PROJECT DEVELOPMENT REPORT
STATE APPROVED
CATEGORICAL EXCLUSION

PROJECT SITE:

ST. CHARLES ROAD BRIDGE IMPROVEMENTS OVER SALT CREEK

MONTEREY AVENUE TO 390 FEET WEST OF IL ROUTE 83

DUPAGE COUNTY, ILLINOIS

PREPARED FOR:

VILLAGE OF VILLA PARK
20 S. ARDMORE AVENUE
VILLA PARK, ILLINOIS

PREPARED BY:

V3 COMPANIES OF ILLINOIS
7325 JANES AVENUE
WOODRIDGE, ILLINOIS 60517
630.724.9200

JULY 14, 2017

File

Checklist for State Approved Categorical Exclusions (CE)

County:	DuPage
Local Public Agency:	Villa Park
Section Number:	15-00094-00-BR
Route:	FAU 1397
BDE Seq #	19653

POTENTIAL FOR UNUSUAL CIRCUMSTANCES AND EXCLUSIONS TO STATE APPROVED CEs

Projects that IDOT proposes to approve as a CE on FHWA's behalf shall be evaluated for unusual circumstances. This evaluation must consider the effects of all aspects of the project, which includes, but is not limited to, detours, runarounds, or ramp closures that the action will require. IDOT CE documentation will record the outcome of this evaluation.

Activity	Date	Activity	Date
Coordination Meeting	02/07/2017	SHPO Concurrence	
Natural Resource Review	12/27/2016	Special Waste Screening	
Wetland Impact Evaluation		PESA	08/01/2016
Cultural Resource Concurrence	11/20/2016		

Exclusions to State Approved CEs: If actions involving any of the following circumstances are included on the project, then IDOT cannot approve, on FHWA's behalf, a CE determination.

Does The Project Include Any of These Unusual Circumstances	YES	NO
1. *Require one or more residential or business relocations and/or the acquisition of more than 10 acres total for a non-linear improvement (spot improvement, e.g. bridge, intersection) or the acquisition of more than 3 acres per mile;*		
a. Did the project require a residence or business to be relocated?	☐	☒
b. Is the right of way acquisition more than 10 acres total for a non-linear improvement (spot improvement, e.g. bridge, intersection) or the acquisition of more than 3 acres per mile?	☐	☒
2. *Are defined as a "Type I project" per 23 CFR 772.5 and therefore requires a noise analysis;*		
See BLRS Section 20-6.05 for definition of "Type 1 project"		
a. Does the project include the construction of a highway on a new location?	☐	☒
b. Did the project include additional through lanes?	☐	☒
c. Did the project include a substantial horizontal or vertical alteration?	☐	☒
d. Did the project include restriping the existing pavement for the purpose of adding a through lane or auxiliary lane?	☐	☒
e. Did the project include the addition of an auxiliary lane, except when the auxiliary lane is a turn lane?	☐	☒
3. *Result in an "adverse effect" finding to a historic property, as defined in 36 CFR 800.16(1);*		
a. Did the project require a Section 106/4(f) report and MOA?	☐	☒
Date Section 106/4(f) report approved: _____		
4. *Require the use of properties as defined and protected by Section 4(f) of the Department of Transportation Act (49 U.S.C. 303) that cannot be documented with either an FHWA de minimis determination or a programmatic Section 4(f) evaluation;*		
a. Did the project require the acquisition or use of ROW and/or easements from a Section 4(f) property? If "Yes", how many acres: _____	☒	☐
b. Did the FHWA make an individual Section 4(f) evaluation?	☐	☐
c. Did the FHWA make a programmatic Section 4(f) evaluation?	☐	☐
d. Did the FHWA make a de minimis determination?	☒	☐
e. Did the FHWA make a determination that the Section 4(f) involvement was a temporary occupancy?	☐	☐
f. Did the FHWA make a determination that the project will not "use" the 4(f) property by exception as defined in 23 CFR 774.13(g)?	☐	☐
Section 4(f) Determination Date: 02/03/2017		
Note: If Item "b" is checked "Yes", this is a Federal Approved CE.		

Does The Project Include Any of These Unusual Circumstances	YES	NO
5. *Involve impacts that would require an Individual Section 404 Permit from the U.S. Army Corps of Engineers or involve stream channelization or stream relocations;*		
a. Does the project involve stream channelization or relocation?	☐	☒
b. Does the project require an Individual Section 404 Permit from the U.S. Army Corps of Engineers?	☐	☒
Note: Channel cleaning within the ROW is not considered channelization.		
6. *Through Section 7 of the Endangered Species Act consultation, result in a finding of "may affect, likely to adversely affect" a federally listed or candidate species, or proposed or designated critical habitat;*		
a. Did the ESR results include a finding of "may affect, likely to adversely affect" a federally listed or candidate species, or proposed or designated critical habitat?	☐	☒
Date of USFWS Biological Assessment and Biological Opinion: _____		
7. *Through consultation with the Illinois Department of Natural Resources (IDNR) under the Illinois Endangered Species Act, an Incidental Take Authorization will be required;*		
a. Did the ESR results include an Incidental Take Authorization?	☐	☒
Date of IDNR Incidental Take Authorization: _____		
8. *Require substantial changes in access, access control, or travel patterns. IDOT will present such information to FHWA to determine if changes are substantial;*		
a. Does the project include changes in access, access control or travel patterns?	☐	☒
b. Did the FHWA determine that the above changes were substantial?	☐	☒
Note: If Item "b" is checked "Yes", this is a Federal Approved CE.		
9. *Require the use of a temporary road, detour or ramp closure, unless the use of such facilities satisfies the following conditions:* *i. Provisions are made for access by local traffic and so posted,* *ii. Businesses dependent on through-traffic will not be adversely affected,* *iii. To the extent possible, there is no interference with any local special event or festival,* *iv. There is no substantial change to the environmental consequences of the action, and* *v. There is no substantial controversy associated with such facilities.*		
a. Does the project include a road closure and detour to maintain traffic during construction? Detour is ☐ Marked ☐ Unmarked. Local access will be maintained.	☐	☒
b. Are businesses dependent on through-traffic adversely affected?	☐	☒
c. Is there interference with any local special event or festival?	☐	☒
d. Is there a substantial change to the environmental consequences of the action?	☐	☒
e. Is there substantial controversy associated with such facilities?	☐	☐
Note: If any of the Items "b, c, d or e" are checked "Yes", this is a Federal Approved CE.		
10. *Involve State designated Nature Preserves, areas listed on the Illinois Natural Area Inventory, Land and Water Reserves;*		
a. Did the results of the ESR indicate there was a State designated Nature Preserves, areas listed on the Illinois Natural Area Inventory, Land and Water Reserves near the project limits?	☐	☒
b. Does the project adversely impact a State designated Nature Preserve?	☐	☒
Date of Coordination with the Nature Preserves Commission: _____		
c. Does the project adversely impact an area listed on the Illinois Natural Area Inventory?	☐	☒
Date of Biological Resource Review memorandum and IDNR Response : _____		
d. Does the project adversely impact a Land and Water Reserves?	☐	☒
Date of Land and Water Reserves Finding: _____		
Note: If any of Items "b, c or d" are checked "Yes", this is a Federal Approved CE.		
11. *Exceed the IDNR threshold for an increase in 100-year flood water surface elevations, or has potential for a "significant encroachment" to floodplains, as defined in Executive Order 11988;*		
See BLRS 20-7 for more information		
a. Did the hydraulic report show an increase in the 100-year-water-surface elevation produced by a longitudinal encroachment on a flood plain that exceeded the 1 ft (300 mm) allowed by the Federal NFIP standards?	☐	☒
b. Is the highway encroachment and any direct support of likely base flood plain development that would involve one or more of the following construction- or flood-related impacts:	☐	☒

Does The Project Include Any of These Unusual Circumstances	YES	NO
• a significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route,	☐	☒
• a significant risk, or	☐	☒
• a significant adverse impact on natural and beneficial flood plain values.	☐	☒
Date of FHWA Only Practicable Alternative Finding: _____		
12. *Require a permit from U.S. Coast Guard under Section 9 of the Rivers and Harbors Act of 1899;*		
a. Does the project include the construction, modification, replacement, or removal of bridges or causeways over a navigable waterway?	☐	☒
Date of USCG coordination: _____		
13. *Require an individual Water Quality Certification from the Illinois Environmental Protection Agency;*		
a. Does the project require an IEPA individual water quality certification?	☐	☒
Date of IEPA coordination: _____		
14. *Require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property;*		
a. Did the project require the acquisition of ROW or easements from a Section 6(f) property (LAWCON)? If "Yes", how many acres are required: _____	☐	☒
Section 6(f) Report approval date: _____		
15. *Involve impacts to a stream listed on the National Park Service's National Rivers Inventory;*		
See for more information: www.nps.gov/ncrc/programs/rtca/nri/states/il.html		
a. Did the project adversely impact a stream listed on the NPS National Rivers Inventory?	☐	☒
Date of NPS response to BDE Biological Resource Review memorandum: _____		
16. *Have potential for controversy on environmental grounds as determined by FHWA, or inconsistency with Federal, State, or local requirements relating to the environment or planning.*		
a. Did the FHWA determine that the project is controversial on environmental grounds or inconsistent with Federal, State, or local requirements relating to the environment or planning?	☐	☒

☐ Based on the above impacts it has been determined that this project meets the criteria for a Federal Approved CE. See the attached email from the FHWA approving the CE determination.

☒ It has been determined that this project will not have any significant impacts on the human environment, or involve any unusual circumstances; therefore, it is a State Approved Categorical Exclusion.

IDOT has addressed all environmental requirements for this project and determined that it has met the following requirements of the CE Programmatic Agreement (approved October 10, 2015): (1) the scope is consistent with the project scope listed in Appendix A or B, and (2) none of the circumstances in Section V exist. Therefore, on behalf of FHWA, IDOT hereby approves this project as a CE.

FHWA concurred with State Approved CE determination at IDOT/FHWA Coordination meeting 2/7/2017.

William Raffensperger, PE, PTOE, PTP — Name
Signature
02/07/2017 — Date

District
☐ Regional Engineer
☐ District Local Roads and Streets Engineer

Central Bureau Local Roads and Streets
☐ Engineer of Local Roads and Streets
☐ Local Project Implemtation Engineer
☒ Project Development Engineer

Illinois Department of Transportation

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

County:	DuPage
Local Public Agency:	Village of VillaPark
Section Number:	15-00094-00-BR
Route:	FAU 1397

Project Number: BRM-4003(508)

Project Length: 0.07mile

Street/Road Name: St. Charles Road

Termini: Monterey Ave to 390 ft west of IL 83; Over Salt Creek

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

County Engineer — Date

☒ Categorical Exclusion and Design Approval Recommended

Vydas Juskelis — 7/14/17

Local Agency — Date

Categorical Exclusion Statement

This project will not have any significant impacts on the environment, or involve any unusual circumstances, therefore, it is a Categorical Exclusion I.

☒ Categorical Exclusion and Design Approval

Regional Engineer — Date

1. LOCATION AND EXISTING CONDITIONS

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

The project limits extend along St. Charles Road from Monterey Ave to 390 feet west of IL Route 83. The total project length is 360 ft (0.07 miles). The project is located within the Village of Villa Park and the City of Elmhurst in DuPage County, Illinois. See Exhibit E-1.1 for the Project Location Map.

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

Roadway Facilities

The project is located within the Village of Villa Park and City of Elmhurst in DuPage County. St. Charles Road is a minor arterial under Villa Park's jurisdiction. St. Charles Road is a suburban section with two lanes in each direction and 5 ft sidewalks on both sides of the road. There are also sidewalk connections in the northerly/southerly direction that connect to the Salt Creek Greenway Trail. A portion of the trail is located underneath the St. Charles Road bridge. The sidewalks that run along the trail to the north and south are located within the Forest Preserve District of DuPage County and IDOT properties, respectively.

The westernmost project limits begin at Monterey Avenue and end approximately 100 ft east of the St. Charles Road bridge. Within the project limits, St. Charles Road is a 5-lane section that consists of 10.5 ft outside lanes, 11 ft inside lanes, and a 10 ft wide left turn lane. Existing right-of-way width is generally 33 ft from the centerline of the roadway on St. Charles Road. See Exhibit E-2.0 for the existing typical section.

A design speed of 30 MPH is utilized within the project limits (based on IDOT 3R Criteria). The posted speed limit is 30 MPH. On street parking is prohibited on St. Charles Road. There are commercial businesses and private residences within the project limits.

IL Route 83 (Kingery Highway) is located approximately 390 feet east of the bridge. IL Route 83 is located in the City of Elmhurst and is under IDOT's jurisdiction. It is a rural section with three lanes in each direction and separated by a median. Northbound and southbound dual lefts are located at the intersection with St. Charles Road.

Bridge Facilities

The St. Charles Road Bridge over Salt Creek is located within the jurisdictions of the Village of Villa Park and the City of Elmhurst. The northwest, northeast and southeast quadrants of the bridge are located in the City of Elmhurst and the southwest quadrant is located in the Village of Villa Park. An agreement between the two municipalities obligates Villa Park with 100% of the maintenance responsibilities for the bridge.

The existing bridge width is 55 feet. The structure is a simple three span, 17" deep PPC deck beam bridge with asphalt overlay and poured concrete sidewalks and parapets. The asphalt wearing surface varies from 2" to 4 ¼" over a waterproofing membrane system. The substructure is rated a 7. The abutments are cantilevered walls and the piers are solid walls both in good condition with minor spalls and cracks.

There is some evidence of scour at the bridge. Some of the more significant scour issues appear to be due to the 78" diameter storm sewer outfall located in the vicinity of the SW quadrant of the bridge. Unless the bridge is realigned or storm sewer outfall is relocated, these scour issues will continue regardless of substructure replacement. While evidence of some scour was found, the bridge is in generally good condition. The National Bridge Inventory System (NBIS) scour rating for the bridge is an 8.

Horizontal and Vertical Alignment

Within the project limits, the St. Charles Road profile is fairly level with longitudinal grades ranging

up to 2%. The horizontal alignment is comprised of a 110 ft tangent on the bridge between two large horizontal curves with radii of approximately 14,750 ft and 8,810 ft. The alignment bears generally east-west through DuPage County.

Traffic Control Devices
Within the project limits, Monterey Avenue intersects with St. Charles Road at a stop-controlled intersection for the north-south direction.

Pavement Structure
According to information provided in the 1978 St. Charles Road Bridge Plans, the existing pavement structure within the project limits consists of 1.5" HMA Surface Course, 2.5" HMA Binder Course, 11" HMA Base Course, and 4" Aggregate Subbase.

Land Use
Within the project limits, the properties along the south side of St. Charles Road are generally commercial and the properties along the north side are residential and commercial.

Existing Trail
The Salt Creek Greenway Trail is located within the project limits and a portion of it is underneath the St. Charles Road bridge. The Forest Preserve District of DuPage County (FPDDC) entered an Intergovernmental Agreement with the Elmhurst Park District (EPD) that authorized EPD to maintain the trail within the project limits.

Drainage
St. Charles Road is flanked by curb and gutter and is drained by an existing storm sewer system that outlets directly to Salt Creek. There is some off-site area that also appears to drain to the roadway drainage system. The runoff outlets to Salt Creek via the roadway storm sewer system and overland flow when the storm sewer system capacity is exceeded. There is an existing 78" storm sewer that passes through the west abutment and outlets at the southwest end of the west slopewall.

Parking
On-street parking is not permitted on St. Charles Road within the project limits.

Utilities
Existing utilities located within the project limits include natural gas (underground), telecomunication (underground), cable television (underground), water, storm sewer, and sanitary sewer.

See Appendix E for Utility Correspondence.

AT&T (Appendix E-1)
AT&T has manholes, duct structure (21 & 24 duct packages), and buried facilities located on the north side of St. Charles Road. The duct packages are located inside the 2' utility gap between the two outer deck beams on the north side of the bridge. There are nine ducts running through the 2' gap on the north side of the bridge.

AT&T's facilities will need to be relocated to accommodate the proposed bridge superstructure improvement.

BP Pipeline (Appendix E-2)
BP Pipeline underground facilities are located along the east side of IL Route 83. No conflicts are anticipated with the proposed improvements.

Buckeye Partners (Appendix E-3)
Buckeye underground facilities are located along the west and east side of IL Route 83. No conflicts are anticipated with the proposed improvements.

City of Elmhurst (Appendix E-4)
Existing utilities located within the project limits include lighting, water, storm sewer, and sanitary sewer.

City of Elmhurst (continued)
Two storm sewer manholes are anticipated to be adjusted since they are located within the roadway resurfacing limit and new sidewalk re-grading. They are located north of the centerline at Station 86+00 and Station 86+80, respectively.

The City also has existing fiber and street lighting along the north side of St. Charles Road. One light pole located on the northwest corner of the bridge is anticipated to be relocated off of the bridge structure. It is anticipated that both fiber and street lighting conduits will need to be relocated to accommodate the proposed bridge superstructure improvement.

Comcast (Appendix E-5)
Comcast has underground facilities located along the south side of St. Charles Road. Comcast noted that their facilities are located outside the limits of work. No conflicts are anticipated with the proposed improvements.

Level 3 Communications (Appendix E-6)
Level 3 underground facilities are located along the west side of IL Route 83. No conflicts are anticipated with the proposed improvements.

Nicor Gas (Appendix E-7)
6" gas mains are located within the project limits, but no conflicts are anticipated with the proposed scope of work.

Sunesys (Appendix E-8)
Sunesys underground facilities are located along the north side of St. Charles Road, just east of the bridge. Based on atlas maps received, there are no conflicts anticipated with the proposed scope of work.

Village of Villa Park (Appendix E-9)
Existing utilities located within the project limits include water, storm sewer, and sanitary sewer.

Two sanitary manholes and two storm sewer structures are anticipated to be adjusted since they are located within the roadway resurfacing limits. They are located just south of the centerline between Station 85+80 to Station 86+00.

West Shore Pipeline (Appendix E-10)
West Shore Pipeline underground facilities are located along IL Route 83. No conflicts are anticipated with the proposed improvements.

c. **Traffic Data**

Current ADT: 23,200 % trucks: 3%

Will 80,000 trucks be legally permitted on this route? ☒ Yes ☐ No

Design Year (roadway):	2018	ADT:	23,200	DHV:	2,090	% trucks:	3%
Design Year (bridge):	2018		29,410		2,650		3%

d. **Structures** - Identify location within the proposed improvement of all structures on attached location map.

The St. Charles Road Bridge over Salt Creek is located within the jurisdictions of the Village of Villa Park and the City of Elmhurst. The northwest, northeast and southeast quadrants of the bridge are located in the City of Elmhurst and the southwest quadrant is located in the Village of Villa Park. A copy of the Structure Master Report for the St. Charles Road Bridge structure is included in Appendix A-2.1 (Coordination-BLRS).

A copy of the Bridge Condition Report (BCR) is provided under a separate cover. The BCR approval letter from IDOT Central Bridge Office (CBO) is included under Appendix A-4.1 (Coordination – CBO). The Preliminary Bridge Design and Hydraulic Report (PBDHR), submitted

on 9/21/2016, was approved by the CBO on 12/8/2016. The PBDHR approval letter is included under Appendix A-4.2 (Coordination – CBO).

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

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

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

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

St. Charles Road
Within the project limits, St. Charles Road widens out to a 5 lane section that consists of 10.5 ft outside lanes, 11 ft inside lanes, and a 10 ft wide left turn lane. Just west of the bridge, the roadway is 53 ft (e-e of pavement) wide. Within the bridge section, the roadway is 55 ft (f-f of curb) wide. There are 5 ft sidewalks along both sides of St. Charles Road. The existing right-of-way width varies from 33 ft to 50 ft from the centerline of the roadway. Towards the midpoint of the bridge, the south side right-of-way widens an additional 11 ft to provide room for the existing exclusive eastbound right turn lane onto IL Route 83 (Kingery Hwy).

2. **Proposed Improvement**

a. Discuss the purpose and need of the project:

The existing bridge has been determined by IDOT to be deficient and in need of repair. The bridge has been weight-limit posted by the Village of Villa Park. With the existing substructure in good condition, the purpose of this project is to replace the superstructure and address maintenance concerns.

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

☐ Rural (BLRS Manual Chapter 32)
☐ Urban (BLRS Manual Chapter 32)
☐ Suburban (BLRS Manual Chapter 32)
☒ 3R Guidelines (BLRS Manual Chapter 33)
☐ Bicycle Guidelines (BLRS Manual Chapter 42)
☐ Pedestrian Guidelines
☐ Other:

Functional Classification: ☒ Arterial ☐ Collector ☐ Local Road ☐ Other _____

Terrain: ☒ Level ☐ Rolling

Regulatory or Posted Speed Limit: 30mph Design Speed: 30mph

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

The proposed improvements include minor widening of the roadway to accommodate five lanes at 11 ft wide and the replacement of the bridge superstructure. In addition, per the City of Elmhurst's request and Villa Park's approval, the improvements include an eastbound right turn lane taper

just east of the wingwall to improve traffic channelization on St. Charles Road.

Approximately ten to fifteen feet of the top of the wingwalls will be replaced at all four corners to accommodate the widening. The superstructure will be replaced with 17" deep PPC Deck beams and a 5" concrete wearing surface which results in raising the roadway profile by approximately 3 inches. The sidewalk and the parapet will cantilever 6" off of the proposed new deck beams.

The existing 2' gaps between the outside beams for utilities will be removed. Any utilities to be maintained will be coordinated with the utility companies. The relocated utility facilities will be constructed in conduits attached to the new parapet walls.

The abutments and piers will be repaired with Structural Repair of Concrete (< 5") and Epoxy Crack Sealing. The approaches will be widened 1 ft to the north and south and resurfaced with asphalt.

The existing roadway storm sewer system will remain in place with rims to be adjusted as needed. There is one drainage outlet within the project limits. A separate Hydraulic Report and Location Drainage Study (LDS) was submitted on 9/2/2016 and approved by the Bureau of Local Roads on 10/6/2016. See Exhibit E-7.0 for the Location Drainage Executive Summary. The approval from the Bureau of Local Roads and Streets (BLRS) Drainage Coordinator is located in Appendix A-2.3 (Coordination – BLRS). The Village received the Regulated Floodway Construction Permit from IDOT on 12/1/2016. A copy of the permit is located in Appendix A-2.4.

Scour countermeasures will be implemented at the piers and all of the debris will be removed from the west pier.

The proposed improvements will be completed using staged construction. The construction can be accomplished in three stages that involve shifting and merging traffic to one lane in each direction across the north and south halves of the bridge. Because of the bridge's proximity to the IL Route 83 and St. Charles Road intersection, temporary traffic signals are necessary to accommodate the lane shifts and lane reductions. In addition, one of the the northbound left turn lanes will need to be closed due to one receiving lane on St. Charles Road. Refer to Sections #14 and #16 for the Traffic Control and Mangement Plan. See Exhibits E-2.0, E-3.0, and E-5.1-5.2 for proposed typical section, plan and profile, and maintenance of traffic plan sheets.

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

The project will be built using staged construction; no detour route is anticipated. During construction, there are no planned truck restrictions along St. Charles Road. Due to the shift in traffic to accommodate the bridge construction, temporary traffic signals at IL Route 83 are warranted during the first two stages of construction.

Existing commercial driveways within the construction zone will remain open. Existing mail delivery routes along St. Charles Road are expected to be maintained since traffic will be allowed.

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

The design criteria used for the project is based on 3R Guidelines from BLR Chapter 33. The following are the anticipated design variances:

- 113' EB and WB Taper (maintain existing) vs. 135' Taper (BLR Fig. 34-3.B)
- 111' WB Storage (maintain existing) vs. 115' Minimum Storage (BLR Fig. 34-3.D)
- 5' sidewalk width (maintain existing) 1' buffer width and 4' sidewalk vs. 6' width (BLR Sec. 31-2)

See Appendix C for Design Variances.

f. Current estimated cost of proposed improvement? $ 2,585,000

Refer to Exhibit E-6.0 for the estimaded breakdown of costs.

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

There are existing 5 ft sidewalks along the north and south sides of St. Charles Road. The proposed improvements will include reconstruction and/or maintenance of the sidewalks. The maximum longitudinal grade follows the roadway at approximately 1.9%. Detectable warning pavers will be installed at all ADA ramps.

Sidewalks/Shared-Use Paths: Maintain 5 ft sidewalks along the north and south side of St. Charles Road.

Maximum 2% crosslope: ☒ Yes ☐ No ☐ Not Applicable

ADA ramps with detectable warnings at street intersections: ☒ Yes ☐ No ☐ Not Applicable

If no, provide justification.

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

There are no anticipated improvements adjacent to the project limits.

3. **Crash Analysis (BLRS Manual Section 22-2.11(b)(9))**

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

A crash analysis was performed for the years 2011 through 2015 within the project limits. The City of Elmhurst and Village of Villa Park provided crash data from their respective Police Departments. A total number of 20 crashes occurred within the project limits, from the westernmost intersection of St. Charles Road and Monterey Avenue to 390' west of IL Route 83.

The most common crash type was rear end with 8 crashes (40%), followed by 6 turning crashes (30%), and 3 sideswiped (Same Direction) (15%). 14 of the 20 crashes (70%) occurred during the daytime and 16 of the 20 crashes (80%) occurred on dry pavement during clear weather conditions.

See Exhibit E-4.1 for a table detailing the year and type of collision and Exhibit E-4.2 for locations of these crashes. All of the crashes occurred at the intersections of Monterey Avenue and St. Charles Road. No crashes were reported on the bridge.

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

Based on the reported crash data, the data was inconclusive as to the cause of rear end and turning crashes.

The side swipe crashes could be attributed to narrow lane widths within the project limits of St. Charles Road. In addition, the bi-directional left turn lane is only 10 ft wide. Narrow lanes may be causing drivers to encroach onto the adjacent lanes; resulting in sideswipe collisions.

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

The proposed improvements include roadway and bridge widening to accommodate five 11 ft lanes and comply with standard minimum lane widths. Pavement marking striping will be installed to improve channelization of the bi-directional left turn lane. A combination of these improvements will provide sufficient lane widths and improved channelization which may address the sideswipe crashes.

Also, an eastbound right turn lane taper just east of the bridge's southeasternmost wingwall is proposed. The added taper will provide additional pavement for eastbound right turn traffic to queue. It is not expected that the scope of this project will reduce rear end and turning crashes at Monterey Avenue.

4. **Right-of-Way**

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

Proposed temporary easements (TE) will be required for this project. As shown in the Proposed Plan and Profile sheet (Exhibit E-3.0), TE at widths between 5 and 25 feet will be required along the north and south sides of St. Charles Road. The extent of the project will affect a total of 6 property owners.

#	Property PIN	Property Address	Temporary Easement (SF)	Acres
1	0603413021	305 Monterey Ave (Residential)	663.8 SF	0.02 AC
2	0603415008	Forest Preserve District of DuPage County	"FPDDC License for Access"	N/A
3	0603415009	609 W St. Charles Rd (Commercial)	218.3 SF	0.01 AC
4	0610203003	621 E St. Charles Rd (Commercial)	2,113.7 SF	0.05 AC
5	Not Available	West Bank to Centerline of Salt Creek; South of St .Charles Road Bridge	1,577.9 SF	0.04 AC
6	0610226001	IDOT	"Limits of Construction"	N/A

Property Exhibits were enclosed in letters sent to the property owners. Refer to the letters and responses in Appendices B-2 and B-3, respectively.

Since Properties #2 and #6 are owned by governmental agencies, both agencies recommended that the plans indicate those areas as "FPDDC License for Access" and "Limits of Construction", respectively.

There is no PIN associated to Property #5. When the property was subdivided in the early 1900's, the parcel of land between the centerline of Salt Creek to the west bank was unaccounted for. A title search and other right-of-way documents provided by IDOT confirmed that there was no dedication or conveyance of this property. According to IDOT's Bureau of Land Acquisition (LA), since the property is within the Salt Creek waterway, the jurisdiction reverts to the United States Army Corp of Engineers (USACE). The project improvements include no backfill in the creek. Therefore, a permit is not required and a Letter of No Objection (LONO) was issued by the USACE (refer to Section #8). The LONO serves as sufficient coordination documentation for Phase I and is located in Appendix A-6.31.

b. Are any residents, businesses or farms to be displaced?

☐ Yes ☒ No

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

N/A

5. **Prime Farmland (BLRS Manual Section 20-10)**

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

N/A

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

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

6. **Floodplain Encroachment (BLRS Manual Section 20-7)**

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

☒ Yes ☐ No

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

While there is both regulatory floodway and floodplain designated within the project work limits, there is no proposed fill within the floodway or floodplain. Due to the fact that only the bridge deck is being replaced with the lowest beam elevation of about 669 ft, the proposed 100-year water surface elevation (WSEL) is well below at an elevation of 667 ft. Therefore, there is no floodplain or floodway fill associated with this project. The piers and abutments will remain in place and the bridge waterway opening will not be altered in the proposed condition.

All of the debris will be removed from the west pier and scour countermeasures. The proposed countermeasures consist of sheet piles around each pier. In order to avoid impacts to the Waters of the United States (WOUS), the piles will be installed from the bridge deck under staged construction.

There are no sensitive flood receptors in the vicinity of the bridge. The 500-year WSEL passes under the low beam elevation of the St. Charles Road Bridge. See Hydraulic Report (under a separate cover) for more details and exhibits. The Report was reviewed and approved by the BLRS Drainage Coordinator. See concurrence from BLRS Drainage Coordinator located in Appendix A-2.3 (Coordination – BLRS).

7. **Phase I & II NPDES Storm Water Permit Requirements (BLRS Manual Section 7-4.01)**

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

☐ Yes ☒ No

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

8. **"404" Permit (BLRS Manual Section 7-4.02)**

Does this project involve waters regulated by Section 404?

☒ Yes ☐ No

If yes, what type of 404 permit is required? ☐ Nationwide ☐ Individual ☐ Regional ☒ None

A Letter Of No Objection (LONO) request was submitted on 2/2/2017 to the United States Army Corp of Engineers (USACE) to initiate coordination during Phase I. On 2/6/2017, the USACE issued a LONO valid for 5 years. The letter states that the subject project does not require a Department of the Army (DA) permit to complete the proposed work since there will be no backfill between the placement of sheet piles and bridge piers. See related correspondence located in Appendix A-6.29 – A-6.37 (Coordination – Municipal/Jurisdictional).

If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application.

9. **Special Waste (BLRS Manual Section 20-12)**

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

☒ Yes ☐ No

b. Is work being done on property in the name of the state or are contract plans being prepared by the state?

☐ Yes ☒ No

c. If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?

☒ Yes ☐ No

If the PESA results determine that the project contains REC's, describe how the special waste is proposed to be handled (including if a Preliminary Site Investigation (PSI) is required).

Based upon the results of the Preliminary Environmental Site Assessment (PESA) prepared for this project, there is a potential for encountering contamination at the following sites within the project limits:

- Villa Quick Service, 543 E. St. Charles Road
- Former Marathon Gasoline Station, 601 W. St. Charles Road
- Underground, high-pressure petroleum pipline
- Former Amoco Oil Co. #6943 Gasoline Station, 575 St. Charles Road

In the event that excavation/disturbance is planned near these sites of concern, soil screening/sampling is recommended prior to the final planning stage. More specific knowledge of the environmental conditions in these areas will allow for proper planning and mitigation of conditions prior to road construction. See the Local PESA for St. Charles Road (under a separate cover) for more details and exhibits. The Local PESA Executive Summary and Validation are located in Appendix A-1.10 and A-1.13 (Coordination – Environmental Clearances), respectively.

A detailed Preliminary Site Investigation (PSI) is warranted for the above properties. A PSI will be prepared during Phase 2 engineering.

Since the original ESR limits also included a portion of IL Route 83, a State PESA was conducted. The Special Waste clearance from the State was cleared on 8/1/2016 and validated on 3/1/2017. The State clearance and Validation are located in Appendix A-1.4 and A-1.9 (Coordination – Environmental Clearances), respectively.

10. **Environmental Survey (BLRS Manual Section 20-2)**

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

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

☐ Involvement ☒ No Involvement

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

☐ Yes ☒ No

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

The wetland clearance was received on 12/27/2016. The Project Overview Wetlands document is located in Appendix A-1.34 – A-1.35 (Coordination – Environmental Clearances).

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

The Cultural clearance was received on 11/20/2015. Related correspondence is located in Appendix A-1.2 – A-1.3 (Coordination – Environmental Clearances).

☐ Yes ☒ No

If yes, describe any required documents.

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

☐ Involvement ☒ No Involvement

Biological clearance was received on 12/28/2016. Related correspondence is located in Appendix A-1.17 – A-1.29.(Coordination – Environmental Clearances).

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

☐ Involvement ☒ No Involvement

Related correspondence is located in Appendix A-1.30 – A-1.33 (Coordination – Environmental Clearances).

11. **Section 4(f) Lands (BLRS Manual Section 20-3)**

a. Does this project require any right-of-way, including temporary construction easements, from a publicly owned park, recreational area, wildlife and waterfowl, or any historic site in or eligible for the National Register of Historic Places?

☒ Yes ☐ No

b. If yes, what type of of the Section 4(f) involvement has been completed?

☒ Section 4(f) deminimis ☐ Standard Section 4(f) ☐ Temporary Occupancy ☐ None

Section 4(f) De Minimis Impact Documentations were prepared for the Forest Preserve District of DuPage County and the Elmhurst Park District. They were made available to the stakeholders and the public for their review and comments. No comments were received from the public, property owners, or bicycle groups. A written letter of concurrence from both the Forest Preserve and Park District was signed after the public comment period ended and is included in the Section 4(f) Reports. Refer to Appendix B-1.17 – B-1.18 for the signed letters.

The Section 4(f) Reports were submitted to CBLRS on 12/30/2016 and approved on 2/3/2017 (refer to Appendix A-3.1 – A-3.6 Coordination – CBLRS). Since identical reports were sent to two agencies, only the cover pages of each agency are included (Appendix B-1.1 and B-1.2), followed by one copy of the project description pages and Officials With Jurisdiction (OWJ) correspondence. The full Section 4(f) DeMinimis Impact Report is under a separate cover.

12. **Air Quality (BLRS Manual Section 20-11)** Check One:

a. ☐ This project is in an attainment area.

☒ Projects within a portion of a nonattainment area for which the Chicago Metropolitan Agency for Planning (CMAP) is the MPO.

This project is included in the **FY 2015-2019** (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the Metropolitan Planning Organization Policy Committee, the region's Metropolitan Planning Organization. The 2040 Regional (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on 10/15/14

The TIP was found to conform by FHWA on N/A and by FTA on N/A

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

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

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

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

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

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

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

c. **Construction-related Particulate Matter**

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions are usually insignificant when equipment is well maintained.) The potential

air quality impacts will be short-term, occurring only when demolition and construction work is in progress and local conditions are appropriate.

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

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

d. **Project-level Hot Spot Analysis. Check One:**

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

☒ This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1). Due to

There will not be a significant increase in diesel vehicles.

It has been determined that the project will not cause or contribute to any new localized $PM_{2.5}$ or PM_{10} violations or increase the frequency or severity of any $PM_{2.5}$ or PM_{10} violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

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

e. **COSIM**

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

☐ Yes ☒ No

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

☐ Yes ☐ No

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

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

In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," this project is exempt from a project-level carbon monoxide air quality analysis because it does not add through lanes or auxiliary turning lanes, has no sensitive receptors, the highest design-year approach volume is less than 5,000 vph or 62,500 ADT (*Referenced: BDE 26-14.03(a)).*

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

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

13. **Noise (BLRS Manual Section 20-6)**

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

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

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

14. **Work Zone Transportation Management Plans**

Does the project intersect or follow a state route?

The proposed improvements are limited to St. Charles Road (a local route). The construction staging limits intersect and extend through IL Route 83.

☒ Yes ☐ No

Is the state or local route considered a significant route?

The local route (St. Charles Road) is not considered a significant route. The intersection of St. Charles Road and IL Route 83 is approximately 390' east of the bridge. Proposed improvements are limited to St. Charles Road only.

☐ Yes ☒ No ☐ Not Applicable

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

Refer to Section #16 below, Exhibits E-5.1 and E-5.2, and Appendix D for Traffic Management Plan (TMP) details and exhibits.

15. **Complete Streets (BLRS Manual Chapter 10)**

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

☐ Yes ☒ No

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

N/A

16. **Maintenance of Traffic (BLRS Manual Section 22-2.11(b)(9))**

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

Traffic will be maintained across the St. Charles Road bridge during all stages of construction. Construction can be accomplished in three stages that involve shifting traffic to the south and north halves of the bridge (Stages 1 and 2, respectively) to accommodate the replacement of the superstructure and roadway widening. Because of the bridge's proximity to the IL Route 83 and St. Charles Road intersection, temporary traffic signals are necessary to accommodate the lane shifts and lane reductions. In addition, one of the the northbound left turn lanes will need to be closed due to one receiving lane on St. Charles Road.

The Type, Size, and Location (TS&L) study was included as part of the PBDHR submittal package. The TS&L incorporated the corresponding staged construction plan identified in the TMP. The CBO approved the PBDHR submittal on 12/8/2016. The PBDHR approval is located in Appendix A-4.2 (Coordination – CBO).

The Bureau of Traffic approved the TMP. Refer to Appendix A-2.6 – A-2.7 for the approved memorandum.

Refer to Exhibits E-5.1-5.2 for proposed maintenance of traffic plan sheets and Appendix D for the TMP.

17. **Public Involvement (BLRS Manual Chapter 21**)

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

The proposed improvement exhibits and Section 4(f) document were made available to the viewing public at the Village of Villa Park Public Works department and at the Elmhurst Park District. An advertisement was published in the Daily Herald on October 7, 2016 and October 26, 2016. Similarly, bike interest groups were also contacted. The public comment period was from October 14, 2016 until November 11, 2016. The advertisements, letters, and certificates of publication are all included in the Section 4(f) Report (under a separate cover).

In addition, property owner letters were mailed on October 25, 2016 and November 16, 2016 to inform them of anticipated temporary easement acquisitions to accommodate constructability of the roadway improvements. The property owner letters and responses are located under Appendix B-2 and B-3 (Public Involvement – Property Owner Letters / Property Owner Responses), respectively.

No public meetings were initiated or requested.

b. Has any opposition been expressed toward the improvement?

No major oppositions were expressed toward the proposed improvement. The comment period for the Section 4(f) Report was between October 7, 2016 to November 11, 2016. Letters to property owners informing them of temporary construction easement acquisition was sent on October 31, 2016. The comment period ended on November 30, 2016. One comment was received from the Back Alley Burger property owner. See Section c below for further details.

☒ Yes ☐ No

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

A commercial property owner at 601 W. St. Charles Road (Back Alley Burger) left a message with Villa Park with questions regarding the reason for a temporary easement across the property's westernmost driveway. The owner was concerned the driveway will be closed and that the proposed improvements would impact the existing fence. Refer to Appendix B-3.3 (Public Involvement – Property Owner Responses) for documentation.

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

Villa Park responded to the owner's concerns stating that the driveway improvements will be completed during off-peak hours to avoid disruption to the business. The Village also informed the property owner that the existing fence is outside the limits of proposed work and will not get impacted by the proposed improvements.

Refer to related correspondence in Appendix B-3 (Public Involvement – Property Owner Responses).

18. **Coordination: LA-IDOT-FHWA (BLRS Manual Section 22-1.02)**

Have there been any coordination meetings for this project? ☒ Yes ☐No

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

- FHWA Meeting 03-15-2016
- FHWA Meeting 02-07-2017

See Appendix A-5 (Coordination – FHWA) for the FHWA meeting minutes.

19. **Other Coordination**

The FPDDC initiated coordination regarding license to access their property in lieu of temporary construction easement. The related phone record is located in Appendix A-6.27 – A-6.28. Refer to Section #20 (Summary of Commitments) for further details.

Letters dated 2/10/2017 were sent to the City of Elmhurst, its Fire Department, Police Department, Post Office, and School District 205 regarding the proposed improvements. The only comment received was from the City of Elmhurst. On 2/16/2017, the City requested that the proposed geometry include a new eastbound right turn lane taper to alleviate traffic backups. After further coordination with the City Elmhurst, the Village of Villa Park, and IDOT, a new eastbound right turn lane taper just east of the wingwall is included as part of the proposed improvements. See Appendix A-6.1 – A-6.12 (Coordination – Municipal/Jurisdictional) for related correspondence.

Letters dated 2/10/2017 were sent to the Village of Villa Park Fire Department, Police Department, Post Office, and School District 45 regarding the proposed improvements. No comments were received. See Appendix A-6.13 – A-6.26 (Coordination – Municipal/Jurisdictional) for related correspondence.

A letter dated 2/10/2017 was sent to Pace regarding the proposed improvements. No stops are located within the project limits, but there is one eastbound and westbound south just west of the project intersection of St. Charles Road and Monterey Avenue. Pace responded with a letter requesting further coordination during the development of Stage Construction Plans. See Appendix A-7 (Coordination – Pace) for related correspondence.

20. **Summary of Commitments**

a. The letting date is tentatively November 9, 2018.
b. The Phase II Consultant will be responsible for further coordination with FPDDC and the License Application process.
c. Any impacts to the bike trail, landscaping, and/or trees because of construction will be replaced. A commitment will be added for the project to include the EPD/FPDDC in the contract plan preparation and land acquisition phase (Phase II) to determine appropriate locations for replacement.
d. The Phase II Consultant shall coordinate the development of the Stage Construction Plans with Pace.

See Summary of Attachments (next page).

SUMMARY OF ATTACHMENTS

EXHIBITS

Location Map	E-1.1
Functional Classification Map	E-1.2
Existing and Proposed Typical Sections	E-2.0
Proposed Plan and Profile	E-3.0
Crash Summary Table	E-4.1
Crash Diagram	E-4.2
MOT Exhibits	E-5.1 – E-5.2
Phase I Cost Estimate	E-6.0
Drainage Executive Summary	E-7.0

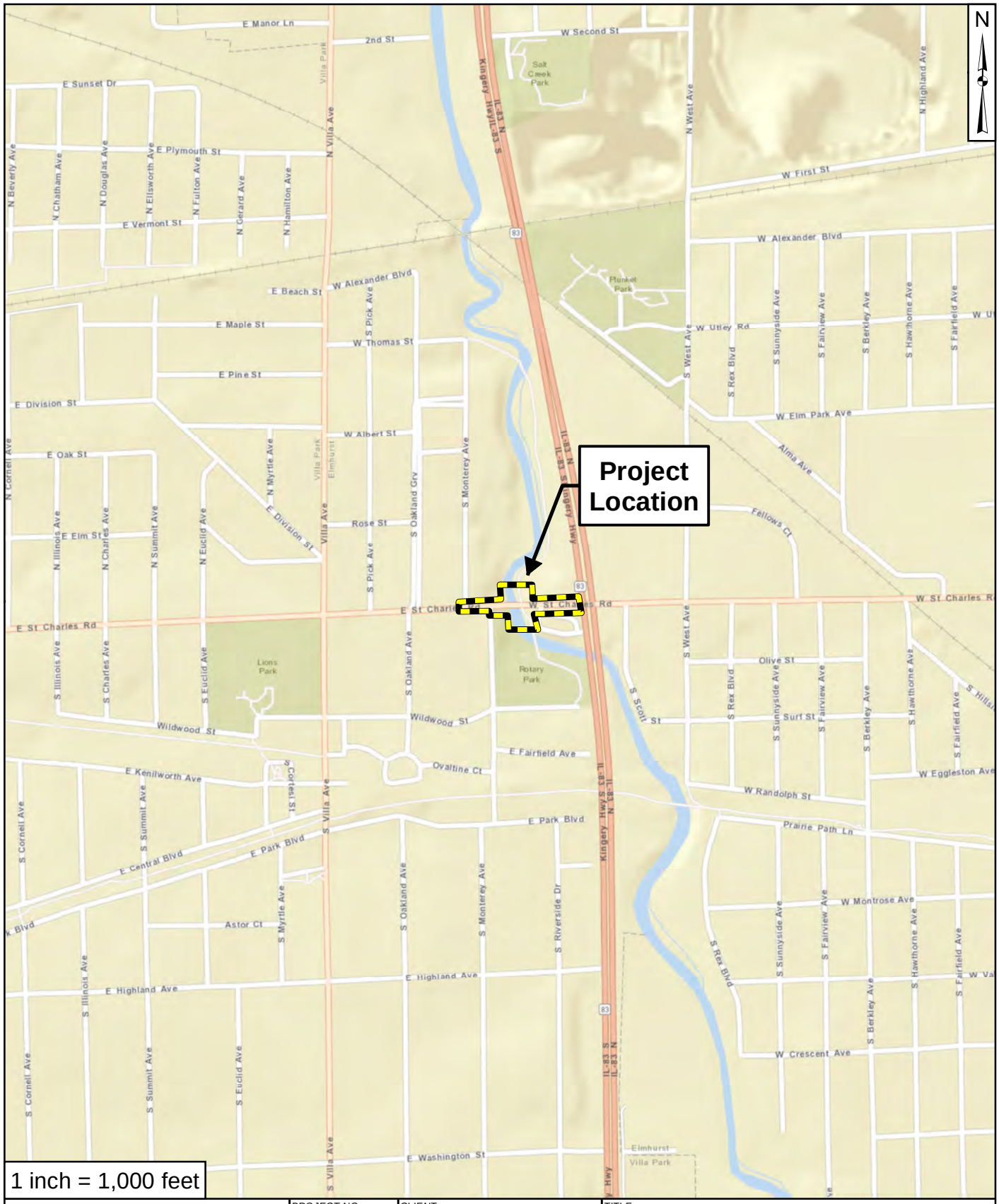
APPENDICES

COORDINATION	APPENDIX A
Environmental Clearances	A-1
Bureau of Local Roads (BLRS)	A-2
Central Bureau of Local Roads and Streets (CBLRS)	A-3
Central Bridge Office (CBO)	A-4
Federal Highway Administration (FHWA)	A-5
Municipal/Jurisdictional	A-6
PACE	A-7
PUBLIC INVOLVEMENT	APPENDIX B
Section 4(f) De Minimis Impact Report	B-1
(Description Pages & OWJ Correspondence only)	
Property Owner Letters	B-2
Property Owner Responses	B-3
DESIGN VARIANCES	APPENDIX C
TRAFFIC MANAGEMENT PLAN REPORT	APPENDIX D
UTILITY CORRESPONDENCE	APPENDIX E
AT&T	E-1
BP Pipeline	E-2
Buckeye Partners	E-3
City of Elmhurst	E-4
Comcast	E-5
Level 3 Communications	E-6
Nicor	E-7
Sunesys	E-8
Villa Park	E-9
West Shore Pipeline	E-10

SUPPLEMENTS (Prepared by V3)

Bridge Condition Report	SEPARATE VOLUME
Hydraulic Report	SEPARATE VOLUME
Location Drainage Study	SEPARATE VOLUME
Preliminary Environmental Site Assessment	SEPARATE VOLUME
Wetland Delineation and Assessment Report	SEPARATE VOLUME
Section 4(f) De Minimis Impact Reports (EPD & FPPDC)	SEPARATE VOLUMES

EXHIBITS



V3 Companies 7325 Janes Avenue Woodridge, Illinois 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	PROJECT NO.: 15228 CREATED BY: AMM	CLIENT: Village of Villa Park 20 S. Ardmore Avenue Villa Park, Illinois 60181	TITLE: **PROJECT LOCATION EXHIBIT**
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	DATE: 11/05/15 SCALE: See Scale Bar	BASE LAYER: ESRI World Street Map	SITE: St. Charles Bridge Over Salt Creek Villa Park, Illinois EXHIBIT: 1

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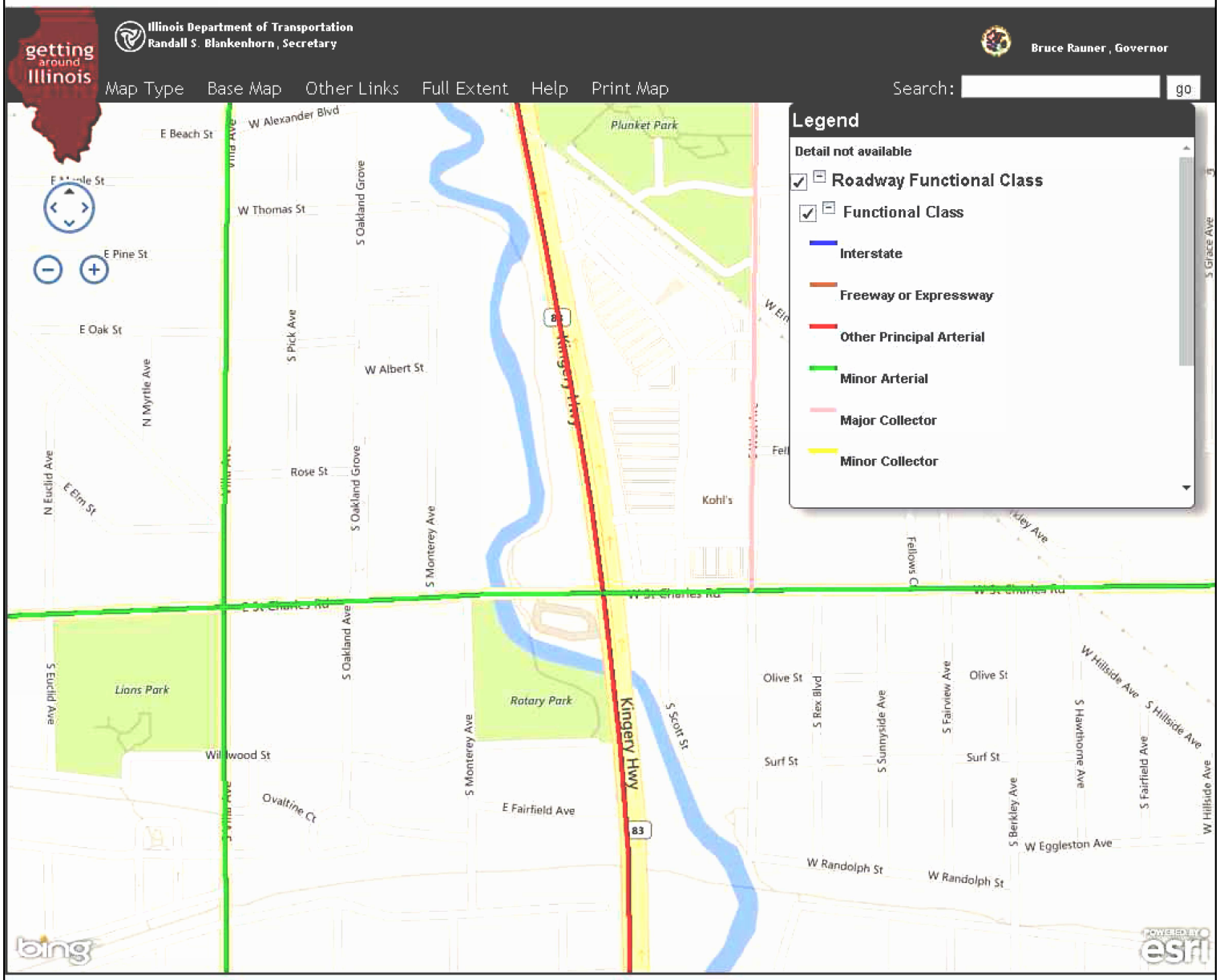

Illinois Department of Transportation 2300 S. Dirksen Parkway Springfield, IL 62764 - Contact

Disclaimer

The Illinois Department of Transportation and the State of Illinois hereby give notice to all users that these maps and the data included hereon, lack the accuracy required for site-specific uses. Since all boundaries and all data are

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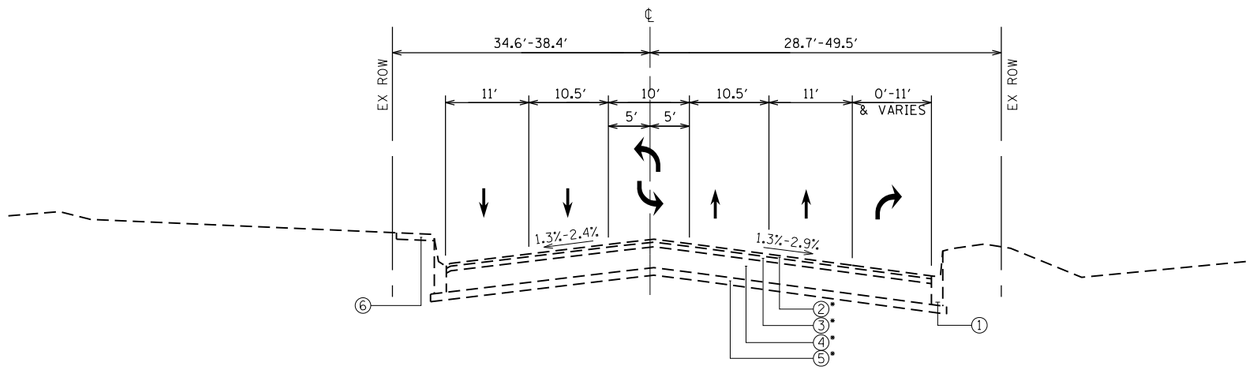
V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	USER NAME = ehsu	DESIGNED - EIH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FUNCTIONAL CLASSIFICATION MAP		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - EIH	REVISED -					DUPAGE	1	1
	PLOT SCALE = 50.0000 ' /	CHECKED - GJS	REVISED -					EXHIBIT 1.2		
	PLOT DATE = 7/13/2016	DATE - 06/29/16	REVISED -		SCALE: NTS	SHEET 1 OF 1 SHEETS				



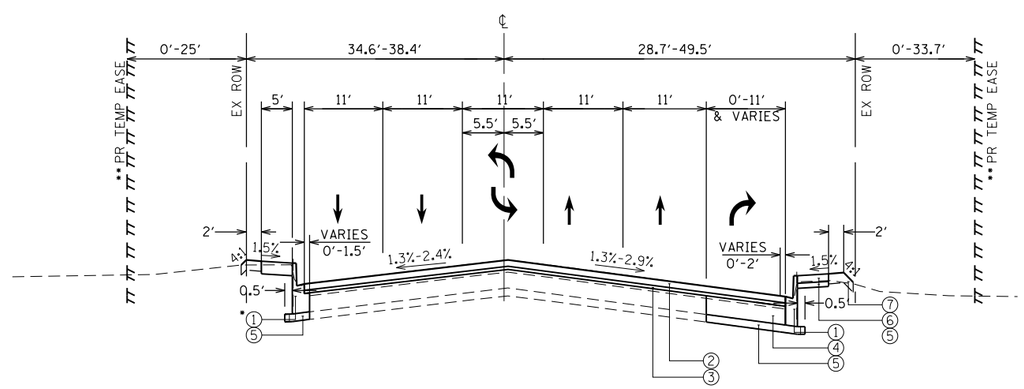
• EXISTING SECTION REPLACED BY APPROACH SLAB
- WEST APPROACH SLAB STATION LIMITS:
STA 86+61.24 TO STA 87+11.24
- EAST APPROACH SLAB STATION LIMITS:
STA 88+26.33 TO STA 88+76.33

EXISTING TYPICAL SECTION

STA 85+80.90 TO STA 87+11.24
BRIDGE OMISSION: STA 87+11.24 TO 88+26.33
STA 88+26.33 TO STA 89+14.17

EXISTING LEGEND

①EXISTING B-9.12 CURB & GUTTER
②EXISTING HMA SURFACE COURSE, 1.5''
③EXISTING HMA BINDER COURSE, 2.5''
④EXISTING HMA BASE COURSE, 11''
⑤EXISTING SUB-BASE GRANULAR MATL, TY A, 4'' MIN
⑥EXISTING PCC SIDEWALK, 4''



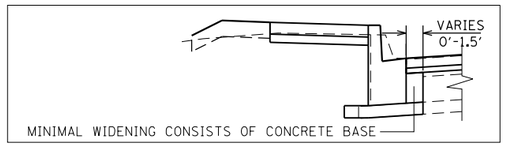
• DUE TO MINIMAL WIDENING, PROPOSED CONCRETE CURB AND GUTTER CAN BE POURED MONOLITHICALLY WITH THE WIDENED PAVEMENT.

