES ST.) =
STA. 120+79.21 (℄ MONTGOMERY RD.)

AURORA TOWNSHIP FIRE DEPARTMENT

V.I. GILMAN TRAIL

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILLS AVENUE

N

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ELEV. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

℄ SPENCER STREET
STA. 110+83.20
℄ BANGS STREET
STA. 114+17.62
℄ UNION STREET
STA. 117+46.62 (SOUTH END)
STA. 117+51.00 (NORTH END)
℄ GATES STREET
STA. 120+79.21

MATCHLINE STA 110+00
+70.00 EL. 673.01
VPI STA. 116+25.00
ELEVATION 675.07
+0.32%
-1.26%
+00.00 EL. 674.68
SSD = 812′
K = 159
250.00′ V.C.
+50.00 EL. 673.50
EXISTING PGL
PROPOSED PGL
+55.00 EL. 668.42
MATCHLINE STA 123+00

110+00	111+00	112+00	113+00	114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00	123+00
674.02 673.10	673.63 673.26	673.18 673.42	673.03 673.58	673.16 673.73	673.36 673.89	673.58 674.05	673.86 674.21	674.14 674.37	674.56 674.52	674.76 674.68	674.66 674.76	674.49 674.68	674.36 674.45	674.25 674.05	674.02 673.50	673.44 672.88	672.68 672.25	671.90 671.62	671.28 670.99	670.66 670.37	670.15 669.74	669.67 669.11	669.16 668.48	668.87 667.92	668.70 667.54	668.70 667.32

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
$MODELNAME$		DRAWN - JT	REVISED -			3579	13-00127-00-WR	KANE	149	16
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -					CONTRACT NO. 64101		
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		SCALE: 1" = 50' SHEET 6 OF 14 SHEETS STA. 110+00 TO STA. 123+00			ILLINOIS FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / DRAWN / CHECKED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / BM. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

PHILLIPS PARK FAMILY AQUATIC CENTER

N

POT Sta 262+00.00
POT Sta 274+00.00
POT Sta 282+00.00
POT Sta 250+00.00
POT Sta 270+00.00
POT Sta 290+00.00

MATCHLINE STA 123+00

MATCHLINE STA 137+00

PLEASANT PLACE

STATE STREET

HOWELL PLACE

RAYMOND DRIVE

KINGSTON AVENUE

STA. 260+00.00 (℄ PLEASANT PL.) = STA. 124+18.49 (℄ MONTGOMERY RD.)

STA. 252+00.00 (℄ PLEASANT PL.) = STA. 124+23.29 (℄ MONTGOMERY RD.)

STA. 272+00.00 (℄ STATE ST./RAYMOND DR.) = STA. 127+45.18 (℄ MONTGOMERY RD.)

STA. 280+00.00 (℄ HOWELL PL.) = STA. 130+79.10 (℄ MONTGOMERY RD.)

STA. 292+00.00 (℄ KINGSTON AVE.) = STA. 135+54.05 (℄ MONTGOMERY RD.)

PR ℄ MONTGOMERY ROAD
EX ℄ MONTGOMERY ROAD
PC Sta 117+59.99

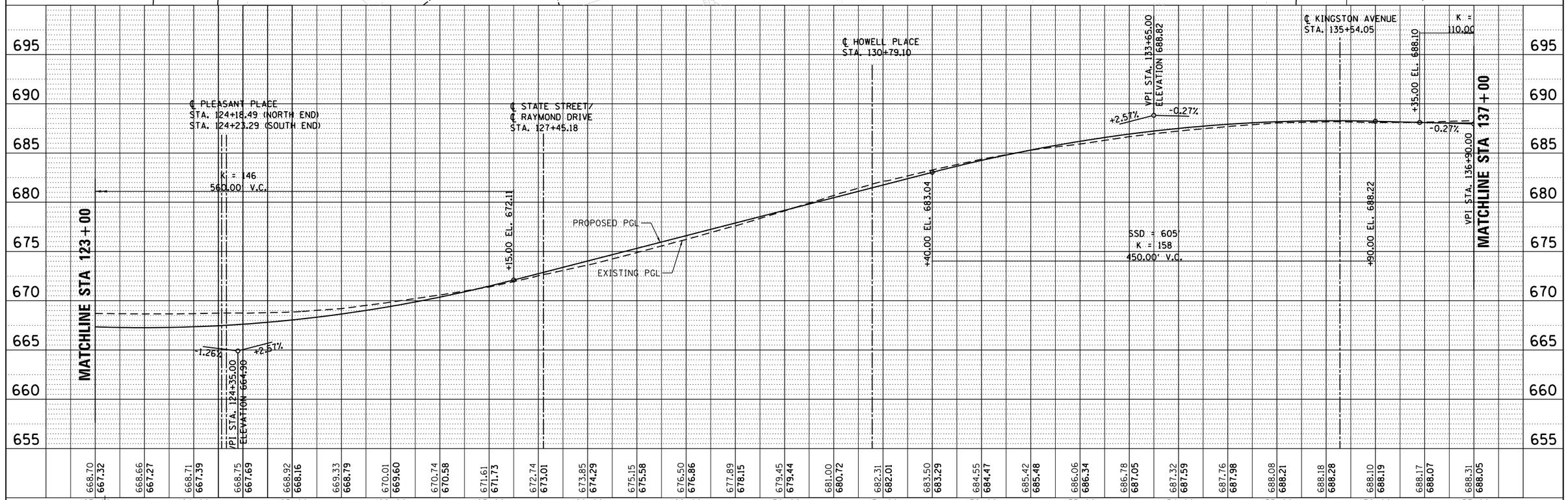
PR B-6.24 C&G
PR 5' SIDEWALK
PR 10' HMA SHARED-USE PATH
EXISTING SIGNAL TO REMAIN
+56 WB LT TAPER ENDS / WB LT STORAGE BEGINS
+31 EB LT STORAGE ENDS
125' STORAGE
155' STORAGE
120+00 65' STORAGE
+82 EB LT TAPER ENDS / EB LT STORAGE BEGINS
+47 EB LT STORAGE ENDS

EXIST. CURVE EX_MONT-8
PI STA. = 120+85.01
Δ = 1° 18' 00" (LT)
D = 0° 12' 00"
R = 28,647.90'
T = 325.01'
L = 650.00'
E = 1.84'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 117+59.99
P.T. STA. = 124+09.99

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP — DOUGLAS ROAD, MONTGOMERY ROAD, HILL AVENUE



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 7 OF 14 SHEETS | STA. 123+00 TO STA. 137+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	17
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PROP. CURVE C5
PI STA. = 138+65.12
Δ = 2° 42' 27" (LT)
D = 0° 03' 26"
R = 100,000.00'
T = 2,363.25'
L = 4,725.61'
E = 27.92'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 115+01.87
P.T. STA. = 162+27.48

ENTRANCE TO PHILLIPS PARK FAMILY AQUATIC CENTER

STA. 302+00.00 (℄ PARK DR.) =
STA. 139+08.19 (℄ MONTGOMERY RD.)

MATCHLINE STA 137+00

PR B-6.24 C&G

R=150'

R=60'

R=70'

R=150'

R=30'

PI Sta 138+65.12

PARK DRIVE

POT Sta 300+00.00

EX ℄ MONTGOMERY ROAD

PR ℄ MONTGOMERY ROAD

PROP. CURVE C5

EX. R.O.W.

5'R TYP.

PR 10' HMA SHARED-USE PATH

PR B-6.12 C&G

PHILLIPS PARK GOLF COURSE

STA. 312+00.00 (℄ CROWN DR.) =
STA. 149+08.18 (℄ MONTGOMERY RD.)

PR 5' SIDEWALK

PR 4'X4' BOX CULVERT

MATCHLINE STA 151+00

CROWN DRIVE

POT Sta 310+00.00

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP

DOUGLAS ROAD — MONTGOMERY ROAD — HILL AVENUE

MATCHLINE STA 137+00
ELEVATION 687.95

165' V.C.
+45.00 EL. 688.17
+0.40%

℄ PARK AVENUE
STA. 139+08.19

EXISTING PGL

PROPOSED PGL

VPI STA. 143+15.00
ELEVATION 690.44

+0.40%
-0.45%

+45.00 EL. 690.16

SSD = 1345'
K = 165
40.00' V.C.

+85.00 EL. 690.12

+55.00 EL. 688.46

K = 159
20.00' V.C.

+75.00 EL. 688.37

-0.45%
+0.31%

VPI STA. 148+15.00
ELEVATION 688.19

℄ CROWN DRIVE
STA. 149+08.18

MATCHLINE STA 151+00

	137+00	138+00	139+00	140+00	141+00	142+00	143+00	144+00	145+00	146+00	147+00	148+00	149+00	150+00	151+00
EXISTING	688.31	688.48	688.68	688.88	689.13	689.16	689.34	689.52	689.69	689.84	690.01	690.27	690.37	690.38	690.33
PROPOSED	688.05	688.19	688.39	688.59	688.79	688.99	689.18	689.38	689.58	689.78	689.98	690.18	690.28	690.24	690.05
EXISTING	690.12	689.85	689.60	689.40	689.23	688.95	688.91	688.94	688.75	688.67	688.68	688.94	689.08	689.12	
PROPOSED	689.83	689.60	689.38	689.15	688.93	688.71	688.48	688.32	688.32	688.45	688.60	688.76	688.91	689.06	

PLAN — SURVEYED; PLOTTED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; C400 FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; PROFILES CHECKED; ELM. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE

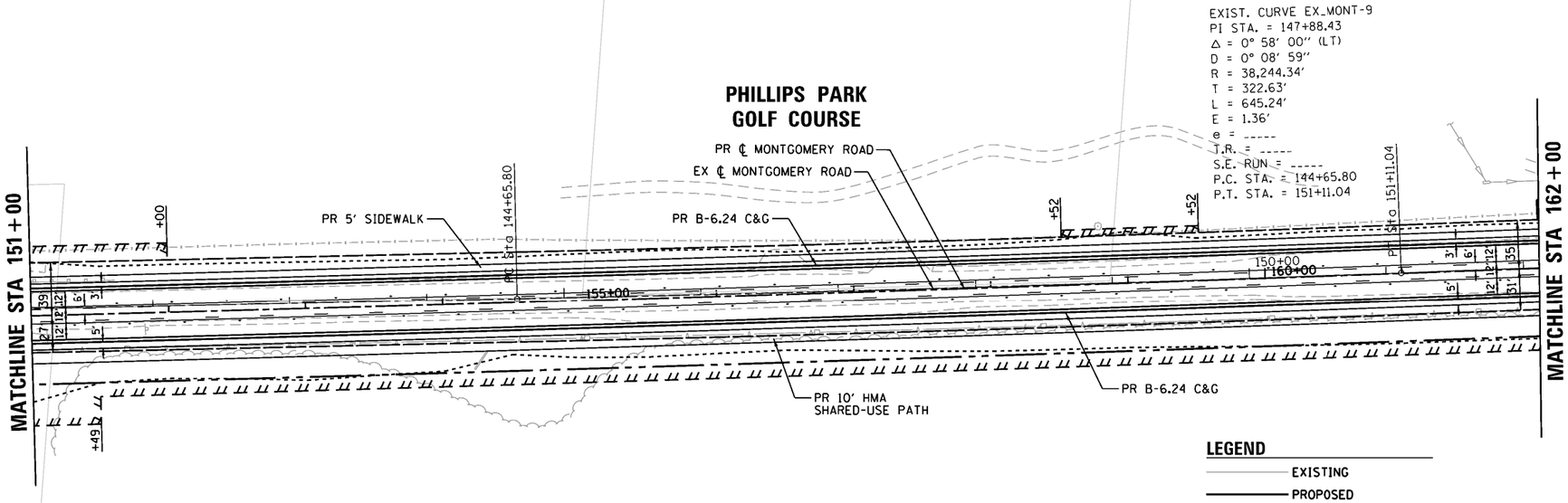
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$MODEL.NAME$		DRAWN - JT	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -	
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -	

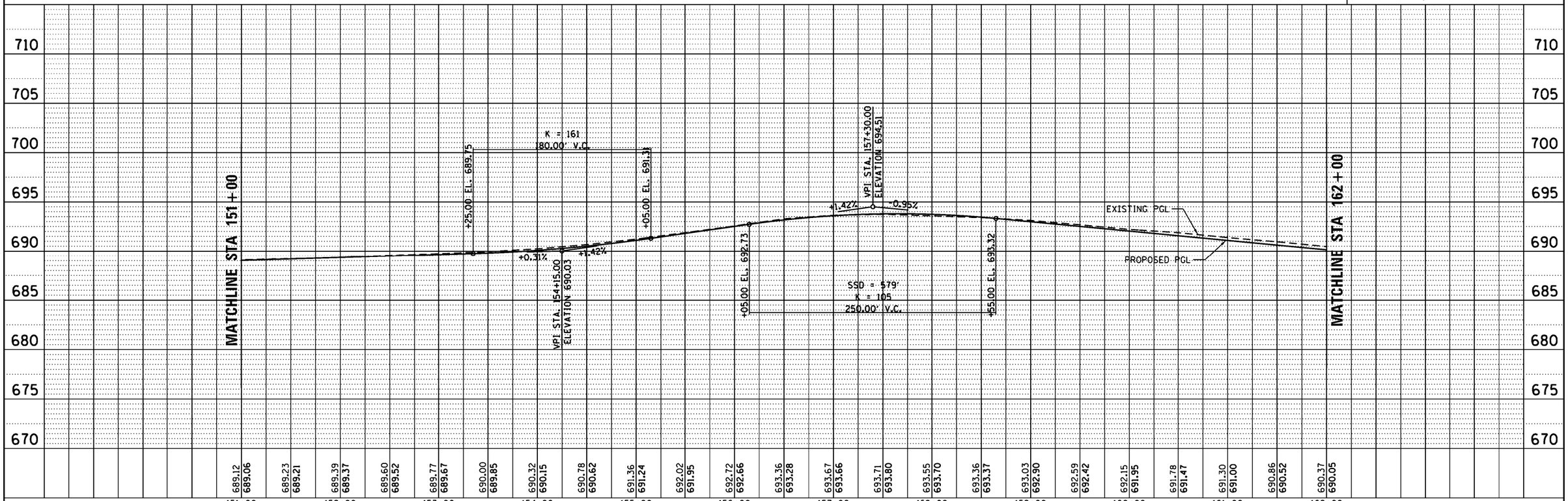
MONTGOMERY ROAD
PLAN & PROFILE SHEETS
SCALE: 1" = 50' | SHEET 8 OF 14 SHEETS | STA. 137+00 TO STA. 151+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	18
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
ELEV. NOTED
STRUCTURE NO'S/MI'S CHKD
NOTE BOOK
NO.
BY
DATE





FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

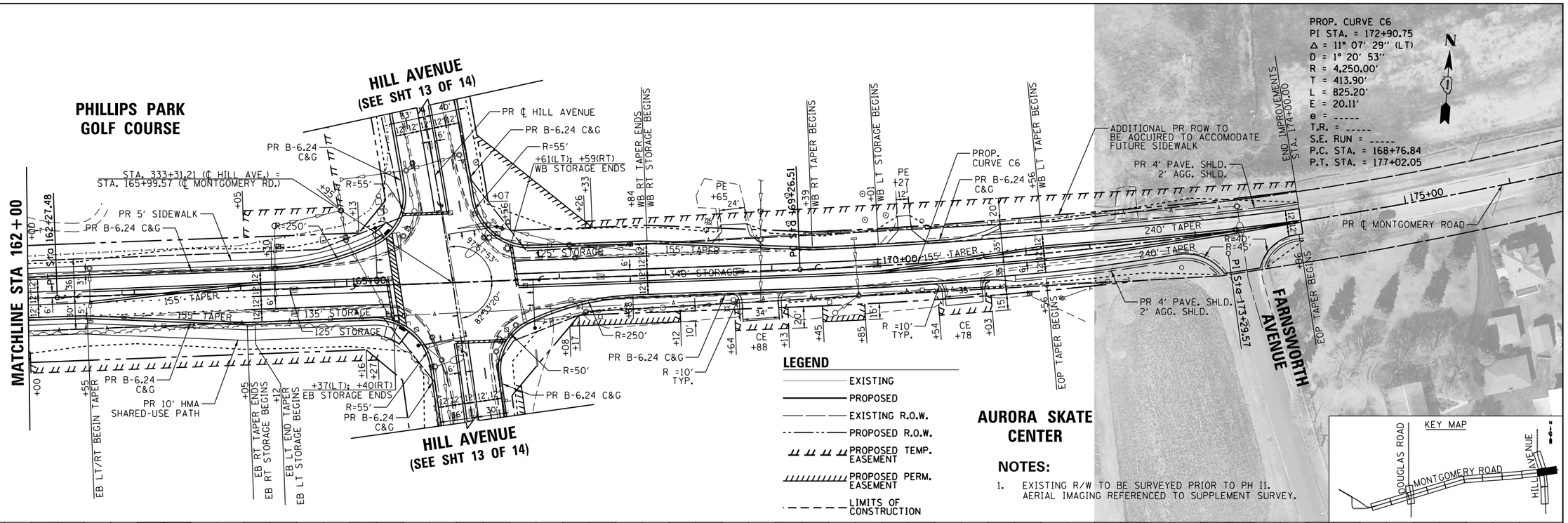
KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS
SCALE: 1" = 50' | SHEET 9 OF 14 SHEETS | STA. 151+00 | TO STA. 162+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	19
		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			

PLAN — SURVEYED — PLOTTED — CLASSES CHECKED — ALIGNMENT CHECKED — RT. OF WAY CHECKED — CADD FILE NAME — NOTE BOOK — NO. — DATE — BY

PROFILE — SURVEYED — PLOTTED — CLASSES CHECKED — BAR. NOTED STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — DATE — BY



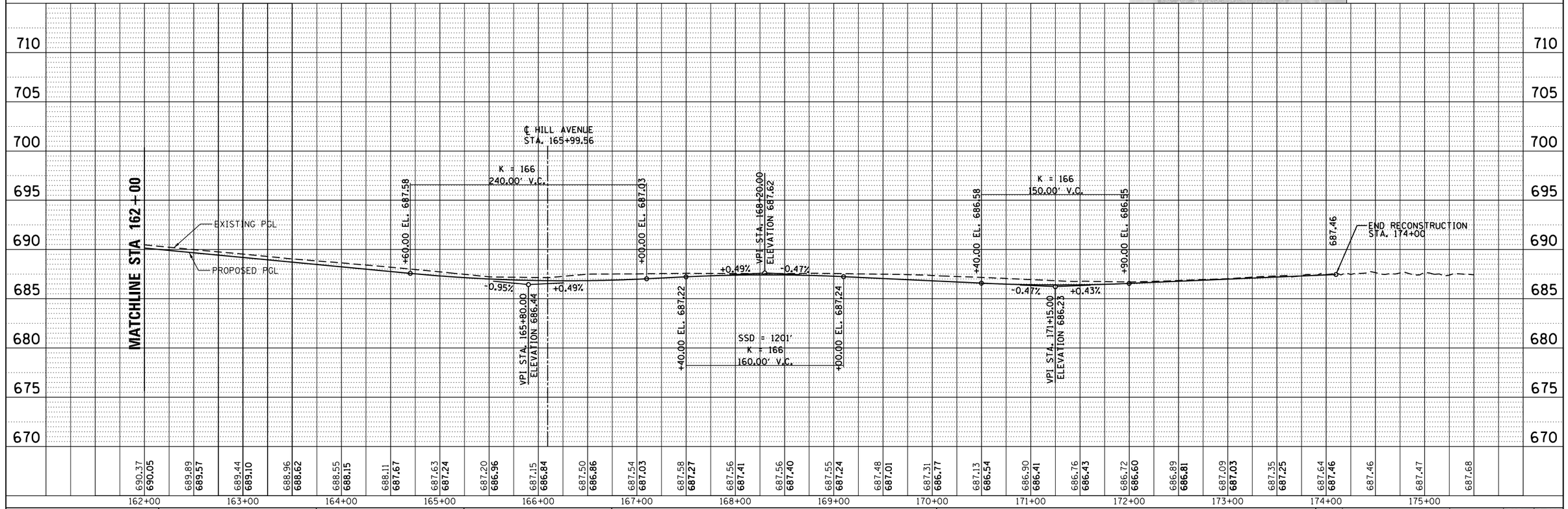
LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

AURORA SKATE CENTER

NOTES:

1. EXISTING R/W TO BE SURVEYED PRIOR TO PH II. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.



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$FILE$		DRAWN - JT	REVISED -
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	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

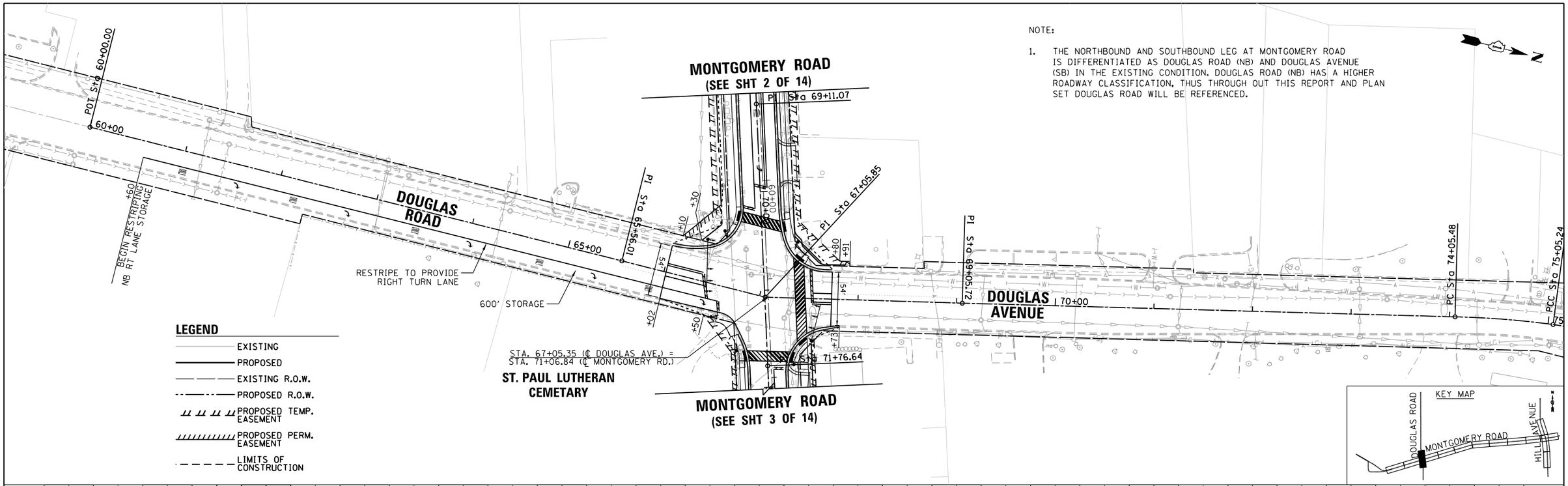
MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 10 OF 14 SHEETS | STA. 162+00 | TO STA. 174+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	20
		CONTRACT NO.	64101	
		ILLINOIS FED. AID PROJECT		

NOTE:

1. 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.

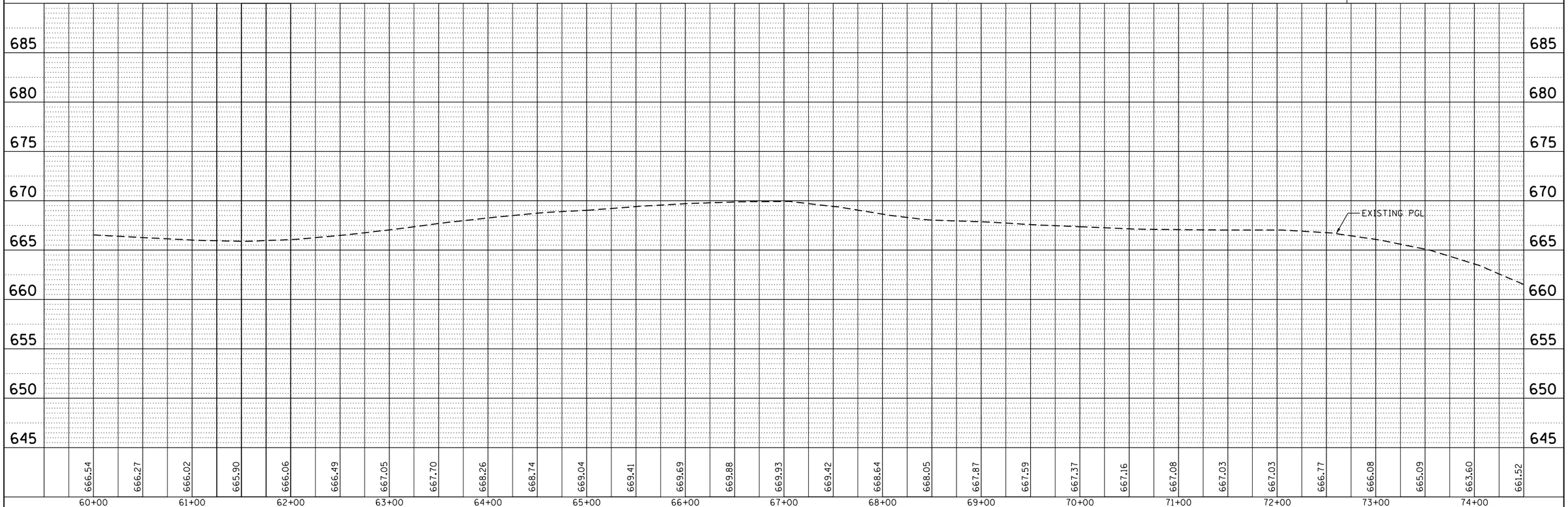


LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

PLAN — SURVEYED; PLOTTED; DESIGNED; CHECKED; R/W AGREEMENT; R/W CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; DESIGNED; CHECKED; BAR. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE



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		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

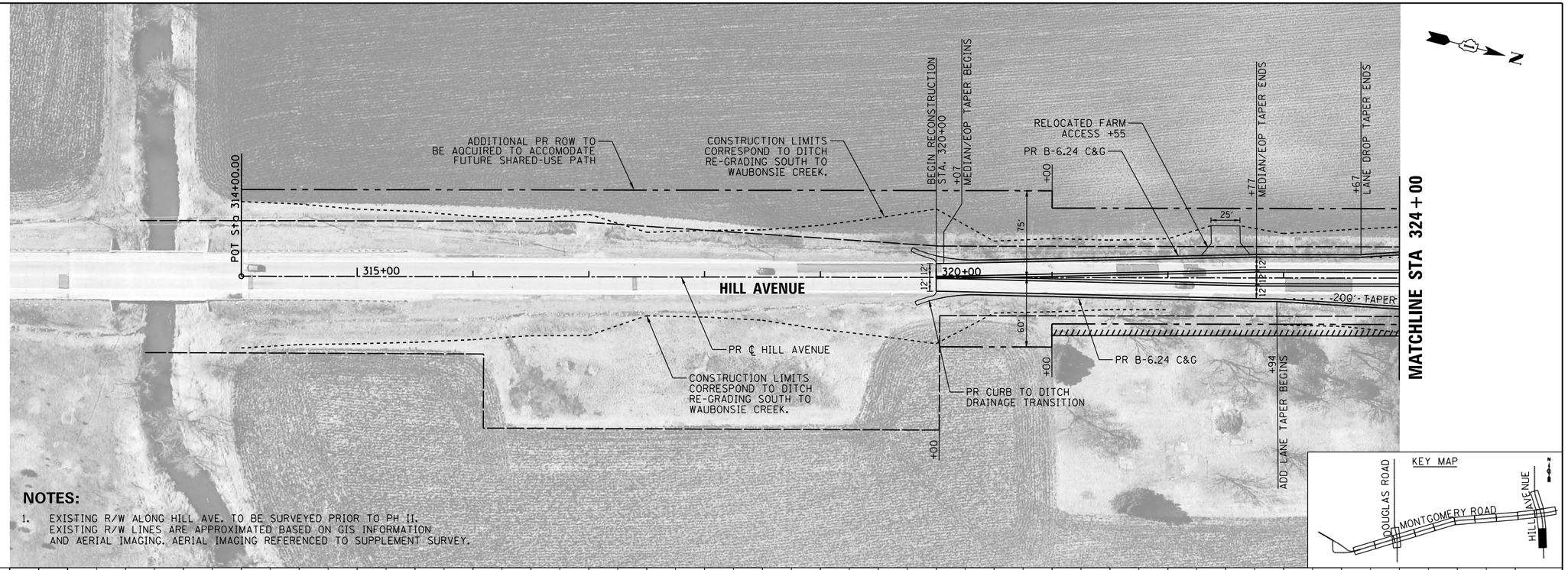
DOUGLAS ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 11 OF 14 SHEETS | STA. 60+60 TO STA. 67+73

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	21
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

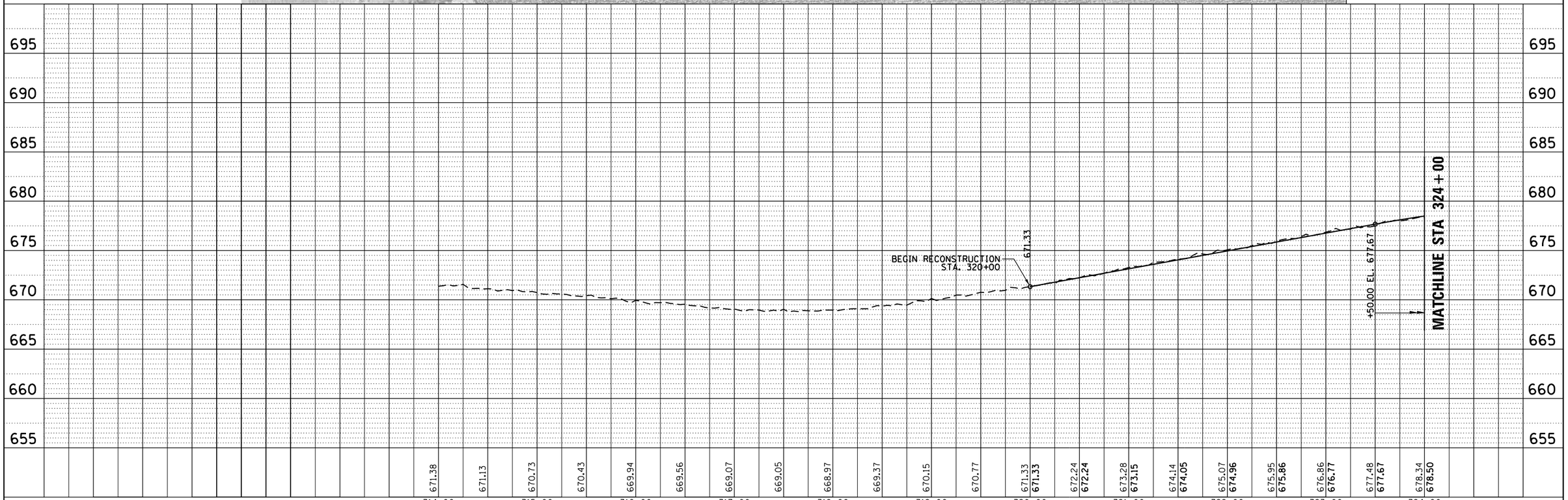


LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.

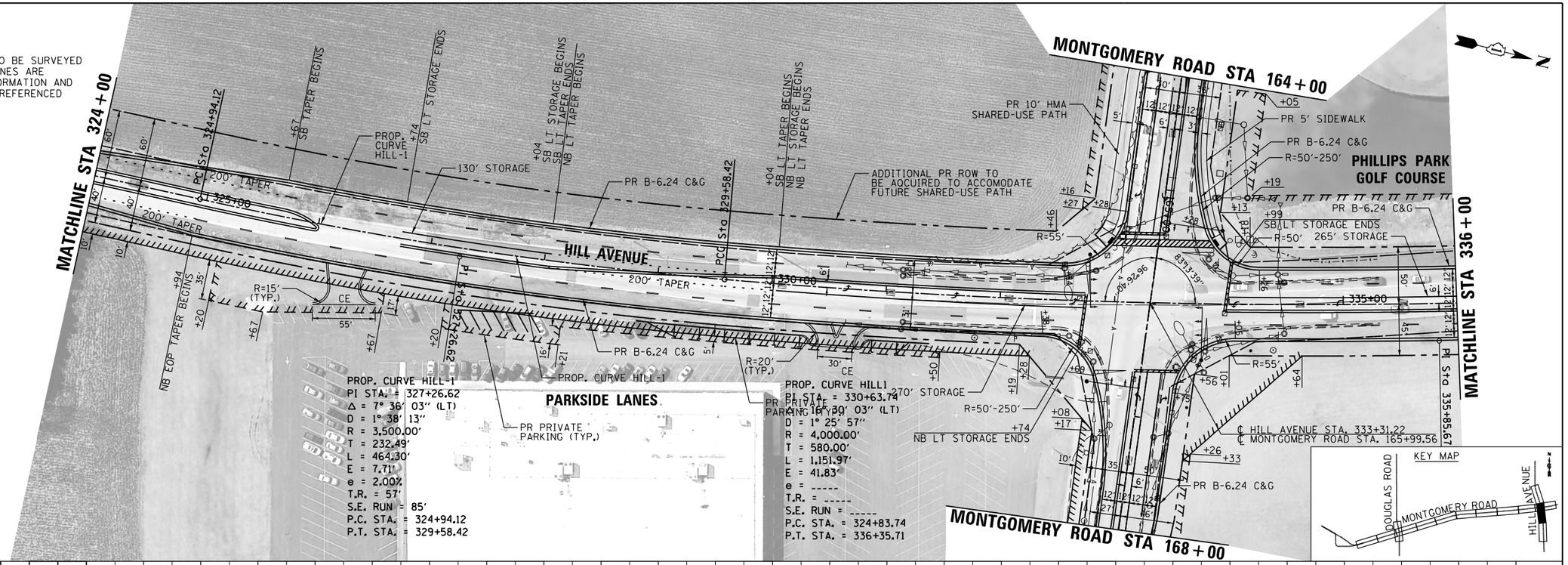


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	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		SCALE: 1" = 50' SHEET 12 OF 14 SHEETS STA. 314+00 TO STA. 324+00
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	22
		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			

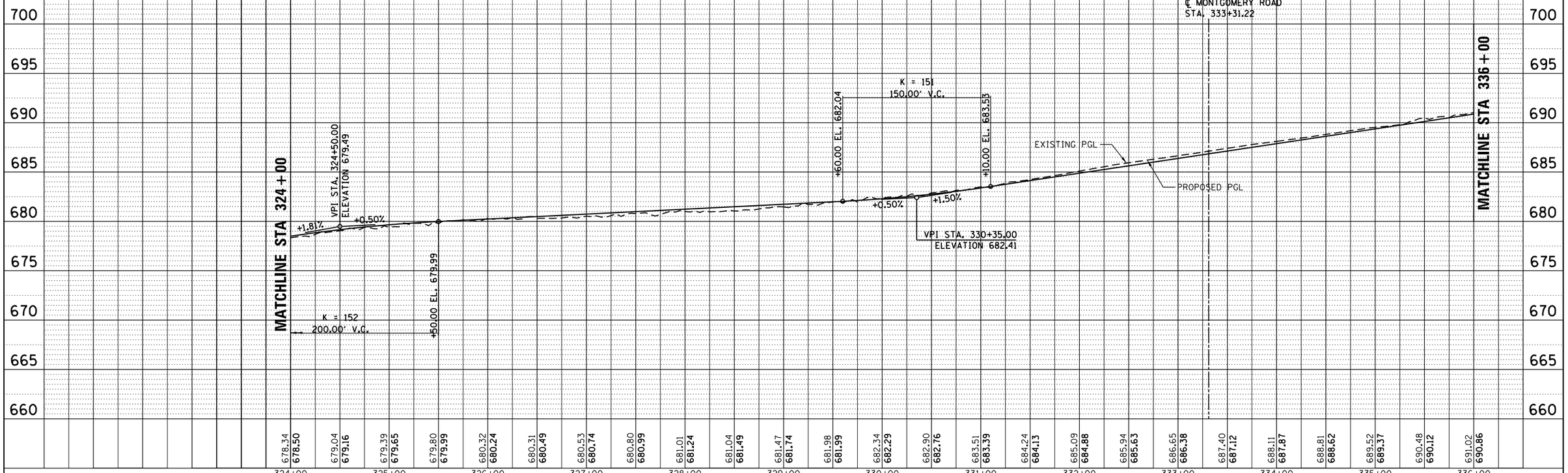
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LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION



FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 13 OF 14 SHEETS | STA. 324+00 TO STA. 336+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	23
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, PROFILE CHECKED, ELM. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

PROP. CURVE HILL-2
PI STA. = 335+85.67
Δ = 11° 56′ 10″ (LT)
D = 0° 57′ 18″
R = 6,000.00′
T = 627.24′
L = 1,249.95′
E = 32.70′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 329+58.42
P.T. STA. = 342+08.37

PROP. CURVE HILL-3
PI STA. = 343+66.89
Δ = 3° 01′ 36″ (RT)
D = 0° 57′ 18″
R = 6,000.00′
T = 158.52′
L = 316.96′
E = 2.09′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 342+08.37
P.T. STA. = 345+25.33

PHILLIPS PARK GOLF COURSE

MATCHLINE STA 336+00

PR B-6.24 C&G
260′ STORAGE
+60 SB LT BEGIN STORAGE
SB LT END TAPER
+65 SB LT BEGIN TAPER
ADD LANE TAPER ENDS
PROP. CURVE HILL-2
+65 ADD LANE TAPER BEGINS
200′ TAPER
340+00
PR ℄ HILL AVENUE
DROP LANE TAPER BEGINS
DROP LANE TAPER ENDS
PRC Sta 342+08.37
PI Sta 343+66.89
PT Sta 345+25.33
END RECONSTRUCTION STA. 345+50
345+00
POT Sta 347+50.00
PROP. CURVE HILL-3

N

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

NOTES:

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KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILL AVENUE

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
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BM. NOTED
STRUCTURE NO'S/TNS CHKD
NOTE BOOK
NO.
BY
DATE

720
715
710
705
700
695
690
685
680

MATCHLINE STA 336+00

+90.00 EL. 696.70
K = 164
250.00′ V.C.
+40.00 EL. 702.34
+1.50%
+3.02%
VPI STA. 341+15.00
ELEVATION 698.57
711.70
END RECONSTRUCTION STA. 345+50

691.02 690.86 | 691.68 691.61 | 692.62 692.36 | 693.06 693.11 | 693.94 693.86 | 694.54 694.60 | 695.25 695.35 | 696.07 696.10 | 696.95 696.85 | 697.73 697.71 | 698.78 698.71 | 700.10 699.87 | 701.31 701.18 | 702.69 702.65 | 703.95 704.16 | 705.41 705.66 | 706.94 707.17 | 708.68 708.68 | 710.54 710.19 | 711.70 711.70

336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00

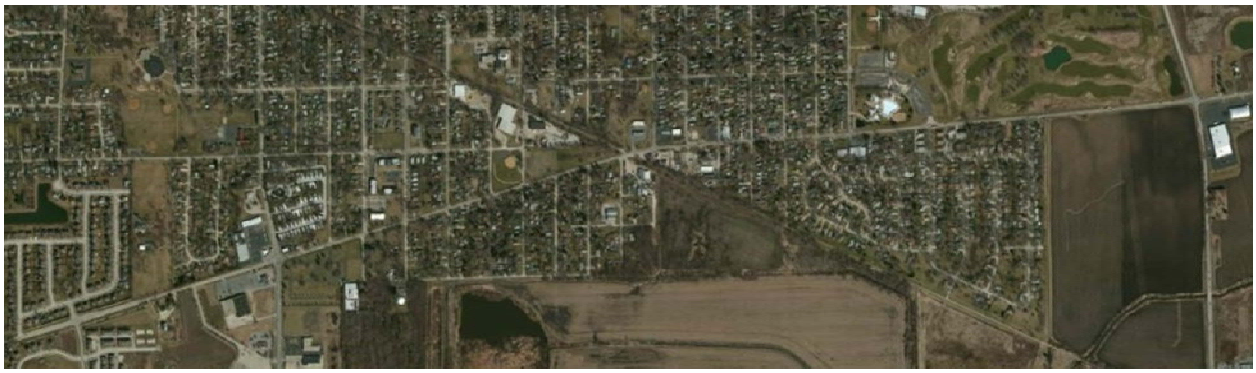
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	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
PLAN & PROFILE SHEETS
SCALE: 1″ = 50′ | SHEET 14 OF 14 SHEETS | STA. 336+00 TO STA. 345+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	24
		CONTRACT NO.	64101	
		ILLINOIS FED. AID PROJECT		

SECTION 4(F) DE MINIMIS IMPACT DOCUMENTATION



MONTGOMERY ROAD FROM FAU ROUTE 2548 (BRIARCLIFF ROAD) TO 750' EAST OF FAP ROUTE 360 (HILL AVENUE)

KANE COUNTY

Aurora Township:

Aurora Township Soccer Field

Kane County Division of Transportation

Section: 13-00127-00-WR

December 2016

Contents

I. Project Description 4
II. Section 4(f) Resources 5
III. Description of Intended Section 4(f) Resource Use 5
IV. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance the Resource 6
V. Evidence of Opportunity for Public Review and Comment 7
VI. Evidence of Coordination with Official(s) with Jurisdiction (OWJ) 8
VII. Supporting Documentation (Attachments) 9

I. Project Description

a. **Section Number:** 13-00127-00-WR

b. **Project Name:** Montgomery Road Improvements

c. **Project Termini:** Montgomery Road – FAU Route 2548 (Briarcliff Road) to 750 feet East of FAP Route 360 (Hill Avenue); Hill Avenue – 1200 feet North and 1400 feet South of Montgomery Road Intersection. (See Attachment 2)

d. **Project Type:** Roadway reconstruction to provide one through lane in each direction separated by a flush two-way left turn lane median along Montgomery Road, drainage improvements, intersection improvements, sidewalk and multi-use path construction, and traffic signal reconfiguration.

e. **Project Length:** Montgomery Road – 2.4 miles, Hill Ave. – 0.5 miles

f. **NEPA Class of Action:** Anticipated Federal Categorical Exclusion.

g. **Purpose and Need Summary:** 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 need for this project is based on the inability of the existing Montgomery Road to meet future capacity needs; the need to provide safe travel conditions for all users; and the need to better accommodate bicycles and pedestrians.

h. **Project Status:** Kane County is in the process of completing a preliminary engineering and environmental study (Phase I). Geometric design has been submitted to IDOT and is anticipated for approval within 3 months. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) for the Montgomery Road Improvements have yet to be scheduled and funding for each phase is undetermined at this time. The Phase 1 study will follow all state and federal processes to insure the capability of securing federal funds for construction.

