

Project Development Report

**FAU 1321 (Chicago Street)
Center Street to Liberty
Street (IL 25)
Section 12-00183-00-PV**



Roadway Rehabilitation

City of Elgin,
Kane County, Illinois

April 2016



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

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County:	_____	Kane
Local Public Agency:	_____	City of Elgin
Section Number:	_____	12-00183-00-PV
Route:	_____	FAU 1321

Project Number: C-91-033-14 Project Length: 0.68 mile

Street/Road Name: Chicago Street

Termini: From Center Street to Liberty Street (IL 25)

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

_____	_____
Local Agency	Date

_____	_____
Regional Engineer	Date

This project will not have any significant impacts on the human environment; therefore, the FHWA approves the project as a Categorical Exclusion on _____ .
Date

Design Approval

_____	_____
Bureau of Local Roads & Streets	Date

1. LOCATION AND EXISTING CONDITIONS

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

The project is located on Chicago Street in the City of Elgin, Kane County, in Section 13, Township 41N, Range 8E. See **Exhibit A** for the project location map. The length of the project on Chicago Street is approximately 3,569 feet or 0.68 miles (length of construction is approximately 3,450 feet or 0.65 miles).

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.

Chicago Street is under the jurisdiction and maintenance of the City of Elgin. The roadway is classified as a Minor Arterial by the Illinois Department of Transportation (IDOT) and was previously marked as IL 19.

Chicago Street is a two-lane roadway with an asphalt surface and concrete base, with existing type B-6.12 curb and gutter on either side of the roadway which has been overlaid in the curb flag. The total pavement width is 40' face to face consisting of one 12'-lane in each direction with 8' parking lanes on either side for a majority of the project. The existing parking lanes cease near Center Street and Liberty Street to accommodate left turn lanes at those intersections. There is sidewalk on either side of the roadway for the entire project length, some of which is located outside of the existing ROW. Four of the intersections within the project (Center Street, Gifford Street, Channing Street and Liberty Street) have existing traffic signals. There are six other intersections within the project limits where the side streets are stop controlled. The Chicago Street right-of-way is 66' wide.

The existing horizontal alignment is generally straight with two horizontal curves throughout the improvement limits. The existing vertical alignment on Chicago Street varies from -2.80% to +3.47% with low spots at approximately STA 100+75 and 119+00.

The roadway drains to curb and gutter and then into a combined storm sewer and sanitary sewer system. Drainage outside the back of curb generally flows towards the roadway. The last block of the project from Porter Street to Liberty Street (IL 25) drains into the state storm sewer system. This system discharges approximately 1,900 feet east of the project limits into Lord's Park Tributary. There are no recorded incidents of pavement flooding or flooding problems within the project limits per the City of Elgin. There is no floodplain, floodway, or major drainage features within the project limits.

See **Exhibit B** for the roadway typical sections and plan and profile sheets.

The existing land use in the immediate project area is mainly commercial properties on the west portion of the project and residential properties on the east portion of the project. The project is located in the Elgin Historic District. Coordination has been initiated with the City of Elgin's preservation specialist. Properties within the Historic District were listed as either "Significant", "Contributory", or "Non-Contributory" on the Original National Register Survey. These designations are shown on the plan and profile sheets. See **Exhibit G** for coordination with the Elgin Heritage Commission and Gifford Park Association and for BDE Cultural Resources coordination.

There are various utilities throughout the project limits. Street lights are present along this section of Chicago Street. See **Exhibit M** for utility coordination.

There is a PACE bus route (Route 554) on Chicago Street. The route terminates at the Pace Elgin Transportation Center / Elgin Metra Station in the west and terminates at the Pace Northwest Transportation / Woodfield Mall on the east. See **Exhibit N** for PACE bus coordination.

Gifford Street High School is located on Chicago Street between Chapel Street and Gifford Street. Channing Elementary School is located one block south of Chicago Street on Channing Street. St. Mary's Catholic School is located two blocks south of Chicago Street on Gifford Street. See **Exhibit O** for school coordination.

c. Traffic Data

Current ADT: 8,700 % trucks: SU = 2.6%, MU = 0.7%

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

Design Year: 2040 ADT: 10,000 DHV: 1,000 % trucks: SU= 2.6%, MU = 0.7%

See **Exhibit I** for traffic count coordination with CMAP.

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

There are no structures within the project limits.

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

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

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

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.

At the western terminus (Center Street), there is a three-lane section consisting of a westbound right and left, and an eastbound through. The roadway is approximately 41' f-f. The lane widths are approximately 11' with parking on the south side only. Eastbound Chicago Street west of the intersection with Center Street is one-way only. The eastbound through lane west of the intersection is 15' wide and marked with shared-lane markings for bicycle accommodations.

At the eastern terminus (Liberty Street / IL 25), there is a three-lane section consisting of an eastbound left and through/right, and a westbound through. The roadway is approximately 40' f-f. The lane widths are approximately 12'-13' with no parking on either side.

The limits of improvement at both termini will stop short of the intersections. An intersection capacity analysis has been performed for the Center Street/Villa Court/Chicago Street intersection and is included in **Exhibit R**. A previous intersection capacity analysis had been performed and was approved by the Geometrics Studies Unit on 9/23/2013 for Center Street/Liberty Street (IL 25). This approval documentation is included in **Exhibit R**.

See **Exhibit B** for the roadway typical sections.

2. Proposed Improvement

a. Discuss the purpose and need of the project:

Chicago Street provides an important regional and intra-city, east/west route located in the east-central area of the City of Elgin. This facility effectively provides a high volume, two lane arterial connecting Center Street on the west with Liberty Street on the east. Chicago Street provides safe and efficient movement of vehicle trips which originate from within the City of Elgin as well as through movements from vehicles with trips originating outside of the City of Elgin.

The existing pavement is deteriorated and is in need of full replacement. As part of the reconstruction, the existing utilities which are in need of repair will also be replaced or rehabilitated. Notably, there is a combined storm and sanitary sewer system in this project area which was identified in the City's 2004

Combined Sewer Separation Study as a high priority de-combining project. Shared motorist/cyclist lanes will also be provided and were identified as recommended improvements on Chicago Street in the City of Elgin's Bikeway Master Plan (dated January 2008). Additional discussion on the bicycle accommodation will take place later in this report.

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: 30 MPH Design Speed: 30 MPH

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 improvement will consist of the rehabilitation of Chicago Street. The existing type B-6.12 curb and gutter will be removed and replaced with type B-6.18 curb and gutter. The roadway pavement will be rehabilitated to 37' edge to edge with two 13' shared motorist/cyclist lanes and two 7' parking lanes (including curb flag). The proposed improvement will stop short of Center Street and Liberty Street and match the existing 3-lane section at each end of the project. Based on a life-cycle cost analysis, Portland Cement Concrete Pavement will be used for the project pavement. All of the sidewalk will be removed and replaced.

A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The proposed storm sewer will extend south on Geneva Street and west on Fulton Street in order to outlet into an existing 30" storm sewer system on Fulton Street. The road will be widened nominally on each side as needed to achieve a uniform, 40' f-f width and new B-6.18 curb and gutter will be constructed. The current configuration has existing inlets located only at intersections which are 300' to 400' apart. The proposed system will follow IDOT design criteria for inlet spacing. The proposed storm sewer will also be upsized to accommodate future off-site storm sewer being constructed on Warwick Place, DuPage Street and Rugby Street. None of the outlets are considered sensitive; so detention will not be required.

The project improvements stop short of the State ROW at Liberty Street (IL 25). None of the storm structures east of the high point at approximately STA 128+96 are within the project limits. None of the structures on the State drainage system will be affected.

Existing drainage patterns will be maintained throughout, with the exception being that stormwater will be collected in a new separate system.

The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. The traffic signals at Gifford Street and Channing Street will be upgraded and modernized.

The horizontal alignment will remain the same. There are two curves throughout the project limits with normal crown. The vertical profile will generally remain the same, with some minor revisions to smooth out the grades and provide positive drainage in the parkway.

The proposed obstacle free zone will be 1.5' from the face of the curb. Any obstructions such as street light poles or utility poles will be placed as far outside the clear zone as practical.

At this stage of project planning, it is uncertain whether streetlights will be upgraded or replaced. If replaced, the streetlights will be placed at a 100' staggered spacing. Further coordination with the Elgin Heritage Commission and Gifford Park Association will be undertaken. The streetlights will not have any effect on a state owned route. Therefore, in accordance with BLRS 11-2.01(c)#2, IDOT review of the streetlights is not required.

See **Exhibit B** for the roadway typical sections and plan and profile sheets.

Various utilities throughout the project will need to be adjusted. See **Exhibit M** for utility coordination.

- 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:

There are no hazardous mail box supports or mail delivery from traffic lanes.

In general, parking is currently allowed on both sides of the roadway on Chicago Street. However, there are parking restrictions throughout the corridor. There are signs that prohibit parking from 2:00 AM to 3:00 PM on even numbered days for eastbound traffic and on odd numbered days for westbound traffic. Also, at various locations throughout the project site (such as between Porter Street and Liberty Street and near intersections/bus stops), there are no parking signs. The parking area will be striped to delineate the areas where parking will be prohibited.

A 5 ton weight limit sign is posted on Chicago Street for eastbound traffic at Gifford Street. A 5 ton weight limit sign is also posted for westbound traffic at Gifford Street and Channing Street.

See Section 16 for a discussion on the maintenance of traffic.

The existing traffic signal at Channing Street meets Warrant #5 of the Manual of Uniform Traffic Control Devices (MUTCD). The existing signal at Gifford Street will be modernized according to BLRS 39-4.03.

There are no airports within two miles of the project site.

There are no encroachments on the ROW.

- 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.

There is one design variance requested for this project. The variance is for the width of the parking lanes. The City has requested to use 7' parking lanes; BLRS criteria are for 8' parking lanes. The reason for this variance is because the City would like to have shared motorist/cyclist lanes to accommodate cyclists. To do this following BLRS minimum guidance, the roadway would have to be widened by at least 2 feet and the residents were very opposed to widening the roadway because of the impact to the historic character of the neighborhood. See **Exhibit H** for the public involvement information, **Exhibit S** for the BLR 22120 form and **Exhibit K** for the minutes of the FHWA Coordination Meeting.

- f. Current estimated cost of proposed improvement? \$ 5,256,025
See **Exhibit L** for the Phase 1 Cost Estimate

- 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)

Chicago Street was identified as a Proposed Primary Bikeway in the City of Elgin Bikeway Master Plan (dated January 2008). The plan indicated to install bike lanes as feasible and, where not feasible, to install marked shared lanes. A bicycle facility on Chicago Street would be in close proximity to the existing Fox River Trail and Elgin Central Business District. Currently there are only two existing east-west bikeways on the east side of the Fox River in Elgin. This project would help form the bicycle system on the east side of the Fox River and improve accessibility to the above mentioned areas.

With this project, the bicycle accommodation that is being proposed is shared lanes, which are marked lanes to be shared by motorists and cyclists. These shared lanes will be 13' wide and will be adjacent to the parking lanes. The ends of the shared lanes will be signed as shown on the plan and profile sheets, which is consistent with guidance shown in Chapter 42 of the Bureau of Local Roads Manual. Other alternatives were discussed with residents and not pursued as shown in **Exhibit H**.

At the west end of the project, the westbound shared lane will terminate just east of Geneva Street. Cyclists will be directed to turn onto Geneva Street and follow that north to Division, which is a Proposed Primary Bikeway in the Bikeway Master Plan, or south to . Geneva Street is a 2-lane roadway that is approximately 30 e-e. At the east end of the project, the eastbound shared lane will terminate just east of Hill Avenue. Cyclists will be directed to turn onto Hill Avenue. Hill Avenue is also a Proposed Secondary Bikeway in the Bikeway Master Plan. Hill Avenue is a 2-lane roadway that is approximately 31' e-e. "Shared Lane Yield to Bikes" signs and "Bikes May Use Full Lane" signs will be added throughout the route to alert drivers to cyclists. At each end of the route, there will be warning signs for cyclists (e.g. "Westbound Cyclists Lane Ends at Geneva Street") and directional signs (e.g. "Westbound Cyclists Turn On Geneva Street").

Sidewalks are provided on both sides of the roadway for the entire project. Sidewalks will be reconstructed at a 1.5% cross slope and ADA compliant sidewalk ramps with detectable warnings provided at street intersections.

See **Exhibit B** for the plan and profile sheets and for the plan sheets that show the signing and striping for the cyclists.

Sidewalks/Shared-Use Paths:

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 adjacent projects at this time.

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.

Crash report information was provided by the City of Elgin Police Department. See **Exhibit C** for the Crash Data Table and Collision Diagrams from 2010 - 2014.

- 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.

During the 5-year period, there were 79 crashes within the project limits resulting in 22 injuries. 82.3% (65) of the crashes involved property damage only. 17.7% (14) of the crashes involved personal injuries, 6 Type "A" (severe injury), 6 Type "B" (moderate injury), and 10 Type "C" (possible injury).

68.4% (54) of the crashes occurred when the weather/road surface condition was clear/dry. 13.9% (11) of the crashes occurred when the weather/road surface condition was rain/wet. 7.6% (6) of the crashes occurred when the weather/road surface condition was snow/snow or slush. 6.3% (5) of the crashes occurred when the weather/road surface condition was clear/wet. 3.8% (3) of the crashes occurred when the weather/road surface condition was unknown.

There were 3 fixed object crashes (approximately 4% of the crashes). Approximately 17% of the crashes were directly related to parked vehicles. Approximately 30% of the crashes were rear end crashes and

32% were angled crashes.

Of the 79 total crashes observed during the 5 year period, 15 were located at the intersection of Gifford Street and 7 were located at the intersection of Channing Street. See **Exhibit C** for the Crash Data Table and Collision Diagrams.

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

Existing traffic patterns will be maintained. However, new pavement and new pavement markings will be installed with this project. The new pavement will improve driving conditions and friction factor, which will reduce wet weather collisions especially. The new pavement markings will delineate the shared driving/cycling lanes and the parking lanes. Currently, the parking areas are not delineated. These markings will also delineate areas where parking is prohibited (near intersection crossings). Keeping the parking spots at least 20 feet from the intersection crossings will improve sight distance at the intersections and help mitigate angle crashes. Better delineation of parking areas will also help mitigate fixed object crashes into parked vehicles.

Signal timing for the signalized intersections will be investigated during Phase II to see if there are modifications needed to help mitigate rear-end crashes. See **Exhibit C** for the Crash Data Table and Collision Diagrams.

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.

The total temporary easement needed for the improvements is approximately 0.3417 acres. See **Exhibit H** for the proposed right of way table. Temporary easements are needed to re-build existing sidewalk, which is currently outside of the existing ROW, back onto the existing ROW. Temporary easements are also needed for driveway reconstruction and grading. There are no full takes required.

A total of 53 parcels are needed from 43 different properties. Below is a summary of temporary easements needed from various designations within the Elgin Historic District.

Designation	Number of Properties	TE (acre)
Significant	12	0.1376
Contributory	21	0.1474
Non-Contributory	9	0.0475
Not Listed	1	0.0092
TOTAL	43	0.3417

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

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.

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.

The project requires less than three acres of land. All of the land being acquired will be within the City of Elgin or within currently developed areas. Coordination with the Illinois Department of Agriculture is not needed.

- 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.

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

Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers.

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

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).

PESA results indicate four potentially impacted properties and recommends a series of Borings through a PSI if soil is to be removed through the near the locations identified. As part of the Phase II design, further site investigations will be performed as necessary to identify any special waste, as well as Clean Construction Demolition Debris (CCDD) sign-off, prior to letting. See **Exhibit D** for a copy of the PESA.

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

See **Exhibit E** for a copy of the wetland screening.

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

Yes No

If yes, describe any required documents.

The project is located in the Elgin Historic District. Continued coordination with the Elgin Heritage Commission and Gifford Park Association will be undertaken in Phase II Design. See **Exhibit G** for current coordination with the Elgin Heritage Commission and Gifford Park Association. Final Cultural Clearance has not been granted as further coordination with SHPO is required when Phase II Plans are complete.

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

Involvement No Involvement

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

See **Exhibit F** for a copy of the biological resource clearance.

- 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

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

A 4(f) analysis is not required as discussed at the FHWA Coordination Meeting. See **Exhibit K** for a copy of the FHWA Meeting Minutes.

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

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

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 2014-2019 (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the CMAP, the region's Metropolitan Planning Organization. The GO TO 2040 (2040 Regional) (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on 10/15/2014.

The TIP was found to conform by FHWA on 04/25/2014 and by FTA on 04/25/2014

TIP # 09-11-0022

- 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 findings were in accordance with 40 CFR Part 93, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and projects Funded or Approved Under Title 23 USC or the Federal Transit Act."

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

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

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

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

c. **Construction-related Particulate Matter**

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

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

The Department's *Standard Specifications for Road and Bridge Construction* include provisions on dust control.

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

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

- This project is in an attainment area and does not require a hot spot analysis.
- This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1).
Due to
 1. This project does not involve a significant number or significant increase in diesel vehicles.
 2. This project primarily serves gasoline vehicle traffic.
 3. CMAP has determined that this project is exempt from being included in conformity determinations.

it has been determined that the project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

- 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.

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?

Yes No

Is the state or local route considered a significant route?

Yes No Not Applicable

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

The improvements stop short of Liberty Street (IL 25), which is a significant route. Chicago Street east of Liberty Street (IL 25) is also considered a significant route. While there will be no roadway improvements or lane closures on these roadway segments, the roadways will be affected by the detour route and traffic control and protection. See Section 16 for a discussion on the maintenance of traffic.

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.

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.

It is anticipated that a majority of the construction staging will involve maintaining one lane of traffic only. Eastbound Chicago Street is the most logical route to be maintained throughout the construction of the project. Chicago Street is one-way only (eastbound) directly west of the project limits, including a one-way only bridge over the Fox River (approximately 1,200 west of the project limits). Additionally, northbound Liberty Street (IL 25) is prohibited from making a left turn onto Chicago Street (going westbound). Therefore, no northbound vehicles on IL 25 will need to be detoured due to the westbound Chicago Street closure as this movement is already prohibited.

Westbound Chicago Street will be routed using a detour on Park Street, located parallel to Chicago Street and north by ¼ mile. Park Street is classified as a Major Collector and was recently resurfaced. The roadway is 2-lane and varies from 33' to 37' e-e. Park Street has two 4-way stop controlled intersections at Gifford Street and Hill Avenue. Otherwise, the intersections are 2-way stop controlled on the side streets. The detour intersects Dundee Avenue at a traffic signal.

Due to the location of the nearby schools, effort will be made to minimize disruption to pertinent areas of the project that the schools use for access during the school year. Improvements to the roadway at those locations will be phased during the summer months in order to open back up the facilities prior to the next school year.

Pedestrian facilities will be maintained as much as practical by using aggregate for temporary access. Schoolchildren use the full intersections of Gifford Street and Channing Street to provide access to and

from the schools on the south side of Chicago Street. Additionally, the sidewalk on the south side of the road from Chapel Street to Channing Street is directly adjacent to the Gifford Street High School property. As with the roadway improvements, pedestrian improvements will be staged during the summer months in order to minimize disruption around the schools, especially in these key areas.

Traffic control will be provided using the applicable traffic control measures for construction using IDOT Highway Standards. The detour will be provided according to MUTCD Figure 6H-19: Detour for One Travel Direction (TA-19).

See **Exhibit P** for the transportation management plan (a map showing the alternate route / marked detour).

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 level of public involvement consisted of a public hearing in an open house format (OHPH). Certified letters were sent on May 18, 2015 to the property owners from which temporary easements will be needed and to all owners along the corridor. Non-certified letters were sent to renters within the project limits. Notices were also displayed in the lobbies or near entrances of the multi-family units along the corridor. The meeting was also advertised in the newspaper on May 18, 2015, at City Hall, and on a board at the Centre (where the OHPH took place). The public hearing took place on June 2, 2015. The project as currently proposed was presented to the Elgin City Council – Committee of the Whole on Wednesday, February 10, 2016.

See **Exhibit H** for the public coordination items.

- b. Has any opposition been expressed toward the improvement?

Yes No

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

The project was originally proposed to have dedicated bicycle lanes in each direction, which required one parking lane to be removed (on the north side). Residents and the School District U-46 expressed opposition to the loss in parking. Prior to the OHPH, members of the City Council also expressed opposition to the loss in parking and the inclusion of dedicated bicycle lanes.

Knowing this, the City also presented a shared-lane option at the OHPH that would allow for the parking to remain. This option was presented as 14' shared lanes with 8' parking lanes on each side. This option was well received until it was shown that there would be about 2' widening required on each side. At that point, there was opposition because residents were concerned about the potential loss of mature trees and parkway width, which is part of the defining character of this neighborhood within the Elgin Historic District.

A summary of public comments and response to those comments is included in **Exhibit H**.

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

Once the City of Elgin was able to decide on a proposed roadway typical section (13' shared lanes with 7' parking lanes – no widening), it was first presented to IDOT and FHWA at a Coordination Meeting. Then, the option was presented to the Elgin City Council.

After garnering the concurrence from IDOT and the support of the City Council, a response letter, a summary spreadsheet of comments and responses, and an aerial plan view showing the proposed roadway plan and typical section were mailed to all the property owners within the project limits, all who attended the OHPH, and all who provided comments during the public comment period. These letters were mailed on February 19, 2016. The letter, summary spreadsheet, and the plan view exhibit were also displayed at City Hall on February 22, 2016 and put on the City website. A 30-day response period was offered so that residents could provide input on the current design. On March 22, 2016 there were no comments received. The City of Elgin then put

a notice on their home page with links to the project information and a new due date of April 22, 2016 for comments.

IDOT and FHWA have requested that this project also be advertised in the local paper (twice) with a 30-day comment period offered. The first notice was set to run in the Daily Herald on April 1, 2016. The new due date for comments is April 30, 2016.

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.

An FHWA Coordination Meeting was held on August 13, 2013. A second FHWA Coordination Meeting was held on September 15, 2015 to discuss changes in project scope as a result of Public Involvement. See **Exhibit K** for the FHWA Coordination Meeting Minutes.

19. **Other Coordination**

Attach results.

See **Exhibit J** for the IDOT Meeting Minutes.

See **Exhibit Q** for the Tree Removal Schedule.

See **Exhibit T** for IDOT review comments and disposition.

20. **Summary of Commitments**

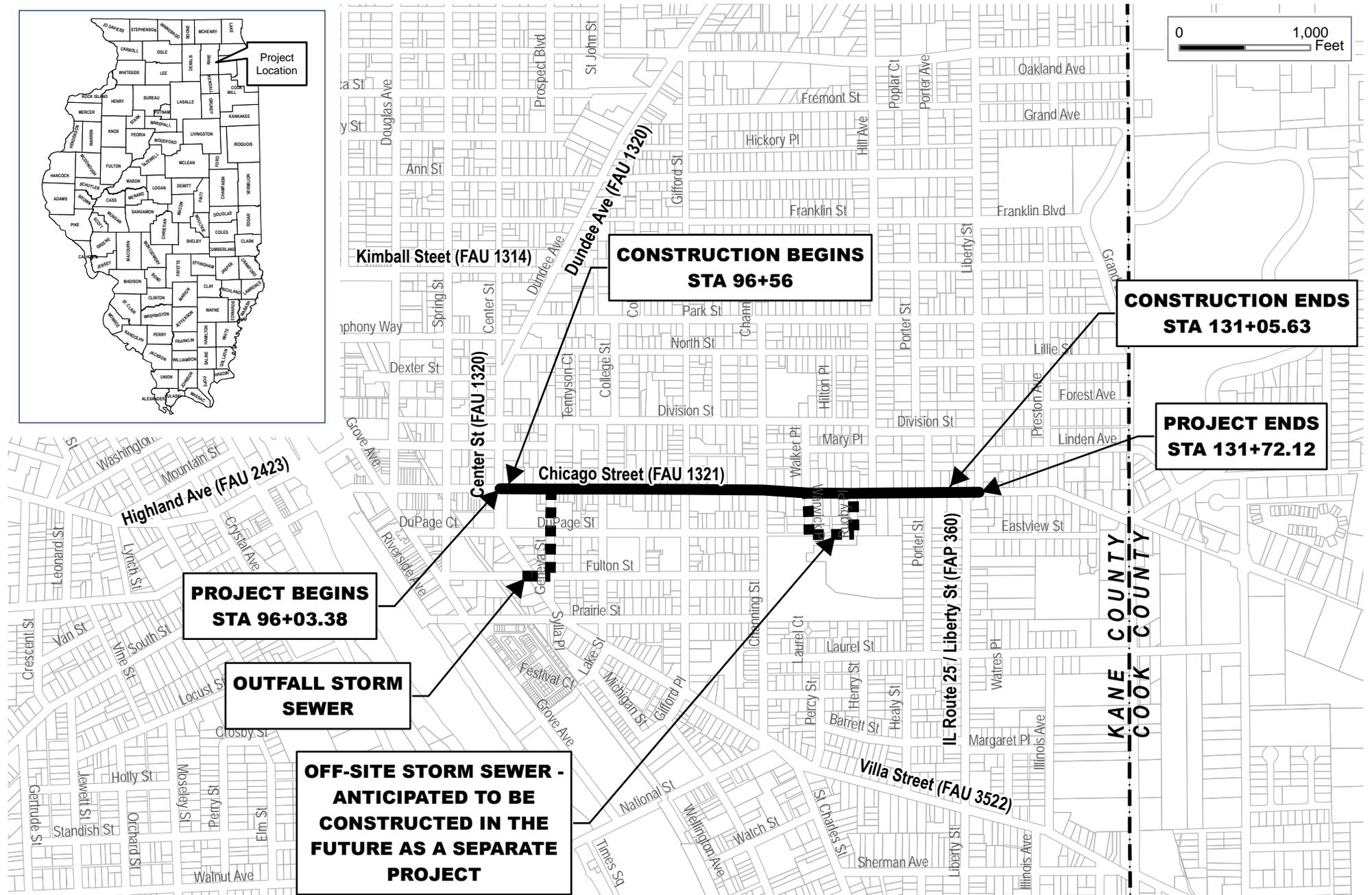
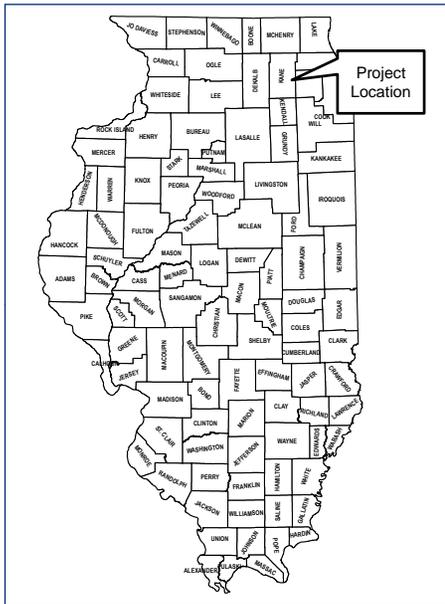
1. Trees that are removed as part of this project will be replaced in general accordance with IDOT Departmental Policy D&E 18 "Preservation and Replacement of Trees".
 2. PSI will be completed prior to construction letting for areas identified as potentially impacted properties in the PESA and where design shows excavation activities.
 3. Coordination with the Elgin Heritage Commission will continue and written comments have been obtained as required by the Conditional No Adverse Effect letter. Also, final plans will be submitted to the State Historic Preservation Officer for review to obtain final Environmental Cultural Clearance.
-

Summary of Attachments (when required):

Exhibit A	Project Location Map
Exhibit B	Typical Sections Plan & Profile Sheets Plan Sheets
Exhibit C	Crash Data Analysis
Exhibit D	Preliminary Environmental Site Assessment
Exhibit E	Wetlands
Exhibit F	Biological Resources Review
Exhibit G	Cultural Resources Clearance and Coordination
Exhibit H	Proposed Right of Way Table Property Owner Coordination
Exhibit I	CMAP Traffic Count Coordination
Exhibit J	IDOT Meeting Minutes
Exhibit K	FHWA Coordination Meeting Agenda & Minutes
Exhibit L	Phase 1 Estimate of Cost
Exhibit M	Utility Coordination
Exhibit N	PACE Bus Coordination
Exhibit O	School Coordination
Exhibit P	Transportation Management Plan
Exhibit Q	Tree Removal
Exhibit R	Intersection Capacity Analysis – Chicago St/Center St/Villa Ct
Exhibit S	BLR 22120 – Approval of Design Variance
Exhibit T	IDOT Review Comments & Disposition

EXHIBIT A

PROJECT LOCATION MAP



Engineering Enterprises, Inc.
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 Sugar Grove, Illinois 60554
 (630) 466-6700
 www.eeiweb.com


City of Elgin
 150 Dexter Court
 Elgin, IL 60120
 847-931-6100

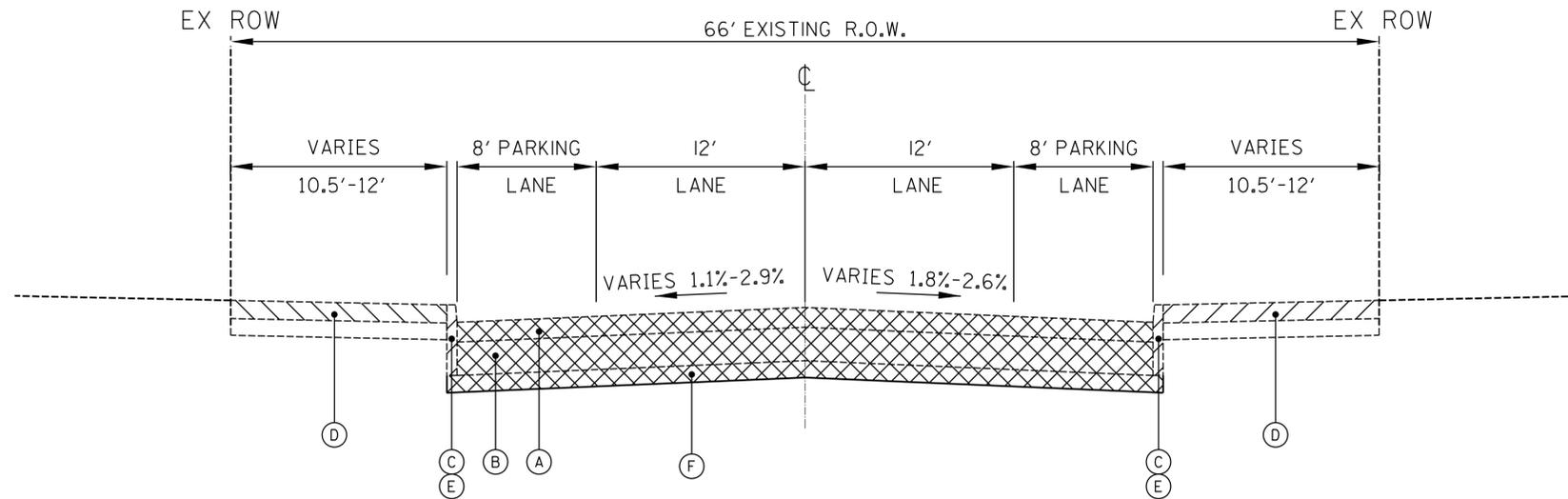
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CHICAGO STREET (FAU 1321)
 CITY OF ELGIN
 KANE & COOK COUNTIES, ILLINOIS

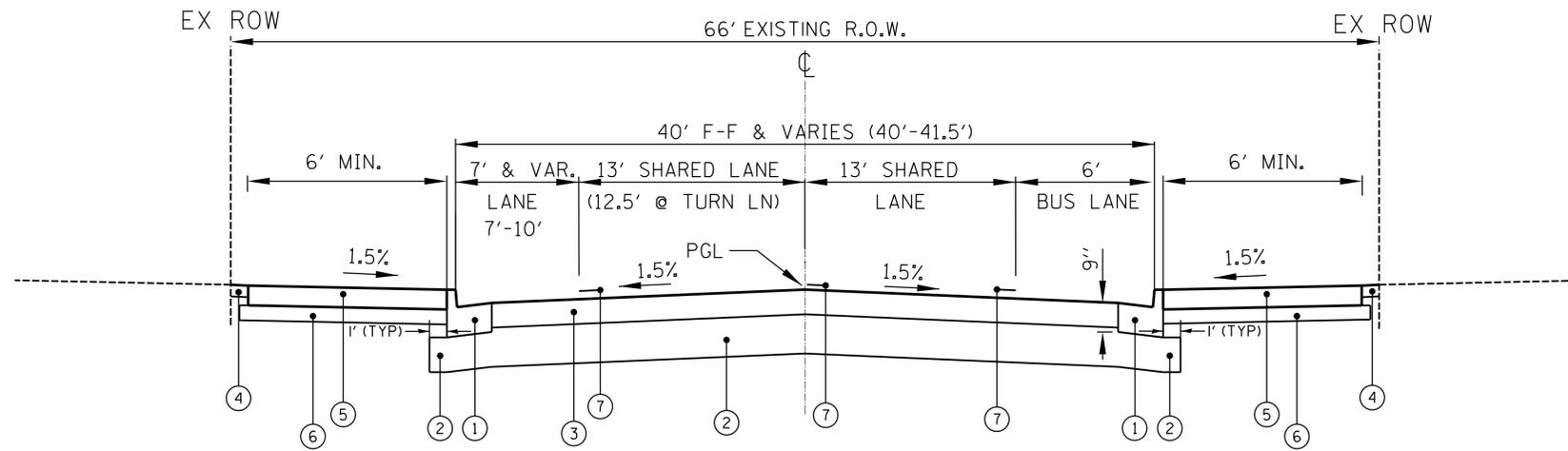


EXHIBIT B

TYPICAL SECTIONS
PLAN & PROFILE SHEETS
PLAN SHEETS



EXISTING TYPICAL SECTION
CHICAGO STREET
STATION 96+56 TO 98+93



PROPOSED TYPICAL SECTION
CHICAGO STREET
STATION 96+56 TO 98+93

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING CONCRETE BASE
- (C) EXISTING CONCRETE CURB AND GUTTER TYPE B-6.12 (OVERLAYED WITH ASPHALT)
- (D) EXISTING SIDEWALK
- (E) CURB REMOVAL
- (F) EARTH EXCAVATION

PROPOSED LEGEND

- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- (2) AGGREGATE SUBGRADE
- (3) PCC PAVEMENT
- (4) TOPSOIL, SOD, FERTILIZER
- (5) PORTLAND CEMENT CONCRETE SIDEWALK
- (6) AGGREGATE BASE COURSE, TYPE B
- (7) PAVEMENT MARKING LINE, WHITE SOLID, 6"

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150 DEXTER CT.
ELGIN, IL 60120

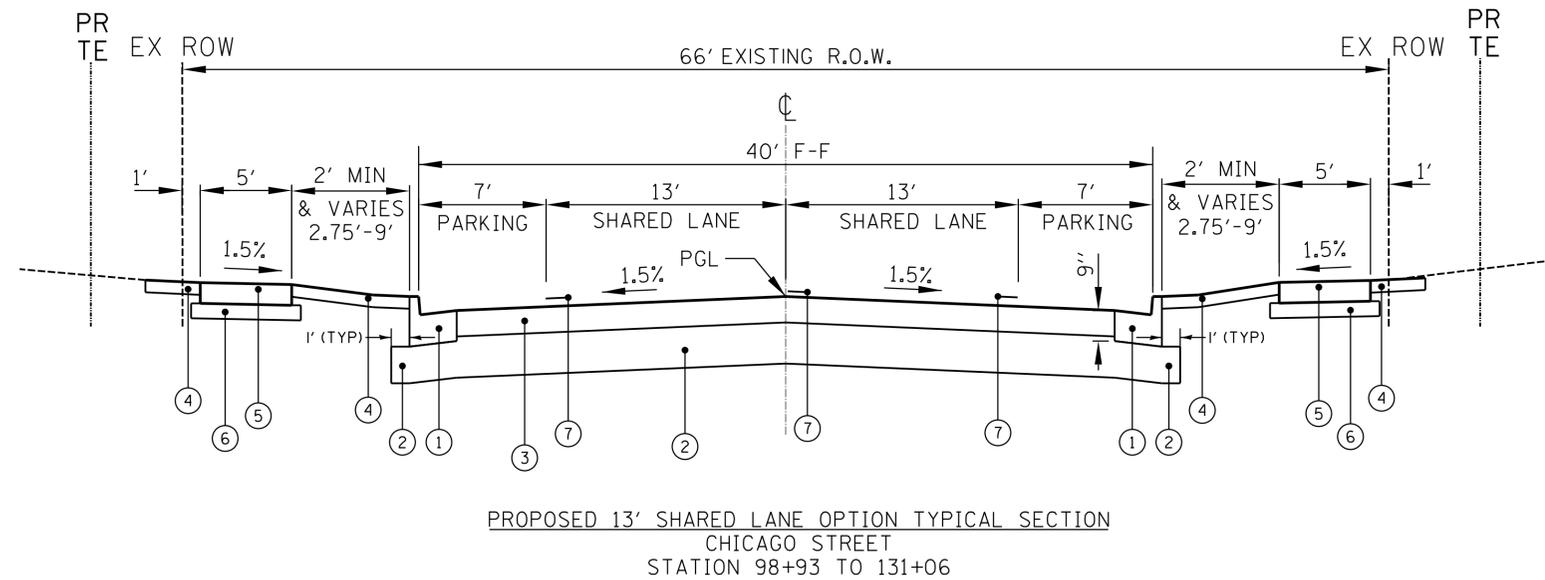
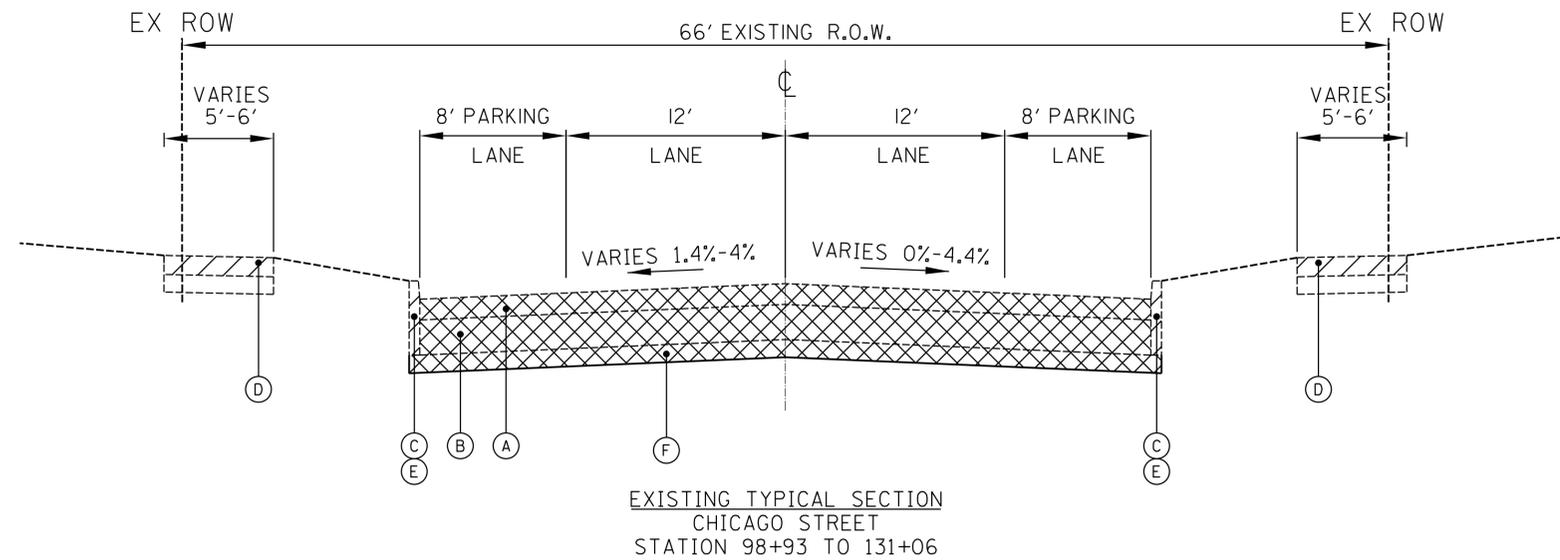
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO STREET
TYPICAL SECTIONS

SCALE: N.T.S. SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	12-00183-00-PV	KANE		
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



- EXISTING LEGEND**
- (A) EXISTING ASPHALT PAVEMENT
 - (B) EXISTING CONCRETE BASE
 - (C) EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.12 (OVERLAYED WITH ASPHALT)
 - (D) EXISTING SIDEWALK
 - (E) CURB REMOVAL
 - (F) EARTH EXCAVATION

- PROPOSED LEGEND**
- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - (2) AGGREGATE SUBGRADE
 - (3) PCC PAVEMENT
 - (4) TOPSOIL, SOD, FERTILIZER
 - (5) PORTLAND CEMENT CONCRETE SIDEWALK
 - (6) AGGREGATE BASE COURSE, TYPE B
 - (7) PAVEMENT MARKING LINE, WHITE SOLID, 6"