•• FPDDC LICENSE FOR ACCESS:
STA 86+81.86 LT TO STA 88+61.39 LT

•• IDOT LIMITS OF CONSTRUCTION:
STA 87+69.46 RT TO STA 87+95.46 RT

PROPOSED LEGEND

①PROPOSED B-9.12 CURB & GUTTER *(SPECIAL)
②PROPOSED HMA SURFACE COURSE MIX D, N70, 1.5''
③PROPOSED HMA LEVELING BINDER, N70, VARIABLE DEPTH
④PROPOSED PCC BASE COURSE, 9''
⑤PROPOSED SUB-BASE GRANULAR MATERIAL, TY B, 4''
⑥PROPOSED PCC SIDEWALK, 5''
⑦PROPOSED TOPSOIL, 4''

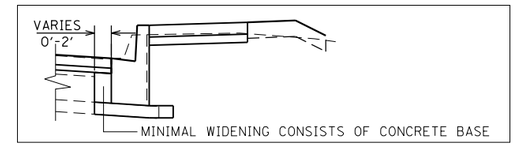


*B-9.12 C&G (SPECIAL) WIDENING DETAIL

STA 85+80.90 TO STA 87+11.24

PROPOSED TYPICAL SECTION

STA 85+80.90 TO STA 87+11.24
BRIDGE OMISSION: STA 87+11.24 TO 88+26.33
STA 88+26.33 TO STA 89+14.17



*B-9.12 C&G (SPECIAL) WIDENING DETAIL

STA 85+80.90 TO STA 87+11.24

V3 Companies
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USER NAME = ehsu	DESIGNED - EIH	REVISED - 08/12/16	
	DRAWN - EIH	REVISED - 11/15/16	
PLOT SCALE = 40.0000 ' / in.	CHECKED - GJS	REVISED - 03/07/17	
PLOT DATE = 3/8/2017	DATE - 05/12/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ST. CHARLES ROAD
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. 85+80.09 TO STA. 89+14.17

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	1	1
PROJECT: BRM-4003(508); JOB: P-91-313-15				
EXHIBIT E-2.0	ILLINOIS			

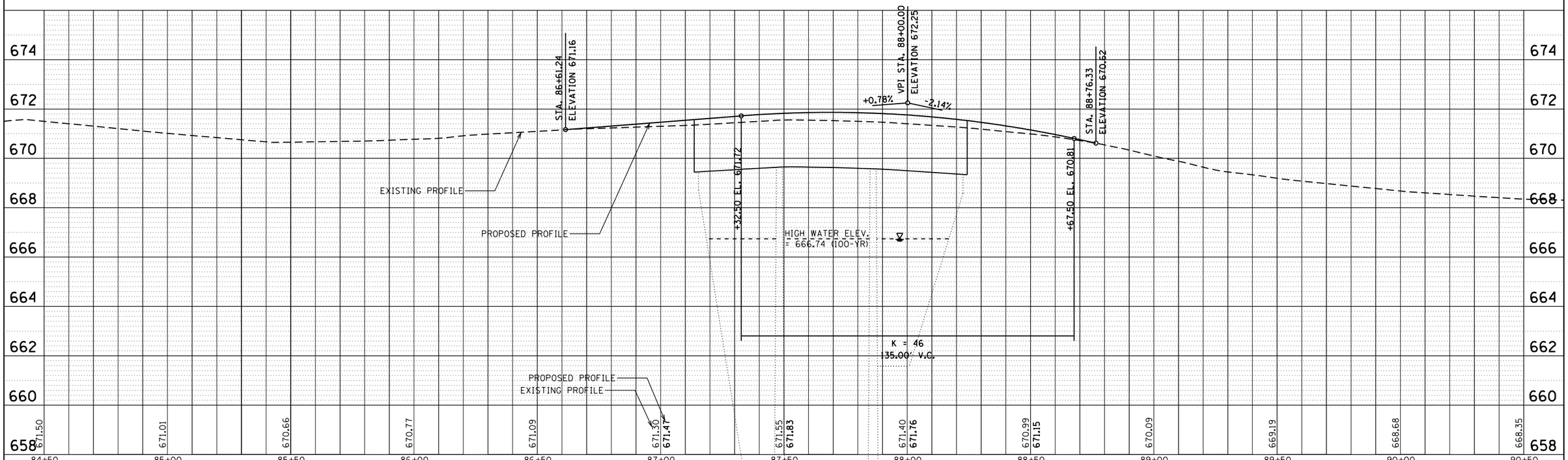
EXIST. CURVE XSTCHARLES1
PI STA. = 85+45.39
Δ = 1° 18′ 20″ (RT)
D = 0° 23′ 19″
R = 14,747.93′
T = 168.03′
L = 336.05′
E = 0.96′
e = N.C.
T.R. = N.A.
S.E. RUN = N.A.
P.C. STA. = 83+77.36
P.T. STA. = 87+13.41

PROPERTY LINE (TYP)
86+81.86 61.33′ LT
86+76.85 61.23′ LT
86+76.19 41.22′ LT
85+68.17 39.46′ LT
85+68.24 34.46′ LT
85+80.09 27.50′ LT
86+61.24 28.50′ LT
MILL AND RESURFACE, 2.25″
PCC SIDEWALK, 5″ (TYP)
B-9.12 C&G (SPECIAL) (TYP)
EX FENCE (TYP)
PR TEMP EASE
EX ROW
RELOCATE LIGHT POLE
10′ WINGWALL (TYP)
SALT CREEK
25′
87+95.51 63.85′ LT
FPDOC LICENSE FOR ACCESS
88+61.66 62.38′ LT
88+61.39 42.38′ LT
88+25.50 28.50′ LT
23.5′
COMMERCIAL ENTRANCE
8″ PCC DRIVEWAY PAVEMENT
6″ AGG BASE CRSE
89+24.33 41.36′ LT
89+24.30 36.36′ LT
89+27.51 27.72′ LT
89+14.16 26.15′ LT
88+76.33 27.72′ LT
5′ R
88′ TAPER (59.1:1)
88+80.91 42.02′ LT
88+24.16 PC STA
1′ PARAPET WALL (TYP)
87+13.41 PT STA
113′ TAPER
111′ STORAGE
400′ STORAGE
50′ APPROACH SLAB
EXIST ℄
CURVE XSTCHARLES1
BEGIN PROJECT LIMITS
STA 85+80.09
DETECTABLE WARNING
86+61.24 28.50′ RT
8′ EX ROW
85+80.09 47.97′ RT
MONTEREY AVENUE
86+05.03 51.81′ RT
86+21.31 46.96′ RT
86+20.94 61.96′ RT
86+10.90 61.93′ RT
86+75.97 47.02′ RT
86+76.02 62.02′ RT
PAVEMENT RESTORATION
PCC SIDEWALK, 5″ (TYP)
B-9.12 C&G (SPECIAL) (TYP)
PR TEMP EASE
113.2′ BRIDGE (C-C EXP JOINT)
87+52.82 61.80′ RT
87+52.62 73.15′ RT
87+69.46 72.77′ RT
87+95.46 72.19′ RT
PR LIMITS OF CONSTRUCTION (WITHIN IDOT PROPERTY, TYP)
APPROXIMATED PROPERTY LIMITS
88+60.16 48.61′ RT
88+59.82 73.61′ RT
5.3:1 TAPER
PCC SIDEWALK, 5″ (TYP)
B-9.12 C&G
66′
END PROJECT LIMITS
STA 89+14.17
MILL AND RESURFACE, 2.25″
COMMERCIAL ENTRANCE
8″ PCC DRIVEWAY PAVEMENT
6″ AGG BASE CRSE
89+14.19 46.90′ RT
ADJUST/RECONSTRUCT MH
NEW F&G TY 11
RELOCATE LIGHT POLE
REBUILD EXIST HANDHOLE (STREET LIGHTING)
CURVE XSTCHARLES2
ST. CHARLES ROAD
90+47.63 PT STA

EXIST. CURVE XSTCHARLES2
PI STA. = 89+35.90
Δ = 1° 18′ 20″ (RT)
D = 0° 35′ 03″
R = 9,807.23′
T = 111.74′
L = 223.47′
E = 0.64′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 88+24.16
P.T. STA. = 90+47.63

1″=20′ SCALE 20 0 20 40 FEET

N



V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	USER NAME = ehsu	DESIGNED - EIH	REVISED - 09/23/16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ST. CHARLES ROAD PLAN AND PROFILE
		DRAWN - EIH	REVISED - 11/15/16		
	PLOT SCALE = 40.0000 ′ / in.	CHECKED - GJS	REVISED - 03/07/17		
	PLOT DATE = 3/8/2017	DATE - 05/12/16	REVISED -		SCALE: 1″=20′ SHEET 1 OF 1 SHEETS STA. 84+50.00 TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	1	1
PROJECT: BRM-4003(508); JOB: P-91-313-15				
EXHIBIT E-3.0	ILLINOIS FED. AID PROJECT			

EXHIBIT - 4.1

CRASH ANALYSIS TABLE

St. Charles Road Between S. Monterey Avenue and IL83

Data Summary: Crash Analysis 2011-2015
Project: St. Charles Road Bridge
Limits: Monterey Avenue to 390' west of IL Route 83
County: DuPage
P Number: P-91-313-15; BRM-4003 (508)

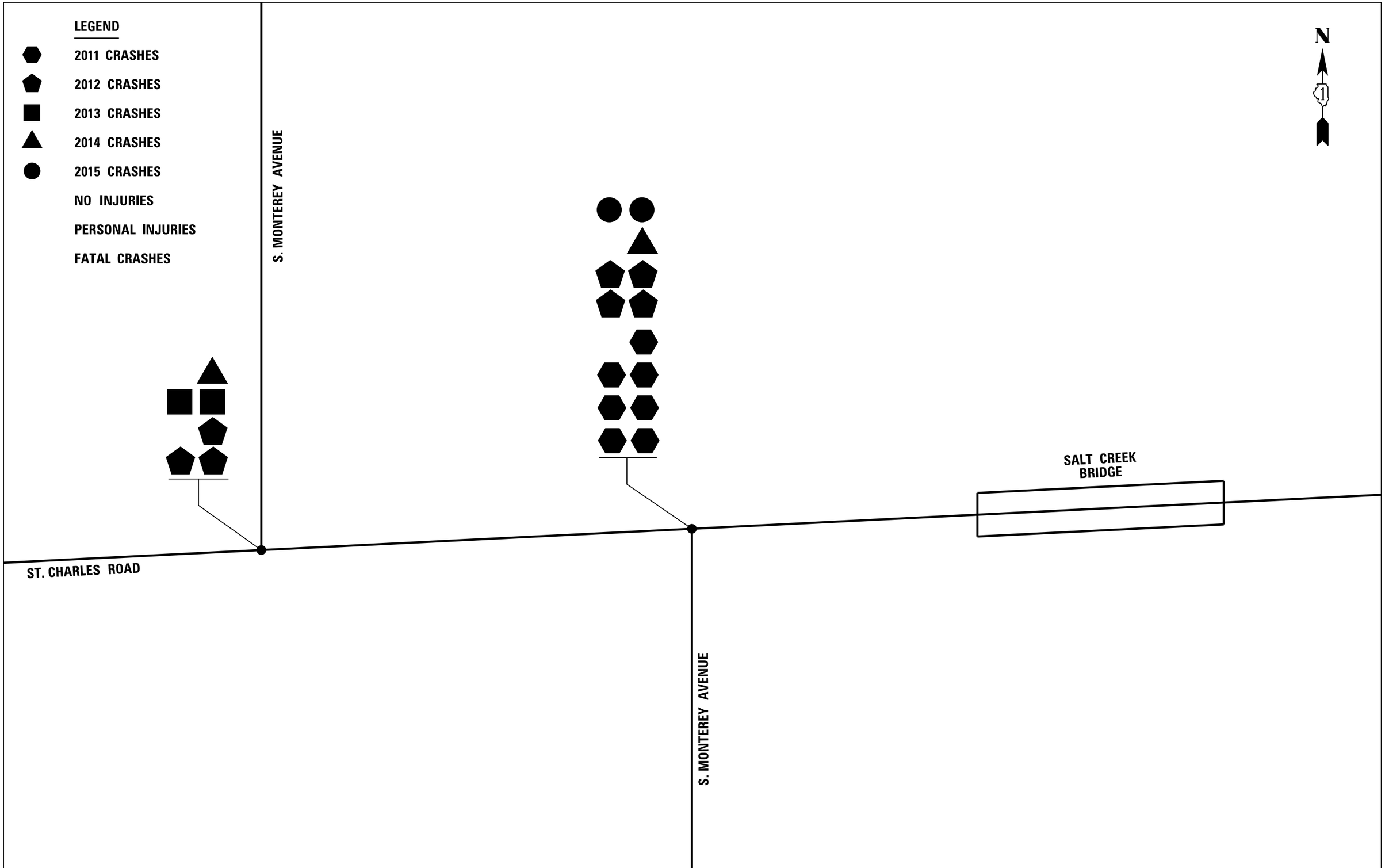
Accident Type	2011					2012					2013					2014					2015				
	# Acc.	# K fat.	# A inj.	# B inj.	# C inj.	# Acc.	# K fat.	# A inj.	# B inj.	# C inj.	# Acc.	# K fat.	# A inj.	# B inj.	# C inj.	# Acc.	# K fat.	# A inj.	# B inj.	# C inj.	# Acc.	# K fat.	# A inj.	# B inj.	# C inj.
Vehicle Overturn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Railroad Train	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cyclist	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Animal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fixed Object	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Object	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Noncollision	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parked Motor Vehicle	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Head On	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rear End	3	-	-	-	3	3	-	-	-	3	1	-	-	-	1	-	-	-	-	-	1	-	-		1
Sideswipe - Same Direction	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	2	-	-	-	2	-	-	-	-	-
Sideswipe - Opposite Direction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	1	-	-	-	1
Angle	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Turning	2	-	-	-	2	4	-	1	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	**7**	**0**	**0**	**0**	**7**	**7**	**0**	**1**	**0**	**6**	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**2**

Severity	**2011**	**2012**	**2013**	**2014**	**2015**	**Total**
# Accidents with K fatalities	-	-	-	-	-	**-**
# Accidents with A injuries	-	1	-	-	-	**1**
# Accidents with B injuries	-	-	-	-	-	**-**
# Accidents with C injuries	7	6	2	2	2	**19**

Time	**2011**	**2012**	**2013**	**2014**	**2015**	**Total**
Darkness	-	-	-	-	-	0
Darkness, Lighted Road	1	1	-	-	-	2
Dawn	1	-	1	-	-	2
Daylight	5	5	1	1	2	14
Dusk	-	1	-	1	-	2

A INCAPACITATING
B NON-INCAPACITATING
C NO REPORTED INJURY

Pavement	**2011**	**2012**	**2013**	**2014**	**2015**	**Total**
# Accidents with wet pavement	3	-	-	-	-	3
# Accidents with snow/ice	1	-	-	-	-	1
Unknown	-	-	-	-	-	0



Y3 Companies
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www.y3co.com

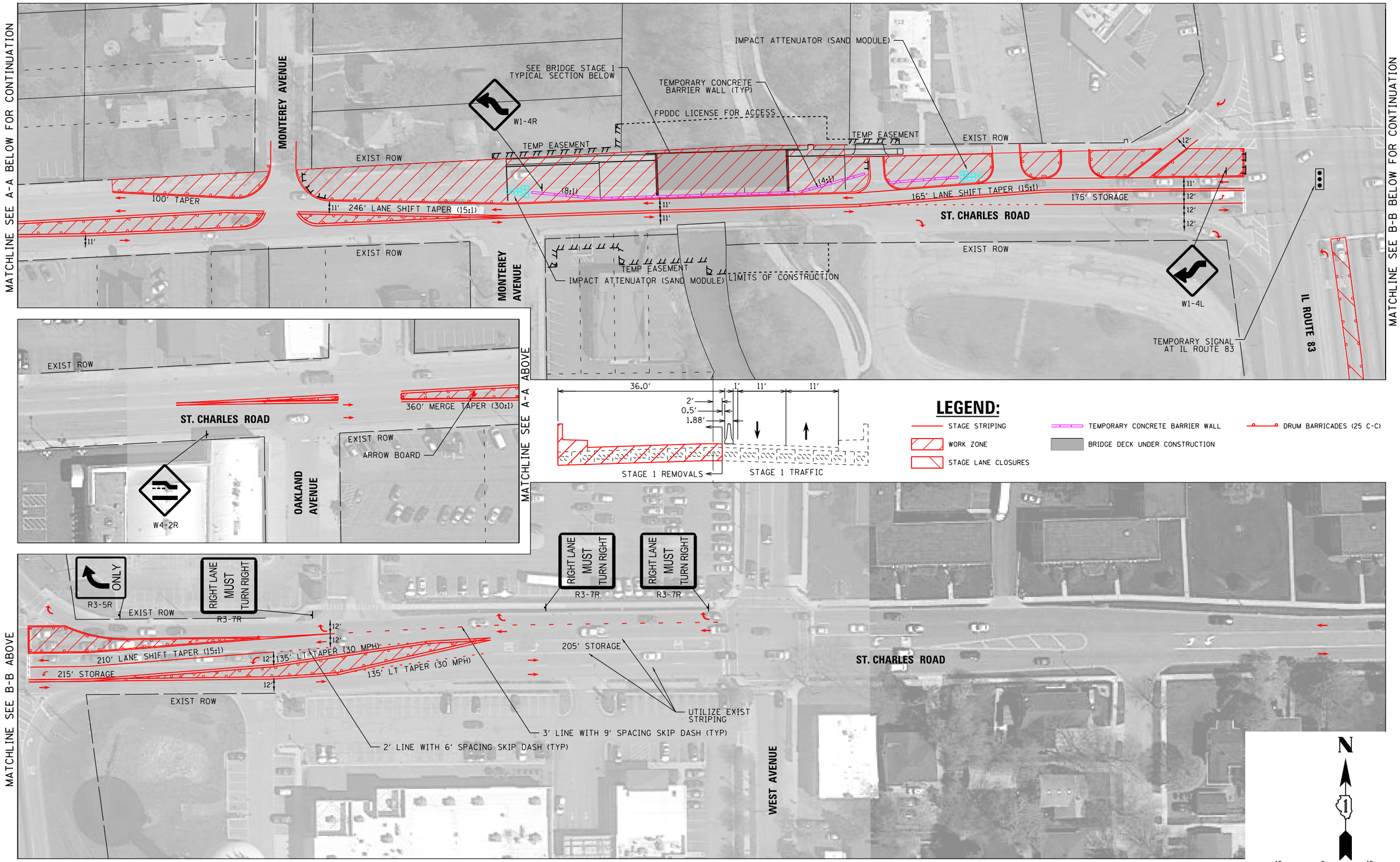
USER NAME = obadur	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 2/22/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXHIBIT – 4.2
OVERALL CRASH DATA

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. TO STA.

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



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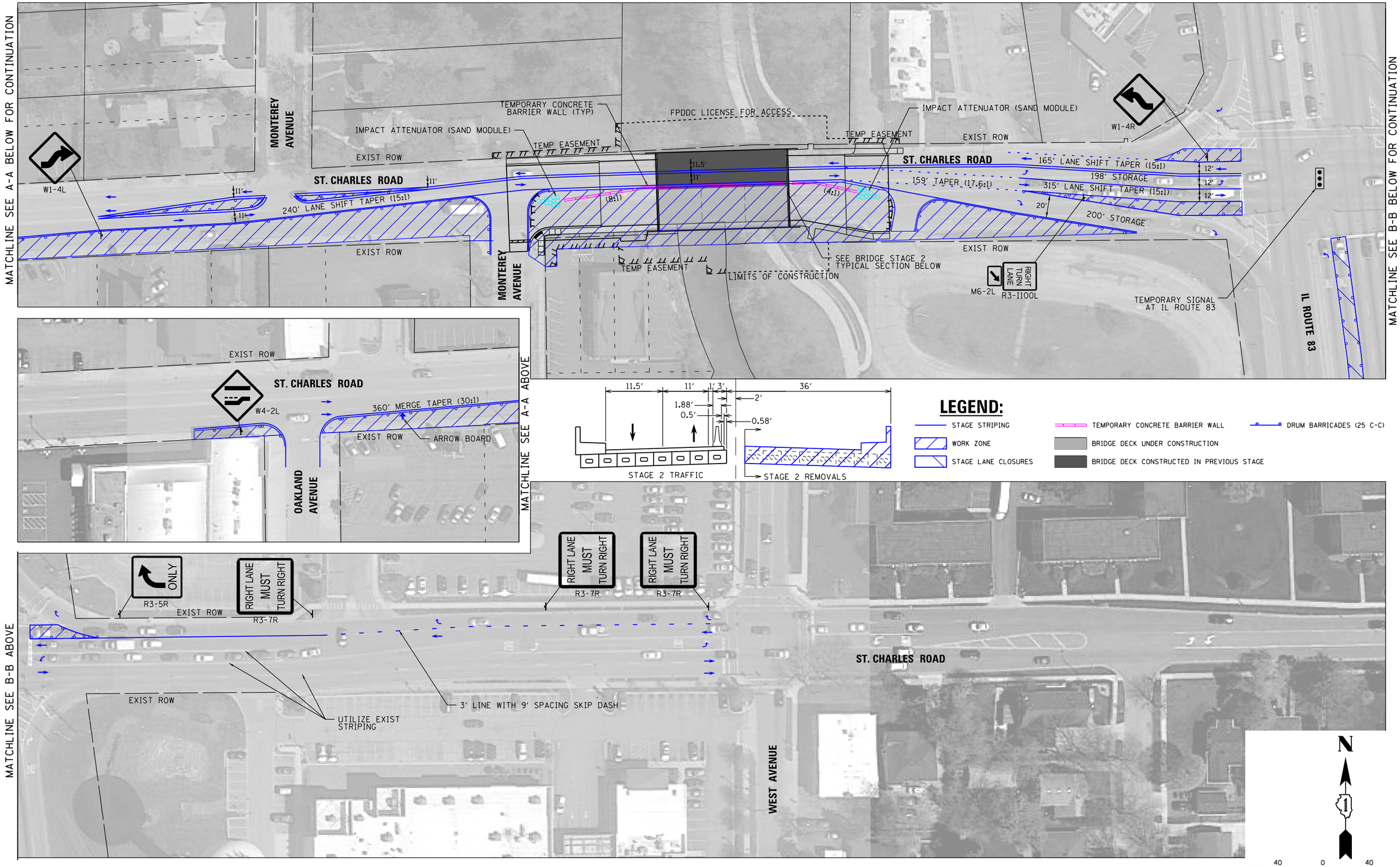
630.724.9202 fax
www.v3co.com

USER NAME = ehsu	DESIGNED - EIH	REVISED - 11/15/16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALTERNATIVE 2: MAINTENANCE OF TRAFFIC STAGE 1 ST. CHARLES ROAD	
	DRAWN - EIH	REVISED - 03/03/17			
PLOT SCALE = 80.0000 ' / in.	CHECKED - MJR	REVISED - 05/08/17			
PLOT DATE = 5/5/2017	DATE - 07/05/16	REVISED -		SCALE: 1"=40' SHEET 1 OF 2 SHEETS	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	2	1
PROJECT: BRM-4003(508); JOB: P-91-313-15				

EXHIBIT E-5.1 ILLINOIS



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USER NAME = ehsu	DESIGNED - EIH	REVISED - 11/15/16	
	DRAWN - EIH	REVISED - 03/03/17	
PLOT SCALE = 80.0000 ' / in.	CHECKED - MJR	REVISED - 05/08/17	
PLOT DATE = 5/5/2017	DATE - 07/05/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALTERNATIVE 2: MAINTENANCE OF TRAFFIC STAGE 2
ST. CHARLES ROAD

SCALE: 1"=40' | SHEET 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	2	2

PROJECT: BRM-4003(508); JOB: P-91-313-15

EXHIBIT E-5.2 | ILLINOIS

EXHIBIT E-6.0

Project Cost Estimate
St. Charles Road Bridge Improvements over Salt Creek
Village of Villa Park

DESCRIPTION	UNIT	UNIT COST	QTY	TOTAL COST	FEDERAL SHARE (80%)	LOCAL MATCH (20%)	TOTAL COST
MOBILIZATION	**LSUM**	$ 50,000.00	1	$ 50,000.00	$ 40,000.00	$ 10,000.00	$ 50,000.00
TRAFFIC CONTROL AND PROTECTION	**LSUM**	$ 220,000.00	1	$ 220,000.00	$ 176,000.00	$ 44,000.00	$ 220,000.00
EROSION CONTROL	**LSUM**	$ 50,000.00	1	$ 50,000.00	$ 40,000.00	$ 10,000.00	$ 50,000.00
EXCAVATION (INCL. CCDD DISPOSAL COMPLIANCE)	**LSUM**	$ 75,000.00	1	$ 75,000.00	$ 60,000.00	$ 15,000.00	$ 75,000.00
CURB AND GUTTER REMOVAL	**LF**	$ 6.50	455	$ 2,957.50	$ 2,366.00	$ 591.50	$ 2,957.50
DRIVEWAY PAVEMENT REMOVAL	**SY**	$ 32.00	35	$ 1,120.00	$ 896.00	$ 224.00	$ 1,120.00
SIDEWALK REMOVAL	**SF**	$ 3.00	2,205	$ 6,615.00	$ 5,292.00	$ 1,323.00	$ 6,615.00
HMA SURFACE REMOVAL, 2 1/4"	**SY**	$ 12.00	785	$ 9,420.00	$ 7,536.00	$ 1,884.00	$ 9,420.00
HMA SURFACE REMOVAL, VARIABLE DEPTH	**SY**	$ 64.00	435	$ 27,840.00	$ 22,272.00	$ 5,568.00	$ 27,840.00
FENCE REMOVAL AND RELOCATION	**LF**	$ 75.00	205	$ 15,375.00	$ 12,300.00	$ 3,075.00	$ 15,375.00
AGG. BASE COURSE, TY B, 4"	**SY**	$ 18.00	375	$ 6,750.00	$ 5,400.00	$ 1,350.00	$ 6,750.00
HMA SURFACE COURSE, MIX "D", N70, 1.5"	**TON**	$ 180.00	123	$ 22,218.00	$ 17,774.40	$ 4,443.60	$ 22,218.00
LEVELING BINDER (MACHINE METHOD), N70, 0.75"	**TON**	$ 150.00	62	$ 9,257.50	$ 7,406.00	$ 1,851.50	$ 9,257.50
PCC SIDEWALK, 5"	**SF**	$ 12.00	2,100	$ 25,200.00	$ 20,160.00	$ 5,040.00	$ 25,200.00
CURB AND GUTTER (SPECIAL)	**LF**	$ 55.00	455	$ 25,025.00	$ 20,020.00	$ 5,005.00	$ 25,025.00
ENTRANCE MODIFICATION	**EA**	$ 3,000.00	2	$ 6,000.00	$ 4,800.00	$ 1,200.00	$ 6,000.00
PROPERTY ACQUISITION (TEMPORARY EASEMENT)	**AC**	$ 300,000.00	0.20	$ 58,539.94	$ 46,831.96	$ 11,707.99	$ 58,539.94
STORM SEWERS, CLASS A, TYPE 2 12"	**LF**	$ 75.00	6	$ 450.00	$ 360.00	$ 90.00	$ 450.00
INLETS, TYPE A, TYPE 11 FRAME AND GRATE	**EA**	$ 1,400.00	1	$ 1,400.00	$ 1,120.00	$ 280.00	$ 1,400.00
MANHOLES TO BE ADJUSTED	**EA**	$ 400.00	6	$ 2,400.00	$ 1,920.00	$ 480.00	$ 2,400.00
INLETS TO BE ADJUSTED	**EA**	$ 300.00	1	$ 300.00	$ 240.00	$ 60.00	$ 300.00
PROPOSED STORMSEWER CONNECTION TO EXISTING MANHOLE	**EA**	$ 500.00	1	$ 500.00	$ 400.00	$ 100.00	$ 500.00
BRIDGE DECK REMOVAL	**SF**	$ 12.00	7,250	$ 87,000.00	$ 69,600.00	$ 17,400.00	$ 87,000.00
BRIDGE DECK REPLACEMENT	**SF**	$ 72.00	7,700	$ 554,400.00	$ 443,520.00	$ 110,880.00	$ 554,400.00
CONCRETE WEARING SURFACE, 5"	**SY**	$ 180.00	860	$ 154,800.00	$ 123,840.00	$ 30,960.00	$ 154,800.00
ABUMENT WINGWALL RECONSTRUCTION (REMOVAL AND REPLACEMENT)	**CY**	$ 1,500.00	10	$ 15,000.00	$ 12,000.00	$ 3,000.00	$ 15,000.00
BRIDGE SIDEWALK, PARAPET (REMOVAL AND REPLACEMENT)	**CY**	$ 1,080.00	80	$ 86,400.00	$ 69,120.00	$ 17,280.00	$ 86,400.00
BRIDGE RAILING (REMOVAL AND REPLACEMENT)	**LF**	$ 200.00	230	$ 46,000.00	$ 36,800.00	$ 9,200.00	$ 46,000.00
APPROACH PAVEMENT	**LSUM**	$ 35,000.00	1	$ 35,000.00	$ 28,000.00	$ 7,000.00	$ 35,000.00
SCOUR COUNTERMEASURES	**LSUM**	$ 559,000.00	1	$ 559,000.00	$ 447,200.00	$ 111,800.00	$ 559,000.00
			SUB-TOTAL:	$ 2,153,967.94	$ 1,723,174.36	$ 430,793.59	$ 2,153,967.94
			CONTINGENCY (20%)	*$ 430,794.00*	*$ 344,635.00*	*$ 86,159.00*	*$ 430,794.00*
			TOTAL CONSTRUCTION COST:	**$ 2,584,762.00**	**$ 2,067,810.00**	**$ 516,953.00**	**$ 2,584,762.00**

Prepared by: V3 Companies of Illinois, Ltd.
Date: March 7, 2017

Note:
This Engineer's Opinion of Probable Cost is based upon Phase I documents for the St. Charles Road Bridge Improvements, prepared by V3 Companies. Since V3 Companies has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, this Opinion of Probable Construction Costs is made based on V3 Companies' best judgment as an experienced and qualified professional engineer, familiar with the construction industry; however, V3 Companies can not and does not guarantee that proposals, bids or actual Construction Costs will not vary from the Opinions of Probable Construction Costs prepared by V3 Companies.

LOCATION DRAINAGE STUDY EXECUTIVE SUMMARY:

St. Charles Road (FAU 1397) Bridge; Over Salt Creek
Village of Villa Park, DuPage County

The existing St. Charles Road Bridge deck over Salt Creek will be replaced. The bridge abutments and piers will remain in place. The bridge deck and approach roadway are being widened by approximately 1 foot. The existing roadway storm sewer system will remain in place with rims to be adjusted as needed. There is one drainage outlet within the project limits. All of the roadway storm sewer systems and the adjacent tributary area drain to Salt Creek. Due to the fact that less than 25,000 sf of new impervious area is proposed no stormwater detention is required per the DuPage County Stormwater & Floodplain Ordinance.

Salt Creek has both a regulatory floodway and floodplain delineated north and south of St. Charles Road per the DuPage County Regulatory Flood Map (RFM). The RFM depicts a 100-yr water surface elevation (WSEL) of 668 at the upstream (north) face of the St. Charles Road Bridge. This is well below the existing/proposed bridge low chord elevation of 669.27. Sheet piling will be installed around the existing piers as a scour countermeasure however the sheet piling will be installed below the streambed elevation. No proposed fill in the floodway or floodplain will occur as a result of this project. The bridge meets both of the applicable IDOT freeboard requirements.

APPENDICES

APPENDIX A
COORDINATION

Environmental Clearances	A-1
Bureau of Local Roads (BLRS)	A-2
Central Bureau of Local Roads and Streets (CBLRS)	A-3
Central Bridge Office (CBO)	A-4
Federal highway Administration (FHWA)	A-5
Municipal/Jurisdictional	A-6
PACE	A-7

A-1 Environmental Clearances

Project Overview	A-1.1
Cultural Clearance Docs	A-1.2
Special Waste Clearance Docs	A-1.4
State PESA Executive Summary Excerpt	A-1.5
State PESA Validation Memorandum	A-1.9
Local PESA Executive Summary Excerpt	A-1.10
Local PESA Validation Memorandum	A-1.13
Bat Inspection Form Docs	A-1.14
Biological Clearance Docs	A-1.17
Stream and Wildlife Docs	A-1.30
Wetland Clearance Docs	A-1.34

Project Overview

Submittal Date: 11/11/2015 **Sequence No:** 19653
District: 1 **Requesting Agency:** Local Village of Villa Park **Project No:**
Contract #: **Job No.:** P- 91-313-15
Counties: DuPage
Route: FAU 1397 **Marked:**
Street: St. Charles Rd. **Section:** 15-00094-00-BR
Municipality(ies): Villa Park, Elmhurst **Project Length:** 0.2736 **km** 0.17 **miles**
FromTo (At): S. Monterey Avenue to IL 83 (Kingery Hwy)
Quadrangle: York **Township-Range-Section:** T39N-R11E-3
Survey Target Date: 11/15/2016 **Anticipated Design Appr.:** 11/15/2016 **Anticipated Processing:** CE

Funding: ☑ **Federal** ☐ **State** ☐ **TBP** ☐ **MFT** ☐ **Local Non-MFT**

Consultant:
PTB No.: **Item No.:** **PTB Date:** **Prequal Level:**

Sequence No: 19653

	Biological	Wetlands	Cultural	Special Waste
Entered By	BDE	BDE	BDE	BDE
Cleared for DA	12/27/2016	12/27/2016	11/20/2015	8/1/2016
Cleared for Letting	12/27/2016	12/27/2016	11/20/2015	2/21/2017
Resubmittal				
ResubmittalCleared				

Section: 15-00094-00-BR **Job No.:** P- 91-313-15
FromTo (At): S. Monterey Avenue to IL 83 (Kingery Hwy)

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

Project Phase Comments:

Illinois Department of Transportation

Memorandum

To:	Salmon Danmole	Attn: Gary Galecki
From:	John Baranzelli	By: Brad Koldehoff
Subject:	Cultural Resource Clearance	
Date:	November 20, 2015	

DuPage County
FAU 1397, St. Charles Road
Sec. 15-00094-00-BR
Seq. 19653

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

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

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

Brad Koldehoff

Attachment

BK:km

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request

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

Submittal Date: 11/11/2015 Sequence No: 19653
District: 1 Requesting Agency: Local Village of Villa Park Project No:
Contract #: Job No.: P- 91-313-15
Counties: DuPage
Route: FAU 1397 Marked:
Street: St. Charles Rd. Section: 15-00094-00-BR
Municipality(ies) Villa Park, Elmhurst Project Length: 0.274 km 0.17 miles
FromTo (At): S. Monterey Avenue to IL 83 (Kingery Hwy)
Quadrangle: York Township-Range-Section: T39N-R11E-3
Survey Target Date: 06/11/2016 Anticipated Design Approval: 11/11/2016

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

☑ Acquisition of additional ROW or easement 0.404685 ha/ 1 acres
☑ In-Stream Work Stream Name: Salt Creek
☑ Other: Potential impacts to IL 83 (if re-profiling is necessary)

C. Project Description: To determine the rehab or replacement of St. Charles Road bridge over Salt Creek including relocation of utilities that are located within the existing bridge structure.

Proposed Work: ☑ Highway ☑ Bridge ☑ Bike Trail ☐ Other

D. Tree Removal?: Don't Know Number?: ha/ acres
Existing Bridge(s) Structure Number: 022-6950 On Historic Bridge List: No
Historic District Involved? Yes Historic Buildings Involved? Don't Know
Section 4(f) Lands Involved? Yes Section 6(f) Lands Involved? Don't Know
Wetland delineation performed by: Consultant End. Species Consultation performed by: BDE

E. Funding: ☑ Federal ☐ State ☐ TBP ☐ MFT ☐ Local Non-MFT
☐ 404 Permit Required Anticipated Processing: CE

F.

Contact Person:	Marilin Solomon	Local Contact Person:	Jeremie Lukowicz, PE
Telephone #:	(847) 705-4407 ext.	Telephone #:	(630) 834-8505 ext.
Env.Contact:	Sam Mead	E-Mail:	jlukowicz@invillapark.com
Telephone #:	8477054101	Title/Company:	

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

CULTURAL RESOURCES:
NO SURVEY OR FURTHER COORDINATION REQUIRED

Brad Kollefoff 11/20/15
SIGNED DATE

Illinois Department of Transportation

Memorandum

To:	John Fortmann	Attn:	Christopher Holt, c/o Sam Mead
From:	Maureen M. Addis	By:	Scott E. Stitt
Subject:	PESA Review		*Scott E. Stitt*
Date:	August 1, 2016		

Project:	FAU 1397: St. Charles Road: S. Monterey Avenue to IL 83		
District 1:	DuPage County	Job #:	P-91-313-15
Requesting Agency:	Village of Villa Park	Contract #:	Not provided
Survey Target Date:	11/15/2016	Anticipated DA:	11/15/2016
Anticipated Letting:	Not provided	Section:	15-00094-00-BR
BDE Sequence #:	19653	ISGS PESA #:	3244

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 Duffy Dessalines at 217/524-2269 or James R. Curtis at 217/558-4653.

Attachments

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

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for the improvements to St. Charles Road, from Monterey Avenue to IL 83, Villa Park and Elmhurst, DuPage County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

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

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

Property name IDOT parcel #	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
Krave NA	3244-1	Former USTs; potential UST(s); potential former chemical use; petroleum pipelines; HAA; transformers; potential ACM and lead paint	UST, HAA, AUL, municipal	Commercial
Wells Fargo Bank NA	3244-2	Potential UST(s); potential former chemical use; petroleum pipelines; HAA; potential ACM and lead paint	HAA, AUL	Commercial
Commercial building NA	3244-3	Former USTs with documented releases; potential UST(s); evidence of former chemical use; petroleum pipelines; former monitoring wells; impacted soil and groundwater; HAAs; transformers; potential ACM and lead paint	RCRA, LUST, UST, BOL, IEMA, HAAs, AULs	Commercial
Weigh station NA	3244-4	Petroleum pipelines; HAA; potential ACM and lead paint	HAA, AUL	Transportation

Water tower NA	3244-5	Petroleum pipelines; AST; potential monitoring well; monitoring well; potentially impacted groundwater; HAAs; transformer; potential ACM and lead paint	HAAs, AULs	Municipal

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
None			

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 sites, adjoining but not on the project, were identified on environmental databases:

Property name	ISGS site #	Regulatory database(s)	Land use
K Mart	3244-A	RCRA, UST, BOL	Commercial
Commercial building	3244-B	HAA, AUL	Commercial

* 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.

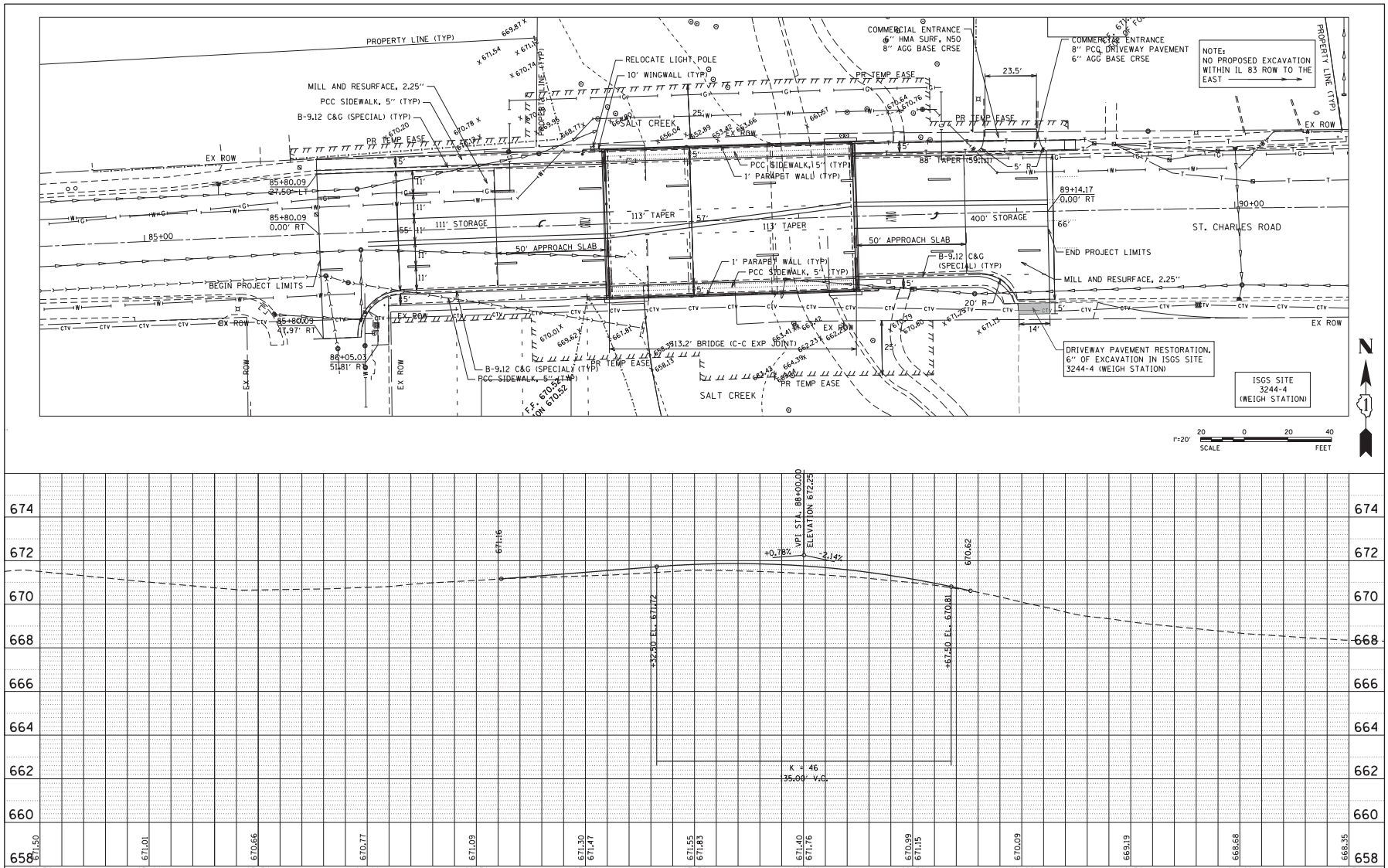
The following data gaps exist for all PESAs:

- 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.



V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	USER NAME = ehsu	DESIGNED - EIH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ST. CHARLES ROAD PESA EXHIBIT
		DRAWN - EIH	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - GJS	REVISED -		
	PLOT DATE = 9/1/2016	DATE - 09/01/16	REVISED -		SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 84+50.00 TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	1	1
PROJECT: BRM-4003(508); JOB: P-91-313-15				
		ILLINOIS		

A-1.8

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

Informal Transmittal

To:	Marilin Solomon
Bureau:	Local Roads
Attn:	Hannah Knight

From:	Sam Mead
Bureau:	Programming
Subject:	St. Charles Road over Salt Creek Sect. #15-00094-00-BR
	Special Waste Validation

Date:	3/01/2017

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

This memo is a validation of the Special Waste studies for the above project per BDE 28-02. This project has received PESA dated August 1, 2016. This validation has been reviewed by the project engineering staff and it has been determined that no new sites are present. The project has been reviewed and it has been determined that no major land use changes have occurred,there is no record of any CERCLIS or RCRA sites in the vicinity of the project limits, and no new UST or LUST sites have been discovered.

There will be no additional environment affected. The scope of work has not changed from the initial submittal.

The above conclusion was determined with coordination between the District One Bureau of Local Roads and the Environmental Studies, Special Waste Unit.

If you have any questions, please contact Sam Mead at 847/705-4101.

Signature

Copies to

PESA File		

Response

Signature

transmem - Revised 2/19/98

1.0 EXECUTIVE SUMMARY

V3 Companies (V3) has completed a Preliminary Environmental Site Assessment (PESA) of the St. Charles Road Bridge over Salt Creek located on St. Charles Road from Monterey Avenue to Illinois Route 83 in Villa Park, Illinois (Site). The report was prepared for the Village of Villa Park and dated November 20, 2015. This PESA has been conducted in general conformance with the scope and limitations of *A Manual for Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Projects* and *American Society of Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (Standard E1527-2005)*. The following provides a summary of our findings, opinions, and conclusions regarding environmental conditions at the Site.

1.1 Recognized Environmental Conditions

A *Recognized environmental condition* (REC) is defined by ASTM E1527-05 as "the presence or likely presence of any *hazardous substances* or *petroleum products* on a *property* under conditions that indicate an existing release, a past release, or a material threat of a release of any *hazardous substances* or *petroleum products* into structures on the *property* or into the ground, groundwater, or surface water of the *property*. The term includes *hazardous substances* or *petroleum products* even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not *recognized environmental conditions*." (Italics denote terms with specific ASTM definitions).

This assessment has revealed no evidence of RECs in connection with the Site, except for the following:

- "Villa Quick Service" – former UST site located at 543 E. St. Charles Road: According to the 1947 and 1954 Sanborn Fire Insurance maps, a filling station (or gasoline station) and a small building (store) is shown at the southwest corner of St. Charles Road and Monterey Ave. Historical aerial photographs and city directories indicate industrial/commercial use of this site (including gasoline stations) since 1952 to 1971. The status of the UST facility is closed in the Illinois Office of the State Fire Marshal database. On December 1, 1987, two 10,000-gallon gasoline USTs were removed, along with one 5,000-gallon diesel fuel UST. The USTs were installed, used and removed during a time when USTs and related environmental impacts were not strictly regulated. Furthermore, there is no documentation that environmental soil sampling was completed in connection with the UST system removals to assess subsurface conditions in the former tank locations. Without documentation regarding subsurface conditions, and given the less stringent regulatory requirements at the time of installation, use, and removal of the USTs, it is possible that residual contamination could be present at this facility in association with the former USTs which represents evidence of an REC in connection with the Site.

- Former Marathon Gasoline Station - 601 W. St. Charles Road: Review of regulatory listings, city directories, and aerial photographs indicate a former gasoline station occupied the northeasten adjoining property from at least 1971 to 1978. The record search lists two 6,000-gallon USTs, one 8,000-gallon UST, and one 550-gallon UST of unknown substances that are exempt from registration and last used in 1975 and

removed in 1978. The USTs were installed, used and removed during a time when USTs and related environmental impacts were not strictly regulated. Furthermore, there is no documentation that environmental soil sampling was completed in connection with the UST system removals to assess subsurface conditions in the former tank locations. Without documentation regarding subsurface conditions, and given the less stringent regulatory requirements at the time of installation, use, and removal of the USTs, it is possible that residual contamination could be present at this facility in association with the former USTs which represents evidence of an REC in connection with the Site.

- Underground, high-pressure petroleum pipeline: During site reconnaissance, markers and vent pipes for an underground, high-pressure petroleum pipeline were observed along the west side of Illinois Route 83. A representative from Buckeye Partners, L.P., the pipeline company, was contacted and he indicated that, the pipeline was installed in the 1950's and that to his knowledge, there was no known releases or spills from this pipeline near the Site based on monitoring equipment and observations during a recent preventative maintenance repair of the pipeline. The petroleum pipeline being in operation near the Site since the 1950's during a time when environmental and transportation regulations were less stringent is evidence of an REC in connection with the Site.

- Former Amoco Oil Co. #6943 Gasoline Station - 575 St. Charles Rd., Elmhurst, IL 60126. This gas station was formerly located at the northeast corner of Illinois Route 83 and St. Charles Road. This corner is currently occupied by a multi-tenant commercial building. There was a documented release of gasoline from this facility, and an Illinois EPA NFR letter has been issued. The highway authority agreement within the NFR letter states that contaminated soil and/or groundwater may exist within the Illinois Route 83 ROW immediately adjoining to the Site which represents evidence of an REC in connection with the Site.

1.2 Historic Recognized Environmental Conditions

A historic recognized environmental condition (HREC) is an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently.

This assessment has revealed no evidence of HRECs in connection with the Site.

1.3 Identified Data Gaps

Under the ASTM/AAI standards, if *data gaps* are identified during the ESA process, the EP must comment on their significance and whether such gaps affect the overall findings. Data gaps "are a lack of or inability to obtain information required by the standards and practices listed in the regulation despite good faith efforts by the "Environmental Professional (EP)" or The User to gather such information." A *data gap* is significant if other information and/or professional experience raises reasonable concerns involving the "*data gap*."

The following data gaps were identified, but have not been deemed significant:

- Information regarding the chain-of-title ownership history or environmental liens recorded against the Site was not provided by the *User*. Environmental lien searches were not conducted as part of the scope of work for this Project.

- The *User* Questionnaire was not provided for this assessment.
- Fire insurance maps were available for only a portion of the western portion of the Site and not the entire Site.

1.4 PESA Risk Findings

After a review of all available information, this Site is found to be a **moderate risk** based on indications that identify a potential for soil or water contamination or other environmental hazard; however, the hazard was not verified by local agency testing.

MEMORANDUM

DATE: March 6, 2017

TO: Marilin Solomon, IDOT Bureau of Local Roads
Hannah Knight , Consultant to IDOT Bureau of Local Roads

FROM: Lynn Smith

CC: Michael Rechtorik, P.E., PTOE

RE: St. Charles Road over Salt Creek
Section # 15-00094-00-BR
Preliminary Environmental Site Assessment (PESA) Validation

This memorandum is validation of the V3 PESA, dated December 18, 2015 for the above referenced Project in accordance with the *IDOT* B*ureau of Local Roads & Streets, Special Environmental Studies, Special Waste Procedures*, Section 20-12.

V3 completed a site reconnaissance at the Project location on March 3, 2017, reviewed updated regulatory database listings, and interviewed the contact at Buckeye Partners, L.P. (petroleum pipeline) to check for the possibility of new reported releases and to determine if land uses had changed with the Project area since the completion of our December 18, 2015 PESA.

This validation has been reviewed by the Environmental Professionals and it has been determined that land use has not changed and there is no new evidence of potentially impacted properties or recognized environmental conditions in connection with the Project. There are no records of CERCLIA or RCRA sites in the vicinity of the Project limits and no new UST or LUST sites have been discovered.

If you have any questions, please contact Michael Rechtorik at 630-729-6193 or by email at mrechtorik@v3co.com.

End of Memorandum

APPENDIX C: Bridge/Structure Inspection Form

Bridge Inspection Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside, from activities above that bore down to the underside, or that could impact expansion joints, from deck removal on bridges, or from structure demolish. Each bridge/structure to be worked on must have a current bridge inspection. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has obtained clearance from the US Fish and Wildlife Service, if required. Additional studies may be undertaken by the DOT to determine what species may be utilizing structures prior to allowing any work to proceed.

DOT Project #	Water Body	Date/Time of Inspection
BRM-4003(508)	Salt Creek	11/24/2015 - 10:00 A.M.

Route:	County:	Federal Structure ID:	Bat Indicators Check all that apply. Presence of one or more indicators is sufficient evidence that bats may be using the structure.				
			Visual	Sound	Droppings	Staining	Notes: (e.g.,number & species of bats, if known)
FAU-1397	DuPage	022-6950					None

Areas Inspected (Check all that apply)

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep		Crevices, rough surfaces or imperfections in concrete		Human disturbance or traffic under bridge/in culvert or at the structure	High	Low	None
All crevices >12" deep & not sealed	✓	Spaces between walls, ceiling joists	✓	Possible corridors for netting	None/poor	Marginal	excellent
All guardrails	✓			Evidence of bats using bird nests, if present?	Yes	No	
All expansion joints	✓						

April 17, 2015

Spaces between concrete end walls and the bridge deck	✓						
Vertical surfaces on concrete I-beams	✓						

Inspection Conducted By: Scott Brejcha
Scott Brejcha, V3 Companies

Signature(s):

District Environmental Use Only:

Date Received by District Environmental Manager: _____

DOT Bat Inspection Form Instructions

1. Inventories must be completed prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Informal Consultation, regardless of whether inventories have been conducted in the past. **Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that structure in subsequent years.**
2. Contractors must complete this form no more than seven (7) business days prior to initiating work at each bridge/structure location. Legible copies of this document must be provided to the District Environmental Manager within two (2) business days of completing the inspection. Failure to submit this information will result in that structure being removed from the planned work schedule.
3. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has obtained clearance from the USFWS, if required. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
4. Estimates of numbers of bats observed should be place in the Notes column.
5. Any questions should be directed to the District Environmental Manager.

15228 -St. Charles Road Over Salt Creek				
Tag #	**DBH (inches)**	**Species**	**Quality**	**Bat Habitat**
8515	9	American Elm (*Ulmus americana*)	Fair	No
8516	7	American Elm (*Ulmus americana*)	Fair	No
8517	12	American Elm (*Ulmus americana*)	Poor	No
8518	14	Siberian Elm (*Ulmus pumila*)	Poor	No
8519	8	American Elm (*Ulmus americana*)	Poor	No
8520	6, 6	Siberian Elm (*Ulmus pumila*)	Poor	No
8521	9, 9	Siberian Elm (*Ulmus pumila*)	Poor	No
8522	12, 12, 10, 10	Siberian Elm (*Ulmus pumila*)	Fair	No
8523	12	Siberian Elm (*Ulmus pumila*)	Fair	No
8524	10	Siberian Elm (*Ulmus pumila*)	Fair	No
8532	9, 7, 6	Tree of Heaven (*Ailanthus altissima*)	Dead	No
8533	9	Silver Maple (*Acer saccharinum)*	Poor	No
8534	12	American Elm (*Ulmus americana*)	Fair	No
8535	12, 9, 9	Siberian Elm (*Ulmus pumila*)	Fair	No
8537	19	Siberian Elm (*Ulmus pumila*)	Fair	No
8538	9	Siberian Elm (*Ulmus pumila*)	Poor	No
8539	7	Siberian Elm (*Ulmus pumila*)	Dead	No
8540	13	Siberian Elm (*Ulmus pumila*)	Fair	No

Notes:

1) The above tagged tree's measured 6 inches or greater in DBH within 25 feet of the existing bridge structure.
2) The southwest quadrant of the bridge structure did not contain any tree's that were 6 inches or greater in DBH.
3) The tagged tree's above all contained tight bark with no crevices or bat habitat.
4) The field work was conducted on November 24, 2015 by V3's Certified Arborist.

Illinois Department of Transportation

Memorandum

To:	Maureen E. Kastl	Attn: Greg S. Lupton	
From:	Maureen M. Addis	By: Thomas C. Brooks	Thomas C. Brooks
Subject:	Natural Resources Review		
Date:	December 27, 2016		

FAU 1397 (St. Charles Road)
T 39N, R 11E, S 3
Seq. No. 19653
DuPage County

The proposed project involves the rehabilitation or replacement of St. Charles Road bridge over Salt Creek including relocation of utilities that are located within the existing bridge structure.

There will be 1.0 acres of land acquisition. There will be in-stream work in Salt Creek. Tree removal is unknown at this time. Land cover in the vicinity of the proposed improvement is residential.

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

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

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

Review for Illinois Interagency Wetland Policy Act – Part 1090

We received the Wetland Impact Evaluation form dated November 15, 2016. The form indicates that there will be no impacts to wetlands. **Wetland review under Part 1090 is terminated.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was received and is saved to the project folder. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed in DuPage County: northern long-eared bat (NLEB), eastern massasauga, Hine's emerald dragonfly, eastern prairie fringed orchid (EPFO), leafy-prairie clover, Mead's milkweed and prairie bush-clover. There is Hine's emerald dragonfly designated critical habitat (unit 5) located in DuPage County; this habitat is located approximately 19 miles south of the proposed improvement.

Northern long-eared bat

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

Tree removal at this time is undetermined. Land cover in the vicinity of the proposed improvement is residential. The consultant performed a bat habitat assessment on November 24, 2015. They did not identify any potential roost trees and determined there is no suitable bat habitat in the project corridor. There are no records of maternity roost trees, maternity colonies or hibernaculum in the vicinity of the project.

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

Eastern prairie fringed orchid

Eastern prairie fringed orchid occurs in a wide variety of habitats, from mesic prairie to wetland communities such as sedge meadows, marsh edges and even

bogs. It requires full sunlight for optimum growth and flowering, which restricts it to grass- and sedge-dominated plant communities. The substrate of the sites where it occurs ranges from neutral to mildly calcareous. Occasionally the orchid colonizes successional habitats or recolonizes previously occupied areas.

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

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

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

Attachment— USFWS Species List

JMV

Transportation Review for Ecological Compliance: Report of Possible Resource Conflicts

Sequence #: 19653

St. Charles Road
Resource in Vicinity of Project Polygon
*Ducks Unlimited Wetlands
INAI & NP w/in 1 mile
*none found

No Resource Found
*INAI
*T&E
*Nature Preserve
*INHS Wetland
*National Wetlands Inventory
*Roadside Prairie Inventory

County: DUPAGE
Section(PLSS): 3 39N11E3
Area: -0.00666 sq. miles = -4.26219 acres
Report created by Vincent Hamer

Threatened & Endangered Species (T&E)
Nature Preserve (NP)
Illinois Natural Areas Inventory (INAI)
Wetlands
INHS Wetland
Roadside Prairie Inventory

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Include as additional documentation with permit applications (USACE).

Printed 11/24/2015 9:00:02 AM

A-1.20

United States Department of the Interior

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

Consultation Code: 03E13000-2017-SLI-0069 December 27, 2016
Event Code: 03E13000-2017-E-00158
Project Name: FAU 1397 St. Charles Road Seq. No. 19653

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

To Whom It May Concern:

To Whom It May Concern:

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

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

For all other projects, continue the Section 7 Consultation process by going to our Section 7 Technical Assistance website at http://www.fws.gov/midwest/endangered/section7/s7process/index.html. If you are familiar with this website, you may want to go to Step 2 of the Section 7 Consultation process at http://www.fws.gov/midwest/endangered/section7/s7process/step2.html.

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

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

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

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

Attachment

Official Species List

Provided by:

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

Consultation Code: 03E13000-2017-SLI-0069
Event Code: 03E13000-2017-E-00158

Project Type: TRANSPORTATION

Project Name: FAU 1397 St. Charles Road Seq. No. 19653
Project Description: The proposed project involves the rehabilitation or replacement of St. Charles Road bridge over Salt Creek including relocation of utilities that are located within the existing bridge structure.

There will be 1.0 acres of land acquisition. There will be in-stream work in Salt Creek. Tree removal is unknown at this time. Land cover in the vicinity of the proposed improvement is residential.

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

Project Location Map:

Project Coordinates: MULTIPOLYGON (((-87.96217914838053 41.891165870516964, -87.96670671719767 41.89106467894718, -87.96670671719767 41.8893395254588, -87.96197175979614 41.88940342086328, -87.96217914838053 41.891165870516964)))

Project Counties: DuPage, IL

Endangered Species Act Species List

There are a total of 7 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Flowering Plants	**Status**	**Has Critical Habitat**	**Condition(s)**
Eastern Prairie Fringed orchid *(Platanthera leucophaea)* Population: Wherever found	Threatened		Follow the guidance provided at https://www.fws.gov/midwest/endangered/section7/s7process/plants/epfos7guide.html
Leafy prairie-clover *(Dalea foliosa)* Population: Wherever found	Endangered		
Mead's milkweed *(Asclepias meadii)* Population: Wherever found	Threatened		
Prairie bush-clover *(Lespedeza leptostachya)* Population: Wherever found	Threatened		
Insects			
Hine's Emerald dragonfly *(Somatochlora hineana)* Population: Wherever found	Endangered	Final designated	
Mammals			

Northern long-eared Bat *(Myotis septentrionalis)* Population: Wherever found	Threatened		
Reptiles			
eastern Massasauga *(Sistrurus catenatus)* Population: Wherever found	Threatened		

Critical habitats that lie within your project area

There are no critical habitats within your project area.

DUPAGE COUNTY ORDINANCE WETLAND ASSESSMENT

The information provided below addresses the additional assessment criteria for wetlands as required in DuPage County under the *DuPage County Countywide Stormwater and Flood Plain Ordinance*. Each criterion is addressed independently below, with the County criteria provided in *italics* and the assessment of each following in regular type.

a. *The wetland is identified as a critical wetland in the County's wetland inventory;*

- There are no critical wetlands identified on the subject property (Figure 3).

b. *The wetland is known to possess a Federal or State listed threatened or endangered species;*

- The Illinois Department of Natural Resources' (IDNR) Ecological Compliance Assessment Tool (EcoCAT) was used to determine the presence of known state threatened or endangered species on or near the subject property. The EcoCAT report, dated October 8, 2015 confirmed that the Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. A copy of the termination letter is included.

- In accordance with U.S. Fish and Wildlife Service (USFWS) procedures, an analysis of information concerning federally listed species was conducted on October 8, 2015 by V3 Companies. The analysis was conducted following the Section 7 technical assistance guidelines. The USFWS Section 7 consultation did not find species or critical habitat present on the subject property. A copy of the USFWS Section 7 consultation is included.

c. *The plant community within the wetland is determined to have a native floristic quality index (FQI) of 20 or higher during a single season assessment or a native mean C-value (NMC) of 3.5 or higher, as calculated by the Swink and Wilhelm methodology.*

- A floristic inventory of all investigated areas was conducted on August 18, 2015. A copy of the floristic quality inventory for each area is provided in the delineation report.

    - The floristic quality data for Area 1 yielded a NMC value of 0.00 and an FQI value of 0.00. Based on this calculation, Area 1 does not qualify as a High Quality Aquatic Resource.

d. *The initial wildlife quality value using the Modified Michigan Department of Natural Resources Method is 5.0 or higher, or alternatively, the mean rated wildlife quality (MRWQ) is determined to be 8.0 or higher, as calculated by the Ludwig wildlife habitat evaluation methodology. (If both methods are performed, the Ludwig value shall prevail as the determining value.)*

- *The Modified Michigan Department of Natural Resource Wildlife Habitat/Use Evaluation Score Sheets* were used to calculate the MRWQ on August 18, 2015. Copies of the score sheets are included.

    - Area 1 yielded a Wildlife Habitat/Use Score of 2.0. Therefore, Area 1 does not qualify as critical habitat.

Conclusion

Area 1 qualifies as a regulatory area according to the criteria of the *DuPage County Countywide Stormwater and Flood Plain Ordinance*.

EcoCAT
Ecological Compliance Assessment Tool

Applicant:	V3 Companies	*IDNR Project Number:*	1603999
Contact:	Alicia Metzger	*Date:*	10/08/2015
Address:	7325 Janes Ave. Woodridge, IL 60517	*Alternate Number:*	15228

Project: St. Charles Bridge over Salt Creek
Address: Monterey Avenue and St. Charles Road, Villa Park

Description: The project proposes to make repairs to the St. Charles Bridge, which is deficient and in need of repair or replacement as determined by IDOT.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

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

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

Location

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

County: DuPage

Township, Range, Section:
39N, 11E, 3
39N, 11E, 10

IL Department of Natural Resources Contact
Keith Shank
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction
IL Environmental Protection Agency
Bureau of Water Quality
1021 N. Grand Avenue East
PO Box 19276
Springfield , Illinois 62794

Disclaimer

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

Terms of Use

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1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

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EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

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

U.S. FISH AND WILDLIFE SERVICE: SECTION 7 CONSULTATION

Project: St. Charles Bridge Over Salt Creek, Villa Park, DuPage County, Illinois (#15228)

Analysis conducted by: Alicia Metzger, V3 Companies, October 8, 2015

Site Description: The subject property consists of Salt Creek, St. Charles Bridge, and adjacent residential homes and retail businesses.

SPECIES	STATUS	HABITAT	SUITABLE HABITAT PRESENT?	CONCULSION
Eastern massasauga (*Sistrurus catenatus*)	Candidate	Wet areas including wet prairies, marshes, and low areas along rivers and lakes.	No, suitable habitat is not present. This portion of Salt Creek would not support this species.	Species and critical habitat not present. No further consultation is required.
Eastern prairie fringed orchid (*Platanthera leucophaea*)	Threatened	Mesic prairies to wetlands such as sedge meadows, marsh edges, and bogs with full sun and little or no woody encroachment.	No, suitable habitat is not present. There are no areas with little to no woody encroachment in the project area.	Species and critical habitat not present. No further consultation is required.
Mead's milkweed (*Asclepias meadii*)	Threatened	Mesic to dry mesic upland tallgrass prairie or glade habitat adapted to drought and fire. Persists in stable late-successional prairie.	No, suitable habitat is not present. There are no prairie areas in the project area.	Species and critical habitat not present. No further consultation is required.
Prairie bush clover (*Lespedeza leptostachya*)	Threatened	Dry to mesic prairies with gravelly soils.	No, suitable habitat is not present. There are no prairie areas in the project area.	Species and critical habitat not present. No further consultation is required.
Northern long-eared bat (*Myotis septentrionalis*)	Threatened	Small crevices and cavities in caves, mines, and under the bark of dead and live trees.	No, suitable habitat is not present. The trees in the project area would not support this species.	Species and critical habitat not present. No further consultation is required.
Hine's emerald dragonfly (*Somatochlora hineana*)	Endangered	Spring fed wetlands, wet meadows, and marshes within the Designated Critical Habitat areas.	No, suitable habitat is not present. The project area is not within the Designated Critical Habitat areas.	Species and critical habitat not present. No further consultation is required.
Leafy-prairie clover (*Dalea foliosa*)	Endangered	Prairie remnants with thin soil over limestone along the Des Plaines River.	No, suitable habitat is not present. There are no prairie areas in the project area.	Species and critical habitat not present. No further consultation is required.

Conclusion: Species and critical habitat are not present. No further consultation is required.

OBSERVER: G. Milner, J. Kruse

DATE: 10/2/2015

LOCATION: Area 1 - Waters of the U.S.

WILDLIFE HABITAT/USE EVALUATION SCORE SHEET

To assess the existing and/or potential wildlife habitat use of the subject wetland, the applicant must first complete this score sheet. The attached documentation provides examples of each scoring parameter.

A separate sheet must be completed for each wetland. The wetland system as a whole must be considered. If the wetland extends off-site, aerial photographs, observations from public access areas (roads, etc.) should be considered in the evaluation sheet.

Applicants must document their basis for scoring decisions with field surveys followed by current photographs, and other appropriate information.

A. Utilization by Wildlife

Wildlife Use	Score
Significant	3.0
Evident	2.0
Low	1.0
Occasional	0.5
Non-Existent	0.0
SUB-TOTAL =	**0.5**

Observations/Notes:

B. Interspersion of Vegetative Cover

Interspersion	Score
High	3.0
Medium	2.0
Low	1.0
SUB-TOTAL =	**1.0**

Community Type	% Cover
Emergent	
Scrub Shrub	
Wet Meadow	
Forested	
Aquatic	
Other	

C. Vegetative Cover to Open Water

Cover	Score
>95% Cover	0.5
76%-95% Cover, Peripheral	1.5
76%-95% Cover, Various	2.5
26%-75% Cover, Peripheral	2.0
25%-75% Cover, Patches	3.0
5%-25% Cover, Peripheral	1.0
<5% Cover	0.5
SUB-TOTAL =	**0.5**

TOTAL SCORE (A+B+C) = 2.0

Total score ≥ 5.00 wetland receives CRITICAL status
Total score < 5.00 wetland receives REGULATORY status

Wetlands

Submittal Date: 11/11/2015 **Sequence No:** 19653

District: 1 **Requesting Agency:** Local Village of Villa Park **Project No:**

Contract #: **Job No.:** P- 91-313-15

Counties: DuPage

Route: FAU 1397 **Marked:**

Street: St. Charles Rd. **Section:** 15-00094-00-BR

Municipality(ies): Villa Park, Elmhurst **Project Length:** 0.2736 **km** 0.17 **miles**

FromTo (At): S. Monterey Avenue to IL 83 (Kingery Hwy)

Quadrangle: York **Township-Range-Section:** T39N-R11E-3

Survey Target Date: 11/15/2016 **Anticipated Design Apprvl:** 11/15/2016 **Cleared for Design Apprvl:** 12/27/2016

Cleared for Letting: 12/27/2016 **Mitigation:** No

Initial Survey and WIE **Addendum No:**

Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
		11/15/2016	No			11/15/2016	No	12/27/2016	Yes

Comments:

Clearances: **Cultural:** 11/20/2015 **Bio** 12/27/2016 **SW:** 8/1/2016

Processing Programmatic Action

Individual Compensation Plan Required:

404 Individual Permit Required:

Mitigation Site: Don't Know

Mitigation Basin: Don't Know

Bank:

Accumulation:

Owner:

Name:

Location:

Size:

Types:

Quad:

Basin:

Processing Comments:

Wetland Impacts Evaluation

Submittal Date: 11/02/2016 **Submitted By:**

Does the project have wetland impacts? No **Type:**

Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands: The proposed improvements include scour countermeasures that consist of sheet piles around each pier. In order to avoid impacts to the WOUS, the piles will be installed from the bridge deck under staged construction.