I. Section 4(f) Resources

a. Resource Type: The Section 4(f) resource is a public park.

b. Names of Resource: Aurora Township Soccer Field

c. Officials with Jurisdiction: Aurora Township owns the Aurora Township Soccer Field.

d. Description of Role/Significance in the Community:

i. The Aurora Township Soccer Field is used by the public for recreational activities and includes a small playground. The soccer field and playground occupy portions of an approximately three-acre site.

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

a. Acres to be Impacted:

i. Aurora Township Soccer Field: 0.28 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road; 0.12 acres of proposed right-of-way for the installation and maintenance of the sidewalk along the southern edge of the property. See Attachment 3, 4, and 5.

Aurora Township Soccer Field		
Item	**Acreage**	**Location**
Temp Easement Area	0.28	North of Montgomery Rd
Total	**0.28**	
Proposed ROW	0.12	North of Montgomery Rd
Total	**0.12**	

b. Type of Impact: The extent of each fee simple acquisition, temporary easement and permanent easement are listed in the above tables. The areas described as Proposed ROW are fee simple acquisitions.

c. Existing Function of Impacted Acres:

i. Aurora Township Soccer Field: The property is a linear grassed area with no direct recreational use. The existing fence adjacent to the roadway that borders the property will be removed and reinstalled or permanently replaced upon construction.

d. Relation of impacted areas to Section 4(f) function and significance of resource: The 4(f) property functions as recreational area. The areas proposed for acquisition are not used for recreational purposes, but serve as a buffer between Montgomery Road and all affected properties.

e. Resulting function of impacted areas: The fee simple acquisition of the properties, which will become Kane County right-of-way, will accommodate the fill/cut slopes due to the proposed roadway widening, the addition of pedestrian facilities, and installation and maintenance of proposed closed drainage systems (where noted). The temporary construction easement will be used for construction of the fill/cut slopes and any affected access to and from Montgomery Road.

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

a. Avoidance and minimization efforts made and benefits to resource: Extensive effort was made to minimize the impact to the 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 the Aurora Township Soccer Field to the local community.

b. Commitments for mitigation or enhancement: There are no commitments proposed in relation to the Aurora Township Soccer Field.

IV. Evidence of Opportunity for Public Review and Comment

a. Type of public availability (internet postings, public meetings, mailers): The Draft Section 4(f) Document was available for public viewing at the September 14, 2016 Public Hearing. Attendees were informed that the draft document was available for review and comment at the Fox Valley Park District (101 W. Illinois Avenue, Aurora, IL 60506), Aurora Township (80 N. Broadway, Aurora, IL 60507), City of Aurora (44 E. Downer Place, Aurora, IL 60505), and at IDOT/Bureau of Local Roads and Streets (201 W. Center Court, Schaumburg, IL 60196) between September 19, 2016 and October 14, 2016. Section 4(f) impacts were noted in the Public Hearing notice as advertised in the Beacon-News and the Kane County Chronicle on August 24 and 25, 2016 and September 7 and 8, 2016. Postcards to adjacent residents and owners, and public officials were sent on August 29, 2016. Letters were mailed to the Stakeholder Focus Group on August 31, 2016. Notification is also on the project website, http://www.co.kane.il.us/dot/constProjects/montgomeryRoad.aspx.

b. Date of action: The public hearing was held on September 14, 2016 from 4:00 p.m. to 7:00 p.m. at the Montgomery Village Hall.

c. Summary of comments: The public comment period was from September 14, 2016 to October 14, 2016 for the Section 4(f) Report. During the Public Hearing, (2) written comment forms were submitted and (8) verbal comments were filed with the court reporter. The summary below describes the most predominant categories. After the Public Hearing, (3) written additional comments were submitted to Kane County Division of Transportation before the September 28, 2016 deadline and are included in this summary.

- Drainage Issues
- Loss of Parking Spaces
- Loss of Driveway Space
- Dedicated Turn Lanes

- Land/Property Acquisition
- Sidewalk, Crosswalk, and Bike Path Issues and Connections
- Traffic Control
- General Support for the Project

The only comment received regarding impacts or use of the Aurora Township Soccer Field property suggested taking more of the Section 4(f) property to move the improvements further away from the residential homes on the south side of Montgomery Road across from the Aurora Township Soccer Field.

d. Notification of OWJ of public availability and summary of comments: The Section 4(f) documentation for public viewing and comment was available at the Public Hearing on September 14, 2016. Notice of this was sent to Aurora Township on August 29, 2016.

V. Evidence of Coordination with Official(s) with Jurisdiction (OWJ)

(See Attachment 1)

a. Meeting minutes and agendas:

A combined meeting was held with the City of Aurora, Fox Valley Park District, and Aurora Township on June 13, 2016 at the Kane County Division of Transportation. The purpose of the meeting was to provide information about the proposed improvements to Montgomery Road from Hill Avenue to Briarcliff Road as part of the Phase I study. Additionally Kane County wanted to discuss potential impacts to parkland and the Section 4(f) process. The agenda for the meeting included the following:

- Introductions
- Limits of the Project
- Project History
- Project Design Details
- Agency/Public Coordination

- Potential Impacts (Focused on Parkland)
- Section 4(f) Process
- Tentative Schedule

Minutes from the meeting are included in Attachment 1.

b. Correspondence to OWJ:

i. August 9, 2016, Letter from Kane County to Aurora Township

c. OWJ written concurrence with a No Adverse Effect Determination:

i. Aurora Township: Signed September 15, 2016

VI. Supporting Documentation (Attachments)

1. Coordination/Owner Sign-off (Attachment 1)
2. Location Map of Project (Attachment 2)
3. Aurora Township Soccer Field Impacts Exhibit (Attachment 3)
4. Proposed Typical Sections (Attachment 4)
5. Preliminary Plan & Profile Sheets (Attachment 5)

Attachments

Attachment 1

Concurrence on determination of no adverse effects to Section 4(f) lands:

Concur ✓

Do Not Concur _____

Name William Catching

Title Township Supervisor

Date Sept. 15, 2016

Comments On behalf of Aurora Township, I concur that no adverse effects will occur to our property - namely our soccer field on Montgomery Road. In addition I encourage Kane County to pursue funding for this important transportation project.

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

Bill Catching
Supervisor
Aurora Township
80 N. Broadway
Aurora, IL 60505

August 9, 2016

Subject: Montgomery Road Improvements Phase I Study
Kane County
Section 4(f) Coordination

Dear Mr. Catching,

The Kane County Division of Transportation is nearing the completion of preliminary engineering and environmental studies (Phase 1) for the proposed improvement of Montgomery Road. As discussed in meetings with Aurora Township on June 13, 2016, the Montgomery Road improvements will impact the Aurora Township Soccer Field. As this project is anticipated to utilize federal funds, the Aurora Township property is eligible for protection under the federal regulations 23 U.S.C. 138 and 49 U.S.C. 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Kane County anticipates a de minimis impact finding for the Aurora Township properties, based on the determination that the project will not adversely affect the features, attributes, or activities that qualify the property for protection under Section 4(f).

The purpose of this letter is to request Aurora Township's concurrence that no adverse effects will occur to publicly owned lands maintained by Aurora Township as a result of the Montgomery Road improvements.

The County will require 0.28 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road, which is located within the Aurora Township Soccer Field right-of-way. In addition, 0.12 acres of proposed right-of-way along the southern edge of the property will be required for installation and maintenance of the proposed pedestrian sidewalk.

The county has determined that the impacts of this project qualify for de minimis as outlined in the 23 CFR 774, because:

1. The transportation use of the Section 4(f) resource, together with the impacts and mitigation measures incorporated into the project; do not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

2. The county has coordinated with Aurora Township and has discussed the project and impacts during a meeting held June 13, 2016. Verbal concurrence was stated after the presentation of anticipated property impacts.

By signing this letter, Aurora Township concurs with the determination that the Montgomery Road improvements will not have an adverse effect on the activities, features, and attributes that qualify the properties for protection under Section 4(f). Aurora Township acknowledges that the Federal Highway Administration will use this concurrence as the basis for making a de minimis finding for each of the properties impacted and described in the enclosure.

Please review the enclosed exhibits for a detailed description of the Section 4(f) properties that will be affected. If Aurora Township concurs with the determination of no adverse effect to the activities, features, and attributes that qualify the resources for protection under Section 4(f), please sign one copy of this letter and return it to the Kane County Division of Transportation. A second copy has been provided for your records.

Upon completion of the Phase 1 study, the Kane County Division of Transportation may begin Phase 2, contract plan preparation and right-of-way acquisition. At that time, your agency will be contacted by Kane County about the temporary and permanent acquisition of right-of-way needed for highway purposes. Your signature on this letter in no way affects future negotiations with Kane County for land being acquired.

Respectfully,

Jennifer O'Connell

Jennifer O'Connell, P.E.

Senior Project Manager
Kane County Division of Transportation

cc: File

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

Bill Catching
Supervisor
Aurora Township
80 N. Broadway
Aurora, IL 60505

August 9, 2016

Subject: Montgomery Road Improvements Phase I Study
Kane County
Section 4(f) Coordination

Dear Mr. Catching,

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Respectfully,

Jennifer O'Connell

Jennifer O'Connell, P.E.

Senior Project Manager
Kane County Division of Transportation

cc: File

Concurrence on determination of no adverse effects to Section 4(f) lands:

Concur _____

Do Not Concur _____

Name _____

Title _____

Date _____

Comments _____





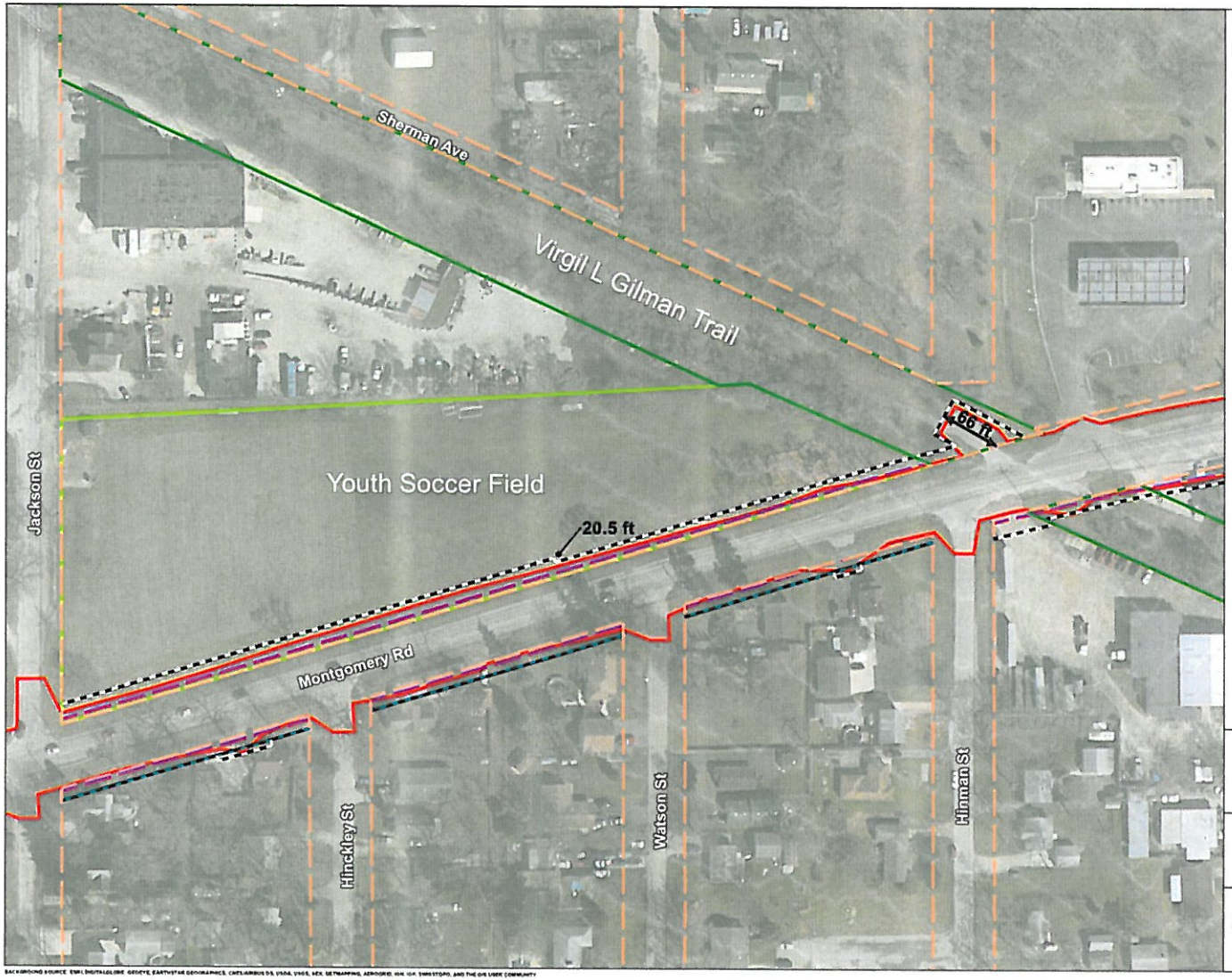
LOCATION MAP

JUNE 9, 2016

0 1,000 2,000
FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR



LEGEND

- Aurora Township Youth Soccer Field
- Virgil L Gilman Trail
- Existing ROW
- Proposed ROW (0.12 AC)
- Temporary Easement (0.28 AC)
- Permanent Easement
- Construction Limits

AURORA TOWNSHIP YOUTH SOCCER FIELD

JUNE 9, 2016

0 50 100
FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR

FIGURE 1

HDR | ONE COMPANY *Many Solutions*℠

Meeting Minutes

Subject:	Montgomery Road – Section 4(f) Meeting		
Client:	Kane County Department of Transportation		
Project:	Montgomery Road (CH29) Phase 1 Engineering	Project No:	
Meeting Date:	June 13, 2016	Meeting Location:	Kane County DOT Office
Notes by:	John Lazzara		

Attendees:

Name	Affiliation	Phone Number	Email Address
Jennifer O'Connell	KDOT	630.406.7333	oconnelljennifer@co.kane.il.us
Stephen Andras	City of Aurora	630.256.3221	sandras@aurora-il.org
Bill Catching	Aurora Township	630.897.8777	william.c@auroratownship.org
Jeff Palmquist	Fox Valley Park District	630.897.0516	jpalmquist@fvpd.net
John Lazzara	HDR	773.380.7938	john.lazzara@hdrinc.com
Tim Heuer	HDR	312.443.4924	timothy.heuer@hdrinc.com

The purpose of this meeting was to provide information about the proposed improvements to Montgomery Road from Hill Avenue to Briarcliff Road as part of the Phase I study. Additionally Kane County wanted to discuss potential impacts to parkland and the Section 4(f) process.

Topics Discussed:

A) Limits of the Project
   a. Original project limits – IL Route 25 to Hill Avenue
   b. Revised project limits – Briarcliff Road (FAU 2548) to Hill Avenue (FAP 360)

B) Project History

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 need for the project relates to meeting future capacity needs, enhancing safety, and accommodating bicyclists and pedestrians.

A Public Information Meeting was held on October 2, 2013 to introduce the project to the public and collect input on issues of concern. A Stakeholder Focus Group was formed and met twice. The first meeting was held on January 29, 2014. The Stakeholder Focus Group discussed widening Montgomery Road to three lanes or four lanes as the primary alternatives on the East half of the project. After reviewing traffic data and potential impacts due to widening the roadway, the three lane cross section providing a continuous left turn lane was identified as the preferred alternative.

The second meeting was held on May 7, 2014. The Stakeholder Focus Group reviewed alternatives that they helped develop on the West end of the project and related impacts that were calculated by the project study team. Three alternatives were identified to move forward for further consideration by the Village of Montgomery and Kane County. Two options involved roundabouts along the S-curve and one option realigned Montgomery Road through some residential properties to eliminate the S-curve. After

further review of potential impacts from the remaining alternatives by the Village of Montgomery, it was decided to change the project limits to Briarcliff Road.

C) Project Design Details

The preliminary preferred alternative includes roadway reconstruction to provide one through lane in each direction separated by a flush two-way left turn lane median along Montgomery Road, drainage improvements, intersection improvements, sidewalk and multi-use path construction, and traffic signal reconfiguration. Additional right-of-way and easements will be needed along the corridor for construction purposes. An aerial scroll plot was used to discuss the proposed improvements in more detail including the location of the proposed 10' wide multi-use path and the 5' wide sidewalk. The enclosed drainage system was noted and the affect that it has to the adjacent properties.

D) Agency/Public Coordination

The group discussed the public involvement that has taken place and the agency coordination. The first public meeting, Stakeholder Focus Group meetings, and separate meetings with local agencies were noted. The future Public Hearing scheduled for September 14, 2016 was also mentioned.

E) Potential Impacts (Focused on Parkland)

Exhibits showing each individual parkland property and the potential right-of-way (ROW), temporary easement, and permanent easement impacts were highlighted and discussed in more detail. Below is a summary of the quantified parkland impacts by property:

Aurora Township Youth Soccer Field (Aurora Township)
- Temporary easement 0.28 acres
- Proposed ROW 0.12 acres

Virgil L Gilman Trail (Fox Valley Park District)
- Temporary easement 0.11 acres
- Proposed ROW 0.01 acres

Phillips Park Family Aquatic Center (Fox Valley Park District and City of Aurora)
- Temporary easement 0.30 acres
- Permanent easement 0.098 acres

Phillips Park Golf Course (City of Aurora)
- Temporary easement 0.46 acres
- Proposed ROW 0.27 acres

The Fox Valley Park District representative asked about potential enhancements at the Virgil Gilman Trail crossing. Kane County committed to looking into possible options for safety and visibility enhancements at the crossing. In addition to changing the crossing to be 90 degrees, Kane County will be adding a street light for higher visibility and advanced warning signs alerting drivers to the crossing. Additionally, the sensitivity of the existing drainage and plantings along the Phillips Park Family Aquatic Center were pointed out. At the Fox Valley Park District's request additional right-of-way is included along the southwest side of Hill Avenue to accommodate a multi-use path that the Park District may pursue separately in the future.

F) Section 4(f) Process

The Section 4(f) process was discussed and impacts were summarized. Since each of the three agencies at the meeting represented the officials with jurisdiction over the four public parklands that are involved with improvements to Montgomery Road, it was noted that their input was being sought on the Section 4(f) impacts in particular. The proposed impacts to each of the properties is limited to small sections of frontage land and impacts are not expected to the use of the public recreational properties. Each of the three agencies involved with the Section 4(f) properties agreed that the impacts are minimal and in some

cases actually beneficial. Kane County indicated that a Section 4(f) de minimis report is being prepared and will be provided to IDOT and FHWA, along with the local agencies.

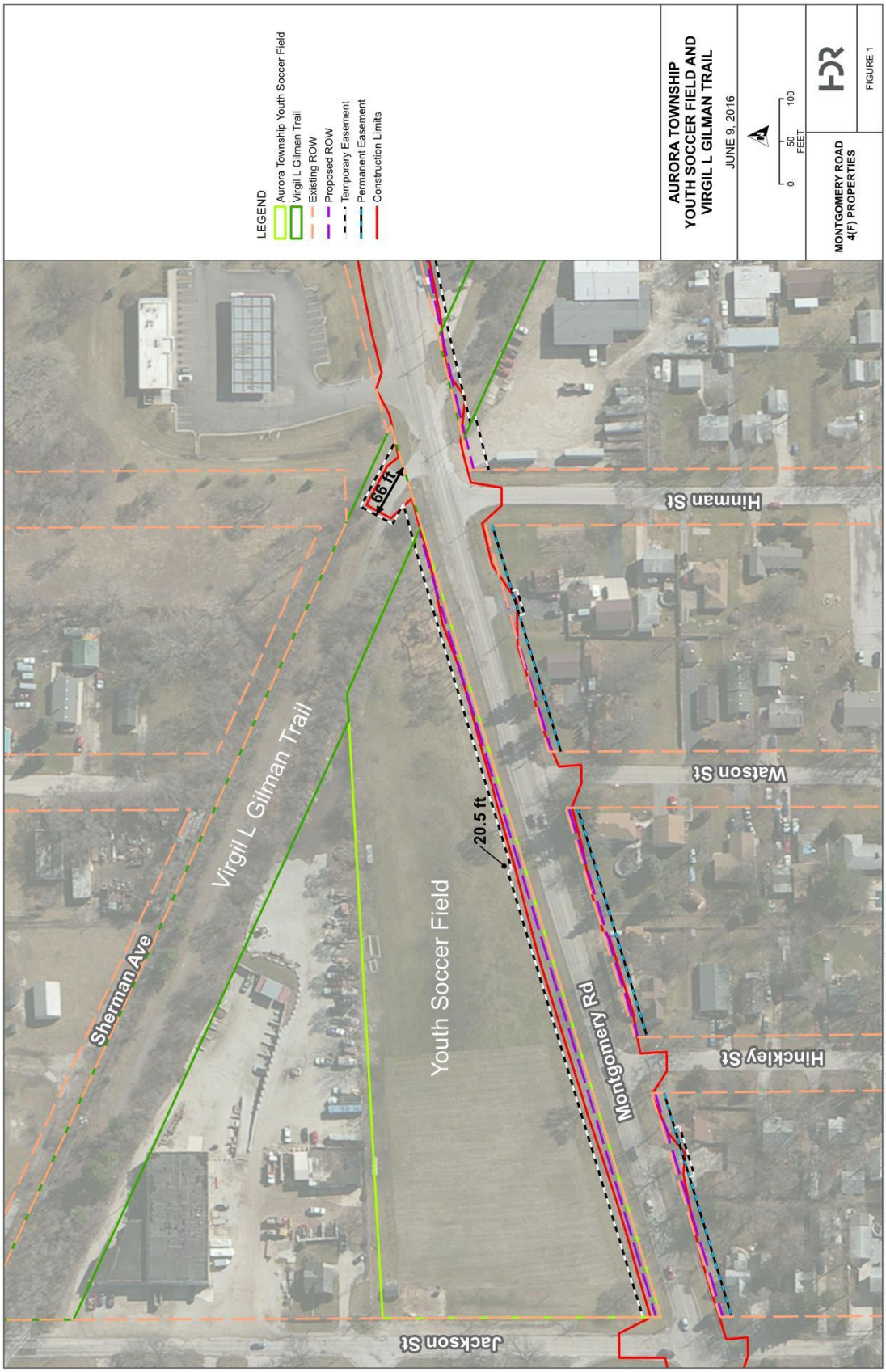
G) Tentative Schedule

Kane County explained that a letter will be sent to each of the three agencies describing the Section 4(f) analysis that has been done for the project and requesting official concurrence on a de minimis finding for the Section 4(f) impacts based on the proposed improvements associated with the Montgomery Road Study. The group was reminded that a Public Hearing was scheduled for September 14, 2016 that would cover the entire project and specifically address the Section 4(f) impacts.

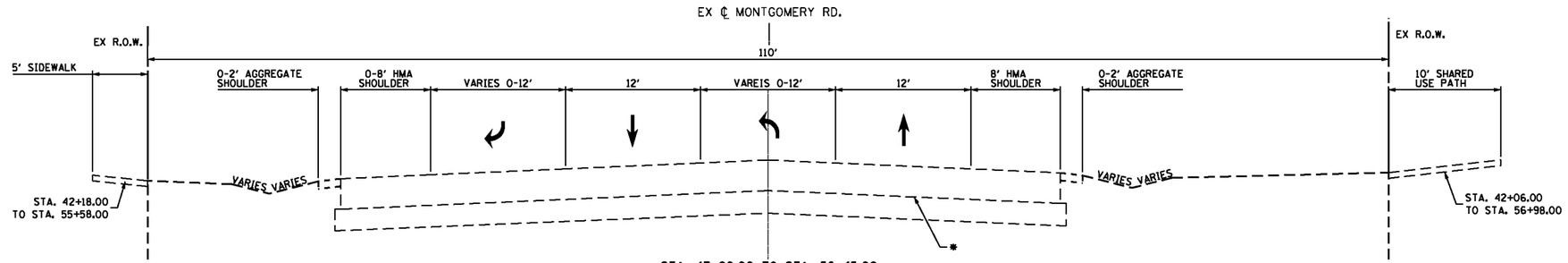
Attachment 2



Attachment 3

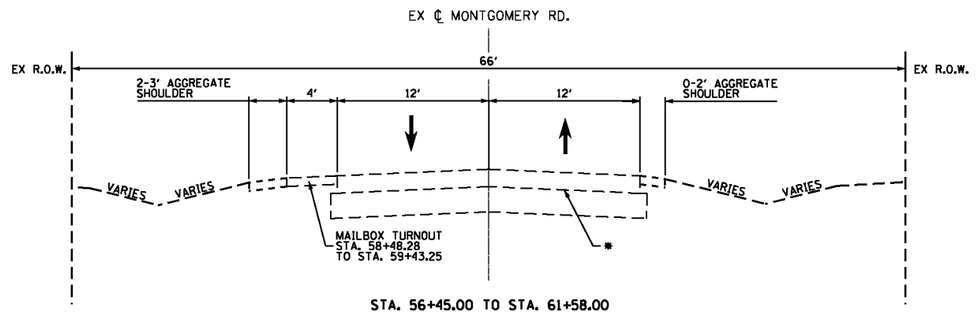


Attachment 4



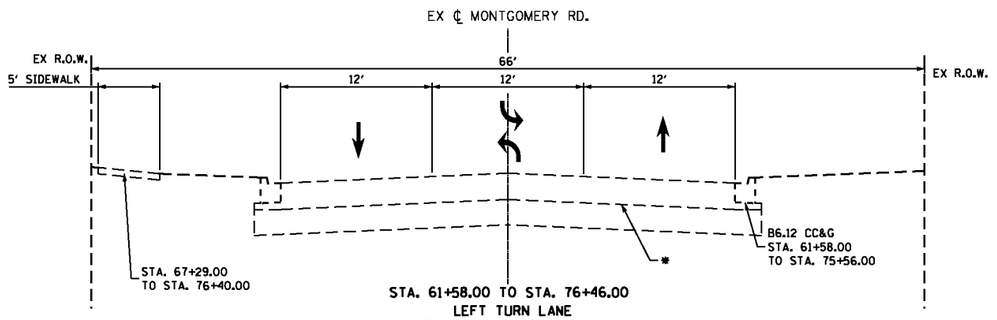
STA. 47+00.00 TO STA. 56+45.00
LEFT TURN LANE
(STA. 47+00 TO STA. 52+11)

* PAVEMENT CORE TAKEN NEAR STA. 48+50 SHOWS
16.5" HMA WITH A CRUSHED STONE BASE



STA. 56+45.00 TO STA. 61+58.00

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



STA. 61+58.00 TO STA. 76+46.00
LEFT TURN LANE
(STA. 68+01 TO STA. 76+46)

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

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.

PRELIMINARY
04/2016

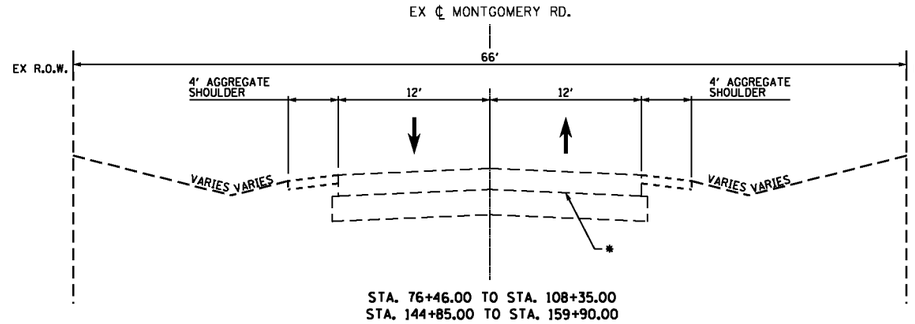
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

SCALE: NTS | SHEET 1 OF 8 SHEETS | STA. | TO STA.

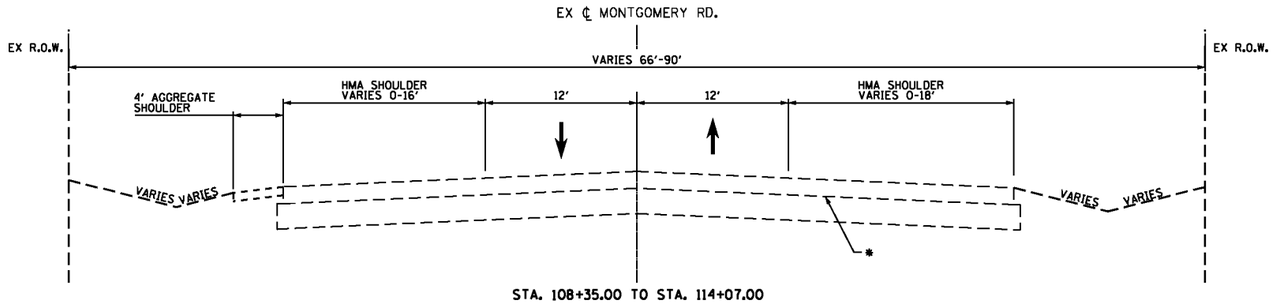
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		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



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STA. 144+85.00 TO STA. 159+90.00

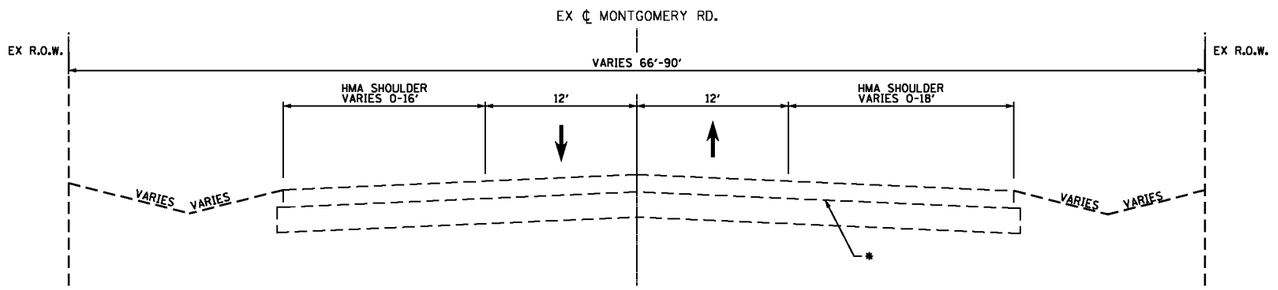
* PAVEMENT CORE TAKEN NEAR STA. 77+00 SHOWS 10.0" HMA; PAVEMENT CORE TAKEN NEAR STA. 87+00 SHOWS 9.5" HMA; PAVEMENT CORE TAKEN NEAR STA. 96+50 SHOWS 8.0" HMA; PAVEMENT CORE TAKEN NEAR STA. 107+00 SHOWS 8.0" HMA WITH A SANDY GRAVEL.

* 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.



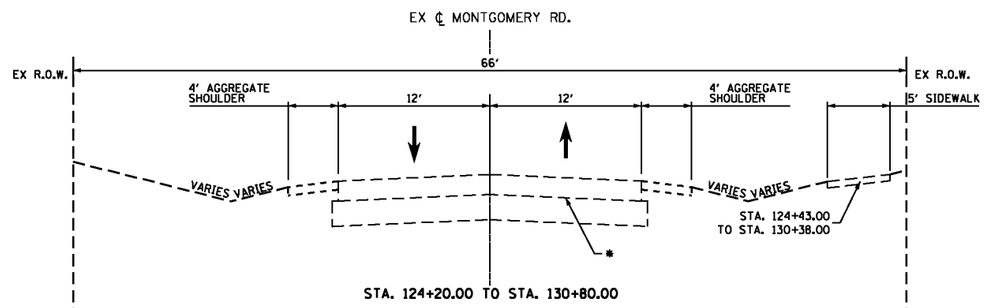
STA. 108+35.00 TO STA. 114+07.00

* PAVEMENT CORE TAKEN NEAR STA. 107+00 SHOWS 8.0" HMA WITH A SANDY GRAVEL BASE



STA. 114+07.00 TO STA. 124+20.00

* PAVEMENT CORE TAKEN NEAR STA. 117+00 SHOWS 8.25" HMA WITH A SANDY GRAVEL BASE



STA. 124+20.00 TO STA. 130+80.00

* PAVEMENT CORE TAKEN NEAR STA. 127+00 SHOWS 9.5" HMA WITH A SANDY GRAVEL BASE

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.

PRELIMINARY
04/2016

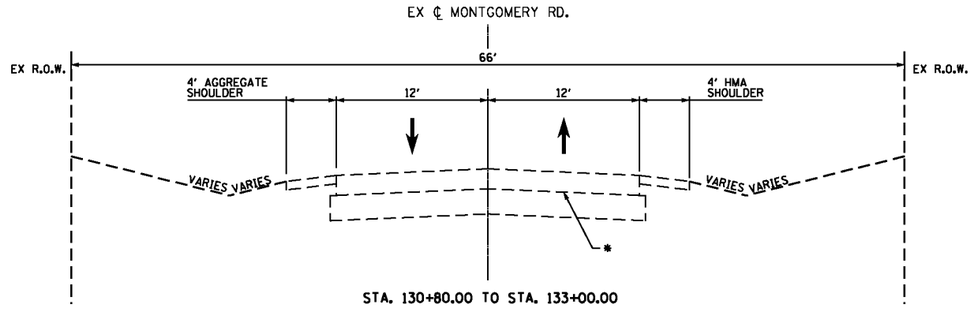
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

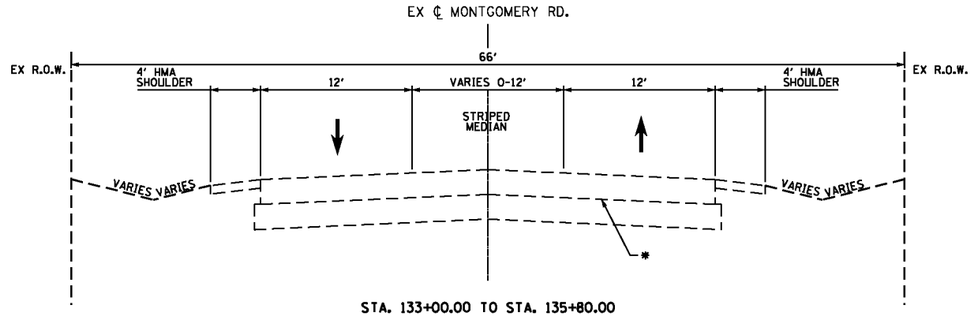
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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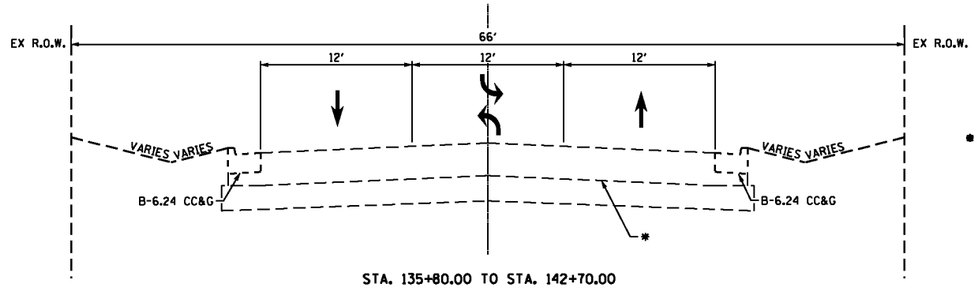
STA. 130+80.00 TO STA. 133+00.00

* PAVEMENT CORE TAKEN NEAR STA. 127+00 SHOWS 9.5" HMA WITH A SANDY GRAVEL BASE



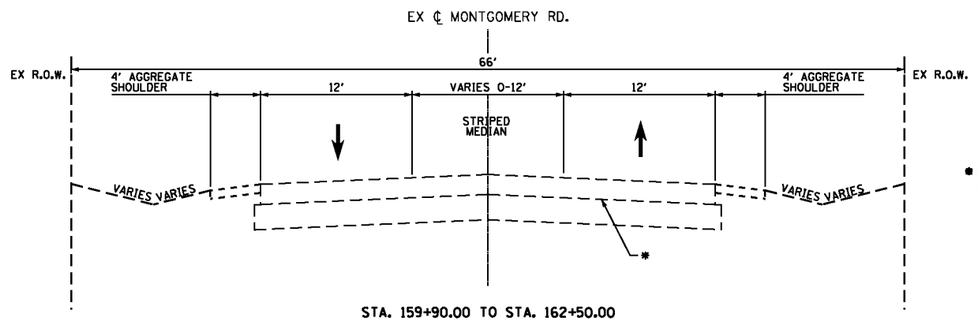
STA. 133+00.00 TO STA. 135+80.00
STA. 142+70.00 TO STA. 144+85.00

* PAVEMENT CORE TAKEN NEAR STA. 137+00 SHOWS 11.75" HMA WITH A CRUSHED STONE BASE



STA. 135+80.00 TO STA. 142+70.00
STA. 162+50.00 TO STA. 168+65.00

* 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.



STA. 159+90.00 TO STA. 162+50.00
STA. 168+65.00 TO STA. 173+45.00

* 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.

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.