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TYPICAL SECTIONS

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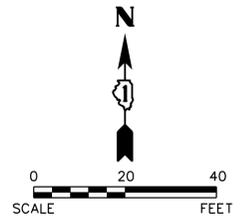
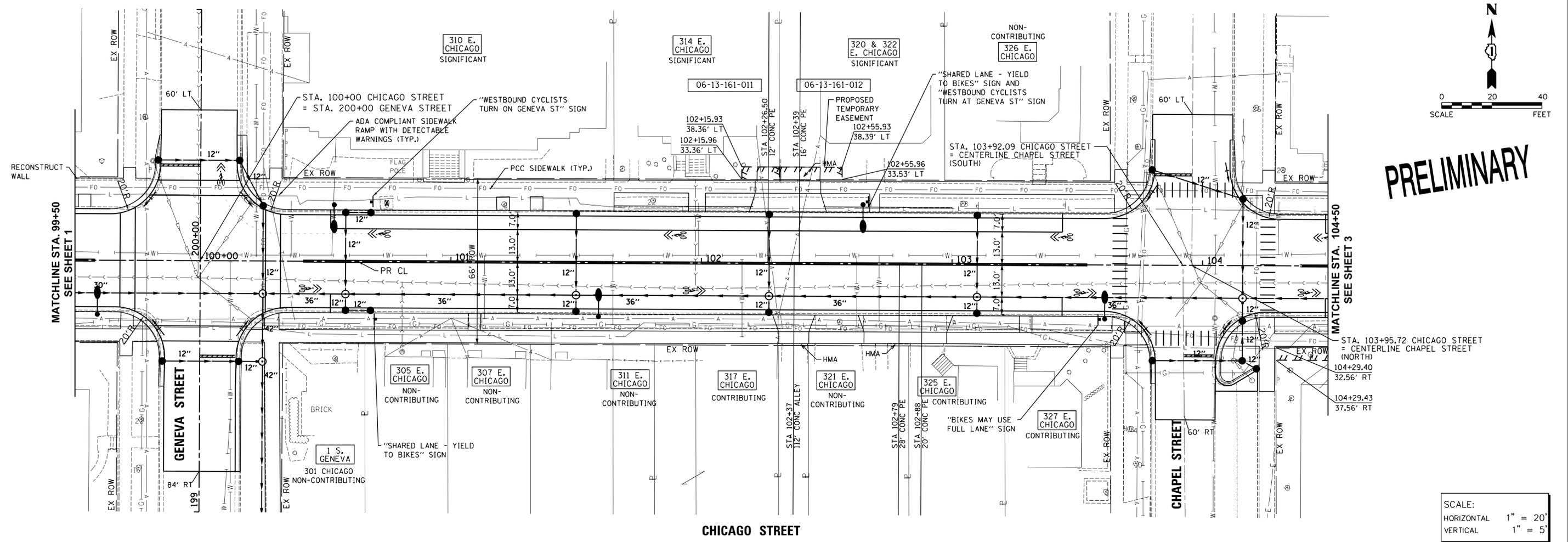
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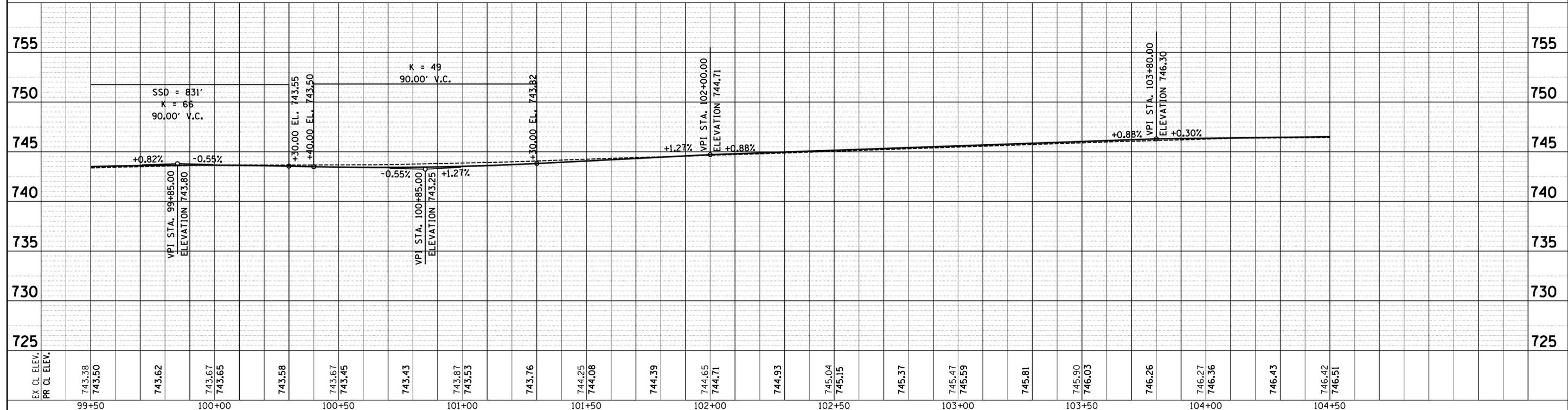
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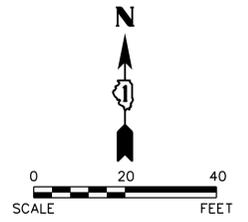
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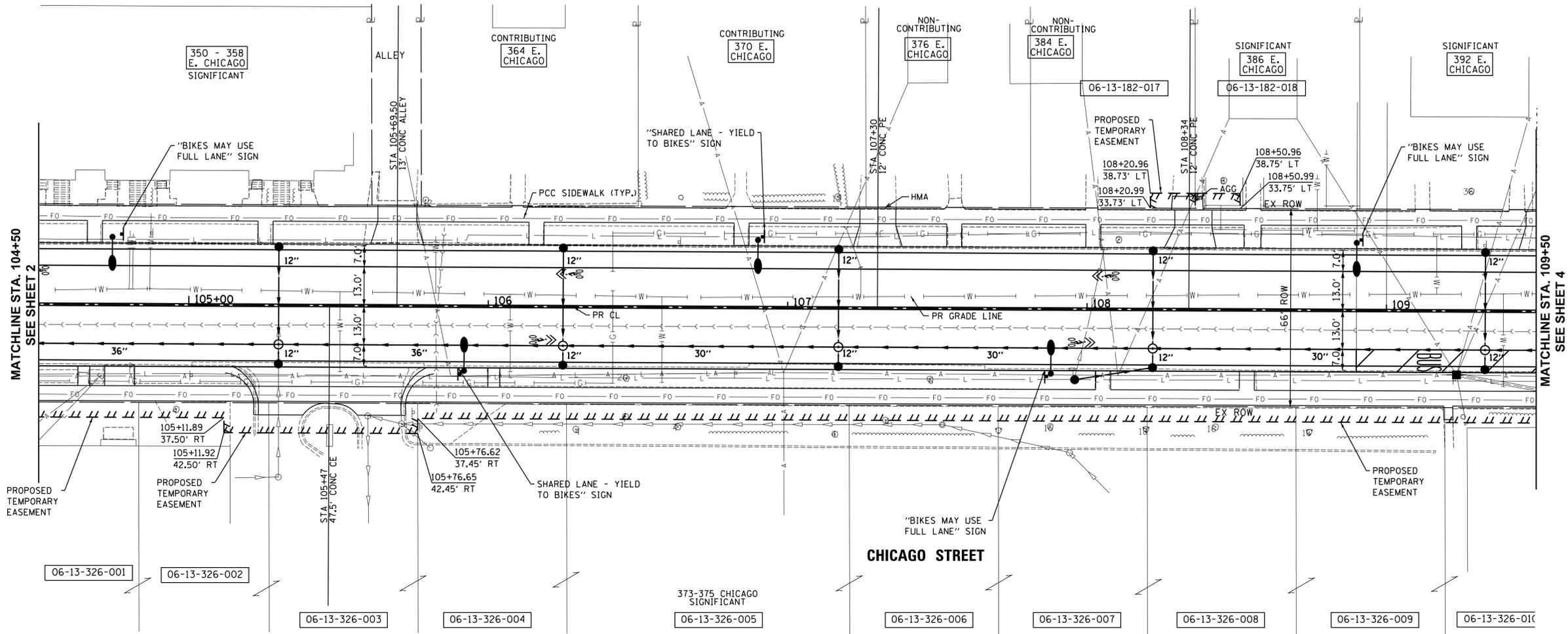
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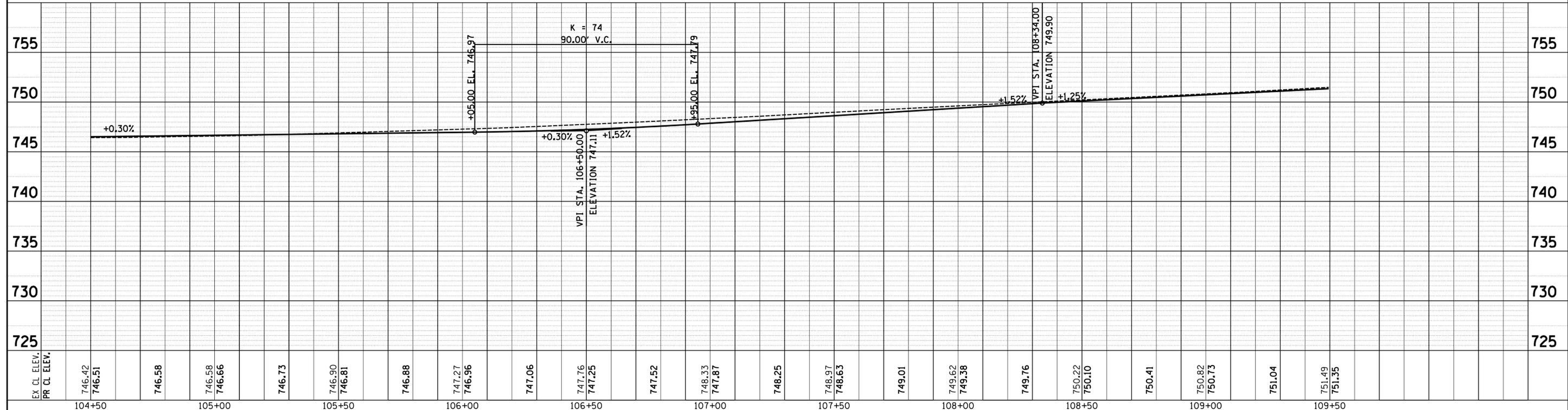
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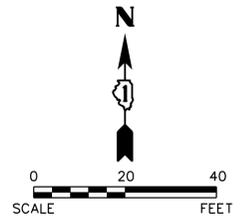
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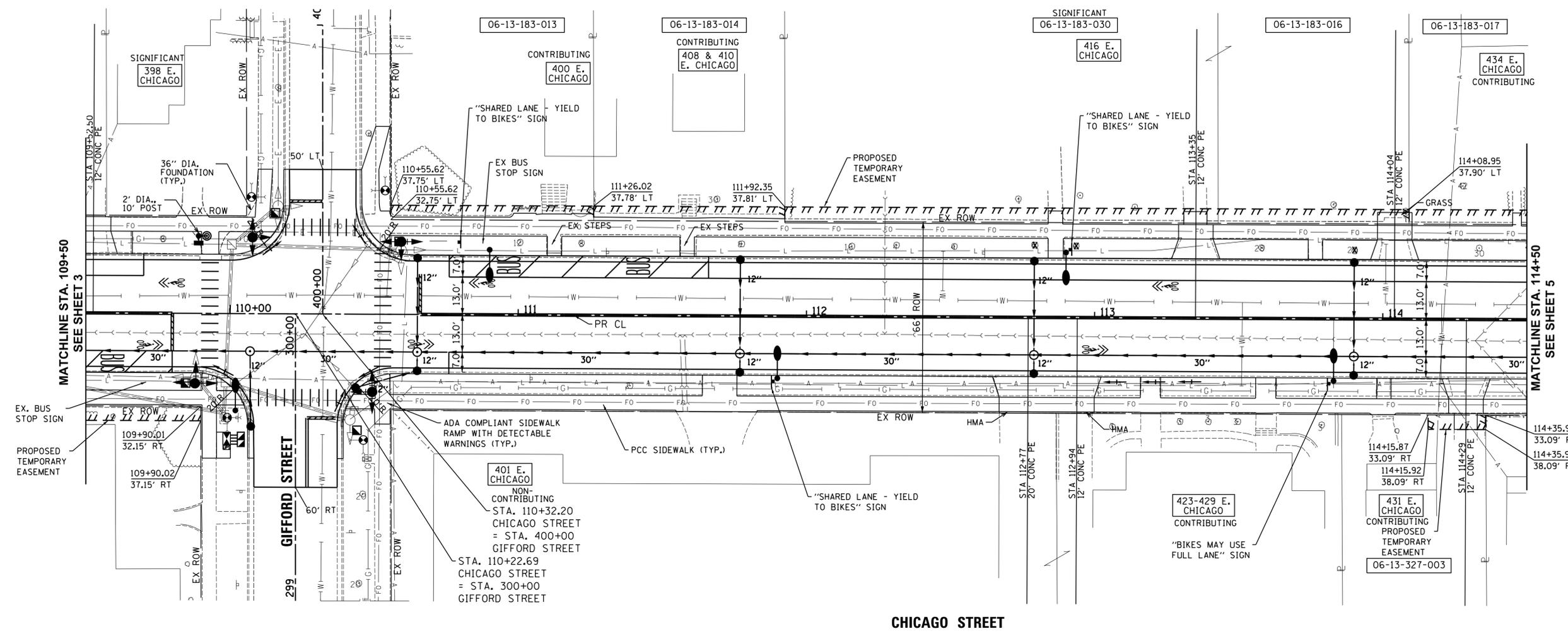
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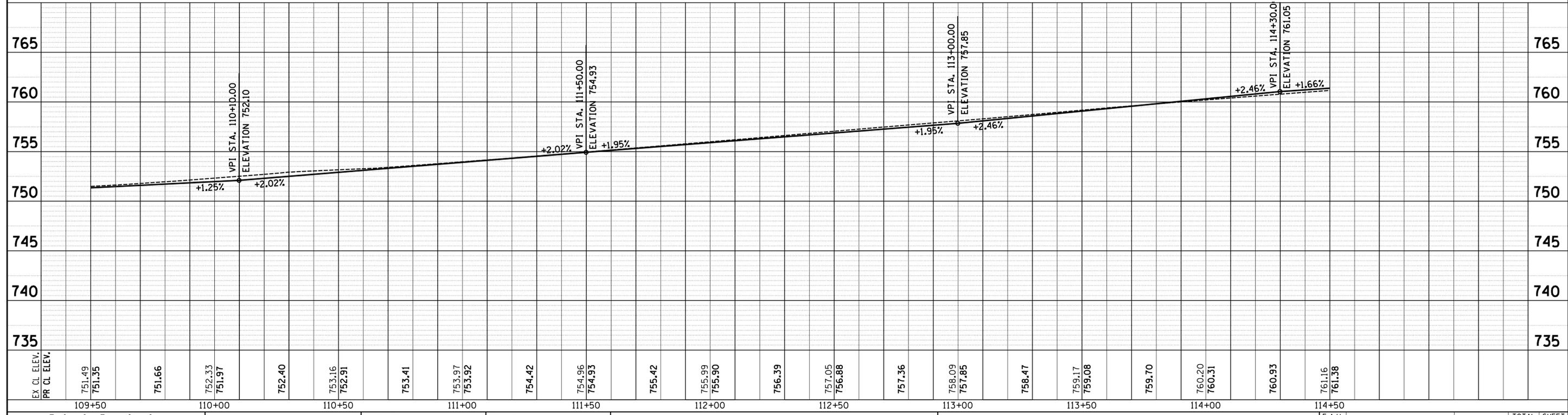


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CHICAGO STREET



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STATE OF ILLINOIS
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CHICAGO STREET
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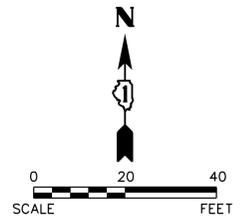
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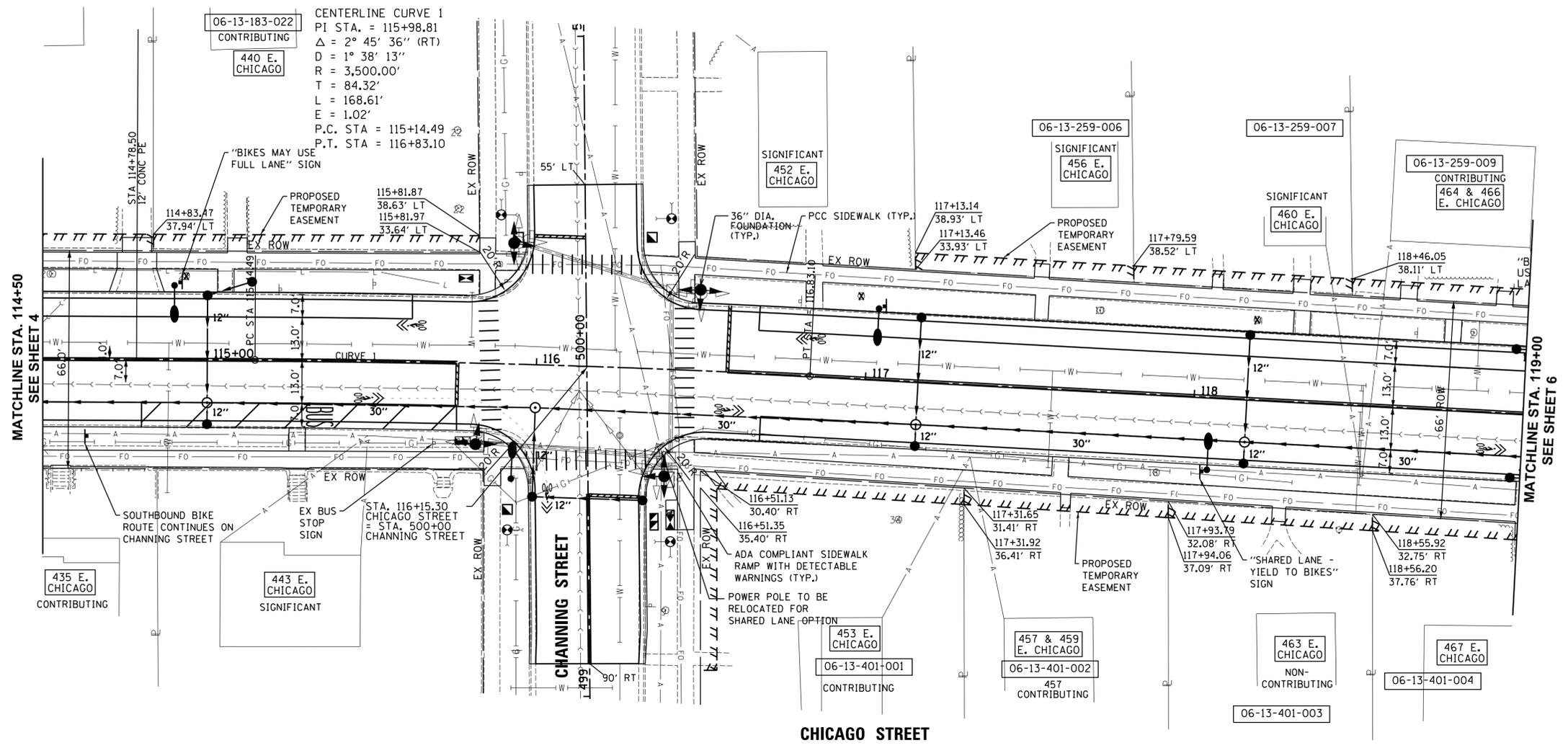
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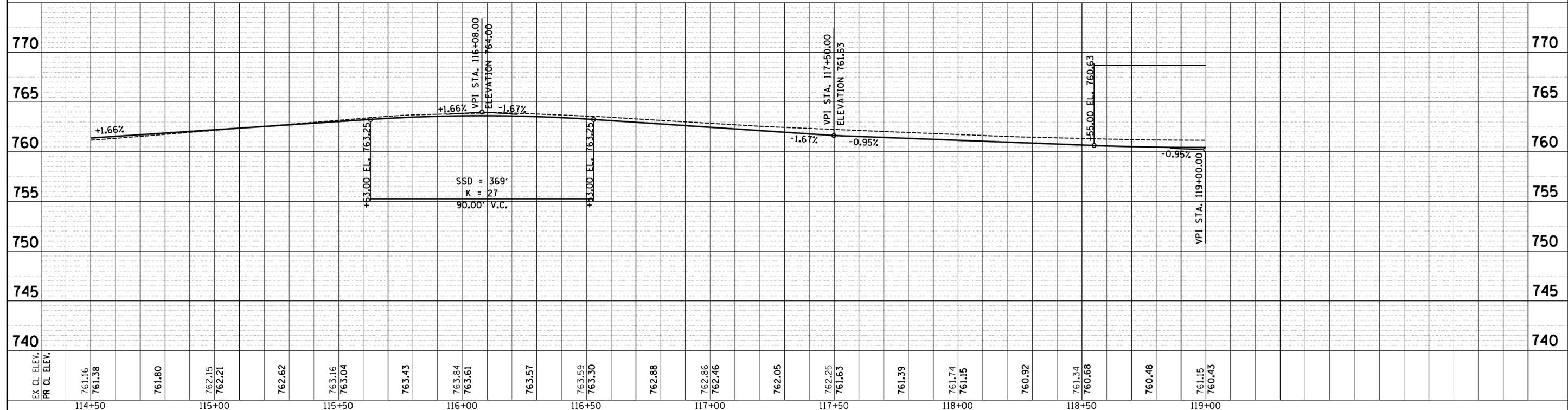


PRELIMINARY

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D = 1° 38' 13"
R = 3,500.00'
T = 84.32'
L = 168.61'
E = 1.02'
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P.T. STA = 116+83.10

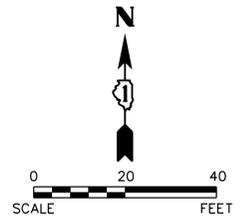
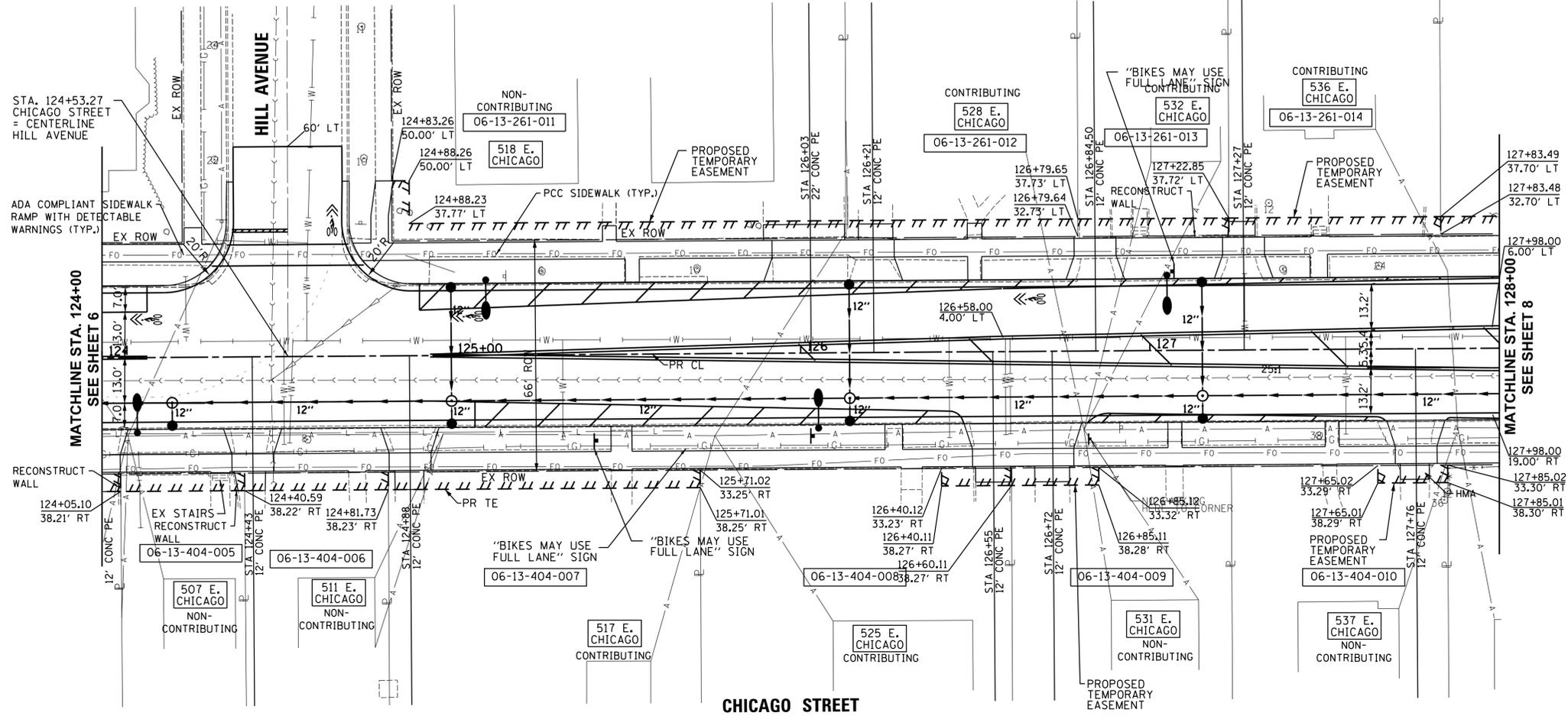


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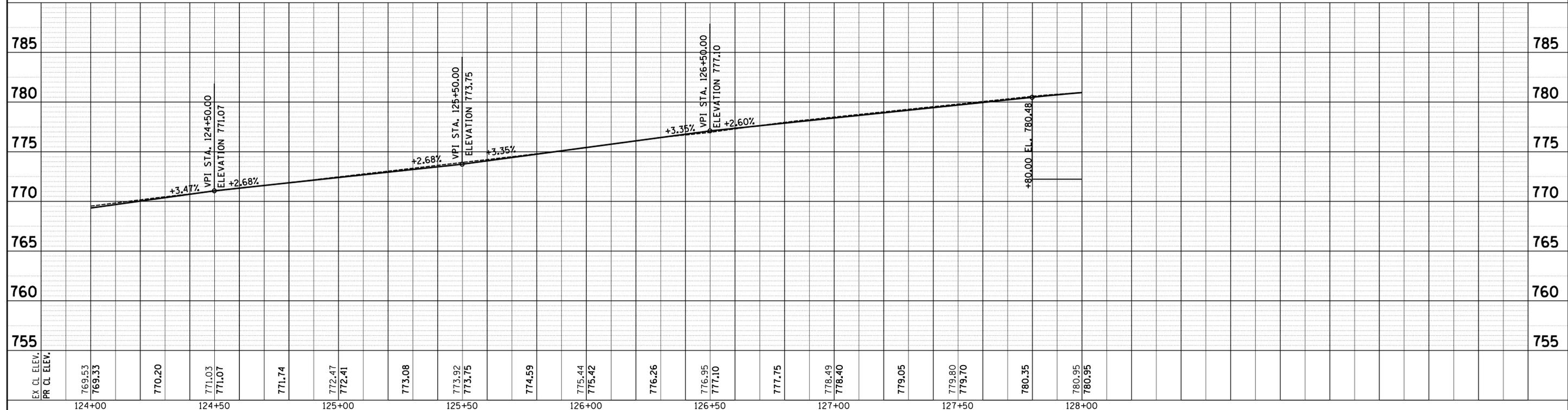
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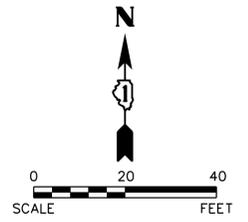
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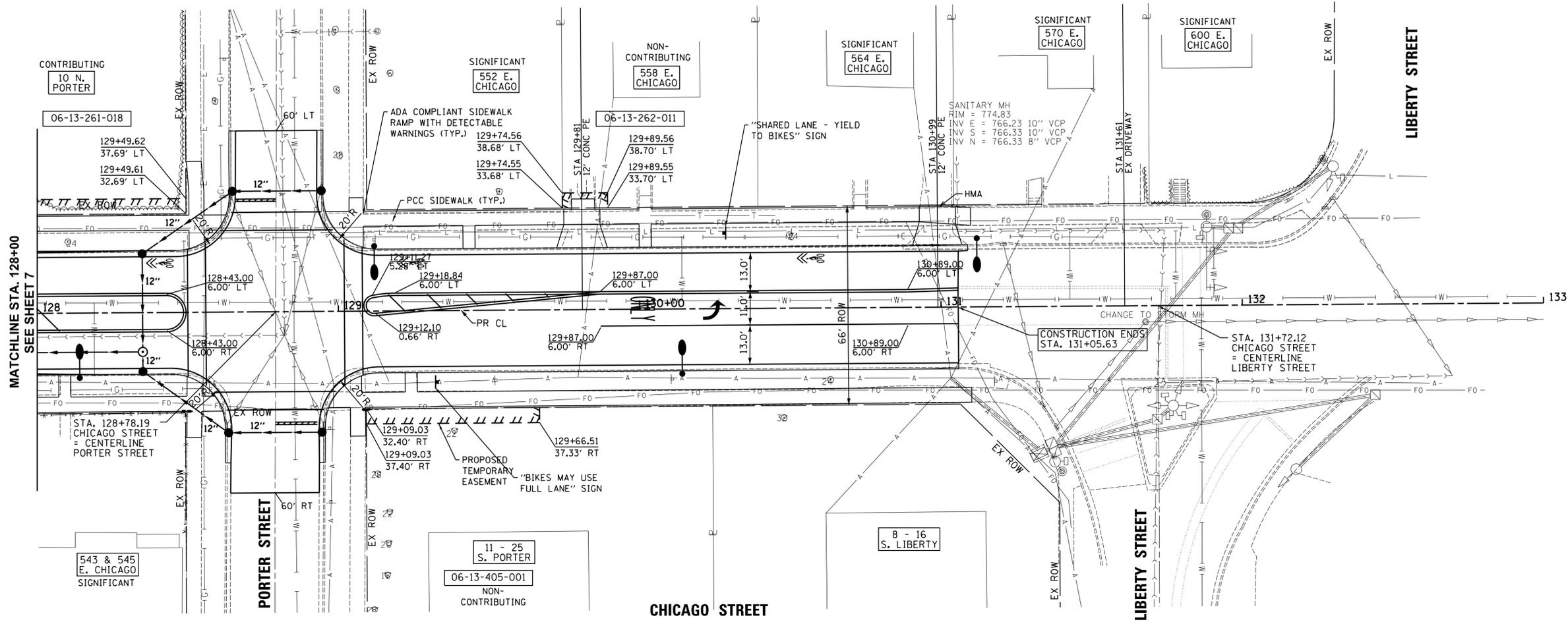
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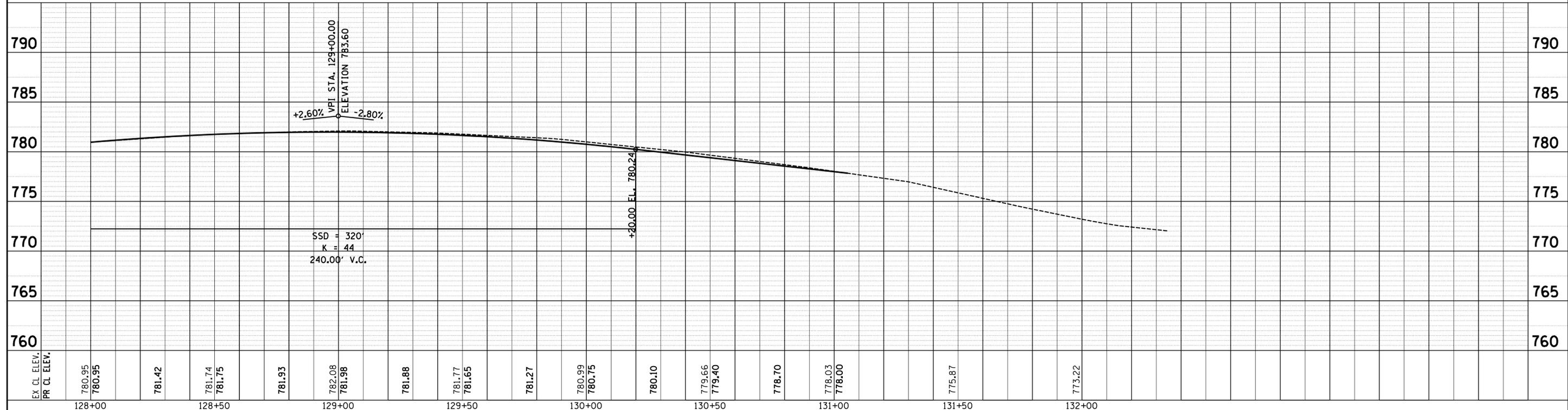
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PRELIMINARY



SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'



Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	CITY OF ELGIN 150 DEXTER CT. ELGIN, IL 60120	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CHICAGO STREET PLAN AND PROFILE	F.A.U. RTE. 1321	SECTION 12-00183-00-PV	COUNTY KANE	TOTAL SHEETS 14	SHEET NO. 8
		DRAWN -	REVISED -			SCALE: 1"=20' SHEET NO. 8 OF 8 SHEETS STA. 128+00 TO STA. 133+00		CONTRACT NO.		ILLINOIS FED. AID PROJECT
		CHECKED -	REVISED -							
		DATE -	REVISED -							

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EXHIBIT C

CRASH DATA ANALYSIS

Crash Data Summary Table

WEATHER / ROAD CONDITION	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>TOTALS</u>	<u>%</u>
CLEAR / DRY	12	10	12	11	9	54	68.4%
CLEAR / WET	1		2	1	1	5	6.3%
RAIN / WET		2	4	4	1	11	13.9%
SNOW / SNOW OR SLUSH		2	2		2	6	7.6%
OTHER		1			2	3	3.8%
TOTALS:	13	15	20	16	15	79	100.0%

CRASH SEVERITY						<u>TOTALS</u>	<u>%</u>
PROPERTY DAMAGE ONLY	12	13	17	11	12	65	82.3%
PERSONAL INJURY CRASHES *	1	2	3	5	3	14	17.7%
NUMBER OF "A" INJURIES	1		3	1	1	6	
NUMBER OF "B" INJURIES			1	5		6	
NUMBER OF "C" INJURIES		5		2	3	10	
FATAL CRASHES							
NUMBER OF FATALITIES						0	
TOTALS:	13	15	20	16	15	79	100.0%

CRASH TYPE						<u>TOTALS</u>	<u>%</u>
PARKED VEHICLE	3	3	2	2	3	13	16.5%
BACKING	1					1	1.3%
REAR END	1	5	4	8	6	24	30.4%
LEFT TURN HEAD ON	2	1				3	3.8%
SIDESWIPE SAME DIRECTION	1	1	1	1	1	5	6.3%
SIDESWIPE OPPOSITE DIRECTION			2			2	2.5%
ANGLE	5	5	7	5	3	25	31.6%
FIXED OBJECT			2		1	3	3.8%
RIGHT TURN HEAD ON			1			1	1.3%
HEAD ON			1			1	1.3%
ANIMAL					1	1	1.3%
TOTALS:	13	15	20	16	15	79	100.0%

* SOME PERSONAL INJURY CRASHES RESULTED IN MORE THAN ONE INJURY

Crash Data Summary Table - Chicago & Gifford

WEATHER / ROAD CONDITION	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>TOTALS</u>	<u>%</u>
CLEAR / DRY	3	4	1		1	9	60.0%
CLEAR / WET					1	1	6.7%
RAIN / WET			1	1		2	13.3%
SNOW / SNOW OR SLUSH		1	1		1	3	20.0%
OTHER						0	0.0%
TOTALS:	3	5	3	1	3	15	100.0%

CRASH SEVERITY						<u>TOTALS</u>	<u>%</u>
PROPERTY DAMAGE ONLY	2	3	3		2	10	66.7%
PERSONAL INJURY CRASHES *	1	2		1	1	5	33.3%
NUMBER OF "A" INJURIES	1					1	
NUMBER OF "B" INJURIES						0	
NUMBER OF "C" INJURIES		5		2	2	9	
FATAL CRASHES						0	
NUMBER OF FATALITIES						0	
TOTALS:	3	5	3	1	3	15	100.0%

CRASH TYPE						<u>TOTALS</u>	<u>%</u>
PARKED VEHICLE						0	0.0%
BACKING						0	0.0%
REAR END	1	2	1	1	1	6	40.0%
LEFT TURN HEAD ON	1					1	6.7%
SIDESWIPE SAME DIRECTION		1				1	6.7%
SIDESWIPE OPPOSITE DIRECTION			2			2	
ANGLE	1	2			2	5	33.3%
FIXED OBJECT						0	0.0%
RIGHT TURN HEAD ON						0	0.0%
HEAD ON						0	0.0%
ANIMAL						0	0.0%
TOTALS:	3	5	3	1	3	15	100.0%

* SOME PERSONAL INJURY CRASHES RESULTED IN MORE THAN ONE INJURY

Crash Data Summary Table - Chicago & Channing

WEATHER / ROAD CONDITION	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>TOTALS</u>	<u>%</u>
CLEAR / DRY	2		1		1	4	57.1%
CLEAR / WET			1			1	14.3%
RAIN / WET				1		1	14.3%
SNOW / SNOW OR SLUSH		1				1	14.3%
OTHER						0	
TOTALS:	2	1	2	1	1	7	100.0%

CRASH SEVERITY						<u>TOTALS</u>	<u>%</u>
PROPERTY DAMAGE ONLY	2	1	2	1		6	85.7%
PERSONAL INJURY CRASHES *					1	1	14.3%
NUMBER OF "A" INJURIES						0	
NUMBER OF "B" INJURIES						0	
NUMBER OF "C" INJURIES					1	1	
FATAL CRASHES						0	
NUMBER OF FATALITIES						0	
TOTALS:	2	1	2	1	1	7	100.0%

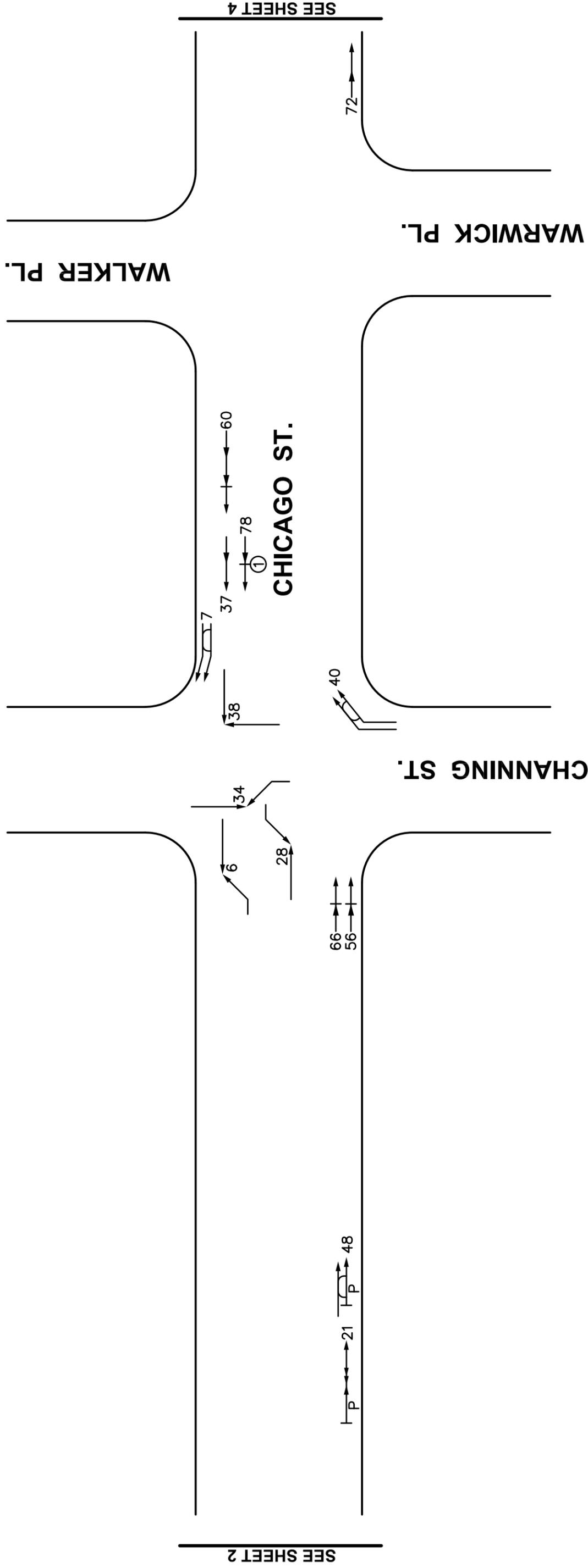
CRASH TYPE						<u>TOTALS</u>	<u>%</u>
PARKED VEHICLE						0	0.0%
BACKING						0	0.0%
REAR END				1	1	2	28.6%
LEFT TURN HEAD ON	1	1				2	28.6%
SIDESWIPE SAME DIRECTION	1					1	14.3%
SIDESWIPE OPPOSITE DIRECTION						0	
ANGLE			2			2	28.6%
FIXED OBJECT						0	0.0%
RIGHT TURN HEAD ON						0	0.0%
HEAD ON						0	0.0%
ANIMAL						0	0.0%
TOTALS:	2	1	2	1	1	7	100.0%

* SOME PERSONAL INJURY CRASHES RESULTED IN MORE THAN ONE INJURY

COLLISION DIAGRAM

12 PROPERTY DAMAGE ONLY CRASHES
 1 INJURY OR FATAL CRASHES
 13 TOTAL CRASHES

SEGMENT CHICAGO STREET
 PERIOD 5 YEARS FROM JAN 2010 TO DEC 2014
 CITY ELGIN (KANE & COOK COUNTIES) PREPARED BY JAL



KEY		TURNING RIGHT		NIGHTTIME	
→	MOVING STRAIGHT	↘	TURNING RIGHT	⊙	INJURY
↔	BACKING	↔	REAR END	⊗	FATALITY
↙	TURNING LEFT	↗	ANGLE	×	PEDESTRIAN
⊥	STOPPED	↖		□	FIXED OBJECT
←(UNK)→	UNKNOWN VEHICLE DIRECTION			⌒	SIDE-SWIPE
				⊗	BICYCLE
				⊖	DUI
				⊠	ANIMAL
				"P"	PARKED

YEAR	CRASH #
2010	- 1-13
2011	- 14-28
2012	- 29-48
2013	- 49-64
2014	- 65-79



EXHIBIT D

PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT

**MEMORANDUM
PRELIMINARY
ENVIRONMENTAL SITE ASSESSMENT
for
Chicago Street
From Center Street to Liberty Street
Elgin, IL**

**Prepared by
Huff & Huff, Inc.**

**August 2012
Revised September 2013**

PRELIMINARY ENVIRONMENTAL RISK ASSESSMENT

This is the initial preliminary environmental site assessment of man-made hazards that may be encountered within the proposed project corridor of Chicago Street in Elgin, Illinois from Center Street to Liberty Street. The memorandum was originally submitted in August 2012, and revised in September 2013 due to the age of the database and expansion of the project corridor.

As part of the proposed improvements, the curb, gutter, sidewalks and pavement will be removed. A new storm sewer will be installed. Also, the parking will be removed from one side of the road, to allow for the installation of bike lanes.

Based on the data collected and as of August 27, 2013 (the date of the last physical investigation of the project corridor) this assessment has revealed evidence of potentially impacted properties (PIPs) in connection to the project corridor.

SUMMARY OF FINDINGS

Site Name (FTC Map ID)¹	Address	Database	PIP?
School Dist U46 (1)	355 E. Chicago Street	RCRA, OTHER	No
Templo Calvario (2)	270 E. Chicago Street	UST	Yes
Illinois Bell Telephone (3)	255 E. Chicago Street	LUST, 3 USTs	Yes
Bonnie Hill (8)	269 DuPage Street	LUST, UST, OTHER	Yes
First Congregational Church	256 E. Chicago Street	Site Recon (Observed UST)	Yes

¹Refers to FTC Database Report from 2012; however sites included in FTC and ERS Database Reports

Based on the data presented in this PESA and data collected during site reconnaissances on July 18, 2012 and August 27, 2013, a series of soil borings through a Preliminary Site Investigation (PSI) is recommended to specifically address the PIPs identified in the above table if soil is to be removed near the location. The information obtained from a proposed PSI would aid in developing potential pay items within areas of anticipated excavation for the proposed reconstruction project.

Freedom of information act (FOIA) requests were submitted for sites near the corridor (including Illinois Bell Telephone and Bonnie Hill). FOIA information was not available for the sites requested at the time the memorandum was prepared.

1. INTRODUCTION

This is the initial preliminary environmental site assessment (PESA) of man-made hazards that may be encountered within the proposed project corridor along Chicago Street between Center Street and Liberty Street in Elgin, Illinois. See Figure 1-1 for the site location map. The project corridor includes the existing rights-of-way (ROW) along Chicago Street between Center Street and Liberty Street, as well as portions of Geneva Street, Fulton Street, Rugby Place, DuPage Street, and Warwick Place. See figure 1-2 for a depiction of the project corridor, which focuses on the areas of proposed construction. This PESA has been prepared to address the potential to encounter impacted media (soil and groundwater) within the project corridor.

This assessment was prepared using historical and geological information including aerial photographs, U.S. Geological Survey topographic maps, and file information from the Illinois Environmental Protection Agency (IEPA) and various other governmental agencies. Man-made hazards have been identified and other potential detriments or considerations have been listed as are suitable within the scope of this preliminary survey.

The local, state, and federal database search was performed in general accordance with the search distances defined in ASTM International (ASTM) standard 1527-05; however, only those sites identified as being located near the proposed project corridor, or otherwise potentially harmful, are discussed.

Review of the aforementioned information was performed as part of the original PESA. During the revision process, a second site reconnaissance and database search was performed.

The specific methods used to prepare the assessment are contained in the following:

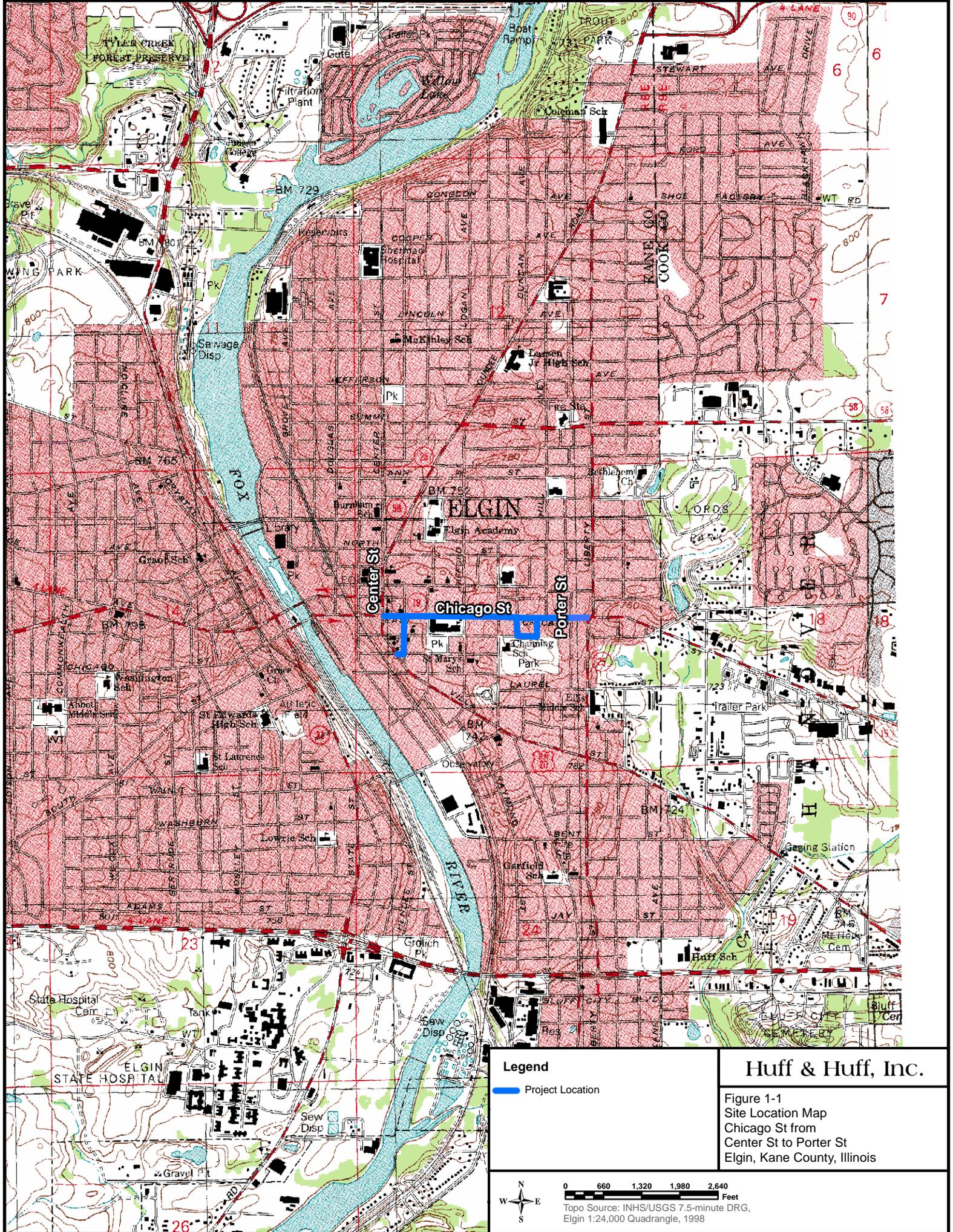
- A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Projects (Erdmann et al., 2012)
- ASTM International (ASTM) standard 1527-05
- The Illinois Department of Transportation's (IDOTs) Bureau of Design and Environment (BDE) Procedure Memorandum Number 10-07, *Special Waste Procedures*. This memo was incorporated into Chapter 27-3 of the IDOT BDE Manual in June 2012.
- IDOT Bureau of Local Roads and Streets (BLRS) Manual, Chapter 20-12, Special Waste, July 2013.
- Public Act 96-1416
- Clean Construction or Demolition Debris Fill Operations (CCDD) and Uncontaminated Soil Fill Operations: Amendments to 35 Illinois Administrative Code 1100. Effective on August 27, 2012.

As the proposed scope of this project includes soil excavation activities, soil disposal may be a concern as the project progresses. On July 30, 2010, Public Act 96-1416 became effective, which significantly broadened the regulatory oversight on the use of CCDD and uncontaminated soil used as fill. The law included interim standards for CCDD fill facilities and uncontaminated soil fill operations. Then, the Illinois Pollution Control Board (IPCB) published what is called *Second Notice* of implementing regulations, and the final regulations, by statute, became effective on August 27,

2012. These regulations include updated Maximum Allowable Concentrations (MACs) of chemical constituents in uncontaminated soil for CCDD disposal.

The language in the IDOT BLRS Manual refers to sites by “Risk Ratings” of “High”, “Moderate”, and “Low” to determine potential for environmental impacts to project corridors. ASTM International (ASTM) E 1527-05 uses the term Recognized Environmental Condition (REC) to assess risk. ASTM specifically defines REC 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, ground water, 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.”

Part 1100, 35 Illinois Administrative Code (IAC) has adopted the term Potentially Impacted Properties (PIPs) when assigning risk to sites. The PIP sites are essentially the same as REC sites as defined by ASTM E 1527-05. Based on the establishment of PIP as the industry standard for describing sites at which special waste management issues may be associated, this PESA uses the term “PIP” to describe sites presenting environmental concern to the project corridor. A PIP or REC is comparable to “moderate” and “high” risk sites considered under BLRS guidance.