Summarize briefly why there are no practicable alternatives to the use of the wetland(s): The USACE does not consider the installation of sheet piling as an impact.

Wetland mitigation is being proposed: ☑ **Reviewed**

Memo Date:	12/27/2016	**Memo By:**	Janel Veile
Memo:	We received the Wetland Impact Evaluation form dated November 15, 2016. The form indicates that there will be no impacts to wetlands. Wetland review under Part 1090 is terminated		

Wetland Impacts and Mitigation Required

Mitigation Site Suitability Study:

Wetland Compensation Plan:

Preparer: **Preparer:**

Conceptual					Final				
Plan Received	**Agency**	**Report Sent and District Notified**	**Agency Response**	**District Notified**	**Plan Received**	**Agency**	**Report Sent and District Notified**	**Agency Response**	**District Notified**
	IDNR					**IDNR**			
	USFWS					**USFWS**			
	COE					**COE**			

Monitoring

	Monitoring Reports			
	Received	**COE Notified**	**IDNR Notified**	**District Notified**
Year 1				
Year 2				
Year 3				
Year 4				
Year 5				

Monitoring Agency:

Construction Begin Date:	
Construction Complete Date:	
Tasked Date:	
Monitoring Begin Date:	
Monitoring Complete Date:	

Monitoring Comments:

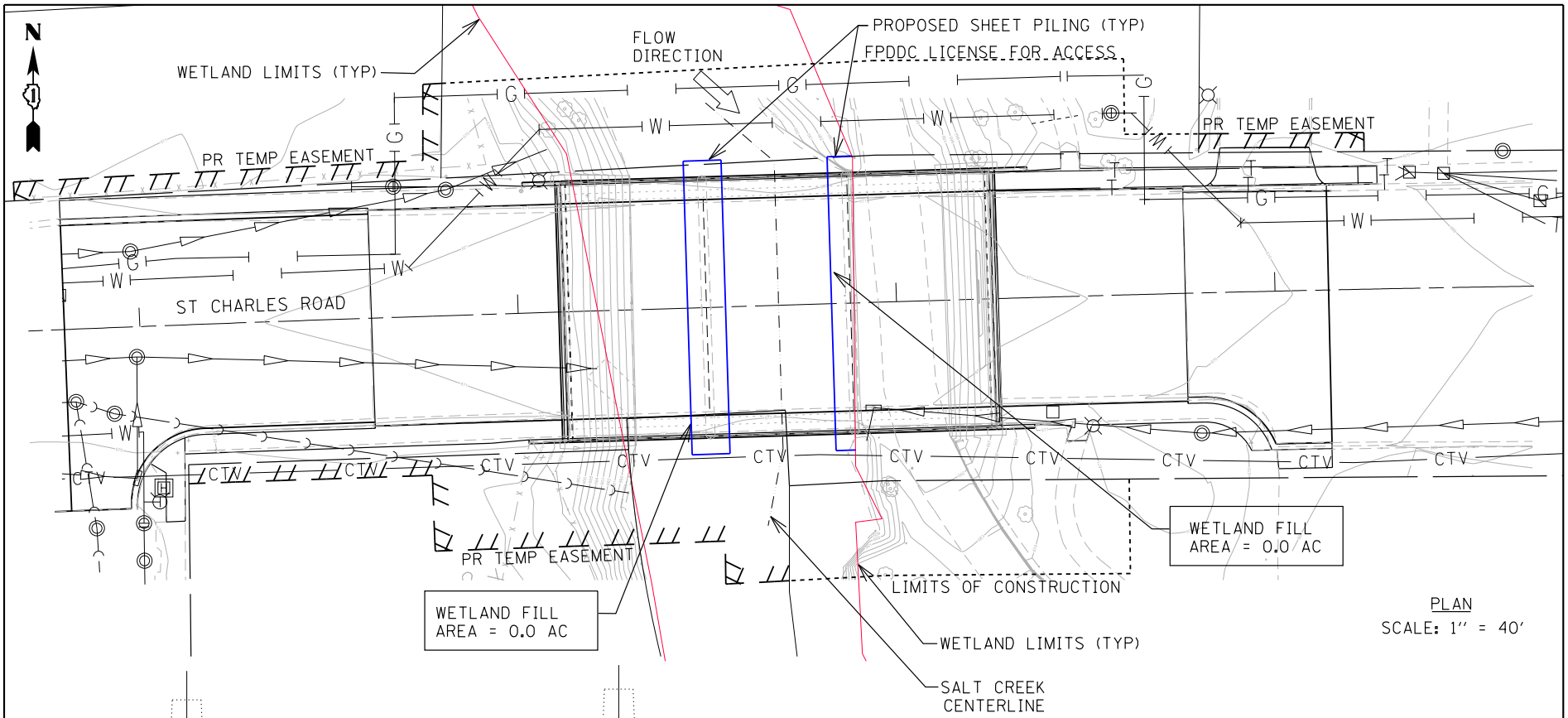
Permit(s) **Type:** **Corps Dist.:** **Permit Issued:**

☐ **Special Conditions:**

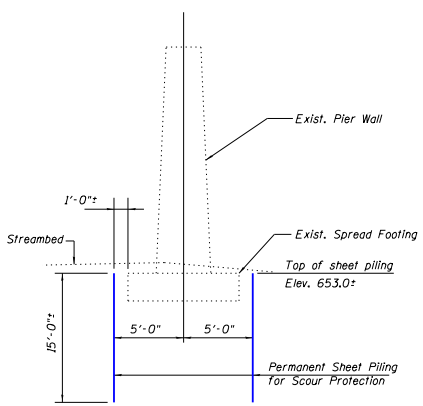
☐ **Permit Agreements/Commitments:**

Project Phase

Project Phase Comments:

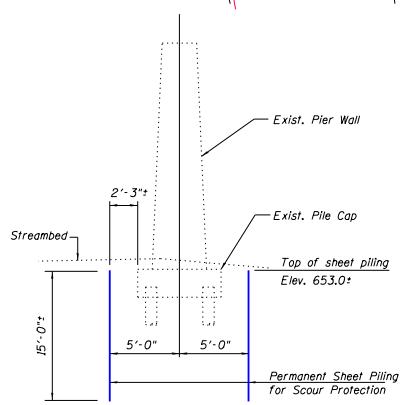


PLAN
SCALE: 1" = 40'



TYPICAL SECTION THRU PIER NEAR EDGE OF DECK

ELEVATION
SCALE: NTS



TYPICAL SECTION THRU PIER NEAR CENTERLINE OF BRIDGE

PRELIMINARY SCOUR DESIGN SKETCH
SALT CREEK / ST. CHARLES RD.

ROUTE: FAU 1397 (ST. CHARLES RD)
SECTION: 15-00094-00-BR
WATERCOURSE: SALT CREEK
EXISTING SN: 022-6950
SCALE: VARIES
PLOTTED BY: VAS DATE: 9-21-16
CHECKED BY: PM DATE: 9-22-16
SURVEY DATED: 11-20-2015

A-2 Bureau of Local Roads (BLRS)

IDOT Master Structure Report	**A-2.1**
Hydraulic Report Approval	**A-2.3**
IDOT Regulated Floodway Construction Permit	**A-2.4**
Bureau of Traffic TMP Approval	**A-2.6**

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Structure Number: 022-6950 **District:** 1

Inventory Data

Facility Carried: ST CHARLES RD
Feature Crossed: SALT CREEK
Bridge Remarks:
Bridge Status: 2 OPEN - LOAD POSTED
Status Remarks:
Maint County: 022 DUPAGE
Maint Responsibility: 04 MUNICIPALITY
Service On/Under: 1 HIGHWAY / 5 WATERWAY
Reporting Agency: 4 MUNICIPALITY
Main Span Matl/Type: 5 PRESTRESS CONCRETE / 05 BOX BEAM OR GIRDER-MULTIPLE
Nbr Of Main Spans: 3 **Nbr Of Approach Spans:** 0
*****Approaches*****
Near #1 Matl/Type: /
Near #2 Matl/Type: /
Far #1 Matl/Type: /
Far #2 Matl/Type: /
Median Width/Type: 0 Ft. / 0 None
Guardrail Type L/R: 0None / 0 None
Toll Facility Indicator: 0 No Toll
Latitude: 41.89022000 **S** **Longitude:** 87.96375373 **S**
Deck Structure Type: E PCAST PRES CN DK BM
Sidewalks Under Structure: 0 None

Bridge Name:
Location: 0.2 MI W OF ILL 83
Status Date: 10/2014
Maint Township: 09 YORK

Sufficiency Rating: 29.4
HBP Eligible: Yes
Replaced By: -
Replaces: -
Last Update Date: 07/05/2012
Parallel Structure: None
Multi-Level Structure Nbr:
Skew Direction: N None
Skew Angle: 0 **D**
Structure Flared: No
Historical Significance: No
Border Bridge State:
Bdr State SN:
Bdr State % Responsibility: 0
Structural Steel Wt 0
Substructure Material:

Structure Length: 112.0
AASHTO Bridge Length: 99.9
Length of Long Span: 38.0
Bridge Roadway Width: 55.0
Appr Roadway Width: 55.0
Deck Width: 68.0
Sidewalk Width Right: 5.5
Sidewalk Width Left: 5.5
Navigation Control: 0 No
Navigation Horiz Clear: 0
Navigation Vert Clear: 0
Culvert Fill Depth: 0.0
Number Culvert Cells: 0
Culvert Opening Area: 0.0
Culvert Cell Height: 0.00
Culvert Cell Width: 0.00

Rated By: 2 IDOT **Rate Method:** 6
Inventory Rating: 0.380(13) **Load Rating Date:** 10/14/2014
Operating Rating: 0.770(27)
Design Load: 02 HS20
Deck Structure Thickness: 17 **SD:** N **FO:** Y
RR Vertical Underclear: 0 **Ft** 0 **In**

Railroad Crossing Info
Crossing 1 Nbr:
Crossing 1 Nbr:
RR Lateral Underclear: 0.0

Key Route On Data

Key Route Nbr: FEDERAL-AID URBAN 1397
Appurtenances Main Route 00000
Inventory County: 022 DUPAGE
Township/Road Dist 09 YORK
Municipality 5950 VILLA PARK
Urban Area: 1051 1051
Functional Class: 4 MINOR ARTERIAL
**** CLEARANCES **** **South/East** **North/West**
Max Rdwy Width: 55.0
Horizontal: 66.0 0.0
Lateral:

Station: 14.4600
Segment:
Linked: Y
Natl. Hwy System: On NHS
Inventory Direction:
Curr AADT Yr/Count: 2012 / 23200
Est Truck Percentage: 3
Number Of Lanes: 4
One Or Two Way: 2 Two-Way
Bypass Length: 2
Future AADT Yr/Cnt: 2032 / 29410
Designated Truck Rte: NONE
Special Systems: No

Key Route Under Data

Station:
Segment:
Linked:
Natl. Hwy System:
Inventory Direction:
Curr AADT Yr/Count: /
Est Truck Percentage:
South/East **North/West**
Number Of Lanes:
One Or Two Way:
Bypass Length:
Future AADT Yr/Cnt: /
Designated Truck Rte:
Special Systems:

*** Marked Route On Data ***

	Designation	Kind	Number
Route #1:	1 Mainline	8 Other	
Route #2:	1 Mainline		
Route #3:	1 Mainline		

*** Marked Route Under Data ***

Designation	Kind	Number

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Structure Number: 022-6950 **District:** 1

Data Related to Inspection Information

*** Inspection Intervals ***				*** Maximum Allowable Posting Limits ***				Bridge Posting Level:	
Routine NBIS:	24 MOS	**Underwater:**	0 MOS	**One Truck At A Time:**	0	**Combination Type 3S-1:**	26 Tons	3	10.0 - 19.9% Below Legal Loads
		Special:	Y	**Single Unit Vehicles:**	21 Tons	**Combination Type 3S-2**	30 Tons		

Inspection/Appraisal Information

Inspection Date: 04/02/2014 **Inspection Temperature:** 43Deg. F

Deck:	5	FAIR CONDITION - MINOR SECTION LOSS, CRACKS
Superstructure:	5	FAIR CONDITION - MINOR SECTION LOSS, CRACKS
Substructure:	7	GOOD CONDITION - SOME MINOR PROBLEMS
Culvert:	N	NOT APPLICABLE
Channel and Protection:	7	GOOD CONDITION - SOME MINOR PROBLEMS
Structural Evaluation:	3	INTOLERABLE - HIGH PRIORITY FOR CORRECTION
Deck Geometry:	5	BETTER THAN ADEQUATE TO BE LEFT IN PLACE
Underclearance-Vert/Lat.:	N	NOT APPLICABLE
Waterway Adequacy:	6	EQUAL TO PRESENT MINIMUM CRITERIA
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA
Bridge Railing Appraisal:	3	Meets Standards
Approach Guardrail:	111	Does Not Exist Does Not Exist Does Not Exist
Pier Navig Protection:	N	N/A

Deck Wearing Surf:	G	BITUMINOUS OVERLAY
Deck Membrane:	F	NONE
Deck Protection:	J	NONE
Total Deck Thick:	21.5	
Last Paint Date:		

**** Actual Posted Limits ****

Single Unit Vehicles:	21	Tons
Combination Type 3S-1:	26	Tons
Combination Type 3S-2:	30	Tons
One Truck At A Time:	0	

Last Paint Type:

Underwater Inspection/Appraisal Information

Inspection Date:
Temperature: **Inspection Method:**
Appraisal Rating:

Scour Critical Information

Rating: 8 CALCULATED SCOUR ABOVE FOOTING **Evaluation Method:** B Rational Analysis
Analysis Date: 08/28/1992

Miscellaneous

Microfilm Data Recorded: Yes

Construction Information

Year: 1979 Original Reconstructed
Route: SA-7 **Sta:** 87+68.79 **Sta:**
Section Nbr: 0-1,15D
Contract Nbr:
Fed Aid Pr#: M- 5003027000
Built By: 1 I.D.O.T.

Illinois Department of Transportation

Informal Transmittal

To:	Christopher Holt
Bureau:	D-1 Bureau of Local Roads and Streets
Attn:	Gerardo Fierro/James Skvarla

Date:	10/06/2016

From:	Christopher Holt
Bureau:	D-1 Bureau of Local Roads and Streets
	By: Marilin Solomon/Hannah Knight
Subject:	Villa Park*
	Section no.: 15-00094-00-BR

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

*St. Charles Road over Salt Creek
Existing Structure No.: 022-6950

Attcahed is one copy of the revised PBDHR along with the disposition of comments for the subject federal aid project.
Please review hydraulic report and provide your comments / approval.
Should you have any questions please contact Marilin Solomon at 847 705 4407 or Hannah Knight at 847 705 4205.
Thanks.

Marilin Solomon / HK
Signature

Copies to

file		

Response

Marilin
No further comments.

Signature 10/6/16

Printed 10/6/2016

D1 AD0003 (01/25/08)

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

RECEIVED
JAN 3 2017
Village of Villa Park
Dept. of Public Works

LOCAL ROADS AND STREETS
Regulated Floodway Construction Permit Approval
Village of Villa Park
Location: Saint Charles Road over Salt Creek
Section No.: 15-00094-00-BR
Project No.: BRM-4003(510)
Job No.: C-91-313-15
Existing Structure No.: 022-6950
Proposed Structure No.: 022-6950
DuPage County

December 1, 2016

Mr. Rich Salerno
Municipal Engineer
Village of Villa Park
20 South Ardmore Avenue
Villa Park, IL 60181

Dear Mr. Salerno:

Attached is the Regulated Floodway Construction Permit No. D1L-16-008 for the above-referenced project authorizing the construction of a Bridge Superstructure Replacement in the Village of Villa Park.

The project consists of a proposed bridge superstructure replacement will be Precast Prestressed Concrete Deck Beams with a Span Length of 36'-11 9/16", 38'-1/2", 36'-10 15/16" and a 116'-1" back to back of abutments. This project is located Section 3, 10, Township 39 North, Range 11 East of the 3rd Prime Meridian, DuPage County.

This Permit grants permission to the Village to only perform construction activities in a floodway.

If you have any questions or need additional information, please contact Alex Househ, Field Engineer, at extension 4410.

Very truly yours,

John Fortmann, P.E.
Region One Engineer

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

Attachment

bcc: D. Carl Puzey, Central BB&S w/att.

S:\Gen\Wp2\Agrmts & Related Corr\Villa Park\15-00094-00-BR\Villa Park-15-00094-00-BR-Floodway Permit Approval.docx

STATE OF ILLINOIS

Permit No.: DIL-16-008

Department of Transportation

Division of Highways
2300 South Dirksen Parkway
Springfield, IL 62764

REGULATED FLOODWAY CONSTRUCTION PERMIT
RIVERS, LAKES AND STREAMS ACT "615 ILCS 5"

PERMISSION IS HEREBY GRANTED TO: Village of Villa Park
20 South Ardmore Avenue
Villa Park, IL 60181

FOR CONSTRUCTION OF: A Bridge Superstructure Replacement in the Village of Villa Park. The proposed bridge superstructure replacement will be Precast Prestressed Concrete Deck Beams with a Span Length of 36'-11 9/16", 38'-1/2", 36'-10 15/16" and a 116'-1" back to back of abutments. The project is located Section 3, 10, Township 39 North, Range 11 East of the 3rd Prime Meridian, DuPage County, as part of Section Number 15-00094-00-BR, Structure 022-6950.

IN ACCORDANCE WITH THE Application and Plan
DATED September 21, 2016 AND MADE A PART HEREOF, AND SUBJECT TO THE TERMS SHOWN ON THE BACK HEREOF AND THE SPECIAL CONDITIONS ATTACHED HERETO AS EXHIBIT.

EXAMINED AND APPROVED

REGIONAL ENGINEER/CENTRAL BUREAU CHIEF

11-14-16
DATE

7/5

AS/AMES
CJ
6/15/17
Due
7/5

Illinois Department of Transportation

Memorandum

To: Bureau of Traffic Operations Attn: C. LaRocco-Stresino

From: Bureau of Local Roads

Subject: Plan Review

Date: 06/14/2017

TYPE OF REVIEW
- ☐ Preliminary
- ☐ Pre-Final
- ☐ Phase I
- ☐ Final
- ☐ IDS
- ☐ Cost Estimate
- ☒ Work Zone Safety

CONTACT PERSON: Marilin Solomon / Hannah Knight

SECTION CHIEF: Chris Holt

ROUTE: St. Charles Road Bridge

LIMITS: over Salt Creek

SECTION: 15-00094-00-BR COUNTY: DuPage (Villa Park)

JOB NUMBER: TBD CONTRACT #: TBD in Phase 2

LETTING DATE: 09/22/17

WERE COMMENTS PREVIOUSLY RECEIVED: ☒ YES ☐ NO
If yes, please attach a copy of the disposition of comments.

SECTION(S) TO REVIEW
(see attachment for section description)
Each section requires their own set of plans.

- ☐ PERMITS
- ☐ EXPRESSWAYS
- ☐ ELECTRICAL MAINTENANCE
- ☐ ARTERIALS
- ☐ ELECTRICAL DESIGN
- TRAFFIC PROGRAMS
  - ☐ Design
  - ☐ Studies
- ☒ TRAFFIC CONTROL STAGING

Please allow up to three (3) weeks from the date of this request for review process.

For Traffic Operations only

Return to Connie by 7/5/17

File Name RTI (D) St Charles Rd Bridge over Salt Creek (C)

Attached is the signed/approved WZSM form for your files.

6/27/17

Illinois Department of Transportation

Transportation Management Plan

Region No:	1	Project No:	P-91-313-15	Contract No:	N/A
District No:	1	County:	DuPage	Program Yr.:	TBD
Route:	IL Route 83			Project Limits:	At St. Charles Road

The stated mobility goals of the Safety Engineering Policy Memorandum Safety 3-07 are:

1. Delays caused by work zones should not exceed more than 5 minutes per mile of project length with a maximum of 30 minutes above the normal recurring traffic delay.
2. Queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

Please check the appropriate box explaining the Traffic Control Case:

☐ Significant Route Project: Based on current impact analysis and construction strategies, the stated goals are not expected to be met. See attachments for details. *In addition, complete and attach the 'Request for Exception to Compliance with the Work Zone Safety and Mobility Rule' (BSE WZ 2) form.* **(IDOT – District 1 Traffic Operations Bureau Chief, Springfield, and FHWA approval required)** – Route Name/Number if applicable:

☒ Significant Route Long-Term Project that meets expectations **(IDOT – District 1 Traffic Operations Bureau Chief approval required)** – Route Name/Number if applicable: **IL Route 83**

☐ Non-significant Project; No exceptions Requested **(IDOT – District 1 Traffic Operations Bureau Chief approval required)**

Attachments shall:

1. Provide a brief description of the project.
2. Include a brief discussion of strategies considered and the reasons these strategies will not be utilized, which could include a listing of pros/cons, cost, delays and queues.
3. Describe the recommended strategies which will be utilized identifying the delays and queues. The mitigation measures to reduce the impacts on the project will be fully described.
4. Include a location map with project limits and applicable parts of the plan.

Submitted by District Representative:

Phase I: Marilin Solomon

Phase II:

Approved by:

D1-Bureau of Traffic Operations

LISA HEAVEN-BAUM

Date: 6/21/17

A-3 Central Bureau of Local Roads and Streets (CBLRS)

Emailed approval for Section 4(f) – FPPDC **A-3.1**

Emailed approval for Section 4(f) – EPD **A-3.4**

Elora Hsu

From: Knight, Hannah M. <Hannah.Knight@illinois.gov>
Sent: Friday, February 03, 2017 12:18 PM
To: Elora Hsu
Cc: Solomon, Marilin D
Subject: FW: DuPage County, Villa Park, Section 15-00094-00-BR, Section 4(f) DeMinimis

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: St Charles

Elora,

Please see below for the 4(f) de minimis determination for impacts to the Forest Preserve District of DuPage County.

Thanks,
Hannah
(847) 705-4205

From: Raffensperger, William
Sent: Friday, February 03, 2017 12:02 PM
To: Solomon, Marilin D
Cc: Knight, Hannah M.
Subject: FW: DuPage County, Villa Park, Section 15-00094-00-BR, Section 4(f) DeMinimis

Ms. Solomon –

Please see below for the Section 4(f) de minimis determination for impacts to the Forest Preserve District of DuPage County property. Please ensure that a copy of the Section 4(f) report and this email are included in the final PDR when it is submitted for approval.

If you have any questions, please call.

William Raffensperger, PE, PTOE, PTP
Project Development Engineer

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

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

From: Dastgir, Hassan (FHWA) [mailto:Hassan.Dastgir@dot.gov]
Sent: Friday, February 03, 2017 11:56 AM
To: Raffensperger, William
Cc: Qudus, Omar
Subject: [External] RE: DuPage County, Villa Park, Section 15-00094-00-BR, Section 4(f) DeMinimis

Bill

St. Charles Road Bridge Replacement over Salt Creek project in DuPage County will result in the use of Forest Preserve District of DuPage County, 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 Jan 19, 2017.

If you have questions/concerns please feel free to contact me.

Hassan

From: Raffensperger, William [mailto:William.Raffensperger@illinois.gov]
Sent: Thursday, January 19, 2017 3:37 PM
To: Dastgir, Hassan (FHWA)
Subject: DuPage County, Villa Park, Section 15-00094-00-BR, Section 4(f) DeMinimis

Mr. Dastgir –

Attached are copies of Section 4(f) de minimis reports for the captioned project. The proposed scope of work is to remove and replace a bridge carrying St. Charles Road over Salt Creek in Villa Park.

Salt Creek Greenway Trail bike path goes under the bridge. Depending on the location, relative to the bridge, the bike trail is owned by either Elmhurst Park District or the Forest Preserve District of DuPage County. As a result, there are two Section 4(f) properties impacts by this project.

Please review and approve these Section 4(f) reports. A hard copy of each report is available for your review.

If you have any questions, please call.

William Raffensperger, PE, PTOE, PTP
Project Development Engineer

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

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

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Elora Hsu

From: Knight, Hannah M. <Hannah.Knight@illinois.gov>
Sent: Friday, February 03, 2017 12:17 PM
To: Elora Hsu
Cc: Solomon, Marilin D
Subject: FW: DuPage County, Villa Park, Section 15-00094-00-BR, Section 4(f) DeMinimis

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: St Charles

Elora,

Please see below for the 4(f) de minimis determination for impacts to the Elmhurst Park District.

Thanks,
Hannah
(847) 705-4205

From: Raffensperger, William
Sent: Friday, February 03, 2017 12:00 PM
To: Solomon, Marilin D
Cc: Knight, Hannah M.
Subject: FW: DuPage County, Villa Park, Section 15-00094-00-BR, Section 4(f) DeMinimis

Ms. Solomon –

Please see below for the Section 4(f) de minimis determination for impacts to the Elmhurst Park District property. Please ensure that a copy of the Section 4(f) report and this email are included in the final PDR when it 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: Dastgir, Hassan (FHWA) [mailto:Hassan.Dastgir@dot.gov]
Sent: Friday, February 03, 2017 11:56 AM
To: Raffensperger, William
Cc: Qudus, Omar
Subject: [External] RE: DuPage County, Villa Park, Section 15-00094-00-BR, Section 4(f) DeMinimis

Bill

St. Charles Road Bridge Replacement over Salt Creek project in DuPage County will result in the use of Elmhurst Park District, 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 Jan 19, 2017.

If you have questions/concerns please feel free to contact me.

Hassan

From: Raffensperger, William [mailto:William.Raffensperger@illinois.gov]
Sent: Thursday, January 19, 2017 3:37 PM
To: Dastgir, Hassan (FHWA)
Subject: DuPage County, Villa Park, Section 15-00094-00-BR, Section 4(f) DeMinimis

Mr. Dastgir –

Attached are copies of Section 4(f) de minimis reports for the captioned project. The proposed scope of work is to remove and replace a bridge carrying St. Charles Road over Salt Creek in Villa Park.

Salt Creek Greenway Trail bike path goes under the bridge. Depending on the location, relative to the bridge, the bike trail is owned by either Elmhurst Park District or the Forest Preserve District of DuPage County. As a result, there are two Section 4(f) properties impacts by this project.

Please review and approve these Section 4(f) reports. A hard copy of each report is available for your review.

If you have any questions, please call.

William Raffensperger, PE, PTOE, PTP
Project Development Engineer

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

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

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

A-4 Central Bridge Office (CBO)

BCR Approval **A-4.1**

PBDHR Approval **A-4.2**

Illinois Department of Transportation

Memorandum

To:	John A. Fortmann, District 1	Attn: Christopher J. Holt
From:	D. Carl Puzey	D. Carl Puzey
Subject:	BRIDGE CONDITION REPORT APPROVAL	
Date:	March 22, 2016	

STP - Bridge Funding
Village of Villa Park
Section 15-00094-00-BR

SN 022-6950

F.A.U. 1397 (St. Charles Road) over Salt Creek

We have reviewed the Bridge Condition Report (BCR), dated January 22, 2016, for the above-designated project. We concur with the proposed scope of work of superstructure replacement and the BCR is hereby approved.

As discussed during our review, the underling soil beneath the existing piers is marginal for scour. We agree with the consultant's recommendation for properly designed scour countermeasures being included in the proposed scope of work. The proposed scour countermeasures will be reviewed with the submittal of the preliminary bridge design and hydraulic report.

Approval of the project is contingent on approval by others of the proposed geometry, obtaining environmental signoffs, and any required historic structure coordination and other approvals required by statutes or the policies of the Department.

Two copies of the approved report are being returned and we will retain one copy for our files. If you have any questions, contact Matt Humke at 217/782-5929 or matt.humke@illinois.gov.

MDH/kkt0226950-20160322

RECEIVED
BUREAU OF
MAR 28 2016
LOCAL ROADS & STREETS

FILE COPY

MDH

Illinois Department of Transportation

Memorandum

To:	John A. Fortmann, District 1	Attn: Christopher J. Holt
From:	D. Carl Puzey	
Subject:	PRELIMINARY DESIGN APPROVAL	
Date:	December 8, 2016	

D. Carl Puzey

STP – Bridge Funding
Village of Villa Park
Section 15-00094-00-BR

SN 022-6950

F.A.U. 1397 (St. Charles Road) over Lower Salt Creek

The preliminary bridge design and hydraulic report, dated September 21, 2016, for the above-designated superstructure replacement project is satisfactory based on the revised hydraulic report, received by e-mail correspondence on November 1, 2016, which recommends permanent sheet piling be installed around the existing piers for scour countermeasure. The preliminary rehabilitation design is hereby approved.

This approval is contingent on the issuance of a Floodway Permit either by your office or by the Bartlett IDNR Office of Water Resources.

The final structural plans and specifications for this project may be accepted by the District based on the Structural Engineer's seal, certification and signature per BLRS Manual Section 23-7.02.1. If you have any questions, contact Matt Humke at 217/782-5929 or matt.humke@illinois.gov.

Three copies of the approved report are being returned to you and we will retain one copy for our files.

MDH/kkt0226950-20161208

A-5 Federal Highway Administration (FHWA)

FHWA Meeting Sign-In Sheet – 3/15/16	**A-5.1**
FHWA Meeting Minutes – 3/15/16	**A-5.2**
FHWA Meeting Sign-In Sheet – 2/7/17	**A-5.5**
FHWA Meeting Minutes – 2/7/17	**A-5.6**

Illinois Department of Transportation

FHWA/Local Coordination Meeting Attendance Roster

Agency Name:	Villa Park		
Project & Topic:	St. Charles Rd over Salt Creek; Bridge replacement; Scope, termini, environmental process		
Section No.:	15-00094-00-BR		
Date:	March 15, 2016	**Time:**	9:55 AM
Location:	Region/District One	**Room:**	Executive Conference Room

	IDOT - DISTRICT ONE		
	Chris Holt (847) 705-4201 CH	Alex Househ (847) 705-4410	3 FORMTEXT Zubair Haider (847) 705-4206
	Marilin Solomon (847) 705-4407 MS	Kevin Stallworth (847) 705-4169	Gerardo Fierro (847) 705-4236
	Michelle Davis-Byrd (847) 705-4795	Jim Skvarla (847) 705-4520	Moud Ahmad (847) 705-4409
	Jason Salley (847) 705-4085	Suleyman Tulgar (847) 705-4205	Joy Gustafson (847) 705-4296
	Peter Stresino (847) 705-4135	Temi Latinwo (847) 705-4179	
	IDOT - CENTRAL OFFICE		
	John Sherrill (217) 785-4181	Ken Runkle (217) 785-0202	Gary Galecki (217) 785-8564
	Scott Stitt (217) 785-0721 SS		
	FHWA		
	Hassan Dastgir (217) 492-4623	Chris Byars (312) 886-1606	Robin Helmerichs (217) 492-4615
	OTHER PARTICIPANTS	**REPRESENTING**	**PHONE**
1	Felecia Hurley	IDOT BOE	217-785-2130
2	Scott McGuire	FHWA	217-492-4613
3	ELORA HSU	V3	630-729-6323
4	Jeremie Lukowicz	Villa Park	630-834-8505
5	George Schoher	V3	630-291-0064
6	John Sherrill	IDOT	485-7181
7	Sherry Phillips	IDOT	217 342 8244
8	Jan Piland	FHWA	217-492-4989
9			
10			
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AGENDA ITEM #3

St. Charles Road Bridge (FAU 1397) Over Salt Creek
Job Number P-91-313-15
Kane County

March 15, 2016

This is the first presentation of this project. The purpose of this meeting is to present the general scope of the project and the current status of the design.

The project is located within the Village of Villa Park and the City of Elmhurst in DuPage County. St. Charles Road is a Minor Arterial under City of Elmhurst and the Village of Villa Park's jurisdiction. The average daily traffic (ADT) for St. Charles road is 23,200 vpd. St. Charles Road is a non-designated truck route.

The project limits are from Monterey Avenue to just east of the Salt Creek bridge on St. Charles Road. A crash analysis was performed for the years 2013 through 2015 within the project limits and a total number of 6 crashes occurred. All of the crashes occurred at the intersections of Monterey Avenue and St. Charles Road. No crashes occurred on the bridge.

The most common crash type was Sideswipe (Same Direction) with 3 crashes (50%), followed by 2 Rear End crashes (33%), and 1 Sideswiped (Opposite Direction) (16%). Most of the crashes occurred west of the bridge during the daytime (66%) and under dry pavement conditions. The high percentage of sideswipe crashes may be attributed to the narrow lane widths.

V3 also noted that the existing St. Charles Road has two lanes in each direction with 5' wide sidewalks on both sides of the road. Approaching eastbound, from Monterey Ave, the pavement widens to a five-lane section across the bridge. The bridge approaches are 53 feet wide and consist of two 10.5' outside lanes, 11' inside lanes, and a 10' wide left turn lane.

V3 completed the first draft of the Bridge Condition Report (BCR) and presented its findings. The bridge width is 55 feet. The structure is a simple three span, 17" deep PPC deck beam bridge with asphalt overlay and cast-in-place concrete sidewalks and parapets. The asphalt wearing surface varies from 2" to 4 ¼" over a waterproofing membrane system. There is a 2' utility gap between the two outer deck beams on the north and south side of the bridge. There are 9 ducts running through the 2' gap on the north side of the bridge. The substructure is rated a 7. The abutments are cantilevered walls and the piers are solid walls both in good condition with minor spalls and cracks. There is an existing 78" storm sewer that passes through the west abutment and outlets at the southwest end of the west slopewall. There is some evidence of scour at the bridge. Some of the more significant scour issues appear to be due to the 78" diameter storm sewer outfall. Unless the bridge is realigned or storm sewer outfall is relocated, these scour issues will continue regardless if

substructure is replaced. While evidence of some scour was found, the bridge is in generally good condition. The NBIS scour rating for the bridge is an 8.

V3 stated that the design criteria will be based on 3R Policy. Posted speed limit on St. Charles Road is 30 mph, with a design speed of 35 mph. No design exceptions are anticipated.

The proposed scope of the project is to replace the superstructure of the Salt Creek Bridge, including approach. The superstructure will be replaced with 17" deep PPC Deck beams and a 5" concrete wearing surface and results in raising the profile by approximately 3 inches. The new superstructure will be widened 6" to the North and the South. The sidewalk and the parapet will cantilever 6" off of the deck beams. The 2' gaps between the outside beams for utilities will be removed. Any utilities to remain will be verified and relocated in conduits placed along the parapet wall. The abutments and piers will be repaired with Structural Repair of Concrete (≤ 5") and Epoxy Crack Sealing. The top 5.5' of the 10' long wingwalls will be removed and replaced at all 4 corners to accommodate the 6" superstructure widening. The approaches will be widened 1' to the north and south and resurfaced with asphalt to accommodate the five 11' wide lanes. Scour countermeasures will be implemented at the piers and all of the debris will be removed from the west pier. This work will be completed using stage construction.

V3 also summarized the status of the environmental coordination. V3 has received cultural clearances and is currently awaiting biological, wetland, and special waste clearances. The Wetland Delineation is complete and V3 anticipates less than 0.1 acres to be impacted. The Local PESA report was completed and submitted to Local Roads for review.

V3 stated that they will continue coordination with local agencies involved. They noted that during construction they anticipate the Salt Creek Greenway bike trail to be temporarily closed. The path was funded by IDOT Congestion Mitigation Air Quality Program (CMAQ), Illinois Department of Natural Resources' (IDNR) bike path program, and the DuPage Mayors and Managers Transportation Control Measures Program. The Forest Preserve District of DuPage County entered an Intergovernmental Agreement with the Elmhurst Park District (EPD) to lease certain properties along Salt Creek to the Park District.

V3 indicated that the existing bike path which crosses beneath the existing bridge, would be closed during construction and the bicycles be rerouted to use a temporary at grade crossing utilizing the existing sidewalks ramps. IDOT noted that the temporary closure of the bike path would require the preparation of a Section 4(f) de minimis impact report. This impact will require agency coordination and public involvement. IDOT also requires a letter of consent from the Park District and Forest Preserve confirming that there is no adverse impact to the use of the bike path.

IDOT recommended that detours of the bike path be considered. The use of the local side streets would have very little adverse travel distance. V3 will evaluate and submit detour route plans to IDOT for review.

IDOT will require a public meeting presenting the proposed improvements, staging, and trail detour plan. The public meeting for the overall project and the 4(f) can occur simultaneously. The meeting and opportunity for public comment must take place prior to obtaining a letter of consent from the Forest Preserve. IDOT also reminded V3/Villa Park that the Public Meeting must be advertised twice prior to the meeting in accordance with IDOT policy.

IDOT and the FHWA confirmed the proposed scope, project limits and that this project should be processed as a Federally Approved Categorical Exclusion.

Provided that there are no adverse impacts related to the bike path and all environmental clearances are cleared, there is no need for further meetings on this project.

Suleyman Tulgar, Marilin Solomon, Elora Hsu/George Schober – V3

Illinois Department of Transportation

FHWA/Local Coordination Meeting Attendance Roster

Agency Name:	Villa Park		
Project & Topic:	St. Charles Road over Salt Creek: Bridge Replacement; Project summary update, 4(f), discuss bike detour, design exception?		
Section No.:	15-00094-00-BR		
Date:	February 7, 2017	**Time:**	10:00 AM
Location:	Region/District One	**Room:**	Executive Conference Room

	IDOT – DISTRICT ONE		
	Chris Holt (847) 705-4201 CH	Alex Househ (847) 705-4410	Zubair Haider (847) 705-4206
	Marilin Solomon (847) 705-4407 MS	Kevin Stallworth (847) 705-4169	Gerardo Fierro (847) 705-4236
	Michelle Davis-Byrd (847) 705-4795	Jim Skvarla (847) 705-4520	Moud Ahmad (847) 705-4409
	Jason Salley (847) 705-4085	Hannah Knight (847) 705-4205 HK	Joy Gustafson (847) 705-4296
	Carmen E. Ramos (847) 705-4219	Jennifer Williams (847) 705-4229	David Herman (847) 705-4487
	Peter Stresino (847) 705-4135	Temi Latinwo (847) 705-4179	Jose Rios (847) 705-4118
	IDOT – CENTRAL OFFICE		
	John Sherrill (217) 785-4181 JSS	Ken Runkle (217) 785-0202	Bill Raffensperger (217) 785-1676 WR
	Scott Stitt (217) 785-0721 SS	Maureen Kastl (217) 342-8321	
	FHWA		
	Hassan Dastgir (217) 492-4623	Chris Byars (312) 886-1606 MBS	Robin Helmerichs (217) 492-4615 RH
	Omar Qudus (217) 492-4634 OQ		

	OTHER PARTICIPANTS	REPRESENTING	PHONE
1	Elora Hsu	V3	630-212-3264
2	Jeremie Lukowicz	Villa Park	630-834-8505
3	Mike Rechtorik	V3	630-729-6193
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AGENDA ITEM #3

St. Charles Road Bridge (FAU 1397) Over Salt Creek
Job Number P-91-313-15
DuPage County

February 7, 2017

This is the second presentation of this project. The purpose of this meeting is to present the proposed improvements and design exceptions, summarize the bike detour and Section 4(f) coordination, and discuss design approval status.

The project is located within the Village of Villa Park and the City of Elmhurst in DuPage County. Three quarters of the bridge is located in the City of Elmhurst, while one quarter is within the Village of Villa Park. An agreement between the two municipalities obligates the Village of Villa Park with 100% maintenance responsibilities.

The existing St. Charles Road bridge has been determined by IDOT to be deficient and in need of repair. The bridge has been weight-limit posted by the Village of Villa Park. The bridge approaches are 53 feet wide and consist of two 10.5' outside lanes, 11' inside lanes, and a 10' wide left turn lane. Existing St. Charles Road has five feet wide sidewalks on both sides of the road.

The purpose of this project is to replace the superstructure and provide scour countermeasures to address maintenance concerns. The superstructure will be replaced with 17" deep PPC Deck beams and a five-inch concrete wearing surface, which results in raising the profile by approximately three inches. The new superstructure will be widened six inches to the north and the south to accommodate five 11' lanes. The sidewalk and the parapet will cantilever 6" off of the deck beams. This work will be completed using stage construction.

The project limits are from Monterey Avenue to just east of the Salt Creek bridge on St. Charles Road. The design criteria is based on 3R Policy. Posted speed limit on St. Charles Road is 30 mph, with a design speed of 30 mph.

The following design exceptions were requested and submitted for approval prior to the meeting: maintained existing 113' taper across the bridge, maintained existing 111' taper across the bridge, and maintained existing 4' wide sidewalk with a 1' paved buffer width behind the back of curb. The first two exceptions related to taper/storage lengths are due to the proximity of IL Route 83 and Monterey Avenue. The design intent is to maximize the eastbound left turn storage onto IL Route 83. The five-foot wide sidewalk is maintained since the existing substructure cannot support any further widening beyond the proposed width. Additional widening to achieve the six-foot minimum

sidewalk would result in replacement of the substructure and increase impacts to the waterway and environment. The Village of Villa Park signed off on the design exceptions. At the meeting, IDOT/FHWA concurred with the requested design exceptions.

V3 summarized the bike detour and Section 4(f) process. The existing Salt Creek Greenway Regional Trail runs north-south and a portion of the trail is located within the project limits and underneath the St. Charles Road bridge. The Forest Preserve entered an Intergovernmental Agreement with the Elmhurst Park District and authorized the Park District to maintain the trail within the project limits.

Because of the proposed improvements, the trail will be temporarily closed and users detoured for the duration of the proposed construction. The temporary closure of the bike trail warranted the preparation of a Section 4(f) De Minimis Impact Report. As part of the 4(f) process, two alternatives were considered and coordinated with IDOT, Villa Park, the Forest Preserve, Elmhurst Park District, City of Elmhurst, the public, and bicycle interest groups. The first alternative re-routes pedestrians and bicyclists to Villa Avenue to avoid crossing the work zone area and utilize the signalized crossing at St. Charles Road. Villa Avenue contains sidewalk on both sides of the street, while a portion of the road is already part of the trail, between 2nd Street and Thomas Street.

FHWA inquired whether trail users would be allowed on the existing path during construction. V3 stated that adequate signage will be installed to close the existing path between the Thomas Street and Wildwood Avenue entrances.

The second bike detour alternative utilizes the existing trail until it meets with the existing sidewalk leading upto the bridge deck. A temporary mid-block crossing would be necessary as well as additional safety measures since this alternative is within the proposed construction zone.

Based on feedback from jurisdictions involved, the first alternative was preferred since it keeps trail users further away from construction, provides a signalized crossing at St. Charles Road, and the northern portion of Villa Avenue is already included as part of the trail.

V3 advertised the Section 4(f) Report which included the proposed improvements and suggested detour route. The public were given two opportunities for review and comment through advertisements to the Daily Herald as well as letters to public officials and bicycle interest groups. The groups were notified of the preferred detour route, where to view the report, and where to send or email their comments. The full report was made available online at Villa Park's website and hard copies at the Village of Villa Park Public Works and the Elmhurst Park District offices. The comment period lasted 4 weeks. No comments were received from the public, property owners, or

bicycle interest groups. Both the Forest Preserve and Park District signed a written letter of concurrence stating no adverse effect determination after the public comment period ended.

Both Central Office and District 1 reviewed the Section 4(f) report with minor comments. V3 addressed the comments and received direction to add the approved Section 4(f) De Minimis Impact report to the Final Project Report via email last week.

V3 then summarized the status of environmental coordination clearances and documents received.V3 received the Cultural, Special Waste, Biological/Natural Resources, and Wetland Clearances. V3 received the Preliminary Bridge Design & Hydraulic Report (PBDHR) from the Bureau of Bridge & Structures (BBS). The Village of Villa Park received the Regulated Floodway Construction Permit. V3 submitted a Letter of No Objection (LONO) Request to the Army Corp and received Project Manager information and the Corp Reference number.

FHWA suggested that the state and local PESA be validated prior to Design Approval. IDOT and V3 noted that both the state and local PESA documents will be validated, respectively.

V3 concluded the meeting by summarizing the next steps of the design approval process. A Federally Approved Categorical Exclusion was confirmed at the initial project meeting in March last year. Since then, the first draft of the Project Report was submitted to both D1 and Central BLRS. V3 received comments from both offices and will incorporate them into the report. The next step is to finalize the project report and proceed with seeking design approval.

FHWA/IDOT noted that since all environmental clearances were cleared and no comments were received regarding the Section 4(f) De Minimis Impact, this project would be considered a State Approved Categorical Exclusion. V3 was directed to use the BLR 22211 form for the cover page BLR 22210. FHWA will forward the appropriate checklist to IDOT/V3.

Marilin Solomon, Hannah Knight, Elora Hsu/Mike Rechtorik – V3

A-6 Municipal/Jurisdictional

Municipal – City of Elmhurst	**A-6.1**
Municipal – Village of Villa Park	**A-6.13**
Jurisdictional – FPPDC	**A-6.27**
Jurisdictional – USACE	**A-6.29**

CITY OF ELMHURST

February 10, 2017

Kent Johnson, P.E.
City Engineer
City of Elmhurst Engineering
209 N. York Street
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Mr. Johnson:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to repair the bridge and address maintenance concerns. The proposed improvements include replacement of the bridge superstructure, minor widening of the roadway to accommodate five 11 foot wide travel lanes, new sidewalk, new parapet walls, and scour countermeasures to be implemented within Salt Creek at the bridge piers. Please refer to the enclosed preliminary plan & profile sheet for additional details.

Within the project limits, the Salt Creek Greenway Trail crosses underneath the St. Charles Road bridge and provides access to St. Charles Road street level. Since the St. Charles Road bridge superstructure will be replaced, the trail will be closed from Thomas Street (to the north) to Wildwood Avenue (to the south). For the duration of construction, trail users will be detoured to Villa Avenue.

It is anticipated that two-way traffic will be maintained on St. Charles Road during all stages of construction with only limited night-time closures. The construction can be accomplished in three primary stages that involve shifting traffic to the south and north sides of the bridge (Stages 1 and 2, respectively). As part of Stage 3, all lanes on the bridge will open. Resurfacing and pavement striping work will be completed with daily lane closures.

February 10, 2017
Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

The anticipated completion of the Phase I study is Spring 2017. Ultimately, the Final Project Report will be available for viewing at the Village of Villa Park's website: http://www.invillapark.com/573/St-Charles-Road-Bridge-Improvement-Proje. The development of construction documents and land acquisition (Phase II) is anticipated to begin by late Summer/Fall 2017.

If you would like to discuss the details of this project or schedule a meeting, please feel free to contact me at (630) 729-6193 or by email at mrechtorik@v3co.com.

Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

February 10, 2017

Howard Killian, P.E.
Director of Public Works
City of Elmhurst Public Works
209 N. York Street
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Mr. Killian:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to repair the bridge and address maintenance concerns. The proposed improvements include replacement of the bridge superstructure, minor widening of the roadway to accommodate five 11 foot wide travel lanes, new sidewalk, new parapet walls, and scour countermeasures to be implemented within Salt Creek at the bridge piers. Please refer to the enclosed preliminary plan & profile sheet for additional details.

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It is anticipated that two-way traffic will be maintained on St. Charles Road during all stages of construction with only limited night-time closures. The construction can be accomplished in three primary stages that involve shifting traffic to the south and north sides of the bridge (Stages 1 and 2, respectively). As part of Stage 3, all lanes on the bridge will open. Resurfacing and pavement striping work will be completed with daily lane closures.

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Villa Park, DuPage County, IL

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Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

February 10, 2017

Thomas K. Freeman
Fire Chief
Elmhurst Fire Department
209 N. York Street
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Mr. Freeman:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to repair the bridge and address maintenance concerns. The proposed improvements include replacement of the bridge superstructure, minor widening of the roadway to accommodate five 11 foot wide travel lanes, new sidewalk, new parapet walls, and scour countermeasures to be implemented within Salt Creek at the bridge piers. Please refer to the enclosed preliminary plan & profile sheet for additional details.

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It is anticipated that two-way traffic will be maintained on St. Charles Road during all stages of construction with only limited night-time closures. The construction can be accomplished in three primary stages that involve shifting traffic to the south and north sides of the bridge (Stages 1 and 2, respectively). As part of Stage 3, all lanes on the bridge will open. Resurfacing and pavement striping work will be completed with daily lane closures.

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Villa Park, DuPage County, IL

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Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

February 10, 2017

Michael R. Ruth
Police Chief
Elmhurst Police Department
125 E. First Street
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Mr. Ruth:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

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Preliminary Engineering Study
Villa Park, DuPage County, IL

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Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

February 10, 2017

Current Postmaster General
Elmhurst Post Office
154 W. Park Avenue
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Sir or Madam:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to repair the bridge and address maintenance concerns. The proposed improvements include replacement of the bridge superstructure, minor widening of the roadway to accommodate five 11 foot wide travel lanes, new sidewalk, new parapet walls, and scour countermeasures to be implemented within Salt Creek at the bridge piers. Please refer to the enclosed preliminary plan & profile sheet for additional details.

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February 10, 2017
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Preliminary Engineering Study
Villa Park, DuPage County, IL

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Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

February 10, 2017

David Moyer
Superintendent
Elmhurst School District 205
162 S. York Street
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Mr. Moyer:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to repair the bridge and address maintenance concerns. The proposed improvements include replacement of the bridge superstructure, minor widening of the roadway to accommodate five 11 foot wide travel lanes, new sidewalk, new parapet walls, and scour countermeasures to be implemented within Salt Creek at the bridge piers. Please refer to the enclosed preliminary plan & profile sheet for additional details.

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Villa Park, DuPage County, IL

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Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

VILLAGE OF VILLA PARK

February 10, 2017

Ronald J. Rakosnik
Fire Chief
Villa Park Fire Department
1440 S. Ardmore Avenue
Villa Park, IL 60181

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Mr. Rakosnik:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

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Villa Park, DuPage County, IL

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Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

February 10, 2017

Robert Pavelchik
Chief of Police
Villa Park Police Department
40 S. Ardmore Avenue
Villa Park, IL 60181

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Mr. Pavelchik:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to repair the bridge and address maintenance concerns. The proposed improvements include replacement of the bridge superstructure, minor widening of the roadway to accommodate five 11 foot wide travel lanes, new sidewalk, new parapet walls, and scour countermeasures to be implemented within Salt Creek at the bridge piers. Please refer to the enclosed preliminary plan & profile sheet for additional details.

Within the project limits, the Salt Creek Greenway Trail crosses underneath the St. Charles Road bridge and provides access to St. Charles Road street level. Since the St. Charles Road bridge superstructure will be replaced, the trail will be closed from Thomas Street (to the north) to Wildwood Avenue (to the south). For the duration of construction, trail users will be detoured to Villa Avenue.

It is anticipated that two-way traffic will be maintained on St. Charles Road during all stages of construction with only limited night-time closures. The construction can be accomplished in three primary stages that involve shifting traffic to the south and north sides of the bridge (Stages 1 and 2, respectively). As part of Stage 3, all lanes on the bridge will open. Resurfacing and pavement striping work will be completed with daily lane closures.

February 10, 2017
Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

The anticipated completion of the Phase I study is Spring 2017. Ultimately, the Final Project Report will be available for viewing at the Village of Villa Park's website: http://www.invillapark.com/573/St-Charles-Road-Bridge-Improvement-Proje. The development of construction documents and land acquisition (Phase II) is anticipated to begin by late Summer/Fall 2017.

If you would like to discuss the details of this project or schedule a meeting, please feel free to contact me at (630) 729-6193 or by email at mrechtorik@v3co.com.

Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

February 10, 2017

Current Postmaster General
Villa Park Post Office
1415 S. Ardmore Avenue
Villa Park, IL 60181

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Sir or Madam:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to repair the bridge and address maintenance concerns. The proposed improvements include replacement of the bridge superstructure, minor widening of the roadway to accommodate five 11 foot wide travel lanes, new sidewalk, new parapet walls, and scour countermeasures to be implemented within Salt Creek at the bridge piers. Please refer to the enclosed preliminary plan & profile sheet for additional details.

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Villa Park, DuPage County, IL

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Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

February 10, 2017

Anthony Palmisano, Ed.D.
Superintendent
Villa Park School District 45
255 W. Vermont Street
Villa Park, IL 60181

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Mr. Palmisano:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to repair the bridge and address maintenance concerns. The proposed improvements include replacement of the bridge superstructure, minor widening of the roadway to accommodate five 11 foot wide travel lanes, new sidewalk, new parapet walls, and scour countermeasures to be implemented within Salt Creek at the bridge piers. Please refer to the enclosed preliminary plan & profile sheet for additional details.

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February 10, 2017
Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

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Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

Elora Hsu

From: Mike Rechtorik
Sent: Friday, February 17, 2017 1:39 PM
To: 'Juskelis, Vydas'; 'Kent Johnson'
Cc: 'Howard Killian'; 'James Grabowski'; 'Lukowicz, Jeremie'; Elora Hsu
Subject: RE: February 10, 2017-Phase I Letter (Villa Park Salt Creek Bridge Replacement-St. Charles Road)
Attachments: 2017 0217 St. Charles Rd EB Taper Sketch.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: St Charles

All,

Please see the attached sketch of the right-turn lane taper for your review. I discussed the taper and how to incorporate it into the bridge elements with our structural engineer. Here is a brief summary of how we'll accomplish this and some notes.

- The taper begins after the 10' wingwall. We're leaving the existing wingwall base and adding a new extension for the necessary widening. Doing this limits how much we can move/taper the wingwall without having to replace it. We are suggesting leaving the wingwall as originally proposed and starting the taper just after it.
- The sidewalk will be installed on the approach slab similar to the other 3 sides. You can see a slight shift in the sidewalk due to the transition of the sidewalk being on the approach slab to behind the curb & gutter.
- The approach slab has been extended to accommodate the taper. Due to the size, number, and the spacing of reinforcement bars, the taper rate is limited. We are suggesting a 5.3:1 taper which is constructible according to our structural engineer.
- With the taper rate at 5.3:1, IDOT may require us to add this to our design exceptions.

We are submitting this sketch today to IDOT and discussing incorporating this change into the Phase I. If you have any further comments or concur with this sketch, please let me know.

Thanks,
Mike

From: Mike Rechtorik
Sent: Thursday, February 16, 2017 2:28 PM
To: 'Juskelis, Vydas'; Kent Johnson
Cc: Howard Killian; James Grabowski; Lukowicz, Jeremie
Subject: RE: February 10, 2017-Phase I Letter (Villa Park Salt Creek Bridge Replacement-St. Charles Road)

Thanks for the exhibit and the responses. We will contact IDOT to determine what, if any, impacts this will have with the status of the Phase I. Once we get confirmation, I'll provide an update.

Mike

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

V3 Companies
7325 Janes Ave., Woodridge, IL 60517
Direct: 630.729.6193 | Main: 630.724.9200 | Fax: 630.724.9202 | Cell: 630.649.1384
mrechtorik@v3co.com | www.v3co.com

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please consider the environment prior to printing

From: Juskelis, Vydas [mailto:juskelis@invillapark.com]
Sent: Thursday, February 16, 2017 12:04 PM
To: Kent Johnson; Mike Rechtorik
Cc: Howard Killian; James Grabowski; Lukowicz, Jeremie
Subject: RE: February 10, 2017-Phase I Letter (Villa Park Salt Creek Bridge Replacement-St. Charles Road)

I have no objections to the requested change.

Vydas Juskelis, PE
Director Public Works
Village of Villa Park, IL
630 834-8505
Juskelis@invillapark.com

From: Kent Johnson [mailto:Kent.Johnson@elmhurst.org]
Sent: Thursday, February 16, 2017 11:26 AM
To: Mike Rechtorik
Cc: Howard Killian; James Grabowski; Lukowicz, Jeremie; Juskelis, Vydas
Subject: February 10, 2017-Phase I Letter (Villa Park Salt Creek Bridge Replacement-St. Charles Road)

Mike:

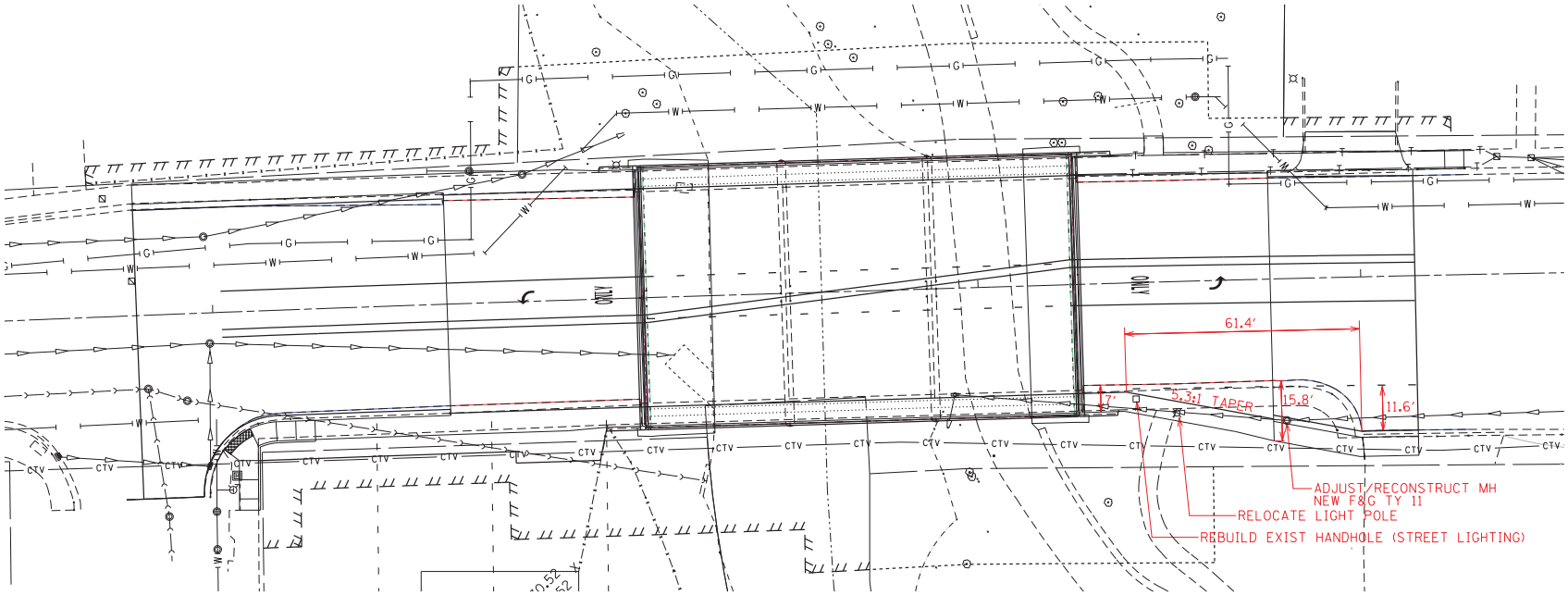
Per my phone call this AM please see the attached exhibit with comments included.

At this time the City of Elmhurst only has one comment. We are requesting that the E-B St. Charles Road turn lane taper to S-B Route 83 start immediately after the bridge structure. This is to, although ever so slightly, assist with the E-B traffic flow during peak afternoon and morning hours when both the N-B and S-B Route 83 turn lanes are completely full; therefore at times impeding E-B traffic on St. Charles Road.

Thanks for your consideration.

Sincerely,

Kent Johnson, PE, CFM
City Engineer
City of Elmhurst
O: 630-530-3024


61.4'
7'
5.3:1 TAPER
15.8'
11.6'
ADJUST/RECONSTRUCT MH
NEW F&G TY 11
RELOCATE LIGHT POLE
REBUILD EXIST HANDHOLE (STREET LIGHTING)

Elora Hsu

From: Knight, Hannah M. <Hannah.Knight@illinois.gov>
Sent: Monday, February 27, 2017 4:34 PM
To: Mike Rechtorik
Cc: Solomon, Marilin D; Elora Hsu
Subject: FW: Village of Villa Park; St. Charles Road Bridge; Section Number: 15-00094-00-BR

Categories: St Charles

Mike,

The Geometrics Studies Unit does not see any issues with the addition of the taper to the EB right-turn lane to IL 83. They do not need to review.

Let us know if you have any questions.

Thanks,
Hannah
(847) 705-4205

From: Salley, Jason R
Sent: Monday, February 27, 2017 2:02 PM
To: Knight, Hannah M.; Osborne, Nikolas P.
Cc: Solomon, Marilin D
Subject: RE: Village of Villa Park; St. Charles Road Bridge; Section Number: 15-00094-00-BR

Hannah,
Good afternoon.

No issues with this or any need for our review.

Thanks,
Jason

From: Knight, Hannah M.
Sent: Tuesday, February 21, 2017 12:41 PM
To: Salley, Jason R; Osborne, Nikolas P.
Cc: Solomon, Marilin D
Subject: FW: Village of Villa Park; St. Charles Road Bridge; Section Number: 15-00094-00-BR

Jason / Nik,

The Village of Villa Park is finishing up Phase I for St. Charles Road Bridge over Salt Creek. The scope of work is superstructure replacement and minor widening of the roadway and bridge to accommodate five lane widths of 11 ft. As described below, the City of Elmhurst requested the addition of a short taper to the EB right-turn lane to IL 83 (see attached sketch). Do you see any issue with this addition? Do you need any form of submittal for review?