PRELIMINARY
04/2016

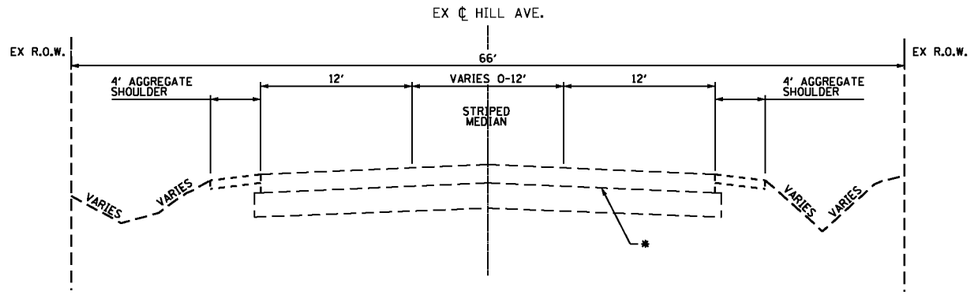
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

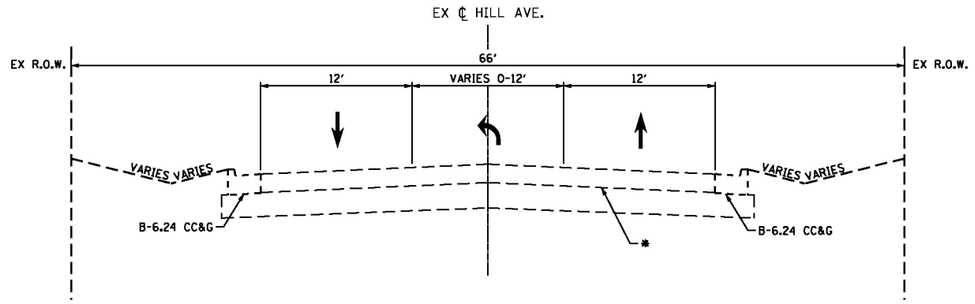
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		ILLINOIS	FED. AID PROJECT	



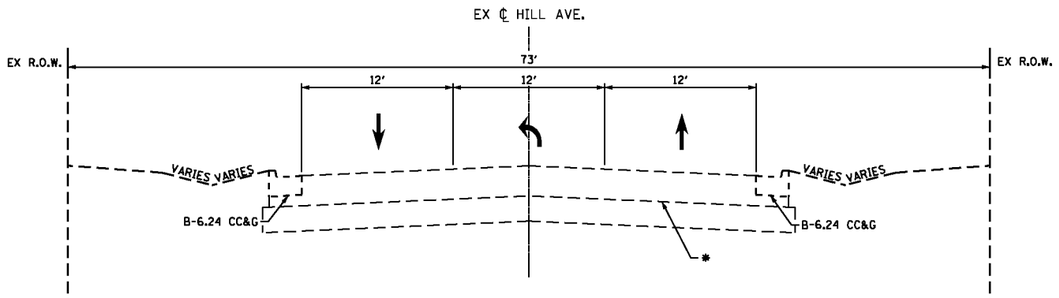
STA. 317+50.00 TO STA. 330+00.00

* PAVEMENT CORE TAKEN NEAR STA. 323+00 SHOWS 8.75" HMA WITH A CRUSHED STONE BASE



STA. 330+00.00 TO STA. 333+31.22
LEFT TURN LANE
(STA. 331+56.00 TO STA. 332+65.00)

* PAVEMENT CORE TAKEN NEAR STA. 323+00 SHOWS 8.75" HMA WITH A CRUSHED STONE BASE



STA. 333+31.22 TO STA. 345+50.00
LEFT TURN LANE
(STA. 333+90.00 TO STA. 337+45.00)

* PAVEMENT CORE TAKEN NEAR STA. 343+00 SHOWS 14.25" HMA WITH A CRUSHED STONE BASE

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.

PRELIMINARY
04/2016

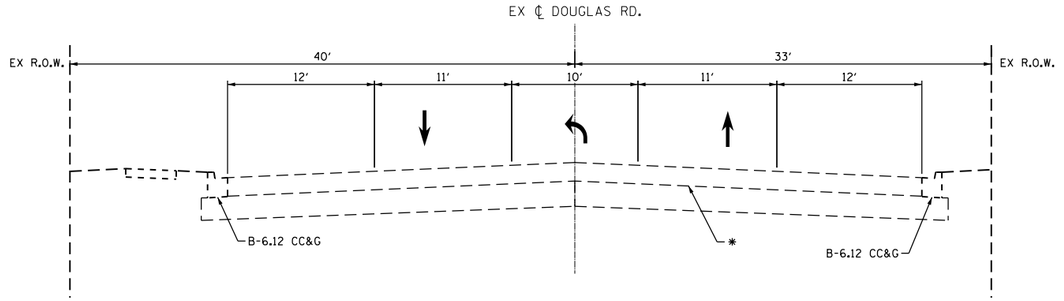
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KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
EXISTING TYPICAL SECTIONS

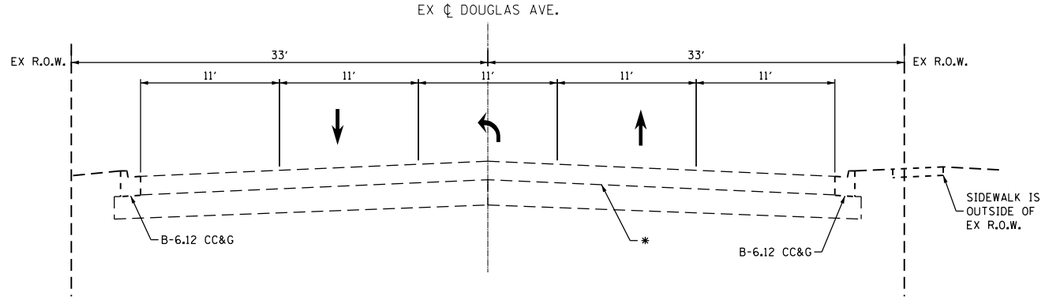
SCALE: NTS | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	6
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



STA. 60+50.00 TO STA. 67+05.35
LEFT TURN LANE
(STA. 64+30.00 TO STA. 66+40.00)

* NO PAVEMENT CORE SAMPLES TAKEN AT DOUGLAS RD.



STA. 67+05.35 TO STA. 67+73.11
LEFT TURN LANE
(ENDS AT STA. 67+45.00)

* NO PAVEMENT CORE SAMPLES TAKEN AT DOUGLAS AVE.

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.
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.

PRELIMINARY
04/2016

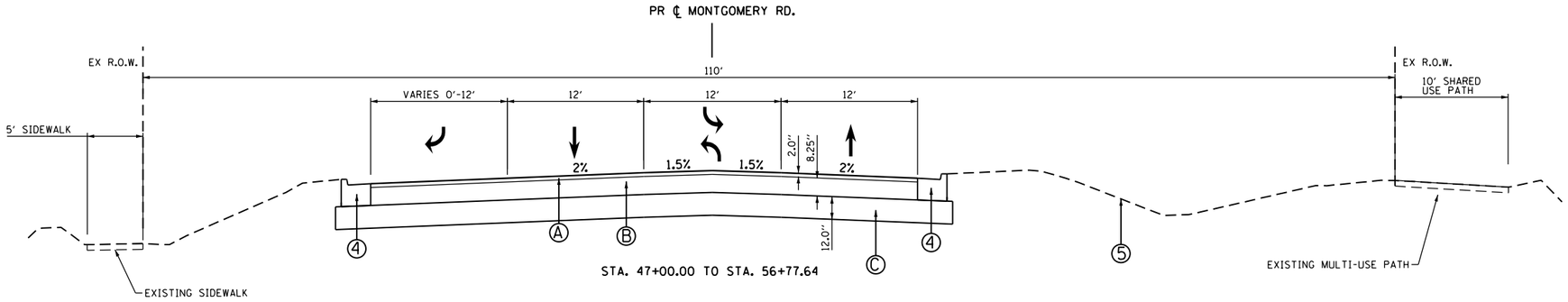
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KANE COUNTY
DIVISION OF TRANSPORTATION

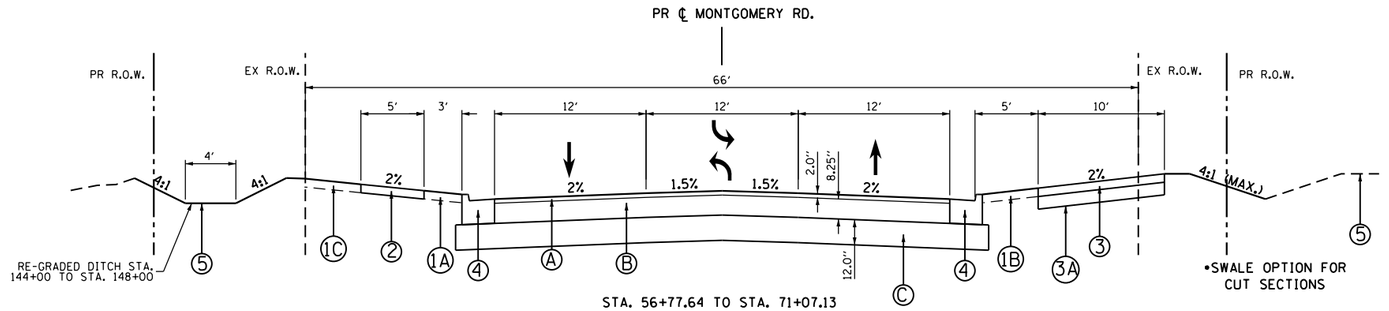
DOUGLAS ROAD
EXISTING TYPICAL SECTIONS

SCALE: NTS | SHEET 5 OF 8 SHEETS | STA. | TO STA.

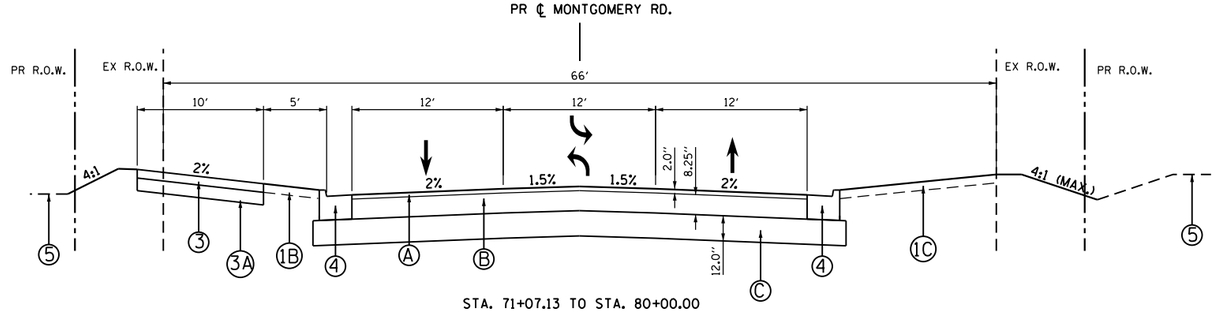
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		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



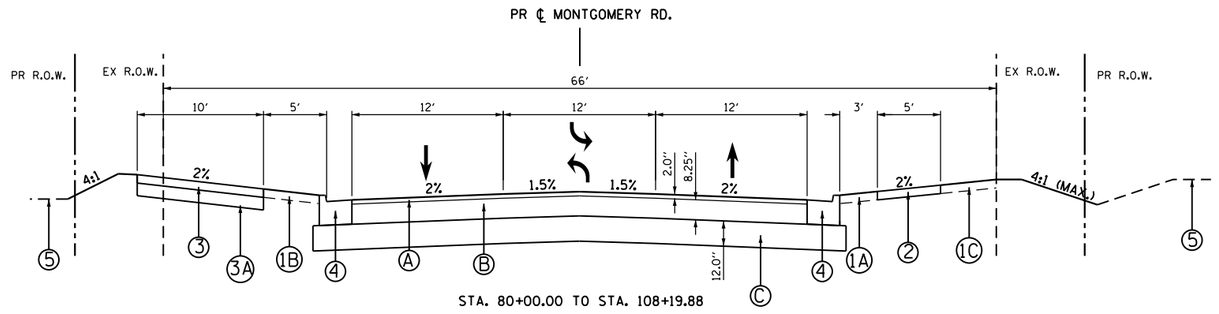
STA. 47+00.00 TO STA. 56+77.64



STA. 56+77.64 TO STA. 71+07.13
LEFT TURN ONLY
(STA. 67+56.18 TO STA. 71+07.13)
STA. 108+19.88 TO STA. 123+85.66
STA. 123+85.66 TO STA. 162+05.81



STA. 71+07.13 TO STA. 80+00.00
LEFT TURN ONLY
(STA. 71+07.13 TO STA. 76+56.65)



STA. 80+00.00 TO STA. 108+19.88

LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8.25"
- (C) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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

NOTES:

1. SEE PLANS FOR LOCATIONS OF PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
2. 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.
3. NORMAL CROWN LATERAL SHIFT FROM EXISTING LOCATION VARIES FROM 0' TO 7'. PROPOSED RIGHT OF WAY, PERMANENT EASEMENT, AND CONSTRUCTION EASEMENT OFFSET PARALLEL TO PROPOSED CENTER LINE.

PRELIMINARY
04/2016

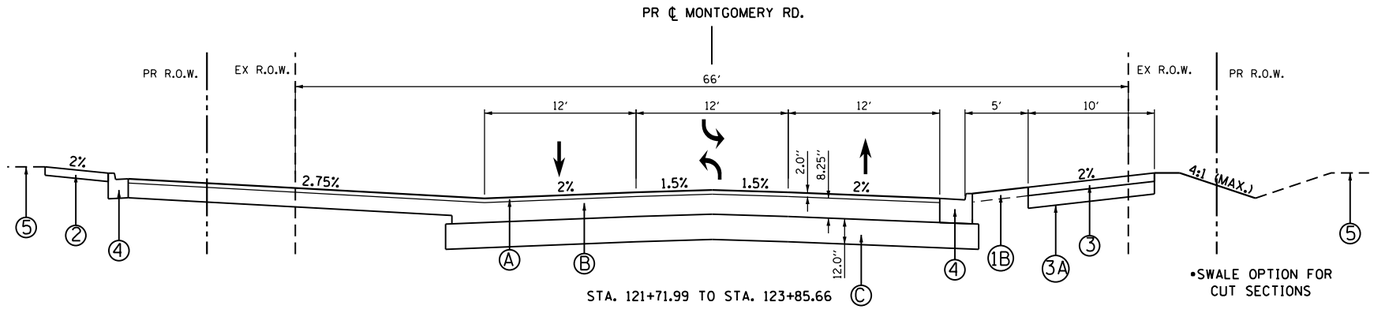
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		DRAWN TH	REVISED -
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$MODELNAME$	PLOT DATE = $DATE$	DATE 05-05-16	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

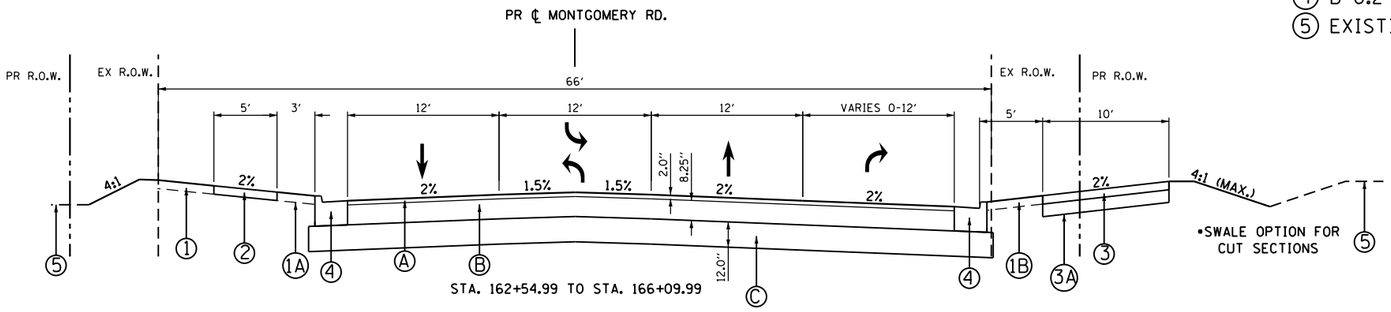
MONTGOMERY ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 6 OF 8 SHEETS | STA. | TO STA.

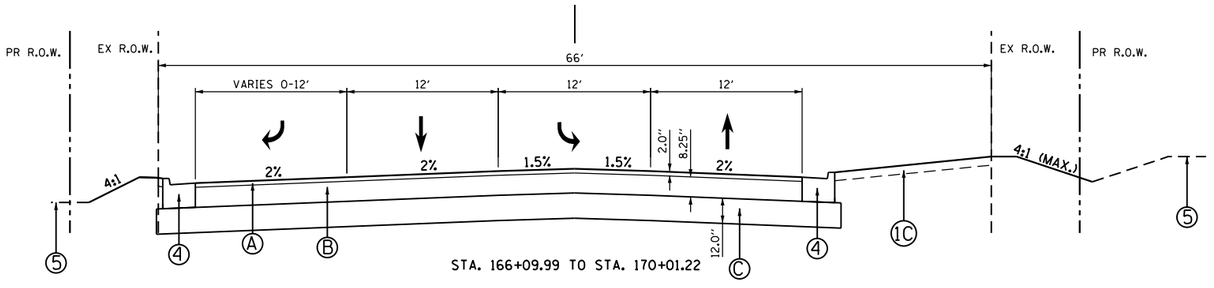
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	8
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			



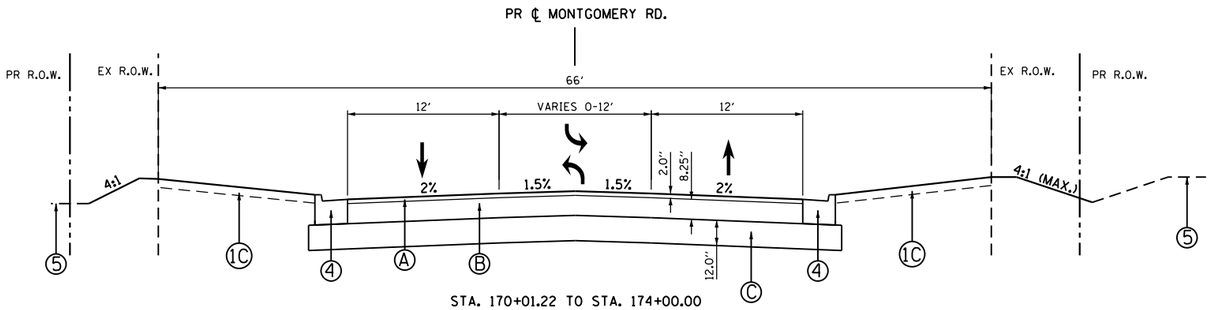
STA. 121+71.99 TO STA. 123+85.66



STA. 162+54.99 TO STA. 166+09.99



STA. 166+09.99 TO STA. 170+01.22



STA. 170+01.22 TO STA. 174+00.00

LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8.25"
- (C) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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

NOTES:

1. SEE PLANS FOR LOCATIONS OF PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
2. 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.
3. NORMAL CROWN LATERAL SHIFT FROM EXISTING LOCATION VARIES FROM 0' TO 7'. PROPOSED RIGHT OF WAY, PERMANENT EASEMENT, AND CONSTRUCTION EASEMENT OFFSET PARALLEL TO PROPOSED CENTER LINE.

PRELIMINARY
04/2016

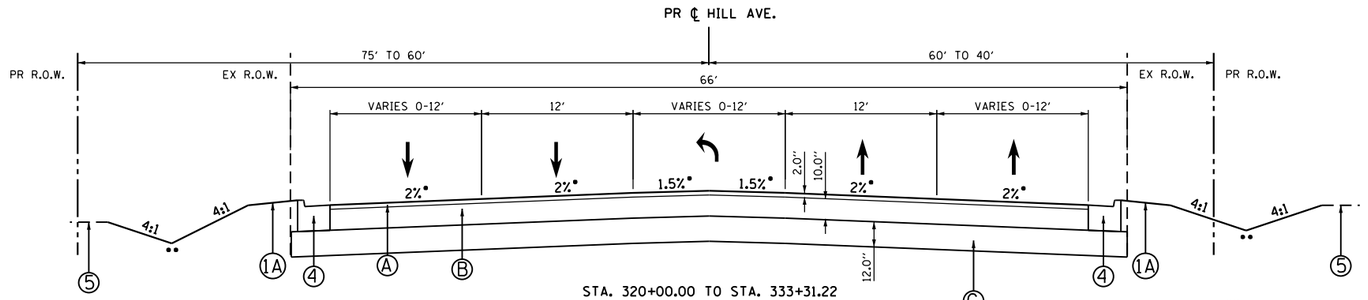
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		DRAWN TH	REVISED -
	PLOT SCALE = $SCALE$	CHECKED LW	REVISED -
$MODELNAME$	PLOT DATE = $DATE$	DATE 05-05-16	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	9
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			



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

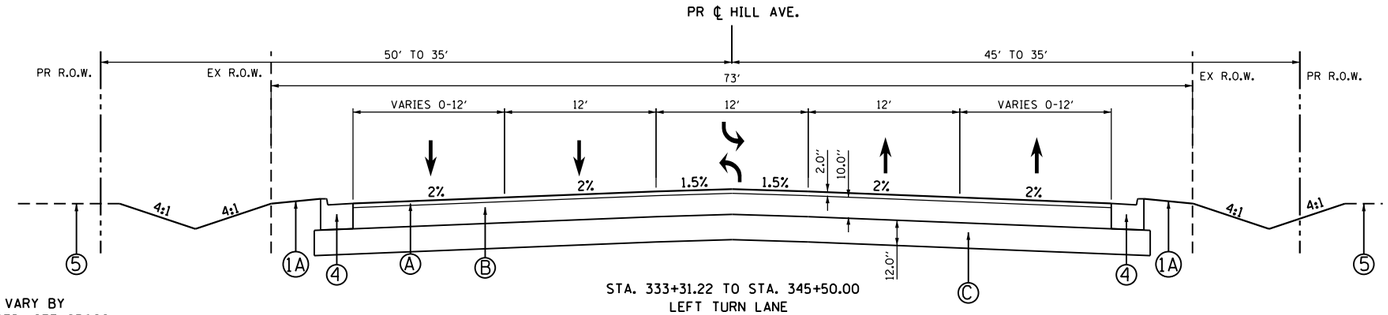
STA. 320+00.00 TO STA. 333+31.22
LEFT TURN LANE
(STA. 328+03.65 TO STA. 332+75.59)

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

• TANGENT RUNOUT AT PC BETWEEN STA 323+60.15 AND STA 324+37.45
SUPERELEVATION TRANSITION AT PC BETWEEN STA 324+37.45 AND STA 325+22.45
SUPERELEVATION TRANSITION AT PT BETWEEN STA 329+30.37 AND STA 330+15.37
TANGENT RUNOUT AT PT BETWEEN STA 330+15.37 AND STA 330+92.67

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"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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



STA. 333+31.22 TO STA. 345+50.00
LEFT TURN LANE
(STA. 333+97.44 TO STA. 338+59.67)

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.

PRELIMINARY
04/2016

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED TH	REVISED -
		DRAWN TH	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED LW	REVISED -
	PLOT DATE = $DATE$	DATE 05-05-16	REVISED -

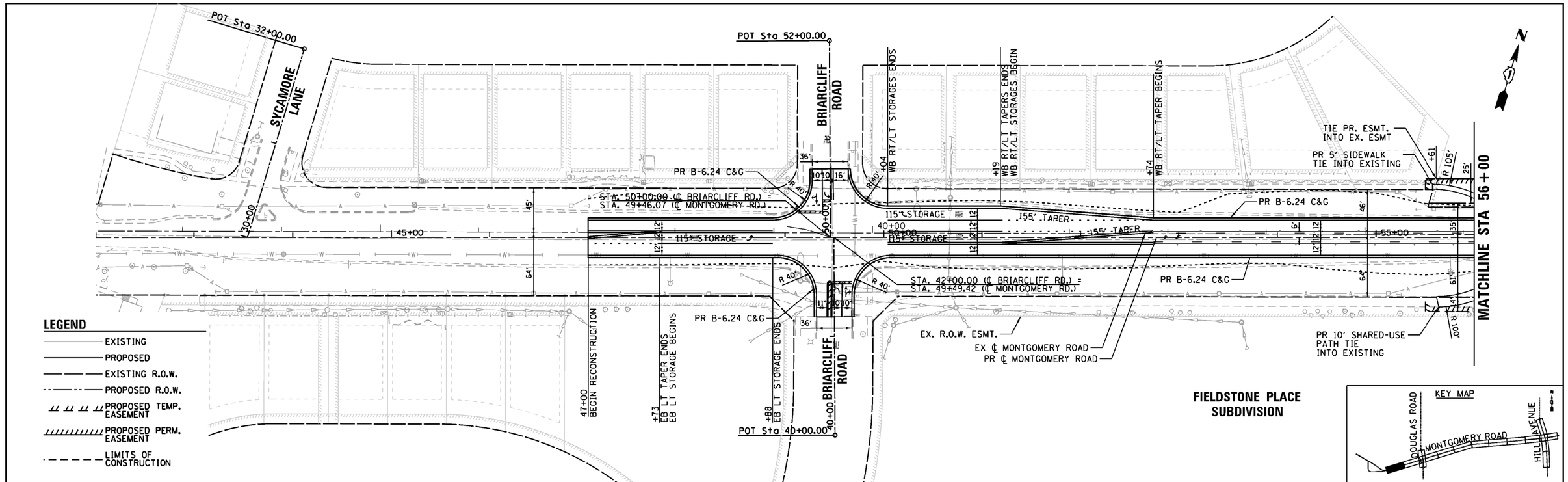
KANE COUNTY
DIVISION OF TRANSPORTATION

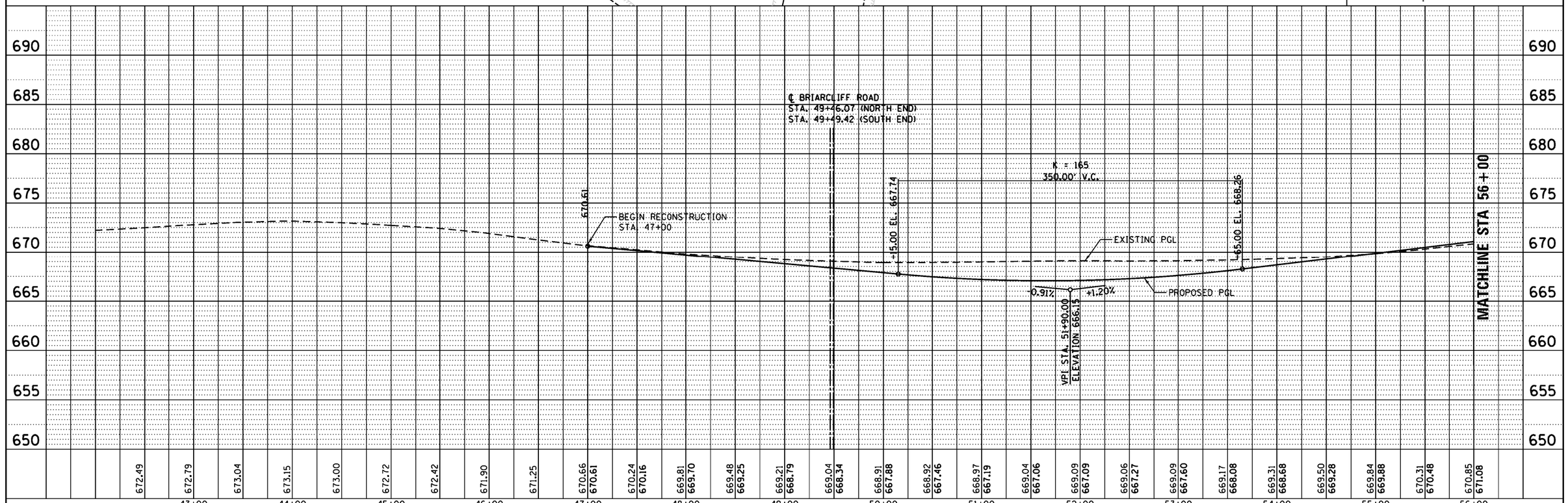
HILL AVENUE
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	10
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

Attachment 5





PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE — SURVEYED | PLOTTED | PROFILE CHECKED | ELEV. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

FILE NAME = $FILE$ / $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

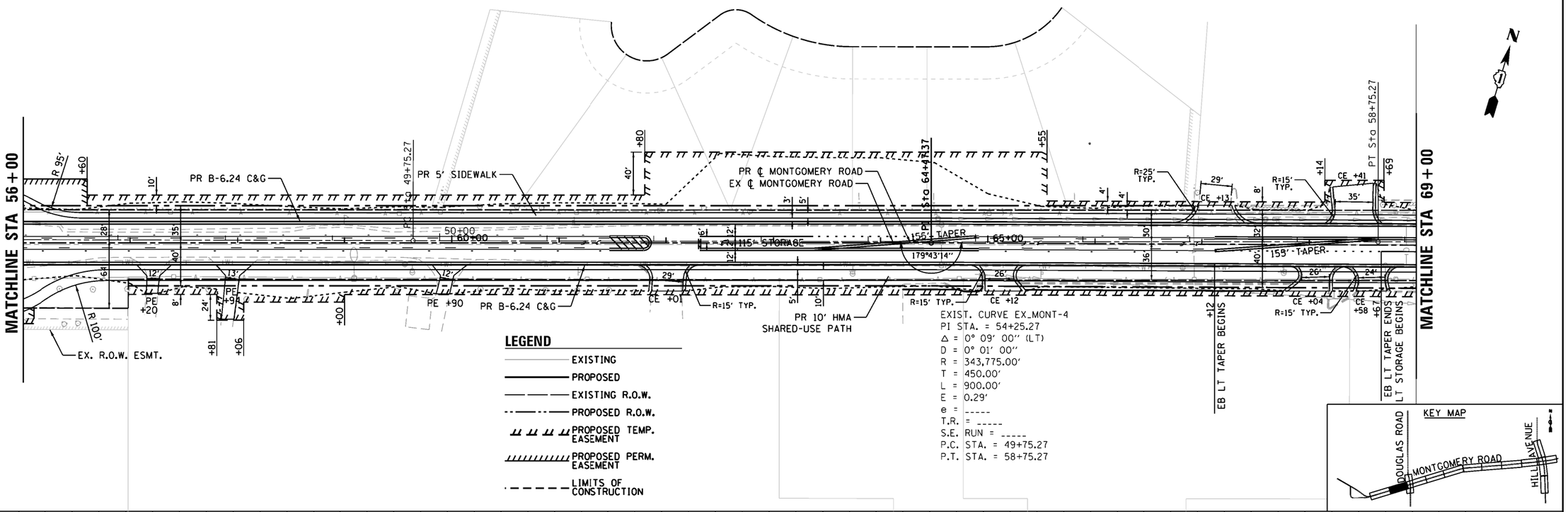
MONTGOMERY ROAD
PLAN & PROFILE SHEETS

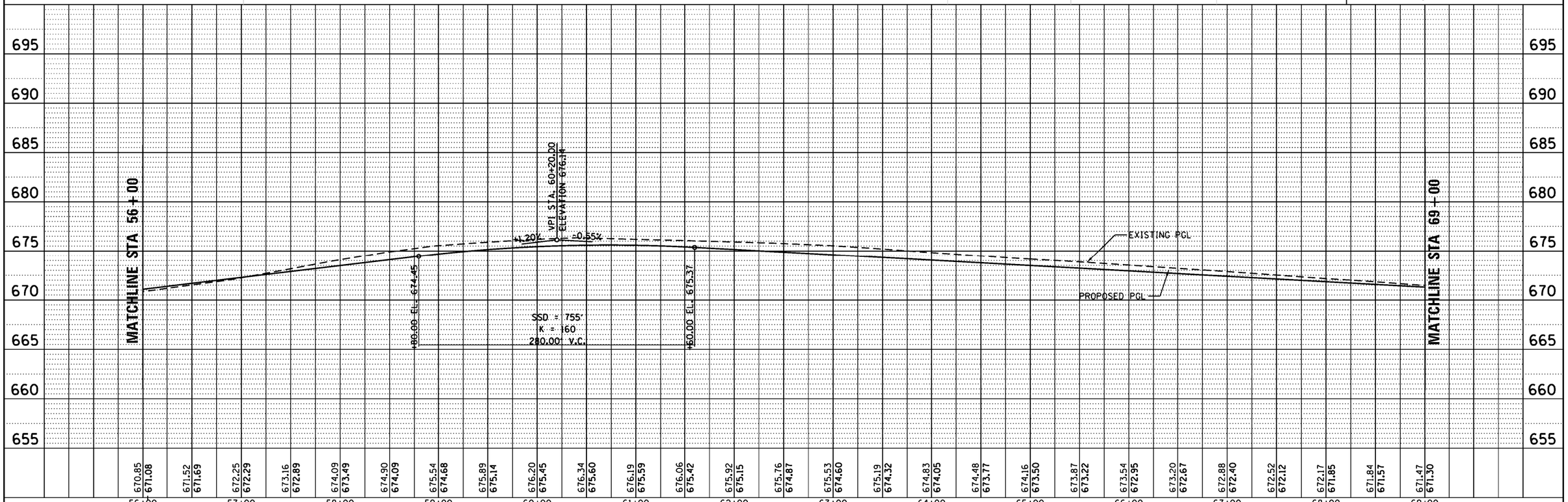
SCALE: 1" = 50' | SHEET 1 OF 14 SHEETS | STA. 47+00 TO STA. 56+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	11
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
C400 FILE NAME
NOTE BOOK
NO.
BY
DATE

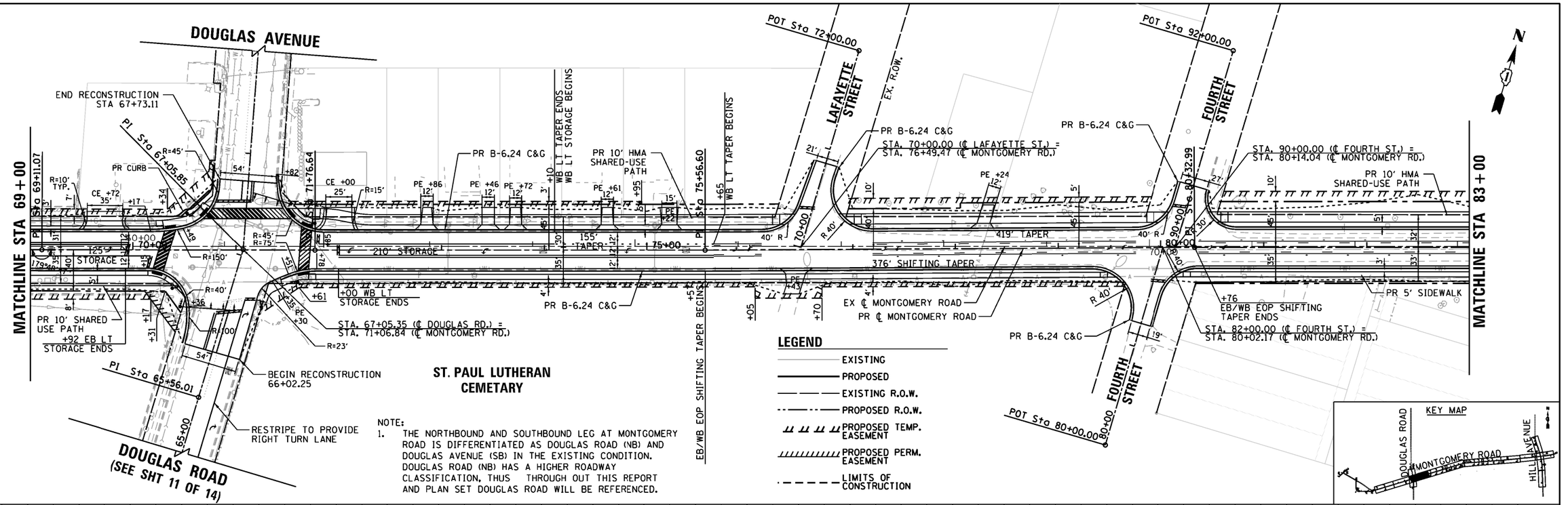
PROFILE
SURVEYED
PLOTTED
PROFILES CHECKED
ELEV. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

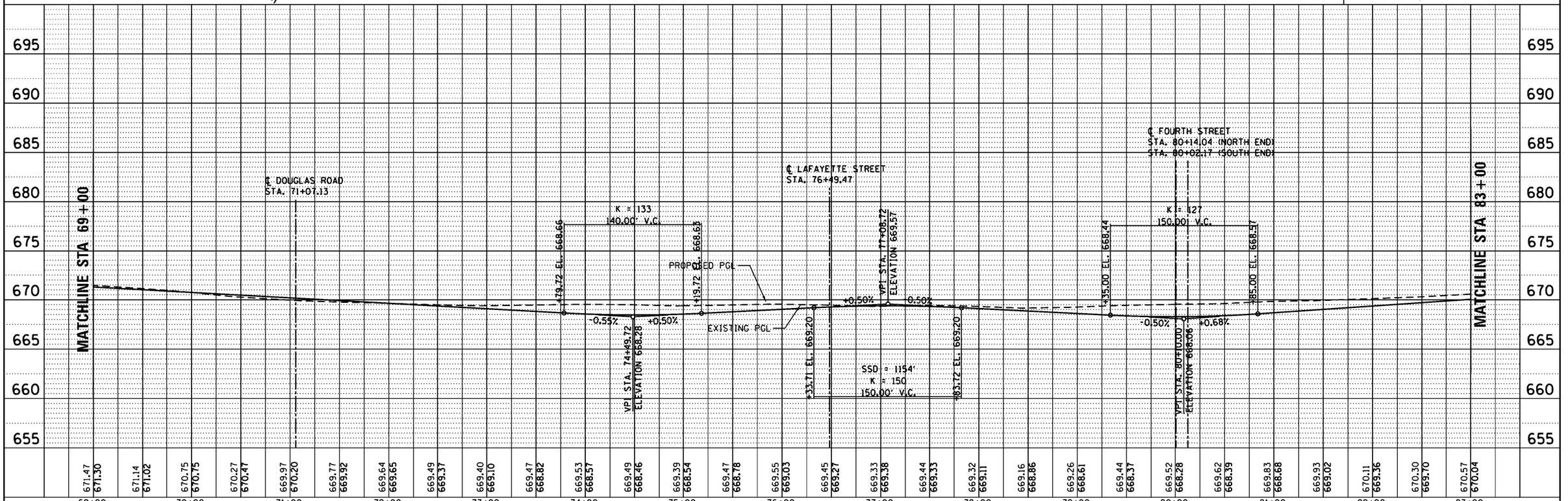




FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS
$MODEL.NAME$		DRAWN - JT	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		SCALE: 1" = 50' SHEET 2 OF 14 SHEETS STA. 56+00 TO STA. 69+00
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	12
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			





FILE NAME =	USER NAME = $USER$	DESIGNED - JT	REVISED -
$FILEL$		DRAWN - JT	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 3 OF 14 SHEETS | STA. 69+00 TO STA. 83+00

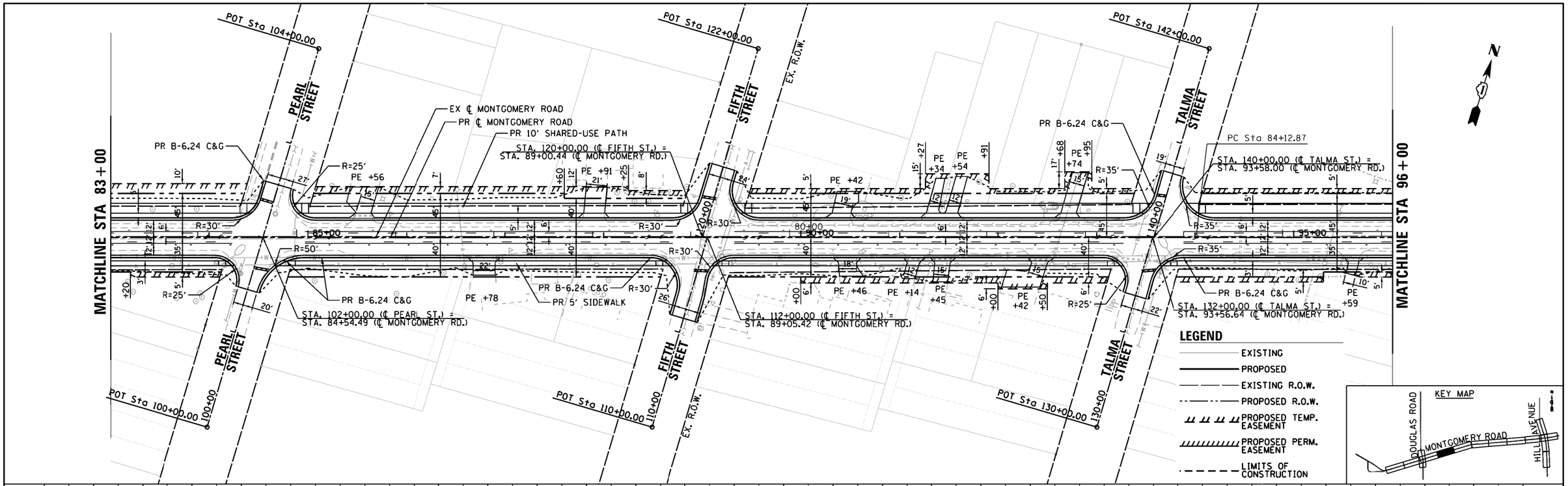
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	13
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

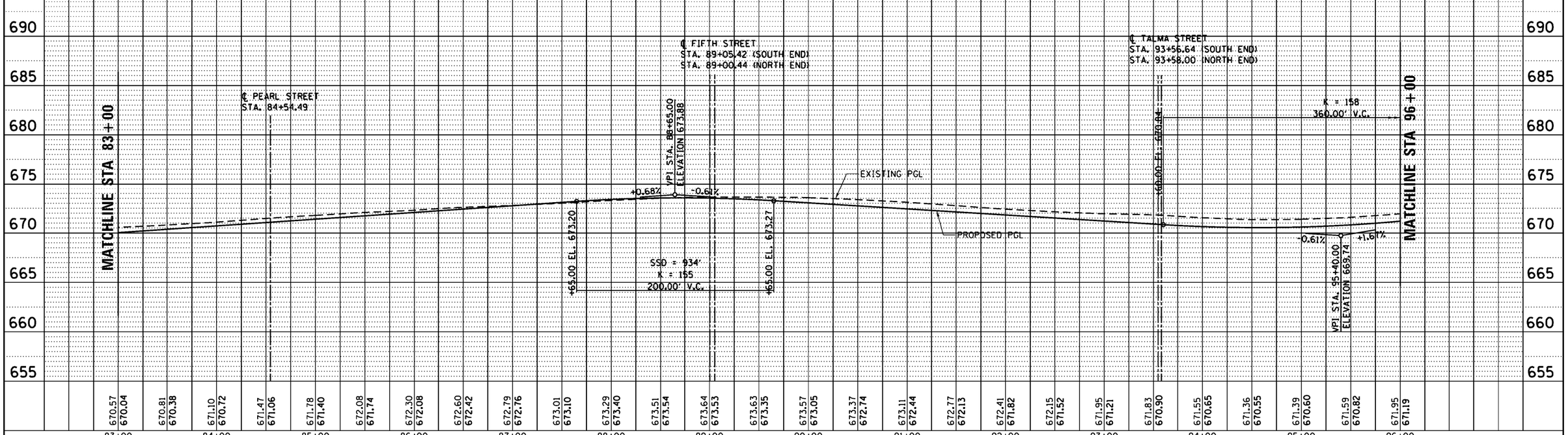
PLAN: SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE: SURVEYED | PLOTTED | PROFILES CHECKED | ELM. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

PLAN
SURVEYED
PLOTTED
ABSENT/NOT CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
ABSENT/NOT CHECKED
NOTE BOOK
NO.
BY
DATE
ITEM NOTED
STRUCTURE NO/ATHS CHKD





FILE NAME = $FILE1$ / $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 4 OF 14 SHEETS | STA. 83+00 TO STA. 96+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	14
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

POT Sta 162+00.00

JACKSON STREET

STA. 160+00.00 (℄ JACKSON ST.) =
STA. 97+02.11 (℄ MONTGOMERY RD.)