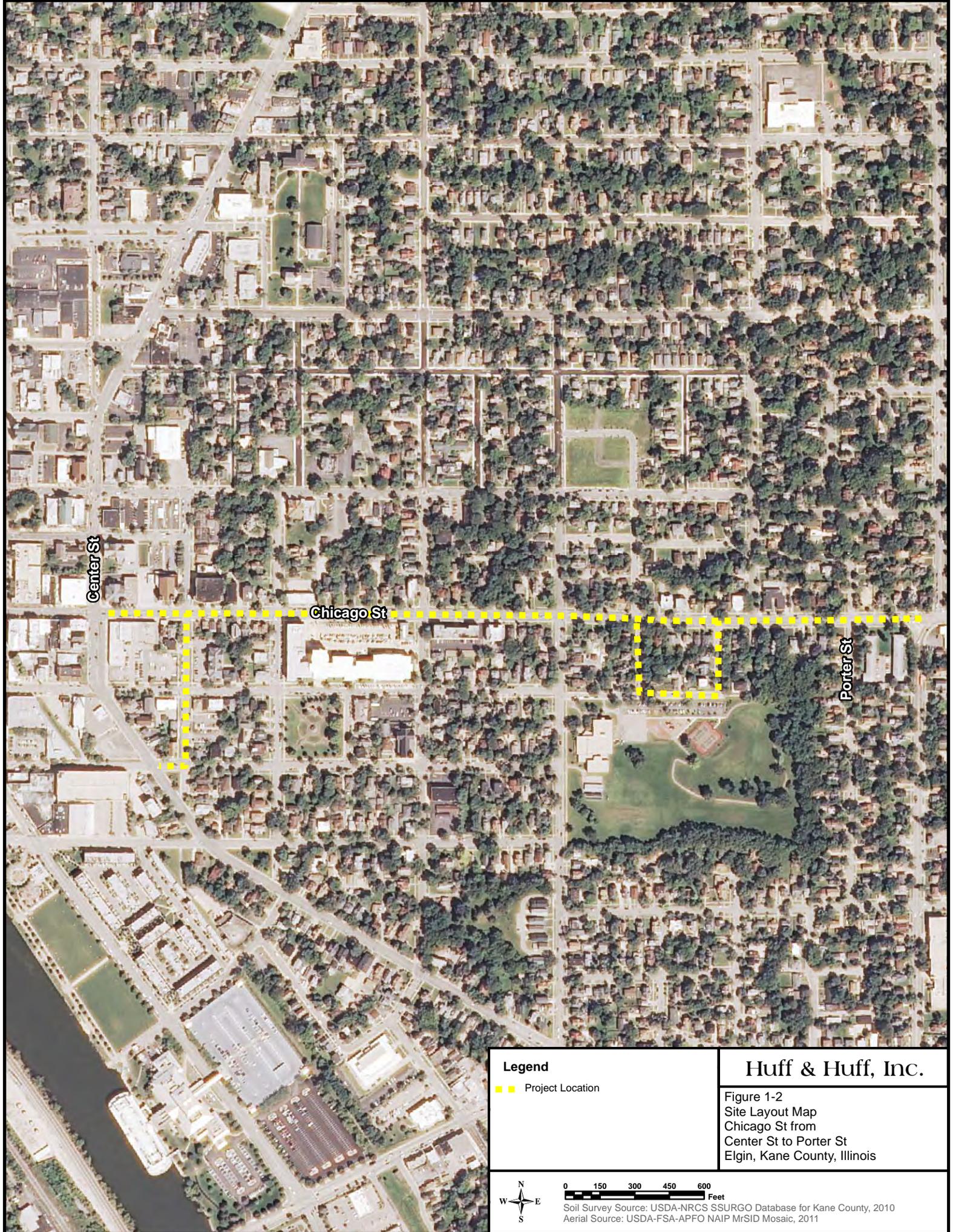
Legend

— Project Location

Huff & Huff, Inc.

Figure 1-1
 Site Location Map
 Chicago St from
 Center St to Porter St
 Elgin, Kane County, Illinois





Center St

Chicago St

Porter St

Legend

■ Project Location

Huff & Huff, Inc.

Figure 1-2
Site Layout Map
Chicago St from
Center St to Porter St
Elgin, Kane County, Illinois



0 150 300 450 600 Feet

Soil Survey Source: USDA-NRCS SSURGO Database for Kane County, 2010
Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2011

4. FINDINGS AND SAMPLING RECOMMENDATIONS

4.1 Findings

Based on the data collected and as of August 27, 2013 (the date of the last physical investigation of the project corridor), currently this assessment has revealed evidence of PIPs in connection to the project as listed on Table 4-1. Figure 4-1 depicts the location of the identified PIPs.

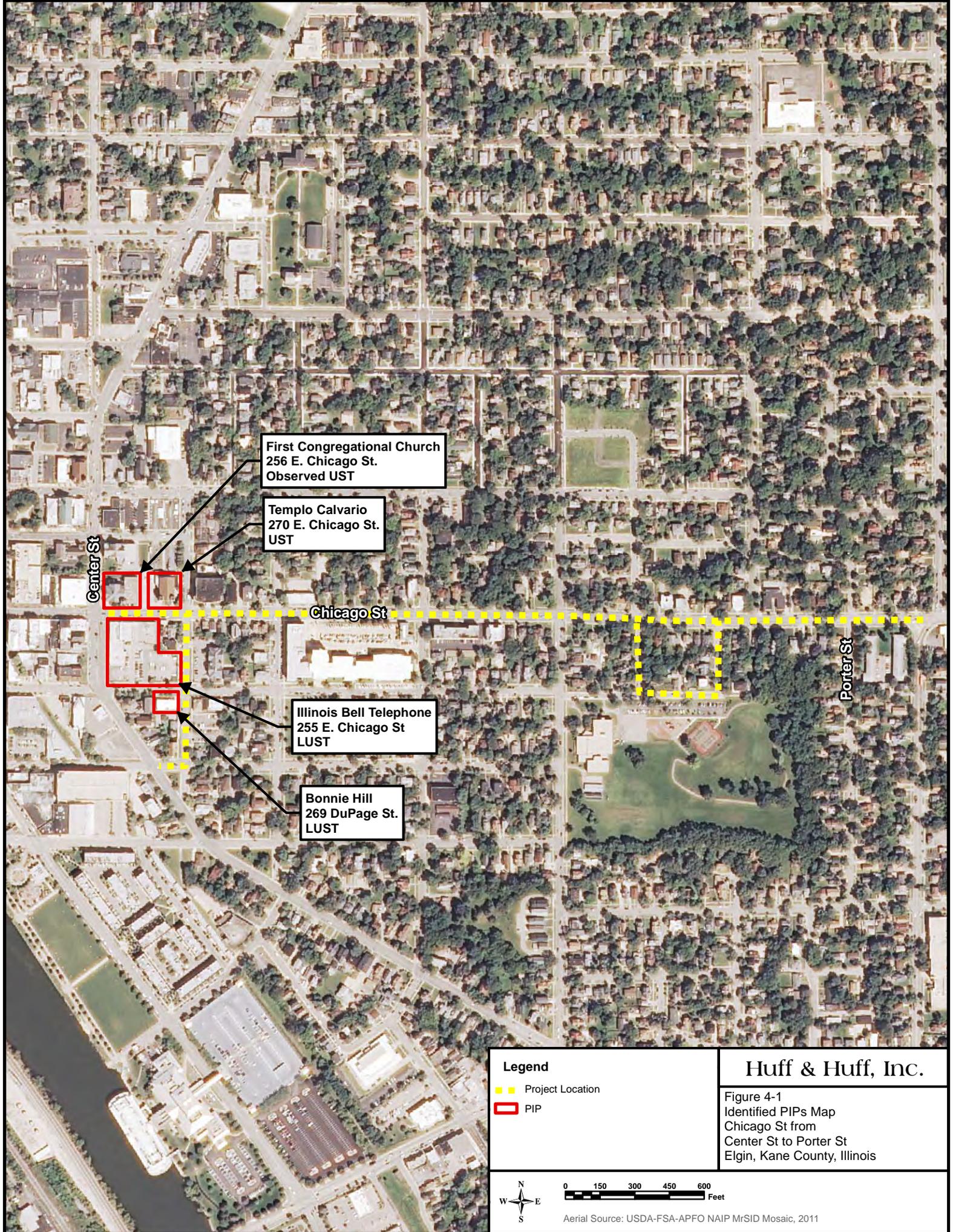
**TABLE 4-1
SUMMARY OF FINDINGS**

Site Name (FTC Map ID)¹	Address	Database	PIP?
School Dist U46 (1)	355 E. Chicago Street	RCRA, OTHER	No
Templo Calvario (2)	270 E. Chicago Street	UST	Yes
Illinois Bell Telephone (3)	255 E. Chicago Street	LUST, 3 USTs	Yes
Bonnie Hill (8)	269 DuPage Street	LUST, UST, OTHER	Yes
First Congregational Church	256 E. Chicago Street	Site Recon (Observed UST)	Yes

¹Refers to FTC Database Report from 2012; however, sites included in FTC and ERS Database Reports

4.2 Recommendations

Based on the data presented in this PESA and data collected during site reconnaissances on July 18, 2012 and August 27, 2013, a series of soil borings through a Preliminary Site Assessment (PSI) is recommended along the project corridor to specifically address the PIPs identified in Table 4-1 and to document the soil conditions from an environmental perspective. The information obtained from a proposed PSI would aid in developing potential pay items within areas of anticipated excavation for the proposed reconstruction project.



First Congregational Church
256 E. Chicago St.
Observed UST

Templo Calvario
270 E. Chicago St.
UST

Illinois Bell Telephone
255 E. Chicago St
LUST

Bonnie Hill
269 DuPage St.
LUST

Legend

- - - Project Location
- PIP

Huff & Huff, Inc.

Figure 4-1
Identified PIPs Map
Chicago St from
Center St to Porter St
Elgin, Kane County, Illinois

0 150 300 450 600
Feet

Aerial Source: USDA-FSA-APFO NAIP MrSID Mosaic, 2011

INFORMATION SOURCES

Maps

United States Geological Survey (U.S.G.S) 7.5 Minute Series Topographic Map, Elgin, Illinois Quadrangle (1992)

Northeast Illinois Planning Commission (NIPC) Solid Waste Inventory Map – Kane County (1987)

Bibliography

Berg, R.C.; J.P. Kempton; and K. Cartwright, 1984, "*Potential for Contamination of Shallow Aquifers in Illinois*", Illinois State Geological Survey Circular.

DEEP-SEID Information. IEPA, n.d. Web. 06 Aug. 2012.
<<http://epadata.epa.state.il.us/land/inventory/deepSeids.asp>>.

Erdmann, A.L., R.A. Bauer, P.L. Bannon, and N.P. Schneider. 2012. A manual for conducting preliminary environmental site assessments for Illinois Department of Transportation highway projects. Illinois State Geological Survey Open Files Series 2012-1.

IEMA. "FOIA - Hazmat Search." IEMA, n.d. Web. 27 Aug. 2013.
<<http://tier2.iema.state.il.us/FOIAHazmatSearch/Default.aspx>>.

IDOT Bureau of Local Roads and Streets (BLRS) Manual, Chapter 20-12, Special Waste.

Proposed Amendments to Clean Construction or Demolition Debris Fill Operations (CCDD):
Amendments to 35 Illinois Administrative Code 1100.

Public Act 96-1416

The Illinois Department of Transportation's (IDOTs) Bureau of Design and Environment (BDE) Procedure Memorandum Number 10-07, *Special Waste Procedures*. (This memo was incorporated into Chapter 27-3 of the IDOT BDE Manual in June 2012)

U.S. Department of Agriculture Soil Conservation Service, 2003, *Soil Survey of Kane County, Illinois*.

EXHIBIT E

WETLANDS



915 Harger Road, Suite 330
Oak Brook, IL 60523
Phone (630) 684-9100
Fax (630) 684-9120
Website: <http://huffnhuff.com>

October 28, 2013

Tim Weidner, P.E.
Senior Project Engineer II
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

**Re: Wetland Screening
Chicago Street Reconstruction Project
City of Elgin, Kane County, Illinois**

Dear Mr. Weidner:

The City of Elgin is proposing the reconstruction of Chicago Street from Center Street to Liberty Street (IL 25), as well as storm sewer improvements to Rugby Place, Warwick Place, DuPage Street, Geneva Street, and Fulton Street in Kane County, Illinois (T41N, R8E, Section 13). Existing land use within the project corridor includes residential and commercial land. Channing Park is located just south of the project area.

A wetland screening was conducted within the project limits on June 20, 2012 and October 4, 2013 by Huff & Huff, Inc. staff. The project limits are depicted on Figure 1 attached with this letter.

This letter summarizes the findings of the wetland investigation conducted for the referenced project. Attached with this letter are the following figures: Figure 1 – Site Location Map, Figure 2 – Kane County Soil Survey, Figure 3 – National Wetlands Inventory (NWI) Map, Figure 4 – 1988 NWI Map, Figure 5 – Kane County Advanced Identification (ADID) Wetland Map, and Figure 6 – Flood Insurance Rate Map (FIRM). Wetlands, “Waters of the U.S.” (WOUS), and constructed stormwater conveyance features are not located within the project limits based on the site investigations.

INTRODUCTION

The U.S. Army Corps of Engineers (COE) (Federal Register 1982) and the U.S. Environmental Protection Agency (Federal Register 1980) jointly define wetlands as: “Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” Identification of wetlands is based on a three-factor approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology, originally set forth by the COE in the 1987 Environmental Laboratory publication entitled

“*Corps of Engineers Wetlands Delineation Manual: Technical Report Y-87-1*”, commonly referred to as the *1987 Wetlands Delineation Manual*.

The Midwest Region supplement to the *1987 Wetlands Delineation Manual* was released in 2010 outlining updated technical guidance and procedures for identifying and delineating wetlands that may be subject to regulatory jurisdiction under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act. This wetland investigation was conducted using methodology presented in the “*Regional Supplement to the COE Wetland Delineation Manual: Midwest Region (COE Midwest Region Manual)*.”

WETLAND IDENTIFICATION METHODOLOGY

This wetland screening was conducted based on the 2010 “*COE Midwest Region Manual*”. Each potential wetland area is evaluated for the presence of wetland indicators comprised of hydrophytic vegetation and wetland hydrology as discussed below.

Hydrophytic Vegetation

To evaluate the presence of hydrophytic vegetation, data is gathered using a graduated series of plots, one for each vegetation stratum. Plot shape and size is dictated by vegetation type as well as shape and size of the plant community being evaluated.

The indicator status and percent absolute cover for plants within plots for all vegetation strata are recorded. The indicator status for plants species are based on estimated probability of occurring in wetlands. This rating system, published by the COE in 2013 under the title “*National Wetland Plant List (NWPL): Midwest Region*”, consists of obligate wetland plants (OBL), facultative-wet plants (FACW), facultative plants (FAC), facultative upland plants (FACU), and upland plants (UPL). Obligate plant species generally grow in water. Facultative plant species can exist in saturated or dry soil conditions, and upland plants typically require dry soil conditions to exist.

Wetland Hydrology

Wetland hydrology indicators, defined in the 2010 COE Midwest Region Manual; *Wetland Hydrology Indicators, Chapter 4*, are separated into four groups and divided into a primary or secondary category based on their estimated reliability in this region. Primary indicators provide stand-alone evidence of a current or recent hydrological event. Secondary indicators provide evidence of recent inundation or saturation when supported by one or more other primary indicator or secondary wetland hydrology indicators, but should not be used alone. Documentation of wetland indicators determines wetland hydrology during the site investigation.

WETLAND FINDINGS

Published Map Data

Data were gathered from the Kane County Soil Survey Map, NWI Maps, the Kane County ADID Wetland Map, and the FEMA FIRM to provide an indication of areas where wetlands potentially occur.

Soil mapping units are shown within the project limits as depicted on Figure 2. The soil map units within the project limits include:

- Casco silt loam, 6 to 12 percent slopes, eroded (323D2)
- Fox silt loam, 0 to 2 percent slopes (327A)
- Fox silt loam, 2 to 4 percent slopes (327B)
- Fox silt loam, 4 to 6 percent slopes, eroded (327C2)

According to the Natural Resource Conservation Service (NRCS) 2012 list of hydric soils by county, none of these soils are listed as hydric in Kane County.

Figure 3 illustrates the wetlands identified on the NWI maps. The U.S. Department of the Interior, the U.S. Fish and Wildlife Service (FWS), and the Illinois Department of Natural Resources (IDNR) prepared the wetland maps for the NWI. The maps were prepared primarily by stereoscopic analysis of high altitude aerial photographs. All wetlands are identified based on vegetation, visible hydrology, and geography in accordance with the Cowardin System. According to the FWS, the aerial photographs typically reflect conditions during the year and season they were taken, and there is a margin of error inherent in the use of aerial photographs to delineate wetlands. Therefore, wetland boundaries established through interpretation of aerial photographs may be revised based upon a detailed ground and historical analysis of an individual site. The digital NWI Map (Figure 3) and the 1988 NWI Map (Figure 4) do not depict wetlands within the project limits.

In 1992, the U.S. Environmental Protection Agency developed the ADID program to identify wetland sites considered unsuitable for disposal of dredged or fill material. The study identifies high quality wetlands based upon three functional values: habitat, stormwater storage, and water quality. The Kane County ADID Wetland map does not depict wetlands within the project limits.

The FEMA FIRM (Figure 6) depicts Zone X within the project limits. Zone X is defined as areas of minimal flooding.

SUMMARY OF FIELD INVESTIGATION

No wetlands, WOUS, or constructed roadside conveyance features are located within the project

limits based on the site investigation conducted on June 20, 2012 and October 4, 2013. Topography within the project limits is gently sloping terrain on glacial moraine. Stormwater is managed via a curb and gutter system within the project limits. Channing Park is located just south of the project area. Photographs from the field investigation are attached with this report.

COORDINATION REQUIRED/PERMITS

Permits for impacts to wetlands and associated buffers are issued through the Chicago District COE and the Kane County Department of Environmental Management (DEM) in the City of Elgin. The COE regulates all WOUS and wetlands connected to WOUS. WOUS are generally open water areas such as rivers and lakes, including wetlands that are connected to navigable waterways and their tributaries. Wetlands that are classified as WOUS (jurisdictional wetlands and associated buffers) are under the regulatory jurisdiction of the COE, in compliance with Section 404 of the Clean Water Act. The Kane County DEM regulates all wetlands, including isolated waters of Kane County and their associated wetland buffers in incorporated communities within Kane County.

There are no wetlands, WOUS, or constructed stormwater conveyance features located within the project limits. However, permitting through Kane County for the anticipated disturbance of over 5,000 square feet will be required for the project.

Several other agencies are involved in the permitting process through external reviews related to natural resources. The following summarizes additional requirements:

Threatened and Endangered Species

The Kane County DEM and COE require endangered species coordination through the IDNR and the FWS. Endangered species surveys may be required, which can only be completed during certain portions of the year, depending on the species. Based on the conditions at the site, it is unlikely that endangered species will be encountered.

The IDNR endangered species review is initiated through the Ecological Compliance Assessment Tool (EcoCAT) on their website.

The FWS no longer conducts project-by-project reviews upon request, rather, the applicant is required to conduct a project assessment to determine if impacts to federally listed species will occur. To conduct this review, applicants are required to conduct the FWS Section 7 Consultation and document their findings. Guidelines for the Section 7 Consultation process can be found on the FWS website.

Illinois Historic Preservation Agency

The determination of impact to historic, cultural, or archeological resources will be required as part of the permitting process. A detailed review from the Illinois Historic Preservation Agency

Mr. Tim Weidner
Engineering Enterprises, Inc.
Re: Wetland Screening
October 28, 2013

Page 5

(IHPA) may be required if a portion of the land proposed for development is considered undeveloped. This agency may require a Phase 1 archeological survey to determine the potential impact to archeological resources prior to approving the project. A qualified archeological firm will be required to conduct this study. This agency's approval must be obtained prior to obtaining a permit. The IHPA will determine the need for these surveys.

National Pollutant Discharge Elimination System (NPDES) Permit

The project was also reviewed to determine whether a NPDES permit would be required from the Illinois Environmental Protection Agency. If the one-acre threshold for required permits is exceeded, an NPDES permit may be required. Final determination on this item will need to be addressed prior to construction commencement.

If you have any questions, please contact me at (630) 684-4436 or ekocourek@huffnhuff.com.

Sincerely,



Erin C. Kocourek
Project Scientist
Enclosures

EXHIBIT F

BIOLOGICAL RESOURCES REVIEW

Illinois County Distribution

Federally Endangered, Threatened, and Candidate Species

List Revised October 2013

County	Species	Status	Habitat
Kane Field Office to Contact: USFWS Chicago Illinois FO 1250 South Grove, Suite 103 Barrington, Illinois 60010 (847) 381-2253 e:mail Chicago@fws.gov Cathy_Pollack@fws.gov	Northern long-eared bat <i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests and woods.
	Eastern prairie fringed orchid (<i>Platanthera leucophaea</i>) Go here for specific guidance on how to determine whether this species is present on a site.	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie

EXHIBIT G

CULTURAL RESOURCES CLEARANCE AND COORDINATION

From: [Eggemeyer, Emilie](#)
To: [Galecki, Gary J](#)
Cc: [Koldehoff, Brad H.](#)
Subject: IDOT Seq#18488 Kane Co, Elgin's Chicago St Reconstruction
Date: Friday, May 30, 2014 9:47:03 AM
Attachments: [18488 SHPO Conditional No Adverse Effect Concurrence.pdf](#)

Gary,

Attached you will find the SHPO's Conditional No Adverse Effect concurrence regarding the project in Elgin. She will need to approve the final plans and specs, and she also requested comments from the certified local government (Elgin Heritage Commission).

Please submit the requested information to my Unit when it becomes available.

Thanks,

Emilie Eggemeyer

*Historic Architectural Compliance Specialist
Illinois Department of Transportation
Bureau of Design & Environment - Cultural Resources Unit
2300 South Dirksen Parkway
Springfield, Illinois 62764
217-558-7223
Emilie.Eggemeyer@illinois.gov*



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED
MAY 15 2014
009051514
Preservation Services

May 15, 2014

Kane County
Elgin
FAU 1321 (Chicago Street)
Chicago Street Reconstruction
Section # 12-00183-00-PV
Sequence # 18488

FEDERAL 106 PROJECT

CONDITIONAL NO ADVERSE EFFECT

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

Dear Ms. Haaker:

The enclosed Environmental Survey Request concerns a proposed street reconstruction project on Chicago Street between Center Street and Liberty Street in Elgin. The project includes street reconstruction, parking removal, bike lane installation, driveway reconstruction, traffic signal and lighting replacement, as well as new curb and gutter and sidewalks. The majority of the project falls within the Elgin Historic District, which is listed on the National Register of Historic Places.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that the proposed project will not adversely affect the historic resources provided that final plans and specifications will be approved by the State Historic Preservation Officer to ensure adherence to the Secretary of the Interior's *Standards for Rehabilitation*.

Sincerely,

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

BK:ee

CONCUR

By: Diane E. Haaker
Deputy State Historic Preservation Officer

Date: 5/29/14

From: [Michael R. Brouch](#)
To: [Tim Weidner](#)
Subject: FW: Road Reconstruction Requirements within an Elgin Historic District, Chicago Street (Liberty St to Center St.) SN 12-00183-00-PV
Date: Tuesday, March 24, 2015 4:55:40 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)

FYI

From: Sarosh Saher [mailto:Saher_S@cityofelgin.org]
Sent: Friday, March 20, 2015 6:21 PM
To: Michael R. Brouch
Subject: RE: Road Reconstruction Requirements within an Elgin Historic District, Chicago Street (Liberty St to Center St.) SN 12-00183-00-PV

Mike – thanks for your message. I transmitted the document you sent me to the Elgin Heritage Commission's Design Review Subcommittee for their review and comment on March 10, 2015.

They were very appreciative that the information was shared with them. Upon reviewing the information provided, they had the following general comments:

1. If there are any stone curbs that are removed as part of the street widening that, to the greatest extent possible, the stone curbs be incorporated into the new street curbs.
2. Check driveway approaches and curb cuts along the entire length of Chicago Street where residences front onto the street for wider curb cuts or islands between two adjacent curb cuts. Recommendation would be to redesign curb cuts to match the width of existing driveways.
 - a. The maximum width of a residential driveway is 10 feet.
 - b. For driveways greater in width than 10 feet, match the existing driveway. staff of the Community Development Department may also assist in determining whether these wider curb cuts were lawfully established, but non-conforming with respect to the zoning ordinance.
 - c. Remove curb cuts where no driveway exists at that location.
3. Retain existing historic street lighting. If existing street light poles are proposed to be moved that they be moved to a location appropriate from a pedestrian standpoint, and not block such pedestrian traffic on existing or new sidewalks.
4. If new light poles and standards are proposed, the Commission would recommend sharing the information with historic preservation staff for review and documentation purposes. The Commission recommends that new light poles and standards match the existing historic light poles and standards already installed along the street.

Thanks, and please let me know if you have any questions.

Sarosh Saher

Sarosh B. Saher, AICP

Senior Planner
City of Elgin
150 Dexter Court
Elgin, IL 60120

847-931-5943 – phone
847-931-6790 – fax



From: Michael R. Brouch [<mailto:MBrouch@eeiweb.com>]
Sent: Wednesday, March 18, 2015 11:39 AM
To: Sarosh Saher
Subject: RE: Road Reconstruction Requirements within an Elgin Historic District, Chicago Street (Liberty St to Center St.) SN 12-00183-00-PV

Hey Sarosh,

Just following up to see if there's any indication as to what the Heritage Commission is thinking on the design. Let me know if you need anything.

Michael R. Brouch, P.E.
Senior Project Engineer I

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554
T: (630) 466-6756 F: (630) 466-6701
www.eeiweb.com
mbrouch@eeiweb.com

EEl Standard



From: Sarosh Saher [mailto:Saher_S@cityofelgin.org]
Sent: Friday, March 06, 2015 3:13 PM
To: Michael R. Brouch
Cc: Tim Weidner
Subject: RE: Road Reconstruction Requirements within an Elgin Historic District, Chicago Street (Liberty St to Center St.) SN 12-00183-00-PV

Thanks, Mike. I will let you know what comments are generated at the meeting of the Elgin Heritage Commission's Design Review Subcommittee when they meet next Tuesday.
Thanks.

Sarosh

Sarosh B. Saher, AICP

Senior Planner
City of Elgin
150 Dexter Court
Elgin, IL 60120
847-931-5943 – phone
847-931-6790 – fax



From: Michael R. Brouch [<mailto:MBrouch@eeiweb.com>]
Sent: Wednesday, March 04, 2015 4:16 PM
To: Sarosh Saher
Cc: Tim Weidner
Subject: RE: Road Reconstruction Requirements within an Elgin Historic District, Chicago Street (Liberty St to Center St.) SN 12-00183-00-PV

Sarosh,

Attached is the text of the PDR, Location Map, Typical Sections and Preliminary Plan and Profile Sheets. A hard copy of the entire draft report was submitted to the Elgin City Engineer. I do not have clean copy of the complete report but the attached should have the majority of the information you will need to comment. Please let me know if you have any questions.

Michael R. Brouch, P.E.
Senior Project Engineer I

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554
T: (630) 466-6756 F: (630) 466-6701
www.eeiweb.com
mbrouch@eeiweb.com

EEl Standard



From: Sarosh Saher [mailto:Saher_S@cityofelgin.org]
Sent: Monday, March 02, 2015 10:42 AM
To: Michael R. Brouch
Cc: Tim Weidner
Subject: RE: Road Reconstruction Requirements within an Elgin Historic District, Chicago Street (Liberty St to Center St.) SN 12-00183-00-PV

Michael – thanks for your email. Since I am the staff liaison to the Elgin Heritage Commission and its Design Review Subcommittee, you are welcome to send information to me to obtain the comments of the Commission/Subcommittee.

The whole Commission meets every 1st Tuesday of the month, while the Design Review Subcommittee meets every 2nd and 4th Tuesday of the month.

In the meantime, please let me know if you have any questions.

Thank you.

Sarosh Saher

Sarosh B. Saher, AICP

Senior Planner
City of Elgin
150 Dexter Court
Elgin, IL 60120
847-931-5943 – phone
847-931-6790 – fax



From: Michael R. Brouch [<mailto:MBrouch@eeiweb.com>]
Sent: Monday, March 02, 2015 10:38 AM
To: Sarosh Saher
Cc: Tim Weidner
Subject: Road Reconstruction Requirements within an Elgin Historic District, Chicago Street (Liberty St to Center St.) SN 12-00183-00-PV

Sarosh,

I have recently started working on the Chicago Street Reconstruction project and came across an email thread about coordination within the Elgin Historic District. One of the comments to our draft submittal of the Project Development Report was to coordinate with Elgin Heritage Commission to determine if there are special requirements related to the road reconstruction. Some examples of potential items would be ornamental stop lights, signing, roadway lighting, brick paver crosswalks, etc. I haven't found any details specific to work within Historic Districts on the Elgin website. Would you have any information or know of who I should get in contact with at the Heritage Commission to obtain comments

on the project requirements?

Michael R. Brouch, P.E.

Senior Project Engineer I

Engineering Enterprises, Inc.

52 Wheeler Road

Sugar Grove, IL 60554

T: (630) 466-6756 F: (630) 466-6701

www.eeiweb.com

mbrouch@eeiweb.com

EEI Standard



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EXHIBIT H

PROPOSED RIGHT OF WAY TABLE
PROPERTY OWNER AND
PUBLIC COORDINATION

Chicago Street - EG1104
Preliminary ROW Needs
Updated 10/7/2013

PIN	Owner	Owner Address	Site Address	TE Width (ft)	TE Length (ft)	TE (sf)	TE (acre)	Listed on Original National Register Survey
06-13-161-011	SOMMER, PAUL W	42 HAMILTON AVENUE	ELGIN, IL 60123-0123	5	15.00	75.00	0.0017	Significant
06-13-161-012	MAPES, DONALD L & ANN L TRUSTS TRUSTEES	927 HILLCREST RD	ELGIN, IL 60123-0123	5	25.00	125.00	0.0029	Significant
06-13-182-017	AVAMPATO, THELMA	386 E CHICAGO ST	ELGIN, IL 60120-6542	5	15.00	75.00	0.0017	Non-Contributory
06-13-182-018	AVAMPATO, THELMA	386 E CHICAGO ST	ELGIN, IL 60120-6542	5	15.00	75.00	0.0017	Significant
06-13-326-001	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5	560.58	2802.90	0.0643	Significant
06-13-326-002	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5				
06-13-326-003	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5				
06-13-326-004	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5				
06-13-326-005	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5				
06-13-326-006	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5				
06-13-326-007	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5				
06-13-326-008	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5				
06-13-326-009	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5				
06-13-326-010	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120	5				
06-13-183-013	ALLAN, ARTHUR R & DEBORAH JENKINS	400 E CHICAGO	ELGIN, IL 60120-0120	5	70.40	352.00	0.0081	Contributory
06-13-183-014	CAMIC, DAVID E DCLRN OF TRUST	546 W GALENA BLVD	AURORA, IL 60506	5	66.33	331.65	0.0076	Contributory
06-13-183-030	KUESTER, PAUL L & SUSAN J	416 E CHICAGO ST	ELGIN, IL 60120-0120	5	216.61	1083.05	0.0249	Significant
06-13-183-016	KUESTER, PAUL L & SUSAN J	416 E CHICAGO	ELGIN, IL 60120-0120	5				
06-13-183-017	KUESTER, ADAM P & MARTA A	434 E CHICAGO ST	ELGIN, IL 60120-0120	5	72.19	360.95	0.0083	Contributory
06-13-183-022	VOSS, ROY N & LINDA R	440 E CHICAGO	ELGIN, IL 60120	5	99.13	495.65	0.0114	Contributory
06-13-327-003	ROSAS, ANGEL & VERONICA & NUNEZ AMPARO	431 E CHICAGO ST	ELGIN, IL 60120-0120	5	20.00	100.00	0.0023	Contributory
06-13-401-001	ECHEVARRIA, ERIC P	626 MAY	ELGIN, IL 60120	5	135.58	677.90	0.0156	Contributory
06-13-401-002	ELGIN, CITY OF CITY CLERK	150 DEXTER CT	ELGIN, IL 60120-5527	5	62.14	310.70	0.0071	Contributory
06-13-401-003	EUBANK, BENJAMIN M .	463 E CHICAGO ST	ELGIN, IL 60120-5753	5	62.14	310.70	0.0071	Non-Contributory
06-13-401-004	KJELLANDER, JOSEPH L	467 E CHICAGO ST	ELGIN, IL 60120-0120	5	79.94	399.70	0.0092	Not Listed
06-13-259-006	IVANYI, TODD E & PATRICIA J % TODD E IVANYI	456 E CHICAGO ST	ELGIN, IL 60120-0120	5	66.46	332.30	0.0076	Significant
06-13-259-007	SWANSON, H LEE & LINDA M	460 E CHICAGO ST	ELGIN, IL 60120-0120	5	66.46	332.30	0.0076	Significant
06-13-259-009	MURILLO, MANUEL & BEATRIZ	464-466 E CHICAGO ST	ELGIN, IL 60120-0120	5	65.86	329.30	0.0076	Contributory
06-13-260-010	HUTCHKO, JOHN R & VICTORIA D	470 E CHICAGO ST	ELGIN, IL 60120-0120	5	66.28	331.40	0.0076	Significant
06-13-260-011	MAPES, DONALD L & ANN L TRUSTS TRUSTEES	927 HILLCREST RD	ELGIN, IL 60123-0123	5	66.00	330.00	0.0076	Significant
06-13-260-012	KENWORTH, CRAIG S	1706 JEANETTE AVE	ST CHARLES, IL 60174	5	60.67	303.35	0.0070	Contributory
06-13-260-013	ALMANZA, MARIA J & ACEVEDO MARIBEL	482 E CHICAGO ST	ELGIN, IL 60120-0120	5	60.67	303.35	0.0070	Contributory
06-13-260-014	DELLI, EVELYN DCLRN OF TRUST, TRUSTEE	486 E CHICAGO ST	ELGIN, IL 60120	5	25.00	125.00	0.0029	Contributory
06-13-260-015	DAVIS, LOWELL J & KAY SHARON .	1494 MAPLE LN	ELGIN, IL 60123-	5	20.00	100.00	0.0023	Significant
06-13-402-001	MOLE, FRANK J	473 E CHICAGO ST	ELGIN, IL 60120-0120	5	79.91	399.55	0.0092	Contributory
06-13-402-002	SOMMER, PAUL W & BARBARA W	42 HAMILTON AVE	ELGIN, IL 60123-0123	5	62.00	310.00	0.0071	Significant
06-13-402-003	MOELLER, JEFFREY S & SARA K	44W154 ROHRSEN RD	HAMPSHIRE, IL 60140	5	62.00	310.00	0.0071	Contributory
06-13-402-004	MEKONEN, GIRMAY & SAMUAIL, YEDENEKU MENKER HABITAT FOR HUMANITY OF N FOX VALLEY	56 S GROVE AVE	ELGIN, IL 60120-6404	5	36.00	180.00	0.0041	Contributory
06-13-402-005	HARRIS, CLAYTON J	487 E CHICAGO ST	ELGIN, IL 60120-0120	5	44.00	220.00	0.0051	Contributory
06-13-404-001	SIMMERMAN, RAY E & GERALDINE	503 EAST CHICAGO ST	ELGIN, IL 60120-0120	5	20.00	100.00	0.0023	Significant
06-13-404-005	OCAMPO, EFRAIN .	507 E CHICAGO ST	ELGIN, IL 60120-5717	5	35.49	177.45	0.0041	Non-Contributory
06-13-404-006	EVANS, BARBARA S	511 E CHICAGO ST	ELGIN, IL 60120-0120	5	41.14	205.70	0.0047	Non-Contributory
06-13-404-007	HEALY, JAMES R & SHARON L DCLRN OF TRS. , JAMES R & SHARON L HEALY, TRUSTEES	36W659 RICHMOND RD	WEST DUNDEE, IL 60118-1734	5	89.27	446.35	0.0102	Contributory
06-13-404-008	COOLIDGE, DANIEL L & KRISTIN L	525 EAST CHICAGO ST	ELGIN, IL 60120-0120	5	20.00	100.00	0.0023	Contributory
06-13-404-009	BOCKUS, JOSHUA & ARIANNE	531 E CHICAGO ST	ELGIN, IL 60123-0123	5	25.00	125.00	0.0029	Non-Contributory
06-13-404-010	SOTO, ELVIRA & FLORES MANUEL H	537 E CHICAGO ST	ELGIN, IL 60120-0120	5	20.00	100.00	0.0023	Non-Contributory
06-13-261-011	CONLEY, RONALD J TRUST TRUSTEE	1584 LIN LOR LANE	ELGIN, IL 60123-0123	5	142.65	713.25	0.0164	Non-Contributory
06-13-261-012	BEERS, KEVIN	528 E CHICAGO ST	ELGIN, IL 60120-0120	5	66.00	330.00	0.0076	Contributory
06-13-261-013	LEE, SHAWN K & MIRA	532 E CHICAGO ST	ELGIN, IL 60120	5	20.00	100.00	0.0023	Contributory
06-13-261-014	MCMAMARA, WILLIAM P & GENA M	536 E CHICAGO ST	ELGIN, IL 60120-0120	5	60.65	303.25	0.0070	Contributory
06-13-261-018	WATTS, MARGARET	10 N PORTER ST	ELGIN, IL 60120-5731	5	66.12	330.60	0.0076	Contributory
06-13-405-001	SCARPELLI, JANET	651 OAK RIDGE RD	EAST DUNDEE, IL 60118-0118	5	57.48	287.40	0.0066	Non-Contributory
06-13-262-011	WOOD, SALLY J	558 E CHICAGO ST	ELGIN, IL 60120-0120	5	15.00	75.00	0.0017	Non-Contributory
						14875.75	0.3417	

Notes:

- List is based on preliminary geometric layout and is subject to change
- All ROW needed is anticipated to be Temporary Easement (TE). Right-of-Way or Permanent Easements (PE) may be considered.

Not Listed 1
Significant 12
Contributory 21
Non-Contributory 9

Residential Letter Mailing List

	Owner	Owner Mailing Address	
1	ALLAN, ARTHUR R & DEBORAH JENKINS	400 E CHICAGO	ELGIN, IL 60120-0120
2	ALMANZA, MARIA J & ACEVEDO MARIBEL	482 E CHICAGO ST	ELGIN, IL 60120-0120
3	AVAMPATO, JOHN C & THELMA	386 E CHICAGO ST	ELGIN, IL 60120-6542
4	AVAMPATO, JOHN C & THELMA	386 E CHICAGO ST	ELGIN, IL 60120-6542
5	BEERS, KEVIN	528 E CHICAGO ST	ELGIN, IL 60120-0120
6	BOCKUS, JOSHUA & ARIANNE	531 E CHICAGO ST	ELGIN, IL 60123-0123
7	CAMIC, DAVID E DCLRN OF TRUST	546 W GALENA BLVD	AURORA, IL 60506
8	CONLEY, RONALD J TRUST TRUSTEE	1584 LIN LOR LANE	ELGIN, IL 60123-0123
9	COOLIDGE, DANIEL L & KRISTIN L	525 EAST CHICAGO ST	ELGIN, IL 60120-0120
10	DELLI, EVELYN DCLRN OF TRUST, TRUSTEE	486 E CHICAGO ST	ELGIN, IL 60120
11	ECHEVARRIA, ERIC P	626 MAY	ELGIN, IL 60120
12	ERICKSON, ROBERT	PO BOX 5672	ELGIN, IL 60121-5672
13	EUBANK, BENJAMIN M .	463 E CHICAGO ST	ELGIN, IL 60120-5753
14	EVANS, BARBARA S	511 E CHICAGO ST	ELGIN, IL 60120-0120
15	FLORES, ELVIRA & DOUANGCHANDY, MARITZA	537 E CHICAGO ST	ELGIN, IL 60120-0120
16	GROTTO PROPERTIES, LLC	2400 E MAIN ST STE 103	ST CHARLES, IL 60174-2414
17	HARRIS, CLAYTON J	487 E CHICAGO ST	ELGIN, IL 60120-0120
18	HEALY, JAMES R & SHARON L DCLRN OF TRS. . JAMES R & SHARON L HEALY, TRUSTEES	36W659 RICHMOND RD	WEST DUNDEE, IL 60118-1734
19	HUTCHKO, JOHN R & VICTORIA D	470 E CHICAGO ST	ELGIN, IL 60120-0120
20	IVANYI, TODD E & PATRICIA J	117 HEARTHSTONE DR	BARTLETT, IL 60103-1391
21	KJELLANDER, JOSEPH L	467 E CHICAGO ST	ELGIN, IL 60120-0120
22	KUESTER, ADAM P & MARTA A	434 E CHICAGO ST	ELGIN, IL 60120-0120
23	KUESTER, PAUL L & SUSAN J	416 E CHICAGO ST	ELGIN, IL 60120-0120
24	KUESTER, PAUL L & SUSAN J	416 E CHICAGO	ELGIN, IL 60120-0120
25	L & S DAVIS FAMILY TRUST, LOWELL & KAY SHARON DAVIS, TRUSTEES.	1494 MAPLE LN	ELGIN, IL 60123-5132
26	LEE, SHAWN K & MIRA	532 E CHICAGO ST	ELGIN, IL 60120
27	MAPES, DONALD L & ANN L TRUSTS TRUSTEES	927 HILLCREST RD	ELGIN, IL 60123-0123
28	MAPES, DONALD L & ANN L TRUSTS TRUSTEES	927 HILLCREST RD	ELGIN, IL 60123-0123
29	MCNAMARA, WILLIAM P & GENA M	536 E CHICAGO ST	ELGIN, IL 60120-0120
30	MEKONEN, GIRMAY & SAMUAIL, YEDENEKU MENKER HABITAT FOR HUMANITY OF N FOX VALLEY	56 S GROVE AVE	ELGIN, IL 60120-6404
31	MOELLER, JEFFREY S & SARA K	44W154 ROHRSEN RD	HAMPSHIRE, IL 60140
32	MOLE, FRANK J	473 E CHICAGO ST	ELGIN, IL 60120-0120
33	MURILLO, MANUEL & BEATRIZ	464-466 E CHICAGO ST	ELGIN, IL 60120-0120
34	ORDOQUI, KAREN M.	457 E CHICAGO ST	ELGIN, IL 60120-5753
35	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
36	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
37	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
38	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
39	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
40	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
41	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
42	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
43	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
44	REGIONAL BOARD OF SCHOOL TRUSTEES DIST U-46	355 E CHICAGO ST	ELGIN, IL 60120-0120
45	ROSAS, ANGEL & VERONICA & NUNEZ AMPARO	431 E CHICAGO ST	ELGIN, IL 60120-0120
46	SCARPELLI, JANET	651 OAK RIDGE RD	EAST DUNDEE, IL 60118-0118
47	SIMMERMAN, RAY E & GERALDINE	503 EAST CHICAGO ST	ELGIN, IL 60120-0120
48	SOMMER, PAUL W	42 HAMILTON AVENUE	ELGIN, IL 60123-0123
49	SOMMER, PAUL W & BARBARA W	42 HAMILTON AVE	ELGIN, IL 60123-0123
50	SWANSON, H LEE & LINDA M	460 E CHICAGO ST	ELGIN, IL 60120-0120
51	VOSS, ROY N & LINDA R	440 E CHICAGO	ELGIN, IL 60120
52	WATTS, MARGARET	10 N PORTER ST	ELGIN, IL 60120-5731
53	WOOD, SALLY J	558 E CHICAGO ST	ELGIN, IL 60120-0120

Owner	Street	Mailing Address	City	State	Zip Code
AMERITECH - ILLINOIS, AT&T PROPERTY TAX DEPT.	909 CHESTNUT STREET	RM 36-M-1	ST. LOUIS	MO	63101-2017
FIRST CONGREGATIONAL CHURCH	256 EAST CHICAGO STREET		ELGIN	IL	60120
FAMILY LIFE CHURCH	270 EAST CHICAGO STREET		ELGIN	IL	60120
LOVE FAMILY CHRISTIAN FOUNDATION	5918 SOUTH ILLINOIS ROUTE 31		CRYSTAL LAKE	IL	60014-4524
REGIONAL BOARD OF SCHOOL TRUSTEES DISTRICT U-46	355 EAST CHICAGO STREET		ELGIN	IL	60120

RESIDENTAL NOTICES FOR OHPH (NO LAND ACQUISITION)

	Property Address	
RESIDENT	1 S GENEVA	ELGIN, IL 60120
RESIDENT	273 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	277 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	305 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	311 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	320 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	322 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	321 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	325 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	326 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	327 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	364 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	376 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	382 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	398 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	401 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	408 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	435 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	443 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	452 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	453 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	456 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	472 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	477 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	478 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	480 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	481 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	485 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	492 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	496 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	507 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	543 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	545 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	564 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	570 E CHICAGO ST	ELGIN, IL 60120
RESIDENT	600 E CHICAGO ST	ELGIN, IL 60120

RENTAL ADDRESSES FOR NOTICE POSTING FOR OHPH

	Property Address		
RESIDENT	11-25 S PORTER ST	ELGIN, IL 60120	MULTI-FAMILY
RESIDENT	266 E CHICAGO ST	ELGIN, IL 60120	COMMERCIAL
RESIDENT	307 E CHICAGO ST	ELGIN, IL 60120	MULTI-FAMILY
RESIDENT	314 E CHICAGO ST	ELGIN, IL 60120	MULTI-FAMILY
RESIDENT	317 E CHICAGO ST	ELGIN, IL 60120	MULTI-FAMILY
RESIDENT	350-358 E CHICAGO ST	ELGIN, IL 60120	MULTI-FAMILY
RESIDENT	370 E CHICAGO ST	ELGIN, IL 60120	MULTI-FAMILY
RESIDENT	423-429 E CHICAGO ST	ELGIN, IL 60120	MULTI-FAMILY
RESIDENT	517 E CHICAGO ST	ELGIN, IL 60120	MULTI-FAMILY
RESIDENT	518 E CHICAGO ST	ELGIN, IL 60120	MULTI-FAMILY
RESIDENT	8-16 S LIBERTY ST	ELGIN, IL 60120	MULTI-FAMILY

May 13, 2015

(Name)
(Street Address)
(City, State, Zip)

**Re: Chicago Street Reconstruction
Liberty Street (IL 25) to Center Street
City of Elgin, Illinois**

Dear xxxxx:

Engineering Enterprises, Inc. (EEI) has been retained by the City of Elgin to prepare a Preliminary Engineering Study for reconstruction of Chicago Street from Liberty Street (IL 25) to Center Street. This project is tentatively scheduled for construction in the fall of 2016. It is the policy of the Illinois Department of Transportation (IDOT) and the City of Elgin 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.

Based on a review of the tax record of Kane County, Illinois you are identified as the owner of the property located at *(street address)* as shown on the enclosed preliminary plan sheet. The preliminary design that has been completed indicates that right of way and/or a construction easement may be required from your parcel.

The proposed reconstruction generally consists of pavement reconstruction and drainage improvements. The project also includes the installation of a designated bike lane in both the eastbound and westbound directions. In order to provide the necessary pavement width for the bike lanes, the existing street parking on the north side of the road will be eliminated. This improvement is indicated on the enclosed preliminary plan sheet.

On June 2, 2015 an Open House Public Hearing will be held in the West Conference Room at The Centre, 100 Symphony Way, Elgin starting at 4:00 pm. The meeting room is accessible to persons with a disability. If special accommodations are required, please contact the person listed below by May 27, 2015.

The meeting will be conducted on an informal basis. A brief slideshow presentation on the status of the project, the proposals under consideration, and the decisions to be made will run continuously throughout the meeting. Representatives of the City of Elgin will be available from 4:00 p.m. until 7:00 p.m. to discuss the project. Representatives will answer individual questions offered by those in attendance. Representatives can record comments or attendees can fill out comment forms to offer their comments.

The presentation will address topics such as the need for the project, the design alternatives under consideration, right-of-way acquisition, and the tentative construction schedule. Preliminary reports, including environmental documents and an engineering analysis with drawings, maps and aerial photography, will be available for inspection and viewing during the entire time. We encourage you to attend the meeting to better understand the project and the upcoming process.

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. If it is deemed necessary to acquire a portion of your land or obtain a temporary easement, a representative of the City of Elgin will contact you. If an easement or a portion of your property is acquired, any compensation you may receive will not be influenced by your response or lack thereof to this letter.

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 if you are unable to attend the Open House Public Hearing. Please provide your comments on the enclosure and bring to the Open House, email to cjaltuch@eeiweb.com, fax to Colleen Jaltuch at 630-466-6751, or return in the enclosed self-addressed, stamped envelope. In order to include your comments in our report and appropriately respond, please respond no later than June 23rd.

Sincerely,

ENGINEERING ENTERPRISES, INC.

Colleen C Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II
(630) 466-6751

Enclosures

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.)