Thanks,

Hannah Knight, E.I.

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

Please consider the environment before printing this email

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

From: Mike Rechtorik [mailto:mrechtorik@v3co.com]
Sent: Tuesday, February 21, 2017 9:54 AM
To: Knight, Hannah M.
Cc: Solomon, Marilin D; Elora Hsu
Subject: [External] Village of Villa Park; St. Charles Road Bridge; Section Number: 15-00094-00-BR

Hannah,

While completing our final coordination efforts for the Phase I study, we had a request from the City of Elmhurst regarding the EB right-turn lane to IL 83. Please see the attached sketch. They requested a short taper (compared to no taper under existing conditions) to assist with the EB traffic flow during the peak times. It's not much assistance but does provide some. The Village of Villa Park is okay with this request and asked us to contact IDOT and add this into the project. Being this far along in the project, do you see this as an issue and are we to just incorporate it into our study? Please let us know so we can respond back to the respective parties.

Thanks,
Mike

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

V3 Companies
7325 Janes Ave., Woodridge, IL 60517
Direct: 630.729.6193 | Main: 630.724.9200 | Fax: 630.724.9202 | Cell: 630.649.1384
mrechtorik@v3co.com | **www.v3co.com**

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FOREST PRESERVE DISTRICT OF DUPAGE COUNTY (FPPDC)

RECORD OF TELEPHONE CONVERSATION
Project No.: 15228
Project Name: St. Charles Road Bridge Ph I

Date: 10-12-2016 **Time: 1:19pm-1:33pm**

By: Elora Hsu

Individual: Kevin Stough **Phone No.: (630) 933-7235**

Title: Land Preservation Manager **Fax No.: ( )**

Company: Forest Preserve District of DuPage County

Subject: FPDDC License Application

Items Discussed:

FPDDC emailed License Application Form and Rules and Regulations For Easement and Licenses to V3. Kevin called to further explain process.

- Application Fee ($250) – Potential to be waived because Villa Park is a governmental agency.
- License Fee (~$26,270/acre) – Also has potential to be waived because Villa Park is a governmental agency. The approval of waiver will depend on the circumstance.
- Tree Restoration Fee – Fee calculation costs not included in Rules and Regulations. There is a charge fee per number of trees (including trees to remain) within the proposed Licensed Area.
- Restoration Deposit Fee – As identified in the Rules and Regulations, a deposit will be held until the Licensed Area is restored and reviewed by the FPDDC. The estimated amount ranges between $5,000 - $10,000.
- V3 identified this project is still under Preliminary Engineering (Phase I) with an anticipated Design approval for April 2017 and construction start date of Spring 2018.
- FPDDC stated it would take approximately 2-3 months for approval from the beginning of the submitted application:
    - Village to submit License Application & Letter to Request Waivers, and Proposed Plan
    - Staff Review (approximately 10 days)
    - Approved by the Executive Director
    - FPDDC to provide draft license (approximately 2 weeks)
    - Village to pay necessary fees (if applicable)
    - Contractor/Village to submit Certificate of Insurance

Comments or Action Required:

Since this project is under Phase I, no immediate action is expected until Phase II.

- V3 will include this record in the Phase I Report.
- The Phase II Consultant will be responsible for further coordination with FPDDC and the License Application process.

cc: V3 File, VIla Park

UNITED STATES ARMY CORP OF ENGINEERS (USACE)

February 2, 2017

Mr. Keith Wozniak
Chief, West Section
U.S. Army Corps of Engineers
Chicago District
231 S. LaSalle Street
Chicago, IL 60604

RE: Letter of No Objection
IDOT/Village of Villa Park St. Charles Bridge Over Salt Creek Phase I
Villa Park, DuPage County, Illinois

Dear Mr. Wozniak:

V3 Companies of Illinois, Ltd. (V3), on behalf of the Illinois Department of Transportation (IDOT), District 1, and the Village of Villa Park (Applicant), are submitting this letter of initiation for a proposed Letter of No Objection (LONO) from the U.S. Army Corps of Engineers (USACE), Chicago District. The project area is located north and south of St. Charles Road, east of Monterey Avenue, and west of Illinois Route 83/Kingery Highway in Villa Park, DuPage County, Illinois (Sections 3 and 10, T39N, R11E; 41.890555°N, -87.964091°W; Elmhurst quadrangle).

The proposed project involves the replacement of the existing bridge deck on St. Charles Road over Salt Creek, a Waters of the U.S. The existing bridge deck has concrete piers already within Salt Creek. The proposed project would not include the removal or replacement of the existing concrete piers. The proposed project does include the driving of sheet pile from the existing bridge deck into the substrate of Salt Creek to surround the existing concrete piers with steel sheet piling to prevent future scour and erosion of the concrete piers. Backfill will NOT be placed between the existing concrete piers and the proposed sheet pile surround.

V3, on behalf of the Applicant (Village of Villa Park) requests that initiation of the coordination for LONO request associated with this project begin through the assignment of this project to a USACE project manager, and the assignment of a USACE project number. This information will be included in the Phase I documentation being prepared by V3.

Since the proposed project will not introduce fill material into a Waters of the U.S. (the sheet piling is not considered fill), V3 is of the opinion that this project will qualify for the LONO process.

Applicant: Village of Villa Park, Mr. Vydas Juskelis, Director of Public Works
20 S. Ardmore Avenue, Villa Park, IL 60181
(p) 630-834-8505 (f) 630-592-6072
juskelis@invillapark.com

Project: St. Charles Road Bridge Over Salt Creek

Location: Sections 3 and 10, T39N, R11E; 41.890555°N, -87.964091°W; Elmhurst quadrangle

Description: The proposed project involves the replacement of the existing bridge deck on St. Charles Road over Salt Creek, a Waters of the U.S. The existing bridge deck has concrete piers already within Salt Creek. The proposed project would not include the removal or replacement of the existing concrete piers. The proposed project does include the driving of sheet pile from the existing bridge deck into the substrate of Salt Creek to surround the existing concrete piers with steel sheet piling to prevent future scour and erosion of the concrete piers. Backfill will NOT be placed between the existing concrete piers and the proposed sheet pile surround.

If you have any questions or require any additional information, please call Scott Brejcha directly at (630) 729-6325.

Sincerely,
V3 COMPANIES

Scott J. Brejcha

Scott J. Brejcha
Wetland Consulting Group Leader
Natural Resources Division

SJB/jb

Enclosures

cc: Julie Rimbault, USACE

U.S. ARMY CORPS OF ENGINEERS, CHICAGO DISTRICT

REQUEST FOR A LETTER OF NO OBJECTION

For use of this form, see ER 405-1-12; the proponent agency is CELRC-TS-R.

PRIVACY ACT STATEMENT

AUTHORITIES: 33 U.S.C. §§ 403, 1344; 33 C.F.R. pts. 322, 323, 325.
PRINCIPAL PURPOSE: To process requests for a Letter of No Objection from the U.S. Army Corps of Engineers permitting programs under Sections 10 and 404.
ROUTINE USE*(s)*: This information may be used for any one of the Department of Defense blanket routine uses as published in the Federal Register, available at **http://dpcld.defense.gov/privacy/sornsindex/blanketroutineuses.aspx**.
MANDATORY OR VOLUNTARY DISCLOSURE AND EFFECT ON INDIVIDUAL NOT PROVIDING INFORMATION: Furnishing all of the information below is voluntary; failure to provide complete information may prevent or delay processing your request.

INSTRUCTIONS

THIS FORM CAN BE USED WHEN YOU WANT CONFIRMATION THAT A PROJECT ON YOUR PROPERTY DOES NOT FALL UNDER THE REGULATORY REQUIREMENTS OF THE U.S. ARMY CORPS OF ENGINEERS *(USACE)*. PLEASE SUPPLY THE FOLLOWING INFORMATION AND SUPPORTING DOCUMENTS DESCRIBED BELOW. THIS FORM CAN BE FILLED OUT ONLINE AND THEN PRINTED. IT **MUST BE SIGNED BY THE PROPERTY OWNER** TO BE CONSIDERED A FORMAL REQUEST. SUBMITTING THIS REQUEST AUTHORIZES THE US ARMY CORPS OF ENGINEERS TO FIELD INSPECT THE PROPERTY SITE, IF NECESSARY, TO HELP IN THE DETERMINATION PROCESS. THE PRINTED FORM AND SUPPORTING DOCUMENTS SHOULD BE MAILED TO:

US ARMY CORPS OF ENGINEERS, CHICAGO DISTRICT REGULATORY BRANCH 231 SOUTH LASALLE STREET, SUITE 1500 CHICAGO, ILLINOIS 60604 TELEPHONE: 312.846.5530 FAX: 312.353.4110 E-MAIL: ChicagoRequests@usace.army.mil	ADDITIONALLY, YOU MAY EITHER CALL OUR BRANCH TELEPHONE AT 312.846.5530 OR VIEW OUR WEBSITE AT http://www.lrc.usace.army.mil/Portals/36/docs/Regulatory/newapps.pdf TO DETERMINE WHICH NUMBER AND PROJECT MANAGER HAS BEEN ASSIGNED TO YOUR REQUEST. PROJECT MANAGER CONTACT INFORMATION CAN BE FOUND HERE: http://www.lrc.usace.army.mil/Missions/Regulatory/ContactInfo.aspx. PLEASE CONTACT US IF YOU NEED ANY ASSISTANCE WITH FILLING OUT THIS FORM.

SECTION I - LOCATION AND INFORMATION ABOUT PROPERTY TO BE SUBJECT TO A LETTER OF NO OBJECTION

1. PROPERTY ADDRESS LOCATION
The project area is located north and south of St. Charles Road, east of Monterey Avenue, and west of Illinois Route 83/Kingery Highway in Villa Park, DuPage County, Illinois (Sections 3 and 10, T39N, R11E; 41.890555°N, -87.964091°W; Elmhurst quadrangle).

2. CITY OR UNINCORPORATED NAME	3. STATE	4. ZIP CODE
Villa Park	Illinois	60181

5. COUNTY	6. TOWNSHIP NAME
DuPage	

7. QUARTER	8. SECTION	9. TOWNSHIP	10. RANGE	11. PRINCIPAL MERIDIAN (*PM*)
	3 and 10	39N	11E	3rd

12a. LATITUDE IN DECIMAL DEGREES °NORTH	b. LONGITUDE IN DECIMAL DEGREES °WEST
41.890555°N	-87.964091°W

13. SIZE OF PROPERTY IN ACRES	14. TAX PERSONAL IDENTIFICATION NUMBER (*PIN*)
~ 3 acres	

15. PRIOR OR RELATED USACE PROJECT NUMBER	16. OTHER DESCRIPTIVE INFORMATION

17a. IS THE PROPERTY SUBJECT TO A CONSERVATION EASEMENT OR DEED RESTRICTION? ☐ YES *(specify below)* ☒ NO

b. IF YES, PLEASE EXPLAIN AND SUBMIT DETAILS OF THE PROJECT AREA.

18a. WAS THE PROPERTY A SITE FOR MITIGATION PURSUANT TO A PROJECT PREVIOUSLY PERMITTED BY USACE? ☐ YES *(specify below)* ☒ NO

b. IF YES, PLEASE EXPLAIN AND SUBMIT DETAILS OF THE PROJECT AREA.

19a. IS THE PROPERTY NEIGHBORING / ADJACENT TO / BORDERING A PROJECT PREVIOUSLY PERMITTED BY USACE?
☐ YES *(specify below)* ☒ NO

b. IF YES, PLEASE EXPLAIN AND SUBMIT THE NAME OF THE PROJECT, THE PERMITTEE'S NAME AND / OR ADDRESS, AND CORPS PERMIT NUMBER, IF AVAILABLE.

SECTION II - PROPERTY OWNER / REQUESTOR'S CONTACT INFORMATION

1. PROPERTY OWNER NAME *(Last, First MI) (must be an individual)*
Juskelis, Vydas- Director of Public Works

2. PROPERTY OWNER COMPANY *(if applicable)*
Village of Villa Park

3. MAILING ADDRESS *(Street, Post Office Box, City, State and Zip Code)*
20 S. Ardmore Avenue
Villa Park, IL. 60181

4. DAYTIME TELEPHONE NUMBER	5. FAX NUMBER	6. E-MAIL ADDRESS
630-834-8505	630-592-6072	juskelis@invillapark.com

IF THE PERSON REQUESTING THE LETTER OF NO OBJECTION IS NOT THE PROPERTY OWNER, PLEASE ALSO SUPPLY THE REQUESTOR'S CONTACT INFORMATION HERE.

7. REQUESTOR'S NAME *(Last, First MI)*
Brejcha, Scott J.

8. COMPANY *(if applicable)*
V3 Companies of Illinois, Ltd.

9. MAILING ADDRESS *(Street, Post Office Box, City, State and Zip Code)*
7325 Janes Avenue
Woodridge, Illinois 60517

10. DAYTIME TELEPHONE NUMBER	11. FAX NUMBER	12. E-MAIL ADDRESS
630-729-6325	630-724-9202	Sbrejcha@v3co.com

IF YOU HAVE ANY OF THE FOLLOWING INFORMATION, PLEASE INCLUDE IT WITH YOUR REQUEST: WETLAND DELINEATION, GRADING PLANS, RELEVANT MAPS, TOPOGRAPHIC SURVEY, AND SITE PHOTOGRAPHS. PLEASE IDENTIFY ON THE REQUIRED SITE MAP, PLAT OF SURVEY, OR IN A SEPARATE DRAWING: THE FOOTPRINT, LOCATION, AND TYPE OF POTENTIAL WORK. IT WILL ASSIST US IN DETERMINING IF NO PERMIT IS NECESSARY, AND WILL BE REFERENCED IN OUR RESPONSE LETTER.

13. PLEASE DESCRIBE THE PROPOSED WORK ON THE PROPERTY
The proposed project involves the replacement of the existing bridge deck on St. Charles Road over Salt Creek, a Water's of the U.S. The existing bridge deck has concrete piers already within Salt Creek. The proposed project would not include the removal or replacement of the existing concrete piers. The proposed project does include the driving of sheet pile from the existing bridge deck into the substrate of Salt Creek to surround the existing concrete piers with steel sheet piling to prevent future scour and erosion of the concrete piers. Backfill will NOT be placed between the existing concrete piers and the proposed sheet pile surround.

SECTION III - SIGNATURE CERTIFICATION

I HEREBY CERTIFY THAT THE INFORMATION CONTAINED IN THIS REQUEST FOR A LETTER OF NO OBJECTION IS ACCURATE AND COMPLETE.

1a. PROPERTY OWNER *(Last, First MI)*	b. DATE *(YYYYMMDD)*	c. SIGNATURE OF PROPERTY OWNER
Village of Villa Park ~~Vydas~~ Juskelis, Vydas	2017-01-27	Vydas Juskelis

Elora Hsu

From: Scott Brejcha
Sent: Monday, February 06, 2017 1:50 PM
To: Elora Hsu
Subject: FW: LRC-2017-93 IDOT/Villa Park- LONO

Categories: St Charles

Elora, below is the email from the Corps of Engineers assigning it a Corps review # and a project manager. The Corps # is LRC-2017-93 and the Corps project manager assigned to the file is Julie Rimbault.

Scott J. Brejcha
Wetland Consulting Group Leader

V3 Companies
7325 Janes Avenue | Woodridge, IL 60517
Direct: 630.729.6325 | Phone: 630.724.9200 | Fax: 630.724.9202 | Cell: 630.675.8584 sbrejcha@v3co.com | www.v3co.com

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-----Original Message-----
From: LRC TS-RE [mailto:LRCTS-RE@usace.army.mil]
Sent: Monday, February 06, 2017 1:45 PM
To: Scott Brejcha
Cc: Rimbault, Julie CIV USARMY CELRC (US); Rimbault, Julie CIV USARMY CELRC (US)
Subject: LRC-2017-93 IDOT/Villa Park- LONO

The U.S. Army Corps of Engineers Chicago District has received your request for a Letter of No Objection. The request has been assigned number LRC-2017-93. The project manager assigned to your file is Julie Rimbault.

The Regulatory Branch is committed to providing the highest level of Customer Service. I value your comments and would appreciate you contacting me if you have any comments/concerns regarding our customer service. Applicants are encouraged to contact the project manager for further information regarding the project.

Kathleen Chernich
Chief, East Section
Regulatory Branch
U.S. Army Corps of Engineers, Chicago District Telephone (312) 846-5531
Fax (312) 353-4110
http://www.lrc.usace.army.mil/Missions/Regulatory.aspx

-----Original Message-----
From: Scott Brejcha [mailto:sbrejcha@v3co.com]
Sent: Thursday, February 02, 2017 10:58 AM
To: Chicago Requests <ChicagoRequests@usace.army.mil>
Cc: Rimbault, Julie CIV USARMY CELRC (US) <Julie.C.Rimbault@usace.army.mil>
Subject: [EXTERNAL] IDOT/Villa Park- LONO

V3, on behalf of the Applicant (Village of Villa Park & IDOT) requests that initiation of the coordination for LONO request associated with this project begin through the assignment of this project to a USACE project manager, and the assignment of a USACE project number. This information will be included in the Phase I documentation being prepared by V3. IDOT and Villa Park are both sponsors of this project. The LONO package with the required information is attached.

Since the proposed project will not introduce fill material into a Waters of the U.S. (the sheet piling is not considered fill), V3 is of the opinion that this project will qualify for the LONO process.

Applicant: Village of Villa Park, Mr. Vydas Juskelis, Director of Public Works

20 S. Ardmore Avenue, Villa Park, IL 60181

(p) 630-834-8505 (f) 630-592-6072

juskelis@invillapark.com <mailto:juskelis@invillapark.com>

Project: St. Charles Road Bridge Over Salt Creek

Location: Sections 3 and 10, T39N, R11E; 41.890555°N, -87.964091°W; Elmhurst quadrangle

Description: The proposed project involves the replacement of the existing bridge deck on St. Charles Road over Salt Creek, a Waters of the U.S. The existing bridge deck has concrete piers already within Salt Creek. The proposed project would not include the removal or replacement of the existing concrete piers. The proposed project does include the driving of sheet pile from the existing bridge deck into the substrate of Salt Creek to surround the existing concrete piers with steel sheet piling to prevent future scour and erosion of the

concrete piers. Backfill will NOT be placed between the existing concrete piers and the proposed sheet pile surround.

Please call or email me with any questions. Thank you!

Scott

Scott J. Brejcha
Wetland Consulting Group Leader

V3 Companies
7325 Janes Avenue | Woodridge, IL 60517
Direct: 630.729.6325 | Phone: 630.724.9200 | Fax: 630.724.9202 | Cell: 630.675.8584 sbrejcha@v3co.com <mailto:sbrejcha@v3co.com> | Blockedwww.v3co.com <Blockedhttp://www.v3co.com>

V3 | THE VISION TO TRANSFORM WITH EXCELLENCE

P please consider the environment before printing this email.

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
231 SOUTH LA SALLE STREET
CHICAGO, ILLINOIS 60604-1437

REPLY TO
ATTENTION OF:

February 6, 2017

Technical Services Division
Regulatory Branch
LRC-2017-00093

SUBJECT: Letter of No Objection for St. Charles Road Bridge Over Salt Creek, Village of Villa Park, DuPage County, Illinois

Vydas Juskelis, Director of Public Works
Village of Villa Park
20 S. Ardmore Avenue
Villa Park, Illinois 60181

Dear Mr. Juskelis:

This is in response to your February 2, 2017 request that the U.S. Army Corps of Engineers issue a letter of no objection for the above-referenced activity. The subject project has been assigned number LRC-2017-00093. Please reference this number in all future correspondence concerning this project.

Following a review of the information you furnished to this office and assuming your project is conducted only as set forth in the information provided, this office has determined that the subject project does not require a Department of the Army (DA) permit to complete the proposed work. The placement of sheet piles around the bridge's concrete piers with no backfill does not constitute a discharge of fill in a Water of the U.S. and is, therefore, not a regulated activity at this location. Please be aware that any unpermitted discharge into an area within the jurisdiction of this office may result in civil or criminal enforcement under the Clean Water Act, 33 U.S.C. Sec. 1319.

This determination is valid for a period of 5 years from the date of this letter and covers only your project as depicted in the attached plans. Soil erosion and sediment controls (SESC) measures shall be implemented at the project site and properly maintained throughout construction of the project. Proper installation and regular maintenance of SESC measures will prevent construction materials from entering downstream locations.

It is your responsibility to obtain any required state, county, or local approvals for impacts to wetland areas not under the Department of the Army jurisdiction. For projects located in DuPage County, please contact the DuPage County Stormwater Management at (630) 682-6724.

This determination is based only on the proposed activity and is not an approved jurisdiction determination for the subject parcel. If you wish to receive an approved jurisdiction determination or have any questions, please contact Julie Rimbault of my staff by telephone at (312) 846-5542 or email at Julie.C.Rimbault@usace.army.mil.

Sincerely,

CHERNICH.KATHLEEN.G.
1230365616
2017.02.09 15:38:08
-06'00'

Kathleen G. Chernich
Chief, East Section
Regulatory Branch

Copy Furnished:

V3 Companies (Scott Brejcha)

A-7 PACE

February 10, 2017

Richard Willman
Transportation Engineer
Pace
550 W. Algonquin Road
Arlington Heights, IL 60005

Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

Dear Mr. Willman:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to repair the bridge and address maintenance concerns. The proposed improvements include replacement of the bridge superstructure, minor widening of the roadway to accommodate five 11 foot wide travel lanes, new sidewalk, new parapet walls, and scour countermeasures to be implemented within Salt Creek at the bridge piers. Please refer to the enclosed preliminary plan & profile sheet for additional details.

Within the project limits, the Salt Creek Greenway Trail crosses underneath the St. Charles Road bridge and provides access to St. Charles Road street level. Since the St. Charles Road bridge superstructure will be replaced, the trail will be closed from Thomas Street (to the north) to Wildwood Avenue (to the south). For the duration of construction, trail users will be detoured to Villa Avenue.

It is anticipated that two-way traffic will be maintained on St. Charles Road during all stages of construction with only limited night-time closures. The construction can be accomplished in three primary stages that involve shifting traffic to the south and north sides of the bridge (Stages 1 and 2, respectively). As part of Stage 3, all lanes on the bridge will open. Resurfacing and pavement striping work will be completed with daily lane closures.

February 10, 2017
Re: St. Charles Road Bridge Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, IL

The anticipated completion of the Phase I study is Spring 2017. Ultimately, the Final Project Report will be available for viewing at the Village of Villa Park's website: http://www.invillapark.com/573/St-Charles-Road-Bridge-Improvement-Proje. The development of construction documents and land acquisition (Phase II) is anticipated to begin by late Summer/Fall 2017.

If you would like to discuss the details of this project or schedule a meeting, please feel free to contact me at (630) 729-6193 or by email at mrechtorik@v3co.com.

Sincerely,
V3 Companies of Illinois, Ltd.

Michael J. Rechtorik, P.E., PTOE
Senior Project Manager

EIH/mjr

Enclosures – Preliminary Plan & Profile

Thomas J. Ross
Executive Director

February 15, 2017

Mr. Michael Rchtorik, P.E., PTOE
Senior Project Manager
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517

RE: St. Charles Road Improvements Over Salt Creek
Preliminary Engineering Study
Villa Park, DuPage County, Illinois

Dear Mr. Rechtorik:

Thank you for the opportunity to review and comment on the plans for your project.

Pace operates Route 313 along St. Charles Road within the project limits. Route 313 provides daily service between the CTA Green Line Austin Station in Chicago and Branding/Finley in Downers Grove. This route serves the CTA Green Line Austin Station, West Suburban Hospital, Oak Park River Forest High School, Westlake Hospital, Metra UP-West Line Melrose Park Station, Eastgate Center and Yorktown Center. Route 313 operates weekdays between 5:30 am and 11 pm on with half hour service during rush hours and hourly service all other times, Saturdays between 6 am and 11 pm with hourly service and Sundays, 8 am to 9 pm with hourly service. Copies of the Route Map and Schedule are enclosed for your reference.

There are no stops within the project limits, however there is one eastbound stop and one westbound stop just west of the project at the intersection of St. Charles Road and Monterey Avenue as shown in the enclosed sketch. While these stops are not within the project limits, they will most likely be impacted during the project's construction staging. We ask that there be coordination with Pace during the development of the Stage Construction Plans in order to accommodate these riders.

We appreciate the opportunity to review and comment on your projects. If you should need further assistance, please do not hesitate to contact me at (847) 228-3584.

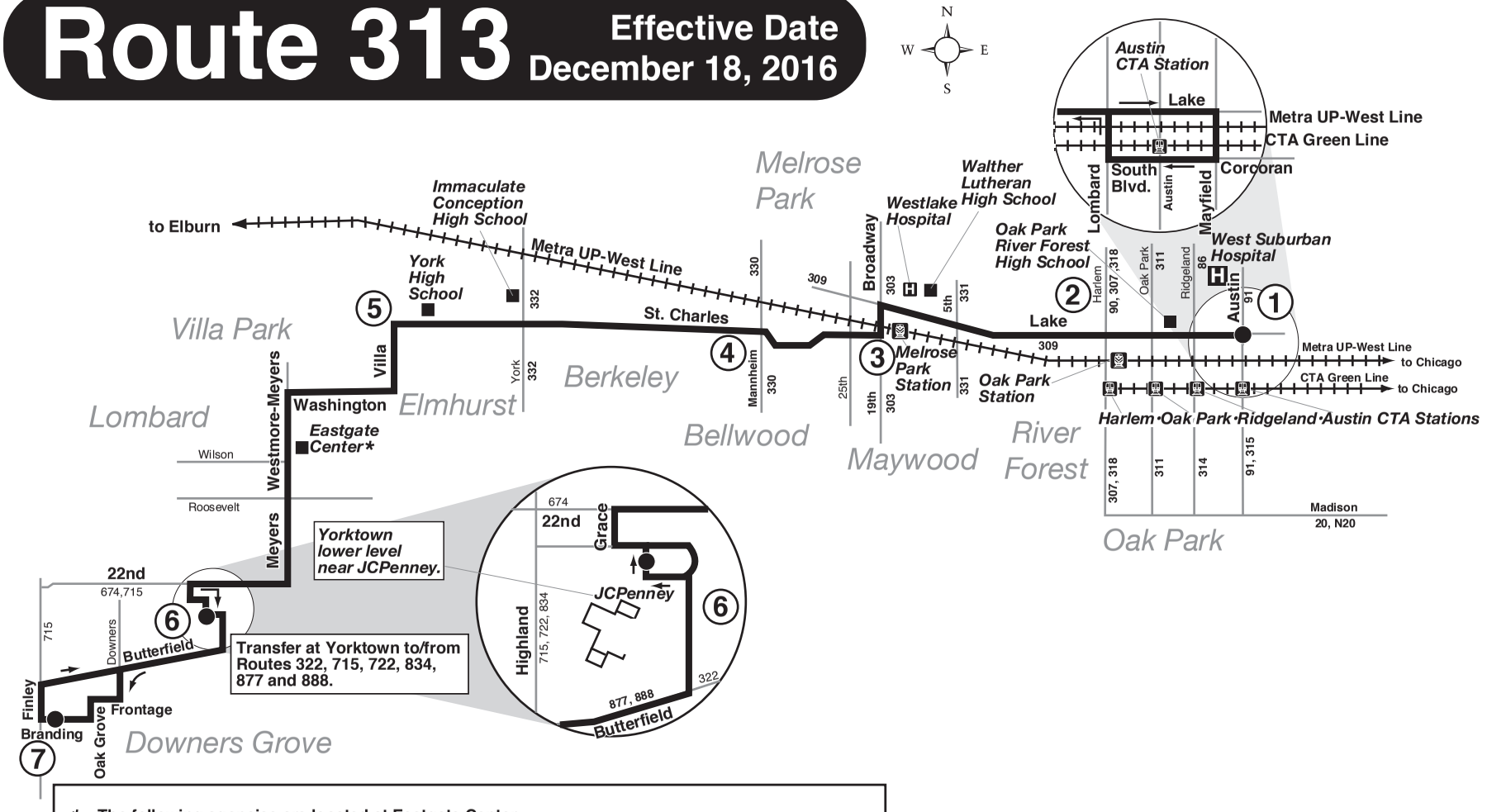
Sincerely,

Richard Willman

Richard Willman, P.E.
Transportation Engineer

Route 313

Effective Date December 18, 2016



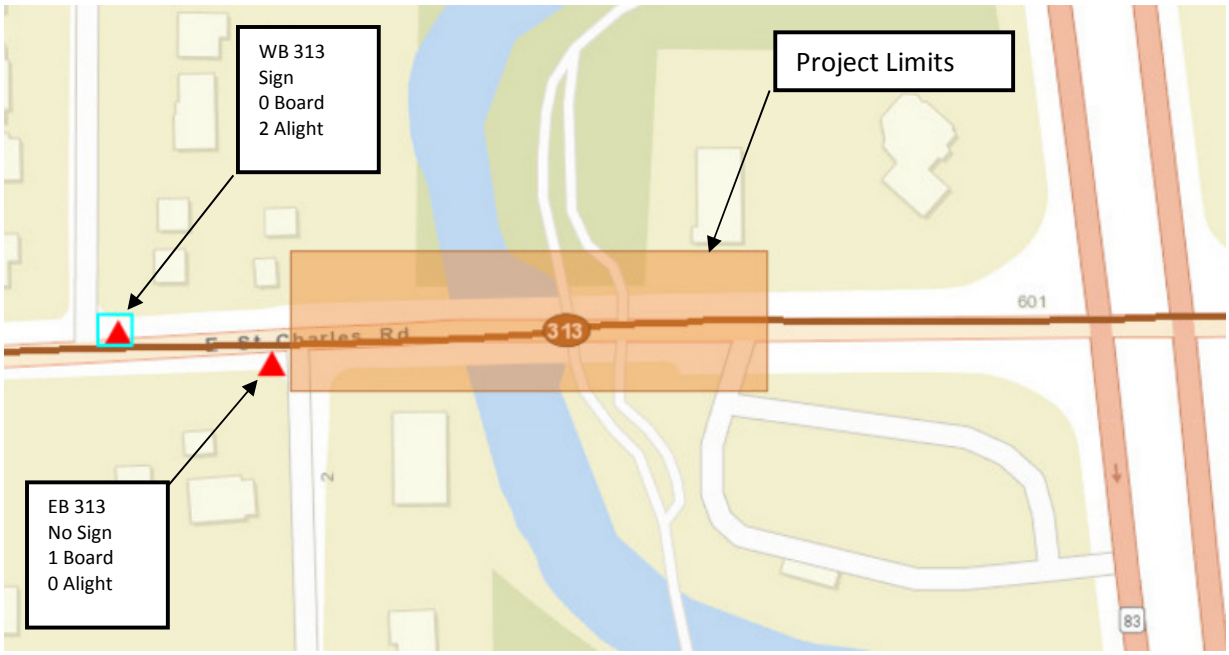
*** - The following agencies are located at Eastgate Center:**

- Illinois Employment Training Center
- Illinois Unemployment and Job Services
- Illinois Department of Rehabilitative Services
- DuPage County Workforce
- Parents Alliance Employment Project
- Illinois Department of Public Aid
- Illinois Secretary of State Facility

PaceBus.com

·030216mrv·112116rev

St Charles Road Over Salt Creek
Villa Park, Illinois



WB Stop (Looking East)
Near side at sign

EB Stop (looking west)
No sign, probably stop at near side

APPENDIX B
PUBLIC INVOLVEMENT

Section 4(f) Report De Minimis Impact Report **B-1**
(Project Description Pages & OWJ Correspondence only;
Full Document under Separate Cover)

Property Owner Letters **B-2**

Property Owner Responses **B-3**

B-1 Section 4(f) De Minimis Impact Report

(Project Description Pages & OWJ Correspondence only;
Full Document under Separate Cover)

Section 4(f)
De Minimis Impact Documentation

Route/Limits:	St. Charles Road (Monterey Avenue to 390ft west of IL Route 83)
County:	DuPage
Project No.:	BRM-4003(508)
Prepared By:	V3 Companies on behalf of the Village of Villa Park

Elmhurst Park District

Salt Creek Greenway Trail

December 2016

Section 4(f)
De Minimis Impact Documentation

Route/Limits:	St. Charles Road (Monterey Avenue to 390ft west of IL Route 83)
County:	DuPage
Project No.:	BRM-4003(508)
Prepared By:	V3 Companies on behalf of the Village of Villa Park

Forest Preserve District of DuPage County

Salt Creek Greenway Trail

December 2016

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2.	Section 4(f) Resources	1
3.	Description of Intended Section 4(f) Resource Use	2
4.	Description of Efforts to Avoid, Minimize, and Mitigate or Enhance the Resource	3
5.	Evidence of Opportunity for Public Review and Comment	3
6.	Evidence of Coordination with Officials with Jurisdiction (OWJ)	3
7.	Supporting Documentation	4

Appendix A (Supporting Documents)

Appendix B (Evidence of Coordination with Officials with Jurisdiction (OWJ))

Appendix C (Evidence of Opportunity for Public Review and Comment)

1. Project Description

a. *Project Number*: BRM-4003(508) / Job # P-91-313-15

b. *Project Name*: St. Charles Road Bridge Improvements Over Salt Creek

c. *Project Termini*: Monterey Avenue to 390 ft west of IL Route 83
See Exhibit 1 in Appendix A for Location Map.

d. *Project Type*: The St. Charles Road Bridge over Salt Creek is located within the jurisdictions of the Village of Villa Park and the City of Elmhurst. The northwest, northeast and southeast quadrants of the bridge are located in the City of Elmhurst and the southwest quadrant is located in the Village of Villa Park. An agreement between the two municipalities obligates Villa Park with 100% of the maintenance responsibilities for the bridge. The proposed improvements include minor widening of the roadway to accommodate five lanes at 11 ft wide and the replacement of the superstructure. Approximately ten to fifteen feet of the top of the wingwalls will be replaced at all four corners to accommodate the widening. The superstructure will be replaced with 17" deep PPC Deck beams and a 5" concrete wearing surface and results in raising the profile by approximately 3 inches. The sidewalk and the parapet will cantilever 6" off of the proposed new deck beams.

e. *Project Length*: St. Charles Road – 360 ft (0.07 mile)

f. *NEPA Class of Action*: Categorical Exclusion, Group II.

g. *Purpose and Need Summary*: The existing bridge has been determined by IDOT to be deficient and in need of repair. The bridge has been weight-limit posted by the Village of Villa Park. The purpose of this project is to improve and repair the bridge to address maintenance concerns. In addition, the improvements will also include minor widening of the roadway to accommodate five 11 foot wide lanes.

h. *Project Status:* On behalf of the Village of Villa Park, V3 Companies is the engineering consultant currently completing the preliminary engineering and environmental study (Phase I). Phase I design approval is anticipated for April 2017. Phase I funding was approved under the Surface Transportation Program – Bridge (STP-BR) FY 2015, with the Village of Villa Park responsible for 20 percent of the costs. The remainder of the engineering (Phase II) and construction costs (Phase III) are approved, but subject to the availability of funding during future fiscal years. The Village anticipates to fund 20 percent of the costs for Phase II and Phase III (subject to funding approval).

2. Section 4(f) Resources

a. *Resource Type:* Salt Creek Greenway Trail

b. *Name of Resource*: Salt Creek Greenway Trail. See Exhibits 2 and 3, Appendix A for Site Map and Photos Resource, respectively.

c. *Official with Jurisdiction*: The Forest Preserve District of DuPage County (FPDDC)

owns the property north of St. Charles Road, IDOT owns the property south of St. Charles Road, and the City of Elmhurst owns three quarters of the St. Charles Road Bridge (northwest, northeast, and southeast) and the underlying property. Regarding the trail, the FPDDC entered an Intergovernmental Agreement with the Elmhurst Park District (EPD) that authorized EPD to maintain the trail within the project limits.

d. *Description of Role/Significance in the Community*: The Salt Creek Greenway (SCG) Trail is a nearly 25 mile-long, regional pedestrian/bicycle trail that extends from Busse Forest in Elk Grove Village to the Brookfield Zoo in Brookfield through 12 communities with a combined population of 300,000 residents. It serves as a key link in the development of a 210-mile integrated trail network in northeast Illinois that includes the Illinois Prairie Path and the Great Western Trail, among others. It also provides connections throughout the region to recreational and cultural facilities, destinations, shopping and commercial facilities, employment and economic centers and mass transit hubs. At the intersection of the SCG trail with St. Charles Road, the trail crosses beneath the St. Charles Road Bridge that also spans Salt Creek.

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

a. *Acres to be Impacted*: 1,886.4 sf (0.04 acres) of the Salt Creek Greenway Trail bike path will be impacted. See Exhibit 4 under Appendix A.

- A total of 8,712 sf (0.20 acres) of temporary easement from five properties is necessary for construction of the St. Charles Road Bridge superstructure.
- Since IDOT owns the property southeast of the bridge, temporary easement acquisition is not necessary. Instead, the anticipate area necessary to construct the bridge improvements (2,249 sf) is identified as “Limits of Construction”.

b. *Type of Impact*: Temporary easement.

c. *Existing Function of Impacted Acres*: The area impacted is a part of an existing bike trail underneath the St. Charles Road bridge. A bike detour will re-route bicyclists and pedestrians to Villa Avenue avoid crossing through the work zone. Reference Exhibit 6 for the Trail Detour Memorandum under Appendix A.

d. *Relation of impacted areas to Section 4(f) function and significance of resource*: The 4(f) property functions as a recreational area. The bike detour will allow for bicyclists and pedestrians to continue along the SCG trail during construction.

e. *Resulting function of impacted areas*: The temporary easement is necessary to construct the bridge improvements. Any impacts to the bike trail will be replaced in-kind after construction. After project completion, the bike trail will remain within EPD’s maintenance.

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

a. *Avoidance and minimization efforts made and benefits to resource*: It is unlikely to avoid obtaining temporary easement from the FPDDC for constructability purposes of the bridge superstructure replacement. Extensive effort was made to closely coordinate with the EPD, FPDDC, IDOT, and the public regarding the proposed trail detour route to minimize adverse travel for patrons. The preferred route provides the best balance of safety and continued access to the SCG trail.

b. *Commitments for mitigation or enhancement*: Any impacts to the bike trail, landscaping, and/or trees because of construction will be replaced. A commitment will be added for the project to include the EPD/FPDDC in the contract plan preparation and land acquisition phase (Phase II) to determine appropriate locations for replacement.

5. Evidence of Opportunity for Public Review and Comment: - See Appendix C

a. *Type of public availability (internet postings, public meetings, mailers)*: The proposed improvement exhibits and Section 4(f) document will be available for public viewing at the Village of Villa Park Public Works Department (20 S. Ardmore Ave., Villa Park, IL 60181) and the Elmhurst Park District (375 W. First St., Elmhurst, IL 60126) from October 14, 2016 to November 11, 2016. The availability for viewing was advertised in the Daily Herald on October 7, 2016 and October 26, 2016, as well as in letters to the following public officials: League of Illinois Bicyclists, Illinois Department of Natural Resources (Office of Planning and Realty), Trails for Illinois, Active Transportation Alliance, DuPage Mayors and Managers Conference, and the City of Elmhurst.

b. *Date of action*: TBD

c. *Summary of comments*: The public comment period was from October 14, 2016 to November 11, 2016. Comments from the public are included in Appendix C. There were no further comments from the public, property owners, or bicycle interest groups.

d. *Notification of OWJ of public availability and summary of comments*: The transmittal of the proposed improvement exhibits and Section 4(f) documentation for public viewing and comment, and the letter notifying the FPDCC and EPD is included in Appendix C.

6. Evidence of Coordination with Official(s) with Jurisdiction (OWJ) – See Appendix B

a. *Meeting minutes and agendas*:

- No meetings were necessary. Coordination with OWJs were conducted through letters and emails.

b. *Correspondence*:

- September 1, 2016 – A letter from V3 (Villa Park) to FPDDC and EPD requesting their input on the proposed improvements and trail detour.
- September 2, 2016 – Phone Record between EPD and V3 (Villa Park) with comments regarding trail detour.
- September 7, 2016 – A letter from FPDDC provided comments to V3 (Villa Park) regarding the trail detour.

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

- A letter dated October 5, 2016 from V3 (Villa Park) to FPDDC and EPD requesting concurrence with a No Adverse Effect Determination was signed by both agencies on November 14, 2016.

7. Supporting Documentation – See Appendix A

a. Map of project area indicating relationship of project to resource:
- Exhibit 1: Location Map

b. Salt Creek Greenway Trail
- Exhibit 2: Site Map

c. Supporting photographs of resource:
- Exhibit 3: Photos of Resource

d. Acres to be impacted
- Exhibit 4: Salt Creek Greenway Trail Temporary Closure Area

e. Supporting plan sheets of proposed improvements:
- Exhibit 5: Plan & Profile Sheet

f. V3/Villa Park to IDOT Memorandum
- Exhibit 6: Re: Salt Creek Greenway Trail Detour

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

Appendix B

Correspondence
OWJ Written Concurrence

Correspondence

visio The vision
vertere to transform
virtute with excellence

September 1, 2016

Michael Hullihan, P.E.
Executive Director
Forest Preserve District of DuPage County
3 S 580 Naperville Road
Wheaton, IL 60189

Re: St. Charles Road Bridge Improvements Over Salt Creek Greenway Trail

Dear Mr. Hullihan:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to improve and repair the bridge to address maintenance concerns. The proposed improvements include minor widening of the roadway to accommodate five lanes at 11 ft wide and the replacement of the bridge superstructure. Approximately 5-10 ft of the top of the wingwalls will be replaced at all four corners to accommodate the widening. The superstructure will be replaced and include a new sidewalk and parapet. In addition, scour countermeasures will be implemented within salt creek at the bridge piers.

It is V3's understanding that the Forest Preserve District of DuPage County (FPDDC) entered an Intergovernmental Agreement with the Elmhurst Park District (EPD) to transfer the properties along Salt Creek in the vicinity of the St. Charles Road Bridge, to EPD. Within the project limits, the Salt Creek Greenway Trail crosses underneath the St. Charles Road Bridge. Since the St Charles Road bridge superstructure is planned to be replaced, pedestrians and cyclists will not be allowed to access the trail underneath the bridge during construction.

As part of the proposed construction, a bicycle detour route will be established to maintain connectivity of the trail during construction. The temporary closure of the bike trail is considered to be a *de minimis impact,* by the Federal Highway Administration (FHWA). A *de minimis impact is defined as an* impact to the use of a Section 4(f) property (recreational land use) that is minor in nature and results in no adverse impact to the activities or features of the park.

As part of the preliminary engineering studies, we will advertise the proposed improvements and the proposed bicycle trail detour for public input. The enclosed bike detour memorandum (see enclosed) has been submitted to Villa Park and IDOT for their review and comment. Note that the revision to the memorandum was to address IDOT's comment to include the average daily traffic for Monterey Avenue. Both agencies concurred with the recommendation.

This letter serves to solicit your input regarding the proposed bike detour prior to advertising for public input. Once the public input period is close, with comments evaluated and considered, V3 will ultimately request a letter of consent regarding the improvements and bike detour from the Forest Preserve and Park District.

We anticipate completing the preliminary engineering studies by the beginning of 2017. Final engineering, the development of bidding documents and land acquisition (Phase II) are anticipated to begin by Spring 2017.

Please contact me at (630) 729-6172 or gschober@v3co.com if you would like to discuss the details of this project or schedule a meeting.

Sincerely,
V3 COMPANIES OF ILLINOIS, LTD.

George J. Schober, P.E.
Senior Project Manager

EIH\gjs

Enclosure
MM15228 SCGT Detour Memo
cc: V3 File, Villa Park

visio The vision
vertere to transform
virtute with excellence

September 1, 2016

James Rogers
Executive Director
Elmhurst Park District
375 W. First St.
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek Greenway Trail

Dear Mr. Rogers:

We are contacting you on behalf of the Village of Villa Park regarding the preliminary engineering studies for the subject project. V3 Companies is the Village's engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to improve and repair the bridge to address maintenance concerns. The proposed improvements include minor widening of the roadway to accommodate five lanes at 11 ft wide and the replacement of the bridge superstructure. Approximately 5-10 ft of the top of the wingwalls will be replaced at all four corners to accommodate the widening. The superstructure will be replaced and include a new sidewalk and parapet. In addition, scour countermeasures will be implemented within salt creek at the bridge piers.

It is V3's understanding that the Forest Preserve District of DuPage County (FPDDC) entered an Intergovernmental Agreement with the Elmhurst Park District (EPD) to transfer the properties along Salt Creek in the vicinity of the St. Charles Road Bridge, to EPD. Within the project limits, the Salt Creek Greenway Trail crosses underneath the St. Charles Road Bridge. Since the St Charles Road bridge superstructure is planned to be replaced, pedestrians and cyclists will not be allowed to access the trail underneath the bridge during construction.

As part of the proposed construction, a bicycle detour route will be established to maintain connectivity of the trail during construction. The temporary closure of the bike trail is considered to be a *de minimis impact,* by the Federal Highway Administration (FHWA). A *de minimis impact is defined as an* impact to the use of a Section 4(f) property (recreational land use) that is minor in nature and results in no adverse impact to the activities or features of the park.

As part of the preliminary engineering studies, we will advertise the proposed improvements and the proposed bicycle trail detour for public input. The enclosed bike detour memorandum (see enclosed) has been submitted to Villa Park and IDOT for their review and comment. Note that the revision to the memorandum was to address IDOT's comment to include the average daily traffic for Monterey Avenue. Both agencies concurred with the recommendation.

This letter serves to solicit your input regarding the proposed bike detour prior to advertising for public input. Once the public input period is close, with comments evaluated and considered, V3 will ultimately request a letter of consent regarding the improvements and bike detour from the Forest Preserve and Park District.

We anticipate completing the preliminary engineering studies by the beginning of 2017. Final engineering, the development of bidding documents and land acquisition (Phase II) are anticipated to begin by Spring 2017.

Please contact me at (630) 729-6172 or gschober@v3co.com if you would like to discuss the details of this project or schedule a meeting.

Sincerely,
V3 COMPANIES OF ILLINOIS, LTD.

George J. Schober, P.E.
Senior Project Manager

EIH\gjs

Enclosure
MM15228 SCGT Detour Memo
cc: V3 File, Villa Park

George Schober

Subject:	James W. Rogers
Entry Type:	Phone call
Company:	Elmhurst Park District
Start:	Fri 9/2/2016 2:53 PM
End:	Fri 9/2/2016 3:03 PM
Duration:	10 minutes
Contacts:	James W. Rogers
Categories:	Engineering-Clients

Jim Rogers returned my earlier call.
He has the following comments regarding the proposed detour route for the St Charles Road Bridge Rehabilitation project.
He did not like the idea of an at grade pedestrian crossing of St. Charles Road within the construction site or anywhere else for that matter. He was concerned because the users of the facility are not used to crossing St. Charles at they are always very aware of their surroundings and traffic.

Jim recommended that both pedestrian and bike traffic be routed along Villa Avenue from the intersection of the Great Western trail and the on street connection between the Great Western trail and the Illinois Prairie Path to the on-street portion of the Prairie Path a the intersection of Thomas Street and Villa Avenue. This detour route will have very little adverse travel distance to anyone using the trail with destinations north or south of the detour route. Only the residents within the neighborhood bounded by Villa Avenue, Wildwood Avenue, Thomas Street and Monteray Avenue would be impacted.

Note that Villa Avenue has sidewalks along both sides for the road for the entire detour distance and the road could easily be signed as a shared use street within this segment of Villa Avenue as it is at the proposed north and south detour termini. In addition, the signalized and stop controlled intersections within the detour limits have stripped cross walks.

Forest Preserve District of DuPage County

3S580 Naperville Road
P.O. Box 5000
Wheaton, IL 60189

630.933.7200
Fax 630.933.7204
TTY 800.526.0857

dupageforest.org

September 7, 2016

George J. Schober, P.E.
V3 Companies of Illinois
7325 Janes Avenue
Woodridge, IL 60517

Re: St. Charles Road Bridge Improvements over Salt Creek Greenway Trail
Salt Creek Greenway
Project No. Z-100-001

Dear Mr. Schober,

The District received your letter dated September 1, 2016 in which you solicit input regarding the improvements to the St. Charles Road Bridge over Salt Creek in Villa Park. The District has concerns about the trail detour routes you are suggesting which both involve a mid-block crossing of St. Charles Road. Mid-block crossings are never ideal, particularly on major streets such as St. Charles Road. A mid-block crossing in this location could pose a hazard to trail users who be directed to cross a busy 5-lane road at an unsignalized location.

Instead, we suggest providing a trail detour along Villa Avenue which would provide trail users a crossing of St. Charles Road at a signalized intersection. Salt Creek Greenway Trail users could access Villa Avenue from the south at the Illinois Prairie Path and would then meet up with the Salt Creek Greenway Trail at the intersection of Villa Avenue and Thomas Street to continue north along the existing trail alignment.

We also wish to clarify the ownership status of the property along the project limits. In your letter, you state: "It is V3's understanding that the Forest Preserve District of DuPage County (FPDDC) entered into an Intergovernmental Agreement with the Elmhurst Park District (EPD) to transfer the properties along Salt Creek in the vicinity of the St. Charles Road Bridge, to EDP". Actually, the Salt Creek Greenway Trail IGA referenced authorized the Elmhurst Park District to maintain the trail, but ownership of the underlying property did not change. As such, the FPDDC is the owner of the property north of St. Charles Road. The property south of St. Charles Road is owned by IDOT. Any disturbance on FPDDC property should be approved in advance through our License Application Process.

Thank you for the opportunity to provide input on your improvements. If you have any further questions, please contact Dan Zinnen, Director of Resource Management and Development at (630) 462-8710.

Sincerely,

Michael Hullihan
Executive Director

OWJ Written Concurrence

LETTER OF CONCURRENCE

SECTION 4(F) *DE MINIMIS* IMPACT DOCUMENTATION

Between V3 Companies (on behalf of Villa Park) &

Elmhurst Park District

Date: November 14, 2016

George Schober, P.E.
Senior Project Manager
V3 Companies, Ltd (Representative for the Village of Villa Park)
7325 Janes Avenue
Woodridge, IL 60517

Re: Salt Creek Greenway Trail Temporary Closure and Detour Route

Dear Mr. Schober:

This letter serves to acknowledge that the Salt Creek Greenway Trail users, the Elmhurst Park District, and the Forest Preserve District of DuPage County were solicited for input, with comments considered, regarding the proposed trail detour during construction of the St. Charles Road Bridge improvements over Salt Creek in Villa Park, Illinois.

This letters also serves to provide written concurrence that the temporary closure of the trail is minor in nature and results in no adverse impacts to the activities or features of the park.

Agreed and accepted by:

Signature: Date:

November 14, 2016

James Roger
Executive Director
Elmhurst Park District
375 W. First Street
Elmhurst, IL 60126

LETTER OF CONCURRENCE
SECTION 4(F) *DE MINIMIS* IMPACT DOCUMENTATION
Between V3 Companies (on behalf of Villa Park) &
Forest Preserve District of DuPage County

Date: 11/14/16

George Schober, P.E.
Senior Project Manager
V3 Companies, Ltd (Representative for the Village of Villa Park)
7325 Janes Avenue
Woodridge, IL 60517

Re: Salt Creek Greenway Trail Temporary Closure and Detour Route

Dear Mr. Schober:

This letter serves to acknowledge that the Salt Creek Greenway Trail users, the Elmhurst Park District, and the Forest Preserve District of DuPage County were solicited for input, with comments considered, regarding the proposed trail detour during construction of the St. Charles Road Bridge improvements over Salt Creek in Villa Park, Illinois.

This letters also serves to provide written concurrence that the temporary closure of the trail is minor in nature and results in no adverse impacts to the activities or features of the park.

Agreed and accepted by:

Signature: Date:

11/14/16

Michael Hullihan
Executive Director
Forest Preserve District of DuPage County
3 S 580 Naperville Road
Wheaton, IL 60189

B-2 Property Owner Letters

Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS

Phone (630) 834-8505
Fax (630) 834-8509

VYDAS JUSKELIS, P.E. • Public Works Director

October 25, 2016

Ms. Tammy Paternoster
305 Monterey Avenue
Elmhurst, IL 60126

PIN & Property Address:
PIN 0603413021
305 Monterey Avenue
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Dear Ms. Paternoster:

The purpose of this letter is to notify you that the Village of Villa Park is presently in the preliminary engineering phase of a study for the improvement of St. Charles Road Bridge over Salt Creek. This project is tentatively scheduled for construction in Spring 2018.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to improve and repair the bridge to address maintenance concerns.

It is the policy of the Illinois Department of Transportation (IDOT) and the Village of Villa Park to provide all interested persons an opportunity to become acquainted with highway proposals of concern to them and to express their view at those stages of a proposed project when the flexibility to respond to those views still exists. Our current practice is to contact each affected property owner directly when a project does not have major impacts and does not require a large amount of right-of-way.

Based on a review of the tax record of DuPage County, you are identified as the owner of the property located at 305 Monterey Avenue. The proposed improvement generally consists of minor widening of the roadway the replacement of the bridge deck. The proposed temporary

easement that is to be acquired from your property for this improvement is indicated on the enclosed preliminary plan sheet. The temporary construction easement is necessary to accommodate construction of the new curb and gutter and sidewalk. In addition, it is anticipated that portions of the existing fence may need to be removed and replaced (in-kind) to accommodate re-grading for the sidewalk installation.
At the end of this letter is an area where you can indicate your comments, if any. You may also request further discussions with us, either via the telephone or a personal meeting. Please indicate the appropriate response and return one copy to us in the enclosed self-addressed envelope. We would appreciate receiving any comments by November 30, 2016.

Upon completion of our study, a report will be prepared describing the proposed work and submitted to IDOT for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of Vila Park will contact you regarding any necessary acquisition.

Please note that your response or lack thereof will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

Sincerely,
Village of Villa Park

Jeremie Lukowicz, PE
Assistant Village Engineer
Direct: 630-834-8505
Email: jlukowicz@invillapark.com

EIH\gjs

Enclosures
Property Owner Temporary Easement Acquisition Exhibit
Preliminary Plan & Profile

cc: V3 Companies, Elmhurst

October 25, 2016
PIN 0603413021
305 Monterey Avenue, Elmhurst
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Check the appropriate response:

_____ I have no comments at this time

_____ I have noted my comments on the back of this page

_____ I would like to discuss this further in a telephone conversation.

_____ I will call you.

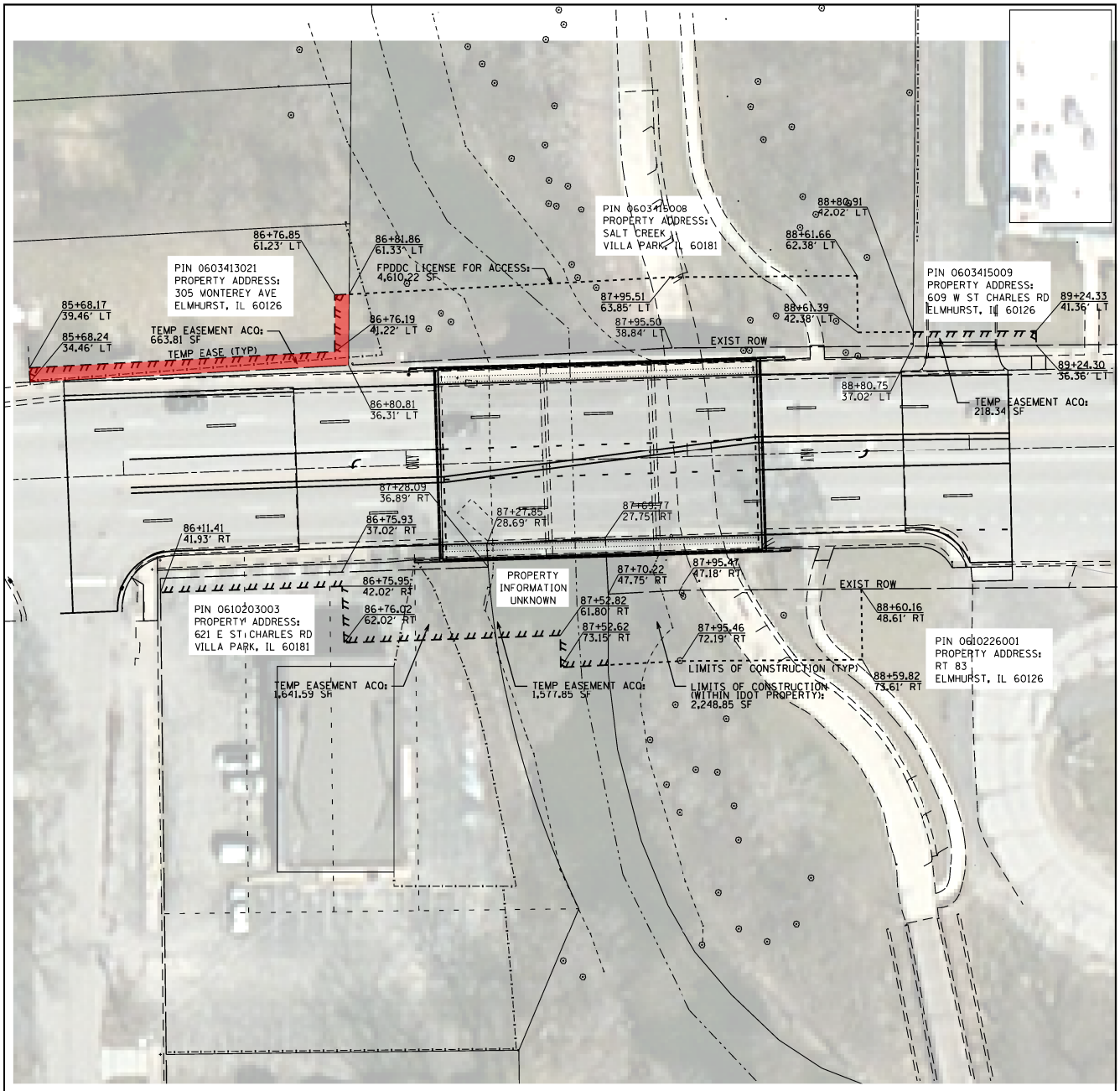
_____ Please call me. (Include telephone number and preferred day and time.)

_____

_____ I would like to have a personal meeting to discuss this project.
Please call to arrange a date, time, and location.
(Include contact person and telephone number.)

_____

_____ _____
Signature of Owner Date



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V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	USER NAME = ehsu	DESIGNED - EIH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPERTY OWNER TEMP EASEMENT ACQUISITIONS	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
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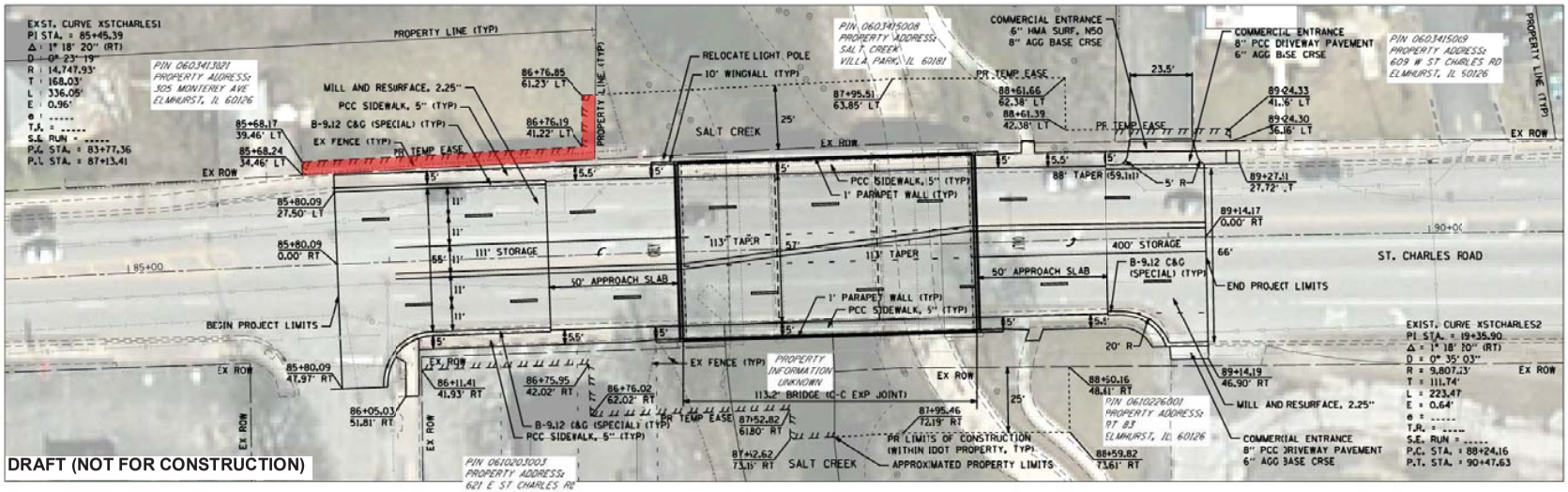

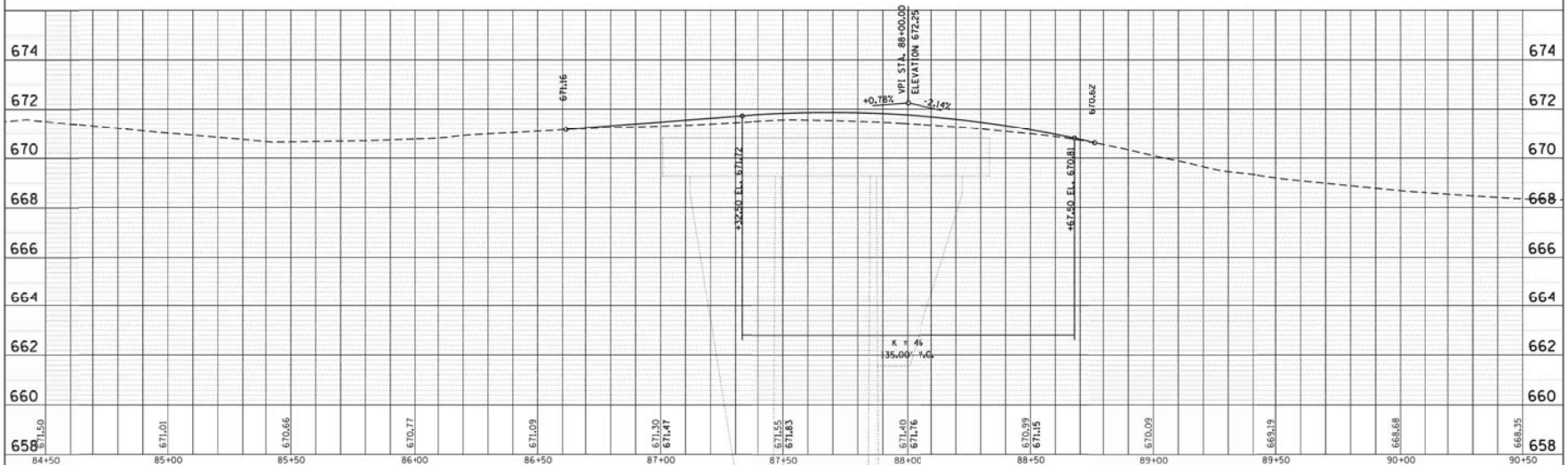

VI Companies 7125 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	USER NAME = ehsu	DESIGNED - EIH	REVISED - 09/23/16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ST. CHARLES ROAD PLAN AND PROFILE	F.A.U. RTE. 1397	SECTION 15-00094-00-BR	COUNTY DUPAGE	TOTAL SHEETS 1	SHEET NO. 1
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		DATE - 05/12/14	REVISED -		SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 84+50.00 TO STA. 90+50.00					

Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS

Phone (630) 834-8505
Fax (630) 834-8509

VYDAS JUSKELIS, P.E. • Public Works Director

October 25, 2016

Soppi & Samatas
5S530 Paxton Drive Unit 1F
Naperville, IL 60563

PIN & Property Address:
PIN 0603415009
609 W. St. Charles Road
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Dear Soppi & Samatas:

The purpose of this letter is to notify you that the Village of Villa Park is presently in the preliminary engineering phase of a study for the improvement of St. Charles Road Bridge over Salt Creek. This project is tentatively scheduled for construction in Spring 2018.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to improve and repair the bridge to address maintenance concerns.