PR B-6.24 C&G

MATCHLINE STA 96+00

R=50′ 24′ 5′ 45′ 35′ R=25′ 22′ R=30′ PR 5′ SIDEWALK

160+00

STA. 152+00.00 (℄ JACKSON ST.) = PR B-6.24
STA. 96+99.84 (℄ MONTGOMERY RD.) C&G

JACKSON STREET

150+00

POT Sta 150+00.00

EXIST. CURVE EX_MONT-5
PI STA. = 87+12.87
Δ = 0° 12′ 00″ (LT)
D = 0° 02′ 00″
R = 171,887.00′
T = 300.00′
L = 600.00′
E = 0.26′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 84+12.87
P.T. STA. = 90+12.87

POT Sta 170+00.00

170+00 HINCKLEY STREET

PT Sta 90+12.87

12′ 12′ 2′ 6′ 3′ 5′ 40′ 35′ 15′ 10′ 23′ PE +95 PE +30 6′ +55

90+00

100+00

R=30′

STA. 172+00.00 (℄ HINCKLEY ST.) =
STA. 100+49.25 (℄ MONTGOMERY RD.)

EXIST. CURVE EX_MONT-6
PI STA. = 95+88.04
Δ = 2° 48′ 56″ (RT)
D = 0° 28′ 00″
R = 12,277.70′
T = 301.73′
L = 603.35′
E = 3.71′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 92+86.30
P.T. STA. = 98+89.65

PC Sta 92+86.30

15′ +00 PE +91 10′ 18′

POT Sta 180+00.00

180+00 WATSON STREET

EX. R.O.W.

105+00

R=30′ 35′ 40′ 10′ 21′ R=35′ PR B-6.24 C&G 6′ PE +83 PE +01 +13

STA. 182+00.00 (℄ WATSON ST.) =
STA. 104+01.91 (℄ MONTGOMERY RD.)

STA. 192+00.00 (℄ HINMAN ST.) =
STA. 107+41.63 (℄ MONTGOMERY RD.)

POT Sta 190+00.00

190+00 HINMAN STREET

V.L. GILMAN TRAIL

PR 10′ HMA SHARED-USE PATH

PR ℄ MONTGOMERY ROAD

EX ℄ MONTGOMERY ROAD

PC Sta 106+03.79

106+03.79

43′ PE +82 +19 R=35′ R=25′ R=15′ R=30′ 21′ 33′ R=20′ CE +85 +27 PR 5′ SIDEWALK

TRAIL ENTRANCE

PR 10′ HMA SHARED-USE PATH

V.L. GILMAN TRAIL

PROP. CURVE C4
PI STA. = 110+54.83
Δ = 13° 13′ 40″ (RT)
D = 1° 28′ 22″
R = 3,890.00′
T = 451.05′
L = 898.08′
E = 26.06′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 106+03.79
P.T. STA. = 115+01.87

TRAIL ENTRANCE

PHILLIPS 66
GAS STATION

PROP. CURVE C4
PCC Sta 98+89.65

CE +84 31′ PR 5′ SIDEWALK R=40′ 64′ 5′ 12′ 5′ 96′ +53 R=10′

MATCHLINE STA 110+00

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILL AVENUE

LEGEND
EXISTING
PROPOSED
EXISTING R.O.W.
PROPOSED R.O.W.
PROPOSED TEMP. EASEMENT
PROPOSED PERM. EASEMENT
LIMITS OF CONSTRUCTION

N

PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ELM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

℄ JACKSON STREET
STA. 96+99.84 (SOUTH END)
STA. 97+02.11 (NORTH END)

℄ HINCKLEY STREET
STA. 100+49.25

℄ WATSON STREET
STA. 104+01.91

℄ HINMAN STREET
STA. 107+41.63

MATCHLINE STA 96+00

+20.00 EL. 672.14

+1.67% VPI STA. 101+65.00 ELEVATION 680.16 -1.09%

+45.00 EL. 676.49

SSD = 611′
K = 160
440.00′ V.C.

+85.00 EL. 677.76

EXISTING PGL

PROPOSED PGL

+40.00 EL. 673.90

K = 164
230.00′ V.C.

-1.09% +0.32%

+70.00 EL. 673.01

VPI STA. 108+55.00 ELEVATION 672.65

MATCHLINE STA 110+00

695 690 685 680 675 670 665 660 655

96+00	97+00	98+00	99+00	100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00	109+00	110+00
671.95	672.43	672.81	673.32	673.93	674.55	675.23	675.79	676.40	677.21	677.82	678.25	678.65	679.00	679.09
671.19	671.73	672.42	673.24	674.07	674.91	675.74	676.57	677.31	677.90	678.32	678.59	678.71	678.66	678.46
678.92	678.64	678.27	677.77	677.26	676.68	676.05	675.54	675.10	674.77	674.65	674.53	674.31	674.02	
678.11	677.60	677.06	676.51	675.97	675.42	674.88	674.34	673.79	673.36	673.07	672.94	672.96	673.10	

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS
$MODELNAME$		DRAWN - JT	REVISED -		SCALE: 1″ = 50′ SHEET 5 OF 14 SHEETS STA. 96+00 TO STA. 110+00
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	15
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

EXIST. CURVE EX_MONT-7
PI STA. = 101+20.93
Δ = 10° 10′ 04″ (RT)
D = 2° 12′ 14″
R = 2,599.65′
T = 231.27′
L = 461.33′
E = 10.27′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 98+89.65
P.T. STA. = 103+50.99

POT Sta 202+00.00
POT Sta 212+00.00
POT Sta 232+00.00
POT Sta 244+00.00
POT Sta 220+00.00
POT Sta 240+00.00

SPENCER STREET
BANGS STREET
UNION STREET
GATES STREET
EX. R.O.W.

MATCHLINE STA 110+00
MATCHLINE STA 123+00

EX ℄ MONTGOMERY ROAD
PR ℄ MONTGOMERY ROAD
PI Sta 110+54.83
PC Sta 115+01.87
PT Sta 103+50.99
STA. 230+00.00 (℄ UNION ST.) =
STA. 177+51.00 (℄ MONTGOMERY RD.)

PR B-6.24 C&G
PR 5′ SIDEWALK
PR B-6.12 C&G
PR B-6.24 C&G
PR 5′ SIDEWALK
PR B-6.24 C&G
PARKING AREA
PR 10′ HMA SHARED-USE PATH
PR B-6.24 C&G
PR B-6.24 C&G

R=30′
R=15′ (TYP.)
R=25′
R=10′
R=5′
R=40′
R=15′
R=10′
R=15′ TYP.

CE +37
CE +78
CE +30
CE +63
CE +64
PE +03
PE +99
PE +53
PE +13
PE +69
PE +75
PE +40
PE +86

STA. 200+00.00 (℄ SPENCER ST.) =
STA. 110+83.11 (℄ MONTGOMERY RD.)
STA. 210+00.00 (℄ BANGS ST.) =
STA. 114+17.62 (℄ MONTGOMERY RD.)
STA. 222+00.00 (℄ UNION ST.) =
STA. 117+46.62 (℄ MONTGOMERY RD.)
STA. 243+00.00 (℄ GATES ST.) =
STA. 120+79.21 (℄ MONTGOMERY RD.)

AURORA TOWNSHIP FIRE DEPARTMENT

V.I. GILMAN TRAIL

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILLS AVENUE

N

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ELEV. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

℄ SPENCER STREET
STA. 110+83.20
℄ BANGS STREET
STA. 114+17.62
℄ UNION STREET
STA. 117+46.62 (SOUTH END)
STA. 117+51.00 (NORTH END)
℄ GATES STREET
STA. 120+79.21

MATCHLINE STA 110+00
+70.00 EL. 673.01
VPI STA. 116+25.00
ELEVATION 675.07
+0.32%
-1.26%
+00.00 EL. 674.68
SSD = 812′
K = 159
250.00′ V.C.
+50.00 EL. 673.50
EXISTING PGL
PROPOSED PGL
+55.00 EL. 668.42
MATCHLINE STA 123+00

110+00	111+00	112+00	113+00	114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00	123+00
674.02 673.10	673.63 673.26	673.18 673.42	673.03 673.58	673.16 673.73	673.36 673.89	673.58 674.05	673.86 674.21	674.14 674.37	674.56 674.52	674.76 674.68	674.66 674.76	674.49 674.68	674.36 674.45	674.25 674.05	674.02 673.50	673.44 672.88	672.68 672.25	671.90 671.62	671.28 670.99	670.66 670.37	670.15 669.74	669.67 669.11	669.16 668.48	668.87 667.92	668.70 667.54	668.70 667.32

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
$MODELNAME$		DRAWN - JT	REVISED -			3579	13-00127-00-WR	KANE	149	16
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -					CONTRACT NO. 64101		
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		SCALE: 1" = 50' SHEET 6 OF 14 SHEETS STA. 110+00 TO STA. 123+00			ILLINOIS FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / DRAWN / CHECKED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / BM. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

PHILLIPS PARK FAMILY AQUATIC CENTER

N

POT Sta 262+00.00
POT Sta 274+00.00
POT Sta 282+00.00
POT Sta 250+00.00
POT Sta 270+00.00
POT Sta 290+00.00

MATCHLINE STA 123+00

MATCHLINE STA 137+00

PLEASANT PLACE

STATE STREET

HOWELL PLACE

RAYMOND DRIVE

KINGSTON AVENUE

STA. 260+00.00 (℄ PLEASANT PL.) = STA. 124+18.49 (℄ MONTGOMERY RD.)

STA. 252+00.00 (℄ PLEASANT PL.) = STA. 124+23.29 (℄ MONTGOMERY RD.)

STA. 272+00.00 (℄ STATE ST./RAYMOND DR.) = STA. 127+45.18 (℄ MONTGOMERY RD.)

STA. 280+00.00 (℄ HOWELL PL.) = STA. 130+79.10 (℄ MONTGOMERY RD.)

STA. 292+00.00 (℄ KINGSTON AVE.) = STA. 135+54.05 (℄ MONTGOMERY RD.)

PR ℄ MONTGOMERY ROAD
EX ℄ MONTGOMERY ROAD
PC Sta 117+59.99

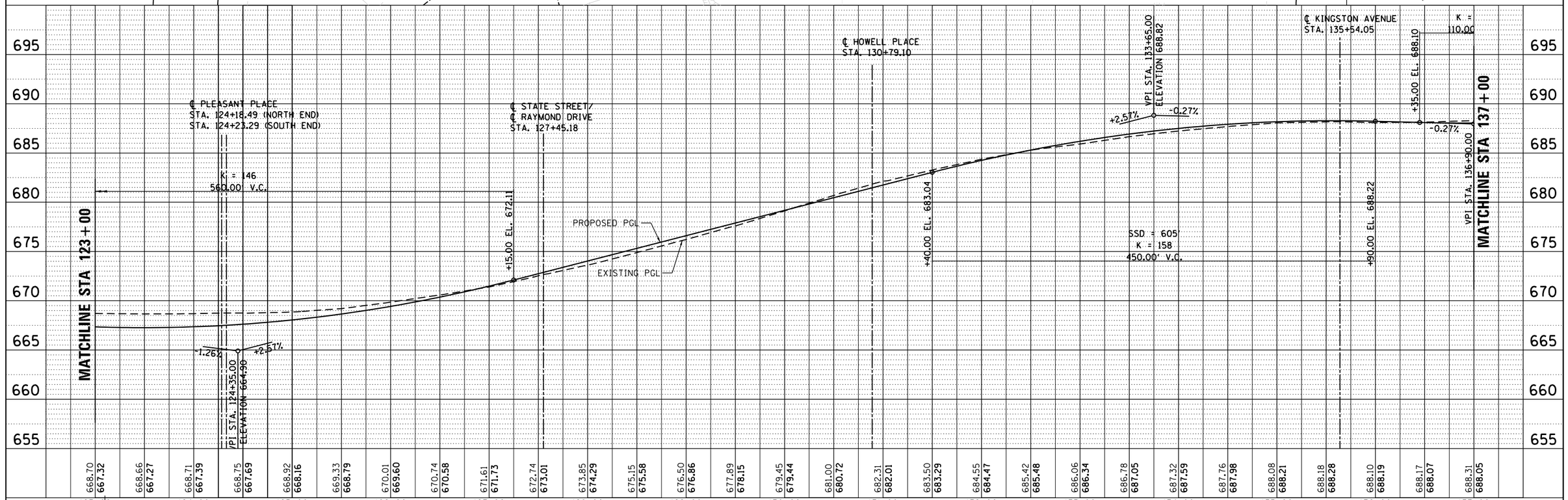
PR B-6.24 C&G
PR 5' SIDEWALK
PR 10' HMA SHARED-USE PATH
EXISTING SIGNAL TO REMAIN
+56 WB LT TAPER ENDS / WB LT STORAGE BEGINS
+31 EB LT STORAGE ENDS
125' STORAGE
155' STORAGE
120+00 65' STORAGE
+82 EB LT TAPER ENDS / EB LT STORAGE BEGINS
+47 EB LT STORAGE ENDS

EXIST. CURVE EX_MONT-8
PI STA. = 120+85.01
Δ = 1° 18' 00" (LT)
D = 0° 12' 00"
R = 28,647.90'
T = 325.01'
L = 650.00'
E = 1.84'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 117+59.99
P.T. STA. = 124+09.99

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP — DOUGLAS ROAD, MONTGOMERY ROAD, HILL AVENUE



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 7 OF 14 SHEETS | STA. 123+00 TO STA. 137+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	17
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PROP. CURVE C5
PI STA. = 138+65.12
Δ = 2° 42' 27" (LT)
D = 0° 03' 26"
R = 100,000.00'
T = 2,363.25'
L = 4,725.61'
E = 27.92'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 115+01.87
P.T. STA. = 162+27.48

ENTRANCE TO PHILLIPS PARK FAMILY AQUATIC CENTER

STA. 302+00.00 (℄ PARK DR.) =
STA. 139+08.19 (℄ MONTGOMERY RD.)

MATCHLINE STA 137+00

PR B-6.24 C&G

R=150'

R=60'

R=70'

R=150'

R=30'

PI Sta 138+65.12

PARK DRIVE

POT Sta 300+00.00

EX ℄ MONTGOMERY ROAD

PR ℄ MONTGOMERY ROAD

PROP. CURVE C5

EX. R.O.W.

5'R TYP.

PR 10' HMA SHARED-USE PATH

PR B-6.12 C&G

PHILLIPS PARK GOLF COURSE

STA. 312+00.00 (℄ CROWN DR.) =
STA. 149+08.18 (℄ MONTGOMERY RD.)

PR 5' SIDEWALK

PR 4'X4' BOX CULVERT

MATCHLINE STA 151+00

CROWN DRIVE

POT Sta 310+00.00

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP

DOUGLAS ROAD — MONTGOMERY ROAD — HILL AVENUE

MATCHLINE STA 137+00
ELEVATION 687.95

165' V.C.
+45.00 EL. 688.17
+0.40%

℄ PARK AVENUE
STA. 139+08.19

EXISTING PGL

PROPOSED PGL

VPI STA. 143+15.00
ELEVATION 690.44

+0.40%
-0.45%

+45.00 EL. 690.16

SSD = 1345'
K = 165
40.00' V.C.

+85.00 EL. 690.12

+55.00 EL. 688.46

K = 159
20.00' V.C.

+75.00 EL. 688.37

-0.45%
+0.31%

VPI STA. 148+15.00
ELEVATION 688.19

℄ CROWN DRIVE
STA. 149+08.18

MATCHLINE STA 151+00

	137+00	138+00	139+00	140+00	141+00	142+00	143+00	144+00	145+00	146+00	147+00	148+00	149+00	150+00	151+00
EXISTING	688.31	688.48	688.68	688.88	689.13	689.16	689.34	689.52	689.69	689.84	690.01	690.27	690.37	690.38	690.33
PROPOSED	688.05	688.19	688.39	688.59	688.79	688.99	689.18	689.38	689.58	689.78	689.98	690.18	690.28	690.24	690.05
EXISTING	690.12	689.85	689.60	689.40	689.23	688.95	688.91	688.94	688.75	688.67	688.68	688.94	689.08	689.12	
PROPOSED	689.83	689.60	689.38	689.15	688.93	688.71	688.48	688.32	688.32	688.45	688.60	688.76	688.91	689.06	

PLAN — SURVEYED; PLOTTED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; C400 FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; PROFILES CHECKED; ELM. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE

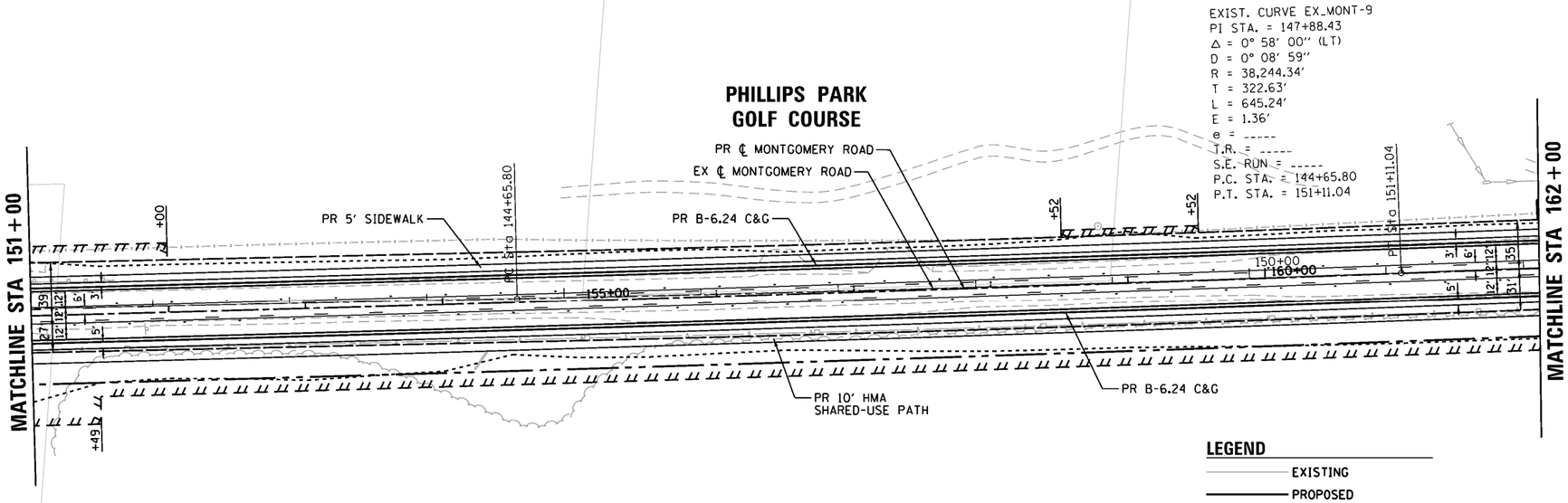
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$MODEL.NAME$		DRAWN - JT	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -	
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -	

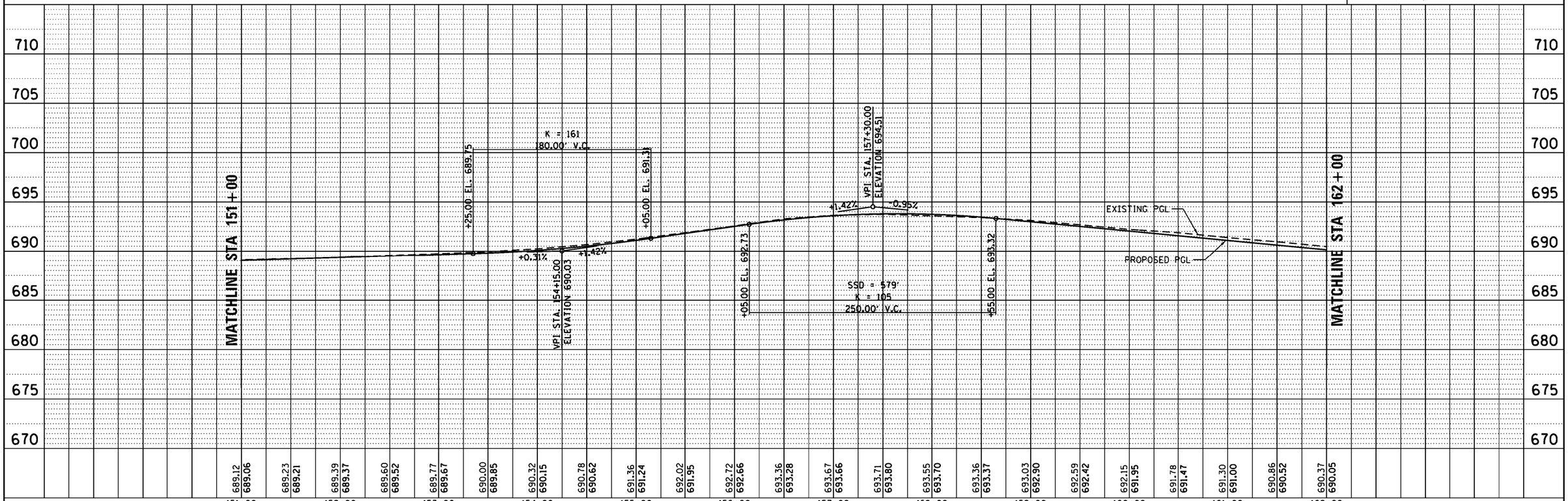
MONTGOMERY ROAD
PLAN & PROFILE SHEETS
SCALE: 1" = 50' | SHEET 8 OF 14 SHEETS | STA. 137+00 TO STA. 151+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	18
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
ELEV. NOTED
STRUCTURE NO'S/MI'S CHKD
NOTE BOOK
NO.
BY
DATE





FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

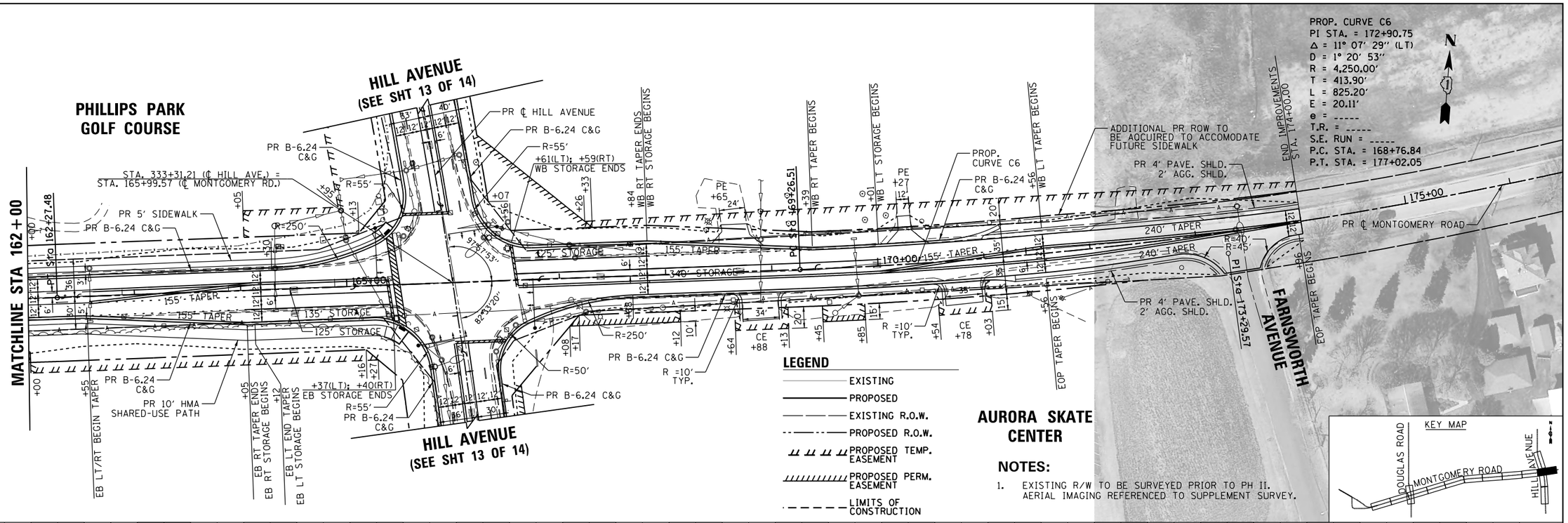
KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS
SCALE: 1" = 50' | SHEET 9 OF 14 SHEETS | STA. 151+00 | TO STA. 162+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	19
		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			

PLAN — SURVEYED — PLOTTED — CLASSES CHECKED — ALIGNMENT CHECKED — RT. OF WAY CHECKED — CADD FILE NAME — NOTE BOOK — NO. — DATE — BY

PROFILE — SURVEYED — PLOTTED — CLASSES CHECKED — BAR. NOTED STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — DATE — BY



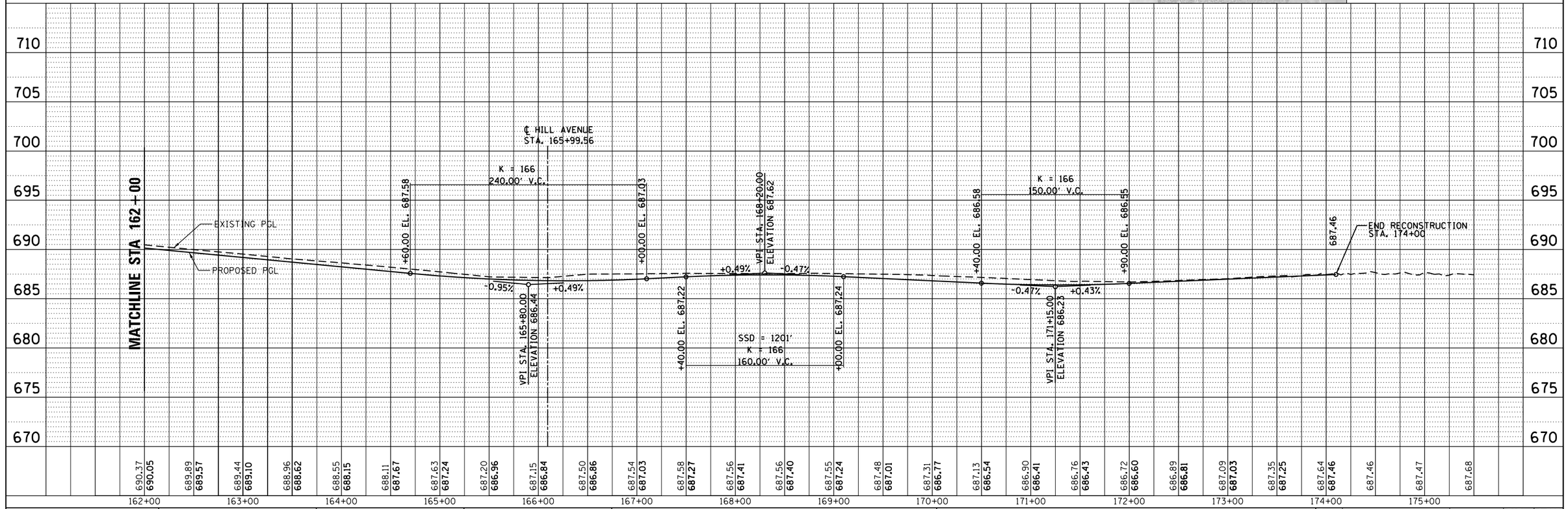
LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

AURORA SKATE CENTER

NOTES:

1. EXISTING R/W TO BE SURVEYED PRIOR TO PH II. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.



FILE NAME =	USER NAME = $USER$	DESIGNED - JT	REVISED -
$FILE$		DRAWN - JT	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

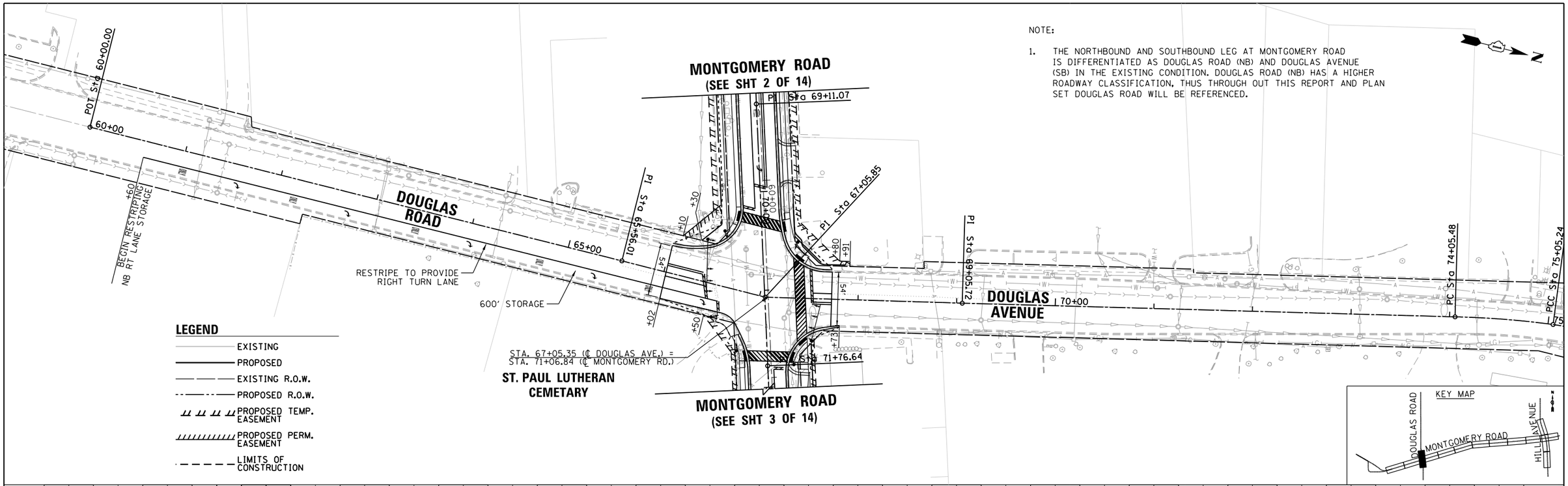
MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 10 OF 14 SHEETS | STA. 162+00 | TO STA. 174+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	20
		CONTRACT NO.	64101	
		ILLINOIS FED. AID PROJECT		

NOTE:

1. 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.

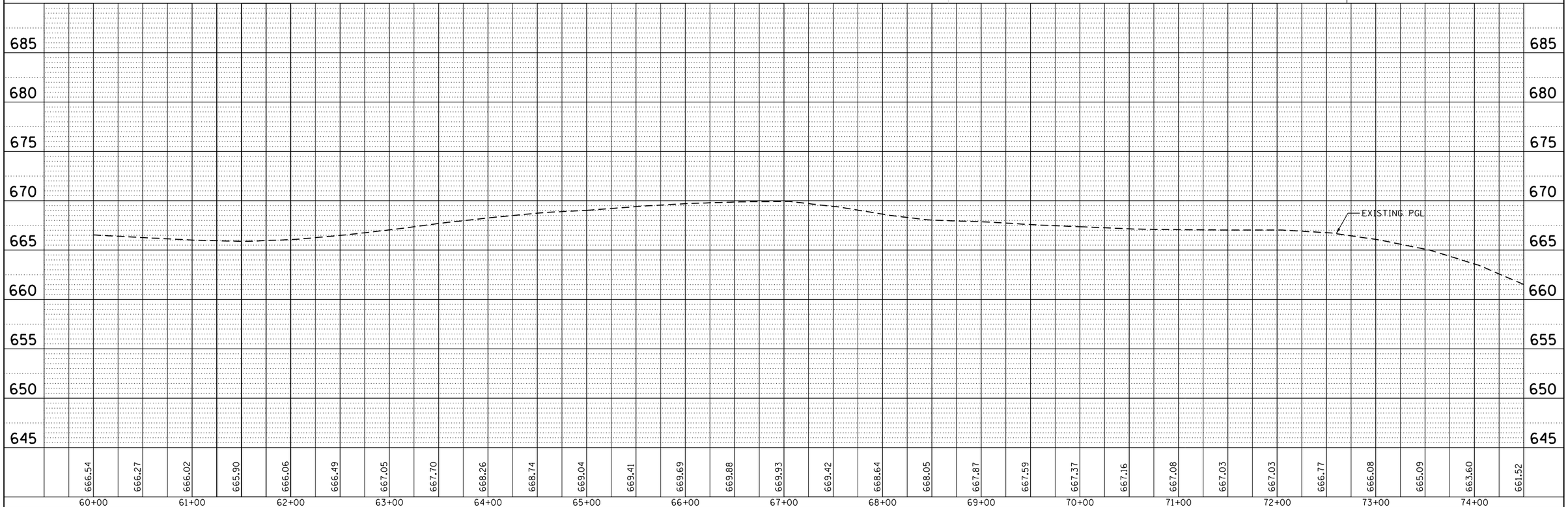


LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

PLAN — SURVEYED; PLOTTED; DESIGNED; CHECKED; R/W AGREEMENT; R/W CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; DESIGNED; CHECKED; BAR. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE



FILE NAME = $FILEL$ $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

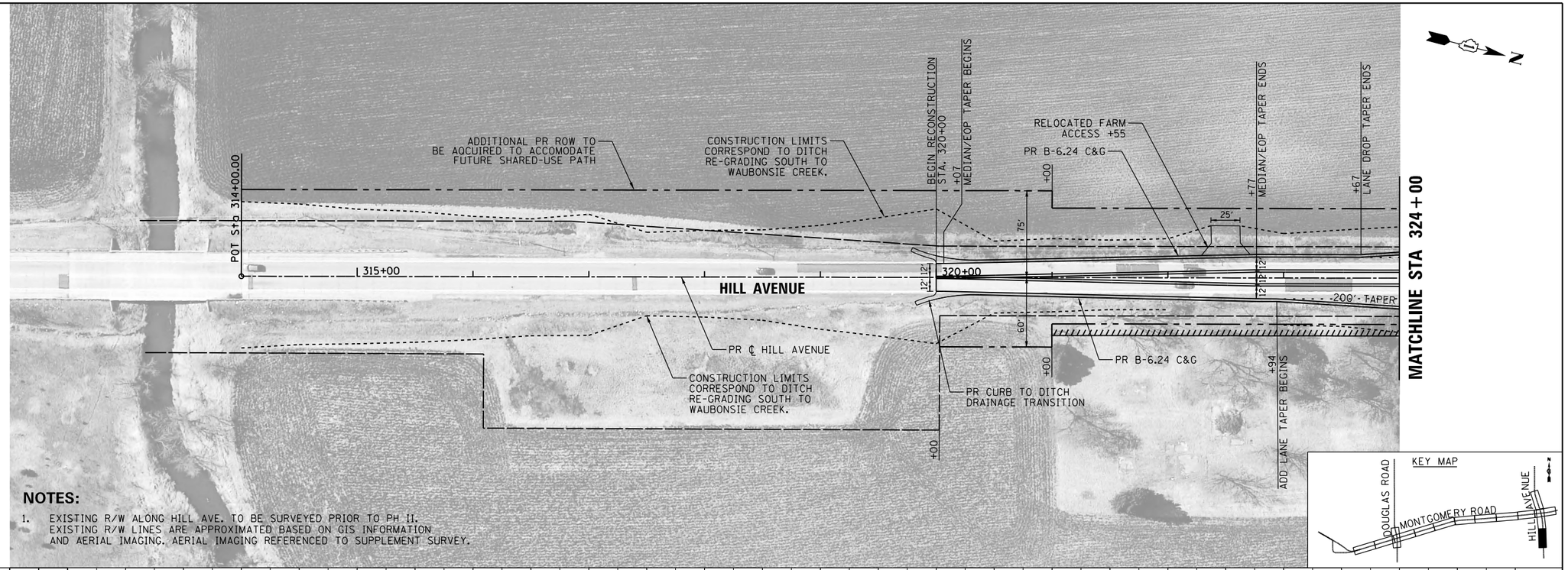
DOUGLAS ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 11 OF 14 SHEETS | STA. 60+60 TO STA. 67+73

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	21
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

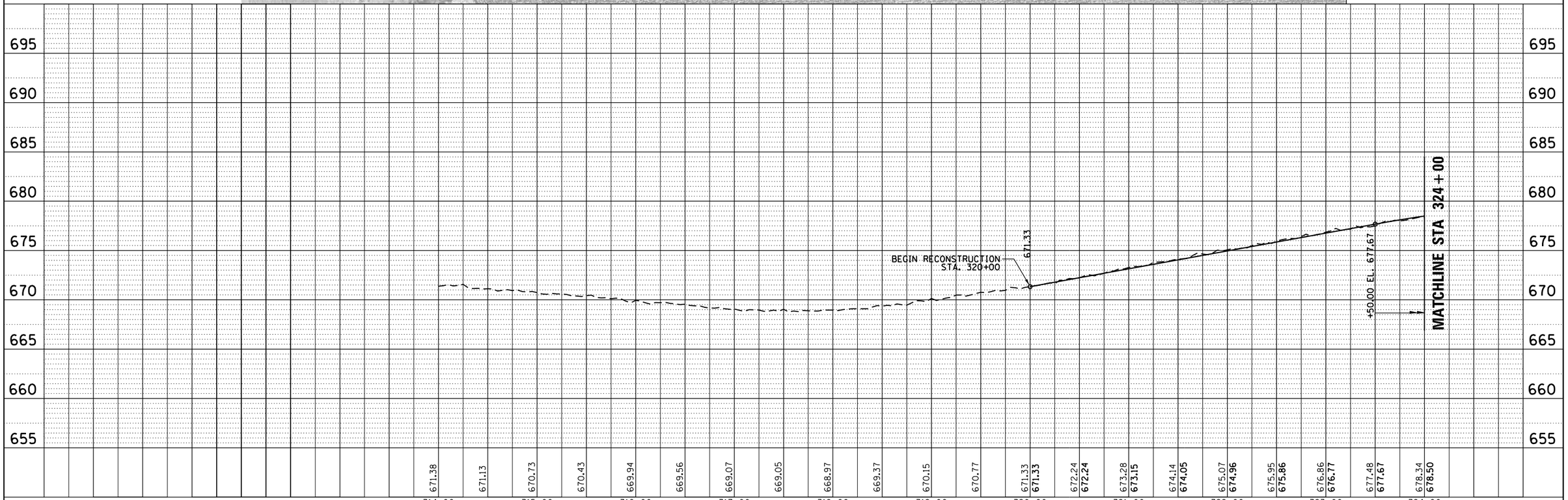


LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.