Please Print Name

Signature of Owner

Date

cc: Joe Evers, City of Elgin

EG1104-Residential Public Hearing Letter

May 18, 2015

Family Life Church
270 East Chicago Street
Elgin, IL 60120

**Re: Chicago Street Reconstruction
Liberty Street (IL 25) to Center Street
City of Elgin, Illinois**

To Whom This May Concern:

Engineering Enterprises, Inc. (EEI) has been retained by the City of Elgin to prepare a Preliminary Engineering Study for reconstruction of Chicago Street from Liberty Street (IL 25) to Center Street. This project is tentatively scheduled for construction in the fall of 2016. It is the policy of the Illinois Department of Transportation (IDOT) and the City of Elgin 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.

Based on a review of the tax record of Kane County, Illinois you are identified as the owner of the property located at 270 East Chicago Street as shown on the attached drawing.

The proposed reconstruction generally consists of pavement reconstruction and drainage improvements. The project also includes the installation of a designated bike lane in both the eastbound and westbound direction. In order to provide the necessary pavement width for the bike lanes the existing street parking on the north side of the road will be eliminated. This improvement is indicated on the enclosed preliminary plan sheet.

On June 2, 2015 an Open House Public Hearing will be held in the West Conference Room at The Centre, 100 Symphony Way, Elgin starting at 4:00 pm. The meeting room is accessible to persons with a disability. If special accommodations are required, please contact the person listed below by May 27, 2015.

The meeting will be conducted on an informal basis. A brief slideshow presentation on the status of the project, the proposals under consideration, and the decisions to be made will run continuously throughout the meeting. Representatives of the City of Elgin will be available from 4:00 p.m. until 7:00 p.m. to discuss the project. Representatives will answer individual questions offered by those in attendance. Representatives can record comments or attendees can fill out comment forms to offer their comments.

The presentation will address topics such as the need for the project, the design alternatives under consideration, right-of-way acquisition, and the tentative construction schedule.

Preliminary reports, including environmental documents and an engineering analysis with drawings, maps and aerial photography, will be available for inspection and viewing during the entire time. We encourage you to attend the meeting to better understand the project and the upcoming process.

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.

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 if you are unable to attend the Open House Public Hearing. Please provide your comments on the enclosure and bring to the Open House, email to cjaltuch@eeiweb.com, fax to Colleen Jaltuch at 630-466-6751, or return in the enclosed self-addressed, stamped envelope. In order to include your comments in our report and appropriately respond, please respond no later than June 23rd.

Sincerely,

ENGINEERING ENTERPRISES, INC.

Colleen C Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II
(630) 466-6751

Enclosures

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.)

Please Print Name

Signature of Owner

Date

cc: Joe Evers, City of Elgin

May 19, 2015

Resident
1 S Geneva St.
Elgin, IL 60120

**Re: Chicago Street Reconstruction
Liberty Street (IL 25) to Center Street
City of Elgin, Illinois**

To Whom This May Concern:

Engineering Enterprises, Inc. (EEI) has been retained by the City of Elgin to prepare a Preliminary Engineering Study for reconstruction of Chicago Street from Liberty Street (IL 25) to Center Street. This project is tentatively scheduled for construction in the fall of 2016. It is the policy of the Illinois Department of Transportation (IDOT) and the City of Elgin 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.

The proposed reconstruction generally consists of pavement reconstruction and drainage improvements. The project also includes the installation of a designated bike lane in both the eastbound and westbound direction. In order to provide the necessary pavement width for the bike lanes the existing street parking on the north side of the road will be eliminated. This improvement is indicated on the enclosed preliminary plan sheet.

On June 2, 2015 an Open House Public Hearing will be held in the West Conference Room at The Centre, 100 Symphony Way, Elgin starting at 4:00 pm. The meeting room is accessible to persons with a disability. If special accommodations are required, please contact the person listed below by May 27, 2015.

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The presentation will address topics such as the need for the project, the design alternatives under consideration, right-of-way acquisition, and the tentative construction schedule. Preliminary reports, including environmental documents and an engineering analysis with drawings, maps and aerial photography, will be available for inspection and viewing during the

entire time. We encourage you to attend the meeting to better understand the project and the upcoming process.

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.

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 if you are unable to attend the Open House Public Hearing. Please provide your comments on the enclosure and bring to the Open House, email to cjaltuch@eeiweb.com, fax to Colleen Jaltuch at 630-466-6751, or return by mail to the address below. In order to include your comments in our report and appropriately respond, please respond no later than June 23rd.

Sincerely,

ENGINEERING ENTERPRISES, INC.

Colleen C Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II
(630) 466-6751

Enclosures

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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.)

Please Print Name

Signature of Owner

Date

cc: Joe Evers, City of Elgin

Open House Public Hearing
Scheduled by
The City of Elgin
For Improvement of Chicago Street
(Center Street to Liberty Street)

The City of Elgin will hold an Open House Public Hearing concerning the proposed improvement of Chicago Street from Center Street to Liberty Street, including the reconstruction existing pavement, curb and gutter installation, new storm sewer, sanitary sewer upgrades, bicycle lanes, and removal of parking lanes on the north side of the street. The Open House Public Hearing will be held in the West Conference Room at The Centre, 100 Symphony Way, Elgin on June 2 from 4:00 P.M. until 7:00 P.M. All persons interested in this project are invited to attend this meeting. The meeting room is accessible to persons with a disability. If special accommodations are required, please contact the person listed below by May 27, 2015.

The meeting will be conducted on an informal basis. A brief slideshow presentation on the status of the project, the proposals under consideration, and the decisions to be made will run continuously throughout the meeting. Representatives of the City of Elgin will be available from 4:00 P.M. until 7:00 P.M. to discuss the project. Representatives will answer individual questions and record comments offered by those in attendance. Verbatim comments will not be recorded.

The presentation will address topics such as the need for the project, the design alternatives under consideration, right-of-way acquisition, and the tentative construction schedule. Preliminary reports, including environmental documents and an engineering analysis with drawings, maps and aerial photography, will be available for inspection and viewing during the entire time.

For more information, contact Colleen Jaltuch, Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, IL 60554, cjaltuch@eeiweb.com, (630) 466-6751.

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Announcements & Legals : Legal Notice

Ads For: 05/18/2015 Ads Found: 17 Alpha Filter: All
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Check box to save ad

NOTICE: Pursuant to 765 ILCS 1020/28 of the Illinois Compiled Statutes, Notice is hereby given that in April of 2015, property valued at over \$100.00 was found within the Village of Downers Grove, Illinois. That, according to said Statute, the finder has delivered same to Downers Grove Police Department, Downers Grove, Illinois. Unless the lawful owner of said property does hereby claim and identify said property within one year of the date of the last advertisement hereof, the ownership of such property shall rest in the finder, and the court shall enter an order to that effect. PAUL HINDS, COUNTY CLERK
Published in Daily Herald May 4, 11, 18, 2015 (4406329) , posted 05/04/2015

Open House Public Hearing Scheduled by The City of Elgin For Improvement of Chicago Street (Center Street to Liberty Street) The City of Elgin will hold an Open House Public Hearing concerning the proposed improvement of Chicago Street from Center Street to Liberty Street, including the reconstruction existing pavement, curb and gutter installation, new storm sewer, sanitary sewer upgrades, bicycle lanes, and removal of parking lanes on the north side of the street. The Open House Public Hearing will be held in the West Conference Room at The Centre, 100 Symphony Way, Elgin on June 2 from 4:00 P.M. until 7:00 P.M. All persons interested in this project are invited to attend this meeting. The meeting room is accessible to persons with a disability. If special accommodations are required, please contact the person listed below by May 27, 2015. The meeting will be conducted on an informal basis. A brief slideshow presentation on the status of the project, the proposals under consideration, and the decisions to be made will run continuously throughout the meeting. Representatives of the City of Elgin will be available from 4:00 P.M. until 7:00 P.M. to discuss the project. Representatives will answer individual questions and record comments offered by those in attendance. Verbatim comments will not be recorded. The presentation will address topics such as the need for the project, the design alternatives under consideration, right-of-way acquisition, and the tentative construction schedule. Preliminary reports, including environmental documents and an engineering analysis with drawings, maps and aerial photography, will be available for inspection and viewing during the entire time. For more information, contact Colleen Jaltuch, Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, IL 60554, cjaltuch@eeiweb.com, (630) 466-6751. Published in Daily Herald May 18, 2015 (4407916) , posted 05/18/2015

ORDINANCE 2015-05-04 AN ORDINANCE SETTING THE FEE SCHEDULE EFFECTIVE JUNE 1, 2015 OF THE LAKES REGION SANITARY DISTRICT LAKE COUNTY, ILLINOIS WHEREFORE, Ordinance 2013-08-01 of the Lakes Region Sanitary District provides

FitnessNOW
The Best Deal in the Suburbs!

- State-of-the-art equipment
- 3-lane indoor running/walking track
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- Towel service/locker rooms
- Convenient location near Butterfield & Batavia Roads
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VOLKSWAGEN '98 Golf 4-dr Hatchback, manual trans, 98K, VGC \$2,000 obo 630-893-3604 ,

CHEVY '14 Cruze LT, full pwr, ac, cd, auto, 123 mi, red 4-dr, 1.8 itr, blk int, 5 yrs free warr bumper

FORD '96 F250XL, 4x4, 105K, plow hook-up, in good working condition. \$1,700 obo * 847-721-

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Don't Miss Our Grand Opening Event at Blackberry Creek in Elburn

May 30TH & 31ST
Put it On Your Calendar.

Join us for FOOD, FUN & FESTIVITIES

SIGN-IN SHEET

OPEN HOUSE PUBLIC HEARING

CHICAGO STREET RECONSTRUCTION

Tuesday, June 02, 2015

LOCATION: THE CENTRE, 100 SYMPHONY WAY, ELGIN

	NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER
1	Dan & Pat Miller	155 S. Gifford	847-679-3370
2	Margaret Watts	10 N Porten	847-622-7955
3	Carol Plagge	518 Chicago St #4	
4	Ron & Mary Conley	1584 Lin Lor Ln Elgin	847-742-4953
5	Ben Eubank	463 E. Chicago St	847-224-8076
6	ROB & CAROL BRAULT	490 DIVISION ST.	847 833 8230
7	Jennifer Beeke	Kore/Kendall Council of Mayors	630-444-2957
8	Patrick Knapp	Kore/Kendall Council of Mayors	630-444-3143
9	K Ordogini	457 E Chicago St	847 630 9395
10	Susan Kvester	416 E Chicago St	847-695-9292
11	Paul Kvestra	416 E. CHICAGO ST	847 987 9295
12	ADAM KNESTER	434 E-CHICAGO	815.218.2400
13	Julie Acampato	386 E Chicago St	847 888 2900
14	Russ Broadhead	543 E Chicago St	435 632 1892

SIGN-IN SHEET
OPEN HOUSE PUBLIC HEARING
CHICAGO STREET RECONSTRUCTION
Tuesday, June 02, 2015

LOCATION: THE CENTRE, 100 SYMPHONY WAY, ELGIN

	NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER
15	Tom ARMSTRONG	ELGIN BRAC 615 CENTER ST	244.234.0234
16	Karen Erickson	1121 South St Elgin IL	6304850098
17	CHRIS MANHEIM	548 N. CLIFTON AV ELGIN IL 60123	847-741-8776
18	Ron Rudd	422 S. FIRST STREET West Dundee IL 60118	847836575
19	Scott Magee	640 Columbia ave 60120	847-468-1925
20	Jerry Turquist	406 W Amberside Elgin	847.431-2472
21	Wayne Heinmiller	1139 clover Hill, Elgin	847-931-9898
22	Dan Coolidge	525 E Chicago St	847-695-8876
23	Linnear Cantson	4 S. Geneva St.	847-695-0889
24	Deborah & Arthur Allan	400 East Chicago	847-917-5229
25	Clayton Harris	409 E. Chicago St	847-245-3058
26			
27			
28			

Chicago Street Reconstruction Open House Public Hearing

June 2, 2015

**Chicago Street Rehabilitation
Open House Public Hearing**



The Centre, Elgin
June 2, 2015

Presented By:
Engineering Enterprises, Inc.

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.eeent.com



East Chicago Street – Existing Conditions

This project is a roadway rehabilitation of East Chicago Street from Center Street to Liberty Street (IL 25) in the Historic District in Elgin, Illinois.

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.eeent.com



Chicago Street Rehabilitation

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.eeent.com

Existing Roadway

- For most of the project length, Chicago Street is a 2-lane roadway with parking on either side and curb and gutter outside of that (Existing Roadway shown on next slide).
- In some areas, parking is restricted to one side of the road during certain times.
- There is sidewalk on both sides of the roadway section.

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.eeent.com



Existing Roadway

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.eeent.com

Need for Improvement

Chicago Street is an important East-West Route

- Chicago Street is an important regional and intra-city route.
- It is a high-volume 2-lane arterial street.
- Existing pavement is deteriorated.
- Existing storm and sanitary sewer systems are combined.
- Existing traffic signals are substandard and in need of repair.

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.eeent.com

Chicago Street Reconstruction Open House Public Hearing

June 2, 2015

Need for Improvement

Chicago Street is an important East-West Route

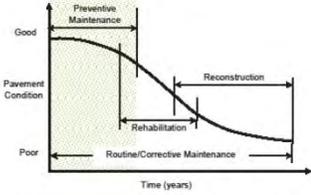
- Existing pavement is asphalt surface on a concrete base.
- Pavement is deteriorated and in need of full replacement.



12 Wheeler Road, Sugar Grove, IL 60074 • (815) 466-6700 • (815) 466-6701 Fax • www.aesweb.com

Need for Improvement

The pavement on Chicago Street is over 40 years old and is deteriorated. As shown on the graphic, there comes a point that full reconstruction is necessary to "fix" the problems with the roadway. The design life of a roadway is about 20-30 years.



RELATIONSHIP BETWEEN PAVEMENT CONDITION AND TYPICAL TYPES OF TREATMENT
Figure 45-3A
From Bureau of Local Roads and Streets Manual
Illinois Department of Transportation

12 Wheeler Road, Sugar Grove, IL 60074 • (815) 466-6700 • (815) 466-6701 Fax • www.aesweb.com

Need for Improvement

Utilities on Chicago Street

- Existing utilities are in need of repair or replacement in the area.
- Existing storm and sanitary sewers are combined on Chicago Street in the project area.
- This system was identified in the City's 2004 Combined Sewer Separation Study as a **high** priority for de-combining.

12 Wheeler Road, Sugar Grove, IL 60074 • (815) 466-6700 • (815) 466-6701 Fax • www.aesweb.com

Need for Improvement

Utilities on Chicago Street – Combined Storm/Sanitary Sewer

- Water quality is a concern in the Fox River section through Elgin.
- Overflow and pollution are concerns in combined storm and sanitary sewer systems.
- Without separation, rainwater and snow melt get treated along with sewage (or, if it overflows, sewage drains along with rainwater into the Fox River, untreated).

12 Wheeler Road, Sugar Grove, IL 60074 • (815) 466-6700 • (815) 466-6701 Fax • www.aesweb.com

Need for Improvement

Utilities on Chicago Street – Combined Storm/Sanitary Sewer

- With separation, rainwater and snow melt can discharge (through storm sewer) to the Fox River without treatment.
- This reduces the cost to the City and the Fox River Water Reclamation District for wastewater treatment.
- Separation of storm sewer and sanitary sewer is the most cost effective means of long term combined sewer overflow control.

12 Wheeler Road, Sugar Grove, IL 60074 • (815) 466-6700 • (815) 466-6701 Fax • www.aesweb.com

TRAFFIC SIGNAL AT CHICAGO ST. & GIFFORD ST.



12 Wheeler Road, Sugar Grove, IL 60074 • (815) 466-6700 • (815) 466-6701 Fax • www.aesweb.com

Chicago Street Reconstruction Open House Public Hearing

June 2, 2015

Need for Improvement

Traffic Signals on Chicago Street

- Traffic signals at Gifford St. and Channing St. need to be upgraded.
- They are near the Gifford Street High School, the Central School Program, Channing Elementary School, and St. Mary Catholic School.
- The cloth cable signal insulation could easily fail, making the signals fail and the area unsafe for school children.

11 Wheeler Road, Sugar Grove, IL 60074 -- (815) 466-6700 -- (815) 466-6701 Fax -- www.aesweb.com

Need for Improvement

Traffic Signals on Chicago Street – Electrical Cable

“The first polymer-insulated cables for building wiring were introduced in 1922. These were two or more solid copper electrical wires with rubber insulation, plus woven cotton cloth over each conductor for protection of the insulation, with an overall woven jacket, usually impregnated with tar as a protection from moisture. Waxed paper was used as a filler and separator.
(cont. on next slide)

From Wikipedia

11 Wheeler Road, Sugar Grove, IL 60074 -- (815) 466-6700 -- (815) 466-6701 Fax -- www.aesweb.com

Need for Improvement

Traffic Signals on Chicago Street – Electrical Cable

Over time, rubber-insulated cables become brittle because of exposure to atmospheric oxygen, so they must be handled with care, and are usually replaced during renovations. When switches, outlets or light fixtures are replaced, the mere act of tightening connections may cause hardened insulation to flake off the conductors. Rubber insulation further inside the cable often is in better condition than the insulation exposed at connections, due to reduced exposure to oxygen.”

From Wikipedia

11 Wheeler Road, Sugar Grove, IL 60074 -- (815) 466-6700 -- (815) 466-6701 Fax -- www.aesweb.com

Need for Improvement

- Pavement is beyond the point of being easily and cost-effectively repaired.
- Sewer system costly to operate without separation of storm water from sanitary sewage.
- Traffic signals approaching end of functional life.

11 Wheeler Road, Sugar Grove, IL 60074 -- (815) 466-6700 -- (815) 466-6701 Fax -- www.aesweb.com

Proposed Improvement

- The pavement will be fully reconstructed, concrete pavement.
- New curb & gutter will be installed.
- Existing combined sewer system will be separated.
- Traffic signals at Channing St. and at Gifford St. will be replaced with new signals.

11 Wheeler Road, Sugar Grove, IL 60074 -- (815) 466-6700 -- (815) 466-6701 Fax -- www.aesweb.com

Proposed Improvement

- Sidewalk will be removed and replaced throughout project limits.
- New storm sewer will be added.
- Existing water main and services will be replaced.
- Existing sanitary sewer system will be lined and the services removed and replaced.

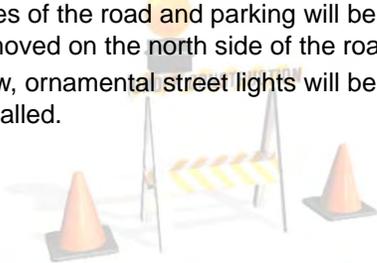
11 Wheeler Road, Sugar Grove, IL 60074 -- (815) 466-6700 -- (815) 466-6701 Fax -- www.aesweb.com

Chicago Street Reconstruction Open House Public Hearing

June 2, 2015

Proposed Improvement

- New bike lanes will be added on both sides of the road and parking will be removed on the north side of the road.
- New, ornamental street lights will be installed.



12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.aesweb.com

Existing vs. Proposed Roadway

Existing Roadway	Proposed Roadway
<ul style="list-style-type: none"> Deteriorated asphalt on concrete base Width 40' face to face of curb 30 mph speed limit Two through lanes (12') and two parking lanes (8') 	<ul style="list-style-type: none"> New Concrete pavement Width 41' face to face of curb 30 mph speed limit Two through lanes (11'), 2 bike lanes (4'+1.5' gutter, 5'), and one parking lane (7'+1.5' gutter)

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.aesweb.com

Existing vs. Proposed Roadway

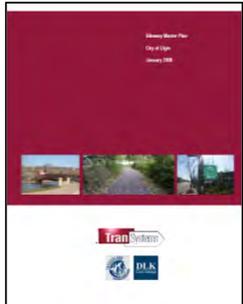
Existing Roadway	Proposed Roadway
<ul style="list-style-type: none"> Annual Daily Traffic (ADT) = 8,700 Combined storm and sanitary sewer Right-of-way = 66' No bicycle accommodation Parking on both sides of roadway. 	<ul style="list-style-type: none"> Annual Daily Traffic (ADT) Predicted 10,000 New storm sewer; line sanitary sewers Right-of-way = 66' Dedicated bicycle lanes in each direction of travel Parking on south side of roadway only.

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.aesweb.com

Benefit of Improvement

Bicycle and Pedestrian Accommodation

- Elgin Bikeway Master Plan published January 2008
- Supports the City's "Green Initiative" and its goal to be a "sustainable city"
- Chicago Street identified as a **Primary Bikeway** providing connectivity to other regional bike paths



12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.aesweb.com

Benefit of Improvement

Bicycle and Pedestrian Accommodation - Goals

- Goal 1: Be recognized as a "Bicycle Friendly Community"
- Goal 2: Promote bicycling as an alternative form of transportation
- Goal 3: Incorporate bicycle and pedestrian accommodations into development regulations and development review procedures.

From Bikeway Master Plan, City of Elgin, January 2008 - TranSystems

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.aesweb.com

Benefit of Improvement

Bicycle and Pedestrian Accommodation

"Encouraging bicycling is a simple way towards improving public health. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness. In addition, bicycle-friendly towns are often seen as places with a high quality of life. This can translate into increased property values, business growth and increased tourism."

From Bikeway Master Plan, City of Elgin, January 2008 - TranSystems

12 Wheeler Road, Sugar Grove, IL 60074 --(815) 466-6700 --(815) 466-6701 Fax --www.aesweb.com

Chicago Street Reconstruction Open House Public Hearing

June 2, 2015

Tentative Project Schedule

Chicago Street from Center Street to Liberty Street

- June 2, 2015 – Open House Public Hearing
- Fall, 2015 – Final Project Development Report approval by Illinois Department of Transportation (IDOT)
- Mid-2016 – Submit Final Plans for construction letting

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There is Another Alternative

MARKED SHARED LANES FOR MOTORISTS AND CYCLISTS



Source: City of Chicago "Chicago Bike Map: Streets for Cycling"
Elgin Bikeway Master Plan 2
FINAL REPORT
City of Elgin
January 2008

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There is Another Alternative

WHAT THIS MEANS FOR YOU

- Both sides of the road would retain parking spots. Bicycles would also be accommodated on the roadway.
- There would be some loss in parkway on either side of the roadway to give enough roadway space for 14' shared lanes and 8' parking lanes on both sides.
- Additional easement or right-of-way may be required.
- Some additional trees may need to be removed in the parkway and some lights and other utilities may need to be moved.
- The project schedule would be delayed by extra design approvals needed and extra utility and property coordination.

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In Closing

Thank you for watching this presentation about the Chicago Street Reconstruction project. Please look at the exhibits and proposed plans available at this Open House Public Hearing and ask any questions and/or give feedback to the Department of Public Works using the comment forms or speak to them directly.

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PHONE LOG

DATE: 26-May-15 TIME: 11:30 a.m. ~~p.m.~~

NAME OF PERSON: Frank Mole

INCOMING OUTGOING

AFFILIATION: 473 E. Chicago St., Elgin

PHONE #: 847-754-5912

PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction

RE: Open House Public Hearing/General Project Concerns

EEI REPRESENTATIVE(S): Colleen C Jaltuch

COPY TO: _____ ORIGINAL TO: Project File

REMARKS: Mr. Mole has concerns about this project, specifically the proposed loss in parking on his block, where parking is already reduced by the Even/Odd parking restrictions. He says that further parking restrictions will further inconvenience people and drive people out of the area. He also stated that the meeting time (4 p.m.) was inconsiderate (of working people) and ill-conceived. I explained to him that the meeting will be an Open House style and run from 4 p.m. until 7 p.m. He plans to attend the meeting and will encourage his neighbors to do the same. He was also concerned that it was too late for plans to change at this point. I assured him that we want the input and will do our best to accommodate everyone. I briefly explained that the bicycle accommodation is what is driving the federal involvement in project funding. He thinks most residents will not understand/care about the bicycle accommodation.

John C & Thelma Anampoto
386 E Chicago Street
Elgin IL 60120
847-888-2900

May 28, 2015

Engineering Enterprises

Attn: Colleen C. Jaltuch

Re: Chicago Street Reconstruction
Open House Public Hearing
June 2, 2015

Ladies & Gentlemen:

At the subject public hearing I am requesting
copies of preliminary materials for
station 108+34 (my property) to include:

1. Roadway typical section
2. Cross section at driveway centerline
3. Landscape particulars within
area to be disturbed
4. Details of tree protection

Thanking you in advance for your
kind attention.

John C Anampoto



PUBLIC COMMENT SHEET

DATE: 6/2/2015
NAME: ADAM KUESTER
ADDRESS: 434 E. CHICAGO ST EMAIL: _____
PHONE #: (M) 815.218.2406 AKUESTER99@GMAIL.COM
PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction
RE: Open House Public Hearing/General Project Concerns

REMARKS:

- IN FAVOR OF BIKE LANE/NO PARKING ON NORTH SIDE OF STREET. ~~SHARED LANES~~
- NOT IN FAVOR OF SHARED LANES & GIVING UP PARKWAY FOR LOOK OF HISTORIC DISTRICT
- IN FAVOR OF MORE HISTORIC LIGHTING AND REMOVING COMED STREET LIGHTS
- CONCERN THAT SEWER IS NOT COMPLETELY BEING ADDRESSED - UNDERSTAND COST IMPACT BUT OPENS UP POTENTIAL ISSUES
- HOPEFUL TREES ARE INCLUDED IN PARKWAY AFTER CONSTRUCTION.
- I WAS MAILED A MAP THAT DID NOT SHOW MY ENTIRE PROPERTY

Please return to Colleen Jaltuch at the address below no later than June 23, 2015



PUBLIC COMMENT SHEET

DATE: 6-2-15
NAME: ROBERT BRAULT
ADDRESS: 490 DIVISION ST.
PHONE #: 847 833 8230
PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction
RE: Open House Public Hearing/General Project Concerns

REMARKS: • DIVISION ST PROPOSAL 'SOUNDS' POSSIBLE, I LIVE ON DIVISION, MY CONCERN IS THAT, IN MY OPINION, DIVISION IS TREATED AS A DETOUR WHERE CARS ARE SPEEDING & ROLLING STOP SIGNS. I REALIZE THIS IS MORE OF A LAW ENFORCEMENT ISSUE BUT STILL A CONCERN FOR BIKERS/DRIVERS... EVERYONE BECAUSE OF INCREASED TRAFFIC; NOT TO MENTION THE CIRCLE TURN-A-BOUT.

• IS IT POSSIBLE TO HAVE RESIDENTIAL PARKING STICKERS FOR THOSE WHO ACTUALLY LIVE ON E. CHICAGO ST. THE COST OF THE STICKERS COULD BE HANDLED BY THE FED. FUNDING.

Please return to Colleen Jaltuch at the address below no later than June 23, 2015



PUBLIC COMMENT SHEET

DATE: 6/2
 NAME: Karen Ordoqui
 ADDRESS: 457 E Chicago St Elgin IL
 PHONE #: 847 630 9395
 PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction
 RE: Open House Public Hearing/General Project Concerns

REMARKS: If bike lanes are not moved to another street, I prefer to lose parkway & having parking on both sides.
OR Lose Bike path & keep even/odd parking.

Please return to Colleen Jaltuch at the address below no later than June 23, 2015



PUBLIC COMMENT SHEET

DATE: 6/2/15
NAME: Ron Rudd
ADDRESS: 422 S. FIRST STREET WEST DUNDEE, IL
PHONE #: (847) 836-5751
PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction
RE: Open House Public Hearing/General Project Concerns

REMARKS: Bike facilities should be included in all

I applaud the City to include bike facilities on all roadway plans to allow multi-modal uses of the public right of way. Residents need more transportation options besides cars especially for short distance trips of less than 2 miles.

"Floating parking" should be considered to keep cyclists from being adjacent to moving vehicles. The City of Chicago has utilized this configuration on numerous bicycle facilities throughout the City.

Please return to Colleen Jaltuch at the address below no later than June 23, 2015



PUBLIC COMMENT SHEET

DATE: 6/2/15
NAME: CHRIS MANHEIM
ADDRESS: 548 N. CLIFTON AVE, ELGIN, IL 60123
PHONE #: 847-741-8226
PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction
RE: Open House Public Hearing/General Project Concerns

REMARKS: AS A MEMBER OF THE CITY'S TSPAC, I
COMMEND THE CITY FOR INCLUDING BIKE LANES
ON ALL ROADWAY PLANS, AND MAKING ELGIN A
"BIKE FRIENDLY" COMMUNITY.

"FLOATING PARKING" SHOULD BE USED TO KEEP
CYCLISTS FROM BEING ADJACENT TO MOVING
VEHICLES. THE CITY OF CHICAGO HAS UTILIZED
THIS CONFIGURATION.

Please return to Colleen Jaltuch at the address below no later than June 23, 2015



PUBLIC COMMENT SHEET

DATE: 6/2/15
NAME: WAYNE HEINMILLER
ADDRESS: 1139 CLOVER HILL, ELGIN
PHONE #: 847-931-9898
PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction
RE: Open House Public Hearing/General Project Concerns

REMARKS: Chicago Street was expected to be a significant connector for bicycle traffic. It is currently very unfriendly for bicycle riders. Either design (separate or shared lanes) would be a welcome improvement. Chicago Street is not currently very friendly for parallel parking. It will only get worse as traffic increases per forecasts. What traffic levels are appropriate for parallel parking? It may be that trying to preserve 100% of existing parking is not appropriate for the forecasted traffic volumes.

Please return to Colleen Jaltuch at the address below no later than June 23, 2015



PUBLIC COMMENT SHEET

DATE: 6-2-15
NAME: Scott Magee BPAC member
ADDRESS: 640 Columbia Ave
PHONE #: 847-468-1925
PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction
RE: Open House Public Hearing/General Project Concerns

REMARKS:
I like the inclusion of bicycles and any efforts to improve facilities for cyclists.
I'd like to see parking removed from Chicago St or at least floating parking

Please return to Colleen Jaltuch at the address below no later than June 23, 2015



PUBLIC COMMENT SHEET

DATE: 6/2/15
NAME: Clayton Harris
ADDRESS: 487 + 489 E. Chicago
PHONE #: 224-245-3050
PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction
RE: Open House Public Hearing/General Project Concerns

REMARKS:

even/odd parking is already full
on Rugby Pl.

Handicapped ramps flood at south west
corner of Chicago St and Rugby now
and ramps and road ice up during
winter without proper drainage

Please return to Colleen Jaltuch at the address below no later than June 23, 2015



PHONE LOG

DATE: 26-May-15 TIME: 11:30 a.m.

NAME OF PERSON: Frank Mole
INCOMING OUTGOING

AFFILIATION: 473 E. Chicago St., Elgin

PHONE #: 847-754-5912

PROJECT #: EG1104 PROJECT NAME: Chicago Street Reconstruction

RE: Open House Public Hearing/General Project Concerns

EEI REPRESENTATIVE(S): Colleen C Jaltuch

COPY TO: ORIGINAL TO: Project File

REMARKS: Mr. Mole has concerns about this project, specifically the proposed loss in parking on his block, where parking is already reduced by the Even/Odd parking restrictions. He says that further parking restrictions will further inconvenience people and drive people out of the area. He also stated that the meeting time (4 p.m.) was inconsiderate (of working people) and ill-conceived. I explained to him that the meeting will be an Open House style and run from 4 p.m. until 7 p.m. He plans to attend the meeting and will encourage his neighbors to do the same. He was also concerned that it was too late for plans to change at this point. I assured him that we want the input and will do our best to accommodate everyone. I briefly explained that the bicycle accommodation is what is driving the federal involvement in project funding. He thinks most residents will not understand/care about the bicycle accommodation.

including environmental documents and an engineering analysis with drawings, maps and aerial photography, will be available for inspection and viewing during the entire time. We encourage you to attend the meeting to better understand the project and the upcoming process.

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. If it is deemed necessary to acquire a portion of your land or obtain a temporary easement, a representative of the City of Elgin will contact you. If an easement or a portion of your property is acquired, any compensation you may receive will not be influenced by your response or lack thereof to this letter.

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 if you are unable to attend the Open House Public Hearing. Please provide your comments on the enclosure and bring to the Open House, email to cjaltuch@eeiweb.com, fax to Colleen Jaltuch at 630-466-6751, or return in the enclosed self-addressed, stamped envelope. In order to include your comments in our report and appropriately respond, please respond no later than June 23rd.

Sincerely,

ENGINEERING ENTERPRISES, INC.

Colleen C Jaltuch

Colleen C Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II
(630) 466-6751

Enclosures

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.)

Ronald J. Couley 847-742-4953
Please Print Name

Ronald J. Couley 5-26-15
Signature of Owner Date

cc: Joe Evers, City of Elgin

May 26, 2015
1584 Lin Lor Lane
Elgin, Illinois 60123

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554

To Whom It May Concern:

My name is Ronald J. Conley owner of a 15 unit apartment building at 518 East Chicago Street, Elgin Illinois.

1. I am concerned with the planned construction at the northeast corner of Chicago Street and Hill Avenue. There is a buried utility vault under the sidewalk. AT&T has cable in the vault feeding my building. What provisions will be made to not disrupt service of U-Verse TV and telephone to the building during construction?
2. Will I be reimbursed for the temporary easement during construction? The construction will disrupt delivery to building, Meals are delivered, etc. Many of my residents are seniors who need direct access to building as canes and walkers are used. The removal of parking will disrupt their direct access to building. I am not in favor of removal of parking on north side of Chicago Street.
3. Will I receive a written guarantee if workmen damage my property during construction the damage will be repaired and lawn and two trees on tree bank will be restored?
4. Will I be provided with a copy of the necessary insurance coverage for any damage to my property, if applicable, during construction?
5. Will I be provided with a time frame of construction and time frame for temporary easement ?
6. Will I be provided with a contact number during construction for any questions I may have ?
7. I am not sure where the water and sewer is located that feed my building. If it is on Chicago Street what provisions will be made to maintain service?
8. If you wish to contact me please call 847-742-4953.

Thanking you for your consideration of these issues.

Sincerely

Ronald J Conley

CC:
File

including environmental documents and an engineering analysis with drawings, maps and aerial photography, will be available for inspection and viewing during the entire time. We encourage you to attend the meeting to better understand the project and the upcoming process.

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. If it is deemed necessary to acquire a portion of your land or obtain a temporary easement, a representative of the City of Elgin will contact you. If an easement or a portion of your property is acquired, any compensation you may receive will not be influenced by your response or lack thereof to this letter.

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Sincerely,

ENGINEERING ENTERPRISES, INC.

Colleen C. Jaltuch

Colleen C Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II
(630) 466-6751

Enclosures I will be attending the Public Hearing

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 / *AND IN PERSON*

I will call you.

Please call me. (Include telephone number and preferred day and time.)

PAUL KUESTEN 847-987-9295
Please Print Name

Paul Kuesten
Signature of Owner

MAY 24, 2015
Date

cc: Joe Evers, City of Elgin

CAN I GET A GET FULL SIZE PLAN
OF PAGE 4 OF 14?

PROPERTY OWNERS OF

416 EAST CHICAGO (06-13-183-030)

• LOT (06-13-183-016)

WE DO AGREE WITH THE PLAN OF NO PARKING ON NORTH SIDE.
HOW ARE YOU ADDRESSING THE WATER AND

SEWER SERVICE LINE ISSUES?

① AT 416 E. CHICAGO ST, EMPTY LOT (06-13-183-016)
AND SERVICES TO 418 LOURIE CT THAT
RUN THROUGH 416 PROPERTY?

② PARKWAY TREES AND LANDSCAPING?

③ PRIVATE PROPERTY LANDSCAPING?

④ DRIVEWAY APRONS AT 416 GRADE?

⑤ DRIVEWAY APRON AT LOT (06-13-183-016)
CAN WE DEPRESS CURB AND NOT
INSTALL APRON AT THIS TIME?

⑥ EXISTING WATER AND SEWER SERVICE TAPS
WILL STAY TO PROPERTY LINE?
EMPTY LOTS

⑦ ALL SIDEWALKS REPLACED?

⑧ WHAT IS BEING DONE WITH STREET LIGHTING?

⑨ NEW WATER MAIN - YES
NEW STORM SEWERS - YES
WHAT ABOUT WASTE WATER MAINS (SANITARY SEWERS)?

including environmental documents and an engineering analysis with drawings, maps and aerial photography, will be available for inspection and viewing during the entire time. We encourage you to attend the meeting to better understand the project and the upcoming process.

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Sincerely,

ENGINEERING ENTERPRISES, INC.

Colleen C Jaltuch

Colleen C Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II
(630) 466-6751

Enclosures

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.)

GENA McNamee (536 E. Chicago St)
Please Print Name

[Signature]
Signature of Owner

6-29-15
Date

cc: Joe Evers, City of Elgin

I sincerely hope my comments will not be ignored.

H: Colleen, These are my concerns

- 1) Slope of my frontyard will HAVE to be replicated.
- 2) Brick (stone) flower (iniss 30yrs old) REBUILT
- 3) Entry way stairs original - to include CURVE to accommodate existing slope (also on driveway)
- 4) Concrete WILL NOT ^{match} material remaining original walkway.

* I will consider an attractive stone retaining wall if slope is not replicated.

Also in regards to parking on the North side of street (my side.) I DO NOT want parking in front of my house - for safety concerns. As of this year 2 cars have been hit. You can check Police records to verify past hit events (many directly affecting my family).

The ROAD becomes ONE LANE at my address and drivers do not recognize this.

Daily Herald

News updated: 2/18/2016 5:13 PM

Chicago Street in Elgin to be redone likely starting fall 2017



A stretch of Chicago Street east of downtown Elgin will get a new traffic signal, curbs and sidewalks, with a shared lane for bikes and cars marked by a "sharrow."

Laura Stoecker | Staff Photographer



Elena Ferrarin

Elgin residents turned down the idea of creating a bike lane along Chicago Street east of downtown, which instead will have a shared lane as part of a long-term improvement project.

The 0.65-mile stretch of Chicago Street from Center Street to Hill Avenue, two blocks west of Route 25, will be repaved and will get a new traffic signal, curbs and sidewalks, said Greg Rokos, director of public services. Water and sewer lines separation work will also get done.

To qualify for \$2 million in federal funds the project was required to incorporate bike lanes, but state and federal authorities approved a "design exception" allowing a shared lane, Rokos told the Elgin City Council last week. The total project is estimated at \$3 million.

Once the actual design is approved by state and federal authorities, the project will go out to bid, Rokos said. Construction will start no sooner than fall 2017 and be done by fall 2018, he said.

After a public hearing held in June, city officials decided to go with the shared lane, or "sharrow," option -- a combination of the words "shared" and "arrow" -- based on residents' feedback, Rokos said.

The city had presented three options at the public hearing, Rokos said: Creating dedicated bike lanes by removing street parking; creating bike lanes and keeping parking by widening the street; and doing nothing. People weren't happy with the options, so the city revised its plan, Rokos said.

The "sharrows" make drivers more aware there might be bikes on the road, he said. Councilman Terry Gavin called that "a happy medium" that will allow the city to retain federal funding.

Councilman John Prigge asked about data regarding sharrow safety, and Rokos said he hadn't seen any. "Anytime you bike lane next to a road, there's always the opportunity for things to happen," Rokos said.

Councilman Rich Dunne said he'd like to see the "sharrow" option considered more often, in order to conserve street parking in other parts of town.

Article Comments (1)

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TheFinancialWord.com

8 Poisonous Foods We Commonly Eat

OHPH Response Letter Combined Mailing List

	Owner	Owner Mailing Address	
1	ALLAN, ARTHUR R & DEBORAH JENKINS	400 E CHICAGO ST	ELGIN, IL 60120-0120
2	ALMANZA, MARIA J & ACEVEDO MARIBEL	482 E CHICAGO ST	ELGIN, IL 60120-0120
3	AMERITECH	909 CHESTNUT ST, RM 36 M-1	ST. LOUIS, MO 63101-2017
4	ANDERSON, COLLEEN	433 DIVISION ST	ELGIN, IL 60120
5	ARMSTRONG, TOM	615 CENTER ST	ELGIN, IL 60120
6	AVAMPATO, JOHN C & THELMA	386 E CHICAGO ST	ELGIN, IL 60120-6542
7	BEERS, KEVIN	528 E CHICAGO ST	ELGIN, IL 60120-0120
8	BOCKUS, JOSHUA & ARIANNE	531 E CHICAGO ST	ELGIN, IL 60123-0123
9	BRAULT, ROBERT & CAROL	490 DIVISION ST	ELGIN, IL 60120
10	BRISKA, BILL	470 PARK ST	ELGIN, IL 60120
11	CAMIC, DAVID E DCLRN OF TRUST	546 W GALENA BLVD	AURORA, IL 60506
12	CARLSON, LINNEA	4 S GENEVA ST	ELGIN, IL 60120
13	CONLEY, RONALD & MARY	1584 LIN LOR LANE	ELGIN, IL 60123-0123
14	COOLIDGE, DANIEL L & KRISTIN L	525 E CHICAGO ST	ELGIN, IL 60120-0120
15	DELLI, EVELYN DCLRN OF TRUST, TRUSTEE	486 E CHICAGO ST	ELGIN, IL 60120
16	ECHEVARRIA, ERIC P	626 MAY	ELGIN, IL 60120
17	ERICKSON, KAREN	1121 SOUTH ST	ELGIN, IL 60120
18	ERICKSON, ROBERT	PO BOX 5672	ELGIN, IL 60121-5672
19	EUBANK, BENJAMIN M .	463 E CHICAGO ST	ELGIN, IL 60120-5753
20	EVANS, BARBARA S	511 E CHICAGO ST	ELGIN, IL 60120-0120
21	FAMILY LIFE CHURCH	270 E CHICAGO ST	ELGIN, IL 60120
22	FIRST CONGREGATIONAL CHURCH	256 E CHICAGO ST	ELGIN, IL 60120
23	FLORES, ELVIRA & DOUANGCHANDY, MARITZA	537 E CHICAGO ST	ELGIN, IL 60120-0120
24	GROTTO PROPERTIES, LLC	2400 E MAIN ST STE 103	ST CHARLES, IL 60174-2414
25	HARRIS, CLAYTON J	487 E CHICAGO ST	ELGIN, IL 60120-0120
26	HEALY, JAMES R & SHARON L DCLRN OF TRS, . JAMES R & SHARON L HEALY, TRUSTEES	36W659 RICHMOND RD	WEST DUNDEE, IL 60118-1734
27	HEINMILLER, WAYNE	1139 CLOVER HILL	ELGIN, IL 60120
28	HUTCHKO, JOHN R & VICTORIA D	470 E CHICAGO ST	ELGIN, IL 60120-0120
29	IVANYI, TODD E & PATRICIA J	117 HEARTHSTONE DR	BARTLETT, IL 60103-1391
30	KJELLANDER, JOSEPH L	467 E CHICAGO ST	ELGIN, IL 60120-0120
31	KUESTER, ADAM P & MARTA A	434 E CHICAGO ST	ELGIN, IL 60120-0120
32	KUESTER, PAUL L & SUSAN J	416 E CHICAGO ST	ELGIN, IL 60120-0120
33	L & S DAVIS FAMILY TRUST, LOWELL & KAY SHARON DAVIS, TRUSTEES.	1494 MAPLE LN	ELGIN, IL 60123-5132
34	LEE, SHAWN K & MIRA	532 E CHICAGO ST	ELGIN, IL 60120
35	LOVE FAMILY CHRISTIAN FOUNDATION	5918 S IL RTE 31	CRYSTAL LAKE, IL 60014-4524
36	MAGEE, SCOTT	640 COLUMBIA AVE	ELGIN, IL 60120
37	MANHEIM, CHRIS	548 N. CLIFTON AVE	ELGIN, IL 60123
38	MAPES, DONALD L & ANN L TRUSTS TRUSTEES	927 HILLCREST RD	ELGIN, IL 60123-0123
39	MCNAMARA, WILLIAM P & GENA M	536 E CHICAGO ST	ELGIN, IL 60120-0120
40	MEKONEN, GIRMAY & SAMUAIL, YEDENKU MENKER HABITAT FOR HUMANITY OF N FOX VALLEY	56 S GROVE AVE	ELGIN, IL 60120-6404
41	MILLER, DAN & PAT	155 S GIFFORD ST	ELGIN, IL 60120
42	MOELLER, JEFFREY S & SARA K	44W154 ROHRSEN RD	HAMPSHIRE, IL 60140

43	MOLE, FRANK J	473 E CHICAGO ST	ELGIN, IL 60120-0120
44	MURILLO, MANUEL & BEATRIZ	464-466 E CHICAGO ST	ELGIN, IL 60120-0120
45	ORDOQUI, KAREN M.	457 E CHICAGO ST	ELGIN, IL 60120-5753
46	PLAGGE, CAROL	518 CHICAGO ST	ELGIN, IL 60120
47	REGIONAL BOARD OF SCHOOL TRUSTEES DISTRICT U-46	355 E CHICAGO ST	ELGIN, IL 60120
48	ROSAS, ANGEL & VERONICA & NUNEZ AMPARO	431 E CHICAGO ST	ELGIN, IL 60120-0120
49	RUDD, RON	422 S FIRST ST	WEST DUNDEE, IL 60118
50	SCARPELLI, JANET	651 OAK RIDGE RD	EAST DUNDEE, IL 60118-0118
51	SIMMERMAN, RAY E & GERALDINE	503 EAST CHICAGO ST	ELGIN, IL 60120-0120
52	SOMMER, PAUL W & BARBARA W	42 HAMILTON AVE	ELGIN, IL 60123-0123
53	SWANSON, H LEE & LINDA M	460 E CHICAGO ST	ELGIN, IL 60120-0120
54	TURNQUIST, JERRY	406 W AMBERSIDE PL	
55	VOSS, ROY N & LINDA R	440 E CHICAGO ST	ELGIN, IL 60120
56	WATTS, MARGARET	10 N PORTER ST	ELGIN, IL 60120-5731
57	WOOD, SALLY J	558 E CHICAGO ST	ELGIN, IL 60120-0120



February 19, 2016

Resident of City of Elgin
Elgin, IL 60120

**Re: Chicago Street Reconstruction
Liberty Street (IL 25) to Center Street
City of Elgin, Illinois**

Dear Resident:

Engineering Enterprises, Inc. (EEI) has been retained by the City of Elgin to prepare a Preliminary Engineering Study for the reconstruction of Chicago Street from Liberty Street (IL 25) to Center Street. This project is tentatively scheduled to begin roadway construction in the spring of 2017.

On June 2, 2015 an Open House Public Hearing was held in the West Conference Room at The Centre, 100 Symphony Way, Elgin starting at 4:00 pm.

There were a total of 82 comments received from 23 different people. To respond to the comments, I have grouped them into 8 categories in this letter. I have also attached a spreadsheet showing each comment received and the response. Also included are exhibit sheets showing the current plan and typical cross section proposed for this project. These materials are also available for viewing at City Hall.

1. Parking (Comments 1-12)

Several comments were received that indicated residents prefer to retain all existing on-street parking. Some were concerned that the removal of parking would disrupt access to the buildings; others were concerned about the impact of the loss of parking on U-46, as they do not have enough off-street parking. In fact, there was support for the even/odd parking restrictions that are in place now.

In response, the City of Elgin will **not** eliminate parking with this project. The project will be designed and constructed to retain the existing available parking.