It is the policy of the Illinois Department of Transportation (IDOT) and the Village of Villa Park to provide all interested persons an opportunity to become acquainted with highway proposals of concern to them and to express their view at those stages of a proposed project when the flexibility to respond to those views still exists. Our current practice is to contact each affected property owner directly when a project does not have major impacts and does not require a large amount of right-of-way.

Based on a review of the tax record of DuPage County, you are identified as the owner of the property located at 609 W. St. Charles. The proposed improvement generally consists of minor widening of the roadway the replacement of the bridge deck. The proposed temporary easement that is to be acquired from your property for this improvement is indicated on the

Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

enclosed preliminary plan sheet. The temporary construction easement is necessary to accommodate constructability of the new curb and gutter and sidewalk. As a result, approximately 10'-15' of the driveway pavement will be replaced. We anticipate reconstruction of the driveway to be conducted outside of the restaurant's peak hours.

At the end of this letter is an area where you can indicate your comments, if any. You may also request further discussions with us, either via the telephone or a personal meeting. Please indicate the appropriate response and return one copy to us in the enclosed self-addressed envelope. We would appreciate receiving any comments by November 30, 2016.

Upon completion of our study, a report will be prepared describing the proposed work and submitted to IDOT for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of Vila Park will contact you regarding any necessary acquisition.

Please note that your response or lack thereof will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

Sincerely,
Village of Villa Park

Jeremie Lukowicz, PE
Assistant Village Engineer
Direct: 630-834-8505
Email: jlukowicz@invillapark.com

EIH\gjs

Enclosures
Property Owner Temporary Easement Acquisition Exhibit
Preliminary Plan & Profile

cc: V3 Companies, Elmhurst

October 25, 2016
PIN 0603415009
609 W. St. Charles Road, Elmhurst
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Check the appropriate response:

_____ I have no comments at this time

_____ I have noted my comments on the back of this page

_____ I would like to discuss this further in a telephone conversation.

_____ I will call you.

_____ Please call me. (Include telephone number and preferred day and time.)

_____

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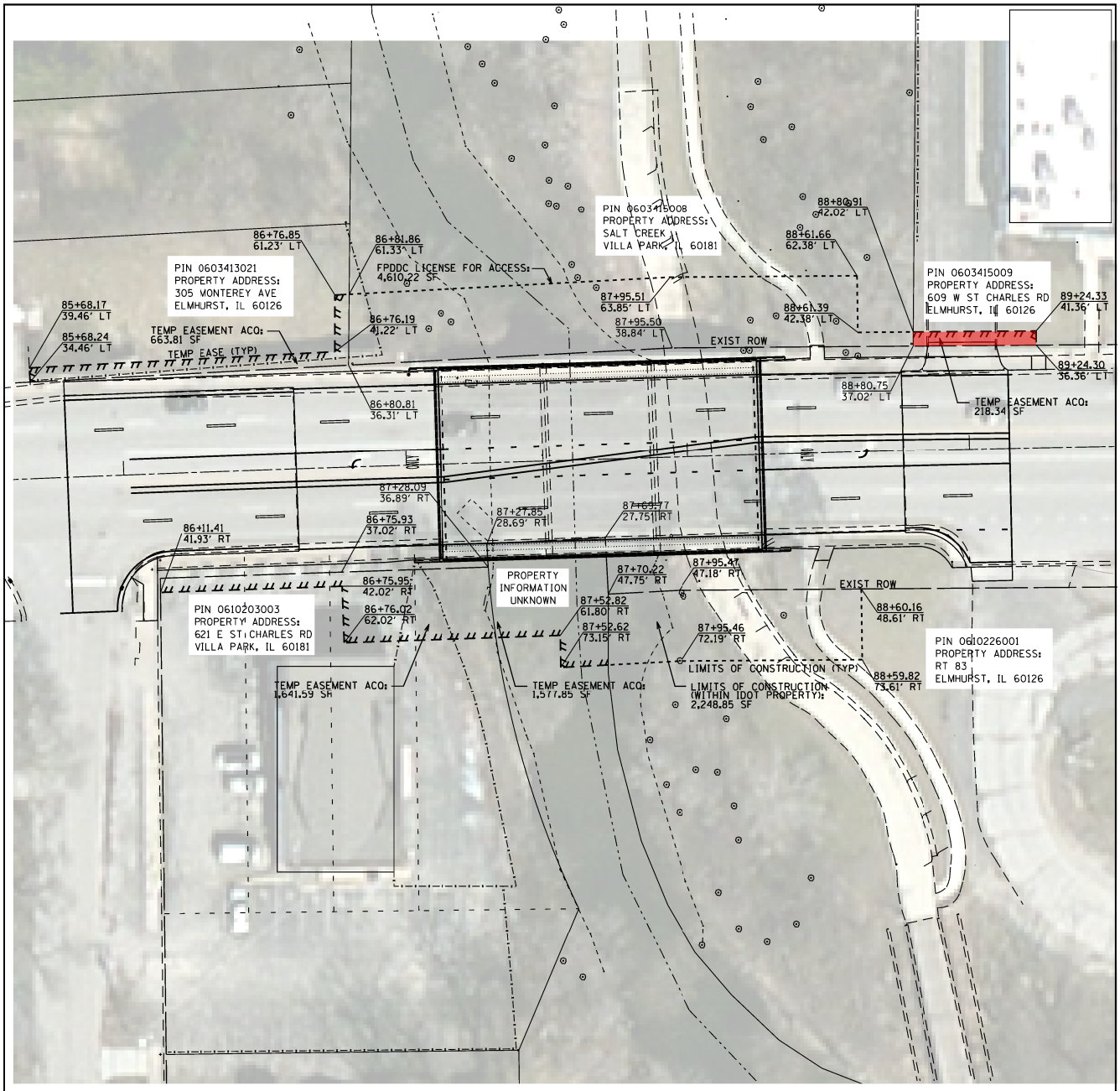
Please call to arrange a date, time, and location.
(Include contact person and telephone number.)

_____

_____ _____
Signature of Owner Date



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V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	USER NAME = ehsu	DESIGNED - EIH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPERTY OWNER TEMP EASEMENT ACQUISITIONS	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
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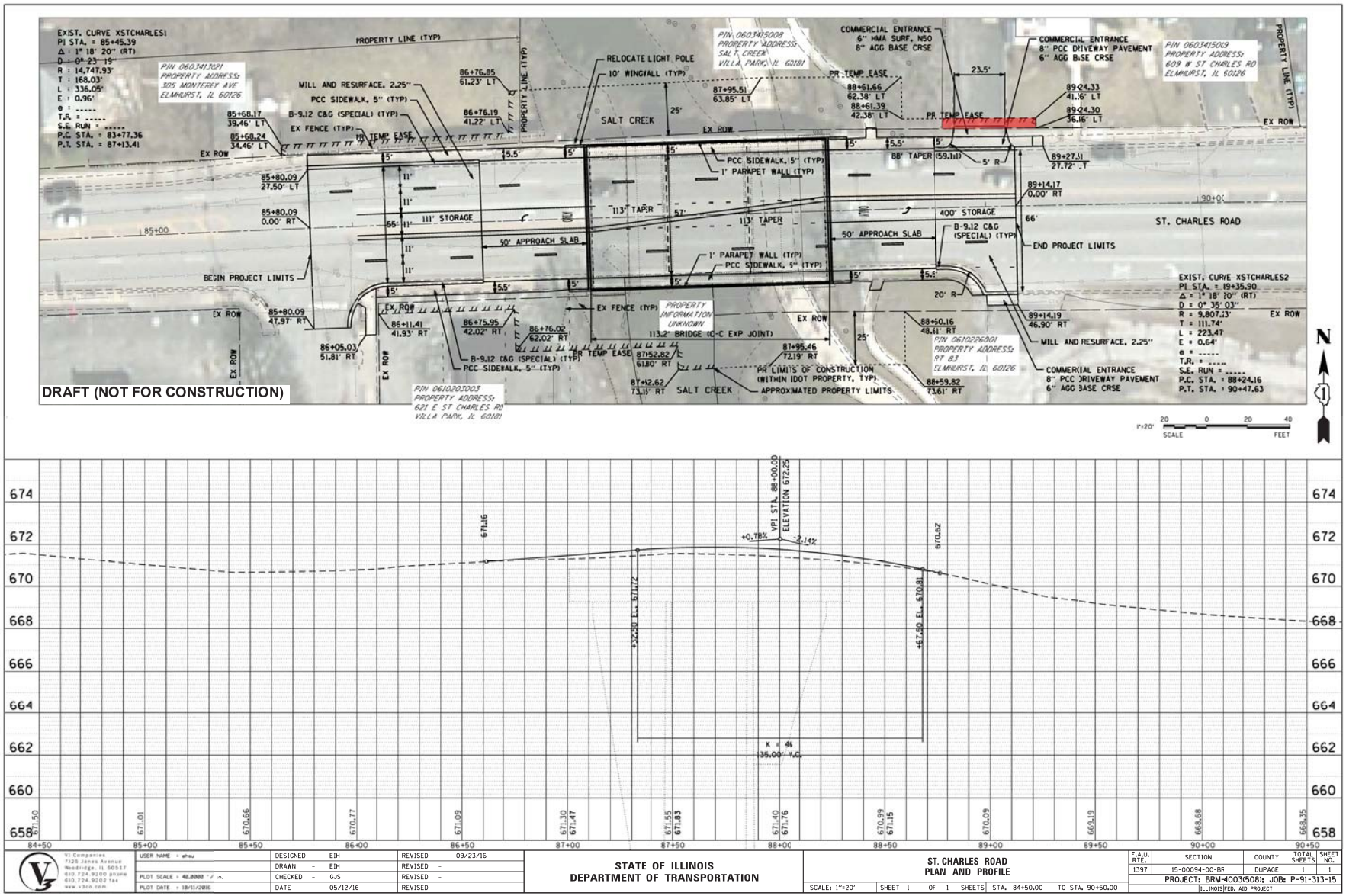

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		DATE - 05/12/16	REVISED -						

Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS

Phone (630) 834-8505
Fax (630) 834-8509

VYDAS JUSKELIS, P.E. • Public Works Director

October 25, 2016

Soppi & Samatas
609 W. St. Charles Road
Elmhurst, IL 60126

PIN & Property Address:
PIN 0603415009
609 W. St. Charles Road
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Dear Soppi & Samatas:

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Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

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Please note that your response or lack thereof will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

Sincerely,
Village of Villa Park

Jeremie Lukowicz, PE
Assistant Village Engineer
Direct: 630-834-8505
Email: jlukowicz@invillapark.com

EIH\gjs

Enclosures
Property Owner Temporary Easement Acquisition Exhibit
Preliminary Plan & Profile

cc: V3 Companies, Elmhurst

October 25, 2016
PIN 0603415009
609 W. St. Charles Road, Elmhurst
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Check the appropriate response:

_____ I have no comments at this time

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_____ Please call me. (Include telephone number and preferred day and time.)

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Please call to arrange a date, time, and location.
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_____

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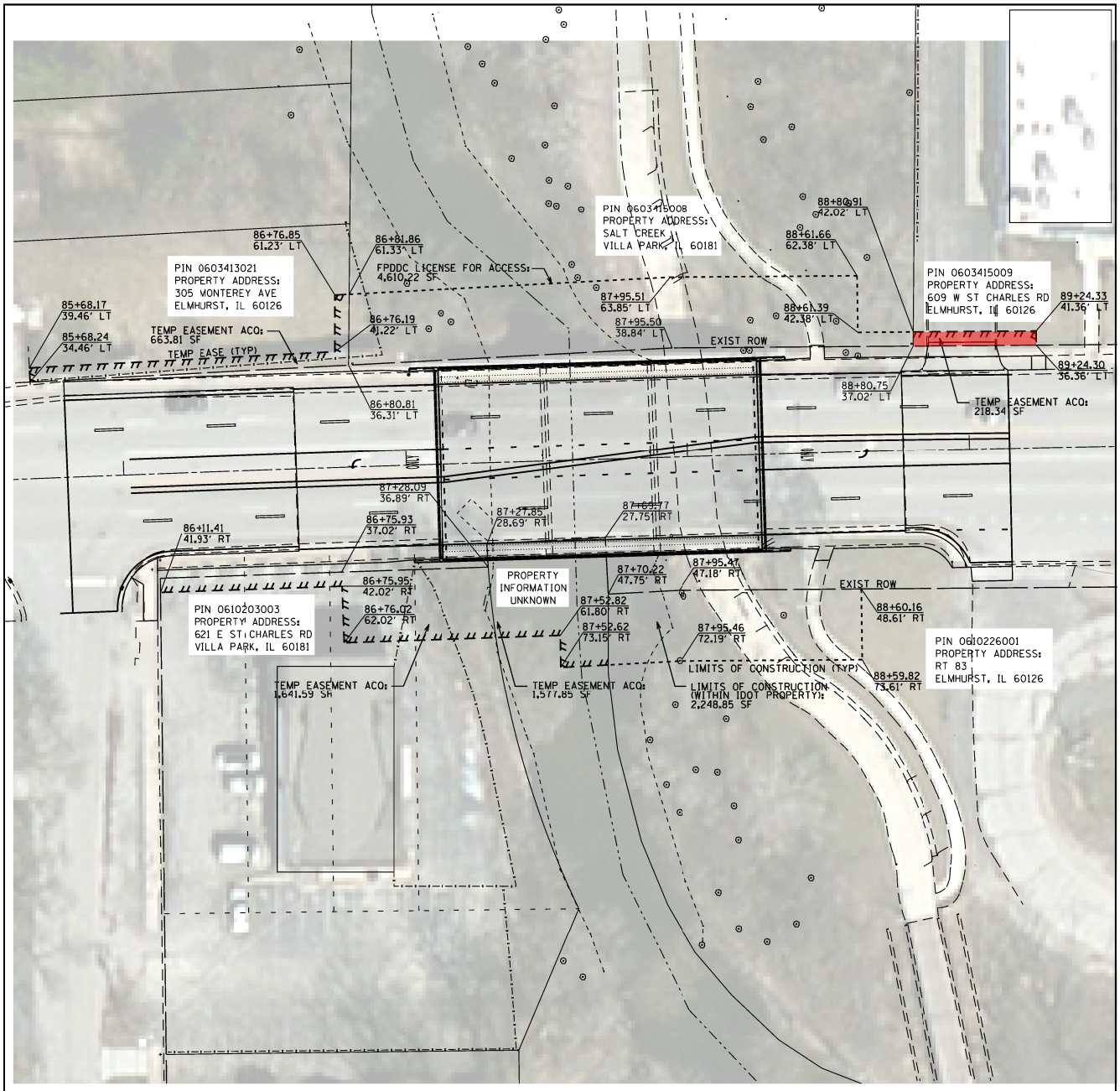
Signature of Owner Date



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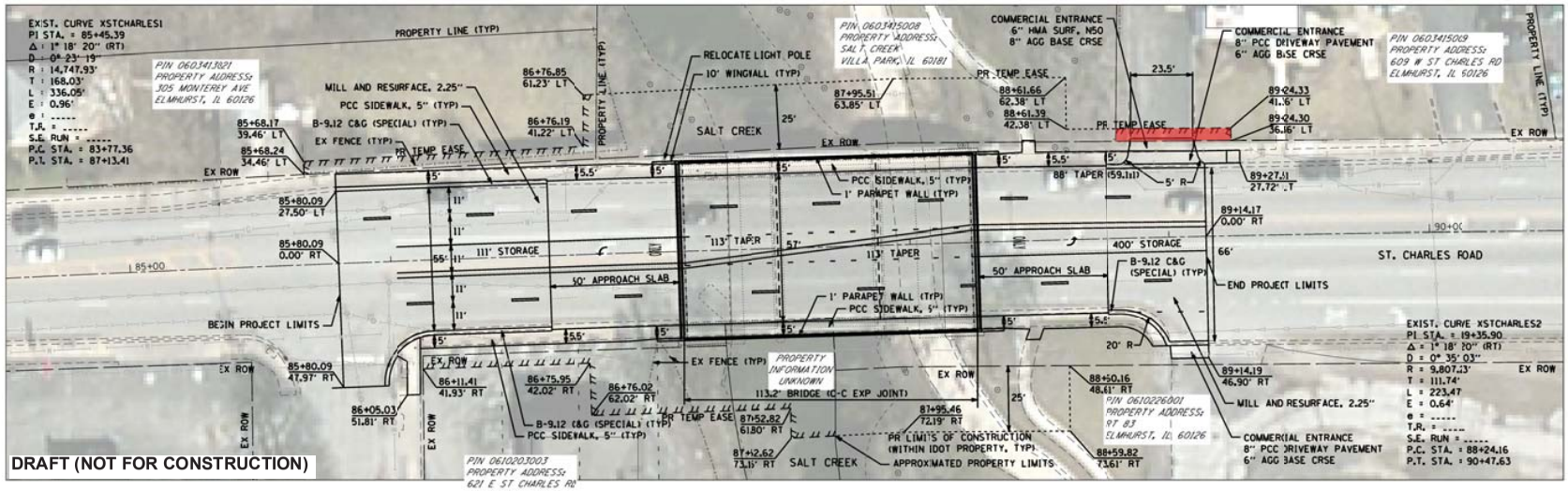

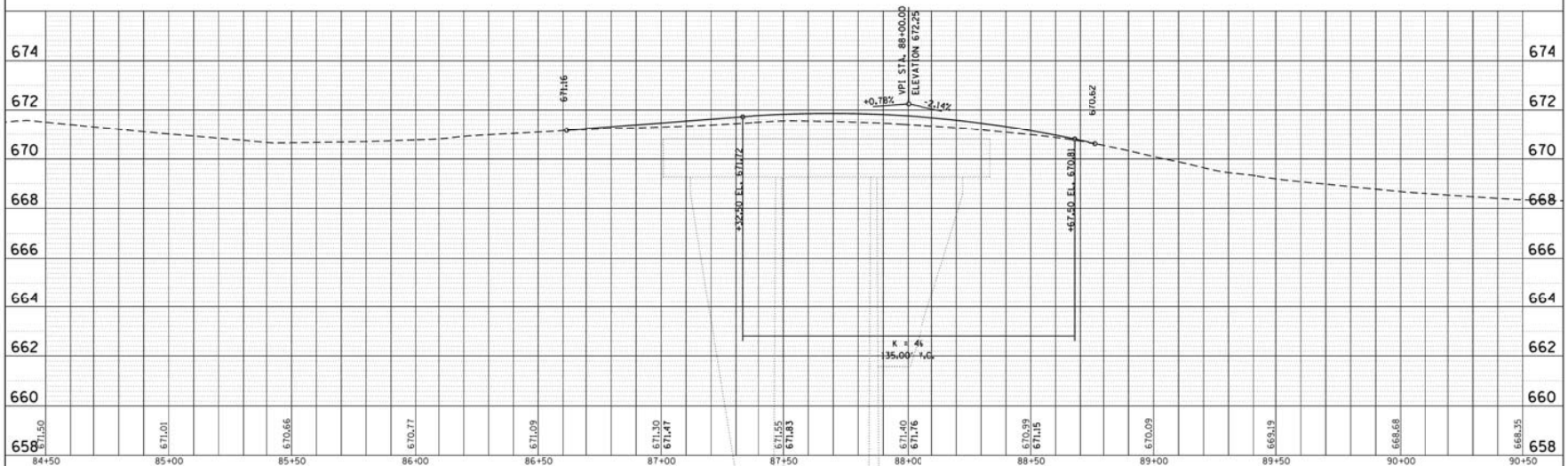

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	PLOT DATE = 10/11/2016	DATE - 05/12/16	REVISED -		SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 84+50.00 TO STA. 90+50.00	ILLINOIS FED. AID PROJECT				

Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS

Phone (630) 834-8505
Fax (630) 834-8509

VYDAS JUSKELIS, P.E. • Public Works Director

October 25, 2016

Igor & Vera Krysko
621 E. St. Charles Road
Villa Park, IL 60181

PIN & Property Address:
PIN 0610203003
621 E. St. Charles Road
Villa Park, IL 60181

Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Dear Mr. & Mrs. Krysko:

The purpose of this letter is to notify you that the Village of Villa Park is presently in the preliminary engineering phase of a study for the improvement of St. Charles Road Bridge over Salt Creek. This project is tentatively scheduled for construction in Spring 2018.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to improve and repair the bridge to address maintenance concerns.

It is the policy of the Illinois Department of Transportation (IDOT) and the Village of Villa Park to provide all interested persons an opportunity to become acquainted with highway proposals of concern to them and to express their view at those stages of a proposed project when the flexibility to respond to those views still exists. Our current practice is to contact each affected property owner directly when a project does not have major impacts and does not require a large amount of right-of-way.

Based on a review of the tax record of DuPage County, you are identified as the owner of the property located at 621 E. St. Charles. The proposed improvement generally consists of minor widening of the roadway the replacement of the bridge deck. The proposed temporary easement that is to be acquired from your property for this improvement is indicated on the enclosed preliminary plan sheet. The temporary construction easement is necessary to

accommodate constructability of the new curb and gutter, sidewalk, and bridge improvements. As a result, approximately 5'-10' of the parking lot pavement adjacent to the sidewalk will be replaced as well as the existing fence to accommodate the bridge improvements.

At the end of this letter is an area where you can indicate your comments, if any. You may also request further discussions with us, either via the telephone or a personal meeting. Please indicate the appropriate response and return one copy to us in the enclosed self-addressed envelope. We would appreciate receiving any comments by November 30, 2016.

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Sincerely,
Village of Villa Park

Jeremie Lukowicz, PE
Assistant Village Engineer
Direct: 630-834-8505
Email: jlukowicz@invillapark.com

EIH\gjs

Enclosures
Property Owner Temporary Easement Acquisition Exhibit
Preliminary Plan & Profile

cc: V3 Companies

October 25, 2016
PIN 0610203003
621 E. St. Charles Road, Villa Park
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Check the appropriate response:

_____ I have no comments at this time

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_____ Please call me. (Include telephone number and preferred day and time.)

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Please call to arrange a date, time, and location.
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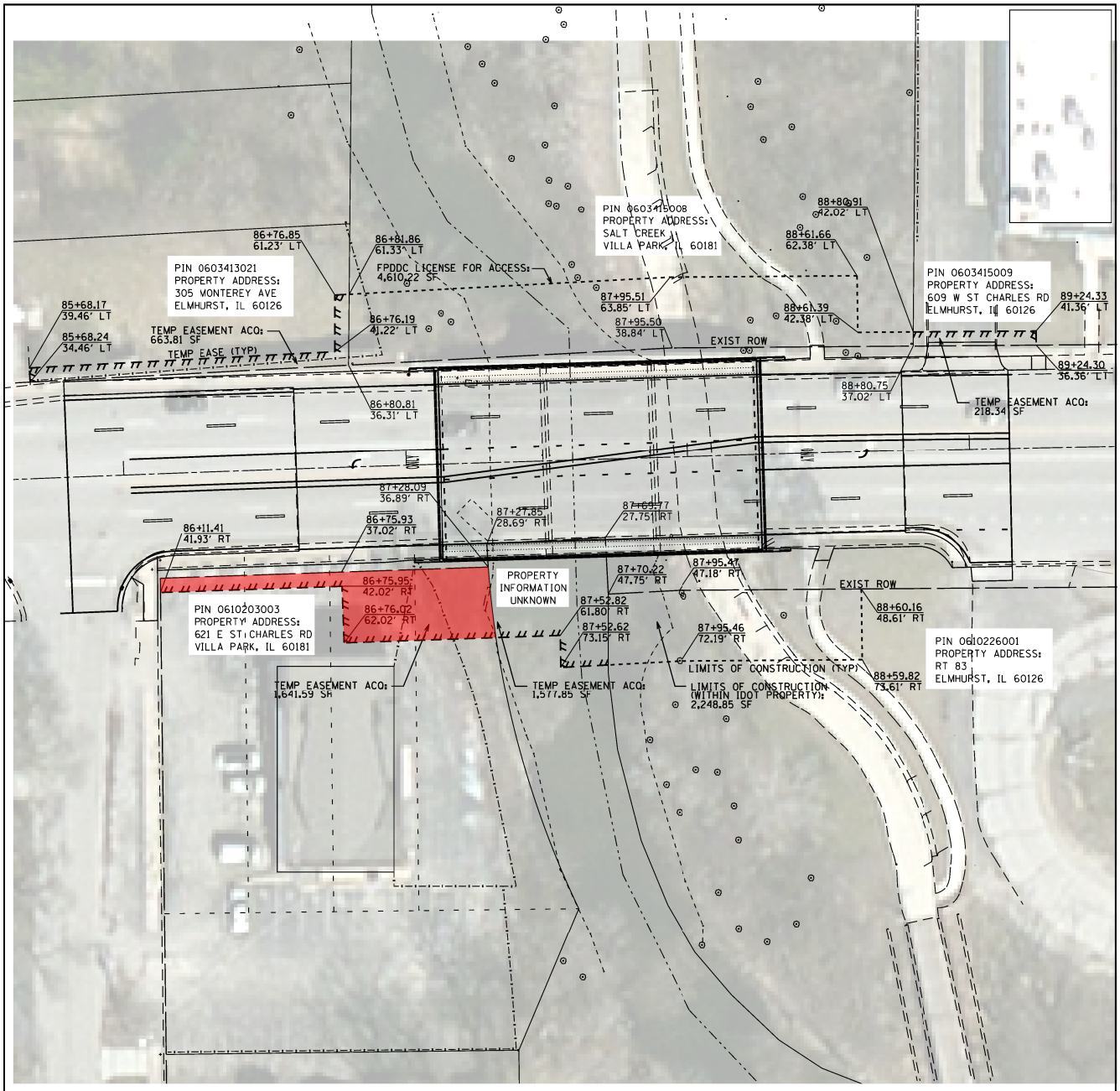
_____ _____
Signature of Owner Date



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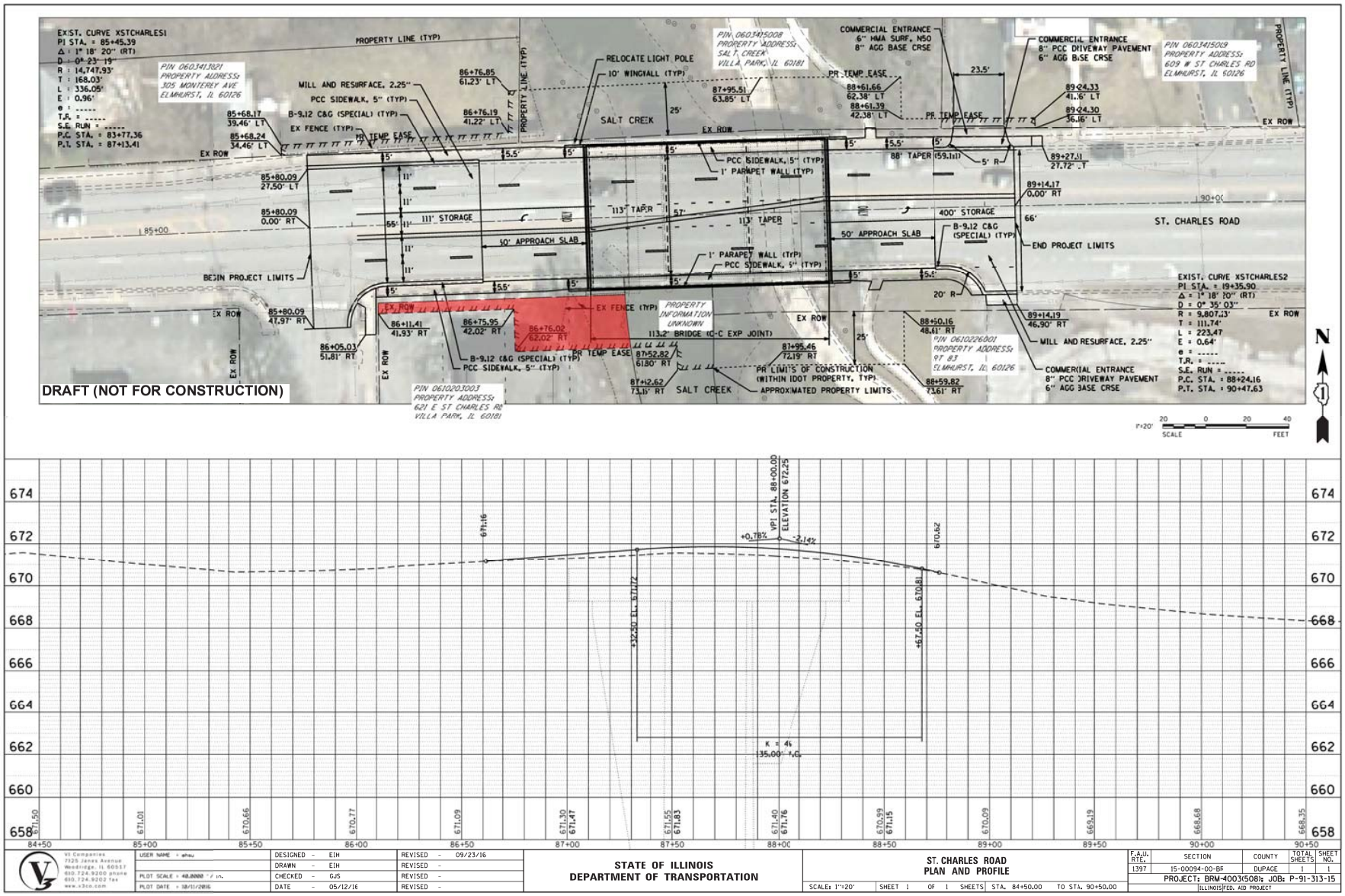

VI Companies 7125 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	USER NAME = ehau	DESIGNED - EIH	REVISED - 09/23/16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ST. CHARLES ROAD PLAN AND PROFILE	F.A.U. RTE. 1397	SECTION 15-00094-00-BR	COUNTY DUPAGE	TOTAL SHEETS 1	SHEET NO. 1
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Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS — Phone (630) 834-8505
VYDAS JUSKELIS, P.E. • Public Works Director — Fax (630) 834-8509

November 17, 2016

Ms. Tammy Paternoster
305 Monterey Avenue
Elmhurst, IL 60126

PIN & Property Address:
PIN 0603413021
305 Monterey Avenue
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Dear Ms. Paternoster:

The purpose of this letter is to notify you that the Village of Villa Park is presently in the preliminary engineering phase of a study for the improvement of St. Charles Road Bridge over Salt Creek. This project is tentatively scheduled for construction in Spring 2018.

Based on a review of the tax record of DuPage County, you are identified as the owner of the property located at 305 Monterey Avenue. The proposed improvement generally consists of minor widening of the roadway the replacement of the bridge deck. The proposed temporary easement that is to be acquired from your property for this improvement is indicated on the enclosed preliminary plan sheet. The temporary construction easement is necessary to accommodate construction of the new curb and gutter and sidewalk. In addition, it is anticipated that portions of the existing fence may need to be removed and replaced (in-kind) to accommodate re-grading for the sidewalk installation. See enclosed exhibits for reference.

At the end of this letter is an area where you can indicate your comments, if any. You may also request further discussions with us, either via the telephone or a personal meeting. Please indicate the appropriate response and return one copy to us in the enclosed self-addressed envelope. We would appreciate receiving any comments by November 30, 2016.

Upon completion of our study, a report will be prepared describing the proposed work and submitted to IDOT for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of Vila Park will contact you regarding any necessary acquisition.

November 17, 2016
PIN 0603413021
305 Monterey Avenue, Elmhurst
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Please note that your response or lack thereof will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

Sincerely,
Village of Villa Park

Jeremie Lukowicz, PE
Assistant Village Engineer
Direct: 630-834-8505
Email: jlukowicz@invillapark.com

EIH\gjs

Enclosures
Property Owner Temporary Easement Acquisition Exhibit
Preliminary Plan & Profile

cc: V3 Companies

November 17, 2016
PIN 0603413021
305 Monterey Avenue, Elmhurst
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Check the appropriate response:

_____ I have no comments at this time

_____ I have noted my comments on the back of this page

_____ I would like to discuss this further in a telephone conversation.

_____ I will call you.

_____ Please call me. (Include telephone number and preferred day and time.)

_____

_____ I would like to have a personal meeting to discuss this project.
Please call to arrange a date, time, and location.
(Include contact person and telephone number.)

_____

_____ _____
Signature of Owner Date

Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS — Phone (630) 834-8505
VYDAS JUSKELIS, P.E. • Public Works Director — Fax (630) 834-8509

November 17, 2016

Soppi & Samatas
5S530 Paxton Drive Unit 1F
Naperville, IL 60563

PIN & Property Address:
PIN 0603415009
609 W. St. Charles Road
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Dear Soppi & Samatas:

This letter serves as a second notification that the Village of Villa Park is presently in the preliminary engineering phase of a study for the improvement of St. Charles Road Bridge over Salt Creek. This project is tentatively scheduled for construction in Spring 2018.

Based on a review of the tax record of DuPage County, you are identified as the owner of the property located at 609 W. St. Charles. The proposed improvement generally consists of minor widening of the roadway the replacement of the bridge deck. The proposed temporary easement that is to be acquired from your property for this improvement is indicated on the enclosed preliminary plan sheet. The temporary construction easement is necessary to accommodate constructability of the new curb and gutter and sidewalk. As a result, approximately 10'-15' of the driveway pavement will be replaced. We anticipate reconstruction of the driveway to be conducted outside of the restaurant's peak hours. See enclosed exhibits for reference.

At the end of this letter is an area where you can indicate your comments, if any. You may also request further discussions with us, either via the telephone or a personal meeting. Please indicate the appropriate response and return one copy to us in the enclosed self-addressed envelope. We would appreciate receiving any comments by November 30, 2016.

Upon completion of our study, a report will be prepared describing the proposed work and submitted to IDOT for approval. After approval is received, we will proceed with the plan

preparation and land acquisition phase. In that phase, a representative of Vila Park will contact you regarding any necessary acquisition.

Please note that your response or lack thereof will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

Sincerely,
Village of Villa Park

Jeremie Lukowicz, PE
Assistant Village Engineer
Direct: 630-834-8505
Email: jlukowicz@invillapark.com

EIH\gjs

Enclosures
Property Owner Temporary Easement Acquisition Exhibit
Preliminary Plan & Profile

cc: V3 Companies

November 17, 2016
PIN 0603415009
609 W. St. Charles Road, Elmhurst
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Check the appropriate response:

_____ I have no comments at this time

_____ I have noted my comments on the back of this page

_____ I would like to discuss this further in a telephone conversation.

_____ I will call you.

_____ Please call me. (Include telephone number and preferred day and time.)

_____

_____ I would like to have a personal meeting to discuss this project.
Please call to arrange a date, time, and location.
(Include contact person and telephone number.)

_____

_____ _____
Signature of Owner Date

Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS — Phone (630) 834-8505
VYDAS JUSKELIS, P.E. • Public Works Director — Fax (630) 834-8509

November 17, 2016

Igor & Vera Krysko
621 E. St. Charles Road
Villa Park, IL 60181

PIN & Property Address:
PIN 0610203003
621 E. St. Charles Road
Villa Park, IL 60181

Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Dear Mr. & Mrs. Krysko:

This letter serves as a second notification that the Village of Villa Park is presently in the preliminary engineering phase of a study for the improvement of St. Charles Road Bridge over Salt Creek. This project is tentatively scheduled for construction in Spring 2018.

Based on a review of the tax record of DuPage County, you are identified as the owner of the property located at 621 E. St. Charles. The proposed improvement generally consists of minor widening of the roadway and the replacement of the bridge deck. The proposed temporary easement that is to be acquired from your property for this improvement is indicated on the enclosed preliminary plan sheet. The temporary construction easement is necessary to accommodate constructability of the new curb and gutter, sidewalk, and bridge improvements. As a result, approximately 5'-10' of the parking lot pavement adjacent to the sidewalk will be replaced as well as the existing fence to accommodate the bridge improvements. Since the first letter (dated October 25, 2016), additional temporary easement is necessary for construction access. See enclosed exhibits for reference.

At the end of this letter is an area where you can indicate your comments, if any. You may also request further discussions with us, either via the telephone or a personal meeting. Please indicate the appropriate response and return one copy to us in the enclosed self-addressed envelope. We would appreciate receiving any comments by November 30, 2016.

Upon completion of our study, a report will be prepared describing the proposed work and submitted to IDOT for approval. After approval is received, we will proceed with the plan

preparation and land acquisition phase. In that phase, a representative of Vila Park will contact you regarding any necessary acquisition.

Please note that your response or lack thereof will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

Sincerely,
Village of Villa Park

Jeremie Lukowicz, PE
Assistant Village Engineer
Direct: 630-834-8505
Email: jlukowicz@invillapark.com

EIH\gjs

Enclosures
Property Owner Temporary Easement Acquisition Exhibit
Preliminary Plan & Profile

cc: V3 Companies

November 17, 2016
PIN 0610203003
621 E. St. Charles Road, Villa Park
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Check the appropriate response:

_____ I have no comments at this time

_____ I have noted my comments on the back of this page

_____ I would like to discuss this further in a telephone conversation.

_____ I will call you.

_____ Please call me. (Include telephone number and preferred day and time.)

_____

_____ I would like to have a personal meeting to discuss this project.
Please call to arrange a date, time, and location.
(Include contact person and telephone number.)

_____

_____ _____
Signature of Owner Date

Village of Villa Park

20 South Ardmore Avenue, Villa Park, Illinois 60181-2696

DEPARTMENT OF PUBLIC WORKS

Phone (630) 834-8505
Fax (630) 834-8509

VYDAS JUSKELIS, P.E. • Public Works Director

March 9, 2017

Current Property Owner
305 Monterey Avenue
Elmhurst, IL 60126

PIN & Property Address:
PIN 0603413021
305 Monterey Avenue
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

To Current Property Owner:

The purpose of this letter is to notify you that the Village of Villa Park is presently in the preliminary engineering phase of a study for the improvement of St. Charles Road Bridge over Salt Creek. This project is tentatively scheduled for construction in Spring 2019.

The existing bridge has been determined by IDOT to be deficient and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to improve and repair the bridge to address maintenance concerns.

It is the policy of the Illinois Department of Transportation (IDOT) and the Village of Villa Park to provide all interested persons an opportunity to become acquainted with highway proposals of concern to them and to express their view at those stages of a proposed project when the flexibility to respond to those views still exists. Our current practice is to contact each affected property owner directly when a project does not have major impacts and does not require a large amount of right-of-way.

Based on a review of the tax record of DuPage County, you are identified as the owner of the property located at 305 Monterey Avenue. The proposed improvement generally consists of minor widening of the roadway the replacement of the bridge deck. The proposed temporary

easement that is to be acquired from your property for this improvement is indicated on the enclosed preliminary plan sheet. The temporary construction easement is necessary to accommodate construction of the new curb and gutter and sidewalk. In addition, it is anticipated that portions of the existing fence may need to be removed and replaced (in-kind) to accommodate re-grading for the sidewalk installation.
At the end of this letter is an area where you can indicate your comments, if any. You may also request further discussions with us, either via the telephone or a personal meeting. Please indicate the appropriate response and return one copy to us in the enclosed self-addressed envelope. We would appreciate receiving any comments by April 7, 2017.

Upon completion of our study, a report will be prepared describing the proposed work and submitted to IDOT for approval. After approval is received, we will proceed with the plan preparation and land acquisition phase. In that phase, a representative of Vila Park will contact you regarding any necessary acquisition.

Please note that your response or lack thereof will in no way influence the amount of compensation you will receive for your property if acquired as part of the project.

Sincerely,
Village of Villa Park

Jeremie Lukowicz, PE
Assistant Village Engineer
Direct: 630-834-8505
Email: jlukowicz@invillapark.com

EIH\mjr

Enclosures
Property Owner Temporary Easement Acquisition Exhibit
Preliminary Plan & Profile

March 9, 2017
PIN 0603413021
305 Monterey Avenue, Elmhurst
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

cc: V3 Companies, Elmhurst

Check the appropriate response:

_____ I have no comments at this time

_____ I have noted my comments on the back of this page

_____ I would like to discuss this further in a telephone conversation.

_____ I will call you.

_____ Please call me. (Include telephone number and preferred day and time.)

_____

_____ I would like to have a personal meeting to discuss this project.
Please call to arrange a date, time, and location.
(Include contact person and telephone number.)

_____

_____ _____
Signature of Owner Date

B-3 Property Owner Responses

November 17, 2016
PIN 0603413021
305 Monterey Avenue, Elmhurst
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

RECEIVED
DEC 0 5 2016
Village of Villa Park
Dept. of Public Works

Check the appropriate response:

____ I have no comments at this time

X I have noted my comments on the back of this page

____ I would like to discuss this further in a telephone conversation.

____ I will call you.

____ Please call me. (Include telephone number and preferred day and time.)

_____

____ I would like to have a personal meeting to discuss this project.
Please call to arrange a date, time, and location.
(Include contact person and telephone number.)

Signature of Owner

12/1/16
Date

I NO LONGER OWN THE HOME AS OF 8/2/2016

March 9, 2017
PIN 0603413021
305 Monterey Avenue, Elmhurst
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

cc: V3 Companies, Elmhurst

RECEIVED
MAR 23 2017

Check the appropriate response:

✓ I have no comments at this time

_____ I have noted my comments on the back of this page

_____ I would like to discuss this further in a telephone conversation.

_____ I will call you.

_____ Please call me. (Include telephone number and preferred day and time.)

_____

_____ I would like to have a personal meeting to discuss this project.
Please call to arrange a date, time, and location.
(Include contact person and telephone number.)

_____

Signature of Owner

05/20/2017
Date

From: Lukowicz, Jeremie [mailto:jlukowicz@invillapark.com]
Sent: Wednesday, November 16, 2016 2:34 PM
To: Elora Hsu
Subject: RE: St. Charles Rd Bridge

11/8/2016	10:37	AM	Resident	Olga Sophie	609 W. St Charles (Elmhurst)	M: 630-947-5315 H: 630-637-8626	Easement	Incoming	She left a message and has questions about the temporary easement.
	12:03	PM	Resident	Olga Sophie	609 W. St Charles (Elmhurst)	M: 630-947-5315 H: 630-637-8626	Easement	Incoming	She called and asked what the purpose of the easement is. I said that we will be doing construction on the St. Charles Road Bridge over the creek and in order to do the work we will have to go on her property. She asked if their driveways will be closed. I said that there will be time when they are closed because when the repair work is being done there will be no way around it. She asked for how long and i told her I was unsure because bridge work has lots of unknowns. She asked if both access points will be lost. I said that we try to keep one open at all times and that the west entrance/exit is actually the one more likely to be closed. She said that is for their drive through so that may be a problem. I said that we will keep it closed as short as possible. She asked if any land

was being taken as part of this. I said no it is only to allow us on their property to do work. She ask what work. I said that it appears that due to the new road we will need to repair their driveway and as such need their permission. She asked if we were doing anything to the fence. I said we are not doing anything to the fence. She asked how can we do work on both sides of the fence without repairing the fence. I said we are mainly doing work on St. Charles Road so there is no fence there and the work on her property is just to redo the driveway access to the road. She said she would talk to her partner and let me know if they have any more questions.

Jeremie Lukowicz, P.E.
Assistant Village Engineer

Village of Villa Park
Public Works Department
Engineering Division
T 630.834.8505 | F 630.834.8509
jlukowicz@invillapark.com

From: Elora Hsu [mailto:ehsu@v3co.com]
Sent: Wednesday, November 16, 2016 10:28 AM
To: Lukowicz, Jeremie
Cc: George Schober
Subject: RE: St. Charles Rd Bridge

Jeremie,

Have you received any comments or signoffs from the 3 property owners we notified back in October? If so, could you forward us their signoff sheets and/or comments?

If not, we would like to send a second notification. Like last time, please insert the Village's letterhead and include your signature.

Please return copies of the signed letters via email and we can take care of sending them out with their corresponding exhibits and self-addressed envelopes to the Village.

Feel free to let us know if you have any questions.

Thanks,
Elora

From: Lukowicz, Jeremie [mailto:jlukowicz@invillapark.com]
Sent: Monday, October 24, 2016 2:27 PM
To: Elora Hsu
Subject: RE: St. Charles Rd Bridge

Please find attached the signed documents. Do you need the signed originals? If you need anything else please let me know.

Thanks,

Jeremie Lukowicz, P.E.

From: Elora Hsu [mailto:ehsu@v3co.com]
Sent: Monday, October 24, 2016 1:51 PM
To: Lukowicz, Jeremie
Subject: RE: St. Charles Rd Bridge

Jeremie,

Attached are all the letters with the updated dates.

Thanks,
Elora

From: Lukowicz, Jeremie [mailto:jlukowicz@invillapark.com]
Sent: Monday, October 24, 2016 1:38 PM
To: Elora Hsu
Subject: St. Charles Rd Bridge

Elora,

Can you resend all letters with updated dates.

Thanks,

Jeremie Lukowicz, P.E.
Assistant Village Engineer

Village of Villa Park
Public Works Department
Engineering Division
T 630.834.8505 | F 630.834.8509
jlukowicz@invillapark.com

November 17, 2016
PIN 0610203003
621 E. St. Charles Road, Villa Park
Re: St. Charles Road Bridge Improvements Over Salt Creek [Temporary Easement Acquisition]

Check the appropriate response:

Y I have no comments at this time

_____ I have noted my comments on the back of this page

_____ I would like to discuss this further in a telephone conversation.

_____ I will call you.

_____ Please call me. (Include telephone number and preferred day and time.)

_____ I would like to have a personal meeting to discuss this project.
Please call to arrange a date, time, and location.
(Include contact person and telephone number.)

Igor Krygano
Signature of Owner

11. 23. 16
Date

APPENDIX C
DESIGN VARIANCES

Illinois Department of Transportation

Approval of Design Variance

Project Identification

Local Agency: Village of Villa Park (County, Municipality, Road District / Township) County: DuPage

Section No.: 15 - 00094 - 00 - BR Route: FAU 1397

Street/Road Name: St. Charles Road

Project Limits: Monterey Ave to 100 ft east of St. Charles Road

Project Length: 350 ft (0.07 mile) Functional Classification: Minor Arterial

Design Year (roadway): 2018 Design Traffic: ☐ DHV 2,090 ☒ ADT 23,200

Design Year (bridge): 2018 ☐ DHV 2,090 ☒ ADT 23,200

Existing Structure No.: 022-6950 Proposed Structure No.: 022-6950

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 existing bridge has been determined by IDOT to be deficient and in need of repair and has been weight-limit posted by the Village of Villa Park. The purpose of this project is to improve and repair the bridge by replacing the superstructure of the bridge to address current safety concerns. In addition, the improvements will also include minor widening of the roadway and bridge to accommodate five lane widths of 11 ft.

District Coordination Meetings

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

Dates:

Level One Design Variance Approval

Local Agency: Village of Villa Park Section No.: 15-00094-00-BR

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance N o	Summary of Variance and Justification
1. Design Speed: 30 mph	30 MPH (Sec 33-3.02)	☐	☒	
2. Level of Service (Mainline): N/A		☐	☐	Not part of project scope
3. Lane Widths				
a. Through Lanes: 11' feet	11 ft (Fig 33-3C)	☐	☒	
b. Turn Lanes: 11-12' feet	11 ft (Fig 33-3C)	☐	☒	
c. Parking Lanes: N/A feet	N/A	☐	☒	Not part of project scope
d. Bike Lanes: N/A feet	N/A	☐	☒	Not part of project scope
4. Through Travel Lane Cross Slopes				
Inside Lane: 1.5-2.0 %	1.5-2.0% (Fig 33-3C)	☐	☒	
Outside Lane: 1.5-2.0 % (if more than 2 lanes)	1.5-2.0% (Fig 33-3C)	☐	☒	
5. Shoulder Widths: N/A feet		☐	☐	Not part of project scope
6. Horizontal Curvature (Minimum Radius) 9807 feet	3,390 (Fig 29-3A)	☐	☒	
List curves not meeting criteria Sta. Radius Design Speed		☐	☐	
		☐	☐	
		☐	☐	
7. Superelevation Rates e_{max} NC % Exist R > 3,390' (NC @ 30mph; Fig 29-3A)	NC (Fig 29-3A)	☐	☒	
List curves for which e does not meet criteria PI Sta. Radius e Design Speed		☐	☐	
		☐	☐	
		☐	☐	
8. Maximum Grade: 1.90 %	8% (Fig 32-3B)	☐	☒	
9. Minimum Intersection Sight Distance 265 feet	265' (Fig 28-3F)	☐	☒	
List locations not meeting the criteria Cross Road Distance		☐	☐	
		☐	☐	
		☐	☐	
10. Minimum Stopping Sight Distance 200 feet	200' (Fig 28-1A)	☐	☒	

Level One Design Variance Approval

Local Agency: Village of Villa Park Section No.: 15-00094-00-BR

a. Crest Vertical Curves – Min. K value 40 **List curves not meeting the criteria** VPI Sta. / Sight Distance / Design Speed / Curve Length	19 (Fig 32-2D)	☐	☒	
		☐	☐	
		☐	☐	
		☐	☐	
b. Sag Vertical Curves – Min. K value N/A **List curves not meeting the criteria** VPI Sta. / Sight Distance / Design Speed / Curve Length		☐	☐	Not part of project scope
		☐	☐	
		☐	☐	
		☐	☐	
c. Inside of Horizontal Curves **List curves not meeting the criteria** Sta. / Sight Distance / Design Speed / Radius				Not part of project scope
		☐	☐	
		☐	☐	
		☐	☐	
11. Clear Roadway Bridge Widths: 57' feet	50' (Sec 33-3.13d)	☐	☒	
12. Freeboard Above Design High Water: 5 feet	3' (IDOT Drainage Manual)	☐	☒	
13. Vertical Clearances: ☐ Over Roadway/RR N/A feet		☐	☐	Not part of project scope
☐ Under Structure N/A feet		☐	☐	Not part of project scope
14. Accessibility Criteria for Disabled Persons **List any feature not meeting ADA Criteria**		☐	☒	
15. Roadside Clear Zone: a. Tangent N/A feet	N/A	☐	☒	Tangent within bridge section.
b. Outside of Curve 8' **List criteria for each radius** Radius (ft) / Clear Zone (ft)	Exist ROW Line (Fig 33-3F)	☐	☒	
		☐	☐	
		☐	☐	
		☐	☐	
16. Intersection(s) Level of Service: N/A		☐	☐	Not part of project scope

Level One Design Variance Approval

Local Agency: Village of Villa Park Section No.: 15-00094-00-BR

17.	Warrants for Stop Signs or Signals Cross Road / Warrant		☐ ☐ ☐ ☐ ☐ ☐	Not part of project scope
18.	Pavement Design (list any variance to policy) HMA Surf Crse, Mix D, N70 – 1.5" HMA Bndr Crse, IL-19.0, N70 – 2.5" HMA Base Crse, 11" Agg Sub-base, 4"	IDOT Mix Chart	☐ ☒	

Prepared By: _____ Date: _____
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: _____ Date: _____

IDOT Regional Engineer Concurrence _____ Date _____ Central BLR&S Approval _____ Date _____

Level Two Design Variance Approval

Local Agency: Village of Villa Park Section No.: 15-00094-00-BR

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Period: Existing years	20 years	☐	☐	Not part of project scope
2. Horizontal Alignment (Mainline)				
a. Minimum Superelevation Transition Lengths: 0 feet	0	☐	☒	
b. Superelevation Distribution Between Tangent and Curve: ____	2/3 : 1/3	☐	☐	Not part of project scope
3. Vertical Alignment (Mainline)				
a. Minimum Grade of Urban Cross Section 0.7 %	0.3%	☐	☒	
b. Minimum Length of Vertical Curves 105 feet	90'	☐	☒	
c. Maximum K value of Vertical Curves 40 (for curbed facilities)	167	☐	☒	
4. Cross Section Elements (Mainline)				
a. Design of Parking Lanes				
• Cross Slope: N/A %		☐	☐	Not part of project scope
b. Design of Sidewalks				
• Width: 4 feet	6 feet behind back of curb	☒	☐	Matched existing bridge sidewalk width. The existing substructure for the bridge cannot support a widening of the superstructure beyond the proposed width. Further widening would require substantial substructure widening or possible replacement which would increase the impacts to the waterway and the adjacent properties.
• Buffer Distance: 1 feet	2 feet	☒	☐	Proposed 4' sidewalk with 1' paved buffer width. See justification above.
• Cross Slope: 1.5 %	2% max.	☐	☒	
• Longitudinal Grades: 2 %	5% max.	☐	☒	
c. Median				Not part of project scope
• Type: ____		☐	☐	
• Width: ____ feet		☐	☐	
d. Shoulder Cross Slopes: ____ %		☐	☐	Not part of project scope
e. Rollover Factor ____ %		☐	☐	Not part of project scope
f. Curb and Gutter Type B-9.12	B-9.12	☐	☒	
g. Roadway Element				
• Steepest Front Slopes: 3:1 (H:V)	4:1 Des; 3:1 Max	☐	☒	
• Steepest Back Slopes: N/A (H:V)		☐	☐	Not part of project scope

Level Two Design Variance Approval

Local Agency: Village of Villa Park Section No.: 15-00094-00-BR

5. Drainage (Flood Frequency)				
a. Pavement: Existing maintained years		☐	☐	Not part of project scope
b. Structure: Existing maintained years		☐	☐	Not part of project scope
c. Storm Sewer: Existing maintained years		☐	☐	Not part of project scope
6. Intersections				
a. Level of Service for Individual Movement:				Not part of project scope
• Through Lanes: Existing maintained		☐	☐	Not part of project scope
• Turn Lanes: Existing maintained		☐	☐	Not part of project scope
b. Skew Angle: _____ Degrees		☐	☐	Not part of project scope
c. Approach Grades: 0.73 %	1-2%	☐	☒	
d. Design Vehicle: _____		☐	☐	Not part of project scope
e. Turning Radius for Design Vehicle: _____		☐	☐	Not part of project scope
f. Minimum Corner Island Size: _____		☐	☐	Not part of project scope
g. Minimum Turn Lane Length 111 feet	115'	☒	☐	Due to the limited distance between Monterey & IL Rt 83, the existing storage is maintained to maximize the EB left turn storage onto IL Rt 83.
• Approach Taper: _____ feet	_____	☐	☐	Not part of project scope
• Departure Taper: _____ feet		☐	☐	Not part of project scope
• Bay Taper: 113 feet	135'	☒	☐	Due to the limited distance between Monterey & IL Rt 83, the existing taper is maintained to maximize the EB left turn storage onto IL Rt 83.
h. Entrances				

Entrance Type	Max. Width (ft.)	Min. Width (ft.)	Max. Grade(%)				
Commercial	24'	22'	5.1%	24	☐	☒	
Residential	N/A	N/A	N/A		☐	☐	Not part of project scope

7. RR Crossings				Not part of project scope
a. Type of Railroad Protection: _____		☐	☐	
b. Crossing Width (at 90° angle) _____ feet		☐	☐	
8. Lighting				Not part of project scope
a. Illuminance _____ lux		☐	☐	
b. Uniformity Ratio _____		☐	☐	
9. Other Items				
_____		☐	☐	

Level Two Design Variance Approval

Local Agency: Village of Villa Park Section No.: 15-00094-00-BR

Prepared By: _____ Date: 1/23/17
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: _____ Date: 1/23/17

_____ 2-21-17 _____ _____
IDOT Regional Engineer Concurrence Date Central BLR&S Approval Date

APPENDIX D
TRAFFIC MANAGEMENT PLAN REPORT

Illinois Department of Transportation

Transportation Management Plan

Region No:	1	Project No:	P-91-313-15	Contract No:	N/A
District No:	1	County:	DuPage	Program Yr.:	TBD
Route:	IL Route 83			Project Limits:	At St. Charles Road

The stated mobility goals of the Safety Engineering Policy Memorandum Safety 3-07 are:

1. Delays caused by work zones should not exceed more than 5 minutes per mile of project length with a maximum of 30 minutes above the normal recurring traffic delay.
2. Queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

Please check the appropriate box explaining the Traffic Control Case:

☐ Significant Route Project: Based on current impact analysis and construction strategies, the stated goals are not expected to be met. See attachments for details. *In addition, complete and attach the 'Request for Exception to Compliance with the Work Zone Safety and Mobility Rule' (BSE WZ 2) form.* **(IDOT – District 1 Traffic Operations Bureau Chief, Springfield, and FHWA approval required)** – Route Name/Number if applicable:

☒ Significant Route Long-Term Project that meets expectations **(IDOT – District 1 Traffic Operations Bureau Chief approval required)** – Route Name/Number if applicable: **IL Route 83**

☐ Non-significant Project; No exceptions Requested **(IDOT – District 1 Traffic Operations Bureau Chief approval required)**

Attachments shall:

1. Provide a brief description of the project.
2. Include a brief discussion of strategies considered and the reasons these strategies will not be utilized, which could include a listing of pros/cons, cost, delays and queues.
3. Describe the recommended strategies which will be utilized identifying the delays and queues. The mitigation measures to reduce the impacts on the project will be fully described.
4. Include a location map with project limits and applicable parts of the plan.

Submitted by District Representative:

Phase I: Marilin Solomon

Phase II:

Approved by:

D1-Bureau of Traffic Operations
LISA HEAVEN-BAUM

Date: 6/21/17

District No.: 1 Contract No.: TBD Letting Date: 11-09-2018
Route: IL Route 83 Section: 15-00094-00-BR Program Cost:
Project Location: St. Charles Road Bridge Over Salt Creek
County: DuPage

Scope of Work
Minor roadway widening/resurfacing and the replacement of the St. Charles Road bridge superstructure.

Facility type: Arterial
Area type (Urban, Suburban, or Rural): Urban
Project length (miles): 350'
Project duration (months): 6 months

				Number of Lanes		Speed Limit			
#	Route	Description	Segment	Exist	Work Zone	Posted	Work Zone	Design Speed	ADT
1	St. Charles Road	Local Road	St. Charles Road (west leg)	2 (1L1R)-2	1(1L1R)-1	30	30	30	23,200
2	St. Charles Road	Local Road	St. Charles Road (east leg)	2 (1L)-2	1(1L)-1	30	30	30	12,100
3	IL Route 83	Arterial	IL Route 83 (Kingery Hwy) (south leg)	3 (2L1R)-3	3(1L1R)-3	45	45	45	61,000
4	IL Route 83	Arterial	IL Route 83 (Kingery Hwy) (north leg)	3 (1L1R)-3	3(1L1R)-3	45	45	45	64,000

Phase I

1. A. Temporary Traffic Control Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

- ☐ 1 Use of temporary widening
- ☐ 2 Use of night work
- ☒ 3 Permanent lane closures — 1 – 3 NBLTL
- ☒ 4 Temp/ Restricted Lane closure — 1 – 3
- ☐ 5 Railroad coordination
- ☐ 6 Spec. Events Restrictions (Specify):
- ☐ 7 Signing &/or improving alt. routes
- ☐ 8 Detour
- ☐ 9 Pedestrian accommodations — 1 – 3
- ☐ 10 Other (Specify):

Comments:
The superstructure replacement will be constructed in two stages. One NB LTL will be closed during all stages. Sidewalk access will be maintained at all times. See attachments 1-3 for more details. Temporary Lane closures on IL Route 83 during allowable hours will be required to install temporary signals at the intersection.

1.B. Transportation Operation Plan: Strategies anticipated to be utilized (Applicable strategies are marked)

- ☒ 1 Signal Coordination — See below
- ☐ 2 Turn restrictions
- ☐ 3 Service Patrol
- ☐ 4 Parking restrictions
- ☐ 5 State Police Hirebacks
- ☐ 6 Temporary Surveillance
- ☐ 7 Smart WZ
- ☐ 8 Other (Specify):

Comments:
The proposed temporary signals will be optimized and coordinated to mitigate traffic delays during construction. Portable message signs, temporary concrete barrier walls, and temporary striping will be used to direct traffic during construction staging. See attachments 1-3 for more details.