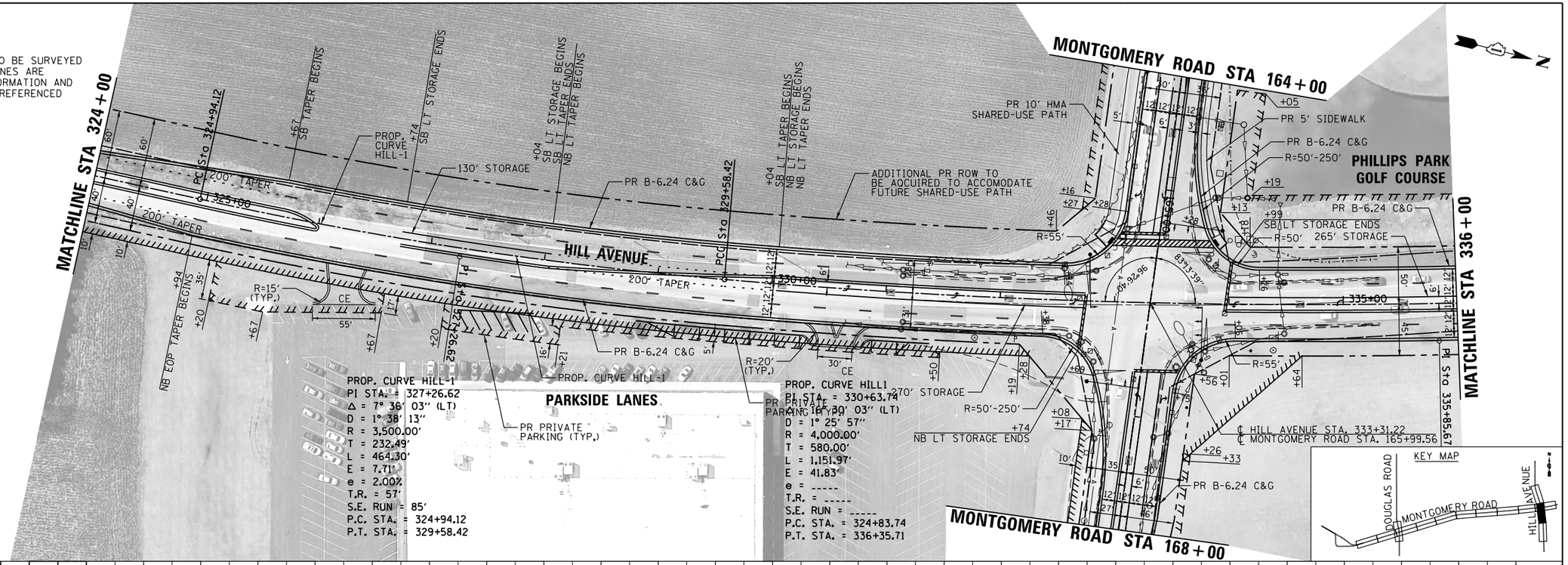


FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	**KANE COUNTY DIVISION OF TRANSPORTATION**	**HILL AVENUE PLAN & PROFILE SHEETS**
$MODELNAME$		DRAWN - JT	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		SCALE: 1" = 50' SHEET 12 OF 14 SHEETS STA. 314+00 TO STA. 324+00
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	22
		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			

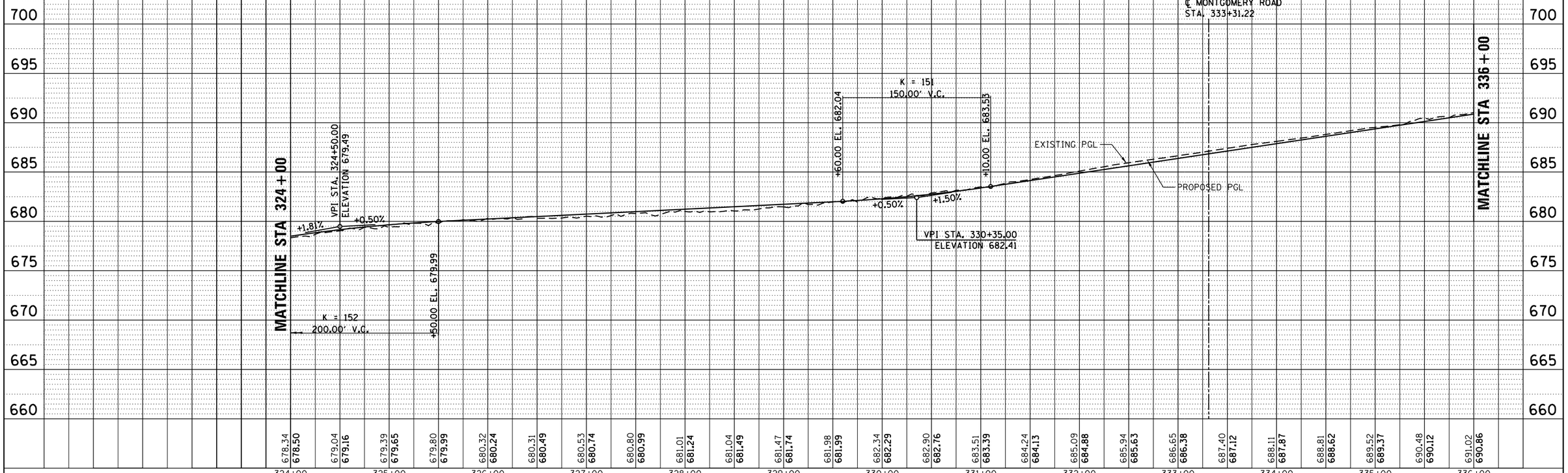
NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.



LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION



FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 13 OF 14 SHEETS | STA. 324+00 TO STA. 336+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	23
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, PROFILE CHECKED, ELM. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

PROP. CURVE HILL-2
PI STA. = 335+85.67
Δ = 11° 56′ 10″ (LT)
D = 0° 57′ 18″
R = 6,000.00′
T = 627.24′
L = 1,249.95′
E = 32.70′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 329+58.42
P.T. STA. = 342+08.37

PROP. CURVE HILL-3
PI STA. = 343+66.89
Δ = 3° 01′ 36″ (RT)
D = 0° 57′ 18″
R = 6,000.00′
T = 158.52′
L = 316.96′
E = 2.09′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 342+08.37
P.T. STA. = 345+25.33

PHILLIPS PARK GOLF COURSE

MATCHLINE STA 336+00

PR B-6.24 C&G
260′ STORAGE
+60 SB LT BEGIN STORAGE
SB LT END TAPER
+65 SB LT BEGIN TAPER
ADD LANE TAPER ENDS
PROP. CURVE HILL-2
+65 ADD LANE TAPER BEGINS
200′ TAPER
340+00
PR ℄ HILL AVENUE
DROP LANE TAPER BEGINS
DROP LANE TAPER ENDS
PRC Sta 342+08.37
PI Sta 343+66.89
PT Sta 345+25.33
END RECONSTRUCTION STA. 345+50
345+00
POT Sta 347+50.00
PROP. CURVE HILL-3

N

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILL AVENUE

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DRAINAGE CHECKED
BM. NOTED
STRUCTURE NO'S/TNS CHKD
NOTE BOOK
NO.
BY
DATE

720
715
710
705
700
695
690
685
680

MATCHLINE STA 336+00

+90.00 EL. 696.70
K = 164
250.00′ V.C.
+40.00 EL. 702.34
+1.50%
+3.02%
VPI STA. 341+15.00
ELEVATION 698.57
711.70
END RECONSTRUCTION STA. 345+50

691.02 690.86 | 691.68 691.61 | 692.62 692.36 | 693.06 693.11 | 693.94 693.86 | 694.54 694.60 | 695.25 695.35 | 696.07 696.10 | 696.95 696.85 | 697.73 697.71 | 698.78 698.71 | 700.10 699.87 | 701.31 701.18 | 702.69 702.65 | 703.95 704.16 | 705.41 705.66 | 706.94 707.17 | 708.68 708.68 | 710.54 710.19 | 711.70 711.70

336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00

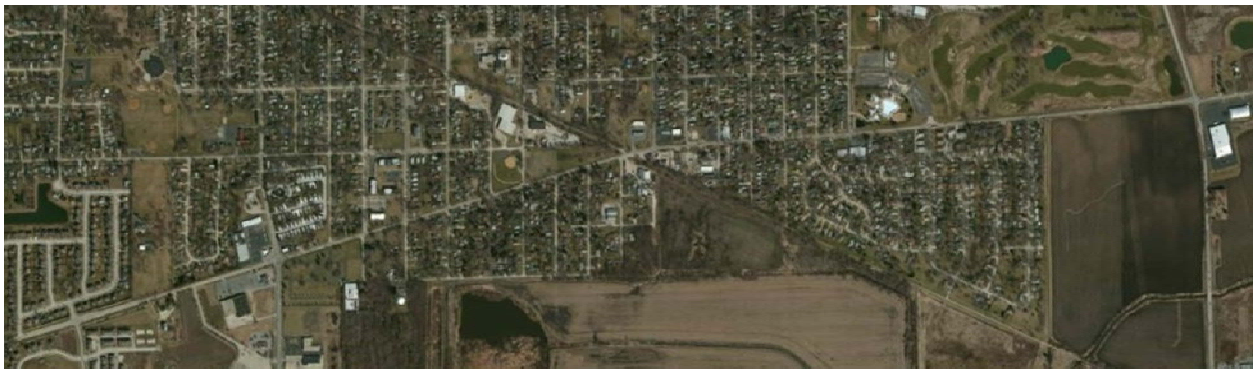
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
PLAN & PROFILE SHEETS
SCALE: 1″ = 50′ | SHEET 14 OF 14 SHEETS | STA. 336+00 TO STA. 345+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	24
		CONTRACT NO.	64101	
		ILLINOIS FED. AID PROJECT		

SECTION 4(F) DE MINIMIS IMPACT DOCUMENTATION



MONTGOMERY ROAD FROM FAU ROUTE 2548 (BRIARCLIFF ROAD) TO 750' EAST OF FAP ROUTE 360 (HILL AVENUE)

KANE COUNTY

Fox Valley Park District & City of Aurora:

Phillips Park Aquatic Center

Kane County Division of Transportation

Section: 13-00127-00-WR

December 2016

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I. Project Description

a. **Section Number:** 13-00127-00-WR

b. **Project Name:** Montgomery Road Improvements

c. **Project Termini:** Montgomery Road – FAU Route 2548 (Briarcliff Road) to 750 feet East of FAP Route 360 (Hill Avenue); Hill Avenue – 1200 feet North and 1400 feet South of Montgomery Road Intersection. (See Attachment 2)

d. **Project Type:** Roadway reconstruction to provide one through lane in each direction separated by a flush two-way left turn lane median along Montgomery Road, drainage improvements, intersection improvements, sidewalk and multi-use path construction, and traffic signal reconfiguration.

e. **Project Length:** Montgomery Road – 2.4 miles, Hill Ave. – 0.5 miles

f. **NEPA Class of Action:** Anticipated Federal Categorical Exclusion.

g. **Purpose and Need Summary:** 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 need for this project is based on the inability of the existing Montgomery Road to meet future capacity needs; the need to provide safe travel conditions for all users; and the need to better accommodate bicycles and pedestrians.

h. **Project Status:** Kane County is in the process of completing a preliminary engineering and environmental study (Phase I). Geometric design has been submitted to IDOT and is anticipated for approval within 3 months. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) for the Montgomery Road Improvements have yet to be scheduled and funding for each phase is undetermined at this time. The Phase 1 study will follow all state and federal processes to insure the capability of securing federal funds for construction.

I. Section 4(f) Resources

a. Resource Type: The Section 4(f) resource is a public park.

b. Names of Resource: Phillips Park Aquatic Center

c. Officials with Jurisdiction: Fox Valley Park District and the City of Aurora are co-owners of the Phillips Park Aquatic Center through an intergovernmental agreement.

d. Description of Role/Significance in the Community:

i. Phillips Park is a public park of substantial land use. Located on park property are a public golf course, an animal zoo, picnic pavilions, botanical gardens, and athletic facilities. The entire park is approximately 325 acres.

ii. Phillips Park Aquatic Center is located on an approximately 3.5 acre site in Phillips Park. The Aquatic Center includes:

- Zero-depth entry leisure pool
- Two drop-off slides into a plunge pool
- One twisting enclosed body flume slide
- Two winding body flume slides
- Kid-friendly areas with spray guns, waterfall, a small slide and dumping coconut tree
- Two regulation sand volleyball courts
- A full-service concession stand with umbrella tables
- A sand play area with seating and shade

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

a. Acres to be Impacted:

i. Phillips Park Aquatic Center: 0.30 acres of temporary easements for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road; 0.098 acres of permanent easement for the installation and maintenance of proposed closed drainage system

along the southern edge of the Aquatic Center. See Attachment 3, 4, and 5.

Phillips Park Aquatic Center		
Item	**Acreage**	**Location**
Temp Easement Area	0.30	North of Montgomery Rd
Total	**0.30**	
Permanent Easement Area	0.098	North of Montgomery Rd
Total	**0.098**	

b. Type of Impact: The extent of each fee simple acquisition, temporary easement and permanent easement are listed in the above tables. The areas described as Proposed ROW are fee simple acquisitions.

c. Existing Function of Impacted Acres:

i. Phillips Park Aquatic Center: The permanent easement to be obtained is a linear grassed area with no direct recreational use.

d. Relation of impacted areas to Section 4(f) function and significance of resource: The 4(f) property functions as recreational area. The areas proposed for acquisition are not used for recreational purposes, but serve as a buffer between Montgomery Road and all affected properties.

e. Resulting function of impacted areas: The fee simple acquisition of the properties, which will become Kane County right-of-way, will accommodate the fill/cut slopes due to the proposed roadway widening, the addition of pedestrian facilities, and installation and maintenance of proposed closed drainage systems (where noted). The temporary construction easement will be used for construction of the fill/cut slopes and any affected access to and from Montgomery Road.

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

a. **Avoidance and minimization efforts made and benefits to resource:** Extensive effort was made to minimize the impact to the 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 Aquatic Center to the local community.

b. **Commitments for mitigation or enhancement:** There are no commitments proposed in relation to the Phillips Park Aquatic Center.

IV. Evidence of Opportunity for Public Review and Comment

a. **Type of public availability (internet postings, public meetings, mailers):** The Draft Section 4(f) Document was available for public viewing at the September 14, 2016 Public Hearing. Attendees were informed that the draft document was available for review and comment at the Fox Valley Park District (101 W. Illinois Avenue, Aurora, IL 60506), Aurora Township (80 N. Broadway, Aurora, IL 60507), City of Aurora (44 E. Downer Place, Aurora, IL 60505), and at IDOT/Bureau of Local Roads and Streets (201 W. Center Court, Schaumburg, IL 60196) between September 19, 2016 and October 14, 2016. Section 4(f) impacts were noted in the Public Hearing notice as advertised in the Beacon-News and the Kane County Chronicle on August 24 and 25, 2016 and September 7 and 8, 2016. Postcards to adjacent residents and owners, and public officials were sent on August 29, 2016. Letters were mailed to the Stakeholder Focus Group on August 31, 2016. Notification is also on the project website, http://www.co.kane.il.us/dot/constProjects/montgomeryRoad.aspx.

b. Date of action: The public hearing was held on September 14, 2016 from 4:00 p.m. to 7:00 p.m. at the Montgomery Village Hall.

c. Summary of comments: The public comment period was from September 14, 2016 to October 14, 2016 for the Section 4(f) Report. During the Public Hearing, (2) written comment forms were submitted and (8) verbal comments were filed with the court reporter. The summary below describes the most predominant categories. After the Public Hearing, (3) written additional comments were submitted to Kane County Division of Transportation before the September 28, 2016 deadline and are included in this summary.

- Drainage Issues
- Loss of Parking Spaces
- Loss of Driveway Space
- Dedicated Turn Lanes
- Land/Property Acquisition
- Sidewalk, Crosswalk, and Bike Path Issues and Connections
- Traffic Control
- General Support for the Project

d. Comments were not received regarding impacts or use of the Phillips Park Aquatic Center property.

e. Notification of OWJ of public availability and summary of comments: The Section 4(f) documentation for public viewing and comment was available at the Public Hearing on September 14, 2016. Notice of this was sent to the Fox Valley Park District and City of Aurora on August 29, 2016.

V. Evidence of Coordination with Official(s) with Jurisdiction (OWJ)

(See Attachment 1)

a. Meeting minutes and agendas:

A combined meeting was held with the City of Aurora, Fox Valley Park District, and Aurora Township on June 13, 2016 at the Kane County Division of

Transportation. The purpose of the meeting was to provide information about the proposed improvements to Montgomery Road from Hill Avenue to Briarcliff Road as part of the Phase I study. Additionally Kane County wanted to discuss potential impacts to parkland and the Section 4(f) process. The agenda for the meeting included the following:

- Introductions
- Limits of the Project
- Project History
- Project Design Details
- Agency/Public Coordination
- Potential Impacts (Focused on Parkland)
- Section 4(f) Process
- Tentative Schedule

Minutes from the meeting are included in Attachment 1.

b. Correspondence to OWJ:

i. August 9, 2016, Letter from Kane County to City of Aurora

ii. August 9, 2016, Letter from Kane County to Fox Valley Park District

c. OWJ written concurrence with a No Adverse Effect Determination:

i. City of Aurora: Signed September 30, 2016

ii. Fox Valley Park District: Signed December 14, 2016

VI. Supporting Documentation (Attachments)

1. Coordination/Owner Sign-off (Attachment 1)
2. Location Map of Project (Attachment 2)
3. Phillips Park Aquatic Center Impacts Exhibit (Attachment 3)
4. Proposed Typical Sections (Attachment 4)
5. Preliminary Plan & Profile Sheets (Attachment 5)

Attachments

Attachment 1

City of Aurora

Department of Public Works • 44 East Downer Place • Aurora, Illinois 60507-2067
Engineering Division • 630.256.3200 • FAX 630.256.3229

Kenneth Schroth, P.E.
Director of Public Works
City Engineer

September 30, 2016

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

RE: Montgomery Road Improvements Phase I Study
Section 4F Properties

Dear Ms. O'Connell,

We have reviewed the roadway improvement plans provided to us at the June 13, 2016 meeting held at your office.
After reviewing these plans we have concluded that this project will not adversely affect our properties qualifying for protection under Section 4(f) of the federal regulations.
Please do not hesitate to contact me at 630-256-3221 if you have any questions.

Sincerely,

Stephen K. Andras, P.E., CFM
Assistant City Engineer

Ecc Mr. John Lazarra, HDR Engineering, Inc.
Ken Schroth, P.E. Director of Public Works/City Engineer
Ms. Alayne Weingartz, Corporation Counsel

printed on recycled paper

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

DIVISION of TRANSPORTATION
41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

SIGNED LETTER ATTACHED. J. PALMQUIST

Jeff Palmquist
Senior Director of Operations and Planning
Fox Valley Parks District
101 W. Illinois Avenue
Aurora, IL 60506

August 9, 2016

Subject: Montgomery Road Improvements Phase I Study
Kane County
Section 4(f) Coordination

Dear Mr. Palmquist,

The Kane County Division of Transportation is nearing the completion of preliminary engineering and environmental studies (Phase 1) for the proposed improvement of Montgomery Road. As discussed in meetings with the Fox Valley Park District on June 13, 2016, the Montgomery Road improvements will impact the Phillips Park Aquatic Center and the Virgil Gilman Trail. As this project is anticipated to utilize federal funds, the Fox Valley Park District property is eligible for protection under the federal regulations 23 U.S.C. 138 and 49 U.S.C. 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Kane County anticipates a de minimis impact finding for the Fox Valley Park District properties, based on the determination that the project will not adversely affect the features, attributes, or activities that qualify the property for protection under Section 4(f).

The purpose of this letter is to request the Fox Valley Park District's concurrence that no adverse effects will occur to publicly owned lands maintained by the Fox Valley Park District as a result of the Montgomery Road improvements.

The County will require 0.30 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road, which is located within the Phillips Park Aquatic Center right-of-way. In addition, 0.098 acres of permanent easement along the southern edge of the Phillips Park Aquatic Center property will be required for installation and maintenance of the proposed closed drainage system.

The County will require 0.11 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along Montgomery Road at the Virgil Gilman Trail Crossing, which is located within the Virgil Gilman Trail right-of-way. In addition, 0.01 acres of proposed right-of-way along the southern edge and northern edge of the Virgil Gilman Trail will be required for the installation and maintenance of pedestrian sidewalks.

The county has determined that the impacts of this project qualify for de minimis as outlined in the 23 CFR 774, because:

1. The transportation use of the Section 4(f) resource, together with the impacts and mitigation measures incorporated into the project; do not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The county has coordinated with the Fox Valley Park District and has discussed the project and impacts during a meeting held June 13, 2016. Conditional concurrence was stated upon the addition of commitments to the project made by the County.
3. Fox Valley Park District requested upgrades to the safety and visibility at the Virgil Gilman Trail crossing. Kane County has committed to including these enhancement features in the project design. Enhancement features include, but are not limited to high visibility pavement markings, high visibility signage and advanced signage, yield signage for trail patrons, and over head lighting at the trail crossing location.

By signing this letter, the Fox Valley Park District concurs with the determination that the Montgomery Road improvements will not have an adverse effect on the activities, features, and attributes that qualify the properties for protection under Section 4(f). The Fox Valley Park District acknowledges that the Federal Highway Administration will use this concurrence as the basis for making a de minimis finding for each of the properties impacted and described in the enclosure.

Please review the enclosed exhibits for a detailed description of the Section 4(f) properties that will be affected. If the Fox Valley Park District concurs with the determination of no adverse effect to the activities, features, and attributes that qualify the resources for protection under Section 4(f), please sign one copy of this letter and return it to the Kane County Division of Transportation. A second copy has been provided for your records.

Upon completion of the Phase 1 study, the Kane County Division of Transportation may begin Phase 2, contract plan preparation and right-of-way acquisition. At that time, your agency will be contacted by Kane County about the temporary and permanent acquisition of right-of-way needed for highway purposes. Your signature on this letter in no way affects future negotiations with Kane County for land being acquired.

Respectfully,

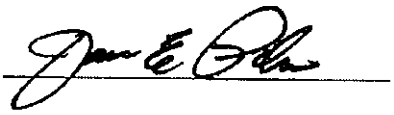
Jennifer O'Connell

Jennifer O'Connell, P.E.

Senior Project Manager
Kane County Division of Transportation

cc: File

Concurrence on determination of no adverse effects to Section 4(f) lands:

Concur 

Do Not Concur _____

Name James E. Palmer

Title Executive Director

Date 12/14/16

Comments _____

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

Stephen Andras
Assistant City Engineer
City of Aurora Department of Public Works
44 E. Downer Place
Aurora, IL 60507

August 9, 2016

Subject: Montgomery Road Improvements Phase I Study
Kane County
Section 4(f) Coordination

Dear Mr. Andras,

The Kane County Division of Transportation is nearing the completion of preliminary engineering and environmental studies (Phase 1) for the proposed improvement of Montgomery Road. As discussed in meetings with the City of Aurora on June 13, 2016, the Montgomery Road improvements will impact the Phillips Park Golf Course and the Phillips Park Aquatic Center. As this project is anticipated to utilize federal funds, the City of Aurora property is eligible for protection under the federal regulations 23 U.S.C. 138 and 49 U.S.C. 303, which were originally enacted as Section 4(f) of the Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)." Section 4(f), which is implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. Kane County anticipates a de minimis impact finding for the City of Aurora properties, based on the determination that the project will not adversely affect the features, attributes, or activities that qualify the property for protection under Section 4(f).

The purpose of this letter is to request the City of Aurora's concurrence that no adverse effects will occur to publicly owned lands maintained by the City of Aurora as a result of the Montgomery Road improvements.

The County will require 0.46 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road, which is located within the Phillips Park Golf Course right-of-way. In addition, 0.27 acres of proposed right-of-way along the southern edge of the Phillips Park Golf Course property will be required for installation and maintenance of the proposed closed drainage system.

The County will require 0.30 acres of temporary easement for construction of proposed fill/cut slopes and pedestrian sidewalk along the north side of Montgomery Road, which is located within the Phillips Park Aquatic Center right-of-way. In addition, 0.098 acres of permanent easement along the southern edge of the Phillips Park Aquatic Center property will be required for installation and maintenance of the proposed closed drainage system.

The county has determined that the impacts of this project qualify for de minimis as outlined in the 23 CFR 774, because:

1. The transportation use of the Section 4(f) resource, together with the impacts and mitigation measures incorporated into the project; do not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The county has coordinated with the City of Aurora and has discussed the project and impacts during a meeting held June 13, 2016. Verbal concurrence was stated after the presentation of anticipated property impacts.

By signing this letter, the City of Aurora concurs with the determination that the Montgomery Road improvements will not have an adverse effect on the activities, features, and attributes that qualify the properties for protection under Section 4(f). The City of Aurora acknowledges that the Federal Highway Administration will use this concurrence as the basis for making a de minimis finding for each of the properties impacted and described in the enclosure.

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Respectfully,

Jennifer O'Connell

Jennifer O'Connell, P.E.

Senior Project Manager
Kane County Division of Transportation

cc: File

Concurrence on determination of no adverse effects to Section 4(f) lands:

Concur _____

Do Not Concur _____

Name _____

Title _____

Date _____

Comments _____





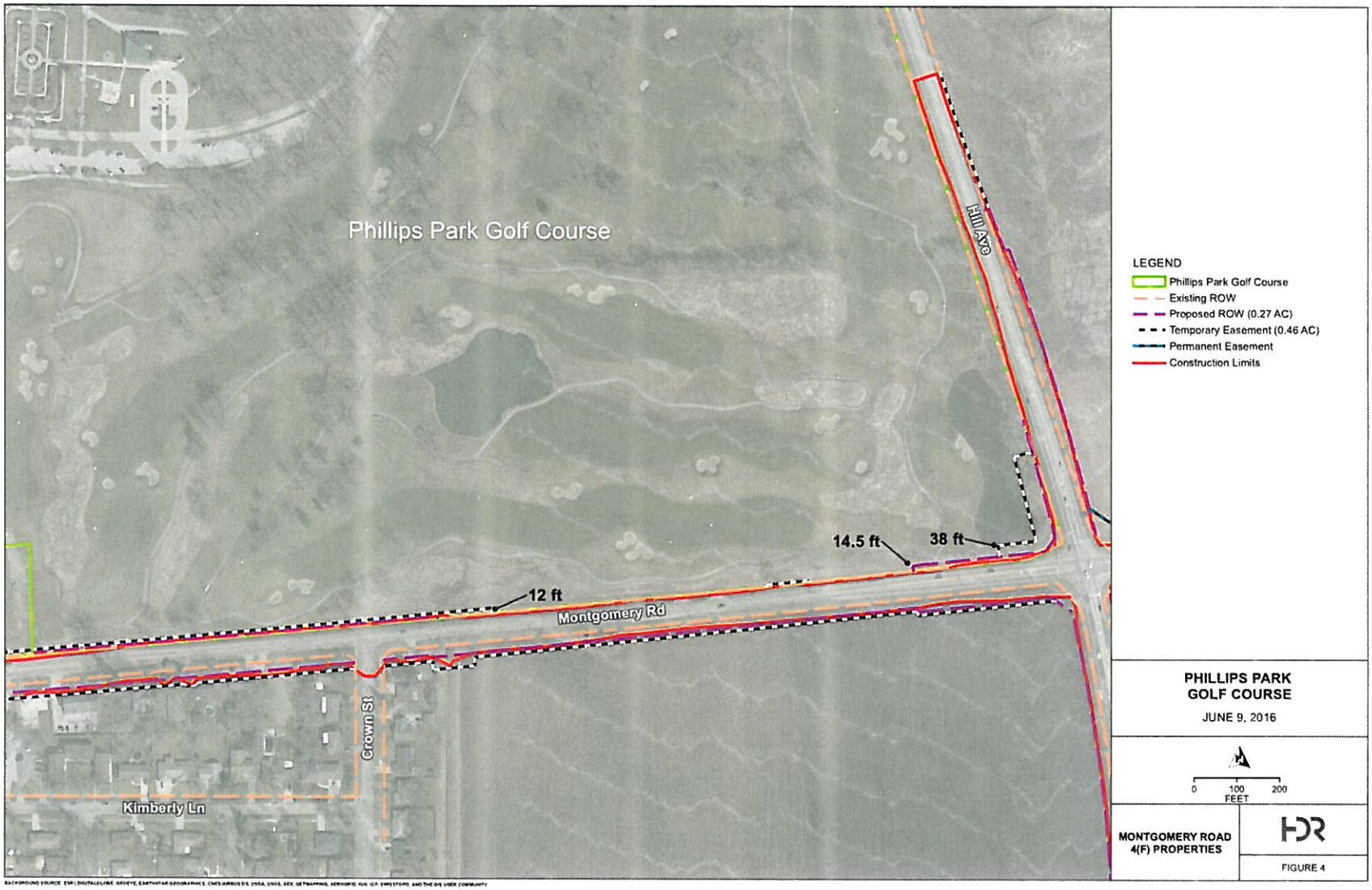
LOCATION MAP

JUNE 9, 2016

0 1,000 2,000
FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR


Phillips Park Golf Course
Hill Ave
Montgomery Rd
Crown St
Kimberly Ln
14.5 ft
38 ft
12 ft
LEGEND
Phillips Park Golf Course
Existing ROW
Proposed ROW (0.27 AC)
Temporary Easement (0.46 AC)
Permanent Easement
Construction Limits
PHILLIPS PARK
GOLF COURSE
JUNE 9, 2016
0
100
200
FEET
MONTGOMERY ROAD
4(F) PROPERTIES
HDR
FIGURE 4



LEGEND

- Phillips Park Family Aquatic Center
- Existing ROW
- Proposed ROW
- Temporary Easement (0.30 AC)
- Permanent Easement (0.098 AC)
- Construction Limits

PHILLIPS PARK FAMILY AQUATIC CENTER

JUNE 9, 2016

0 50 100 FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR

FIGURE 3

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

Jeff Palmquist
Senior Director of Operations and Planning
Fox Valley Parks District
101 W. Illinois Avenue
Aurora, IL 60506

August 9, 2016

Subject: Montgomery Road Improvements Phase I Study
Kane County
Section 4(f) Coordination

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Respectfully,

Jennifer O'Connell

Jennifer O'Connell, P.E.

Senior Project Manager
Kane County Division of Transportation

cc: File

Concurrence on determination of no adverse effects to Section 4(f) lands:

Concur _____

Do Not Concur _____

Name _____

Title _____

Date _____

Comments _____





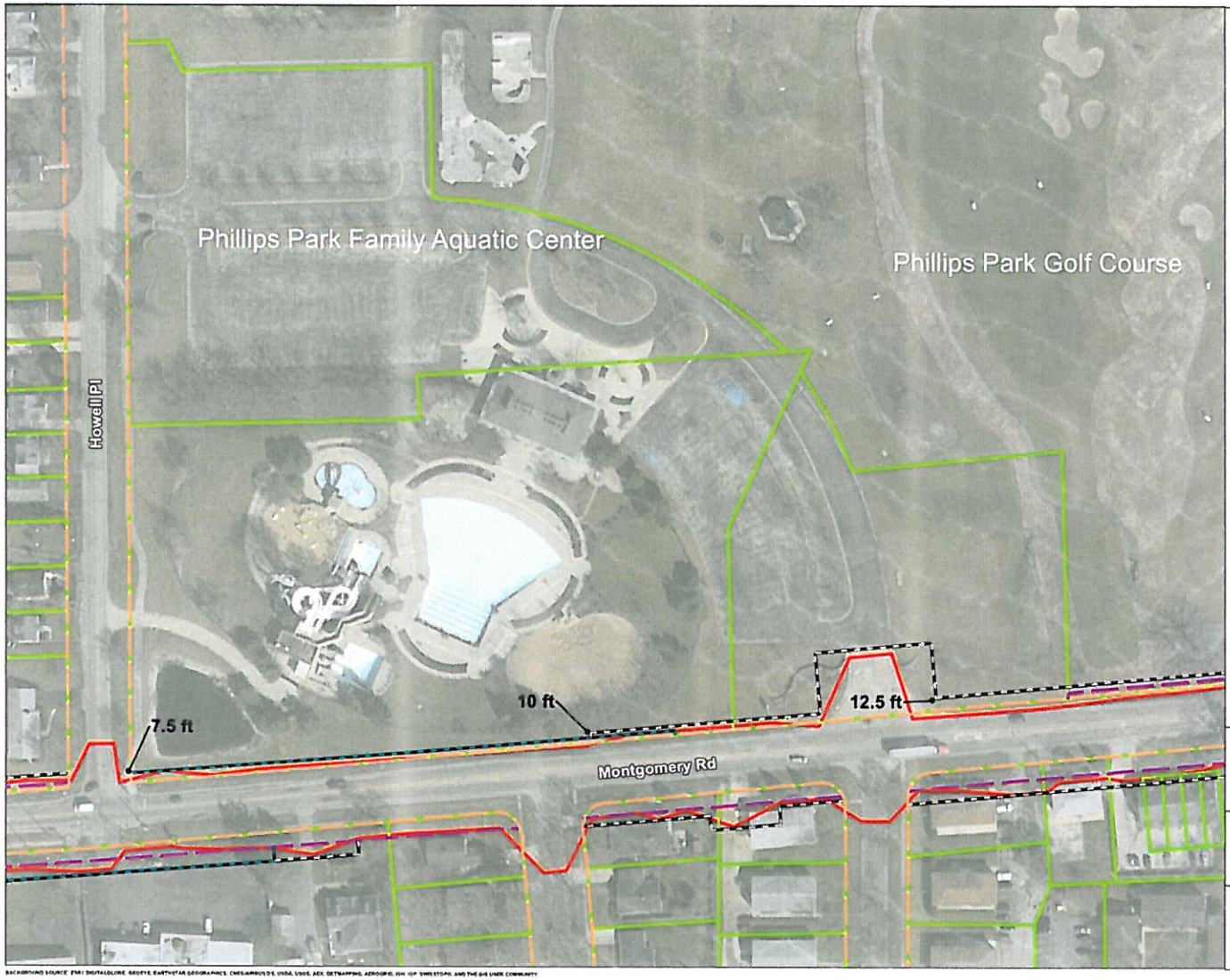
LOCATION MAP

JUNE 9, 2016

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FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR



LEGEND

- Phillips Park Family Aquatic Center
- Existing ROW
- Proposed ROW
- Temporary Easement (0.30 AC)
- Permanent Easement (0.098 AC)
- Construction Limits

PHILLIPS PARK FAMILY AQUATIC CENTER

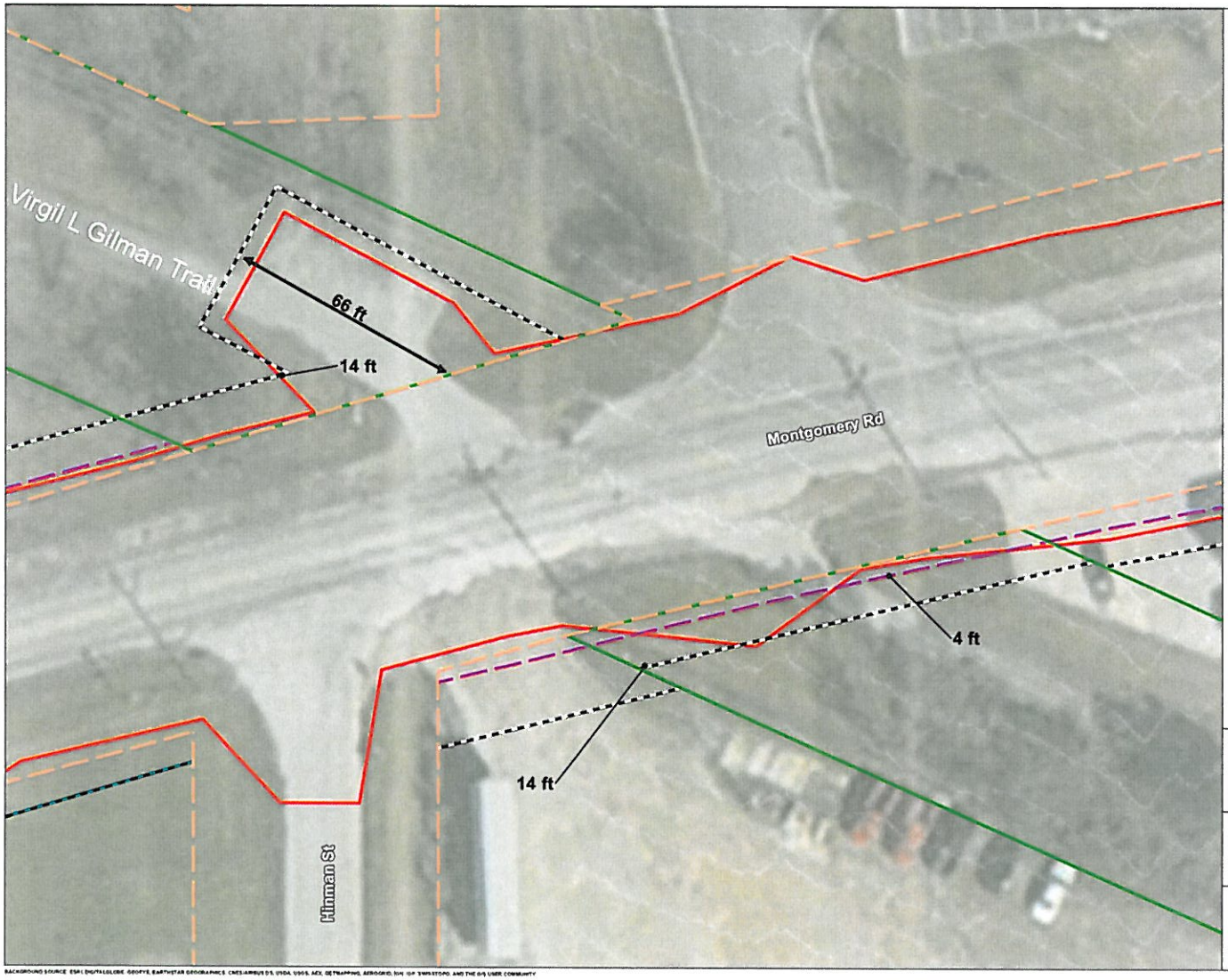
JUNE 9, 2016

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FEET

MONTGOMERY ROAD 4(F) PROPERTIES

HDR

FIGURE 3



LEGEND

- Virgil L Gilman Trail
- Existing ROW
- Proposed ROW (0.01 AC)
- Temporary Easement (0.11 AC)
- Construction Limits

VIRGIL L GILMAN TRAIL

JUNE 9, 2016

0 25
FEET

MONTGOMERY ROAD 4(F) PROPERTIES

FIGURE 2

HDR | ONE COMPANY *Many Solutions*℠

Meeting Minutes

Subject:	Montgomery Road – Section 4(f) Meeting		
Client:	Kane County Department of Transportation		
Project:	Montgomery Road (CH29) Phase 1 Engineering	Project No:	
Meeting Date:	June 13, 2016	Meeting Location:	Kane County DOT Office
Notes by:	John Lazzara		

Attendees:

Name	Affiliation	Phone Number	Email Address
Jennifer O'Connell	KDOT	630.406.7333	oconnelljennifer@co.kane.il.us
Stephen Andras	City of Aurora	630.256.3221	sandras@aurora-il.org
Bill Catching	Aurora Township	630.897.8777	william.c@auroratownship.org
Jeff Palmquist	Fox Valley Park District	630.897.0516	jpalmquist@fvpd.net
John Lazzara	HDR	773.380.7938	john.lazzara@hdrinc.com
Tim Heuer	HDR	312.443.4924	timothy.heuer@hdrinc.com

The purpose of this meeting was to provide information about the proposed improvements to Montgomery Road from Hill Avenue to Briarcliff Road as part of the Phase I study. Additionally Kane County wanted to discuss potential impacts to parkland and the Section 4(f) process.