2. Bicycle Lanes (Comments 13-29)

There is support for bicycle accommodation by some residents and by others in the neighborhood. Some residents, who live on the north side of the street, are in even favor of removing the parking on the north side of the street. The option of using "floating parking" like is used in the City of Chicago was also mentioned by several members of the Bicycle & Pedestrian Advisory Committee (BPAC)

Bicycle accommodation is a priority for the City of Elgin. Chicago Street was identified in the Bicycle Master Plan as a top priority for the SE quadrant for bike route by residents in the area. Elgin is trying to connect various bicycle paths to provide a comprehensive network for cyclist travel. Without connecting bike lanes, many existing bicycle lanes are underutilized. Floating parking is not an option on this part of Chicago Street because of the widening that would be required to be able to do this. See **Section 4. Parkway Width and Trees** for the City's reasoning against widening the pavement.

3. Street Lighting (Comments 30-33)

Residents were concerned that any proposed street lights match the existing historic lighting in the neighborhood. The Gifford Park Association procured the lights and developed the street light layout for the neighborhood.

At this stage of project planning, it is uncertain whether street lights will be upgraded or replaced during the project. As final design of the improvements proceeds, should the City decide to upgrade or replace the street lights, further coordination with the Elgin Heritage Commission and Gifford Park Association will be undertaken.

4. Parkway Width and Trees (Comments 34-40)

Once the shared lane option (14' shared lanes, 8' parking lanes) was presented and the roadway widening that would be needed was explained, the residents were concerned with the loss in parkway width and the proposed loss of mature trees. The mature trees contribute to the historic character of the neighborhood.

In response, the City of Elgin is proposing no widening of Chicago Street with this project. The proposal is for **13' shared lanes** and **7' parking lanes**. This will fit into the existing roadway width and not require widening.

This proposal has been presented to IDOT and to FHWA and we have their concurrence to proceed with this design.

5. Private Property Concerns (Comments 41-56)

Most of the concerns on private property were in regards to private property landscaping and what would be done to restore properties if impacted during construction.

It is the goal of the City of Elgin to impact private property as minimally as possible during construction. This project will be designed to minimize disruption of private property. If private property landscaping is damaged during construction, it will be repaired.

6. Construction Access Concerns (Comments 57-61)

There was some concern about utility interruption and access to properties during construction.

We are not anticipating any interruptions of utility services during construction. If they do occur, they will be remedied as soon as possible. Properties will remain accessible to residents and for mail/package deliveries during construction.

7. Requests for Information (Comments 62-64)

There were some requests for general project information, such as plan sheets or copies of materials from the Open House Public Hearing.

These materials were provided as requested, either by mail, by email, or at the Open House Public Hearing.

8. General Project Questions (Comments 65-82)

There were 18 general project comments/questions that didn't fall into any of the other categories.

These comments and our responses are on the last page of the spreadsheet.

If you have any further questions or comments, please contact me by phone (630/466-6700) or by email cjaltuch@eeiweb.com. In order to include your comments in our report and appropriately respond, please provide them to me no later than **March 21, 2016**.

Sincerely,

ENGINEERING ENTERPRISES, INC.

Colleen C. Jaltuch

Colleen C Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II
(630) 466-6700

Enclosures

cc: Joseph Evers, P.E., City Engineer, City of Elgin
Gregory J. Rokos, P.E., Public Services Director, City of Elgin
TWT, TVW, EEI (via email)



Engineering Enterprises, Inc. - Open House Public Hearing - Summary of Public Comments

Project Name:	FAU 1321 (Chicago Street) Center Street to Liberty Street (IL-25)	Section No.:	12-00183-00-PV
Project No.:	-	Contract No.:	-
Milestone:	Open House Public Hearing	Reviewed By:	
Client:	City of Elgin		
Comment Due Date:	June 23, 2015 (Public Comments due to EEI)	Review Date:	
Comment NO.	COMMENTS	RESPONSES	CURRENT STATUS (OPEN/ CLOSED)
1	Mr. Mole was very concerned about the proposed loss in parking on his block, where the even/odd parking restrictions are in use. Further parking restrictions, he said, would inconvenience people and drive them out of the neighborhood.	Existing parking will be retained, including the even/odd parking restrictions.	
2	The removal of parking will disrupt direct access for the seniors who live in the building. So, he is not in favor of eliminating parking.	Existing parking will be retained, including the even/odd parking restrictions.	
3	Mr. Miller believes that the City Council is not in favor of adding more bike lanes to Elgin and thinks we should get the Council's commitment to bike lanes before doing further planning.	We are working on a solution that is amenable for everyone and will then work on getting City Council commitment.	
4	He said the current bike lanes are not being used and, therefore, no more should be added.	The current bike lane network is not continuous or complete in Elgin. It is a goal to connect the separate bike lanes to provide a comprehensive network for bicycle travel.	
5	Removal of parking on the north side of Chicago St. impacts the neighborhood as U-46 cars park there and would then have to find spaces on neighborhood side streets.	Existing parking will be retained, including the even/odd parking restrictions.	
6	Even/odd parking is already full on Rugby Place	Existing parking will be retained, including the even/odd parking restrictions.	
7	If bike lanes are not moved to another street, Ms. Ordoqui prefers to lose parkway and have parking on both sides or lose bike path and keep even/odd parking.	Existing parking will be retained, including the even/odd parking restrictions.	
8	If parking removed from north side of Chicago St, what will be done to address abandoned cars and trash/leaves/snow removal on the south side?	Existing parking will be retained, including the even/odd parking restrictions.	
9	Odd/even parking works and solves a lot of problems.	Existing parking will be retained, including the even/odd parking restrictions.	
10	Permanent parking on the south side (as opposed to even/odd) is unfair to those on the south side who will always have cars parked in front of their houses.	Existing parking will be retained, including the even/odd parking restrictions.	
11	Parking is very important - there is not enough off-street parking now for U-46 for tis current use and several multi-family structures do not have the standard of 2 off-street parking spots per unit..	Existing parking will be retained, including the even/odd parking restrictions.	
12	Ms. Miller questioned whether bike lanes are more important than neighborhood character, assets, parking and quality of life? She thinks they are a low priority compared to these.	The bicycle accommodation is not more important than the neighborhood character and quality of life; but, it is equally important to provide a complete network for bicycle travel in the City of Elgin.	
13	Mr. and Mrs. Kuester agree with the plan of no parking on the north side of Chicago Street.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction. Parking on the north side of the street will be retained.	
14	Ms. Anderson, who lives on Division St right behind Chicago, is in favor of the plans and feels that bike lanes are an important asset to have around the City.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
15	A proposal like what is done on Division St. "seems" possible for Chicago St. The concern is the higher speeds and increased traffic.	The shared lane option is what we are now proposing for Chicago St. Proper striping and signage will be provided to help cyclists and motorists be mindful and aware of each other.	
16	Is it possible to issue residential parking stickers for those who actually live on E. Chicago St? The cost of the stickers could be handled by the Federal Funding.	Not at this time. Existing parking will be retained, including the even/odd parking restrictions. This restrictions allow for ease of City services (trash pickup, snow removal).	



Engineering Enterprises, Inc. - Open House Public Hearing - Summary of Public Comments

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Comment Due Date:	June 23, 2015 (Public Comments due to EEI)	Review Date:	
Comment NO.	COMMENTS	RESPONSES	CURRENT STATUS (OPEN/ CLOSED)
17	Mr. Kuester is in favor of the bike lane/no parking on the north side of Chicago St. option.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction. Parking on the north side of the street will be retained.	
18	Likes the inclusion of bicycle facilities because residents need more transportation options than just cars.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
19	"Floating parking" like is used in City of Chicago should be considered to keep cyclists from being adjacent to moving vehicles.	This option would require the existing roadway to be widened. Due to resident concerns about loss of parkway width and mature trees, the City is not going to widen the roadway.	
20	As a member of the City's BPAC, Mr. Manheim commends the City for including bike lanes on this contract.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
21	"Floating parking" like is used in City of Chicago should be considered to keep cyclists from being adjacent to moving vehicles.	This option would require the existing roadway to be widened. Due to resident concerns about loss of parkway width and mature trees, the City is not going to widen the roadway.	
22	Chicago St was expected to be a significant connector for bicycle traffic. It is currently unfriendly to cyclists. Either design that accommodates cyclists would be welcome.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
23	Are the current (or proposed) traffic levels appropriate for parallel parking? Chicago St does not seem to be friendly to parallel parking either. It may not be appropriate to try to preserve 100% of existing parking.	At this time, parking is a high priority as the school district and many of the multi-family dwellings do not have adequate off-street parking. Section 31.104(a) of the Bureau of Local Roads and Streets Manual states that "Parallel parking is preferred when the street width is limited and traffic capacity is a major factor."	
24	Mr. Magee likes the inclusion of bicycles and any efforts to improve facilities for cyclists.	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
25	He would like to see parking removed from Chicago St. or at least see "floating parking".	This option would require the existing roadway to be widened. Due to resident concerns about loss of parkway width and mature trees, the City is not going to widen the roadway.	
26	E. Chicago St was identified as the top priority for SE quadrant for bike route by residents in the area	Bicycle accommodation is a priority and will be achieved with this project through the use of 13' shared motorist/cyclist lanes in each direction on Chicago Street.	
27	Concerned that proposed designs stop short of easterly and westerly termini (Liberty St and Center St) and that it is unsafe for cyclists	At each terminus, cyclists will be directed by striping and signage of where to go.	
28	More thought needs to be given to transitions for cyclists at those intersections.		
29	Also, I <u>do not</u> want parking in front of my house - for safety concerns. As of this year, 2 cars have been hit. The road becomes one lane at my address and drivers do not recognize this.	We can look at striping the road to prohibit parking or adding signage to alert drivers of the lane reduction.. This is something that will be addressed further in Phase II - Plan Preparation.	
30	What is being done with street lighting?	There will be further coordination with the Elgin Heritage Commission and Gifford Park Association as the project progresses. The existing light poles and standards in the neighborhood will be matched to the extent possible with new ones on this project.	



Engineering Enterprises, Inc. - Open House Public Hearing - Summary of Public Comments

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Comment NO.	COMMENTS	RESPONSES	CURRENT STATUS (OPEN/ CLOSED)
31	He is in favor of more historic lighting and removal of ComEd street lights.	There will be further coordination with the Elgin Heritage Commssion and Gifford Park Association as the project progresses. The existing light poles and standards in the neighborhood will be matched to the extent possible with new ones on this project.	
32	Mr. Briska is concerned that the street lighting should reflect an historic theme in the lamp posts, placements, and design used. Maybe some lights similar to the CBD may be appropriate.	There will be further coordination with the Elgin Heritage Commssion and Gifford Park Association as the project progresses. The existing light poles and standards in the neighborhood will be matched to the extent possible with new ones on this project.	
33	Please respect and preserve amenities such as decorative street lights, street name signs, and district entryway signs. Please consider keeping the current decorative lights and supplementing with decorative "cobra" lights like on Symphony Way with a brown finish to match.	There will be further coordination with the Elgin Heritage Commssion and Gifford Park Association as the project progresses. The existing light poles and standards in the neighborhood will be matched to the extent possible with new ones on this project.	
34	What about parkway trees and landscaping?	Parkway trees will be undisturbed to the extent possible. As space allows, replacement trees will be planted for ones that are removed with this project.	
35	He is not in favor of shared motorist/cyclist lanes and giving up parkway for the look of the historic district.	The roadway will not be widened with this project. So, parkway will not be given up to achieve the bicycle accommodation.	
36	He is hopeful that trees are included in parkway after construction.	The roadway will not be widened. There will be some tree removal because of utility work and because of the condition of some of the trees.	
37	Is it possible to do an alternate option without sidewalk alterations to retain as much parkway as possible?	The sidewalk will be moved out into City ROW as planned. But, the street will not be widened with this project. So, there will be a minimal loss in parkway.	
38	Widening of Chicago St is not compatible with the neighborhood's historical or residential character and this project is entirely within the Elgin Historical District.	The roadway will not be widened with this project. So, the concern of loss in historical or residential character for that reason has been taken into account.	
39	Ms. Miller is very opposed to tree removal as they are important to neighborhood character and quality of life. If the street is not widened, trees could be saved and more could be planted.	The roadway will not be widened. There will be some tree removal because of utility work and because of the condition of some of the trees.	
40	They support this project but are very concerned about potential loss of mature trees and how that will impact historic flavor of neighborhood. They are requesting landscape plans be provided to the neighborhood for viewing.	The roadway will not be widened. There will be some tree removal because of utility work and because of the condition of some of the trees.	
41	Requested copies of preliminary materials for Station 108+34 (his property) - Typical Sections, Cross section at driveway centerline, proposed landscaping for disturbed areas, details of tree protection.	Preliminary typical and cross sections were given to Mr. Avampato at the Open House Public Hearing. EEI told him at the Open House Public Hearing that landscaping and tree protection would be more defined in Phase II - Plan Preparation.	
42	Will he receive a written guarantee if workmen damage his property during construction that it will be repaired and lawn and two trees on the tree bank will be restored?	Mr. Conley attended the Open House Public Hearing and most of his questions were answered there.	
43	How will the water and sewer line issues be addressed at 416 E. Chicago St. (empty lot) and services to 418 Lourie Ct that run through the 416 property?	These issues will be more closely looked at in Phase II - Plan Preparation.	
44	Private property landscaping?		
45	Driveway apron grade at 416 E. Chicago St property?		
46	Can the curb be depressed but no aprons be installed at the 416 E. Chicago property?		



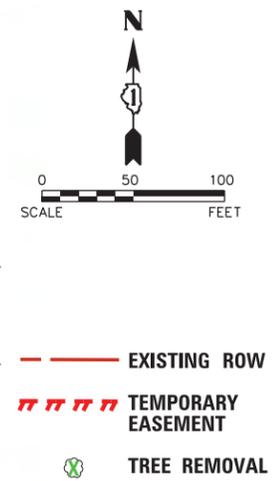
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47	Ms. Watts lives at 10 N Porter St and her side yard faces Chicago St. She has mature shrubs all along that side of her property and would prefer the sidewalk be left in place.	Once the plans are more developed, we can meet with Ms. Watts and make any accommodations possible to keep her shrubs intact.	
48	She is now 74 years old and less physically and financially able to do such extensive landscaping and would like to enjoy her current landscaping.		
49	What are specific plans in relation to her property? Can exceptions and adaptations be made to address her concerns?		
50	She would like to know what temporary easement entails. She would like someone to take a look at her property and show her what is planned and what can be adapted.		
51	They have enclosed a sheet showing the current configuration of the shared PE at 384 & 386 E. Chicago (both of which they own) and would like the reconstructed apron to match the existing.	The plans will be modified to reflect this.	
52	They have also provided a layout of their irrigation sprinkler heads .	This information will be incorporated into the plans and we will avoid the existing sprinkler system as much as possible.	
53	Slope of my front yard will <u>have</u> to be replicated.	Once plans are more developed, we can meet with Ms. McNamara to discuss these issues further. This should also be discussed during easement negotiation.	
54	Brick (stone) flower (irises 30+ years old) rebuilt		
55	Entry way stairs original - to include curve to accommodate existing slope (also on driveway)		
56	Concrete WILL NOT match remaining original walkway. - I will consider an attractive stone retaining wall if slope is not replicated.		
57	Mr. Conley is owner of a 15-unit apartment building at 518 E. Chicago Street and is concerned with disruption of AT&T U-Verse and Telephone service to the building during construction.	We are not anticipating any interruptions of utility service during construction. If they do occur, they will be remedied as soon as possible.	
58	Will he be provided with a time frame of construction and time frame for temporary easement?	Residents/property owners will be given a time frame for their temporary easement access.	
59	Will he be provided with a contact number during construction for any questions he may have?	There will be a project contact number provided during construction.	
60	What provisions will be made during construction to maintain water and sewer service?	We are not anticipating any interruptions of water and sewer service during construction. If they do occur, they will be remedied as soon as possible.	
61	Would the front of his house where the temporary easement exists be inaccessible to mail/package delivery?	No. Properties will be accessible for mail/package delivery during construction.	
62	Mr. Kuester requested a full-size plan and profile, page 4 of 14.	EEI gave him a full-size plan and profile sheet at the Open House Public Hearing.	Closed
63	He was mailed a map that did not show his entire property.	EEI gave him full size plan and profile sheets showing his property at the Public Hearing.	Closed
64	Ms. McNamara was not in attendance at the OHPH and did not go to the post office to pick up her certified letter. So, she had general questions about the meeting and requested the letter be sent to her via regular mail.	EEI sent another copy of the letter to her as well as a copy of the PowerPoint presentation that was presented at the OHPH.	Closed

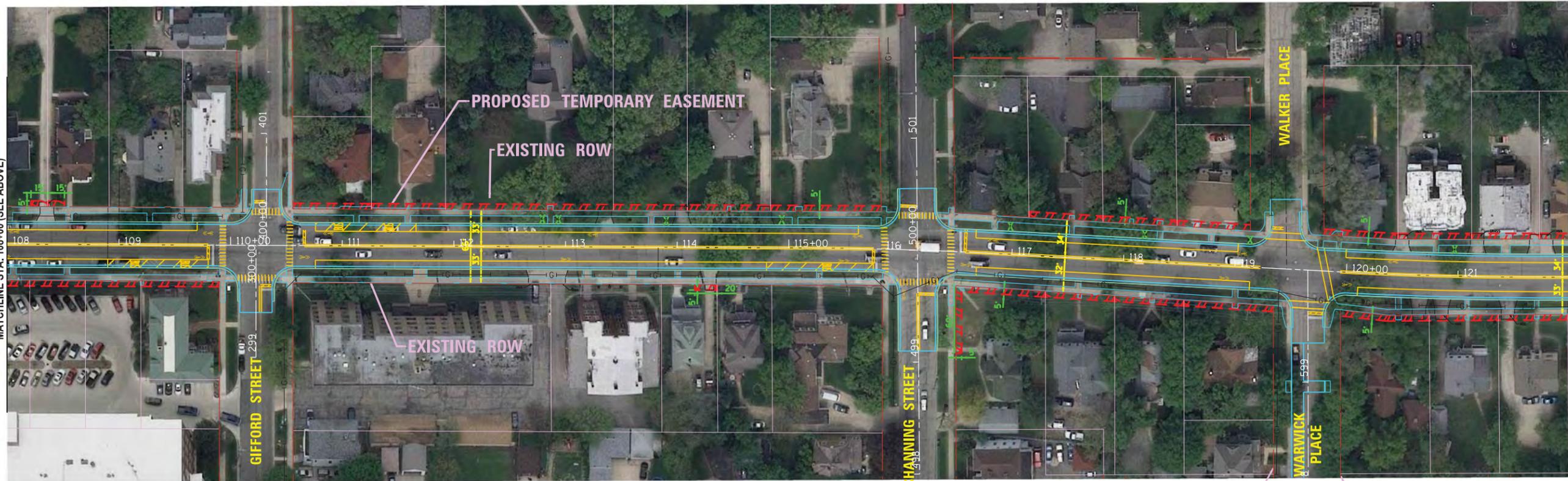


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Comment NO.	COMMENTS	RESPONSES	CURRENT STATUS (OPEN/ CLOSED)
65	Ms. Wood was concerned about the "Non-contributing" note at her property.	EEI explained that this was in reference to the contribution of the property to the historic nature of the neighborhood.	Closed
66	She was also questioning the removal of parking on the north side of Chicago St as she has not had that on her block for more than 20 years.	EEI explained that the parking was proposed to be removed for the entire project length on the north side.	Closed
67	Mr. Mole was also concerned that resident input would not do much good and that it was too late for plans to change.	EEI assured him that input is desired and that EEI and the City would do our best to accommodate everyone during this project. Plans have changed based on public comments - parking will be retained and Chicago St. will not be widened.	
68	Will he be reimbursed for temporary easement during construction?	There will be appraisals and negotiations for reimbursement for temporary easement.	
69	Will he be provided with a copy of the necessary insurance coverage for any damage to his property, if applicable, during construction?	This is something that would need to be discussed with the selected Contractor.	
70	Will water and sewer service taps be replaced to the property lines?	The existing water main and services will be replaced.	
71	Are all sidewalks being replaced?	Yes, they are being replaced.	
72	Are sanitary sewer mains and services being replaced?	The sanitary sewer mains will be lined and the services removed and replaced.	
73	Center St. needs resurfacing much more than Chicago St does.	This is something that the City will need to look into further and cannot be addressed with this project.	
74	Curbs need to be replaced on Chicago St. The curb at Chicago and Geneva is sunken so low that water accumulates there.	Curbs and gutters will be replaced with this project.	
75	Handicapped ramps flood at southwest corner of Chicago St. and Rugby now and ramps and road ice up during winter because they lack proper drainage.	Drainage and curb & gutter are being upgraded with this project.	
76	There is concern that the sewer is not completely being addressed (sanitary sewer) - he understands there is a cost impact but there are more potential impacts if not addressed.	The sanitary sewer mains will be lined and the services removed and replaced.	
77	The plan sheet was a bit small to read. If the plan changes, can a color sheet in a larger size or pdf be sent out?	A larger sized sheet showing the plan will be available for viewing at City Hall.	
78	Another option is to continue Chicago St as one-way going east all the way to Liberty St and keep even/odd parking and have a bike lane.	At this time, Chicago Street will remain a 2-way street between Center St. and Liberty St. Even/odd parking will be retained and cyclists will use a shared motorist/cyclist lane that will be marked as such.	
79	The 2016 Historic Elgin House Tour will celebrate 35 years of tours and will feature the Elgin Historic District on September 10, 2016. Please delay construction until AFTER the tour.	This tour will definitely be taken into account when setting the construction schedule.	
80	Another alternative might be to eliminate bike route between Center and Liberty on Chicago St. and have the route more closely follow Division St.	The bicycle accommodation component must remain on Chicago St. with this project.	
81	A lot of concerns need to be addressed and are important - safe passage by pedestrians/cyclists, parking, mature trees.	This is a good point and part of the reason for the public involvement. Plans are being modified based on the comments received. Parking will be retained and the roadway will not be widened so that the parkway width and (most) trees will remain.	
82	He is anxiously awaiting a serious move in Elgin towards complete streets policy and guidelines and says this discussion should have taken place with the neighborhood and appropriate committees before preliminary engineering was started.	Having some preliminary engineering allowed us to present the project to the neighborhood and other stakeholders. The project has been modified based on comments received.	



- EXISTING ROW
- - - - TEMPORARY EASEMENT
- ✕ TREE REMOVAL



MATCHLINE STA. 108+00 (SEE ABOVE)

MATCHLINE STA. 122+00 (SEE SHEET 2 OF 2)

Plot#ed: 2/16/2016 7:15:12 AM By: Jschmidt

Engineering Enterprises, Inc.
 CONSULTING ENGINEERS
 52 Wheeler Road
 Sugar Grove, Illinois 60554
 630.466.6700 / www.eeiweb.com

CITY OF ELGIN
 150 DEXTER CT.
 ELGIN, IL 60120

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

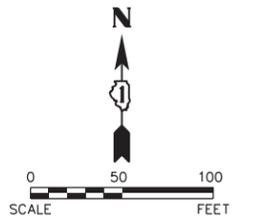
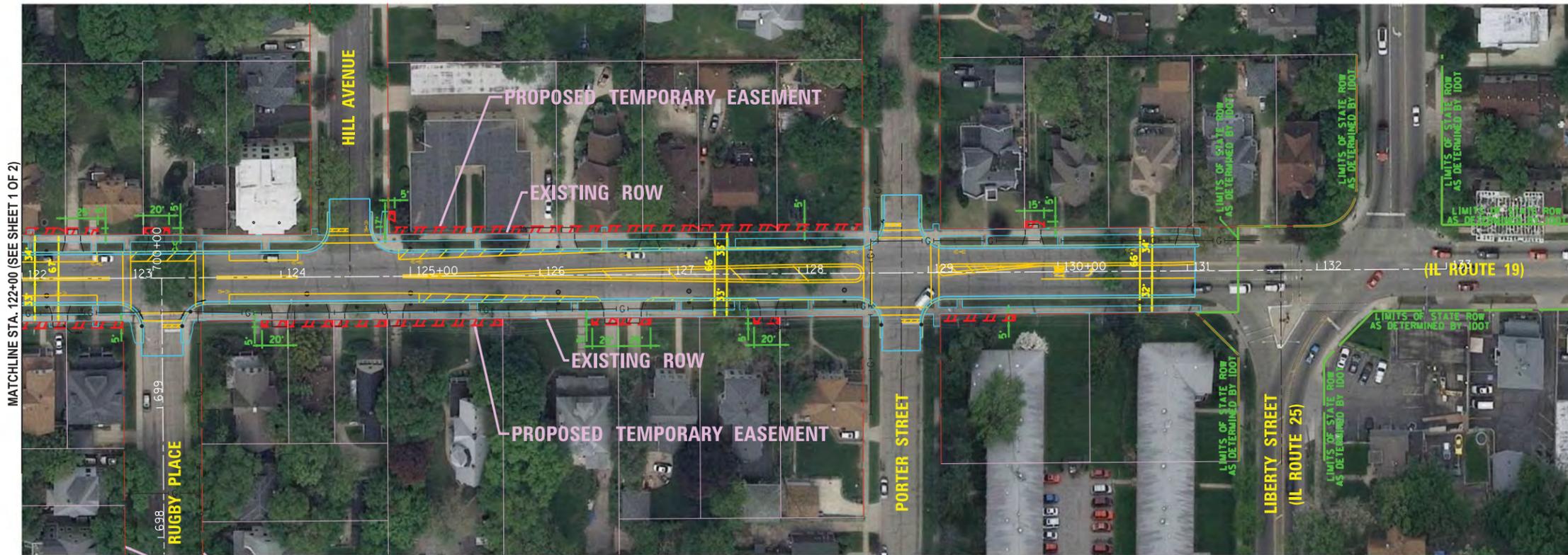
CHICAGO STREET
PUBLIC HEARING RESPONSE AERIAL VIEW EXHIBIT

SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS STA. 95+00 TO STA. 122+00

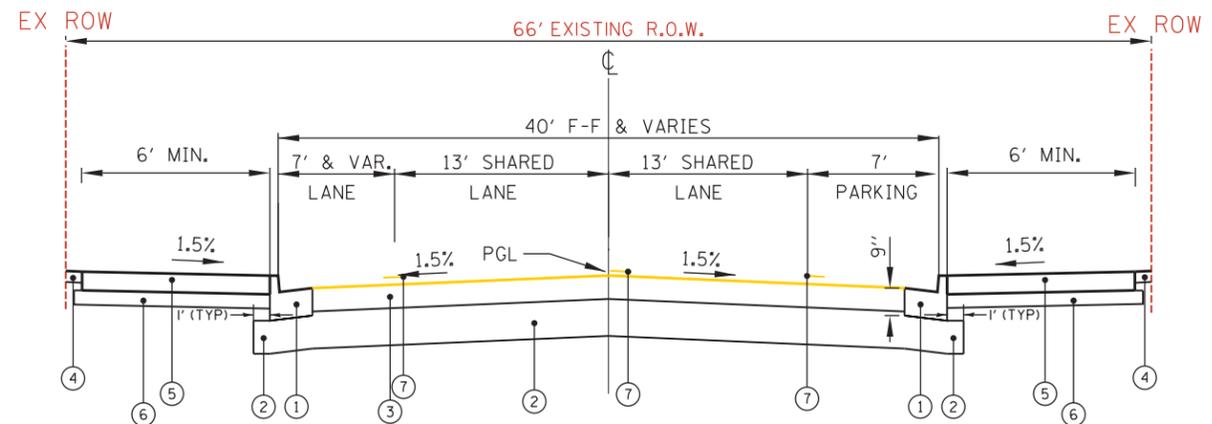
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	12-00183-00-PV	KANE	2	1
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

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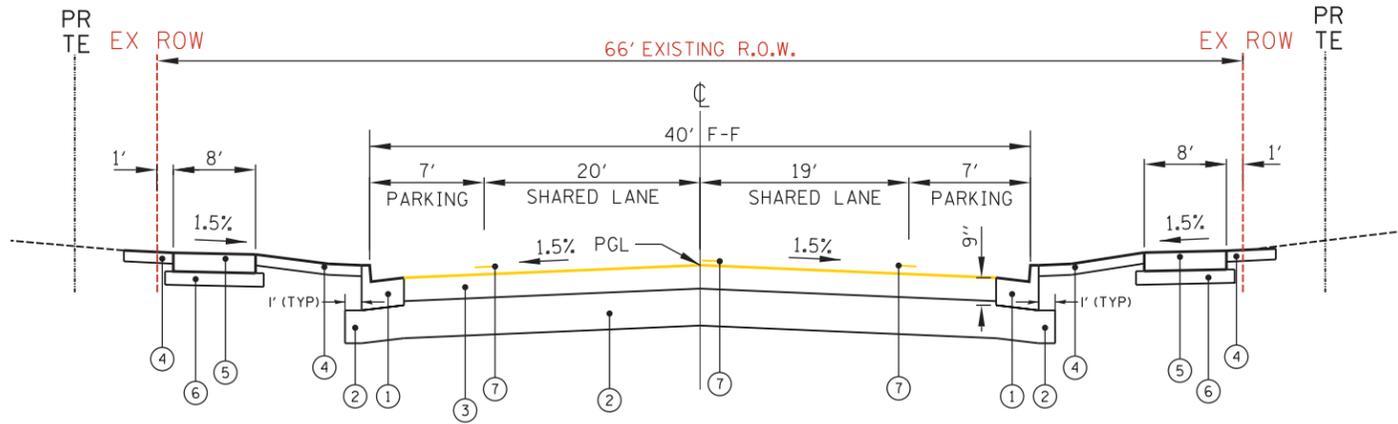
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- EXISTING ROW
- - - - - TEMPORARY EASEMENT
- X TREE REMOVAL



PROPOSED TYPICAL SECTION
CHICAGO STREET
STATION 96+56 TO 98+93



PROPOSED 13' SHARED LANE OPTION TYPICAL SECTION
CHICAGO STREET
STATION 98+93 TO 131+06

- EXISTING LEGEND
- A EXISTING ASPHALT PAVEMENT
 - B EXISTING CONCRETE BASE
 - C EXISTING CONCRETE CURB AND GUTTER TYPE B-6.12 (OVERLAYED WITH ASPHALT)
 - D EXISTING SIDEWALK
 - E CURB REMOVAL
 - F EARTH EXCAVATION

- PROPOSED LEGEND
- ① COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - ② AGGREGATE SUBGRADE
 - ③ PCC PAVEMENT
 - ④ TOPSOIL, SOD, FERTILIZER
 - ⑤ PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑥ AGGREGATE BASE COURSE, TYPE B
 - ⑦ PAVEMENT MARKING LINE, WHITE SOLID, 6"

Plot Date: 2/16/2016 10:14 AM By: Jschmidt

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

CITY OF ELGIN
150 DEXTER CT.
ELGIN, IL 60120

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO STREET
PUBLIC HEARING RESPONSE AERIAL VIEW EXHIBIT
SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. 122+00 TO STA. 131+10

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	12-00183-00-PV	KANE	2	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

Path: \\mercurius\EEI_Storage\CAD\SDSKPro\EG1104\gdn\Exhibit\EG1104-Public Hearing-Response.dgn

311
ELGIN

The bulletin board contains six items:

- Top-left: A photograph of an industrial facility with yellow safety railings.
- Top-right: A technical diagram or schematic of an industrial plant.
- Middle-left: A table with multiple columns and rows of text.
- Middle-right: A table with multiple columns and rows of text.
- Bottom-left: A table with multiple columns and rows of text.
- Bottom-right: A table with multiple columns and rows of text.

ELGIN CITY COUNCIL

- David Kaptain, Mayor
- Richard Dunne
- Terry Gavin
- Rosamaria Martinez
- Tish Powell
- John Prigge
- Carol Rauschenberger
- Toby Shaw
- F. John Steffen

ELGIN CITY MANAGER

Sean R. Stegall



Construction Access Concerns (Comments 62-64)
There was some concern about utility interruption and access to properties during construction. If they will be remedied as soon as possible. Properties will remain accessible to res mail/package deliveries during construction.

Requests for Information (Comments 62-64)

There were some requests for general project information, such as plan sheets materials from the Open House Public Hearing.

These materials were provided as requested, either by mail, by email, or at the Open Hearing.

8. General Project Questions (Comments 65-82)

There were 18 general project comments/questions that didn't fall into any of the other

These comments and our responses are on the last page of the spreadsheet.

If you have any further questions or comments, please contact me by phone (630/466-6700) or email cjaltuch@eeiweb.com. In order to include your comments in our report and respond, please provide them to me no later than ~~March 21~~, 2016.

April 22

Sincerely,

ENGINEERING ENTERPRISES, INC.

Colleen C. Jaltuch

Colleen C Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II
(630) 466-6700

Enclosures

cc: Joseph Evers, P.E., City Engineer, City of Elgin
Gregory J. Rokos, P.E., Public Services Director, City of Elgin
TWT, TVW, EEI (via email)



CONNECT WITH ELGIN



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- Agendas & Minutes
- City Projects
- E-Services
- Frequently Asked Questions (FAQs)
- Newsroom
- Freedom of Information Act (FOIA)
- About Elgin

Public Comment Period Open through April 22

2017 Chicago Street Reconstruction

Public Comment Period open through April 22 for the 2017 Chicago Street Reconstruction project.

[Click here](#) to view public comments, responses, and current plans for improvements of Chicago Street, between Center Street & Liberty Street.

CALENDAR

March 2016

S	M	T	W	T	F	S
28	29	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2

- March 22**
Integrity School of Dance Recital Ticket Onsale
- March 22**
Parks and Recreation Board Meeting
- March 22**
Private Event - Exhibition Hall
[\[VIEW ALL\]](#)

NEWS & ANNOUNCEMENTS

Boil Advisory impacting 300 residents - What does it mean? Who is affected? What to do? - Boil water advisory advises residents in affected area (roughly 300 people) to boil tap water before consuming it. Advisories are issued when an event has occurred allowing the possibility for the water distribution system to become contaminated. [Read on...](#)



Human services emergency loan applications to be accepted on rolling basis - Applications for the city of Elgin's emergency loan program for state-funded human service agencies are available at cityofelgin.org/emergencyloan. Applications will be accepted on a rolling basis until the program's total remaining funds are awarded. [Read on...](#)



2016 HISTORIC ARCHITECTURAL REHABILITATION GRANT APPLICATIONS NOW AVAILABLE: - The Historic Architectural Rehabilitation Grant Program provides residential property owners of structures in designated historic districts with reimbursement grants of up to \$20,000 for the restoration of exterior architectural features. [Read on...](#)



[\[VIEW ALL\]](#)

City of Elgin
150 Dexter Ct
Elgin, IL 60120
(847) 931-6100

- Documents & Maps
- Contact Us

- Bids Center
- Jobs Center

- Employee Access
- Disclaimer

- Contact Webmaster
- Powered by CivicPlus





2017 Chicago Street Reconstruction

Select Language ▼

Rt. 20 and McLean Blvd.
Traffic Changes

SW Area Combined Sewer
Separation Project

2017 Chicago Street
Reconstruction



Public Comment Period Open through April 22

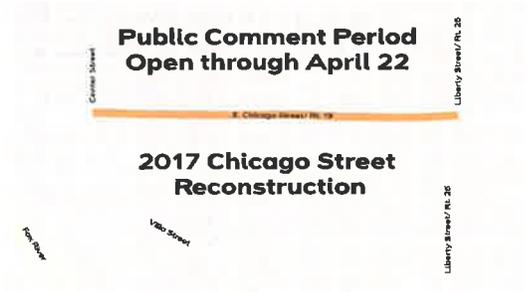
In June 2015, the city of Elgin hosted an open house to discuss preliminary engineering plans to rehabilitate portions of Chicago Street.

There were a total of 82 comments received from 23 different people. Below you'll find responses to each of the comments as well as links to the current plans for the improvements:

- [Public Hearing Response Sheet 1](#)
- [Public Hearing Response Sheet 2](#)
- [Public Hearing Response Sheet 3](#)
- [Public Hearing Response Sheet 4](#)

Residents are still encouraged to submit their feedback. If after reviewing the provided documents you have any questions please contact Colleen Jaltuch, Senior Project Engineer at 630 466 6700 or cjaltuch@eeiweb.com. The public comment period will run through April 22, 2016.

Boards with the same information as below are on display in the lobby of The Robert Gilliam Municipal Complex, 150 Dexter Court.



City of Elgin Public Works Department
1900 Holmes Rd.
Elgin, IL 60123
(847) 697-3160

- [Public Works Home](#)
- [City of Elgin Home](#)

- [Contact Us](#)
- [Jobs Center](#)

• [Powered by CivicPlus](#)



Public Comment Period
Scheduled by
The City of Elgin
For Improvement of Chicago Street
(Center Street to Liberty Street)

The City of Elgin will hold a 30-day Public Comment Period (ending **April 30, 2016**) concerning the proposed improvement of Chicago Street from Center Street to Liberty Street, including the reconstruction of existing pavement, curb and gutter installation, new storm sewer, sanitary sewer upgrades, and shared motorist/bicyclist lanes.

Information about the proposed project can be found at City Hall, 150 Dexter Court in Elgin and on the City website (www.cityofelgin.org)

For more information and/or to provide comments, contact Colleen Jaltuch, Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, IL 60554, cjaltuch@eeiweb.com, (630) 466-6700.

EXHIBIT I

CMAP TRAFFIC COUNT COORDINATION



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

September 21, 2012

Hon. David Kaptain
Mayor
City of Elgin
150 Dexter Court
Elgin, IL 60120

Subject: Chicago Street from Center Street to Liberty Street (IL 25)
City of Elgin

Dear Mayor Kaptain:

In response to a request made on your behalf and dated September 21, 2012, we have developed a year 2040 average daily traffic (ADT) projection of 10,000 for the subject location.

Please be aware that the Illinois Department of Transportation has prepared a Strategic Regional Arterial (SRA) report for IL 25. SRA Reports include right-of-way, geometric, access and transit recommendations. The executive summaries can be found at <http://www.cmap.illinois.gov/traffic/sra-resources> with other information about the SRA system.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2012 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

Sincerely,

Donald P. Kopec
Deputy Director for Planning and Programming

cc: Weidner (Engineering Enterprises, Inc.)
M:\proj1\ceb\forecasts\2012 Response\ka-15-12.docx

RECEIVED

SEP 25 2012

ENGINEERING ENTERPRISES, INC.

Jim W.

EXHIBIT J

IDOT MEETING MINUTES

CHICAGO STREET – CENTER STREET TO LIBERTY STREET (IL 25)
PHASE I STUDY

CITY OF ELGIN
ELGIN, ILLINOIS

IDOT KICK-OFF MEETING
July 17, 2013

MINUTES

The following represents the discussion outline that was distributed at the meeting, along with additional comments relative to each topic that was discussed. The original discussion outline items are in normal text, while the comments are in bold italic text.

Personnel Introduction

An attendance roster is attached.

1. General

The City of Elgin has retained EEI to conduct a Phase I Study for the reconstruction of Chicago Street from Center Street to Liberty Street (IL 25).

- a) Phase I and II engineering and ROW is locally funded.
- b) Phase III engineering and construction are included in the STP funding. Original estimate: \$2,610,000. STP Federal (75%): \$1,957,000.
- c) New participatory and non-participatory costs will need to be estimated.

2. Project Background and Understanding

- a) Project Location and Study Limits.

Alex concurred with the logical termini. The bike lane termini should be discussed in the PDR. Hill Avenue should be 13' wide (a shared roadway for bicycles) if Hill Avenue is the bike lane terminus.

- b) Existing Roadway: Chicago Street is a two-lane roadway with an asphalt surface and concrete base, with existing type B-6.12 curb and gutter on either side of the roadway which has been overlaid in the curb flag. The total pavement width is 40' face to face consisting of two 12'-lanes in each direction with 8' parking lanes on either side for a majority of the project. The existing parking lanes cease near Center Street and Liberty Street to accommodate left turn lanes at those intersections. Right-of-way is 66' wide. Chicago Street is classified as a Minor Arterial. ADT 8,700. Posted speed limit is 30 mph.
- c) Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. The existing type B-6.12 curb and gutter will be replaced with type B-6.18 curb and gutter. The roadway pavement will be reconstructed to 38' edge to edge with a 4' bike lane adjacent to the curb and gutter (5.5' including curb flag), two 11' driving lanes, a 5' bike lane and 7' for parking (8.5' including curb flag). The proposed improvement will stop short of Center Street and Liberty Street and match the existing 3-lane section at each end of the project. The new pavement will be Portland Cement Concrete after reviewing a life-cycle cost analysis. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-

combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. It is anticipated that 53 temporary easements will be required to remove existing sidewalk that is outside the ROW and for driveway reconstruction or grading. ROW may be needed for replacing the two traffic signals.

Using B-6.18 curb and gutter is the City standard and will likely be allowed but it will require a variance, as the IDOT standard is B-6.24. Chicago Street can remain a 2 lane roadway with a 2040 ADT of 10,000 (the threshold is 14,000 ADT). Alex indicated that roadway lighting can be participatory if it meets IES standards. Jennifer confirmed after the meeting that there is nothing in the Council's methodology or funding structure to prohibit lighting. Alex suggested that a 2' buffer be considered between the bike lane and parking area, although it is not a requirement.

Alex also asked if the parking was privately owned, or regulated in any way. It is not, therefore there are no special requirements for the parking removal; he encouraged the City to communicate that to the affected property owners.

Alex inquired as to the setback of the sidewalk; Tim indicated that in general it is 5-6 feet. Alex stated that if carriage walk is utilized, it must be 7 feet wide.

3. Project Specifics and Questions

- a) Construction Job Number: TBD; Project Number: TBD
Section Number: 12-00183-00-PV; TIP Number: 09-11-0022
EEl will submit the PPIF to Jennifer.
- b) The project will be designed using New Construction/Reconstruction guidelines.
Alex indicated 3R guidelines can be used.
- c) Environmental
 - 1) PESA performed.
The PESA limits should include the off-site storm sewer on DuPage, Warwick, Rugby, Geneva and Fulton. If there is any excavation in the IL 25 ROW, the special waste checkbox should be checked on the ESR (8-9 month time frame). If the excavation in the IL 25 ROW is minor and will stay on site, an in-house signoff could be achieved (2-3 week time frame). EEl will follow up with IDOT on the exact limits of the IL 25 ROW and whether any construction will occur within those limits.
 - 2) ESR to be submitted shortly.
 - a. Extensive Easements
 - b. Historic District and buildings**Plan and profiles will be needed for the ESR. The EcoCAT does not need to be completed at this time. Traffic signals and lighting may have an effect on the historic district. Coordination is required with Anne Haaker at the IHPA.**
 - 3) Group I or II Categorical Exclusion with report anticipated
Alex indicated the project would be a high end CE 1.

- d) Drainage Technical Memorandum
 - a. Inclusion of off-site drainage
 - b. Participatory vs. non-participatory storm sewer

Suleyman indicated that the 1 to 2 page Drainage Technical Memorandum would be sufficient given that IL 25 would not be affected or changed. The outfall storm sewer on Geneva and Fulton is considered participatory.
- e) Capacity Analysis at Liberty Street (IL 25)

Alex indicated that an IDS may be required at IL 25. Tim indicated that Jason Salley had preliminarily given indication that a capacity analysis may suffice for this project; EEI will follow up for additional clarification. The design year also needs to be confirmed (either current or 2040). Alex indicated that a capacity analysis at Chicago Street and Center/Villa may also be required. EEI will confirm the requirements at both intersections with IDOT Bureau of Programming's Geometrics Unit.
- f) Public Hearing

Alex indicated a public hearing should be held instead of an Open House Public Meeting. This will require a court reporter, taking out ads in the newspaper, and taking public comments. Certified letters for the meeting should be sent to the property owners that have a temporary easement shown and all businesses and other non-residential properties, due to the removal of on-street parking. The certified letters will not be required in the PDR, only the comments received and responses. Before the Public Hearing, all geometrics should be approved, all environmental clearances should be received, and the traffic maintenance plan should be established. The maintenance plan will need to be approved by Bureau of Traffic if a state route is involved in any detours.
- g) Utility Coordination
- h) Chicago/Gifford or Chicago/Channing IDS

Traffic signal warrants should be determined for signal reconstruction to be eligible for Federal funding. IDOT and the City will review their records for an existing warrant as Chicago Street in this location used to be a State Route (IL 19). The crash data should be reviewed for head on and rear end crashes.

4. Project Schedule

- a) Phase I Design Approval – April 2014
 - b) Phase II Final Plan Submittal – October 2014
 - c) Construction Letting – January 2015
- An updated milestone schedule is attached.***

5. FHWA Coordination Meeting

A FHWA Coordination Meeting was scheduled for August 13, 2013 to introduce the project. The meeting will seek concurrence on the scope of work, logical termini, level of environmental processing and if the temporary easement acquisition in the historic district will require 4(f) evaluation. Agenda and exhibits are due July 22, 2013.

These meeting minutes represent Engineering Enterprises, Inc.'s understanding of all relevant issues discussed. If there are any errors or omissions, please correspond in writing to Tim Weidner by July 26, 2013, or it will be assumed that all information is complete and correct.

ATTENDANCE ROSTER

BUREAU OF LOCAL ROADS AND STREETS

PROJECT: Kick-off Meeting for Chicago Street in Elgin SECTION # : 12-00183-00-PU
 DATE: 07/17/13 TIME: 10:00 AM

LOCATION: Schaumburg / District One ROOM: BLRS Conference Room A

	NAME (Please Print)	REPRESENTING	PHONE NUMBER
1	Alex Househ	IDOT - D1 - BLRS	(847) 705-4410 Alex.Househ@illinois.gov
2	Suleyman Tulgar	IDOT - D1 - BLRS (HDR, Inc.)	(847) 705-4205 Suleyman.tulgar@illinois.gov
3	Jennifer Becker	KDOT/KKCOM	(630) 444 2957 beckerjennifer@co.kane.il.us
4	JASON BAUER	EEI/CITY OF ELGIN	(630) 466-6745 jbauee@eeiweb.com
5	TIM WEIDNER	EEI/CITY OF ELGIN	(630) 466-6752 tweidner@eeiweb.com
6	TOM TALSMAN	E.E.I.	(630) 466-0784 ttalsma@eeiweb.com
7	JOE EVERS	ELGIN	(847) 931-5955 eversj@cityofelgin.org
8	JAY BEVERLY	ELGIN	(847) 931-5957 BEVERLY_J@CITYOFELGIN.ORG
9			()
10			()
11			()
12			()
14			()
15			()

PROJECT MILESTONE SCHEDULE

Municipality: City of Elgin
Project: Chicago Street - Center Street to Liberty Street Reconstruction
Scope of Work: 09-11-0022
TIP #: 12-00183-00-PV
TIP Years (Ph II / Const): 2015
Section #: 12-00183-00-PV
Last Constr & E3 Cost (date: 12/10/2010): \$2,609,850
Current Constr & E3 Cost (date:): \$

Contact Information

Municipality Elgin - Joe Evers
Council/Liaison Kane/Kendall - Jennifer Becker
Consultant EEL - Tim Weidner
IDOT Marilyn Solomon

Date Prepared: 7/12/2013 **Date Revised:** 7/17/2013

	Projected Dates			Notes
	Initial Est.	Kick-Off	Revised/Actual	
1. Project Scoping				
2. IDOT Phase I Kick-off Meeting	7/17/2013		7/17/2013	
3. 1st State/Federal Coordination Meeting	8/13/2013			
4. Categorical Exclusion Concurrence	Nov. 2013			
5. Design Variance Concurrence	Nov. 2013			
6. Submit Draft Phase I Report (PDR) to IDOT (a)	Dec. 2013			
7. Public Hearing/Meeting (or N/A)	Feb. 2014			
8. Right-of-Way Kick-off Meeting (or N/A)	Feb. 2014			
9. Submit Final Phase I Report (PDR) to IDOT (b)	Mar. 2014			
10. Submit Phase II Engr. Agree'm't to IDOT (or N/A)	N/A			
11. Phase I Design Approval	April 2014			
12. ROW Acquisition Initiation (or N/A) (c)	April 2014			
13. Phase II Engr. Agreement Approval (or N/A)	N/A			
14. Submit Pre-Final Plans and Estimates (d)	8/22/2014			
15. Submit Phase III Engr. Agreement to IDOT	10/20/2014			
16. Submit Final Plans, Specs & Estimates (PS&E) (e)	10/20/2014			
17. ROW Acquisition Complete	11/26/2014			
18. Construction Letting	1/16/2015			

Notes:

- (a) 3 to 6 month review required per complexity and submittal quality
- (b) 1 to 3 month review
- (c) Minimum 9 to 18 months required from plats to acquisition
- (d) 1 to 4 month review
- (e) 7 to 10 days before Springfield BLR due date

See IDOT Local Roads' Mechanics of Project Management
 "Federal Aid Project Initiation to Completion" Flow Chart for
 sequence of events and estimated review times.