Design Approval:

Phase II

Does the proposed Maintenance of Traffic (MOT) in Phase II match what was proposed in Phase I? ☐ Yes ☐ No

Specify & Describe Changes (if applicable): _____

MOT Design/TMP Approval: _____

2.A. Temporary Traffic Control Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☐ 1 Use of temporary widening _____
☐ 2 Use of night work _____
☐ 3 Permanent lane closures _____
☐ 4 Temp/Restricted Lane closure _____
☐ 5 Railroad coordination _____
☐ 6 Spec. Events Restrictions (Specify): _____
☐ 7 Improving & signing alternate routes _____
☐ 8 Detour _____
☐ 9 Pedestrian accommodations _____
☐ 10 Incentive/Disincentive clauses _____
☐ 11 Bus stop coordination _____
☐ 12 Other (Specify): _____

Comments:

2.B. Transportation Operation Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☐ 1 Signal Coordination _____
☐ 2 Turn restrictions _____
☐ 3 Service Patrol _____
☐ 4 Parking restrictions _____
☐ 5 State Police Hirebacks _____
☐ 6 Traffic Control Surveillance _____
☐ 7 Smart Work Zone _____
☐ 8 Speed Limit Reduction _____
☐ 9 Increased WZ violations penalties _____
☐ 10 Coord w/ adj. construction sites _____
☐ 11 Speed Indicator Signs _____
☐ 12 Incidence response coord _____
☐ 13 Other (Specify): _____

Comments:

2.C. Public Information Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☐ 1 Media Press Release _____
☐ 2 Web Page _____
☐ 3 Changeable Message Signs _____
☐ 4 Static Message Signs _____
☐ 5 Brochures/Flyers _____
☐ 6 Other (Specify): _____

Comments:

Phase III

To be completed by Resident Engineer and sent to the Bureau of Safety Engineering within thirty (30) days of essential completion of the project. The information provided will be used to measure TMP performance and determine appropriate strategies for future contracts.

Were the limits and scope included on the second page of this report included in the construction contract?

☐ Yes ☐ No

If no, list limits and scope below:

_____

3.A. Temporary Traffic Control Plan: Phase II of this report included the strategies that were planned to be used as part of the work for which the contractor was responsible for during construction. The following strategies were utilized (Please check all that apply):

☐ 1 Use of temporary widening _____
☐ 2 Use of night work _____
☐ 3 Permanent lane closures _____
☐ 4 Temp/Restricted Lane closure _____
☐ 5 Railroad coordination _____
☐ 6 Spec. Events Restrictions _____
☐ 7 Improving & signing alternate routes _____
☐ 8 Detour _____
☐ 9 Pedestrian accommodations _____
☐ 10 Incentive/Disincentive clauses _____
☐ 11 Bus stop coordination _____
☐ 12 Other (Specify): _____

List any changes made to the plan, explain briefly:

_____

Evaluate the success of the plan:

_____

3.B. Transportation Operation Plan: Phase II of this report included the strategies that were planned to be used that involve changes that directly affected the roadway users during construction. The following strategies were utilized (Please check all that apply):

☐ 1 Signal Coordination _____
☐ 2 Turn restrictions _____
☐ 3 Service Patrol _____
☐ 4 Parking restrictions _____
☐ 5 State Police Hirebacks _____
☐ 6.Traffic Control Surveillance _____
☐ 7 Smart Work Zone _____
☐ 8 Speed Limit Reduction _____
☐ 9 Increased WZ violations penalties _____
☐ 10 Coord w/ adj. construction sites _____
☐ 11 Speed Indicator Signs _____
☐ 12 Incidence response coord _____
☐ 13 Other (Specify): _____

List any changes made to the plan, explain briefly:

_____

Evaluate the success of the plan:

_____

3.C. Public Information Plan: Phase II of this report included the strategies that were planned to be used for the outreach to the public about the project. The following strategies were utilized (Please check all that apply):

☐ 1 Media: Press Release _____
☐ 2 Web Page _____
☐ 3 Changeable Message Signs _____
☐ 4 Static Message Signs _____
☐ 5 Brochures/Flyers _____
☐ 6 Other (Specify): _____

List any changes made to the plan, explain briefly:

_____

Evaluate the success of the plan:

_____

Provide a description of any changes made to the traffic control due to crashes occurring within the project limits during construction and if the action taken improved safety. Did it have any other effect on the roadway users (i.e. improved wait time or increased delay)?

_____

Recommendations, if any, for changes to IDOT's standards, specifications, policies, or procedures.

_____

Attachment 1: Description of Project

The project is located within the Village of Villa Park and the City of Elmhurst in DuPage County. St. Charles Road is a suburban section with two lanes in each direction and sidewalks on both sides of the road. The westernmost project limits begin at Monterey Avenue and end approximately 100 ft east of the St. Charles Road Bridge. Within the project limits, St. Charles Road widens out to a five-lane section that consists of 10.5 ft outside lanes, 11 ft inside lanes, and a 10 ft wide left turn lane.

The St. Charles Road Bridge over Salt Creek is located within the jurisdictions of the Village of Villa Park and the City of Elmhurst. The northwest, northeast and southeast quadrants of the bridge are located in the City of Elmhurst and the southwest quadrant is located in the Village of Villa Park. An agreement between the two municipalities obligates Villa Park with 100% of the maintenance responsibilities for the bridge.

The proposed improvements include minor widening of the roadway to accommodate five 11 ft wide lanes and the replacement of the bridge superstructure. The existing substructure will be maintained.

Attachment 2: Strategies Considered

Two strategies were considered to determine the most effective way to manage traffic control for the project. The current ADT along St. Charles Road (west of IL Route 83) is 23,200 vehicles per day (vpd).

The first alternative is a detour route utilizing IL Route 53, IL Route 64, and IL Route 83 while the second alternative maintains traffic along St. Charles Road during all stages of construction. Under both alternatives, the estimated duration of construction is anticipated to last 6 months.

Alternative 1

The State Route detours were considered due to the existing pavement sections and lane configurations necessary to accommodate diverted St. Charles Road traffic. Exhibit 1, in Appendix A, identifies the route and allowable traffic movements along the detour.

Below is a table summarizing the roadway characteristics of each detour leg:

Table 1: Summary of Detour Route

Leg of Detour	Miles	Average ADT (vpd)	# of Thru Lanes in each direction	# of Traffic Signal Optimizations
IL Route 53: St. Charles to IL Rt 64	1.15	23,900	2*	2
IL Route 64: IL Rt 53 to IL Rt 83	3.48	43,500	3	9
IL Route 83: IL Rt 64 to St. Charles	1.09	64,000	3	3

*Note: A section of IL Route 53 narrows down to a two-lane section between Meadow Avenue and Sunset Avenue (approximately 2,000 feet), just south of IL Route 64. At the intersection, IL Route 53 widens out to a six-lane section.

Although the State Routes would bypass construction, the detour results in a significant adverse travel distance of 5.4 miles. In addition, 14 existing traffic signals are anticipated to require signal optimizations because of the increased traffic volumes. Considering the adverse travel distance and signal timing modifications, the estimated cost of the detour is approximately $1.97 Million. Reference Appendix B for the breakdown of costs.

Alternative 2

The second alternative maintains traffic across the St. Charles Road bridge during all stages of construction. The construction can be accomplished in three stages that involve shifting traffic to the south and north sides of the bridge (Stages 1 and 2, respectively) to accommodate the replacement of the superstructure and roadway widening. As St. Charles Road traffic approaches the project limits, the lanes shift and merge to one lane in each direction across the bridge. At the intersection of IL Route 83, exclusive left and right turn lanes are provided along St. Charles Road to maintain traffic channelization during construction. Because of the bridge's proximity to the IL Route 83 and St. Charles Road intersection, temporary traffic signals are necessary to accommodate the lane shifts and lane reductions. In addition, one of the the northbound left turn lanes will need to be closed due to one receiving lane on St. Charles Road.

Pedestrian accommodations along St. Charles Road will be maintained and will correspond with the designated stages. Exhibits 2.1 and 2.2 (Appendix A) highlight Stages 1 and 2 of Alternative 2.

As part of Stage 3, all lanes across the bridge will be open. Resurfacing and pavement striping work will be completed under daily lane closures. It is anticipated that the temporary traffic signal and a single northbound left turn lane on IL Route 83 will remain during this stage.

The estimated cost of staged construction is approximately $220,000. Reference Appendix B for the breakdown of costs.

Attachment 3: Recommendation

Delays and increased queues are unavoidable under both alternatives. It can be expected that truck and commuter traffic will modify their routes to avoid traffic and that local traffic will disperse among the local roadway network. Although the detour route would bypass construction, the costs associated with the adverse travel distance and existing signal optimizations along the detour is significant.

Stage Construction (Alternative 2) is the recommended and most economical method of managing traffic for the St. Charles Road Bridge improvements. Stage Construction minimizes the adverse travel distance for traffic along the route and is a fraction of the cost for implementing a detour.

APPENDIX A

EXHIBITS

- **Exhibit 1.0 – Alternative 1: Detour Route**
- **Exhibit 2.0 – Alternative 2: Stage 1**
- **Exhibit 2.1 – Alternative 2: Stage 2**

* ST. CHARLES ROAD EAST OF IL ROUTE 53 WILL BE OPEN TO LOCAL THROUGH TRAFFIC BETWEEN IL ROUTE 53 AND MONTEREY AVENUE.

LEGEND

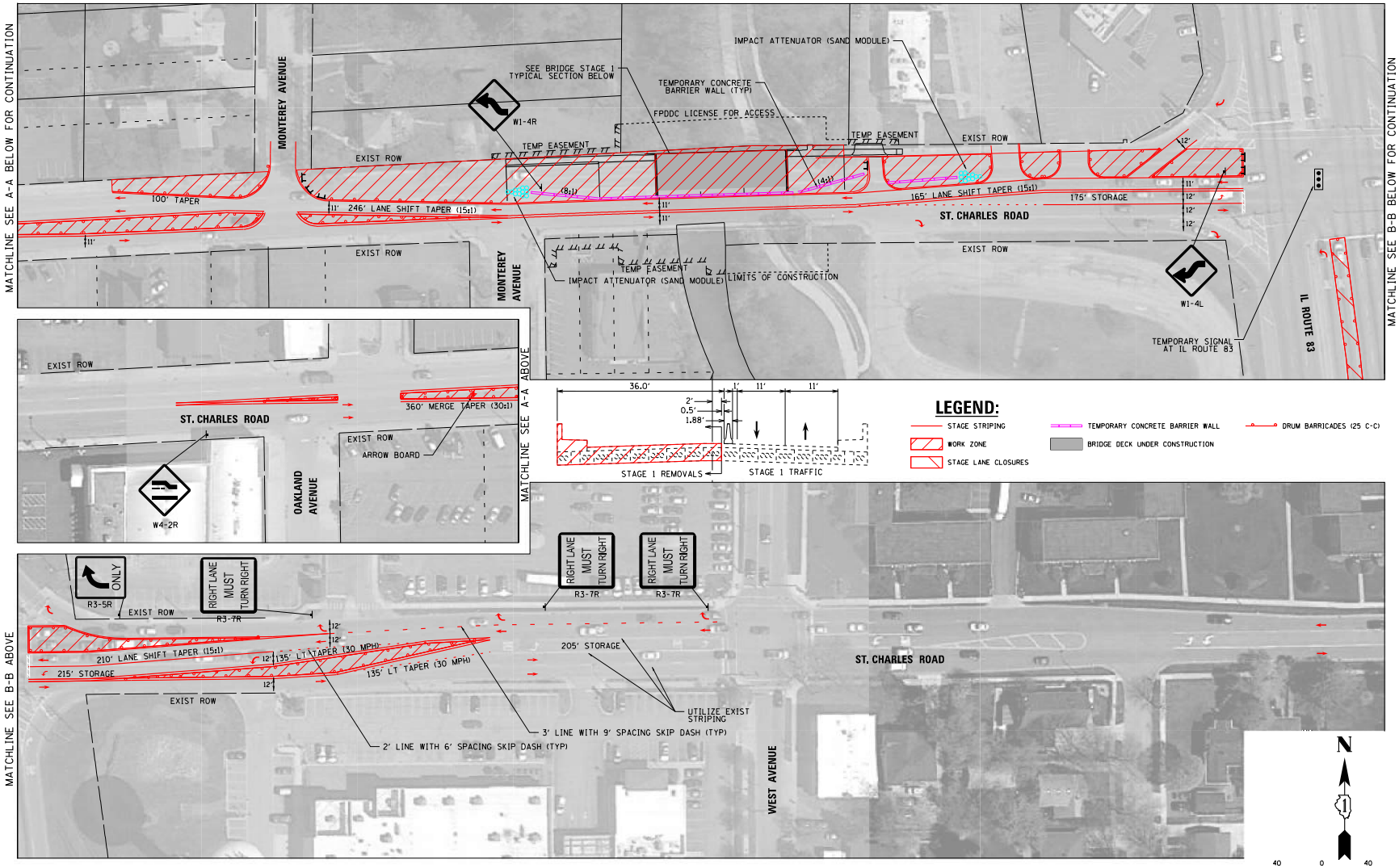
DETOUR ROUTE

AVAILABLE TRAFFIC MOVEMENTS ALONG DETOUR ROUTE

TRAFFIC SIGNAL OPTIMIZATION

N

V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	USER NAME = ehsu	DESIGNED - EIH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALTERNATIVE 1: ST. CHARLES ROAD DETOUR ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - EIH	REVISED -				DUPAGE	1	1
	PLOT SCALE = 50.0000 ' /	CHECKED - GJS	REVISED -				EXHIBIT 1.0		
	PLOT DATE = 6/29/2016	DATE - 06/29/16	REVISED -		SCALE: NTS SHEET 1 OF 1 SHEETS				



V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = ehsu	DESIGNED - EIH	REVISED - 11/15/16	
	DRAWN - EIH	REVISED - 03/03/17	
PLOT SCALE = 80.0000 ' / in.	CHECKED - MJR	REVISED - 05/08/17	
PLOT DATE = 5/5/2017	DATE - 07/05/16	REVISED -	

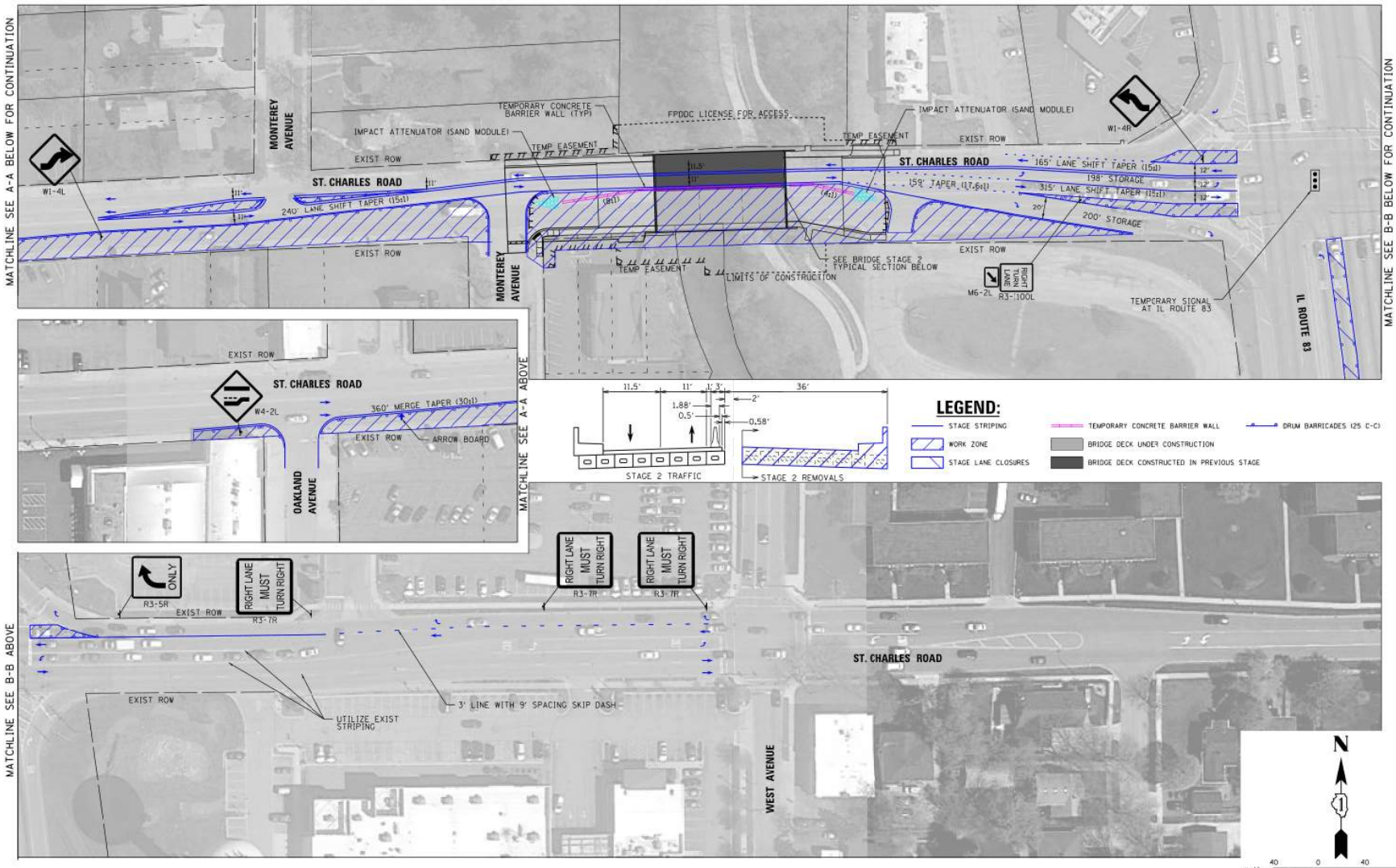
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALTERNATIVE 2: MAINTENANCE OF TRAFFIC STAGE 1
ST. CHARLES ROAD

SCALE: 1"=40' | SHEET 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	1	2

PROJECT: BRM-4003(508); JOB: P-91-313-15
ILLINOIS



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7325 Janes Avenue
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www.v3co.com

USER NAME = ehsu	DESIGNED - EJH	REVISED - 11/15/16	
	DRAWN - EJH	REVISED - 03/03/17	
PLOT SCALE = 80.0000 ' / in.	CHECKED - MJR	REVISED - 05/08/17	
PLOT DATE = 5/5/2017	DATE - 07/05/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALTERNATIVE 2: MAINTENANCE OF TRAFFIC STAGE 2
ST. CHARLES ROAD

SCALE: 1"=40' | SHEET 2 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	2	2

PROJECT: BRM-4003(508); JOB: P-91-313-15
ILLINOIS

APPENDIX B

BREAKDOWN OF COSTS

- **Alternative 1: Detour Route Cost Breakdown**
- **Alternative 2: Staged Construction Cost Breakdown**

CONCEPTUAL ENGINEERS OPINION OF PROBABLE MOT COSTS

St. Charles Road Bridge Improvements
Alternative 1: St. Charles Road Detour

ADVERSE TRAVEL COST

LEG OF DETOUR ROUTE	MILES
IL Rt 53./St. Charles Rd. to IL Rt 53/IL Rt 64	1.15
IL Rt 64/IL Rt 53 to IL Rt 64/IL Rt 83	3.48
IL Rt 83/IL Rt 64 to IL Rt 83/St. Charles Rd.	1.09

DIRECT ROUTE DISTANCE 0.37

ADT =	23,200	
PV =	97	**%**
SU =	2.5	**%**
MU =	0.5	%

TIME OF CLOSURE 5 **MONTHS**

ADVERSE TRAVEL DISTANCE = **5.35**

PV =	$3,792,486.60	**$0.21**	**/PV/DAY/MILE**
SU =	$442,177.50	**$0.95**	**/SU/DAY/MILE**
MU =	$107,053.50	**$1.15**	**/MU/DAY/MILE**
TOTAL =	$4,341,717.60		

% AFFECTED & 1/2 OF THE COST ASSUMED BY MOTORIST = $ 1,953,772.92

TRAFFIC SIGNAL MODIFICATIONS (14 SIGNALS) = $ 21,000.00

TOTAL ESTIMATED COST OF DETOUR = $ 1,974,772.92

% Through Traffic = 90.00%

CONCEPTUAL ENGINEERS OPINION OF PROBABLE MOT COSTS

St. Charles Road Bridge Improvements
Alternative 2: Staged Construction

ITEM	UNITS	UNIT COST	St. Charles Road		IL Route 83		TOTALS	
			QTY	COST	QTY	COST	QTY	COST
MAINTENANCE OF TRAFFIC - STAGE 1								**$ 130,093.17**
Pavement Marking Removal	**SF**	$ 2.50	827	$ 2,066.67	0	$ -	827	$ 2,066.67
Temporary Concrete Barrier Wall	**LF**	$ 50.00	330	$ 16,500.00	0	$ -	330	$ 16,500.00
Impact Attenuator, Fully Redirective, Test Level 2	**EA**	$ 7,000.00	2	$ 14,000.00	0	$ -	2	$ 14,000.00
Barrier Drums	**EA**	$ 25.00	119	$ 2,980.00	35	$ 870.00	154	$ 3,850.00
Paint Pavement Marking Line, 4"	**LF**	$ 0.75	6,170	$ 4,627.50	232	$ 174.00	6,402	$ 4,801.50
Paint Pavement Marking Line, 12"	**LF**	$ 1.50	790	$ 1,185.00	210	$ 315.00	1,000	$ 1,500.00
Paint Pavement Marking Line, 24"	**LF**	$ 5.00	95	$ 475.00	0	$ -	95	$ 475.00
Temporary Traffic Signals	**EA**	$ 80,000.00	0.5	$ 40,000.00	0.5	$ 40,000.00	1	$ 80,000.00
Construction Signage	**EA**	$ 300.00	11.0	$ 3,300.00	0	$ -	11	$ 3,300.00
Arrow Board	**EA**	$ 3,600.00	1	$ 3,600.00	0	$ -	1	$ 3,600.00
MAINTENANCE OF TRAFFIC - STAGE 2								**$ 40,617.08**
Pavement Marking Removal	**SF**	$ 2.50	175	$ 437.50	0	$ -	175	$ 437.50
Work Zone Pavement Marking Removal	**SF**	$ 5.00	3,037	$ 15,183.33	0	$ -	3,037	$ 15,183.33
Relocate Temporary Concrete Barrier Wall	**LF**	$ 20.00	250	$ 5,000.00	0	$ -	250	$ 5,000.00
Relocate Impact Attenuator	**EA**	$ 2,500.00	2	$ 5,000.00	0	$ -	2	$ 5,000.00
Barrier Drums	**EA**	$ 25.00	68	$ 1,700.00	0	$ -	68	$ 1,700.00
Paint Pavement Marking Line, 4"	**LF**	$ 0.75	4,795	$ 3,596.25	0	$ -	4,795	$ 3,596.25
Paint Pavement Marking Line, 12"	**LF**	$ 1.50	150	$ 225.00	0	$ -	150	$ 225.00
Paint Pavement Marking Line, 24"	**LF**	$ 5.00	95	$ 475.00	0	$ -	95	$ 475.00
Construction Signage	**EA**	$ 300.00	18.0	$ 5,400.00	0	$ -	18	$ 5,400.00
Arrow Board	**EA**	$ 3,600.00	1	$ 3,600.00	0	$ -	1	$ 3,600.00
MAINTENANCE OF TRAFFIC - STAGE 3								**$ 11,128.33**
Work Zone Pavement Marking Removal	**SF**	$ 5.00	1,938	$ 9,691.67	287	$ 1,436.67	2,226	$ 11,128.33
		SUB TOTAL COSTS =	**$**	**139,042.92**	**$**	**42,795.67**	**$**	**181,838.58**
		20% Contingency	$	27,808.58	$	8,559.13	$	36,367.72
STAGED CONSTRUCTION MAINTENANCE OF TRAFFIC TOTAL =			**$**	**166,851.50**	**$**	**51,354.80**	**$**	**218,206.30**

Prepared by: V3 Companies of Illinois, Ltd.
Date: March 3, 2017

ALTERNATIVE 2

APPENDIX E
UTILITY CORRESPONDENCE

AT&T	E-1
BP Pipeline	E-2
Buckeye Partners	E-3
City of Elmhurst	E-4
Comcast	E-5
Level 3 Communications	E-6
Nicor	E-7
Sunesys	E-8
Villa Park	E-9
West Shore Pipeline	E-10

E-1 AT&T

visio The vision
vertere to transform
virtute with excellence

September 1, 2016

Jill Tafoya
AT&T

Re: St. Charles Road Bridge Improvements over Salt Creek
JULIE Design Stage # A2800344 Villa Park / # A2800354 Elmhurst

Dear Ms. Tafoya:

V3 Companies is the engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek in Villa Park, in DuPage County. Contract plans are expected to begin by December 2016.

The proposed improvements include minor widening of the roadway to accommodate five lanes at 11 ft wide and the replacement of the superstructure. Approximately 5-10 ft of the top of the wingwalls will be replaced at all four corners to accommodate the widening. The superstructure will be replaced and include a new sidewalk and parapet that will cantilever 6" off the new deck beams. In addition, scour countermeasures will be implemented at the piers.

For your reference, enclosed are the following exhibits:

- Typical Section
- Plan and Profile
- Existing Bridge Section
- Proposed Bridge Section
- Scour Sketch

Currently, there are 2 ft gaps between the outside beams for utilities. Under the proposed improvements, those gaps will be removed and any utilities located in the gaps or attached to the existing bridge will need to be relocated.

Please confirm whether your facilities are located on the existing bridge structure or identify any potential conflicts or relocations. Any utilities to be supported by the new bridge improvements will need to be coordinated with V3 Companies for approval of the Phase I documents.

We respectfully request your response by September 16, 2016. If a response has not been provided or you have not contacted V3 by this date, we will assume that there are no utility conflicts and we will proceed as such. Please contact me at (630) 729-6323 or ehsu@v3co.com to discuss the details and accommodations of your facilities.

Sincerely,

V3 COMPANIES OF ILLINOIS, LTD.

Elora I. Hsu, P.E.
Project Engineer

EIH\eih

enclosure

cc: V3 File 15228

Elora Hsu

From: ROBBINS, BRUCE L <br1831@att.com>
Sent: Friday, November 4, 2016 2:29 PM
To: Elora Hsu
Subject: RE: St. Charles Road Bridge Improvement over Salt Creek (AT&T ET3106B)
Attachments: Redlines Job ET3106B-Set 10-28-2016.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: St Charles

Elora,

Attached you will find a copy of our facility redlines for ducts running across the Salt Creek bridge on St. Charles Rd. We do have a duct package on the bridge and also per the locates one running under the creek really tight to the existing bridge. I am going to have our manholes verified on both sides of the bridge and see what cables we have within both duct runs and what our options are. If we and swing stuff off the bridge and into the buried duct or if we would prefer to stay on the new bridge. The duct under Salt Creek is also a concern because of the planned pilings being placed for part of the new bridge construction.

Please review our redlines and let me know your concerns or suggestions with the placement of our facilities.

Thank you,

Bruce Robbins
Legal Mandate Engineer - OSP Planning & Engineering Design
AT&T Technology Operation, Construction & Engineering - MW

AT&T
1000 Commerce Dr, Oak Brook, Il 60523
o 630-573-6471 |m 815-412-5254 | br1831@att.com

MOBILIZING **YOUR** WORLD

From: Elora Hsu [mailto:ehsu@v3co.com]
Sent: Wednesday, September 14, 2016 10:01 AM
To: AHERN, JANET C <ja1763@att.com>
Cc: ROBBINS, BRUCE L <br1831@att.com>
Subject: RE: St. Charles Road Bridge Improvement over Salt Creek (AT&T ET3106B)

Janet,

Thanks for getting back to me. Attached are the requested Microstation files. We are seeking Phase I (preliminary engineering study) design approval by December 2016 with an anticipated letting date April 2017.

Since it looks like AT&T facilities may be located in the existing utility ducts within the bridge structure to be replaced, we would like to coordinate early in the process as it is required for approval of the Phase I. If AT&T

prefers the relocated utilities to be mounted on the new bridge structure, then our structural engineer will need to incorporate those details in the Phase I documents.

Feel free to let me know if you have any questions.

Thanks,
Elora

Elora I. Hsu, P.E.
Project Engineer

V3 Companies
7325 Janes Avenue | Woodridge, IL 60517
Office: 630.724.9200 | Direct: 630.729.6323 | Mobile: 630.212.3264
ehsu@v3co.com | www.v3co.com

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From: AHERN, JANET C [mailto:ja1763@att.com]
Sent: Wednesday, September 07, 2016 2:18 PM
To: Elora Hsu
Subject: St. Charles Road Bridge Improvement over Salt Creek (AT&T ET3106B)

Elora Hsu, P.E.

AT&T has received the Preliminary plans for St. Charles Road Bridge Improvements over Salt Creek (Villa Park).

According to our records AT&T has manhole and duct structure (21 & 24 duct packages), and buried facilities located within the scope of this project. I have attached maps with the approximate location of these facilities (SUE Quality Level D). I will request locates in order to redline your print with the location of these facilities.

If available, Could you please provide me with the following:

- MicroStation
  - All Plan Sheet .dgn files with references
  - All Base Files referenced in sheet files – (i.e. Base, Proposed Roadway, Drainage, R.O.W., etc.)
  - All Cross Sections and Cross Section Sheet Files
  - Benchmark information
- Proposed project schedule

The AT&T Team Lead handling this project is Bruce Robbins who can be reached on 630-573-6471 or by email at br1831@att.com.

When submitting any further design plans for this project please use for Reference: AT&T # ET3106B.

In the future please send all road projects to the following address:
AT&T Civic Project Engineering
1000 Commerce Dr.
Oak Brook, IL 60523

As always, call J.U.L.I.E. 48 hours prior to any digging and hand dig at crossings.

If you have any questions or concerns, please contact me directly.

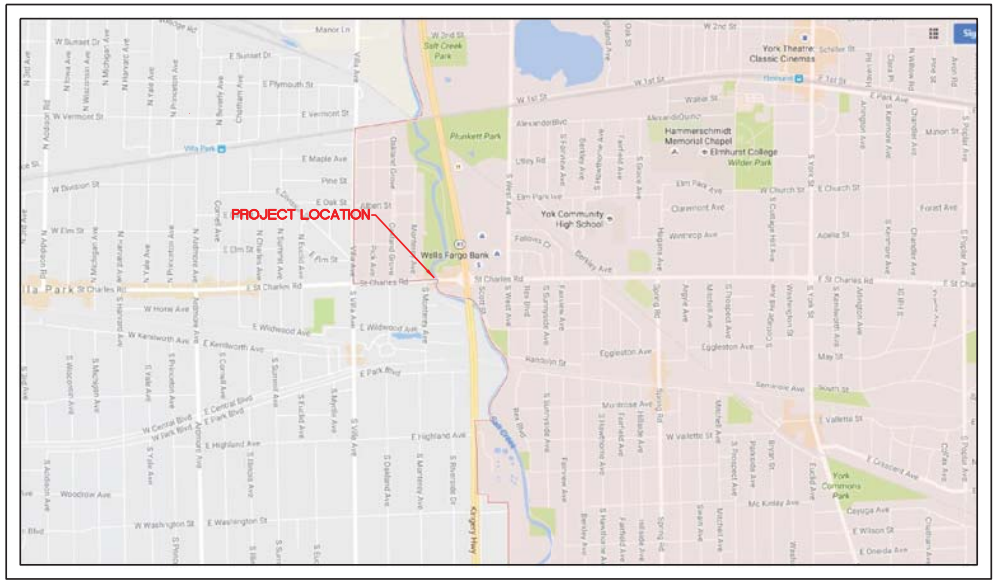
Thank you,

Janet C. Ahern
Manager – OSP Planning & Engineering Design
AT&T Technology Operation, Construction & Engineering - MW

AT&T
1000 Commerce Drive, Oak Brook, Illinois 60523
o 630.573.6414| | ja1763@att.com

MOBILIZING **YOUR** WORLD

ST. CHARLES ROAD OVER SALT CREEK
(BETWEEN RTE 83 AND MONTEREY AVE



LOCATION MAP

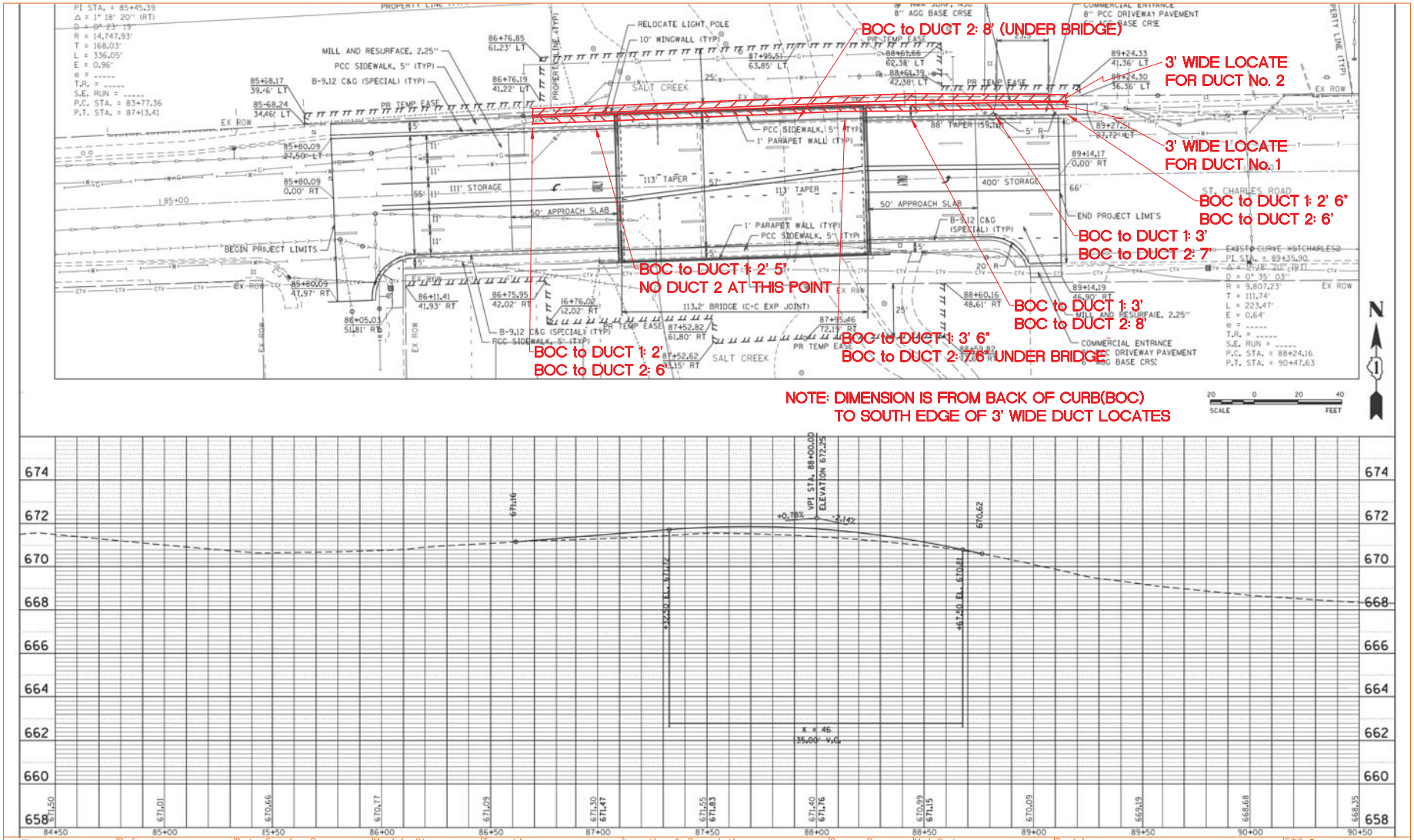
NORTH

AT&T FACILITES
ARE LEVEL B SUE

AT&T LEGEND

EXISTING MANHOLE		EXISTING SAI	
EXISTING PEDESTAL		EXISTING VRAD	POWER
EXISTING JOINT POLE		EXISTING RT	POWER
EXISTING AT&T ONLY POLE		EXISTING CEV	POWER
EXISTING HANDHOLE			
EXISTING POWER	POWER (SOURCE)	AERIAL CABLE	A A
EXISTING BURIED CABLE	B B	EXISTING DUCT	TYPE OF DUCT
PROPOSED BURIED CABLE	B B	PROPOSED DUCT	TYPE OF DUCT

at&t		Ref ET3106B	Date Service Req	Municipality VILLA PARK	Township YORK		Location & Description ST. CHARLES ROAD OVER SALT CREEK(BETWEEN RTE 83 AND MONTEREY AVE	Drawn By: SW	Maj. Code:	Revisions:	EWO #
RNO	Geo Loc Q67140	WC ELMHURST	Date Issued	County DuPAGE	1/4 Sec SE-3	Tax Dist		Orig. BRUCE ROBBINS	PLR: TEL # 630-573-6471		Print 1 of 2



at&t		Ref ET3106B	Date Service Req	Municipality VILLA PARK	Township YORK		Location & Description ST. CHARLES ROAD OVER SALT CREEK(BETWEEN RTE 83 AND MONTEREY AVE	Drawn By: SW	Maj. Code:	Revisions:	EWO #
RNO	Geo Loc Q67140	WC ELMHURST	Date Issued	County DuPAGE	¼ Sec SE-3	Tax Dist		Orig. BRUCE ROBBINS	PLR: TEL # 630-573-6471		Print 2 of 2

E-2 BP Pipeline

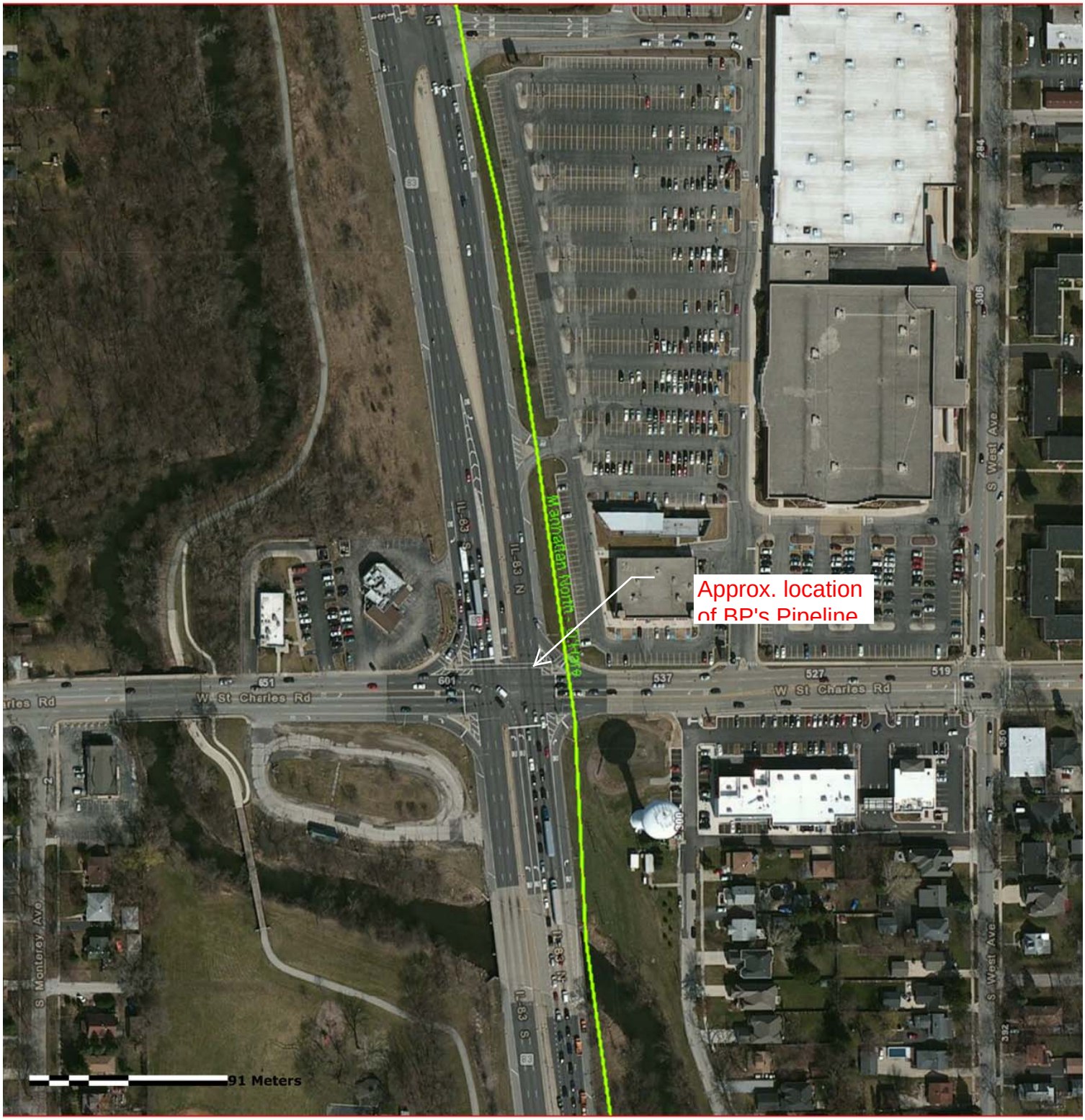
Elora Hsu

From: Moonshower, Laura (Contractor) <LAURA.MOONSHOWER@bp.com>
Sent: Thursday, October 08, 2015 11:19 AM
To: Grant Van Bortel; Jan Burbey
Subject: 8879 -Design Stage Utility Map Request - Villa Park & Elmhurst (15228 GVB)
Attachments: 8879 Silverlight Viewer - Print Map.pdf

Jan,
Please find attached a map with the approximate location of the BP Pipeline just outside your project area. It looks like we will not be in conflict with your work. If you scope of work changes please let us know.
Thanks,

Laura Moonshower
Contract Right of Way Agent
BP Pipelines (North America) Inc.
150 W. Warrenville Rd, Bldg 603- 3rd Fl
Naperville, IL 60563
678-763-4936 mobile
Laura.Moonshower@bp.com

8879 - Villa Park



Legend

- Centerline
- Party Jumper
- Counties
- Sled Assembly
- Centerlines

BP and USPL make no warranty as to the correctness or completeness of the information contained within this document. The user assumes all risk of loss to person or persons and property as a result of reliance thereon. This drawing and all information thereon is the property of BP and USPL and shall not be copied or used except for the purpose for which it is expressly furnished. Data is displayed in a geographic coordinate system, projected to Web Mercator Auxiliary Sphere (WKID 102100).

E-3 Buckeye Partners

BUCKEYE PARTNERS, L.P.

Five TEK Park
9999 Hamilton Boulevard
Breinigsville, Pennsylvania 18031
Tel (610) 904-4000
Fax (610) 904-4541

October 9, 2015

Jan Burrey
V 3 Companies of IL Ltd.
7325 Janes Ave.
Woodridge, IL 60517

RE: St Charles Rd, Villa Park City, Dupage, IL
One Call Reference #: A2800344

Dear: Ms/Mr Burrey,

This letter is in response to your request for Buckeye Partners L.P.'s involvement with the proposed construction of the above mentioned project.

Upon review of your request it has been determined that Buckeye Partners L.P. "Buckeye" does have pipeline facilities within the limits of the proposed project. A drawing has been included for your reference of the approximate location of the pipeline facility.

Before any preliminary field work or construction begins in the vicinity of Buckeye's pipeline, a determination of the exact location and elevation of the pipeline must be made. To coordinate this procedure, please contact our local Field Operations Manager at the Buckeye facility nearest to your proposed project, see page 12 of 20 of the attached Right of Way Use Restriction specification for a listing of the Buckeye Facilities and telephone numbers.

All proposed drawings/plans must be submitted to Buckeye's Right of Way Department for review to determine to what extent, if any, the pipeline right-of-way will be affected by the proposed construction your project has been assigned BPL ER# **2015-2084**. Please include this in all future correspondence to Buckeye Partners L.P.

Additionally enclosed, please find a brochure entitled Pipelines in Your Community, which is part of Buckeye's Public Awareness / Damage Prevention Program.
Should you have any questions or need any additional information, please do not hesitate to contact me at (610)-904-4475 or you can email me at tmcclernon@buckeye.com.

Please mail all correspondence to:

Buckeye Partners L.P.
ATTN: Jeannette Fluke
Five TEK Park
9999 Hamilton Blvd
Breinigsville, PA 18031

You may e-mail plans to: encroachmentreviews@buckeye.com

You can contact Jeannette at 610-904-4404, should you require anything further.

Sincerely,

Traci L McClernon

Traci L McClernon
One Call Screener
Cc: J. Fluke

BUCKEYE PARTNERS, L.P.

Five TEK Park
9999 Hamilton Boulevard
Breinigsville, Pennsylvania 18031
Tel (610) 904-4000
Fax (610) 904-4541

October 9, 2015

Jan Burrey
V 3 Companies of IL Ltd.
7325 Janes Ave.
Woodridge, IL 60517

RE: St Charles Rd, Elmhurst City, Dupage, IL
One Call Reference #: A2800354

Dear: Ms/Mr Burrey,

This letter is in response to your request for Buckeye Partners L.P.'s involvement with the proposed construction of the above mentioned project.

Upon review of your request it has been determined that Buckeye Partners L.P. "Buckeye" does have pipeline facilities within the limits of the proposed project. A drawing has been included for your reference of the approximate location of the pipeline facility.

Before any preliminary field work or construction begins in the vicinity of Buckeye's pipeline, a determination of the exact location and elevation of the pipeline must be made. To coordinate this procedure, please contact our local Field Operations Manager at the Buckeye facility nearest to your proposed project, see page 12 of 20 of the attached Right of Way Use Restriction specification for a listing of the Buckeye Facilities and telephone numbers.

All proposed drawings/plans must be submitted to Buckeye's Right of Way Department for review to determine to what extent, if any, the pipeline right-of-way will be affected by the proposed construction your project has been assigned BPL ER# **2015-2083**. Please include this in all future correspondence to Buckeye Partners L.P.

Additionally enclosed, please find a brochure entitled Pipelines in Your Community, which is part of Buckeye's Public Awareness / Damage Prevention Program.
Should you have any questions or need any additional information, please do not hesitate to contact me at (610)-904-4475 or you can email me at tmcclernon@buckeye.com.

Please mail all correspondence to:

Buckeye Partners L.P.
ATTN: Jeannette Fluke
Five TEK Park
9999 Hamilton Blvd
Breinigsville, PA 18031

You may e-mail plans to: encroachmentreviews@buckeye.com

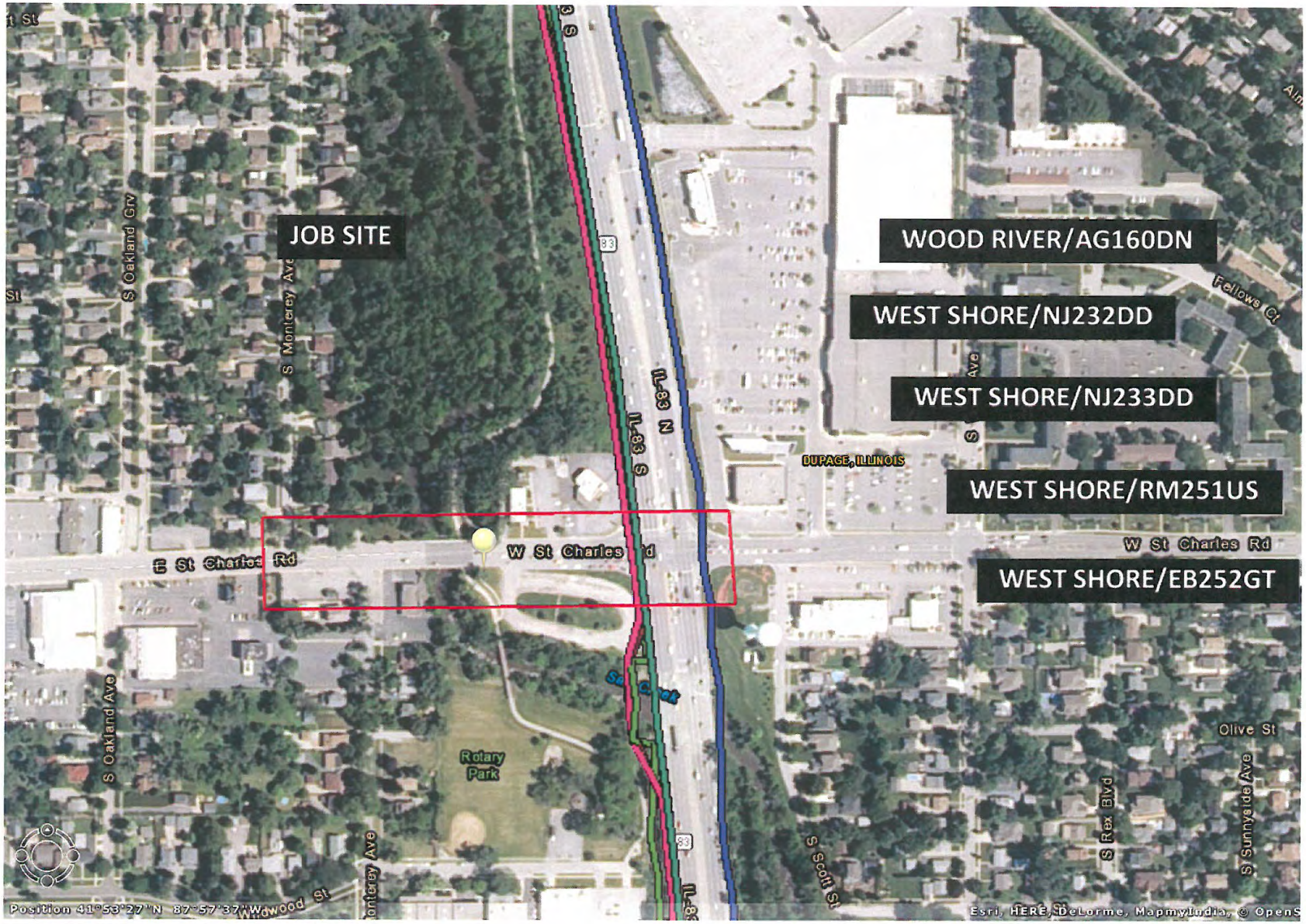
You can contact Jeannette at 610-904-4404, should you require anything further.

Sincerely,

Traci L McClernon

Traci L McClernon
One Call Screener
Cc: J. Fluke

A2800344 & A2800354



BUCKEYE PARTNERS, L.P. AND AFFILIATES
Five TEK Park, 9999 Hamilton Boulevard
Breinigsville, PA 18031

Right-of-Way Use Restrictions Specification
Revision 4

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Buckeye Partners, L.P. and Affiliates
Right-of-Way Use Restrictions Specification
Revision 4

Purpose and Scope

This Right-of-Way Use Restrictions Specification (hereinafter called "Specification") has been developed by Buckeye Partners, L.P. and Affiliates (hereinafter called "Buckeye") and is intended for landowners, utility owners, general contractors and their sub-contractors, pipeline/utility contractors, real estate developers, brokers and agents, lending officers and title underwriters, engineers, architects, surveyors, and local / governmental elected staffs (hereinafter called "Crossing Party") as a guideline for the design and construction of proposed land development.

Buckeye appreciates this opportunity to work with you in the planning stages of your development (or construction activity), and we look forward to working with you proactively. Buckeye's primary concern when activities are taking place near our pipeline is public safety and environmental protection. The intent of this Specification is to provide a clear and consistent set of requirements that will: (1) reduce the risk of damage to our pipeline and related facilities; (2) ensure unencumbered access to our right-of-way and pipeline facilities and the availability of adequate workspace for routine maintenance, future inspection, and/or repair work on our pipeline; and (3) enable the effective corrosion protection of our pipeline.

All such activities and projects that are performed near Buckeye's pipeline facilities are subject to formal review by Buckeye prior to issuance of final written approval. Depending on the scope of the project and its impact on Buckeye's pipeline facilities, additional engineering requirements and protective measures may apply. The following requirements are not only the policy of Buckeye, but comply with regulations set forth by the United States Department of Transportation, Safety Regulations, 49 CFR, Parts 192 and 195.

We want to be a good neighbor, but to do so requires us to act responsibly in protecting our right-of-way and preventing damage to the pipeline system. While we want to make every effort to accommodate your desired use of your property, our responsibility for public safety is paramount. Through proper planning and communications, we can ensure the safety and integrity of our pipeline system and the welfare of our neighbors.

The transmittal of this Specification does not constitute Buckeye's approval or permission for the Crossing Party to begin construction or work within or across the pipeline right-of-way. Work may not commence until written authorization approving such work has been issued by Buckeye.

1.0 General Guidelines

1.1 The safety of the pipeline must be considered at all times. No attempt to probe for or engage in any construction activities which might damage the pipeline is permitted.

1.2 Before any preliminary field work or construction begins in the vicinity of Buckeye's pipeline, a determination of the exact location and elevation of the pipeline must be made. To coordinate this procedure, please contact our local Field Operations Manager at the Buckeye facility nearest to your proposed project (see Attachment 1 for a listing of Buckeye's facilities and telephone numbers).

1.3 All proposed drawings/plans must be submitted to Buckeye's Right of Way Department for review to determine to what extent, if any, the pipeline or right-of-way will be affected by the proposed construction and/or development. These drawings/plans must be prepared in strict compliance to Attachment 4, "Requirements for Submission of Design Plans".

1.4 When any construction activity is conducted in or around our pipeline right-of-way, Buckeye's On-Site Inspector must be present at all times. **NO WORK SHALL TAKE PLACE WITHOUT A BUCKEYE ON-SITE INSPECTOR PRESENT**. For this free-of-charge service, contact our local Field Operations Manager at the Buckeye facility nearest to your proposed project.

1.5 The Crossing Party shall contact Buckeye for re-marking of a pipeline if the existing markers are inadequate for any reason, including disturbance due to construction activities.

Note: Federal law prohibits the removal of pipeline markers.

1.6 The Crossing Party shall not burn trash, brush, or other items or substances within 50 feet of the pipeline.

1.7 The Crossing Party shall not store any equipment or materials on the right-of-way.

1.8 During routine or emergency maintenance on the pipeline, the cost to restore approved surface improvements (e.g., pavement, landscaping, sidewalks, etc.) shall be the responsibility of the Crossing Party.

2.0 Excavation and Construction Restrictions

2.1 Excavation operations shall be performed in accordance with appropriate State "One-Call" utility locating system requirements. As a matter of State law, anyone undertaking excavation work is required to call three (3) working days before excavating in MA, ME, MI, MO, NJ, PA, SC, TN, and WI; two (2) working days in all other states (see Attachment 3 for State "One-Call" numbers).

2.2 The Crossing Party will conduct "white-lining" of any proposed excavation areas. Buckeye will erect temporary pipeline markers/flags (yellow) identifying the location of the pipeline within the work area, and will provide information on how to respond should the pipeline be damaged or a commodity release occur. All personnel operating equipment over or around the pipeline must be made aware of its location and what to do if they make contact with the pipeline.

2.3 When a Crossing Party excavates near Buckeye's pipeline, a Buckeye representative must locate the pipeline and determine the depth of cover before the Crossing Party begins excavation. The Buckeye representative and the excavator must review and complete an Excavation Safety Checklist (Attachment 8). The Crossing Party shall not perform any excavation, crossing, backfilling, or construction operations until Buckeye's On-Site Inspector has reviewed the proposed work on site and given approval for work to proceed. Buckeye's On-Site Inspector shall have full authority to stop the work if it is determined that the work is being performed in an unsafe manner.

2.4 No equipment shall work directly over the pipeline. The Crossing Party shall install temporary fencing along Buckeye's right-of-way boundaries so that equipment will not inadvertently pass over the pipeline at locations other than those established for crossing (see Section 3.6).

2.5 When excavating within the right-of-way, the Crossing Party's backhoe shall have a plate welded over the teeth of the backhoe bucket, and the side cutters must be removed prior to

excavation. However, if within 24 inches of the outer edge of the pipe (this "tolerance zone" extends on all sides of the pipe), only hand excavation, air cutting, and vacuum excavation are permitted.

2.6 No excavations shall be made on land adjacent to the pipeline that will in any way impair, withdraw lateral support, cause subsidence, create the accumulation of water, or cause damage to the pipeline or right-of-way.

2.7 The Crossing Party shall ensure all excavation work complies with OSHA's excavation standards outlined in 29 CFR 1926 and correct any noncompliant excavation site before Buckeye's On-Site Inspector or the Crossing Party enters the site to perform work.

2.8 If conditions require, the Crossing Party shall be directed by Buckeye to install sand or cement bags or other suitable insulating materials to maintain proper vertical clearance from the pipeline.

2.9 At any location where the pipeline is exposed, the Crossing Party shall provide Buckeye the opportunity to inspect the pipeline condition, install cathodic protection test leads, and/or install underground warning mesh.

2.10 The maximum unsupported exposed length of pipe shall be 20 feet for 4-inch-diameter pipe, 25 feet for 6-inch- to 10-inch-diameter pipe, and 35 feet for 12-inch- to 24-inch-diameter pipe. When required, the pipeline shall be supported with grout and sand bags or padded skids. At no time shall the pipeline be used as a brace to support equipment or sheeting/shoring materials.

Note: The Crossing Party shall submit a support plan for Buckeye's review and approval.

2.11 No buried pipeline may be left exposed for any duration of time without concurrence of Buckeye's On-Site Inspector.

2.12 Backfill and compaction shall be performed to the satisfaction and in the presence of Buckeye's On-Site Inspector. At least 6 inches of fine, loose earth or sand with no sharp gravel, rock, hard clods, vegetation, or other debris shall be placed on all sides of any pipeline, and remaining backfill shall be placed so as not to disturb this padding material or damage the pipeline. Backfill over the pipe shall be compacted by hand until 18 inches of cover is achieved. The disturbed ground shall be compacted to the same degree of compaction of surrounding areas. The Crossing Party shall restore the site to its original condition except for items that are part of the Buckeye approved change.

3.0 Specific Guidelines

3.1 Cover, Grading, and Drainage

3.1.1 **Cover and Grading**:

a. The existing cover over the pipeline shall not be modified without Buckeye's written approval.
b. The final grading shall net a minimum cover of 36 inches over the pipeline.
c. In areas where buildings are proposed within 50 feet of the pipeline or due to other surface improvements and/or in areas determined by Buckeye, final grading shall net a minimum cover of 48 inches over the pipeline.
d. The maximum allowable cover/soil shall not exceed six (6) feet without Buckeye's written approval.

e. Use of vibratory equipment larger than walk-behind units is not permitted within 25 feet of the pipeline.

3.1.2 **Drainage**:

a. Detention ponds, lakes, structures or any type of impoundment of water, temporary or permanent, are prohibited within the right-of-way.
b. Culverts are not permitted within the right-of-way.
c. Any modifications to an existing drainage pattern shall be designed such that the erosion of the pipeline cover is controlled.
d. For streams, drainage channels, and ditches, a minimum of cover of 60 inches is required between the pipeline and the bottom of the drainage canal or ditch (see Section 3.3.1.f for road drainage ditches).

3.2 Aboveground and Underground Structures

3.2.1 **General Requirements**:

a. Buildings or other structures, including, but without limitation, overhanging balconies, patios, decks, swimming pools, wells, walls, septic systems, propane tanks, transformer pads, or the storage of materials which creates an obstruction or prevents the inspection of the right-of-way by air or foot, shall not be erected within the right-of-way.
b. The Crossing Party shall not develop or build retaining walls, drive piling or sheeting, or install an engineered structure that develops or controls overburden loads that will impact the pipeline (see Section 3.9).
c. Deep foundations which include piers, caissons, drilled shafts, bored piles, and cast-in-situ piles located within 500 feet of the pipeline shall be installed/drilled using an auger.
d. Occupied structures shall not be located within 50 feet of the pipeline unless a minimum cover of 48 inches is provided above the top of the pipeline.
e. Any deviation for aboveground and underground structures will be reviewed by Buckeye on a ***case-by-case basis***.

3.2.2 **Gardening and Landscaping**:

a. Trees or large shrubs and bushes are not permitted within the right-of-way. Trees planted outside of the right-of-way should be placed so branches and limbs will not overhang the pipeline right-of-way as the tree matures. Buckeye may trim/remove overhanging branches and limbs that encroach into the right-of-way.
b. Flowerbeds, vegetable gardens, lawns, and low shrubbery not exceeding 30 inches are permitted within the right-of-way. Buckeye is not responsible for replacing any plantings located within the right-of-way.

3.2.3 **Fences and Walls**:

a. Privacy fences or fences that prevent access to the right-of-way are not permitted.
b. All other fence installations within the right-of-way will be reviewed for approval by Buckeye on a ***case-by-case basis***. Upon Buckeye's written approval, fences shall be constructed with a 14-foot gate or removable sections across the right-of-way.
c. Fence posts shall not be installed within 5 feet of the pipeline and must be equidistant if crossing the pipeline.
d. No fence shall cross the right-of-way at less than a 60-degree angle.
e. Fences that run parallel to the pipeline shall be installed outside the right-of-way.
f. Masonry, brick, or stone walls are not permitted on the right-of-way.

3.3 Roads, Driveways, Sidewalks, and Parking Areas

3.3.1 **General Requirements**:

a. Roads, driveways, sidewalks, or parking areas shall not be constructed across the right-of-way without Buckeye's written approval. Upon Buckeye's approval, roads, driveways, and sidewalks shall cross perpendicular to the pipeline.
b. The maximum allowable cover shall not exceed six (6) feet without Buckeye's written approval.
c. Use of vibratory equipment larger than walk-behind units is not permitted within 25 feet of the pipeline.
d. Roads or driveways shall not be installed longitudinally within the right-of-way.
e. For roads and driveways, a minimum cover of 48 inches with a net cover of 36 inches of undisturbed soil is required above the pipeline.
f. A minimum cover of 36 inches over the pipeline is required at road drainage ditches. Upon Buckeye's approval, this cover can be reduced to 24 inches if ditch is rock/rip-rap lined and 12 inches if ditch is concrete lined.
g. For asphalt parking lots and sidewalks, a minimum cover of 36 inches with a net cover of 24 inches of undisturbed soil is required above the pipeline. Additional cover may be required by Buckeye based upon specific site conditions.