Topics Discussed:

A) Limits of the Project
   a. Original project limits – IL Route 25 to Hill Avenue
   b. Revised project limits – Briarcliff Road (FAU 2548) to Hill Avenue (FAP 360)

B) Project History

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 need for the project relates to meeting future capacity needs, enhancing safety, and accommodating bicyclists and pedestrians.

A Public Information Meeting was held on October 2, 2013 to introduce the project to the public and collect input on issues of concern. A Stakeholder Focus Group was formed and met twice. The first meeting was held on January 29, 2014. The Stakeholder Focus Group discussed widening Montgomery Road to three lanes or four lanes as the primary alternatives on the East half of the project. After reviewing traffic data and potential impacts due to widening the roadway, the three lane cross section providing a continuous left turn lane was identified as the preferred alternative.

The second meeting was held on May 7, 2014. The Stakeholder Focus Group reviewed alternatives that they helped develop on the West end of the project and related impacts that were calculated by the project study team. Three alternatives were identified to move forward for further consideration by the Village of Montgomery and Kane County. Two options involved roundabouts along the S-curve and one option realigned Montgomery Road through some residential properties to eliminate the S-curve. After

further review of potential impacts from the remaining alternatives by the Village of Montgomery, it was decided to change the project limits to Briarcliff Road.

C) Project Design Details

The preliminary preferred alternative includes roadway reconstruction to provide one through lane in each direction separated by a flush two-way left turn lane median along Montgomery Road, drainage improvements, intersection improvements, sidewalk and multi-use path construction, and traffic signal reconfiguration. Additional right-of-way and easements will be needed along the corridor for construction purposes. An aerial scroll plot was used to discuss the proposed improvements in more detail including the location of the proposed 10' wide multi-use path and the 5' wide sidewalk. The enclosed drainage system was noted and the affect that it has to the adjacent properties.

D) Agency/Public Coordination

The group discussed the public involvement that has taken place and the agency coordination. The first public meeting, Stakeholder Focus Group meetings, and separate meetings with local agencies were noted. The future Public Hearing scheduled for September 14, 2016 was also mentioned.

E) Potential Impacts (Focused on Parkland)

Exhibits showing each individual parkland property and the potential right-of-way (ROW), temporary easement, and permanent easement impacts were highlighted and discussed in more detail. Below is a summary of the quantified parkland impacts by property:

Aurora Township Youth Soccer Field (Aurora Township)
- Temporary easement 0.28 acres
- Proposed ROW 0.12 acres

Virgil L Gilman Trail (Fox Valley Park District)
- Temporary easement 0.11 acres
- Proposed ROW 0.01 acres

Phillips Park Family Aquatic Center (Fox Valley Park District and City of Aurora)
- Temporary easement 0.30 acres
- Permanent easement 0.098 acres

Phillips Park Golf Course (City of Aurora)
- Temporary easement 0.46 acres
- Proposed ROW 0.27 acres

The Fox Valley Park District representative asked about potential enhancements at the Virgil Gilman Trail crossing. Kane County committed to looking into possible options for safety and visibility enhancements at the crossing. In addition to changing the crossing to be 90 degrees, Kane County will be adding a street light for higher visibility and advanced warning signs alerting drivers to the crossing. Additionally, the sensitivity of the existing drainage and plantings along the Phillips Park Family Aquatic Center were pointed out. At the Fox Valley Park District's request additional right-of-way is included along the southwest side of Hill Avenue to accommodate a multi-use path that the Park District may pursue separately in the future.

F) Section 4(f) Process

The Section 4(f) process was discussed and impacts were summarized. Since each of the three agencies at the meeting represented the officials with jurisdiction over the four public parklands that are involved with improvements to Montgomery Road, it was noted that their input was being sought on the Section 4(f) impacts in particular. The proposed impacts to each of the properties is limited to small sections of frontage land and impacts are not expected to the use of the public recreational properties. Each of the three agencies involved with the Section 4(f) properties agreed that the impacts are minimal and in some

cases actually beneficial. Kane County indicated that a Section 4(f) de minimis report is being prepared and will be provided to IDOT and FHWA, along with the local agencies.

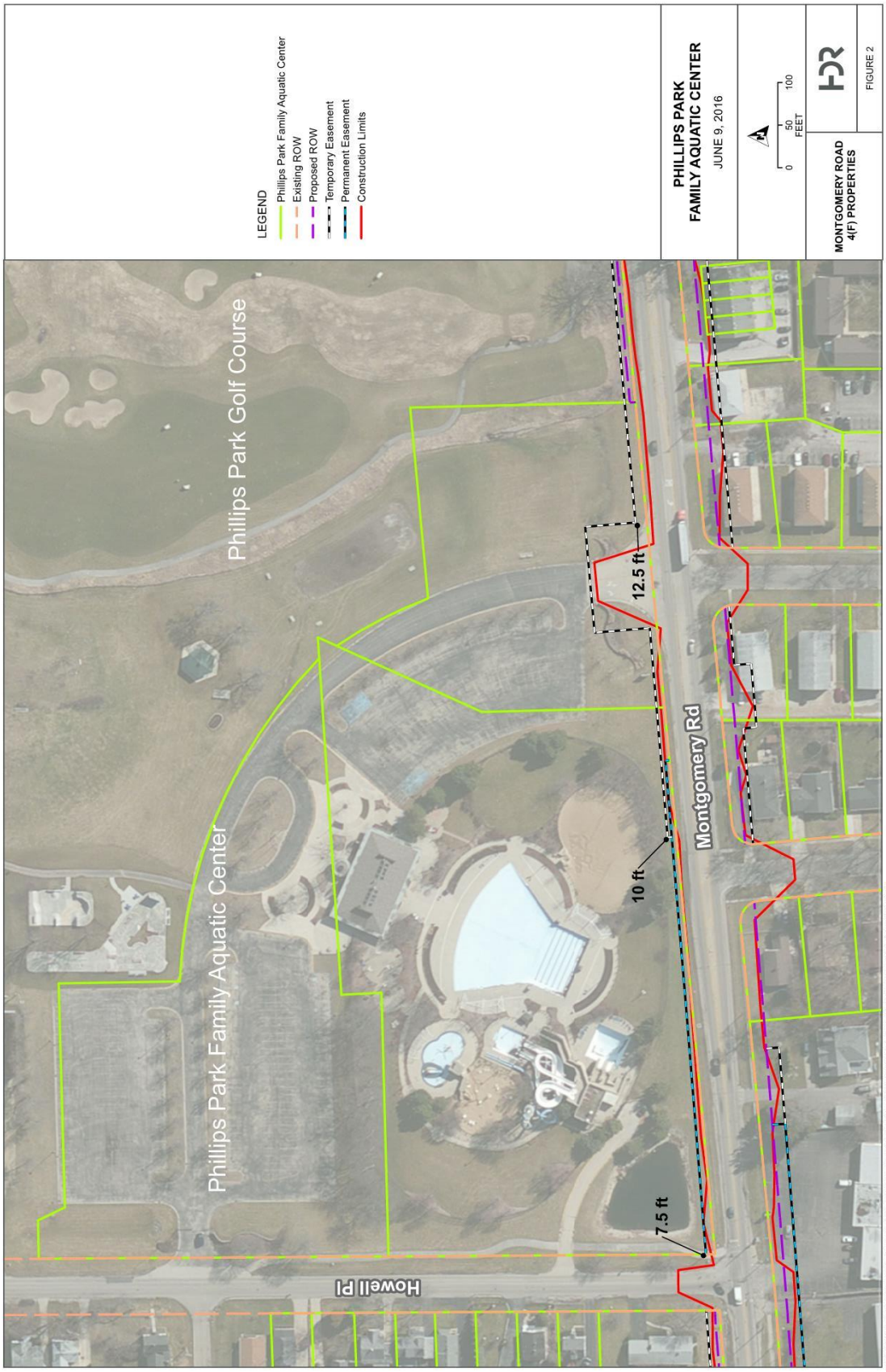
G) Tentative Schedule

Kane County explained that a letter will be sent to each of the three agencies describing the Section 4(f) analysis that has been done for the project and requesting official concurrence on a de minimis finding for the Section 4(f) impacts based on the proposed improvements associated with the Montgomery Road Study. The group was reminded that a Public Hearing was scheduled for September 14, 2016 that would cover the entire project and specifically address the Section 4(f) impacts.

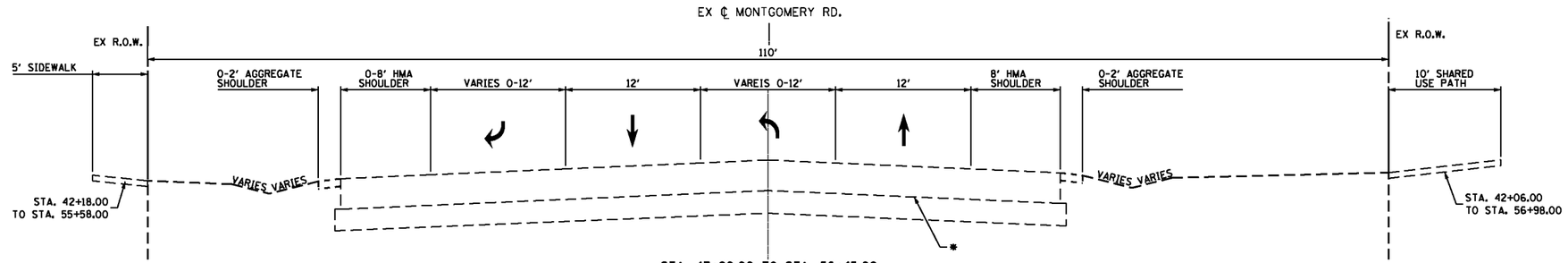
Attachment 2



Attachment 3

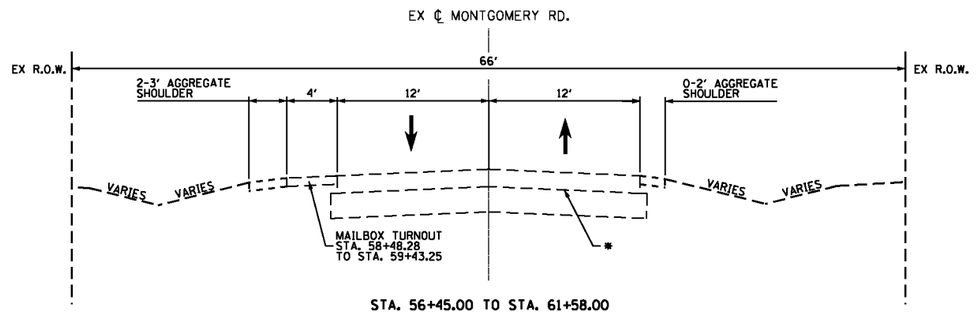


Attachment 4



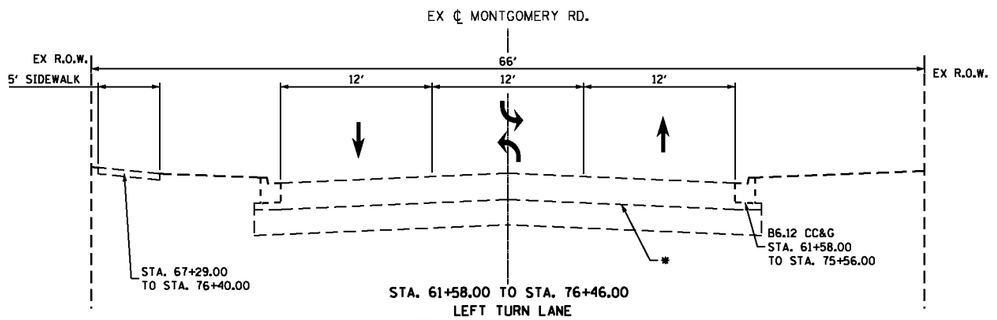
STA. 47+00.00 TO STA. 56+45.00
LEFT TURN LANE
(STA. 47+00 TO STA. 52+11)

* PAVEMENT CORE TAKEN NEAR STA. 48+50 SHOWS
16.5" HMA WITH A CRUSHED STONE BASE



STA. 56+45.00 TO STA. 61+58.00

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



STA. 61+58.00 TO STA. 76+46.00
LEFT TURN LANE
(STA. 68+01 TO STA. 76+46)

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

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.

PRELIMINARY
04/2016

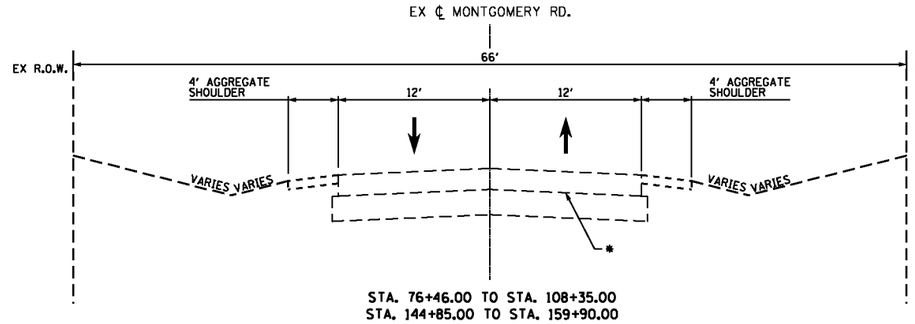
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		DRAWN TH	REVISED -
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	PLOT DATE = *DATE*	DATE 05-05-16	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

SCALE: NTS | SHEET 1 OF 8 SHEETS | STA. | TO STA.

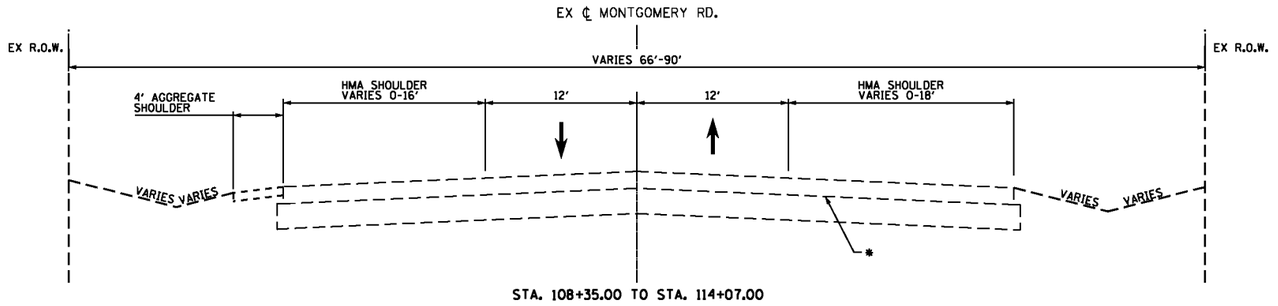
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3579	13-00127-00-WR	KANE	149	3
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



STA. 76+46.00 TO STA. 108+35.00
STA. 144+85.00 TO STA. 159+90.00

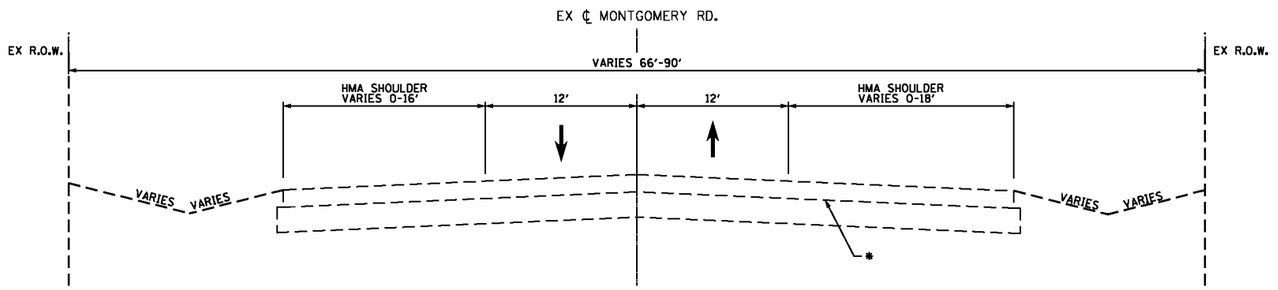
* PAVEMENT CORE TAKEN NEAR STA. 77+00 SHOWS 10.0" HMA; PAVEMENT CORE TAKEN NEAR STA. 87+00 SHOWS 9.5" HMA; PAVEMENT CORE TAKEN NEAR STA. 96+50 SHOWS 8.0" HMA; PAVEMENT CORE TAKEN NEAR STA. 107+00 SHOWS 8.0" HMA WITH A SANDY GRAVEL.

* 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.



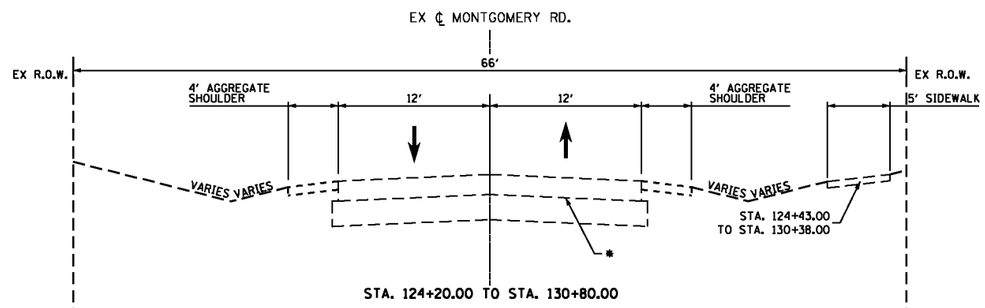
STA. 108+35.00 TO STA. 114+07.00

* PAVEMENT CORE TAKEN NEAR STA. 107+00 SHOWS 8.0" HMA WITH A SANDY GRAVEL BASE



STA. 114+07.00 TO STA. 124+20.00

* PAVEMENT CORE TAKEN NEAR STA. 117+00 SHOWS 8.25" HMA WITH A SANDY GRAVEL BASE



STA. 124+20.00 TO STA. 130+80.00

* PAVEMENT CORE TAKEN NEAR STA. 127+00 SHOWS 9.5" HMA WITH A SANDY GRAVEL BASE

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.

PRELIMINARY
04/2016

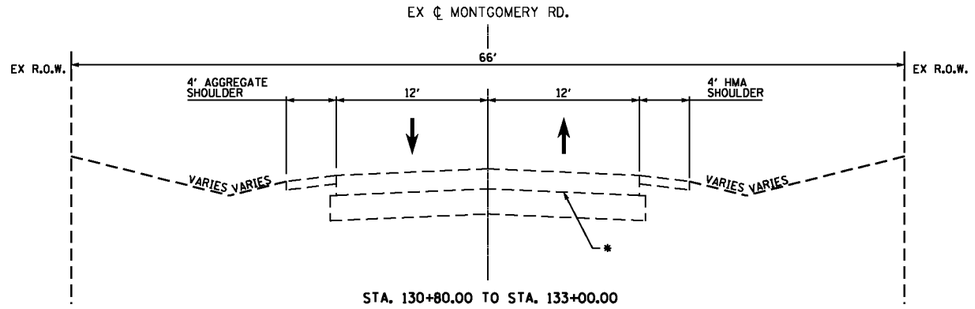
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

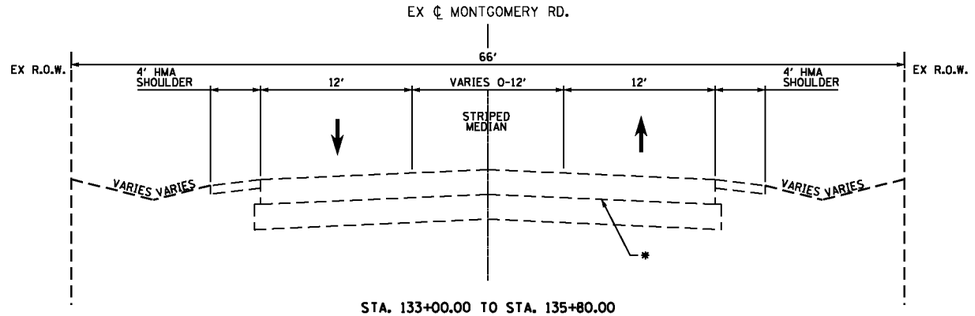
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			



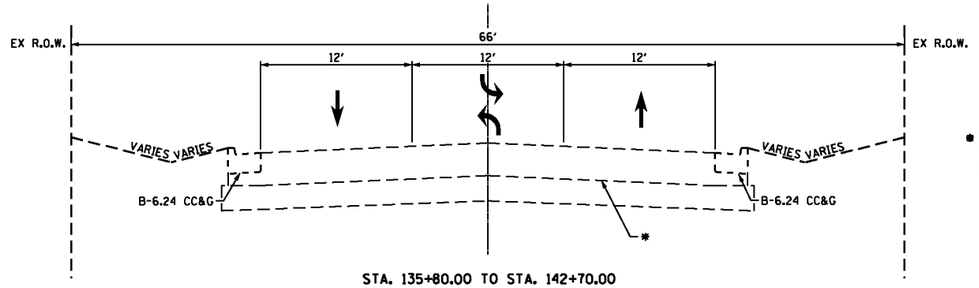
STA. 130+80.00 TO STA. 133+00.00

* PAVEMENT CORE TAKEN NEAR STA. 127+00 SHOWS 9.5" HMA WITH A SANDY GRAVEL BASE



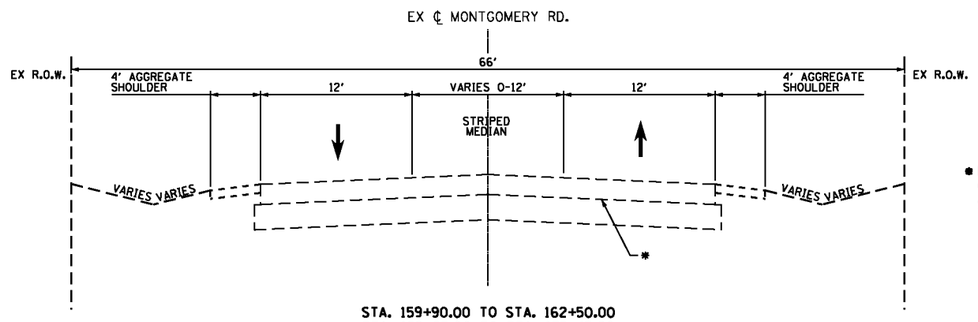
STA. 133+00.00 TO STA. 135+80.00
STA. 142+70.00 TO STA. 144+85.00

* PAVEMENT CORE TAKEN NEAR STA. 137+00 SHOWS 11.75" HMA WITH A CRUSHED STONE BASE



STA. 135+80.00 TO STA. 142+70.00
STA. 162+50.00 TO STA. 168+65.00

* 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.



STA. 159+90.00 TO STA. 162+50.00
STA. 168+65.00 TO STA. 173+45.00

* 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.

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.

PRELIMINARY
04/2016

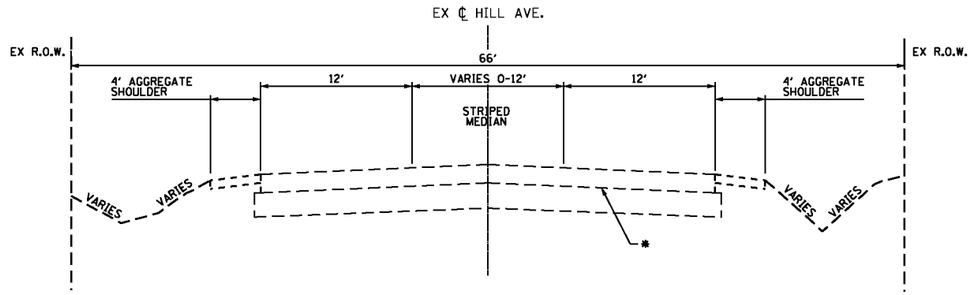
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KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
EXISTING TYPICAL SECTIONS

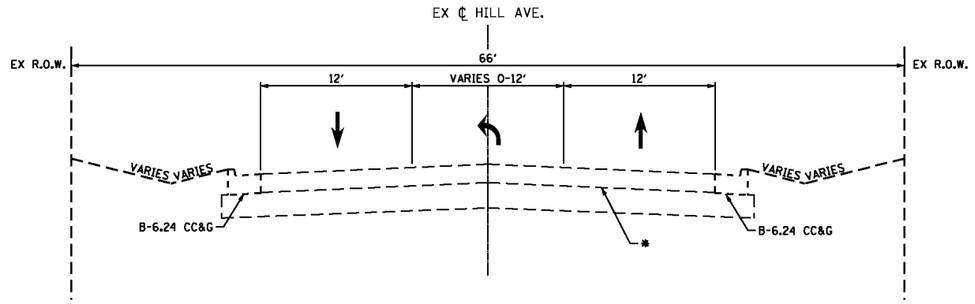
SCALE: NTS | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	5
		CONTRACT NO.	64101	
		ILLINOIS	FED. AID PROJECT	



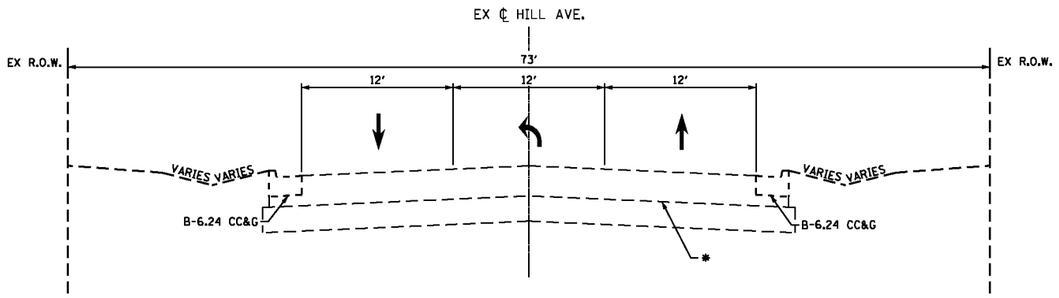
STA. 317+50.00 TO STA. 330+00.00

* PAVEMENT CORE TAKEN NEAR STA. 323+00 SHOWS 8.75" HMA WITH A CRUSHED STONE BASE



STA. 330+00.00 TO STA. 333+31.22
LEFT TURN LANE
(STA. 331+56.00 TO STA. 332+65.00)

* PAVEMENT CORE TAKEN NEAR STA. 323+00 SHOWS 8.75" HMA WITH A CRUSHED STONE BASE



STA. 333+31.22 TO STA. 345+50.00
LEFT TURN LANE
(STA. 333+90.00 TO STA. 337+45.00)

* PAVEMENT CORE TAKEN NEAR STA. 343+00 SHOWS 14.25" HMA WITH A CRUSHED STONE BASE

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.

PRELIMINARY
04/2016

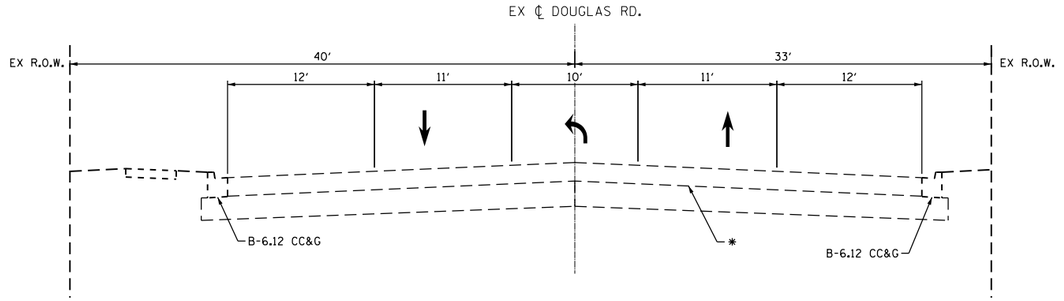
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MODELNAME	PLOT DATE = *DATE*	DATE 05-05-16	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
EXISTING TYPICAL SECTIONS

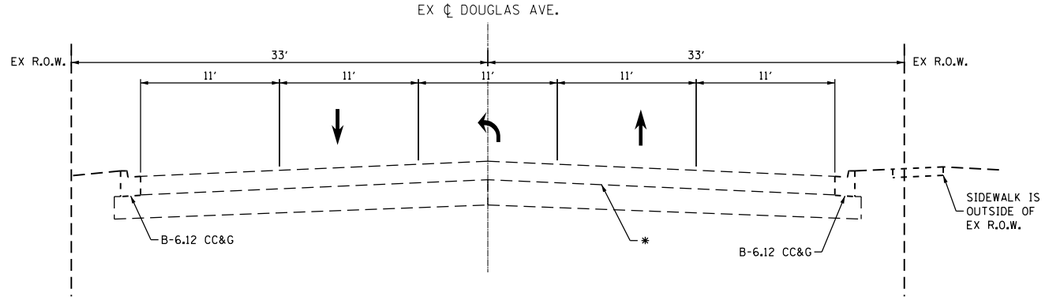
SCALE: NTS | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	6
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



STA. 60+50.00 TO STA. 67+05.35
LEFT TURN LANE
(STA. 64+30.00 TO STA. 66+40.00)

* NO PAVEMENT CORE SAMPLES TAKEN AT DOUGLAS RD.



STA. 67+05.35 TO STA. 67+73.11
LEFT TURN LANE
(ENDS AT STA. 67+45.00)

* NO PAVEMENT CORE SAMPLES TAKEN AT DOUGLAS AVE.

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.
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.

PRELIMINARY
04/2016

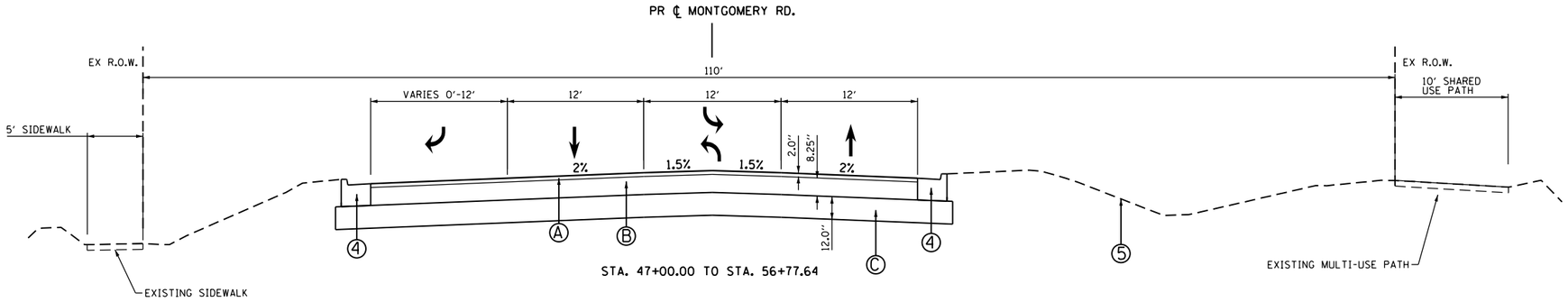
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KANE COUNTY
DIVISION OF TRANSPORTATION

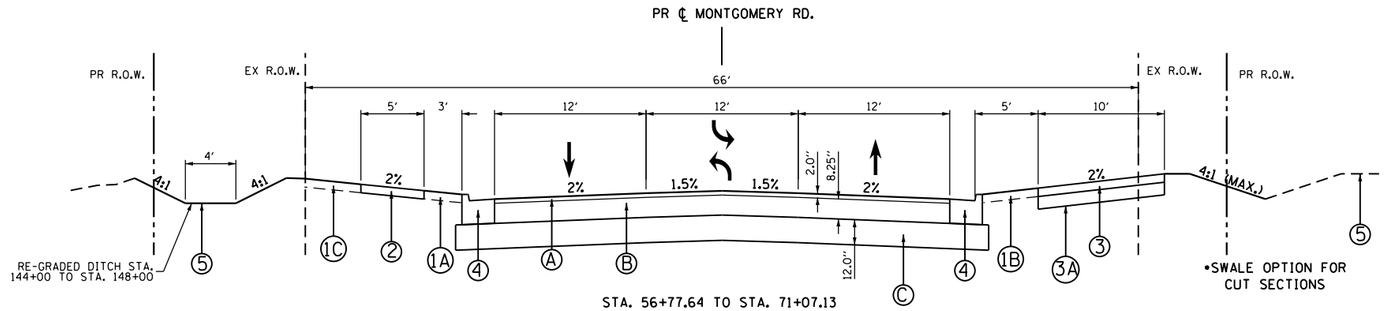
DOUGLAS ROAD
EXISTING TYPICAL SECTIONS

SCALE: NTS | SHEET 5 OF 8 SHEETS | STA. | TO STA.

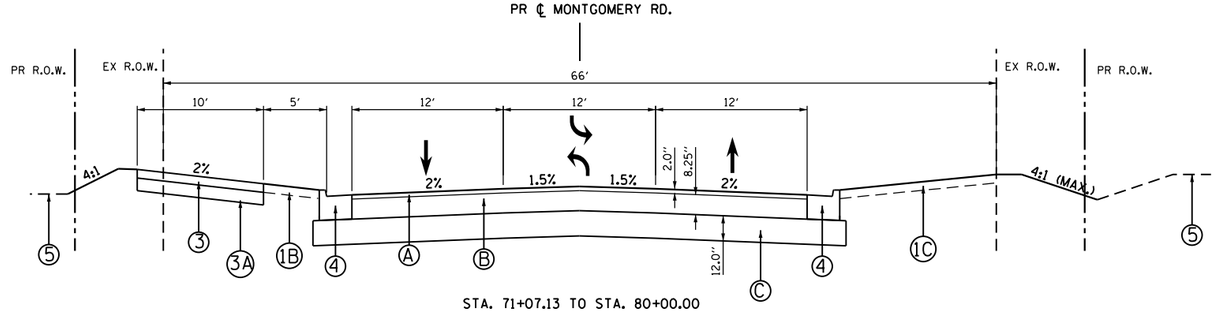
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	7
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		



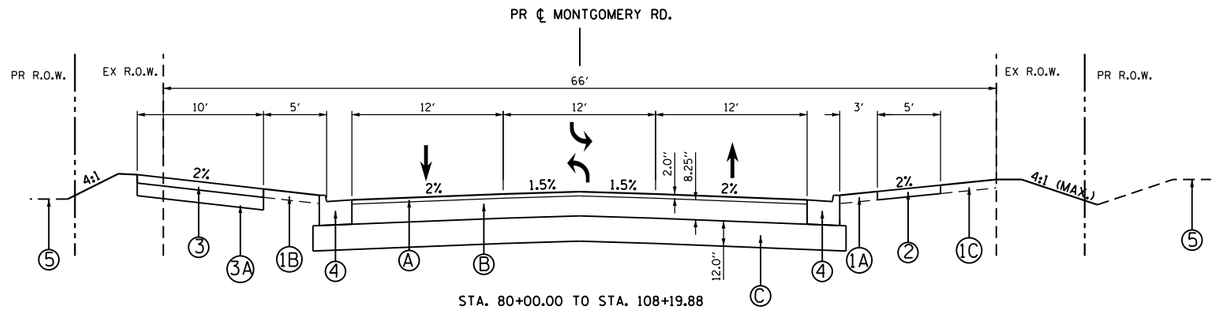
STA. 47+00.00 TO STA. 56+77.64



STA. 56+77.64 TO STA. 71+07.13
LEFT TURN ONLY
(STA. 67+56.18 TO STA. 71+07.13)
STA. 108+19.88 TO STA. 123+85.66
STA. 123+85.66 TO STA. 162+05.81



STA. 71+07.13 TO STA. 80+00.00
LEFT TURN ONLY
(STA. 71+07.13 TO STA. 76+56.65)



STA. 80+00.00 TO STA. 108+19.88

LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8.25"
- (C) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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

NOTES:

1. SEE PLANS FOR LOCATIONS OF PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
2. 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.
3. NORMAL CROWN LATERAL SHIFT FROM EXISTING LOCATION VARIES FROM 0' TO 7'. PROPOSED RIGHT OF WAY, PERMANENT EASEMENT, AND CONSTRUCTION EASEMENT OFFSET PARALLEL TO PROPOSED CENTER LINE.