Prepared by: CATS-Comm. Liaison / IDOT-BLRS (7-11-02, 5-03)
 File Name: \\milkyway\EEL\Storage\Public\Elgin\2011\EG1104 Chicago Street Rehabilitation\Docs\PDR\Exhibit X10 - IDOT Meet

EXHIBIT K

FHWA COORDINATION MEETING AGENDA & MINUTES

MEMO

To: Attendees - See Attached Meeting Sign in Sheet

From: Timothy V. Weidner, P.E.

Date: August 13, 2013

Re: **August 13, 2013 FHWA/IDOT Coordination Meeting Minutes**

EEl Job #: EG1104



Project: FAU 1321 (Chicago Street) – from Center Street to Liberty Street (IL 25)

Local Agency: City of Elgin

Section: 12-00183-00-PV

IDOT Project # TBD

Meeting Location: IDOT District 1

Meeting Time: 9:30 a.m.

IDOT Job # TBD

Summary of Concurrence to Date:

- None

Summary of Non-Concurrence

- None

Items Presented and Discussion

1. This is the first presentation at a FHWA/IDOT coordination meeting. See the attached BLR 22410 and location map for additional information.
2. Scope of Work and Logical Termini
 - a. Mr. Tim Weidner (EEI) discussed the existing roadway conditions, proposed scope of work and limits of the improvement.
 - b. The project is funded using STP funds.
 - c. Mr. Salmon Danmole (CBLRS) asked if a capacity analysis was performed at Center Street and if the turn lanes were new. Mr. Weidner indicated that no capacity analysis was performed as this was not a state route, and that the turn lanes are existing.
 - d. Mr. Jason Salley (IDOT) indicated IDOT had reviewed the capacity analyses for the IL 25 at Chicago Street intersection and had no objections to the proposed scope of work at this intersection.
 - e. Mr. Salley questioned the signage and striping at the bike lane termini. Mr. Weidner indicated that EEI will provide the appropriate items at the limits of the bike lanes.
 - f. Mr. Chad Riddle (IDOT) asked if there was concurrence on the proposed scope of work (including storm sewer outfall) and logical termini. Mr. Michael Hine (FHWA), Ms. Robin Helmerichs (FHWA), and Mr. Danmole concurred with the proposed scope of work and logical termini.

3. Environmental Issues and Public Involvement

- a. Mr. Weidner discussed the environmental clearances, ROW, and public involvement activities. The ESR has not been submitted.
- b. Mr. Hine indicated that a 4(f) analysis would not be required as there is no recreational use in the corridor and the only parts of the school parcel affected are parking stalls; which will not require 4(f) analysis.
- c. Mr. Danmole indicated that historic/cultural signoff would be needed after the ESR is submitted. Ms. Helmerichs recommended preliminary coordination with the Historic District to discuss the project and review items such as lighting, traffic signals, and detectable warnings.
- d. Mr. Weidner indicated that the level of public involvement would consist of a public hearing with a court reporter. Certified letters would be sent to the property owners from which temporary easements will be needed and to all owners along the corridor since street parking is being removed on one side of the road. Mr. Hine concurred that the level of public involvement would suffice for this project. The public hearing should take place near the end of the Phase I process after the environmental clearances are obtained and the traffic control plan is established. Mr. Riddle indicated that the City can hold an informal public information meeting earlier in the project at their discretion.
- e. Mr. Hine, Ms. Helmerichs and Mr. Danmole concurred that this project can be processed as a Group II Categorical Exclusion with report. The FHWA approves the designation of this project as a Categorical Exclusion Group II on August 13, 2013, pending environmental clearances.

4. Other

- a. Ms. Helmerichs indicated that ADA regulations must be adhered to for sidewalk construction.
 - i. The design of sidewalk cross slopes at 1 to 1.5% was recommended to avoid exceeding the 2% maximum.
 - ii. The use of detectable warning panels with raised domes was recommended in lieu of stamped concrete.

5. Additional FHWA Coordination Meeting

- a. Ms. Marilyn Solomon (IDOT) asked if an additional coordination meeting would be required. Mr. Danmole indicated that another meeting would not be necessary unless unexpected issues are encountered.

These meeting minutes constitute the preparer's understanding of the items discussed and conclusions reached. These minutes represent the basis on which we will proceed. Attendees are requested to notify the preparer of any corrections or comments to the minutes.



**Illinois Department
of Transportation**

**FHWA/Local Coordination Meeting
Attendance Roster**

Agency Name:		Elgin		
Project & Topic:		Chicago St. from Central to Liberty (IL 25): Reconstruction, traffic signals, etc., scope, logical termini, environmental processing, 4(f), storm sewer outfall, 106 (Historic District)		
Section No.:		12-00183-00-PV		
Date:		August 13, 2013	Time:	9:30 AM
Location:		Region/District One	Room:	Executive Conference Room
	NAME (Please Print)	REPRESENTING		PHONE NUMBER
1	Chris Holt	IDOT BLRS		(847) 705-4201
2	Salmon Danmole, SD	IDOT CBLRS		(217) 785-2798
3	Dennis Bachman, POR	FHWA		(217) 492-4283
4	Chris Byars, CB	FHWA		(312) 886-1606
5	Robin Helmerichs, RH	FHWA		(217) 492-4615
6	Michael Hine, MH	FHWA		(217) 492-4634
7	Chad Riddle	IDOT-DI-BLRS		847 705-4406
8	Scott Skitt	IDOT/BDE		217-785-0721
9	JASON SALLEY	IDOT/DI/BOP		847/705-4085
10	Joy Gustafson	IDOT/DI/LAND ACQ		847.705-4296
11	Rosie Rey	IDOT/Land Acquisition		847-705-4328
12	Peter Stresino	IDOT/Traffic Operations/DI		847-705-4135
13	Jennifer Becker	Kane/Kendal C.O.M.		630-444-2957
14	JAY BEVERLY	CITY OF ELGIN		847-931-5957
15	JOE EVERS	CITY OF ELGIN		847-931-5958
16	JASON BAUER	EET		630-466-6700
17	TIM WEIDNER	EET		630-466-6700
18	Marilyn Solomon	IDOT-DI-BLRS		847-705-4407
19	SULFAMON ZUCAR	" " " (ADR, INC.)		847 705 4205
20				
21				
22				
23				
24				
25				

Description of Proposed Work:

The proposed improvement will consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. The existing type B-6.12 curb and gutter will be replaced with type B-6.18 curb and gutter. The roadway pavement will be reconstructed to 38' edge to edge with a 4' bike lane adjacent to the curb and gutter (5.5' including curb flag), two 11' driving lanes, a 5' bike lane and 7' for parking (8.5' including curb flag). The proposed improvement will stop short of Center Street and Liberty Street and match the existing 3-lane section at each end of the project. The new pavement will be Portland Cement Concrete after reviewing a life-cycle cost analysis. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. It is anticipated that 53 temporary easements will be required to remove existing sidewalk that is outside the ROW and for driveway reconstruction or grading. ROW may be needed for replacing the two traffic signals.

Design Policy: 3R Rural Urban Bicycle Guidelines

Proposed Cross Section:

Location	Surface Width	Type	Roadway Width	Shoulder Type Curb & Gutter Type
96+56 to 131+06	38'	PCC	42'	B-6.18 C&G

Bridge No.: _____ (f-f Curb): _____ (f-f of Rail): _____

Required Structural TSL BLR 10210 BCR Other

Any proposed traffic signals ? : Yes No Location(s): Gifford and Channing

Are signal warrants met ? : Yes No

Variances:

Item Description	Standard	Justification
To be determined		

Maintenance of Traffic/Detour: A detour route will be utilized. Route to be determined before the Public Hearing

Level of Environmental Significance:

Categorical Exclusion: Does the Project meet the following:

Actions which do not involve potential for extraordinary circumstances.

- Actions which involve potential for extraordinary circumstances requiring concurrence from the FHWA because they involve one or more of the following:
- (a) Involve in-stream work requiring non-routine mitigation
 - (b) Require an individual section 404 permit from the Corps of Engineers
 - (c) Require additional right-of-way (including temporary or permanent grading easements) which involves relocation of residences or businesses or exceeds one or more of the following:
 - (1) Ten acres of prime farmland
 - (2) Three acres of land per mile of roadway or 10 acre total for a non-linear (spot) improvement (e.g., bridge, intersection)
 - (3) Land takes from 10 property owners
 - (d) Require substantial changes in access control
 - (e) Substantially increase 100-year flood water surface elevations
 - (f) Involve impacts on wetlands
 - (g) Require preparation of a biological assessment for threatened or endangered species
 - (h) Affect the characteristics that would qualify an historic or archaeological resource for inclusion on the National Register of Historic Places
 - (i) Take land (permanent or temporary use) from section 106 resource, or
 - (j) Take land (permanent or temporary use) from section 4(f) resource, or
 - (k) Be controversial on environmental grounds or inconsistent with federal, state or local laws relating to the environment

Procedures in addition to above factors:

- Environmental Class of Action Determination (ECAD)

Additional Information:

Existing Conditions:

Chicago Street is a two-lane roadway with an asphalt surface and concrete base, with existing type B-6.12 curb and gutter on either side of the roadway which has been overlaid in the curb flag. The total pavement width is 40' face to face consisting of two 12'-lanes in each direction with 8' parking lanes on either side for a majority of the project. The existing parking lanes cease near Center Street and Liberty Street to accommodate left turn lanes at those intersections. Four of the intersections of the project (Center Street, Gifford Street, Channing Street and Liberty Street) have existing traffic signals. There are six other intersections within the project limits where the side streets are stop controlled. Right-of-way is 66' wide. Chicago Street is classified as a Minor Arterial and was previously marked as state route IL 19. ADT 8,700. Posted speed limit is 30 mph.

The area in the vicinity of the project is part of the City of Elgin's Historic District with most of it being residential, however there is a small amount of commercial properties near Center/Villa Street.

Short list of project specific items not covered above that may affect the schedule, approval or implementation of the project.

Utility relocation:

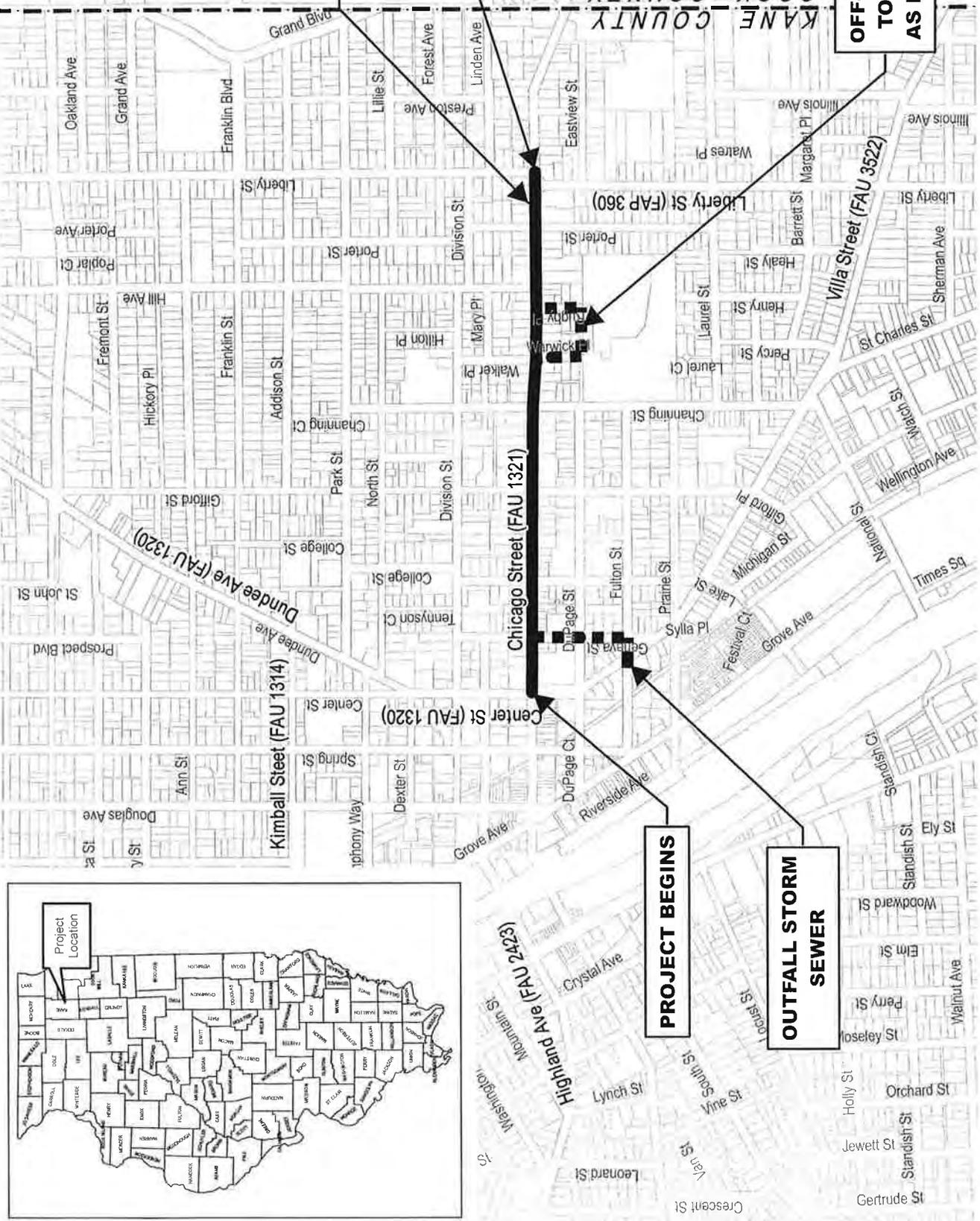
Utility relocation, specifically power poles and underground electric, telephone, gas and fiber optic lines, may be necessary due to installation of proposed storm sewer, lighting, water main, and traffic signal equipment. Initial coordination with the utility companies will be made. Further contact will be made as the project progresses into Phase II.

Attachments:

Functional Classification Map with project limits

Typical Sections

Plan and Profile Sheets



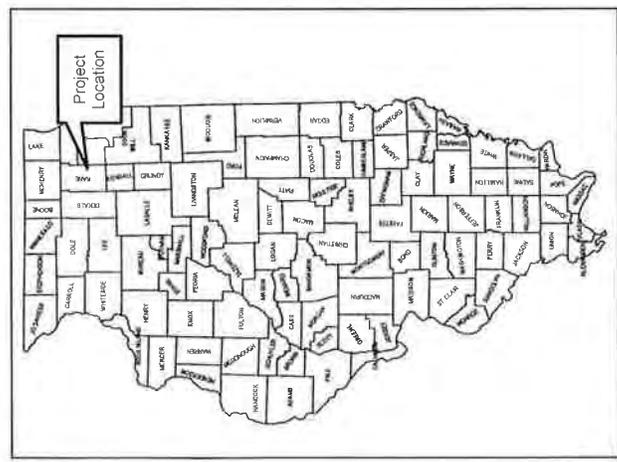
**OFF-SITE STORM SEWER
TO BE CONSTRUCTED
AS NON PARTICIPATING**

PROJECT BEGINS

**OUTFALL STORM
SEWER**

**CONSTRUCTION
LIMITS**

PROJECT ENDS



CHICAGO STREET (FAU 1321) CITY OF ELGIN KANE & COOK COUNTIES, ILLINOIS
DATE: September 2012
PROJECT NO.: EG1104
BY: KKP
PATH: HGISPUBLIC\ELGIN\EG1104
FILE: EG1104_Chicago_STLAPP.mxd

City of Elgin
150 Dexter Court
Elgin, IL 60120
847-931-6100



Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
(630) 466-6700
www.eeiweb.com



To: Attendees – See Attached Meeting Sign in Sheet

From: Colleen C. Jaltuch, P.E.

Date: September 17, 2015

Re: September 15, 2015 FHWA/IDOT Coordination Meeting Minutes

EEI Job #: EG1104

Project: FAU 1321 (Chicago Street) – from Center Street to Liberty Street (IL 25)

Local Agency: City of Elgin

Section: 12-00183-00-PV

IDOT Project # M-4003(230)

Meeting Location: IDOT District 1

Meeting Time: 11:30 a.m.

IDOT Job # C-91-033-14

Summary of Concurrence to Date:

- Categorical Exclusion, Group II (pending environmental clearances) – August 13, 2013
- Scope of work and logical termini – August 13, 2013

Summary of Non-Concurrence

- None

Items Presented and Discussion

1. This is the second presentation at an FHWA/IDOT Coordination Meeting. See the attached BLR 22410 and location map for additional information.
2. Review of project as presented at the August 13, 2013 Coordination Meeting
 - a. Ms. Colleen Jaltuch (EEI) discussed the project scope as presented at the August 13, 2013 Coordination Meeting. This scope included removal of parking on the north side of the street and the addition of dedicated bike lanes.
 - b. The project is in the Elgin Historic District and is funded using STP funds.
 - c. A strip map was laid out showing the project termini and the scope of work that was presented at the August 13, 2013 Coordination Meeting.



3. Public Involvement

- a. Ms. Jaltuch discussed the Open House Public Hearing that was held on June 2, 2015. The project was presented as discussed in the August 13, 2013 Coordination Meeting, including removal of parking on the north side of the street and the addition of dedicated bike lanes.
- b. There were 29 people in attendance and a total of 83 comments were received from 23 people.
- c. Ms. Jaltuch explained the opposition expressed to any plan that would involve a loss in available on-street parking. Because of this, the City wants to pursue other options.
- d. Ms. Jaltuch continued to describe the shared lane option that was also presented at the Open House Public Hearing. This option included 14' shared lanes and 8' parking lanes, which would require a 2' widening on each side of the pavement.
- e. There was opposition to this plan also because of the loss of parkway width and the loss of mature trees (approximately 29 trees) and the disruption from utility pole relocation on the south side.
- f. The residents fear this would detract from the historic character of the neighborhood. Because of this, the City of Elgin wants to eliminate widening from this project.

4. Shared Lane Option (13' shared lane, 7' parking lane)

- a. Ms. Jaltuch presented the shared lane option described above and indicated that this was a way to accommodate cyclists while retaining the historic character of the streetscape that the residents want and the on-street parking that they need.
- b. Mr. Jason Salley (IDOT) questioned the signage and striping at the bike lane termini. Ms. Jaltuch indicated that EEI will provide the appropriate items at the limits of the bike lanes.
- c. Mr. Salley wanted to know where the cyclists would be directed at the east termini and if there would be signage to direct them. Ms. Jaltuch indicated that the cyclists would go North on Hill Ave. to Division Street. Striping and signage would be needed to make this clear.

5. Other

- a. Ms. Helmerichs indicated that further public involvement should be considered to show that their comments were considered and addressed and also to present the selected shared lane option (13' shared lanes and 7' parking lanes).
 - i. Ms. Jaltuch indicated that a response to public comments would be put together and distributed to all who commented.



- ii. Mr. Greg Rokos (City of Elgin) added that project information would also be displayed in a kiosk at City Hall as well as disseminated on the City web page.

6. Additional Project Coordination

- a. Ms. Jaltuch asked Gary Galecki (IDOT) whether the project can be presented to the public with the 13' shared lanes and 7' parking lanes. Mr. Galecki concurred. Mr. Galecki and Ms. Helmerichs concurred with the proposed scope of work and logical termini.
- b. Mr. Galecki continued to say that the Level I Design Variance request for the parking lane width should be submitted as part of the Draft PDR.
- c. Ms. Helmerichs asked whether all the environmental clearances had been obtained. Ms. Jaltuch stated that they had, except that further coordination was needed for Cultural. We have a Conditional "No Adverse Affect" concurrence. Ms. Helmerichs stated that coordination for Categorical Exclusion, Group II approval can be done via email once Cultural Clearance is granted.

These meeting minutes constitute the preparer's understanding of the items discussed and conclusions reached. These minutes represent the basis on which we will proceed. Attendees are requested to notify the preparer of any corrections or comments to the minutes.



**Illinois Department
of Transportation**

**FHWA/Local Coordination Meeting
Attendance Roster**

Agency Name:	Elgin		
Project & Topic:	FAU 1321 (Chicago St.) from Center to Liberty (IL 25): Reconstruction, traffic signals, etc.; Bicycle accommodation		
Section No.:	12-00183-00-PV		
Date:	September 15, 2015	Time:	11:30 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
Marilyn 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	JS	Suleyman Tulgar (847) 705-4205	Joy Gustafson (847) 705-4296
Peter Stresino (847) 705-4135	PAS		

IDOT - CENTRAL OFFICE			
John Sherrill (217) 785-4181	JSS	Ken Runkle (217) 785-0202	Gary Galecki (217) 785-8564
Scott Stitt (217) 785-0721	SS		

FHWA			
Mike Hine (217) 492-4634		Chris Byars (312) 886-1606	Robin Helmerichs (217) 492-4615
Hassan Dastgir (217) 492-4623	H		

	OTHER PARTICIPANTS	REPRESENTING	PHONE
1	Jay Beverly	CITY OF ELGIN	(847) 931-5957
2	Annika Becher	KDOT	630.444.2957
3	Patrick Knapp	KKCOM	630.444.3145
4	JOE EVERS	CITY OF ELGIN	847-931-5958
5	Greg Petes	City of Elgin	847-931-5966
6	TOM TALSMAN	ENGINEERING ENTERPRISES	630-466-6785
7	COLLEEN JALTUCH	" "	630-466-6700
8	Tim Weidner	Engineering Enterprises	630-466-6752
9			
10			
11			
12			
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20			



08/13/13 (rev. 09/04/15) Kane Kane/Kendall Council of Mayors FAU 1321
Date County Council Route

NHS [] Yes [x] No SRA [] Yes [x] No \$ 2,330,220 Constr. - under revision
Program Cost

Center Street to Liberty Street (IL 25) Termini

12-00183-00-PV City of Elgin Minor Arterial
Section Number Township/Municipality Project Number Functional Classification

09-11-0022 City of Elgin
TIP Number Jurisdiction of Route

39' east of Center Street to 66' west of Liberty Street (IL 25) Location

The eastern terminus of the project stops short of IL 25.
State Route(s) Included

Existing Cross Section:

Table with 5 columns: Location, Surface Width, Type, Roadway Width, Shoulder Type/Curb & Gutter Type. Row 1: 96+56 to 131+06, 40', HMA, 41', B-6.12 C&G

Average Daily Traffic:

Existing : 8,700 2012 Projected 10,000 2040 % Trucks: SU 2.6, MU 0.7
ADT Current Year ADT Projected Year

Other:

Bridge No.: (f-f of Curb): (f-f of Rail):

Sufficiency Rating:

Maximum Grade: -2.80% to +3.47% Minimum Horizontal Curve: 3500' Radius

High Accident Location(s): None. Total of 79 crashes from 2010-2014. No fatalities. 6 Type "A" injuries.

Description of Proposed Work:

The proposed improvement will consist of the reconstruction of Chicago Street. The existing type B-6.12 curb and gutter will be replaced with type B-6.18 curb and gutter. The roadway pavement will be reconstructed to 37' edge to edge with two 13' shared driving/cycling lanes and two 7' parking lanes (including curb flag). The proposed improvement will stop short of Center Street and Liberty Street and match the existing 3-lane section at each end of the project. The new pavement will be Portland Cement Concrete after reviewing a life-cycle cost analysis. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. It is anticipated that 53 temporary easements will be required to remove existing sidewalk that is outside the ROW and for driveway reconstruction or grading. ROW may be needed for replacing the two traffic signals.

Design Policy: 3R Rural Urban Bicycle Guidelines

Proposed Cross Section:

Location	Surface Width	Type	Roadway Width	Shoulder Type Curb & Gutter Type
96+56 to 131+06	37'	PCC	41'	B-6.18 C&G

Bridge No.: _____ (f-f Curb): _____ (f-f of Rail): _____

Required Structural TSL BLR 10210 BCR Other

Any proposed traffic signals ? : Yes No Location(s): Gifford and Channing

Are signal warrants met ? : Yes No

Variances:

Item Description	Standard	Justification
Parking Lane Width – 7'	Parking Lane Width – 8'	

Maintenance of Traffic/Detour: A detour route will be utilized.

Level of Environmental Significance:

Categorical Exclusion: Does the Project meet the following:

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Procedures in addition to above factors:

- Environmental Class of Action Determination (ECAD)

Additional Information:

Existing Conditions:

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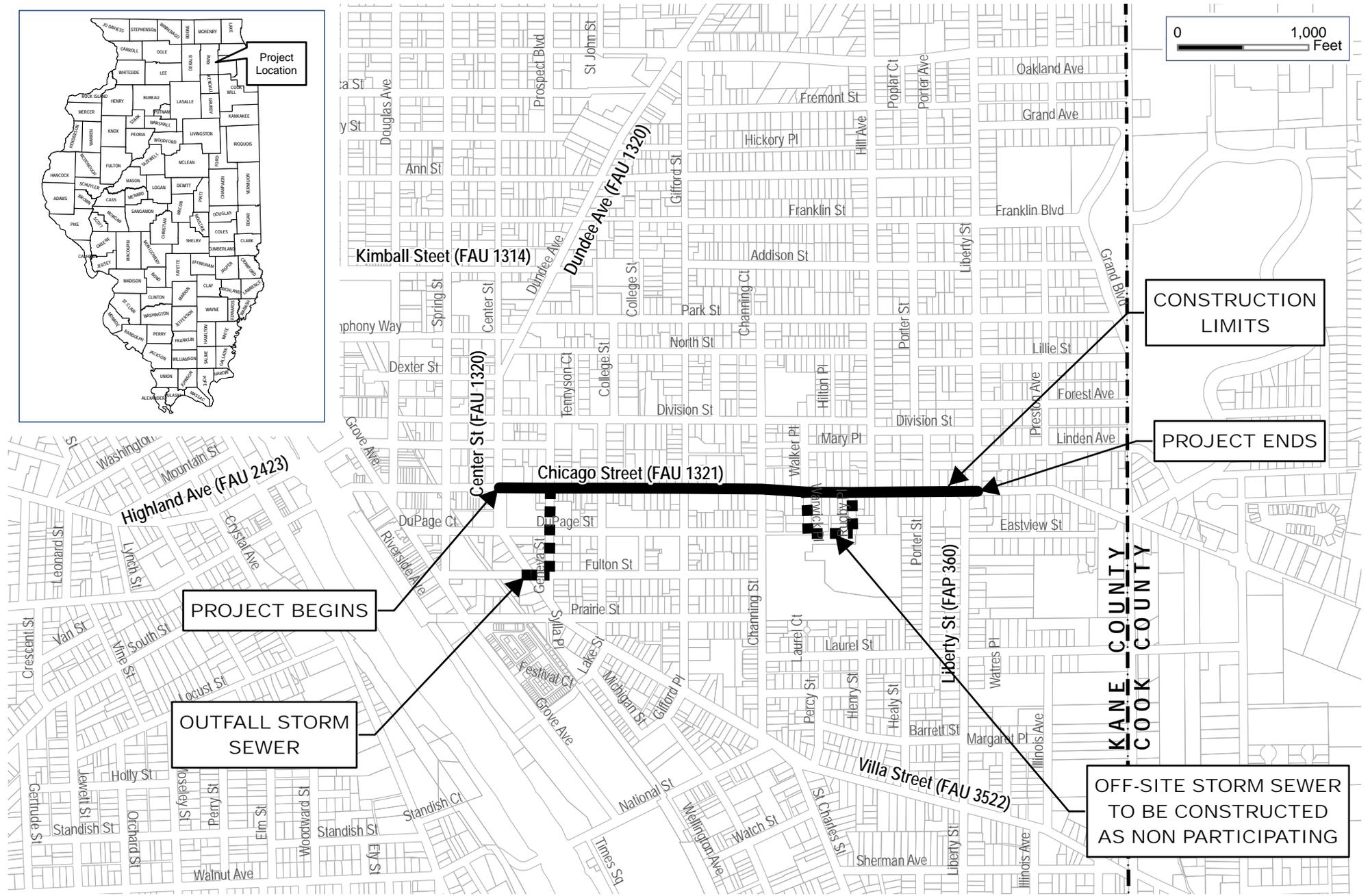
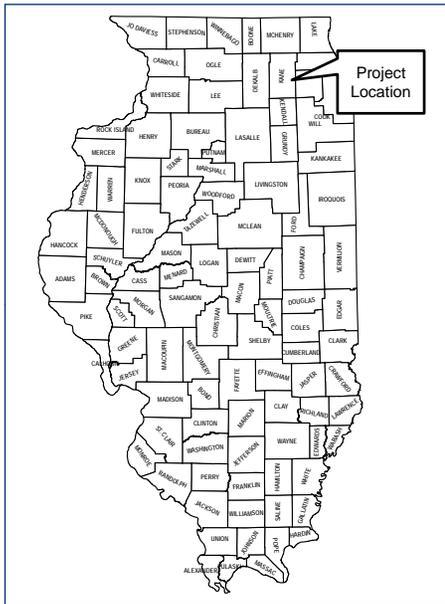
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Short list of project specific items not covered above that may affect the schedule, approval or implementation of the project.

Utility relocation:

Utility relocation, specifically power poles and underground electric, telephone, gas and fiber optic lines, may be necessary due to installation of proposed storm sewer, lighting, water main, and traffic signal equipment. Initial coordination with the utility companies will be made. Further contact will be made as the project progresses into Phase II.

Attachments:



Engineering Enterprises, Inc.

52 Wheeler Road
 Sugar Grove, Illinois 60554
 (630) 466-6700
 www.eeiweb.com



City of Elgin

150 Dexter Court
 Elgin, IL 60120
 847-931-6100

DATE:	September 2012
PROJECT NO.:	EG1104
BY:	KKP
PATH:	H:\GIS\PUBLIC\ELGIN\EG1104
FILE:	EG1104_Chicago St LAPP.mxd

CHICAGO STREET (FAU 1321)

CITY OF ELGIN
 KANE & COOK COUNTIES, ILLINOIS



EXHIBIT L

PHASE 1 ESTIMATE OF COST

PHASE I COST ESTIMATE
CHICAGO STREET (FAU 1321)
SECTION 12-00183-00-PV
CITY OF ELGIN, KANE COUNTY, IL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST AMOUNT	APPROXIMATE PARTICIPATORY ITEMS		APPROXIMATE NON-PARTICIPATORY ITEMS	
						QUANTITY	COST AMOUNT	QUANTITY	COST AMOUNT
1	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	5,370.0	\$ 5.00	\$ 26,850.00	5,370.0	\$ 26,850.00	0.0	\$ -
2	SODDING, SALT TOLERANT	SQ YD	5,370.0	\$ 10.00	\$ 53,700.00	5,370.0	\$ 53,700.00	0.0	\$ -
3	SUPPLEMENTAL WATERING	UNIT	242.0	\$ 80.00	\$ 19,360.00	242.0	\$ 19,360.00	0.0	\$ -
4	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	23,250.0	\$ 6.00	\$ 139,500.00	23,250.0	\$ 139,500.00	0.0	\$ -
5	DETECTABLE WARNINGS	SQ FT	352.0	\$ 30.00	\$ 10,560.00	352.0	\$ 10,560.00	0.0	\$ -
6	PAVEMENT REMOVAL	SQ YD	17,000.0	\$ 10.00	\$ 170,000.00	17,000.0	\$ 170,000.00	0.0	\$ -
7	COMBINATION CURB AND GUTTER REMOVAL	FOOT	7,265.0	\$ 5.00	\$ 36,325.00	7,265.0	\$ 36,325.00	0.0	\$ -
8	SIDEWALK REMOVAL	SQ FT	23,250.0	\$ 1.00	\$ 23,250.00	23,250.0	\$ 23,250.00	0.0	\$ -
9	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	378.0	\$ 100.00	\$ 37,800.00	378.0	\$ 37,800.00	0.0	\$ -
10	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	7,265.0	\$ 20.00	\$ 145,300.00	7,265.0	\$ 145,300.00	0.0	\$ -
11	MOBILIZATION	L SUM	1.0	\$ 252,500.00	\$ 252,500.00	1.0	\$ 252,500.00	0.0	\$ -
12	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1.0	\$ 40,000.00	\$ 40,000.00	1.0	\$ 40,000.00	0.0	\$ -
13	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1.0	\$ 10,000.00	\$ 10,000.00	1.0	\$ 10,000.00	0.0	\$ -
14	CHANGEABLE MESSAGE SIGN	CAL MO	14.0	\$ 1,100.00	\$ 15,400.00	14.0	\$ 15,400.00	0.0	\$ -
15	SHORT-TERM PAVEMENT MARKING	FOOT	3,450.0	\$ 1.00	\$ 3,450.00	3,450.0	\$ 3,450.00	0.0	\$ -
16	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	18,250.0	\$ 0.25	\$ 4,562.50	18,250.0	\$ 4,562.50	0.0	\$ -
17	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,150.0	\$ 1.00	\$ 1,150.00	1,150.0	\$ 1,150.00	0.0	\$ -
18	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	305.0	\$ 5.00	\$ 1,525.00	305.0	\$ 1,525.00	0.0	\$ -
19	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	18,250.0	\$ 0.50	\$ 9,125.00	18,250.0	\$ 9,125.00	0.0	\$ -
20	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	1,350.0	\$ 1.00	\$ 1,350.00	1,350.0	\$ 1,350.00	0.0	\$ -
21	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	860.0	\$ 2.00	\$ 1,720.00	860.0	\$ 1,720.00	0.0	\$ -
22	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	292.0	\$ 4.00	\$ 1,168.00	292.0	\$ 1,168.00	0.0	\$ -
23	DETECTOR LOOP REPLACEMENT	FOOT	2,320.0	\$ 18.00	\$ 41,760.00	2,320.0	\$ 41,760.00	0.0	\$ -
24	SANITARY FRAMES TO BE ADJUSTED (SPECIAL) W/ NEW TYPE 1 FRAME AND GRATE	EACH	19.0	\$ 1,500.00	\$ 28,500.00	19.0	\$ 28,500.00	0.0	\$ -
25	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	530.0	\$ 70.00	\$ 37,100.00	530.0	\$ 37,100.00	0.0	\$ -
26	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	50.0	\$ 55.00	\$ 2,750.00	50.0	\$ 2,750.00	0.0	\$ -
27	EARTH EXCAVATION	CU YD	6,190.0	\$ 17.50	\$ 108,325.00	6,190.0	\$ 108,325.00	0.0	\$ -
28	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	18,570.0	\$ 1.00	\$ 18,570.00	18,570.0	\$ 18,570.00	0.0	\$ -
29	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	18,580.0	\$ 10.00	\$ 185,800.00	18,580.0	\$ 185,800.00	0.0	\$ -
30	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	6,450.0	\$ 27.00	\$ 174,150.00	6,450.0	\$ 174,150.00	0.0	\$ -
31	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	6,450.0	\$ 20.00	\$ 129,000.00	6,450.0	\$ 129,000.00	0.0	\$ -
32	JOINT REINFORCED CONCRETE PAVEMENT 8"	SQ YD	17,000.0	\$ 38.00	\$ 646,000.00	17,000.0	\$ 646,000.00	0.0	\$ -
33	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	2,272.0	\$ 40.00	\$ 90,880.00	2,272.0	\$ 90,880.00	0.0	\$ -
34	STORM SEWERS, CLASS A, TYPE 1, 15"	FOOT	197.0	\$ 45.00	\$ 8,865.00	197.0	\$ 8,865.00	0.0	\$ -
35	STORM SEWERS, CLASS A, TYPE 1, 18"	FOOT	208.0	\$ 50.00	\$ 10,400.00	208.0	\$ 10,400.00	0.0	\$ -
36	STORM SEWERS, CLASS A, TYPE 1, 24"	FOOT	91.0	\$ 60.00	\$ 5,460.00	91.0	\$ 5,460.00	0.0	\$ -
37	STORM SEWERS, CLASS A, TYPE I, 30"	FOOT	1,586.0	\$ 70.00	\$ 111,020.00	1,586.0	\$ 111,020.00	0.0	\$ -
38	STORM SEWERS, CLASS A, TYPE 1, 36"	FOOT	587.0	\$ 80.00	\$ 46,960.00	587.0	\$ 46,960.00	0.0	\$ -
39	STORM SEWERS, CLASS A, TYPE 1, 42"	FOOT	309.0	\$ 105.00	\$ 32,445.00	309.0	\$ 32,445.00	0.0	\$ -
40	STORM SEWERS, CLASS A, TYPE 1, 48"	FOOT	87.0	\$ 115.00	\$ 10,005.00	87.0	\$ 10,005.00	0.0	\$ -
41	STORM SEWERS, CLASS A, TYPE 1, 54"	FOOT	474.0	\$ 130.00	\$ 61,620.00	474.0	\$ 61,620.00	0.0	\$ -
42	CATCH BASIN	EACH	99.0	\$ 1,500.00	\$ 148,500.00	99.0	\$ 148,500.00	0.0	\$ -
43	MANHOLE	EACH	44.0	\$ 2,400.00	\$ 105,600.00	44.0	\$ 105,600.00	0.0	\$ -
44	TRENCH BACKFILL	CU YD	6,922.0	\$ 28.00	\$ 193,816.00	2,743.0	\$ 76,804.00	4,179.0	\$ 117,012.00
45	DUCTILE IRON WATER MAIN, 12"	FOOT	3,480.0	\$ 125.00	\$ 435,000.00	0.0	\$ -	3,480.0	\$ 435,000.00
46	DUCTILE IRON WATER MAIN, 8"	FOOT	710.0	\$ 100.00	\$ 71,000.00	0.0	\$ -	710.0	\$ 71,000.00
47	WATER VALVES, 12"	EACH	6.0	\$ 3,000.00	\$ 18,000.00	0.0	\$ -	6.0	\$ 18,000.00
48	WATER VALVES, 8"	EACH	14.0	\$ 2,000.00	\$ 28,000.00	0.0	\$ -	14.0	\$ 28,000.00
49	VALVE VAULT	EACH	20.0	\$ 2,000.00	\$ 40,000.00	0.0	\$ -	20.0	\$ 40,000.00
50	FIRE HYDRANT	EACH	12.0	\$ 5,000.00	\$ 60,000.00	0.0	\$ -	12.0	\$ 60,000.00
51	N WATER SERVICE (24' X 20)	FOOT	480.0	\$ 35.00	\$ 16,800.00	0.0	\$ -	480.0	\$ 16,800.00
52	S WATER SERVICE (42' X 30)	FOOT	1,260.0	\$ 35.00	\$ 44,100.00	0.0	\$ -	1,260.0	\$ 44,100.00
53	CORP STOP	EACH	50.0	\$ 475.00	\$ 23,750.00	0.0	\$ -	50.0	\$ 23,750.00
54	CURB STOP & BOX	EACH	50.0	\$ 475.00	\$ 23,750.00	0.0	\$ -	50.0	\$ 23,750.00
55	CONTROLLER	EACH	2.0	\$ 10,000.00	\$ 20,000.00	0.0	\$ -	2.0	\$ 20,000.00
56	LIGHTING UNIT	EACH	35.0	\$ 4,000.00	\$ 140,000.00	0.0	\$ -	35.0	\$ 140,000.00

PHASE I COST ESTIMATE
CHICAGO STREET (FAU 1321)
SECTION 12-00183-00-PV
CITY OF ELGIN, KANE COUNTY, IL

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST AMOUNT	APPROXIMATE PARTICIPATORY ITEMS		APPROXIMATE NON-PARTICIPATORY ITEMS	
						QUANTITY	COST AMOUNT	QUANTITY	COST AMOUNT
57	24" FOUNDATIONS - 7' DEEP	FOOT	245.0	\$ 150.00	\$ 36,750.00	0.0	\$ -	245.0	\$ 36,750.00
58	UNIT DUCT	FOOT	6,810.0	\$ 10.00	\$ 68,100.00	0.0	\$ -	6,810.0	\$ 68,100.00
59	ELECTRIC SERVICE INSTALLATION	EACH	1.0	\$ 3,000.00	\$ 3,000.00	0.0	\$ -	1.0	\$ 3,000.00
60	ELECTRIC UTILITY SERVICE INSTALLATION	EACH	1.0	\$ 5,000.00	\$ 5,000.00	0.0	\$ -	1.0	\$ 5,000.00
61	TRAFFIC SIGNALS	L-SUM	2.0	\$ 200,000.00	\$ 400,000.00	2.0	\$ 400,000.00	0.0	\$ -
62	TRAINEES	HOUR	1,000.0	\$ 0.80	\$ 800.00	1,000.0	\$ 800.00	0.0	\$ -
63	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000.0	\$ 15.00	\$ 15,000.00	1,000.0	\$ 15,000.00	0.0	\$ -
64	15" CURED IN PLACE PIPE LINERS	FOOT	434.0	\$ 60.00	\$ 26,040.00	0.0	\$ -	434.0	\$ 26,040.00
65	21" CURED IN PLACE PIPE LINERS	FOOT	1,421.0	\$ 100.00	\$ 142,100.00	0.0	\$ -	1,421.0	\$ 142,100.00
66	24" CURED IN PLACE PIPE LINERS	FOOT	1,411.0	\$ 125.00	\$ 176,375.00	0.0	\$ -	1,411.0	\$ 176,375.00
67	SIGN PANELS, TY 2	SQ FT	191.0	\$ 40.00	\$ 7,640.00	191.0	\$ 7,640.00		\$ -
68	TELESCOPING STEEL SIGN SUPPORTS	FOOT	160.0	\$ 15.00	\$ 2,400.00	160.0	\$ 2,400.00		\$ -
					\$ -				
TOTAL CONSTRUCTION COSTS					\$ 5,005,726.50	\$ 3,510,949.50	\$ 1,494,777.00		
CONTINGENCY (5%)					\$ 250,298.50	\$ 175,550.00	\$ 74,748.50		
TOTAL CONSTRUCTION COST WITH CONTINGENCY					\$ 5,256,025.00	\$ 3,686,499.50	\$ 1,569,525.50		

EXHIBIT M

UTILITY COORDINATION

Utility Coordination

FAU 1321 (Chicago Street): From FAU 1320 (Center Street) to FAP 360 (Liberty Street (IL 25))

Section No. 12-00183-00-PV

City of Elgin

EEl Project # EG1104

updated: 03/30/2016

Name	Company	Telephone	Address	JULIE Dig #	Rec. Atlas Pages	Sent Prelim Plans	Rec. Response to Letter	Rec. Marked Up Plans	Utility Reference #	Comments
AT&T - Legal Mandate	AT&T (Distribution)	630-573-5450 x2nd 630-573-5495	1000 Commerce Drive Oakbrook, IL 60523	A0861666		4/22/2014	4/28/2014	1/30/2015	EL2122	See Below
Mr. Jim Everett	ATT / T-TCG	770-750-6181	208 S. Akard St. Dallas, TX 75202	A0861666		4/22/2014	5/22/2014	1/30/2015	EL2122	Spoke on the phone wth Bruce Ebner on 5/23/2014 about legend, spoke to Hector Garcia (hg2929@att.com) 847-888-6799 on 8/13/14, he said he was going to hire a consultant to verify all the lines due to the amount of them. Will pot hole later and give us a chance to review. Spoke again to Hector Garcia about project schedule.
Ms. Martha Gieras	Comcast	630-600-6352	688 Industrial Dr. Elmhurst, IL 60126	A0861666	6/16/2014	4/22/2014	6/9/2014	6/9/2014		There are potential conflicts.
Mr. Paul Kratzer	ComEd	708-518-6209	2 Lincoln Centre Oakbrook Terrace, IL 60554	A0861666	4/10/2013	4/22/2014	5/29/2015	Sta/offset list of facilities.	H12618ELG	There are potential conflicts.
Mr. Joseph Evers P. E. City Engineer	City of Elgin	847-931-5955	150 Dexter Court Elgin, IL 60120	A0861666	11/14/2012	-	-	-	-	City of Elgin is the local agency for this project
Mr. Ronnie Adcox OSP National Support/Investigations	MCI Communications Services, Inc.	972-729-6322	2400 North Glenville Richardson, TX 75082	A0861666	4/2/2013	4/22/2014	5/9/2014	No Response	19546-2013	Received phone call checking on progress of project. There are potential conflicts.
Ms. Connie Lane	Nicor Gas	630-388-2362	1844 Ferry Road Naperville, IL 60563	A0861666	4/16/2013	4/22/2014	5/8/2014	5/8/2014	SC10211	There are potential conflicts.
Mr. Paul Flinkow Fiber Engineer	Wide Open West	630-536-3139	1674 Frontenac Rd Naperville, IL 60563	A0861666		4/22/2014	No Response	No Response		

Utility Coordination
 FAU 1321 (Chicago Street): From FAU 1320 (Center Street) to FAP 360 (Liberty Street (IL 25))
 Section No. 12-00183-00-PV
 City of Elgin
 EEI Project # EG1104

updated: 04/22/2014

Name	Company	Telephone	Address	JULIE Dig #	Rec. Atlas Pages	Sent Prelim Plans	Rec. Response to Letter	Rec. Marked Up Plans	Utility Reference #	Comments
AT&T - Legal Mandate	AT&T (Distribution)	630-573-5450 x2nd 630-573-5495	1000 Commerce Drive Oakbrook, IL 60523	A0861666		4/22/2014				
Mr. Jim Everett	ATT / T-TCG	770-750-6181	208 S. Akard St. Dallas, TX 75202	A0861666		4/22/2014				
Ms. Martha Gieras	Comcast	630-600-6352	688 Industrial Dr. Elmhurst, IL 60126	A0861666		4/22/2014				
Ms. Ana Kunze	ComEd	630-437-4855	1N423 Swift Road Lombard, IL 60148	A0861666	4/10/2013	4/22/2014				
Mr. Joseph Evers P. E. City Engineer	City of Elgin	847-931-5955	150 Dexter Court Elgin, IL 60120	A0861666	11/14/2012	-				City of Elgin is the local agency for this project
Mr. Ronnie Adcox OSP National Support/Investigations	MCI Communications Services, Inc.	972-729-6322	2400 North Glenville Richardson, TX 75082	A0861666	4/2/2013	4/22/2014			19546-2013	
Ms. Connie Lane	Nicor Gas	630-388-2362	1844 Ferry Road Naperville, IL 60563	A0861666	4/16/2013	4/22/2014			SC10211	
Mr. Paul Flinkow Fiber Engineer	Wide Open West	630-536-3139	1674 Frontenac Rd Naperville, IL 60563	A0861666		4/22/2014				



Engineering Enterprises, Inc.