3.4 Foreign Utility Crossings

3.4.1 **General Requirements**:

a. Utilities shall cross perpendicular to the pipeline.
b. Utilities are required to cross beneath the pipeline with a minimum clearance of 24 inches. Exceptions to Buckeye's clearance requirements for underground service entrances to single family dwellings will be reviewed on a ***case-by-case basis***.
c. Sand or select fill shall be placed between the pipeline and utility (see Section 2.8).
d. Utilities installed parallel to the pipeline shall be reviewed by Buckeye on a ***case-by-case basis***. If approved, the utility shall be no closer than 15 feet from the pipeline.
e. Warning tape, in accordance with A.P.W.A. Uniform Color Code, shall be placed above utility, 12 inches below ground, for a distance of 25 feet on either side of crossing.
f. Signage shall be placed at crossing as determined appropriate by Buckeye.
g. Trenchless Excavations:
   [1] Utilities installed by a trenchless excavation method (directional drilling, jacking, slick boring, etc.) shall be reviewed by Buckeye on a ***case-by-case basis***.
   [2] Buckeye reserves the right to select the method of crossing for the proposed utility.
   [3] A minimum clearance of 60 inches (5 feet) below the pipeline is required.
   [4] For directional drilling operations, a surface wire tracking system is required to verify the exact location of the drill head.
   [5] A 4 feet by 4 feet excavation window, 24 inches below the pipeline is required for visual inspection of the pipeline to ensure the drill (or bore) does not impact the pipeline.
   [6] Blind boring is not permitted within Buckeye's right-of-way.

3.4.2 **Metallic Utilities**:

a. Bonds and test leads shall be installed at the expense of and by the Crossing Party where Buckeye deems necessary.
b. Utilities shall be coated with a non-conductive coating for a distance of 50 feet on either side of the pipeline crossing.

c. Ductile water pipe shall include nitrile gaskets within 50 feet of the pipeline crossing or anywhere within 25 feet of horizontal offset locations.

3.4.3 **Non-Metallic Utilities**:

a. Utilities shall be wrapped with tracer wire within the width of the right-of-way.
b. Natural gas (or other industrial gases) lines shall be encased in a 6-inch envelope of yellow 2,000 psi concrete across the right-of-way.
c. PVC water pipe shall include nitrile gaskets within 50 feet of the pipeline crossing or anywhere within 25 feet of horizontal offset locations.

3.5 Electrical, Fiber-Optic, and Communications Cables

3.5.1 **General Requirements**:

a. Cables shall cross perpendicular to the pipeline.
b. Cables installed parallel to the pipeline shall be reviewed by Buckeye on a ***case-by-case basis***. If approved, the cable shall be no closer than 15 feet from the pipeline.
c. Splice boxes, service risers, energized equipment, etc., are not permitted within the right-of-way.

3.5.2 **Buried Cables**:

a. Cables are required to cross beneath the pipeline with a minimum clearance of 24 inches. Exceptions to Buckeye's clearance requirements for underground service entrances to single family dwellings will be reviewed on a ***case-by-case basis***.
b. Sand or select fill shall be placed between the pipeline and cable (see Section 2.8).
c. All cables shall be installed in Schedule 80 PVC pipe and encased in a 6-inch envelope of red 2,000 psi concrete (orange for fiber) across the right-of-way.
d. Warning tape, in accordance with A.P.W.A. Uniform Color Code, shall be placed above the utility, 12 inches below ground, for a distance of 25 feet on either side of the crossing.
e. Signage for the crossing shall be placed as determined appropriate by Buckeye.
f. Trenchless Excavations:
   [1] Utilities installed by a trenchless excavation method (directional drilling, jacking, slick boring, etc.) shall be reviewed by Buckeye on a ***case-by-case basis***.
   [2] Buckeye reserves the right to select the method of crossing for the proposed utility.
   [3] A minimum clearance of 60 inches (5 feet) below the pipeline is required.
   [4] For directional drilling operations, a surface wire tracking system is required to verify the exact location of the drill head.
   [5] A 4 feet by 4 feet excavation window, 24 inches below the pipeline is required for visual inspection of the pipeline to ensure the drill (or bore) does not impact the pipeline.
   [6] Blind boring is not permitted within Buckeye's right-of-way.

3.5.3 **Aboveground Cables**:

a. A minimum of 20 feet of above-grade clearance for a distance of 25 feet on each side of the pipeline is required.
b. Mechanical supports and service drops including poles, towers, guy wires, ground rods, anchors, etc., are not permitted within 25 feet of the pipeline.

3.6 Temporary Access Roads and Heavy/Construction Vehicle Crossings

3.6.1 **General Requirements**:

a. Trucks carrying a maximum axle load up to 15,000 pounds may cross the right-of-way after Buckeye has confirmed a minimum cover of 48 inches over the pipeline.
b. For all other cases, earthen ramps (see Attachment 6), swamp mats, reinforced-concrete slabs (see Attachment 5), or steel plates may be required. Loading conditions and protection measures will be evaluated and dictated by Buckeye's Engineering Department.
c. During the use of an approved temporary construction road, Buckeye may require that the Crossing Party provide additional protective measures deemed necessary to prevent damage to the pipeline.
d. Buckeye will limit the number of temporary construction roads constructed by the Crossing Party.

3.7 Railroad Crossings

3.7.1 **General Requirements**:

a. A minimum clearance of 72 inches is required between railroad tracks and the pipeline.
b. A minimum cover of 36 inches is required between the bottom of drainage ditches on either side of a railroad and the pipeline.
c. For railroad main lines, the pipeline crossing must comply with local railroad guidelines that delineate the requirements for carrier pipe, casing pipe, and clearances. Buckeye shall be consulted for the review of any State submittals.
d. For private spur crossings, Buckeye will determine the railroad entity having jurisdictional authority to dictate crossing requirements.

3.8 Farming and Field Tile

3.8.1 **General Requirements**:

a. Field tile running parallel to the pipeline shall be spaced 10 feet from the centerline of the pipeline.
b. Field tile shall cross the pipeline perpendicularly with a clearance of 12 inches above or below the pipeline.
c. Buckeye will approve the total number of crossings of the pipeline on a ***case-by-case basis***.
d. Deep plowing or "ripping" operations shall be approved by and coordinated with Buckeye.

3.9 Construction-Induced Vibrations

3.9.1 **General Requirements**:

a. Construction activities that generate ground vibrations, including, but without limitation, pile driving, sheet driving, soil compaction work, jackhammering, or ramming, shall be reviewed by Buckeye on a ***case-by-case basis***.
b. If the Crossing Party anticipates such an activity within 300 feet of the pipeline, then continuous testing monitored by a seismograph located directly over the pipeline at its closest point to the activity must be conducted. The Crossing Party shall provide, at their expense, the monitoring service which must be approved by Buckeye.

c. The particle velocity of any one component of a three-component seismograph must not exceed 2.0 inches per second as recorded on the seismograph placed directly over the pipeline.

3.10 Blasting Operations

3.10.1 **Blasting within 500 feet of the pipeline right-of-way**:

a. The Crossing Party must submit a blast plan to Buckeye for review and approval. Verbal and written notice will be given 14 and 21 days respectively.

b. Blasting plans must include the following information:

- Dates blasting to occur
- Explosives type
- Maximum shot hole depth and diameter
- Number of holes and spacing
- Delay pattern
- Delay types and intervals
- Depth of overburden
- Depth of blast area
- Maximum charge per hole, per delay
- Show drilling/blasting pattern plan and profile in relation to Buckeye facilities
- Calculated radiant peak particle velocity (PPV) at varying distances from the pipeline and at the pipeline itself
- State permit (copy)
- Blasting contractor qualifications and insurance certificate (copy)
- Blasting Safety Plan (copy)

The Crossing Party shall complete Attachment 7, "Blasting Plan Submission Form", and include this form with their submission to Buckeye.

c. The Crossing Party shall make arrangements for a Buckeye On-site Inspector to be present to witness the blasting operation.

3.10.2 **Blasting within 300 feet of the pipeline right-of-way**:
(Adds to or replaces items in Section 3.10.1)

a. Blasting shall be monitored by a seismograph located directly over the pipeline at its closest point to the blast hole(s). The Crossing Party shall provide, at their expense, the monitoring service which must be approved by Buckeye.

b. The particle velocity of any one component of a three-component seismograph must not exceed 2.0 inches per second as recorded on the seismograph placed on the ground directly over the pipeline.

c. For blast testing, an initial test blast using a maximum charge of one pound shall be performed. The Crossing party shall detonate the first test blast with all necessary monitoring equipment in place to observe the results of the proposed blast design. Each subsequent test blast may be set and detonated only after the seismograph reading from the previous test blast indicates that further blasting can be safely conducted.

d. Routine production blasting may be initiated after completion of a successful test blast, with allowable charge based on the seismographic vibration recordings of test blasts. However, all blasting must be continuously monitored by a seismograph. The velocity recorded must not exceed the 2.0 inches per second limit noted above.

3.10.3 **Blasting within 50 feet of the pipeline right-of-way**:
(Adds to or replaces items in Section 3.10.2)

a. The Crossing Party shall hire a consulting firm that specializes in underground blasting to conduct the seismograph survey and certify the results.
b. Buckeye will approve the Crossing Party's selection of consulting firms that will conduct the seismographic surveys before starting any blasting operation.

3.10.4 **Special Requirements**:

a. For multiple-delay blasting, the Crossing Party shall begin the blasting sequence at the charge closest to the pipeline and progress away from the pipeline.
b. If seismographic readings above the limit stated in item 3.10.2.d of this section are recorded, the pipeline must be exposed and inspected for possible damage and/or product release. The Crossing Party conducting blasting operations is responsible for all expenses related to the exposure and any subsequent repairs necessitated by the operation.
c. At Buckeye's request, the Crossing Party shall install sheet piling, open trench channels, and/or matting to protect the pipeline during blasting operations.

3.11 Seismic Vibrating Operations

3.11.1 **Seismic vibrating within 500 feet of the pipeline right-of-way**:

a. The Crossing Party must submit a seismic vibrating plan to Buckeye for review and approval. Verbal and written notice will be given 14 and 21 days respectively.
b. Seismic vibrating plans, when using Vibroseis System Vibrators to radiate ground vibrations, must include information on soil conditions and depth of exploration, the anticipated number and type of vibrations, type and weight of vehicle, and peak force of equipment.
c. The peak force by vehicle weight shall not exceed 45,000 pounds.
d. The Crossing Party shall also make arrangements for a Buckeye On-Site Inspector to be present to witness the seismic vibrating operation.

3.11.2 **Seismic vibrating within 100 feet of the pipeline right-of-way**:

a. Vibration shall be monitored by a seismograph located directly over the pipeline at its closest point to the vibrator(s). The Crossing Party shall provide, at their expense, the monitoring service which must be approved by Buckeye.
b. The Crossing party shall determine and limit the maximum peak force allowed under continuous seismographic vibration monitoring such that the peak particle velocity will not exceed 2.0 inches per second.
c. Seismic vibration surveys shall not be conducted closer than 100 feet to the pipeline.

3.11.3 **Special Requirements**:

a. If seismographic readings above the limit stated in item 3.11.2.b of this section are recorded, the pipeline must be exposed and inspected for possible damage and/or product release. The Crossing Party conducting seismic vibrating operations is responsible for all expenses related to the exposure and any subsequent repairs necessitated by the operation.
b. At Buckeye's request, the Crossing Party shall install sheet piling and/or open trench channels to protect the pipeline during seismic vibrating operations.

3.12 Wind Turbines

3.12.1 **Setback Distance from Pipelines**

a. Wind turbine structures shall be set back from any Buckeye pipeline at least a distance equal to 110% of the structure height, which is defined as the height of the entire wind turbine system as measured from the bottom of the base to the highest vertical point of the system including the base and tower and the highest reach of the turbines or blades.
b. No facilities associated with a wind turbine installation project shall be permitted to be installed within the pipeline easement.
c. Warning lights shall be installed on all wind turbines that are located within 1,200 feet of any Buckeye pipeline.

3.12.2 **Construction Equipment and Crane Crossings**

a. All temporary access roads and heavy/construction vehicle crossings shall comply with Section 3.6 above.
b. Where cranes and other maintenance vehicles will need to cross Buckeye pipelines on a routine permanent basis for maintenance of the turbine(s), permanent crossing locations must be established, an encroachment agreement must signed by the landowner and facility owner, and permanent crossing protections must be installed to the satisfaction of Buckeye.
c. Construction materials or equipment shall not be transported longitudinally over Buckeye's pipelines.

4.0 Deviations and Exceptions

4.1 When and where special circumstances dictate, deviation from these requirements must be formally approved by Buckeye in writing prior to commencement of any excavation or other construction activity that may impact the pipeline. Any such deviations must be explained and documented and provided to Buckeye for review and approval.

5.0 Additional Information and Buckeye Contacts

5.1 Should you have any questions regarding pipeline rights-of-way or your specific easement, contact Buckeye's Right of Way Department at the applicable phone number listed in Attachment 2.

5.2 Should you have any questions regarding Buckeye's engineering requirements, contact Buckeye's Encroachment Design Reviewer at the phone number also listed in Attachment 2.

Attachment 1: Buckeye Facility Locations and Phone Numbers

Alabama	Birmingham	(205) 369-0179
	Montgomery	(334) 309-4710
California	Lodi	(209) 368-9277
	San Diego	(714) 269-9028
Connecticut & Massachusetts	Wethersfield	(860) 529-7781
	New Haven	(203) 469-3479
Florida	Port Everglades	(954) 522-8464
Georgia	Birmingham (AL)	(205) 369-0179
Illinois	Argo	(708) 259-1352
	Lemont (West Shore)	(708) 227-0962
	Mazon	(815) 448-2491
	Hartford	(618) 255-1102
Indiana	Hammond	(219) 989-8601
	Hammond (West Shore)	(708) 227-0962
	Huntington	(260) 356-5802
Iowa	Cedar Rapids	(708) 259-1352
	Council Bluffs	(712) 366-9461
	Des Moines	(515) 226-4017
	Ottumwa	(641) 684-6789
Louisiana	Liberty (TX)	(936) 336-5773
Maine	South Portland	(207) 767-2672
Michigan	Wayne	(734) 721-8834
Missouri	Milan	(660) 265-4045
	St. Louis	(618) 225-1102
	Sugar Creek	(916) 836-6000
	Burlington Junction	(660) 725-3386
Nevada	Reno	(760) 802-1535
New Jersey	Linden	(908) 374-5301
New York	Auburn	(315) 253-5395
	New York City	(718) 656-5746
North Carolina	Goldsboro	(919) 778-2712
Ohio	Lima	(419) 993-8025
	Mantua	(330) 274-2234
	Toledo	(419) 698-8190
Pennsylvania	Boothwyn	(610) 459-3441
	Coraopolis	(412) 264-7432
	Duncansville	(814) 695-4852
	Malvern	(610) 695-8000
	Mechanicsburg	(717) 766-7633
	Macungie	(484) 232-4218
Tennessee	Memphis	(901) 395-0122
Texas	Liberty	(936) 336-5773
Wisconsin	Milwaukee (West Shore)	(708) 227-0962
	Madison (West Shore)	(815) 964-3727

Attachment 2: Right of Way & Engineering Contacts

Name	Responsibility	Phone / Address / Email
David Boone	**Manager, Right of Way, Permits & One Call**	(610) 904-4401 5 TEK Park, 9999 Hamilton Blvd. Breinigsville, PA 18031 DBoone@buckeye.com
Chris McPike	**Sr. Specialist, Right of Way** *Central District:* Eastern Ohio, Pennsylvania (Central & Western)	(412) 299-7019 469 Moon Clinton Road Coraopolis, PA 15108 CMcPike@buckeye.com
Marty White	**Sr. Specialist, Right of Way** *West/Central District:* Michigan, Ohio (except for Eastern Ohio), Indiana (except for Northwestern Indiana)	(419) 993-8008 940 Buckeye Road Lima, OH 45804 MWhite@buckeye.com
Michael Norris	**Sr. Specialist, Right of Way** *West District:* Northern & Central Illinois, Northwestern Indiana, Wisconsin	(219) 313-5321 12920 Bell Road Lemont, IL 60439 MRNorris@buckeye.com
Wesley Pekarek	**Specialist, Right of Way** *West District:* Iowa, Missouri, Southern Illinois	(816) 836-6096 1315 N. Sterling Ave. Sugar Creek, MO 64054 WPekarek@buckeye.com
Ronald Bates	**Sr. Specialist, Right of Way** *East/Northeast District:* Northeastern Pennsylvania, New York, New Jersey, Connecticut, Maine, Massachusetts, Maryland	(484) 232-4482 5002 Buckeye Road Emmaus, PA 18049 RBates@buckeye.com
Daniel Mangum	**Sr. Specialist, Right of Way & Development** *South District:* Texas, Louisiana, Tennessee, Alabama, Georgia, South Carolina, Nevada, Florida, North Carolina	(832) 325-1626 One Greenway Plaza, Suite 600 Houston, Texas 77046 DMangum@buckeye.com
Beth Auman	**Sr. Specialist, Right of Way** *Encroachment Design Review:* East, Northeast, Central, West Districts *East District:* Southeastern Pennsylvania, Virginia	(610) 904-4409 5 TEK Park, 9999 Hamilton Blvd. Breinigsville, PA 18031 Bauman@buckeye.com
Teriann Williams **Jeannette Fluke**	**Right of Way Coordinators** *Easements and Records:* Supporting East, Northeast, Central, and West Districts	(610) 904-4418 (610) 904-4404 5 TEK Park, 9999 Hamilton Blvd. Breinigsville, PA 18031 TEWilliams@buckeye.com JFluke@buckeye.com

Attachment 3: State One Call Systems (National One Call System - Dial 811)

State	One Call Program	Phone No.	Website
Alabama	Alabama 811	(800) 292-8525	www.al811.com
California - North **- South**	USA North of Central / Northern California & Nevada Dig Alert & Underground Service Alert South	(800) 227-2600 (800) 422-4133	www.usanorth.org www.digalert.org
Connecticut	Call Before You Dig	(800) 922-4455	www.cbyd.com
Florida	Sunshine State One Call	(800) 432-4770	www.callsunshine.com
Georgia	Georgia 811	(800) 282-7411	www.georgia811.com
Illinois - Non-Chicago **- Chicago**	Julie, Inc. DIGGER - Chicago Utility Alert Network	(800) 892-0123 (312) 744-7000	www.illinois1call.com www.cityofchicago.org/transportation
Indiana	Indiana 811	(800) 382-5544	www.indiana811.org
Iowa	Iowa One Call	(800) 292-8989	www.iowaonecall.com
Louisiana	Louisiana One Call System, Inc.	(800) 272-3020	www.laonecall.com
Maine	Dig Safe System Inc.	(888) 344-7233	www.digsafe.com
Massachusetts	Dig Safe System Inc.	(888) 344-7233	www.digsafe.com
Michigan	MISS Dig System, Inc.	(800) 482-7171	www.missdig.net
Missouri	Missouri One Call System, Inc.	(800) 344-7483	www.mo1call.com
Nevada	USA North of Central / Northern California & Nevada	(800) 227-2600	www.usanorth.org
New Jersey	New Jersey One Call	(800) 272-1000	www.nj1-call.org
New York	Dig Safely New York	(800) 962-7962	www.digsafelynewyork.com
New York City & Long Island	New York 811, Inc.	(800) 272-4480	www.newyork-811.com
North Carolina	North Carolina 811	(800) 632-4949	www.nc811.org
Ohio	Ohio Utilities Protection Service	(800) 362-2764	www.oups.org
Pennsylvania	Pennsylvania One Call System, Inc.	(800) 242-1776	www.pa1call.org
South Carolina	South Carolina 811 / PUPS	(888) 721-7877	www.sc811.com
Tennessee	Tennessee 811	(800) 351-1111	www.tnonecall.com OR www.tennessee811.com
Texas	Texas 811 OR Lone Star Notification Center	(800) 344-8377 (800) 669-8344	www.texas811.org www.lsnconecall.com
Wisconsin	Wisconsin Diggers Hotline	(800) 242-8511	www.diggershotline.com

811 Know what's below. Call before you dig.

Attachment 4: Application for Design Plan Submission and Encroachment Review

PROJECT INFORMATION & LOCATION

BUCKEYE PARTNERS, L.P.

Project Title

Project Address | City | State | Zip Code

Latitude | Longitude | Municipality | County

APPLICANT INFORMATION:

Name and Title of Applicant | Company | Phone Number

Address | City | State | Zip Code

Email address | Fax Number

LEGAL NAME OF INDIVIDUAL, COMPANY, OR ENTITY TO WHICH PERMISSION WILL BE GRANTED:

Name | Name and Title of authorized signatory for company or entity

Address | City | State | Zip Code

PROJECT INVOLVES THE FOLLOWING IMPACTS TO BUCKEYE'S FACILITIES (CHECK ALL THAT APPLY):

- ☐ Cover, grading, and drainage pattern changes
- ☐ Aboveground and/or underground structures
- ☐ Road, driveway, sidewalks, and parking areas
- ☐ Utility crossings including gas, water (steam), sewer (storm & sanitary)
- ☐ Electrical, fiber-optic, and communications cables
- ☐ Temporary access roads for the crossing of heavy/construction equipment
- ☐ Railroad crossings
- ☐ Farming and field tile
- ☐ Construction-induced vibrations
- ☐ Blasting operations (attach BLASTING PLAN)
- ☐ Seismic vibrating operations (attach SEISMIC VIBRATING PLAN)
- ☐ Exposure of the pipeline (attach SUPPORT PLAN)
- ☐ Boring, drilling, or tunneling near the pipeline (attach DRILL PLAN)
- ☐ Other: _____

Page 1 of 3

APPLICATION MUST CONTAIN THE FOLLOWING:

☐ *Completed and Signed "Application for Design Plan Submission and Encroachment Review" Form*

☐ *Encroachment Application Fee** (see guidelines below)*

☐ *Design Plans (2 copies), depicting the following:*

☐ Field-verified location of Buckeye pipeline(s) location

_____	____/____/____	_____
Name of Buckeye Employee	**Date of Pipeline Locating Activity**	**Design One Call No.**

☐ Field-verified depth of Buckeye pipeline(s) along all proposed road or utility crossings, drainage channels, and all other areas of proposed grade change within the pipeline right-of-way (attach a copy of any field data provided by Buckeye Representative)

_____	____/____/____
Name of Buckeye Employee	**Date of Pipeline Depth Investigation**

☐ Buckeye pipeline(s) labeled as "___-inch High Pressure Petroleum Products Pipeline"

☐ Buckeye included on Utilities List, and Local Contact and phone number on plans

☐ Buckeye Pipeline(s) highlighted in yellow. List all plan sheets on which Buckeye facilities are located:

_____

☐ Location of ground disturbances (blasting, seismic testing, pile driving, jackhammering, etc. within 1,500 feet of Buckeye pipeline(s)

☐ Proposed location(s) where construction equipment will cross the pipeline right-of-way

☐ Structure setback distances from the pipeline right-of-way and from the nearest pipeline

☐ Proposed landscaping within 25 feet of either side of the pipeline(s)

☐ Any permanent fencing that will limit/encumber Buckeye's access to the pipeline right-of-way

☐ If the drainage pattern will be altered in any way over the Buckeye pipeline(s), a drainage plan that identifies new flow paths and all inlet/outfall/collection points

☐ Right-of-Way Use Restrictions specification included as part of final design plan (can be done by adding a drawing sheet to plans and appending (cut and paste) the specification onto this sheet.

For property improvements that involve grade/pavement alterations, road work (new construction or improvements of existing), utility crossings (buried and overhead), or other subsurface or on-surface structure installations within Buckeye's right-of-way:

☐ Separate plan and profile drawing of Buckeye pipeline(s) for existing and proposed conditions.

☐ Subgrade details that show materials and thickness of each paving layer/course.

☐ Amount of existing cover that will be removed or new cover added over the pipeline(s), and proposed final grade amount of cover over the pipeline(s).

☐ Clearances between Buckeye's pipeline(s) and any existing and new (buried or overhead) utilities that cross the pipeline right-of-way.

☐ Show the clearances between Buckeye's pipeline(s) and each proposed substructure at the two closest reference points.

☐ For any utility to be installed via boring, drilling, or tunneling, include a detailed procedure of this work with your design plans. Note: "Blind" boring is not permitted. Buckeye's pipeline(s) must be exposed during the bore operation to ensure that the bore head crosses safely underneath the pipeline(s).

☐ Indicate any areas of disturbance or other work that will require Buckeye's pipeline(s) to be exposed in order to perform your work.

☐ *Supplemental Plan Information (as applicable)*

☐ Blasting Vibrating Plan

☐ Seismic Vibrating Plan

☐ Support Plan

☐ Drill Plan

SUBMIT PLANS TO:

Buckeye Partners, L.P.
ROW Department
Attn: Encroachment Review
5 Tek Park, 9999 Hamilton Blvd.
Breinigsville, PA 18031

OR

bauman@buckeye.com
With subject line reading
"Encroachment Review Application"

Buckeye requires a minimum of 60 days for technical review upon receipt of complete application with all relevant fees and complete and accurate design plans. Submission of plans electronically to the above email address is encouraged and acceptable, but signed application and fees must follow by mail.

Relocation or Modification – Should the initial encroachment review result in a determination that Buckeye facilities must be relocated or modified because of the request, additional review time may be required. A Feasibility Study will be performed to prepare a scope of work, cost estimate, schedule and project plan; the cost of which will be borne by a party or parties other than Buckeye and must be paid before the relocation or modification will commence. A Technical Services Agreement between Buckeye and the responsible entity will be prepared to specify the duties of each party. A Letter of No Objection or Encroachment Agreement will be issued which will authorize the construction of the proposed encroachment under certain terms and conditions.

Permission / Notification - A fully-executed Letter of No Objection, Encroachment Agreement or Technical Services Agreement is needed prior to construction. Buckeye must be notified 10-days prior to construction to allow for the scheduling of a Buckeye representative to be present. It is also the encroaching entity's responsibility to notify the owners of any other pipelines, communication lines, other third party property or facility owners located within the proposed project area and to secure any additional needed rights from these parties where Buckeye's rights are limited.

APPLICATION FEES: A non-refundable Encroachment Application Fee must accompany all encroachment review requests for private development within Buckeye's right-of-way. Any request submitted without the required application fee, or that does not contain the specified information in the format requested on the application, may not be considered. Remit payment by check payable to: *Buckeye Partners, L.P.* Buckeye may require a developer to enter an agreement to pay any outside consultant costs that Buckeye deems necessary for a complete review of the proposed encroachment(s).

Initial Encroachment Application Fee is $2,500. Following initial review, all necessary plan resubmissions until plan approval shall be accompanied by a **Resubmission Fee** of **$750**.

Small Project Application Fee is $500. This reduced fee is reserved solely for single utility line service crossings or requests for installation of a fence or other residential-related improvement within Buckeye's pipeline easement.

I hereby authorize Buckeye to contact the Engineer/Survey firm which prepared the drawings, survey and attachments.

I certify that the information provided is accurate and I realize that incomplete information may delay processing or invalidate this application.

Signature of Applicant

By: _____

Name: _____

Title: _____

Date: _____

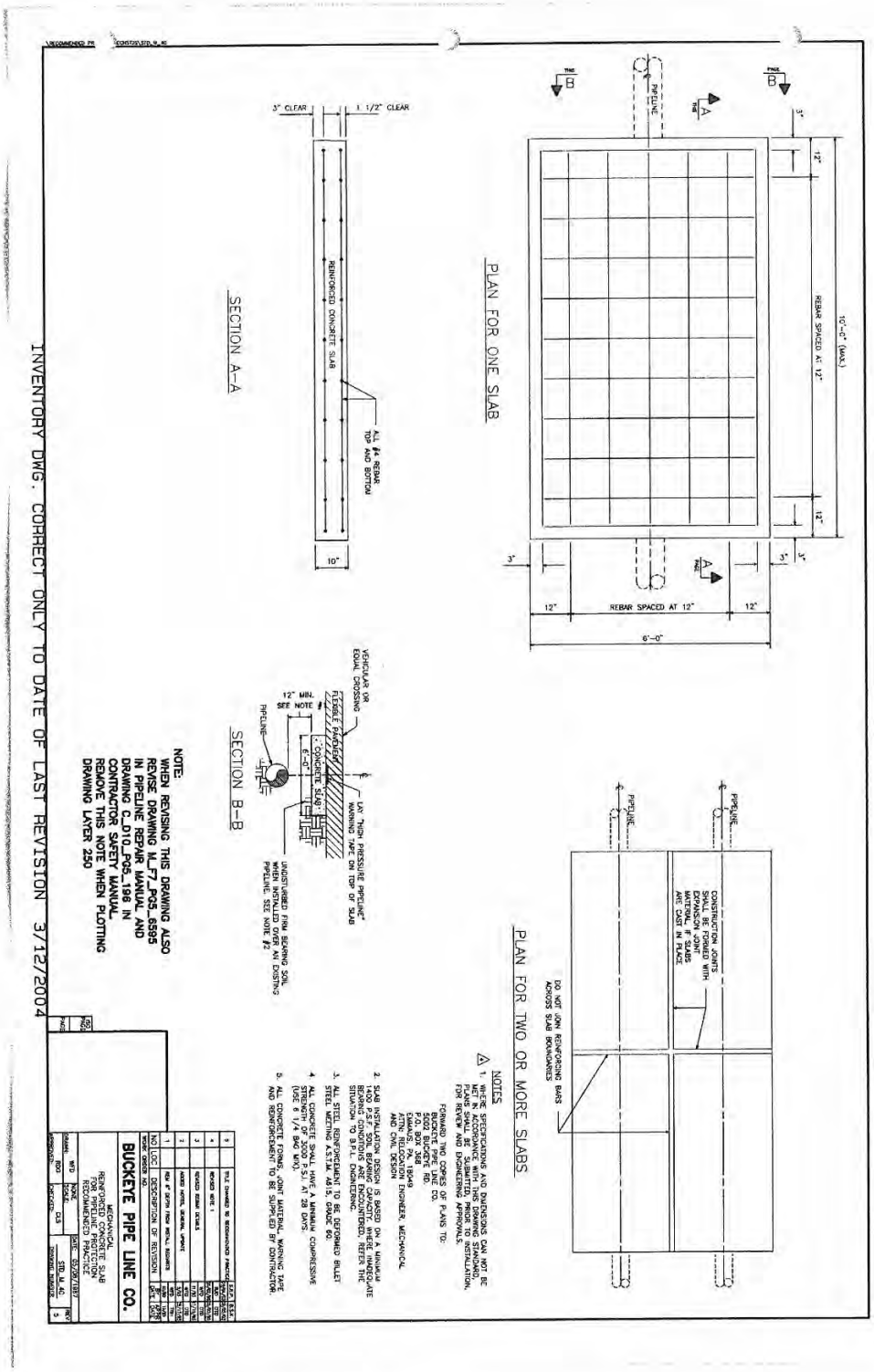
OFFICIAL USE ONLY

DATE REC'D: _____

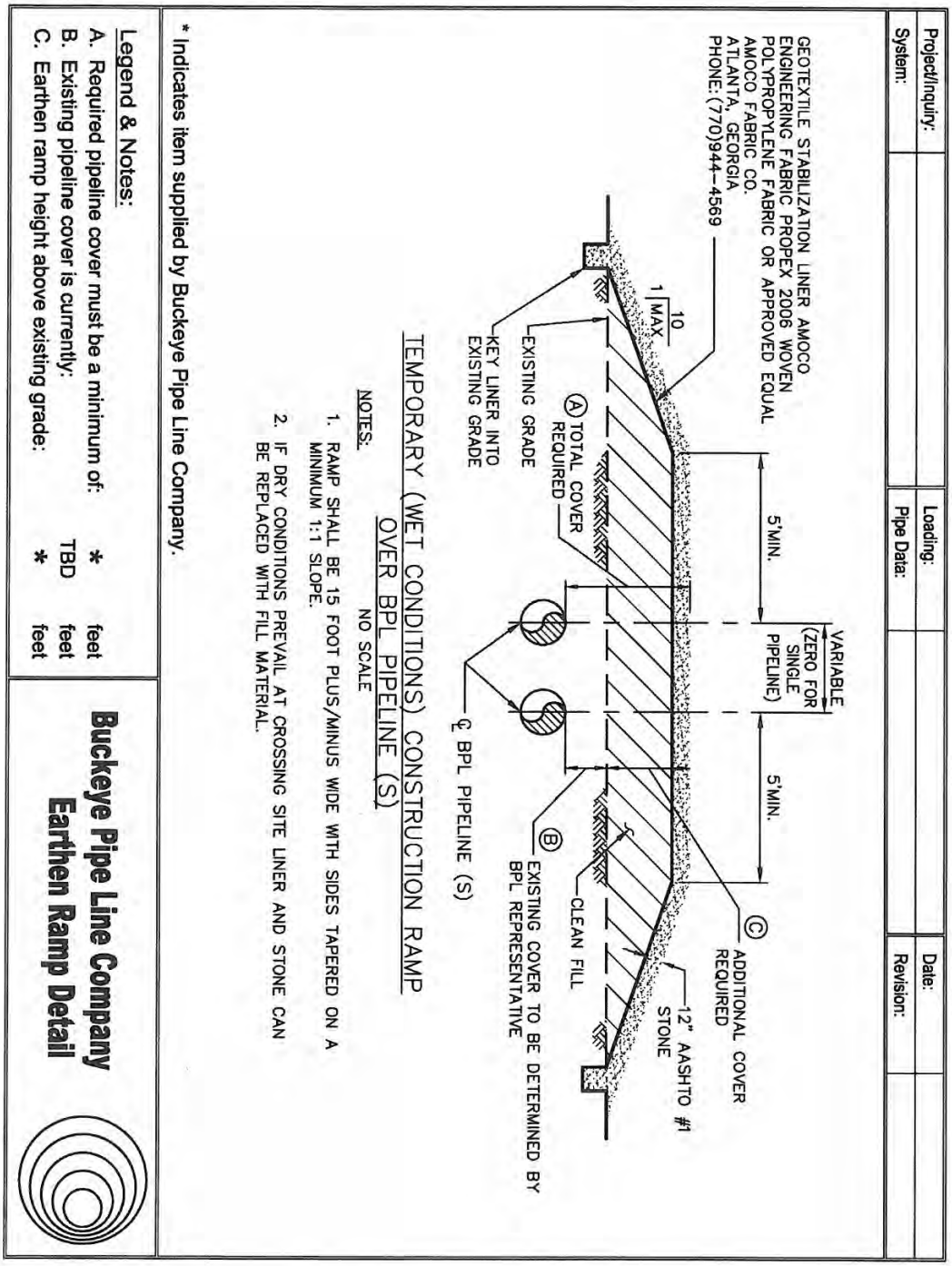
ENCROACHMENT
REVIEW NO.: _____

Page 3 of 3

Attachment 5: Reinforced-Concrete Slab Detail



Project/Inquiry:	Loading:	Date:
System:	Pipe Data:	Revision:



TEMPORARY (WET CONDITIONS) CONSTRUCTION RAMP
OVER BPL PIPELINE (S)

NO SCALE

NOTES:

1. RAMP SHALL BE 15 FOOT PLUS/MINUS WIDE WITH SIDES TAPERED ON A MINIMUM 1:1 SLOPE.
2. IF DRY CONDITIONS PREVAIL AT CROSSING SITE LINER AND STONE CAN BE REPLACED WITH FILL MATERIAL.

* Indicates item supplied by Buckeye Pipe Line Company.

Legend & Notes:

A. Required pipeline cover must be a minimum of: * feet
B. Existing pipeline cover is currently: TBD feet
C. Earthen ramp height above existing grade: * feet

Buckeye Pipe Line Company
Earthen Ramp Detail

Attachment 7: Blasting Plan Submission Form

INFORMATION SECTION

Blasting Contractor -

Company Name: _____

Phone: _____

Email Address: _____

Contact Person: _____

Contracted by -

Company Name: _____

Address: _____

_____

Contact Person: _____

Project Name: _____

Address: _____

*Latitude: _____

*Longitude: _____

Location and Distance (in feet) to Nearest Buckeye Pipeline: _____

_____

Date of Blasting: _____

EXPLOSIVES SECTION

Type of Explosives: _____

Max. Charge / Hole (lbs): _____

Charge Delay (ms): _____

Charge Weight / Delay (lbs): _____

Max. Depth of Charge (ft): _____

Max. Diameter of Charge (in): _____

Depth of Blast Area (ft): _____

Depth of Overburden (ft): _____

Type of Rock to be Blasted: _____

Density of Rock (lbs/cu-ft): _____

Calculated Particle Velocity at a point -

300 feet from pipeline (in/sec): _____

200 feet from pipeline (in/sec): _____

100 feet from pipeline (in/sec): _____

Directly above pipeline (in/sec): _____

ATTACHMENT CHECKLIST

- ☐ Drilling/Blasting Pattern Sketch - include all depths, measurements, and delay patterns relative to Buckeye facility involved and each charge.
- ☐ State Approval Letter
- ☐ Blasting Contractor's Qualifications
- ☐ Blasting Contractor's Insurance Certificate
- ☐ Blasting Contractor's Safety Plan

OMMISSION OF ANY INFORMATION REQUESTED ABOVE WILL DELAY YOUR BLASTING PLAN REVIEW

Buckeye requires a minimum of 14 days for technical review upon receipt of complete and accurate blasting plans

Attachment 8: Excavation Safety Checklist

195 F-09, FORM A – EXCAVATION SAFETY CHECKLIST

The information noted on this form is intended to communicate general information about our pipeline(s) and is not intended to be solely relied upon by any party for the purpose of excavation or any similar purpose.

By law, to enable all participating utilities time to mark their facilities, the **One Call Center** in your state requires notification by calling 811 prior to any excavation. Buckeye Partners, L.P. is a member of this One Call enterprise and will automatically be notified through this system. In addition, a Buckeye inspector will perform and/or review with the excavator representative the applicable checklist items below.

Pipeline Locate Activity:

☐ If plans are available, requested a copy of the written project plans and drawings for review with the excavator and/or engineer. Had the excavator and/or engineer explain the extent of the work area, location and depth of the excavation, type of proposed utilities, location of proposed utilities, number of utility crossings, etc.

☐ Established the pipeline(s) location and marked the line(s) per state One Call requirements throughout the entire work area.

☐ Photographed all established pipeline markings throughout the work area.

Communication with the Excavator and/or Engineer:

☐ **The excavator and/or engineer was advised that a Buckeye inspector must:**

- **Monitor the excavation site daily when work is performed within 25 feet of a Buckeye pipeline.**
- **Observe continuously all excavation and backfill activity performed within 10 feet of a Buckeye pipeline or during the installation of any utility across a Buckeye pipeline facility.**
- **In addition, the excavator was instructed to call 800-331-4115 if they were ready to excavate within either above distance of a Buckeye pipeline and a Buckeye inspector was not present. When called a Buckeye inspector will be sent to perform the inspection, which is free of charge.**

☐ The excavator was advised that only backhoes or trackhoes with a steel plate welded across the teeth of the bucket are permitted to be used during excavation work around a Buckeye pipeline.

☐ The excavator was advised that the Buckeye inspector is required by law to perform an external inspection of any Buckeye pipeline exposed during excavation activity. The excavator understands that he/she is responsible to provide an OSHA compliant excavation, allowing the Buckeye inspector safe ingress and egress to examine our exposed pipeline.

☐ Walked through the work area with the excavator and communicated the locations of all Buckeye pipelines in the planned work area.

☐ Discussed the number of pipelines, pipe size(s), approximate pressures, approximate depths, excavation tolerance zones, hand digging requirements, and the hazards and characteristics of product(s) in the pipeline system(s) located in the planned work area.

☐ The excavator was advised to call the One Call Center 811 or contact Buckeye, if the Buckeye markings are destroyed or need to be refreshed in the planned work area. This service is provided free of charge.

☐ The excavator was advised that before any exposed Buckeye pipeline can be backfilled, the Buckeye inspector will direct the placement of an orange warning mesh over the pipeline.

☐ The excavator was advised that **any contact** with the pipeline, pipeline coating, test station wiring, or anode beds **must be reported to Buckeye prior to backfilling the excavation** to permit further inspection of the damage to assure continued safe pipeline operations.

☐ The excavator was advised that failure to comply with the conditions outlined above would result in Buckeye requiring the excavator to expose the pipeline again to allow an examination of the pipeline at the excavator's expense. If damage to the pipeline is discovered, Buckeye may seek monetary compensation for all repair costs. Buckeye may also report this activity to all concerned parties (State One Call Center, Regulatory Agencies, Principal Contractor, Excavator's Insurance Company, etc.).

If you are unable to reach the representative designated below, or **in case of an emergency,** request assistance as follows:
For excavation activities in CT, FL, IL, IA, IN, MA, ME, MI, MO, NJ, NY, OH, PA, SC, and WI, please call 1-800-331-4115.
For excavation activities in LA, NV, TN, TX, and Southern California, please call 1-866-514-8380.
For excavation activities in Northern California, please call 1-800-307-1107.

One Call Ticket:		**Line Segments:**		
Work Order:		**Mile Posts:**		
Nearest Street				

Buckeye Information		**Property Owner / Excavator /Engineer**	
Date:		**Name:**	
Name:		**Phone:**	
Cell Phone:		**Signature:**	

TRANSMISSION PIPELINE MAPPING

To see a list of companies with pipelines in your area and their contact information, go to **www.npms.phmsa.dot.gov/**. Companies that operate production facilities, gas/liquid gathering piping, and distribution piping are not represented by NPMS nor are they required to be.

US DOT npms national pipeline mapping system

MAPAS DE LÍNEAS DE TUBERÍAS DE TRANSMISIÓN

Para obtener una lista de las compañías que tienen líneas de tuberías en su área y su información de contacto, visite la página **www.npms.phmsa.dot.gov/**. Las compañías que operan instalaciones de producción, tuberías de recolección de gas/líquido y tuberías de distribución, no están representadas por el "NPMS" ni tampoco se requiere que lo estén.

SCAN THE NMPS LOGO WITH PAV

TRAINING

Additional resources and training are available online at **pipelinesafetyinfo.com/tc**.

Once you complete the registration, you will be distributed an e-mail with a user name and password.

WHAT IS PAV?

The Pipeline Awareness Viewer™ (PAV) is a FREE App that provides interactive content (images, videos, hyperlinks) via your tablet or smartphone. Go to Google Play™ or the iOS App Store℠* to download the app. Then look inside this brochure for the phone icon and follow the instructions to view additional information.**

PAV pipeline awareness viewer™ Beyond The Printed Page™

GET IT ON Google play

Download on the App Store

*Windows Phone® and BlackBerry® devices are not supported at this time.
**For best results, enable Wi-Fi on your device before using PAV.

To view this information on the Web and to take our online survey, go to: **www.pipelinesafetyinfo.com**

This color code chart will help determine which utilities have marked their underground utility lines.

- **WHITE - Proposed excavation**
  BLANCO - Excavación Propuesta
- **PINK - Temporary survey markings**
  ROSA - Las Marcas Temporarias de la Inspección
- **RED - Electric power lines, cables, conduit and lighting cables**
  ROJO - Eléctrico, Líneas de fuerza, los Cables, Conducto e Illuminación Cablegrafian
- **YELLOW - Gas, oil, steam, petroleum or gaseous materials**
  AMARILLO - Gas, Engrasa, el Vapor, el Petróleo o las Materias Gaseosas
- **ORANGE - Communications, alarm or signal lines, cables or conduit**
  ANARANJADO - Comunicación, las Líneas de la Alarma o la Señal, Cablegrafian o Conducto
- **BLUE - Potable water lines**
  AZUL - Agua Potable
- **PURPLE - Reclaimed water, irrigation and slurry lines**
  PURPURA - Agua Recuperada, la Irrigación y la Lechada Forran
- **GREEN - Sewer lines**
  VERDE - Alcantarillas y Desagua las Líneas

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Important Safety Information

*about safe excavation and digging**

WHAT'S INSIDE

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What is **PAV**? 7

Please share this with others in your organization.

CALL BEFORE YOU DIG. *IT'S THE LAW!*

Know what's **below.** **Call** before you dig.

Because even relatively minor excavation activities like landscaping or fencing can cause damage to a pipeline, its protective casing and/or buried utility lines, **always contact** your state One-Call center before engaging in any excavation, construction, farming or digging. Most states require two working days notice to the One-Call center to allow the utility companies to mark their pipelines and utilities at your proposed digging site. In fact, most serious damage done to pipelines is done when a third party inadvertently excavates, blasts, or drills within a pipeline right-of-way. By contacting the One-Call center first, this type of damage can be prevented. Sometimes pipeline companies will require a representative to be present to monitor the safe excavation.

SCAN THE 811 LOGO WITH PAV

One easy, **FREE** phone call to 811 starts the process to get your underground pipelines and utility lines marked. When you call 811 from anywhere in the country, your call will be routed to your state One-Call center. Once your underground lines have been marked for your project, you will know the approximate location of your pipelines and utility lines, and can dig safely. More information regarding 811 can be found at **www.call811.com**.

HOW TO RECOGNIZE THE LOCATION OF A PIPELINE

Most pipelines are underground, where they are more protected from the elements and interference with surface uses is minimized. Even so, a pipeline right-of-way is clearly identified by pipeline markers along pipeline routes that identify the approximate—NOT EXACT—location of the pipeline. Every pipeline marker contains information identifying the company that operates the pipeline, the product transported, and a phone number that should be called in the event of an emergency. **Markers do not indicate pipeline burial depth, which varies.** Markers are typically seen where a pipeline intersects a street, highway or railway. It is a federal crime for any person to willfully deface, damage, remove, or destroy any pipeline marker.

Pipeline Marker — This marker is the most common. It contains company information, type of product, and an emergency contact number. Size, shape and color may vary.

Aerial Marker — These skyward facing markers are used by patrol planes that monitor pipeline routes.

Casing Vent Marker — This marker indicates that a pipeline (protected by a steel outer casing) passes beneath a nearby roadway, rail line, or other crossing.

SCAN THE IMAGE ABOVE WITH PAV

RECOGNIZING A PIPELINE LEAK

- ***Sight:*** Liquid pools, continuous bubbling in wet or flooded areas, an oily sheen on water surfaces, vaporous fogs or blowing dirt around a pipeline area, dead or discolored plants in an otherwise healthy area of vegetation, or frozen ground in warm weather are all signs of a pipeline leak. Natural gas is colorless, but vapor and "ground frosting" may be visible at high pressures. A natural gas leak may also be indicated by dust blowing from a hole in the ground, or flames if the leak is ignited.
- ***Sound:*** Volume can range from a quiet hissing to a loud roar depending on the size of the leak and pipeline system.
- ***Smell:*** An unusual smell, petroleum odor, or gaseous odor will sometimes accompany pipeline leaks. Natural Gas and Highly Volatile Liquids (HVLs) are colorless, tasteless, and odorless unless commercial odorants or Mercaptan is added. Gas transmission/gas gathering pipelines are odorless, but may contain a hydrocarbon smell.

WHAT TO DO IN THE EVENT OF A LEAK:

- ***Turn off*** any equipment and eliminate any ignition sources without risking injury.
- ***Leave the area*** by foot immediately. Try to direct any other bystanders to leave the area. Attempt to stay upwind.
- From a safe location, notify the pipeline company (if known) immediately and ***call 911*** or your local emergency response number. The company will need your name, your phone number, a brief description of the incident, and the location so the proper response can be initiated.

WHAT NOT TO DO IN THE EVENT OF A LEAK:

- ***DO NOT*** create any potential source of ignition such as an electrical switch, vehicle ignition, lighting a match, etc. Do not start motor vehicles or electrical equipment. Do not ring doorbells to notify others of the leak; knock with your hand to avoid potential sparks from knockers.
- ***DO NOT*** come into direct contact with any escaping liquid or gas.
- ***DO NOT*** drive into a leak or vapor cloud while leaving the area.
- ***DO NOT*** attempt to operate any pipeline valves yourself. You may inadvertently route more product to the leak or cause a secondary incident.
- ***DO NOT*** attempt to extinguish a petroleum product or natural gas fire. Wait for local firemen and other professionals trained to deal with such emergencies.

PIPELINE PURPOSE AND RELIABILITY

According to National Transportation Safety Board statistics pipelines are the safest and most efficient means of transporting natural gas and petroleum products, which are used to supply roughly two-thirds of the energy we use. These pipelines transport trillions of cubic feet of natural gas and hundreds of billions of ton/miles of liquid petroleum products in the United States each year.

SCAN THE IMAGE ABOVE WITH PAV

This system is comprised of three types of pipelines: transmission, distribution and gathering. The approximately 496,000 miles of transmission pipeline* transport products, including natural gas and petroleum products, across the country and to storage facilities. Compressor stations and pumping stations are located along transmission and gathering pipeline routes and help push these products through the line.

Approximately 2.06 million miles of distribution pipeline* is used to deliver natural gas to most homes and businesses through underground main and utility service lines. Onshore gathering lines are pipelines that transport gas from a current production operation facility to a transmission line or main. Production operations are piping and equipment used in production and preparation for transportation or delivery of hydrocarbon gas and/or liquids.

**mileage according to the Pipeline Hazardous Materials Safety Administration (PHMSA).*

WHAT DOES THE PIPELINE COMPANY DO IF A LEAK OCCURS?

To prepare for the event of a leak, pipeline companies regularly communicate, plan and train with local emergency responders. Upon notification of an incident or leak, the pipeline company will immediately dispatch trained personnel to assist emergency responders. Pipeline companies and emergency responders are trained to protect life, property, and facilities in the case of an emergency. Pipeline companies will also take steps to minimize the amount of product that leaks out and to isolate the pipeline emergency.

MAINTAINING SAFETY AND INTEGRITY OF PIPELINES

Pipeline companies invest significant time and capital maintaining the quality and integrity of their pipeline systems. Most active pipelines are monitored 24 hours a day via manned control centers. Pipeline companies also utilize aerial surveillance and/or on-ground observers to identify potential dangers. Control center personnel continually monitor the pipeline system and assess changes in pressure and flow. They notify field personnel if there is a possibility of a leak. Automatic shut-off valves are sometimes utilized to isolate a leak.

WHAT IS A RIGHT-OF-WAY AND CAN I BUILD OR DIG ON IT?

Pipeline companies work diligently to establish written agreements, or easements, with landowners to allow for ease of construction and maintenance when they cross private property. A right-of-way may be recognizable as corridors that are clear of trees, buildings or other structures except for the pipeline markers. A right-of-way may not have markers clearly present and may only be indicated by cleared corridors of land, except where farmland or crops exist. County Clerk's offices also have record of easements which are public record.

Encroachments upon the pipeline right-of-way inhibit the pipeline company's ability to reduce the chance of third-party damage, provide right-of-way surveillance, and perform routine maintenance and required federal/state inspections. In order to perform these critical activities, pipeline maintenance personnel must be able to easily and safely access the pipeline right-of-way, as well as areas on either side of the pipeline. Keeping trees, shrubs, buildings, fences, structures and any other encroachments well away from the pipeline ensures that the pipeline integrity and safety are maintained.

For questions concerning the pipeline or right-of-way, or about future property improvements or excavations, contact the pipeline company.

HOW CAN YOU HELP?

While accidents pertaining to pipeline facilities are rare, awareness of the location of the pipeline, the potential hazards, and what to do if a leak occurs can help minimize the number of accidents. A leading cause of pipeline incidents is third-party excavation damage. Pipeline companies are responsible for the safety and security of their respective pipelines. To help maintain the integrity of pipelines and their right-of-way, it is essential that pipeline and facility neighbors protect against unauthorized excavations or other destructive activities. Here's what you can do to help:

- **Become familiar with the pipelines and pipeline facilities in the area (marker signs, fence signs at gated entrances, etc).**
- **Record the company name, contact information, and any pipeline information from nearby marker/facility signs and keep in a permanent location near the telephone.**
- **Be aware of any unusual or suspicious activities or unauthorized excavations taking place within or near the pipeline right-of-way or pipeline facility; report any such activities to the pipeline company and the local law enforcement.**

LLAME ANTES DE CAVAR. *¡ES LA LEY!*

Determina lo que está **bajo tierra.**
Llama antes de excavar.

Debido a que aun lo que se puede considerar como actividades de excavación menores como el ajardinamiento o instalación de cercas puede causar daños a una línea de tuberías, a su capa protectora y/o a líneas subterráneas de servicios de utilidades, usted **siempre debe ponerse en contacto** con su Centro de Una-Llamada antes de comenzar cualquier trabajo de excavación, construcción, agricultura o de cavar. La mayoría de los estados requieren una notificación al Centro de Una-Llamada con dos días laborables de anticipación para permitir que las compañías de servicios de utilidades puedan marcar sus líneas de tuberías y de utilidades en el lugar donde usted se propone excavar. De hecho, la mayor parte de los daños causados a las líneas de tuberías son ocasionados cuando terceras personas excavan, detonan o perforan inadvertidamente dentro de un derecho-de-paso. Al contactar primero al Centro de Una-Llamada, este tipo de daños puede ser prevenido. En algunas ocasiones las compañías de líneas de tuberías pueden requerir que un representante esté presente para monitorear la seguridad en la excavación.

Una fácil llamada telefónica **GRATIS** al 811 da comienzo al proceso para que marquen sus líneas de tuberías subterráneas y de servicios de utilidades. Cuando usted llama al 811 desde cualquier lugar del país, su llamada será transferida al Centro de Una-Llamada de su estado. Una vez que sus líneas subterráneas han sido marcadas para su proyecto, usted podrá saber la ubicación aproximada de sus líneas de tuberías y líneas de servicios de utilidades y podrá comenzar a excavar con seguridad. Usted puede encontrar mas información acerca del 811 en el sitio web **www.call811.com**.

¿CÓMO RECONOCER LA UBICACIÓN DE UNA LÍNEA DE TUBERÍAS?

La mayoría de las líneas de tuberías están enterradas, donde están mejor protegidas de los elementos y la interferencia con los usos en la superficie es mínima. Aun así, el derecho-de-paso de una línea de tuberías está claramente identificado con marcadores de líneas de tuberías a lo largo de las rutas de la línea de tuberías para así identificar la ubicación aproximada – NO EXACTA– de la línea de tuberías. Cada marcador de líneas de tuberías contiene información que identifica la compañía que opera la línea de tuberías, el producto transportado y el número de teléfono al cual debe llamar en caso de una emergencia. **Los marcadores no indican la profundidad de la línea de tuberías, la cual varía.** Los marcadores suelen estar presentes donde una línea de tuberías cruza una calle, carretera o vía de ferrocarril. Es un delito criminal que cualquier persona deliberadamente estropee, dañe, quite o destruya cualquier marcador de líneas de tuberías.

Marcador de Línea de Tuberías — Este marcador es el más común. Contiene la información de la compañía, el tipo de producto y un número de contacto en caso de emergencias. El tamaño, la forma y el color pueden que varíe.

Marcador Aéreo — Estos marcadores en dirección al cielo son usados por los aviones de patrulla que monitorean las rutas de las líneas de tuberías.

Marcador de la Cubierta del Respiradero — Este marcador indica que una línea de tuberías (protegida por una cubierta exterior de acero) pasa por debajo de una carretera, línea de ferrocarril u otro cruce cercano.

RECONOCIENDO UNA FUGA EN UNA LÍNEA DE TUBERIAS

- ***Vista:*** Los charcos de líquidos o un burbujeo continuo en áreas mojadas o inundadas, un brillo aceitoso en las superficies del agua y una neblina de vapor o terreno congelado cuando el clima está templado son todas estas señales de una fuga en una línea de tuberías. El gas natural no tiene color, pero el vapor y "escarcha en el suelo" pueden ser visibles cuando hay altas presiones. Una fuga de gas natural también puede ser indicada cuando se ve polvo saliendo de un agujero en el terreno o cuando se ven llamas si la fuga se ha encendido.
- ***Sonido:*** El volumen del sonido puede variar entre un siseo suave hasta un rugido fuerte, dependiendo del tamaño de la fuga y del sistema de la línea de tuberías.
- ***Olor:*** Algunas veces un olor inusual, olor a petróleo o un olor a gas acompaña las fugas en las líneas de tuberías. El Gas Natural y los Líquido Altamente Volátiles ("HVL" por sus siglas en inglés) no tienen color, sabor ni olor a menos que se le haya añadido un odorante comercial o Mercaptano. Las líneas de tuberías de transmisión/recolección de gas no tienen ningún olor pero pueden contener un olor a hidrocarburo.

LO QUE SI DEBE HACER EN EL CASO DE UNA FUGA:

- ***Apague*** cualquier equipo y elimine cualquier fuente de encendido sin ponerse en riesgo a sí mismo.
- ***Salga del área*** inmediatamente caminando. Trate de dirigir a otras personas que se encuentren cerca a que se alejen del área. Intente mantenerse en contra del viento.
- Notifique inmediatamente a la compañía de la línea de tuberías (si sabe el número) desde un lugar seguro y **llame al 911** o al número local de respuestas a emergencias. La compañía necesitará su nombre, número de teléfono, una breve descripción del incidente y la ubicación para así poder iniciar la respuesta adecuada.

LO QUE NO DEBE HACER EN EL CASO DE UNA FUGA:

- ***NO*** ocasione ninguna fuente potencial de encendido tales como usar un interruptor de electricidad, la ignición de vehículos, encender un fósforo, etc. No encienda ningún vehículo de motor ni equipo eléctrico. No toque ningún los timbres de las puertas para notificar a las personas acerca de la fuga. Toque las puertas con su puño para así evitar posibles chispas con las aldabas.
- ***NO*** se ponga en contacto directo con ningún líquido o gas que se esté escapando.
- ***NO*** maneje hacia ninguna fuga ni nube de vapor cuando esté saliendo del área.
- ***NO*** intente operar ninguna válvula usted mismo. Sin quererlo, usted podría dirigir mas producto hacia la fuga o causar un incidente secundario.
- ***NO*** intente extinguir un fuego de productos de petróleo o de gas natural. Espere a que los bomberos locales y otros profesionales entrenados manejen la emergencia.

PROPÓSITO Y CONFIABILIDAD DE LA LÍNEA DE TUBERÍAS

De acuerdo a las estadísticas de la Junta Nacional de Seguridad en el Transporte las líneas de tuberías son el método más seguro y eficiente de transportar el gas natural y los productos de petróleo, las cuales son usadas para abastecer aproximadamente dos terceras partes de la energía que usamos. Estas líneas de tuberías transportan billones de pies cúbicos de gas natural y cientos de miles de millones de toneladas-milla de productos de petróleo líquido por día en los Estados Unidos.

Este sistema está formado por tres tipos de líneas de tuberías: transmisión, distribución y recolección. Las 496,000 millas aproximadas de líneas de tuberías de transmisión* transportan productos, incluyendo gas natural y productos de petróleo a través del país y hasta instalaciones de almacenamiento. Las estaciones de compresión y de bombeo están ubicadas a lo largo de las rutas de las líneas de tuberías de transmisión y recolección y ayudan a empujar estos productos a través de la línea.

Aproximadamente 2.06 millones de millas de líneas de tuberías de distribución* son utilizadas para suministrar gas natural a la mayoría de los hogares y negocios a través de líneas principales y de servicios de utilidades. Las líneas de recolección en tierra son líneas de tuberías que transportan gas desde una instalación de producción actual hasta una línea de transmisión o una línea principal. Las operaciones de producción son tuberías o equipos usados en la producción y la preparación para el transporte o la entrega de gases y/o líquidos de hidrocarburos.

**millaje de acuerdo a la Administración de Seguridad de Materiales Peligrosos en las Líneas de Tuberías ("PHMSA" por sus siglas en inglés).*

¿QUÉ HACE LA COMPAÑÍA DE LÍNEAS DE TUBERÍAS SI OCURRE UNA FUGA?

Para estar preparados en caso de una fuga, las compañías de líneas de tuberías regularmente se comunican, planean y entrenan con los respondedores locales de emergencias. Al recibir una notificación de un incidente o fuga, la compañía de líneas de tuberías enviará inmediatamente su personal entrenado para asistir a los respondedores de emergencias. Los operadores de líneas de tuberías y los respondedores de emergencias están entrenados para proteger vidas, propiedades e instalaciones en caso de una emergencia. Los operadores de líneas de tuberías también tomarán pasos para minimizar la cantidad de producto que se esté escapando y aislar la emergencia en la línea de tuberías.

MANTENIENDO LA SEGURIDAD Y LA INTEGRIDAD DE LAS LÍNEAS DE TUBERÍAS

Las compañías de líneas de tuberías invierten una cantidad considerable de tiempo y capital para mantener la calidad e integridad de sus sistemas de líneas de tubería. La mayoría de las líneas de tuberías activas son monitoreadas las 24 horas del día a través de centros de controles con personal. Las compañías de líneas de tuberías también utilizan vigilancia aérea y/o observadores en la tierra para identificar daños potenciales. El personal del centro de control monitorea continuamente el sistema de líneas de tubería y evalúa cambios en presión y flujo. Ellos le notifican al personal de campo si hay una posibilidad de una fuga. Las válvulas automáticas de corte general en ocasiones son utilizadas para aislar la fuga.

¿QUÉ ES UN DERECHO-DE-PASO Y PUEDO YO CONSTRUIR O CAVAR EN UNO?