PRELIMINARY
04/2016

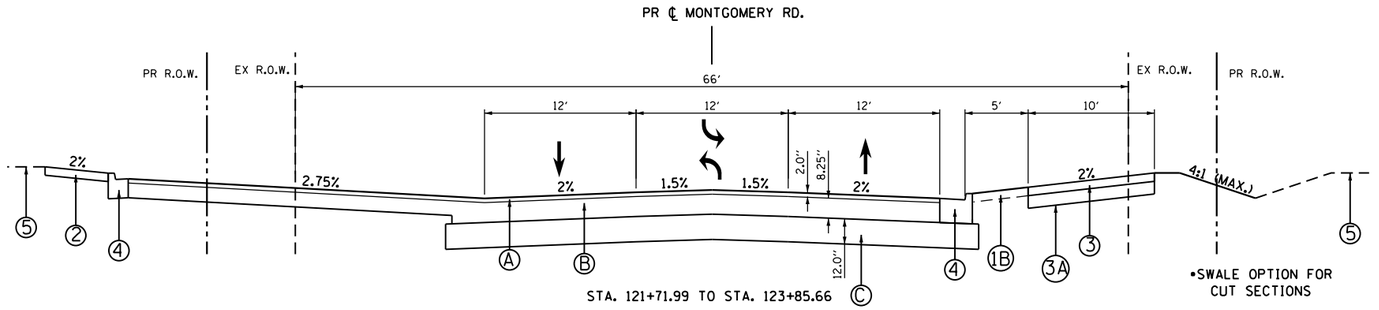
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KANE COUNTY
DIVISION OF TRANSPORTATION

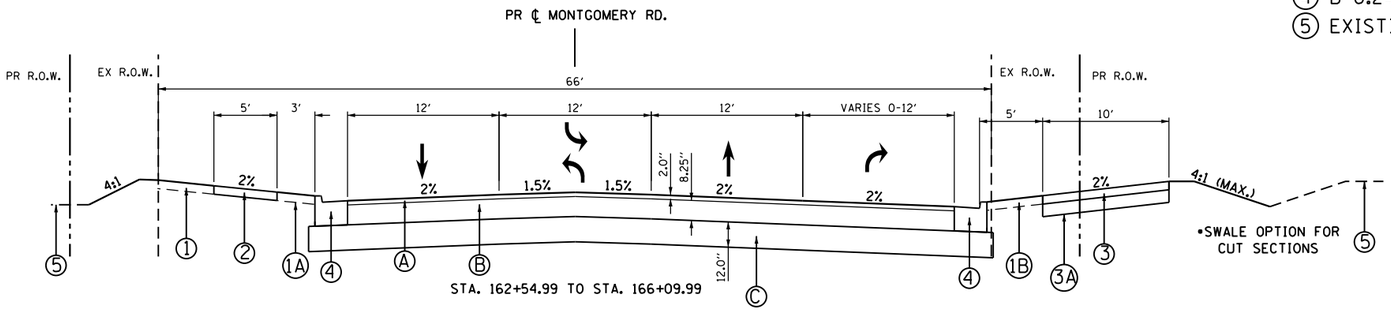
MONTGOMERY ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 6 OF 8 SHEETS | STA. | TO STA.

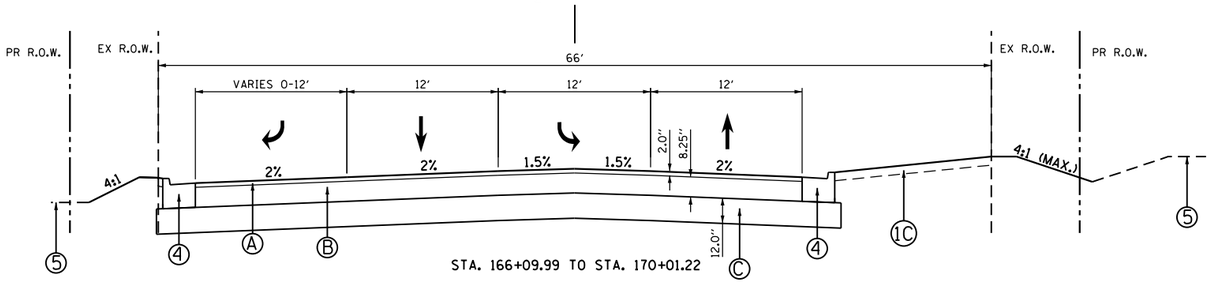
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		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			



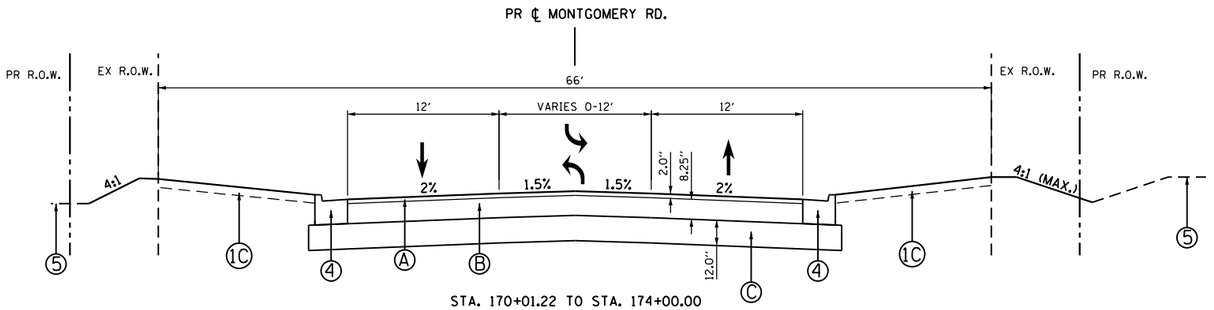
STA. 121+71.99 TO STA. 123+85.66



STA. 162+54.99 TO STA. 166+09.99



STA. 166+09.99 TO STA. 170+01.22



STA. 170+01.22 TO STA. 174+00.00

LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8.25"
- (C) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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

NOTES:

1. SEE PLANS FOR LOCATIONS OF PROPOSED RIGHT OF WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
2. 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.
3. NORMAL CROWN LATERAL SHIFT FROM EXISTING LOCATION VARIES FROM 0' TO 7'. PROPOSED RIGHT OF WAY, PERMANENT EASEMENT, AND CONSTRUCTION EASEMENT OFFSET PARALLEL TO PROPOSED CENTER LINE.

PRELIMINARY
04/2016

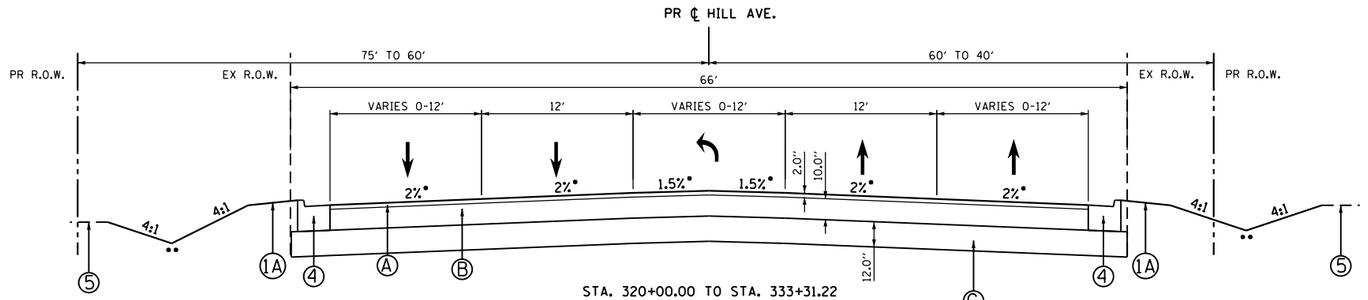
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$MODELNAME$	PLOT DATE = $DATE$	DATE 05-05-16	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	9
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			



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

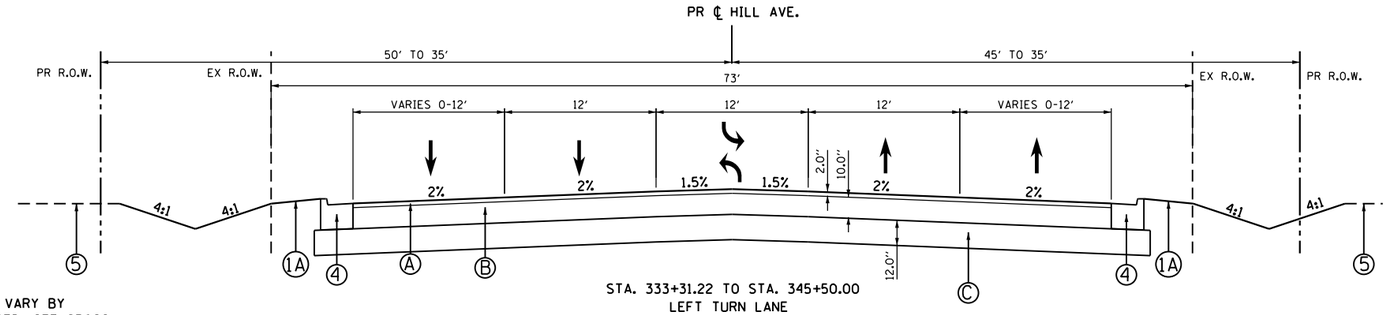
STA. 320+00.00 TO STA. 333+31.22
LEFT TURN LANE
(STA. 328+03.65 TO STA. 332+75.59)

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

• TANGENT RUNOUT AT PC BETWEEN STA 323+60.15 AND STA 324+37.45
SUPERELEVATION TRANSITION AT PC BETWEEN STA 324+37.45 AND STA 325+22.45
SUPERELEVATION TRANSITION AT PT BETWEEN STA 329+30.37 AND STA 330+15.37
TANGENT RUNOUT AT PT BETWEEN STA 330+15.37 AND STA 330+92.67

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"
- (1A) PROPOSED 3' PARKWAY
- (1B) PROPOSED 5' PARKWAY
- (1C) 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



STA. 333+31.22 TO STA. 345+50.00
LEFT TURN LANE
(STA. 333+97.44 TO STA. 338+59.67)

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.

PRELIMINARY
04/2016

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED TH	REVISED -
		DRAWN TH	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED LW	REVISED -
	PLOT DATE = $DATE$	DATE 05-05-16	REVISED -

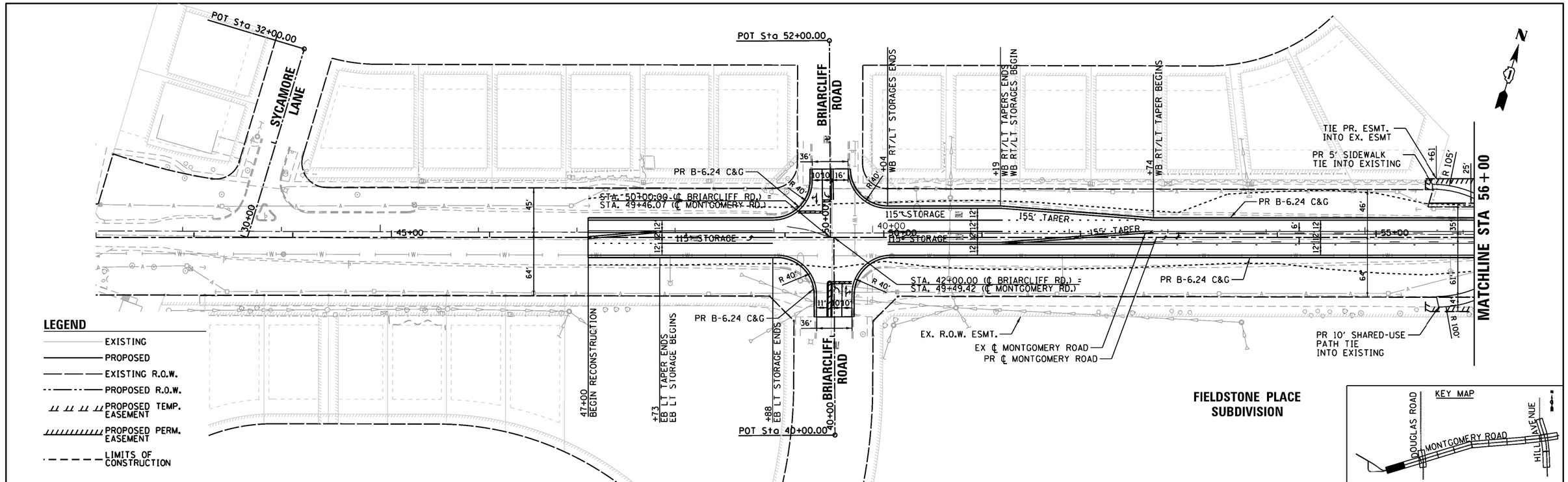
KANE COUNTY
DIVISION OF TRANSPORTATION

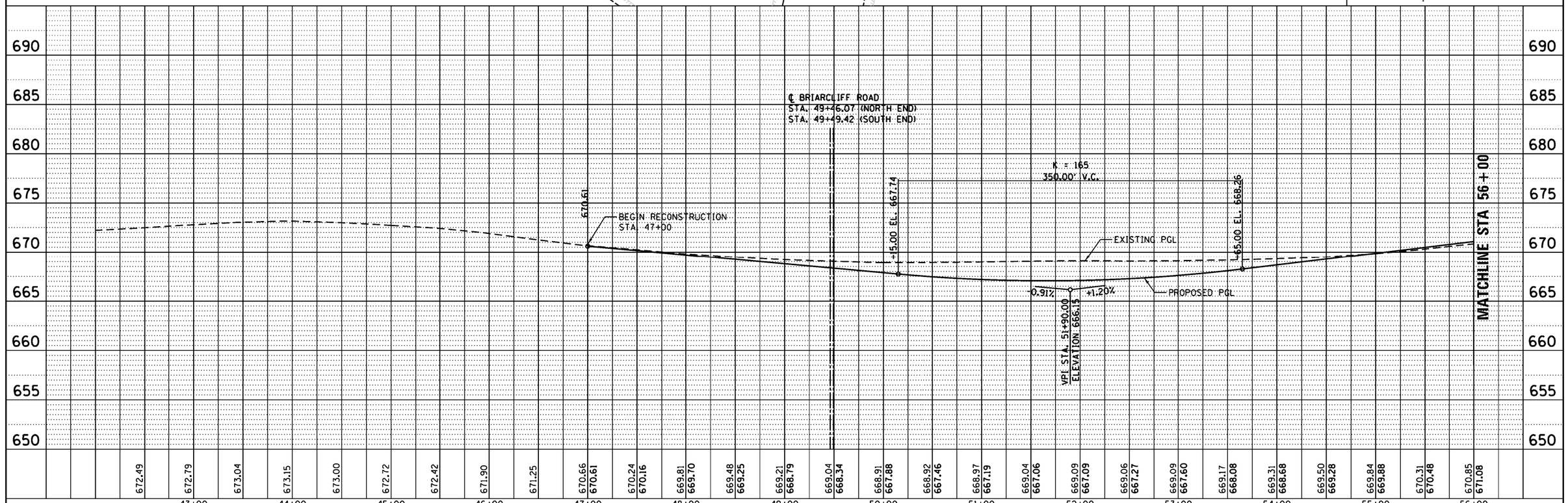
HILL AVENUE
PROPOSED TYPICAL SECTIONS

SCALE: NTS | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	10
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

Attachment 5





PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE — SURVEYED | PLOTTED | PROFILE CHECKED | ELEV. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

FILE NAME = $FILE$ / $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

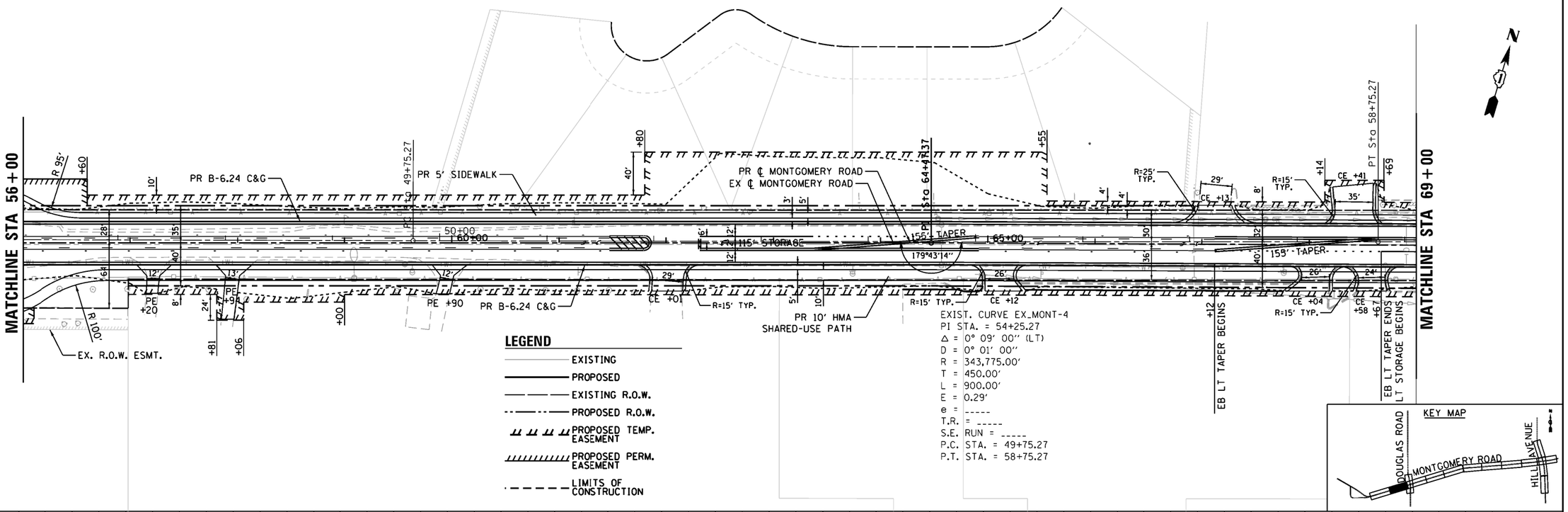
MONTGOMERY ROAD
PLAN & PROFILE SHEETS

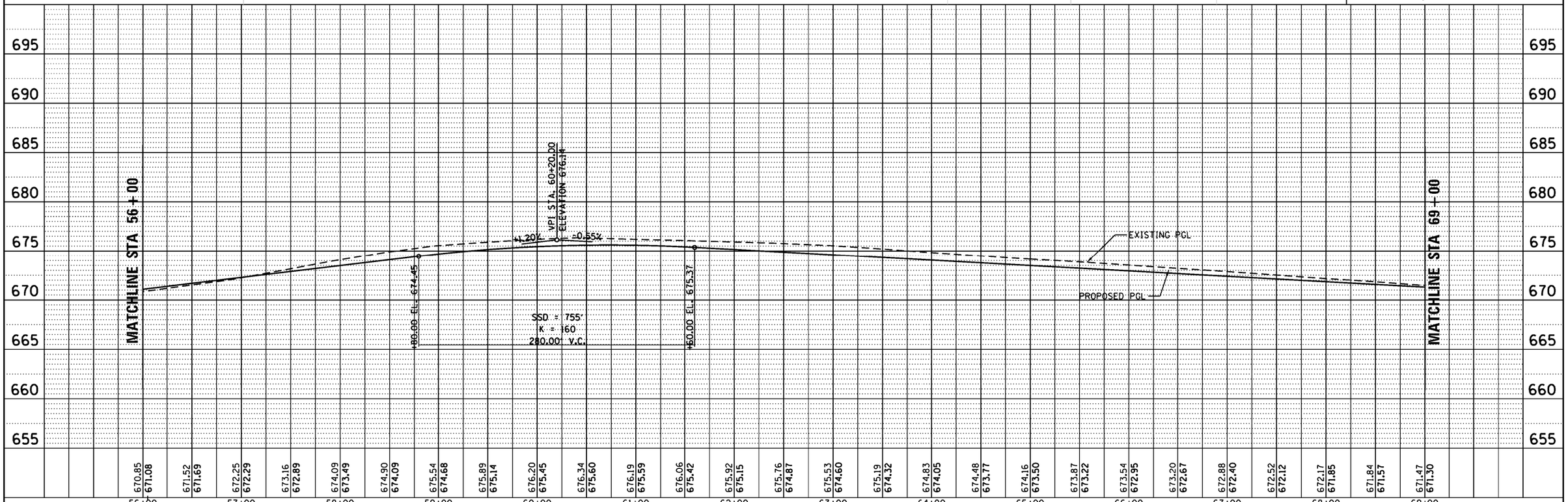
SCALE: 1" = 50' | SHEET 1 OF 14 SHEETS | STA. 47+00 TO STA. 56+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	11
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
C400 FILE NAME
NOTE BOOK
NO.
BY
DATE

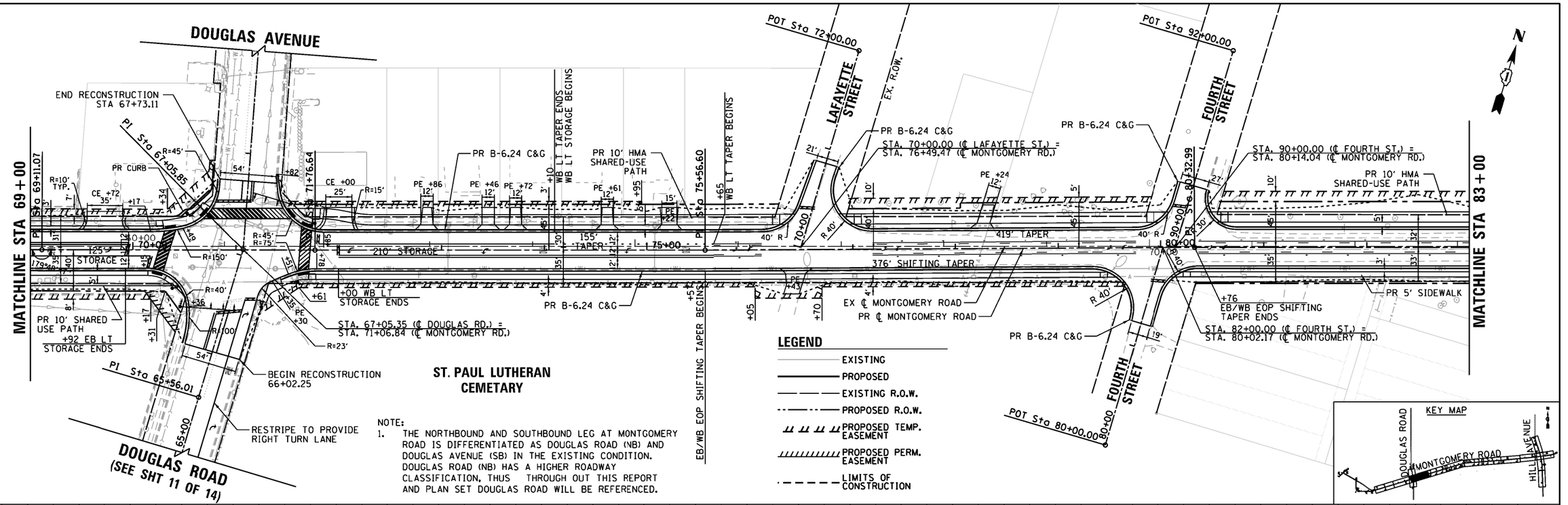
PROFILE
SURVEYED
PLOTTED
PROFILES CHECKED
ELEV. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

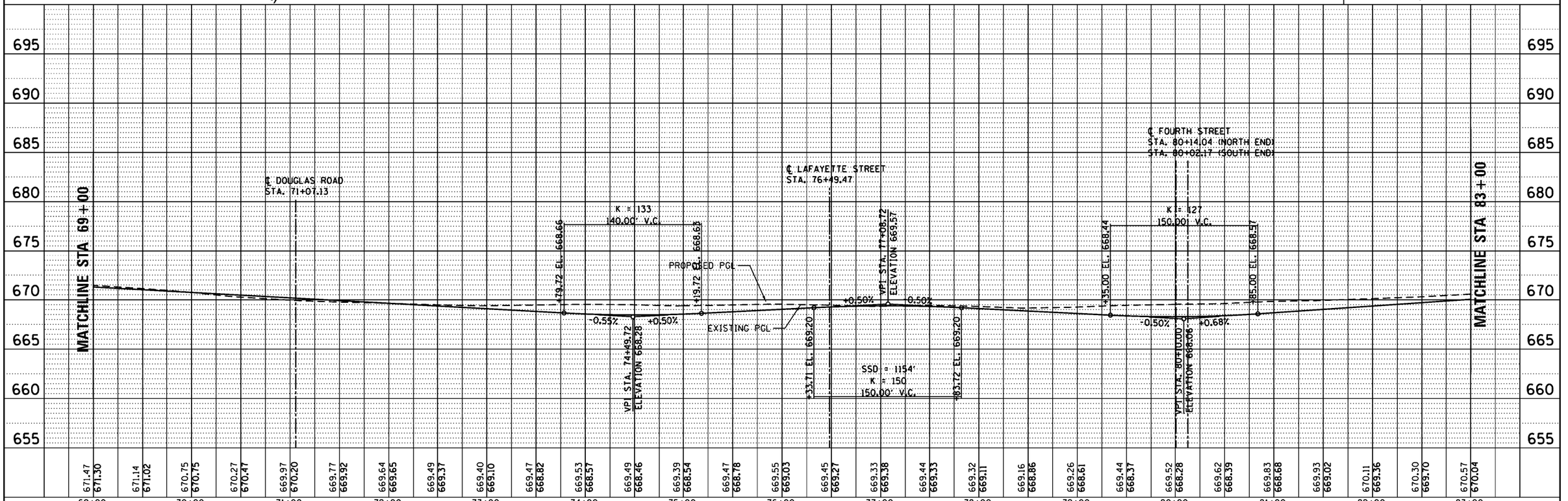




FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS
$MODEL.NAME$		DRAWN - JT	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		SCALE: 1" = 50' SHEET 2 OF 14 SHEETS STA. 56+00 TO STA. 69+00
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	12
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			





FILE NAME =	USER NAME = $USER$	DESIGNED - JT	REVISED -
$FILEL$		DRAWN - JT	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 3 OF 14 SHEETS | STA. 69+00 TO STA. 83+00

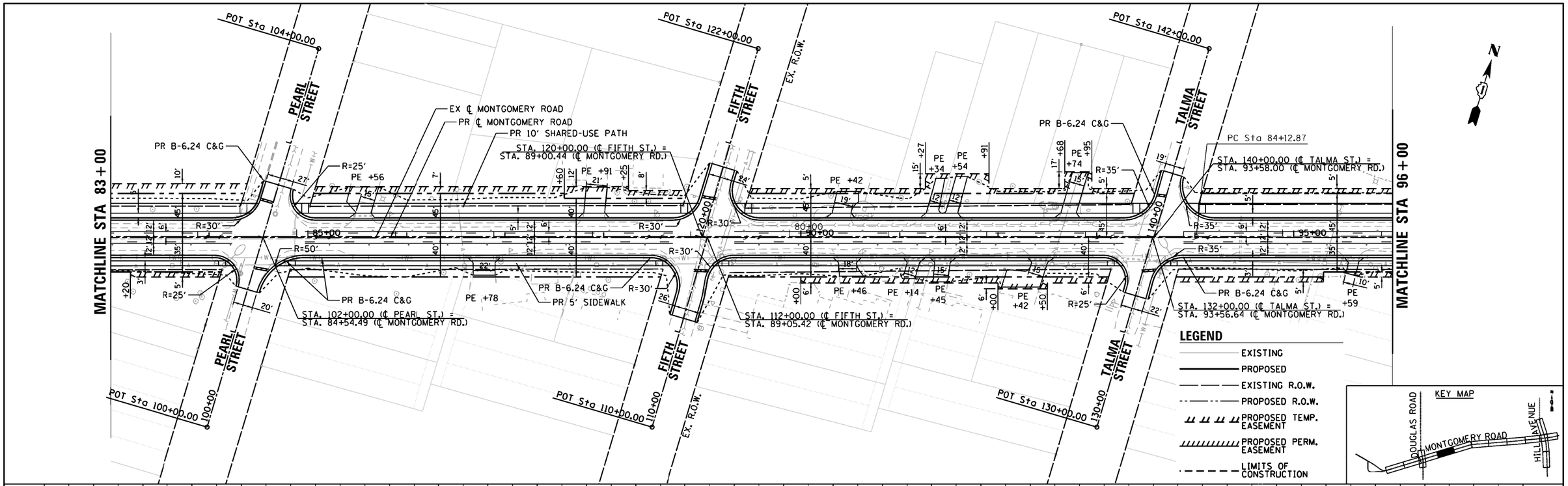
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	13
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

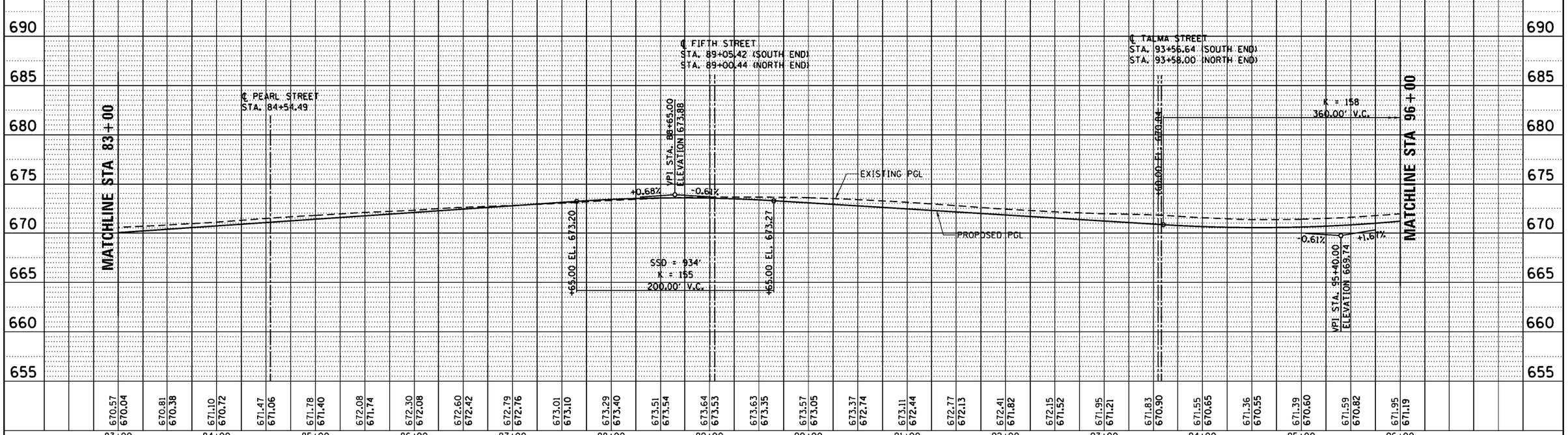
PLAN: SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE: SURVEYED | PLOTTED | PROFILES CHECKED | ELM. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

PLAN
SURVEYED
PLOTTED
ABSENT/NOT CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
ABSENT/NOT CHECKED
NOTE BOOK
NO.
BY
DATE
ITEM NOTED
STRUCTURE NO/ATHS CHKD





FILE NAME = $FILE1$ / $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 4 OF 14 SHEETS | STA. 83+00 TO STA. 96+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	14
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

POT Sta 162+00.00

JACKSON STREET

STA. 160+00.00 (℄ JACKSON ST.) =
STA. 97+02.11 (℄ MONTGOMERY RD.)

PR B-6.24 C&G

MATCHLINE STA 96+00

R=50′ 24′ 5′ 45′ 35′ R=25′ 22′ R=30′ PR 5′ SIDEWALK

160+00

STA. 152+00.00 (℄ JACKSON ST.) = PR B-6.24
STA. 96+99.84 (℄ MONTGOMERY RD.) C&G

JACKSON STREET

150+00

POT Sta 150+00.00

EXIST. CURVE EX_MONT-5
PI STA. = 87+12.87
Δ = 0° 12′ 00″ (LT)
D = 0° 02′ 00″
R = 171,887.00′
T = 300.00′
L = 600.00′
E = 0.26′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 84+12.87
P.T. STA. = 90+12.87

POT Sta 170+00.00

170+00 HINCKLEY STREET

PT Sta 90+12.87

12′ 12′ 2′ 6′ 3′ 5′ 40′ 35′ 15′ 10′ 23′ PE +95 PE +30 6′ +55

90+00

100+00

R=30′

STA. 172+00.00 (℄ HINCKLEY ST.) =
STA. 100+49.25 (℄ MONTGOMERY RD.)

EXIST. CURVE EX_MONT-6
PI STA. = 95+88.04
Δ = 2° 48′ 56″ (RT)
D = 0° 28′ 00″
R = 12,277.70′
T = 301.73′
L = 603.35′
E = 3.71′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 92+86.30
P.T. STA. = 98+89.65

PC Sta 92+86.30

15′ +00 PE +91 10′ 18′

POT Sta 180+00.00

180+00 WATSON STREET

EX. R.O.W.

105+00

R=30′ 35′ 40′ 10′ 21′ R=35′ PR B-6.24 C&G 6′ PE +83 PE +01 +13

STA. 182+00.00 (℄ WATSON ST.) =
STA. 104+01.91 (℄ MONTGOMERY RD.)

STA. 192+00.00 (℄ HINMAN ST.) =
STA. 107+41.63 (℄ MONTGOMERY RD.)

POT Sta 190+00.00

190+00 HINMAN STREET

V.L. GILMAN TRAIL

PR 10′ HMA SHARED-USE PATH

PR ℄ MONTGOMERY ROAD

EX ℄ MONTGOMERY ROAD

PC Sta 106+03.79

106+03.79

43′ PE +82 +19 R=35′ R=25′ R=15′ R=30′ 21′ 33′ R=20′ CE +85 +27 PR 5′ SIDEWALK

TRAIL ENTRANCE

PR 10′ HMA SHARED-USE PATH

V.L. GILMAN TRAIL

PROP. CURVE C4
PI STA. = 110+54.83
Δ = 13° 13′ 40″ (RT)
D = 1° 28′ 22″
R = 3,890.00′
T = 451.05′
L = 898.08′
E = 26.06′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 106+03.79
P.T. STA. = 115+01.87

TRAIL ENTRANCE

PHILLIPS 66
GAS STATION

PROP. CURVE C4
PCC Sta 98+89.65

CE +84 31′ PR 5′ SIDEWALK R=40′ 64′ 5′ 12′ 5′ 96′ +53 R=10′

MATCHLINE STA 110+00

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILL AVENUE

LEGEND
EXISTING
PROPOSED
EXISTING R.O.W.
PROPOSED R.O.W.
PROPOSED TEMP. EASEMENT
PROPOSED PERM. EASEMENT
LIMITS OF CONSTRUCTION

N

PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ELM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

℄ JACKSON STREET
STA. 96+99.84 (SOUTH END)
STA. 97+02.11 (NORTH END)

℄ HINCKLEY STREET
STA. 100+49.25

℄ WATSON STREET
STA. 104+01.91

℄ HINMAN STREET
STA. 107+41.63

MATCHLINE STA 96+00

+20.00 EL. 672.14

+1.67% VPI STA. 101+65.00 ELEVATION 680.16 -1.09%

+45.00 EL. 676.49

SSD = 611′
K = 160
440.00′ V.C.

+85.00 EL. 677.76

EXISTING PGL

PROPOSED PGL

+40.00 EL. 673.90

K = 164
230.00′ V.C.

-1.09% +0.32%

+70.00 EL. 673.01

VPI STA. 108+55.00 ELEVATION 672.65

MATCHLINE STA 110+00

695 690 685 680 675 670 665 660 655

96+00	97+00	98+00	99+00	100+00	101+00	102+00	103+00	104+00	105+00	106+00	107+00	108+00	109+00	110+00
671.95	672.43	672.81	673.32	673.93	674.55	675.23	675.79	676.40	677.21	677.82	678.25	678.65	679.00	679.09
671.19	671.73	672.42	673.24	674.07	674.91	675.74	676.57	677.31	677.90	678.32	678.59	678.71	678.66	678.46
678.92	678.64	678.27	677.77	677.26	676.68	676.05	675.54	675.10	674.77	674.65	674.53	674.31	674.02	
678.11	677.60	677.06	676.51	675.97	675.42	674.88	674.34	673.79	673.36	673.07	672.94	672.96	673.10	

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS
$MODELNAME$		DRAWN - JT	REVISED -		SCALE: 1″ = 50′ SHEET 5 OF 14 SHEETS STA. 96+00 TO STA. 110+00
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	15
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

EXIST. CURVE EX_MONT-7
PI STA. = 101+20.93
Δ = 10° 10′ 04″ (RT)
D = 2° 12′ 14″
R = 2,599.65′
T = 231.27′
L = 461.33′
E = 10.27′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 98+89.65
P.T. STA. = 103+50.99

POT Sta 202+00.00
POT Sta 212+00.00
POT Sta 232+00.00
POT Sta 244+00.00
POT Sta 220+00.00
POT Sta 240+00.00

SPENCER STREET
BANGS STREET
UNION STREET
GATES STREET
EX. R.O.W.

MATCHLINE STA 110+00
MATCHLINE STA 123+00

EX ℄ MONTGOMERY ROAD
PR ℄ MONTGOMERY ROAD
PI Sta 110+54.83
PC Sta 115+01.87
PT Sta 103+50.99
STA. 230+00.00 (℄ UNION ST.) =
STA. 177+51.00 (℄ MONTGOMERY RD.)

PR B-6.24 C&G
PR 5′ SIDEWALK
PR B-6.12 C&G
PR B-6.24 C&G
PR 5′ SIDEWALK
PR B-6.24 C&G
PARKING AREA
PR 10′ HMA SHARED-USE PATH
PR B-6.24 C&G
PR B-6.24 C&G

R=30′
R=15′ (TYP.)
R=25′
R=10′
R=5′
R=40′
R=15′
R=10′
R=15′ TYP.

CE +37
CE +78
CE +30
CE +63
CE +64
PE +03
PE +99
PE +53
PE +13
PE +69
PE +75
PE +40
PE +86

STA. 200+00.00 (℄ SPENCER ST.) =
STA. 110+83.11 (℄ MONTGOMERY RD.)
STA. 210+00.00 (℄ BANGS ST.) =
STA. 114+17.62 (℄ MONTGOMERY RD.)
STA. 222+00.00 (℄ UNION ST.) =
STA. 117+46.62 (℄ MONTGOMERY RD.)
STA. 243+00.00 (℄ GATES ST.) =
STA. 120+79.21 (℄ MONTGOMERY RD.)

AURORA TOWNSHIP FIRE DEPARTMENT

V.I. GILMAN TRAIL

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILLS AVENUE

N

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ELEV. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

℄ SPENCER STREET
STA. 110+83.20
℄ BANGS STREET
STA. 114+17.62
℄ UNION STREET
STA. 117+46.62 (SOUTH END)
STA. 117+51.00 (NORTH END)
℄ GATES STREET
STA. 120+79.21

MATCHLINE STA 110+00
+70.00 EL. 673.01
VPI STA. 116+25.00
ELEVATION 675.07
+0.32%
-1.26%
+00.00 EL. 674.68
SSD = 812′
K = 159
250.00′ V.C.
+50.00 EL. 673.50
EXISTING PGL
PROPOSED PGL
+55.00 EL. 668.42
MATCHLINE STA 123+00

110+00	111+00	112+00	113+00	114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00	123+00
674.02 673.10	673.63 673.26	673.18 673.42	673.03 673.58	673.16 673.73	673.36 673.89	673.58 674.05	673.86 674.21	674.14 674.37	674.56 674.52	674.76 674.68	674.66 674.76	674.49 674.68	674.36 674.45	674.25 674.05	674.02 673.50	673.44 672.88	672.68 672.25	671.90 671.62	671.28 670.99	670.66 670.37	670.15 669.74	669.67 669.11	669.16 668.48	668.87 667.92	668.70 667.54	668.70 667.32

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	MONTGOMERY ROAD PLAN & PROFILE SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
$MODELNAME$		DRAWN - JT	REVISED -			3579	13-00127-00-WR	KANE	149	16
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -					CONTRACT NO. 64101		
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		SCALE: 1" = 50' SHEET 6 OF 14 SHEETS STA. 110+00 TO STA. 123+00			ILLINOIS FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / DRAWN / CHECKED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / BM. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

PHILLIPS PARK FAMILY AQUATIC CENTER

N

POT Sta 262+00.00
POT Sta 274+00.00
POT Sta 282+00.00
POT Sta 250+00.00
POT Sta 270+00.00
POT Sta 290+00.00

MATCHLINE STA 123+00

MATCHLINE STA 137+00

PLEASANT PLACE

STATE STREET

HOWELL PLACE

RAYMOND DRIVE

KINGSTON AVENUE

STA. 260+00.00 (℄ PLEASANT PL.) = STA. 124+18.49 (℄ MONTGOMERY RD.)

STA. 252+00.00 (℄ PLEASANT PL.) = STA. 124+23.29 (℄ MONTGOMERY RD.)

STA. 272+00.00 (℄ STATE ST./RAYMOND DR.) = STA. 127+45.18 (℄ MONTGOMERY RD.)