April 22, 2014

AT&T Legal Mandate Team
AT&T (Distribution)
1000 Commerce Drive
Oakbrook, IL 60523

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Design JULIE: A0861666**

To Whom It May Concern:

Engineering Enterprises, Inc. has been retained by the City of Elgin to conduct a Phase 1 preliminary engineering study for the reconstruction of Chicago Street. Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. The existing curb and gutter will all be removed and replaced. The proposed improvement will stop short of Center Street and Liberty Street. The new pavement will be Portland Cement Concrete. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. Subject to project readiness and funding availability, the project is currently targeted for a Fall/Winter 2015 letting with construction being completed in 2016.

Enclosed are two sets of preliminary plans for your review. Please review the enclosed plans and respond in writing with any potential issues. Please mark the location and depth of your facilities on one set and return it to us to incorporate the information into our plans. The second set is for your information to assist you in the design process to relocate affected facilities. A pre-final set of plans will be sent to you during the design phase of the project.

At the completion of our study, a report will be prepared describing the proposed work and the report will be submitted to IDOT for review and approval. After approval is received, the next phase is to prepare plans and specifications for construction.

If you have any questions, or wish to arrange a meeting to discuss the improvement in more detail, please contact me at 630-466-6700.

Very truly yours,

ENGINEERING ENTERPRISES, INC.

A handwritten signature in blue ink that reads "Timothy V. Weidner".

Timothy V. Weidner, P.E.
Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin

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52 Wheeler Road, Sugar Grove, IL 60554 ~ (630) 466-6700 tel ~ (630) 466-6701 fax ~ www.eeiweb.com



Engineering Enterprises, Inc.

April 22, 2014

Mr. Jim Everett
ATT / T-TCG
208 S. Akard St.
Dallas, TX 75202

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Design JULIE: A0861666**

Dear Mr. Everett:

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Timothy V. Weidner, P.E.
Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin

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Engineering Enterprises, Inc.

April 22, 2014

Ms. Martha Gieras
Comcast
688 Industrial Dr.
Elmhurst, IL 60126

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Design JULIE: A0861666**

Dear Ms. Gieras:

Engineering Enterprises, Inc. has been retained by the City of Elgin to conduct a Phase 1 preliminary engineering study for the reconstruction of Chicago Street. Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. The existing curb and gutter will all be removed and replaced. The proposed improvement will stop short of Center Street and Liberty Street. The new pavement will be Portland Cement Concrete. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. Subject to project readiness and funding availability, the project is currently targeted for a Fall/Winter 2015 letting with construction being completed in 2016.

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Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin

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Engineering Enterprises, Inc.

April 22, 2014

Ms. Ana Kunze
ComEd
1N423 Swift Road
Lombard, IL 60148

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Design JULIE: A0861666**

Dear Ms. Kunze:

Engineering Enterprises, Inc. has been retained by the City of Elgin to conduct a Phase 1 preliminary engineering study for the reconstruction of Chicago Street. Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. The existing curb and gutter will all be removed and replaced. The proposed improvement will stop short of Center Street and Liberty Street. The new pavement will be Portland Cement Concrete. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. Subject to project readiness and funding availability, the project is currently targeted for a Fall/Winter 2015 letting with construction being completed in 2016.

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Timothy V. Weidner, P.E.
Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin

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Engineering Enterprises, Inc.

April 22, 2014

Mr. Ronnie Adcox
OSP National Support/Investigations
2400 North Glenville
Richardson, TX 75082

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Design JULIE: A0861666 / Utility Reference No. 19546-2013**

Dear Mr. Adcox:

Engineering Enterprises, Inc. has been retained by the City of Elgin to conduct a Phase 1 preliminary engineering study for the reconstruction of Chicago Street. Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. The existing curb and gutter will all be removed and replaced. The proposed improvement will stop short of Center Street and Liberty Street. The new pavement will be Portland Cement Concrete. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. Subject to project readiness and funding availability, the project is currently targeted for a Fall/Winter 2015 letting with construction being completed in 2016.

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Timothy V. Weidner, P.E.
Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin

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Engineering Enterprises, Inc.

April 22, 2014

Ms. Connie Lane
Nicor Gas
1844 Ferry Road
Naperville, IL 60563

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Design JULIE: A0861666 / Utility Reference No. SC10211**

Dear Ms. Lane:

Engineering Enterprises, Inc. has been retained by the City of Elgin to conduct a Phase 1 preliminary engineering study for the reconstruction of Chicago Street. Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. The existing curb and gutter will all be removed and replaced. The proposed improvement will stop short of Center Street and Liberty Street. The new pavement will be Portland Cement Concrete. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. Subject to project readiness and funding availability, the project is currently targeted for a Fall/Winter 2015 letting with construction being completed in 2016.

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ENGINEERING ENTERPRISES, INC.

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Timothy V. Weidner, P.E.
Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin

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Engineering Enterprises, Inc.

April 22, 2014

Mr. Paul Flinkow
Wide Open West
1674 Frontenac Rd
Naperville, IL 60563

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Design JULIE: A0861666**

Dear Mr. Flinkow:

Engineering Enterprises, Inc. has been retained by the City of Elgin to conduct a Phase 1 preliminary engineering study for the reconstruction of Chicago Street. Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. The existing curb and gutter will all be removed and replaced. The proposed improvement will stop short of Center Street and Liberty Street. The new pavement will be Portland Cement Concrete. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. Subject to project readiness and funding availability, the project is currently targeted for a Fall/Winter 2015 letting with construction being completed in 2016.

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Very truly yours,

ENGINEERING ENTERPRISES, INC.

A handwritten signature in blue ink that reads 'Timothy V. Weidner'.

Timothy V. Weidner, P.E.
Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin

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52 Wheeler Road, Sugar Grove, IL 60554 ~ (630) 466-6700 tel ~ (630) 466-6701 fax ~ www.eeiweb.com

From: [GARCIA, HECTOR](#)
To: [Colleen Jaltuch](#)
Subject: RE: Elgin Chicago St Center St to Liberty St Reconstruction AT&T Conduit Locations
Date: Thursday, May 21, 2015 1:01:27 PM

Collen,

Thank you - for taking the time to talk to me regarding this project.
Please let me know if you have any other questions.
My contact information is noted below.

Regards,

Hector Garcia
AT&T Civic Project Engineering
1000 Commerce Dr
Oak Brook, IL 60523
O-847-888-6799
C-630-639-8372

-----Original Message-----

From: Colleen Jaltuch [<mailto:CJaltuch@eeiweb.com>]
Sent: Wednesday, May 20, 2015 3:26 PM
To: GARCIA, HECTOR
Subject: FW: Elgin Chicago St Center St to Liberty St Reconstruction AT&T Conduit Locations
Importance: High

Hector,

I am now working on this project with Tim Weidner at EEI and will be the person you can contact with questions.

Is there telephone line or fiber optic line within your conduits along Chicago Street?

Kind Regards,

Colleen C. Jaltuch, P.E., LEED AP BD&C
Senior Project Engineer II

Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554
T: (630) 466-6751 F: (630) 466-6701
www.eeiweb.com
cjaltuch@eeiweb.com

-----Original Message-----

From: GARCIA, HECTOR [<mailto:hg2929@att.com>]
Sent: Friday, January 30, 2015 9:06 AM
To: Tim Weidner
Subject: Elgin Chicago St Center St to Liberty St Reconstruction AT&T Conduit Locations
Importance: High

Timothy,

Attached are the PDFs of depicting the location of the AT&T facilities within the project scope. Please let me know if there are any updates with your design that may affect our facilities.

Is there a good time to call you to discuss this project?
When is the anticipated letting, construction start?

Thank you for considering this matter.

Hector Garcia
AT&T Civic Project Engineering
1000 Commerce Dr
Oak Brook IL, 60523
Office (847)888-6799
Cell (630)639-8372
hg2929@att.com

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Comcast Cable
688 Industrial Drive
Elmhurst, IL 60126

June 9, 2014

Engineering Enterprises, Inc.
52 Wheeler Rd
Sugar Grove, IL 60554
Attn: Timothy Weidner, P.E.

RECEIVED

JUN 16 2014

**Re: Utility Information Request
Chicago Street Rehabilitation
City of Elgin
EEI Project EG1104
JULIE Design Ticket A0861666**

ENGINEERING ENTERPRISES, INC

Dear Mr. Weidner:

As requested, enclosed are Comcast system atlases that reflect the approximate location of our aerial (yellow) and underground (magenta) facilities within and/or adjacent to the referenced project limits.

Feel free to contact us if you have any questions about this information.

Very truly yours,

Robert L. Schuller Jr.
Central Division Director of Construction

By:

Thomas Munar
Right-of-Way Engineer
(630) 600-6316

Encl: 4 Drawings

EG1104
Jm W

Tim Weidner

From: Illinois Damage [IllinoisDamage@usicinc.com]
Sent: Wednesday, April 10, 2013 12:16 PM
To: Tim Weidner
Subject: Design Stage Ticket A0861666
Attachments: UG Locating Map Legend.pdf; 432-13N-UGL.pdf; 432-13S-UGL.pdf; 433-13N-UGL.pdf; 433-13S-UGL.pdf

Tim,

If your project is regarding new or renovation construction, supplied electrical voltage needs, or changes in current electrical demands, you must contact ComEd's New Business office at 1-866-NEW-ELEC (1-866-639-3532) to begin the process to complete your request.

If your project is for a publicly funded improvement project such as road widening, sewer, water, or other general public improvement, please call ComEd's Public Relocation Department at 630-437-4855.

ComEd has forwarded your JULIE Design Stage Ticket A0861666 - Elgin to our company to provide the attached prints as you requested. I have also attached a ComEd Legend relative to these prints. Note that since we are submitting this information for ComEd, you may need to contact ComEd directly to further develop your project.

It is very important to note that you must take additional steps if your project is for a new or revised electric service or for a publicly funded roadway improvement project.

Have a Great Day & Keep it Safe.

Erica Navarro
Administrative Asst.
Phone : 630-396-8224
Fax: 630-396-8230

EG 1104



ComEd Company
2 Lincoln Centre
Oakbrook Terrace, IL 60181

www.comed.com

An Exelon Company

5/29/2015
Engineering Enterprises Inc
Attn: Tim Weidner
52 Wheeler Rd
Sugar Grove, IL 60554

RECEIVED

JUN - 3 2014

ENGINEERING ENTERPRISES, INC

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
ComEd Project ID: H12618ELG
JULIE Design: A0861666**

Dear Mr. Weidner

Having reviewed your request dated 4/22/2014 against our records; I find we have overhead and underground facilities within your proposed job scope. Locations of the affected ComEd overhead facilities are attached. All locations identified are approximate and solely intended to assist EEI in the planning phases of this project.

Please consider the current location of all ComEd facilities while completing the design for this project.

If you have any questions regarding this reply, please contact me at 708-518-6209 or email me at Peter.Kratzer@ComEd.com.

Respectfully,

Pete Kratzer
Sr Engineering Tech Specialist
Facility Relocation Dept.
Peter.Kratzer@ComEd.com

Tim Weidner

From: gasmaps [gasmaps@aglresources.com]
Sent: Tuesday, April 16, 2013 5:07 PM
To: Tim Weidner
Subject: Nicor JULIE A0861666; SC10211
Attachments: 5130131.pdf; 5130132.pdf; 5130133.pdf; 5130134.pdf

Sensitivity: Confidential

Due to the receipt of numerous projects, the normal response time has been somewhat delayed. I apologize for any inconvenience and appreciate your patience.

Your project has been assigned Engineering #**SC10211**. Please refer to this number in all future correspondence to assist with expediting any future inquiry.

Detail pages will be provided upon specific request through email if needed.

With reference to your request received for main details, I am sending atlas page(s) 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. Review and verify that the page(s) attached is the area of your request.** If this is not the page you have requested or you require additional pages, please advise and correction will be made. Please feel free to contact me if you need assistance in reading the attached pages. The date of this email represents the date of the attached page(s) most recent version and should be considered the applicable date/time stamp.

If potential conflicts are anticipated, please supply us with a large set of pre-final plans including right-of-way and cross-sections and ample time for design and relocation of our mains and services (if necessary) to adhere to your tentative scheduled letting date. Ample time requires a minimum of 6 months for design and planning. This time does not take into consideration the installation our mains and services or reimbursable requirements if applicable.

Utility rights are generally documented through permit, license or easement and in some cases, Nicor Gas may own property. It is up to the requesting/design party(s) to research existing land rights of their proposed project. Nicor Gas will perform its own investigation to determine if any portion is reimbursable when construction is requested to relocate gas main.

Please phone JULIE at 811 OR 1-800-892-0123, 48 hours prior to construction for location of our facilities within your proposed improvement.

Constance (Connie) Lane, PE
DOT Liaison, Engineering Design
Nicor Gas
1844 Ferry Road
Naperville, IL 60563

630-388-3830 office
clane@aglresources.com



The information contained in this e-mail message and accompanying documents is intended for the confidential use of the recipient only and is the property of Nicor Gas Company. If the reader of this e-mail message is not the intended recipient, or an employee or agent responsible for delivery of this e-mail message to the intended recipient, you are hereby notified that any dissemination, distribution, copying or forwarding of this e-mail message is strictly prohibited. If you received the e-mail in error, please notify me immediately at (630) 388-3830. Thank you.



Nicor Gas
1844 Ferry Road
Naperville, IL 60563-9600

Mailing Address:
P.O. Box 190
Aurora, IL 60507-0190

Phone 630 983-8676
Internet www.nicor.com

May 8, 2014

Mr. Timothy V. Weidner, P.E.
Senior Project Engineer II
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104

Dear Mr. Weidner:

Your project has been assigned Engineering #SC10211. Please refer to this number in all future correspondence to assist with expediting any future inquiry.

With reference to your request received on April 24, 2014, I am returning one set of marked 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.

If conflicts are anticipated, please supply pre-final and/or final plans including right-of-way and cross-sections. **Design analysis occurs after receipt of pre-final or final plans. Ample time requires a minimum of 6 months for design and planning.** This time does not take into consideration the installation of mains and services or reimbursable requirements if applicable.

Utility rights are generally documented through permit, license or easement and in some cases, Nicor Gas may own property. It is up to the requesting/design party(s) to research existing land rights of their proposed project. Nicor Gas will perform its own investigation to determine if any portion is reimbursable when construction is requested to relocate gas main.

Please phone JULIE at 811 or 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,

Constance Lane, P.E.
Large Project Liaison, Engineering Design
(630) 388-3830 office
clane@aglresources.com

#SC10211

Enclosures

RECEIVED

MAY 12 2014

ENGINEERING ENTERPRISES, INC.



"ORIGINAL"
Project No.: _____

OSP National Support/
Investigations
2400 North Glenville
Richardson, TX 75082

MCI Communications Services, Inc.

04/02/2013

**ENGINEERING ENTERPRISES, INC
TIM WEIDNER
52 WHEELER ROAD
SUGAR GROVE, IL 60554**

**RE: A0861666 – ROADWAY RECONSTRUCT, RESURFACE AND ALL UTILITIES –
ELGIN –ELGIN, KANE, IL**

Verizon Business ID: 19546-2013

Dear Sir or Madam:

MCI has been notified by your office regarding the above referenced project.

For your records, in reviewing the design prints received from your office, it has been determined that MCI does have facilities within your construction area and a conflict may exist. In order to avoid this potential conflict, it will be necessary for your construction to maintain a minimum of twenty-four (24) inches vertical clearance when crossing MCI facilities and sixty (60) inches horizontal clearance when your running line is parallel to our facilities.

The as-built drawings for this area are for information purposes only. **You must contact your local One Call System number at least 48 hours prior to any construction.** During construction it will necessary for us to monitor our facilities.

You should address future correspondence concerning the project to the attention of **OSP National Support/Investigations** at the above address. Please include the above **Verizon Business ID number.**

If you need further assistance with this project, please do not hesitate to me.

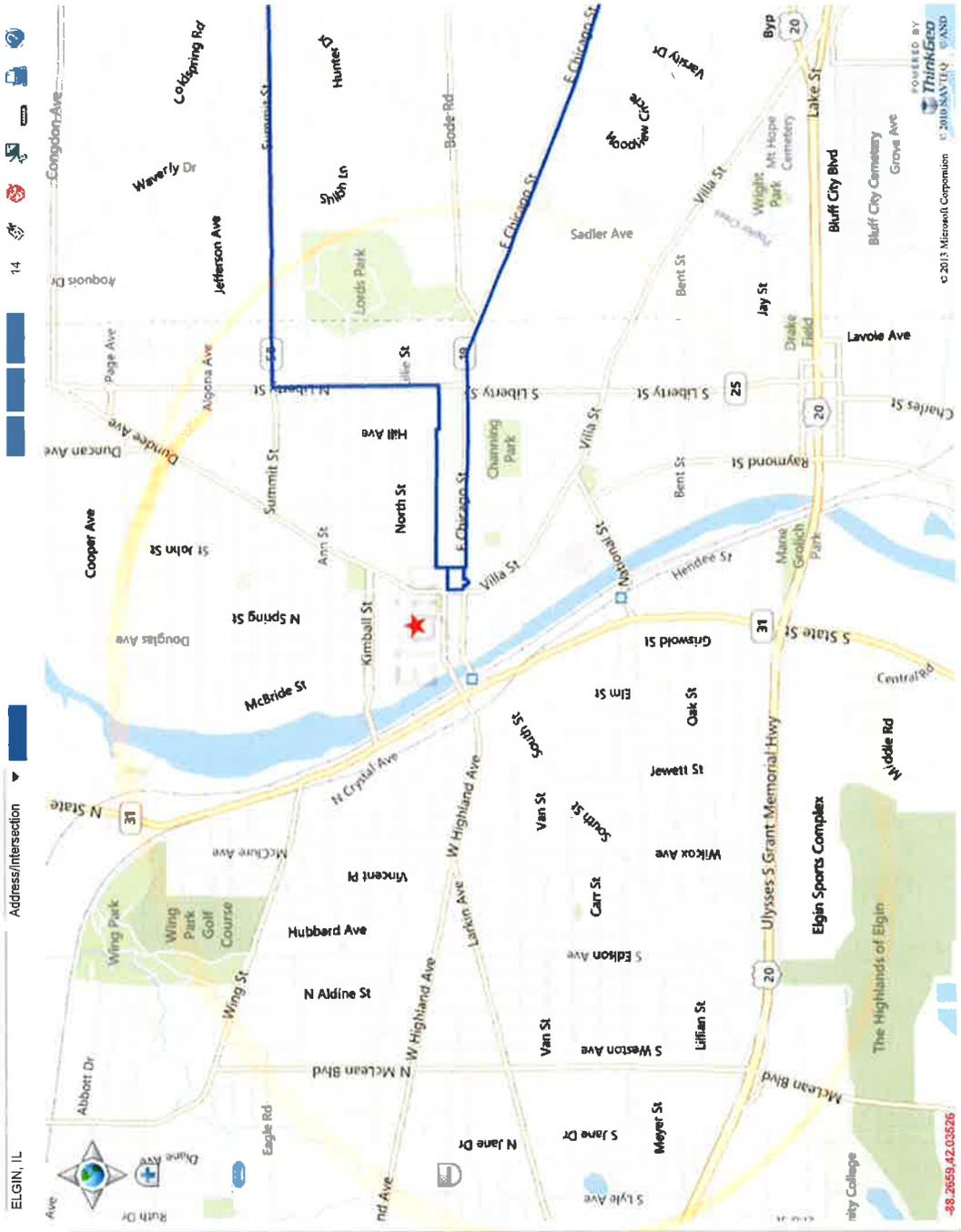
Sincerely,

RONNIE ADCOX
OSP National Support / Investigations
972-729-6322

RECEIVED

APR - 8 2013

ENGINEERING ENTERPRISES, INC



Legend/Layer	Attributes Search	Results
Transmedia		Layer Label
Buried	[Symbol]	[Symbol]
FSRV_Buried	[Symbol]	[Symbol]
Aerial	[Symbol]	[Symbol]
FSRV_Aerial	[Symbol]	[Symbol]
Leased	[Symbol]	[Symbol]
FSRV_Leased	[Symbol]	[Symbol]
Structures		Layer Label
Building Footprint	[Symbol]	[Symbol]
Building	[Symbol]	[Symbol]
Pole	[Symbol]	[Symbol]
Tower	[Symbol]	[Symbol]
Access Points		Layer Label
Access Points	[Symbol]	[Symbol]
Span		Layer Label
Span	[Symbol]	[Symbol]
FSRV_Span	[Symbol]	[Symbol]
Equipment		Layer Label
Termination Panel	[Symbol]	[Symbol]
Splice Closure		Layer Label
Splice Closure	[Symbol]	[Symbol]

Refresh Map

EXHIBIT N

PACE BUS COORDINATION



Engineering Enterprises, Inc.

April 22, 2014

Mr. Alexander J. Garcia
Associate Planner
Pace Suburban Bus
550 W. Algonquin Rd.
Arlington Heights, IL 60005

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Section 12-00183-00-PV**

Dear Mr. Garcia:

Engineering Enterprises, Inc. has been retained by the City of Elgin to conduct a Phase 1 preliminary engineering study for the reconstruction of Chicago Street from Center Street to Liberty Street (IL 25). Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. Please see the attached map and exhibit for the location and limits of the improvement. Subject to project readiness and funding availability, the project is currently targeted for a Fall/Winter 2015 letting with construction being completed in 2016.

Please review the attached information and provide EEI with any facilities that may be affected by the roadway improvement. It is anticipated that the project will be constructed under one-way traffic going eastbound, with westbound traffic using a detour route. Pace Bus Route 554 uses Chicago Street in this area and will be affected. Also, please indicate if future PACE improvements are anticipated in this area. This information will be included in our Phase 1 Study.

If you have any questions, or wish to arrange a meeting to discuss the improvement in more detail, please contact me at 630-466-6700.

Very truly yours,

ENGINEERING ENTERPRISES, INC.

A handwritten signature in blue ink that reads 'Timothy V. Weidner'.

Timothy V. Weidner, P.E.
Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin

G:\Public\Elgin\2011\EG1104 Chicago Street Rehabilitation\Docs\PDR\Exhibit N - PACE Bus Coordination\PACE Coordination Letter - 2014-04-22 - EG1104.doc

52 Wheeler Road, Sugar Grove, IL 60554 ~ (630) 466-6700 tel ~ (630) 466-6701 fax ~ www.eeiweb.com



Thomas J. Ross
Executive Director

May 15, 2014

Timothy V. Weidner, P.E.
Senior Project Engineer II
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, IL 60554

Re: Route 554 Facilities along Chicago Street

Dear Mr. Weidner:

In reference to the letter received from Engineering Enterprises, Pace currently has 1 route along the proposed improvement area. Route 554 runs along Chicago Street in Elgin with four bus stop signs within the project limits. They are located as follows:

- Westbound Chicago at Gifford (Near-side)
- Eastbound Chicago at Gifford (Near-side)
- Eastbound Chicago at Channing (Near-side)
- Eastbound Chicago at Liberty (Near-side)

Current ridership levels are relatively low and do not warrant the need for shelters at this time. Pace does not have any plans for anticipated improvements in the project area.

If you should need further assistance, please do not hesitate to contact me at (847) 228-4287.

Sincerely,

Taqhi Mohammed
Senior Transit ITS Engineer

By:
Usman Bhatti
Long Range Planning

RECEIVED

MAY 19 2014

ENGINEERING ENTERPRISES, INC

EXHIBIT O

SCHOOL COORDINATION



Engineering Enterprises, Inc.

April 24, 2014

Dr. José M. Torres
Superintendent
U-46 Educational Services Center
355 East Chicago Street
Elgin, IL 60120-6543

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Section 12-00183-00-PV**

Dear Dr. Torres:

Engineering Enterprises, Inc. has been retained by the City of Elgin to conduct a Phase 1 preliminary engineering study for the reconstruction of Chicago Street from Center Street to Liberty Street (IL 25). Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. Please see the attached map and exhibit for the location and limits of the improvement. Subject to project readiness and funding availability, the project is currently targeted for a Fall/Winter 2015 letting with construction being completed in 2016.

It is anticipated that the project will be constructed under one-way traffic going eastbound, with westbound traffic using a detour route. Due to the location of the Gifford Street High School and Channing Elementary School, effort will be made to minimize disruption to pertinent areas of the project that the schools use for access during the school year. Please provide information, on your letterhead stationery, concerning services provided by your organization that may be influenced by the construction of Chicago Street. If no word is received within 21 days, it will be understood as a "no comment" response and the westbound detour during the construction project will be accommodated in services provided by your organization.

If you have any questions, or wish to arrange a meeting to discuss the improvement in more detail, please contact me at 630-466-6700.

Very truly yours,

ENGINEERING ENTERPRISES, INC.

A handwritten signature in blue ink that reads "Timothy V. Weidner".

Timothy V. Weidner, P.E.
Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin



Engineering Enterprises, Inc.

April 24, 2014

Ms. Barbara Colandrea
Principal
St. Mary Catholic School
103 S Gifford Street
Elgin, IL 60120

**Re: Chicago Street Rehabilitation
City of Elgin
EEI Project No. EG1104
Section 12-00183-00-PV**

Dear Ms. Colandrea:

Engineering Enterprises, Inc. has been retained by the City of Elgin to conduct a Phase 1 preliminary engineering study for the reconstruction of Chicago Street from Center Street to Liberty Street (IL 25). Proposed improvements consist of the reconstruction of Chicago Street, removal of parking on one side of the roadway, and the addition of bike lanes. Please see the attached map and exhibit for the location and limits of the improvement. Subject to project readiness and funding availability, the project is currently targeted for a Fall/Winter 2015 letting with construction being completed in 2016.

It is anticipated that the project will be constructed under one-way traffic going eastbound, with westbound traffic using a detour route. Due to the location of the nearby schools, effort will be made to minimize disruption to pertinent areas of the project that the schools use for access during the school year. Please provide information, on your letterhead stationery, concerning services provided by your organization that may be influenced by the construction of Chicago Street. If no word is received within 21 days, it will be understood as a "no comment" response and the westbound detour during the construction project will be accommodated in services provided by your organization.

If you have any questions, or wish to arrange a meeting to discuss the improvement in more detail, please contact me at 630-466-6700.

Very truly yours,

ENGINEERING ENTERPRISES, INC.

A handwritten signature in blue ink that reads 'Timothy V. Weidner'.

Timothy V. Weidner, P.E.
Senior Project Engineer II

cc: Mr. Joe Evers, P.E., City of Elgin

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Ms. Barbara Colandrea
 St. Marys Catholic School
 103 S. Gifford Street
 Elgin, IL. 60120

2. Article Number
 (Transfer from service label)

7004 0550 0000 0864 2573

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

COMPLETE THIS SECTION ON DELIVERY

A. Signature Agent
 Addressee

B. Received by (Printed Name) C. Date of Delivery
 Melissa Lock 4-30-14

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Dr. Jose M. Torres
 U-46 Educational Service
 Center
 355 E. Chicago Street
 Elgin, IL. 60120-6543

2. Article Number
 (Transfer from service label)

7004 0550 0000 0864 2566

PS Form 3811, February 2004

Domestic Return Receipt

102595-02-M-1540

COMPLETE THIS SECTION ON DELIVERY

A. Signature Agent
 Addressee

B. Received by (Printed Name) C. Date of Delivery

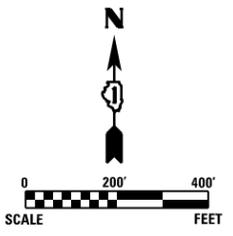
D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

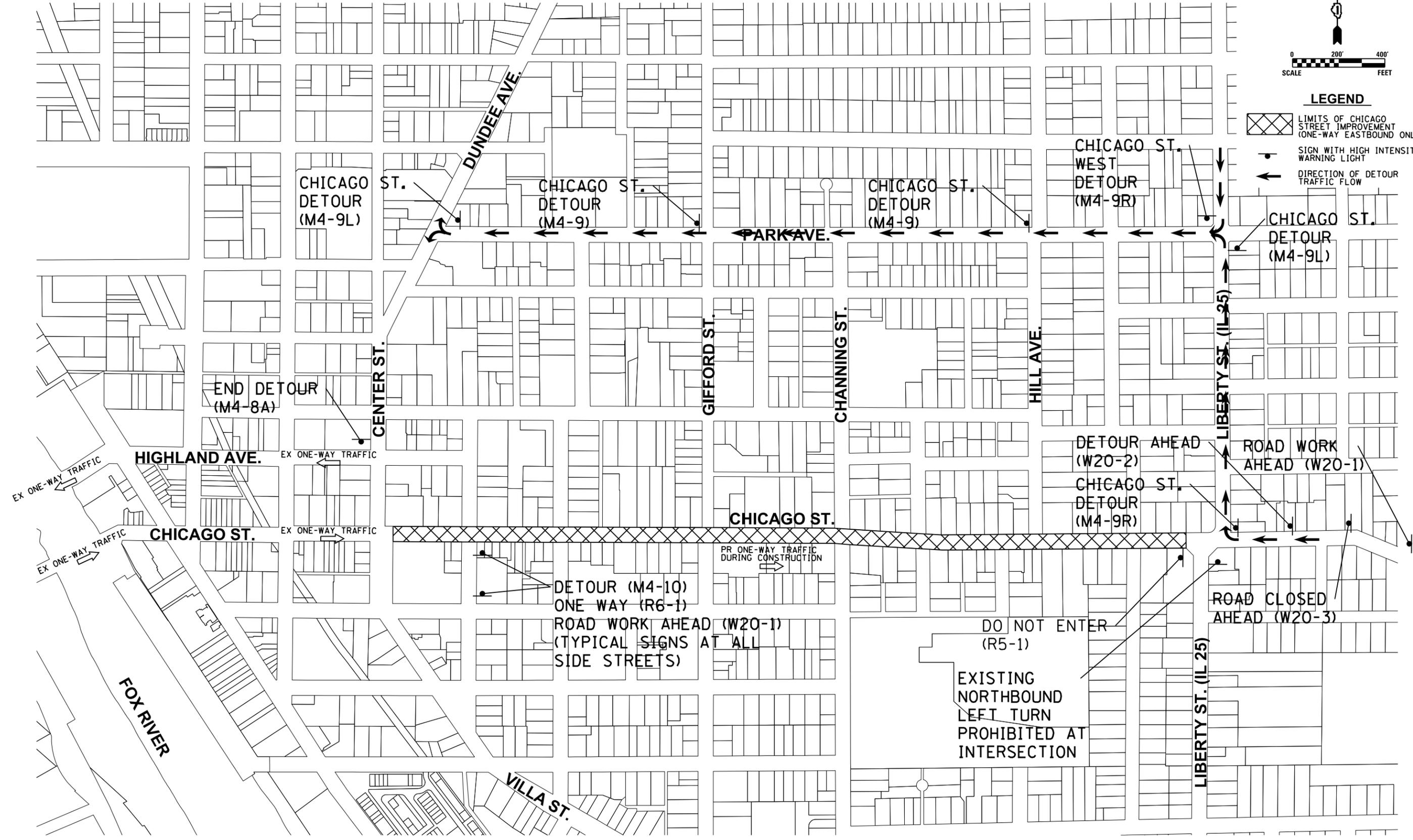
EXHIBIT P

TRANSPORTATION MANAGEMENT PLAN



LEGEND

-  LIMITS OF CHICAGO STREET IMPROVEMENT (ONE-WAY EASTBOUND ONLY)
-  SIGN WITH HIGH INTENSITY WARNING LIGHT
-  DIRECTION OF DETOUR TRAFFIC FLOW



PLOTTED: 4/24/16 8:15 AM
 BY: SJS/RS
 \$TIME\$
 \$DATE\$


Engineering Enterprises, Inc.
 CONSULTING ENGINEERS
 52 Wheeler Road
 Sugar Grove, Illinois 60554
 630.466.6700 / www.eeiweb.com

CITY OF ELGIN
 150 DEXTER CT.
 ELGIN, IL 60120

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO STREET
TRANSPORTATION MANAGEMENT PLAN

SCALE: 1" = 200' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	12-00183-00-PV	KANE	1	1
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

EXHIBIT Q

TREE REMOVAL

TREE REMOVAL SCHEDULE

ROAD	STATION	OFFSET (FT)	SIDE	COMMENTS
CHICAGO	100+74	23.3	LT	
CHICAGO	112+79	25.0	LT	
CHICAGO	112+94	24.8	LT	
CHICAGO	113+90	23.8	LT	
CHICAGO	114+93	25.3	LT	
CHICAGO	116+97	25.0	LT	
CHICAGO	118+18	24.2	LT	
CHICAGO	119+12	24.4	LT	
CHICAGO	120+97	24.0	LT	
CHICAGO	123+18	24.7	LT	
GENEVA	193+92	22.5	RT	
GENEVA	194+93	21.8	RT	
GENEVA	195+59	22.0	RT	
GENEVA	197+38	21.7	RT	UNDER 6"
GENEVA	197+79	22.6	RT	UNDER 6"
GENEVA	198+35	21.8	RT	UNDER 6"

Total of 16 trees to be removed.

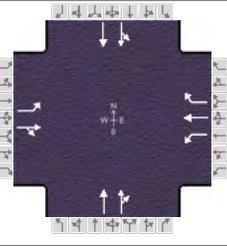
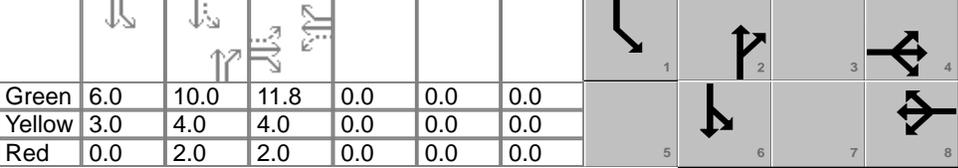
Trees that are removed as part of this project will be replaced in accordance with IDOT Departmental Policy D&E 18 "Preservation and Replacement of Trees".

In the event that there is not enough space to place all of the trees within the project limits, the City of Elgin will have a citywide tree planting contract to replace the remainder of the trees.

EXHIBIT R

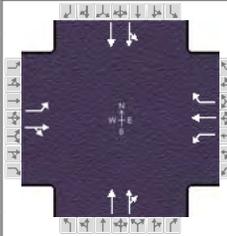
INTERSECTION CAPACITY ANALYSIS -
CHICAGO ST/CENTER ST/VILLA CT

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information												
Agency	EEI, Inc.					Duration, h	0.25											
Analyst	C. Jaltuch		Analysis Date	Mar 11, 2016		Area Type	CBD											
Jurisdiction	City of Elgin		Time Period	AM		PHF	0.94											
Urban Street	E. Chicago Street		Analysis Year	2016		Analysis Period	1 > 7:00											
Intersection	Center St/Villa Ct.		File Name	EG1104 - Center-Villa - AM Peak 2016.xus														
Project Description	HCS Export																	
Demand Information						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h						75	181	54	20	0	177	222	15	42	181			
Signal Information																		
Cycle, s	42.8	Reference Phase	2															
Offset, s	0	Reference Point	End															
Uncoordinated	Yes	Simult. Gap E/W	On			Green	6.0	10.0	11.8	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	3.0	4.0	4.0	0.0	0.0	0.0						
						Red	0.0	2.0	2.0	0.0	0.0	0.0						
Traffic Information						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h						75	181	54	20	0	177	222	15	42	181			
Initial Queue (Q _b), veh/h						0	0	0	0	0	0	0	0	0	0			
Base Saturation Flow Rate (s ₀), veh/h						1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Parking (N _m), man/h							R	10		None		R	9		None			
Heavy Vehicles (P _{HV}), %						9	15		0	0	0	3			3			
Ped / Bike / RTOR, /h						2	0	0	5	0	0	6	2	0	8	0		
Buses (N _b), buses/h						0	0	0	0	0	0	0	0	0	0	0		
Arrival Type (AT)						4	4	4	4	4	4	4	4	4	4	4		
Upstream Filtering (I)						1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lane Width (W), ft						13.0	14.0		11.0	12.0	11.0	14.0			11.0			
Turn Bay Length, ft						195	0		60	0	0	0			0			
Grade (Pg), %							0			0		0			0			
Speed Limit, mi/h						30	30	30	30	30	30	30	30	30	30	30		
Phase Information						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Maximum Green (G _{max}) or Phase Split, s							36.0		36.0		27.0	10.0	36.0					
Yellow Change Interval (Y), s							4.0		4.0		4.0	3.0	4.0					
Red Clearance Interval (R _c), s							2.0		2.0		2.0	0.0	2.0					
Minimum Green (G _{min}), s						10	10	10	10		10	6	10					
Start-Up Lost Time (I _t), s						2.0	2.0	2.0	2.0		2.0	2.0	2.0					
Extension of Effective Green (e), s						2.0	2.0	2.0	2.0		2.0	2.0	2.0					
Passage (PT), s						2.0	3.0	2.0	2.0		2.0	3.0	2.0					
Recall Mode						Off	Off	Off	Off		Min	Min	Min					
Dual Entry						No	Yes	No	Yes		Yes	Yes	Yes					
Walk (Walk), s						0.0	0.0	0.0	0.0		0.0	0.0	0.0					
Pedestrian Clearance Time (PC), s						0.0	0.0	0.0	0.0		0.0	0.0	0.0					
Multimodal Information						EB			WB			NB			SB			
85th % Speed / Rest in Walk / Corner Radius						0	No	25	0	No	25	0	No	25	0	No	25	
Walkway / Crosswalk Width / Length, ft						9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0	
Street Width / Island / Curb						0	0	No	0	0	No	0	0	No	0	0	No	
Width Outside / Bike Lane / Shoulder, ft						12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	
Pedestrian Signal / Occupied Parking						No	0.50		No	0.50		No	0.50		No	0.50		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEI, Inc.			Duration, h	0.25
Analyst	C. Jaltuch	Analysis Date	Mar 11, 2016	Area Type	CBD
Jurisdiction	City of Elgin	Time Period	AM	PHF	0.94
Urban Street	E. Chicago Street	Analysis Year	2016	Analysis Period	1 > 7:00
Intersection	Center St/Villa Ct.	File Name	EG1104 - Center-Villa - AM Peak 2016.xus		
Project Description	HCS Export				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	75	181	54	20	0	177		222	15	42	181	

Signal Information														
Cycle, s	42.8	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	10.0	11.8	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0				
				Red	0.0	2.0	2.0	0.0	0.0	0.0				

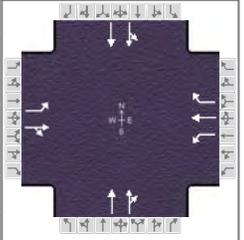
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		6.0		5.0		8.3	0.0	14.0
Phase Duration, s		17.8		17.8		16.0	9.0	25.0
Change Period, ($Y+R_c$), s		6.0		6.0		6.0	3.0	6.0
Max Allow Headway (MAH), s		3.9		3.9		3.2	0.0	3.2
Queue Clearance Time (g_s), s		9.3		10.1		7.2		3.6
Green Extension Time (g_e), s		1.7		1.7		0.9	0.0	0.9
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Approach Movement													
Assigned Movement	7	4	14	3	8	18		2	12	1	6		
Adjusted Flow Rate (v), veh/h	80	250		21	0	188		137	115	114	124		
Adjusted Saturation Flow Rate (s), veh/h/ln	1545	1262		1032	1710	1441		1727	1432	1101	1558		
Queue Service Time (g_s), s	1.5	7.3		0.7	0.0	4.3		5.2	2.7	1.3	1.6		
Cycle Queue Clearance Time (g_c), s	1.5	7.3		8.1	0.0	4.3		5.2	2.7	1.3	1.6		
Green Ratio (g/C)	0.28	0.28		0.28	0.28	0.28		0.23	0.23	0.44	0.44		
Capacity (c), veh/h	594	349		276	473	398		403	334	606	691		
Volume-to-Capacity Ratio (X)	0.134	0.717		0.077	0.000	0.473		0.339	0.345	0.188	0.179		
Available Capacity (c_a), veh/h	1465	1060		858	1437	1211		1088	902	1129	1309		
Back of Queue (Q), veh/ln (50 th percentile)	0.4	1.8		0.2	0.0	1.1		0.8	0.7	0.3	0.4		
Queue Storage Ratio (RQ) (50 th percentile)	0.06	0.00		0.06	0.00	0.00		0.00	0.00	0.00	0.00		
Uniform Delay (d_1), s/veh	10.3	12.1		15.6	0.0	11.1		12.2	12.2	5.6	5.2		
Incremental Delay (d_2), s/veh	0.1	2.8		0.0	0.0	0.3		0.2	0.2	0.1	0.0		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Control Delay (d), s/veh	10.4	14.8		15.6	0.0	11.5		12.4	12.5	5.7	5.2		
Level of Service (LOS)	B	B		B		B		B	B	A	A		
Approach Delay, s/veh / LOS	13.8		B	11.9		B		12.4		B	5.5		A
Intersection Delay, s/veh / LOS	11.1						B						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.7	B	2.4	B	2.2	B
Bicycle LOS Score / LOS	1.0	A	0.8	A	0.7	A	0.7	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	EEI, Inc.			Duration, h	0.25
Analyst	C. Jaltuch	Analysis Date	Mar 11, 2016	Area Type	CBD
Jurisdiction	City of Elgin	Time Period	AM	PHF	0.94
Urban Street	E. Chicago Street	Analysis Year	2016	Analysis Period	1 > 7:00
Intersection	Center St/Villa Ct.	File Name	EG1104 - Center-Villa - AM Peak 2016.xus		
Project Description	HCS Export				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	75	181	54	20	0	177		222	15	42	181	

Signal Information															
Cycle, s	42.8	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	6.0	10.0	11.8	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	2.0	2.0	0.0	0.0	0.0					

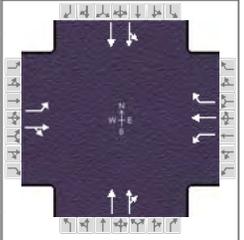
Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.040	1.040	1.000	1.000	1.000	1.000	1.000	1.040	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.917	0.870	1.000	1.000	1.000	1.000	1.000	0.971	1.000	1.000	0.971	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	0.850	1.000	1.000	1.000	1.000	1.000	0.855	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})		0.000			0.000			1.000		0.000	0.663	
Right-Turn Adjustment Factor (f_{RT})		0.816			0.000			0.829			0.938	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.995			0.999			1.000			0.995		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.998			0.995			0.964			1.000
Movement Saturation Flow Rate (s), veh/h		972			1710			2960		0	2226	
Proportion of Vehicles Arriving on Green (P)	0.37	0.37	0.37	0.37	0.00	0.37	0.00	0.31	0.31	0.59	0.59	0.00
Incremental Delay Factor (k)	0.11	0.11		0.04		0.04		0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.28		0.28		0.23	0.14	0.44
Permitted Saturation Flow Rate (s_p), veh/h/ln		1545		1032		1209	0	1139
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		0
Permitted Effective Green Time (g_p), s		11.8		11.8		0.0	0.0	12.0
Permitted Service Time (g_u), s		11.8		4.5		0.0	0.0	4.8
Permitted Queue Service Time (g_{ps}), s		1.5		0.8				0.7
Time to First Blockage (g_t), s		0.0		0.0		10.0	0.0	2.9
Queue Service Time Before Blockage (g_{ts}), s								0.0
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.983	0.00	1.983	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.097	0.000	0.097	0.000	0.102	0.000	0.076
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	552.40	11.22	552.40	11.22	466.99	12.59	887.25	6.63
Bicycle F_w / F_v	-3.64	0.54	-3.64	0.35	-3.64	0.21	-3.64	0.20

HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	EEI, Inc.			Duration, h	0.25
Analyst	C. Jaltuch	Analysis Date	Mar 8, 2016	Area Type	CBD
Jurisdiction	City of Elgin	Time Period	PM	PHF	0.94
Urban Street	E. Chicago Street	Analysis Year	2016	Analysis Period	1 > 4:30
Intersection	Center St/Villa Ct.	File Name	EG1104 - Center-Villa - PM Peak 2016.xus		
Project Description	HCS Export				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	147	296	110	39	0	273		463	18	84	356	

Signal Information														
Cycle, s	58.7	Reference Phase	6											
Offset, s	0	Reference Point	Begin	Green	6.0	15.6	22.1	0.0	0.0	0.0				
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	2.0	2.0	0.0	0.0	0.0				

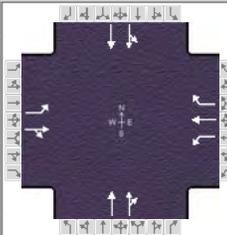
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	147	296	110	39	0	273		463	18	84	356	
Initial Queue (Q _b), veh/h	0	0	0	0	0	0		0	0	0	0	
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900	
Parking (N _m), man/h	5	L + R	10		None			R	9		None	
Heavy Vehicles (P _{HV}), %	2	1		0	0	1		1			1	
Ped / Bike / RTOR, /h	9	2	0	12	0	0	23	0	0	113	1	
Buses (N _b), buses/h	0	0	2	0	0	0		0	0	0	0	
Arrival Type (AT)	4	4	4	4	4	4		4	4	4	4	
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Lane Width (W), ft	13.0	14.0		11.0	12.0	11.0		14.0			11.0	
Turn Bay Length, ft	195	0		60	0	0		0			0	
Grade (P _g), %		-4			0			-2			-2	
Speed Limit, mi/h	30	30	30	30	30	30		30	30	30	30	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s		32.0		32.0		32.0	11.0	38.0
Yellow Change Interval (Y), s		4.0		4.0		4.0	3.0	4.0
Red Clearance Interval (R _c), s		2.0		2.0		2.0	0.0	2.0
Minimum Green (G _{min}), s	10	10	10	10		10	6	10
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Passage (P _T), s	2.0	3.0	2.0	2.0		3.0	3.0	2.0
Recall Mode	Off	Off	Off	Off		Min	Min	Min
Dual Entry	No	Yes	No	Yes		Yes	Yes	Yes
Walk (Walk), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Pedestrian Clearance Time (P _C), s	0.0	0.0	0.0	0.0		0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEI, Inc.			Duration, h	0.25
Analyst	C. Jaltuch	Analysis Date	Mar 8, 2016	Area Type	CBD
Jurisdiction	City of Elgin	Time Period	PM	PHF	0.94
Urban Street	E. Chicago Street	Analysis Year	2016	Analysis Period	1> 4:30
Intersection	Center St/Villa Ct.	File Name	EG1104 - Center-Villa - PM Peak 2016.xus		
Project Description	HCS Export				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	147	296	110	39	0	273		463	18	84	356	

Signal Information											Signal Phases			
Cycle, s	58.7	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	15.6	22.1	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0				
				Red	0.0	2.0	2.0	0.0	0.0	0.0				