Las compañías de líneas de tuberías trabajan diligentemente para establecer acuerdos escritos, o servidumbres, con los dueños de terreno para así permitir la facilidad de construcción y mantenimiento cuando estas atraviesan una propiedad privada. Un derecho-de-paso usualmente es reconocible como pasillos en el terreno que se encuentran libres de arboles, edificios y de otras estructuras con excepción de los marcadores de líneas de tuberías. Un derecho-de-paso puede que no tenga marcadores claramente visibles y puede que solo sea evidente al ver los pasillos de terreno libres, con excepción en donde existen granjas o cultivos. Las oficinas del Secretario del Condado también tienen registros de las servidumbres los cuales son de información pública.

Las intrusiones en el derecho-de-paso de una línea de tuberías impiden la habilidad de la compañía de la línea de tuberías de reducir los daños ocasionados por terceras personas, proveer vigilancia y de realizar el mantenimiento y las inspecciones federales/estatales requeridas. Para poder realizar estas actividades críticas, el personal de mantenimiento de la línea tuberías debe poder tener acceso fácil y seguro al derecho-de-paso de la línea de tuberías, al igual que a las áreas a cada lado de la línea de tuberías. El mantener árboles, arbustos, edificios, cercas, estructuras y cualquier otra intrusión alejadas de la línea de tuberías asegura que se mantenga la integridad y la seguridad de la línea de tuberías.

Para preguntas referentes a la línea de tuberías o al derecho-de-paso, o acerca de futuras mejoras a la propiedad o acerca de excavaciones, póngase en contacto con la compañía de la línea de tuberías.

¿CÓMO USTED PUEDE AYUDAR?

Aunque los accidentes concernientes a las instalaciones de líneas de tuberías son poco comunes, el estar al tanto de la ubicación de la línea de tubería, los peligros potenciales y lo que usted debe hacer si ocurre una fuga, puede minimizar el número de accidentes. Una de las causas principales de los incidentes en líneas de tuberías es el daño ocasionado en la excavación por terceras personas. Las compañías de las líneas de tuberías son responsables por la seguridad y la protección de sus respectivas líneas de tuberías. Para ayudar a conservar la integridad de las líneas de tuberías y sus derecho-de-paso, es esencial que los vecinos de las líneas de tuberías y sus instalaciones se protejan contra excavaciones no autorizadas y de otras actividades destructivas. A continuación listamos lo que usted puede hacer para ayudar:

- **Familiarícese con las líneas de tuberías y las instalaciones de líneas de tuberías en el área (señales de marcadores, señales en las entradas privadas, etc.).**
- **Escriba el nombre de la compañía, la información de contacto y cualquier otra información de la línea de tubería que se encuentra en cualquier marcador/instalación y conserve esta información en un lugar permanente cerca de su teléfono.**
- **Esté al tanto de cualquier actividad inusual o sospechosa o cualquier excavación no autorizada que se esté haciendo dentro o cerca del derecho-de-paso de la línea de tubería o de las instalaciones de líneas de tuberías; informe cualquiera de estas actividades a la compañía de la línea de tubería y a los oficiales locales de la ley.**

E-4 City of Elmhurst

visio The vision
vertere to transform
virtute with excellence

September 1, 2016

Tom Janito
City of Elmhurst

Re: St. Charles Road Bridge Improvements over Salt Creek
JULIE Design Stage # A2800344 Villa Park / # A2800354 Elmhurst

Dear Mr. Kratzer:

V3 Companies is the engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek in Villa Park, in DuPage County. Contract plans are expected to begin by December 2016.

The proposed improvements include minor widening of the roadway to accommodate five lanes at 11 ft wide and the replacement of the superstructure. Approximately 5-10 ft of the top of the wingwalls will be replaced at all four corners to accommodate the widening. The superstructure will be replaced and include a new sidewalk and parapet that will cantilever 6" off the new deck beams. In addition, scour countermeasures will be implemented at the piers.

For your reference, enclosed are the following exhibits:

- Typical Section
- Plan and Profile
- Existing Bridge Section
- Proposed Bridge Section
- Scour Sketch

Currently, there are 2 ft gaps between the outside beams for utilities. Under the proposed improvements, those gaps will be removed and any utilities located in the gaps or attached to the existing bridge will need to be relocated.

Please confirm whether your facilities are located on the existing bridge structure or identify any potential conflicts or relocations. Any utilities to be supported by the new bridge improvements will need to be coordinated with V3 Companies for approval of the Phase I documents.

We respectfully request your response by September 16, 2016. If a response has not been provided or you have not contacted V3 by this date, we will assume that there are no utility conflicts and we will proceed as such. Please contact me at (630) 729-6323 or ehsu@v3co.com to discuss the details and accommodations of your facilities.

Sincerely,

V3 COMPANIES OF ILLINOIS, LTD.

Elora I. Hsu, P.E.
Project Engineer

EIH\eih

enclosure

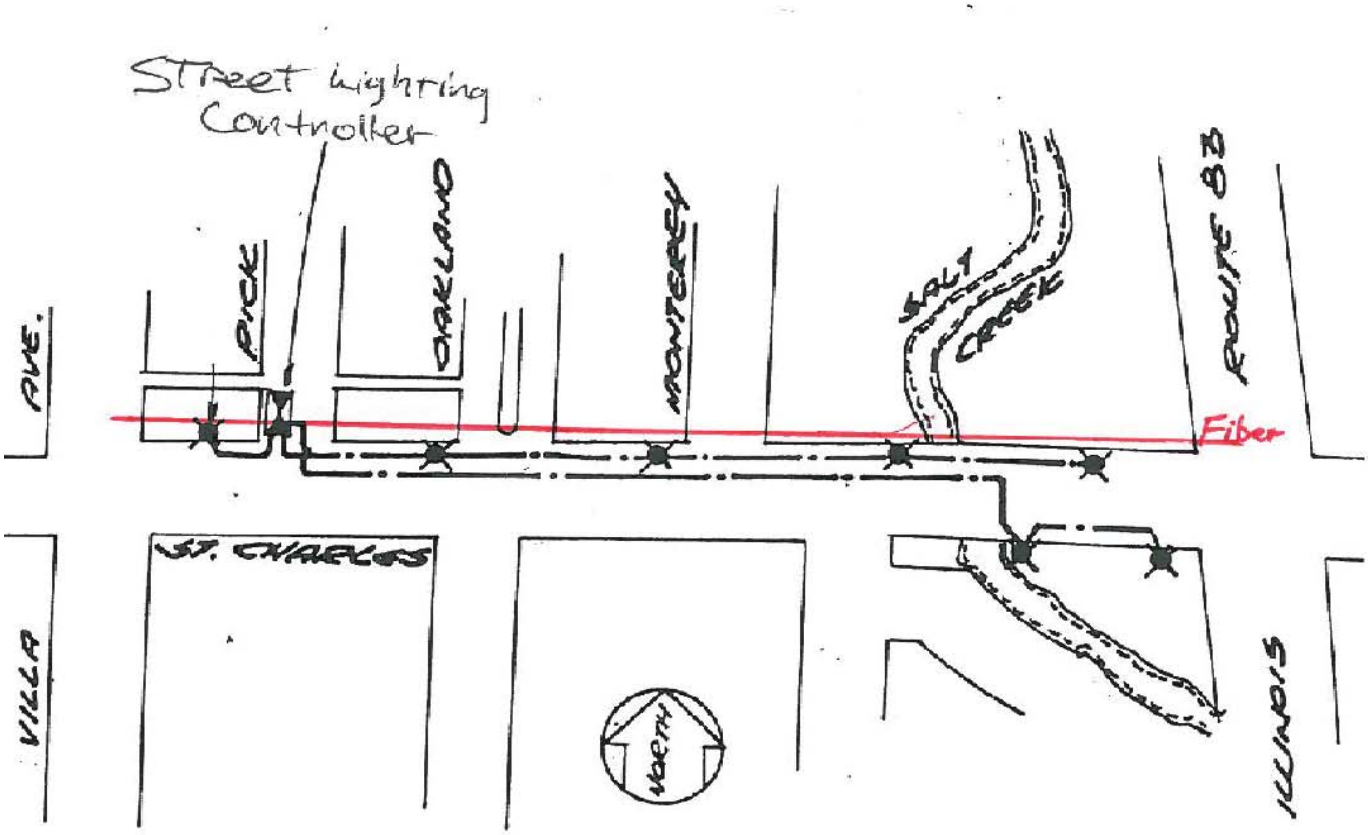
cc: V3 File 15228

Elora Hsu

From: Tom Janito <Tom.Janito@elmhurst.org>
Sent: Monday, October 31, 2016 8:12 AM
To: Elora Hsu
Subject: St Charles/Salt Creek Street Lights & Fiber
Attachments: W St Charles Street Lighting & Fiber.png; St Charles Bridge Salt Creek 1.1.png; St Charles Bridge Salt Creek 1.2.png; qsec_0603d.pdf

Categories: St Charles

Elora. Attached are some files that include the utilities on/ in and around the salt creek bridge on St Charles. The street lighting runs in the concrete on the north wall of the bridge.
If you have any questions please don't hesitate to contact me.
Tom Janito
City of Elmhurst Utility Inspector/ Utility Locator
630.330.0887


Street Lighting Controller
PICKE
OAKLAND
MONTEREY
SALT CREEK
ROUTE 83
Fiber
ST. CHARLES
NORTH
VILLA
AVE.
ILLINOIS

FIBER
Street lighting

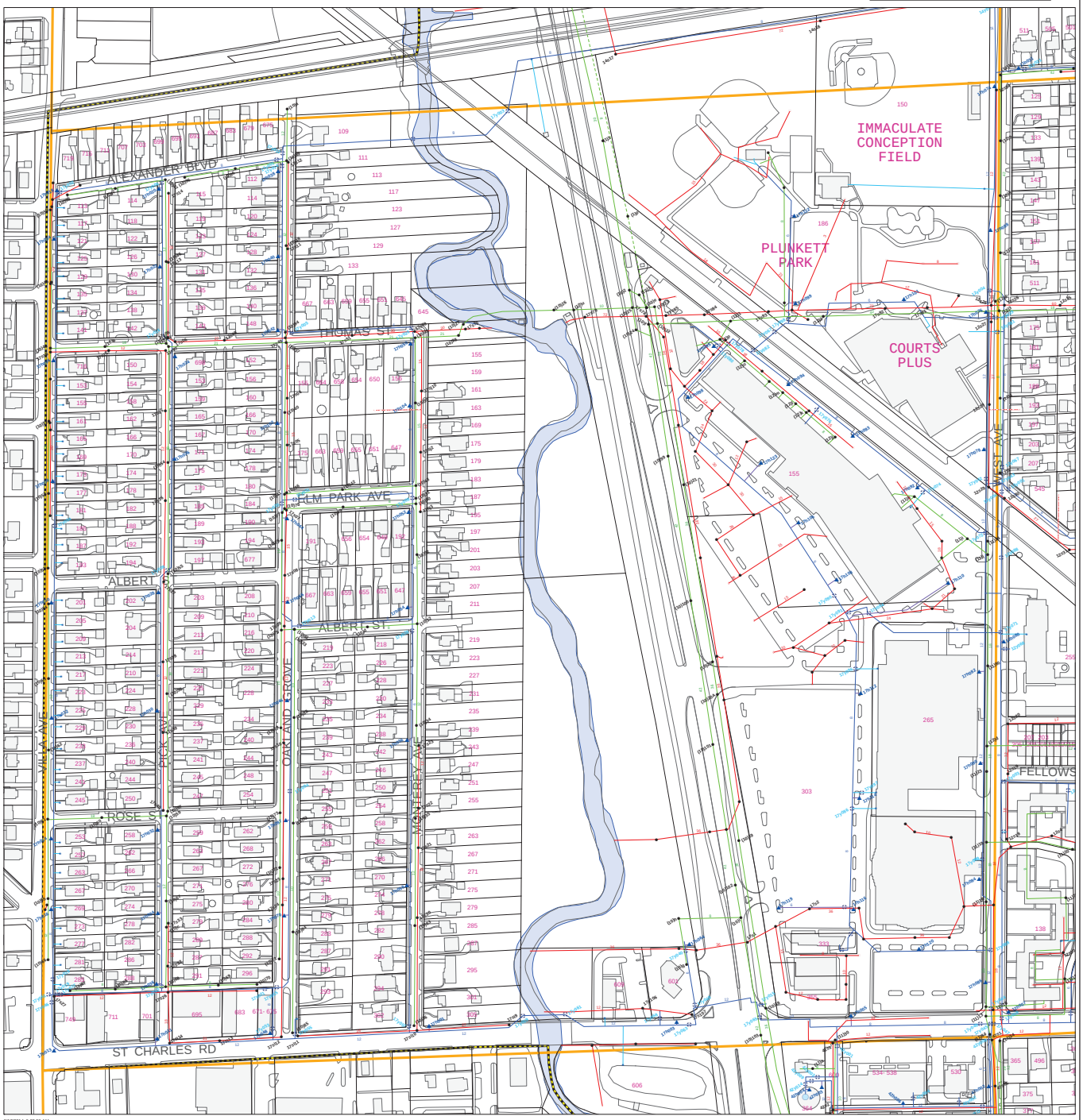
Creek
TOBACCO HUT
FIBER

YORK TOWNSHIP

SE 1/4 SECTION 3

Tax Parcels Revised for the 2013 Assessment

06-03D / 17Y



6/17/2014 9:23:56 AM

Scale: 1 inch = 100 feet

0 50 100 200 300 400 500 Feet

06-03D / 17Y

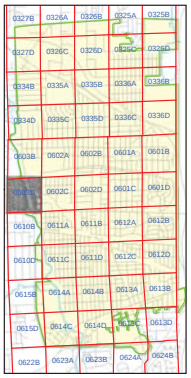
- Watermain
- Water Service
- Hydrant Service
- Fire Line
- Sanitary Sewer
- Other System
- Force Main
- Storm Sewer
- Storm Inlet
- Yard Drain
- Open Sewer
- Storm Service
- Valve
- Hydrant
- B-Box
- Water Tower
- Reservoir
- Manhole
- Open Grate MH
- Inlet
- Outfall/Sluice Gate
- Lift Station
- Headwall
- By-Pass
- Air Relief Valve
- Junction Box

Sanitary Sewers

Manhole	Rim Elev	Invert Elev	Invert Elev
(1)3	663.20	658.60	0.00
(1)3	663.10	659.00	0.00
(1)100	664.50	655.30	0.00
(1)101	663.60	655.00	0.00
(1)102	663.00	654.60	0.00
(1)103	666.30	654.30	0.00
(1)26	677.50	672.80	0.00
(1)30	668.50	664.00	0.00
(1)31	677.30	665.20	0.00
(1)32	678.20	666.10	0.00
(1)34	674.50	666.00	0.00
(1)35	673.80	667.20	0.00
(1)36	687.00	0.00	0.00
(1)38	677.10	670.10	0.00
(1)39	677.40	671.50	0.00
(1)40	677.50	671.60	0.00
(1)42	673.40	668.40	0.00
(1)43	675.80	669.50	0.00
(1)45	672.90	663.60	0.00
(1)48	674.20	667.00	665.30
(1)59	676.70	665.40	0.00
(1)60	675.90	665.90	0.00
(1)62	675.30	668.30	0.00
(1)63	676.70	668.10	0.00
(1)64	678.40	669.60	0.00
(1)67	673.40	666.00	0.00
(1)68	671.40	666.30	0.00
(1)70	678.20	671.30	0.00
(1)72	678.20	673.00	0.00
(1)73	678.20	666.50	0.00
(1)74	677.60	665.60	0.00
(1)75	676.80	664.70	0.00
(1)76	674.90	663.90	0.00
(1)77	675.20	663.10	0.00
(1)78	675.00	664.00	0.00
(1)79	675.50	668.30	0.00
(1)82	676.20	665.40	0.00
(1)83	676.50	666.40	0.00
(1)84	677.30	667.70	0.00
(1)85	673.50	668.70	0.00
(1)92	677.30	665.60	0.00
(1)93	678.20	666.50	0.00
(1)95	678.70	672.10	0.00
(1)96	679.50	673.20	0.00
(1)97	678.60	673.60	0.00
(1)98	677.60	673.09	0.00
(1)99	663.00	655.60	0.00
(1)9	671.40	664.40	0.00
(1)9	663.00	656.60	0.00
(1)9	662.00	656.70	0.00
(1)113	670.60	661.30	0.00
(1)118	669.30	661.30	0.00
(1)123	669.30	662.30	0.00
(1)124	670.40	661.10	0.00
(1)125	671.30	662.00	0.00
(1)1	671.30	664.02	0.00
(1)1	674.10	663.24	0.00
(1)1	675.32	662.92	0.00
(1)210	673.10	668.50	0.00
(1)3	672.20	657.40	0.00
(1)24	674.30	662.90	0.00
(1)25	673.60	667.60	0.00
(1)27	672.30	662.80	0.00
(1)28	672.50	662.90	0.00
(1)29	673.00	663.00	0.00
(1)2a	672.00	666.30	0.00
(1)2	670.40	664.45	0.00
(1)2	671.40	664.40	0.00
(1)2	670.51	663.03	0.00
(1)2e	671.30	662.39	0.00
(1)2p	670.70	661.21	0.00
(1)2p	670.40	660.24	0.00

Storm Sewers

Manhole	Rim Elev	Invert Elev	Invert Elev
12a16	675.60	664.20	0.00
12a19	670.10	664.40	0.00
12a23	672.30	666.70	0.00
12a24	672.20	668.50	0.00
12a25	672.30	662.70	0.00
12a26	672.40	662.70	0.00
12a28	674.40	662.80	0.00
12a29	672.90	663.00	0.00
12a30	673.80	663.00	0.00
14a17	672.50	661.10	0.00
17a24	690.70	682.45	0.00
17a35	673.00	664.10	0.00
17a36	676.50	664.20	0.00
17a37	678.40	664.90	0.00
17a38	678.10	664.70	0.00
17a47	673.20	663.80	0.00
17a48	673.20	663.60	0.00
17a51	672.90	663.10	0.00
17a59	669.50	662.60	0.00
17a79	667.60	658.20	0.00
17a81	674.50	661.29	1.00
17a82	674.80	0.00	1.00
17a83	670.70	653.40	0.00
17a84	667.50	659.40	0.00
17a85	667.80	658.90	0.00
47a1	670.00	666.00	0.00



E-5 Comcast

COMCAST

October 9, 2015

V3 Companies
7325 Janes Ave
Woodridge IL, 60517
ATTN: Jan Burbey for Grant Van Bortel

Re: Utility Map Request – JULIE Design Stage 15228 GVB
W. St. Charles Rd – Villa Park & Elmhurst, IL – DuPage County

Dear Mr. Van Bortel:

Per your request please find the attached atlas information indicating our existing Aerial cable, (marked in yellow on the map) and our existing Underground cable, (marked in magenta on the map) within the project limits and surrounding area.

In the event that ComEd will have to relocate their power poles for your construction, then we will relocate accordingly.

If you have any questions relevant to this information, please feel free to call.

Very truly yours,

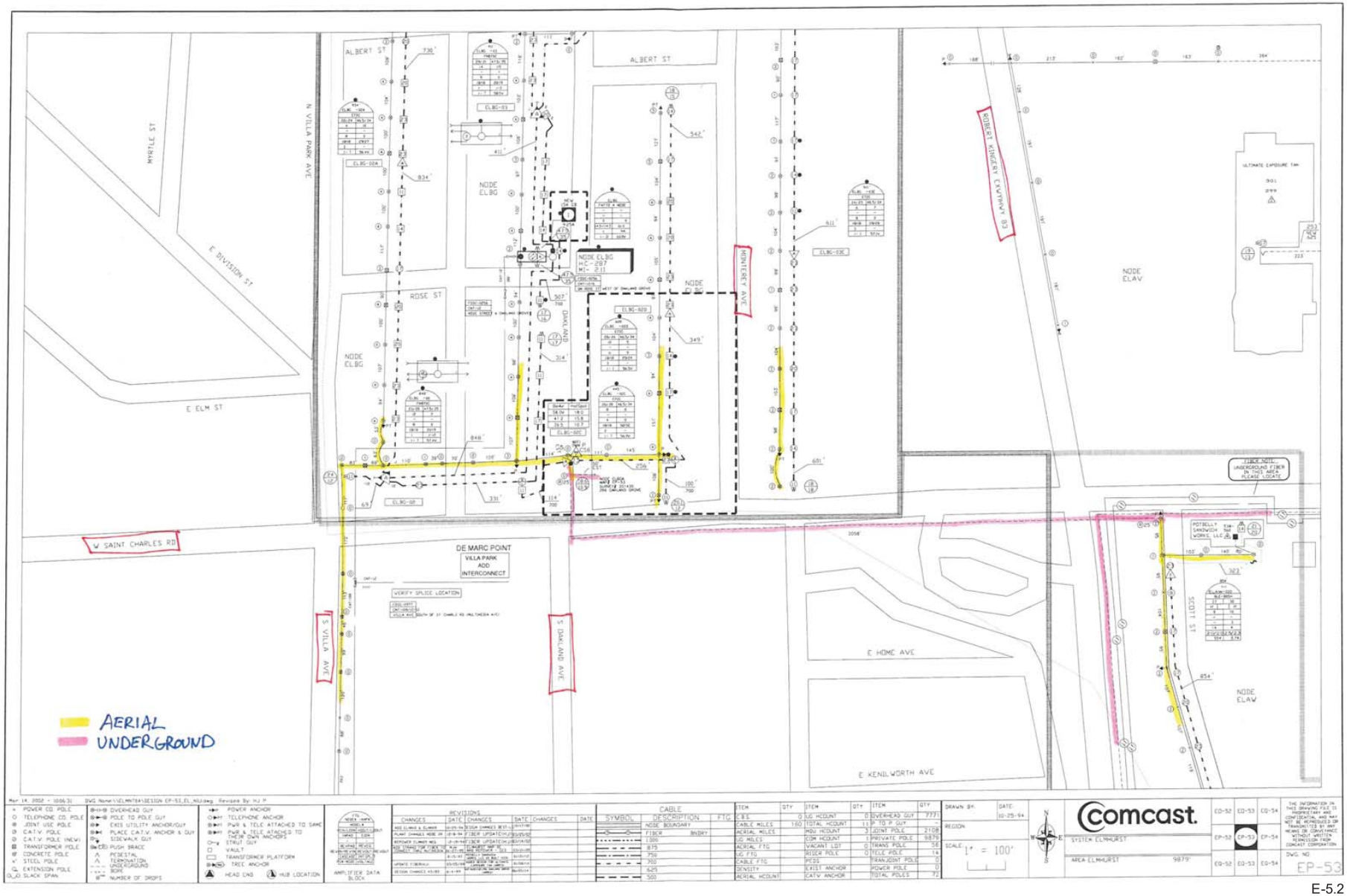
Robert L. Schulter Jr.

Robert L. Schulter Jr.
Central Division Director of Construction

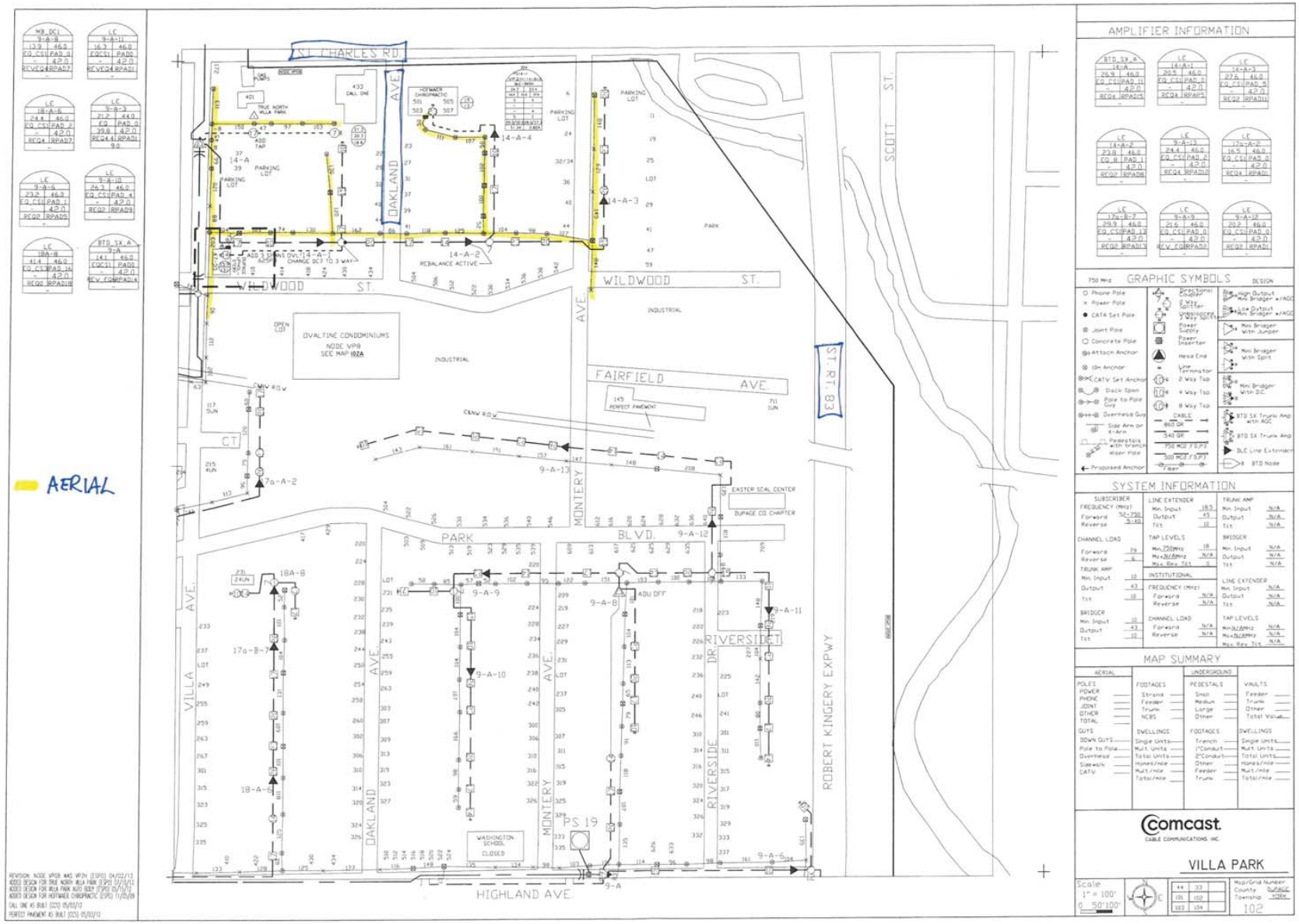
By:

Robert Stoll
Right-of-Way Engineer
(630) 600-6213

ENCL. Drawing: EP-53, 102


ALBERT ST
MYRTLE ST
N VILLA PARK AVE
E DIVISION ST
E ELM ST
ROSE ST
NODE ELBG
NODE ELBG
HC-297
HC-211
OAKLAND
MONTEREY AVE
NODE
ROBERT KINGERY EXPWY 03
NODE ELAV
ULTIMATE EXPOSURE TAP
W SAINT CHARLES RD
DE MARC POINT
VILLA PARK
ADD
INTERCONNECT
VERIFY SPLICE LOCATION
S VILLA AVE
S OAKLAND AVE
E HOME AVE
E KENILWORTH AVE
SCOTT ST
POTBELLY SANDWICH WORKS, LLC
FIBER NOTE:
UNDERGROUND FIBER IN THIS AREA PLEASE LOCATE
AERIAL
UNDERGROUND

| | | |


AMPLIFIER INFORMATION
GRAPHIC SYMBOLS
SYSTEM INFORMATION
MAP SUMMARY
Comcast
CABLE COMMUNICATIONS, INC.
VILLA PARK
ST. CHARLES RD.
WILDWOOD ST.
OAKLAND AVE.
MONTERY AVE.
FAIRFIELD AVE.
PARK BLVD.
RIVERSIDE DR.
VILLA AVE.
SCOTT ST.
ROBERT KINGERY EXPWY
HIGHLAND AVE.
OVALTINE CONDOMINIUMS
INDUSTRIAL
PARK
WASHINGTON SCHOOL CLOSED
PS 19
AERIAL

E-5.3

visio The vision
vertere to transform
virtute with excellence

September 1, 2016

Robert Stoll
Comcast Cable
688 Industrial Drive
Elmhurst, IL 60126

Re: St. Charles Road Bridge Improvements over Salt Creek
JULIE Design Stage # A2800344 Villa Park / # A2800354 Elmhurst

Dear Mr. Stoll:

V3 Companies is the engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek in Villa Park, in DuPage County. Contract plans are expected to begin by December 2016.

The proposed improvements include minor widening of the roadway to accommodate five lanes at 11 ft wide and the replacement of the superstructure. Approximately 5-10 ft of the top of the wingwalls will be replaced at all four corners to accommodate the widening. The superstructure will be replaced and include a new sidewalk and parapet that will cantilever 6" off the new deck beams. In addition, scour countermeasures will be implemented at the piers.

For your reference, enclosed are the following exhibits:

- Typical Section
- Plan and Profile
- Existing Bridge Section
- Proposed Bridge Section
- Scour Sketch

Currently, there are 2 ft gaps between the outside beams for utilities. Under the proposed improvements, those gaps will be removed and any utilities located in the gaps or attached to the existing bridge will need to be relocated.

Please confirm whether your facilities are located on the existing bridge structure or identify any potential conflicts or relocations. Any utilities to be supported by the new bridge improvements will need to be coordinated with V3 Companies for approval of the Phase I documents.

We respectfully request your response by September 16, 2016. If a response has not been provided or you have not contacted V3 by this date, we will assume that there are no utility

conflicts and we will proceed as such. Please contact me at (630) 729-6323 or ehsu@v3co.com to discuss the details and accommodations of your facilities.

Sincerely,

V3 COMPANIES OF ILLINOIS, LTD.

Elora I. Hsu, P.E.
Project Engineer

EIH\eih

enclosure

cc: V3 File 15228

COMCAST

September 14, 2016

V3 Companies of Illinois, LTD.
7325 Janes Ave.
Woodridge, IL 60517
Attention: Elora I. Hsu, P.E.

Re: Utility review
V3 File 15228
J.U.L.I.E. Design Stage #s A2800344 & A2800354
St. Charles Road Bridge Improvements over Salt Creek
Elmhurst, IL

Dear Ms. Hsu:

In regards to the above project, Comcast has no cable facilities within the limits of work and therefore has no anticipated conflicts with the proposed improvements.

If you have any questions relevant to this information, please feel free to call.

Very truly yours,

Robert L. Schulter Jr.

Robert L. Schulter Jr.
Central Division Director of Construction

By: Ted Wyman

Ted Wyman
Right-of-Way Engineer
(630) 600-6349

E-6 Level 3 Communications

Elora Hsu

From: Villalobos, Carlos <carlos.villalobos@level3.com>
Sent: Thursday, October 29, 2015 2:51 PM
To: Jan Burbey
Subject: Return to requestor
Attachments: Seq# 2: A2800344 for LEVL0A; Seq# 1: A2800354 for LEVL0A; Screen Shot.pdf

Jan,

Level 3 has received your utility notice dated 10/07/2015 regarding the St Charles Rd & S Monterey Ave ("Project"). In response to your inquiry please find the enclosed drawings indicating the approximate location of the Level 3 telecommunications facilities (the "Facilities"). Note that the locations of Facilities shown on these drawings are only approximate and Level 3 hereby disclaims any responsibility to third parties for the accuracy of this information. Persons working in the area covered by these drawings must contact the statewide Call-Before-You-Dig System to ascertain the location of underground facilities prior to performing any excavation.

After reviewing the information you provided it is uncertain whether the Project will impact the Facilities.

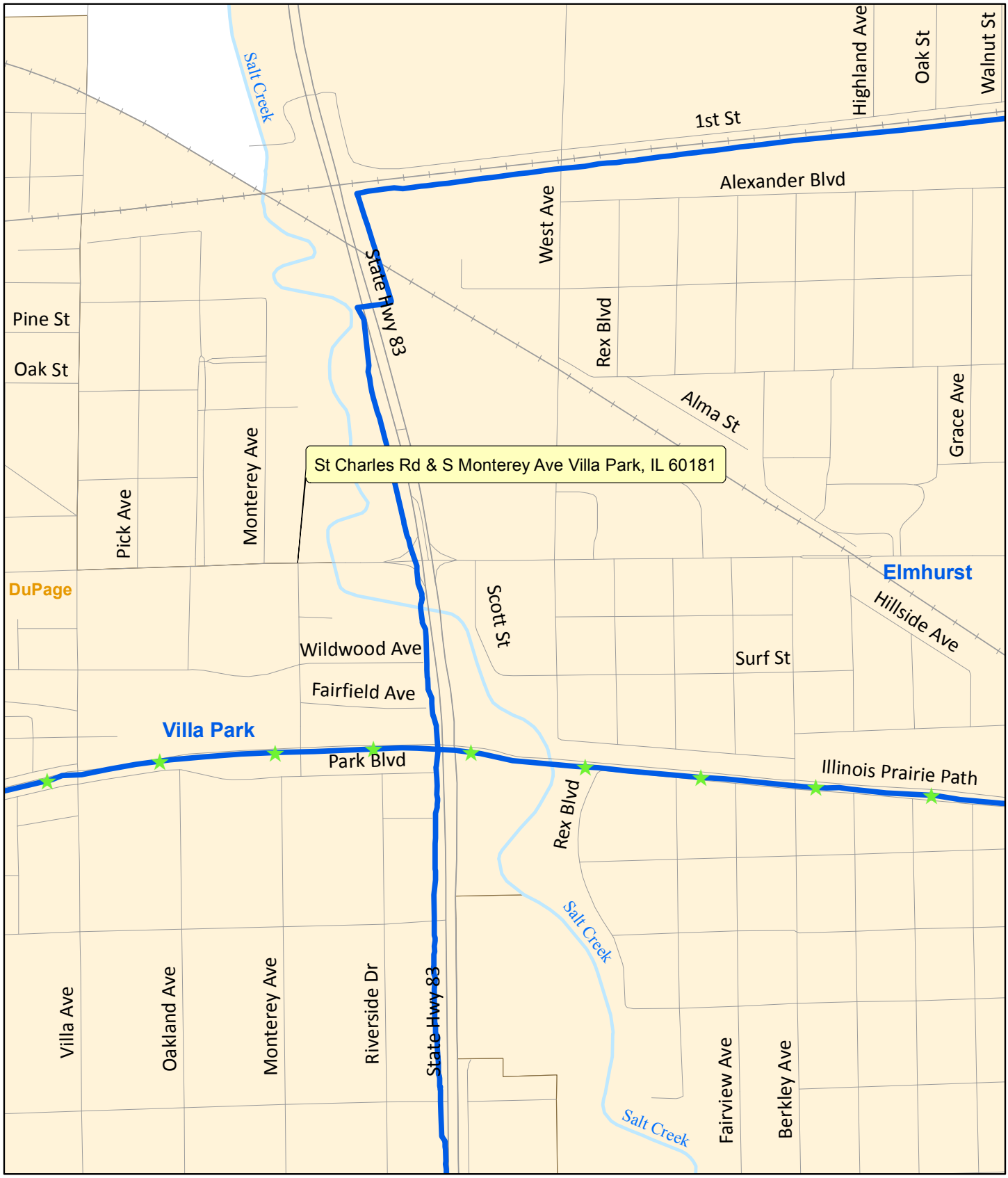
The Facilities have been constructed on private property and/or public right of way with the authorization of the applicable property owner. Prior to any work being performed by or on behalf of Level 3 all costs associated with the adjustment and/or relocation of the Facilities are required to be paid in full to Level 3.

Please review the enclosed information. If it is determined that an adjustment and/or relocation of the Facilities is necessary to accommodate the Project, please contact the undersigned to discuss and reference the file number GL 54558 with any future communications. Any changes or additions to the Project plans or parameters should be submitted to Level 3 for review of potential new impacts to the Level 3 facilities. Unless Level 3 receives information that such adjustment or relocation is necessary it will assume that any potential conflict between the Project and Facilities has been eliminated.

Thank you,

Carlos Villalobos
Level 3 Communications
1025 El Dorado Blvd
Broomfield, CO 80021
e: relo@level3.com

**Please send all future utility requests via e-mail to Relo@Level3.com with a detailed letter stating the project information and any existing plans. Electronic copies (opposed to physical copies) ensure efficient and accelerated communication between both parties. If there are outstanding circumstances in which this request cannot be met, please advise us of such. We appreciate your cooperation.*



Legend

Level 3 Facilities

Non-Level 3 Facilities

Note that the locations of Facilities shown on these drawings are only approximate and Level 3 hereby disclaims any responsibility to third parties for the accuracy of this information. Persons working in the area covered by these drawings must contact the statewide Call-Before-You-Dig System to ascertain the location of underground facilities prior to performing any excavation.

E-7 Nicor

visio The vision
vertere to transform
virtute with excellence

September 1, 2016

Bruce Koppang
DOT Liaison Engineering Design
Nicor Gas
1844 Ferry Road
Naperville, IL 60563

Re: St. Charles Road Bridge Improvements over Salt Creek
JULIE Design Stage # A2800344 Villa Park / # A2800354 Elmhurst; Eng. # SC12509

Dear Mr. Kratzer:

V3 Companies is the engineering consultant conducting a preliminary engineering and environmental study (Phase I) for the St. Charles Road Bridge improvements over Salt Creek in Villa Park, in DuPage County. Contract plans are expected to begin by December 2016.

The proposed improvements include minor widening of the roadway to accommodate five lanes at 11 ft wide and the replacement of the superstructure. Approximately 5-10 ft of the top of the wingwalls will be replaced at all four corners to accommodate the widening. The superstructure will be replaced and include a new sidewalk and parapet that will cantilever 6" off the new deck beams. In addition, scour countermeasures will be implemented at the piers.

For your reference, enclosed are the following exhibits:

- Typical Section
- Plan and Profile
- Existing Bridge Section
- Proposed Bridge Section
- Scour Sketch

Currently, there are 2 ft gaps between the outside beams for utilities. Under the proposed improvements, those gaps will be removed and any utilities located in the gaps or attached to the existing bridge will need to be relocated.

Please confirm whether your facilities are located on the existing bridge structure or identify any potential conflicts or relocations. Any utilities to be supported by the new bridge improvements will need to be coordinated with V3 Companies for approval of the Phase I documents.

We respectfully request your response by September 16, 2016. If a response has not been provided or you have not contacted V3 by this date, we will assume that there are no utility conflicts and we will proceed as such. Please contact me at (630) 729-6323 or ehsu@v3co.com to discuss the details and accommodations of your facilities.

Sincerely,

V3 COMPANIES OF ILLINOIS, LTD.

Elora I. Hsu, P.E.
Project Engineer

EIH\eih

enclosure

cc: V3 File 15228

Nicor Gas™

An AGL Resources Company

1844 Ferry Road
Naperville, IL 60563

630 983.8676 phone
www.nicorgas.com

September 16, 2016

Elora I. Hsu, P.E.
Project Engineer
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517

RE: St. Charles Road Bridge Improvements over Salt Creek

Dear Ms. Hsu:

Your project has been assigned Engineering **#SC12509.** Please refer to this number in all future correspondence to assist with expediting any future inquiry.

With reference to your letter and plans received on September 1, 2016, I am returning the set of red-lined plans along with our atlas pages indicating the location of our gas main(s) in the area of your proposed project. The dimensions and location of Nicor Gas utility facilities as shown on these plans are an estimate for design purposes only, and are not intended for use as field locations for construction. Nicor Gas does not warrant accuracy. These pages are considered confidential, please handle these pages accordingly.

Gas main is in proximity to your project however, no conflict is anticipated with the current scope of work if field adjustments can be performed in the field to work around the gas main. Contact Mr. Jeff Leifheit, Superintendent – Construction at (815) 754-3140 with field inquiries during construction if needed.

Please phone JULIE, 1.800.892.0123, 48 hours prior to construction for location of our facilities within your proposed improvement.

Thank you for your cooperation in this matter.

Sincerely,

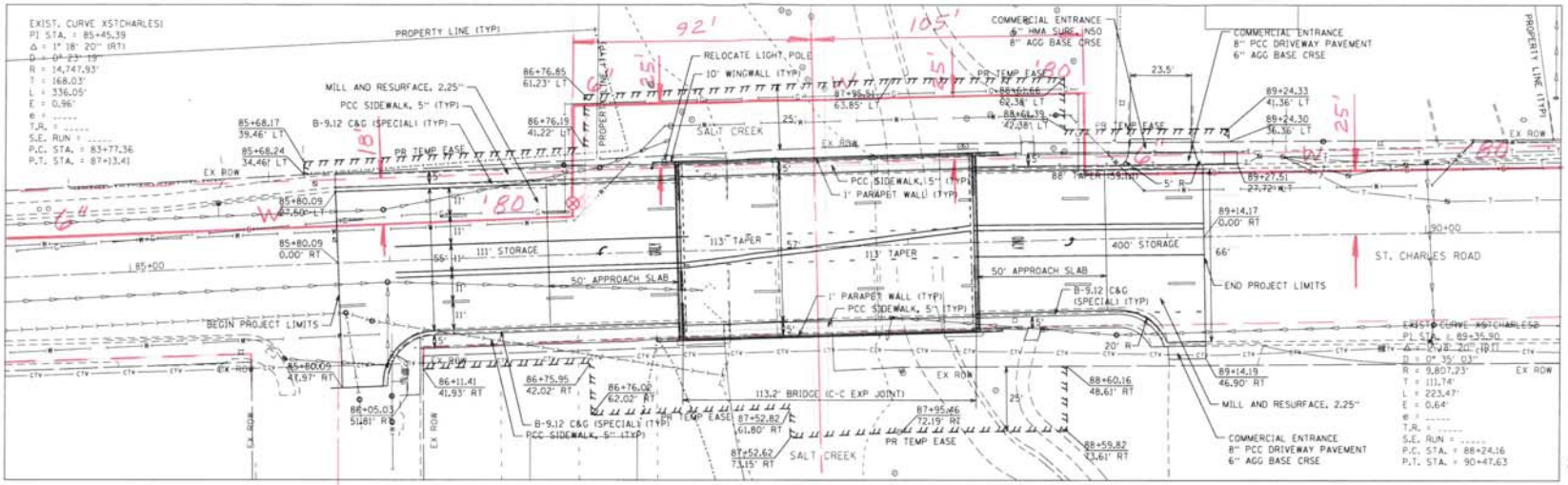
Bruce Koppang

Bruce Koppang
DOT Liaison
Engineering – Design
(630) 388-3046 office
bkoppan@southernco.com

Enc.

#SC12509

SC18509



SEP 14 2016

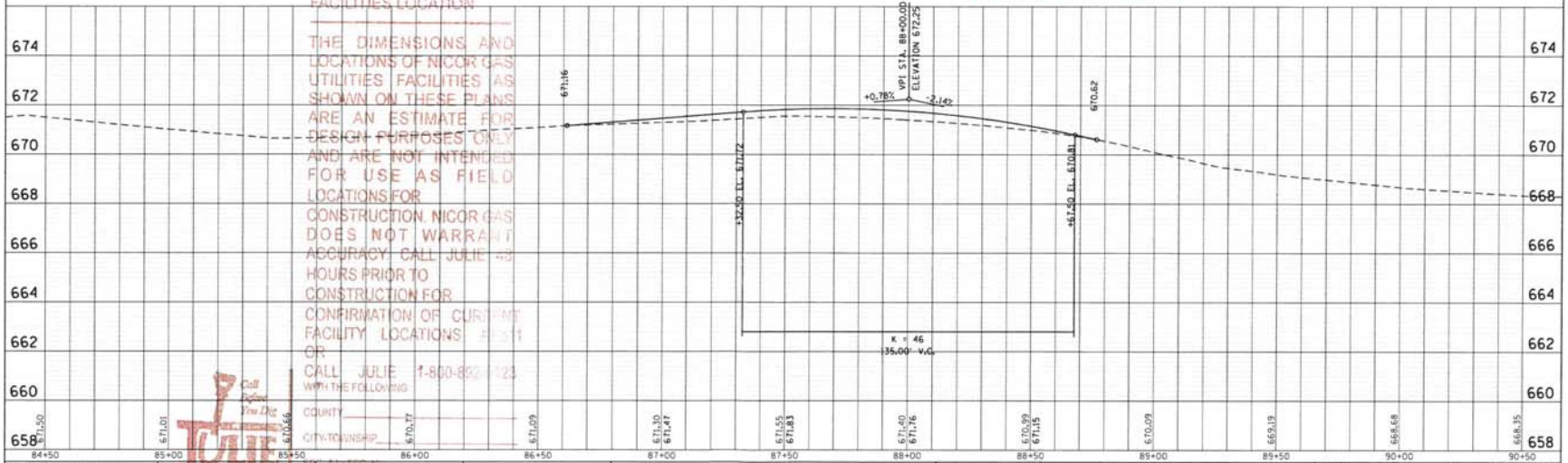
WC18102B

NICOR GAS
FACILITIES LOCATION

THE DIMENSIONS AND LOCATIONS OF NICOR GAS UTILITIES FACILITIES AS SHOWN ON THESE PLANS ARE AN ESTIMATE FOR DESIGN PURPOSES ONLY AND ARE NOT INTENDED FOR USE AS FIELD LOCATIONS FOR CONSTRUCTION. NICOR GAS DOES NOT WARRANT ACCURACY. CALL JULIE 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF CURRENT FACILITY LOCATIONS OR CALL JULIE 1-800-892-0123 WITH THE FOLLOWING

COUNTY

CITY/TOWNSHIP



V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
630.724.9202 fax
www.v3co.com

USER NAME = eh
PLOT SCALE = 20:1
PLOT DATE = 8/26/2016

DESIGNED - EH
DRAWN - EH
CHECKED - GJS
DATE - 05/12/16

REVISED - 08/12/16
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ST. CHARLES ROAD
PLAN AND PROFILE

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 84+50.00 TO STA. 90+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1397	15-00094-00-BR	DUPAGE	1	1

PROJECT: BRM-4003(508) JOB: P-91-313-15
ILLINOIS

E-7.4

E-8 Sunesys

Elora Hsu

From: Shirley, Jamey <JShirley@sunesys.com>
Sent: Wednesday, October 07, 2015 9:18 AM
To: Jan Burbey
Subject: RE: Design Stage Utility Map Request - Villa Park & Elmhurst (15228 GVB)
Attachments: Sunesys -St Charles & 83 (SEG3).pdf

Please find attached the as-built of Sunesys Facilities in this area.

Jamey Shirley, PMP | Project Manager
mob 630.621.2086 | **em** jshirley@sunesys.com

From: Jan Burbey [mailto:jburbey@v3co.com]
Sent: Wednesday, October 07, 2015 9:03 AM
To: jc2535@att.com; martha_gieras@cable.comcast.com; schweizer@dpwc.org; 'kent.johnson@elmhurst.org'; 'level3.networkrelocations@level3.com'; investigations@verizon.com; gasmaps@nicor.com; Shirley, Jamey; juskelis@invillapark.com; david.sommerfeld@bp.com
Subject: Design Stage Utility Map Request - Villa Park & Elmhurst (15228 GVB)

Good Morning,

V3 Companies is doing a land survey **along W. St. Charles Rd. in Villa Park & Elmhurst in DuPage County, IL**. Your company is listed on the J.U.L.I.E. Design Stage ticket as possibly having buried utilities in this project area.

After reviewing the attached site map, your response with a map or description of where your company has buried utilities would be appreciated. If you have no utilities in the project area, please let us know that as well.

If you have any questions about this project, please contact:

Grant Van Bortel
Survey Project Manager
Phone: 630.729.6173
Fax: 630.724.9202
Email: gvanbortel@v3co.com

Thank you for your assistance, we appreciate your time.

Jan

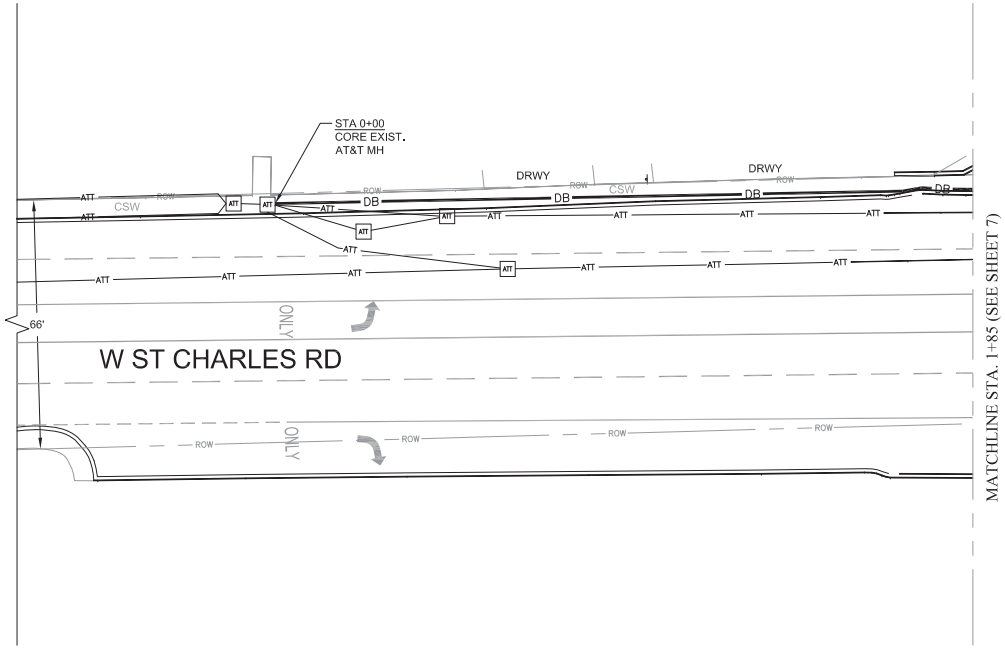
Jan Burbey
Administrative Assistant

V3 Companies
7325 Janes Ave., Woodridge, IL 60517
Direct: 630.729.6103 | Main: 630.724.9200 | Fax: 630.724.9202
jburbey@v3co.com | **www.v3co.com**

V3 | THE VISION TO TRANSFORM WITH EXCELLENCE

please consider the environment prior to printing

LOCATION: SEC 3,10, T39N-R11E
ELMHURST, DUPAGE COUNTY, ILLINOIS



NOTE:
1. THE ENCLOSED REFERENCED UTILITIES & BOUNDARIES, IN WHICH HAVE BEEN IMPLIED, ARE SO BY MEANS OF UTILIZING PUBLIC ATLASES, SIDWELL AND OTHER REFERENCE MATERIALS. CGI WILL ACCEPT NO LIABILITY OR GUARANTEE AS TO THEIR POSITION/LOCATION AS PRECISE OR EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO EXPOSE, LOCATE AND DETERMINE THEIR RUNNING LINE IS NOT CONFRONTATIONAL TO OTHERS AND IS PLACED WITHIN PUBLIC RIGHT-OF-WAYS, ESTABLISHED FOR NEW CONSTRUCTION.

NORTH

0 15' 30'

SCALE: 1" = 30'

OWNER:

185 Titus Avenue
Warrington, Pennsylvania 18976
Phone: (267) 927-2000
Fax: (267) 927-2090

CONTRACTOR:

2565 Palmer Avenue
University Park, Illinois 60484
Phone: (708) 235-1408
Fax: (708) 235-1410
Cell: (630) 816-1113

DESIGN FIRM:

:CGI TITLE BLOCK LOGOS\Com\desc000.JPG

9455 Enterprise Drive
Mokena, Illinois, 60448
Phone: (708) 995-2050
Fax: (708) 479-8195

REV.	DATE	DESCRIPTION
	07/12/11	PERMIT
1	07/26/11	3" CASING & NOTES

PROJECT #: 1102-027

DESIGNED BY: SF

DRAWN BY: JS

APPROVED BY: SF

DATE: JULY 08, 2011

PROJECT DESCRIPTION

OUTSIDE PLANT FIBER
OPTIC BUILD
SEGMENT 3

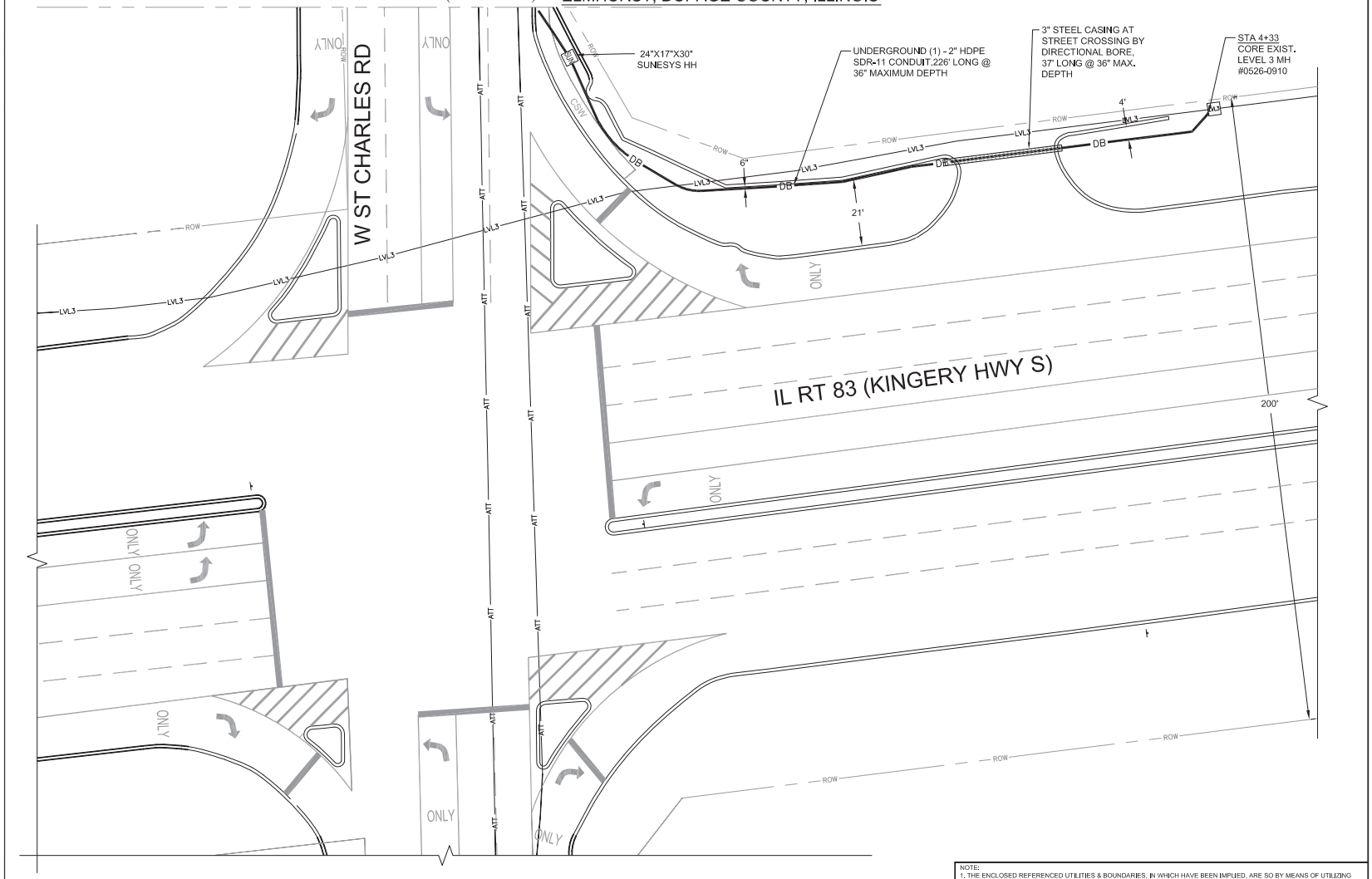
W ST CHARLES RD & IL RT 83
(KINGER HWY)
ELMHURST, ILLINOIS 60126

SHEET NO.

6

SHEET 6 OF 7

LOCATION: SEC 3,10, T39N-R11E
ELMHURST, DUPAGE COUNTY, ILLINOIS



NOTE:
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NORTH
0 15' 30'

SCALE: 1" = 30'

OWNER:
:CGI TITLE BLOCK LOGOS:Sandy Ridge_Sudol.jpg
185 Titus Avenue
Warrington, Pennsylvania 18976
Phone: (267) 927-2000
Fax: (267) 927-2090

CONTRACTOR:
:CGI TITLE BLOCK LOGOS:Comscope.jpg
2565 Palmer Avenue
University Park, Illinois 60484
Phone: (708) 235-1408
Fax: (708) 235-1410
Cell: (630) 816-1113

DESIGN FIRM:
:CGI TITLE BLOCK LOGOS:Comdesco000.JPG
9455 Enterprise Drive
Mokena, Illinois, 60448
Phone: (708) 995-2050
Fax: (708) 479-8195

REV.	DATE	DESCRIPTION
	07/12/11	PERMIT
1	07/26/11	3" CASING & NOTES

PROJECT #: 1102-027
DESIGNED BY: SF
DRAWN BY: JS
APPROVED BY: SF
DATE: JULY 08, 2011

PROJECT DESCRIPTION

OUTSIDE PLANT FIBER
OPTIC BUILD
SEGMENT 3

W ST CHARLES RD & IL RT 83
(KINGER HWY)
ELMHURST, ILLINOIS 60126

SHEET NO.
7
SHEET 7 OF 7

E-9 Villa Park

From: Hessel, Dale [mailto:daleh@invillapark.com]
Sent: Thursday, October 29, 2015 9:58 AM
To: George Schober
Cc: Lukowicz, Jeremie; Bill Vegrzyn; Mantels, Kevin
Subject: RE: Design Stage Utility Map Request - Villa Park & Elmhurst (15228 GVB)

Please sign and return the attached data sharing agreement. If you could scan a signed copy and e-mail it, as well as mail the original back to me, I would appreciate it. Please mail to:

Villa Park Public Works
Attn.: Dale Hessel
20 S Ardmore Ave.
Villa Park, IL 60181.

Also, when you e-mail back the scanned copy, please include the information for your ftp site so I can upload the data.

Thanks,

Dale Hessel
MIS Specialist
Village of Villa Park
Public Works Dept
(630) 834-8505 ext. 6182
daleh@invillapark.com

From: Mantels, Kevin
Sent: Thursday, October 08, 2015 1:36 PM
To: Hessel, Dale
Cc: Juskelis, Vydas; Lukowicz, Jeremie; George J. Schober (gschober@v3co.com); Bill Vegrzyn (bvegrzyn@v3co.com)
Subject: RE: Design Stage Utility Map Request - Villa Park & Elmhurst (15228 GVB)

Dale, V3 will be performing Phase I engineering design for the St. Charles Road Bridge Project and will need our typical GIS data. We are already under agreement for this work and our contact at V3 is George Schober. Could you please work with him to obtain a data sharing agreement and to provide the GIS data they will need? Let me know if there are any questions.

Thanks,
Kevin

From: George Schober [mailto:gschober@v3co.com]
Sent: Thursday, October 08, 2015 01:30 PM
To: Mantels, Kevin
Cc: Juskelis, Vydas; Lukowicz, Jeremie; Bill Vegrzyn
Subject: RE: Design Stage Utility Map Request - Villa Park & Elmhurst (15228 GVB)

We do not have the GIS for the bridge area. Please provide and I will make sure it gets to the surveyors.

Thanks

George J. Schober, P.E.
V3 Companies of Illinois Ltd.
Direct: 630.729.6172 | Cell: 630.291.0064
gschober@v3co.com

From: Mantels, Kevin [mailto:kmantels@invillapark.com]
Sent: Thursday, October 08, 2015 12:53 PM
To: George Schober
Cc: Juskelis, Vydas; Lukowicz, Jeremie; Bill Vegrzyn
Subject: FW: Design Stage Utility Map Request - Villa Park & Elmhurst (15228 GVB)

George,

Villa Park received a JULIE design stage request from V3 for St. Charles Road Bridge. In these situations we would typically just provide V3 with our GIS data. Do you recall if we've given it to you yet? If not, we'll start the process on that. Just let me know.

Thanks,
Kevin

From: Juskelis, Vydas
Sent: Wednesday, October 07, 2015 09:25 AM
To: Lukowicz, Jeremie; Mantels, Kevin
Subject: FW: Design Stage Utility Map Request - Villa Park & Elmhurst (15228 GVB)

FYI

Vydas Juskelis, PE
Director Public Works
Village of Villa Park, IL
630 834-8505
Juskelis@invillapark.com

From: Jan Burbey [mailto:jburbey@v3co.com]
Sent: Wednesday, October 07, 2015 9:03 AM
To: jc2535@att.com; martha_gieras@cable.comcast.com; schweizer@dpwc.org; 'kent.johnson@elmhurst.org'; 'level3.networkrelocations@level3.com'; investigations@verizon.com; gasmaps@nicor.com; jshirley@sunesys.com; Juskelis, Vydas; david.sommerfeld@bp.com
Subject: Design Stage Utility Map Request - Villa Park & Elmhurst (15228 GVB)

Good Morning,

V3 Companies is doing a land survey **along W. St. Charles Rd. in Villa Park & Elmhurst in DuPage County, IL**. Your company is listed on the J.U.L.I.E. Design Stage ticket as possibly having buried utilities in this project area.

After reviewing the attached site map, your response with a map or description of where your company has buried utilities would be appreciated. If you have no utilities in the project area, please let us know that as well.

If you have any questions about this project, please contact:

Grant Van Bortel
Survey Project Manager
Phone: 630.729.6173
Fax: 630.724.9202
Email: gvanbortel@v3co.com

Thank you for your assistance, we appreciate your time.

Jan

Jan Burbey
Administrative Assistant

V3 Companies
7325 Janes Ave., Woodridge, IL 60517
Direct: 630.729.6103 | Main: 630.724.9200 | Fax: 630.724.9202
jburbey@v3co.com | www.v3co.com

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E-10 West Shore Pipeline

15228 – St. Charles Road Bridge Over Salt Creek

JULIE Response from:

Bill – West Shore Pipeline
847-878-3428 (cell)

10/7/15 – he called and left voice mail for me, I returned his call and we spoke at 3:10 p.m. They have a pipeline running north and south in the Rt. 83 parkway ROW. There are markers there, so clearly marked. Please incorporate into the design. Any questions, please call.