STA. 280+00.00 (℄ HOWELL PL.) = STA. 130+79.10 (℄ MONTGOMERY RD.)

STA. 292+00.00 (℄ KINGSTON AVE.) = STA. 135+54.05 (℄ MONTGOMERY RD.)

PR ℄ MONTGOMERY ROAD
EX ℄ MONTGOMERY ROAD
PC Sta 117+59.99

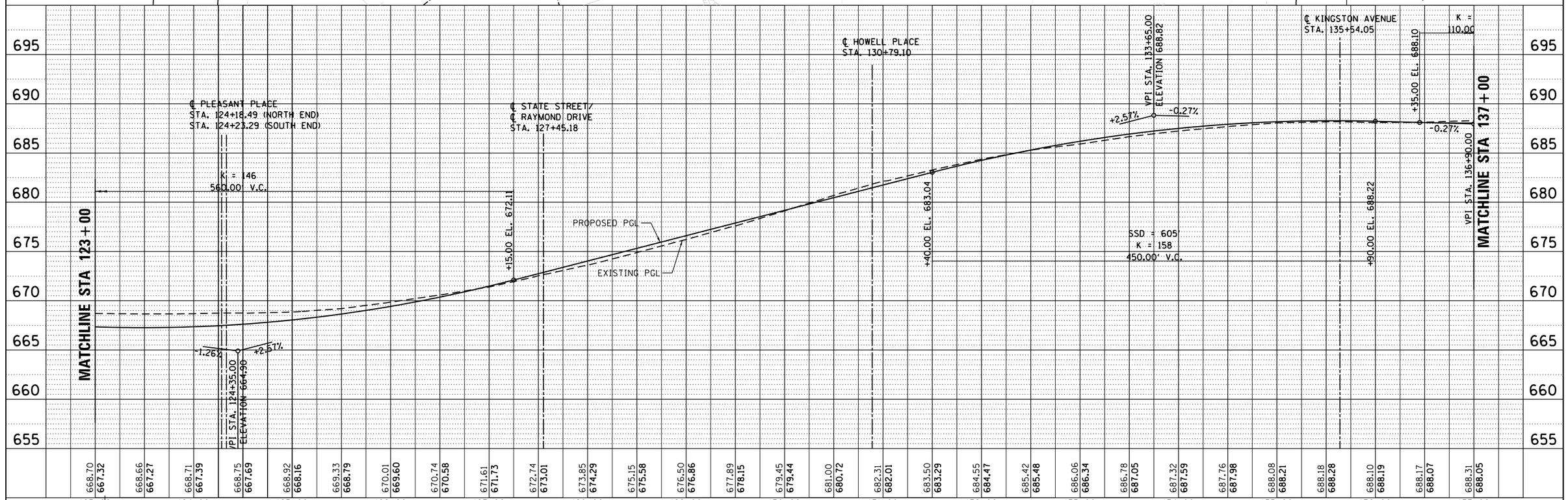
PR B-6.24 C&G
PR 5' SIDEWALK
PR 10' HMA SHARED-USE PATH
EXISTING SIGNAL TO REMAIN
+56 WB LT TAPER ENDS / WB LT STORAGE BEGINS
+31 EB LT STORAGE ENDS
125' STORAGE
155' STORAGE
120+00 65' STORAGE
+82 EB LT TAPER ENDS / EB LT STORAGE BEGINS
+47 EB LT STORAGE ENDS

EXIST. CURVE EX_MONT-8
PI STA. = 120+85.01
Δ = 1° 18' 00" (LT)
D = 0° 12' 00"
R = 28,647.90'
T = 325.01'
L = 650.00'
E = 1.84'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 117+59.99
P.T. STA. = 124+09.99

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP — DOUGLAS ROAD, MONTGOMERY ROAD, HILL AVENUE



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 7 OF 14 SHEETS | STA. 123+00 TO STA. 137+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	17
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PROP. CURVE C5
PI STA. = 138+65.12
Δ = 2° 42' 27" (LT)
D = 0° 03' 26"
R = 100,000.00'
T = 2,363.25'
L = 4,725.61'
E = 27.92'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 115+01.87
P.T. STA. = 162+27.48

ENTRANCE TO PHILLIPS PARK FAMILY AQUATIC CENTER

STA. 302+00.00 (℄ PARK DR.) =
STA. 139+08.19 (℄ MONTGOMERY RD.)

MATCHLINE STA 137+00

PR B-6.24 C&G

R=150'

R=60'

R=70'

R=150'

R=30'

PI Sta 138+65.12

PARK DRIVE

POT Sta 300+00.00

EX ℄ MONTGOMERY ROAD

PR ℄ MONTGOMERY ROAD

PROP. CURVE C5

EX. R.O.W.

5'R TYP.

PR 10' HMA SHARED-USE PATH

PR B-6.12 C&G

PHILLIPS PARK GOLF COURSE

STA. 312+00.00 (℄ CROWN DR.) =
STA. 149+08.18 (℄ MONTGOMERY RD.)

PR 5' SIDEWALK

PR 4'X4' BOX CULVERT

MATCHLINE STA 151+00

CROWN DRIVE

POT Sta 310+00.00

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

KEY MAP

DOUGLAS ROAD — MONTGOMERY ROAD — HILL AVENUE

MATCHLINE STA 137+00
ELEVATION 687.95

165' V.C.
+45.00 EL. 688.17
+0.40%

℄ PARK AVENUE
STA. 139+08.19

EXISTING PGL

PROPOSED PGL

VPI STA. 143+15.00
ELEVATION 690.44

+0.40%
-0.45%

+45.00 EL. 690.16

SSD = 1345'
K = 165
40.00' V.C.

+85.00 EL. 690.12

+55.00 EL. 688.46

K = 159
20.00' V.C.

+75.00 EL. 688.37

-0.45%
+0.31%

VPI STA. 148+15.00
ELEVATION 688.19

℄ CROWN DRIVE
STA. 149+08.18

MATCHLINE STA 151+00

	137+00	138+00	139+00	140+00	141+00	142+00	143+00	144+00	145+00	146+00	147+00	148+00	149+00	150+00	151+00
EXISTING	688.31	688.48	688.68	688.88	689.13	689.16	689.34	689.52	689.69	689.84	690.01	690.27	690.37	690.38	690.33
PROPOSED	688.05	688.19	688.39	688.59	688.79	688.99	689.18	689.38	689.58	689.78	689.98	690.18	690.28	690.24	690.05
EXISTING	690.12	689.85	689.60	689.40	689.23	688.95	688.91	688.94	688.75	688.67	688.68	688.94	689.08	689.12	
PROPOSED	689.83	689.60	689.38	689.15	688.93	688.71	688.48	688.32	688.32	688.45	688.60	688.76	688.91	689.06	

PLAN — SURVEYED; PLOTTED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; C400 FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; PROFILES CHECKED; ELM. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE

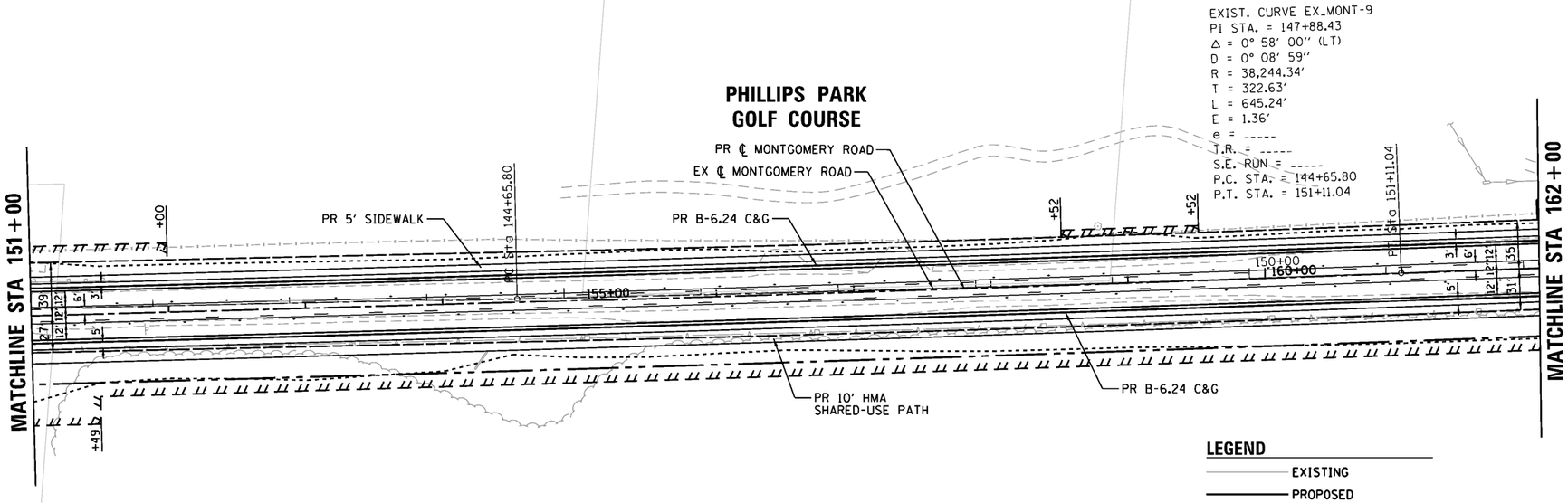
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$MODEL.NAME$		DRAWN - JT	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -	
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -	

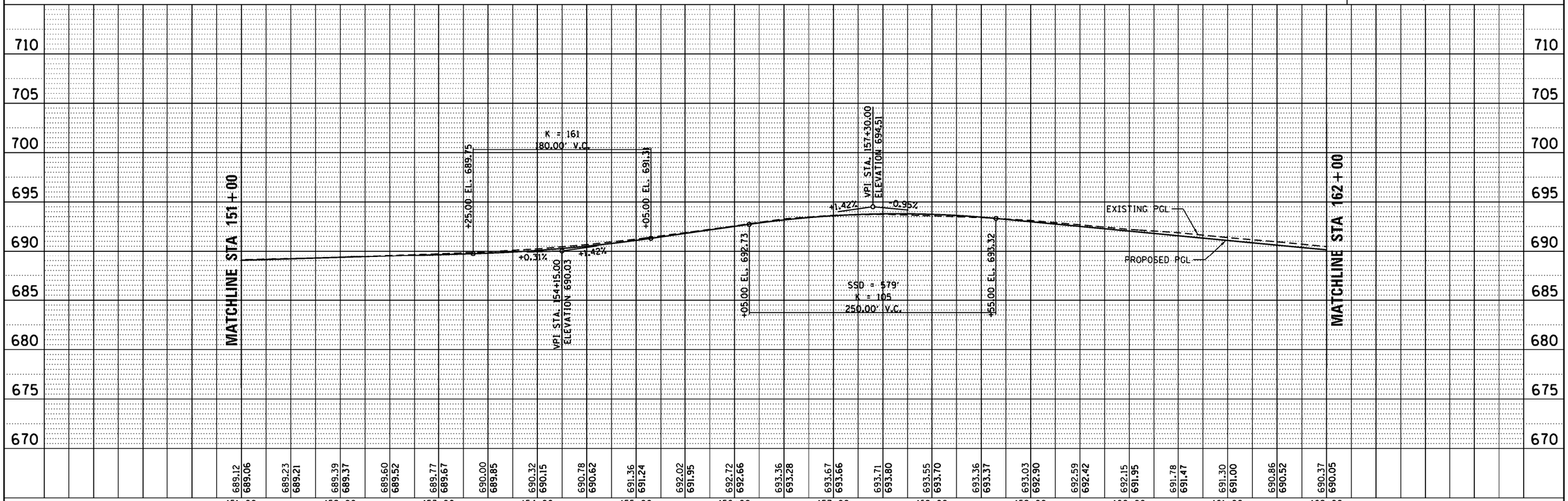
MONTGOMERY ROAD
PLAN & PROFILE SHEETS
SCALE: 1" = 50' | SHEET 8 OF 14 SHEETS | STA. 137+00 TO STA. 151+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	18
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
ELEV. NOTED
STRUCTURE NO'S/MI'S CHKD
NOTE BOOK
NO.
BY
DATE





FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

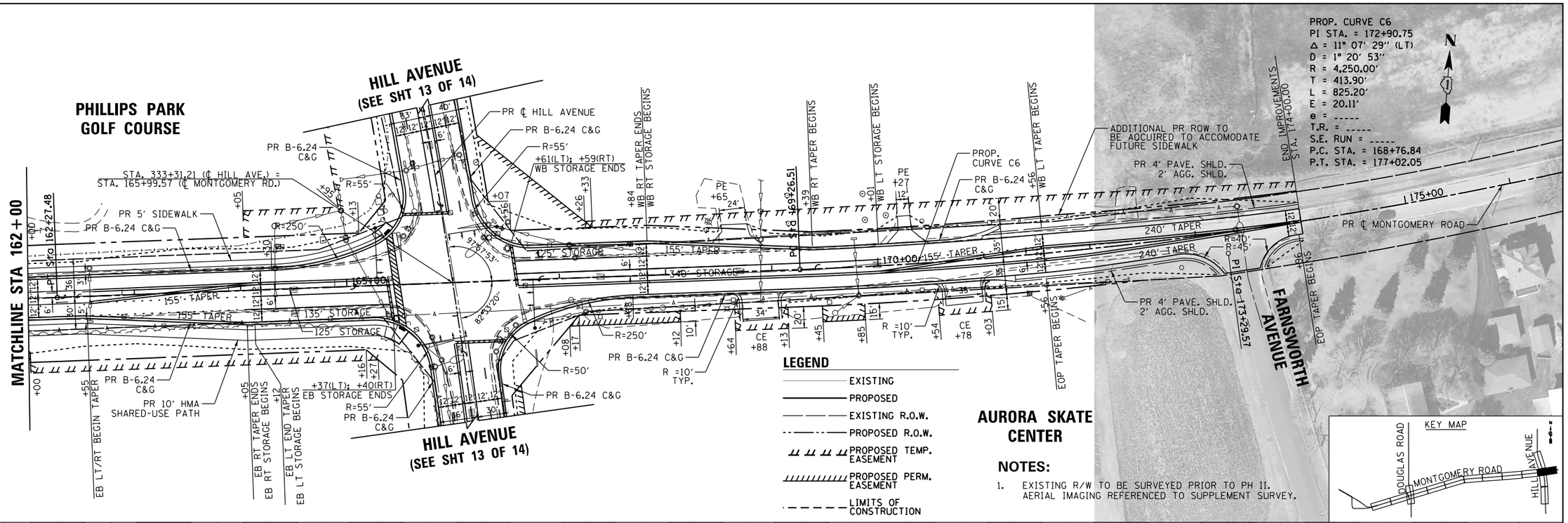
KANE COUNTY
DIVISION OF TRANSPORTATION

MONTGOMERY ROAD
PLAN & PROFILE SHEETS
SCALE: 1" = 50' | SHEET 9 OF 14 SHEETS | STA. 151+00 | TO STA. 162+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	19
		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			

PLAN — SURVEYED — PLOTTED — CLASSES CHECKED — ALIGNMENT CHECKED — RT. OF WAY CHECKED — CADD FILE NAME — NOTE BOOK — NO. — DATE — BY

PROFILE — SURVEYED — PLOTTED — CLASSES CHECKED — BAR. NOTED STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — DATE — BY



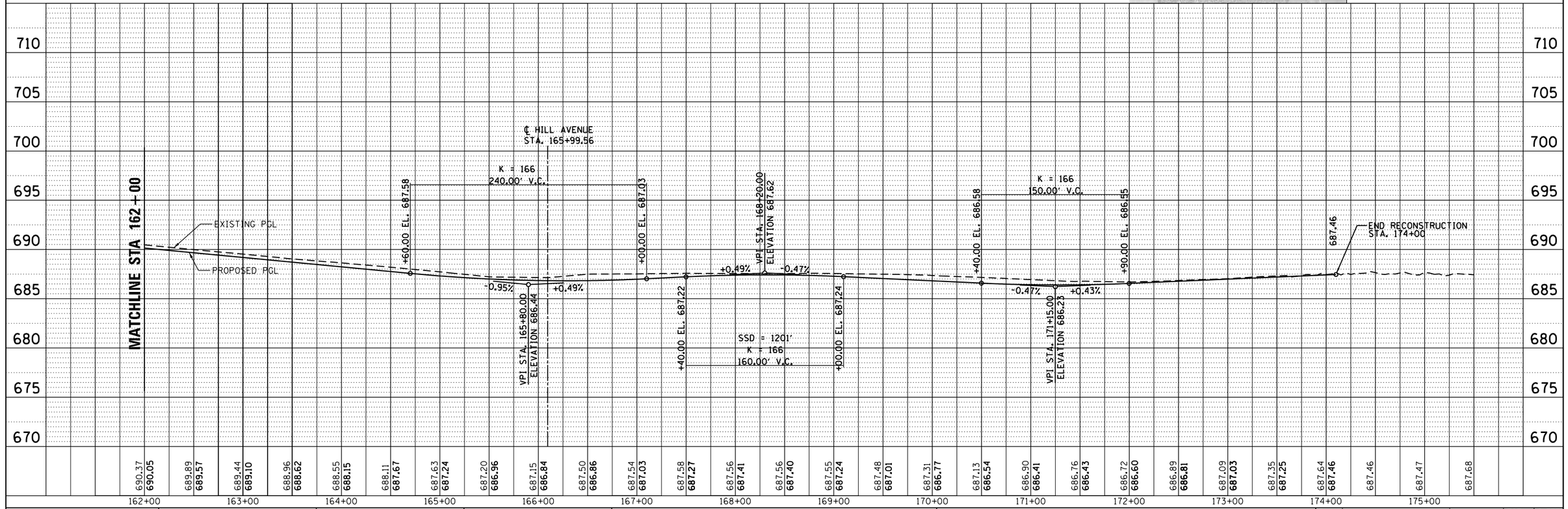
LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

AURORA SKATE CENTER

NOTES:

1. EXISTING R/W TO BE SURVEYED PRIOR TO PH II. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.



FILE NAME =	USER NAME = $USER$	DESIGNED - JT	REVISED -
$FILE$		DRAWN - JT	REVISED -
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

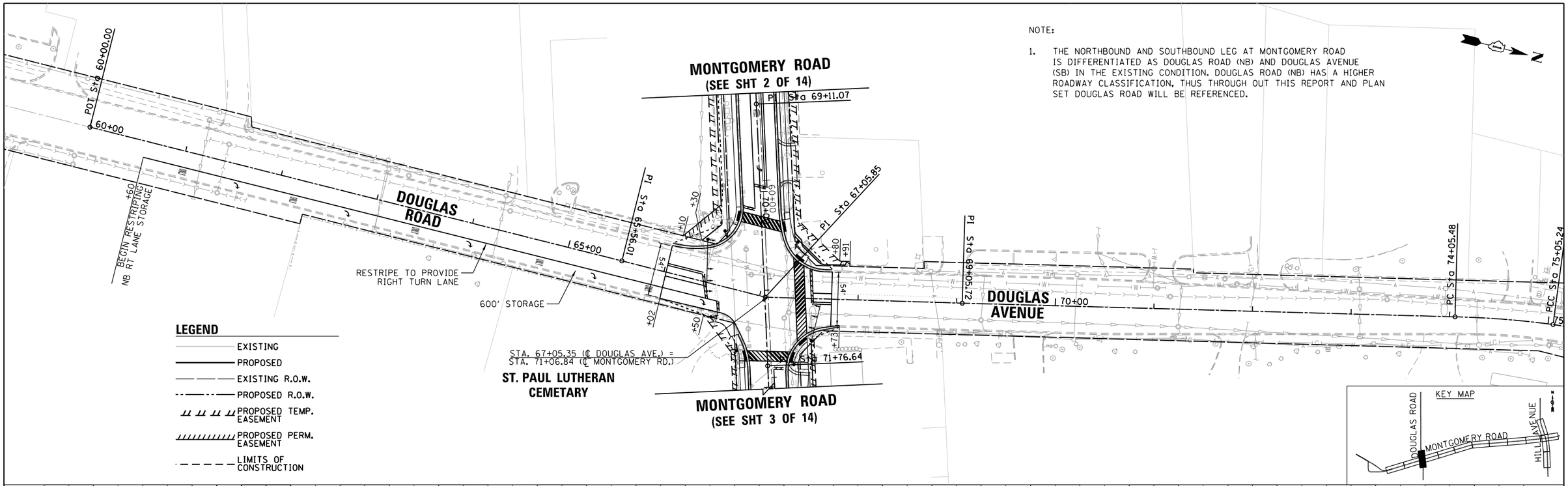
MONTGOMERY ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 10 OF 14 SHEETS | STA. 162+00 | TO STA. 174+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	20
		CONTRACT NO.	64101	
		ILLINOIS FED. AID PROJECT		

NOTE:

1. 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.

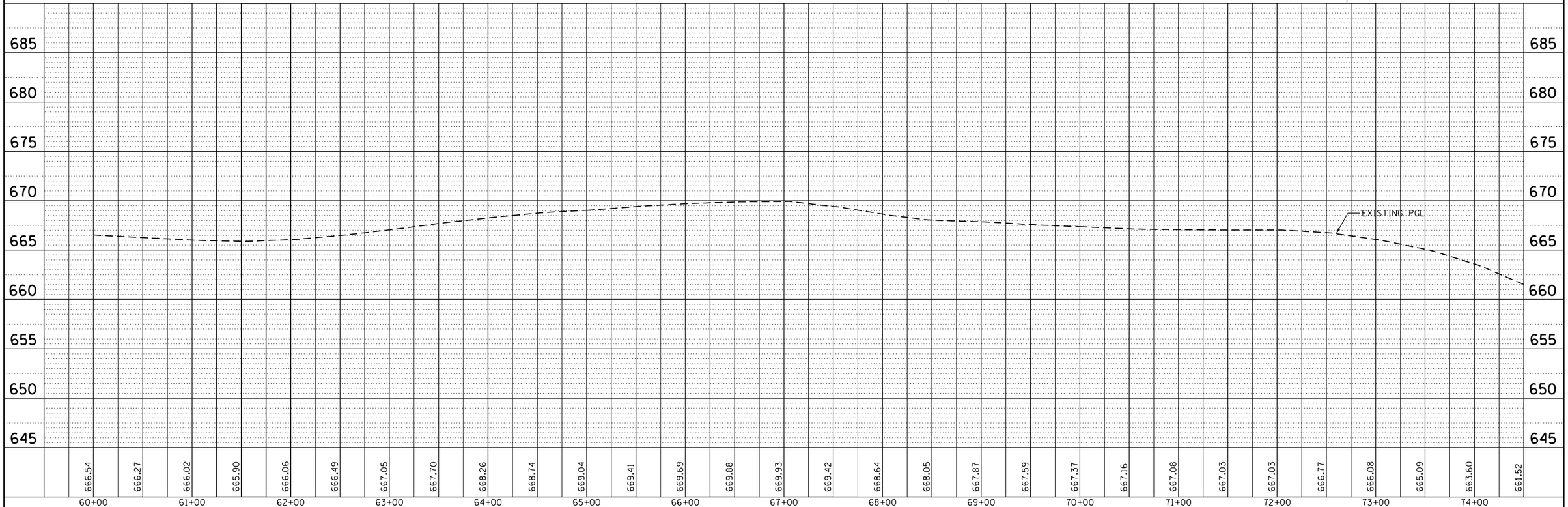


LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

PLAN — SURVEYED; PLOTTED; DESIGNED; CHECKED; R/W AGREEMENT; R/W CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; DESIGNED; CHECKED; BAR. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE



FILE NAME = $FILEL$ $MODELNAME$	USER NAME = $USER$	DESIGNED - JT	REVISED -
		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

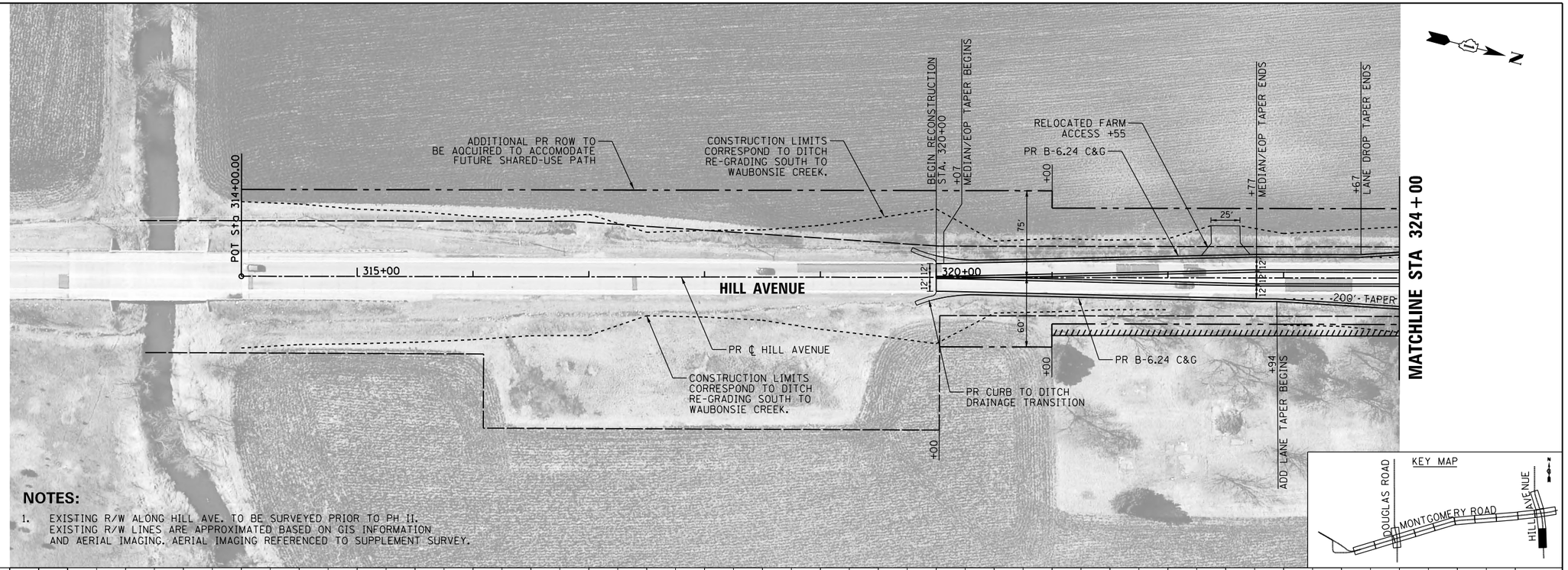
DOUGLAS ROAD
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 11 OF 14 SHEETS | STA. 60+60 TO STA. 67+73

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	21
		CONTRACT NO. 64101		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

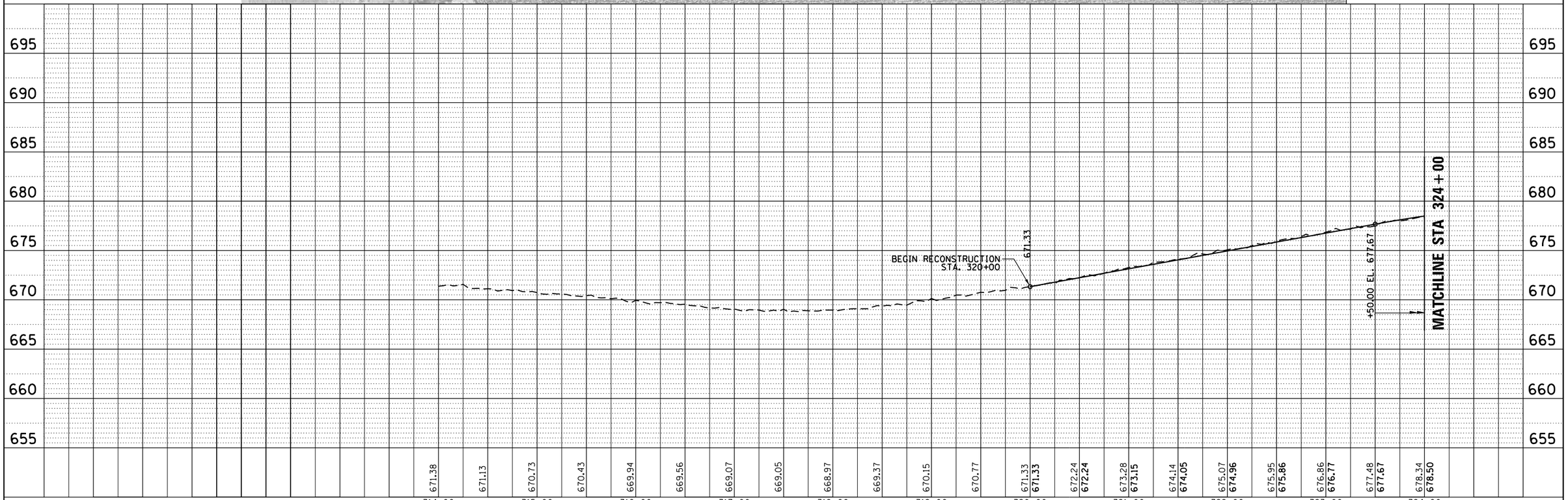


LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.

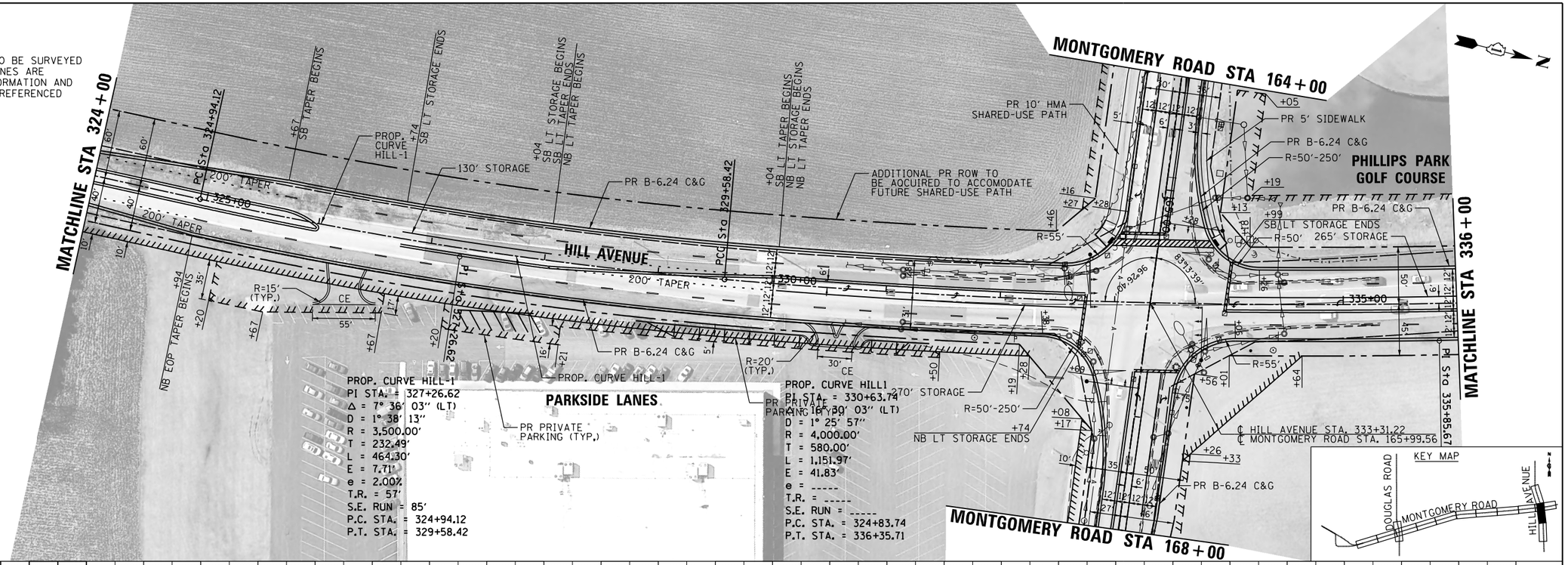


FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -	**KANE COUNTY DIVISION OF TRANSPORTATION**	**HILL AVENUE PLAN & PROFILE SHEETS**
$MODELNAME$		DRAWN - JT	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -		SCALE: 1" = 50' SHEET 12 OF 14 SHEETS STA. 314+00 TO STA. 324+00
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	22
		CONTRACT NO.	64101	
	ILLINOIS FED. AID PROJECT			

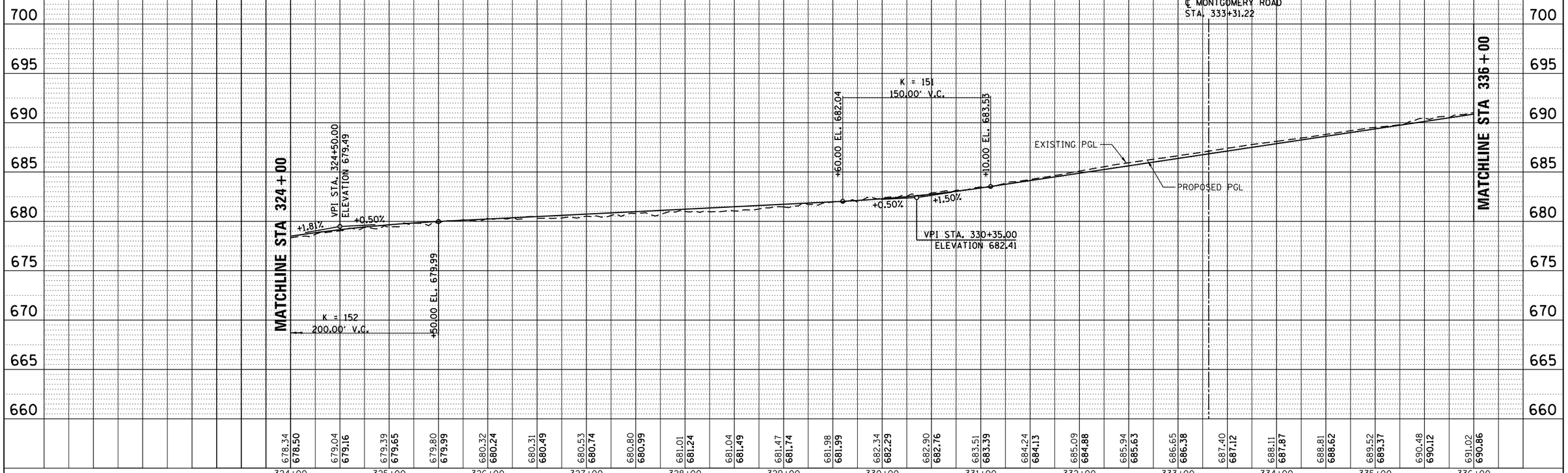
NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.



LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION



FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
PLAN & PROFILE SHEETS

SCALE: 1" = 50' | SHEET 13 OF 14 SHEETS | STA. 324+00 TO STA. 336+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	23
		CONTRACT NO. 64101		
		ILLINOIS FED. AID PROJECT		

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, PROFILE CHECKED, ELM. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

PROP. CURVE HILL-2
PI STA. = 335+85.67
Δ = 11° 56′ 10″ (LT)
D = 0° 57′ 18″
R = 6,000.00′
T = 627.24′
L = 1,249.95′
E = 32.70′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 329+58.42
P.T. STA. = 342+08.37

PROP. CURVE HILL-3
PI STA. = 343+66.89
Δ = 3° 01′ 36″ (RT)
D = 0° 57′ 18″
R = 6,000.00′
T = 158.52′
L = 316.96′
E = 2.09′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 342+08.37
P.T. STA. = 345+25.33

PHILLIPS PARK GOLF COURSE

MATCHLINE STA 336+00

PR B-6.24 C&G
260′ STORAGE
+60 SB LT BEGIN STORAGE
SB LT END TAPER
+65 SB LT BEGIN TAPER
ADD LANE TAPER ENDS
PROP. CURVE HILL-2
+65 ADD LANE TAPER BEGINS
200′ TAPER
340+00
PR ℄ HILL AVENUE
DROP LANE TAPER BEGINS
DROP LANE TAPER ENDS
PRC Sta 342+08.37
PI Sta 343+66.89
PT Sta 345+25.33
END RECONSTRUCTION STA. 345+50
345+00
POT Sta 347+50.00
PROP. CURVE HILL-3

N

LEGEND

- EXISTING
- PROPOSED
- EXISTING R.O.W.
- PROPOSED R.O.W.
- PROPOSED TEMP. EASEMENT
- PROPOSED PERM. EASEMENT
- LIMITS OF CONSTRUCTION

NOTES:

1. EXISTING R/W ALONG HILL AVE. TO BE SURVEYED PRIOR TO PH II. EXISTING R/W LINES ARE APPROXIMATED BASED ON GIS INFORMATION AND AERIAL IMAGING. AERIAL IMAGING REFERENCED TO SUPPLEMENT SURVEY.

KEY MAP
DOUGLAS ROAD
MONTGOMERY ROAD
HILL AVENUE

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DRAINAGE CHECKED
BM. NOTED
STRUCTURE NO'S/TNS CHKD
NOTE BOOK
NO.
BY
DATE

720
715
710
705
700
695
690
685
680

MATCHLINE STA 336+00

+90.00 EL. 696.70
K = 164
250.00′ V.C.
+40.00 EL. 702.34
+1.50%
+3.02%
VPI STA. 341+15.00
ELEVATION 698.57
711.70
END RECONSTRUCTION STA. 345+50

691.02 690.86 | 691.68 691.61 | 692.62 692.36 | 693.06 693.11 | 693.94 693.86 | 694.54 694.60 | 695.25 695.35 | 696.07 696.10 | 696.95 696.85 | 697.73 697.71 | 698.78 698.71 | 700.10 699.87 | 701.31 701.18 | 702.69 702.65 | 703.95 704.16 | 705.41 705.66 | 706.94 707.17 | 708.68 708.68 | 710.54 710.19 | 711.70 711.70

336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JT	REVISED -
$MODELNAME$		DRAWN - JT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - JM	REVISED -
	PLOT DATE = $DATE$	DATE - 07-22-14	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

HILL AVENUE
PLAN & PROFILE SHEETS
SCALE: 1″ = 50′ | SHEET 14 OF 14 SHEETS | STA. 336+00 TO STA. 345+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3579	13-00127-00-WR	KANE	149	24
		CONTRACT NO.	64101	
		ILLINOIS FED. AID PROJECT		

10. MOHOMET SOLE SOURCE AQUIFER (SSA) STATEMENT

Sole Source Aquifer

On March 11, 2015 the U.S. Environmental Protection Agency (USEPA) designated a portion of the Mahomet Aquifer system as a sole source aquifer (SSA) under Section 1424(e) of the Safe Drinking Water Act. The Safe Drinking Water Act gives USEPA authority to designate all or part of an aquifer as a "sole source" if contamination of the aquifer would create a significant hazard to public health and there are no physically available or economically feasible alternative sources of drinking water to serve the population that relies on the aquifer. The designation authorizes EPA review of projects that receive Federal financial assistance to assess potential for contamination of the aquifer system that would create a significant hazard to public health.

Federally funded projects in the project review area of a SSA must be coordinated with the US EPA Region V. Currently the only sole source aquifer is Mahomet SSA in Central Illinois. The Mahomet SSA is in parts the following counties: Cass, Champaign, DeWitt, Ford, Iroquois, Livingston, Logan, Macon, Mason, McLean, Menard, Piatt, Tazewell, Vermilion, Woodford

See BLRS Circular Letter 2016-03 for more information.

a. ☒ The project is outside of any county that includes the Mahomet SSA.

b. ☐ The project occurs within a county that includes the Mahomet SSA but is outside the boundaries of the Mahomet SSA. Provide a map showing the location of the project relative to the Mahomet SSA.

c. ☐ Project occurs within SSA Project Review Area. Provide a map showing the location of the project relative to the Mahomet SSA.

   This project is within the review area of the Mahomet SSA. Once FHWA and U.S. EPA Region 5 update their memorandum of understanding, the agencies will follow the agreed upon review procedures to ensure compliance with the requirements of Section 1424(e) of the Safe Drinking Water Act.