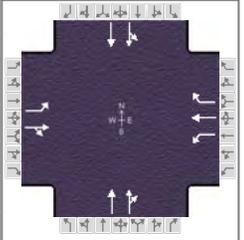
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		6.0		5.0		8.3	0.0	14.0
Phase Duration, s		28.1		28.1		21.6	9.0	30.6
Change Period, ($Y+R_c$), s		6.0		6.0		6.0	3.0	6.0
Max Allow Headway (MAH), s		4.0		4.0		3.8	0.0	3.8
Queue Clearance Time (g_s), s		16.7		19.3		12.7		7.2
Green Extension Time (g_e), s		3.0		2.8		2.9	0.0	3.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.07		0.13		0.02		0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	7	4	14	3	8	18		2	12	1	6		
Adjusted Flow Rate (v), veh/h	156	432		41	0	290		278	234	215	253		
Adjusted Saturation Flow Rate (s), veh/h/ln	1645	1435		872	1710	1421		1778	1492	836	1594		
Queue Service Time (g_s), s	3.2	14.7		2.1	0.0	8.2		10.7	7.5	4.0	5.2		
Cycle Queue Clearance Time (g_c), s	3.2	14.7		17.3	0.0	8.2		10.7	7.5	4.0	5.2		
Green Ratio (g/C)	0.38	0.38		0.38	0.38	0.38		0.27	0.27	0.42	0.42		
Capacity (c), veh/h	740	540		231	644	535		473	396	438	668		
Volume-to-Capacity Ratio (X)	0.211	0.799		0.179	0.000	0.543		0.588	0.590	0.492	0.379		
Available Capacity (c_a), veh/h	1018	782		379	932	775		970	813	705	1032		
Back of Queue (Q), veh/ln (95 th percentile)	1.8	7.0		0.8	0.0	3.7		4.9	4.2	2.2	2.6		
Queue Storage Ratio (RQ) (95 th percentile)	0.24	0.00		0.33	0.00	0.00		0.00	0.00	0.00	0.00		
Uniform Delay (d_1), s/veh	9.9	12.8		20.0	0.0	11.2		16.3	16.3	10.2	8.7		
Incremental Delay (d_2), s/veh	0.1	3.8		0.1	0.0	0.3		1.2	1.4	0.3	0.1		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Control Delay (d), s/veh	10.1	16.6		20.1	0.0	11.5		17.5	17.7	10.5	8.8		
Level of Service (LOS)	B	B		C		B		B	B	B	A		
Approach Delay, s/veh / LOS	14.8		B	12.6		B		17.6		B	9.6		A
Intersection Delay, s/veh / LOS	13.9						B						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.7	B	2.4	B	2.2	B
Bicycle LOS Score / LOS	1.5	A	1.0	A	0.9	A	0.9	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	EEI, Inc.			Duration, h	0.25
Analyst	C. Jaltuch	Analysis Date	Mar 8, 2016	Area Type	CBD
Jurisdiction	City of Elgin	Time Period	PM	PHF	0.94
Urban Street	E. Chicago Street	Analysis Year	2016	Analysis Period	1 > 4:30
Intersection	Center St/Villa Ct.	File Name	EG1104 - Center-Villa - PM Peak 2016.xus		
Project Description	HCS Export				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	147	296	110	39	0	273		463	18	84	356	

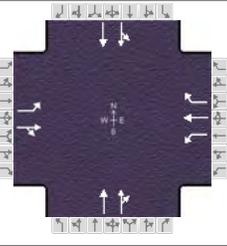
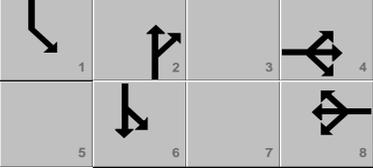
Signal Information													
Cycle, s	58.7	Reference Phase	6										
Offset, s	0	Reference Point	Begin										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	15.6	22.1	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0			
				Red	0.0	2.0	2.0	0.0	0.0	0.0			

Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f _w)	1.040	1.040	1.000	1.000	1.000	1.000	1.000	1.040	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f _{HV})	0.980	0.990	1.000	1.000	1.000	0.990	1.000	0.990	1.000	1.000	0.990	1.000
Approach Grade Adjustment Factor (f _g)	1.000	1.020	1.020	1.000	1.000	1.000	1.000	1.010	1.010	1.000	1.010	1.010
Parking Activity Adjustment Factor (f _p)	1.000	1.000	0.850	1.000	1.000	1.000	1.000	1.000	0.855	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f _{bb})	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f _a)	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Lane Utilization Adjustment Factor (f _{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f _{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f _{LT})		0.000			0.000			1.000		0.000	0.489	
Right-Turn Adjustment Factor (f _{RT})		0.799			0.000			0.839			0.932	
Left-Turn Pedestrian Adjustment Factor (f _{LPB})	0.990			0.997			1.000			0.988		
Right-Turn Ped-Bike Adjustment Factor (f _{RPB})			0.980			0.990			0.957			1.000
Movement Saturation Flow Rate (s), veh/h		1046			1710			3148		0	2082	
Proportion of Vehicles Arriving on Green (P)	0.50	0.50	0.50	0.50	0.00	0.50	0.00	0.35	0.35	0.56	0.56	0.00
Incremental Delay Factor (k)	0.11	0.15		0.04		0.04		0.11	0.11	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t _L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.38		0.38		0.27	0.10	0.42
Permitted Saturation Flow Rate (s _p), veh/h/ln		1645		872		1020	0	892
Shared Saturation Flow Rate (s _{sh}), veh/h/ln						0		0
Permitted Effective Green Time (g _p), s		22.1		22.1		0.0	0.0	17.6
Permitted Service Time (g _u), s		22.0		7.3		0.0	0.0	4.9
Permitted Queue Service Time (g _{ps}), s		3.0		2.4				3.5
Time to First Blockage (g _t), s		0.0		0.0		15.6	0.0	2.8
Queue Service Time Before Blockage (g _{ts}), s								0.0
Protected Right Saturation Flow (s _R), veh/h/ln				0				
Protected Right Effective Green Time (g _R), s				0.0				

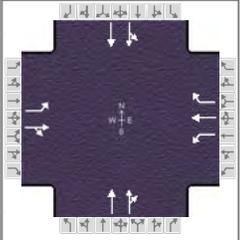
Multimodal	EB		WB		NB		SB	
Pedestrian F _w / F _v	1.983	0.00	1.983	0.00	1.710	0.00	1.557	0.00
Pedestrian F _s / F _{delay}	0.000	0.098	0.000	0.098	0.000	0.111	0.000	0.092
Pedestrian M _{corner} / M _{cw}								
Bicycle c _b / d _b	752.48	11.42	752.48	11.41	531.64	15.81	838.44	9.90
Bicycle F _w / F _v	-3.64	0.97	-3.64	0.55	-3.64	0.42	-3.64	0.39

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information												
Agency	EEI, Inc.					Duration, h	0.25											
Analyst	C. Jaltuch		Analysis Date	Mar 11, 2016		Area Type	CBD											
Jurisdiction	City of Elgin		Time Period	AM		PHF	0.94											
Urban Street	E. Chicago Street		Analysis Year	2040		Analysis Period	1 > 7:00											
Intersection	Center St/Villa Ct.		File Name	EG1104 - Center-Villa - AM Peak 2040.xus														
Project Description	HCS Export																	
Demand Information						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h						85	204	61	23	0	199	250	17	47	204			
Signal Information																		
Cycle, s	44.4	Reference Phase	2															
Offset, s	0	Reference Point	End															
Uncoordinated	Yes	Simult. Gap E/W	On			Green	6.0	10.0	13.4	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	3.0	4.0	4.0	0.0	0.0	0.0						
						Red	0.0	2.0	2.0	0.0	0.0	0.0						
Traffic Information						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h						85	204	61	23	0	199	250	17	47	204			
Initial Queue (Q _b), veh/h						0	0	0	0	0	0	0	0	0	0			
Base Saturation Flow Rate (s ₀), veh/h						1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Parking (N _m), man/h							R	10		None		R	9		None			
Heavy Vehicles (P _{HV}), %						9	15		0	0	0	3			3			
Ped / Bike / RTOR, /h						2	0	0	5	0	0	6	2	0	8	0		
Buses (N _b), buses/h						0	0	0	0	0	0	0	0	0	0	0		
Arrival Type (AT)						4	4	4	4	4	4	4	4	4	4	4		
Upstream Filtering (I)						1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lane Width (W), ft						13.0	14.0		11.0	12.0	11.0	14.0			11.0			
Turn Bay Length, ft						195	0		60	0	0	0			0			
Grade (Pg), %							0			0		0			0			
Speed Limit, mi/h						30	30	30	30	30	30	30	30	30	30	30		
Phase Information						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Maximum Green (G _{max}) or Phase Split, s							36.0		36.0		27.0	10.0	36.0					
Yellow Change Interval (Y), s							4.0		4.0		4.0	3.0	4.0					
Red Clearance Interval (R _c), s							2.0		2.0		2.0	0.0	2.0					
Minimum Green (G _{min}), s						10	10	10	10		10	6	10					
Start-Up Lost Time (I _t), s						2.0	2.0	2.0	2.0		2.0	2.0	2.0					
Extension of Effective Green (e), s						2.0	2.0	2.0	2.0		2.0	2.0	2.0					
Passage (PT), s						2.0	3.0	2.0	2.0		2.0	3.0	2.0					
Recall Mode						Off	Off	Off	Off		Min	Min	Min					
Dual Entry						No	Yes	No	Yes		Yes	Yes	Yes					
Walk (Walk), s						0.0	0.0	0.0	0.0		0.0	0.0	0.0					
Pedestrian Clearance Time (PC), s						0.0	0.0	0.0	0.0		0.0	0.0	0.0					
Multimodal Information						EB			WB			NB			SB			
85th % Speed / Rest in Walk / Corner Radius						0	No	25	0	No	25	0	No	25	0	No	25	
Walkway / Crosswalk Width / Length, ft						9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0	
Street Width / Island / Curb						0	0	No	0	0	No	0	0	No	0	0	No	
Width Outside / Bike Lane / Shoulder, ft						12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	
Pedestrian Signal / Occupied Parking						No	0.50		No	0.50		No	0.50		No	0.50		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEI, Inc.			Duration, h	0.25
Analyst	C. Jaltuch	Analysis Date	Mar 11, 2016	Area Type	CBD
Jurisdiction	City of Elgin	Time Period	AM	PHF	0.94
Urban Street	E. Chicago Street	Analysis Year	2040	Analysis Period	1 > 7:00
Intersection	Center St/Villa Ct.	File Name	EG1104 - Center-Villa - AM Peak 2040.xus		
Project Description	HCS Export				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	85	204	61	23	0	199		250	17	47	204	

Signal Information											Signal Phases				
Cycle, s	44.4	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	10.0	13.4	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0					
				Red	0.0	2.0	2.0	0.0	0.0	0.0					

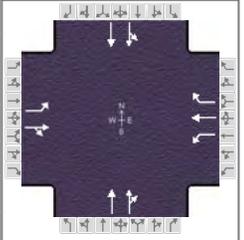
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		6.0		5.0		8.3	0.0	14.0
Phase Duration, s		19.4		19.4		16.0	9.0	25.0
Change Period, ($Y+R_c$), s		6.0		6.0		6.0	3.0	6.0
Max Allow Headway (MAH), s		3.9		3.9		3.2	0.0	3.2
Queue Clearance Time (g_s), s		10.4		11.4		8.0		4.0
Green Extension Time (g_e), s		2.0		2.0		1.0	0.0	1.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	7	4	14	3	8	18		2	12	1	6		
Adjusted Flow Rate (v), veh/h	90	282		24	0	212		154	130	127	140		
Adjusted Saturation Flow Rate (s), veh/h/ln	1546	1262		1002	1710	1442		1727	1431	1045	1558		
Queue Service Time (g_s), s	1.7	8.4		0.9	0.0	4.8		6.0	3.2	1.7	2.0		
Cycle Queue Clearance Time (g_c), s	1.7	8.4		9.4	0.0	4.8		6.0	3.2	1.7	2.0		
Green Ratio (g/C)	0.30	0.30		0.30	0.30	0.30		0.23	0.23	0.43	0.43		
Capacity (c), veh/h	629	382		274	517	436		389	322	560	666		
Volume-to-Capacity Ratio (X)	0.144	0.739		0.089	0.000	0.485		0.397	0.403	0.227	0.210		
Available Capacity (c_a), veh/h	1413	1022		783	1385	1168		1049	870	1057	1262		
Back of Queue (Q), veh/ln (50 th percentile)	0.5	2.0		0.2	0.0	1.2		1.0	0.9	0.4	0.5		
Queue Storage Ratio (RQ) (50 th percentile)	0.07	0.00		0.07	0.00	0.00		0.00	0.00	0.00	0.00		
Uniform Delay (d_1), s/veh	9.8	11.8		15.8	0.0	10.7		13.2	13.2	6.5	5.9		
Incremental Delay (d_2), s/veh	0.1	2.8		0.1	0.0	0.3		0.2	0.3	0.1	0.1		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Control Delay (d), s/veh	9.9	14.6		15.9	0.0	11.0		13.4	13.5	6.5	5.9		
Level of Service (LOS)	A	B		B		B		B	B	A	A		
Approach Delay, s/veh / LOS	13.4		B	11.5		B		13.4		B	6.2		A
Intersection Delay, s/veh / LOS	11.4						B						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.7	B	2.4	B	2.2	B
Bicycle LOS Score / LOS	1.1	A	0.9	A	0.7	A	0.7	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	EEI, Inc.			Duration, h	0.25
Analyst	C. Jaltuch	Analysis Date	Mar 11, 2016	Area Type	CBD
Jurisdiction	City of Elgin	Time Period	AM	PHF	0.94
Urban Street	E. Chicago Street	Analysis Year	2040	Analysis Period	1 > 7:00
Intersection	Center St/Villa Ct.	File Name	EG1104 - Center-Villa - AM Peak 2040.xus		
Project Description	HCS Export				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	85	204	61	23	0	199		250	17	47	204	

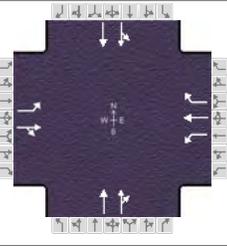
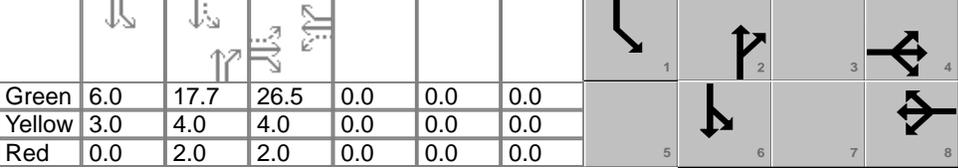
Signal Information													
Cycle, s	44.4	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	10.0	13.4	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0			
				Red	0.0	2.0	2.0	0.0	0.0	0.0			

Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.040	1.040	1.000	1.000	1.000	1.000	1.000	1.040	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.917	0.870	1.000	1.000	1.000	1.000	1.000	0.971	1.000	1.000	0.971	1.000
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	0.850	1.000	1.000	1.000	1.000	1.000	0.855	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})		0.000			0.000			1.000		0.000	0.630	
Right-Turn Adjustment Factor (f_{RT})		0.816			0.000			0.829			0.938	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.995			0.999			1.000			0.995		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.998			0.995			0.964			1.000
Movement Saturation Flow Rate (s), veh/h		971			1710			2959		0	2191	
Proportion of Vehicles Arriving on Green (P)	0.40	0.40	0.40	0.40	0.00	0.40	0.00	0.30	0.30	0.57	0.57	0.00
Incremental Delay Factor (k)	0.11	0.11		0.04		0.04		0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t _L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.30		0.30		0.23	0.14	0.43
Permitted Saturation Flow Rate (s _p), veh/h/ln		1546		1002		1183	0	1107
Shared Saturation Flow Rate (s _{sh}), veh/h/ln						0		0
Permitted Effective Green Time (g _p), s		13.4		13.4		0.0	0.0	12.0
Permitted Service Time (g _u), s		13.4		5.0		0.0	0.0	4.0
Permitted Queue Service Time (g _{ps}), s		1.6		0.9				0.9
Time to First Blockage (g _t), s		0.0		0.0		10.0	0.0	2.9
Queue Service Time Before Blockage (g _{ts}), s								0.0
Protected Right Saturation Flow (s _R), veh/h/ln				0				
Protected Right Effective Green Time (g _R), s				0.0				

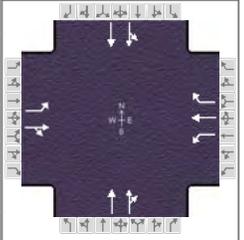
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.983	0.00	1.983	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.095	0.000	0.095	0.000	0.104	0.000	0.080
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	603.97	10.82	603.97	10.82	450.35	13.34	855.64	7.27
Bicycle F_w / F_v	-3.64	0.61	-3.64	0.39	-3.64	0.23	-3.64	0.22

HCS 2010 Signalized Intersection Input Data

General Information						Intersection Information												
Agency	EEI, Inc.					Duration, h	0.25											
Analyst	C. Jaltuch		Analysis Date	Mar 11, 2016		Area Type	CBD											
Jurisdiction	City of Elgin		Time Period	PM		PHF	0.94											
Urban Street	E. Chicago Street		Analysis Year	2040		Analysis Period	1 > 4:30											
Intersection	Center St/Villa Ct.		File Name	EG1104 - Center-Villa - PM Peak 2040.xus														
Project Description	HCS Export																	
Demand Information						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h						166	334	124	44	0	308	522	20	95	401			
Signal Information																		
Cycle, s	65.2	Reference Phase	6															
Offset, s	0	Reference Point	Begin															
Uncoordinated	Yes	Simult. Gap E/W	On			Green	6.0	17.7	26.5	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On			Yellow	3.0	4.0	4.0	0.0	0.0	0.0						
						Red	0.0	2.0	2.0	0.0	0.0	0.0						
Traffic Information						EB			WB			NB			SB			
Approach Movement						L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h						166	334	124	44	0	308	522	20	95	401			
Initial Queue (Q _b), veh/h						0	0	0	0	0	0	0	0	0	0			
Base Saturation Flow Rate (s ₀), veh/h						1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Parking (N _m), man/h						5	L + R	10	None			R	9	None				
Heavy Vehicles (P _{HV}), %						2	1		0	0	1	1			1			
Ped / Bike / RTOR, /h						9	2	0	12	0	0	23	0	0	113	1		
Buses (N _b), buses/h						0	0	2	0	0	0	0	0	0	0	0		
Arrival Type (AT)						4	4	4	4	4	4	4	4	4	4	4		
Upstream Filtering (I)						1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lane Width (W), ft						13.0	14.0		11.0	12.0	11.0	14.0			11.0			
Turn Bay Length, ft						195	0		60	0	0	0			0			
Grade (P _g), %							-4			0		-2			-2			
Speed Limit, mi/h						30	30	30	30	30	30	30	30	30	30	30		
Phase Information						EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT					
Maximum Green (G _{max}) or Phase Split, s							32.0		32.0		32.0	11.0	38.0					
Yellow Change Interval (Y), s							4.0		4.0		4.0	3.0	4.0					
Red Clearance Interval (R _c), s							2.0		2.0		2.0	0.0	2.0					
Minimum Green (G _{min}), s						10	10	10	10		10	6	10					
Start-Up Lost Time (I _t), s						2.0	2.0	2.0	2.0		2.0	2.0	2.0					
Extension of Effective Green (e), s						2.0	2.0	2.0	2.0		2.0	2.0	2.0					
Passage (PT), s						2.0	3.0	2.0	2.0		3.0	3.0	2.0					
Recall Mode						Off	Off	Off	Off		Min	Min	Min					
Dual Entry						No	Yes	No	Yes		Yes	Yes	Yes					
Walk (Walk), s						0.0	0.0	0.0	0.0		0.0	0.0	0.0					
Pedestrian Clearance Time (PC), s						0.0	0.0	0.0	0.0		0.0	0.0	0.0					
Multimodal Information						EB			WB			NB			SB			
85th % Speed / Rest in Walk / Corner Radius						0	No	25	0	No	25	0	No	25	0	No	25	
Walkway / Crosswalk Width / Length, ft						9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0	
Street Width / Island / Curb						0	0	No	0	0	No	0	0	No	0	0	No	
Width Outside / Bike Lane / Shoulder, ft						12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	
Pedestrian Signal / Occupied Parking						No	0.50		No	0.50		No	0.50		No	0.50		

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEI, Inc.			Duration, h	0.25
Analyst	C. Jaltuch	Analysis Date	Mar 11, 2016	Area Type	CBD
Jurisdiction	City of Elgin	Time Period	PM	PHF	0.94
Urban Street	E. Chicago Street	Analysis Year	2040	Analysis Period	1 > 4:30
Intersection	Center St/Villa Ct.	File Name	EG1104 - Center-Villa - PM Peak 2040.xus		
Project Description	HCS Export				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	166	334	124	44	0	308		522	20	95	401	

Signal Information											Signal Phases			
Cycle, s	65.2	Reference Phase	6											
Offset, s	0	Reference Point	Begin											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.0	17.7	26.5	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0				
				Red	0.0	2.0	2.0	0.0	0.0	0.0				

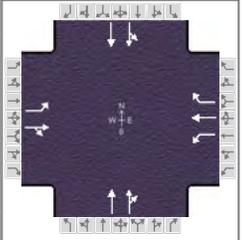
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		6.0		5.0		8.3	0.0	14.0
Phase Duration, s		32.5		32.5		23.7	9.0	32.7
Change Period, ($Y+R_c$), s		6.0		6.0		6.0	3.0	6.0
Max Allow Headway (MAH), s		4.0		4.0		3.8	0.0	3.8
Queue Clearance Time (g_s), s		20.5		23.9		14.3		9.1
Green Extension Time (g_e), s		3.1		2.6		3.3	0.0	3.6
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.22		0.44		0.05		0.00

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	7	4	14	3	8	18		2	12	1	6		
Adjusted Flow Rate (v), veh/h	177	487		47	0	328		313	264	240	288		
Adjusted Saturation Flow Rate (s), veh/h/ln	1646	1435		829	1710	1422		1778	1493	776	1591		
Queue Service Time (g_s), s	3.7	18.5		2.7	0.0	9.9		12.3	9.6	5.2	7.1		
Cycle Queue Clearance Time (g_c), s	3.8	18.5		21.9	0.0	9.9		12.3	9.6	5.2	7.1		
Green Ratio (g/C)	0.41	0.41		0.41	0.41	0.41		0.27	0.27	0.41	0.41		
Capacity (c), veh/h	778	584		211	695	578		482	405	397	651		
Volume-to-Capacity Ratio (X)	0.227	0.835		0.222	0.000	0.567		0.649	0.651	0.605	0.442		
Available Capacity (c_a), veh/h	917	705		281	840	698		873	733	592	928		
Back of Queue (Q), veh/ln (95 th percentile)	2.2	8.9		1.1	0.0	4.4		6.4	5.4	3.0	3.7		
Queue Storage Ratio (RQ) (95 th percentile)	0.28	0.00		0.44	0.00	0.00		0.00	0.00	0.00	0.00		
Uniform Delay (d_1), s/veh	9.7	13.1		22.3	0.0	11.1		18.2	18.2	12.2	10.4		
Incremental Delay (d_2), s/veh	0.1	7.3		0.2	0.0	0.3		1.5	1.8	0.6	0.2		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Control Delay (d), s/veh	9.9	20.4		22.5	0.0	11.4		19.7	20.0	12.8	10.5		
Level of Service (LOS)	A	C		C		B		B	C	B	B		
Approach Delay, s/veh / LOS	17.6		B	12.8		B		19.8		B	11.5		B
Intersection Delay, s/veh / LOS	15.9						B						

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.7	B	2.4	B	2.3	B
Bicycle LOS Score / LOS	1.6	A	1.1	A	1.0	A	0.9	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	EEI, Inc.			Duration, h	0.25
Analyst	C. Jaltuch	Analysis Date	Mar 11, 2016	Area Type	CBD
Jurisdiction	City of Elgin	Time Period	PM	PHF	0.94
Urban Street	E. Chicago Street	Analysis Year	2040	Analysis Period	1 > 4:30
Intersection	Center St/Villa Ct.	File Name	EG1104 - Center-Villa - PM Peak 2040.xus		
Project Description	HCS Export				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	166	334	124	44	0	308		522	20	95	401	

Signal Information														
Cycle, s	65.2	Reference Phase	6	Green	6.0	17.7	26.5	0.0	0.0	0.0				
Offset, s	0	Reference Point	Begin	Yellow	3.0	4.0	4.0	0.0	0.0	0.0				
Uncoordinated	Yes	Simult. Gap E/W	On	Red	0.0	2.0	2.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On											

Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.040	1.040	1.000	1.000	1.000	1.000	1.000	1.040	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.990	1.000	1.000	1.000	0.990	1.000	0.990	1.000	1.000	1.000	0.990
Approach Grade Adjustment Factor (f_g)	1.000	1.020	1.020	1.000	1.000	1.000	1.000	1.010	1.010	1.000	1.010	1.010
Parking Activity Adjustment Factor (f_p)	1.000	1.000	0.850	1.000	1.000	1.000	1.000	1.000	0.855	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})		0.000			0.000			1.000		0.000	0.454	
Right-Turn Adjustment Factor (f_{RT})		0.799			0.000			0.839			0.930	
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.991			0.998			1.000			0.989		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.980			0.991			0.958			1.000
Movement Saturation Flow Rate (s), veh/h		1047			1710			3150		0	2040	
Proportion of Vehicles Arriving on Green (P)	0.54	0.54	0.54	0.54	0.00	0.54	0.00	0.36	0.36	0.55	0.55	0.00
Incremental Delay Factor (k)	0.11	0.26		0.04		0.04		0.11	0.11	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t _L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.41		0.41		0.27	0.09	0.41
Permitted Saturation Flow Rate (s _p), veh/h/ln		1646		829		976	0	841
Shared Saturation Flow Rate (s _{sh}), veh/h/ln						0		0
Permitted Effective Green Time (g _p), s		26.5		26.5		0.0	0.0	19.7
Permitted Service Time (g _u), s		26.4		7.9		0.0	0.0	5.3
Permitted Queue Service Time (g _{ps}), s		3.5		3.2				5.0
Time to First Blockage (g _t), s		0.0		0.0		17.7	0.0	2.7
Queue Service Time Before Blockage (g _{ts}), s								0.0
Protected Right Saturation Flow (s _R), veh/h/ln				0				
Protected Right Effective Green Time (g _R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.983	0.00	1.983	0.00	1.710	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.098	0.000	0.098	0.000	0.114	0.000	0.097
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	813.31	11.48	813.31	11.47	542.13	17.31	818.37	11.38
Bicycle F_w / F_v	-3.64	1.10	-3.64	0.62	-3.64	0.48	-3.64	0.44



BUREAU OF PROGRAMMING
RECEIVED

AUG 20 2013 JKS/JTB
13.352

DISTRICT # 10/3/13

JAB/JRS
File

Informal Transmittal

To:	Peter Harmet
Bureau:	Programming - Geometrics Studies Unit
Attn:	Jason Salley
<i>(1st SUBMITTAL)</i>	
Date:	08/19/13

From:	Chris Holt
Bureau:	Local Roads and Streets
By:	Marilyn Solomon
Subject:	Elgin*
Section No.:	12-00183-00-PV

Please check appropriate box below:

- | | | |
|---|--|--|
| <input type="checkbox"/> Take Necessary Action | <input type="checkbox"/> For Your Information | <input checked="" type="checkbox"/> Reply |
| <input checked="" type="checkbox"/> For Your Comments | <input type="checkbox"/> See Me About the Attached | <input checked="" type="checkbox"/> Return |
| <input type="checkbox"/> Per Your Request | <input type="checkbox"/> Draft (Letter)(Memo) For my signature | <input type="checkbox"/> Route |
| <input checked="" type="checkbox"/> For Your Approval | | <input type="checkbox"/> File |

Message

*Chicago Street Reconstruction
Center Street to Liberty Street (IL 25)

Attached for your review is Capacity Analysis for current and 2040 Traffic for the subject federal aid project. Should you have any questions please contact Marilyn Solomon at 4407 or Suleyman Tulgar at 4205.
Thanks.

MARILYN SOLOMON / SP
Signature

Copies to

file

Response

9/30/13

MARILYN - NO COMMENTS.

*CC: LH0876 (DOT)
SD (BCATS)*

THANKS,

J. JACKEY # 4085

Signature



EXHIBIT S

BLR 22120 - APPROVAL OF DESIGN VARIANCE



Project Identification

Local Agency: City of Elgin County: Kane

(County, Municipality, Road District / Township)

Section No.: 12 - 00183 - 00 - PV Route: FAU 1321

Street/Road Name: Chicago Street

Project Limits: 39' east of Center Street to 66' west of Liberty Street (IL 25)

Project Length: 0.68 mile Functional Classification: Minor Arterial

Design Year: 2040 Design Traffic: DHV _____ ADT 10,000

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

Project Scope of Work

- a. Is this project located on the NHS? Yes No
- b. Is this project on a Strategic Regional Arterial (SRA) route? Yes No
- c. Funding MFT/State Assistance Federal
- d. Type of Work New Construction Reconstruction 3R
- e. Design Guidelines Urban Suburban Rural 3R Other _____

f. Provide a brief project description (major construction elements):
 The proposed improvement will consist of the reconstruction of Chicago Street and the inclusion of bicycle accommodation through shared motorist/cyclist lanes. The existing type B-6.12 curb and gutter will be replaced with type B-6.18 curb and gutter. The roadway pavement will be reconstructed to 37' edge to edge with two 13' shared lanes and two 7' parking lanes (including the gutter flag). The proposed improvement will stop short of Center Street and Liberty Street and match the existing 3-lane section at the end of the project. The new pavement will be Portland Cement Concrete after reviewing a lift-cycle cost analysis. All of the sidewalk will be removed and replaced. A new storm sewer system will be constructed to de-combine the existing storm/sanitary system. The existing water main and services will be replaced. The existing sanitary sewer system will be lined and the services removed and replaced. Roadway lighting will be provided. The traffic signals at Gifford Street and Channing Street will be replaced. It is anticipated that 53 temporary easements will be required to remove existing sidewalk that is outside the ROW and for driveway reconstruction or grading.

District Coordination Meetings

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

Dates: 08/13/13, 09/15/15

Level One Design Variance Approval

Local Agency: City of Elgin

Section No.: 12-00183-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance		Summary of Variance and Justification
		Yes	No	
1. Design Speed: 30 mph	30 - 40	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Level of Service (Mainline): _____	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Lane Widths				
a. Through Lanes: 13 feet	13 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Shared motorist/cyclist lanes In order to accommodate shared motorist/cyclist lanes without widening the road (See Public Involvement Exhibit H), a reduction in parking lane width was requested.
b. Turn Lanes: 11 feet	11 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Parking Lanes: 7 feet	8 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
d. Bike Lanes: N/A feet		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Through Travel Lane Cross Slopes				
Inside Lane: 1.5 %	1.5%-2%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Outside Lane: 1.5 % (if more than 2 lanes)	1.5%-2%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Shoulder Widths: N/A feet		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Horizontal Curvature (Minimum Radius)				
3,500 feet	230 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves not meeting criteria				
<u>Sta.</u> <u>Radius</u> <u>Design Speed</u>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Superelevation Rates				
e_{max} N/A %	4.0 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves for which e does not meet criteria				
<u>PI Sta.</u> <u>Radius</u> <u>e</u> <u>Design Speed</u>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Maximum Grade: 3.47 %	9.0 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Minimum Intersection Sight Distance				
335 feet	335 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List locations not meeting the criteria				
<u>Cross Road</u> <u>Distance</u>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Minimum Stopping Sight Distance				
631 feet	200 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
a. Crest Vertical Curves – Min. K value 27	19	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
List curves not meeting the criteria				
<u>VPI Sta.</u> <u>Sight Distance</u> <u>Design Speed</u> <u>Curve Length</u>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Level One Design Variance Approval

Local Agency: City of Elgin Section No.: 12-00183-00-PV

<p>b. Sag Vertical Curves – Min. K value 49 List curves not meeting the criteria</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>VPI Sta.</u></th> <th style="text-align: left;"><u>Sight Distance</u></th> <th style="text-align: left;"><u>Design Speed</u></th> <th style="text-align: left;"><u>Curve Length</u></th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> <p>c. Inside of Horizontal Curves List curves not meeting the criteria</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Sta.</u></th> <th style="text-align: left;"><u>Sight Distance</u></th> <th style="text-align: left;"><u>Design Speed</u></th> <th style="text-align: left;"><u>Radius</u></th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	<u>VPI Sta.</u>	<u>Sight Distance</u>	<u>Design Speed</u>	<u>Curve Length</u>													<u>Sta.</u>	<u>Sight Distance</u>	<u>Design Speed</u>	<u>Radius</u>													37	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>		
<u>VPI Sta.</u>	<u>Sight Distance</u>	<u>Design Speed</u>	<u>Curve Length</u>																																	
<u>Sta.</u>	<u>Sight Distance</u>	<u>Design Speed</u>	<u>Radius</u>																																	
11. Clear Roadway Bridge Widths: N/A feet		<input type="checkbox"/> <input checked="" type="checkbox"/>																																		
12. Freeboard Above Design High Water: N/A feet		<input type="checkbox"/> <input checked="" type="checkbox"/>																																		
13. Vertical Clearances: <input type="checkbox"/> Over Roadway/RR N/A feet <input type="checkbox"/> Under Structure N/A feet		<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>																																		
14. Accessibility Criteria for Disabled Persons List any feature not meeting ADA Criteria N/A		<input type="checkbox"/> <input checked="" type="checkbox"/>																																		
15. Roadside Clear Zone: a. Tangent 1.5 feet b. Outside of Curve _____ List criteria for each radius <u>Radius (ft)</u> <u>Clear Zone (ft)</u>	1.5 feet	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>																																		
16. Intersection(s) Level of Service: _____	C	<input type="checkbox"/> <input checked="" type="checkbox"/>																																		
17. Warrants for Stop Signs or Signals <u>Cross Road</u> <u>Warrant</u>		<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>																																		
18. Pavement Design (list any variance to policy)		<input type="checkbox"/> <input checked="" type="checkbox"/>																																		

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: City of Elgin

Section No.: 12-00183-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance		Summary of Variance and Justification
		Yes	No	
1. Design Period: 20 years	20 years	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Horizontal Alignment (Mainline)				
a. Minimum Superelevation Transition Lengths: N/A feet	75 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Superelevation Distribution Between Tangent and Curve: N/A	2/3 : 1/3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Vertical Alignment (Mainline)				
a. Minimum Grade of Urban Cross Section <u>0.30</u> %	0.3%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Minimum Length of Vertical Curves 90 feet		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Maximum K value of Vertical Curves 78 (for curbed facilities)	167	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Cross Section Elements (Mainline)				
a. Design of Parking Lanes • Cross Slope: 1.50 %	1.5%-2%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Design of Sidewalks • Width: 5 feet	4 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Buffer Distance: 2.75 - 9.0 feet	2 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Cross Slope: 1.50 %	2% max.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Longitudinal Grades: 3.47 %	5% max.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Median • Type: None		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Width: N/A feet		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d. Shoulder Cross Slopes: N/A %		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
e. Rollover Factor N/A %		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
f. Curb and Gutter Type B6.18		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
g. Roadway Element • Steepest Front Slopes: _____ (H:V)		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Steepest Back Slopes: _____ (H:V)		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Drainage (Flood Frequency)				
a. Pavement: _____ years	30	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Structure: _____ years		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Storm Sewer: _____ years	10	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Intersections				
a. Level of Service for Individual Movement: • Through Lanes: _____	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
• Turn Lanes: _____	C	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Skew Angle: 0 Degrees	15 Degrees	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Approach Grades: _____ %	5 %	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
d. Design Vehicle: _____	WB-50	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
e. Turning Radius for Design Vehicle: _____	45 Feet	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Level Two Design Variance Approval

Local Agency: City of Elgin Section No.: 12-00183-00-PV

f. Minimum Corner Island Size: _____	50 sq ft	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
g. Minimum Turn Lane Length _____ feet • Approach Taper: _____ feet • Departure Taper: _____ feet • Bay Taper: _____ feet	140 ft 135 ft	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
h. Entrances				
<u>Entrance Type</u>	<u>Max. Width (ft.)</u>	<u>Min. Width (ft.)</u>	<u>Max. Grade(%)</u>	
Commercial	14	14	_____	<input type="checkbox"/> <input checked="" type="checkbox"/>
Residential	22	12	_____	<input type="checkbox"/> <input checked="" type="checkbox"/>
7. RR Crossings				
a. Type of Railroad Protection: N/A		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Crossing Width (at 90° angle) N/A feet		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Lighting				
a. Illuminance _____ lux		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Uniformity Ratio _____		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Other Items				
None		<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Prepared By: _____
Designer (Local Agency or Consultant)

Date: _____

When Prepared by Consultant
 Local Agency Concurrence: _____

Date: _____

IDOT Regional Engineer Concurrence Date Central BLR&S Approval Date

EXHIBIT T

IDOT REVIEW COMMENTS & DISPOSITION



Engineering Enterprises, Inc. - Submittal Review Comments Form

Project Name:		FAU 1321 (Chicago Street) Center Street to Liberty Street (IL-25)			Section No.:		12-00183-00-PV	
Project No.:		-			Contract No.:		-	
Milestone:		Phase I - Draft PDR			Reviewed By:		IDOT District 1 Bureau of Local Roads and Streets (D1 BLRS)	
Client:		City of Elgin			Review Date:			
Comment Due Date:		-						
NO.	DWG NO./ SPEC NO./ SECTION NO., ETC.	Reviewed By:	COMMENTS	RESPONSE BY:	ACTION REQD	RESPONSES	CURRENT STATUS (OPEN/ CLOSED)	
1	Draft PDR	D1 BLRS	Need original signature from City of Elgin on final submittal.	EEI	Yes	The final submittal of this report will have original signature from City of Elgin. This report is being submitted as a draft because of the change in project scope as a result of comments received at the Open House Public Hearing.	OPEN	
2	Draft PDR	D1 BLRS	Section 1b - Verify that Chicago Street is not a State Route in the Jurisdictional Transfer documents	EEI	No	Chicago Street is not a State Route. In an email to Michael Brouch of EEI dated Friday March 6, 2015, Suleyman Tulgar stated that "We do not need the JT documents for PDR approval. As shown in IROADS, that portion of Chicago Street is not under IDOT jurisdiction."	Closed	
3	Draft PDR	D1 BLRS	Section 1b - Project located within the Elgin Historic District and therefore needs to have BDE Cultural Clearance	EEI	Yes	BDE Cultural Clearance has not been granted. A letter supporting a finding of "No Adverse Effect" from the State Historic Preservation Office (SHPO) dated May 30, 2014 indicates that continued coordination with IL SHPO is needed. SHPO needs the opportunity to review and approve the final plans and specifications prior to construction. Therefore, Cultural Clearance is not obtainable at this time.	OPEN	
4	Draft PDR	D1 BLRS	Section 1f - Clarify if work will be impacting IL Route 25.	EEI	Yes	The improvement limits stop short of the intersection with IL Route 25. Additional verbiage was added to this section for clarification.	Closed	
5	Draft PDR	D1 BLRS	Section 2b - Urban Reconstruction (BLRS Chapter 32) Design Guidelines should be used and not 3R Guidelines	EEI	Yes	Urban Reconstruction Design Guidelines will be used.	Closed	
6	Draft PDR	D1 BLRS	Section 2c - Public Hearing is required due to the removal of parking on the north side of the street.	EEI	Yes	An Open House Public Hearing was held on June 2, 2015. Based on comments received, the proposed design has changed and parking will no longer be removed on the north side of the street. Public Involvement documentation is included in Exhibit H.	Closed	
7	Draft PDR	D1 BLRS	Section 2c - Eliminate Exhibit P "Drainage Technical Memorandum". Summarize the memorandum in the drainage section of the report.	EEI	Yes	This information has been summarized in the drainage section of the report.	Closed	
8	Draft PDR	D1 BLRS	Section 2d - Add Language "of the Manual of Uniform Traffic Control Devices"	EEI	Yes	This language has been added.	Closed	
9	Draft PDR	D1 BLRS	Section 2d - Does the comment about additional lighting belong in this section of the report? This appears to be a comment about a proposed improvement, not an item that will affect the proposed improvement.	EEI	Yes	This information has been moved to Section 2c, where the proposed improvement is being discussed.	Closed	
10	Draft PDR	D1 BLRS	Section 2g - Replace "AASHTO" with "BLR Chapter 42"	EEI	Yes	This has been updated.	Closed	
11	Draft PDR	D1 BLRS	Section 3a - Add Language "from 2009 - 2013" to crash data summary	EEI	Yes	The crash data years have been added to the summary. The data was updated and is now "from 2010 - 2014."	Closed	
12	Draft PDR	D1 BLRS	Section 3c - Elaborate on what impact the proposed improvements are anticipated to have in the reduction of accidents.	EEI	Yes	This section has been updated to include a discussion of the anticipated impact of the proposed improvements on the reduction of accidents.	Closed	



Engineering Enterprises, Inc. - Submittal Review Comments Form

Project Name:		FAU 1321 (Chicago Street) Center Street to Liberty Street (IL-25)			Section No.:		12-00183-00-PV	
Project No.:		-			Contract No.:		-	
Milestone:		Phase I - Draft PDR			Reviewed By:		IDOT District 1 Bureau of Local Roads and Streets (D1 BLRS)	
Client:		City of Elgin			Review Date:			
Comment Due Date:		-						
NO.	DWG NO./ SPEC NO./ SECTION NO., ETC.	Reviewed By:	COMMENTS	RESPONSE BY:	ACTION REQD	RESPONSES	CURRENT STATUS (OPEN/ CLOSED)	
13	Draft PDR	D1 BLRS	Section 9b - Verify that Chicago Street is not a State Route and that the JT documents are included in this report. Without evidence that Chicago Street is no longer a State Route this answer is "Yes."	EEI	No	Chicago Street is not a State Route. In an email to Michael Brouch of EEI dated Friday March 6, 2015, Suleyman Tulgar stated that "We do not need the JT documents for PDR approval. As shown in IROADS, that portion of Chicago Street is not under IDOT jurisdiction."	Closed	
14	Draft PDR	D1 BLRS	Section 9c - What about state special waste for IL 25 or IL 19?	EEI	No	Chicago Street is not under IDOT jurisdiction and the improvement limits stop short of the intersection with IL Route 25, so state special waste is not a concern at this time.	Closed	
15	Draft PDR	D1 BLRS	Section 10c - Revise this section of the report once BDE Cultural Clearance is received.	EEI	Yes	BDE Cultural Clearance has not been granted. A letter supporting a finding of "No Adverse Effect" from the State Historic Preservation Office (SHPO) dated May 30, 2014 indicates that continued coordination with IL SHPO is needed. SHPO needs the opportunity to review and approve the final plans and specifications prior to construction. Therefore, Cultural Clearance is not obtainable at this time.	OPEN	
16	Draft PDR	D1 BLRS	Section 16 - Verify with IDOT Traffic that this section is acceptable. Currently IDOT Traffic is reviewing the proposed Detour Route which was provided as Exhibit Q (now exhibit P).	EEI	No	IDOT Local Roads asked IDOT Traffic multiple times about this and gave them a deadline for review comments of March 31, 2015. No comments were given; therefore, it was considered approved.	Closed	
17	Draft PDR	D1 BLRS	Section 17 - Update this section as Public Involvement is completed. (note: Meeting Minutes from IDOT Coordination Meeting indicate that a Public Hearing is necessary due the removal of parking on the north side of Chicago Street. Certified Letters should be delivered to all businesses and non-residential properties within the project limits to make sure they are aware of the removal of parking in advance of the Public Hearing) A public hearing is required when all environmental issues are cleared, geometrics are approved, and and traffic control plans are established.	EEI	Yes	This section has been updated. An Open House Public Hearing was held and certified letters were delivered to all businesses, non-residential, and residential properties within the project limits. A response letter was sent to all the property owners within the project limits, all who attended the Public Hearing, and all who provided comments. For this response letter that outlined the current design, a 30-day public comment period was offered. An additional 30-day public comment period was offered and this information was highlighted on the City of Elgin website. The 30-day comment period will end on April 22, 2016. Any public comments received will be added to and addressed in the final PDR.	OPEN	
18	Draft PDR	D1 BLRS	Exhibit A - Update street name labeling for Chicago Street and Liberty Street with IL Route 19 and IL Route 25, respectively.	EEI	Yes	Chicago Street is not under IDOT jurisdiction but the label for Liberty Street was updated with IL Route 25.	Closed	
19	Draft PDR	D1 BLRS	Exhibit B - Update typical section sheets with markups provided.	EEI	Yes	Complete.	Closed	
20	Draft PDR	D1 BLRS	Exhibit B - Update plan and profile sheets with markups provided.	EEI	Yes	The plan and profile sheets have been updated to reflect the narrower parking lane and the shared lanes for motorists and cyclists.	Closed	
21	Draft PDR	D1 BLRS	General Comment - Correct typos and misspelling errors throughout the document.	EEI	Yes	Complete.	Closed	



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22	Draft PDR	D1 BLRS	General Comment - More discussion is required on the signage and the bike lane termini. Do the bike lanes tie into existing bike lanes? How do the bike lanes tie into travel lanes at IL-25 and Center Street?	EEI	Yes	The report has been updated to include more discussion about the signage and shared lane termini. Plan sheets are also included that show the signage and striping at the termini.	Closed	
23	Draft PDR	D1 BLRS	What is the status of the capacity analysis on Center Street and the turn lanes are new at Center Street?	EEI	Yes	The capacity analysis on Center Street and Chicago Street is included in Exhibit R of the PDR.	Closed	
24	Draft PDR	D1 BLRS	What is the status of coordination efforts with the Elgin Historic District? FHWA Meeting Minutes indicate that coordination is required for Lighting, Traffic Signals and Detectable Warnings.	EEI	Yes	At this point in the design, it is unclear whether the signals and lights will be updated or replaced with this project. There has been some general coordination in Phase I with the Elgin Heritage Commission, which is included in Exhibit G. This coordination will continue during Phase II.	OPEN	
25	Draft PDR	D1 BLRS	Are 2040 Traffic Counts being used? Is the CMAP Attached?	EEI	Yes	Yes, 2040 traffic counts are being used. The CMAP is attached as Exhibit I.	Closed	
26	Draft PDR	D1 BLRS	General Comment - More discussion on drainage is required throughout the report. Clarify if using state storm sewer system.	EEI	Yes	More information has been added to the drainage section of the report.	Closed	
27	Draft PDR	D1 BLRS	General Comment - Coordinate with PACE, utility companies, METRA, school, USPS, fire.	EEI	No	Coordination with utility companies, PACE bus, and schools can be found in Exhibits M, N, and O, respectively.	Closed	
28	Draft PDR	D1 BLRS	General Comment - ESR needs to be submitted, Section 4f is not required, and this project will be process as a CE 2.	EEI	No	Noted.	Closed	
29	Draft PDR	D1 BLRS	General Comment - Geometrics concurrence and IDS is needed for IL Route 25 at Chicago Street.	EEI	No	Since the improvement limits stop short of the intersection with IL Route 25, a capacity analysis only was done. It was reviewed and approved by the Geometrics Unit on 09/30/2013. The approval is included in Exhibit R.	Closed	
30	Draft PDR	D1 BLRS	Exhibit P - Need traffic control staging typical sections & plan views.	EEI	Yes	Westbound traffic is being detoured during construction on Chicago Street. A detour map is included in Exhibit P. Eastbound traffic will be staged and more detail will be developed in Phase II.	Open	